

POINT TO POINT

**HEAD IN THE CLOUDS
AND FEET ON THE GROUND**

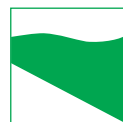


**LEISURE FLIGHT ITINERARIES
IN VENETO, EMILIA-ROMAGNA,
TUSCANY, LIGURIA AND SARDINIA**

GUIDO MEDICI



AUTONOMOUS REGIONAL
AUTHORITY OF SARDINIA



Regione Emilia-Romagna
EMILIA-ROMAGNA
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LIGURIA
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REGIONE
TOSCANA



TUSCANY
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VENETO
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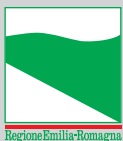
Ministero delle Attività
Produttive
Direzione Generale per il Turismo

This guide has not been designed for use by pilots and their passengers alone, but also, and above all, by all those who like to look at and understand things from a different point of view. Free from obstacles and impediments, we will guide you, in flight, along the routes marked by evidence of our past and the infinite surprises offered by the landscape; in places where nature, and the work of mankind combine to become art.



AUTONOMOUS REGIONAL AUTHORITY OF SARDINIA

Tourism, Handicrafts and Trade Department
Viale Trieste, 105 - 09123 Cagliari
tel. 070 6067005 - fax 070 6067255
e-mail: turismo.assessore@regione.sardegna.it
www.regione.sardegna.it
Project coordination: Tourism Dept.



EMILIA-ROMAGNA REGIONAL AUTHORITY

Department for Tourism and Trade
Viale A. Moro 64 - 40127 Bologna
tel. 051 283491 - fax 051 284169
www.emiliaromagnaturismo.it
emiliaromagna@regione.emilia/romagna.it



LIGURIA REGIONAL AUTHORITY

Tourism Sector
Via D'Annunzio 113 - 16121 Genoa
tel. 010 54851 - fax 010 5484024
www.regione.liguria.it
www.turismoinliguria.it
turismo@regione.liguria.it



TUSCANY REGIONAL AUTHORITY

Tourism Promotion and Development Policy Dept.
Via di Novoli, 26 - 50127 Florence
fax 055 4383141
website: www.rete.toscana.it/sett/turismo
e-mail: turismo@regione.toscana.it (project information)
turismo@toscanapromozione.it (tourism information)



VENETO REGIONAL AUTHORITY

Tourism Department
Cannaregio 168 - 30121 Venice
tel. 041 2792644 - fax 041 2792601
www.regione.veneto.it/Economia/turismo

POINT TO POINT

LEISURE FLIGHT ITINERARIES IN VENETO, EMILIA-ROMAGNA,
LIGURIA, TUSCANY AND SARDINIA

Five Italian regions connected by an aviatory *point to point*; five regions that express a unique product resulting from the combination of the beauty of their landscapes.

The Regional Authorities of Sardinia, Emilia-Romagna, Liguria, Tuscany and Veneto have joined forces in an inter-regional project called "Point to Point" - funded by the Ministry of Productive Activities pursuant to art. 5 Law 135/2001 - aimed at promoting and valorising the environmental, artistic, cultural and oenogastronomical heritage of the respective territories.

The leitmotif of the project unites these five territories by proposing a new kind of high-quality tourism that offers users an innovative vision of the places visited.

Of the project's various common activities, a privileged space was dedicated to this volume, which proposes a "visit" of the regional territory from an unprecedented standpoint: itineraries followed on the wing accompanied by aerial photographs that provide an extraordinary overview of the territories of the participating regions, seen from the air, as they could be admired from a leisure aircraft, to create a unique plot that contains them all in a single reality of land and sky.

A guide for pilots, passengers and all those who like to look and see things from a new angle.

From the Alps to Lagoons, along the Adriatic coast, across the Apennines to the rugged Ligurian coast, from the Emerald Coast to the Padania Plateau, from the Arno to the hills of Sardinia, without limits or frontiers, with the sense of freedom that a plan alone can give, overflying the territory with a new outlook that allows a global vision of the infinite variety of Italy's landscape.

The volume also constitutes a useful practical tool for flying, with indications on the location of the airports and airfields throughout the course described.



Ministero delle Attività
Produttive
Direzione Generale per il Turismo

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HEAD IN THE CLOUDS AND
FEET ON THE GROUND

Text and Photos
Guido Medici

Editor

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Emilia-Romagna, Liguria, Tuscany
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Editing

GUIDE AEREE
AVIOportolano

*E.I.L. di G. Medici
Via Flli Bandiera 76
30175 Marghera Venice*

Graphics and paging
Riccardo Chinellato

Contributors & collaborators

*Aeronautical consultation:
Emanuele Menna, Roberto Giacomello
Aviation charts:
Davide Giacomello
A.S.A. srl - Rome
Historical context:
Luciana Milani
Photographic processing:
Giona Grazioli
Photography
Air Data srl - Padua
EliPiu srl - Thiene (VI)*

Translation by
Emma Claire Drew

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*Regional Authorities of Sardinia,
Emilia-Romagna, Liguria,
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The aeronautical information provided in this volume is unofficial and pilots should in any case refer to AIP Italia indications.

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POINT TO POINT

INTRODUCTION

ON THE WAY

We are used to travelling increasingly frequently and ever greater distances, by train, by car, by plane; we often travel from one point to another without paying little or no attention to what exists along the way. We therefore waste the time that we spend travelling and make it as short as possible. Maybe this is why we want faster trains, cars and aeroplanes, to prevent us from getting bored. However, it is the journey that counts. Everything that is good or bad about going from one place to another will happen along the route; during the “trip”, with stops, events and encounters that often, albeit briefly, leave their mark, imprinted on our memory and they give us new energy to act and think: not of another place to reach but another trip to make.



Aircraft offer us the chance to “see” the territory from a privileged point of view. A synthetic vision from above that facilitates clarity and understanding: no roads and obstacles, the speed at which one moves from one environment to another, the speed of movement. “Aerial” views do however have a number of disadvantages compared to views “from the ground”: details can be lost, there are no signs and

indications to help us recognise places and routes, there is no contact with the land. One has to put one's feet back on the ground to get back to one's environment. In this guide, I have attempted to combine the advantages of aerial vision with those of visits on the ground, in an attempt to “guide” the pilot and his passengers using landmarks on the ground that, in addition to aiding navigation, also allow them to recognise, understand and interpret the landscape.

By “Aerial Tourism” I mean just this: flying from the take-off point to the landing point without being estranged to what one is flying over, but rather aware of and curious about the places, landscapes, the traces of our history that we have the fortune to observe from an exceptional view point. Each transfer can become a brief research and the aerial route, not just a straight line drawn on a map between the departure and the arrival runways, but a set of points, imaginary stops, rapid and fleeting encounters that are nevertheless interesting and on occasions even astounding.

It is an opportunity not to be missed, but in order to realise it we need a “guide” that explains the entire territory from an unusual point of view. From above, rather than from below. In Italy, there are some 550 airports and airfields, of which 40% are in Veneto, Emilia-Romagna, Tuscany, Liguria and Sardinia. This makes it possible to visit the length and breadth of these regions landing practi-



cally anywhere. The landscapes are described in words and using photographs, with a vast assortment of pictures that allow the reader to have a comparative and immediate view of the wealth of the Italian territory. The same applies for the cities, towns and fortresses that lie along the programmed flight routes described. As we travel using craft that require ongoing, accurate mechanical checks, and above all fuel, I have included all the technical stops where one may find any spare parts that may be required and qualified personnel for aircraft maintenance.

With regard to the aeronautical information, I have included the particular VFRs (Visual Flight Rules) in the various CTRs and, in the text, those that I considered useful and that although they are not written, pertain to the knowledge and culture of local pilots. I purposely have not included particular information on IFR (*Instrument Flight Rules*).

The appendix contains the characteristic statistics of the runways present in the various regions: geographic coordinates, dimensions, name, municipality and town, telephone number and amenities available. This data is the property of Avioportolano Italia and is gathered every two years through a national census promoted with the sponsorship of the Ministry of Productive Activities - Department for Tourism, Ministry of Transport and Aerial Navigation and Aero Club d'Italia.

Lastly, a number of acknowledgements are due. I above all thank that victorious part of myself that still believes that sooner or later, like the water that seeps through the most hidden interstitial spaces of the earth to form a river, valid ideas and projects find space to continue and become facts: I thank those who have shared this philosophy and the five regional authorities that have believed in the possibility of realising it. I thank my collaborators who have worked on the project with me, put up with me and interpreted what were at times, vague and confused indications. I dedicate my work to anyone who will appreciate it, to those who have been close to me and to my children, who are always present in whatever I do.



POINT TO POINT

INTRODUCTION

ON THE WING

In the definition of the itinerary described in this book, no particular logic is followed except that dictated by the desire and will to synthesise, in the brief space of these few pages, the beauty and the characteristics of five regions just as rapid and concise yet wide-reaching and complete is the vision offered by air travel.

I decided that a good starting point would be the Dolomite mountains and the first "route" to refer to was one of Veneto's most important rivers with regard to its role in history and the environment: the Piave. I flew along this river, discovering its particularities, until reaching Venice, its lagoon and its spaces. Breath-taking panoramas of water and land that fuse together in the symbiosis of a single body, the strength and weakness of a city and an entire population.

Usually, having reached Chioggia, one cuts the Po Delta to the east of its mouth. This time, I decided to fly along the last limbs of land, with the curiosity of an explorer in search of new, unknown things. And I have to say that I was not disappointed: the encounter between water and land offers exceptional spectacles. For kilometres, I followed Emilia's beaches, skimming the waves of the sea, the surfaces of the saltworks and the mane of the pines; I lingered over the cities and towns, prying with the lens of my camera between the monuments that, I discovered, have the unusual ability of being more visible when seen from above.

From the coast I headed west, following the natural road of the Marecchia Valley. How different the rivers of Tuscany's Apennines are to those of Veneto! The former are short and torrential, the latter are long and broad; they run in Valleys and dig deep grooves. Here we see the history that made Italy great; one does not even need to pay great attention: it runs beneath you and captures you every time you fly over a town. I passed over chest-

nut woods, expanses of olive groves, vineyards and the most beautiful cities in the world. And then up, northwards along the parks of the Tyrrhenian, the lagoons, the river mouths and the beaches of Versilia. I nosed amidst the early bathers of the prestigious beach facilities and photographed wild, inaccessible beaches; I observed flocks of birds taking flight and placid herds that grazed unperturbed and indifferent to my passage. And higher still, beyond the peaks of the

Apuan Alps, following the line of the deepest ravines of these mountains to see the lesions from which the rich lymph of candid, precious marble still bubbles.

The itinerary that I propose to my readers continues in Liguria that, I must confess, caught me a little off guard, so great were the differences to be observed in so few kilometres. Liguria is rather off the beaten track, but I highly recommend visiting it. I followed a good portion of the Levante riviera, flying over rocky coasts, towns climbing up nature, impenetrable woods and land laced by terraces. A natural and man-made landscape that immediately demonstrates just how close the connection

between the Ligurian people and the sea and land was and still is. I passed Genoa to the north to return to the Ponente Riviera and continue my journey to the French border, passing immense plains of flowers, on the deep track of an ancient history, over towns and cities that have always lived in symbiosis with the sea.

Lastly, I came to Sardinia. In order to reach the island from the mainland, the most usual itinerary is to pass over Elba with a technical stop, if required, at the airport there. The route heads west and in the direction of the Corsican coast for approximately 65 km towards the airport of Bastia. One then continues along the eastern coast headed south with a technical stop at Olbia or the airfield of San Teodoro.

For technical reasons, the flight itinerary proposed in these pages started from Siliqua. Sardinia is admired and known for the beauty and variety of its coastlines. An incredibly vast assortment that on the wing can be enjoyed to its full value: a few minutes took me from crags and cliffs to white beaches, from flowers to the desert, ponds and lakes, flying over the remains of powerful ancient cities. Then up, to the north and once more into the green prairies, penetrating the heart and soul of Sardinia, to end amidst the caves on the water of the Gulf of Orosei.



A LOOK BACK IN HISTORY

Veneto has been inhabited by man since ancient times and fossil evidence found in the region dates back some 150,000 years. At different times, it was inhabited by the Celts, Ligurians and Rhaetians as well as by the Veneto people it is named after. The Roman occupation brought with it the start of a process of structuration that can still be recognised in the layout of the roads and cities and the agricultural organisation of the Veneto region today.

THE ROADS OF THE EMPIRE

It is to Roman colonisation that we owe the foundation or fortification of preexisting settlements such as Padua, Verona, Vicenza, Oderzo, Concordia and Altino. The modern road network covers a number of Roman routes: Via Postumia, which forms the great east-west axis of the region from Aquileia to Verona, before continuing as far as Genoa; Via Annia, which stretches from Padua to Altino and Aquileia; and the Claudia Augusta road that runs along the Piave Valley towards Cadore.

THE CENTURIATIO SYSTEM

One peculiar element of the Romans' territorial organisation are the grille-shaped areas, where the land is divided into 710m squares (centuriatio) that were assigned to veterans and residents. Eleven such areas exist, the largest of which is at Camposampiero (in the province of Padua).

THE BIRTH OF THE SERENISSIMA REPUBLIC OF VENICE

The gradual population of the lagoon area commenced around the 5th century and it was in this era that the Serenissima Republic of Venice was established, with its first headquarters at Malamocco (modern day Lido), which was later moved to Rialto. Following countless battles with Vicenza, Padua and Verona, Venice came to govern Veneto in 1400.

THE REPUBLIC RESHAPES THE LAND

From the 14th to the 18th century, the Republic changed the shape of the coastal and lagoon territories, radically transforming the morphology of the southern course of Veneto's rivers. From the Po to the Adige and the Brenta, from the Piave to the Sile, river beds were deviated, their courses amended and their outlets modified. The submerged sandbanks were consolidated with the mighty fortification of the *murazzi* and the various inlets were altered time and again.

THE CITIES BECAME FORTIFIED

The simple city walls of the Middle Ages were replaced by the sturdy fortifications

of the Renaissance period and Veneto boasts a number of walled cities, including Cittadella, Montagnana, Marostica, Bassano, Castelfranco, Monselice and Este. The castles at Soave, Lazise and Malcesine are just a few of the many examples still standing. Walled cities, fortresses and castles can be observed especially in the region's foothills, the legacy of the free towns and the expansion of the Seignories that followed.



VENETO'S STATELY HOMES

The Venetians penetrated inland, along the rivers and canals used to transport raw materials and farm produce, erecting many important stately homes (the famous "Veneto Villas"), which were economic centres, places of leisure and holiday homes. They can be seen above all along the Brenta Riviera, from Vicenza to the Berici Mountains, and in the foothill area. Significant sixteenth century examples of Palladio's work can be seen around Vicenza and Treviso.



NAPOLEON

Following the decline of the Republic of Venice, evidence of the brief Napoleonic occupation is still visible in the reorganisation of the beautiful Terraglio road between Mestre and Treviso, which is lined by centuries old plane trees and stately homes.

AUSTRIAN RULE

Under Austrian rule Venice lost its insularity and was physically connected to the mainland by a railway bridge.

THE 20TH CENTURY

The creation of a motorway network, the growth of a widespread system of small businesses and the development of numerous important industrial areas gave rise to evident territorial modifications. One example is the creation, in the 1930s, of the chemistry industry at Porto Marghera, which still occupies a significant portion of the lagoon territory. In the south eastern part of the region, vast areas were reclaimed from the lagoon swamps and used for farming, thus creating the environment that can be observed above all in the eastern territory that stretches from the Sile, to the Livenza and to the mouth of the Tagliamento, on the border with Friuli.



LEGENDA:

- ROMAN ROADS
- CENTURIATIO
- FORTIFICATIONS
- FREE TOWNS
- CASTLES

REGIONAL CUISINE

There's a good book entitled *"A tola coi nostri veci"* written in Venetian dialect by the Venice-born writer Mariù Salvatori de Ziliani that commences thus *"I happened to read (I do not recall where) an article by a writer who had nothing better to ponder than to ask himself, is there really such a thing as typical Venetian cuisine?"*. The doubts of the unnamed writer are rapidly dispelled by the author, who continues: *"far be it for me to call him mad, but if you ask me, this blessed writer does not have the faintest idea"*



LAND OF FINE WINES

The entire course of the Piave, until it meets the sea, is framed by vineyards that produce high quality wines from Cabernet, Sauvignon, Merlot, Pinot Nero and Raboso grapes, to name but a few. Towards Caorle, Lison di Pramaggiore production dominates. This white wine is obtained using Tocai grapes (a typically Friulan cru of which there are also numerous vineyards in the province of Venice), to which several more can be added. The region's red wines are made from Merlot and other red grapes such as Malbec, Cabernet and Refosco.



LAGOON FISHERIES

Food in the lagoon area is varied, but seafood dominates. There are a great many high-quality fish dishes and specialties include *Sarde in Saor*, spaghetti with *caparoso* (cockles), fried or grilled cuttlefish and seafood risottos. Seabass and gilthead are always readily available and in general the fish is excellent: it is usually served without dressing and almost always cooked simply on the grill, turning twice.



EXCEPTIONAL HORTICULTURAL PRODUCE

The particular properties of the land adjacent to the lagoon both to the north and south of Venice yield exceptional vegetables of recognised quality. We highly recommend the *castraure* (tiny artichokes served raw and seasoned), wild asparagus, marrows and, around Chioggia, the red chicory.

RUSTIC MOUNTAIN DISHES

Following our itinerary from the mountains to the sea, Veneto offers the palate numerous unforgettable opportunities. The cooking is often made of simple, rustic flavours, such as polenta and cheese (Asiago, Malga Bellunese, Montasio,

Piave, Schiz and smoked ricotta cheese) that in Belluno is served everywhere as an accompaniment for roebuck and chamois game, mixed horse-pork meats, *soppreses di casada* sausages and river trout. If you are particularly lucky, in the wintertime you may find snails on the menu.

THE GOLDEN TRIANGLE

The autochthonous Prosecco vine grows in the "Golden Triangle" comprised by the towns of Vittorio Veneto, Conegliano and Pieve di Soligo, in the upper Marca Trevigiana area, and is used to produce a series of sparkling, dry whites that are popular on tables throughout the world. The king of all dishes is the Red Chicory from Treviso, which is still farmed using a technique that dates from the sixteenth century and consists primarily in forcing and whitening of the vegetable by growing it in the dark. The lack of chlorophyll makes the leaves white, crisp and slightly bitter. This vegetable is absolutely exquisite when grilled and drizzled in olive oil. A must in risottos and delicious in all dishes and with any type of accompaniment, even ice cream, grappa and dessert. The nearby Montello hill guarantees connoisseurs mushrooms of outstanding quality.



VENICE: HELPFUL HINTS

Here many still believe that the rest of the world is "countryside" and that the Adriatic Sea is still the "Gulf of the Serenissima" as it was in the 1600s, so a little patience is required. Generally speaking, one can eat and drink well in Venice. I would choose something historical, in order to fully exploit the pride of ancient glories: fried cuttlefish (mouthwatering when hot), liver *alla veneziana* (a must for those who like the taste), *sarde in saor* (sardines, raisins, onions and pinenuts), *bigoli in salsa* (a spaghetti-like pasta served with an anchovy sauce) and if the season is right, *moeche fritte* (fried crabs). I exaggerate, intentionally, when I say: "Everything else is boredom".

VENETO'S WINES:

- LISON PRAMAGGIORE
- PIAVE
- PROSECCO DI CONEGLIANO E VALDOBBIADENE
- COLLI DI CONEGLIANO
- MONTELO AND COLLI ASOLANI
- VICENZA

- BREGANZE
- BAGNOLI DI SOPRA
- COLLI EUGANEI
- COLLI BERICI
- LESSINI DURELLO
- GARDA
- ARCOLE

- BARDOLINO
- MERLARA
- VALPOLICELLA
- VALDADIGE
- BIANCO DI CUSTOZA
- SAN MARTINO DELLA BATTAGLIA

AIRSPACE GEOGRAPHY

Veneto's complicated airspace geography is reminiscent of the cold war and the dangers of the Soviet and Slav East for which, had they been able, western leaders would have banned not only flying, but also doing the high jump. Recently, things have changed a little and the excessive restrictions of certain spaces have been reviewed, however the routes remain difficult and require due attention from pilots, above all those flying private aircraft: Treviso, Venice and the military centre of Aviano (from GND to FL 280 class D), which are positioned close together, have vast CTRs at ground level. There are also a great many small military areas of various types: shooting ranges, ammunition depots and barracks.

TREVISO CTR CLASS "D" AND "C"

CONTROLLING AUTHORITY

Control Service within Treviso CTR is provided by Treviso Approach Control Military Centre. ATS Authority: Italian Air Force
Special rules for Treviso S. Angelo AD

Due to heavy military traffic and to grant a safe and orderly flow of traffic, IFR flight plan cancellation is not allowed within Treviso CTR for aircraft to/from Treviso/S. Angelo AD

VFR flights

Before entering CTR, VFR flights shall request clearance to APP/TWR, specifying entry point, routing an level/altitude requested.

ATC Unit may approve the request or modify the clearance (holding outside CTR or over convenient visual reporting points) or assign routing/level as appropriate or clear the flight on VFR routes published in RAC 4-4-7.19.

Due to heavy military traffic, VFR flights operating below Treviso CTR "3" zone shall be conducted at height not above 1000 FT AGL.

RONCHI DEI LEGIONARI CTR - CLASS "D"

CONTROLLING AUTHORITY

Control Service is provided by Ronchi Approach Control

VFR flight procedures

Before entering CTR, VFR flights shall request clearance to APP/TWR specifying entry point, route and level/altitude requested. ATC unit may approve the request or modify the clearance (holding outside CTR or over convenient visual report-

ing points) or assign route/level as appropriate.

See: RAC 4-4-3.15 RAC 4-4-3.16

AVIANO CTR CLASS "C" AND "D"

CONTROLLING AUTHORITY

Control Service is provided by Aviano Approach Control Military Centre. ATS Authority: Italian Air Force.

Rules for VFR traffic

Radio contact

with Aviano APP shall be established on FREQ 120.125 MHz before entering Aviano CTR and shall be kept until crossing is completed. VFR traffic flying through CTR shall follow the VFR route and height shown in RAC 4-4-6.5, moreover it must have Transponder on MODE A - 7000. Holdings may be performed according to RAC 4-4-6.5.

Holdings over other reporting points, along published VFR routes, may be requested at ATC discretion.

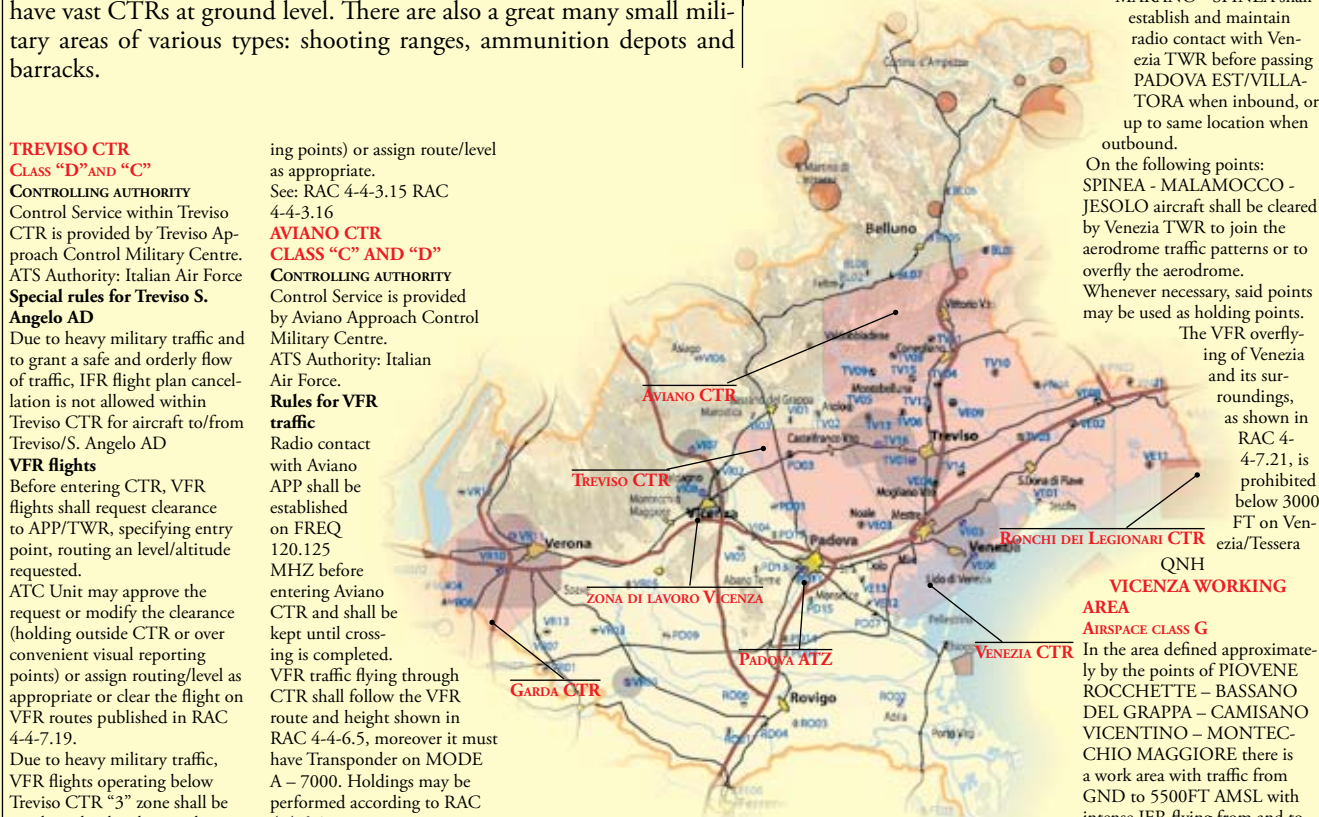
VENEZIA CTR CLASS "C"

CONTROLLING AUTHORITY

Control Service within Venezia CTR, 1 and 2 zones, is provided by Venezia Approach Control Centre

VFR flights

Before entering CTR, VFR flights shall request clearance to APP/TWR, specifying entry



Source: charts and text compiled by the Author using data and information provided by AIP Italia (airports) and Avioportolano (ULM runways). Warnings: the information contained herein is unofficial. Pilots are responsible for consulting the specific sections of AIP Italia for information on current regulations.

point, routing an level/altitude requested.

ATC Unit may approve the request or modify the clearance (holding outside CTR or over convenient visual reporting points) or assign routing/level as appropriate or clear the flight on VFR routes published in RAC 4-4-7.19

VFR traffic along the route:

PADOVA EST/VILLATORA - MARANO - SPINEA shall establish and maintain radio contact with Venezia TWR before passing PADOVA EST/VILLATORA when inbound, or up to same location when outbound.

On the following points: SPINEA - MALAMOCCO - JESOLO aircraft shall be cleared by Venezia TWR to join the aerodrome traffic patterns or to overfly the aerodrome. Whenever necessary, said points may be used as holding points.

The VFR overflying of Venezia and its surroundings, as shown in RAC 4-4-7.21, is prohibited below 3000 FT on Venezia/Tessera

RONCHI DEI LEGIONARI CTR QNH VICENZA WORKING AREA AIRSPACE CLASS G

In the area defined approximately by the points of PIOVENE ROCCHETTE - BASSANO DEL GRAPPA - CAMISANO VICENTINO - MONTECHIO MAGGIORE there is a work area with traffic from GND to 5500FT AMSL with intense IFR flying from and to Vicenza AD. Service times 0700-SS+30 (0600 - 1800).

Traffic bound to the aerodrome within or planning to cross VICENZA working zone shall report to VICENZA TWR for instructions before entering the zone. Traffic operating within VICENZA zone shall maintain radio contact with VICENZA TWR

FLIGHTS OPERATING WITHIN PADOVA ATZ

VFR flights intending to operate within ATZ shall contact Padova

AFIS on freq. 123.25 MHz before overflying/crossing departure/approach slope or entering aerodrome traffic circuit in order to receive pertinent and available information.

GARDA CTR CLASS "C" AND "D"

CONTROLLING AUTHORITY

Control Service is provided

by Garda Approach Control

Military Centre

ATS Authority: Italian Air Force

VERONA/Boscomantico

airport

All air traffic from/to VERONA/

Boscomantico shall operate

VFR only

Rules for VFR flights

Before entering CTR, VFR

flights shall request clearance

to APP/TWR, specifying entry

point, routine and level/altitude

requested. ATC Unit may

approve the request or modify

the clearance (holding outside

CTR or over convenient visual

reporting points) or assign routing/level as appropriate. In the

event of overload on Garda

APP frequency part of traffic

will be instructed to contact on

other frequencies. VFR traffic,

overflying Garda CTR, has to

follow VFR routes published in

RAC 4-4-2.25. Other routes will

be permitted only if previously

authorized.

Radar service by Garda APP/

RADAR will be provided only

in the event of emergency or on

pilot request.

Rules for VFR traffic from/to

MONTECHIARI aerodrome

VFR traffic from/to Montichiari

aerodrome shall fly along the

routes and at the levels reported

in the GARDA CTR - VFR

Routes chart.

In order to receive information

about IFR traffic operating

within Montichiari ATZ, a VFR

holding point has been established

along LONATO (1000

FT AGL).

VFR arriving flights shall be

instructed to contact Montichiari

TWR, before such holding

point, by Garda APP.

In accordance to the new regulation

issued by ENAC (Civil

Aviation Authority) dated 28-

01-2002, and published in AIP -

Italia RAC 1, VFR night activity

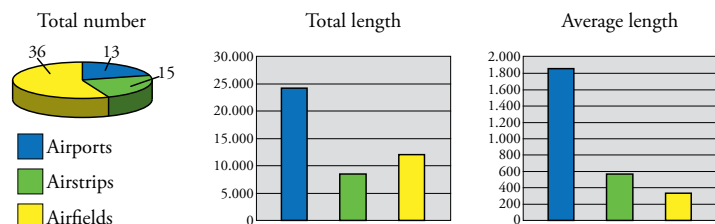
is suspended in order to obtain

the prescribed authorisation.

CONVENTIONAL SIGNS	
	LEISURE AIRFIELDS
	AIRSTRIPS MARKED
	MILITARY AIRPORTS
	CIVILIAN AIRPORTS
	MIXED AIRPORTS
	RUNWAYS WITHOUT ORIENTATION
	CTR, LOWER GND LIMIT
	ATZ, OR RESTRICTED AREAS
	ZONES P, D OR R
	NO-FLY ZONES



THE AIRPORT AND AIRFIELD NETWORK



DATA
Compiled by the Author on Avioportolano Italia - 6th national Census data.

More than 50% of Italian runways are concentrated in northern Italy: 260 airstrips; approximately 175,000 of the 364,000 m of runway that we estimated for the whole of Italy. This demonstrates the existence of a capillary network of small and large runways on average about twenty kilometres apart.

In the Veneto region, there are some 64 airports, airfields and simple airstrips (of which 13 are airports) with a total linear development of over 44 km of runway, most of which is located along the strip of territory to the north of the airports of Vicenza and Treviso, between state road SS 53 (Vicenza, Treviso, Portogruaro) and the foothills of the mountains

Runway of Corte Bariani, Arquà Polesine



TECHNICAL STOPS

A great many airfields and private aircraft runways offer good quality, cutting-edge technical services. Arriving from the South, one can stop off at **Rovigo** (*Rovigo Flying Club - RO03/7*), which offers maintenance services, albeit on certain days of the week only. Further north, we come to **Poz-**

zonovo airfield (*Colli Euganei - PD04-5*), which is well stocked with spares and accessories and has aircraft repair and maintenance amenities. To the east, one encounters the **Isola della Scala** airfield (*Ali Veneta - VR13-4*) that, in addition to being an authorised Rotax Centre, also stocks spare parts, propellers and a range of accessories. Another possible technical stop in the Verona area is at **Valeggio** (*ULM Scaligero - VR06-2*).

In central Veneto, the main centres are at **Montegaldella** (*Montegaldella - VT05-6*), **Piazzola sul Brenta** (*Il Ranch - PD01-6*) and **Galliera Veneta** (*Ali Venete - PD03-3*). Montegaldella has a certified aircraft, engine and instrument maintenance workshop.



Nicelli airport, Venice Lido.

THE SAN PELAGIO MUSEUM

San Pelagio (13 km south of Padua, towards Bologna) and the ancient castle that was once owned by Count Zaborra, which is surrounded by splendid, extensive grounds, are home to the Air Museum ("Museo dell'Aria"), directed by Ricciarda Avesani. It was from here, on the 8th August 1918, that Gabriele d'Annunzio took off for Vienna with 11 aircraft full of flyers that he dropped onto the city. The Museum's exhibits include over 300 aeroplanes and the large exhibition rooms narrate the development of aviation in Italy and the rest of the world, from its origins to the current day. It is no longer possible to land there as the runway is out of use, however the Museum is worth a visit and the adjacent restaurant is the perfect place for a relaxing break. It is open from March to November (Mondays subject to booking only) and in December, January and February on weekends and bank holidays only. Opening hours: 9:00 am-12:30 pm/2:00-5:30 pm (winter) 9:00 am-12:30 pm/2:00-7:00 pm (summer).

"Museo dell'Aria e dello Spazio" – Castello di San Pelagio – Villa Zaborra – Via San Pelagio 34, 35020 Due Carrare – Padua.
Tel: 049 9125008,
fax: 049 9125929.
e-mail: info@museodellaria.it
Website: www.museodellaria.it

Castello di San Pelagio



Museo dell'Aria e dello Spazio

PIAZZA DEL DUOMO
The Renaissance façade of Palazzo dei Rettori (1491) in Piazza del Duomo, Belluno



THE CITY CENTRE
In the beautiful city centre, the old side streets to the south of Piazza del Duomo follow the meander of the Piave River, where fisherman use the spinning technique.

FROM THE MOUNTAINS TO THE SEA

Our itinerary starts out from **Belluno** ($46^{\circ} 08.44'N$ $12^{\circ} 13.18'E$) and will follow the course of the River Piave to the shores of the Adriatic Sea. The city is a little known treasure and was the birthplace and home of sculptor Dino

Buzzati who described it thus: *"Belluno and its valley have a special character that gives it an extraordinary charm, but one that to be honest, very few recognise. Why? Because in "Val Belluna" there is a marvellous and almost incredible fusion between the world of Venice (with its serenity, the classic harmony of its lines, the ancient refinedness, the hallmark of its unmistakable architecture) and the world of the north (with the mysterious mountains, long winters, fairy tales, the spirits of the caves and woods, that untranslatable sense of distance, solitude and myth)"* (Dino Buzzati – *La mia Belluno*).

The airport, which is framed by mountains, is located a few kilometres from the city along state road SS50, when taking off from runway 05 one must pay careful attention to the 1900 metres of Mount Dolada, where there are many hang gliding and delta plane launch sites. Our itinerary will take us along the Piave Valley, however, those who wish to save a few kilometres to travel south, may follow the motorway for Vittorio Veneto, which is equally picturesque from a scenic standpoint.



BELLUNO AIRPORT

Belluno airport nestles in the Piave valley between the Alago mountains and the Dolomites. It is perfectly visible as the runway stretches over 800m, with 05/23 orientation, between the river and the Feltrina state road, at an altitude of approximately 380 m above sea-level. The airport's history commenced with the First World War and developed with the growth of aviation between the two wars. It is now the headquarters of the "Arturo Dell'Oro" flying club.



THE PIAVE VALLEY

At Belluno, the Piave River is wide and the surrounding landscape is suggestive. On the right, is the **Belluno Dolomites Nature Reserve**

with the great peaks of Mounts Pel (2500 m), Alto (2069 m) and Pizzocco (2186 m). The entire area covered by the Park, from Belluno to Feltre, is a protected, no-fly zone at altitudes lower than 3300 ft AGL. However, one may only fly alongside it, keeping to the line of the River.

The valley was inhabited in ancient (the remains of villages have been found dating back to 4-5000 years ago) and in Roman times. Following the decline of the Roman Empire, it was fought over by various seignories, militarily controlled and the venue for battles until 1400, when it became part of the Serenissima Republic of Venice. The only of the many fortresses that were erected in the Valley to have survived is the castle of **Zumelle** ($46^{\circ} 02.13'N$ $12^{\circ} 04.61'E$) to the south of the town of **Mel**.

The landscape at this point, where the Piave swaps waters with the rivers **Cordevole** to the north and **Terchie** to the south, is truly stunning. Along the bottom of the valley, next to the River, run the SS50 and the railway line that connects Belluno to Feltre. To the left of the River is another main road, which connects interesting little towns such as **Mel** ($46^{\circ} 03.43'N$ $12^{\circ} 04.48'E$), **Trichiana** ($46^{\circ} 04.47'N$ $12^{\circ} 08.05'E$) and **Lentiai** ($46^{\circ} 02.40'N$ $12^{\circ} 01.21'E$).



THE PIAVE AND THE DOLOMITES

The Piave and its waters cross the Cordevole and the Terchie. To the north, the spectacular Dolomites.



VILLAS AND CASTLES
Venetian villas and fortifications demonstrate the importance of the Piave Valley to Venice's economy and military policy.

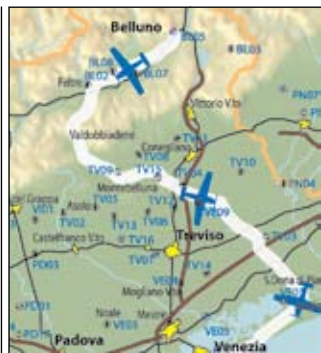


FOLLOWING THE PIAVE
The Piave descends the valley to the north of Belluno and then veers south west, before making a clear turn to the South at Feltre. Here there are several runways, an ideal starting point for visiting the area.



THE PIAVE: THE WAY OF THE RAFTS

The Piave was the waterway along which the tree trunks destined for building ships and residential buildings were transported from Cadore to Venice. The enormous trunks that were gathered in the woods started from the Padula Valley and travelled to Perarolo. Here they underwent an initial treatment and were assembled to make rafts. Belluno was a strategic stop-off during the journey to Venice and the *"zattieri"*, as the raft crews were known, were obliged to stop in the city under order of the Serenissima Republic of Venice. The rafts then continued downstream to Falzè where the crew was replaced. At Ponte di Piave (another strategic point during the journey), the rafts were tied together to form convoys to be driven to the lagoon (the Piave used to run out into the lagoon before it was diverted towards the exterior) and then on to Venice. Here they were anchored in the Giudecca Canal on the shore still known as *"delle Zattere"*. The trunks were untied and the timber was sent on to be worked. Today, the Piave is no longer navigable because locks and dams have been built to avoid flooding and overflows. The river bed is accessible by land by means of many paths and trails.



FELTRE

Here the Piave takes a clear swerve to the south. On the right, one sees the Valsugana open up: exactly at the strategic crossroads between these two roads, set in a natural amphitheatre, lies the picturesque citadel of **Feltre** ($46^{\circ} 01.09'N 11^{\circ} 54.21'E$). That it has a strategic location (both valleys lead to the north, to the heart of Europe), is evident from the air; the ancient Romans understood this attribute perfectly and transformed the ancient settlement into a trading and military centre to which the **Via Claudia** (46/47 a.d.) provided access from

The itinerary described in this section



FELTRE
A fortified town with a strategic position at the entrance to the Valsugana and the Piave Valley. At Feltre, the River turns southwards and passes through the mountains (below), before entering the plateau.

Altino (the most important port on the Adriatic) and the Brenner pass and therefore the Danube area (which the Romans had already reached). Following the decline of the Empire, Feltre obviously suffered the same fate as many other important cities: complete destruction. It was then fought over by free states and seigniories throughout medieval times, until 1400, when it passed under the control of Venice, thus commencing a period of splendour and prosperity, evidence of which is still visible today. Again thanks to its unusual position, in 1500 it was sacked again by Hapsburg troops and was subsequently completely rebuilt by the Venetians. In short, it is worth a little detour to pay tribute to this beautiful and elegant place.

THE HOME OF PROSECCO

Leaving the Dolomites behind we continue our journey to the south, remaining on the vertical line of the Piave, which becomes narrower in this stretch, as it passes through the mountains, until reaching the locks at **Fener** ($45^{\circ}53.88'N 11^{\circ}56.86'E$). From here it stretches over the plain, opening up on a wide gravel bed, where its waters fan out into dozens of branches, creating striking light and colour effects, a truly enchanting and curious sight.

This is the home of the prestigious *Cartizze* and *Prosecco* wines and vineyards decorate the hillside as far as the eye can see. At **Valdobbiadene** ($45^{\circ} 54.02'N 11^{\circ} 59.45'E$),



looking to the left, one can see two parallel hill crests, whose old livery is conserved on the ridges alone. All the rest are vineyards, which stretch for 30 kilometres towards Vittorio Veneto. A long, straight road runs along the foot



of the hill, leading through towns that have become famous the world over with the DOC Prosecco label, and that also possess prestigious archi-

tectural and artistic treasures : **Vidor** ($45^{\circ} 51.46'N 12^{\circ} 02.20'E$), **Col San Martino** ($45^{\circ} 53.47'N 12^{\circ} 05.04'E$), **Farra di Soligo** ($45^{\circ} 54.17'N 12^{\circ} 07.29'E$), **Refrontolo** ($45^{\circ} 55.25'N 12^{\circ} 12.30'$), **Pieve di Soligo** ($45^{\circ} 54.01'N 12^{\circ} 10.25'E$) and **San Pietro di Feletto** ($45^{\circ} 54.50'N 12^{\circ} 15.03'E$). These are towns and places that are worth a visit, making the most of the excellent position of a number of runways from which one can set out for a multitude of truly original outings. The first is located at **Vidor**, on the left-hand bank of the River Piave (*Vidor TV09-4*); the second is at **Farra di Soligo** (*Quartier del Piave TV08-4*) and the third at **San Pietro di Feletto** (*Dream Fly TV11-2*), which is only suitable for use by motor-powered delta planes.

DAMS AND LOCKS ON THE PIAVE
The Busche Dam (left) and the Fener lock (right).

THE GOLDEN TRIANGLE
The Piave comes to the Plateau running along the hills covered by the Prosecco vineyards that follow the slopes and contours of the land (side) with curious designs and fascinating patterns (below). The area offers a number of landing points.





MONTELO HILL
Montello hill, which is covered by woods, is a small hill with regular contours, where one can observe the karstic phenomena known as "dolines", funnel-shaped depressions that do not in any case hinder agricultural activities (right)

MONTELO HILL

As one takes off from Vidor using runway 16, opposite lies a hill with clear, precise and regular contours. A curious panettone-shaped mound on which the residents of Treviso and Venice find shelter, cool, good wine and extremely good mushrooms.

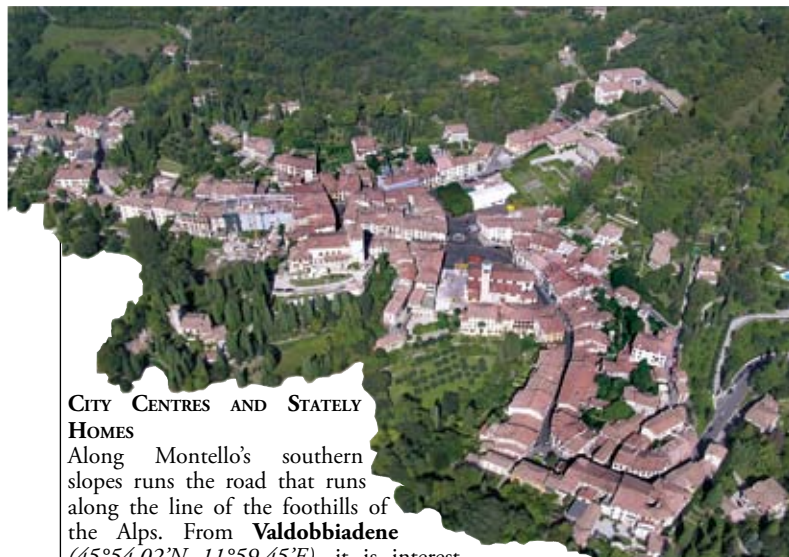
It is the **Montello** hill and its shape is so singular that one cannot help but be struck by it when approaching it for the first time, especially from the air.



It is a kind of bubble on the plateau made of alluvial deposits that emerged due to the tectonic pressure exerted in a north-south direction. It is almost entirely covered by woodland, crossed by small roads (that the Venetians built and used to call "prese") and dotted with a multitude of funnel-shaped depressions (known locally as "dolines") and caves created by the action of the water that gathers inside them, before filtering down into the innermost depths of the earth.

ASOLO

Writers and poets have succumbed to the charm of this wonderful town in the hills of the Province of Treviso (opposite page), dominated by the Fortress (below) erected between the late 12th and early 13th centuries.

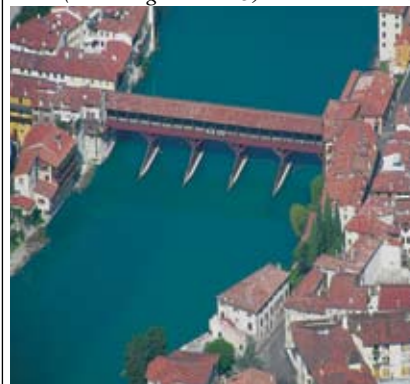


CITY CENTRES AND STATELY HOMES

Along Montello's southern slopes runs the road that runs along the line of the foothills of the Alps. From **Valdobbiadene** ($45^{\circ}54.02'N$ $11^{\circ}59.45'E$), it is interesting to follow along the western side of Montello to over fly **Maser** ($45^{\circ}48.32'N$ $11^{\circ}58.31'E$), **Asolo** ($45^{\circ}48.04'N$ $11^{\circ}54.49'E$) and, last but not least, **Bassano del Grappa** ($45^{\circ}45.59'N$ $11^{\circ}44.03'E$). At Maser, one can clearly make out **Villa Barbaro**, one of Palladio's masterpieces, erected in 1560. Asolo is maybe one of the most fascinating city centres of the Marca Trevigiana area. Perched on a hilltop, it still maintains important evidence of its history: the Roman baths and theatre, the castle and fortifications built as protection against the attacks from the nobles of Verona, Padua and Venice, which fought to control it and the 16th century stately homes testifying to the final victory of Venice. Of these, **Villa Contarini** and her grounds, slightly to the left of the city centre, merits a special mention. Those who wish to stop (and we recommend that one does) to take a closer look, may land on the 360 m runway to the south of the town (*Asolo Flight TV02-3*).

The town of Asolo

Below, Bassano and its famous bridge





THE VENETIAN LAGOON

On the 10th October 1974, for the first time ever, I “detached my shadow from the ground” taking off from Venice Lido airport on runway 24 aboard a P19 on a beautiful sunny day. It was the first time that I had piloted an aircraft and the first time I had seen the lagoon of Venice from the air. It is impossible to say which of these two marvellous things absorbed me most, which gave me the greatest emotion.

The lagoon of Venice is formed primarily by the action of the tides and the coastal currents that carry debris and sediment from the rivers. This phenomenon, combined with the action of the Brenta, caused the formation of the sandbanks of Cavallino (to the North), Lido (in the centre) and Pellestrina (to the south), which act as dams and mark the boundaries of the lagoon, which can be accessed, by water, from the inlets of Lido, Malamocco and Chioggia. For Venice, the lagoon provided efficacious protection against potential attacks from the earth or sea, it provided the city with adequate food supplies thanks to fishing and farming (particularly suited to horticulture) and was a safe harbour for merchant ships. In short, so vital was its function that it was subject to ongoing, extensive intervention: the excavation of canals, construction of inner embankments, protection at sea with the consolidation of the sandbanks and inlets and diversion of the rivers. The Brenta and the Piave, which flow into it, for instance, transported debris that tended to reduce the depth and were therefore diverted to the south and to the north, respectively.

The navigability of the lagoon was of such great importance that the political and technical aspects of the matter were the exclusive competence of the *Savi alle Acque*. There was also a kind of Water Police and one needed a licence to discuss and deal in all matters connected to hydraulics. Anyone found along the banks of the Brenta River without a licence was severely punished.

Things today are a little different, however both the intervention and the controversies continue now as in the past.

RECLAMATION WORK

As one comes to the lagoon the geometry of the crop fields becomes more regular. These are the areas involved in the reclamation of unhealthy marsh lands performed in various eras to combat malaria and recover land for extensive farming.



Heading back towards the River, one can follow the foothill road along which there are four runways: **Careano San Marco** (*S. Marco Volo TV05-3*), **Montebelluna** (*Montebelluna TV13-4*), **Selva del Montello** (*Ali del Montello TV06-2*) and **Spresiano** (*Albatros TV12-4*) to **Santa Lucia di Piave** (*Mandre TV04-6*).

THE PLATEAU

Having left behind the rolling foothills, the plains appear as characteristic Veneto landscape, small farmed fields and a multitude of villages and remote houses that populate every corner of the area. The Piave becomes wider still, the waters split into dozens of branches and the banks grow more distant. On a



NORTHERN LAGOON

The splendid landscape of the northern lagoon, which is visible as one takes off from Caposile

level with the Venice - Trieste motorway is **Salgareda** airfield (*G. Carrer TV03-7*) and slightly further to the south, **San Donà di Piave** ($45^{\circ} 38.00'N$ $12^{\circ} 34.20'E$) marks the start of the reclamation lands. Until the late 1800s, this area was covered by the bogs and swamps created by the Rivers (Piave, Sile and Livenza) and was gradually reclaimed for agricultural use. The fields are large, regular and marked by canals and estate roads. The work on the watercourses conducted in the area is evident: the Piave, that once ran into the lagoon was deviated towards the Adriatic with the construction of a canal that runs straight towards the town of Eraclea and then on to the Sea. One good landmark is the airfield at **Caposile** (*Caposile VE01-4*), right on the border of the Northern Lagoon, along the banks of the beautiful Sile River, whose original bed was deviated to run out into the Adriatic. Here the landscape of the Venetian Lagoon is particularly fascinating. To continue towards the south,

THE VENETO PLATEAU

A view of the Veneto plateau inland from the Lagoon



LAST STRETCH

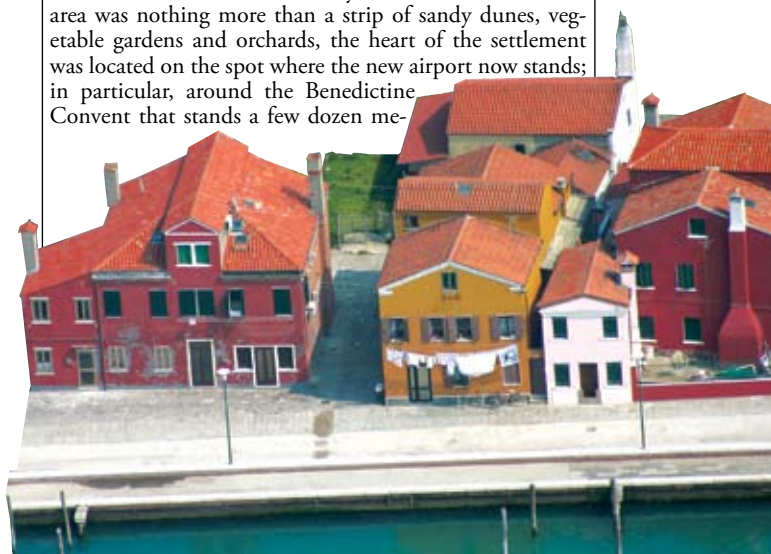
The last stretch of the Piave that runs to the edge of the Lagoon towards the city of Jesolo. Below, characteristic lagoon constructions.

one may follow the coastline of **Cavallino**, **Lido di Venezia** and **Pellestrina** to **Chioggia**. This is the area of beaches and the ancient pinewood that has been devastated and devoured by the buildings that almost reach the water's edge.

Of the ancient vegetation that covered these territories, a few traces can still be seen along the coast at **Cavallino**. This area is truly beautiful, with the sea on one side and the immense plain of water on the other, separated by the sandbanks and canals.

VENICE AND THE COASTAL AREA

At the end of the Cavallino coast, one encounters the first inlet of Lido and, immediately on the opposite bank is the old **Venice S. Nicolò** airport (*Giannino Ancillotto LIPV VE06-10*). Lido is highly populated and the centre lies to the west of the airport, where the means of communication with the city centre dock. When the area was nothing more than a strip of sandy dunes, vegetable gardens and orchards, the heart of the settlement was located on the spot where the new airport now stands; in particular, around the Benedictine Convent that stands a few dozen me-





THE SANDBANKS OF LIDO AND PELLESTRINA

The flight along the sandbanks that enclose and protect the lagoon and city of Venice to the east is both a unique and a fascinating experience. Coming from the south, one passes the inlet at Chioggia and Malamocco and flies over the mighty Murazzi dam. Along this coastline, the sea and inner lagoon are overlooked by the small towns of Pellestrina, Malamocco and San Pietro in Volta, characterised by their curious, low houses with bright colours and odd shapes that make the most of even the smallest of spaces, as shown in the photograph above. Opposite the houses, along the lagoon foundations, are hundreds of mooring points for the boats that represent a way of life and are vital for both business and leisure activities. The entire coastal area is famous as being one of the best sources of horticultural produce on the planet, thanks to the particular properties of the soil. From the air, one can see hundreds of small vegetable gardens that constitute the particular, unique landscape of Venice's coastal region. In certain places, the beaches are wild and full of dunes, whereas in others (such as those around Lido), they are characterised by world famous beach facilities.

VENICE LIDO

Venice Lido is a narrow strip of land with the sea on one side and the lagoon on the other, protected at sea by artificial dams, with villages, vegetable gardens, shipyards and docks.



tres north of apron 24. Today, Lido is a world-famous holiday resort. From Lido airport, one can easily get to the centre of Venice by bus or motorboat, and it is possible to stay on Lido all year round. Immediately after takeoff, the spectacle that opens up before the pilot and passengers is of incomparable beauty. Following the route towards Malamocco, one flies over the entire lagoon coast, with its famous beaches, the protection of the marazzi dam, the large hotels and the splendid little towns that popu-

late the area. The Lido coast is densely populated, with constructions, some recent, that lead to the small town of Malamocco. The last beaches before the inlet are the Alberoni characterised by the presence of sand dunes and woods.

HOLIDAY-MAKING

Hotel Excelsior Palace and, below, the most modern and recent part of Lido with Venice in the background.



Here the beach becomes wilder and more fascinating and having passed the port of Malamocco, one comes to the little towns of San Piero in Volta and Pellestrina, characterised by the colourful houses that overlook the lagoon, the little vegetable gardens, the shipyards and the *squeri* where boats are repaired. Beyond Pellestrina, one comes to the mighty Murazzi dam, which was started in 1744 and is made of enormous boulders placed on a layer of pebbles and stilts that stretches for 4 km with a width of 14

TRANSPORT

The motorboat service is an easy way to get to Venice from Lido airport



THE MURAZZI DAM

The Murazzi dam is a splendid, mighty defensive construction that dates from the 1700s and is composed of boulders arranged on a layer of pebbles and stilts that has a total length of 4km and a width of 14 m at the base



NICELLI AIRPORT

The runway of the current airport was used during the Great War, although the civilian airport was officially opened on the 18th August 1926 with the first Venice-Vienna flight, performed by a single-engined Junkers 1-BATB. The airport was managed by the company Transadriatica and soon achieved important status thanks



partly to the presence of efficient aeronautical maintenance and production workshops. It soon became Italy's second most important airport with regard to the number of passengers and volume of mail transiting. After the war, it gradually declined and was kept alive by the activities of the local flying club and its school. It has now been refurbished and provides an international stop for amateur pilots. It has maintenance and overhaul services and rapid transport services take visitors to the centre of Venice.

Aeroclub "G. Ancillotto" - Aeroporto Nicelli - S. Nicolò,
30126 Venezia Lido. Tel: 041 5260808 Fax: 041 5261124.



e-mail: info@aeroclubvenezia.com
Website: www.aeroclubvenezia.com



CHIOGGIA

The last strip of land in the southern lagoon is home to the splendid city of Chioggia, one of the Adriatic's most important maritime centres. It occupies two parallel islands and is crossed in a north-south direction by four routes. The first is the city's main street (Corso del Popolo), a place for strolls, markets and shops (on the left in the photo above); the second is the Vena Canal, immediately to the right of the Corso that is crossed by eight bridges and where the typical little lagoon craft are moored; the third route is the S. Domenico canal where the fishing boats anchor; and the fourth is the Lombardi Canal (in the photo below, visible on the left). The alleyways and side streets arranged perpendicular to these main routes are lined with houses and are often no more than one metre wide. Historically, Chioggia enjoyed a certain degree of autonomy, although it always had a tolerated relationship of subjection with Venice, of which it was a loyal ally in the most critical of times. Between 1378 and 1380, it was occupied and destroyed by the Genoese who were in turn definitively defeated by Venice, which thus assured complete, definite predominance over the Adriatic and a large portion of the Mediterranean. After the occupation and the destruction suffered at the hands of the Genoese, the city was unable to return to its former glory and became increasingly bound to Venice and her ups and downs. North of the Corso del Popolo is Piazzetta Vigo (above), where the boats that connect it to Venice moor. The bridge on the right is Vigo Bridge, built in 1685, the first of the eight bridges across the Vena Canal.



AT THE MOUTH OF THE PO

These pages feature various pictures of the Po delta. Mesola Wood (right) emerges from the panorama of the land reclaimed from the malaria-ridden swamp. Opposite: the banks of the Po in the Polesine stretch where it runs above ground level.



THE RECLAIMED LAND PANORAMA

Many areas of the territory to the north of the Po estuary have been reclaimed. The landscape is characterised by regularly-arranged fields within a geometrical network of canals



metres at the base. The last portion, before arriving at the inlets at Chioggia, is a wild stretch of sand dunes, home to the village of Caroman.

In addition to the entrance of the port, one can see the attractive city of **Chioggia** ($45^{\circ} 13.08'N$ $12^{\circ} 16.44'E$), one of the most important marine and fishing centres of the Adriatic, enclosed between the sea and the southern lagoon.

TOWARDS THE PO DELTA AND ROMAGNA

Beyond Chioggia one comes to the delta area where the Brenta, Adige and Po almost meet: another magical atmosphere created by the merger of water and land. Our landmark on the ground is the **Romea E55** state road that follows the line of the ancient Roman Via Popillia that connected Altino to Ravenna and Rimini. Where the farm fields start to become vast and regular, one comes to the area of the reclamation performed to stem disease and overcome the difficulties that the bogs and swamps posed for local inhabitants. At the crossroads between the Romea state road and the Adige River, on the left of the road, one can see a vast wooded area, known as **Bosco Nordio** ($45^{\circ} 07.45'N$ $12^{\circ} 15.97'E$), a nature reserve that is protected because it occupies the most ancient dune system that is thought to date back more than 2000 years. Beyond the Adige, the true delta begins, with its valleys and towns.

THE PO DELTA



The Po Delta covers an enormous area (over 25,000 hectares) that includes some municipalities belonging to the provinces of Rovigo (north of the Po at Goro) and Ferrara (to the South). The most of it, however, is in Veneto. Here the Po flows into the Adriatic Sea with a vast estuary and various branches that were also subject to deviations and work by the Republic of Venice between 1500 and 1700. Subsequently, until the first half of the 1900, various reclamation operations were implemented. The morphological aspect of the current delta is therefore the result of the natural action of the river waters and, maybe above all, that of artificial work. Between the branches of the Delta one can observe the intense network of canals. One landmark from the air is the clearly visible and controversial chimney of the Porto Tolle electricity power station. The part of the Delta to the north of this landmark is the richest in lagoons, lakes and fisheries and recreates the environment of the lagoon of Venice. These fisheries are enclosed to the north by the sandbanks of Rosolina and Albarella and to the south by the more solitary and wilder sand dunes. The southern part is reclaimed territory, enclosed between the Venice and the Goro branches of the Po, with the large lake formation of the Sacca di Scardovari.

Above: part of the Polesine bank

Below: the mouth of the Po close to Porto Tolle Power Station.





■ EMILIA ROMAGNA

A LOOK BACK THROUGH HISTORY

Emilia-Romagna is bordered to the north by the River Po, to the west and south by the Apennines and to the east by the sea. For centuries the Po represented the main means communication and transport and a strategic axis across the Padania plain. The Apennines were a protective bulwark and their valleys a communication link with central Italy. The sea offered a window on maritime trade. Due to this territorial structure, Emilia-Romagna has and continues to play an important role as a forefront player in the development of both ancient and contemporary Italy.

THE VILLANOVIAN CULTURE AND THE ETRUSCANS

The name of Villanova di Bologna is given to the culture that blossomed in the 9th century and preceded the Etruscan culture, whose main settlements were Bologna (Felsina), Marzabotto and Spina, situated on an ancient branch of the Po.

ROMAN PENETRATION

From the 3rd century B.C., ancient Roman colonies, cities and agricultural - market towns appeared: Forlì (Forum Livii), Imola (Forum Corneli), Faenza (Faventia), Bologna (Bononia), Modena (Mutina), Reggio (Regium), Rimini (Ariminum) and Piacenza (Placentia) were joined by the via Emilia (187 B.C.) from which the Region takes its name. Roads and ports were built along the coast.

THE CENTURIATIO SYSTEM

Along the entire length of the Via Emilia, one can observe traces of the ancient Roman centuriatio system: the subdivision of the land into squares with sides 710m long, which were assigned to soldiers and local inhabitants of conquered areas and in part maintained as communal property.

RAVENNA AS CAPITAL

The Roman Emperor Diocletian divided the region into Aemilia and Flaminia. In the 5th century, Ravenna became the capital of the Western Empire: the surrounding region was given the name of Romania, modern day Romagna.

FORTIFICATIONS

With the decline of the Roman Empire, the cities built fortifications to protect themselves from barbarian attacks. The vitality of the free city era is testified

to by the foundation in 1088 of the University of Bologna, the first in Europe.

THE FREE TOWNS

During the phase of urban rebirth, after the year 1000, the main cities constituted the Free Towns - free from the payment of taxes - as military and economic outposts for the control of the plateau and to counter the expansion of other cities.



CASTLES

Another aspect of urban development in Medieval times was the construction, along the Apennine valleys, of numerous castles used as residences and military premises for controlling the passes. Those located between Reggio and Piacenza and inland from Rimini were both impressive and important.

VIA FRANCIGENA

This is the Mount Bardone road that connects Fidenza to Pontremoli through the Cisa Pass. From the 11th to the 12th century, this itinerary connected Northern Europe with the places of worship of Rome and southern Italy.

THE ESTABLISHMENT OF THE SEIGNORIES

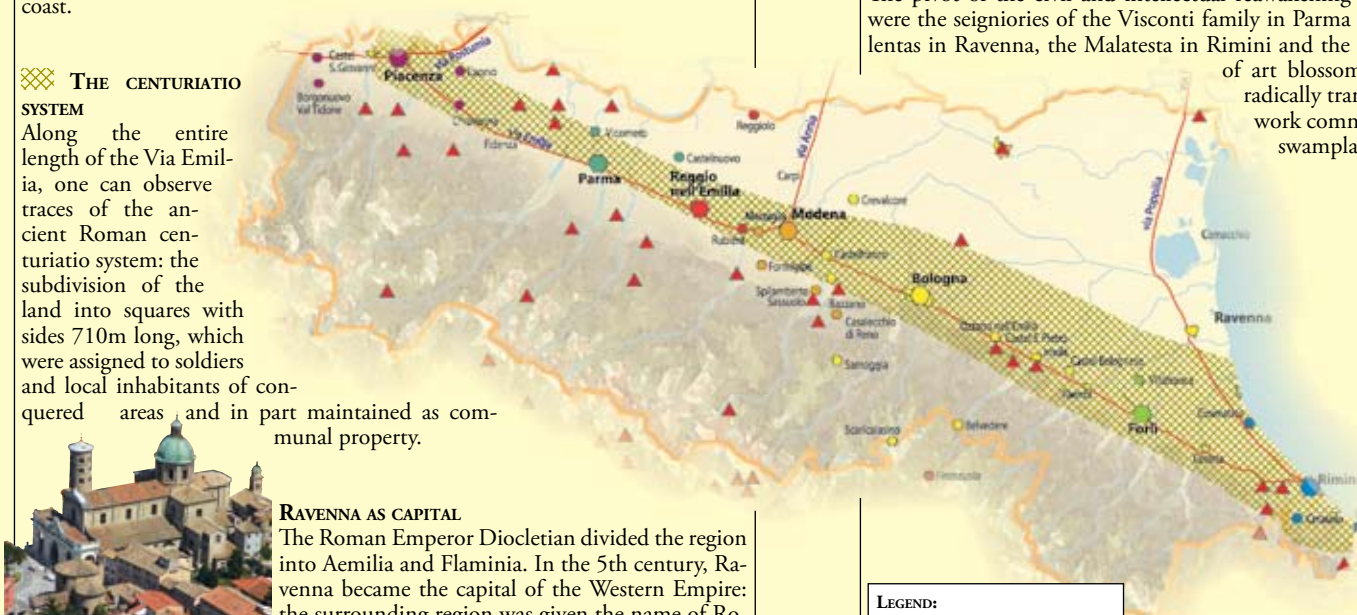
The pivot of the civil and intellectual reawakening in the era of Humanism were the seigniories of the Visconti family in Parma and Piacenza, the Da Polentas in Ravenna, the Malatesta in Rimini and the Estensi in Ferrara. Works of art blossomed, the countryside was radically transformed and reclamation work commenced in order to recover swamplands for agricultural use.

PAPAL POWER

In the late 16th century, the entire region was directly or indirectly under Papal control. The two subsequent centuries saw the rise of the Dukedom of Modena (Estensi) and the dukedom of Parma and Piacenza, which passed from the Farnese family to the Bourbons in 1731.

THE UNITY OF ITALY

The region participated in the events of the Risorgimento and was united with Italy in 1860. The tricolour flag, which was invented in 1797 in Reggio Emilia, part of the Cisalpine Republic, was to become the flag of the new state of Italy.



LEGEND:

- ROMAN ROADS
- ▤ CENTURIATIO
- FORTIFICATIONS
- FREE TOWNS
- ▲ CASTLES

REGIONAL CUISINE

Emilia-Romagna has a splendid culinary tradition, made of slow cooking and long seasoning; of fresh pasta, cheeses, cold meats and wines that have conquered the world. What can one say of *Parmigiano Reggiano*, *Culatello*, *Zampone*, *Cotechino*, Balsamic vinegar and Sangiovese wine? Strong, full-bodied food and wine, with a taste of yesteryear, festivity and merriment, an ideal match for the population of this splendid region. Wherever one goes, on whatever table, rich or poor, regardless of recommendations in tourism guides, there is always something to discover and savour. Sometimes that something is extremely simple, such as a drop of balsamic vinegar and a sprinkle of Parmigiano on a marrow-filled ravioli.



EELS SERVED A THOUSAND DIFFERENT WAYS

For anyone with a penchant for eels, a trip to Comacchio is a must, as here dozens of restaurants cook this delicacy in a thousand different ways: *alla cacciatora*, with grapes, fried, roasted, in sweet and sour sauce, marinated, stewed or stuffed. Comacchio's fisheries are the home to eels that can reach weights of 5kg. The best have a white stripe on their belly.

THE FLAVOURS OF EMILIA-ROMAGNA

South of Ravenna, just a stone's throw from the sea, the Ali di Classe airfield is a good place to stop-off for an exploration of regional food and wine that can be further extended by travelling back up the Via Emilia, to discover wines such as *Trebbiano*, *Pagadebit di Romagna*, *Albana*, *Vini dei Colli Bolognesi* and original foods such as the *Salama da Sugo* from Ferrara (a mixture of cured neck, bacon, lard, liver, tongue, aged red wine and spices), fried *gnocco* (pastry fried in suet or oil accompanied by fresh cheeses and cold meats), the glorious *piadina* (a flat disk of dough cooked on a hotplate), *pas-satelli* (egg, bread and cheese that form large vermicelli cooked in broth) or the marvellous *pasticcio alla Ferrarese*.



FRUIT

On the flat lands, one encounters extensive fruit crops of the finest quality, primarily: strawberries, pears (especially between Modena and Ravenna), peaches (Ferrara and Forlì) and cherries (Modena).

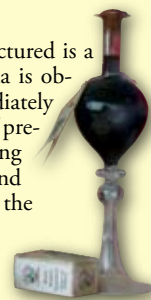


PARMIGIANO REGGIANO CHEESE

Parmigiano Reggiano cheese (Parmesan), which is defined as being simply "perfect" by many authors, is processed following rigid, controlled protocols. This cheese is made exclusively using equal measures of skimmed milk collected fresh in the evening and whole milk in the morning. No preservatives, no refrigerators: it is processed throughout the day starting at 5 in the morning and finishing in the evening with the branding of the cheeses and corresponding registration number. Seasoning then commences and lasts from 14 months to two, or even three, years.

BALSAMIC VINEGAR

Entering a vinegar factory where balsamic vinegar is manufactured is a pleasant experience. The traditional vinegar made in Modena is obtained from white Trebbiano grapes that are boiled immediately after being harvested. The must is then left to age in a stack of precious wooden barrels, placed on top of one another in creasing size order. The process is long and complicated and justifies the high cost.



CULATELLO

This delicacy is typically produced in the Zibello area and the neighbouring municipalities in the Parma Po Riviera. It is obtained from the most prestigious part of the pork thigh, namely the part around the femur, by eliminating the rind, bone and fat. This results in a lean product, left to season for one year in a moist environment, which favours the development of the delicate flavour. Only 8 municipalities can boast the DOP brand.

PORCINI MUSHROOMS FROM BORGOTARO

Albereto, as well as being home to a runway, is also home to the famous porcini mushrooms that triumph on tables marked with the prestigious IGP (Protected Geographical Indication) brand since 1993. The potential combinations are outstanding and the best period is from July to September.

THE WINES OF EMILIA-ROMAGNA:

BOSCO ELICEO	COLLI BOLOGNESI	COLLI PIACENTINI
PAGADEBIT DI ROMAGNA	LAMBRUSCO DI SORBARA	COLLI DI SCANDIANO AND CANOSSA
TREBBIANO DI ROMAGNA	CAGNINA DI ROMAGNA	LAMBRUSCO GRASPAROSSA
ALBANA DI ROMAGNA	COLLI DI IMOLA	LAMBRUSCO REGGIANO
LAMBRUSCO SALAMINO DI SANTA CROCE	COLLI DI PARMA	SANGIOVESE DI ROMAGNA

AIRSPACE GEOGRAPHY IN EMILIA-ROMAGNA

The geography of the airspace in Emilia-Romagna is not as complex and, at times, indecipherable as it is in Veneto and Friuli Venezia Giulia. The main airport network is distributed along the Via Emilia, where we find three large CTRs at Ground Level: Piacenza (1, 2 and 3 class D), Bologna (CTR1-C) and Romagna (CTR Romagna 1, Gnd at 1500 ft AGL class D). Below are the main regulations for VFR flying.

PIACENZA CTR CLASS "D"

Special instructions for VFR traffic

CTR Piacenza crossing by VFR traffic may be executed on specific clearance of Piacenza APP only. Radio contact with Piacenza APP shall be established on FREQ 123.925 / 122.100 before entering Piacenza CTR and shall be kept until crossing is completed. VFR traffic flying through CTR shall follow the VFR route and height shown in RAC 4-1-1.19 (the height indicated is the maximum usable); moreover it must have TRANSPONDER on: MOD A - 7000. Aircraft may be requested to hold over the following VFR reporting/holding points: - "ALPHA" identified on CASTIGLIONE MARCHESE (see RAC 4-1-1.19.1), holding shall be executed Eastward; - "BRAVO" identified on S. NICOLÒ (see RAC 4-1-1.19.1), holding shall be executed North-West.

BOLOGNA CTR CLASS "C"

Controlling authority

Control Service is provided by Bologna Approach Control **Rules for VFR traffic** Before entering CTR, VFR flights shall request clearance to APP/TWR, specifying entry point, routing and level/altitude requested. ATC Unit may approve the request or modify the clearance (holding outside CTR or over convenient visual reporting points) or assign routing/level at own discretion or clear the flight on following published VFR routes (See also RAC 4-4-4.5):

1. Highway cross-road A1/A22 - Spilamberto (QDR 254° BOA NDB) - Casalecchio (QDR 149° BOA NDB) - S. Lazzaro (QDR 123° BOA NDB) or Sasso Marconi and vice versa

2. Sasso Marconi - S. Lazzaro - Minerbio - S. Martino and vice versa

The above-mentioned route between S. Lazzaro and Minerbio, may be affected by departures from RWY 12 Bologna. Traffic information may be requested to Bologna TWR. Therefore holdings over S. Lazzaro and Minerbio may be

in Casale See also RAC 4-4-4.5 Vertical limits: 1000 FT AGL. VFR local school and training flights may operate within the above zone.

ROMAGNA CTR CLASS "C" AND "D"

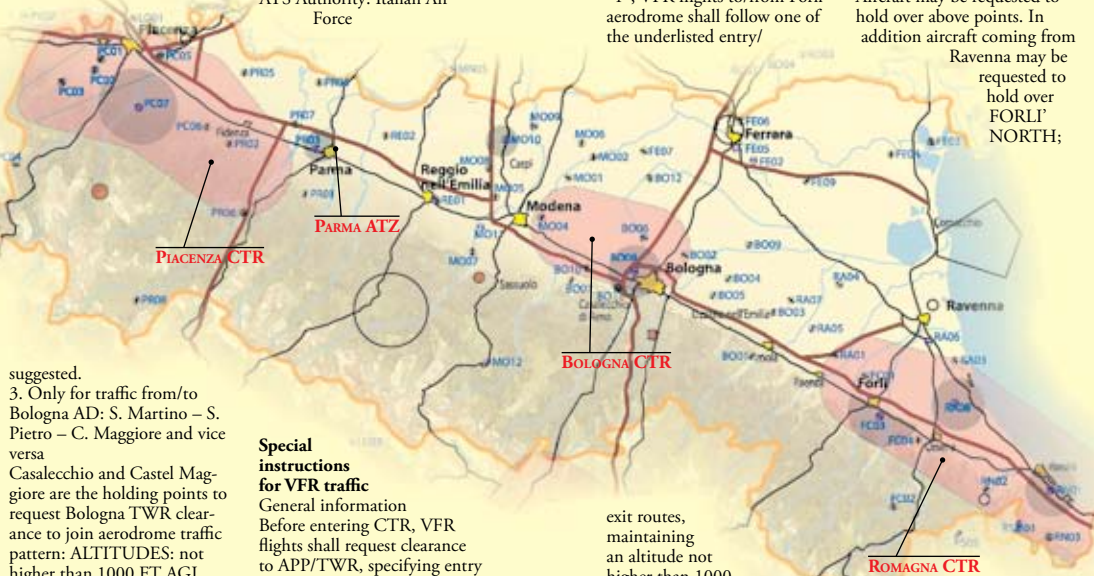
Controlling authority

Control Service is provided by Romagna Approach Control Military Centre
ATS Authority: Italian Air Force

Special instructions for VFR traffic

General information

Before entering CTR, VFR flights shall request clearance to APP/TWR, specifying entry point, routing and level/altitude requested. ATC Units may approve the request or modify the clearance (holding outside CTR or over convenient visual reporting points) or assign routing/level as appropriate or clear the flight on published VFR routes. (See RAC 4-4-5.13) Aircraft flying below the CTR "2" Zone South of the line joining: IMOLA - BRISIGHELLA - CASTROCARO - MELDOLA - PIETRAMURA - FOSSOMBRONE shall maintain an altitude not higher than 1000 FT AGL.



Within the Zone "1" of Romagna CTR, VFR flights shall be conducted according to the procedures shown in the following pages.

Pilots planning a VFR crossing training Zone of Flying Schools (see para 8.2.3) are suggested to contact Forlì TWR for traffic information. Forlì TWR will only provide Flight Information Service and Alerting Service. Rules and procedures shown in this and following paragraphs do not exempt pilots from observing the standard separation from obstacles and other aircraft in flight.

VFR flights to/from Forlì aerodrome

See RAC 4-4-5.13

Within Romagna CTR Zone "1", VFR flights to/from Forlì aerodrome shall follow one of the underlisted entry/

VENNA - FORLÌ NORTH (casello autostradale Forlì sulla Bologna-Rimini/gate on Bologna-Rimini motorway)

- FORLÌ and vice versa
d. For inbound and outbound: MELDOLA - FORLÌ and vice versa. To avoid interaction with instrument procedures within Romagna CTR, pilots shall:

- a. If inbound:
1. depending on the inbound route to be followed, establish radio contact with Forlì TWR before passing one of the following points: LUGO - COTIGNOLA - RAVENNA - MELDOLA
2. be cleared by Forlì TWR to proceed to the aerodrome traffic circuit, before leaving the following points: FAENZA - MELDOLA - RAVENNA

Aircraft may be requested to hold over above points. In addition aircraft coming from Ravenna may be requested to hold over FORLÌ NORTH;

at Imola - Codrignano).

Within the above sectors: - pilots shall maintain continuous listening watch on Forlì TWR frequencies, for traffic information; - Forlì TWR will only provide Flight Information Service and Alerting Service.

Special VFR flights to/from Forlì aerodrome

Under conditions listed in AIP Italia - RAC 1, aircraft to/from Forlì may operate in special VFR:

- a. along Forlì aerodrome entry/exit routes, with the exception of the direct-route: RAVENNA - FORLÌ NORTH - FORLÌ
- b. Within Forlì ATZ provided that a specific authorisation has been issued by Forlì TWR. If not otherwise instructed, aircraft shall maintain continuous radio contact with Forlì TWR. In the above mentioned circumstances, Forlì TWR, operating as ATS Unit delegated by Romagna APP, is responsible for the issuance of special VFR clearances.

VFR flights to/from Rimini aerodrome

See RAC 4-4-5.13

Within Romagna CTR Zone "1", VFR flights to/from Rimini aerodrome shall proceed along the following entry/exit route, maintaining an altitude not higher than 1000 FT AGL: MERCATINO - ALBERETO - RIMINI and vice versa

In addition pilots shall:

- a. If inbound, establish radio contact with Rimini TWR before passing MERCATINO. Clearance to join aerodrome traffic pattern shall be requested before leaving ALBERETO.

Whenever necessary Rimini TWR may request VFR flights to hold over ALBERETO.
b. If outbound, maintain radio contact with Rimini TWR until passing over MERCATINO. In addition to the procedures shown above, VFR flights shall:
a. If coming from or bound to North and West follow the entry/exit route: FAENZA - CASTROCARO - MELDOLA - PIETRAMURA - MERCATINO - ALBERETO and vice versa at an altitude not higher than 1000 FT AGL.
1. when inbound, before

exit routes, maintaining an altitude not higher than 1000 FT AGL: a. For inbound aircraft only:

CONVENTIONAL SIGNS

LEISURE AIRFIELDS

AIRSTRIPS MARKED

MILITARY AIRPORTS

CIVILIAN AIRPORTS

MIXED AIRPORTS

RUNWAYS WITHOUT ORIENTATION

CTR: LOWER GND LIMIT

A.T.Z. OR RESTRICTED AREAS

ZONES P, D OR R

NO-FLY ZONES

RAVENNA - COTIGNOLA - FAENZA - FAENZA - FAENZA - FORLÌ
b. For outbound aircraft only: FORLÌ - CASTROCARO - FAENZA - LUGO (o/or COTIGNOLA)
c. Under specific Forlì clearance only: RA-

b. if outbound: maintain radio contact with Forlì TWR until crossing the Romagna CTR Zone "1" exit points: CASTROCARO - FAENZA - MELDOLA - RAVENNA
"Forlì" training Zone
There are two sectors designated to the training activities of the flying schools based at Forlì aerodrome: Brisighella (Brisighella - Castrocaro Terme - Faenza - Castel Bolognese) and Imola (Brisighella - Castelnovo - motorway turn-off

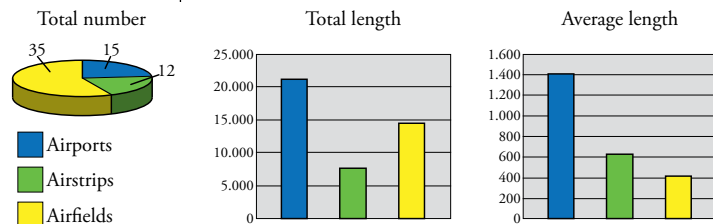


passing the VFR holding point FAENZA, establish radio contact with Forlì TWR in order to be cleared to cross Forlì ATZ via CASTROCARO – MELDOLA. The radio contact with Forlì TWR shall be maintained as far as MELDOLA 2. when outbound, before passing the VFR holding point MELDOLA, establish radio contact with Forlì TWR in order to be cleared to cross Forlì ATZ and proceed via

CASTROCARO – FAENZA. b. If coming from or bound to East and South-East, follow the route: (FANO) – FOSSOMBRONE – MERCATINO – ALBERETO – RIMINI and vice versa at an altitude not higher than 1000 FT AGL. **Aeroclub Rimini training area (SASSOFELTRIO)** VTR training activities of Aeroclub Rimini take place within the area within the triangle between San Marino airport-Corbordolo-Monte

Altavillino between 500 and 1500 FT AGL. Above the town of Bronzo (3.5km north of Sassocorvato) there is an acrobatic flight area of 3NM in diameter. VFR flights intending to operate within ATZ shall contact Parma AFIS on frequency 118.450 Mhz before overflying/crossing departure/approach slopes or entering aerodrome traffic circuit in order to receive pertinent and available information.

THE NETWORK OF AIRPORTS AND AIRFIELDS



DATA Compiled by the Author using Avioportolano Italia - 6th national Census of Italian Light Aviation data.

Most of the airports and airfields are located along the Via Emilia. On this important road one finds all the main airports (Rimini, Cervia, Ravenna, Forlì, Bologna, Modena, Reggio, Parma and Piacenza) and approximately half of the ULM airfields and airstrips. Some of these are established



Automatic fuel pump on the Aerdelta runway at Ozzano Emilia

behind the airspace: leisure pilots must therefore pay the utmost attention not to interfere with VFR traffic that in most cases flies at an altitude of 1000 ft., but it may, however, be encountered at lower altitudes. Along the Via Emilia there are two vast tactical areas for low altitude flying (*Low Flying Air Space – AT Emilia and AT Marche Nord*) where military craft perform exercises at 500 ft, usually on weekdays

THE TECHNICAL STOPS

Of the technical stops most frequently used, the most popular for those in transit to and from Tuscany is that at **Ozzano dell'Emilia** (*Aerdelta – BO05-8*), which is closed on Mondays. It is the only Italian airfield with an automatic fuel dispenser (providing unleaded petrol for Rotax 912s and Avio 100LL), which can be purchased using a debit card. Slightly further north one comes to **Molinella** (*Bologna – BO09-10*), which is always open and has a fully-equipped aircraft technical maintenance and assistance centre. The Province of Modena is home to the **Camposanto** (*Le Libellule – MO02-4*) airfield, with a production and assistance



AIR SHOWS Picture of the event at Ozzano (held in June).

THE AVIATION THEME PARK

At Rimini, on the super highway for the Republic of San Marino, just 1 km from this tiny state, an 80,000 m² hill is home to a singular theme park dedicated to aviation. The park boasts



40 aircraft, all protagonists of post-war aviation: Mig 23, Phantom, F-104, Scud, MB339 and many more. It also contains the Museum of Aviation that offers an excellent and complete overview of modern aviation with a pathway that guides the visitor through past and present, showcasing accessories, photographs

and objects. There is also a catering outlet that provides packed lunches and breakfasts (menu subject to booking only). The Park also has a helipad and those arriving by plane, may land at either Rimini or San Marino airports.

The Aviation Park is open everyday from 9.00 am to 7.00 pm (opening hours are extended in the summertime). Aviation Theme Park – Superstrada Rimini-San Marino km 8.5 – Via S. Aquilina, 58 – Rimini. Tel.: 0541 756696 fax.: 0541 905148. e-mail: info@museoaviazione.com web: www.museoaviazione.net



AIRSHOWS

Every year two important airshows are organised in Emilia, one at Ozzano Emilia in June, the other at Carpi in September.



workshop close to the runway. Along the coast, one can land at the nice airfield of **Ali di Classe** (Ravenna – RA03-7), where there is almost always activity and even assistance in the afternoons.

AIR SHOWS

Every year in Emilia-Romagna two air shows of national interest are organised. The first is “Cielo e Volo” at the Ozzano Emilia airfield, on the first weekend in June. Here companies and pilots come together for a flying event that marks the beginning of the season. For those who wish to explore Italy’s aeronautical news in general, it is an opportunity not to be missed. The second event takes place at Carpi Airport, where on the first Sunday of September each year, Club di Aviazione Popolare members come together to present their home-made aircraft and to compete for the best plane and the best construction.

ALONG THE FERRARA LIDOS

The border between Veneto and Emilia follows the southern most branch of the Po Delta, known as the Goro Po. Immediately beyond this branch, one enters the Province of Ferrara and the Regional Park of the Po Delta, which covers a surface of over 53,000 hectares, stretching from

THE GORO PO

The mouth of the Po where the Goro Po branches off.



Goro to the saltworks at Cervia. I highly recommend a deviation to pass through this area. Where the waters of the Po mingle with those of the Adriatic, the action of the tides develops and the fresh water attempting to flow out is countered

by the waves of the sea that prevent them from doing so. The result are the slivers of wild beach, hints of colours on the surface of the sea, shades of sand of the surfacing



banks. I recommend following the line of the coast where the Po branches and leads into the sea and flying along the banks to **Codigoro** (Valle Gaffaro FE03-9). Here there is a convenient, handy to use and well-kept runway on

the border with the 1000 hectare **Mesola Wood** Nature Reserve inside the Po Delta Park that is representative of the flora that probably covered much of the Padania Plateau in ancient times. The wood and the runway overlook the **Bertuzzi fishery** and **Lido di Volano**, which can be seen immediately after takeoff from runway 16, thus offering pilots a panorama of exceptional beauty, made of



AT THE MOUTH OF THE PO

The exploration of the mouth of the Po is a thrilling experience. Left, the lighthouse at the mouth of the Goro Po. Right, the itinerary described in this section.



BUSINESS

left, runway 34 at Valle Gaffaro. To the side, the Mesola Wood. Above, mussel nets and farms.

DELTA BEACHES

The Po Delta beaches and the Ferrara coast are characterised by the presence of sandy dunes that can be reached by paths and narrow roads.



WHERE THE WATER MEETS THE LAND

The distinguishing feature of the Delta and lagoon environment is the precarious and unstable equilibrium of the relationship between water and land. Where they merge, the embrace between these two elements creates a blend of colours and shapes that, when seen as a vast, single whole, take on the appearance of a great work of art. The photograph shown here was taken from the tip of the bank at Sacca di Goro looking towards Lido di Volano (small photo below).

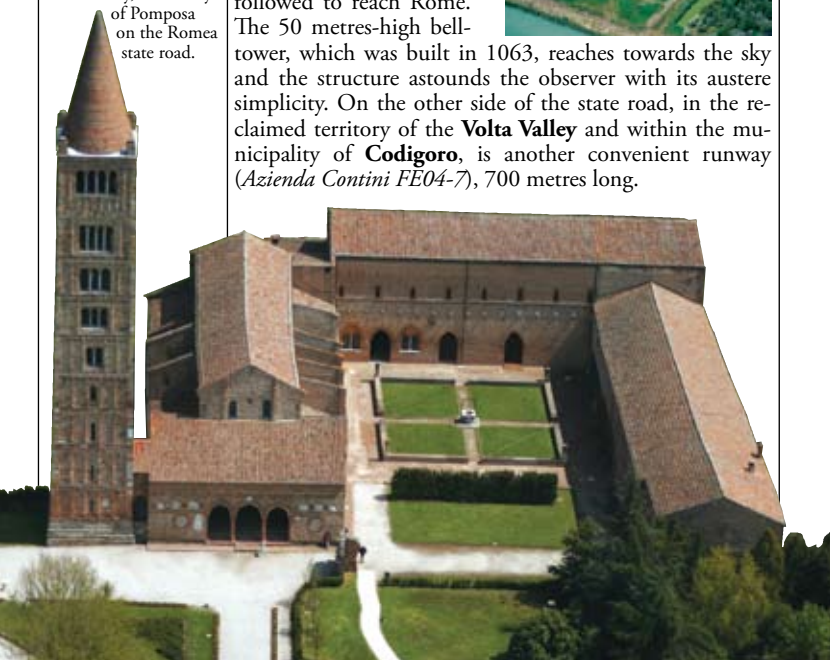
In Emilia-Romagna, the Po Delta Park covers some 52,000 hectares. The governing Authority has promoted and created an International Association of Delta parks "Delta Chiama Delta". The Delta area is particularly rich in both flora and fauna. It is thought to contain over 1000 plant species and some 300 different species of bird, of which 146 are nesters and 151 winter there. The Park also includes the Comacchio fisheries and the saltwords at Cervia, as well as numerous pine forests and swamps.



THE BERTUZZI FISHERY AND LIDO DI VOLANO
As one takes off from runway 16 of Gaffaro Valley, one sees Bertuzzi fishery, the mouth of the Po at Volano and Lido di Volano on the coast. Right, curious spatial organisation on the banks of the river.

POMPOSA ABBEY
Close to the Valle Gaffaro runway, the Abbey of Pomposa on the Romea state road.

reflections, light effects and water gardens. From the Valle Gaffaro airfield one can also set out on a pleasant exploration of places that offer natural and cultural surprises of exceptional value, starting from the **Abbey of Pomposa** ($44^{\circ} 50.12'N$ $12^{\circ} 10.69'E$), just 3 km from the airfield as the crow flies and 5.5 km by road. The abbey is extremely old, founded by the Benedictines probably in the 6th century and is located on the strada Romea - the ancient Roman Via Popillia - along the pathway that medieval pilgrims followed to reach Rome. The 50 metres-high bell-tower, which was built in 1063, reaches towards the sky and the structure astounds the observer with its austere simplicity. On the other side of the state road, in the reclaimed territory of the **Volta Valley** and within the municipality of **Codigoro**, is another convenient runway (*Azienda Contini FE04-7*), 700 metres long.



THE CITY OF SALT AND EELS

Immediately beyond the super highway that cuts through these reclamation territories and connects Ferrara to Porto Garibaldi, entangled in a web of man-made canals, is a true treasure: the city of **Comacchio** ($44^{\circ} 41.39'N$ $12^{\circ} 10.58'E$), that gives its name to the large fisheries that lie a little further south. Comacchio is a truly beautiful city, ancient, criss-crossed by canals that penetrate it, like a smaller Venice. However, despite the resemblance between the two cities, historically relations with the Lagoon City were never good, as Venice did not appreciate the fact that the salt produced here (known at the time as "white gold", because of its value) was not under its control, but that of the Church first and the D'Este dukes later. What remains of the old saltworks at Comacchio can be seen to the south



of the town between Lido di Spina and Lido degli Estensi. Comacchio is the headquarters of the Consortium that manages the Po Delta Regional Park (*Via Cavour, 11 - 44022 Comacchio (FE) Tel: 0533 314003 Fax: 0533 318007 e-mail: info@parcodeltapo.it; Website: www.parcodeltapo.it; Surface: 53.653; Province: Ferrara, Ravenna; Incorporation: 1988*).

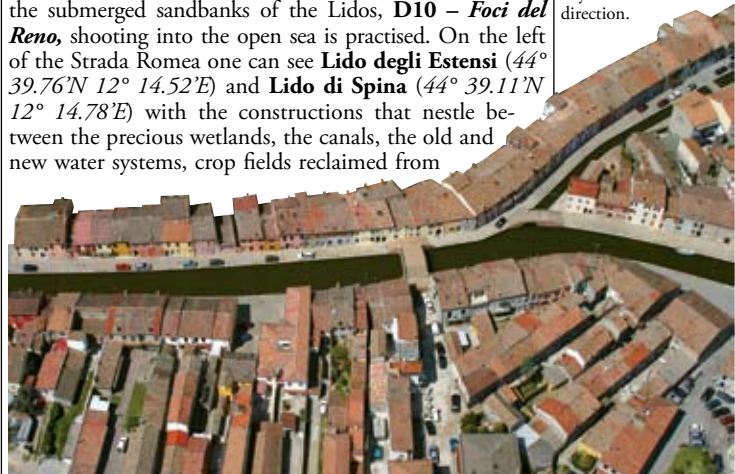
One can fly over Comacchio's fisheries on the west, along the border between the lagoon and the vast reclamation territories that stretch inland, or to the east along the sandbanks that separate the inner *valle* from the sea. This latter route is undoubtedly the most interesting. One must keep to the right of the strada Romea (on the lagoon side) because along the submerged sandbanks of the Lidos, **D10 - Foci del Reno**, shooting into the open sea is practised. On the left of the Strada Romea one can see **Lido degli Estensi** ($44^{\circ} 39.76'N$ $12^{\circ} 14.52'E$) and **Lido di Spina** ($44^{\circ} 39.11'N$ $12^{\circ} 14.78'E$) with the constructions that nestle between the precious wetlands, the canals, the old and new water systems, crop fields reclaimed from

COMACCHIO

A beautiful city, the highlight of the Po Delta Park. Above, Corso Mazzini that crosses the city from east to west. Centre, the area of the saltworks, to the south of the city, between Lido di Spina and Lido degli Estensi.

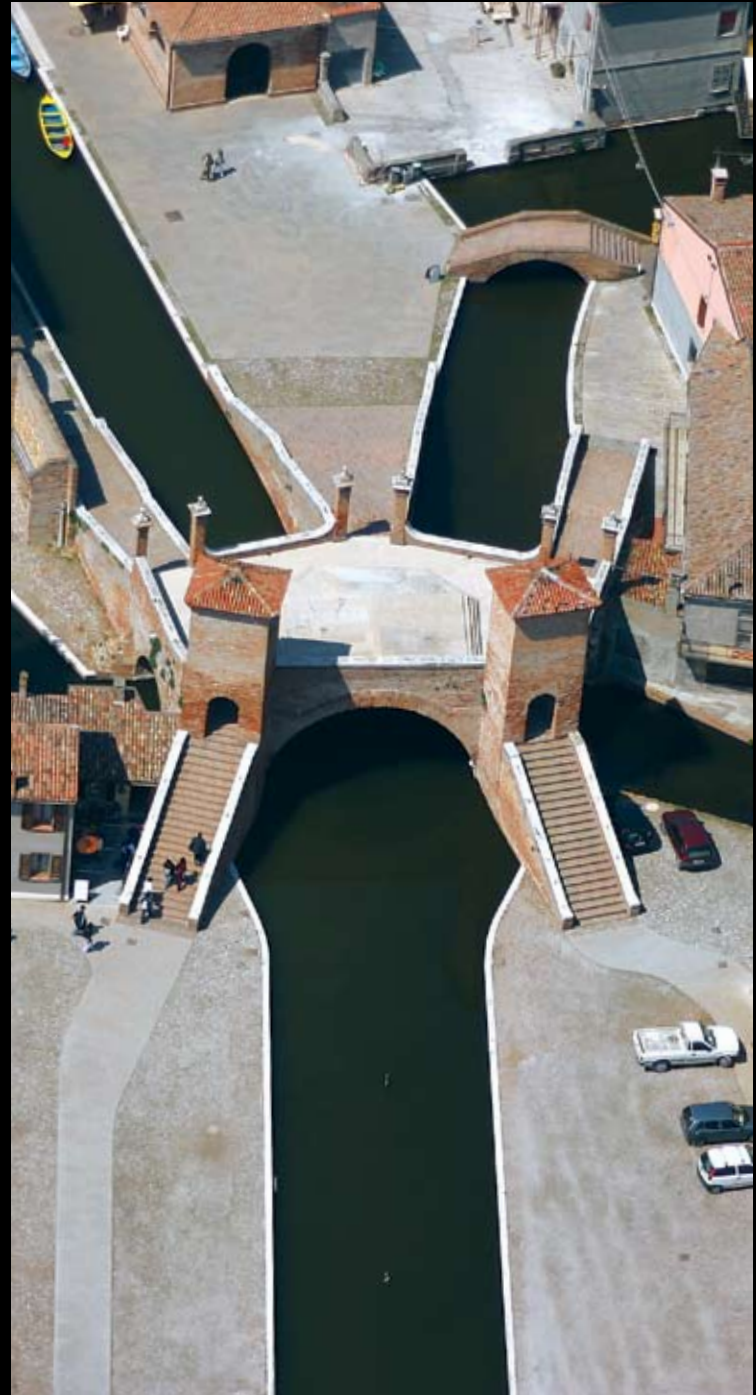


Detail of the Maggiore canal that crosses the city in a north-south direction.



TREPPONTI

Comacchio: an aerial view of the symbol of the city, the Bridge with five flights of stairs that joins in a single solution the banks of as many canals that all converge in a single point. The rise is built in Istrian stone and was erected in 1638, to a project by architect Luca Danese.





THE COMACCHIO FISHERIES

Italy's second largest lagoon complex, after that of Venice, covers some 11,000 hectares. This is the home of the eels that take refuge here to grow and that, having reached maturity, return to the sea to reproduce. The eels are caught in traps called "lavorieri", arrow shaped contraptions visible from the air. The traps channel the fish into forced passages and catch them in two stages. The first barrier catches all the fish, except the eels, which remain trapped when they reach the second barrier with its smaller mesh. The area is also characterised by other fishing-related constructions, including watchtower stations for identifying any fraudulent fishing: in the past it was common for unauthorised fishermen to break the banks of the fisheries to release the eels and catch them again with nearby nets. South of Comacchio one comes to the saltwork area that covers 600 hectares in a tangle of canals, locks, plants and decanting tanks that were used to produce salt until 1984. The characteristic saltiness of the waters and an abundance of a particular microorganism that constitutes the preferred diet of Pink Flamingoes makes this a perfect natural habitat for these splendid birds.



the water in a landscape that would be impossible to imagine when travelling by road.

TOWARDS THE PINEWOODS OF THE RAVENNA COAST

Comacchio's fisheries border to the south with the **River Reno**, beyond which another vast reclamation territory opens up. Beyond this one comes to the first large green area of the **San Vitale pinewood**: an area protected due to the presence of domestic pines, with their characteristic wide foliage. These trees were introduced by the Emperor Augustus to provide the timber needed by the shipyards of the port of Classe, which once



extended along the coast and were protected by the Monarchs who owned them. They are now dumb witnesses of the destruction that followed the sale of these areas to private subjects in the

1800s. The pinewood, on the shore side, borders the singular lagoon of **Porto Corsini** ($44^{\circ} 29.80'N$ $12^{\circ} 16.50'E$), which is made clearly visible by the presence of a 2.5 km long outer breakwater and a series of artificial canals that converge in a funnel-type formation. This system was constructed in order to regulate the flow of the tides, exploit the fishing (as demonstrated by the dozens of scales found along the banks of these canals) and protect the inner port. South west of Porto Corsini, one should note the presence of the **P89** (Ravenna Industrial Estate) and **Ravenna airport**.

THE CITY OF THE BYZANTINES

Ravenna is worth a stop and a visit. It was a port for the Roman fleet in Augustus' time, capital of the Western Roman Empire under Theodore in 402 AD, Byzantine under Justinian and always at the centre of political and commer-



BETWEEN WOODS AND CANALS

Above: the picturesque canal that runs from Porto Corsini to Ravenna. Centre: part of the outer breakwater of Porto Corsini. Right: a native pine wood and, left the water effects between the sea and lagoon along the Ferrara Lidos.





cial interests of the various potentates of Italy. Each political change took Ravenna to higher splendours, of which consistent, well-conserved and precious traces still remain in the city's buildings, structural layout, monuments, churches with their precious Byzantine mosaics and in the works of art that combine the styles of two thousand years of history.

Light aircraft may fly along the coast or inland to reach the nearby airfield of **Classe** (*Ali di Classe RA03-7*). The runway lies 11 kilometres south east of Ravenna, two kilometres from the beach and close to a series of restaurants within walking distance. Bicycles are kindly made available for visitors to borrow. By bicycle, one can visit the mouth of the River **Bevano** and the wetlands of the



RAVENNA
Detail of Piazza del Popolo with the city hall and, opposite, the clock tower. Below: the Cathedral erected in the 1700s with Baroque façade and round bell tower dating from the 10th century.

Ortazzo and the **Ortazzino**. On the coastal side of the **Mouth of the Bevano** are ancient dunes that reflect how the Ravenna coast must have been before building began. Behind the dunes lies the vast **Classe pinewood**, which stretches all the way to Cervia. The whole area is particularly important because it is characterised by a natural environment that is largely intact, whereas in other areas of the coast it has been largely destroyed, and it also provides shelter and a place to winter for many species of migrating birds.

MOUTH OF RIVER BEVANO

Above and below the mouths of the River Bevano that can be seen immediately after take-off from Ali di Classe



THE SALTWORKS AT CERVIA

Remaining along the vertical of the strada Romea, which provides the clearest and most constant reference on the ground for our itinerary, one soon comes to **Milano Marittima** ($44^{\circ} 16.49'N 12^{\circ} 21.24'E$), part of the important holiday resort of **Cervia** ($44^{\circ} 15.45'N 12^{\circ} 21.09'E$), which was one of the most historically important cities of the Riviera, due to its intense production of salt, an element of essential importance to the economy. One comes to the old saltworks after just a few minutes of flight, soon after leaving Lido di Classe. The salt production tanks are clearly visible and arranged in a semi-circle around the end of the canal that leads to the sea. Curiously, this part, located in the centre of the saltwork area, is the only part where the ground is dry and is used for arable farming;

CERVIA

Left: Cervia marina. Above: the centre of the saltwork area, where the initial settlement of the city was located and later abandoned. A canal leads from the saltworks to the sea (below) along which the "Salt Warehouse" complex lies, now home to the Museum of the "Saline Civilisation" (below centre).



RAVENNA AIRPORT

Ravenna airport has been operative for over 50 years. It has a 1200m runway, fuel, hangar and terminal facilities with a bar selling light refreshments. From Tuesday to Friday, in order for the fire-prevention service to be activated, non-resident aircraft must apply for landing 48 hours in advance, by sending a fax to 0544 497804 for category 1 craft and 0544 497899 for categories 2 and 3. The Flying Club offices are open from Tuesday to Friday from 10.30 am to 4.30 p.m. Saturdays from 10.30 am to 4.30 pm **Aero club Ravenna "F. Baracca"** - **Aeroporto "La Spreta"** - Via Dismano, 160 - Ravenna - e-mail: aeroclubravenna@racine.ra.it - Website: www.aeroclubravenna.it.
Tel: 0544 497874 fax: 0544 497804.





WHITE GOLD

The pictures on these pages show the active salt production tanks at Cervia. Scholars believe that salt production dates from Etruscan times. It would appear that the etymology of the current denomination of the city derives from the word “Acervi”, used to indicate the “Piles of Salt”. Salt production is an ancient and complex art, which is gradually disappearing and that consists, here and throughout much of the Mediterranean basin, in extracting sodium chloride from sea water for consumption. One litre of water contains approximately 40g of salt, however, other salts are also present and must be eliminated to prevent unpleasant flavours and odours. This requires the skill of the saltworker, which consists in using the energy of the sun, wind and rain to manage the evaporation process and take the water to the right degree of ripeness; namely the correct content of salt crystals. In order to control the degree of salinity, a number of tanks are set up in which fresh and salt waters are mixed by the alternating action of mills, or through connecting canals. This is why saltworks are usually part of a chessboard type landscape, with different coloured waters due to the varying concentration of salt crystals.



THE ROMAGNA RIVIERA
Rimini, above, with her hotels, beach and entertainments, is the symbol of the famous Romagna Riviera.

THE MARECCHIA VALLEY
When heading inland one can follow the suggestive, interesting valley of the River Marecchia.



which demonstrates how the original historical nucleus of the city of Cervia (now nothing more than a small church remains of it) once lay in the centre of the saltworks, before developing towards the sea between the late 1600s and the 1700s to escape from the plague of malaria.

THE ROMAGNA RIVIERA

From Cervia onwards, the serenity suggested by the natural environments encountered thus far ceases and is replaced by the icons of seaside holiday making. This is the

heart of the famous **Romagna Riviera**,

characterised by the historical holiday facilities that were established between the end of the 1800s and the early 1900s, the nightlife, the hotels, the entertainment and the Fellinian "Amaracord". It is the coast of **Cesenatico, Bellaria - Igea Marittima, Riccione, Cattolica and Rimini**: cities founded by the Romans along the old Via Popillia because of its favourable geographic position and that have now fused to form a single urban system, that develops, uninterrupted, for some 45 kilometres between the coast and the Adriatic state road. Of these, **Rimini** is the city-embell of the Romagna Riviera with its legacy of history, culture and tourism: the old bridge built by Tiberius, the ancient forum where Caesar is thought to



RIMINI AIRPORT

Rimini's "Federico Fellini" Airport lies 8 km south east of the city centre and just 2 km from the coast, it has a 3 km long, tarmacked runway and is managed by Aeradria spa (*via Flaminia, 409 47831 Miramare di Rimini, tel. 0541 715711 fax 0541 715800 e-mail: aeradria@riminiairport.com*). Services: lighting system 13/31 Calvert path 1st category 900 m, air-traffic control App 118.15; tower TWR 119.10, 121.60 (clearance delivery only); Charlie RM1 131.85 Mhz (round frequency) system ILS CAT 1, VOR/TAC. Telephone contacts: ARO 0541 719416 AD Operator 0541 715820 Ad Administration 0541 719111 DCA office 0541 373244, Aeradria spa 0541 715711.



have spurred his legionaries having passed the Rubicone, the Maltesian Temple and, last but not least, the Grand Hotel Rimini, the symbol of Rimini's Dolce Vita. In addition to being a holiday resort, Rimini is also a large city with a network of European connections, thanks also to the presence of its international "**Federico Fellini**" airport (*LIPR - RN01-29*).

ALONG THE VIA EMILIA

At Rimini, the SS16 (the ancient Via Popillia), the SS9 (Via Emilia), the SS258, which runs along the Marecchia Valley, and the A14 motorway converge. From Rimini, one may continue along the coast to the south, or, as we did, to the inland part of the area, following the Marecchia Valley along the River and the history that accompanies it. Rimini is also the point of confluence of the Via Emilia, which crosses the entire region and therefore determined, since ancient times, its transport and territorial layouts. The Via Emilia is also an excellent ground level landmark for a flying itinerary of great interest that involves all the region's main cities. At Ozzano Emilia, immediately south east of Bologna, it is common for those headed for Tuscany to stop to refuel, before passing the Apennines along the route of the Futa pass and the Bologna-Florence motorway. Along this road there are two medium length runways that can be used at **Barberino del Mugello: Galliano (FI02-7)** and **Borgo San Lorenzo (FI03-8 Collina)**.

THE ROMAN CITIES

Following the via Emilia from Rimini to Piacenza is an endless encounter of history and artistic treasures, in a panorama of hills on one side and flatlands on the other, crossed by the rivers that from the summit of the Apennines descend rapidly towards the valley and into the Po. Rivers



THE VIA EMILIA

The Via Emilia crosses the entire region. It was founded by the Romans, who also built the cities that flank the road (above the city of Bologna). In the spring, the Padania Plain appears as a great chessboard of cultivated fields, crossed in all directions by roads and dotted with towns and remote houses.



THE GESSI BOLOGNESI E CALANCHI DELL'ABBADESSA REGIONAL PARK

If from Ozzano Emilia one heads inland towards the Apennines, in the direction of Florence, one flies over the Regional Park of the Gessi Bolognesi e Calanchi dell'Abbadessa, observing, along the way, a scene of extraordinary, raw beauty. A territory marked by erosions, ravines, the white of the chalk, the green of the grass, woods and shrubs whose roots grip the deepest cuts of the rock where the soil gathers and offers shelter. It is crossed by roads with hairpin bends and by descending the most curious roads, amidst the ruins of monasteries and abbeys, one encounters bent patterns, caves and cultivated fields. A spectacle that the clear skies of the best of days makes all the more enjoyable.

Managing authority: Consortium formed by four municipalities: by the Mountain Municipalities of the Savena and Idice Valleys and the Province of Bologna. Main offices: "Casa Fantini" Park Centre, Via Jussi, 171 - 40030 Farneto - San Lazzaro di Savena (BO). Tel. 051 6254811 Fax: 051 6254521 e-mail: info@parcogessibolognesi.it. Surface area: 4,815.87 hectares. Province: Bologna. Founded: 1988



THE MARECCHIA
The Marecchia has a varied course: in the photograph the stretch in which it runs deep in the ground, in a groove rich in jumps and small waterfalls. Downstream, it widens on a vaster bed and surface.



THE ITINERARY
Above right: 3D reconstruction of the Tuscany - Emilia-Romagna Apennines in the stretch covered in our itinerary

THE OUR LADY OF SAIANO SANCTUARY
Built on a rocky spur, right next to the Marecchia, stands the Sanctuary of Our Lady of Saiano.



that since ancient times have decreed the wealth of this area where the earliest settlers founded the nuclei of today's cities. From Rimini, one comes to **Cesena** ($44^{\circ} 08.20'N 12^{\circ} 14.35'E$), **Forlì** ($44^{\circ} 13.00'N 12^{\circ} 02.57'E$), **Faenza** ($44^{\circ} 17.16'N 11^{\circ} 52.52'E$), **Imola** ($44^{\circ} 21.12'N 11^{\circ} 42.50'E$), and **Bologna** ($44^{\circ} 29.52'N 11^{\circ} 20.23'E$). Then **Modena** ($44^{\circ} 38.49'N 10^{\circ} 55.31'E$), **Reggio** ($44^{\circ} 41.50'N 10^{\circ} 37.52'E$), **Parma** ($44^{\circ} 48.02'N 10^{\circ} 19.43'E$) and **Piacenza** ($45^{\circ} 03.08'N 09^{\circ} 41.33'E$). All of these cities are located in strategic positions at the outlet of the Apennine valleys that the Romans developed, connected to one another by the Via Emilia and made economically solid. Cities that were controlled by the various powerful families during the era of the Free Towns and the Seigniories that in turn created fortified outposts towards the Po in order to control the flatlands, and castles in strategic points of the valleys.

IN THE VALLEY OF THE MALATESTAS

From Rimini our itinerary continues inland following the **Marecchia Valley** and the river of the same name: a



beautiful, green, lush valley overlooked by mighty, austere-looking castles and churches. The waters of the Marecchia run through a hilly landscape, they split into a thousand smaller streams and wide loops before joining together once again and concentrating in the deep cuts in the earth and rock, bathing the historical places of the Malatesta family that dictated the law in Romagna, for three hundred years, from 1200 to 1500, protected by a powerful,

mighty defence system. We encounter the first example at Sant'Arcangelo di Romagna, in the centre of which lies one of the earliest fortified castles. Slightly further south is a large airfield, located on the banks of the Marecchia at **Sant'Arcangelo di Romagna** ($RN02-4$), a handy stopping place. A few kilometres further south, on the border with the Marche region, one comes to the town of **Verucchio** ($43^{\circ} 58.57'N 12^{\circ} 25.20'E$) where the Malatestas had their headquarters in the impressive **Rocca del Sasso** that dominates the entire valley. Immediately opposite Verucchio lies **Torriana** ($43^{\circ} 59.03'N 12^{\circ} 23.10'E$) and further south still, **Montebello**. Up high, on the left, towers Mount Titan, home to the Republic of San Marino.

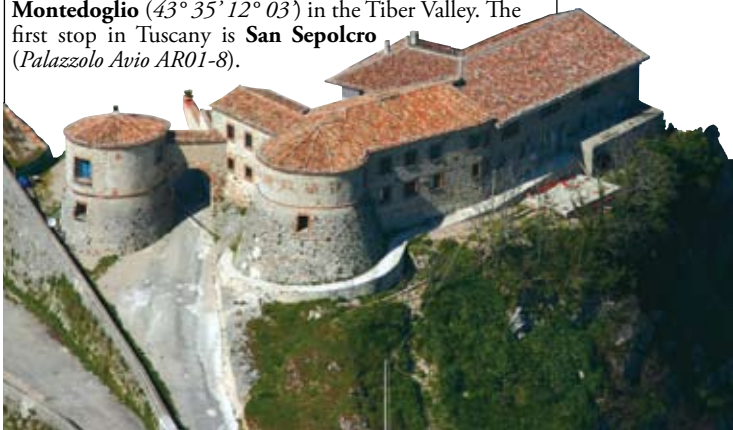
Beyond Verucchio, the Marecchia continues at length in the Marche Region. One can continue to follow it by passing the **Montefeltro**; I would recommend keeping to the right of the fascinating **Alpe della Luna** (where the river rises), flying over the mountain barrier east of the E45 super highway staying above the peaks (1000/1200 m), before commencing the Tuscan part of our itinerary: on **Lake Montedoglio** ($43^{\circ} 35' 12'' 03'$) in the Tiber Valley. The first stop in Tuscany is **San Sepolcro** (*Palazzolo Avio AR01-8*).



VERUCCHIO
Verucchio is one of the first towns that one encounters in the Marecchia Valley. The Rocca del Sasso (left and above) that overlooks the town and the valley is a real beauty. Immediately below the castle one comes to Piazza Malatesta surrounded by important buildings from the 17th and 18th centuries



TORRIANA
The ancient hamlet of Torriana, once property of the Malatesta family is built on a peak. Its original name was Scorticata and its defensive system includes fortresses throughout the valley.





■ TUSCANY

A LOOK BACK IN HISTORY

It is thought that two thirds of the world's artistic heritage is in Italy and equally authoritative estimates set the concentration of this legacy in Tuscany alone at 40%. It is undoubtedly a region with a marvellous, unique history, where brilliant minds and cultures met and rivalled one another to reach the highest pinnacles of art, architecture and culture, leaving behind testimonies that the entire world envies.

THE ETRUSCAN CIVILISATION

Around 1000 BC, the region was inhabited by the Villanovan peoples (from Villanova, near Bologna). These populations are thought to have been the forefathers of the Etruscans, whose most important settlements, namely Volterra, Populonia, Cortona, flourished in the eighth century before Christ. The Etruscans knew how to work metal and used the mines on the island of Elba and the metal-bearing hills.

ROMAN RULE

The last Etruscan city fell to the Roman in 265 BC after almost two centuries of battles. In 241 BC, the Via Aurelia connected Vada Volaterrana (now Vada) with Rome, thus boosting the trading activities of the Tyrrhenian ports.

THE FALL OF ROME

In the 5th and 6th centuries, a number of barbarian peoples came to the region. In 568, it was conquered by the Longobards, who kept control for two centuries. Fortified castles and military outposts were erected.



THE FREE CITIES

Free cities were first established in the 11th century, then grew and became more fortified. Their period was characterised by great economic recovery; churches and monasteries were built throughout the Region and reclamation work started on the disease-ridden marsh lands.

PISA

In the 12th century, Pisa reached its Golden Age as a Marine Republic and challenged Genoa for control of the sea: next to the Cathedral, construction work began on the Baptistery and the famous Tower, to create the splendid complex of Piazza dei Miracoli. Pisa's economic decline commenced in 1284, following its defeat in battle by Genoa, and continued under Florentine rule.



FLORENCE

The free cities succeeded in maintaining their autonomy from the Empire and the Papacy and led to the institution of Seigniories, whereby city governance was assigned to a powerful nobleman and his family. Florence dominated them all and succeeded in unifying much of Tuscany under Medici rule (1434). The power and splendour of Florence is symbolised by the church of St. Mary of the Flower and the pioneering construction of its dome designed by Brunelleschi (1420).



THE RENAISSANCE (14TH - 16TH CENTURIES)

Plentiful economic resources allowed the transformation of former feudal residences into elegant villas and Lawrence the Magnificent ordered Sangallo to build him a country residence, Villa di Poggio, at Cajano (1485). Set in the vast rural estate, the complex combines princely ostentation with astute economic investment. Florentine artists impose their aesthetic rules.

FROM THE MEDICIS TO THE LORENA FAMILY



In 1737, with the disappearance of the Medici dynasty, the Grand Dukedom of Tuscany was inherited by the Lorena family, which held power until 1859, with the exclusion of the brief Napoleonic period. Lorena policy entailed numerous public works on the territory, including the reclamation of the Chiana Valley and the exploitation of the geothermal waters of Montecatini.

FLORENCE AS CAPITAL

Florence was the capital of the kingdom of Italy from 1865 to 1870. The city centre was modernised, whole districts were destroyed to make way for Piazza della Repubblica and the façade of the cathedral was completed. Pitti Palace became the residence of King Vittorio Emanuele II.

20TH CENTURY

The process of industrialisation continued. Large areas of the Apennines were deserted by their inhabitants and subsequently recovered, above all by British investors. During the War, the region was bombed by the allied forces and in 1966, Florence was hit by the most devastating flood in its history. Important productive sectors developed and acquired forefront positions on the international market.



LEGEND:

- ROMAN ROADS
- CENTURIATIO
- FORTIFICATIONS
- FREE TOWNS
- ▲ CASTLES

REGIONAL CUISINE

Tuscany offers infinite yet simple, authentically traditional culinary possibilities, dominated by stable flavours that are not polluted by false experiments. "No Global" cuisine, in other words. If I were to have a choice of the most common dishes, I would opt for an appetiser of *panzanella* (stale bread seasoned with oil, vinegar and assorted vegetables: tomato, onion and cucumber). As a winter starter, I would choose *Ribollita* (minestrone of beans and black cabbage) - whose leaves have been subject to a hard frost, and then cooked in the oven). In the summer, I would choose *Pappa al Pomodoro* (bread, broth and tomatoes cooked with garlic and basil and dressed with raw oil). As a main course I would choose a grilled Chianina T-bone steak (a whole loin!), lightly charred on the grill and drizzled with olive oil, accompanied by a glass (or more) of 1995 Chianti. One could ask for nothing more.

A WINE FOR EVERY RUNWAY

Tuscany is considered by many authoritative wine experts to be Italy's best wine-producing region. The art is an ancient one, aided by the quality of the soil, favourable climate and ideal orography. In the Tuscan hills, Sangiovese (thought to have been known by the Etruscans), Canaiolo, Trebbiano Toscano, and Vernaccia vines create patterns characterised by the same perfection as the wines they make. Despite being geographically so near, Tuscany's wines are paired with the towns they are produced in: Chianti dei Colli, Brunello and Moscattello di Montalcino, Barco Reale di Carmignano, Nobile di Montepulciano, Vernaccia di San Gimignano, Bianco di Pitigliano, Candia dei Colli Apuani and Monteregio di Massa Marittima. In short, there is a wine for every location and every runway. See map for further details.

CHIANINA AND PICI

The Chianina is one of the most important breeds of cattle and is bred in the Chiana Valley. The famous "Fiorentina" steak should be Chianina beef, cut at least 4cm thick and cooked over a high flame for just a few minutes to prevent losing its juices and to maintain its tenderness.

Pici are de rigeur and must be accompanied by at least one glass of Rosso di Montalcino. The Chiana Valley is also home to an excellent white wine, *Bianco Vergine della Val di Chiana*, once thought to possess medicinal properties.



COOKING WITH ROAST SUCKLING PIG

Porchetta, as roast suckling pig is known, is practically an institution in Arezzo (and many other parts of Tuscany) and the same method of cooking is also used for duck, chicken and goat kid. Another exquisite dish is *Scottiglia* (a stew containing various types of meat with herbs and seasoning). All of the above are ideally accompanied by a full-bodied red wine.

GAME

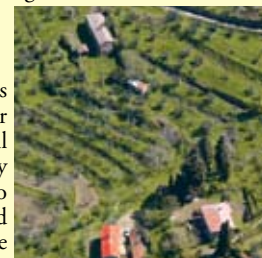
Hunting is a declining tradition, but here in Tuscany they still know how to prepare good game. From pappardelle in hare sauce that can be found almost anywhere, to *uccelletti alla Maremmana* (a dish that is famous above all in the Grosseto area), pheasant and woodcock. Boar is common: it is one of the most difficult dishes to prepare from a technical standpoint and requires lengthy ripening and marinating.

FROM CACCIUCCO TO ACQUAPAZZA

Cacciucco in Leghorn, Acquapazza in Versiglia, both are paupers' dishes. The former is a mixed fish soup served with oil, herbs and the inevitable piece of bread and is absolutely delicious when accompanied by a good red wine. The latter is a mixture of stockfish (or other common fish), vegetables, garlic, olive oil and bread boiled in water.

OLIVE OIL

Tuscan olive oil is famous the world over and accompanies all regional dishes. In many villages, it is still possible to see the old millstones and methods used to press the olives.



TUSCAN WINES

CANDIA DEI COLLI APUANI	BRUNELLO DI MONTALCINO - ROSSO DI MONTALCINO - MOSCADELLO	ANSONICA DELL'ARGENTARIO
COLLI LUCCHESI	MONTESCUDAIO	SOVANA
CHIANTI	CARMIGNANO	ELBA
CHIANTI COLLI SENESI	BARCO REALE DI CARMIGNANO	CHIANTI CLASSICO
CHIANTI COLLINE PISANE	VAL DI CORNIA	VINO SANTO DEL CHIANTI CLASSICO
CHIANTI MONTALBANO	MONTESCUCO	POMINO
CHIANTI COLLI FIORENTINI	CAPALBIO	MONTENARLO
CHIANTI RUFINA	MORELLINO DI SCANSANO	VINO NOBILE DI MONTEPULCIANO
BIANCO PISANO DI SAN TORPÈ	BIANCO DI PITIGLIANO	ROSSO DI MONTEPULCIANO
VERNACCIA DI SAN GIMINIANO	PARRINA	MONTEREGIO DI MASSA MARITTIMA

AIRSPACE GEOGRAPHY IN TUSCANY

In Tuscany there are three vast areas controlled by the airports of Pisa, Florence and Grosseto: CTR Grosseto 1 (GND/3000 ft AGL), Pisa 1 (GND/3000 ft AGL) and Pisa 3 (GND/ 9500 ft AGL), which occupy practically the entire region. There are a number of special rules for VFR flying which we list below, however pilots should check that they are current by consulting official aeronautical information sources.

PISA CTR CLASS "C" AND "D"

Training

See AGA 2-35 – ITEM 20

– point 6

"LOCAL FLIGHT RESTRICTIONS"

General

Departure and arrival flight plans shall be submitted also to PISA APP. AFTN address: LIRPZPZX. The appropriate ATS Unit will provide the approach control service.

Presence of two horizontal non-permanent and non-aeronautical lighting sources (beacons) with range 5 KM from Florence town. Coordinates: 434459N 111307E 434812N 111808E

Procedures For VFR Flights

Before entering CTR, VFR flights shall request clearance to APP/TWR, specifying entry point, routing and level/altitude requested. ATC Unit may approve the request or modify the clearance (holding outside CTR or over convenient visual reporting points) or assign routing/level as appropriate or clear the flight on published VFR routes.

Special rules

Due to continuous training activity, both VFR/IFR, of military aircraft within the CTR "1" and "2" Zones, pilots intending to operate VFR in such areas must contact the appropriate Control Unit and report all data concerning their flight in order to receive traffic information.

The following rules are to be applied:

a) Departing or arriving aircraft:

Inbound and outbound flights to/from Pisa ATZ must follow routes and heights shown in RAC 4-2-5.31;

b) Overflying aircraft:

The crossing of Pisa CTR, Zone "1", West of the

aerodrome, shall be carried out following the shoreline at 1000 FT.

Pisa TWR may occasionally request holding over the entry points shown in RAC 4-2-5.31. Different routing may be assigned on request or at ATC discretion.

Within Zone "3" of CTR, VFR traffic shall fly only along the VFR routes and according to levels hereunder specified. When necessary, predetermined points have been established for VFR holdings before flying route segments crossing instrument approach and departure zones of FIRENZE/Peretola or where vertical separation from such procedures is not provided.

VFR routes and holding points for overflying or for aircraft bound to Peretola.

N.B. Reported heights/altitudes are the maximum allowed (see also RAC 4-2-5.31).

a) PESCIA – SPEDALETTO – NORD PISTOIA – GALCIANA (if bound to Peretola) and vice versa

Maximum en route level: PESCIA – SPEDALETTO 1000 FT AGL

If bound to Peretola: SPEDALETTO – NORD PISTOIA – GALCIANA 1000 FT AGL

Source: charts and text compiled by the Author using data and information provided by AIP Italia (airports) and Avioportolano (ULM runways). Warnings: the information contained herein is unofficial. Pilots are responsible for consulting the specific sections of AIP Italia for information on current regulations.

VFR holding point : GALCIANA 1000 FT AGL;
b) POGGIBONSI – BARBERINO VAL D'ELSA – LUCIGNANO – 1 NM WEST – SAN CASCIANO – GALCIANA – NORD PISTOIA – SPEDALETTO and vice versa
Maximum en route level: POGGIBONSI – BARBERINO VAL D'ELSA – LUCIGNANO – 1 NM WEST – S.CASCIANO 1000 FT AGL; 1NM WEST

FT AGL
c) PONTEDERA – LUCIGNANO – 1 NM WEST S.CASCIANO and vice versa
Maximum en route level: 1000 FT AGL.

VFR holding point if bound to Peretola A/D D: 1 NM WEST S.CASCIANO 1000 FT AGL
d) S. PIETRO A SIEVE – M. SENARIO – S.BRIGIDA – PELAGO – S.GIOVANNI VAL D'ARNO and vice versa
Maximum en route level: 5000 FT AMSL VFR holding point if bound to Peretola A/D D: S. BRIGIDA 4000 FT AMSL
Reporting points are also identified by RDL/DIST from PRT/DME as specified:

- PESCIA: RDL 283/23 DME;
- SPEDALETTO: RDL 320/17.5 DME;

- GALCIANA: RDL 307/8 DME;

- POGGIBONSI: RDL 186/20.5 DME;

- BARBERINO: RDL 186/16 DME;

- LUCIGNANO: RDL 197/11 DME;

- 1 NM WEST S. CASCIANO: RDL 193/9 DME;

- PONTEDERA: RDL 248/26 DME;

- S.GIOVANNI VAL D'ARNO: RDL 136/20 DME;

- PELAGO: RDL 101/13 DME;

- S. BRIGIDA: RDL 071/9 DME;

- MONTE SENARIO: RDL 046/8 DME;

- S.PIETRO A SIEVE: RDL 031/11 DME.

Traffic to FIRENZE/Peretola aerodrome or ATZ

Pilots bound to FIRENZE/Peretola or planning to cross the ATZ shall:

a. contact PERETOLA TWR to receive information and clearance to cross before leaving the holding points: GALCIANA – S.CASCIANO and S.BRIGIDA.

b. if such clearance has been postponed, hold VFR over the above said points avoiding Peretola instrument approach and departure zones or aerodrome traffic circuit.

The above rules do not exempt pilots in VFR from the duty

to provide their own separation from other traffic and obstacles.

Aerodromes within pisa CTR subject to special rules Lucca Tassinano and Massa Cinquale

All flights to/from Lucca Tassinano and Massa Cinquale must operate VFR only.

Entry procedures

Flights operating with IFR/VFR flight PLN shall be conducted as follows: if IFR PLN has not been cancelled before entering Pisa CTR, they shall proceed along one of the routes listed in para 5.1.2 and join one of the instrument approach procedures to Pisa aerodrome.

Once carried out such procedure and according to flight meteorological conditions, pilots will decide whether to:

a) cancel IFR flight plan and proceed VFR to the airport of destination, or
b) land to Pisa/S. Giusto airport, or
c) divert to any other alternative airport.

Exit procedures

Departing flights shall operate according to VFR or VFR/IFR flight plan. As far as IFR is concerned, flights shall be conducted in accordance with Pisa's aerodrome exit procedures as described in para 5.1.3.

GROSSETO CTR CLASS "C" AND "D"

Rules for VFR flights

In order to avoid the intense military air traffic, when crossing Zone 1 of CTR to plan the flight at least 3 NM west of the coast and at an altitude of 500 FT AMSL. See RAC 4-2-14.5.

VFR flights that intend to operate within Siena /Impugnano ATZ must contact Siena AFIS on 122.600 MHz before overflying, transiting, taking off, landing or joining airport traffic patterns in order to obtain available and adequate information.

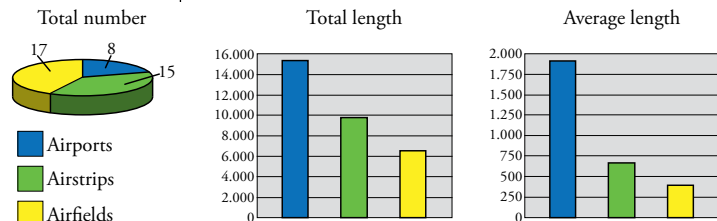
VFR flights operating within Perugia ATZ

VFR flights intending to operate within ATZ shall contact Perugia AFIS on freq. 118.100 Mhz before overflying/crossing departure/approach slope or entering traffic circuit in order to receive pertinent and available information.





THE AIRPORT AND AIRFIELD NETWORK



DATA
Compiled by the
Author using Aviopor-
tolano Italia - 6th
National Light Aviation
Census data

The Tuscan mountains are more or less parallel to the Apennine watershed line, with a series of valleys arranged in a north-south direction, intersected by several important communication axes. Main roads that, positioned between the hills of the fluvial valleys, provide important landmarks for pilots venturing into Tuscany's hilly territory. The most important and largest of these is the River Arno. The river originates from the southern face of Mount Falterona and, following the start of its route in the Casentin region, it flows into the Piana de Arezzo to meet the Maestro Canal that lies in the middle of the valley. From Arezzo it flows from south/east to north/west in what is known as the Upper Arno Valley, to Florence, where it swerves west and maintains the same direction until it reaches the sea.

San Vincenzo airfield



A second valley, the Elsa Valley, lies further east, along the Empoli - Siena road and once again it crosses the region from north to south.

Like the main towns and cities, Tuscany's airports and airfields are located along the aforesaid valleys and the Region's coastline. The Chiana Valley and the province of Arezzo boast a particular concentration of airfields that, combined with those in the province of Perugia, make it a paradise for pilots. In Tuscany as a whole, there are some 40 airports and airfields, with a total of

31km of runway, and with an average length of over 790 metres.

TECHNICAL STOPS

For those arriving from North one excellent technical stop is the airfield of **Borgo San Lorenzo**, in the Mugello area (*Collina - FI03-8*), which has a certified workshop for aircraft maintenance and a technical service centre for light aircraft. From here, in an E-SE direction, the second equipped technical stop is at **Quarrata** (*Il Pinguino - PT01-4*) with a workshop for light aircraft management. In the province of Pisa, one comes to the **Capannori** airstrip (*Aero Club Valdera PI04-7*), which has a Rotax engine maintenance workshop and runway staff. Along the coast, centres offering technical assistance services can be found at **San Vincenzo** (*Sky Sport Europe - LI03-5*) and **Nettuno** (*Arma RM03-5*). In the case of need, between these two stops, one can refer to the **Manciano** airstrip (*Flying Buttero GR05-2*), which although it does not have an assistance service as such, does have the advantage that there is always someone about, as it is located next to a farm holiday centre. In the centre of the region, the **Castiglion Fiorentino** airfield has a runway of over 500 metres (*Centro Volo Serristori AR04-5*).



Serristori airfield

THE TIBER VALLEY

Leaving behind the castles of the Malatesta family encountered along the banks of the Marecchia and entering Tuscan territory, one travels along the side of the **Alpe della Luna** coming to the vertical of **Lake Montedoglio** ($43^{\circ} 35.32'N 12^{\circ} 03.08'E$). It is here that the Tiber rises, and in this first brief stretch, it runs between woods, farms and wetlands, on a wide bed and in different branches that converge to form a single, well defined course at **Sansepolcro**

THE TIBER VALLEY
Splendid view of Lake Montedoglio with the large earth dam.





(43° 34.11'N 12° 08.28'E), on the bend where the river makes a sharp turn south. The city is well worth a visit, making the most of the possibility of landing on the nearby runway (*Palazzolo Avio ARO1-8*).

ON THE WAY TO AREZZO

From Sansepolcro to Arezzo one can follow a direct route of approximately 27 kilometres to the airport. One flies over two mountain ridges at an altitude of approximately 1000 m and a series of wonderful little towns, including **Anghiari** (45° 13.01'N 11° 17.04'E), an 8 km flight from San Sepolcro and considered by many to be one of the most beautiful fortified towns in Italy. From here, as one heads towards Arezzo, the landscape starts to take on the suggestive characteristics of Tuscany: that magic atmosphere of wild woods, rocks, castles, medieval hamlets, churches and the roads that curve along the land and rivers of the mountains.

Having passed the Alpe di Poti, the city of Arezzo appears in all its beauty, in the vast Chiana Valley.



SANSEPOLCRO
Piazza Torre di Berta in the city centre.

ANGHIARI
The stunning fortified town of Anghiari that one encounters en route to Arezzo.



AREZZO AIRPORT

Arezzo airport has a 750m-long runway, with 12/20 orientation. The airport is available for use by local flying club members only. Landing authorisation applications must be sent to Florence DCA, specifying the reason for the request (055 317123). For information contact the Flying Club office on 0575 324282. The office is open in the morning and the airport is closed on Mondays.



AREZZO

This beautiful city, whose centre lies to the north east of the railway, is dominated by the **Cathedral** and the walls of the fortress built by the Medici family, high up on the hill. The cathedral was built between 1200 and 1500 and is the most important church of Arezzo. Close by, slightly south of the Cathedral, is **Piazza Grande** with the old **Parish Church of Saint Mary**, whose floor slopes around the side of the hill, the **Palazzo della Fraternità dei Laici** and the **loggias** created by Vasari in the first half of the 1500s. The roads and the buildings are arranged around this original historical nucleus, on the south west side of the hill, enclosed by the walls. The airport is located south west of the city centre, close to the access road, but unfortunately it can be used by local flying club members only.

AREZZO

Splendid city that was once one of the most important dioceses in Tuscany. One can clearly see the Cathedral, next to Piazza Grande. The roads are arranged around the oldest part of the city.



CHIANA VALLEY

Leonardo Da Vinci's drawing that demonstrates the dramatic water problems of the Chiana Valley in the 1500s.

CASTIGLION FIORENTINO

Close to the airfield at Serristori, Castiglion Fiorentino is an ancient Etruscan settlement along the Roman Via Cassia

EXPLORING THE CHIANA VALLEY

The Chiana valley opens up south of Arezzo: a large, natural basin, inhabited in ancient times by Etruscans and Romans, and subject to an infinite series of transformations of its water courses that climaxed, in the second half of the 1700s, with the long Maestro Canal, which runs down the middle of the Valley for 40 km.





A LANDSCAPE OF OLIVE TREES

Tuscany is dominated by a landscape of olive trees, cypresses and vines that climb up the slopes of the beautiful hills that constitute much of the Region's territory. It appears that this plant, which is unable to survive temperatures lower than 4-5°C, initially found a favourable habitat in the Lucca area and subsequently spread to the entire Regional territory. Some 95,000 producers farm olive groves covering a combined area of 52,000 hectares, most of which are located in the Chianti area, along the coast and in the central southern area (the Orcia, Era and Cecina Valleys). The most common variety is the Frantoio, which originated in Tuscany before spreading to the rest of the world, which offers good resistance, high productivity and yields a flavoursome and aromatic oil. It is followed by the Moraiolo and the Leccino, both of which are more resistant to climatic adversities. In 1985, there were 700 olive pressing plants, which slumped to 380 following the disastrous frosts that hit the area that year.



CASTLE OF MONTECCHIO VESPONI
A handsome 9th century structure visible on take-off from runway 05 at Montecchio.



TUSCAN TOWNS
In Tuscany, architectural curiosities never end. Pictured is a little town perched on a hill top.



At the foot of the oriental hills lies the **SS71 Arezzo/Castiglione del Lago** road that follows an ancient Etruscan route that the Romans transformed into the **Via Cassia**. Perched on the hillside along the road are several splendid medieval hamlets of Etruscan origin,

such as **Castiglion Fiorentino** ($42^{\circ} 20.28'N$ $11^{\circ} 55.24'E$) and **Cortona** ($43^{\circ} 16.28'N$ $11^{\circ} 59.11'E$), fortresses and archaeological evidence surrounded by the seductive panorama of the Arezzo hills.

Following the works performed by the Romans along the Chiana Valley, the valley was occupied by bogs and marshes. In 1500, it was still completely covered by swampland, the traces of which still remain in the lakes of Chiusi and Montepulciano. Towards the south, overflying vineyards and cypresses, one encounters the first airfield at **Castigli-**

on Fiorentino (*Centro Volo Serristori AR04-5*): 520 m long, an efficient reception service and Italy's first flying school for disabled users. It is the headquarters of the corresponding association which goes by the witty, self-ironic name of "**I Baroni Rotti**" (The Broken Barrons).

A few kilometres further south there is another runway at **Montecchio** (*Montecchio Podere Santa Apollonia AR06-8*). Taking off from runway 05, 2500 m away on the summit of the hill opposite, one can see the **Castle of Montecchio Vesponi** ($43^{\circ} 19.04'N$ $11^{\circ} 56.06'E$): a handsome, important fortified structure dating from the 9th century, which is very well preserved, with an intact perimeter wall and the 30m-high central tower.

Just 4.5 km from the runway is the town of **Cortona**, which



is well worth visiting. Cortona is a splendid medieval town, whose walls date from the Etruscan period. It rivalled Arezzo and Siena until 1400, when it passed under Florentine control. Here the Florentine-style T-bone steak is prepared using classic Chianina beef, which is honoured with a festival in mid-August.



FOLLOWING THE CURVES OF THE LAND

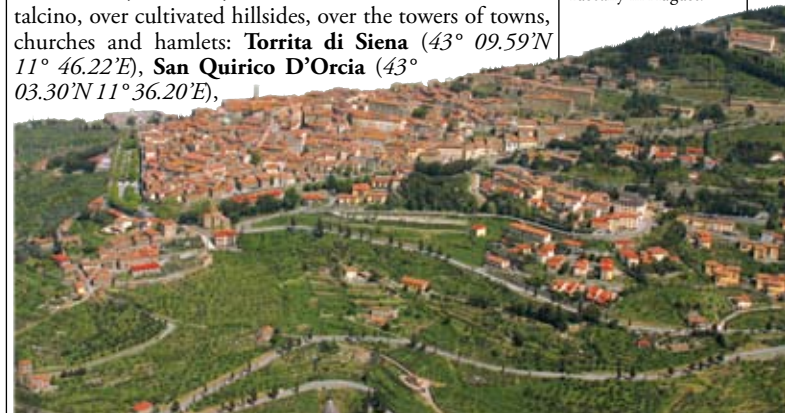
From Cortona, our itinerary continues straight towards the Tyrrhenian coast before heading North. The last stop in the Chiana Valley, and then the first outpost south of the Siena area is the airfield of **Sinalunga** (*Valdichiana SI02-9*), 13 km south west of Cortona. Nearby, and reachable by bus (stop 500m from the airfield) are **Sinalunga** ($43^{\circ} 12.50'N$ $11^{\circ} 44.28'E$), **Bettolle** ($43^{\circ} 12.27'N$ $11^{\circ} 48.07'E$) and **Foiano della Chiana** ($43^{\circ} 15.08'N$ $11^{\circ} 49.09'E$), three medieval towns that dominate the western face of the Chiana Valley.

From here, having travelled 57km towards the south west, one can stop at **Cinigiano** (*S. Rita GR07-2*): the nearest airfield to the national park of **Mount Amiata**. The route passes over the wild and mountainous lands of the woods, the burnished territories of the vineyards of Chianti dei Colli Senesi, Brunello, Montecucco and Rosso di Montalcino, over cultivated hillsides, over the towers of towns, churches and hamlets: **Torrita di Siena** ($43^{\circ} 09.59'N$ $11^{\circ} 46.22'E$), **San Quirico D'Orcia** ($43^{\circ} 03.30'N$ $11^{\circ} 36.20'E$),

CORTONA

Cortona is a medieval town of Etruscan origins and rare beauty that rivalled "great" cities such as Arezzo and Siena. Below, an overview of the Chiana Valley, along the ancient Via Cassia. Above, a detail of Piazza Repubblica e Signorelli, in the city centre. In the past it was not divided by the buildings that can be seen in the centre.

Above, the landscape of the hills of northern Tuscany in August.





THE MAREMMA NATURE RESERVE

Italy is full of wonderful places. One of these is the Maremma Reserve, in the province of Grosseto, part of which has been a protected area since 1975. The park itself stretches from the point of Talamone in the south to the mouth of the Ombrone to the north, however the beauty of this coast continues to astonish even outside the institutional borders of the Park. Flying over the coast is an endless emotion. The southern part of the park is dominated by the lagoon of Orbetello, Argentario and the mountains of the Uccellina covered with holms, oaks and strawberry trees. Sudden and silent, from the green heart of the woods emerge the remains of rocks, abbeys and towers that were once active protective sentinels; now they are nothing more than simple testimony to Maremma's past as a battlefield. From these peaks, the mountains slip into the sea and the beach that, far from the chaos of mass tourism, reclaims the elaborate remains of its wood from the sea. Trunks bleached by the water returned to the land perch on the sand dunes to be fashioned by the wind. To the north, one comes to the mouth of the River Ombrone, with its branches that cut the land; the swamps alternate with the dunes; reliefs and water on which many species of bird live and wild cattle graze.



Montalcino ($43^{\circ} 03.27'N 11^{\circ} 29.23'E$). There is not a single regular field, or straight line to be seen: roads, rivers, farms and towns are all moulded to fit the curves of the land.

The **Ombrone** River marks the border between the province of Siena and that of Grosseto. At the confluence with the **Orcia**, is the S. Rita airfield and the inland part of Tuscany's Maremma area.

THE COAST OF THE ETRUSCANS

From Follonica to Cecina, along the coast there is a curious concentration of airstrips. There are five within a distance of just 25 kilometres: **Piombino** (*Condor LI07-5*), **Campiglia Marittima** (*Val di Cornia LI06-2 e Delta Club Ibis LI08-2*), **San Vincenzo** (*Il Gabbiano LI02-7 e Sky Sport Europe LI03-5*), **Castagneto Carducci** (*Delta Club Donoratico L01-3*) and **Cecina** (*LI05-5*). The coast between Piombino and Populonia

drops down steep to the sea and immediately past the headland, one comes to the splendid **Gulf of Baratti**. We are in the heart of ancient Etruria and **Populonia** ($42^{\circ} 59.42'N 10^{\circ} 29.67'E$), now a small town, ten thousand years ago was a powerful, highly developed city, thanks to its strategic position overlooking the sea, of which traces remain in the nearby cemetery to the west of the

THE ETRUSCAN COAST
Sea and long, wide sunny beaches characterise the world-famous coast of the Etruscans.



Populonia and the Gulf of Baratti (above) and the rocky coast of Castiglioncello (below). (photos by Angelo Casentini)





MAGIC VERSILIA

This photograph was taken in May, before the beaches were overrun by tourists and as the businesses along the beach prepare to welcome the start of the season: the changing cabins are opened, the boats are freed from their tarpaulins, swimming pools are filled and the sand is cleansed of the debris that accumulates during the winter months. And, above all, chairs, deckchairs, loungers and parasols are set up, as the various establishments compete in an undeclared contest to excel in the organisation and grooming of the space allocated. The results of this formal and functional quest are unusual and sometimes imaginative, with chairs and umbrellas arranged in patterns of colours and shapes that become hallmarks of the various establishments and the symbol of this coast.

In the small photo on the left, the jetty at Forte dei Marmi, now the ideal place for walk, used to be a mooring place for the ships that came to load up with precious marble.



VERSILIA

An attractive view of the Versilia coast where one can see the airport of Massa Cinquale, below left.

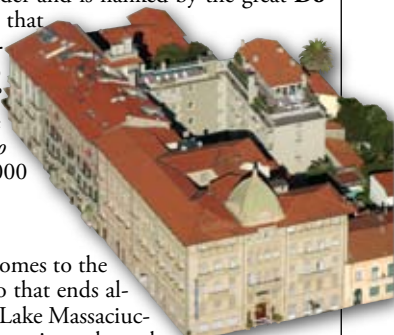
In the centre of the page, a classic, elegant hotel at Viareggio. Opposite, pictures of the beach establishments and, in the map, the area covered.

hillock. The beach is beautiful, often wild and framed to the east by a long pinewood that stretches almost to the shoreline.

The coast's tourism facilities start at **San Vincenzo** (43° 05.42'N 10° 32.27'E): an authentic seaside resort and home to the *Sky Sports Europe* airstrip. After San Vincenzo, the coast becomes wilder and is flanked by the great **Donoratico pinewood** that stretches as far as **Marina di Castagneto** (43° 12.27'N 11° 48.07'E), where the *Delta Club Donoratico* runway is located 1000 m from the coast.

THE ERA VALLEY

Beyond Cecina, one comes to the CTR of Pisa S. Giusto that ends almost at Viareggio, on Lake Massaciucoli. To get there and continue along the coast northwards, light aircraft pilots must follow a more



GROSSETO AIRPORT

Grosseto airport (*LIRS*) is a military airport that opened to civilian traffic in the early 1960s. Private and charter traffic is subject to particular restrictions. Since 1989, it has been managed by S.E.A.M. S.p.A. and the new terminal opened in 2000. It has a 3000 m runway with 03/21 orientation. Tel. for information: 0564 492779 fax: 0564 493099; Air Traffic Control: 0564 492346. (*Via Orcagna, 125 - 58100 Grosseto - e-mail: info@grossetoairport.com. Website: www.grossetoairport.com*).

PISA SAN GIUSTO

Pisa San Giusto opened as a military airport in 1925 and to civilian traffic in 1960. Today it is classified as an aeroport with international traffic. It has a main runway (2993 m) and a secondary runway (2792 m) orientated at 04/22 with tarmac surfaces, both of which are suited to any kind of aircraft. The airport is managed by SAT Società Aeroporto Toscano S.p.A. Main telephone numbers are DCA: 050 40132; Weather: 050 928357; fire-fighting service: 050 502034; Airport offices: 050 44325; customs: 050 91661 (*Galileo Galilei Airport, 56121 - Pisa - Tel: 050 849111 Fax: 050 849216 e-mail: sat@pisa-airport.com website: www.pisa-airport.com*).



inland route that follows the eastern boundary of the CTR. This is no bad thing, as the hills around Pisa deserve attention and one can take the opportunity to stop off at **Peccioli** airfield (*Pratello P109-10*), adjacent to a splendid old hamlet that has been completely transformed and recovered. Close to Pratello runway is that of **Capannoli** (*Aeroclub Valderna P104-7*), whose services for pilots make it an outstanding technical stop. Here the hills are almost entirely covered by olive groves, vineyards (the typical wine of the area is the Bianco Pisano di San Topè based on Trebbiano and other white grapes), and orchards on the terraces that



LUCCA TASSIGNANO AIRPORT

Opened in 1932 as a simple "airstrip", Lucca airport developed during the war before being destroyed by the retreating German troops. It was reopened to domestic tourism traffic in 1987. It has been managed by Società Aeroporto Lucca Tassignano S.r.l. since 1999. The airport lies just 6 km from the city of Lucca and has a 910 m-long tarmac runway and 10/28 orientation. The "Luigi Del Prete" Flying club has its headquarters at the airport (*Via Dei Paracadutisti, 1 - I-55012 - Tassignano - Capannori LU - Tel. 0583 935148 Fax 0583 932907 - e-mail: info@aeroclublucchi.it*). AFIS service on 122.5, JetA1 and AVGAS fuel, hangars also available for transiting aircraft, handling service currently being set up, customs on request 24 hours in advance, bar, closed Tuesdays. Gliders may land subject to authorisation from Pisa DCA; requests should be faxed to the management company (fax: 0583 933277).

(*Aeroporto di Lucca SpA - Via del Casalino - 55012 CAPANNORI LU - UFFICI 0583 936062 AFIS ARO 0583 935501 FAX 0583 933277 e-mail: info@aeropotolucca.it, segreteria@aeropotoluccatassignano.it Website: www.aeropotolucca.it*).



LUCCA

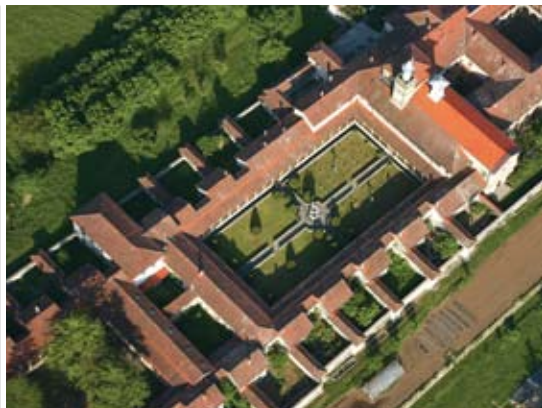
Many Tuscan towns and cities are built on the remains of ancient Etruscan and Roman settlements. The original layout of these centres is often still clearly visible in the current structure. The most evident and exceptional example of this is found in Lucca and, in particular, Piazza Anfiteatro, shown in the main picture. The homes and buildings were erected on the foundations of an old Roman amphitheatre that dates from the 2nd century a.d., which gives the square an oval shape. Until 1830, the space in the middle of the square was used for vegetable farming and part of the amphitheatre ruins served as a prison. During the same period, the square was radically transformed by architect Lorenzo Nottolini, who demolished a number of buildings and erected others to achieve the current effect. Lucca was a flourishing silk market between the 12th and 13th centuries and owes this commerce a considerable portion of its wealth. The city walls, which cover a total of more than 4 kilometres, are perfectly preserved and were erected in the 1600s. In the 19th century, Maria Luisa di Borbone ordered the construction of the splendid public walk between the bulwarks connected by galleries.

ABBEYS AND MONASTERIES

Abbeys and monasteries were erected throughout Tuscany. The monks played an important role in researching and applying new, advanced farming techniques. Important churches with baptismal fonts, known as Pievi, were also built and controlled by the various dioceses.

LUCCA

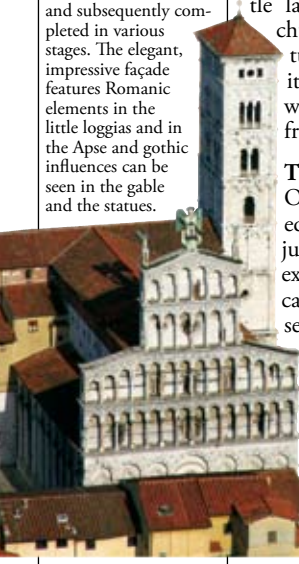
Lucca boasts a number of extremely important monuments such as the church of saint Michael in the Forum (in the picture), which was started in 1000 and subsequently completed in various stages. The elegant, impressive façade features Romanic elements in the little loggias and in the Apse and gothic influences can be seen in the gable and the statues.



draw complex, daring patterns on the hillsides. It is a gentle land, spotted with towns, churches and eighteenth century stately homes. **Peccioli** itself ($43^{\circ} 32.48'N$ $10^{\circ} 43.13'E$) is a beautiful and well preserved medieval town, approximately 2.5 km from the Pratello airstrip.

THE CITY OF PUCCINI

One excellent stop-off for aircraft and ULM headed north is the commercial airport of **Tassinano**, just 6 km from Lucca and which is currently being extended. **Lucca** ($43^{\circ} 50.35'N$ $10^{\circ} 30.18'E$) is located on the **Serchio** plateau. It is surrounded by a seventeenth century wall in excellent conditions that has been rebuilt four times over the centuries to achieve its current impressive state. Inside the city is a mixture of the styles that through time have rivalled one another and formed layers in a continuous reinterpretation of space. On the perfect, Roman geometric regularity of the roads, one finds bold medieval solutions, Piazza Anfiteatro, the gothic basilica, the Renaissance buildings, towers, baroque and neoclassic architecture,



THE PIAGGIO MUSEUM

Piaggio is maybe better known for the Vespa and the Gilera than for the planes and aircraft engines that made this important Italian company a world leader in the aviation sector. Between 1937 and 1939, Piaggio's aircraft engines set 21 world records, including that of an altitude of 17,083 metres; a record that still stands for piston engines. The evidence of these successes are brought together in the Piaggio Museum, which opens with a stunning P148 (1951) standing at the entrance. The Piaggio Museum is at Pontedera, 15 minutes from Pisa and 35 minutes from Florence. The closest landing place is the Valdera airfield (PI04-7). Admission is free from Wednesday to Saturday from 10.00 am to 6.00 p.m. Museo Piaggio "Giovanni Alberto Agnelli" - Viale Rinaldo Piaggio 7 - 56025 Pontedera (PI) - Tel: 0587 27171 Fax: 0587 290057. e-mail: museo@museopiaggio.it. Website: www.museopiaggio.it



through to the evidence of the more recent French and Bourbonic occupations. Lucca is a splendid city, well conserved and surrounded by an equally exceptional and generous countryside, constituted by the Serchio and Garfagnana valleys. The city is just a few minutes from the airport.

VERSILIA AND THE APUANS

From Lucca, one can use the A11 motorway as a landmark and after just 16 km one encounters the **Migliarino San Rossore Park** and Lake **Massaciuccoli**, immediately beyond which lies the famous **Versilia** coast, which starts at **Marina di Torre del Lago** ($43^{\circ} 49.04'N$ $10^{\circ} 15.64'E$) and stretches as far as **Vittoria Apuana** ($43^{\circ} 58.20'N$ $10^{\circ} 09.41'E$) for a total of 20 km. It has been one of Italy's most exclusive and popular holiday resorts since the early 1900s, thanks to the partic-

THE APUAN ALPS

The Apuan Alps are a splendid rocky range, for centuries they were quarries for the most precious of marbles and their slopes were scattered with towns. The drawing above clearly shows the Apuan Alps, to the north west of which lies the Garfagnana valley.





THE APUAN ALPS NATURE RESERVE

Flying over the Apuans, one notices the deep cuts of the quarries from which the world's most famous marble was quarried and used by artists the calibre of Michelangelo. It is a white marble, almost completely devoid of veins, that has been known and used since Roman times. From the large quarries, one can trace the "lizze", tracks of rubble over which the marble blocks were made to slide down hill and from here loaded onto the ships moored at the jetties that jut out from the coast into the sea, now popular places for an evening stroll. The economic and cultural history of Versilia is the history of its mountains and its marble, its sea and its beach establishments. It is the history of the little towns built in the shade of the chestnut trees and holm oaks, bleached by the dust rising from the quarries.

MASSA

The city of Massa lies at the foot of the Apuan Alps. Right, the characteristic Piazza Aranci, with 16th century Palazzo Malaspina. The Malaspina family governed Massa for one hundred years. They were succeeded by the Cybo family that rebuilt the palace. Before it was constructed, the Malaspina lived in the castle on the hill behind the city (below). The Castle's perimeter wall was erected in 1300. The inner building that was home to the ruling family was built later.



ular climate caused by the presence of the **Apuan Alps** that stand mighty and are distinguished by their morphological characteristics, heights and suggestions, from the rest of the Region's landscape. Flying over these mountains (at altitudes higher than 1900m) is a unique, thrilling experience: the sea on one side and the mountains and valleys on the other. The only runway available along the Versilia coast is the airport of **Massa** (*Massa Cinquale LILQ MS01-7*). A stop here is therefore compulsory before venturing further, towards the region of Liguria.



MASSA CINQUALE AIRPORT

Massa airport is a historical facility that dates from the start of the century. The local Flying Club and connected school was established in 1967. It has a 720m long runway, lies a few hundred metres from the coast at Marina dei Ronchi and is the only facility in Versilia. Buses and taxis provide quick, easy transport to the main seaside centres. Light aircraft may land here subject to prior authorisation from Pisa DCA (tel: 050 44325) and by contacting the Flying Club (Traffic Office tel: 0585 309786 AD Office tel/fax 0585 309088). Landing tax is Euro 15.00 for planes, Euro 20.00 for helicopters

and Euro 10.00 for ULM. Craft may park on the runway at no extra cost. There is a restaurant inside the airport. In July and August the airport is open from 9.00 am to 1.00 pm and 3.00 to 8.00 pm. Open non-stop at weekends and closed Tuesdays. *Marina di Massa Airport 54039 (MS) - Via Intercomunale 12/b - Tel/Fax 0585 309088*



THE MIGLIARINO SAN ROSSORE NATURE RESERVE

When coming from the south, immediately beyond Leghorn lie the estates of Tombolo and Coltano. Having passed the Arno, one comes to the Migliarino San Rossore Nature Reserve, which terminates with the splendid Lake Massaciuccoli. The entire system was generated by the action of the Arno and the Serchio and is an alternation of low land (bogs) and high land (dunes) that create swamp-lands with low vegetation. Further inland one encounters woods of native pines, elms and holm oaks, which provide a natural habitat for the thousands of birds that nest here. The waters are shallow (approximately 2m) and progress inland, towards the north, forming a system of lagoons and swamps of great natural interest with a fascinating aerial landscape against the backdrop of the immense, austere Apuan Alps. On the lake, at Massarosa, is a small 360m long runway for light aircraft (Delta Condor LU04-3).





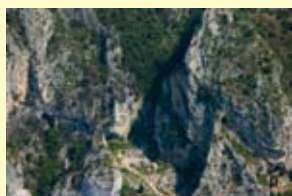
■ LIGURIA

A LOOK BACK THROUGH HISTORY

Liguria's history was, to a great extent, dictated by the policy and choices of its largest city, the "Superb" Genoa. Queen of the seas for over two hundred years, in constant conflict with the other marine republics, Genoa defended herself from the Arabs and French, concentrated on maintaining control over the entire Gulf and reached the height of her glory in the 12th and 13th centuries. The period that followed was unsettled as Genoa alternated as an ally and adversary of the kingdoms and potentates into which Italy was divided until unity. Liguria now plays a key role in the country's economy.

ANCIENT EVIDENCE

The burials dating from 240,000 years ago in the Balzi Rossi cave, at Ventimiglia, and the very numerous rock carvings in the nearby Valley of Marvels, testify to lengthy human presence in prehistoric times. Menhirs dating from the iron age are present in the Levante area and fortified bronze age villages have been found in various Apennine sites.



GENOA

The first nucleus of what was to become Genoa developed around the eighth century b.c. at Castello (Castrum), behind a natural harbour, sheltered from the winds.

ROMAN ROADS AND SETTLEMENTS

In 148 b.c., the Via Postumia connected Genoa with the Padania Plateau. New connections were built later, thanks to which the native Ligurian peoples moved towards the coasts, to the important colony of Luna (Luni), a harbour from which cargos of Apuan marble were dispatched for the entire classic age and the destination of the Apennine timber transported by the River Magra.

THE BARBARIAN INVASIONS

Around the 5th century, the populations retreated to the hills and mountainous regions seeking protection from the barbarian invasions. The Roman cities became bishoprics and a number of fortified sites were erected, often to control and/or defend the roads over the mountain ridges. The most important architectural evidence of the paleochristian period is the Baptistery at Albenga, built in the 5th century, with its decagonal plan on the exterior and octagonal plan on the interior.



SARACEN RAIDS

In the 10th century, Liguria's ports were repeatedly attacked by the Saracens who held power in the southern region of France. Genoa itself was sacked in 935. The population concentrated inland, where monasteries and abbeys were built.

CHURCHES AND CASTLES TO PROTECT THE MAIN PORTS

A number of such buildings can be found along the coast, built on top of pre-existing buildings. One of the oldest is the Church of St. Peter at Porto Venere with the old medieval walls and Castle (which was rebuilt in the 1500s). They are countered by the Lerici Fortress, one of the Region's most important military constructions, built by the Pisans in the early 1200s. The most important castles include Ursino Castle at Noli and Costa Del Carretto Castle at Albenga.



THE SUPREMACY OF GENOA

Between the 12th and 14th centuries, Genoa expanded her dominion over the entire Ligurian territory it ruled, building outposts and fortified towns especially along the Levante Riviera and on the mountains passes. It heavily defeated Pisa in 1284. It lost the war with Venice, in 1381 and passed under French control.

Andrea Doria was nominated the father of the homeland and made a pact with the Hapsburg monarchy, he freed Genoa from French rule and guaranteed the city the independence that was to last for two centuries. This period of splendour is testified to by the radical transformation of the city's layout and building of defensive structures.

GENOA'S DECLINE

By 1600, Genoa was more important for her banks than her military prowess. In the 1700s, she definitively lost Corsica to the French, and was occupied by both the Austrians and the Piedmontese.



FROM THE FRENCH REVOLUTION TO THE ANNEXATION TO

THE KINGDOM OF SARDINIA

Napoleon conquered the mountain passes. In 1797, the Republic of Genoa became the Ligurian Republic, in line with the concepts of the French Revolution. In 1805, Napoleon annexed Liguria to France. With the Vienna Congress, Genoa definitively lost its independence and was handed over to the Savoy family under the name of the Dukedom of Genoa.

THE BIRTH OF THE KINGDOM OF ITALY

The region played a key role in the Risorgimento. It was from Liguria that Garibaldi's famous expedition of the Thousand set out. It became part of the Kingdom of Italy in 1861.

THE 20TH CENTURY

A railway line was built along the ancient Via Aurelia. The coastal area underwent a boom in tourism and the economy and Genoa's skyline was radically transformed. The harbours and cities of Liguria were badly hit during the Second World War, which was followed by a period of reconstruction with the development of harbours and industry. In the late sixties, the motorway network made the region more accessible, which further stimulated the development of the tourism business. Parks and nature reserves were established to protect the environment.

LEGEND:

- ROMAN ROADS
- FORTIFICATIONS
- FREE TOWNS
- ▲ CASTLES

REGIONAL CUISINE

Original, ancient Ligurian cooking is comprised primarily by vegetables and fish in light, not excessively elaborate dishes, characterised by clear, simple and recognisable tastes, the fruit of the region's particularities. The exceptional climate offers the finest vegetables, the sea provides delicious fish and the region's maritime tradition results in mixes that incorporate the cultures and tastes of numerous other peoples. Olive oil reigns supreme as a dressing. The inland area is characterised by the fragrance and raw material of the mountains: snails, mushrooms, truffles, meat dishes and excellent cheeses. Throughout the coastal area, the restaurant trade has a centuries-old tradition and is used to satisfying even the most demanding palates of its international clientele. Genoa is probably the city that has had the greatest influence over the characteristics of Liguria's coastal cuisine, due to both its geographical position and its historical contacts and trade with the whole of the Mediterranean.

TRENETTE AL PESTO

The first thing that comes to mind when one says "Liguria" is pesto and it has to be said that no other place can rival Genoa on this front. The success of the dish relies on a few, fundamental factors: fresh, fragrant Ligurian basil, the finest olive oil, pinenuts and garlic, hand-ground to obtain a soft, velvety consistency.

MESCIÙA AND MINESTRONE

Mesciùa (or mesc-ciua) is a pauper's dish typically served in the La Spezia area. It is a soup made of pulses (chick peas, spelt, kidney beans and broad beans) that meat is sometimes added to. Genoa-style *minestrone* is a mouthwatering dish made of fresh vegetables (even dried produce were acceptable at one time), enhanced by the fragrance of typical Ligurian ingredients: basil, garlic and anchovies. It is a dish not to be missed.

FARINATE AND FOCACCE

Farinata is an ancient pauper's dish made with chick pea flour because even wheat flour was, for many, a luxury. In its simplicity, it is a difficult dish to cook, because it requires the rapid, intense heat that used to be provided by wood ovens and woodpiles. It is a mixture of chick pea flour, water and olive oil cooked in a thin layer on copper tray approximately 60cm in diameter. Focaccia is a bread made on the "testo" or hotplate with oil and salt on the surface. The base is used with various accompaniments, including cheese (speciality of Recco).

LIGURIAN WINES

The best known Ligurian wine is Sciacchetrà, which is produced on the terraced hills of the Cinque Terre area. It is a highly fragrant raisin wine that matures with 3 or 4 years of aging

and is ideal accompaniment to sweet bakery products. Another noteworthy wine is Rossese di Dolceacqua, from the hills surrounding the town of the same name; this red is a good match for red meat and game.



SEAFOOD

The coast offers fresh fish of outstanding quality and in many towns early in the morning fishermen sell the previous night's catch. In Imperia, for instance, the fish is auctioned along the harbour front. Cuisine is simple and involves (once again) the aroma of garlic and basil. The stuffed mussels are a must.



SEABASS

This fish is common in the Mediterranean and reaches lengths of approximately 40cm and weights of up to a kilogram, however larger specimens do exist. Its lean, white, delicate flesh makes it a favourite.



GILTHEAD

Considered a delicacy due to the delicate flavour of its meat. Gilthead caught in the Mediterranean vary in length from 30 to 60 cm.



GREY MULLET

This extremely common fish along the Italian coast can reach lengths of 50 or 60 cm and up to 6 kilos in weight. It is most commonly served roasted or grilled. It has lean flesh with a good flavour that varies according to where it is caught. Its salty roe is used to prepare "Bottarga", a tasty appetiser or sauce for spaghetti.



SCORPION FISH

Also known in Liguria and Tuscany as Pesce Cappone. It lives on deep seabeds and close to rocks and is fished using deep sea lines or gillnets. The fish is ugly-looking and spiny, but with a tasty flesh that is ideal for a vast range of uses, although traditionally it is used above all in soups. It is small, about 20 - 30 cm in length, and a great deal of it is discarded during preparation.



SOLE

Caught by trawler nets because it lives on the seabed, Italian sole reach lengths of about 20 cm. The flesh is lean, firm, easy to digest and has a delicate flavour.

LIGURIAN WINES:

ROSSESE DI DOLCEACQUA	CINQUE TERRE	PORNASSIO OR ORMEASCO DI PORNASSIO
VAL POLCÈVERA	COLLI DI LUNI	RIVIERA LIGURE DI PONENTE
GOLFO DI TIGULLIO	COLLINE DI LEVANTO	

AIRSPACE GEOGRAPHY IN LIGURIA

Along the Levante Riviera are the P2 (La Spezia) P3 (Lerici) and D37 (Porto Venere) zones. Therefore, when arriving from the East, weather permitting, pilots must follow an inland route over the Lunigiana Mountains. Sarzana airport is home to the Lunense flying club and one may land there subject to authorisation that must be sent at least one day in advance. A little further north, in the Vara Valley, is the little runway of Borghetto Vara (Alivara ULM) – SP02-2), which may be used as a stop-off for ULM craft that do not have problems when taking off in confined spaces.

Genoa 1 CTR (class C from GND to 2000 ft AMGL) stretches from Rapallo to Varazze and VFR traffic approaching Genoa must follow a number of particular regulations, which are set out below. Genoa Sestri airport is open to VFR traffic and it is here that the local flying club operates.

Along the Ponente Riviera are Albenga airport and the Stellanello airstrip for leisure aircraft.

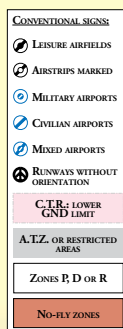
GENOVA CTR CLASS "C"

Special rules for VFR

Before entering CTR, VFR flights shall request clearance to APP/TWR, specifying entry point, routing and level/altitude requested.

The above mentioned provision is applied also when the CTR is downgraded to class D airspace. ATC Unit may approve the request or modify the clearance (holding outside

Source: charts and text compiled by the Author using data and information provided by AIP Italia (airports) and Auioportolano (ULM runways). Warnings: the information contained herein is unofficial. Pilots are responsible for consulting the specific sections of AIP Italia for information on current regulations.



CTR or over convenient visual reporting points) or assign routing/level as appropriate or clear the flight on published VFR routes.

Pilots of aircraft inbound to Genova/Sestri aerodrome might be required to hold North of PEGLI waiting for the clearance to join the aerodrome traffic pattern. This clearance issued by Genova TWR is normally given when overhead the points: COGOLETO, NERVI, NORTH PEGLI. In the event of radio failure pilots shall:

- if crossing, avoid Genova CTR;
- if proceeding inbound to Genova/Sestri aerodrome, follow VFR routes as far as PEGLI (NW of the aerodrome), observe the traffic in progress and wait for visual signals given by TWR to entry in the

traffic pattern.

ALBENGA AIRPORT Special rules for VFR

In order to facilitate VFR flight operations from/to Albenga airport, outside the ATZ the following visual reporting points are established:

- CERIALE (suggested altitude for entering aircraft: 1500 FT AGL; suggested altitude for leaving aircraft: 1000 FT AGL)
- ALASSIO (suggested altitude for entering aircraft: 1500 FT AGL; suggested altitude for leaving aircraft: 1000 FT AGL)

VFR aircraft intending to operate within ATZ shall contact Albenga AFIS on frequency 123.850 Mhz before overflying/crossing departure/approach slope or entering aerodrome traffic circuit in order to receive pertinent and available information. An acrobatic training area (see RAC 5-7-1.1) and a parachuting area (see RAC 5-6-1.1) are also established over the aerodrome.

AEROPORTO DI GENOVA SESTRI
Dispone di una pista di 1925 m orientata 11/29 e si trova a soli 9 km a ovest di Genova. Per l'aviazione generale è disponibile a nord un piazzale di 75.000 mq. I sistemi di avvicinamento sono costituiti da ILS di prima categoria per entrata strumentale pista 29, radar di avvicinamento, VDF (radiogoniometro automatico in VHP), NDB/App. (radiofaro di avvicinamento), ubicato a Ruta di Camogli sul prolungamento dell'asse della pista, NBD/Nav (radiofaro di navigazione) ubicato sul monte Costa Leone, VOR/DME (radiofaro di navigazione) GP (guida planata). Sull'aeroporto ha sede l'Aero Club di Genova fondato nel 1928. Inizialmente l'aeroclub ebbe sede al Lido di Albarno. Due anni dopo il sodalizio si trasferì all'idroscalo di Sampierdarena. La flotta era allora costituita da cinque idrovolanti (De Havilland Moth e Caproni Ca 100). Dopo la seconda guerra mondiale

il Club si trasferì all'Aeroporto di Novi Ligure e nel 1956 di nuovo a Genova presso l'idroscalo. Nel 1959 il nuovo trasferimento all'attuale sede dell'aeroporto "Cristoforo Colombo". Aero Club Genova - Aeroporto "C. Colombo" - Via Pionieri e aviatori d'Italia - 16154 - Genova Sestri Ponente - Telefono: 010 6512728 - Fax: 010 6016772 - Orario: da Martedì a Domenica / 9:30 - 18:30 - Giorno di chiusura: Lunedì - web: www.aecgenova.it Riferimenti telefonici: Aeroclub: 010 6512727-6512728; ATS: 010 6501659; ARO: 010 6015332; Fuelling: 010 6505903; MET: 010 6015352; AD: 010 6015225-6015018 **AEROPORTO DI ALBENGA**
Aperto nel 1922 dispone attualmente di una pista di 1429 m disposta in direzione 09/27. La pista è in macadam (è stata la prima pista in Italia lastricata in questo modo) lunga 1429 m a 45 m slm. Si trova a 7 km da Albenga ed è aperto al traffico

internazionale. Lungo la costa quasi sul prolungamento asse pista è situato radiofaro NDB frequenza 420. Le operazioni notturne sono assistite da luci pista, sistema PAPI per pista 27, luci REILS; una serie di 16 luci rosse segnalano gli ostacoli vicini. E' sede dell'aero Club di Savona e Riviera Ligure la cui attività iniziò dopo il secondo conflitto mondiale con un FL3 e un MB308. Oggi l'aero club conta su una flotta attrezzata e su una scuola in piena efficienza e attività ed è aperto tutto l'anno. I servizi attivi sono i seguenti: Dogana e Guardia di Finanza (Tel. 0182 582033) Polizia (Tel. 0182 582814) Vigili del Fuoco Aeroportuali Servizio Sanitario con personale medico e paramedico (Tel. 0182 582263) ARO/MET (0182 5851201), Servizio Carburanti (Jet A1 e Avgas 100 LL) Servizio Handling (0182 582033) Hangaraggio aeromobili, anche permanente, servizio bar, ristorante,

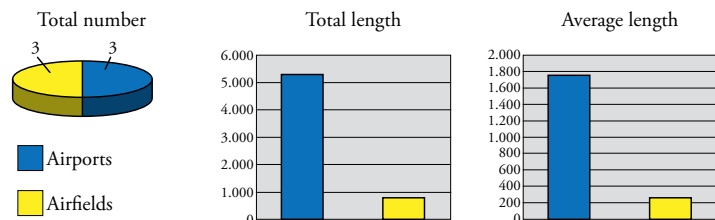
catering (Tel. 0182 585027) Servizio autobus, taxi, auto a noleggio Hertz (Aeroporto Internazionale di Villanova d'Albenga "C. Panero" - Viale Gen. Disegna - 17038 - Villanova d'Albenga (Sv) Tel. 0182 582033 - Fax 0182 582924 - web: /www.airport.genova.it email: info@rivierairport.it). **AEROPORTO DI SARZANA**
L'Aeroporto di Sarzana (LIQW) è militare e dispone di una pista di 900 m disposta con orientamento 18/36 in asfalto. Presso questo aeroporto ha sede l'Aeroclub Lunense (via alta vecchiaia 3 - 19038-SARZANA SP). Gli aeromobili civili possono atterrare previa richiesta e rilascio di autorizzazione da inoltrare alla DCA dell'aeroporto di partenza oppure all'ENAC di Roma. Prima di atterrare il pilota deve avvertire il locale Aero Club (0187 673180 solo la mattina di lunedì, mercoledì, venerdì e sabato) e l'ARO (0187 272467) e inoltrare il Piano di

Volo (TWR 0187 272471). E' possibile atterrare dal lunedì al venerdì. **BORGHETTO VARA**
Coordinate: 44° 13.37' N 09° 43.21' E. Comune: Borghetto Vara. Numero piste: 1. Orientamento: 04/22. Dimensione: lung.h. 260 larg.h. 25. Elevazione: 95 m slm. Fondo: erba. Circuito: destro. Giorni di attività: domenica. Numeri telefonici: 368 3308529 0187 894501. Praticabilità campo: sempre, tranne la seconda domenica di ottobre causa fiera lungo la pista, usare solo per emergenze. Avvertire per atterrare: sì. Costi Hangaraggio e stazionamento: no. Tassa atterraggio: no. Personale in campo: domenica. Distributore più vicino: 200 m. **STELLANELLO**
Coordinate: 44° 00.07' N 08° 04.33' E. Comune: Stellanello. Località: Andora. Numero piste: 1. Orientamento: 09/27. Dimensione: lung.h. 360 larg.h. 20. Elevazione: 140 m.

Pendenza: 2%. Fondo: erboso. Circuito: standard. Numeri telefonici: 335 6342979 fax: 0183 494135 - 335 372935. Società di gestione: Associazione sportiva Delta - Via delle colonne n.2 Andora (SV). Ostacoli: vicinanza di abitazioni, non sorvolare. Regole da osservare: atterraggio difficoltoso. Campo in fondo valle. Presenza di turbolenza nelle ore centrali. Precauzioni att./dec.: consultare meteo locale, non interferire spazio aeroportuale di Albenga. Praticabilità campo: buona. Avvertire per atterrare: preferibilmente sì. Costi Hangaraggio e stazionamento: se disponibile 6 Euro al giorno. Personale in campo: non regolarmente solo su appuntamento. Associazioni presenti: Ass. Sportiva Delta. Distributore più vicino: 6000 m. Costo servizi interni: su richiesta si effettuano rifornimento, soccorso, trasferimento, a pagamento. Servizio taxi: 7 km dalla pista.



THE AIRPORT AND AIRFIELD NETWORK



DATA
Compiled by the
Author using Aviopor-
tolano Italia - 6th
National Census data

Liguria has 6 landing sites: 3 airports (Sarzanà, Genoa and Albenga) and 3 airfields. Sarzanà airport may only be used by the aircraft of the local flying club and outside users require specific authorisation. ULM may choose from three landing sites. The first lies to the north of Sarzanà airport at **Borghetto Vara** (*Alivara ULM SP02-2*); the second is at **Calvari** (*Roto Wings Tigullio GE02-01*) and the third at **Andora** (*Stellanello SV02-3*). The Calvari runway is a mere 150 m long and it is not easy to land there. Most of the territory is mountainous, covered by woodland and characterised by narrow valleys in the centre of which run rivers and roads connecting with Piedmont, Lombardy and Emilia. The most important of these is the Milan - Genoa motorway. The main roads that cross the region from east - west are located along the coast: the A10 motorway and the Via Aurelia state road. The highest summits are in the maritime Alps, with Mount Saccarello (2200 m), and in the Apennines the highest peaks (1600-1800m) can be found around the Aveto Park area, behind Genoa. The itinerary described in these pages covers approximately 250 km, most of which follow the line of the coast, but with various deviations inland.

BORGHETTO VARA

The Borghetto Vara airfield is located between the river and the sports ground



THE LEVANTE RIVIERA

The portion of the Gulf that lies to the East of Genoa, covered in the first part of our itinerary, is known as the **Levante Riviera**. Arriving from the Tuscan coast, having left behind the Apuan Alps and passed Carrara, one encounters the **P2** - in which the military airport of Sarzanà lies - the **D37A** and the **P3 zones** that stretch towards the open sea for 20 km. Therefore, to enter Liguria, I followed the inland route, along the vertical of the oriental slopes of the **Magra Valley**, flying over the attractive towns that populate it. Of these towns perched up high in the Valley it is worth visiting **Castelnuovo Magra** ($44^{\circ} 05.57'N 10^{\circ} 01.00'E$), in the centre of which the main road, via Dante, joins the church of Mary of Magdalen to the castle that was formerly the bishopric palace.

Nearby are **Luni** ($44^{\circ} 03.73'N 10^{\circ} 00.78'E$) and **Sarzanà** ($44^{\circ} 06.38'N 09^{\circ} 57.39'E$). The former was an important Roman colony, testified to by one of the most important archaeological sites in the whole of Northern Italy. Sarzanà boasts a very attractive medieval town centre with an impressive fortress to the north and a citadel built under the orders of Lawrence the Magnificent. These monuments testify to the important, flourishing economic life of this city located at the mouth of the via Francigena, which joined it to northern Europe. It is a real shame that the local airport is not open to civilian traffic. Flying over the northern boundary of the P2 zone, one comes to the branch of the River **Magra** that meanders north east into the mountains.

Here it mingles with the waters of its tributary, the **Vara**, whose valley one follows to reach the vertical of **Borghetto Vara** ($44^{\circ} 13.25'N 09^{\circ} 43.15'E$). Here one finds a small runway that is handy for any technical stops required. It does not have facilities, however the pilots are always helpful and courteously offer any necessary assistance.



THE MAGRA VALLEY

The Magra River enters the Apennines as it reaches the city of Sarzanà. Along the valley, an ancient connection with Parma and Europe, one encounters important fortified towns that were responsible for military control. One example is Castelnuovo Magra (above left), home to the 13th century castle built by the bishops of Luni (below).





THE MONTEMARCELLO MAGRA PARK

The Vara flows through a narrow valley: alongside it runs the motorway, which is forced to pierce the mountains to reach the coast and Genoa. We are in the **Montemarcello Magra Nature Reserve** which includes the estuary of the River Magra and the bed and the banks of the Vara as far as **Ponte Santa Margherita** ($44^{\circ}16.44'N$ $09^{\circ}39.36'E$). The landscape of the reserve and surrounding area is dominated by deep, narrow valleys covered by woodland. By leaving behind the Vara and continuing southwards, the rocks suddenly plunge into the sea and one is presented with the landscape of the breathtaking coast of the Cinque Terre.

THE CINQUE TERRE

The stretch of coast known as the "Cinque Terre" is approximately 20 km long, stretching from the town of **Riomaggiore** ($44^{\circ}05.57'N$ $09^{\circ}44.15'E$) to **Monterosso al Mare** ($44^{\circ}08.46'N$ $09^{\circ}39.16'E$) and it is one of Italy's most beautiful and spectacular stretches of coastline, declared part of the heritage of mankind by UNESCO. Unfortunately, as mentioned earlier, it is not possible to fly over the Cinque Terre due to the presence of the **P2** no-fly zone that covers the whole area. Beyond Monterosso, as far as Sestri Levante, the area is protected by a

Above, the itinerary followed and described in these pages and, below, the characteristic vast mountainous territory to the north of the Cinque Terre

LEVANTO
The rocks and headlands of the coast open up to sandy coves and towns. Right, a view of Levanto.



many noble Genoese families as their summer residence.

The rocky coast of the Levante Riviera

THE ROCKY COAST

The series of towns that one passes beyond Levanto, along the Levante Riviera include **Bonassola** ($44^{\circ}11.01'N$ $09^{\circ}34.54'E$), located in a beautiful cove with a stony beach, and **Moneglia** ($44^{\circ}14.22'N$ $09^{\circ}29.17'E$), an old town that overlooks the deep, crystal clear sea, whose beach interrupts the steep cliffs that drop down to the water. From the air it is easily recognisable thanks to its fortress and the castle that are positioned on headlands at either end of the bay.

This stretch of the coast is truly exceptional, moving and deserves all the attention possible. In contrast with the wetlands and the beaches, where the land mixes with the water and both elements blend with one another, along this part of the coast, the rock creates a clear boundary between the earth and the sea that caresses, strikes and whips it. In this endless game of encounters and clashes, the white of the undertow blends, light or violent, to form continuous patterns, marking the line that divides the two elements in a long and constant dialogue. The water penetrates into the weakest points of the rock, it leaves its mark,



THE RAILWAY

The railway follows and perforates the rocky coastline and cuts through the town squares and ports of the towns overlooking the sea (above).



Even the smallest space available is used for farming. Typical, brightly coloured houses occupy daring positions overlooking the sea.



THE CINQUE TERRE NATURE RESERVE

The history of Liguria is above all the history of its coast: the towns that populate it, the seamen and farmers who live there, the sea and land that surround it. Perched on the rock, or spread over the sand, every town in Liguria has the sea in front and to the rear the hills with their terraces, farmed since ancient times to produce from the humus of the earth oil, wine, vegetables and flowers, whose quality is as unparalleled now as it was then. A wealth that was envied and defended from enemy attacks with fortifications overlooking the sea and narrow access roads on the hill side. A beauty that has something fantastical about it.

One splendid example of the symbiosis between sea and land is the little town of Vernazza, which is photographed in these pages. The tower dominates the sea and from this position it looked to the horizon and the whole gulf of the Cinque Terre to prevent pirate attacks. The town square opens onto the only port of the Cinque Terre, which made Vernazza a town of great strategic and commercial importance and its inhabitants well respected and feared seamen and even earned it a representative in the Parliament of Genoa.

Below the main castle is a second bastion known as Belforte.



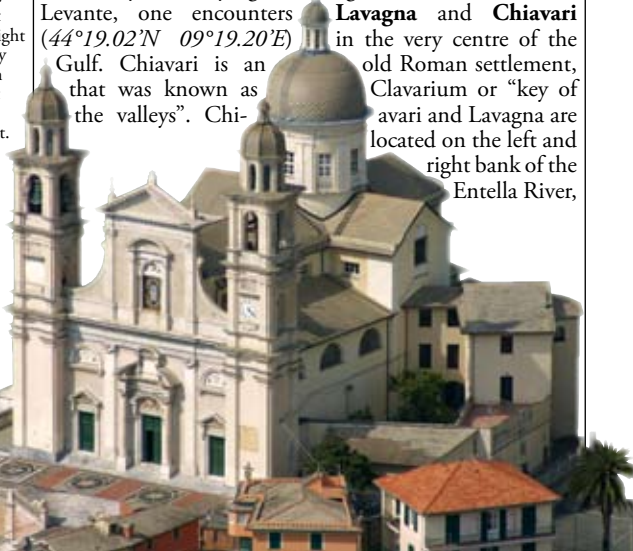
corrodes the surface, flattens the pinnacles and, undisturbed, carves its work. Above, the green of the vegetation descends as far as possible, as far as the brine and the rock allow. Sometimes it ventures just an inch from the undertow and the rocks, where roots delve into the folds in the stone.

THE TIGULLIO GULF

Having passed **Punta Baffe** and **Punta Manara**, one comes to the panorama of **Sestri Levante** ($44^{\circ}16.11'N$ $09^{\circ}23.37'E$). You will recognise it thanks to the rocky little peninsula that pushes out towards the sea, joined inside by a narrow isthmus overlooked by two splendid bays: the **Bay of Fables** to the west and the smaller, suggestive **Bay of Silence** to the east, framed by a line of brightly coloured houses and a little harbour. On the headland, an ancient settlement has developed that is of interest due to its Basilica, the town hall and the church of Saint Nicholas, built in the 12th century. Overflying the Tigullio Gulf, after Sestri

Levante, one encounters **Lavagna** and **Chiavari** ($44^{\circ}19.02'N$ $09^{\circ}19.20'E$) in the very centre of the Gulf. Chiavari is an old Roman settlement, that was known as Clavarium or "key of the valleys". Chiavari and Lavagna are located on the left and right bank of the Entella River,

This page: the suggestive Bay of Silence at Sestri Levante (top right and above); the rocky coast with vegetation that descends almost to the waterline (top left); the church of St. Stephen at Lavagna, with its asymmetrical belltowers, baroque staircase and typical pebble mosaics that line the entrance.



respectively. The River penetrates deep into the inland part of the Region gathering water from an endless number of streams. Chiavari is therefore an important gate of entry into the inland area, its parks and valleys and is also a landmark for those pilots who intend to venture into the area or pass Genoa to the north.

THE PORTOFINO NATURE RESERVE

The Tigullio Gulf enjoys a particularly fine climate: the best position is that occupied by the legendary town of **Rapallo** ($44^{\circ}20.56'N$ $09^{\circ}13.47'E$) on the westernmost part of the gulf. It is a pretty town that can be spotted immediately thanks to the little fortress in the middle of the gulf, its Liberty-style hotels, the little squares, flanked by elegant cafes, its famous seafront promenade and the attractive little harbour. South of Rapallo, Punta Portofino stands out against the blue of the sea.

The entire area that stretches from the town of **Chiavari** ($44^{\circ}19.02'N$ $09^{\circ}19.20'E$) to **Recco** ($44^{\circ}21.51'N$ $09^{\circ}08.32'E$) is part of the **Portofino Nature Reserve**, which is also protected by a no-fly zone. The VFR route towards Genoa includes a contact point on the seafront, as soon as one has passed the point of the peninsula (**PORTF** $44^{\circ}17.4'N$ $09^{\circ}11.5'E$). The Reserve is a perfect synthesis of all Liguria's architectural and environmental qualities: the town itself is a little treasure whose buildings nestle around the pretty harbour, protected uphill by the woods of hornbeams, ashes and chestnut trees and downhill by the bushes

RAPALLO
Easily identified thanks to the fortress in the centre of the gulf, the little marina and the characteristic Liberty-style hotels.



ABBAY OF ST. FRUTTUOSO
Situated in a narrow bay is the breathtaking town of San Fruttuoso built around the old Benedictine Abbey. The Doria family later built a watchtower there. The current beach was formed during a violent downpour in 1915 that caused the first span of the church to collapse.



THE SPECTACLE OF THE SEA

The coastal part of the Levante Riviera has something extraordinary about it. Much of the rock is sandstone, rocky, sedimentary grey and layered material that over time the water has filed, eroded and fashioned to enhance the layers of which it is composed. The rocks stoop to the sea with flat surfaces, some of them vertical with impracticable spurs, others horizontal and hospitable.

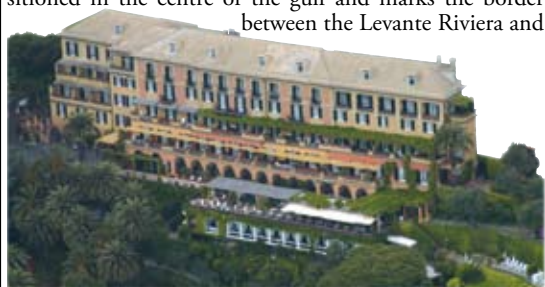


The splendid bay of Portofino, overlooked by Piazza Martiri dell'Olivetta start of the famous luxury promenade of Calata Marconi (in the foreground) and below, a detail of the houses, shops and restaurants.

of heather, strawberry tree, lentisk and myrtle. The whole area is dotted with paths and walkways between the terraces of vines and olives that testify to the marine and agricultural roots of the peoples of this exceptional region. The rock descends straight down to the blue sea and, as soon as one passes the point of the peninsula hidden in a deep bay between sea, rocks and bushes, one sees the white of the **Abbey of St. Fruttuoso** (44° 18.90'N 09° 10.42'E) built around the year 1000 and initially inhabited by monks. It later became property of the Doria family, Genoese noblemen who built a watchtower there. Overall, the territory of the Park covers the municipalities of Recco, Camogli, Portofino, Santa Margherita Ligure, Rapallo, Zoagli and Chiavari. (*Ente Parco di Portofino-Viale Rainusso, 1 - 16038 Santa Margherita Ligure (Genova) Tel: 0185 289479. Fax: 0185 285706 e-mail: info@parcoportofino.it. e-mail: labter@parcoportofino.it. Surface area: 1056 hectares. Province: Genoa. Established: 1935 (Ente Autonomo Monte di Portofino), 1995 (Regional Nature Reserve). For further information: www.parcoportofino.com*)

FROM THE LEVANTE TO PONENTE RIVIERAS

Genoa (44°25.09'N 08°53.51'E) is triumphantly positioned in the centre of the gulf and marks the border between the Levante Riviera and



ENDLESS SURPRISES

Immediately beyond Portofino, on the other side of Punta Chiappa, is Camogli (44°21.00'N 09°09.12'E), which boasts a decidedly different style of architecture from that seen thus far. So different that it leaves the observer stunned and curious. At Camogli the little houses and crooked streets make way for a series of blocks of five or even six floors, delicately coloured with pastel shades, tidily arranged in long rows that climb up the hillside, drawing roads and routes around a small rock, once an island, home to the 12th century Basilica of Our Lady of the Assumption and the remains of an ancient castle (Castel Dragone). This great maritime city was important for its fleet, trade and the foundation of the Mutua Marittima Camogliese insurance association that was later widely imitated.

Genoa and, in the back ground, C. Columbus airport



BEHIND GENOA
Along the valley of the River one comes to the town of Calvari and, here a small 150m long runway. The Ligurian territory is mountainous. The Lavagna valley is longitudinal to the coast and is clearly visible in the drawing below just north of the headland of Portofino.

the Ponente Riviera. This border is not merely a formal one, as there are considerable differences between the two: the former is wild and steep, the latter tame and sloping. The city is served by “**Christopher Columbus**” international airport, built on a strip of land opposite the harbour of **Sestri Ponente** in a CTR that stretches from Varazze to Chiavari; the northern boundary of the CTR reaches 8 km inland, almost as far as Genoa Bolzaneto.

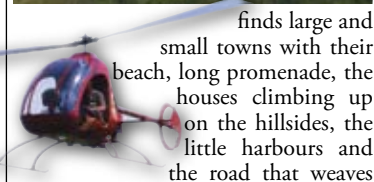
Any light aircraft that wishes to pass from the Levante Riviera to the Ponente Riviera must therefore leave the coast near Chiavari and go around the controlled area to the north of Genoa. The simplest way is to follow the course of the Entella River from Chiavari, then the pretty valley of the Lavagna River. Here, at **Calvari**, right on the River bank, there is a small runway and helipad just 150 m long (**Roto-Wings Tigullio** $44^{\circ} 22.58'N 09^{\circ} 17.38'E$) created and managed by a cordial and helpful group of enthusiasts. The runway is for aircraft with STOL characteristics, autogyro and helicopters. The approach is good in both directions and it may be particularly useful as an emergency base.

The flight takes one through the wood-covered mountains, deep folds in the land, little roads that lead goodness knows where in a landscape of intense, even greens. Suddenly, looking to the left one can see the city of Genoa and the great sea that laps it. And on the highest peaks, behind the city, the dozens of watchtowers and fortresses built to protect her from ancient enemies still stand guard.

left one can see the city of Genoa and the great sea that laps it. And on the highest peaks, behind the city, the dozens of watchtowers and fortresses built to protect her from ancient enemies still stand guard.

ON THE PONENTE RIVIERA

As one heads south west, one flies over the high peaks and the valleys of the **Beigua Park** to reach the coast close to **Varazze** ($44^{\circ}21.39'N 08^{\circ}34.36'E$). Here the Ponente Riviera appears as a series of large coves above which one



finds large and small towns with their beach, long promenade, the houses climbing up on the hillsides, the little harbours and the road that weaves along following the curves of the rocks and the sea.

The more favourable contours of the Ponente Riviera have allowed the development of larger cities. Having passed Genoa, the first of these that one comes to is **Savona** ($44^{\circ}18.25'N 08^{\circ}28.49'E$), which strikes the observer for her architectural heritage. A medieval city with excellent examples of baroque art and strong modern constructions that fuse in a curiously orderly manner. Overlooking the sea stands the great **Priamar fortress**, testimony of the power of this city and at the same time of its decline. The fortress was, in fact, built by Genoa - Savona's eternal rival and enemy - in 1542, following the conquest of the city. Beyond Savona the urban development continues as far as Vado Ligure.

ROCKS AND CASTLES

The bellicose history of Liguria's cities and towns is closely connected to the sea and the entire coast is dotted with military structures: watchtowers, fortresses and castles. Today many of these are little more than ruins; others, by contrast are well preserved, as is the case of **Mount Ursino Castle** at **Noli** ($44^{\circ}12.18'N 08^{\circ}24.53'E$), on the top of the hill that overlooks the city or **Carretto Castle**, which one can immediately after the rocky headland of Mount Capo di Noli at **Varigotti**.



Behind Genoa stands a series of castles and watch towers (above left). The state road (above right) runs along the entire coast, offering an exceptional view of the sea. Every now and then one catches glimpses of parts and the tunnels of the old road, now disused (above).



SAVONA
Left, the beautiful port of Savona and, below, the little island of Bergoggi.





THE TERRACES OVER THE SEA

Since ancient times, the limited availability of land forced Liguria's farmers to build terraces supported by dry stone walls for their crops. The terraces are joined by paths, steps, ramps, drainage channels and irrigation systems for a total length that has been estimated at approximately 6500 kilometres. From an agricultural standpoint, the system adopted in Liguria has an inestimable economic and cultural value that is further enhanced by its natural surroundings. The terraces follow the contours of the mountains, surrounding towns and housing and creating bold curves of unparalleled architecture that, from the air can be enjoyed and admired in all their extent and unparalleled beauty.



CARRETTO CASTLE
Carretto Castle stands on the summit of the headland that comes into sight immediately after Capo Noli.



ALBENGA
The city centre of Albenga on the banks of the River Centa.



STELLANELLO AIRFIELD

Located in the valley of the Merula River, that flows out into the sea at Andora. It is clearly visible, with a 360m runway, between the river and the road and has a good position with zero approaches on both aprons. One must pay careful attention, especially in the middle of the day, because of the intense heat activity.

THE ALBENGA PLAIN

The Ligurian coast is a continuous sequence of rocky headlands that enclose little gulfs and beaches overlooked by important, famous cities and towns. Then suddenly, having flown over the little town of **Ceriale**, one comes to the plateau of the city of **Albenga** ($44^{\circ}02.56'N$ $08^{\circ}12.46'E$), entirely occupied by greenhouses where vegetables, fruit and flowers grow. The city of **Albenga** is an ancient Roman settlement on the banks of the River **Centa** and one of the most interesting cities in Liguria, due to its particularly well conserved and fascinating city centre. One can reach it with ease from the airport just 6 km away or, for light aircraft, from the airfield at **Stellanello** (*Campo Volo Delta SV02-3*).

THE RIVIERA OF FLOWERS

After Albenga, a pretty little island emerges from the sea: this is **the Island of Gallinara** ($44^{\circ}01.54'N$ $08^{\circ}13.56'E$) now a nature reserve, crowned by an old watch tower built by the Genoese. After passing the unusual and atypical landscape of the Albenga plain, the coast reverts to a series of rocks, beaches and towns, with one difference: the greenhouses and the intensive farming that characterise the flatlands are transferred to the hillside terraces. One flies over the city of **Alassio** ($44^{\circ}00.21'N$ $08^{\circ}10.15'E$), queen of the Riviera of Palms and elegant holiday resort since the 1800s, **Andora** ($43^{\circ}57.01'N$ $08^{\circ}08.34'E$), **Cervo** ($43^{\circ}55.66'N$ $08^{\circ}06.90'E$) and **Diano Marina** ($43^{\circ}54.47'N$ $08^{\circ}04.96'E$), before coming to the handsome city of **Imperia** ($43^{\circ}53.06'N$ $08^{\circ}01.36'E$), the provincial capital situated in the middle of the stretch of coast known as the "Riviera of Flowers". Imperia is divided into two parts: the first part that one sees on the left hand bank of the Impero

River is the old settlement of **Oneglia**. The harbour front, along the **Calata Giovan Battista Cuneo**, is flanked by beautiful, multicoloured constructions with long galleries



A SEA OF FLOWERS

As I have already mentioned, Liguria's coast never ceases to amaze and the Albenga plain is yet another example. The spectacle that it offers is as unusual as it is curious: a flat, silver sea that is completely unexpected and that contrasts with the characteristic rocky coastline that is so commonplace in Liguria. Since ancient times this plain has been used for intensive farming, due to the favourable climate and the high productivity of the soil caused by the deposition of marine sediment and those of the Centa river.



DOLCEACQUA

Dolceacqua is a little medieval town just 7 km from the coast along the banks of the Nervia River that joins the sea at Ventimiglia. A few minutes' flight are sufficient to admire this fine example of medieval architecture, dominated from above by the austere Doria Castle, built in the 10th century. The town is positioned on the hill where the grapes of the prestigious and exclusive Rossese di Dolceacqua wine, primarily Rossese grapes, are farmed. The splendid 33m single arch hump back bridge dates from the Middle Ages. The main square is overlooked by the church of St. Anthony Abbot and the neighbouring Doria Palace.

GALLINARA ISLAND
The island of Gallinara, close to Albenga, is a nature reserve overlooked by a castle and a watchtower.



PORTO MAURIZIO
Seen from south of Porto Maurizio part of Imperia and the city centre



Above, Sanremo harbour and, below, the picturesque Calata Giovan Battista Cuneo, at Imperia, with the church of John the Baptist clearly visible in the background.

opposite which the fresh fish is auctioned as the fishing boats return from the sea. Behind this is the bell tower of the Collegiata di San Giovanni Battista built in the first half of the 1700s.

A little further on, beyond the river's mouth, is **Porto Maurizio**. It is easily recognisable because it is the old city centre, dominated by the cathedral, built between the late 1700s and the early 1800s, with an unmistakable neoclassical style.

From here on, the entire hilly area of the coast is covered with terraces for the production of flowers, fruit and vegetables. **Sanremo** ($43^{\circ}49.06'N$ $07^{\circ}46.26'E$) is the best known representative of this activity, particularly famous for her flower farming. It is a large city, a world famous and internationally popular holiday resort that amidst the liberty-style hotels and ultramodern

buildings, also preserves an older part known as La Pigna, made up of narrow roads, steps and closely built houses in a characteristic and original arrangement.



BOTANIC GARDENS AND PREHISTORIC SITES

Beyond Sanremo one flies over the point of **Capo Nero, Ospedaletti** ($43^{\circ}57.01'N$ $07^{\circ}08.34'E$) and **Bordighera** ($43^{\circ}48.02'N$ $07^{\circ}43.01'E$), before coming to the famous city of **Ventimiglia** ($43^{\circ}47.24'N$ $07^{\circ}36.28'E$), the last important settlement on the Ponente riviera. The most interesting part of the city is located just over the river, on the hill by the **Cathedral of Our Lady of the Assumption** (11th - 12th century), which is surrounded by a historical settlement, that is, in places, in ruins.

As we approach the French border, there are still at least two things of interest to explore before heading inland: the **Hanbury Botanic Gardens** and the **Balzi Rossi caves**. The former are exactly 4 km from Ventimiglia on the first headland of **Punta Mortola** ($43^{\circ}46.87'N$ $07^{\circ}33.32'E$), which marks the end of the Riviera of Flowers. It is a particularly prestigious and complete botanic gardens and covers some 18 hectares. It is the only one of its kind in Europe and was created by the Englishman, Sir Thomas Hanbury, who, having fallen in love with Liguria, purchased the land in 1867 and developed native and exotic plant species in such an interesting combination to make it a protected natural area. The gardens are dominated by the attractive, clearly prominent and visible building of Villa Hanbury, in light coloured brickwork, of which the original nucleus dates from 1300.

Close to Villa Hanbury and just a few metres from the French border is a high rocky precipice that drops straight down to the sea. The nine caves that can be seen here were

home to various communities some 240,000 years ago, of which important remains have been found. The place is known as "**Balzi Rossi**" and it is one of the most famous archaeological sites in the whole of the Mediterranean.

THE BALZI ROSSI CAVES

One of the Mediterranean's most important archaeological sites. The rocky walls drop straight to the sea. The site lies just a few dozen metres from the French border.



THE HANBURY BOTANIC GARDENS

Not far from the French border, a fascinating little headland is home to the Hanbury Botanic Gardens and the handsome villa, of which the oldest part dates from the 1300s.



VENTIMIGLIA
The last city in Liguria.



The impressive cathedral of Porto San Maurizio with its unmistakable neoclassic façade.



■ SARDEGNA

SARDINIA

A LOOK BACK THROUGH HISTORY

A LOOK BACK THROUGH HISTORY

Sardinia's strategic position and mineral riches have always attracted the attention and interest of the powers that contended for military control of the Mediterranean over the centuries. At various points in time, the island's native populations encountered Phoenicians, Romans, Carthaginians, French, Arabs, Genoese, Pisans and Spanish. After the Second World War, the reclamation of the coastal areas, the elimination of malaria and investments in tourism and infrastructures made Sardinia part of Italy's modern economy.

PRE-NURAGIC CIVILISATIONS

The Ozieri people, probably of oriental origin, settled in Sardinia in neolithic times. Dolmen (mega-lithic sepulchres) are frequently encountered especially around Olbia and Arzachena, and at Barbagia impressive menhirs ("pedras fittas" in Sardinian dialect) can be admired.



THE NURAGIC CIVILISATION

The Nuragic civilisation developed from 1600 b.c. to 500 b.c., especially in the inland areas of the region where more than 7000 nuragic towers were built. Some were joined together to form fortresses, such as the complex at Su Nuraxi di Barumini, declared part of mankind's heritage by UNESCO.

THE PHOENICIANS

In the 10th century BC, the Phoenicians came to Sardinia and colonised its coastal areas. The name of Sardinia would appear to derive from the word "Shrdn", a toponym carved on the stele of Nora. The Phoenicians established numerous cities such as Karalis, Nora, Bithia, Tharros and Sulci. The nuragic peoples and the Phoenicians lived side by side peacefully for centuries.

THE CARTHAGINIANS AND ROMAN RULE

The Carthaginians conquered the island in the late 6th century BC and it became a Roman Province in 226 b.c.. Numerous cities were founded or developed (Porto Torres, Nora, Fluminimaggiore, Fordongianus, Cagliari) and roads were built connecting the coast to the inland area.



VANDALS AND BYZANTINES

In the middle of the 5th century, Sardinia was conquered by the Vandals. One century later, it was once again, albeit marginally,

part of the Eastern Roman Empire. Important examples of Byzantine architecture include the Cathedral of St. John of Sinis, near Oristano and the Basilica of St. Saturn in Cagliari, both dating from the 5th - 6th centuries.



THE GIUDICATI AND PISAN RULE

In the 8th century, the distance from Byzantium favoured the creation of autonomous power on the island, which was divided into four *Giudicati*: Cagliari, Logudoro (or Torres) Arborea and Gallura. For centuries, the coasts were the scene of Arabian invasions. In the early 11th century, the Giudicati succeeded in defeating the Arabs with the help of Genoa and Pisa. Sardinia passed under the aegis of Pisa, Genoa's age-old rival. Numerous fortifications remain from the period of Pisan rule, such as the castle that was to become the centre of Cagliari, Castro Castle, modern day Castello, which dates from the 13th century.

FROM THE ARAGONESE TO THE SAVOY FAMILY

Having defeated Pisa, Sardinia became an Aragonese feudal holding in 1326, under the Pope's orders and then part of the Kingdom of Spain until 1718, when it was passed over to the Savoy family. Important fortifications dating from the Spanish period still remain, such as the 16th century bastions of Cagliari, the mighty cylindrical towers of Alghero and the system of coastal towers that surround the entire island.



THE KINGDOM OF SARDINIA

This period was characterised by widespread social disorder and unrest caused by a severe economic recession that boosted the phenomenon of banditism. Sardinia became administratively integrated with the other mainland states.

THE UNITY OF ITALY

Industry and mining (which dates from ancient times in Sardinia) flourished and at the end of the 19th century, the Iglesias complex had some 15,000 employees. The first railway was built on the island.

20TH CENTURY

The mining industry flourished once again under fascism. The reclamation of the marshlands completed after the Second World War stimulated the development of the region.



LEGEND:

- ROMAN ROADS
- NURAGES
- PHOENICIAN-PUNIC SITES
- FORTIFICATIONS
- FREE TOWNS
- ▲ CASTLES

REGIONAL CUISINE

One might expect Sardinian cuisine to be based primarily on seafood, but that is not the case. Not that there is ever any shortage of fish on the menu. However, the customs and history of the Sardinians are more closely linked to the inland areas than the coast that they fled due to enemy attacks, disease and the difficulties of life in the vast swamplands. Tradition therefore lies more in the hands of the island's shepherds than those of its fishermen and this reflects on the taste and the stars of its cuisine. Livestock produce are of the table, together with olive oil, vegetables and the fragrance of herbs, particularly myrtle. Meat is mainly lamb or goat, but also pork, used to prepare the legendary "Porceddu". It also features game, especially in inland areas and boar is a popular dish.

PORCEDDU

In Sardinia, as a general rule the piglets used must not weigh more than 4kg. The ancient cooking technique is "*a carraxu*" or buried in a hole in the ground warmed by embers. The ashes are removed, the hole lined with leaves and myrtle branches and the piglet laid inside; it is then covered with leaves and earth and the fire lit once more above, alternatively red hot stones or embers may be placed over the top. Today, this dish is usually cooked in the oven or on the spit following a ritual made up of a thousand little touches that make this delicacy worthy of being savoured with one (or more) glass of excellent Cannonau.

CIOGGA, COCCOIDDUS, BOVERI, TAPPADAS

Different ways of saying "snail". In Sardinia, good quality snails abound. They form an important part of the region's cuisine and can be prepared in a multitude of different ways: fried, poached, stuffed, stewed. There is a runway at Gesico, where the "Snail Festival" is held in October.

BREAD

In Sardinia, bread is a staple food. *Pane Carasau*, a thin, very light and crispy sheet that keeps for days originated in the Nuoro area and can now be found throughout the island. Then there is *Civraxiu*, ordinary bread, *Coccoi*, once exclusively used on special occasions,



and *Moddizzosu*, popular for its softness. Served with cold meats and creamy cheeses.



BOTTARGA

Bottarga is a Sardinian speciality made using grey mullet roe. The softer variety is served as an appetiser and the more consistent kind is grated on an assortment of dishes. The best and tastiest way to savour it is with spaghetti, dressed with olive oil and garlic and it may be either raw or slightly heated to soften it.

SEA URCHINS

A plate of spaghetti with sea urchins is a real treat. This rare delicacy in the rest of Italy is commonplace in Sardinia, where, in the right period many stalls sell them along the roadside. Also delicious eaten raw straight from the shell (without lemon!).

FREGULA

Fregula is rather like couscous. It is made of wheat bran, steamed and transformed into spheres a few millimetres in diameter. It is left to dry or lightly toasted and can be used in a variety of dishes.

WINES

Sardinia offers a range of wines, all of outstanding quality. Refer to the map and the indications given. The most famous are the Cannonau and the Vermentino wines, which are widespread throughout the Region. The Malvasia produced in the Oristano area, especially Bosa, has a sweet, dry flavour and is served as an aperitif or an accompaniment to desserts and cheeses.



MALLOREDDUS

Small bran gnocchi (similar to *orecchiette* in Puglia), that can be boiled and served in a variety of ways.



SARDINIAN WINES:

VERMENTINO DI GALLURA
ALGHERO CANNONAU DI SARDEGNA
CARIGNANO DEL SULCIS

MALVASIA DI BOSA
MALVASIA DI CAGLIARI
NURAGUS DI CAGLIARI
MANDROLISAI

VERNACCIA DI ORISTANO
MOSCATO DI SORSO SENNORI
CAMPIDANO DI TERRALBA

AIRSPACE GEOGRAPHY

In Sardinia, there are three large CTRs, corresponding to the airports of Olbia, Alghero (in the north) and Cagliari (in the south) and a multitude of special and prohibited zones. These include the R54 (Oristano) area that from Monday to Friday (24 hours a day) is occupied with military traffic. It is possible to land there subject to authorisation from Cagliari APP. At Capo Frasca (south west of Oristano), is the R59 area where military exercises may be conducted from Monday to Friday (24 hours a day) and until midday on Saturdays. South west of Cagliari is the R46 (Capo Teulada), which is a no-fly zone from Monday to Friday (24 hours a day) and on Saturdays from midnight to midday due to possible shooting activities. Along the eastern coast, south of Tortoli there is a series of areas with special regulations. The area affecting the inland territory is around Salto di Quirra. Pilots should look out for the large D33 (Fonni) area that occupies Barbagia and the Gennargentu Park, where there is a great deal of helicopter traffic. The last area to be mentioned is the P17 zone (Maddalena) that covers the entire Maddalena Park.

TORTOLI/ARBATAX AIRPORT

Due to heavy low level activity of military jets, aircraft from/to Tortoli ATZ flying west of the coast are suggested to maintain at least 2500 FT AGL. See RAC 5-1-2 (LI R39), RAC 5-1-3 (LI D33/D111/D112/D113 and D114).

ALGHERO CTR

CLASS "D"

Before entering CTR, VFR flights shall request clearance to APP/TWR, specifying entry point, routine and level/altitude requested. ATC unit may approve the request or modify the clearance (holding outside CTR or over convenient visual reporting points) or assign routing/level as appropriate. VFR flying in the area between CORSI and RAMEN not interesting Olbia or Alghero

CONVENTIONAL SIGNS	
	LEISURE AIRFIELDS
	AIRSTRIPS MARKED
	MILITARY AIRPORTS
	CIVILIAN AIRPORTS
	MIXED AIRPORTS
	RUNWAYS WITHOUT ORIENTATION
	CTR - LOWER GND LIMIT
	ATZ OR RESTRICTED AREAS
	ZONES P, D OR R
	NO-FLY ZONES



Source: charts and text compiled by the Author using data and information provided by AIP Italia (airports) and Avioportalano (ULM runways). Warnings: the information contained herein is unofficial. Pilots are responsible for consulting the specific sections of AIP Italia for information on current regulations.

CTR, if unable to contact ROMA FIC, will contact Alghero APP on frequency 128.550 MHz.

OLBIA CTR

CLASS "C"

SPECIAL RULES FOR VFR TRAFFIC

Before entering CTR, VFR flights shall request clearance to APP/TWR, specifying entry point, routing and level/altitude requested (not below 1000 FT AGL) ATC Unit may approve the request or modify it (holding outside CTR or over convenient visual reporting points) or assigned routing/level as appropriate or clear the flight on published VFR routes. (See RAC 4-2-7.15). Pilots on VFR, outside Olbia CTR, shall establish and maintain radio contact with Roma information; if unable they shall report position to Olbia TWR.

Temporary reserved area

Training and aerobatic activity may be conducted according to VFR, at ATC discretion, within OLBIA CTR; in the area south east of Olbia aerodrome (bounded approximately on the east by the coastline as far as S. Teodoro and by the super highway to the west).

OLBIA VENAFIORITA VFR WORKING AREA

Southeast of Olbia airport there is a circular work area (3NM in diameter) with intense military helicopter traffic. Continuous two-way radio contact with Olbia TWR/APP must be maintained. Activity is subject to traffic to/from Olbia. All craft not involved in said activity is invited to avoid the area

CAGLIARI CTR

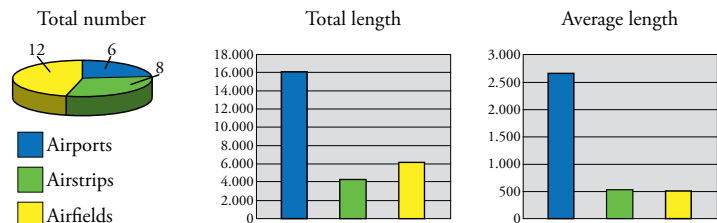
CLASS "C" AND "D"

Before entering CTR, VFR flights shall request clearance to APP/TWR, specifying entry point, routing and level/altitude requested. ATC Unit may approve the request or modify the clearance (holding outside CTR or over convenient visual reporting points) or assign routing/level as appropriate (see RAC 4-2-8.5).





THE AIRPORT AND AIRFIELD NETWORK



DATA
Compiled by the Author using 6th National Census of Light Aviation data

Sardinia has a network of 26 runways most of which are located in the western part of the island, mainly around Cagliari, Oristano and Alghero. Along the eastern coast, one finds Olbia and San Teodoro (north), the airport of Tortolì (central south) and the airfield of Castiadas (south). There are 20 ULM airfields and airports with a mean length higher than the national average. The distribution of private runways and airfields makes it easy to visit Sardinia by plane and recently airport authorities have tended towards a policy of favouring, welcoming and assisting light aircraft traffic, thus boosting the activity.

TECHNICAL STOPS

In the north of the island, the most frequently used and best equipped airfield is that at **San Teodoro** (*San Teodoro NU02-5*), an essential technical stop for all those coming

VOLASARDEGNA

Volasardegna is an annual event intended to promote flying and the region's cultural and natural treasures. It involves a number of airfields, that provide participants with assistance and logistic back-up. It is currently organised as a series of weekly rallies in the period from May to October, but the Organisers intend to transform VolaSardegna in a single itinerary covering one or more weeks and including accommodation, guided tours, explorations and gastronomic initiatives. For further information: Bonos Olos – 070 831198 - 339 6846900.

from the mainland. It is well-kept and has the necessary equipment for re-fuelling and simple assistance. For routine maintenance, spare parts and more complex assistance, the official **Rotax Service Centre** is located in the south of the island, at the **Siliqua** airfield (*Tana del Volo CA06-4*). The owner provides technical assistance services also off premises and throughout the region. The other technical stops available are, in the south: **Decimoputzu** (*Sa Doda CA05-6*), which has a well-equipped workshop, **Settimo San Pietro** (*Amici dell'Aria CA01-4*) and **Castiadas** (*Antica Sardinia CA09-8*). In the north, are **San Teodoro** (*San Teodoro NU02-5*) and **Sassari** (*Platamona SS05-4*). In the middle of the island, one can stop at the **Solarussa** (*Ulcòr OR02-4*) airstrip. In any case, it is always advisable to call ahead to make arrangements for any assistance.

THE IGLESIAS MINES

The Iglesias region lies in the south west of the island, where one finds some of Sardinia's most beautiful beaches as well as the most interesting remains of its industrial history. To get there from Cagliari, or any of the nearby airfields - we set out from that at **Siliqua** (*CA06-4 Tana del Volo*) - one can cross the vast flat area of Campidano intersected by the River **Cixerri** and the SS130 road that lead to **Iglesias** ($39^{\circ}18.46'N$ $08^{\circ}32.04'E$). This area of Sardinia was historically characterised by the exploitation of its mineral resources and mining activities date back over 7000 years. The cities of Iglesias and **Carbonia** ($39^{\circ}09.51'N$ $08^{\circ}31.22'E$) are the most representative symbols and emblems of this aspect of its history. Today most of the mines are disused and along the flight from Iglesias to the sea, and throughout the entire area, one can see a great many mining complexes, old structures, access roads, homes and excavations whose silent presence testifies to the past of fatigue, hopes and



ITINERARY
Above, the itinerary described.

CAMPIDANO
The Campidano Plateau and (centre) the Cathedral of St. Clare at Iglesias. Sardinia's churches are reminiscent of Spanish styles. Gothic influences are also manifest.

MINES
The area's geology is ancient and there are hundreds of old mines, some of which were active in Phoenician and Roman times.





SILQUA
It may look like a vase of flowers, but this is the 13th century Castle of Acquafredda built by Count Ugolino della Gherardesca, who gets a mention in Dante's Divine Comedy "...the mouth rose from the proud meal...".

disappointments experienced by Sardinia's people. A historical legacy that deserves to be transformed, recovered, promoted and dedicated to new, modern uses, as has been successfully achieved in several cases.

THE CRAGS AT MASUA

From a geological standpoint, the Iglesias area is one of Europe's most ancient regions. To provide a comparison, when the Padania Plateau was being formed, this area had already existed for 100 million years. This fact explains the presence of the mineral resources and the extraordinary coast that our itinerary will explore.

Heading west from Iglesias, one comes to the **Gulf of Gonnesa**: composed of a marvellous, impressive rocky arch with pinky hues, whose ravines are coloured with strawberry tree, myrtle, lentisk and cisto bushes, it drops steep down to the deep, transparent blue waters of the sea, from which long crags eroded by the water and wind emerge. The oceanographer Jacques Cousteau, who during his life explored the seas and coasts of the whole world, defined this as the most beautiful of them all. Overlooking the coast are small mining communities and at the summit of the ridges and in the ravines of the rock one can still see the remains of old laundries, buildings, depots and roads, the legacy of the abandoned mines. Straight opposite the

Having passed the Gulf of Gonnesa, the coast becomes less steep, bushes cover the landscape and beautiful sandy beaches appear. Sand gradually replaces the rocks to take over the coast around Piscinas.



little beach of **Masua** ($39^{\circ}19.57'N$ $08^{\circ}25.21'E$) stands the monument that best symbolises this coast, known as "**Pan di Zucchero**" or sugarloaf: a splendid rocky islet some 133m high.



THE DESERT OF THE DUNES

Having passed the Gulf of Gonnesa, the coast slopes gently towards more modest heights and the rock slowly makes way for the sand. As one heads northwards, the sand invades the inland area and pushed by the mistral winds it replaces rocks and cliffs and completely takes over the coastal environment immediately beyond **Capo Pecora** ($39^{\circ}27.43'N$ $08^{\circ}22.86'E$). Along the stretch of the "**Costa Verde**", known as

"**Piscinas**" after the river of the same name that meets the sea in the middle, one finds an environment completely different from that observed just a few minutes earlier. Piscinas is an immense beach of white, crystalline sand ("**Is Arenas**" in Sardinian dialect) that, carried by the mistral wind, has invaded the inland area for several kilometres, accumulating in dunes with heights of up to 50 metres. In places the sand dunes are covered by bushes of a brilliant

THE COAST AT PISCINAS
Dunes of up to 50 metres, Sparto bushes, a long beach and blue waters are the characteristics of the splendid desert at Piscinas, which one encounters after the rocky shores of the Gulf of Gonnesa.



COASTAL FLORA
Between the high rocks and sandy beaches lies a stretch of coast coloured by the bushes of myrtle, strawberry trees and lentisk criss-crossed by roads and paths.



THE SUGARLOAF

The Gulf of Gonnese: a marvellous, mighty arch with pinky hues, whose ravines are coloured by strawberry trees, myrtle, lenisk and cisto bushes that plunges towards the deep, transparent blue sea, from which the crags fashioned by the water and wind emerge. The oceanographer Jacques Cousteau, who dedicated his life to visiting the seas and coasts of the whole world defined this as the most beautiful of them all. The coast is dotted with small mining communities and on the crest of ridges and in the ravines in the rock one finds the remains of ancient mine laundries, constructions, depots and roads. Opposite the beach of Masua towers the monument that best represents this coast, a splendid 133m-high island known as the “**Sugarloaf**”.



green that contribute to making this beach even more beautiful. These are **Sparto Pungente** plants, a bush that is able to survive in this inhospitable terrain thanks to its deep roots. In the centre of the beach, right next to the mouth of the River Piscinas, is a kind of mirage, a random object belonging to another time and place, a splendid hotel, built using the recovery and reuse of old mining products.

THE CORSAIRS' TOWERS

Continuing towards the north, one passes the "**Corsairs' Tower**", standing on a rocky headland, before flying once again along the vertical of a long beach of white sand. This tower is but one of the hundreds of buildings along the Sardinian coast: the complex, structured system of watchtowers that the Spaniards adopted to defend themselves from the attacks and incursions of the pirates who marauded for centuries forcing the coastal inhabitants to retreat inland. On every rocky headland that protrudes into the sea, every available dominant spot, one will find a tower such as this.



THE GULF OF ORISTANO

The surprises of this singular coastline never cease. Beyond the dunes at Piscinas, separated and hidden by a long rocky headland, one comes to the **Gulf of Oristano** close to which there are two runways. One has the choice of landing at the airport of Oristano or the

The Aragonese towers. The Corsair Tower built on a headland of Costa Verde. The towers constituted an observation and defensive system against pirate incursions and can be found all along the region's coast. Above: the vegetation covering the rocks.

nearby airstrip at **Solarussa** (*Ulcòr OR02-4*) which is 450 m long and 10 km north east of Oristano, in excellent conditions and with zero approach on both aprons. The whiteness of the sand dunes of Piscinas and the sparto bushes are replaced here by a lush, widespread, prominent green that descends to meet the sea. There is no shortage of water, in actual fact the Gulf of Oristano marks the end of the large plateau of **Campidano** that stretches from the Gulf of Cagliari and develops for 85 km in a diagonal direction, marking a clear geographic boundary. Here the River **Tirso** meets the sea; waters arrive and accumulate, having descended from the mountains slopes: the entire area was once an immense, boggy swamp, most of which

Below: left, the reclamation areas of Sassu and, right, the hotel at Piscinas.



THE LAKES

Where the fertile plateau of Campidano ends, one comes to **Oristano** ($39^{\circ}53.57'N$ $08^{\circ}35.28'E$), **Cabras** ($39^{\circ}55.44'N$ $08^{\circ}31.38'E$) - pictured, with the Church of St. Mary in the background - **Santa Giusta** ($39^{\circ}52.37'N$ $08^{\circ}36.37'E$) and a series of small towns, some with ancient roots and others such as **Arborea** ($39^{\circ}46.17'N$ $08^{\circ}34.59'E$) that were founded during and after the reclamation work. One of the smallest, most picturesque fishing villages is **Marceddi** ($39^{\circ}43.16'N$ $08^{\circ}30.43'E$), located on the shores of the lake of the same name, which can be identified from the air by its characteristic houses and the tidily arranged roads that form a lattice opposite the little harbour. North west of Oristano one encounters the largest lake and the entire system constitutes a protected environment for its internationally important natural and human features.



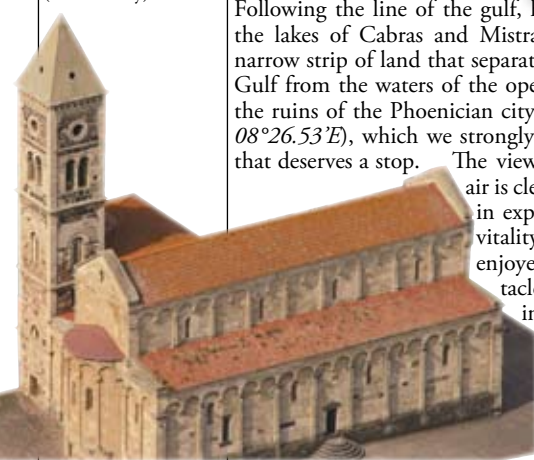
THE SINIS PENINSULA

The northernmost tip of the Gulf of Oristano is **Capo San Marco**, home to the huge lighthouse after which one comes to the beach of the **Sinis Peninsular**. The first stretch of coast is long, sandy, white and covered with dunes and paths that provide access. However, its distinctive characteristic is that, just a few metres inland from the dunes, the white of the beach is transformed into a bright green, with splashes of colour and lush glades. As one proceeds northwards, the coast rises up above the sea and takes on a curving shape of geometrical precision that winds for kilometres; a breathtaking, steep and rocky coastline, cut and eroded by the force of the sea that gives way to an immense, green, flat and even plain. The last wet traces of the Sinis system are found after **Capo sa Sturàggia** with a number of small lakes behind the headland of **Capo Mannu**.



THE LAGOONS AND THE COAST
The Cabras and Mistras lakes are interconnected by fish farming structures constituted by the large funnel-shaped traps (above). The coast here is stony with a clear sea that reflects the green of the vegetation.

ORISTANO
Cathedral of St. Giusta
(12th century)



was reclaimed in 1919. The signs of the reclamation work are clearly visible in the regular, precise geometry of the cultivated fields, framed by canals and trees that were, in this case, assigned to Veneto, Sardinian and Romagna colonies. Traces of this area's boggy past still remain in the wet lands that appear here and there, in the lakes of **Marceddi** and **San Giovanni**; and those, to the north, of **Càbras**, **Mistras** and **Santa Giusta**. Their economic value, especially with regard to the fishing activities, is fully visible from the air thanks to the evidence of the great *lavorieri* (cement barriers and channels used for catching fish) positioned across the channel joining the lakes and the waters of the sea on which the old rush huts have been rebuilt.

THARROS

Following the line of the gulf, having passed the lakes of Cabras and Mistras, on the last narrow strip of land that separates the inner waters of the Gulf from the waters of the open sea, are the remains of the ruins of the Phoenician city of **Tharros** ($39^{\circ}52.60'N$ $08^{\circ}26.53'E$), which we strongly recommend visiting and that deserves a stop. The view of these ruins from the air is clearer than any explanation in expressing all the power and vitality that this city must have enjoyed in its golden age. A spectacle that one can even imagine: Tharros was a port city, founded by the Phoenicians and developed by the Romans, where boats docked from all over the Mediterranean, bearing

ORISTANO AIRPORT

Oristano airport has a 1000m long tarmacked runway with 14/32 orientation and is managed by the company SA.GE.A.OR. Having been closed to civilian traffic for sometime, it is now being prepared for reopening. For information on approach procedures and updates, contact the local flying club (0783 73511) or the management company (tel: 0783 70301 fax: 0783 775949).



THARROS
On a sliver of land, dominated by the tower on the hill, lies the ancient city of Tharros, whose remains testify to its past commercial and military history.

their goods and peoples. It was an important economic centre for the whole region that reached its greatest glory in the 3rd century and was abandoned around the year 1000, following the demise of the Roman Empire and the first Barbarian invasions.

THE LAVA OF SANTA CATERINA

The first coastal city one encounters having left Oristano is **Santa Caterina** ($40^{\circ}06.15'N$ $08^{\circ}29.38'E$): once again, after just a few minutes' flight, having passed Cape Mannu, one has another surprise. The coast of Santa Caterina changes again, with white, crystalline rocks that drop down to the sea. An immense and fascinating lava flow that on contact with the water was transformed into marvellous plastic, clean, almost sculpted, forms. This wonder of curves, caves and enchanting coves

is the result of the ancient volcanic activity of the nearby **Mount Ferru** (1050 m approximately) that geologists consider a kind of open-air mineral museum. The water has eroded and smoothed these rocks in a particular fashion and time has deposited moss and bushes on their surface, colouring them with every hue of green to make them even more curious, original and attractive.

The view over the sea is such as to guarantee



S'ARCHITTU AND SANTA CATERINA
After Oristano the coast becomes an immense white lava flow that creates curves and coves.

Tharros Tower



THE NORTH-WESTERN COASTLINE

North of the harbour of Bosa, the rocky length of coast that stretches to Alghero is unusual and fascinating. The territory is mountainous, the Mediterranean undergrowth is lush and brightly coloured and the mountains border directly with the sea, slashed by a breathtaking panoramic road (below). The first part (above) is extremely unusual, made of white volcanic rock that, once again astounds with its shapes and colours. This stretch of coast is difficult to get to by land unless one descends from the Provincial road on the rough footpaths. However, the view from the air is truly unique.



the presence of the Spanish watchtower “**Torre Su Puttu**” on a headland overlooking the sea.

TORRE FOGHE AND BOSA

Beyond Santa Caterina the coast once again rises above the waterline, then dips down again to another beach; dunes appear and lakes and in just a few minutes’ flight one comes to the mouth of the **Mannu**. Here it is sufficient to take a good look to pick out the beautiful runway of **Tresnuraghes** (*Torre Foghe OR03-5*) arranged in a 12/30 direction, towards the sea, just a short distance from the edge of the rock that constitutes the coastline.

It is an area rich in places of interest and cities to be visited. A few kilometres away and at an altitude of 500 m, visible due to the pretty church of **Saint Mary of the Snow**, lies the city of **Cuglieri** ($40^{\circ}11.12'N$ $08^{\circ}34.09'E$), founded by the Romans who abandoned the coast to flee from the frequent pirate attacks. Throughout the area, one finds the prehistorical archaeological remains that testify to a lengthy human presence and a thriving flint and obsidian industry.

To the north, lies the city of **Bosa** ($40^{\circ}18.03'N$ $08^{\circ}29.46'E$) at the mouth of the River **Temo**, dominated by the castle constructed by the Tuscan **Malaspina** family whom the local populations appealed to for help in defending themselves from the attacks of the corsairs. Bosa has a charm

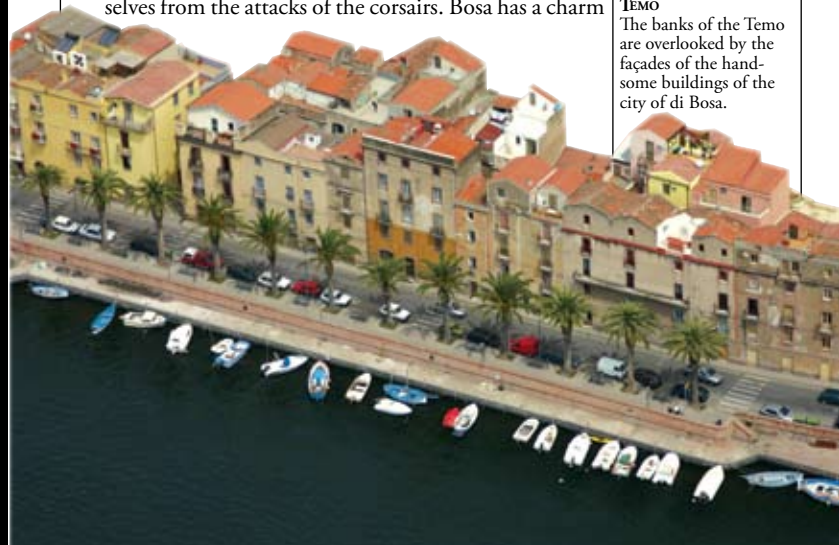
BOSA

The pretty town of Bosa on the banks of the Temo, Sardinia's only navigable river. Below, the itinerary described.



ON THE BANK OF THE TEMO

The banks of the Temo are overlooked by the façades of the handsome buildings of the city of di Bosa.



CASTELSARDO

Castelsardo lies on the route from Platamona to Valledoria and can be identified by the castle built by the Doria family between the 12th and 13th centuries.



of its own, created by the handsome buildings that overlook the waters of the River, the inner districts feature a medieval layout, the remains of an old tanning industry, the goldsmiths, cathedral and the splendid Malvasia that is produced here.

ALGHERO

Alghero ($40^{\circ}33.24'N$ $08^{\circ}19.17'E$) is a city with cultural and visual characteristics very similar to Spanish and in particular Catalan cities. The names of the roads and alleys, for example, are also written in Catalan and even today the city's culture is very close to this region of Spain. Even the dialect spoken at Alghero is ancient and the result of the cultural symbiosis that the city's inhabitants enjoyed with Catalonia. The reason for this can be traced back through history: Alghero was founded by the Genoese and, after a brief period under the aegis of Pisa, in 1353 the Aragonese definitively conquered it and established a colony of Catalonians. From then on, for a long

ALGHERO

Alghero is linguistically and culturally close to Spain and Catalonia in particular. The city centre is surrounded by high walls. It is served by an airport not far from the city.



ALGHERO AIRPORT

Alghero airport is a civilian facility located about 12 km from the city, in the municipality of Fertilia (at Nuraghe Biancu). It has a 3000 m runway with 02/20 orientation and is open 24 hours a day. Useful numbers: AD Office: 079 935039; handling: 079 935282; MIL office: 079 935046; DCA: 079 935039; ARO/MET: 079 9369065 website: www.aeroportodialghero.com One can reach the city easily using either bus or taxi (079 9892028 079 981377) for a cost of 20 Euros (SOGEEAL SpA Regione Nuraghe Biancu 07041 Alghero (SS) Italy - tel.fax +39 079 935282/935219 - email: algheroairport@sogeeal.it - website: www.aeroportodialghero.it)



period of time, the city became the most important stop for the thriving trade with Catalonia. The city is fortified by high bastions and towers that enclose a well preserved medieval city centre, rich in important architectural works.

FROM PLATAMONA TO VALLEDORIA

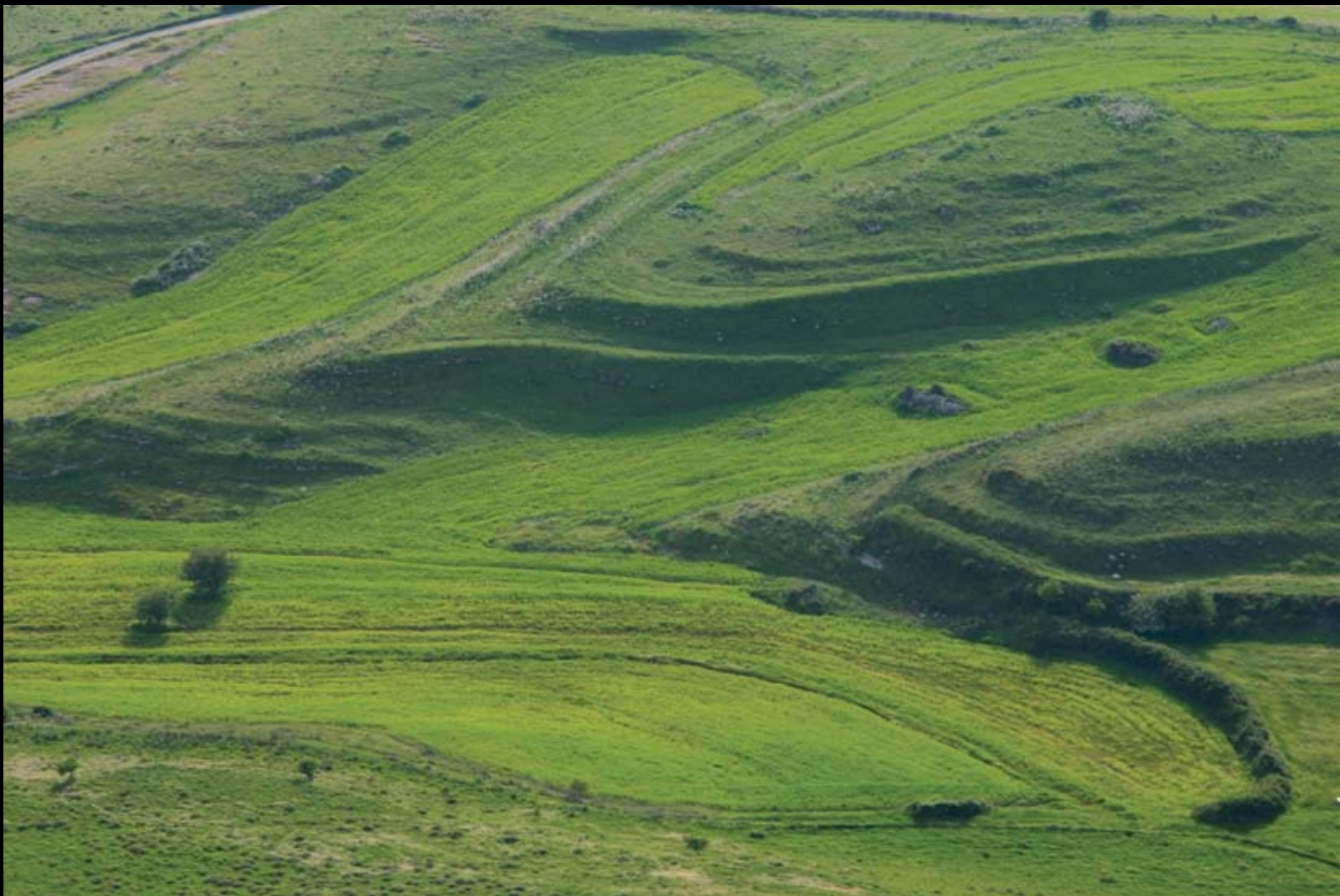
There are two excellent runways along Sardinia's northern coasts: the first close to **Sassari** (*Platamona SS05-4*) and the second at **Valledoria** (*Valledoria SS04-2*). Platamona is an earth strip, about 400 m long and with 09/27 orientation. It is very handy for those visiting **Porto Torres** ($40^{\circ}50.02'N$ $08^{\circ}24.01'E$), the most important harbour in northern Sardinia with much evidence to its past as a Roman port and colony. The second stop along the north western coast, at Valledoria, is a runway with a length of just 280 m with obstacles on both aprons. The stretch of coast between Platamona and Valledoria is mainly sandy with a vast area of native pines, sandy dunes just beyond the shoreline and farm crops on the inland plain. Later, the beach gives way to the hills that push towards the coast. During the flight, one encounters the



THE SARDINIA OF THE CORK PLANTATIONS AND THE NURAGES

Sardinia is not a treat for the beauty of its coasts alone but also and especially, its inland areas conceal splendid remains of the nuragic civilisation (above, the complex at Su Nuraxi). The inland landscape is dominated by vast cork plantations, often fashioned by the mistral. A landscape reminiscent of the African savannah (below).





HEADING FOR THE EASTERN COAST

Anyone who has visited Sardinia thoroughly will agree with me when I say that the island's inland territory is equally as beautiful, varied and fascinating as that of its coastline. From many standpoints it is even more so. When one penetrates the inland areas, one discovers the heart and true soul of Sardinia. The prairies, cork oaks, daring, wild mountains, tiny villages, deep canyons, the oldest rocks in the world, the patterns of the pebbles, the remote little churches and mighty nuragic fortresses. One encounters an ancient, uncontaminated, proud, bellicose and simple civilisation. A Sardinia that, by some strange paradox of nature, in certain times of the year, closely resembles, not merely from an environmental point of view, the ancient and distant lands of Ireland.



THE MOUTH OF THE POSADA

On the mouth of the Posada the river widens to create a splendid marsh area with lush vegetation.

attractive town of **Castelsardo** ($40^{\circ}55.03'N$ $08^{\circ}42.47'E$), built on the hillside of a volcanic headland that dominates the open sea. Like Alghero, Castelsardo was founded in 1100 by the powerful Genoese family, the Dorias, who recognised it as being a military point of strategic importance. The castle was erected between the 12th and the 13th centuries and is now home to a weaving museum. From Valle-



CINTA BEACH

Below and above right (opposite) the beautiful beach of Cinta: a narrow sliver of land between the sea and the San Teodoro Lake.

OLBIA EMERALD COAST AIRPORT

The airport has a 2446 m-long tarmacked runway with 06/24 orientation. It is open 24 hours a day and managed by Geasar SpA (Tel 0789 563400 Fax 0789 563401). The airport's development was stimulated by Prince Karim Aga Khan who made the airport the base for the Alisarda airline in 1964. It is currently being enlarged and is the home of the Olbia Emerald Coast Flying Club (Casella postale 131 C.A.P. 07026 OLBIA (SS) Tel. 0789 69000 - Fax 0789 645261 E-mail: info@aeroclubolbia.it). Useful numbers: Aviazione Generale - General Aviation handling@eccelsa.com 0789 563480 - Commerciale / Sales Offices commerciale@geasar.it 0789 563400 - Direzione / General Management direzione@geasar.it 0789 563400 - Finanza e Controllo / Administrative Services amministrazione@geasar.it 0789 563400 - Operazioni & Sicurezza / Handling & Security handling@geasar.it 0789 563460-421 (Aeroporto Olbia Costa Smeralda - 07026 OLBIA (SS) - Information office: 0789 563444 - e-mail: info@geasar.it)



doria, in order to reach the eastern coast, we followed the River, **Coghinas** to a beautiful group of inland lakes. We then passed the **Buddusò** (Loelle SS09-4) airfield to land on the good runway at **San Teodoro** (San Teodoro NU02-5).



Below, the blue waters of San Teodoro, the town of Posada and an inland landscape.

THE WETLANDS OF SAN TEODORO

Just after takeoff from San Teodoro's runway 15, one can observe the lagoon separated from the sea by an elegant, slender strip of crystalline white sand that is the **Beach of Cinta**. If you turn slightly to the left, beyond the splendid coast, against the dark blue of the sea and the blue of the sky one can see the impressive profile of the island of **Tavolara**, a mountain of light coloured limestone with an altitude of 500m. The San Teodoro lake covers approximately 200 hectares and was not affected by the reclamation work. It is a natural system of important environmental value lapped by a crystal clear sea that is the fortune of these towns.





IN THE GULF OF OROSEI

From Orosei the nature of the terrain and the landscape start to change and a marvellous gulf comes into sight, characterised by granite with a pinky hue, striped with white, dotted with green bushes and framed by the intense and deep blue of the sea and the blue of a sky whipped by the winds to keep it clear. Beyond the Gulf, inland lies the wild **Gennargentu Park** and the road leads away from the coast. The landscape here is the same as it was millions of years ago. During this time, the water has altered and eroded the rock to form deep caverns that are kilometres long and some of which are still unexplored. Between caverns enchanting little white coves appear, such as the well known **Cala Luna**, famous for its white sand and high cliffs, which are popular with the climbers who use it to demonstrate their athletic prowess.

Municipality	Code	Field Name	Length	Latitude	Longitude	Useful Numbers	Flying School	Workshop	Hangar	Refreshments	Hotel	Public Transport	Taxi	Events	Farm Holiday Fac.
Arcole	VR05	Fantasma	300	45°21,65'	11°17,68'	0457612384 - fax 0457612384 0337397083	☒	☒	☒	☒	☒	☒	☒	☒	☒
Arquà Polesine	RO04	Corte Bariani	300	45°02,00'	11°43,54'	3485226388 0425452051 fax 042527867	☒	☒	☒	☒	☒	☒	☒	☒	☒
Asiago	VI06	Asiago	1120	45°53,22'	11°31,00'	0424465845	☒	☒	☒	☒	☒	☒	☒	☒	☒
Asolo	TV02	Asolo Flight	360	45°45,50'	11°53,75'	3494495399 330452773	☒	☒	☒	☒	☒	☒	☒	☒	☒
Bassano	VI03	Alla Colombara	500	45°45,19'	11°41,35'	0424525386 - 500463	☒	☒	☒	☒	☒	☒	☒	☒	☒
Belluno	BL05	Belluno	812	46°10,00'	12°14,88'	Flying Club 043730667	☒	☒	☒	☒	☒	☒	☒	☒	☒
Caerano S. Marco	TV05	S. Marco volo	360	45°46,30'	11°59,77'	0423858279	☒	☒	☒	☒	☒	☒	☒	☒	☒
Campolongo Maggiore	VE12	Pegaso	400	45°19,03'	12°03,35'	3475890125 3481319841	☒	☒	☒	☒	☒	☒	☒	☒	☒
Caorle	VE11	Mazarack	400	45°38,37'	12°56,64'	042184119	☒	☒	☒	☒	☒	☒	☒	☒	☒
Casale sul Sile	VE04	Delta club Venezia	450	45°35,66'	12°16,05'	3478578064	☒	☒	☒	☒	☒	☒	☒	☒	☒
Casalino di Isola Rizza	VR03	Volo leggero	500	45°15,20'	11°11,28'	045577300	☒	☒	☒	☒	☒	☒	☒	☒	☒
Caselle di Sommacampagna	VR10	Verona Villafranca	2765	45°23,72'	10°53,25'	AD Op. 0458095611 DCA 0458619056 ARO 0456332111	☒	☒	☒	☒	☒	☒	☒	☒	☒
Cassola	VI01	Cassola	480	45°44,57'	11°48,43'	0424572016	☒	☒	☒	☒	☒	☒	☒	☒	☒
Cendon	TV14	La Canonica	500	45°37,07'	12°20,89'	042294544	☒	☒	☒	☒	☒	☒	☒	☒	☒
Cervarese Santa Croce	PD13	Base Bravo	350	45°23,67'	11°41,93'		☒	☒	☒	☒	☒	☒	☒	☒	☒
Codevigo	PD07	La fattoria	400	45°17,40'	12°04,52'	0495841579	☒	☒	☒	☒	☒	☒	☒	☒	☒
Codognè	TV10	Butterfly 2	400	45°51,20'	12°27,34'	0438430311 3332134121	☒	☒	☒	☒	☒	☒	☒	☒	☒
Di Lusia	RO06	Il Pioniere	450	45°05,03'	11°39,70'	3487213250-251-252-253	☒	☒	☒	☒	☒	☒	☒	☒	☒
Dueville	VI02	Le Aquile	200	45°37,44'	11°34,58'	0444591372 - 595663 - 596439	☒	☒	☒	☒	☒	☒	☒	☒	☒
Farra di Soligo	TV08	Quartier del Piave	300	45°53,59'	12°08,07'	0438900026	☒	☒	☒	☒	☒	☒	☒	☒	☒
Fossò	VE13	Pranovi	530	45°22,32'	12°02,23'	041466472 3357493100	☒	☒	☒	☒	☒	☒	☒	☒	☒
Fratta Polesine	RO01	Vespara Club	350	45°01,14'	11°36,74'	042535796	☒	☒	☒	☒	☒	☒	☒	☒	☒
Galliera Veneta	PD03	Ali Venete	360	45°39,80'	11°48,39'	0495965464	☒	☒	☒	☒	☒	☒	☒	☒	☒
Grave di Papadopoli	VE09	Grave di Papadopoli	750	45°47,00'	12°19,33'	0438455037	☒	☒	☒	☒	☒	☒	☒	☒	☒
Isola della Scala	VR13	Aliveneta	460	45°15,01'	11°02,16'	0456649013 3402238610	☒	☒	☒	☒	☒	☒	☒	☒	☒
Isola della Scala	VR07	Sq . Avvoltoi	375	45°14,42'	11°00,36'	3386166985 - 3385227343	☒	☒	☒	☒	☒	☒	☒	☒	☒
Istrana	TV16	Istrana	2993	45°41,07'	12°05,23'		☒	☒	☒	☒	☒	☒	☒	☒	☒
Legnago	VR09	Legnago	610	45°07,95'	11°17,55'	Flying Club 044222065 - 3472600890 3386568636	☒	☒	☒	☒	☒	☒	☒	☒	☒
Longarone	BL06	Malcolm	220	46°16,58'	12°18,25'		☒	☒	☒	☒	☒	☒	☒	☒	☒
Masera di Padova	PD15	Padova sud	180	45°19,46'	11°52,35'	049711642	☒	☒	☒	☒	☒	☒	☒	☒	☒
Mestrino	PD17	Area 51	500	45°28,54'	11°45,38'	049769674 3472527360	☒	☒	☒	☒	☒	☒	☒	☒	☒
Monselice	PD14	Da Domenico	450	45°14,02'	11°47,51'	042975171	☒	☒	☒	☒	☒	☒	☒	☒	☒
Montagnana	PD09	Montagnana	1000	45°14,47'	11°25,07'	0429804212-81992 fax: 0429-81699	☒	☒	☒	☒	☒	☒	☒	☒	☒
Montebelluna	TV13	Montebelluna	420	45°45,00'	12°03,37'	3471367060	☒	☒	☒	☒	☒	☒	☒	☒	☒
Montegaldella	VI05	Montegaldella	650	45°26,67'	11°39,05'	0444635048	☒	☒	☒	☒	☒	☒	☒	☒	☒
Nervesa della Battaglia	TV15	F.Baracca	1000	45°50,38'	12°11,63'	3403998101	☒	☒	☒	☒	☒	☒	☒	☒	☒
Nogara	VR01	Aquile randagie	350	45°10,00'	11°02,10'	044288961 - 330665230 (Saturdays, Sundays and bank holidays only)	☒	☒	☒	☒	☒	☒	☒	☒	☒
Padova	PD11	Padova	1122	45°23,72'	11°50,90'	Fl. Club 0498718599 AD Off. 0498716355 ARO 0498715600	☒	☒	☒	☒	☒	☒	☒	☒	☒
Piazzola sul Brenta	PD01	Il Ranch	620	45°32,50'	11°45,43'	0495591198 fax 0499619315	☒	☒	☒	☒	☒	☒	☒	☒	☒
Pozzonovo	PD04	Colli Euganei	550	45°12,00'	11°47,67'	042973787 - 780416 - 0495342071	☒	☒	☒	☒	☒	☒	☒	☒	☒
Pramaggiore	VE08	Pravolo	450	45°47,17'	12°46,80'	0421200224	☒	☒	☒	☒	☒	☒	☒	☒	☒
Rivoli Veronese	VR12	Costermano	250	45°34,53'	10°46,01'	0456280024 3356622936	☒	☒	☒	☒	☒	☒	☒	☒	☒
Rovigo	RO03	Aeroclub Rovigo	700	45°02,17'	11°49,43'	tel & fax 0425492219 3407752479	☒	☒	☒	☒	☒	☒	☒	☒	☒
S. Maria di Sala	VE03	Villa Farsetti	400	45°30,00'	12°02,00'	041487422	☒	☒	☒	☒	☒	☒	☒	☒	☒
S. Stino di Livenza	VE02	Parco Livenza	650	45°44,12'	12°42,20'	0421311860	☒	☒	☒	☒	☒	☒	☒	☒	☒
S.Giustina	BL08	Fant Air Club	330	46°05,16'	12°03,09'	0437858670	☒	☒	☒	☒	☒	☒	☒	☒	☒
Salgareda	TV03	G. Carrer	750	45°42,20'	12°32,18'	0422804088	☒	☒	☒	☒	☒	☒	☒	☒	☒
San Donà di Piave	VE01	Caposile	440	45°33,23'	12°35,50'	0421230222	☒	☒	☒	☒	☒	☒	☒	☒	☒
Santa Lucia di Piave	TV04	Mandre	600	45°49,48'	12°16,44'	0422435071	☒	☒	☒	☒	☒	☒	☒	☒	☒
Selva del Montello	TV06	Ali del Montello	280	45°45,64'	12°09,80'	0422582120	☒	☒	☒	☒	☒	☒	☒	☒	☒
Spresiano	TV12	Albatros	400	45°46,17'	12°14,69'	0422880605	☒	☒	☒	☒	☒	☒	☒	☒	☒
Tambre	BL03	Pianon	240	46°08,30'	12°25,49'	043749012 - 3388860775	☒	☒	☒	☒	☒	☒	☒	☒	☒

Municipality	Code	Field Name	Length	Latitude	Longitude	Useful Numbers	Flying School	Workshop	Hangar	Refreshments	Hotel	Public Transport	Taxi	Events	Farm Holiday Fac.
VENETO	VI07	Thiene	900	45°40,50'	11°29,80'	Flying Club 0445362723	✓	✓	✓	✓	✗	✗	✓	✗	✗
	TV01	Treviso	2460	45°38,87'	12°11,65'	ARO 0422336266 AD Offices 04223361	✓	✓	✓	✗	✗	✓	✓	✗	✗
	VR06	ULM Scaligero	250	45°19,08'	10°42,54'	337460979- 0456300692	✓	✓	✓	✗	✗	✗	✗	✓	✗
	VE05	Venezia-Tessera	3300	45°30,27'	12°21,12'	ARO 0412612022 AD Ad. 0412605700 AD Op. 3355701566	✗	✗	✓	✓	✓	✓	✓	✗	✗
	VE06	Venezia S. Nicolò	1060	45°25,70'	12°23,28'	Flying Club 0415260808 A/D Office 0415260823	✓	✓	✓	✗	✗	✓	✓	✗	✗
	VR11	Verona Boscomantico	1014	45°28,37'	10°55,61'	Flying Club 045563200	✓	✗	✓	✓	✗	✗	✓	✓	✗
	VI08	Vicenza	1500	45°34,37'	11°31,78'	0523947043 0444927711 ARO 0444923604	✓	✗	✓	✓	✓	✓	✓	✓	✗
	TV09	S.Giuseppe	400	45°51,23'	12°04,10'	0423987677 3356037921 fax 0423987107	✓	✓	✓	✗	✗	✓	✗	✗	✗
	BL01	Laggio di Cadore	200	46°30,00'	11°29,00'	0435509678	✗	✗	✗	✗	✗	✗	✗	✗	✗
	TV11	Dream Fly	230	45°55,87'	12°15,28'	0438919078 (tel/fax)	✗	✗	✓	✗	✗	✗	✗	✗	✗
EMILIA ROMAGNA	PC03	Le Merline	360	44°58,32'	09°28,83'	0523976629 3356001065	✗	✗	✓	✗	✗	✗	✗	✗	✓
	PR08	Vittorio Bottego	380	44°27,85'	09°42,97'	3386065390	✗	✓	✓	✗	✗	✗	✗	✗	✗
	PC06	Ca' del Conte	720	44°52,02'	09°56,30'	0523947043 fax 0523947032	✗	✗	✓	✓	✓	✗	✗	✗	✓
	BO06	Reno air club	420	44°36,58'	11°19,36'	051863782 - 976535 - 3478477607	✗	✓	✓	✗	✗	✗	✗	✗	✗
	BO07	Le Ali della Libertà	400	44°30,55'	11°05,59'	0516702149	✗	✗	✗	✗	✗	✗	✗	✗	✗
	PC04	Avegni	150	44°46,75'	09°20,12'	3478065270	✗	✗	✗	✗	✗	✗	✗	✗	✗
	BO08	Bologna -Borgo Panigale	2450	44°31,83'	11°17,55'	AD Op. 0516479680 AD Ad. 0516479690 ARO 0516472116	✓	✓	✓	✓	✗	✓	✓	✗	✗
	BO09	Molinella	1000	44°35,57'	11°39,33'	051403399 fax 051406812 051882067	✓	✓	✓	✓	✗	✗	✗	✗	✗
	PC05	Alilafer	300	45°02,02'	09°47,47'	3481333450	✗	✗	✓	✗	✗	✓	✓	✓	✗
	PR05	La Torretta	300	44°59,60'	10°03,52'	052492312-3358253556	✗	✓	✓	✗	✗	✗	✗	✗	✓
	MO05	Campogalliano ulm	380	44°42,24'	10°51,16'	059351115 - 059851607	✓	✓	✓	✗	✗	✗	✗	✗	✗
	MO02	Libellule	400	44°47,83'	11°09,75'	053587342 3490670453	✓	✓	✓	✗	✗	✗	✗	✗	✓
	MO08	Willy il coyote	400	44°46,21'	10°49,91'	0522849931 - 0536801458 3487130664 3357318006	✗	✗	✓	✗	✗	✗	✗	✗	✗
	MO10	Carpi/Budrione	850	44°50,24'	10°53,14'	Flying Club 059660080	✓	✓	✓	✓	✗	✗	✗	✓	✗
	MO04	Gaggio di Piano	380	44°39,38'	11°00,00'	3472459520	✗	✓	✓	✓	✗	✗	✗	✓	✗
	FE07	Alberone	400	44°48,63'	11°19,33'	0516841115 0516841876	✗	✓	✓	✗	✗	✗	✗	✗	✗
	RA08	Cervia	3051	44°13,45'	12°18,43'		✓	✗	✗	✗	✗	✗	✗	✗	✗
	FC04	Settecrociari	500	44°08,28'	12°11,38'	0547302145	✗	✓	✓	✗	✗	✗	✓	✗	✗
	FE04	Azienda Corbetta	700	44°48,23'	12°06,24'	0533710255	✗	✓	✓	✓	✗	✗	✗	✗	✗
	FE03	Valle Gaffaro	900	44°50,00'	12°13,93'	3407343905	✗	✗	✓	✗	✗	✗	✗	✗	✓
	BO10	Amici con le ali	385	44°32,33'	11°08,54'	051751088 3285308387 3402803750	✗	✓	✓	✗	✗	✗	✗	✗	✗
	RA01	Aerlight Faenza	380	44°20,13'	11°55,60'	054647167	✗	✗	✓	✗	✗	✗	✗	✗	✗
	FE05	Ferrara	900	44°48,92'	11°36,82'	Flying Club 053291655	✓	✗	✓	✓	✗	✗	✗	✓	✗
	FE02	Aguscello	700	44°47,38'	11°40,17'	A/D Office 0532718550- 763524-763524	✓	✗	✓	✗	✗	✗	✓	✗	✗
	PR07	San Benedetto	400	44°52,45'	10°13,10'	3385427757 3382505670 0521821081	✗	✗	✓	✗	✗	✗	✗	✓	✗
	FC01	Villafranca	800	44°17,28'	12°01,34'	0543764260	✓	✓	✓	✓	✗	✓	✗	✗	✗
	PC02	Aero Club Piacenza	800	45°00,00'	09°35,00'	0523788148	✓	✗	✗	✗	✗	✓	✗	✗	✗
	BO02	Delta culture club	290	44°34,13'	11°27,12'	051760593	✓	✓	✗	✗	✗	✗	✗	✗	✗
	BO03	Elio Zambrini	650	44°26,13'	11°43,88'	054255492 3472648196	✗	✗	✓	✗	✗	✗	✗	✗	✗
	BO01	Amanti Volo Ultraleggero	320	44°20,00'	11°39,83'	0542641185 (also fax) - mobile 3392296674	✗	✓	✗	✗	✗	✗	✗	✗	✗
	RA04	Avioclub	450	44°30,01'	11°56,40'	3486719811 fax:054552950	✓	✓	✓	✓	✗	✓	✓	✗	✗
	BO04	V. C. Italiano ULM	1000	44°30,82'	11°35,40'	051853949 337554100 fax 051853964	✓	✓	✓	✓	✗	✓	✗	✗	✗
	FC02	Achille	450	43°58,95'	12°06,75'	0547693166	✗	✓	✓	✓	✗	✗	✗	✗	✗
	RN01	Rimini	2996	44°01,25'	12°36,73'	ARO 0541719416 AD Op. 0541715820 AD Ad. 0541719111	✓	✓	✓	✓	✗	✓	✓	✗	✗
	MO11	Modena Marzaglia	800	44°38,03'	10°48,38'	A/D Office tel/fax 059389090	✓	✗	✓	✓	✗	✓	✓	✓	✗
	BO05	Aerdelta	850	44°28,50'	11°32,50'	051795010 fax:051795118	✓	✓	✓	✓	✗	✗	✓	✓	✗
	PR01	Aviodelta Felino	600	44°42,63'	10°15,00'	3336239245	✗	✓	✓	✗	✗	✓	✗	✓	✗
	PR03	Parma	1900	44°49,03'	10°17,07'	ARO 0521919001 AD 05219515 Flying Club 0521980204	✓	✗	✗	✓	✗	✓	✓	✗	✗
	MO12	Pavullo	900	44°19,18'	10°49,55'	0536324613 - fax 0536308835	✓	✓	✗	✓	✗	✓	✗	✓	✗
	PC07	Piacenza	2996	44°54,78'	09°43,40'		✓	✗	✗	✗	✗	✗	✗	✗	✗
	PC01	Ali Piacenza	600	45°01,55'	09°36,25'	337603451	✓	✗	✓	✗	✓	✗	✗	✓	✗
	BO12	Ass. Sportiva Phoenix	380	44°44,86'	11°20,49'	3382069253	✗	✗	✗	✗	✗	✗	✗	✗	✗

Municipality	Code	Field Name	Length	Latitude	Longitude	Useful Numbers	Flying School	Workshop	Hangar	Refreshments	Hotel	Public Transport	Taxi	Events	Farm Holiday Fac.
Pontelagoscuro	FE06	Club Ferrarese	300	44°52,80'	11°37,70'	3389345754	☒	☒	☒	☒	☒	☒	☒	☒	☒
Portomaggiore	FE09	Verginese	500	44°69,08'	11°76,26'	0532768143 3482618132	☒	☒	☒	☒	☒	☒	☒	☒	☒
Poviglio	RE02	S. Sisto di Poviglio	450	44°50,80'	10°30,30'	3386437729	☒	☒	☒	☒	☒	☒	☒	☒	☒
Ravarino	MO01	Avioclub Ravarino	700	44°44,90'	11°05,00'	059903252	☒	☒	☒	☒	☒	☒	☒	☒	☒
Ravenna	RA06	Ravenna	1200	44°22,00'	12°13,40'	Flying Club 0544497874 - 497886 fax 0544 497804	☒	☒	☒	☒	☒	☒	☒	☒	☒
Ravenna	RA03	Ali di classe	700	44°19,42'	12°18,47'	0544927246 - 0544939336 (bar Rio)	☒	☒	☒	☒	☒	☒	☒	☒	☒
Reggio Emilia	RE01	Reggio Emilia	1400	44°41,94'	10°39,75'	A/D Office 0522511650 Flying Club 0522920464- 0522501413	☒	☒	☒	☒	☒	☒	☒	☒	☒
Ronco Forlì	FC03	Forlì	2410	44°11,60'	12°04,10'	AD Ad. 0543780090 ARO 0543475401 AD Op. 0543474990	☒	☒	☒	☒	☒	☒	☒	☒	☒
S. Felice sul Panaro	MO06	Campo volo S.Felice	380	44°49,80'	11°07,47'	3339622222 3382824996	☒	☒	☒	☒	☒	☒	☒	☒	☒
S. Possidonio	MO09	Deltaland	600	44°52,18'	10°58,48'	053536005 fax 0376529301	☒	☒	☒	☒	☒	☒	☒	☒	☒
Salsomaggiore Terme	PR02	Club l'Altro Volo	600	44°49,67'	10°00,62'	0524574045	☒	☒	☒	☒	☒	☒	☒	☒	☒
San Clemente	RN03	Forti e Liberi	300	43°54,75'	12°36,28'	0541957569 - 646211 3477576610	☒	☒	☒	☒	☒	☒	☒	☒	☒
Santarcangelo di R.	RN02	Santarcangelo	495	44°01,40'	12°24,30'	0541688177 - 0541740099 - 3387267262- 3393240757	☒	☒	☒	☒	☒	☒	☒	☒	☒
Sassuolo	MO07	Sassuolo	1000	44°34,58'	10°46,85'	0536806651- 806348 bar-restaurant	☒	☒	☒	☒	☒	☒	☒	☒	☒
Sesto Imolese	RA07	Gli Aironi	510	44°27,82'	11°47,26'	3398973788	☒	☒	☒	☒	☒	☒	☒	☒	☒
Sissa	PR04	Ali del Po	500	44°58,23'	10°17,66'	0521671481 3388072418	☒	☒	☒	☒	☒	☒	☒	☒	☒
Solignano	PR06	Aviosuperficie di Rubbiano	700	44°40,11'	10°03,33'	0525400036 330617295 0525406830	☒	☒	☒	☒	☒	☒	☒	☒	☒
Vigarano	FE10	Icaro Village	460	44°50,78'	11°29,05'	3392854870 0532737026	☒	☒	☒	☒	☒	☒	☒	☒	☒
Villa S. Martino	RA05	Lugo di Romagna	800	44°23,85'	11°51,30'	Flying Club 054576028 76400 fax 054576577	☒	☒	☒	☒	☒	☒	☒	☒	☒
Zola Predosa	BO11	Arcobaleno	360	44°29,46'	11°14,37'	051593384	☒	☒	☒	☒	☒	☒	☒	☒	☒
Arezzo	AR03	Arezzo	750	43°27,32'	11°50,83'	Flying Club 0575324282 0575351279 fax	☒	☒	☒	☒	☒	☒	☒	☒	☒
Barberino dl Mugello	FI02	Avios.Galliano	740	43°59,41'	11°17,46'	0558428373 - fax 0558428373	☒	☒	☒	☒	☒	☒	☒	☒	☒
Borgo S. Lorenzo	FI03	Collina	800	43°59,36'	11°23,49'	0558408809 - 0558408018 Weekends & bank hols.	☒	☒	☒	☒	☒	☒	☒	☒	☒
Campiglia M.	LI08	Delta Club Ibis	270	43°01,38'	10°36,67'	3498682572	☒	☒	☒	☒	☒	☒	☒	☒	☒
Campiglia Marittima	LI06	Val di Cornia Affitti	230	42°59,79'	10°36,02'	3389350852 0565227460	☒	☒	☒	☒	☒	☒	☒	☒	☒
Campo nell'Elba	LI04	Marina di Campo-Isola d'Elba	1195	42°45,71'	10°14,45'	A/D Office 0565976011 Fax: 0565976008	☒	☒	☒	☒	☒	☒	☒	☒	☒
Capannoli	PI04	Aero club Valdera	700	43°35,31'	10°41,44'	Flying Club Off. 0587608124 0587606859 Flight line	☒	☒	☒	☒	☒	☒	☒	☒	☒
Capannori	LU02	LuccaTassignano	910	43°49,65'	10°34,72'	Flying Club 0583935148 0583936062 AD Office 0583935501	☒	☒	☒	☒	☒	☒	☒	☒	☒
Castagneto Carducci	LI01	Delta club Donoratico	340	43°11,33'	10°33,23'	0565777596 777427	☒	☒	☒	☒	☒	☒	☒	☒	☒
Castiglion Fiorentino	AR06	Montecchio Podere S. Lucia	820	43°17,72'	11°54,43'	tel/fax 0575652312 3478347843	☒	☒	☒	☒	☒	☒	☒	☒	☒
Castiglion Fiorentino	AR04	Centro di volo Serristori	520	43°19,54'	11°51,31'	3386703248 - 057597614	☒	☒	☒	☒	☒	☒	☒	☒	☒
Castiglione della Pescaia	GR02	Punta Ala	870	42°50,30'	10°49,19'	3284880809 3334234250	☒	☒	☒	☒	☒	☒	☒	☒	☒
Cavriglia	AR05	Valle al Pero	650	43°31,59'	11°28,40'	0559169006 9128869 3397742853	☒	☒	☒	☒	☒	☒	☒	☒	☒
Cecina	LI05	Cecina	500	43°17,17'	10°31,72'	0586761901 3471971815	☒	☒	☒	☒	☒	☒	☒	☒	☒
Cinigiano	GR07	S.Rita	285	42°57,64'	11°21,39'	0564966883 3382875884	☒	☒	☒	☒	☒	☒	☒	☒	☒
Colle di val d'Elsa	SI04	Mensanello	700	43°22,11'	11°07,30'	3357068430 fax:0577922042	☒	☒	☒	☒	☒	☒	☒	☒	☒
Collesalveti	LI09	Sport Aeronautici Livorno	700	43°37,76'	10°29,01'	330979294 3396972704 0586802251 0586857530 fax	☒	☒	☒	☒	☒	☒	☒	☒	☒
Empoli	FI01	Empoli	330	43°43,49'	10°59,01'	0571993387	☒	☒	☒	☒	☒	☒	☒	☒	☒
Firenze	FI04	Firenze	1688	43°48,48'	11°12,18'	AD Op. 05530615 ARO/MET 0553372400 AD Ad. 055317123	☒	☒	☒	☒	☒	☒	☒	☒	☒
Grosseto	GR06	Grosseto	2994	42°45,65'	11°04,25'		☒	☒	☒	☒	☒	☒	☒	☒	☒
Grosseto	GR04	Terra del sole	420	42°46,27'	11°09,20'	0564402038 3336842102	☒	☒	☒	☒	☒	☒	☒	☒	☒
Manciano	GR05	Flying Buttero	750	42°31,03'	11°19,20'	0564606559 3382411734	☒	☒	☒	☒	☒	☒	☒	☒	☒
Massa	MS01	Massa Cinquale	220	43°59,12'	10°08,58'	AD Office 0585808488 fax 0585309088	☒	☒	☒	☒	☒	☒	☒	☒	☒
Massa Marittima	GR08	Vivoli	230	42°59,57'	10°48,38'	056652608	☒	☒	☒	☒	☒	☒	☒	☒	☒
Massarosa	LU04	Delta Condor	360	43°52,04'	10°18,04'	335286661	☒	☒	☒	☒	☒	☒	☒	☒	☒
Monteverdi Marittimo	PI03	Consalvo	1000	43°07,00'	10°44,00'	0565784238	☒	☒	☒	☒	☒	☒	☒	☒	☒
Orbetello	GR01	Costa d'argento	780	42°29,68'	11°14,36'	0564871141 - 3292580804	☒	☒	☒	☒	☒	☒	☒	☒	☒
Peccioli	PI09	Pratello	1000	43°33,30'	10°45,20'	0587630024 3485617431	☒	☒	☒	☒	☒	☒	☒	☒	☒
Pievefosciana	LU03	Pianetto	400	44°08,00'	10°24,00'	0583666222 Fax:666393	☒	☒	☒	☒	☒	☒	☒	☒	☒
Piombino	LI07	Condor	550	42°58,21'	10°37,57'	056657568 3289777422	☒	☒	☒	☒	☒	☒	☒	☒	☒
Pisa	PI06	Le Prata	200	43°44,68'	10°24,21'	050552969 3403119105	☒	☒	☒	☒	☒	☒	☒	☒	☒
Pontedera	PI05	Pisa	2792	43°40,98'	10°23,67'	AD Ad. 050928111 ATS 050928111 ARO 050928350	☒	☒	☒	☒	☒	☒	☒	☒	☒

Municipality	Code	Field Name	Length	Latitude	Longitude	Useful Numbers	Flying School	Workshop	Hangar	Refreshments	Hotel	Public Transport	Taxi	Events	Farm Holiday Fac.
Sardinia Quarrata	PT01	Il pinguino	430	43°52,18'	10°56,41'	0573734376	☒	☒	☒	☒	☒	☒	☒	☒	☒
	LI02	Il gabbiano	700	43°03,05'	10°33,07'	0565701279 0565701648	☒	☒	☒	☒	☒	☒	☒	☒	☒
	LI03	Sky Sport Europe	500	43°05,55'	10°33,46'	03472522152 0565705206	☒	☒	☒	☒	☒	☒	☒	☒	☒
	AR02	Il Borro	900	43°32,45'	11°42,15'	055977841	☒	☒	☒	☒	☒	☒	☒	☒	☒
	AR01	Palazzolo Avio	875	43°33,72'	12°09,16'	fax 0575740394 - 3356492831	☒	☒	☒	☒	☒	☒	☒	☒	☒
	GR03	Dedalo	400	42°55,65'	10°50,31'	056635393 3333311846	☒	☒	☒	☒	☒	☒	☒	☒	☒
	SI02	Valdichiana	900	43°12,92'	11°49,26'	fax 0577393576 - Off. 3397551272	☒	☒	☒	☒	☒	☒	☒	☒	☒
Liguria Sovicille	SI01	Siena	1262	43°15,48'	11°15,33'	Sales Off. 0577580031 UCT 0577349326 AD 0577349157	☒	☒	☒	☒	☒	☒	☒	☒	☒
	SP02	Alivara ULM	260	44°13,37'	09°43,21'	3683308529 0187894501	☒	☒	☒	☒	☒	☒	☒	☒	☒
	GE01	Genova Sestri	2925	44°24,78'	08°50,27'	ARO 0106015332 AD Op. 0106015414 AD Ad. 0106015225	☒	☒	☒	☒	☒	☒	☒	☒	☒
	GE02	Calvari	150	44°22,58'	09°17,38'	3356465681	☒	☒	☒	☒	☒	☒	☒	☒	☒
	SP01	Sarzana	900	44°05,00'	09°59,00'	Flying club tel/fax 0187673180	☒	☒	☒	☒	☒	☒	☒	☒	☒
	SV02	Campo Volo Delta	360	44°00,07'	08°04,33'	fax 0577393576 - Off. 3397551272	☒	☒	☒	☒	☒	☒	☒	☒	☒
	SV01	Villanova d'Albenga	1429	44°02,02'	08°07,58'	ARO/MET Office 01825851201 Aeroclub 0182582919	☒	☒	☒	☒	☒	☒	☒	☒	☒
Sardinia Alghero	SS02	Alghero - Fertilia	3000	40°37,83'	08°17,33'	A/D Of. 079935039 ARO/MET 0799369065 DCA 079935039	☒	☒	☒	☒	☒	☒	☒	☒	☒
	SS12	Gentlemen flying club	450	40°37,57'	08°52,24'	3388510518	☒	☒	☒	☒	☒	☒	☒	☒	☒
	SS09	Loelle	400	40°34,22'	09°19,40'	079715484 3483705711 3476012197	☒	☒	☒	☒	☒	☒	☒	☒	☒
	CA09	Antica Sardegna	850	39°16,03'	09°32,29'	0709949244 - 0330711851	☒	☒	☒	☒	☒	☒	☒	☒	☒
	CA05	Sa Doda	630	39°21,65'	08°52,01'	070965059 3475281962	☒	☒	☒	☒	☒	☒	☒	☒	☒
	CA12	Decimomannu	2991	39°21,25'	08°58,35'		☒	☒	☒	☒	☒	☒	☒	☒	☒
	CA07	Cagliari Elmas	2803	39°14,78'	09°03,45'	ARO 07021124004-5 AD Ad. 07021021	☒	☒	☒	☒	☒	☒	☒	☒	☒
	CA03	Argiolas Noas	350	39°37,33'	09°06,12'	070881401-3382359846	☒	☒	☒	☒	☒	☒	☒	☒	☒
	CA04	Maracalagonis	400	39°16,38'	09°15,25'	070814529 070882726 3488911418	☒	☒	☒	☒	☒	☒	☒	☒	☒
	SS10	Ciondolo number one	400	40°33,55'	08°49,13'	3471664142 3281395979	☒	☒	☒	☒	☒	☒	☒	☒	☒
	SS03	Olbia Costa Smeralda	2446	40°53,59'	09°31,07'	MET 0789644607 AD 078969228 ARO 0789644606	☒	☒	☒	☒	☒	☒	☒	☒	☒
	OR01	Oristano	1000	39°53,62'	08°38,45'	078373511	☒	☒	☒	☒	☒	☒	☒	☒	☒
	OR04	Volo Sportivo Orosci	360	40°24,81'	09°43,01'	0784285298 3471742183	☒	☒	☒	☒	☒	☒	☒	☒	☒
	SS01	Il volo	500	40°25,30'	08°41,21'	3487842156 079801930	☒	☒	☒	☒	☒	☒	☒	☒	☒
	CA10	Ultralight Pula	300	38°57,44'	08°57,55'	3470342280 070921332	☒	☒	☒	☒	☒	☒	☒	☒	☒
	CA11	Monreale	280	39°35,00'	08°46,20'	0709158065 3401585091	☒	☒	☒	☒	☒	☒	☒	☒	☒
	NU02	San Teodoro	500	40°48,17'	09°39,58'	San Teodoro 0784865060	☒	☒	☒	☒	☒	☒	☒	☒	☒
	SS05	Platamona	400	40°48,49'	08°28,07'	3332543639	☒	☒	☒	☒	☒	☒	☒	☒	☒
	CA02	Avios.del Parteolla	780	39°24,07'	09°08,40'	335392391 - 3287141599	☒	☒	☒	☒	☒	☒	☒	☒	☒
	CA08	Oasi Del Volo	650	39°24,34'	09°10,23'	070743166	☒	☒	☒	☒	☒	☒	☒	☒	☒
	CA01	Amici dell'Aria	435	39°19,73'	09°08,78'	070571987 - 3392054345	☒	☒	☒	☒	☒	☒	☒	☒	☒
	CA06	SA PI La Tana del volo	200	39°16,16'	08°46,10'	337819036 - 0781781000	☒	☒	☒	☒	☒	☒	☒	☒	☒
	OR02	Ulcor	450	39°58,50'	08°40,48'	0783212669 - 3293609237	☒	☒	☒	☒	☒	☒	☒	☒	☒
	SS08	L'Aviatore	500	40°32,18'	08°36,15'	3471664142	☒	☒	☒	☒	☒	☒	☒	☒	☒
	NU01	Tortoli - Arbatax	1188	39°55,08'	09°41,00'	0782624900-624300	☒	☒	☒	☒	☒	☒	☒	☒	☒
	OR03	Torre Foghe	520	40°10,95'	08°28,20'	078535502 3386310540	☒	☒	☒	☒	☒	☒	☒	☒	☒
	SS04	Valledoria	280	40°55,81'	08°48,80'	079582108 3358213151	☒	☒	☒	☒	☒	☒	☒	☒	☒

Municipality: location of runway; **Code:** "Aviportolano® Italia" code constituted by the province code followed by a progressive number; **Length:** length of runway in metres; **Coordinates:** coordinates are expressed in degrees and hundredths; **Telephone numbers:** telephone numbers for contacts. Airport telephone numbers were obtained from A.I.P. Italia in January 2004.

Amenities

Flying School: ticked box indicates the presence of a Flying School or the possibility of chartering aircraft or tourism flights; **Workshop:** indicates whether the runway has facilities or workshop for light maintenance; **Hangar:** indicates presence/absence of aircraft hangars; **Refreshments:** indicates presence/absence inside or in the immediate vicinity of restaurants, hotels or similar facilities; **Public transport and taxi:** public transport means presence of nearby bus stops for the nearest city. Taxi indicates the

availability of a service in the immediate vicinity; **Events:** indicates presence/absence of events and/or rallies in general organised annually; **Farm holiday fac.:** indicates the presence of farm holiday facilities in the vicinity.

The information provided herein was gathered during the "6th Light Aviation structure Census" conducted in January 2004 and published in the volume entitled "Aviportolano® Italia – Guida al Volo turistico e sportivo 2004/2005". It has subsequently been updated with information received by the Aviportolano Italia Office and may therefore not be completely accurate.

Guido Medici is one of Italy's leading amateur pilots. He has worked as a town planner in the territorial planning and research fields for a number of regional and municipal authorities and public and private research centres. He started flying in 1974, as a pastime and a passion, using craft from Venice Flying Club, where he obtained his private pilot's licence. He subsequently developed an interest in gliding and ultralight aircraft and is a qualified federation instructor in these disciplines. He has published a number of flying manuals and books with Ugo Mursia Editore: "**Sulle ali di Dedalo – Introduzione al volo libero in deltaplano**" (1984) for 10 years the official handbook of the Italian Hang Gliding Association; followed by "**Volare Ultraleggeri – Storia Teoria e Pratica del volo con l'Aeroplano ultraleggero e con il deltaplano a motore**" (1986) and "**Il Volo – Dodici modi diversi di volare**" (1988). He has published a number of technical volumes and handbooks with other publishers. Between 1987 and 1999, he founded and edited the monthly magazines "**IL VOLO**" and "**Ali & Motori**". He is a contributor to leading Italian and international flying journals. In conjunction with Touring Club Italiano, Istituto Geografico de Agostini and the Italian Airforce's Centro Informazioni Geotopografiche, he has edited and published more than 15 aeronautical maps for amateur and VFR flying. He edits the "**Avioportolano Italia – Guida alla navigazione aerea da diporto**" series and the publication of the national amateur flying aviation charts.

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All corrections and/or suggestions regarding this guide are welcome
and should be addressed to:

E.I.L. – Via Elli Bandiera 76 – 30175 Marghera Venezia
email: headoffice@eilsystems.com

Photographs on page 87 courtesy of Angelo Casentini