

List of pages in this Trip Kit

Trip Kit Index

Airport Information For LIPZ

Terminal Charts For LIPZ

Revision Letter For Cycle 08-2013

Change Notices

Notebook

General Information

Location: Venice Ita
IATA Code: VCE
Lat/Long: N45° 30.3' E012° 21.1'
Elevation: 7 ft

Airport Use: Public
Magnetic Variation: 2.6°E

Fuel Types: Jet A-1, Jet 5
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 0426 Z
Sunset: 1756 Z,

Runway Information

Runway: 04L
Length x Width: 9121 ft x 148 ft
Surface Type: bitu
TDZ-Elev: 7 ft
Lighting: Edge, ALS
Displaced Threshold: 308 ft

Runway: 04R
Length x Width: 10827 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 7 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ

Runway: 22L
Length x Width: 10827 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 7 ft
Lighting: Edge, ALS, Centerline, REIL

Runway: 22R
Length x Width: 9121 ft x 148 ft
Surface Type: bitu
TDZ-Elev: 7 ft
Lighting: Edge, ALS

Communication Information

- ATIS 122.225
- Venice Tower 118.25
- Venice Tower 120.2
- Venice Ground Control 118.25
- Venice Ground Control 121.7
- Venice Approach Control 118.25
- Venice Approach Control 118.9
- Venice Radar 118.25
- Venice Radar 118.9

1. GENERAL**1.1. ATIS**

ATIS 122.22

1.2. NOISE ABATEMENT PROCEDURES**1.2.1. RUNWAY USAGE**

Between 2300-0600LT landing ACFT must use the entire runway length to reach parking area.

1.2.2. REVERSE THRUST

The use of reverse above idle is prohibited for landing ACFT, except for safety reasons.

1.2.3. RUN-UP TESTS

Between 2300-0600LT engine tests are forbidden.

1.2.4. AUXILIARY POWER UNITS (APUs)

Stands 101 to 116, 217 to 221 and 322 to 330 are provided with fixed 400 Hz GPU (Ground Power Unit). On arrival at these stands APU operation is allowed till block-on.

On departure APU operation is allowed for start-up only.

If GPU is not available, APU start-up is allowed not before 60 minutes from ETD and kept on running no longer than 30 minutes from block-on.

Operation of APU exceeding the above limits for technical reasons only must be formally authorized by the Civil Aviation Authority.

1.3. LOW VISIBILITY PROCEDURES

Holding positions C, D, E, F, G and H are not available when low visibility procedures CAT II and CAT III are in progress.

With RVR MAX 800m only RWY 04R is available and the following standard movements for ACFT are allowed identified by TWY center line lights:

- departing ACFT: leaving apron via R, TWY T then B/A (TWY A only at ATC discretion).
- arriving ACFT: vacate the RWY via E, G or H, TWY T then L/N (TWY N only at ATC discretion).
- movements on apron allowed with follow/me car assistance.

LANDING:

CATEGORY	PREDISPOSITION	ACTIVATION	DISACTIVATION	CANCELLATION
II	RVR MAX 800m and/or Ceiling MAX 200'	RVR MAX 550m	RVR above 550m	RVR above 800m and Ceiling above 200'
III	RVR MAX 800m and/or Ceiling MAX 200'	RVR MAX 300m	RVR above 300m	RVR above 800m and Ceiling above 200'

1. GENERAL**TAKE-OFF:**

ACFT CAT	TAKE-OFF
ALL	RVR MIN 400m (LVTO not in progress): No restriction.
D E F	RVR MIN 200m but less than 400m (LVTO in progress): No restriction. RVR less than 200m: ACFT operator authorized by State of origin.
A B C	RVR MIN 150m but less than 400m (LVTO in progress): No restriction. RVR less than 150m: ACFT operator authorized by State of origin.

MOVEMENTS ON/TO APRONS AND APT CAPACITY VALUES:

VISIBILITY CONDITIONS	VISIBILITY	RVR*	RWY CLEARANCE***
1	APT area in sight of Tower operators	above 800m	Nominal, 30 movements/hr
		MAX 800m above 550m	18 movements/hr
2	Enough visibility to allow the pilot in command to taxi safely	MAX 550m above 400m	14 movements/hr
3**	RVR (A, B) MAX 400m equal values	MAX 400m above 150m	12 movements/hr
	RVR less than 150m (RVR A, B)	less than 150m	1 movement at the time = 6 movements/hr

- * RVR is measured on point A, if the relevant datum is not available, it is temporarily measured on point B
- ** On any of the 3 measuring points A, B, C if L is not in sight from the tower or A and B if L is in sight (RVR visibility of about 800m)
- *** The time average of movements on APT has been calculated in about 10 min

1.4. RWY OPERATIONS

RWY 04L/22R, usually used as TWY T, is active when:

- RWY 04R/22L is closed;
- visibility for take-off is 1100m or more;
- visibility for landing is 1500m or more;
- friction coefficient is 0.30 or more;
- max allowed cross wind factor is reduced by 30% for each ACFT type;
- stand 651 is closed.

As general rule, when RWY 04L/22R is in use, TWR will instruct one ACFT only to hold at RWY holding position S or R. TWR will instruct further departing ACFT coming from stand 101 thru 329 to hold at intermediate holding position M3.

This event will be announced by NOTAM of RWY 04R/22L closed, normally issued at least one hour in advance.

1. GENERAL

1.5. TAXI PROCEDURES

TWY S available for code E ACFT when stand 442 is free or if led by Follow-me car.

1.6. PARKING INFORMATION

Parking stands 104 thru 116, 217 thru 221 and 322 thru 328 not visible from Control Tower. Operate with CAUTION.

Parking stands 324 thru 330 provided with APIS.

On stands 101, 102, 104, 106, 110 thru 440 and 442 thru 656 push-back required.

2. ARRIVAL

2.1. CAT II/III OPERATIONS

RWY 04R is approved for CAT II/III operations, special aircrew and ACFT certification required.

2.2. OTHER INFORMATION

2.2.1. COMMUNICATION FAILURE

The Aerodrome Navigational Radio Aid has been designated for ACFT experiencing Radio Communication Failure is VEN Lctr.

3. DEPARTURE

3.1. DE-ICING

3.1.1. GENERAL

De-icing operations are carried out at the dedicated de-icing bay.

Procedures will be carried out on stand only in the following instances:

- ICAO class E ACFT;
- Turboprop ACFT;
- ACFT which need special checks that must be performed after de-icing procedures and cannot be conducted with engines running;
- Presence of snow on ACFT surfaces;
- Any contingency as evaluated by APT operator.

3.1.2. REQUEST PROCEDURES

Request de-icing through ramp agent at least 25 min before EOBT.

3.1.3. ACCESS TO DE-ICING BAY

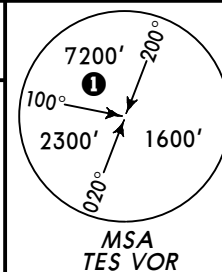
Pilot will receive proper instruction from ATC to taxi to de-icing bay where ACFT will be parked under instructions of marshaller.

3.1.4. EXIT FROM DE-ICING BAY

Once de-icing procedures are completed, de-icing operator will notify ATC. ATC will instruct ACFT to taxi.

3.2. START-UP, PUSH-BACK & TAXI PROCEDURES

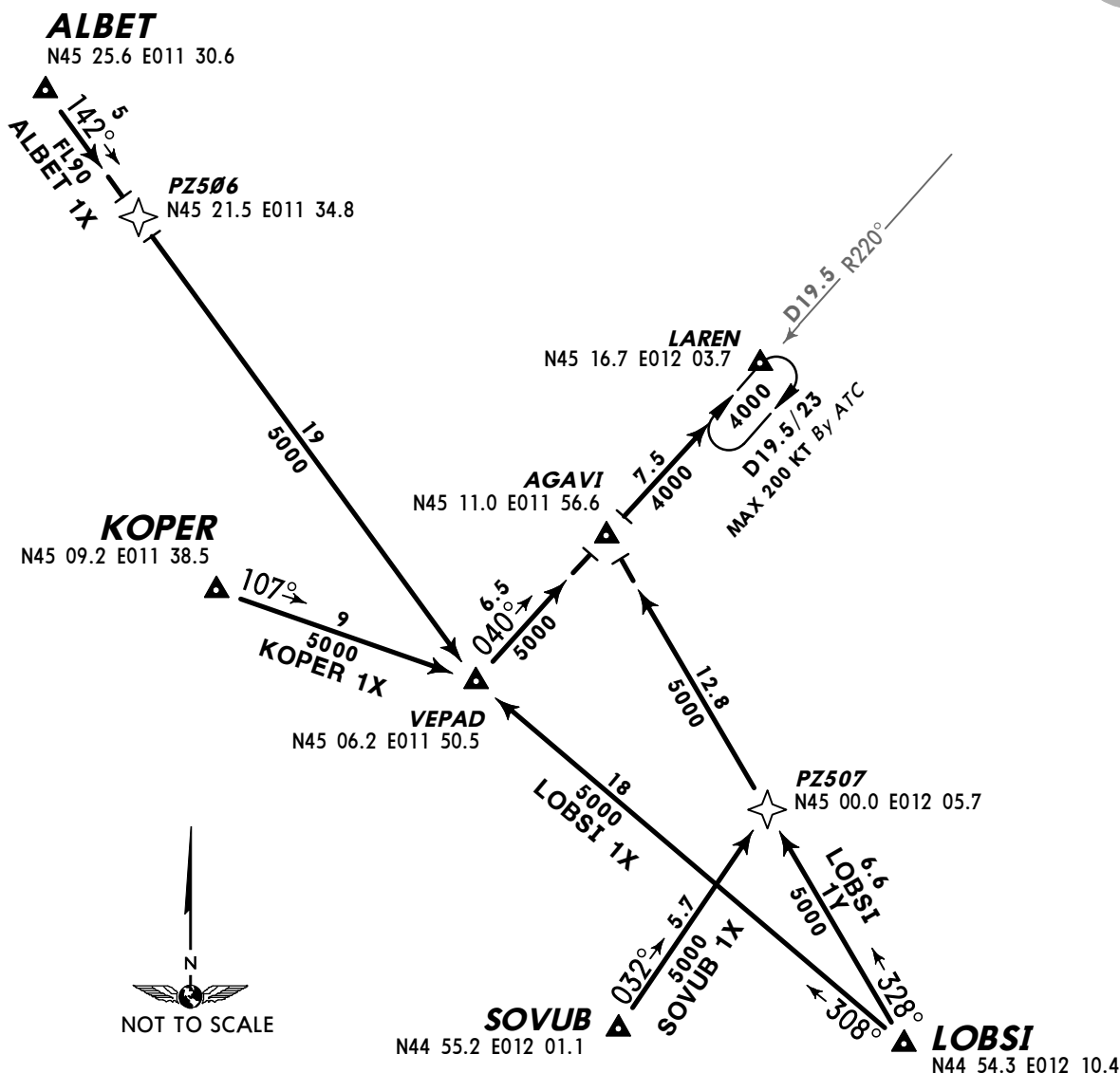
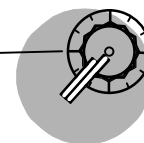
Contact APT operator on 131.47 when fully ready to move.

ATIS
122.22Apt Elev
7'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'① 2300'
within 15 NM

ALBET 1X [ALB1X]
KOPER 1X [KOP1X]
LOBSI 1X [LOB1X]
LOBSI 1Y [LOB1Y]
SOVUB 1X [SOV1X]
RNAV TRANSITIONS

RNAV USABLE ONLY WHEN RADAR SERVICE AVAILABLE
RNAV 1 RECOMMENDED

TESSERA
D 115.3 TES
(L) ...
N45 31.1 E012 22.1



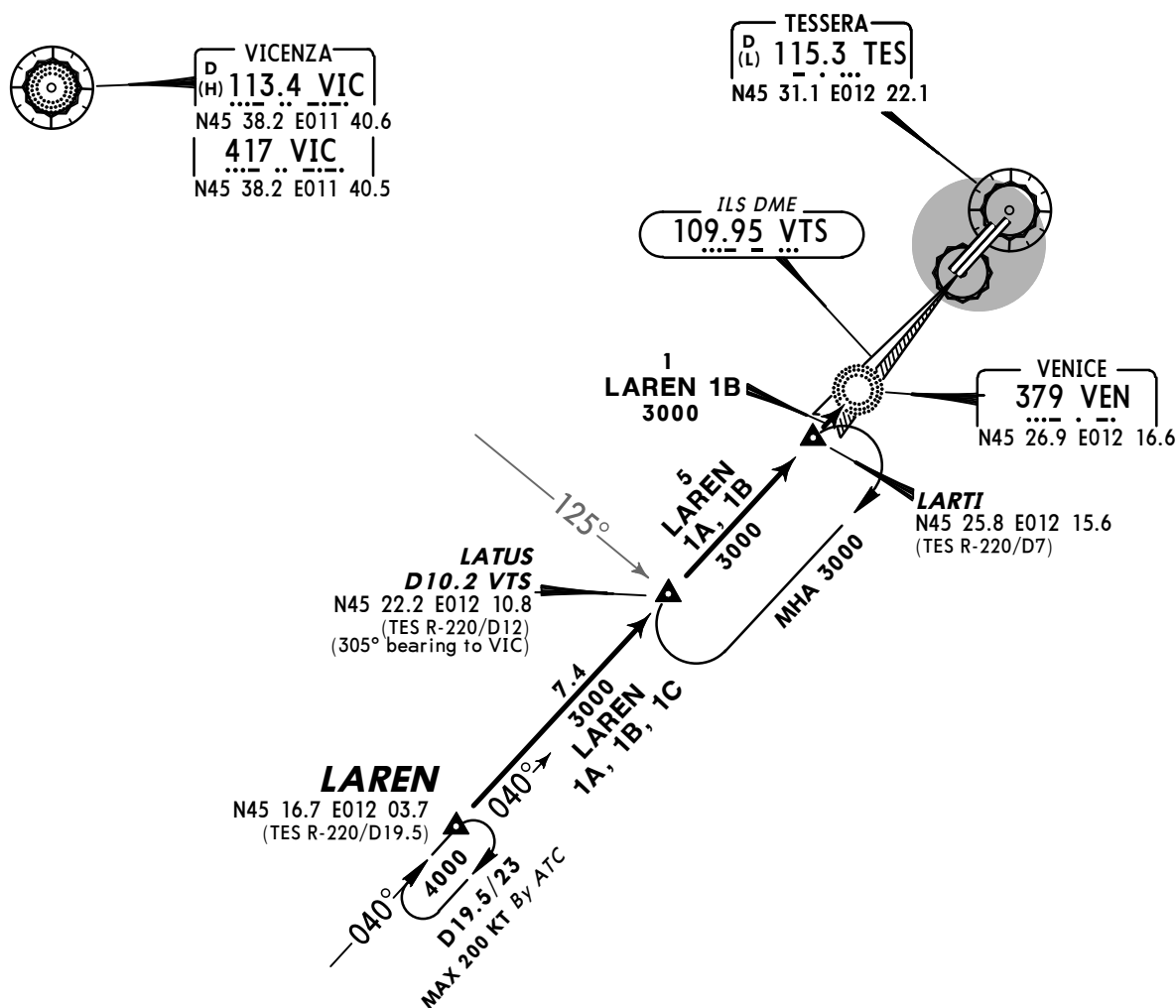
TRANSITION	ROUTING
ALBET 1X	ALBET - PZ506 - VEPAD - AGAVI - LAREN.
KOPER 1X	KOPER - VEPAD - AGAVI - LAREN.
LOBSI 1X	LOBSI - VEPAD - AGAVI - LAREN.
LOBSI 1Y	LOBSI - AGAVI - LAREN.
SOVUB 1X	SOVUB - PZ507 - AGAVI - LAREN.

TRANSITION	ROUTING
CHI 1X	Intercept CHI R-274, when passing TES R-213 turn RIGHT, intercept TES R-220 inbound via AGAVI to LAREN.
ROVIG 1X	Intercept VIC R-166 inbound to VEPAD, turn RIGHT, intercept TES R-220 inbound via AGAVI to LAREN.
VIC 1X	Intercept VIC R-166, when passing TES R-227 turn LEFT, intercept TES R-220 inbound via AGAVI to LAREN.

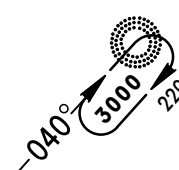
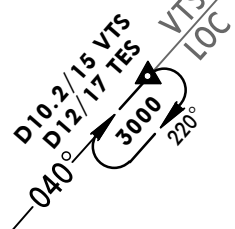
Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

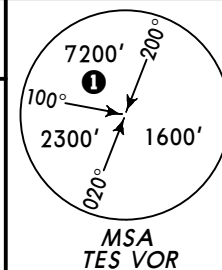
1 2300'
within 15 NM

RNAV (RNAV 1 RECOMMENDED) OR CONVENTIONAL



VEN

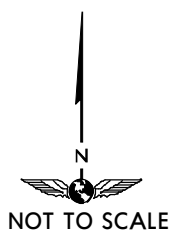


ATIS
122.22Apt Elev
7'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'① 2300'
within 15 NM

ALBET 1W [ALB1W]
KOPER 1W [KOP1W]
ROVIG 4A [ROV4A], ROVIG 1W [ROV1W]
RNAV TRANSITIONS

RNAV USABLE ONLY WHEN RADAR SERVICE AVAILABLE
RNAV 1 RECOMMENDED
BY ATC

VICENZA
D (H) 113.4 VIC
N45 38.2 E011 40.6



TESSERA
D (L) 115.3 TES
N45 31.1 E012 22.1

ILS DME
109.95 VTS

ALBET
N45 25.6 E011 30.6

LATUS
D10.2 VTS
N45 22.2 E012 10.8

LAREN
N45 16.7 E012 03.7

AGAVI
N45 11.0 E011 56.6

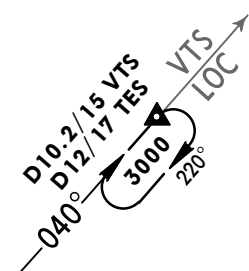
PZ505
N45 09.2 E012 00.2

KOPER
N45 09.2 E011 38.5

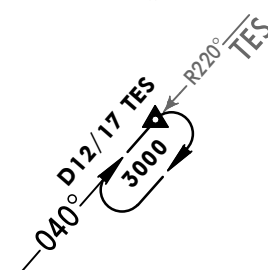
ROVIG
N44 55.4 E011 53.9

HOLDINGS OVER
LATUS

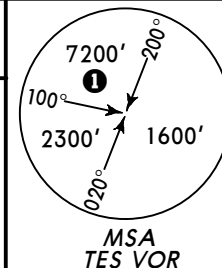
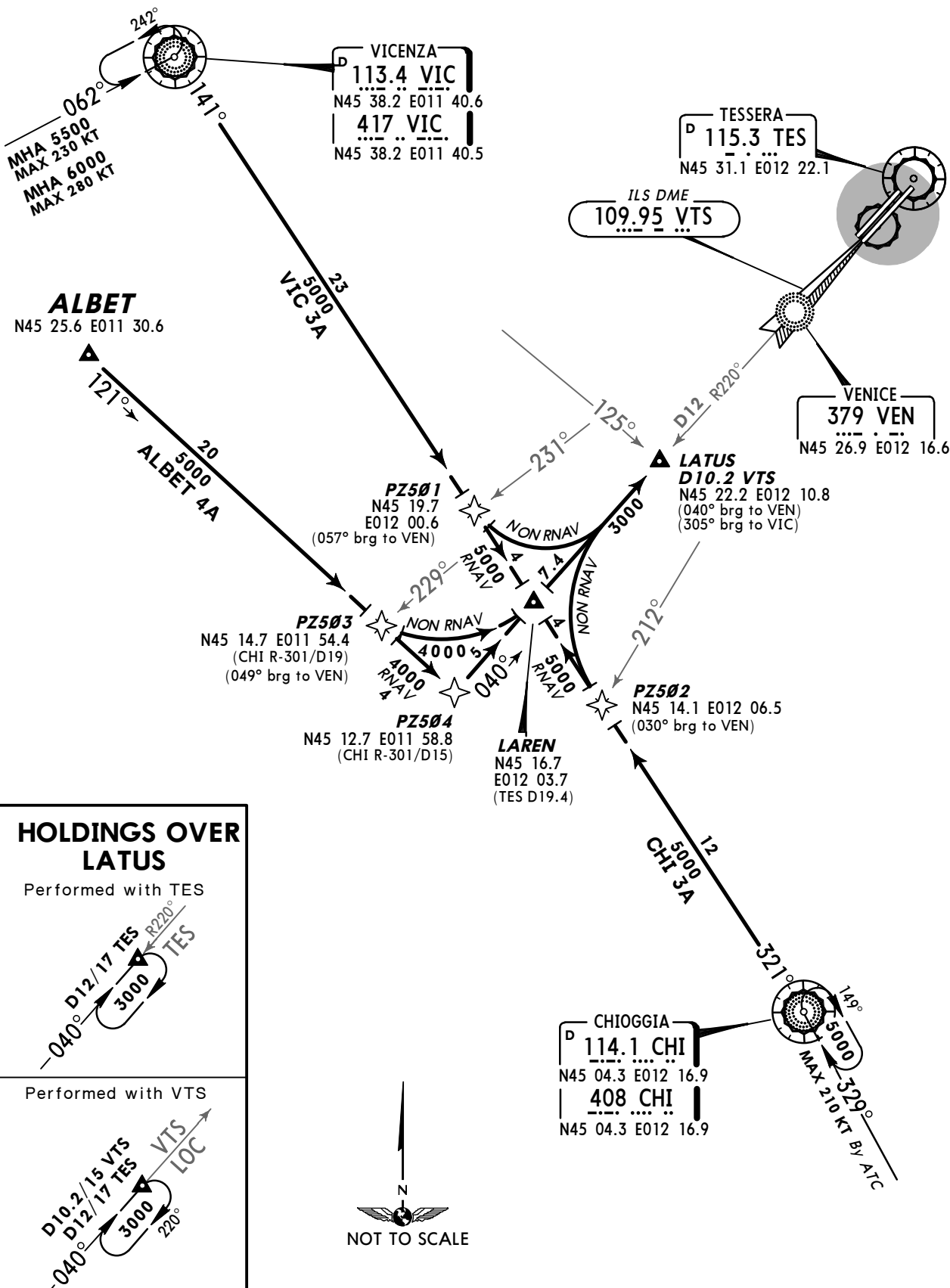
Performed with VTS



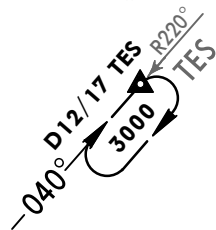
Performed with TES



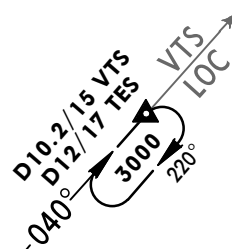
TRANSITION	ROUTING
ALBET 1W	ALBET - AGAVI - LAREN - LATUS.
KOPER 1W	KOPER - AGAVI - LAREN - LATUS.
ROVIG 4A	ROVIG - PZ505 - LAREN - LATUS.
ROVIG 1W	ROVIG - AGAVI - LAREN - LATUS.

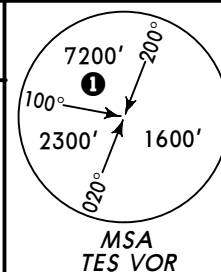
ATIS
122.22Apt Elev
7'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'① 2300'
within 15 NMALBET 4A [ALB4A], CHI 3A
VIC 3A
TRANSITIONSRNAV (RNAV 1 RECOMMENDED) OR CONVENTIONAL
BY ATCHOLDINGS OVER
LATUS

Performed with TES



Performed with VTS



ATIS
122.22Apt Elev
7'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

① 2300'
within 15 NM

LATUS 2A [LATU2A]

LATUS 2B [LATU2B]

ARRIVALS

RNAV (RNAV 1 RECOMMENDED) OR CONVENTIONAL



VICENZA
D 113.4 VIC
N45 38.2 E011 40.6
417 VIC
N45 38.2 E011 40.5

TESSERA
D 115.3 TES
N45 31.1 E012 22.1

ILS DME
109.95 VTS

1
LATUS 2B
3000

VENICE
379 VEN
N45 26.9 E012 16.6

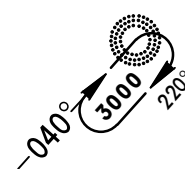
LARTI
N45 25.8 E012 15.6
(TES R-220/D7)

125°
LATUS
D10.2 VTS
N45 22.2 E012 10.8
(TES R-220/D12)
(305° brg to VIC)

5
LATUS
2A, 2B
040° 3000
MHA 3000



HOLDING
OVER VEN



STAR

ROUTING

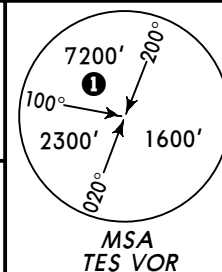
LATUS 2A LATUS - LARTI

LATUS 2B LATUS - VEN.

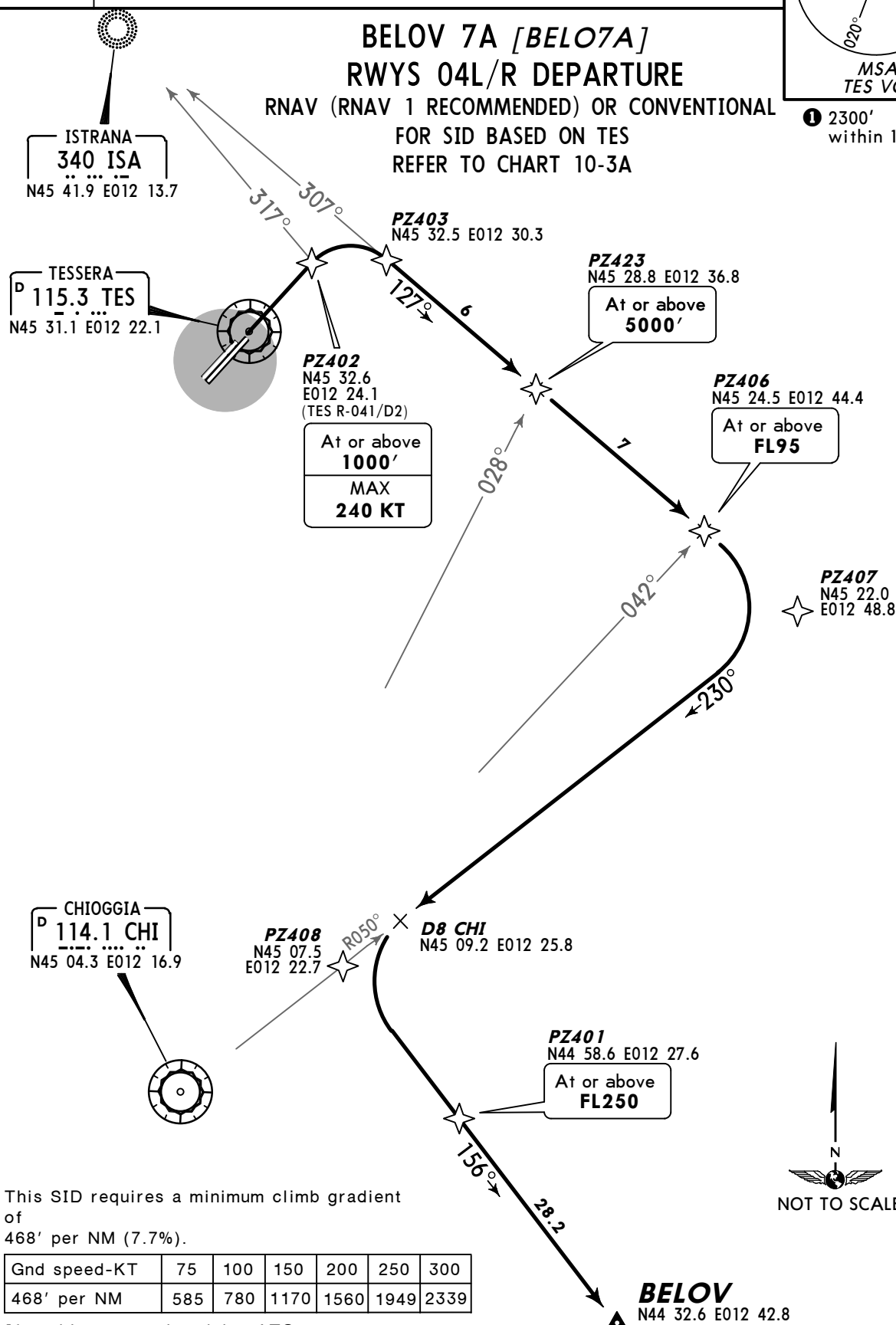
Apt Elev
7'

Trans level: By ATC Trans alt: 6000'

1. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
2. Execute turns after take-off with MAX TAS 250 KT and bank angle 25° or rate of turn 2°/sec if it requires lesser bank.

① 2300'
within 15 NM

BELOV 7A [BELO7A]
RWYS 04L/R DEPARTURE
 RNAV (RNAV 1 RECOMMENDED) OR CONVENTIONAL
 FOR SID BASED ON TES
 REFER TO CHART 10-3A



This SID requires a minimum climb gradient of 468' per NM (7.7%).

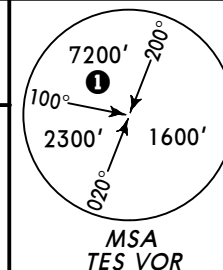
Gnd speed-KT	75	100	150	200	250	300
468' per NM	585	780	1170	1560	1949	2339

If unable to comply advise ATC at start-up and request amended clearance.

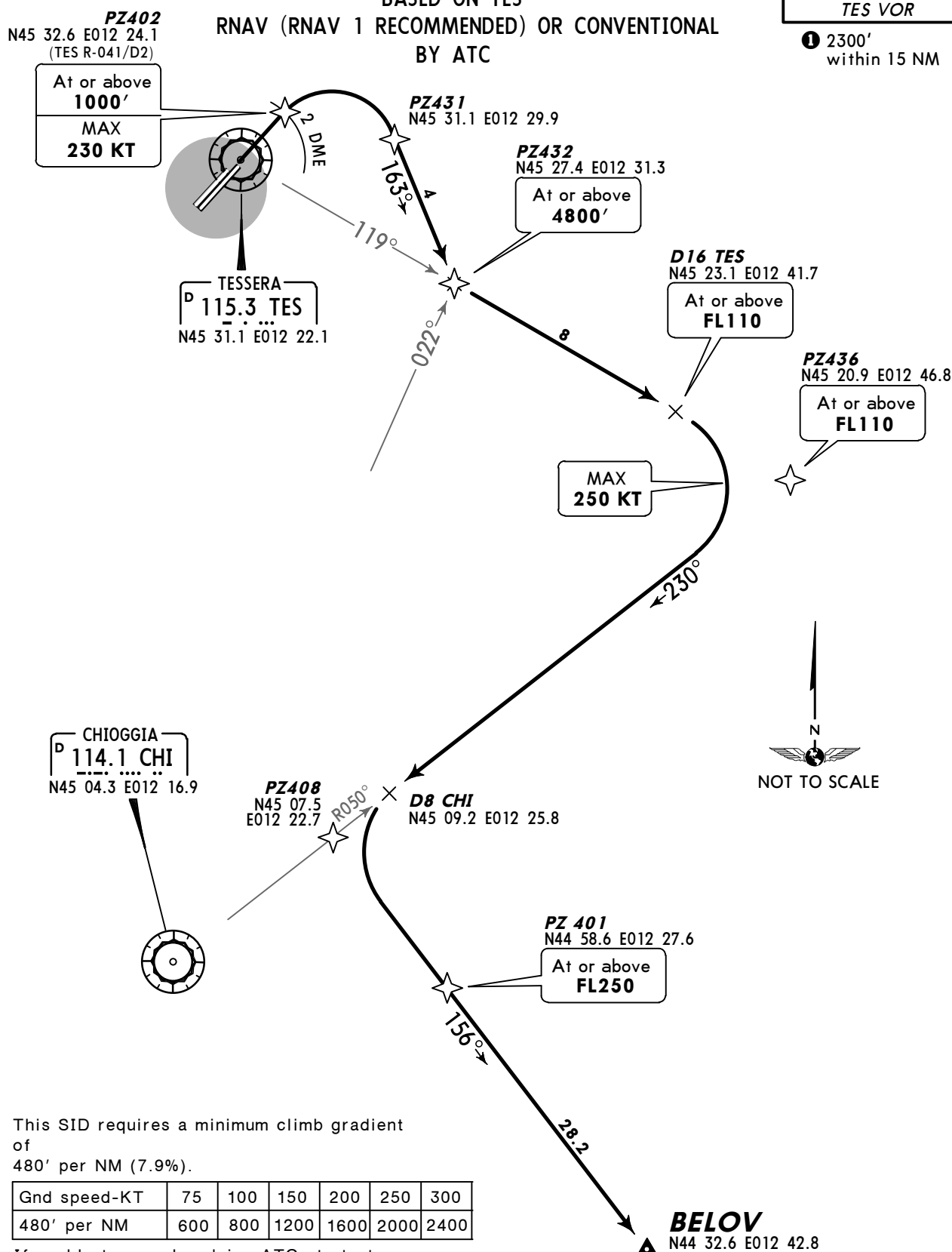
ROUTING

On extended runway centerline until passing 317° bearing to ISA, turn RIGHT, intercept 127° bearing from ISA, when passing CHI R-042 turn RIGHT, intercept CHI R-050 inbound to D8 CHI, turn LEFT to PZ401, 156° track to BELOV.

RNAV: (410'+) - PZ402 (1000'+; K240-) - PZ403 - PZ423 (5000'+) - PZ406 (FL95+) - PZ407 - PZ408 - PZ401 (FL250+) - BELOV.

Apt Elev
7'Trans level: By ATC Trans alt: 6000'
Execute turns after take-off with MAX TAS 250 KT and
bank angle 25° or rate of turn 2°/sec if it requires lesser bank.① 2300'
within 15 NMBELOV 7V [BELO7V]
RWYS 04L/R DEPARTURE

BASED ON TES

RNAV (RNAV 1 RECOMMENDED) OR CONVENTIONAL
BY ATCThis SID requires a minimum climb gradient
of
480' per NM (7.9%).

Gnd speed-KT	75	100	150	200	250	300
480' per NM	600	800	1200	1600	2000	2400

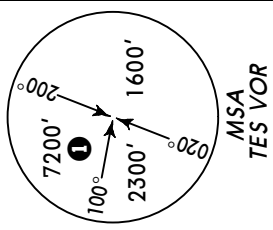
If unable to comply advise ATC at start-up
and request amended clearance.

ROUTING

On runway heading to TES 2 DME, turn RIGHT, 163° track, intercept TES R-119 to D16 TES,
turn RIGHT, intercept CHI R-050 inbound to D8 CHI, turn LEFT to PZ401, 156° track to BELOV.RNAV: (410'+) - PZ402 (1000'+; K230-) - PZ431 - PZ432 (4800'+) - PZ436 (FL110+) - PZ408 -
PZ401 (FL250+) - BELOV.

Apt Elev
7'

Trans level: By ATC Trans alt: 6000'
Execute turns after take-off with MAX TAS 250 KT and bank angle 25° or
rate of turn 2°/sec if it requires lesser bank.

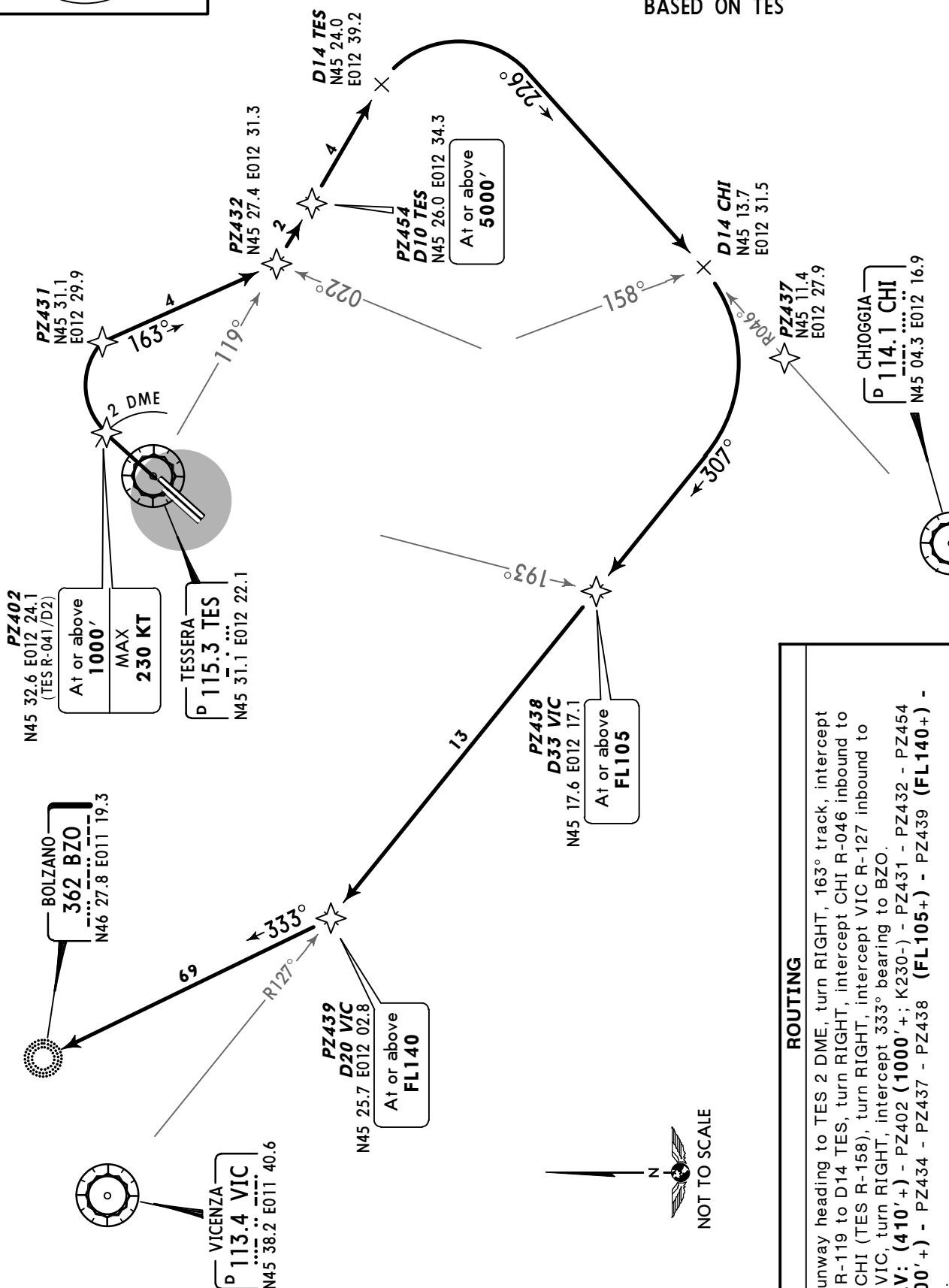


① 2300'
within 15 NM

BZO 7V

RNAV (RNAV 1 RECOMMENDED)
OR CONVENTIONAL

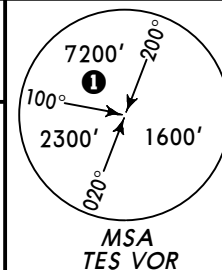
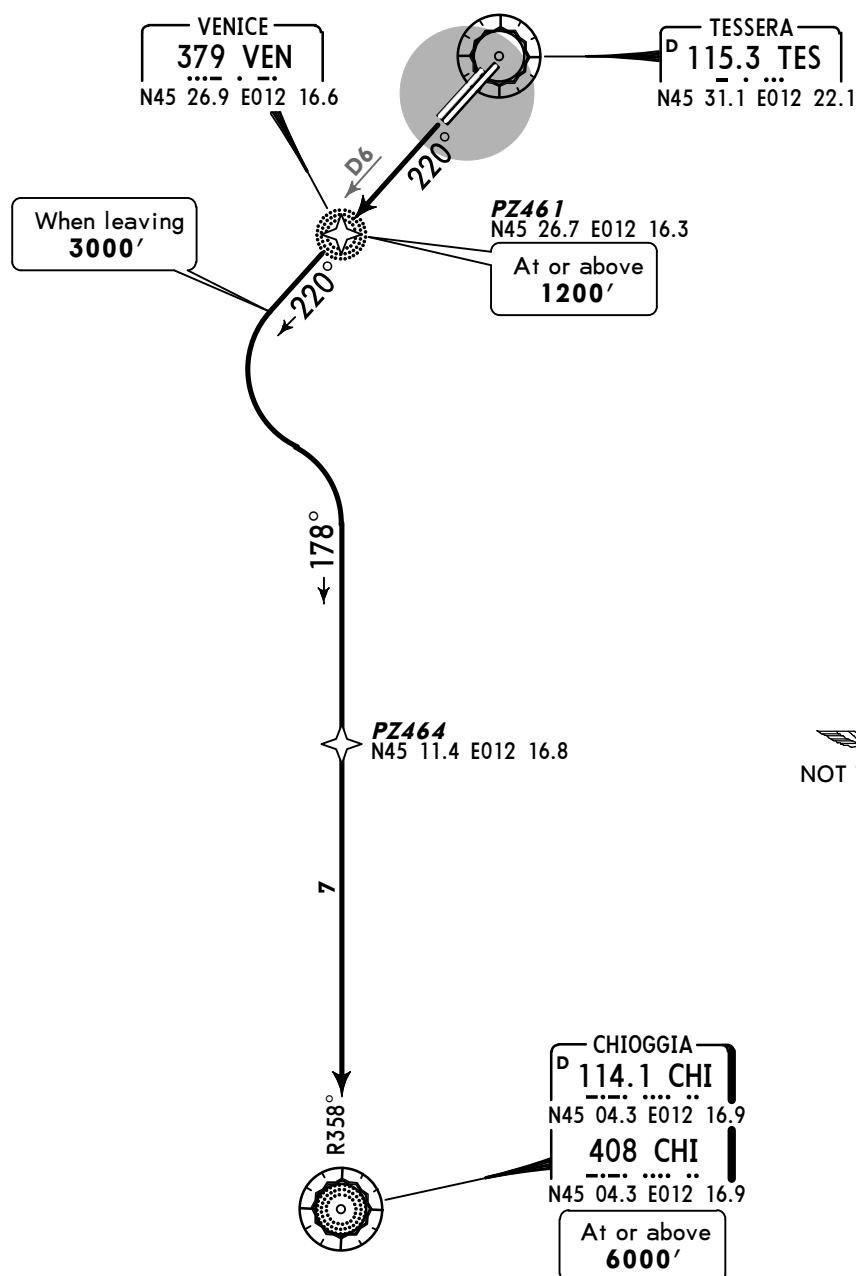
RWYS 04L/R DEPARTURE
BASED ON TES

**ROUTING**

On runway heading to TES 2 DME, turn RIGHT, 163° track, intercept TES R-119 to D14 TES, turn RIGHT, intercept CHI R-046 inbound to D14 CHI (TES R-158), turn RIGHT, intercept VIC R-127 inbound to D20 VIC, turn RIGHT, intercept 333° bearing to BZO.

RNAV: (410'+) - PZ402 (1000' +) - PZ431 - PZ432 - PZ454 (5000'+) - PZ434 - PZ437 - PZ438 (FL105+) - PZ439 (FL140+) - BZO.

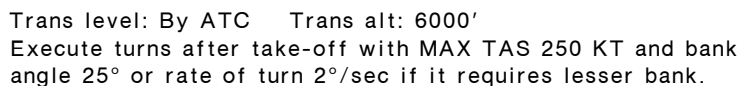
© JEPPESEN, 2003, 2010. ALL RIGHTS RESERVED.

Apt Elev
7'Trans level: By ATC Trans alt: 6000'
SIDs are also noise abatement procedures. Strict adherence within
the limits of aircraft performance is mandatory.① 2300'
within 15 NMCHI 7D
RWYS 22L/R DEPARTURE
RNAV (RNAV 1 RECOMMENDED) OR CONVENTIONALThis SID requires a minimum climb gradient
of
298' per NM (4.9%) until leaving **3000'**.

Gnd speed-KT	75	100	150	200	250	300
298' per NM	372	496	744	992	1241	1489

ROUTING

Climb on TES R-220 (if TES u/s on 220° bearing to VEN) until leaving **3000'**, turn LEFT, intercept CHI R-358 inbound to CHI.**RNAV: (410'+) - PZ461 (1200'+) - (3000'+) - PZ464 - CHI (6000'+).**



① 2300'
within 15 NM

TESSERA
D 115.3 TES
N45 31.1 E012 22.1

CHI 7V
At or above 4000'

At or above
5000'

PZ433
N45 24.5 E012 38.3

☆ × **D14 TES**
N45 24.0 E012 39.2

★ **PZ434**
N45 21.9
E012 44.4



CHIOGGIA
D 114.1 CHI
N45 04.3 E012 16.9
408 CHI
N45 04.3 E012 16.9
At or above
6000'

© JEPPESEN, 2003, 2010. ALL RIGHTS RESERVED.

Apt Elev
7'

Trans level: By ATC Trans alt: 6000'

1. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
2. ROSKA 7A: Execute turns after take-off with MAX TAS 250 KT and bank angle 25° or rate of turn 2°/sec if it requires lesser bank.

ROSKA 7A [ROSKA7A]

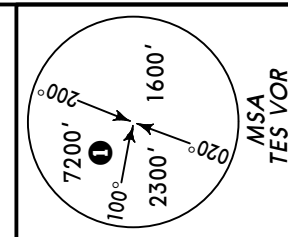
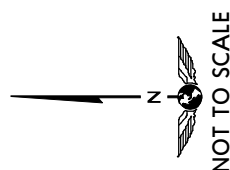
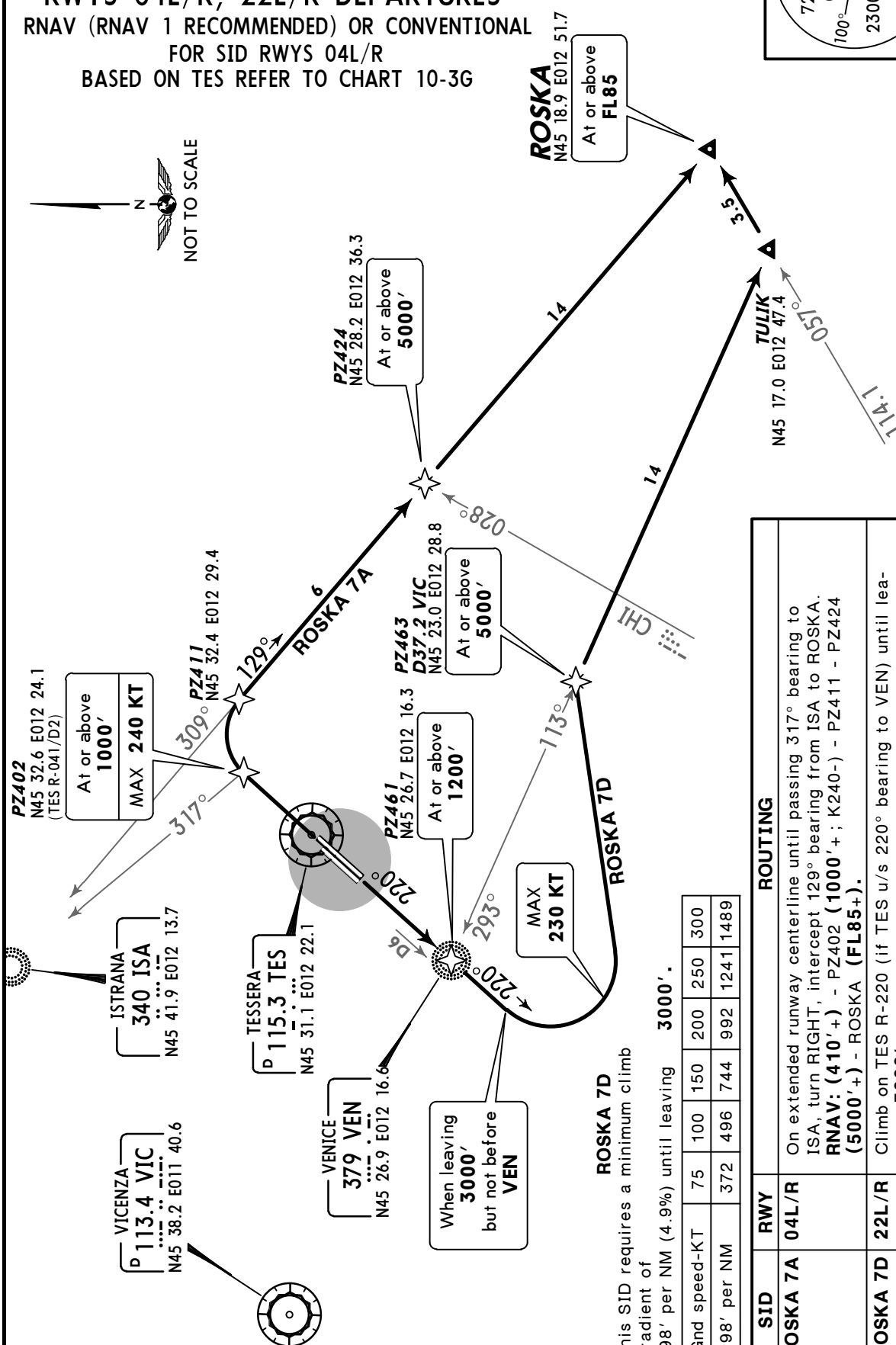
ROSKA 7D [ROSKA7D]

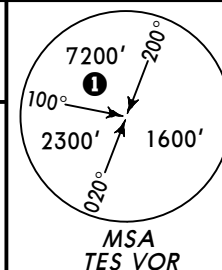
RWYS 04L/R, 22L/R DEPARTURES

RNAV (RNAV 1 RECOMMENDED) OR CONVENTIONAL

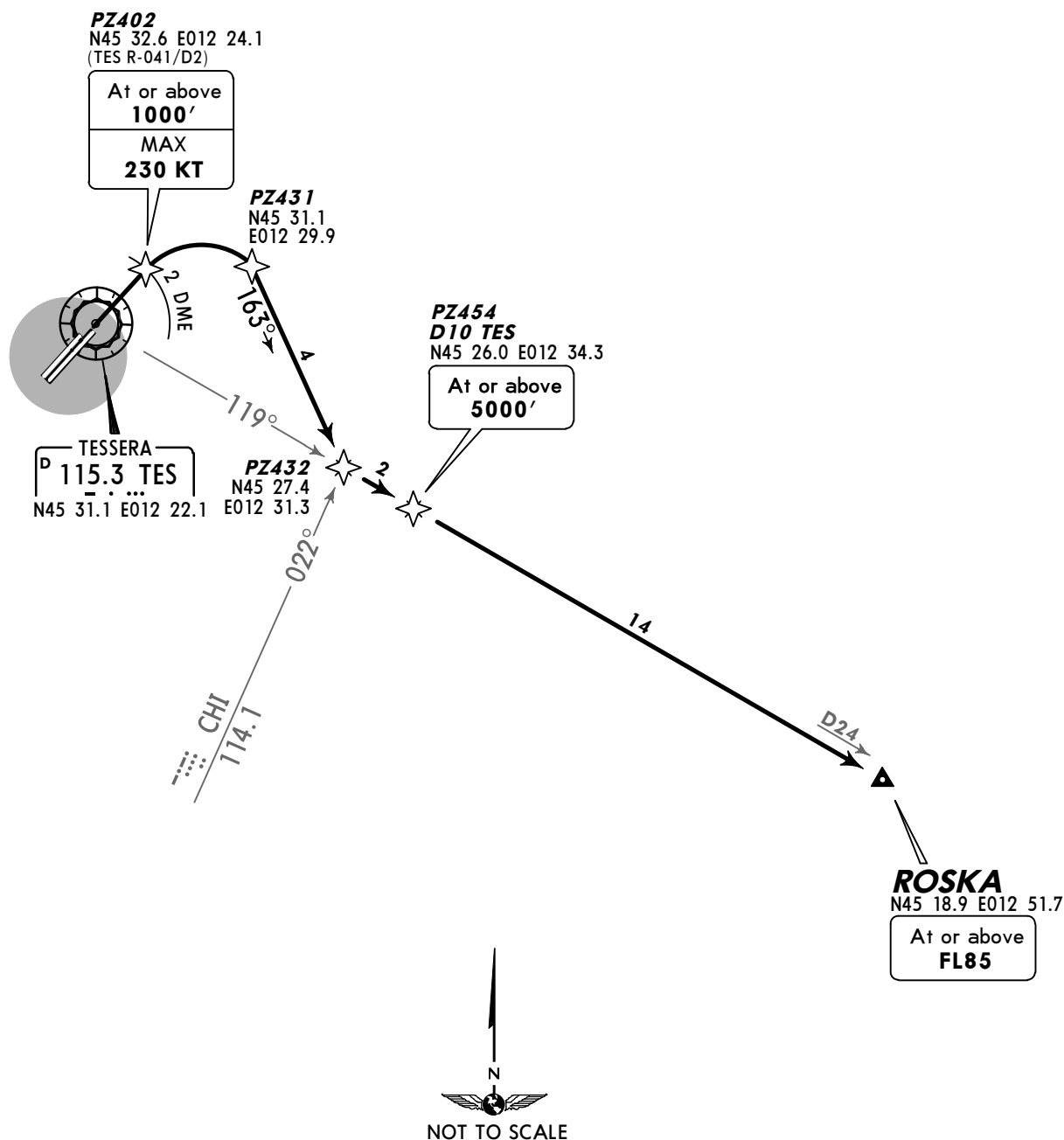
FOR SID RWYS 04L/R

BASED ON TES REFER TO CHART 10-3G

①
2300'
within 15 NM

Apt Elev
7'Trans level: By ATC Trans alt: 6000'
Execute turns after take-off with MAX TAS 250 KT and bank angle
25° or rate of turn 2°/sec if it requires lesser bank.① 2300'
within 15 NM

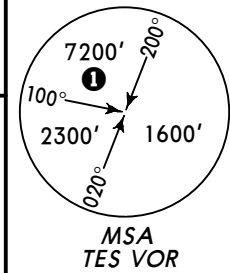
ROSKA 7V [ROSK7V]
RWYS 04L/R DEPARTURE
BASED ON TES
RNAV (RNAV 1 RECOMMENDED) OR CONVENTIONAL



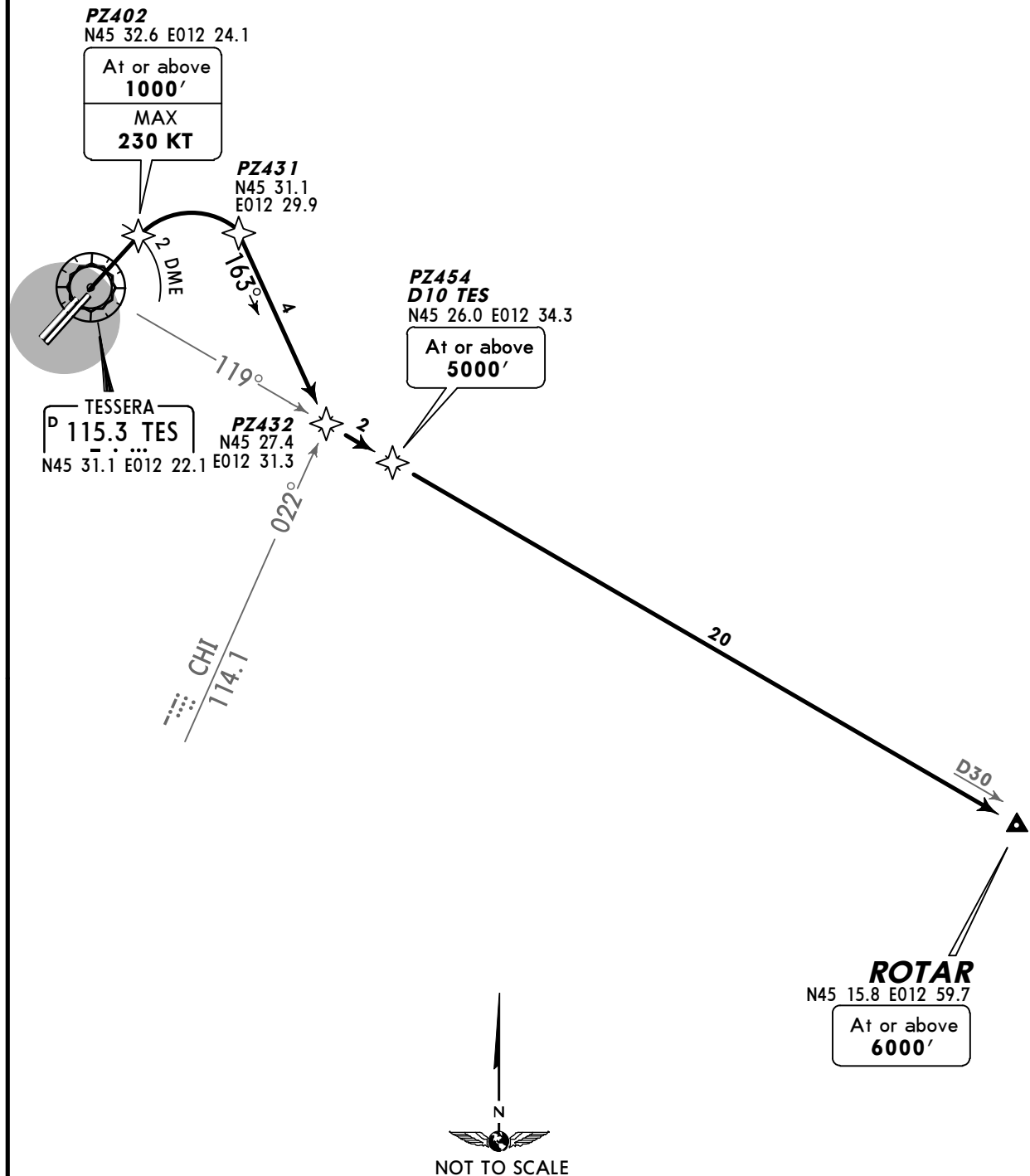
ROUTING

On runway heading to TES 2 DME, turn RIGHT, 163° track, intercept TES R-119 to ROSKA.
RNAV: (410'+) - PZ402 (1000'+ ; K230-) - PZ431 - PZ432 - PZ454 (5000'+) - ROSKA (FL85+).

© JEPPESEN, 2003, 2010. ALL RIGHTS RESERVED.

Apt Elev
7'Trans level: By ATC Trans alt: 6000'
Execute turns after take-off with MAX TAS 250 KT and bank angle
25° or rate of turn 2°/sec if it requires lesser bank.① 2300'
within 15 NM

ROTAR 8V [ROTA8V]
RWYS 04L/R DEPARTURE
BASED ON TES
RNAV (RNAV 1 RECOMMENDED) OR CONVENTIONAL

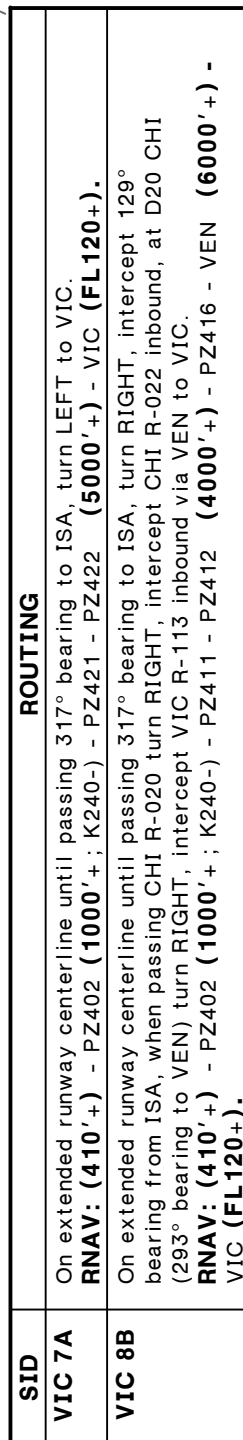
**ROUTING**

On runway heading to TES 2 DME, turn RIGHT, 163° track, intercept TES R-119 to ROTAR.

RNAV: (410'+) - PZ402 (1000'+ ; K230-) - PZ431 - PZ432 - PZ454 (5000'+) - ROTAR (6000+).

Trans level: By ATC Trans alt: 6000'

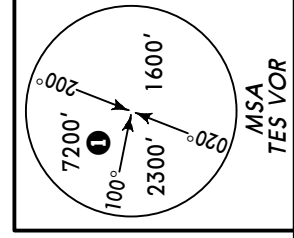
1. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
2. Execute turns after take-off with MAX TAS 250 KT and bank angle 25° or rate of turn 2°/sec if it requires lesser bank.



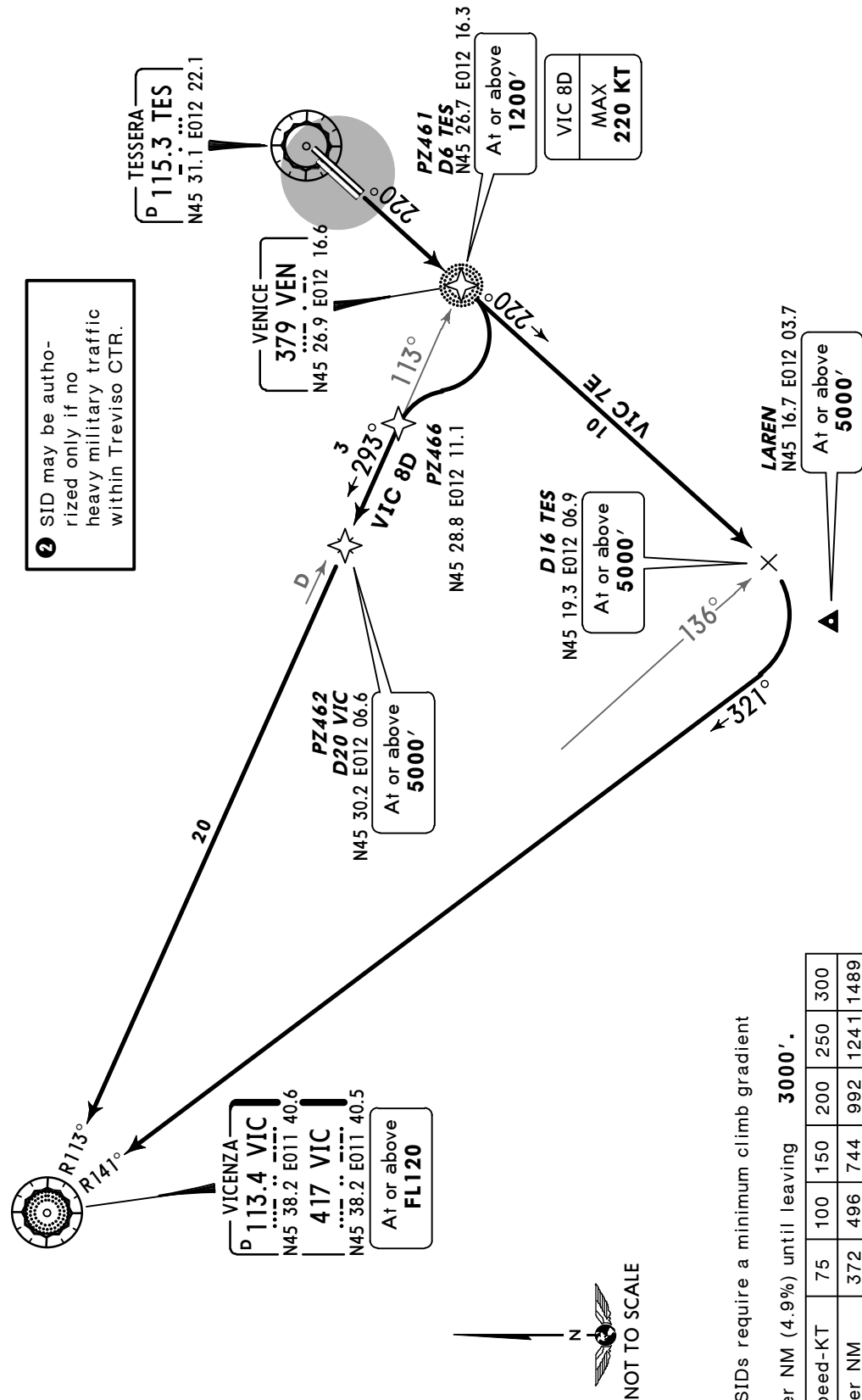
Apt Elev
7'

Trans level: By ATC Trans alt: 6000'
SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.

VIC 8D, VIC 7E
RWYS 22L/R DEPARTURES
RNAV (RNAV 1 RECOMMENDED) OR CONVENTIONAL



② SID may be authorized only if no heavy military traffic within Treviso GTR.

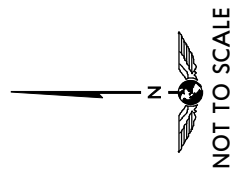


ROUTING

SID	ROUTING
VIC 8D	On TES R-220 to D6 TES (if TES u/s 220° bearing to VEN), turn RIGHT, intercept VIC R-113 inbound to VIC. RNAV: (410' +) - PZ461 (1200' +) - PZ466 - PZ462 (5000' +) - VIC (FL120+).
VIC 7E	On TES R-220 (if TES u/s 220° bearing to VEN) to D16 TES (if TES u/s turn when passing VIC R-136), turn RIGHT, intercept VIC R-141 inbound to VIC. RNAV: (410' +) - PZ461 (1200' +) - LAREN (5000' +) - VIC (FL120+).

These SIDs require a minimum climb gradient of 298' per NM (4.9%) until leaving 3000'.

Gnd speed-KT	75	100	150	200	250	300
298' per NM	372	496	744	992	1241	1489

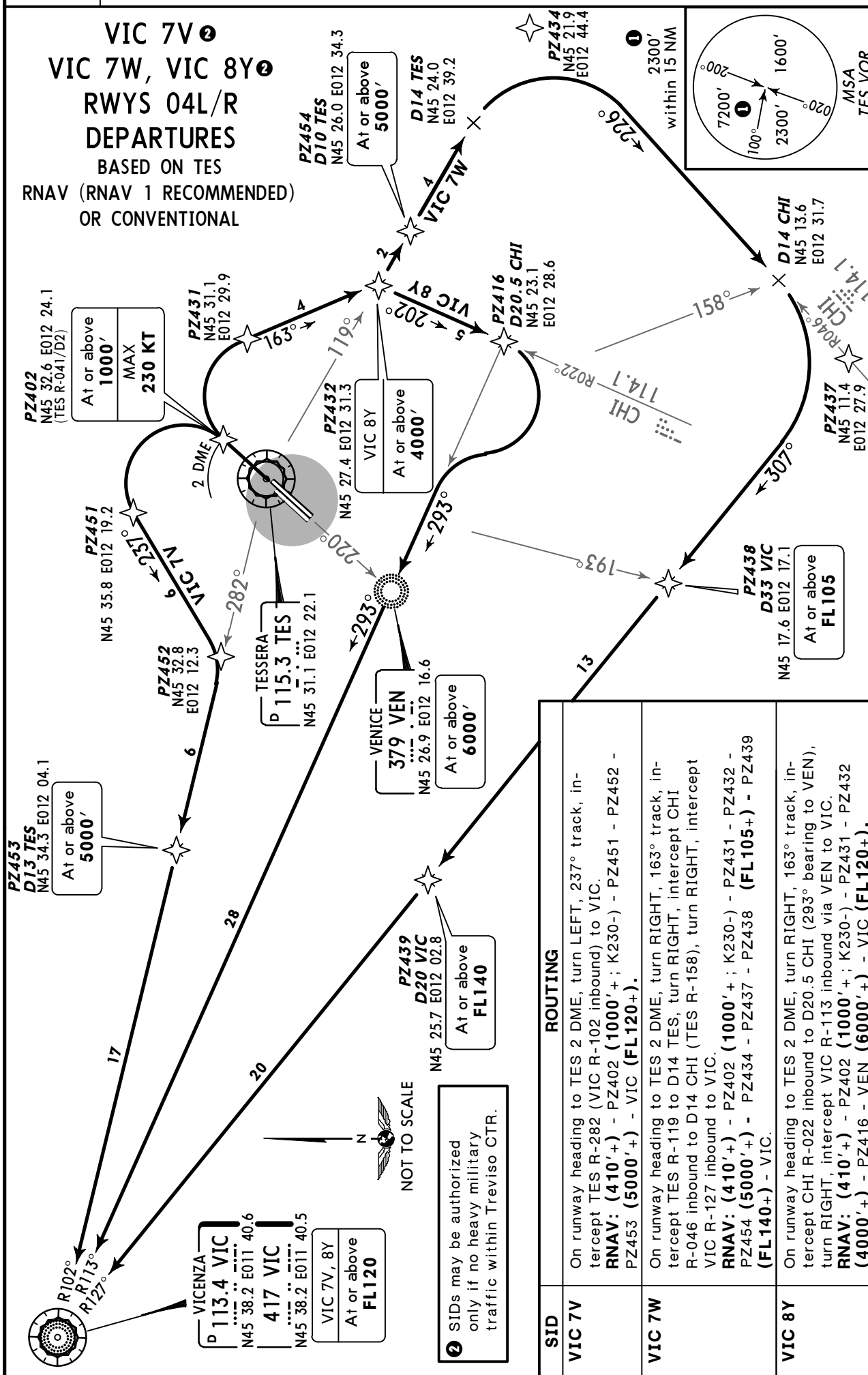


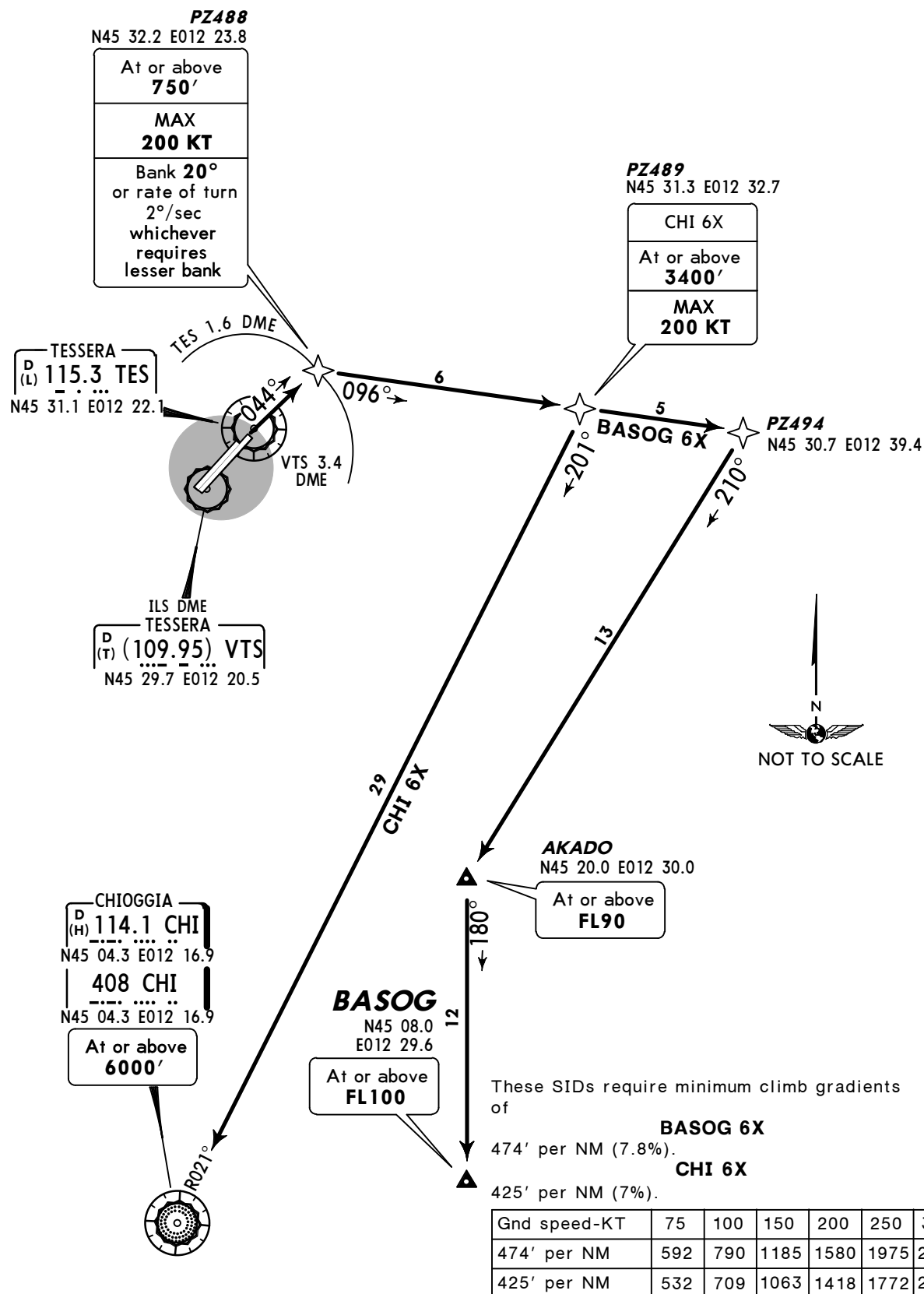
Apt Elev
7'

Trans level: By ATC Trans alt: 6000'
Execute turns after take-off with MAX TAS 250 KT and bank angle 25° or rate of
turn 2°/sec if it requires lesser bank.

VIC 7V
VIC 7W, VIC 8Y
RWYS 04L/R
DEPARTURES

BASED ON TES
RNAV (RNAV 1 RECOMMENDED)
OR CONVENTIONAL



Apt Elev
7'Trans level: By ATC Trans alt: 6000'
These SIDs are also noise abatement procedures.**BASOG 6X [BASO6X]
CHI 6X
RWYS 04L/R DEPARTURES
P-RNAV****SID****ROUTING****BASOG 6X** (410'+) - PZ488 (750'+; K200-) - PZ494 - AKADO (FL90+) - BASOG (FL100+).**CHI 6X** (410'+) - PZ488 (750'+; K200-) - PZ489 (3400'+; K200-) - CHI (6000'+).

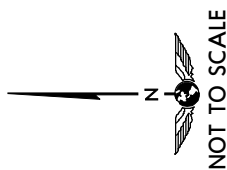
Apt Elev
7'

Trans level: By ATC Trans alt: 6000'
This SID is also noise abatement procedure.

ROKIB 6J [ROK16J] RWYS 04L/R DEPARTURE

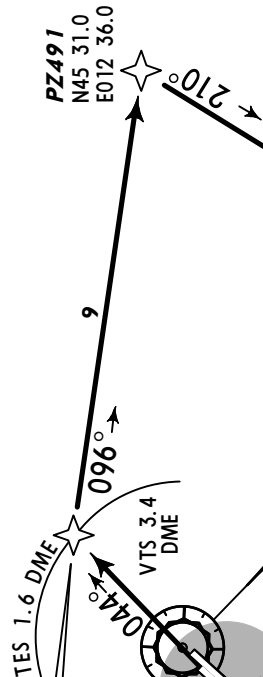
BY ATC
P-RNAV

SID MAY BE AUTHORIZED ONLY
IF NO HEAVY MILITARY
TRAFFIC WITHIN TREVISO CTR



PZ488
N45 32.2 E012 23.8

At or above 750'	MAX	Bank 20° or rate of turn 2°/sec whichever requires lesser bank
	200 KT	



PZ493
N45 28.7 E012 06.2
(VIC R-116/D20)

At or above
FL100

TESSERA
D (L) 115.3 TES
N45 31.1 E012 22.1

ILS DME
TESSERA
D (T) (109.95) VTS
N45 29.7 E012 20.5

CHIOGGIA
D (H) 114.1 CHI
N45 04.3 E012 16.9

ROKIB
N45 56.1 E011 41.5

At or above
FL140

PZ485
N45 51.6 E011 44.6

At or above
FL130

ARLUK
N45 43.4 E011 50.3

At or above
FL110

VICENZA
D (H) 113.4 VIC
N45 38.2 E011 40.6

This SID requires a minimum climb gradient
of 425' per NM (7%).

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

ROUTING

(410'+) - PZ488 (750'+; K200-) - PZ491 - PZ492 - PZ493 (FL100+)
PZ484 - ARLUK (FL110+) - PZ485 (FL130+) - ROKIB (FL140+).

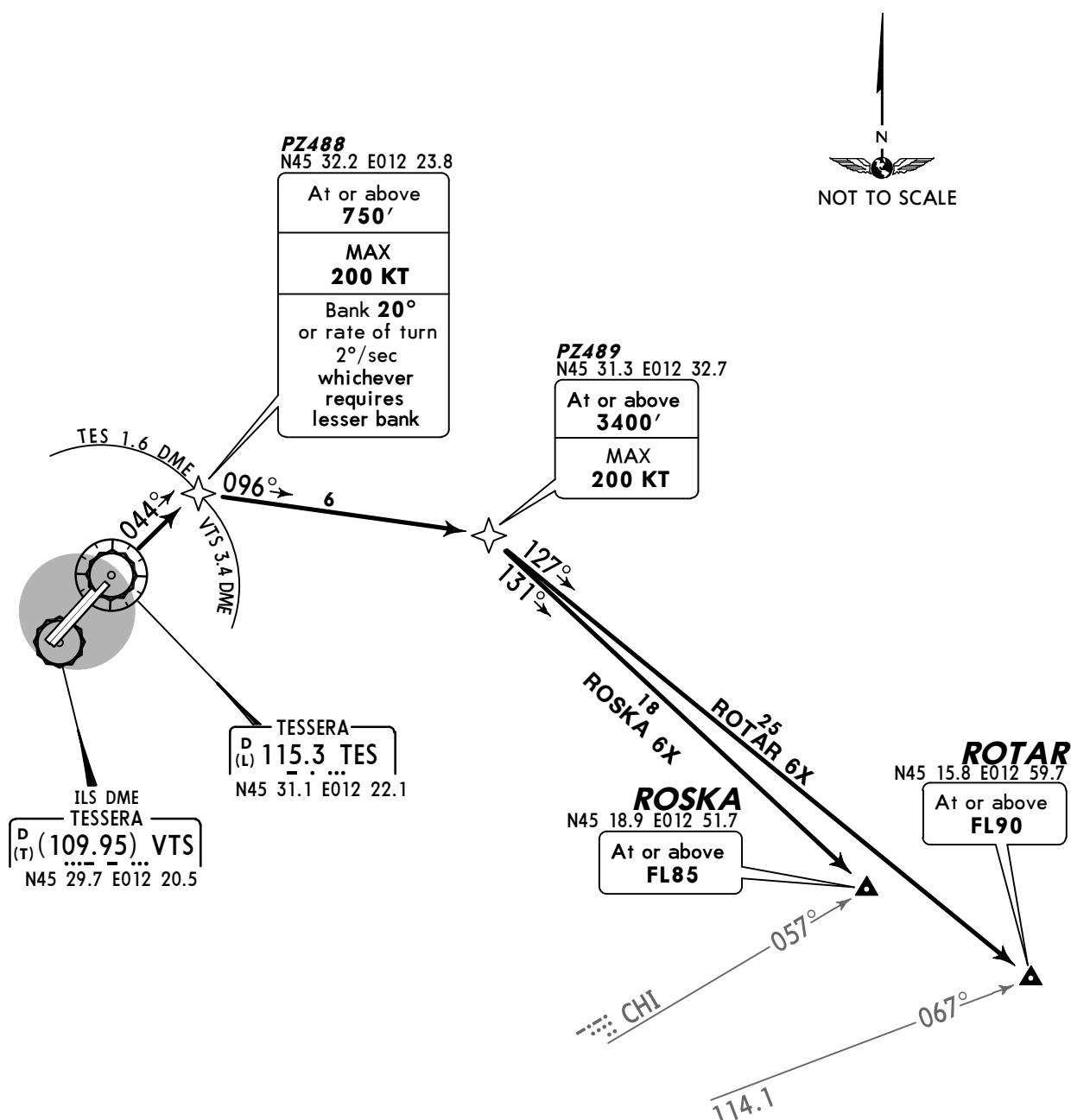
Trans level: By ATC Trans alt: 6000'
These SIDs are also noise abatement procedures.

RWYS 04L/R DEPARTURES

[illegible]

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

SID	ROUTING
ROKIB 6S By ATC	(410'+) - PZ486 (1600'+; K200-) - PZ477 (2500'+) - PZ483 - ARLUK (FL110+) - PZ485 (FL130+) - ROKIB (FL140+).
ROKIB 6X	(410'+) - PZ488 (750'+; K200-) - PZ489 (3400'+; K200-) - PZ490 - PZ481 (FL100+) - PZ484 - ARLUK (FL110+) - PZ485 (FL130+) - ROKIB (FL140+).

Apt Elev
7'Trans level: By ATC Trans alt: 6000'
These SIDs are also noise abatement procedures.ROSKA 6X [ROSK6X] , ROTAR 6X [ROTA6X]
RWYS 04L/R DEPARTURES
P-RNAVThese SIDs require a minimum climb gradient
of
425' per NM (7%).

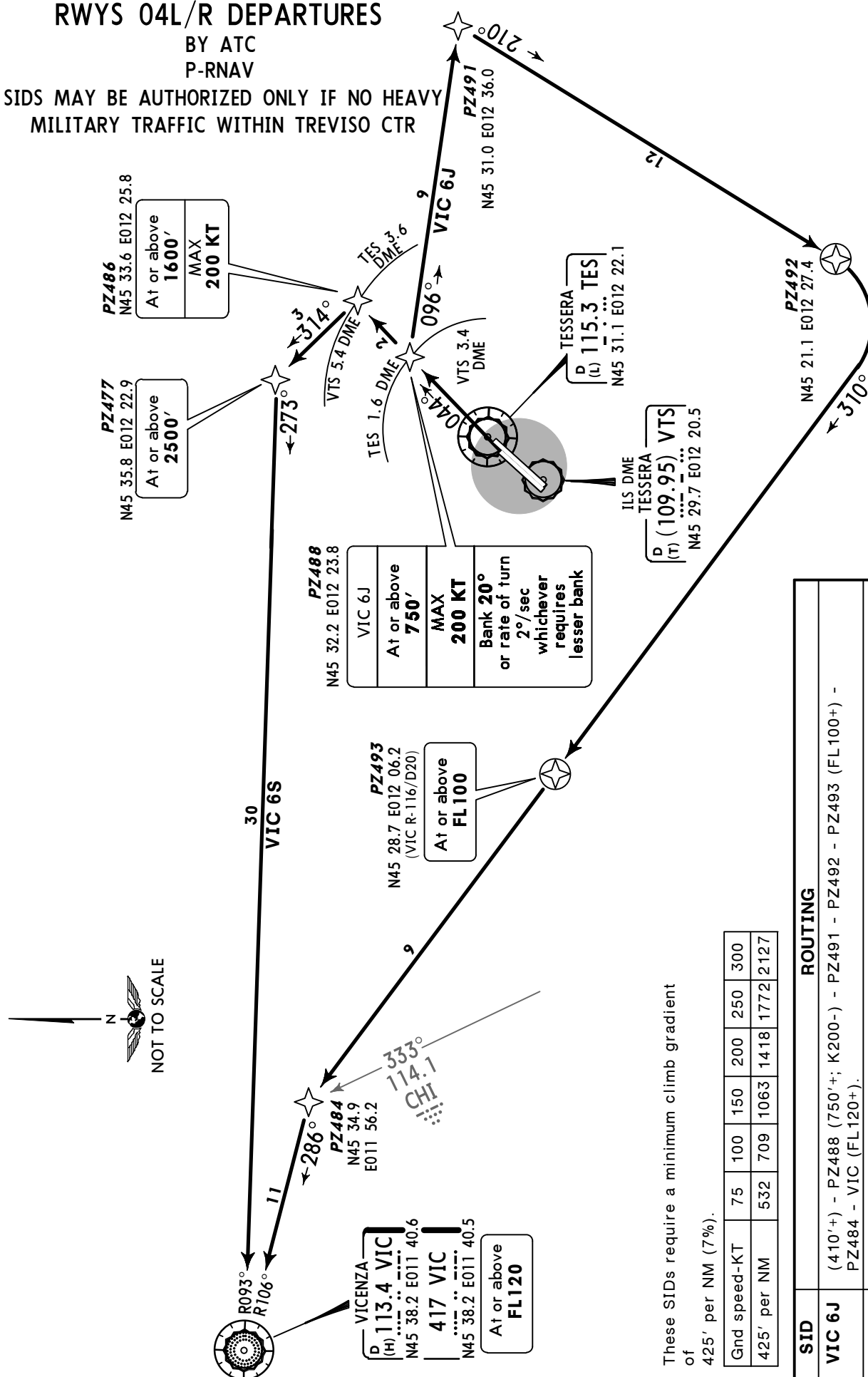
Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

SID	ROUTING
ROSKA 6X	(410'+) - PZ488 (750'+; K200-) - PZ489 (3400'+; K200-) - ROSKA (FL85+).
ROTAR 6X	(410'+) - PZ488 (750'+; K200-) - PZ489 (3400'+; K200-) - ROTAR (FL90+).

Trans level: By ATC Trans alt: 6000'
These SIDs are also noise abatement procedures.

BY ATC
P-RNAV

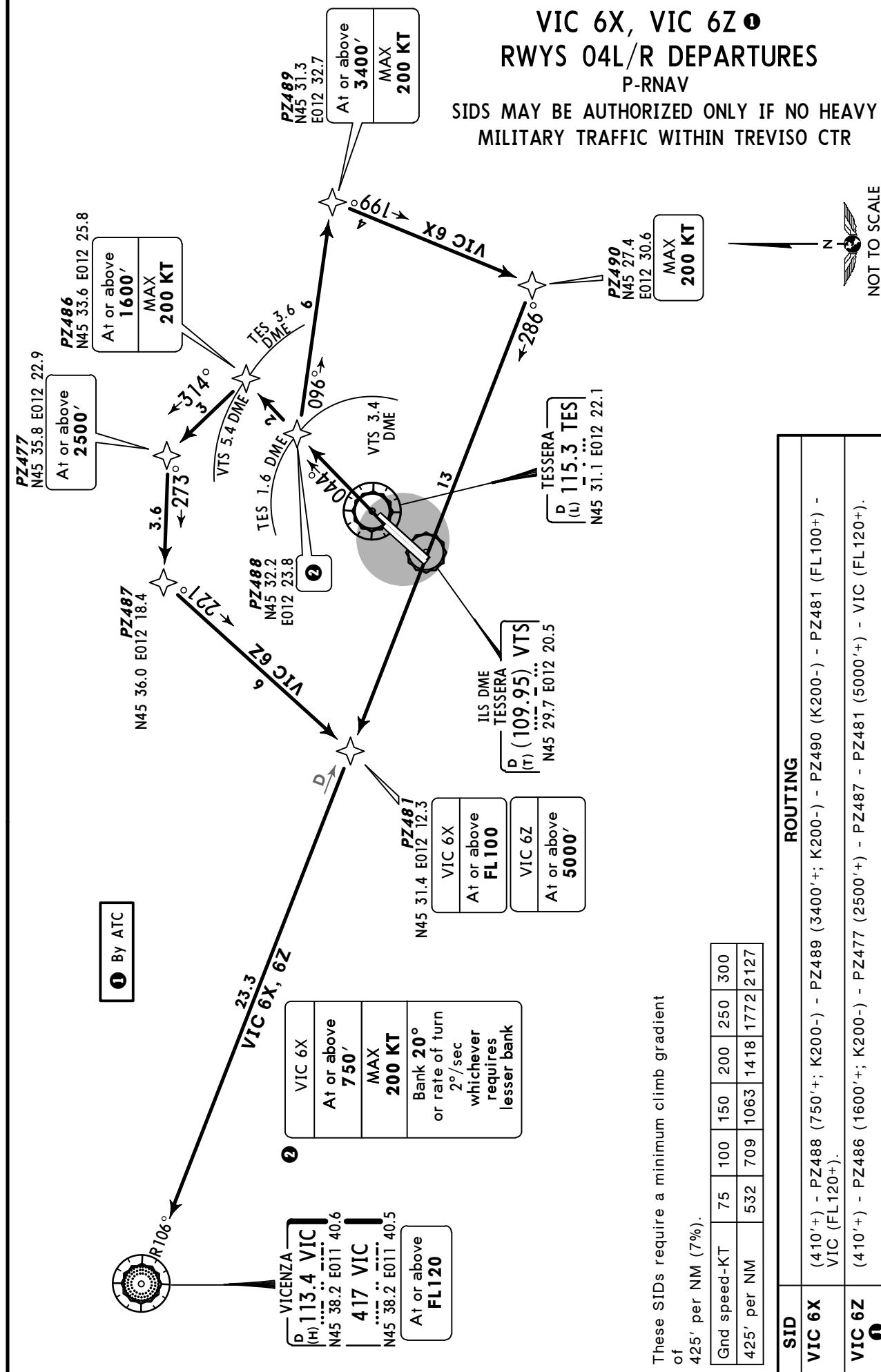
SIDS MAY BE AUTHORIZED ONLY IF NO HEAVY
MILITARY TRAFFIC WITHIN TREVISIO CTR /

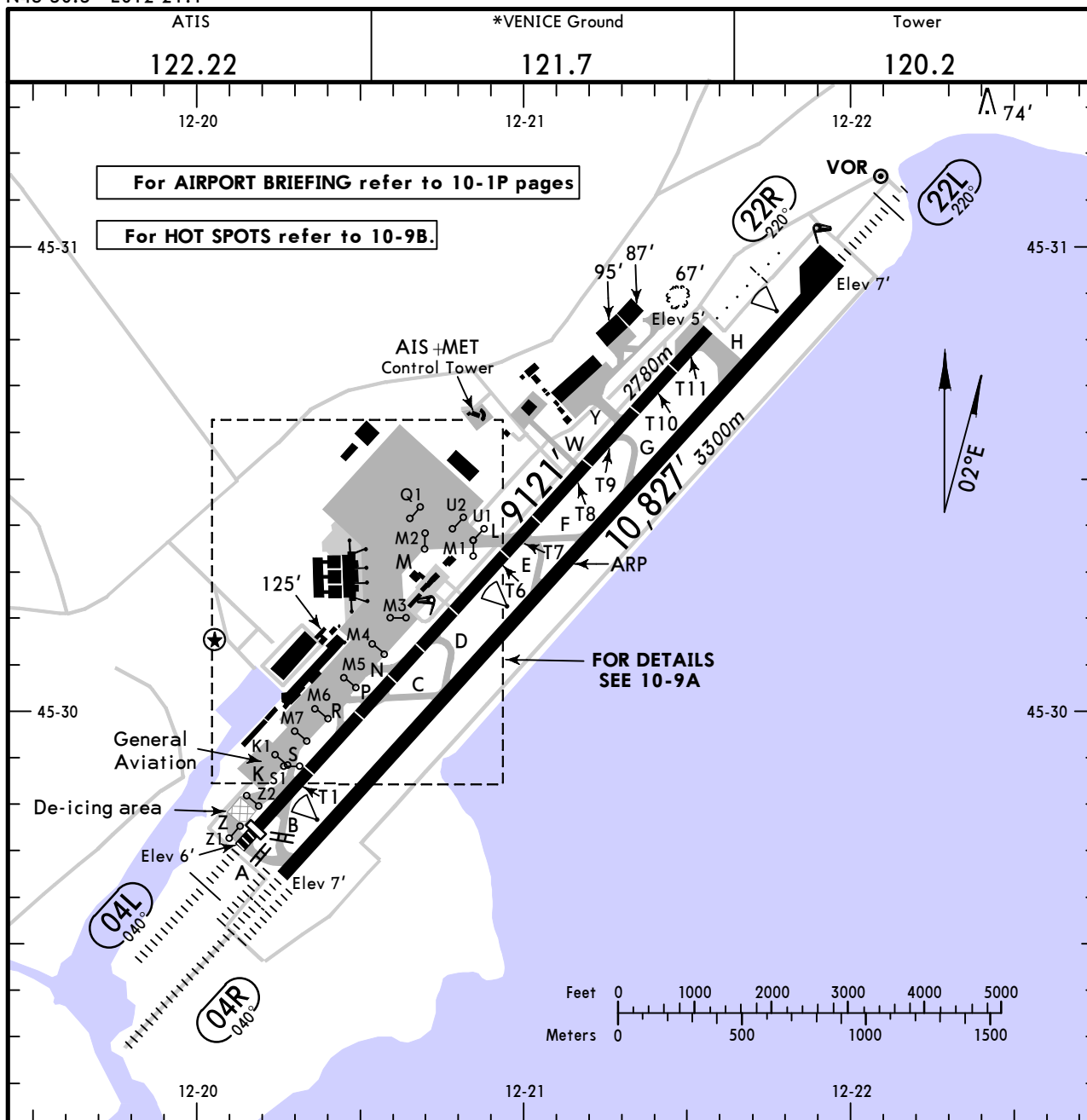


These SIDs require a minimum climb gradient of 425' per NM (7%).

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127

SID	ROUTING
VIC 6J	(410'+) - PZ488 (750'+; K200-) - PZ491 - PZ492 - PZ493 (FL100+) - PZ484 - VIC (FL120+).
VIC 6S	(410'+) - PZ486 (1600'+; K200-) - PZ477 (2500'+) - VIC (FL120+).

Apt Elev
7'Trans level: By ATC Trans alt: 6000'
These SIDs are also noise abatement procedures.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			WIDTH
		Threshold	Landing Beyond Glide Slope	Take-off	
04L ① 22R	HIRL (60m) HIALS PAPI-L (3.0°)	8812' 2686m			148' 45m
04R 22L	HIRL (60m) CL (7.5m) ALSF-II TDZ PAPI (3.0°) RVR		9830' 2996m	②	148' 45m
	HIRL (60m) CL (30m) HIALS PAPI (3.0°)				

① Normally used as taxiway.

② TAKE-OFF RUN AVAILABLE

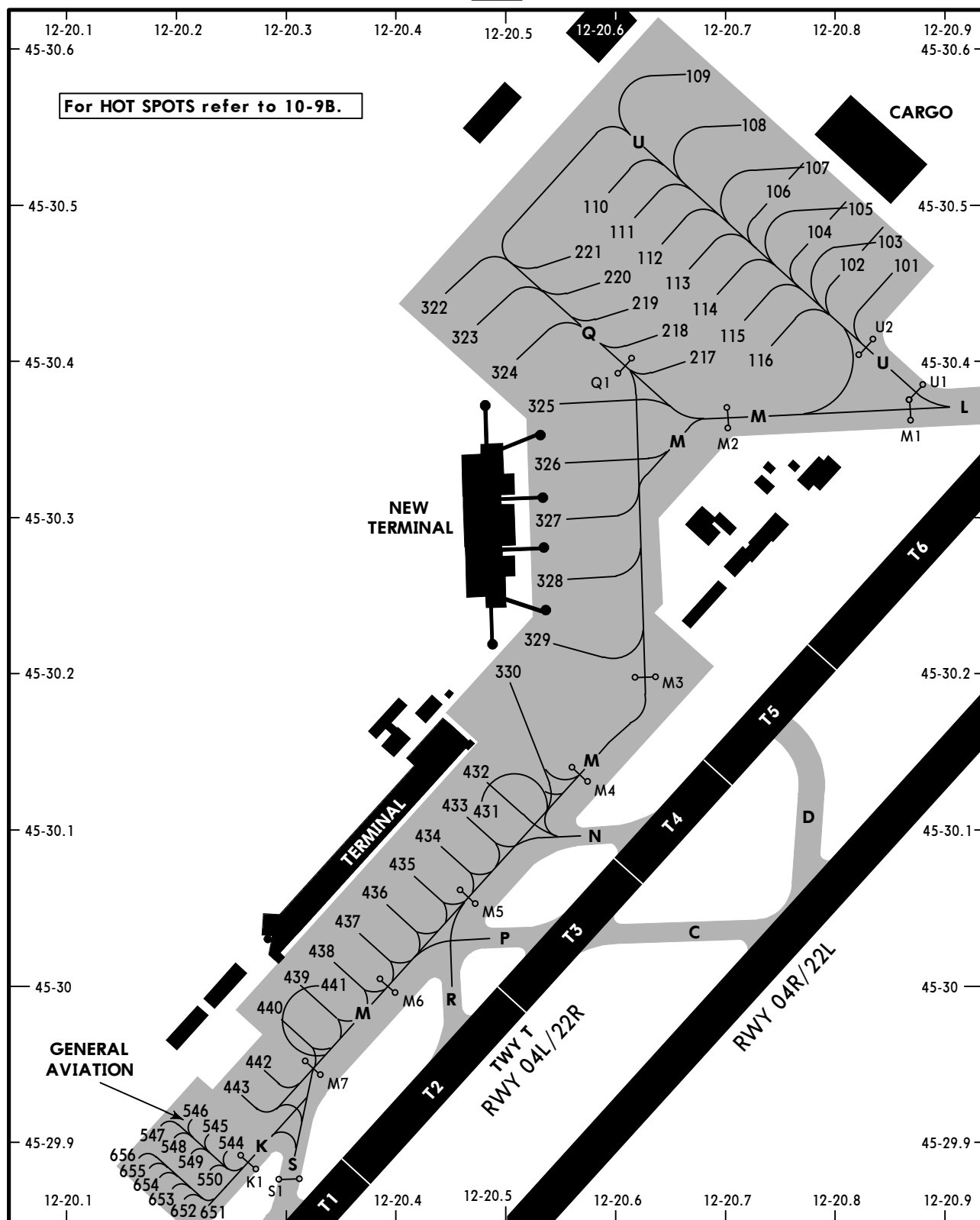
From rwy head 10,827' (3300m)
twy H int 8694' (2650m)

Standard

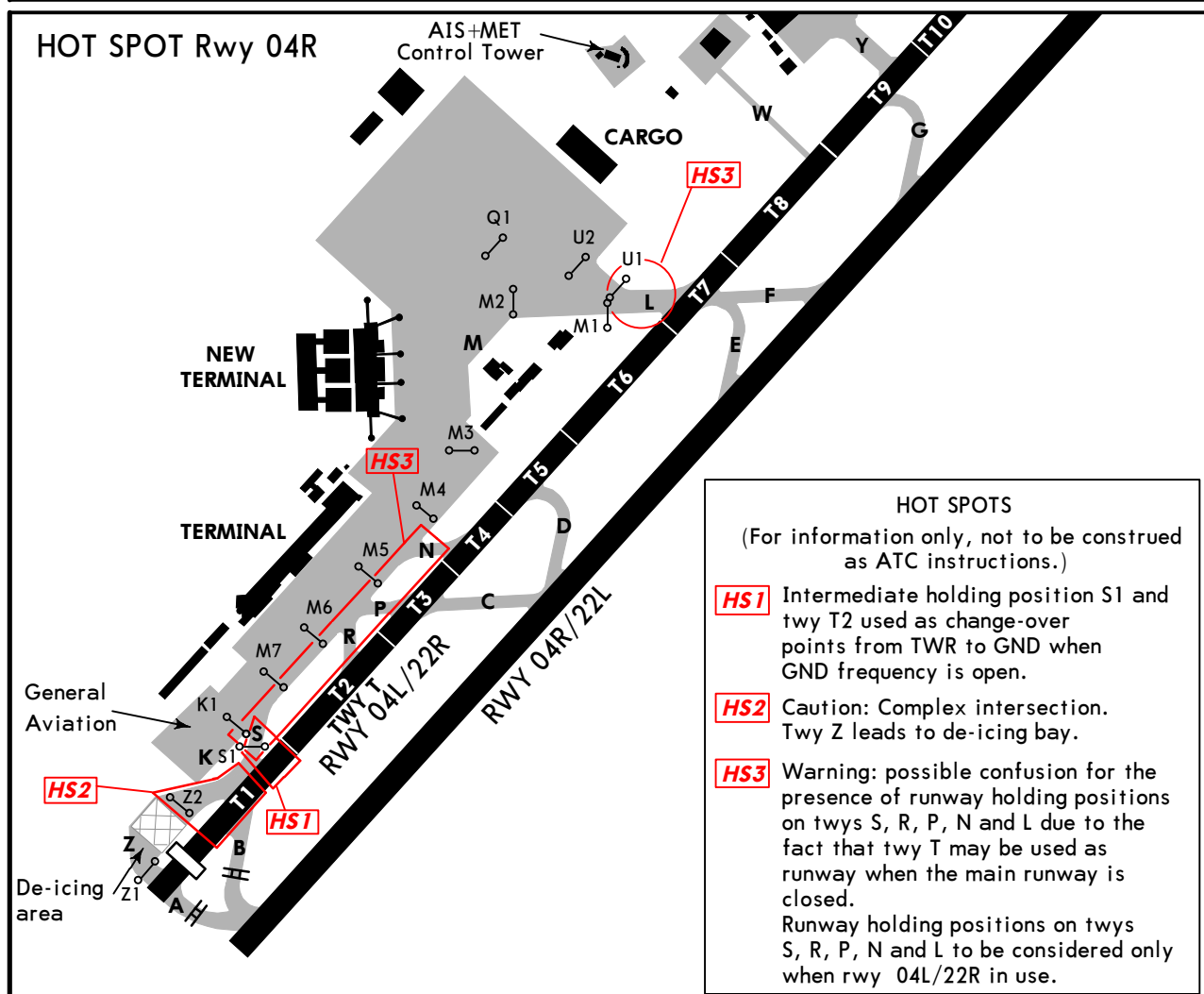
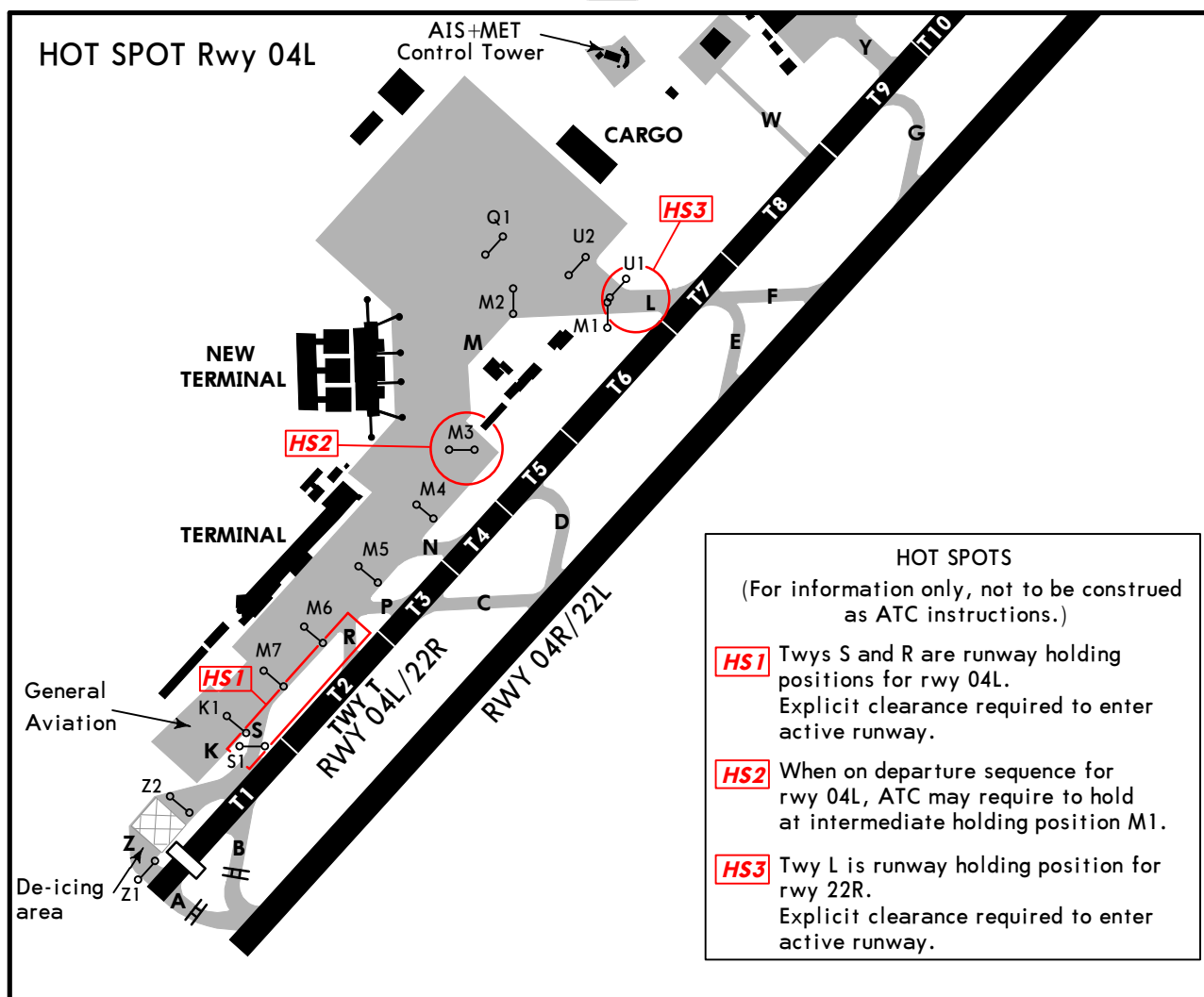
TAKE-OFF ①

	Rwy 04R/22L					Rwy 04L/22R
	LVP must be in Force					
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A						
B	125m	150m	200m	250m	400m	500m
C						
D	150m	200m	250m	300m		1100m

① Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.


INS COORDINATES

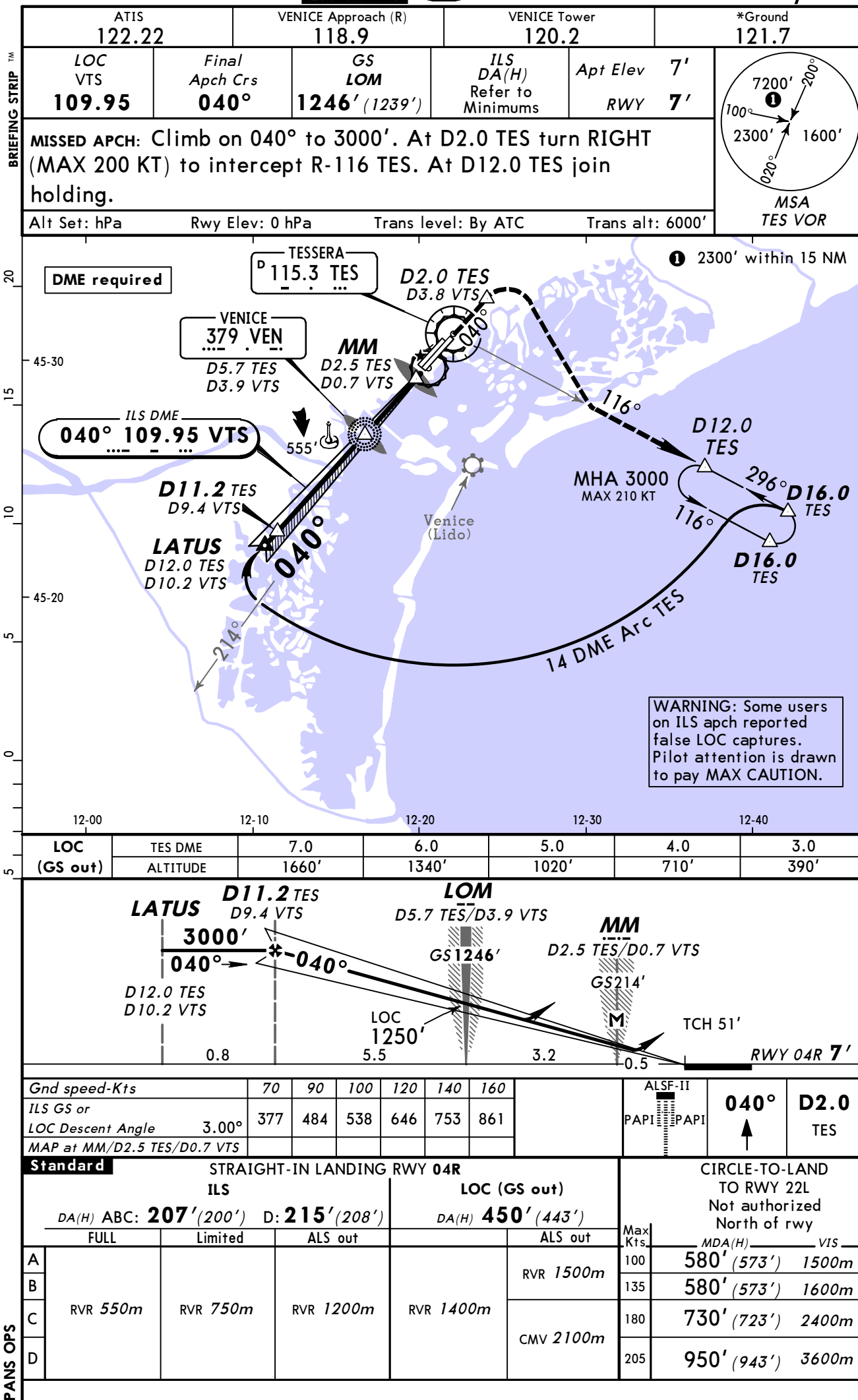
STAND No.	COORDINATES	STAND No.	COORDINATES
101 thru 105	N45 30.5 E012 20.8	326	N45 30.3 E012 20.5
106 thru 108	N45 30.5 E012 20.7	327	N45 30.3 E012 20.8
109	N45 30.6 E012 20.6	328 thru 330	N45 30.2 E012 20.5
110 thru 112	N45 30.5 E012 20.6	431, 432	N45 30.1 E012 20.5
113	N45 30.4 E012 20.6	433	N45 30.1 E012 20.4
114 thru 218	N45 30.4 E012 20.7	434 thru 437	N45 30.0 E012 20.4
219 thru 221	N45 30.4 E012 20.6	438, 439	N45 30.0 E012 20.3
322	N45 30.4 E012 20.4	440 thru 545	N45 29.9 E012 20.3
323	N45 30.4 E012 20.5	546, 547	N45 29.9 E012 20.2
324	N45 30.3 E012 20.5	548 thru 656	N45 29.8 E012 20.2
325	N45 30.3 E012 20.7		



LIPZ/VCE
TESSERA

12 OCT 12
Eff 18 Oct 11-1

VENICE, ITALY
ILS or LOC Z Rwy 04R



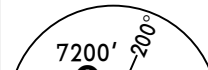
LIPZ/VCE
TESSERA

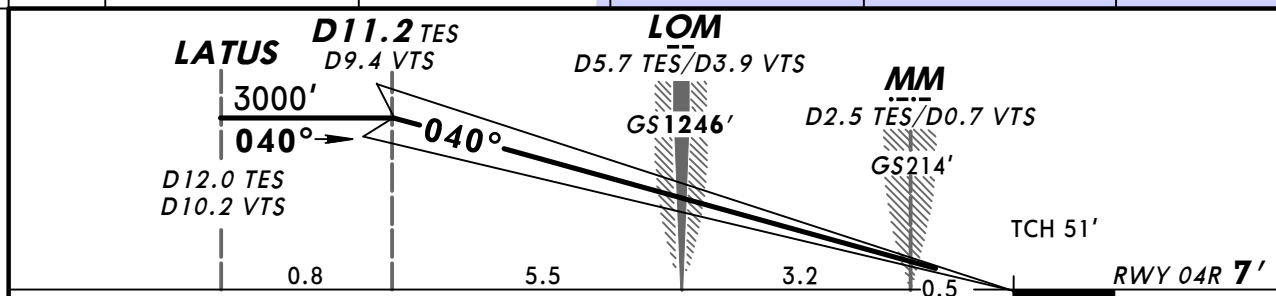
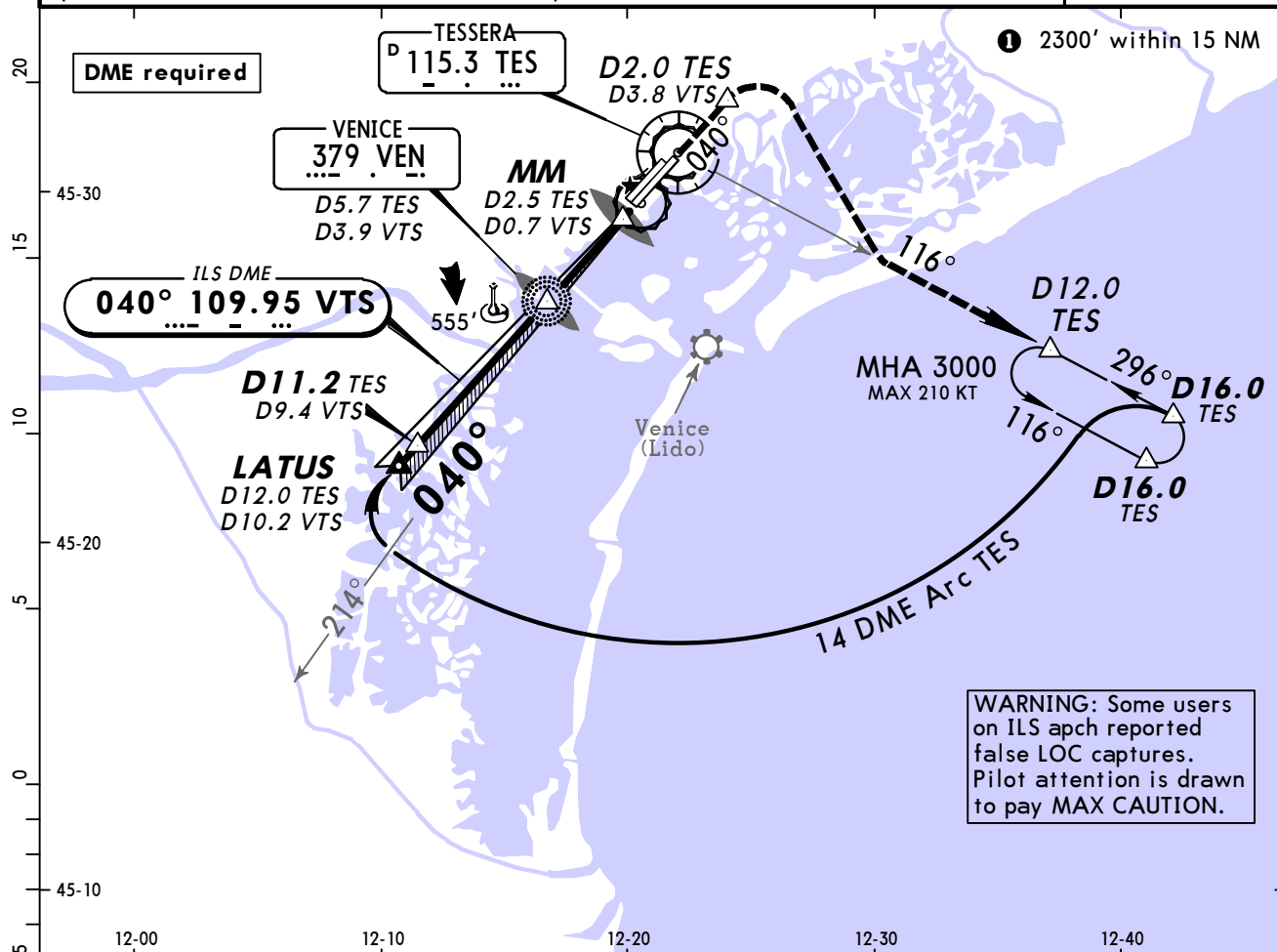
12 OCT 12
Eff 18 Oct

JEPPesen
11-1A

VENICE, ITALY
CAT II/III ILS Z Rwy 04R

BRIEFING STRIP™

ATIS 122.22		VENICE Approach (R) 118.9		VENICE Tower 120.2		*Ground 121.7	
LOC VTS 109.95	Final Apch Crs 040°	GS LOM 1246' (1239')	CAT II & IIIA ILS Refer to Minimums		Apt Elev RWY 7'		
MISSED APCH: Climb on 040° to 3000'. At D2.0 TES turn RIGHT (MAX 200 KT) to intercept R-116 TES. At D12.0 TES join holding.							
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000' Special Aircrew & Aircraft Certification Required.							



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI PAPI		040° ↑	D2.0 TES
GS	3.00°	377	484	538	646	753				

Standard		STRAIGHT-IN LANDING RWY 04R	
CAT IIIA ILS		CAT II ILS	
DH 50'		RA 102' DA(H) 107' (100')	
RVR 200m		RVR 300m I	

I Operators applying U.S. Ops Specs: Autoland or HUD required below 350m.

CHANGES: Missed approach.

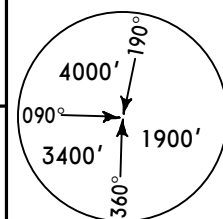
© JEPPESEN, 2010, 2012. ALL RIGHTS RESERVED.

LIPZ/VCE
TESSERA

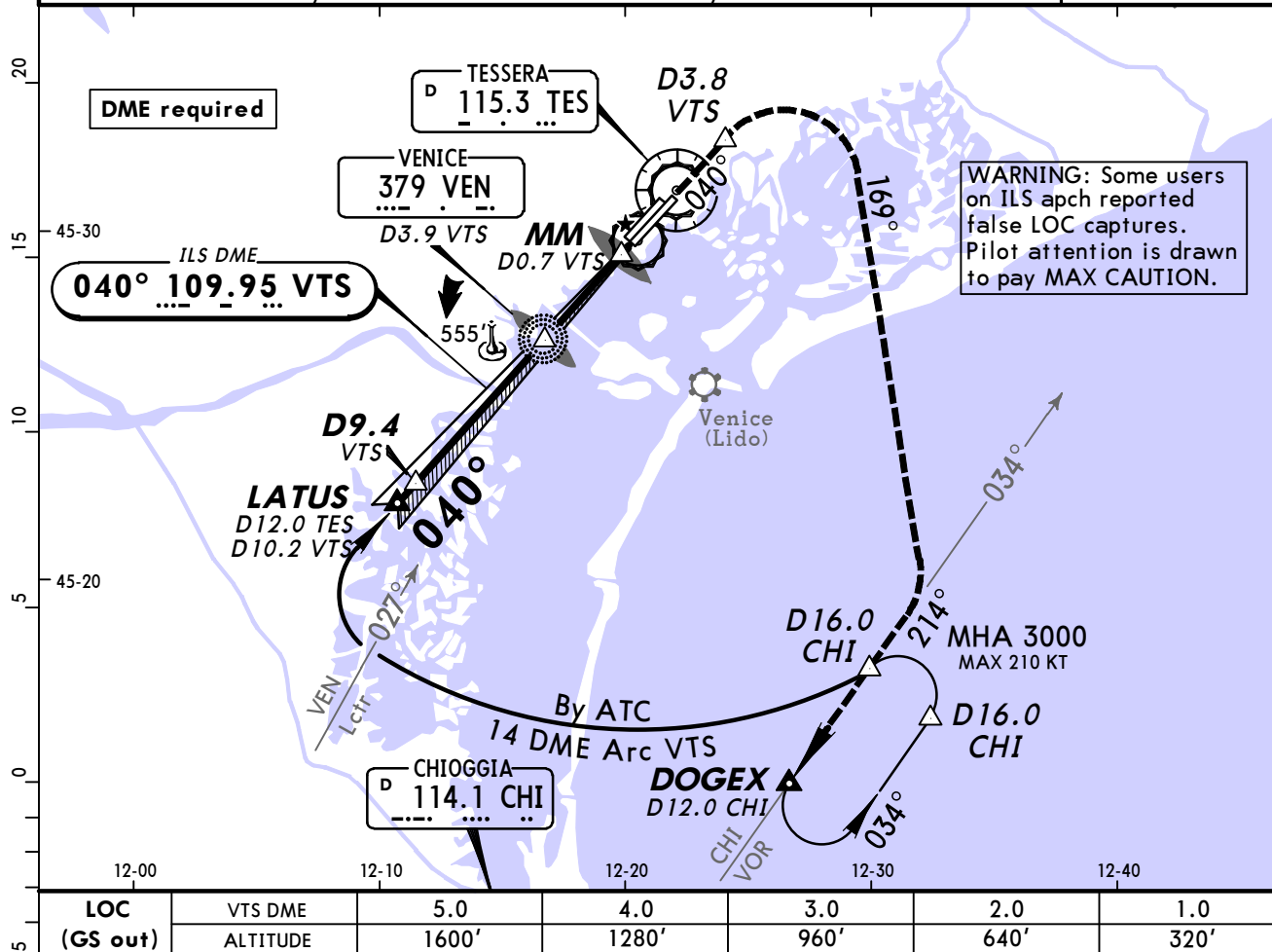
JEPPesen
12 OCT 12
Eff 18 Oct (11-2)

VENICE, ITALY
ILS or LOC Y Rwy 04R

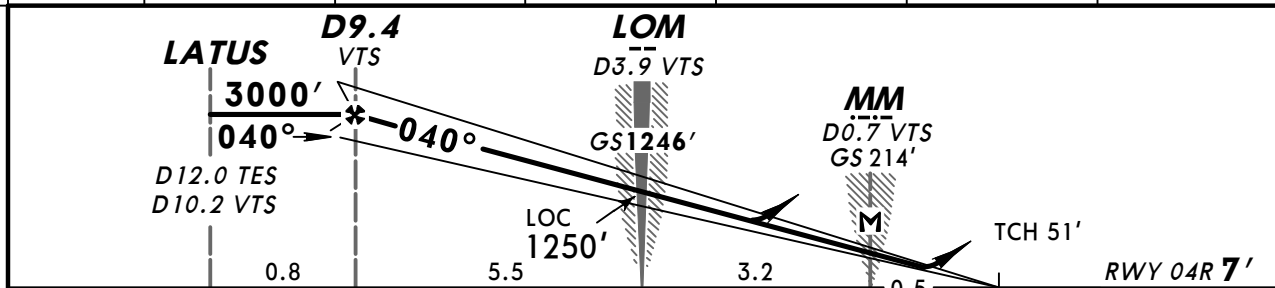
ATIS 122.22	VENICE Approach (R) 118.9	VENICE Tower 120.2	*Ground 121.7
LOC VTS 109.95	Final Apch Crs 040°	GS LOM 1246' (1239')	ILS DA(H) Refer to Minimums
MISSED APCH: Climb on 040° to 3000'. At D3.8 VTS turn RIGHT (MAX 185 KT) onto 169° to intercept R-034 inbound CHI VOR and join holding.			Apt Elev 7' RWY 7'
Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 6000'



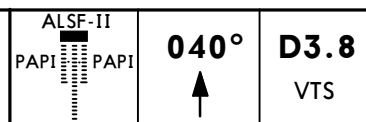
MSA VEN Lctr



LOC (GS out)	VTS DME	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	1600'	1280'	960'	640'	320'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	377	484	538	646	753	861
MAP at MM/D0.7 VTS						



STRAIGHT-IN LANDING RWY 04R				CIRCLE-TO-LAND TO RWY 22L	
ILS		LOC (GS out)		Not authorized North of rwy	
DA(H) ABC: 207' (200') D: 215' (208')		DA(H) 450' (443')		Max Kts. MDA(H) VTS	
FULL	Limited	ALS out	ALS out	100	580' (573') 1500m
A				135	580' (573') 1600m
B				180	730' (723') 2400m
C	RVR 550m	RVR 750m	RVR 1200m	205	950' (943') 3600m
D					

CHANGES: Missed approach.

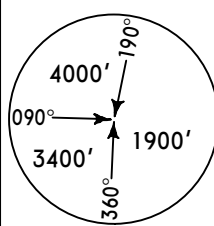
© JEPPESEN, 2010, 2012. ALL RIGHTS RESERVED.

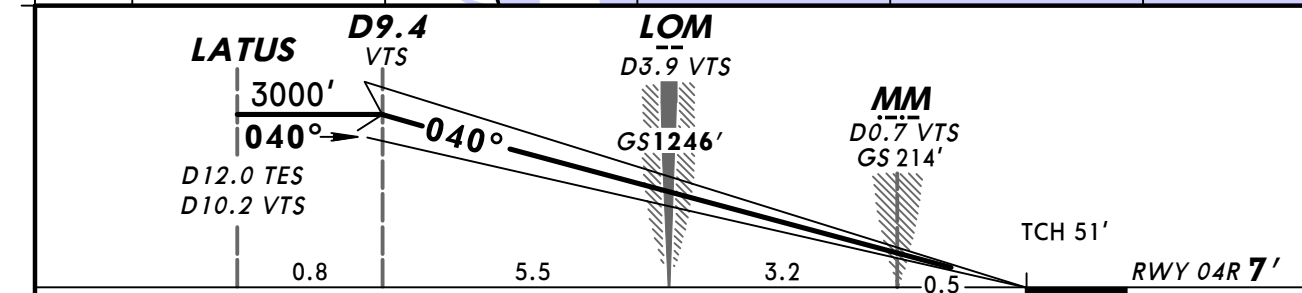
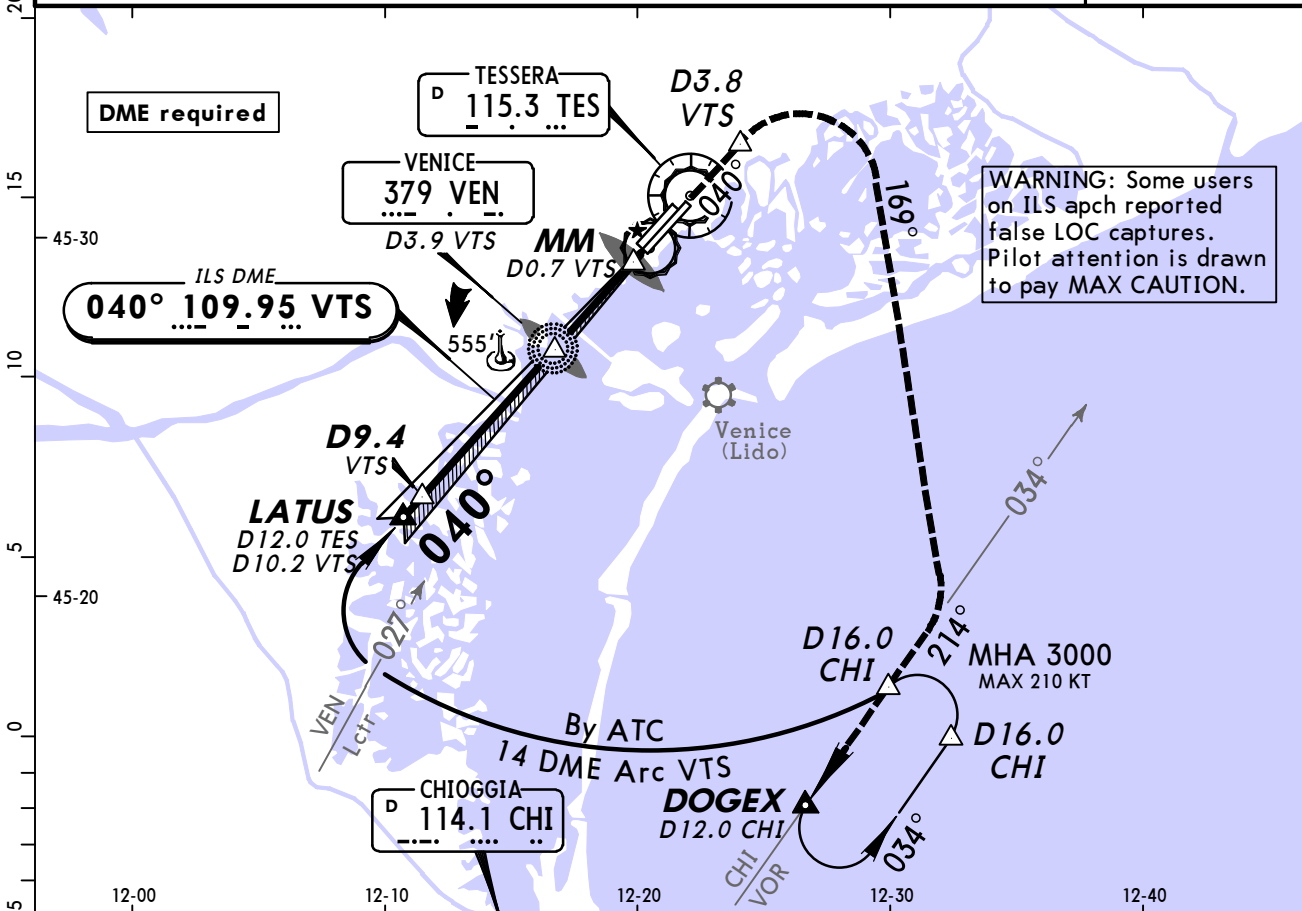
LIPZ/VCE
TESSERA

12 OCT 12
Eff 18 Oct

11-2A

VENICE, ITALY
CAT II/III ILS Y Rwy 04R

BRIEFING STRIP TM	ATIS 122.22		VENICE Approach (R) 118.9		VENICE Tower 120.2		*Ground 121.7	
	LOC VTS 109.95	Final Apch Crs 040°	GS LOM 1246' (1239')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 7' RWY 7'			
	MISSED APCH: Climb on 040° to 3000'. At D3.8 VTS turn RIGHT (MAX 185 KT) onto 169° to intercept R-034 inbound CHI VOR and join holding.							
	Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000'							
	Special Aircrew & Aircraft Certification Required.					MSA VEN Lctr		



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861

ALSII-II	040°	D3.8
PAPI	↑	VTS

Standard		STRAIGHT-IN LANDING RWY 04R	
CAT IIIA ILS		CAT II ILS	
DH 50'		RA 102' DA(H) 107'(100')	
RVR 200m		RVR 300m I	

I Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

CHANGES: Missed approach.

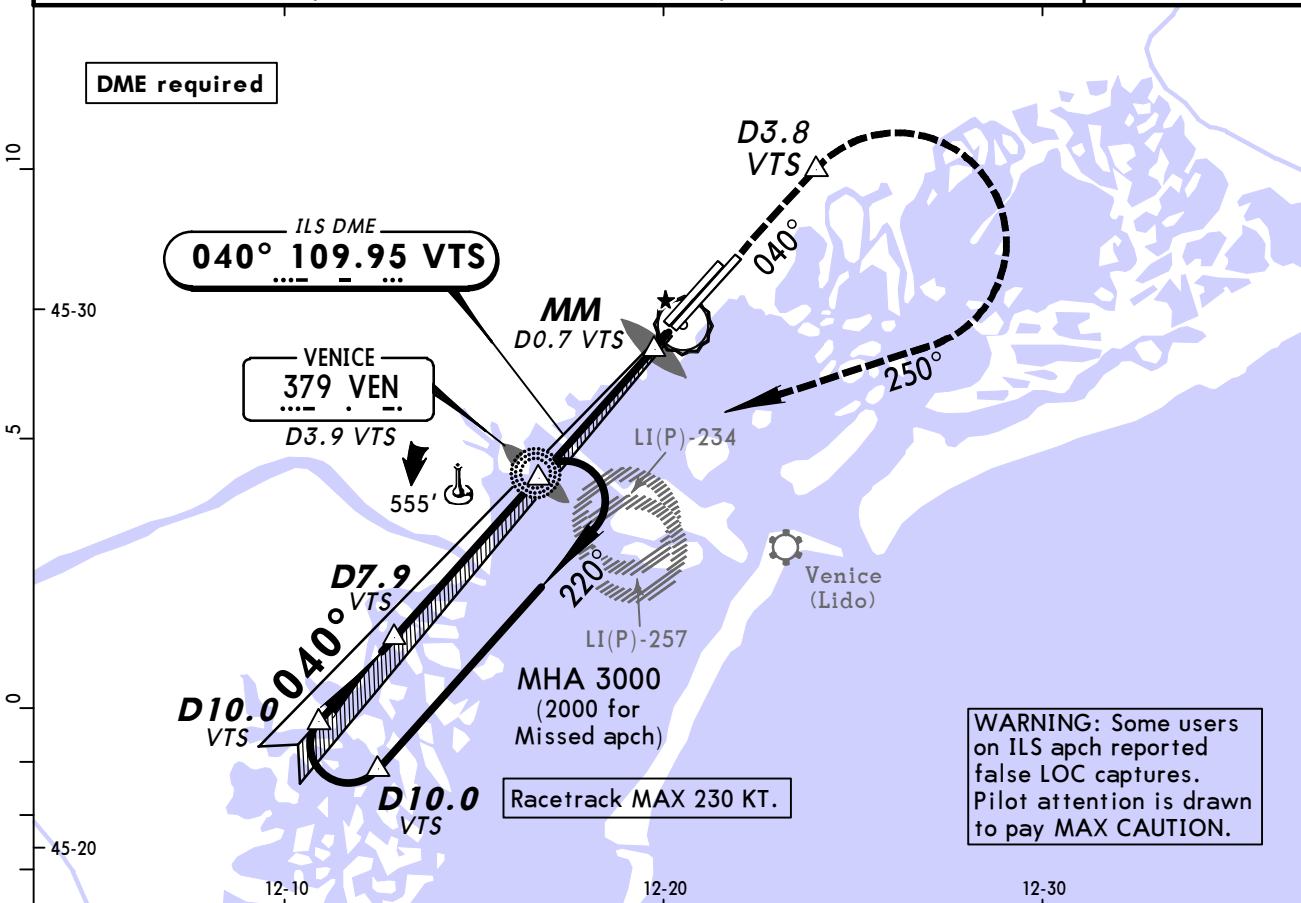
© JEPPESEN, 2010, 2012. ALL RIGHTS RESERVED.

LIPZ/VCE
TESSERA

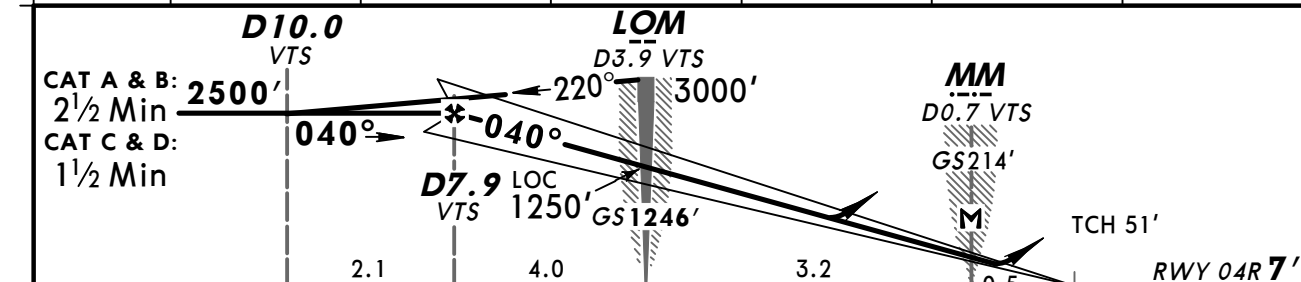
JEPPESEN
16 MAR 12 (11-3)

VENICE, ITALY
ILS or LOC X Rwy 04R

ATIS 122.22		VENICE Approach (R) 118.9		VENICE Tower 120.2		*Ground 121.7
LOC VTS 109.95	Final Apch Crs 040°	GS LOM 1246' (1239')	ILS DA(H) Refer to Minimums	Apt Elev 7'	RWY 7'	
MISSED APCH: Climb on 040° to 2000'. At D3.8 VTS turn RIGHT (MAX 185 KT) onto 250° to Lctr.						
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: By ATC		MSA VEN Lctr



LOC (GS out)	VTS DME	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	1600'	1280'	960'	640'	320'



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II		PAPI		040°		D3.8 VTS	
ILS GS or														
LOC Descent Angle 3.00°	377	484	538	646	753	861								
MAP at MM/D0.7 VTS														

STRAIGHT-IN LANDING RWY 04R						CIRCLE-TO-LAND TO RWY 22L Not authorized North of rwy			
ILS			LOC (GS out)						
DA(H) ABC: 207' (200') D: 215' (208')			DA(H) 450' (443')						
FULL		Limited	ALS out	ALS out		Max Kts	MDA(H)	VTS	
A						100	580' (573')	1500m	
B						135	580' (573')	1600m	
C	RVR 550m	RVR 750m	RVR 1200m	RVR 1400m	RVR 1500m	180	730' (723')	2400m	
D					CMV 2100m	205	950' (943')	3600m	

CHANGES: Minimums.

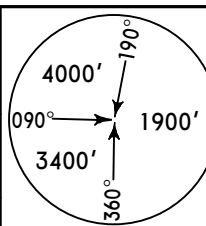
© JEPPESEN, 2010, 2012. ALL RIGHTS RESERVED.

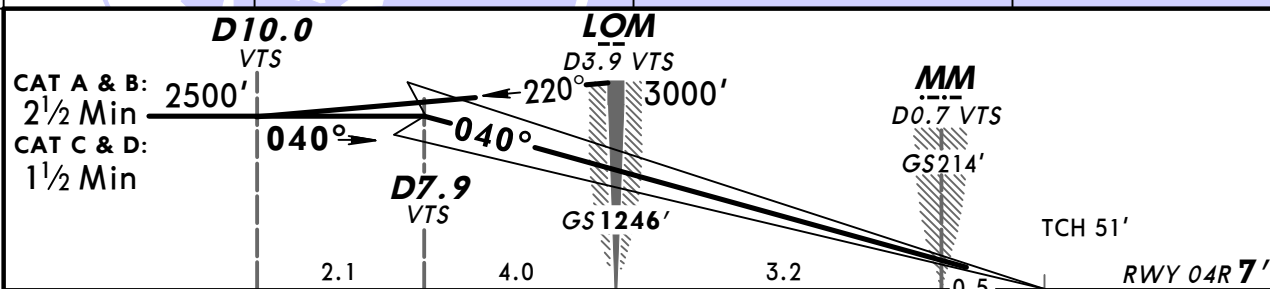
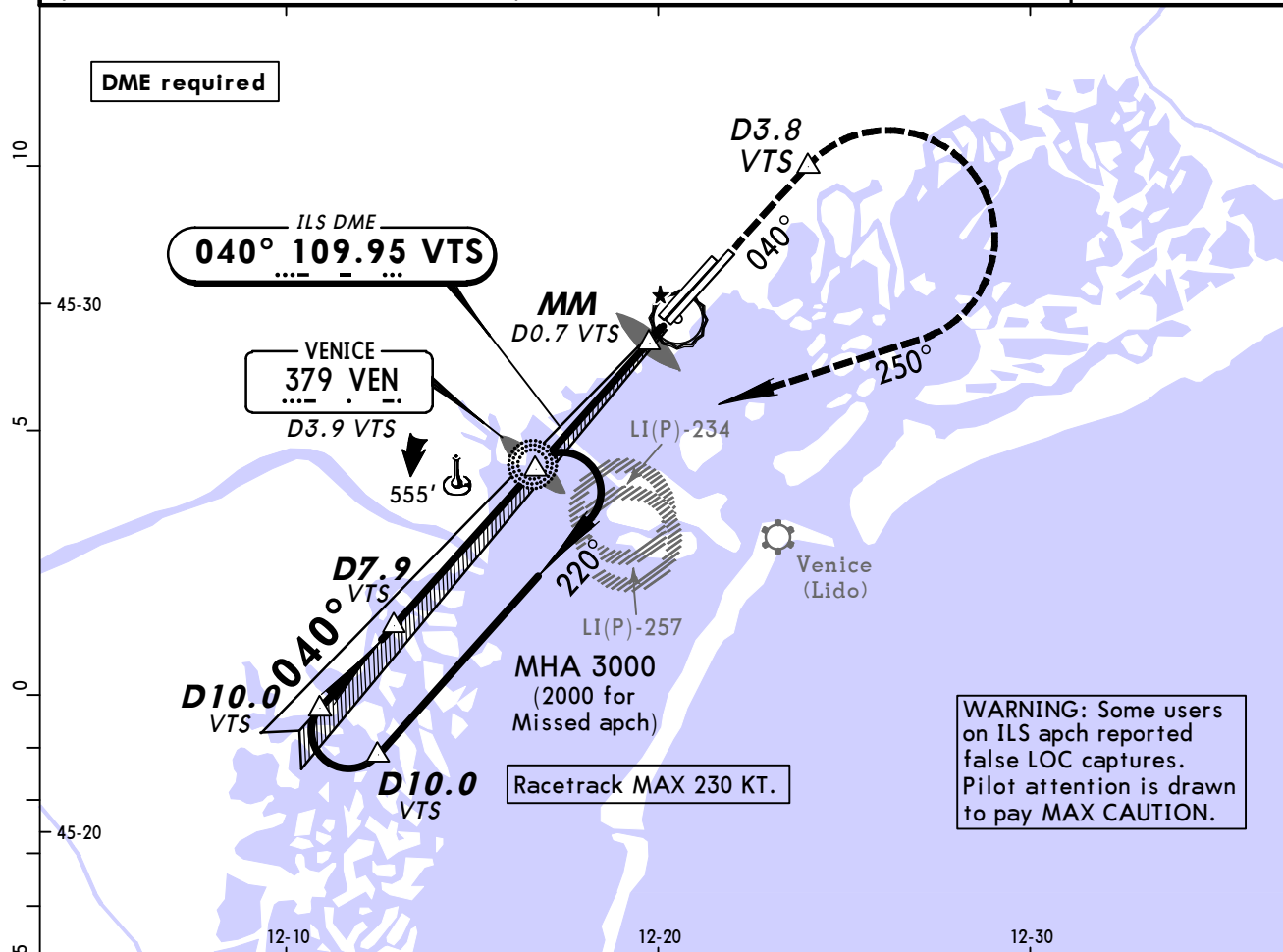
LIPZ/VCE
TESSERA

16 MAR 12 **JEPPESEN** 11-3A

VENICE, ITALY
CAT II/III ILS X Rwy 04R

BRIEFING STRIP

ATIS 122.22		VENICE Approach (R) 118.9		VENICE Tower 120.2		*Ground 121.7	
LOC VTS 109.95	Final Apch Crs 040°	GS LOM 1246' (1239')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 7'	RWY 7'		
MISSED APCH: Climb on 040° to 2000'. At D3.8 VTS turn RIGHT (MAX 185 KT) onto 250° to Lctr.							
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: By ATC		Trans alt: 6000'	
Special Aircrew & Acft Certification Required.							
MSA VEN Lctr							



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861

ALSIF-II	040°	D3.8
PAPI PAPI	↑	VTS

Standard		STRAIGHT-IN LANDING RWY 04R	
CAT IIIA ILS		CAT II ILS	
DH 50'		ABCD RA 102' DA(H) 107' (100')	
RVR 200m		RVR 300m ■	

■ Operators applying U.S. Ops Specs: Autoland or HUD required below 350m.

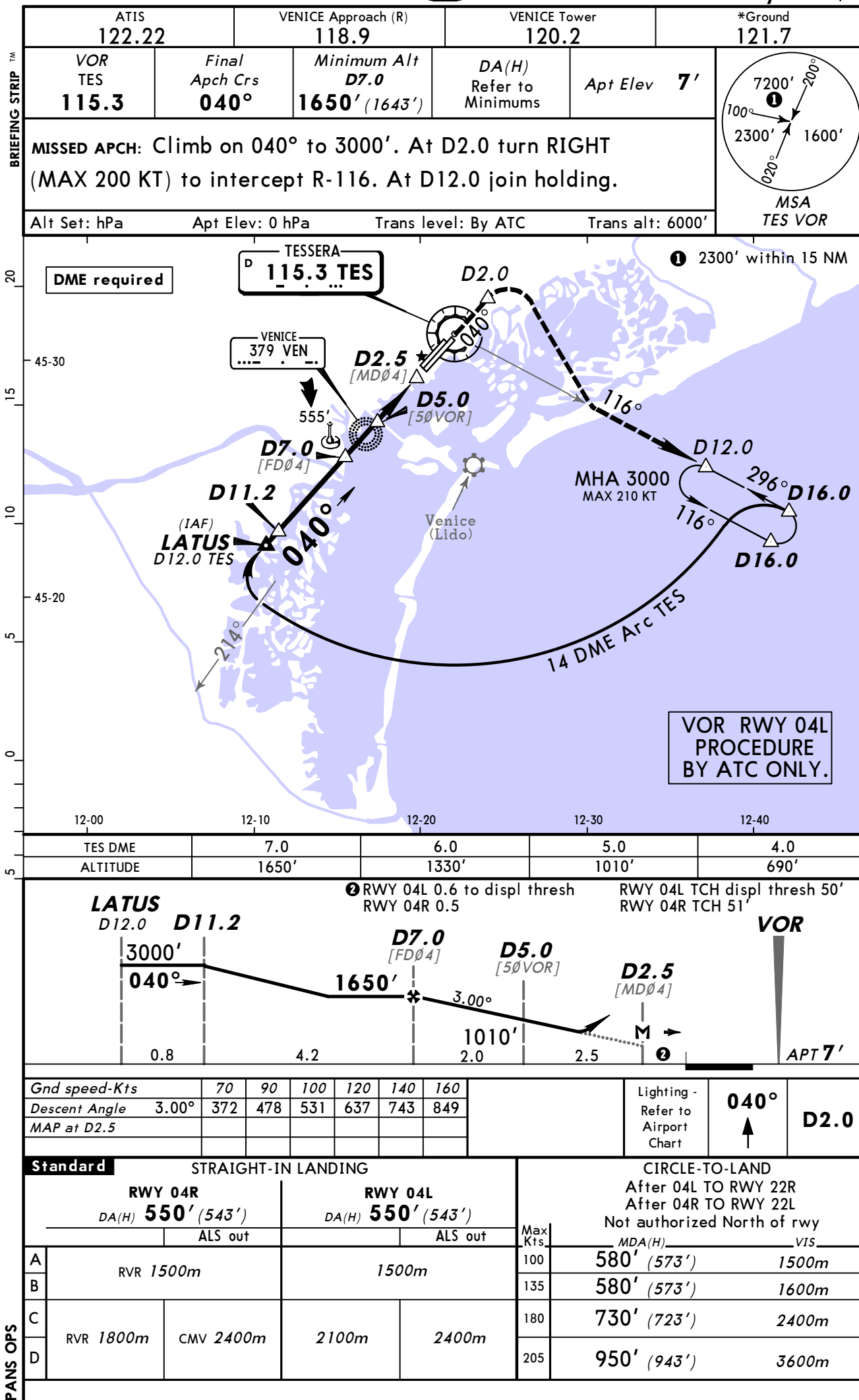
CHANGES: Minimums.

© JEPPESEN, 2010, 2012. ALL RIGHTS RESERVED.

LIPZ/VCE
TESSERA

JEPPESSEN
12 OCT 12 (13-1) Eff 18 Oct

VENICE, ITALY
VOR Rwy 04L/R



LIPZ/VCE
TESSERA

12 OCT 12

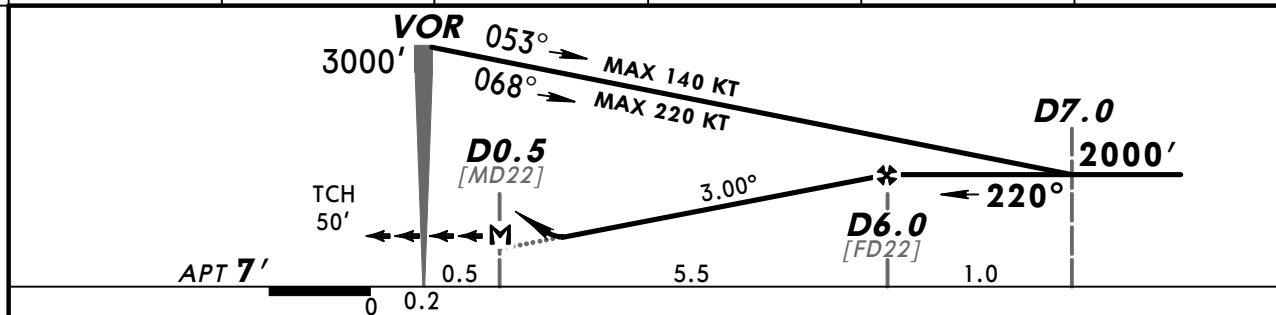
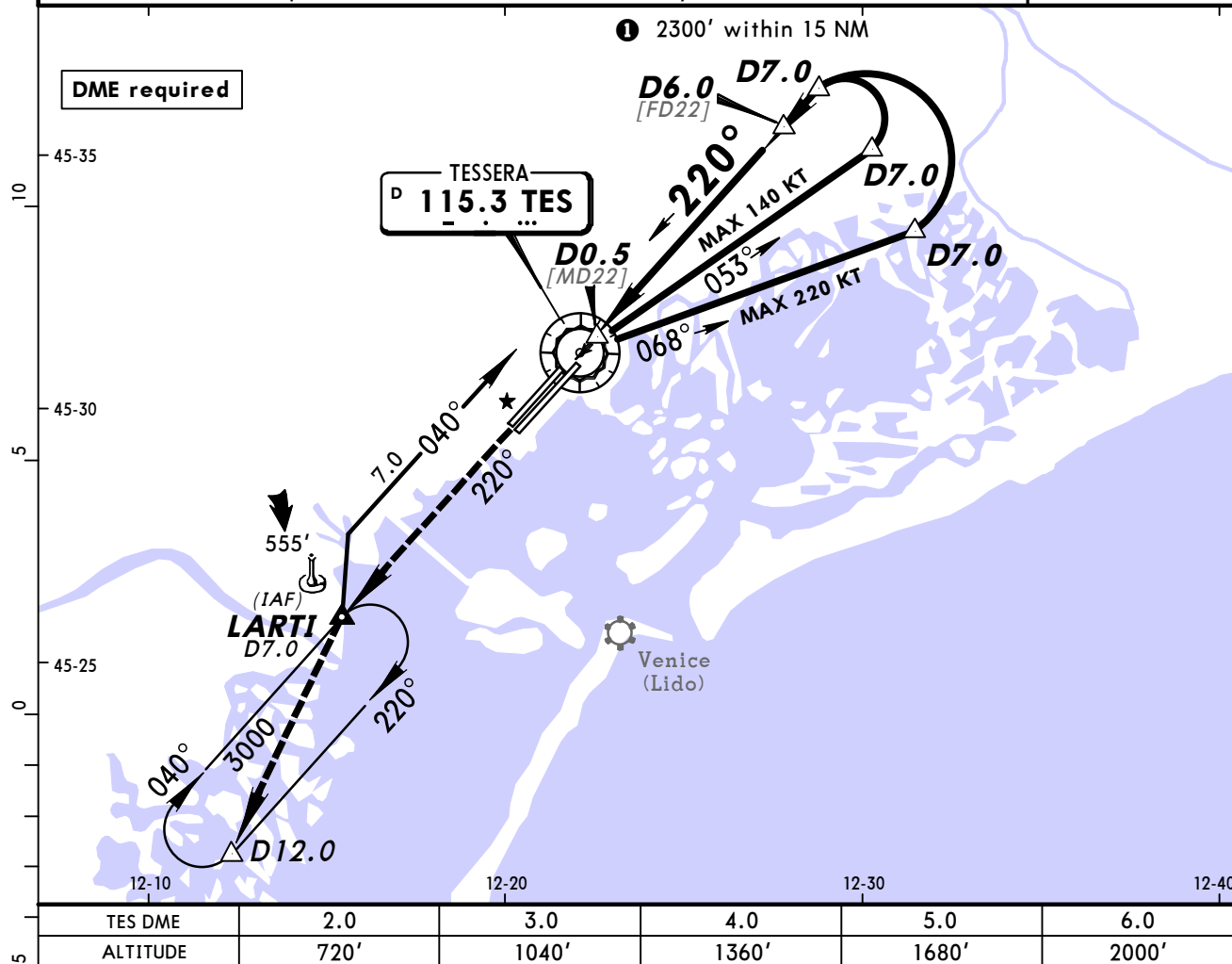
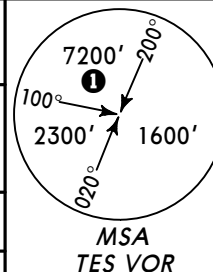
13-2

Eff 18 Oct

VENICE, ITALY
VOR Rwy 22L

BRIEFING STRIP

ATIS 122.22	VENICE Approach (R) 118.9	VENICE Tower 120.2	*Ground 121.7
VOR TES 115.3	Final Apch Crs 220°	Minimum Alt D6.0 2000' (1993')	DA(H) Refer to Minimums Apt Elev 7'
MISSED APCH: Climb on R-220 to 3000' to join LARTI holding.			
Alt Set: hPa	Apt Elev: 0 hPa	Trans level: By ATC	Trans alt: 6000'



Gnd speed-Kts	70	90	100	120	140	160		HIALS	3000'	TES	LARTI
Descent Angle	3.00°	372	478	531	637	743	849	PAPI	↑	on 115.3	
MAP at D0.5								PAPI		R-220	

Standard				CIRCLE-TO-LAND TO RWY 04R			
Missed apch climb gradient mim 3.5%		Missed apch climb gradient mim 2.5%		Not authorized North of rwy			
DA(H) 430' (423')		DA(H) 1060' (1053')					
ALS out		ALS out		Max Kts	MDA(H)	VIS	
A	RVR 1500m		RVR 1500m	100	1060' (1053')	1500m	
B				135	1060' (1053')	1600m	
C	RVR 1800m	RVR 2000m	CMV 2400m	180	1060' (1053')	2400m	
D				205	1060' (1053')	3600m	

PANS OPS

CHANGES: None.

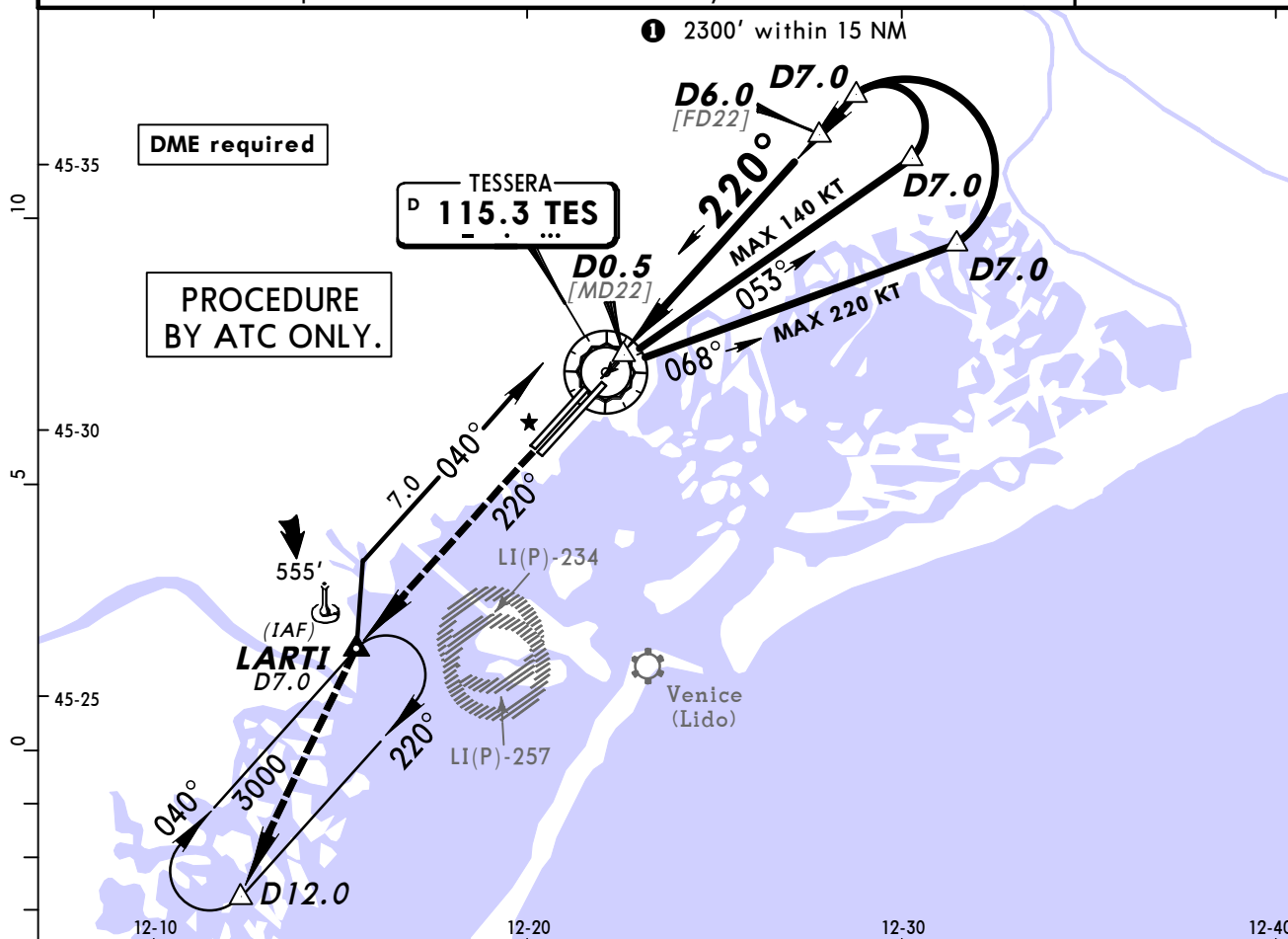
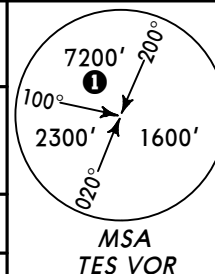
© JEPPESEN, 2000, 2010. ALL RIGHTS RESERVED.

LIPZ/VCE
TESSERA

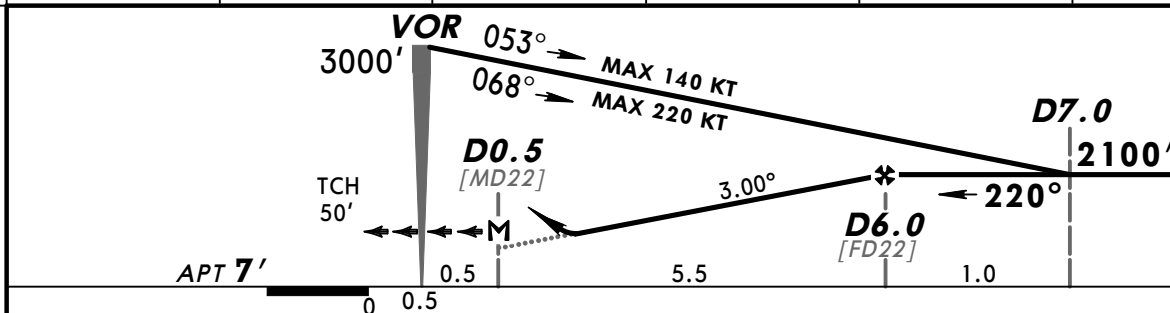
JEPPESSEN
16 MAR 12 (13-3)

VENICE, ITALY
VOR Rwy 22R

ATIS 122.22	VENICE Approach (R) 118.9	VENICE Tower 120.2	*Ground 121.7
VOR TES 115.3	Final Apch Crs 220°	Minimum Alt D6.0 2100' (2093')	DA(H) Refer to Minimums Apt Elev 7'
MISSED APCH: Climb on R-220 to 3000' to join LARTI holding.			
Alt Set: hPa	Apt Elev: 0 hPa	Trans level: By ATC	Trans alt: 6000'



TES DME	2.0	3.0	4.0	5.0	6.0
ALTITUDE	820'	1140'	1460'	1780'	2100'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	3000'	TES on 115.3 R-220	LARTI
Descent Angle	3.00°	372	478	531	637	743				
MAP at D0.5										

Standard STRAIGHT-IN LANDING RWY22R				CIRCLE-TO-LAND TO RWY 04L		
Missed apch climb gradient mim 3.5%		Missed apch climb gradient mim 2.5%		Not authorized North of rwy		
DA(H) 430' (423')		DA(H) 1060' (1053')		Max Kts	MDA(H)	VIS
ALS out		ALS out		100	1060' (1053')	1500m
A	1500m		1500m	135	1060' (1053')	1600m
B	1500m		1500m	180	1060' (1053')	2400m
C	1600m	2000m	2400m	205	1060' (1053')	3600m
D	1600m		2400m			

CHANGES: Recommended altitudes.

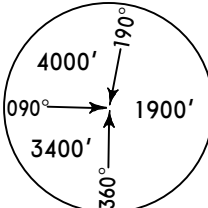
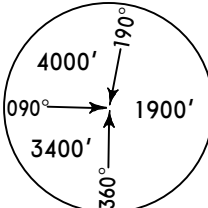
© JEPPESSEN, 2007, 2012. ALL RIGHTS RESERVED.

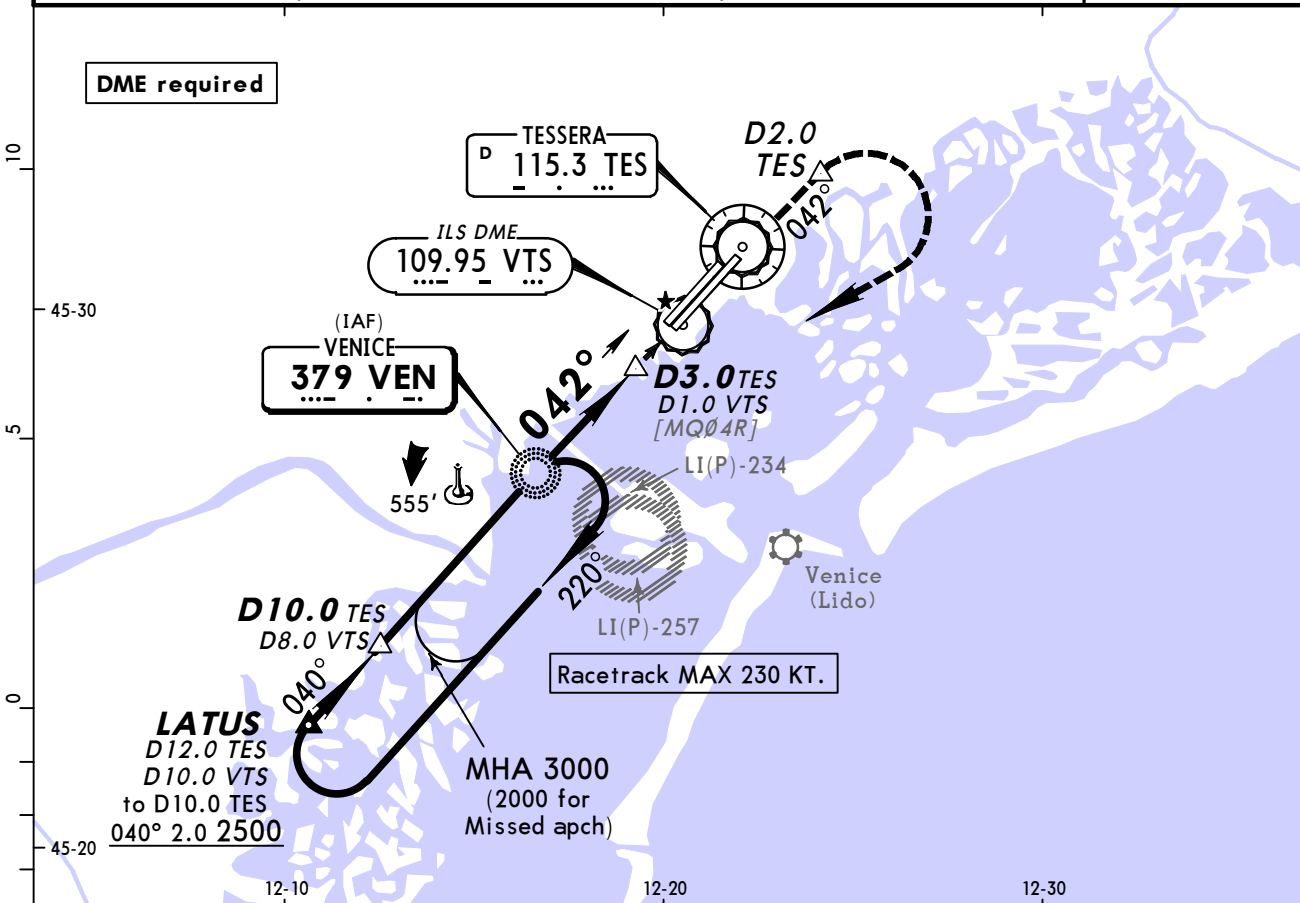
LIPZ/VCE
TESSERA

JEPPESEN
16 MAR 12 (16-1)

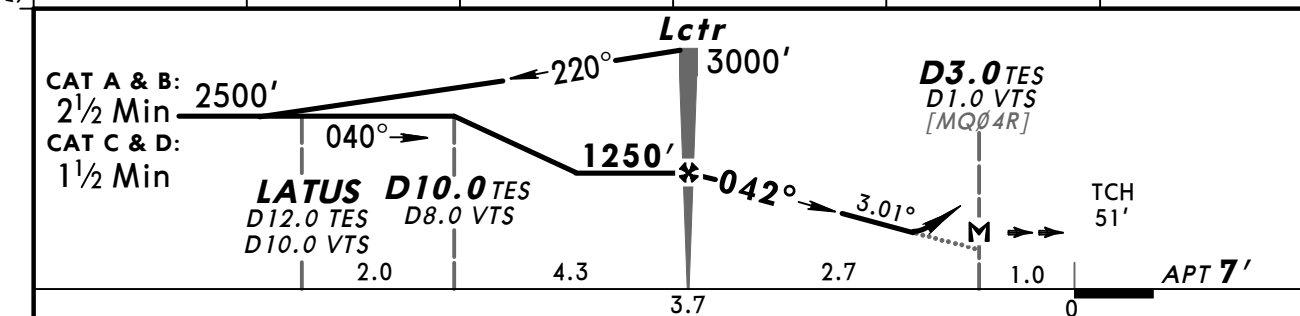
VENICE, ITALY
NDB Rwy 04R

BRIEFING STRIP

ATIS 122.22		VENICE Approach (R) 118.9		VENICE Tower 120.2		*Ground 121.7	
Lctr VEN 379	Final Apch Crs 042°	Minimum Alt Lctr 1250' (1243')	DA(H) 530' (523')	Apt Elev 7'			
MISSED APCH: Climb on 042° to 2000'. At D2.0 TES turn RIGHT (MAX 200 KT) to Lctr.							
Alt Set: hPa		Apt Elev: 0 hPa		Trans level: By ATC		Trans alt: 6000'	
MSA VEN Lctr							



TES DME	8.0	7.0	6.0	5.0	4.0
ALTITUDE	1970'	1650'	1330'	1010'	690'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	3.01°	373	479	532	639	745
MAP at D3.0 TES/D1.0 VTS						

Standard		STRAIGHT-IN LANDING RWY 04R		CIRCLE-TO-LAND TO RWY 22L Not authorized North of rwy	
DA(H) 550' (543')		ALS out		Max Kts	MDA(H) VTS
A	RVR 1800m	CMV 2500m		100	580' (573') 1500m
B				135	580' (573') 1600m
C				180	730' (723') 2400m
D				205	950' (943') 3600m

CHANGES: Minimums.

© JEPPESEN, 2010, 2012. ALL RIGHTS RESERVED.

Chart changes since cycle 07-2013

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
-----	-----------------	-------	----------	----------

VENICE, (TESSERA - LIPZ)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LIPZ