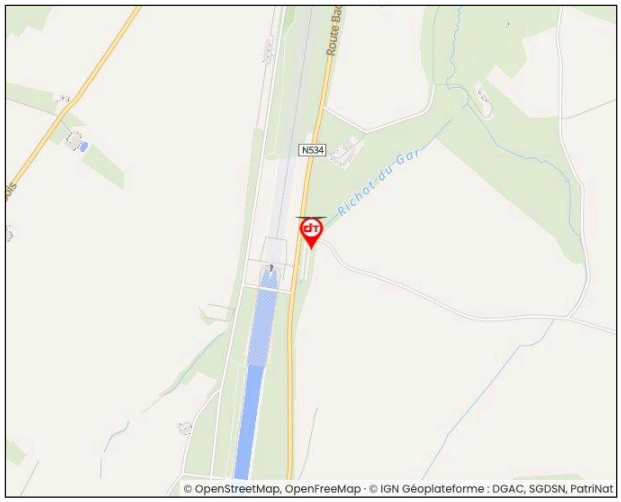
Ronquières inclined plane

Water · Belgium

GPS coordinates	50.59144, 4.22187
Elevation	97 m
Maximum height	120 m max
Access	Direct access by car
Nearest aerodrome	Buzet ULM (EBBZ) 13 km SE · spot 62 m lower
Spot reference	307334



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	07:31	08:08	16:50	17:27	8 h 42	08:08–09:01 · 15:56–16:50
Sun 22 Nov	07:32	08:09	16:49	17:26	8 h 40	08:09–09:03 · 15:55–16:49
Mon 23 Nov	07:34	08:11	16:48	17:25	8 h 37	08:11–09:05 · 15:54–16:48

Nearby aerodromes

Aerodrome	Type	Distance	Elevation
Buzet ULM	Aerodrome	13 km SE	159 m
Baisy-Thy ULM	Aerodrome	15 km E	160 m
Sint-Pieters-Leeuw heliport	Heliport	19 km N	60 m
Céroux-Mousty Balloon Field	Balloon port	22 km E	134 m

Description

The Ronquières inclined plane is a boat lift near Ronquières (Braine-le-Comte), in the province of Hainaut (Belgium). Located on the Charleroi-Brussels canal, it moves a tank carrying one or more barges along a slope so they can overcome a significant difference in height. The inclined plane entered service in 1968. The Ronquières inclined plane compensates for a height difference of 68 m over a length of 1,432 m. It consists of two tanks mounted on rails (mobile locks), each fitted with a 5,200-tonne counterweight. Each tank is 91 m long, 12 m wide, has 600 wheels and can hold a water depth of 3 to 3.70 m. Its maximum capacity is one 1,350-tonne barge or several smaller boats. Each tank is pulled by a winch located in the upstream head, at the foot of the tower. Each tank is connected to its counterweight by eight cables. Each tank operates completely independently. The 1,432 m trip …

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

https://www.drone-spot.tech/en/fiche-spot.aspx?id=307334

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

This country applies the European drone rules (open category); it may add its own zones and conditions.

- 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.

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=50.59144&lon=4.22187
Drone pilot library : https://www.drone-spot.tech/en/bibliotheque

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.