List of pages in this Trip Kit

General Information

Location: VENICE ITA
ICAO/IATA: LIPZ / VCE
Lat/Long: N45° 30.3', E012° 21.1'
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
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 0328 Z
Sunset: 1902 Z

Runway Information

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

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

Communication Information

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

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)

Use of APU is allowed 5 minutes before ETD but only to start up engines. In case of extraordinary reasons APU can be used; however this operation shall be limited to the shortest time. If ground generator units are not available at the aerodrome, APU can be started up 60 minutes before ETD and switched off 20 minutes after arrival. Use of APU exceeding above limits must be formally authorized by SAVE Safety.

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. GENERAL

LVP will be applied

- when RVR equal or less than 550m; and/or
- 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.

Remark:
In the presence of meteorological or operational conditions, even with clouds and/or RVR values above the disciplined values, TWR may activate the LVP:

- A pilot report indicates a bad weather condition;
- There is an explicit pilot request to activate LVP or to perform a CAT II/III approach with marginal values of RVR/cloud base (except the approach required for training).

As reported in the points above, in order to not penalize the traffic sequence, the activation of the LVP may also take place on the pilot request for the specific flight.

The message "LVP in progress" will be communicated by ATC on frequency to the concerned flight only.

1.3.2. GROUND MOVEMENT

In case of poor visibility conditions a reduced APT capacity can be expected due to restrictions applied on ground movements.

- 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: exit from apron via W/S (TWY S only ATC discretion), TWY T, then B/A (TWY A only ATC discretion).
- In case of aborted take-off paths described for arriving ACFT must be followed.
- Follow-me assistance on the maneuvering area is on request.

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1. GENERAL

Mandatory Reports

- In reduced visibility conditions all pilots shall report to TWR:
  - reaching RHP/IHP unless otherwise instructed by TWR;
  - when ILS sensitive area has been vacated as identified by the end of the green/yellow colour coded TWY centerline lights;
  - reaching the stand.

1.3.3. CONTINGENCIES

Surface Surveillance System out of service and/or total failure of RWY stop bars
Whenever conditions are such that all or part of the maneuvering area cannot be visually monitored from the TWR, only one ACFT movement at a time is allowed and Follow-me assistance on aprons is always mandatory.

Failure that prevents a single stop-bar from being switched off
ATC instructs the ACFT to cross the lit stop bar with the assistance of a Follow-me vehicle.

1.3.4. RADIO FAILURE ON THE MANEUVERING AREA

Departing ACFT
Continue along taxi route as instructed until the clearance limit. Wait for Follow-me car assistance to return to the apron.

Arriving ACFT
Vacate RWY and sensitive area. Wait for Follow-me assistance to enter the apron.

1.4. RWY OPERATIONS

RWY 04L/22R, usually used as TWY T, can only be activated if:

- RWY 04R/22L is closed;
- Visibility for take-off is 1100m or more;
- Visibility for landing is 1500m or more;
- Friction coefficient is 0.50 or more;
- Max allowed cross wind factor is reduced by 30% for each ACFT type;
- Stand 552 is closed;
- Stand 441 occupied by ACFT up to ICAO code D.

As general rule, when RWY 04L/22R is active, TWR will instruct one ACFT only to hold at RWY holding position S. 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.

1. GENERAL

1.5. TAXI PROCEDURES

Pilots must use the minimum power necessary when maneuvering on TWY system and the whole apron.

This is of particular importance when maneuvering in apron cul-de-sacs, where jet blast can affect adjacent stands.

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 U4 available for ACFT with MAX wingspan 138'/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.

TWY JA not available, except for POLIZIA DI STATO.

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, 218, 219 Stop 2, 220, 221 Stop 2, 323 thru 330, 360 thru 367, 432 thru 440 and 442 thru 552.

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. TAXI PROCEDURES

ACFT stand 328, pilots are requested to apply the minimum thrust, when entering in order to avoid damage due to jet bast.

2.3. OTHER INFORMATION

2.3.1. COMMUNICATION FAILURE

The point that has been designated for ACFT experiencing Radio Communication Failure is LATUS.

Arriving ACFT shall wait on the RWY for the Follow-me vehicle in order to be guided to the stand.

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3. DEPARTURE

3.1. COLLABORATION DECISION MAKING (A-CDM)

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 (Calculated Take-off Time), variable taxiing time etc.

3.1.2. MILESTONES

a) EOBT (Estimated Off-block Time) -3h (M1)

ATC flight plans will be checked against their APT Slot - Scheduled Off-Block Time (SOBT); other checks include the destination APT, 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.

b) EOBT (Estimated Off-block Time) -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[1] + EXIT[2] + MTT[3] - for inbound flights not yet landed;
- TOBT = ALDT[4] + EXIT + MTT - for flights already landed;
- TOBT = AIBT[5] + MTT - for ACFT at the parking stand.

1. ELDT: Estimated Landing Time.
2. EXIT: Estimated Taxi In Time.
3. MTT: Minimum Turn-round Time.
4. ALDT: Actual Landing Time.
5. AIBT: Actual In-Block Time.

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[6] - for flights already landed;
- TOBT greater than AIBT + RTT - for ACFT at the parking stand.

6. RTT: Reduced Turn-round Time

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

c) EOBT (Estimated Off-block Time) -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.

3. DEPARTURE

d) ARDT (Actual Ready Time) (M12)

Departing traffic must be READY 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 status, will issue the ARDT and provide the pilot with the current TSAT.

If the ACFT is not READY 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 APT. 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.

e) ASAT (Actual Startup approval Time and AOBT (Actual Off-Block Time) (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 APT. 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. DEPARTURE

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".

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

When READY 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. DEPARTURE

3.2. DE-ICING

3.2.1. GENERAL

De-icing procedures will be carried out on the ACFT stand only in the following instances:

- Turboprop ACFT;
- ACFT which need special checks that must be performed after de-icing procedures and cannot be conducted with engines running;
- Any contingency as evaluated by operator.

De-icing operations are carried out as follows:

- De-icing bay: MAX ACFT code letter E;
- Stand 431: MAX ACFT code letter C and a MAX wingspan of 118'/36m.

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. ENGINE STATUS

ACFT engines status during operations:

- Twin engine ACFT: both on idle power;
- Three engine heavy ACFT: tail out, external idle power;
- Four engine heavy ACFT: external out, internal idle power.

3.2.5. DE-ICING COMMUNICATION

Frequency for communication between pilot-in-command and SAVE 131.680 MHz, to be used when ready in de-icing area for the following communications only:

- To confirm ACFT is ready for treatment;
- To transmit anti-icing code.

3.2.6. 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. START-UP AND PUSH-BACK

Before starting push-back operations, pilot must request approval to Venezia TWR/GND.

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

3.4. NOISE ABATEMENT PROCEDURES

Compliance with the procedures below shall not be required in adverse weather conditions or for safety reasons.

During the initial climb phase, pilots shall maintain the following parameters:

a) Up to 1500' QFE - Take-off power;
- Take-off flap;
- Climb at V_2 + 10/20 KT or as limited by body angle.

b) At 1500' QFE - Reduce thrust and climb at V_2 + 10/20 KT until reaching 3000' QFE.

c) At 3000' QFE - Accelerate smoothly to enroute climb speed with flap retraction.

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3. DEPARTURE

3.5. RADIO FAILURE ON THE MANEUVERING AREA

Departing ACFT shall continue strictly to the assigned taxi route to their clearance limit and wait for the arrival of the Follow-me vehicle in order to be guided back to the stand.

3.6. OTHER

"ACFT READY status" means:

- All doors and holds are closed;
- Compulsory documentation provided to the handler;
- ACFT Safe Area clear from vehicles, equipment obstacles and ground personnel;
- ACFT de-icing performed, if necessary;
- ACFT fully ready to taxi or power-back/push-back.

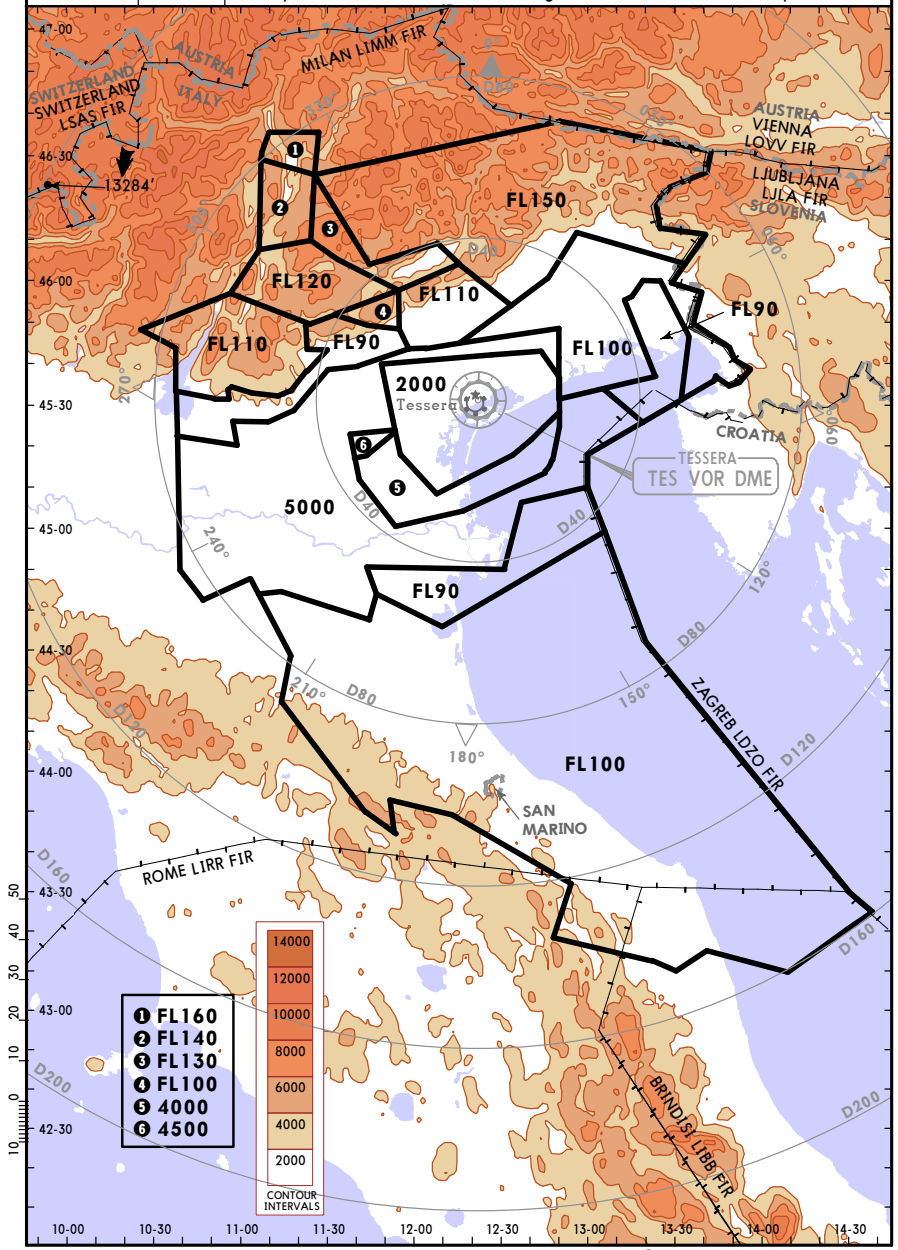
LIPZ/VCE
TESSERA

JEPPESEN
22 SEP 17 (10-1R)

VENICE, ITALY
RADAR MINIMUM ALTITUDES

VENICE Radar (APP)	Apt Elev
118.250 118.9	7′

Alt Set: hPa Trans level: By ATC Trans alt: 6000′
1. Chart only to be used for cross-checking of altitude while under RADAR control.
2. Altitudes/FL assigned by VENICE Radar (APP).
3. Minimum altitudes provide 1000′ obstacle clearance within 3 NM of the sector boundary up to 20 NM from RADAR antenna and within 5 NM of the sector boundary beyond 20 NM from RADAR antenna.
4. Outside RADAR minimum altitude sectors shown on chart, MEAs will be used.
5.The published minimum altitudes integrate a correction for low temperatures.



CHANGES: New chart.

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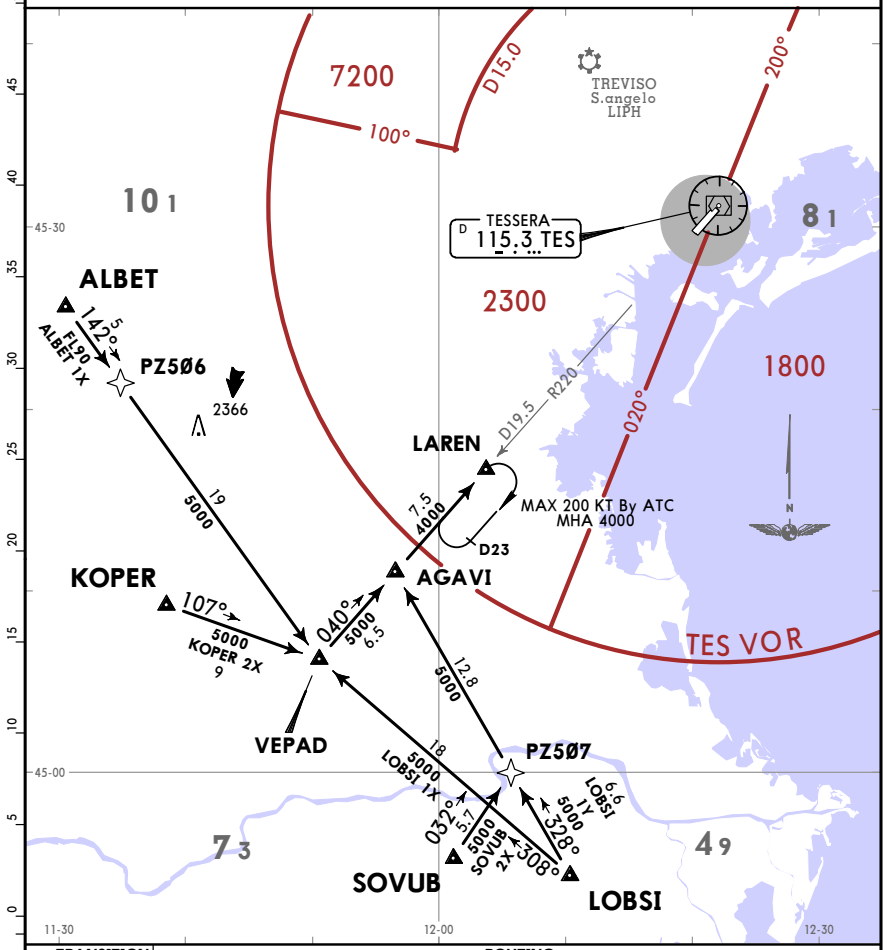
LIPZ/VCE
TESSERA

JEPPESEN
4 MAY 18 (10-2)

VENICE, ITALY
RNAV TRANSITION

ATIS	Apt Elev	
128.650	7	Alt Set: hPa Trans level: By ATC **RNAV 1 recommended.**

ALBET 1X [ALB1X]
KOPER 2X [KOP2X]
LOBSI 1X [LOB1X]
LOBSI 1Y [LOB1Y]
SOVUB 2X [SOV2X]
RWYS 04L/R RNAV TRANSITIONS
RNAV USABLE ONLY WHEN RADAR SERVICE AVAILABLE



TRANSITION	ROUTING
ALBET 1X	ALBET - PZ506 - VEPAD - AGAVI - LAREN.
KOPER 2X By ATC	KOPER - VEPAD - AGAVI - LAREN.
LOBSI 1X	LOBSI - VEPAD - AGAVI - LAREN.
LOBSI 1Y	LOBSI - AGAVI - LAREN.
SOVUB 2X	SOVUB - PZ507 - AGAVI - LAREN.

CHANGES: None.

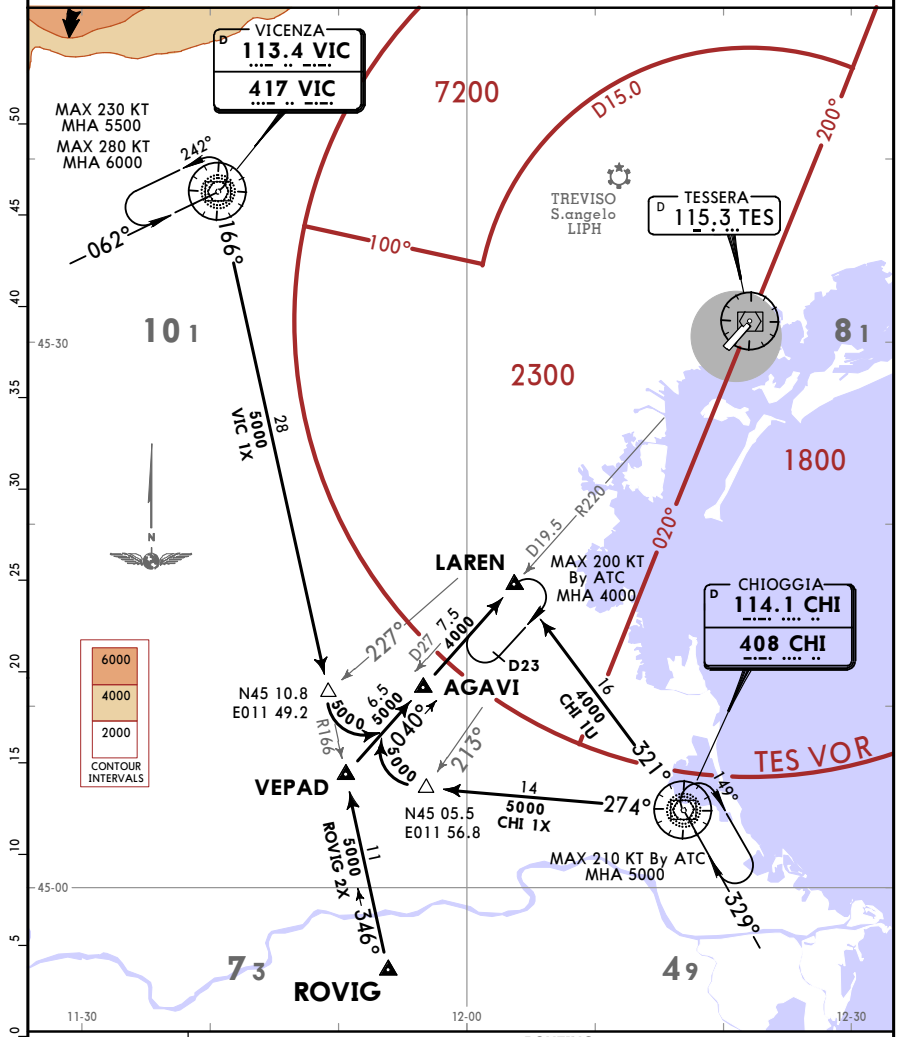
LIPZ/VCE
TESSERA

JEPPESEN
4 MAY 18 (10-2A)

VENICE, ITALY
TRANSITION

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

CHI 1U [CHI1U], CHI 1X [CHI1X]
ROVIG 2X [ROV2X]
VIC 1X [VIC1X]
RWYS 04L/R TRANSITIONS



TRANSITION	ROUTING
CHI 1U Conventional/RNAV 1	Intercept CHI R321 to LAREN.
CHI 1X	Intercept CHI R274, when passing TES R213 turn RIGHT, intercept TES R220 inbound via AGAVI to LAREN.
ROVIG 2X By ATC	Intercept VIC R166 inbound to VEPAD, turn RIGHT, intercept TES R220 inbound via AGAVI to LAREN.
VIC 1X By ATC	Intercept VIC R166, when passing TES R227 turn LEFT, intercept TES R220 inbound via AGAVI to LAREN.

CHANGES: Transition CHI 1U established.

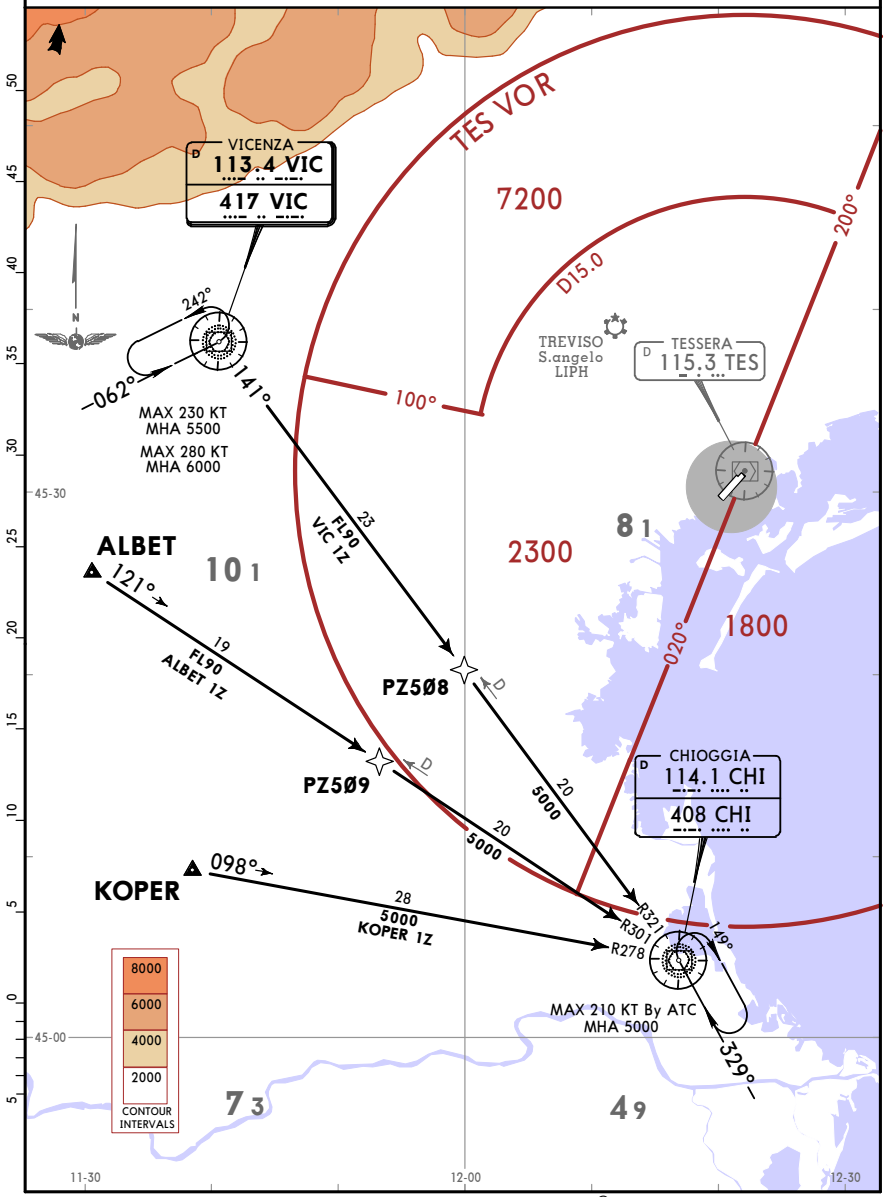
LIPZ/VCE
TESSERA

JEPPESEN
20 APR 18 (10-2B) Eff 26 Apr

VENICE, ITALY
TRANSITION

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

ALBET 1Z [ALB1Z]
KOPER 1Z [KOP1Z], VIC 1Z [VIC1Z]
BY ATC
RWYS 22L/R TRANSITIONS



CHANGES: Transitions transferred & withdrawn.

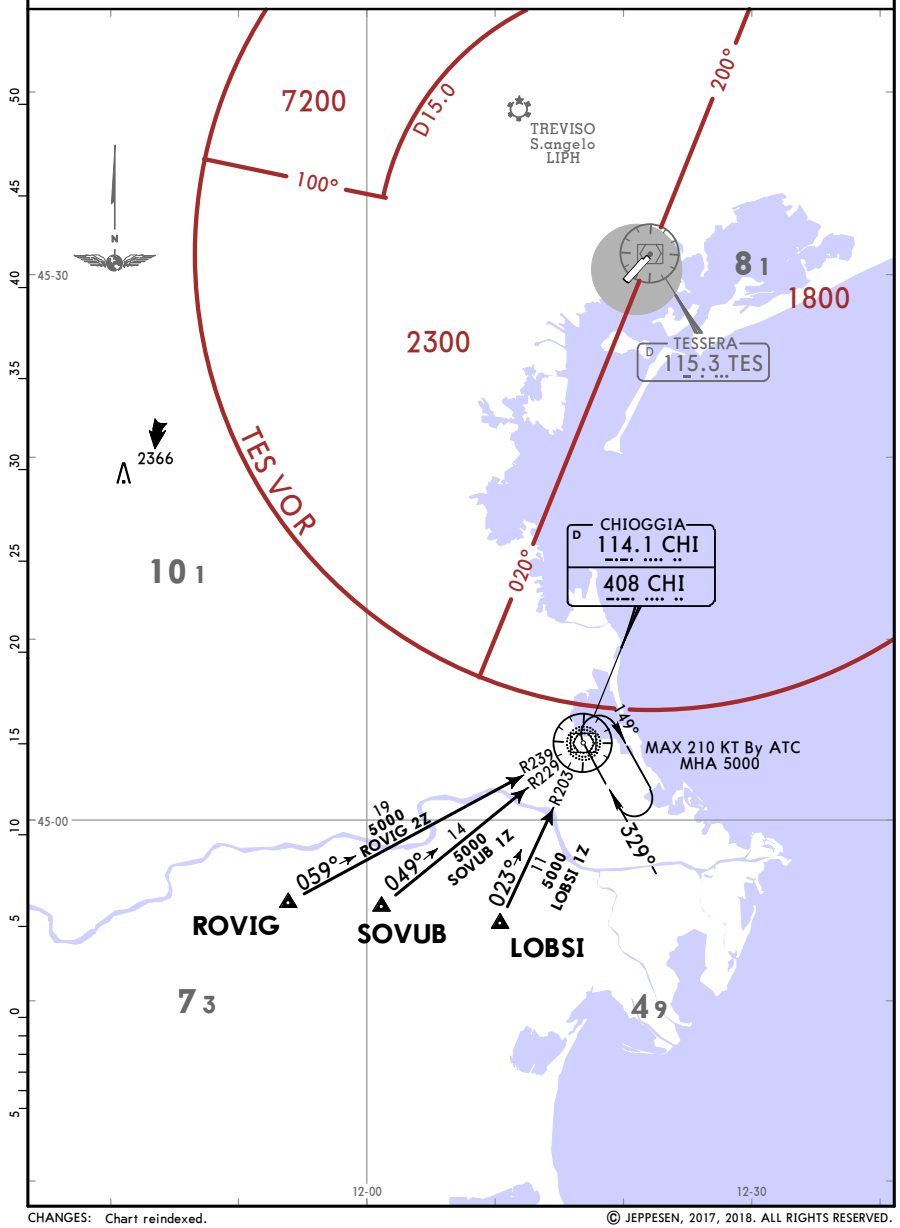
LIPZ/VCE
TESSERA

JEPPESEN
20 APR 18 (10-2C) Eff 26 Apr

VENICE, ITALY
TRANSITION

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

LOBSI 1Z [LOB1Z], SOVUB 1Z [SOV1Z]
ROVIG 2Z [ROV2Z]
BY ATC
RWYS 22L/R TRANSITIONS



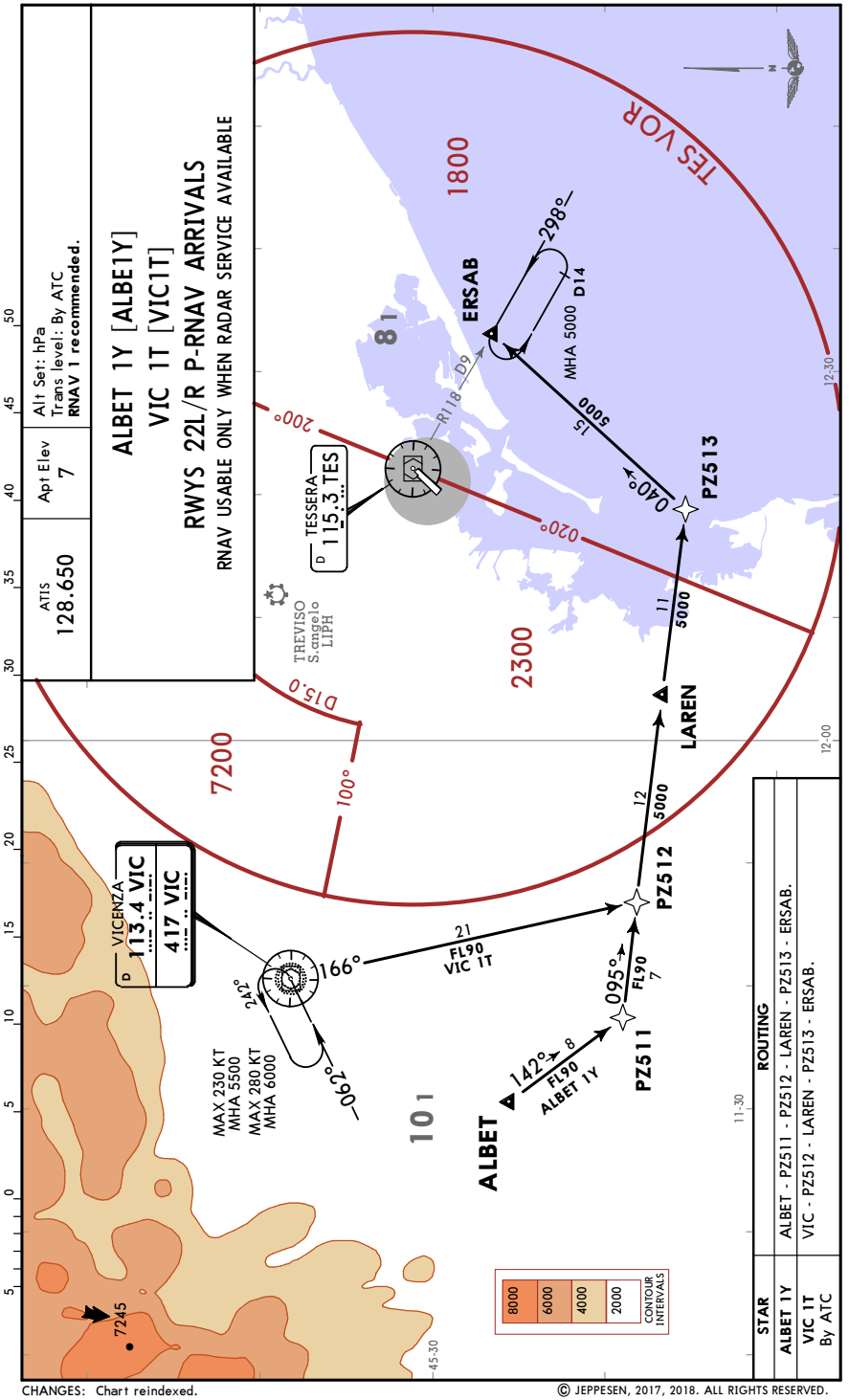
LIPZ/VCE
TESSERA

JEPPESEN
20 APR 18 (10-2D) Eff 26 Apr

VENICE, ITALY
RNAV ARRIVAL

ATIS	Apt Elev	
128.650	7	Alt Set: hPa Trans level: By ATC **RNAV 1 recommended.**

ALBET 1Y [ALBE1Y]
VIC 1T [VIC1T]
RWYS 22L/R P-RNAV ARRIVALS
RNAV USABLE ONLY WHEN RADAR SERVICE AVAILABLE



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

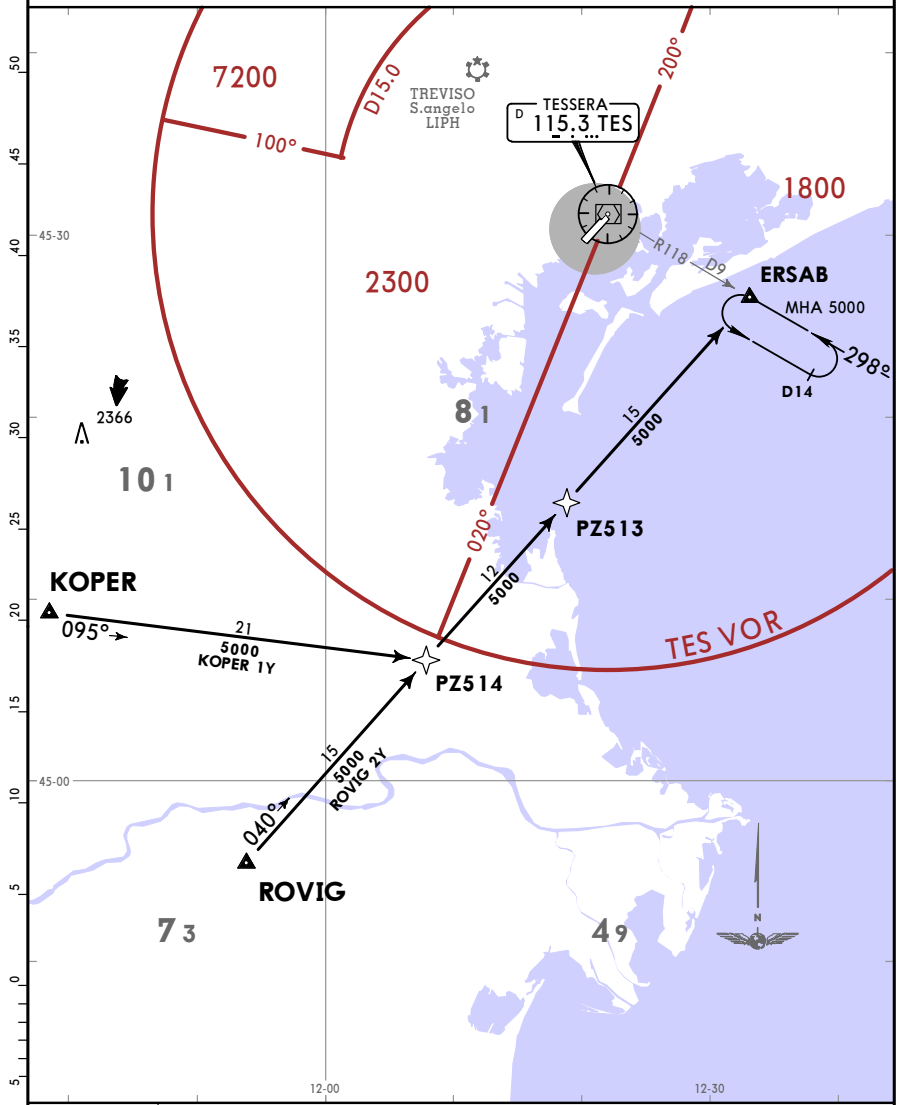
LIPZ/VCE
TESSERA

JEPPESEN
20 APR 18 (10-2E) Eff 26 Apr

VENICE, ITALY
RNAV ARRIVAL

ATIS	Apt Elev	
128.650	7	Alt Set: hPa Trans level: By ATC **RNAV 1 recommended.**

KOPER 1Y [KOPE1Y]
ROVIG 2Y [ROVI2Y]
RWYS 22L/R P-RNAV ARRIVALS
RNAV USABLE ONLY WHEN RADAR SERVICE AVAILABLE BY ATC



STAR	ROUTING
KOPER 1Y	KOPER - PZ514 - PZ513 - ERSAB.
ROVIG 2Y	ROVIG - PZ514 - PZ513 - ERSAB.

CHANGES: Chart reindexed.

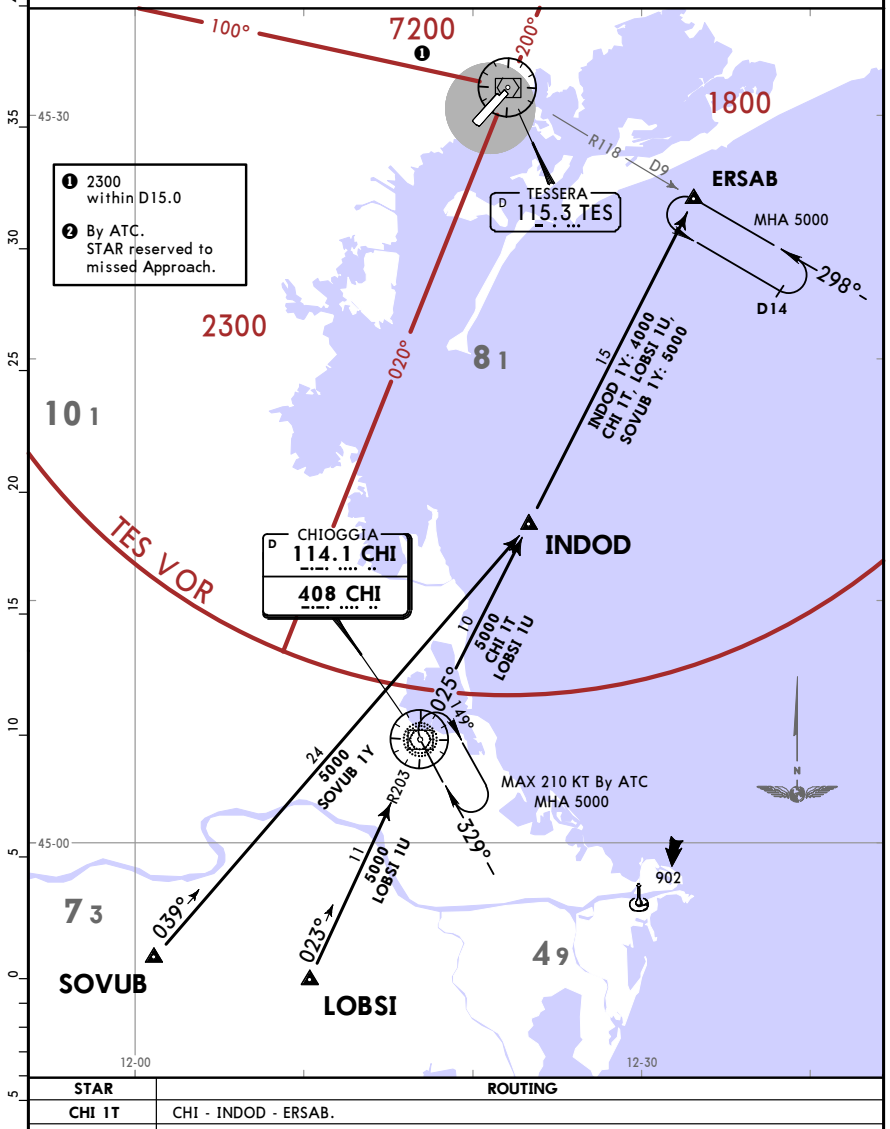
LIPZ/VCE
TESSERA

JEPPESEN
20 APR 18 (10-2F) Eff 26 Apr

VENICE, ITALY
RNAV STAR

ATIS	Apt Elev	
128.650	7	Alt Set: hPa Trans level: By ATC **RNAV 1 recommended.**

CHI 1T [CHI1T], INDOD 1Y [INDO1Y] ❷
LOBSI 1U [LOBS1U], SOVUB 1Y [SOVU1Y]
RWYS 22L/R P-RNAV ARRIVALS
RNAV USABLE ONLY WHEN RADAR SERVICE AVAILABLE



STAR	ROUTING
CHI 1T	CHI - INDOD - ERSAB.
INDOD 1Y ❷	INDOD - ERSAB.
LOBSI 1U	LOBSI - CHI - INDOD - ERSAB.
SOVUB 1Y	SOVUB - INDOD - ERSAB.

CHANGES: Chart reindexed.

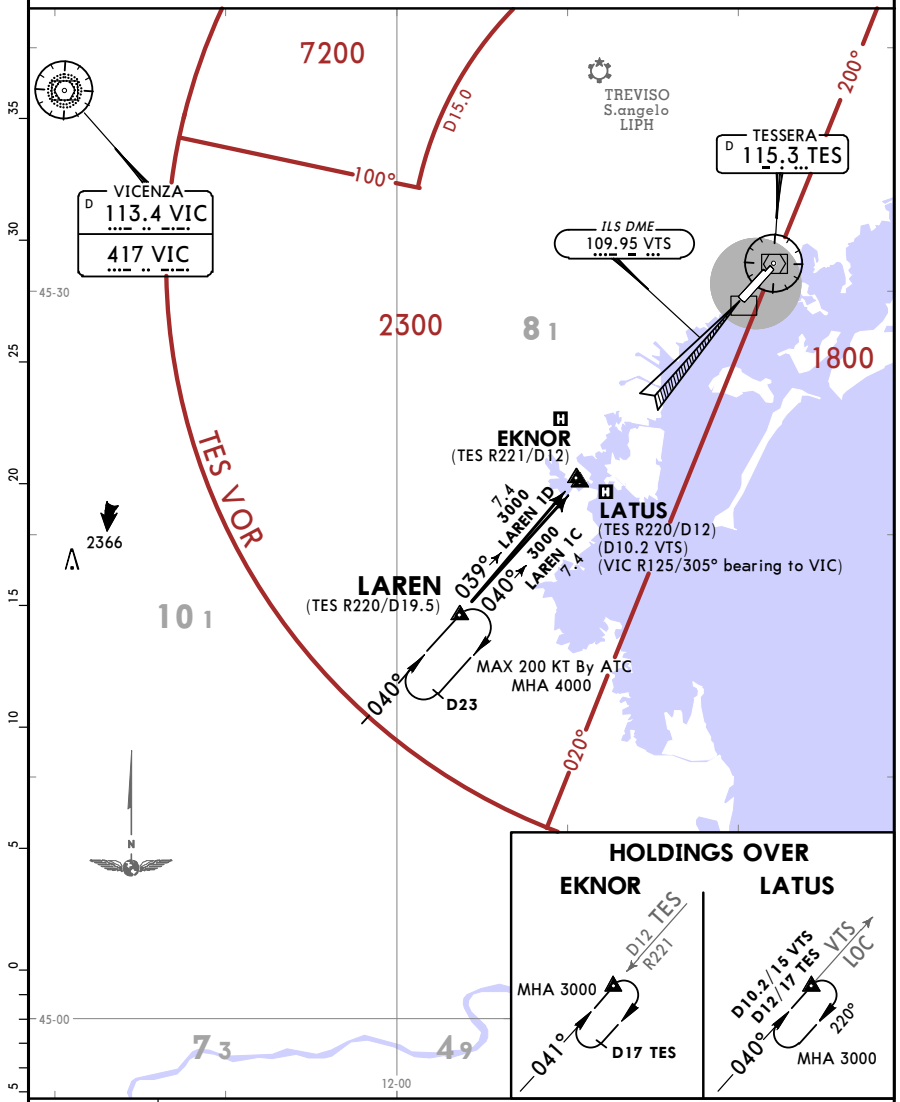
LIPZ/VCE
TESSERA

JEPPESEN
20 APR 18 (10-2G) Eff 26 Apr

VENICE, ITALY
STAR

ATIS	Apt Elev	
128.650	7	Alt Set: hPa Trans level: By ATC **RNAV (RNAV 1 recommended) or conventional.**

LAREN 1C [LARE1C]
LAREN 1D [LARE1D]
RWYS 04L/R ARRIVALS



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

CHANGES: STAR LAREN 1B withdrawn; chart reindexed.

Printed from JeppView for Windows 5.3.0.0 on 05 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

LIPZ/VCE
TESSERA

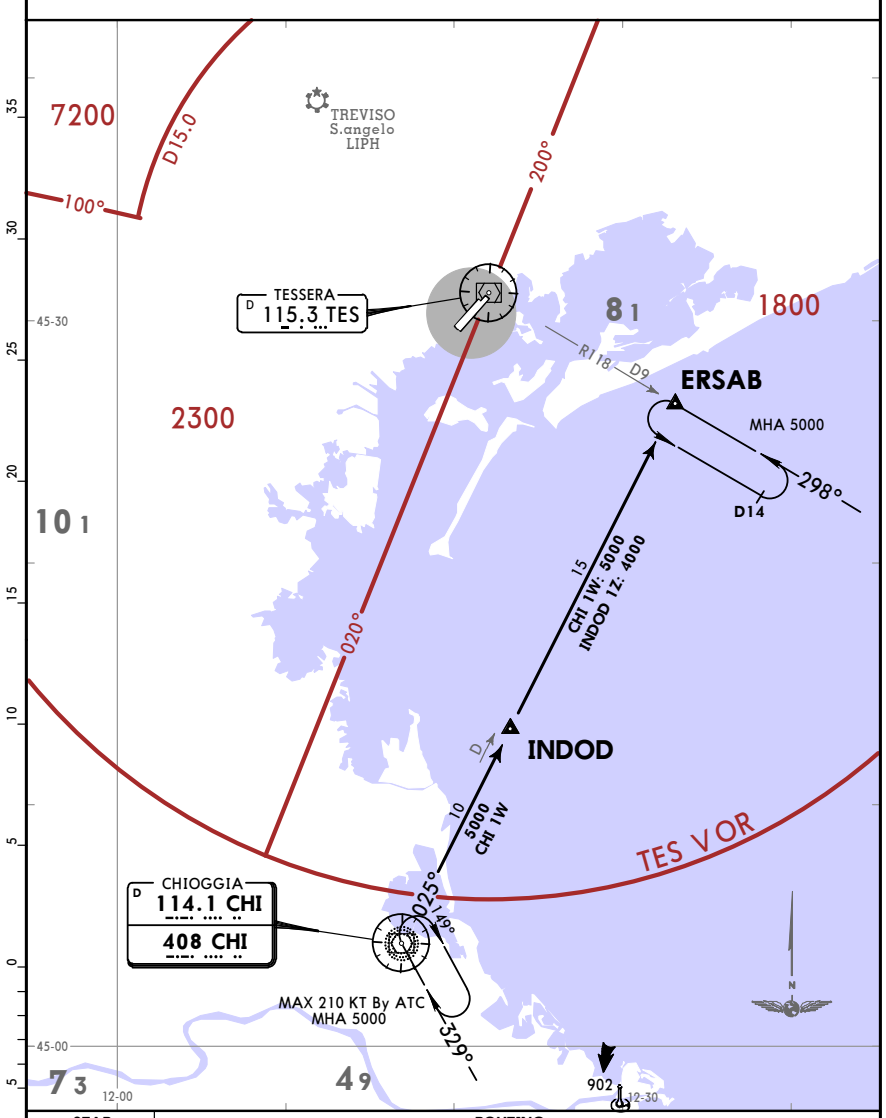
JEPPESEN
20 APR 18 (10-2H) Eff 26 Apr

VENICE, ITALY
STAR

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

CHI 1W [CHI1W]
INDOD 1Z [INDO1Z]
BY ATC - STAR RESERVED TO MISSED APPROACH

RWYS 22L/R ARRIVALS



STAR	ROUTING
CHI 1W INDOD 1Z	On 025° track (CHI R025) to ERSAB.

CHANGES: Chart reindexed.

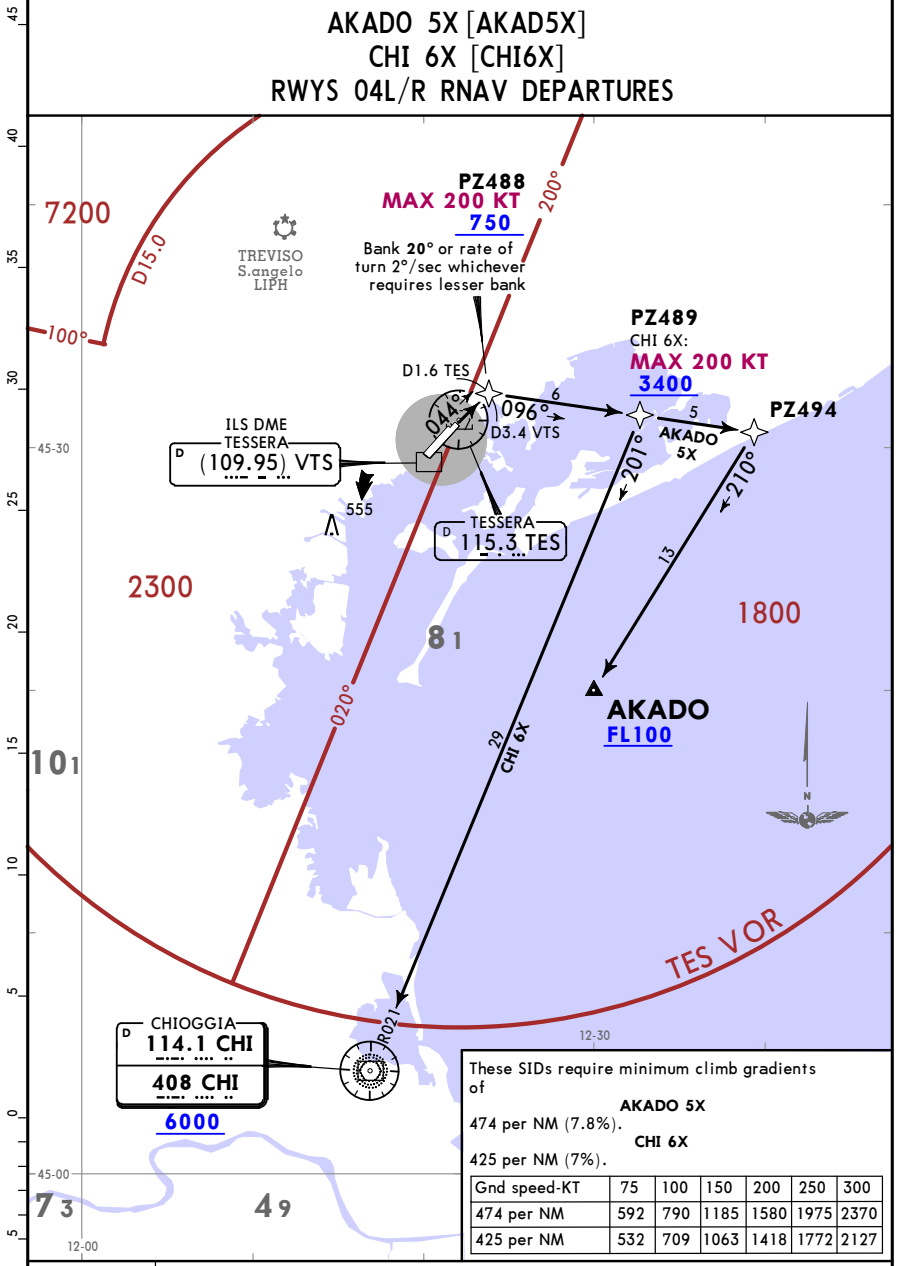
LIPZ/VCE
TESSERA

JEPPESEN
6 OCT 17 (10-3)

VENICE, ITALY
RNAV SID

Apt Elev	
7	Trans alt: 6000 SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. **P-RNAV**

AKADO 5X [AKAD5X]
CHI 6X [CHI6X]
RWYS 04L/R RNAV DEPARTURES



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 (K200-; 750+) - PZ494 - AKADO (FL100+).
CHI 6X	(410+) - PZ488 (K200-; 750+) - PZ489 (K200-; 3400+) - CHI (6000+).

CHANGES: New format.

Printed from JeppView for Windows 5.3.0.0 on 05 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

LIPZ/VCE
TESSERA

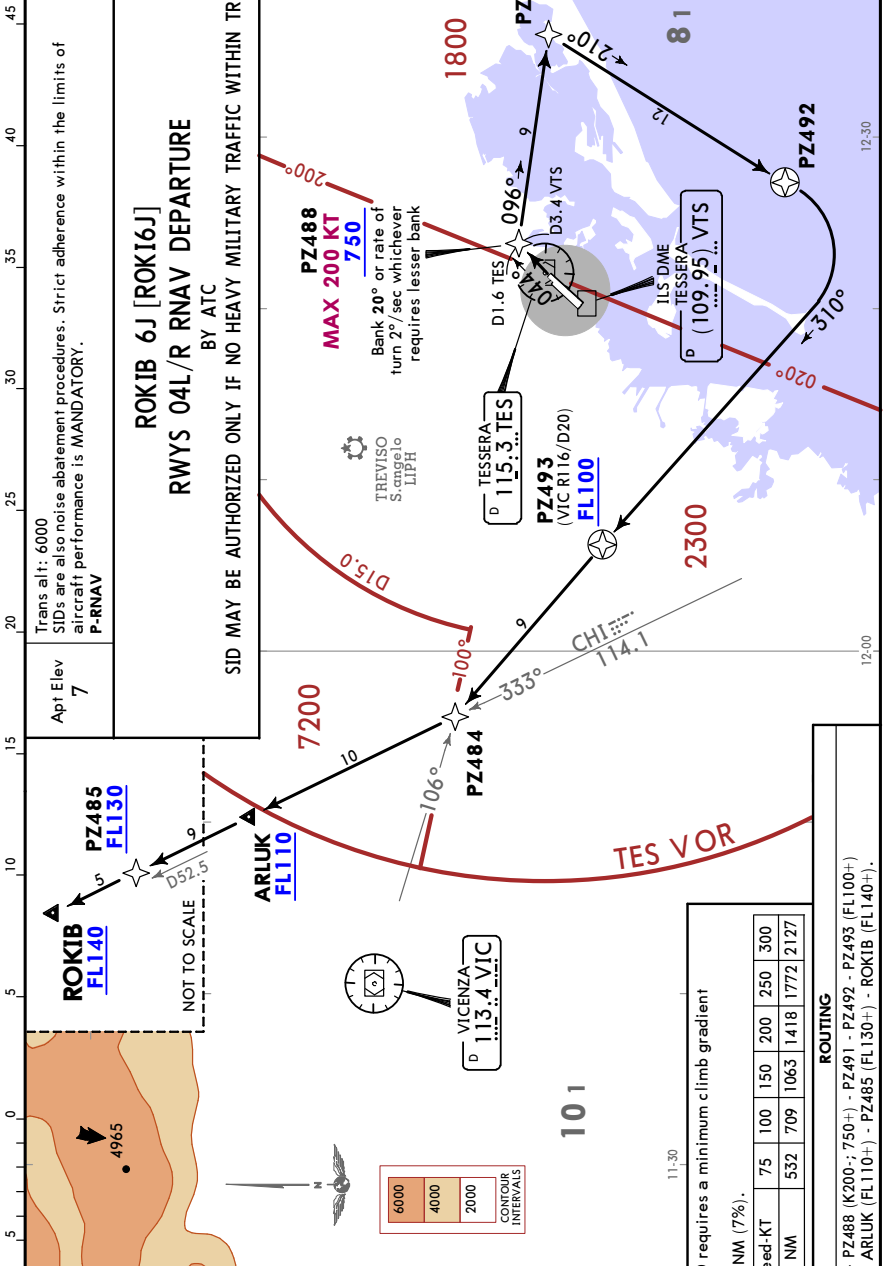
JEPPESEN
6 OCT 17 (10-3A)

VENICE, ITALY
RNAV SID

Apt Elev	
7	Trans alt: 6000 SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. **P-RNAV**

ROKIB 6J [ROKI6J]
RWYS 04L/R RNAV DEPARTURE
BY ATC

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

CHANGES: New format.

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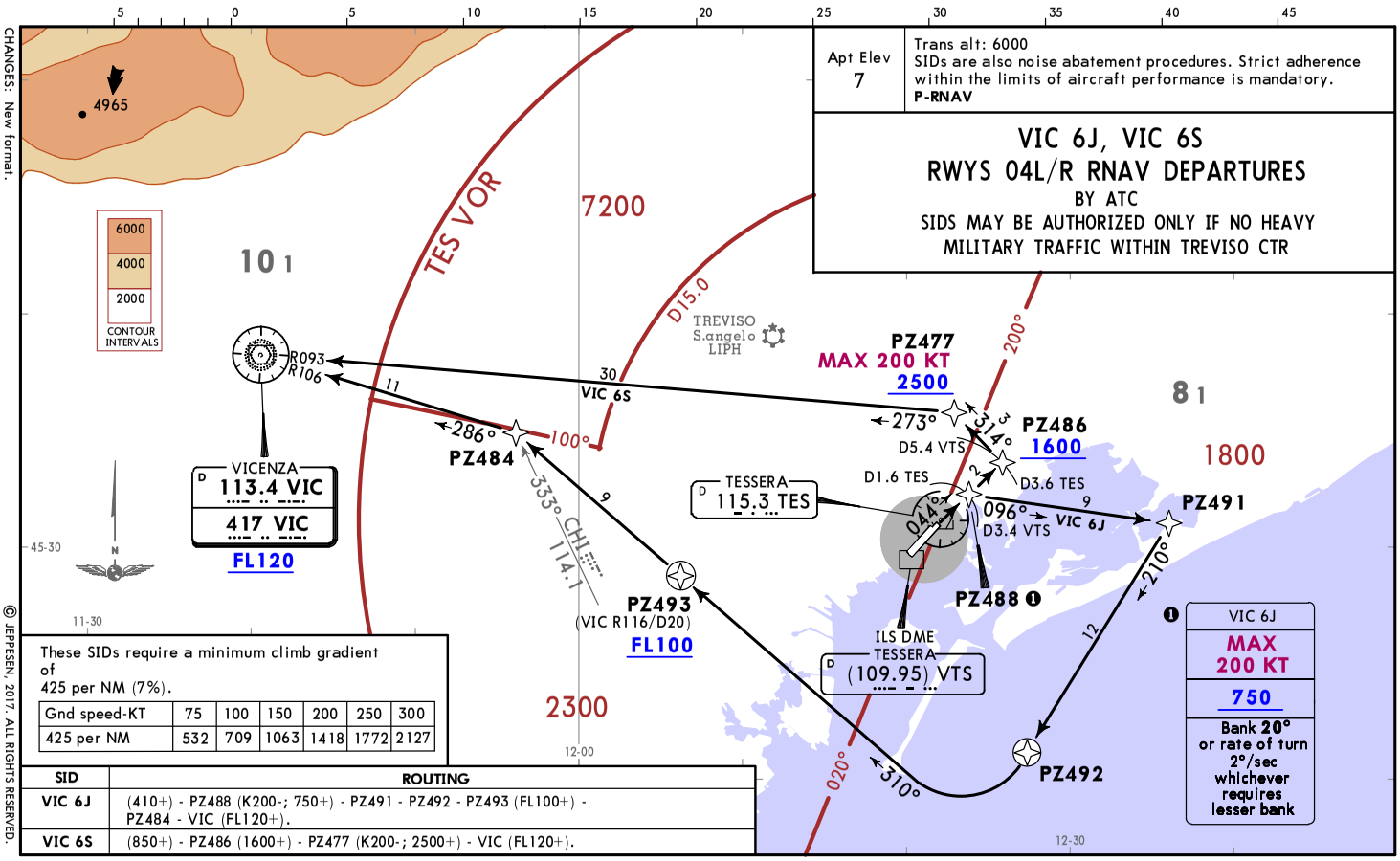
Apt Elev 7

Trans alt: 6000
SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is mandatory.
P-RNAV

VIC 6J, VIC 6S
RWYS 04L/R RNAV DEPARTURES
BY ATC
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%).

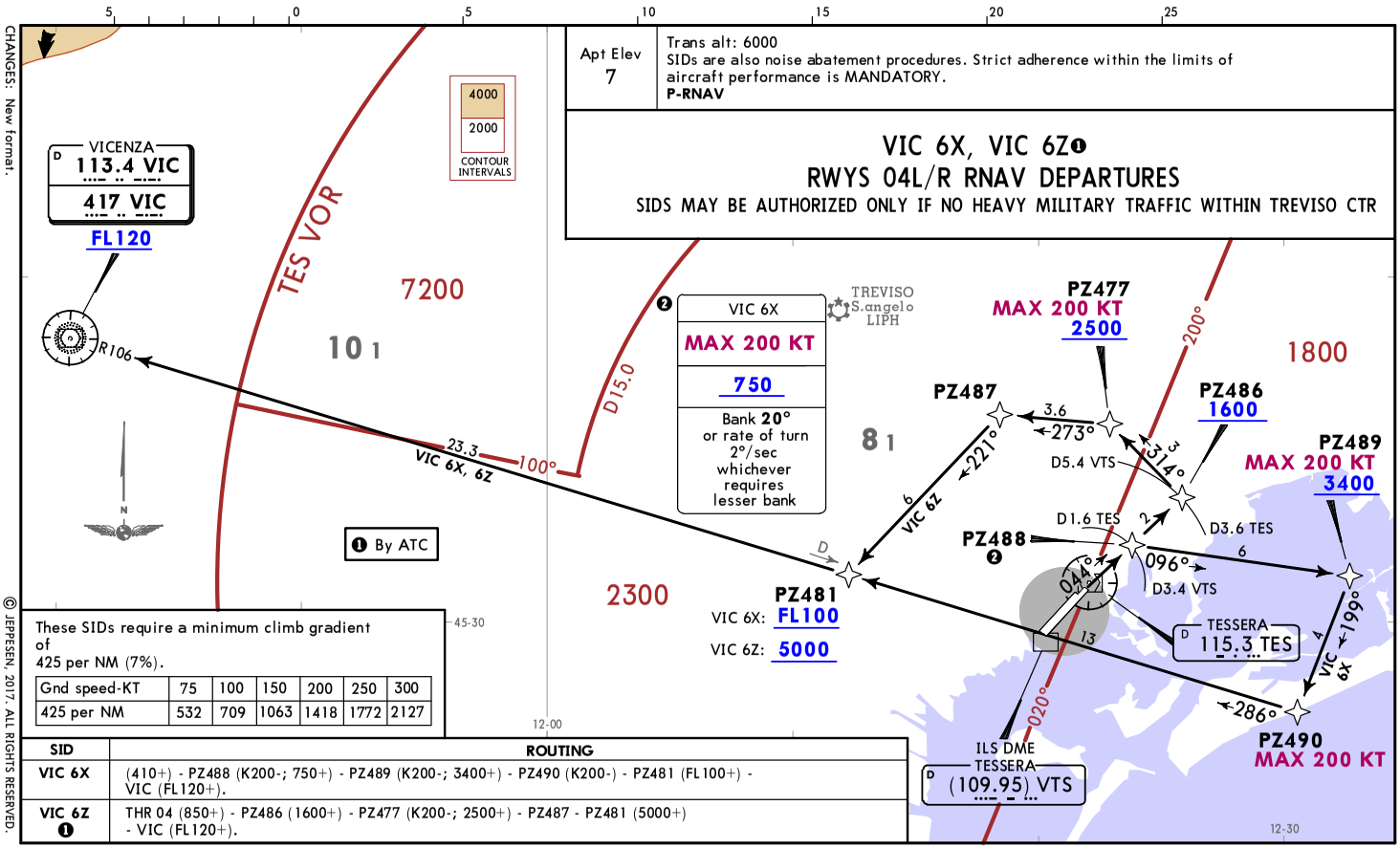
Gnd speed-KT	75	100	150	200	250	300
425 per NM	532	709	1063	1418	1772	2127

SID	ROUTING
VIC 6J	(410+) - PZ488 (K200-; 750+) - PZ491 - PZ492 - PZ493 (FL100+) - PZ484 - VIC (FL120+).
VIC 6S	(850+) - PZ486 (1600+) - PZ477 (K200-; 2500+) - VIC (FL120+).

Apt Elev 7

Trans alt: 6000
SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
P-RNAV

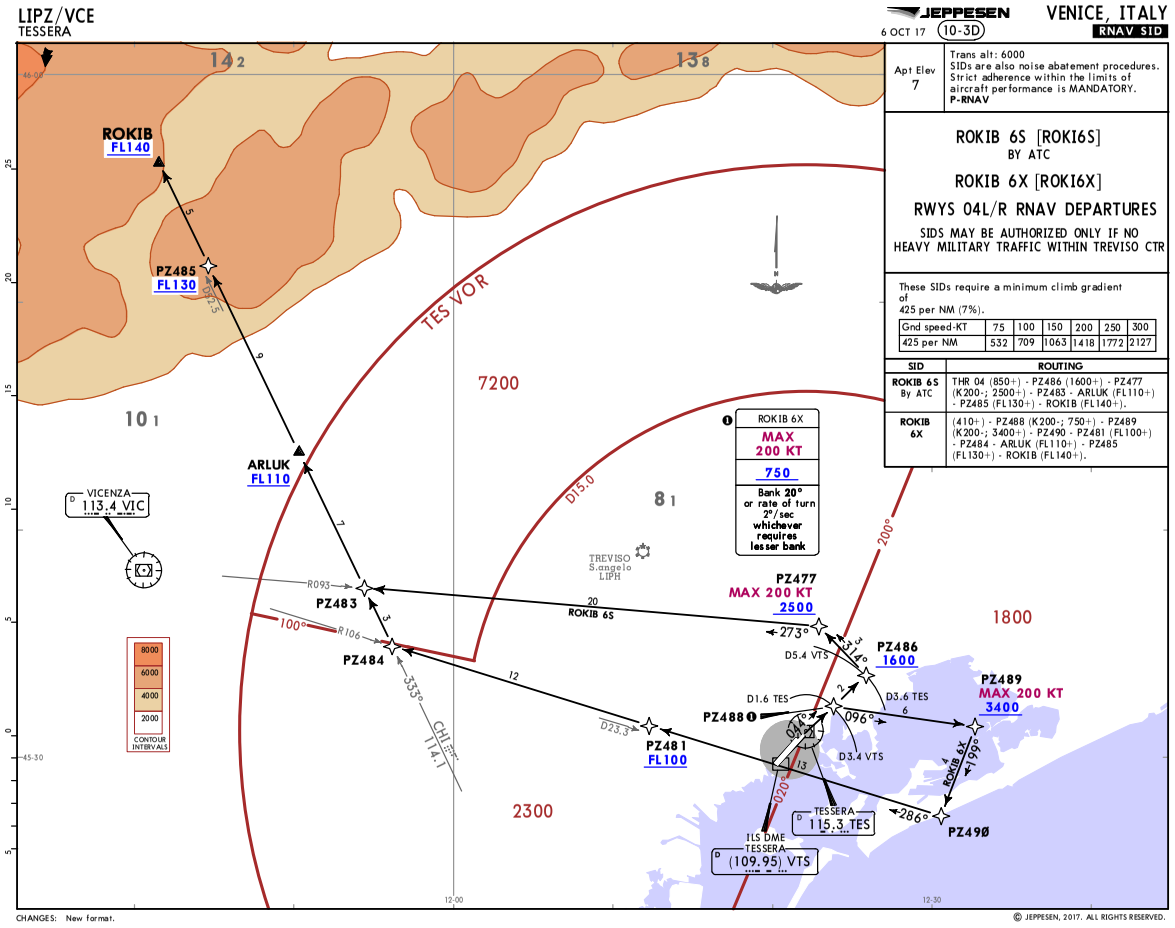
VIC 6X, VIC 6Z❶
RWYS 04L/R RNAV DEPARTURES
SIDS MAY BE AUTHORIZED ONLY IF NO HEAVY MILITARY TRAFFIC WITHIN TREVISO CTR

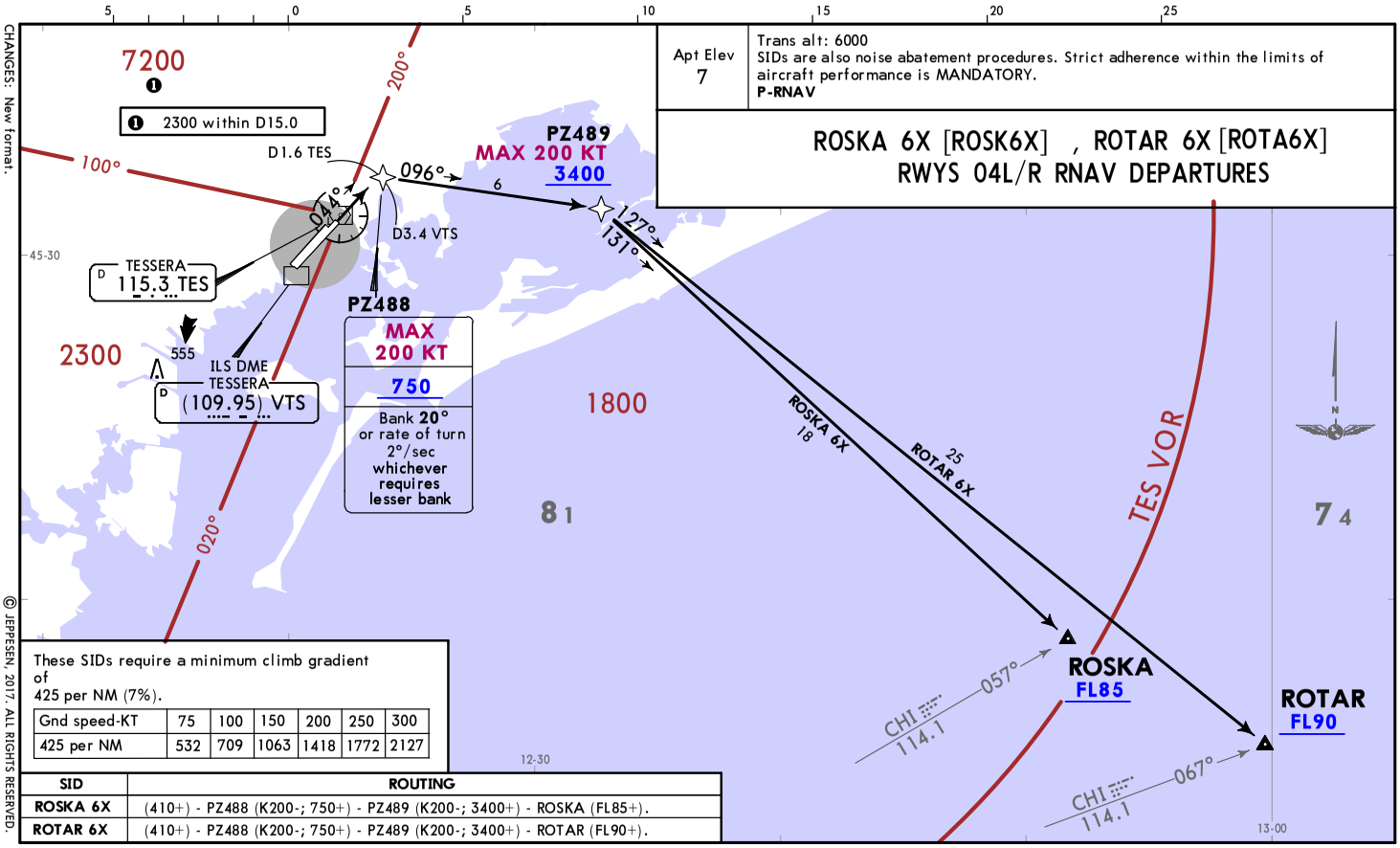


These SIDs require a minimum climb gradient of 425 per NM (7%).

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

SID	ROUTING
VIC 6X	(410+) - PZ488 (K200-; 750+) - PZ489 (K200-; 3400+) - PZ490 (K200-) - PZ481 (FL100+) - VIC (FL120+).
VIC 6Z ❶	THR 04 (850+) - PZ486 (1600+) - PZ477 (K200-; 2500+) - PZ487 - PZ481 (5000+) - VIC (FL120+).





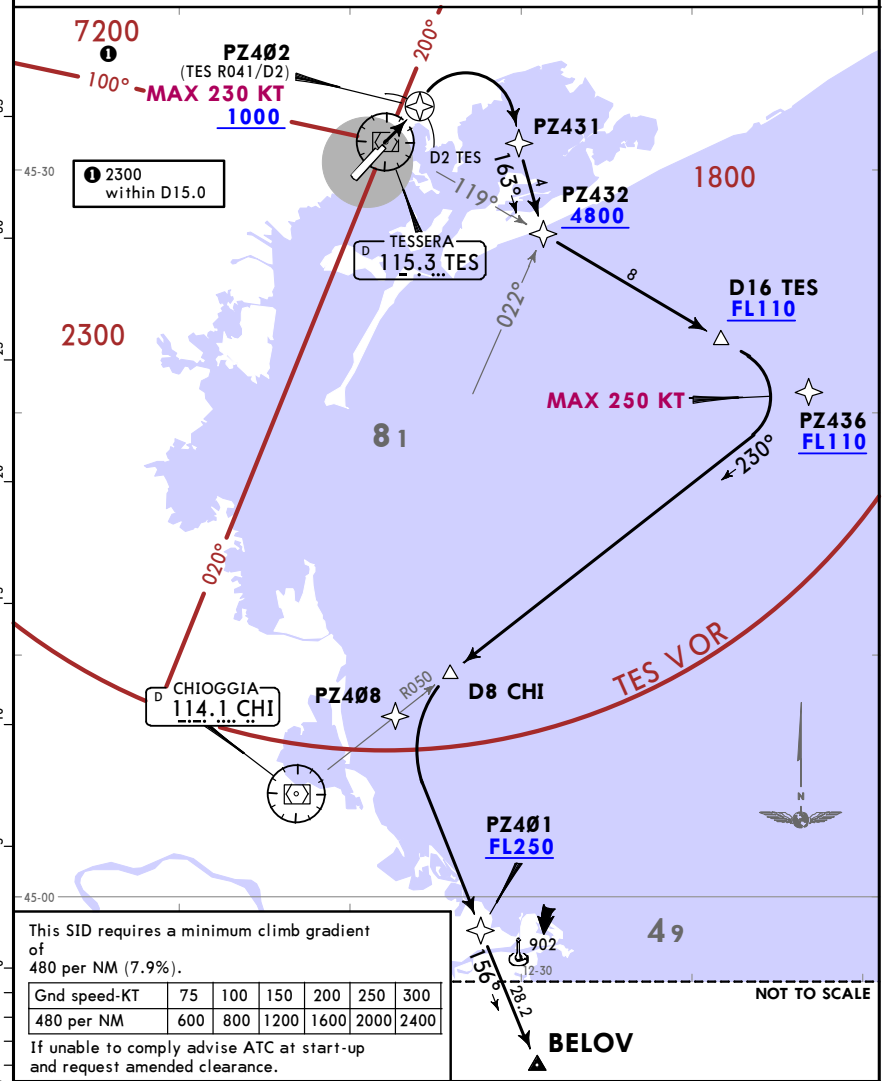
LIPZ/VCE
TESSERA

JEPPESEN
20 APR 18 (10-3F) Eff 26 Apr

VENICE, ITALY
SID

Apt Elev	
7	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. **RNAV (RNAV 1 recommended) or conventional.**

BELOV 7V [BELO7V]
RWYS 04L/R DEPARTURE
BASED ON TES
BY ATC



NOT TO SCALE

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 D2 TES, turn RIGHT, 163° track, intercept TES R119 to D16 TES, turn RIGHT, intercept CHI R050 inbound to D8 CHI, turn LEFT to PZ401, 156° track to BELOV.
RNAV: (410+) - PZ402 (K230-; 1000+) - PZ431 - PZ432 (4800+) - PZ436 (FL110+) - PZ408 - PZ401 (FL250+) - BELOV.

CHANGES: None.

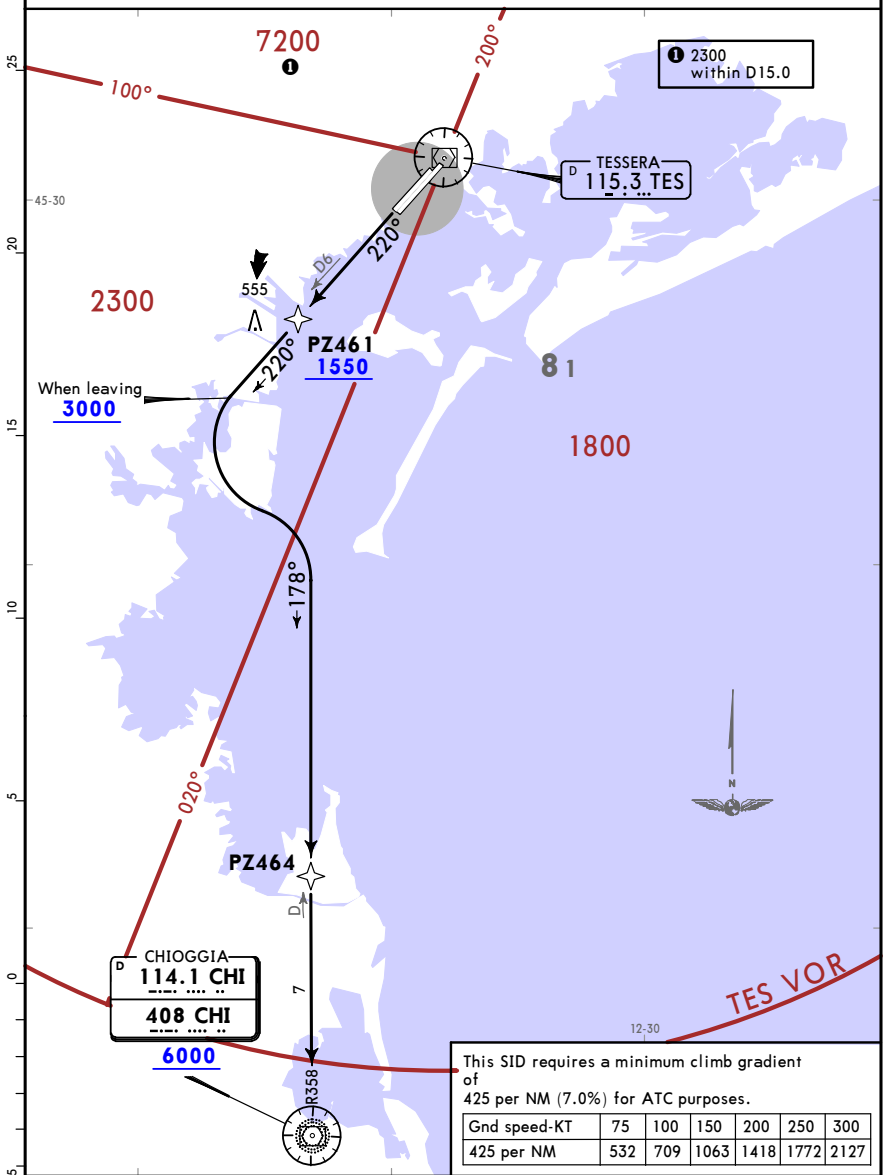
LIPZ/VCE
TESSERA

JEPPESEN
20 APR 18 (10-3G) Eff 26 Apr

VENICE, ITALY
SID

Apt Elev	
7	Trans alt: 6000 SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. **RNAV (RNAV 1 recommended) or conventional.**

CHI 8D
RWYS 22L/R DEPARTURE



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 R220 (if TES u/s 220° track) until leaving 3000, turn LEFT, intercept CHI R358 inbound to CHI.
RNAV: (410+) - PZ461 (1550+) - (3000+) - PZ464 - CHI (6000+).

CHANGES: VEN NDB withdrawn.

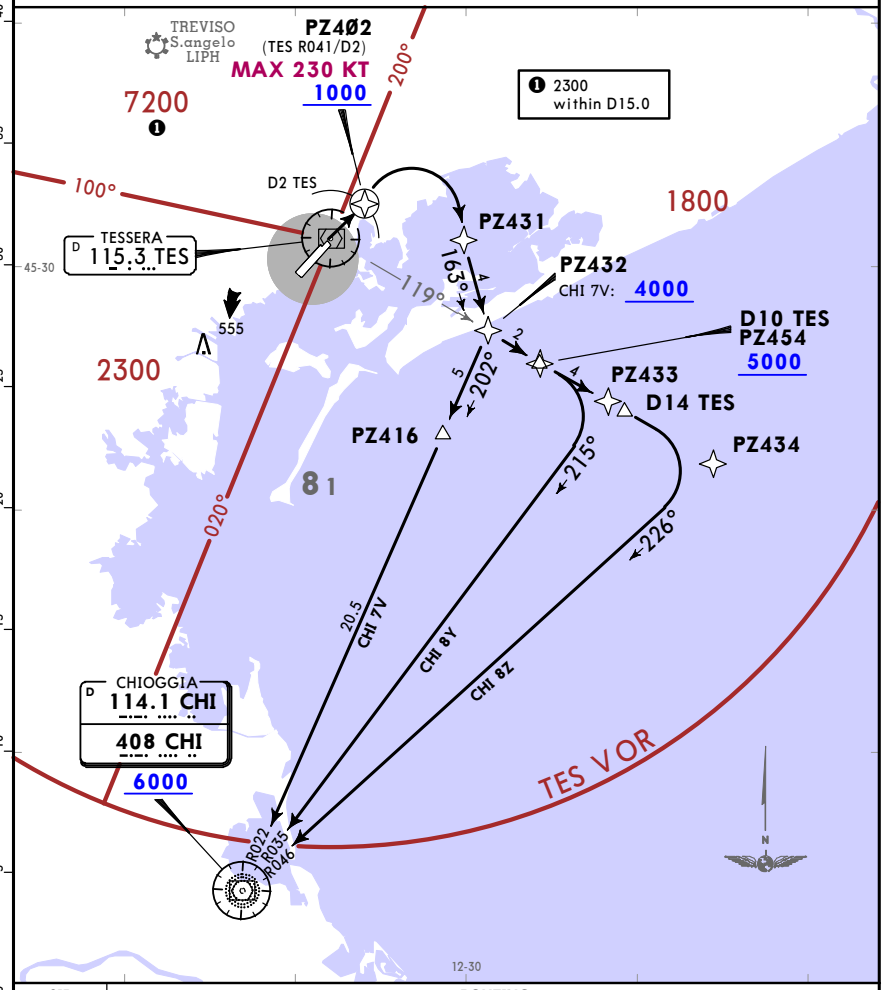
LIPZ/VCE
TESSERA

JEPPESEN
6 OCT 17 (10-3H)

VENICE, ITALY
SID

Apt Elev	
7	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. **RNAV (RNAV 1 recommended) or conventional.**

CHI 7V, CHI 8Y, CHI 8Z
RWYS 04L/R DEPARTURES
BASED ON TES



SID	ROUTING
CHI 7V	On runway heading to D2 TES, turn RIGHT, 163° track, intercept CHI R022 inbound to CHI. **RNAV:** (410+) - PZ402 (K230-; 1000+) - PZ431 - PZ432 (4000+) - PZ416 - CHI (6000+).
CHI 8Y	On runway heading to D2 TES, turn RIGHT, 163° track, intercept TES R119 to D10 TES, turn RIGHT, intercept CHI R035 inbound to CHI. **RNAV:** (410+) - PZ402 (K230-; 1000+) - PZ431 - PZ432 - PZ454 (5000+) - PZ433 - CHI (6000+).
CHI 8Z	On runway heading to D2 TES, turn RIGHT, 163° track, intercept TES R119 to D14 TES, turn RIGHT, intercept CHI R046 inbound to CHI. **RNAV:** (410+) - PZ402 (K230-; 1000+) - PZ431 - PZ432 - PZ454 (5000+) - PZ434 - CHI (6000+).

CHANGES: New format.

Printed from JeppView for Windows 5.3.0.0 on 05 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

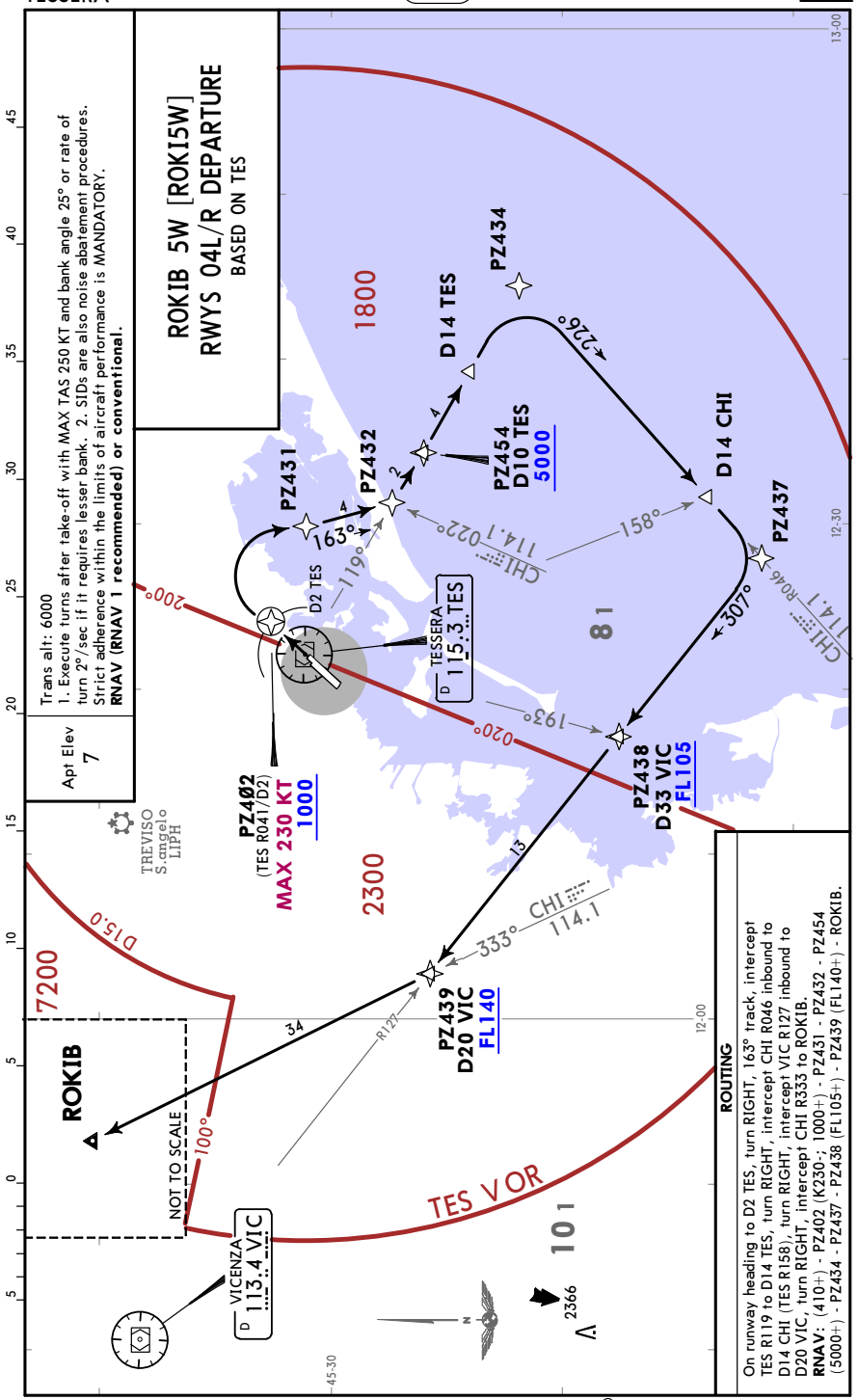
LIPZ/VCE
TESSERA

JEPPESEN
6 OCT 17 (10-3J)

VENICE, ITALY
SID

ROKIB 5W [ROKI5W]
RWYS 04L/R DEPARTURE
BASED ON TES

Apt Elev	
7	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. **RNAV (RNAV 1 recommended) or conventional.**



ROUTING

On runway heading to D2 TES, turn RIGHT, 163° track, intercept TES R119 to D14 TES, turn RIGHT, intercept CHI R046 inbound to D14 CHI (TES R158), turn RIGHT, intercept VIC R127 inbound to D20 VIC, turn RIGHT, intercept CHI R333 to ROKIB.
RNAV: (410+) - PZ402 (K230-; 1000+) - PZ431 - PZ432 - PZ454 (5000+) - PZ434 - PZ437 - PZ438 (FL105+) - PZ439 (FL140+) - ROKIB.

CHANGES: New format.

LIPZ/VCE
TESSERA

JEPPESEN
20 APR 18 (10-3K) Eff 26 Apr

VENICE, ITALY
SID

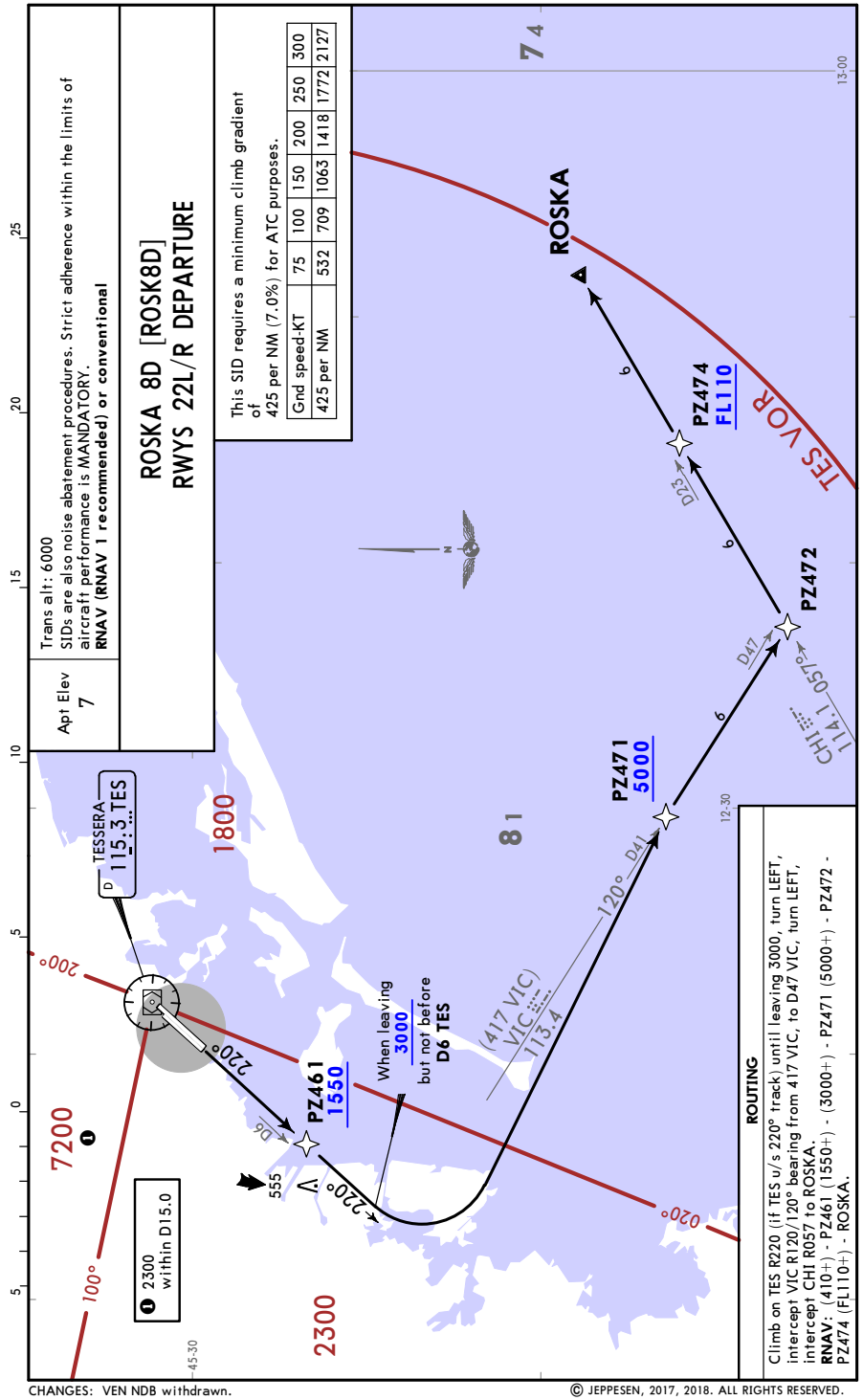
ROSKA 8D [ROSK8D]
RWYS 22L/R DEPARTURE

Trans alt: 6000
SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
RNAV (RNAV 1 recommended) or conventional

Apt Elev 7

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 R220 (if TES u/s 220° track) until leaving 3000, turn LEFT, intercept VIC R120/120° bearing from 417 VIC, to D47 VIC, turn LEFT, intercept CHI R057 to ROSKA.
RNAV: (410+) - PZ461 (1550+) - (3000+) - PZ471 (5000+) - PZ472 - PZ474 (FL110+) - ROSKA.

CHANGES: VEN NDB withdrawn.

LIPZ/VCE
TESSERA

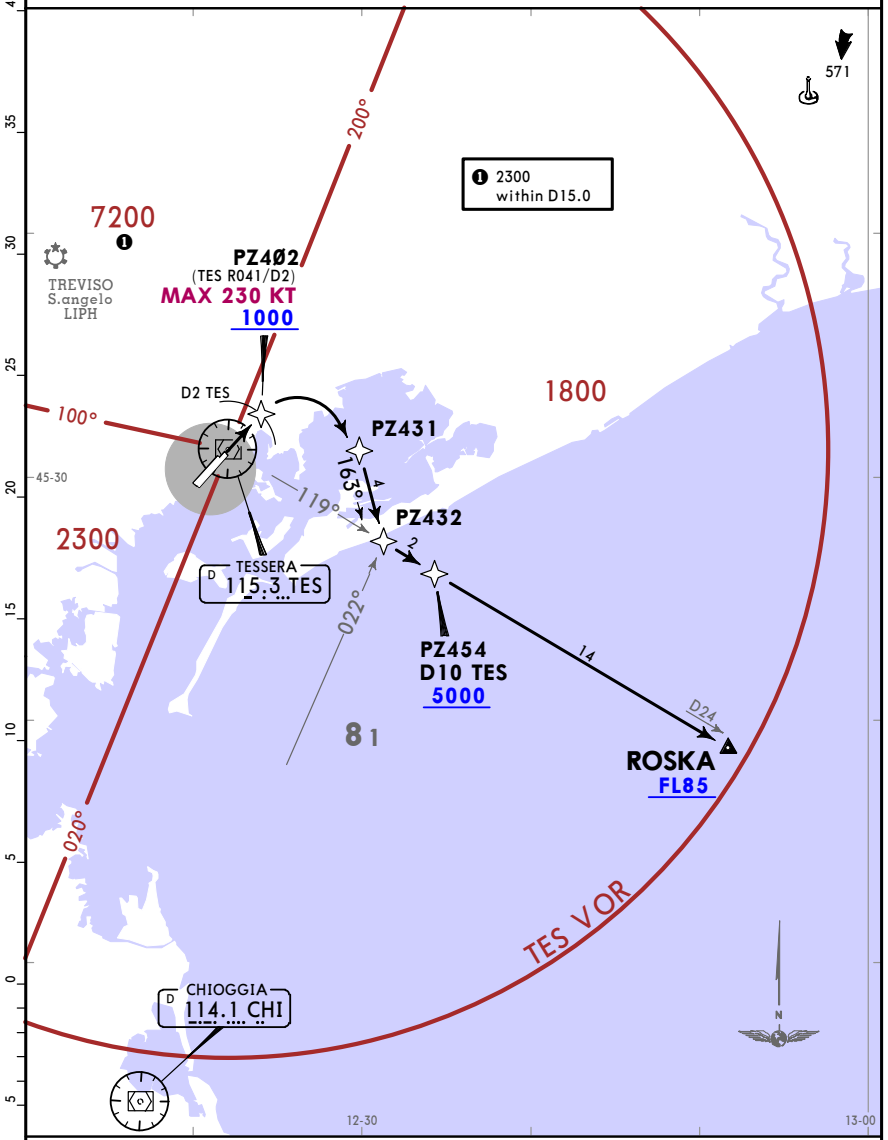
JEPPESEN
20 APR 18 (10-3L) Eff 26 Apr

VENICE, ITALY
SID

Apt Elev 7

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.
RNAV (RNAV 1 recommended) or conventional

ROSKA 7V [ROSK7V]
RWYS 04L/R DEPARTURE
BASED ON TES



ROUTING

On runway heading to D2 TES, turn RIGHT, 163° track, intercept TES R119 to ROSKA.
RNAV: (410+) - PZ402 (K230-; 1000+) - PZ431 - PZ432 - PZ454 (5000+) - ROSKA (FL85+).

CHANGES: None.

LIPZ/VCE
TESSERA

JEPPESEN
20 APR 18 (10-3M) Eff 26 Apr

VENICE, ITALY
SID

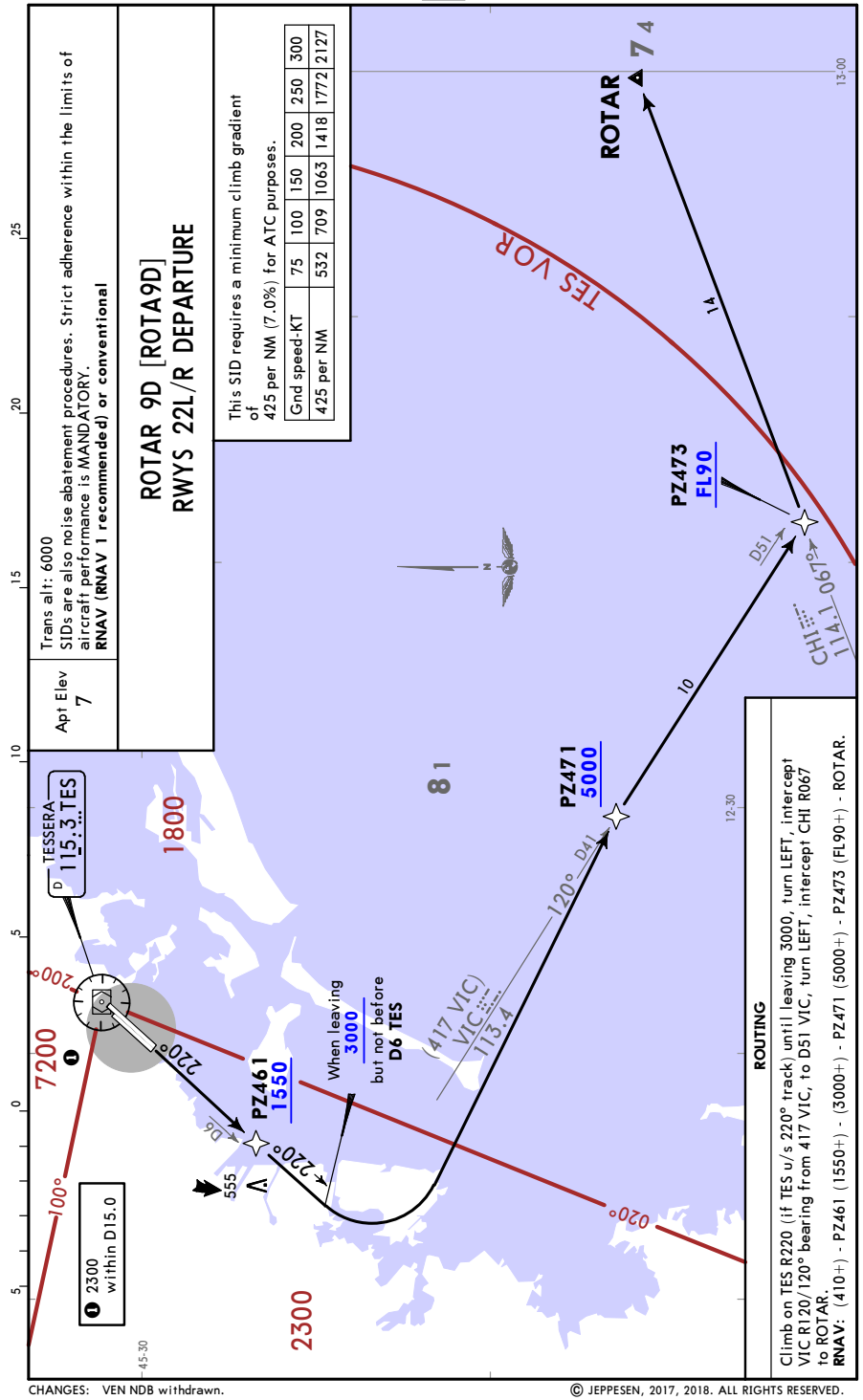
ROTAR 9D [ROTA9D]
RWYS 22L/R DEPARTURE

Apt Elev 7

Trans alt: 6000
SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY.
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 R220 (if TES u/s 220° track) until leaving 3000, turn LEFT, intercept VIC R120/120° bearing from 417 VIC, to D51 VIC, turn LEFT, intercept CHI R067 to ROTAR.
RNAV: (410+) - PZ461 (1550+) - (3000+) - PZ471 (5000+) - PZ473 (FL90+) - ROTAR.

CHANGES: VEN NDB withdrawn.

LIPZ/VCE
TESSERA

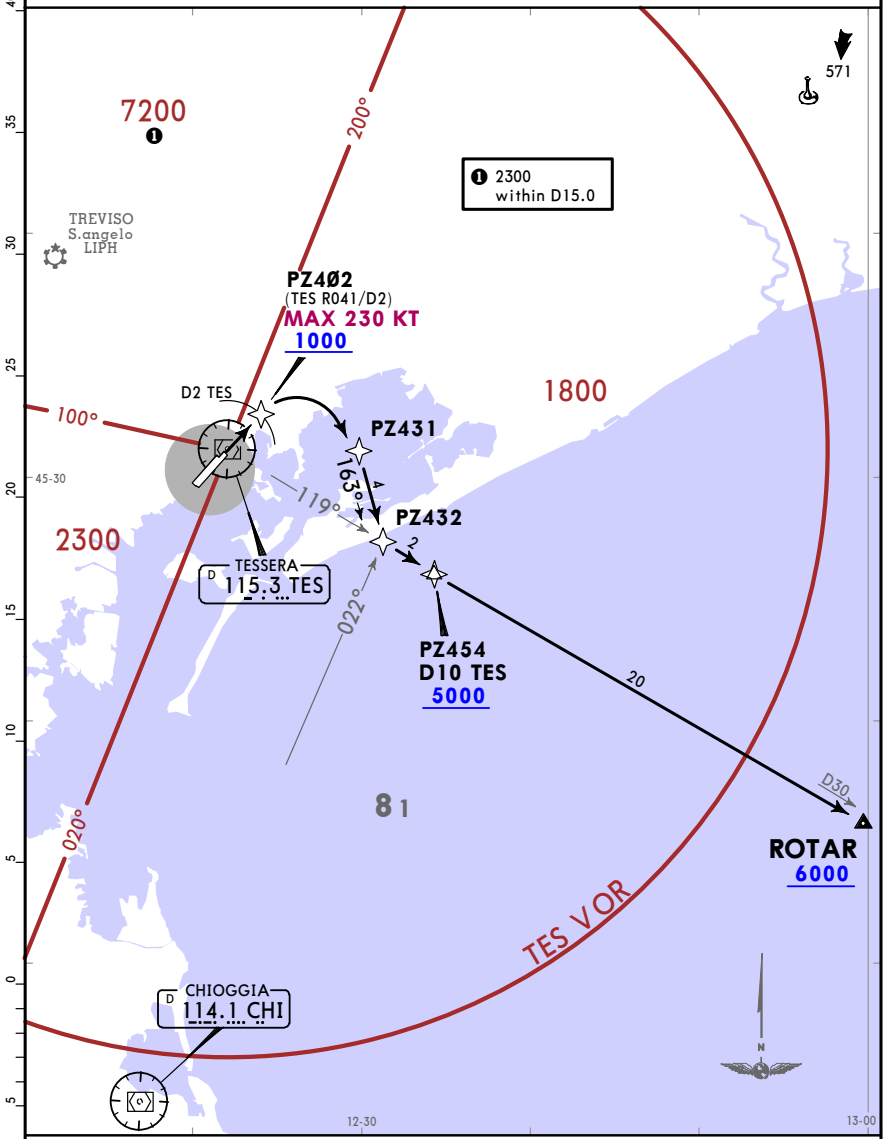
JEPPESEN
20 APR 18 (10-3N) Eff 26 Apr

VENICE, ITALY
SID

Apt Elev 7

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.
RNAV (RNAV 1 recommended) or conventional

ROTAR 8V [ROTA8V]
RWYS 04L/R DEPARTURE
BASED ON TES



ROUTING

On runway heading to D2 TES, turn RIGHT, 163° track, intercept TES R119 to ROTAR.
RNAV: (410+) - PZ402 (K230-; 1000+) - PZ431 - PZ432 - PZ454 (5000+) - ROTAR (6000+).

CHANGES: None.

Apt Elev	Trans alt: 6000
7	SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. **RNAV (RNAV 1 recommended) or conventional**

VIC 5D, VIC 9E
RWYS 22L/R DEPARTURES

VICENZA
D 113.4 VIC
417 VIC
FL120

R113 R141 20 18 TES VOR

100° 7200 ❷ 200° 220°

PZ462 5000 — 3 — 293° — VIC 5D — PZ466 MAX 220 KT

TESSERA
D 115.3 TES

555 (Fly-by for VIC 9E) PZ461 D6 TES
VIC 5D: 1550

220° 10 VIC 9E 134° 321°

PZ468 FL100

LAREN
(TES R220/D20)
RNAV: FL90

D16 TES
CONVENTIONAL: TL

020°

2300 8 1 1800

10 1 45-30

❶ By ATC - SID may be authorized only if no heavy military traffic within Treviso CTR.

❷ 2300 within D15.0

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 5D ❶	On TES R220/220° track to D6 TES, turn RIGHT, intercept VIC R113 inbound to VIC. **RNAV:** (410+) - PZ461 (1550+) - PZ466 (K220-) - PZ462 (5000+) - VIC (FL120+).
VIC 9E	On TES R220/220° track to D16 TES (if TES u/s turn when passing VIC R134), turn RIGHT, intercept VIC R141 inbound to VIC. **RNAV:** (410+) - LAREN (FL90+) - PZ468 (FL100+)- VIC (FL120+).

Apt Elev	Trans alt: 6000
7	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. **RNAV (RNAV 1 recommended) or conventional**

VIC 7V
VIC 7W, VIC 9Y
RWYS 04L/R
DEPARTURES
BASED ON TES

7200

R102 R113 R127 17 100° D15.0

PZ453 5000 — D13 — 6 — VIC 7V — 237° — PZ451

TREVISO
S.angelo
LIPH

PZ4Ø2
(TES R041/D2)
MAX 230 KT
1000

200°

PZ452 — 282° — 28 — 20

D2 TES

PZ431

PZ432
VIC 9Y: 4000

PZ454
D10 TES
5000

VICENZA
D 113.4 VIC
417 VIC
VIC 7V, 9Y:
FL120

1461

TESSERA
D 115.3 TES

PZ455 6000 — 221° — 119° — 163° — 4 — 202° — VIC 9Y — 5 — 2 — VIC 7W — 4 — D14 TES

PZ439 FL140 — D — 293° — 113°

PZ416
D20.5 CHI

PZ434

13 — D33 — 193° — CHI 114.1 R022 — 158° — 226°

PZ438 FL105

020° — 307° — D14 CHI — TES VOR

CHI 114.1 R046

PZ437

2300 8 1 1800

10 1 45-30

12-00 12-30

❶ SIDs may be authorized only if no heavy military traffic within Treviso CTR.

SID	ROUTING
VIC 7V ❶	On runway heading to D2 TES, turn LEFT, 237° track, intercept TES R282 (VIC R102 inbound) to VIC. **RNAV:** (410+) - PZ402 (K230-; 1000+) - PZ451 - PZ452 - PZ453 (5000+) VIC (FL120+).
VIC 7W	On runway heading to D2 TES, turn RIGHT, 163° track, intercept TES R119 to D14 TES, turn RIGHT, intercept CHI R046 inbound to D14 CHI (TES R158), turn RIGHT, intercept VIC R127 inbound to VIC. **RNAV:** (410+) - PZ402 (K230-; 1000+) - PZ431 - PZ432 - PZ454 (5000+) - PZ434 - PZ437 - PZ438 (FL105+) - PZ439 (FL140+) - VIC.
VIC 9Y ❶	On runway heading to D2 TES, turn RIGHT, 163° track, intercept CHI R022 inbound to D20.5 CHI, turn RIGHT, intercept VIC R113 inbound to VIC. **RNAV:** (410+) - PZ402 (K230-; 1000+) - PZ431 - PZ432 (4000+) - PZ416 - PZ455 (6000+) - VIC (FL120+).

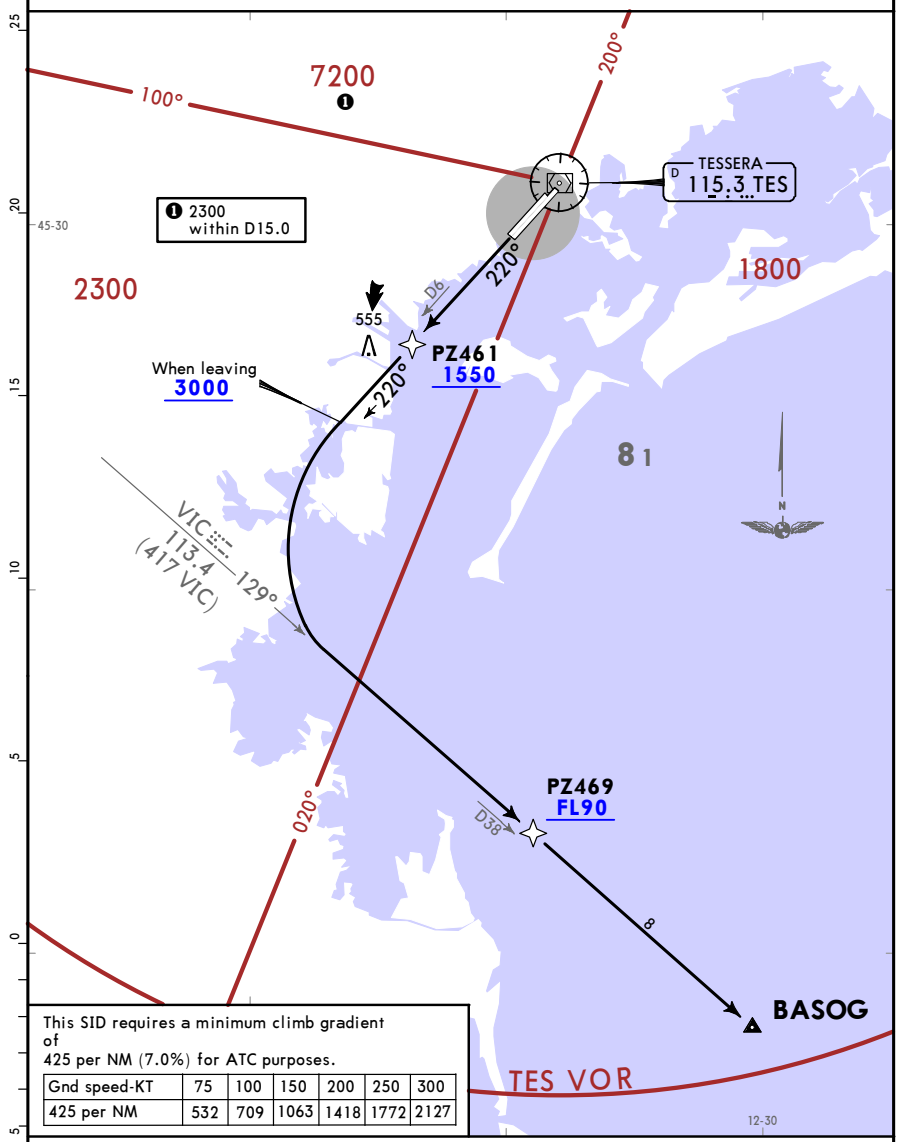
LIPZ/VCE
TESSERA

JEPPESEN
20 APR 18 (10-3S) Eff 26 Apr

VENICE, ITALY
SID

Apt Elev	
7	Trans alt: 6000 SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. **RNAV (RNAV 1 recommended) or conventional**

BASOG 6V [BASO6V]
RWYS 22L/R DEPARTURE
BY ATC



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 R220/220° track until leaving 3000, turn LEFT, intercept VIC R129/129° bearing from 417 VIC to BASOG.
RNAV: (410+) - PZ461 (1550+) - (3000+) - PZ469 (FL90+) - BASOG.

CHANGES: VEN NDB withdrawn.

Printed from JeppView for Windows 5.3.0.0 on 05 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

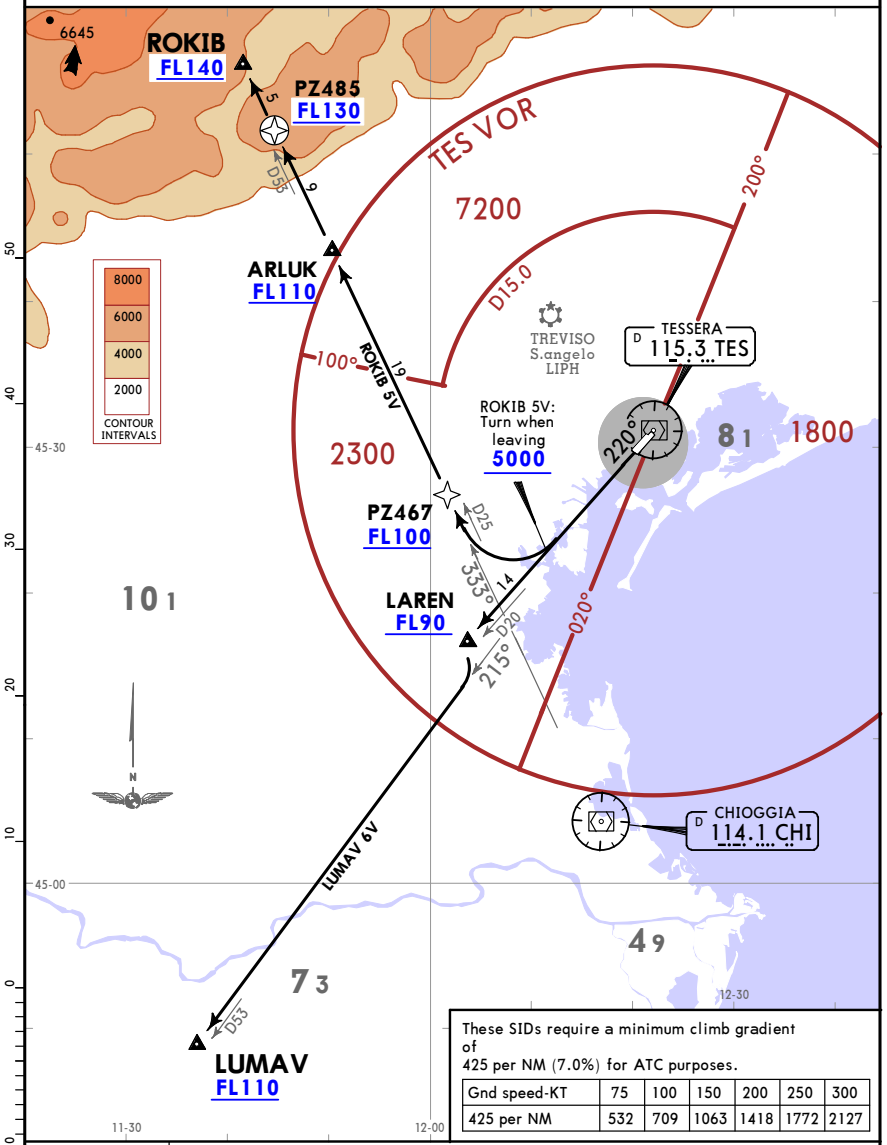
LIPZ/VCE
TESSERA

JEPPESEN
20 APR 18 (10-3T) Eff 26 Apr

VENICE, ITALY
SID

Apt Elev	
7	Trans alt: 6000 SIDs are also noise abatement procedures. Strict adherence within the limits of aircraft performance is MANDATORY. **RNAV (RNAV 1 recommended) or conventional**

LUMAV 6V [LUMA6V], ROKIB 5V [ROKI5V]
RWYS 22L/R DEPARTURES



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 6V By ATC	Climb on TES R220/220° track to LAREN, turn LEFT, intercept TES R215 (215° track) to LUMAV.
ROKIB 5V	Climb on TES R220/220° track until leaving 5000, turn RIGHT, intercept CHI R333 to ROKIB.

CHANGES: VEN NDB withdrawn.

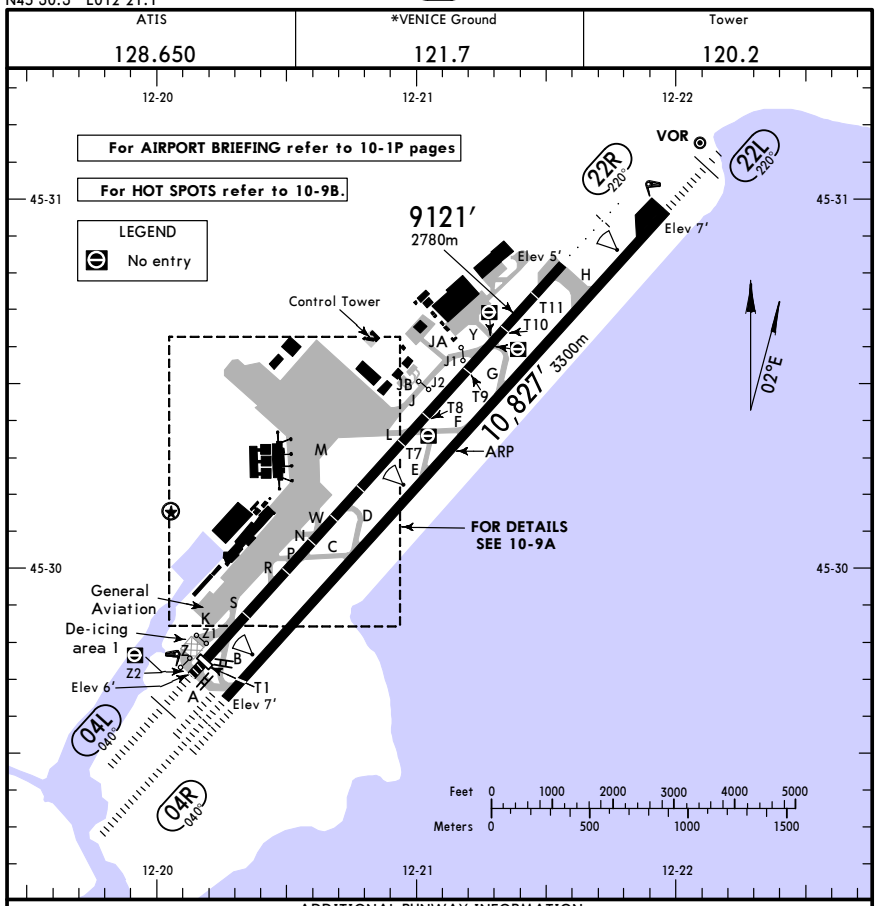
LIPZ/VCE

Apt Elev 7′
N45 30.3 E012 21.1

JEPPESEN
16 MAR 18 (10-9) Eff 29 Mar

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		❷	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

RWY 04L: From rwy head 9121′ (2780m); twy S int 7989′ (2435m)
RWY 22L: From rwy head 10,827′ (3300m); twy H int 8694′ (2650m)
RWY 22R: From rwy head 9121′ (2780m); twy J int 6919′ (2109m)

Standard TAKE-OFF

	Rwy 04R Low Visibility Take-off ❶ HIRL, CL & relevant RVR	RL, CL & relevant RVR	RL & CL	Rwy 04R/22L Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)	Rwy 04L/22R
A B C D	TDZ, MID, RO RVR 125m	TDZ, MID, RO RVR 150m	RVR 200m	RVR 300m	400m	500m	1100m

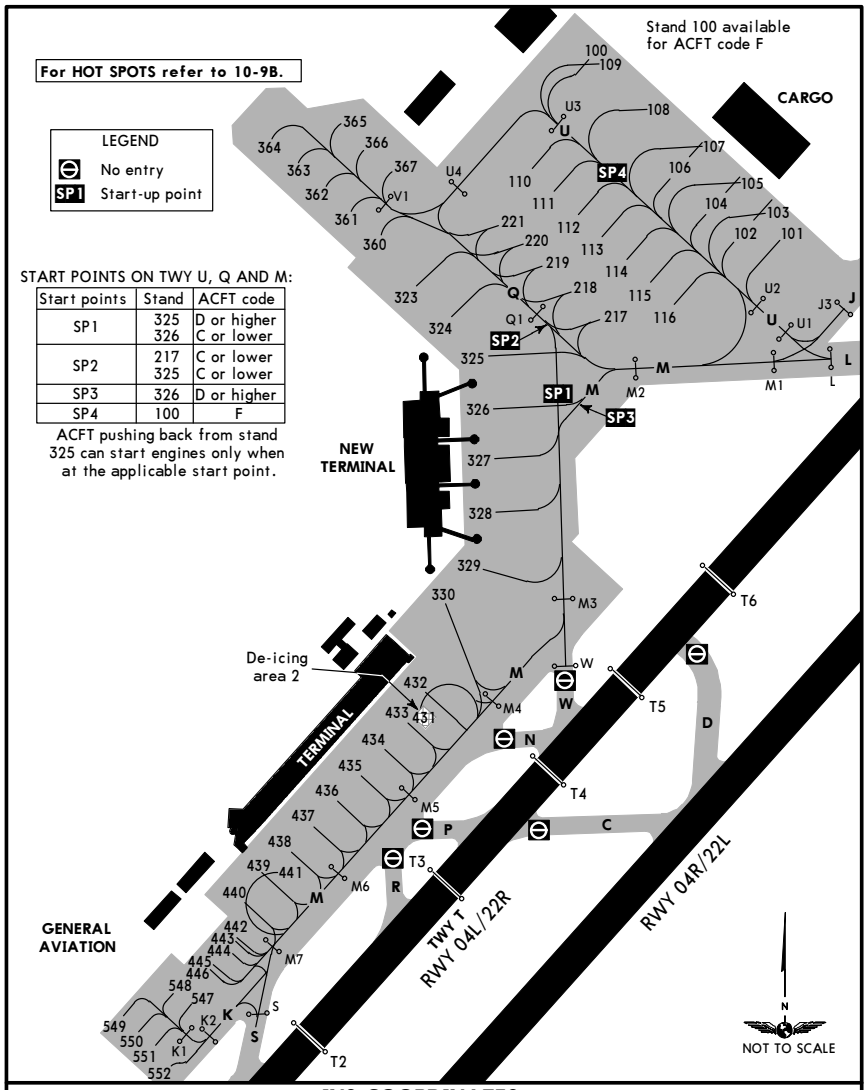
❶ RWY 04R: RVR 75m with approved guidance system or HUD/HUDLS.

CHANGES: Usable lengths.

LIPZ/VCE

JEPPESEN
16 MAR 18 (10-9A) Eff 29 Mar

VENICE, ITALY
TESSERA



START POINTS ON TWY U, Q AND M:

Start points	Stand	ACFT code
SP1	325 326	D or higher C or lower
SP2	217 325	C or lower C or lower
SP3	326	D or higher
SP4	100	F

ACFT pushing back from stand 325 can start engines only when at the applicable start point.

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
100	N45 30.6 E012 20.6	324, 325	N45 30.4 E012 20.5
101 thru 105	N45 30.5 E012 20.8	326 thru 328	N45 30.3 E012 20.5
106 thru 108	N45 30.5 E012 20.7	329, 330	N45 30.2 E012 20.5
109	N45 30.6 E012 20.6	360	N45 30.4 E012 20.4
110 thru 112	N45 30.5 E012 20.6	361	N45 30.5 E012 20.4
113	N45 30.4 E012 20.6	362 thru 364	N45 30.5 E012 20.3
114 thru 217	N45 30.4 E012 20.7	365 thru 367	N45 30.5 E012 20.4
218, 219	N45 30.4 E012 20.6	431, 432	N45 30.1 E012 20.5
220, 221	N45 30.5 E012 20.6	433 thru 436	N45 30.1 E012 20.4
323	N45 30.4 E012 20.4	437 thru 443	N45 30.0 E012 20.3
		444 thru 551	N45 29.9 E012 20.2
		552	N45 29.8 E012 20.2

CHANGES: Holding positions. De-icing area 2. No entry signs.

LIPZ/VCE

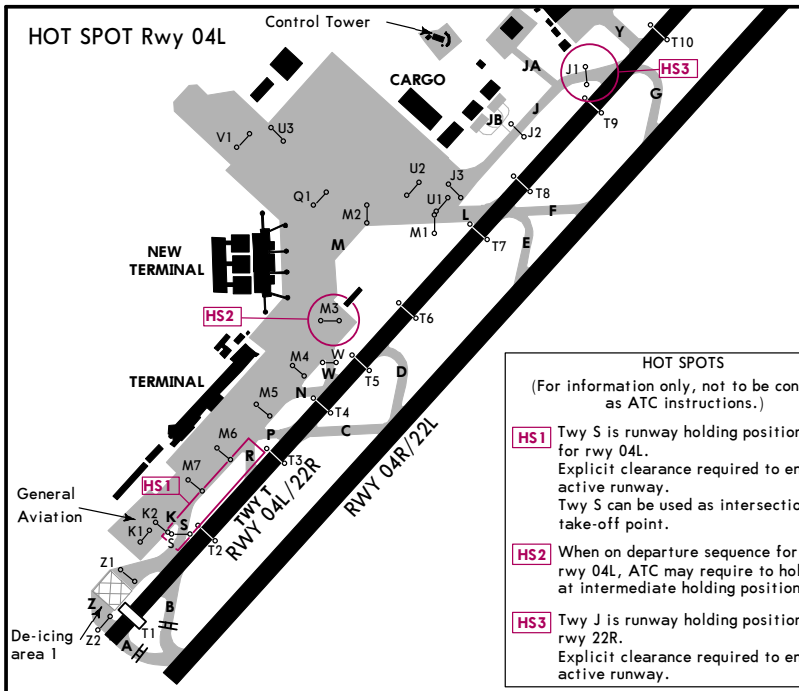
JEPPESEN

16 MAR 18 (10-9B) Eff 29 Mar

VENICE, ITALY

TESSERA

HOT SPOT Rwy 04L



HOT SPOTS

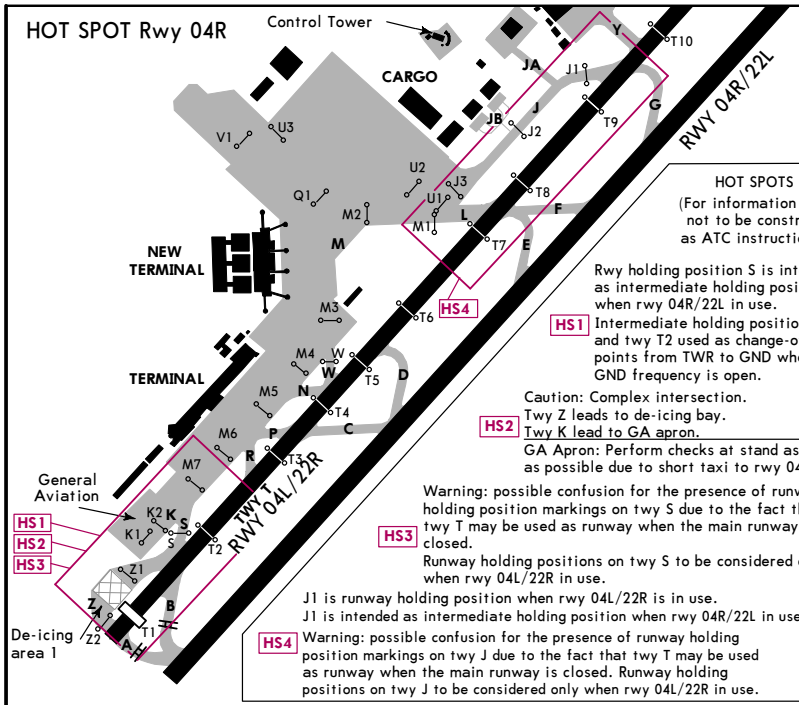
(For information only, not to be construed as ATC instructions.)

HS1 Twy S is runway holding position for rwy 04L.
Explicit clearance required to enter active runway.
Twy S can be used as intersection take-off point.

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.)

Rwy holding position S is intended as intermediate holding position when rwy 04R/22L in use.

HS1 Intermediate holding position S and twy T2 used as change-over points from TWR to GND when GND frequency is open.

Caution: Complex intersection.
Twy Z leads to de-icing bay.

HS2 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.

J1 is runway holding position when rwy 04L/22R is in use.
J1 is intended as intermediate holding position when rwy 04R/22L 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 description.

Printed from JeppView for Windows 5.3.0.0 on 05 Jul 2018; Terminal chart data cycle 12-2018 (Expired); Notice: After 28 Jun 2018, 0000Z, this chart may no longer be valid

LIPZ/VCE

TESSERA

JEPPESEN

20 APR 18 (11-1) Eff 26 Apr

VENICE, ITALY

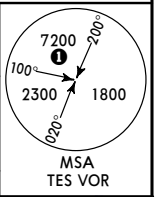
ILS Z or LOC Z Rwy 04R

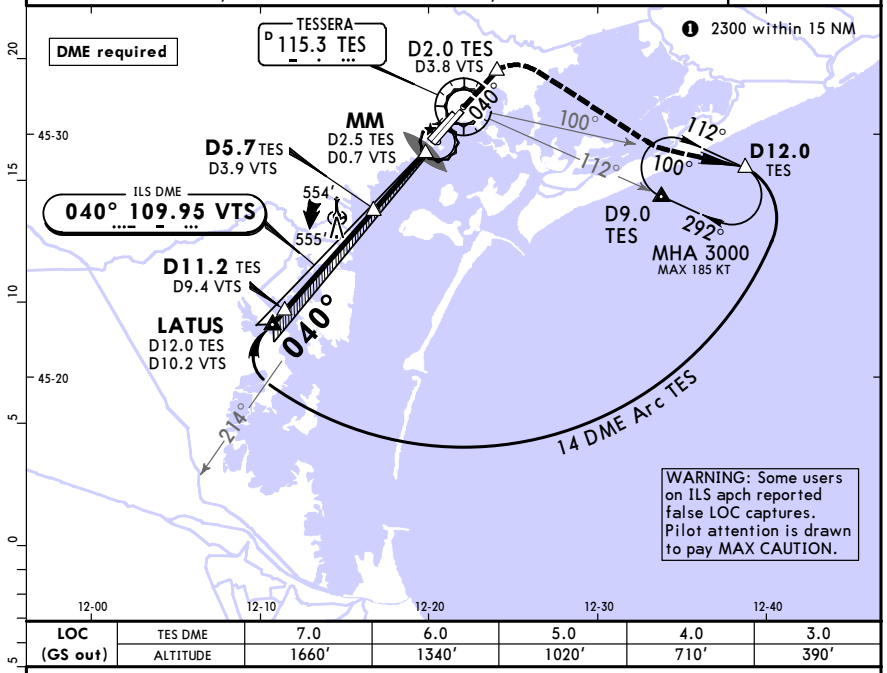
ATIS	VENICE Approach (R)	VENICE Tower	*Ground
128.650	118.9	120.2	121.7

LOC VTS	Final Apch Crs	GS	ILS DA(H)	Apt Elev 7′
109.95	040°	D5.7 TES 1246′ (1239′)	Refer to Minimums	Rwy 7′

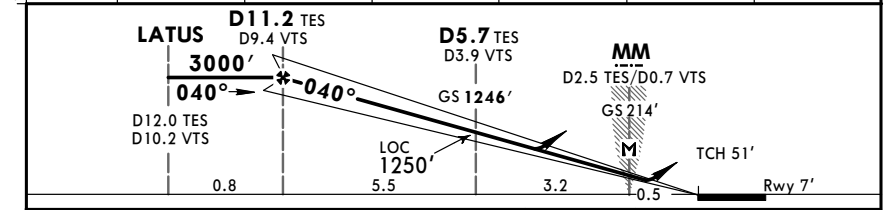
MISSED APCH: Climb on 040° to 3000′. At D2.0 TES turn RIGHT (MAX 200 KT) to intercept and follow R-100 TES. At D12.0 TES join holding.

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





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°

Standard STRAIGHT-IN LANDING RWY 04R

ILS — DA(H) ABC: 207′ (200′) D: 215′ (208′)

LOC (GS out) CDFA — DA/MDA(H) 450′ (443′)

	FULL	TDZ or CL out	ALS out		ALS out
A	RVR 550m	RVR 550m [1]	RVR 1200m	RVR 1400m	RVR 1500m
B					
C					RVR 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

[1] W/o HUD/AP/FD: RVR 750m

BRIEFING STRIP ™

PANS OPS

CHANGES: OM withdrawn.

LIPZ/VCE
TESSERA

JEPPESEN
20 APR 18
Eff 26 Apr
(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

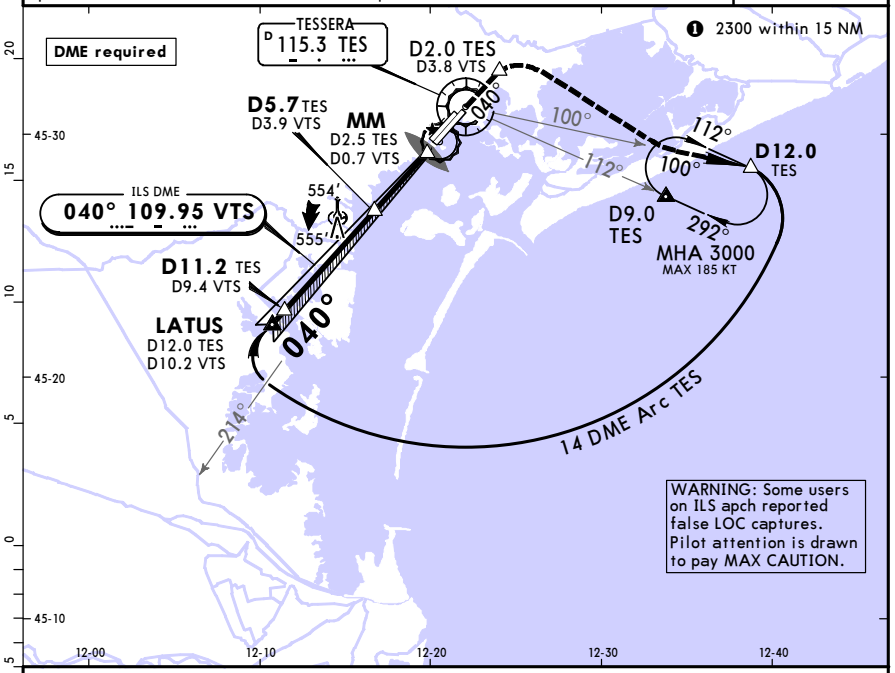
BRIEFING STRIP

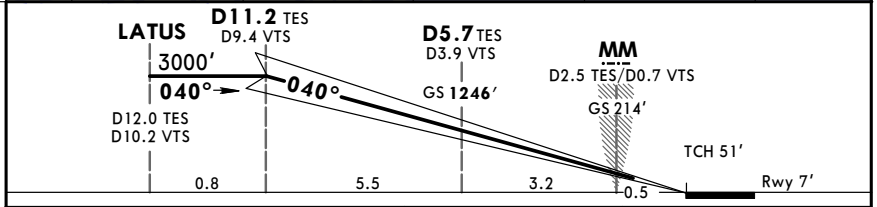
LOC VTS	Final Apch Crs	GS	CAT II & IIIA ILS	Apt Elev / Rwy
109.95	040°	D5.7 TES 1246′ (1239′)	Refer to Minimums	7′ / 7′

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′
Special Aircrew & Aircraft Certification Required.

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

Standard STRAIGHT-IN LANDING RWY 04R

CAT IIIA ILS 1	CAT II ILS
DH 50′	RA 102′ DA(H) 107′ (100′)
RVR 200m	RVR 300m

1 CAT IIIB: MIM RVR 75m.

PANS OPS

CHANGES: OM withdrawn.

LIPZ/VCE
TESSERA

JEPPESEN
20 APR 18
Eff 26 Apr
(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

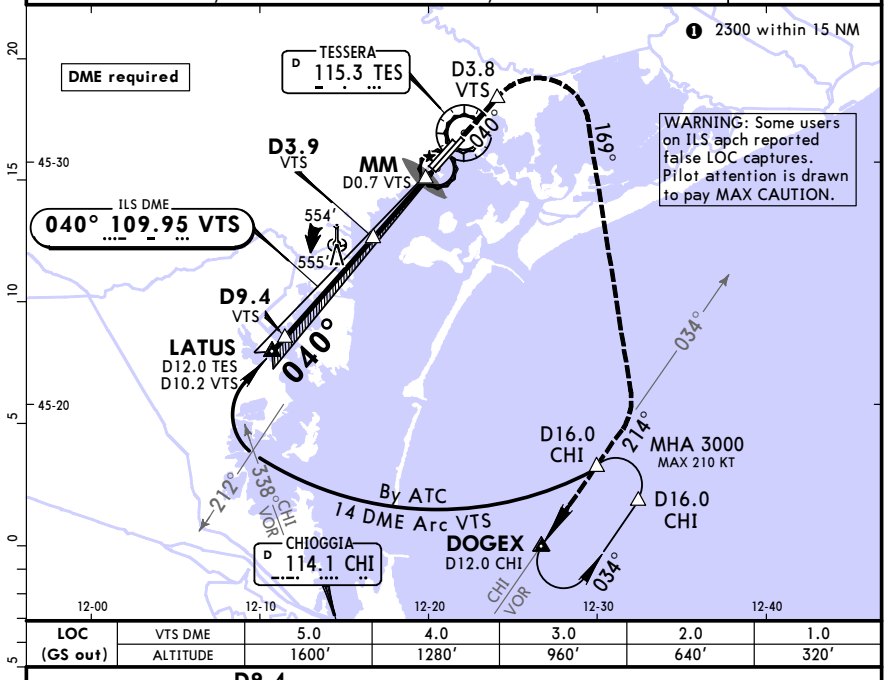
BRIEFING STRIP

LOC VTS	Final Apch Crs	GS	ILS DA(H)	Apt Elev / Rwy
109.95	040°	D3.9 VTS 1246′ (1239′)	Refer to Minimums	7′ / 7′

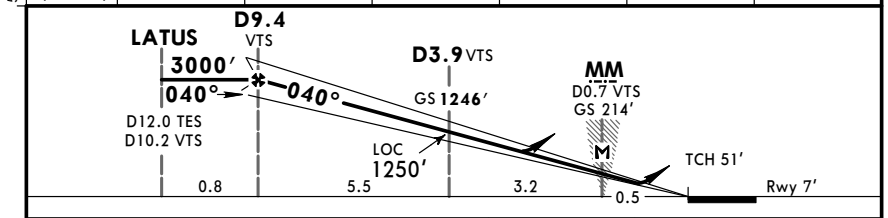
MISSED APCH: Climb on 040° to 3000′. At D3.8 VTS turn RIGHT (MAX 185 KT) onto 169° to intercept R-034 inbound CHI VOR and join holding.
Missed apch obstacles clearance is provided by 2.5% gradient. 5.0% (300 ′/NM) is required to remain inside vertical limits of controlled airspace while proceeding to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

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

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



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

Standard STRAIGHT-IN LANDING RWY 04R

	ILS DA(H) ABC: 207′ (200′) D: 215′ (208′) FULL	TDZ or CL out	ALS out	LOC (GS out) CDFA DA/MDA(H) 450′ (443′)	ALS out
A	RVR 550m	RVR 550m 1	RVR 1200m	RVR 1400m	RVR 1500m
B					
C					RVR 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

1 W/o HUD/AP/FD: RVR 750m

PANS OPS

CHANGES: MSA. OM withdrawn. Procedure.

LIPZ/VCE
TESSERA

JEPPESEN
20 APR 18
Eff 26 Apr
(11-2A)

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

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

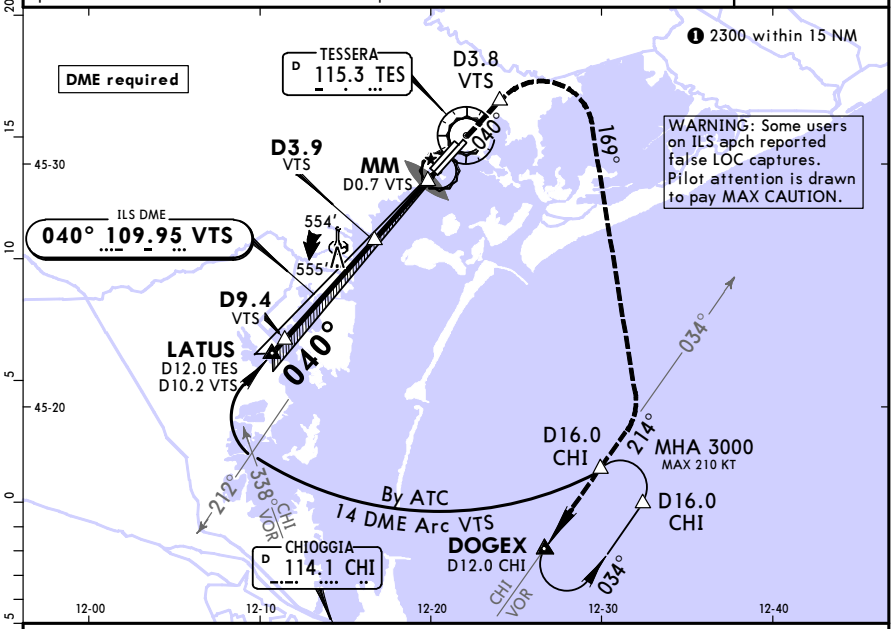
BRIEFING STRIP

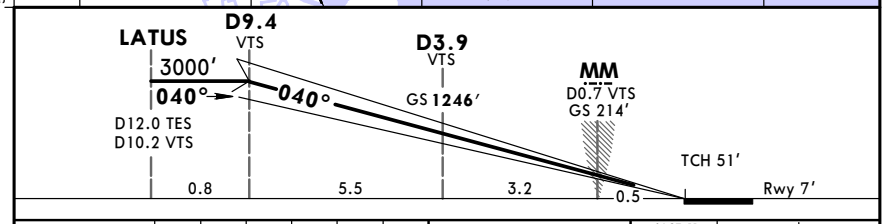
LOC VTS	Final Apch Crs	GS	CAT II & IIIA ILS Refer to Minimums	Apt Elev 7′ / Rwy 7′
109.95	040°	D3.9 VTS 1246′ (1239′)		

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.

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

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000′
Special Aircrew & Aircraft Certification Required.





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

Standard STRAIGHT-IN LANDING RWY 04R

CAT IIIA ILS	CAT II ILS
1	
DH 50′	RA 102′ DA(H) 107′ (100′)
RVR 200m	RVR 300m

PANS OPS

1 CAT IIIB: MIM RVR 75m.

CHANGES: MSA. OM withdrawn. Procedure.

LIPZ/VCE
TESSERA

JEPPESEN
18 DEC 15
(12-1)

VENICE, ITALY
RNAV (GNSS) Rwy 04L

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

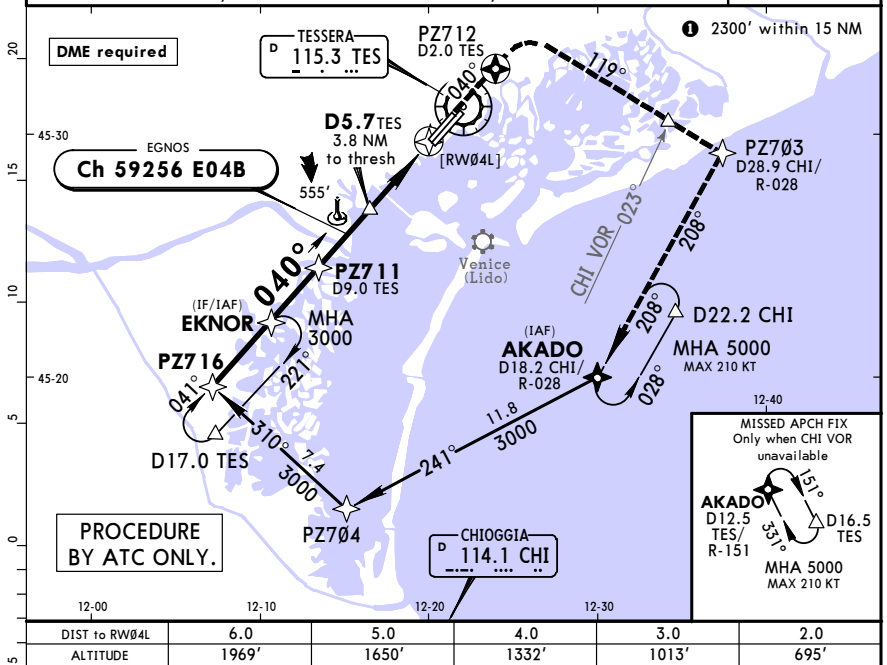
BRIEFING STRIP

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

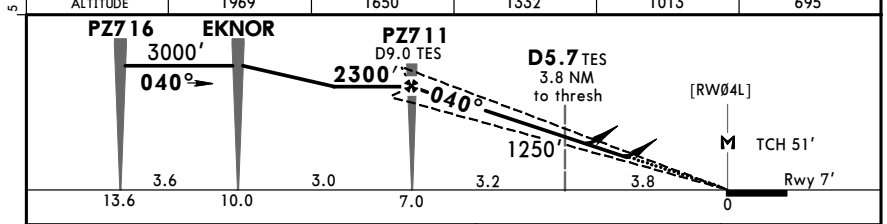
MISSED APCH: Proceed on rwy heading climbing to 5000′. On PZ712/D2.0 TES turn RIGHT (MAX 200 KT) and proceed to PZ703 then AKADO.

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

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



DIST to RW04L	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 RW04L						

HIALS PAPI PZ712

Standard STRAIGHT-IN LANDING RWY 04L

LPV	LNAV
DA(H) A: 270′ (263′) C: 290′ (283′) B: 281′ (274′) D: 300′ (293′)	DA(H) 510′ (503′)
ALS out	ALS out

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

	LPV	LNAV
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

PANS OPS

CHANGES: None.

LIPZ/VCE
TESSERA

JEPPESEN
18 DEC 15 (12-2)

VENICE, ITALY
RNAV (GNSS) Rwy 04R

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

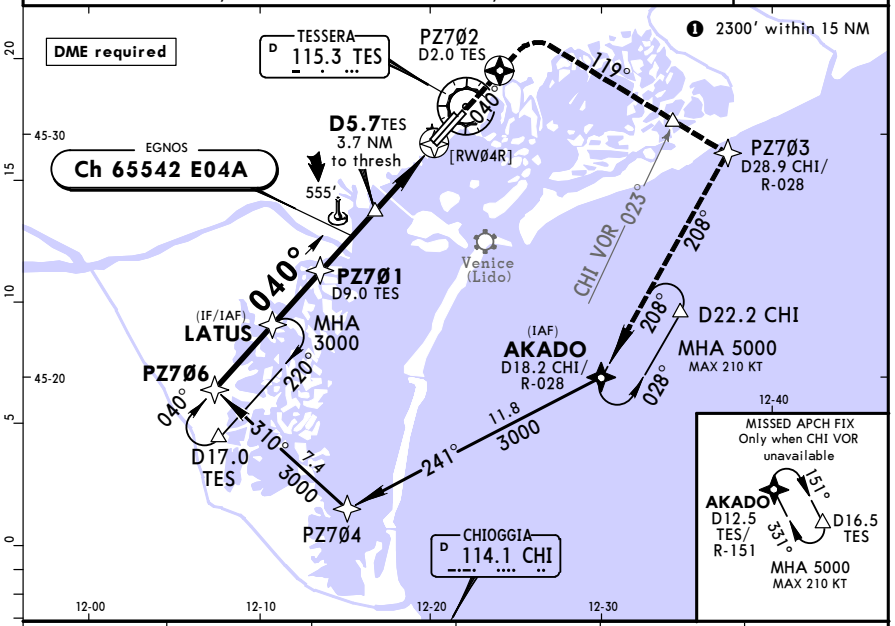
BRIEFING STRIP

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

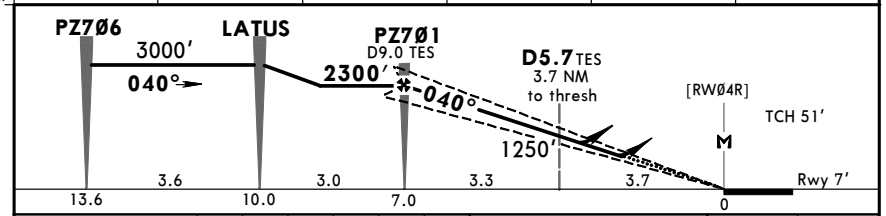
MISSED APCH: Proceed on rwy heading climbing to 5000′. On PZ7Ø2/D2.0 TES turn RIGHT (MAX 200 KT) and proceed to PZ7Ø3 then AKADO.

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

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



DIST to RW04R	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 RW04R							

ALSF-II PAPI PAPI — PZ7Ø2

Standard STRAIGHT-IN LANDING RWY 04R

	LPV	LNAV	CIRCLE-TO-LAND TO RWY 22L Not authorized North of rwy
DA(H)	A: 265′ (258′) C: 285′ (278′) B: 277′ (270′) D: 296′ (289′)	DA(H) 450′ (443′)	

	ALS out	ALS out	Max Kts	MDA(H)	VIS
A	RVR 750m [1]	RVR 1300m	RVR 1400m	RVR 1500m	100	580′ (573′)	1500m
B					135	600′ (593′)	1600m
C		RVR 1400m		CMV 2100m	180	730′ (723′)	2400m
D					205	950′ (943′)	3600m

[1] With TDZ, CL and HUD: CAT A,B,C: RVR 600m, CAT D: RVR 650m.

PANS OPS

CHANGES: LATUS holding.

LIPZ/VCE
TESSERA

JEPPESEN
18 AUG 17 (12-3)

VENICE, ITALY
RNAV (GNSS) Rwy 22L

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

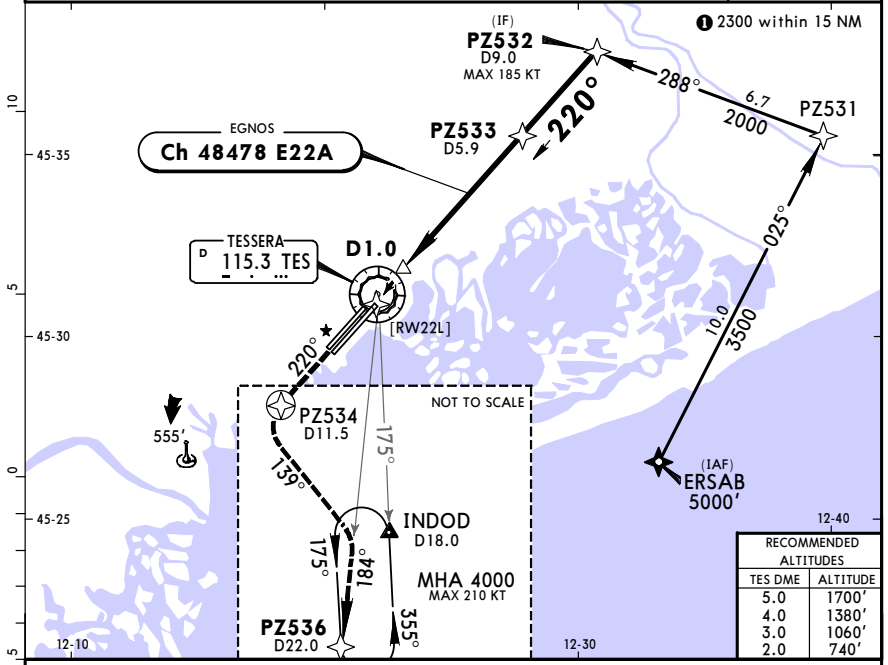
BRIEFING STRIP

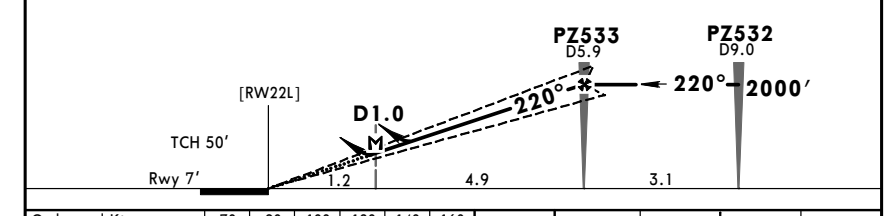
EGNOS	Final	Minimum Alt	LPV	Apt Elev 7′
Ch 48478 E22A	Apch Crs 220°	PZ533 2000′ (1993′)	DA(H) Refer to Minimums	Rwy 7′

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.

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

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

Standard STRAIGHT-IN LANDING RWY 22L

	LPV	LNAV CDFA	CIRCLE-TO-LAND TO RWY 04R Not authorized North of rwy
DA(H)	A: 383′ (376′) C: 403′ (396′) B: 395′ (388′) D: 414′ (407′)	DA/MDA(H) 500′ (493′)	

	ALS out	ALS out	Max Kts	MDA(H)	VIS
A	RVR 1500m	RVR 1500m	100	580′ (573′)	1500m
B			135	600′ (593′)	1600m
C	RVR 1600m	RVR 1800m	180	730′ (723′)	2400m
D	RVR 1700m	RVR 1900m	205	950′ (943′)	3600m

PANS OPS

CHANGES: Recommended altitudes.

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

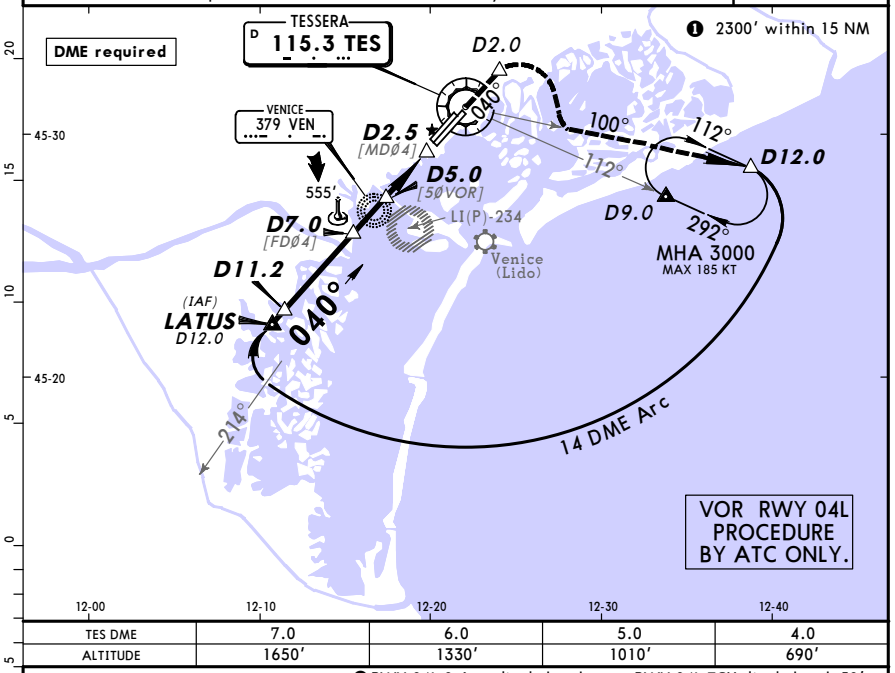
BRIEFING STRIP TM

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

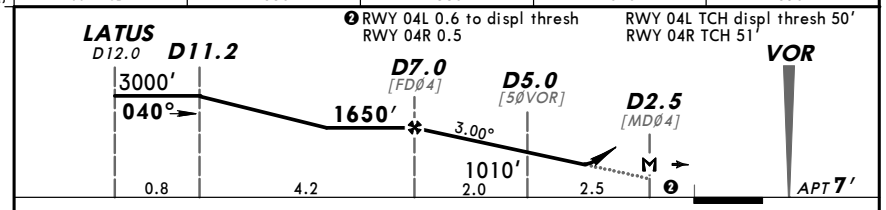
MISSED APCH: Climb on 040° to 3000′. At D2.0 turn RIGHT (MAX 200 KT) to intercept and follow R-100. At D12.0 join holding.

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

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



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		CIRCLE-TO-LAND After 04L TO RWY 22R After 04R TO RWY 22L Not authorized North of rwy		
					Max Kts	MDA(H)	VIS
A	1500m		RVR 1500m		100	580′ (573′)	1500m
B					135	600′ (593′)	1600m
C	2100m	2400m	RVR 1800m	CMV 2400m	180	730′ (723′)	2400m
D					205	950′ (943′)	3600m

CHANGES: ATIS frequency.

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

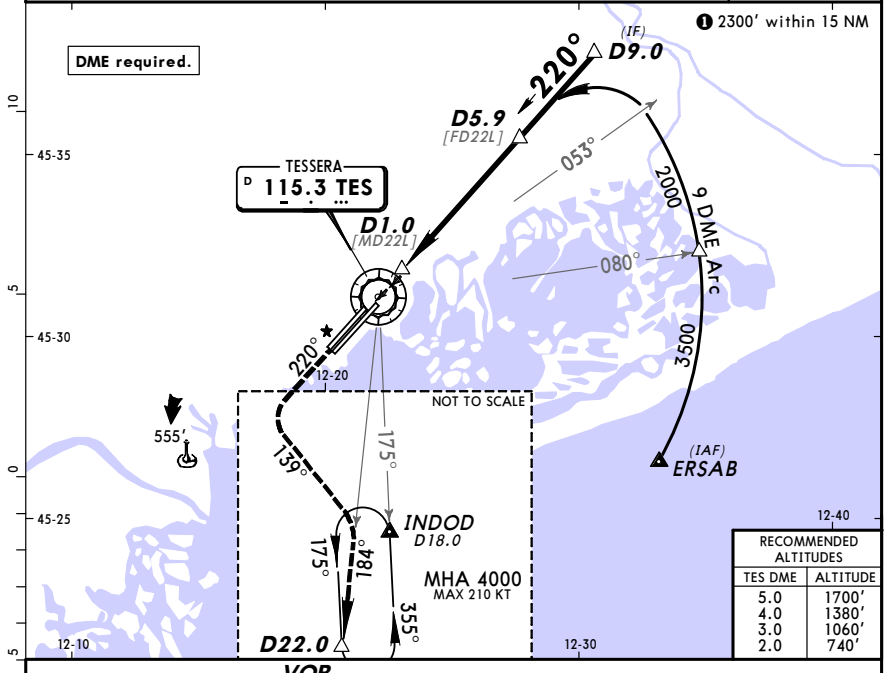
BRIEFING STRIP TM

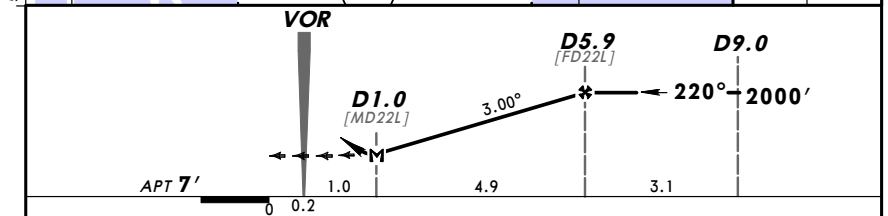
VOR	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev
TES 115.3	220°	D5.9 2000′ (1993′)	430′ (423′)	7′

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.

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

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





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		CIRCLE-TO-LAND TO RWY 04R Not authorized North of rwy		
			Max Kts	MDA(H)	VIS
A	RVR 1500m		100	580′ (573′)	1500m
B			135	600′ (593′)	1600m
C	RVR 1800m	RVR 2000m	180	730′ (723′)	2400m
D			205	950′ (943′)	3600m

CHANGES: ATIS frequency.

LIPZ/VCE
TESSERA

JEPPESEN
20 APR 18 (13-3) Eff 26 Apr

VENICE, ITALY
VOR Rwy 22R

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

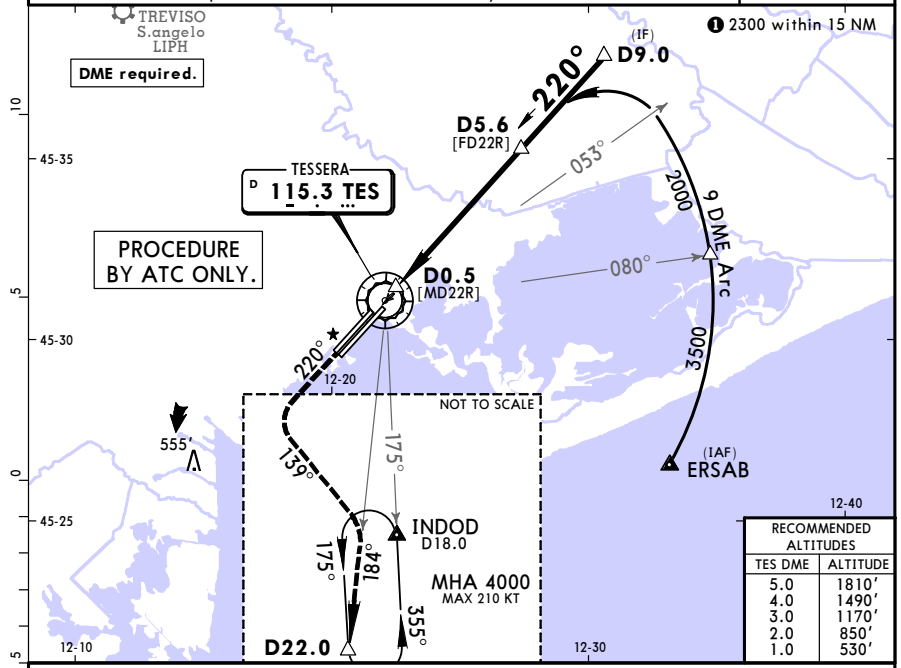
BRIEFING STRIP™

VOR TES	Final Apch Crs	Minimum Alt	DA/MDA(H)	Apt Elev
115.3	220°	D5.6 2000′ (1993′)	430′ (423′)	7′

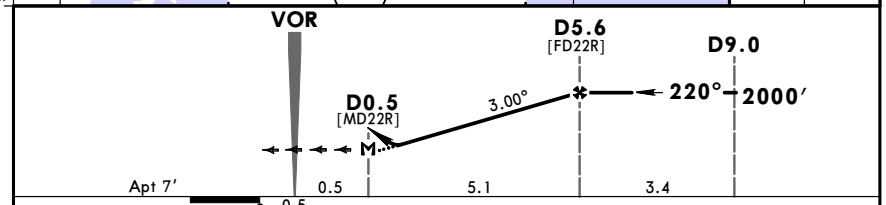
MISSED APCH: Climb on 220° to 4000′. Passing 2000′ turn LEFT (MAX 210 KT) on 139° to join and follow R-184. At D22.0 join INDOD holding.

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

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



RECOMMENDED ALTITUDES	
TES DME	ALTITUDE
5.0	1810′
4.0	1490′
3.0	1170′
2.0	850′
1.0	530′



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
CDFA
DA/MDA(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: Printing sequence.

Revision Letter For Cycle 12-2018
Printed on 05 Jul 2018
Page 1

JEPPESEN
JeppView for Windows

Chart changes since cycle 11-2018

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

VENICE, (TESSERA - LIPZ)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LIPZ