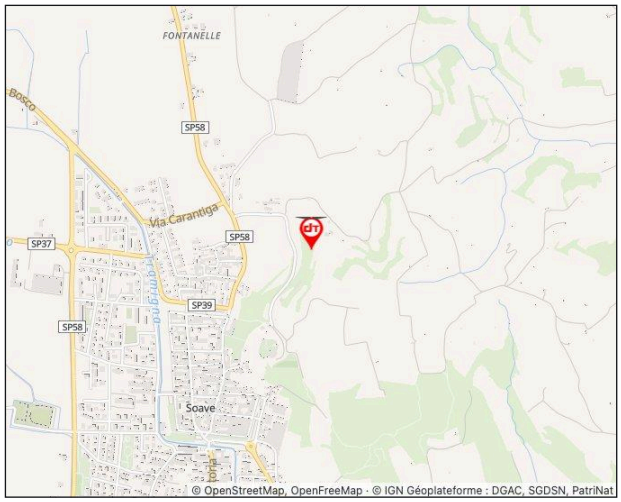
SOAVE

Heritage · Italy

GPS coordinates	45.42613, 11.25282
Elevation	85 m
Maximum height	120 m max
Access	On foot > 1,000 m
Nearest aerodrome	CdV "Il Fantasma" Arcole 8.0 km SE · spot 68 m higher
Spot reference	301294



Spot location and restrictions (Drone-Spot map image)

Sun (local times, UTC+01:00)

Day	Dawn	Sunrise	Sunset	Dusk	Day length	Golden hour
Wed 25 Nov	06:54	07:27	16:37	17:10	9 h 09	07:27–08:14 · 15:50–16:37
Thu 26 Nov	06:55	07:28	16:36	17:09	9 h 07	07:28–08:15 · 15:49–16:36
Fri 27 Nov	06:57	07:30	16:36	17:09	9 h 06	07:30–08:17 · 15:48–16:36

Nearby aerodromes

Aerodrome	Type	Distance	Elevation
CdV "Il Fantasma" Arcole	Aerodrome	8.0 km SE	17 m
Campo di Volo "Ca' Quinta di Sarego"	Aerodrome	10 km E	35 m
Campo di Volo "Ass.Sp.Volo Leggero"	Aerodrome	19 km S	19 m
Pista privata di Barbarano Mossano	Aerodrome	23 km E	-0 m

Description

Soave is a municipality in the province of Verona in the Veneto region of Italy. Soave was a Roman centre on the Via Postumia that linked Aquileia to Genoa. There are different names on the origin of the current name: according to one theory, it could derive from the Suevi (sometimes called Soavi in medieval Italian). The castle was first mentioned during the invasions of the Magyars in 934. In the century, it was a possession of the Bonifacio counts, who installed a captaincy there. The walls, still visible today, were built in 1379 by Cansignorio of the Scaliger family. Their rule was followed by those of the Visconti of Milan and the House of Carrara. The latter lost Soave in 1405 to the Republic of Venice. In 1439 the Visconti troops under Niccolò Piccinino recovered it, but Venice quickly took it back. During the war of the League of Cambrai (1508), the city was burned and 366 …

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

https://www.drone-spot.tech/en/fiche-spot.aspx?id=301294

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=45.42613&lon=11.25282
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.