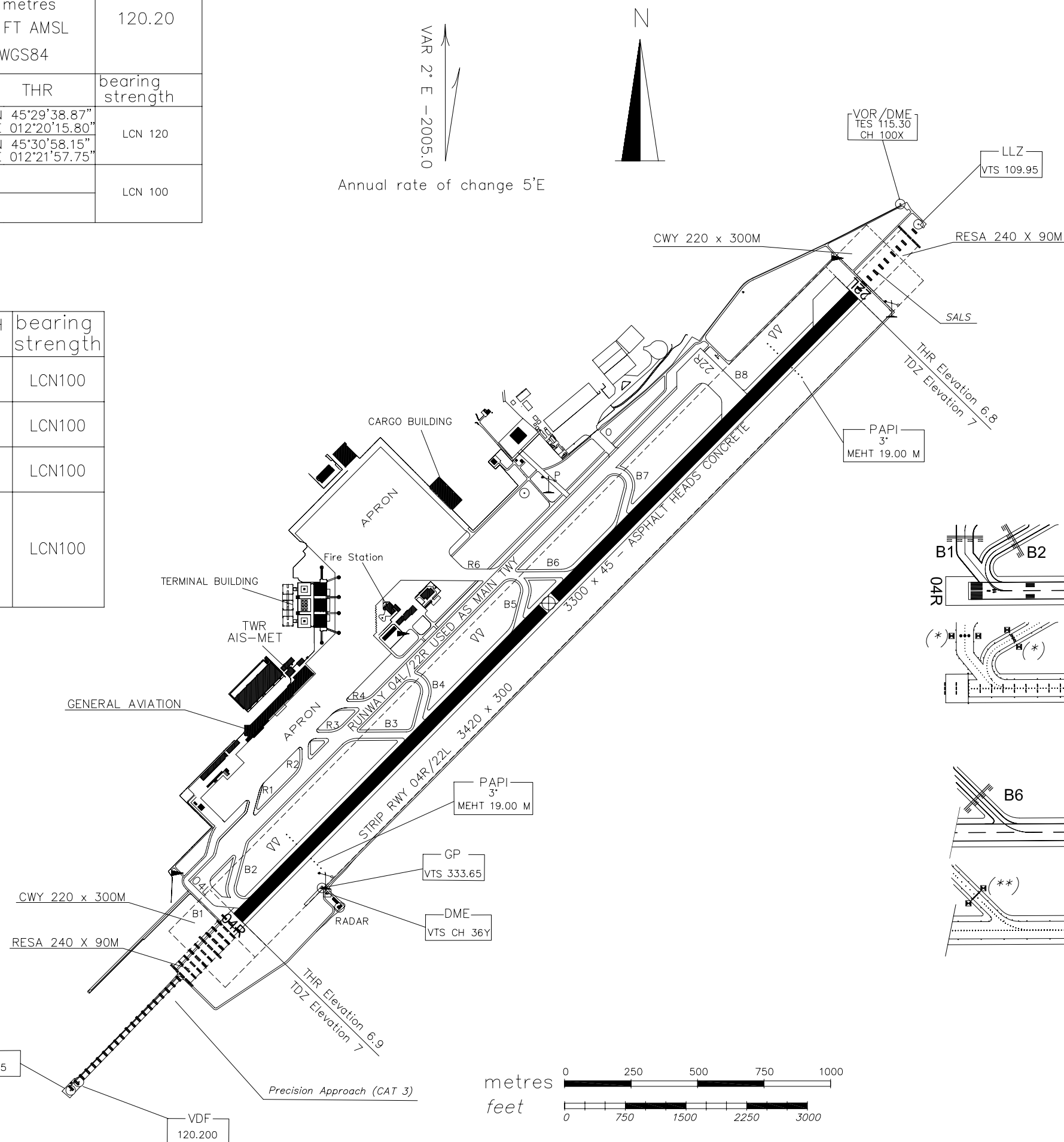


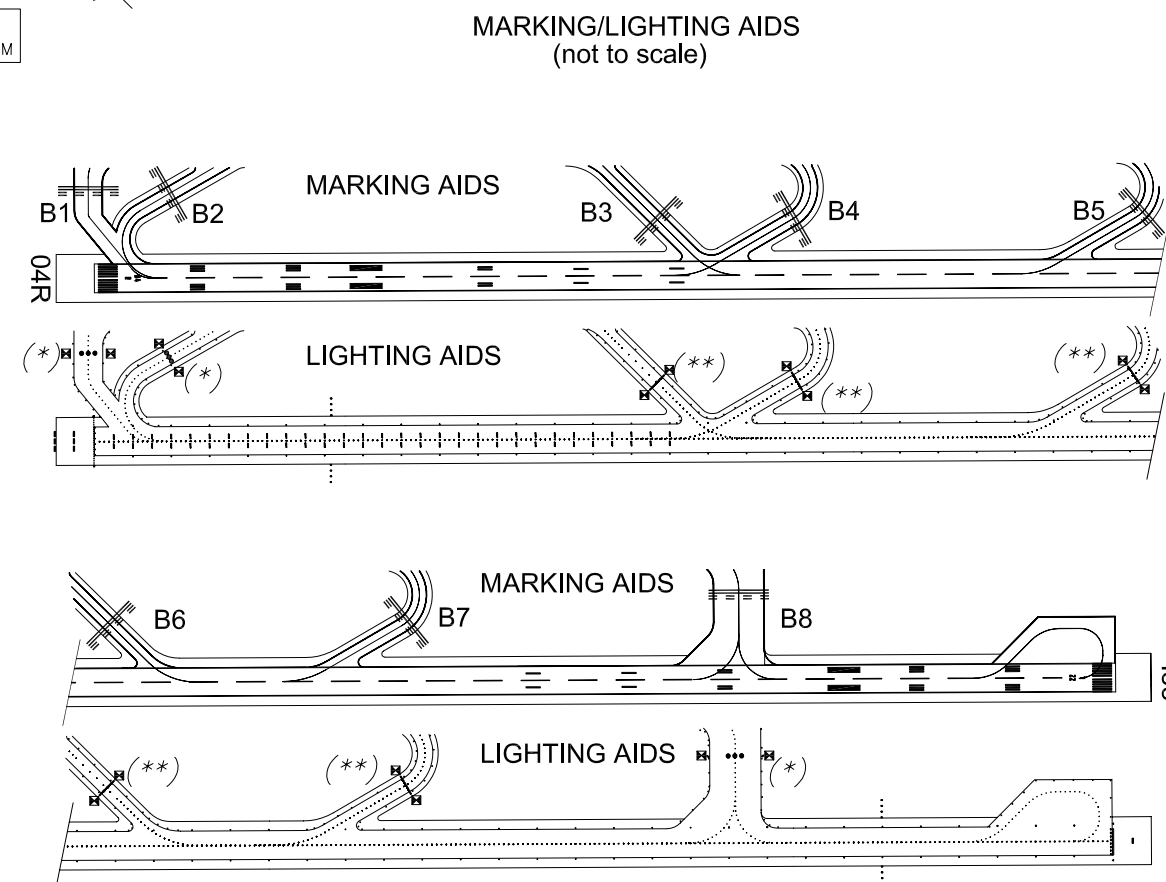
TWY IDENT	WIDTH	bearing strength
04L/22R	45	LCN100
B8	80	LCN100
R6	25	LCN100
R1-R2 R3-R4 B1-B2 B3-B4 B5-B6 B7	23	LCN100

CHANGE: New AD Section - Updated chart



AD ELEV 7	VENEZIA / TESSERA	
APRON ELEV 7	L I P Z	45°30'19" N 012°21'07" E

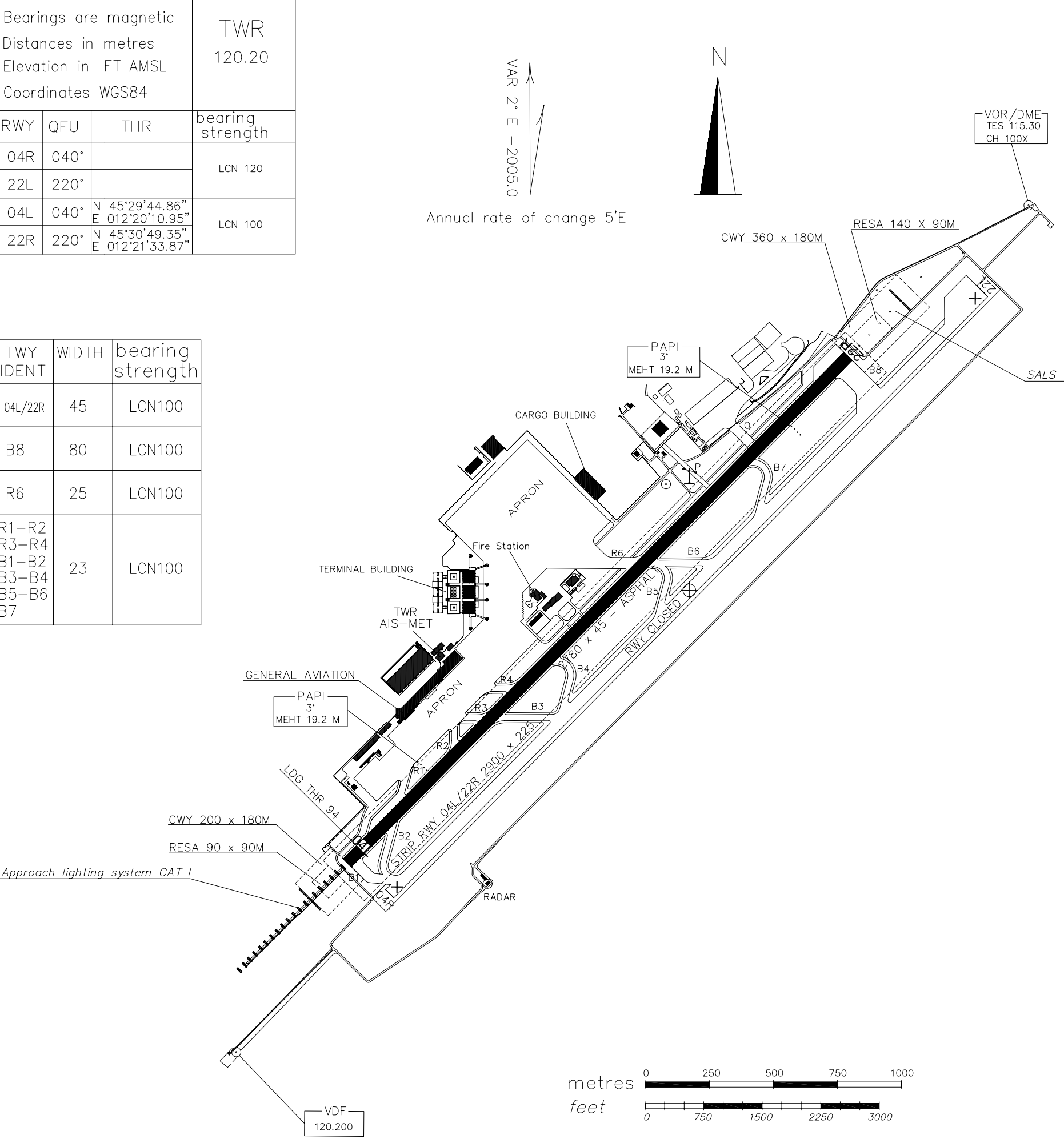
AERODROME STANDARD CONFIGURATION
(SEE AGA ITEM 20 LOCAL TRAFFIC REGULATIONS)



LEGEND
(*) STOP BAR
(**) FIXED RED LIGHTS
◼ RGL

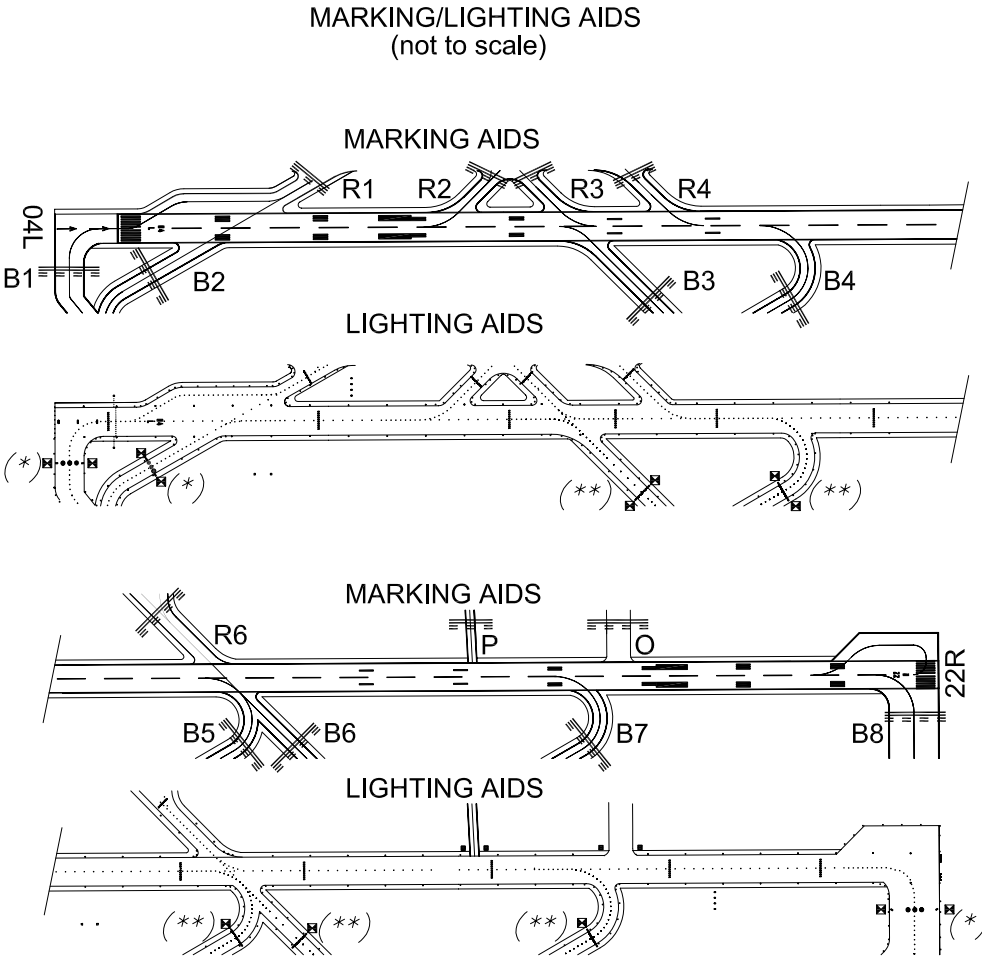
Bearings are magnetic Distances in metres Elevation in FT AMSL Coordinates WGS84			TWR 120.20
RWY	QFU	THR	bearing strength
04R	040°		LCN 120
22L	220°		
04L	040°	N 45°29'44.86" E 012°20'10.95"	LCN 100
22R	220°	N 45°30'49.35" E 012°21'33.87"	

TWY IDENT	WIDTH	bearing strength
04L/22R	45	LCN100
B8	80	LCN100
R6	25	LCN100
R1-R2 R3-R4 B1-B2 B3-B4 B5-B6 B7	23	LCN100



AD ELEV 7	VENEZIA / TESSERA	
APRON ELEV 7	L I P Z	45°30'19" N 012°21'07" E

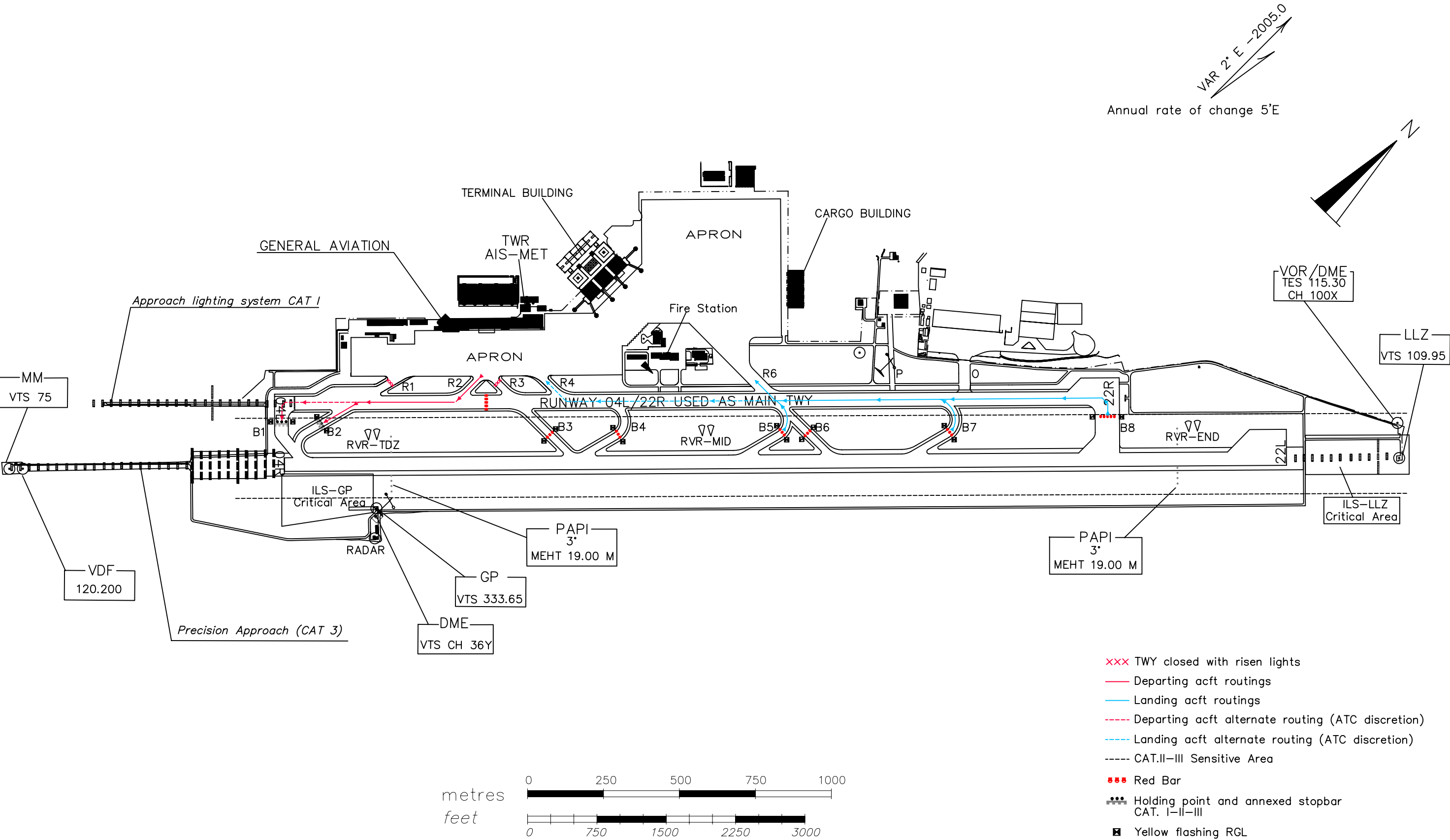
AERODROME CONFIGURATION RWY04L/22R
(SEE AGA ITEM 20 LOCAL TRAFFIC REGULATIONS)



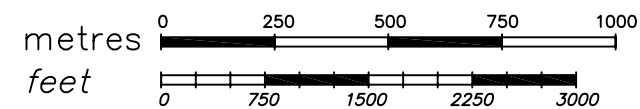
- LEGEND
- (*) STOP BAR
 - (**) FIXED RED LIGHTS
 - RGL

AD ELEV 7	VENEZIA / TESSERA	
APRON ELEV 7	L I P Z	45°30'19" N 012°21'07" E

CHANGE: New AD Section - Up-dated chart

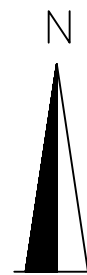


ATC SERVICES	
TWR	GND
120.200	121.700

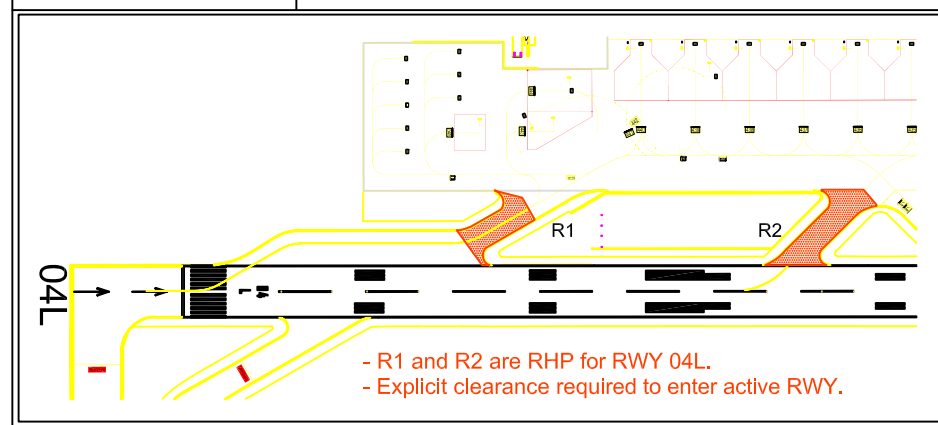
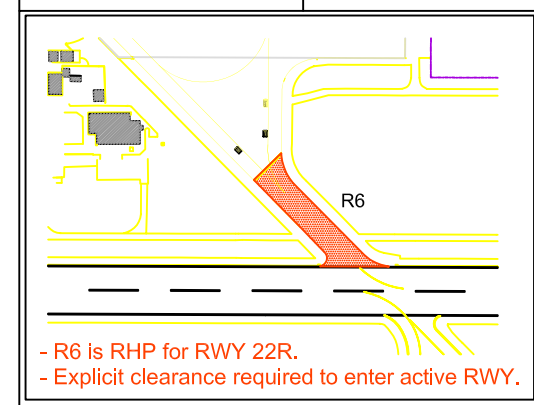
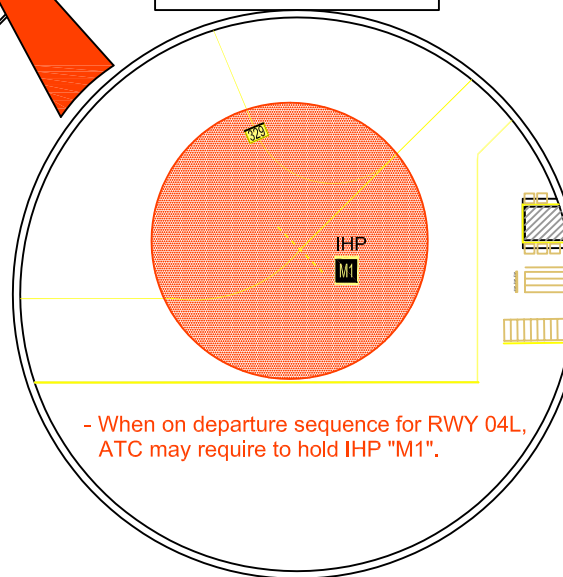


VAR 2° E - 2005.0

Annual rate of change 5'E



AD ELEV 7	VENEZIA / TESSERA	
APRON ELEV 7	L I P Z	45°30'19" N 012°21'07" E

HOT SPOT 1**HOT SPOT 3****HOT SPOT 2**

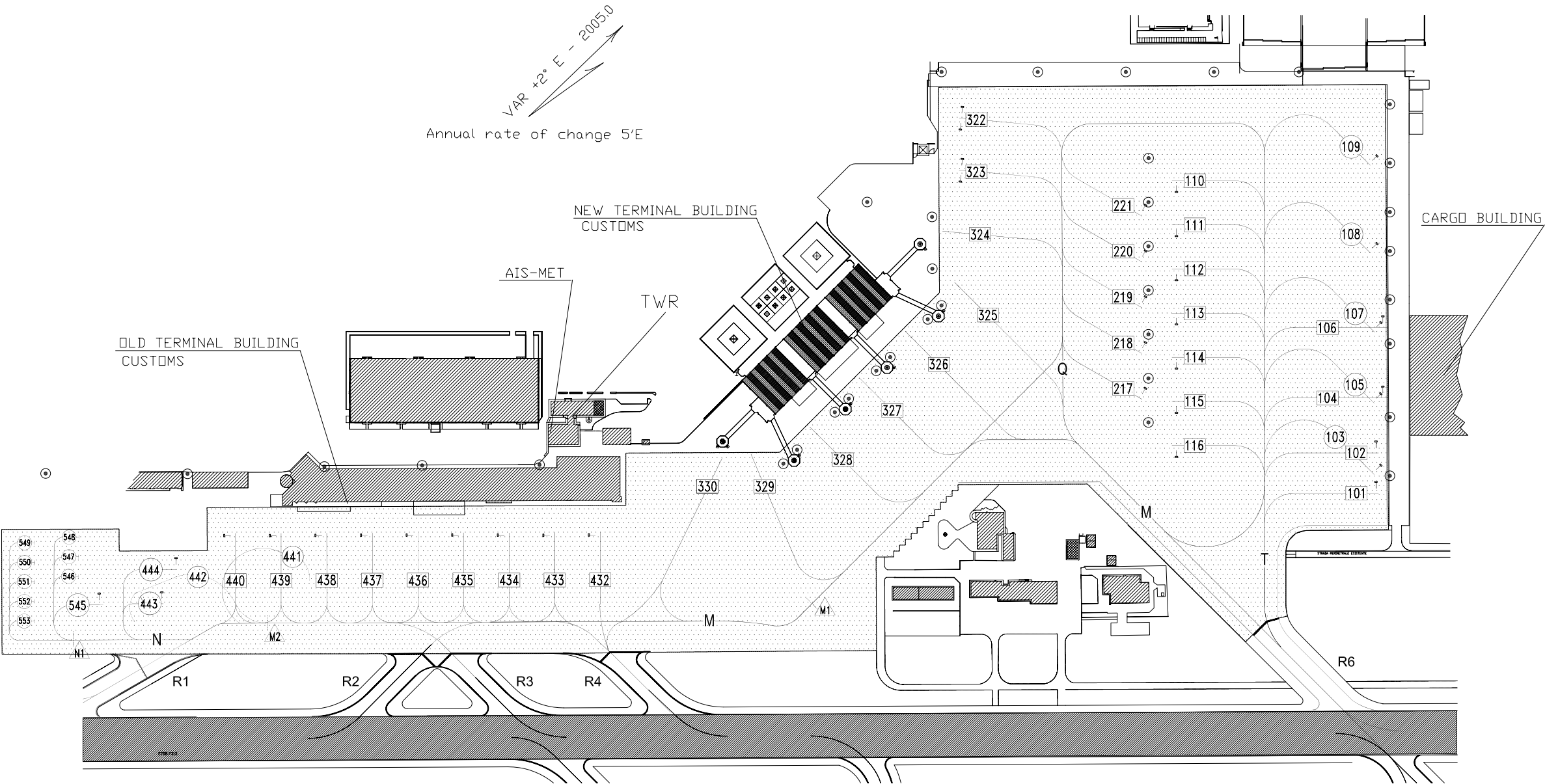
RHP= Runway Holding Position
IHP= Intermediate Holding Position
××××= TWY closed with barrier

CHANGE: New AD Section - New chart

Bearings are magnetic	TWR	AD ELEV
Distances in metres		7
Elevation in FT AMSL		APRON ELEV
Coordinates WGS84		7

VENEZIA / TESSERA		
L I P Z	45°30'19" N	012°21'07" E

APRON	
lighting	bearing strength
Edge: Orange	Surface: mq 16600 - Bitumen mq 364000 - Concrete Strength: LCN 120



REMARKS

1) Stands 545,546,547,548,549,550,551,552,553 for general aviation flights.

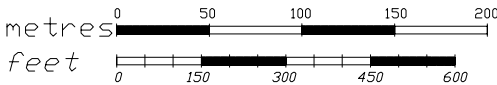
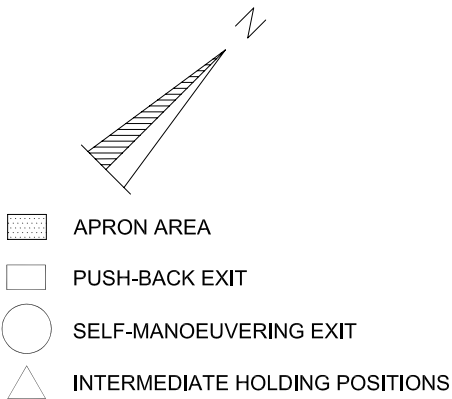
2) Stands 443,444 for medium ACFT All self manoeuvring.

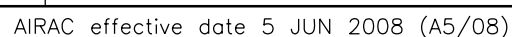
3) Stands 104,105,106,107,108,109,110,111,112,113,114,115,116,217,218,219,220,221,322,323,324,325,326,327 and 328: area not in sight by the TWR, OPS with caution.

4) Stands 324,325,326,327,328,329,330 equipped with fingers included 400Hz and air-conditioning units.

STANDS	POINTS ON PARKING AREA	
	N	E
101	45°30'24",80	012°20'51",50
102	45°30'25",70	012°20'50",10
103	45°30'25",30	012°20'50",50
104	45°30'26",90	012°20'48",20
105	45°30'26",80	012°20'48",30
106	45°30'28",50	012°20'45",70
107	45°30'28",40	012°20'45",80
108	45°30'30",00	012°20'42",90
109	45°30'32",00	012°20'39",90
110	45°30'26",90	012°20'34",40
111	45°30'25",90	012°20'35",90
112	45°30'25",00	012°20'37",40
113	45°30'24",00	012°20'38",90
114	45°30'23",00	012°20'40",50
115	45°30'22",00	012°20'42",00
116	45°30'21",00	012°20'43",50
217	45°30'21",10	012°20'40",80
218	45°30'22",20	012°20'39",20
219	45°30'23",20	012°20'37",60
220	45°30'24",20	012°20'36",00
221	45°30'25",20	012°20'34",40
322	45°30'23",10	012°20'25",30
323	45°30'21",90	012°20'27",20

STANDS	POINTS ON PARKING AREA		STANDS	POINTS ON PARKING AREA		STANDS	POINTS ON PARKING AREA	
	N	E		N	E		N	E
324	45°30'20",20	012°20'28",90	440	45°29'56",00	012°20'16",80	545	45°29'51",20	012°20'16",40
325	45°30'19",60	012°20'44",90	441	45°29'56",90	012°20'19",40	546	45°29'51",30	012°20'13",30
326	45°30'16",90	012°20'31",10	442	45°29'52",40	012°20'15",70	547	45°29'51",70	012°20'12",60
327	45°30'15",20	012°20'45",60	443	45°29'52",70	012°20'16",90	548	45°29'52",10	012°20'11",90
328	45°30'12",50	012°20'31",60	444	45°29'53",80	012°20'16",10	549	45°29'50",90	012°20'10",70
329	45°30'10",30	012°20'30",70				550	45°29'50",50	012°20'11",40
330	45°30'09",43	012°20'29",70				551	45°29'50",00	012°20'12",10
432	45°30'05",04	012°20'28",30				552	45°29'49",60	012°20'12",80
433	45°30'03",93	012°20'26",80				553	45°29'49",20	012°20'13",50
434	45°30'02",81	012°20'25",40						
435	45°30'01",69	012°20'24",90						
436	45°30'00",56	012°20'22",50						
437	45°29'59",40	012°20'21",10						
438	45°29'58",30	012°20'19",60						
439	45°29'57",20	012°20'18",20						





VIC 1A (A discrezione ATC)

VIC VOR/NDB – TR 142° (RDL/QDR 142° VIC VOR/NDB) fino ad intercettare RDL232 TES VOR, quindi virare a sinistra fino ad intercettare e seguire RDL221 TES VOR (TR 041°) per il punto LATUS (D12 TES DME), quindi LARTI (D7 TES DME).

VIC 1A (ATC discretion)

VIC VOR/NDB – TR 142° (RDL/QDR 142° VIC VOR/NDB) until intercepting RDL232 TES VOR, then turn left until joining RDL221 TES VOR (TR 041°) bound to LATUS point (D12 TES DME), then LARTI point (D7 TES DME).

MEA: VIC VOR/NDB – INT RDL/QDR 142° VIC VOR/NDB / RDL232 TES VOR: 5000 FT; INT RDL/QDR 142° VIC VOR/NDB / RDL232 TES VOR – LATUS – LARTI: 3000 FT.

ALBET 1A

ALBET – TR 122° (RDL/QDR 302° CHI VOR/NDB) fino al punto RDL302/19NM CHI VOR/DME (o INT RDL/QDR 302° CHI VOR/NDB - RDL229 TES VOR), quindi virare a sinistra fino ad intercettare e seguire RDL221 TES VOR (TR 041°) per il punto LAREN (D19 TES DME), quindi LATUS (D12 TES DME) – LARTI (D7 TES DME).

ALBET 1A

ALBET – TR 122° (RDL/QDR 302° CHI VOR/NDB) until point RDL302/19NM CHI VOR/DME (or INT RDL/QDR 302° CHI VOR/NDB - RDL229 TES VOR), then turn left until joining RDL221 TES VOR (TR 041°) bound to LAREN point (D19 TES DME), then LATUS (D12 TES DME) – LARTI (D7 TES DME).

MEL/A: ALBET – RDL/QDR 302/23NM CHI VOR-NDB/DME (o/or INT RDL/QDR 302° CHI VOR/NDB - RDL237 TES VOR): FL 90; RDL/QDR 302/23NM CHI VOR-NDB/DME (o/or INT RDL/QDR 302° CHI VOR/NDB - RDL237 TES VOR) – RDL/QDR 302/19NM CHI VOR-NDB/DME (o/or INT RDL/QDR 302° CHI VOR/NDB – RDL229 TES VOR) – LAREN: 5000 FT; LAREN – LATUS – LARTI: 3000 FT.

FER 1A (A discrezione ATC)

FER NDB – TR 033° (QDR 033° FER NDB) – LAREN (D19 TES DME), quindi virare a destra fino ad intercettare e seguire RDL 221 TES VOR (TR 041°) per il punto LATUS (D12 TES DME), quindi LARTI (D7 TES DME).

FER 1A (ATC discretion)

FER NDB – TR 033° (QDR 033° FER NDB) – LAREN (D19 TES DME), then turn right until joining RDL 221 TES VOR (TR 041°) bound to LATUS point (D12 TES DME), then LARTI point (D7 TES DME).

MEA: FER NDB – LAREN: 5000 FT; LAREN – LATUS – LARTI: 3000 FT.

CHI 1A

CHI VOR/NDB – TR 322° (RDL/QDR 322° CHI VOR/NDB) fino ad intercettare RDL212 TES VOR, quindi virare a destra fino ad intercettare e seguire RDL221 TES VOR (TR 041°) per il punto LATUS (D12 TES DME), quindi LARTI (D7 TES DME).

CHI 1A

CHI VOR/NDB – TR 322° (RDL/QDR 322° CHI VOR/NDB) until intercepting RDL212 TES VOR, then turn right until joining RDL221 TES VOR (TR 041°) bound to LATUS point (D12 TES DME), then LARTI point (D7 TES DME).

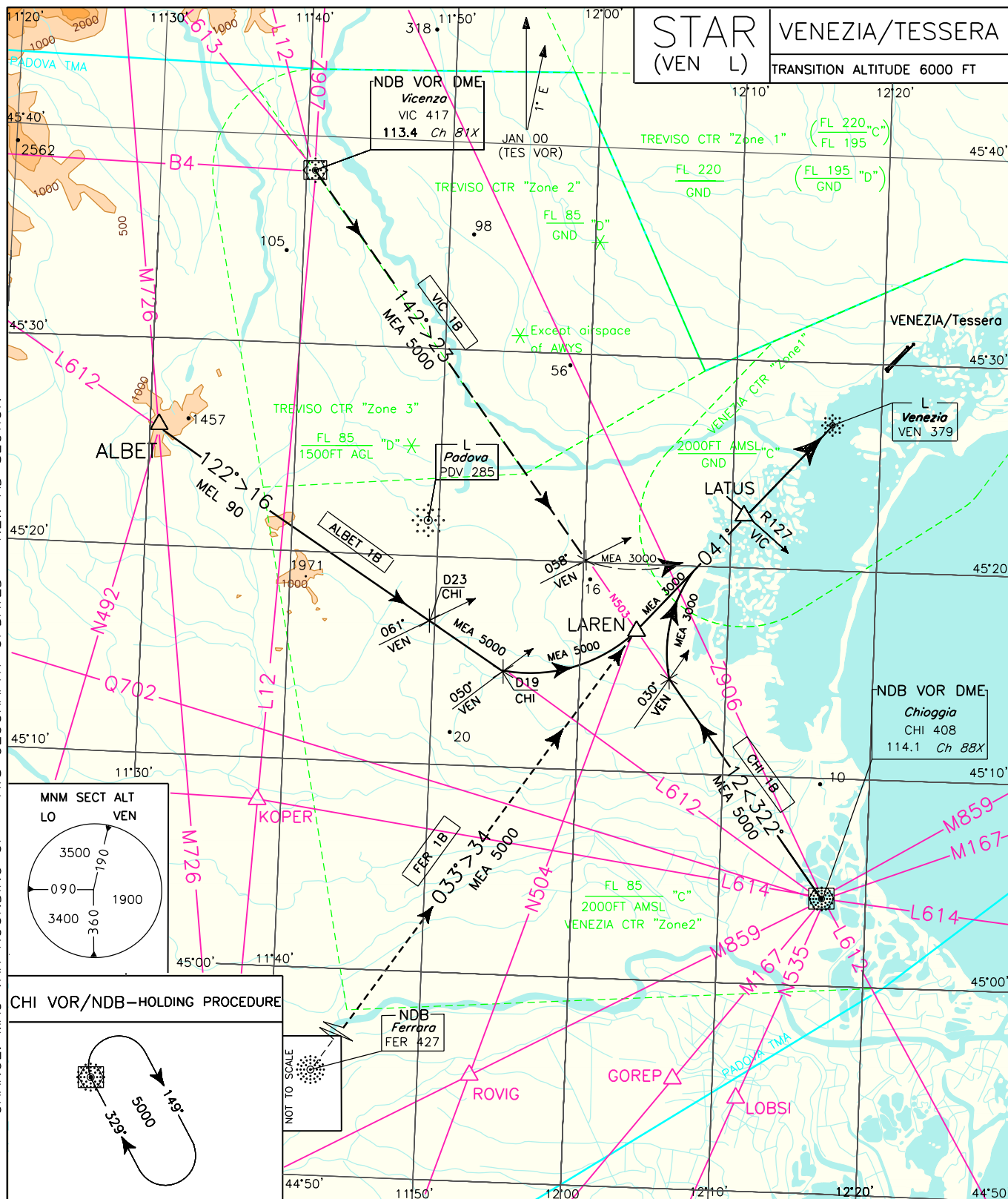
MEA: CHI VOR/NDB – INT RDL/QDR 322° CHI VOR/NDB / RDL212 TES VOR: 5000 FT; INT RDL/QDR 322° CHI VOR/NDB / RDL212 TES VOR – LATUS – LARTI: 3000 FT.

STAR
(VEN L)

VENEZIA/TESSERA

TRANSITION ALTITUDE 6000 FT

CHANGE: MAG VAR ROUNDING UP - ATS GEOGRAPHY UPDATED - NEW AD SECTION



VIC 1B (A discrezione ATC)

VIC VOR/NDB – TR 142° (RDL/QDR 142° VIC VOR/NDB) fino ad intercettare QDM058° VEN L, quindi virare a sinistra fino ad intercettare e seguire QDR221° VEN L (TR 041°) per il punto LATUS (INT QDR221° VEN L/RDL127 VIC VOR), quindi VEN L.

MEA: VIC VOR/NDB – INT RDL/QDR 142° VIC VOR/NDB / QDM058° VEN L: 5000 FT; INT RDL/QDR 142° VIC VOR/NDB / QDM058° VEN L – LATUS – VEN L: 3000 FT.

ALBET 1B

ALBET – TR 122° (RDL/QDR 302° CHI VOR/NDB) fino al punto RDL302/19NM CHI VOR/DME (o INT RDL/QDR 302° CHI VOR/NDB - QDM050° VEN L), quindi virare a sinistra fino ad intercettare e seguire QDR221° VEN L (TR 041°) per il punto LAREN (INT QDR221° VEN L/RDL322 CHI VOR), quindi LATUS (INT QDR221° VEN L/RDL127 VIC VOR) – VEN L.

MEL/A: ALBET – RDL/QDR 302/23NM CHI VOR-NDB/DME (o/or INT RDL/QDR 302° CHI VOR/NDB - QDM061° VEN L): FL 90; RDL/QDR 302/23NM CHI VOR-NDB/DME (o/or INT RDL/QDR 302° CHI VOR/NDB - QDM061° VEN L) – RDL/QDR 302/19NM CHI VOR-NDB/DME (o/or INT RDL/QDR 302° CHI VOR/NDB – QDM050° VEN L) – LAREN: 5000 FT; LAREN – LATUS – VEN L: 3000 FT.

FER 1B (A discrezione ATC)

FER NDB – TR 033° (QDR 033° FER NDB) – LAREN (INT QDR221° VEN L/RDL322 CHI VOR), quindi virare a destra fino ad intercettare e seguire QDR221° VEN L (TR 041°) per il punto LATUS (INT QDR221° VEN L/RDL127 VIC VOR), quindi VEN L.

MEA: FER NDB – LAREN: 5000 FT; LAREN – LATUS – VEN L: 3000 FT.

CHI 1B

CHI VOR/NDB – TR 322° (RDL/QDR 322° CHI VOR/NDB) fino ad intercettare QDM030° VEN L, quindi virare a destra fino ad intercettare e seguire QDR221° VEN L (TR 041°) per il punto LATUS (INT QDR221° VEN L/RDL127 VIC VOR), quindi VEN L.

MEA: CHI VOR/NDB – INT RDL/QDR 322° CHI VOR/NDB / QDM030° VEN L: 5000 FT; INT RDL/QDR 322° CHI VOR/NDB / QDM030° VEN L – LATUS – VEN L: 3000 FT.

VIC 1B (ATC discretion)

VIC VOR/NDB – TR 142° (RDL/QDR 142° VIC VOR/NDB) until intercepting QDM058° VEN L, then turn left until joining QDR221° VEN L (TR 041°) bound to LATUS point (INT QDR221° VEN L/RDL127 VIC VOR), then VEN L.

ALBET 1B

ALBET – TR 122° (RDL/QDR 302° CHI VOR/NDB) until point RDL302/19NM CHI VOR/DME (or INT RDL/QDR 302° CHI VOR/NDB - QDM050° VEN L), then turn left until joining QDR221° VEN L (TR 041°) bound to LAREN point (INT QDR221° VEN L/RDL322 CHI VOR), then LATUS (INT QDR221° VEN L/RDL127 VIC VOR) – VEN L.

FER 1B (ATC discretion)

FER NDB – TR 033° (QDR 033° FER NDB) – LAREN (INT QDR221° VEN L/RDL322 CHI VOR), then turn right until joining QDR221° VEN L (TR 041°) bound to LATUS point (INT QDR221° VEN L/RDL127 VIC VOR), then VEN L.

CHI 1B

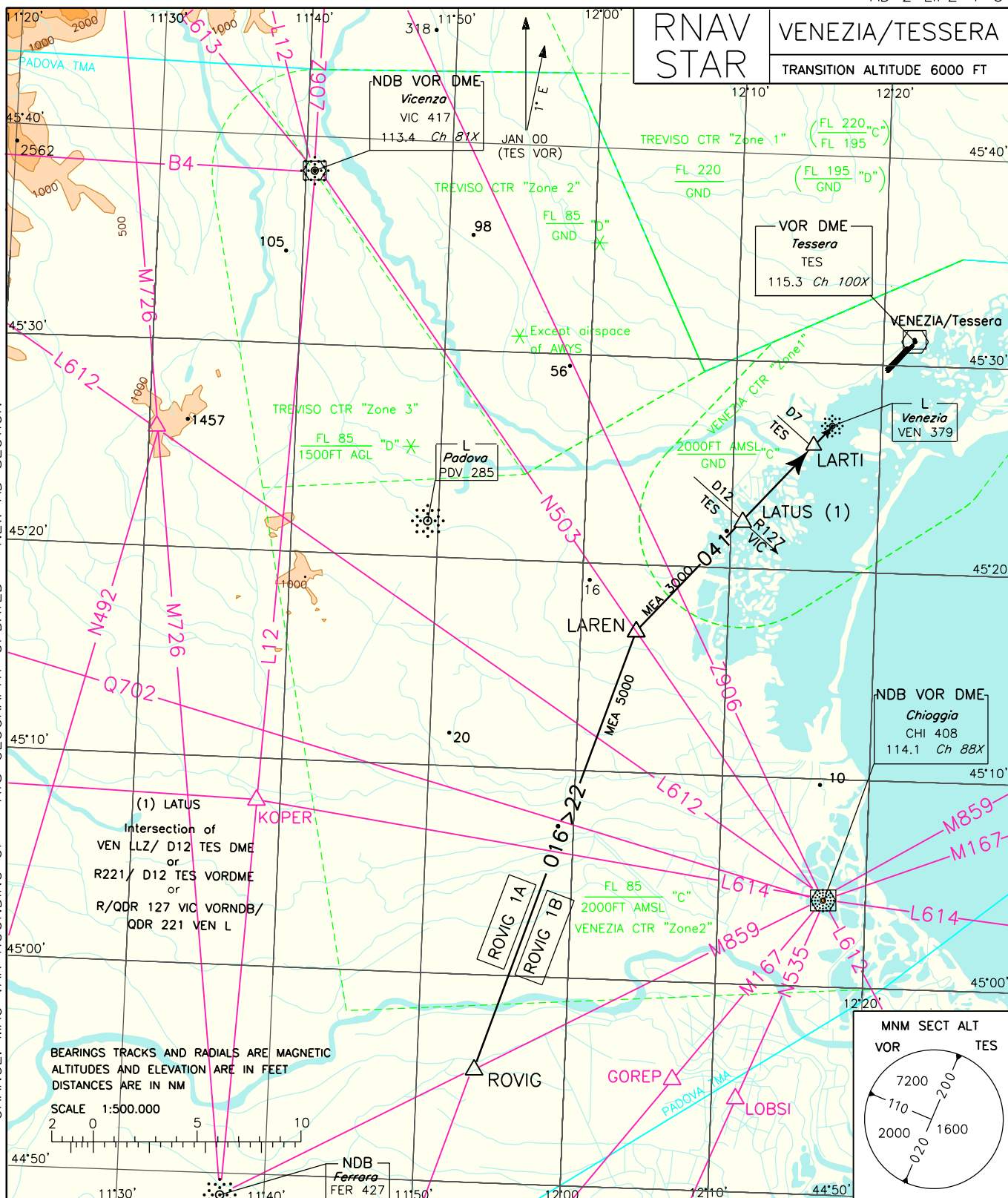
CHI VOR/NDB – TR 322° (RDL/QDR 322° CHI VOR/NDB) until intercepting QDM030° VEN L, then turn right until joining QDR221° VEN L (TR 041°) bound to LATUS point (INT QDR221° VEN L/RDL127 VIC VOR), then VEN L.

RNAV STAR

VENEZIA/TESSERA

TRANSITION ALTITUDE 6000 FT

CHANGE: MAG VAR ROUNDING UP - ATS GEOGRAPHY UPDATED - NEW AD SECTION



VEN L - HOLDING PROCEDURE

LARTI - HOLDING PROCEDURE

FREQUENCIES

PADOVA	ACC	125.90
VENEZIA	APP	118.90
	TWR	120.20
	GND	121.70

LEGEND

R N A V S T A R →

A T S Routes

C T R

ROVIG 1A

ROVIG – LAREN – LATUS – LARTI

MEA: ROVIG - LAREN: 5000FT; LAREN – LARTI: 3000FT

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
IF	ROVIG	-	-	-	+5000	-	-	-	B-RNAV ⁽¹⁾
TF	LAREN	-	016°	R	+5000	-	-	-	B-RNAV ⁽¹⁾
TF	LATUS	-	041°	-	+3000	-	TES VOR/DME	RDL221/D12	B-RNAV ⁽¹⁾ or Conventional
HM	LARTI	-	041°	-	+3000	-	TES VOR/DME	RDL221/D7	Conventional

ROVIG 1B

ROVIG – LAREN – LATUS – VEN L

MEA: ROVIG - LAREN: 5000FT; LAREN – VEN L: 3000FT

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/Range to Navaid	Navigation Performance
IF	ROVIG	-	-	-	+5000	-	-	-	B-RNAV ⁽¹⁾
TF	LAREN	-	016°	R	+5000	-	-	-	B-RNAV ⁽¹⁾
TF	LATUS	-	041°	-	+3000	-	VEN L VIC VOR/DME	INT RDL/QDR 127 VIC VORNDL/ QDR 221° VEN L	B-RNAV ⁽¹⁾ or Conventional
HM	VEN	-	041°	-	+3000	-	VEN L	-	Conventional

(1) P-RNAV Recommended

NOTA: Le tabelle sopra riportate vengono fornita a carattere sperimentale e solo per scopi di codifica dei dati.**REMARK:** The above tables are provided on trial basis and for data coding purposes only.

REF: Guidance Material for the Design of Terminal Procedures for Area Navigation, EUROCONTROL, ed. 3.0 03/2003

Waypoints Table formatted according ARINC 424 standards

Waypoint	Latitude	Longitude
ROVIG	N44552600	E011535100
LAREN	N45164100	E012034200
LATUS	N45221000	E012104500
LARTI	N45254900	E012153300
VEN	N45265670	E012163720

SCALE 1:250.000	APP Treviso Approach 120.40	AD ELEV 7	LIPZ	VENEZIA/TESSERA
0 5 NM	APP Venezia Approach 118.90			
0 5 Km	TWR Venezia Tower 120.20			
	GND Venezia Ground 121.70			
	FIS Padova Info 124.15			



AIRSPACE CLASSIFICATION See AIP ENR 1.4	(1) Parachuting activity: FL 90 (See AIP-Italia ENR 5.5.1)	LEGEND
TRANSITION ALT 6000 Ft	(2) Parachuting activity: FL 150 (See AIP-Italia ENR 5.5.1)	
VISUAL REPORTING POINT	(3) Overflying interdicted below 1500 Ft AGL (See AIP-Italia ENR 5.6.1)	Elevation and altitude in Ft AMSL. Bearings are magnetic.
VISUAL HOLDING GATES (an entry clearance shall be requested before proceeding)	(4) Military firing area: 1700 ft AMSL (See AIP ENR 5.2.1)	

WARNING: Some users on ILS APCH reported false LLZ captures. Pilot attention is drawn to pay max caution. See AIP ENR 1.3.

APP Venezia Radar TWR Venezia Tower
118.90 120.20
Venezia Ground 121.70

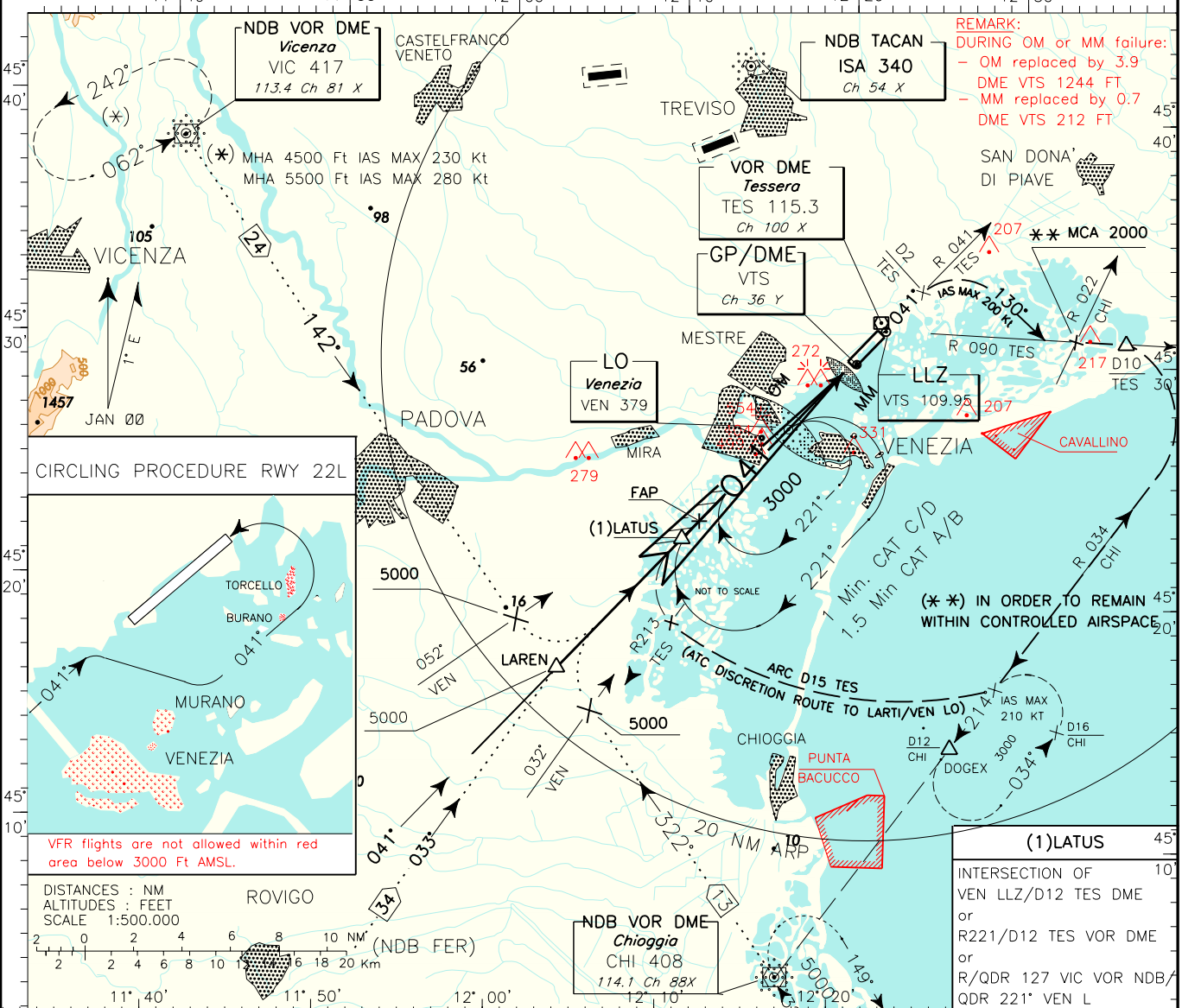
AD ELEV
7

L
I
P
Z

VENEZIA/TESSERA

LO/ILS

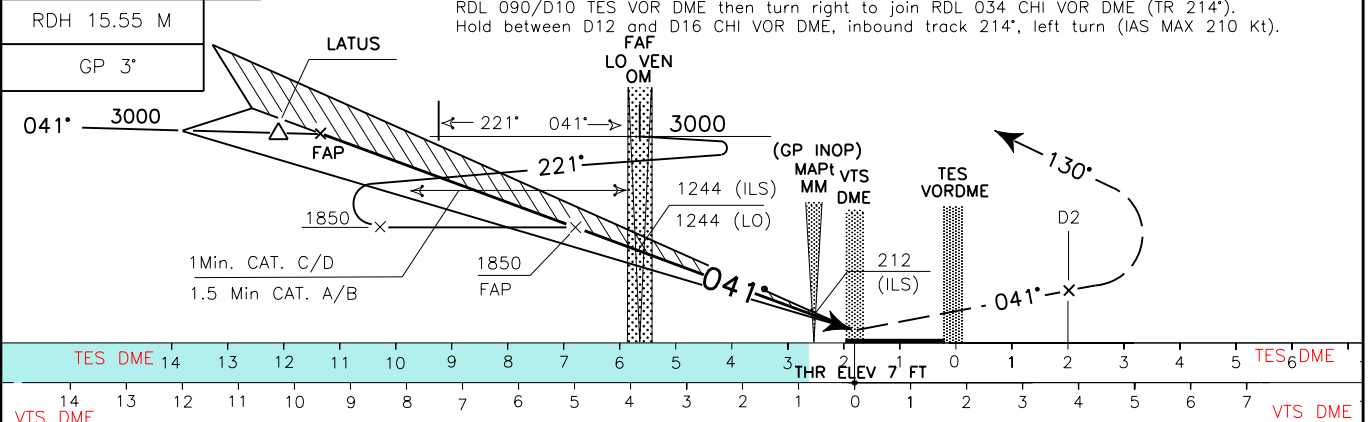
RWY 04R

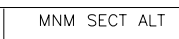


TRANSITION ALT 6000

MISSED APPROACH:

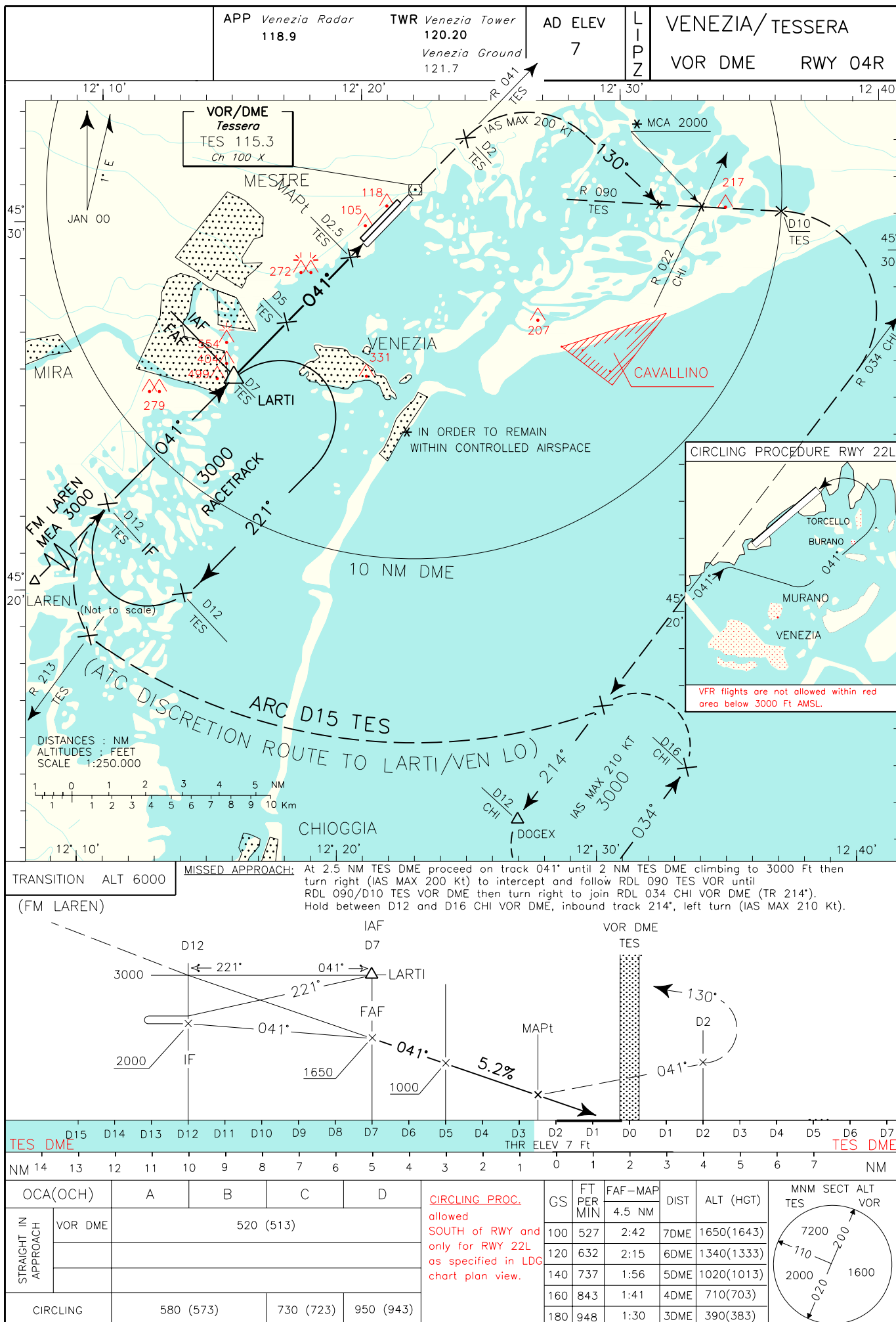
Proceed on track 041° until 2 NM TES DME climbing to 3000 Ft then turn right (IAS MAX 200 Kt) to intercept and follow RDL 090 TES VOR until RDL 090/D10 TES VOR DME then turn right to join RDL 034 CHI VOR DME (TR 214°). Hold between D12 and D16 CHI VOR DME, inbound track 214°, left turn (IAS MAX 210 Kt).



OCA(OCH)						REMARK: For non Precision approach Procedure, the altitude of 1850 Ft shall be left only when aircraft is well established on 041° track inbound to VEN LO. (1) Circling procedure allowed south of RWY and only for RWY 22L as specified in LDG chart plan view.	FT PER MIN	GS	LO-MM	MM-THR	NMN SECT ALT 				
STRAIGHT IN APPROACH	LO	520 (513)							3.24 NM	0:49 NM					
	ILS CAT 1°	171 (164)	181 (174)	191 (184)	201 (194)				530	100		1:57	0:18		
	ILS CAT 2°	67 (60)	77 (70)	92 (85)	107 (100)				640	120		1:37	0:15		
	GP INOP	400 (393)							745	140		1:23	0:13		
CIRCLING (1)		580 (573)		730 (723)					950 (943)			850	160	1:13	0:11
									955	180		1:05	0:10		

DOC 8168 ED 4 - 1993 AMD 10

CHANGE: MAG VAR ROUNDING UP - NEW AD SECTION



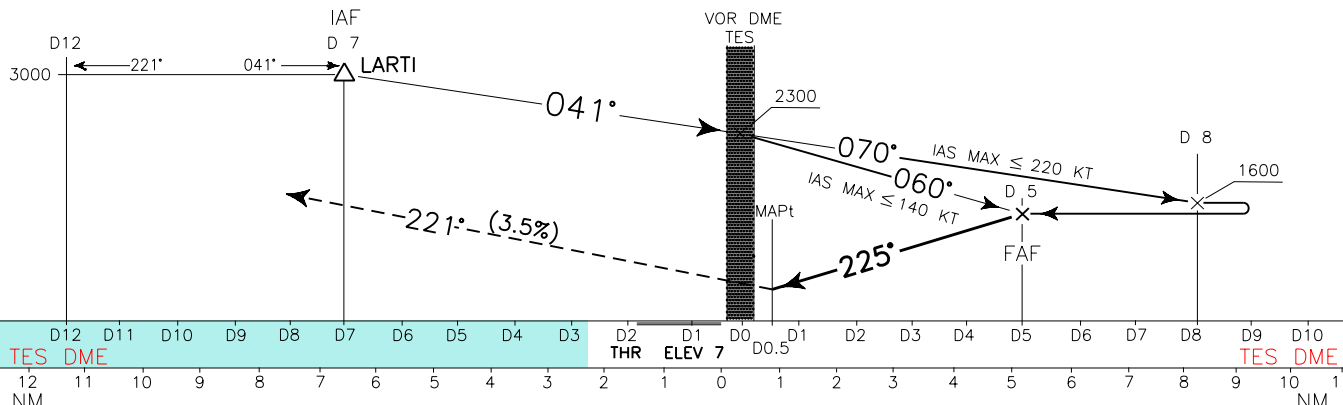
DOC 8168 ED 4 - 1993 AMD 10


CHANGE: MAG VAR ROUNDING UP - NEW AD SECTION



TRANSITION ALT 6000

MISSED APPROACH: At 0.5 NM TES DME climb to 3000 Ft and proceed on R 221 TES (TR 221°) to join holding pattern. Hold at 3000 Ft over LARTI. M.A. MNM climb gradient 3.5% (212 Ft/NM), due to ATC reason.



TES DME					THR ELEV 7					TES DME					
12	11	10	9	8	7	6	5	4	3	2	1	0	1	2	
NM					NM					NM					
OCA (OCH)	A	B	C	D	CIRCLING PROC. Allowed South of RWY 04 R avoiding red areas showed in LDG Chart plan view.	FT PER MIN	GS	FAF-MAP 4.5 NM	MAP-THR 0.7 NM	DIST	ALT(HGT)	<div><div>MNM</div><div>SECT</div><div>ALT</div><div>TES</div><div>VOR</div></div>			
STRAIGHT IN APPROACH	VOR DME	430 (423)				455	100	2 : 42	0 : 25	5DME	1600 (1593)				
						545	120	2 : 15	0 : 21	4DME	1305 (1298)				
						635	140	1 : 56	0 : 18	3DME	1005 (998)				
						725	160	1 : 41	0 : 16	2DME	710 (703)				
CIRCLING		580 (573)		730 (723)		950 (943)	815	180	1 : 30	0 : 14	1DME				410 (403)

ICAO - INSTRUMENT APPROACH CHART

AD 2 LIPZ 5-9

REMARK: This procedure can be used only at ATC Discretion.

APP Venezia Radar
118.9

TWR Venezia Tower
120.20
Venezia Ground
121.7

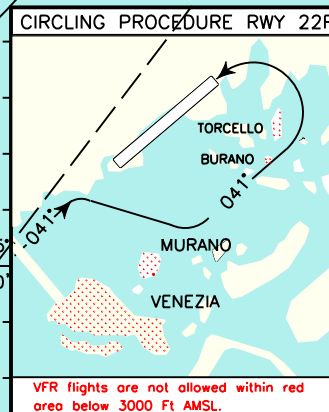
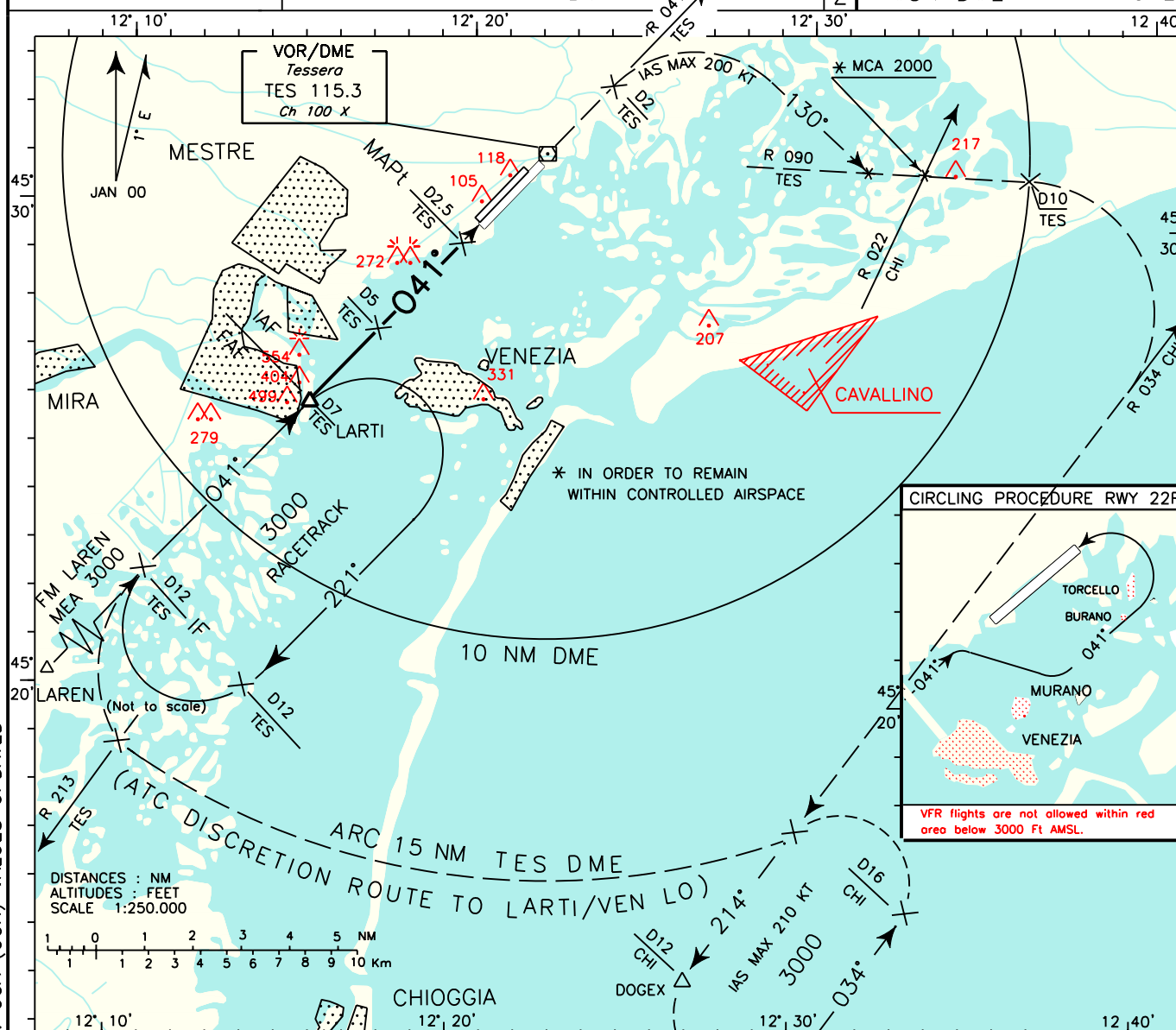
AD ELEV
7

L
P
Z

VENEZIA/TESSERA
ATC DISCRETION
VOR DME **RWY 04L**

DOC 8168 ED 4 - 1993 AMD 10

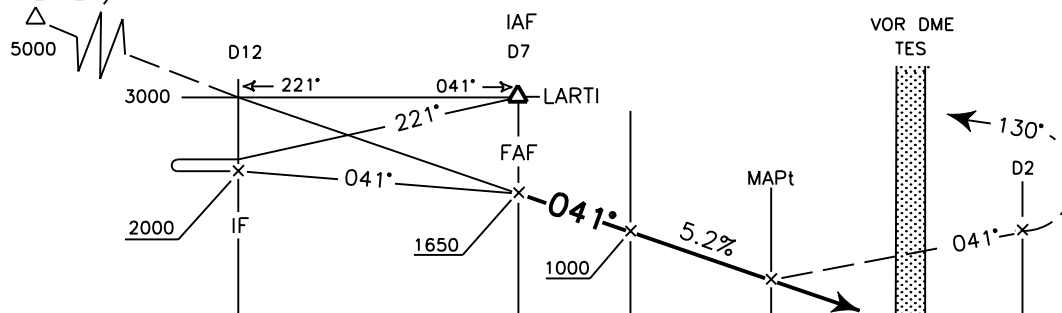
CHANGE: OCA (OCH) VALUES UPDATED

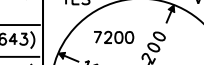


TRANSITION ALT 6000

MISSED APPROACH: At 2.5 NM TES DME proceed on track 041° until 2 NM TES DME climbing to 3000 Ft then turn right (IAS MAX 200 Kt) to intercept and follow RDL 090 TES VOR until RDL 090/D10 TES VOR DME then turn right to join RDL 034 CHI VOR DME (TR 214°). Hold between D12 and D16 CHI VOR DME, inbound track 214°, left turn (IAS MAX 210 Kt).

(FM LAREN)



TES DME															TES DME																			
D15 D14 D13 D12 D11 D10 D9 D8 D7 D6 D5 D4 D3 THR ELEV 7 Ft															D0 D1 D2 D3 D4 D5 D6 D7																			
NM 14 13 12 11 10 9 8 7 6 5 4 3 2 1 0 1 2 3 4 5 6 7 NM																																		
OCA(OCH)		A		B		C		D		<div>CIRCLING PROC. allowed SOUTH of RWY and only for RWY 22R as specified in LDG chart plan view.</div>															GS	FT PER MIN	FAF-MAP		MAP-THR		DIST	ALT (HGT)		<div>MNM SECT ALT TES VOR</div> 
STRAIGHT IN APPROACH	VOR DME	550 (543)																							100	527	2:42		0:20		7DME	1650(1643)		
																									120	632	2:15		0:16		6DME	1340(1333)		
																									140	737	1:56		0:14		5DME	1020(1013)		
																									160	843	1:41		0:12		4DME	710(703)		
CIRCLING		580 (573)				730 (723)		950 (943)		180	948	1:30		0:10		3DME	390(383)																	

ICAO - INSTRUMENT APPROACH CART

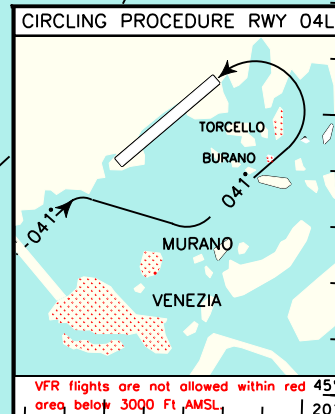
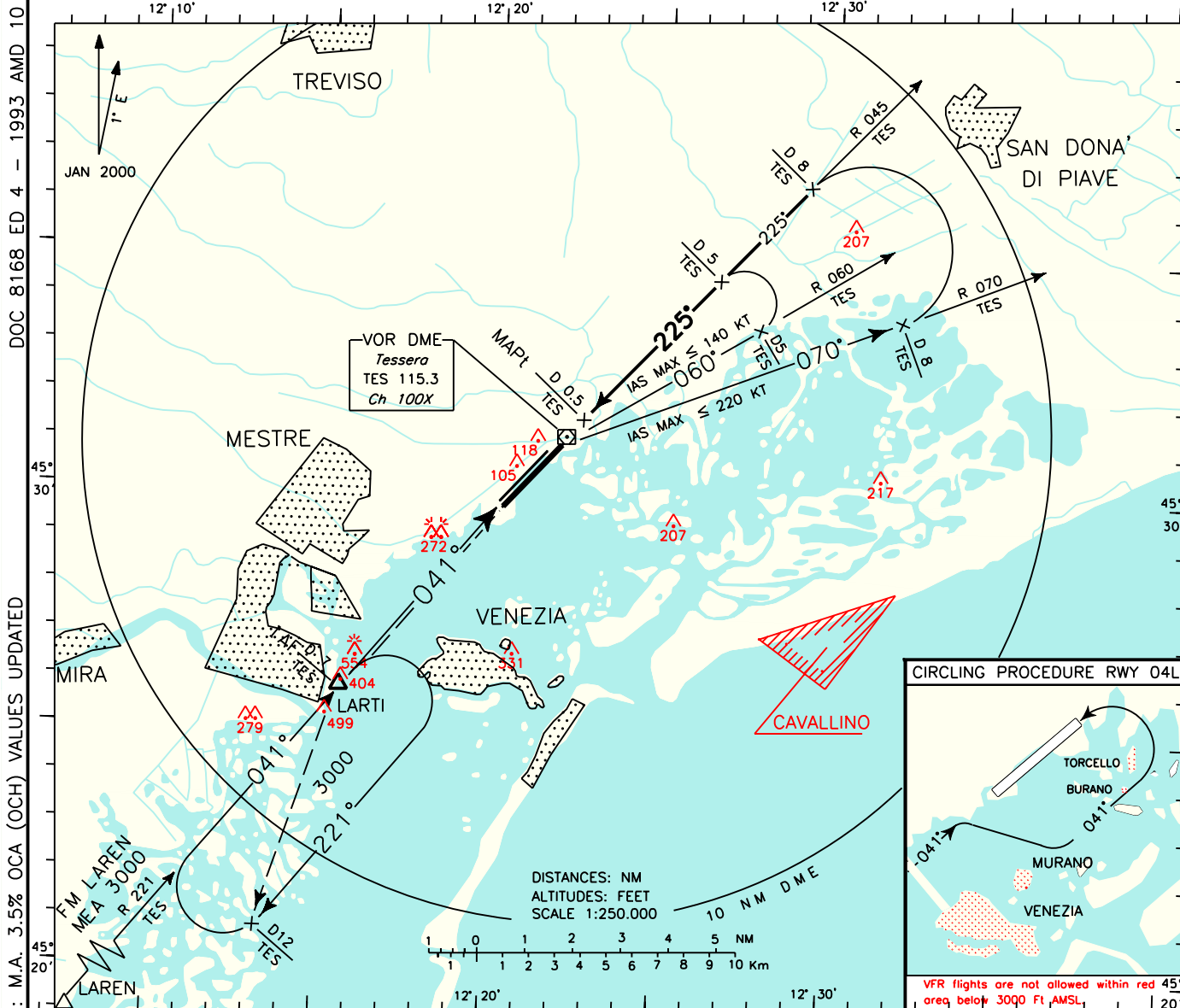
AD 2 LIPZ 5-11

APP Venezia Radar
118.90

TWR Venezia Tower
120.20
Venezia Ground
121.70

AD ELEV
7

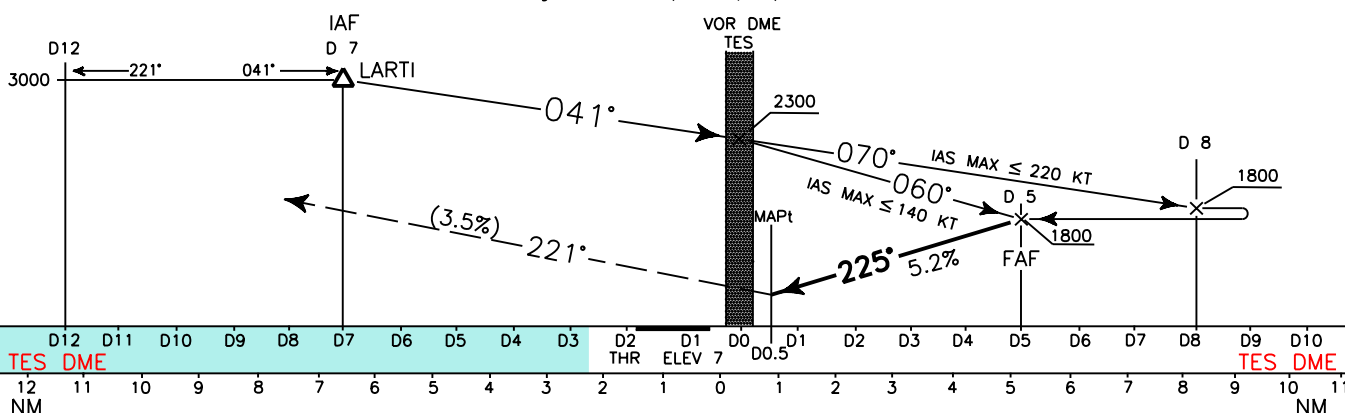
VENEZIA/TESSERA
(ATC DISCRETION)
VOR DME RWY 22R



TRANSITION ALT 6000

MISSED APPROACH:

At 0.5 NM TES DME climb to 3000 FT and proceed on R 221 TES (TR 221°) to join holding pattern. Hold at 3000 FT over LARTI. Missed Approach minimum climb gradient 3.5% (212 FT/NM), due to ATC reason.



OCA (OCH)		A	B	C	D	CIRCLING Allowed South of RWY and only for RWY 04 L avoiding red areas showed in LDG chart plan view.	FT PER MIN	GS	FAF-MAP 4.5 NM	MAP-THR 0.99 NM	DIST	ALT(HGT)	MNM SECT ALT TES	ALT VOR
STRAIGHT IN APPROACH	VOR DME	MISSED APPROACH GRADIENT 3.5% 550 (543)					470	100	2 : 42	0 : 36	5DME	1800 (1793)		
		MISSED APPROACH GRADIENT 2.5% 1300 (1293)					560	120	2 : 15	0 : 30	4DME	1485 (1478)		
							655	140	1 : 56	0 : 25	3DME	1170 (1163)		
							745	160	1 : 41	0 : 22	2DME	855 (848)		
CIRCLING SOUTH OF RWY		580 (573)		730 (723)	950 (943)	840	180	1 : 30	0 : 20	1DME	540 (533)			

CHANGE: MAG VAR ROUNDING UP - NEW AD SECTION



PROCEDURA DI SALITA INIZIALE RWY 04R/L

Dopo il decollo, procedere lungo il prolungamento asse pista fino ad incrociare QDR 137° ISA NDB. Quindi: se per SID VICENZA 5A, virare a sinistra per VIC VOR/NDB; se per SID ROTAR 5A virare a destra per intercettare e seguire QDR 128° ISA NDB; per altre SID virare a destra per intercettare e seguire QDR 130° ISA NDB fino a stabilizzarsi sulla SID assegnata.

Le virate dopo il decollo debbono eseguirsi con i seguenti parametri:

- TAS non superiore a 250 KT;
- Banco 25° o rateo di virata 2°/sec se consente un banco inferiore.

DESCRIZIONE DELLE SID RWY 04R/L**VIC 5A**

Dopo il decollo virare a sinistra e dirigere su VIC NDB/VOR.

MCA/MCL: ABM TRE LO 5000 FT; VIC NDB/VOR FL 120

VIC 6B

Incrociando RDL 021 CHI VOR, virare a destra per intercettare e seguire RDL 023 CHI VOR. A 20 NM DME CHI (INT QDM 293° VEN) virare a destra e procedere via VEN LO - VIC NDB/VOR su RDL 113 VIC.

MCA/MCL: INT RDL 023 CHI VOR 3000 FT; VEN LO 6000 FT; VIC NDB/VOR FL 120

ROSKA 5A

Procedere su QDR 130° ISA NDB per ROSKA (INT RDL 058 CHI)

MCA: INT RDL 023 CHI VOR 3000 FT; INT RDL 047 CHI VOR 5000 FT; ROSKA FL 85

ROTAR 5A

Procedere su QDR 128° ISA NDB per il punto ROTAR, quindi rotta RNAV M167, come da autorizzazione.

MCA: INT RDL 023 CHI VOR 3000 FT; INT RDL 047 CHI VOR 5000 FT; ROTAR 6000 FT

CHI 6A

Incrociando RDL 021 CHI VOR virare a destra intercettare e seguire RDL 023 CHI VOR per CHI.

MCA: INT RDL 023 CHI VOR 3000 FT; CHI VOR/NDB 6000 FT

CHI 6B

Procedere su QDR 130° ISA NDB per intercettare e seguire RDL 036 CHI VOR per CHI.

MCA: INT RDL 023 CHI VOR 3000 FT; CHI VOR/NDB 6000 FT

CHI 6C

Procedere su QDR 130° ISA NDB per intercettare e seguire RDL 047 CHI VOR per CHI.

MCA: INT RDL 023 CHI VOR 3000 FT; INT RDL 047 CHI VOR 5000 FT; CHI VOR/NDB 6000 FT

NOTE

- Le SID VIC 5A e VIC 6B possono essere autorizzate solo in assenza di intenso traffico militare entro il CTR di Treviso;
- le sopra descritte SID sono anche Rotte di Minimo Rumore e pertanto è necessario che vengano seguite con la migliore precisione possibile.

INITIAL CLIMB PROCEDURE RWY 04R/L

After take-off, proceed on extended runway center line until crossing QDR 137° ISA NDB. Then: if bound for VICENZA 5A SID, turn left to VIC VOR/NDB, if bound for ROTAR 5A SID turn right to join QDR 128° ISA NDB; for all other SID, turn right and follow QDR 130° ISA NDB to join the assigned SID.

Turns after take-off shall be executed according to the following parameters:

- TAS not more than 250 KT;
- Bank 25° or rate of turn 2°/sec if it requires a lesser bank.

SID DESCRIPTION RWY 04R/L**VIC 5A**

After take-off turn left and proceed toward VIC NDB/VOR.

VIC 6B

Crossing RDL 021 CHI VOR, turn right to join RDL 023 CHI VOR.

At 20 NM DME CHI (INT QDM 293° VEN) turn right and proceed via VEN LO - VIC NDB/VOR on RDL 113 VIC.

ROSKA 5A

Proceed on QDR 130° ISA NDB to ROSKA (INT RDL 058 CHI)

ROTAR 5A

Proceed on QDR 128° ISA NDB to point ROTAR, then RNAV route M167, as cleared.

CHI 6A

Crossing RDL 021 CHI VOR turn right to join RDL 023 CHI VOR bound to CHI.

CHI 6B

Proceed on QDR 130° ISA NDB to join RDL 036 CHI VOR bound to CHI.

CHI 6C

Proceed on QDR 130° ISA NDB to join RDL 047 CHI VOR bound to CHI.

REMARKS

- VIC 5A and VIC 6B SID may be authorized only if heavy military traffic doesn't exist within Treviso CTR;
- all above mentioned SID are also Minimum Noise Routeings. Strict adherence within the limits of performance criteria is mandatory.

AIRAC effective date 5 JUN 2008 (A5/08)

PROCEDURA DI SALITA INIZIALE RWY 04R/L

Dopo il decollo, proseguire con prua pista fino a 2 NM TES DME, quindi virare a destra su DR 164° (a sinistra su DR 238° solo per SID VIC 5V) per stabilizzarsi sulla SID assegnata.

Le virate dopo il decollo debbono eseguirsi con i seguenti parametri:

- TAS non superiore a 250 KT;
- Banco 25° o rateo di virata 2°/sec se consente un banco inferiore.

DESCRIZIONE DELLE SID RWY 04R/L

Eseguita la procedura di salita iniziale:

CHI 5V

Intercettare e seguire RDL 023 CHI VOR (TR 203°) per CHI NDB - VOR/DME.

MCA: INT RDL 023 CHI VOR 3000 FT; CHI NDB - VOR/DME 6000 FT

CHI 6 Y

Intercettare e seguire RDL 119 TES VOR (TR 119°), quindi a 10 NM TES DME virare a destra e procedere su RDL 036 CHI VOR (TR 216°) per CHI NDB - VOR/DME.

MCA: INT RDL 023 CHI VOR 3000 FT; CHI NDB - VOR/DME 6000 FT

CHI 6 Z

Intercettare e seguire RDL 119 TES VOR (TR 119°), quindi a 14 NM TES DME virare a destra e procedere su RDL 047 CHI VOR (TR 227°) per CHI NDB - VOR/DME.

MCA: INT RDL 023 CHI VOR 3000 FT; RDL 119/14NM TES VOR/DME 5000 FT; CHI NDB - VOR/DME 6000 FT

ROSKA 5V

Intercettare e seguire RDL 119 TES VOR (TR 119°) per ROSKA (RDL 119/24 NM TES VOR/DME).

MCA/MCL: INT RDL 023 CHI VOR 3000 FT; RDL 119/14 NM TES VOR/DME 5000 FT; ROSKA FL 85

ROTAR 6V

Intercettare e seguire RDL 119 TES VOR (TR 119°) per il punto ROTAR (RDL 119/30 NM TES VOR/DME), quindi rotta RNAV M167, come da autorizzazione.

MCA: INT RDL 023 CHI VOR 3000 FT; RDL 119/14 NM TES VOR/DME 5000 FT; ROTAR 6000 FT

VIC 5V

Intercettare e seguire RDL 283 TES VOR - RDL 103 VIC VOR (TR 283°) diretti a VIC NDB - VOR/DME.

MCA/MCL: RDL 283/13NM TES VOR/DME 5000 FT; VIC NDB - VOR/DME FL 120

VIC 6Y

Intercettare e seguire RDL 023 CHI VOR (TR 203°), quindi a 20,5 NM CHI DME (INT QDM 293° VEN LO) virare a destra e procedere via VEN LO-VIC NDB-VOR/DME su RDL113 VIC VOR.

MCA/MCL: INT RDL 023 CHI VOR 3000 FT; VEN LO (INT RDL 221 TES VOR) 6000 FT; VIC NDB - VOR/DME FL 120

BZO 5V

Intercettare e seguire RDL 119 TES VOR (TR 119°), quindi a 14 NM TES DME virare a destra e procedere su RDL 047 CHI VOR (TR 227°) fino a 14 NM CHI DME (INT RDL 158 TES VOR), quindi virare a destra e procedere su RDL 128 VIC VOR (TR 308°) fino a 20 NM VIC DME, quindi seguire QDR 153° BZO NDB (TR 333°) per BZO NDB.

MCA/MCL: INT RDL 023 CHI VOR 3000 FT; RDL 119/14NM TES VOR/DME 5000 FT; RDL 128/33 NM VIC VOR/DME (INT RDL 194 TES VOR) FL 105; RDL 128/20 NM VIC VOR/DME FL 140

VIC 5W

Intercettare e seguire RDL 119 TES VOR (TR 119°), quindi a 14 NM TES DME virare a destra e procedere su RDL 047 CHI VOR (TR 227°) fino a 14 NM CHI DME (INT RDL 158 TES VOR), quindi virare a destra e procedere su RDL 128 VIC VOR (TR 308°) per VIC VOR.

MCA/MCL: INT RDL 023 CHI VOR 3000 FT; RDL 119/14NM TES VOR/DME 5000 FT; RDL 128/33 NM VIC VOR/DME (INT RDL 194 TES VOR) FL 105; RDL 128/20 NM VIC VOR/DME FL 140

NOTA

Le SID VIC 5V e 6Y possono essere autorizzate solo in assenza di intenso traffico militare entro il CTR di Treviso.

INITIAL CLIMB PROCEDURE RWY 04R/L

After take-off, proceed on runway heading until 2 NM TES DME, then turn right on DR 164° (left on DR 238° only for SID VIC 5V) to join the assigned SID.

Turns after take-off shall be executed according to the following parameters:

- TAS not more than 250 KT;
- Bank 25° or rate of turn 2°/sec if it requires a lesser bank.

SID DESCRIPTION RWY 04R/L

Initial climb procedure executed:

CHI 5V

Join RDL 023 CHI VOR (TR 203°) bound to CHI NDB - VOR/DME.

CHI 6 Y

Join RDL 119 TES VOR (TR 119°), then at 10 NM TES DME turn right and proceed on RDL 036 CHI VOR (TR 216°) to CHI NDB - VOR/DME.

CHI 6 Z

Join RDL 119 TES VOR (TR 119°), then at 14 NM TES DME turn right and proceed on RDL 047 CHI VOR (TR 227°) to CHI NDB - VOR/DME.

ROSKA 5V

Join RDL 119 TES VOR (TR 119°) bound to ROSKA (RDL 119/24 TES VOR/DME).

ROTAR 6V

Join RDL 119 TES VOR (TR 119°) bound to ROTAR point (RDL 119/30 NM TES VOR/DME), then RNAV route M167, as cleared.

VIC 5V

Join RDL 283 TES VOR - RDL 103 VIC VOR (TR 283°) bound to VIC NDB - VOR/DME.

VIC 6Y

Join RDL 023 CHI VOR (TR 203°), then at 20,5 NM CHI DME (INT QDM 293° VEN LO) turn right and proceed via VEN LO - VIC NDB - VOR/DME on RDL 113 VIC VOR.

BZO 5V

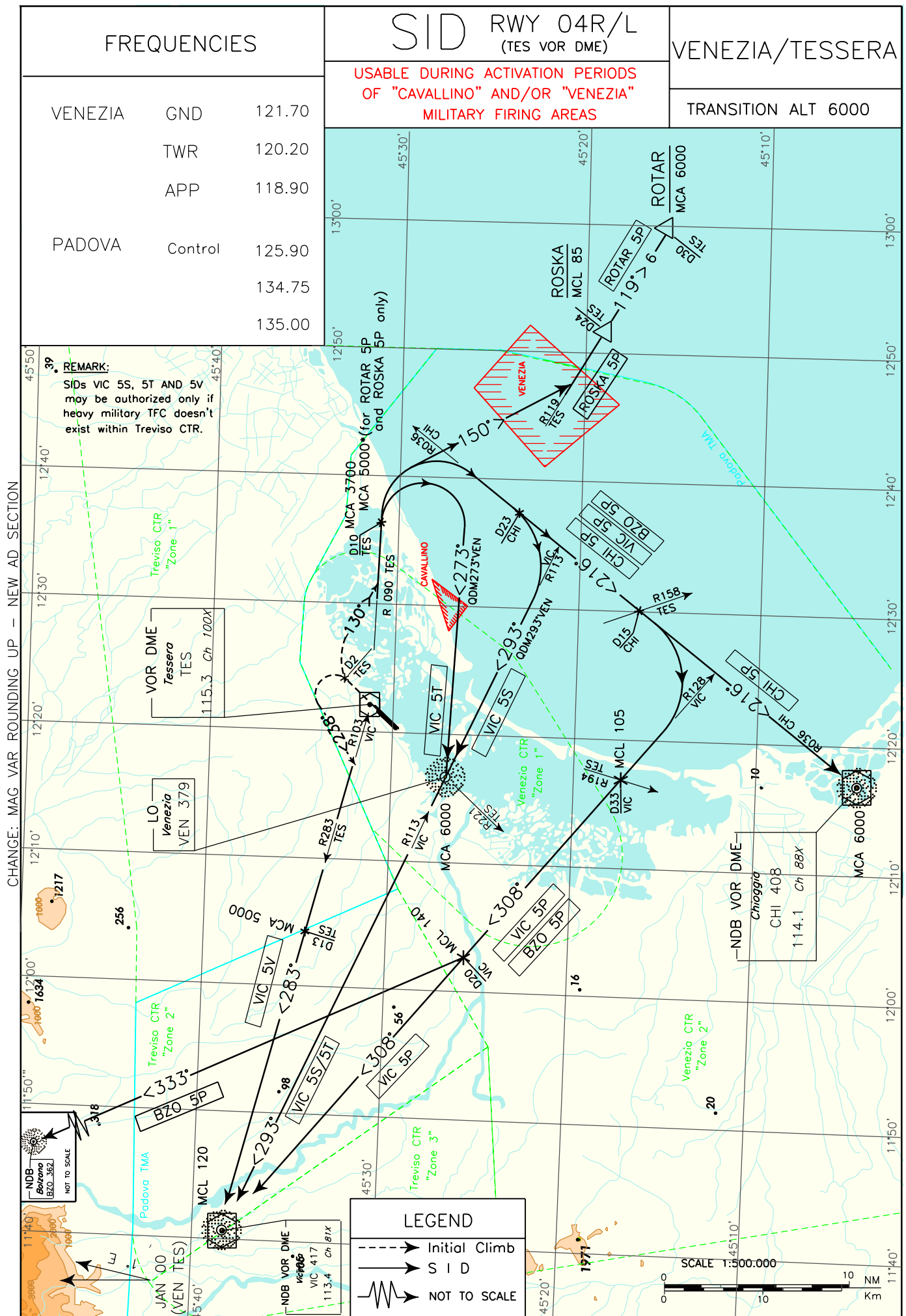
Join RDL 119 TES VOR (TR 119°), then at 14 NM TES DME turn right and proceed on RDL 047 CHI VOR (TR 227°) until 14 NM CHI DME (INT RDL 158 TES VOR), then turn right and proceed on RDL 128 VIC VOR (TR 308°) until 20 NM VIC DME, then follow QDR 153° BZO NDB (TR 333°) bound to BZO NDB.

VIC 5W

Join RDL 119 TES VOR (TR 119°), then at 14 NM TES DME turn right and proceed on RDL 047 CHI VOR (TR 227°) until 14 NM CHI DME (INT RDL 158 TES VOR), then turn right and proceed on RDL 128 VIC VOR (TR 308°) bound to VIC VOR.

REMARK

VIC 5V and 6Y SID may be authorized only if heavy military traffic doesn't exist within Treviso CTR.



PROCEDURA DI SALITA INIZIALE RWY 04R/L

Dopo il decollo, procedere con prua pista fino a 2 NM TES DME , quindi virare a destra su rotta 130° (a sinistra su DR 238° solo per VIC 5V) per stabilizzarsi sulla SID assegnata.

Le virate dopo il decollo debbono eseguirsi con i seguenti parametri

- SID con virata a destra dopo il decollo:

- IAS MAX 220 KT;
- Banco 15°;
- Gradiente minimo di salita: 350FT/NM (5,76%) fino a lasciare 5000FT.

- SID con virata a sinistra dopo il decollo:

- TAS non superiore a 250 KT;
- Banco 25° o rateo di virata 2°/sec se consente un banco inferiore.

DESCRIZIONE DELLE SID RWY 04R/L

Eseguita la procedura di salita iniziale:

CHI 5P

Intercettare e seguire RDL 090 TES VOR fino a 10NM TES DME, quindi virare a destra fino ad intercettare e seguire RDL 036 CHI VOR (TR 216°) per CHI NDB – VOR/DME.

MCA: RDL 090/10NM TES VOR/DME 3700 FT; CHI NDB - VOR/DME 6000 FT

VIC 5S

Intercettare e seguire RDL 090 TES VOR fino a 10NM TES DME, quindi virare a destra fino ad intercettare e seguire RDL 036 CHI VOR (TR 216°), quindi a 23NM CHI DME virare a destra e procedere via VEN LO-VIC NDB-VOR/DME su RDL 113 VIC VOR (TR 293°).

MCA/MCL: RDL 090/10NM TES VOR/DME 3700 FT; VEN LO (INT RDL 221 TES VOR) 6000 FT; VIC NDB - VOR/DME FL 120

ROSKA 5P

Intercettare e seguire RDL 090 TES VOR fino a 10NM TES DME, quindi virare a destra su rotta 150° fino ad intercettare e seguire RDL 119 TES VOR (TR 119°) per il punto ROSKA.

MCA/MCL: RDL 090/10 NM TES VOR/DME 5000 FT; ROSKA FL 85

ROTAR 5P

Intercettare e seguire RDL 090 TES VOR fino a 10NM TES DME, quindi virare a destra su rotta 150° fino ad intercettare e seguire RDL 119 TES VOR (TR 119°) per il punto ROTAR , quindi rotta RNAV M167 come da autorizzazione.

MCA: RDL 090/10 NM TES VOR/DME 5000 FT; ROTAR 6000 FT

VIC 5V

Intercettare e seguire RDL 283 TES VOR - RDL 103 VIC VOR (TR 283°) diretti a VIC NDB-VOR/DME.

MCA/MCL: RDL 283/13 NM TES VOR/DME 5000 FT; VICNDB – VOR/DME FL 120

VIC 5T

Intercettare e seguire RDL 090 TES VOR fino a 10NM TES DME, quindi virare a destra e procedere su rotta 273° (QDM 273° VEN LO) diretti a VEN LO, quindi procedere su RDL 113 VIC VOR (TR 293°) per VIC NDB-VOR/DME.

MCA/MCL: RDL 090/10 NM TES VORDME 3700 FT; VEN LO (INT RDL 221 TES VOR) 6000 FT; VIC NDB - VOR/DME FL 120

BZO 5P

Intercettare e seguire RDL 090 TES VOR fino a 10NM TES DME, quindi virare a destra fino ad intercettare e seguire RDL 036 CHI VOR (TR 216°), quindi a 15NM CHI DME (INT RDL 158 TES VOR) virare a destra e procedere su RDL 128 VIC VOR (TR 308°) fino a 20NM VIC DME, quindi seguire QDR 153° BZO NDB (TR 333°) per BZO NDB.

MCA/MCL: RDL 090/10NM TES VOR/DME 3700 FT; RDL 128/33NM VIC VOR/DME (INT RDL 194 TES VOR) FL 105; RDL 128/20 NM VIC VOR/DME FL 140

VIC 5P

Intercettare e seguire RDL 090 TES VOR fino a 10NM TES DME, quindi virare a destra fino ad intercettare e seguire RDL 036 CHI VOR (TR 216°), quindi a 15NM CHI DME (INT RDL 158 TES VOR) virare a destra e procedere su RDL 128 VIC VOR (TR 308°) per VIC VOR.

MCA/MCL: RDL 090/10NM TES VOR/DME 3700 FT; RDL 128/33 NM VIC VOR/DME (INT RDL 194 TES VOR) FL 105; RDL 128/20 NM VIC VOR/DME FL 140

NOTA

Le SID VIC 5S , 5T e 5V possono essere autorizzate solo in assenza di intenso traffico militare entro il CTR di Treviso.

INITIAL CLIMB PROCEDURE RWY 04R/L

After take-off, proceed on runway heading until 2 NM TES DME, then turn right on TR 130° (left on DR 238° only for SID VIC 5V) to join the assigned SID.

Turns after take-off shall be executed according to the following parameters:

- SID with right turn after take off:

- IAS MAX 220 KT;
- Bank 15°;
- Minimum climb gradient: 350FT/NM (5,76%) until passing 5000FT.

- SID with left turn after take off:

- TAS not more than 250 KT;
- Bank 25° or rate of turn 2°/sec if it requires a lesser bank.

SID DESCRIPTION RWY 04R/L

Initial climb procedure executed:

CHI 5P

Join RDL 090 TES VOR until 10NM TES DME, then turn right until intercepting and following RDL 036 CHI VOR (TR 216°) bound to CHI NDB - VOR/DME.

VIC 5S

Join RDL 090 TES VOR until 10NM TES DME, then turn right until intercepting and following RDL 036 CHI VOR (TR 216°), then at 23NM CHI DME turn right and proceed via VEN LO-VIC NDB-VOR/DME on RDL 113 VIC VOR (TR 293°).

ROSKA 5P

Join RDL 090 TES VOR until 10NM TES DME, then turn right to on TR 150° until intercepting and following RDL 119 TES VOR (TR 119°) bound to ROSKA point.

ROTAR 5P

Join RDL 090 TES VOR until 10NM TES DME, then turn right to on TR 150° until intercepting and following RDL 119 TES VOR (TR 119°) bound to ROTAR point, then RNAV route M167 as cleared.

VIC 5V

Join RDL 283 TES VOR - RDL 103 VIC VOR (TR 283°) bound to VIC NDB-VOR/DME.

VIC 5T

Join RDL 090 TES VOR until 10NM TES DME, then turn right and proceed on TR 273° (QDM 273° VEN LO) bound to VEN LO, then proceed on RDL 113 VIC VOR (TR 293°) bound to VIC NDB-VOR/DME.

BZO 5P

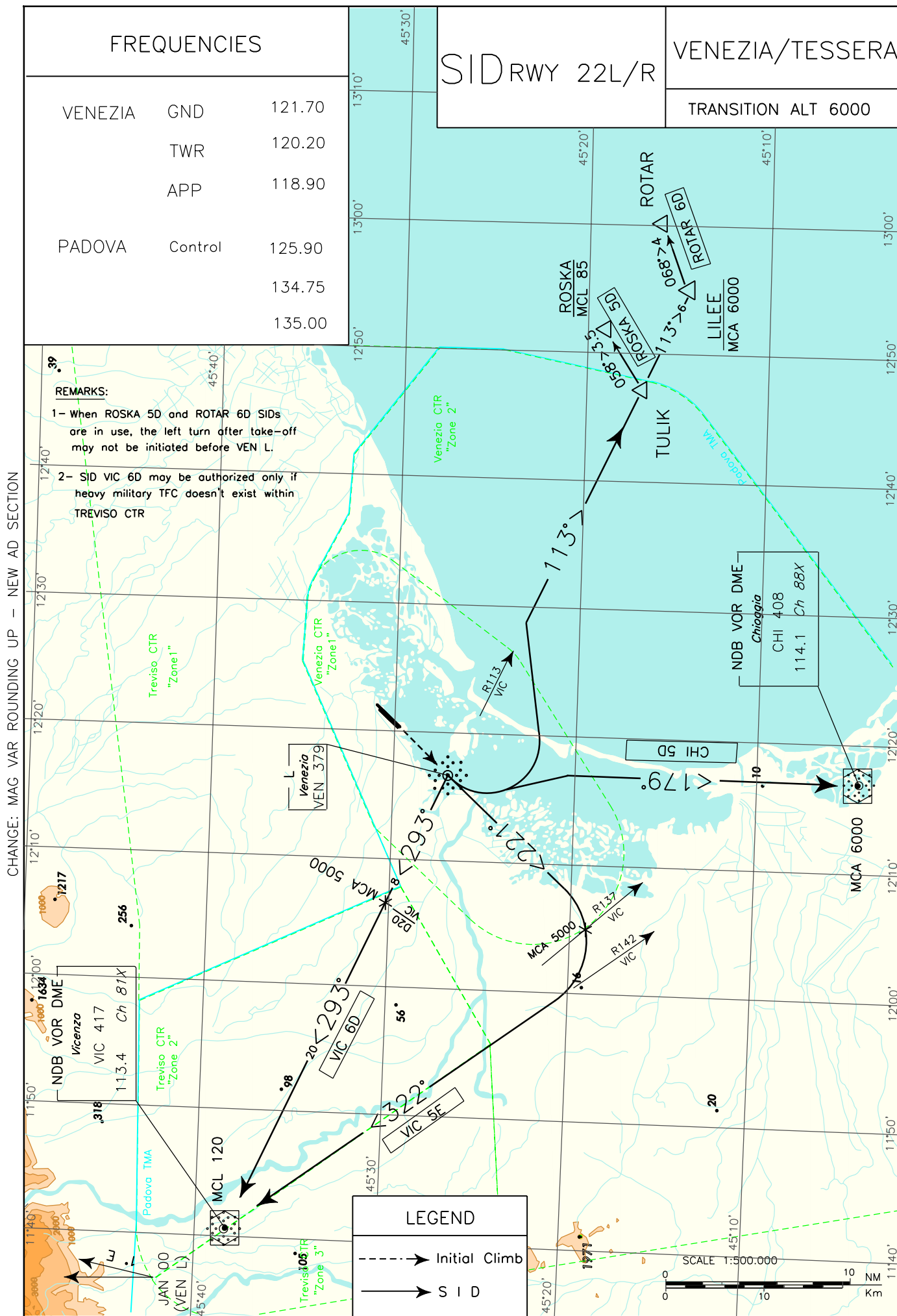
Join RDL 090 TES VOR until 10NM TES DME, then turn right until intercepting and following RDL 036 CHI VOR (TR 216°), then at 15 NM CHI DME (INT RDL 158 TES VOR) turn right and proceed on RDL 128 VIC VOR (TR 308°) until 20NM VIC DME, then follow QDR 153° BZO NDB (TR 333°) bound to BZO NDB.

VIC 5P

Join RDL 090 TES VOR until 10NM TES DME, then turn right until intercepting and following RDL 036 CHI VOR (TR 216°), then at 15 NM CHI DME (INT RDL 158 TES VOR) turn right and proceed on RDL 128 VIC VOR (TR 308°) bound to VIC VOR.

REMARK

VIC 5S, 5T and 5V SID may be authorized only if heavy military traffic doesn't exist within Treviso CTR.



PROCEDURA DI SALITA INIZIALE RWY 22L/R

La salita iniziale deve essere eseguita in modo da attraversare VEN L a 1200 FT AMSL o più, oppure mantenendo un rateo di salita di almeno 230 FT/NM fino a lasciare 2000 FT AMSL.

DESCRIZIONE DELLE SID RWY 22L/R**VIC 6D**

Dopo il decollo procedere via VEN L, VIC NDB/VOR (RDL 113 VIC VOR).

MCA/MCL: RDL 113/20 NM VIC VOR/DME 5000 FT; VIC NDB/VOR FL 120

VIC 5E

Dopo il decollo procedere via VEN L (QDR 221° VEN L) fino ad attraversare RDL 137 VIC VOR, indi virare a destra per VIC NDB/VOR su RDL 142 da VIC VOR.

MCA/MCL: RDL 137 VIC VOR 5000 FT; VIC VOR FL 120

ROSKA 5D

Dopo il decollo procedere con prua 221° fino a lasciare 3000 FT, indi virare a sinistra per intercettare e seguire RDL 113 VIC VOR. Proseguire quindi via TULIK (INT RDL 113 VIC VOR - RDL 058 CHI VOR), ROSKA (RDL 058 CHI VOR).

MCL: ROSKA FL 85

ROTAR 6D

Dopo il decollo procedere con prua 221° fino a lasciare 3000 FT, indi virare a sinistra per intercettare e seguire RDL 113 VIC VOR. Proseguire quindi via TULIK, LILEE, rotta RNAV M167.

MCA: LILEE 6000 FT

CHI 5D

Dopo il decollo procedere per VEN L e mantenere prua 221° fino a lasciare 3000 FT, quindi virare a sinistra per CHI VOR/NDB.

MCA: CHI NDB/VOR 6000 FT

INITIAL CLIMB PROCEDURE RWY 22L/R

The initial climb shall be performed either in order to cross VEN L at 1200 FT AMSL or above, or maintaining at least a rate of climb of 230 FT/NM until leaving 2000 FT AMSL.

SID DESCRIPTION RWY 22L/R**VIC 6D**

After take-off proceed via VEN L, VIC NDB/VOR (RDL 113 VIC VOR).

VIC 5E

After take-off proceed via VEN L (QDR 221° VEN L) until crossing RDL 137 VIC VOR, then turn right to VIC NDB/VOR on RDL 142 VIC VOR.

ROSKA 5D

After take-off proceed on heading 221° until leaving 3000 FT, then turn left to join RDL 113 VIC VOR. Then proceed via TULIK (INT RDL 113 VIC VOR - RDL 058 CHI VOR), ROSKA (RDL 058 CHI VOR).

ROTAR 6D

After take-off proceed on heading 221° until leaving 3000 FT, then turn left and follow RDL 113 VIC VOR. Then proceed via TULIK, LILEE, RNAV route M167.

CHI 5D

After take-off proceed to VEN L and maintain heading 221° until leaving 3000 FT, then turn left to CHI NDB/VOR.

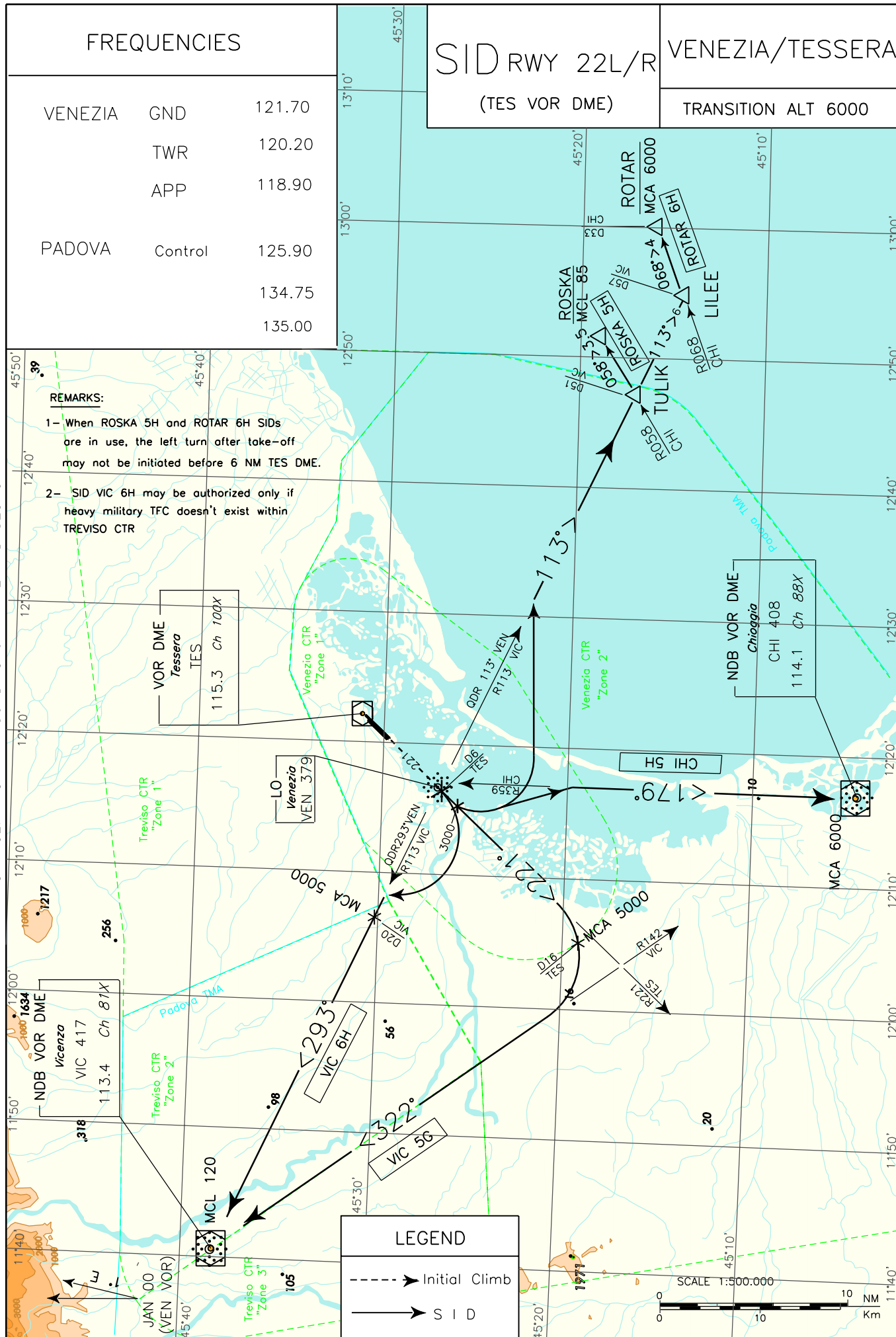
NOTE

1. Sulle SID ROSKA 5D e ROTAR 6D la virata a sinistra dopo il decollo non può comunque essere effettuata prima di aver attraversato VEN L.
2. La SID VIC 6D può essere autorizzata solo in assenza di intenso traffico militare entro il CTR di Treviso.
3. Le sopra descritte SID sono anche rotte di Minimo Rumore e pertanto è necessario che vengano eseguite con la maggior precisione possibile

REMARKS

1. When ROSKA 5D and ROTAR 6D SID are in use, the left turn after take-off must not be initiated before VEN L.
2. SID VIC 6D may be authorized only if heavy military traffic doesn't exist within Treviso CTR.
3. All above mentioned SID are also Minimum Noise Routeings. Strict adherence within the limits of performance criteria is mandatory.

CHANGE: MAG VAR ROUNDING UP - NEW AD SECTION



PROCEDURA DI SALITA INIZIALE RWY 22L/R

Dopo il decollo procedere su RDL 221 TES VOR (TR 221°) per inserirsi nella SID assegnata.
Gradiente minimo di salita (ATC) fino a lasciare 3000 FT: 300 FT/NM (4,93%).

DESCRIZIONE DELLE SID RWY 22L/R

Eseguita la procedura di salita iniziale:

CHI 5H

Lasciando 3000 FT, virare a sinistra per intercettare e seguire RDL 359 CHI VOR (TR 179°) per CHI NDB - VOR/DME.

INITIAL CLIMB PROCEDURE RWY 22L/R

After take-off proceed on RDL 221 TES VOR (TR 221°) to join assigned SID.
Minimum climb gradient (ATC) until leaving 3000 FT: 300 FT/NM (4,93%).

SID DESCRIPTION RWY 22L/R

Initial climb procedure executed:

CHI 5H

Leaving 3000 FT, turn left to join RDL 359 CHI VOR (TR 179°) bound to CHI NDB - VOR/DME.

MCA: CHI NDB - VOR/DME 6000 FT

ROSKA 5H

Lasciando 3000 FT, virare a sinistra per intercettare e seguire RDL 113 VIC VOR - QDR 113° VEN LO, quindi procedere via TULIK - ROSKA (RDL 058/28.5 NM CHI VOR/DME).

ROSKA 5H

Leaving 3000 FT, turn left to join RDL 113 VIC VOR QDR 113° VEN LO, then proceed via TULIK - ROSKA (RDL 058/28.5 NM CHI VOR/DME).

MCL: ROSKA FL 85

ROTAR 6H

Lasciando 3000 FT, virare a sinistra per intercettare e seguire RDL 113 VIC VOR - QDR 113° VEN LO, quindi procedere via LILEE - ROTAR (RDL 068/33NM CHI VOR) rotta RNAV M167.

ROTAR 6H

Leaving 3000 FT, turn left to join RDL 113 VIC VOR - QDR 113° VEN LO, then proceed via LILEE - ROTAR (RDL 068/33NM CHI VOR) RNAV route M167.

MCA: ROTAR 6000 FT

VIC 6H

A 6 NM TES DME virare a destra per intercettare e seguire RDL 113 VIC VOR - QDR 293° VEN LO diretti a VIC NDB - VOR/DME.

VIC 6H

At 6 NM TES DME turn right to join RDL 113 VIC VOR QDR 293° VEN LO bound to VIC NDB - VOR/DME.

MCA/MCL: RDL 113/20 NM VIC VOR/DME 5000 FT; VIC NDB - VOR/DME FL 120

VIC 5G

A 16 NM TES DME virare a destra per intercettare e seguire RDL 142 VIC VOR (TR 322°) diretti a VIC NDB - VOR/DME.

VIC 5G

At 16 NM TES DME turn right to join RDL 142 VIC VOR (TR 322°) bound to VIC NDB - VOR/DME.

MCA/MCL: RDL 221/16 NM TES VOR/DME 5000 FT; VIC NDB - VOR/DME FL 120.

NOTE

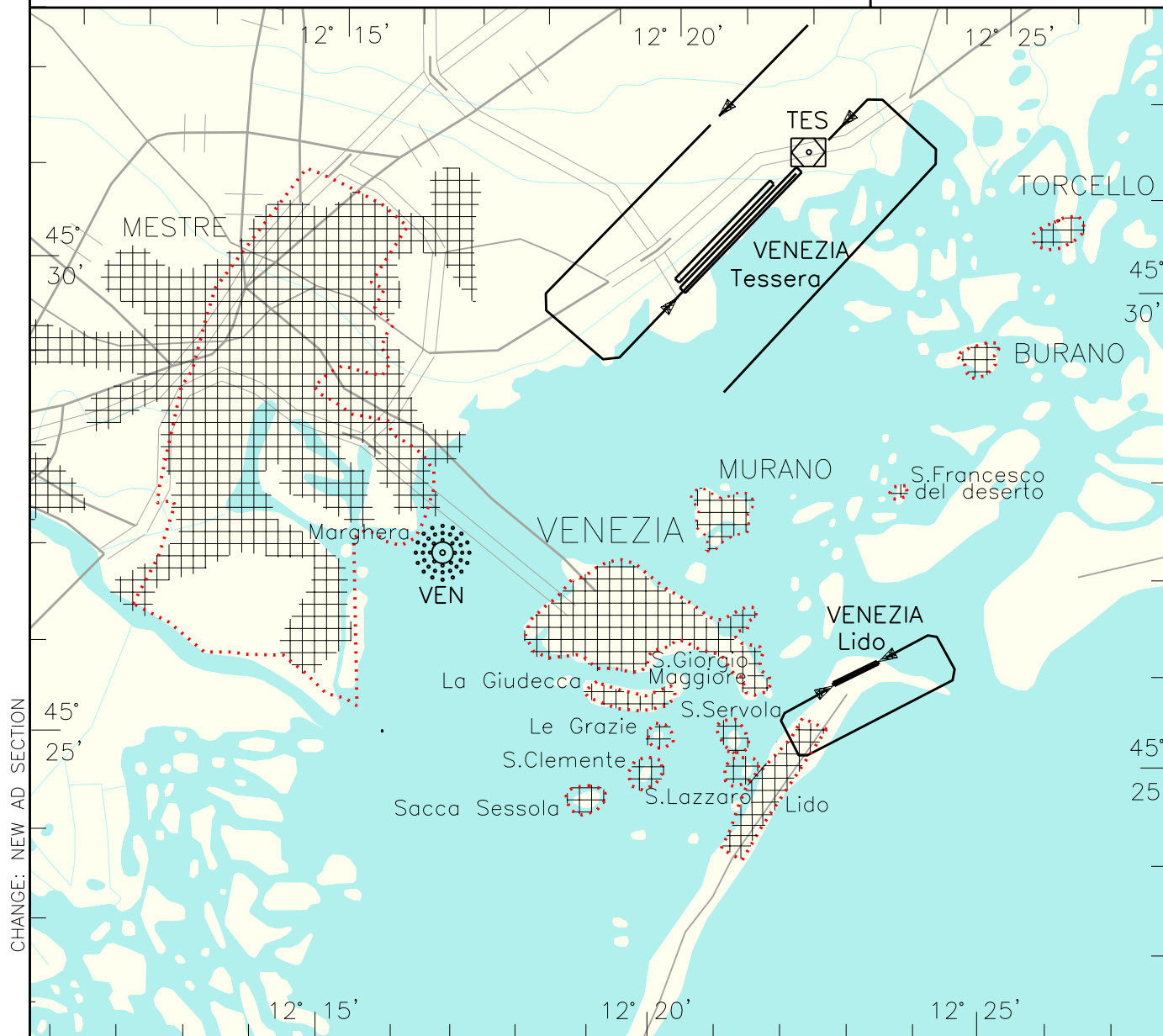
1. Sulle SID ROSKA 5H e ROTAR 6H la virata a sinistra dopo il decollo non può essere effettuata prima di 6 NM TES DME.
2. La SID VIC 6H può essere autorizzata solo in assenza di intenso traffico militare entro il CTR di Treviso.

REMARKS

1. When ROSKA 5H and ROTAR 6H SID are in use, the left turn after take-off shall not be initiated before 6 NM TES DME.
2. SID VIC 6H may be authorized only if heavy military traffic doesn't exist within Treviso CTR.

LIMITAZIONI AI VOLI VFR E CIRCUITI DI TRAFFICO AEROPORTUALI NEI DINTORNI DI VENEZIA.
VFR FLIGHTS LIMITATIONS AND AD TRAFFIC CIRCUITS IN THE VENEZIA SURROUNDINGS.

VENEZIA/TESSERA



Scale 1:125.000
0 5 NM
0 5 Km

LEGENDA / LEGEND



I voli VFR sono vietati entro quest'area al di sotto di 3000 FT AMSL.
VFR flights are not allowed within this area below 3000 FT AMSL.



CIRCUITI DI TRAFFICO AEROPORTUALI.
AD TRAFFIC CIRCUITS.

REMARK: TRAFFIC CIRCUIT NORTH OF AD LIMITED TO A/B CATEGORIES AIRCRAFT.