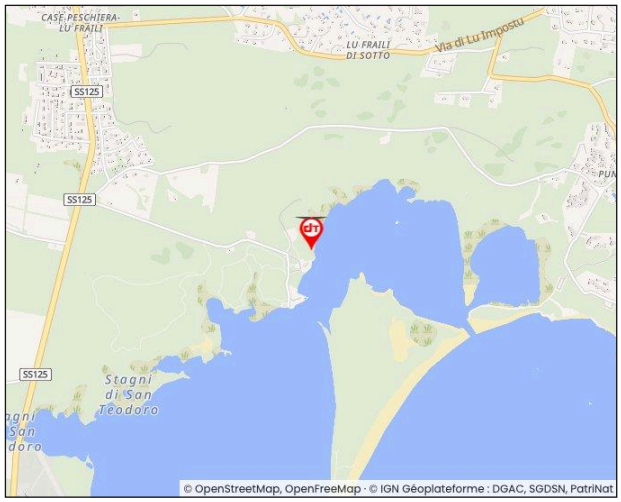
Spiaggia La Cinta e Stagno di San Teodoro - Sardegna

Water · Italy

GPS coordinates	40.81125, 9.67051
Elevation	1 m
Maximum height	120 m max
Access	On foot < 1,000 m
Nearest aerodrome	Aviosuperficie San Teodoro 1.4 km SW · same altitude as the spot
Spot reference	308236



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	06:46	07:15	16:59	17:29	9 h 43	07:15–07:57 · 16:17–16:59
Sun 22 Nov	06:47	07:16	16:58	17:28	9 h 42	07:16–07:58 · 16:17–16:58
Mon 23 Nov	06:48	07:18	16:58	17:28	9 h 40	07:18–07:59 · 16:16–16:58

Nearby aerodromes

Aerodrome	Type	Distance	Elevation
Aviosuperficie San Teodoro	Aerodrome	1.4 km SW	1 m
Olbia Costa Smeralda Airport	Airport	16 km NW	11 m

Description

Spiaggia La Cinta e Stagno di San Teodoro - Sardegna - Drone 4K/UHD - 2021 The Stagno di San Teodoro, also known as the San Teodoro Lagoon, is a Site of Community Importance (SIC) included in the list of special areas of conservation and in the Tavolara-Punta Coda Cavallo Marine Protected Area. Belonging to the municipality of the same name in the province of Sassari, the pond lies behind Spiaggia La Cinta and covers about two hundred and forty hectares, with a depth ranging between seventy and one hundred and twenty centimeters. Accessible and open to visitors along a few specific trails marked out by wooden fences, the San Teodoro pond is a true natural treasure, rich in extraordinary plant and animal species that make its ecosystem an exceptional biological heritage. The habitat of the San Teodoro lagoon is in fact home to splendid endemic species and marsh and marine specimens, ...

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

https://www.drone-spot.tech/en/fiche-spot.aspx?id=308236

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=40.81125&lon=9.67051
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.