drone-spot

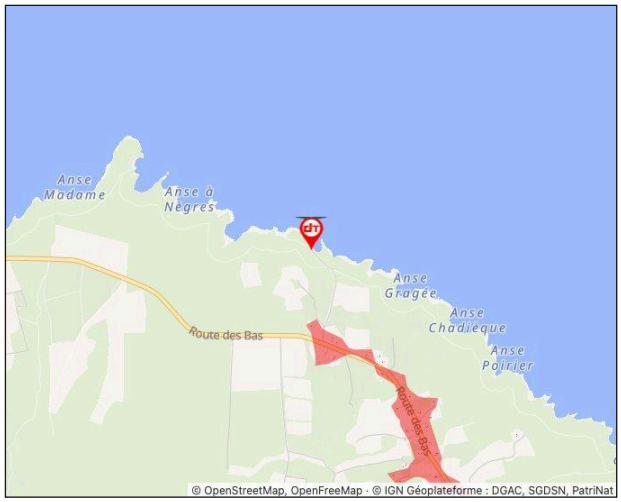
FLIGHT CARD

Generated on 17 November 2026

Marie-Galante Gueule Grand Gouffre

Unusual · Guadeloupe

GPS coordinates	16.00209, -61.26747
Elevation	46 m
Maximum height	120 m max
Access	On foot > 1,000 m
Nearest aerodrome	Les Bases Airport (TFFM) 15 km S · spot 41 m higher
Spot reference	297337



Spot location and restrictions (Drone-Spot map image)

Sun (local times, UTC−04:00)

Day	Dawn	Sunrise	Sunset	Dusk	Day length	Golden hour
Tue 17 Nov	05:46	06:09	17:31	17:54	11 h 21	06:09–06:40 · 17:01–17:31
Wed 18 Nov	05:47	06:10	17:31	17:54	11 h 21	06:10–06:40 · 17:00–17:31
Thu 19 Nov	05:47	06:10	17:31	17:54	11 h 20	06:10–06:41 · 17:00–17:31

Nearby aerodromes

Aerodrome	Type	Distance	Elevation
Les Bases Airport	Airport	15 km S	5 m

Description

Do you know Marie-Galante, the island sung by Laurent Voulzy? Marie-Galante is one of the beautiful islands of Guadeloupe. On Marie-Galante, we can find the majestic Gueule Grand Gouffre, a 50m high abyss that communicates with the sea through an arch, a really impressive hole. I'll take you to explore it from above with my Yuneec Typhoon drone. Our drone: http://amzn.to/2ulHGIb Follow me: https://escapadesamoureuses.com/ https://tribulationsdunequinqua.com/ https://www.instagram.com/tribulation... https://www.facebook.com/escapades.am... https://twitter.com/Escapadesamour

Scan to open the up-to-date spot page: weather, map and restrictions.

https://www.drone-spot.tech/en/fiche-spot.aspx?id=297337

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=16.00209&lon=-61.26747
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.