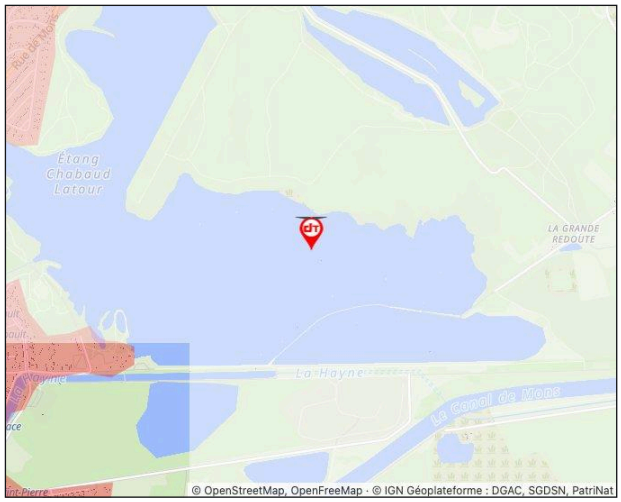
drone-spot

FLIGHT CARD
Generated on 17 November 2026

Étang de Chabaud Latour - Condé Sur l'Escaut

Water · Nord

GPS coordinates	50.45328, 3.60932
Elevation	16 m
Maximum height	120 m max
Access	On foot > 1,000 m
Nearest aerodrome	Tournai/Maubray Glider Field (EBTY) 12 km NW · spot 33 m lower
Spot reference	317126



Spot location and restrictions (Drone-Spot map image)

Sun (local times, UTC+01:00)

Day	Dawn	Sunrise	Sunset	Dusk	Day length	Golden hour
Tue 17 Nov	07:27	08:03	16:58	17:34	8 h 54	08:03–08:56 · 16:05–16:58
Wed 18 Nov	07:29	08:05	16:57	17:33	8 h 51	08:05–08:58 · 16:04–16:57
Thu 19 Nov	07:30	08:06	16:55	17:32	8 h 49	08:06–08:59 · 16:02–16:55

Nearby aerodromes

Aerodrome	Type	Distance	Elevation
Tournai/Maubray Glider Field	Aerodrome	12 km NW	49 m
Saint-Ghislain Airfield	Aerodrome	15 km E	23 m
Baudour Heliport	Heliport	16 km E	30 m
Valenciennes-Denain Airfield	Airport	18 km SW	50 m

Description

- The Chabaud Latour Pond / Leisure Base covers 450 hectares of natural areas and is the largest protected area in the Nord département (59). - The origin of the pond combines a natural wetland geography with the upheavals of mining. It was born from a gradual ground subsidence caused by mining activity and the intensive extraction of millions of tonnes of coal.

Scan to open the up-to-date spot page: weather, map and restrictions.
https://www.drone-spot.tech/en/fiche-spot.aspx?id=317126
Before every flight: check the UAS zones map, NOTAMs and temporary areas, the weather and the Kp index.

Preparing the flight

Pre-flight Check-List

- ☐ Area checked: UAS zones, restrictions, protected areas
- ☐ NOTAMs and temporary areas checked
- ☐ Weather: wind, gusts, rain, visibility; Kp index
- ☐ Operator number displayed on the drone
- ☐ Training certificate or licence with me
- ☐ Third-party liability insurance checked
- ☐ Batteries charged: drone, controller, phone
- ☐ Propellers, motors and frame in good condition
- ☐ Memory card inserted and empty
- ☐ Software up to date, compass and IMU calibrated
- ☐ Return to home: home point and return height set
- ☐ Electronic signalling or remote ID active
- ☐ Take-off area clear, people informed and at a distance
- ☐ Observer present for FPV flights

Key rules of the open category

Recreational flying in France: European open-category rules, applied by the DGAC.

- Maximum height: 120 m above the ground, lower where a restriction requires it.
- Always keep the drone in sight; when flying FPV, an observer keeps it in sight next to you.
- Never fly over crowds and keep the distances of your subcategory (A1, A2 or A3).
- Respect UAS geographical zones: around aerodromes, prohibited or restricted areas, protected areas, sensitive sites.
- Register as an operator if the drone weighs 250 g or more or carries a camera (toys excepted), and display the number on the drone.
- Training: online A1/A3 certificate from 250 g or for a class C1 drone; A2 certificate to fly closer to people with a class C2 drone.
- Always give way to manned aircraft and land if one approaches.
- Respect privacy: no images that identify people without their consent; aerial photography is prohibited in some areas.
- Check your third-party liability insurance.
- In France: registration and training on AlphaTango (DGAC); a drone of 800 g or more must broadcast electronic signalling (or the remote ID of class-marked drones).

Non-exhaustive summary: rules change. Reference: the DGAC open-category guide and the country's regulations.

Useful links

UAS zones map around the spot : https://www.drone-spot.tech/en/carte-uas.aspx?lat=50.45328&lon=3.60932
Drone pilot library : https://www.drone-spot.tech/en/bibliotheque
DGAC open-category guide (French) : https://www.drone-spot.tech/en/bibliotheque/guide-categorie-ouverte
Registration and training (AlphaTango) : https://alphatango.aviation-civile.gouv.fr
NOTAMs and temporary areas (SOFIA Briefing) : https://sofia-briefing.aviation-civile.gouv.fr

My flight notes

Information sheet generated by Drone-Spot from community data: it replaces neither official aeronautical information nor the regulations. The remote pilot remains responsible for the flight.