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List of pages in this Trip Kit

Trip Kit Index
Airport Information For LIPZ
Terminal Charts For LIPZ
Revision Letter For Cycle 08-2026
Change Notices
Notebook

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General Information

Location: VENICE ITA
ICAO/IATA: LIPZ / VCE
Lat/Long: N45° 30.32', E012° 21.12'
Elevation: 7 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 3.0° 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: 0559 Z
Sunset: 1550 Z

Runway Information

Runway: 04L
Length x Width: 8983 ft x 148 ft
Surface Type: bitu
TDZ-Elev: 7 ft
Lighting: Edge, ALS, REIL

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: 22R
Length x Width: 8983 ft x 148 ft
Surface Type: bitu
TDZ-Elev: 7 ft
Lighting: Edge, ALS, REIL

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Communication Information

ATIS: 128.655
Venice Tower: 118.255
Venice Tower: 120.200
Venice Ground: 121.705
Venice Ground: 118.255
Venice Approach: 118.255
Venice Approach: 118.900 VHF-DF
Venice Radar: 118.255
Venice Radar: 118.900 VHF-DF

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1. GENERAL

1.1. ATIS

ATIS 128.655

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. REVERSE THRUST

To minimize disturbance in areas adjacent to the aerodrome, between 2100-0500Z (2000-0400Z) the use of reverse thrust above idle shall not be used except for safety reasons.

1.2.2. RUN-UP TESTS

Between 2200-0500Z (2100-0400Z) engine tests are forbidden and whenever Low Visibility Procedures (LVP) are active. Engine tests shall be carried out on intermediate holding position (IHP) T4 or T5 depending on wind direction and must be previously coordinated with aerodrome operator.

1.2.3. AUXILIARY POWER UNIT (APU)

Use of APU is allowed 5 minutes before TOBT but only to start up engines. It is not possible to use the APU to condition or power ACFT on stands where fixed or mobile equipment is available to connect to direct power and cabin air conditioning. If such fixed or mobile generators are not available or sufficient, the APU may be used up to 60 minutes before departure or 20 minutes after arrival. The use of the APU beyond these limits must be authorized by the APT operator and ground handling personnel.

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. GENERAL

LVP will be in force:

- when RVR is less than 550m; and/or
- when ceiling is below 200' according to local meteorological report.

Pilots are informed by ATIS and/or RTF when LVP are in force.

LVP activation at the pilot's request, under different conditions from those specified, may be subject to delay.

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.
- In case of aborted take-off paths described for arriving ACFT must be followed.
- Follow-me assistance on the maneuvering area is on request.

With RVR equal to 75m ACFT taxiing is permitted only with Follow-me assistance. With RVR less than 75m ACFT taxiing is permitted with Follow-me assistance and towards parking position only. The reference value for taxiing operations is the lowest value of all transmissometers.

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.

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1. GENERAL

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.

1.3.4. CAT III TRAINING OPERATIONS

For CAT III training approaches and landings with RVR/cloud base values higher than those provided for LVP activation, protection of sensitive areas will not be activated.

The request must be communicated by the pilot well in advance to the ATC and contain explicit indication that the activity is for training purposes.

1.4. RWY OPERATIONS

1.4.1. RWY PREFERENTIAL USE

RWY 04R/22L is the preferred RWY for landing and take-off. ATC will use RWY04R or RWY 04L only when tailwind component is not greater than 10 KT.

If the RWY selected is not considered suitable for the operation involved, the pilot may request permission to use another RWY. In this case the ACFT may be subject to delay.

Operations on RWY 04L/22R:

- Visibility for take-off greater than or equal to 1100m;
- Visibility for landing greater than or equal to 1500m;
- Friction coefficient greater than or equal to 0.50;
- Maximum cross wind factor allowed reduced by 30% for each type of ACFT;
- As a general rule there will be limitations to taxiing on APN TWY M and TWY K. Pilots shall strictly comply with ATC instructions;
- RWY 04L/22R is to consider vacated only when reaching Intermediate Holding Position (IHP) M1 or U1 (for RWY 04L) and M3 (for RWY 22R). Pilots are requested to accelerate taxiing until reaching these points.

1.4.2. ELEMENTS TO IDENTIFY ACTIVE RWY

- Activation of approach lighting systems corresponding to the active RWY. Only one approach lighting system at a time will be illuminated.
- Activation of RWY 04L/22R provides for the lighting of RWY Guard Lights (RGL) placed in correspondence with all the TWYs direct from apron to RWY 04L/22R.
- Activation of RWY 04R/22L provides for the lighting of RGL placed in correspondence with the TWYs designated for entry to RWY 04R/22L.
- Activation of flashing lights along the approach corresponding to the active RWY, when available. Therefore only one approach flashing system will be illuminated, depending on the active RWY. If the flashing lights system should not be available, activation of the RWY THR Identification Lights (RTIL). If RTIL should not be available, activation of the THR and RWY edge lights.
- Switch from RWY 04R/22L to RWY 04L/22R and viceversa requires some time during which both RWYs will not be available.

1.5. TAXI PROCEDURES

Whenever possible it is recommended to use only one engine when taxiing in and out of the apron.

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

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

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1. GENERAL

1.6. PARKING PROCEDURES

Visual Docking Guidance System available on stands 322 thru 330 and 433. Where Visual Docking Guidance System is not available, marshalling is provided on stands.

1.7. OTHER INFORMATION

Birds.

2. ARRIVAL

2.1. COMMUNICATIONS FAILURE PROCEDURE

In the event of radio failure, try to establish contact on alternative frequencies:

APP: 118.9 - 120.725
Emergency: 121.5
TWR: 120.2 - 121.705

If still unable to establish contact:

- Squawk A7600;
- Approach clearance already received:
  Continue approach accordingly;
- Approach clearance not received:
  Maintain assigned level and proceed along assigned STAR, or expected STAR if not assigned, until LAREN, then descend to minimum holding altitude and start approach for landing.

Remark: If EAT has been issued, approach shall start at EAT.

2.2. RADIO FAILURE ON MANEUVERING AREA

ACFT shall continue strictly along the assigned taxi route to the clearance limit and wait for the Follow-me car to be guided to the stand, or proceed directly to the stand if already instructed.

If the failure occurs in flight or no instructions to taxi have been received, the following will be applied:

- if specific instruction are sent via light signals, the ACFT vacates the RWY and waits for the Follow-me car to be guided to the stand;
- if no instructions are received the ACFT stops on the RWY, at TWY J, waiting for the Follow-me car to be guided to the stand.

2.3. CAT III OPERATIONS

RWY 04R is approved for CAT III operations.

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2. ARRIVAL

2.4. RWY OPERATIONS

2.4.1. MINIMUM RWY OCCUPANCY TIME

In order to guarantee traffic requirements, pilots are required to vacate the active RWY as quickly as possible, in compliance with safety. Extended occupancy of the RWY in use may result in the interruption of the subsequent approach.

Unless otherwise instructed by VENICE TWR, medium/light arriving ACFT:

- landing on RWY 04R/22L, the pilot shall vacate the RWY not beyond the following TWYs:
  - RWY 04R: TWY F
  - RWY 22L: TWY C
- landing on RWY 04L/22R, the pilot shall vacate the RWY not beyond the following TWYs:
  - RWY 04L: TWY K
  - RWY 22R: TWY P

Pilots must inform VENICE TWR if unable to comply with these operations.

2.5. TAXI PROCEDURES

Pilots are requested to apply minimum thrust for ACFT on the whole apron, especially when entering to stands in apron TWY V due to proximity of opposite stands.

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.

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 Calculated Take-off Time (CTOT), 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.

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.

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3. DEPARTURE

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 minutes;
- 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 minutes. TOBT must be coherent with EOBT, according the ±15 minutes window. Flight plan must be updated by AO/GH if EOBT is not consistent with TOBT.

At EOBT -40 minutes, 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 minutes, a T-DPI-s message will be sent to NMOC containing TOBT, TTOT, TSAT.

d) ARDT (Actual Ready Time) (M12)

Departing traffic must be READY within TOBT ±5 minutes 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 minutes, 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 minutes, VENICE GND 0500-2300Z (0400-2200Z) or VENICE TWR 2300-0500Z (2200-0400Z).

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 minutes.

At AOBT an A-DPI message will be sent to NMOC containing latest TTOT.

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3. DEPARTURE

If traffic is unable to leave the stand ASAT +5 minutes, 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 minutes.

De-icing requests submitted up to 25 minutes before TOBT will be sequenced in accordance with TOBT.

De-icing requests submitted later than 25 minutes 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.

3.1.4. 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.

3.1.7. COORDINATION WITH THE NETWORK MANAGER OPERATIONS CENTER (NMOC)

A-CDM platform establishes a permanent and fully automatic data exchange with NMOC. 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.

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3. DEPARTURE

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.

3.2. DE-ICING

3.2.1. GENERAL

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

- Turboprop ACFT;
- Code F 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 1 turn pad 04L: MAX ACFT code letter E;
- De-icing bay 2 intermediate holding position M7: MAX ACFT code letter C.

Turn pad 04L can be used as de-icing bay 1 when RWY 04R/22L is active, with the movement of ACFT and vehicles under the responsibility of the aerodrome operator.

When RWY 04L/22R is active turn pad 04L cannot be used as de-icing bay 1.

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.

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3. DEPARTURE

3.3. START-UP, PUSH-BACK AND TAXI PROCEDURES

3.3.1. START-UP

Whenever APU is inoperative, or for technical reasons, pilots must inform handling agent before start-up and wait for aerodrome operator authorization.

Engine start-up at the parking stand cannot under any circumstances be initiated without aerodrome operator approval and handling agent presence.

3.3.2. PUSH-BACK

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

Engine start-up for ACFT in push-back from stand 363 to 372 is allowed only once lined up on TWY V except for ACFT technical reasons.

Push-back from stand 220 must be positioned on start point SP5.

Push-back required for all stands.

3.4. RADIO FAILURE ON THE MANEUVERING AREA

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

3.5. RWY OPERATIONS

3.5.1. MINIMUM RWY OCCUPANCY TIME

In order to guarantee traffic requirements, pilots are required to vacate the active RWY as quickly as possible, in compliance with safety. Extended occupancy of the RWY in use may result in the interruption of the subsequent approach.

Unless otherwise instructed by VENICE TWR:

- as far as possible, pre-flight checks should be completed before line-up; any other check following line-up shall be carried out as quickly as possible;
- departing ACFT shall comply with ATC instructions with no delay;
- take-off run shall start immediately after take-off clearance.

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.;
- Push-back tractor has been connected (applicable only for nose-in stands).

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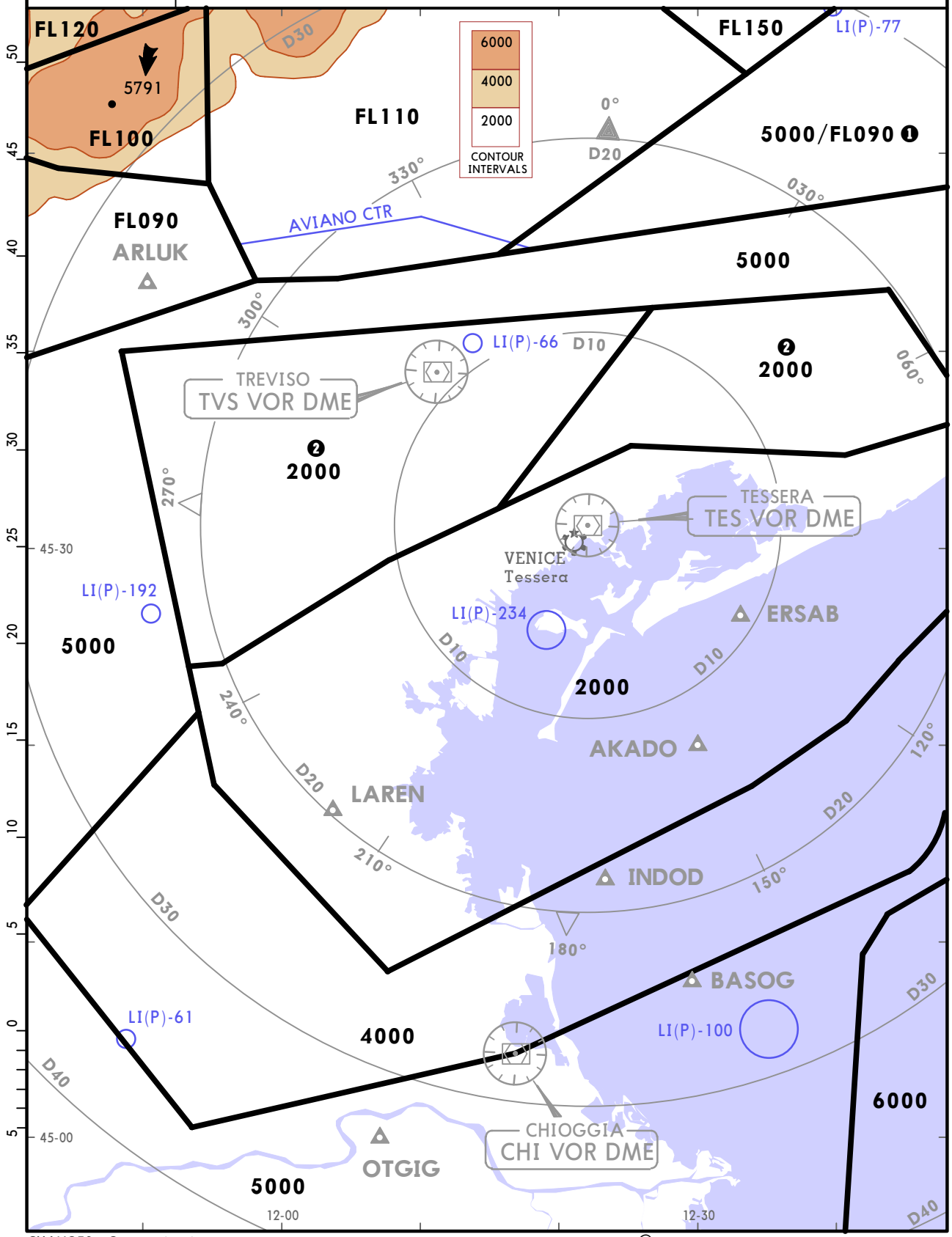
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PADOVA
Radar
(APP)
118.9
120.725

Apt Elev
7

Alt Set: hPa
Trans level: By ATC Trans alt: 6000
1. Minimum altitudes/FL provide at least 1000 obstacle clearance above the highest obstacle.
2. Chart only to be used for cross-checking of altitudes/FL assigned by PADOVA Radar.
3. Minimum altitudes/FL assigned by ATC include a correction for low temperature effect.

❶ FL090 in case of AVIANO CTR downgraded.
❷ Delegated areas.Authorized previous coordination between Padova ACC and Treviso APP.

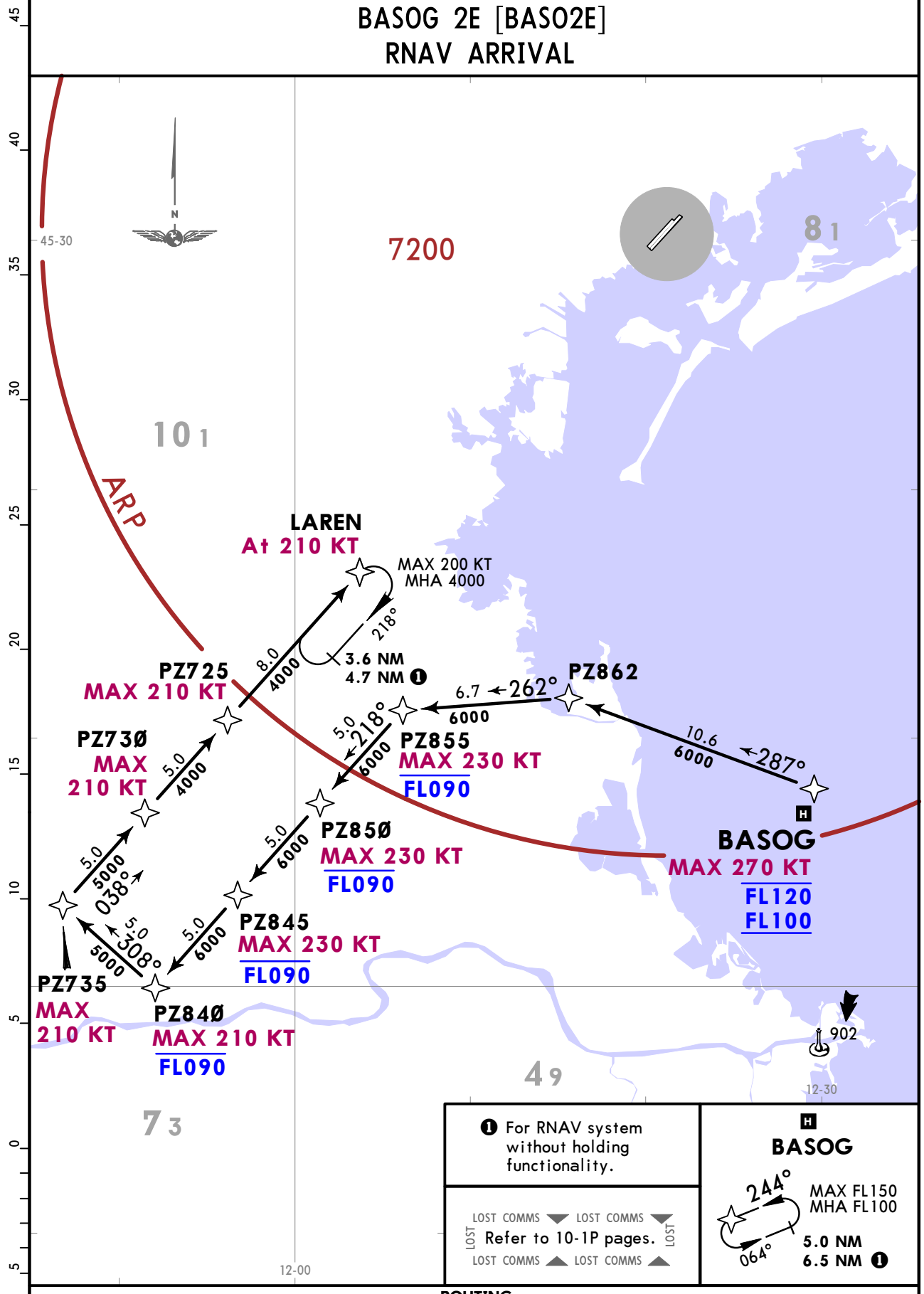


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ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
128.655	7	RNAV 1

BASOG 2E [BASO2E]
RNAV ARRIVAL



ROUTING

BASOG (K270-; FL120-; FL100+) - PZ862 - PZ855 (K230-; FL090-) - PZ850 (K230-; FL090-) - PZ845 (K230-; FL090-) - PZ840 (K210-; FL090-) - PZ735 (K210-) - PZ730 (K210-) - PZ725 (K210-) - LAREN (K210).

CHANGES: RNAV STAR BASOG 2F withdrawn.

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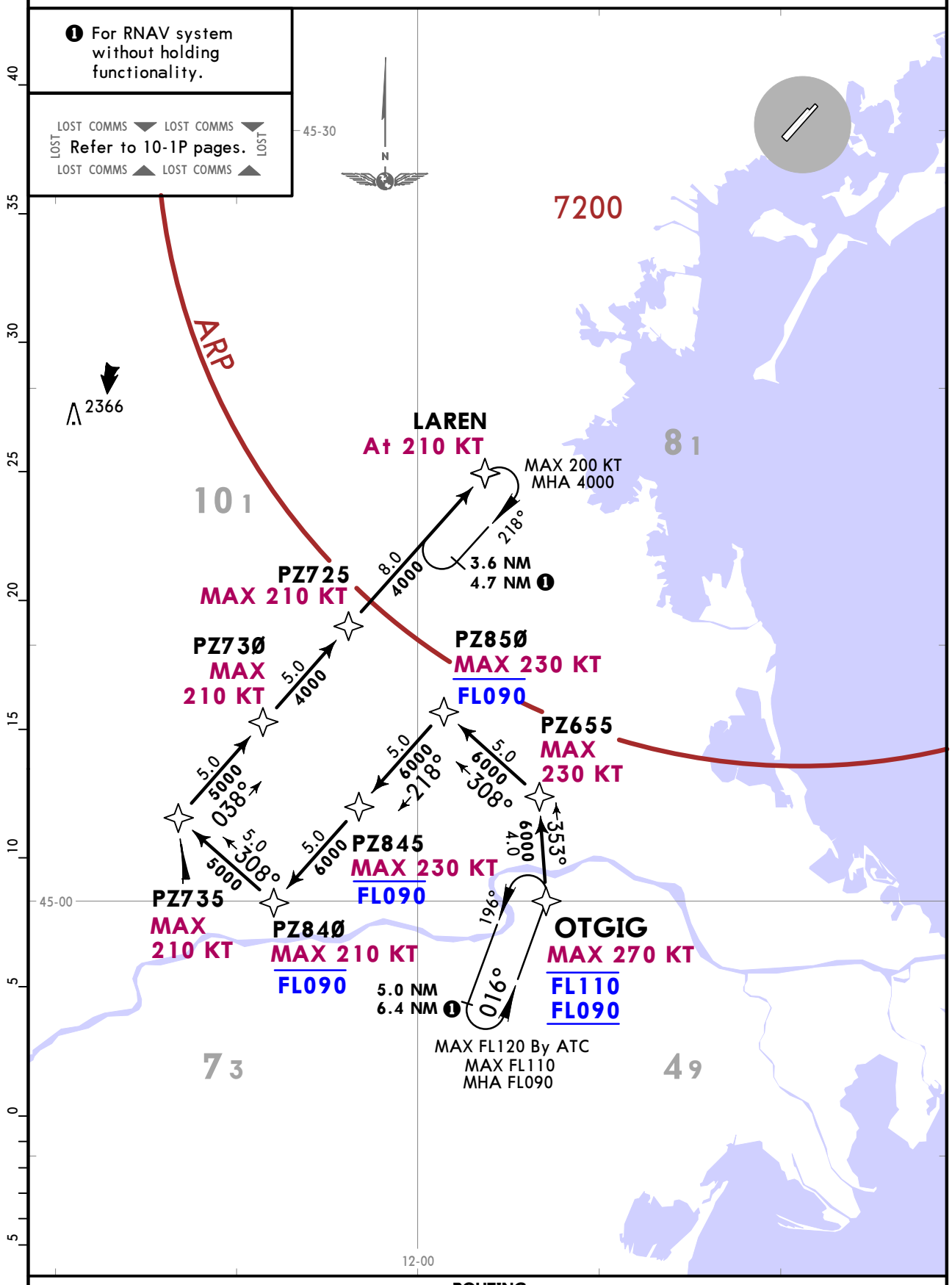
Printed from JeppView for Windows 5.3.0.0 on 08 Nov 2026; Terminal chart data cycle 08-2026 (Expired); Notice: After 23 Apr 2026, 0000Z, this chart may no longer be valid

ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
128.655	7	RNAV 1

OTGIG 2E [OTGI2E]
RNAV ARRIVAL

❶ For RNAV system without holding functionality.

LOST COMMS ▼ LOST COMMS ▼ LOST
Refer to 10-1P pages.
LOST COMMS ▲ LOST COMMS ▲



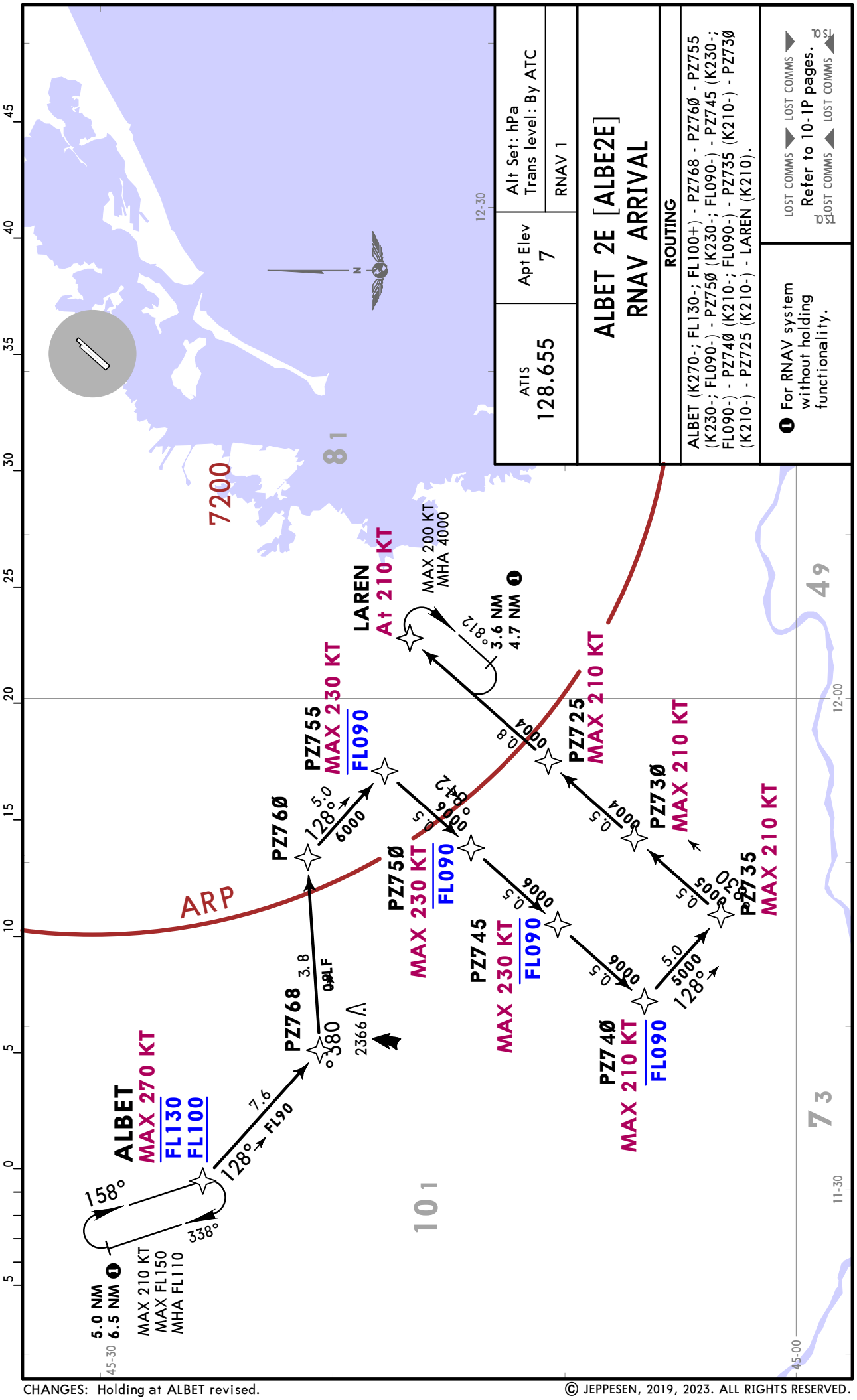
ROUTING

OTGIG (K270-; FL110-; FL090+) - PZ655 (K230-) - PZ85Ø (K230-; FL090-) - PZ845 (K230-; FL090-) - PZ84Ø (K210-; FL090-) - PZ735 (K210-) - PZ73Ø (K210-) - PZ725 (K210-) - LAREN (K210).

CHANGES: RNAV STAR OTGIG 2F withdrawn.

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CHANGES: Holding at ALBET revised.

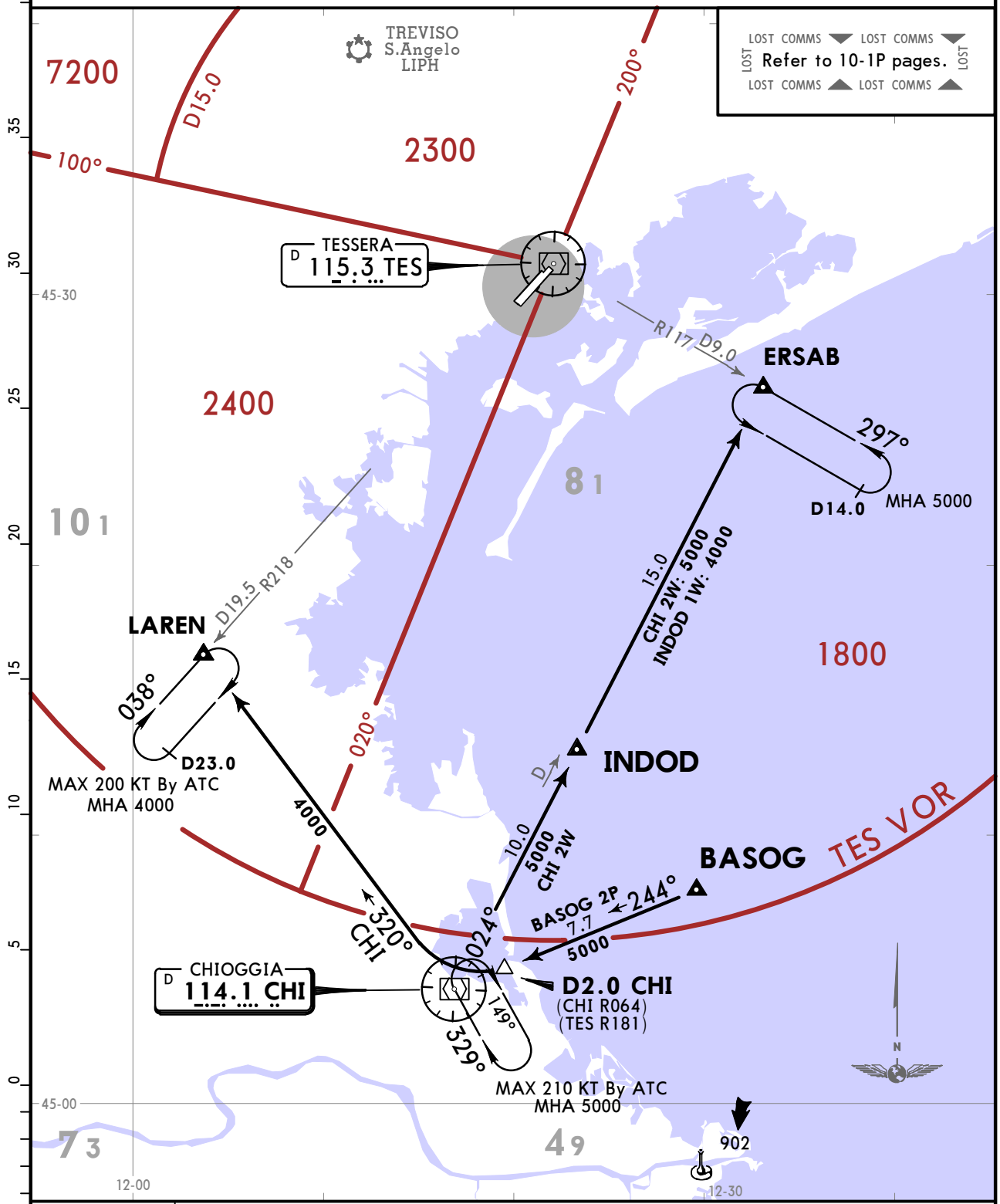
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ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
128.655	7	

BASOG 2P [BASO2P], CHI 2W [CHI2W]
INDOD 1W [INDO1W]
RESERVED TO MISSED APPROACH

ARRIVALS
BY ATC - TO BE PLANNED BY NON-RNAV EQUIPPED ACFT ONLY



STAR	ROUTING
BASOG 2P	Intercept CHI R064 inbound to D2.0 CHI (or passsing TES R181), turn RIGHT, intercept CHI R320 to LAREN.
CHI 2W	Intercept CHI R024 to ERSAB.
INDOD 1W	

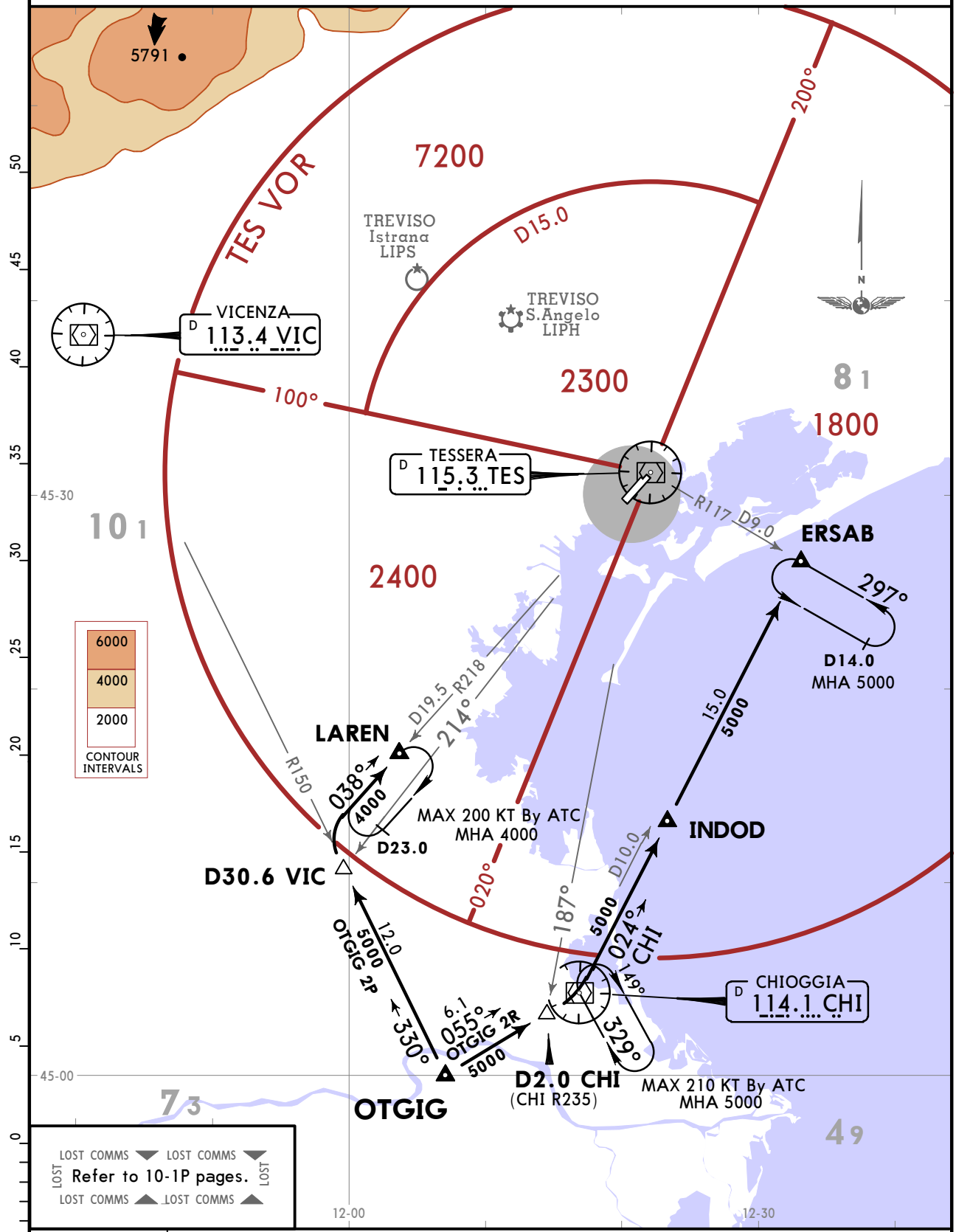
CHANGES: None.

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ATIS	Apt Elev	
128.655	7	Alt Set: hPa Trans level: By ATC

OTGIG 2P [OTGI2P], OTGIG 2R [OTGI2R]
ARRIVALS
BY ATC - TO BE PLANNED BY NON-RNAV EQUIPPED ACFT ONLY



STAR	ROUTING
OTGIG 2P	Intercept VIC R150 inbound to D30.6 VIC (or passsing TES R214), turn RIGHT, intercept TES R218 inbound to LAREN.
OTGIG 2R	Intercept CHI R235 inbound to D2.0 CHI (or passsing TES R187), turn LEFT, intercept CHI R024 to ERSAB.

CHANGES: ATIS.

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ALBET 2P [ALBE2P]
ALBET 2R [ALBE2R]
ARRIVALS

BY ATC - TO BE PLANNED BY
NON-RNAV EQUIPPED ACFT ONLY

ATIS 128.655	Apt Elev 7	Alt Set: hPa Trans level: By ATC

STAR	ROUTING
ALBET 2P	Intercept CHI R299 inbound to D17.4 CHI (or passing TES R223), turn LEFT, intercept TES R218 inbound to LAREN.
ALBET 2R	Intercept CHI R299 inbound to D2.0 CHI (or passing TES R188), turn LEFT, intercept CHI R024 to ERSAB.

LOST COMMS ▶ LOST COMMS
Refer to 10-1P pages.
◀ LOST COMMS ◀ LOST COMMS

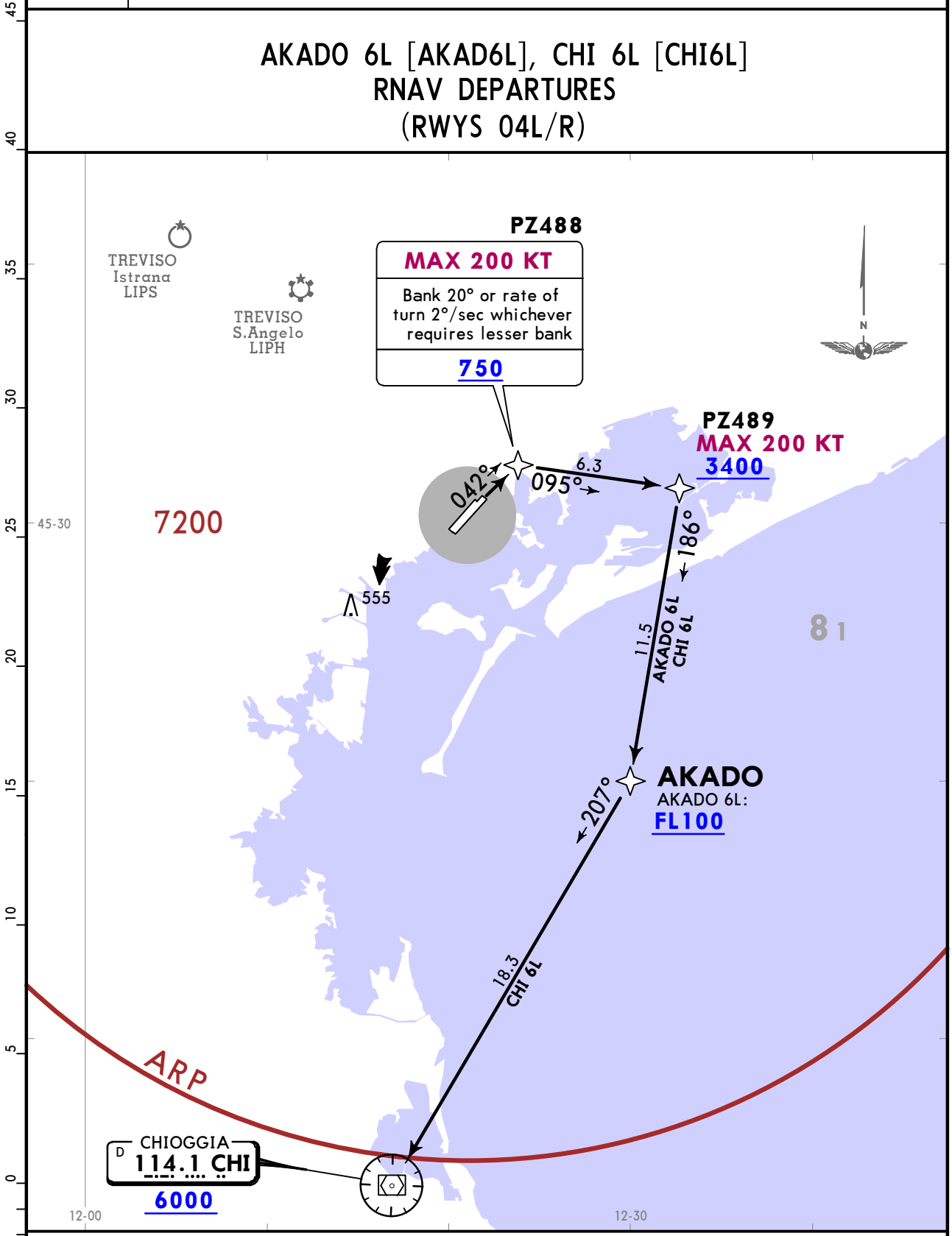
ERSAB
297°
MHA 5000
D14.0
1800
INDOD
0.5↑
0005
CHIOGGIA
114.1 CHI
D2.0 CHI
R299
5000
ALBET 2R
15.4
D23.0
MAX 200 KT By ATC
MHA 4000
LAREN
TESSERA
115.3 TES
D9.0
R117
2300
2400
7200
D15.0
TREVISO
S.Angelo
LIPH
TREVISO
Istrana
LIPS
TES VOR
100°
ALBET 2P
D17.4 CHI
21.6
5000
ALBET 2P, 2R
119°
ALBET
4965
CONTOUR INTERVALS
6000
4000
2000

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Apt Elev	
7	Trans alt: 6000
	RNAV 1
	1. SIDs are also noise abatement procedures. 2. WARNING: Close-in obstacles.

AKADO 6L [AKAD6L], CHI 6L [CHI6L]
RNAV DEPARTURES
(RWYS 04L/R)



These SIDs require minimum climb gradients of
AKADO 6L: 8.5% (515 FT/NM).
CHI 6L: 7.5% (455 FT/NM).

Gnd speed-KT	75	100	150	200	250	300
7.5% V/V (fpm)	570	760	1139	1519	1899	2279
8.5% V/V (fpm)	646	861	1291	1722	2152	2582

SID	ROUTING
AKADO 6L	(410+) - PZ488 (K200-; 750+) - PZ489 (K200-; 3400+) - AKADO (FL100+).
CHI 6L	(410+) - PZ488 (K200-; 750+) - PZ489 (K200-; 3400+) - AKADO - CHI (6000+).

CHANGES: None.

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ROKIB 6L RNAV DEPARTURE [ROKI6L]
(RWYS 04L/R)

Apt Elev 7

Trans alt: 6000

RNAV 1

1. SIDs are also noise abatement procedures.
2. WARNING: Close-in obstacles.

NOT TO SCALE

ROKIB FL140

PZ485 FL130

ARLUK FL110

PZ488
MAX 200 KT
Bank 20° or rate of turn 2°/sec whichever requires lesser bank
750

PZ489
MAX 200 KT
3400

PZ490
MAX 220 KT
4000

PZ601
FL090

TREVISO Istrana LIPS

TREVISO S.Angelo LIPH

7200

4965

ARP

5.0 331° 9.1 322° 20.6 095° 6.3 240° 8.61 462° 3.4 191°

This SID requires a minimum climb gradient of 7.5% (455 FT/NM) until passing FL090.

Gnd speed-KT	75	100	150	200	250	300
7.5% V/V (fpm)	570	760	1139	1519	1899	2279

CONTOUR INTERVALS: 6000, 4000, 2000

ROUTING

(410+) - PZ488 (K200-; 750+) - PZ489 (K200-; 3400+) - PZ490 (K220-; 4000+) - PZ601 (FL090+) - ARLUK (FL110+) - PZ485 (FL130+) - ROKIB (FL140+).

CHANGES: Climb gradient.

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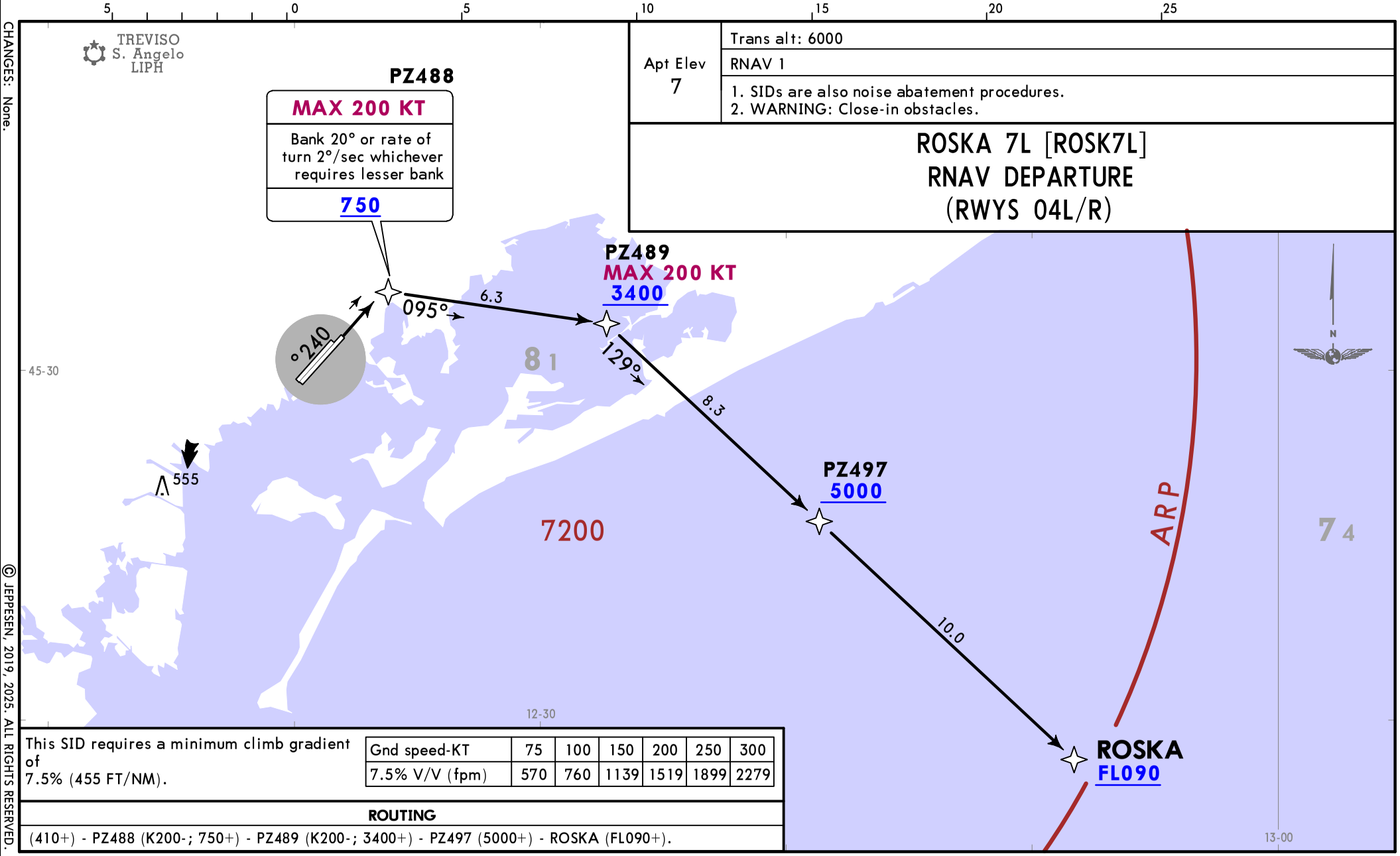
CHANGES: None.

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ROSKA 7L [ROSK7L]
RNAV DEPARTURE
(RWYS 04L/R)

Apt Elev	
7	Trans alt: 6000
	RNAV 1
	1. SIDs are also noise abatement procedures. 2. WARNING: Close-in obstacles.



This SID requires a minimum climb gradient of 7.5% (455 FT/NM).

Gnd speed-KT	75	100	150	200	250	300
7.5% V/V (fpm)	570	760	1139	1519	1899	2279

ROUTING

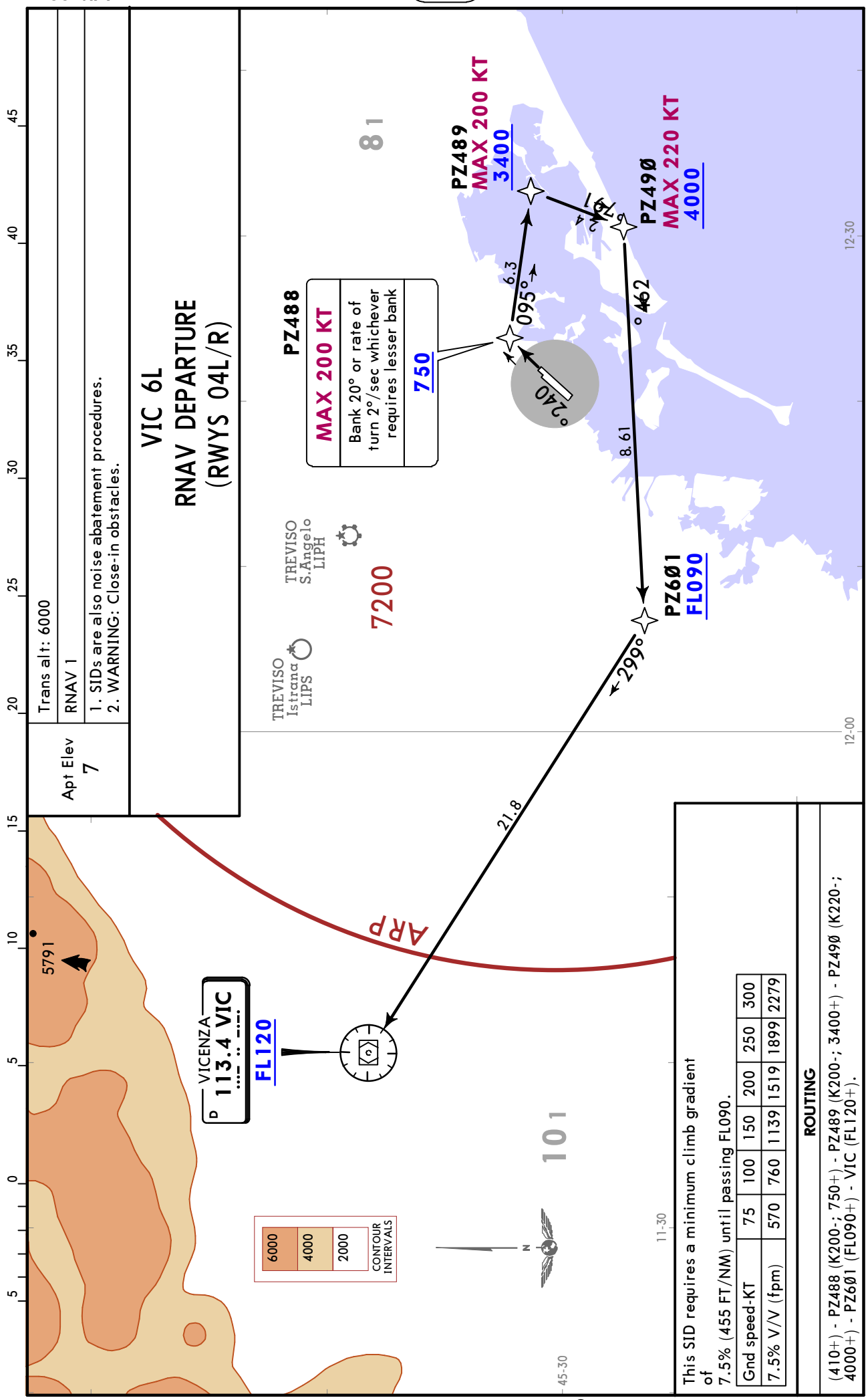
(410+) - PZ488 (K200-; 750+) - PZ489 (K200-; 3400+) - PZ497 (5000+) - ROSKA (FL090+).

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LIPZ/VCE
TESSERA

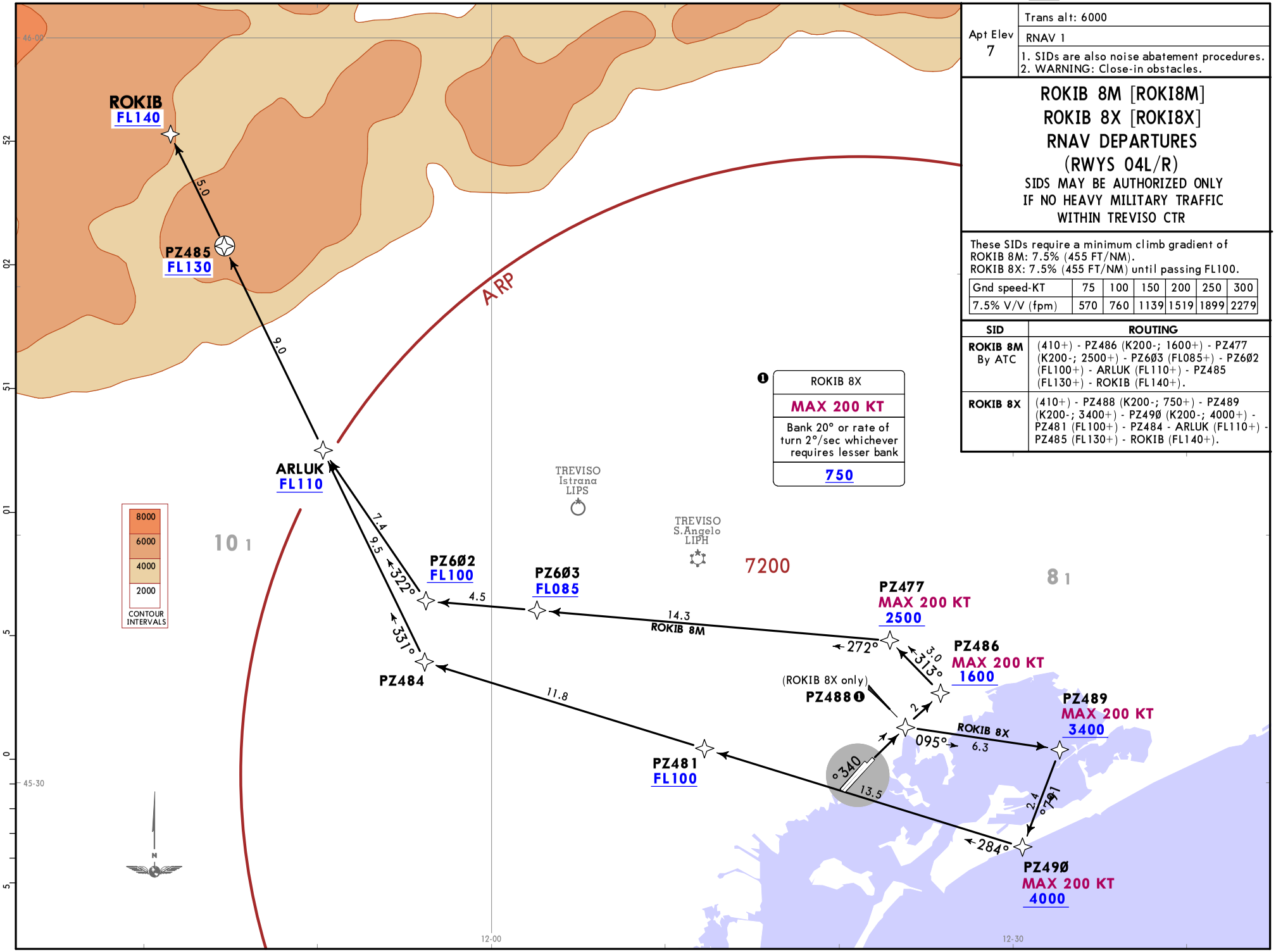
JEPPESEN
13 FEB 26 (10-3C) Eff 19 Feb

VENICE, ITALY
RNAV SID



CHANGES: Climb gradient.

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Apt Elev	Trans alt: 6000
7	RNAV 1
	1. SIDs are also noise abatement procedures. 2. WARNING: Close-in obstacles.

ROKIB 8M [ROKI8M]
ROKIB 8X [ROKI8X]
RNAV DEPARTURES
(RWYS 04L/R)

SIDS MAY BE AUTHORIZED ONLY
IF NO HEAVY MILITARY TRAFFIC
WITHIN TREVISO CTR

These SIDs require a minimum climb gradient of
ROKIB 8M: 7.5% (455 FT/NM).
ROKIB 8X: 7.5% (455 FT/NM) until passing FL100.

Gnd speed-KT	75	100	150	200	250	300
7.5% V/V (fpm)	570	760	1139	1519	1899	2279

SID	ROUTING
ROKIB 8M By ATC	(410+) - PZ486 (K200-; 1600+) - PZ477 (K200-; 2500+) - PZ6Ø3 (FL085+) - PZ6Ø2 (FL100+) - ARLUK (FL110+) - PZ485 (FL130+) - ROKIB (FL140+).
ROKIB 8X	(410+) - PZ488 (K200-; 750+) - PZ489 (K200-; 3400+) - PZ49Ø (K200-; 4000+) - PZ481 (FL100+) - PZ484 - ARLUK (FL110+) - PZ485 (FL130+) - ROKIB (FL140+).

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VIC 7M, VIC 8X
RNAV DEPARTURES
(RWYS 04L/R)

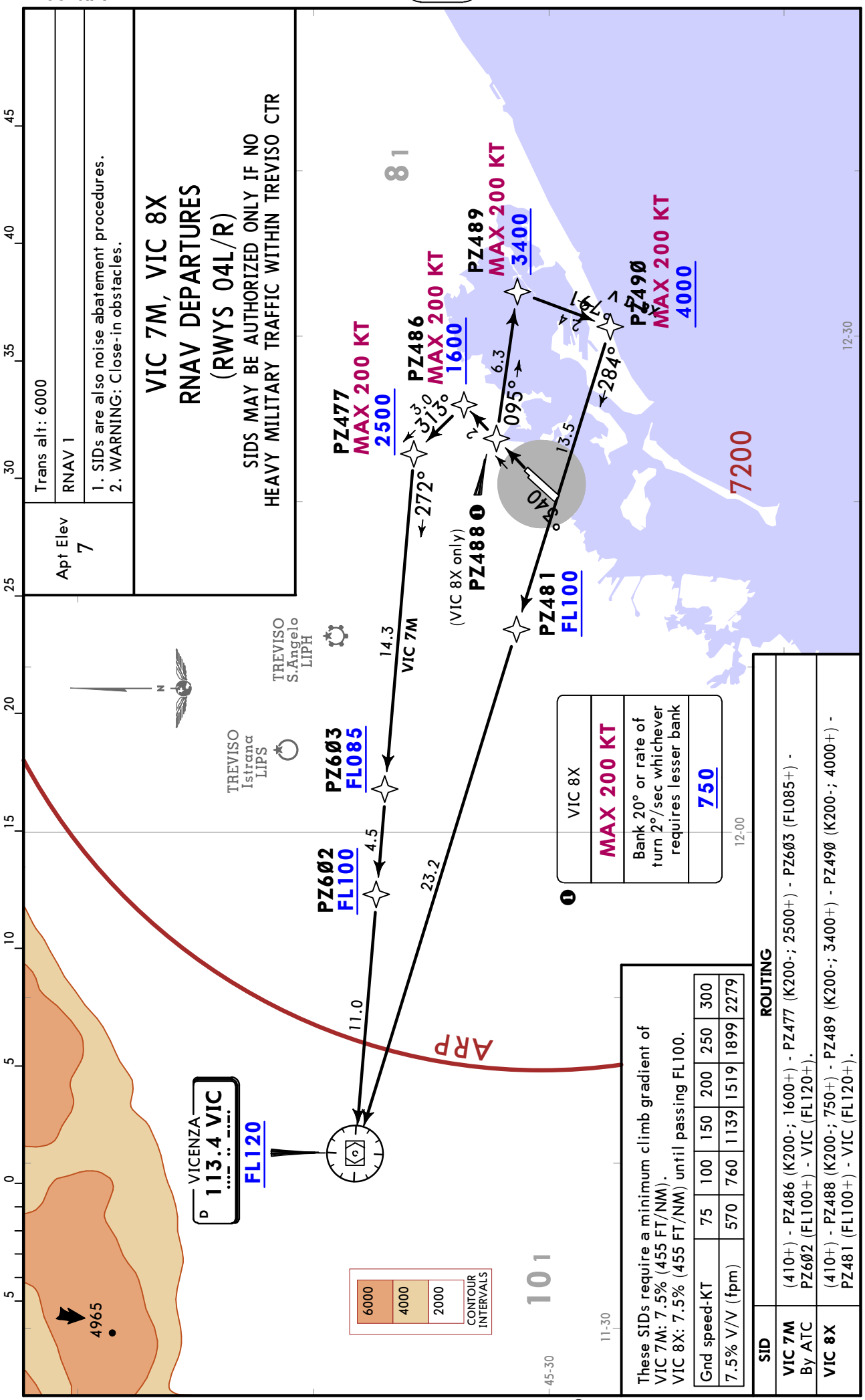
SIDS MAY BE AUTHORIZED ONLY IF NO HEAVY MILITARY TRAFFIC WITHIN TREVISO CTR

Apt Elev 7

Trans alt: 6000

RNAV 1

1. SIDs are also noise abatement procedures.
2. WARNING: Close-in obstacles.



These SIDs require a minimum climb gradient of
VIC 7M: 7.5% (455 FT/NM).
VIC 8X: 7.5% (455 FT/NM) until passing FL100.

Gnd speed-KT	75	100	150	200	250	300
7.5% V/V (fpm)	570	760	1139	1519	1899	2279

SID	ROUTING
VIC 7M By ATC	(410+) - PZ486 (K200-; 1600+) - PZ477 (K200-; 2500+) - PZ603 (FL085+) - PZ602 (FL100+) - VIC (FL120+).
VIC 8X	(410+) - PZ488 (K200-; 750+) - PZ489 (K200-; 3400+) - PZ490 (K200-; 4000+) - PZ481 (FL100+) - VIC (FL120+).

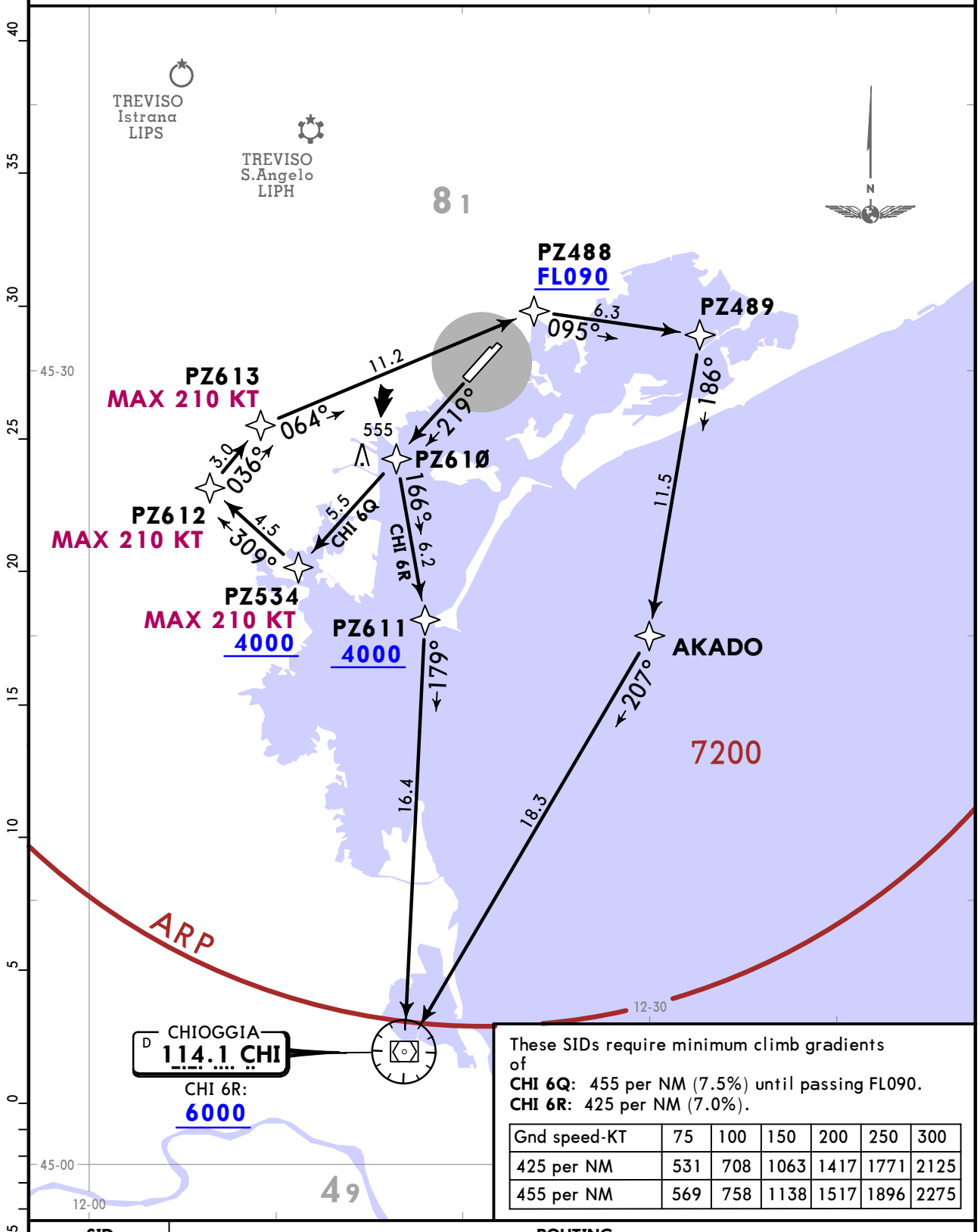
CHANGES: RNAV SID VIC 8X climb gradient.

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Apt Elev	Trans alt: 6000 SIDs are also noise abatement procedures.
7	RNAV 1

CHI 6Q, CHI 6R
RNAV DEPARTURES
(RWYS 22L/R)



These SIDs require minimum climb gradients of
CHI 6Q: 455 per NM (7.5%) until passing FL090.
CHI 6R: 425 per NM (7.0%).

Gnd speed-KT	75	100	150	200	250	300
425 per NM	531	708	1063	1417	1771	2125
455 per NM	569	758	1138	1517	1896	2275

SID	ROUTING
CHI 6Q	(410+) - PZ610 - PZ534 (K210-; 4000+) - PZ612 (K210-) - PZ613 (K210-) - PZ488 (FL090+) - PZ489 - AKADO - CHI.
CHI 6R By ATC	(410+) - PZ610 - PZ611 (4000+) - CHI (6000+).

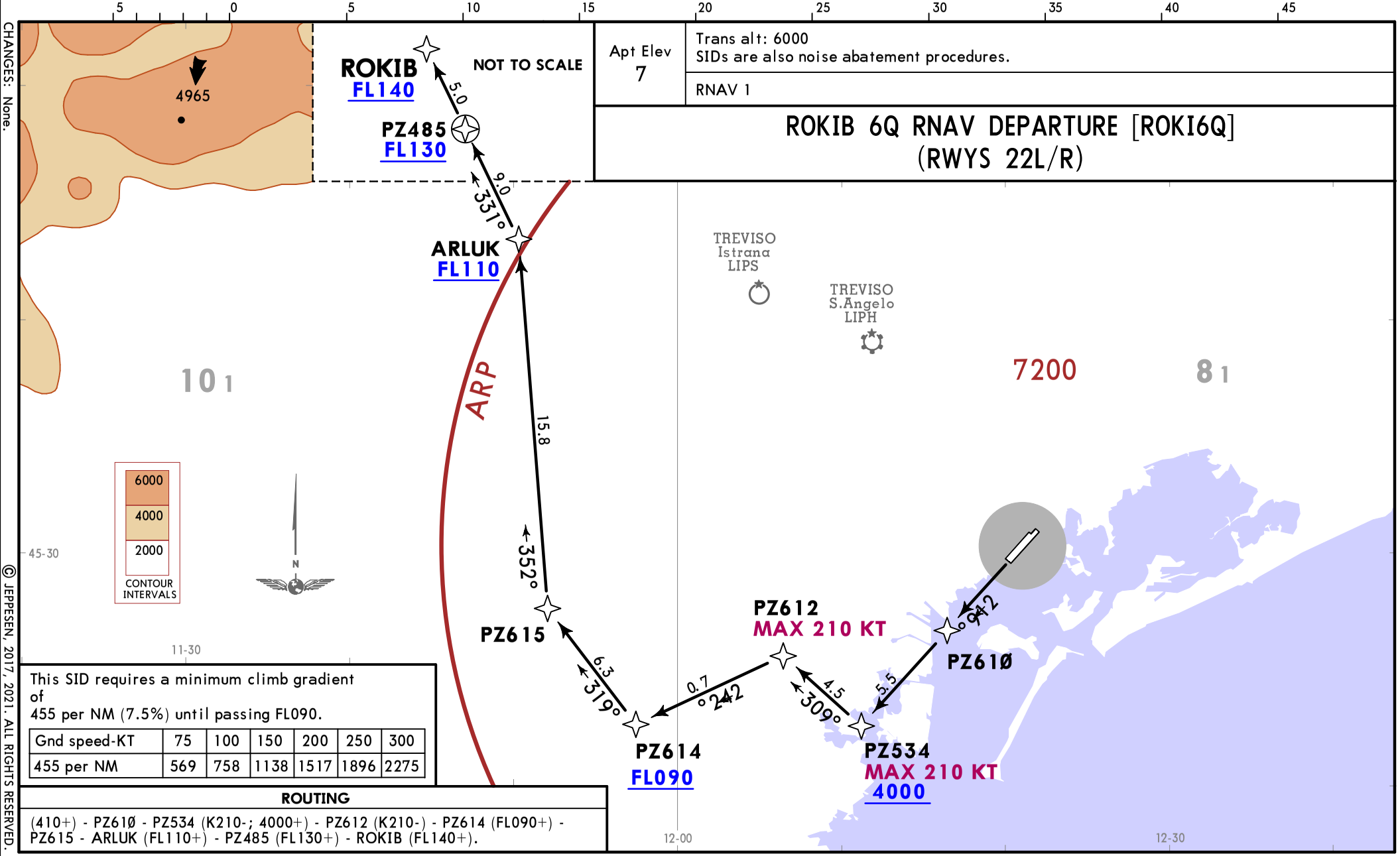
CHANGES: CHI NDB decommissioned.

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ROKIB 6Q RNAV DEPARTURE [ROKI6Q]
(RWYS 22L/R)

Apt Elev	Trans alt: 6000 SIDs are also noise abatement procedures.
7	RNAV 1

NOT TO SCALE



This SID requires a minimum climb gradient of
455 per NM (7.5%) until passing FL090.

Gnd speed-KT	75	100	150	200	250	300
455 per NM	569	758	1138	1517	1896	2275

ROUTING

(410+) - PZ61Ø - PZ534 (K210-; 4000+) - PZ612 (K210-) - PZ614 (FL090+) - PZ615 - ARLUK (FL110+) - PZ485 (FL130+) - ROKIB (FL140+).

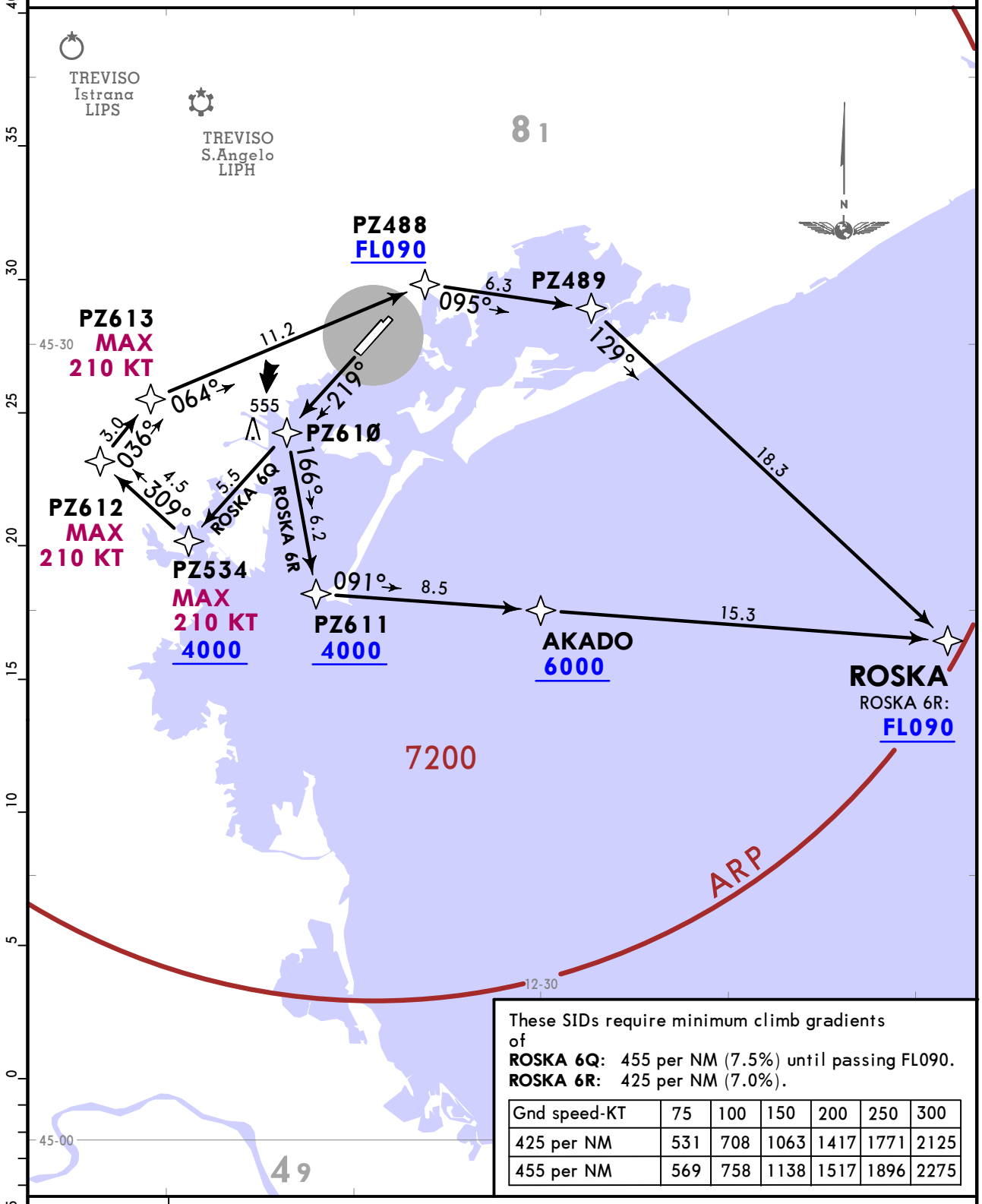
JEPPESEN
24 DEC 21 (10-3G) Eff 30 Dec
VENICE, ITALY
RNAV SID

CHANGES: None.
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Apt Elev 7	Trans alt: 6000
	RNAV 1
	SIDs are also noise abatement procedures.

ROSKA 6Q [ROSK6Q]
ROSKA 6R [ROSK6R]
RNAV DEPARTURES
(RWYS 22L/R)



These SIDs require minimum climb gradients of
ROSKA 6Q: 455 per NM (7.5%) until passing FL090.
ROSKA 6R: 425 per NM (7.0%).

Gnd speed-KT	75	100	150	200	250	300
425 per NM	531	708	1063	1417	1771	2125
455 per NM	569	758	1138	1517	1896	2275

SID	ROUTING
ROSKA 6Q	(410+) - PZ610 - PZ534 (K210-; 4000+) - PZ612 (K210-) - PZ613 (K210-) - PZ488 (FL090+) - PZ489 - ROSKA.
ROSKA 6R By ATC	(410+) - PZ610 - PZ611 (4000+) - AKADO (6000+) - ROSKA (FL090+).

CHANGES: None.

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VIC 6Q
RNAV DEPARTURE
(RWYS 22L/R)

Apt Elev 7

Trans alt: 6000

RNAV 1

SIDs are also noise abatement procedures.

PZ610
PZ534
MAX 210 KT
4000
PZ612
MAX 210 KT
PZ614
FL090
PZ615
ARP
VICENZA
113.4 VIC
FL120
TREVISO
Istrana
LIPS
TREVISO
S.Angelo
LIPH
7200
5791
CONTOUR INTERVALS
6000
4000
2000

This SID requires a minimum climb gradient of 455 per NM (7.5%) until passing FL090.

Gnd speed-KT	75	100	150	200	250	300
455 per NM	569	758	1138	1517	1896	2275

ROUTING

(410+) - PZ610 - PZ534 (K210-; 4000+) - PZ612 (K210-) - PZ614 (FL090+) - PZ615 - VIC (FL120+).

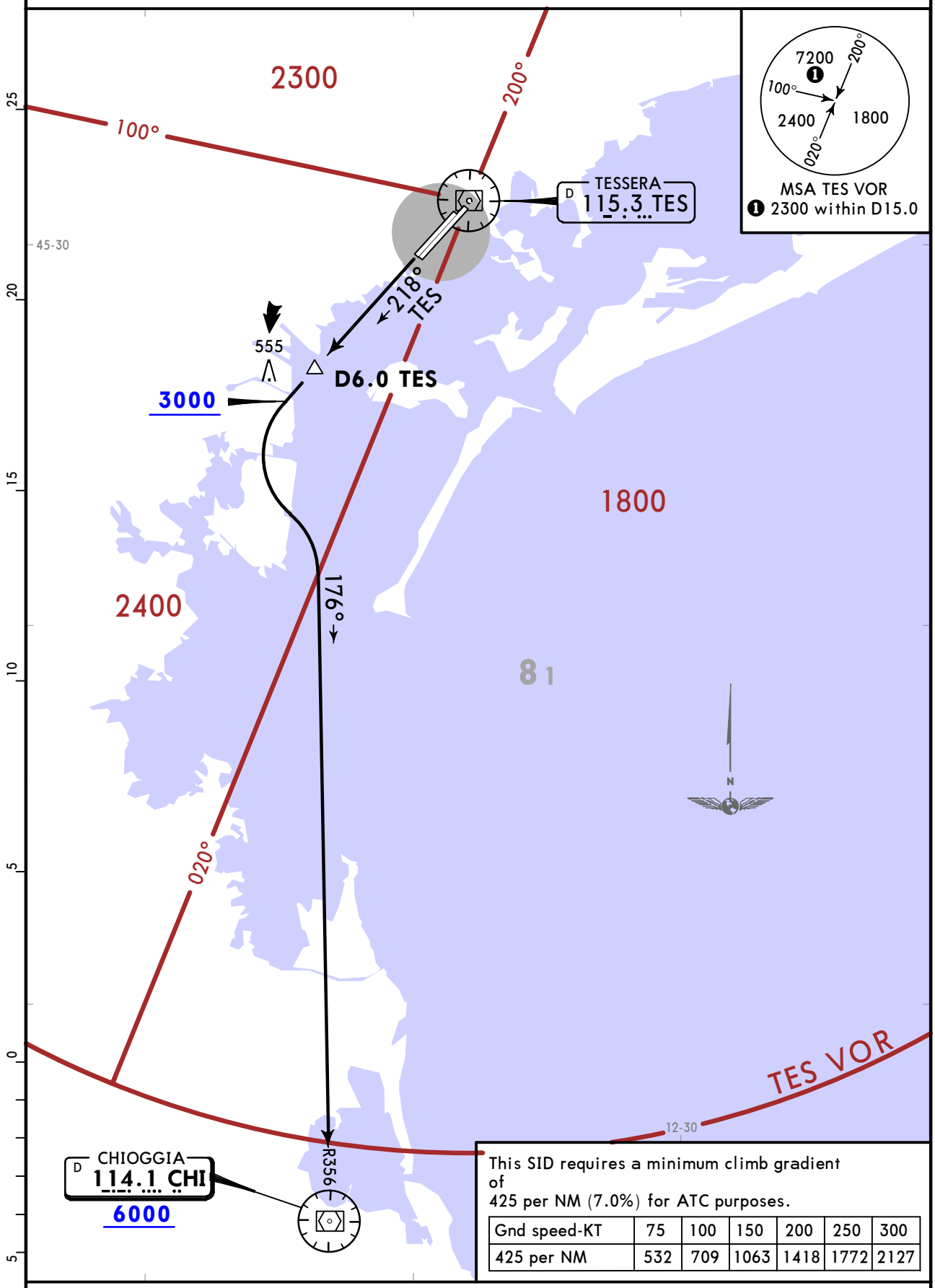
CHANGES: VIC NDB decommissioned.

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Apt Elev	
7	Trans alt: 6000 SIDs are also noise abatement procedures.

CHI 5D DEPARTURE
(RWYS 22L/R)



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 R218 (if TES VOR u/s 218° track until D6.0 TES), until leaving 3000, turn LEFT, intercept CHI R356 inbound to CHI.

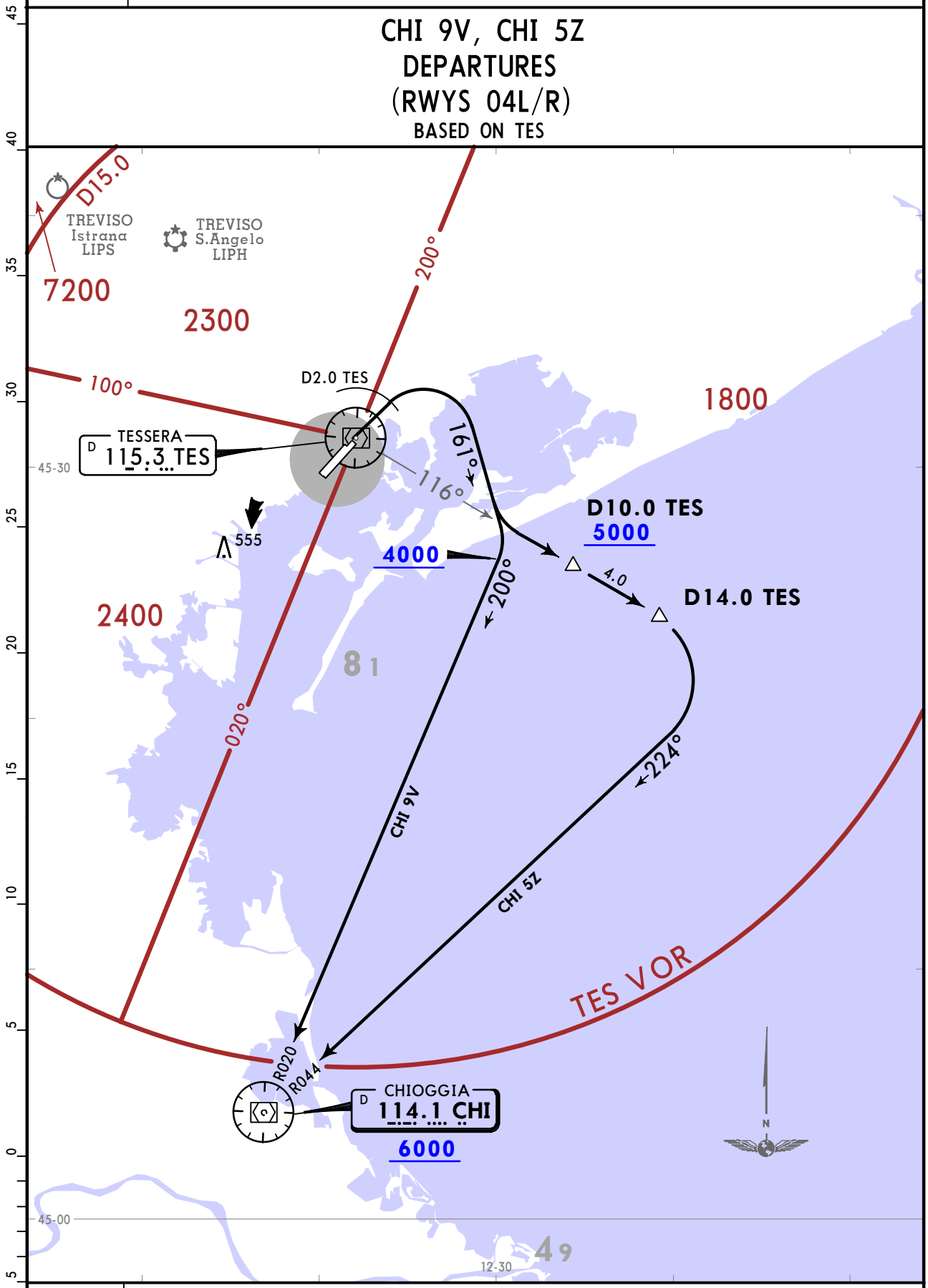
CHANGES: None.

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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. 3. WARNING: Close-in obstacles.

CHI 9V, CHI 5Z
DEPARTURES
(RWYS 04L/R)
BASED ON TES



SID	ROUTING
CHI 9V	On runway heading to D2.0 TES, turn RIGHT, 161° track, intercept CHI R020 inbound to CHI.
CHI 5Z	On runway heading to D2.0 TES, turn RIGHT, 161° track, intercept TES R116 to D14.0 TES, turn RIGHT, intercept CHI R044 inbound to CHI.

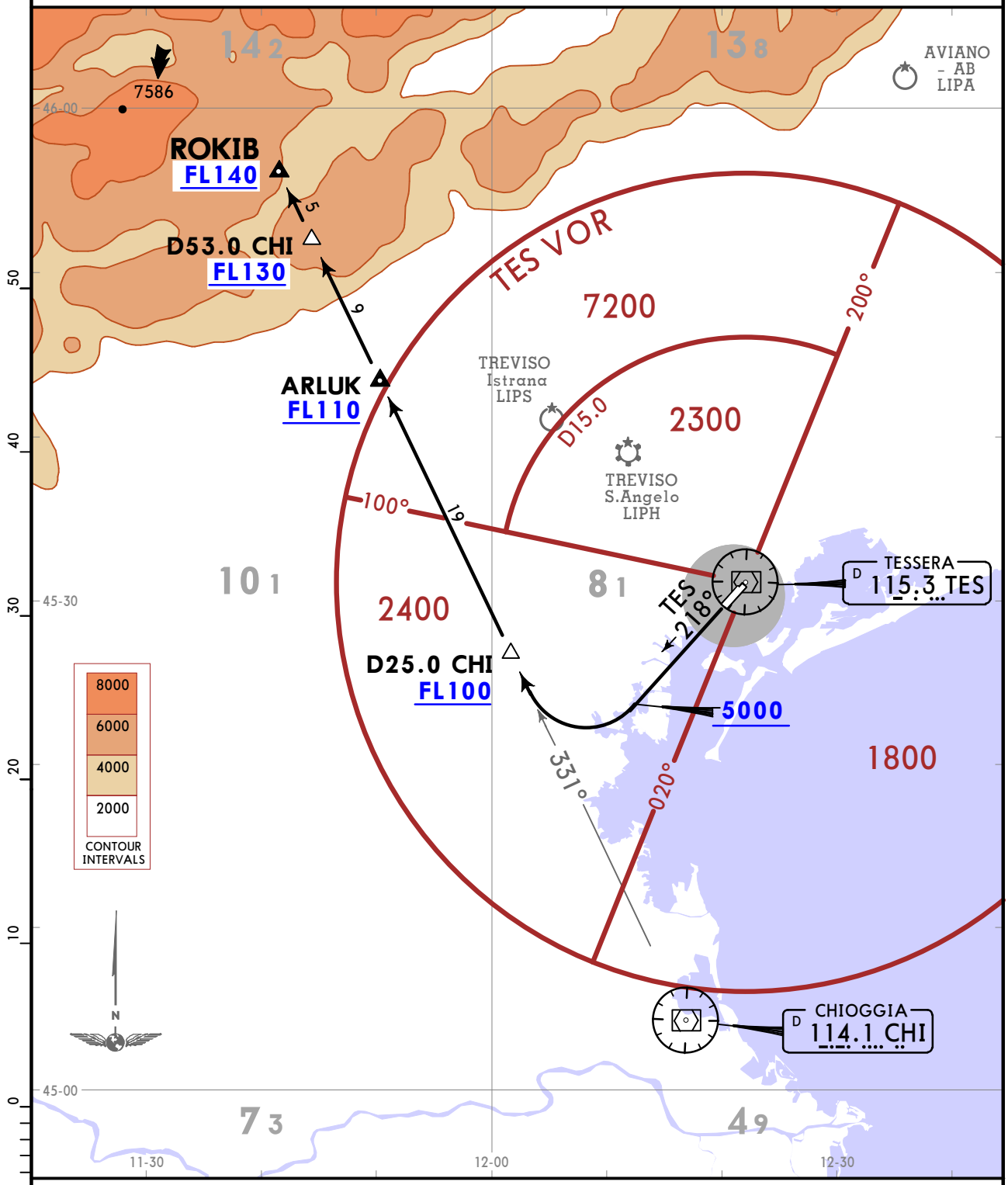
CHANGES: Note added.

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Apt Elev	
7	Trans alt: 6000 SIDs are also noise abatement procedures.

ROKIB 7V [ROKI7V]
DEPARTURE
(RWYS 22L/R)



This SID requires a minimum climb gradient of 7.0% (425 FT/NM) for ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

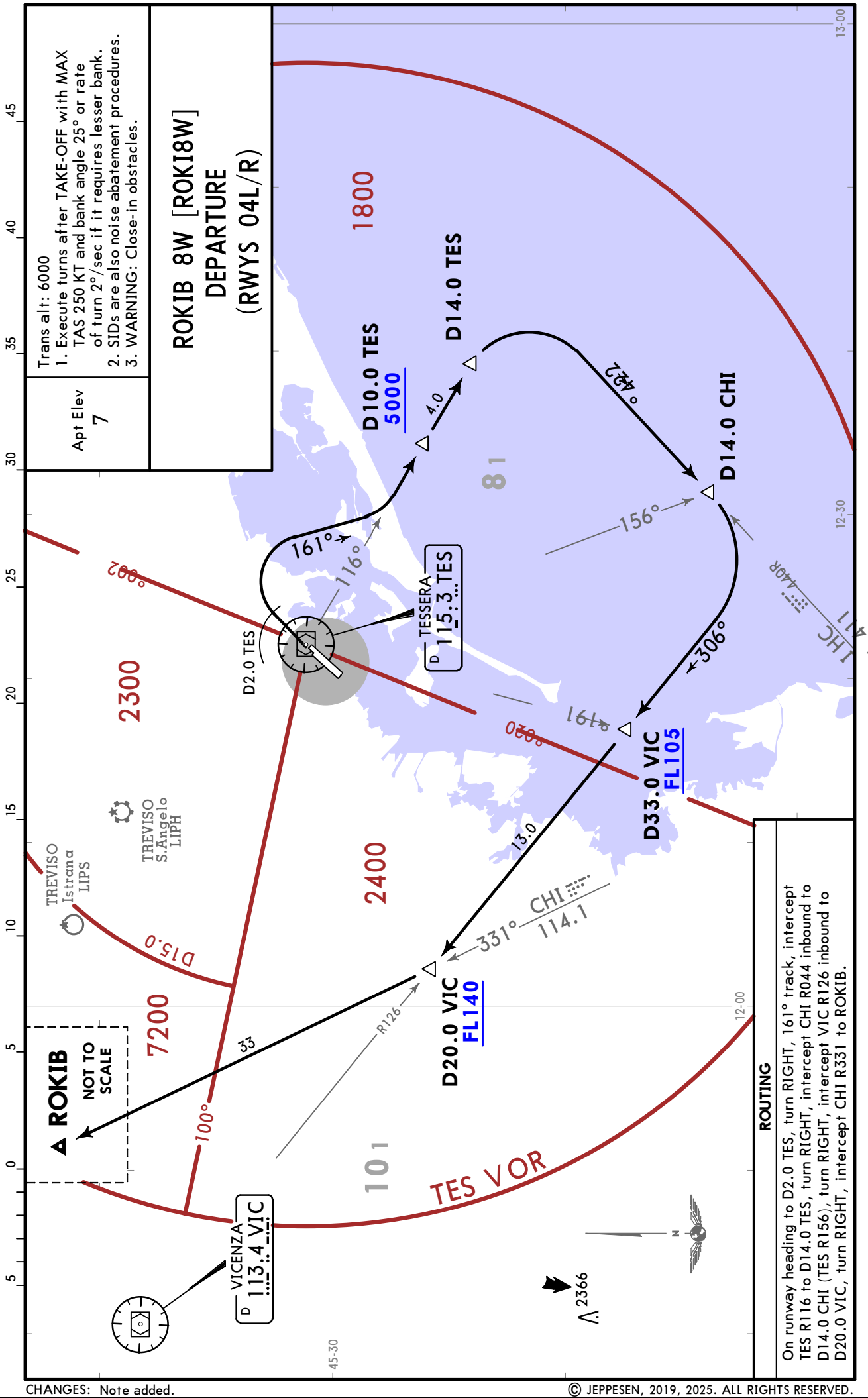
ROUTING

Climb on TES R218 (if TES VOR u/s 218° track until D6.0 TES), until leaving 5000, turn RIGHT, intercept CHI R331 to ROKIB.

CHANGES: None.

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CHANGES: Note added.

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Apt Elev 7

Trans alt: 6000
SIDs are also noise abatement procedures.

ROSKA 6D [ROSK6D]
DEPARTURE
(RWYS 22L/R)

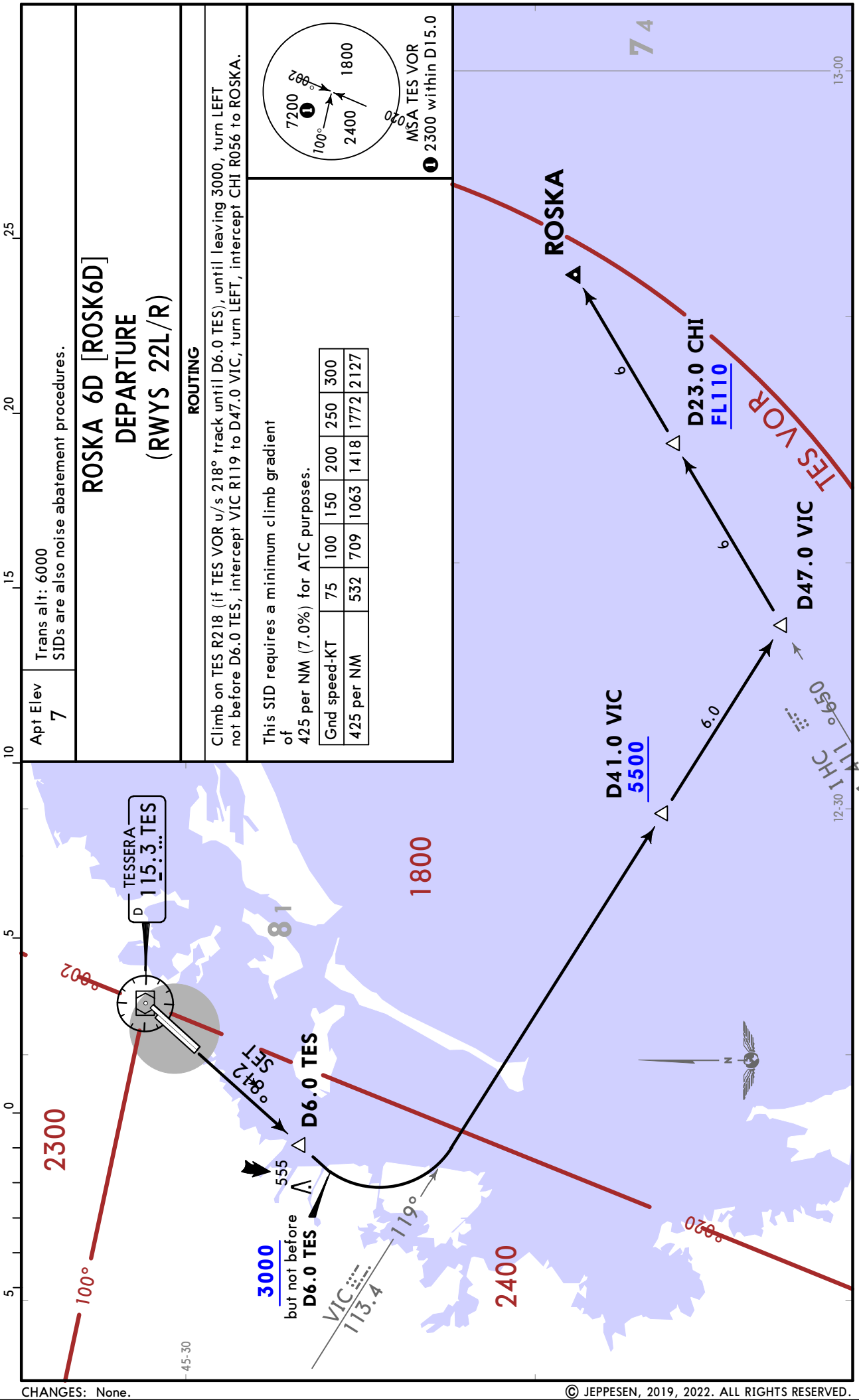
ROUTING

Climb on TES R218 (if TES VOR u/s 218° track until D6.0 TES), until leaving 3000, turn LEFT not before D6.0 TES, intercept VIC R119 to D47.0 VIC, turn LEFT, intercept CHI R056 to ROSKA.

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

MSA TES VOR
2300 within D15.0
1800
2400
7200
002°
100°
070°



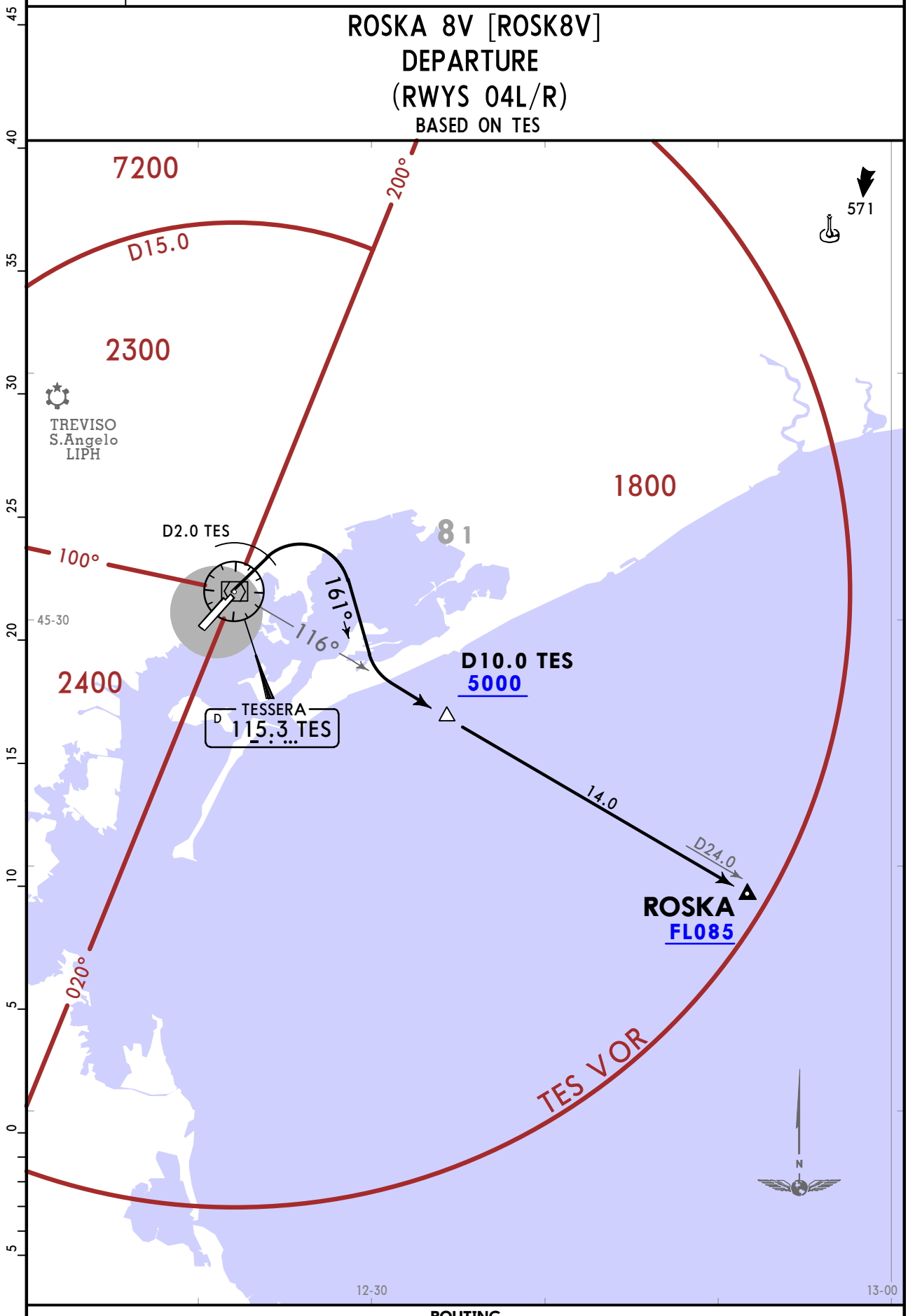
CHANGES: None.

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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. 3. WARNING: Close-in obstacles.

ROSKA 8V [ROSK8V]
DEPARTURE
(RWYS 04L/R)
BASED ON TES



ROUTING

On runway heading to D2.0 TES, turn RIGHT, 161° track, intercept TES R116 to ROSKA.

CHANGES: Note added.

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VIC 7D, VIC 6E DEPARTURES (RWYS 22L/R)

Trans alt: 6000
SIDs are also noise abatement procedures.

Apt Elev 7

TESSERA D 115.3 TES

VICENZA D 113.4 VIC FL120

D6.0 TES

D20.0 VIC 5000

D16.0 TES TL

D18.0 VIC FL100

TES VOR

1800 2300 2400 7200

802° 842° SET 020° 100° 290° VIC 7D 132° 319° 555 E6 D V 10.0 D15.0 20.0 18.0 R110 R139

8 1 10 1

12-00

45-30

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

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 7D 1	Climb on TES R218 (if TES VOR u/s 218° track until D6.0 TES), to D6.0 TES, turn RIGHT, intercept VIC R110 inbound to VIC.
VIC 6E	Climb on TES R218 (if TES VOR u/s 218° track until D6.0 TES), to D16.0 TES (if TES u/s when passing VIC R132), turn RIGHT, intercept VIC R139 inbound to VIC.

CHANGES: None.

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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.
3. WARNING: Close-in obstacles.

Apt Elev 7

VIC 9V, VIC 5W, VIC 7Y DEPARTURES (RWYS 04L/R)

BASED ON TES

TES VOR
D14.0 TES
D10.0 TES 5000
D20.5 CHI (VIC R110)
D14.0 CHI
4000
D2.0 TES
TESSERA 115.3 TES
D13.0 TES 5000
[D219E] 6000
D33.0 VIC FL105
D20.0 VIC FL140
VICENZA 113.4 VIC
VIC 9V, 7Y: FL120
TREVISO S.Angelo LIPH
TREVISO Istrana LIPS
CHI 114.1
1800
2300
2400
7200
8 I
10 I
12-30
12-00
45-30

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

SID	ROUTING
VIC 9V ❶	On runway heading to D2.0 TES, turn LEFT, 235° track, intercept TES R280 (VIC R100 inbound) to VIC.
VIC 5W	On runway heading to D2.0 TES, turn RIGHT, 161° track, intercept TES R116 to D14.0 TES, turn RIGHT, intercept CHI R044 inbound to D14.0 CHI (TES R156), turn RIGHT, intercept VIC R126 inbound to VIC.
VIC 7Y ❶	On runway heading to D2.0 TES, turn RIGHT, 161° track, intercept CHI R020 inbound to D20.5 CHI, turn RIGHT, intercept VIC R110 inbound to VIC.

CHANGES: Note added.

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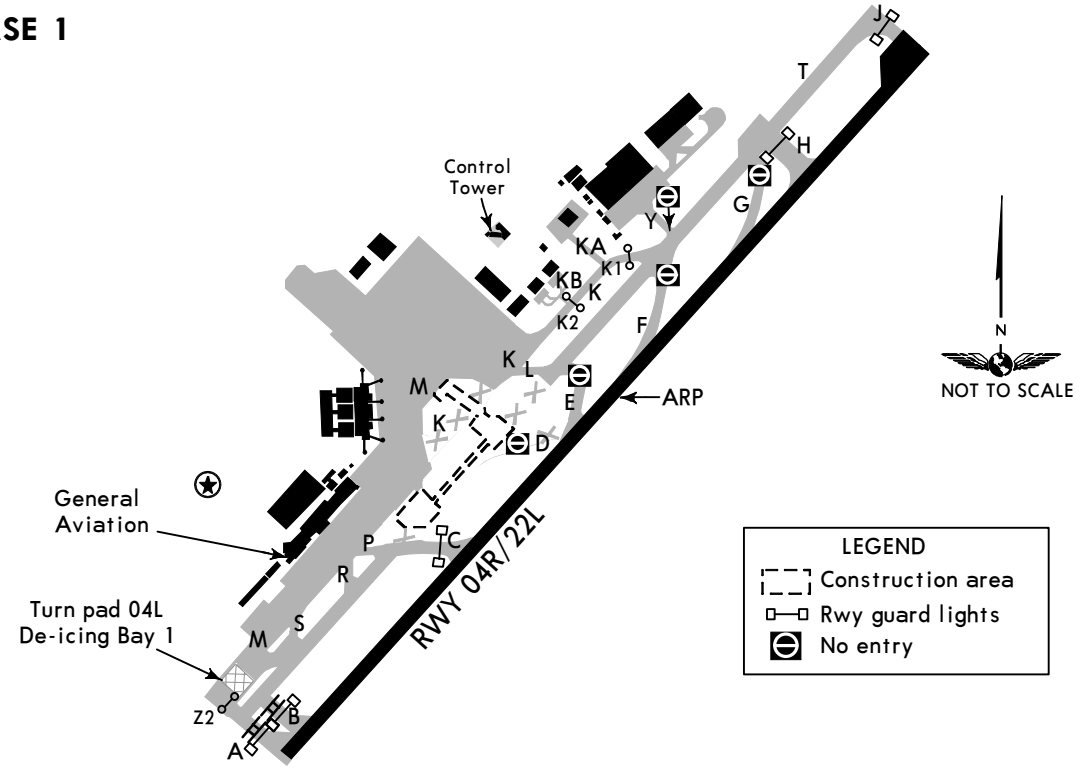
WORKS ON AIRPORT - PHASE 1 & 2
(SUP 017/26 AIRAC)

REFER ALSO TO LATEST NOTAMS

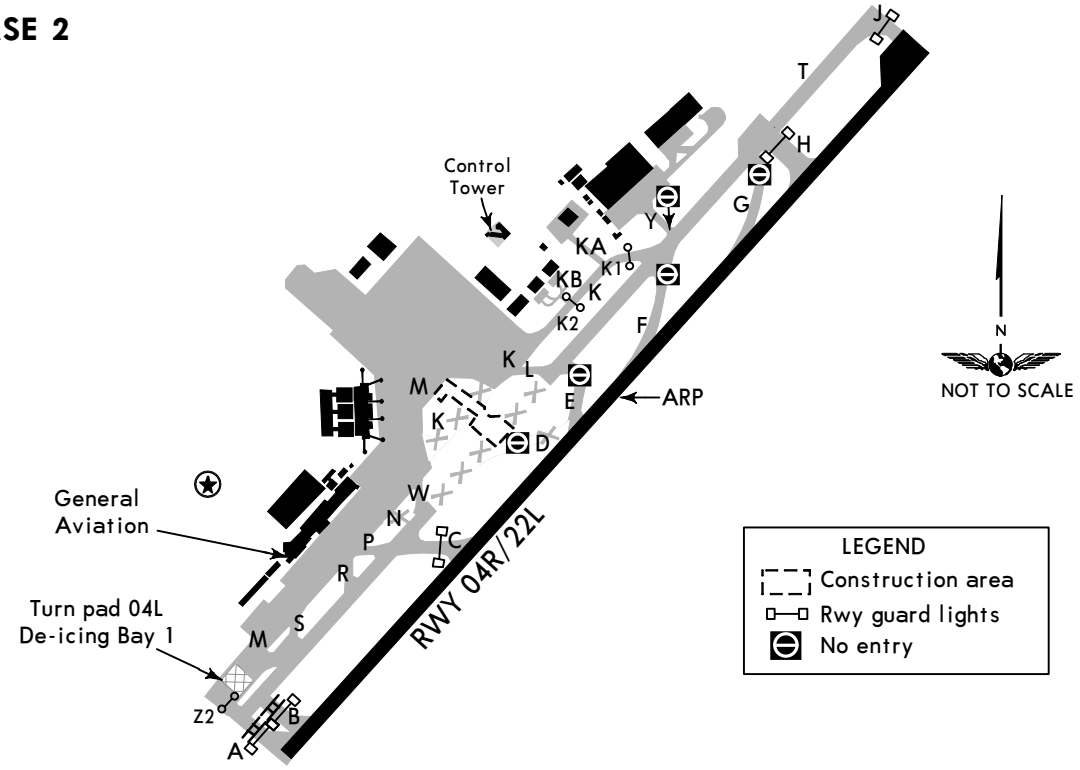
Starting from 01 APR 2026 until 17 MAR 2027, apron and maneuvering areas maintenance works of Venezia/Tessera airport will take place for the implementation of new low visibility taxi routes.

RWY 04R/22L only active RWY;
RWY 04L/22R not active. Used only as TWY;
ICAO code F ACFT operations not allowed.
Stand 330 is withdrawn.

PHASE 1



PHASE 2



CHANGES: New temporary chart.

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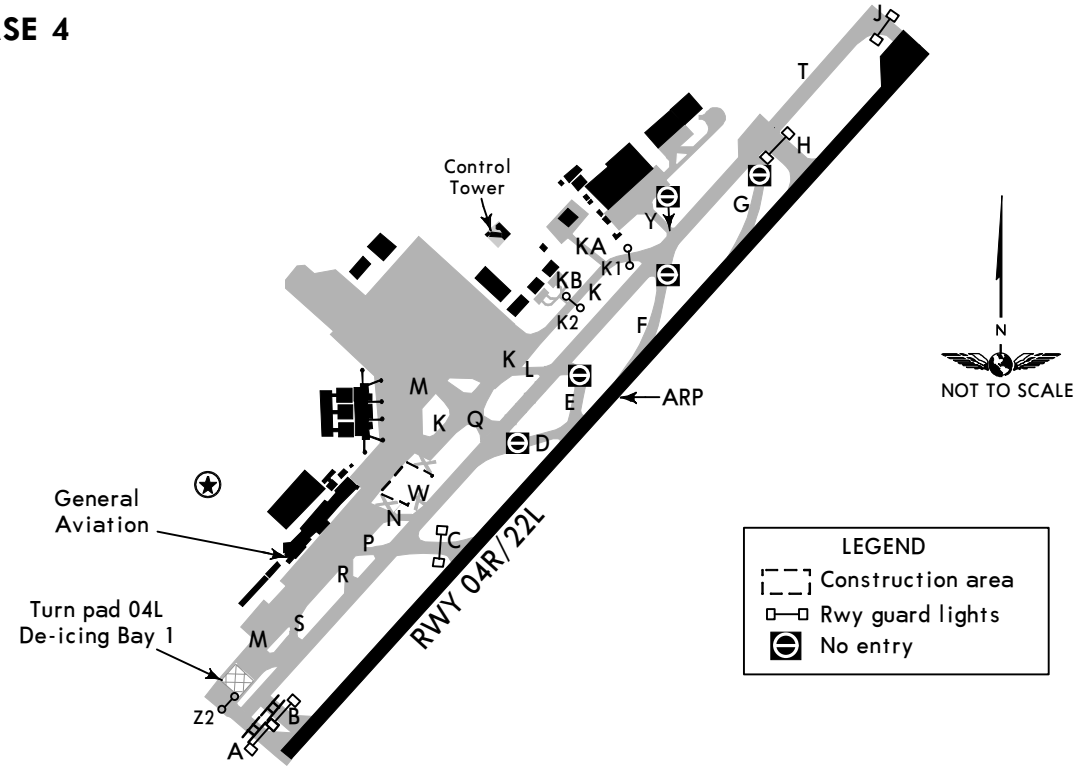
WORKS ON AIRPORT - PHASE 4 & 5
(SUP 017/26 AIRAC)

REFER ALSO TO LATEST NOTAMS

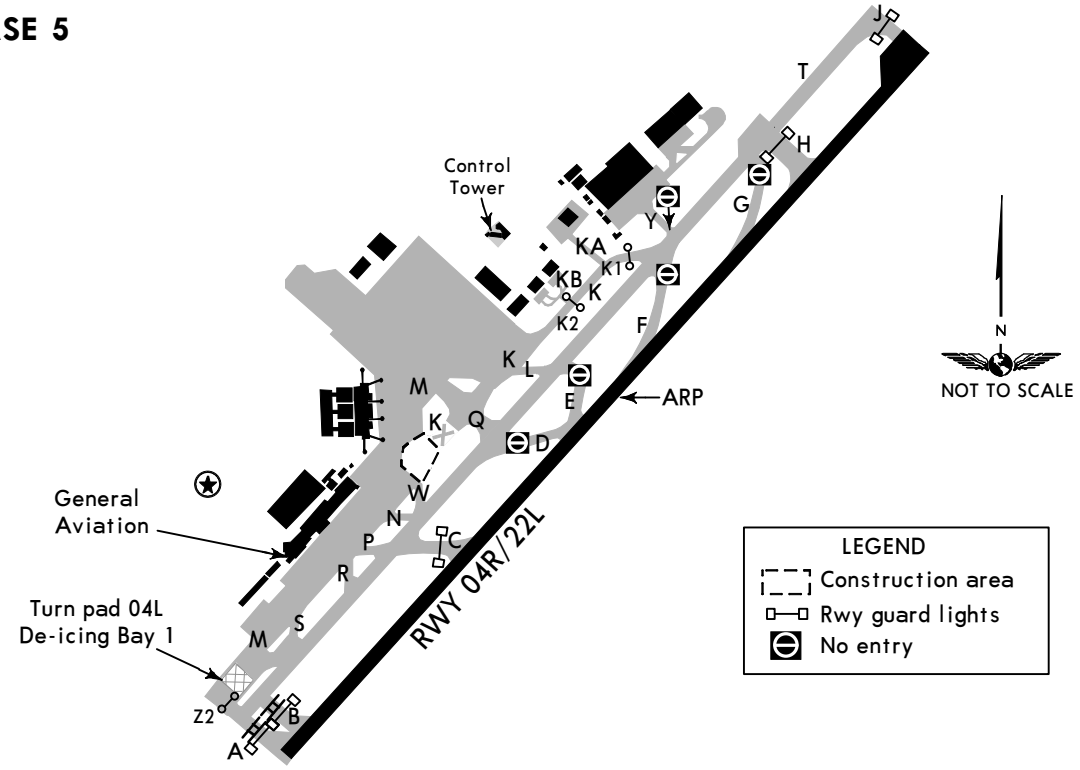
Starting from 01 APR 2026 until 17 MAR 2027, apron and maneuvering areas maintenance works of Venezia/Tessera airport will take place for the implementation of new low visibility taxi routes.

RWY 04R/22L only active RWY;
RWY 04L/22R not active. Used only as TWY;
ICAO code F ACFT operations not allowed.
Stand 330 is withdrawn.

PHASE 4



PHASE 5



CHANGES: New temporary chart.

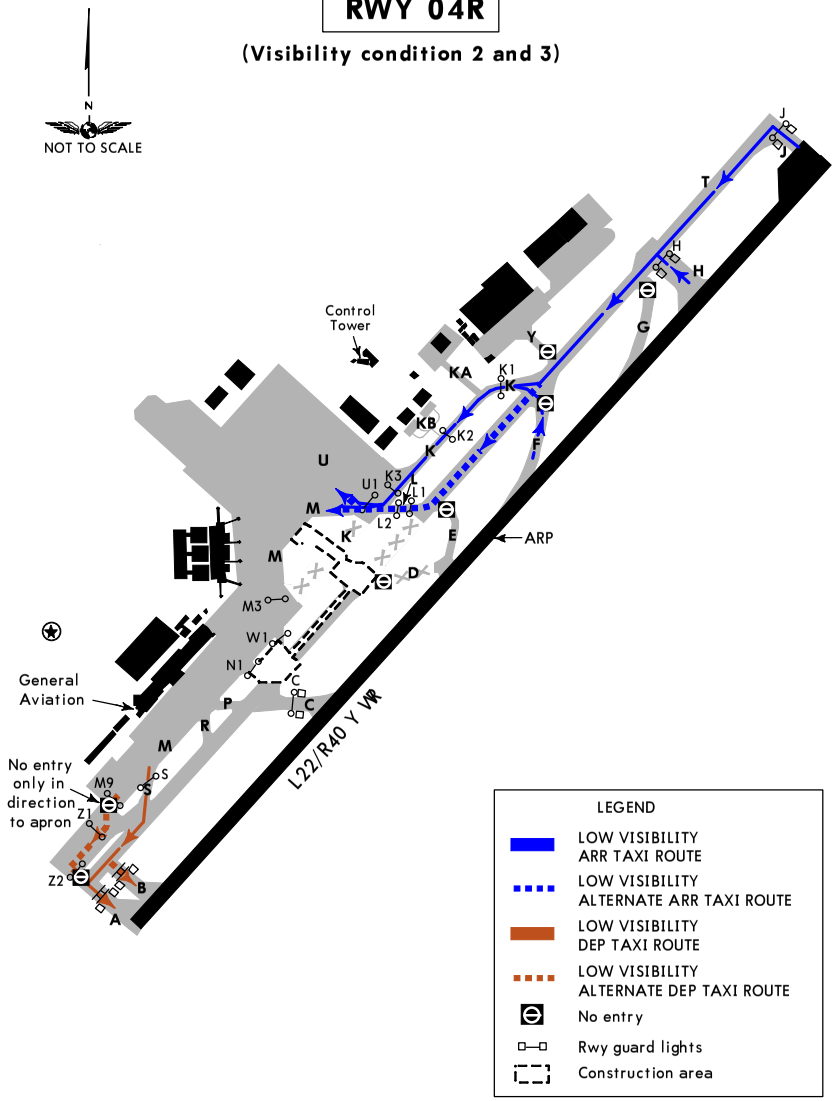
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LOW VIS TAXI ROUTES RWY 04R/22L - PHASE 1 (SUP 017/26 AIRAC) REFER ALSO TO LATEST NOTAMS	ATIS	*VENICE Ground	Aerodrome Operations	Tower
	128.655	121.705	131.480	120.2

RWY 04R/22L only active RWY; RWY 04L/22R not active. Used only as TWY; ICAO code F ACFT operations not allowed.

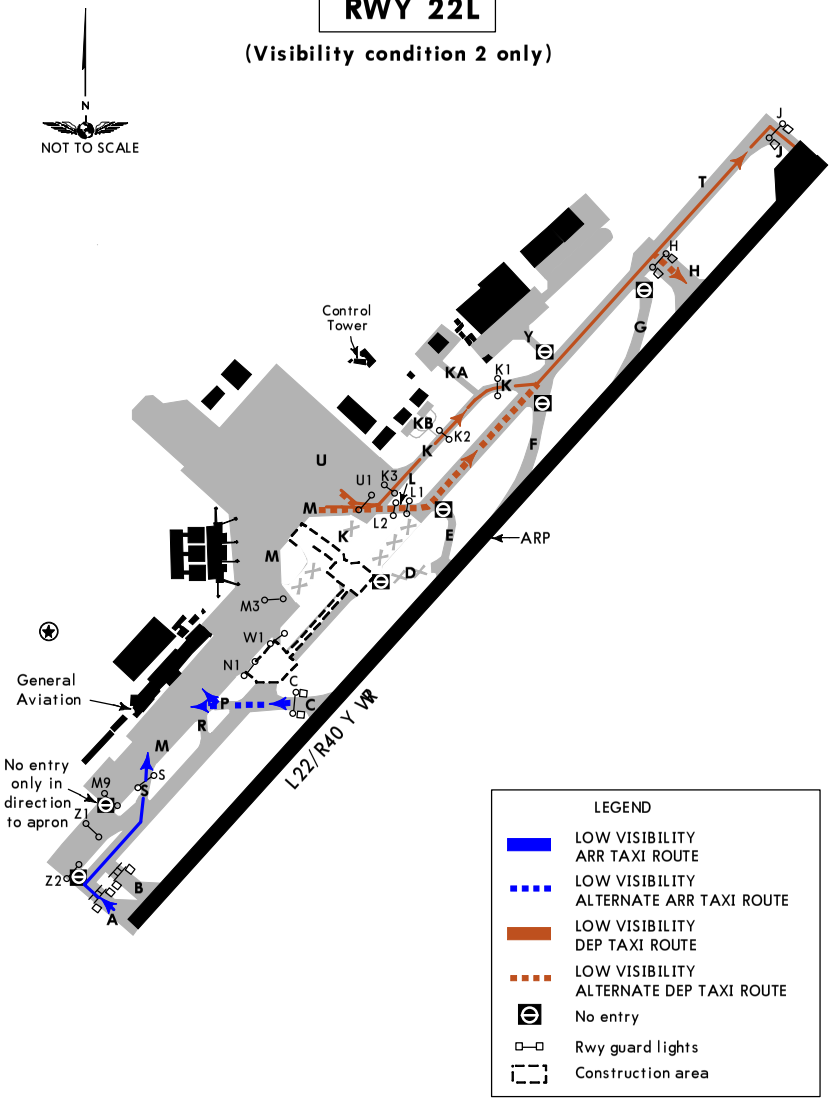
RWY 04R

(Visibility condition 2 and 3)



RWY 22L

(Visibility condition 2 only)



CHANGES: New temporary chart.

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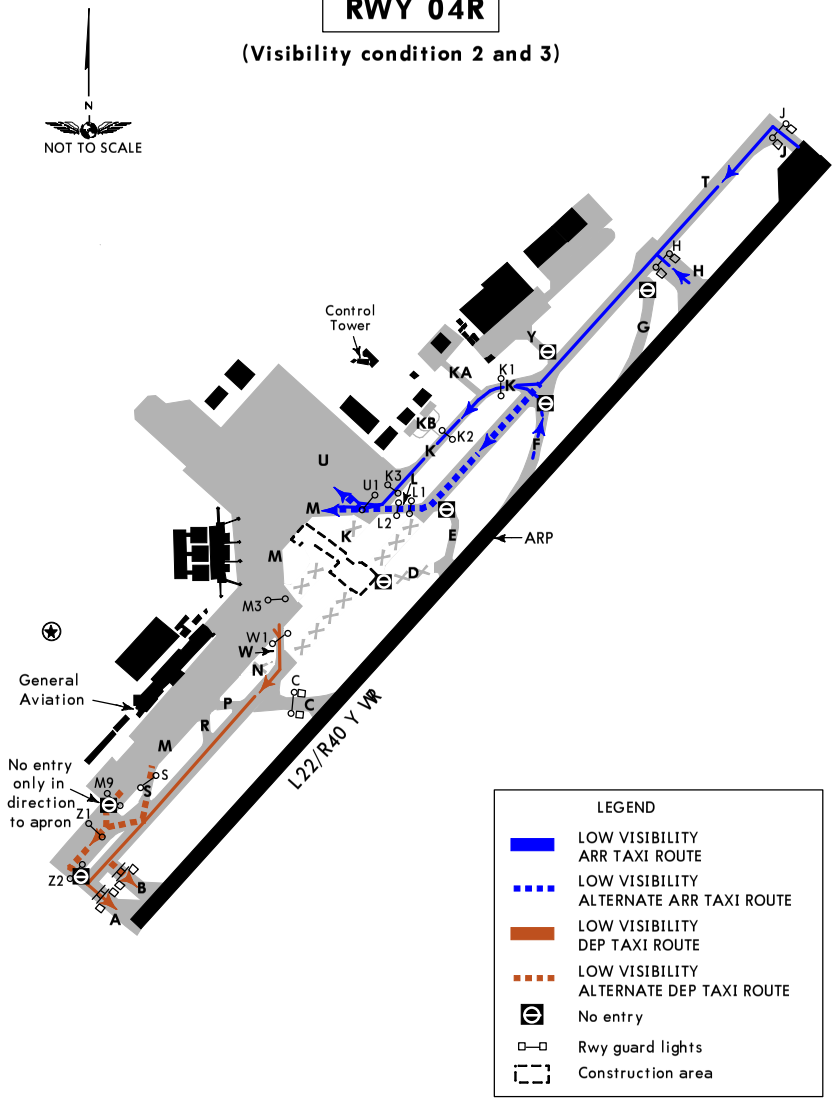
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LOW VIS TAXI ROUTES RWY 04R/22L - PHASE 2 (SUP 017/26 AIRAC) REFER ALSO TO LATEST NOTAMS	ATIS	*VENICE Ground	Aerodrome Operations	Tower
	128.655	121.705	131.480	120.2

RWY 04R/22L only active RWY; RWY 04L/22R not active. Used only as TWY; ICAO code F ACFT operations not allowed.

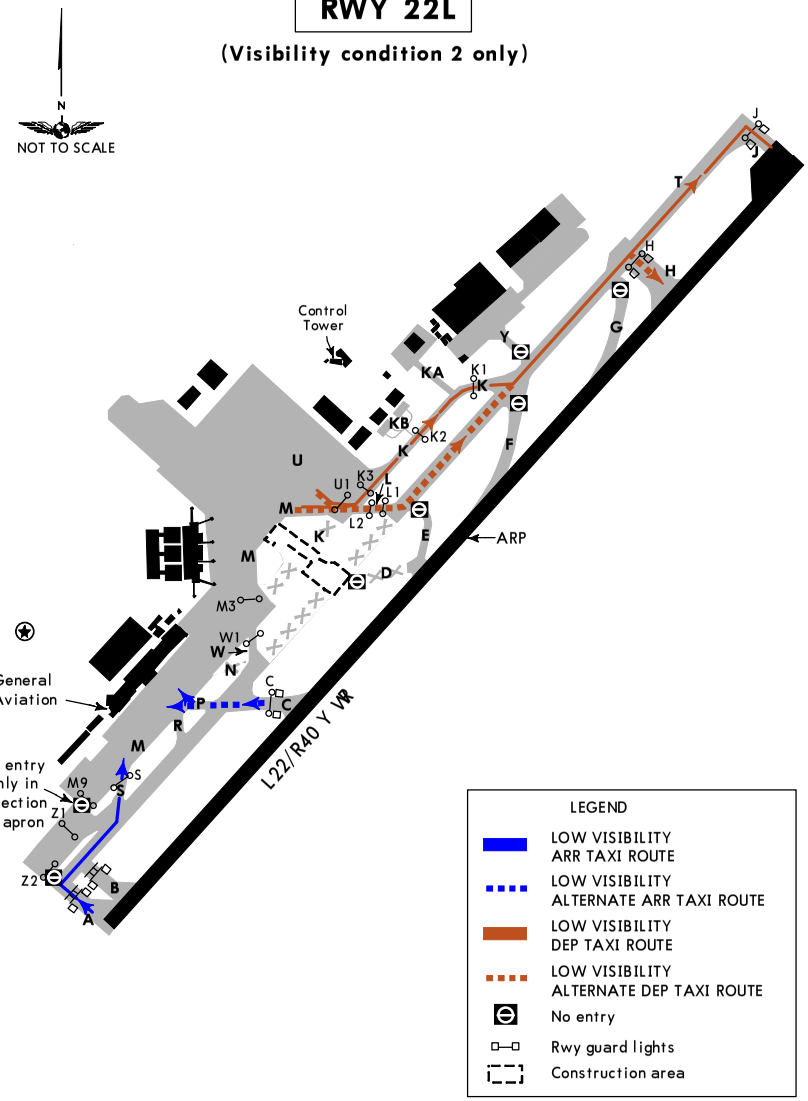
RWY 04R

(Visibility condition 2 and 3)



RWY 22L

(Visibility condition 2 only)



CHANGES: New temporary chart.

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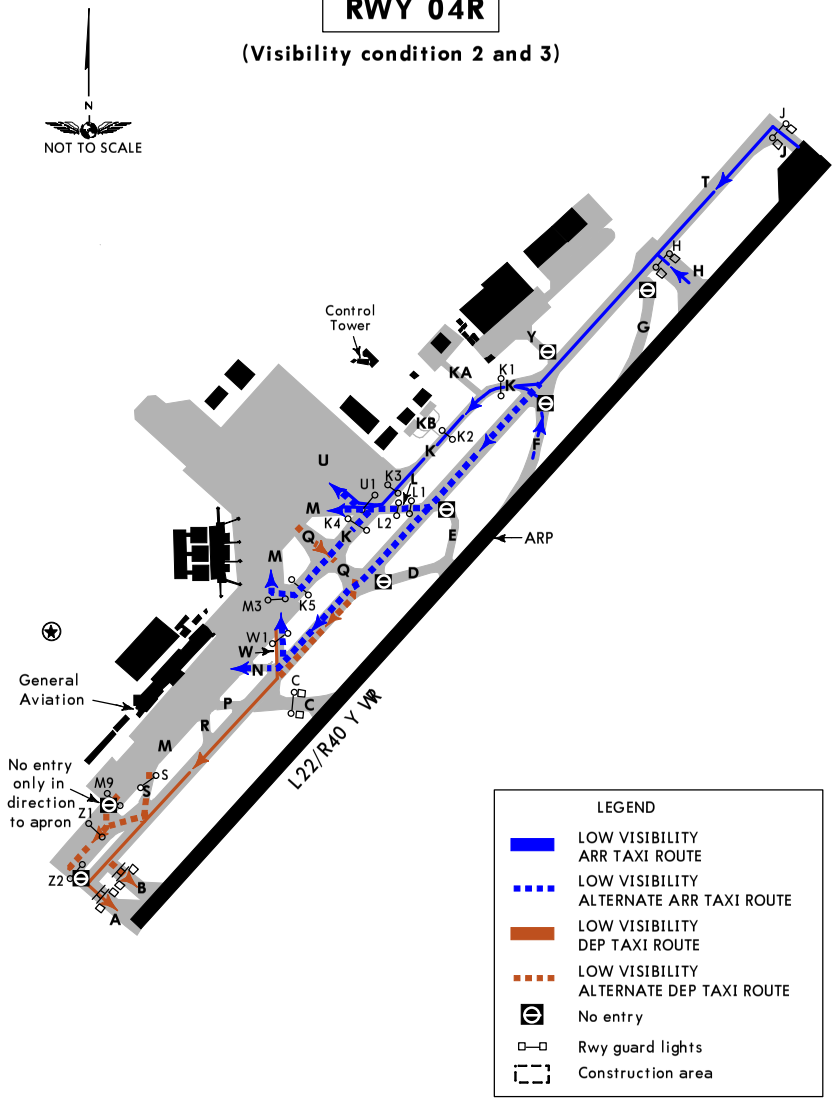
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LOW VIS TAXI ROUTES RWY 04R/22L - PHASE 3
(SUP 017/26 AIRAC)
REFER ALSO TO LATEST NOTAMS

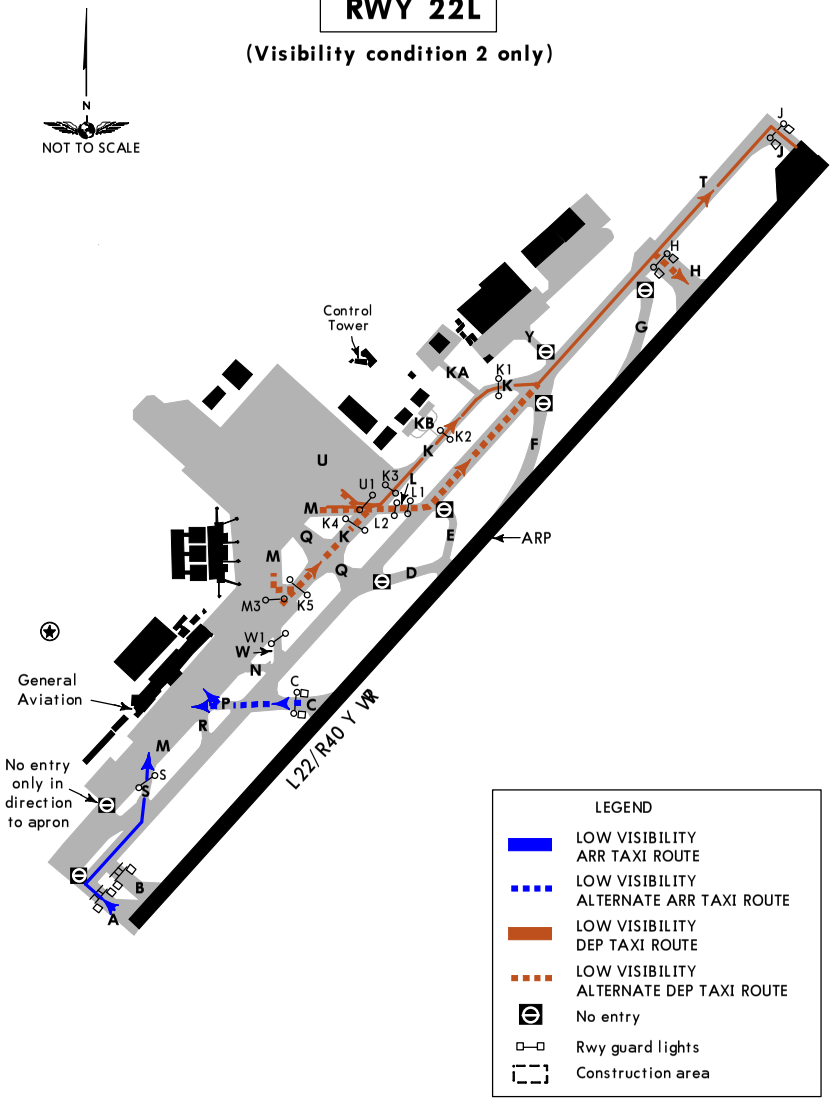
ATIS	*VENICE Ground	Aerodrome Operations	Tower
128.655	121.705	131.480	120.2

RWY 04R/22L only active RWY; RWY 04L/22R not active. Used only as TWY; ICAO code F ACFT operations not allowed.

RWY 04R
(Visibility condition 2 and 3)



RWY 22L
(Visibility condition 2 only)



CHANGES: New temporary chart.

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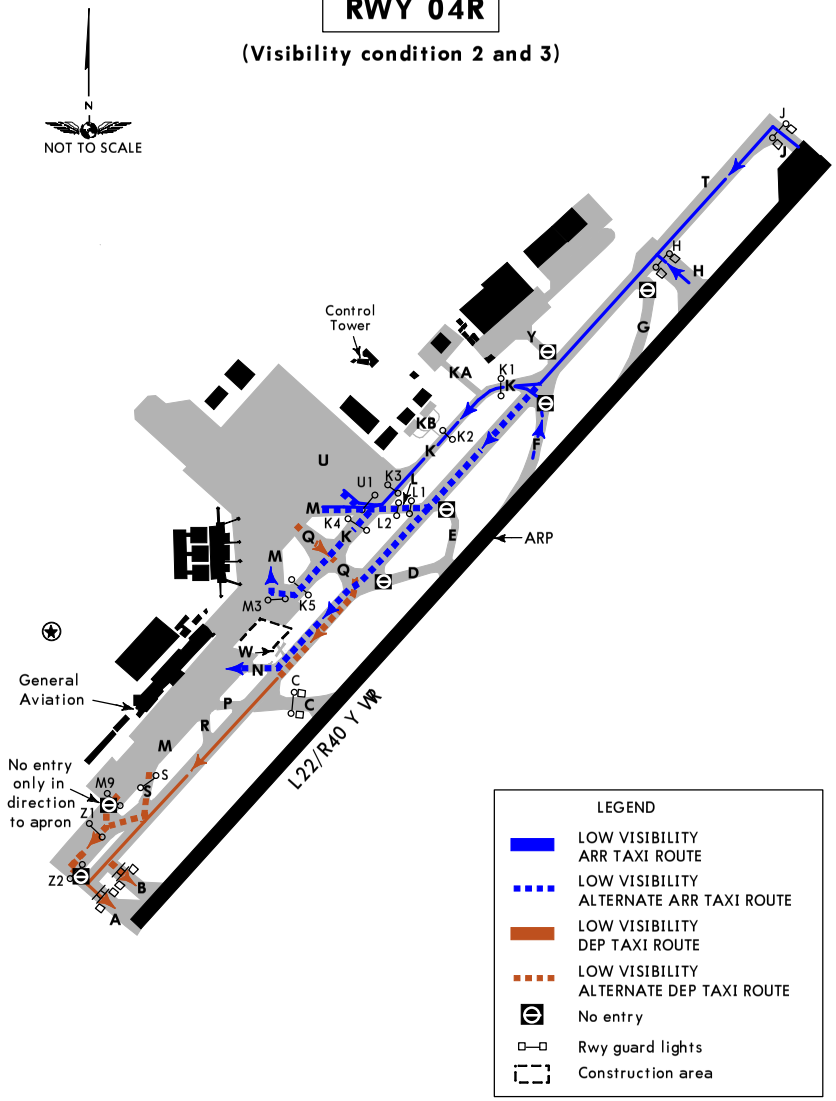
Printed from JeppView for Windows 5.3.0.0 on 08 Nov 2026; Terminal chart data cycle 08-2026 (Expired); Notice: After 23 Apr 2026, 0000Z, this chart may no longer be valid

LOW VIS TAXI ROUTES RWY 04R/22L - PHASE 4 (SUP 017/26 AIRAC) REFER ALSO TO LATEST NOTAMS	ATIS	*VENICE Ground	Aerodrome Operations	Tower
	128.655	121.705	131.480	120.2

RWY 04R/22L only active RWY; RWY 04L/22R not active. Used only as TWY; ICAO code F ACFT operations not allowed.

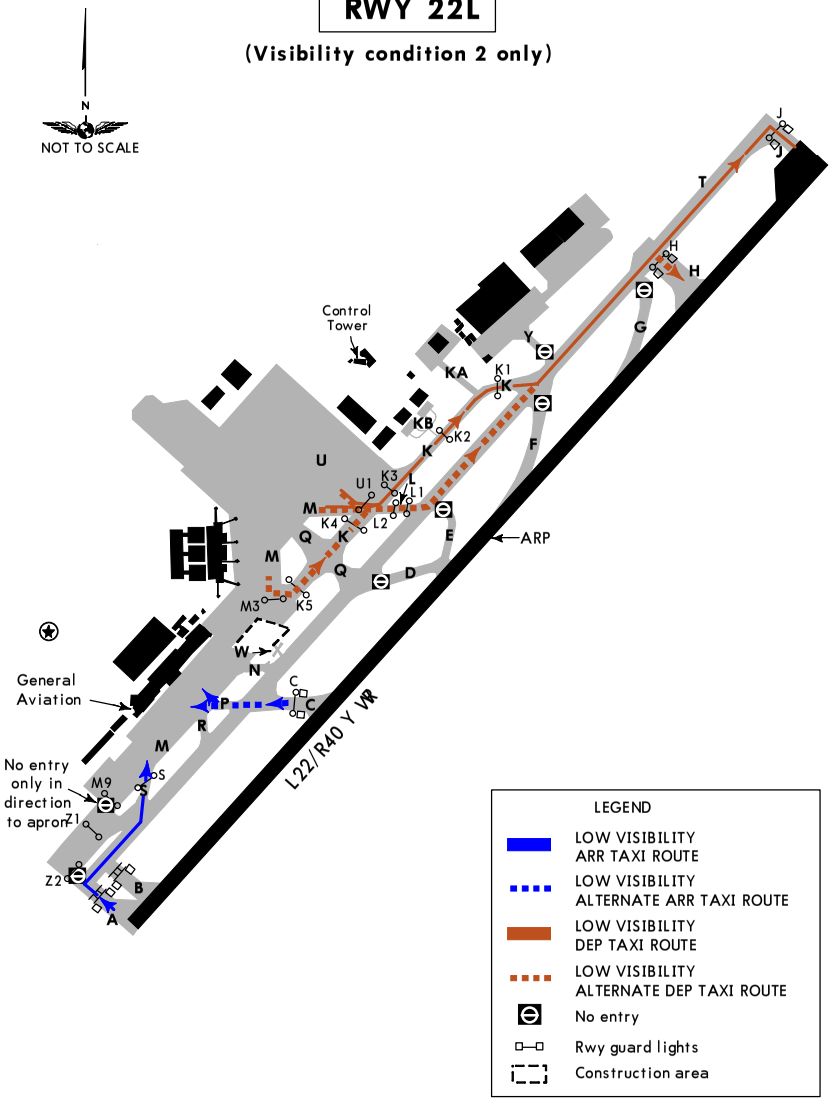
RWY 04R

(Visibility condition 2 and 3)



RWY 22L

(Visibility condition 2 only)



CHANGES: New temporary chart.

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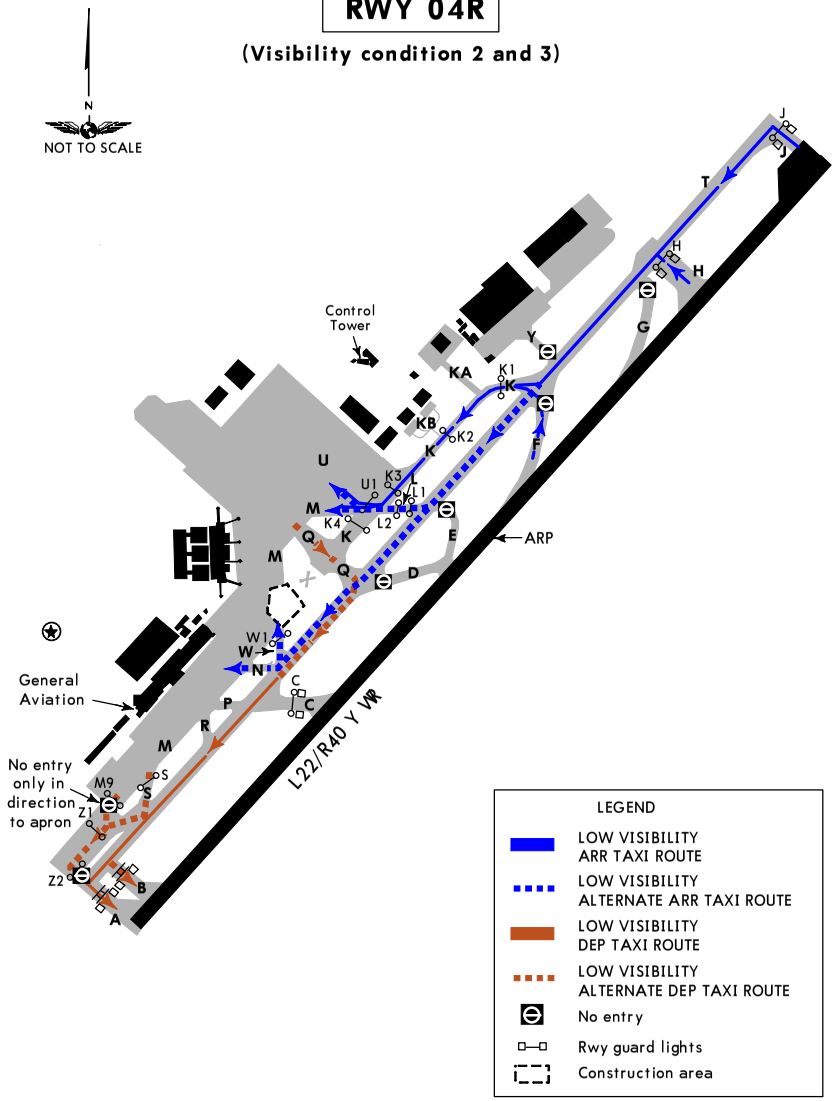
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LOW VIS TAXI ROUTES RWY 04R/22L - PHASE 5
(SUP 017/26 AIRAC)
REFER ALSO TO LATEST NOTAMS

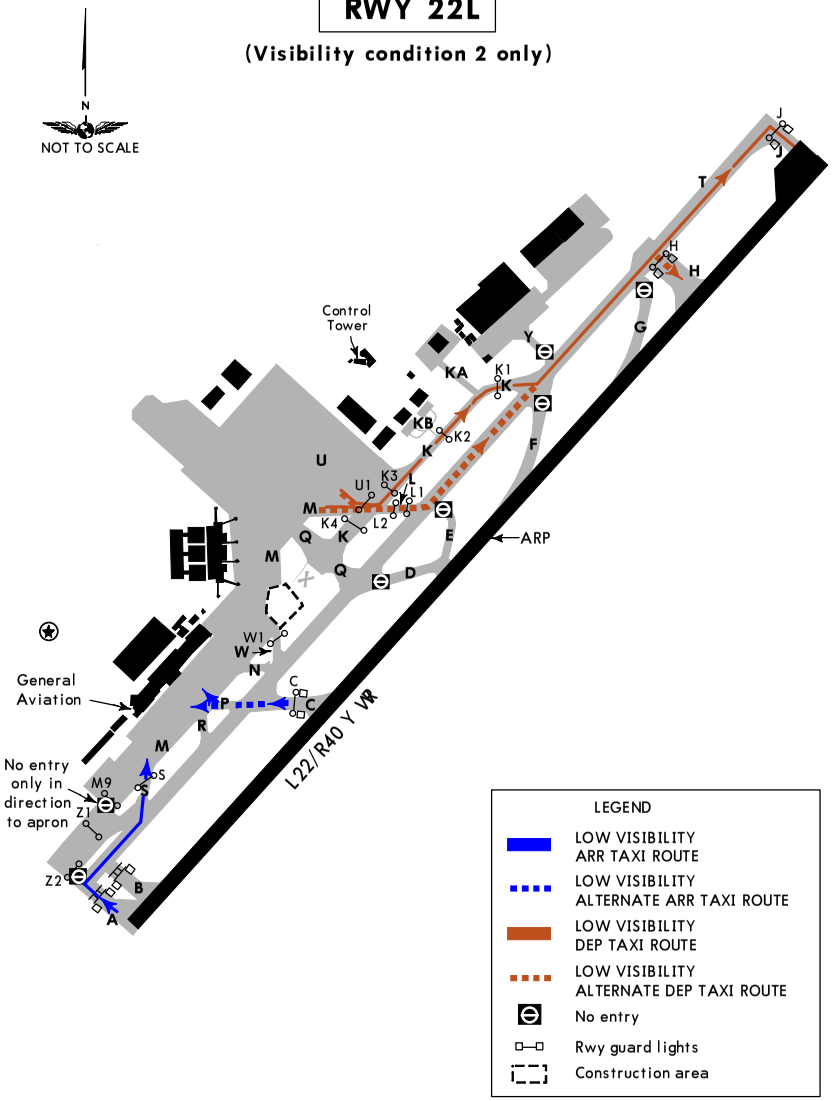
ATIS	*VENICE Ground	Aerodrome Operations	Tower
128.655	121.705	131.480	120.2

RWY 04R/22L only active RWY; RWY 04L/22R not active. Used only as TWY; ICAO code F ACFT operations not allowed.

RWY 04R
(Visibility condition 2 and 3)



RWY 22L
(Visibility condition 2 only)



CHANGES: New temporary chart.

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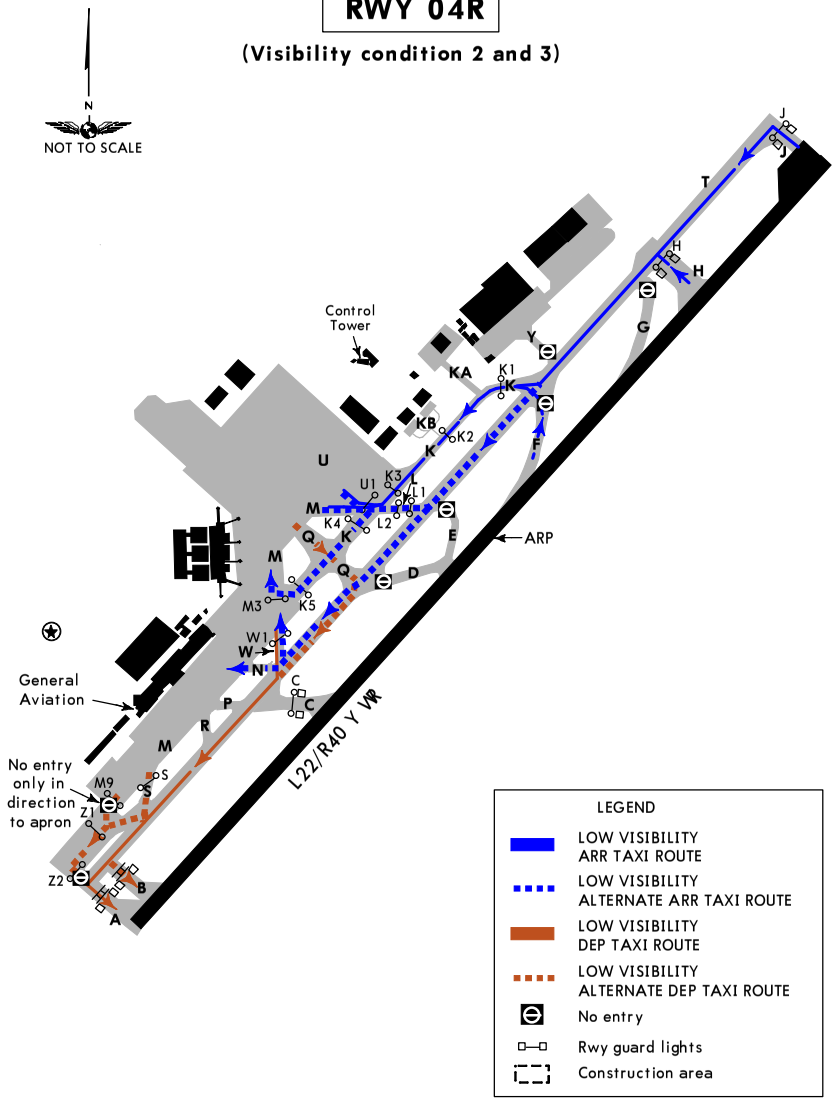
Printed from JeppView for Windows 5.3.0.0 on 08 Nov 2026; Terminal chart data cycle 08-2026 (Expired); Notice: After 23 Apr 2026, 0000Z, this chart may no longer be valid

LOW VIS TAXI ROUTES RWY 04R/22L - PHASE 6 (SUP 017/26 AIRAC) REFER ALSO TO LATEST NOTAMS	ATIS	*VENICE Ground	Aerodrome Operations	Tower
	128.655	121.705	131.480	120.2

RWY 04R/22L only active RWY; RWY 04L/22R not active. Used only as TWY; ICAO code F ACFT operations not allowed.

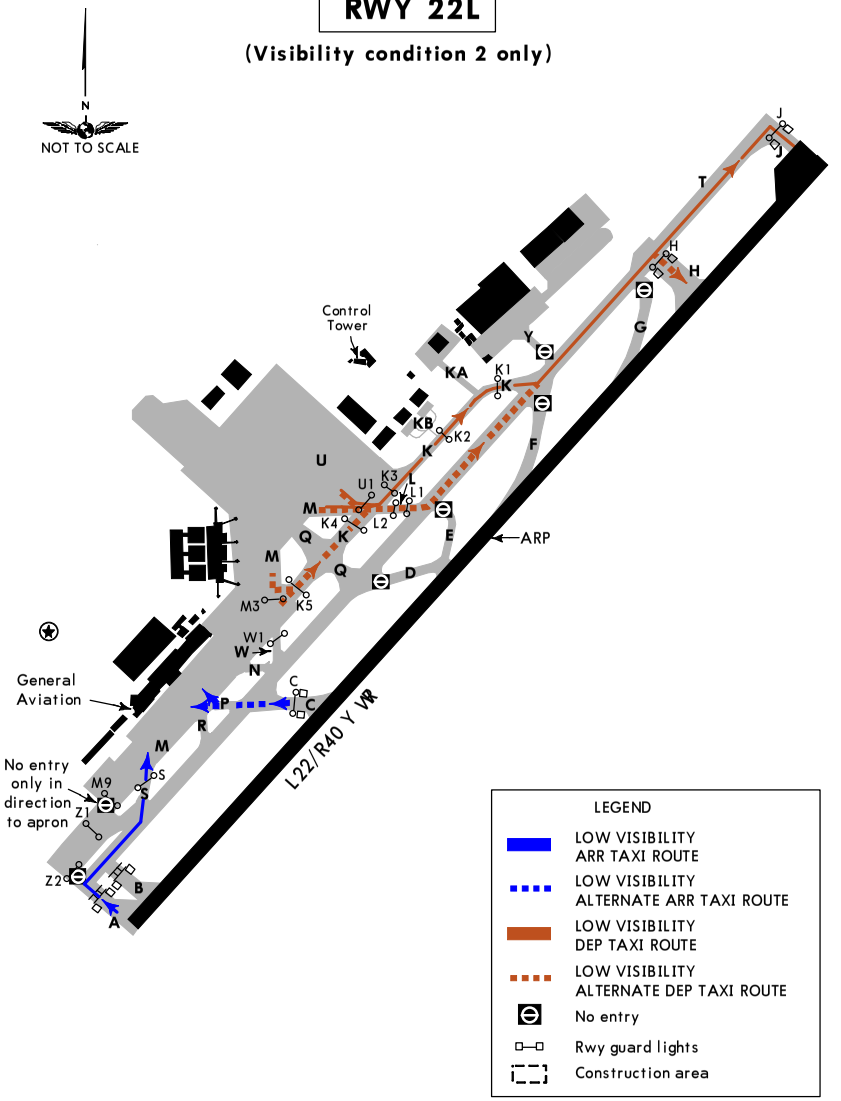
RWY 04R

(Visibility condition 2 and 3)



RWY 22L

(Visibility condition 2 only)



CHANGES: New temporary chart.

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LIPZ/VCE

Apt Elev 7′
N45 30.3 E012 21.1

JEPPESEN

28 MAR 25 (10-9)

VENICE, ITALY

TESSERA

ATIS	*VENICE Delivery	*VENICE Ground	Aerodrome Operations	Tower
128.655	118.255	121.705	131.480	120.2

12-20 12-21 12-22

45-31 45-30 45-29

For HOT SPOTS refer to HOT SPOT chart.

03°E

VOR

22R 219°

22L 219°

04L 039°

04R 039°

8983′
2738m

10,827′ 3300m

ARP

Elev 7′

Elev 5′

FOR DETAILS SEE PARKING STANDS & COORDS

Control Tower

General Aviation

Turn pad 04L
De-icing Bay 1

T11 T10 T9 T8 T7 T6 T5 T4 T3 T2 T1 T

J A H G Y F E D C B

KA K1 KB K K2 K L M K Q W N P R S M Z2 A

LEGEND
Rwy guard lights
No entry

Taxilane Y not available except for traffic from/to Aeronavali.
Taxilane KA not available, except for state police.
Taxilane KB not available except for Fire Fighting and Guardia Di Finanza.
Turn Pad available as De-icing Bay 1 only when RWY 04R/22L in use.

Feet 0 1000 2000 3000 4000 5000
Meters 0 500 1000 1500

CHANGES: None.

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ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
04L ❶ 22R	HIRL (60m) ❷HIALS REIL PAPI-L (3.2°) HIRL (60m) ❸HIALS REIL PAPI-L (3.2°)			❹	148' 45m

❶ RWY 04L/22R will only be used when RWY 04R/22L is not active.
RWY 04L/22R and RWY 04R/22L cannot be used simultaneously.
RWY 04L/22R used as taxi route when RWY 04R/22L is active.

❷ length 660m

❸ length 420m

❹ TAKE-OFF RUN AVAILABLE
Intersection take-offs are usable only on pilot's request or on TWR's request, previous pilot's agreement.
Intersection take-off is not available during reduced visibility conditions or after de-icing.

RWY 04L:
From rwy head 8983' (2738m)
twy S int 7940' (2420m)

RWY 22R:
From rwy head 8983' (2738m)
turn pad 8530' (2600m)
twy K int 6693' (2040m)

04R 22L	HIRL (60m) CL (15m) ❺HIALS-II TDZ REIL ❻ RVR HIRL (60m) CL (15m) ❼HIALS REIL PAPI (3.2°) RVR		9856' 3004m	❽	148' 45m

❺ length 900m

❻ PAPI (3.0°)

❼ length 420m

❽ TAKE-OFF RUN AVAILABLE
Intersection take-offs are usable only on pilot's request or on TWR's request, previous pilot's agreement.
Intersection take-off is not available during reduced visibility conditions or after de-icing.
Within 2100-0500Z (2000-0400Z) ACFT departing from RWY 04R shall use TWY C intersection for take-off.

RWY 04R:
From rwy head 10,827' (3300m)
twy B int 10,400' (3170m)
twy C int 7,513' (2290m)

RWY 22L:
From rwy head 10827' (3300m)
twy H int 8694' (2650m)

Std/State TAKE-OFF

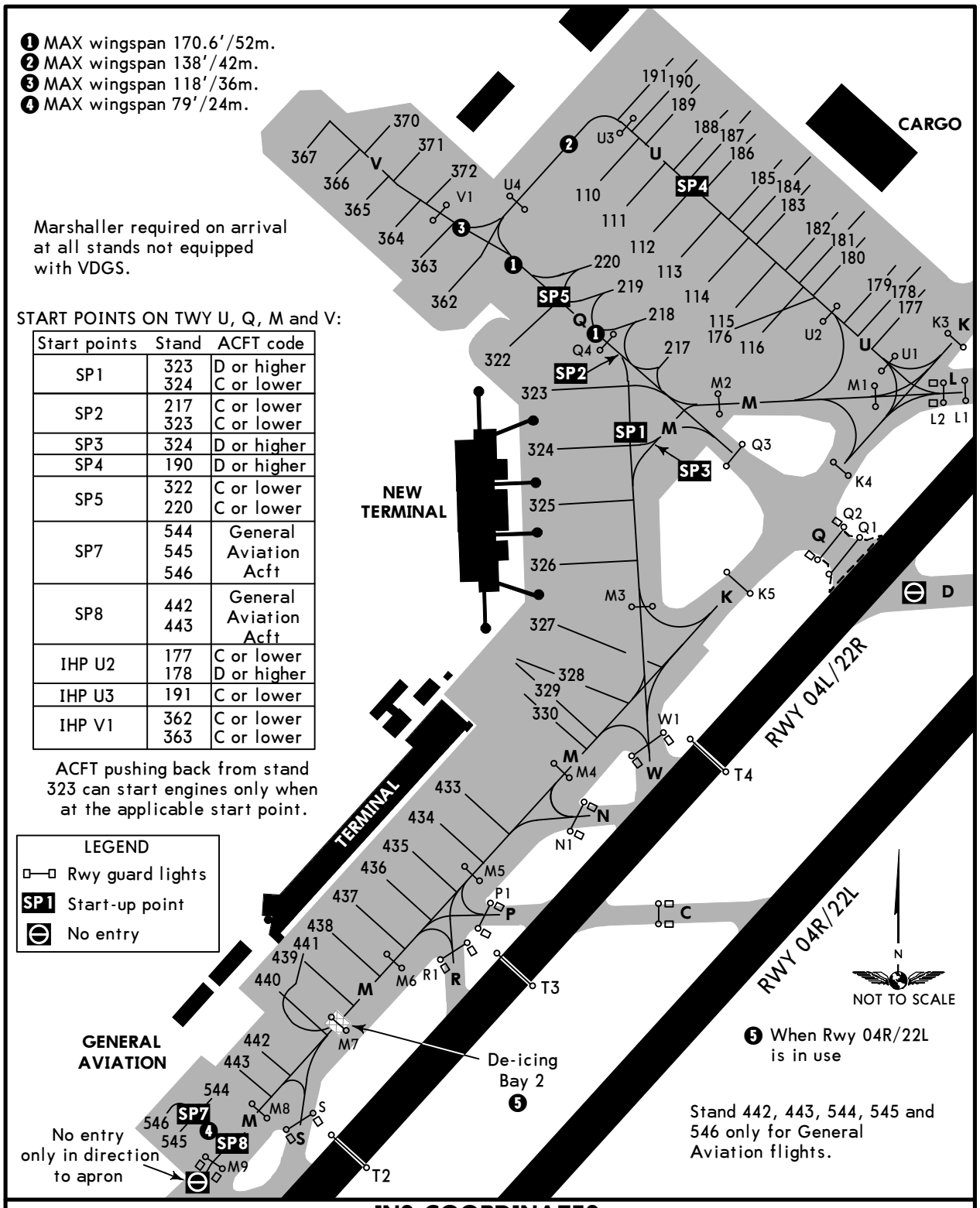
Rwy 04R								Rwy 22L	Rwy 04L/22R
Low Visibility Procedures required Approval for Low Visibility Take-off required				RCLM or RL or CL	RL or CL	Adequate Vis Ref			
RCLM & RL & CL (spacing 15m or less) & RVR	RCLM & RL & CL & RVR	RCLM & RL & RVR DAY	RCLM & RVR & RL or CL NIGHT	DAY	NIGHT	DAY	NIGHT		
❶ R125m	R150m	R300m		R/V400m		R/V500m	NA	R550m	V 1100m

❶ RWY 04R: R75m with approved lateral guidance system.

CHANGES: Minimums.

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Start points	Stand	ACFT code
SP1	323 324	D or higher C or lower
SP2	217 323	C or lower C or lower
SP3	324	D or higher
SP4	190	D or higher
SP5	322 220	C or lower C or lower
SP7	544 545 546	General Aviation Acft
SP8	442 443	General Aviation Acft
IHP U2	177 178	C or lower D or higher
IHP U3	191	C or lower
IHP V1	362 363	C or lower C or lower

INS COORDINATES

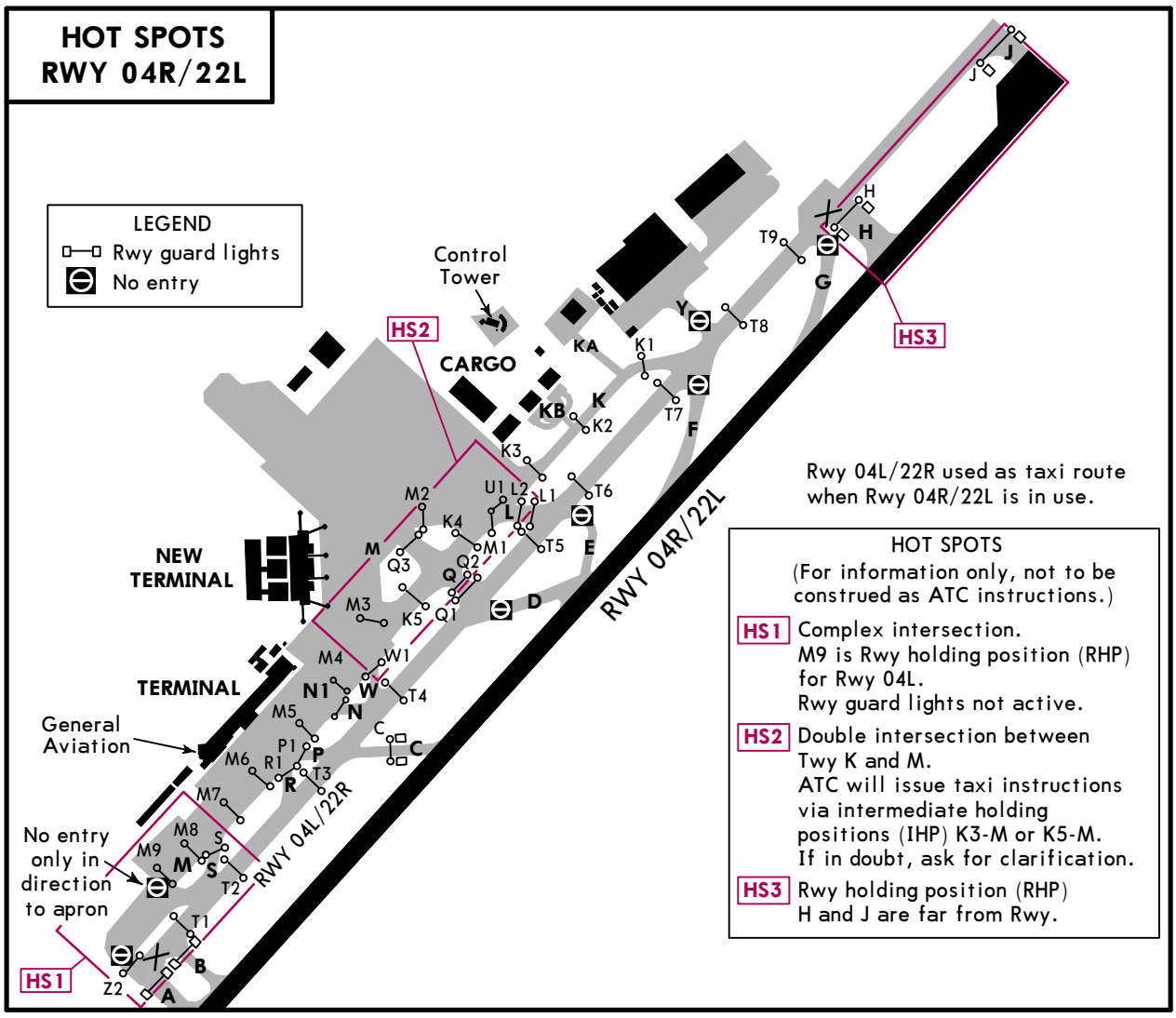
STAND No.	COORDINATES	STAND No.	COORDINATES
110 thru 112	N45 30.5 E012 20.6	324 thru 326	N45 30.3 E012 20.5
113	N45 30.4 E012 20.6	327 thru 330	N45 30.2 E012 20.5
114 thru 116, 176	N45 30.4 E012 20.7	362, 363	N45 30.4 E012 20.4
177, 178	N45 30.4 E012 20.9	364	N45 30.5 E012 20.4
179	N45 30.4 E012 20.8	365 thru 367	N45 30.5 E012 20.3
180 thru184	N45 30.5 E012 20.8	370	N45 30.6 E012 20.4
185 thru 188	N45 30.5 E012 20.7	371, 372	N45 30.5 E012 20.4
189, 190	N45 30.6 E012 20.7	433 thru 436	N45 30.1 E012 20.4
191	N45 30.6 E012 20.6	437 thru 441	N45 30.0 E012 20.3
217 thru 219	N45 30.4 E012 20.6	442 thru 546	N45 29.9 E012 20.2
220	N45 30.5 E012 20.6		
322, 323	N45 30.4 E012 20.5		

CHANGES: Stand 176 added, stand restriction notes withdrawn.

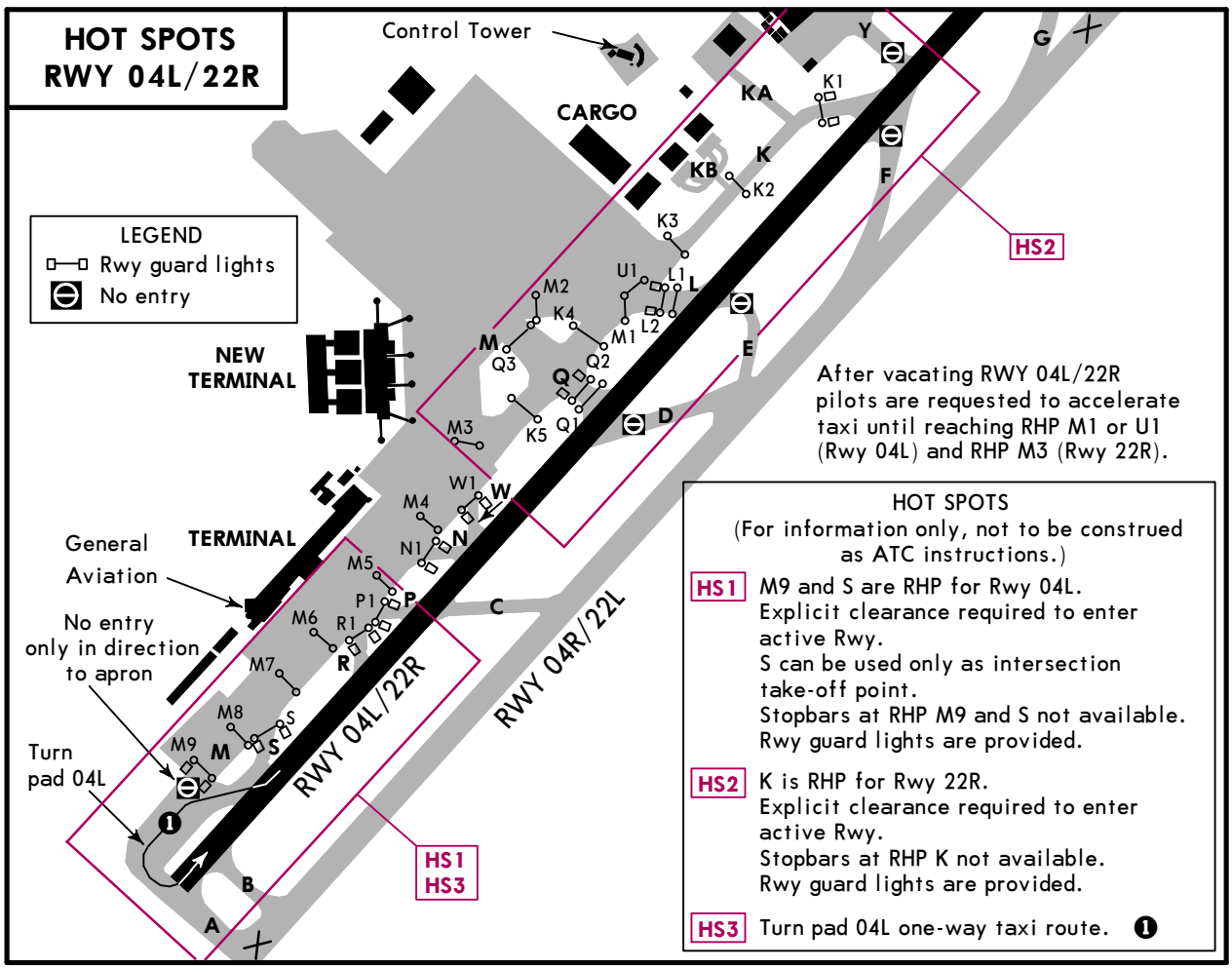
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HOT SPOTS RWY 04R/22L



HOT SPOTS RWY 04L/22R

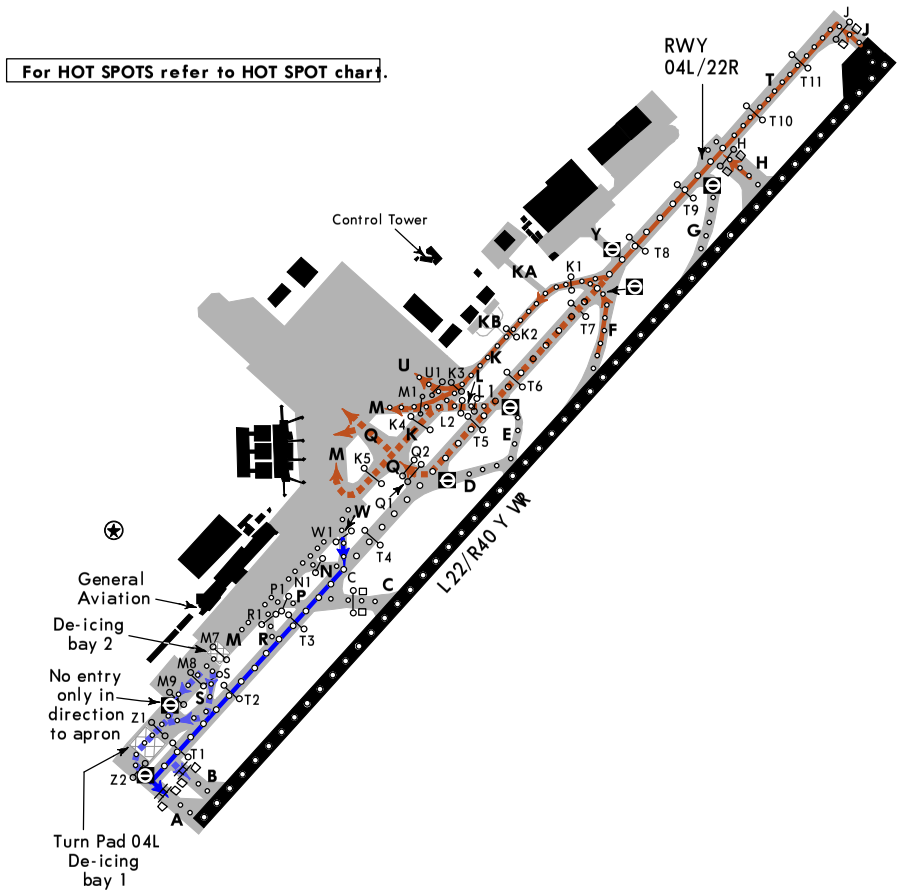


CHANGES: None.

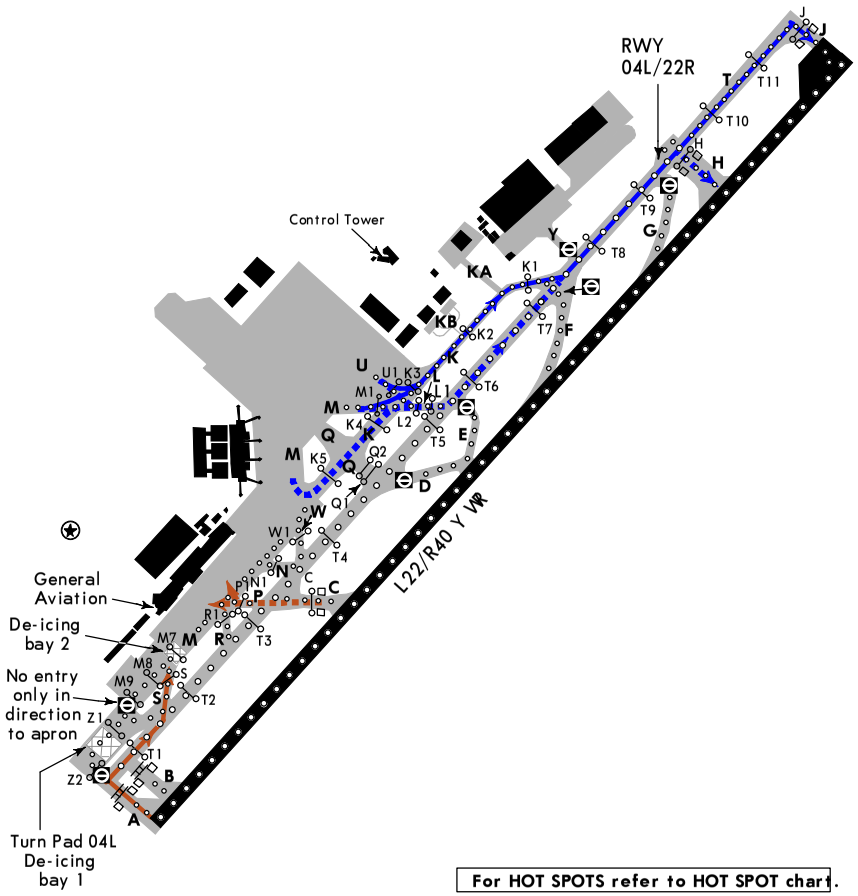
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ATIS	*VENICE Ground	Aerodrome Operations	Tower
128.655	121.705	131.480	120.2

LOW VISIBILITY TAXI ROUTES RWY 04R
(Visibility condition 2 and 3)



LOW VISIBILITY TAXI ROUTES RWY 22L
(Visibility condition 2 only)



LEGEND
- LOW VISIBILITY DEP TAXI ROUTE
- LOW VISIBILITY ALTERNATE DEP TAXI ROUTE
- LOW VISIBILITY ARR TAXI ROUTE
- LOW VISIBILITY ALTERNATE ARR TAXI ROUTE
- No entry
- Rwy guard lights
- Centerline lights

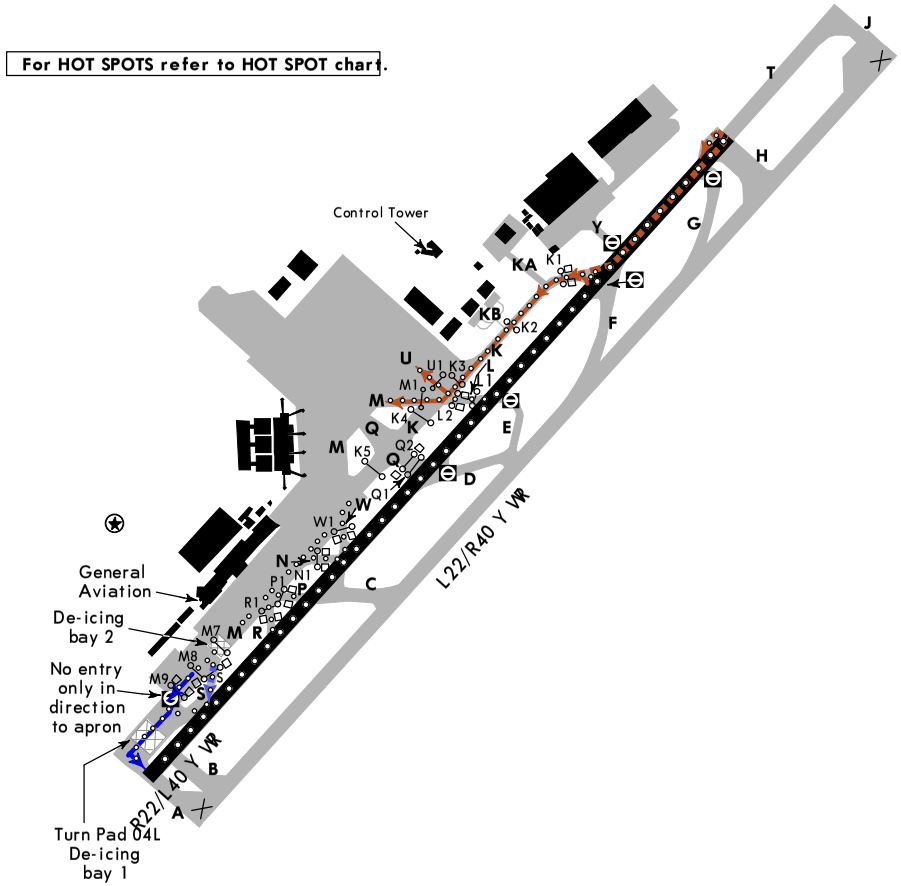
CHANGES: Rwy 22L arrival and departure taxi routes.

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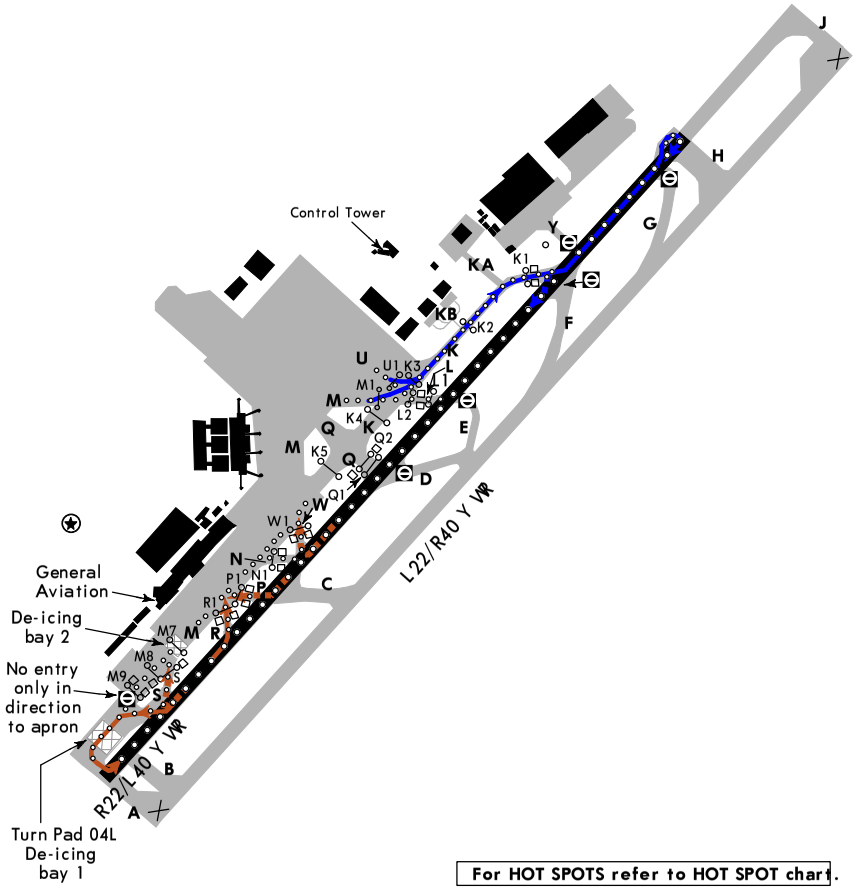
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ATIS	*VENICE Ground	Aerodrome Operations	Tower
128.655	121.705	131.480	120.2

LOW VISIBILITY TAXI ROUTES RWY 04L
(Visibility condition 2 only)



LOW VISIBILITY TAXI ROUTES RWY 22R
(Visibility condition 2 only)



LEGEND
- LOW VISIBILITY DEP TAXI ROUTE
- LOW VISIBILITY ALTERNATE DEP TAXI ROUTE
- LOW VISIBILITY ARR TAXI ROUTE
- LOW VISIBILITY ALTERNATE ARR TAXI ROUTE
- No entry
- Rwy guard lights
- Centerline lights

CHANGES: New chart.

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LIPZ/VCE
TESSERA

JEPPESEN
10 APR 26
Eff 16 Apr
11-1

VENICE, ITALY
ILS Z or LOC Z Rwy 04R

ATIS	PADOVA Radar (APP)	VENICE Tower	*Ground
128.655	118.9 120.725	120.2	121.705

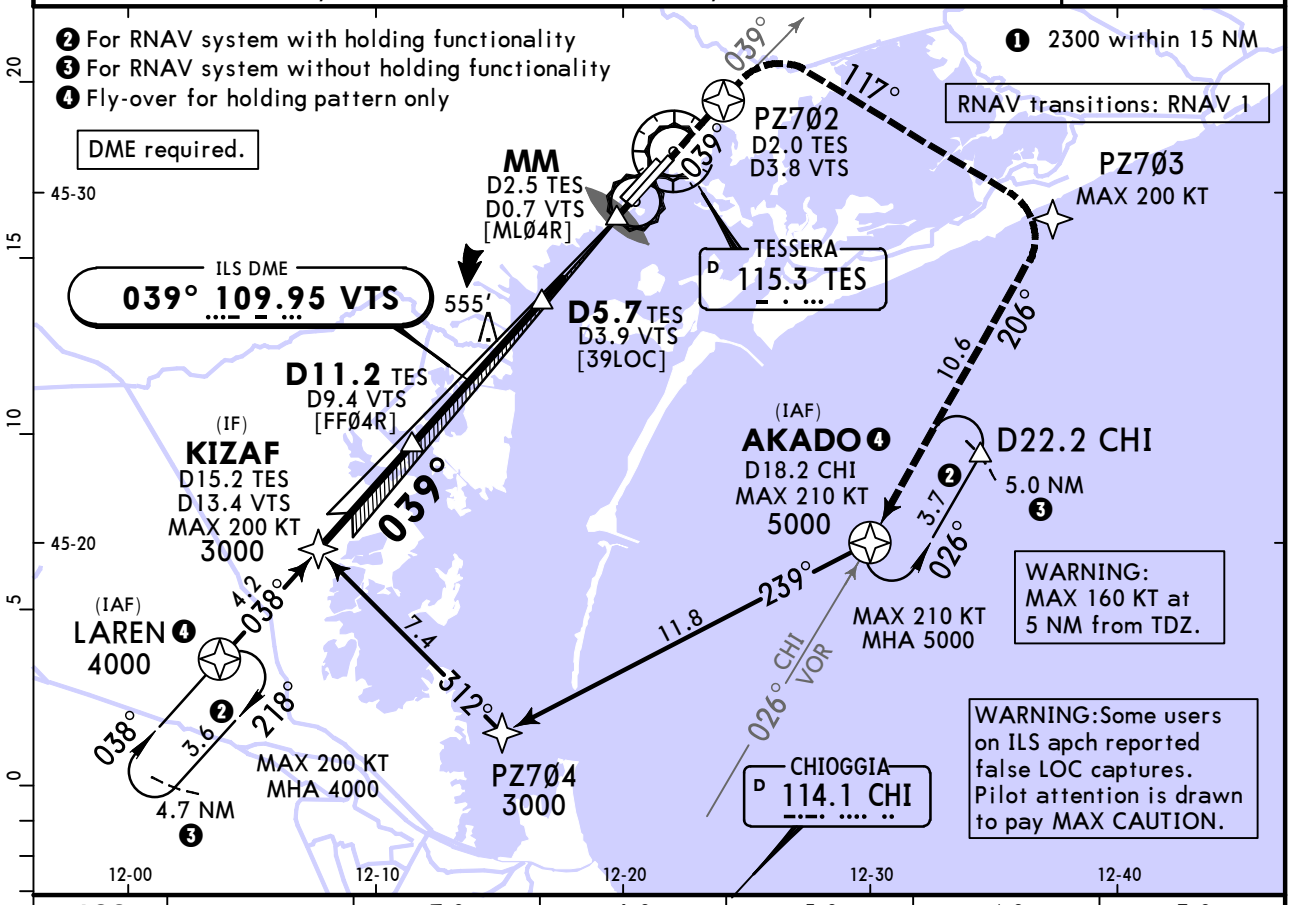
BRIEFING STRIP

LOC VTS	Final Apch Crs	D11.2 TES	ILS DA(H) Refer to Minimums	Apt Elev 7′ Rwy 7′
109.95	039°	3000′ (2993′)		

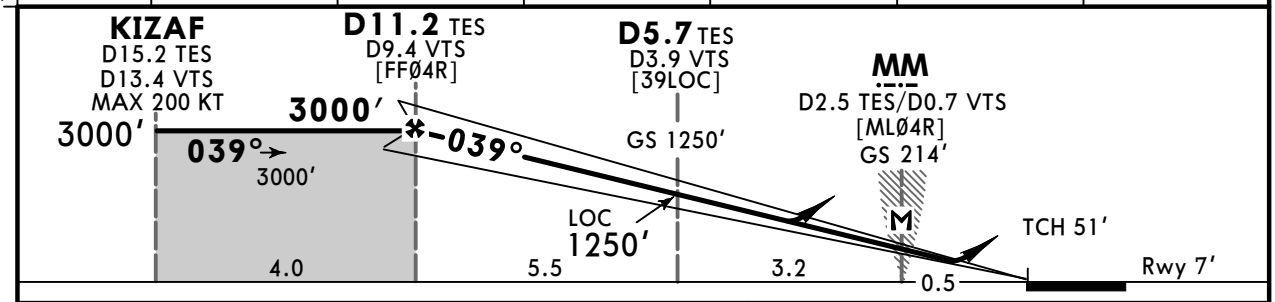
MISSED APCH: Proceed on rwy heading to 5000′. At PZ7Ø2 (D2.0 TES) turn RIGHT (MAX 200 KT) on 117° and proceed to PZ7Ø3, then turn RIGHT to AKADO (D18.2/R-026 CHI) and hold.

MSA
TES VOR
7200 (1) 200° 100° 2400 1800 020°

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	1657′	1339′	1020′	702′	383′



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							

HIALS-II
REIL
PAPI PAPI
PZ7Ø2 on 039°

PANS OPS

Std/State — STRAIGHT-IN LANDING

	ILS DA(H)			LOC (GS out) CDFA ❷ DA/MDA(H)			CIRCLE-TO-LAND TO RWY 22L Not authorized North of rwy	
		TDZ or CL out	ALS out		TDZ or CL out	ALS out	Max Kts	MDA(H)
A	ABC: 207′ (200′)						100	580′ (573′) V1500m
B	D: 215′ (208′)						135	600′ (593′) V1600m
C	R550m	❶ R550m	R1200m	R1400m	R1400m	R1500m	180	730′ (723′) V2400m
D						R2100m	205	950′ (943′) V3600m

❶ R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
❷ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Communications.

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LIPZ/VCE
TESSERA

JEPPESEN
10 APR 26
Eff 16 Apr
11-1A

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

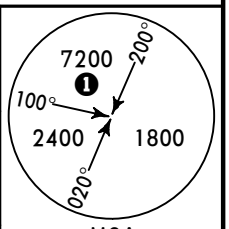
ATIS	PADOVA Radar (APP)	VENICE Tower	*Ground
128.655	118.9 120.725	120.2	121.705

BRIEFING STRIP

LOC VTS	Final Apch Crs	D11.2 TES	CAT III	CAT II ILS	Apt Elev / Rwy
109.95	039°	3000′ (2993′)	Refer to Minimums	RA 101′ DA(H) 107′(100′)	7′ / 7′

MISSED APCH: Proceed on rwy heading to 5000′. At PZ702 (D2.0 TES) turn RIGHT (MAX 200 KT) on 117° and proceed to PZ703, then turn RIGHT to AKADO (D18.2/R-026 CHI) and hold.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000′
1. Special Aircrew & Acft Certification Required. 2. DME required.



MSA
TES VOR

❷ For RNAV system with holding functionality
❸ For RNAV system without holding functionality
❹ Fly-over for holding pattern only
❶ 2300 within 15 NM

RNAV transitions: RNAV 1

PZ702
D2.0 TES
D3.8 VTS

PZ703
MAX 200 KT

MM
D2.5 TES
D0.7 VTS

TESSERA
D 115.3 TES

ILS DME
039° 109.95 VTS

555′

D5.7 TES
D3.9 VTS

D11.2 TES
D9.4 VTS

(IF)
KIZAF
D15.2 TES
D13.4 VTS
MAX 200 KT
3000

(IAF)
AKADO ❹
D18.2 CHI
MAX 210 KT
5000

D22.2 CHI
5.0 NM ❸

(IAF)
LAREN ❹
4000

MAX 210 KT
MHA 5000

WARNING:
MAX 160 KT at
5 NM from TDZ.

WARNING:Some users on ILS apch reported false LOC captures. Pilot attention is drawn to pay MAX CAUTION.

MAX 200 KT
MHA 4000

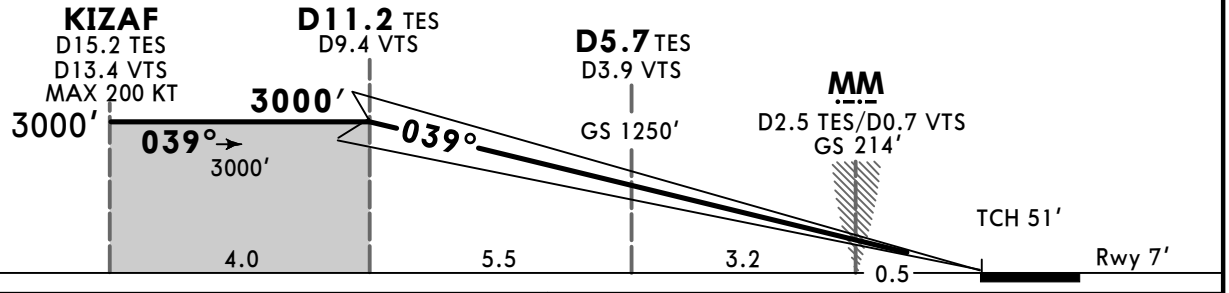
4.7 NM ❸

PZ704
3000

CHIOGGIA
D 114.1 CHI

039° 117° 206° 10.6 039° 4.2 038° 7.4 312° 11.8 239° 3.7 026° 026° CHI VOR 038° 3.6 218°

45-30 45-20 20 15 10 5 0 5 12-00 12-10 12-20 12-30 12-40



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II
REIL PAPI PAPI

PZ702 on 039°

Std/State STRAIGHT-IN LANDING

CAT III ILS	CAT II ILS
	RA 101′ DA(H) 107′(100′)
R75m	❶ R300m

❶ CAT D requires autoland or HUDLS, otherwise: R350m.

PANS OPS

CHANGES: Communications.

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LIPZ/VCE
TESSERA

JEPPESEN
10 APR 26
Eff 16 Apr
11-2

VENICE, ITALY
ILS Y or LOC Y Rwy 04R

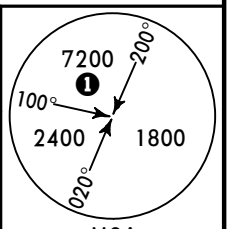
ATIS	PADOVA Radar (APP)	VENICE Tower	*Ground
128.655	118.9 120.725	120.2	121.705

BRIEFING STRIP

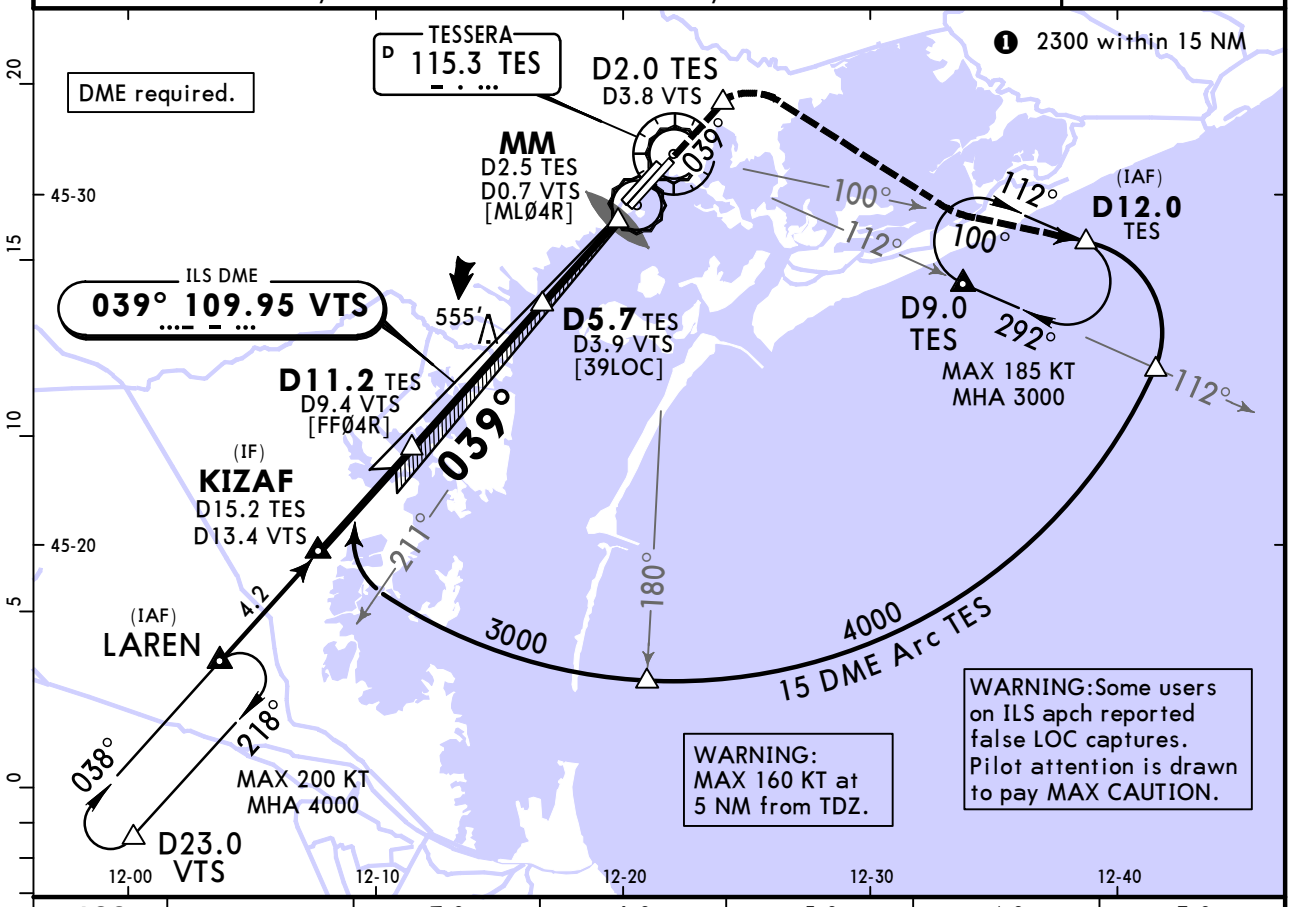
LOC VTS	Final Apch Crs	D11.2 TES	ILS DA(H) Refer to Minimums	Apt Elev 7′ Rwy 7′
109.95	039°	3000′ (2993′)		

MISSED APCH: Climb on 039° to 3000′. At D2.0 TES turn RIGHT (MAX 200 KT) to intercept and follow R-100 TES. At D12.0 TES join holding.

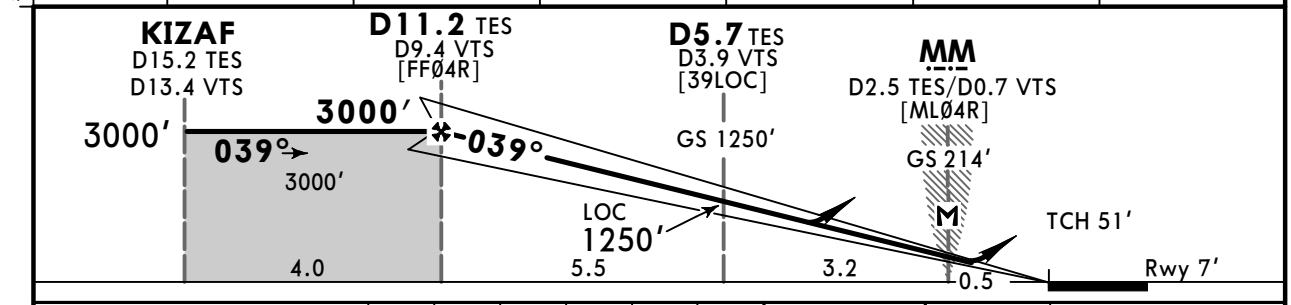
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000′



MSA
TES VOR



LOC (GS out)	TES DME	7.0	6.0	5.0	4.0	3.0
	ALTITUDE	1657′	1339′	1020′	702′	383′



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							

HIALS-II
REIL
PAPI PAPI

D2.0 TES on 039°

PANS OPS

Std/State — STRAIGHT-IN LANDING

	ILS DA(H)			LOC (GS out) CDFA 2 DA/MDA(H)		
	ABC: 207′ (200′) D: 215′ (208′)	TDZ or CL out	ALS out		TDZ or CL out	ALS out
A	R550m	1 R550m	R1200m	R1400m	R1400m	R1500m
B						
C						R2100m
D						

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

Max Kts	MDA(H)
100	580′ (573′) V1500m
135	600′ (593′) V1600m
180	730′ (723′) V2400m
205	950′ (943′) V3600m

1 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Communications.

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LIPZ/VCE
TESSERA

JEPPESEN

10 APR 26
Eff 16 Apr

11-2A

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

ATIS	PADOVA Radar (APP)	VENICE Tower	*Ground
128.655	118.9 120.725	120.2	121.705

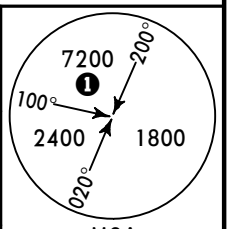
BRIEFING STRIP

LOC VTS	Final Apch Crs	D11.2 TES	CAT III	CAT II ILS	Apt Elev / Rwy
109.95	039°	3000′ (2993′)	Refer to Minimums	RA 101′ DA(H) 107′(100′)	7′ / 7′

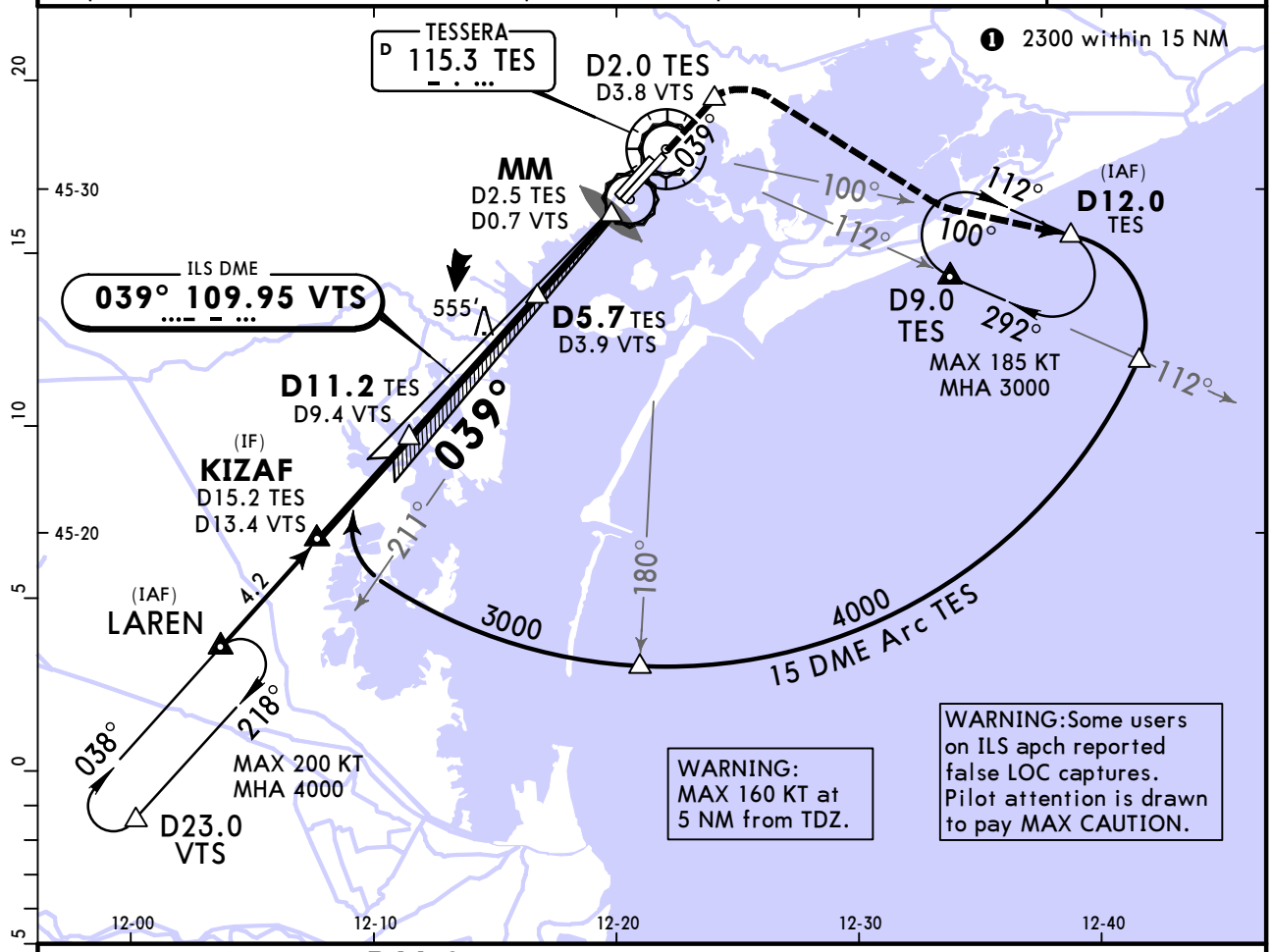
MISSED APCH: Climb on 039° to 3000′. At D2.0 TES turn RIGHT (MAX 200 KT) to intercept and follow R-100 TES. At D12.0 TES join holding.

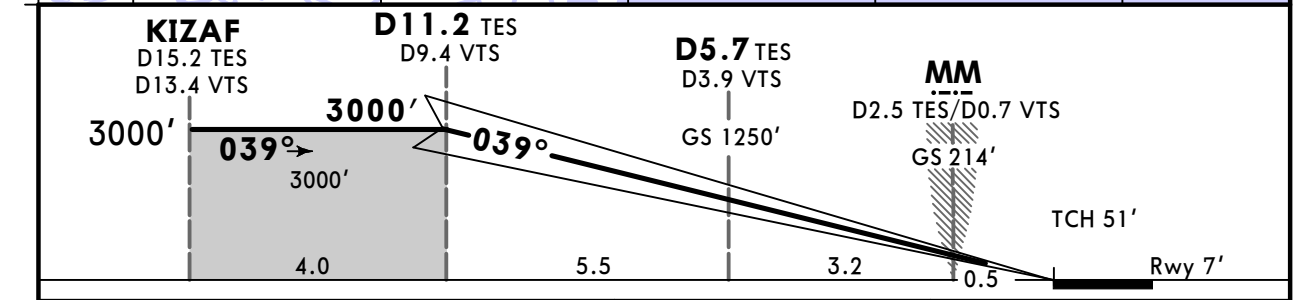
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000′

1. Special Aircrew & Acft Certification Required. 2. DME required.



MSA
TES VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II
REIL PAPI PAPI

D2.0 TES on 039°

Std/State STRAIGHT-IN LANDING

CAT III ILS	CAT II ILS
	RA 101′ DA(H) 107′(100′)
R75m	1 R300m

PANS OPS

1 CAT D requires autoland or HUDLS, otherwise: R350m.

CHANGES: Communications.

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LIPZ/VCE
TESSERA

JEPPESEN
10 APR 26
Eff 16 Apr
11-3

VENICE, ITALY
ILS X or LOC X Rwy 04R

ATIS	PADOVA Radar (APP)		VENICE Tower	*Ground
128.655	118.9	120.725	120.2	121.705

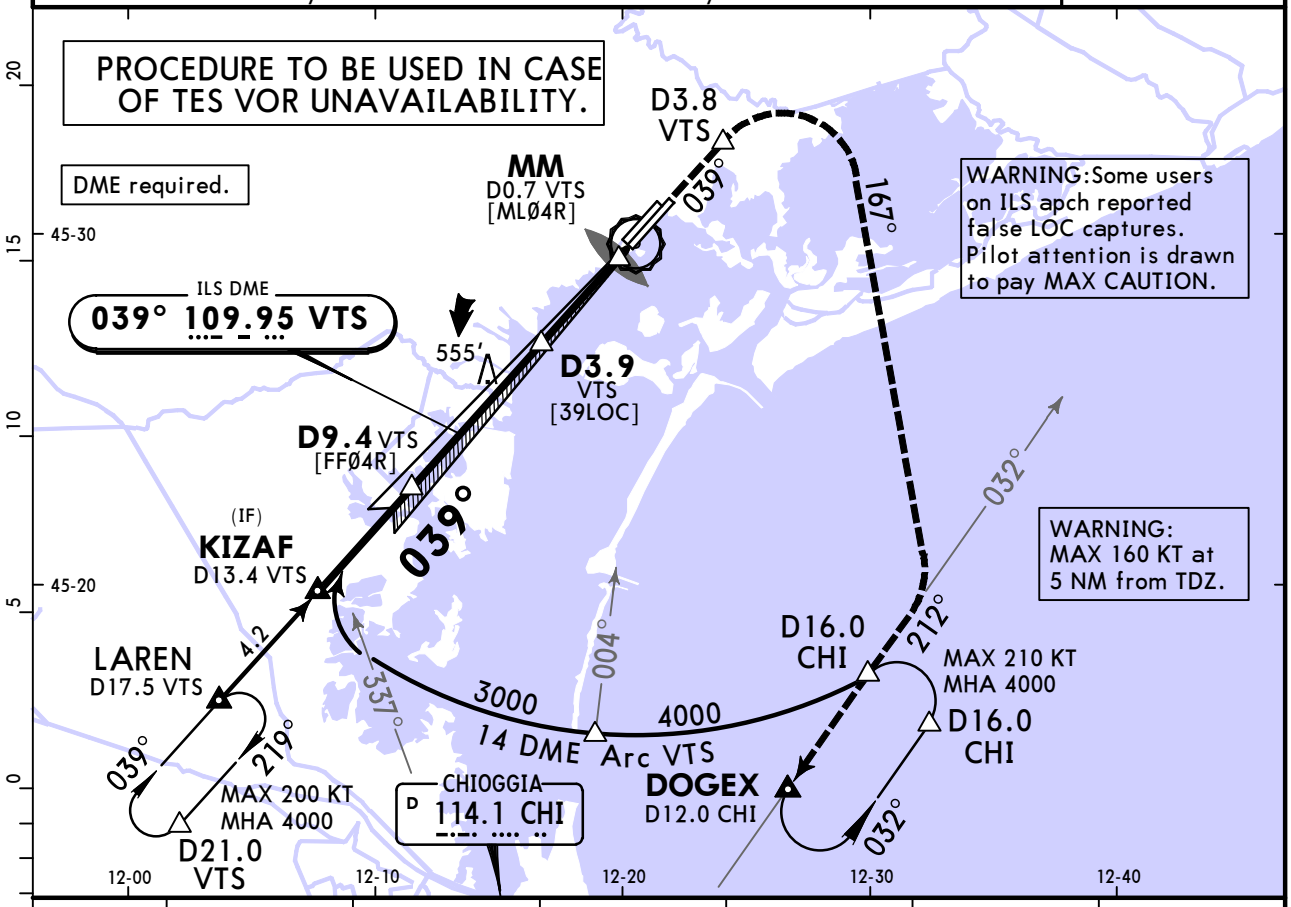
BRIEFING STRIP

LOC VTS	Final Apch Crs	D9.4 VTS	ILS DA(H)	Apt Elev 7′
109.95	039°	3000′ (2993′)	Refer to Minimums	Rwy 7′

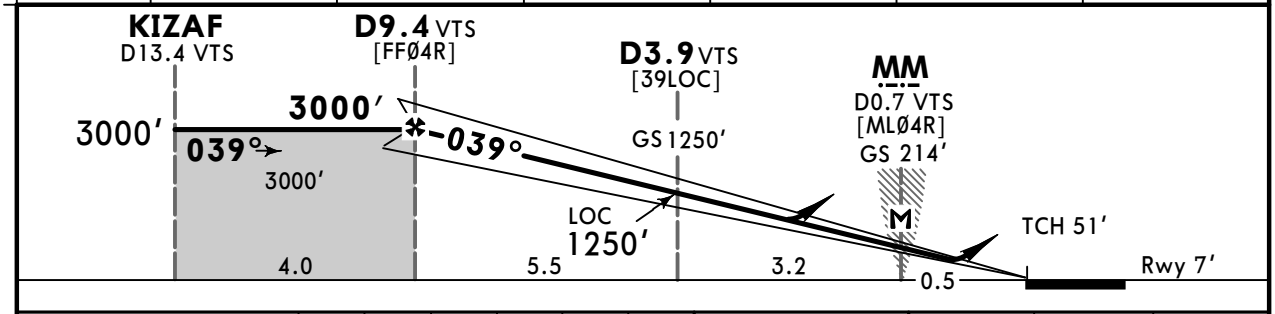
MISSED APCH: Climb on 039° to 4000′. At D3.8 VTS turn RIGHT (MAX 185 KT) onto 167° to intercept R-032 inbound VOR and join holding.
Missed apch obstacles clearance is provided by 2.5% gradient. 5.0% (300′/NM) is required to remain inside vertical limits of controlled airspace while proceeding to missed apch holding.

7200
MSA ARP

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



LOC (GS out)	VTS DME	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	1596′	1277′	958′	639′	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							

HIALS-II
REIL PAPI PAPI
039°
D3.8 VTS

Std/State STRAIGHT-IN LANDING

	ILS DA(H)	TDZ or CL out	ALS out	LOC (GS out) CDFA 2 DA/MDA(H)	TDZ or CL out	ALS out
A	ABC: 207′ (200′)	1 R550m	R1200m	R1400m	R1400m	R1500m
B						
C	D: 215′ (208′)					R2100m
D						

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

Max Kts	MDA(H)
100	580′ (573′) V1500m
135	600′ (593′) V1600m
180	730′ (723′) V2400m
205	950′ (943′) V3600m

PANS OPS

1 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Communications.

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LIPZ/VCE
TESSERA

JEPPESEN
10 APR 26
Eff 16 Apr
11-3A

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

ATIS	PADOVA Radar (APP)	VENICE Tower	*Ground
128.655	118.9 120.725	120.2	121.705

BRIEFING STRIP

LOC VTS	Final Apch Crs	D9.4 VTS	CAT III	CAT II ILS	Apt Elev / Rwy
109.95	039°	3000′ (2993′)	Refer to Minimums	RA 101′ DA(H) 107′(100′)	7′ / 7′

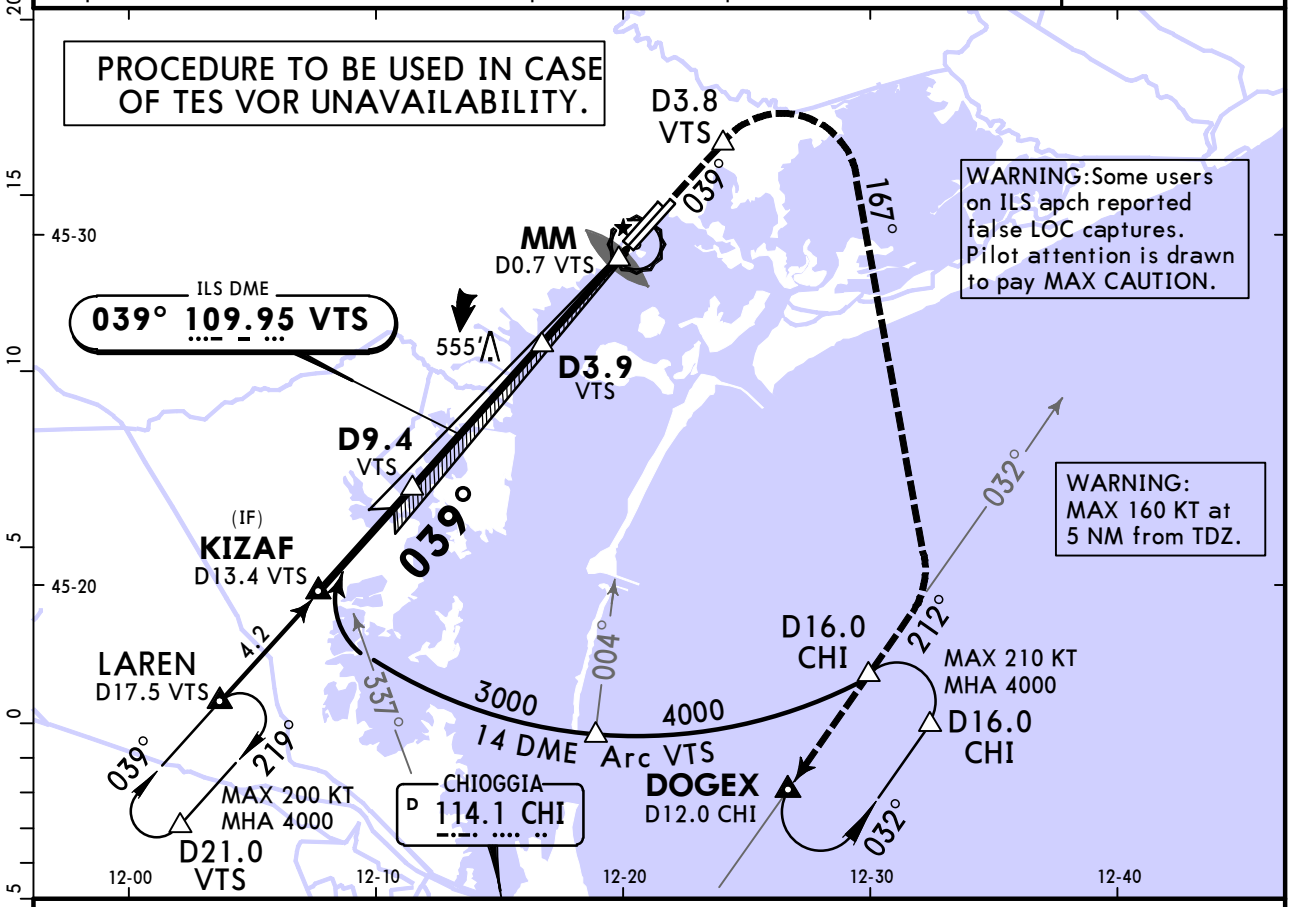
MISSED APCH: Climb on 039° to 4000′. At D3.8 VTS turn RIGHT (MAX 185 KT) onto 167° to intercept R-032 inbound VOR and join holding.
Missed apch obstacles clearance is provided by 2.5% gradient. 5.0% (300′/NM) is required to remain inside vertical limits of controlled airspace while proceeding to missed apch holding.

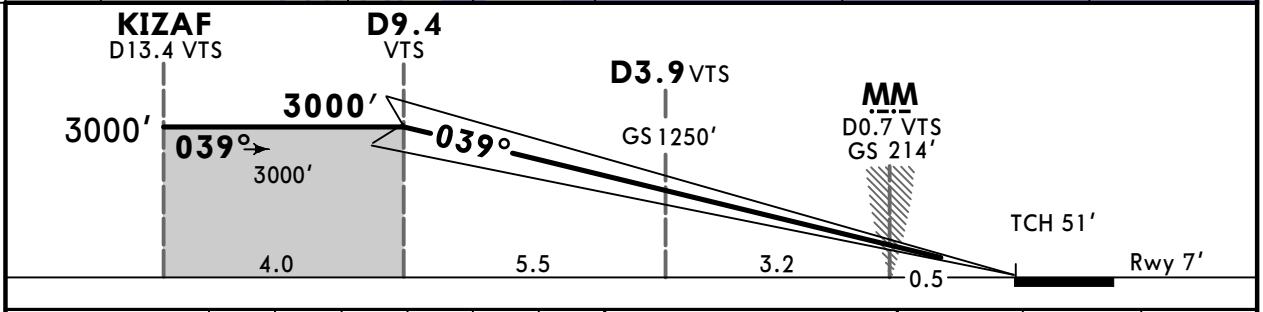
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000′

1. Special Aircrew & Acft Certification Required. 2. DME required.

7200
MSA ARP

PROCEDURE TO BE USED IN CASE OF TES VOR UNAVAILABILITY.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II
REIL PAPI PAPI

039°

D3.8 VTS

Std/State STRAIGHT-IN LANDING

CAT III ILS	CAT II ILS
	RA 101′ DA(H) 107′(100′)
R75m	1 R300m

PANS OPS

1 CAT D requires autoland or HUDLS, otherwise: R350m.

CHANGES: Communications.

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LIPZ/VCE
TESSERA

JEPPESEN
10 APR 26
Eff 16 Apr
11-4

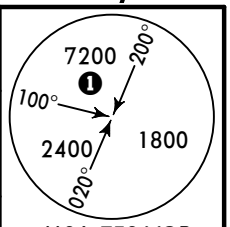
VENICE, ITALY
ILS W or LOC W Rwy 04R

ATIS	PADOVA Radar (APP)	VENICE Tower	*Ground
128.655	118.9 120.725	120.2	121.705

LOC VTS	Final Apch Crs	D9.4 VTS	ILS DA(H) Refer to Minimums	Apt Elev 7′ Rwy 7′
109.95	039°	3000′ (2993′)		

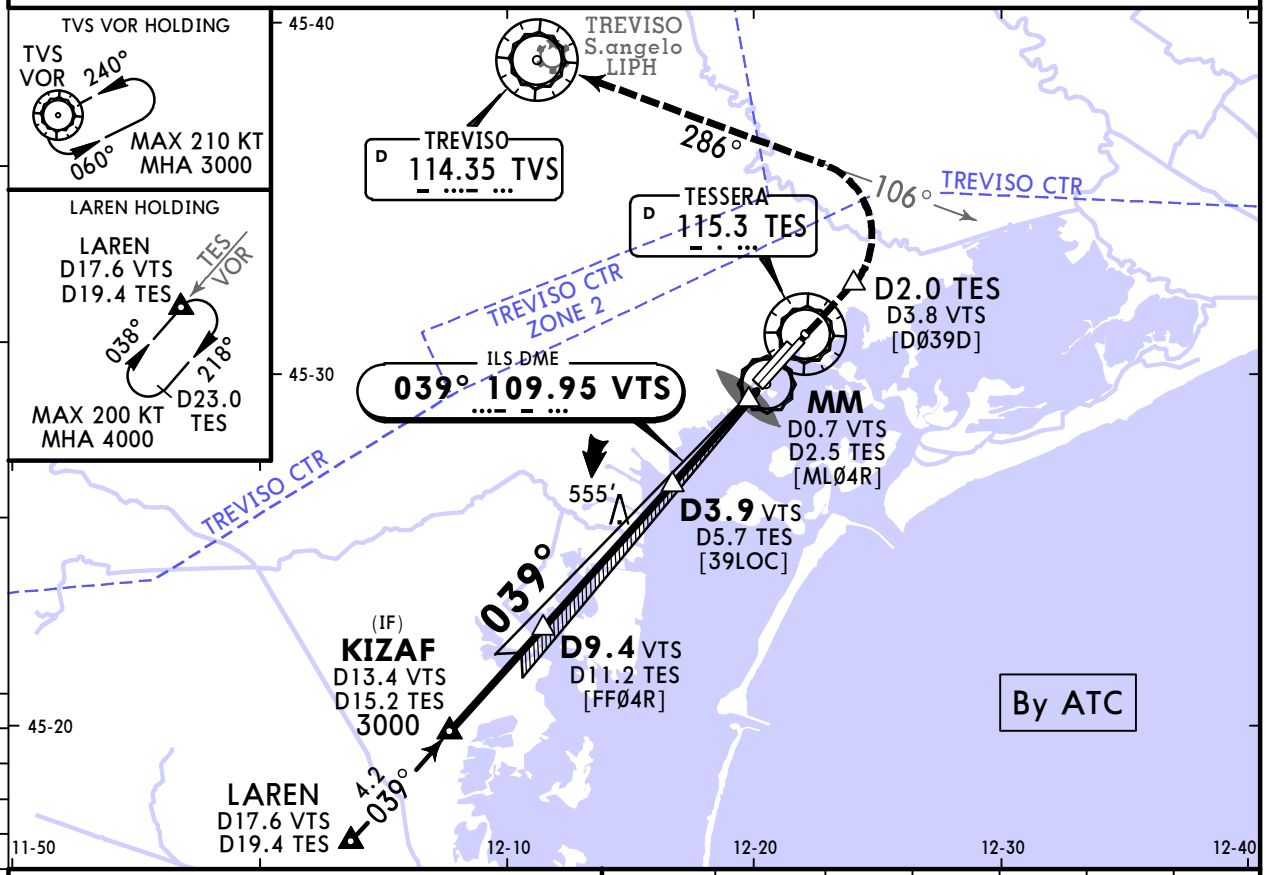
MISSED APCH: Climb on runway heading to 3000′, at D2.0 TES/D3.8 VTS turn LEFT (MAX 190 KT) to intercept and follow R-106 TVS to join VOR TVS holding.

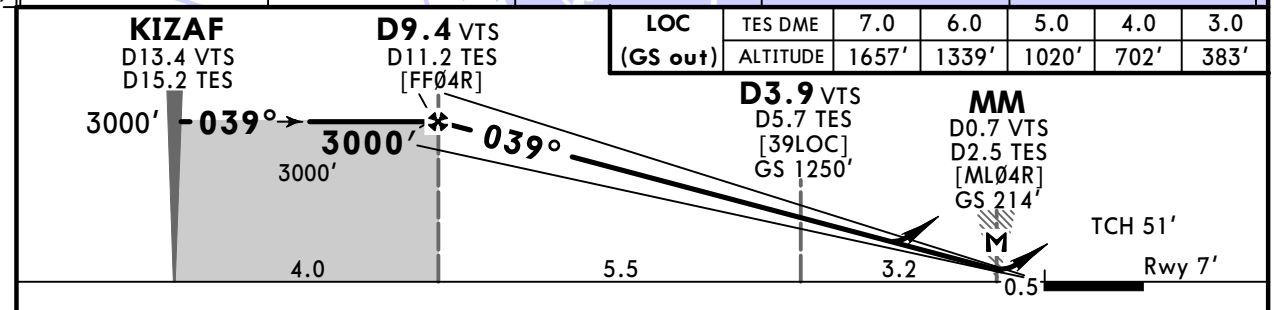
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000′



MSA TES VOR
1 2300 within 15 NM

1. DME required. 2. WARNING: Some users on ILS apch reported false LOC captures. Pilots attention is drawn to pay MAX CAUTION. 3. WARNING: MAX 160 KT at 5 NM from TDZ. 4. Procedure only available if Treviso CTR active and classified "D". 5. Missed apch procedure partially outside controlled airspace when Treviso CTR zone 2 not active and classified "G".





LOC (GS out)	TES DME	7.0	6.0	5.0	4.0	3.0
	ALTITUDE	1657′	1339′	1020′	702′	383′

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/D0.7VTS/D2.5 TES							

HIALS-II
REIL PAPI PAPI
D2.0 TES
D3.8 VTS on 039°

Std/State — STRAIGHT-IN LANDING

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

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

	ILS TDZ or CL out	ILS ALS out	LOC (GS out) TDZ or CL out	LOC (GS out) ALS out
A	R550m	1 R550m	R1400m	R1400m
B				R1500m
C		R1200m		
D				R2100m

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

Max Kts	MDA(H)
100	580′ (573′) V1500m
135	600′ (593′) V1600m
180	730′ (723′) V2400m
205	950′ (943′) V3600m

PANS OPS

1 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Communications.

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LIPZ/VCE
TESSERA

JEPPESEN
10 APR 26
Eff 16 Apr
11-4A

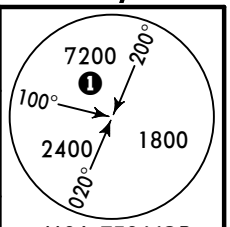
VENICE, ITALY
CAT II/III ILS W Rwy 04R

ATIS	PADOVA Radar (APP)	VENICE Tower	*Ground
128.655	118.9 120.725	120.2	121.705

LOC VTS	Final Apch Crs	D9.4 VTS	CAT III	CAT II ILS	
109.95	**039°**	**3000′** (2993′)	Refer to Minimums	**RA 101′** DA(H) 107′(100′)	Apt Elev 7′ Rwy 7′

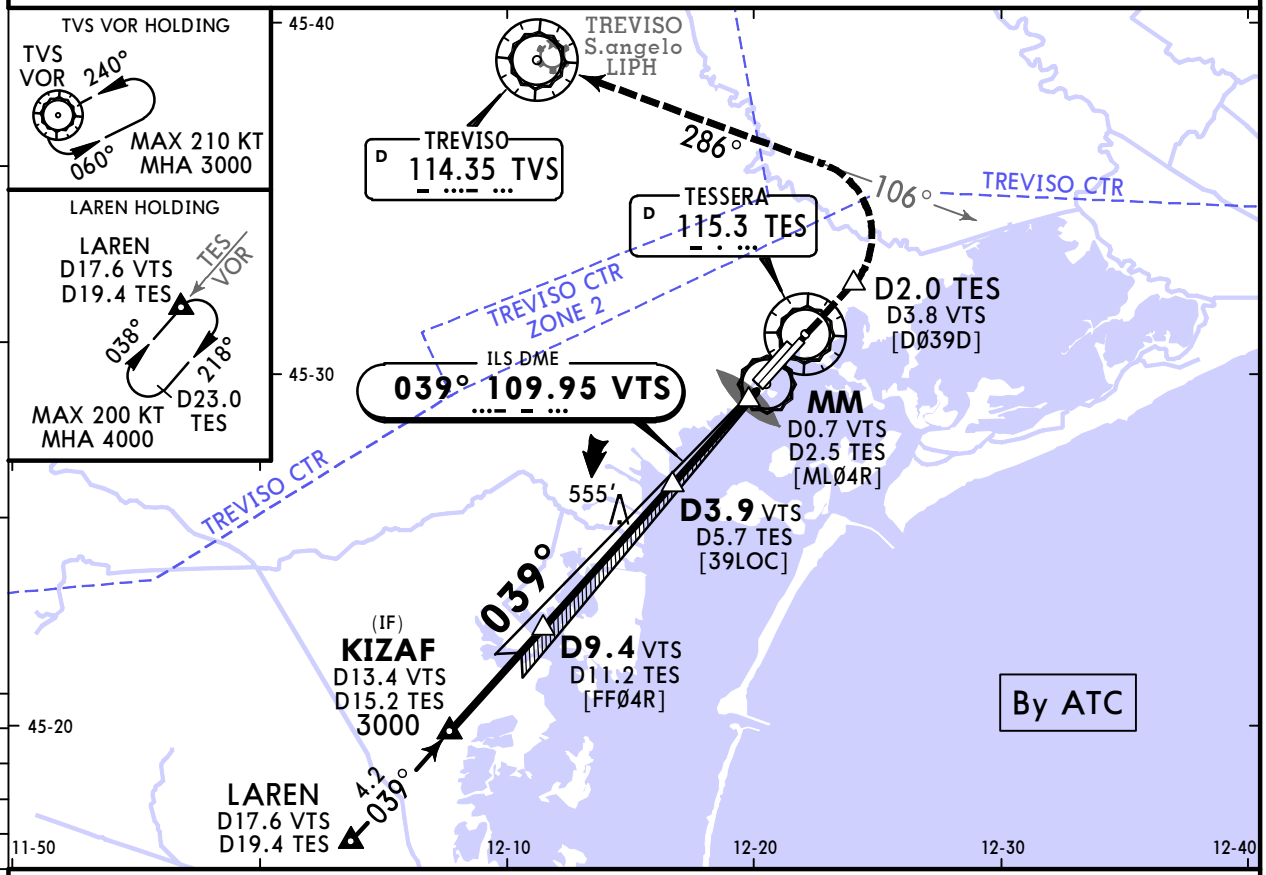
MISSED APCH: Climb on runway heading to 3000′, at D2.0 TES/D3.8 VTS turn LEFT (MAX 190 KT) to intercept and follow R-106 TVS to join VOR TVS holding.

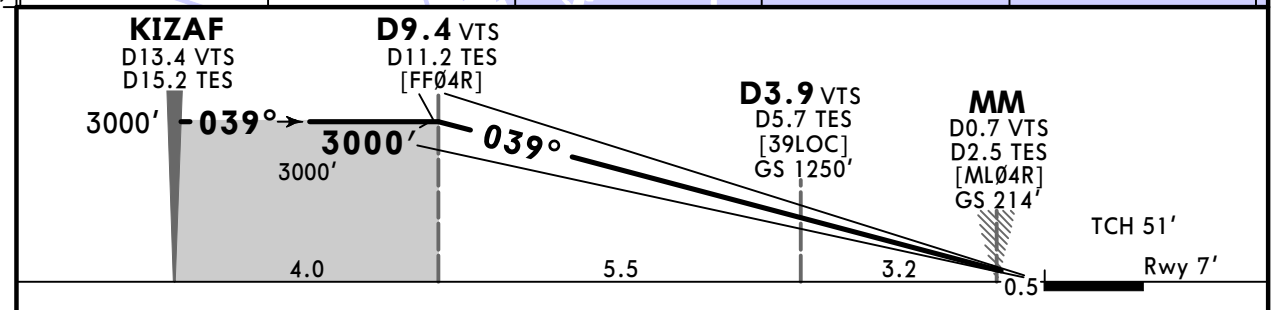
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000′



MSA TES VOR
1 2300 within 15 NM

1. Special Aircrew & Acft Certification Required. 2. DME required. 3. WARNING: Some users on ILS apch reported false LOC captures. Pilots attention is drawn to pay MAX CAUTION. 4. WARNING: MAX 160 KT at 5 NM from TDZ. 5. Procedure only available if Treviso CTR active and classified "D". 6. Missed apch procedure partially outside controlled airspace when Treviso CTR zone 2 not active and classified "G".





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II
REIL
PAPI
PAPI
D2.0 TES
D3.8 VTS on 039°

Std/State STRAIGHT-IN LANDING

CAT III ILS	CAT II ILS
	RA 101′ DA(H) **107′**(100′)
R75m	1 R300m

1 CAT D requires autoland or HUDLS, otherwise: R350m.

CHANGES: Communications.

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LIPZ/VCE
TESSERA

JEPPESEN
10 APR 26 (12-1) Eff 16 Apr

VENICE, ITALY
RNP Rwy 04L

ATIS	PADOVA Radar (APP)	VENICE Tower	*Ground
128.655	118.9 120.725	120.2	121.705

BRIEFING STRIP

EGNOS	Final Apch Crs	PZ3Ø9	LPV DA(H) Refer to Minimums	Apt Elev 7′ Rwy 7′
Ch 59256 E04B	039°	3000′ (2993′)		

MISSED APCH: Proceed on rwy heading climbing to 5000′. At PZ712 turn RIGHT (MAX 200 KT) onto 117° and proceed to PZ7Ø3, then turn RIGHT to AKADO and hold.

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

RNP apch.

7200
MSA ARP

PROCEDURE BY ATC ONLY.

For uncompensated Baro-VNAV systems LNAV/VNAV not authorized below -25°C and above +55°C.

EGNOS
Ch 59256 E04B

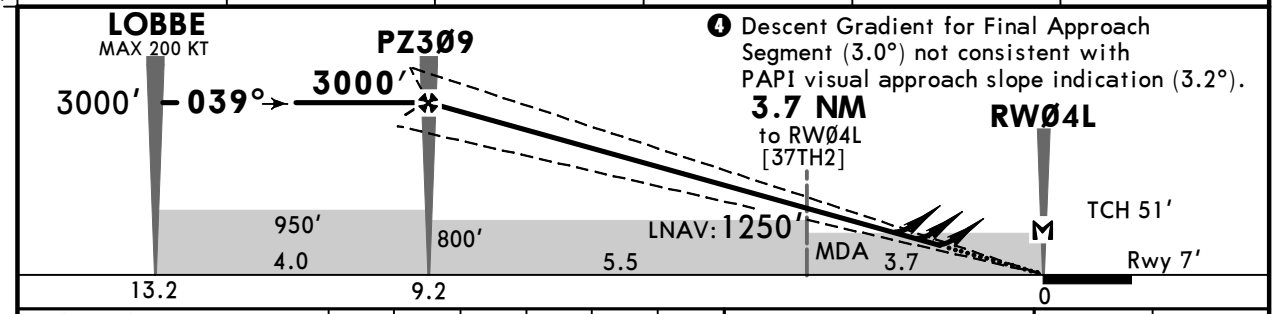
PZ712
039° 4.0
117°
RWØ4L
PZ7Ø3
MAX 200 KT
555′
3.7 NM
to RWØ4L
[37TH2]
10.6
206°
PZ3Ø9
(IF)
LOBBE
3000′
MAX 200 KT
039°
(IAF)
AKADO ❸
5000′
MAX 210 KT
206°
3.7
5.0 NM ❷
026°
MAX 210 KT
MHA 5000
(IAF)
LAREN ❸
4000′
038°
4.3
312°
7.5
11.8
239°
038°
218°
3.6
❶
4.7 NM ❷
MAX 200 KT
MHA 4000
PZ7Ø4
3000′

WARNING:
MAX 160 KT at
5 NM from TDZ.

❶ For RNAV system with holding functionality
❷ For RNAV system without holding functionality
❸ Fly-over for holding pattern only

12-00 12-10 12-20 12-30 12-40

DIST to RWØ4L	6.0	5.0	4.0	3.0	2.0
ALTITUDE	1965′	1650′	1330′	1010′	695′



❹ Descent Gradient for Final Approach Segment (3.0°) not consistent with PAPI visual approach slope indication (3.2°).

Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00° ❹	372	478	531	637	743	849
MAP at RWØ4L							

HIALS
REIL
PAPI
PZ712

Std/State

STRAIGHT-IN LANDING

	LPV DA(H)	LNAV/VNAV DA(H)	LNAV CDFA ❶ DA/MDA(H)
A	270′ (263′)	330′ (323′)	510′ (503′)
B	281′ (274′)	340′ (333′)	
C	290′ (283′)	350′ (343′)	
D	300′ (293′)	360′ (353′)	
	ALS out	ALS out	ALS out

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

A	R/V1500m	R/V1500m	R/V1500m	R/V1500m
B				
C		R/V1500m	R/V1600m	R/V 1900m	R/V 2400m
D				

Max Kts	MDA(H)
100	580′ (573′) V1500m
135	600′ (593′) V1600m
180	730′ (723′) V2400m
205	950′ (943′) V3600m

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

PANS OPS

CHANGES: Communications.

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LIPZ/VCE
TESSERA

JEPPESEN
10 APR 26 (12-2) Eff 16 Apr

VENICE, ITALY
RNP Rwy 04R

ATIS	PADOVA Radar (APP)	VENICE Tower	*Ground
128.655	118.9 120.725	120.2	121.705

BRIEFING STRIP

EGNOS	Final Apch Crs	PZ2Ø9	LPV DA(H) Refer to Minimums	Apt Elev 7′ Rwy 7′
Ch 65542 E04A	039°	3000′ (2993′)		

MISSED APCH: Proceed on rwy heading climbing to 5000′. At PZ7Ø2 turn RIGHT (MAX 200 KT) onto 117° and proceed to PZ7Ø3, then turn RIGHT to AKADO and hold.

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

RNP apch.

7200
MSA ARP

For uncompensated Baro-VNAV systems LNAV/VNAV not authorized below -25°C and above +55°C.

EGNOS
Ch 65542 E04A

PZ7Ø2
4.0
039°
117°
RWØ4R
555′
3.7 NM
to RWØ4R
[37THR]
PZ7Ø3
MAX 200 KT
10.6
206°
PZ2Ø9
(IF)
KIZAF
3000′
MAX 200 KT
039°
4.2
039°
(IAF)
AKADO ❸
5000′
MAX 210 KT
206°
3.7
026°
5.0 NM ❷
MAX 210 KT
MHA 5000
(IAF)
LAREN ❸
4000′
312°
7.4
11.8
239°
038°
3.6
218°
4.7 NM ❷
MAX 200 KT
MHA 4000
PZ7Ø4
3000′

❶ For RNAV system with holding functionality
❷ For RNAV system without holding functionality
❸ Fly-over for holding pattern only

WARNING: MAX 160 KT at 5 NM from TDZ.

12-00 12-10 12-20 12-30 12-40

DIST to RWØ4R	6.0	5.0	4.0	3.0	2.0
ALTITUDE	1965′	1650′	1330′	1010′	695′

KIZAF
MAX 200 KT
3000′
039°
PZ2Ø9
3000′
3000′
3.7 NM
to RWØ4R
[37THR]
RWØ4R
TCH 51′
1250′
LNAV: 1250′
MDA
3.7
Rwy 7′
4.0
5.5
13.2
9.2
0

Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RWØ4R							

HIALS-II
REIL PAPI PAPI
PZ7Ø2

Std/State

STRAIGHT-IN LANDING

	LPV DA(H)	LNAV/VNAV DA(H)	LNAV CDFA ❷ DA/MDA(H)
A	265′ (258′)	330′ (323′)	470′ (463′)
B	277′ (270′)	340′ (333′)	
C	285′ (278′)	350′ (343′)	
D	296′ (289′)	360′ (353′)	

		LPV ALS out	LNAV/VNAV	LNAV/VNAV ALS out	LNAV CDFA	LNAV CDFA ALS out
A	❶ R750m	R1300m	R800m	R1500m	R1500m	R1500m
B						
C			R900m	R1600m		R2200m
D		R1400m				

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

Max Kts	MDA(H)
100	580′ (573′) V1500m
135	600′ (593′) V1600m
180	730′ (723′) V2400m
205	950′ (943′) V3600m

❶ With TDZ & CL & HUD: CAT A,B,C: R600m, CAT D: R650m.
❷ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

PANS OPS

CHANGES: Communications.

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LIPZ/VCE
TESSERA

JEPPESEN
10 APR 26 (12-3) Eff 16 Apr

VENICE, ITALY
RNP Rwy 22L

ATIS	PADOVA Radar (APP)	VENICE Tower	*Ground
128.655	118.9 120.725	120.2	121.705

BRIEFING STRIP

EGNOS	Final Apch Crs	PZ533	LPV DA(H) Refer to Minimums	Apt Elev 7′ Rwy 7′
Ch 48478 E22A	219°	2000′ (1993′)		

MISSED APCH: Proceed on 219° to 4000′. At PZ534 to be reached at 2000′ or above turn LEFT (MAX 210 KT) on 135° to INDOD and hold.

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

RNP Apch. | Circling not authorized.

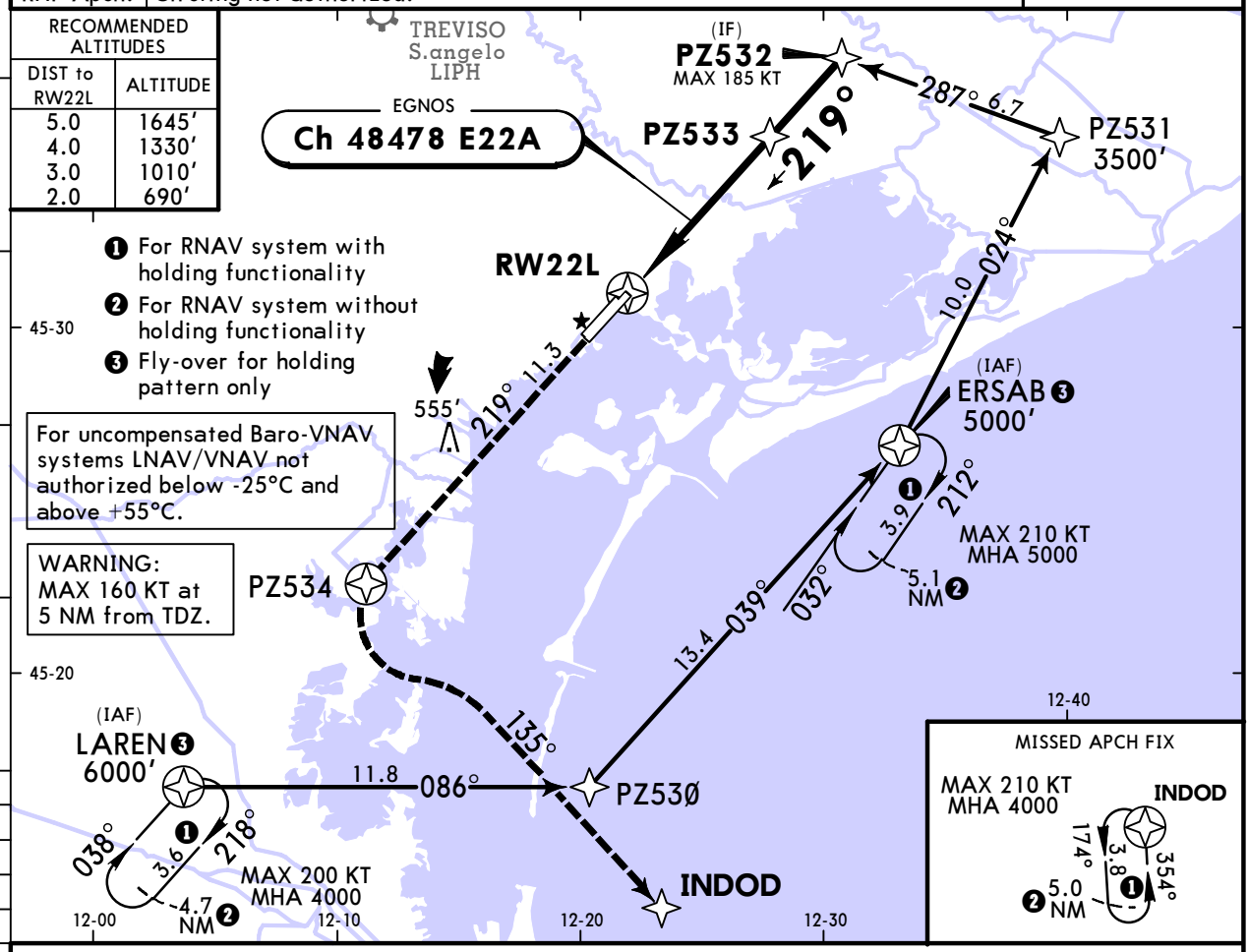
7200
MSA ARP

RECOMMENDED ALTITUDES	
DIST to RW22L	ALTITUDE
5.0	1645′
4.0	1330′
3.0	1010′
2.0	690′

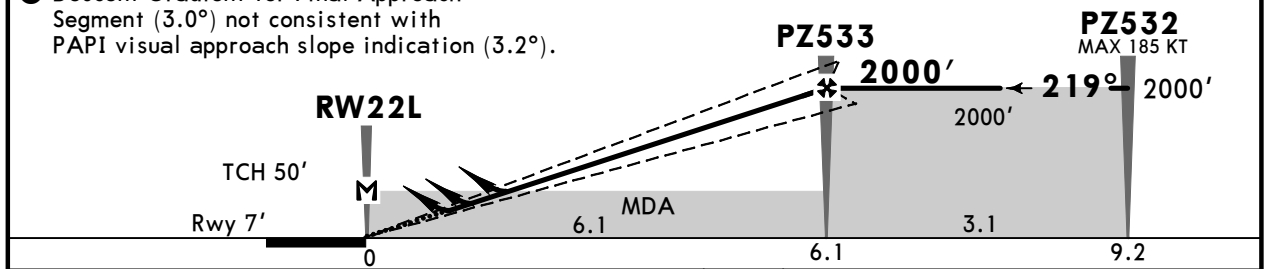
❶ For RNAV system with holding functionality
❷ For RNAV system without holding functionality
❸ Fly-over for holding pattern only

For uncompensated Baro-VNAV systems LNAV/VNAV not authorized below -25°C and above +55°C.

WARNING: MAX 160 KT at 5 NM from TDZ.



❹ Descent Gradient for Final Approach Segment (3.0°) not consistent with PAPI visual approach slope indication (3.2°).



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00° ❹	372	478	531	637	743	849
MAP at RW22L							

HIALS
REIL PAPI PAPI

2000′ or above on 219° PZ534

Std/State STRAIGHT-IN LANDING

	LPV	LNAV/VNAV	LNAV CDFA
DA(H)	A: 383′ (376′) C: 403′ (396′) B: 395′ (388′) D: 414′ (407′)	A: 280′ (273′) C: 300′ (293′) B: 290′ (283′) D: 310′ (303′)	❶ DA/MDA(H) 500′ (493′)

		ALS out		ALS out		ALS out
A	R1300m	R1500m	R900m	R1300m	R1500m	
B	R1400m			R1400m		
C		R1800m			R1800m	R2300m
D	R1500m	R1900m	R1000m			

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

PANS OPS

CHANGES: Communications.

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LIPZ/VCE
TESSERA

JEPPESEN
10 APR 26 (12-4) Eff 16 Apr

VENICE, ITALY
RNP Rwy 22R

ATIS	PADOVA Radar (APP)	VENICE Tower	*Ground
128.655	118.9 120.725	120.2	121.705

BRIEFING STRIP ™

EGNOS	Final Apch Crs	PZ538	LPV DA(H) Refer to Minimums	Apt Elev / Rwy
Ch 88224 E22B	219°	2000′ (1995′)		7′ / 5′

MISSED APCH: Proceed on 219° climbing to 4000′. At PZ539 to be reached at 2000′ or above turn LEFT (MAX 210 KT) on 135° to INDOD and hold.

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

RNP Apch. | Circling not authorized.

7200
MSA ARP

RECOMMENDED ALTITUDES	
DIST to RW22R	ALTITUDE
5.0	1650′
4.0	1330′
3.0	1010′
2.0	690′

TREVISO S.angelo LIPH

EGNOS Ch 88224 E22B

(IF) PZ537 MAX 185 KT

PZ538

219°

287° 6.8

PZ531 3500′

024° 10.0

RW22R

For uncompensated BARO VNAV systems, LNAV/VNAV not authorized below -25°C and above 55°C.

45-30

❶ For RNAV system with holding functionality
❷ For RNAV system without holding functionality
❸ Fly-over for holding pattern only

555′

219° 11.0

(IAF) ERSAB ❸ 5000′

212° 3.9 ❶

MAX 210 KT MHA 5000

5.1 NM ❷

PZ539

WARNING: MAX 160 KT at 5 NM from TDZ.

039° 13.4

032°

45-20

12-40

MISSED APCH FIX

MAX 210 KT MHA 4000

INDOD

174° 3.8 ❶ 354°

❷ 5.0 NM

(IAF) LAREN ❸ 6000′

11.8 086°

PZ53Ø

135°

038° 3.6 ❶ 218°

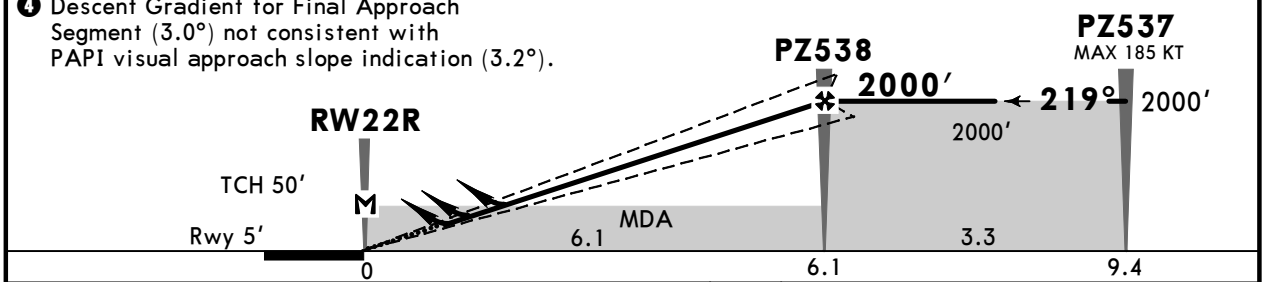
MAX 200 KT MHA 4000

4.7 NM ❷

INDOD

12-00 12-10 12-20 12-30

❹ Descent Gradient for Final Approach Segment (3.0°) not consistent with PAPI visual approach slope indication (3.2°).



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00° ❹	372	478	531	637	743	849
MAP at RW22R						

HIALS
REIL
PAPI

2000′ or above on 219° PZ539

Std/State — STRAIGHT-IN LANDING

	LPV	LNAV/VNAV	LNAV CDFA ❶
DA(H)	A: 383′(378′) C: 403′(398′) B: 395′(390′) D: 414′(409′)	A: 310′(305′) C: 410′(405′) B: 320′(315′) D: 420′(415′)	DA/MDA(H) 510′(505′)

	ALS out	ALS out	ALS out
A	R/V1500m	R/V1500m	R/V1500m
B			
C	R/V1800m	R/V1900m	R/V 1900m / R/V 2400m
D	R/V1900m		

PANS OPS

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Communications.

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LIPZ/VCE
TESSERA

JEPPESEN
10 APR 26 (13-1) Eff 16 Apr

VENICE, ITALY
VOR Rwy 04L

ATIS	PADOVA Radar (APP)	VENICE Tower	*Ground
128.655	118.9 120.725	120.2	121.705

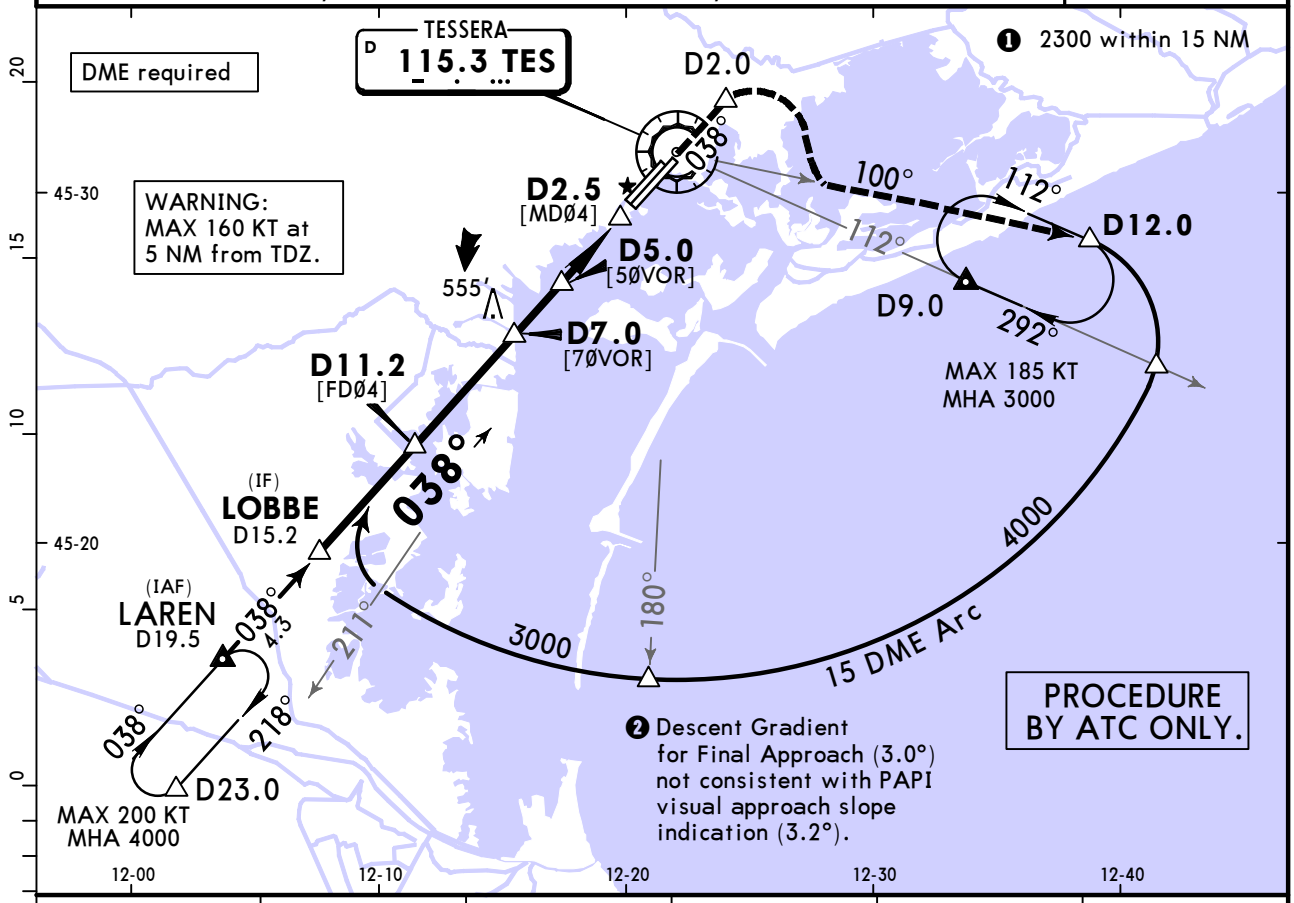
BRIEFING STRIP

VOR TES	Final Apch Crs	D11.2	DA/MDA(H) Refer to Minimums	Apt Elev 7′ Rwy 7′
115.3	038°	3000′ (2993′)		

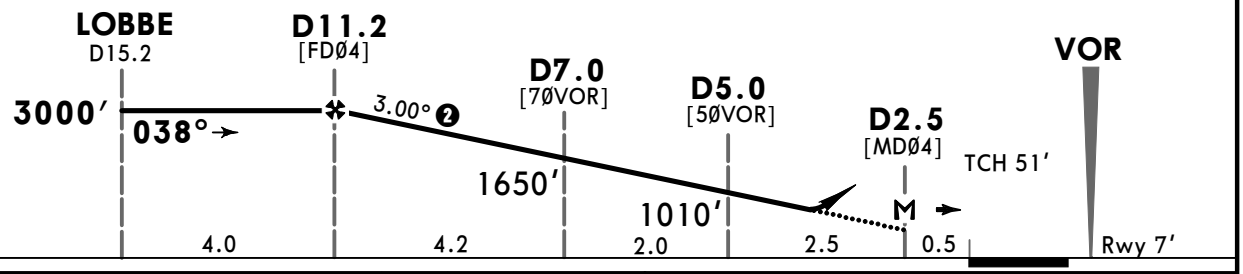
MISSED APCH: Climb on 038° to 3000′. At D2.0 turn RIGHT (MAX 200 KT) to intercept and follow R-100. At D12.0 join holding.

MSA TES VOR: 7200 (1) 200°–100°, 2400, 1800, 020°

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



TES DME	8.0	7.0	6.0	5.0	4.0
ALTITUDE	1965′	1650′	1330′	1010′	695′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00° (2)	372	478	531	637	743	849
MAP at D2.5						

HIALS
REIL
PAPI

D2.0 on 038°

Std/State

STRAIGHT-IN LANDING

CDFA
(1) DA/MDA(H) 550′ (543′)
ALS out

A	R/V1500m
B	
C	R/V2100m
D	

R/V2400m	

CIRCLE-TO-LAND
TO RWY 22R

Not authorized North of rwy

Max Kts	MDA(H)	
100	580′ (573′)	V1500m
135	600′ (593′)	V1600m
180	730′ (723′)	V2400m
205	950′ (943′)	V3600m

PANS OPS

(1) VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Communications.

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LIPZ/VCE
TESSERA

JEPPESEN
10 APR 26 (13-2) Eff 16 Apr

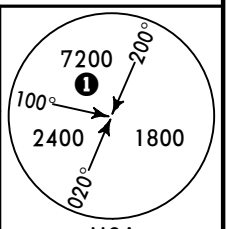
VENICE, ITALY
VOR Rwy 04R

ATIS	PADOVA Radar (APP)	VENICE Tower	*Ground
128.655	118.9 120.725	120.2	121.705

BRIEFING STRIP™

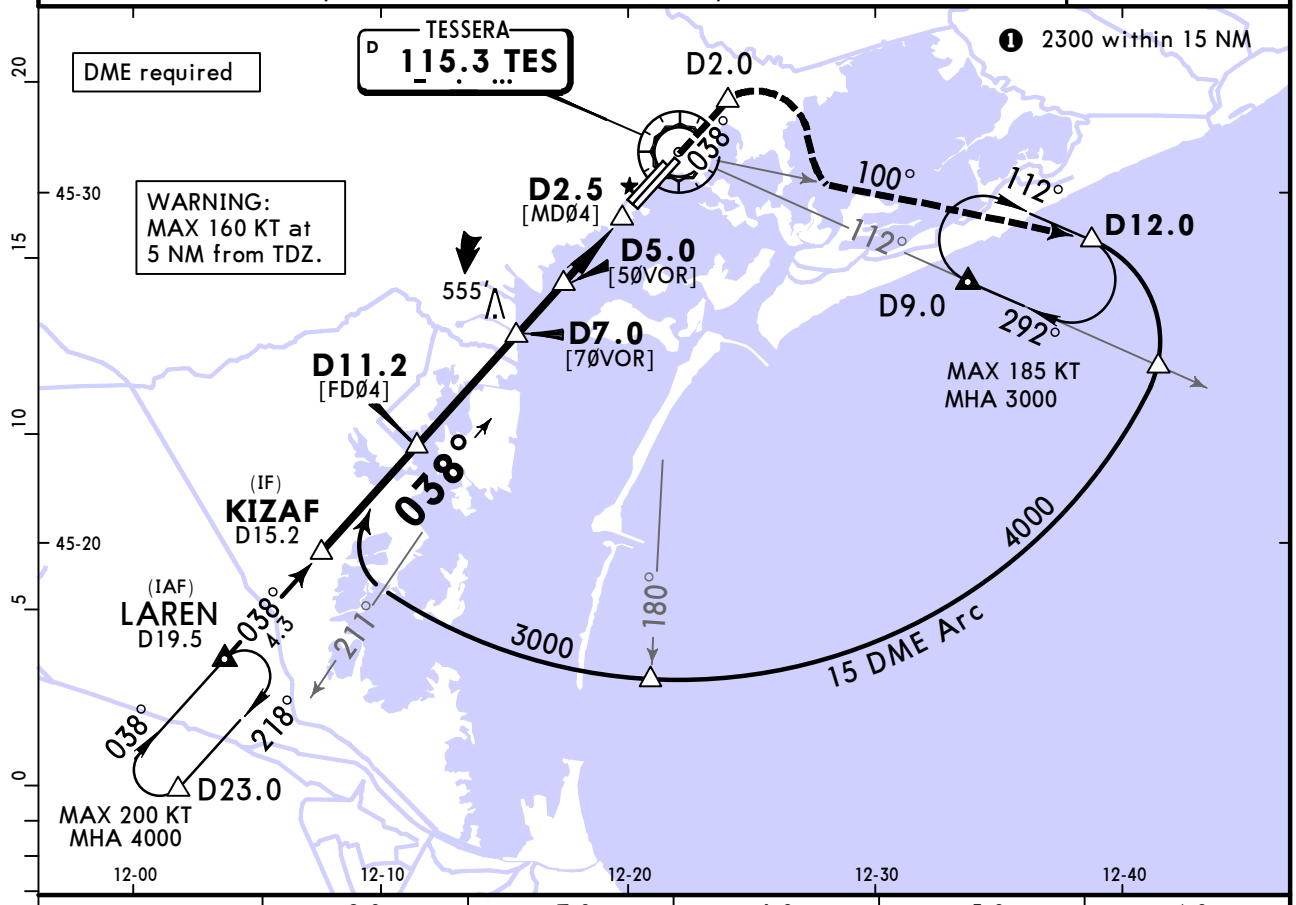
VOR TES	Final Apch Crs	D11.2	DA/MDA(H)	Apt Elev 7′
115.3	038°	3000′ (2993′)	Refer to Minimums	Rwy 7′

MISSED APCH: Climb on 038° to 3000′. At D2.0 turn RIGHT (MAX 200 KT) to intercept and follow R-100. At D12.0 join holding.

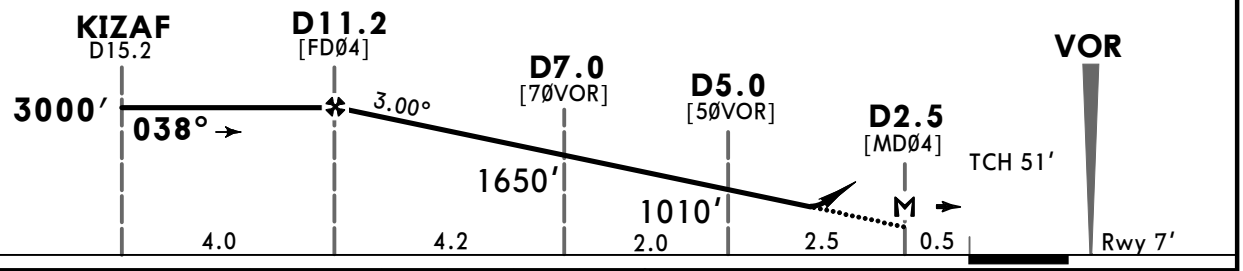


MSA
TES VOR

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



TES DME	8.0	7.0	6.0	5.0	4.0
ALTITUDE	1965′	1650′	1330′	1010′	695′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D2.5						

HIALS-II
REIL PAPI PAPI

D2.0 on 038°

PANS OPS

Std/State STRAIGHT-IN LANDING

CDFA
1 DA/MDA(H) 550′ (543′)
ALS out

A	R1500m	
B		
C	R1800m	R2400m
D		

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

Max Kts	MDA(H)	
100	580′ (573′)	V1500m
135	600′ (593′)	V1600m
180	730′ (723′)	V2400m
205	950′ (943′)	V3600m

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Communications.

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LIPZ/VCE
TESSERA

JEPPESEN
10 APR 26 (13-3) Eff 16 Apr

VENICE, ITALY
VOR Rwy 22L

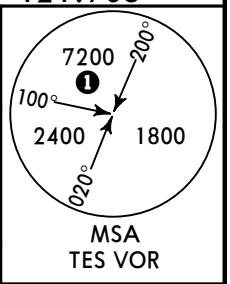
ATIS	PADOVA Radar (APP)	VENICE Tower	*Ground
128.655	118.9 120.725	120.2	121.705

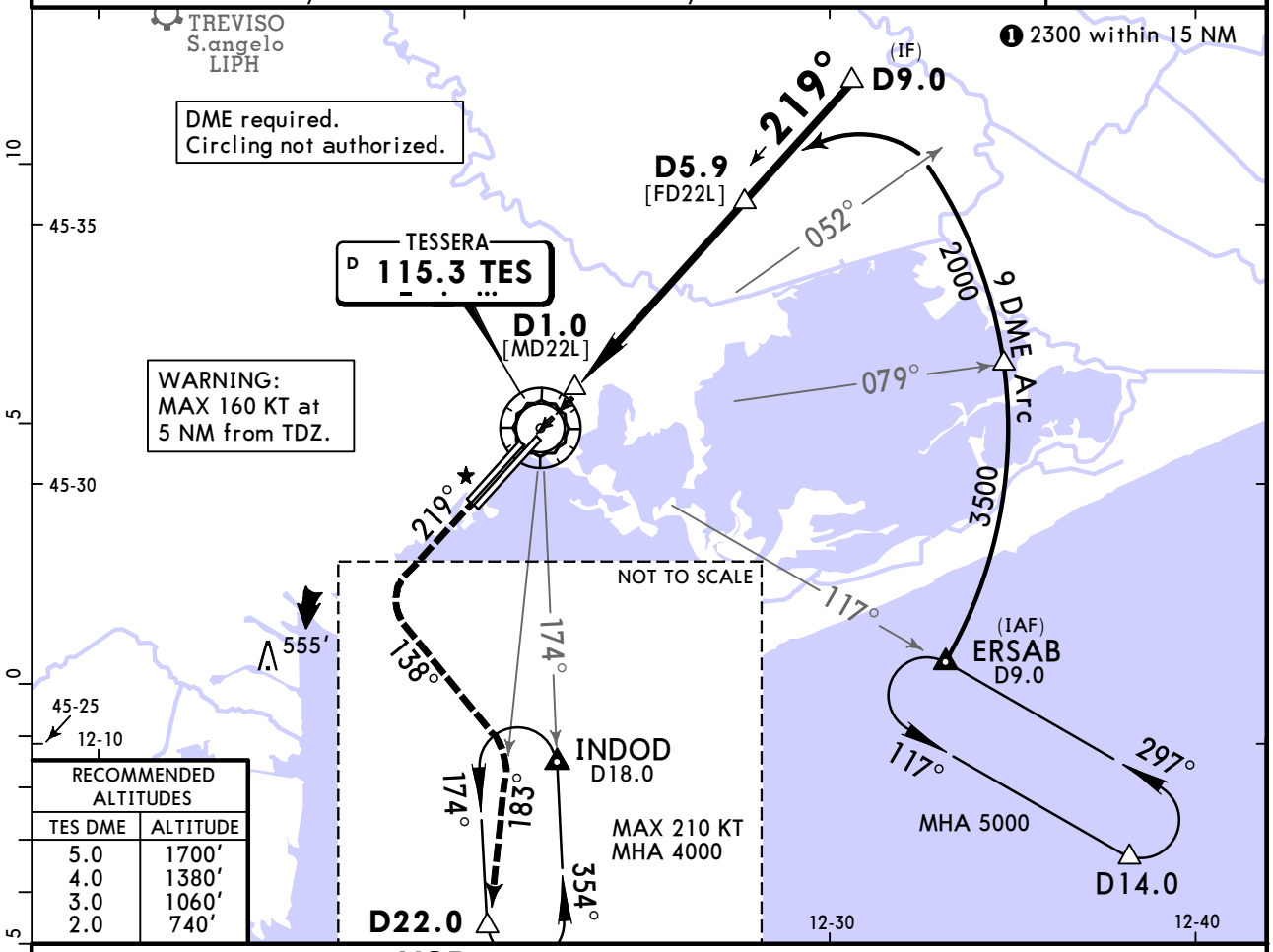
BRIEFING STRIP™

VOR TES	Final Apch Crs	D5.9	DA/MDA(H)	Apt Elev 7′
115.3	219°	2000′ (1993′)	430′ (423′)	Rwy 7′

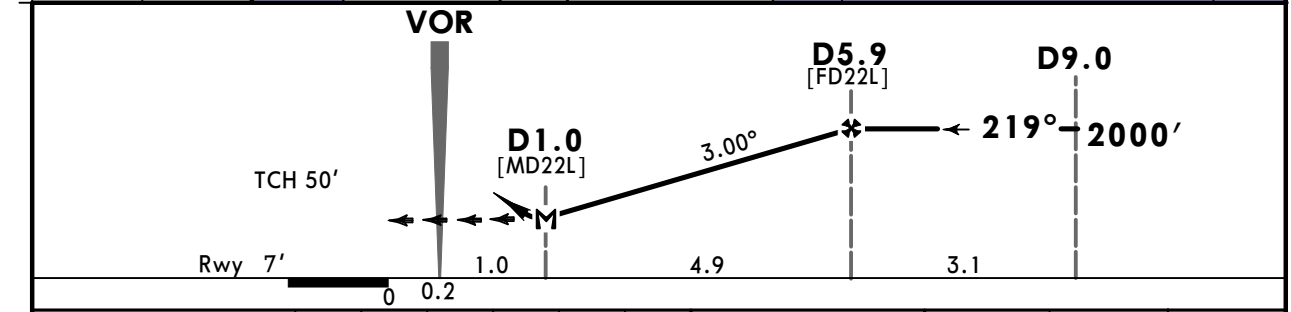
MISSED APCH: Climb on 219° to 4000′. Passing 2000′ turn LEFT (MAX 210 KT) on 138° to join and follow R-183. At D22.0 join INDOD holding.

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





RECOMMENDED ALTITUDES	
TES DME	ALTITUDE
5.0	1700′
4.0	1380′
3.0	1060′
2.0	740′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.0							

HIALS
REIL
PAPI PAPI

2000′ on 219°

Std/State

STRAIGHT-IN LANDING
CDFA
1 DA/MDA(H) 430′ (423′)

ALS out

PANS OPS

A	R1500m	
B		
C	R1600m	R2000m
D		

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Communications.

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Printed from JeppView for Windows 5.3.0.0 on 08 Nov 2026; Terminal chart data cycle 08-2026 (Expired); Notice: After 23 Apr 2026, 0000Z, this chart may no longer be valid

LIPZ/VCE
TESSERA

JEPPESEN
10 APR 26 (13-4) Eff 16 Apr

VENICE, ITALY
VOR Rwy 22R

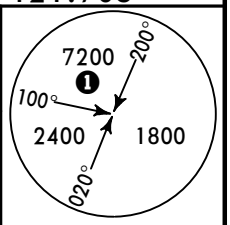
ATIS	PADOVA Radar (APP)	VENICE Tower	*Ground
128.655	118.9 120.725	120.2	121.705

BRIEFING STRIP™

VOR TES	Final Apch Crs	D5.6	DA/MDA(H)	Apt Elev 7′
115.3	219°	2000′ (1993′)	430′ (423′)	Rwy 7′

MISSED APCH: Climb on 219° to 4000′. Passing 2000′ turn LEFT (MAX 210 KT) on 138° to join and follow R-183. At D22.0 join INDOD holding.

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



MSA
TES VOR

TREVISO
S.angelo
LIPH

❶ 2300 within 15 NM

DME required.
Circling not authorized.

PROCEDURE
BY ATC ONLY.

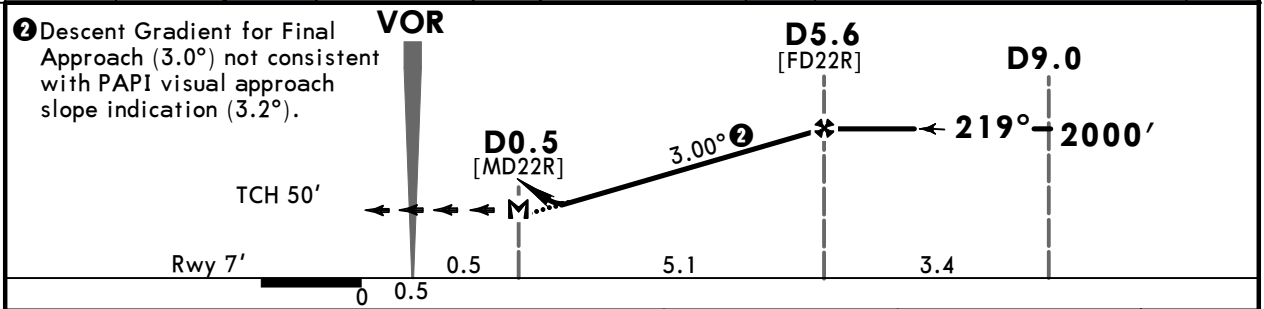
TESSERA
D 115.3 TES

(IF) D9.0
D5.6 [FD22R]
D0.5 [MD22R]
D22.0
INDOD D18.0
MAX 210 KT
MHA 4000
(IAF) ERSAB D9.0
MHA 5000
D14.0
9 DME Arc
NOT TO SCALE
555′

219° 052° 079° 117° 297° 138° 174° 183° 354°
2000 3500

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

❷ Descent Gradient for Final Approach (3.0°) not consistent with PAPI visual approach slope indication (3.2°).



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00° ❷	372	478	531	637	743	849
MAP at D0.5						

HIALS
REIL
PAPI

2000′ on 219°

Std/State

STRAIGHT-IN LANDING
CDFA
❶ DA/MDA(H) 430′ (423′)
ALS out

PANS OPS

A B	R/V1500m	
C	R/V1600m	R/V2000m
D		

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Communications.

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Chart changes since cycle 07-2026

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
VENICE, (TESSERA - LIPZ)				
REV	AIRPORT BRIEFING (GEN CON...	10-1P2	10 Apr 2026	16 Apr 2026
REV	AIRPORT BRIEFING (ARR CON...	10-1P3	10 Apr 2026	16 Apr 2026
REV	RADAR MNM ALTS	10-1R	10 Apr 2026	16 Apr 2026
REV	ILS Z OR LOC Z RWY 04R	11-1	10 Apr 2026	16 Apr 2026
REV	CAT II/III ILS Z RWY 04R	11-1A	10 Apr 2026	16 Apr 2026
REV	ILS Y OR LOC Y RWY 04R	11-2	10 Apr 2026	16 Apr 2026
REV	CAT II/III ILS Y RWY 04R	11-2A	10 Apr 2026	16 Apr 2026
REV	ILS X OR LOC X RWY 04R	11-3	10 Apr 2026	16 Apr 2026
REV	CAT II/III ILS X RWY 04R	11-3A	10 Apr 2026	16 Apr 2026
REV	ILS W OR LOC W RWY 04R	11-4	10 Apr 2026	16 Apr 2026
REV	CAT II/III ILS W RWY 04R	11-4A	10 Apr 2026	16 Apr 2026
REV	RNP RWY 04L	12-1	10 Apr 2026	16 Apr 2026
REV	RNP RWY 04R	12-2	10 Apr 2026	16 Apr 2026
REV	RNP RWY 22L	12-3	10 Apr 2026	16 Apr 2026
REV	RNP RWY 22R	12-4	10 Apr 2026	16 Apr 2026
REV	VOR RWY 04L	13-1	10 Apr 2026	16 Apr 2026
REV	VOR RWY 04R	13-2	10 Apr 2026	16 Apr 2026
REV	VOR RWY 22L	13-3	10 Apr 2026	16 Apr 2026
REV	VOR RWY 22R	13-4	10 Apr 2026	16 Apr 2026

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LIPZ

Type: Terminal
Effectivity: Temporary
Begin Date: 20250904
End Date: 20260531

(12-1) RNP Rwy 04L: DA(H) minimums for LPV raised to CAT A 275' (268'), CAT B 286' (279'), CAT C 295' (288') and CAT D 305' (298') (based on SUP 51/25). All other data unchanged.