

## List of pages in this Trip Kit

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Airport Information For LIPZ

Terminal Charts For LIPZ

Revision Letter For Cycle 13-2014

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: 2.7°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: 0322 Z  
Sunset: 1903 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

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## 1. GENERAL

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### 1.1. ATIS

ATIS 122.22

### 1.2. NOISE ABATEMENT PROCEDURES

#### 1.2.1. RWY USAGE

Between 2300-0600LT landing ACFT must use the entire RWY 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 (LVP)

#### 1.3.1. GENERAL

LVP will be applied

- when the reported RVR value at TDZ is 550m or below;
- when ceiling is below 200' according to local meteorological report;
- when the rapid deterioration of weather conditions recommends so.

Pilots will be informed by ATIS or RTF when LVP are in force.

#### 1.3.2. GROUND MOVEMENT

- Follow-me assistance is mandatory on the apron with RVR below 400m.
- Arriving ACFT: shall vacate RWY 04R via E, G or H, TWY T, then L/N (TWY N only ATC discretion).
- Departing ACFT: exit from apron via R, TWY T, then B/A (TWY A only ATC discretion).
- In case of surface movement radar (SMR) out of service, with RVR below 400m, only one ACFT movement at a time is allowed.

### 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

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### 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.

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## 2. ARRIVAL

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### 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.

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## 3. DEPARTURE

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### 3.1. APT COLLABORATION DECISION MAKING (A-CDM) PROCEDURE

#### 3.1.1. GENERAL

APT Collaborative Decision Making (A-CDM) is an operational procedure to improve air traffic management through a better information sharing among all involved stakeholders. This new procedure increases efficiency and punctuality by improving air traffic flow and APT capacity management, reducing delays by improving events' predictability and optimizing resources utilization.

One of the main objectives of A-CDM is the evaluation of the "Target Take-Off Time" (TTOT) as thoroughly as possible in order to improve the "en-route" and "sector" planning by the European ATM; this can be reached by implementing a series of "DPI" (Departure Planning Information) sent to NMOC and a series of "EFD" (ETFMS Flight Data Messages) received by NMOC. Therefore APT CDM can be considered as the basis for connecting the APT to ATM system.

#### 3.1.2. PRINCIPAL DEFINITIONS

**SOBT** (Scheduled Off-Block Time): in a coordinated APT is the APT slot assigned to a flight in a definite period.

**TOBT** (Target Off-Block Time): Time when the ACFT is estimated to be ready to move (doors closed, boarding bridge/stairs removed, push-back vehicle available and ready to start up), according to information from flight operational process evolution.

**TSAT** (Target Start-Up Approval Time): Time, computed on TOBT, when the start-up clearance can be obtained by Venezia TWR, based on local constraints and CTOT allocation.

**TTOT** (Target Take-Off Time): Time, computed first on TOBT and later on TSAT, when ACFT is expected to take off from Venezia with its impact on the network.

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### 3. DEPARTURE

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#### 3.1.2. SOBT AND EOBT

Three hours before EOBT and after receiving the ATC Flight Plan from ENAV systems, the A-CDM platform compares the EOBT with the APT slot. In case of inconsistencies between the APT slot and EOBT, it will be possible to view the expected alarms on the A-CDM platform.

The airline is responsible to check the compliance of the Flight Plan EOBT and the APT slot and to monitor alarms on A-CDM platform.

General Aviation flights shall plan, in due time, departures and arrivals.

#### 3.1.3. TOBT

TOBT is automatically calculated by A-CDM platform at EOBT -2h or at the departure time or incoming flights, if departure time is earlier.

Once TOBT has been issued, AO/GH are responsible for accuracy and adherence of TOBT. In case of discrepancy of more than 15 minutes between TOBT and EOBT, AO/GH shall send a delay message (DLA) to NMOC. In this case A-CDM platform generates an alarm. For other changes to the flight plan, the airlines shall send a CHG message.

TOBT can be updated by AO/GH without limitations till its confirmation at EOBT -40 minutes. In case of any warning on A-CDM platform, the process will not continue. At TOBT confirmation a TSAT is issued, thereafter it can be updated up to a maximum of 3 times; otherwise the flight is removed by the pre-departure sequence and, when a new TOBT is input, it is rescheduled with lower priority.

TOBT is cancelled if the ACFT is not READY within TOBT +5 minutes.

TOBT has to be cancelled by AO/GH in case of lack of information on the reliability of the information included in the platform (e.g. ACFT with technical problems).

In case of TOBT cancellation, TSAT is cancelled too: AO/GH are responsible of the new TOBT input which shall be at least 5 minutes after the input clock time and/or from the previous value. The new TSAT will be given in accordance with the new TOBT.

Since TOBT plays a fundamental role in the APT process, data accuracy data is fundamental, both in terms of its reliability and of timeliness of the communication in case of update.

#### 3.1.4. TSAT

TSAT is calculated by ENAV system according to the TOBT and it is communicated to the AO/GH through the A-CDM platform. As for TOBT, also TSAT is updated for changes of +/-2 minutes.

TSAT is issued at TOBT -40 minutes and takes into account, besides confirmed TOBT, those aspects of the ongoing situation at Venezia APT (e.g. RWY in use) and those related to external factors dependent on the network (e.g. CTOT).

The start-up clearance by Venezia TWR will be in accordance with TSAT and the actual traffic situation.

#### 3.1.5. TTOT

TTOT calculated from TOBT is the time when the ACFT is expected to take off basing on the expected ready communication given by AO/GH.

TTOT calculated from TSAT is the time when the ACFT is expected to take off basing on the ATC systems' elaborations aimed to optimize the sequence at the holding point.

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### 3. DEPARTURE

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#### 3.1.6. START-UP AND PUSH-BACK

The start-up clearance will take place after the READY and in accordance with the AMS procedure that is being defined.

Pilot-in-Command can ask for Start-Up authorization and clearance within TSAT +/-5 minutes.

Venezia TWR will give the Start-Up (ASAT) authorization and the clearance taking into account TSAT and the actual traffic condition on the APT.

Push-back approval must be requested not later than 3 minutes after start-up clearance (ASAT) and it shall start within 2 minutes from push-back clearance.

If the operations' delays exceed the expected tolerance windows, the flight will be asked to recontact AO/GH and input a new TOBT.

#### 3.2. DE-ICING

##### 3.2.1. 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.

##### 3.2.2. REQUEST PROCEDURES

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

##### 3.2.3. 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.

##### 3.2.4. EXIT FROM DE-ICING BAY

Once de-icing procedures are completed, de-icing operator will notify ATC.

ATC will instruct ACFT to taxi.

#### 3.3. START-UP, PUSH-BACK & TAXI PROCEDURES

Contact APT operator on 131.47 when fully ready to move.

Ready to move means:

- Loading-bridge, if any, retracted;
- All doors closed;
- Push-back tractor connected, if necessary;
- Stand clear of vehicles and personnel.

VENICE  
Radar  
118.9

Apt Elev  
7'

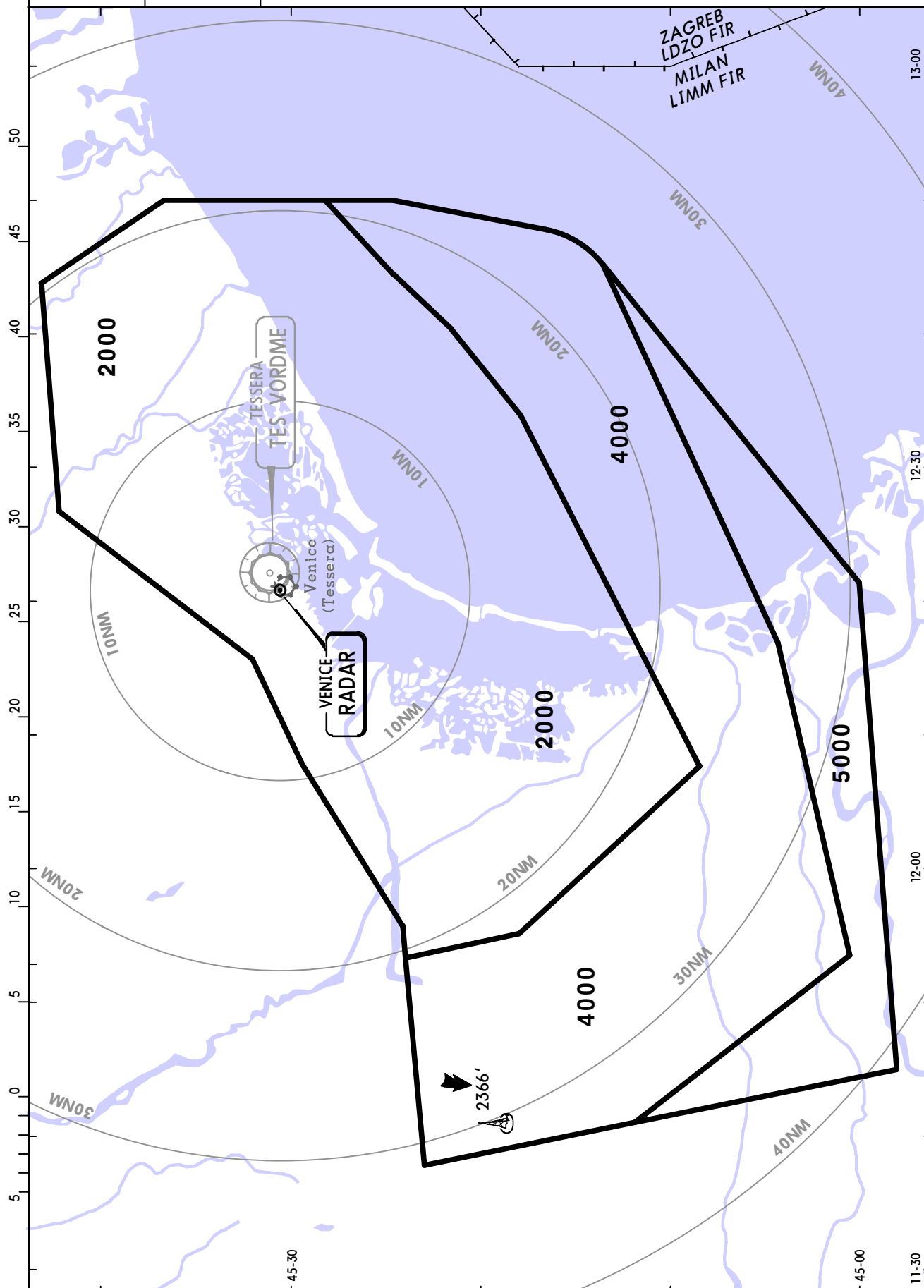
Alt Set: hPa Trans level: By ATC Trans alt: 6000'

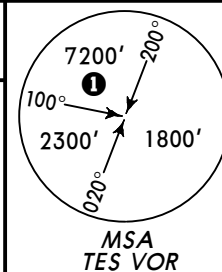
1. Altitudes are based on Venice QNH.

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.



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]

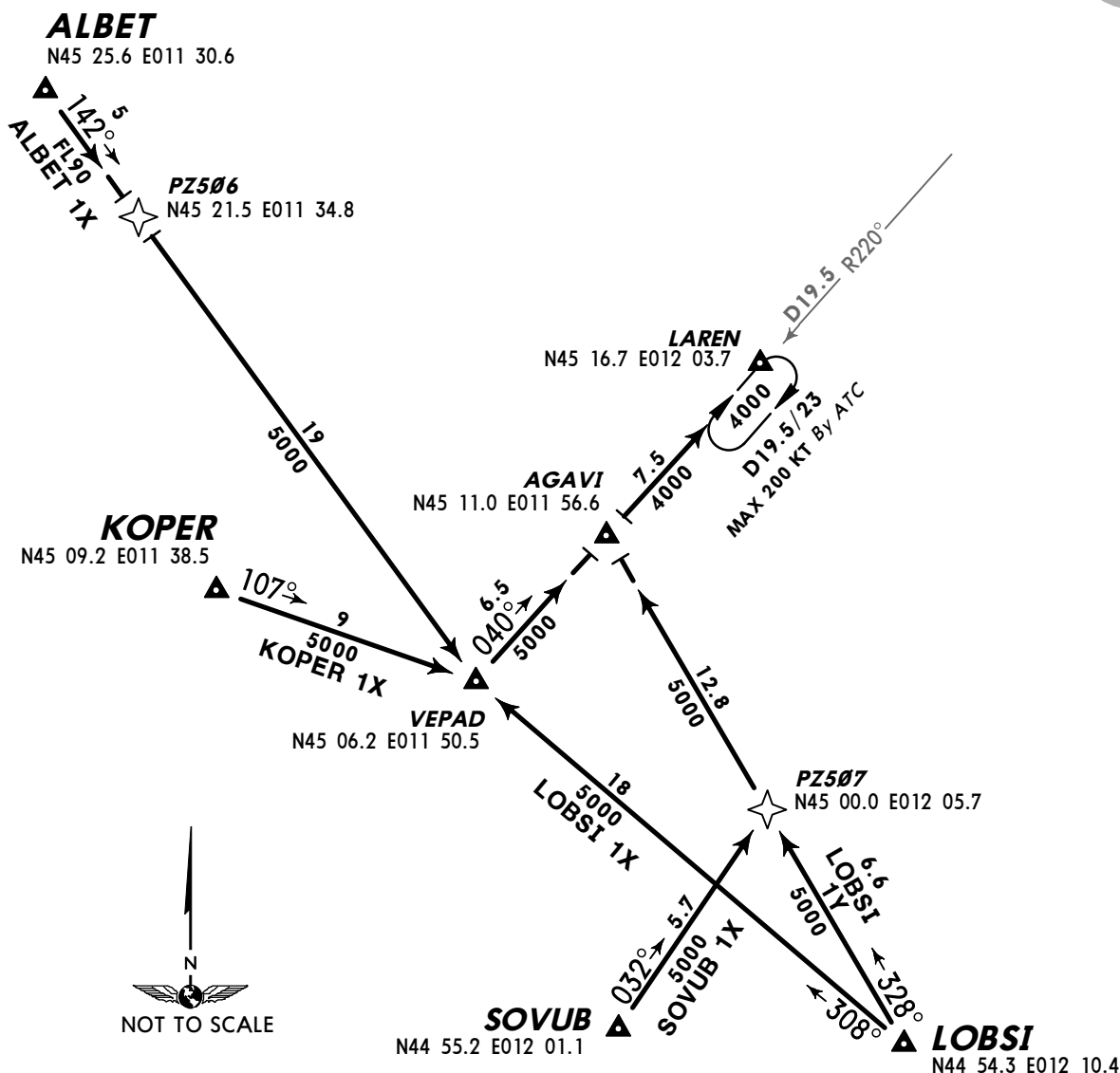
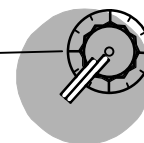
LOBSI 1Y [LOB1Y]

SOVUB 1X [SOV1X]

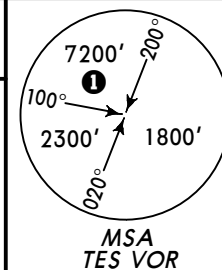
RWYS 04L/R RNAV TRANSITIONS

RNAV USABLE ONLY WHEN RADAR SERVICE AVAILABLE

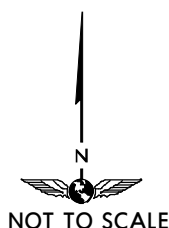
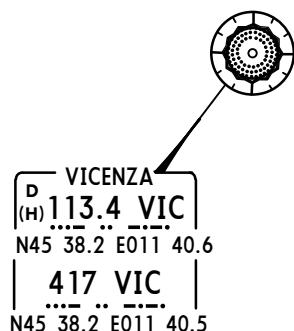
RNAV 1 RECOMMENDED

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

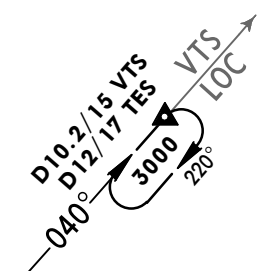
| TRANSITION | ROUTING                                |
|------------|----------------------------------------|
| ALBET 1X   | ALBET - PZ506 - VEPAD - AGAVI - LAREN. |
| KOPER 1X   | KOPER - VEPAD - AGAVI - LAREN.         |
| LOBSI 1X   | LOBSI - VEPAD - AGAVI - LAREN.         |
| LOBSI 1Y   | LOBSI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

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

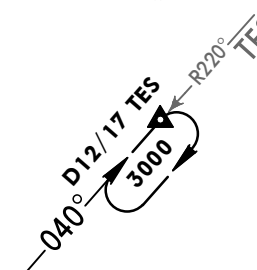
ALBET 1W [ALB1W]  
KOPER 1W [KOP1W]  
ROVIG 4A [ROV4A], ROVIG 1W [ROV1W]  
RWYS 04L/R RNAV TRANSITIONS  
RNAV USABLE ONLY WHEN RADAR SERVICE AVAILABLE  
RNAV 1 RECOMMENDED  
BY ATC

TESSERA  
P(L) 115.3 TES  
N45 31.1 E012 22.1  
ILS DME  
109.95 VTSALBET  
N45 25.6 E011 30.6126°  
23  
5000  
ALBET 1WLATUS  
D10.2 VTS  
N45 22.2 E012 10.8  
(305° brg to VIC)LAREN  
N45 16.7 E012 03.7AGAVI  
N45 11.0 E011 56.6  
080°  
13  
5000  
KOPER 1WKOPER  
N45 09.2 E011 38.5PZ505  
N45 09.2 E012 00.216  
5000  
ROVIG 1W  
005°  
016°  
15  
5000  
ROVIG 4AROVIG  
N44 55.4 E011 53.9HOLDINGS OVER  
LATUS

Performed with VTS

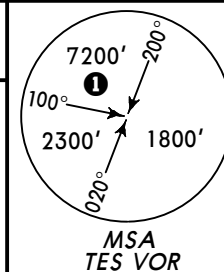


Performed with TES

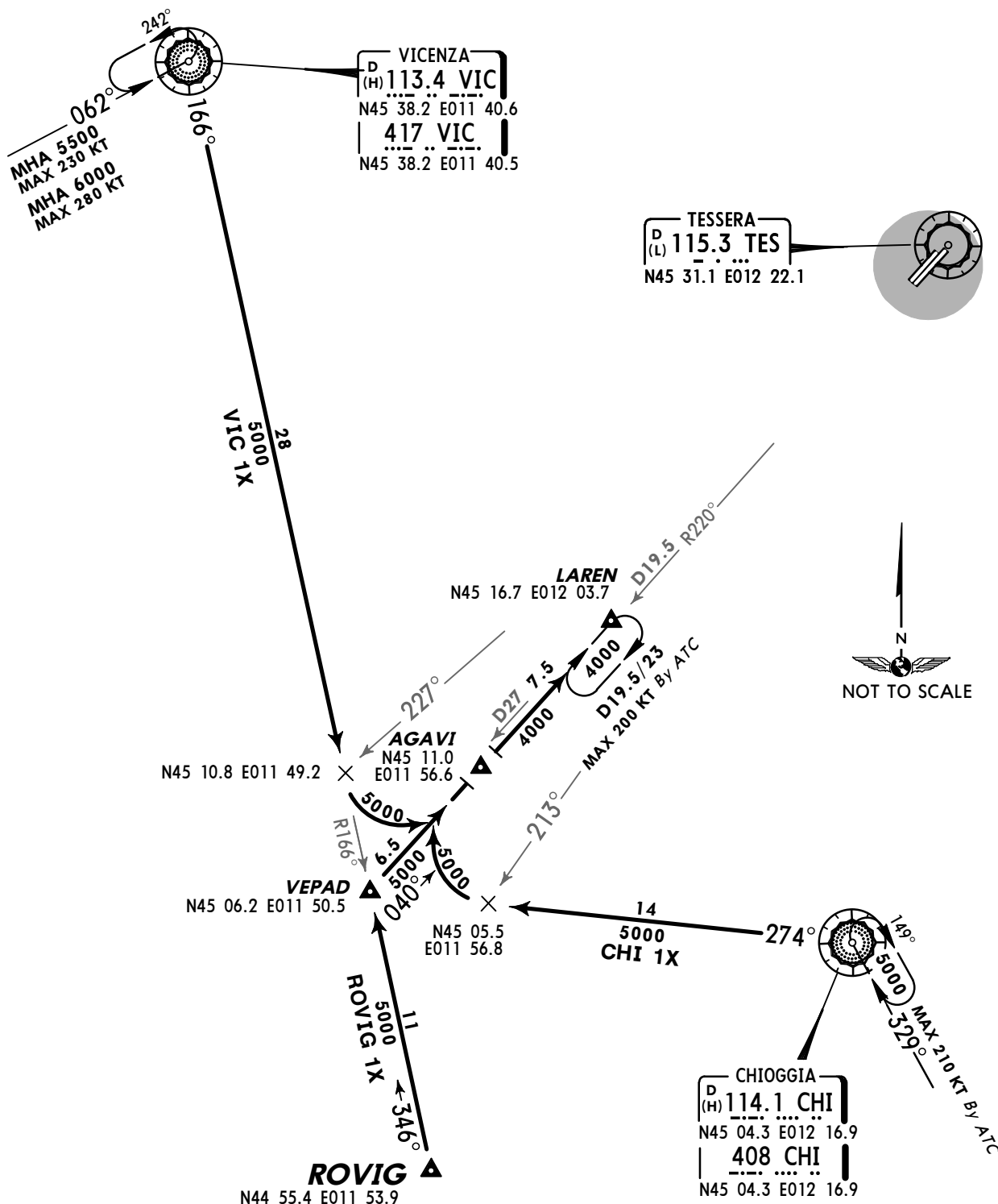


| TRANSITION | ROUTING                        |
|------------|--------------------------------|
| ALBET 1W   | ALBET - AGAVI - LAREN - LATUS. |
| KOPER 1W   | KOPER - AGAVI - LAREN - LATUS. |
| ROVIG 4A   | ROVIG - PZ505 - LAREN - LATUS. |
| ROVIG 1W   | ROVIG - AGAVI - LAREN - LATUS. |

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ATIS  
122.22Apt Elev  
7'Alt Set: hPa  
Trans level: By ATC Trans alt: 6000'① 2300'  
within 15 NMCHI 1X  
ROVIG 1X [ROV1X]VIC 1X  
BY ATC

RWYS 04L/R TRANSITIONS

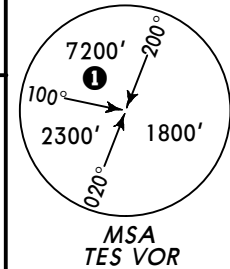


| TRANSITION | ROUTING                                                                                                 |
|------------|---------------------------------------------------------------------------------------------------------|
| CHI 1X     | Intercept CHI R-274, when passing TES R-213 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.  |

ATIS  
122.22

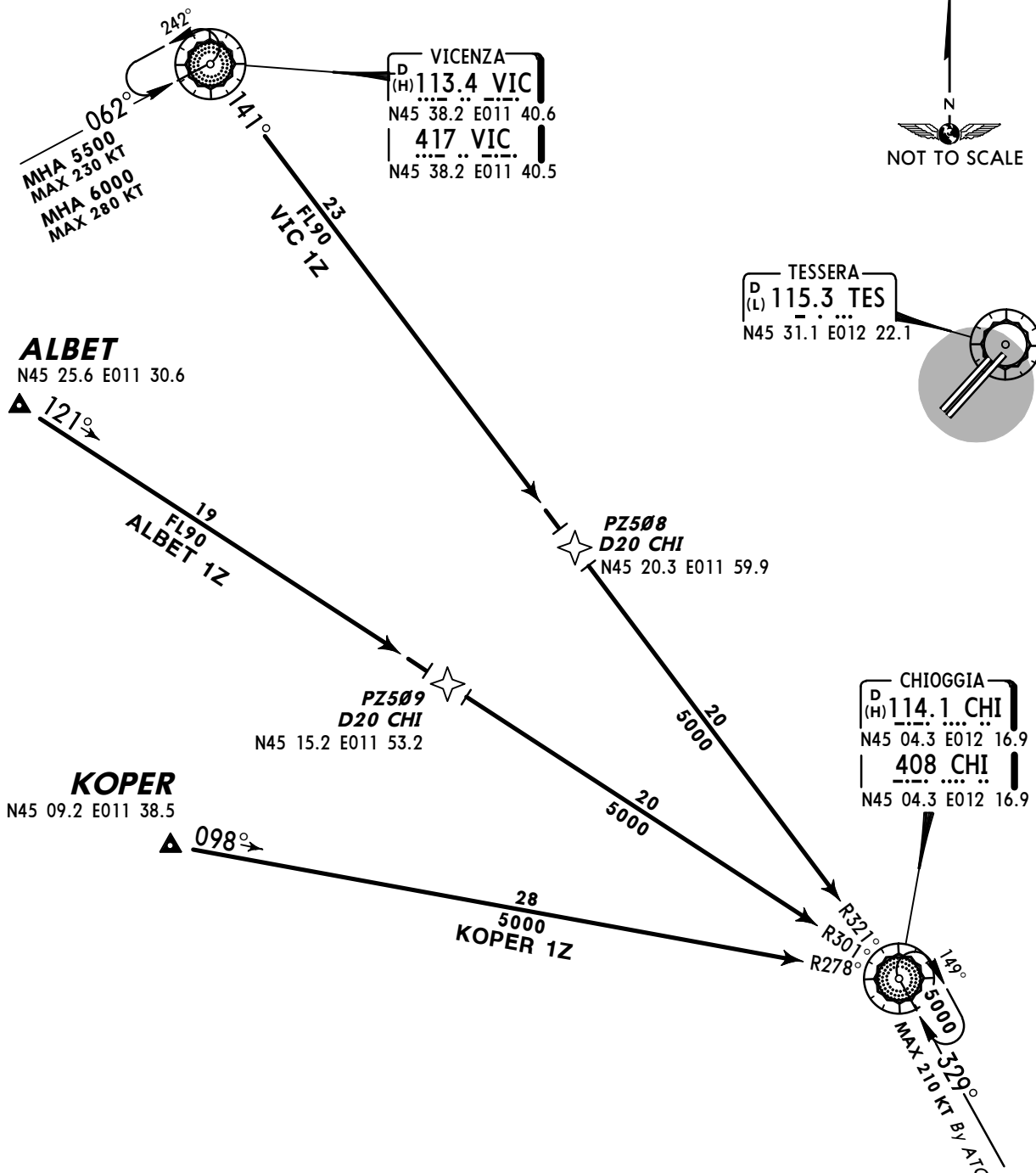
Apt Elev  
7'

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



① 2300'  
within 15 NM

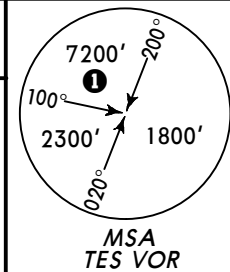
ALBET 1Z [ALB1Z]  
KOPER 1Z [KOP1Z], VIC 1Z  
BY ATC  
RWYS 22L/R TRANSITIONS



ATIS  
122.22

Apt Elev  
7'

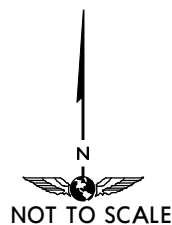
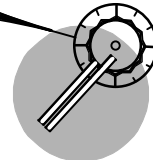
Alt Set: hPa  
Trans level: By ATC Trans alt: 6000'



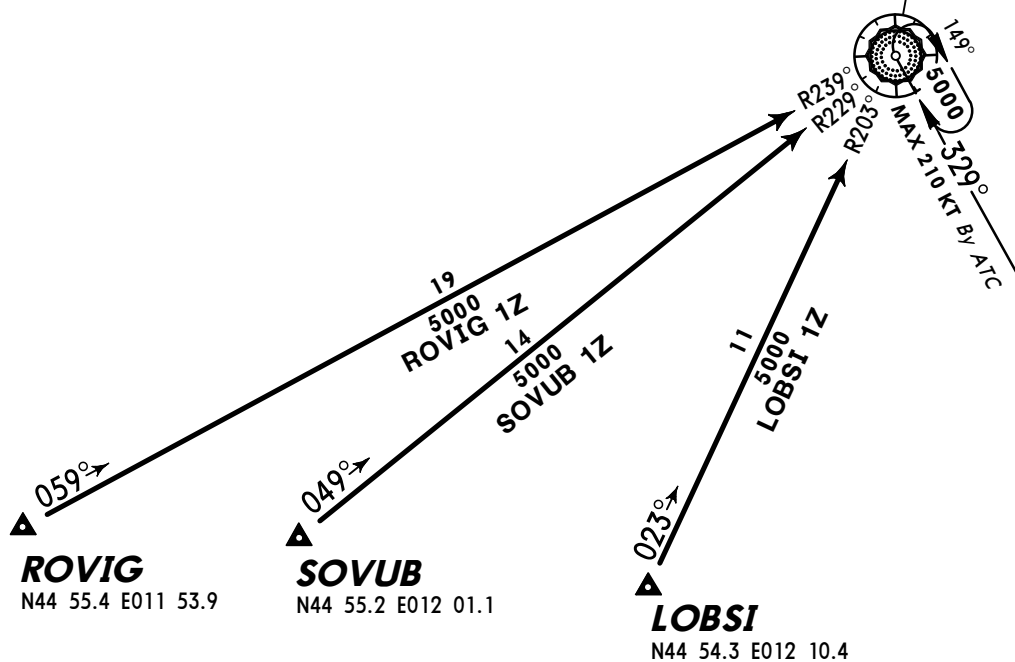
① 2300'  
within 15 NM

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

TESSERA  
D (L) 115.3 TES  
N45 31.1 E012 22.1



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



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

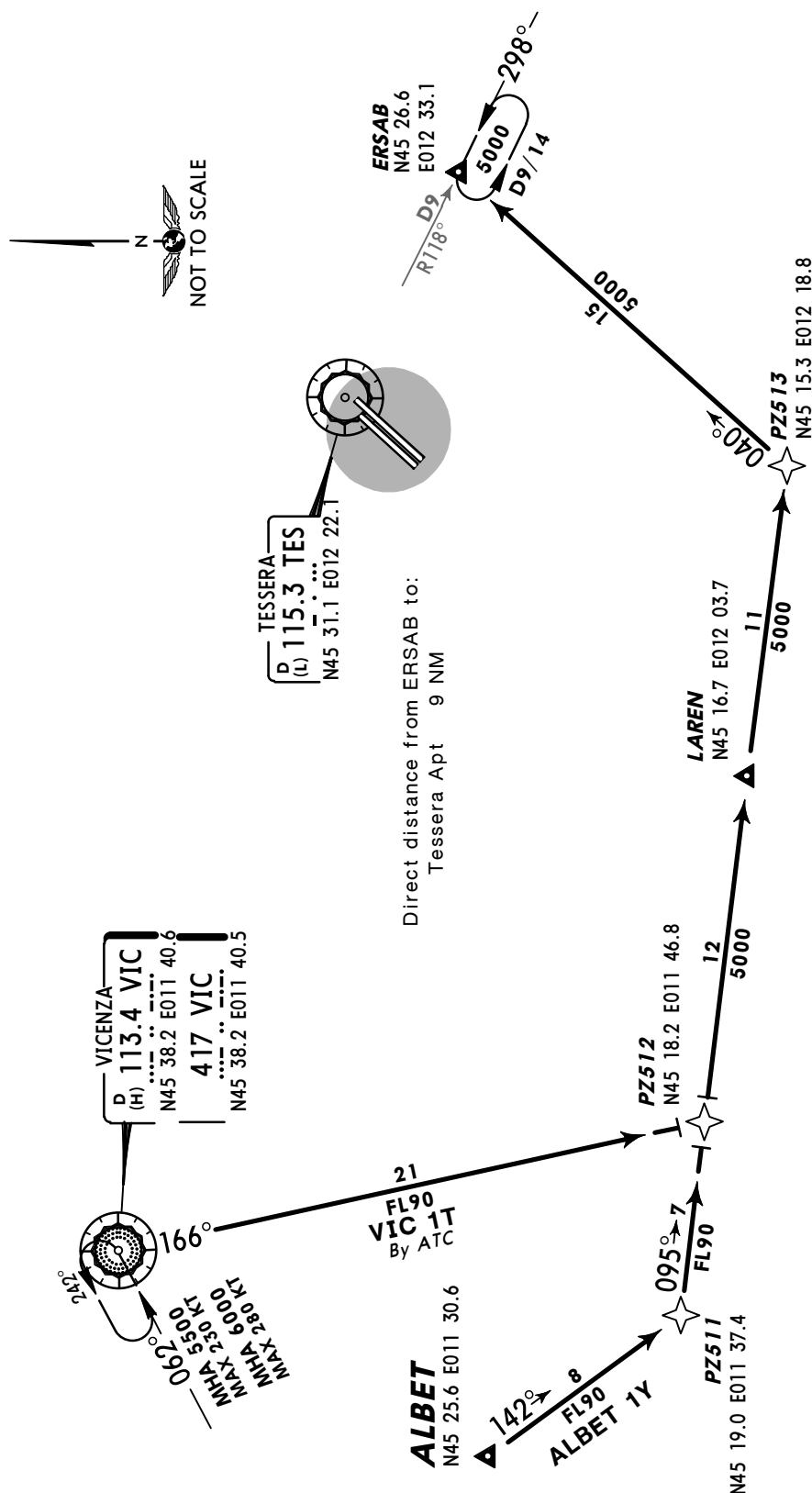
ALBET 1Y [ALBE1Y]

VIC 1T  
BY ATC

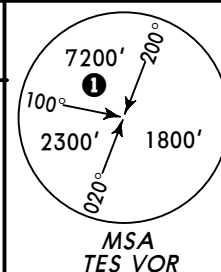
RWYS 22L/R P-RNAV ARRIVALS

RNAV USABLE ONLY WHEN RADAR SERVICE AVAILABLE

RNAV 1 RECOMMENDED



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

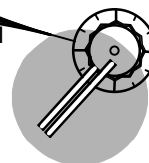
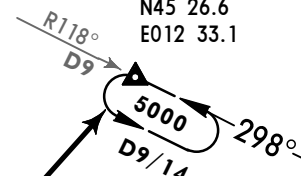
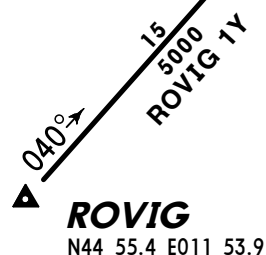
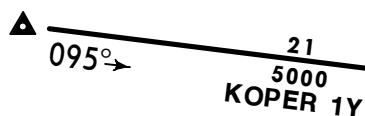
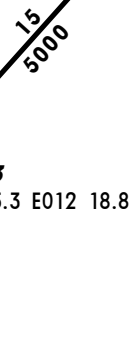
ATIS  
122.22Apt Elev  
7'Alt Set: hPa  
Trans level: By ATC Trans alt: 6000'① 2300'  
within 15 NMKOPER 1Y [KOPE1Y]  
BY ATC

ROVIG 1Y [ROVI1Y]

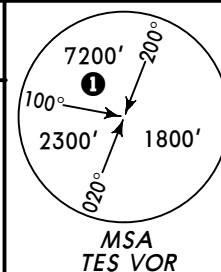
RWYS 22L/R P-RNAV ARRIVALS

RNAV USABLE ONLY WHEN RADAR SERVICE AVAILABLE

RNAV 1 RECOMMENDED

TESSERA  
D(L) 115.3 TES  
N45 31.1 E012 22.1ERSAB  
N45 26.6  
E012 33.1Direct distance from ERSAB to:  
Tessera Apt 9 NMKOPER  
N45 09.2 E011 38.5PZ514  
N45 06.6 E012 07.9PZ513  
N45 15.3 E012 18.8

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

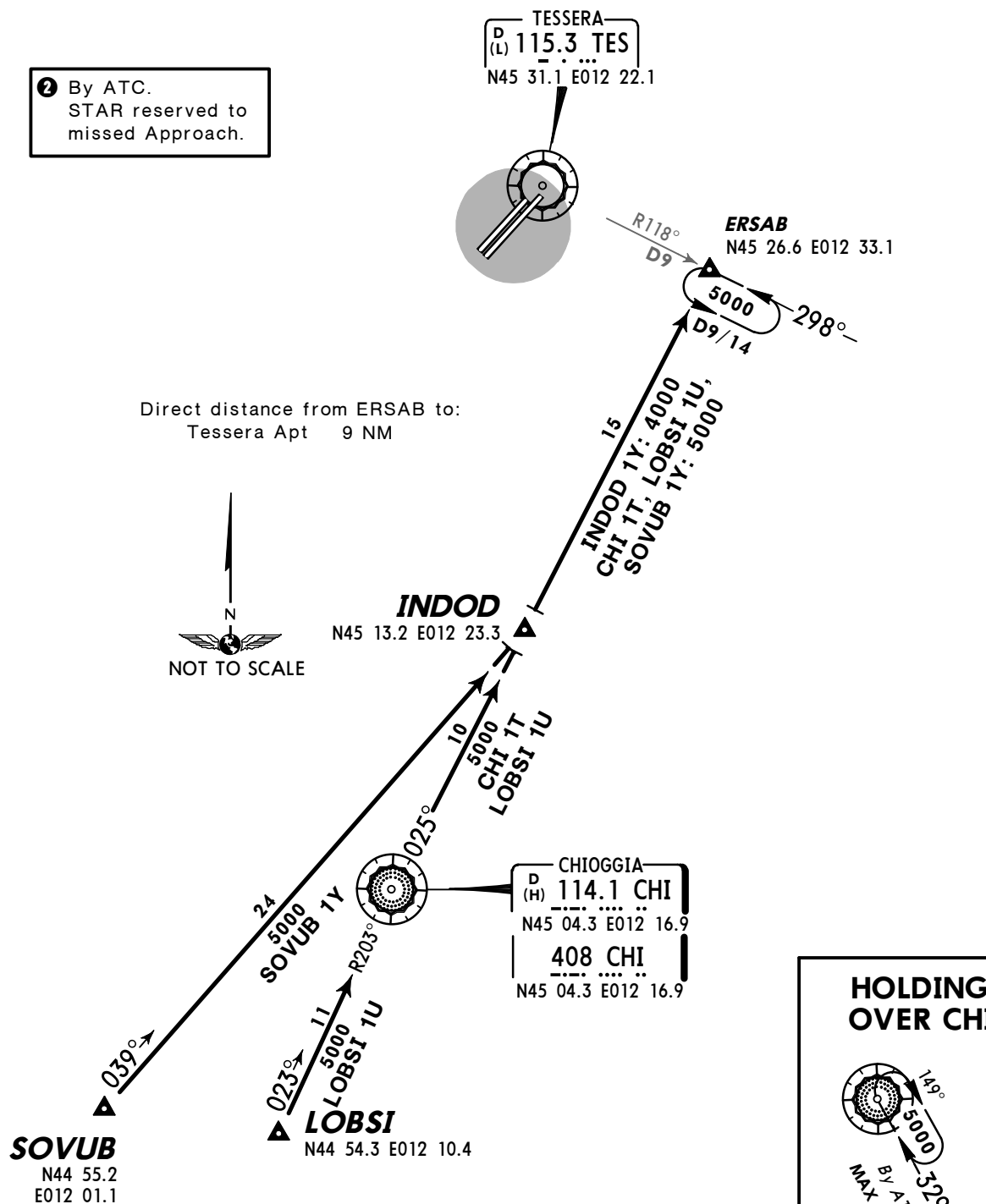
ATIS  
122.22Apt Elev  
7'Alt Set: hPa  
Trans level: By ATC Trans alt: 6000'① 2300'  
within 15 NM

CHI 1T, INDOD 1Y [INDO1Y] ②  
LOBSI 1U [LOBS1U], SOVUB 1Y [SOVU1Y]  
RWYS 22L/R P-RNAV ARRIVALS  
RNAV USABLE ONLY WHEN RADAR SERVICE AVAILABLE  
RNAV 1 RECOMMENDED

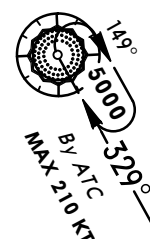
② By ATC.  
STAR reserved to  
missed Approach.

TESSERA  
D (L) 115.3 TES  
N45 31.1 E012 22.1

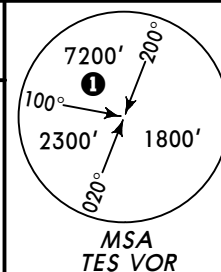
Direct distance from ERSAB to:  
Tessera Apt 9 NM



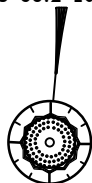
HOLDING  
OVER CHI



| STAR       | ROUTING                      |
|------------|------------------------------|
| CHI 1T     | CHI - INDOD - ERSAB.         |
| INDOD 1Y ② | INDOD - ERSAB.               |
| LOBSI 1U   | LOBSI - CHI - INDOD - ERSAB. |
| SOVUB 1Y   | SOVUB - INDOD - ERSAB.       |

ATIS  
122.22Apt Elev  
7'Alt Set: hPa  
Trans level: By ATC Trans alt: 6000'① 2300'  
within 15 NM**LATUS 2B [LATU2B]**  
**RWYS 04L/R ARRIVAL**  
RNAV (RNAV 1 RECOMMENDED) OR CONVENTIONAL

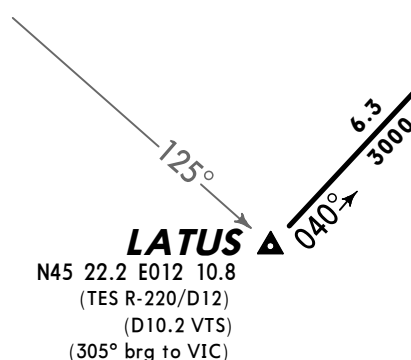
VICENZA  
D (H) 113.4 VIC  
N45 38.2 E011 40.6  
417 VIC  
N45 38.2 E011 40.5



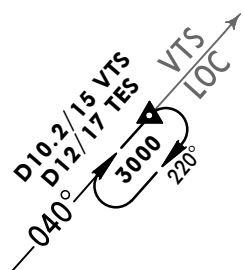
TESSERA  
D (L) 115.3 TES  
N45 31.1 E012 22.1

ILS DME  
109.95 VTS

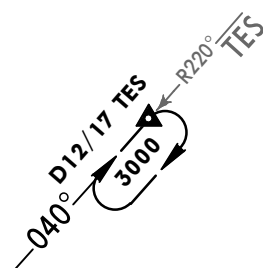
VENICE  
379 VEN  
N45 26.9 E012 16.6

**HOLDINGS OVER  
LATUS**

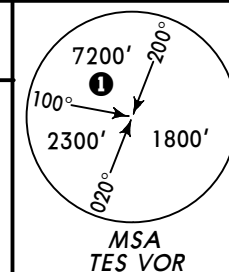
Performed with VTS



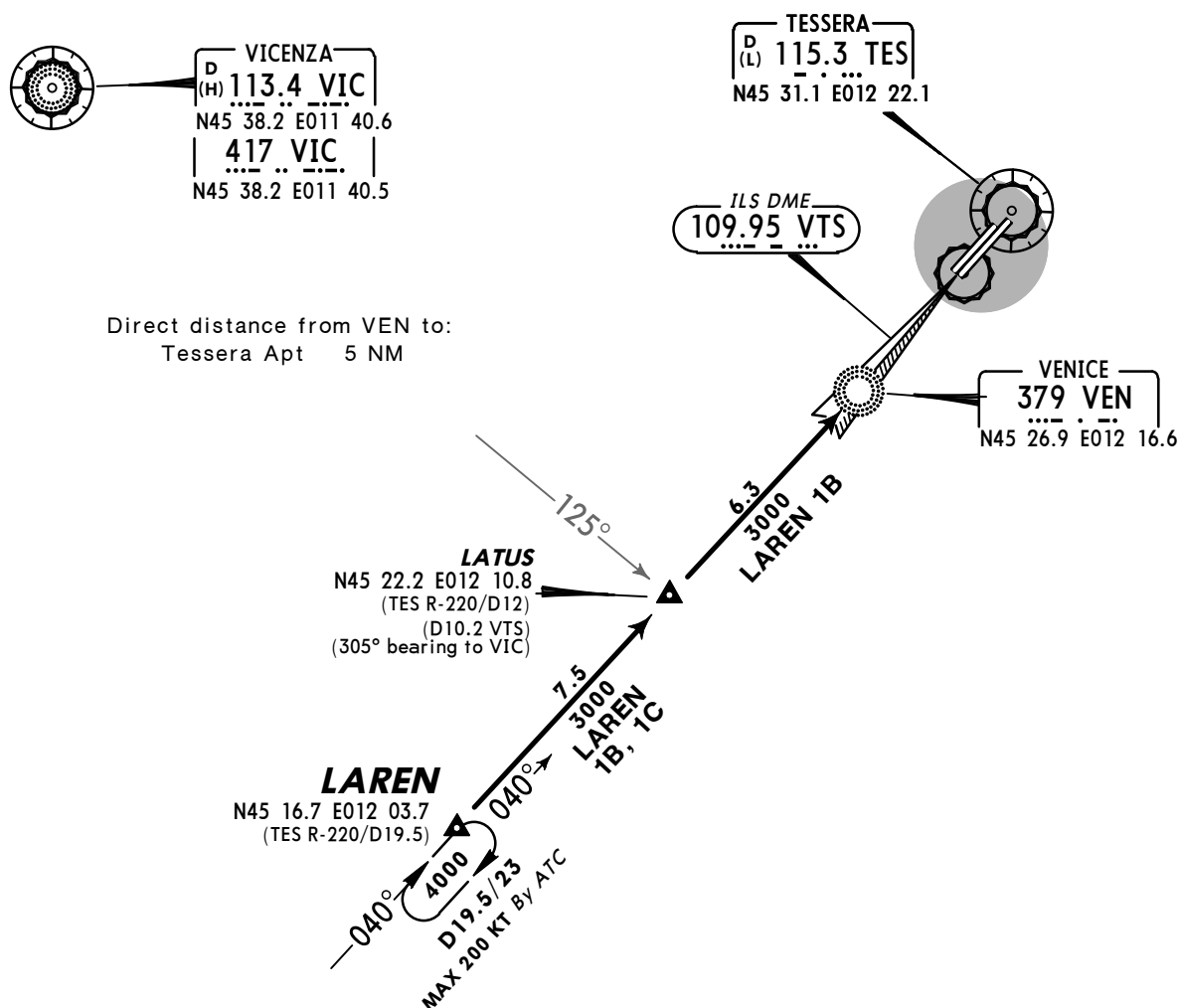
Performed with TES

**HOLDING OVER  
VEN****ROUTING**

LATUS - VEN.

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

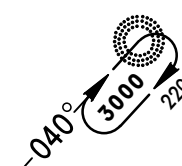
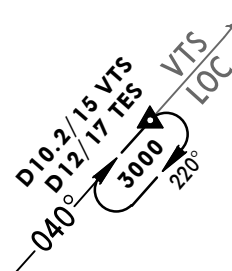
LAREN 1B [LARE1B]  
LAREN 1C [LARE1C]  
RWYS 04L/R ARRIVALS  
RNAV (RNAV 1 RECOMMENDED) OR CONVENTIONAL



## HOLDINGS OVER

LATUS

VEN

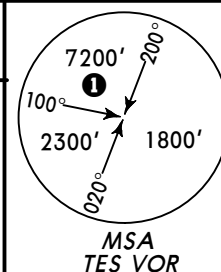


STAR

ROUTING

LAREN 1B LAREN - VEN.

LAREN 1C LAREN - LATUS.

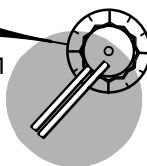
ATIS  
122.22Apt Elev  
7'Alt Set: hPa  
Trans level: By ATC Trans alt: 6000'① 2300'  
within 15 NM

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 22.1ERSAB  
N45 26.6 E012 33.1  
5000  
D9/14  
298°  
R118°  
D9Direct distance from ERSAB to:  
Tessera Apt 9 NM15  
CHI 1W: 5000  
INDOD 1Z: 4000INDOD  
N45 13.2 E012 23.3CHIOGGIA  
D(H) 114.1 CHI  
N45 04.3 E012 16.9  
408 CHI  
N45 04.3 E012 16.9025°  
149°  
5000  
MAX 210 KT By ATC

STAR

ROUTING

CHI 1W

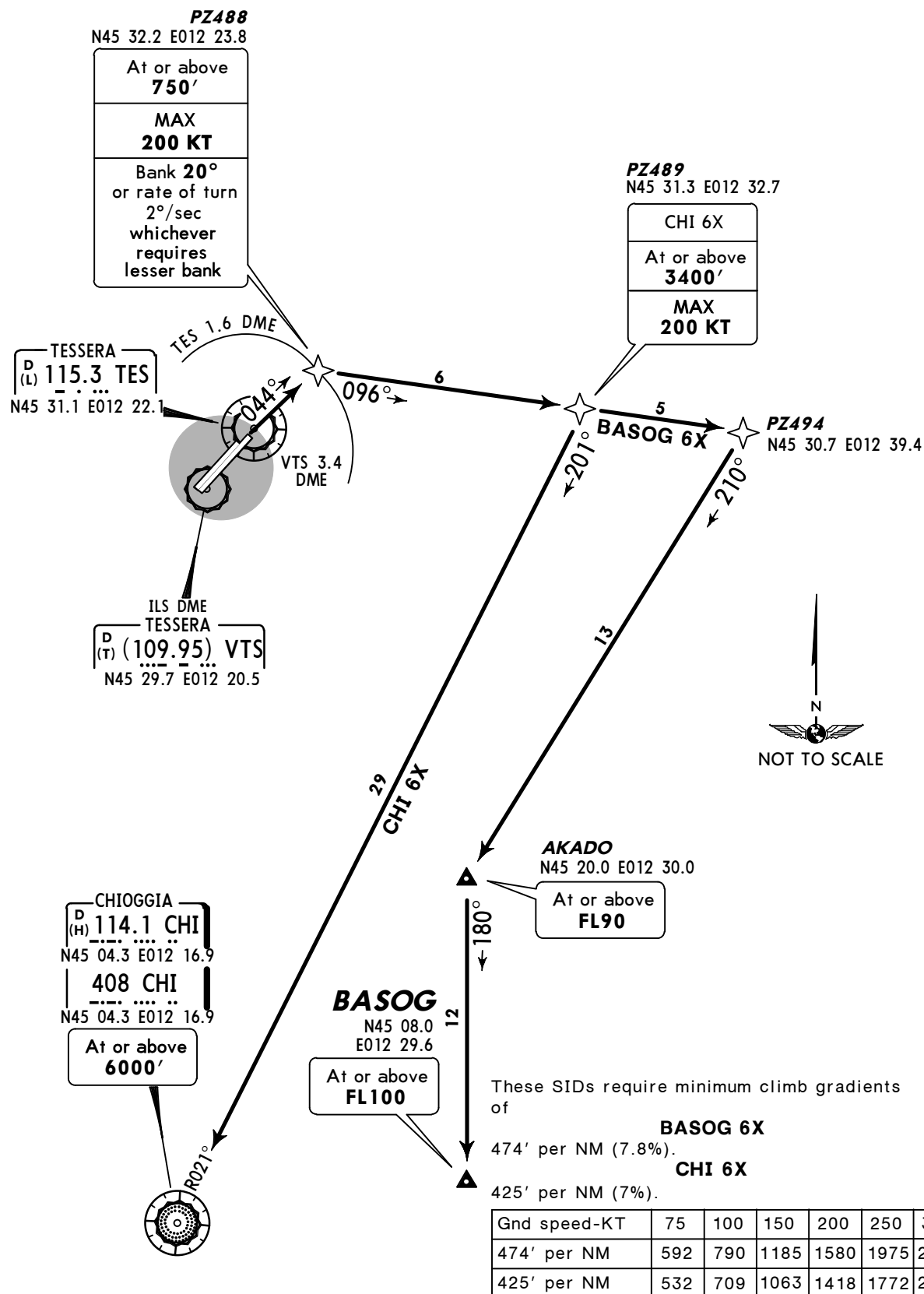
INDOD 1Z

On 025° track (CHI R-025) to ERSAB.

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**



## SID

## ROUTING

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

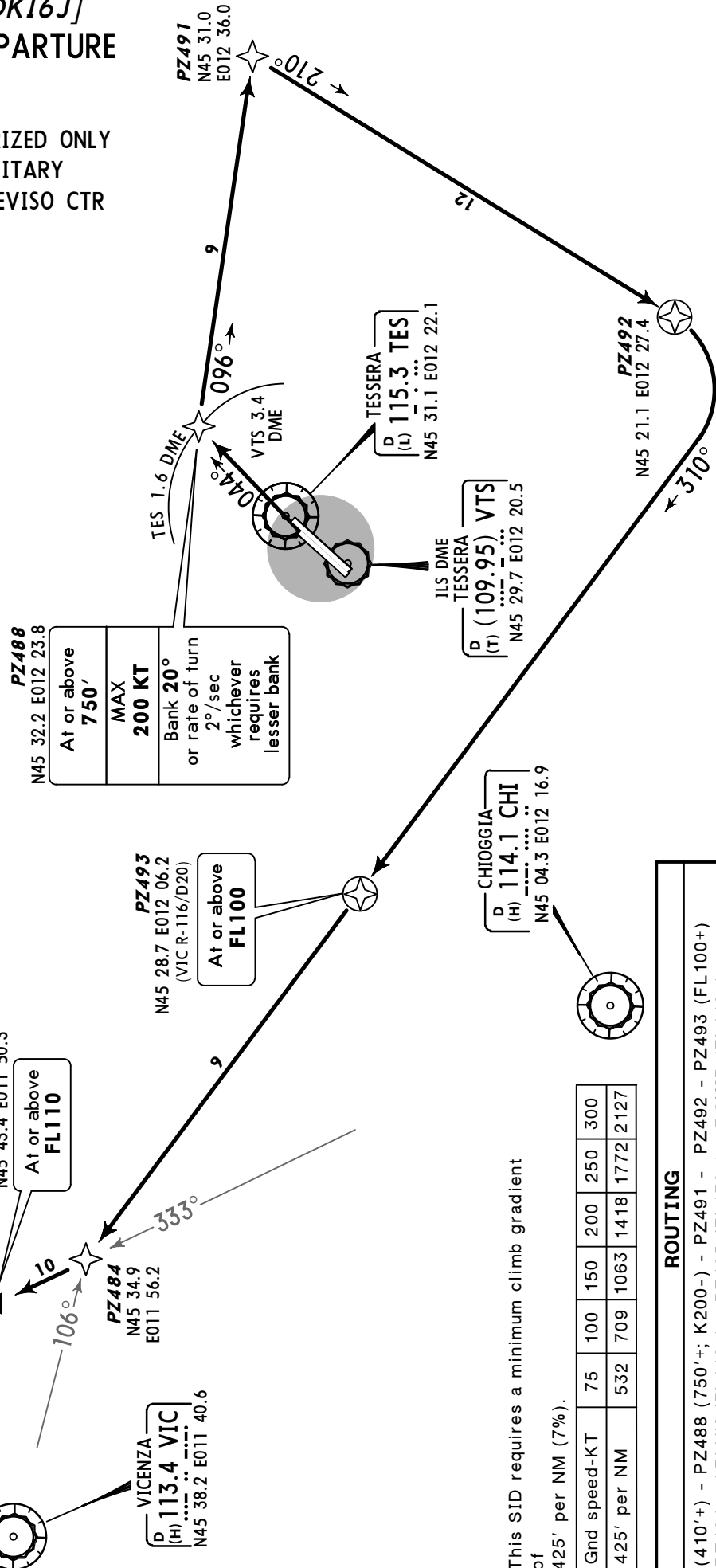
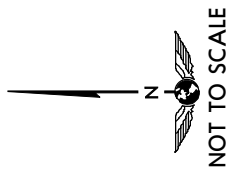
Apt Elev  
7'

Trans level: By ATC Trans alt: 6000'  
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

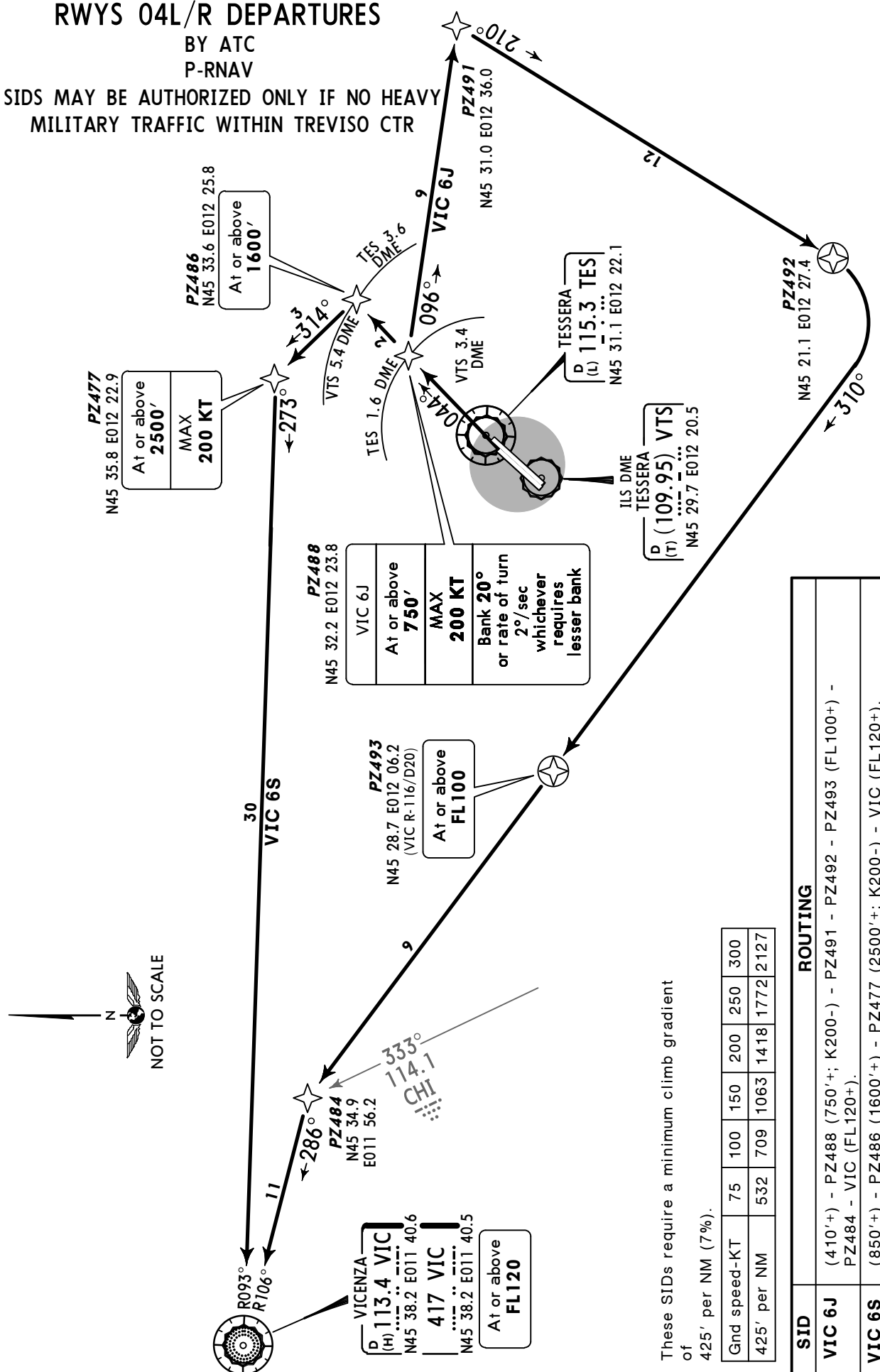
SID MAY BE AUTHORIZED ONLY  
IF NO HEAVY MILITARY  
TRAFFIC WITHIN TREVISO CTR



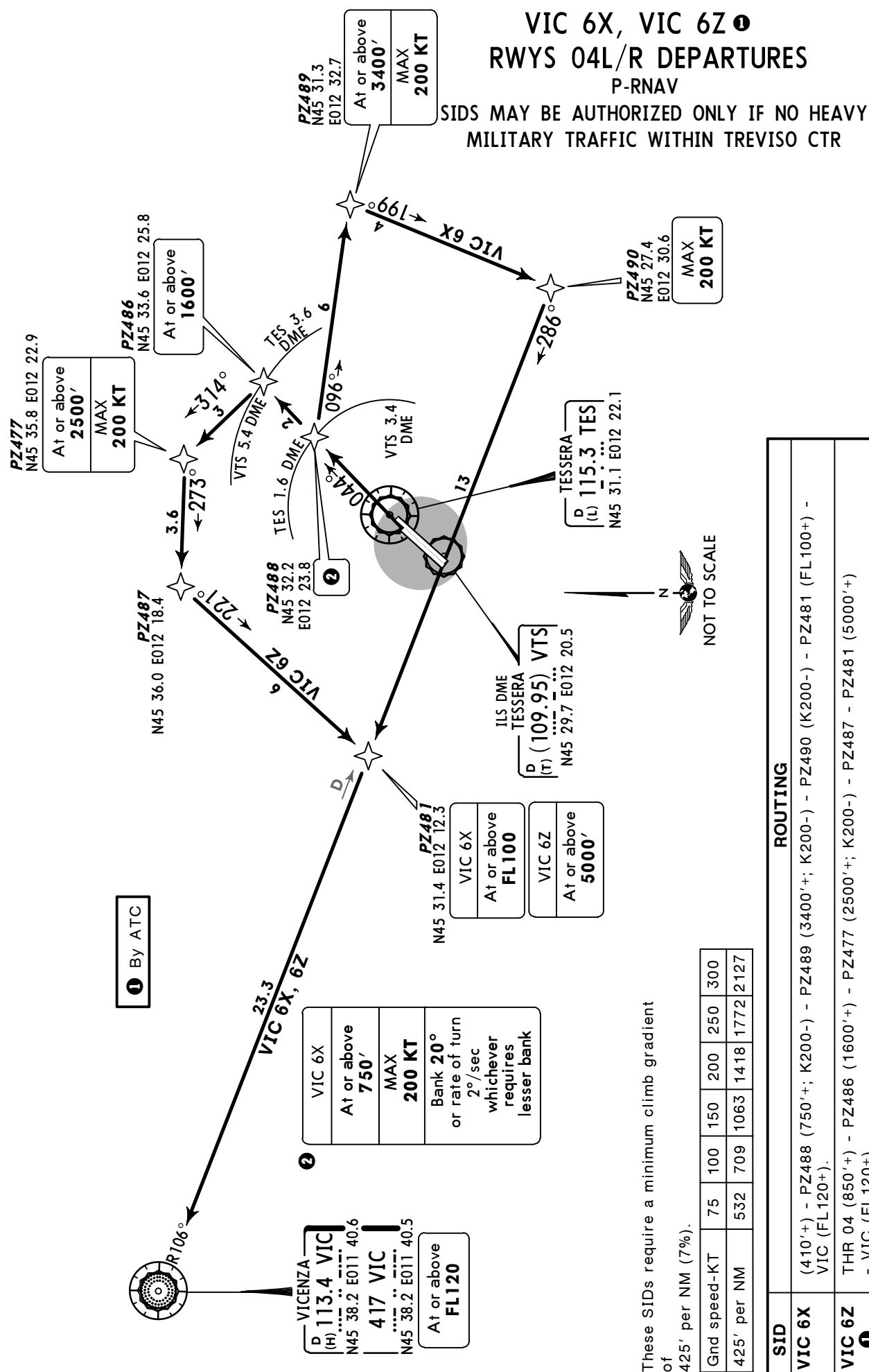
Apt Elev  
7'

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 DEPARTURESBY ATC  
P-RNAVSIDS MAY BE AUTHORIZED ONLY IF NO HEAVY  
MILITARY TRAFFIC WITHIN TREVISO CTR

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



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

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

| SID           | ROUTING                                                                                                 |
|---------------|---------------------------------------------------------------------------------------------------------|
| <b>VIC 6X</b> | (410'+) - PZ488 (750'+; K200-) - PZ489 (3400'+; K200-) - PZ490 (K200-) - PZ481 (FL100+) - VIC (FL120+). |
| <b>VIC 6Z</b> | THR 04 (850'+) - PZ486 (1600'+) - PZ477 (2500'+; K200-) - PZ487 - PZ481 (5000'+) - VIC (FL120+).        |

Trans level: By ATC    Trans alt: 6000'

SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.

## RWYS 04L/R DEPARTURES

**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**

**VIC**  
R093°  
N45 37.5 E011 54.4

**PZ483**  
N45 37.5 E011 54.4

**PZ484**  
N45 34.9 E011 56.2

**PZ481**  
N45 31.4 E012 12.3

At or above  
**FL100**

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

**PZ488**  
N45 32.2 E012 23.8

**PZ477**  
N45 35.8 E012 22.9

At or above  
**2500'**  
**MAX 200 KT**

**PZ486**  
N45 33.6 E012 25.8

At or above  
**1600'**

**PZ489**  
N45 31.3 E012 32.7

At or above  
**3400'**  
**MAX 200 KT**

**PZ490**  
N45 27.4 E012 30.6

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

**ROKIB 6S**

**ROKIB 6X**

**ROKIB 6X**  
At or above  
**750'**  
**MAX**

**CHIL**  
33.1  
34.1  
35.1

**TES**  
1.6 DME  
3.6 DME  
3.4 DME

**VTS**  
5.4 DME  
3 DME

**NOT TO SCALE**

**N**

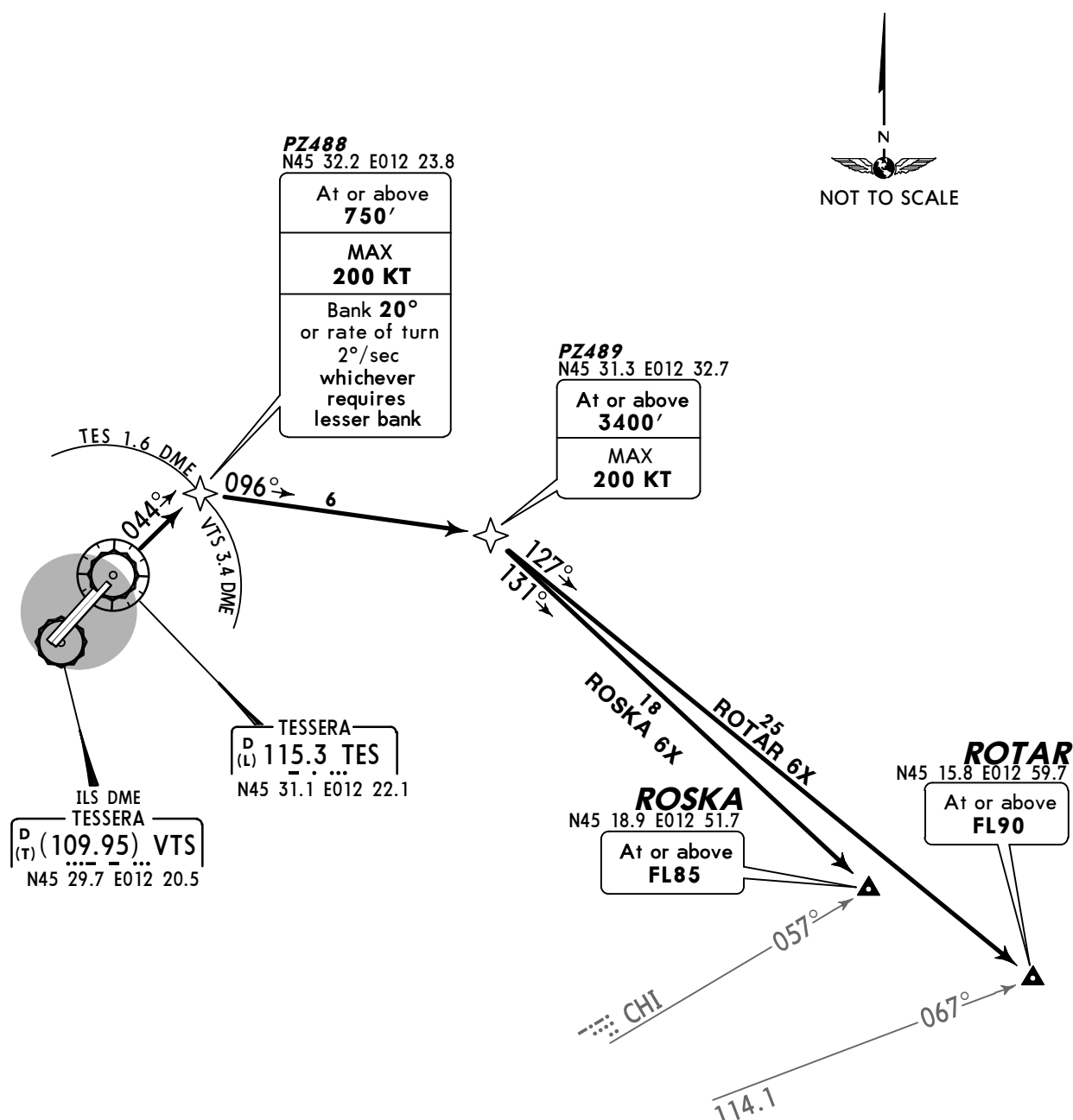
|              |     |     |      |      |      |      |
|--------------|-----|-----|------|------|------|------|
| Gnd speed-KT | 75  | 100 | 150  | 200  | 250  | 300  |
| 425' per NM  | 532 | 709 | 1063 | 1418 | 1772 | 2127 |

| SID                       | ROUTING                                                                                                                                     |
|---------------------------|---------------------------------------------------------------------------------------------------------------------------------------------|
| <b>ROKIB 6S</b><br>By ATC | THR 04 (850'+) - PZ486 (1600'+) - PZ477 (2500'+; K200-) - PZ483 - ARLUK (FL110+) - PZ485 (FL130+) - ROKIB (FL140+).                         |
| <b>ROKIB 6X</b>           | (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'  
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                                                                 |
|-----------------|-------------------------------------------------------------------------|
| <b>ROSKA 6X</b> | (410'+) - PZ488 (750'+; K200-) - PZ489 (3400'+; K200-) - ROSKA (FL85+). |
| <b>ROTAR 6X</b> | (410'+) - PZ488 (750'+; K200-) - PZ489 (3400'+; K200-) - ROTAR (FL90+). |

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

**PZ402**  
N45 32.6 E012 24.1  
(TES R-041/D2)

At or above  
**1000'**  
MAX  
**230 KT**

TESSERA  
D (L) 115.3 TES  
N45 31.1 E012 22.1

**PZ431**  
N45 31.1 E012 29.9

**PZ432**  
N45 27.4 E012 31.3  
At or above  
**4800'**

**D16 TES**  
N45 23.1 E012 41.7  
At or above  
**FL110**

**PZ436**  
N45 20.9 E012 46.8  
At or above  
**FL110**

MAX  
**250 KT**

CHIOGGIA  
D (H) 114.1 CHI  
N45 04.3 E012 16.9

**PZ408**  
N45 07.5 E012 22.7  
**D8 CHI**  
N45 09.2 E012 25.8

**PZ401**  
N44 58.6 E012 27.6  
At or above  
**FL250**

**BELOV**  
N44 32.6 E012 42.8

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.

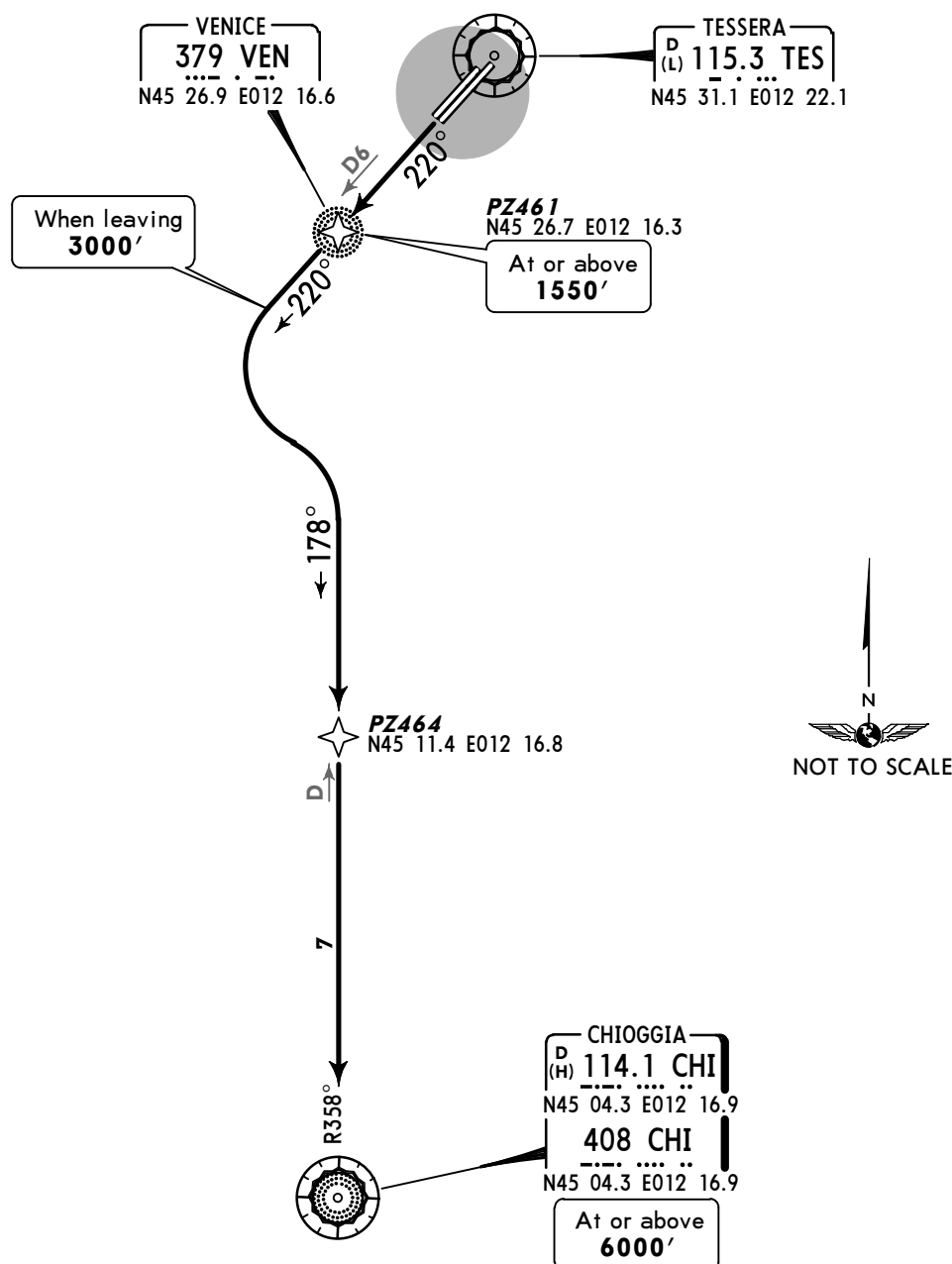
On runway heading to TES 2 DME, turn RIGHT, 163° track, intercept TES R-119 to D14 TES, turn RIGHT, intercept CHI R-046 inbound to DED14 CHI (TES R-158), turn RIGHT, intercept VIC R-127 inbound to D20 VIC, turn RIGHT, intercept 333° bearing to BZO.

**RNAV:** (410°+) - PZ402 (1000'+; K230-) - PZ431 - PZ432 - PZ454 (5000'+) - PZ434 - PZ437 - PZ438 (FL105+) - PZ439 (FL40+) - BZO

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**

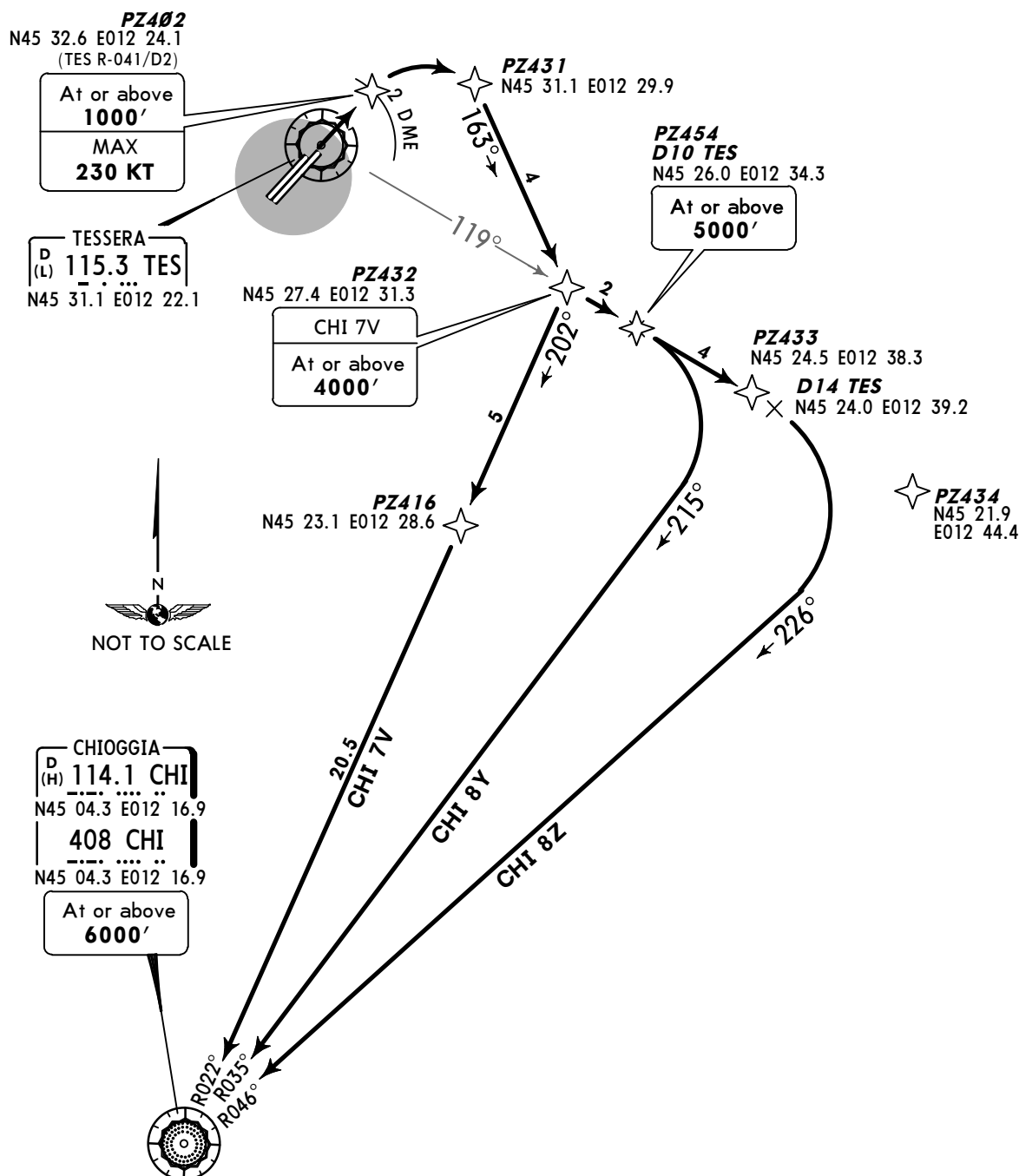
Climb on TES R-220 (if TES u/s on 220° track bound to VEN) until leaving 3000', turn LEFT,  
intercept CHI R-358 inbound to CHI.

**RNAV:** (410'+) - PZ461 (1550'+) - (3000'+) - PZ464 - CHI (6000'+).

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

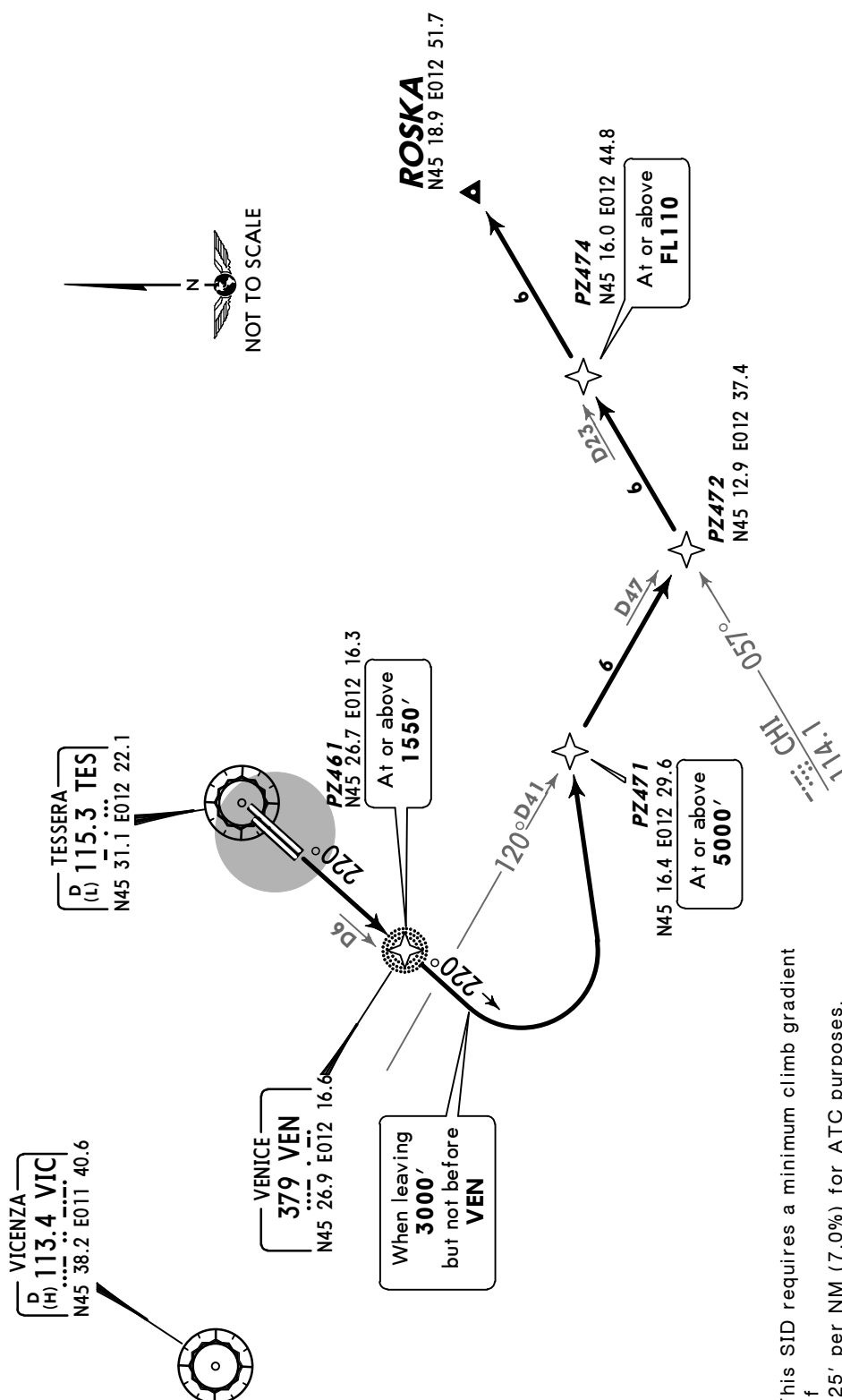


| SID    | ROUTING                                                                                                                                                                                                                                   |
|--------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| CHI 7V | On runway heading to TES 2 DME, turn RIGHT, 163° track, intercept CHI R-022 inbound to CHI.<br>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.<br>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.<br>RNAV: (410'+) - PZ402 (1000'+; K230-) - PZ431 - PZ432 - PZ454 (5000'+) - PZ434 - CHI (6000'+). |

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 leaving 3000', turn LEFT, intercept 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.

Apt Elev  
7'

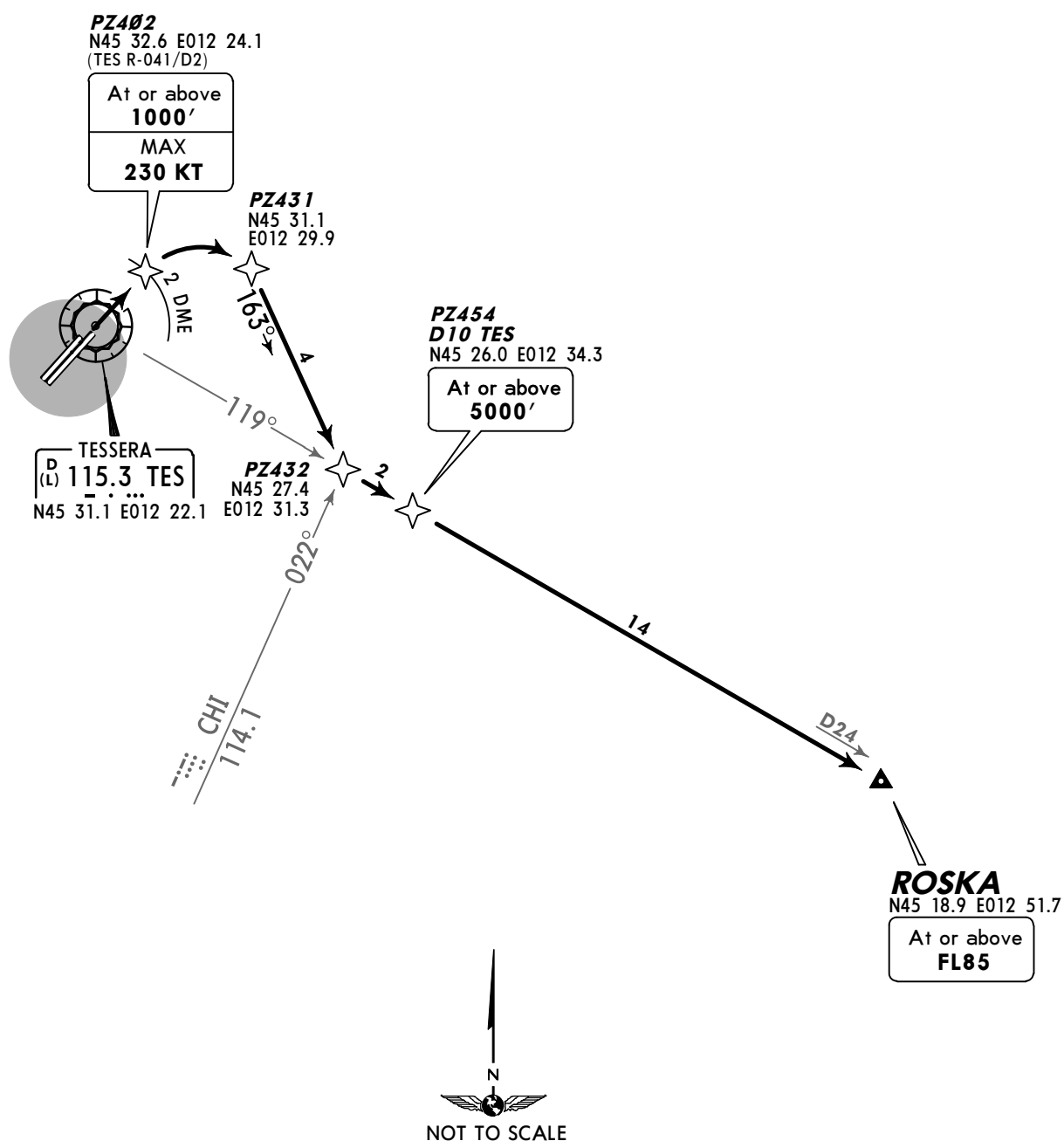
Trans level: By ATC Trans alt: 6000'

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+).

Apt Elev  
7'

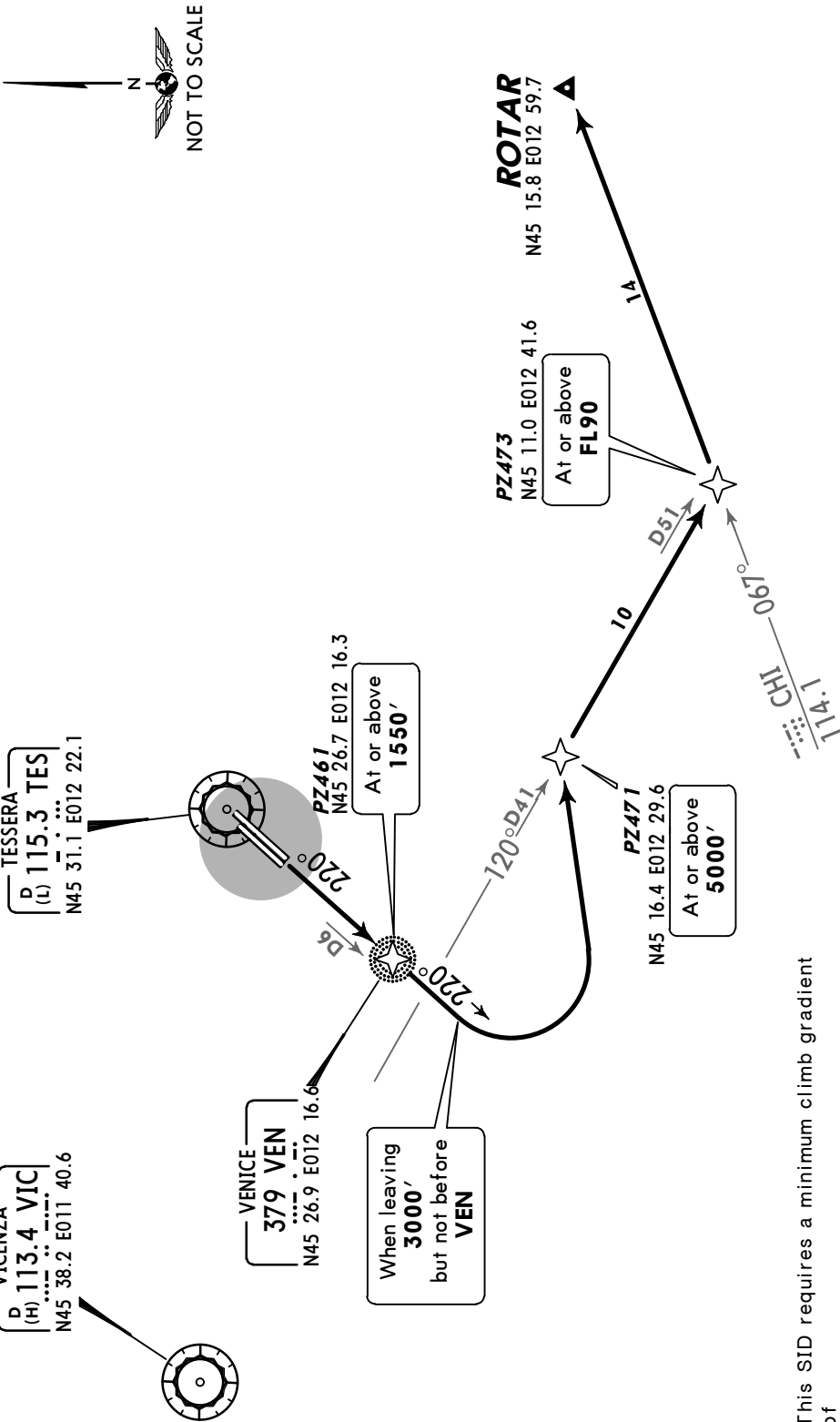
Trans level: By ATC    Trans alt: 6000'

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



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.

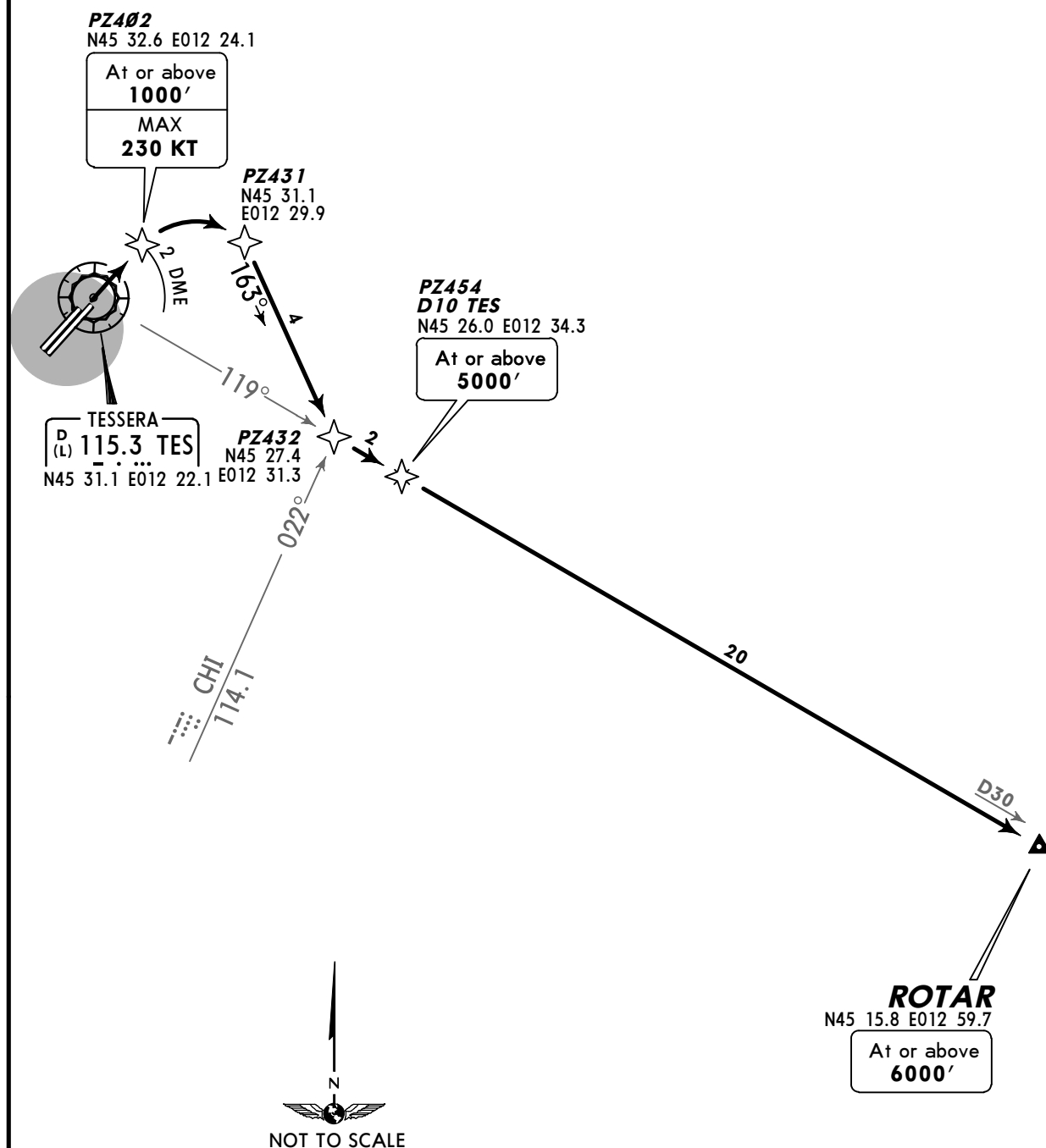
**RNAV:** (410'+) - PZ461 (1550'+) - (3000'+) - PZ471 (5000'+) - PZ473 (FL90+) - ROTAR.

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

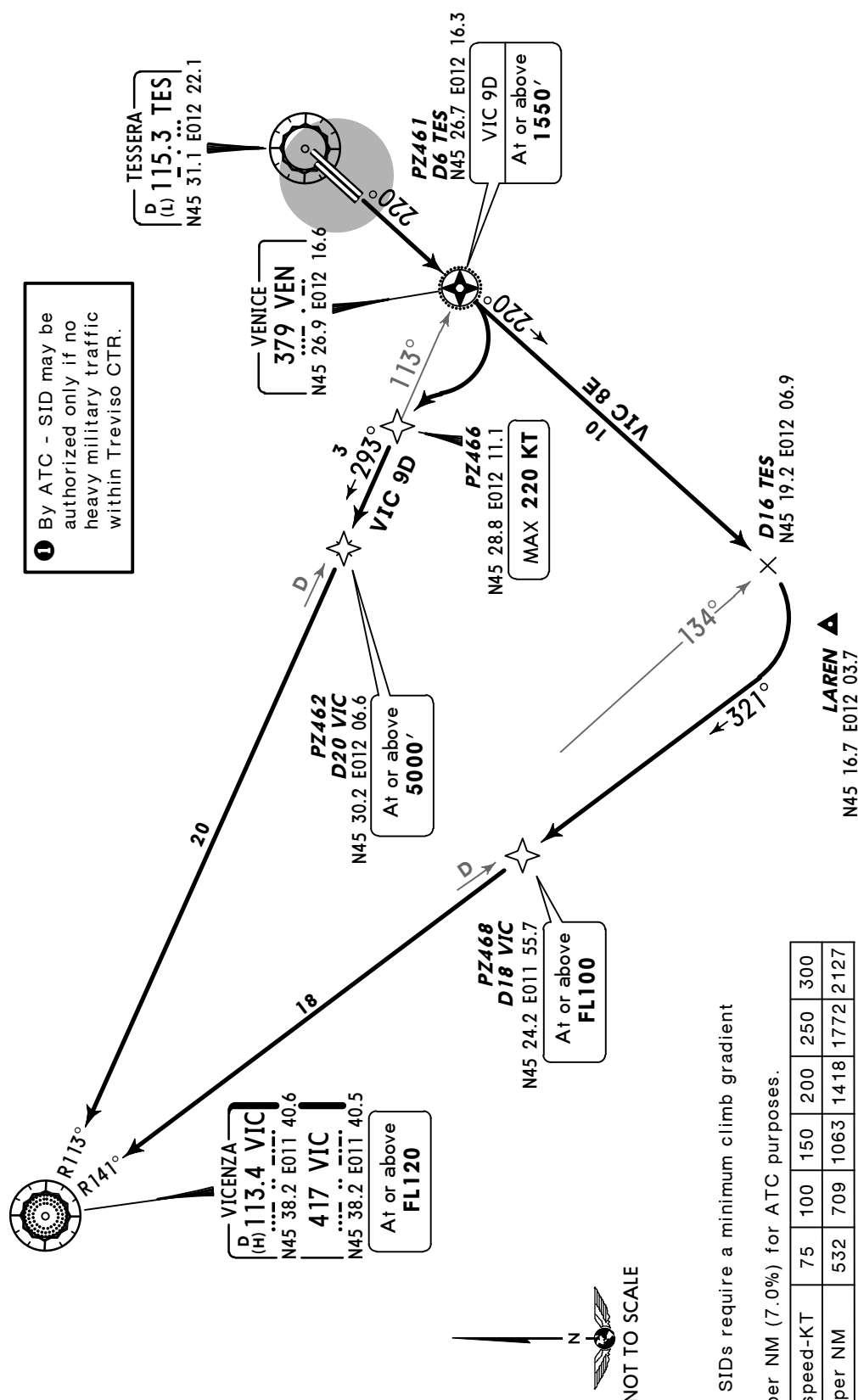
On runway heading to TES 2 DME, turn RIGHT, 163° track, intercept TES R-119 to ROTAR.

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

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



## ROUTING

## SID

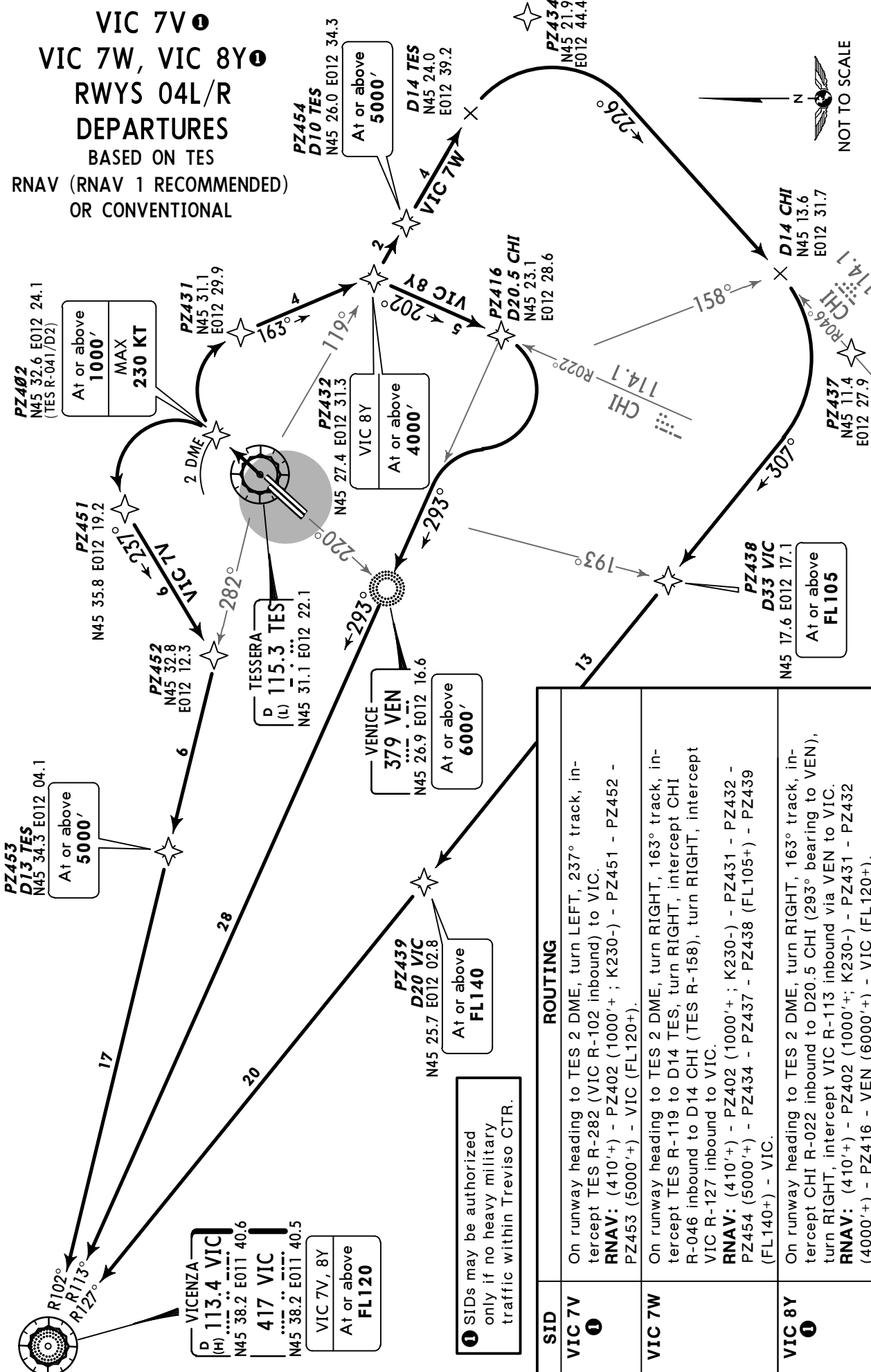
**VIC 9D**  
On TES R-220 (if TES u/s 220° track bound to VEN) to D6 TES (if TES u/s over VEN), turn RIGHT, intercept VIC R-113 inbound to VIC.  
**RNAV:** (410'+) - PZ461 (1550'+) - PZ466 (K220-) - PZ462 (5000'+) - VIC (FL120+).

**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+).

Apt Elev  
7'

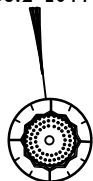
Trans level: By ATC Trans alt: 6000'

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.



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

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



VENICE  
379 VEN  
N45 26.9 E012 16.6

TESSERA  
D  
(L) 115.3 TES  
N45 31.1 E012 22.1

PZ461  
N45 26.7 E012 16.3

At or above  
1550'

When leaving  
3000'

PZ469  
N45 13.3 E012 21.0

At or above  
FL90



**BASOG**  
N45 08.0 E012 29.6

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-129/129° bearing to BASOG.

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.

**LUMAV 5V [LUMA5V] , ROKIB 5V [ROKI5V]**  
**RWYS 22L/R DEPARTURES**  
RNAV (RNAV 1 RECOMMENDED) OR CONVENTIONAL

**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**



**PZ467**  
N45 26.8 E012 01.7

At or above  
**FL100**

**LAREN**  
N45 16.7 E012 03.7

At or above  
**FL90**

**LUMAV**  
N44 48.9 E011 37.0

At or above  
**FL110**

TESSERA  
D 115.3 TES  
(L) N45 31.1 E012 22.1

**ROKIB 5V**  
Turn when  
leaving  
**5000'**

**VENICE**  
**379 VEN**  
N45 26.9 E012 16.6

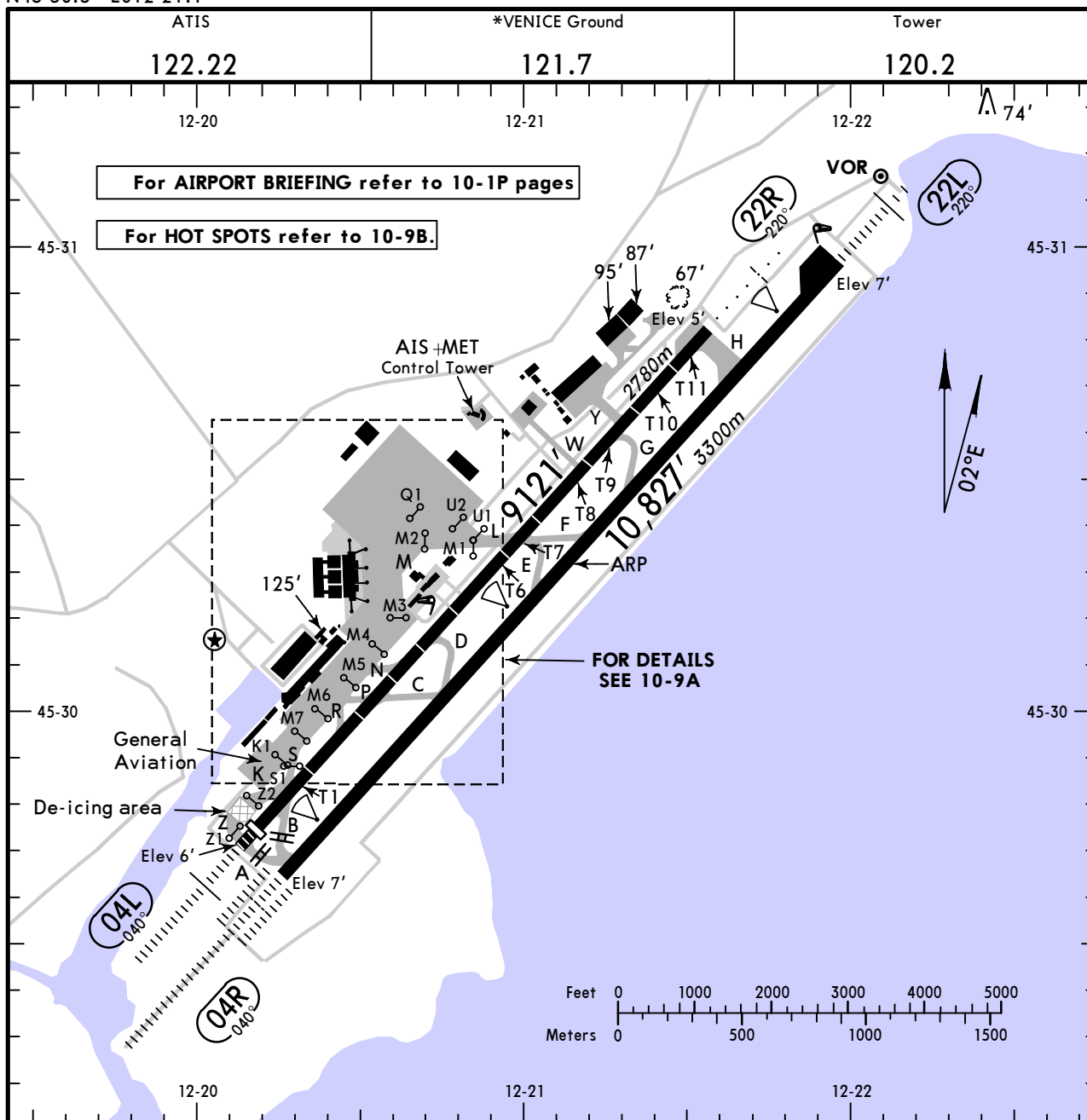
Direct distance from Tessera Apt  
to VEN: 5 NM

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

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                                                                                                                 |
|---------------------------|-------------------------------------------------------------------------------------------------------------------------|
| <b>LUMAV 5V</b><br>By ATC | Climb on TES R-220 (if TES u/s 220° track bound to VEN) to LAREN, turn LEFT, intercept TES R-215 (215° track) to LUMAV. |
| <b>ROKIB 5V</b>           | 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.  |



## ADDITIONAL RUNWAY INFORMATION

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

① Normally used as taxiway.

② TAKE-OFF RUN AVAILABLE

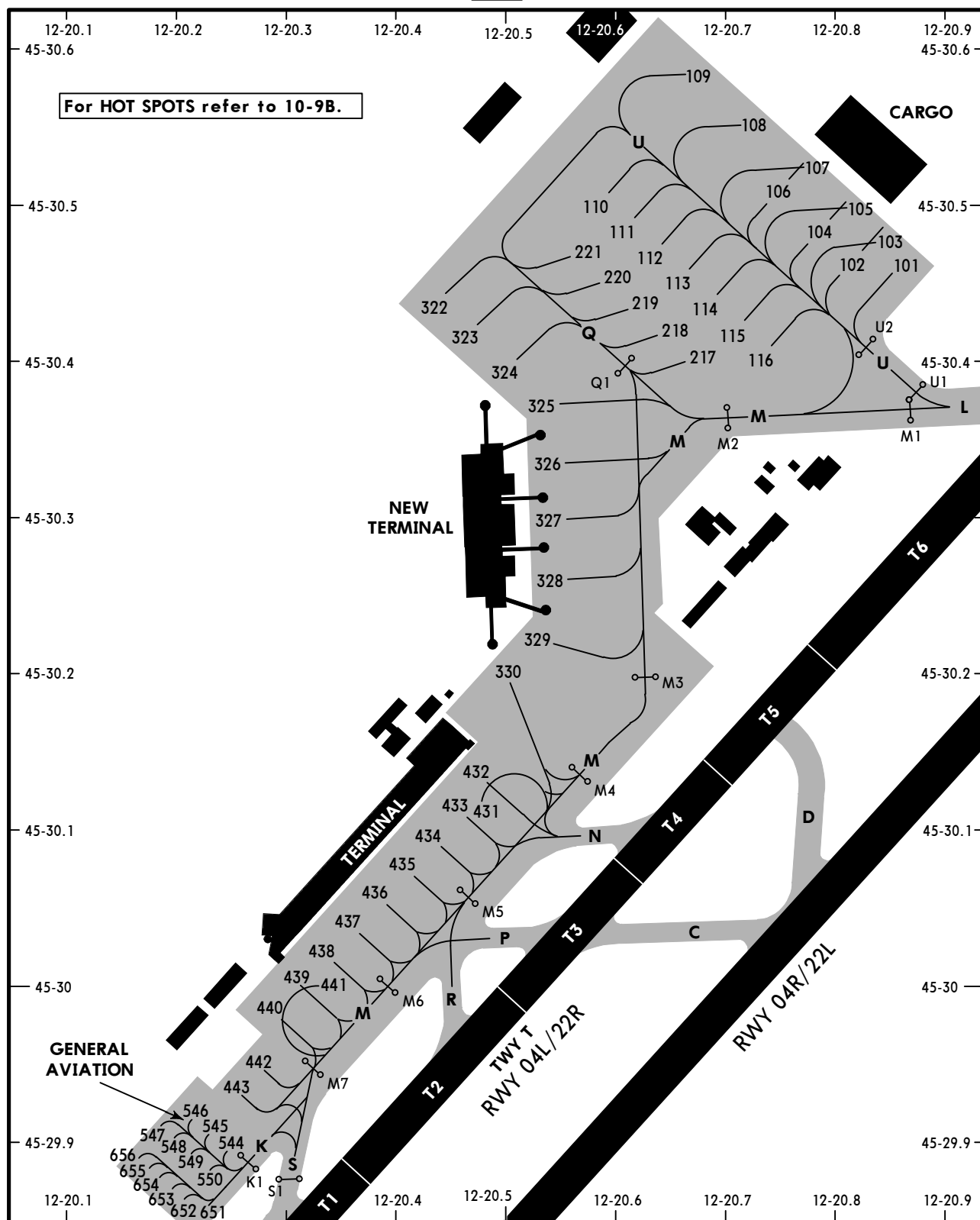
From rwy head 10,827' (3300m)  
twy H int 8694' (2650m)

## Standard

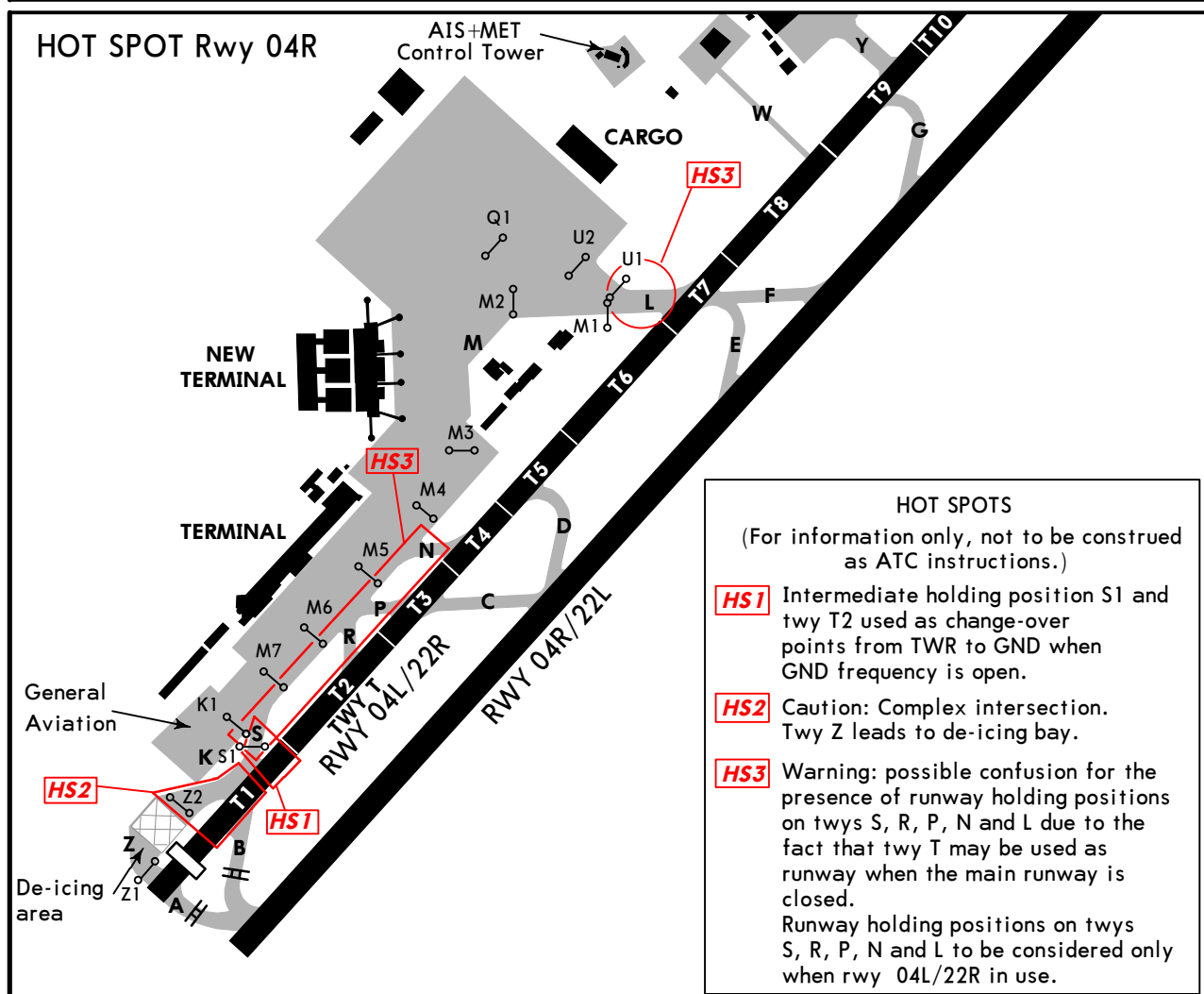
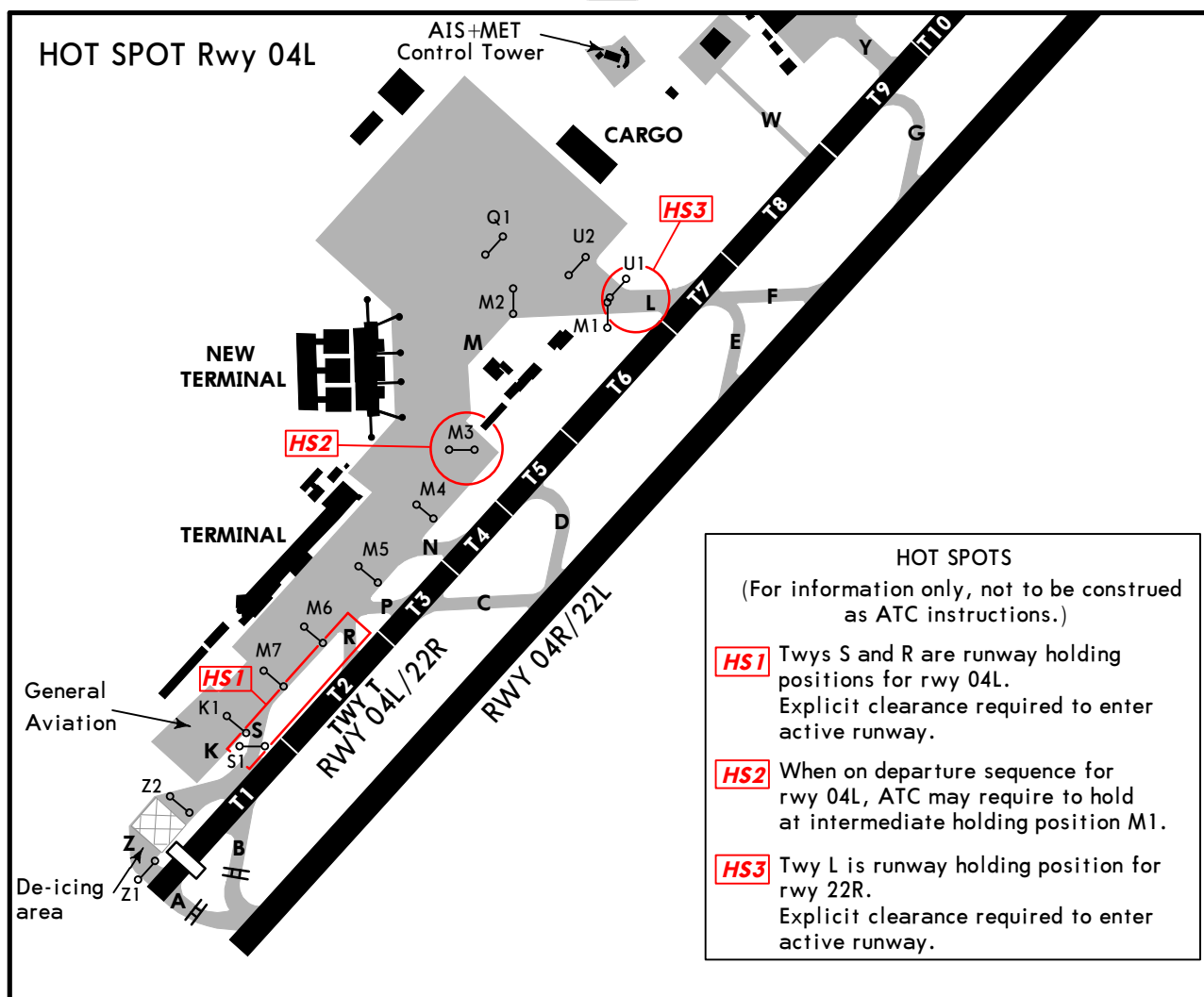
## TAKE-OFF ①

|   | Rwy 04R/22L                                       |                           |         |                          |                          | Rwy 04L/22R       |
|---|---------------------------------------------------|---------------------------|---------|--------------------------|--------------------------|-------------------|
|   | LVP must be in Force                              |                           |         |                          |                          |                   |
|   | Approved Operators<br>HIRL, CL<br>& mult. RVR req | RL, CL<br>& mult. RVR req | RL & CL | RCLM (DAY only)<br>or RL | RCLM (DAY only)<br>or RL | NIL<br>(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 |              |                    |

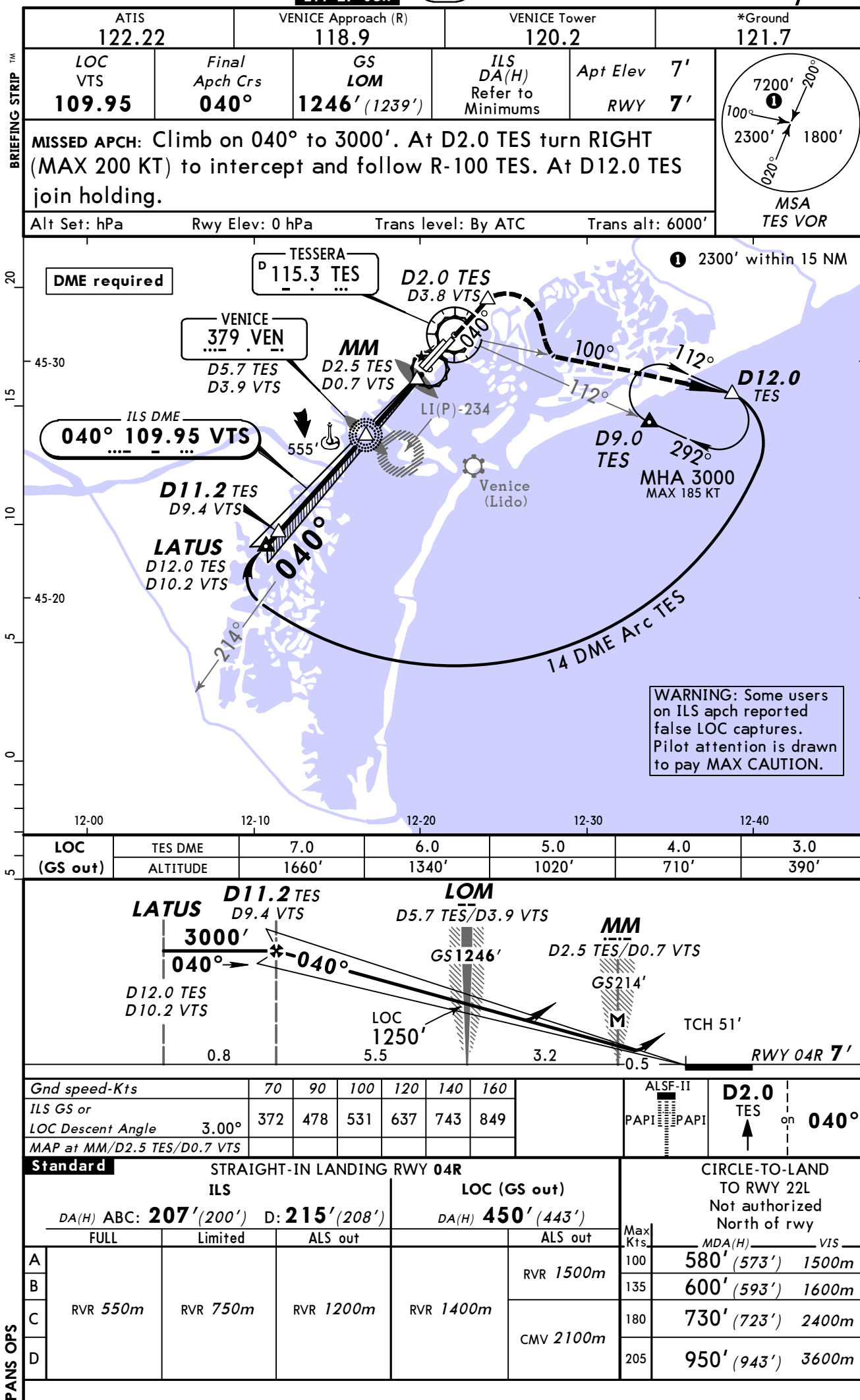


**LIPZ/VCE**  
**TESSERA**

21 JUN 13  
Eff 27 Jun

(11-1)

**VENICE, ITALY**  
**ILS Z or LOC Z Rwy 04R**

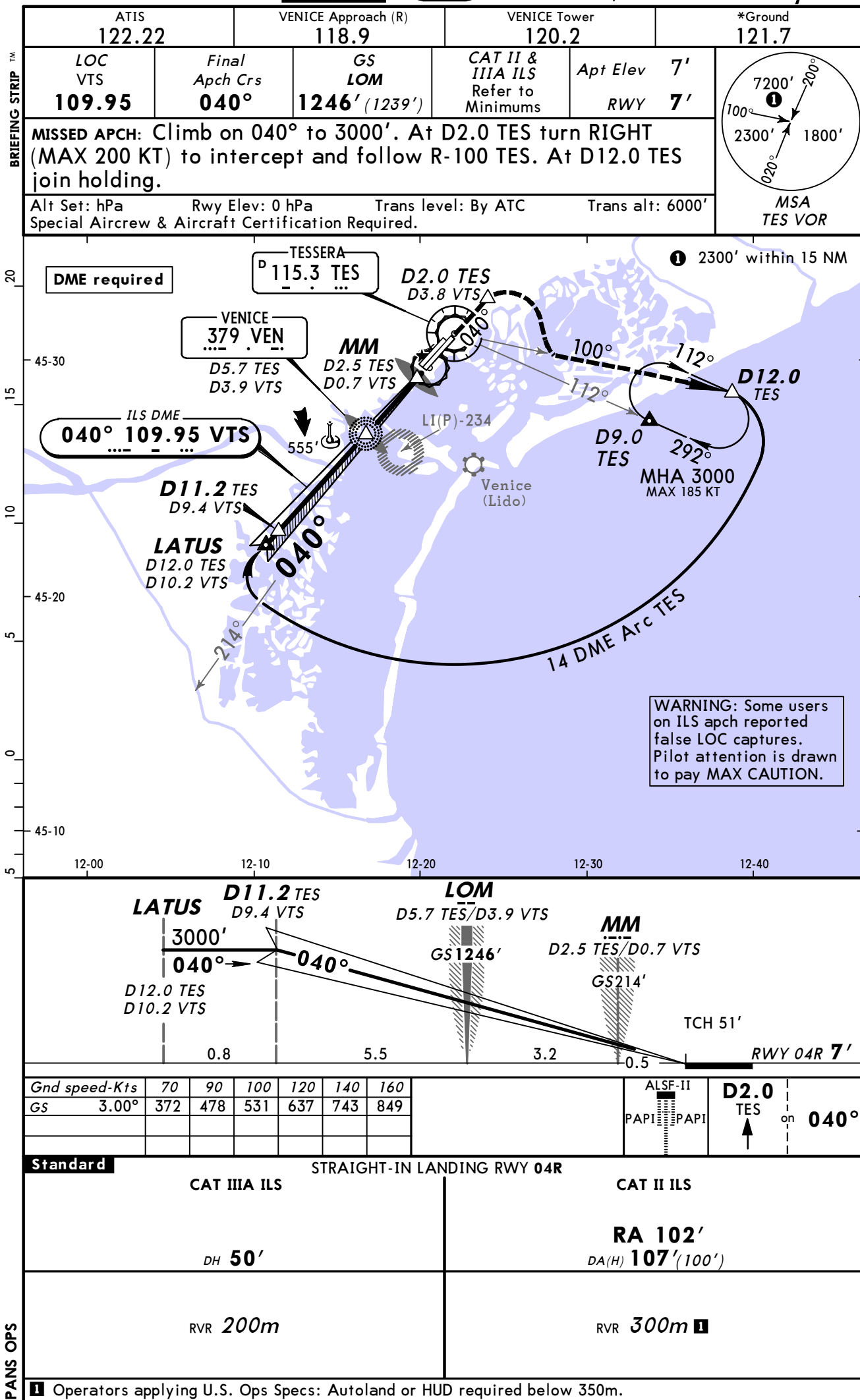


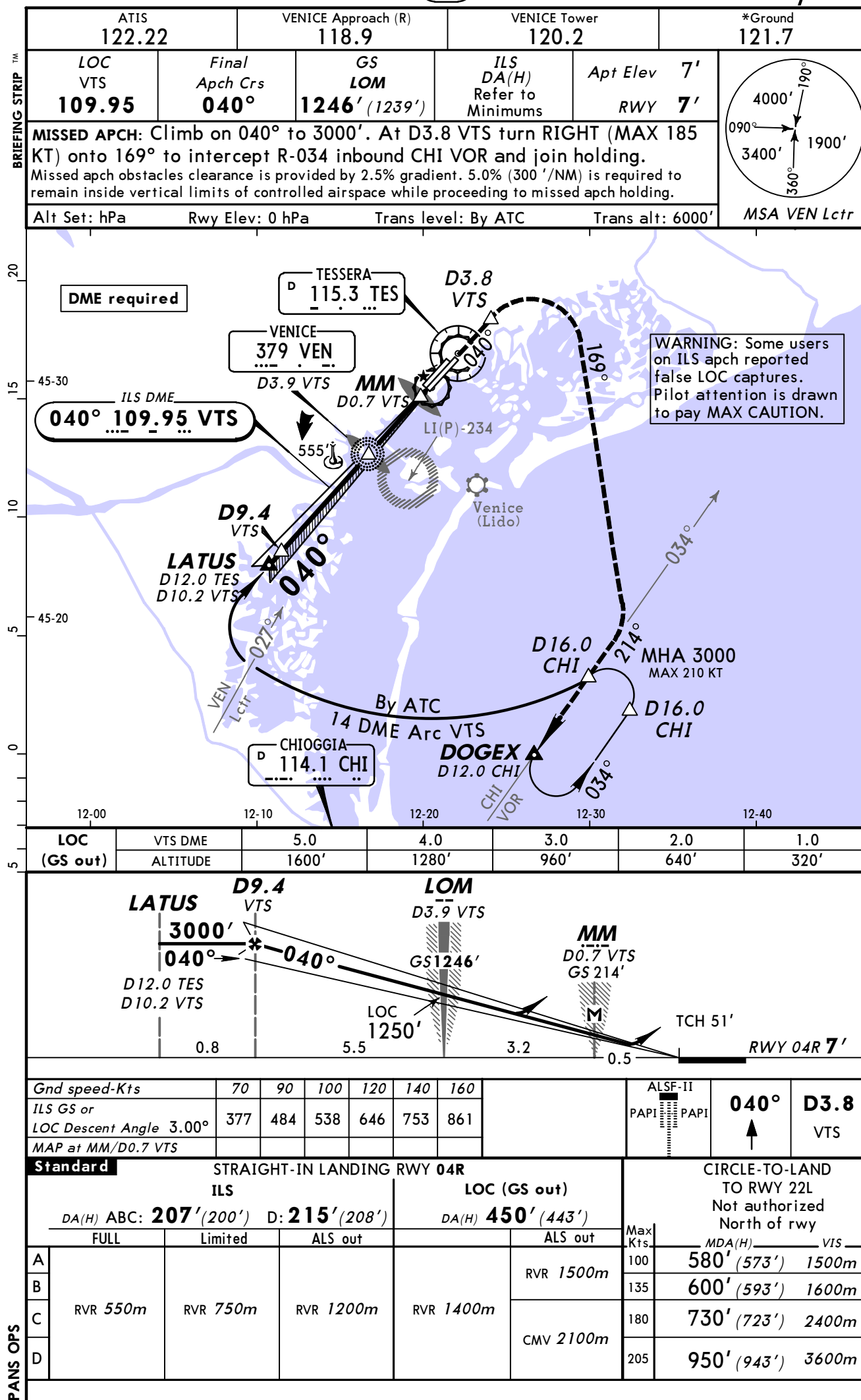
**LIPZ/VCE**  
**TESSERA**

21 JUN 13  
Eff 27 Jun

11-1A

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



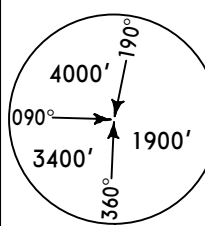


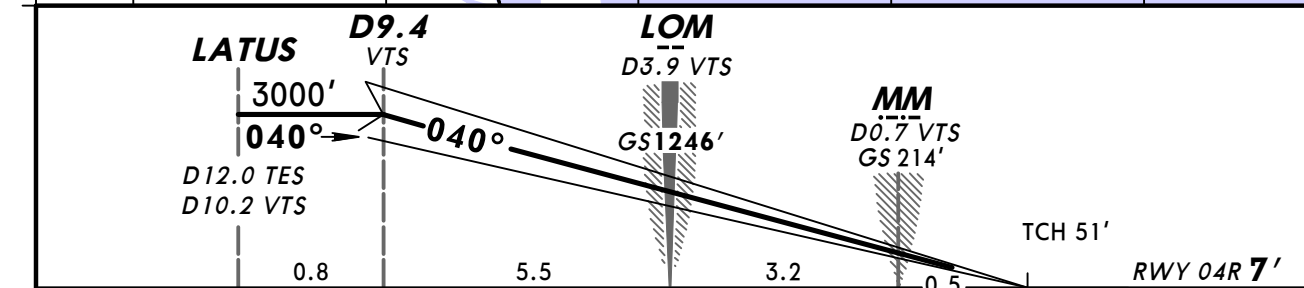
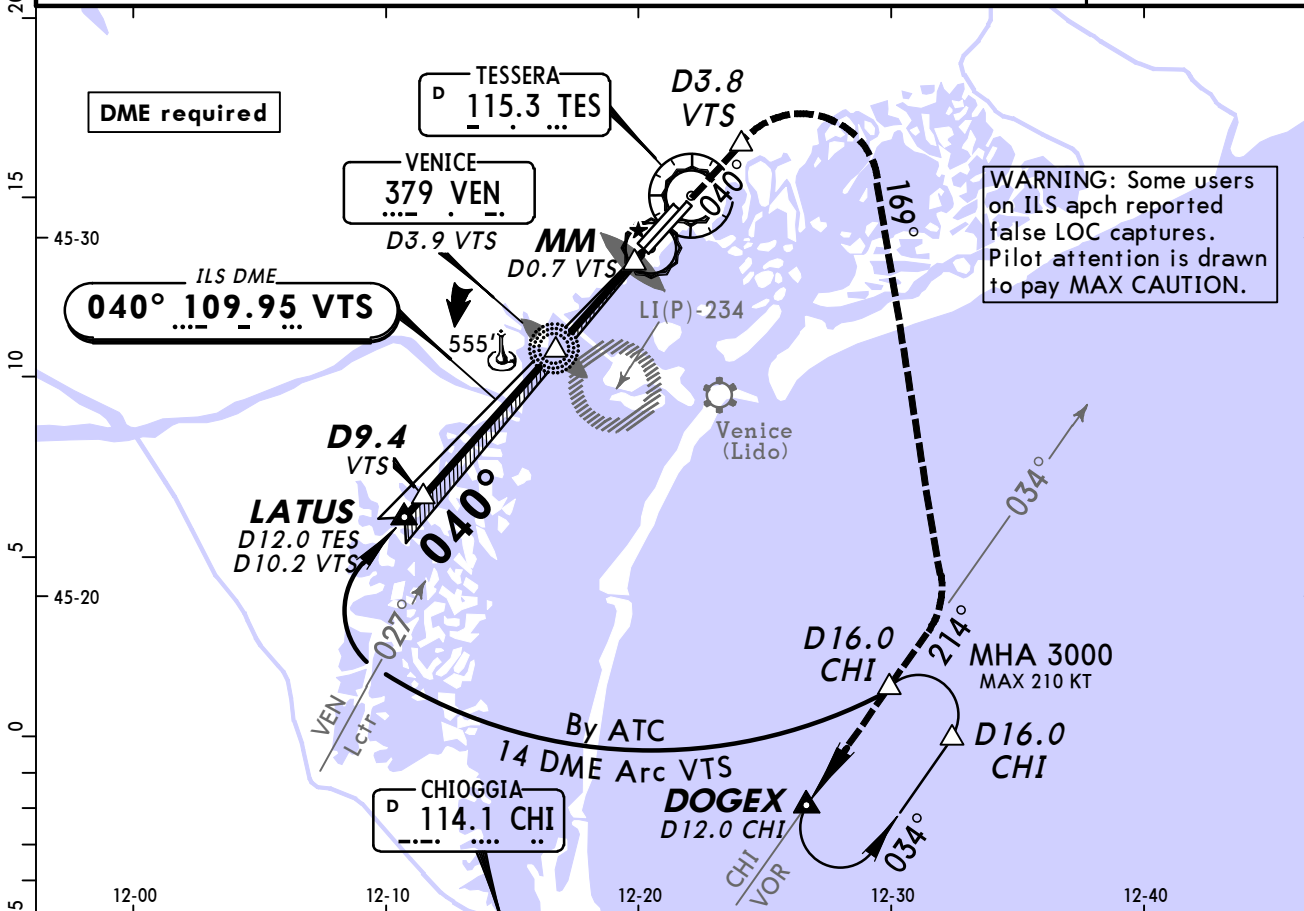
**LIPZ/VCE**  
**TESSERA**

**21 MAR 14** **(11-2A)** **JEPPESSEN**

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

BRIEFING STRIP™

|                                                                                                                                                                                                                                                                                                                                              |                           |                            |                                              |                     |                       |                                                                                     |  |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|----------------------------|----------------------------------------------|---------------------|-----------------------|-------------------------------------------------------------------------------------|--|
| ATIS                                                                                                                                                                                                                                                                                                                                         |                           | VENICE Approach (R)        |                                              | VENICE Tower        |                       | *Ground                                                                             |  |
| 122.22                                                                                                                                                                                                                                                                                                                                       |                           | 118.9                      |                                              | 120.2               |                       | 121.7                                                                               |  |
| LOC<br>VTS<br>109.95                                                                                                                                                                                                                                                                                                                         | Final<br>Apch Crs<br>040° | GS<br>LOM<br>1246' (1239') | CAT II &<br>IIIA ILS<br>Refer to<br>Minimums |                     | Apt Elev 7'<br>RWY 7' |  |  |
| <b>MISSED APCH:</b> 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.<br>Missed apch obstacles clearance is provided by 2.5% gradient. 5.0% (300' /NM) is required to remain inside vertical limits of controlled airspace while proceeding to missed apch holding. |                           |                            |                                              |                     |                       |                                                                                     |  |
| Alt Set: hPa                                                                                                                                                                                                                                                                                                                                 |                           | Rwy Elev: 0 hPa            |                                              | Trans level: By ATC |                       |                                                                                     |  |
| Special Aircrew & Aircraft Certification Required.                                                                                                                                                                                                                                                                                           |                           |                            |                                              |                     |                       | MSA<br>VEN Lctr                                                                     |  |



| <i>Gnd speed-Kts</i> | 70  | 90  | 100 | 120 | 140 | 160 |
|----------------------|-----|-----|-----|-----|-----|-----|
| <i>GS</i> 3.00°      | 377 | 484 | 538 | 646 | 753 | 861 |
|                      |     |     |     |     |     |     |
|                      |     |     |     |     |     |     |

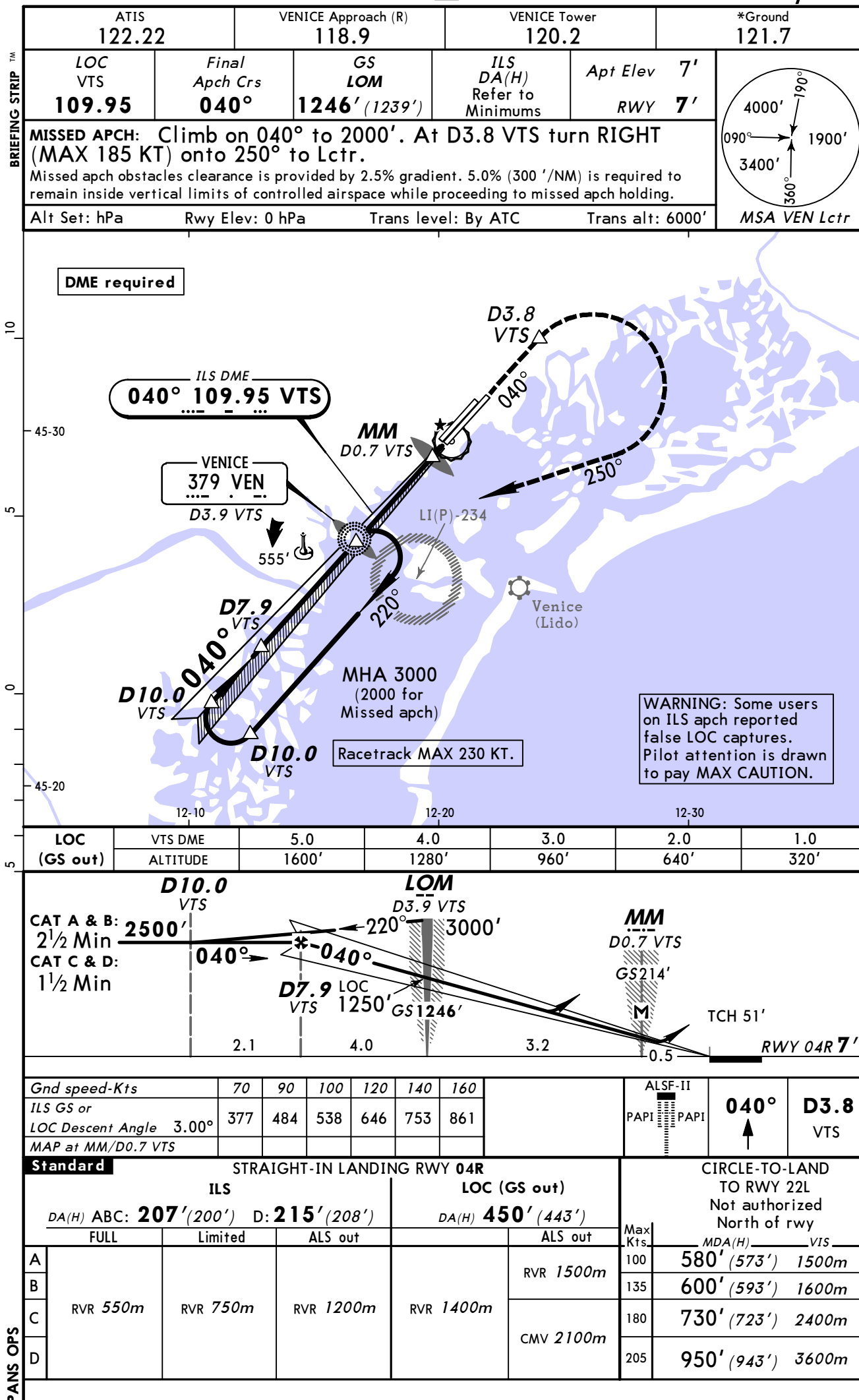
|          |      |      |
|----------|------|------|
| ALSIF-II | 040° | D3.8 |
| PAPI     | ↑    | VTS  |

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

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

CHANGES: Missed apch.

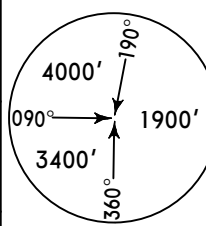
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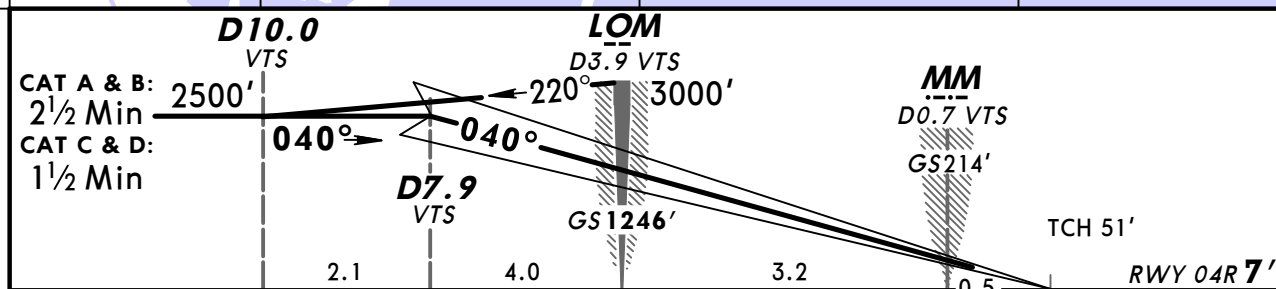
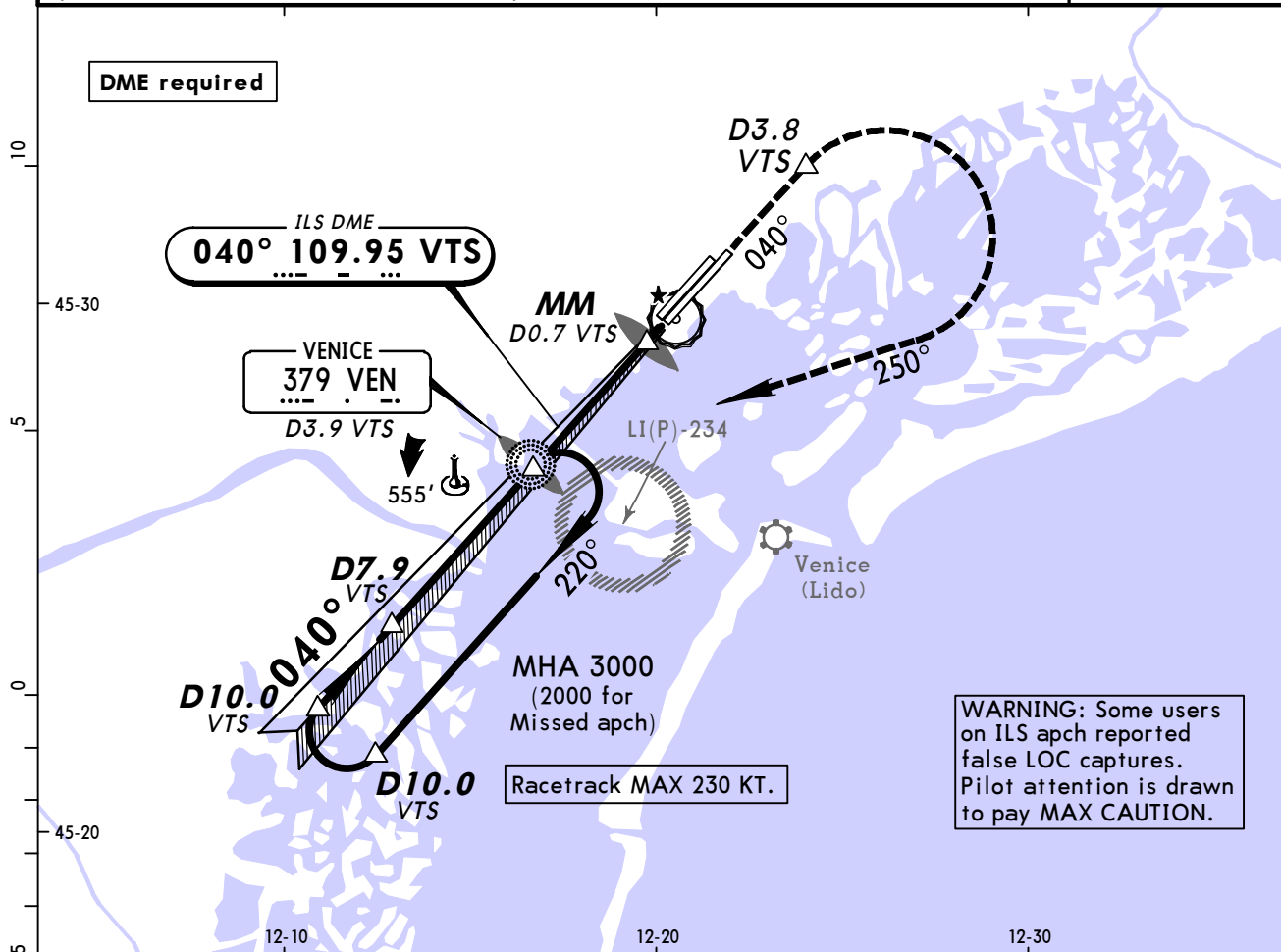


**LIPZ/VCE**  
TESSERA

**JEPPESEN**  
21 MAR 14 **(11-3A)**

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

|                                                                                                                                                                                                                                                                                               |                           |                              |                                              |                       |                       |                                                                                     |  |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|------------------------------|----------------------------------------------|-----------------------|-----------------------|-------------------------------------------------------------------------------------|--|
| ATIS<br>122.22                                                                                                                                                                                                                                                                                |                           | VENICE Approach (R)<br>118.9 |                                              | VENICE Tower<br>120.2 |                       | *Ground<br>121.7                                                                    |  |
| LOC<br>VTS<br>109.95                                                                                                                                                                                                                                                                          | Final<br>Apch Crs<br>040° | GS<br>LOM<br>1246' (1239')   | CAT II &<br>IIIA ILS<br>Refer to<br>Minimums |                       | Apt Elev 7'<br>RWY 7' |  |  |
| <b>MISSED APCH:</b> Climb on 040° to 2000'. At D3.8 VTS turn RIGHT (MAX 185 KT) onto 250° to Lctr. Missed apch obstacles clearance is provided by 2.5% gradient. 5.0% (300' /NM) is required to remain inside vertical limits of controlled airspace while proceeding to missed apch holding. |                           |                              |                                              |                       |                       |                                                                                     |  |
| Alt Set: hPa                                                                                                                                                                                                                                                                                  |                           | Rwy Elev: 0 hPa              |                                              | Trans level: By ATC   |                       |                                                                                     |  |
| Special Aircrew & Acft Certification Required.                                                                                                                                                                                                                                                |                           |                              |                                              |                       |                       | MSA VEN Lctr                                                                        |  |



|               |       |     |     |     |     |     |          |      |                  |                    |
|---------------|-------|-----|-----|-----|-----|-----|----------|------|------------------|--------------------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | ALSIF-II |      | <b>040°</b><br>↑ | <b>D3.8</b><br>VTS |
| GS            | 3.00° | 377 | 484 | 538 | 646 | 753 | PAPI     | PAPI |                  |                    |

|                          |  |                                    |  |
|--------------------------|--|------------------------------------|--|
| <b>Standard</b>          |  | <b>STRAIGHT-IN LANDING RWY 04R</b> |  |
| <b>CAT IIIA ILS</b>      |  | <b>CAT II ILS</b>                  |  |
| <b>RA 102'</b>           |  | <b>RA 102'</b>                     |  |
| <b>DA(H) 107' (100')</b> |  | <b>DA(H) 107' (100')</b>           |  |
| <b>RVR 200m</b>          |  | <b>RVR 300m</b>                    |  |

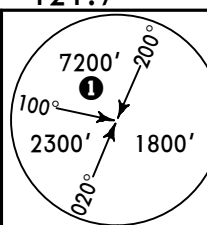
**Operators applying U.S. Ops Specs: Autoland or HUD required below 350m.**

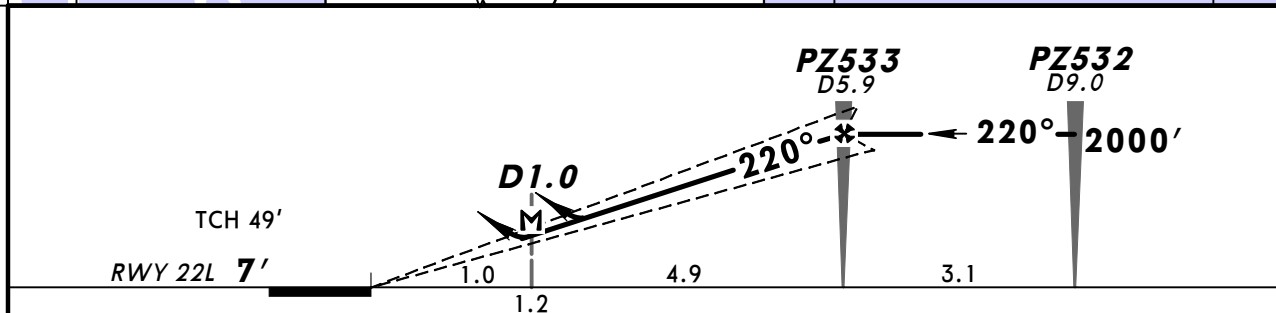
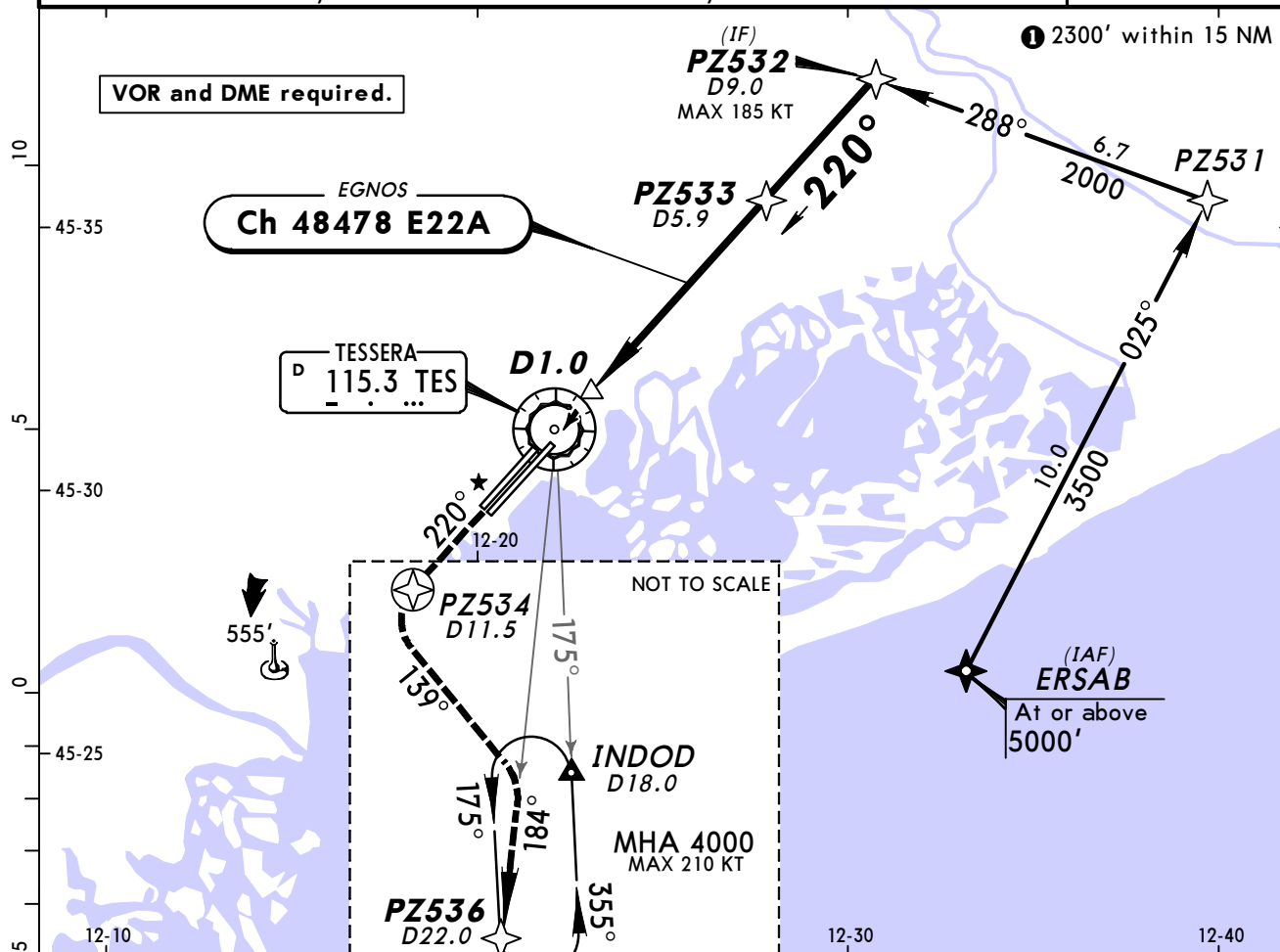
LIPZ/VCE  
TESSERA

21 JUN 13  
Eff 27 Jun

(12-1)

VENICE, ITALY  
RNAV (GNSS) Rwy 22L

|                 |                                                                                                                                                                        |                           |                                       |                                      |                       |                                                                                     |                  |  |
|-----------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|---------------------------------------|--------------------------------------|-----------------------|-------------------------------------------------------------------------------------|------------------|--|
| BRIEFING STRIP™ | ATIS<br>122.22                                                                                                                                                         |                           | VENICE Approach (R)<br>118.9          |                                      | VENICE Tower<br>120.2 |                                                                                     | *Ground<br>121.7 |  |
|                 | EGNOS<br>Ch 48478<br>E22A                                                                                                                                              | Final<br>Apch Crs<br>220° | Minimum Alt<br>PZ533<br>2000' (1993') | LPV<br>DA(H)<br>Refer to<br>Minimums | Apt Elev 7'<br>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 | HIALS<br>PAPI PAPI | 2000' or above on 220° | <b>PZ534</b><br>D11.5 |
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |                    |                        |                       |
| MAP at D1.0            |     |     |     |     |     |     |                    |                        |                       |

| STRAIGHT-IN LANDING RWY 22L   |  |                   |  | CIRCLE-TO-LAND TO RWY 04R<br>Not authorized North of rwy |  |             |  |
|-------------------------------|--|-------------------|--|----------------------------------------------------------|--|-------------|--|
| LPV                           |  | LNAV              |  | Max Kts                                                  |  | MDA(H)      |  |
| A: 383' (376') C: 403' (396') |  | DA(H) 500' (493') |  | 100                                                      |  | 580' (573') |  |
| B: 395' (388') D: 414' (407') |  | ALS out           |  | 135                                                      |  | 600' (593') |  |
| RVR 1500m                     |  | RVR 1500m         |  | 180                                                      |  | 730' (723') |  |
| RVR 1600m                     |  | RVR 1800m         |  | 205                                                      |  | 950' (943') |  |
| RVR 1700m                     |  | RVR 1900m         |  |                                                          |  |             |  |
| CMV 2100m                     |  | CMV 2300m         |  |                                                          |  |             |  |

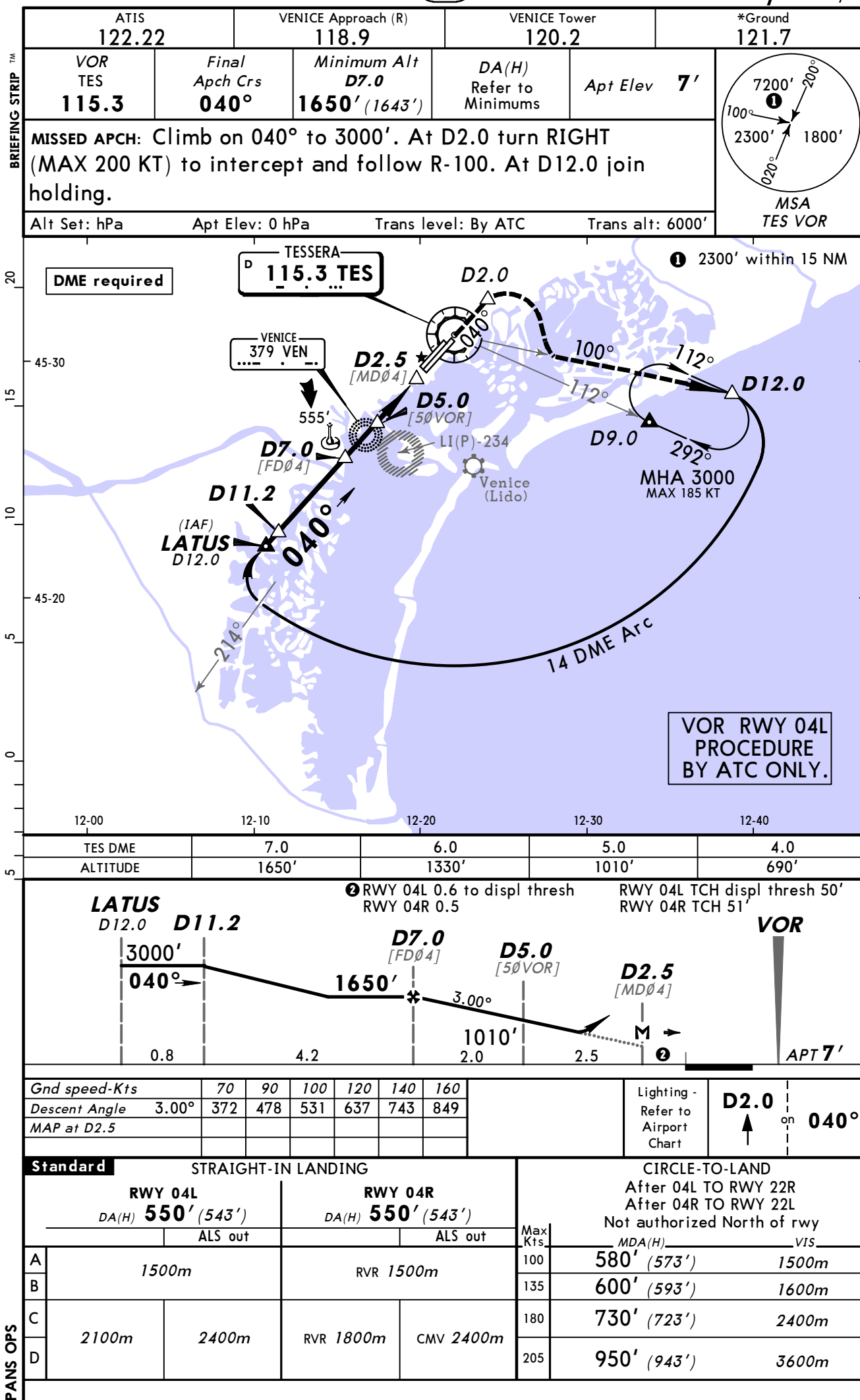
CHANGES: New procedure.

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**LIPZ/VCE**  
**TESSERA**

**JEPPESSEN**  
21 JUN 13 **(13-1)** **Eff 27 Jun**

**VENICE, ITALY**  
**VOR Rwy 04L/R**



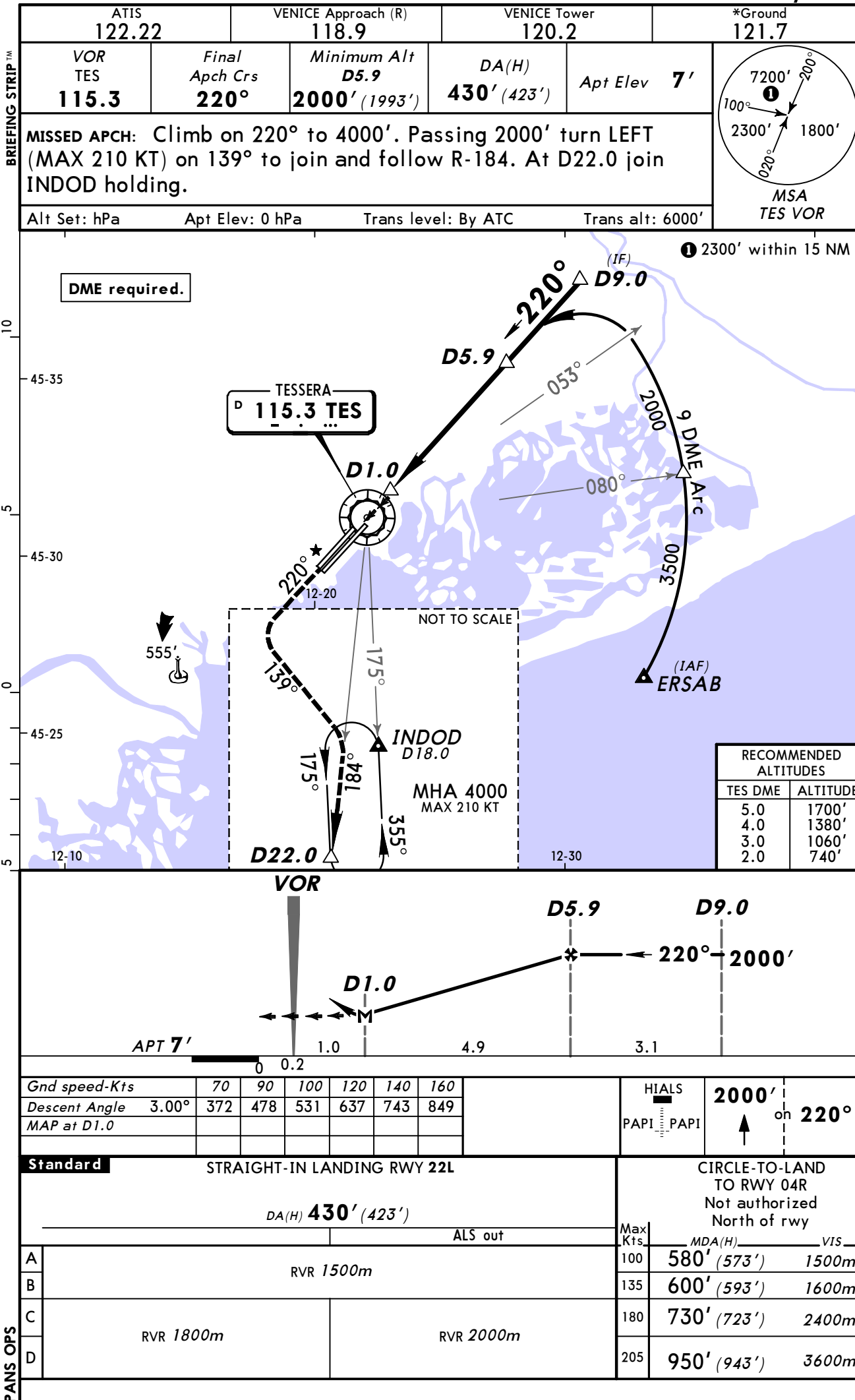
LIPZ/VCE  
TESSERA

21 JUN 13

(13-2)

Eff 27 Jun

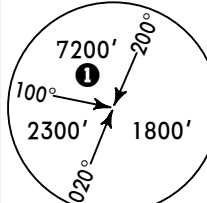
VENICE, ITALY  
VOR Rwy 22L

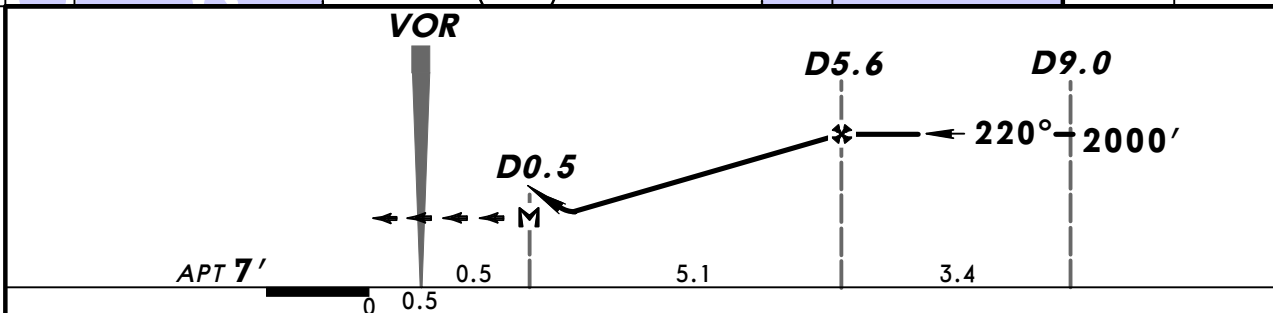
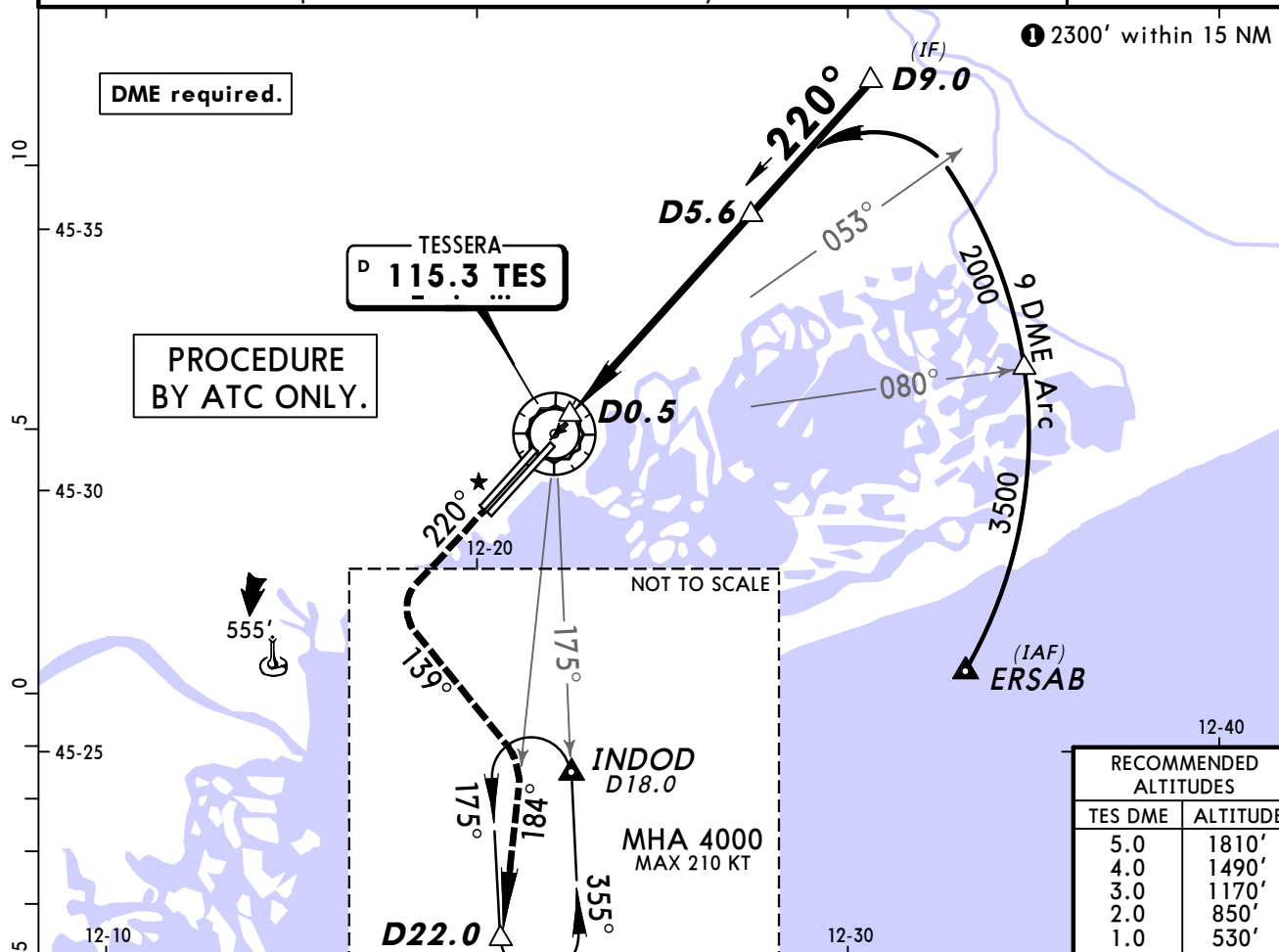


LIPZ/VCE  
TESSERA

21 MAR 14 (13-3)

VENICE, ITALY  
VOR Rwy 22R

|                                                                                                                                                 |                           |                                      |                      |                       |  |                                                                                                       |
|-------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|--------------------------------------|----------------------|-----------------------|--|-------------------------------------------------------------------------------------------------------|
| ATIS<br>122.22                                                                                                                                  |                           | VENICE Approach (R)<br>118.9         |                      | VENICE Tower<br>120.2 |  | *Ground<br>121.7                                                                                      |
| VOR<br>TES<br>115.3                                                                                                                             | Final<br>Apch Crs<br>220° | Minimum Alt<br>D5.6<br>2000' (1993') | DA(H)<br>430' (423') | Apt Elev 7'           |  |                                                                                                       |
| <b>MISSED APCH:</b> 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. |                           |                                      |                      |                       |  | <br>MSA<br>TES VOR |
| Alt Set: hPa                                                                                                                                    |                           | Apt Elev: 0 hPa                      |                      | Trans level: By ATC   |  | Trans alt: 6000'                                                                                      |

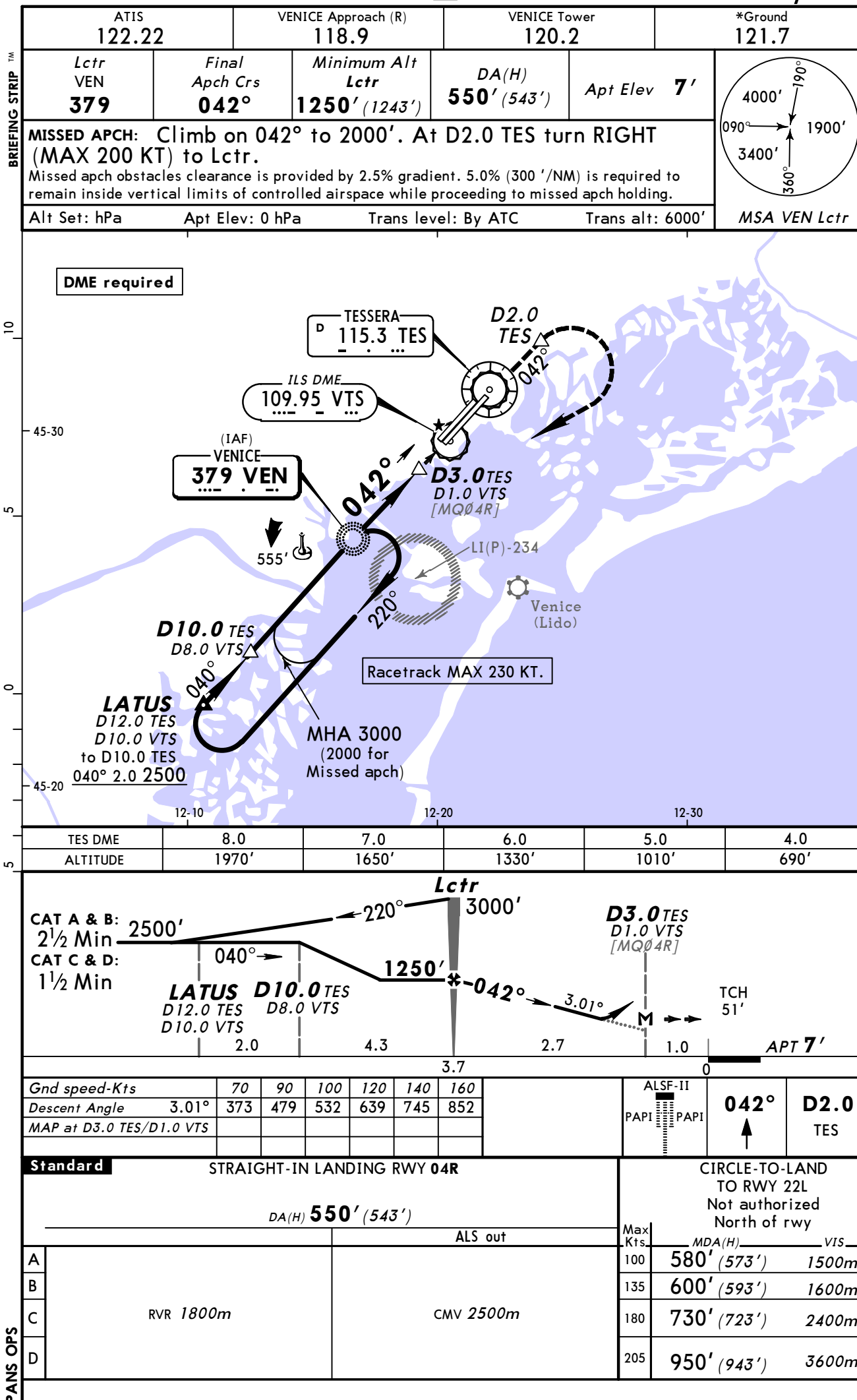


|                     |     |     |     |     |     |     |
|---------------------|-----|-----|-----|-----|-----|-----|
| Gnd speed-Kts       | 70  | 90  | 100 | 120 | 140 | 160 |
| Descent Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 |
| MAP at D0.5         |     |     |     |     |     |     |

|                 |       |  |                                    |       |  |                                                                 |             |       |
|-----------------|-------|--|------------------------------------|-------|--|-----------------------------------------------------------------|-------------|-------|
| <b>Standard</b> |       |  | <b>STRAIGHT-IN LANDING RWY 22R</b> |       |  | <b>CIRCLE-TO-LAND TO RWY 04L</b><br>Not authorized North of rwy |             |       |
|                 |       |  | DA(H) 430' (423')                  |       |  |                                                                 |             |       |
|                 |       |  | ALS out                            |       |  | Max Kts                                                         | MDA(H)      | VIS   |
| A               | 1500m |  |                                    |       |  | 100                                                             | 580' (573') | 1500m |
| B               |       |  |                                    |       |  | 135                                                             | 600' (593') | 1600m |
| C               | 1600m |  |                                    | 2000m |  | 180                                                             | 730' (723') | 2400m |
| D               |       |  |                                    |       |  | 205                                                             | 950' (943') | 3600m |

CHANGES: None.

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**Chart changes since cycle 12-2014**

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

| ACT                             | PROCEDURE IDENT     | INDEX | REV DATE    | EFF DATE    |
|---------------------------------|---------------------|-------|-------------|-------------|
| <b>VENICE, (TESSERA - LIPZ)</b> |                     |       |             |             |
| ADD                             | RNAV (GNSS) RWY 04R | 12-1  | 20 Jun 2014 | 26 Jun 2014 |
| DEL                             | RNAV (GNSS) RWY 22L | 12-1  | 20 Jun 2014 | 26 Jun 2014 |
| ADD                             | RNAV (GNSS) RWY 22L | 12-2  | 20 Jun 2014 | 26 Jun 2014 |

## **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'.

**Type:** Terminal

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** Until Further Notice

(10-1P2 thru 10-1P4) Implementation of APT Collaborative Decision Making (A-CDM) - Phase 1 (MAR 14) implementation of local procedure without the automatic transmission of Target Take-off Time to NMOC. Phase 2 (DEC 14) connection of A-CDM with NMOC, automatic transmission in order to improve ATC slot allocation Refer also to latest NOTAMs.