GENERAL

Operational Hours

ATS Hours / AD ADMIN Hours: H24

Airport Information

RFF: CAT 8

Fuel: 0600-2300‡ other times O/R 2HR PN. PPR for refueling with PAX on board and/or during embarking/disembarking with 2HR PN.

PCN: RWY 04/22: 87/F/A/W/T

Operation

Traffic Note

In case of diversion: SKED flights have priority regarding stands availability.

Preferential RWY: RWY 04.

Low Visibility Procedures

LVP in force when RVR is at or below 550m and/or ceiling is below 200ft.

Only one ACFT at a time is allowed on the movement area.

Follow-me is mandatory on Main APN when RVR is at or below 550m.

In case of aborted TKOF, maintain position on RWY and wait for follow-me and tow tractor.

ARR:
Vacate RWY 04 via TWY K and wait for follow-me.

DEP:
RWY 22: enter RWY via TWY K.

Report to TWR when:
- reaching RHP (RWY holding position)/IHP (Intermediate holding point unless otherwise instructed by TWR
- ILS sensetive area has been vacated
- reaching the stand.

TWY Restrictions

TWYs B, F width 20m / 66ft.

TWY T:
- width 18m / 59ft.
- up to ACFT code letter C.

TWY J MAX wingspan 65m / 213ft.
TWY R MAX wingspan 52m / 171ft.
TWY M MAX wingspan 36m / 118ft.

TWY W is AVBL as entry and exit from RWY/APN.

TWY Y is AVBL as entry from APN to RWY only.

GENERAL

Taxi/Parking

Follow-me mandatory for ACFT code letter E and above.

Code letter F ACFT taxi on APN TWY P with external ENGs on idle PWR.

Taxi on APN TWYs M, R, J with MNM PWR only to avoid jet blast hazards.

Follow-me on request from APN.

All stands marshaller mandatory.

Limitations for code letter D and E ACFT:
Due to absence of turning pad on THR 04 the following provisions will apply if DEP RWY 04 or LDG RWY 22. Notify AD Operator, prior FPL submission, the capability to perform unassisted 180°-turns on THR 04.
If unable to perform such a maneuver, a GND crew assisted 180°-turn could be arranged if no DEP or ARR traffic is expected in the next 60min, otherwise:
- Arriving ACFT shall divert to ALTN
- Departing ACFT shall reschedule DEP time

In case of aborted TKOF RWY 22 and ACFT is not able to perform unassisted 180°-turn on THR 04, maintain position on RWY and wait for GND crew.

Code letter D ACFT shall vacate RWY 04 via TWY W or K as instructed by ATC.

Code letter E ACFT shall vacate RWY 04 via TWY K.

Code letter D and E ACFT shall line-up RWY 22 via TWY K.

Engine Run-up Area

All ENG run-up must be coordinated with the Operations Office of the AD operator and supervised by the Safety Unit. Only idle ENG run-ups are allowed at parking stands. ENG run-ups exceeding idle (partial or full PWR) are to be previously coordinated, at least 6HR in advance.
Between 2300-0500‡, ENG run-ups above idle PWR are prohibited, except for ACFT to be immediately employed and for E-195.

Warnings

GP/LOC ILS RWY 04 MAINT:
MAY-OCT TUE 0900-1100‡,
NOV-APR TUE 1000-1200‡,
JUL and OCT 2nd TUE 0900-1300‡,
JAN and APR 2nd TUE 1000-1400‡.

BEG VOR/DME MAINT: 1st MON 0730-0900‡.

BOA VOR/DME MAINT: 2nd TUE 1330-1500‡.

BOA NDB MAINT: 1st TUE 1030-1200‡.

TZO NDB MAINT: 4th WED of MAY and NOV 0900-1100‡.

BSA VOR/DME MAINT:
3rd SUN of JAN/FEB/APR/JUN/JUL/AUG/OCT/DEC 1900-2300‡.
1st TUE of JUN 0700-1500‡.
Unserviceable for autopilot coupled mode.

IVF DME MAINT: MAR/JUN/SEP/DEC 2nd THU 1300-1530‡.

VIL VOR/DME MAINT: 2nd and 4th WED 0800-1000‡.

Parachute activity NE of AD.

Birds in vicinity of AD.

ARRIVAL

Communication

COM Failure: Fixes designated for descent are:
- BOLVO, ABLID, RIVEV for RNAV1 ACFT depending on the received STAR confirmed by the pilot and/ or by the incoming geographical sector
- PEVIK for not RNAV1 ACFT following conventional STARs.

Arrival Procedure

Noise Abatement Procedure: See CRAR.

Non-standard GP Intercept Position on RWY 04
GP intercept RWY 04 at *332m / 1088ft* after landing threshold.
Remaining DIST beyond GP is *2678m / 8787ft*.

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

DEPARTURE

Take-off Minima

RWY		22	
All ACFT	ft - m/km	0 - 125R	-

RWY		04	
All ACFT	ft - m/km	0 - 550R/550V	-

Departure Procedure

Start-up/Push-back
Contact TWR to obtain push-back/taxiing instructions and information when "ACFT ready".

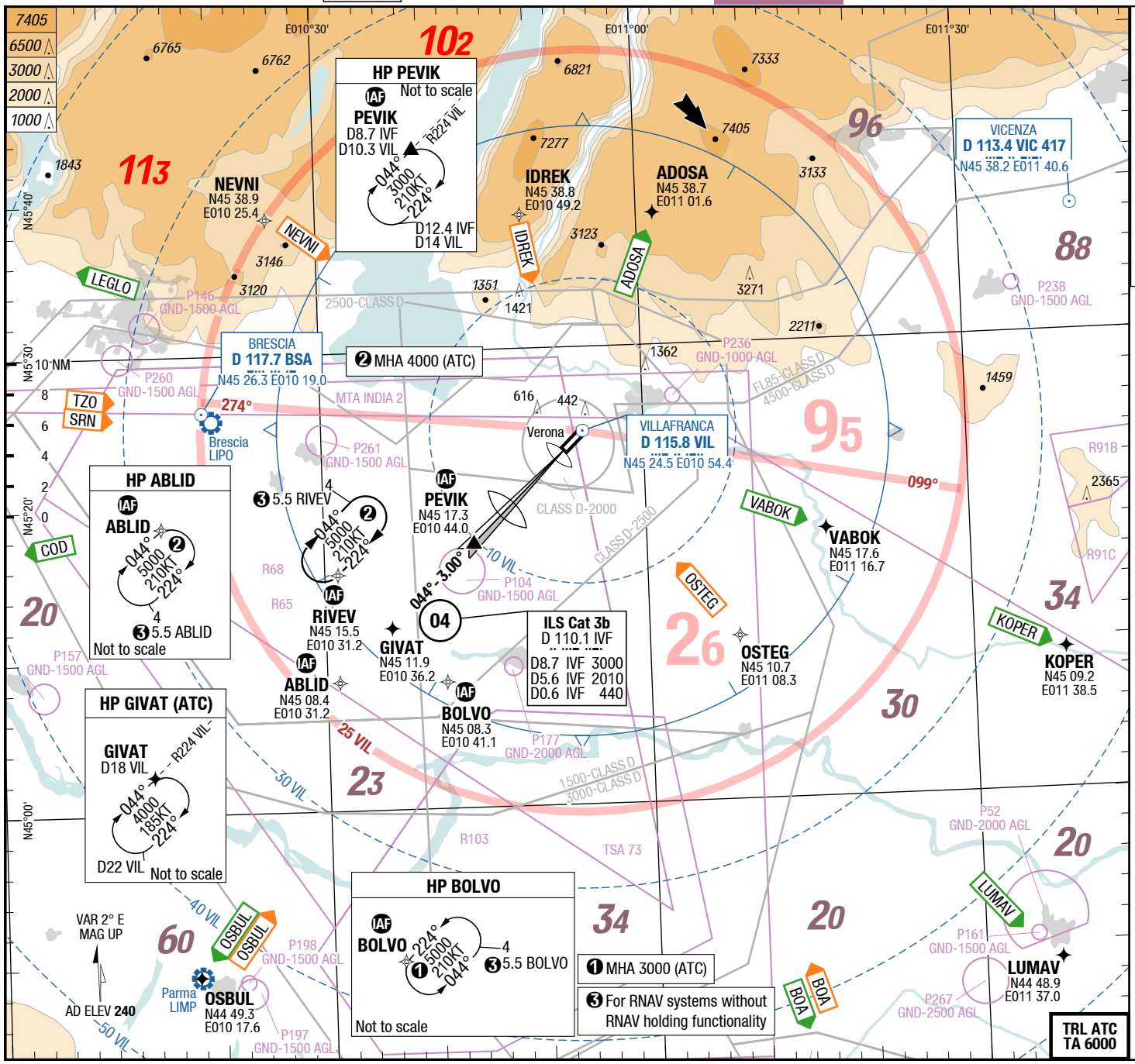
Report "ACFT ready" when:
- doors and holds CLSD
- ACFT safe area clear from vehicles, equipment and GND personal
- ACFT fully ready for push-back/taxi
- compulsory documentation provided to handler
- push-back tractor connected (nose-in stand)

Power-back prohibited on APN.

Noise Abatement Procedure: See CRAR for TKOF on RWY 04/22.

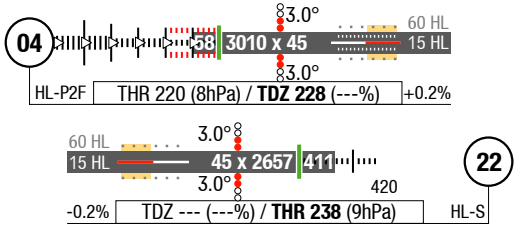
De-Icing

AVBL H24, NOV 15 - MAR 15.

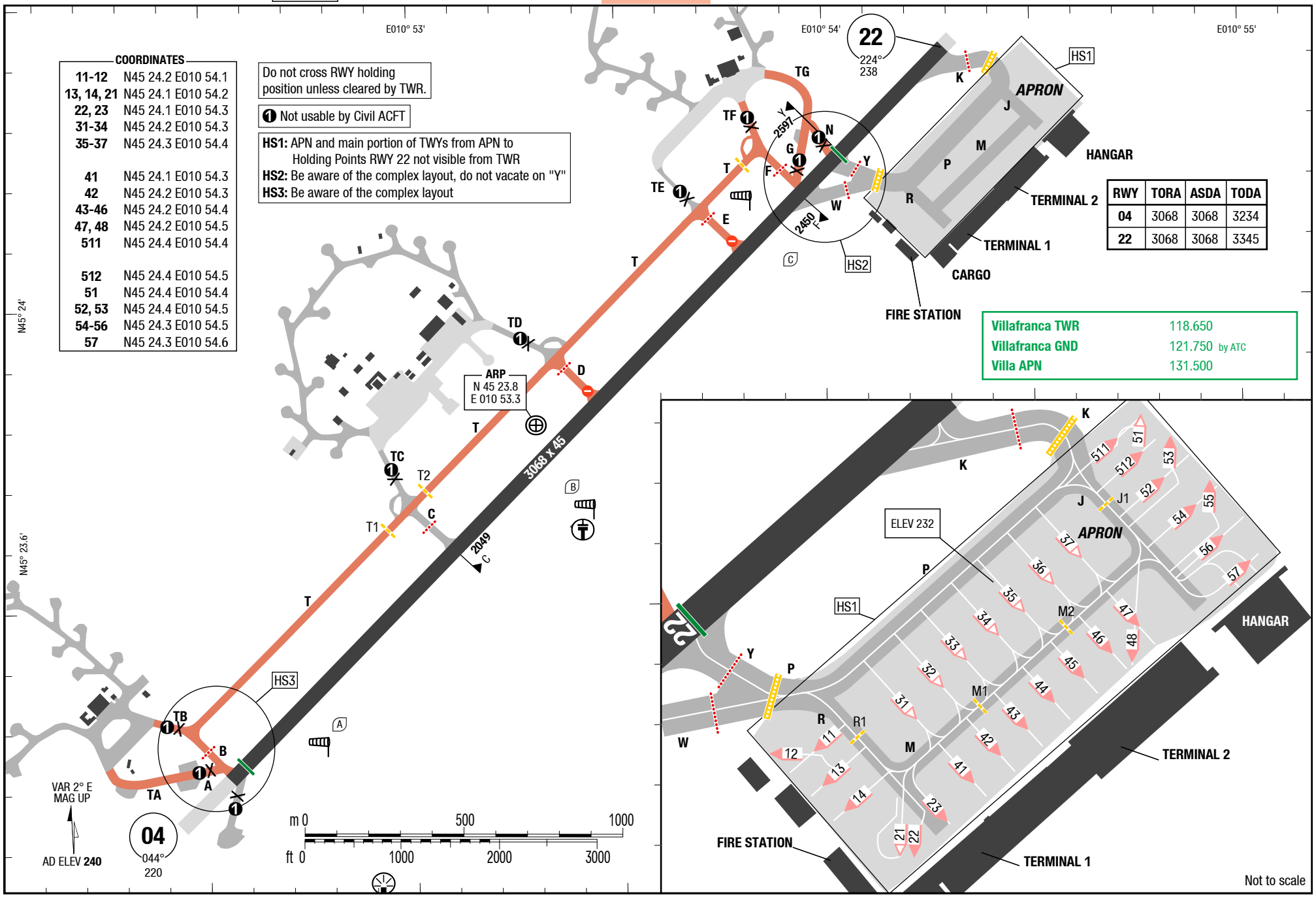


RAD/APP	135.900	
	124.250	
	118.550	
Padova ACC	125.900	
	120.725	
	128.575	
	134.750	
Milano ACC	129.075	SIDs/STARs via PAR
	126.750	SIDs via LEGLO STARs via ELTAR/LEGLO/NEVNI
Villafranca TWR	118.650	
Villafranca GND	121.750	by ATC
Villa APN	131.500	

Landing RWY system:



Changes: ALT, HLDG, Note, Editorial



Changes: HLDG POS, Parking Stands

VRN-LIPX

3-21

Italy **Verona** Villafranca

NIL

Tempo WIP SUP 09/18

AGC

Villafranca **Verona** Italy

NIL

Tempo WIP SUP 09/18

AGC

COORDINATES	
11-12	N45 24.2 E010 54.1
13, 14, 21	N45 24.1 E010 54.2
22, 23	N45 24.1 E010 54.3
31-34	N45 24.2 E010 54.3
35-37	N45 24.3 E010 54.4
41	N45 24.1 E010 54.3
42	N45 24.2 E010 54.3
43-46	N45 24.2 E010 54.4
47, 48	N45 24.2 E010 54.5
511	N45 24.4 E010 54.4
512	N45 24.4 E010 54.5
51	N45 24.4 E010 54.4
52, 53	N45 24.4 E010 54.5
54-56	N45 24.3 E010 54.5
57	N45 24.3 E010 54.6

REF AIP SUP S09/18
Activated by NOTAM

From 16.09.2018 till 19.11.2018 EST:
Construction areas:
- Refurbishing of TWY T
- Implementation of center line lightning

Do not cross RWY holding position unless cleared by TWR.

❶ Not usable by Civil ACFT

HS1: APN and main portion of TWYs from APN to Holding Points RWY 22 not visible from TWR
HS2: TWY F not AVBL
HS3: TWY B not AVBL
HS4: TWY T not AVBL

RWY	TORA	ASDA	TODA
04	3068	3068	3234
22	3068	3068	3345

Villafranca TWR	118.650
Villafranca GND	121.750 by ATC
Villa APN	131.500

E010° 53' E010° 54' E010° 55' N45° 24' N45° 23.6'

22 224° 238

04 044° 220

ARP N 45 23.8 E 010 53.3

3068 x 45

2049 C

2597 Y

2450 F

ELEV 232

AD ELEV **240**

VAR 2° E MAG UP

WORK IN PROGRESS

APRON HANGAR TERMINAL 2 TERMINAL 1 CARGO FIRE STATION

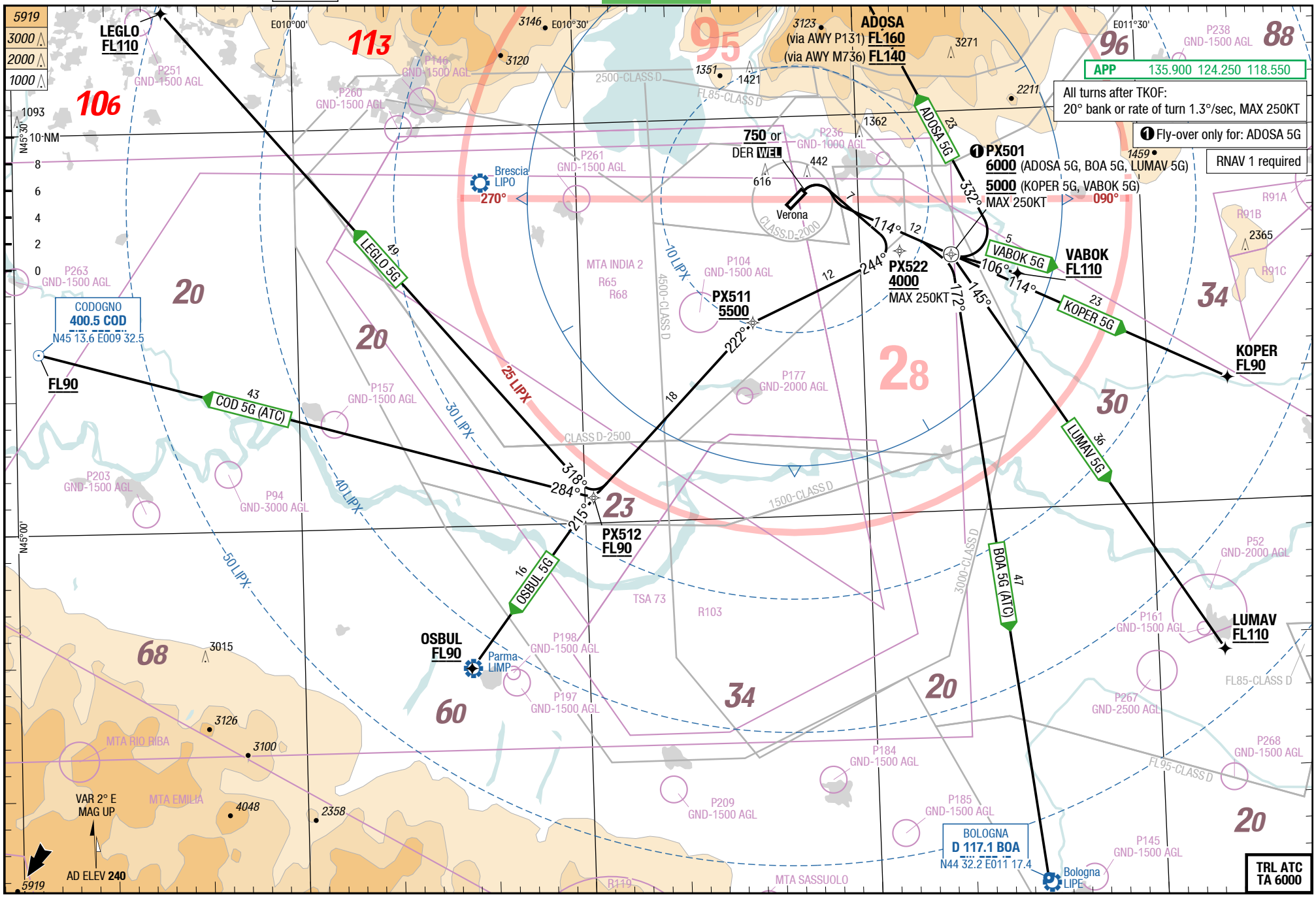
HS1 HS2 HS3 HS4

m 0 500 1000

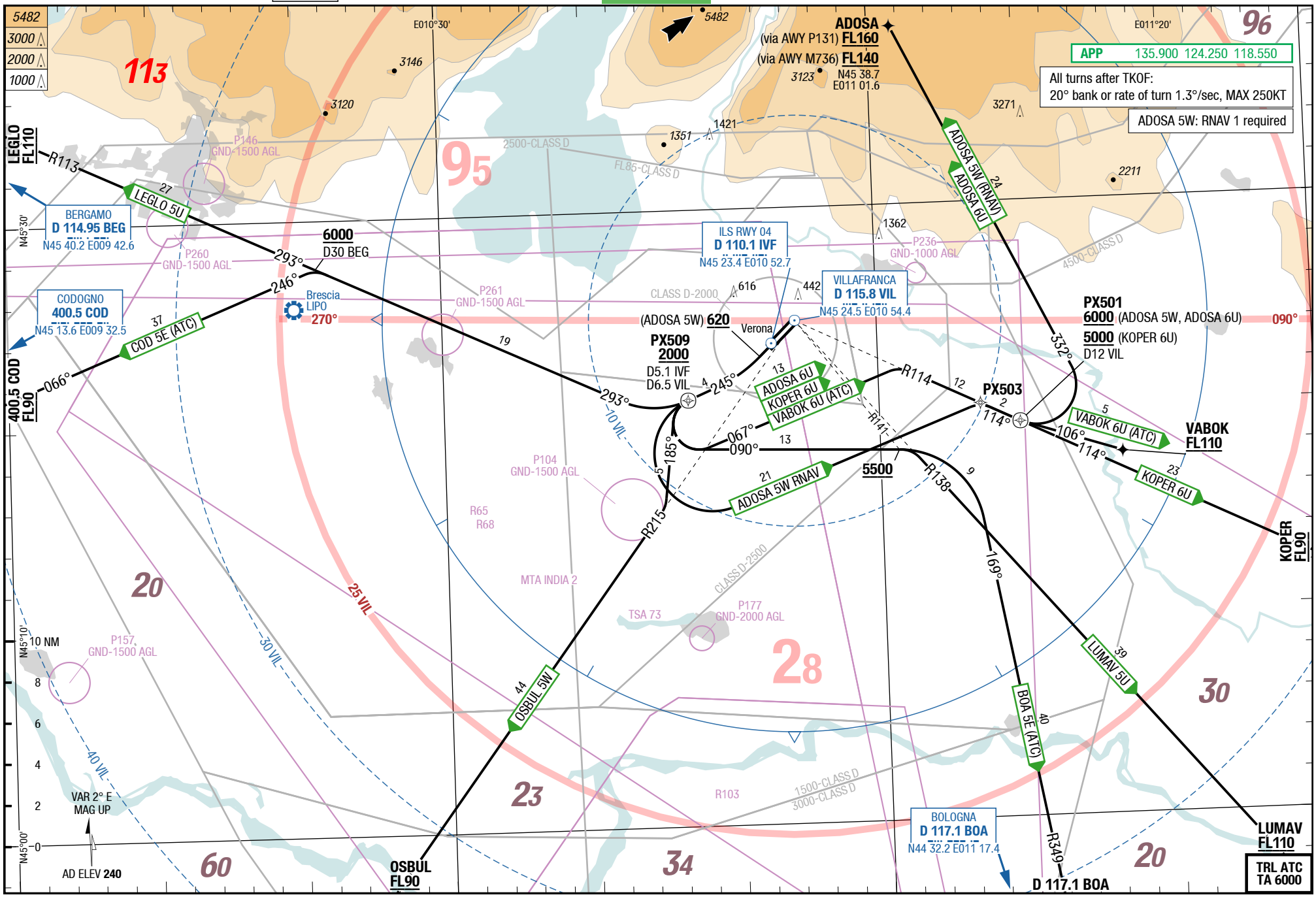
ft 0 1000 2000 3000

Not to scale

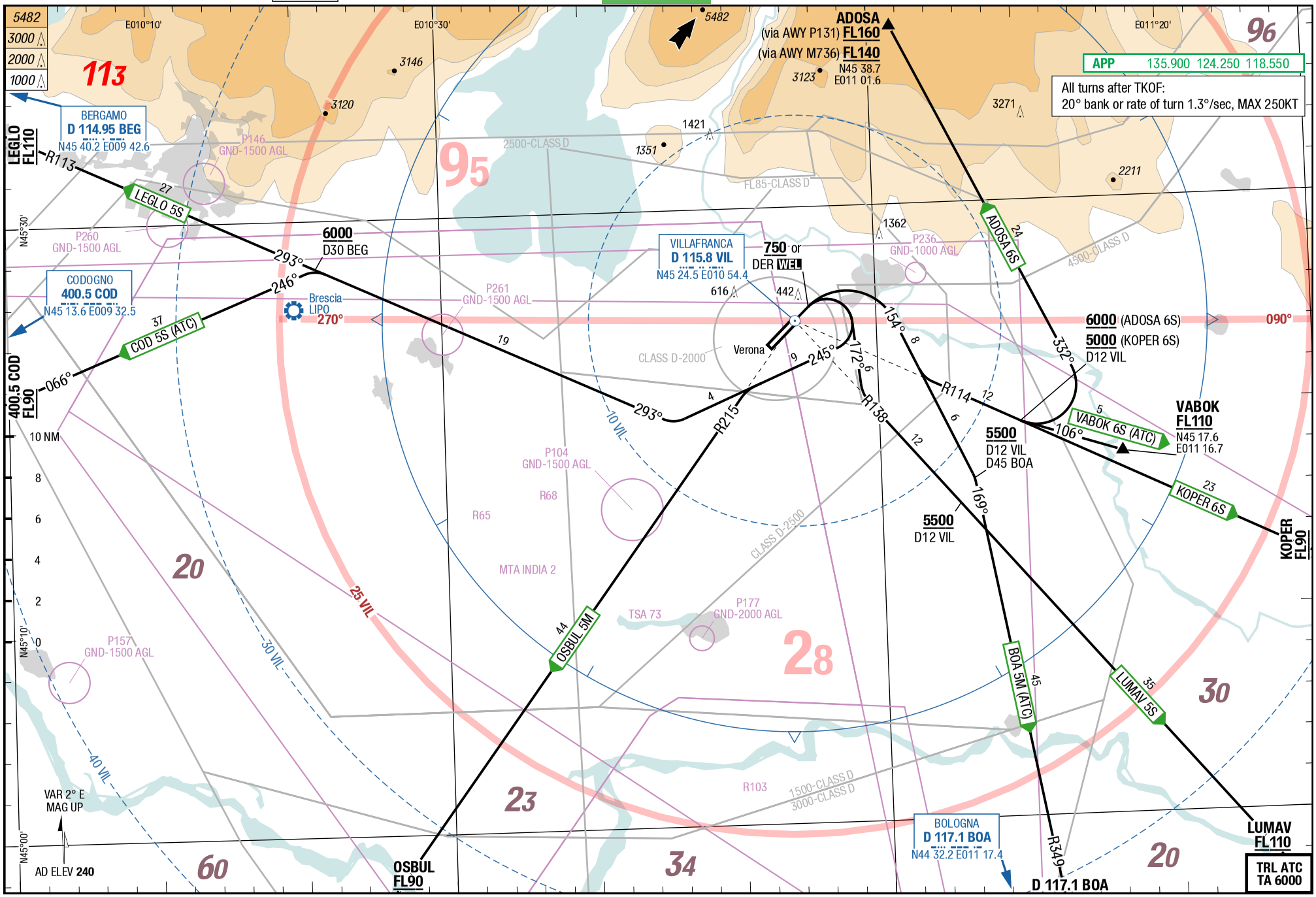
Changes: new


LEGLO FL110
ADOSA (via AWY P131) FL160 (via AWY M736) FL140
APP 135.900 124.250 118.550
All turns after TKOF: 20° bank or rate of turn 1.3°/sec, MAX 250KT
Fly-over only for: ADOSA 5G
RNAV 1 required
PX501 6000 (ADOSA 5G, BOA 5G, LUMAV 5G) 5000 (KOPER 5G, VABOK 5G) MAX 250KT
750 or DER WEL
Brescia LIPO
Verona
VABOK FL110
PX522 4000 MAX 250KT
PX511 5500
KOPER FL90
LUMAV FL110
CODOGNO 400.5 COD N45 13.6 E009 32.5
FL90
PX512 FL90
OSBUL FL90
Parma LIMP
Bologna LIPE
BOLOGNA D 117.1 BOA N44 32.2 E011 17.4
LEGLO 5G
COD 5G (ATC)
ADOSA 5G
VABOK 5G
KOPER 5G
LUMAV 5G
BOA 5G (ATC)
OSBUL 5G
25 LIPX
30 LIPX
40 LIPX
50 LIPX
10 LIPX
MTA INDIA 2
MTA RIO RIBA
MTA EMILIA
MTA SASSUOLO
TSA 73
R103
R65
R68
R91A
R91B
R91C
R149
CLASS D-2000
2500-CLASS D
4500-CLASS D
1500-CLASS D
3000-CLASS D
FL85-CLASS D
FL95-CLASS D
VAR 2° E MAG UP
AD ELEV 240
TRL ATC TA 6000
© Lido 2017

Changes: new

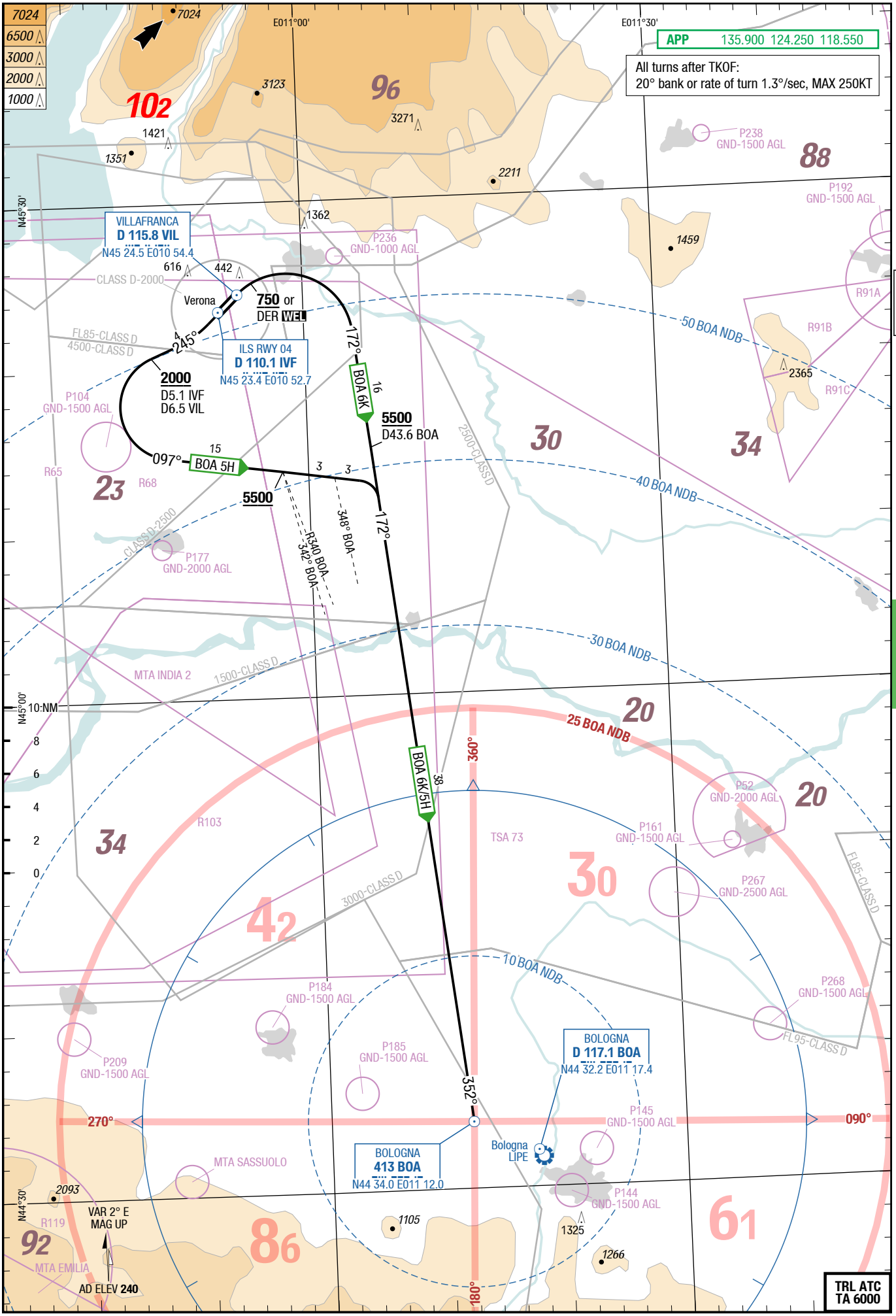


Changes: Completely revised



Changes: Completely revised

Changes: Completely revised



ADOSA 5G / BOLOGNA 5G / CODOGNO 5G / KOPER 5G / LEGLO 5G

RWY 04 (044°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
6.5%	ft/MIN	800	1000	1200	1400	1600	1800
9.8%	ft/MIN	1200	1500	1800	2100	2400	2700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 04	
ADOSA 5G 9.8% to 1000 6.5% **135.900** ①②	DER or 750 WEL [K250-] - PX501 [K250- ;L] - ADOSA	PX501 MNM **6000** ADOSA MNM **FL140** (via AWY M736) ADOSA MNM **FL160** (via AWY P131)
BOLOGNA 5G **BOA 5G** (ATC) 9.8% to 1000 5.0% to FL85 **135.900** ①②	DER or 750 WEL [K250-] - PX501 [K250-] - BOA	PX501 MNM **6000**
CODOGNO 5G **COD 5G** (ATC) 9.8% to 1000 5.0% to FL85 **135.900** ①②	DER or 750 WEL [K250- ;R] - PX522 [K250-] - PX511 - PX512 - COD	PX522 MNM **4000** PX511 MNM **5500** PX512 MNM **FL90** COD MNM **FL90**
KOPER 5G 9.8% to 1000 5.0% to FL85 **135.900** ①②	DER or 750 WEL [K250-] - PX501 [K250-] - KOPER	PX501 MNM **5000** KOPER MNM **FL90**
LEGLO 5G 9.8% to 1000 5.0% to FL85 **135.900** ①②	DER or 750 WEL [K250- ;R] - PX522 [K250-] - PX511 - PX512 - LEGLO	PX522 MNM **4000** PX511 MNM **5500** PX512 MNM **FL90** LEGLO MNM **FL110**

① Adjust take-off climb rate in order to cross THR 22 at 65ft above THR elevation.

② All turns after take off shall be performed according to the following ; 20° bank or rate of turn 1.3°/sec and MAX 250KT.

Changes: New

LUMAV 5G / OSBUL 5G / VABOK 5G

RWY 04 (044°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
9.0%	ft/MIN	1100	1400	1700	2000	2200	2500
9.8%	ft/MIN	1200	1500	1800	2100	2400	2700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 04	
LUMAV 5G 9.8% to 1000 5.0% to FL85 **135.900** ①②	DER or 750 WEL [K250-] - PX501 [K250-] - LUMAV	PX501 MNM **6000** LUMAV MNM **FL110**
OSBUL 5G 9.8% to 1000 5.0% to FL85 **135.900** ①②	DER or 750 WEL [K250- ;R] - PX522 [K250-] - PX511 - PX512 - OSBUL	PX522 MNM **4000** PX511 MNM **5500** PX512 MNM **FL90** OSBUL MNM **FL90**
VABOK 5G 9.8% to 1000 9.0% **135.900** ①②	DER or 750 WEL [K250-] - PX501 [K250-] - VABOK	PX501 MNM **5000** VABOK MNM **FL110**

① Adjust take-off climb rate in order to cross THR 22 at 65ft above THR elevation.

② All turns after take off shall be performed according to the following ; 20° bank or rate of turn 1.3°/sec and MAX 250KT.

Changes: New

ADOSA 5W RNAV / ADOSA 6U / BOLOGNA 5E / CODOGNO 5E / KOPER 6U / LEGLO 5U

RWY 22 (224°)

	GS	120	150	180	210	240	270
6.5%	ft/MIN	800	1000	1200	1400	1600	1800

DESIGNATOR	ROUTING	ALTITUDES
	Runway 22	
ADOSA 5W RNAV 6.5% to FL85 **135.900** ①	[A620+] - PX509 [K250- ;L] - PX503 - PX501 [K250- ;L] - ADOSA	PX509 MNM **2000** PX501 MNM **6000** ADOSA MNM **FL140** (via AWY M736) ADOSA MNM **FL160** (via AWY P131)
ADOSA 6U 6.5% to FL85 **135.900** ①	After DER **RT** 245°- at D6.5 **VIL**/D5.1 **IVF LT** 067° - **RT** intercept R114 **VIL** - at D12 **VIL LT** 332° to ADOSA	D6.5 **VIL**/D5.1 **IVF** MNM **2000** R114/D12 **VIL** MNM **6000** ADOSA MNM **FL140** (via AWY M736) ADOSA MNM **FL160** (via AWY P131)
BOLOGNA 5E **BOA 5E** (ATC) 6.5% to FL85 **135.900** ①	After DER **RT** 245° - at D6.5 **VIL**/D5.1 **IVF LT** 090° - crossing R141 **VIL RT** intercept R349 **BOA** to **BOA**	D6.5 **VIL**/D5.1 **IVF** MNM **2000** crossing R141 **VIL** MNM **5500**
CODOGNO 5E **COD 5E** (ATC) 6.5% to FL85 **135.900** ①	After DER **RT** 245° - at D6.5 **VIL**/D5.1 **IVF RT** intercept R113 **BEG** inbound - at D30 **BEG LT** intercept QDM 246 **COD** to **COD**	D6.5 **VIL**/D5.1 **IVF** MNM **2000** D30 **BEG** MNM **6000** **COD** MNM **FL90**
KOPER 6U 6.5% to FL85 **135.900** ①	After DER **RT** 245° - at D6.5 **VIL**/D5.1 **IVF LT** 067° - **RT** intercept R114 **VIL** to KOPER	D6.5 **VIL**/D5.1 **IVF** MNM **2000** R114/D12 **VIL** MNM **5000** KOPER MNM **FL90**
LEGLO 5U 6.5% to FL85 **135.900** ①	After DER **RT** 245° - at D6.5 **VIL**/D5.1 **IVF RT** intercept R113 **BEG** inbound to LEGLO	D6.5 **VIL**/D5.1 **IVF** MNM **2000** D30 **BEG** MNM **6000** LEGLO MNM **FL110**

① All turns after take off shall be performed according to the following ; 20° bank or rate of turn 1.3°/sec and MAX 250KT.

Changes: Completely revised

LUMAV 5U / OSBUL 5W / VABOK 6U

RWY 22 (224°)

	GS	120	150	180	210	240	270
6.5%	ft/MIN	800	1000	1200	1400	1600	1800

DESIGNATOR	ROUTING	ALTITUDES
	Runway 22	
LUMAV 5U 6.5% to FL85 **135.900** ①	After DER **RT** 245° - at D6.5 **VIL**/D5.1 **IVF LT** 090° - crossing R141 **VIL RT** intercept R138 **VIL** to LUMAV	D6.5 **VIL**/D5.1 **IVF** MNM **2000** crossing R141 **VIL** MNM **5500** LUMAV MNM **FL110**
OSBUL 5W 6.5% to FL85 **135.900** ①	After DER **RT** 245° - at D6.5 **VIL**/D5.1 **IVF LT** 185° - **RT** intercept R215 **VIL** to OSBUL	D6.5 **VIL**/D5.1 **IVF** MNM **2000** OSBUL MNM **FL90**
VABOK 6U (ATC) 6.5% to FL85 **135.900** ①	After DER **RT** 245° - at D6.5 **VIL**/D5.1 **IVF LT** 067° - **RT** intercept R114 **VIL** - at D12 **VIL LT** 106° to VABOK	D6.5 **VIL**/D5.1 **IVF** MNM **2000** VABOK MNM **FL110**

① All turns after take off shall be performed according to the following ; 20° bank or rate of turn 1.3°/sec and MAX 250KT.

Changes: Completely revised

ADOSA 6S / BOLOGNA 5M / CODOGNO 5S / KOPER 6S / LEGLO 5S

RWY 04 (044°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
6.5%	ft/MIN	800	1000	1200	1400	1600	1800
9.8%	ft/MIN	1200	1500	1800	2100	2400	2700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 04	
ADOSA 6S 9.8% to 1000 6.5% **135.900** ①②	at MNM **750** or DER, whichever is later, **RT** 154° - **LT** intercept R114 **VIL** to D12 **VIL** - **LT** 332° to ADOSA	D12 **VIL** MNM **6000** ADOSA MNM **FL140** (via AWY M736) ADOSA MNM **FL160** (via AWY P131)
BOLOGNA 5M **BOA 5M** (ATC) 9.8% to 1000 5.0% to FL85 **135.900** ①②	at MNM **750** or DER, whichever is later, **RT** 154° - intercept R349 **BOA** to **BOA**	D12 **VIL**/D45 **BOA** MNM **5500**
CODOGNO 5S **COD 5S** (ATC) 9.8% to 1000 5.0% to FL85 **135.900** ①②	at MNM **750** or DER, whichever is later, **RT** 245° - **RT** intercept R113 **BEG** inbound - at D30 **BEG LT** intercept QDM 246 **COD** to **COD**	D30 **BEG** MNM **6000** **COD** MNM **FL90**
KOPER 6S 9.8% to 1000 5.0% to FL85 **135.900** ①②	at MNM **750** or DER, whichever is later, **RT** 154° - **LT** intercept R114 **VIL** to KOPER	D12 **VIL** MNM **5000** KOPER MNM **FL90**
LEGLO 5S 9.8% to 1000 5.0% to FL85 **135.900** ①②	at MNM **750** or DER, whichever is later, **RT** 245° - **RT** intercept R113 **BEG** inbound to LEGLO	D30 **BEG** MNM **6000** LEGLO MNM **FL110**

① All turns after take off shall be performed according to the following ; 20° bank or rate of turn 1.3°/sec and MAX 250KT.

② Adjust take-off climb rate in order to cross THR 22 at 65ft above THR elevation.

Changes: Completely revised

LUMAV 5S / OSBUL 5M / VABOK 6S

RWY 04 (044°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
9.0%	ft/MIN	1100	1400	1700	2000	2200	2500
9.8%	ft/MIN	1200	1500	1800	2100	2400	2700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 04	
LUMAV 5S 9.8% to 1000 5.0% to FL85 **135.900** ①②	at MNM **750** or DER, whichever is later, **RT** 172° - intercept R138 **VIL** to LUMAV	D12 **VIL** MNM **5500** LUMAV MNM **FL110**
OSBUL 5M 9.8% to 1000 5.0% to FL85 **135.900** ①②	at MNM **750** or DER, whichever is later, **RT** 245° - **LT** intercept R215 **VIL** to OSBUL	OSBUL MNM **FL90**
VABOK 6S (ATC) 9.8% to 1000 9.0% **135.900** ①②	at MNM **750** or DER, whichever is later, **RT** 154° - **LT** intercept R114 **VIL** to D12 **VIL** - **LT** 106° to VABOK	VABOK MNM **FL110**

① All turns after take off shall be performed according to the following ; 20° bank or rate of turn 1.3°/sec and MAX 250KT.

② Adjust take-off climb rate in order to cross THR 22 at 65ft above THR elevation.

Changes: Completely revised

BOLOGNA 6K / BOLOGNA 5H

RWYs 04 (044°) / 22 (224°)

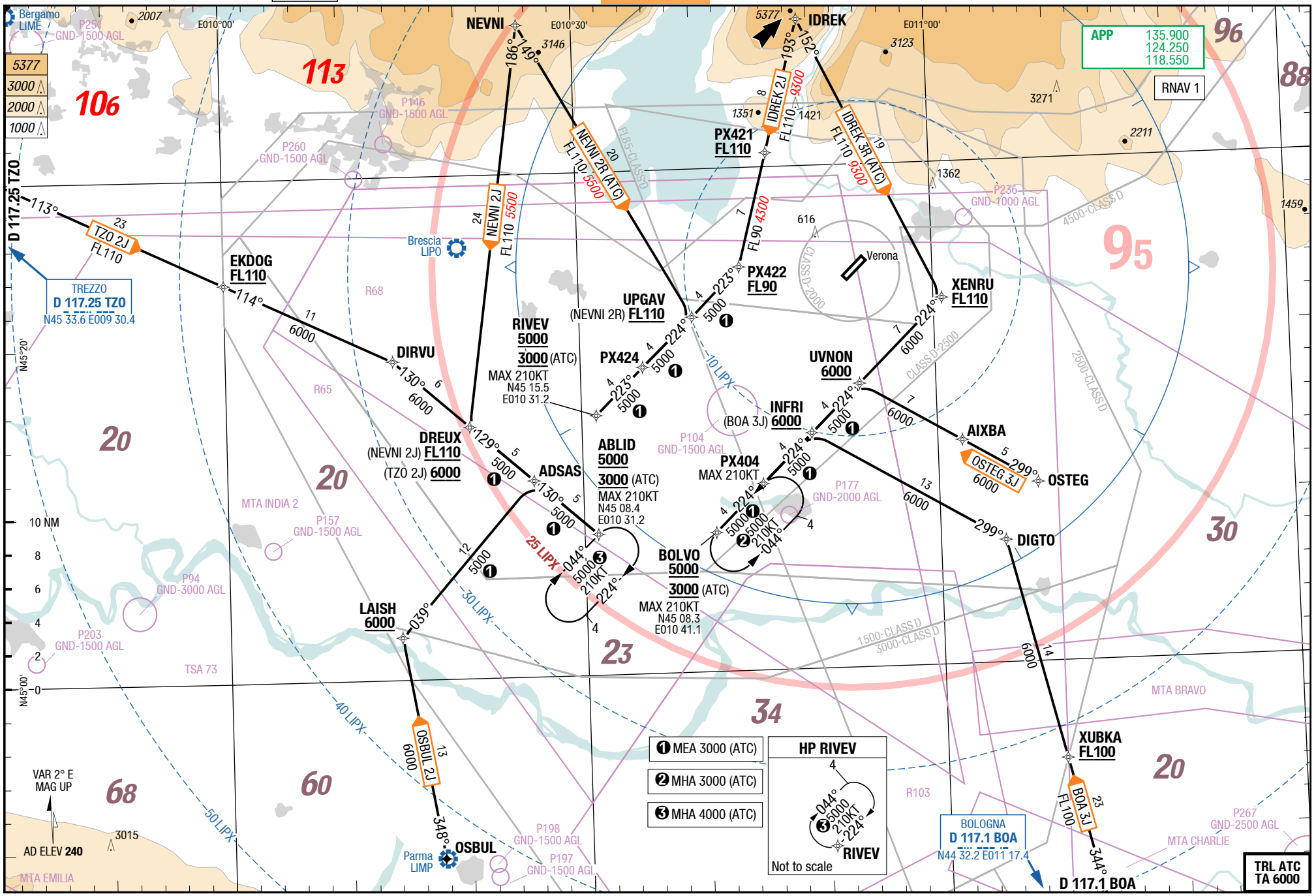
	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
6.5%	ft/MIN	800	1000	1200	1400	1600	1800
9.8%	ft/MIN	1200	1500	1800	2100	2400	2700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 04	
BOLOGNA 6K **BOA 6K** 9.8% to 1000 5.0% to FL85 **135.900** ①②	at MNM **750** or DER, whichever is later, **RT** intercept QDM 172 **BOA** to **BOA**	QDM 172 **BOA** NDB / D43.6 **BOA** DME MNM **5500**
	Runway 22	
BOLOGNA 5H **BOA 5H** 6.5% to FL85 **135.900** ①	245° - at D6.5 **VIL**/D5.1 **IVF LT** 097° - crossing QDR 348 **BOA RT** intercept QDM 172 **BOA** to **BOA**	D6.5 **VIL**/D5.1 **IVF** MNM **2000** crossing QDR 342/R340 **BOA** MNM **5500**

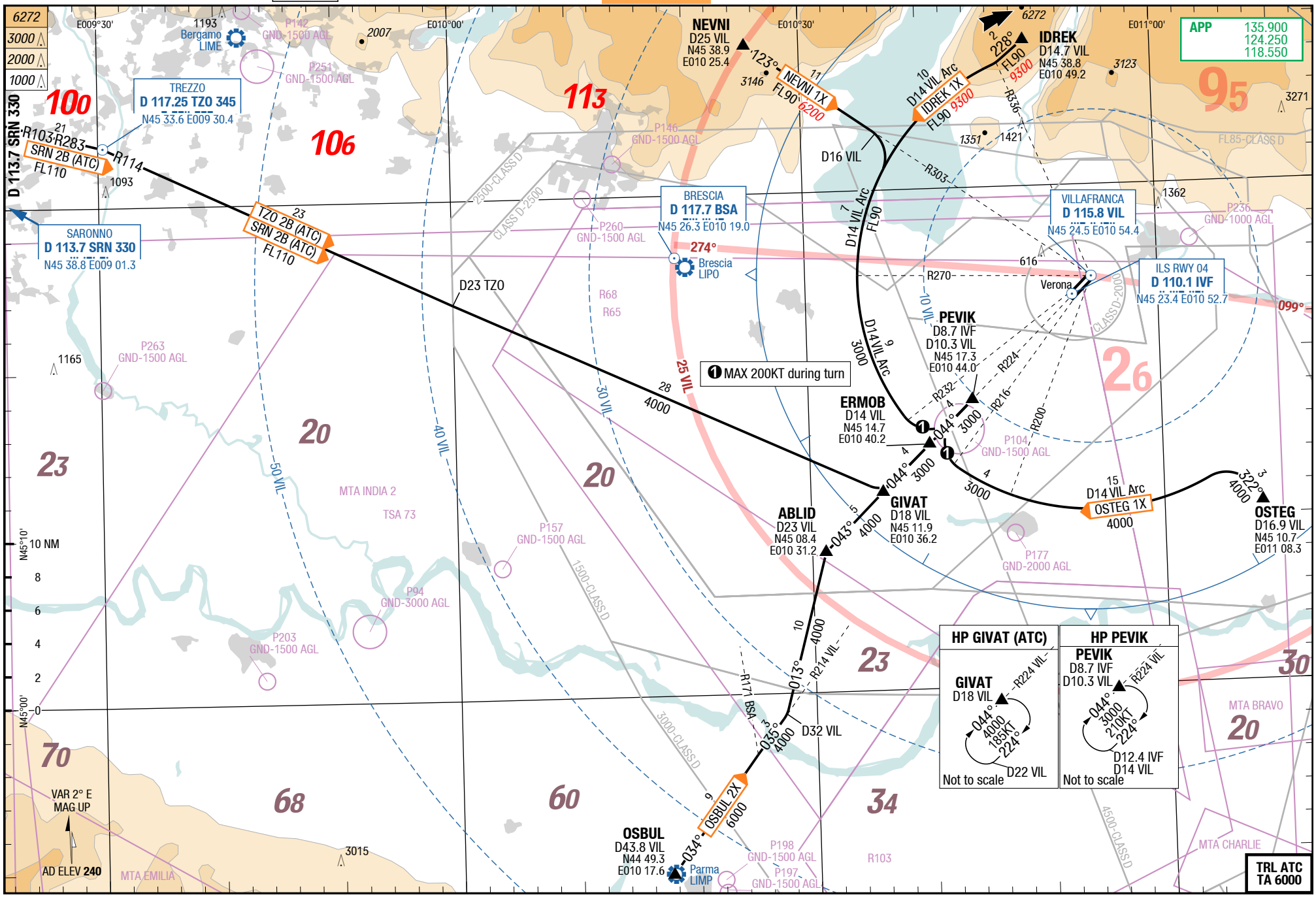
① All turns after take off shall be performed according to the following: 20° bank or rate of turn 1.3°/sec and MAX 250KT.

② Adjust take-off climb rate in order to cross THR 22 at 65ft above THR elevation.

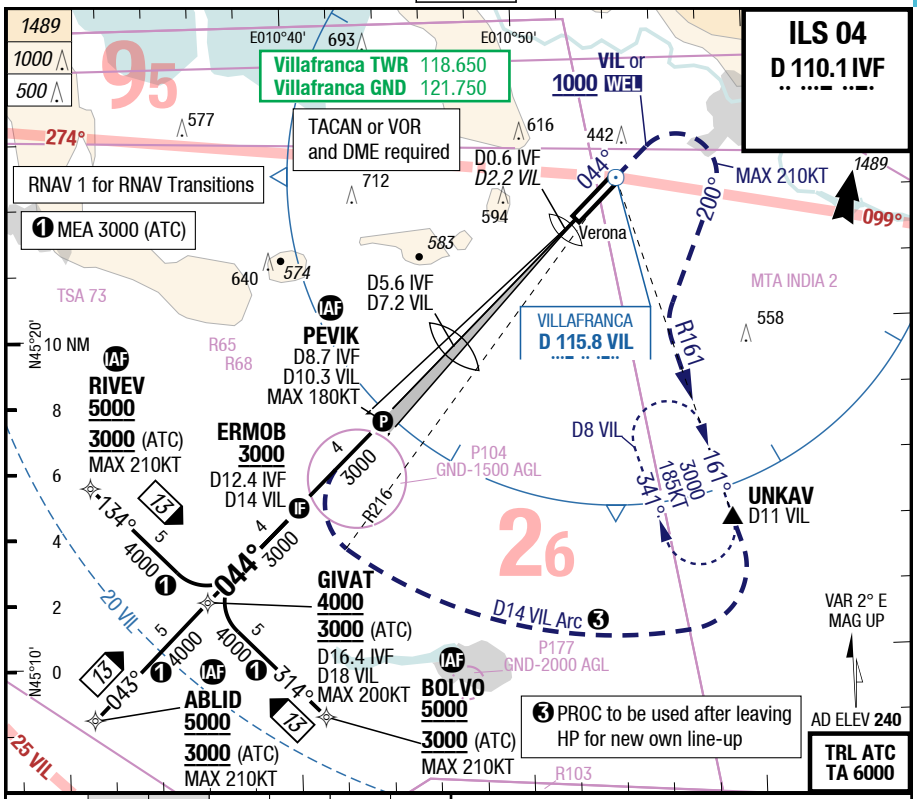
Changes: Completely revised



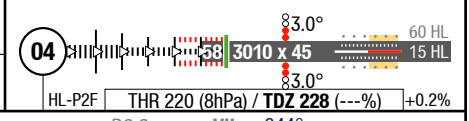
Changes: Completely revised

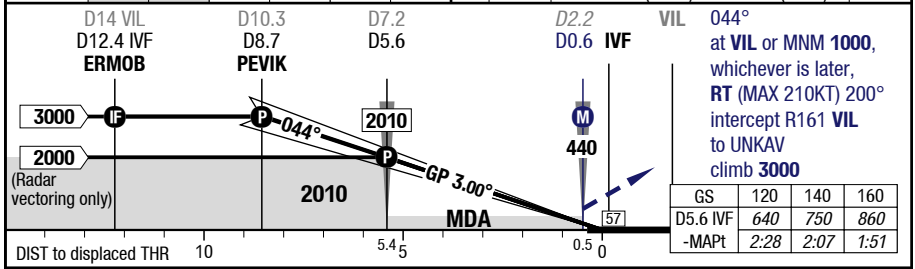


Changes: ASP, Navaid FREQ, SUAs, OBST



LOC 3.03° D IVF			8.7	7	5	3
			3000	2470	1830	1190





GS	120	140	160
D5.6 IVF -MAPt	*640* *2:28*	*750* *2:07*	*860* *1:51*

04		Cat 3b	Cat 2	Cat 1 LTS 1)	Cat 1 2)	LOC DME 3)	Circling SE of RWY only
C	ft - m/km ft	40 - 75R **37** RA	130 - 400R **129** RA	200 - 400 **430**	200 - 550R/800V **430**	350 - 900 **570**	710 - 2.4V **950**
D	ft - m/km ft	40 - 75R **37** RA	140 - 400R **144** RA	210 - 400 **440**	210 - 550R/800V **440**	350 - 900 **570**	860 - 3.6V **1100**

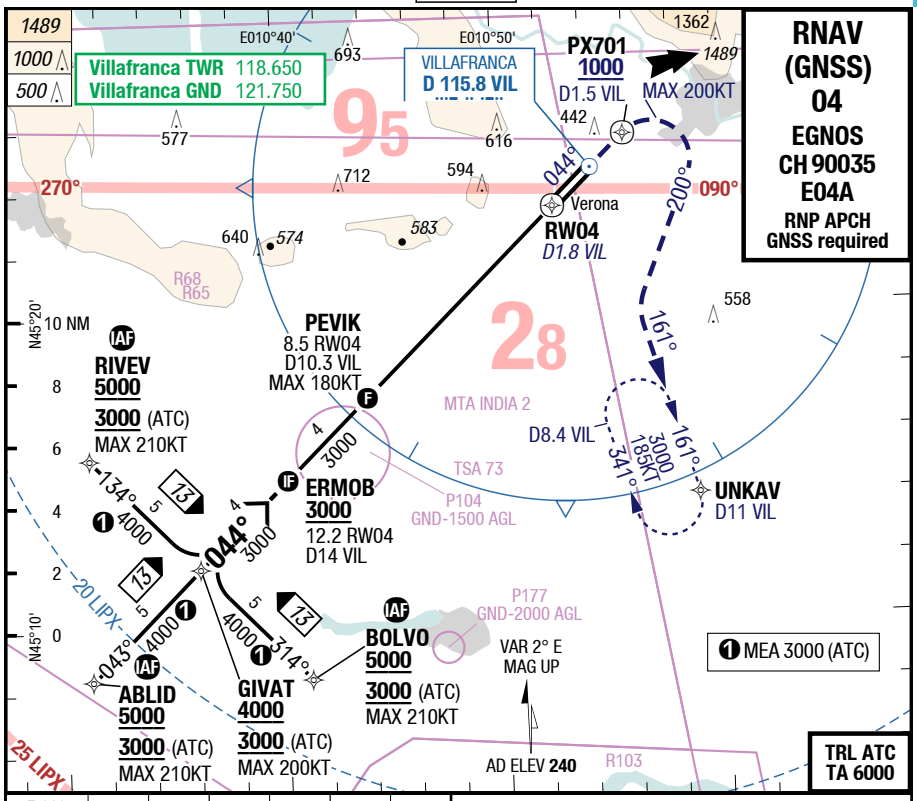
1) With EVS 350m
2) With EVS RVR 350m/ VIS 550m
3) Timing to determine MAPt NA

Changes: Speed RESTR, ALT, SUAs, Editorial

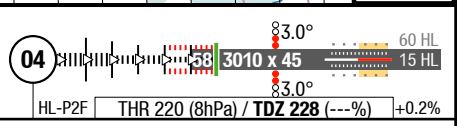
VRN-LIPX

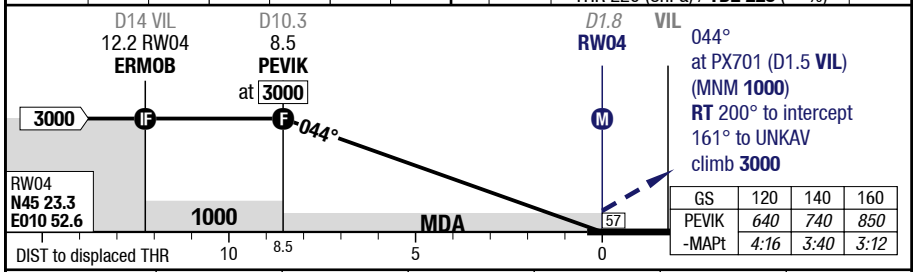
7-30

RNAV (GNSS) 04



3.00° RW04	8.5	6	5	4	3	2
	3000	*2190*	*1870*	*1550*	*1240*	*920*





GS	120	140	160
PEVIK	*640*	*740*	*850*
-MAPt	*4:16*	*3:40*	*3:12*

04		RNAV GNSS LPV	RNAV GNSS VNAV 1) 2)	RNAV GNSS LNAV			Circling SE of RWY only
C	ft - m/km ft	320 - 700 **540** 3) 4)	370 - 1.0 **590**	430 - 1.3 **650**			710 - 2.4V **950**
D	ft - m/km ft	330 - 800 **550** 5)	380 - 1.0 **600**	430 - 1.3 **650**			860 - 3.6V **1100**

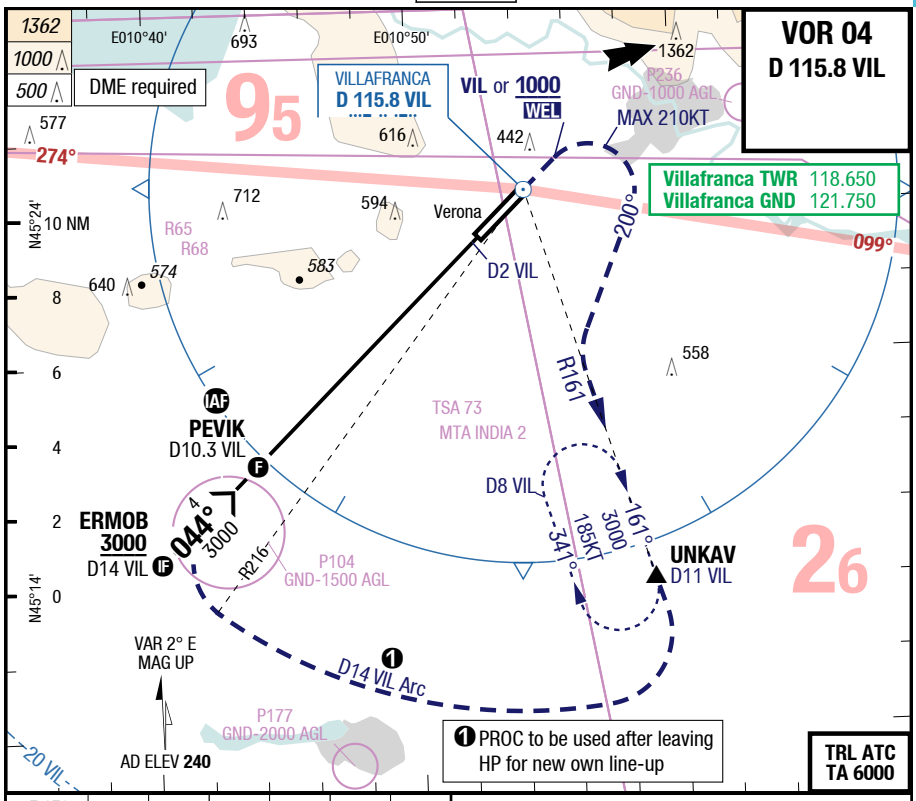
1) Uncompensated BARO VNAV NA below -20°C (-4°F) or above 50°C (122°F) 2) With EVS 650m 3) wo HGS RVR 750m required
4) With EVS 450m 5) With EVS 550m

Changes: Speed RESTR, SUAs, Editorial

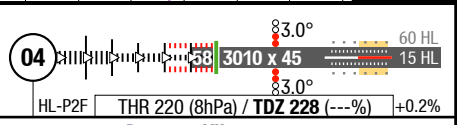
VRN-LIPX

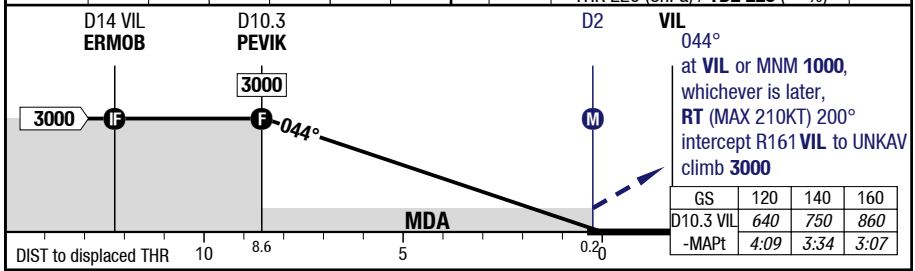
7-50

VOR 04



3.03° D VIL	10.3	8	7	6	5	4
	3000	*2280*	*1960*	*1640*	*1320*	*990*





04		VOR DME					Circling 1)
C	ft - m/km ft	600 - 2.0 **820**					710 - 2.4V **950**
D	ft - m/km ft	600 - 2.0 **820**					860 - 3.6V **1100**

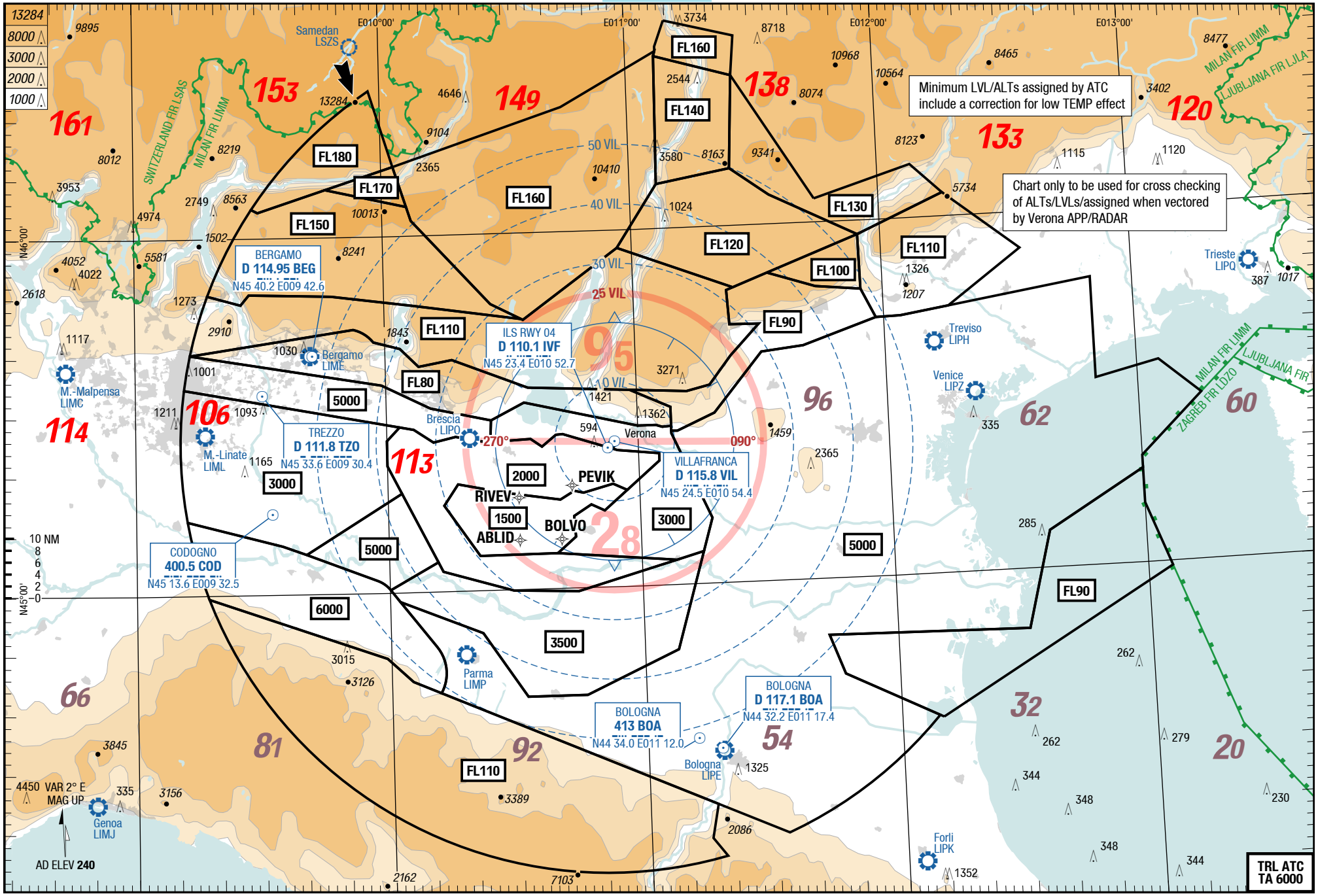
1) SE of RWY only

Changes: Completely revised

Italy **Verona** Villafranca
NIL
MRC

MRC MRC

Villafranca **Verona** Italy
NIL
MRC



Changes: Completely revised