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VENICE, ITALY M JEPPESEN LIPZ/VCE (10-2)RNAV STAR TESSERA 8 JUN 07 Apt Elev Alt Set: hPa 122.22 Trans level: By ATC Trans alt: 6000' 7200' ROVIG 1A [ROVI1A] 2000' 1600' ROVIG 1B [ROVI1B] RNAV ARRIVALS MSA TES VOR P-RNAV RECOMMENDED D 115.3 TES VICENZA-113.4 VIC N45 31.1 E012 22.1 N45 38.2 E011 40.6 VENICE — 379 VEN N45 26.9 E012 16.6 At or above 3000' TRIAL PROCEDURES LARTI N45 25.8 E012 15.6 ROVÍG 1B≥ (TES R-221/D7) **ROVIG 1A** At or above 3000' LATUS N45 22.2 E012 10.8 (TES R-221/D12) At or above 3000' **LAREN** N45 16.7 E012 03.7 At or above 5000' NOT TO SCALE HOLDING **OVER VEN ROVIG** N44 55.4 E011 53.9 At or above 5000' STAR ROUTING ROVIG (5000+) - LAREN (5000+) - LATUS (3000+) - LARTI (3000+). **ROVIG 1A** ROVIG 1B ROVIG (5000+) - LAREN (5000+) - LATUS (3000+) - VEN (3000+).

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CHANGES: RNAV STARs established; STARs transferred.

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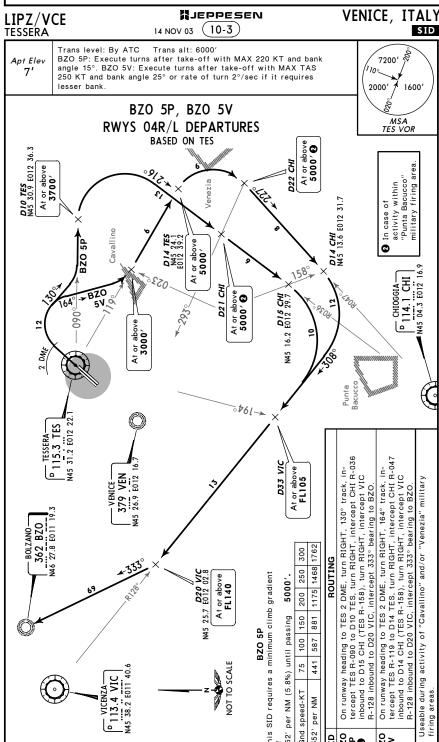
# JEPPESEN VENICE, ITALY LIPZ/VCE 8 JUN 07 (10-2B) TESSERA Apt Elev Alt Set: hPa 122.22 7200′ 🕅 Trans level: By ATC Trans alt: 6000' ALBET 1A [ALBE1A], CHI 1A 2000' 1600' FER 1A, VIC 1A BY ATC MSATES VOR **ARRIVALS** BASED ON TES FOR STARS BASED ON VEN REFER TO CHART 10-2C VICENZA 113.4 VIC N45 38.2 E011 40.6 417 VIC N45 38.2 E011 40.5 - TESSERA-D 115.3 TES N45 31.1 E012 22. ALBET N45 25.6 E011 30.6 (IF Rwy 04R)
LATUS
N45 22.2
E012 10.8
(VIC R-127) N45 19.7 E012 00.5 D23 CHI **D19 CHI** N45 14.7 E011 54.4 5000 LÄREN ) N45 16.7 E012 03.7 (TES D19) N45 14.2 E012 06.4 NOT TO SCALE – CHIOGGĪA – 114.1 CHI N45 04.3 E012 16.9 408 CHI 427 FER N44 48.9 E011 37.0 N45 04.3 E012 16.9

VENICE, ITALY I JEPPESEN LIPZ/VCE TESSERA (10-2C)STAR 8 JUN 07 Apt Elev Alt Set: hPa 122.22 Trans level: By ATC Trans alt: 6000 3500' 1900 ALBET 1B [ALBE1B], CHI 1B 3400' FER 1B, VIC 1B BY ATC MSA VEN Lctr **ARRIVALS** BASED ON VEN N45 38.2 E011 40.6 417 VIC N45 38.2 E011 40.5 VENICE 379 VEN N45 26.9 E012 16.6 **ALBET** N45 25.6 E011 30.6 N45 19.7 E012 00.5 △ *LATUS* N45 22.2 E012 10.8 (VIC R-127) D23 CHI **D19 CHI** N45 14.7 E011 54.4 5000 LAREN N45 16.7 E012 03.7 N45 14.2 E012 06.4 NOT TO SCALE - CHIOGGĪA — 114.1 CHI N45 04.3 E012 16.9 408 CHI 427 FER N44 48.9 E011 37.0 N45 04.3 E012 16.9

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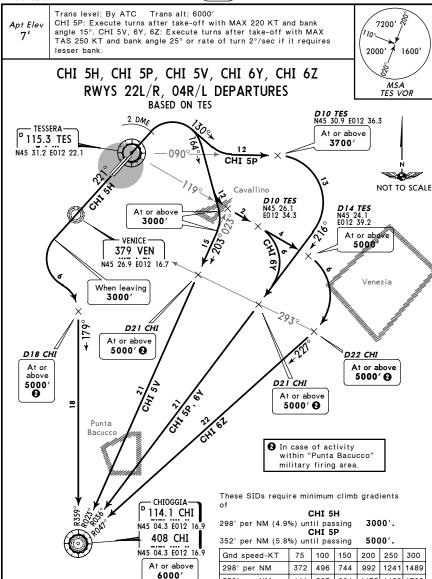
VENICE, ITALY M JEPPESEN LIPZ/VCE 14 NOV 03 (10-3A) TESSERA Trans level: By ATC Trans alt: 6000' 1. SIDs are also noise abatement procedures. Strict adherence 7200' Apt Elev within the limits of aircraft performance is mandatory. 6B, 6C: Execute turns after take-off with MAX TAS 250 KT and bank angle 25° or rate of turn 2°/sec if it requires lesser bank. 2000' 1600 CHI 6A, CHI 6B, CHI 6C, CHI 5D MSA RWYS 04R/L, 22L/R DEPARTURES FOR SIDS BASED ON TES REFER TO 10-3B ISTRANA-340 ISA N45 41.9 E012 13.7 — TESSERA-'115.3 TES N45 31.2 E012 22.1 NOT TO SCALE At or above 3000 VENICE -379 VEN N45 26.1 E012 39.9 N45 22.7 E012 45.5 45 26.9 E012 16.7 At or above D21 CHI At or above 5000' 1200' At or above 5000' **①** When leaving 3000' DÎ8 CHI At or above 5000′ **①** D22 CHI At or above 5000′ **①** Punta Bacucco 1 In case of activity within "Punta Bacucco" military firing area - CHIOGGIA-114.1 CHI N45 04.3 E012 16.9 CHI 5D This SID requires a minimum climb gradient 408 CHI N45 04.3 E012 16.9 230' per NM until leaving 2000'. At or above 75 100 150 200 250 300 Gnd speed-KT 6000' 287 383 575 767 958 1150 230' per NM SID RWY ROUTING CHI 6A 04R/L On extended runway centerline until passing 317° bearing to ISA, turn RIGHT, intercept 130° bearing from ISA, when passing CHI R-021 turn RIGHT, intercept CHI R-023 inbound to CHI CHI 6B On extended runway centerline until passing 317° bearing to ISA, turn RIGHT, intercept 130° bearing from ISA, intercept CHI R-036 inbound to CHI. CHI 6C On extended runway centerline until passing 317° bearing to ISA, turn RIGHT. intercept 130° bearing from ISA, intercept CHI R-047 inbound to CHI. CHI 5D | 22L/R | To VEN, 221° bearing until leaving 3000', turn LEFT to CHI.

CHANGES: See other side.

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VENICE, ITALY I JEPPESEN LIPZ/VCE 14 NOV 03 (10-3B) TESSERA



SID	RWY	ROUTING		
CHI 5H	22L/R	Intercept TES R-221 until leaving 3000', turn LEFT, intercept CHI R-359 inbound to CHI.		
CHI 5P	04R/L	On runway heading to TES 2 DME, turn RIGHT, 130° track, intercept TES R-090 to D10 TES, turn RIGHT, intercept CHI R-036 inbound to CHI.		
CHI 5V		On runway heading to TES 2 DME, turn RIGHT, 164° track, intercept CHI R-023 inbound to CHI.		
CHI 6Y		On runway heading to TES 2 DME, turn RIGHT, 164° track, intercept TES R-119 to D10 TES, turn RIGHT, intercept CHI R-036 inbound to CHI.		
CHI 6Z		On runway heading to TES 2 DME, turn RIGHT, 164° track, intercept TES R-119 to D14 TES, turn RIGHT, intercept CHI R-047 inbound to CHI.		

• Useable during activity of "Cavallino" and/or "Venezia" military firing areas.

352' per NM

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441 587 881 1175 1468 1762

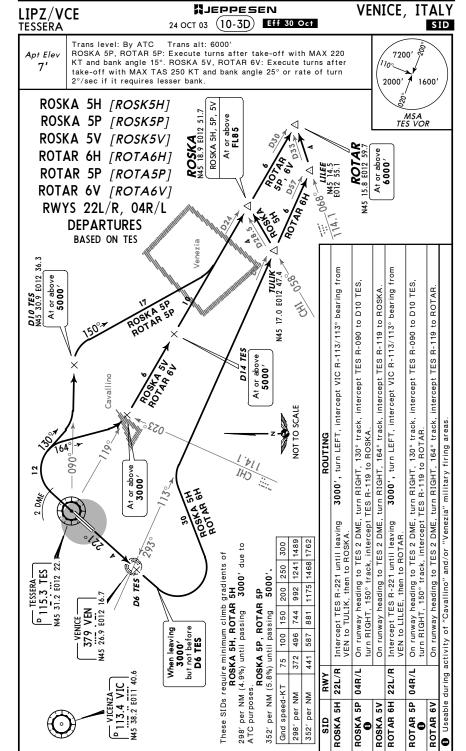
VENICE, ITALY MJEPPESEN LIPZ/VCE TESSERA (10-3C)14 NOV 03 Trans level: By ATC Trans alt: 6000' 1. SIDs are also noise abatement procedures. Strict adherence 7200' Apt Elev within the limits of aircraft performance is mandatory. 5A, ROTAR 5A: Execute turns after take-off with MAX TAS 250 KT and bank angle 25° or rate of turn 2°/sec if it requires lesser bank 2000' 1600' ROSKA 5A [ROSK5A] At or above 6000 ROTAR 5A MSA TES VOR ROSKA 5D [ROSK5D] ROTAR 5A [ROTA5A] ROTAR 6D [ROTA6D] • RWYS 04R/L, 22L/R DEPARTURES At or above FL85 FOR SIDS BASED ON TES REFER TO 10-3D NOT TO TULIK N45 17.0 E012 47.4 At or above 3000′ 14.5 E012 55.1 250 958 until passing 317° bearing to ° bearing from ISA to ROTAR. THJ 100 / 15° 0 / P 115.3 TES N45 31.2 E012 22 but not before VEN RWY 04R/L 22L/R 04R/L ROSKA 5A ROTAR 5A ROSKA 5D ROTAR 6D

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JEPPESEN Licensed to Elefant air. Printed on 15 Jun 2008. JeppView 3.5.2.0 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 05-2008 VENICE, ITALY MJEPPESEN LIPZ/VCE TESSERA 24 OCT 03 (10-3E) Eff 30 Oct SID Trans level: By ATC Trans alt: 6000' Apt Elev 1. SIDs are also noise abatement procedures. Strict adherence 7200' within the limits of aircraft performance is mandatory. 6B: 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 2000' 1600' VIC 5AO, VIC 6BO At or above 3000′ SIDs may be autho-rized only if no heavy military traffic within Treviso CTR. MSA TES VOR VIC 6D •, VIC 5E RWYS 04R/L, 22L/R **DEPARTURES** N45 31.0 E012 31.8 FOR SIDS BASED ON TES REFER TO 10-3F, 10-3G & 10-3H • THO CHI passing 317° bearing to ISA, turn LEFT to VIC. passing 317° bearing to ISA, turn RIGHT, intercept 1 R-021 turn RIGHT, intercept CHI R-023 inbound, at ntercept VIC R-113 inbound via VEN to VIC. At or above **6000**′ VIC 6D, 5E VIC 6B or abo P 115.3 TES N45 31.2 E012 2 Λic 99 At or abov 5000' At or above 5000′ E012 301.5 TRE 5 37.3 E012 05.7 VIC 6D At or above 5000′

CHANGES: Chart redrawn; new format

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22L/R

VIC 6D VIC 5E

2000

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VENICE, ITALY I JEPPESEN LIPZ/VCE TESSERA 29 OCT 04 (10-3F) Apt Elev Trans level: By ATC Trans alt: 6000 7200' VIC 5G 2000' 1600' VIC 6H SID MAY BE AUTHORIZED ONLY IF NO HEAVY MILITARY MSATES VOR TRAFFIC WITHIN TREVISO CTR **RWYS 22L/R DEPARTURES** BASED ON TES FOR SIDS RWYS 04R/L BASED ON TES REFER TO 10-3G & 10-3H - VICENZA-113.4 VIC N45 38.2 E011 40. 417 VIC N45 38.2 E011 40.5 At or above FL120 NOT TO SCALE TESSERA TES N45 31.2 E012 22.1 D20 VIC At or above 5000' VENEZIA D6 TES VENICE · 379 VEN N45 26.9 E012 16.7 D16 TES N45 19.2 E012 06.9 At or above 5000' These SIDs require a minimum climb gradient 298' per NM (4.9%) until leaving 3000'. Gnd speed-KT 100 150 200 250 300 298' per NM 372 496 744 992 1241 1489 SID ROUTING VIC 5G Intercept TES R-221, at D16 TES turn RIGHT, intercept VIC R-142 inbound to VIC. Intercept TES R-221, at D6 TES turn RIGHT, intercept VIC R-113 inbound/293° bearing from VEN to VIC.

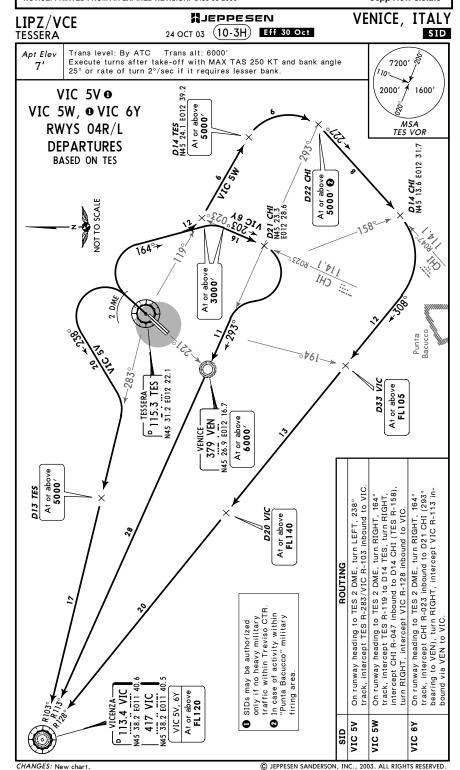
VENICE, ITALY MJEPPESEN LIPZ/VCE TESSERA 29 OCT 04 (10-3G) SID Trans level: By ATC Trans alt: 6000' Execute turns after take-off with MAX 220 KT and bank angle 15° VIC 5P VIC 5S o, VIC 5To RWYS 04R/L 2000, **DEPARTURES** BASED ON TES USEABLE DURING ACTIVITY OF "CAVALLINO" AND/OR Cavallino "VENEZIA" MILITARY FIRING AREAS 20.9 E012 36.3 At or above 3700′ At or above 5000'® 21 ~// VIC 5T -060 V1C 58 145 NOT TO SCALE At or above FL105 At or above 6000′ SIDs may be authorized only if no heavy military traffic within Treviso CTR. In case of activity within "Punta Bacucco" military firing area. On runway heading to TES 2 DME, turn RIGHT, 130° track, intercept TES R-090 to D10 TES, turn RIGHT, intercept CHI R-036 inbound to D15 CHI (TES R-158), turn RIGHT, intercept VIC R-128 inbound to VIC.

On runway heading to TES 2 DME, turn RIGHT, 130° track, intercept TES R-090 to D10 TES, turn RIGHT, intercept CHI R-036 inbound to D23 CHI, turn RIGHT, intercept VIC R-113 inbound to VIC.

On runway heading to TES 2 DME, turn RIGHT, 130° track, intercept TES R-090 to D10 TES, turn RIGHT, intercept 273° bearing to VEN, intercept 273° bearing to VEN, intercept VIC. At or above FL140 8%) until passing **5000'.**75 100 150 200 250 300
441 587 881 1175 1468 1762 ROUTING climb gradient • 0 require a minimum These SIDs

CHANGES: SID VIC 5V transferred

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VIC

VIC

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LIPZ/VCE SJEPPESEN VENICE, ITALY
TESSERA 19 MAY 06 10-4 NOISE

## NOISE ABATEMENT

# **RUNWAY USAGE**

Between 2300-0600LT landing aircraft must use the entire runway length to reach parking area.

### REVERSE THRUST

The use of reverse above idle is prohibited for landing aircraft, except for safety reasons.

### **RUN-UP TESTS**

Between 2300-0600LT engine tests are forbidden.

# AUXILIARY POWER UNITS (APUs)

APU can be started up to 60 minutes before estimated off-block time and must be switched off 20 minutes after arrival. Only in exceptional cases Civil Aviation Authority will allow a longer use.

Bridges at stands 324 to 328 are equipped with 400 Hz and air conditioning. When arriving at contact gates 400 Hz shall be connected maximum 5 minutes after docking and APU shall be switched off. When departing from contact gates APU can be started 10 minutes before ETD and 400 Hz shall be disconnected.

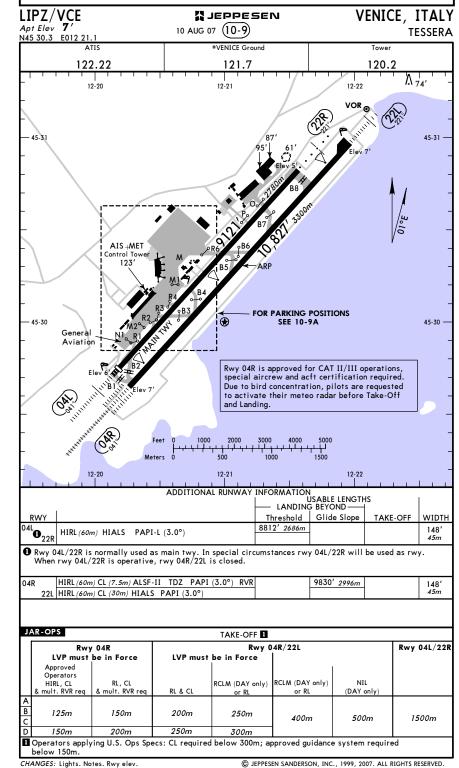
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LIPZ/VCE VENICE, ITALY M JEPPESEN (10-9A)10 AUG 07 **TESSERA** 12-20.1 12-20.2 12-20.3 12-20.4 12-20.7 12-20.8 12-20.9 12-20.5 12-20.6 45-30.6 45-30.6 Twy R1 available for CODE E CARGO acft when stand 443 is not used. Parking stands 104 thru 116, 217 thru 221 and 322 thru 328 not visible from Control Tower. - 45-30.5 Parking stands 324 thru 330 45-30.5 provided with APIS. (102) (323) LEGEND - 45-30.4 45-30.4 (324) (101) Push-back stand 103 Self maneuvering stand Taxiway/holding position NEW - 45-30.3 TERMINAL AIS+ MET - 45-30.2 Control (433)- 45-30.1 436) 45-30 45-30 GENERAL AVIATION 45-29.9 45-29.9 12-20.5 12-20.6 12-20.1 12-20 12-20.4 12-20.7 12-20.8 12-20.9 **INS COORDINATES** STAND No. COORDINATES STAND No. **COORDINATES** N45 30.4 E012 20.9 N45 30.3 E012 20.5 101 326 102 thru 105 327 N45 30.4 E012 20.8 N45 30.3 E012 20.8 106, 107 N45 30.5 E012 20.8 328 thru 330 N45 30.2 E012 20.5 N45 30.1 E012 20.5 N45 30.5 E012 20.7 108, 109 432 110 thru 113 N45 30.4 E012 20.6 433 N45 30.1 E012 20.4 114 thru 116 N45 30.4 E012 20.7 434 thru 437 N45 30.0 E012 20.4 217, 218 219 thru 221 N45 30.4 E012 20.7 438, 439 N45 30.0 E012 20.3 N45 30.4 E012 20.6 440 thru 444 N45 29.9 E012 20.3 N45 29.9 E012 20.3 322 N45 30.4 E012 20.4 545 323 N45 30.4 E012 20.5 546 thru 548 N45 29.9 E012 20.2

CHANGES: Parking stands. Notes.

N45 30.3 E012 20.5

N45 30.3 E012 20.7

324

325

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N45 29.8 E012 20.2

549 thru 553

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LIPZ/VCE

# M JEPPESEN 4 JUN 04 (10-9B)

VENICE, ITALY **TESSERA** 

#### LOW VISIBILITY PROCEDURES

Holding positions B3, B4, B5, B6, B7 and B8 are not available when low visibility procedures CAT II and CAT III are in progress.

With RVR ≤800m only rwy 04R is available and the following standard movements for acft are allowed identified by twy center line lights:

- Departing acft: leaving apron via R2, MAIN TWY then B2,
- Arriving acft: Vacate the rwy via B7 or B8, MAIN TWY then R6,
- Movements on apron allowed with follow-me car assistance.

### LANDING:

CATEGORY	PREDISPOSITION	ACTIVATION	DISACTIVATION	CANCELLATION
II	RVR ≤ 800m and/or Ceiling ≤ 200'	RVR ≤ 550m	RVR > 550m	RVR > 800m and Ceiling > 200'
III	RVR ≤ 800m and/or Ceiling ≤ 200'	RVR ≤ 300m	RVR > 300m	RVR > 800m and Ceiling > 200'

#### TAKE-OFF:

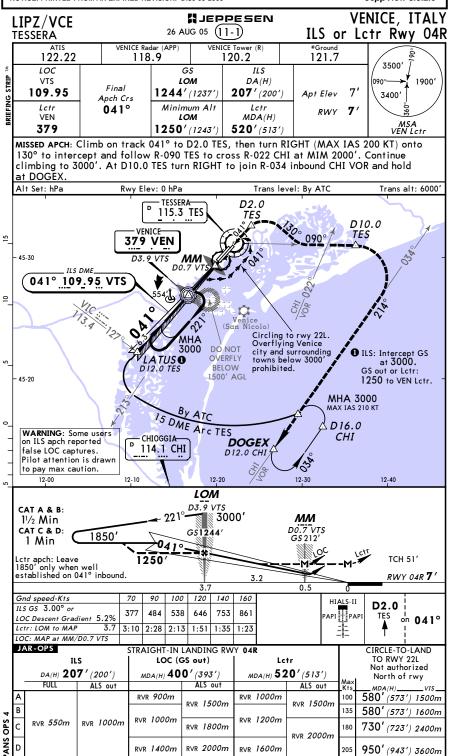
ACFT CAT	TAKE-OFF	
ALL	RVR ≥ 400m (LVTO not in progress): No restriction.	
D E F	200m ≤ RVR < 400m (LVTO in progress): No restriction. RVR < 200m: Acft operator authorized by the State of origin.	
A B C	150m ≤ RVR < 400m (LVTO in progress): No restriction. RVR < 150m: Acft operator authorized by the State of origin.	

## MOVEMENTS ON/TO APRONS AND AIRPORT CAPACITY VALUES:

VISIBILITY CONDITIONS	VISIBILITY	RVR*	RWY CLEARANCE***
1	Airport area in sight of Tower operators	> 800m	Nominal, 24 movements/hr
'		≤ 800m > 550m	18 movements/hr
2	Enough visibility to allow the Pilot in command to taxi safely	≤ 550m > 400m	14 movements/hr
3**	RVR (A, B) < 400m Equal values	≤ 400m > 150m	12 movements/hr
<b>3</b>	RVR ≤ 150m (RVR A, B)	≤ 150m	1 movement at the time = 6 movements/hr

- RVR is measured on point A, if the relevant datum is not available, it is temporarily measured on point B
- On any of the 3 measuring points A, B, C if R6 is not in sight from the twr or on A and B if R6 is in sight (RVR visibility of about 800m)
- \*\*\* The time average of movements on apt has been calculated in about 10 minutes

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VENICE. ITALY JEPPESEN LIPZ/VCE 26 AUG 05 (11-1A) CAT II ILS Rwy 04R **TESSERA** VENICE Radar (APP) VENICE Tower (R) ATIS 122.22 118.9 120.2 121.7 CAT II ILS LOC Final GS Apt Elev **RA 100'** VTS Apch Crs LOM 3500' 109.95 041° 1244' (1237') 107' (100' 1900' MISSED APCH: Climb on track 041° to D2.0 TES, then turn RIGHT (MAX 3400' IAS 200 KT) onto 130° to intercept and follow R-090 TES to cross R-022 CHI at MIM 2000'. Continue climbing to 3000'. At D10.0 TES turn RIGHT to join R-034 inbound CHI VOR and hold at DOGEX. MSA Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000 VEN Lctr Special Aircrew & Aircraft Certification Required LI(R)-49 SOUTH 115.3 TES TES D10.0 VENICE-TES 379 VEN 45-30 D3.9 VTS ММ D0.7 ILS DME\_ 041° 109.95 VTS DO NOT **OVERFLY** BELOW 1500' AGL 45-20 ●Intercept GS MHA 3000 at 3000. MAX IAS 210 KT 15 DME Arc TES △D16.0 WARNING: Some users CHIOGGIA CHI on ILS apch reported **DOGEX** 114.1 CHI false LOC captures. D12.0 CH Pilot attention is drawn to pay max caution. 12-00 12-10 12-20 12-30 12-40 LOM D3.9 VTS CAT A & B: ₹3000 ΜМ 11/2 Min CAT C & D: DO.7 VTS G\$1244' 1850' GS 212' 1 Min TCH 51 RWY 04R 7 3.7 0.5 Gnd speed-Kts 70 90 100 120 140 160 PAPI PAPI D2.0 3.00° 377 484 538 646 753 861 TES on **041°** JAR-OPS STRAIGHT-IN LANDING RWY 04R
CAT II ILS ABCD RA 100' DA(H) 107'(100' RVR 300m ■ Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m. © JEPPESEN SANDERSON, INC., 2000, 2005. ALL RIGHTS RESERVED

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CHANGES: Procedure.

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VENICE, ITALY MJEPPESEN. LIPZ/VCE 17 AUG 07 (13-1) Eff 30 Aug VOR DME RWY 04L/R **TESSERA** VENICE Radar (APP) VENICE Tower (R) \*Ground ATIS 122.22 118.9 120.2 121.7 VOR Final Minimum Alt MDA(H) TES Apch Crs LARTI 7200 Apt Elev 7 **520'** (513') 041° 115.3 1650' (1643') MISSED APCH: Climb on track 041° to D2.0 TES, then turn RIGHT (MAX 2000' 1 1600' 200 KT) onto 130° to intercept and follow R-090 TES to cross R-022 CHI at MIM 2000'. Continue climbing to 3000'. At D10.0 TES turn RIGHT to join R-034 inbound CHI VOR and hold at DOGEX. MSATES VOR Alt Set: hPa Trans alt: 6000' Apt Elev: 0 hPa Trans level: By ATC TESSERA-D2.0 115.3 TES D10.0 TES 379 VEN 45-30 D2**D5.0** LARTI = (San Nicolo) MHA · 3000 D12.0 Circling to rwy 22L/R. Overflying Venice city and surrounding D12.0 towns below 3000 45-20 prohibited. MHA 3000 MAX 210 KT 15 DME Arc TES 人 D16.0 CHI DOGEX D12.0 CHI - CHIOGGIA-VOR DME RWY 04L 114.1 CHI BY ATC ONLY. 12-00 12-10 12-40 12-20 12-30 7.0 6.0 5.0 4.0 3.0 TES DME 710 ALTITUDE 1650 1340 1020 390' 221°—3000′ • RWY 04L 0.6 to displ thresh D12.0 RWY 04R 0.5 TES VOR TES 2000' D5.0 D2.5 1650° TES M-1000' APT **7** 0 Gnd speed-Kts 70 90 100 120 140 160 Lighting -D2.0 Descent Gradient 5.2% 369 474 527 632 737 843 Refer to TES on 041° MAP at D2.5 TES Airport JAR-OPS CIRCLE-TO-LAND STRAIGHT-IN LANDING RWY 04R RWY 04L Not authorized North of rwy MDA(H) 520' (513') MDA(H) 520' (513') ALS out ALS out VIS RVR 1000m 580' (573') 1500m RVR 1500m RVR 1500m 580' (573' 1600m RVR 1200m RVR 1600m 180 730' (723') 2400m RVR 2000m RVR 2000m RVR 1600m RVR 1800m 950' (943') 3600m

For apch rwy 04L: To rwy 22R. For apch rwy 04R: To rwy 22L.

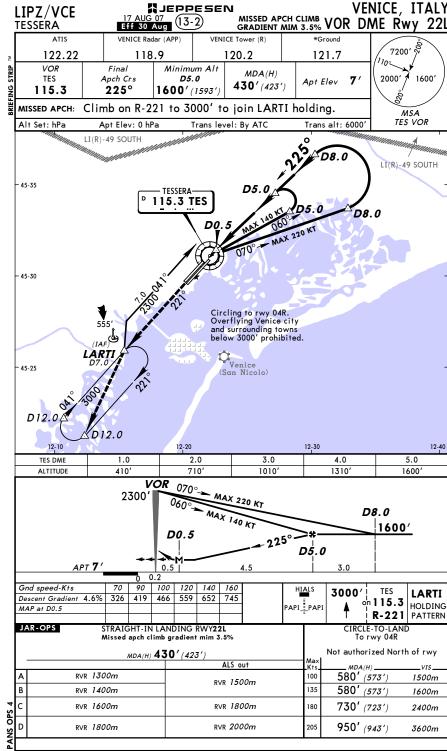
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CHANGES: None.

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JEPPESEN Licensed to Elefant air. Printed on 15 Jun 2008. JeppView 3.5.2.0 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 05-2008 VENICE, ITALY JEPPESEN LIPZ/VCE 17 AUG 07 13-3 Eff 30 Aug VOR DME Rwy 22R **TESSERA** VENICE Radar (APP) VENICE Tower (R) \*Ground 7200' 122.22 118.9 120.2 121.7 VOR Minimum Alt Final MDA(H) Refer to TES Apch Crs D5.0 2000' / 1600' Apt Elev 7' 115.3 225° 1800' (1793') Minimums MISSED APCH: Climb on R-221 to 3000' to join LARTI holding. MSA TES VOR Alt Set: hPa Apt Elev: 0 hPa Trans level: By ATC Trans alt: 6000' LI(R)-49 SOUTH ₽D8.0 LI(R)-49 SOUTH 45-35 D5.0 - TESSERA-D 115.3 TES D0.5 BY ATC ONLY. 45-30 Circling to rwy 04L. Overflying Venice city 555' and surrounding towns (IAF) below 3000' prohibited. LARTI D7.0 Venice (San Nicolo) 45-25 ₹D12.0 12-10 12-20 12-30 12-40 **VOR** 2300 D8.0 1800' 225°>#-D0.5 D5.0 APT **7** 3.0 0.5 Gnd speed-Kts 70 90 100 120 140 160 HIALS TES 3000' LARTI Descent Gradient 5.2% 369 474 527 632 737 843 on **115.3** HOLDING PAPI --MAP at D0.5 R-221 PATTERN JAR-OPS STRAIGHT-IN LANDING RWY22R
Missed apch climb Missed CIRCLE-TO-LAND Missed apch climb To rwy 04L gradient mim 3.5% Not authorized North of rwy MDA(H) 1300'(1293') MDA(H) 430' (423' ALS out ALS out MDA(H) \_\_\_\_\_ RVR 1300m 580′ (573′) **■** 1500m 100 RVR 1500m RVR 1500m RVR 1500m 135 RVR 1400m 580′ *(573′)* **□** 1600m RVR 1600m RVR 1800m RVR 1800m 180 730' (723') **1** 2400m RVR 2000m RVR 2000m RVR 1800m RVR 2000m 950' (943') **3**600m After 2.5% apch: 1300' (1293')

CHANGES: New chart.

