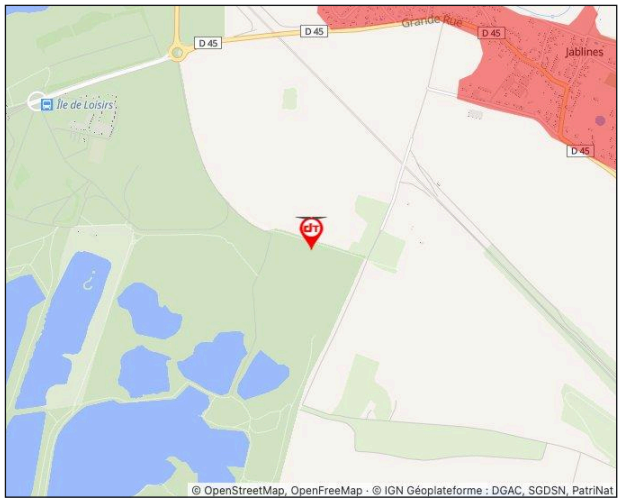
Jablines

Water · Seine-et-Marne

GPS coordinates	48.91212, 2.75070
Elevation	53 m
Maximum height	120 m max
Access	On foot < 1,000 m
Nearest aerodrome	Aérodrome de Meaux-Esbly (LFPE) 6.4 km E · spot 13 m lower
Spot reference	300488



Spot location and restrictions (Drone-Spot map image)

Sun (local times, UTC+01:00)

Day	Dawn	Sunrise	Sunset	Dusk	Day length	Golden hour
Sat 21 Nov	07:32	08:07	17:02	17:38	8 h 55	08:07–08:58 · 16:11–17:02
Sun 22 Nov	07:34	08:09	17:01	17:37	8 h 52	08:09–09:00 · 16:10–17:01
Mon 23 Nov	07:35	08:10	17:01	17:36	8 h 50	08:10–09:02 · 16:09–17:01

Nearby aerodromes

Aerodrome	Type	Distance	Elevation
Aérodrome de Meaux-Esbly	Aerodrome	6.4 km E	66 m
Aérodrome de Chelles-le-Pin	Aerodrome	11 km W	63 m
Lognes Emerainville	Aerodrome	14 km SW	109 m
Centre Hospitalier Intercommunal Robert Ballanger Heliport	Heliport	17 km W	58 m

Description

Jablines' flint quarries were long ago. Our history begins between 3500 and 4200 BC, in a period called Neolithic. At that time, our ancestors (not even Gauls!) were already digging the earth near here to find SILEX ... In more modern times, they have been SABLES and GYPSE quarries that have punctuated this landscape. Most of these quarries are now closed and flooded. Flying over old quarries

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

https://www.drone-spot.tech/en/fiche-spot.aspx?id=300488

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=48.91212&lon=2.7507
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.