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JEPPESEN
JeppView for Windows

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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: 0321 Z
Sunset: 1902 Z

Runway Information

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

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

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

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

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Communication Information

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

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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.

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1. GENERAL

1.5. TAXI PROCEDURES

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

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. A-CDM DEPARTURE PROCEDURES

3.1.1. GENERAL

The procedure starts at EOBT -3 hours and is applied to all the operations until take-off.

A-CDM Milestone approach is mainly based on TOBT and TSAT.

TOBT - Target Off-Block Time - Estimated time, calculated by an ACFT Operator/Ground Handler (AO/GH), when an ACFT will be "ready to move".

TSAT - Target Start-Up Approval Time - Calculated time at which start-up clearance can be expected at the latest. TSAT includes all relevant parameters such as CTOT, variable taxiing time etc.

3.1.2. MILESTONES

a) EOBT -3h (M1)

ATC flight plans will be checked against their Airport Slot - Scheduled Off-Block Time (SOBT); other checks include the destination airport, type of ACFT and registration marks. If they do not correspond, the flight will not enter the predeparture sequence and an alert is risen on the local A-CDM platform. AO/GH must take the appropriate actions to solve the alerts as earliest as possible.

General Aviation flights must comply with the SOBT assigned in the PPR.

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3. DEPARTURE

b) EOBT -2h (M2)

TOBT is the time when the ACFT is planned to be "Ready to move".

At FIR Entry (for turnaround flights) or at EOBT -2h, the system will automatically generate a TOBT as follows:

- TOBT = ELDT + EXIT + MTT - for inbound flights not yet landed;
- TOBT = ALDT + EXIT + MTT- for flights already landed;
- TOBT = AIBT + MTT - for ACFT at the parking stand.

Flights not subject to turnaround or ACFT with a ground time greater than 2 hours will enter the pre-departure sequence with a TOBT = EOBT.

In both cases the AO/GH can input a manual TOBT that should comply with following rules:

- TOBT greater than Actual time +5';
- TOBT greater than ALDT + EXIT + RTT - for flights already landed;
- TOBT greater than AIBT + RTT - for ACFT at the parking stand.

At EOBT -2h a T-DPI-t message will be sent to NMOC containing the TTOT.

c) EOBT -40': TSAT Issue Time (M9)

AO/GH is responsible to confirm TOBT at EOBT -40'. TOBT must be coherent with EOBT, according the ±15' window. FPL must be updated by AO/GH if EOBT is not consistent with TOBT.

At EOBT -40', ENAV A-CDM platform will issue a TSAT based on the last confirmed TOBT.

TOBT must be updated by AO/GH for any change.

TOBT can be updated as often as desired until TSAT issue time, after that TOBT may be updated up to a maximum of 3 times, then the flight will lose priority in the pre-departure sequence.

At EOBT -40', a T-DPI-s message will be sent to NMOC containing TOBT, TTOT, TSAT.

d) ARDT (Actual Ready Time) (M12)

Departing traffic must be "ready to move" within TOBT ±5' and must contact Aerodrome Operator "SAVE" on frequency 131.480 MHz, call sign"Aerodrome Operations", to obtain the ARDT.

Aerodrome Operations, after the check of "ready to move" status, will issue the ARDT and provide the pilot with the current TSAT.

If the ACFT is not "ready to move" within TOBT +5', TOBT will be automatically deleted by A-CDM platform. A new TOBT must be inserted in the platform within 5 minutes, otherwise a flight suspension message (FLS) will be triggered by NMOC with the comment "SUSPENDED BY DEPARTURE AIRPORT. PLEASE SEND DLA/CHG OR UPDATE TOBT OF THE FLIGHT"; (e.g. TOBT=1000, no ARDT within 1005, no TOBT update = greater than FLS at 1010).

To de-suspend the flight, a new TOBT must be inserted into A-CDM platform. It is still mandatory to send a DLA message to the IFPS if TOBT deviates by 15 minutes or more from EOBT.

If the flight is subject to a CTOT, at ARDT a DPI message will be sent to NMOC in order to try to get an improvement. There is no need to request a REA message to get a CTOT improvement.

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3. DEPARTURE

e) ASAT and AOBT (M14/M15)

Once the ARDT has been obtained, departing traffic shall contact, within TSAT ±5', Venezia GND 0700-2300LT or Venezia TWR 2300-0700LT.

Departing traffic must thus keep a listening watch on the appropriate ATC frequency in order to receive a possible improvement. If an improved TSAT is available after ARDT, ATC will contact the departing traffic to notify the revised TSAT.

ATC will approve start-up and issue the en-route clearance according TSAT and current traffic situation.

Departing traffic must leave the stand within ASAT +5'.

At AOBT an A-DPI message will be sent to NMOC containing latest TTOT.

If traffic is unable to leave the stand ASAT +5', or must return to the stand, it must inform ATC on the appropriate frequency. ATC will remove the flight from the pre-departure sequence and a C-DPI message will be sent to NMOC, that in turn issues a FLS message with the comment:
"SUSPENDED BY DEPARTURE AIRPORT. PLEASE SEND DLA/CHG OR UPDATE TOBT OF THE FLIGHT".
In this case the process has to be started over with a new TOBT.

3.1.3. ACFT DE-ICING REQUESTS

Every request for de-icing/anti-icing shall be forwarded to the own handling operator.

Due to the influence that ACFT de-icing has on the sequencing process it is highly advised to request ACFT de-icing at the latest at TOBT -40'.

De-icing requests submitted up to 25' before TOBT will be sequenced in accordance with TOBT.

De-icing requests submitted later than 25' before TOBT will be inserted in the sequence in the first position available, in order to guarantee the priority of the flights who requested timely the service.

De-icing request and relevant data will be published on SAVE A-CDM platform.

3.1.4. TOBT: RULES AND RESPONSIBILITIES

Responsibility for TOBT

AO/GH is responsible of correct update and coherence of TOBT.

AO/GH must notify the MTT/RTT and subsequent changes for each ACFT type, to SAVE via email a-cdm@veniceairport.it.

TOBT Correction/Deletion

If TOBT is changed the new TOBT must be at least 5 minutes later than the present time.

If TOBT can no longer be met, it must be updated as soon as possible.

TOBT Input

TOBT can be put into SAVE A-CDM platform available for all registered users through a web platform or mobile app.

An account to access SAVE A-CDM platform can be obtained via a-cdm@veniceairport.it.

3.1.5. A-CDM PROCEDURE SUSPENSION

In case of A-CDM system failure the procedure will be suspended and:
- "A-CDM out of service" will be announced via ATIS;
- A NOTAM will be issued if the suspension lasts more than 2h;
- AO/GH will be informed by Aerodrome Operator SAVE;
- A standard Taxi Time Scheme will be adopted;
- REA messages can be asked to ATC to request a CTOT improvement.

Operations will follow "NON A-CDM DEPARTURES PROCEDURES".

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3. DEPARTURE

3.1.6. NON A-CDM DEPARTURE PROCEDURES - FAILURE OR SUSPENSION

When "ready to move " all departing ACFT must contact Aerodrome Operator SAVE on frequency 131.480 MHz, call sign "Aerodrome Operations", to be released from handling operations.

ATC will manage departure sequence according to the "first call - first served" principle and EOBT and CTOT tolerances as specified in AIP ENR 1.

3.1.7. COORDINATION WITH THE NMOC

A-CDM platform establishes a permanent and fully automatic data exchange with NMOC (Network Manager Operations Centre). This data transfer will enable highly accurate early predictions of landing and departure times. Furthermore, this will allow more accurate and efficient calculation of CTOT due to the use of local target take-off times.

The following messages are used:

- Flight Update Message (FUM);
- Early Departure Planning Information Message (E-DPI);
- Target Departure Planning Information Message (T-DPI);
- ATC Departure Planning Information Message (A-DPI);
- Cancel DPI (C-DPI).

The basic NMOC procedures continue to be applied.

3.1.8. EMAIL CONTACTS

ENAV: acdm.venice@enav.it ;
SAVE: a-cdm@veniceairport.it .

3.2. DE-ICING

3.2.1. GENERAL

De-icing operations normally take place on the dedicated remote stand near the RWY, with the exception of the following cases, in which it is performed on stand:

- 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. OTHER

"Ready to move" means:

- Loading-bridge, if any, retracted;
- All doors closed;
- Push-back tractor connected, if necessary;
- Stand clear of vehicles and personnel;
- Call to frequency 131.480 MHz "Aerodrome Operations" is required to be declared "ready to move".

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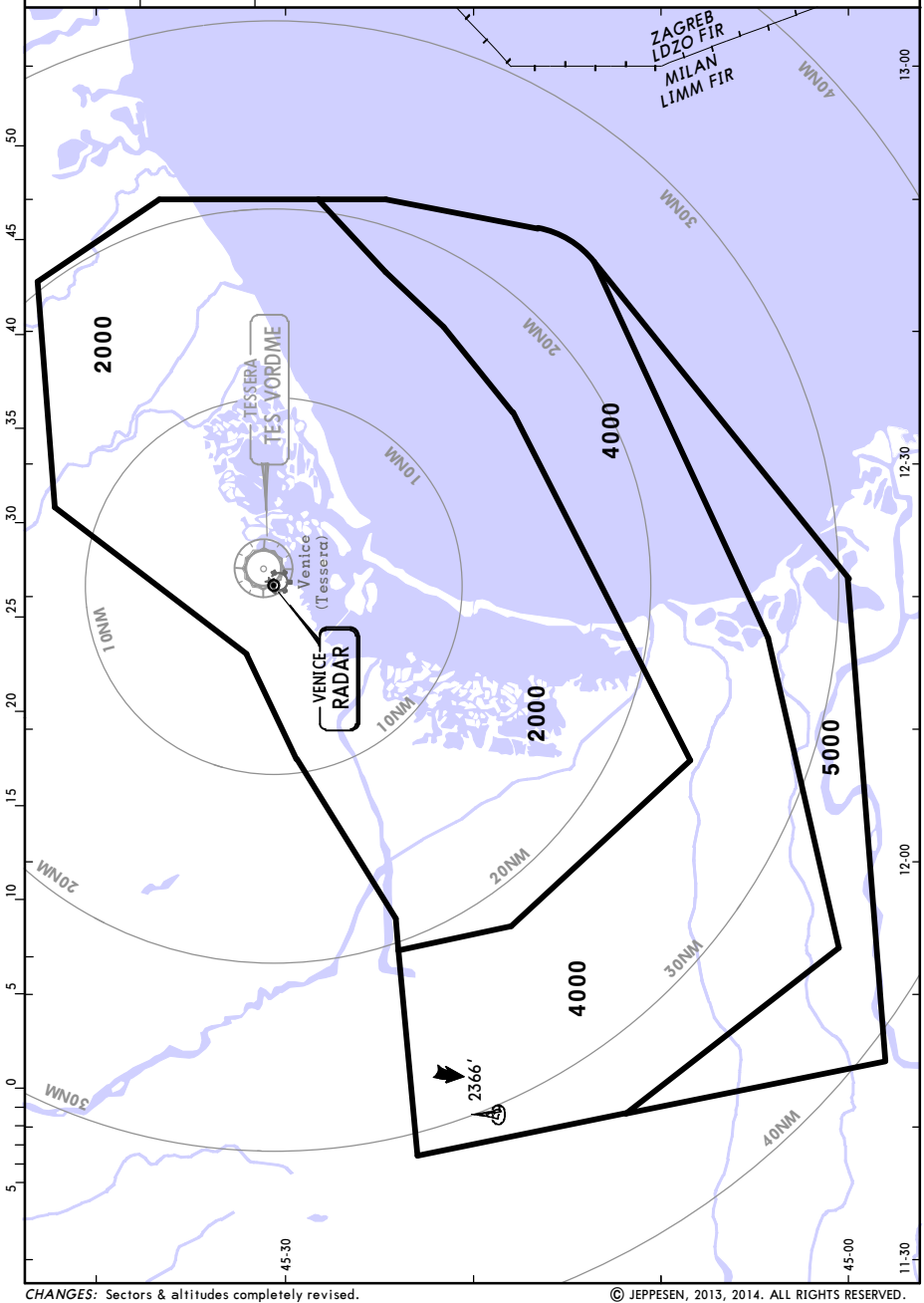
VENICE Radar 118.9	Apt Elev 7′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′ 1. Altitudes are based on Venice QNH. 2. Minimum altitudes provide at least 1000′ obstacle clearance within 3 NM of the sector boundary until 20 NM from RADAR antenna and within 5 NM of the sector boundary beyond 20 NM from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



CHANGES: Sectors & altitudes completely revised.

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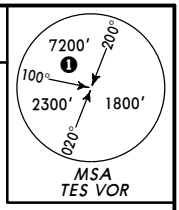
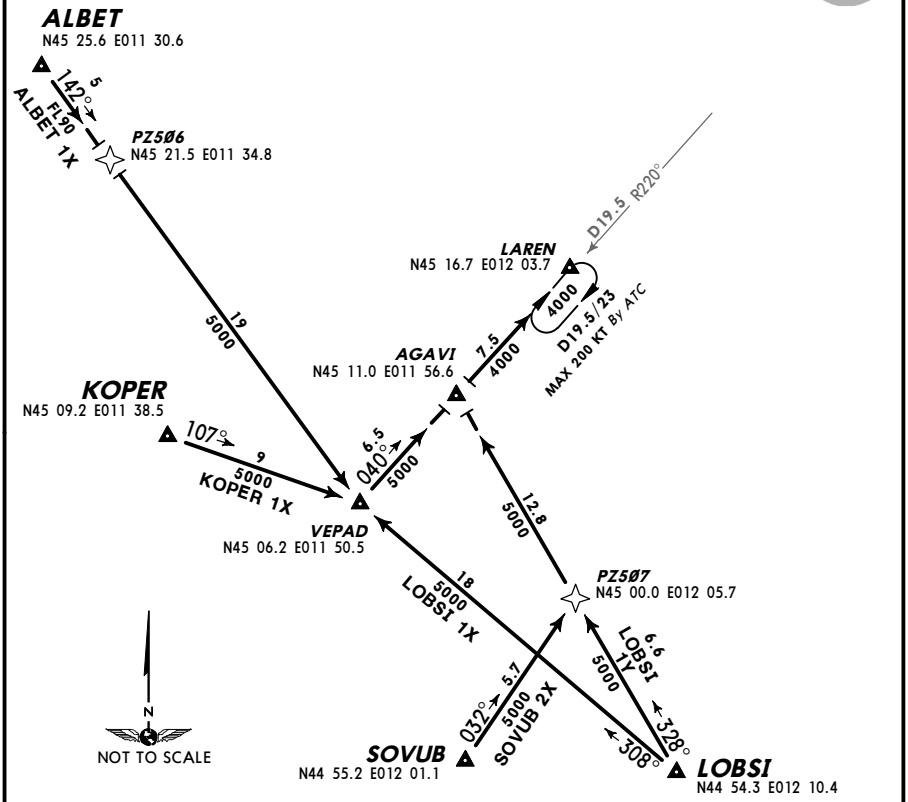
ATIS	Apt Elev	
128.650	7′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′



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.

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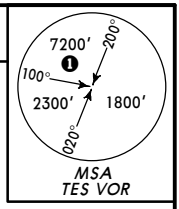
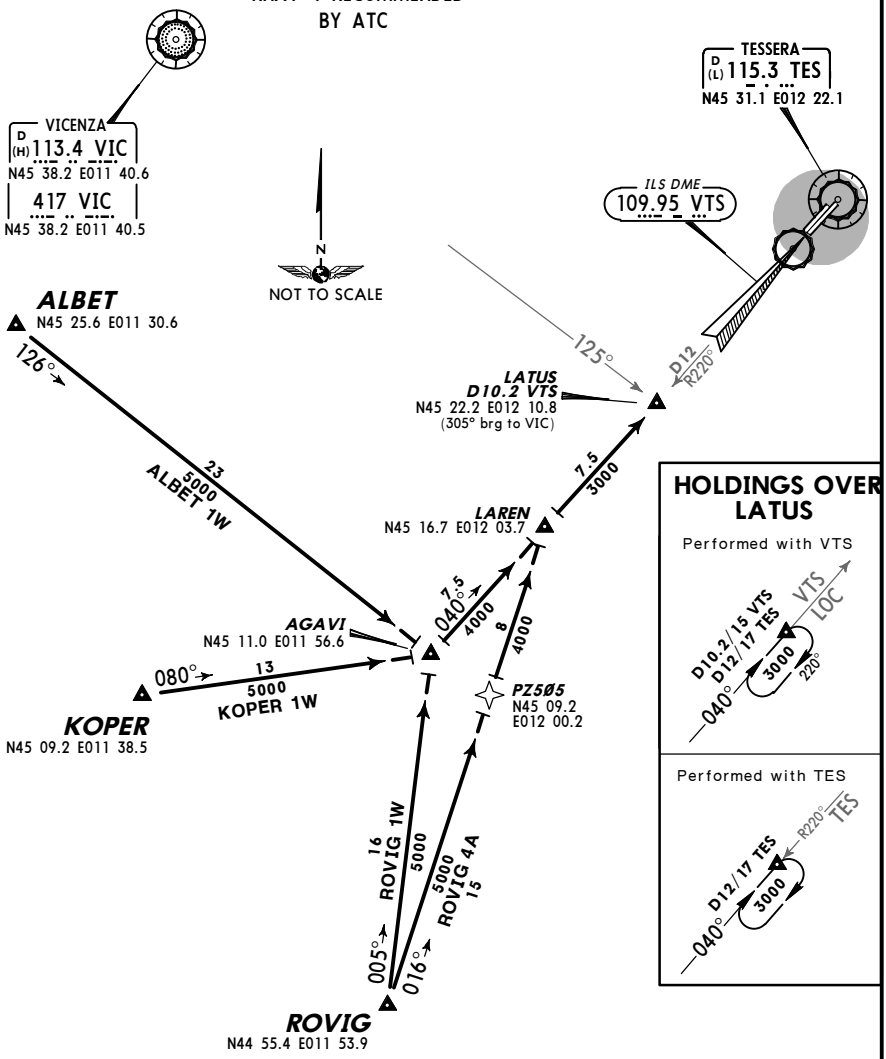
ATIS	Apt Elev	
128.650	7′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′



❶ 2300′ within 15 NM

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

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



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

CHANGES: ATIS revised.

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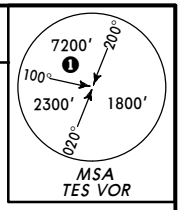
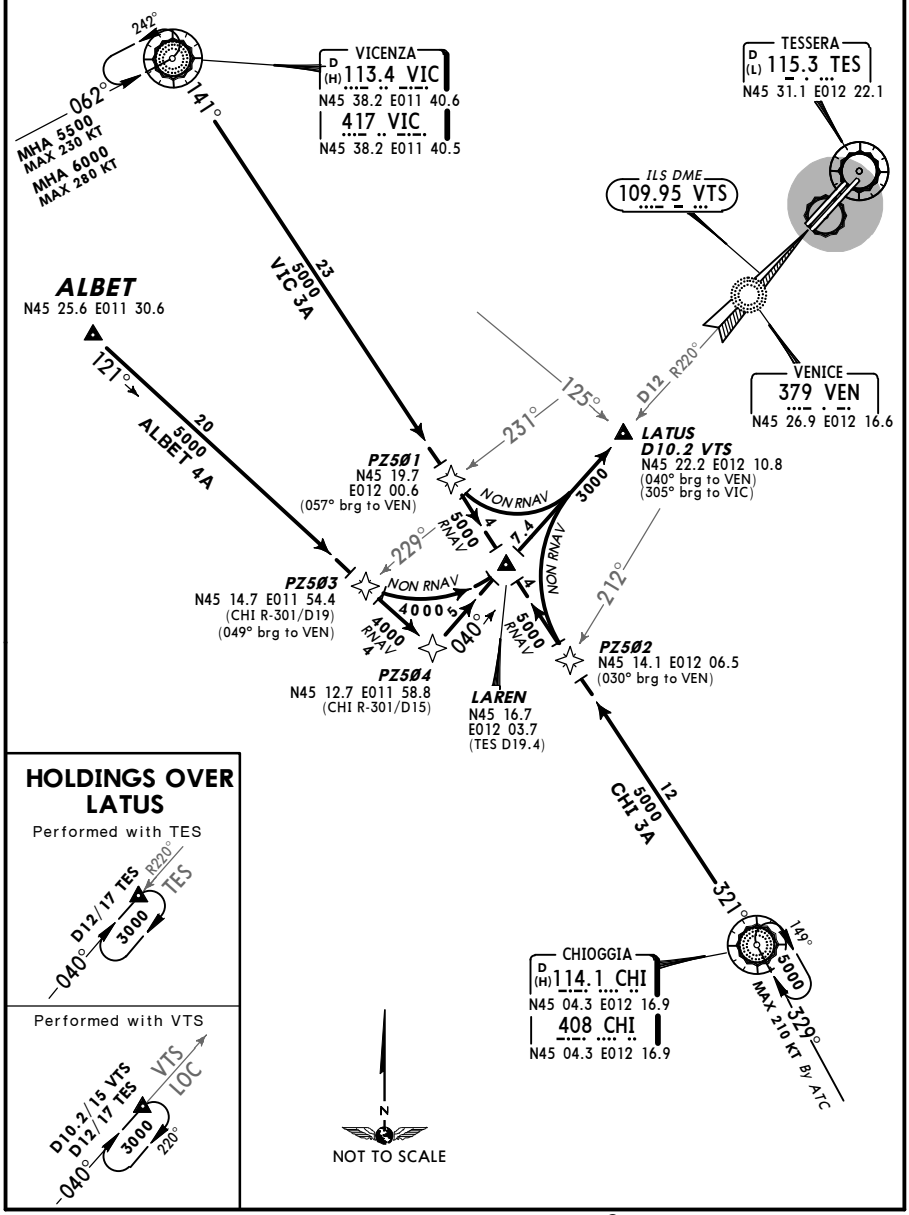
ATIS	Apt Elev	
128.650	7′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′



❶ 2300′ within 15 NM

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

RNAV (RNAV 1 RECOMMENDED) OR CONVENTIONAL
BY ATC



CHANGES: ATIS revised.

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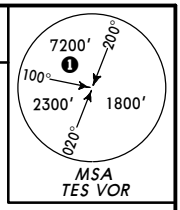
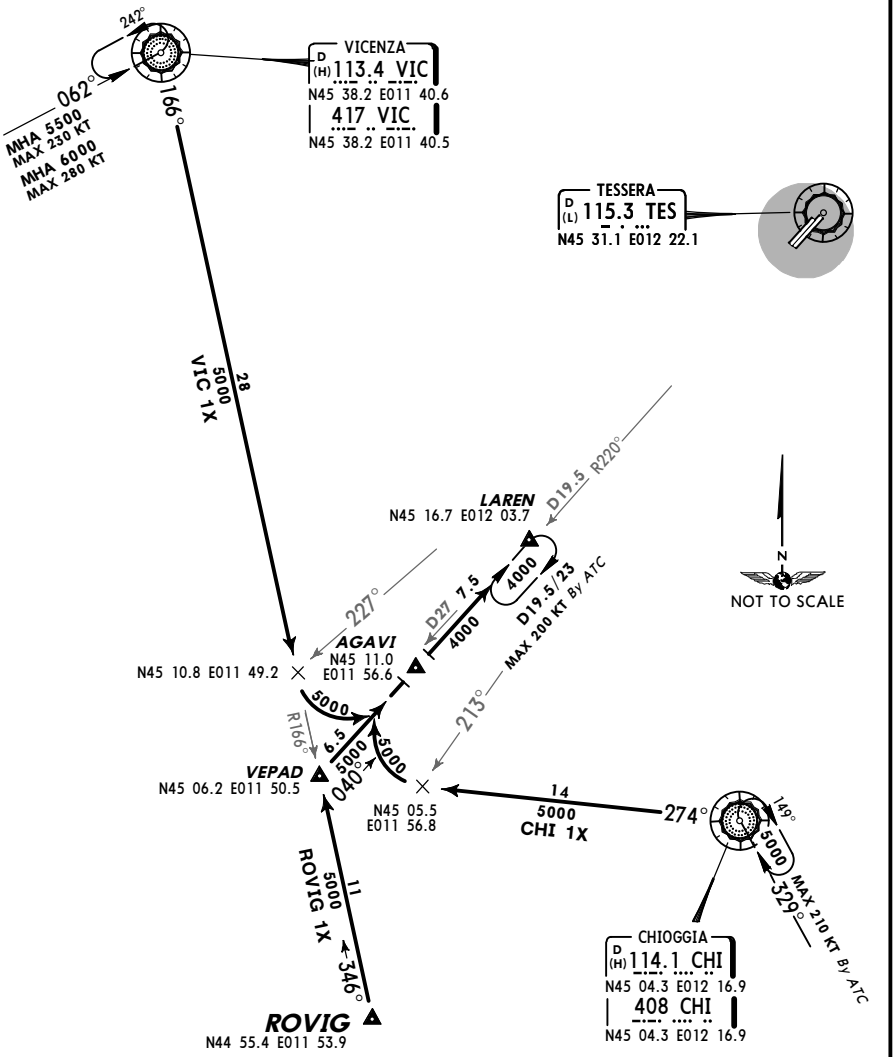
ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC Trans alt: 6000′
128.650	7′	



❶ 2300′ within 15 NM

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



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

CHANGES: ATIS revised.

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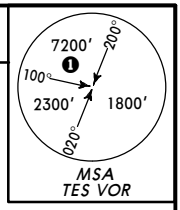
ATIS	Apt Elev	
128.650	7′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′



❶ 2300′ within 15 NM

ALBET 1Z *[ALB1Z]*

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

BY ATC

RWYS 22L/R TRANSITIONS

NOT TO SCALE

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

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

ALBET
N45 25.6 E011 30.6

KOPER
N45 09.2 E011 38.5

PZ5Ø8
D20 CHI
N45 20.3 E011 59.9

PZ5Ø9
D20 CHI
N45 15.2 E011 53.2

242°
062°
MHA 5500
MAX 230 KT
MHA 6000
MAX 280 KT
141°
23
FL90
VIC 1Z
121°
19
FL90
ALBET 1Z
098°
28
5000
KOPER 1Z
20
5000
20
5000
R321°
R301°
R278°
149°
5000
329°
MAX 210 KT By ATC

CHANGES: ATIS revised.

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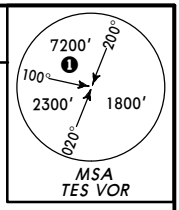
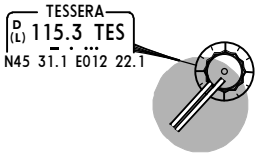
ATIS	Apt Elev	
128.650	7′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′



❶ 2300′ within 15 NM

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



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

149°
5000
329°
MAX 210 KT By ATC
R239°
R229°
R203°

19
5000
ROVIG 1Z

14
5000
SOVUB 1Z

11
5000
LOBSI 1Z

059°
049°
023°

ROVIG
N44 55.4 E011 53.9

SOVUB
N44 55.2 E012 01.1

LOBSI
N44 54.3 E012 10.4

CHANGES: ATIS revised.

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

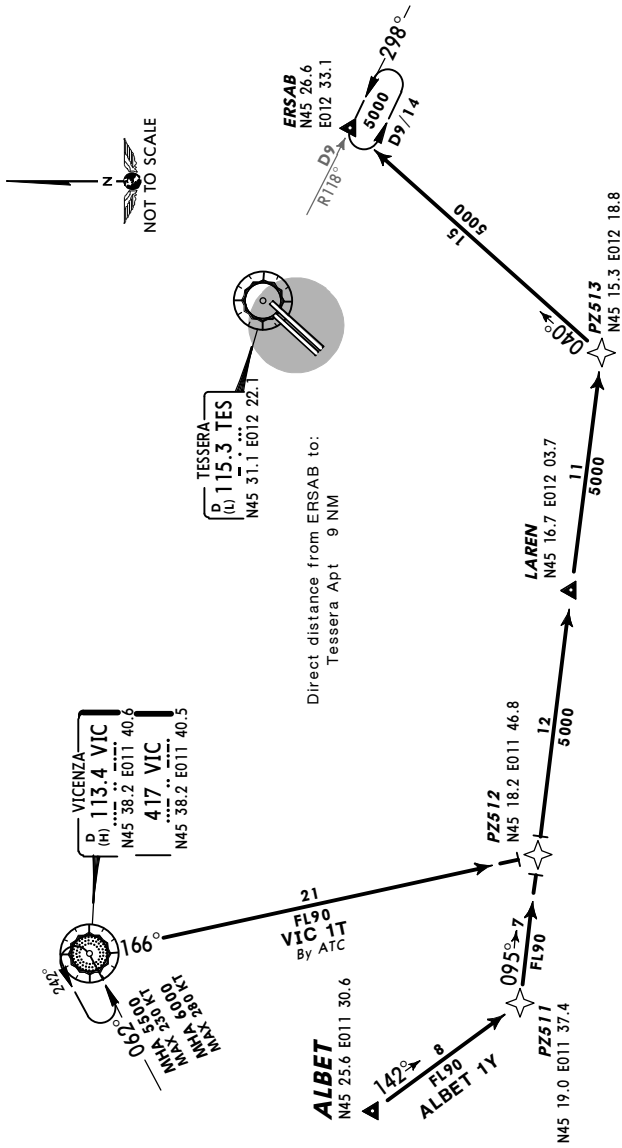
ALBET 1Y *[ALBE1Y]*

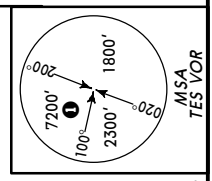
VIC 1T

BY ATC

RWYS 22L/R P-RNAV ARRIVALS

RNAV USABLE ONLY WHEN RADAR SERVICE AVAILABLE
RNAV 1 RECOMMENDED





2300′ within 15 NM

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

CHANGES: ATIS revised.

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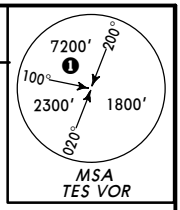
ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC Trans alt: 6000′
128.650	7′	



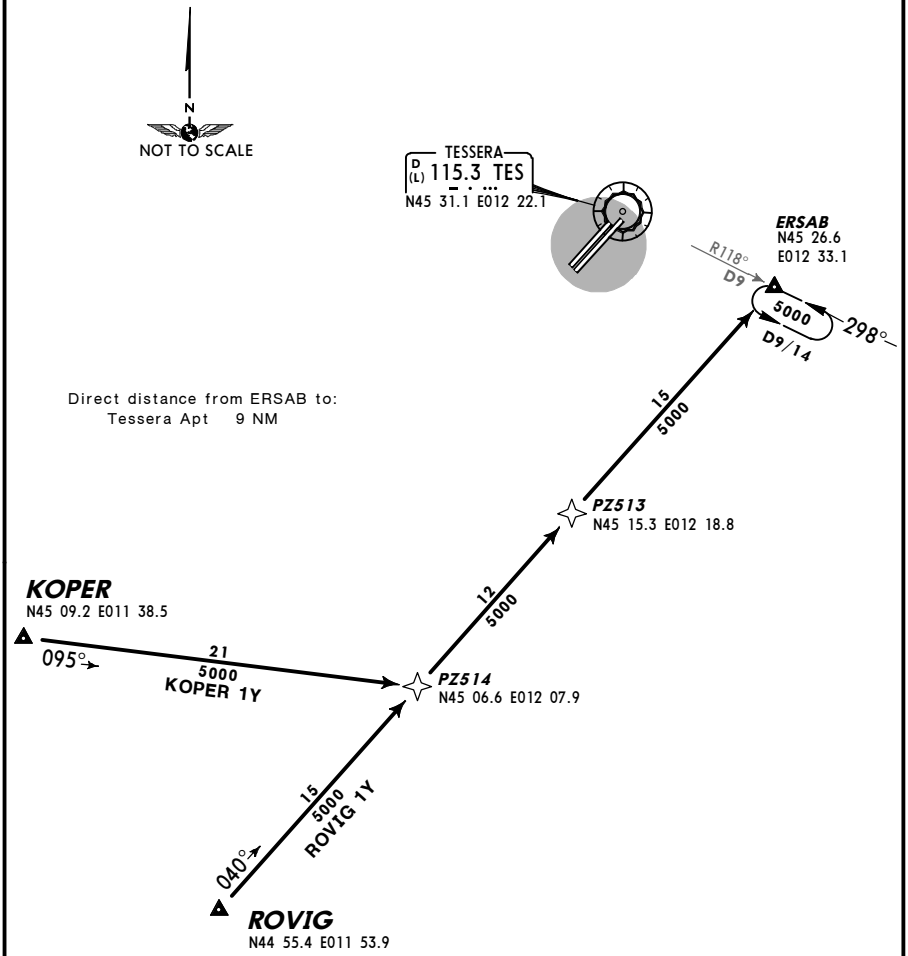
❶ 2300′
within 15 NM

KOPER 1Y *[KOPE1Y]*
BY ATC

ROVIG 1Y *[ROVI1Y]*

RWYS 22L/R P-RNAV ARRIVALS

RNAV USABLE ONLY WHEN RADAR SERVICE AVAILABLE
RNAV 1 RECOMMENDED



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

CHANGES: ATIS revised.

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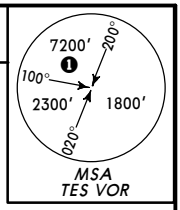
ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC Trans alt: 6000′
128.650	7′	



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.

N
NOT TO SCALE

Direct distance from ERSAB to:
Tessera Apt 9 NM

TESSERA
D (L) 115.3 TES
N45 31.1 E012 22.1

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

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°

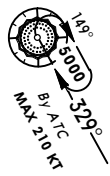
039°

023°
11
5000
LOBSI 1U

SOVUB
N44 55.2
E012 01.1

LOBSI
N44 54.3 E012 10.4

HOLDING
OVER CHI



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.

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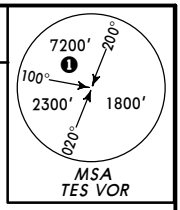
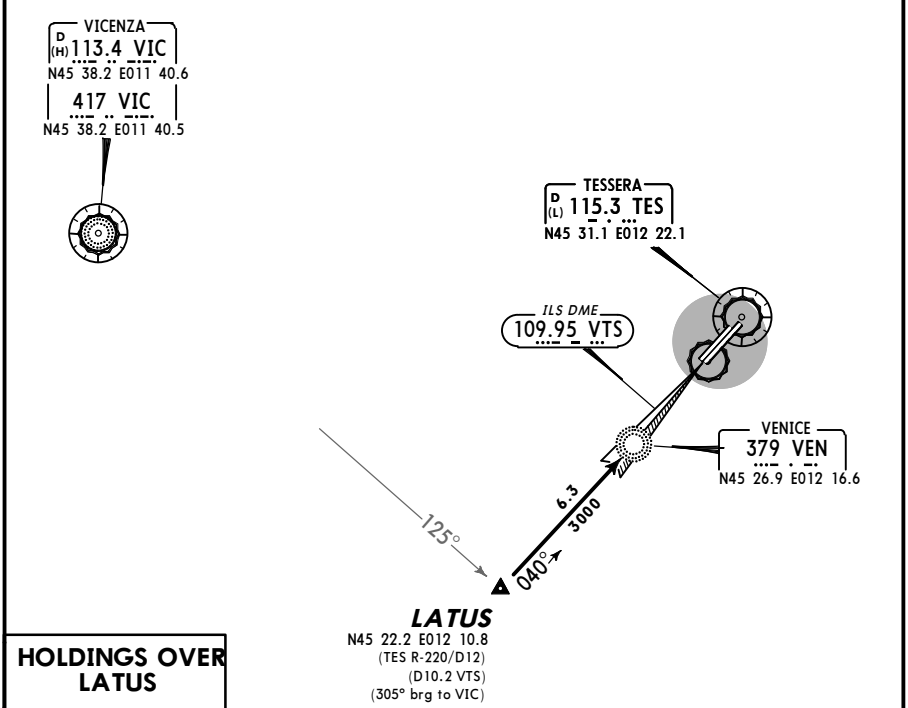
ATIS	Apt Elev	
128.650	7′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

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

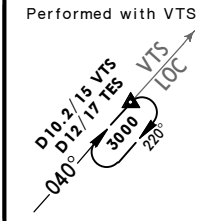


❶ 2300′ within 15 NM

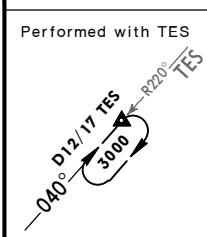


Direct distance from VEN to:
Tessera Apt 5 NM

HOLDINGS OVER LATUS
Performed with VTS



Performed with TES



HOLDING OVER VEN

NOT TO SCALE

ROUTING

LATUS - VEN.

CHANGES: ATIS revised.

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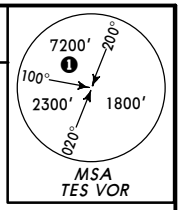
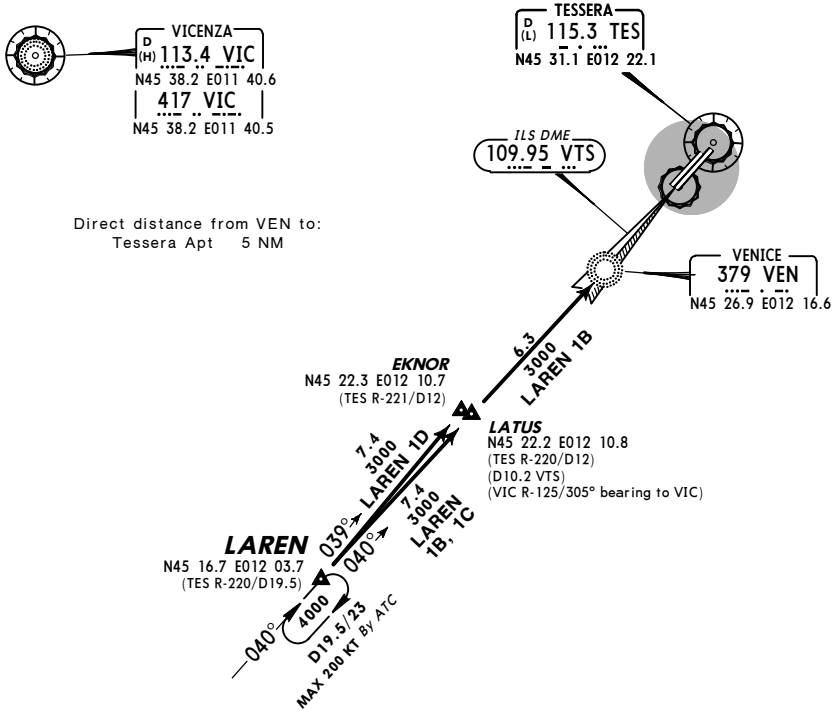
ATIS	Apt Elev	
128.650	7′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′



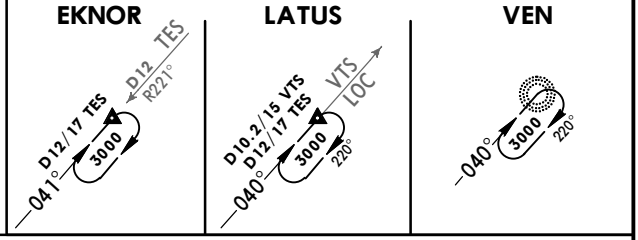
❶ 2300′ within 15 NM

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



NOT TO SCALE

HOLDINGS OVER



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

CHANGES: ATIS revised.

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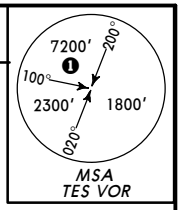
ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC Trans alt: 6000′
128.650	7′	



❶ 2300′
within 15 NM

CHI 1W

INDOD 1Z *[INDO1Z]*

BY ATC - STAR RESERVED TO MISSED APPROACH

RWYS 22L/R ARRIVALS

TESSERA
D (L) 115.3 TES
N45 31.1 E012 22.1

N
NOT TO SCALE

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

15
CHI 1W: 5000
INDOD 1Z: 4000

Direct distance from ERSAB to:
Tessera Apt 9 NM

D
INDOD
N45 13.2 E012 23.3

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

10
5000
CHI 1W

025°
149°
5000
329°
MAX 210 KT By ATC

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

CHANGES: ATIS revised.

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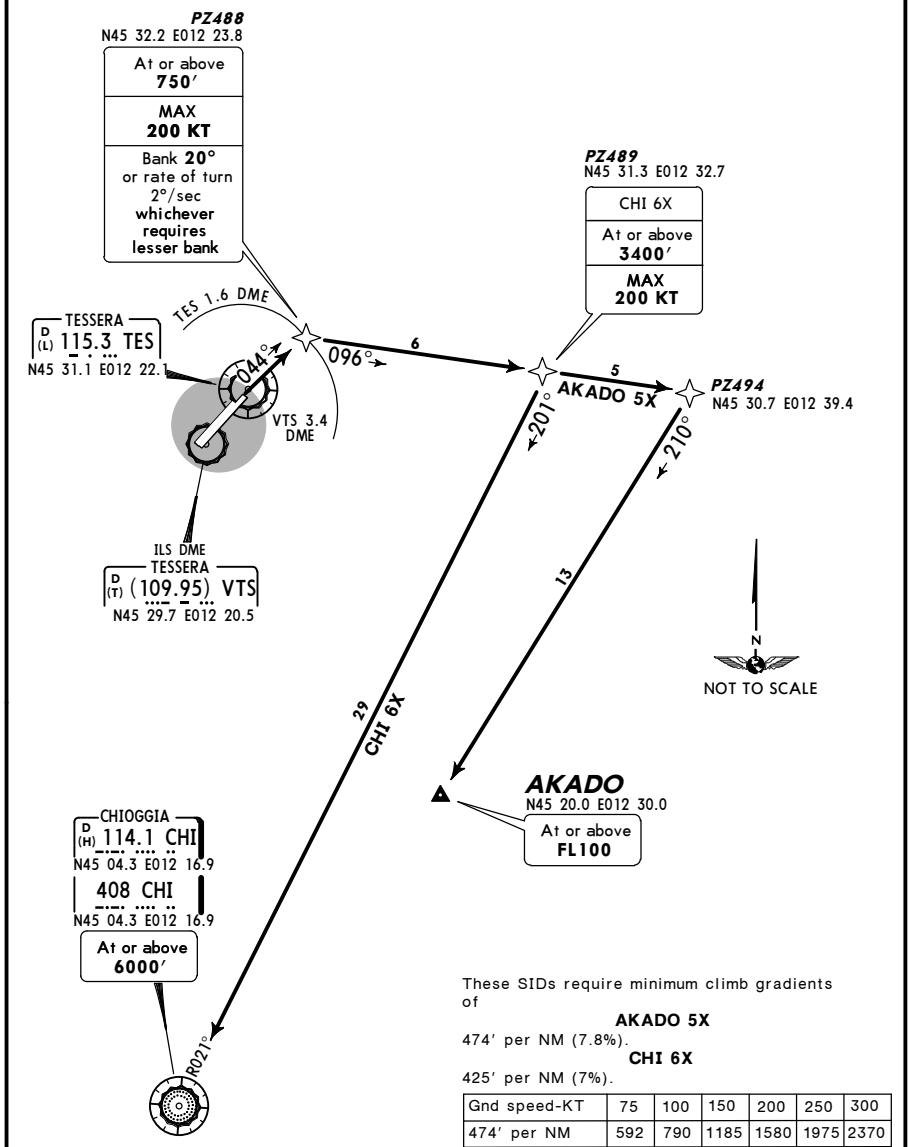
Apt Elev 7′	Trans level: By ATC Trans alt: 6000′ SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.

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.

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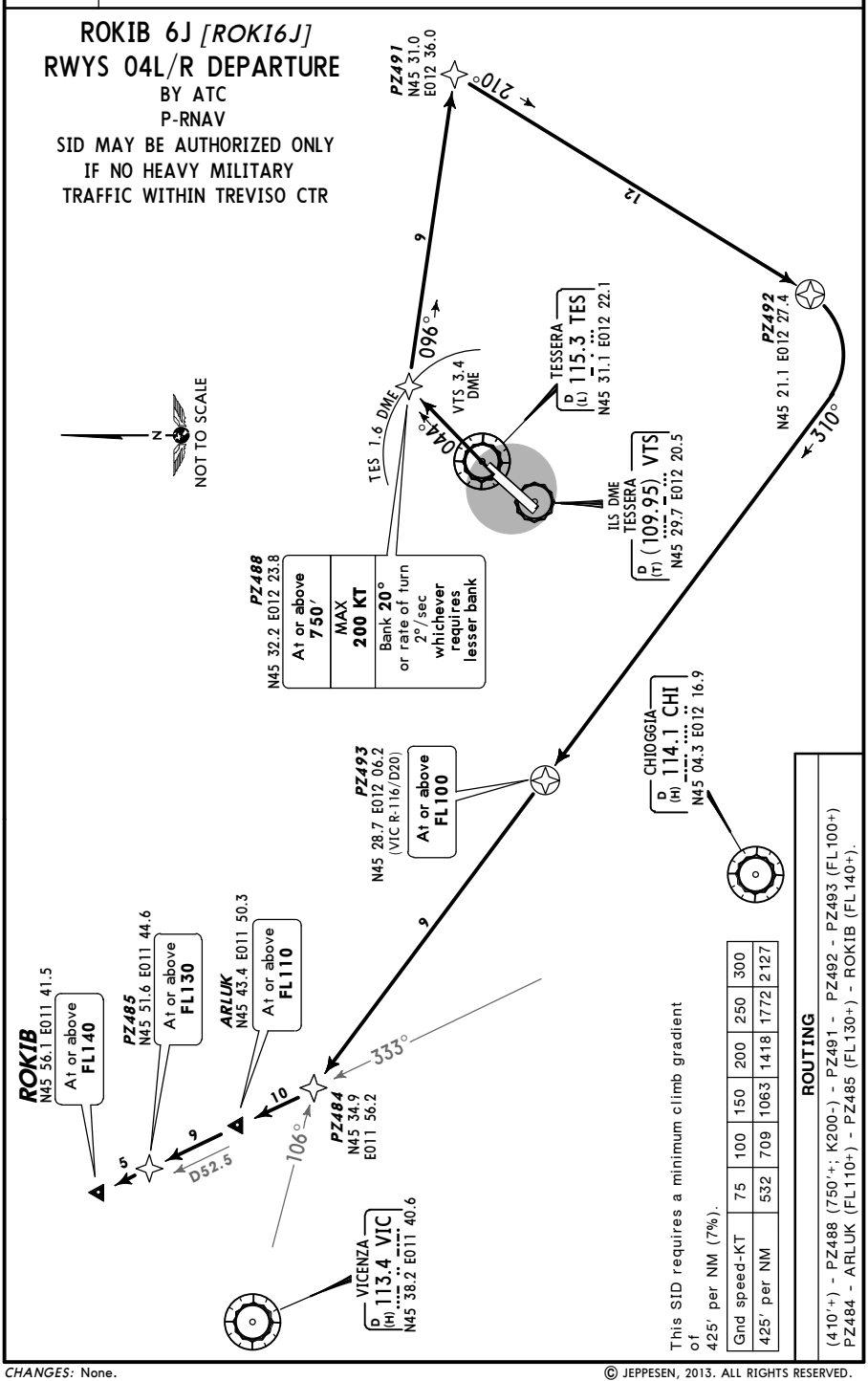
Apt Elev 7′	Trans level: By ATC Trans alt: 6000′ SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.

ROKIB 6J *[ROKI6J]*
RWYS 04L/R DEPARTURE
BY ATC
P-RNAV
SID MAY BE AUTHORIZED ONLY
IF NO HEAVY MILITARY
TRAFFIC WITHIN TREVISO CTR



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

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

ROUTING

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

CHANGES: None.

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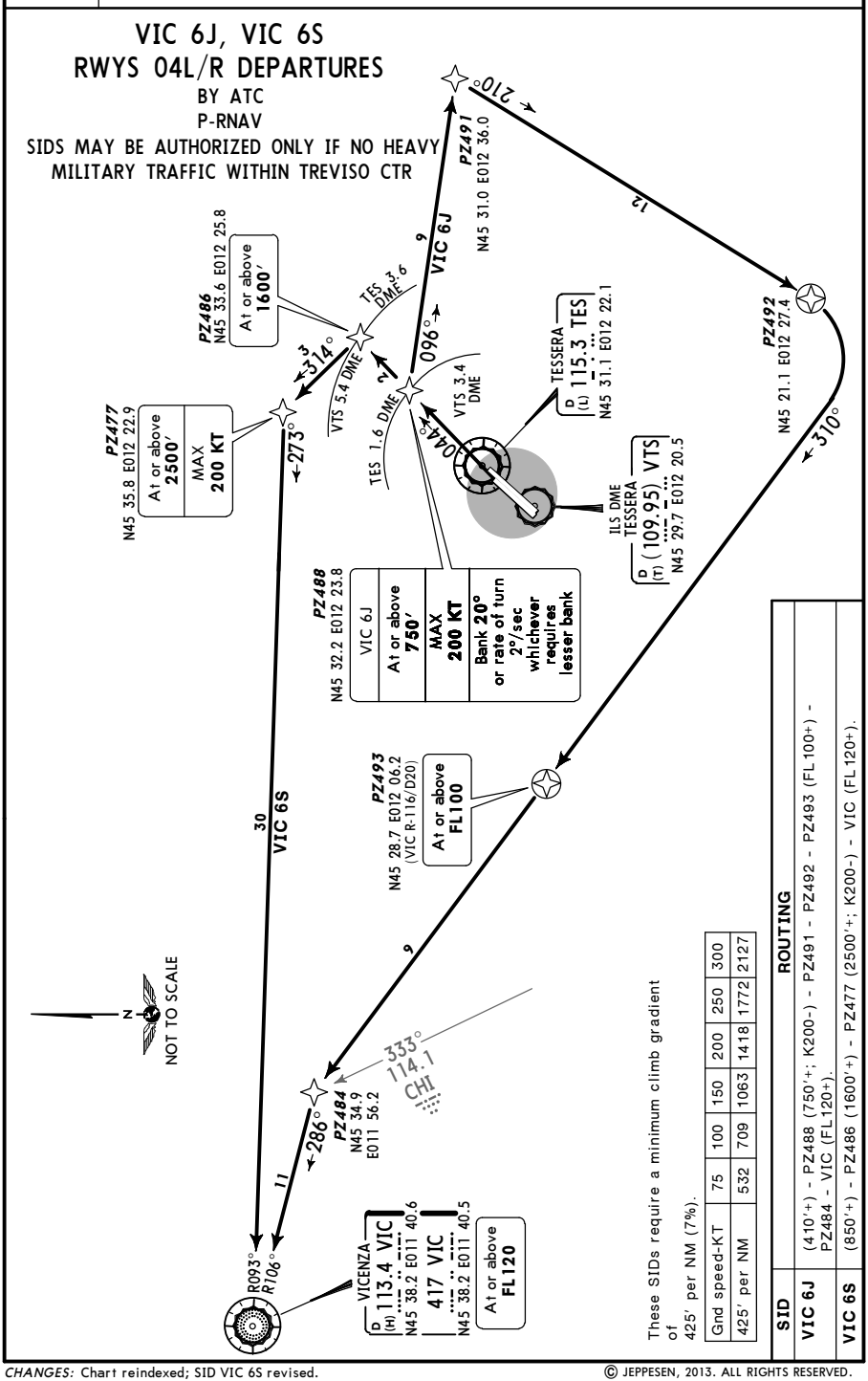
Apt Elev 7′	Trans level: By ATC Trans alt: 6000′ SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.

VIC 6J, VIC 6S
RWYS 04L/R DEPARTURES

BY ATC
P-RNAV

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



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

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

SID	ROUTING
VIC 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.

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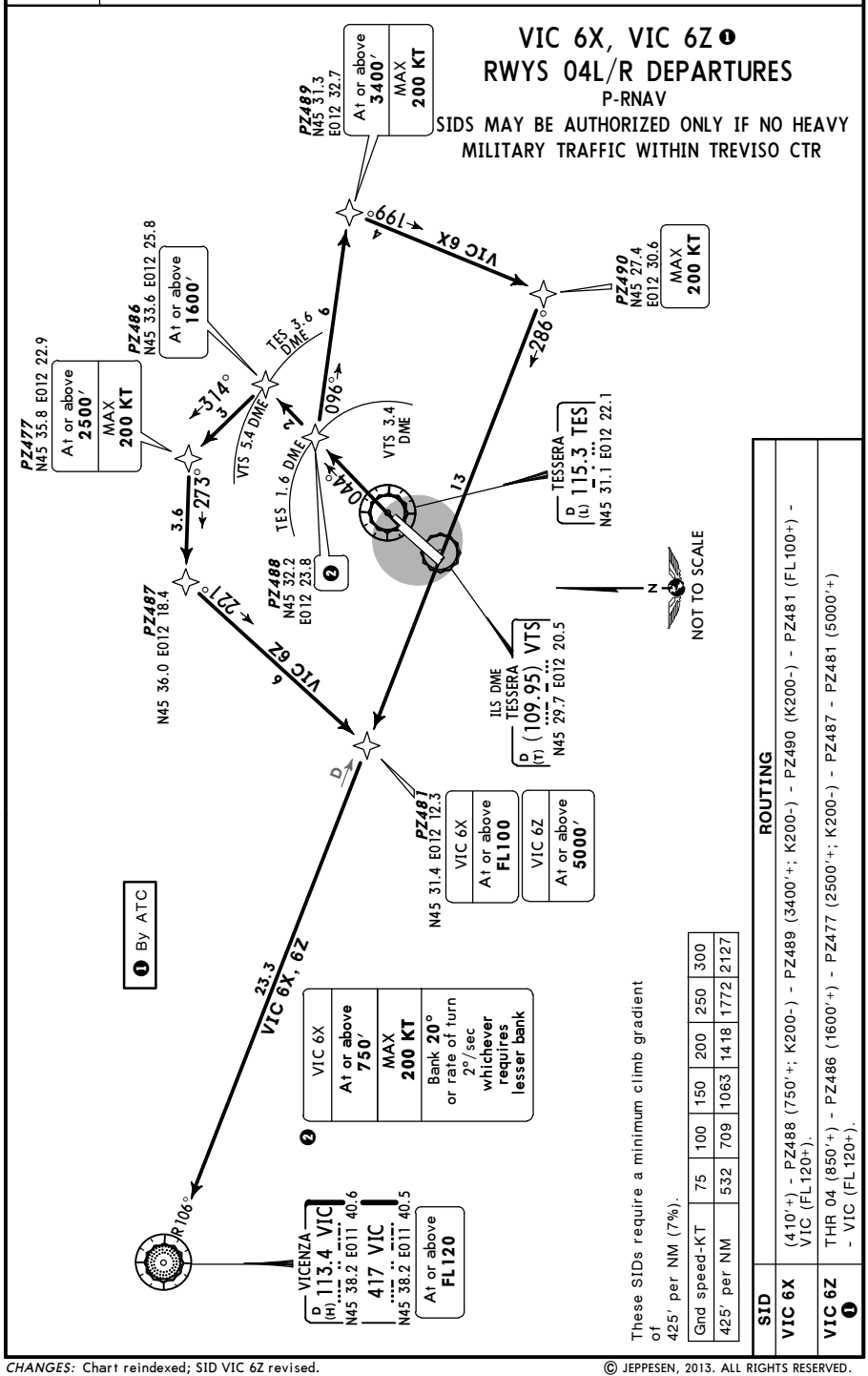
Apt Elev 7′	Trans level: By ATC Trans alt: 6000′ SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.



CHANGES: Chart reindexed; SID VIC 6Z revised.

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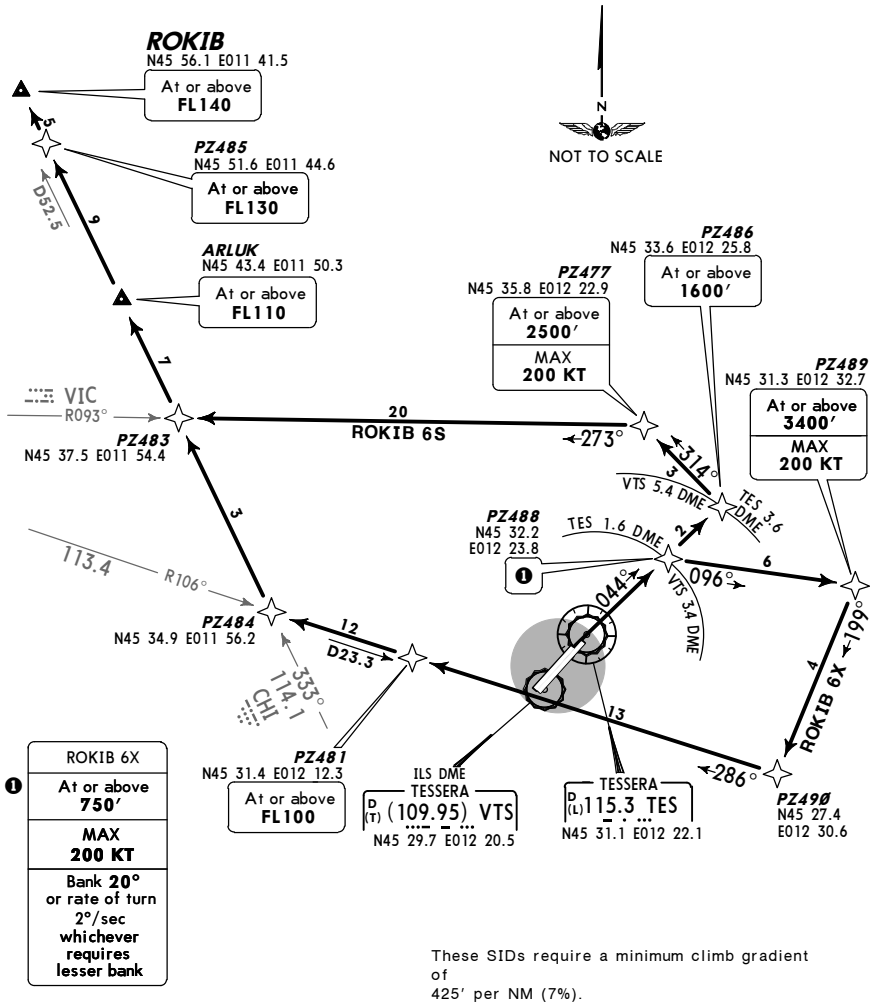
Apt Elev 7′	Trans level: By ATC Trans alt: 6000′ SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.

ROKIB 6S *[ROKI6S]*
BY ATC

ROKIB 6X *[ROKI6X]*

RWYS 04L/R DEPARTURES

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



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

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

SID	ROUTING
ROKIB 6S By ATC	THR 04 (850′+) - PZ486 (1600′+) - PZ477 (2500′+; K200-) - PZ483 - ARLUK (FL110+) - PZ485 (FL130+) - ROKIB (FL140+).
ROKIB 6X	(410′+) - PZ488 (750′+; K200-) - PZ489 (3400′+; K200-) - PZ490 - PZ481 (FL100+) - PZ484 - ARLUK (FL110+) - PZ485 (FL130+) - ROKIB (FL140+).

CHANGES: Chart reindexed; SID ROKIB 6S revised.

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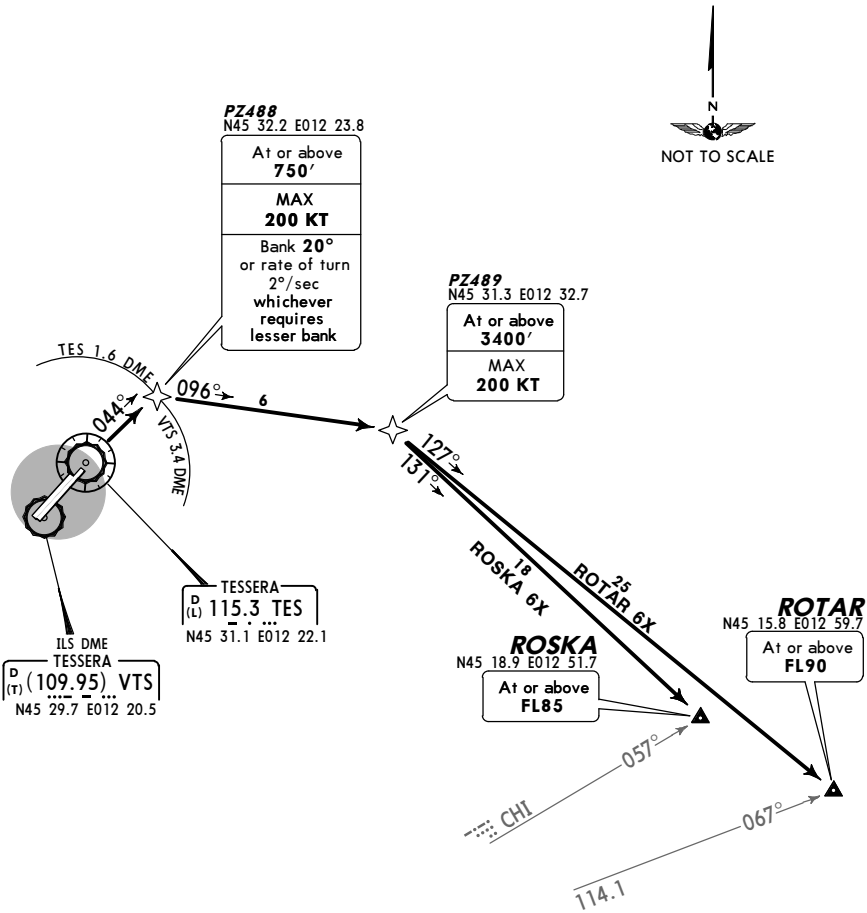
Apt Elev 7′	Trans level: By ATC Trans alt: 6000′ SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.

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



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

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

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

CHANGES: Chart reindexed.

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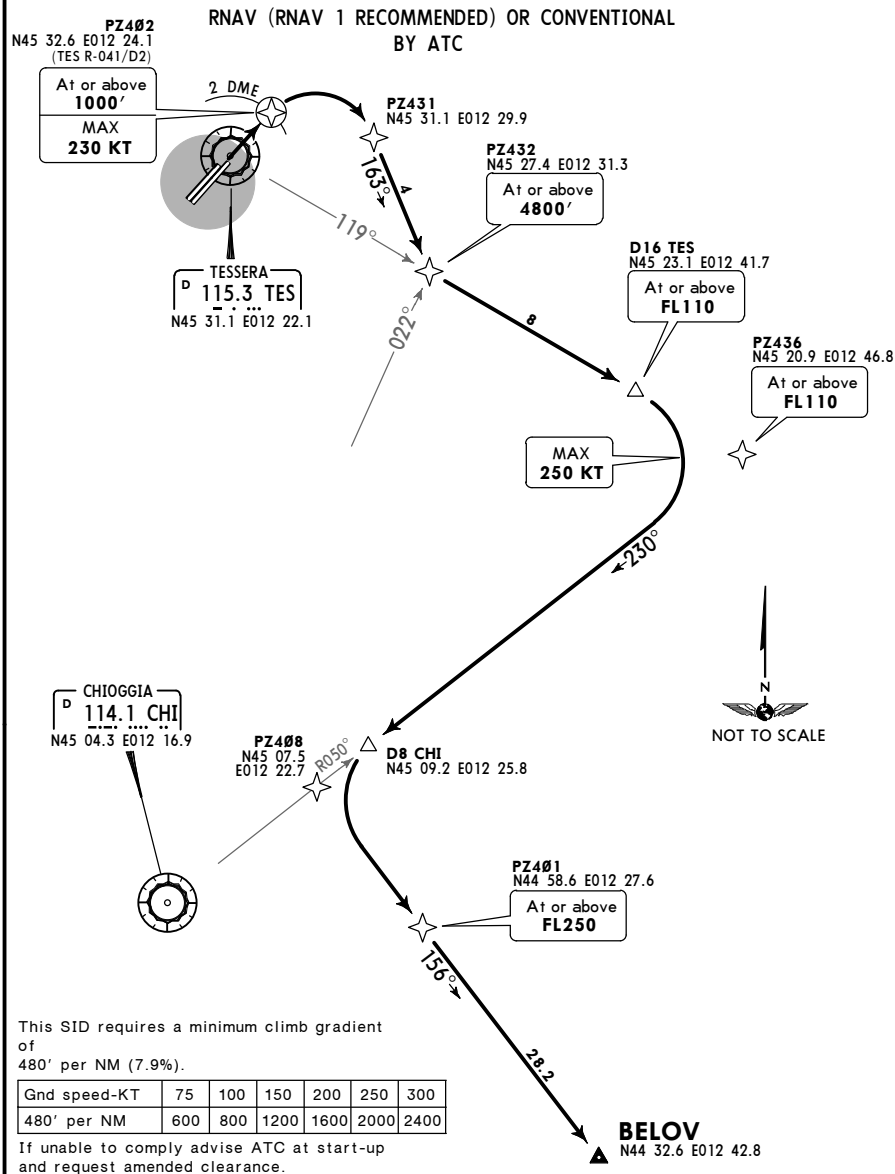
Apt Elev 7′	Trans level: By ATC Trans alt: 6000′ 1. Execute turns after take-off with MAX TAS 250 KT and bank angle 25° or rate of turn 2°/sec if it requires lesser bank. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.

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



This SID requires a minimum climb gradient of
480′ per NM (7.9%).

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

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

ROUTING

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

CHANGES: None.

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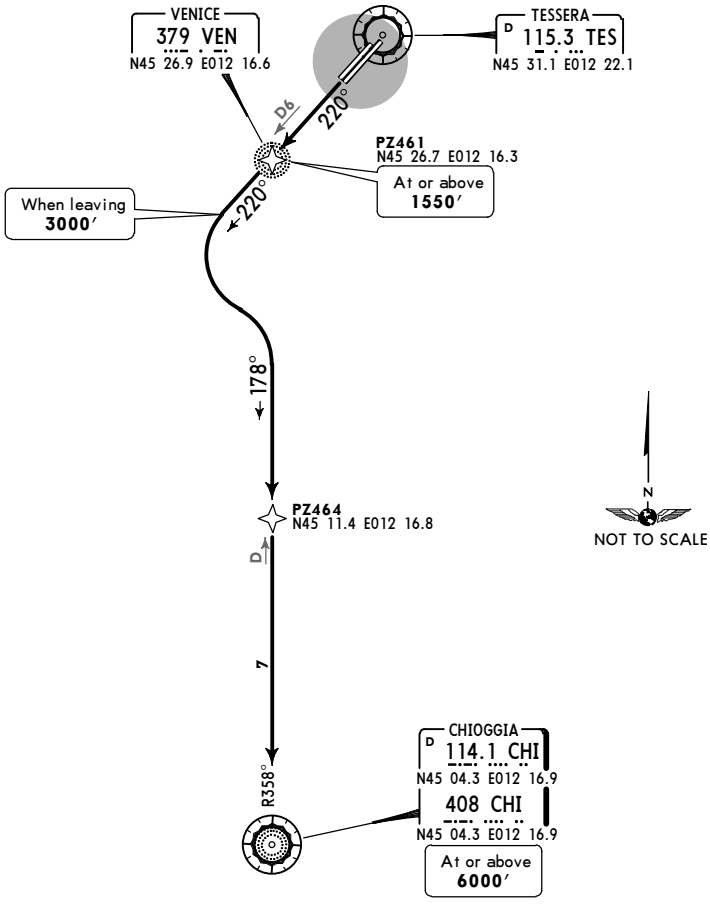
Apt Elev 7′	Trans level: By ATC Trans alt: 6000′ SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.

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



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

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

ROUTING

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

CHANGES: Chart reindexed.

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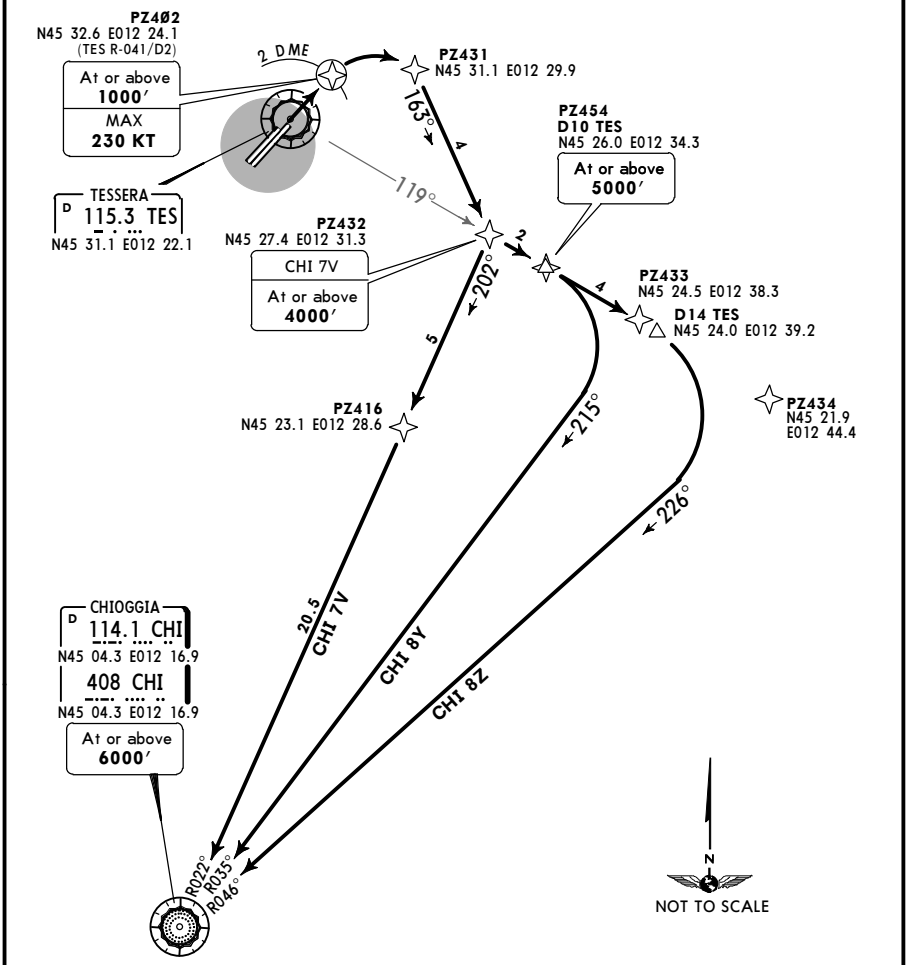
Apt Elev 7′	Trans level: By ATC Trans alt: 6000′ 1. Execute turns after take-off with MAX TAS 250 KT and bank angle 25° or rate of turn 2°/sec if it requires lesser bank. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.

CHI 7V, CHI 8Y, CHI 8Z
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.

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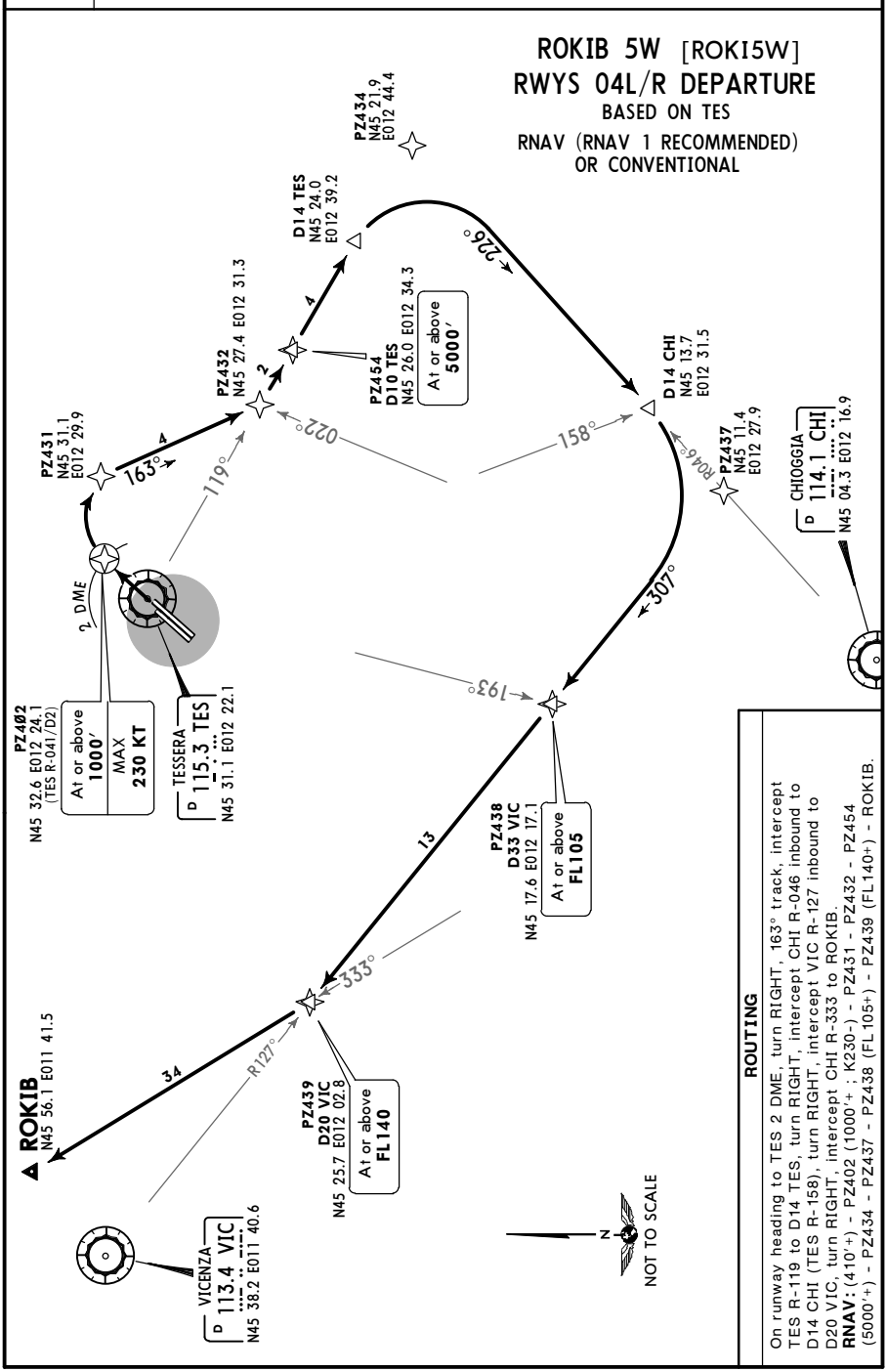
Apt Elev 7′	Trans level: By ATC Trans alt: 6000′ 1. Execute turns after take-off with MAX TAS 250 KT and bank angle 25° or rate of turn 2°/sec if it requires lesser bank. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.



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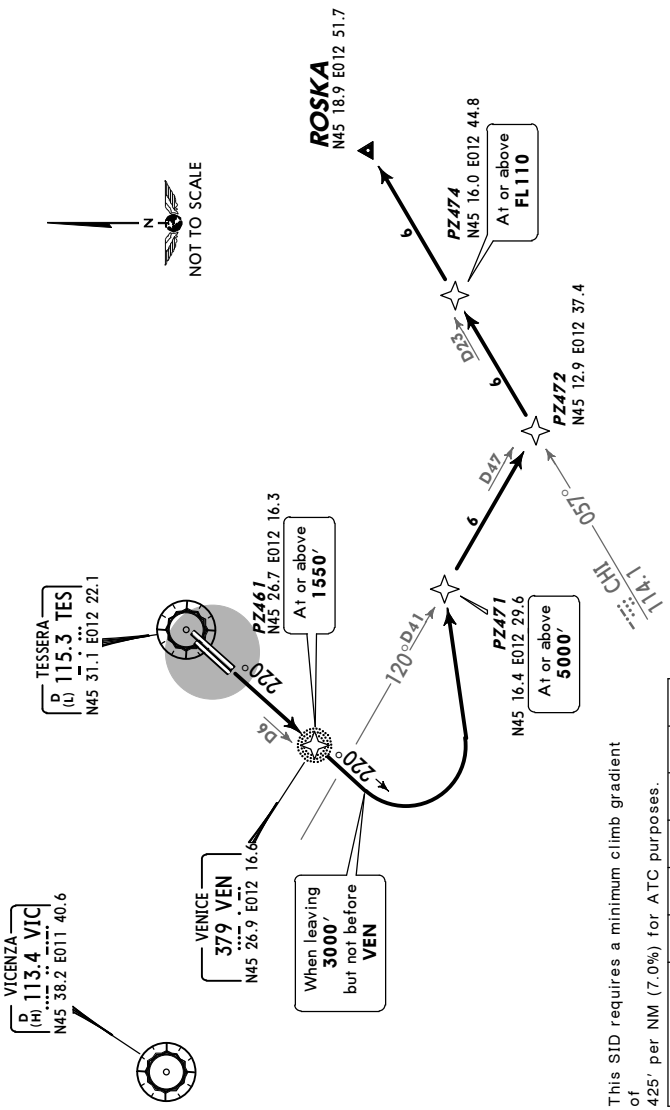
Apt Elev 7′	Trans level: By ATC Trans alt: 6000′ SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.

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



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

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

ROUTING

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

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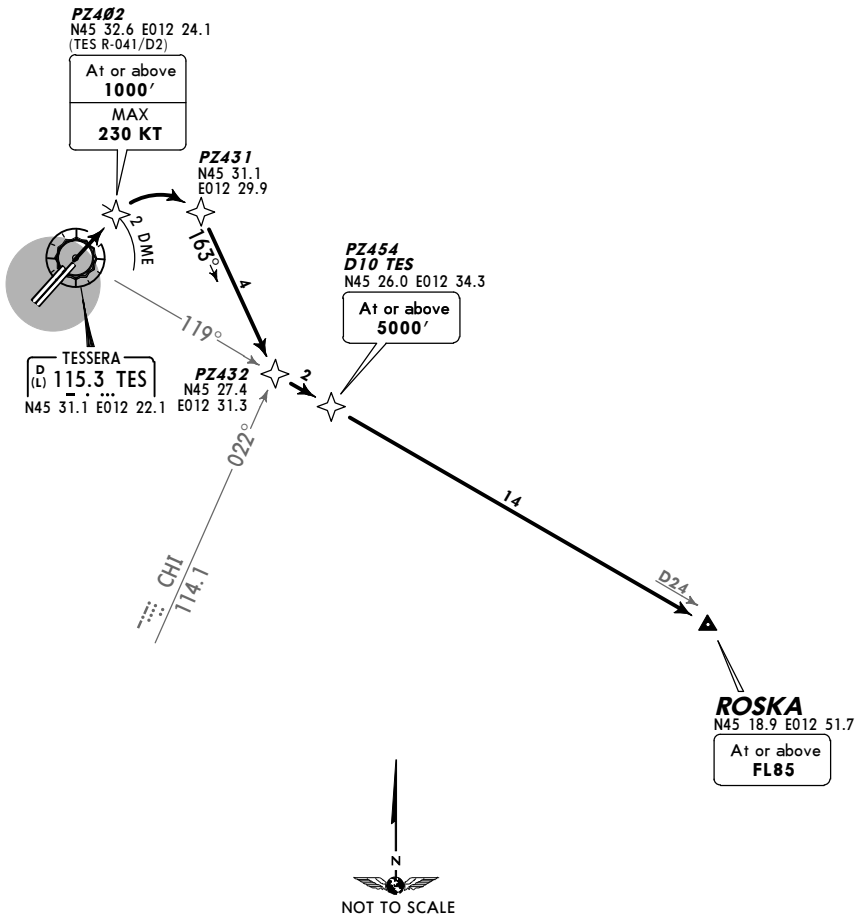
Apt Elev 7′	Trans level: By ATC Trans alt: 6000′ 1. Execute turns after take-off with MAX TAS 250 KT and bank angle 25° or rate of turn 2°/sec if it requires lesser bank. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.

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



ROUTING

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

CHANGES: Chart reindexed.

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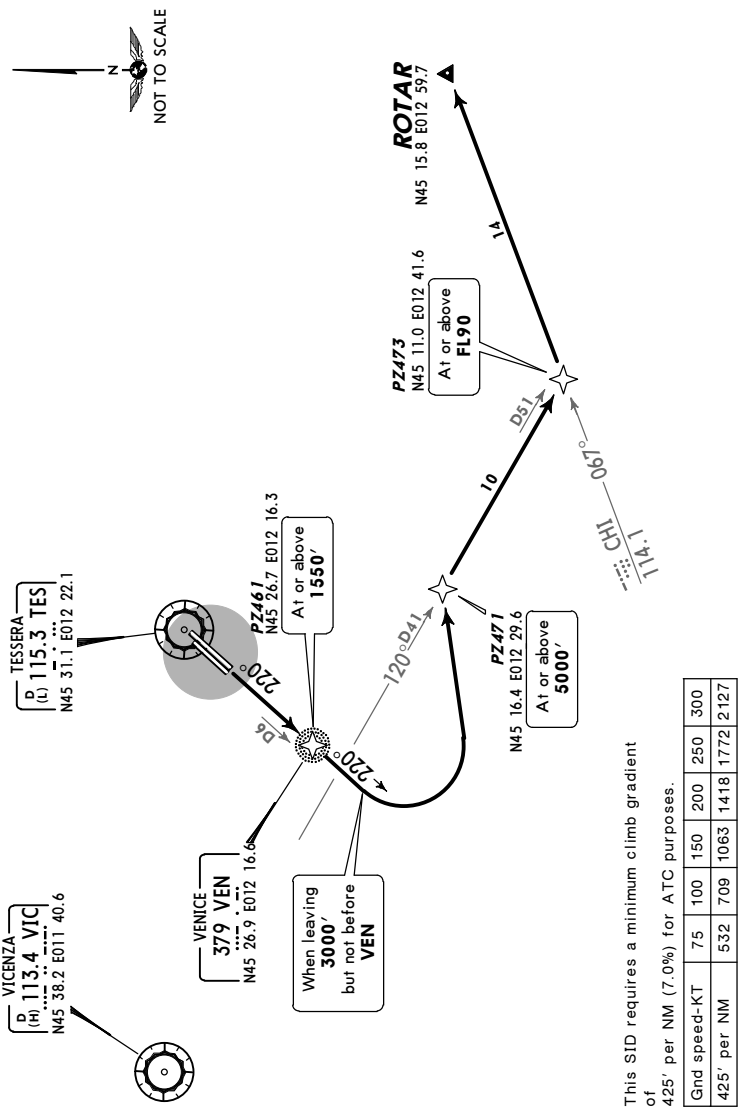
Apt Elev 7′	Trans level: By ATC Trans alt: 6000′ SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.

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



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

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

ROUTING

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

CHANGES: Chart reindexed; SID renumbered & revised.

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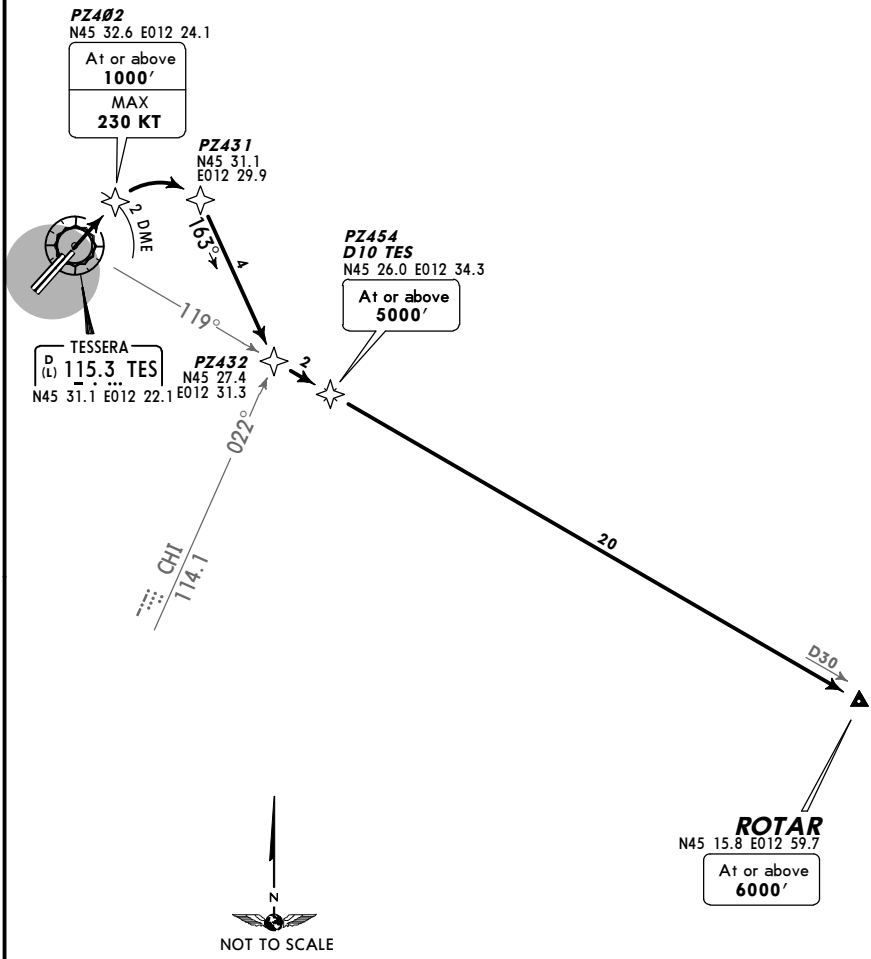
Apt Elev 7′	Trans level: By ATC Trans alt: 6000′ 1. Execute turns after take-off with MAX TAS 250 KT and bank angle 25° or rate of turn 2°/sec if it requires lesser bank. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.

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



ROUTING

On runway heading to TES 2 DME, turn RIGHT, 163° track, intercept TES R-119 to ROTAR.
RNAV: (410′+) - PZ402 (1000′+ ; K230-) - PZ431 - PZ432 - PZ454 (5000′+) - ROTAR (6000′+).

CHANGES: Chart reindexed.

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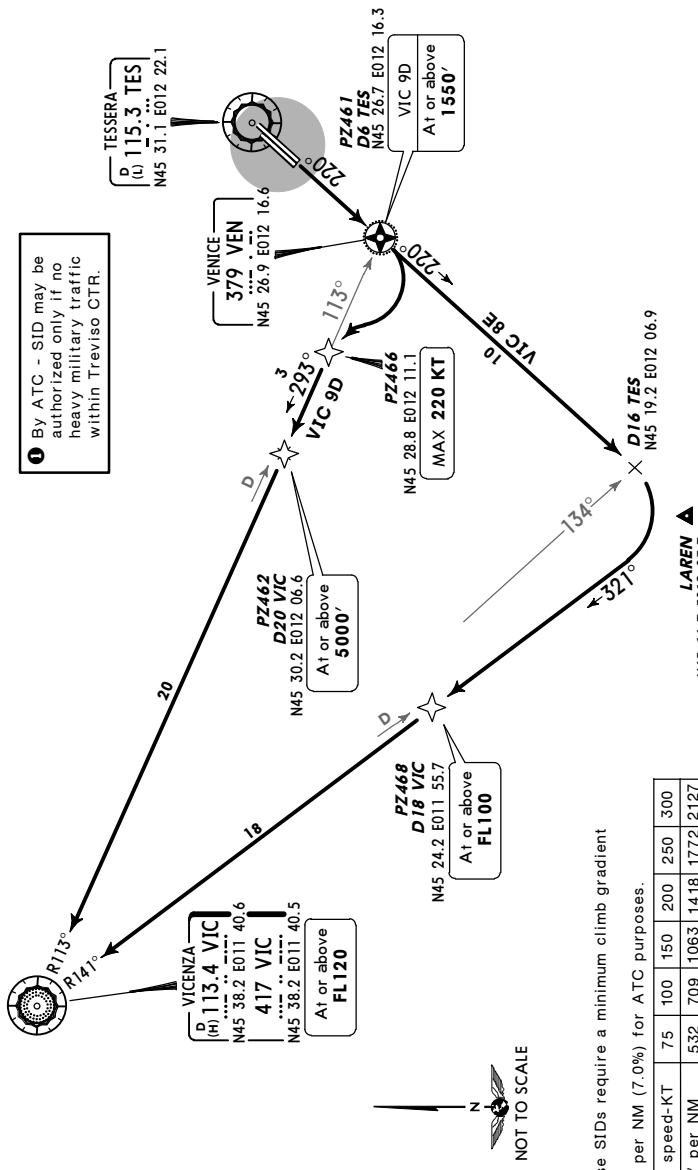
Apt Elev 7′	Trans level: By ATC Trans alt: 6000′ SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.

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



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+).

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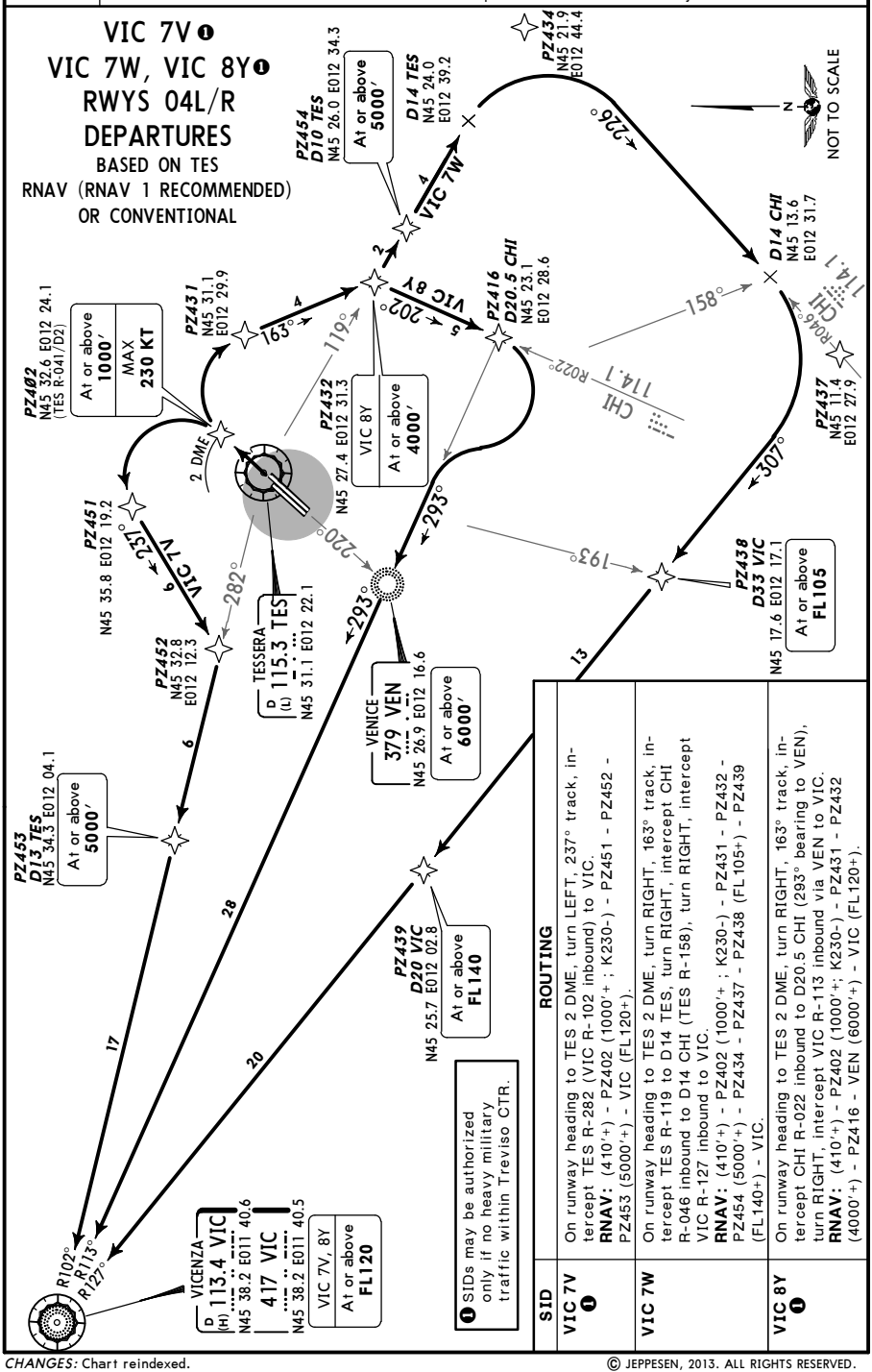
Apt Elev 7′	Trans level: By ATC Trans alt: 6000′ 1. Execute turns after take-off with MAX TAS 250 KT and bank angle 25° or rate of turn 2°/sec if it requires lesser bank. 2. SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.



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.

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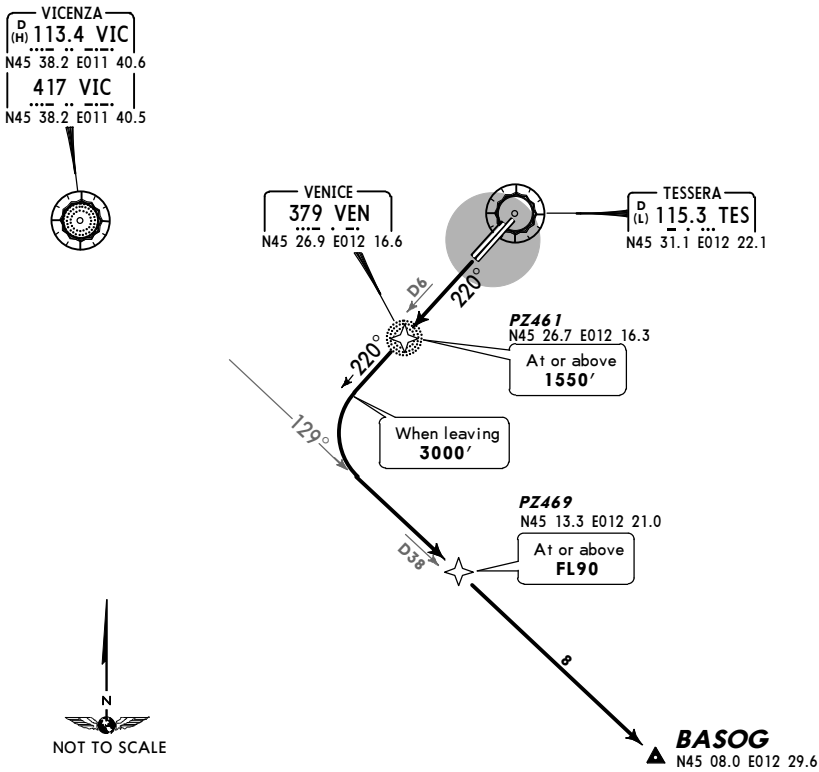
Apt Elev 7′	Trans level: By ATC Trans alt: 6000′ SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.

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



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

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

ROUTING

Climb on TES R-220 (if TES u/s on 220° track bound to VEN) until leaving 3000′, turn LEFT, intercept VIC R-129/129° bearing to BASOG.

CHANGES: None.

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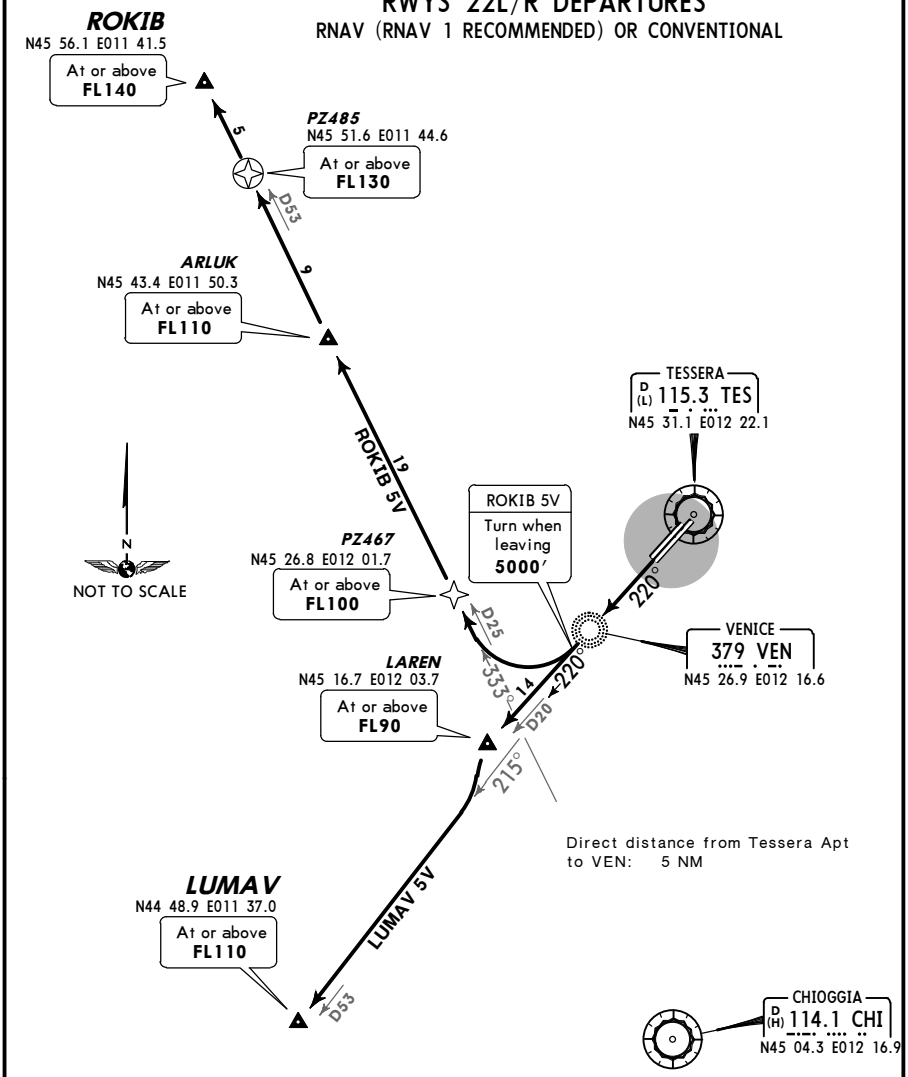
Apt Elev 7′	Trans level: By ATC Trans alt: 6000′ SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.

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.

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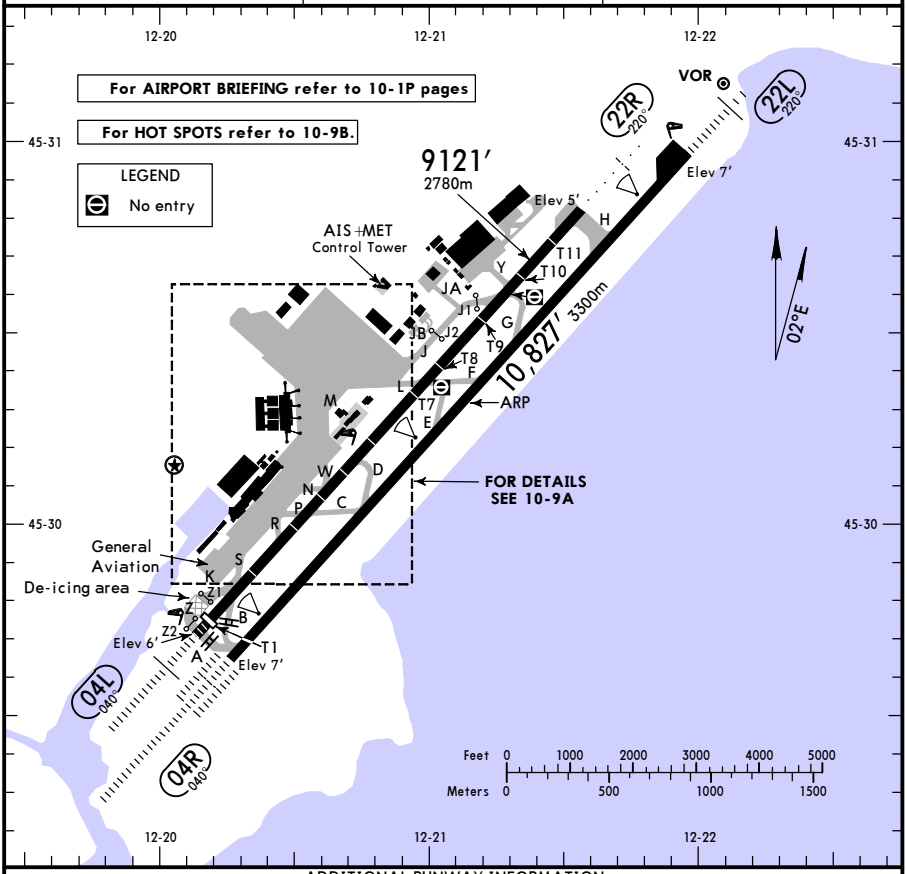
LIPZ/VCE

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.

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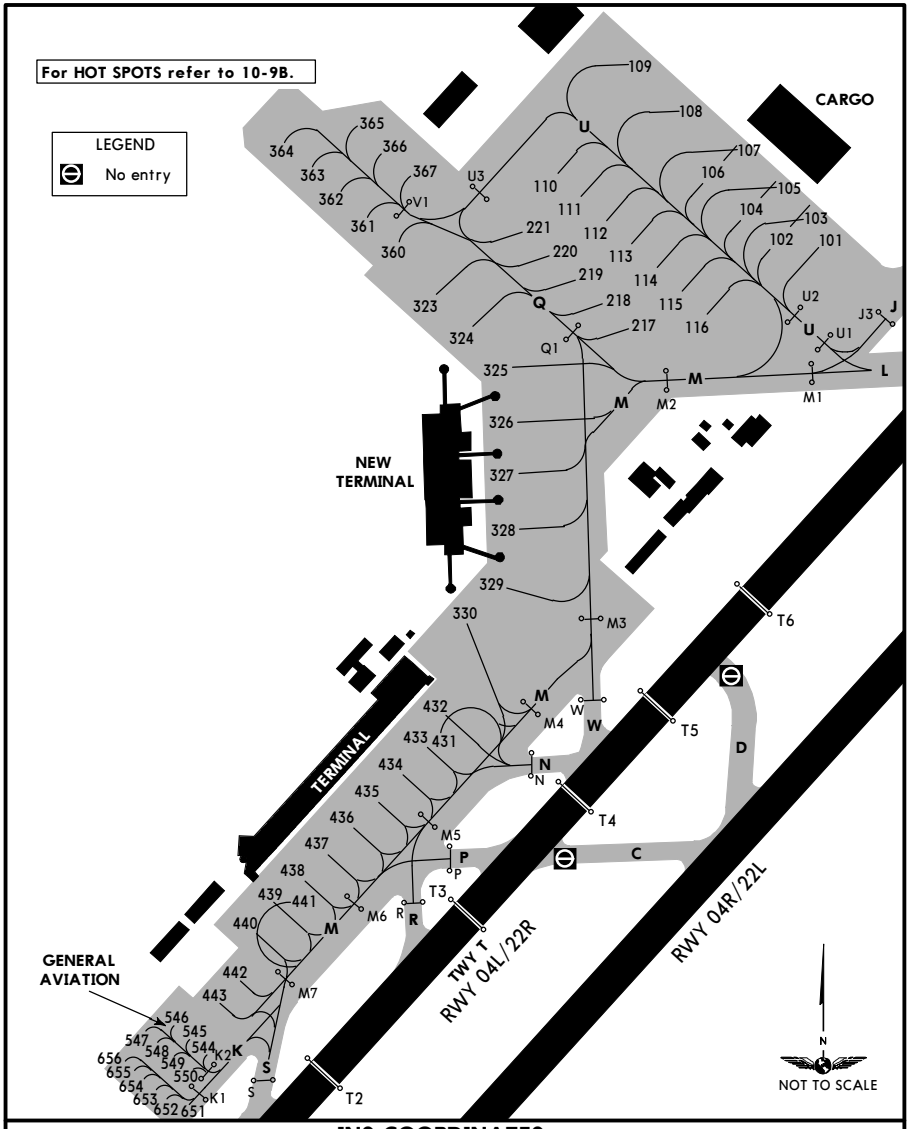

INS COORDINATES

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.

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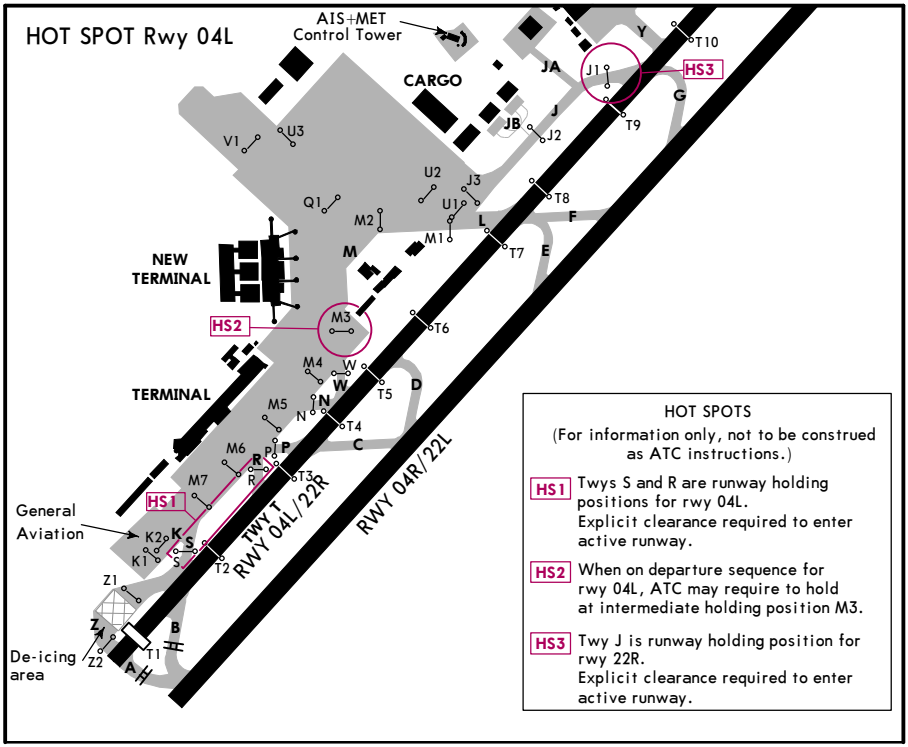
HOT SPOT Rwy 04L



HOT SPOTS

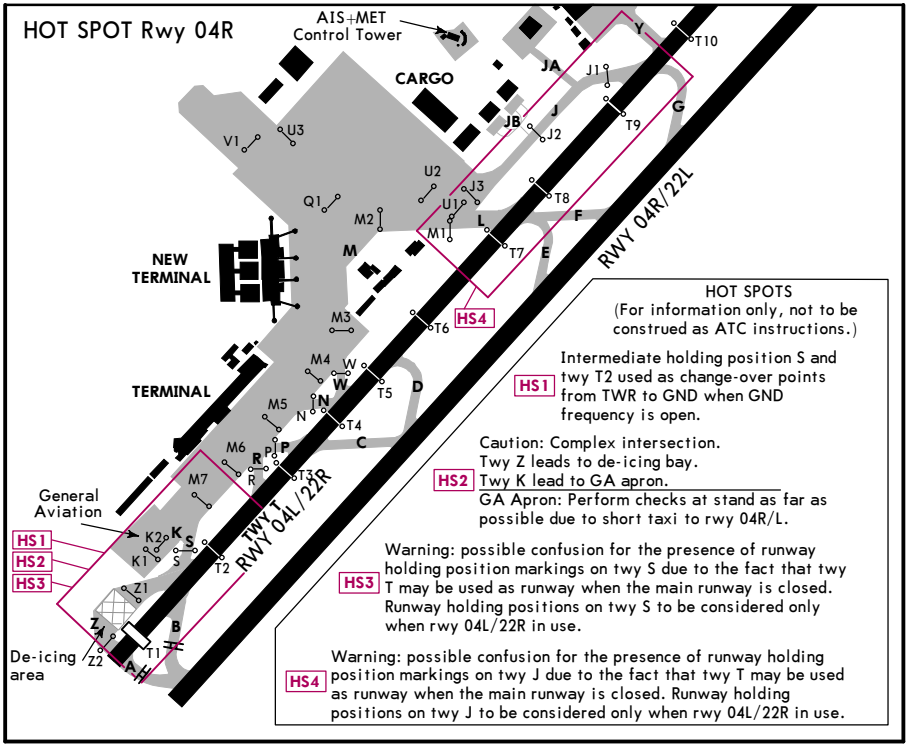
(For information only, not to be construed as ATC instructions.)

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

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

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LIPZ/VCE
TESSERA

JEPPESEN
12 DEC 14 (11-1)

VENICE, ITALY
ILS Z or LOC Z Rwy 04R

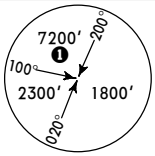
ATIS	VENICE Approach (R)	VENICE Tower	*Ground
128.650	118.9	120.2	121.7

BRIEFING STRIP TM

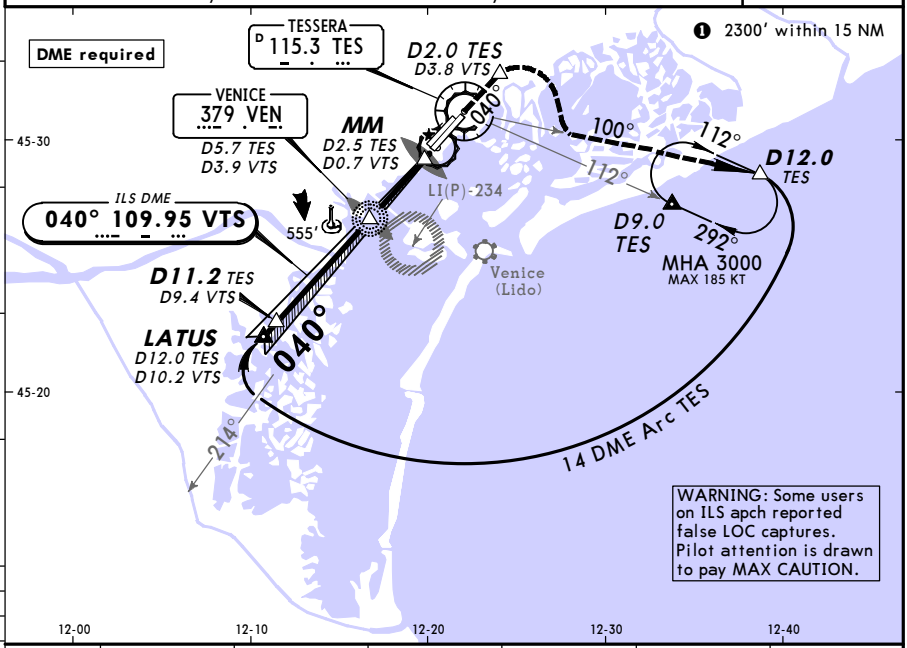
LOC	Final Apch Crs	GS / LOM	ILS DA(H) / Refer to Minimums	Apt Elev / RWY
VTS 109.95	040°	1246′ (1239′)		7′ / 7′

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.

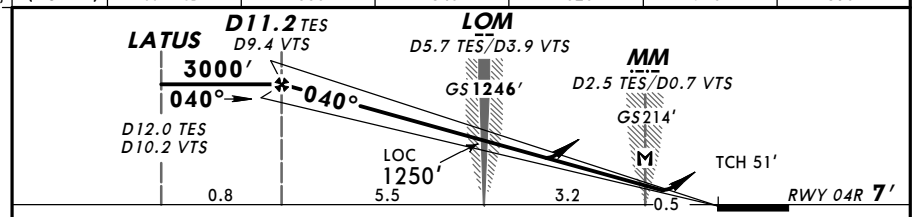
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000′



MSA
TES VOR



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°

PANS OPS

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

	ILS DA(H) ABC: 207′(200′) D: 215′(208′) FULL	Limited	ALS out	LOC (GS out) DA(H) 450′(443′)	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.

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LIPZ/VCE
TESSERA

JEPPESEN

12 DEC 14 (11-1A)

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

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

BRIEFING STRIP

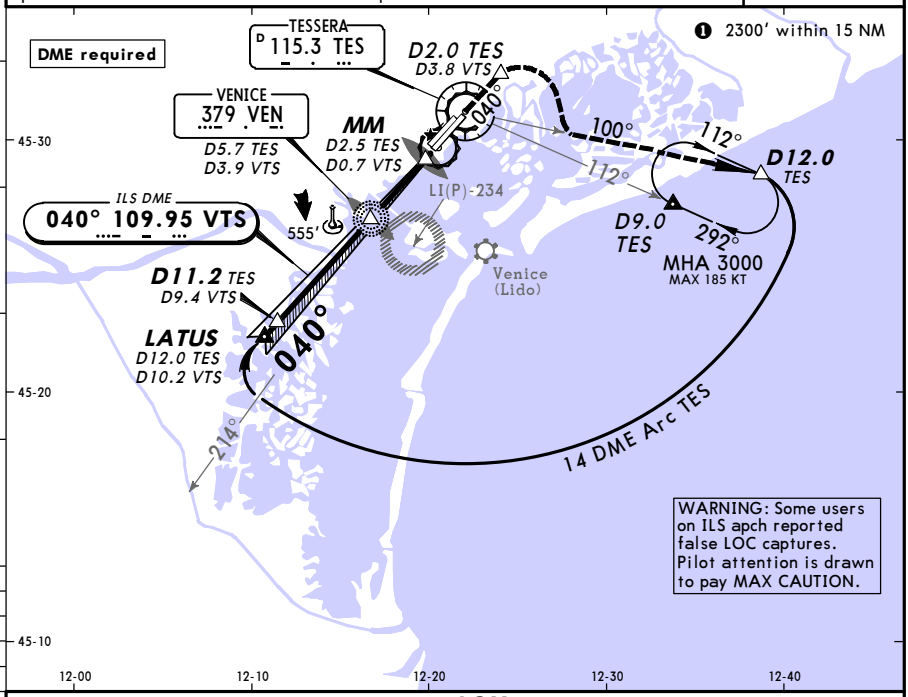
LOC	Final	GS	CAT II & IIIA ILS	Apt Elev 7′
VTS	Apch Crs	LOM	Refer to Minimums	RWY 7′
109.95	040°	1246′ (1239′)		

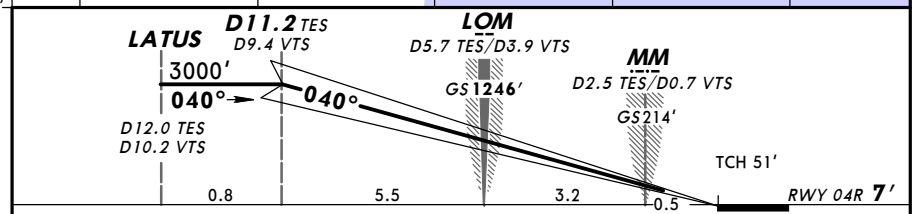
MISSED APCH: Climb on 040° to 3000′. At D2.0 TES turn RIGHT (MAX 200 KT) to intercept and follow R-100 TES. At D12.0 TES join holding.

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

Special Aircrew & Aircraft Certification Required.

MSA TES VOR: 7200′ (1) 200° 100° 2300′ 1800′ 020°





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.

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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

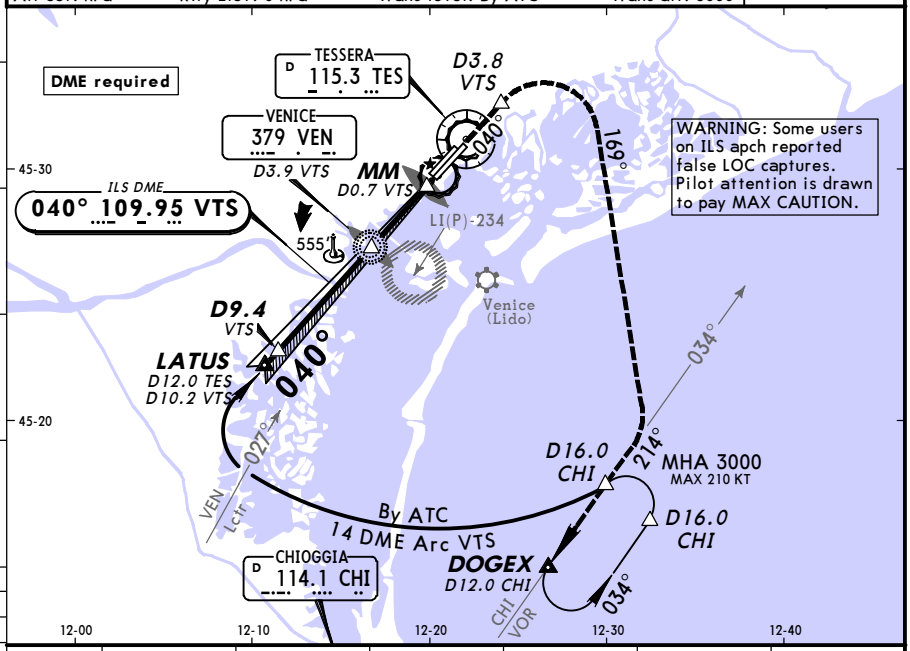
BRIEFING STRIP

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

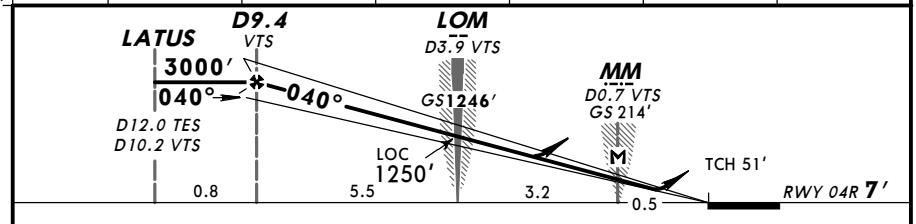
MISSED APCH: Climb on 040° to 3000′. At D3.8 VTS turn RIGHT (MAX 185 KT) onto 169° to intercept R-034 inbound CHI VOR and join holding.
Missed apch obstacles clearance is provided by 2.5% gradient. 5.0% (300 ′/NM) is required to remain inside vertical limits of controlled airspace while proceeding to missed apch holding.

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

MSA VEN Lctr: 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			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.

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LIPZ/VCE
TESSERA

JEPPESEN

12 DEC 14 (11-2A)

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

BRIEFING STRIP

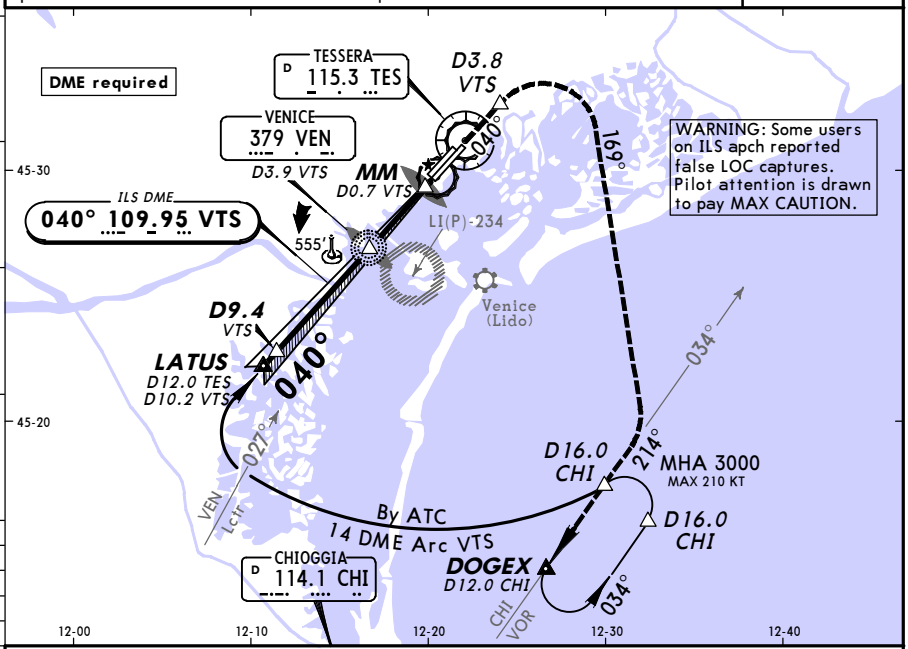
ATIS	VENICE Approach (R)	VENICE Tower	*Ground
128.650	118.9	120.2	121.7

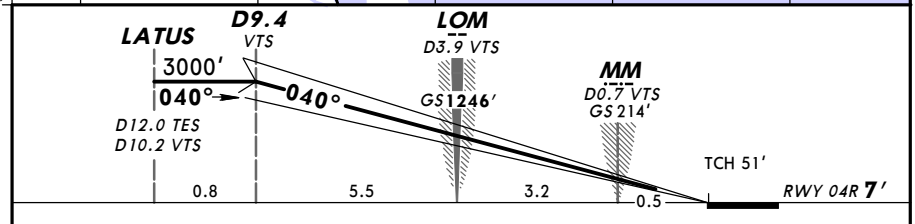
LOC	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev 7′
VTS 109.95	040°	LOM 1246′ (1239′)	Refer to Minimums	RWY 7′

MISSED APCH: Climb on 040° to 3000′. At D3.8 VTS turn RIGHT (MAX 185 KT) onto 169° to intercept R-034 inbound CHI VOR and join holding.
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

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 RVR 350m.

CHANGES: ATIS frequency.

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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 TM

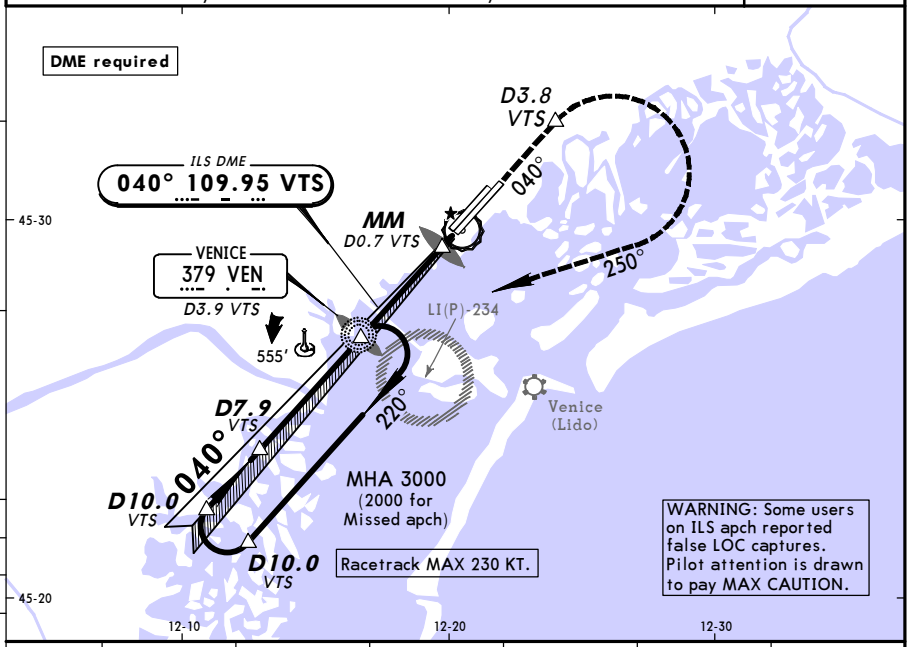
LOC VTS	Final Apch Crs	GS LOM	ILS DA(H) Refer to Minimums	Apt Elev / RWY
109.95	040°	1246′ (1239′)		7′ / 7′

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

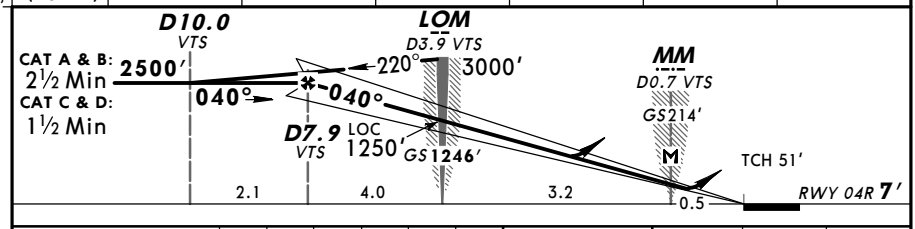
Missed apch obstacles clearance is provided by 2.5% gradient. 5.0% (300 ′/NM) is required to remain inside vertical limits of controlled airspace while proceeding to missed apch holding.

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

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



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 DA(H) ABC: 207′(200′) D: 215′(208′) FULL	ILS Limited	ILS ALS out	LOC (GS out) DA(H) 450′(443′)	LOC 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.

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LIPZ/VCE
TESSERA

JEPPESEN

12 DEC 14 (11-3A)

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

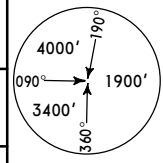
BRIEFING STRIP TM

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

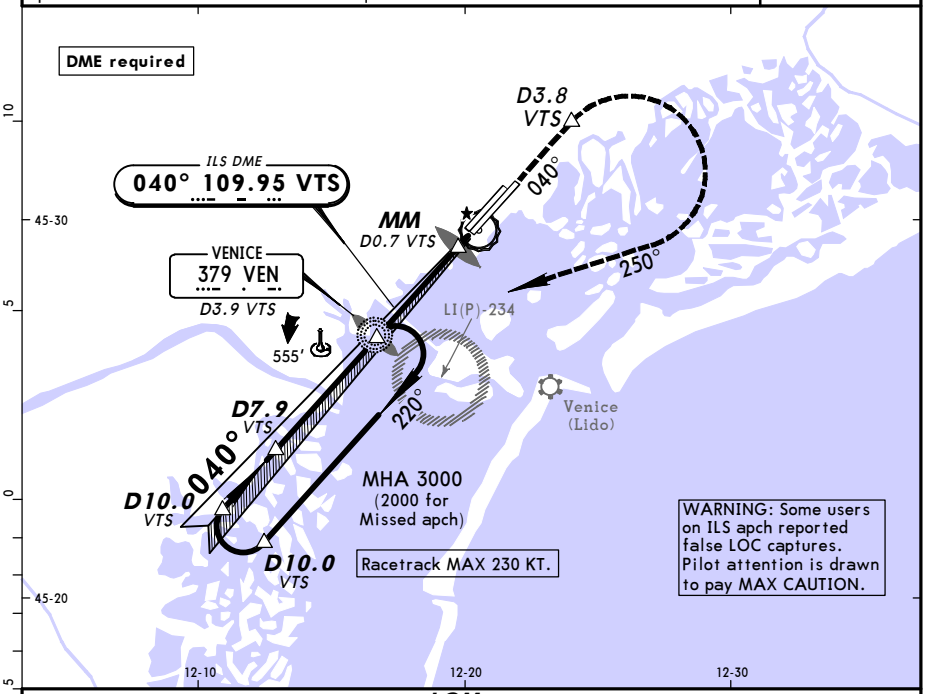
LOC VTS	Final Apch Crs	GS LOM	CAT II & IIIA ILS Refer to Minimums	Apt Elev / RWY
109.95	040°	1246′ (1239′)		7′ / 7′

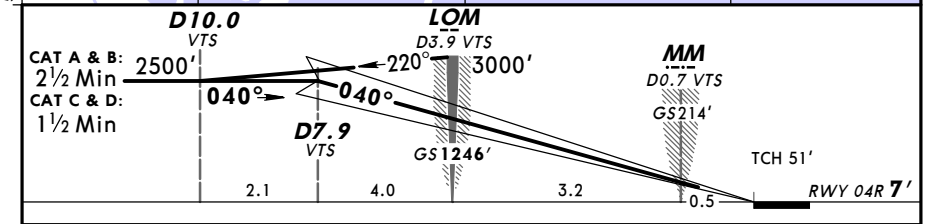
MISSED APCH: Climb on 040° to 2000′. At D3.8 VTS turn RIGHT (MAX 185 KT) onto 250° to Lctr. Missed apch obstacles clearance is provided by 2.5% gradient. 5.0% (300 ′/NM) is required to remain inside vertical limits of controlled airspace while proceeding to missed apch holding.

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.

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LIPZ/VCE
TESSERA

JEPPESEN

18 DEC 15 (12-1)

VENICE, ITALY
RNAV (GNSS) Rwy 04L

BRIEFING STRIP

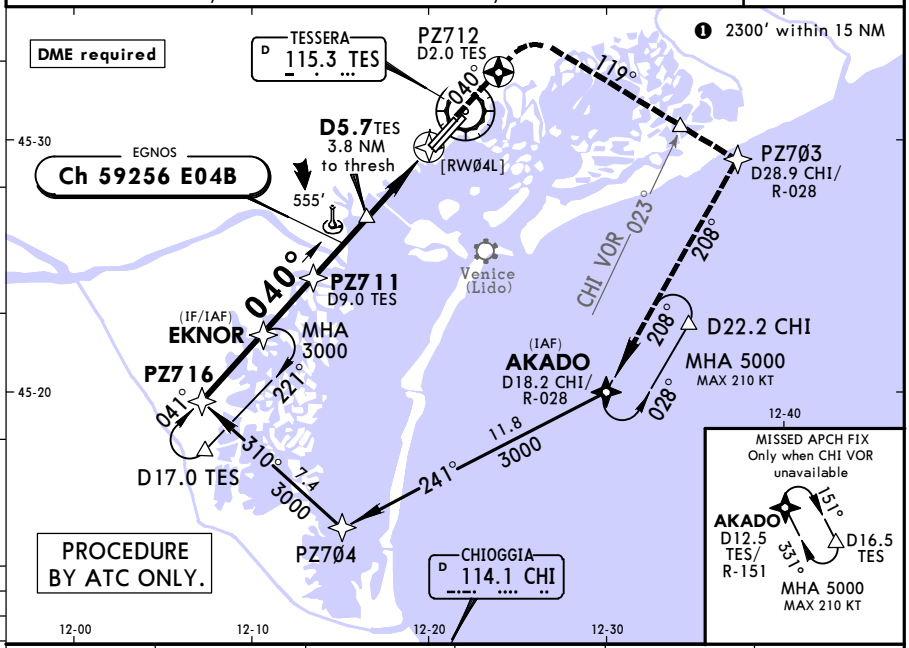
ATIS	VENICE Approach (R)	VENICE Tower	*Ground
128.650	118.9	120.2	121.7

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

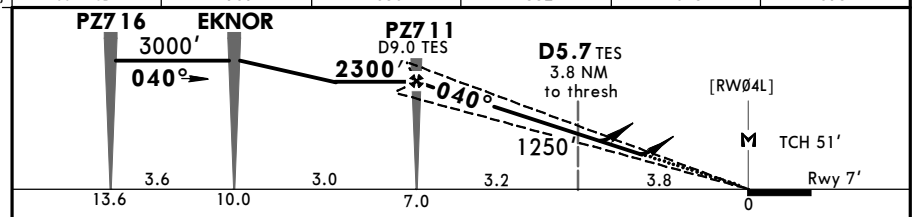
MISSED APCH: Proceed on rwy heading climbing to 5000′. On PZ712/D2.0 TES turn RIGHT (MAX 200 KT) and proceed to PZ7Ø3 then AKADO.

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

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



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
DA(H) A: 270′(263′) C: 290′(283′)
B: 281′(274′) D: 300′(293′)

LNAV
DA(H) 510′(503′)

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

PANS OPS

	LPV	LNAV	LNAV ALS out
A	1500m	1500m	
B			
C		1900m	2400m
D			

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

CHANGES: None.

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LIPZ/VCE
TESSERA

JEPPESEN
18 DEC 15 (12-2)

VENICE, ITALY
RNAV (GNSS) Rwy 04R

BRIEFING STRIP

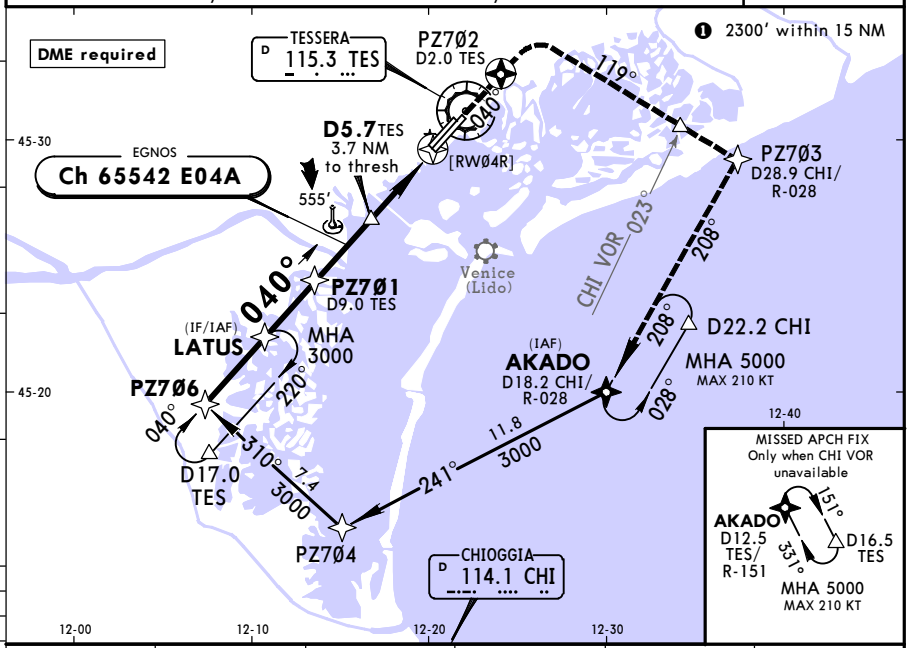
ATIS	VENICE Approach (R)	VENICE Tower	*Ground
128.650	118.9	120.2	121.7

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

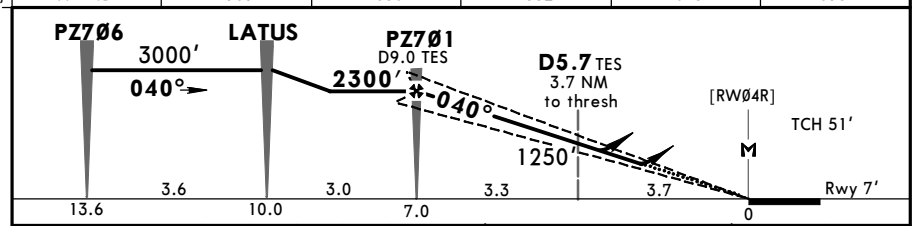
MISSED APCH: Proceed on rwy heading climbing to 5000′. On PZ7Ø2/D2.0 TES turn RIGHT (MAX 200 KT) and proceed to PZ7Ø3 then AKADO.

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′) B: 277′(270′) D: 296′(289′)		DA(H) 450′(443′)
	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.

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LIPZ/VCE
TESSERA

JEPPESEN

12 DEC 14 (12-3)

VENICE, ITALY
RNAV (GNSS) Rwy 22L

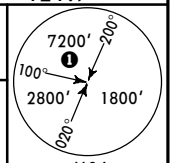
ATIS	VENICE Approach (R)	VENICE Tower	*Ground
128.650	118.9	120.2	121.7

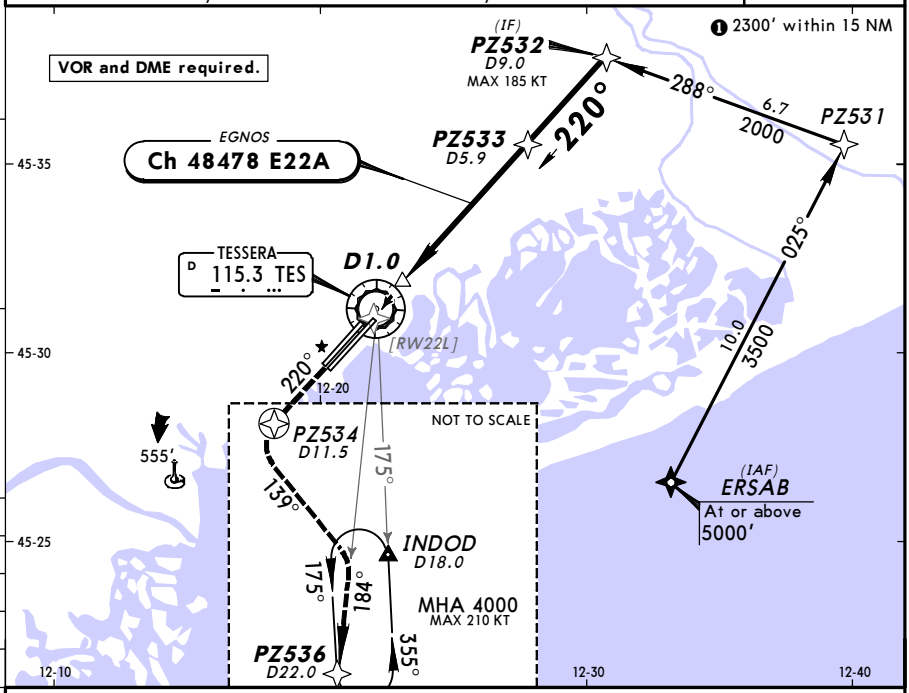
BRIEFING STRIP™

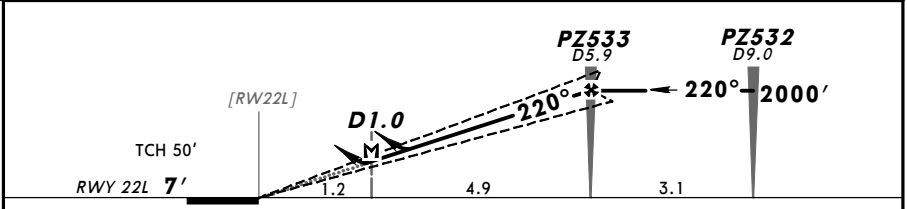
EGNOS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev / RWY
Ch 48478 E22A	220°	PZ533 2000′ (1993′)	Refer to Minimums	Apt Elev 7′ / RWY 7′

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

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







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

HIALS
PAPI PAPI

2000′ or above on 220°

PZ534 D11.5

PANS OPS

Standard STRAIGHT-IN LANDING RWY 22L

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

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

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

CHANGES: ATIS frequency.

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LIPZ/VCE
TESSERA

JEPPESEN
12 DEC 14 (13-1)

VENICE, ITALY
VOR Rwy 04L/R

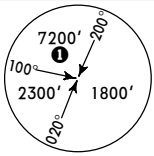
ATIS	VENICE Approach (R)	VENICE Tower	*Ground
128.650	118.9	120.2	121.7

BRIEFING STRIP

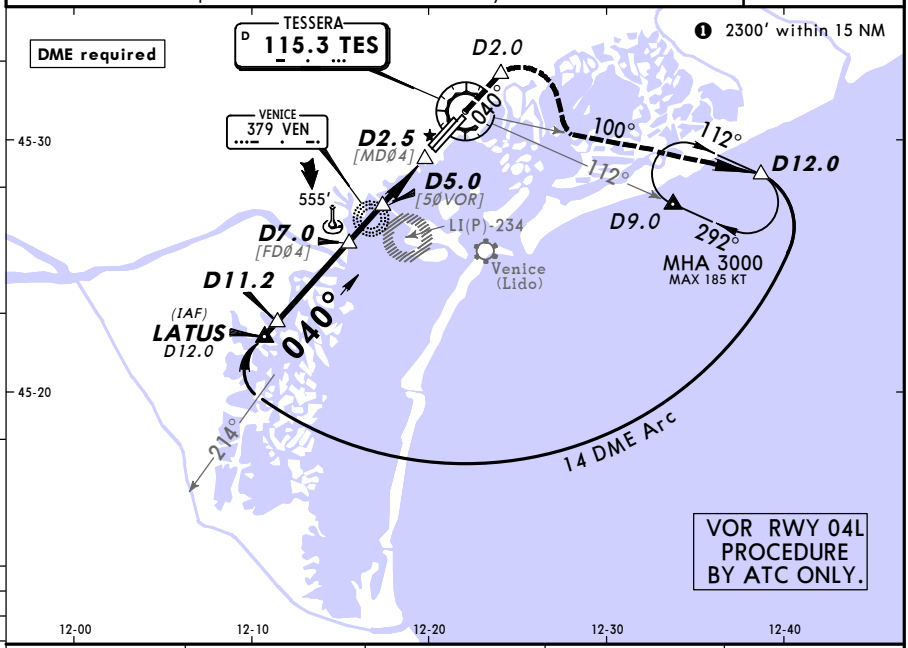
VOR	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev
TES 115.3	040°	D7.0 1650′ (1643′)	Refer to Minimums	7′

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.

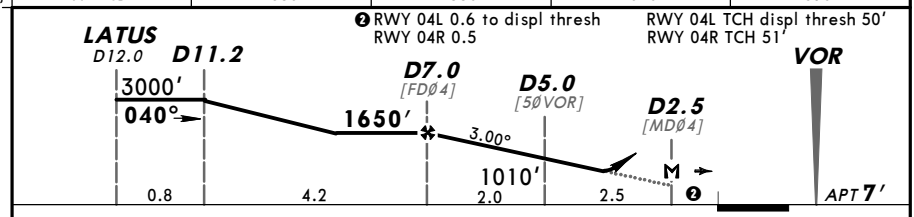
Alt Set: hPa Apt Elev: 0 hPa Trans level: By ATC Trans alt: 6000′



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.

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LIPZ/VCE
TESSERA

JEPPESEN
12 DEC 14 (13-2)

VENICE, ITALY
VOR Rwy 22L

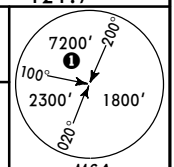
ATIS	VENICE Approach (R)	VENICE Tower	*Ground
128.650	118.9	120.2	121.7

BRIEFING STRIP™

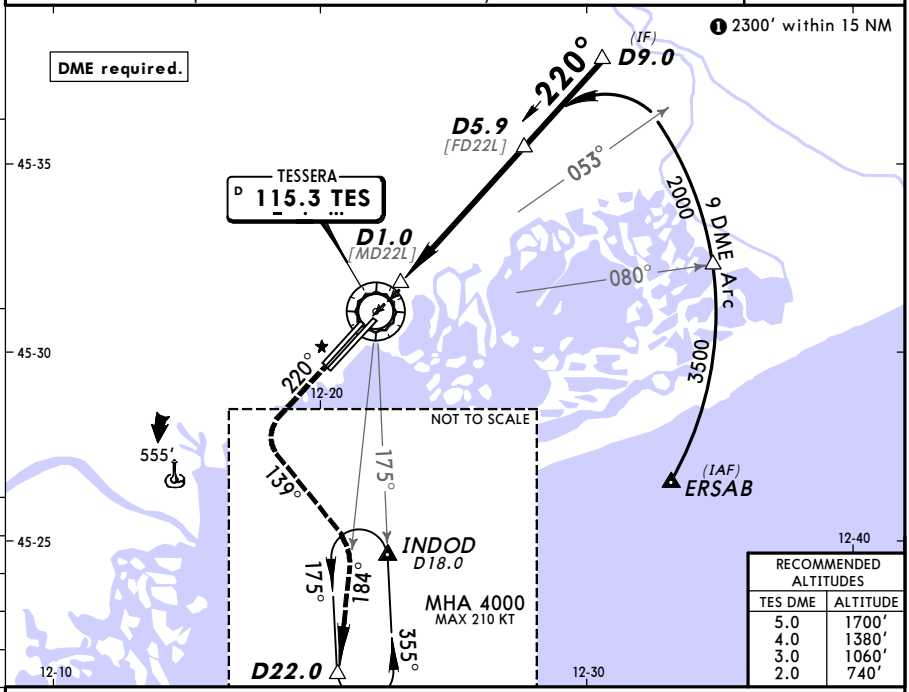
VOR	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev
TES 115.3	220°	D5.9 2000′ (1993′)	430′ (423′)	7′

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.

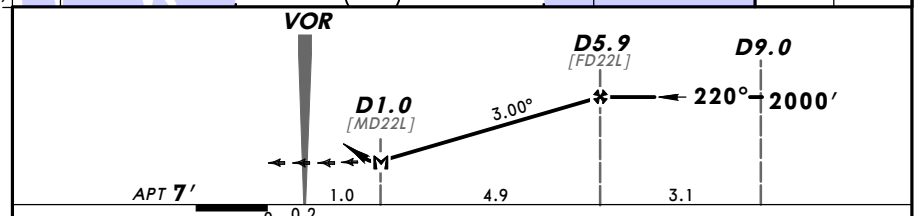
Alt Set: hPa Apt Elev: 0 hPa Trans level: By ATC Trans alt: 6000′



MSA
TES VOR



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.

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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′ ❶ (200°–100°), 2300′ (100°–020°), 1800′ (020°–200°)

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

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

555′

NOT TO SCALE

MHA 4000 MAX 210 KT

45-35 / 45-30 / 45-25 / 12-10 / 12-20 / 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 0.5 — 0.5 — 5.1 — 3.4

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.

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LIPZ/VCE
TESSERA

JEPPESEN

12 DEC 14 (16-1)

VENICE, ITALY
NDB Rwy 04R

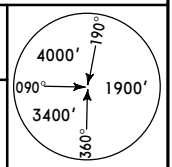
ATIS	VENICE Approach (R)	VENICE Tower	*Ground
128.650	118.9	120.2	121.7

BRIEFING STRIP TM

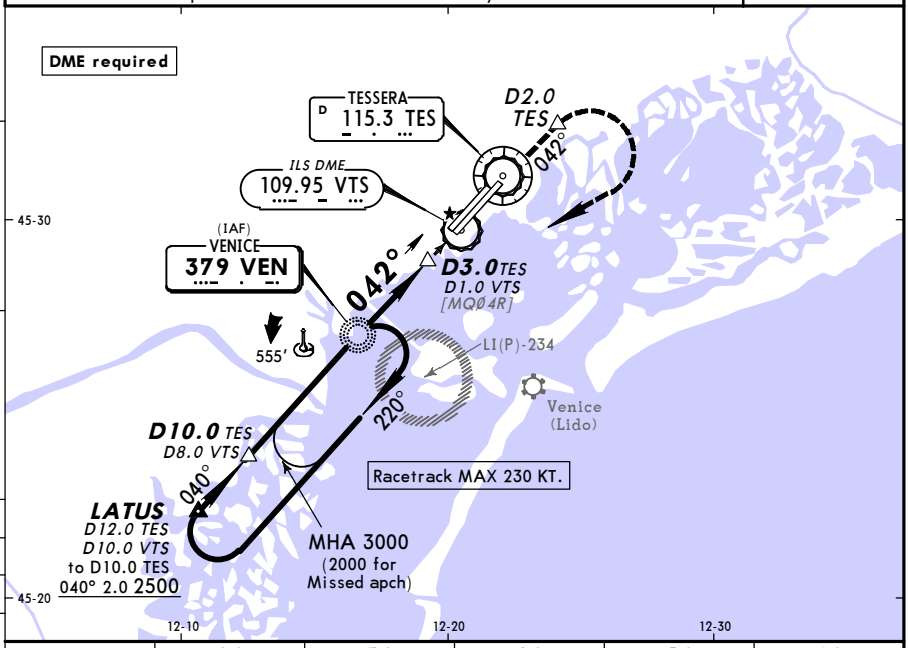
Lctr	Final Apch Crs	Minimum Alt Lctr	DA(H)	Apt Elev
VEN 379	042°	1250′ (1243′)	550′ (543′)	7′

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

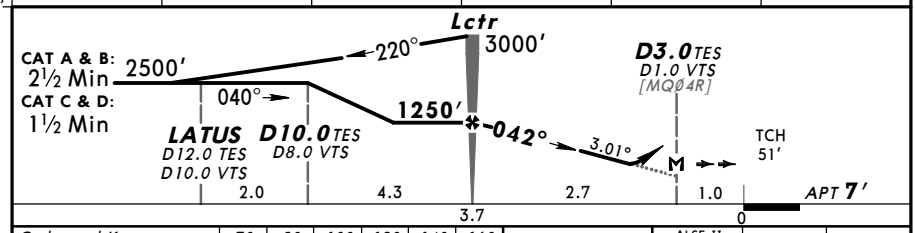
Alt Set: hPa | Apt Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000′



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
B		
C		
D		

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

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

CHANGES: ATIS frequency.

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JeppView for Windows

Chart changes since cycle 12-2016

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

VENICE, (TESSERA - LIPZ)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LIPZ