(c) JEPPESEN SANDERSON, INC., 2016, ALL RIGHTS RESERVED

List of pages in this Trip Kit

Trip Kit Index
Airport Information For LIPZ
Terminal Charts For LIPZ
Revision Letter For Cycle 01-2016
Change Notices
Notebook

(c) JEPPESEN SANDERSON, INC., 2016, ALL RIGHTS RESERVED

General Information

Location: VENICE ITA
ICAO/IATA: LIPZ / VCE
Lat/Long: N45° 30.32', E012° 21.12'
Elevation: 7 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 2.0° 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: 0650 Z
Sunset: 1546 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

(c) JEPPESEN SANDERSON, INC., 2016, ALL RIGHTS RESERVED

Lighting: Edge, ALS

Communication Information

ATIS: 128.650
Venice Tower: 118.250
Venice Tower: 120.200
Venice Ground: 118.250
Venice Ground: 121.700
Venice Approach: 118.250
Venice Approach: 118.900
Venice Radar: 118.900
Venice Radar: 118.250

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

1. GENERAL

1.1. ATIS

ATIS 128.650

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.
- Departing ACFT needing de-icing: exit from apron via W/S (TWY S only ATC discretion), then TWY Z. After de-icing operations: TWY A.
- Departing ACFT: exit from apron via W/S (Twy S only ATC discretion), 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.

© JEPPESEN, 2010, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

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.

TWY U between stand 109 and intermediate holding position U3 available for ACFT with MAX wingspan 137.8'/42m.

TWY Q between stand 221 and intermediate holding position Q1 available for ACFT with MAX wingspan 170.6'/52m.

TWY V available for ACFT with MAX wingspan 118.1'/36m.

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.

Push-back required on stands 101, 102, 104, 106, 110 thru 116, 217 Stop 2, 218, 219 Stop 2, 220, 221 Stop 2, 323 thru 330, 360 thru 367, 432 thru 440 and 442 thru 656.

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. 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.

© JEPPESEN, 2010, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

3. DEPARTURE

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.

© JEPPESEN, 2014. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

3. DEPARTURE

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 131.480 when fully ready to move.

Ready to move means:

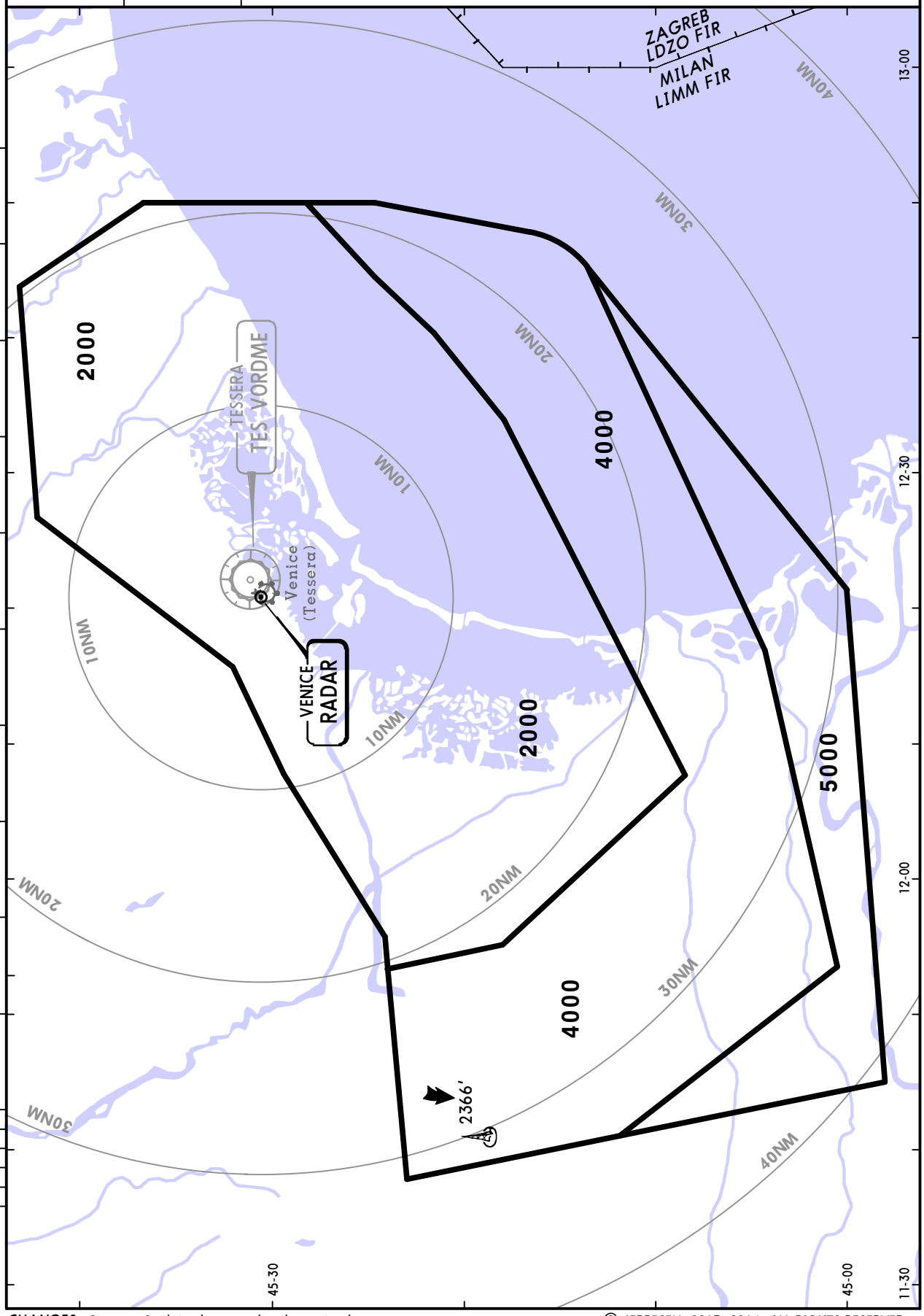
- Loading-bridge, if any, retracted;
- All doors closed;
- Push-back tractor connected, if necessary;
- Stand clear of vehicles and personnel.

© JEPPESEN, 2014, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

RADAR MINIMUM ALTITUDES

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.

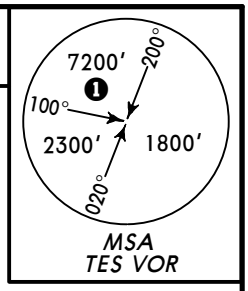


CHANGES: Sectors & altitudes completely revised.

© JEPPESEN, 2013, 2014. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

ATIS	Apt Elev	
128.650	7′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

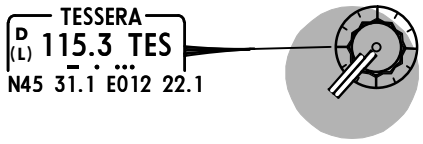


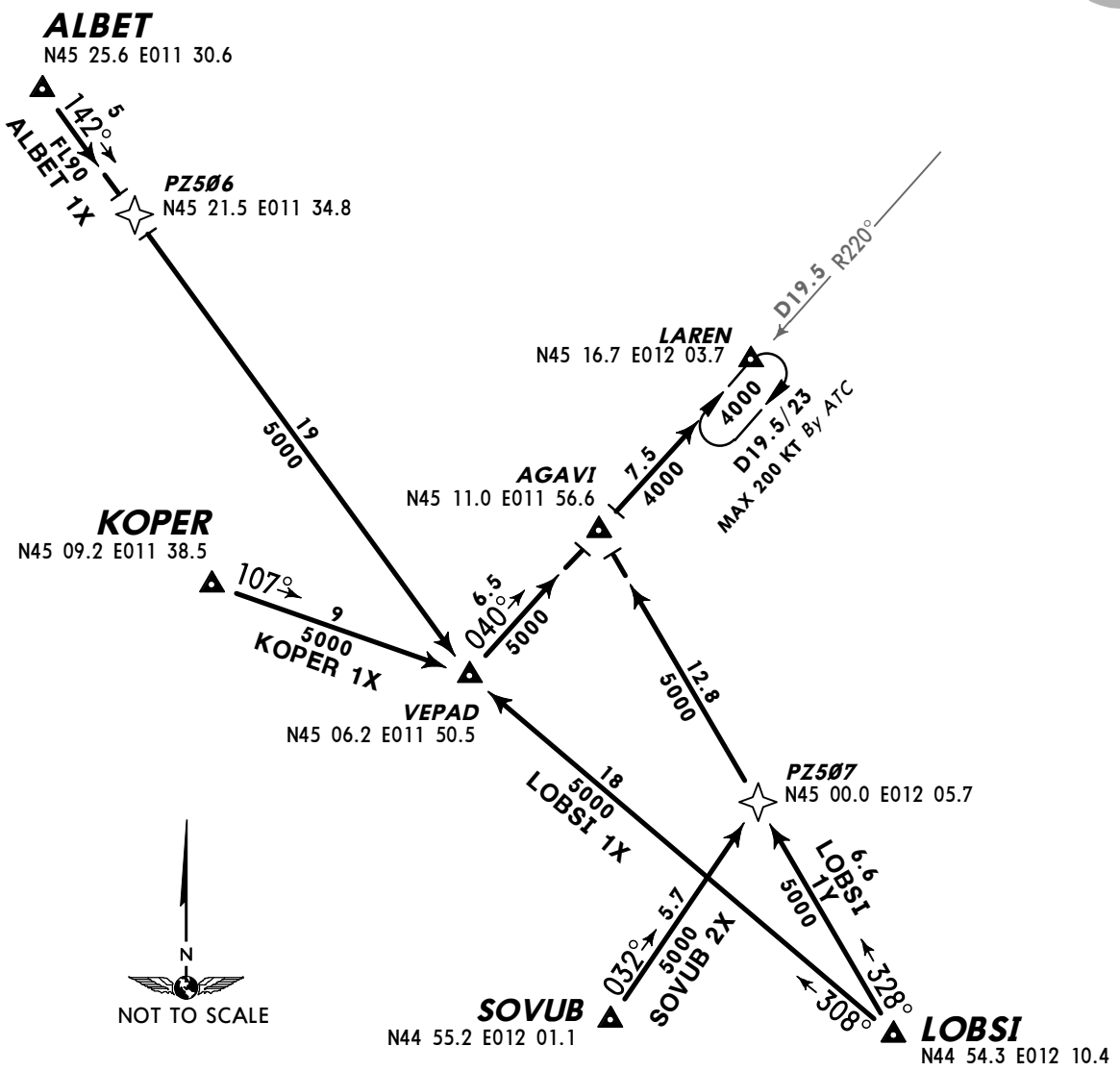
❶ 2300′
within 15 NM

ALBET 1X *[ALB1X]*
KOPER 1X *[KOP1X]*
LOBSI 1X *[LOB1X]*
LOBSI 1Y *[LOB1Y]*
SOVUB 2X *[SOV2X]*

RWYS 04L/R RNAV TRANSITIONS

RNAV USABLE ONLY WHEN RADAR SERVICE AVAILABLE
RNAV 1 RECOMMENDED





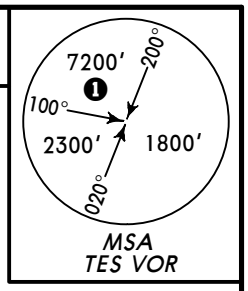
TRANSITION	ROUTING
ALBET 1X	ALBET - PZ506 - VEPAD - AGAVI - LAREN.
KOPER 1X	KOPER - VEPAD - AGAVI - LAREN.
LOBSI 1X	LOBSI - VEPAD - AGAVI - LAREN.
LOBSI 1Y	LOBSI - AGAVI - LAREN.
SOVUB 2X	SOVUB - PZ507 - AGAVI - LAREN.

CHANGES: ATIS revised.

© JEPPESEN, 2011, 2014. ALL RIGHTS RESERVED.

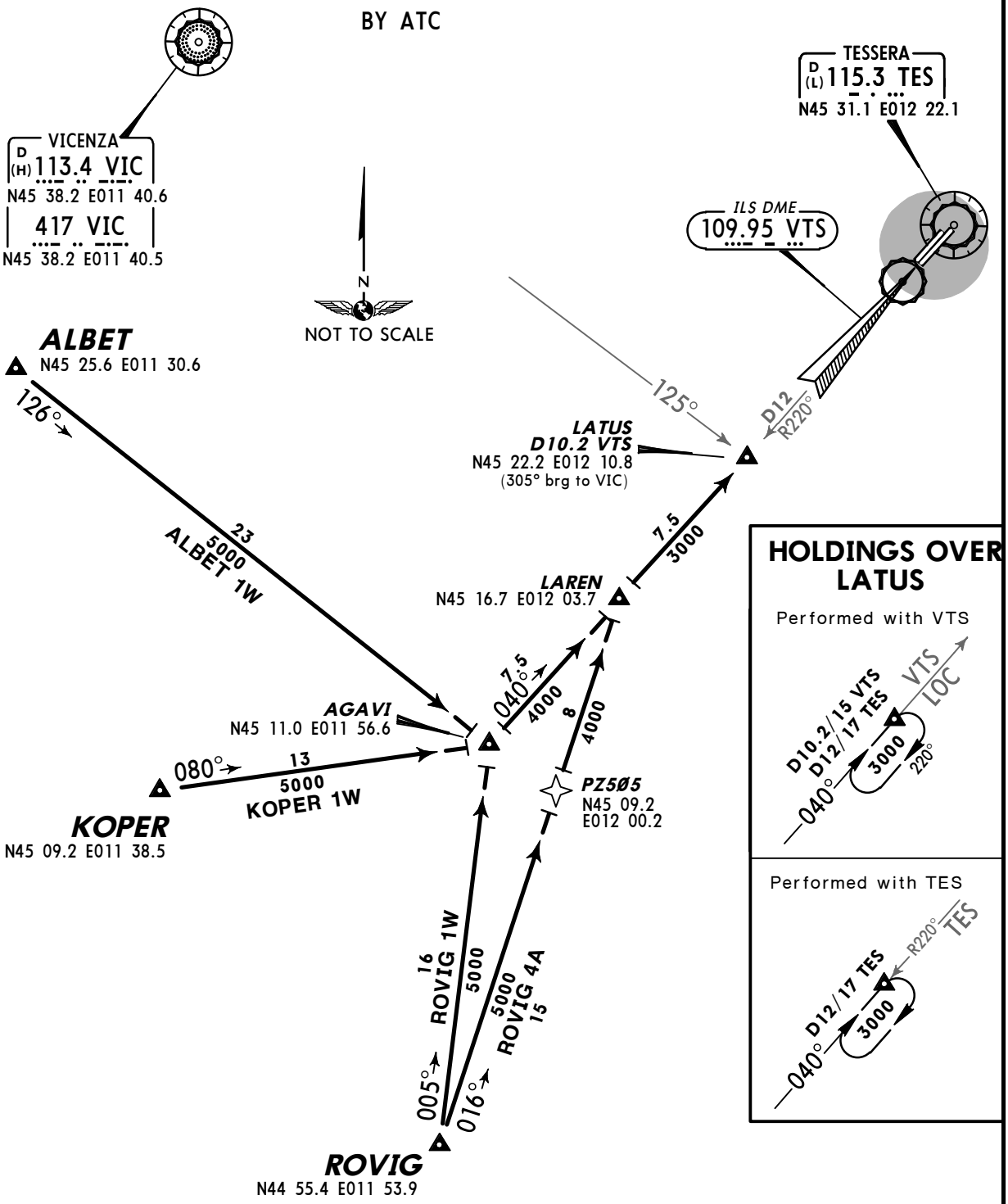
Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

ATIS	Apt Elev	
128.650	7′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′



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



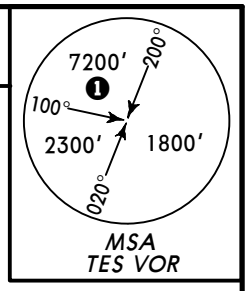
TRANSITION	ROUTING
ALBET 1W	ALBET - AGAVI - LAREN - LATUS.
KOPER 1W	KOPER - AGAVI - LAREN - LATUS.
ROVIG 4A	ROVIG - PZ505 - LAREN - LATUS.
ROVIG 1W	ROVIG - AGAVI - LAREN - LATUS.

CHANGES: ATIS revised.

© JEPPESEN, 2011, 2014. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

ATIS	Apt Elev	
128.650	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

MHA 5500
MAX 230 KT
MHA 6000
MAX 280 KT

ALBET
N45 25.6 E011 30.6

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)

PZ5Ø3
N45 14.7 E011 54.4
(CHI R-301/D19)
(049° brg to VEN)

PZ5Ø4
N45 12.7 E011 58.8
(CHI R-301/D15)

LAREN
N45 16.7
E012 03.7
(TES D19.4)

PZ5Ø2
N45 14.1 E012 06.5
(030° brg to VEN)

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

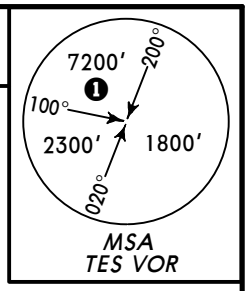
NOT TO SCALE

CHANGES: ATIS revised.

© JEPPESEN, 2011, 2014. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

ATIS	Apt Elev	
128.650	7′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′



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

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

242°
062°
MHA 5500
MAX 230 KT
MHA 6000
MAX 280 KT
166°
28
5000
VIC 1X

LAREN
N45 16.7 E012 03.7
D19.5 R220°
D19.5/23
MAX 200 KT By ATC
4000
7.5
D27
4000
227°
AGAVI
N45 11.0
E011 56.6
N45 10.8 E011 49.2
5000
R166°
6.5
5000
5000
040°
213°
VEPAD
N45 06.2 E011 50.5
N45 05.5
E011 56.8
14
5000
CHI 1X
274°
149°
5000
MAX 210 KT By ATC
329°
11
5000
ROVIG 1X
346°
ROVIG
N44 55.4 E011 53.9

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

N
NOT TO SCALE

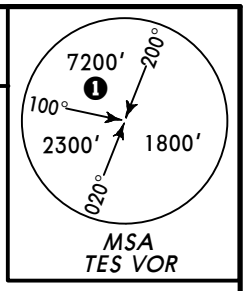
TRANSITION	ROUTING
CHI 1X	Intercept CHI R-274, when passing TES R-213 turn RIGHT, intercept TES R-220 inbound via AGAVI to LAREN.
ROVIG 1X	Intercept VIC R-166 inbound to VEPAD, turn RIGHT, intercept TES R-220 inbound via AGAVI to LAREN.
VIC 1X	Intercept VIC R-166, when passing TES R-227 turn LEFT, intercept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

CHANGES: ATIS revised.

© JEPPESEN, 2011, 2014. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

ATIS	Apt Elev	
128.650	7′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

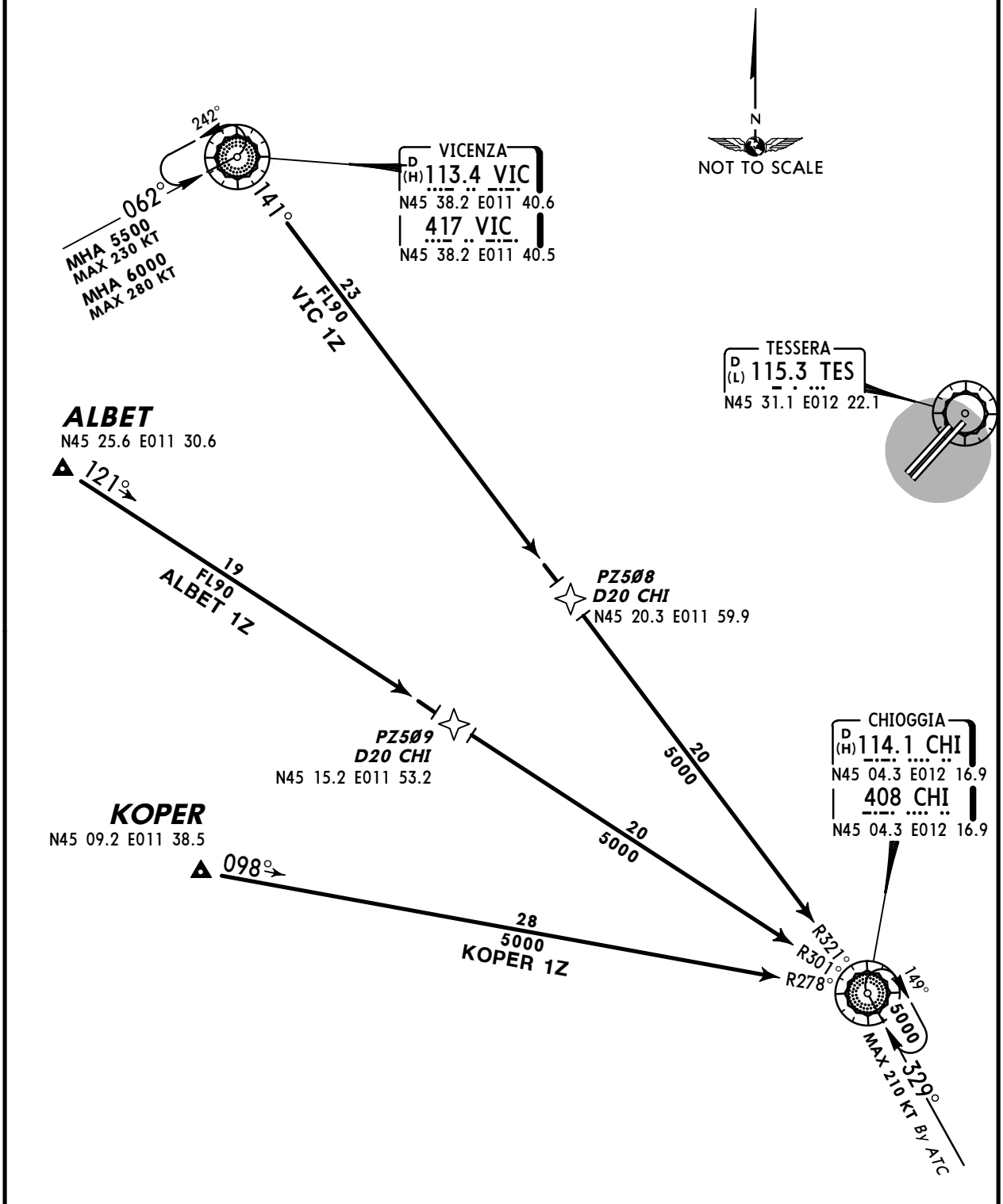


❶ 2300′
within 15 NM

ALBET 1Z *[ALB1Z]*

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

RWYS 22L/R TRANSITIONS

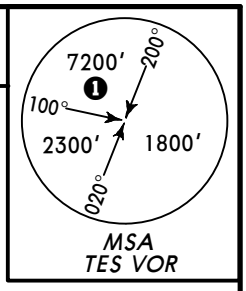


CHANGES: ATIS revised.

© JEPPESEN, 2013, 2014. ALL RIGHTS RESERVED.

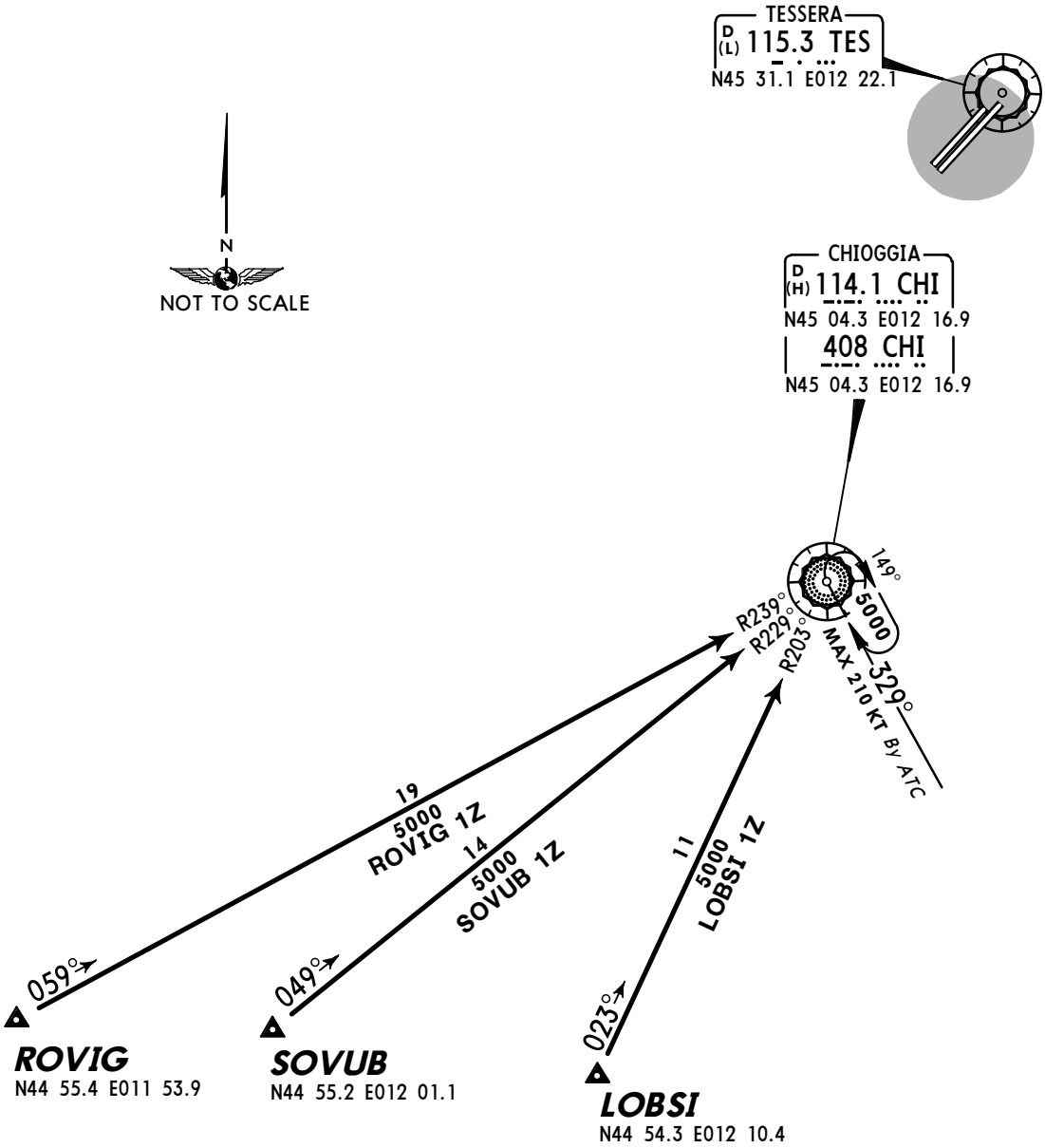
Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

ATIS	Apt Elev	
128.650	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: ATIS revised.

© JEPPESEN, 2013, 2014. ALL RIGHTS RESERVED.

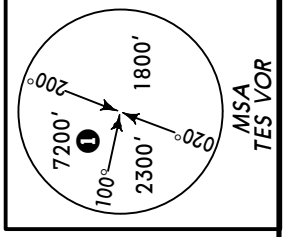
Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

ATIS	Apt Elev	
128.650	7′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

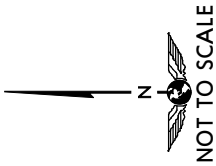
ALBET 1Y *[ALBE1Y]*

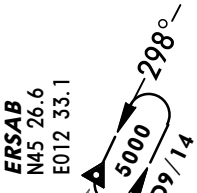
VIC 1T
BY ATC

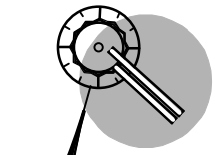
RWYS 22L/R P-RNAV ARRIVALS
RNAV USABLE ONLY WHEN RADAR SERVICE AVAILABLE
RNAV 1 RECOMMENDED

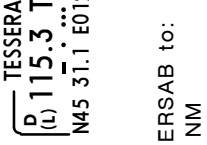


2300′ within 15 NM



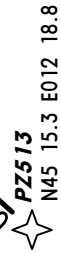






Direct distance from ERSAB to:
Tessera Apt 9 NM

15
5000



11
5000

12
5000

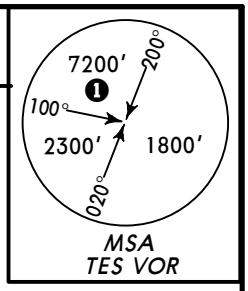
STAR	ROUTING
ALBET 1Y	ALBET - PZ511 - PZ512 - LAREN - PZ513 - ERSAB.
VIC 1T	VIC - PZ512 - LAREN - PZ513 - ERSAB.

CHANGES: ATIS revised.

© JEPPESEN, 2013, 2014. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

ATIS	Apt Elev	
128.650	7′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′



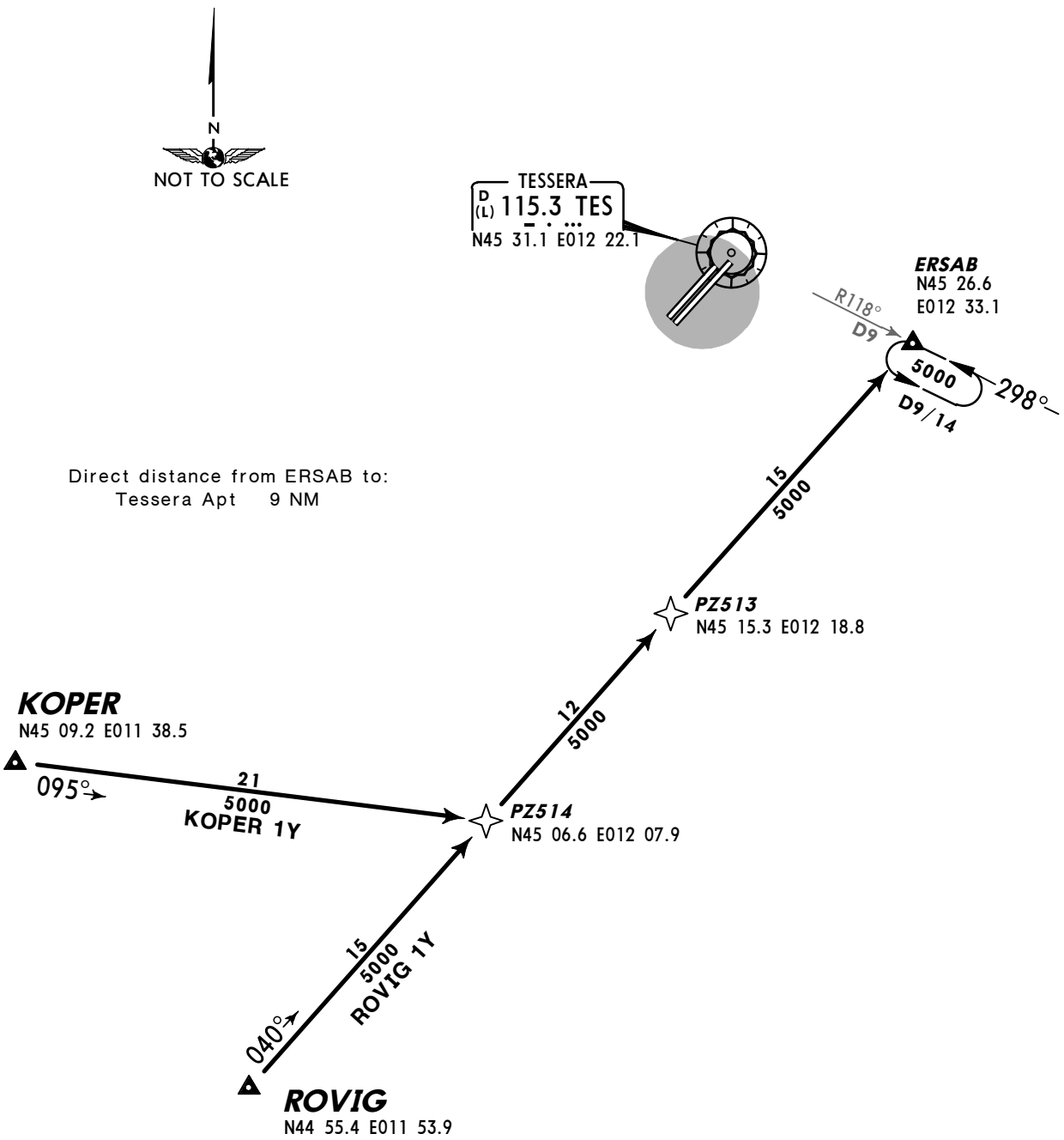
❶ 2300′
within 15 NM

KOPER 1Y *[KOPE1Y]*
BY ATC

ROVIG 1Y *[ROVI1Y]*

RWYS 22L/R P-RNAV ARRIVALS

RNAV USABLE ONLY WHEN RADAR SERVICE AVAILABLE
RNAV 1 RECOMMENDED



Direct distance from ERSAB to:
Tessera Apt 9 NM

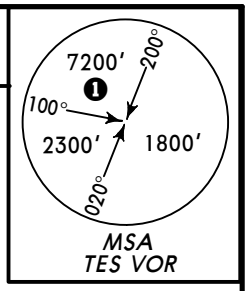
STAR	ROUTING
KOPER 1Y	KOPER - PZ514 - PZ513 - ERSAB.
ROVIG 1Y	ROVIG - PZ514 - PZ513 - ERSAB.

CHANGES: ATIS revised.

© JEPPESEN, 2013, 2014. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

ATIS	Apt Elev	
128.650	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.

TESSERA
D (L) 115.3 TES
N45 31.1 E012 22.1

ERSAB
N45 26.6 E012 33.1

R118°
D9
5000
298°
D9/14

N
NOT TO SCALE

Direct distance from ERSAB to:
Tessera Apt 9 NM

15
INDOD 1Y: 4000
CHI 1T, LOBSI 1U,
SOVUB 1Y: 5000

INDOD
N45 13.2 E012 23.3

10
5000
CHI 1T
LOBSI 1U

025°

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

24
5000
SOVUB 1Y

R203°

11
5000
LOBSI 1U

039°

023°

SOVUB
N44 55.2
E012 01.1

LOBSI
N44 54.3 E012 10.4

HOLDING
OVER CHI

149°
5000
329°
By ATC
MAX 210 KT

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

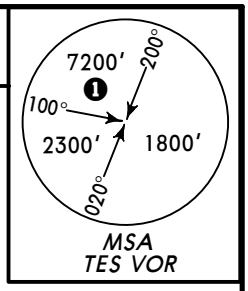
CHANGES: ATIS revised.

© JEPPESEN, 2013, 2014. ALL RIGHTS RESERVED.

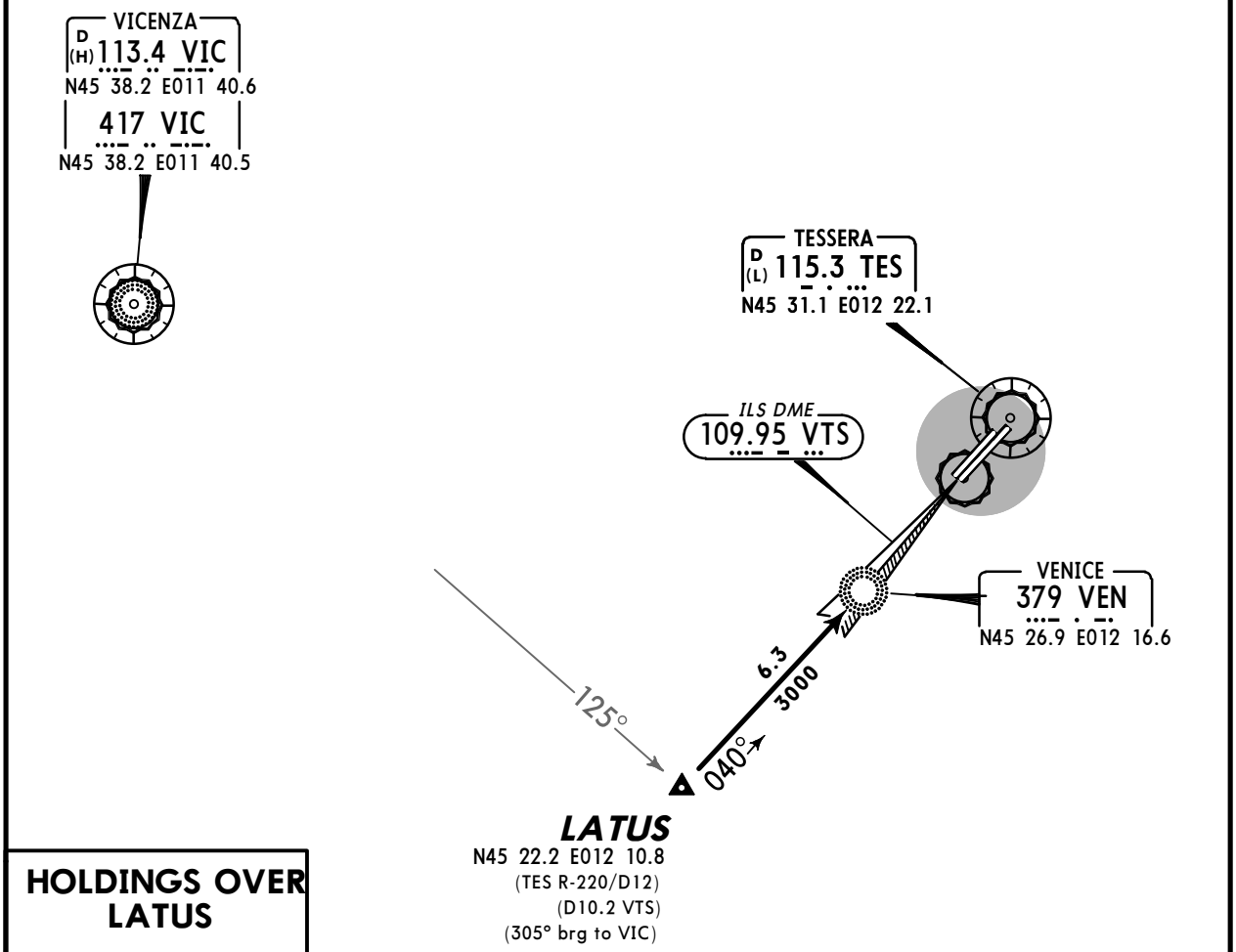
Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

ATIS	Apt Elev	
128.650	7′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

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



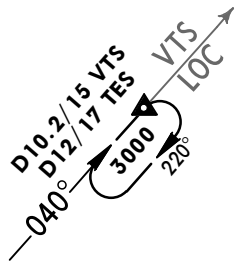
❶ 2300′ within 15 NM



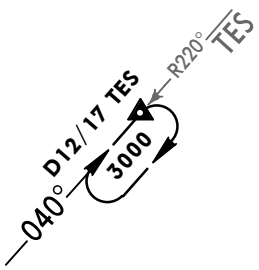
Direct distance from VEN to:
Tessera Apt 5 NM

HOLDINGS OVER LATUS

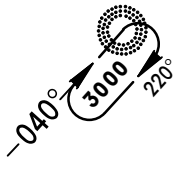
Performed with VTS



Performed with TES



HOLDING OVER VEN



NOT TO SCALE

ROUTING

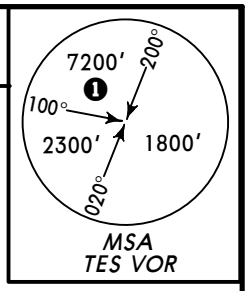
LATUS - VEN.

CHANGES: ATIS revised.

© JEPPESEN, 2013, 2014. ALL RIGHTS RESERVED.

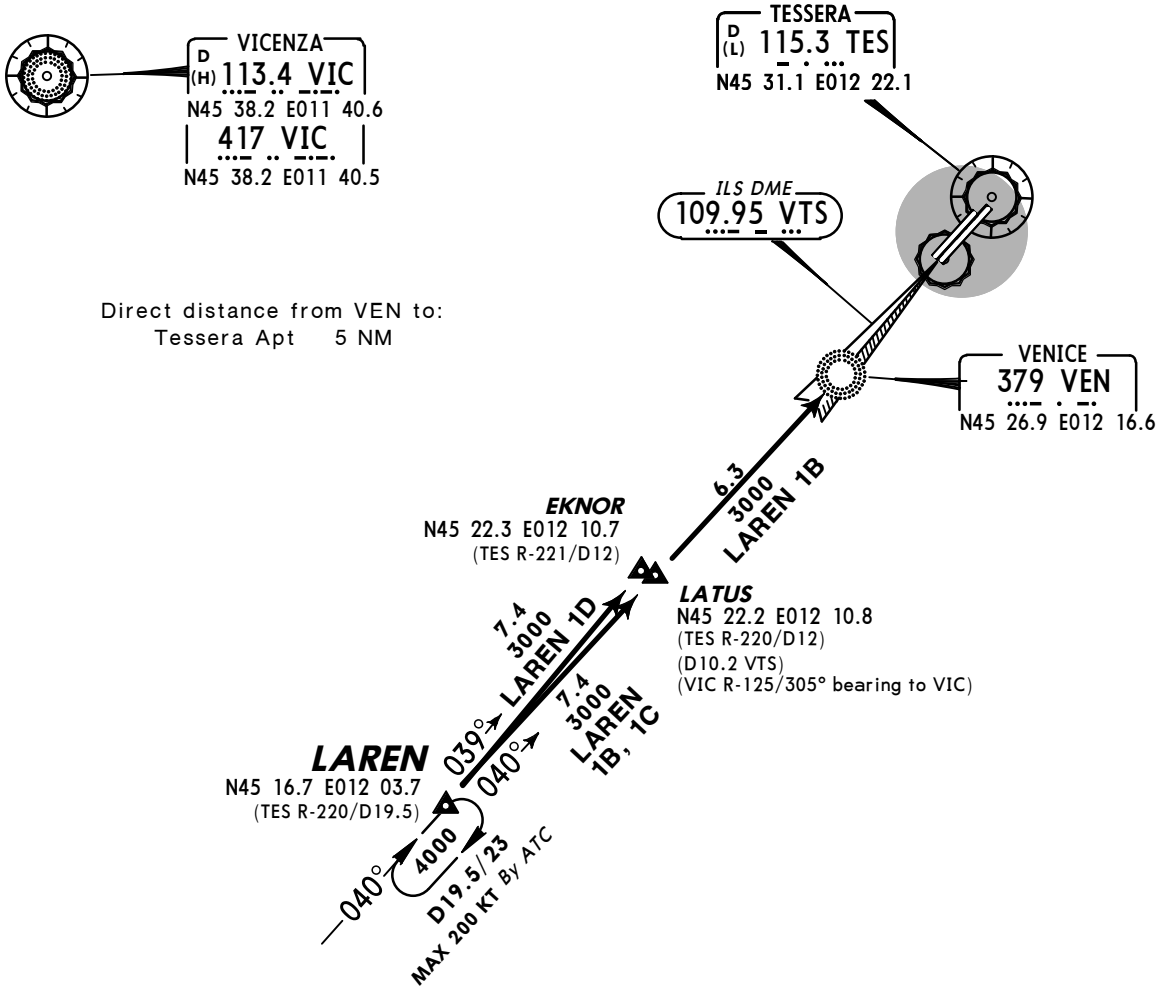
Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

ATIS	Apt Elev	
128.650	7′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

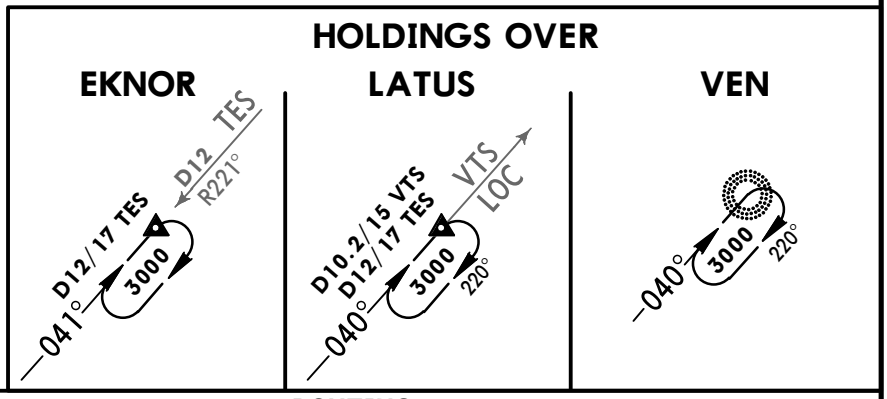


❶ 2300′
within 15 NM

LAREN 1B *[LARE1B]*
LAREN 1C *[LARE1C]*
LAREN 1D *[LARE1D]*
RWYS 04L/R ARRIVALS
RNAV (RNAV 1 RECOMMENDED) OR CONVENTIONAL



HOLDINGS OVER



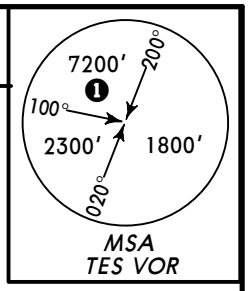
STAR	ROUTING
LAREN 1B	LAREN - VEN.
LAREN 1C	LAREN - LATUS.
LAREN 1D By ATC	LAREN - EKNOR.

CHANGES: ATIS revised.

© JEPPESEN, 2013, 2014. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

ATIS	Apt Elev	
128.650	7′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′



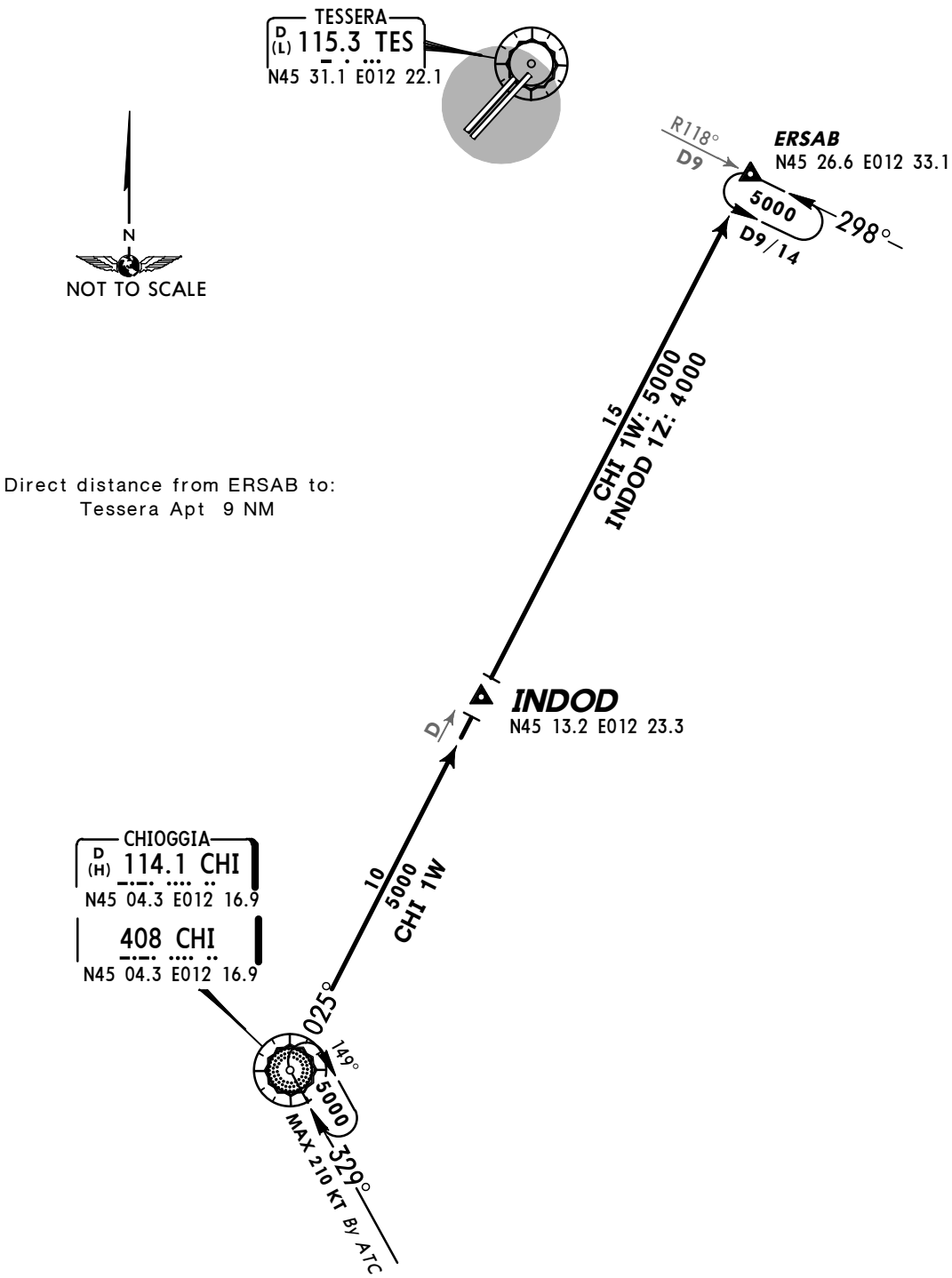
2300′
within 15 NM

CHI 1W

INDOD 1Z *[INDO1Z]*

BY ATC - STAR RESERVED TO MISSED APPROACH

RWYS 22L/R ARRIVALS



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

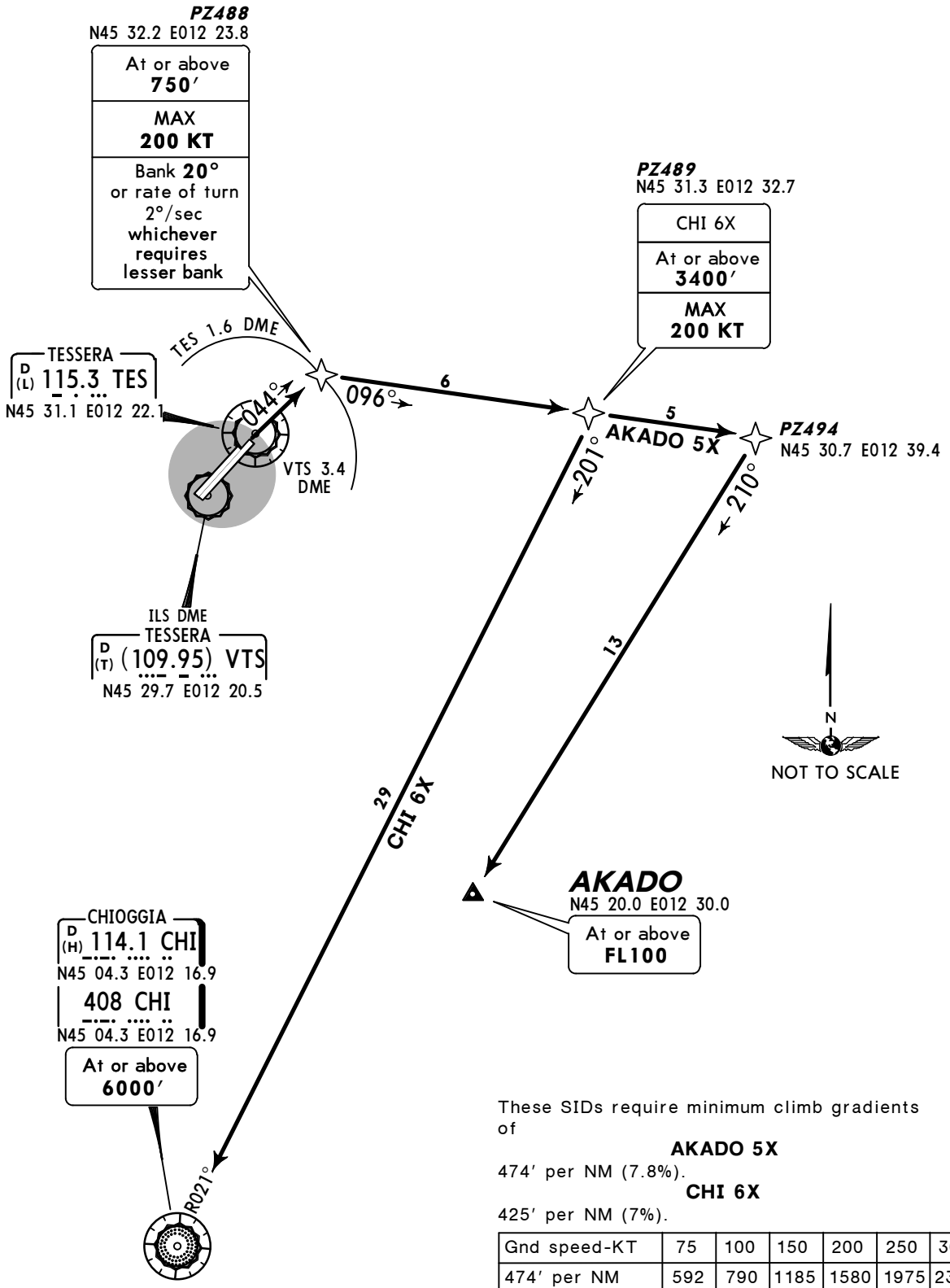
CHANGES: ATIS revised.

© JEPPESEN, 2013, 2014. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

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.

AKADO 5X *[AKAD5X]*
CHI 6X
RWYS 04L/R DEPARTURES
P-RNAV



These SIDs require minimum climb gradients of

AKADO 5X

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
AKADO 5X	(410′+) - PZ488 (750′+; K200-) - PZ494 - AKADO (FL100+).
CHI 6X	(410′+) - PZ488 (750′+; K200-) - PZ489 (3400′+; K200-) - CHI (6000′+).

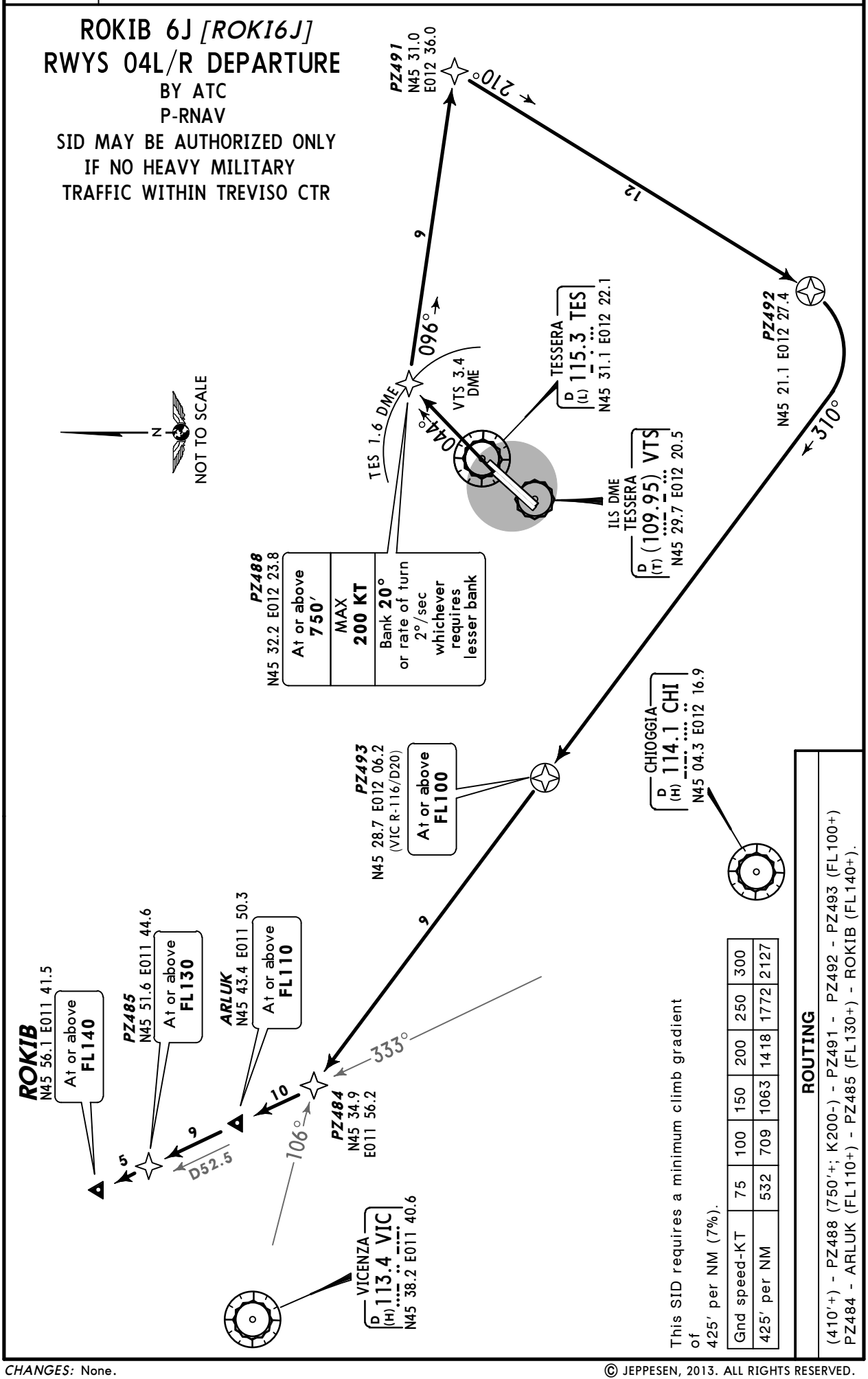
CHANGES: SID BASOG 6X replaced by AKADO 5X.

© JEPPESEN, 2013, 2014. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

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+).

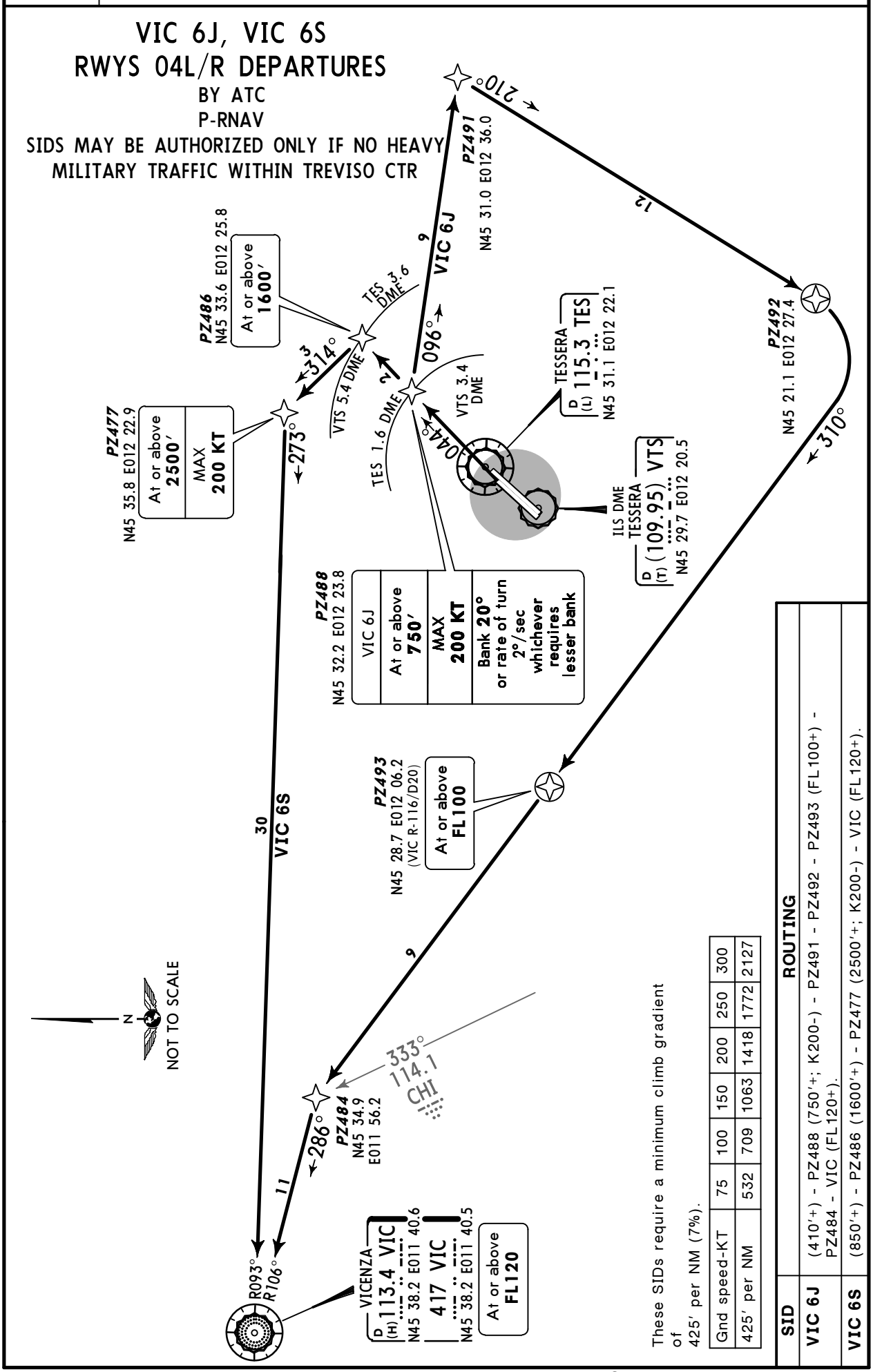
CHANGES: None.

© JEPPESEN, 2013. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

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



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

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

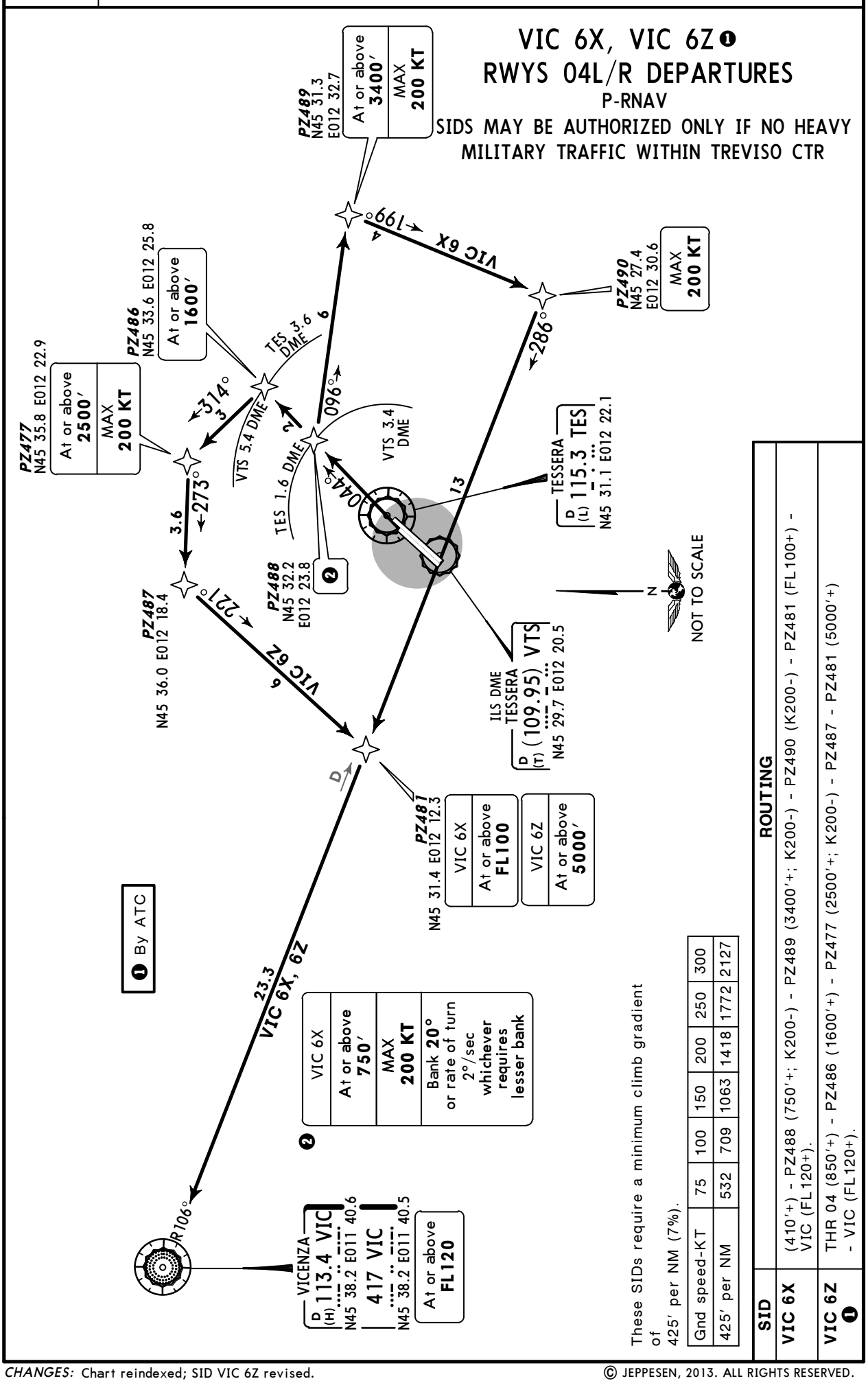
SID	ROUTING
VIC 6J	(410′+) - PZ488 (750′+; K200-) - PZ491 - PZ492 - PZ493 (FL100+) - PZ484 - VIC (FL120+).
VIC 6S	(850′+) - PZ486 (1600′+) - PZ477 (2500′+; K200-) - VIC (FL120+).

CHANGES: Chart reindexed; SID VIC 6S revised.

© JEPPESEN, 2013. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

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.



CHANGES: Chart reindexed; SID VIC 6Z revised.

© JEPPESEN, 2013. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

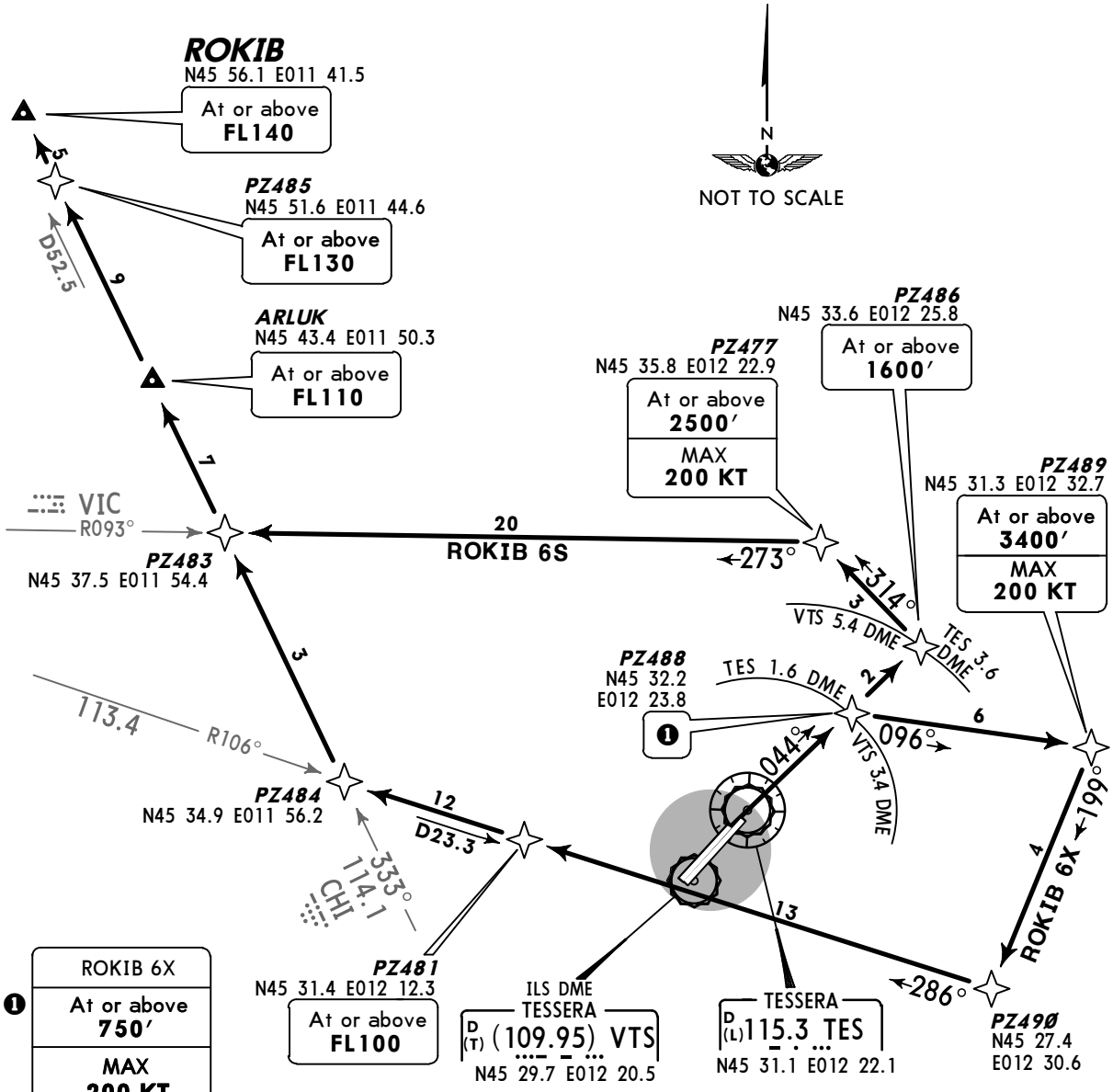
Apt Elev 7′	Trans level: By ATC Trans alt: 6000′ SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.

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+).

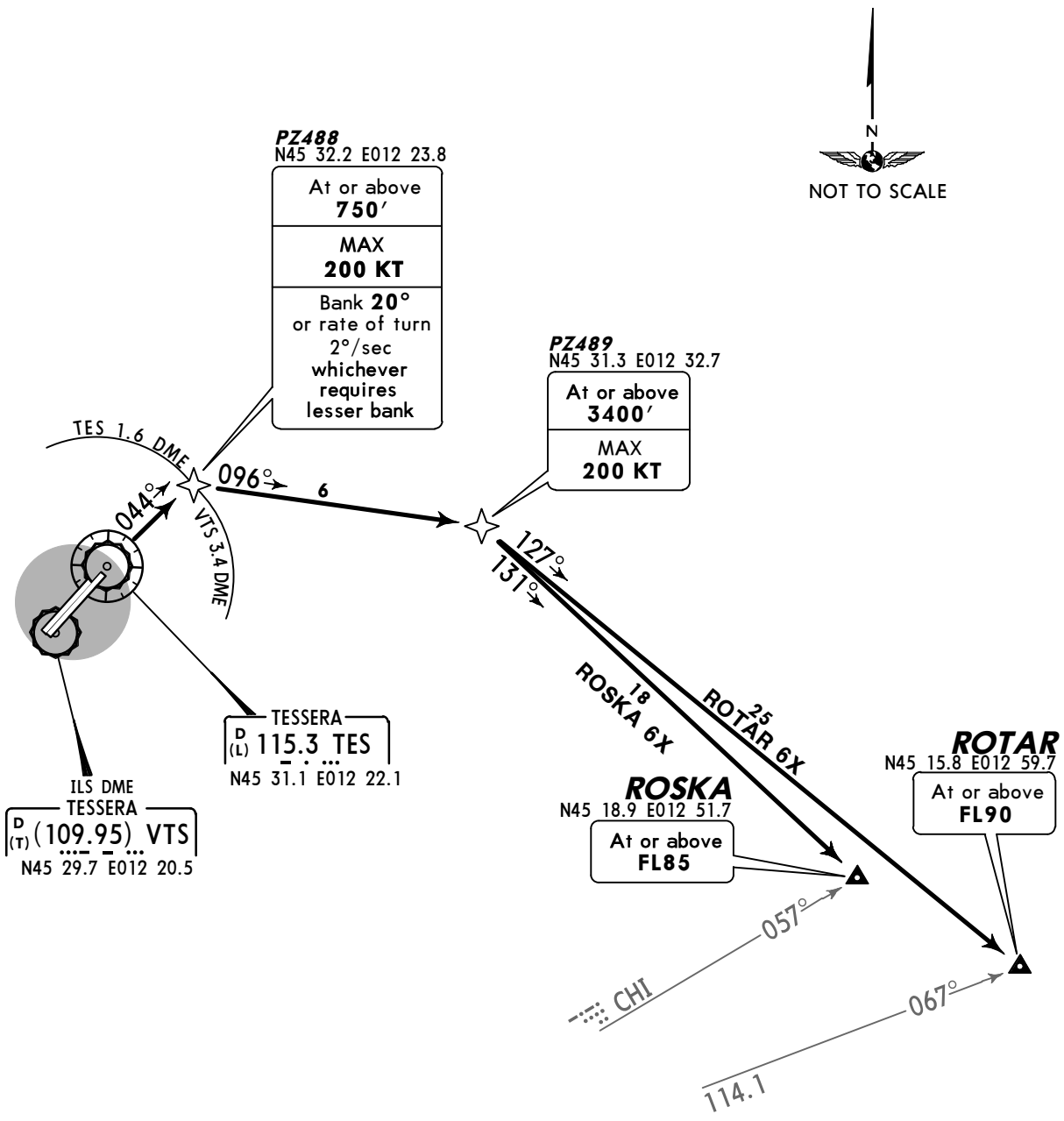
CHANGES: Chart reindexed; SID ROKIB 6S revised.

© JEPPESEN, 2013. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

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+).

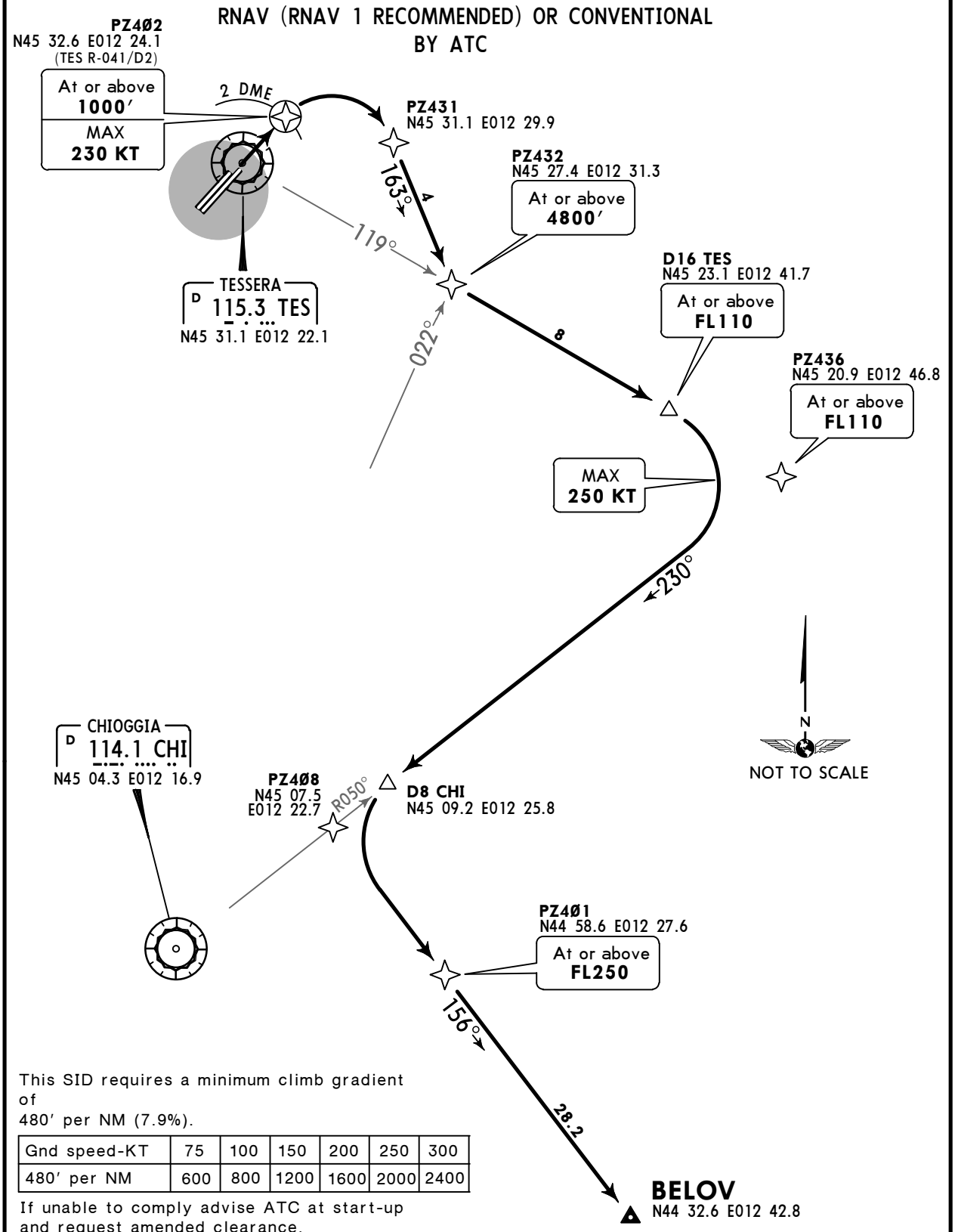
CHANGES: Chart reindexed.

© JEPPESEN, 2013. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

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.

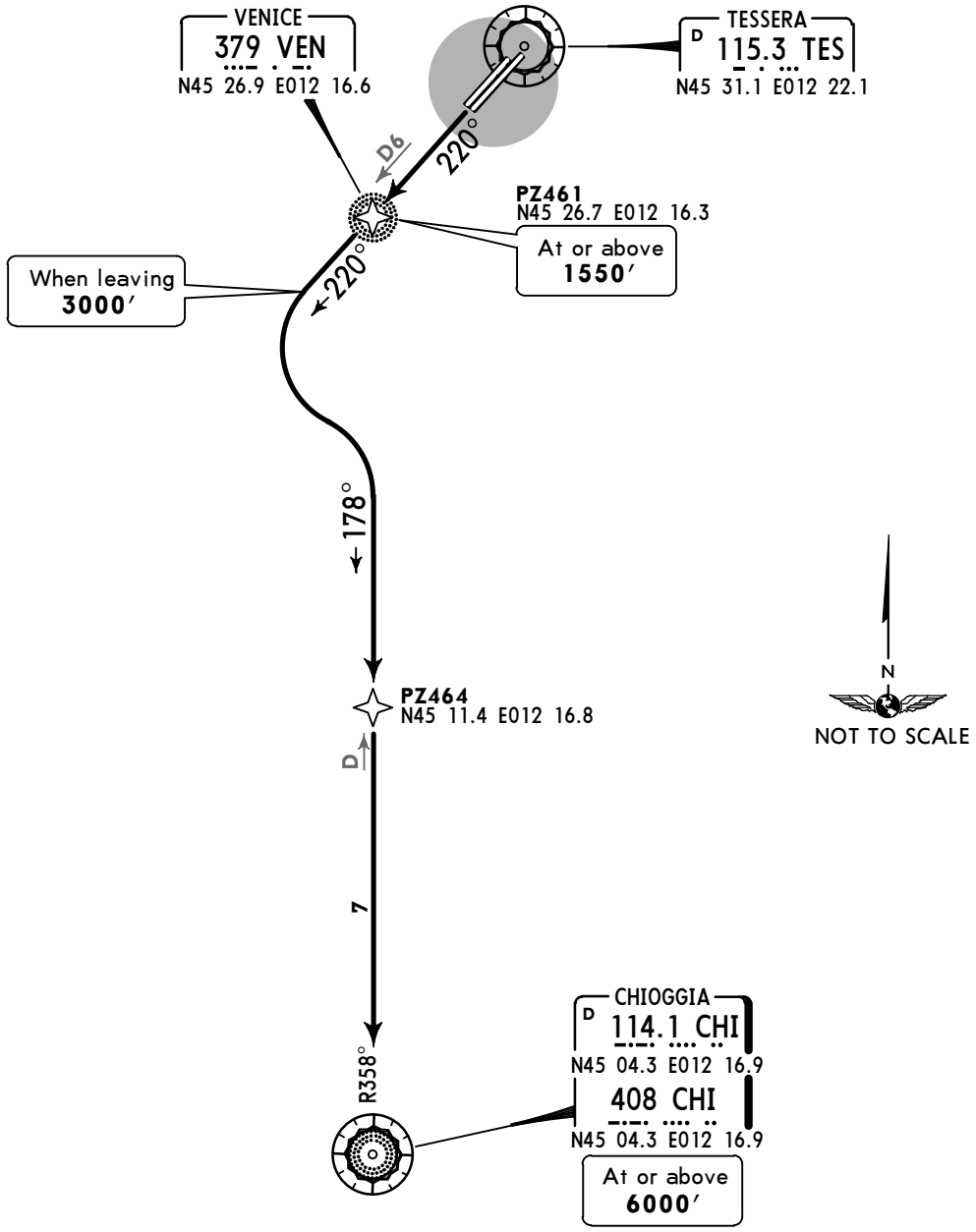
CHANGES: None.

© JEPPESEN, 2013. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

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′+).

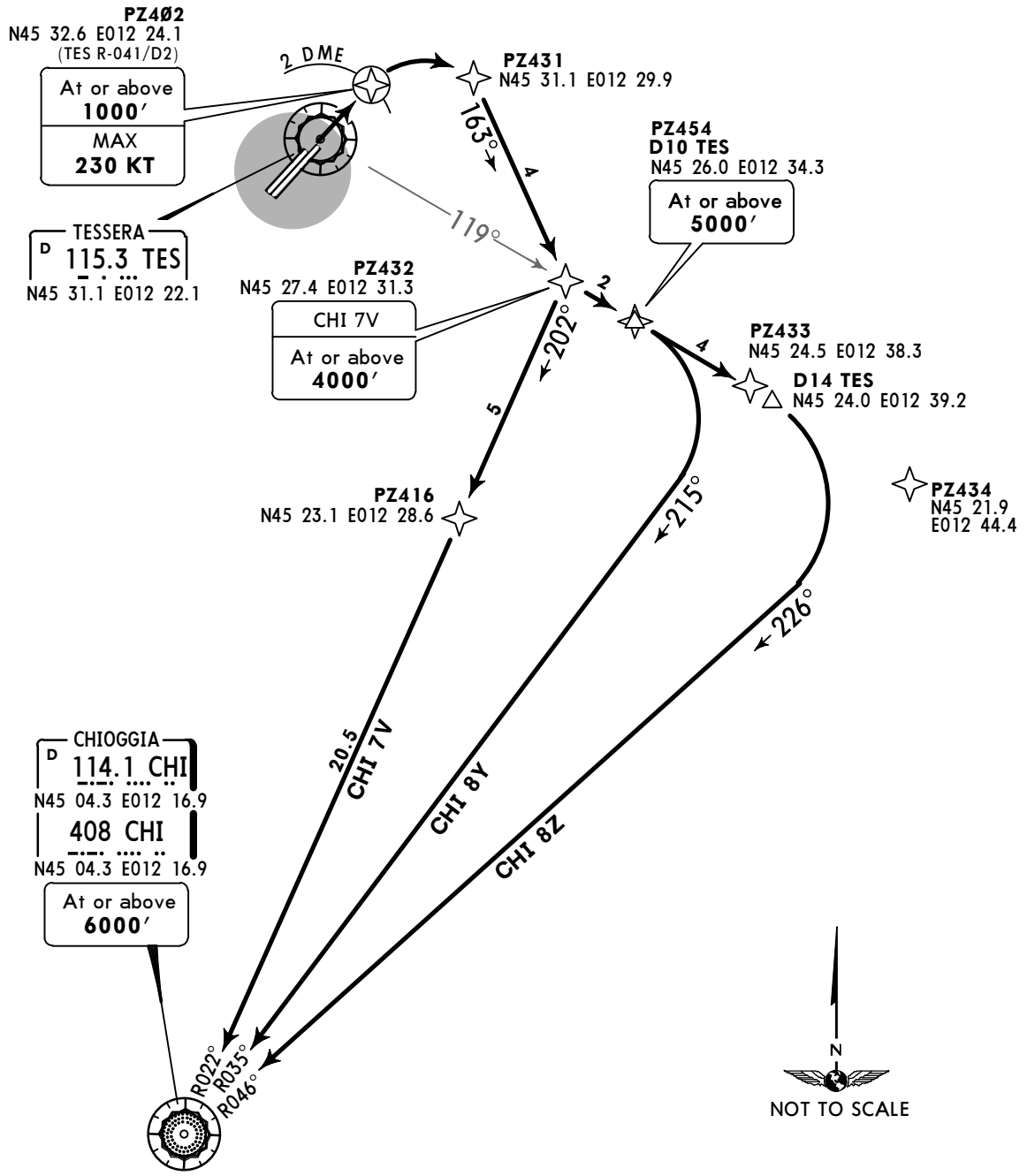
CHANGES: Chart reindexed.

© JEPPESEN, 2016. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

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
RWYS 04L/R DEPARTURES
BASED ON TES
RNAV (RNAV 1 RECOMMENDED) OR CONVENTIONAL



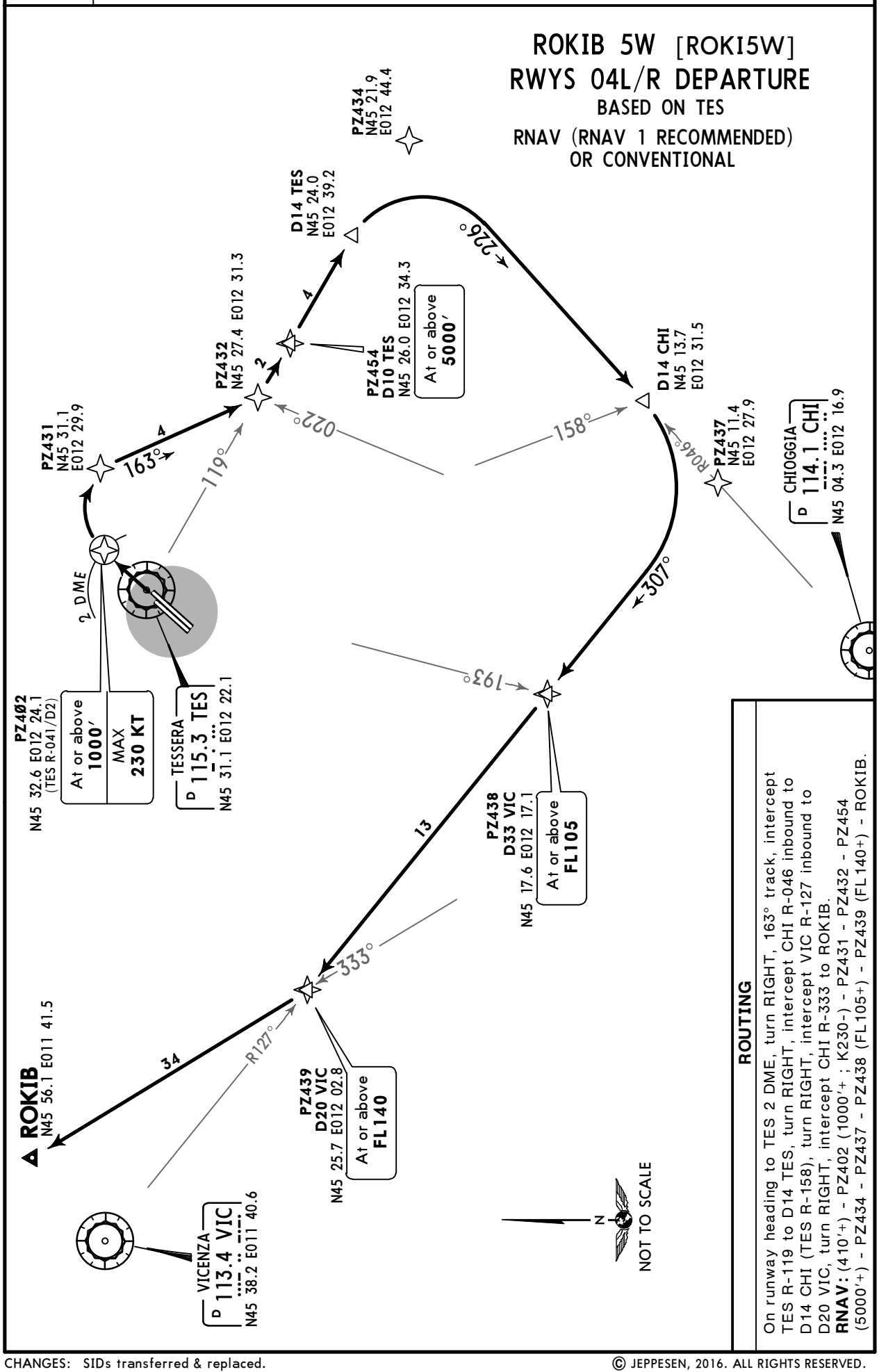
SID	ROUTING
CHI 7V	On runway heading to TES 2 DME, turn RIGHT, 163° track, intercept CHI R-022 inbound to CHI. **RNAV:** (410′+) - PZ402 (1000′+; K230-) - PZ431 - PZ432 (4000′+) - PZ416 - CHI (6000′+).
CHI 8Y	On runway heading to TES 2 DME, turn RIGHT, 163° track, intercept TES R-119 to D10 TES, turn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

© JEPPESEN, 2016. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

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.



ROUTING

On runway heading to TES 2 DME, turn RIGHT, 163° track, intercept TES R-119 to D14 TES, turn RIGHT, intercept CHI R-046 inbound to D14 CHI (TES R-158), turn RIGHT, intercept VIC R-127 inbound to D20 VIC, turn RIGHT, intercept CHI R-333 to ROKIB.
RNAV: (410′+) - PZ402 (1000′+ ; K230-) - PZ431 - PZ432 - PZ454 (5000′+) - PZ434 - PZ437 - PZ438 (FL105+) - PZ439 (FL140+) - ROKIB.

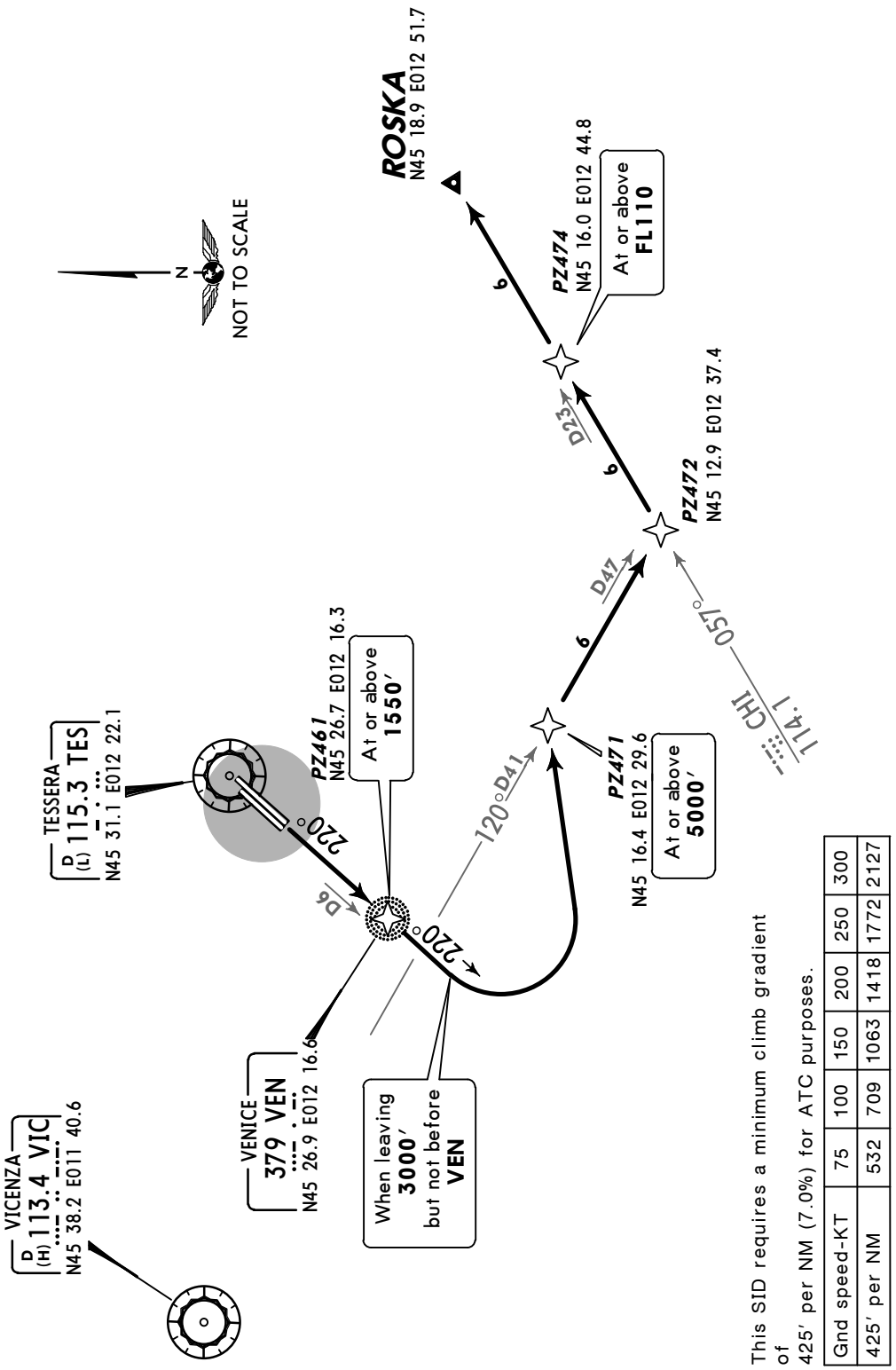
CHANGES: SIDs transferred & replaced.

© JEPPESEN, 2016. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

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, 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.

CHANGES: Chart reindexed; SIDs renumbered withdrawn & revised.

© JEPPESEN, 2013. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

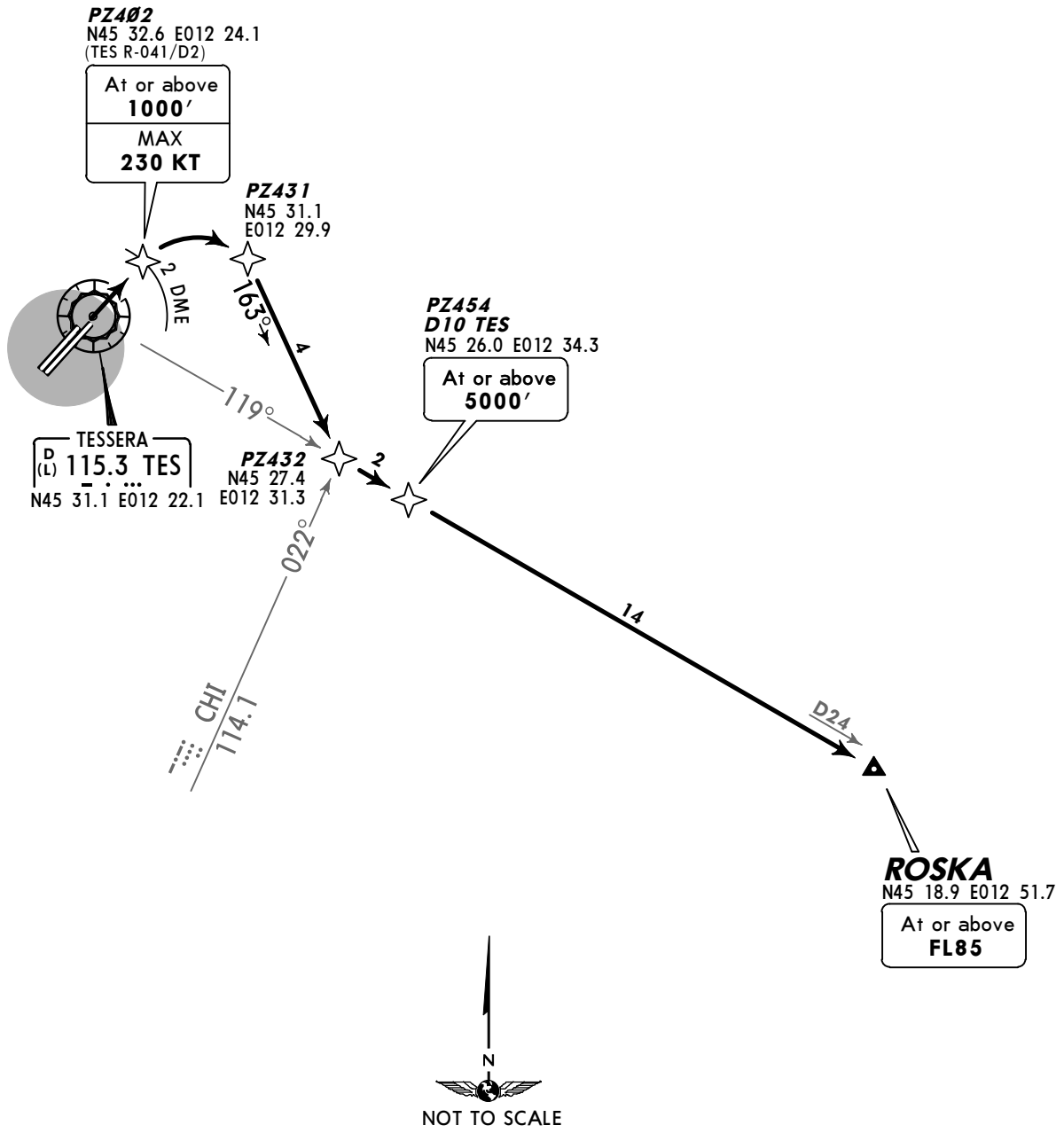
Apt Elev 7′	Trans level: By ATC Trans alt: 6000′ 1. Execute turns after take-off with MAX TAS 250 KT and bank angle 25° or rate of turn 2°/sec if it requires lesser bank. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.

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+).

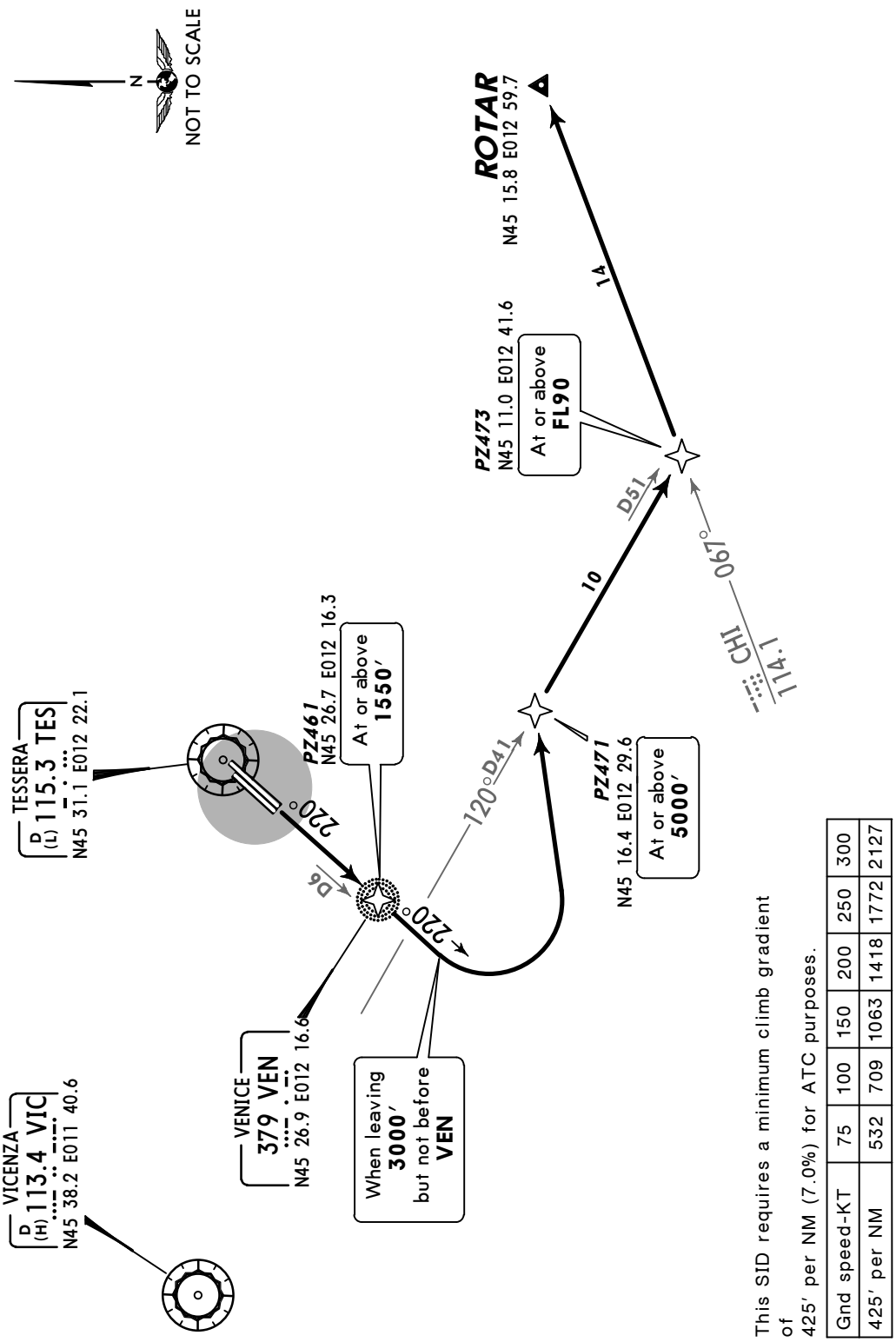
CHANGES: Chart reindexed.

© JEPPESEN, 2013. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

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.

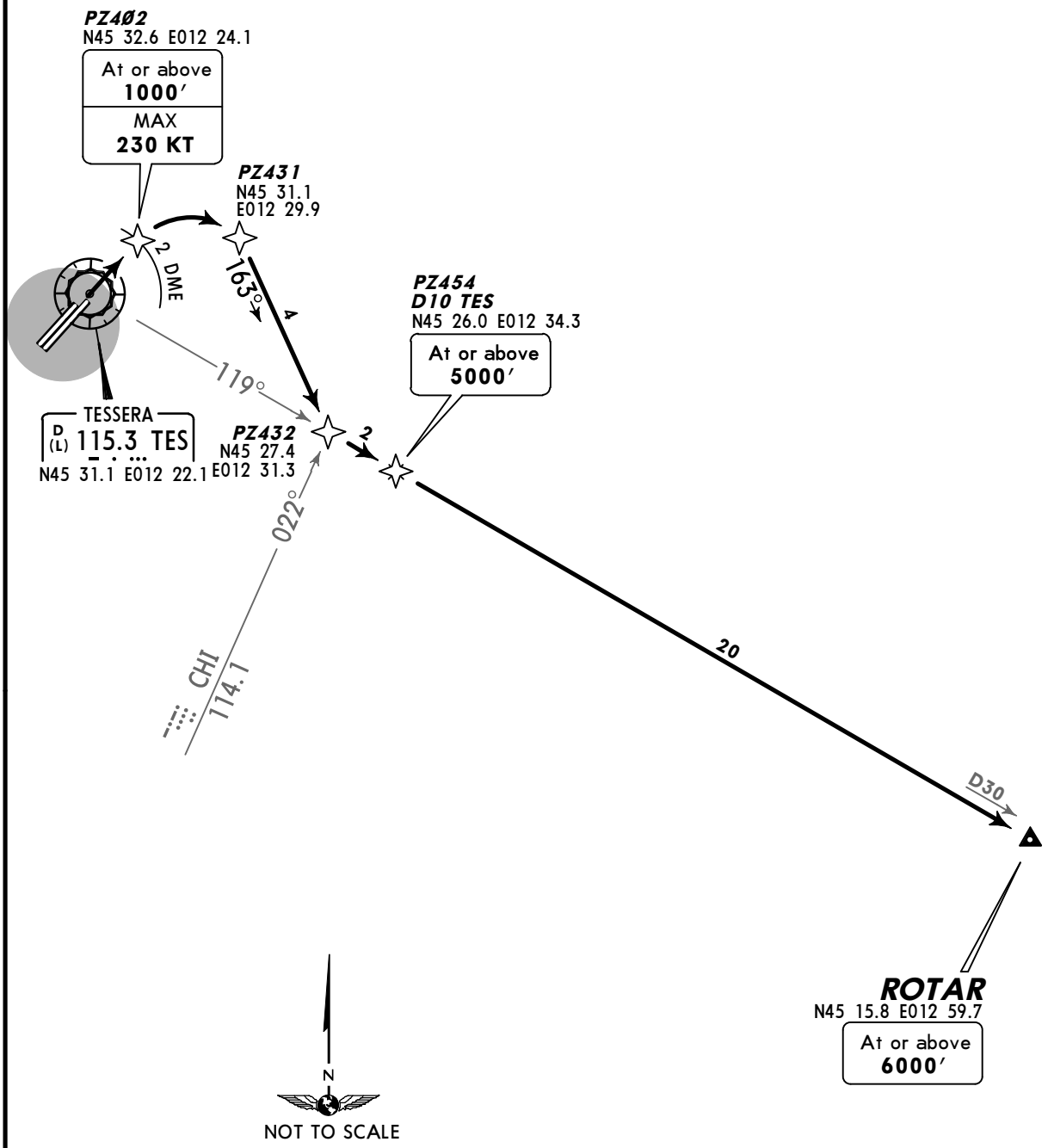
CHANGES: Chart reindexed; SID renumbered & revised.

© JEPPESEN, 2013. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

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′+).

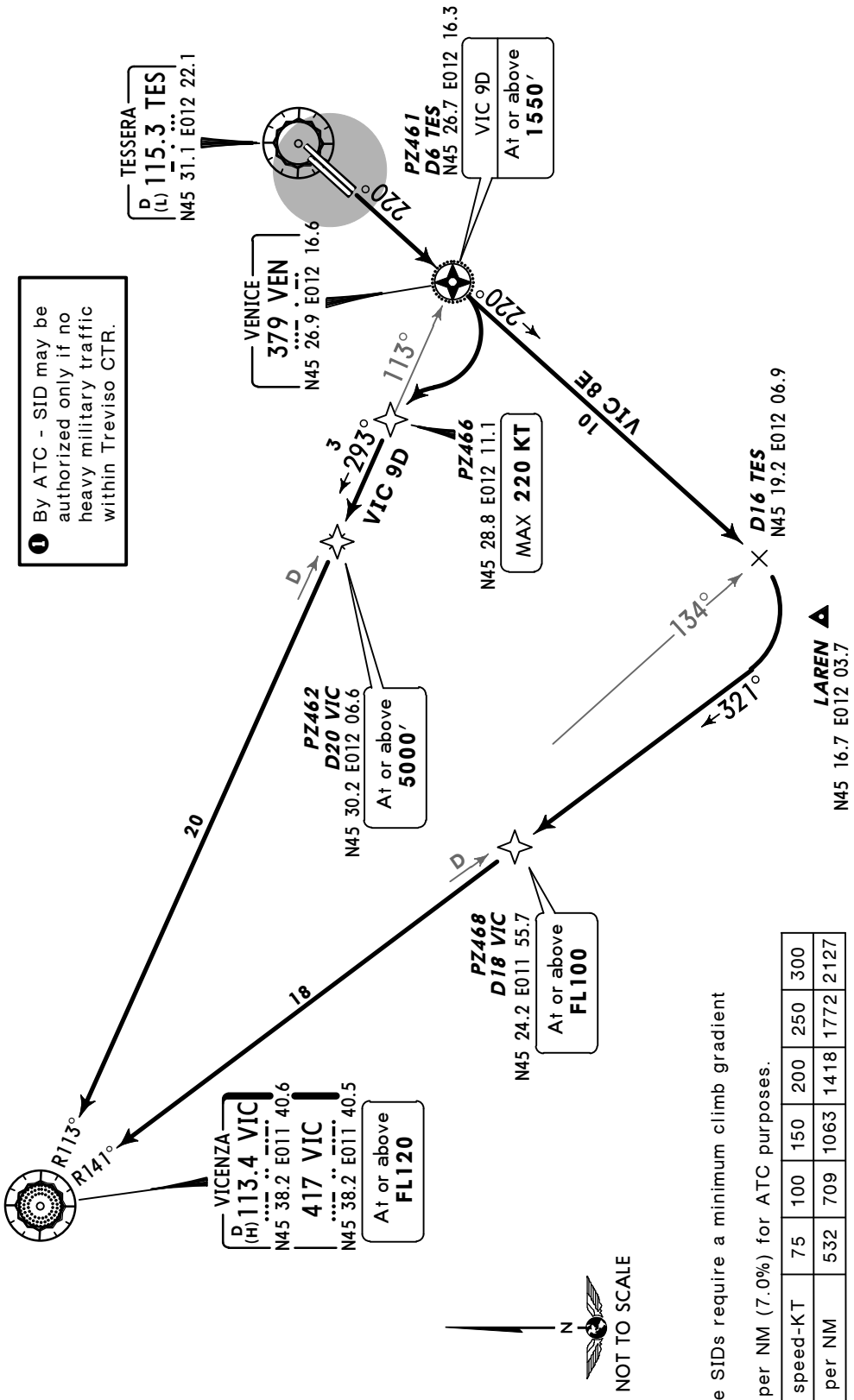
CHANGES: Chart reindexed.

© JEPPESEN, 2013. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

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

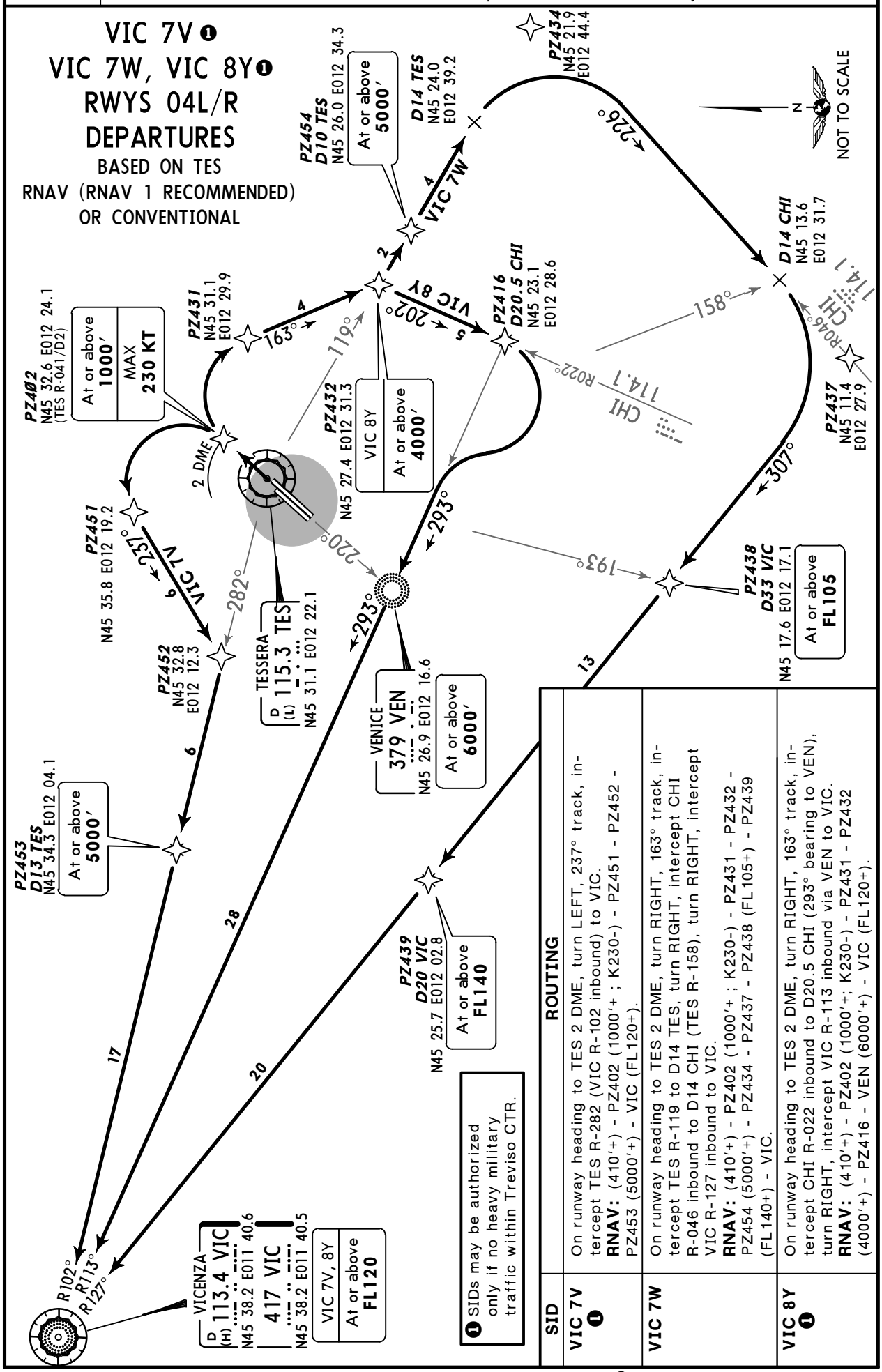
SID	ROUTING
VIC 9D ❶	On TES R-220 (if TES u/s 220° track bound to VEN) to D6 TES (if TES u/s over VEN), turn RIGHT, intercept VIC R-113 inbound to VIC. **RNAV:** (410′+) - PZ461 (1550′+) - PZ466 (K220-) - PZ462 (5000′+) - VIC (FL120+).
VIC 8E	On TES R-220 (if TES u/s 220° track bound to VEN) to D16 TES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

© JEPPESEN, 2013. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

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.



SID	ROUTING
VIC 7V ❶	On runway heading to TES 2 DME, turn LEFT, 237° track, intercept TES R-282 (VIC R-102 inbound) to VIC. **RNAV:** (410′+) - PZ402 (1000′+ ; K230-) - PZ451 - PZ452 - PZ453 (5000′+) - VIC (FL120+).
VIC 7W	On runway heading to TES 2 DME, turn RIGHT, 163° track, intercept TES R-119 to D14 TES, turn RIGHT, intercept CHI R-046 inbound to D14 CHI (TES R-158), turn RIGHT, intercept VIC R-127 inbound to VIC. **RNAV:** (410′+) - PZ402 (1000′+ ; K230-) - PZ431 - PZ432 - PZ454 (5000′+) - PZ434 - PZ437 - PZ438 (FL105+) - PZ439 (FL140+) - VIC.
VIC 8Y ❶	On runway heading to TES 2 DME, turn RIGHT, 163° track, intercept CHI R-022 inbound to D20.5 CHI (293° bearing to VEN), turn RIGHT, intercept VIC R-113 inbound via VEN to VIC. **RNAV:** (410′+) - PZ402 (1000′+; K230-) - PZ431 - PZ432 (4000′+) - PZ416 - VEN (6000′+) - VIC (FL120+).

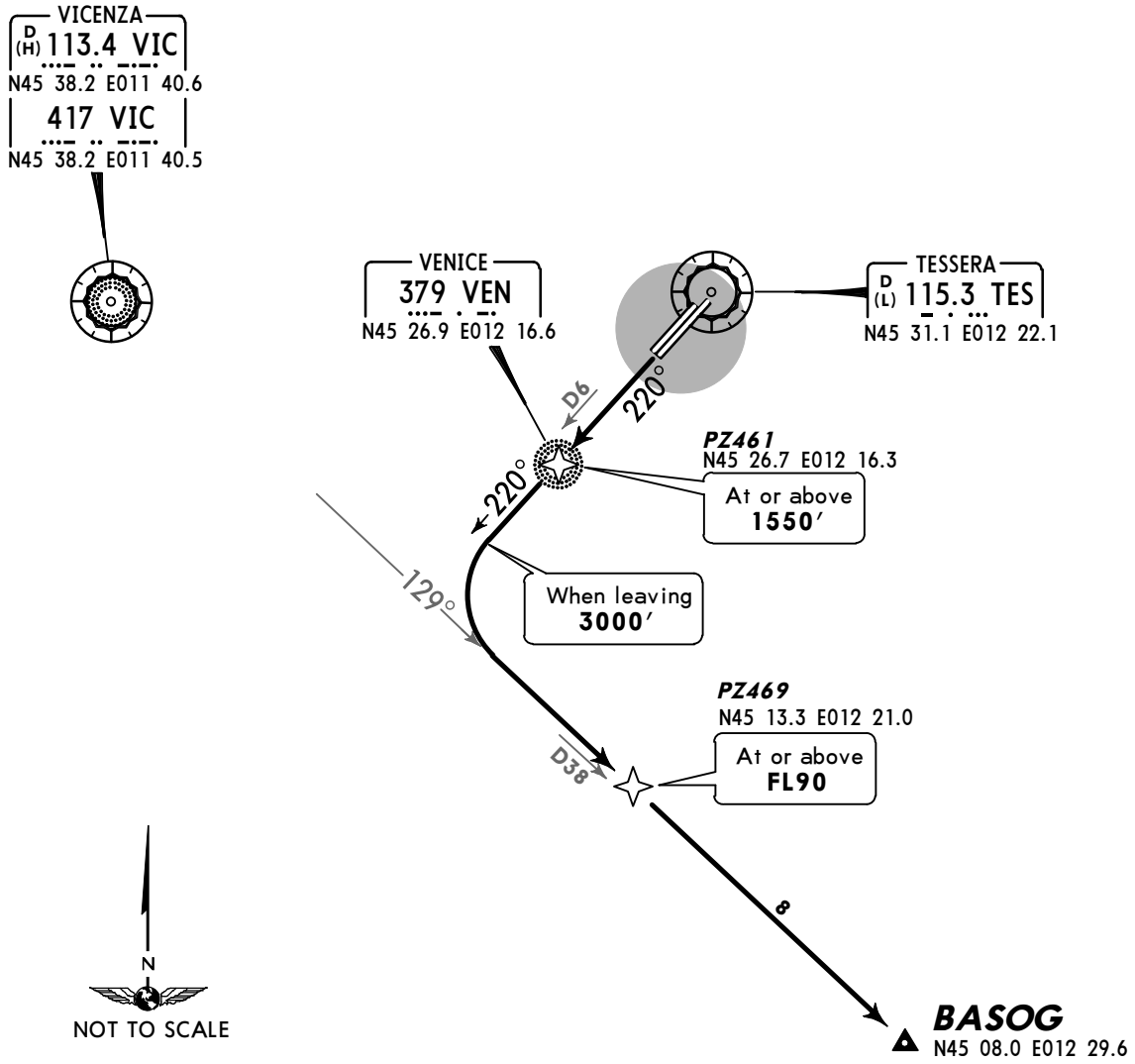
CHANGES: Chart reindexed.

© JEPPESEN, 2013. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

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-129/129° bearing to BASOG.

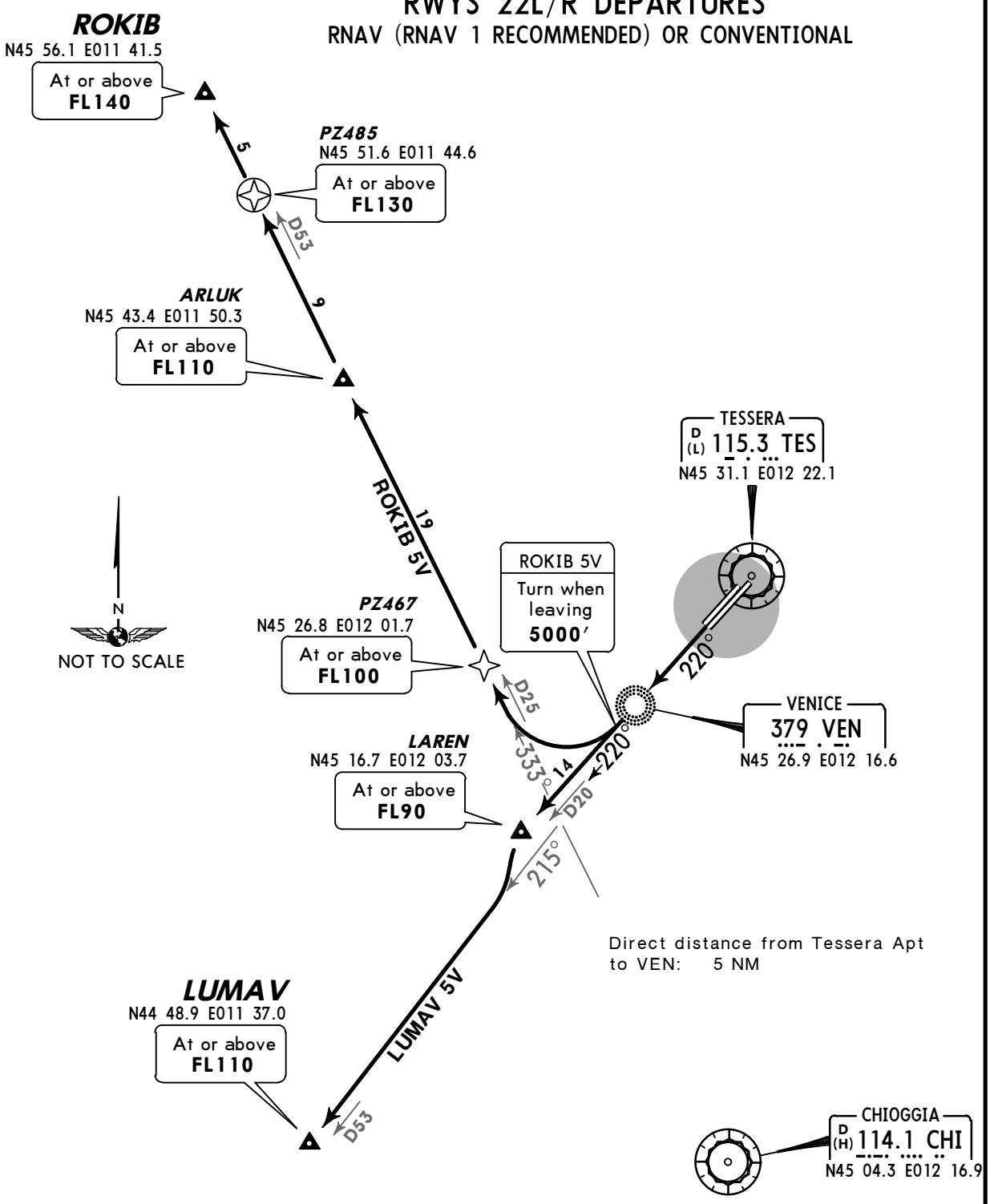
CHANGES: None.

© JEPPESEN, 2013. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

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



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
LUMAV 5V 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.
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.

CHANGES: FER SID replaced by LUMAV.

© JEPPESEN, 2013, 2014. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

LIPZ/VCE

Apt Elev 7′
N45 30.3 E012 21.1

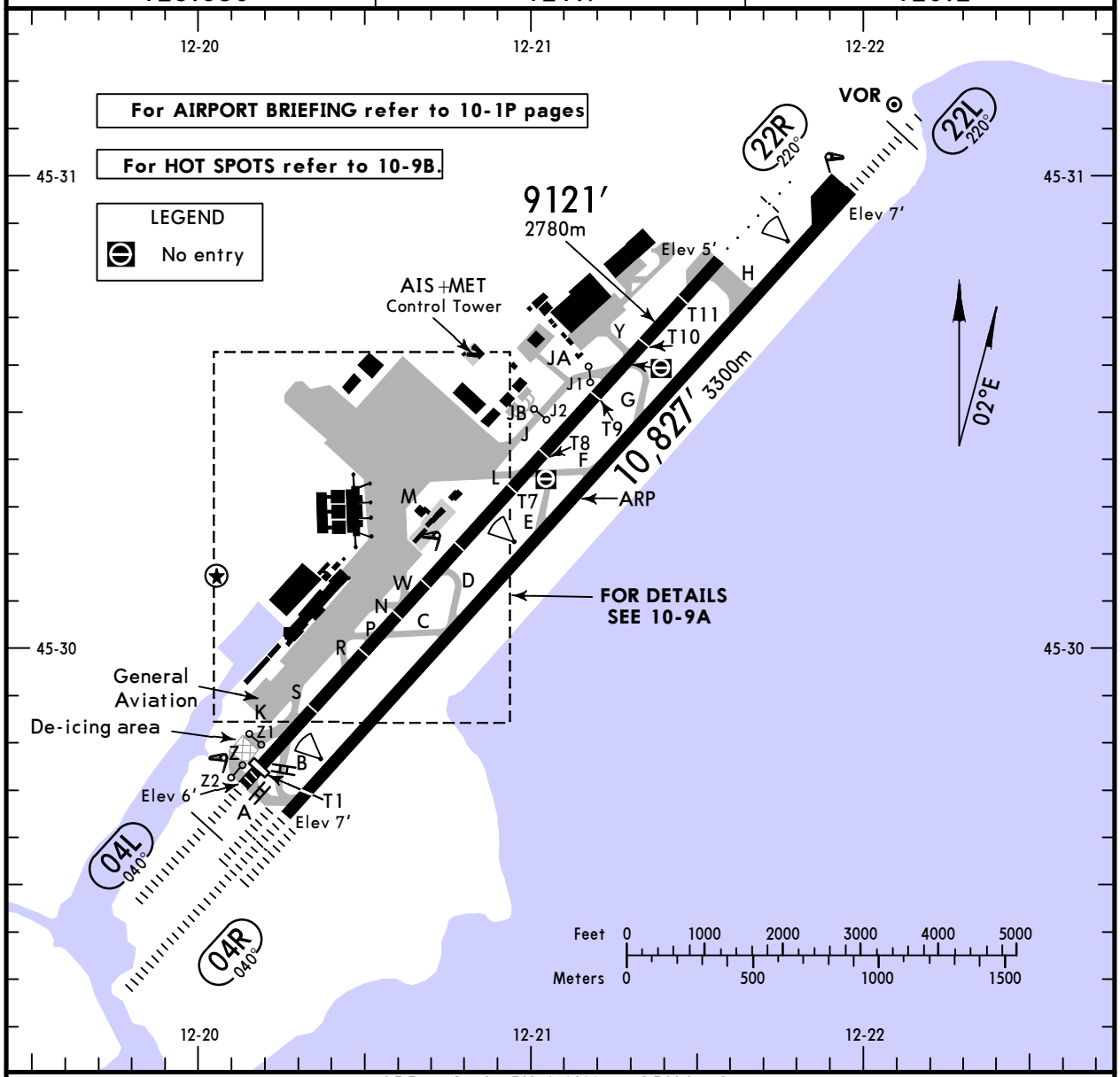
JEPPESEN

27 NOV 15 (10-9) Eff 10 Dec

VENICE, ITALY

TESSERA

ATIS	*VENICE Ground	Tower
128.650	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

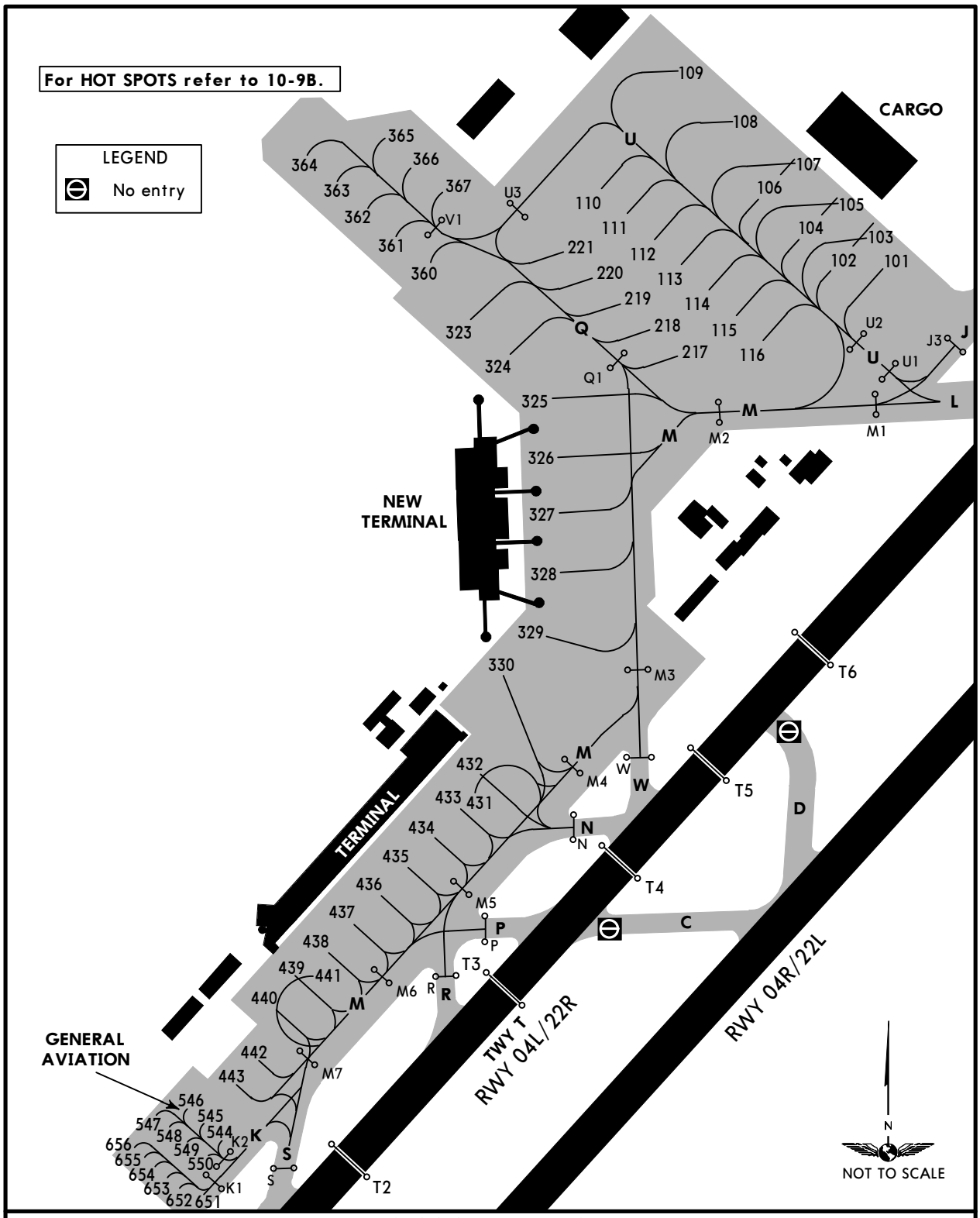
	Rwy 04R/22L LVP must be in Force: Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)	Rwy 04L/22R
A	125m	150m	200m	250m	400m	500m	1100m
B							
C							
D	150m	200m	250m	300m			

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

CHANGES: Twys J, JA & JB added.

© JEPPESEN, 1999, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid



INS COORDINATES

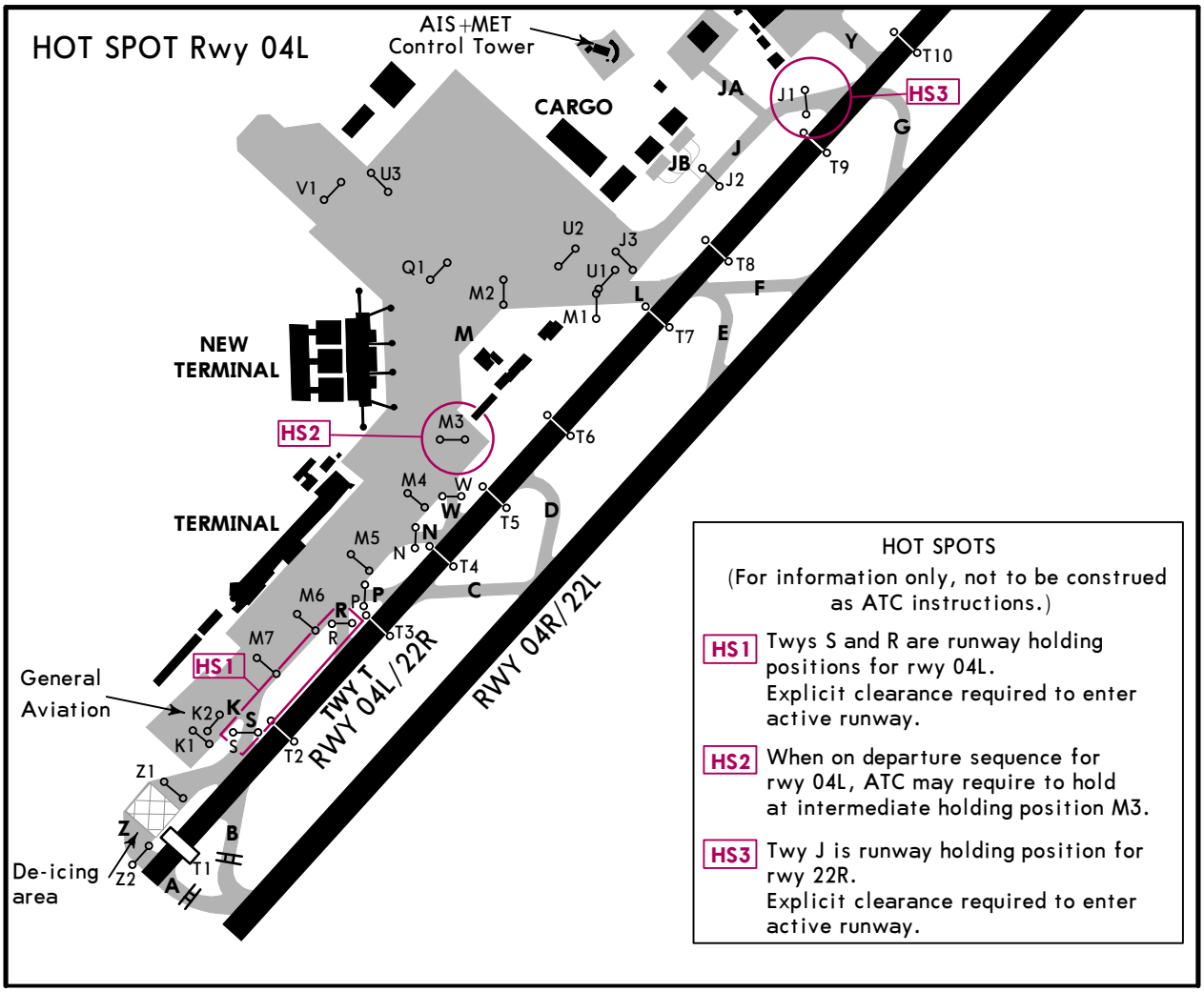
STAND No.	COORDINATES	STAND No.	COORDINATES
101 thru 105	N45 30.5 E012 20.8	328 thru 330	N45 30.2 E012 20.5
106 thru 108	N45 30.5 E012 20.7	360	N45 30.4 E012 20.4
109	N45 30.6 E012 20.6	361	N45 30.5 E012 20.4
110 thru 112	N45 30.5 E012 20.6	362 thru 364	N45 30.5 E012 20.3
113	N45 30.4 E012 20.6	365 thru 367	N45 30.5 E012 20.4
114 thru 218	N45 30.4 E012 20.7	431, 432	N45 30.1 E012 20.5
219 thru 221	N45 30.4 E012 20.6	433	N45 30.1 E012 20.4
323	N45 30.4 E012 20.5	434 thru 437	N45 30.0 E012 20.4
324	N45 30.3 E012 20.5	438, 439	N45 30.0 E012 20.3
325	N45 30.3 E012 20.7	440 thru 545	N45 29.9 E012 20.3
326	N45 30.3 E012 20.5	546, 547	N45 29.9 E012 20.2
327	N45 30.3 E012 20.8	548 thru 656	N45 29.8 E012 20.2

CHANGES: Twy J added.

© JEPPESEN, 1999, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

HOT SPOT Rwy 04L



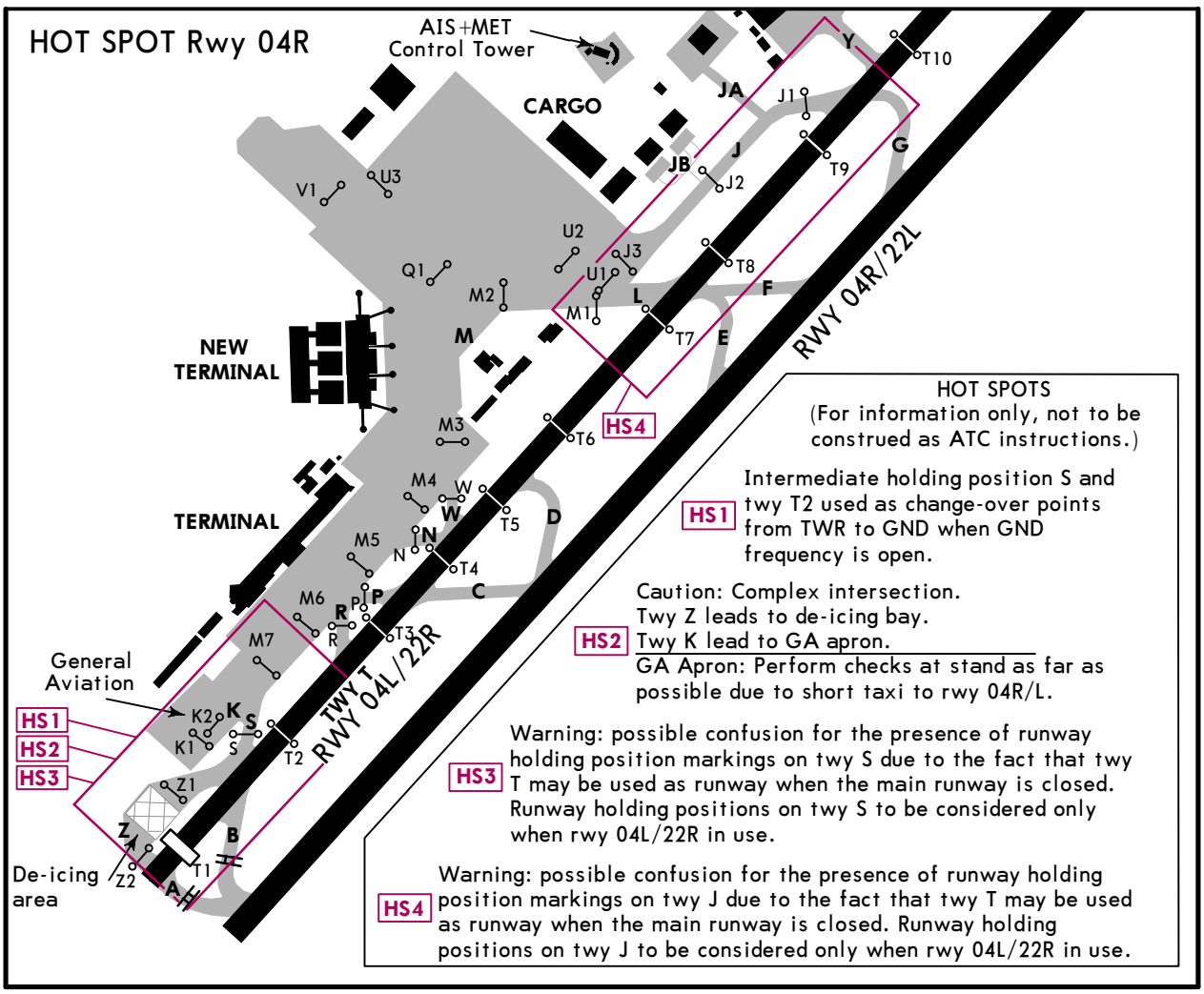
HOT SPOTS
(For information only, not to be construed as ATC instructions.)

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 M3.

HS3 Twy J 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 S 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.
Twy K lead to GA apron.
GA Apron: Perform checks at stand as far as possible due to short taxi to rwy 04R/L.

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

HS4 Warning: possible confusion for the presence of runway holding position markings on twy J due to the fact that twy T may be used as runway when the main runway is closed. Runway holding positions on twy J to be considered only when rwy 04L/22R in use.

CHANGES: Hot spot 3 rwy 04L.

© JEPPESEN, 2012, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

LIPZ/VCE
TESSERA

JEPPESEN

12 DEC 14 (11-1)

VENICE, ITALY
ILS Z or LOC Z Rwy 04R

ATIS	VENICE Approach (R)	VENICE Tower	*Ground
128.650	118.9	120.2	121.7

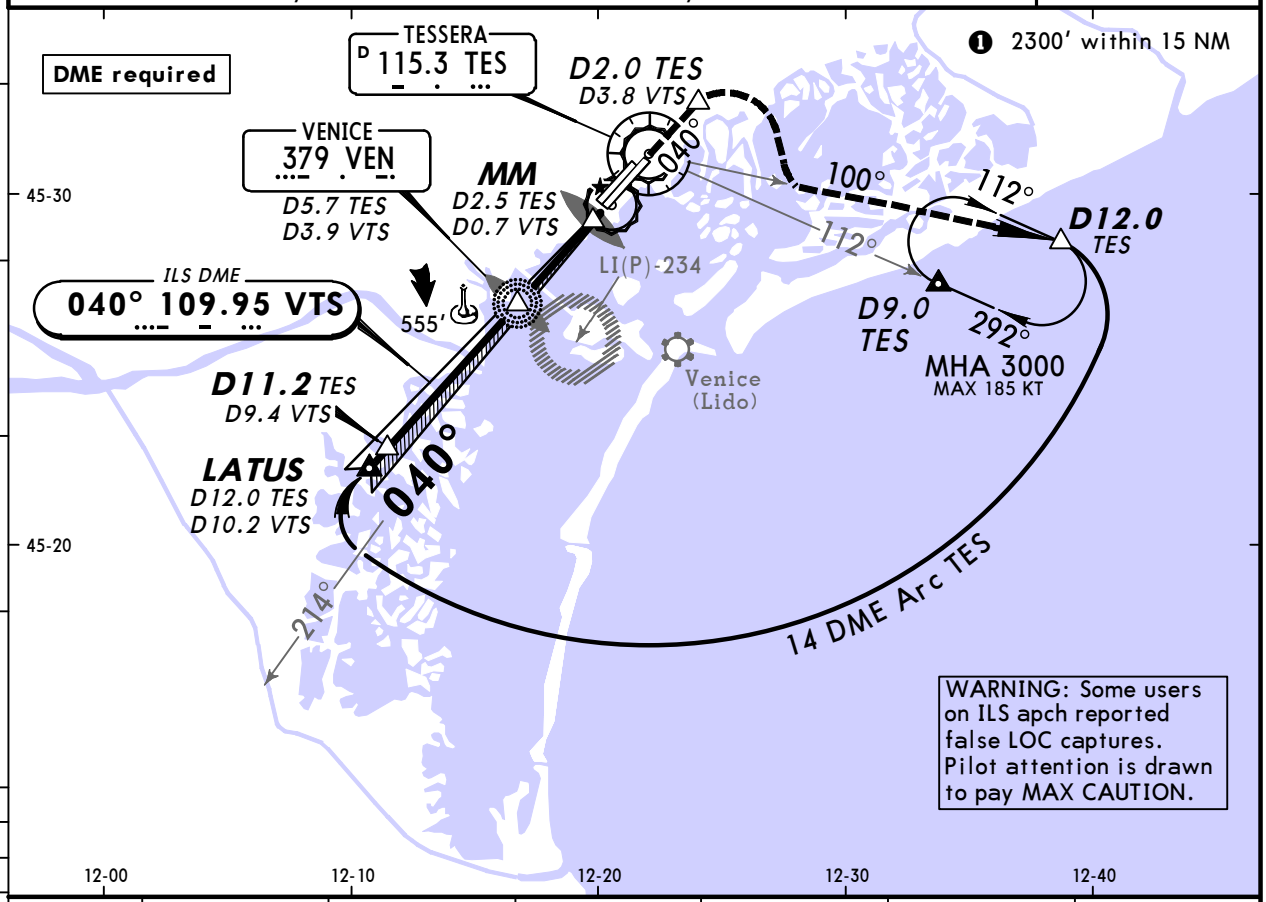
BRIEFING STRIP ™

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

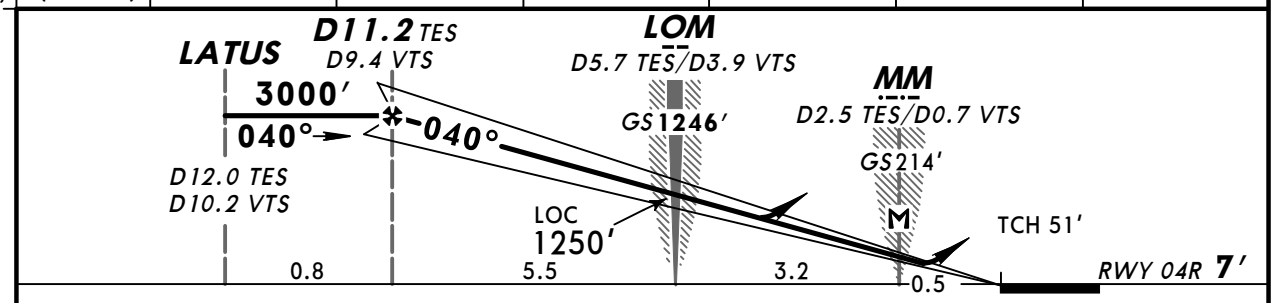
MISSED APCH: Climb on 040° to 3000′. At D2.0 TES turn RIGHT (MAX 200 KT) to intercept and follow R-100 TES. At D12.0 TES join holding.

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

MSA TES VOR: 7200′ ❶ (200°, 100°, 020°); 2300′ (100°–020°); 1800′ (020°–200°)



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: ATIS frequency.

© JEPPESEN, 2010, 2014. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

LIPZ/VCE
TESSERA

JEPPESEN

12 DEC 14 (11-1A)

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

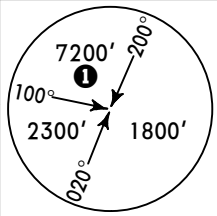
BRIEFING STRIP

ATIS	VENICE Approach (R)	VENICE Tower	*Ground
128.650	118.9	120.2	121.7

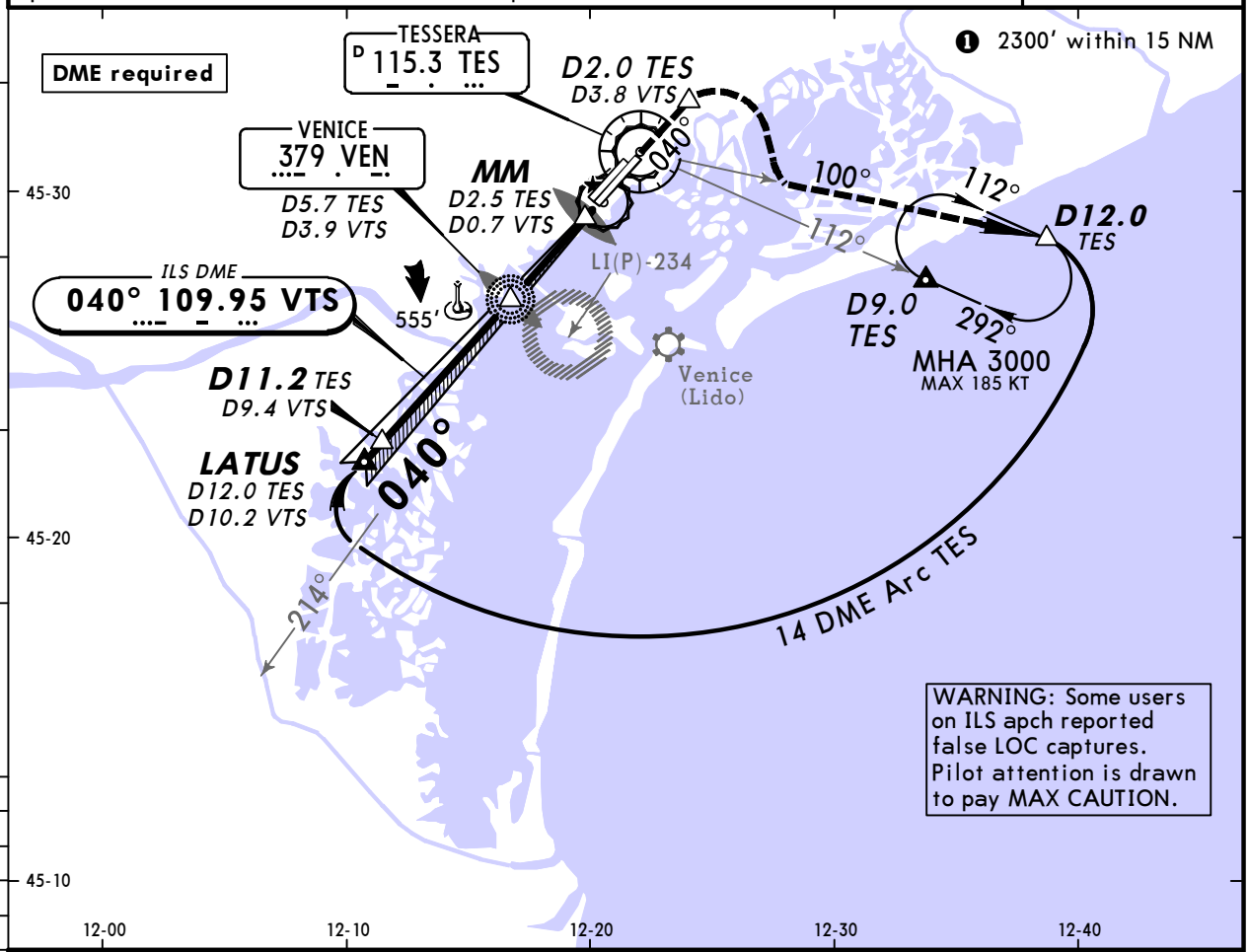
LOC VTS 109.95	Final Apch Crs 040°	GS LOM 1246′ (1239′)	CAT II & IIIA ILS Refer to Minimums	Apt Elev 7′ RWY 7′

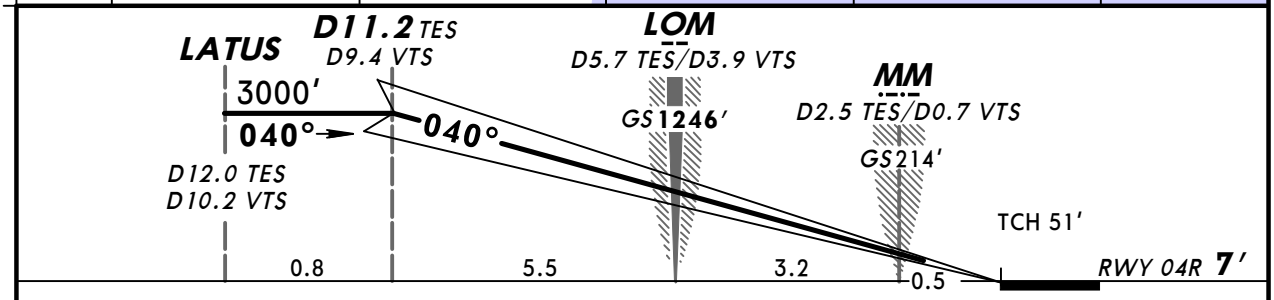
MISSED APCH: Climb on 040° to 3000′. At D2.0 TES turn RIGHT (MAX 200 KT) to intercept and follow R-100 TES. At D12.0 TES join holding.

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: ATIS frequency.

© JEPPESEN, 2010, 2014. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

LIPZ/VCE
TESSERA

JEPPESEN

12 DEC 14 (11-2)

VENICE, ITALY
ILS Y or LOC Y Rwy 04R

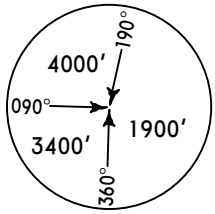
ATIS	VENICE Approach (R)	VENICE Tower	*Ground
128.650	118.9	120.2	121.7

BRIEFING STRIP ™

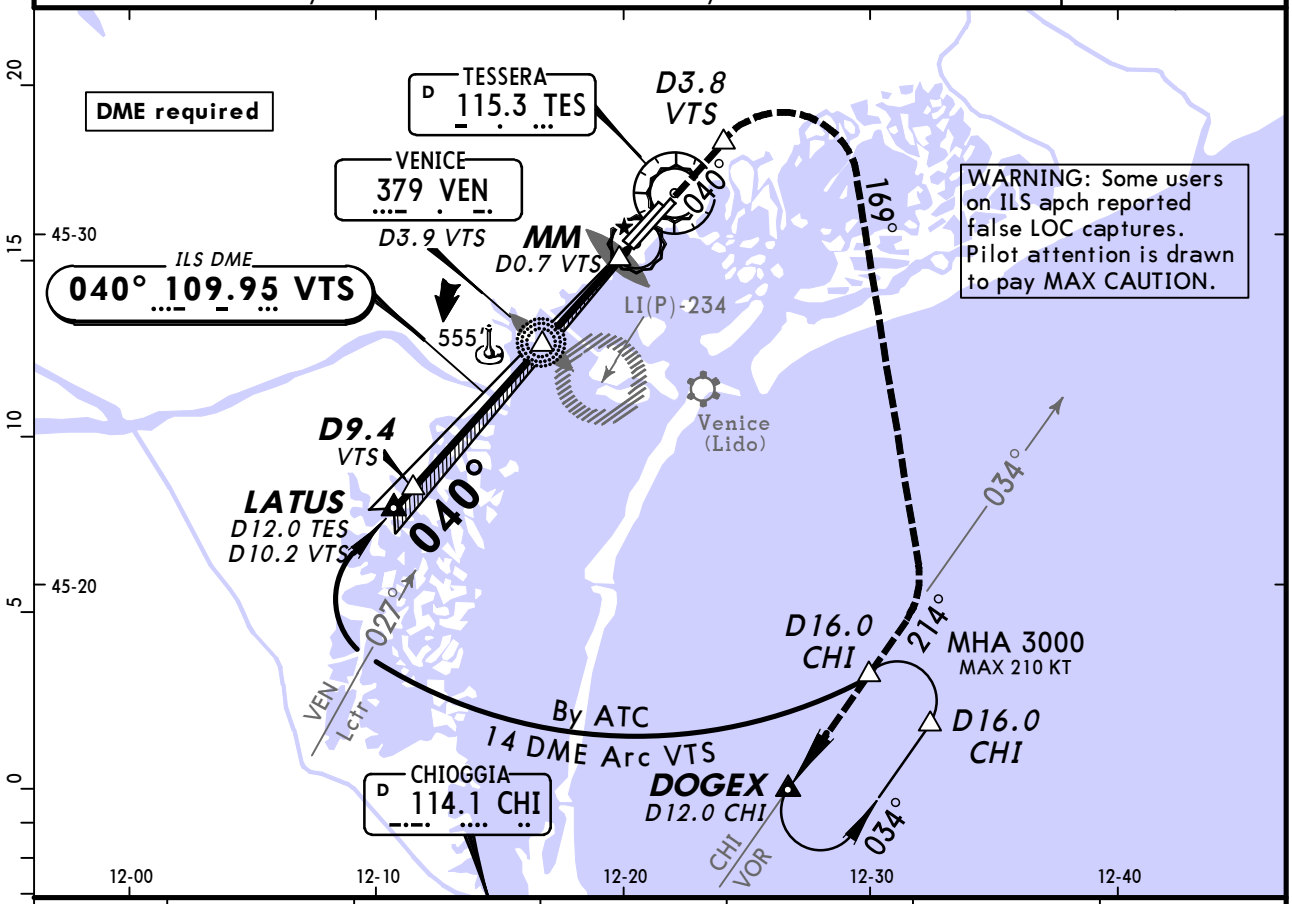
LOC VTS	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev / RWY
109.95	040°	1246′ (1239′)	Refer to Minimums	7′ / 7′

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.
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.

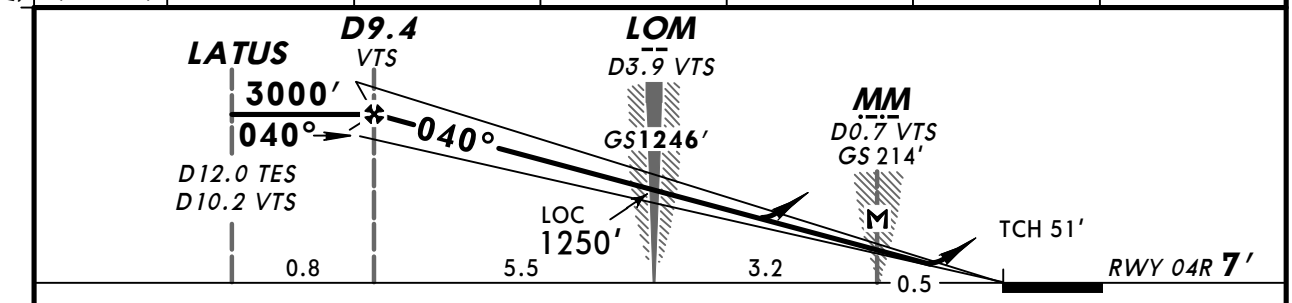
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000′



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°	372	478	531	637	743	849
MAP at MM/D0.7 VTS						

ALSF-II
PAPI PAPI

040°

D3.8 VTS

PANS OPS

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

CHANGES: ATIS frequency.

© JEPPESEN, 2010, 2014. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

LIPZ/VCE
TESSERA

JEPPESEN

12 DEC 14 (11-2A)

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

BRIEFING STRIP

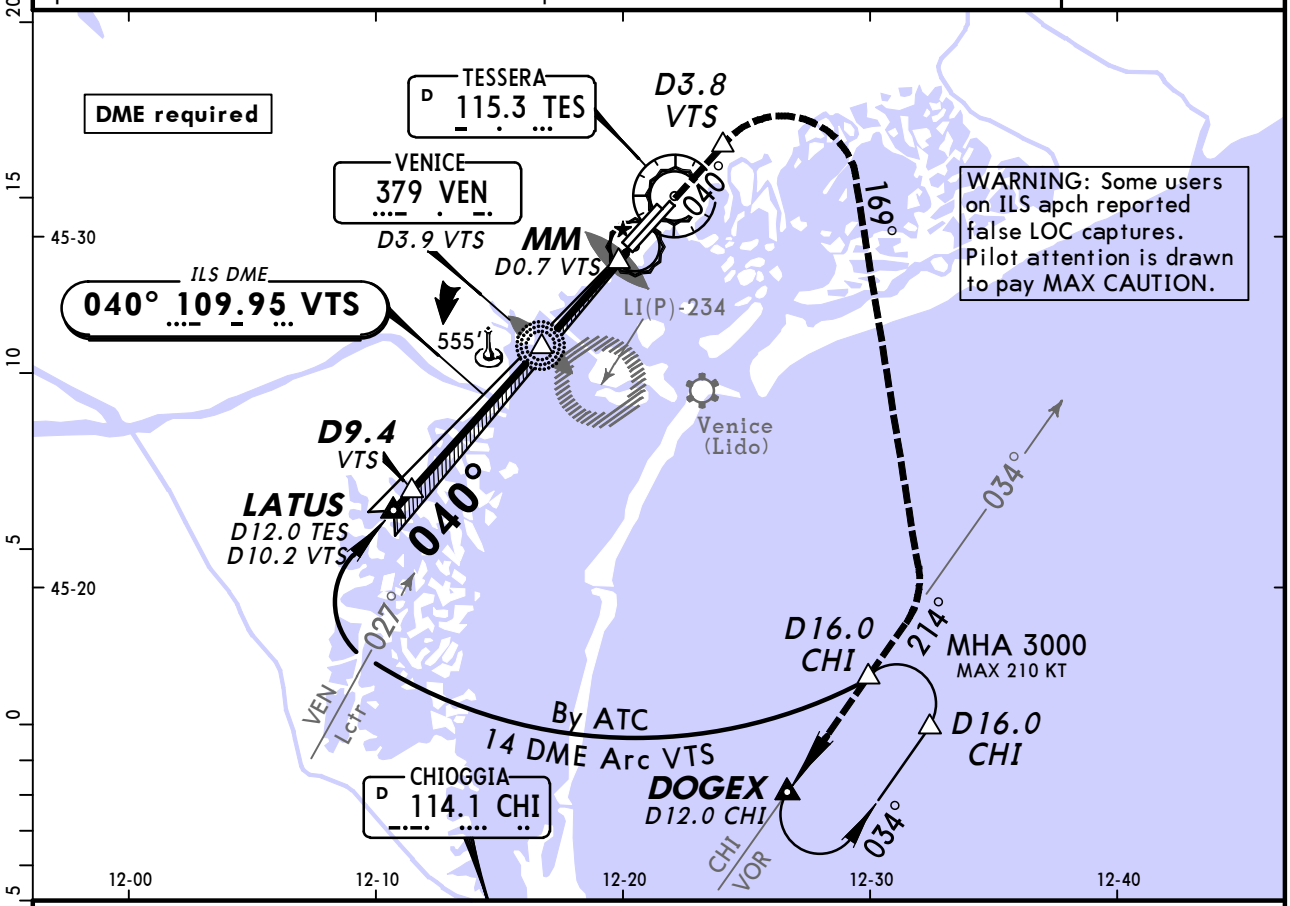
ATIS	VENICE Approach (R)	VENICE Tower	*Ground
128.650	118.9	120.2	121.7

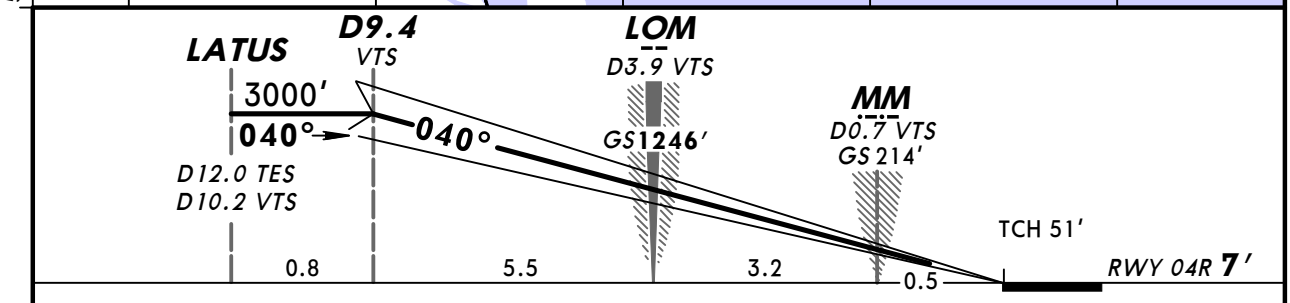
LOC VTS	Final Apch Crs	GS LOM	CAT II & IIIA ILS	Apt Elev / RWY
109.95	040°	1246′ (1239′)	Refer to Minimums	7′ / 7′

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.
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 Trans alt: 6000′
Special Aircrew & Aircraft Certification Required.

MSA VEN Lctr: 4000′ (190°), 1900′ (090°), 3400′ (360°)





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

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]

PANS OPS

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

CHANGES: ATIS frequency.

© JEPPESEN, 2010, 2014. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

LIPZ/VCE
TESSERA

JEPPESEN

12 DEC 14 (11-3)

VENICE, ITALY
ILS X or LOC X Rwy 04R

ATIS	VENICE Approach (R)	VENICE Tower	*Ground
128.650	118.9	120.2	121.7

BRIEFING STRIP™

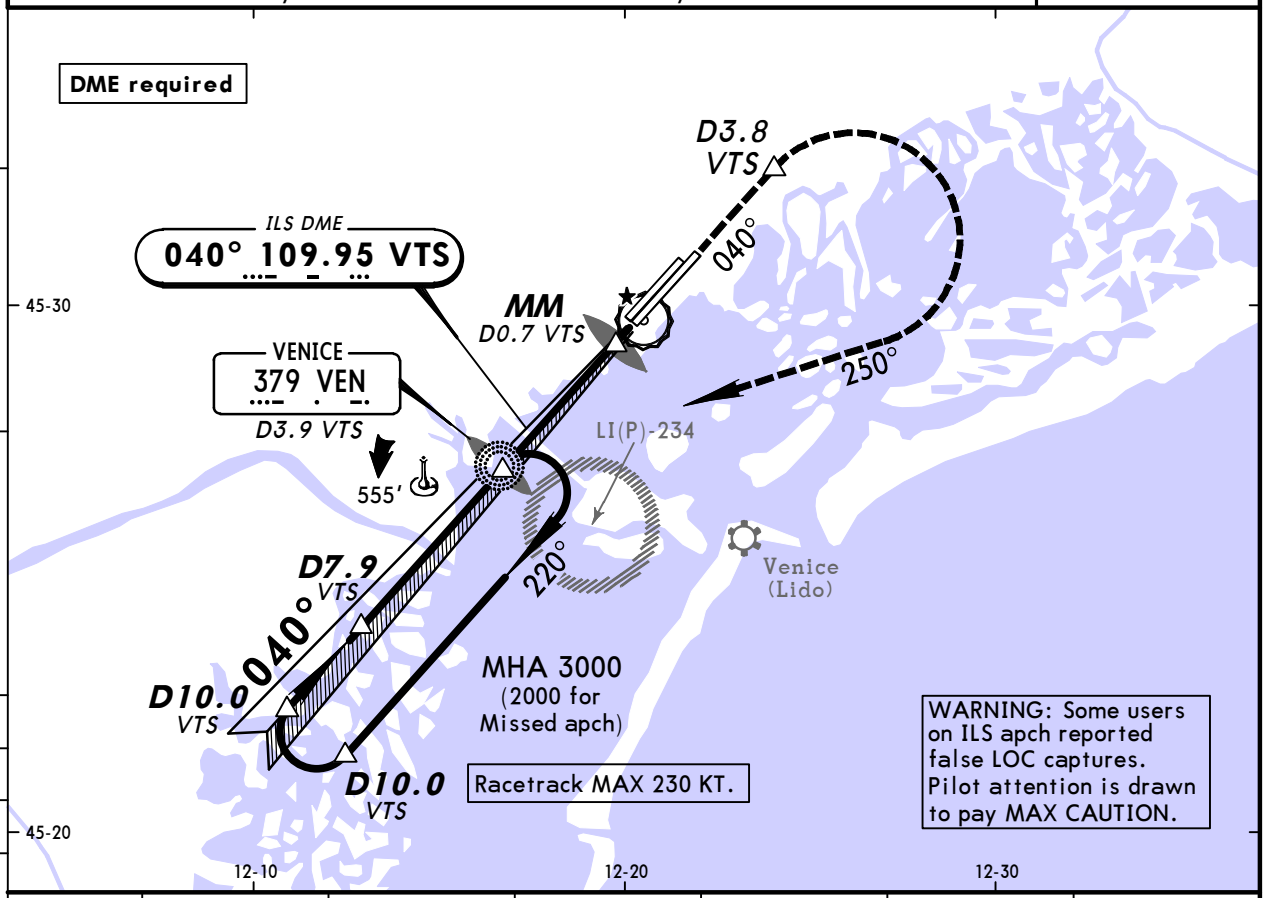
LOC VTS	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 7′
109.95	040°	1246′ (1239′)	Refer to Minimums	RWY 7′

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

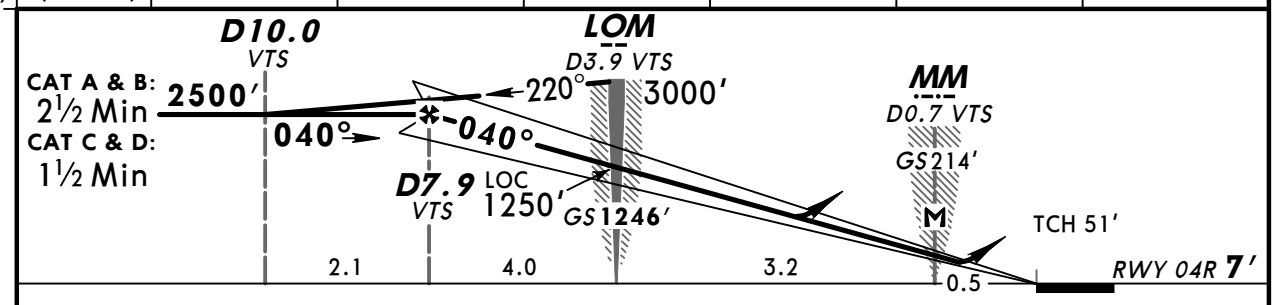
Missed apch obstacles clearance is provided by 2.5% gradient. 5.0% (300 ′/NM) is required to remain inside vertical limits of controlled airspace while proceeding to missed apch holding.

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

MSA VEN Lctr: 4000′ (190°), 1900′ (090°), 3400′ (360°)



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° 372	478	531	637	743	849
MAP at MM/D0.7 VTS						

ALSF-II, PAPI, PAPI | 040° | D3.8 VTS

PANS OPS

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	600′ (593′)	1600m
180	730′ (723′)	2400m
205	950′ (943′)	3600m

CHANGES: ATIS frequency.

© JEPPESEN, 2010, 2014. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

LIPZ/VCE
TESSERA

JEPPESEN

12 DEC 14 (11-3A)

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

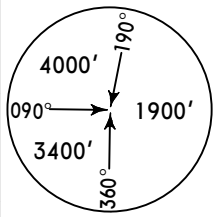
ATIS	VENICE Approach (R)	VENICE Tower	*Ground
128.650	118.9	120.2	121.7

BRIEFING STRIP ™

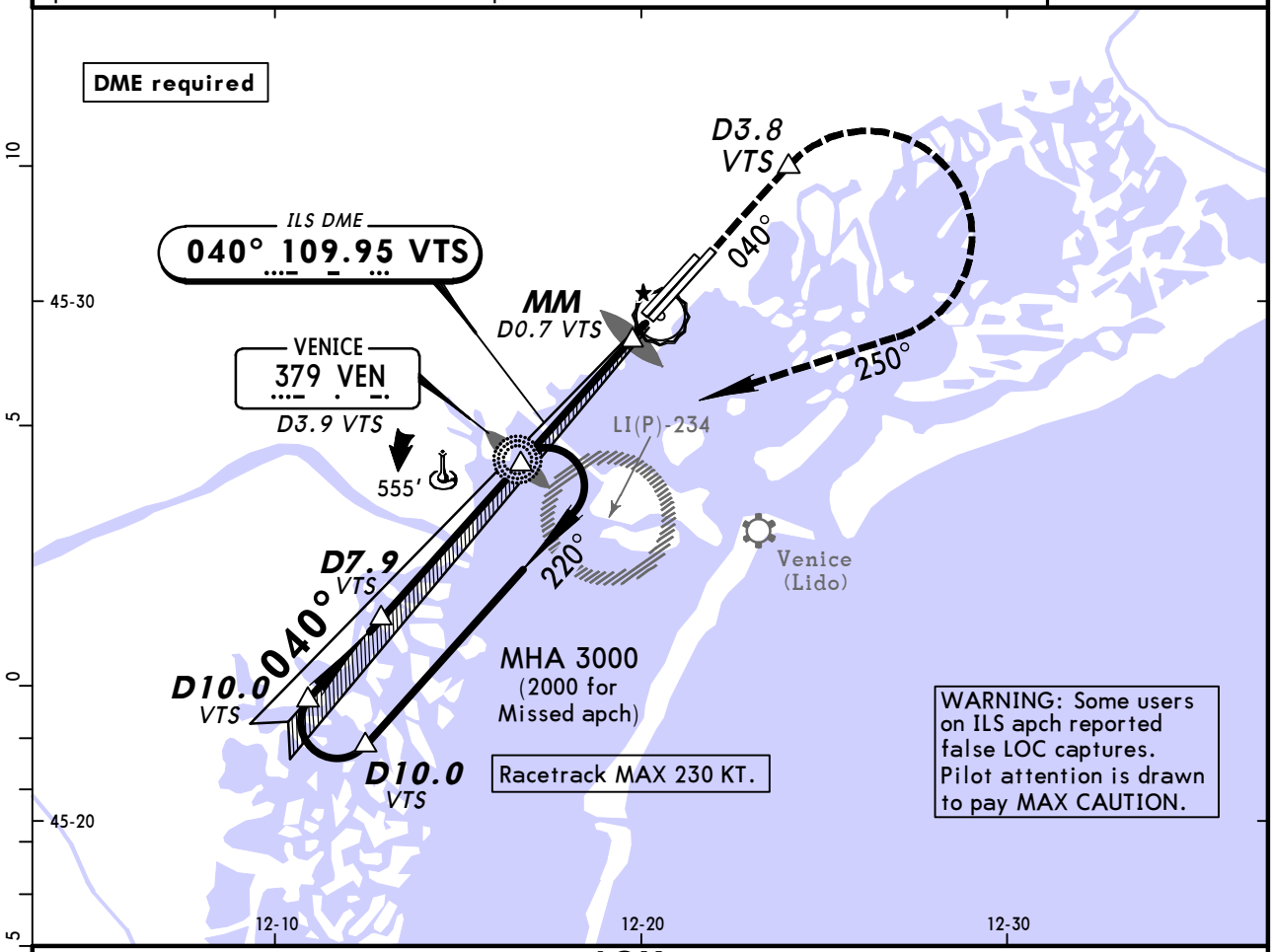
LOC VTS	Final Apch Crs	GS LOM	CAT II & IIIA ILS	Apt Elev / RWY
109.95	040°	1246′ (1239′)	Refer to Minimums	7′ / 7′

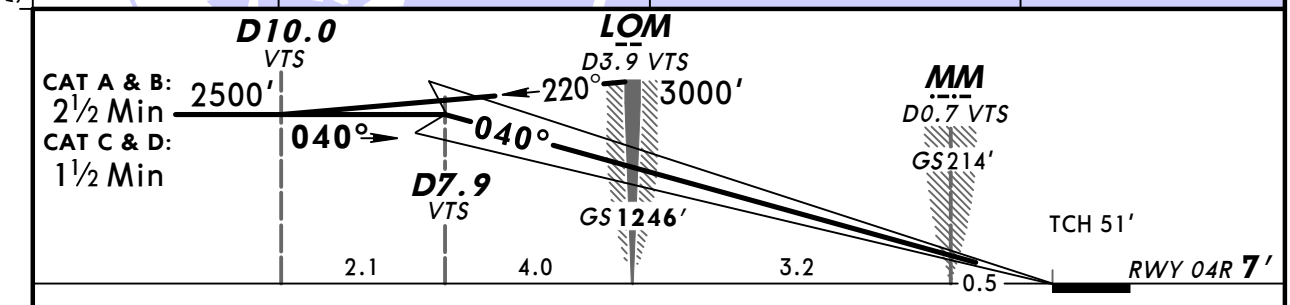
MISSED APCH: Climb on 040° to 2000′. At D3.8 VTS turn RIGHT (MAX 185 KT) onto 250° to Lctr. Missed apch obstacles clearance is provided by 2.5% gradient. 5.0% (300 ′/NM) is required to remain inside vertical limits of controlled airspace while proceeding to missed apch holding.

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



MSA VEN Lctr





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

ALSF-II PAPI PAPI

040° D3.8 VTS

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: ATIS frequency.

© JEPPESEN, 2010, 2014. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

LIPZ/VCE
TESSERA

JEPPESEN

18 DEC 15 (12-1)

VENICE, ITALY
RNAV (GNSS) Rwy 04L

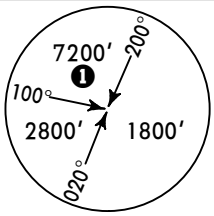
BRIEFING STRIP ™

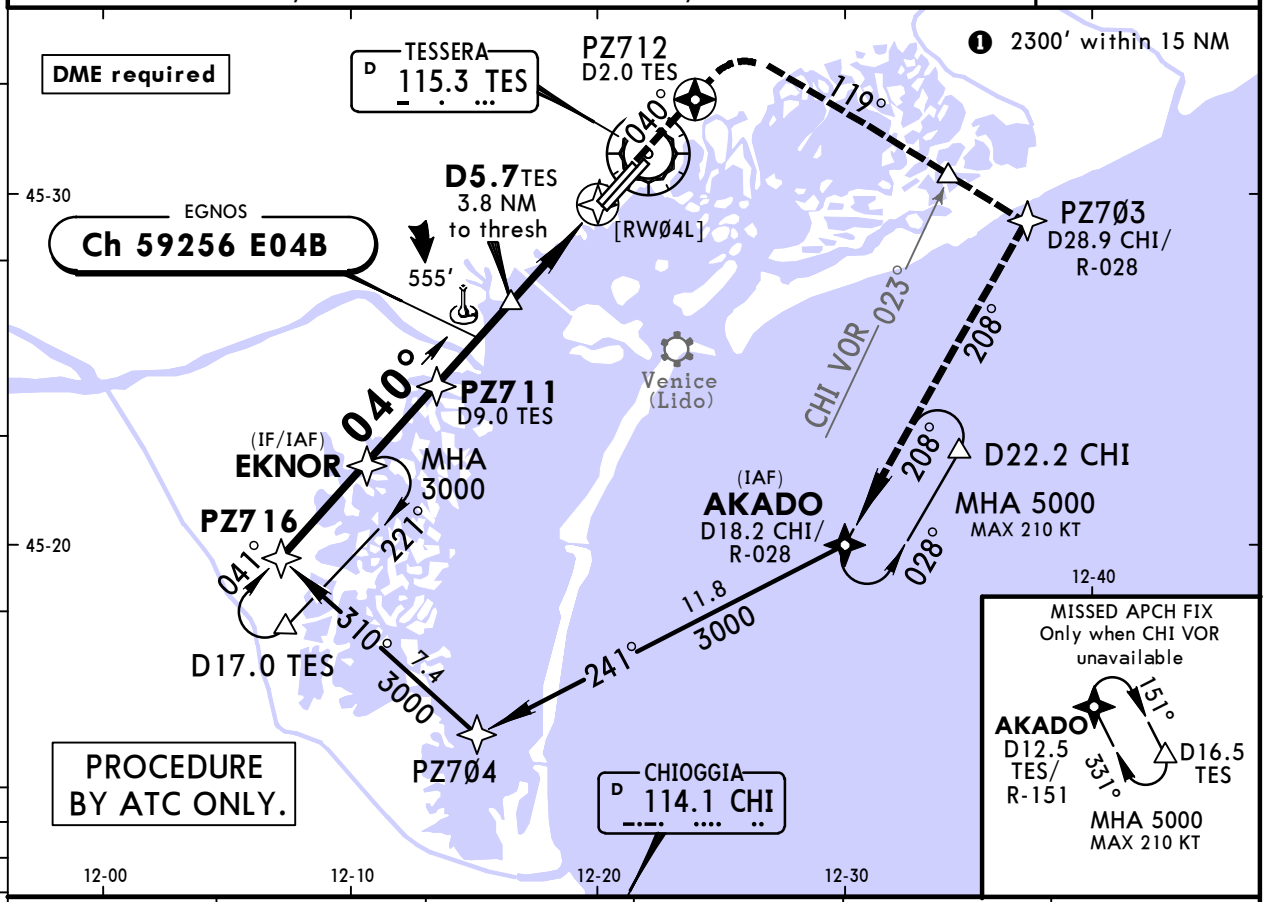
ATIS	VENICE Approach (R)	VENICE Tower	*Ground
128.650	118.9	120.2	121.7

EGNOS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 7′
Ch 59256 E04B	040°	PZ711 2300′(2293′)	Refer to Minimums	Rwy 7′

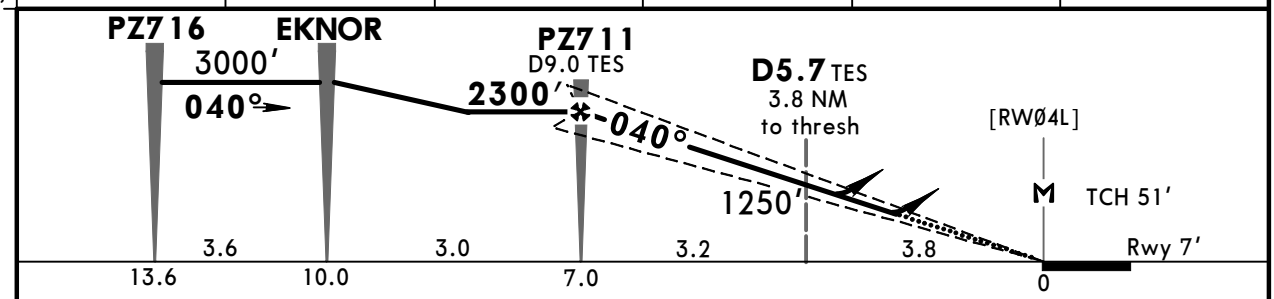
MISSED APCH: Proceed on rwy heading climbing to 5000′. On PZ712/D2.0 TES turn RIGHT (MAX 200 KT) and proceed to PZ7Ø3 then AKADO.

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





DIST to RWØ4L	6.0	5.0	4.0	3.0	2.0
ALTITUDE	1969′	1650′	1332′	1013′	695′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
LPV: MAP at DA							
LNAV: MAP at RWØ4L							

HIALS
PAPI
PZ712

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

	LPV		LNAV
DA(H)	A: **270′**(263′)	C: **290′**(283′)	DA(H) **510′**(503′)
	B: **281′**(274′)	D: **300′**(293′)	
		ALS out	ALS out
A	1500m		1500m
B			
C			1900m / 2400m
D			

CIRCLE-TO-LAND
TO RWY 22R
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: None.

© JEPPESEN, 2014. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

LIPZ/VCE
TESSERA

JEPPESEN

18 DEC 15 (12-2)

VENICE, ITALY
RNAV (GNSS) Rwy 04R

BRIEFING STRIP ™

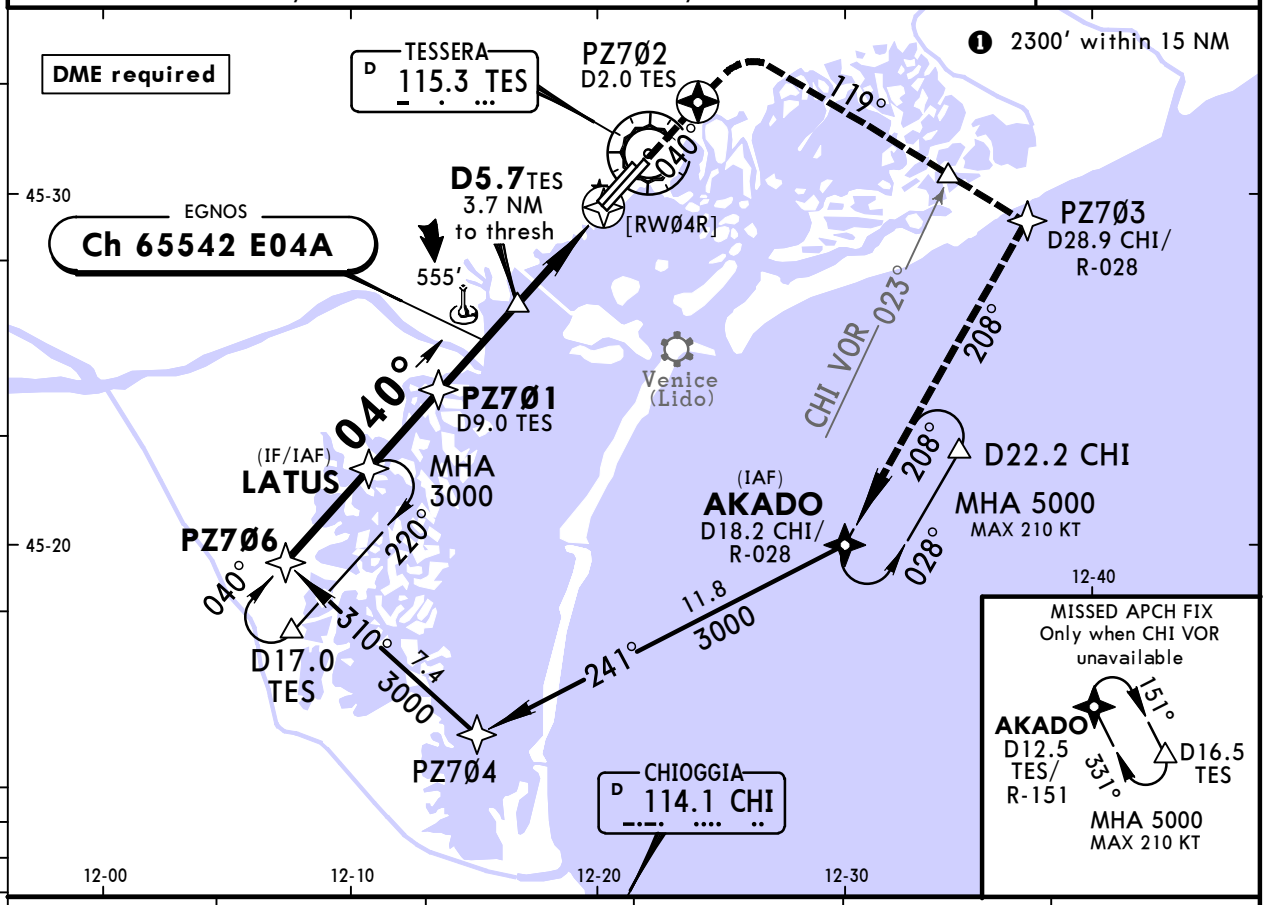
ATIS	VENICE Approach (R)	VENICE Tower	*Ground
128.650	118.9	120.2	121.7

EGNOS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 7′
Ch 65542 E04A	040°	PZ7Ø1 2300′ (2293′)	Refer to Minimums	Rwy 7′

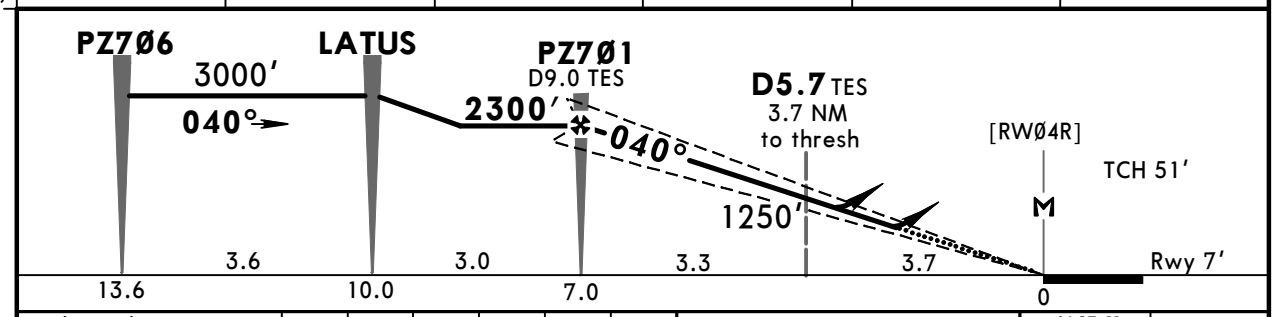
MISSED APCH: Proceed on rwy heading climbing to 5000′. On PZ7Ø2/D2.0 TES turn RIGHT (MAX 200 KT) and proceed to PZ7Ø3 then AKADO.

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

MSA ARP: 7200′ (1) 200° 100° 2800′ 1800′ 020°



DIST to RWØ4R	6.0	5.0	4.0	3.0	2.0
ALTITUDE	1969′	1650′	1332′	1013′	695′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RWØ4R							

ALSF-II PAPI PAPI **PZ7Ø2**

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

	LPV		LNAV	
DA(H)	A: **265′** (258′)	C: **285′** (278′)	DA(H) **450′** (443′)	
	B: **277′** (270′)	D: **296′** (289′)		
		ALS out		ALS out
A	RVR 750m [1]	RVR 1300m	RVR 1400m	RVR 1500m
B				
C				CMV 2100m
D		RVR 1400m		

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

[1] With TDZ, CL and HUD: CAT A,B,C: RVR 600m, CAT D: RVR 650m.

CHANGES: LATUS holding.

© JEPPESEN, 2014, 2015. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

LIPZ/VCE
TESSERA

JEPPESEN

12 DEC 14 (12-3)

VENICE, ITALY
RNAV (GNSS) Rwy 22L

BRIEFING STRIP™

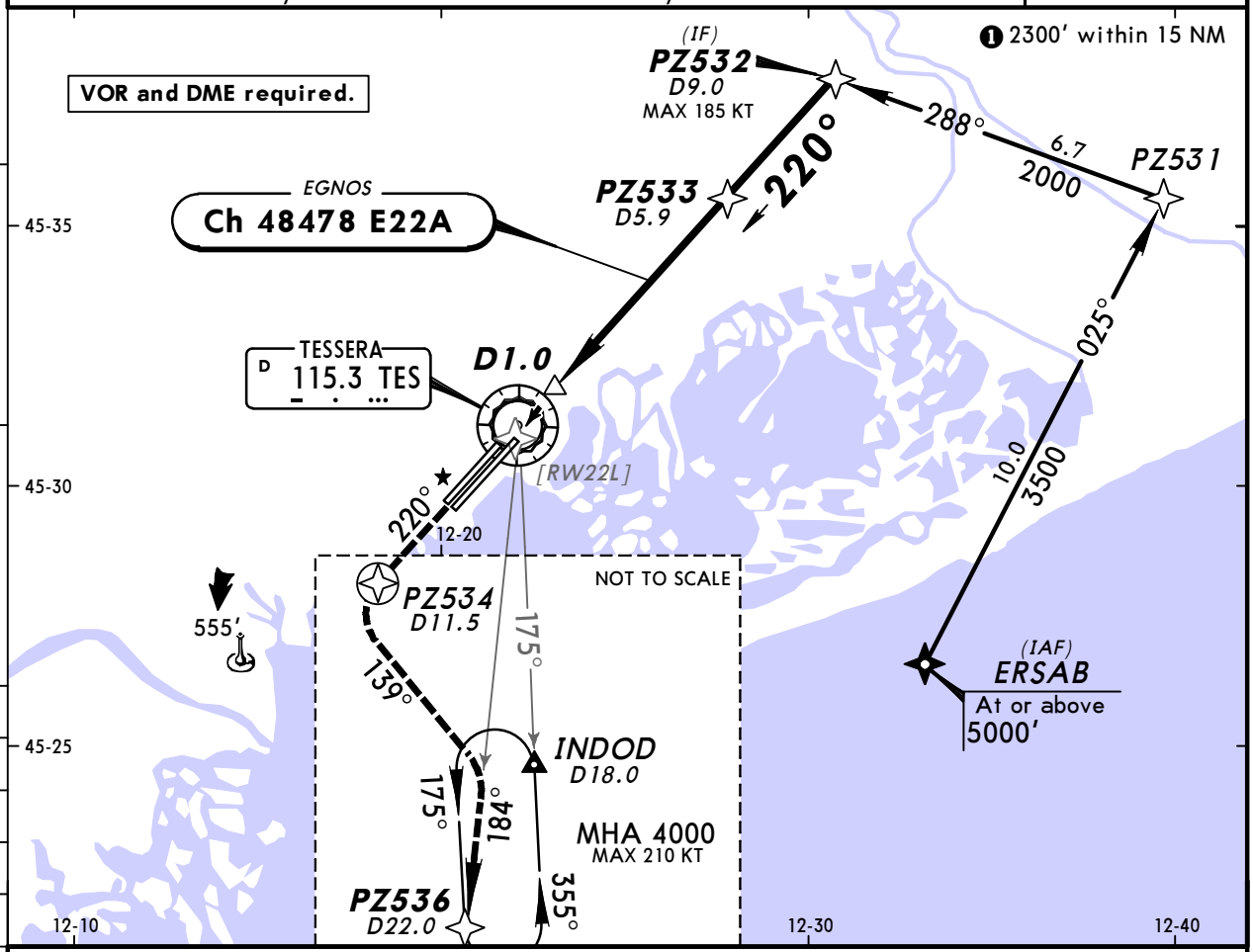
ATIS	VENICE Approach (R)	VENICE Tower	*Ground
128.650	118.9	120.2	121.7

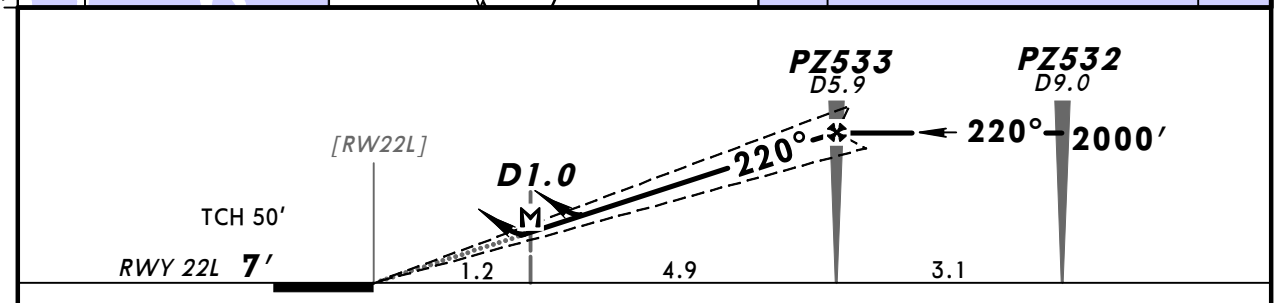
EGNOS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev / RWY
Ch 48478 E22A	220°	PZ533 2000′ (1993′)	Refer to Minimums	Apt Elev 7′ / RWY 7′

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′

MSA ARP: 7200′ (1) 200° 100° 2800′ 1800′ 020°





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′)	C: 403′ (396′)	DA(H) 500′ (493′)	
	B: 395′ (388′)	D: 414′ (407′)		
		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: ATIS frequency.

© JEPPESEN, 2013, 2014. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

LIPZ/VCE
TESSERA

JEPPESEN

12 DEC 14 (13-1)

VENICE, ITALY
VOR Rwy 04L/R

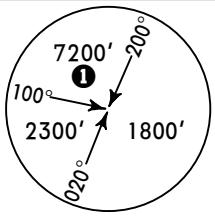
BRIEFING STRIP ™

ATIS	VENICE Approach (R)	VENICE Tower	*Ground
128.650	118.9	120.2	121.7

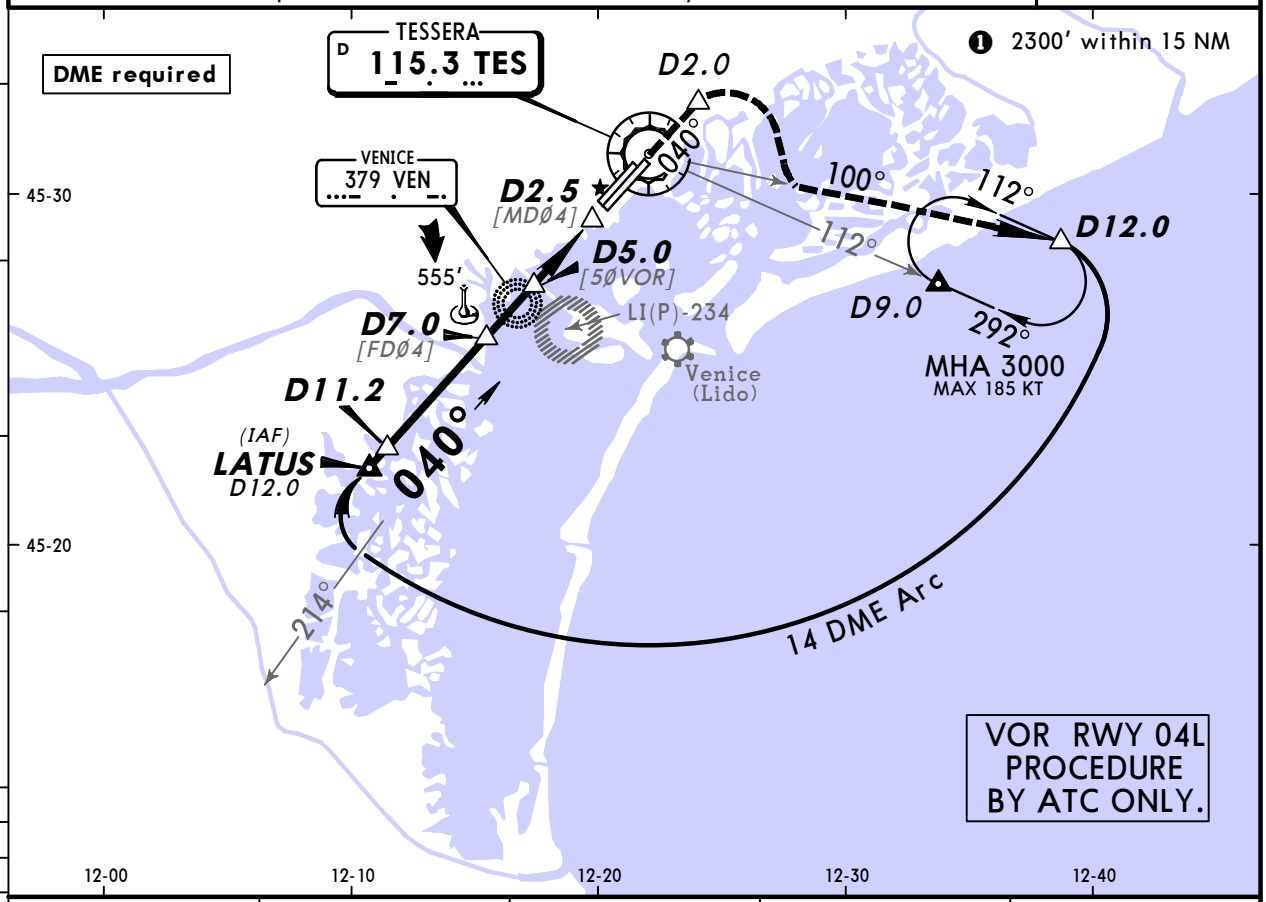
VOR	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev
TES 115.3	040°	D7.0 1650′ (1643′)	Refer to Minimums	7′

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.

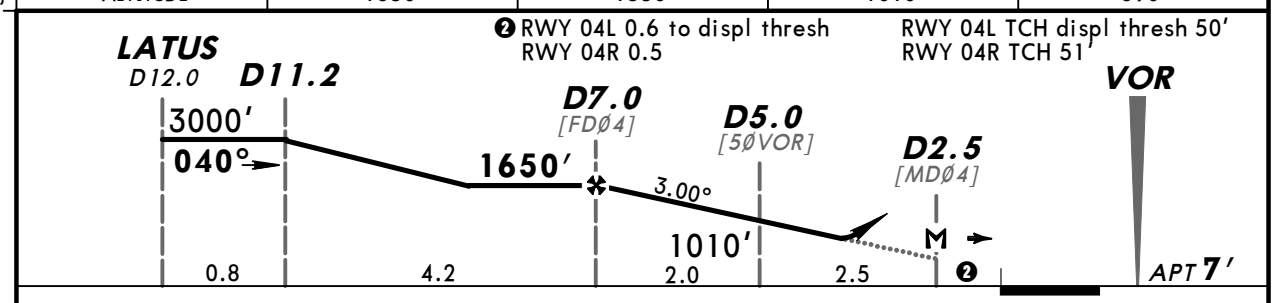
Alt Set: hPa | Apt Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000′



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′)	ALS out	RWY 04R DA(H) 550′ (543′)	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: ATIS frequency.

© JEPPESEN, 2000, 2014. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

LIPZ/VCE
TESSERA

JEPPESEN

12 DEC 14 (13-2)

VENICE, ITALY
VOR Rwy 22L

ATIS	VENICE Approach (R)	VENICE Tower	*Ground
128.650	118.9	120.2	121.7

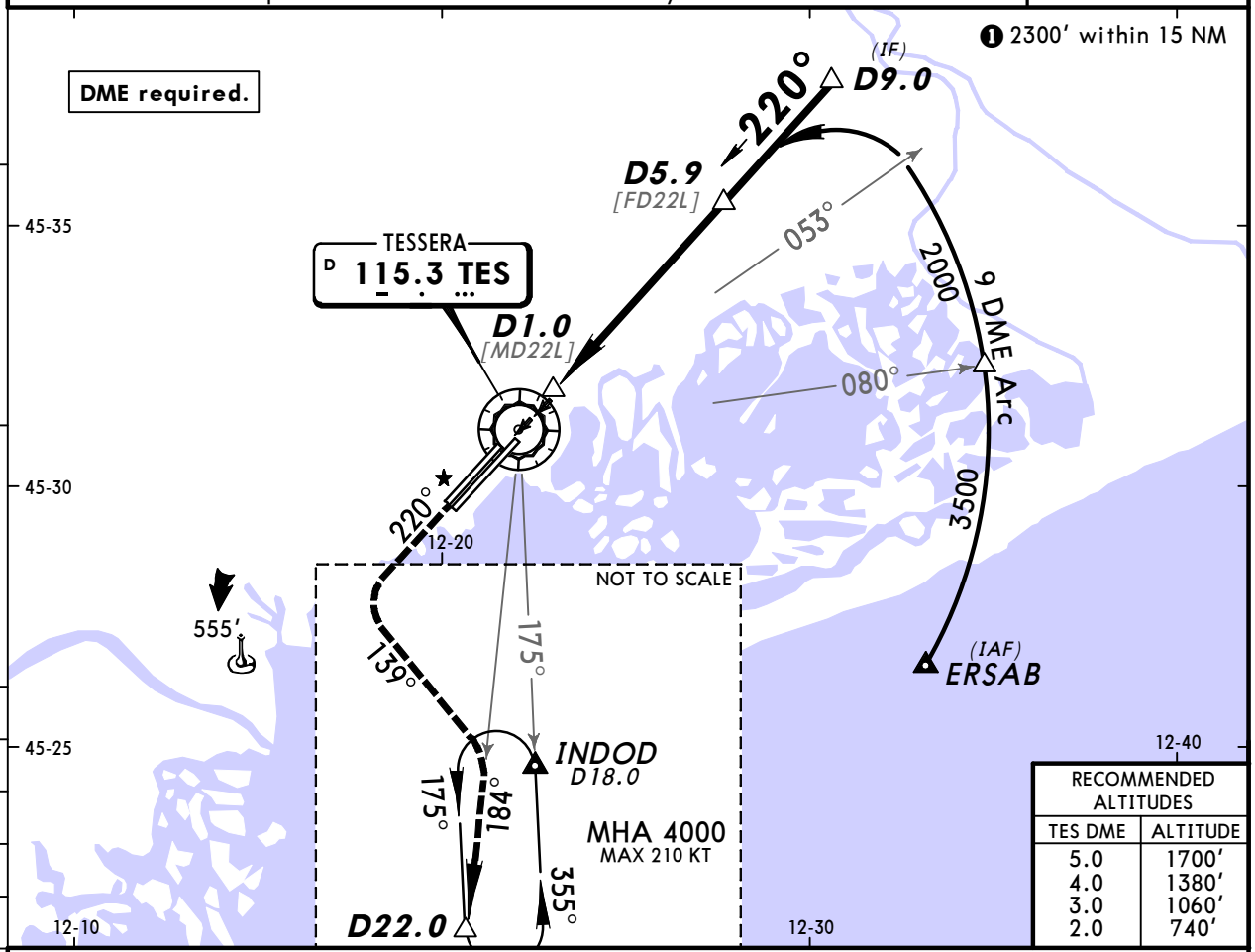
BRIEFING STRIP™

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

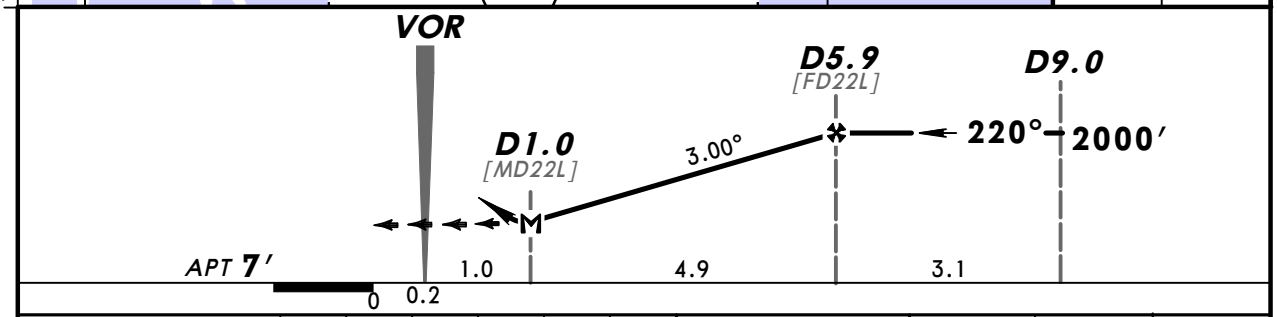
MISSED APCH: Climb on 220° to 4000′. Passing 2000′ turn LEFT (MAX 210 KT) on 139° to join and follow R-184. At D22.0 join INDOD holding.

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

MSA TES VOR: 7200′ (200°, 100°, 020°); 2300′, 1800′



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: ATIS frequency.

© JEPPESEN, 2000, 2014. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

LIPZ/VCE
TESSERA

JEPPESEN

12 DEC 14 (13-3)

VENICE, ITALY
VOR Rwy 22R

ATIS	VENICE Approach (R)	VENICE Tower	*Ground
128.650	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: 7200′ (200°), 2300′ (100°), 1800′ (020°)

❶ 2300′ within 15 NM

DME required.

PROCEDURE BY ATC ONLY.

TESSERA D 115.3 TES

(IF) D9.0 — 220° — D5.6 [FD22R] — 053° — 2000 — 9 DME Arc — 080° — D0.5 [MD22R] — 3500 — (IAF) ERSAB

NOT TO SCALE

220° — 12-20 — 139° — 175° — INDOD D18.0 — 184° — 175° — 355° — D22.0

MHA 4000 MAX 210 KT

555′

45-35 / 45-30 / 45-25

12-10 / 12-30 / 12-40

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

VOR — D0.5 [MD22R] — 3.00° — D5.6 [FD22R] — 220° — D9.0 2000′

APT 7′ — 0.5 — 5.1 — 3.4 — 0 0.5

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°

PANS OPS

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

CHANGES: ATIS frequency.

© JEPPESEN, 2007, 2014. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.2.0.0 on 10 Jan 2016; Terminal chart data cycle 01-2016; Notice: After 14 Jan 2016, 0000Z, this chart may no longer be valid

LIPZ/VCE
TESSERA

JEPPESEN

12 DEC 14 (16-1)

VENICE, ITALY
NDB Rwy 04R

BRIEFING STRIP™

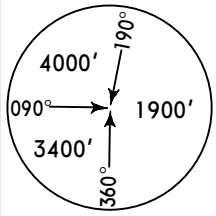
ATIS	VENICE Approach (R)	VENICE Tower	*Ground
128.650	118.9	120.2	121.7

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

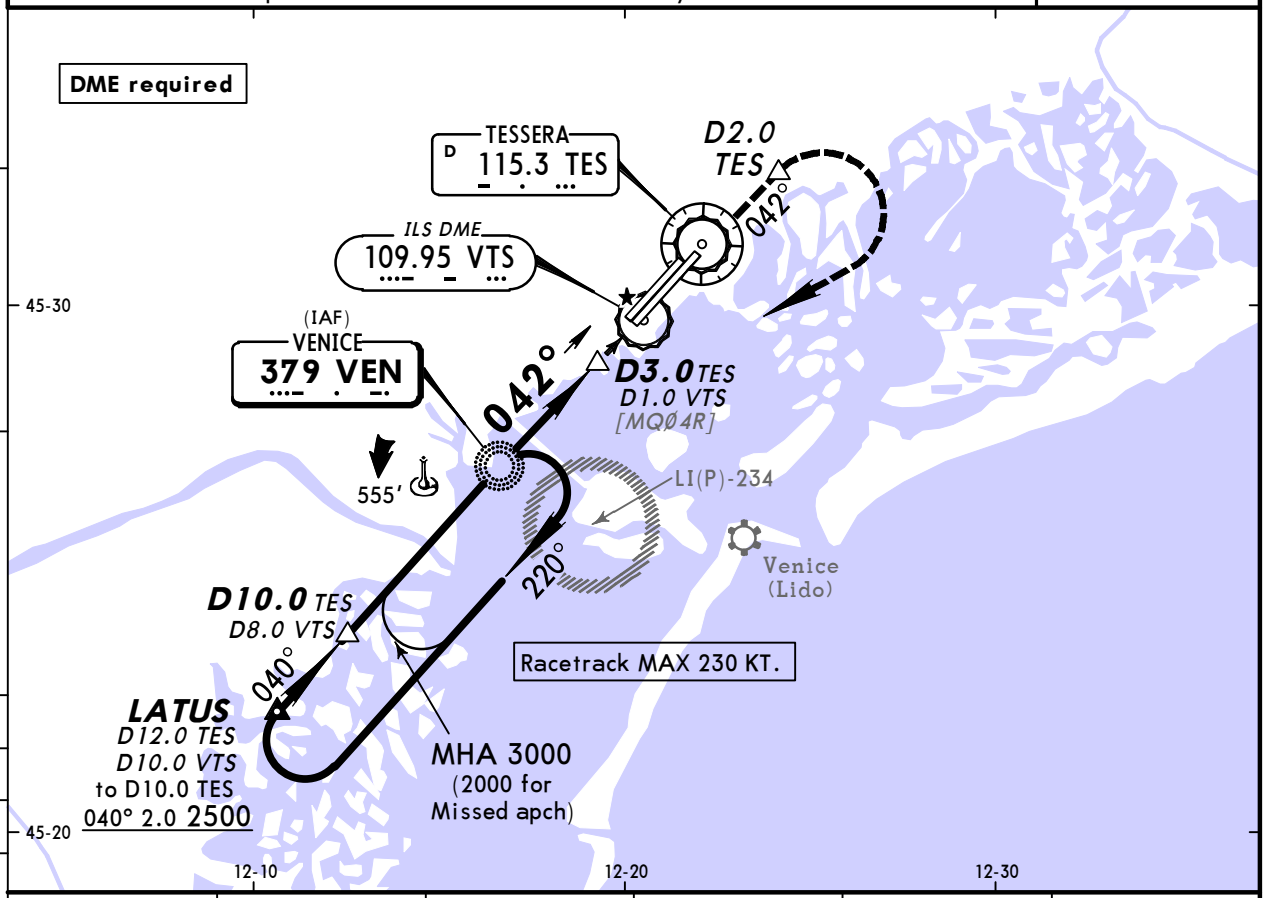
MISSED APCH: Climb on 042° to 2000′. At D2.0 TES turn RIGHT (MAX 200 KT) to Lctr.

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.

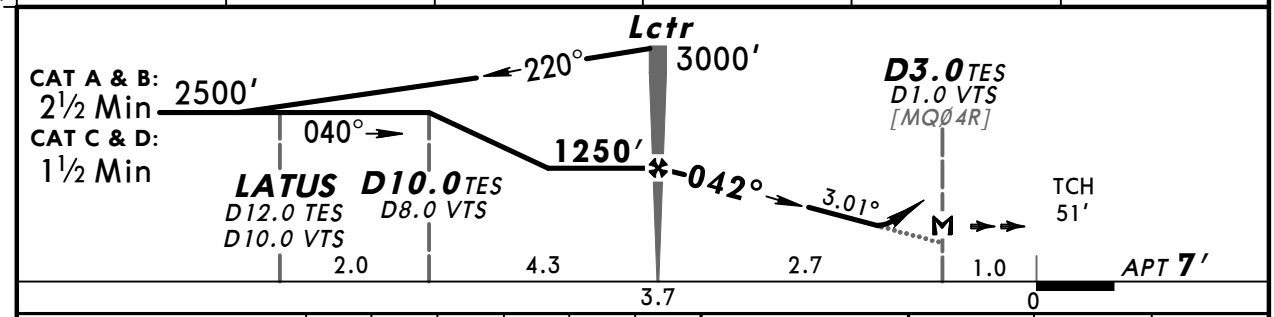
Alt Set: hPa | Apt Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000′



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

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

CHANGES: ATIS frequency.

© JEPPESEN, 2010, 2014. ALL RIGHTS RESERVED.

(c) JEPPESEN SANDERSON, INC., 2016, ALL RIGHTS RESERVED

Chart changes since cycle 26-2015

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
VENICE, (TESSERA - LIPZ)				
REV	BELOV 7V DEP	10-3F	01 Jan 2016	07 Jan 2016
DEL	BZO 7V DEP	10-3G	01 Jan 2016	07 Jan 2016
ADD	CHI 8D DEP	10-3G	01 Jan 2016	07 Jan 2016
ADD	CHI 7V & 8Y & 8Z DEPS	10-3H	01 Jan 2016	07 Jan 2016
DEL	CHI 8D DEP	10-3H	01 Jan 2016	07 Jan 2016
DEL	CHI 7V & 8Y & 8Z DEPS	10-3J	01 Jan 2016	07 Jan 2016
ADD	ROKIB 5W DEP	10-3J	01 Jan 2016	07 Jan 2016

(c) JEPPESEN SANDERSON, INC., 2016, ALL RIGHTS RESERVED

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LIPZ

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.

Type: Terminal
Effectivity: Temporary
Begin Date: 20140529
End Date: 20140530

(10-1R) Several altitudes and sectors revised.