

## CHECK LIST OF PAGES

PAGES	01 28AUG08	02 07JUN07	03 17FEB05	04 17FEB05	05 17FEB05	06 08JUL04	07 31JUL08	08 23OCT08
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TAKE OFF	TKOF MINIMA			
	RWY	B	C	D
	04L	0-1100	0-1100	0-1100
	22R	0-1100	0-1100	0-1100
	04R	0-75	0-75	0-75
	22L	0-800	0-800	0-800

ILS 04 R	CAT3B	B		C		D	
	CAT 2	RA 100	(100) R300	RA 100	(100) R300	RA 100	(100) R300
	CAT 1	210	(200) R550	210	(200) R550	210	(200) R550
	GP U/S	400	(400) R1000	400	(400) R1000	400	(400) R1400
	CIRC 1	600	(600) 1600	800	(800) 2400	1000	(1000) 3600
1 South and to RWY 22L only.							

VORDME 04 L/R	B		C		D	
	VORDME 04L	550 (550) R1500	550 (550) R1600	550 (550) R1800	550 (550) R1800	550 (550) R1800
	VORDME 04R	520 (520) R1200	520 (520) R1200	520 (520) R1600	520 (520) R1600	520 (520) R1600
	CIRC 1	600 (600) 1600	800 (800) 2400	1000 (1000) 3600	1000 (1000) 3600	1000 (1000) 3600
1 After APCH RWY 04L to RWY 22R only. After APCH RWY 04R to RWY 22L only. South only.						

VORDME 22 L	B		C		D	
	VORDME 1	430 (430) R1400	430 (430) R1600	430 (430) R1800	430 (430) R1800	430 (430) R1800
	CIRC 2	600 (600) 1600	800 (800) 2400	1000 (1000) 3600	1000 (1000) 3600	1000 (1000) 3600
1 Missed approach climb gradient Mnm 3.5%. 2 After APCH RWY 22L to RWY 04R. South only.						

VORDME 22 R	B		C		D	
	VORDME 1	550 (550) R1500	550 (550) R1600	550 (550) R1800	550 (550) R1800	550 (550) R1800
	VORDME	1300 (1300) R1500	1300 (1300) R1800	1300 (1300) R1800	1300 (1300) R2000	1300 (1300) R2000
	CIRC 2	600 (600) 1600	800 (800) 2400	1000 (1000) 3600	1000 (1000) 3600	1000 (1000) 3600
1 Missed approach climb gradient Mnm 3.5%. 2 After APCH RWY 22R to RWY 04L. South only.						

L 04 R	B		C		D	
	L	520 (520) R1200	520 (520) R1200	520 (520) R1600	520 (520) R1600	520 (520) R1600
	CIRC 1	600 (600) 1600	800 (800) 2400	1000 (1000) 3600	1000 (1000) 3600	1000 (1000) 3600
1 South and to RWY 22L only.						

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ARRIVAL INFO

1

AERODROME HOURS

H24

ATIS

122.225

NOISE ABATEMENT

- Overflying city of Venice prohibited below **3000**.
- 2200-0500 (summer 2100-0400), use the entire length of RWY to reach parking area.

TAXI PROCEDURES

- When RWY 04 R/22 L is operative, RWY 04 L/22 R used as MAIN TWY.
- TWY R1 is AVBL to wide body ACFT when stand 443 is not being used.

PARKING PROCEDURES

Stands 101 to 116 are available only via TWY R6.

OTHER INFORMATION

**STARs:** No STAR text published.

Caution

- Military firing area "Punta-Bacucco" located on south of airport (activated by notam).
- Possibility of smoke columns up to **665** located 5 NM South-West of RWY 04 L/R on extended RWY centerline.

Vicenza holding pattern

MHA over VIC raised to **5500** in turbulence conditions. **MAX IAS 280**.

L 04 R procedure

The altitude of **1850** shall be left only when ACFT is well established on 041° to VEN.

Birds

Bird concentration in the vicinity of AD.

RWY USE

- RWY 04 L/22 R is normally use as «MAIN TWY».
- In special circumstances (e.g. RWY 04 R/22 L closed), and only if visibility is equal or more than 1500 m, RWY 04 L/22 R will be used as a RWY.
- When RWY 04 L/22 R is operative, RWY 04 R/22 L is closed.

Low Visibility Procedures

- CAT 2 OPS start when RVR is equal or below 550 m.
- CAT 3 OPS start when RVR is equal or below 300 m.
- When RVR is equal or below 800 m, only RWY 04R is AVBL.  
Arriving ACFT shall vacate RWY via TWYs B5, B7 or B8, MAIN TWY then R6. Movements on Apron with Follow-me only.

ARRIVAL INFO

2

- Holding bays B3, B4, B5, B6, B7, B8 are not AVBL when LVP CAT 2/3 are activated.
- When RVR is equal or below 150 m, only one movement at the time is authorized.

Use of APU

At stands 101 to 116, 217 to 221 and 322 to 330, APU allowed till block-on.

COMMUNICATION FAILURE

ICAO STANDARD, and in addition :

- Designated radio aid : VEN L.

- When a vector has been received which has taken the ACFT off the STAR, pilots shall fly to designed radio-aid maintaining the last assigned and acknowledged level, if at/or above the published minimum holding altitude :

1. Pilots shall climb to such altitude, if the assigned level is bellow, before flying to the designed radio-aid.
2. Thereafter they shall comply with ICAO STANDARD.

ADDITIONAL COMPANY INFO

Company frequency

131.700 Gesac (0600-2400 LT).

Caution

Possible turbulence on RWY 04 extended centerline at about 5 NM before THR due to hot air bubble from industrial chimney.

Loading

Loading/unloading operations of Cargo ACFT from 1600 to 0700 with following previous notice :

1. Weekdays from MON to FRI : within 0900.
2. From SAT to SUN : within 0900 of FRI.
3. WeekHol : within 0900 of day before.

RVR Reading

Transmissometer position from THR :

RWY	TDZ	MID	END
04R	300 m (984 ft)	1400 m (4593 ft)	3000 m (9843 ft)
22L	300 m (984 ft)	1900 m (6234 ft)	3000 m (9843 ft)

Changes: NIL

Changes: LVP

## DEPARTURE INFO

1

## ATIS

122.225

## START-UP PROCEDURES

TWR: Venice 120.200

GND: Venice 121.700 0600-2200 (summer 0500-2100)

Request Start-up clearance on GND, 10 min. prior to start engines.

## TAXI PROCEDURES

- When RWY 04 R/22 L is operative, RWY 04 L/22 R uses as MAIN TWY.
- TWY R1 is AVBL to wide body ACFT when stand 443 is not being used.

## NOISE ABATEMENT

- Apply noise abatement TKOF technique as per Airplane Operations Manual.
- Overflying city of Venice prohibited below **3000**.

## Engine test

Engine test are prohibited between 2200-0500 (summer 2100-0400).

## OTHER INFORMATION

## Caution

- Military firing area "Punta-Bacucco" located on south of airport (activated by notam) : Special crossing altitude when area activated, see SIDs text.
- Possibility of smoke columns up to **665** located 5 NM South-West of RWY 04 L/R on extended RWY centerline.

## RWY USE

- RWY 04L/22R is normally use as «MAIN TWY».
- In special circumstances (e.g. RWY 04 R/22 L closed), and only if visibility is equal or more than 1100 m, RWY 04 L/22 R will be used as a runway.
- When RWY 04 L/22 R is operative, RWY 04 R/22 L is closed.

## Low Visibility Procedures

- CAT 2 OPS start when RVR is equal or below 550 m.
- CAT 3 OPS start when RVR is equal or below 300 m.
- LVTO activated as follows :
  - a) CAT B/C : when RVR value less than 400 m and equal or greater than 150 m.
  - b) CAT D : when RVR value less than 400 m and equal or greater than 200 m.
- When RVR is equal or below 800 m, only RWY 04 R is AVBL.  
Departing ACFT shall leave apron via TWYs R2, MAIN TWY then B2.  
Movements on Apron with Follow-me only.
- Holding bays B3, B4, B5, B6, B7, B8 are not AVBL when LVP CAT 2/3 are activated.
- When RVR is equal or below 150 m, only one movement at the time is authorized.

Changes: LVP and LVTO.

## DEPARTURE INFO

2

## Use of APU

APU allowed for start-up only.

If GPU not AVBL, APU allowed not before 60 minutes from ETD and kept on running no longer than 30 minutes from block-on.

## Birds

Bird concentration in the vicinity of AD.

## COMMUNICATION FAILURE

ICAO STANDARD and in addition :

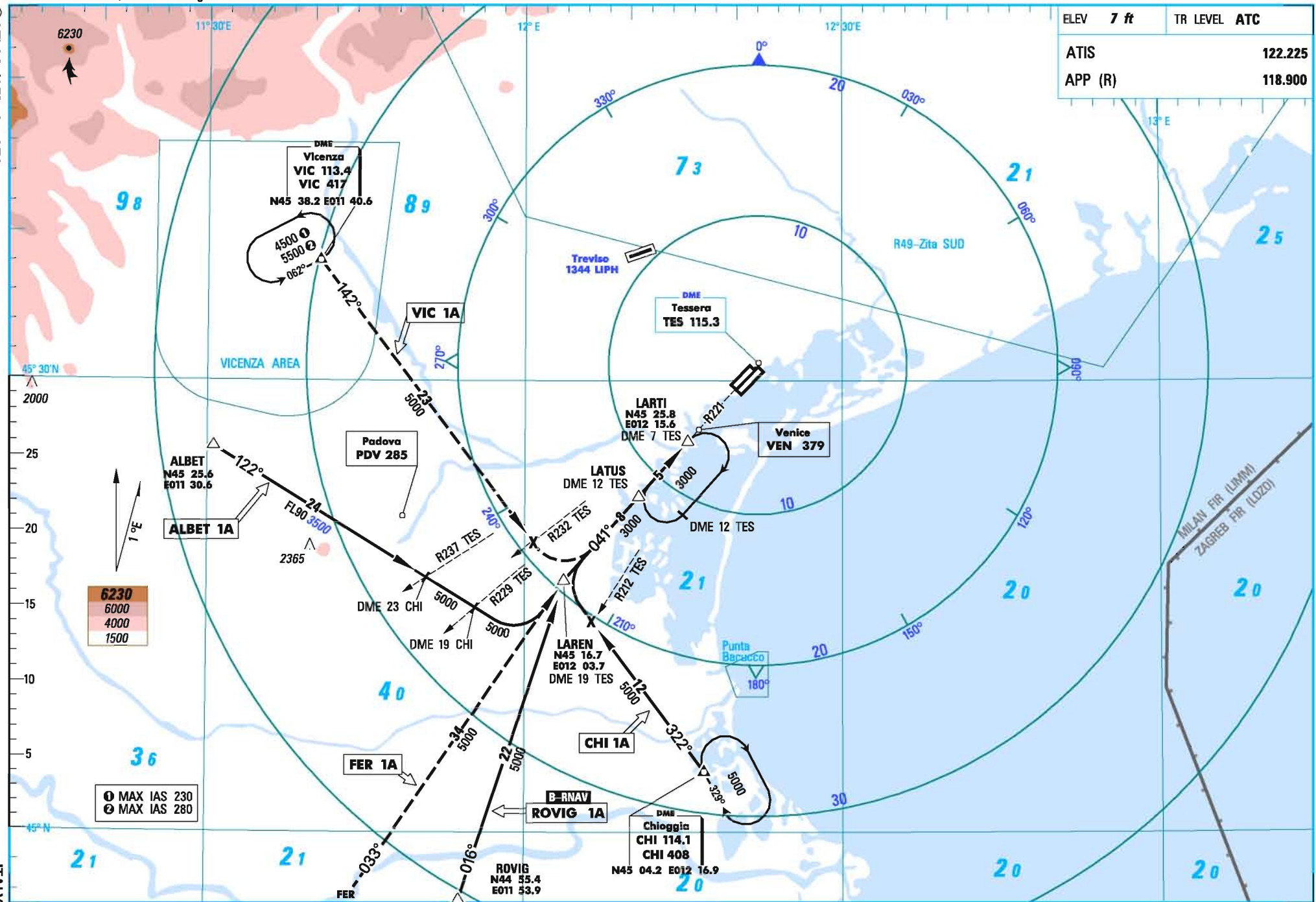
- When a vector has been received which has taken the ACFT off the SID, return to such a route in the shortest way.

## ADDITIONAL COMPANY INFO

## Company frequency

131.700 Gesac (0600-2400 LT).

Changes: NIL



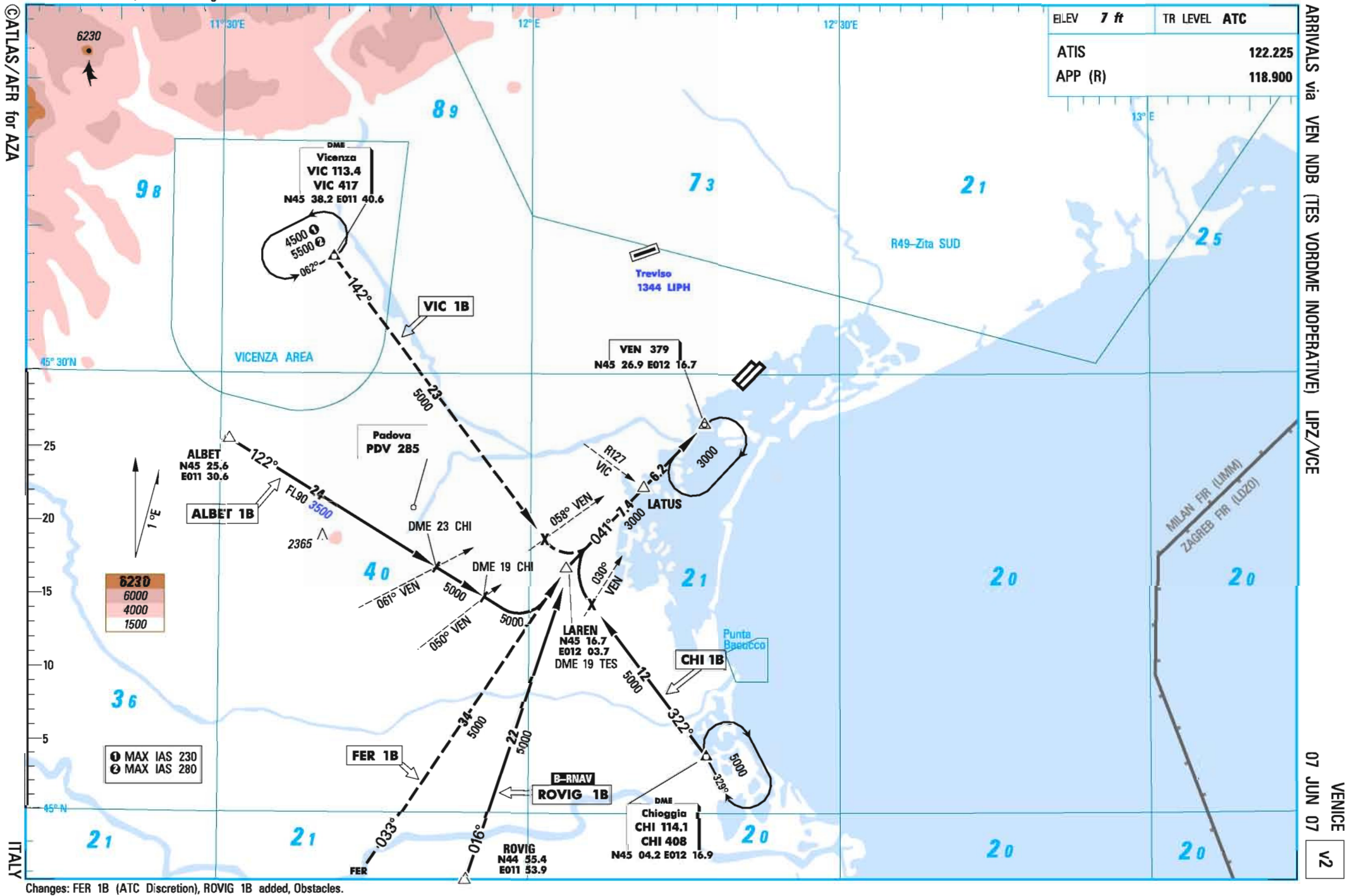
Changes: FER 1A (ATC Discretion), ROVIG 1A added, Obstacles.

ARRIVALS (TES VOR DME)

LIPZ/VCE

07 JUN 07

1



©ATLAS/AFR for AZA

21JAN03-LIPZ-ZTGR-BLACK

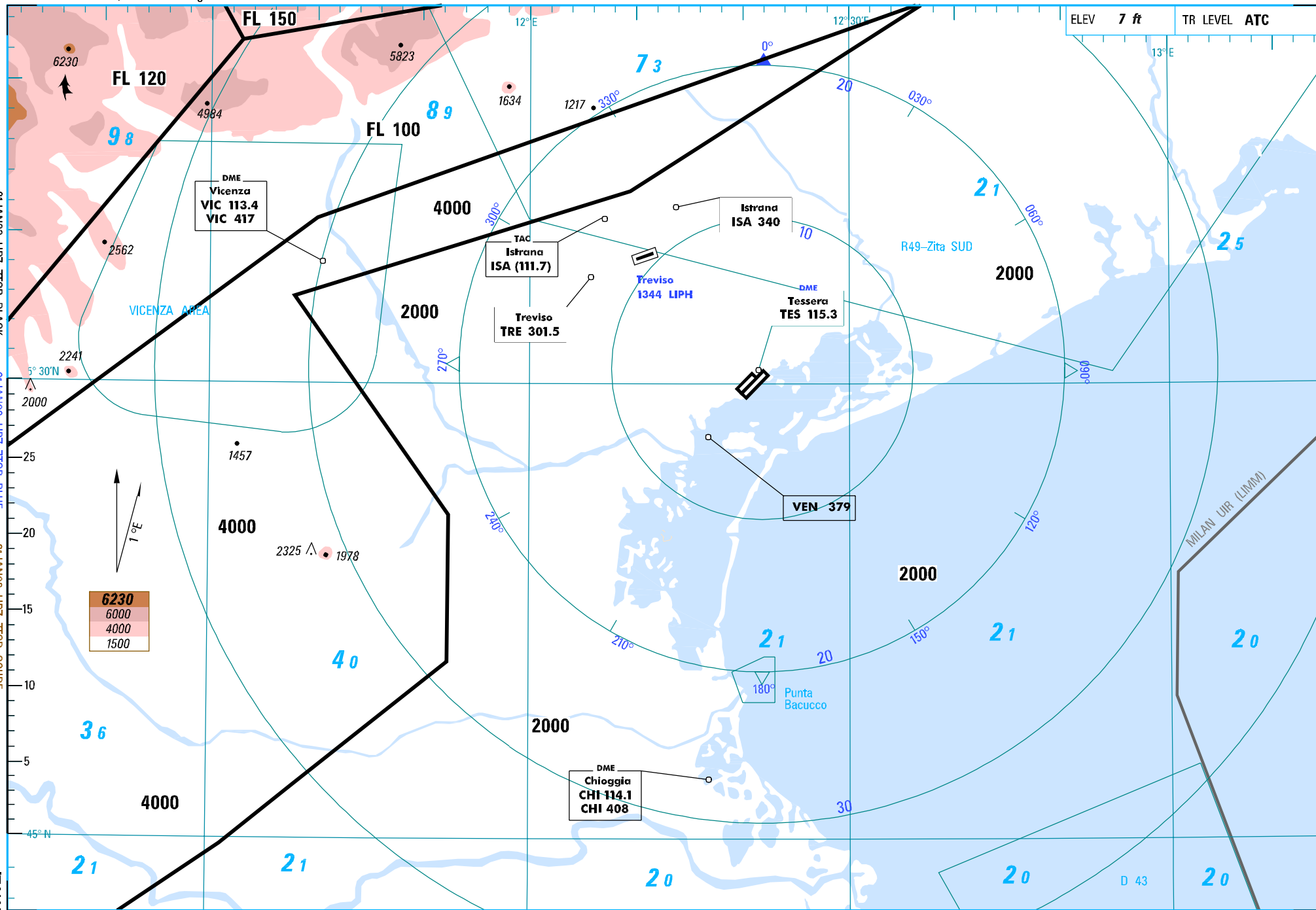
21JAN03

21JAN03-LIPZ-ZTGR-BLUE

21JAN03-LIPZ-ZTGR-OCBRE

21JAN03

ITALY



ELEV 7 ft TR LEVEL ATC

MINIMUM RADAR ALTITUDES

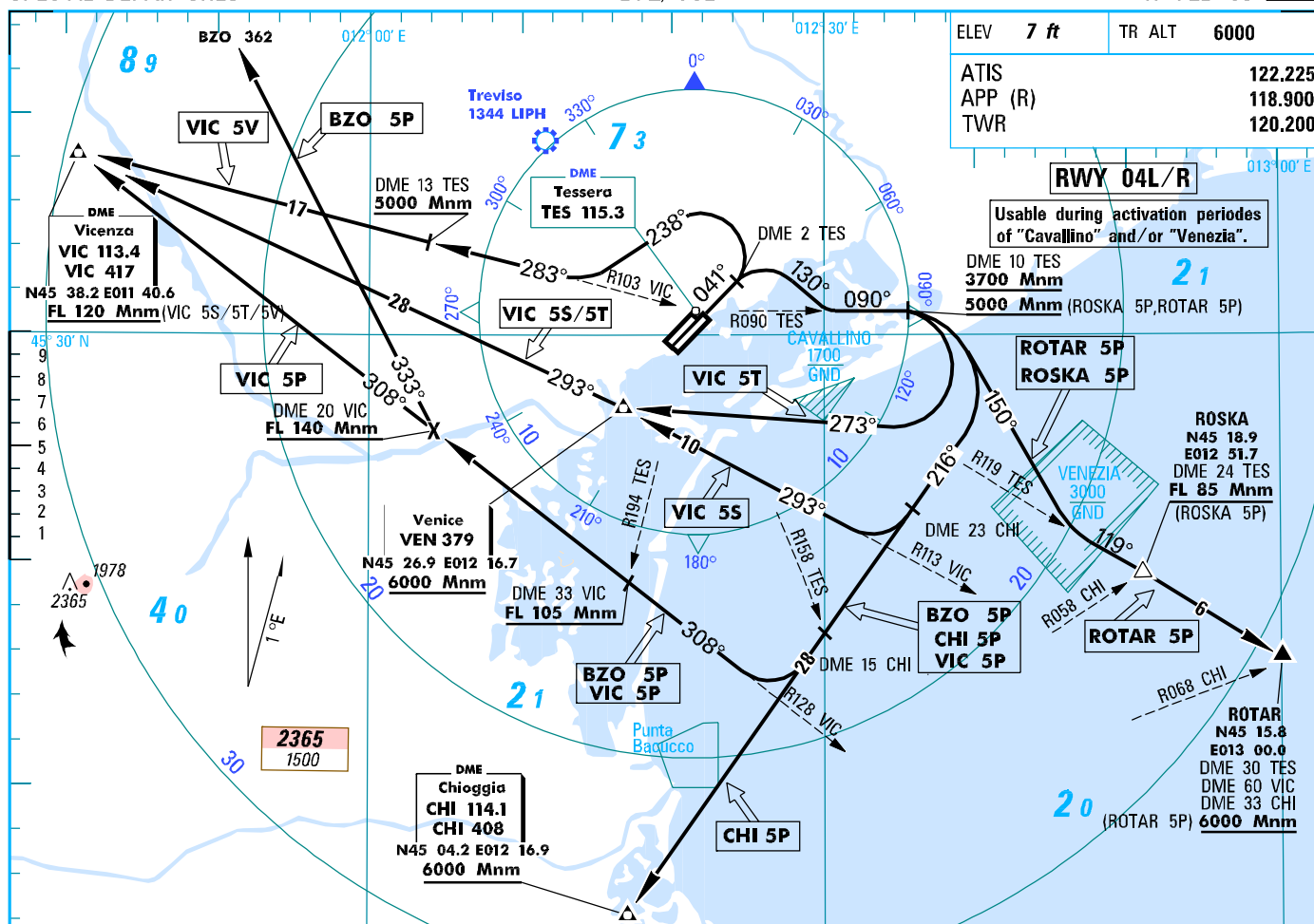
LIPZ/VCE

17 FEB 05

VENICE  
3

Changes:Nil.





Changes: Revised.

04FEB05-LIPZ-SPEC04-BLACK

08OCT03-LIPZ-SPEC04-BLUE  
08OCT03

080CT03-LIPZ-SPEC04-0CHRE  
080CT03

# INTENTIONALLY

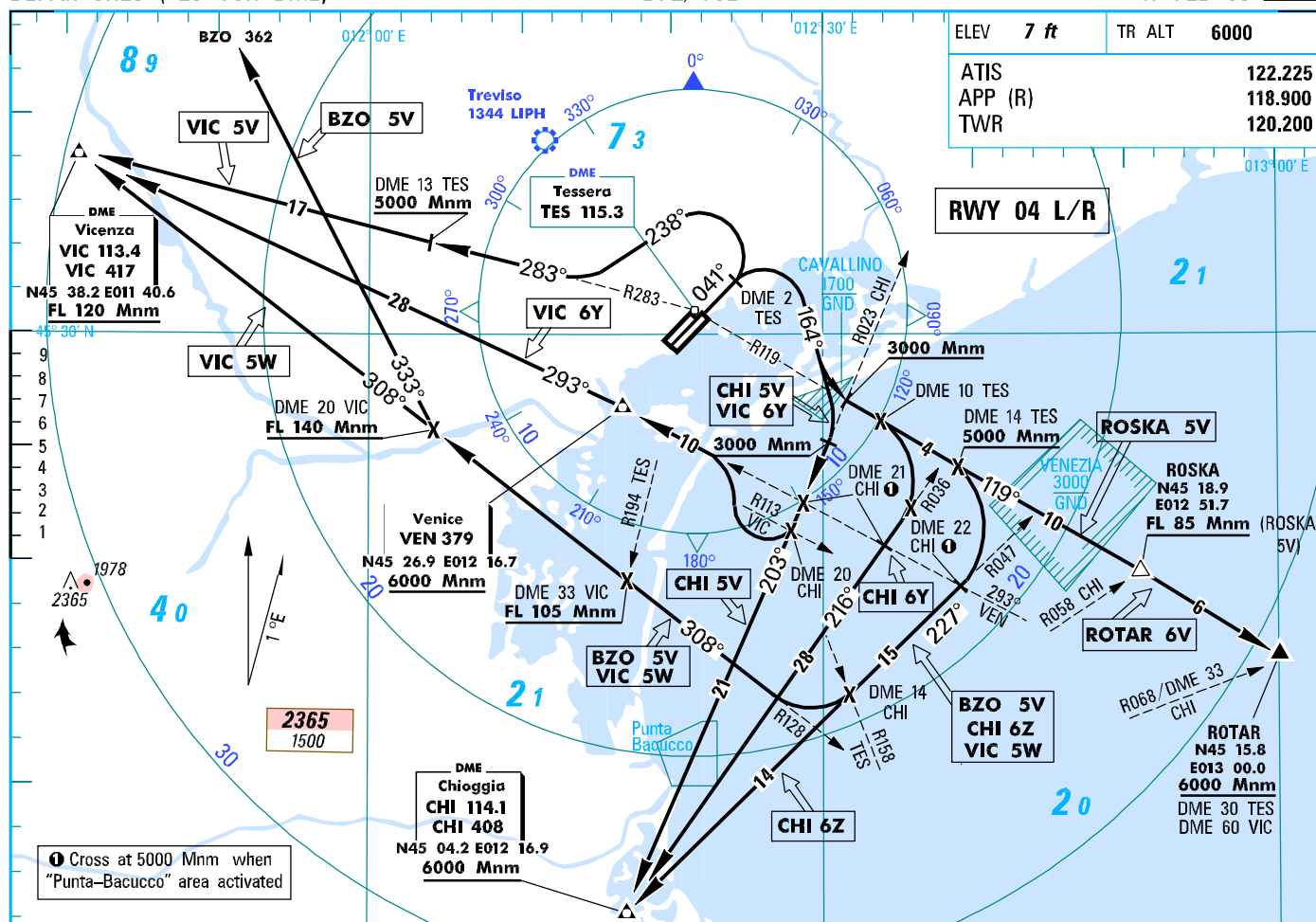
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DEPARTURES (TES VOR DME)

ELEV	<b>7 ft</b>	TR ALT	<b>6000</b>
ATIS			<b>122.225</b>
APP (R)			<b>118.900</b>
TWR			<b>120.200</b>

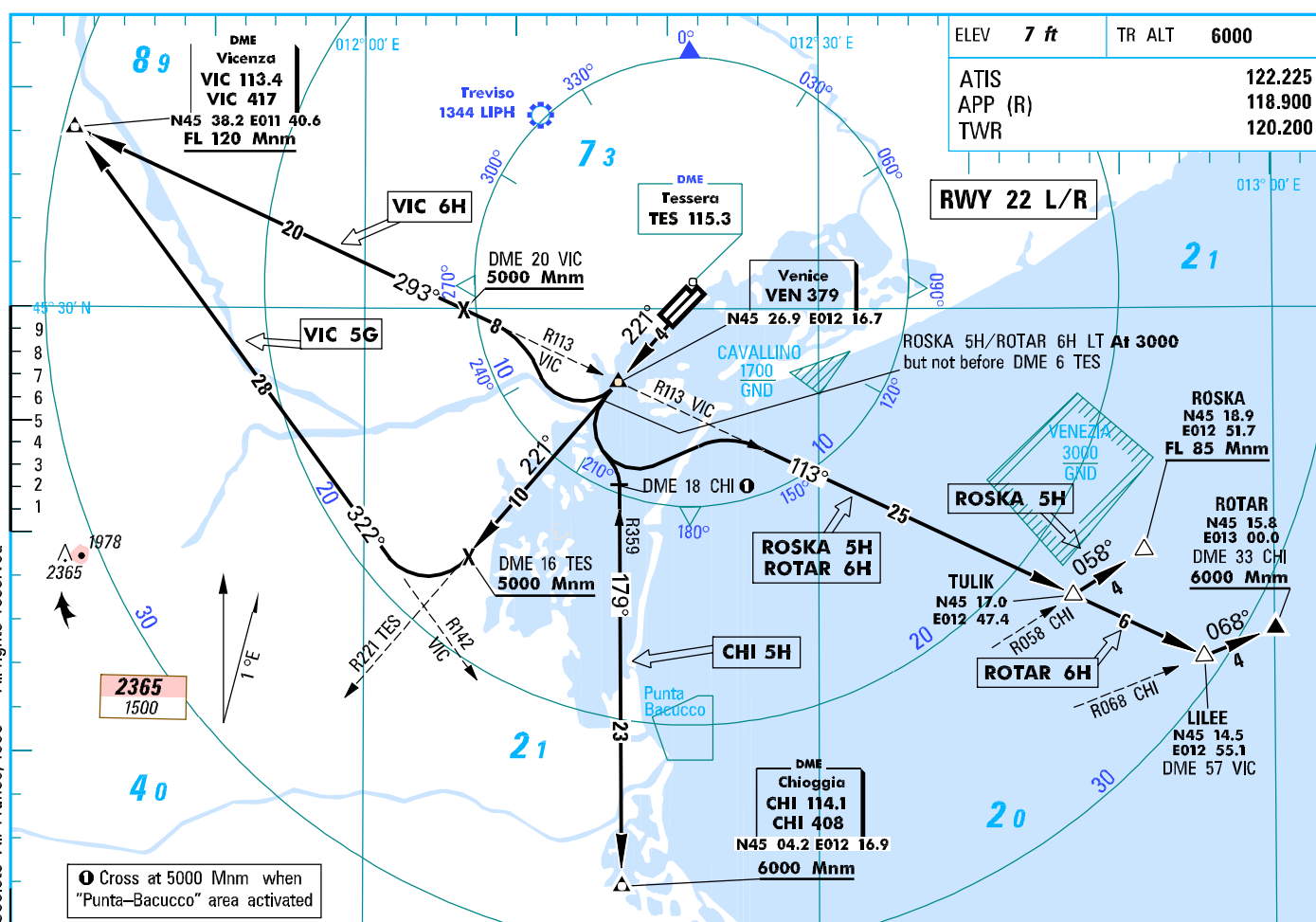


Changes: Revised.

04FEB05-LIPZ-DTES04-BLACK

09OCT03-LIPZ-DTES04-BLUE  
09OCT03

21JAN03-LIPZ-DTES04-0CHRE  
21JAN03



**Changes: Revised.**

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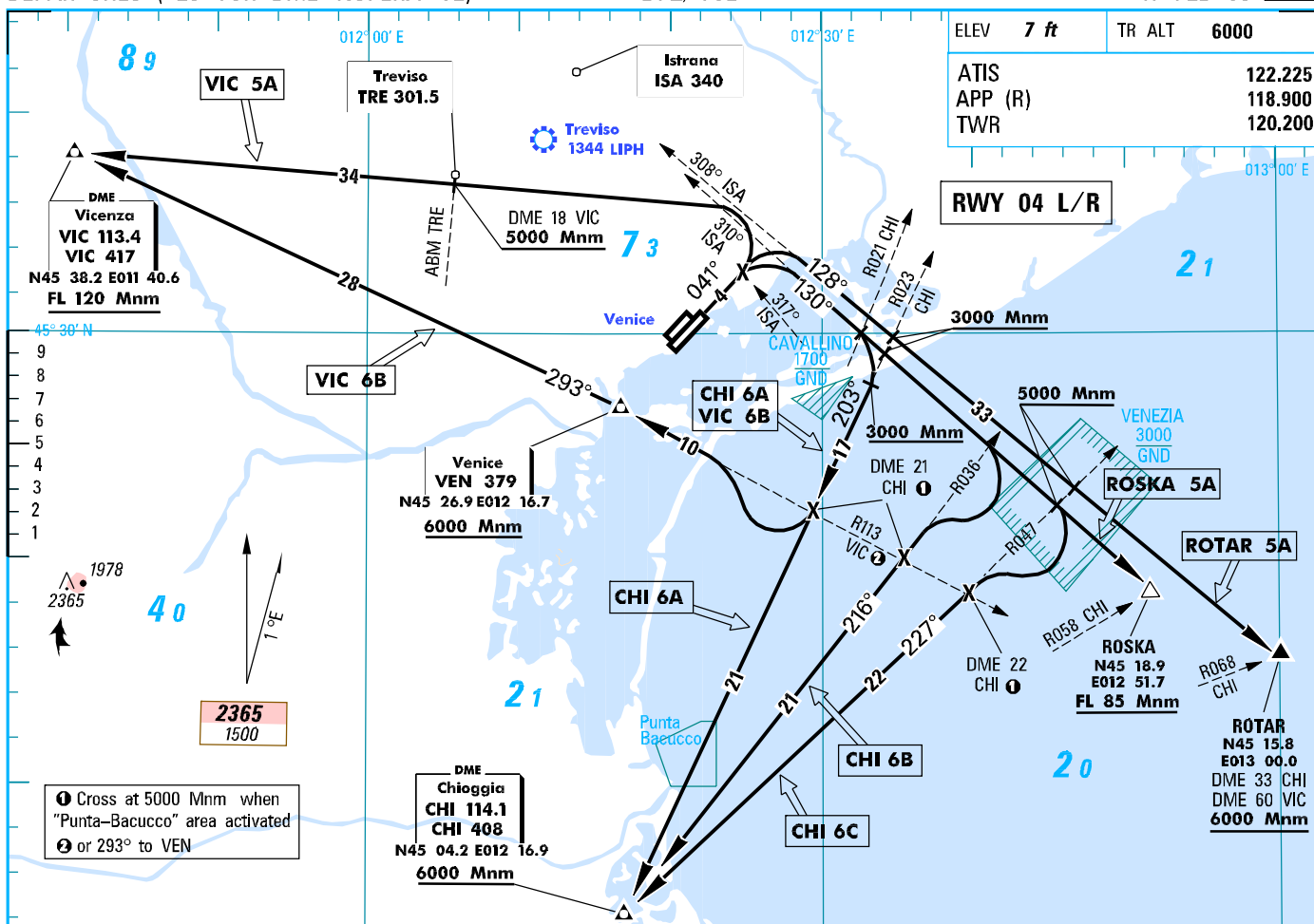
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03MAR04-LIPZ-DTES22-BLUE  
03MAR04

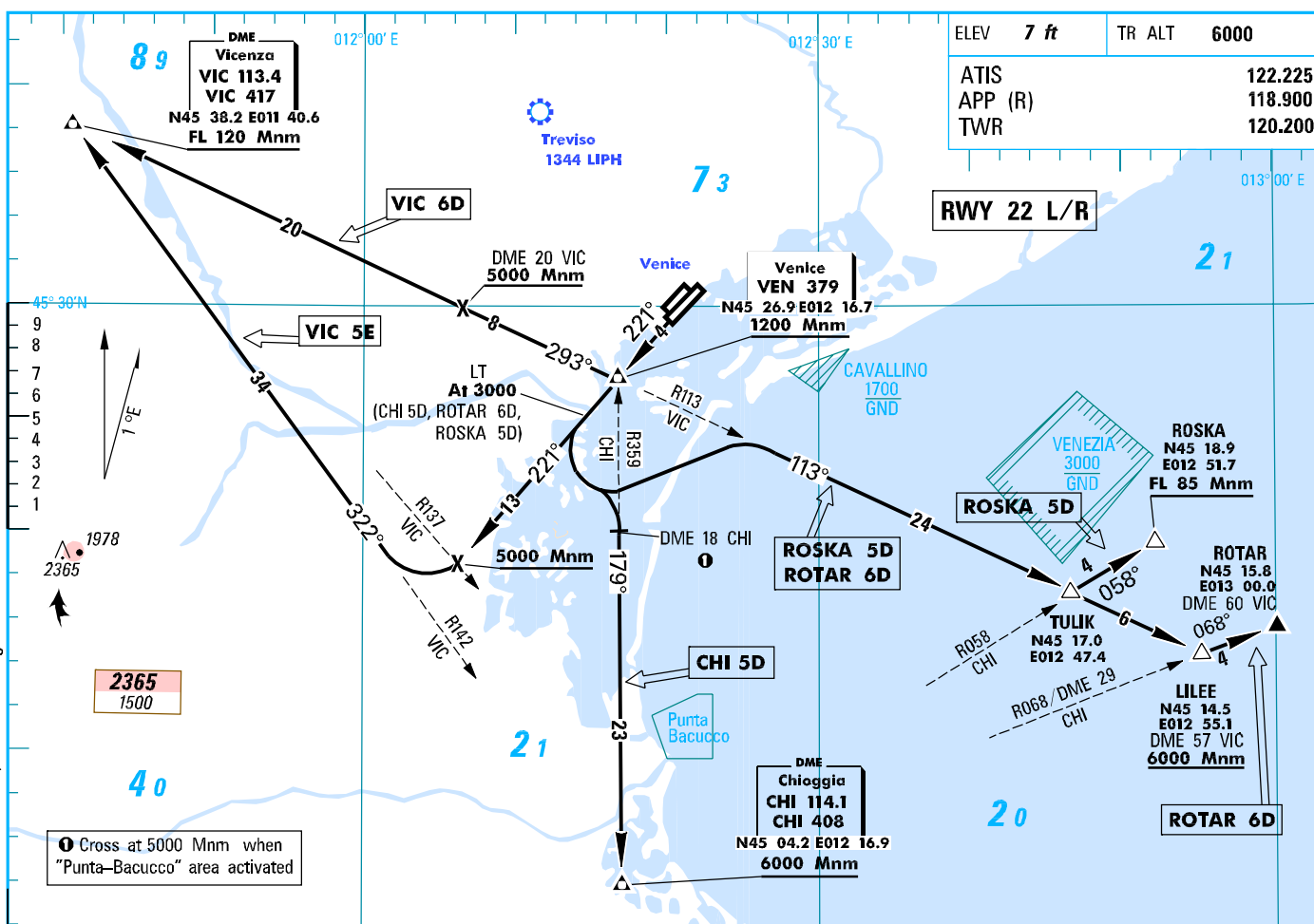
21JAN03-LIPZ-DTES22-0CHRE  
21JAN03

ITALY

17 FEB 05



Changes: Revised.



Changes: Revised.

SIDs RWY 04 L/R (TES VORDME) 1		
RWY 04 L/R (041°)		
<b>ALL SIDs</b> - On 041° to DME 2 TES and RT or LT on ..... - Turn after Take-Off shall be executed with <b>MAX IAS 250</b> , bank angle 25°, or rate of turn 2°/sec whichever requires lesser bank. - <b>Caution:</b> Military firing area “Punta-Bacucco” located on south of airport (activated by notam).		
<i>SID</i>	<i>ROUTING</i>	<i>Climb restrictions</i>
<b>BOLZANO 5V (BZO 5V) ❶</b>	On 041° to DME 2 TES, RT on 164° to intercept R119 TES to DME 14 TES, RT on 227° (R047 CHI) to DME 14 CHI, RT on 308° (R128 VIC) to DME 20 VIC, RT on 333° BZO to BZO.	Cross R023 CHI at <b>3000 Mnm</b> , DME 14 TES at <b>5000 Mnm</b> , DME 33 VIC at <b>FL 105 Mnm</b> , DME 20 VIC at <b>FL 140 Mnm</b>
<b>CHIOGGIA 5V (CHI 5V) ❶</b>	On 041° to DME 2 TES, RT on 164° to intercept R023 CHI to CHI.	Cross R023 CHI at <b>3000 Mnm</b> , CHI at <b>6000 Mnm</b> .
<b>CHIOGGIA 6Y (CHI 6Y) ❶</b>	On 041° to DME 2 TES, RT on 164° to intercept R119 TES to DME 10 TES, RT on 216° (R036 CHI) to CHI.	Cross R023 CHI at <b>3000 Mnm</b> , CHI at <b>6000 Mnm</b> .
<b>CHIOGGIA 6Z (CHI 6Z) ❶</b>	On 041° to DME 2 TES, RT on 164° to intercept R119 TES to DME 14 TES, RT on 227° (R047 CHI) to CHI.	Cross R023 CHI at <b>3000 Mnm</b> , DME 14 TES at <b>5000 Mnm</b> , CHI at <b>6000 Mnm</b> .
<b>ROSKA 5V</b>	On 041° to DME 2 TES, RT on 164° to intercept R119 TES to ROSKA.	Cross R023 CHI at <b>3000 Mnm</b> , DME 14 TES at <b>5000 Mnm</b> , ROSKA at <b>FL 85 Mnm</b> .
<b>ROTAR 6V</b>	On 041° to DME 2 TES, RT on 164° to intercept R119 TES to ROTAR.	Cross R023 CHI at <b>3000 Mnm</b> , DME 14 TES at <b>5000 Mnm</b> , ROTAR at <b>6000 Mnm</b> .
<div>❶ Cross 293° to VEN L at <b>5000 Mnm</b> when firing area “Punta-Bacucco” activated.</div>		

Changes: NIL.

SIDs RWY 04 L/R (TES VORDME) 2		
RWY 04 L/R (041°) (Cont'd)		
<i>SID</i>	<i>ROUTING</i>	<i>Climb restrictions</i>
<b>VICENZA 5V (VIC 5V) ❷</b>	On 041° to DME 2 TES, LT on 238° to intercept R283 TES (R103 VIC) to VIC.	Cross DME 13 TES at <b>5000 Mnm</b> , VIC at <b>FL 120 Mnm</b> .
<b>VICENZA 5W (VIC 5W) ❶</b>	On 041° to DME 2 TES, RT on 164° to intercept R119 TES to DME 14 TES, RT on 227° (R047 CHI) to DME 14 CHI, RT on 308° (R128 VIC) to VIC.	Cross R023 CHI at <b>3000 Mnm</b> , DME 14 TES at <b>5000 Mnm</b> , DME 33 VIC at <b>FL 105 Mnm</b> , DME 20 VIC at <b>FL 140 Mnm</b>
<b>VICENZA 6Y (VIC 6Y) ❷</b>	On 041° to DME 2 TES, RT on 164° to intercept R023 CHI to DME20CHI, RT on 293° (R113 VIC), via VEN to VIC.	Cross R023 CHI at <b>3000 Mnm</b> , VEN at <b>6000 Mnm</b> , VIC at <b>FL 120 Mnm</b> .
<div>❶ Cross 293° to VEN L at <b>5000 Mnm</b> when firing area “Punta-Bacucco” activated. ❷ Authorized only when military traffic permits.</div>		

Changes: NIL.

SIDs RWY 04 L/R (TES VORDME INOPERATIVE) 3		
RWY 04 L/R (041°)		
<b>ALL SIDs</b> - SIDs are also minimum noise routings. Strict adherence within the limits of performance criteria mandatory. - Turn after Take-Off shall be executed with <b>MAX IAS 250</b> , bank angle 25°, or rate of turn 2°/sec whichever requires lesser bank. - <b>Caution:</b> Military firing area "Punta-Bacucco" located on south of airport (activated by notam).		
SID	ROUTING	Climb restrictions
<b>CHIOGGIA 6A (CHI 6A)</b> ❶	On 041° until 317° to ISA, RT on 130° from ISA to R021 CHI, RT on 203° (R023) to CHI.	Cross R023 CHI at <b>3000 Mnm</b> , CHI at <b>6000 Mnm</b> .
<b>CHIOGGIA 6B (CHI 6B)</b> ❶	On 041° until 317° to ISA, RT on 130° from ISA to join 216° (R036) to CHI.	Cross R023 CHI at <b>3000 Mnm</b> , CHI at <b>6000 Mnm</b> .
<b>CHIOGGIA 6C (CHI 6C)</b> ❶	On 041° until 317° to ISA, RT on 130° from ISA to join 227° (R047) to CHI.	Cross R023 CHI at <b>3000 Mnm</b> , R047 CHI at <b>5000 Mnm</b> , CHI at <b>6000 Mnm</b> .
<b>ROSKA 5A</b>	On 041° until 317° to ISA, RT on 130° (QDR 130° ISA) to ROSKA.	Cross R023 CHI at <b>3000 Mnm</b> , R047 CHI at <b>5000 Mnm</b> , ROSKA at <b>FL85 Mnm</b> .
<b>ROTAR 5A</b>	On 041° until 317° to ISA, RT on 128° from ISA to ROTAR.	Cross R023 CHI at <b>3000 Mnm</b> , R047 CHI at <b>5000 Mnm</b> , ROTAR at <b>6000 Mnm</b> .
<div>❶ Cross 293° to VEN L at <b>5000 Mnm</b> when firing area "Punta-Bacucco" activated.</div>		

Changes: NIL.

SIDs RWY 04 L/R (TES VORDME INOPERATIVE) 4		
RWY 04 L/R (041°) (Cont'd)		
SID	ROUTING	Climb restrictions
<b>VICENZA 5A (VIC 5A)</b> ❷	On 041° until 317° to ISA, LT to VIC.	Cross ABM TRE at <b>5000 Mnm</b> , VIC at <b>FL 120 Mnm</b> .
<b>VICENZA 6B (VIC 6B)</b> ❷	On 041° until 317° to ISA, RT on 130° from ISA to R021 CHI, RT on 203° (R023 CHI) to DME 21 CHI, RT on 293° (R113) to VIC.	Cross R023 CHI at <b>3000 Mnm</b> , VEN at <b>6000 Mnm</b> , VIC at <b>FL 120 Mnm</b> .
<div>❷ Authorized only when military traffic permits.</div>		

Changes: Revised.

SIDs RWY 04 L/R (SPECIAL SIDs) 5		
RWY 04 L/R (041°)		
SIDs TO BE USED DURING ACTIVATION OF «CAVALLINO» AND/OR «VENEZIA» MILITARY AREAS		
ALL SIDs -Turn after Take-off shall be executed with <b>MAX IAS 250</b> , bank angle 25°, or rate of turn 2°/sec whichever requires lesser bank.		
SID	ROUTING	Climb restrictions
BOLZANO 5P (BZO 5P)	On 041° to DME 2 TES, RT on 130° to intercept R090 TES to DME 10 TES, RT on 216° (R036 CHI) to DME 15 CHI, RT on 308° (R128 VIC) to DME 20 VIC, RT on 333° to BZO.	Cross DME 10 TES at <b>3700 Mnm</b> , DME 33 VIC at <b>FL105 Mnm</b> , DME 20 VIC at <b>FL140 Mnm</b> .
CHIOGGIA 5P (CHI 5P)	On 041° to DME 2 TES, RT on 130° to intercept R090 TES to DME 10 TES, RT on 216° (R036 CHI) to CHI.	Cross DME 10 TES at <b>3700 Mnm</b> , CHI at <b>6000 Mnm</b> .
ROSKA 5P	On 041° to DME 2 TES, RT on 130° to intercept R090 TES to DME 10 TES, RT on 150° to intercept R119 TES to ROSKA.	Cross DME 10 TES at <b>5000 Mnm</b> , ROSKA at <b>FL85 Mnm</b> .
ROTAR 5P	On 041° to DME 2 TES, RT on 130° to intercept R090 TES to DME 10 TES, RT on 150° to intercept R119 TES via ROSKA to ROTAR.	Cross DME 10 TES at <b>5000 Mnm</b> , ROTAR at <b>6000 Mnm</b> .
VICENZA 5P (VIC 5P)	On 041° to DME 2 TES, RT on 130° to intercept R090 TES to DME 10 TES, RT on 216° (R036 CHI) to DME 15 CHI, RT on 308° (R128 VIC) to VIC.	Cross DME 10 TES at <b>3700 Mnm</b> , DME 33 VIC at <b>FL105 Mnm</b> , DME 20 VIC at <b>FL140 Mnm</b> .
VICENZA 5S (VIC 5S) ❶	On 041° to DME 2 TES, RT on 130° to intercept R090 TES to DME 10 TES, RT on 216° (R036 CHI) to DME 23 CHI, RT on 293° (R113 VIC) to VIC.	Cross DME 10 TES at <b>3700 Mnm</b> , VEN L at <b>6000 Mnm</b> , VIC at <b>FL120 Mnm</b> .
VICENZA 5T (VIC 5T) ❶	On 041° to DME 2 TES, RT on 130° to intercept R090 TES to DME 10 TES, RT on 273° to VEN L, RT on 293° (R113 VIC) to VIC.	Cross DME 10 TES at <b>3700 Mnm</b> , VEN L at <b>6000 Mnm</b> , VIC at <b>FL120 Mnm</b> .
VICENZA 5V (VIC 5V) ❶	On 041° to DME 2 TES, LT on 238° to intercept R103 VIC to VIC.	Cross DME 13 VIC at <b>5000 Mnm</b> , VIC at <b>FL120 Mnm</b> .
❶ SID may be authorized only if heavy military traffic doesn't exist within Treviso CTR.		

Changes: Minor.

SIDs RWY 04 L/R (SPECIAL SIDs)		
LIPZVCE		
VENICE		
08 JUL 04		
6		

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## SIDs RWY 22 L/R (TES VORDME)

7

## RWY 22 L/R (221°)

## ALL SIDs

- SIDs are also minimum noise routings. Strict adherence within the limits of performance criteria mandatory.
- **Caution:** Military firing area "Punta-Bacucco" located on south of airport (activated by notam).
- Minimum climb gradient 4.9% (300 ft/NM) up to **3000**. For corresponding rate of climb (ft/min) see table below.

Climb Gradient		GS - Kt					
%	ft/NM	120	150	180	210	240	270
4.9	300	600	700	900	1000	1200	1400

SID	ROUTING	Climb restrictions
<b>CHIOGGIA 5H</b> (CHI 5H) ❶	On R221 TES to <b>3000</b> , LT on 179° (R359 CHI) to CHI.	Cross CHI at <b>6000 Mnm</b> .
<b>ROSKA 5H</b>	On R221 TES to <b>3000</b> , but not before DME 6 TES, LT to intercept R113 VIC (QDR 113 VEN) to TULIK, LT on 058° (R058 CHI) to ROSKA.	Cross ROSKA at <b>FL 85 Mnm</b> .
<b>ROTAR 6H</b>	On R221 TES to <b>3000</b> , but not before DME 6 TES, LT to intercept R113 VIC (QDR 113 VEN) to LILEE, LT on 068° (R068 CHI) to ROTAR.	Cross ROTAR at <b>6000 Mnm</b> .
<b>VICENZA 5G</b> (VIC 5G)	On R221 TES to DME 16 TES, RT on 322° (R142 VIC) to VIC.	Cross DME 16 TES at <b>5000 Mnm</b> , VIC at <b>FL 120 Mnm</b> .
<b>VICENZA 6H</b> (VIC 6H) ❷	On R221 TES to DME 6 TES, RT on 293° (R113 VIC or QDR 293 VEN) to VIC.	Cross DME 20 VIC at <b>5000 Mnm</b> , VIC at <b>FL 120 Mnm</b> .

- ❶ Cross DME 18 CHI (or int. 293° to VEN L) at **5000 Mnm** when firing area "Punta-Bacucco" activated.
- ❷ Authorized only when military traffic permits.

Changes: NIL.

## SIDs RWY 22 L/R (TES VORDME INOPERATIVE)

8

## RWY 22 L/R (221°)

## ALL SIDs

- SIDs are also minimum noise routings. Strict adherence within the limits of performance criteria mandatory.
- **Caution:** Military firing area "Punta-Bacucco" located on south of airport (activated by notam).
- Minimum climb gradient 3.8% (230 ft/NM) up to **2000**. For corresponding rate of climb (ft/min) see table below.

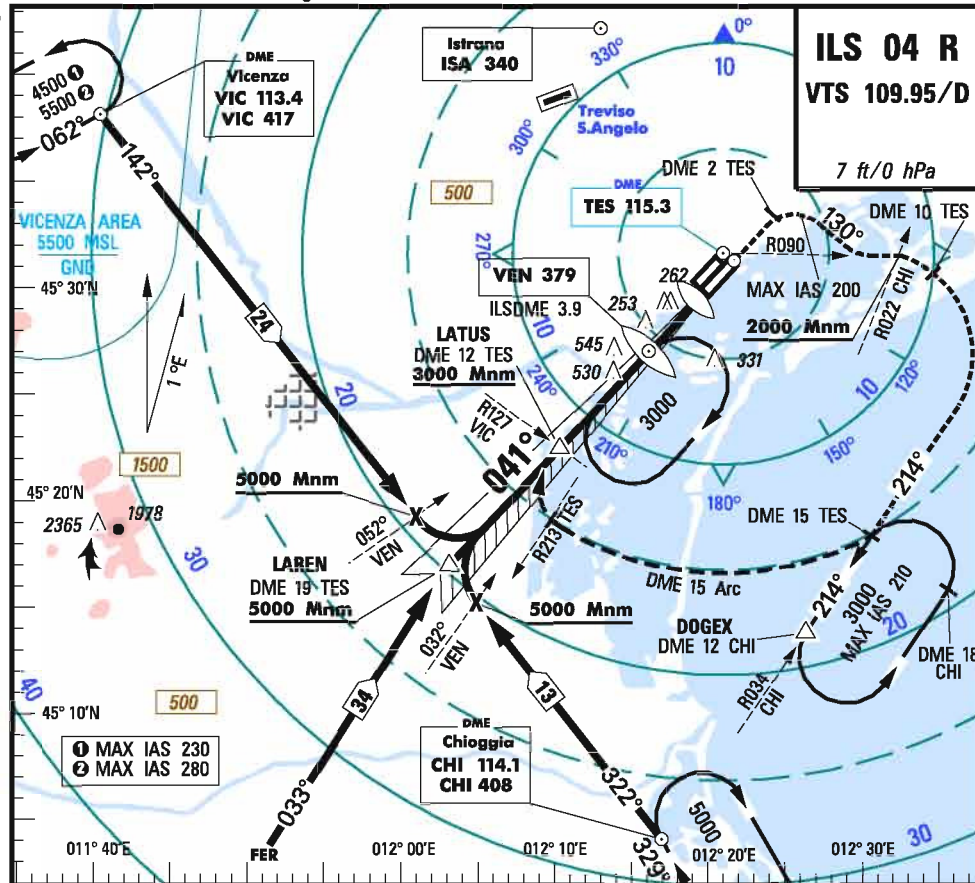
Climb Gradient		GS - Kt					
%	ft/NM	120	150	180	210	240	270
3.8	230	460	580	700	810	920	1050

SID	ROUTING	Climb restrictions
<b>CHIOGGIA 5D</b> (CHI 5D) ❶	On 221° via VEN to <b>3000</b> , LT on 179° (R359) to CHI.	Cross VEN at <b>1200 Mnm</b> , CHI at <b>6000 Mnm</b> .
<b>ROSKA 5D</b>	On 221° via VEN to <b>3000</b> , LT on R113 VIC to TULIK, then LT on 058° to ROSKA.	Cross VEN at <b>1200 Mnm</b> , ROSKA at <b>FL85 Mnm</b> .
<b>ROTAR 6D</b>	On 221° via VEN to <b>3000</b> , LT on R113 VIC to TULIK, LILEE, LT on R068 CHI to ROTAR.	Cross VEN at <b>1200 Mnm</b> , LILEE at <b>6000 Mnm</b> .
<b>VICENZA 6D</b> (VIC 6D) ❷	On 221° to VEN, RT on 293° (R113) to VIC.	Cross VEN at <b>1200 Mnm</b> , DME 20 VIC at <b>5000 Mnm</b> , VIC at <b>FL 120 Mnm</b> .
<b>VICENZA 5E</b> (VIC 5E)	On 221° via VEN to R137 VIC, RT on 322° (R142) to VIC.	Cross VEN at <b>1200 Mnm</b> , R137 VIC at <b>5000 Mnm</b> , VIC at <b>FL 120 Mnm</b> .

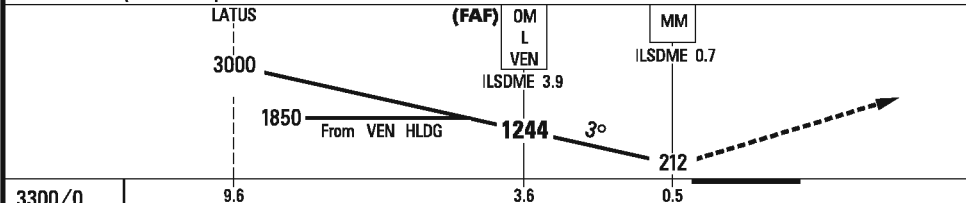
- ❶ Cross R047/DME 22 CHI (or int. 293° to VEN L) at **5000 Mnm** when firing area "Punta-Bacucco" activated.
- ❷ Authorized only when military traffic permits.

Changes: NIL.



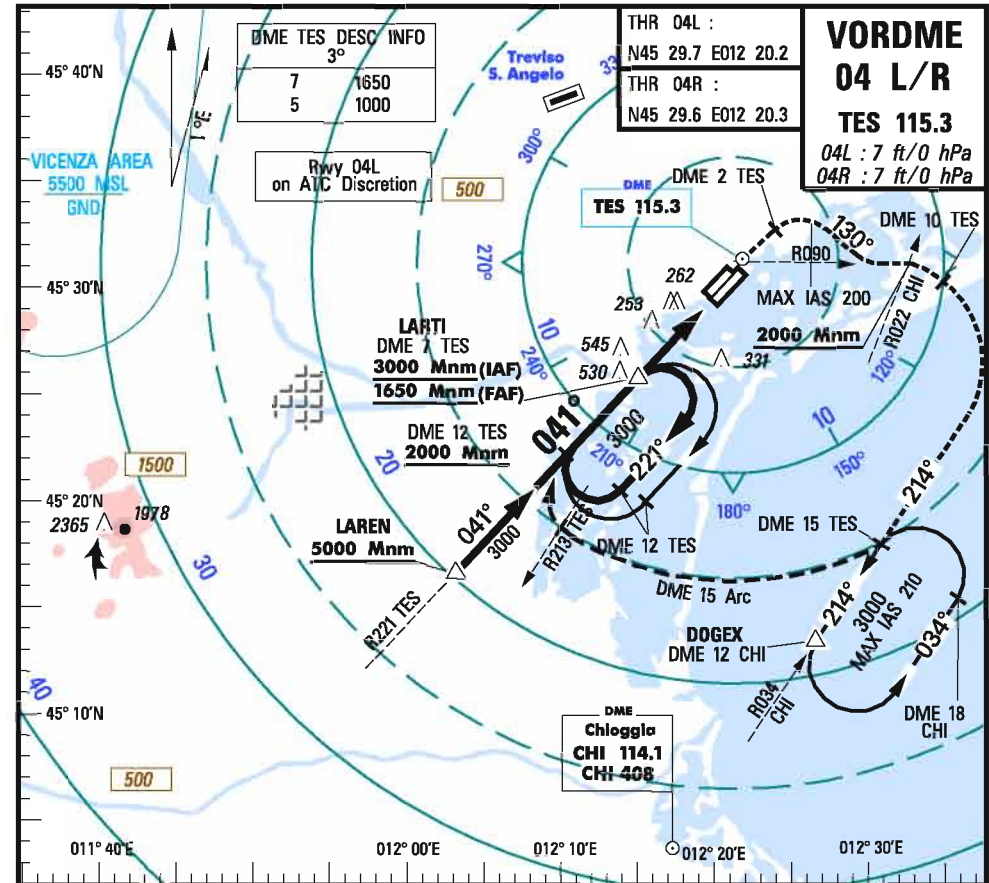


On 041° to DME 2 TES. RT on 130° (MAX IAS 200) to intercept R090 TES to DME 10 TES, RT on 214° (R034 CHI) to DME 12 CHI at 3000 and hold. Cross R022 CHI at 2000 Mnm.

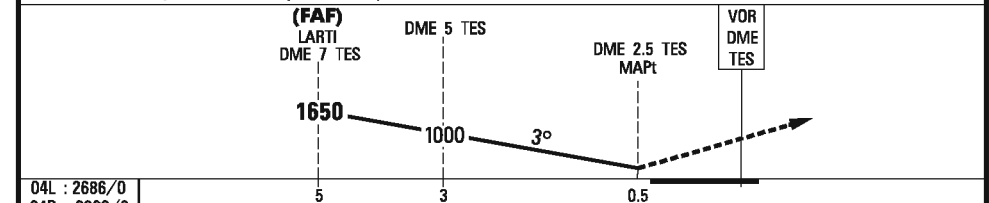


CAT3B	B	C	D	ATIS :	122.225	TR LEVEL	ATC
CAT 2	RA 100	(100) R300	RA 100 (100) R300	RADAR :	118.900	TR ALT	6000
CAT 1	210	(200) R550	210 (200) R550	TWR :	120.200	MSA	25NM
CIRC	600	(600) 1600	800 (800) 2400	GND :	121.700	7200	2000
			1000 (1000) 3600		0500-1900	1600	
To RWY 22 L only. South only. For further MIM see green pages.				OM-MAPt	GS 120 140 160		
				3°	Time 1'33 1'20 1'10		
				5.2%	fpm 650 750 850		

Changes: NIL



On 041° to DME 2 TES. RT on 130° (MAX IAS 200) to intercept R090 TES to DME 10 TES, RT on 214° (R034 CHI) to DME 12 CHI at 3000 and hold. Cross R022 CHI at 2000 Mnm.



CAT3B	B	C	D	ATIS :	122.225	TR LEVEL	ATC
CAT 2	RA 100	(100) R300	RA 100 (100) R300	RADAR :	118.900	TR ALT	6000
CAT 1	210	(200) R550	210 (200) R550	TWR :	120.200	MSA	25NM
CIRC	600	(600) 1600	800 (800) 2400	GND :	121.700	7200	2000
			1000 (1000) 3600		0500-1900	1600	
To RWY 22 L only. South only. For further MIM see green pages.				OM-MAPt	GS 120 140 160		
				3°	Time 1'33 1'20 1'10		
				5.2%	fpm 650 750 850		

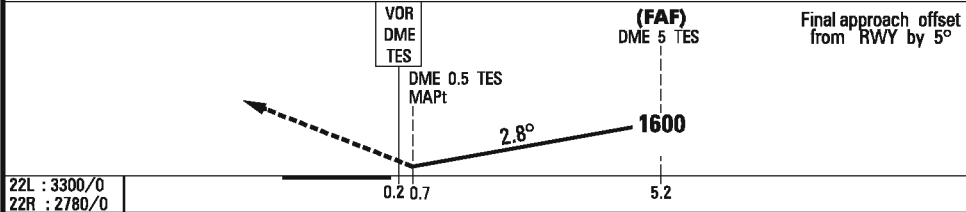
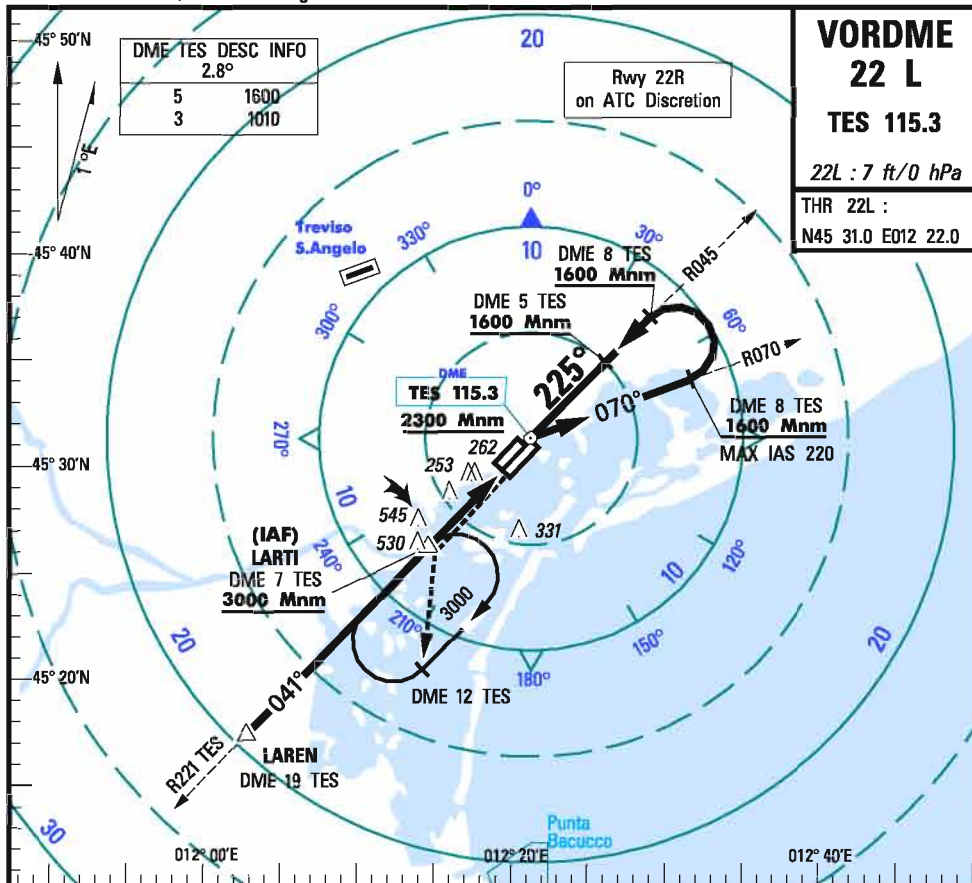
Changes: VORDME 04L minima.


LIPZ/VCE

31 JUL 08

VENICE  
7

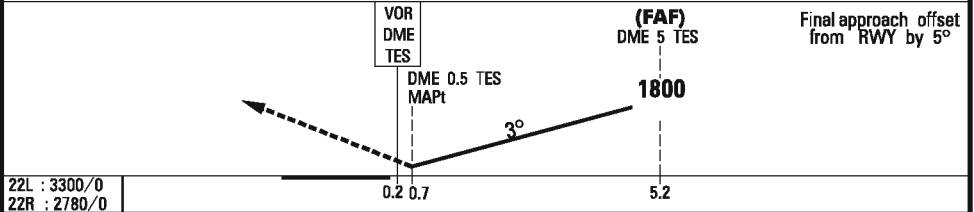
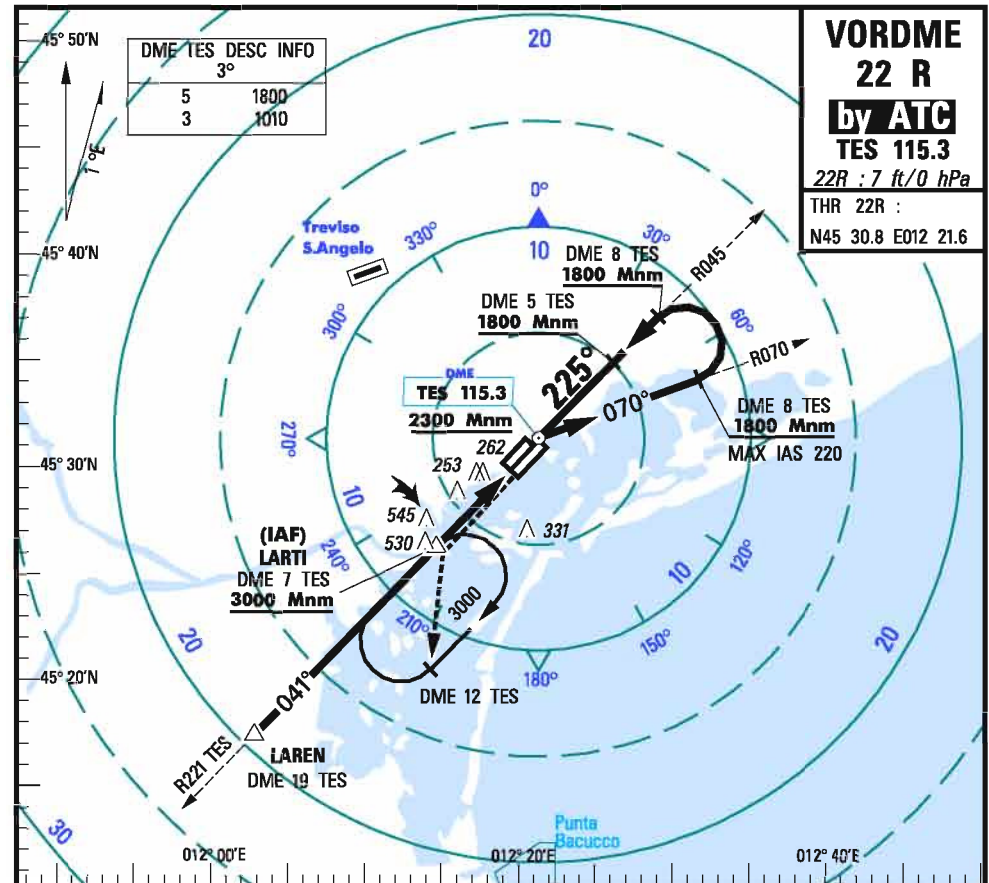


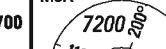


		B		C		D		ATIS : 122.225		TR LEVEL ATC	
VORDME 1		430	(430) R1400	430	(430) R1600	430	(430) R1800	RADAR : 118.900		TR ALT 6000	
CIRC 2		600	(600) 1600	800	(800) 2400	1000	(1000) 3600	TWR : 120.200		MSA 25NM	
								GND : 121.700			
								1 0500-1900			
1 Missed approach climb gradient Mnm 3.5%. 2 After APCH RWY 22L to RWY 04R. South only.								FAF - MAPt		GS 120 140 160	
								2.8°		Time 2'15 1'56 1'41	
								4.9%		fpm 600 700 800	

- 1 Missed approach climb gradient Mnm 3.5%.  
2 After APCH RWY 22L to RWY 04R. South only.

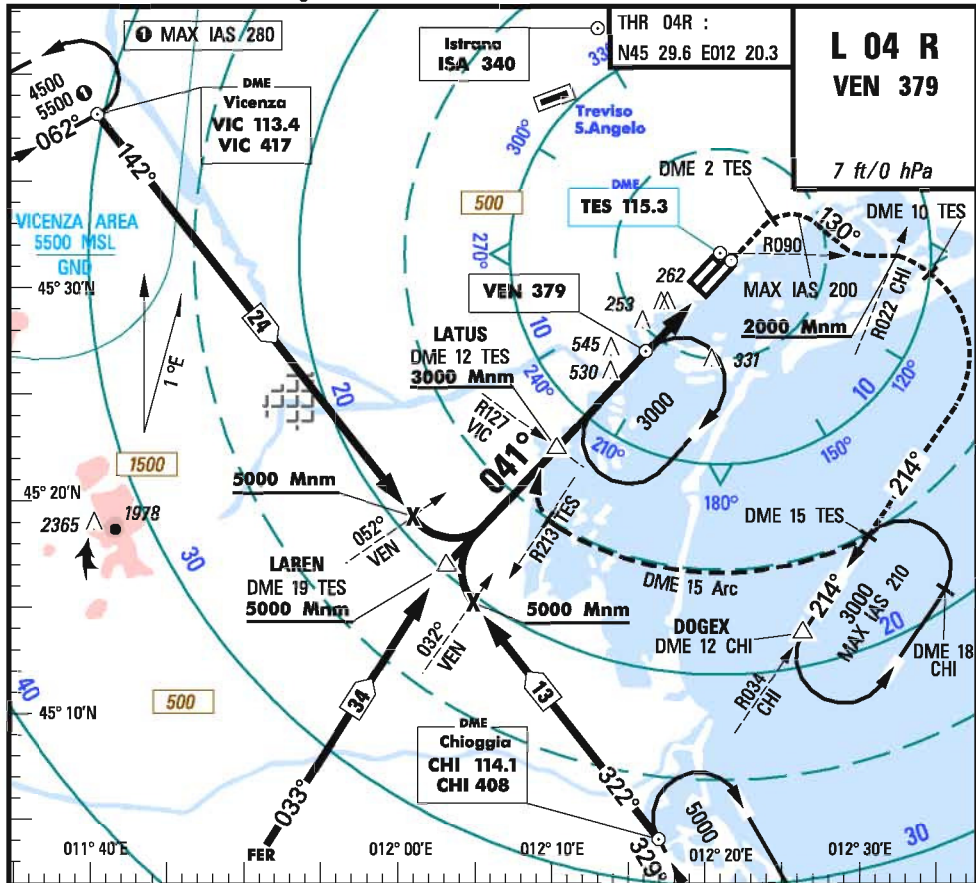
Changes: NIL.



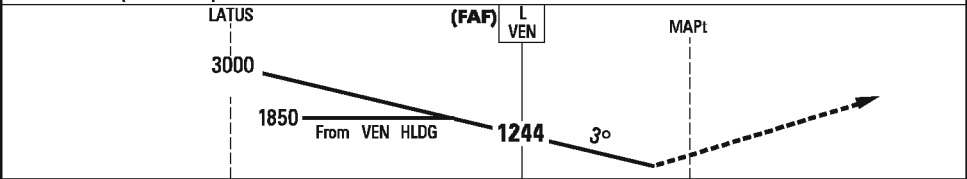
		B		C		D		ATIS : 122.225		TR LEVEL ATC	
VORDME 1	550	(550) R1500	550	(550) R1600	550	(550) R1800		RADAR : 118.900	TR ALT 6000		
VORDME	1300	(1300) R1500	1300	(1300) R1800	1300	(1300) R2000		TWR : 120.200	MSA 25NM		
CIRC 2	600	(600) 1600	800	(800) 2400	1000	(1000) 3600		GND : 121.700			
							0 0500-1900				
							FAF - MAPt 3°				
							5.2%				
							GS 120 140 160				
							Time 2'15 1'56 1'41				
							fpm 650 750 850				
1 Missed approach climb gradient Mnm 3.5%.											
2 After APCH RWY 22R to RWY 04L. South only.											

- 1 Missed approach climb gradient Mnm 3.5%.  
2 After APCH RWY 22R to RWY 04L. South only.

Changes: Minima.



On 041° to DME 2 TES. RT on 130° (MAX IAS 200) to intercept R090 TES to DME 10 TES, RT on 214° (R034 CHI) to DME 12 CHI at 3000 and hold. Cross R022 CHI at 2000 Mnm.



3300/0		9.6				3.6					
		B		C		D		ATIS : 122.225		TR LEVEL ATC	
L		520	(520) R1200	520	(520) R1200	520	(520) R1600	RADAR : 118.900		TR ALT 6000	
CIRC I		600	(600) 1600	800	(800) 2400	1000	(1000) 3600	TWR : 120.200		MSA 25NM	
								GND : 121.700			
								0500-1900			
I After APCH RWY 04R to RWY 22L. South Only.								VEN-THR		GS 120 140 160	
								3°		Time 1'48 1'33 1'21	
								5.2%		fpm 650 750 850	

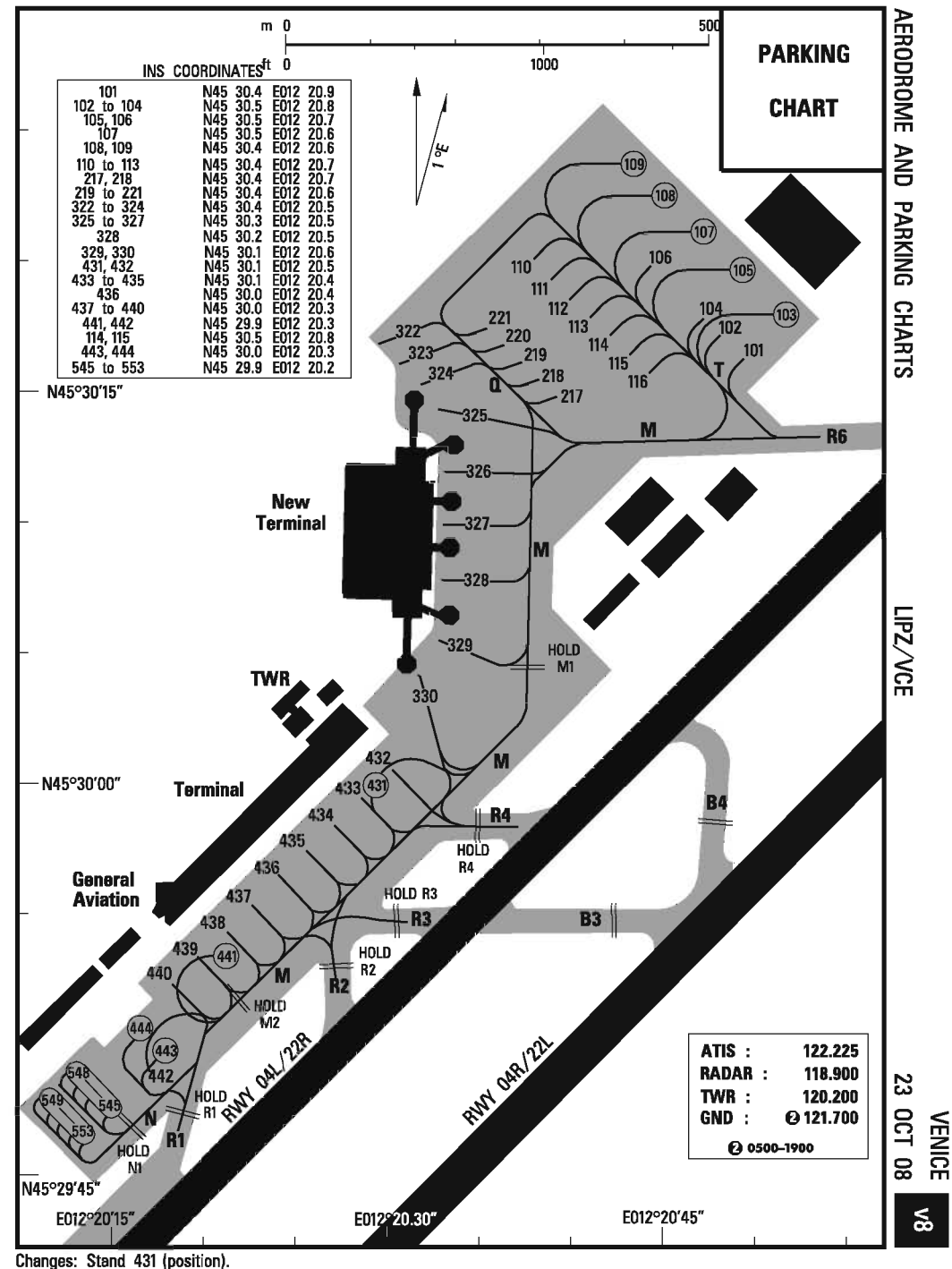
After APCH RWY 04R to RWY 22L. South Only.

Changes: NIL

INTENTIONALLY  
LEFT  
BLANK



**Changes:** NIL



Changes: Stand 431 (position).