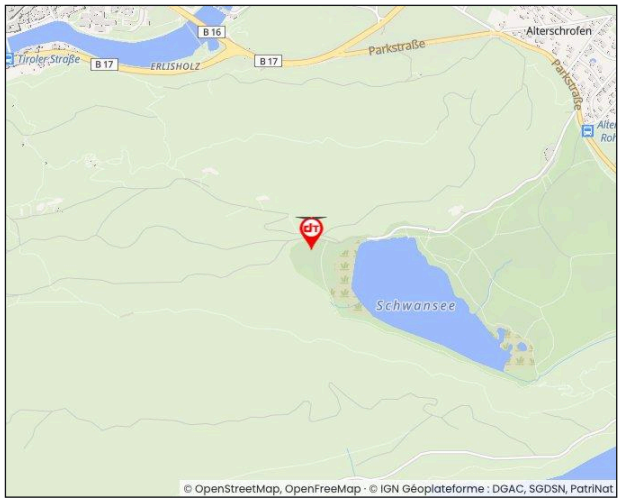
Swan Lake

Mountain · Germany

GPS coordinates	47.55906, 10.71474
Elevation	803 m
Maximum height	120 m max
Access	On foot > 1,000 m
Nearest aerodrome	Füssen Glider Airfield 3.2 km NW · spot 14 m higher
Spot reference	302201



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	06:57	07:31	16:35	17:09	9 h 04	07:31–08:20 · 15:46–16:35
Sun 22 Nov	06:58	07:32	16:34	17:08	9 h 02	07:32–08:21 · 15:45–16:34
Mon 23 Nov	06:59	07:34	16:33	17:08	8 h 59	07:34–08:23 · 15:44–16:33

Nearby aerodromes

Aerodrome	Type	Distance	Elevation
Füssen Glider Airfield	Aerodrome	3.2 km NW	789 m
Reutte Heliport	Heliport	9.6 km S	860 m
Reutte-Höfen Airport	Aerodrome	10.0 km S	855 m
Zugspitzarena Heliport	Heliport	22 km SE	1,117 m

Description

The Schwansee is located in the Ostallgäu in Bavaria southeast of Füssen in the Schwangau municipal area and in the immediate vicinity of the royal castles Hohenschwangau and Neuschwanstein, and 400 meters north of the Alpsee. Since 1956 it has been part of the landscape protection area "Alpsee, Schwansee and Faulenbacher Tal". The lake is the property of the Free State of Bavaria. The Bavarian Administration of State Palaces, Gardens and Lakes is responsible for its administration. In the 19th century, the Schwansee, with the moors, wet meadows and calcareous grassland of the surrounding area, was incorporated into a park landscape that belonged to Hohenschwangau Castle. This Swan Lake Park was created by order of the Bavarian Royal House of Wittelsbach according to the plans of Peter Joseph Lenné, but today it is partly overgrown. At present, the Schwansee is used as a bathing lake in …

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

https://www.drone-spot.tech/en/fiche-spot.aspx?id=302201

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=47.55906&lon=10.71474
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.