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Airport Information For LIPZ
Terminal Charts For LIPZ
Revision Letter For Cycle 01-2014
Change Notices
Notebook

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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: 0651 Z
Sunset: 1542 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

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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'

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1. GENERAL

TAKE-OFF:

ACFT CAT	TAKE-OFF
ALL	RVR MIN 400m (LVTO not in progress): No restriction.
D E F	RVR MIM 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 MIM 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.

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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.

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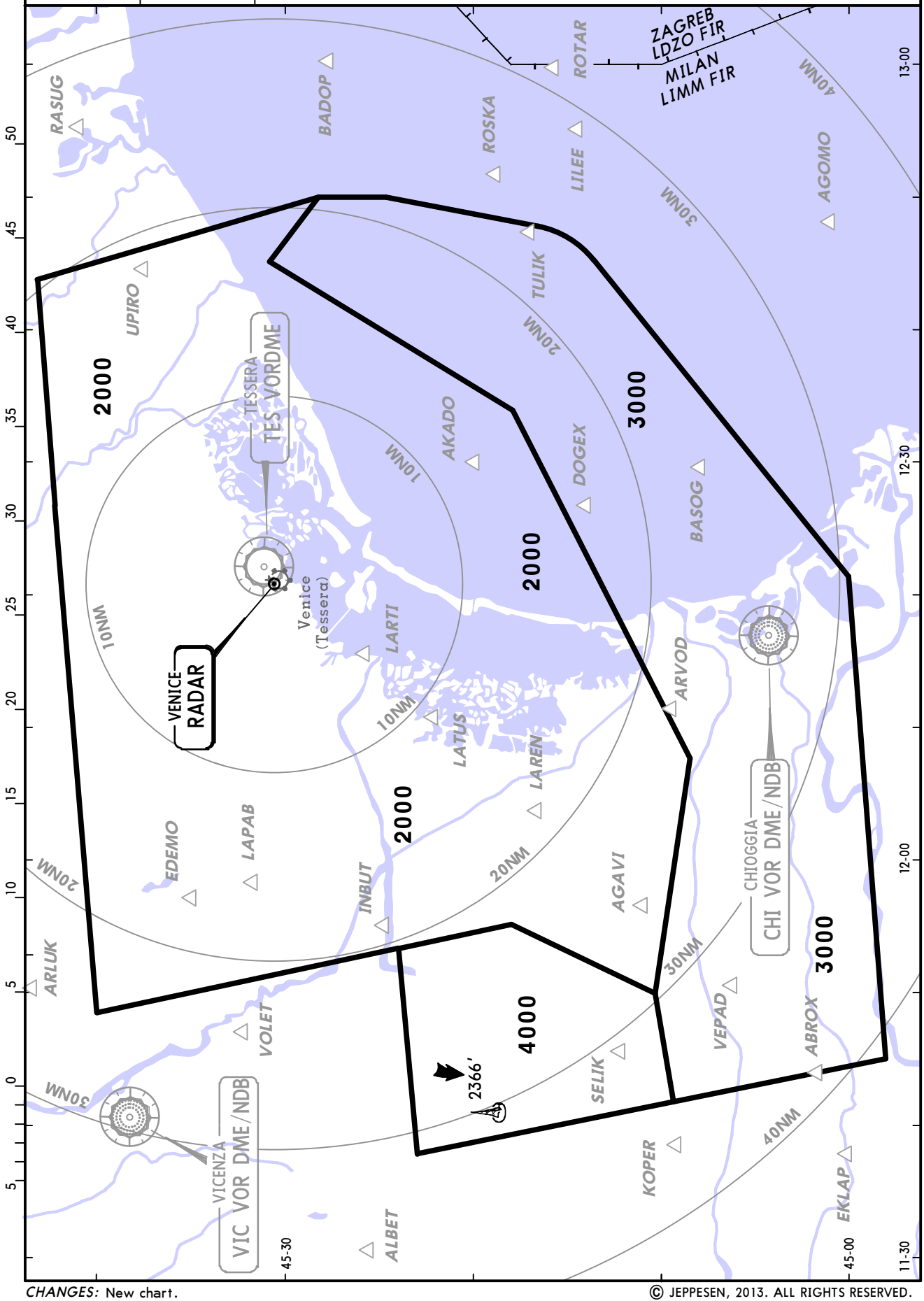
VENICE Radar 118.9	Apt Elev 7′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′ 1. Altitudes are based on Venice QNH. 2. Minimum altitudes provide at least 1000′ obstacle clearance within 3 NM of the sector boundary until 20 NM from RADAR antenna and within 5 NM of the sector boundary beyond 20 NM from the RADAR antenna. 3. Chart only to be used for cross-checking of altitudes while under radar control. 4. Outside radar minimum altitude sectors shown on chart, MEAs will be used.



CHANGES: New chart.

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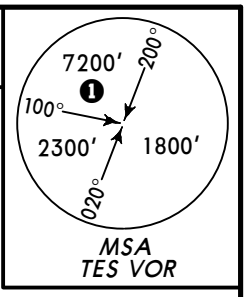
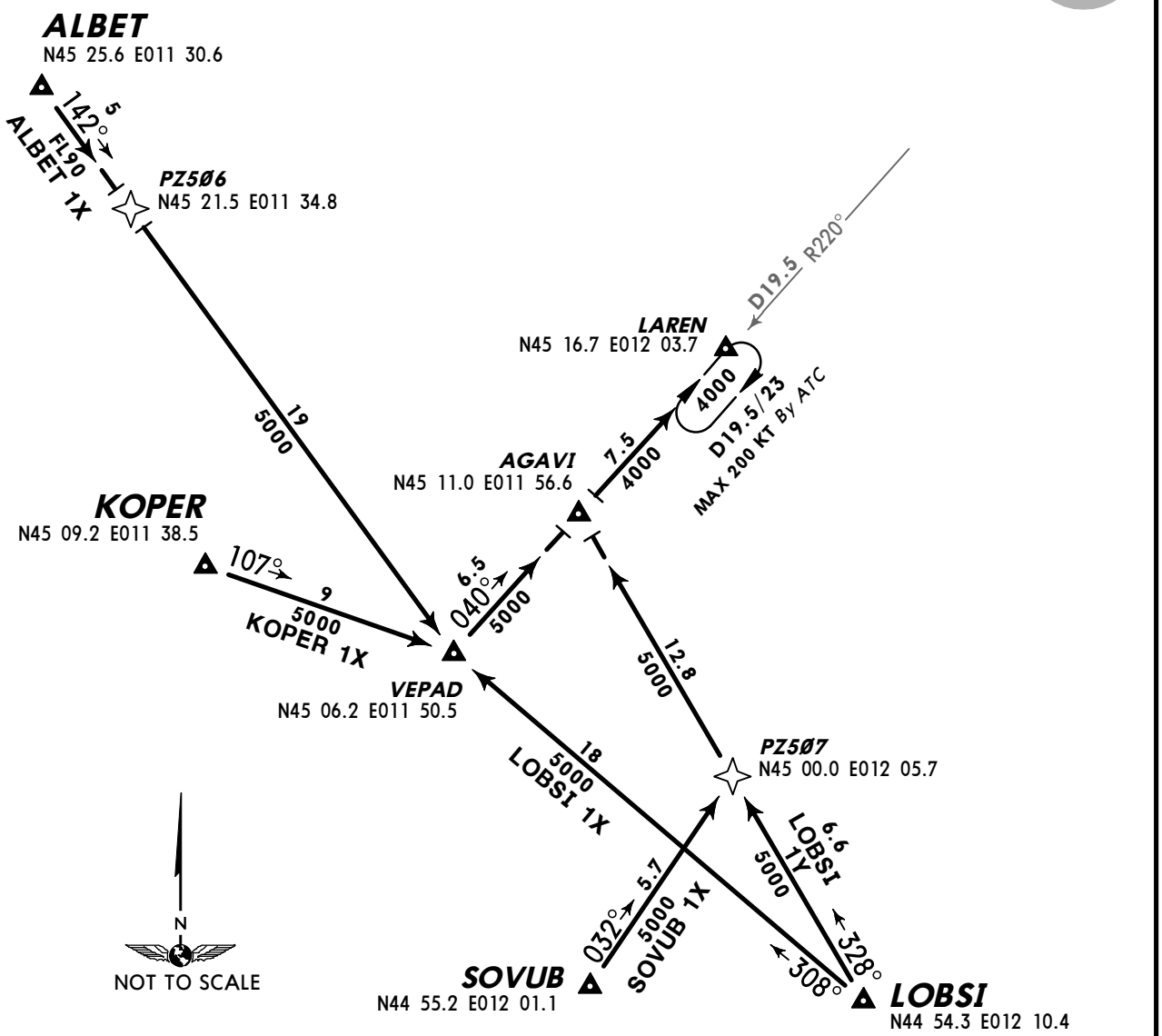
ATIS	Apt Elev	
122.22	7′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′



❶ 2300′ within 15 NM

ALBET 1X *[ALB1X]*
KOPER 1X *[KOP1X]*
LOBSI 1X *[LOB1X]*
LOBSI 1Y *[LOB1Y]*
SOVUB 1X *[SOV1X]*
RWYS 04L/R RNAV TRANSITIONS

RNAV USABLE ONLY WHEN RADAR SERVICE AVAILABLE
RNAV 1 RECOMMENDED



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.

CHANGES: MSA revised.

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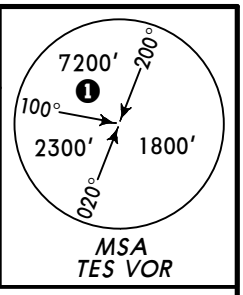
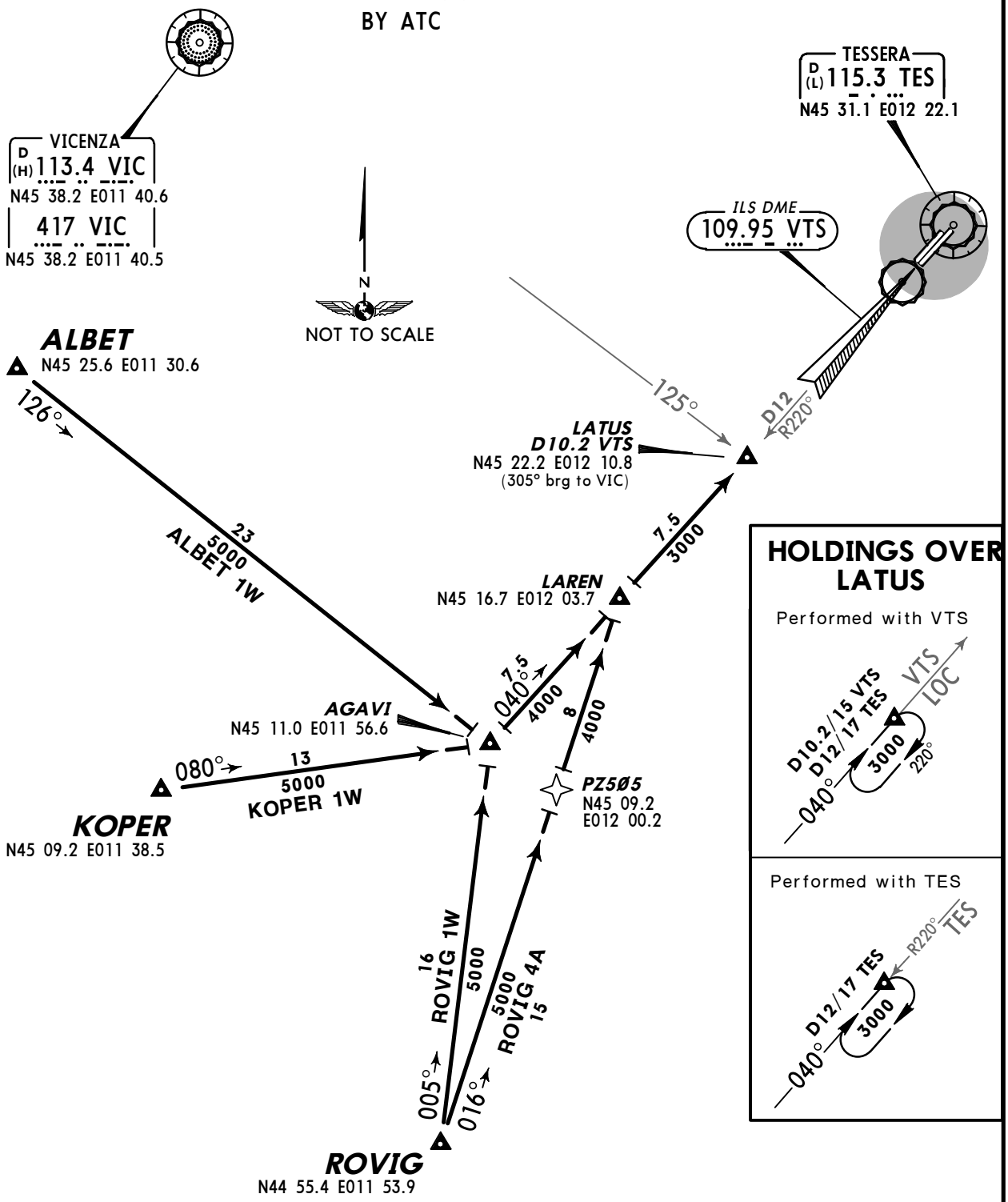
ATIS	Apt Elev	
122.22	7′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′



❶ 2300′ within 15 NM

ALBET 1W *[ALB1W]*
KOPER 1W *[KOP1W]*
ROVIG 4A *[ROV4A]*, ROVIG 1W *[ROV1W]*
RWYS 04L/R RNAV TRANSITIONS

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



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.

CHANGES: MSA revised; chart reindexed.

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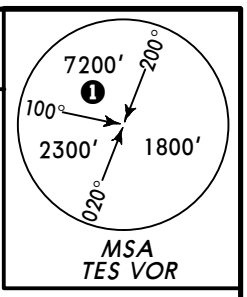
ATIS	Apt Elev	
122.22	7′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′



ALBET 4A *[ALB4A]*, CHI 3A
VIC 3A
RWYS 04L/R TRANSITIONS

RNAV (RNAV 1 RECOMMENDED) OR CONVENTIONAL
BY ATC

VICENZA
D (H) 113.4 VIC
N45 38.2 E011 40.6
417 VIC
N45 38.2 E011 40.5

TESSERA
D (L) 115.3 TES
N45 31.1 E012 22.1

ILS DME
109.95 VTS

VENICE
379 VEN
N45 26.9 E012 16.6

062°
MHA 5500
MAX 230 KT
MHA 6000
MAX 280 KT
242°
141°
23
5000
VIC 3A

ALBET
N45 25.6 E011 30.6
121°
20
5000
ALBET 4A

125°
231°
D12 R220°
LATUS
D10.2 VTS
N45 22.2 E012 10.8
(040° brg to VEN)
(305° brg to VIC)

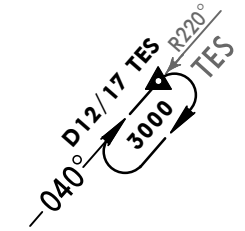
PZ5Ø1
N45 19.7
E012 00.6
(057° brg to VEN)
NON RNAV
3000
5000
RNAV
4
7.4
NON RNAV
229°
212°
PZ5Ø3
N45 14.7 E011 54.4
(CHI R-301/D19)
(049° brg to VEN)
NON RNAV
4000 5
4000
RNAV
4
040°
5000
RNAV
PZ5Ø2
N45 14.1 E012 06.5
(030° brg to VEN)
PZ5Ø4
N45 12.7 E011 58.8
(CHI R-301/D15)
LAREN
N45 16.7
E012 03.7
(TES D19.4)

12
5000
CHI 3A
321°
149°
5000
329°
MAX 210 KT By ATC

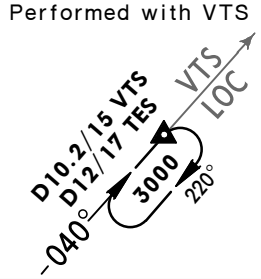
CHIOGGIA
D (H) 114.1 CHI
N45 04.3 E012 16.9
408 CHI
N45 04.3 E012 16.9

HOLDINGS OVER LATUS

Performed with TES



Performed with VTS



N
NOT TO SCALE

CHANGES: MSA revised; chart reindexed.

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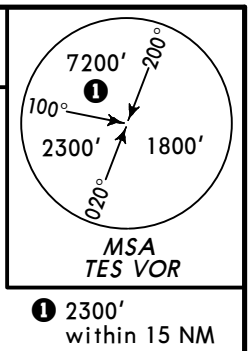
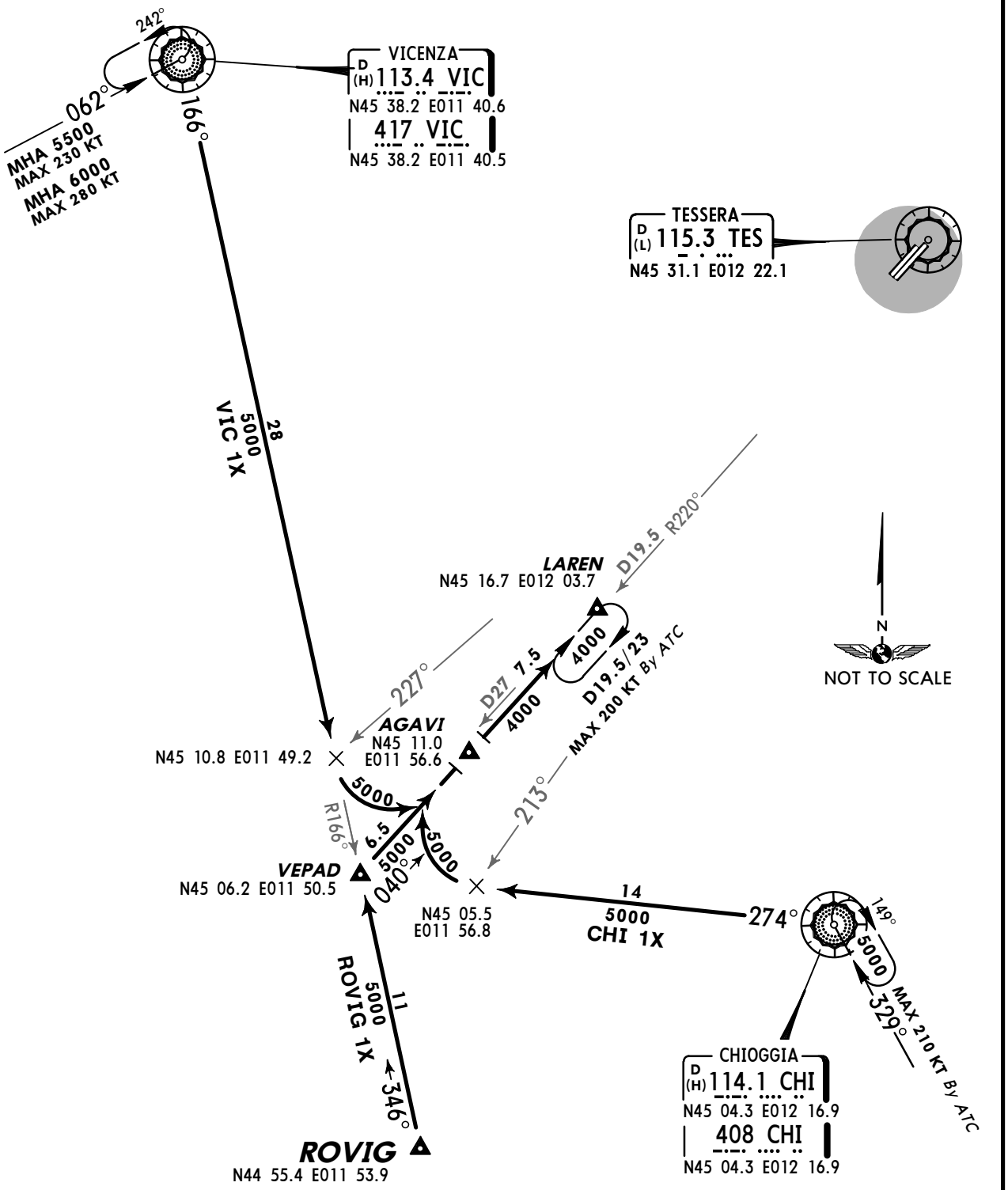
ATIS	Apt Elev	
122.22	7′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′



CHI 1X
ROVIG 1X *[ROV1X]*
VIC 1X
BY ATC
RWYS 04L/R TRANSITIONS



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.

CHANGES: MSA revised; chart reindexed.

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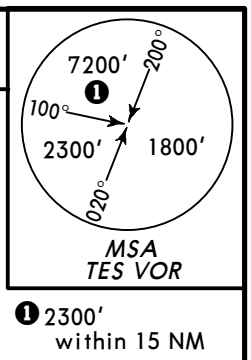
ATIS	Apt Elev	
122.22	7′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

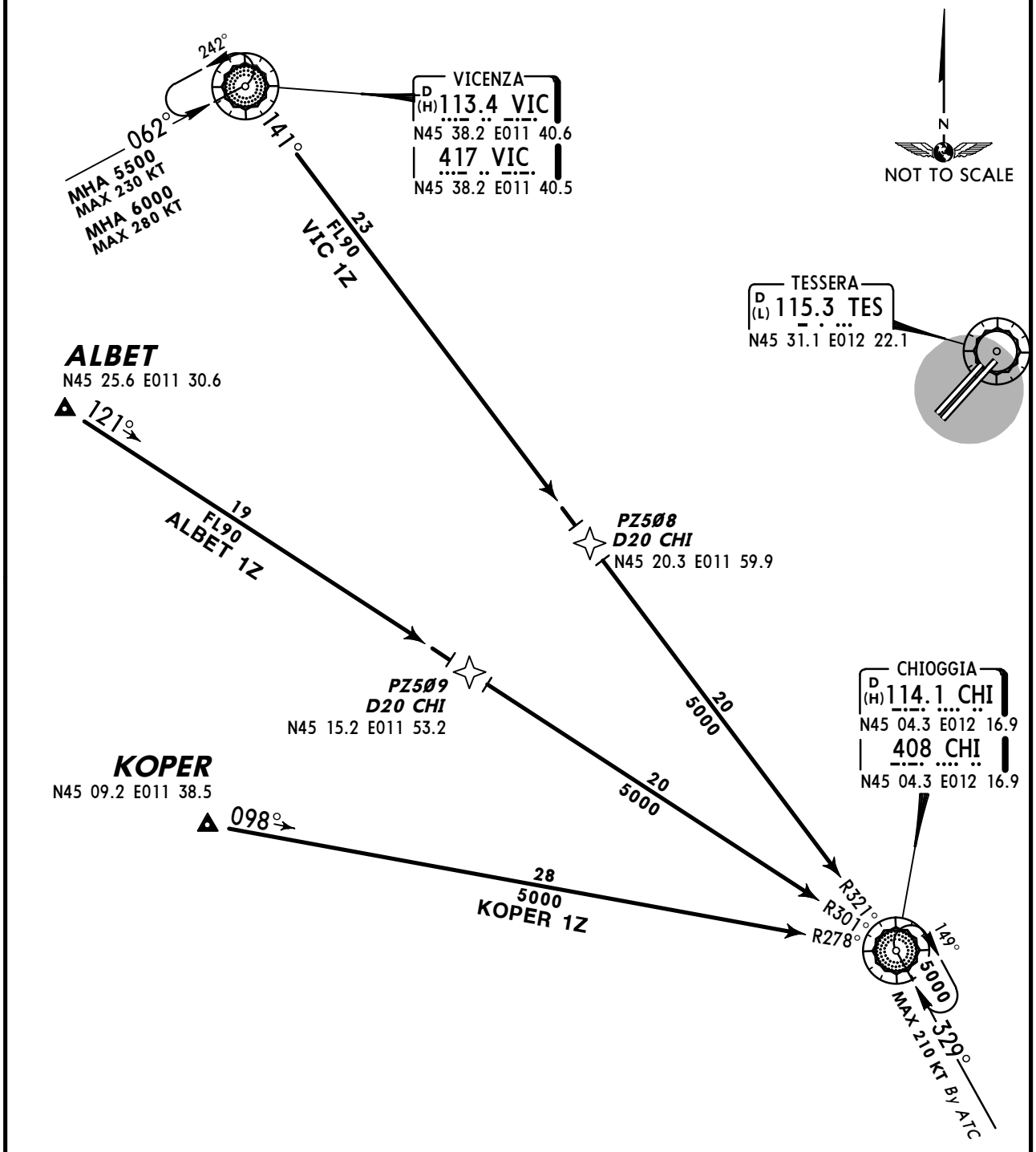


ALBET 1Z *[ALB1Z]*

KOPER 1Z *[KOP1Z]*, VIC 1Z

BY ATC

RWYS 22L/R TRANSITIONS



CHANGES: New procedures at this airport.

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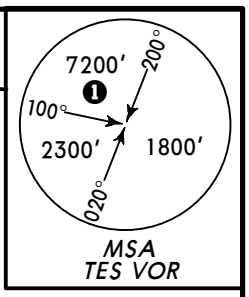
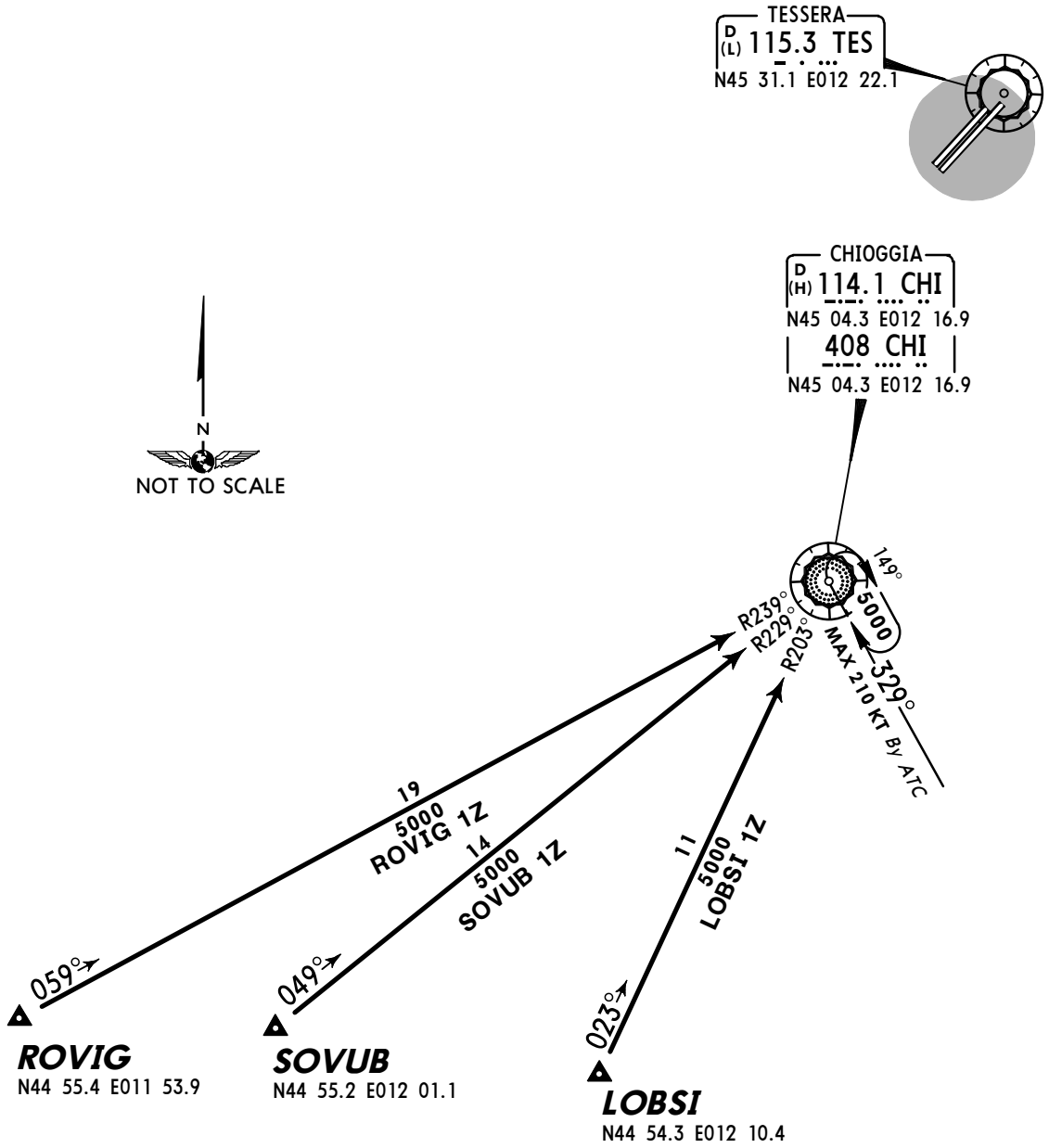
ATIS	Apt Elev	
122.22	7′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′



❶ 2300′
within 15 NM

LOBSI 1Z *[LOB1Z]*
ROVIG 1Z *[ROV1Z]*
SOVUB 1Z *[SOV1Z]*
RWYS 22L/R TRANSITIONS



CHANGES: New procedures at this airport.

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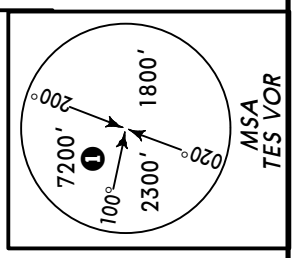
ATIS	Apt Elev	
122.22	7′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

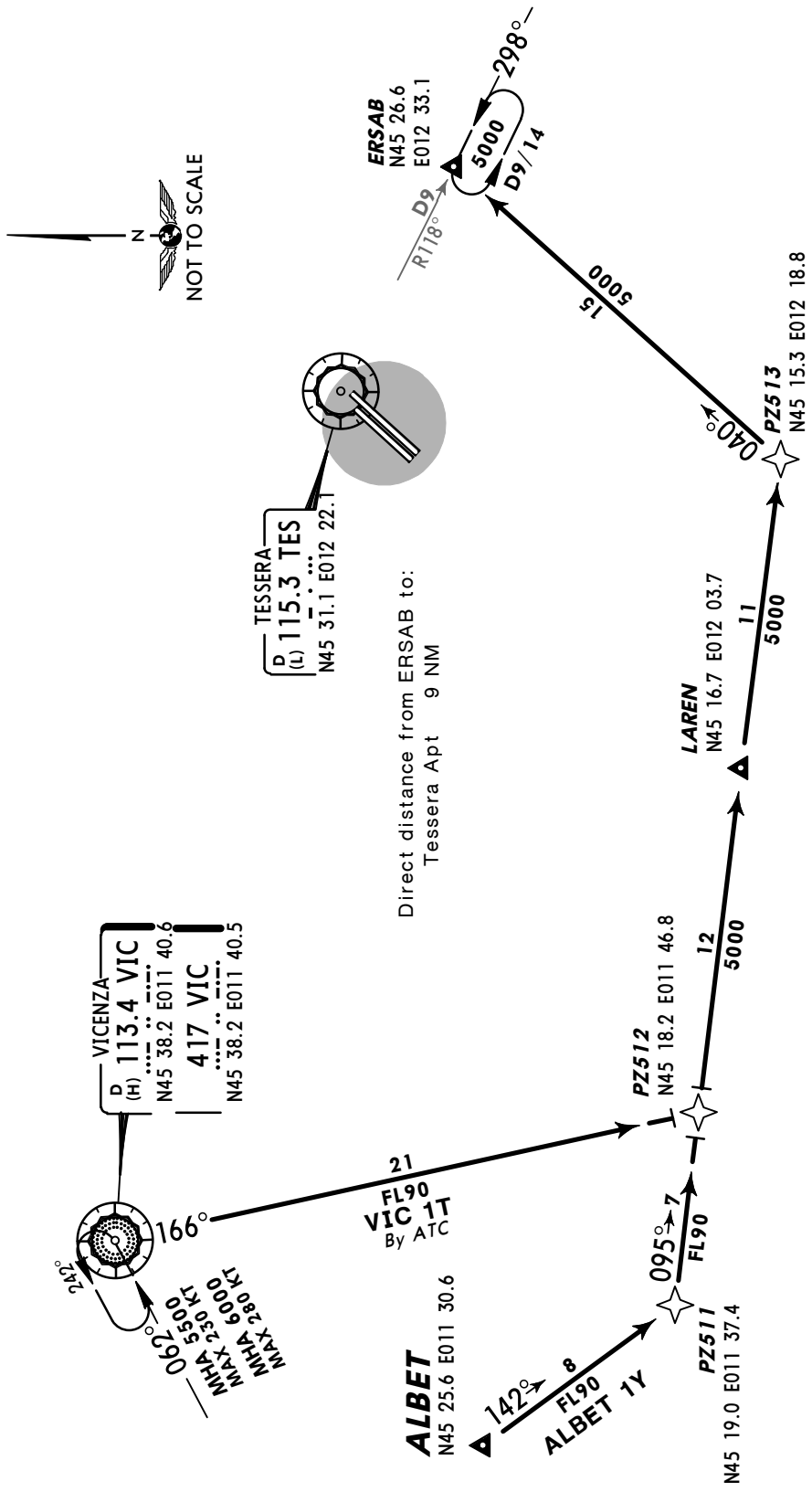
ALBET 1Y *[ALBE1Y]*

VIC 1T
BY ATC

RWYS 22L/R P-RNAV ARRIVALS
RNAV USABLE ONLY WHEN RADAR SERVICE AVAILABLE
RNAV 1 RECOMMENDED



1 2300′ within 15 NM



STAR	ROUTING
ALBET 1Y	ALBET - PZ511 - PZ512 - LAREN - PZ513 - ERSAB.
VIC 1T	VIC - PZ512 - LAREN - PZ513 - ERSAB.

CHANGES: New procedures at this airport.

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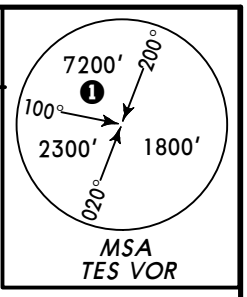
ATIS	Apt Elev	
122.22	7′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

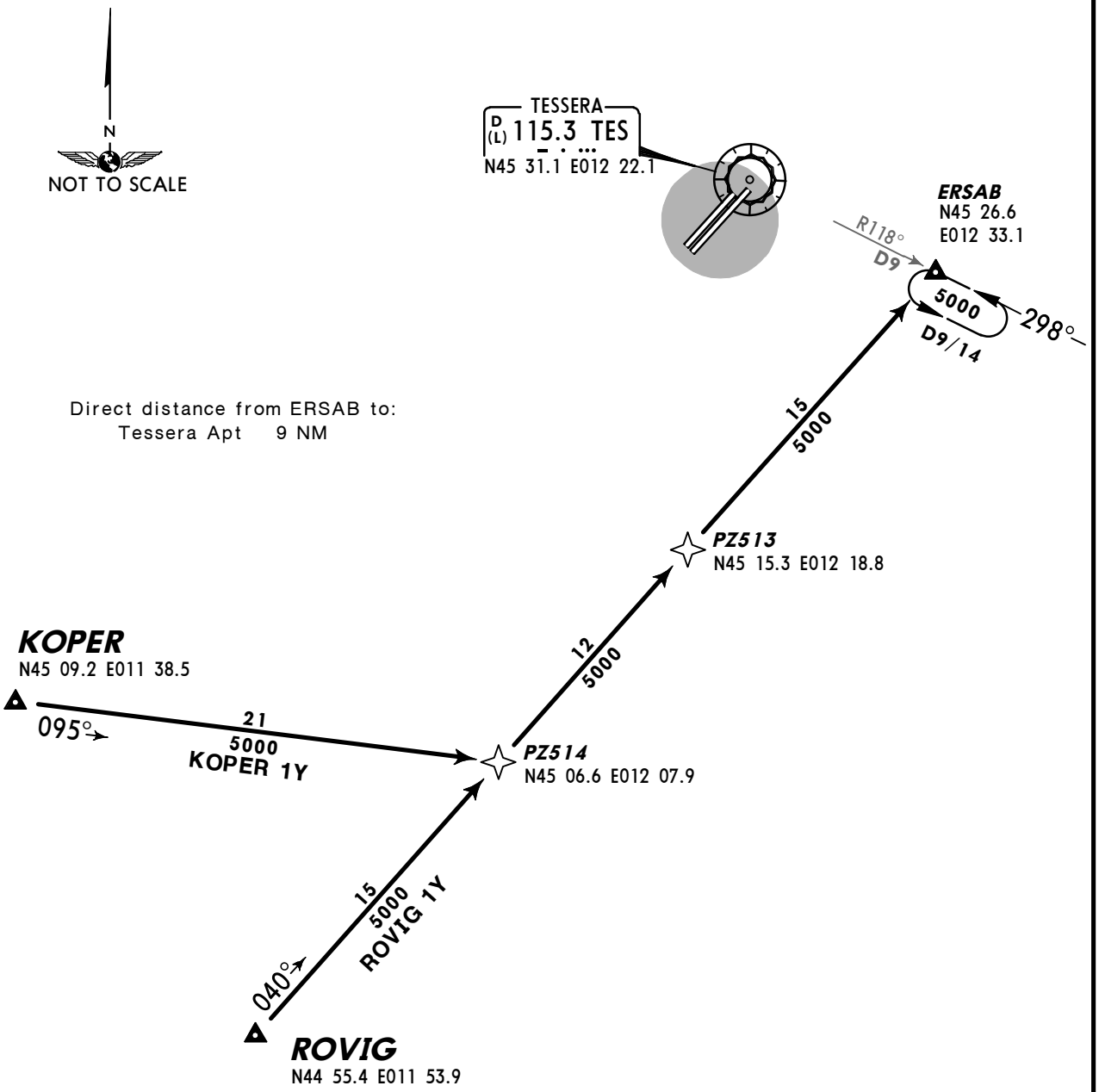


❶ 2300′
within 15 NM

KOPER 1Y *[KOPE1Y]*
BY ATC

ROVIG 1Y *[ROVI1Y]*

RWYS 22L/R P-RNAV ARRIVALS
RNAV USABLE ONLY WHEN RADAR SERVICE AVAILABLE
RNAV 1 RECOMMENDED



STAR	ROUTING
KOPER 1Y	KOPER - PZ514 - PZ513 - ERSAB.
ROVIG 1Y	ROVIG - PZ514 - PZ513 - ERSAB.

CHANGES: New procedures at this airport.

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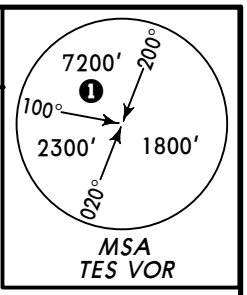
ATIS	Apt Elev	
122.22	7′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

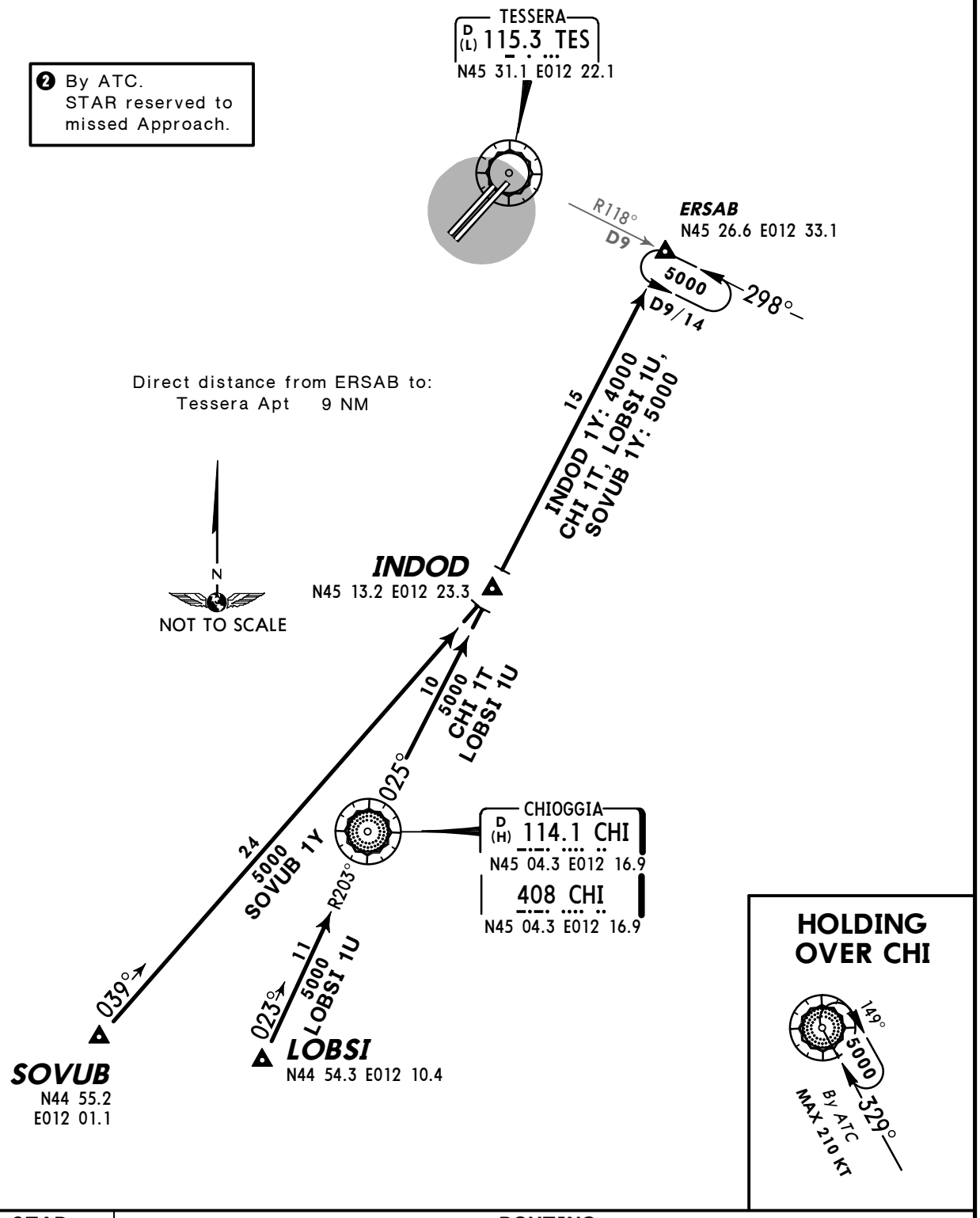


❶ 2300′ within 15 NM

CHI 1T, INDOD 1Y *[INDO1Y]* ❷
LOBSI 1U *[LOBS1U]*, SOVUB 1Y *[SOVU1Y]*
RWYS 22L/R P-RNAV ARRIVALS

RNAV USABLE ONLY WHEN RADAR SERVICE AVAILABLE
RNAV 1 RECOMMENDED

❷ By ATC.
STAR reserved to missed Approach.



STAR	ROUTING
CHI 1T	CHI - INDOD - ERSAB.
INDOD 1Y ❷	INDOD - ERSAB.
LOBSI 1U	LOBSI - CHI - INDOD - ERSAB.
SOVUB 1Y	SOVUB - INDOD - ERSAB.

CHANGES: New procedures at this airport.

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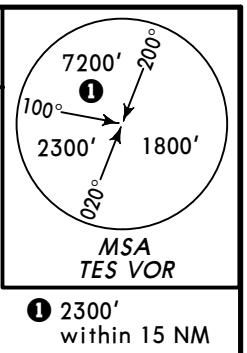
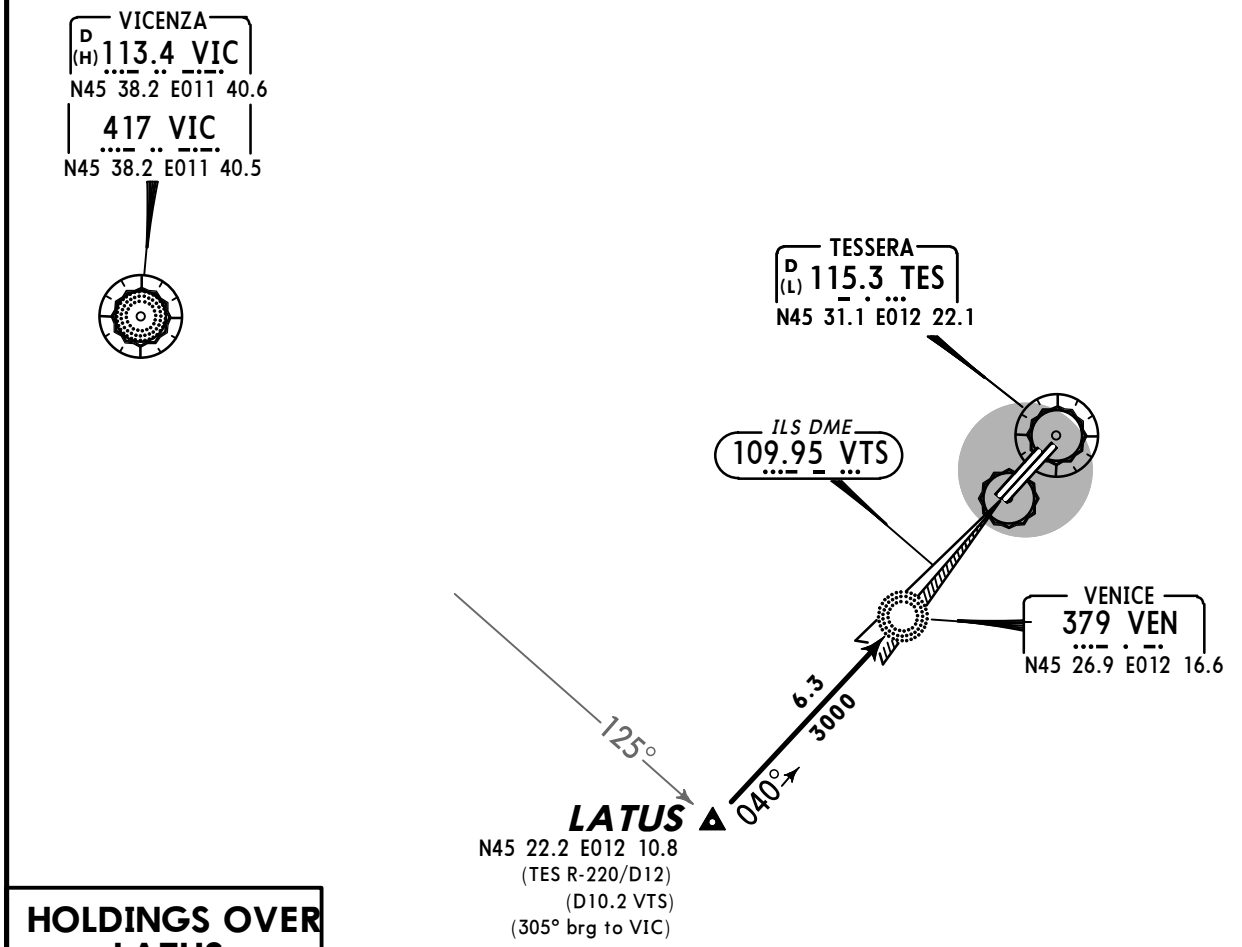
ATIS	Apt Elev	
122.22	7′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′



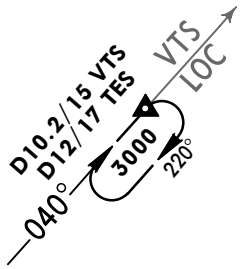
LATUS 2B *[LATU2B]*
RWYS 04L/R ARRIVAL
RNAV (RNAV 1 RECOMMENDED) OR CONVENTIONAL



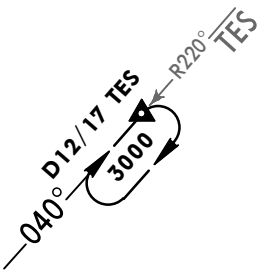
Direct distance from VEN to:
Tessera Apt 5 NM

HOLDINGS OVER LATUS

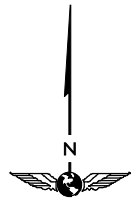
Performed with VTS



Performed with TES



HOLDING OVER VEN



NOT TO SCALE

ROUTING

LATUS - VEN.

CHANGES: Chart reindexed; STAR LATUS 2A withdrawn.

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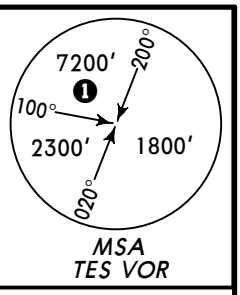
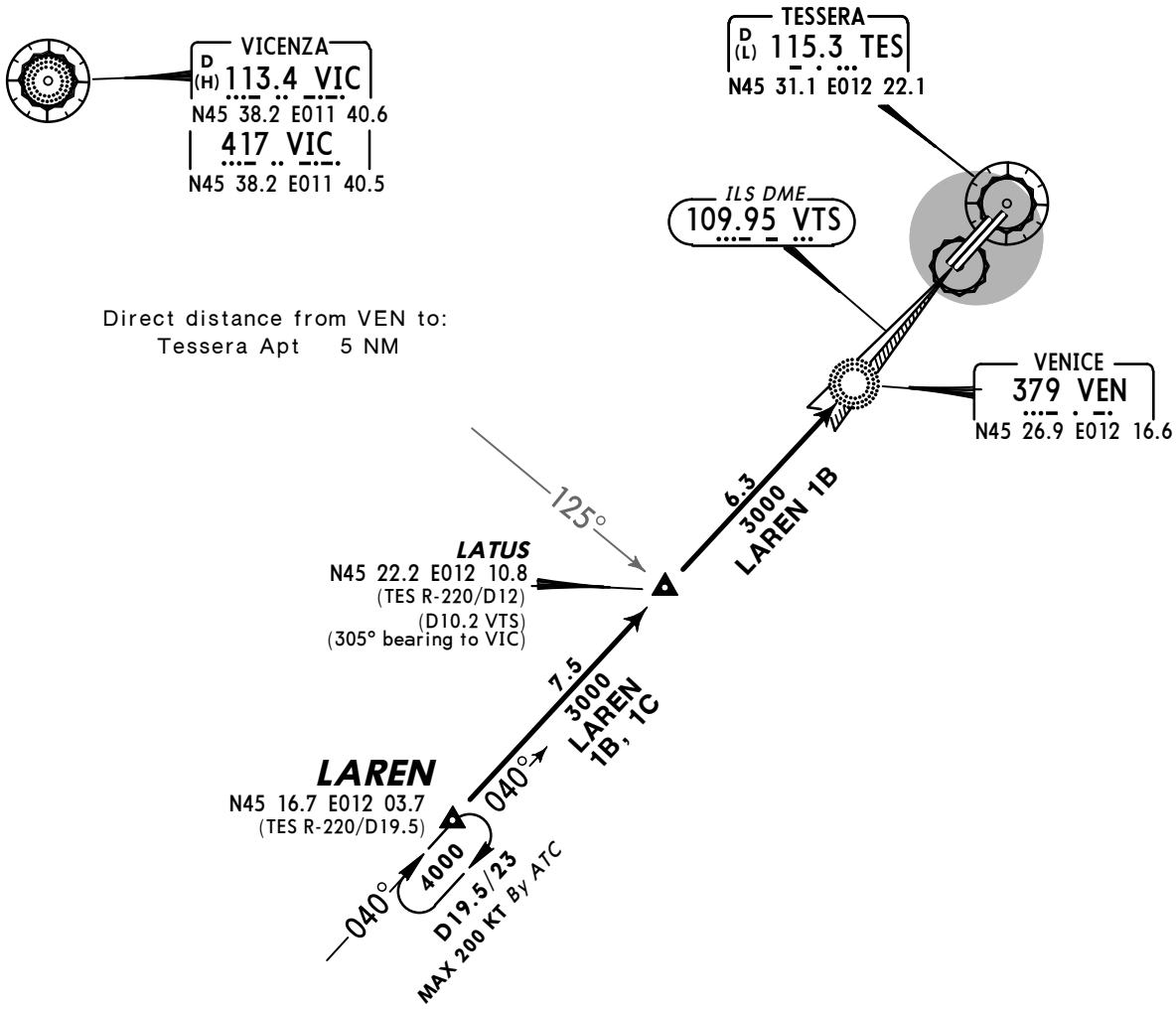
ATIS	Apt Elev	
122.22	7′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′



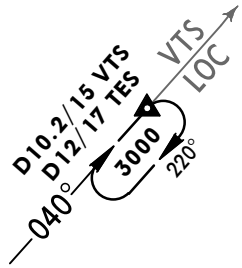
❶ 2300′ within 15 NM

LAREN 1B *[LARE1B]*
LAREN 1C *[LARE1C]*
RWYS 04L/R ARRIVALS
RNAV (RNAV 1 RECOMMENDED) OR CONVENTIONAL



HOLDINGS OVER

LATUS



VEN

STAR	ROUTING
LAREN 1B	LAREN - VEN.
LAREN 1C	LAREN - LATUS.

CHANGES: Chart reindexed; STAR LAREN 1A withdrawn.

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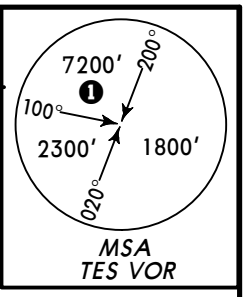
ATIS	Apt Elev	
122.22	7′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′



❶ 2300′
within 15 NM

CHI 1W

INDOD 1Z *[INDO1Z]*

BY ATC - STAR RESERVED TO MISSED APPROACH

RWYS 22L/R ARRIVALS

TESSERA
D (L) 115.3 TES
N45 31.1 E012 22.1

N
NOT TO SCALE

R118°
D9
ERSAB
N45 26.6 E012 33.1
5000
D9/14
298°

15
CHI 1W: 5000
INDOD 1Z: 4000

Direct distance from ERSAB to:
Tessera Apt 9 NM

D
INDOD
N45 13.2 E012 23.3

CHIOGGIA
D (H) 114.1 CHI
N45 04.3 E012 16.9

408 CHI
N45 04.3 E012 16.9

10
5000
CHI 1W

025°
149°
5000
329°
MAX 210 KT By ATC

STAR	ROUTING
CHI 1W INDOD 1Z	On 025° track (CHI R-025) to ERSAB.

CHANGES: New procedures at this airport.

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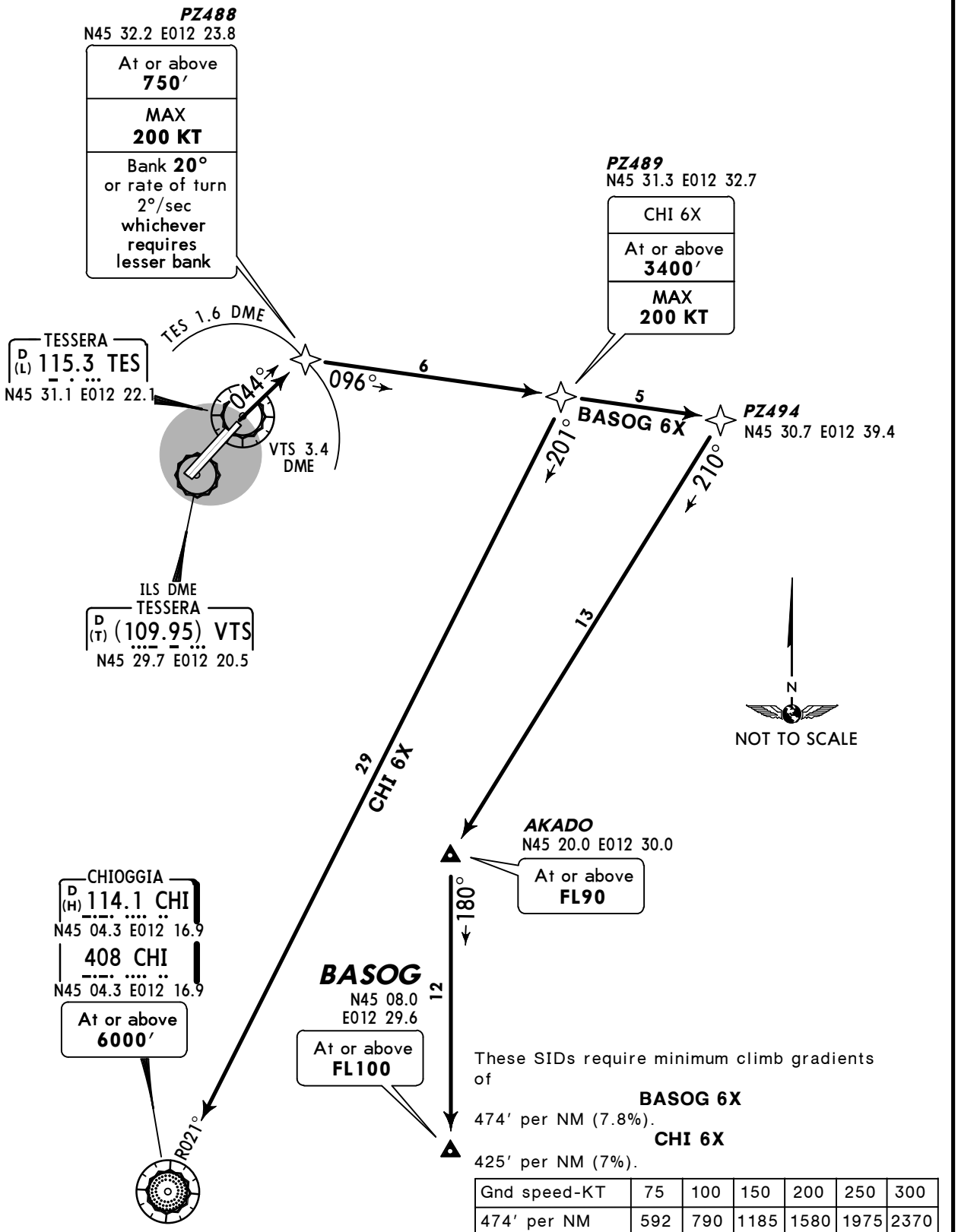
Apt Elev 7′	Trans level: By ATC Trans alt: 6000′ SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.

BASOG 6X *[BASO6X]*
CHI 6X
RWYS 04L/R DEPARTURES
P-RNAV



These SIDs require minimum climb gradients of

BASOG 6X
474′ per NM (7.8%).

CHI 6X
425′ per NM (7%).

Gnd speed-KT	75	100	150	200	250	300
474′ per NM	592	790	1185	1580	1975	2370
425′ per NM	532	709	1063	1418	1772	2127

SID	ROUTING
BASOG 6X	(410′+) - PZ488 (750′+; K200-) - PZ494 - AKADO (FL90+) - BASOG (FL100+).
CHI 6X	(410′+) - PZ488 (750′+; K200-) - PZ489 (3400′+; K200-) - CHI (6000′+).

CHANGES: Chart reindexed.

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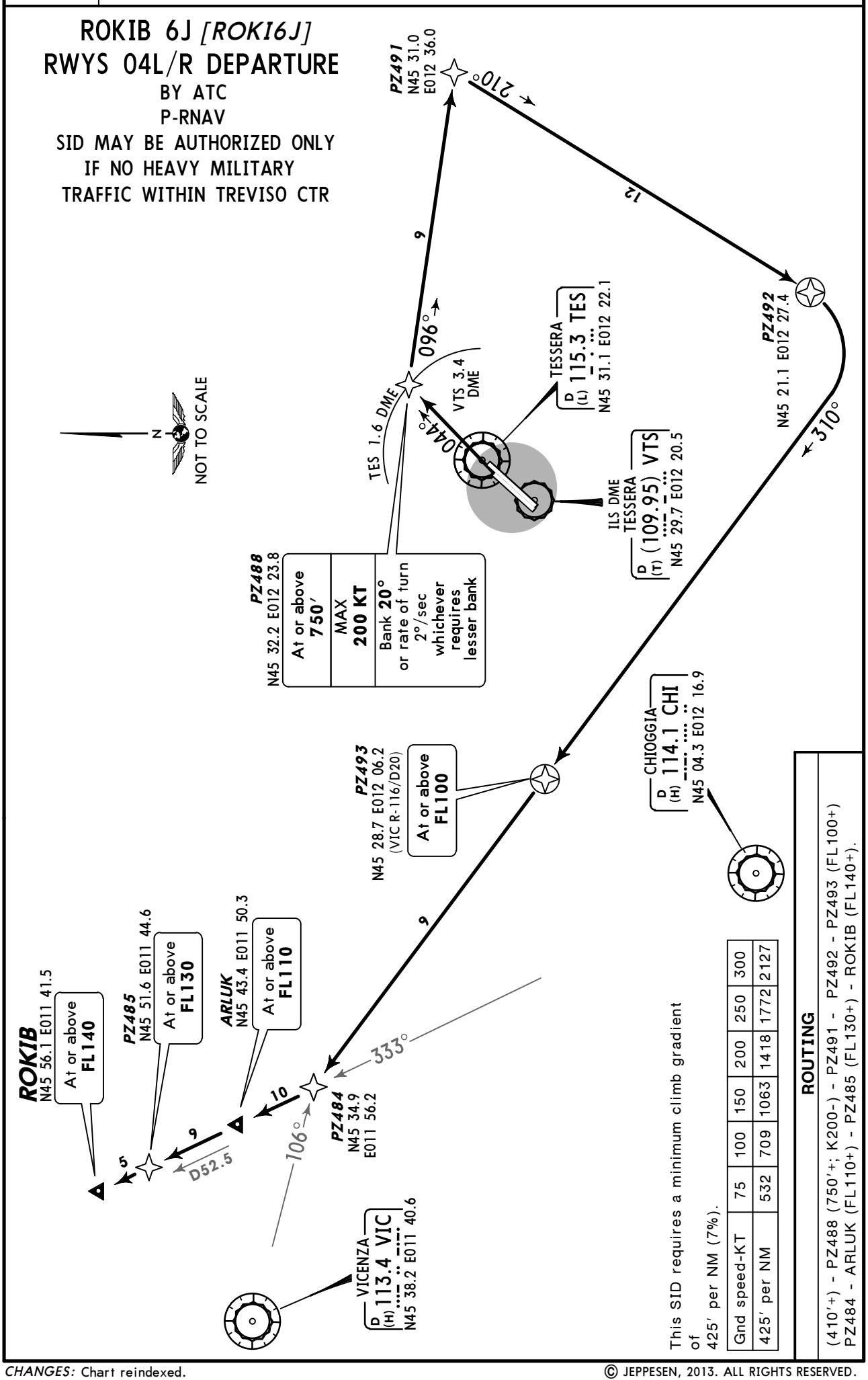
Apt Elev 7′	Trans level: By ATC Trans alt: 6000′ SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.

ROKIB 6J *[ROKI6J]*
RWYS 04L/R DEPARTURE

BY ATC
P-RNAV
SID MAY BE AUTHORIZED ONLY IF NO HEAVY MILITARY TRAFFIC WITHIN TREVISO CTR



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+).

CHANGES: Chart reindexed.

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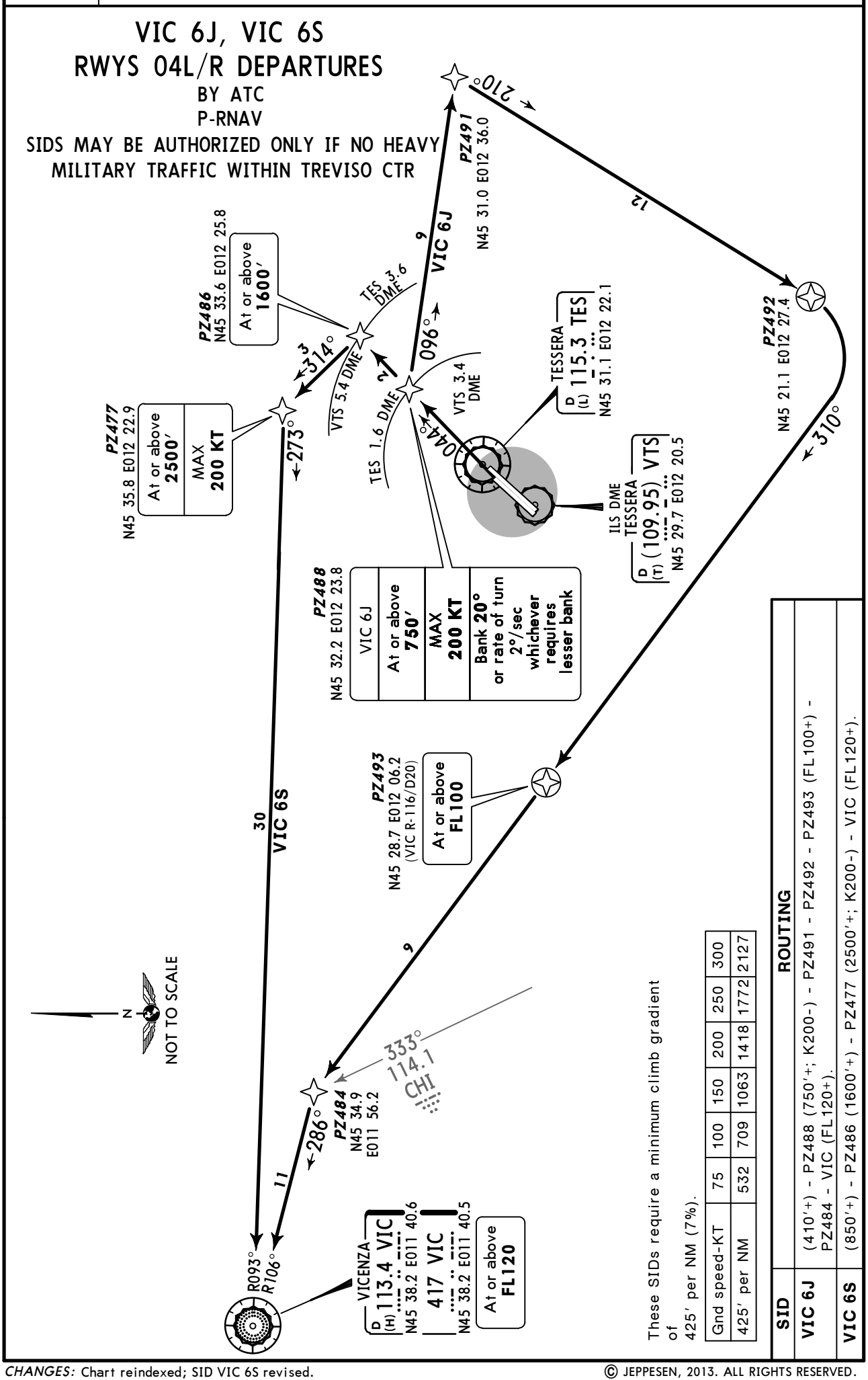
Apt Elev 7′	Trans level: By ATC Trans alt: 6000′ SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.

VIC 6J, VIC 6S
RWYS 04L/R DEPARTURES
BY ATC
P-RNAV
SID MAY BE AUTHORIZED ONLY IF NO HEAVY MILITARY TRAFFIC WITHIN TREVISO CTR



CHANGES: Chart reindexed; SID VIC 6S revised.

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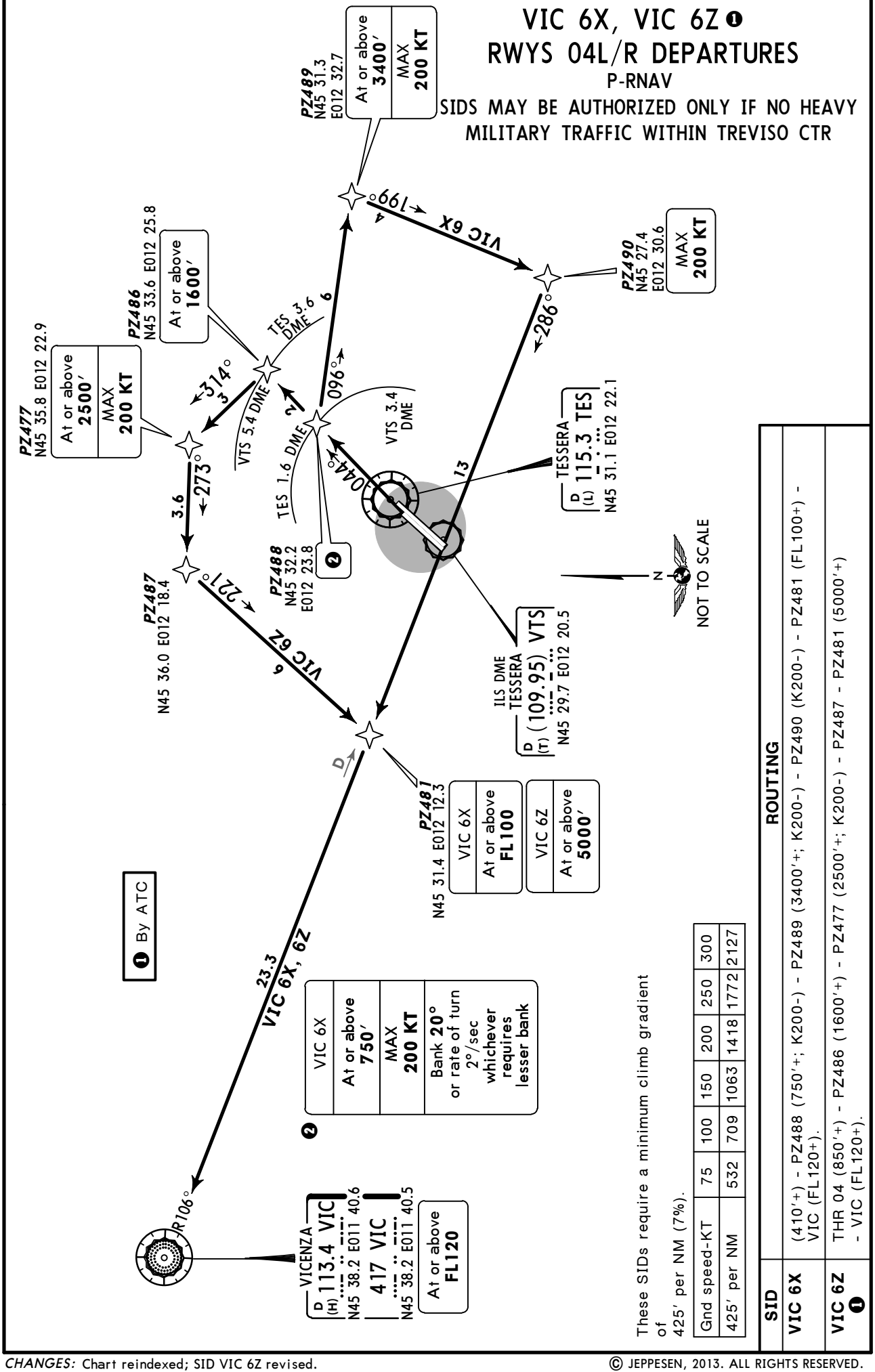
Apt Elev 7′	Trans level: By ATC Trans alt: 6000′ SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.

VIC 6X, VIC 6Z ❶
RWYS 04L/R DEPARTURES
P-RNAV

SIDS MAY BE AUTHORIZED ONLY IF NO HEAVY MILITARY TRAFFIC WITHIN TREVISO 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 6X	(410′+) - PZ488 (750′+; K200-) - PZ489 (3400′+; K200-) - PZ490 (K200-) - PZ481 (FL100+) - VIC (FL120+).
VIC 6Z ❶	THR 04 (850′+) - PZ486 (1600′+) - PZ477 (2500′+; K200-) - PZ487 - PZ481 (5000′+) - VIC (FL120+).

CHANGES: Chart reindexed; SID VIC 6Z revised.

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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.

ROKIB 6S *[ROKI6S]*

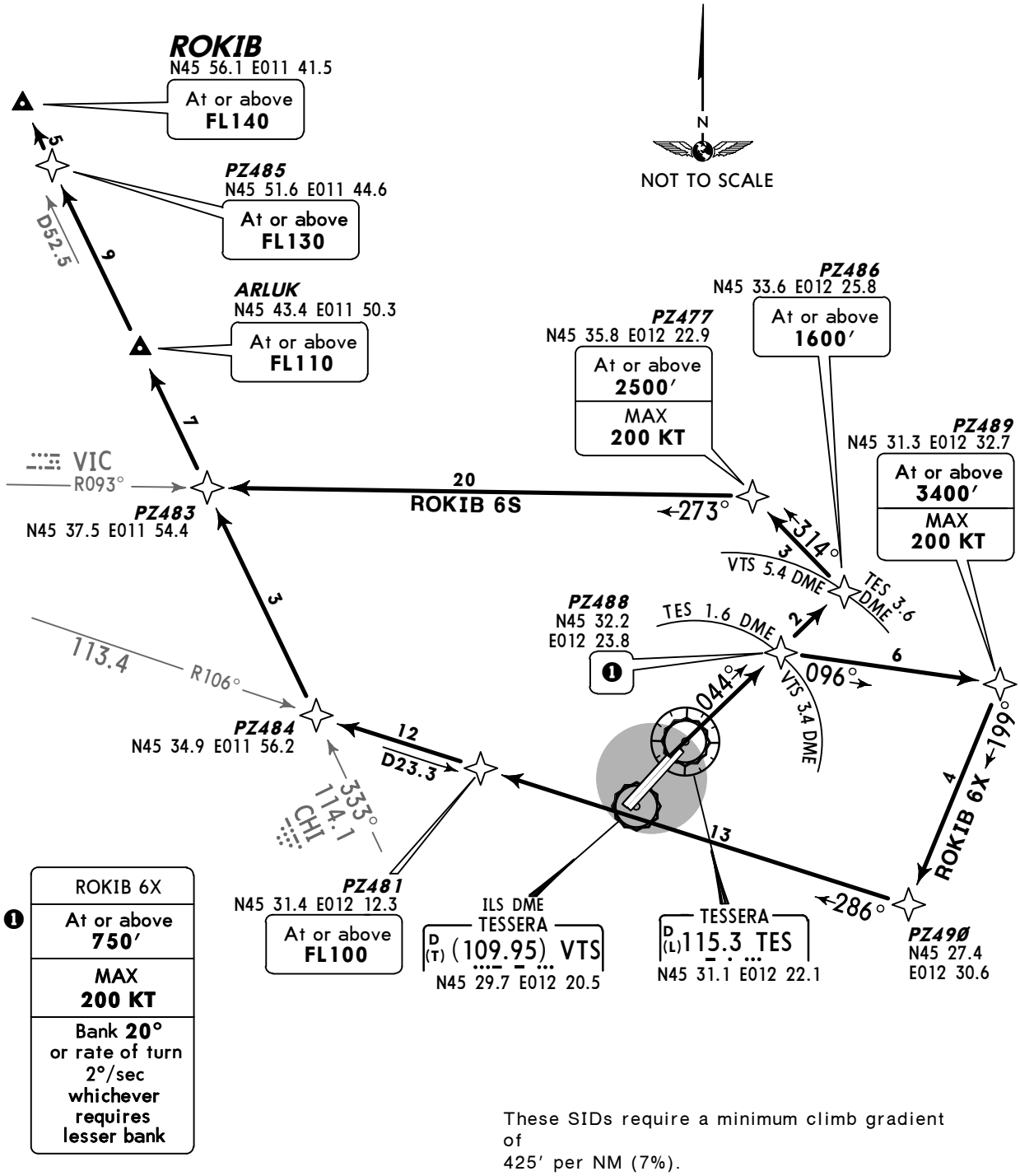
BY ATC

ROKIB 6X *[ROKI6X]*

RWYS 04L/R DEPARTURES

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

P-RNAV



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
ROKIB 6S By ATC	THR 04 (850′+) - PZ486 (1600′+) - PZ477 (2500′+; K200-) - 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+).

CHANGES: Chart reindexed; SID ROKIB 6S revised.

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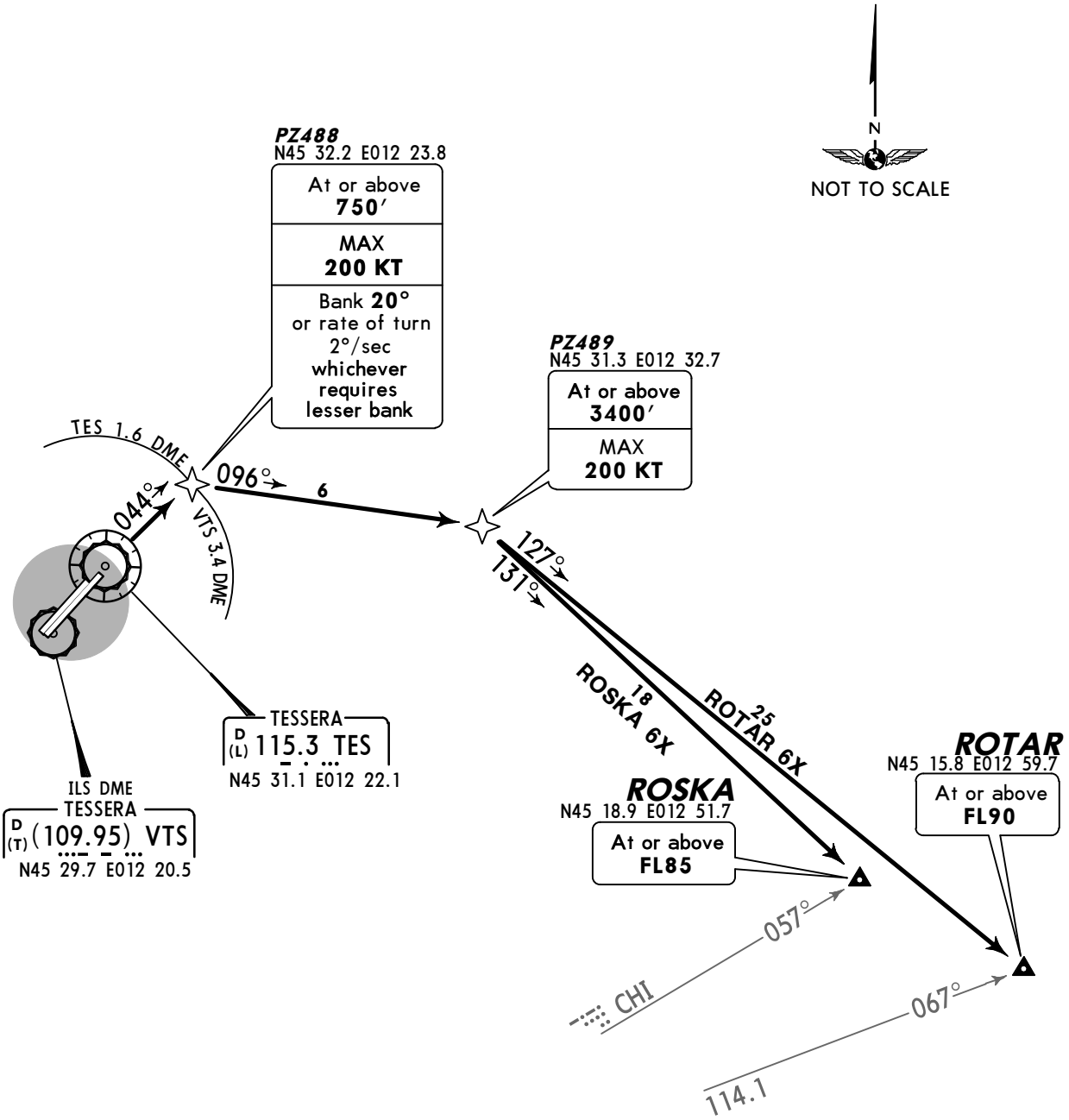
Apt Elev 7′	Trans level: By ATC Trans alt: 6000′ SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.

ROSKA 6X *[ROSK6X]* , ROTAR 6X *[ROTA6X]*
RWYS 04L/R DEPARTURES
P-RNAV



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

CHANGES: Chart reindexed.

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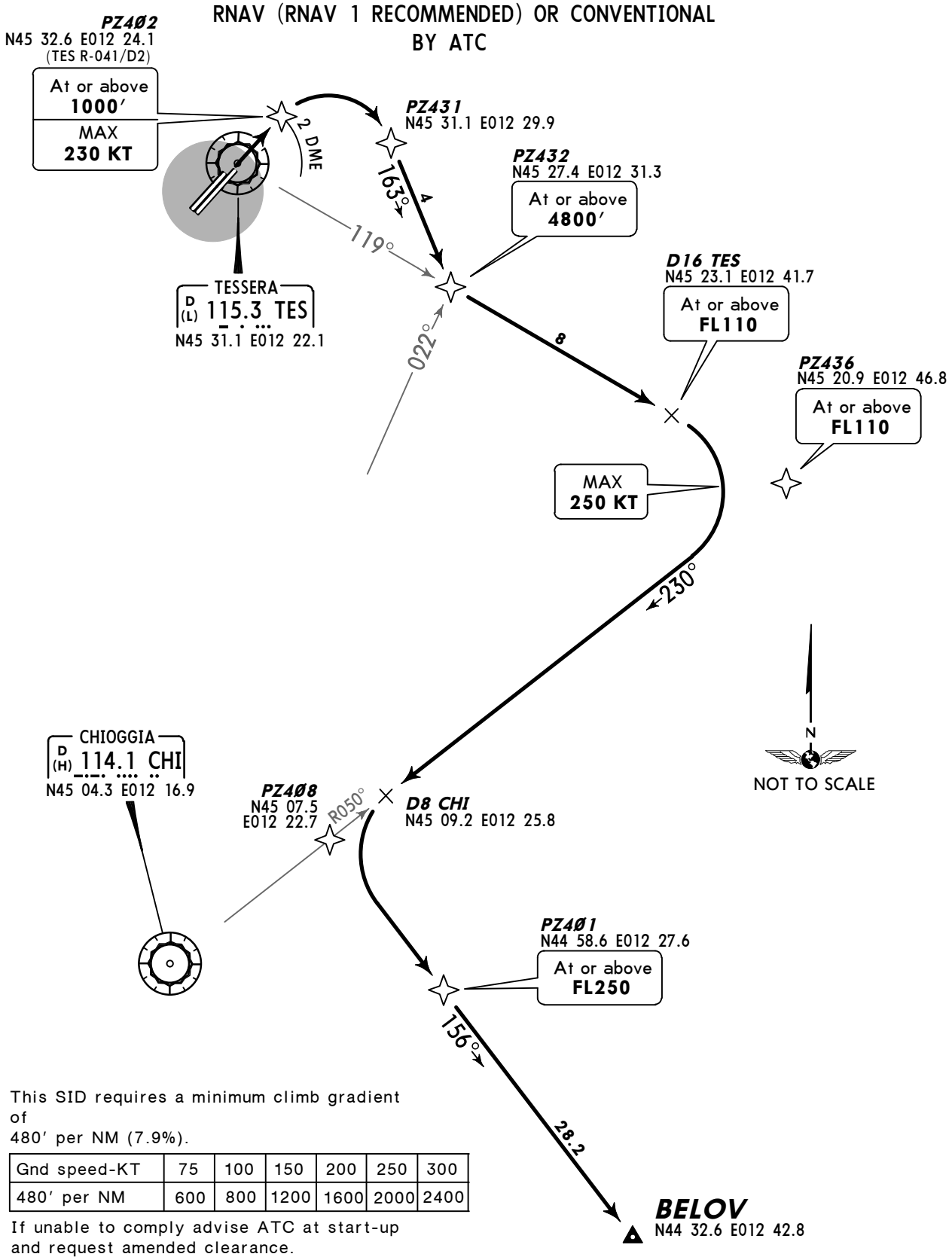
Apt Elev 7′	Trans level: By ATC Trans alt: 6000′ 1. Execute turns after take-off with MAX TAS 250 KT and bank angle 25° or rate of turn 2°/sec if it requires lesser bank. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.

BELOV 7V *[BELO7V]*
RWYS 04L/R DEPARTURE
BASED ON TES
RNAV (RNAV 1 RECOMMENDED) OR CONVENTIONAL
BY ATC



This 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.

CHANGES: Chart reindexed.

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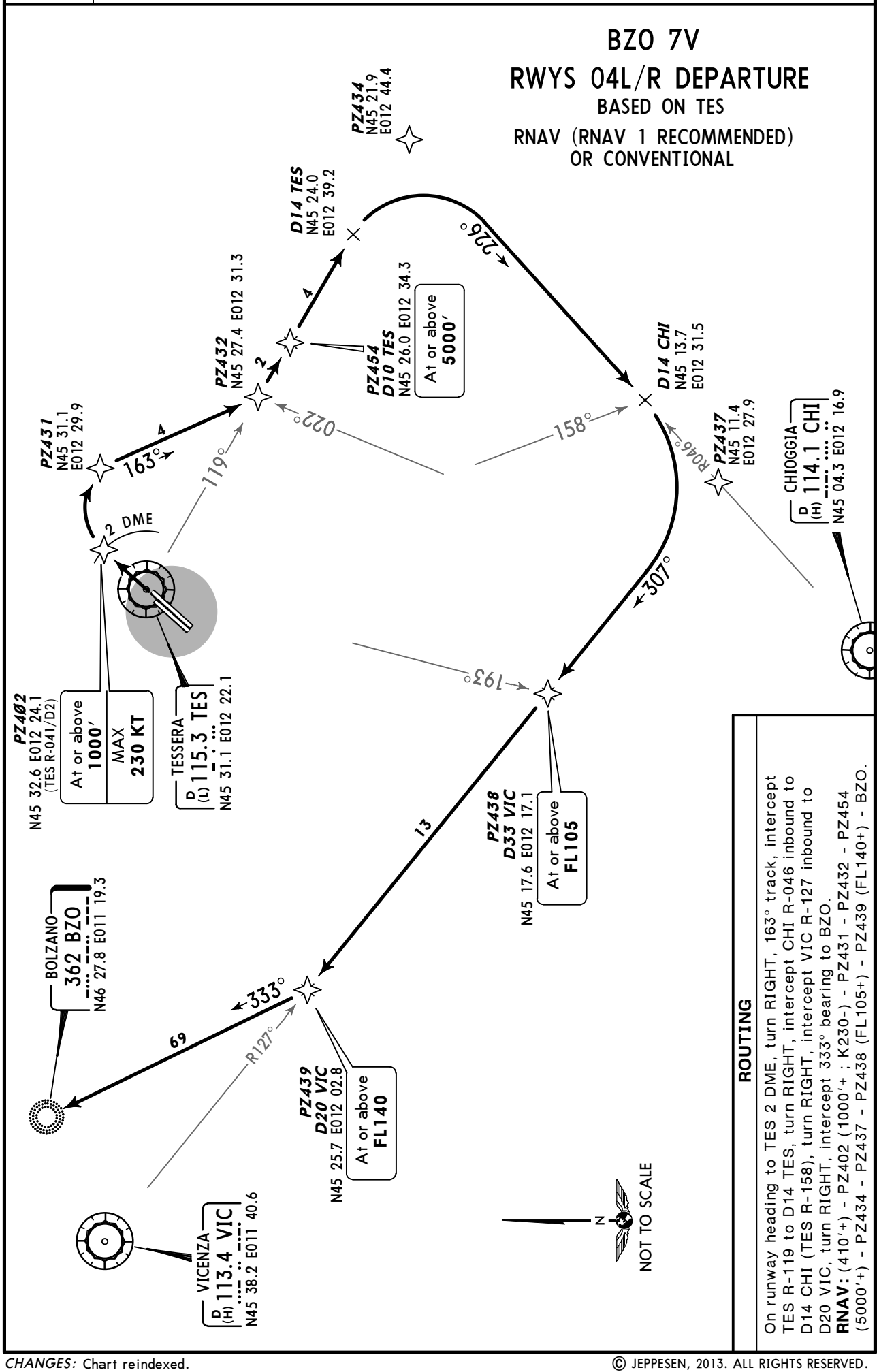
Apt Elev 7′	Trans level: By ATC Trans alt: 6000′ 1. Execute turns after take-off with MAX TAS 250 KT and bank angle 25° or rate of turn 2°/sec if it requires lesser bank. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.



CHANGES: Chart reindexed.

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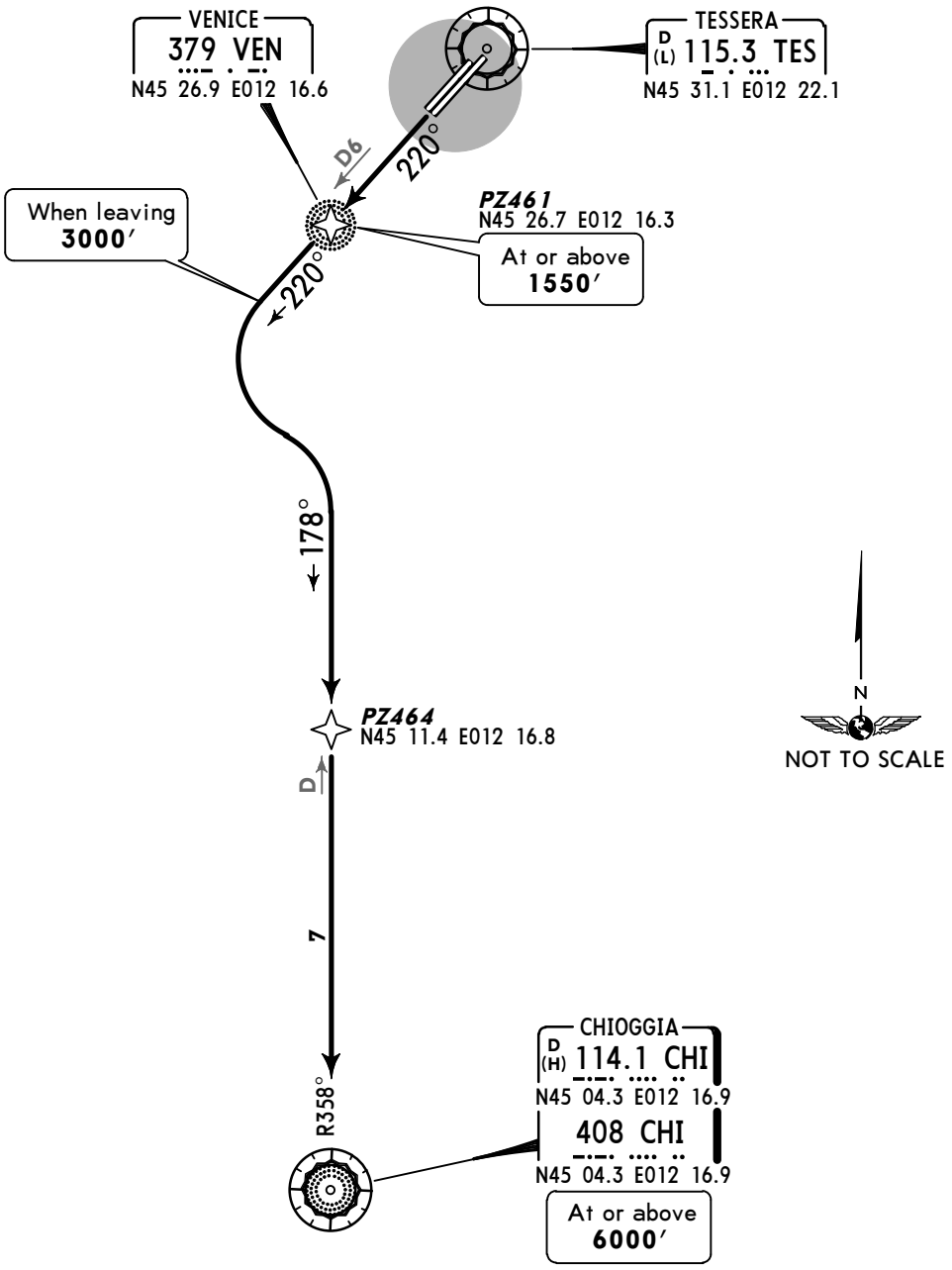
Apt Elev 7′	Trans level: By ATC Trans alt: 6000′ SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.

CHI 8D
RWYS 22L/R DEPARTURE
RNAV (RNAV 1 RECOMMENDED) OR CONVENTIONAL



This SID requires a minimum climb gradient of
425′ per NM (7.0%) for ATC purposes.

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

ROUTING

Climb on TES R-220 (if TES u/s on 220° track bound to VEN) until leaving 3000′, turn LEFT, intercept CHI R-358 inbound to CHI.
RNAV: (410′+) - PZ461 (1550′+) - (3000′+) - PZ464 - CHI (6000′+).

CHANGES: Chart reindexed; SID renumbered & revised.

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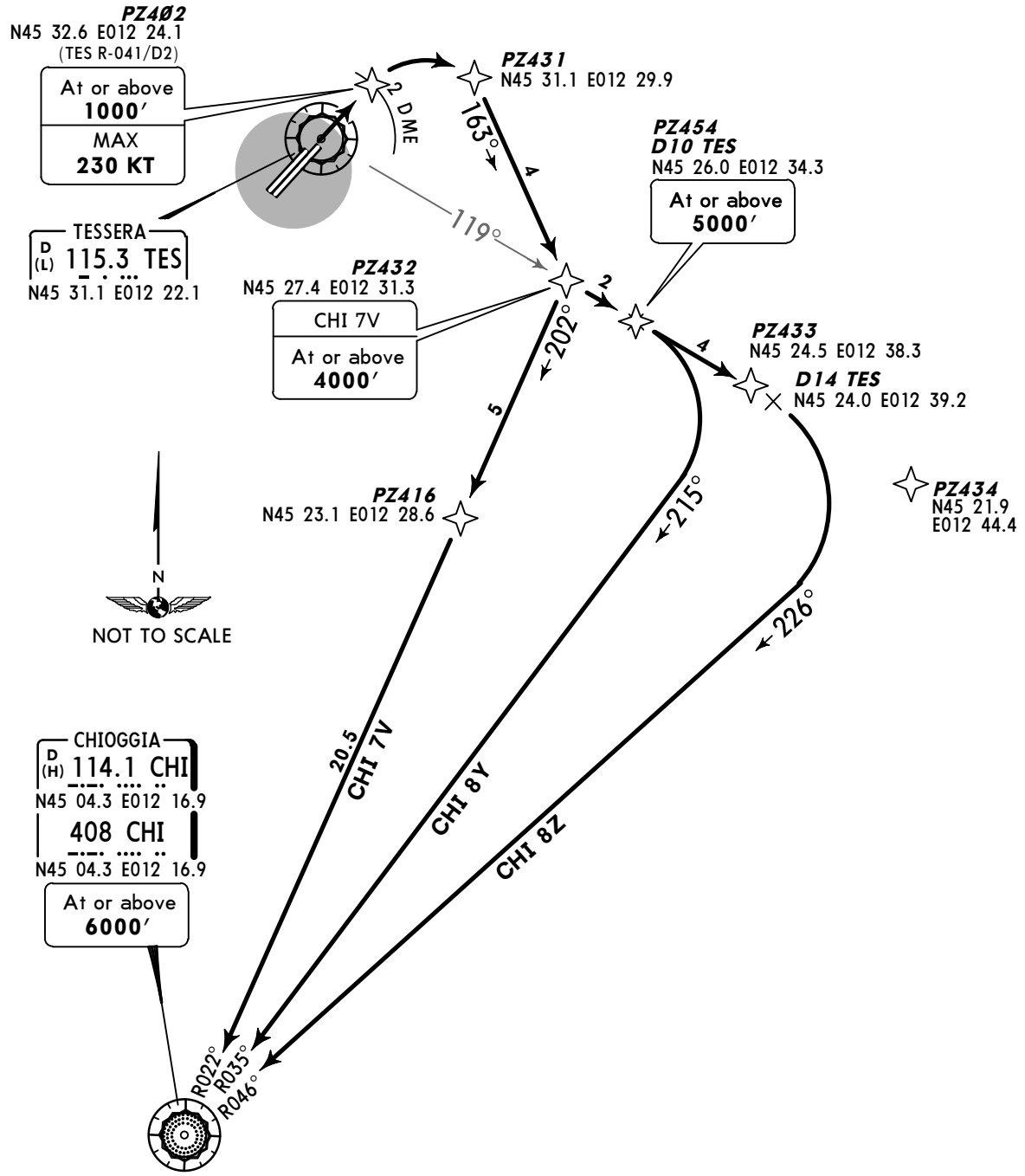
Apt Elev 7′	Trans level: By ATC Trans alt: 6000′ 1. Execute turns after take-off with MAX TAS 250 KT and bank angle 25° or rate of turn 2°/sec if it requires lesser bank. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.

CHI 7V, CHI 8Y, CHI 8Z

RNAV (RNAV 1 RECOMMENDED) OR CONVENTIONAL

RWYS 04L/R DEPARTURES

BASED ON TES



SID	ROUTING
CHI 7V	On runway heading to TES 2 DME, turn RIGHT, 163° track, intercept CHI R-022 inbound to CHI. **RNAV:** (410′+) - PZ402 (1000′+; K230-) - PZ431 - PZ432 (4000′+) - PZ416 - CHI (6000′+).
CHI 8Y	On runway heading to TES 2 DME, turn RIGHT, 163° track, intercept TES R-119 to D10 TES, turn RIGHT, intercept CHI R-035 inbound to CHI. **RNAV:** (410′+) - PZ402 (1000′+ ; K230-) - PZ431 - PZ432 - PZ454 (5000′+) - PZ433 - CHI (6000′+).
CHI 8Z	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 CHI. **RNAV:** (410′+) - PZ402 (1000′+ ; K230-) - PZ431 - PZ432 - PZ454 (5000′+) - PZ434 - CHI (6000′+).

CHANGES: Chart reindexed.

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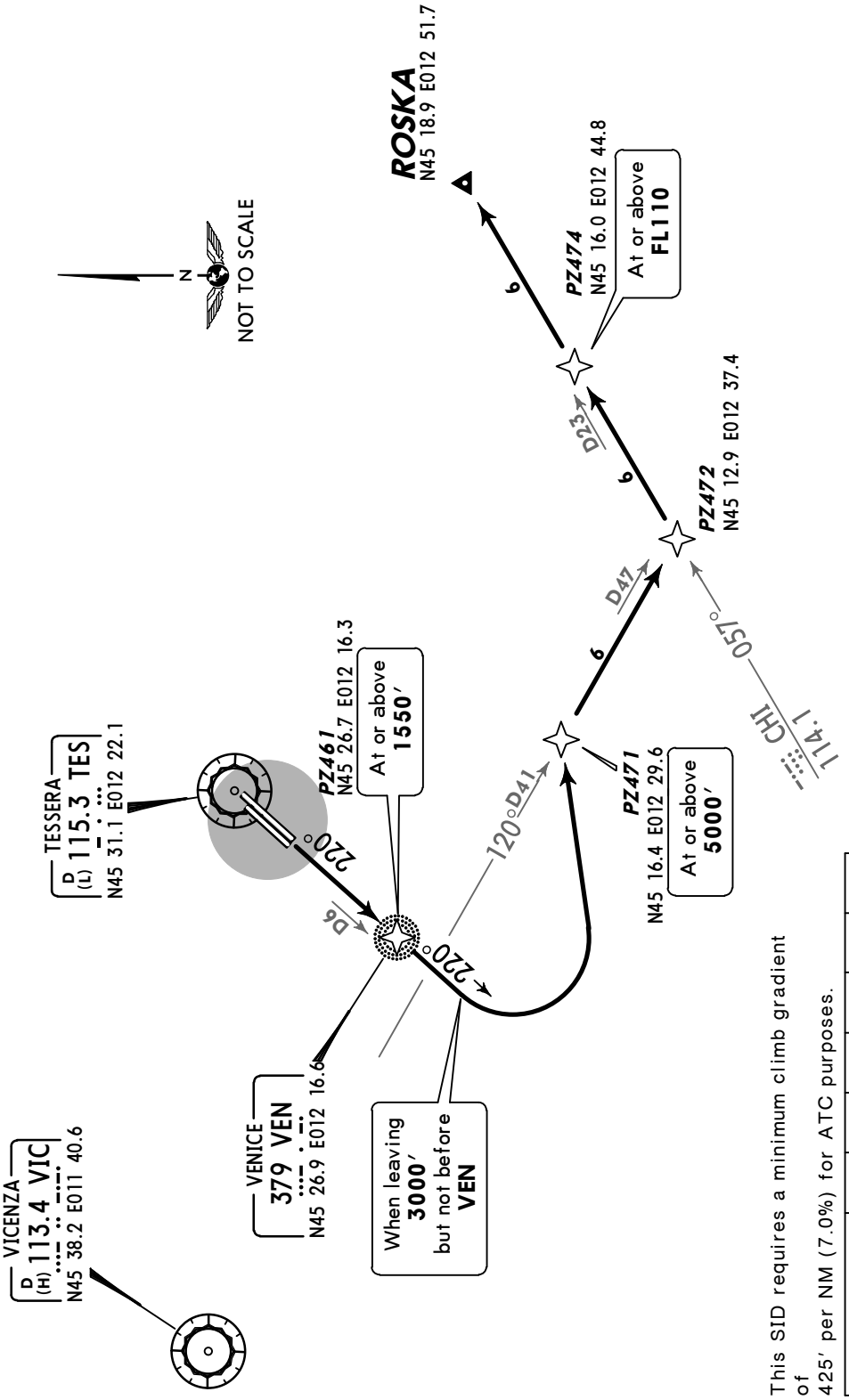
Apt Elev 7′	Trans level: By ATC Trans alt: 6000′ SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.

ROSKA 8D *[ROSK8D]*
RWYS 22L/R DEPARTURE
RNAV (RNAV 1 RECOMMENDED) OR CONVENTIONAL



This SID requires a minimum climb gradient of 425′ per NM (7.0%) for ATC purposes.

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

ROUTING

Climb on TES R-220 (if TES u/s 220° track bound to VEN) until eaving 3000′, turn LEFT, lintercept VIC R-120, to D47 VIC, turn LEFT, intercept CHI R-057 to ROSKA.
RNAV: (410′+) - PZ461 (1550′+) - (3000′+) - PZ471 (5000′+) - PZ472 - PZ474 (FL110+) - ROSKA.

CHANGES: Chart reindexed; SIDs renumbered withdrawn & revised.

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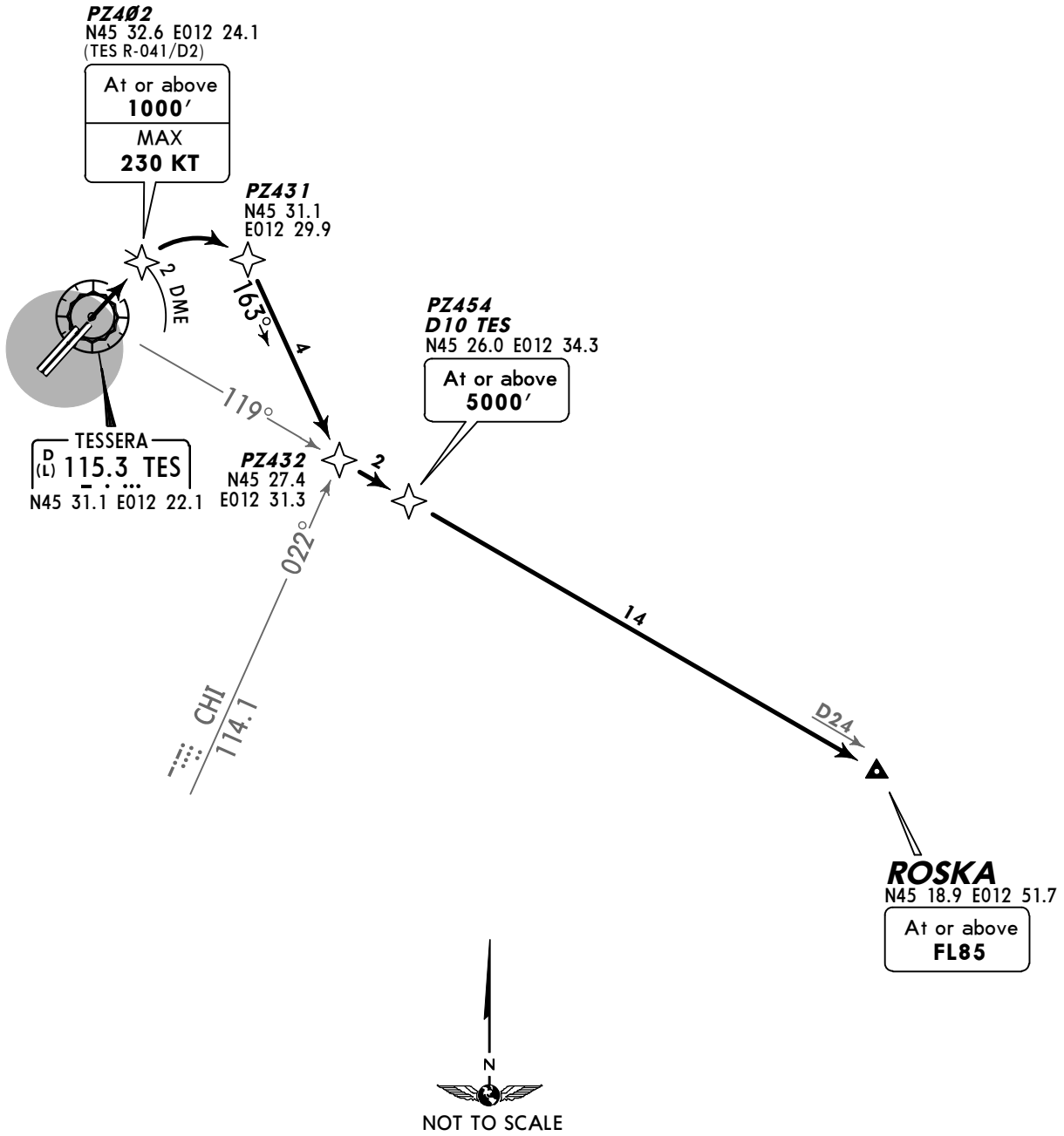
Apt Elev 7′	Trans level: By ATC Trans alt: 6000′ 1. Execute turns after take-off with MAX TAS 250 KT and bank angle 25° or rate of turn 2°/sec if it requires lesser bank. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.

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+).

CHANGES: Chart reindexed.

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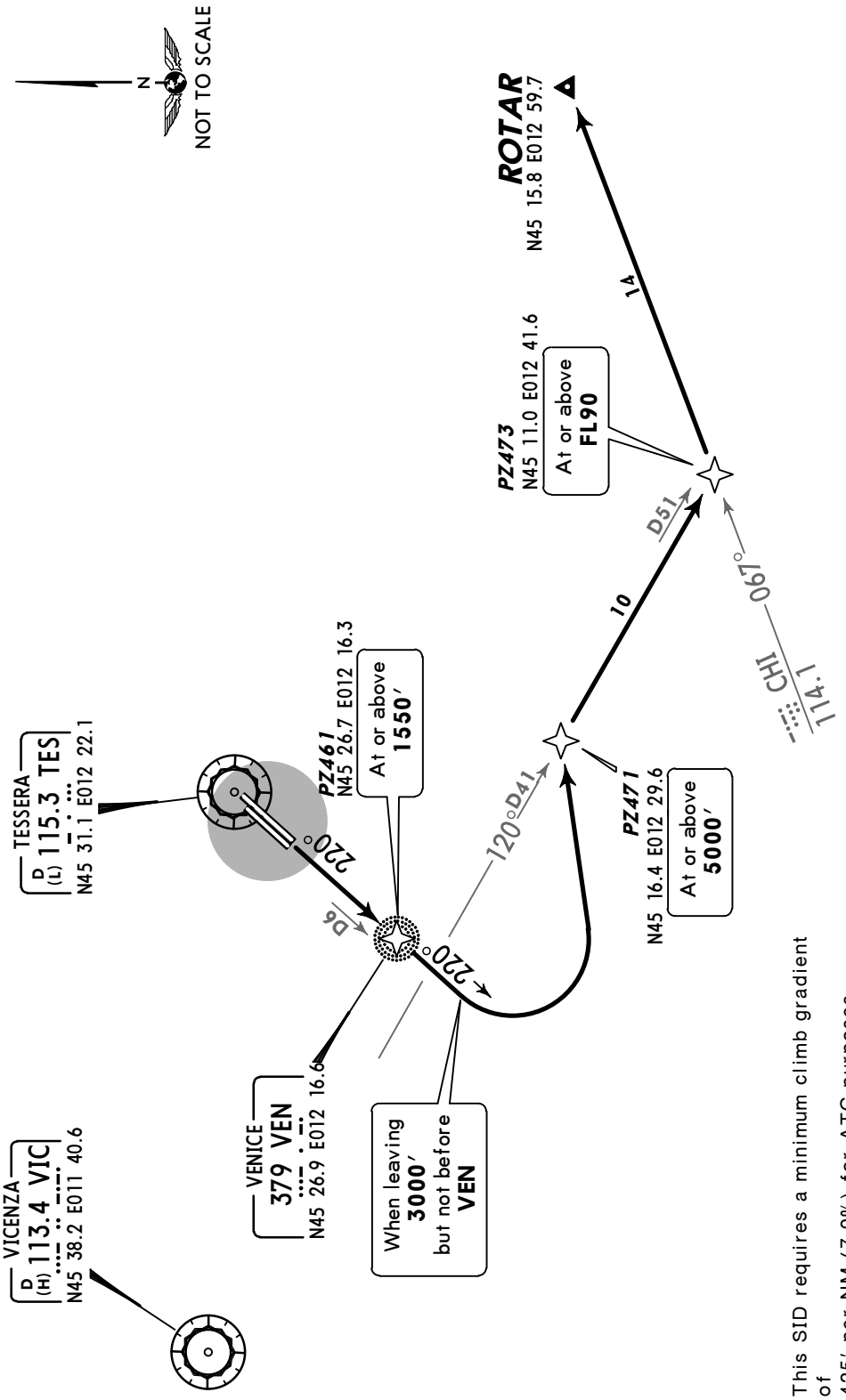
Apt Elev 7′	Trans level: By ATC Trans alt: 6000′ SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.

ROTAR 9D *[ROTA9D]*
RWYS 22L/R DEPARTURE
RNAV (RNAV 1 RECOMMENDED) OR CONVENTIONAL



This SID requires a minimum climb gradient of 425′ per NM (7.0%) for ATC purposes.

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

ROUTING

Climb on TES R-220 (if TES u/s 220° track bound to VEN) until leaving 3000′, turn LEFT, intercept VIC R-120, to D51 VIC, turn LEFT, intercept CHI R-067 to ROTAR.
RNAV: (410′+) - PZ461 (1550′+) - (3000′+) - PZ471 (5000′+) - PZ473 (FL90+) - ROTAR.

CHANGES: Chart reindexed; SID renumbered & revised.

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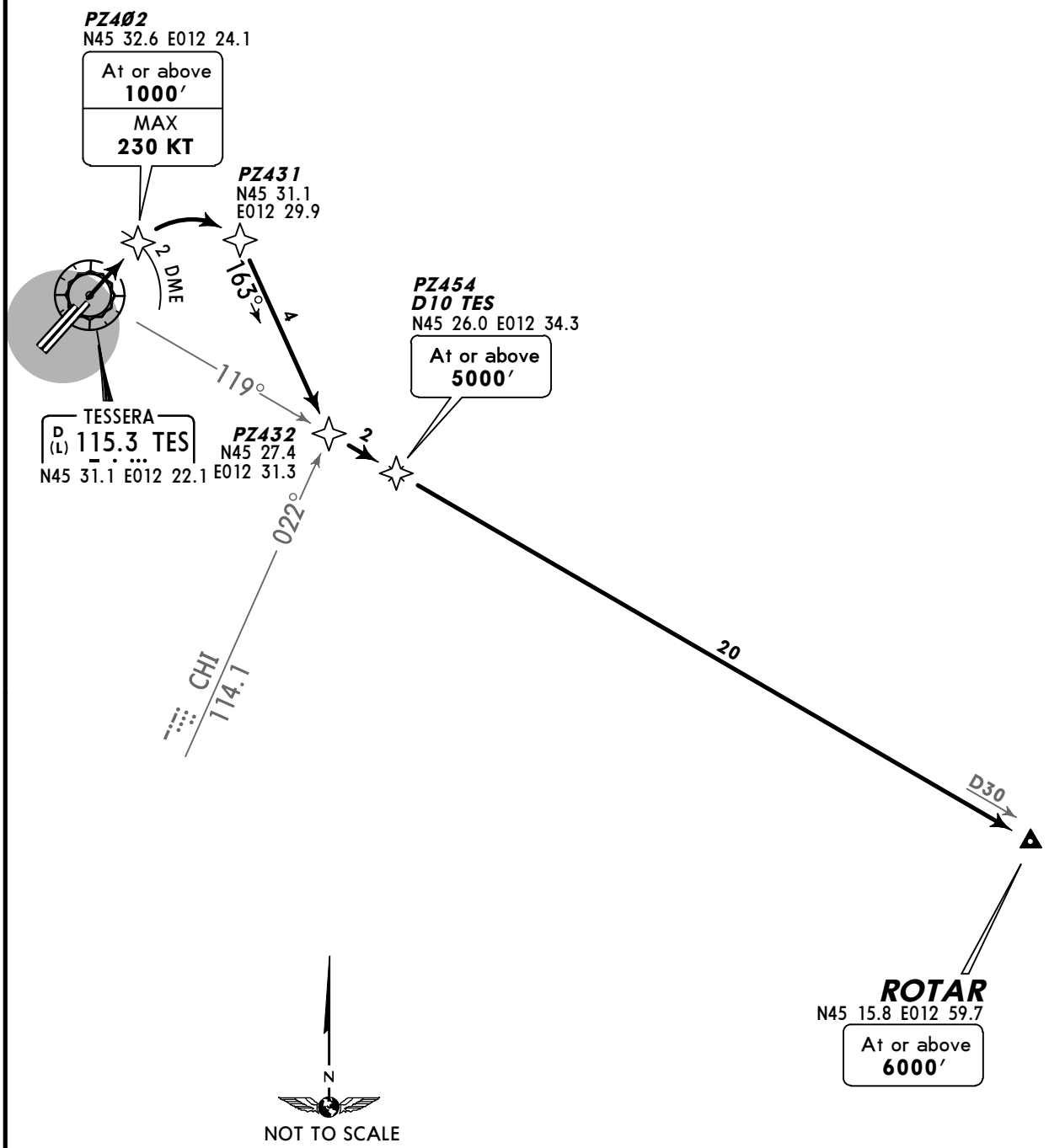
Apt Elev 7′	Trans level: By ATC Trans alt: 6000′ 1. Execute turns after take-off with MAX TAS 250 KT and bank angle 25° or rate of turn 2°/sec if it requires lesser bank. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.

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′+).

CHANGES: Chart reindexed.

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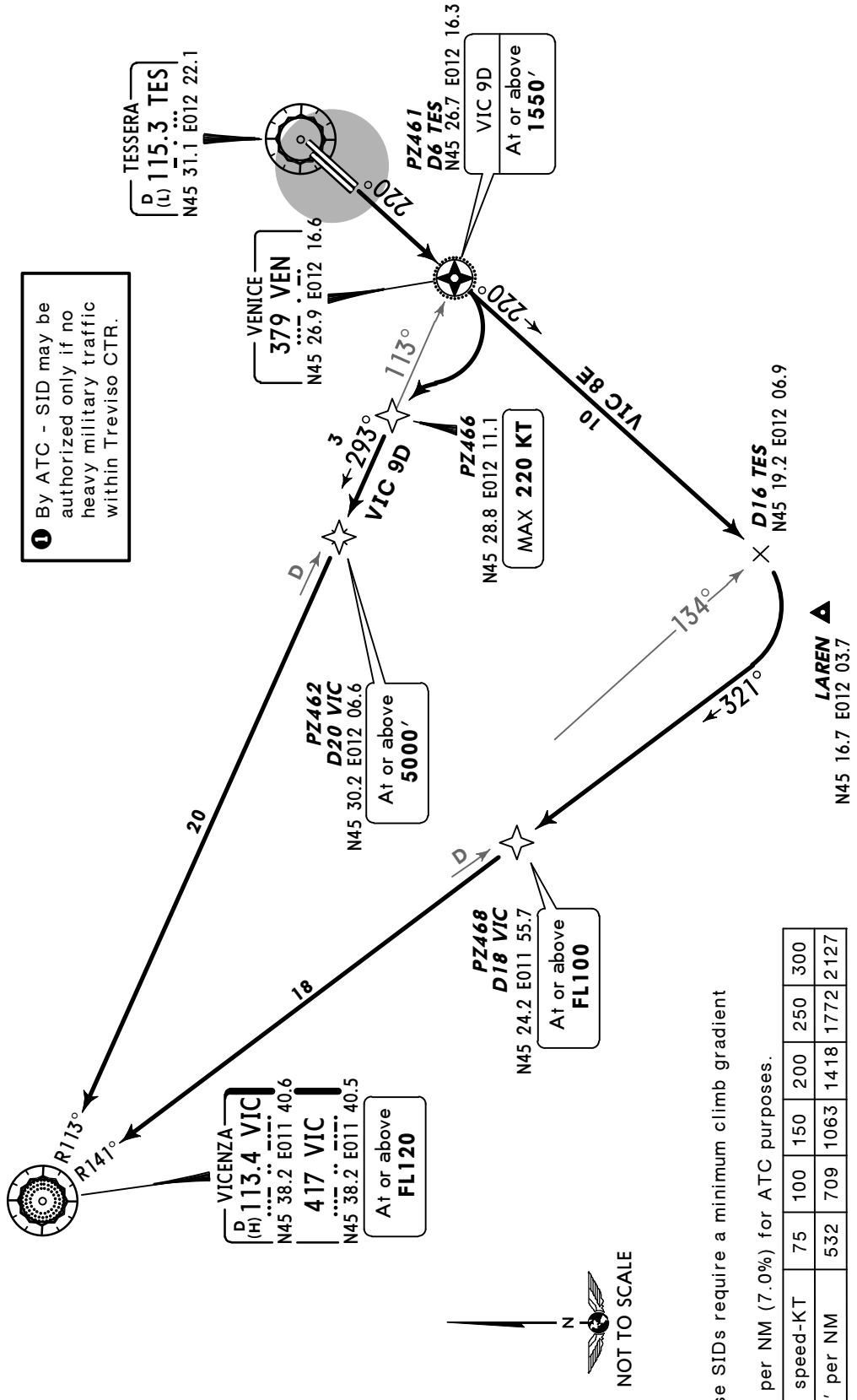
Apt Elev 7′	Trans level: By ATC Trans alt: 6000′ SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.

VIC 9D ❶, VIC 8E
RWYS 22L/R DEPARTURES
RNAV (RNAV 1 RECOMMENDED) OR CONVENTIONAL



❶ By ATC - SID may be authorized only if no heavy military traffic within Treviso CTR.

These SIDs require a minimum climb gradient of 425′ per NM (7.0%) for ATC purposes.

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

SID	ROUTING
VIC 9D ❶	On TES R-220 (if TES u/s 220° track bound to VEN) to D6 TES (if TES u/s over VEN), turn RIGHT, intercept VIC R-113 inbound to VIC. **RNAV:** (410′+) - PZ461 (1550′+) - PZ466 (K220-) - PZ462 (5000′+) - VIC (FL120+).
VIC 8E	On TES R-220 (if TES u/s 220° track bound to VEN) to D16 TES (if TES u/s turn when passing VIC R-134), turn RIGHT, intercept VIC R-141 inbound to VIC. **RNAV:** (410′+) - LAREN - PZ468 (FL100+)- VIC (FL120+).

CHANGES: Chart reindexed; SIDs renumbered & revised.

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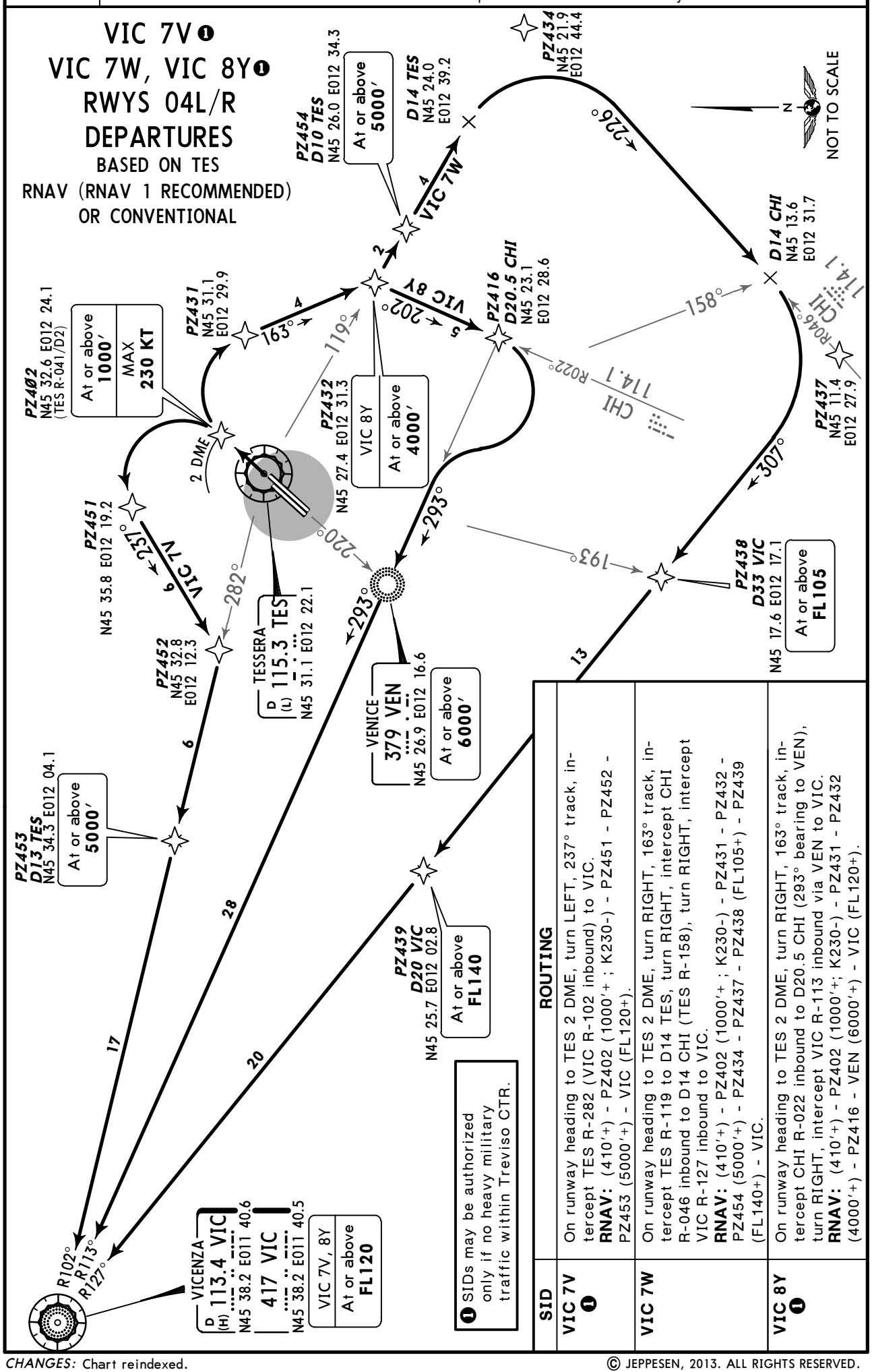
Apt Elev 7′	Trans level: By ATC Trans alt: 6000′ 1. Execute turns after take-off with MAX TAS 250 KT and bank angle 25° or rate of turn 2°/sec if it requires lesser bank. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.



CHANGES: Chart reindexed.

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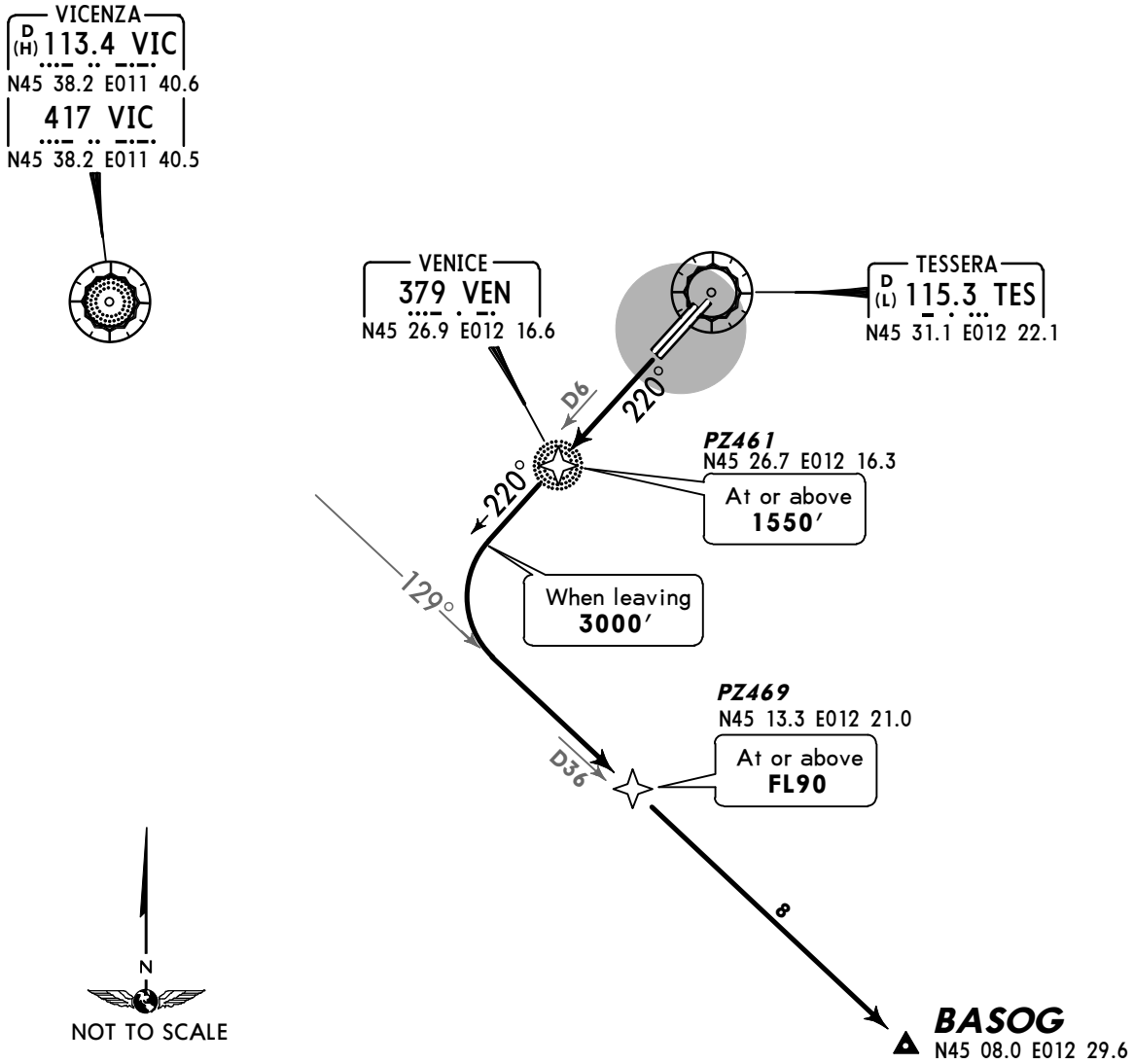
Apt Elev 7′	Trans level: By ATC Trans alt: 6000′ SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.

BASOG 5V[BASO5V]
RWYS 22L/R DEPARTURE
RNAV (RNAV 1 RECOMMENDED) OR CONVENTIONAL



This SID requires a minimum climb gradient of
425′ per NM (7.0%) for ATC purposes.

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

ROUTING

Climb on TES R-220 (if TES u/s on 220° track bound to VEN) until leaving 3000′, turn LEFT, intercept VIC R-129 to BASOG.
RNAV: (410′+) - PZ461 (1550′+) - (3000′+) - PZ469 (FL90+) - BASOG.

CHANGES: New procedure at this airport.

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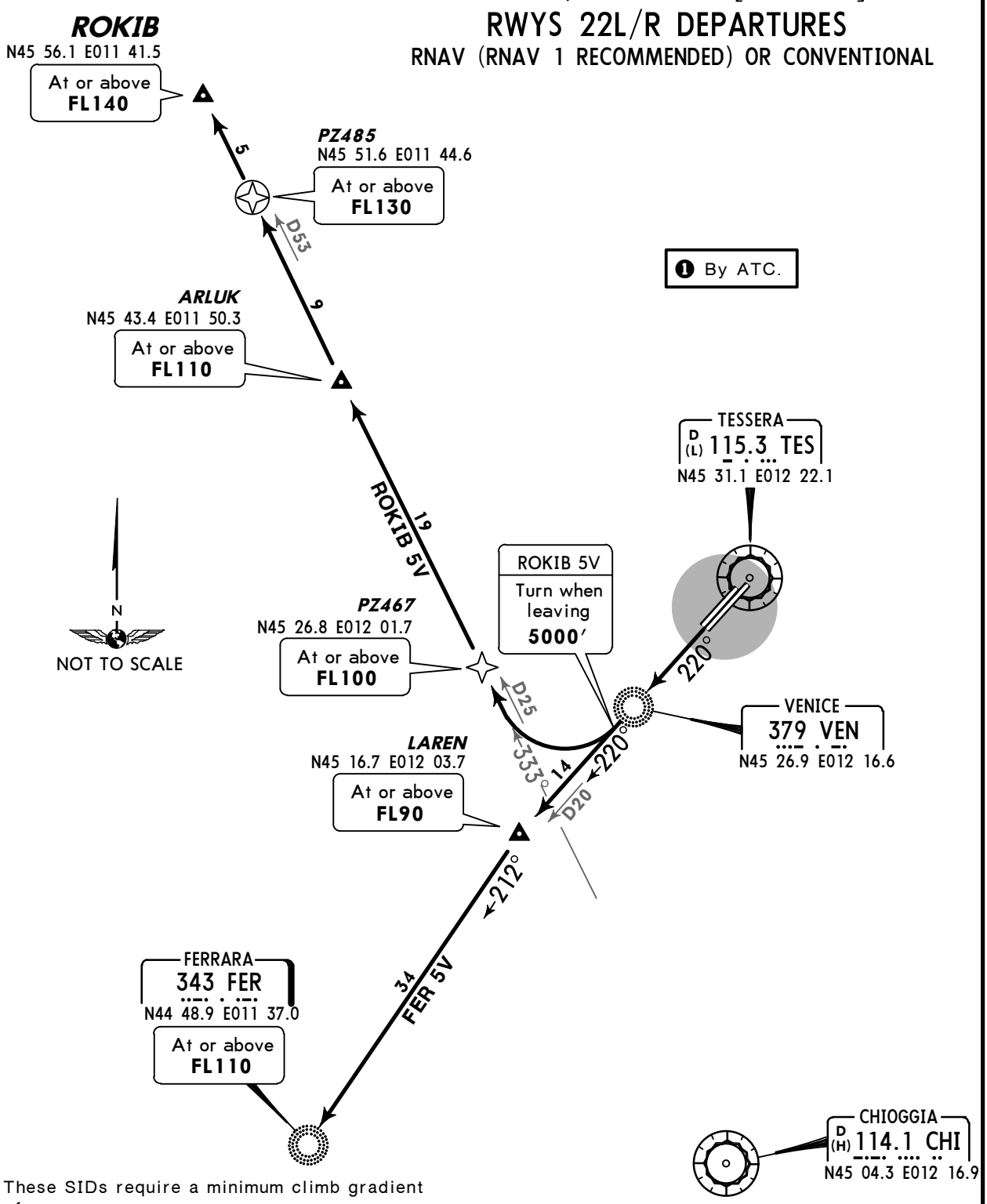
Apt Elev 7′	Trans level: By ATC Trans alt: 6000′ SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.

FER 5V ❶, ROKIB 5V *[ROKI5V]*
RWYS 22L/R DEPARTURES
RNAV (RNAV 1 RECOMMENDED) OR CONVENTIONAL



These SIDs require a minimum climb gradient of
425′ per NM (7.0%) for ATC purposes.

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

SID	ROUTING
FER 5V ❶	Climb on TES R-220 (if TES u/s 220° track bound to VEN) to LAREN , turn LEFT, 212° bearing to FER. **RNAV:** (410′+) - LAREN (FL90+) - FER (FL110+).
ROKIB 5V	Climb on TES R-220 (if TES u/s 220° track bound to VEN) until leaving 5000′, turn RIGHT, intercept CHI R-333 to ROKIB. **RNAV:** (5000′+) - PZ467 (FL100+)- ARLUK (FL110+) - PZ485 (FL130+) - ROKIB (FL140+).

CHANGES: New procedures at this airport.

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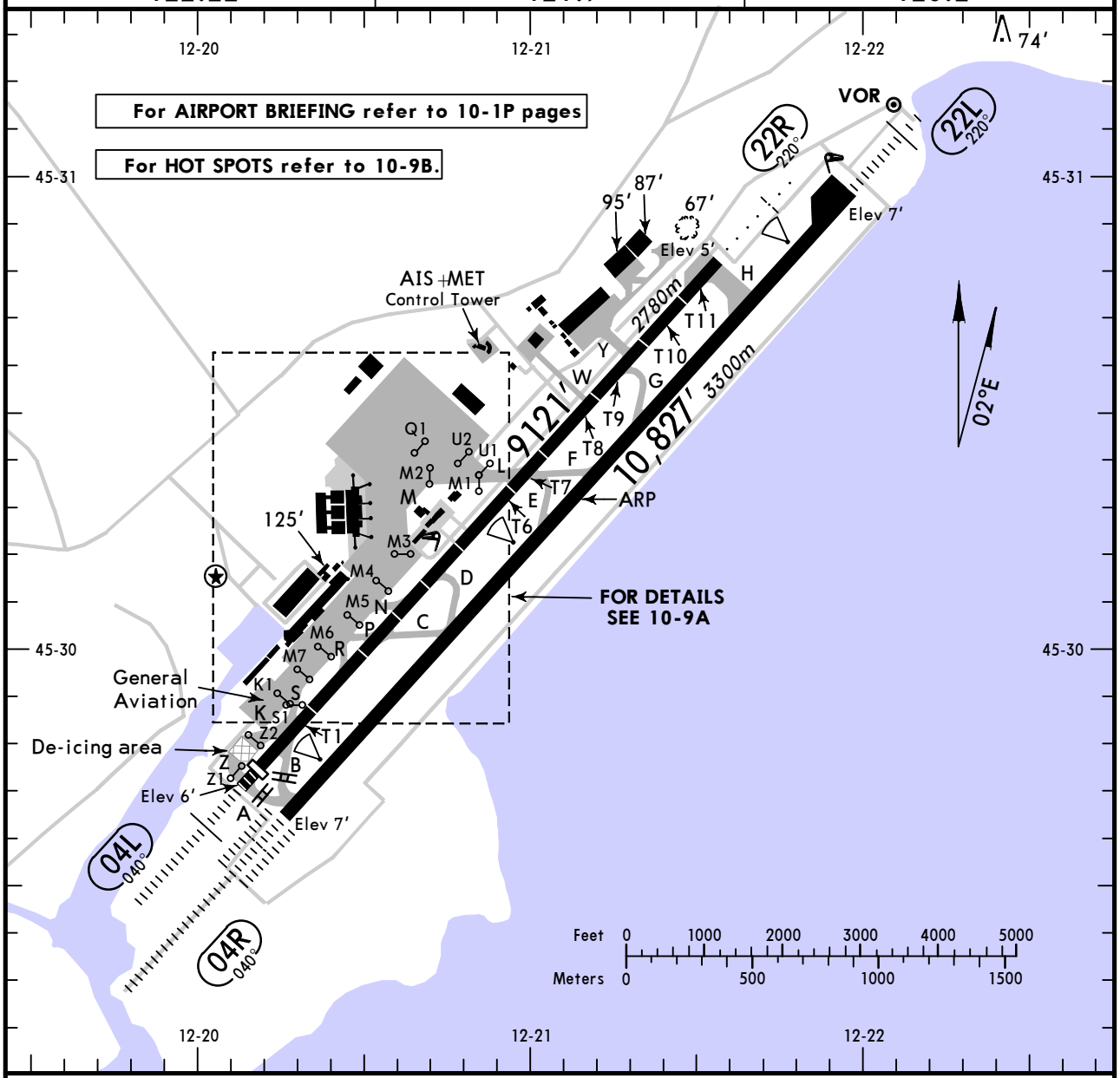
ATIS	*VENICE Ground	Tower
122.22	121.7	120.2



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
04L ❶ 22R	HIRL *(60m)* HIALS PAPI-L (3.0°)	8812′ *2686m*			148′ *45m*
04R	HIRL *(60m)* CL *(7.5m)* ALSF-II TDZ PAPI (3.0°) RVR		9830′ *2996m*		148′ *45m*
22L	HIRL *(60m)* CL *(30m)* HIALS PAPI (3.0°)			❷	

❶ Normally used as taxiway.

❷ TAKE-OFF RUN AVAILABLE
From rwy head 10,827′ (3300m)
twy H int 8694′ (2650m)

Standard TAKE-OFF ❶

	Rwy 04R/22L 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)	Rwy 04L/22R
A	*125m*	*150m*	*200m*	*250m*	*400m*	*500m*	*1100m*
B							
C							
D	*150m*	*200m*	*250m*	*300m*			

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

CHANGES: Hot spots transferred to 10-9B.

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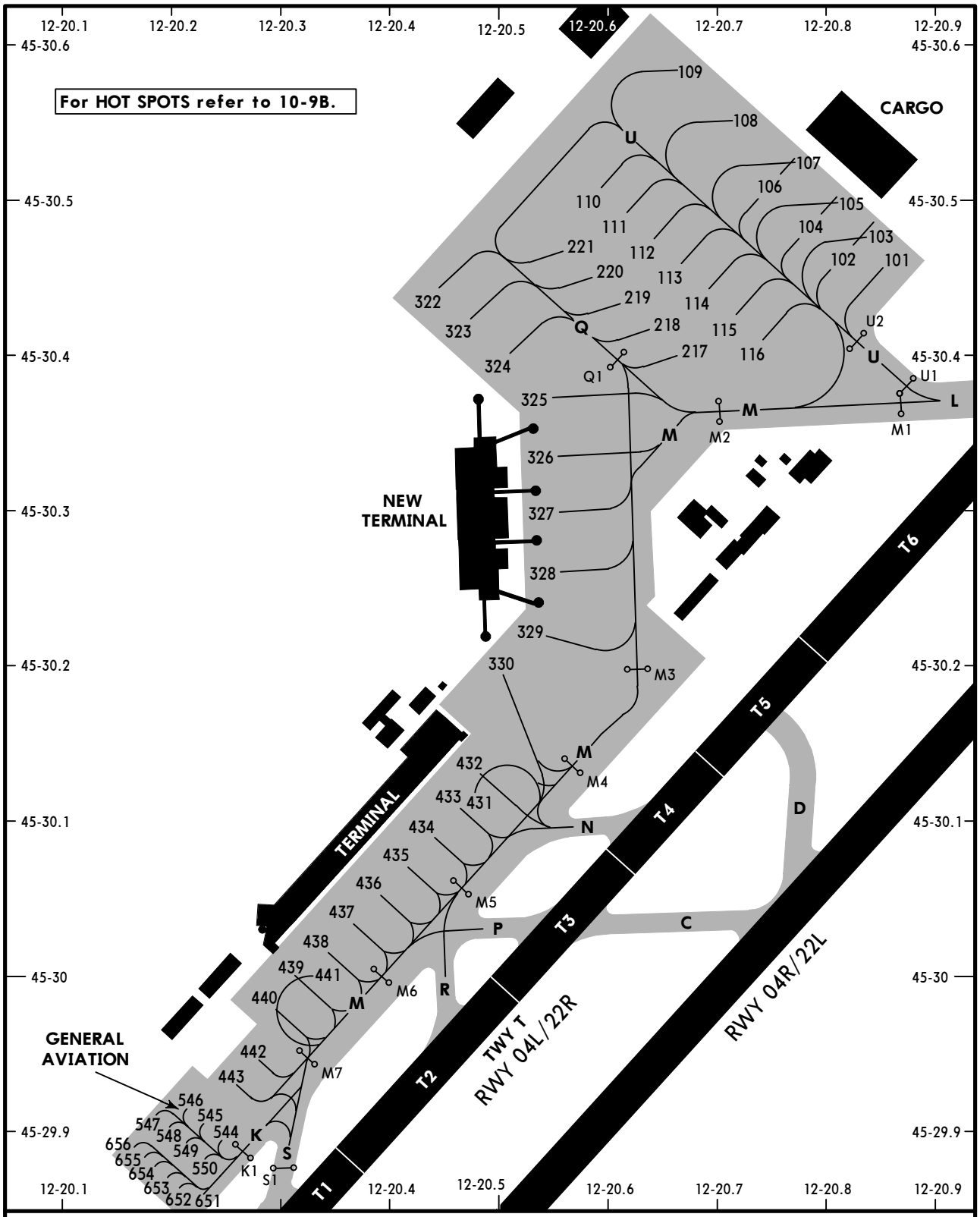

INS COORDINATES

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		

CHANGES: Note. Coordinates.

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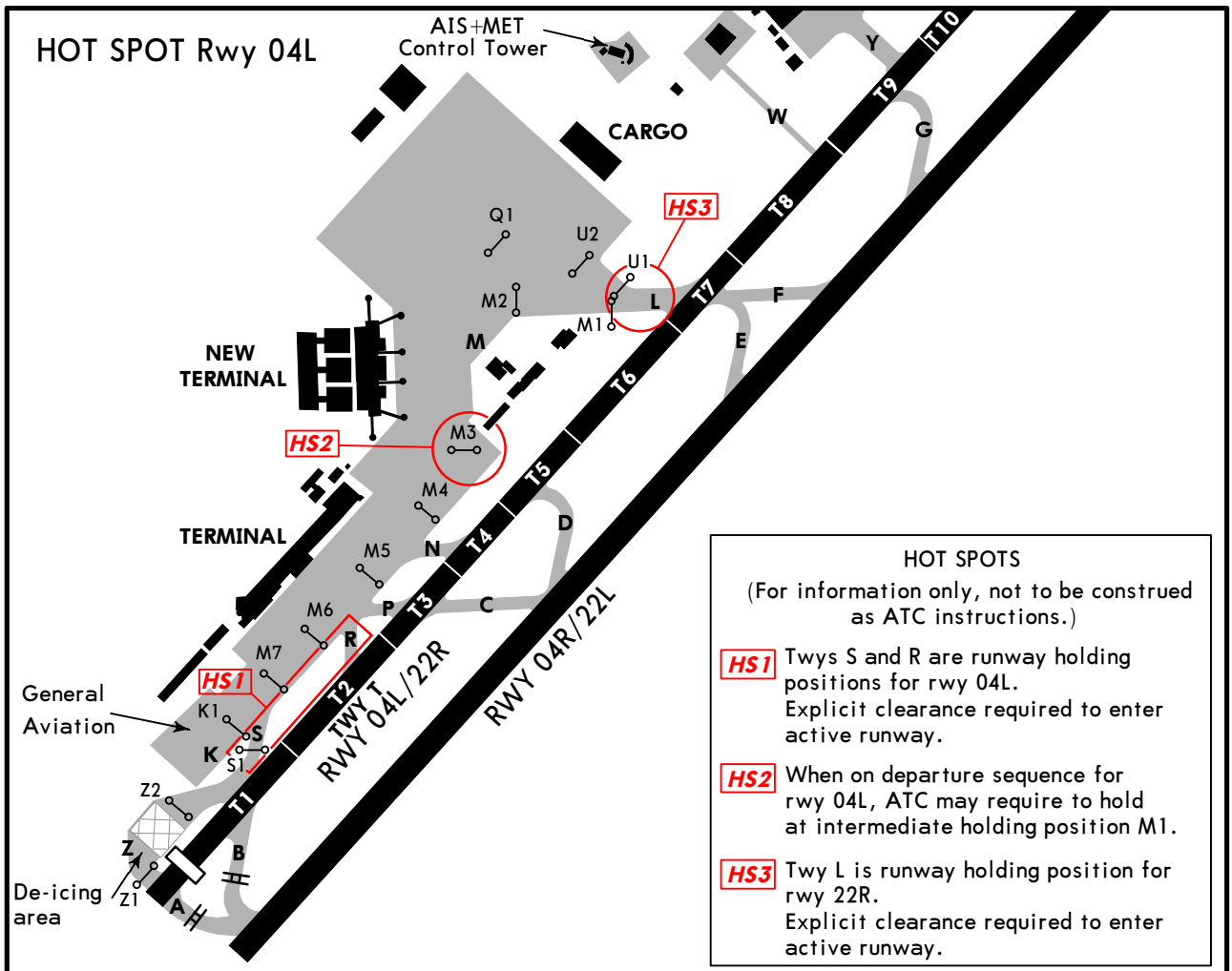
HOT SPOT Rwy 04L



HOT SPOTS

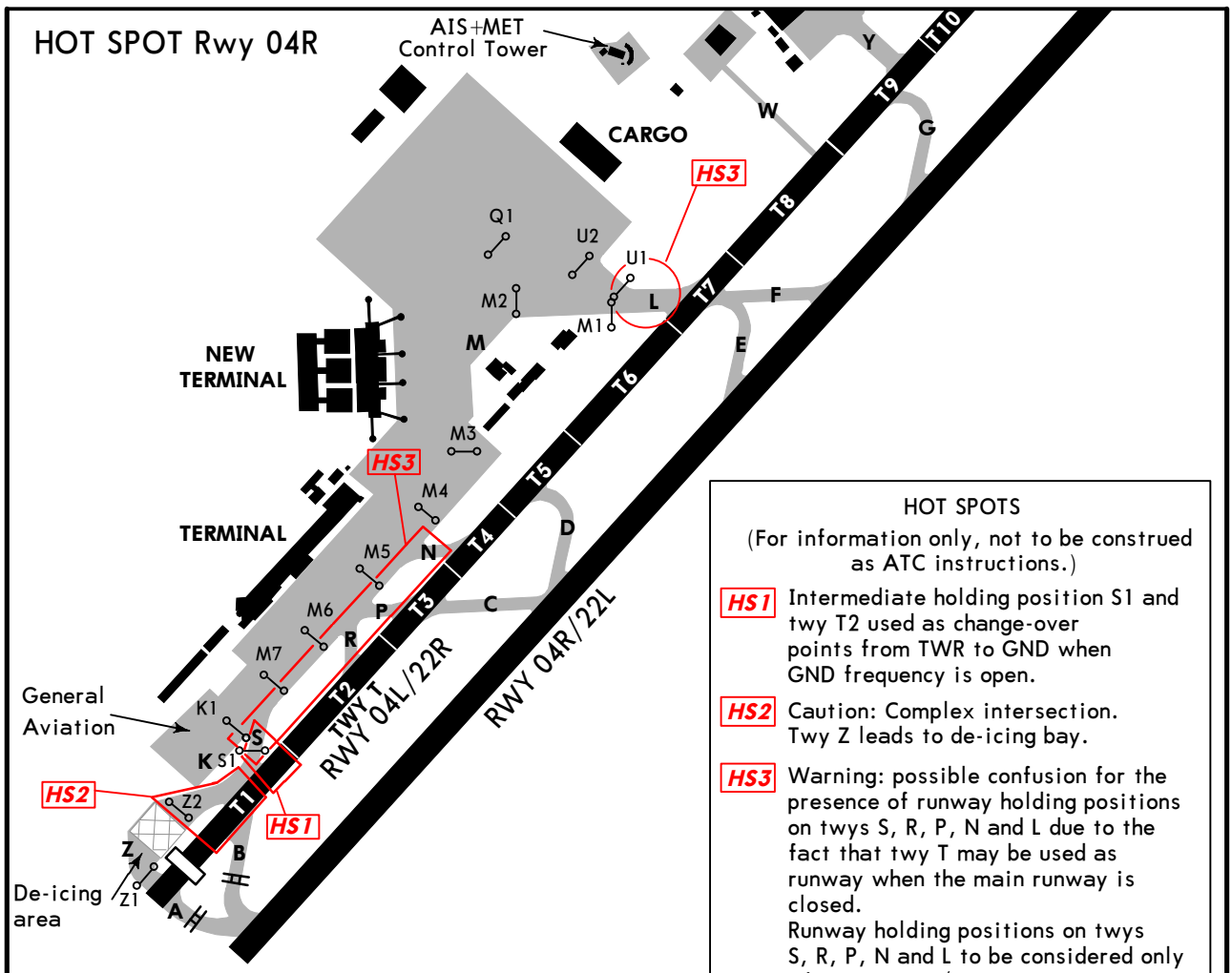
(For information only, not to be construed as ATC instructions.)

HS1 Twys S and R are runway holding positions for rwy 04L.
Explicit clearance required to enter active runway.

HS2 When on departure sequence for rwy 04L, ATC may require to hold at intermediate holding position M1.

HS3 Twy L is runway holding position for rwy 22R.
Explicit clearance required to enter active runway.

HOT SPOT Rwy 04R



HOT SPOTS

(For information only, not to be construed as ATC instructions.)

HS1 Intermediate holding position S1 and twy T2 used as change-over points from TWR to GND when GND frequency is open.

HS2 Caution: Complex intersection.
Twy Z leads to de-icing bay.

HS3 Warning: possible confusion for the presence of runway holding positions on twys S, R, P, N and L due to the fact that twy T may be used as runway when the main runway is closed.
Runway holding positions on twys S, R, P, N and L to be considered only when rwy 04L/22R in use.

CHANGES: New page.

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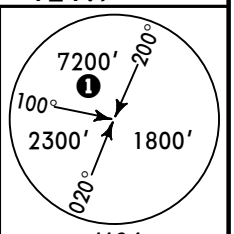
ATIS	VENICE Approach (R)	VENICE Tower	*Ground
122.22	118.9	120.2	121.7

BRIEFING STRIP ™

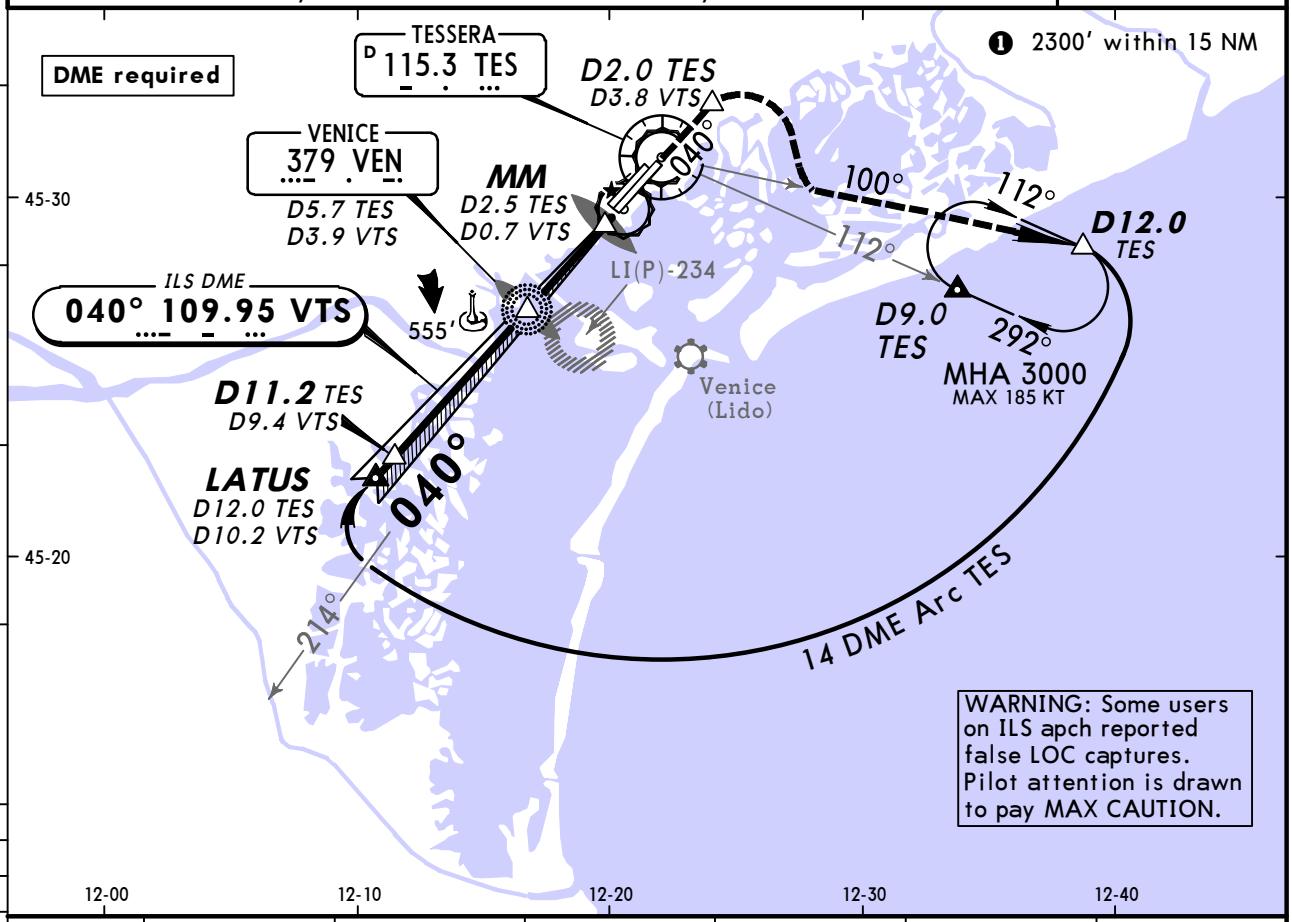
LOC VTS	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev / RWY
109.95	040°	1246′ (1239′)	Refer to Minimums	7′ / 7′

MISSED APCH: Climb on 040° to 3000′. At D2.0 TES turn RIGHT (MAX 200 KT) to intercept and follow R-100 TES. At D12.0 TES join holding.

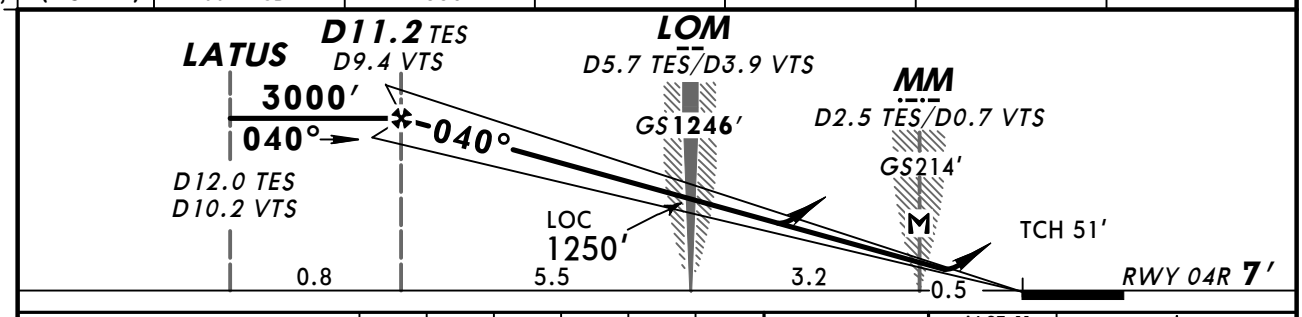
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000′



MSA
TES VOR



LOC (GS out)	TES DME	7.0	6.0	5.0	4.0	3.0
	ALTITUDE	1660′	1340′	1020′	710′	390′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at MM/D2.5 TES/D0.7 VTS						

ALSF-II
PAPI PAPI
D2.0 TES on 040°

Standard STRAIGHT-IN LANDING RWY **04R**

	ILS			LOC (GS out)	
	DA(H) ABC: 207′(200′)		D: 215′(208′)	DA(H) 450′(443′)	
	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1400m	RVR 1500m
B					
C					CMV 2100m
D					

CIRCLE-TO-LAND
TO RWY 22L
Not authorized
North of rwy

Max Kts	MDA(H)	VIS
100	580′ (573′)	1500m
135	600′ (593′)	1600m
180	730′ (723′)	2400m
205	950′ (943′)	3600m

PANS OPS

CHANGES: MSA. Missed apch. Circling minimums.

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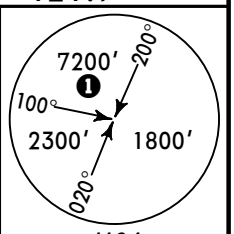
ATIS	VENICE Approach (R)	VENICE Tower	*Ground
122.22	118.9	120.2	121.7

BRIEFING STRIP™

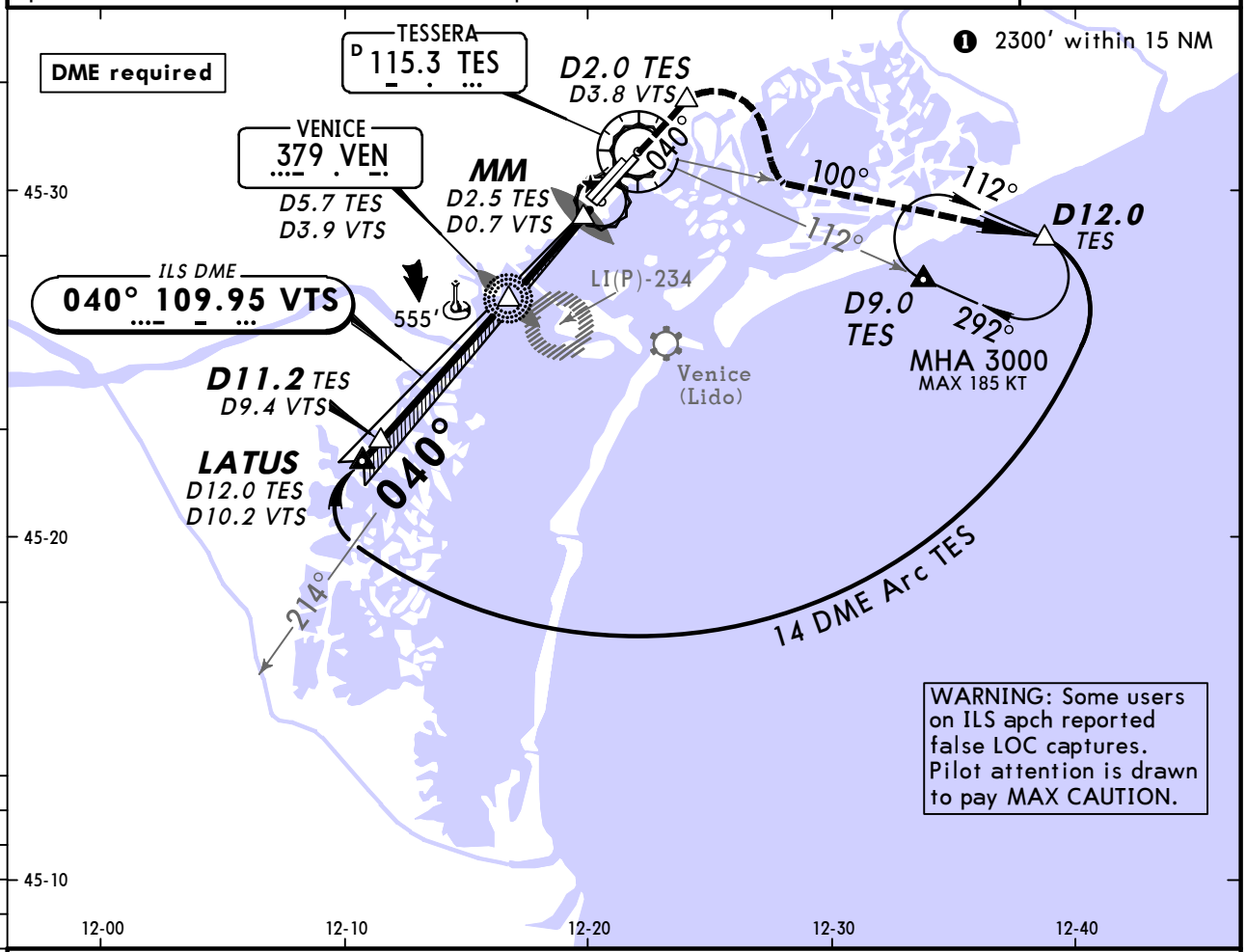
LOC VTS	Final Apch Crs	GS LOM	CAT II & IIIA ILS Refer to Minimums	Apt Elev / RWY
109.95	040°	1246′ (1239′)		7′ / 7′

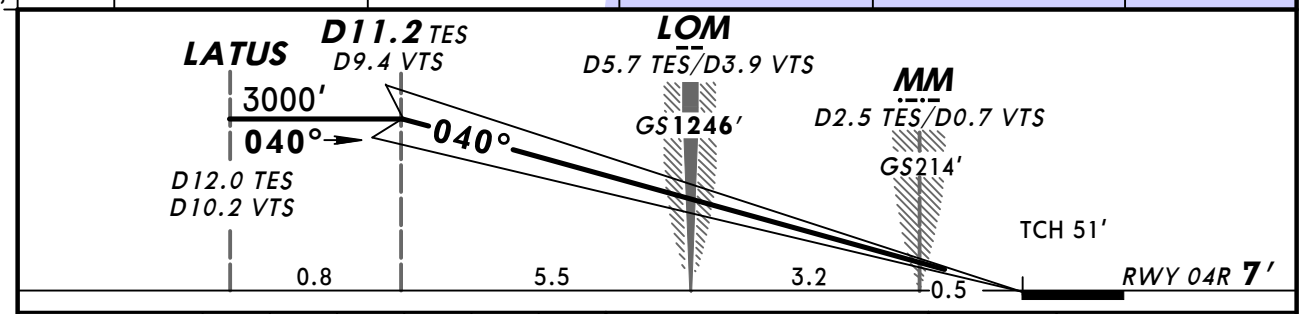
MISSED APCH: Climb on 040° to 3000′. At D2.0 TES turn RIGHT (MAX 200 KT) to intercept and follow R-100 TES. At D12.0 TES join holding.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000′
Special Aircrew & Aircraft Certification Required.



MSA
TES VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

ALSF-II
PAPI PAPI

D2.0 TES on 040°

PANS OPS

Standard STRAIGHT-IN LANDING RWY **04R**

CAT IIIA ILS	CAT II ILS
DH **50′**	**RA 102′** DA(H) **107′** (100′)
RVR *200m*	RVR *300m* [1]

[1] Operators applying U.S. Ops Specs: Autoland or HUD required below 350m.

CHANGES: MSA. Missed apch.

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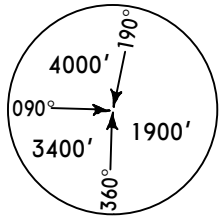
ATIS	VENICE Approach (R)	VENICE Tower	*Ground
122.22	118.9	120.2	121.7

BRIEFING STRIP ™

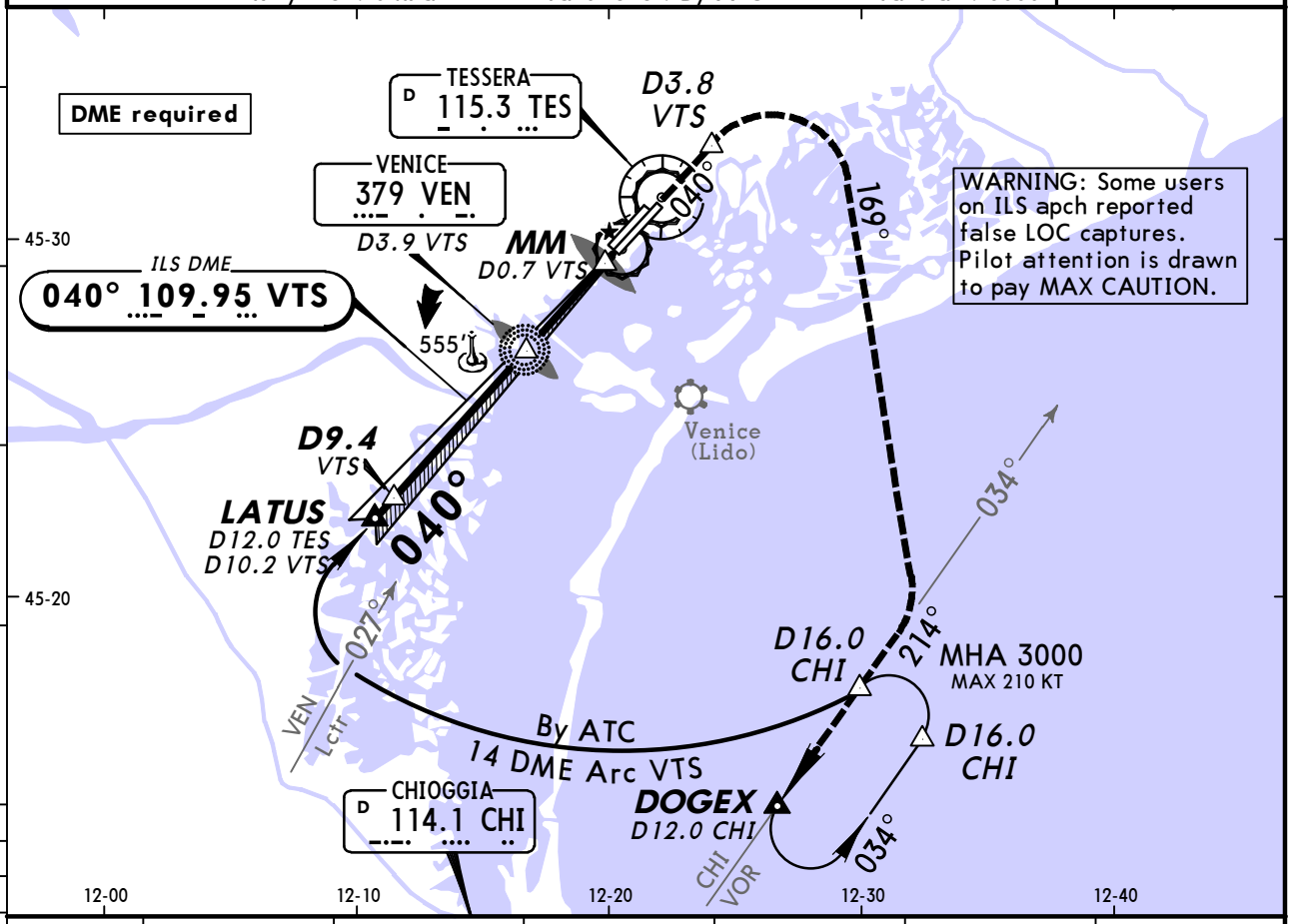
LOC VTS	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev / RWY
109.95	040°	1246′ (1239′)	Refer to Minimums	7′ / 7′

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.

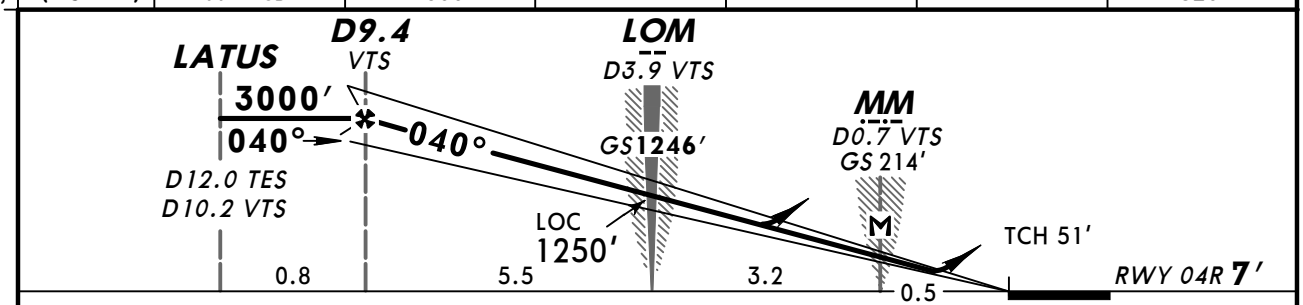
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000′



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						

ALSF-II
PAPI PAPI
040°
D3.8
VTS

Standard STRAIGHT-IN LANDING RWY **04R**

	ILS FULL	ILS Limited	ILS ALS out	LOC (GS out)	LOC (GS out) ALS out
	DA(H) ABC: 207′ (200′) D: 215′ (208′)			DA(H) 450′ (443′)	
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1400m	RVR 1500m
B					
C					CMV 2100m
D					

CIRCLE-TO-LAND
TO RWY 22L
Not authorized
North of rwy

Max Kts	MDA(H)	VIS
100	580′ (573′)	1500m
135	580′ (573′)	1600m
180	730′ (723′)	2400m
205	950′ (943′)	3600m

PANS OPS

CHANGES: Missed approach.

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

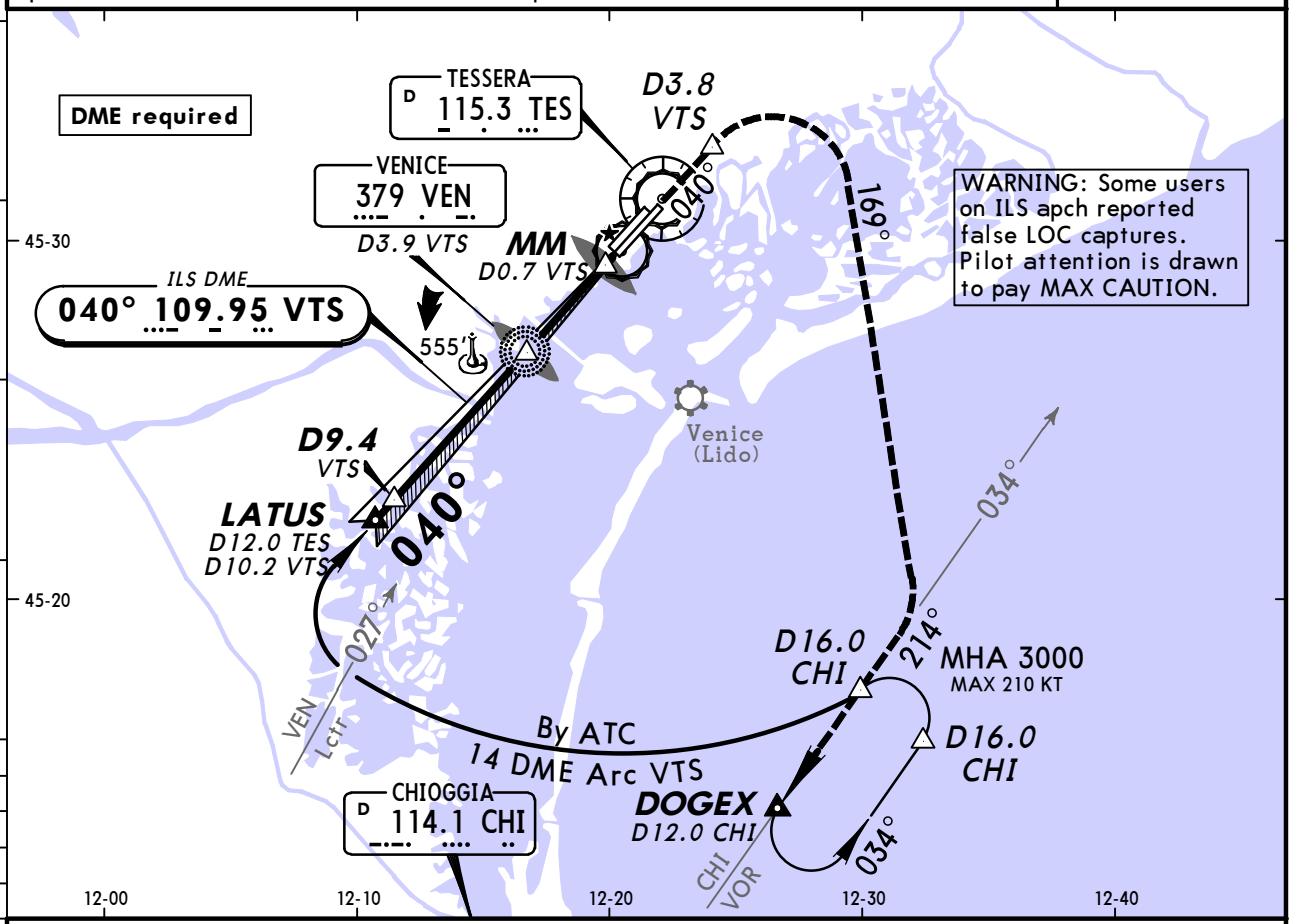
ATIS	VENICE Approach (R)	VENICE Tower	*Ground
122.22	118.9	120.2	121.7

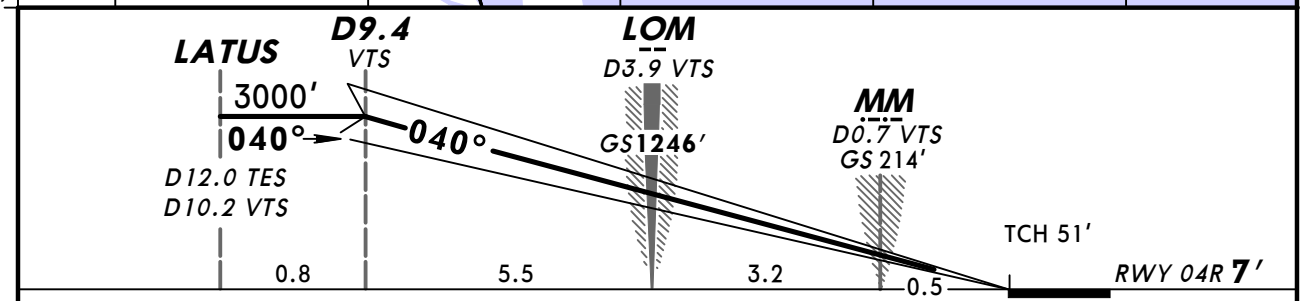
LOC	Final Apch Crs	GS LOM	CAT II & IIIA ILS	Apt Elev / RWY
VTS 109.95	040°	1246′ (1239′)	Refer to Minimums	7′ / 7′

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: 4000′ (190°–360°), 3400′ (090°–360°), 1900′ (090°–190°)





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

ALSF-II PAPI PAPI 040° D3.8 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 [1]

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

CHANGES: Missed approach.

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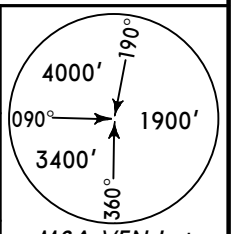
BRIEFING STRIP

ATIS	VENICE Approach (R)	VENICE Tower	*Ground
122.22	118.9	120.2	121.7

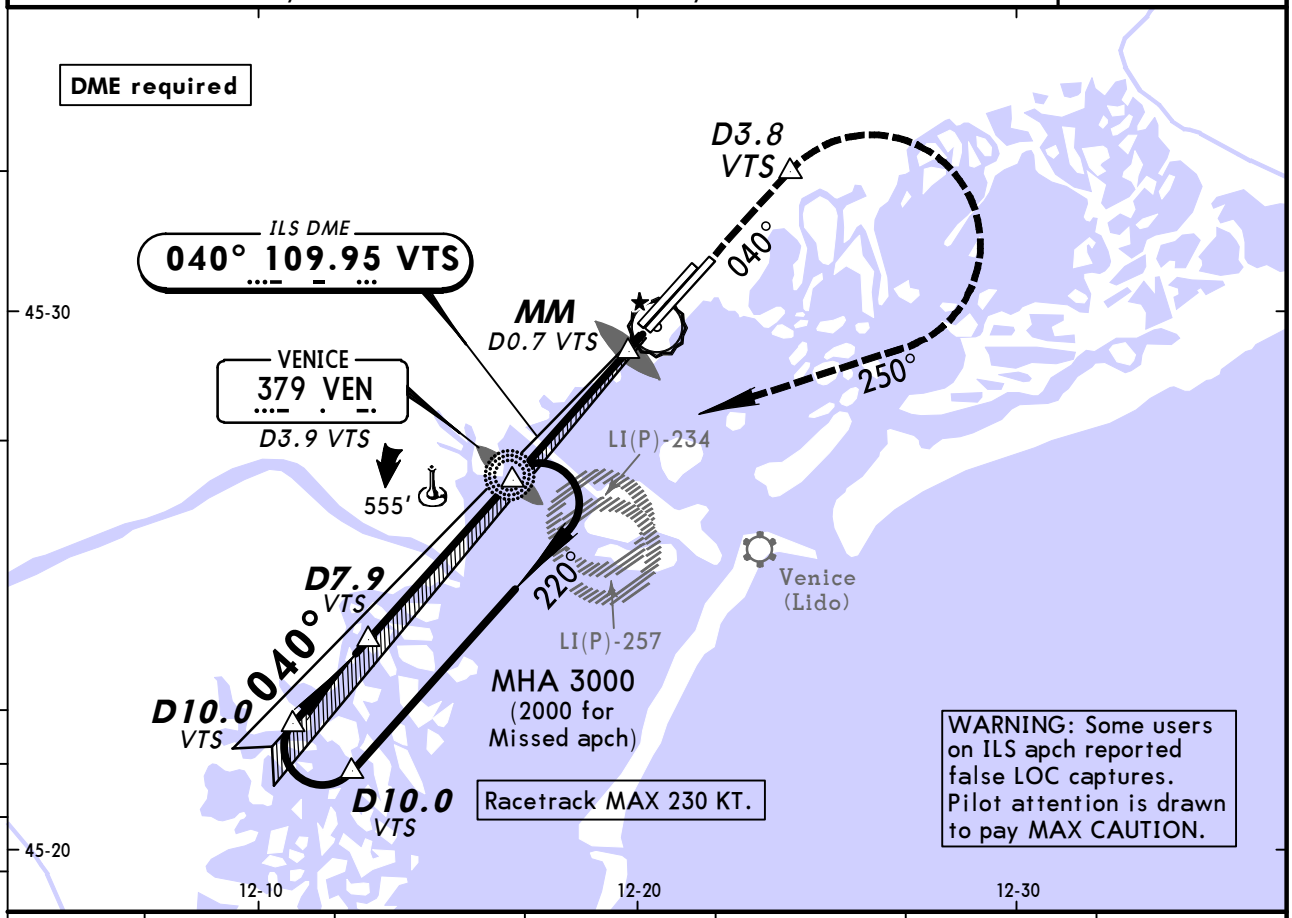
LOC VTS	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev / RWY
109.95	040°	1246′ (1239′)	Refer to Minimums	7′ / 7′

MISSED APCH: Climb on 040° to 2000′. At D3.8 VTS turn RIGHT (MAX 185 KT) onto 250° to Lctr.

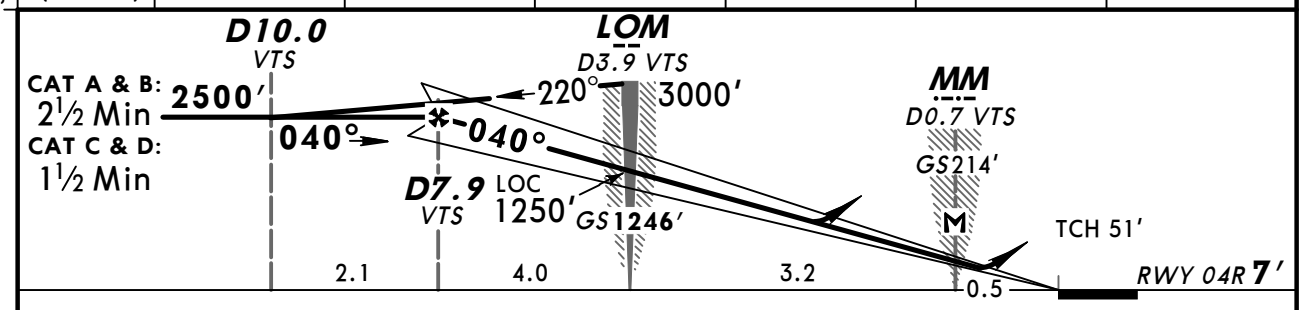
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000′



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						

ALSF-II PAPI PAPI 040° D3.8 VTS

Standard STRAIGHT-IN LANDING RWY 04R

	ILS FULL	ILS Limited	ILS ALS out	LOC (GS out)	LOC (GS out) ALS out
DA(H)	ABC: 207′ (200′)		D: 215′ (208′)	DA(H) 450′ (443′)	
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1400m	RVR 1500m
B					
C					CMV 2100m
D					

CIRCLE-TO-LAND TO RWY 22L
Not authorized North of rwy

Max Kts	MDA(H)	VIS
100	580′ (573′)	1500m
135	580′ (573′)	1600m
180	730′ (723′)	2400m
205	950′ (943′)	3600m

PANS OPS 4

CHANGES: Minimums.

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

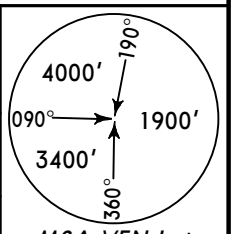
ATIS	VENICE Approach (R)	VENICE Tower	*Ground
122.22	118.9	120.2	121.7

BRIEFING STRIP ™

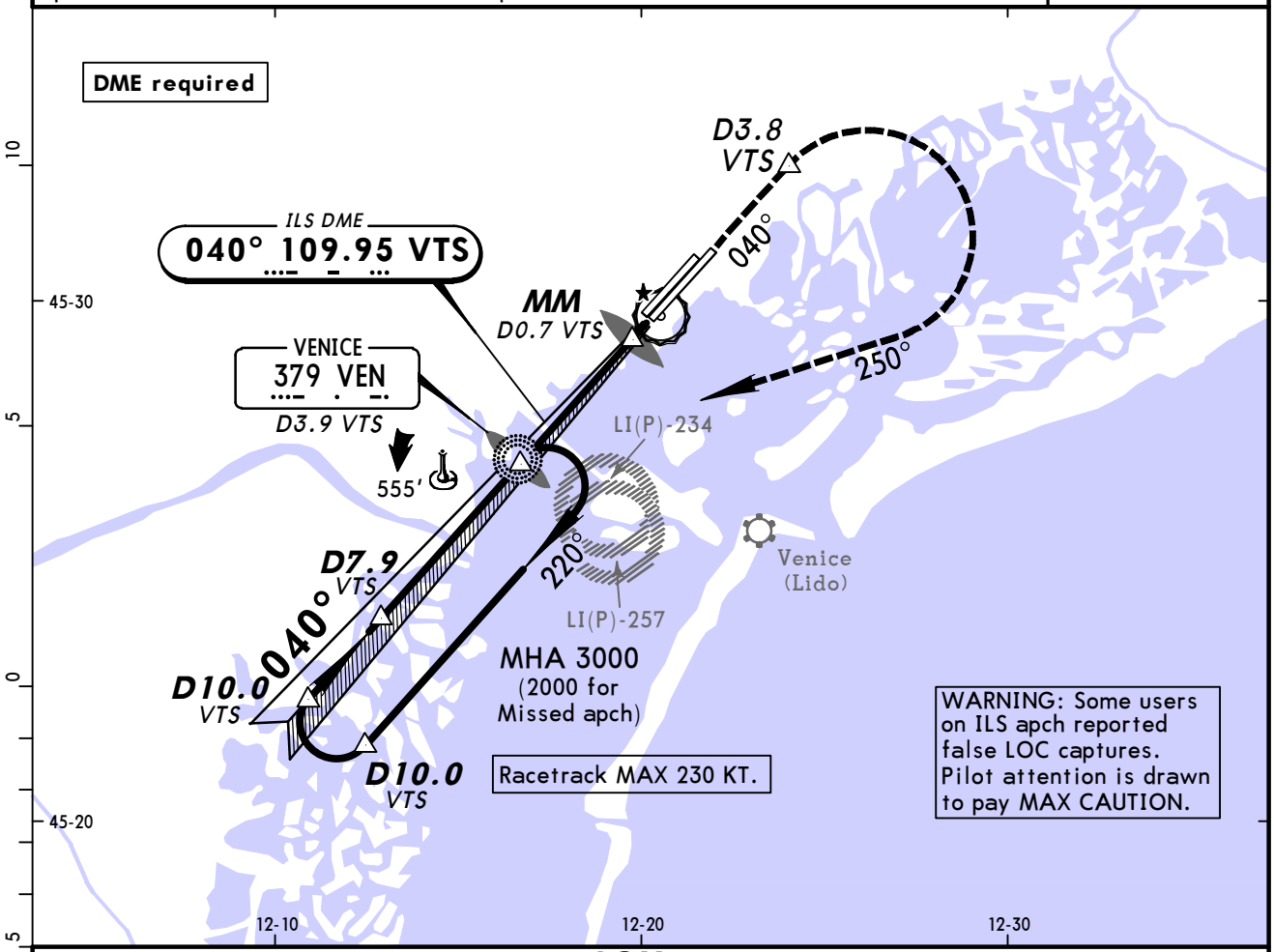
LOC VTS	Final Apch Crs	GS LOM	CAT II & IIIA ILS	Apt Elev	7′
109.95	040°	1246′ (1239′)	Refer to Minimums	RWY	7′

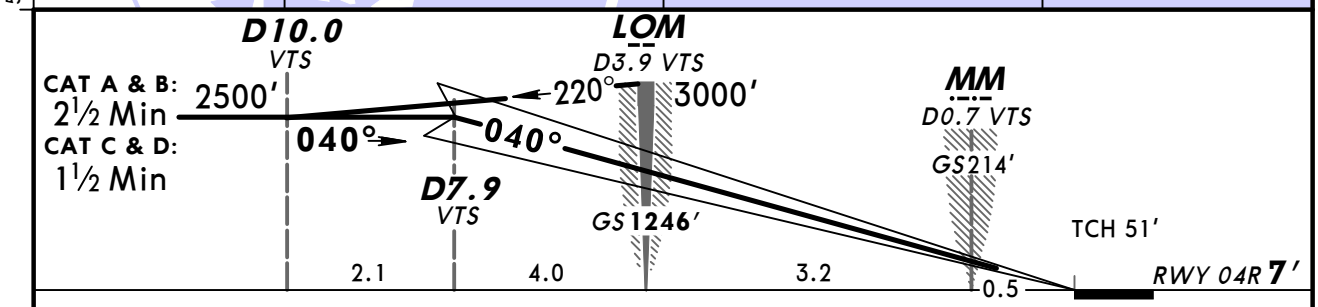
MISSED APCH: Climb on 040° to 2000′. At D3.8 VTS turn RIGHT (MAX 185 KT) onto 250° to Lctr.

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

ALSF-II
PAPI PAPI
040°
D3.8 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* [1]

[1] Operators applying U.S. Ops Specs: Autoland or HUD required below 350m.

PANS OPS 4

CHANGES: Minimums.

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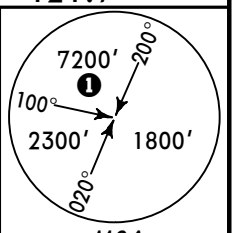
VENICE, ITALY
RNAV (GNSS) Rwy 22L

ATIS	VENICE Approach (R)	VENICE Tower	*Ground
122.22	118.9	120.2	121.7

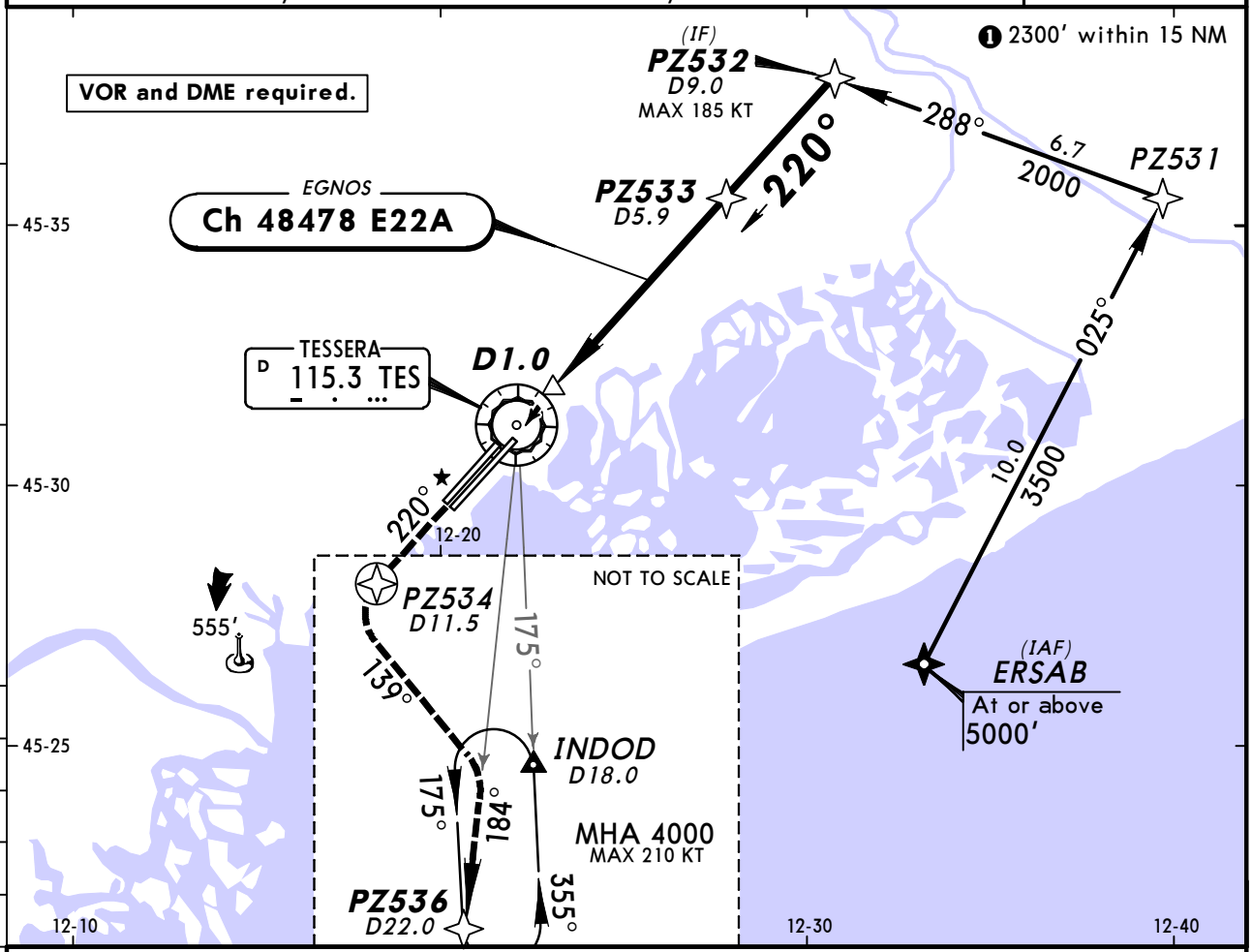
BRIEFING STRIP™

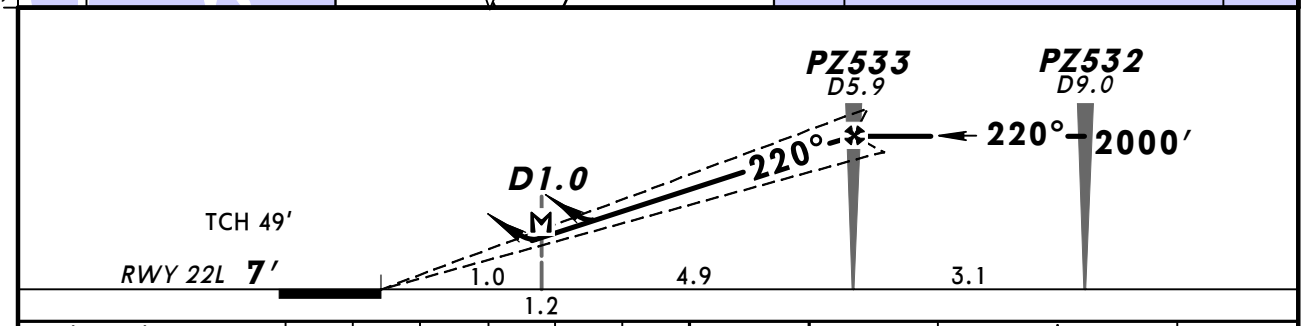
EGNOS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev / RWY
Ch 48478 E22A	220°	PZ533 2000′ (1993′)	Refer to Minimums	Apt Elev 7′ RWY 7′



MISSED APCH: Proceed on 220° to 4000′. At PZ534/D11.5 at 2000′ or above turn LEFT (MAX 210 KT) on 139° to join and follow R-184 to PZ536/D22.0 and join INDOD holding.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000′





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at D1.0						

HIALS
PAPI PAPI

2000′ or above on 220°

PZ534 D11.5

Standard STRAIGHT-IN LANDING RWY 22L

	LPV		LNAV	
DA(H)	A: 383′(376′) B: 395′(388′)	C: 403′(396′) D: 414′(407′)	DA(H) 500′(493′)	
		ALS out		ALS out
A	RVR 1500m		RVR 1500m	
B				
C	RVR 1600m	RVR 1800m	CMV 2100m	CMV 2300m
D	RVR 1700m	RVR 1900m		

CIRCLE-TO-LAND
TO RWY 04R
Not authorized
North of rwy

Max Kts	MDA(H)	VIS
100	580′ (573′)	1500m
135	600′ (593′)	1600m
180	730′ (723′)	2400m
205	950′ (943′)	3600m

PANS OPS

CHANGES: New procedure.

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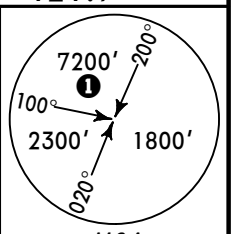
ATIS	VENICE Approach (R)	VENICE Tower	*Ground
122.22	118.9	120.2	121.7

BRIEFING STRIP ™

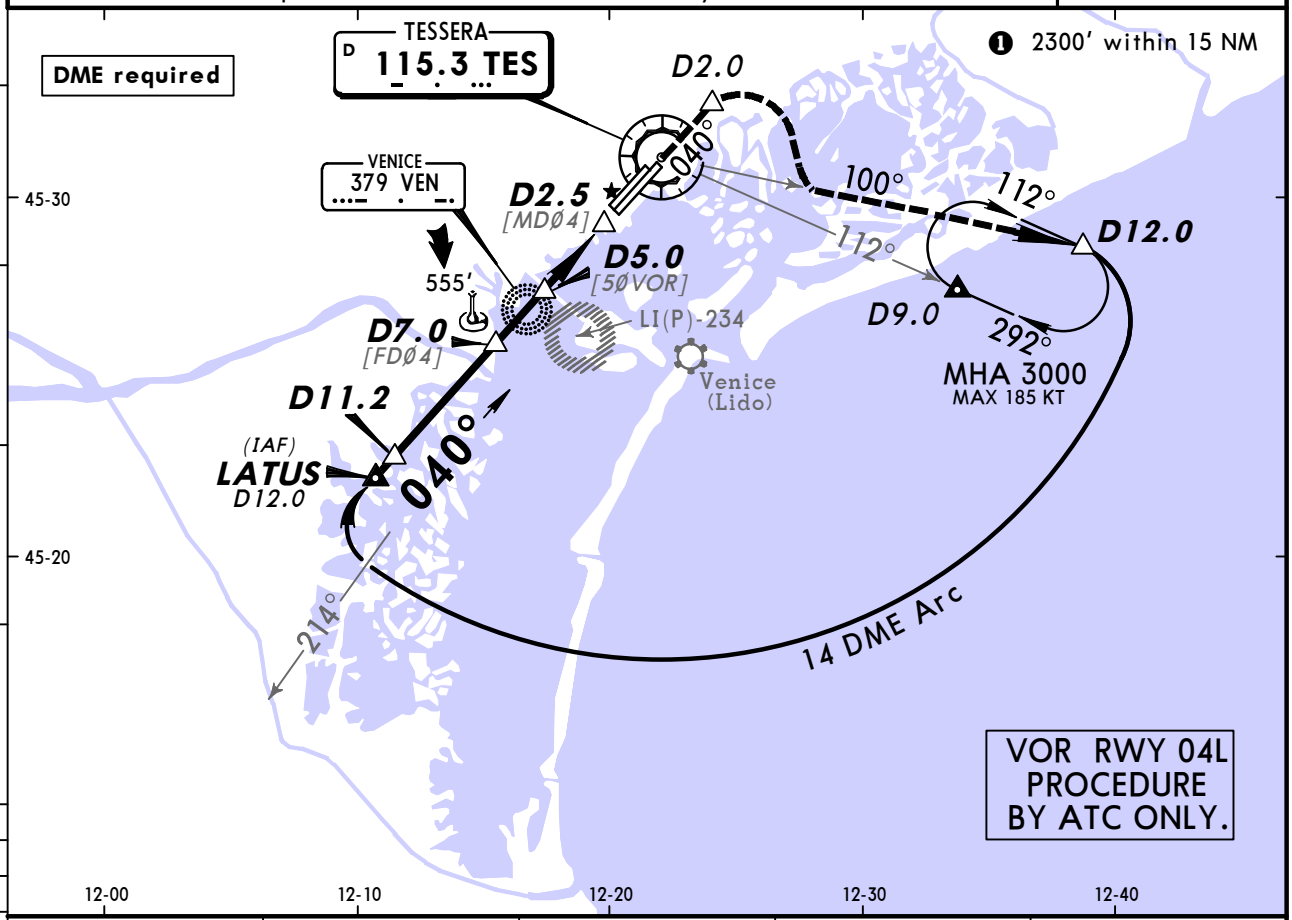
VOR	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev
TES 115.3	040°	D7.0 1650′ (1643′)	Refer to Minimums	7′

MISSED APCH: Climb on 040° to 3000′. At D2.0 turn RIGHT (MAX 200 KT) to intercept and follow R-100. At D12.0 join holding.

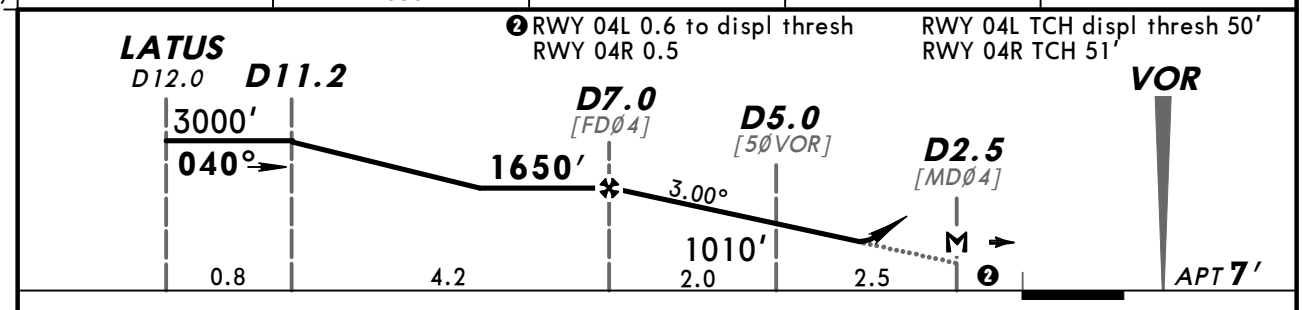
Alt Set: hPa Apt Elev: 0 hPa Trans level: By ATC Trans alt: 6000′



MSA
TES VOR



TES DME	7.0	6.0	5.0	4.0
ALTITUDE	1650′	1330′	1010′	690′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D2.5							

Lighting - Refer to Airport Chart

D2.0 on 040°

PANS OPS

Standard STRAIGHT-IN LANDING

	RWY 04L DA(H) 550′ (543′)		RWY 04R DA(H) 550′ (543′)	
		ALS out		ALS out
A	1500m		RVR 1500m	
B				
C	2100m	2400m	RVR 1800m	CMV 2400m
D				

CIRCLE-TO-LAND
After 04L TO RWY 22R
After 04R TO RWY 22L
Not authorized North of rwy

Max Kts	MDA(H)	VIS
100	580′ (573′)	1500m
135	600′ (593′)	1600m
180	730′ (723′)	2400m
205	950′ (943′)	3600m

CHANGES: MSA. Missed apch. Circling minimums.

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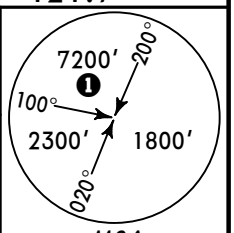
ATIS	VENICE Approach (R)	VENICE Tower	*Ground
122.22	118.9	120.2	121.7

BRIEFING STRIP™

VOR	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev
TES 115.3	220°	D5.9 2000′ (1993′)	430′ (423′)	7′

MISSED APCH: Climb on 220° to 4000′. Passing 2000′ turn LEFT (MAX 210 KT) on 139° to join and follow R-184. At D22.0 join INDOD holding.

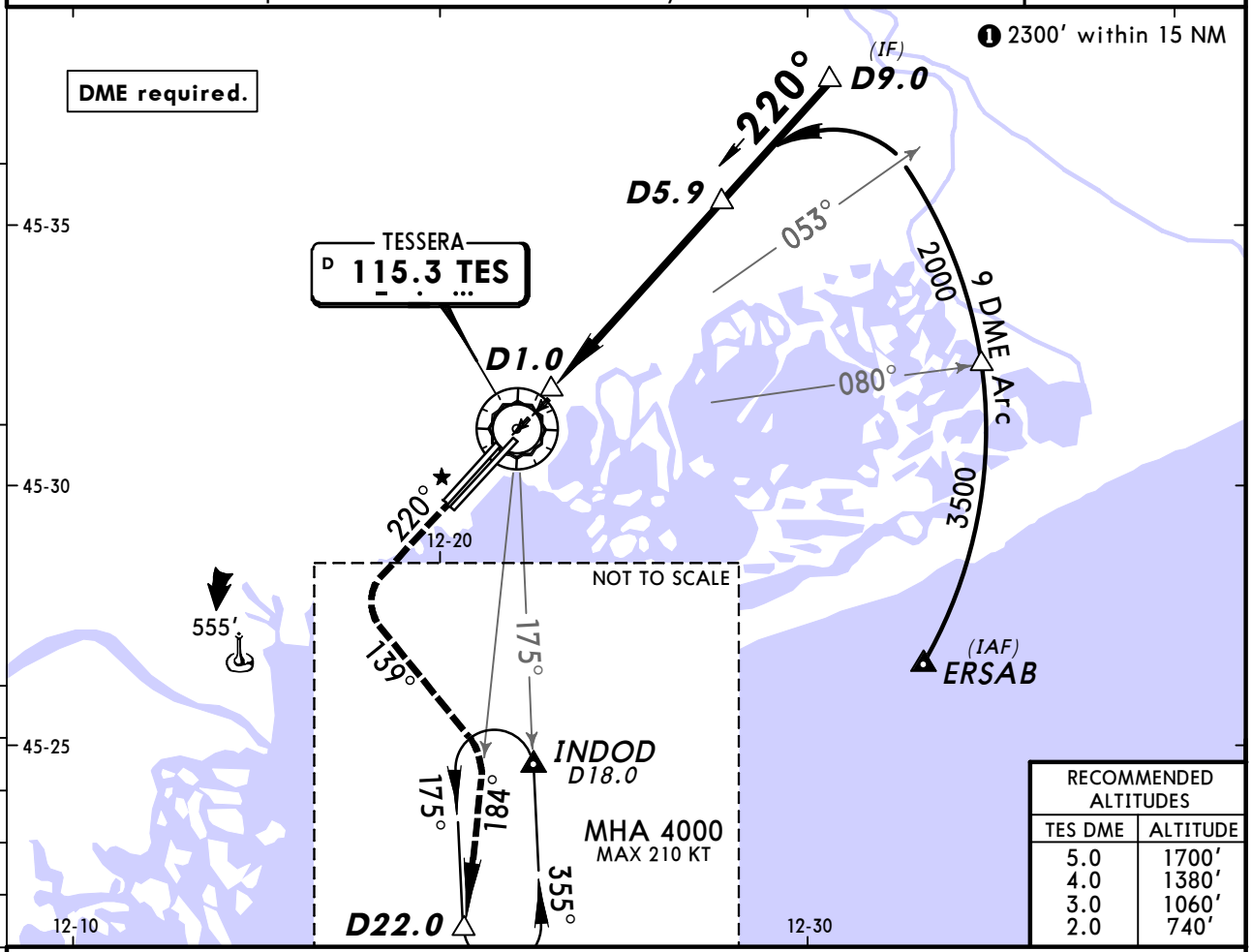
Alt Set: hPa Apt Elev: 0 hPa Trans level: By ATC Trans alt: 6000′



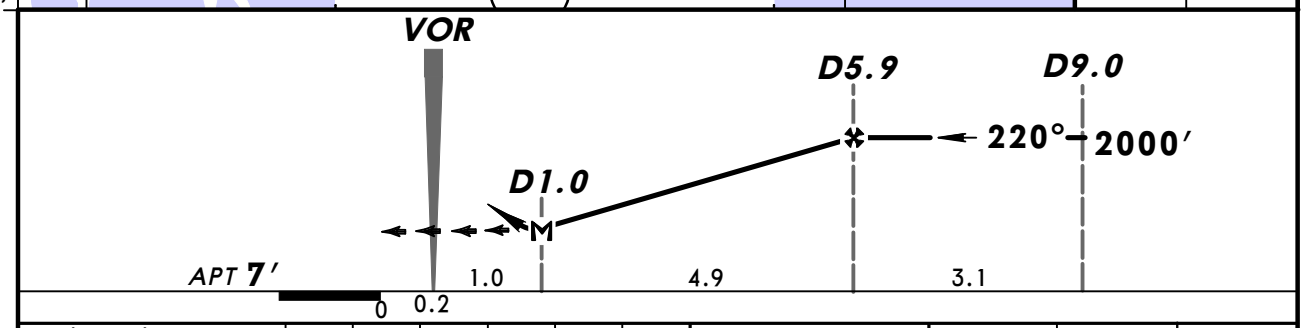
MSA
TES VOR

❶ 2300′ within 15 NM

DME required.



RECOMMENDED ALTITUDES	
TES DME	ALTITUDE
5.0	1700′
4.0	1380′
3.0	1060′
2.0	740′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.0							

HIALS
PAPI PAPI
2000′ on 220°

PANS OPS

Standard STRAIGHT-IN LANDING RWY **22L**

DA(H) **430′** (423′)

		ALS out
A	RVR 1500m	
B		
C	RVR 1800m	RVR 2000m
D		

CIRCLE-TO-LAND
TO RWY 04R
Not authorized
North of rwy

Max Kts	MDA(H)	VIS
100	580′ (573′)	1500m
135	600′ (593′)	1600m
180	730′ (723′)	2400m
205	950′ (943′)	3600m

CHANGES: MSA. Procedure. Minimums.

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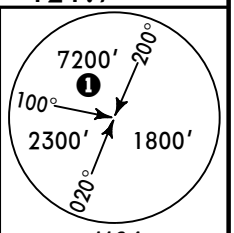
ATIS	VENICE Approach (R)	VENICE Tower	*Ground
122.22	118.9	120.2	121.7

BRIEFING STRIP™

VOR	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev
TES 115.3	220°	D5.6 2000′ (1993′)	430′ (423′)	7′

MISSED APCH: Climb on 220° to 4000′. Passing 2000′ turn LEFT (MAX 210 KT) on 139° to join and follow R-184. At D22.0 join INDOD holding.

Alt Set: hPa Apt Elev: 0 hPa Trans level: By ATC Trans alt: 6000′



MSA
TES VOR

❶ 2300′ within 15 NM

DME required.

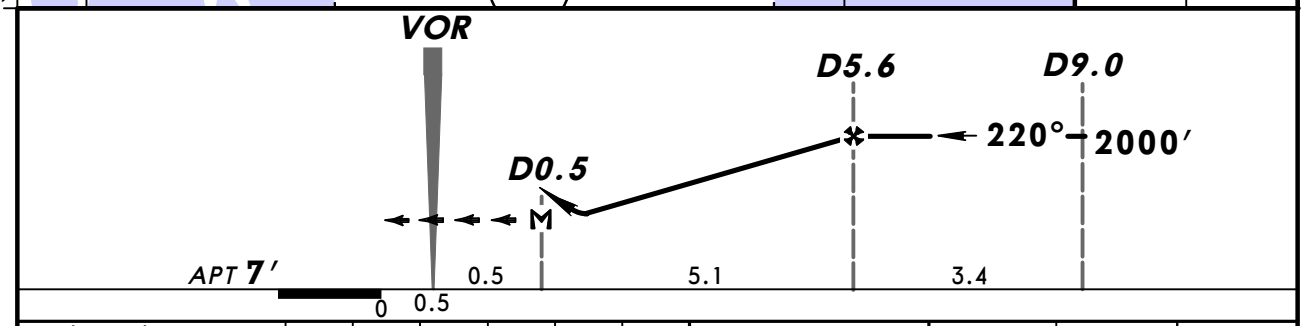
PROCEDURE BY ATC ONLY.

TESSERA
D 115.3 TES

(IF) D9.0
220°
D5.6
053°
2000
9 DME Arc
080°
D0.5
3500
220°
12-20
NOT TO SCALE
555′
139°
175°
(IAF) ERSAB
INDOD
D18.0
175°
184°
MHA 4000
MAX 210 KT
355°
D22.0
12-10
12-30
12-40
45-35
45-30
45-25
10
5
0
5

RECOMMENDED ALTITUDES

TES DME	ALTITUDE
5.0	1810′
4.0	1490′
3.0	1170′
2.0	850′
1.0	530′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.5							

HIALS
PAPI
2000′ on 220°

Standard STRAIGHT-IN LANDING RWY **22R**

DA(H) **430′** (423′)

		ALS out
A	1500m	
B		
C	1600m	2000m
D		

CIRCLE-TO-LAND
TO RWY 04L
Not authorized
North of rwy

Max Kts	MDA(H)	VIS
100	580′ (573′)	1500m
135	600′ (593′)	1600m
180	730′ (723′)	2400m
205	950′ (943′)	3600m

PANS OPS

CHANGES: MSA. Procedure. Minimums.

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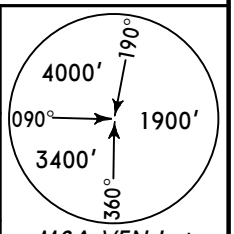
BRIEFING STRIP

ATIS	VENICE Approach (R)	VENICE Tower	*Ground
122.22	118.9	120.2	121.7

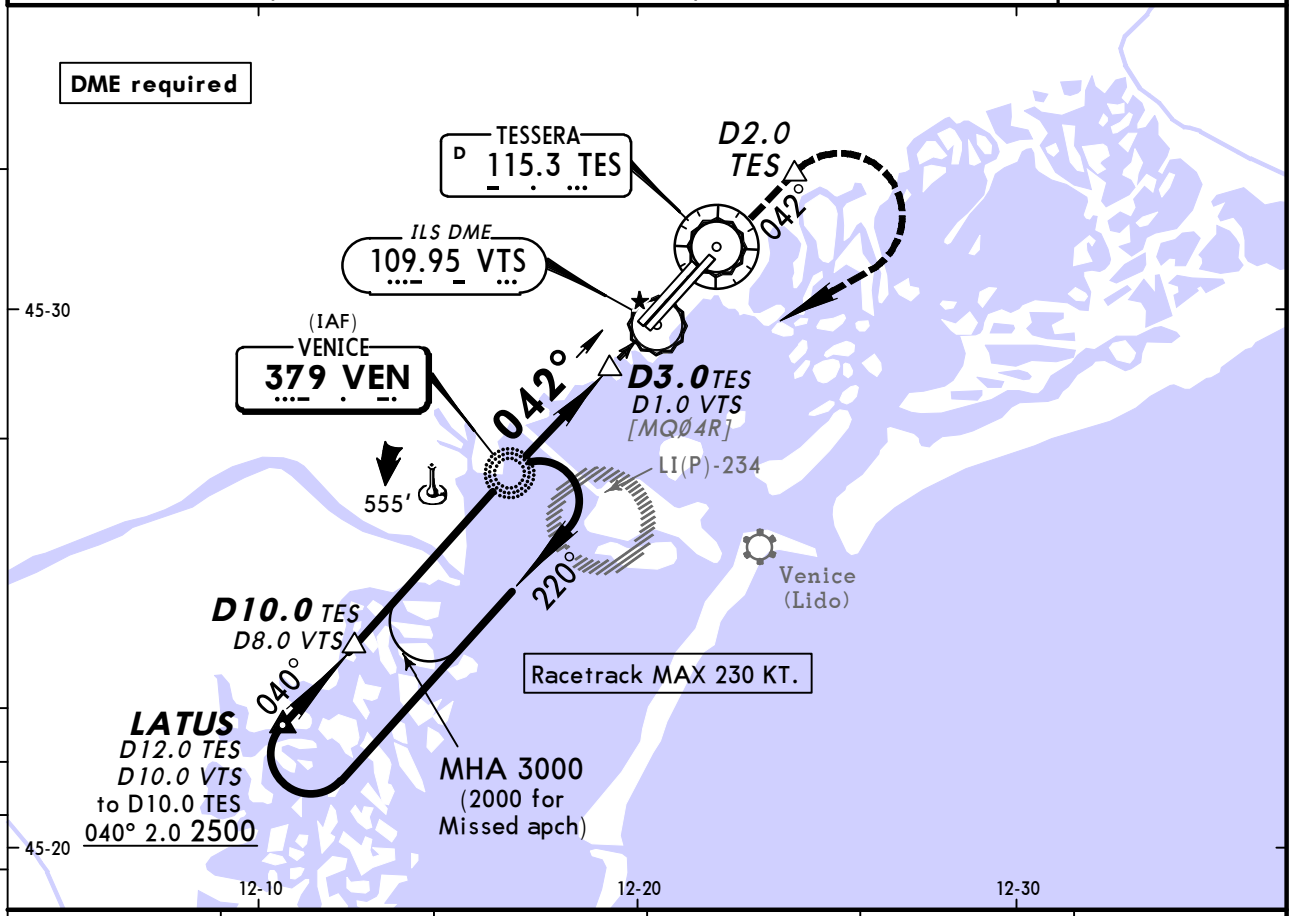
Lctr	Final Apch Crs	Minimum Alt Lctr	DA(H)	Apt Elev
VEN 379	042°	1250′ (1243′)	550′ (543′)	7′

MISSED APCH: Climb on 042° to 2000′. At D2.0 TES turn RIGHT (MAX 200 KT) to Lctr.

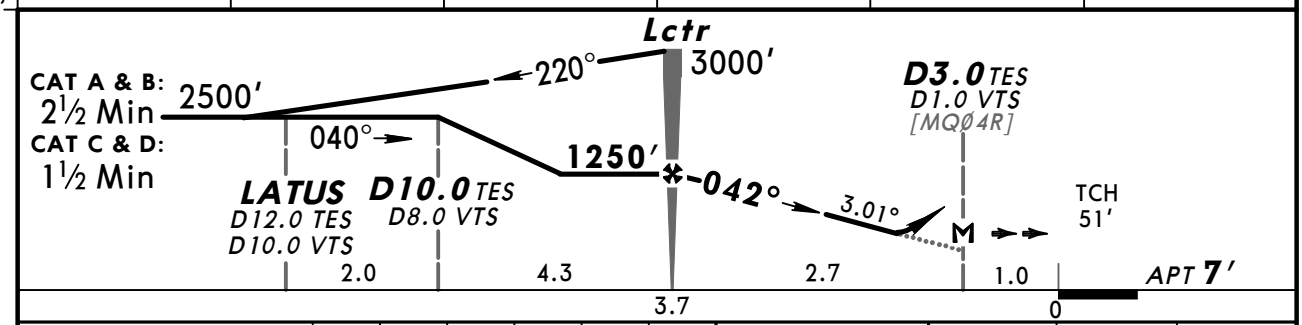
Alt Set: hPa Apt Elev: 0 hPa Trans level: By ATC Trans alt: 6000′



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	852
MAP at D3.0 TES/D1.0 VTS						

ALSF-II
PAPI PAPI

042°

D2.0 TES

PANS OPS

Standard STRAIGHT-IN LANDING RWY **04R**

DA(H) **550′** (543′)

		ALS out
A	RVR 1800m	CMV 2500m
B		
C		
D		

CIRCLE-TO-LAND
TO RWY 22L
Not authorized
North of rwy

Max Kts	MDA(H)	VIS
100	580′ (573′)	1500m
135	600′ (593′)	1600m
180	730′ (723′)	2400m
205	950′ (943′)	3600m

CHANGES: Circling minimums.

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Chart changes since cycle 26-2013

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

VENICE, (TESSERA - LIPZ)

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LIPZ

Type: Terminal
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

(12-1) MSA changed between 020° - 100° clockwise to 2800'.