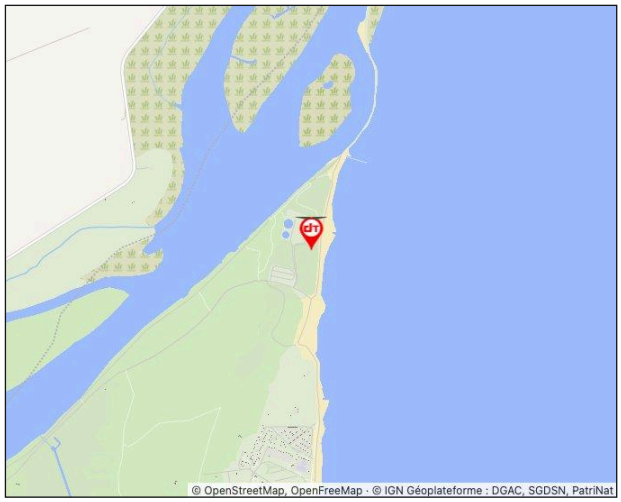
DELTA DU PO

Water · Italy

GPS coordinates	45.15069, 12.32778
Elevation	1 m
Maximum height	120 m max
Access	On foot > 1,000 m
Nearest aerodrome	Campo di Volo "Gli Acquilotti" 7.5 km W · same altitude as the spot
Spot reference	301387



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	06:49	07:22	16:33	17:06	9 h 11	07:22–08:08 · 15:47–16:33
Thu 26 Nov	06:50	07:23	16:33	17:06	9 h 09	07:23–08:10 · 15:46–16:33
Fri 27 Nov	06:52	07:24	16:32	17:05	9 h 07	07:24–08:11 · 15:45–16:32

Nearby aerodromes

Aerodrome	Type	Distance	Elevation
Campo di Volo "Gli Acquilotti"	Aerodrome	7.5 km W	0 m
Cà Negra Airport	Aerodrome	16 km SW	0 m
Campo di Volo "Cavaliere d'Italia"	Aerodrome	17 km W	0 m
Campo di Volo Sturaro	Aerodrome	21 km W	3 m

Description

The Po Delta, which is the mouth of the Po River and the eastern part of the Po Plain bordering the Adriatic Sea in Northern Italy. The Po Delta Regional Park is an area covering 52 000 hectares of the Emilia-Romagna region, extending from the Po di Goro and covering the entire historic Po Delta, including the mouths of the rivers Reno, Lamone and Bevano. Including the wet and brackish areas of the Adriatic coast and the immediate hinterland: the Goro pocket, the Comacchio marshes, the Ravenna lands, the Cervia saltworks, the Argenta forests, the Panfilia forest, the Mesola forest and the pine forests of the Lido di Classe at the mouth of the Savio river north of Cervia. A multitude of sedentary or passing birds can be observed: Chickadee, lark, goldfinch, jay, cuckoo, chaffinch, woodpecker...and species living in a wet environment: Kingfisher, night heron, night heron, crested bear, ...

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

https://www.drone-spot.tech/en/fiche-spot.aspx?id=301387

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=45.15069&lon=12.32778
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.