

GENERAL**Operational Hours****ATS Hours / AD ADMIN Hours:** H24**Airport Information****RFF:** CAT 9**Fuel:** 0600-2300±; O/R for refuelling before LDG on handling agent FREQ.**PCN:** All RWYs: 90/F/A/W/T**Operation****Preferential RWY**

RWY 04R/22L

RWY 04L/22R only active under following conditions:

- when RWY 04R/22L is closed by NOTAM.
- friction coefficient more or equal to 0.50.
- MAX allowed crosswind factor reduced by 30% for all ACFT.
- when stand 552 closed.
- stand 441 occupied by ACFT up to code letter D.

Low Visibility Procedures

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.

Report to TWR:

- when reaching RWY holding position/ Intermediate holding position.
- when ILS sensitive area vacated.

Ground movements:

- follow-me is mandatory on the APN with RVR below 400m.
- in case of surface surveillance system U/S and/or failure of RWY stop bars, only one ACFT movement at a time is allowed and follow-me is always mandatory.

RWY Restriction

RWY 04L/22R is used as TWY T when RWY 04R/22L is active.

TWY Restriction

TWY U between abeam stand 109 and intermediate holding position U4 MAX wingspan 42m / 138.8ft.

TWY Q between intermediate holding position Q1 and abeam stand 221 MAX wingspan 52m / 170.6ft.

TWY V MAX wingspan 36m / 118.1ft.

TWY S AVBL to code letter E ACFT if led by follow-me.

Taxilane JA not AVBL.

Taxi

Follow-me provided O/R for backtrack in turn pad.

Use MNM PWR when manoeuvring on TWY system and on APN.

Parking

Self parking mode in use daily SR-SS upon ARR stand 101-323, 360-367 and 432-443.

Stand 324-330 provided with APIS.

Stand 328 use MNM PWR when entering due to jet blast.

Stands 219, 221:

- B717 stop on marking STOP 1.
- All other ACFT stop on marking STOP 2.

GENERAL

Stands 101, 102, 110-116, 360-367, 432-440:

- MD80, A321, B737-800, E190 stop on marking STOP 2.
- All other ACFT stop on marking STOP 1.

APU

Use of APU restricted to 60min before EOBT and 30min after ATA.

Stands 101-116, 217-221, 322-330 and 360-367, use of APU for ARR is allowed till on-block, for DEP for start-up only.

Noise Abatement Procedures

2200-0500±: It is compulsory after LDG to use entire length of RWY to reach parking area.

Warnings

AD EMERG exercise first day of month from 0000-0100±.

AD rarely affected by wind shears, mainly in NOV, DEC, MAR and early night HRs, mostly with wind directions from north to east and with cloudy sky or in association with fronts or TS.

CHI VOR MAINT: 1st TUE each month 0900-1100±.

CHI DME MAINT: 1st TUE of APR and OCT 0900-1100±.

CHI NDB MAINT: 1st TUE of MAR/JUN/SEP/DEC 1300-1500±.

VIC VOR MAINT: 1st MON each month 0900-1100±.

VIC DME MAINT: 1st MON of APR and OCT 0900-1100±.

VIC NDB MAINT: 1st MON of MAR/JUN/SEP/DEC 1300-1500±.

LOC ILS 04R MAINT: Each WED 1400-1530±.

GP MAINT: 2nd TUE each month 1400-1500±.

ARRIVAL**Speed**

250KT IAS below FL100.

200KT IAS:

- starting the turn to intercept the LOC, or
- starting the turn to intercept appropriate RDL in case of VOR/DME RWY 04L/R-22L/R final APCH, or
- at distance of 12NM from RWY THR in case of straight in APCH.
- 180KT IAS from completing the turn to intercept LOC or at distance of 8NM from the RWY THR.
- 160KT IAS at a distance of 4NM from RWY THR.

Communication**COM Failure**

In the event of radio failure, the point on which to descend for LDG at Venezia is LATUS.

Under radar vectors, fly to the designated navigation aid. Maintain last acknowledged LVL, if below MNM HLDG ALT they climb to such ALT.

Thereafter comply with ICAO radio failure procedures in force.

COM Failure on manoeuvring area: Wait on RWY for follow-me in order to be guided to the stand.

Under LVP: Vacate RWY and sensitive area then wait for follow-me to enter APN.

Arrival Procedure

Noise Abatement Procedure: See CRAR.

Reverse: Do not use more than idle reverse if possible.

DEPARTURE**Take-off Minima**

RWY		04R	
All ACFT	ft - m/km	0 - 75R	-
RWY		22L	
All ACFT	ft - m/km	0 - 550R/550V	-
RWY		04L/22R	
All ACFT	ft - m/km	0 - 1.1V	-

Communication**COM Failure**

When a radar vector has been received which has taken the ACFT off the SID return to such route in the shortest way and comply with ICAO.

COM Failure on manoeuvring area: continue along taxi route until clearance limit, then wait for follow-me to return to apron.

Departure Procedure

VOR failures either of GND or ACFT equipment shall be reported immediately to ATC unit.

Start-up/Push-back

ENG start-up in push-back from stand 360 to 367 is allowed only once lined up on TWY V except for ACFT technical reasons.

Noise Abatement Procedure: See CRAR and in addition;
Use TKOF PROC A.

DEP Notes**All SIDs VIC**

May be authorized only if no heavy military TFC within Treviso CTR.

ATC Slot, Clearance**Airport Collaborative Decision Making (CDM)**

CDM concept in use at this airport. See General Part/RAR/RAR In-Flight.

Once Actual Ready Time (ARDT) has been obtained, contact GND (0600-2200±) or TWR (2200-0600±) within TSAT ± 5min.

Non-CDM Departure Procedure

When ready to move all ACFT must contact Aerodrome Operations to be released from handling operations. Departure sequence is in accordance to the first call first serve principle.

DEPARTURE

De-icing

De-icing bay MAX code letter E ACFT.

Stand 431 MAX code letter C ACFT.

Request de-icing at least 40-25min before TOBT.

When ACFT is fully ready, contact 131.480 at TOBT ± 5 .

Marshaller mandatory to enter de-icing facility.

ACFT ENGs status during de-icing OPS:

- twin ENG ACFT: both on idle PWR
- three ENG heavy ACFT: tail out, external idle PWR
- four ENG heavy ACFT: external out, internal idle PWR

SAVE FREQ 131.680 may only be used to confirm ACFT is ready for treatment and to transmit anti-icing code.

12-JUL-2018
VCE-LIPZ

Italy Venice Tesser

AGC
AFC

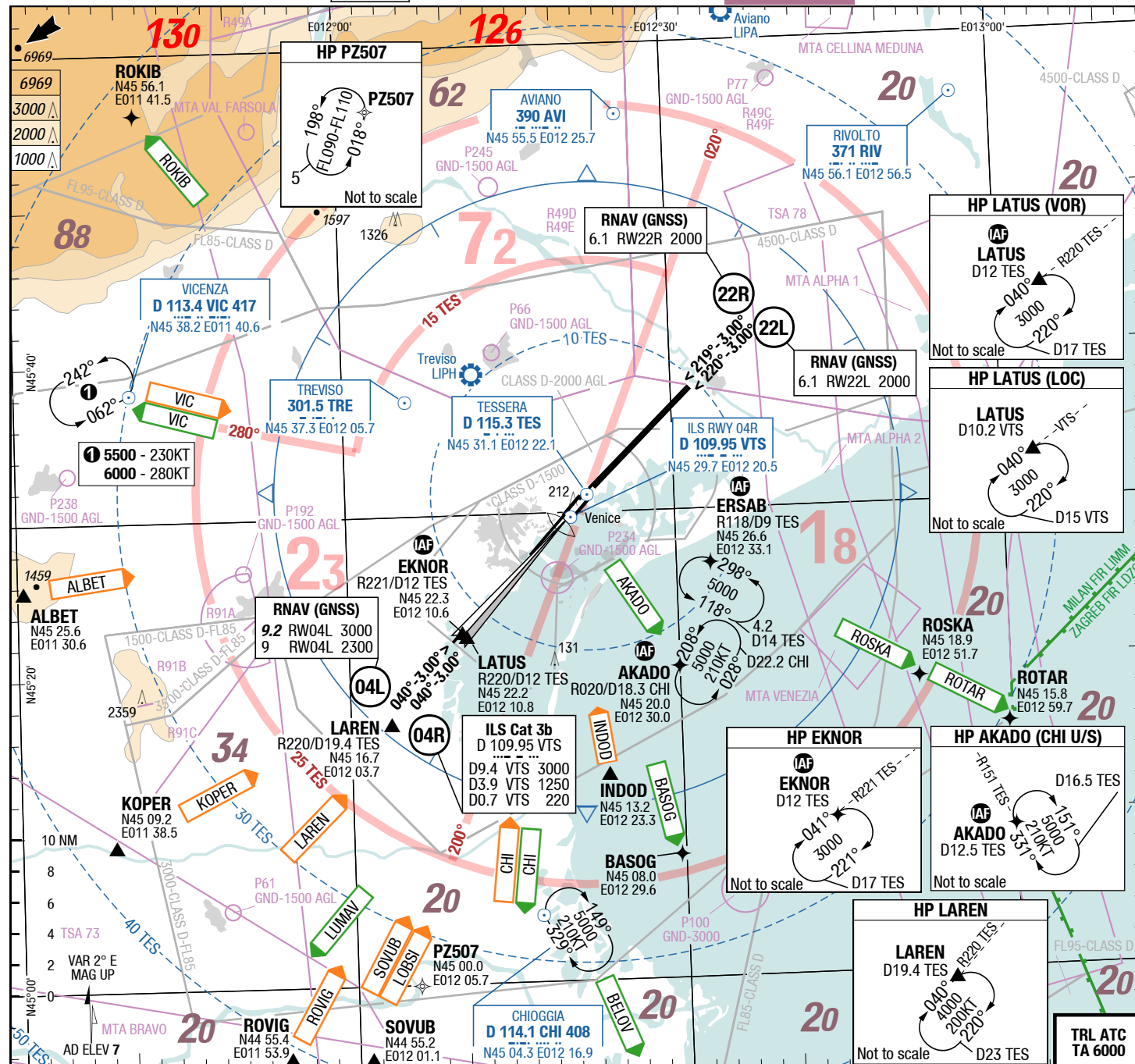
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Tessera Venice Italy

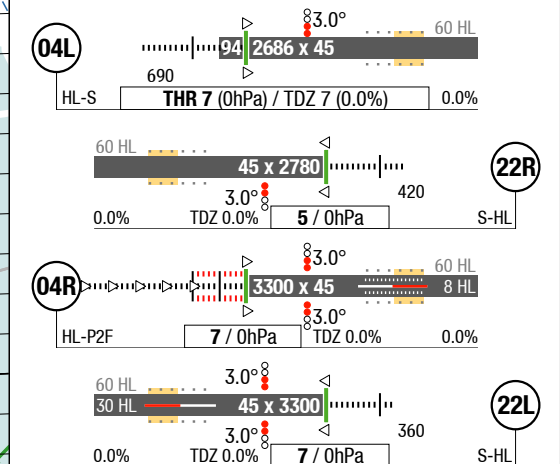
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2-10



ATIS	128.650	125.900
Padova ACC		120.725
APP	118.900	118.250
TWR	120.200	118.250
GND	121.700 0600-2200†	118.250
OPS	131.480	

Landing RWY system:



Changes: HLDG

12-JUL-2018
VCE-LIPZ

Italy Venice Tessa

AGC

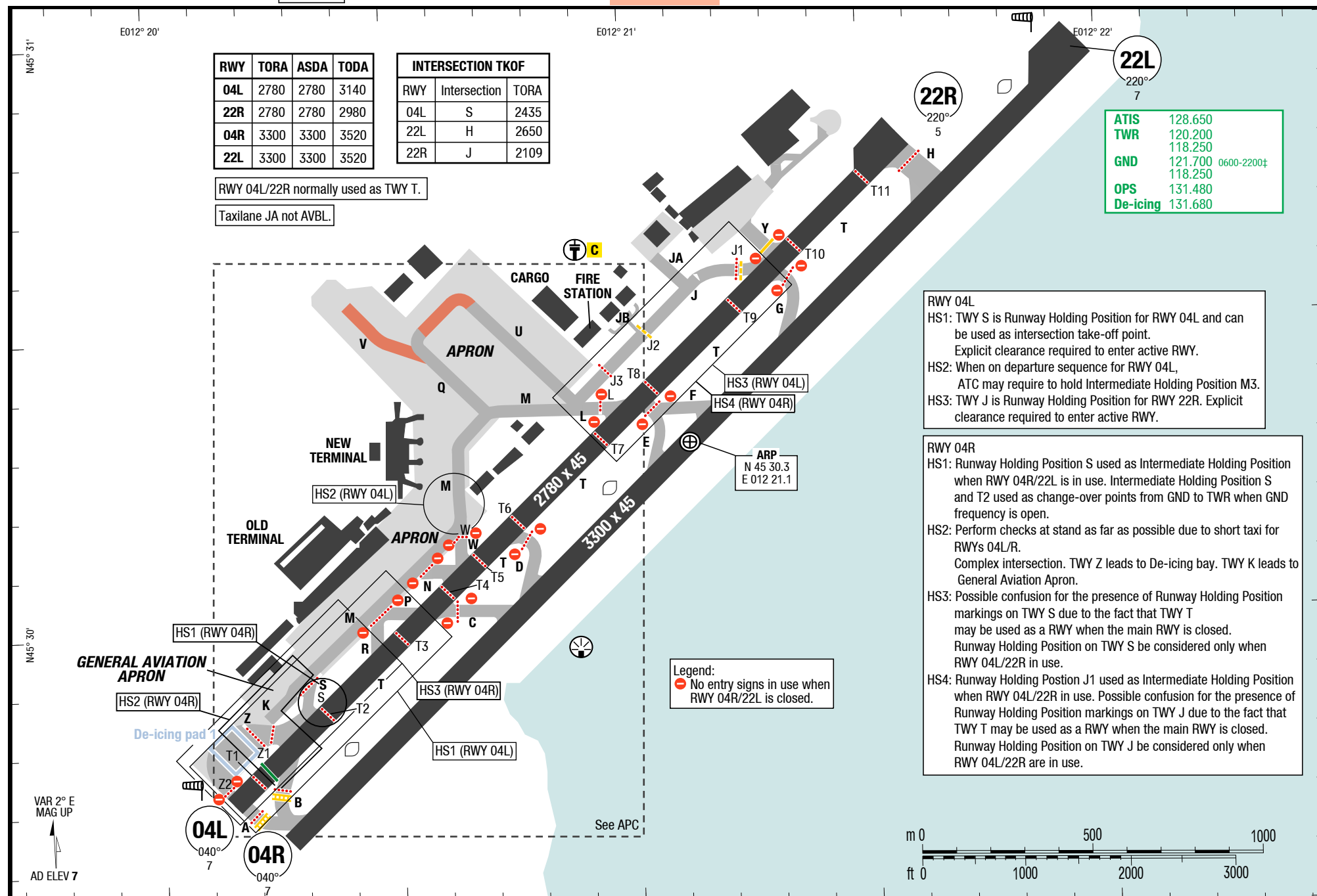
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3-20



Changes: Nil

E012° 20'

REF AIP SUP S8/18
Activated by NOTAM

Taxilane JA not AVBL.

Caution:
Presence of men and equipment nearby
TWY's: T, M and H

RWY	TORA	ASDA	TODA
04R	3300	3300	3360
22L	3300	3300	3360

ATIS	128.650
TWR	120.200
GND	118.250
OPS	121.700 0600-2200+
De-icing	118.250
	131.480
	131.680

E012° 21'

E012° 21'

E012° 22'

22L
220°
7

WORK IN PROGRESS

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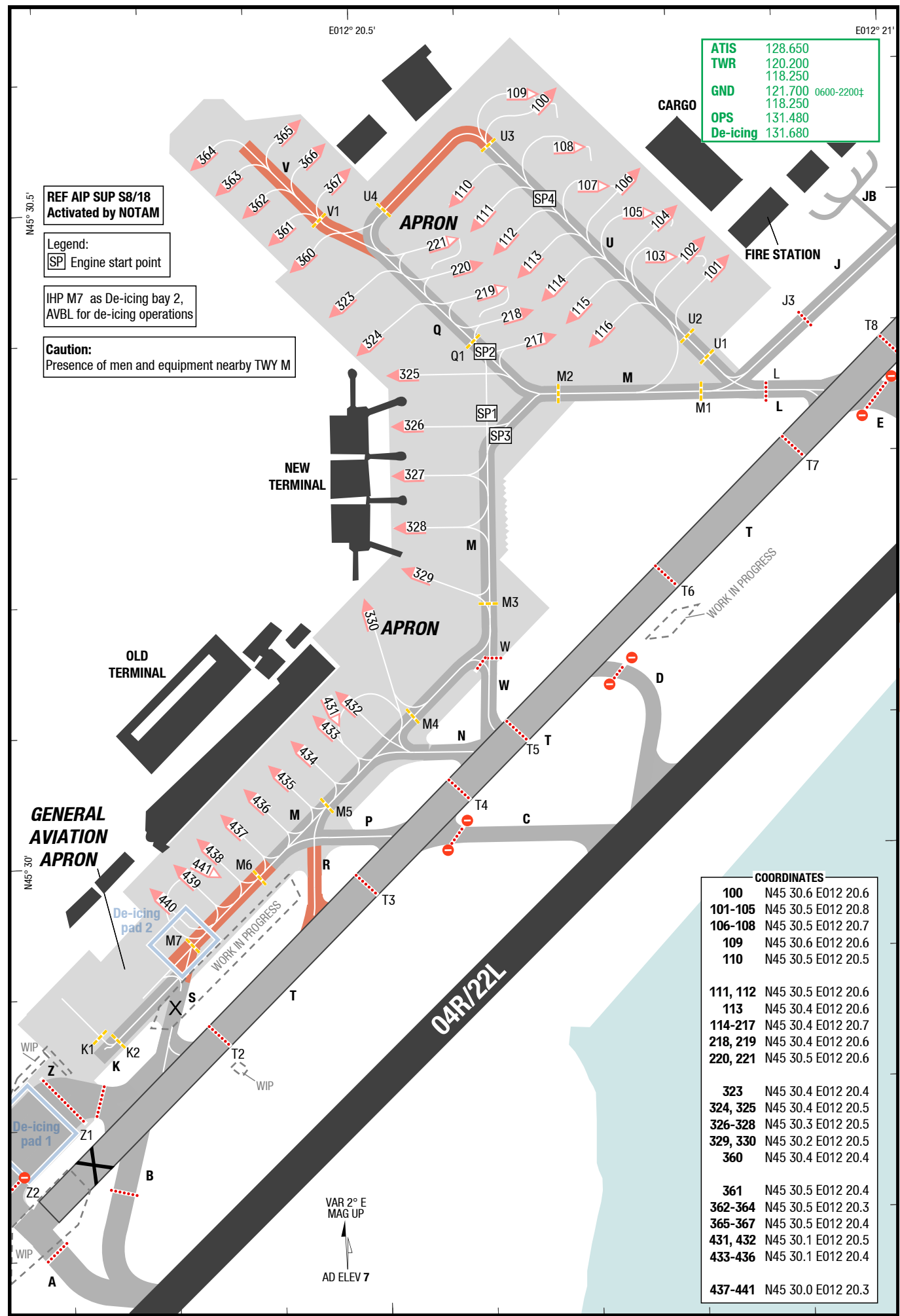
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TWR	120.200
	118.250
GND	121.700 0600-2200†
	118.250
OPS	131.480
De-icing	131.680

REF AIP SUP S8/18
Activated by NOTAM

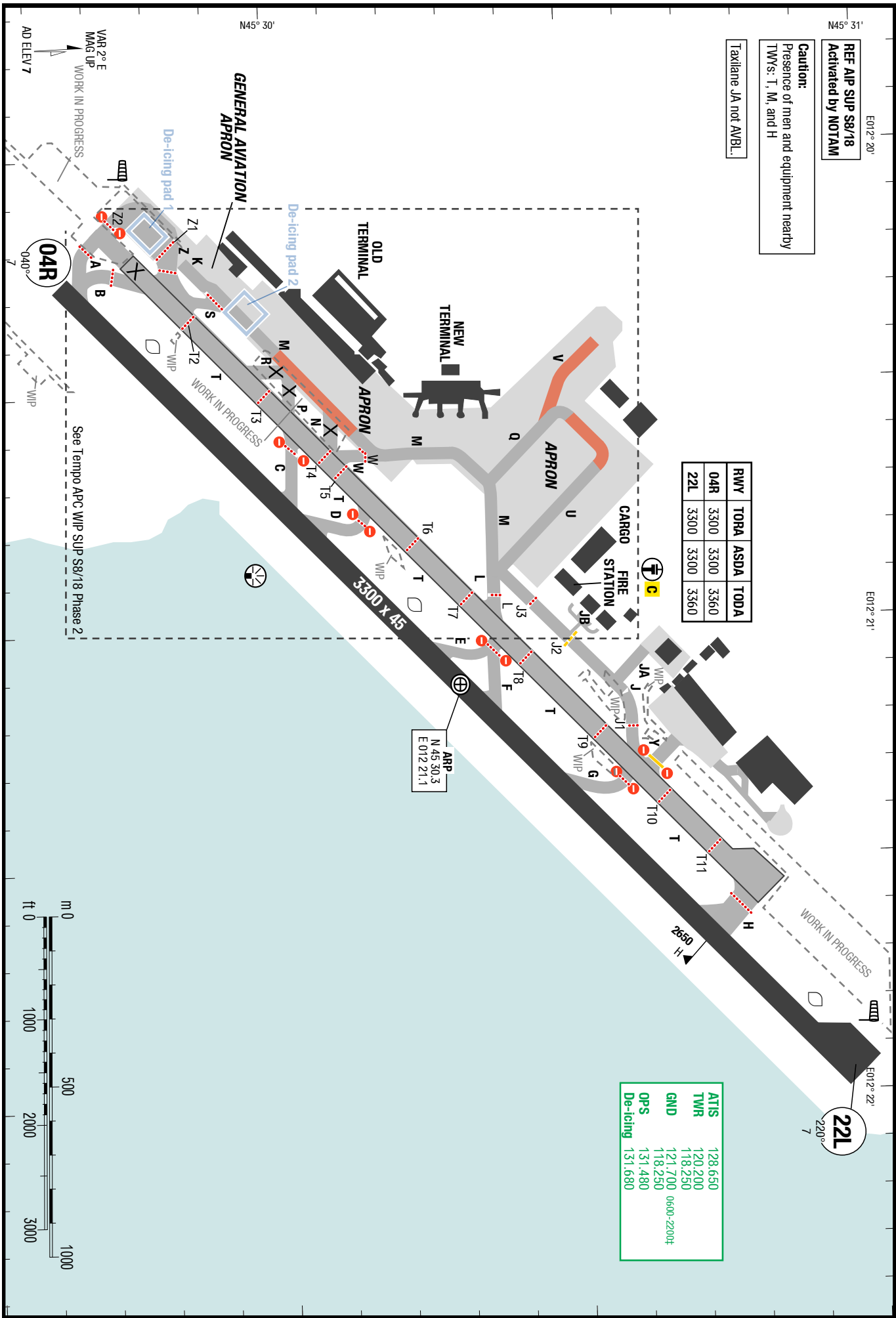
Legend:
[SP] Engine start point

IHP M7 as De-icing bay 2,
AVBL for de-icing operations

Caution:
Presence of men and equipment nearby TWY M



COORDINATES	
100	N45 30.6 E012 20.6
101-105	N45 30.5 E012 20.8
106-108	N45 30.5 E012 20.7
109	N45 30.6 E012 20.6
110	N45 30.5 E012 20.5
111, 112	N45 30.5 E012 20.6
113	N45 30.4 E012 20.6
114-219	N45 30.4 E012 20.7
218, 219	N45 30.4 E012 20.6
220, 221	N45 30.5 E012 20.6
323	N45 30.4 E012 20.4
324, 325	N45 30.4 E012 20.5
326-328	N45 30.3 E012 20.5
329, 330	N45 30.2 E012 20.5
360	N45 30.4 E012 20.4
361	N45 30.5 E012 20.4
362-364	N45 30.5 E012 20.3
365-367	N45 30.5 E012 20.4
431, 432	N45 30.1 E012 20.5
433-436	N45 30.1 E012 20.4
437-441	N45 30.0 E012 20.3



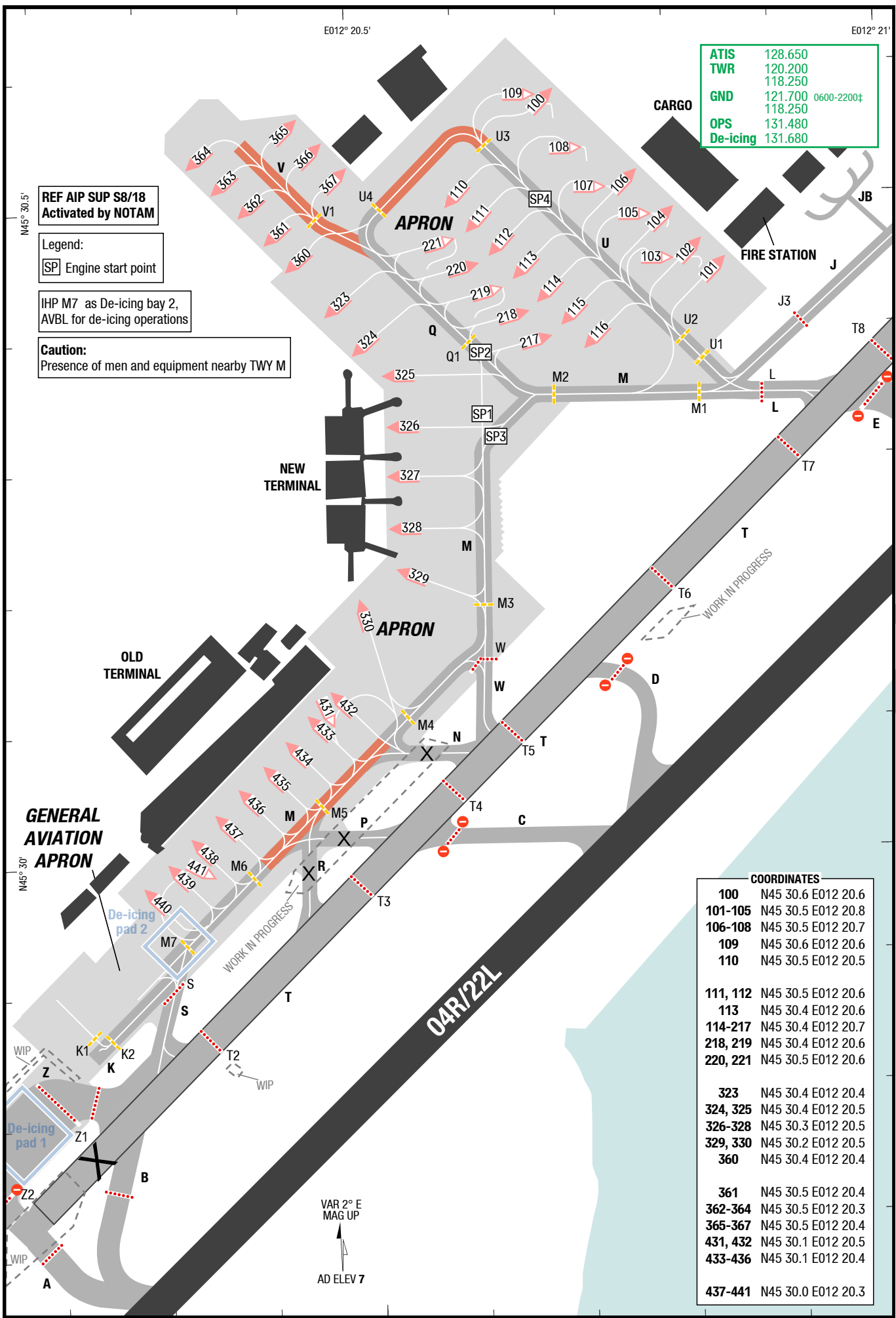
ATIS	128.650
TWR	120.200
GND	121.700 0600-2200+
OPS	131.480
De-icing	131.680

REF AIP SUP S8/18
Activated by NOTAM

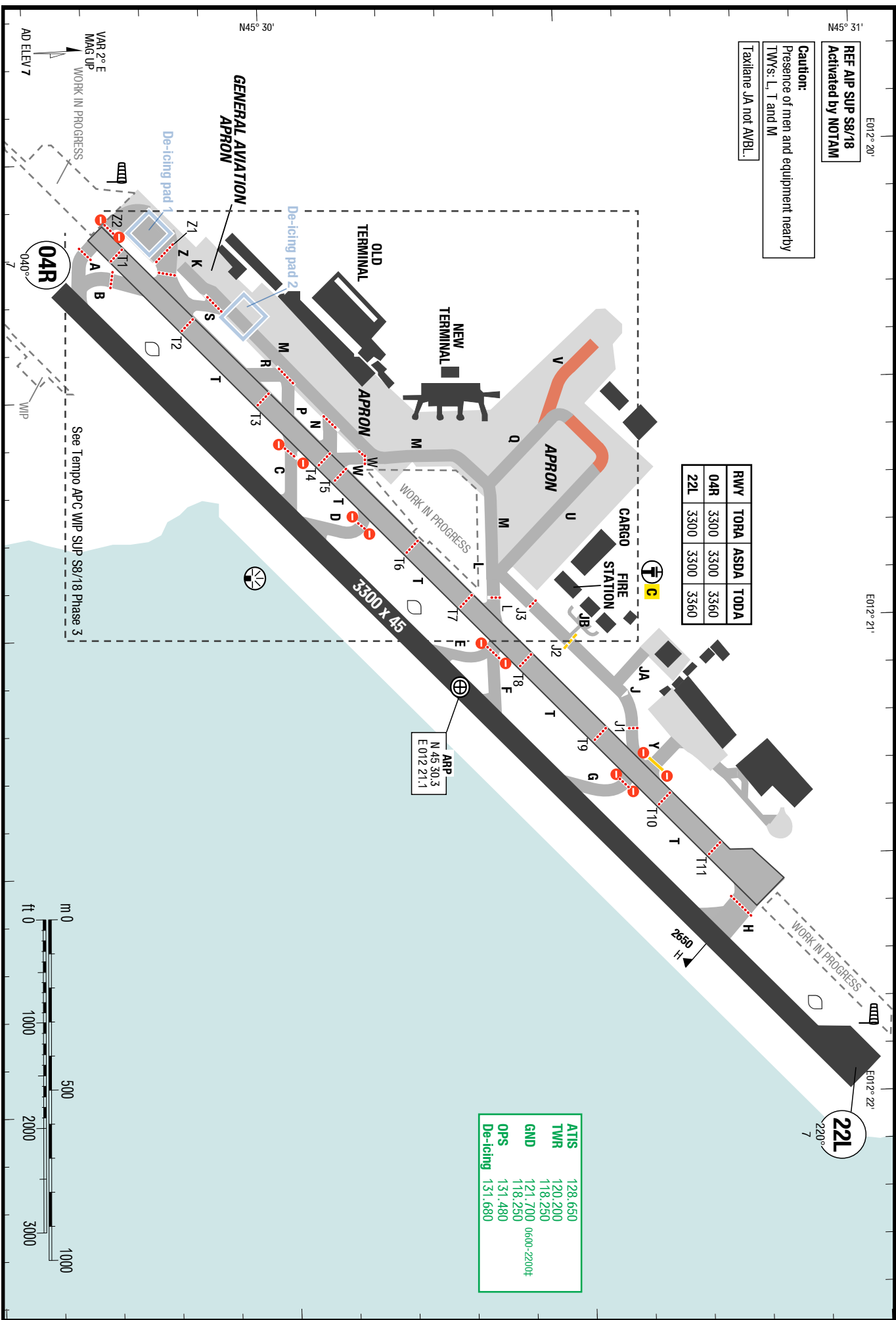
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106-108	N45 30.5 E012 20.7
109	N45 30.6 E012 20.6
110	N45 30.5 E012 20.5
111, 112	N45 30.5 E012 20.6
113	N45 30.4 E012 20.6
114-219	N45 30.4 E012 20.7
218, 219	N45 30.4 E012 20.6
220, 221	N45 30.5 E012 20.6
323	N45 30.4 E012 20.4
324, 325	N45 30.4 E012 20.5
326-328	N45 30.3 E012 20.5
329, 330	N45 30.2 E012 20.5
360	N45 30.4 E012 20.4
361	N45 30.5 E012 20.4
362-364	N45 30.5 E012 20.3
365-367	N45 30.5 E012 20.4
431, 432	N45 30.1 E012 20.5
433-436	N45 30.1 E012 20.4
437-441	N45 30.0 E012 20.3



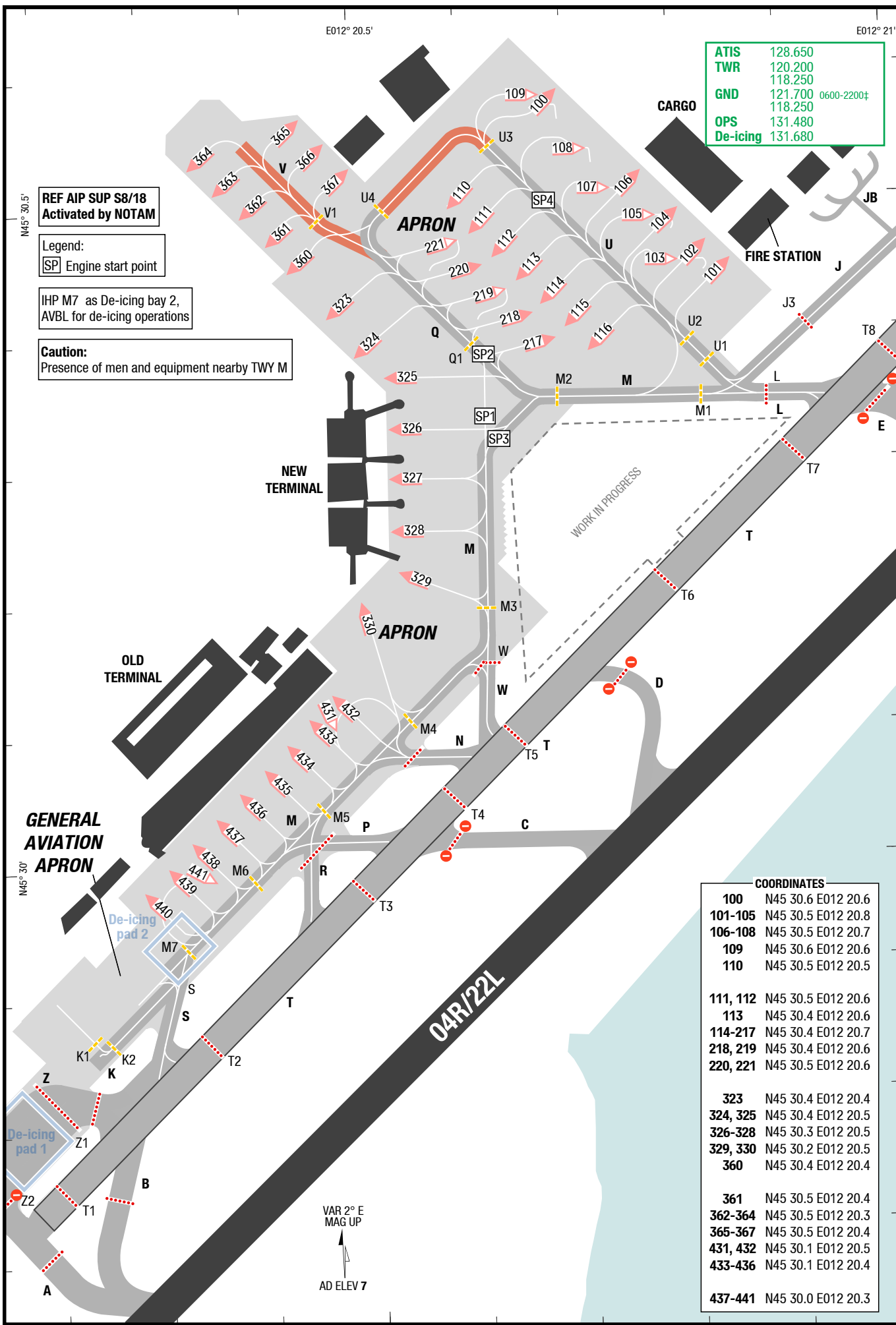
ATIS	128.650
TWR	120.200
GND	121.700 0600-2200+
OPS	131.480
De-icing	131.680

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Activated by NOTAM

Legend:
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COORDINATES	
100	N45 30.6 E012 20.6
101-105	N45 30.5 E012 20.8
106-108	N45 30.5 E012 20.7
109	N45 30.6 E012 20.6
110	N45 30.5 E012 20.5
111, 112	N45 30.5 E012 20.6
113	N45 30.4 E012 20.6
114-219	N45 30.4 E012 20.7
218, 219	N45 30.4 E012 20.6
220, 221	N45 30.5 E012 20.6
323	N45 30.4 E012 20.4
324, 325	N45 30.4 E012 20.5
326-328	N45 30.3 E012 20.5
329, 330	N45 30.2 E012 20.5
360	N45 30.4 E012 20.4
361	N45 30.5 E012 20.4
362-364	N45 30.5 E012 20.3
365-367	N45 30.5 E012 20.4
431, 432	N45 30.1 E012 20.5
433-436	N45 30.1 E012 20.4
437-441	N45 30.0 E012 20.3

VAR 2° E
MAG UP
AD ELEV 7

VCE-LIPZ

NIL

LVC

LVC

NIL

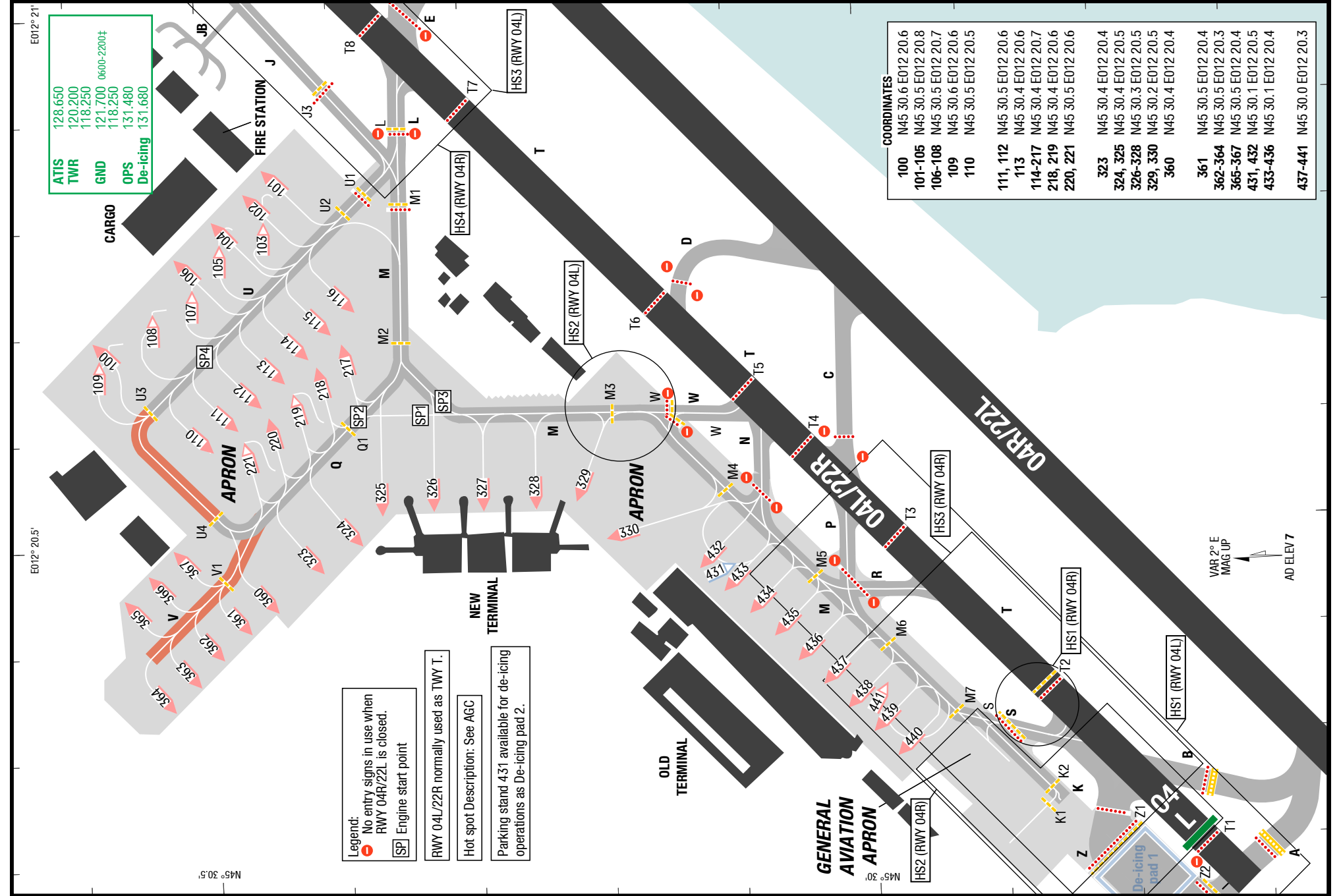
Tempo LVC WIP SUP S8/18 Phase 3

3-27

Tempo LVC WIP SUP S8/18 Phase 3



Changes: new



09-AUG-2018
VCE-LIPZ

Italy Venice Tesser

LVC

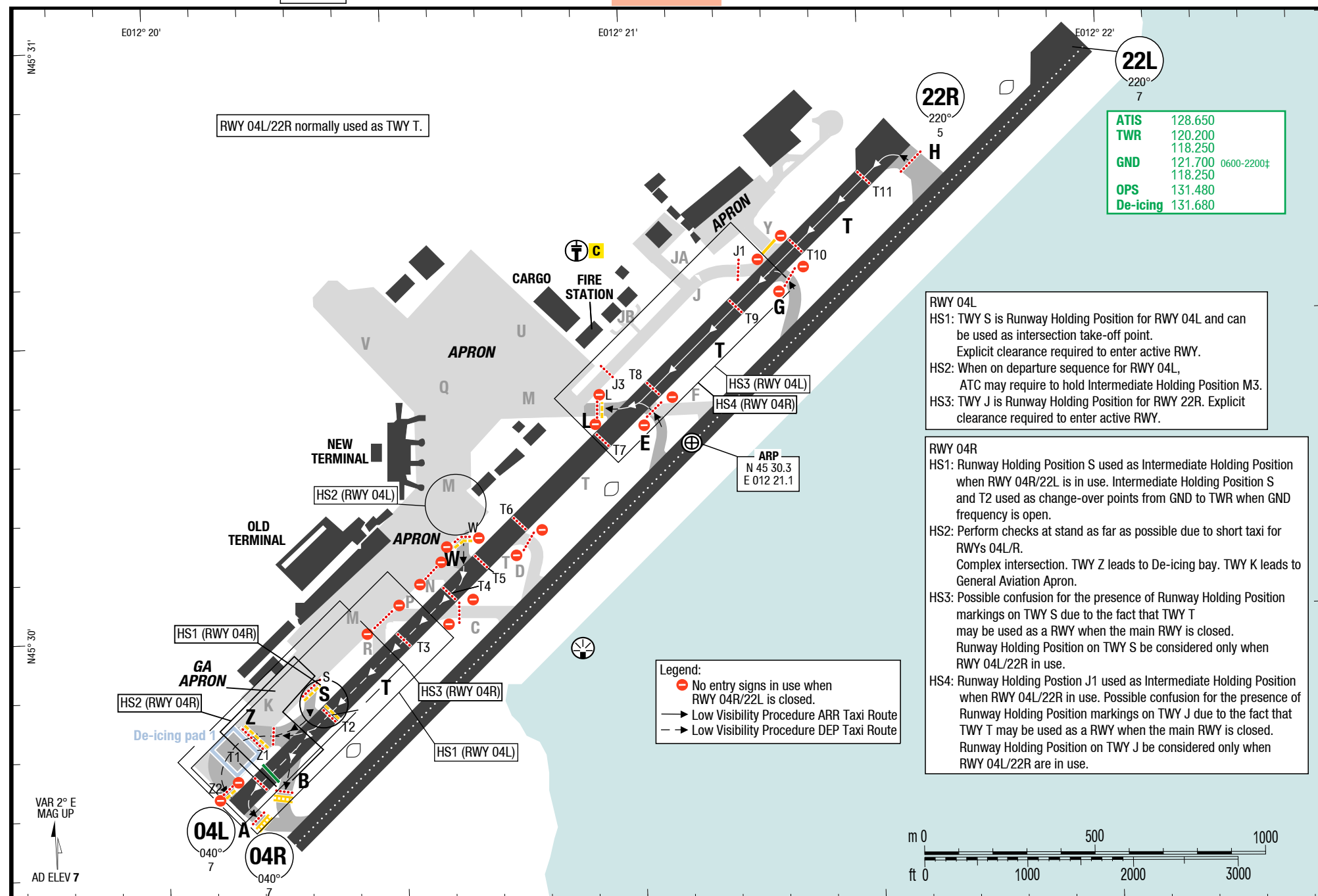
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3-40



Changes: Reprint

19-APR-2018

VCE-LIPZ

Italy **Venice** Tessera

SIDs RWYs 04L/R VOR (RNAV Overlay)

4-10

SIDs RWYs 04L/R (RNAV overlay)

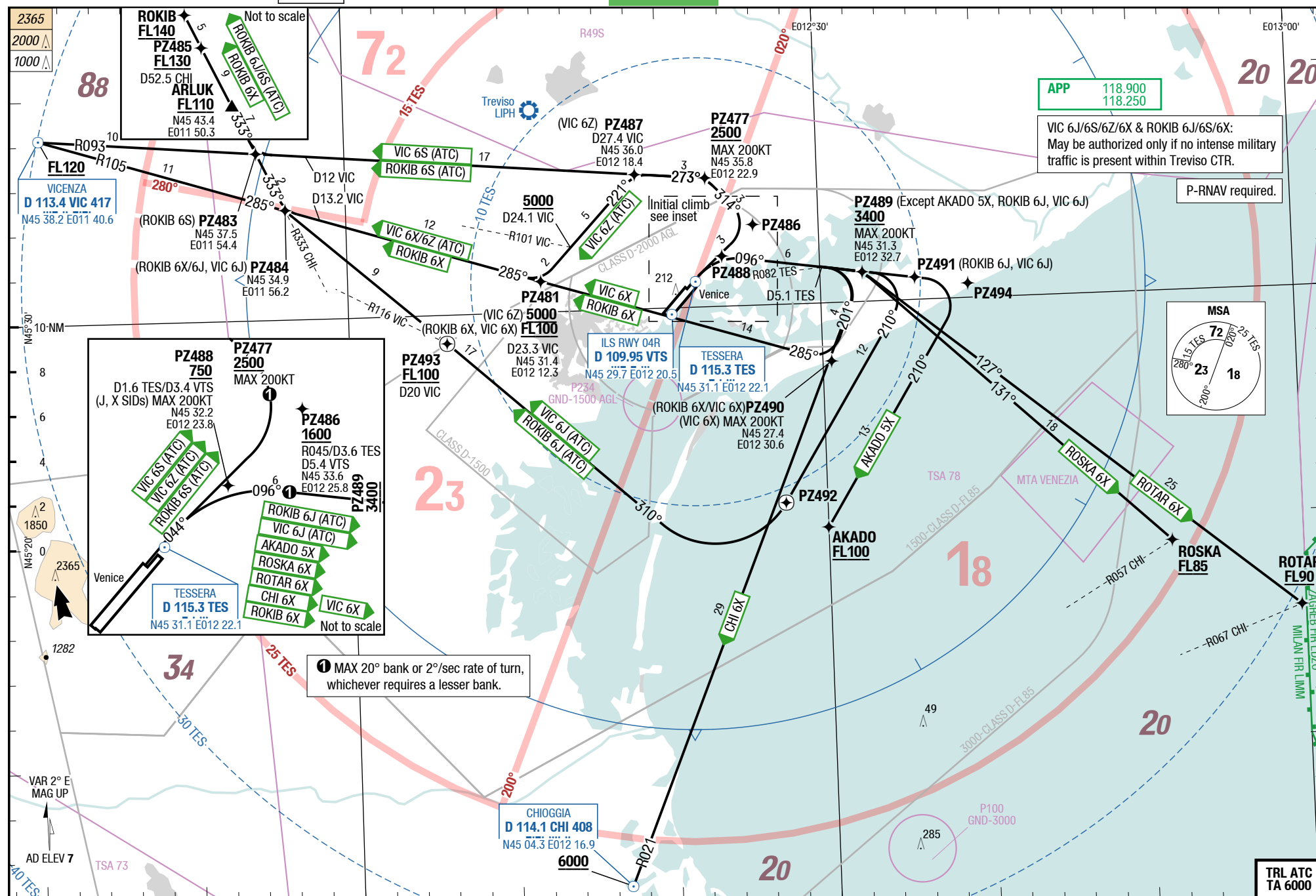
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SIDs RWYs 04L/R VOR (RNAV Overlay)

SIDs RWYs 04L/R (RNAV overlay)



Changes: Nil

19-APR-2018

Italy **Venice** TesseraTessera **Venice** Italy

VCE-LIPZ

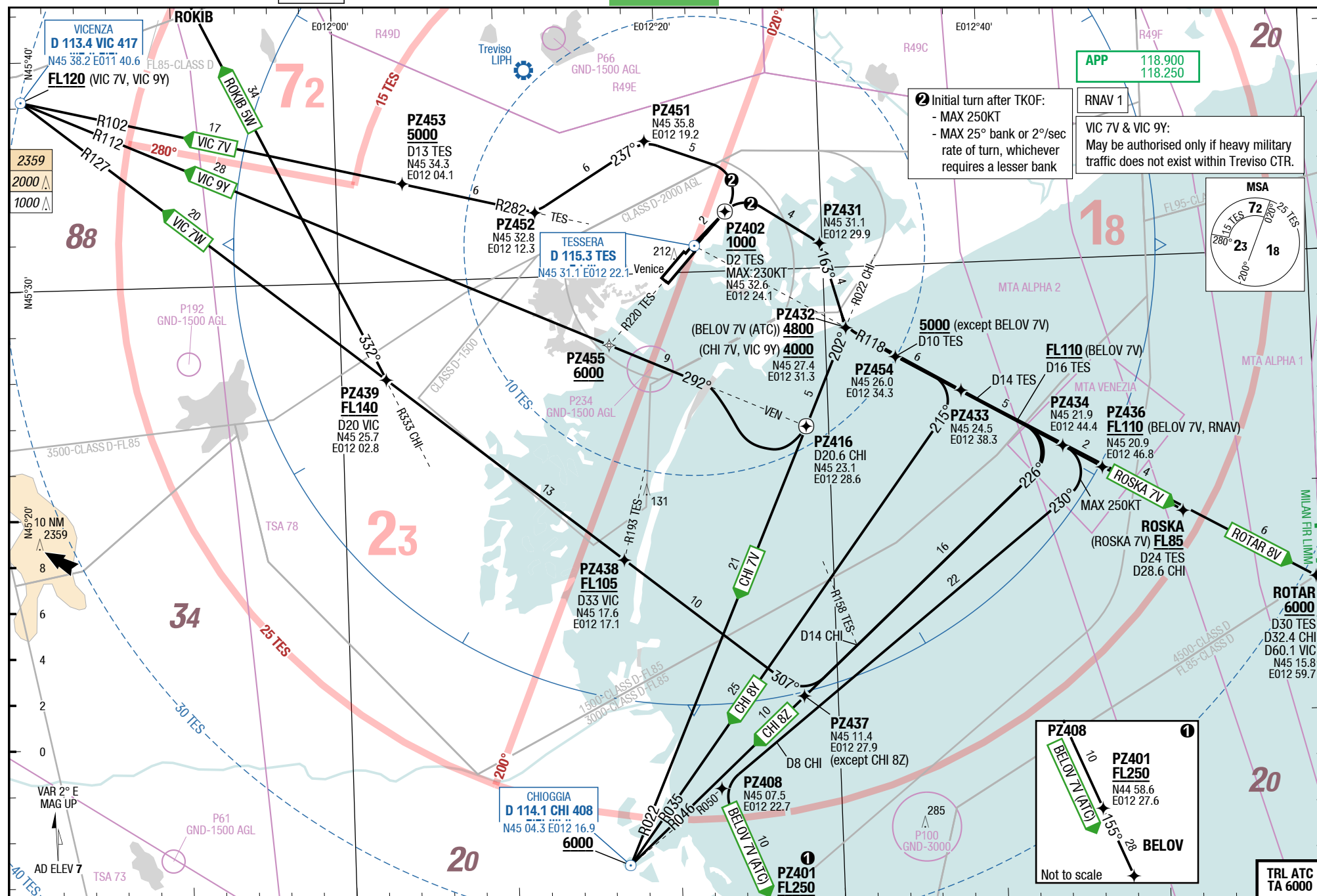
4-20

SIDs RWYs 04L/R VOR (RNAV Overlay)

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SIDs RWYs 04L/R VOR (RNAV Overlay)



Changes: PROC. Track. PROC renumbered. OBST. Note. SUAs

19-APR-2018

Italy **Venice** Tessera

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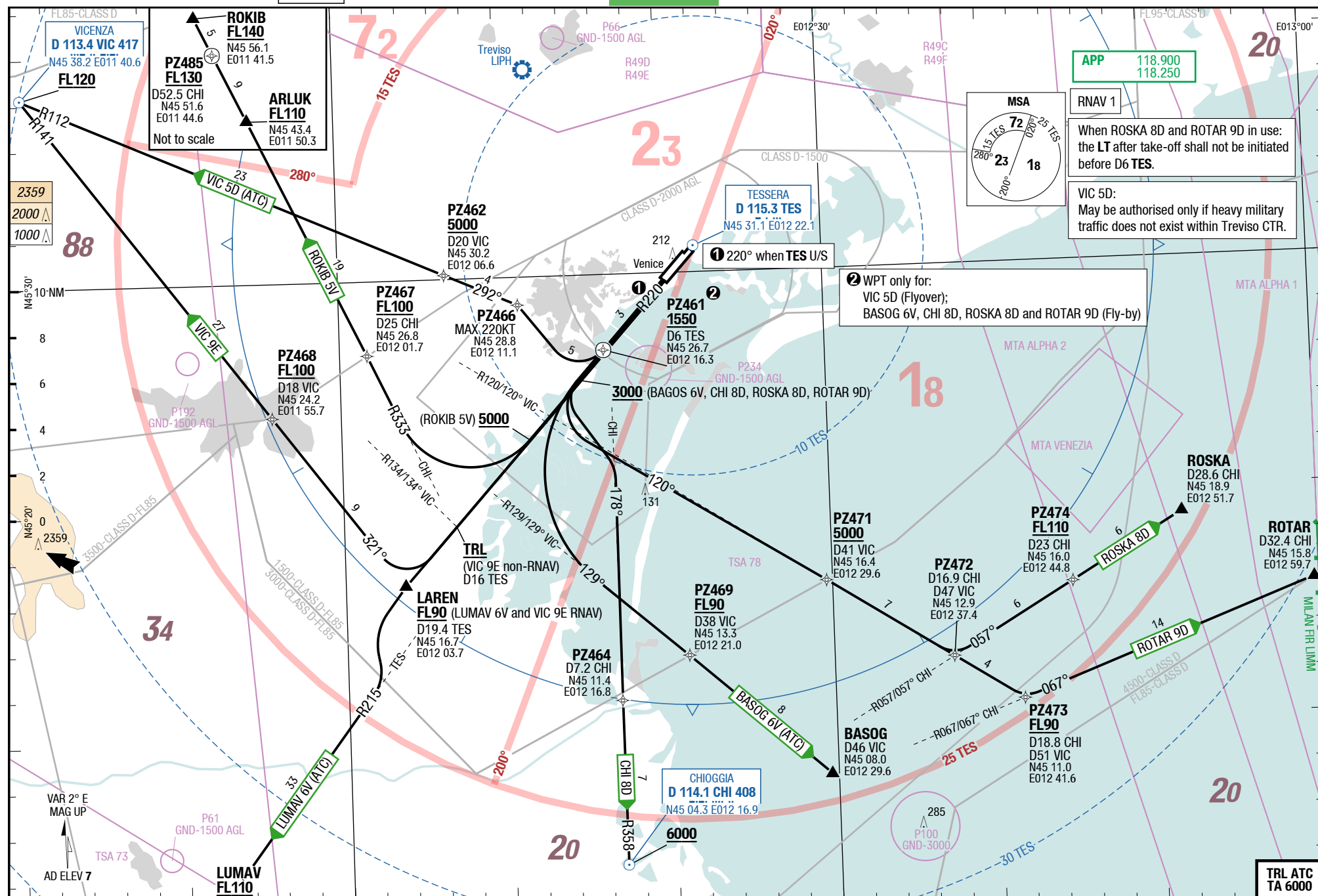
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SIDs RWYs 22L/R (RNAV Overlay)

VCE-LIPZ

4-30

SIDs RWYs 22L/R (RNAV Overlay)



Changes: PROC, NAVAID, PROC renumbered, SUAs, OBST, Note

AKADO 5X / CHIOGGIA 6X / ROKIB 6J / ROKIB 6S / ROKIB 6X

RWYs 04L/R (040°)

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 04L/04R	
AKADO 5X 7.0% 118.900	044° - at D1.6 TES/D3.4 VTS RT (MAX 200KT, bank 20° or 2°/s, whichever requires lesser bank) to PZ494 - AKADO FMS PZ488 [A750+ ;K200-] - PZ494 - AKADO [F100+]	D1.6 TES/D3.4 VTS MNM 750 (PZ488) AKADO MNM FL100
CHIOGGIA 6X CHI 6X 7.0% 118.900	044° - at D1.6 TES/D3.4 VTS RT (MAX 200KT, bank 20° or 2°/s, whichever requires lesser bank) 096° to PZ489 - at R082 TES/D5.1 TES RT intercept R021 CHI/QDR 021 CHI to CHI FMS PZ488 [A750+ ;K200-] - PZ489 [A3400+ ;K200-] - CHI [A6000+]	D1.6 TES/D3.4 VTS MNM 750 (PZ488) PZ489 MNM 3400 CHI MNM 6000
ROKIB 6J (ATC) 7.0% 118.900 ①	044° - at D1.6 TES/D3.4 VTS RT (MAX 200KT, bank 20° or 2°/s, whichever requires lesser bank) to PZ488 - PZ491 - PZ492 - PZ493 - PZ484 - ARLUK - PZ485 - ROKIB FMS PZ488 [A750+ ;K200-] - PZ491 - <u>PZ492</u> [R] - <u>PZ493</u> [F100+] - PZ484 - ARLUK [F110+] - PZ485 [F130+] - ROKIB [F140+]	D1.6 TES/D3.4 VTS MNM 750 (PZ488) PZ493 MNM FL100 ARLUK MNM FL110 PZ485 MNM FL130 ROKIB MNM FL140
ROKIB 6S (ATC) 7.0% 118.900 ①	044° - at D3.6 TES/D5.4 VTS LT (MAX 200KT, bank 20° or 2°/s, whichever requires lesser bank) to PZ477 - intercept R093 VIC/QDR 093 VIC to PZ483 - RT intercept R333 CHI to ARLUK - PZ485 - ROKIB FMS PZ486 [A1600+] - PZ477 [A2500+ ;K200- ;L] - PZ483 - ARLUK [F110+] - PZ485 [F130+] - ROKIB [F140+]	D3.6 TES/D5.4 VTS MNM 1600 (PZ486) PZ477 MNM 2500 ARLUK MNM FL110 R333/D52.5 CHI MNM FL130 (PZ485) ROKIB MNM FL140
ROKIB 6X 7.0% 118.900 ①	044° - at D1.6 TES/D3.4 VTS RT (MAX 200KT, bank 20° or 2°/s, whichever requires lesser bank) 096° to PZ489 - at R082 TES/D5.1 TES RT to PZ490 - RT intercept R105 VIC/QDR 105 VIC to PZ484 - at D13.2 VIC RT intercept R333 CHI to ARLUK - PZ485 - ROKIB FMS PZ488 [A750+ ;K200-] - PZ489 [A3400+ ;K200-] - PZ490 [R] - PZ481 [F100+] - PZ484 - ARLUK [F110+] - PZ485 [F130+] - ROKIB [F140+]	D1.6 TES/D3.4 VTS MNM 750 (PZ488) PZ489 MNM 3400 R105/D23.3 VIC MNM FL100 (PZ481) ARLUK MNM FL110 R333/D52.5 CHI MNM FL130 (PZ485) ROKIB MNM FL140

① May be authorized only if no intense military traffic is present within Treviso Control Zone.

ROSKA 6X / ROTAR 6X / VICENZA 6J / VICENZA 6S / VICENZA 6X

RWYs 04L/R (040°)

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 04L/04R	
ROSKA 6X 7.0% 118.900	044° - at D1.6 TES/D3.4 VTS RT (MAX 200KT, bank 20° or 2°/s, whichever requires lesser bank) to PZ489 - ROSKA FMS PZ488 [A750+ ;K200-] - PZ489 [A3400+ ;K200-] - ROSKA [F85+]	D1.6 TES/D3.4 VTS MNM 750 (PZ488) PZ489 MNM 3400 ROSKA MNM FL85
ROTAR 6X 7.0% 118.900	044° - at D1.6 TES/D3.4 VTS RT (MAX 200KT, bank 20° or 2°/s, whichever requires lesser bank) to PZ489 - ROTAR FMS PZ488 [A750+ ;K200-] - PZ489 [A3400+ ;K200-] - ROTAR [F90+]	D1.6 TES/D3.4 VTS MNM 750 (PZ488) PZ489 MNM 3400 ROTAR MNM FL90
VICENZA 6J VIC 6J (ATC) 7.0% 118.900 ①	044° - at D1.6 TES/D3.4 VTS RT (MAX 200KT, bank 20° or 2°/s, whichever requires lesser bank) to PZ488 - PZ491 - PZ492 - PZ493 - PZ484 - VIC FMS PZ488 [A750+ ;K200-] - PZ491 - <u>PZ492</u> [R] - <u>PZ493</u> [F100+] - PZ484 - VIC [F120+]	D1.6 TES/D3.4 VTS MNM 750 (PZ488) PZ493 MNM FL100 VIC MNM FL120
VICENZA 6S VIC 6S (ATC) 7.0% 118.900 ①	044° - at D3.6 TES/D5.4 VTS LT (MAX 200KT, bank 20° or 2°/s, whichever requires lesser bank) to PZ477 - intercept R093 VIC/QDR 093 VIC to VIC FMS PZ486 [A1600+] - PZ477 [A2500+ ;K200- ;L] - VIC [F120+]	D3.6 TES/D5.4 VTS MNM 1600 (PZ486) PZ477 MNM 2500 VIC MNM FL120
VICENZA 6X VIC 6X 7.0% 118.900 ①	044° - at D1.6 TES/D3.4 VTS RT (MAX 200KT, bank 20° or 2°/s, whichever requires lesser bank) 096° to PZ489 - at R082 TES/D5.1 TES RT to PZ490 - RT intercept R105 VIC/QDR 105 VIC to PZ481 - VIC FMS PZ488 [A750+ ;K200-] - PZ489 [A3400+ ;K200-] - PZ490 [K200-; R] - PZ481 [F100+] - VIC [F120+]	D1.6 TES/D3.4 VTS MNM 750 (PZ488) PZ489 MNM 3400 R105/D23.3 VIC MNM FL100 (PZ481) VIC MNM FL120

① May be authorized only if no intense military traffic is present within Treviso Control Zone.

19-APR-2018

VCE-LIPZ

5-30

SIDs RWYs 04L/R (RNAV overlay)

SIDPT

VICENZA 6Z

RWYs 04L/R (040°)

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 04L/04R	
VICENZA 6Z VIC 6Z (ATC) 7.0% 118.900 ①	044° - at D3.6 TES /D5.4 VTS LT (MAX 200KT, bank 20° or 2°/s, whichever requires lesser bank) to PZ477 - intercept R093 VIC /QDR 093 VIC to PZ487 - LT 221° to PZ481 - crossing R101 VIC RT intercept R105 VIC /QDR 105 VIC to VIC FMS PZ486 [A1600+] - PZ477 [A2500+ ;K200- ;L] - PZ487 - PZ481 [A5000+] - VIC [F120+]	D3.6 TES /D5.4 VTS MNM 1600 (PZ486) PZ477 MNM 2500 R101 VIC MNM 5000 (PZ481) VIC MNM FL120

① May be authorized only if no intense military traffic is present within Treviso Control Zone.

19-APR-2018

VCE-LIPZ

5-40

SIDs RWYs 04L/R VOR (RNAV Overlay)

SIDPT

BELOV 7V / CHIOGGIA 7V / CHIOGGIA 8Y / CHIOGGIA 8Z

RWYs 04L/R (040°)

	GS	120	150	180	210	240	270
7.9%	ft/MIN	1000	1300	1500	1700	2000	2200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 04L/04R	
BELOV 7V (ATC) 7.9% 118.900 ①②	at D2 TES (MAX 230KT) RT 163° - intercept R118 TES - at D16 TES RT (MAX 250KT) intercept R050 CHI inbound - at D8 CHI LT direct PZ401 - BELOV FMS 040° <u>PZ402</u> [K230- ;R] - DCT PZ431 - PZ432 - PZ436 - PZ408 - PZ401 - BELOV	D2 TES MNM 1000 R022 CHI MNM 4800 (PZ432) D16 TES MNM FL110 PZ401 MNM FL250 PZ402 MNM 1000 PZ432 MNM 4800 PZ436 MNM FL110 PZ401 MNM FL250
CHIOGGIA 7V CHI 7V 118.900 ②	at D2 TES (MAX 230KT) RT 163° - intercept R022 CHI to CHI FMS 040° <u>PZ402</u> [K230- ;R] - DCT PZ431 - PZ432 - <u>PZ416</u> - CHI	D2 TES MNM 1000 R022 CHI MNM 4000 (PZ432) CHI MNM 6000 PZ402 MNM 1000 PZ432 MNM 4000 CHI MNM 6000
CHIOGGIA 8Y CHI 8Y 118.900 ②	at D2 TES (MAX 230KT) RT 163° - intercept R118 TES - at D10 TES RT intercept R035 CHI to CHI FMS 040° <u>PZ402</u> [K230- ;R] - DCT PZ431 - PZ432 - PZ454 - PZ433 - CHI	D2 TES MNM 1000 D10 TES MNM 5000 (PZ454) CHI MNM 6000 PZ402 MNM 1000 PZ454 MNM 5000 CHI MNM 6000
CHIOGGIA 8Z CHI 8Z 118.900 ②	at D2 TES (MAX 230KT) RT 163° - intercept R118 TES - at D14 TES RT intercept R046 CHI to CHI FMS 040° <u>PZ402</u> [K230- ;R] - DCT PZ431 - PZ432 - PZ454 - PZ434 - CHI	D2 TES MNM 1000 D10 TES MNM 5000 (PZ454) CHI MNM 6000 PZ402 MNM 1000 PZ454 MNM 5000 CHI MNM 6000

① Pilots unable to comply with the minimum climb gradient, shall advise ATC at start-up and request an amended clearance.

② Initial turn after TKOF: MAX 250KT. MAX 25° bank or 2°/sec rate of turn, whichever requires a lesser bank.

19-APR-2018

VCE-LIPZ

5-50

SIDs RWYs 04L/R VOR (RNAV Overlay)

SIDPT

ROKIB 5W / ROSKA 7V / ROTAR 8V / VICENZA 7V

RWYs 04L/R (040°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 04L/04R	
ROKIB 5W 118.900 ①	at D2 TES (MAX 230KT) RT 163° - intercept R118 TES - at D14 TES RT intercept R046 CHI inbound - at D14 CHI (crossing R158 TES) RT intercept R127 VIC inbound - at D20 VIC RT 332° (R333 CHI) to ROKIB FMS 040° <u>PZ402</u> [K230- ;R] - DCT PZ431 - PZ432 - PZ454 - PZ434 - PZ437 - PZ438 - PZ439 - ROKIB	D2 TES MNM 1000 D10 TES MNM 5000 (PZ454) D33 VIC (R193 TES) MNM FL105 (PZ438) D20 VIC MNM FL140 (PZ439) PZ402 MNM 1000 PZ454 MNM 5000 PZ438 MNM FL105 PZ439 MNM FL140
ROSKA 7V 118.900 ①	at D2 TES (MAX 230KT) RT 163° - intercept R118 TES to ROSKA FMS 040° <u>PZ402</u> [K230- ;R] - DCT PZ431 - PZ432 - PZ454 - ROSKA	D2 TES MNM 1000 D10 TES MNM 5000 (PZ454) ROSKA MNM FL85 PZ402 MNM 1000 PZ454 MNM 5000 ROSKA MNM FL85
ROTAR 8V 118.900 ①	at D2 TES (MAX 230KT) RT 163° - intercept R118 TES to ROTAR FMS 040° <u>PZ402</u> [K230- ;R] - DCT PZ431 - PZ432 - PZ454 - ROTAR	D2 TES MNM 1000 D10 TES MNM 5000 (PZ454) ROTAR MNM 6000 PZ402 MNM 1000 PZ454 MNM 5000 ROTAR MNM 6000
VICENZA 7V VIC 7V 118.900 ①	at D2 TES (MAX 230KT) LT 237° - intercept R282 TES (R102 VIC inbound) to VIC FMS 040° <u>PZ402</u> [K230- ;L] - DCT PZ451 - PZ452 - PZ453 - VIC	D2 TES MNM 1000 D13 TES MNM 5000 (PZ453) VIC MNM FL120 PZ402 MNM 1000 PZ453 MNM 5000 VIC MNM FL120

① Initial turn after TKOF: MAX 250KT. MAX 25° bank or 2°/sec rate of turn, whichever requires a lesser bank.

VCE-LIPZ

5-60

SIDs RWYs 04L/R VOR (RNAV Overlay)

SIDPT

VICENZA 7W / VICENZA 9Y

RWYs 04L/R (040°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 04L/04R	
VICENZA 7W VIC 7W 118.900 ①	at D2 TES (MAX 230KT) RT 163° - intercept R118 TES - at D14 TES RT intercept R046 CHI inbound - at D14 CHI (crossing R158 TES) RT intercept R127 VIC to VIC FMS 040° <u>PZ402</u> [K230- ;R] - DCT PZ431 - PZ432 - PZ454 - PZ434 - PZ437 - PZ438 - PZ439 - VIC	D2 TES MNM 1000 D10 TES MNM 5000 (PZ454) D33 VIC (R193 TES) MNM FL105 (PZ438) D20 VIC MNM FL140 (PZ439) PZ402 MNM 1000 PZ454 MNM 5000 PZ438 MNM FL105 PZ439 MNM FL140
VICENZA 9Y VIC 9Y 118.900 ①	at D2 TES (MAX 230KT) RT 163° - intercept R022 CHI inbound - at D20.6 CHI RT intercept R112 VIC - VIC FMS 040° <u>PZ402</u> [K230- ;R] - DCT PZ431 - PZ432 - <u>PZ416</u> - PZ455 - VIC	D2 TES MNM 1000 R022 CHI MNM 4000 (PZ432) R220 TES MNM 6000 (PZ455) VIC MNM FL120 PZ402 MNM 1000 PZ432 MNM 4000 PZ455 MNM 6000 VIC MNM FL120

① Initial turn after TKOF: MAX 250KT. MAX 25° bank or 2°/sec rate of turn, whichever requires a lesser bank.

19-APR-2018

VCE-LIPZ

5-70

SIDs RWYs 22L/R (RNAV Overlay)

SIDPT

BASOG 6V / CHIOGGIA 8D / LUMAV 6V / ROKIB 5V / ROSKA 8D

RWYs 22L/R (220°)

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 22L/22R	
BASOG 6V (ATC) 7.0% 118.900	R220 TES (220° when TES U/S) - at MNM 3000 LT intercept R129 VIC (QDR 129 VIC) to BASOG FMS 220° PZ461 - 220° [A3000+] - 129° PZ469 - BASOG	D6 TES MNM 1550 D38 VIC MNM FL90 PZ461 MNM 1550 PZ469 MNM FL90
CHIOGGIA 8D CHI 8D 7.0% 118.900	R220 TES (220° when TES U/S) - at MNM 3000 LT intercept R358 CHI to CHI FMS 220° PZ461 - 220° [A3000+] - 178° PZ464 - CHI	D6 TES MNM 1550 CHI MNM 6000 PZ461 MNM 1550 CHI MNM 6000
LUMAV 6V (ATC) 7.0% 118.900	R220 TES (220° when TES U/S) - at LAREN LT intercept R215 TES to LUMAV FMS 220° LAREN - 215° LUMAV	LAREN MNM FL90 LUMAV MNM FL110 LAREN MNM FL90 LUMAV MNM FL110
ROKIB 5V 7.0% 118.900	R220 TES (220° when TES U/S) - at MNM 5000 RT intercept R333 CHI to ARLUK - ROKIB FMS 220° [A5000+] - 333° PZ467 - ARLUK - <u>PZ485</u> - ROKIB	D25 CHI MNM FL100 ARLUK MNM FL110 D52.5 CHI MNM FL130 ROKIB MNM FL140 PZ467 MNM FL100 ARLUK MNM FL110 PZ485 MNM FL130 ROKIB MNM FL140
ROSKA 8D 7.0% 118.900 ①	R220 TES (220° when TES U/S) - at MNM 3000 LT intercept R120 VIC (QDR 120 VIC) - at D47 VIC LT intercept R057 CHI (QDR 057 CHI) to ROSKA FMS 220° PZ461 - 220° [A3000+] - 120° PZ471 - PZ472 - PZ474 - ROSKA	D6 TES MNM 1550 D41 VIC MNM 5000 D23 CHI MNM FL110 PZ461 MNM 1550 PZ471 MNM 5000 PZ474 MNM FL110

① When ROSKA 8D and ROTAR 9D in use, the left turn after take-off shall not be initiated before D6 TES.

19-APR-2018

VCE-LIPZ

5-80

SIDs RWYs 22L/R (RNAV Overlay)

SIDPT

ROTAR 9D / VICENZA 5D / VICENZA 9E

RWYs 22L/R (220°)

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 22L/22R	
ROTAR 9D 7.0% 118.900 ①	R220 TES (220° when TES U/S) - at MNM 3000 LT intercept R120 VIC (QDR 120 VIC) - at D51 VIC LT intercept R067 CHI (QDR 067 CHI) to ROTAR FMS 220° PZ461 - 220° [A3000+] - 120° PZ471 - PZ473 - ROTAR	D6 TES MNM 1550 D41 VIC MNM 5000 D51 VIC MNM FL90 PZ461 MNM 1550 PZ471 MNM 5000 PZ473 MNM FL90
VICENZA 5D VIC 5D (ATC) 7.0% 118.900 ②	R220 TES (220° when TES U/S) - at D6 TES RT intercept R112 VIC (MAX 220KT) to VIC FMS 220° PZ461 [R] - DCT PZ466 [K220-] - PZ462 - VIC	D6 TES MNM 1550 D20 VIC MNM 5000 (PZ462) VIC MNM FL120 PZ461 MNM 1550 PZ462 MNM 5000 VIC MNM FL120
VICENZA 9E VIC 9E 7.0% 118.900	R220 TES (220° when TES U/S) - at D16 TES (crossing R134 VIC when TES U/S) RT intercept R141 VIC (QDR 141 VIC) to VIC FMS 220° LAREN - PZ468 - VIC	D16 TES MNM TRL D18 VIC MNM FL100 VIC MNM FL120 LAREN MNM FL90 PZ468 MNM FL100 VIC MNM FL120

① When ROSKA 8D and ROTAR 9D in use, the left turn after take-off shall not be initiated before D6 TES.

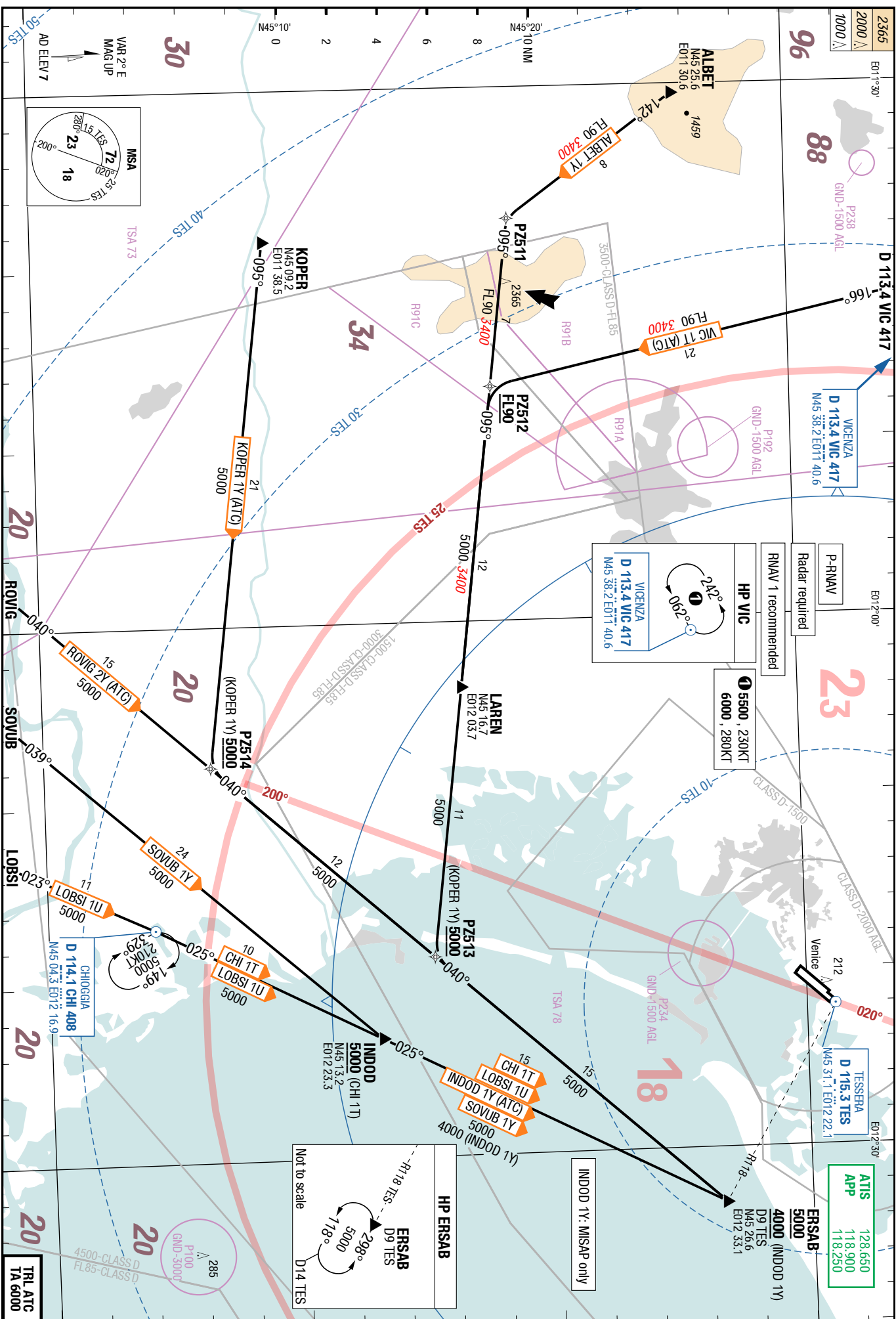
② SID VIC 5D may be authorized only if heavy military traffic does not exist within Treviso CTR.

12-JUL-2018
VCE-LIPZ

Italy Venice Tesserà
STARs / Link Routes RWYs 04L/R

STAR
STAR

Tesserà Venice Italy
STARs / Link Routes RWYs 04L/R
RNAV STARs RWYs 22L/R



Changes: Nil

12-JUL-2018
VCE-LIPZ

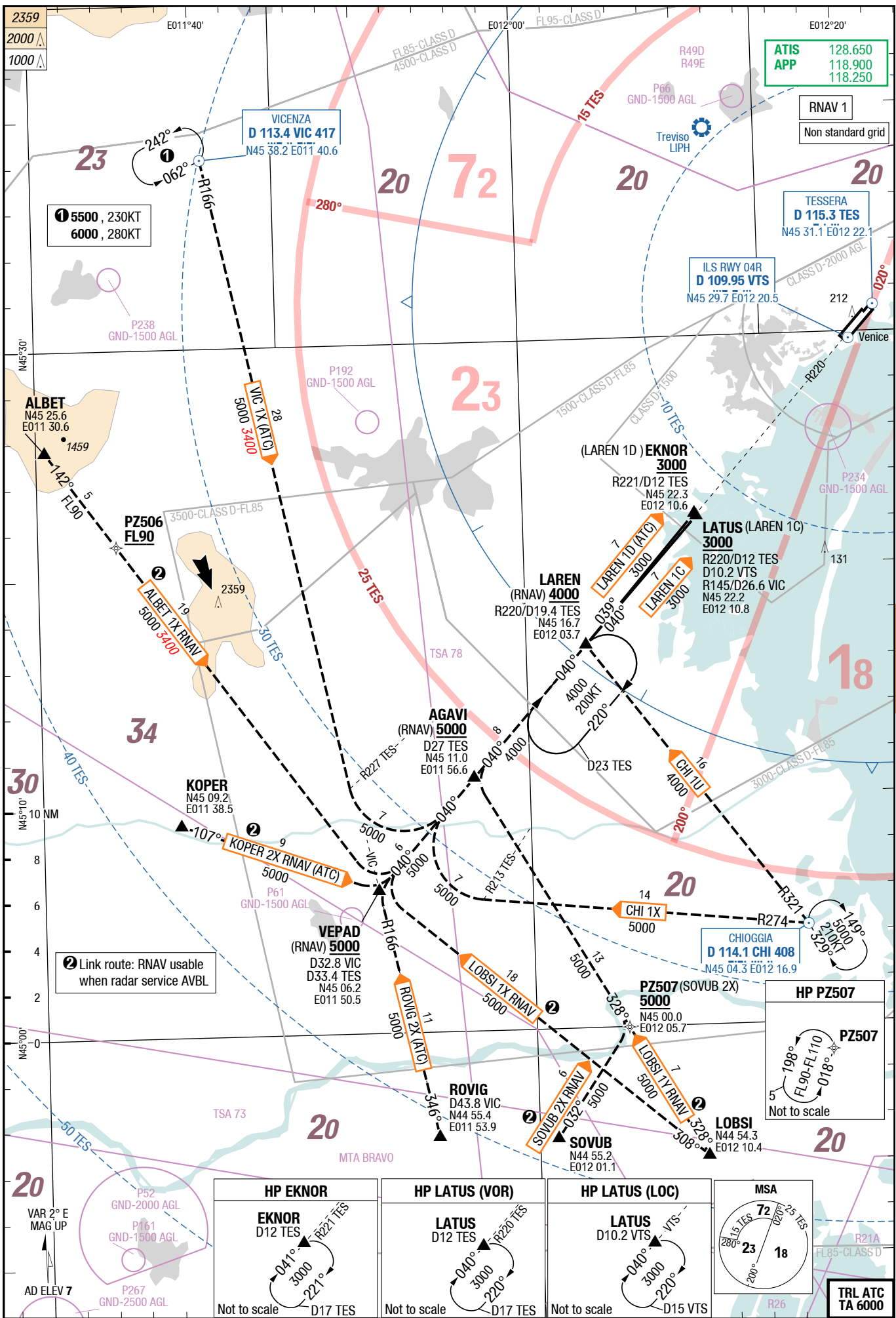
Italy Venice Tesserà

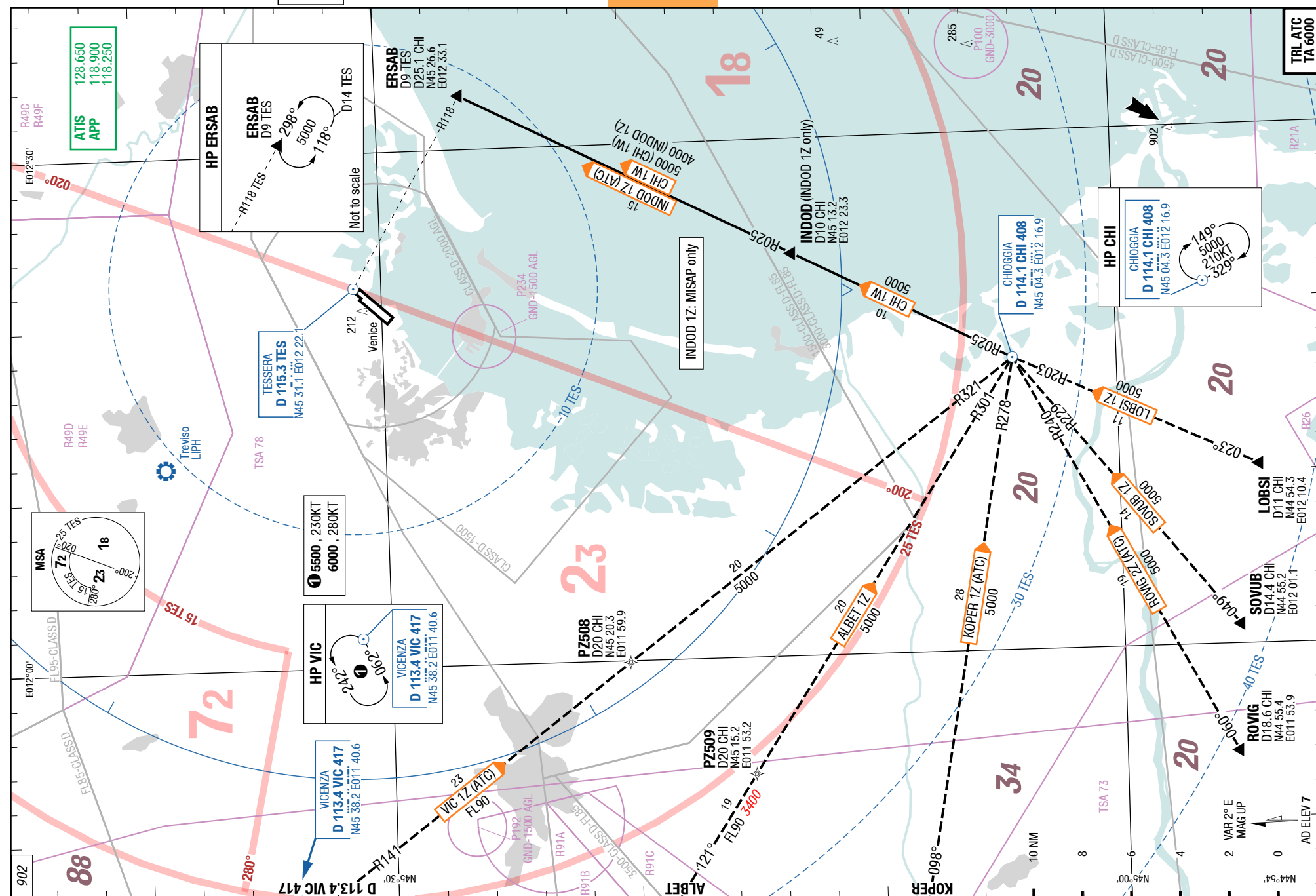
STAR
STAR

Tesserà Venice Italy

STARS / Link Routes RWYs 04L/R

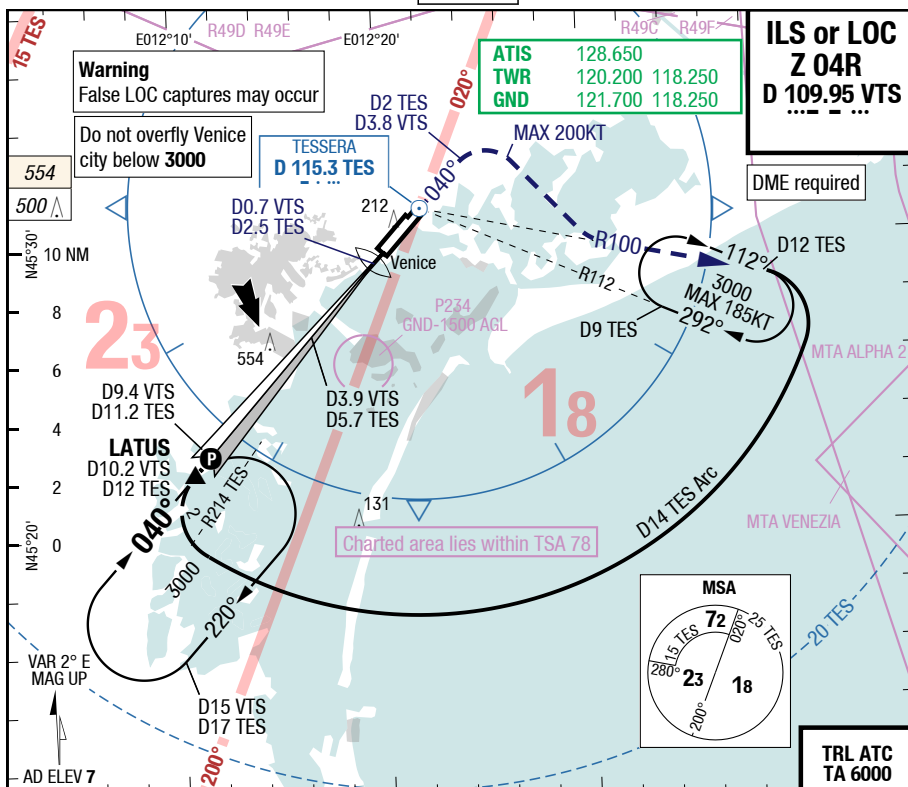
6-20 STARS / Link Routes RWYs 04L/R



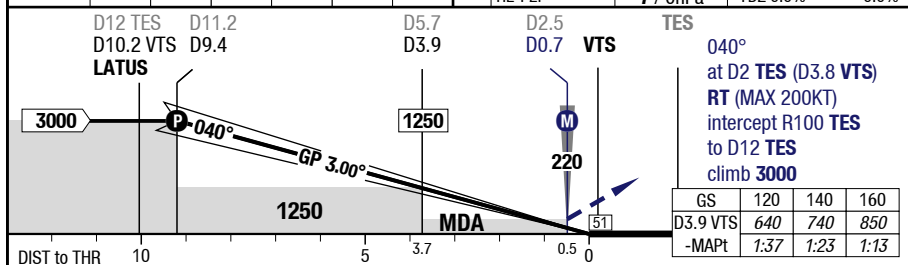


VCE-LIPZ

7-10

ILS or LOC Z 04R

LOC 3.00°	9.4	9	7	5	3	2				
D VTS	3000	2870	2240	1600	960	640				



04R		Cat 3b DME	Cat 2 DME	Cat 1 DME 1)	LOC DME		Circling 2)
C	ft - m/km ft	0 - 75R Company	100 - 300R 103 RA	200 - 550 210	450 - 1.4 450		730 - 2.4V 730
D	ft - m/km ft	0 - 75R Company	100 - 300R 103 RA 3)	210 - 550 220	450 - 1.4 450		950 - 3.6V 950

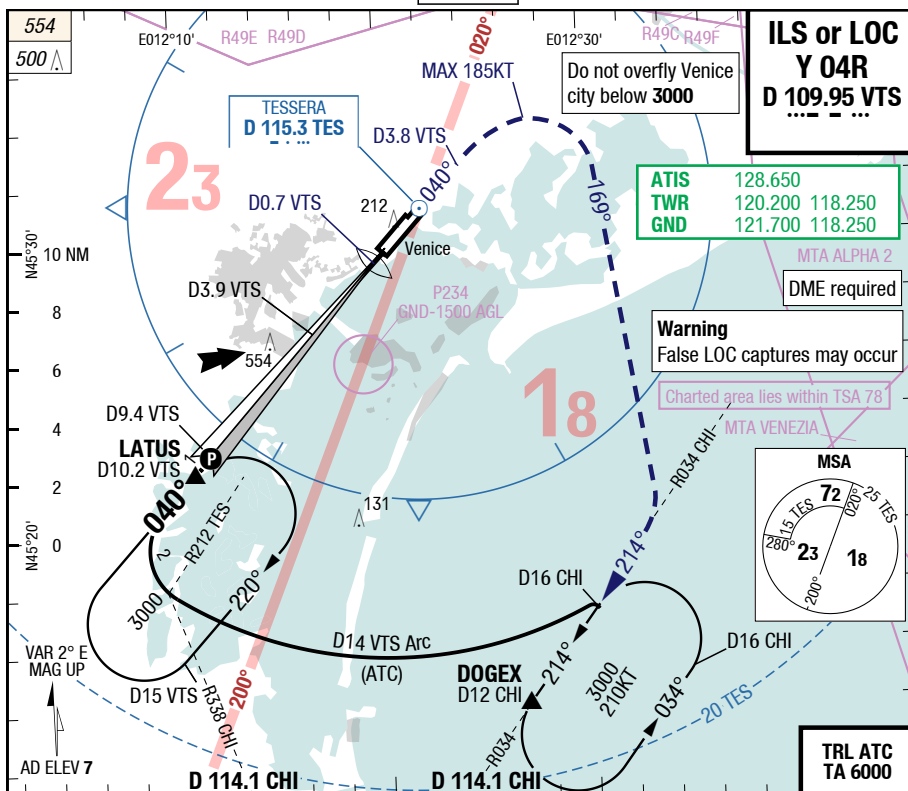
1) With EVS 350m, wo EVS use STD

3) If not conducting autoland RVR 350m required

2) S of RWY only. To RWY 22L only.

7-20

ILS or LOC Y 04R



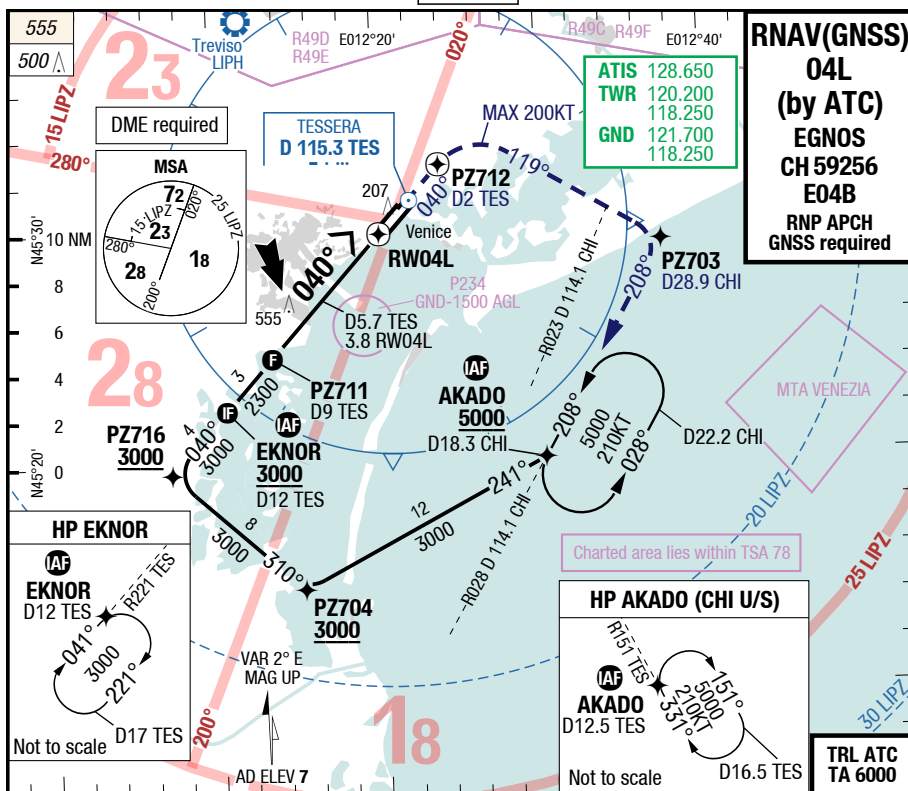
04R		Cat 3b DME	Cat 2 DME	Cat 1 DME	LOC DME	Circling S of RWY only To RWY 22L only 1)
		1)	1)	1) 2)	1)	
C	ft - m/km ft	0 - 75R Company	100 - 300R 103 RA	200 - 550 210	450 - 1.4 450	730 - 2.4V 730
D	ft - m/km ft	0 - 75R Company	100 - 300R 103 RA 3)	210 - 550 220	450 - 1.4 450	950 - 3.6V 950

1) GA 5.0% required to remain inside vertical limits of CTR
2) With EVS 350m
3) If not conducting autoland RVR 350m required

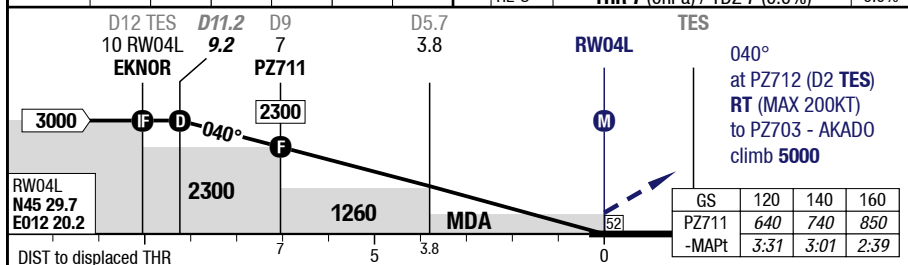
VCE-LIPZ

7-30

RNAV (GNSS) 04L (by ATC)



3.00° RW04L	9.2	8	6	4	3	2	<p>04L</p> <p>HL-S</p> <p>94 2686 x 45</p> <p>690</p> <p>3.0°</p> <p>60 HL</p> <p>THR 7 (0hPa) / IDZ 7 (0.0%) 0.0%</p>
	3000	2610	1970	1340	1020	700	



04L		RNAV GNSS LPV 1)	RNAV GNSS LNAV			Circling 2)
C	ft - m/km ft	290 - 900 290	510 - 1.9 510			730 - 2.4V 730
D	ft - m/km ft	300 - 900 300	510 - 1.9 510			950 - 3.6V 950

1) With EVS 600m	
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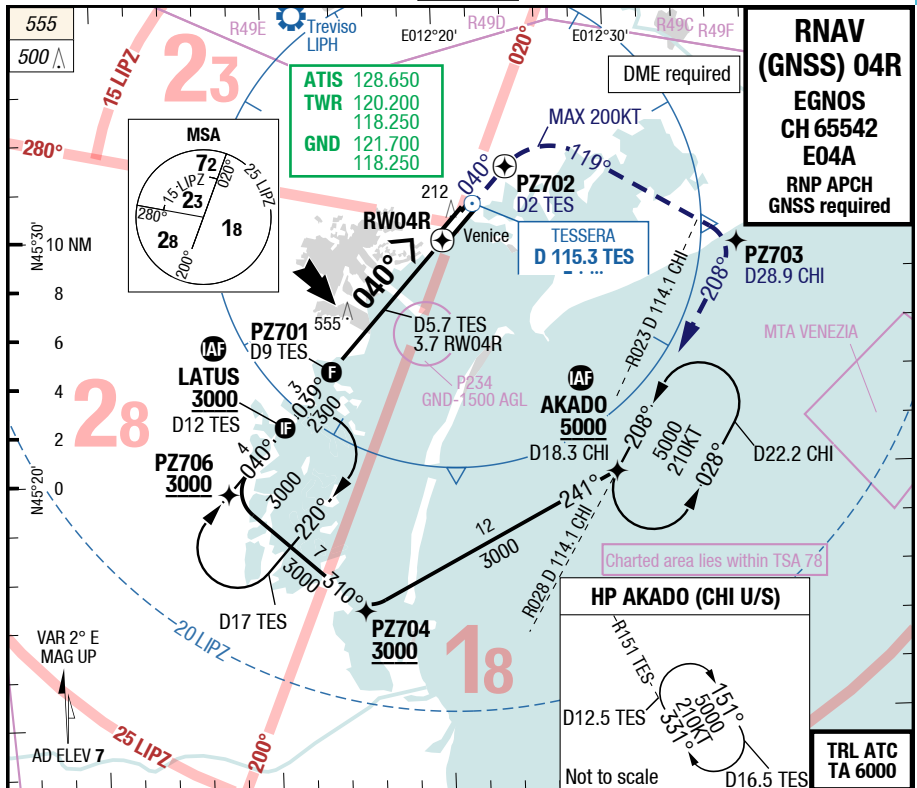
2) S of RWY only. To RWY 22R only.

Changes: Nil

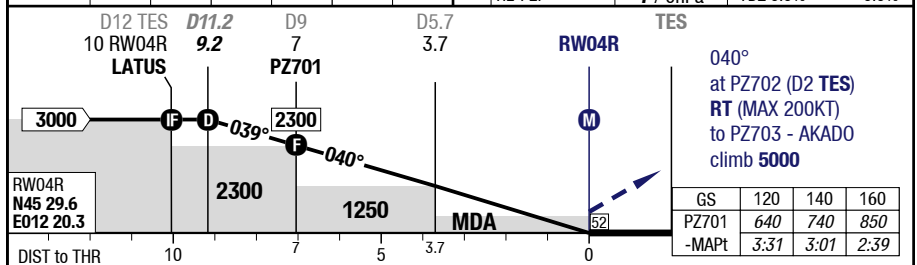
VCE-LIPZ

7-40

RNAV (GNSS) 04R



3.00° RW04R	9.2	8	6	5	4	2	<p> 04R HL-P2F 3300 x 45 3.00° 60 HL 8 HL 3.00° TDZ 0.0% 0.0% 7 / OhPa </p>
	3000	2610	1970	1660	1340	700	



04R		RNAV GNSS LPV ¹⁾	RNAV GNSS LNAV				Circling ²⁾
C	ft - m/km ft	280 - 600 290³⁾	450 - 1.4 450				730 - 2.4V 730
D	ft - m/km ft	290 - 650 300⁴⁾	450 - 1.4 450				950 - 3.6V 950

1) wo HGS RVR 750m required
2) S of RWY only. To RWY 22L only.

3) With EVS 400m
4) With EVS 450m

12-JUL-2018

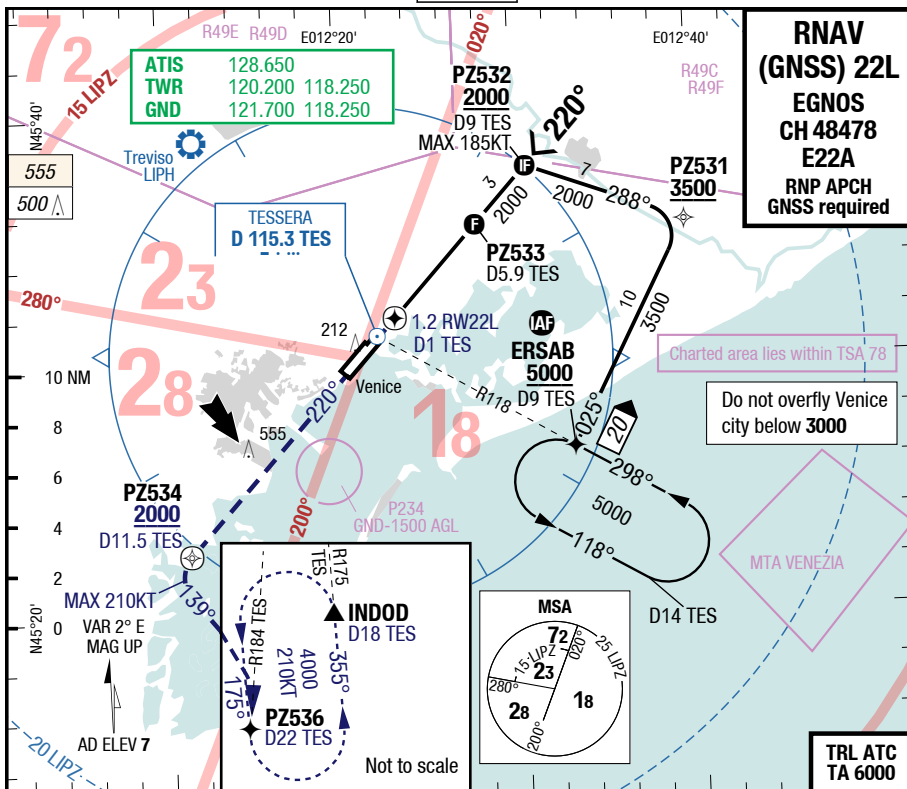
Italy Venice Tesserà

IAC

VCE-LIPZ

7-50

RNAV (GNSS) 22L



1) With EVS 1.1km

2) S of RWY only. To RWY 04R only.

Changes: Nil

12-JUL-2018

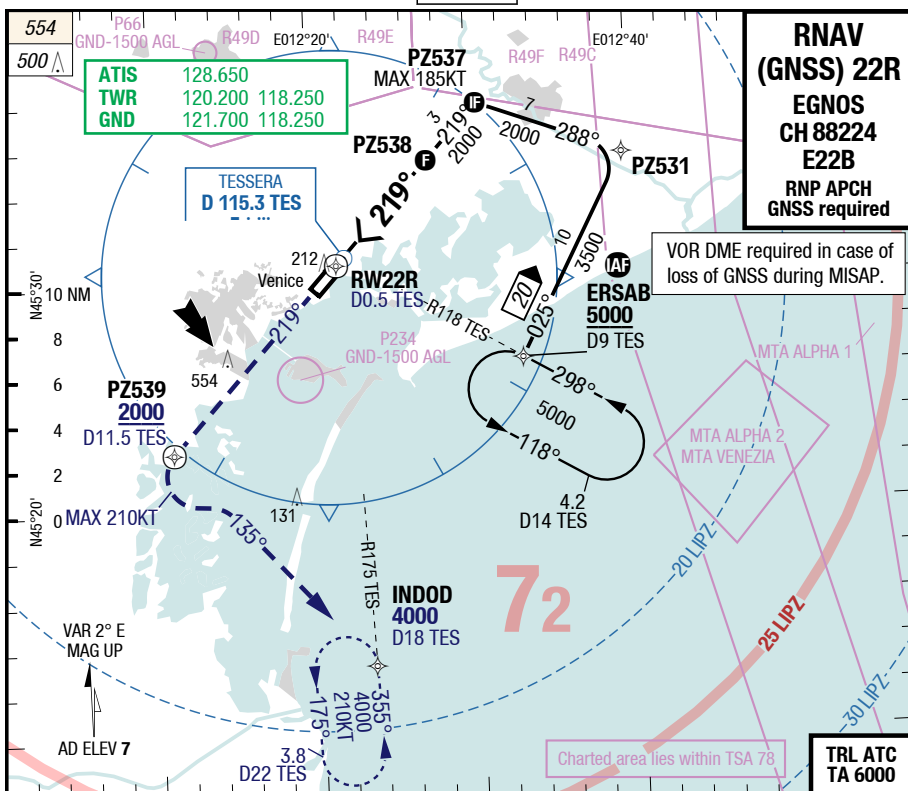
Italy Venice Tesserà

IAC

VCE-LIPZ

7-60

RNAV (GNSS) 22R



22R		RNAV GNSS LPV	RNAV GNSS VNAV 1) 2)	RNAV GNSS LNAV	Circling	
C	ft - m/km ft	400 - 1.4 410 3)	410 - 1.5 410	510 - 1.9 510		Not authorized
D	ft - m/km ft	410 - 1.5 420 2)	420 - 1.5 420	510 - 1.9 510		Not authorized

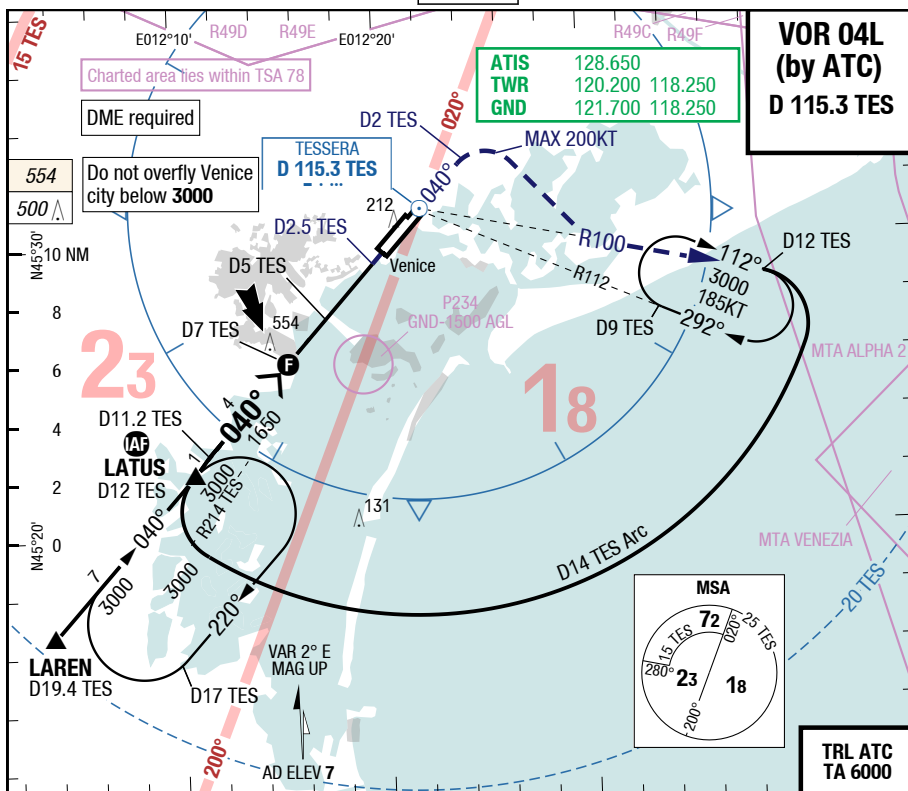
1) Uncompensated BARO VNAV NA below -25°C (-13°F) or above 55°C (131°F) 2) With EVS 1.0km 3) With EVS 900m

Changes: Note

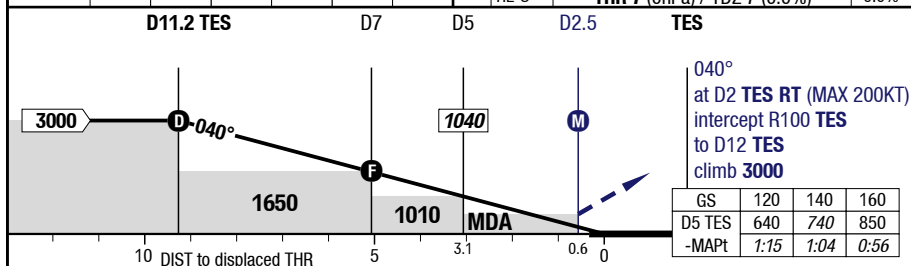
VCE-LIPZ

7-70

VOR 04L (by ATC)



3.00° D TES	11.2	10	9	8	6	4	
	3000	2630	2310	1990	1330	720	



04L		VOR DME 1)				Circling 2)
C	ft - m/km ft	550 - 1.5V 550				730 - 2.4V 730
D	ft - m/km ft	550 - 1.5V 550				950 - 3.6V 950

1) ATC Discretion only

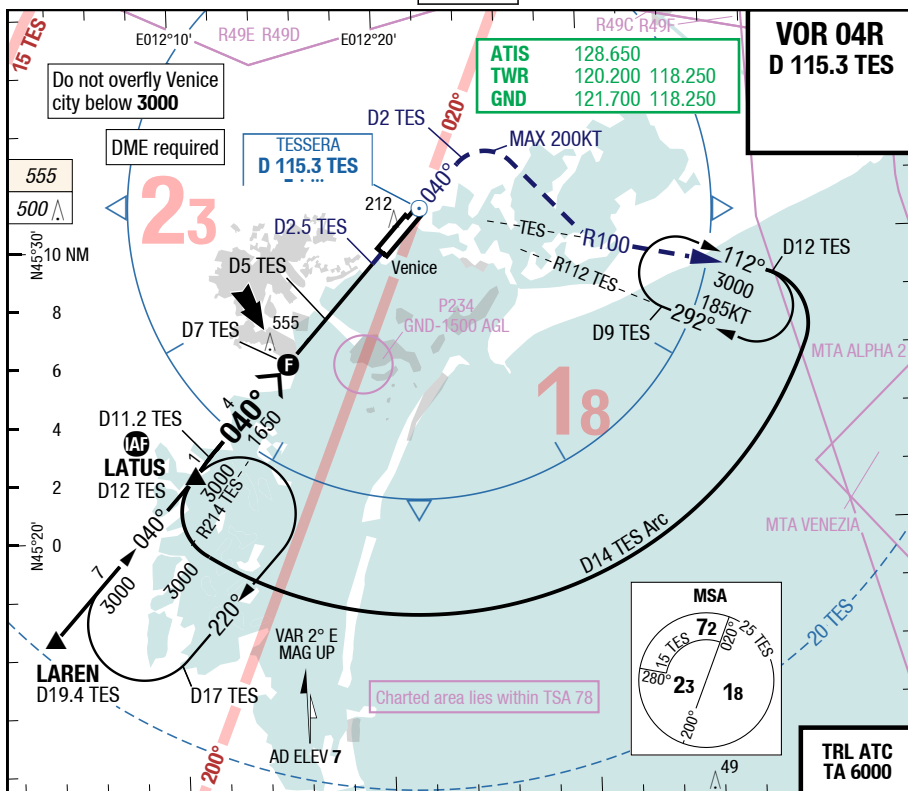
2) S of RWY only. To RWY 22R only.

Changes: Navaid , OBST, SUAs

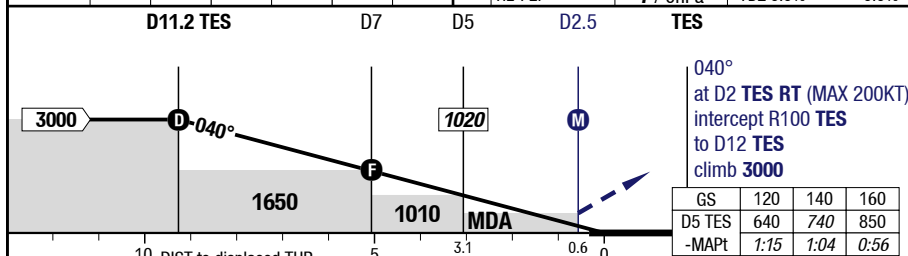
VCE-LIPZ

7-80

VOR 04R



3.00°	11.2	10	9	8	6	4	04R	3.0°	60 HL	8 HL	0.0%
D TES	3000	2610	2300	1980	1330	690	HL-P2F	3300 x 45	7 / 0hPa	TDZ 0.0%	0.0%



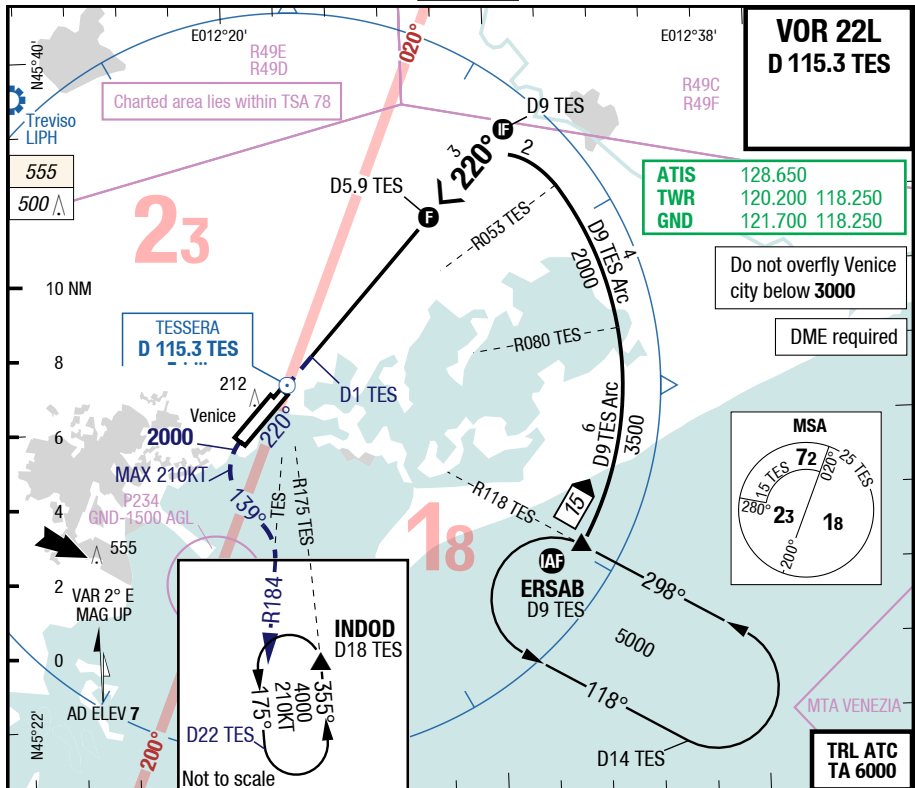
04R	VOR DME					Circling ¹⁾
C	ft - m/km ft	550 - 1.8 550				730 - 2.4V 730
D	ft - m/km ft	550 - 1.8 550				950 - 3.6V 950

1) S of RWY only. To RWY 22L only.

VCE-LIPZ

7-90

VOR 22L

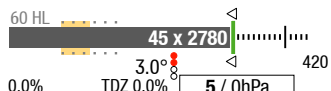
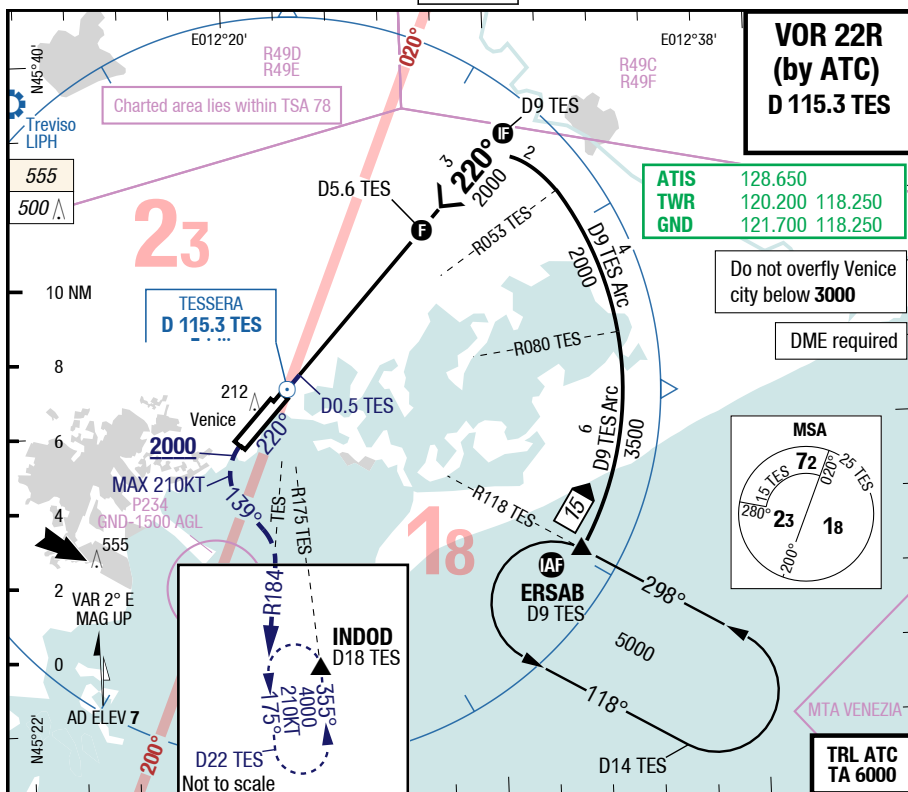


22L		VOR DME		Circling ¹⁾	
C	ft - m/km ft	430 - 1.8 430		730 - 2.4V 730	
D	ft - m/km ft	430 - 1.8 430		950 - 3.6V 950	

1) S of RWY only. To RWY 04R only.

VOR 22R (by ATC)

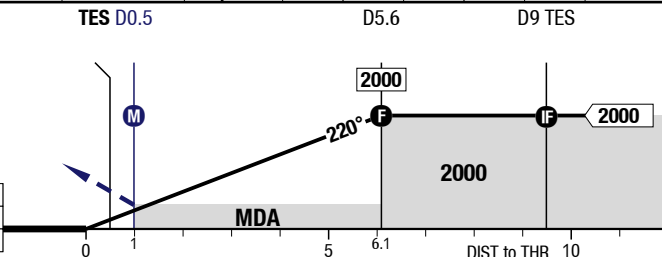
7-100



22R	1	2	3	4	5	5.6
	540	860	1180	1490	1810	2000

220°
at MNM 2000
LT (MAX 210KT) 139°
intercept R184 TES
to D22 TES
join INDOD HLDG
climb 4000

GS	120	140	160
D5.6 TES	640	740	850
-MAPt	NA	NA	NA



22R		VOR DME 1)				Circling 2)
C	ft - m/km ft	430 - 1.5V 430				730 - 2.4V 730
D	ft - m/km ft	430 - 1.5V 430				950 - 3.6V 950

1) ATC Discretion only

2) S of RWY only. To RWY 04L only

