

**GENERAL****Operational Hours****ATS Hours:** 0600-2200‡**AD ADMIN Hours:** 0500-2300‡

Other times 2HR PN for SKED flights

**Airport Information****RFF:** CAT 7**Fuel:** 0500-2200‡**PCN:** RWY 07/25: 115/F/A/W/T**Customs:** 0500-2300‡**Operation****Low Visibility Procedure**

LVP in force:

- when RVR is 550m or below;
- when cloud base height is below 200ft according to local MET report.
- when rapid deterioration of WX COND recommends.

When LVP in force, only one ACFT movement at a time is allowed.

ARR RWY 07: Vacate RWY via TWY B or A.

DEP RWY 25: ACFT shall enter RWY via TWY A.

Report to TWR when:

- reaching RHP (RWY holding position) / IHP (Intermediate holding point).
- reaching the stand.

**RWY Restriction**

MAX allowed crosswind component 15KT.

**TWY Restriction**

TWY A, B width 20m / 66ft.

**Taxi/Parking**

Marshalling is AVBL for ARR/DEP ACFT on stands 211-218

During back track night manoeuvring on RWY 07 head, it is allowed to overpass stop lights RWY 25 following back track lights.

Follow-me AVBL O/R.

**APU**

Use of APU restricted to MAX 20min after ARR and 60min prior EOBT.

**Warnings**

APP CTL service limited due to radio telecommunication at low ALT.

**TRE NDB** unusable:

210°-270° MRA 3500ft beyond 20NM.

270°-300° MRA 6000ft beyond 15NM.

300°-040° MRA 7000ft beyond 10NM.

MAINT: 1st WED of FEB, MAY, AUG, NOV between 1000-1200‡.

Birds and parachuting in vicinity of AD.

**ARRIVAL****Communication****COM Failure on GND**

Vacate RWY via TWY A and wait for follow-me assistance to reach assigned stand.

**Arrival Procedure**

**VFR Traffic Pattern:** RWY 25 right-hand circuit.

**Noise Abatement Procedure:** See CRAR and in addition;  
2200-0500 $\pm$  use full RWY length.

**Reverse:** The use of reverse thrust at PWR higher than idle is allowed only in the event of proven safety/operational reasons.

**Non-standard GP intercept position on RWY 07**

GP intercepts RWY 07 at 337m / 1107ft after landing threshold.

Remaining DIST beyond GP is 2005m / 6577ft.

**Warnings**

**ILS/LOC RWY 07 MAINT:** 4th WED each month 1000-1130 $\pm$ .

**GP MAINT:** 1st FRI each month 1000-1130 $\pm$ .

**DEPARTURE****Take-off Minima**

| RWY      |           | 25            |   |
|----------|-----------|---------------|---|
| All ACFT | ft - m/km | 0 - 150R      | - |
| RWY      |           | 07            |   |
| All ACFT | ft - m/km | 0 - 400R/400V | - |

**Communication****COM Failure on GND**

CONT on assigned taxi route until last CLR limit position and wait for follow-me assistance to return to stand.

**Departure Procedure****Start-up/Push-back**

Departing ACFT shall receive signal "all clear" before requesting start-up CLR from TWR. Start-up will be provided only after ATC has received "ACFT ready" status by AD Operator.

Push-back/taxi instructions provided only after "ACFT ready" COM is received by Aertre FREQ.

**Noise Abatement Procedure:** See CRAR.

**De-icing**

NOV-MAR 0500-2300 $\pm$ , APR-OCT 2HR PN.

Effective 19-JUL-2018

12-JUL-2018

TSF-LIPH

2-10

Italy Treviso S.Angelo MIL

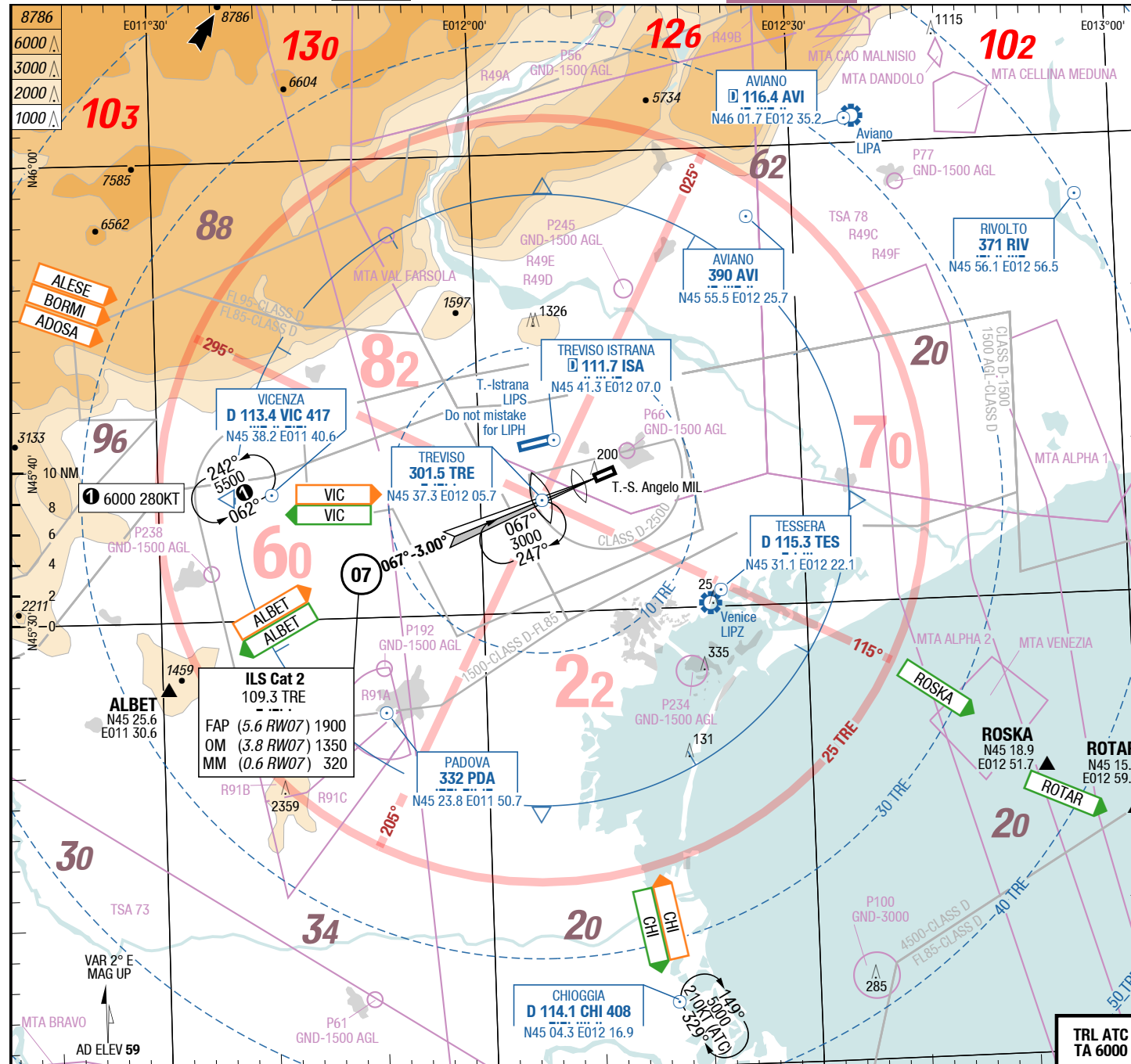
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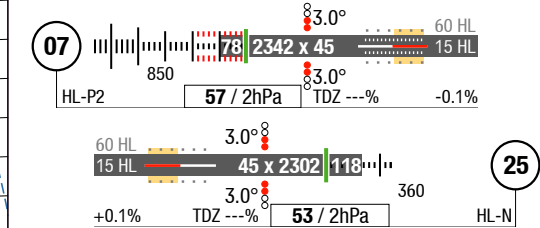
S.Angelo MIL Treviso Italy

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|                   |         |            |                |
|-------------------|---------|------------|----------------|
| <b>RAD</b>        | 120.400 | 0700-1900± | 1900-0700± ATC |
| <b>Padova ACC</b> | 125.900 |            |                |
|                   | 120.725 |            |                |
| <b>APP</b>        | 120.400 |            |                |
|                   | 121.150 | ATC        |                |
| <b>TWR</b>        | 118.700 | 0530-2200± |                |
|                   | 122.100 | 0530-2200± |                |
| <b>Aertre</b>     | 131.430 |            |                |

Landing RWY system:



Changes: Nil

Effective 19-JUL-2018

12-JUL-2018

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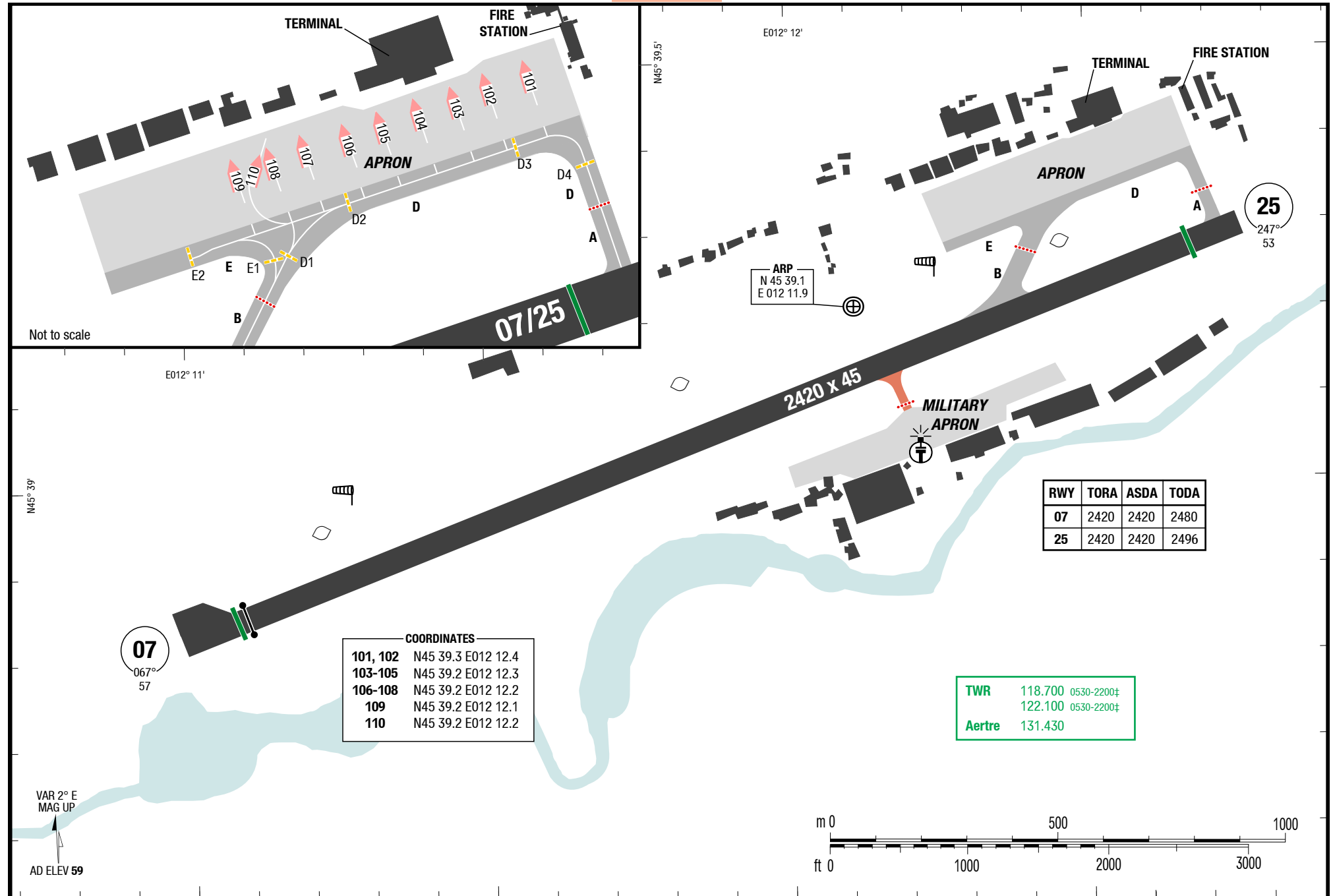
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AGC

3-20



Changes: HLDG POS, ABN, COORD, Editorial

Effective 19-JUL-2018

12-JUL-2018

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NIL  
LVC

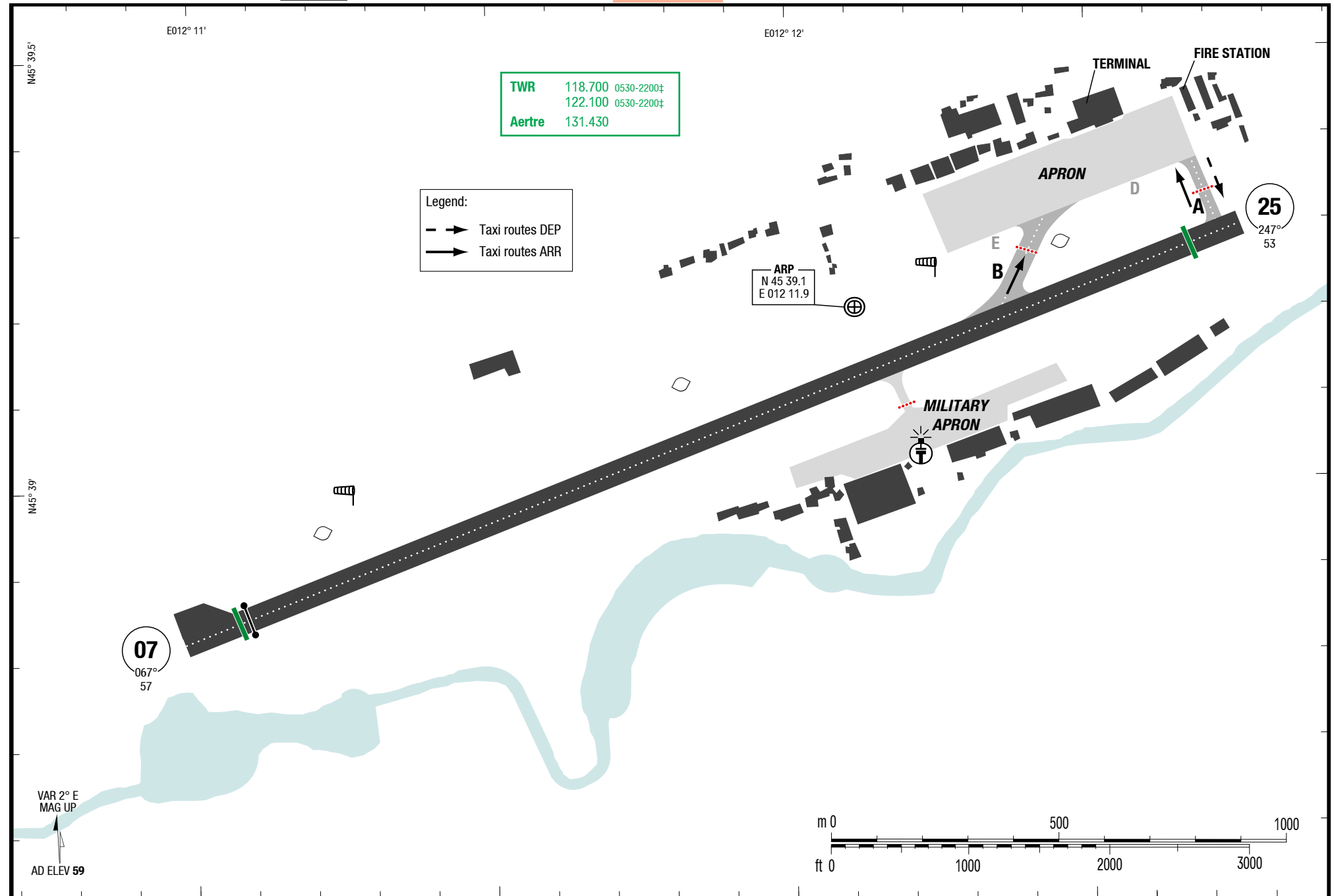
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LVC

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NIL  
LVC

3-30



Changes: HLDG POS, ABN

**TSF-LIPH**

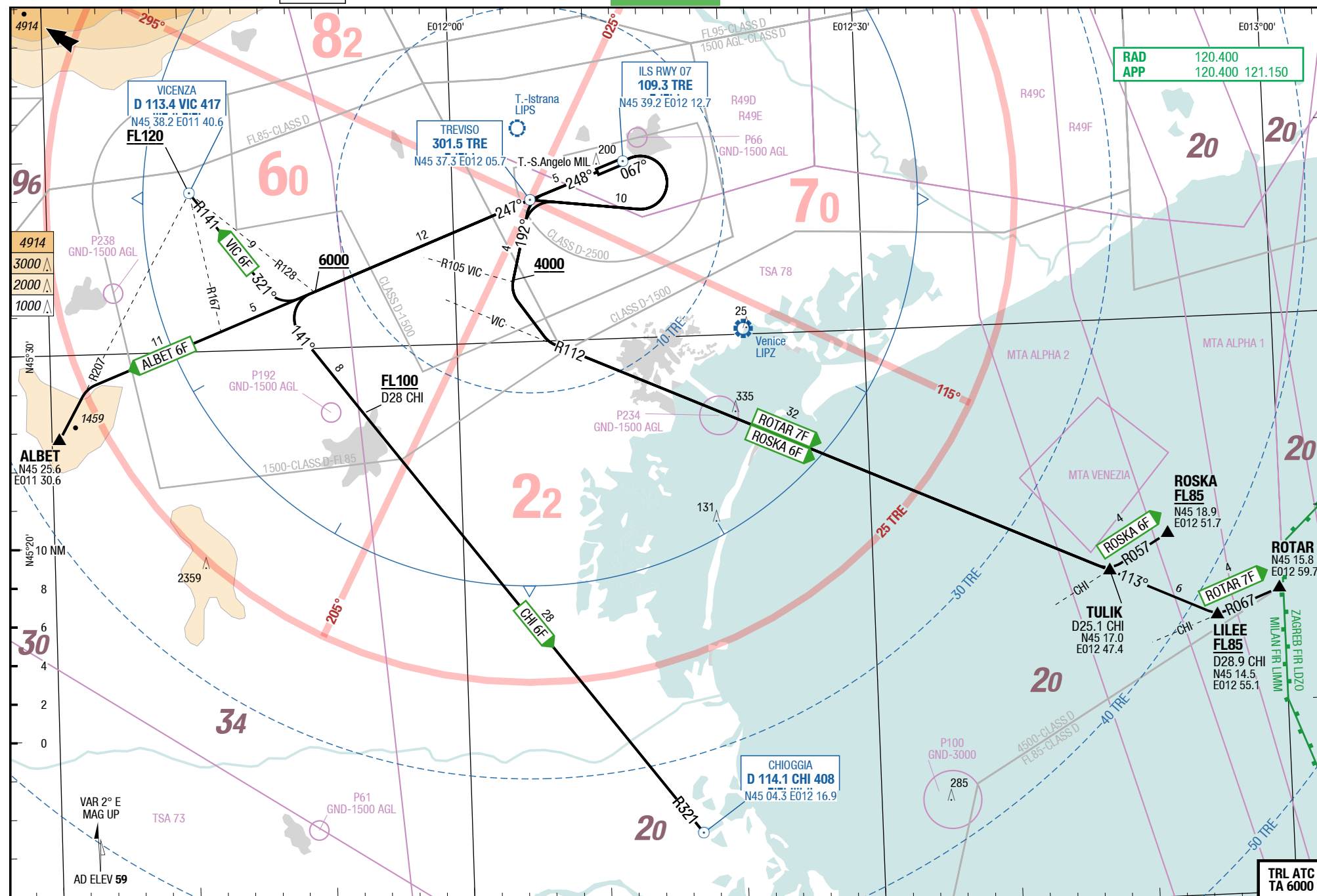
## SIDs

SID

SID

## SIDs

4-10



Changes: PROC, ASP, NAVAID, OBST, SUAs

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19-APR-2018

TSF-LIPH

5-10

SIDs

SIDPT

ALBET 6F / CHIOGGIA 6F / ROSKA 6F / ROTAR 7F / VICENZA 6F

RWY 07 (067°)

|      |        |     |      |      |      |      |      |
|------|--------|-----|------|------|------|------|------|
|      | GS     | 120 | 150  | 180  | 210  | 240  | 270  |
| 6.7% | ft/MIN | 900 | 1100 | 1300 | 1500 | 1700 | 1900 |

| DESIGNATOR  | ROUTING  | ALTITUDES  |
|---|--|--|
|   | <b>Runway 07</b>   |  |
| <b>ALBET 6F</b><br>6.7%<br><b>120.400</b>                     | <b>RT</b> direct <b>TRE</b> NDB - QDR 247 <b>TRE</b> (247° <b>TRE</b> LOC) - crossing R167 <b>VIC</b> <b>LT</b> intercept R207 <b>VIC</b> to <b>ALBET</b>  | QDR 247 <b>TRE</b> / R128 <b>VIC</b><br>MNM <b>6000</b>  |
| <b>CHIOGGIA 6F</b><br><b>CHI 6F</b><br>6.7%<br><b>120.400</b> | <b>RT</b> direct <b>TRE</b> NDB - QDR 247 <b>TRE</b> (247° <b>TRE</b> LOC) - crossing R128 <b>VIC</b> <b>LT</b> intercept R321 <b>CHI</b> to <b>CHI</b>  | QDR 247 <b>TRE</b> / R128 <b>VIC</b><br>MNM <b>6000</b><br>R321/D28 <b>CHI</b> MNM<br><b>FL100</b> |
| <b>ROSKA 6F</b><br>6.7%<br><b>120.400</b>                     | <b>RT</b> direct <b>TRE</b> NDB - QDR 192 <b>TRE</b> - crossing R105 <b>VIC</b> <b>LT</b> intercept R112 <b>VIC</b> to <b>TULIK</b> - <b>LT</b> intercept R057 <b>CHI</b> to <b>ROSKA</b>                | QDR 192 <b>TRE</b> / R105 <b>VIC</b><br>MNM <b>4000</b><br><b>ROSKA</b> MNM <b>FL85</b>            |
| <b>ROTAR 7F</b><br>6.7%<br><b>120.400</b>                     | <b>RT</b> direct <b>TRE</b> NDB - QDR 192 <b>TRE</b> - crossing R105 <b>VIC</b> <b>LT</b> intercept R112 <b>VIC</b> to <b>TULIK</b> - <b>LILEE</b> - <b>LT</b> intercept R067 <b>CHI</b> to <b>ROTAR</b> | QDR 192 <b>TRE</b> / R105 <b>VIC</b><br>MNM <b>4000</b><br><b>LILEE</b> MNM <b>FL85</b>            |
| <b>VICENZA 6F</b><br><b>VIC 6F</b><br>6.7%<br><b>120.400</b>  | <b>RT</b> direct <b>TRE</b> NDB - QDR 247 <b>TRE</b> (247° <b>TRE</b> LOC) - crossing R128 <b>VIC</b> <b>RT</b> intercept R141 <b>VIC</b> to <b>VIC</b>  | QDR 247 <b>TRE</b> / R128 <b>VIC</b><br>MNM <b>6000</b><br><b>VIC</b> MNM <b>FL120</b>             |

**ALBET 6F / CHIOGGIA 6F / ROSKA 6F / ROTAR 7F / VICENZA 6F**

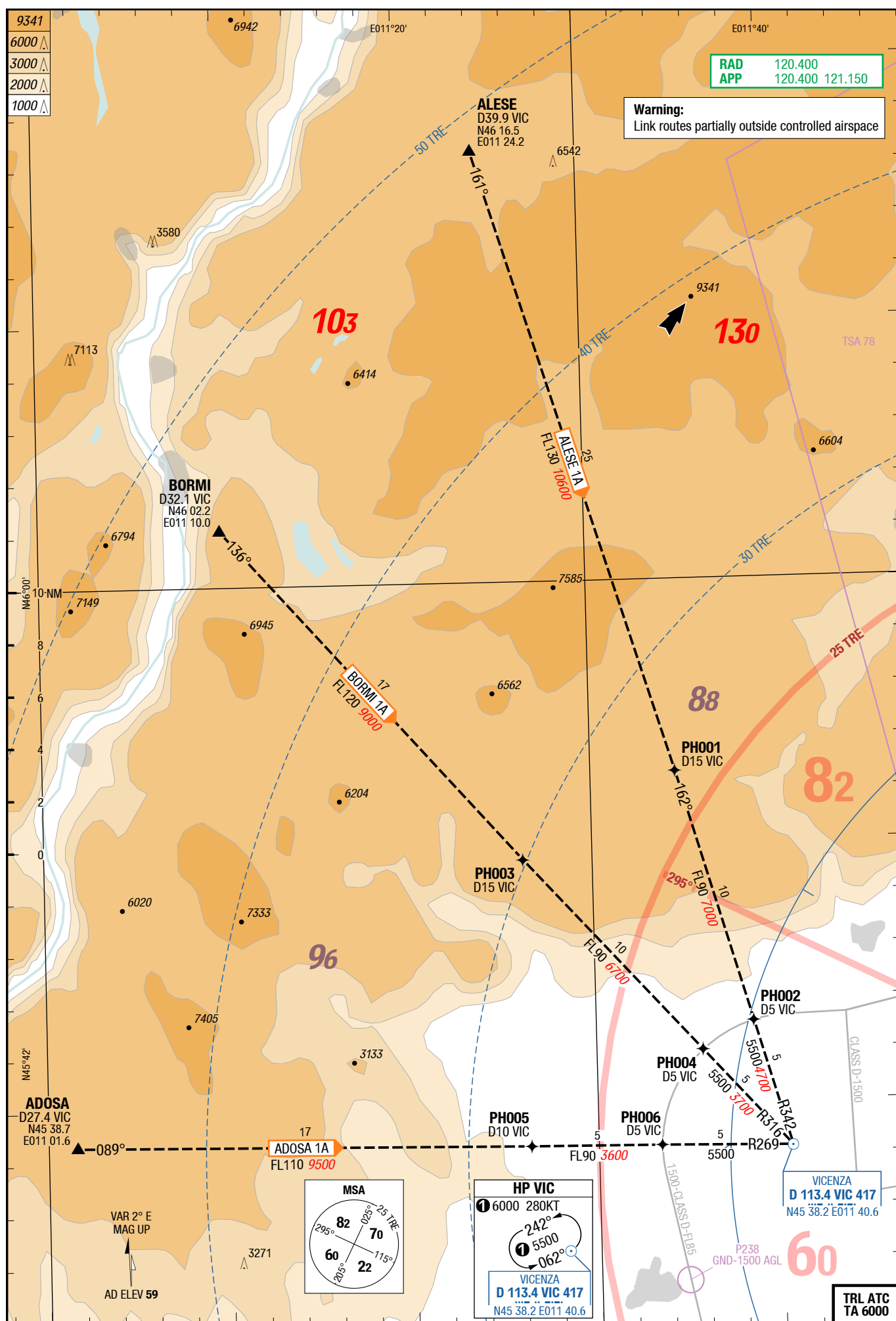
RWY 25 (247°)

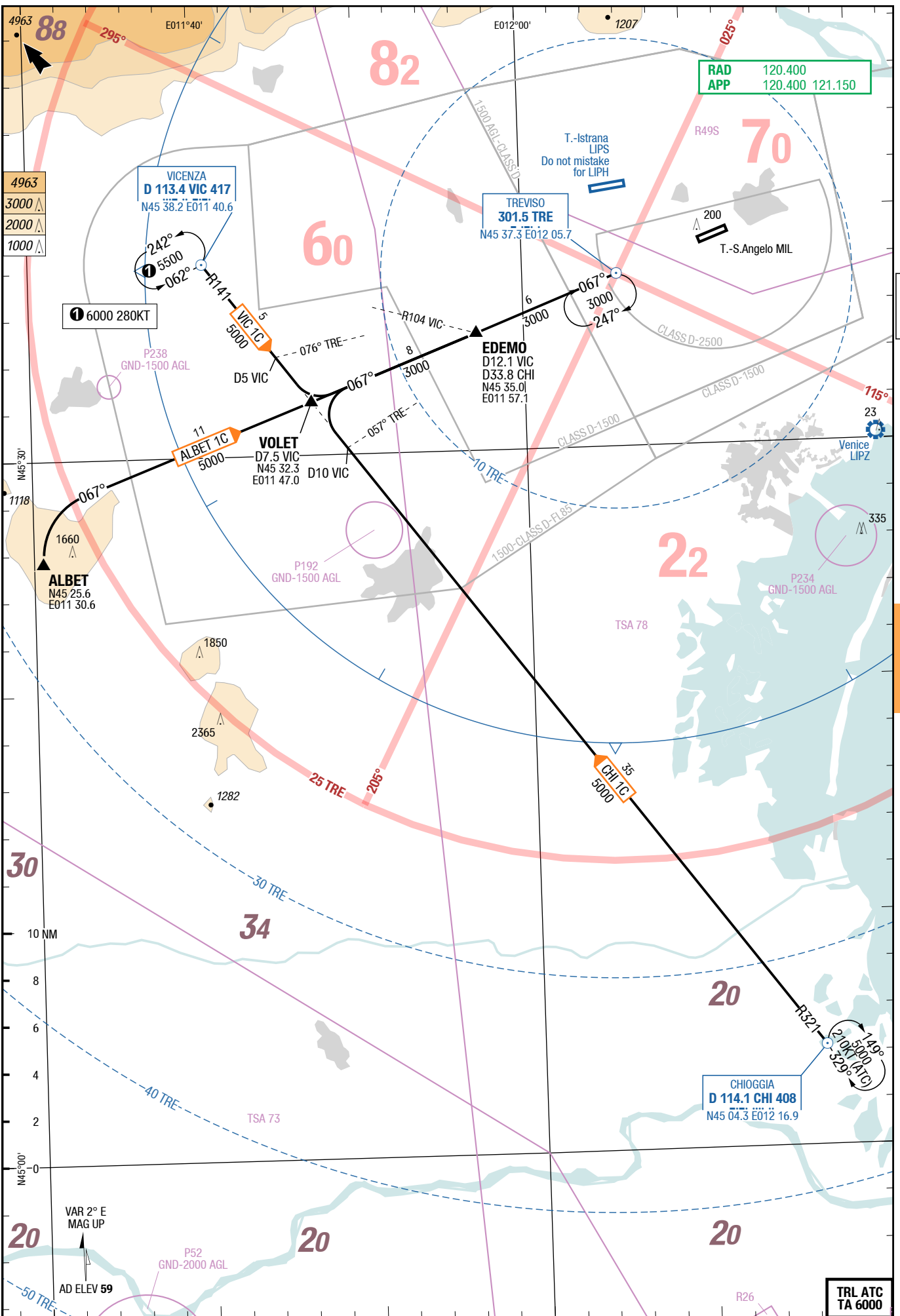
|      |        |     |      |      |      |      |      |
|------|--------|-----|------|------|------|------|------|
|      | GS     | 120 | 150  | 180  | 210  | 240  | 270  |
| 5.8% | ft/MIN | 800 | 900  | 1100 | 1300 | 1500 | 1600 |
| 7.0% | ft/MIN | 900 | 1100 | 1300 | 1500 | 1800 | 2000 |

| DESIGNATOR   | ROUTING  | ALTITUDES  |
|--|--|--|
|  | <b>Runway 25</b>   |  |
| <b>ALBET 6F</b><br>5.8%<br><b>120.400</b><br>①                     | QDM 248 <b>TRE</b> (248° <b>TRE</b> LOC) to <b>TRE</b> NDB - QDR 247 <b>TR</b> (247° <b>TRE</b> LOC) - crossing R167 <b>VIC</b> <b>LT</b> intercept R207 <b>VIC</b> to ALBET                                   | QDR 247 <b>TRE</b> / R128 <b>VIC</b><br>MNM <b>6000</b>  |
| <b>CHIOGGIA 6F</b><br><b>CHI 6F</b><br>7.0%<br><b>120.400</b><br>① | QDM 248 <b>TRE</b> (248° <b>TRE</b> LOC) to <b>TRE</b> NDB - QDR 247 <b>TRE</b> (247° <b>TRE</b> LOC) - crossing R128 <b>VIC</b> <b>LT</b> intercept R321 <b>CHI</b> to <b>CHI</b>                             | QDR 247 <b>TRE</b> / R128 <b>VIC</b><br>MNM <b>6000</b><br>R321/D28 <b>CHI</b> MNM<br><b>FL100</b> |
| <b>ROSKA 6F</b><br>5.8%<br><b>120.400</b><br>①                     | QDM 248 <b>TRE</b> (248° <b>TRE</b> LOC) to <b>TRE</b> NDB - QDR 192 <b>TRE</b> - crossing R105 <b>VIC</b> <b>LT</b> intercept R112 <b>VIC</b> to TULIK - <b>LT</b> intercept R057 <b>CHI</b> to ROSKA         | QDR 192 <b>TRE</b> / R105 <b>VIC</b><br>MNM <b>4000</b><br>ROSKA MNM <b>FL85</b>                   |
| <b>ROTAR 7F</b><br>5.8%<br><b>120.400</b><br>①                     | QDM 248 <b>TRE</b> (248° <b>TRE</b> LOC) to <b>TRE</b> NDB - QDR 192 <b>TRE</b> - crossing R105 <b>VIC</b> <b>LT</b> intercept R112 <b>VIC</b> to TULIK - LILEE - <b>LT</b> intercept R067 <b>CHI</b> to ROTAR | QDR 192 <b>TRE</b> / R105 <b>VIC</b><br>MNM <b>4000</b><br>LILEE MNM <b>FL85</b>                   |
| <b>VICENZA 6F</b><br><b>VIC 6F</b><br>5.8%<br><b>120.400</b><br>①  | QDM 248 <b>TRE</b> (248° <b>TRE</b> LOC) to <b>TRE</b> NDB - QDR 247 <b>TRE</b> (247° <b>TRE</b> LOC) - crossing R128 <b>VIC</b> <b>RT</b> intercept R141 <b>VIC</b> to <b>VIC</b>                             | QDR 247 <b>TRE</b> / R128 <b>VIC</b><br>MNM <b>6000</b><br><b>VIC</b> MNM <b>FL120</b>             |

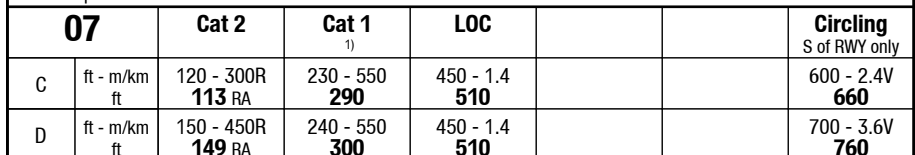
① Cross DER MNM 85ft due to close in obstacle (trees) 11m/36ft height, 50m/164ft after DER, 70m/230ft left of RCL.





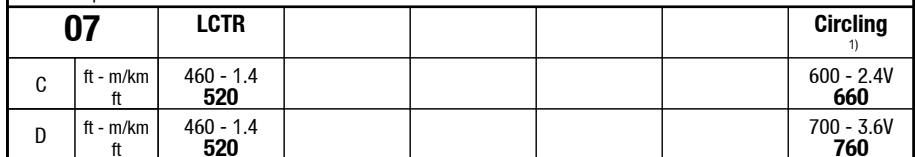


## ILS or LOC 07



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Changes: MIN

**LCTR 07**

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