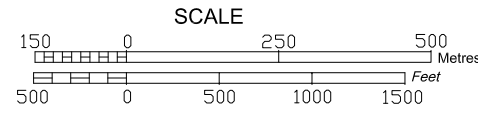
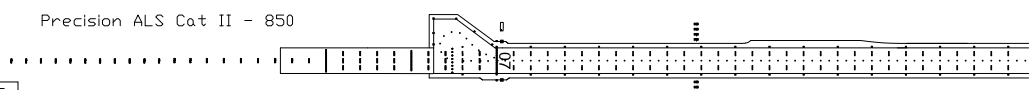
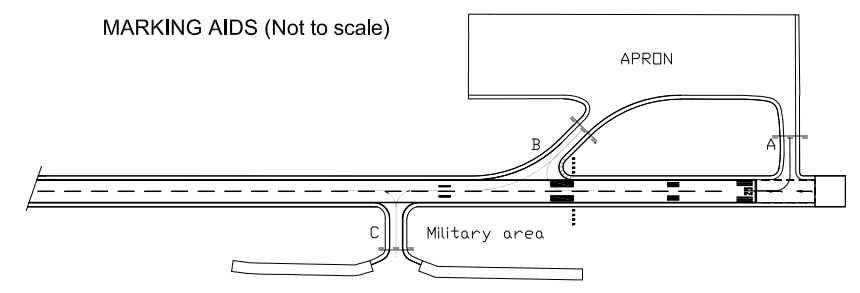
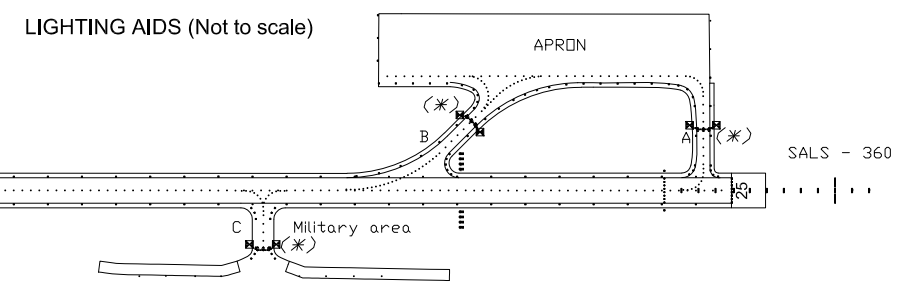
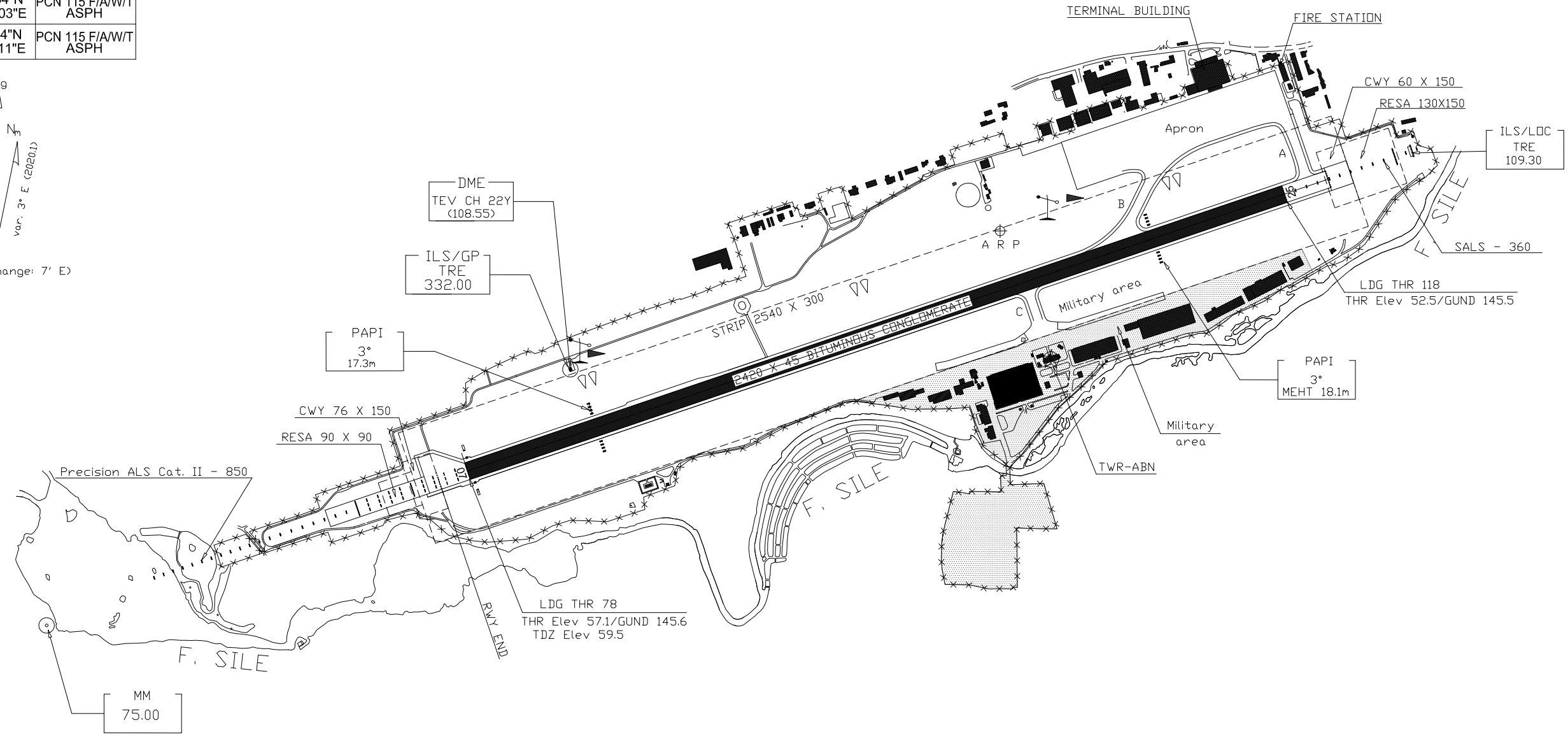
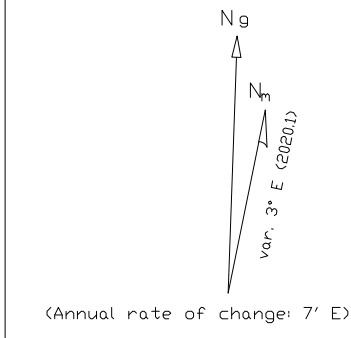


Bearings are magnetic Distances in metres Elevations in feet AMSL Coordinates WGS84		TWR 118.700	
RWY	QFU	THR	BEARING STRENGTH
07	066	45°38'41.64"N 012°10'50.03"E	PCN 115 F/A/W/T ASPH
25	246	45°39'07.14"N 012°12'26.11"E	PCN 115 F/A/W/T ASPH



AD ELEV 59	<b>TREVISO / S. ANGELO</b>	
APRON ELEV NIL	LIPH	45°39'03"N 012°11'52"E



IDENT	WIDTH	SURFACE	BEARING STRENGTH
A	23	ASPHALT	PCN 65 F/A/W/T
B	23	ASPHALT	PCN 98 F/A/W/T
C	23	ASPHALT	PCN 120 F/A/W/T

**LEGEND**  
(\* ) STOP BAR

CHANGE: Updated chart

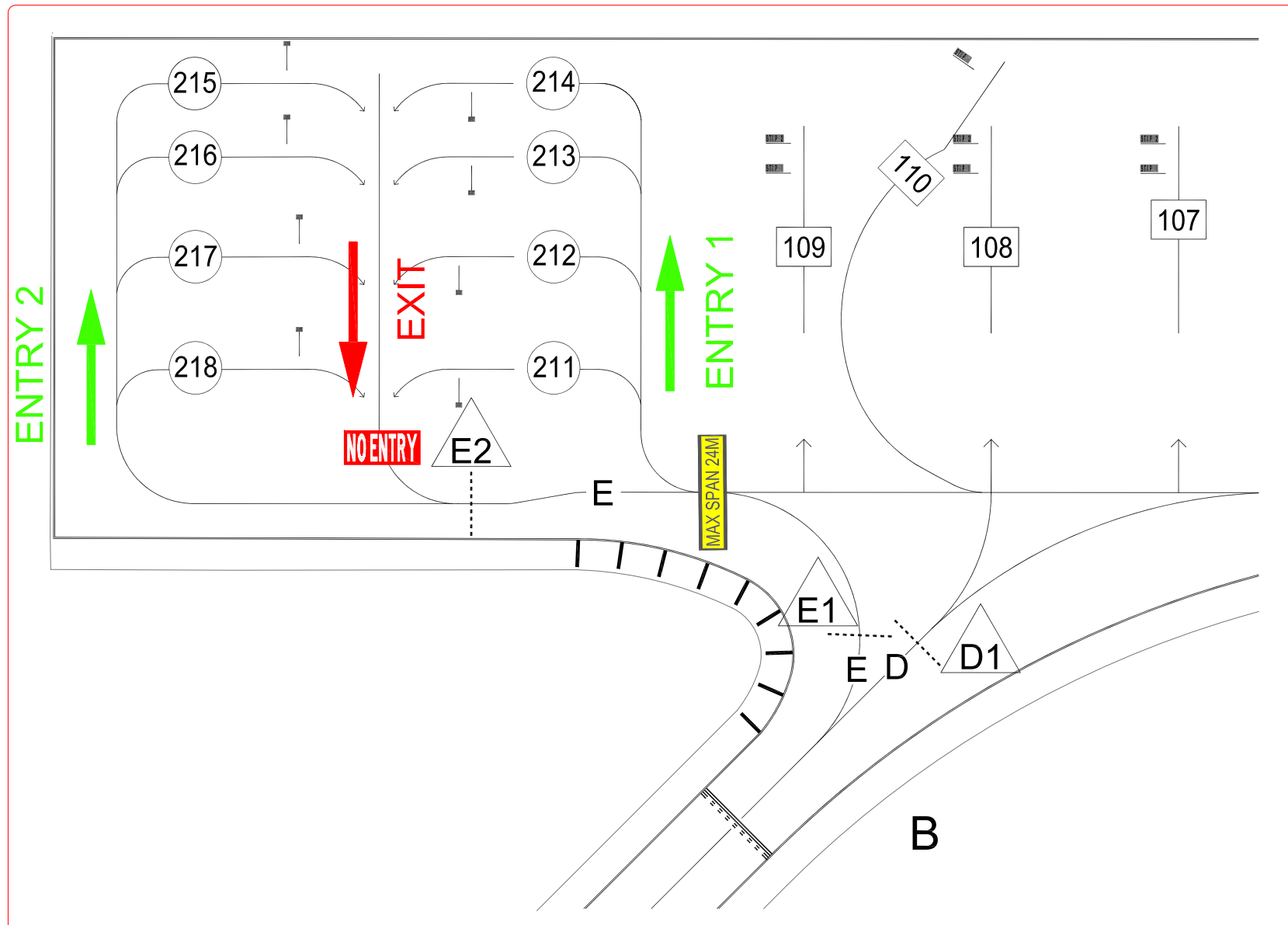
Bearings are magnetic  
Distances in metres  
Elevations in feet AMSL  
Coordinates WGS84

TWR  
118.700

AD ELEV  
59  
APRON ELEV  
NIL

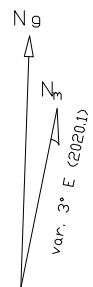
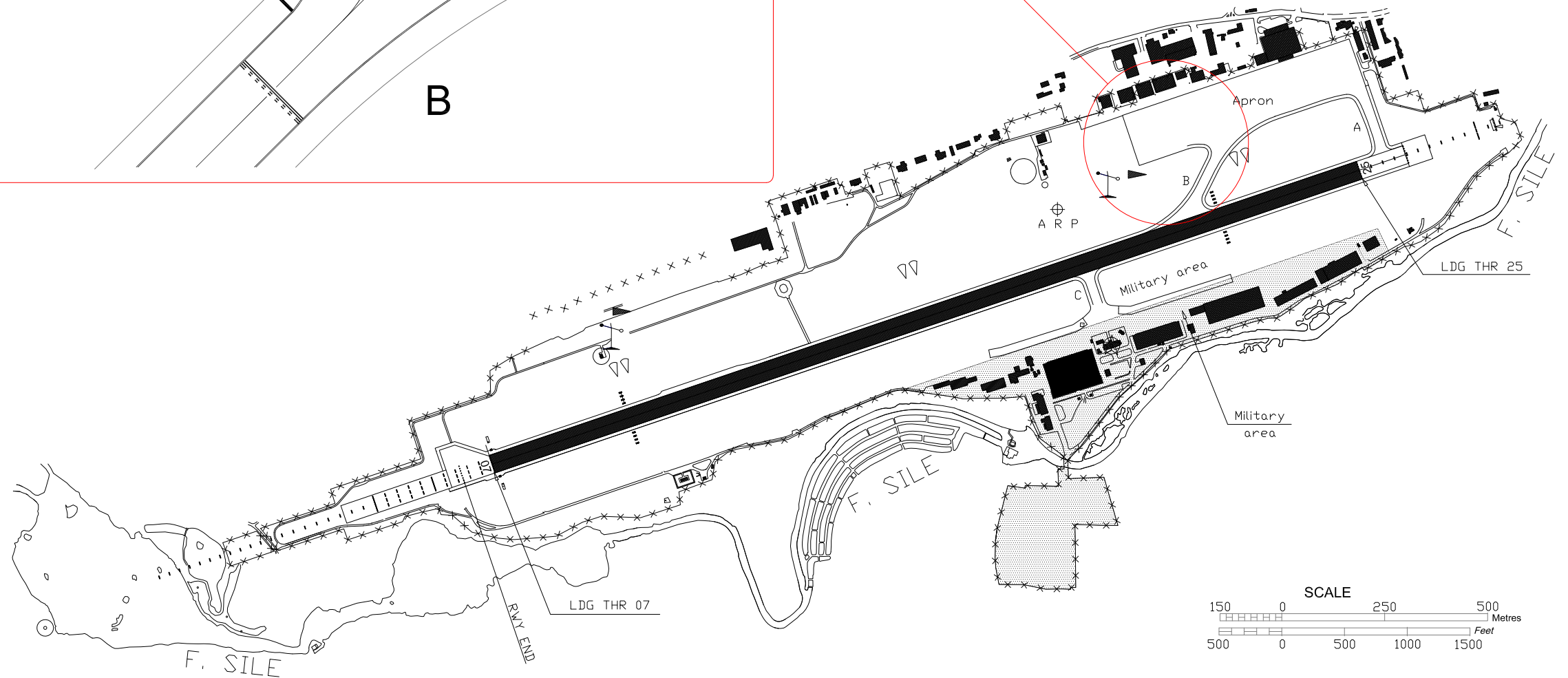
TREVISO / S. ANGELO

LIPH 45°39'03"N 012°11'52"E

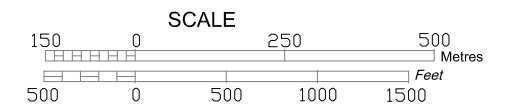


HOT SPOT	DESCRIPTION
HS1	ENTRY 1: FROM TWY E TO STAND 211-212-213-214
	ENTRY 2: FROM TWY E TO STAND 218-217-216-215
	EXIT: FROM STAND 211-212-213-214-215-216-217-218 TO TWY E
	MAX WING SPAN 24 M

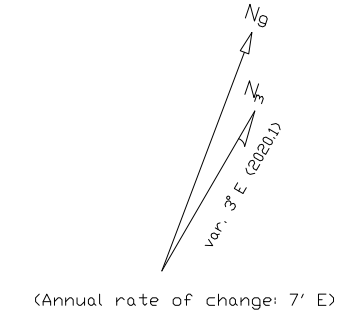
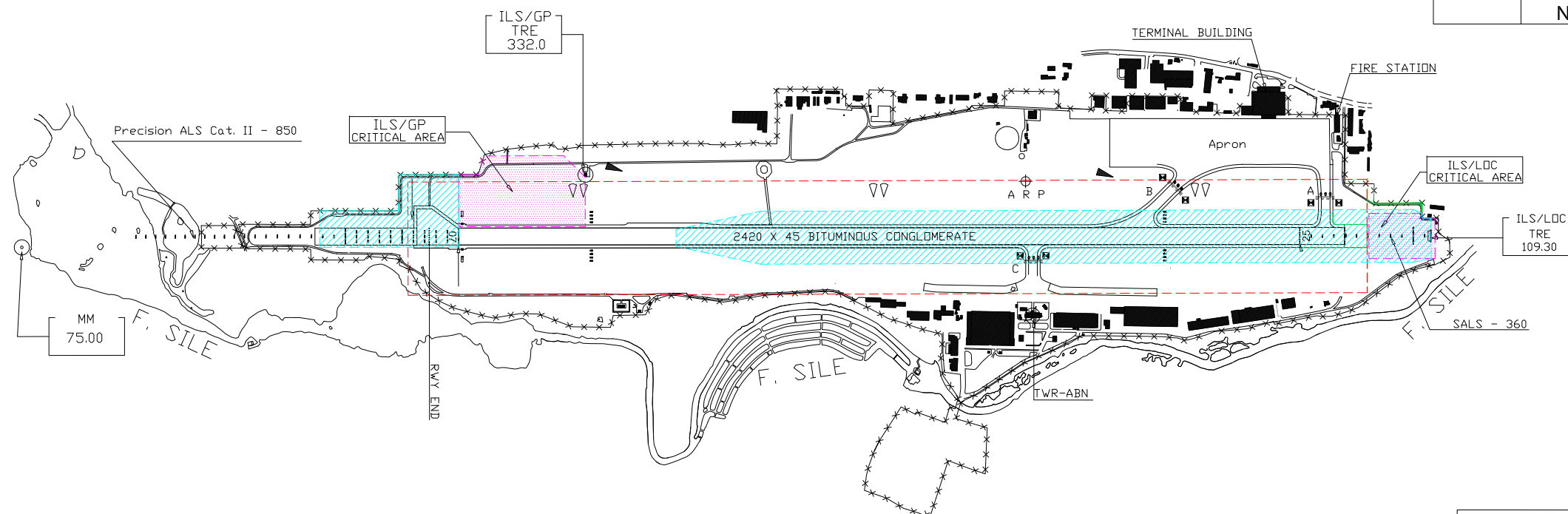
CHANGE: REPRINTING



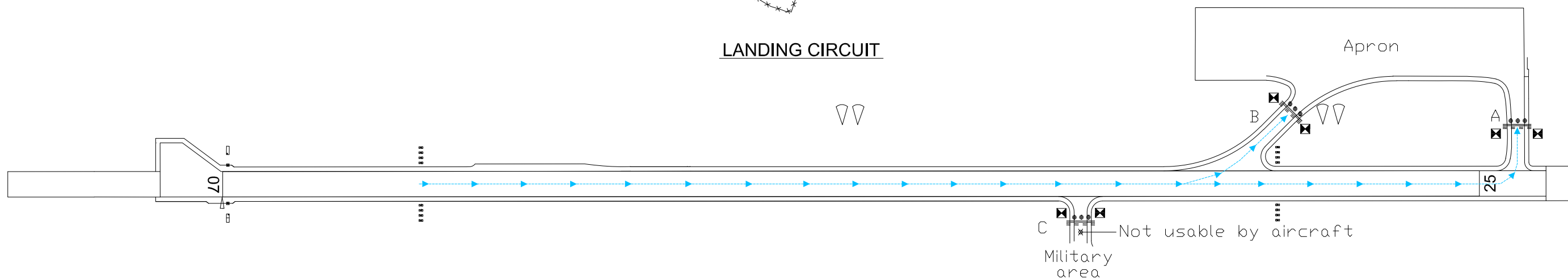
(Annual rate of change: 7' E)



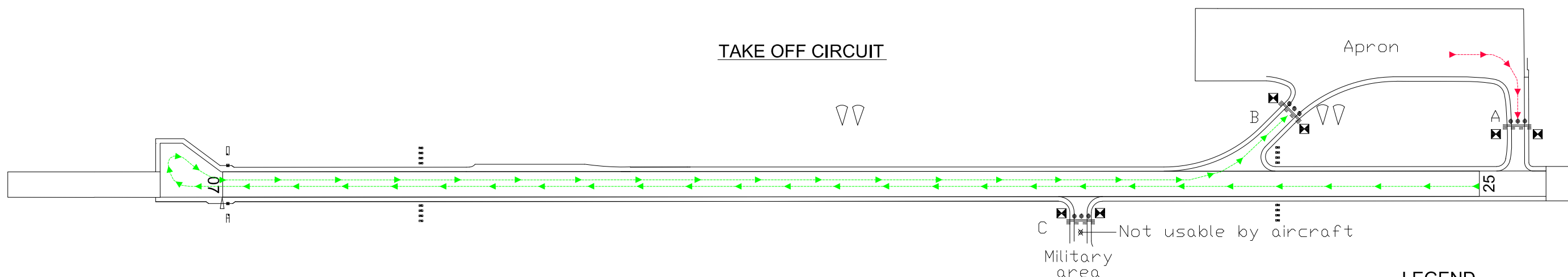
TWR 118.700	AD ELEV 59	<b>TREVISO / S. ANGELO</b>	
	APRON ELEV NIL	LIPH	45°39'03"N 012°11'52"E



**LANDING CIRCUIT**

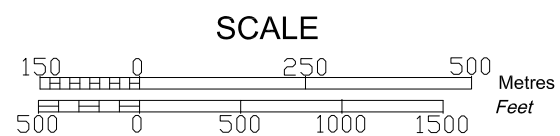


**TAKE OFF CIRCUIT**



**LEGEND**

- Landing ACFT path
- Take-off ACFT path
- Abort Take-off ACFT path
- CAT.II Critical Area
- CAT.II Sensitive Area
- Runway Strip Boundary
- Holding point and annexed stopbar CAT. I-II



CHANGE: Renumbered chart

Bearings are magnetic  
Distances in metres  
Elevation in ft AMSL  
Coordinates WGS84

**TWR**  
118.700

AD ELEV  
59  
APRON ELEV  
NIL

**TREVISO / S. ANGELO**  
LIPH 45°39'03" N 012°11'52" E

**APRON**

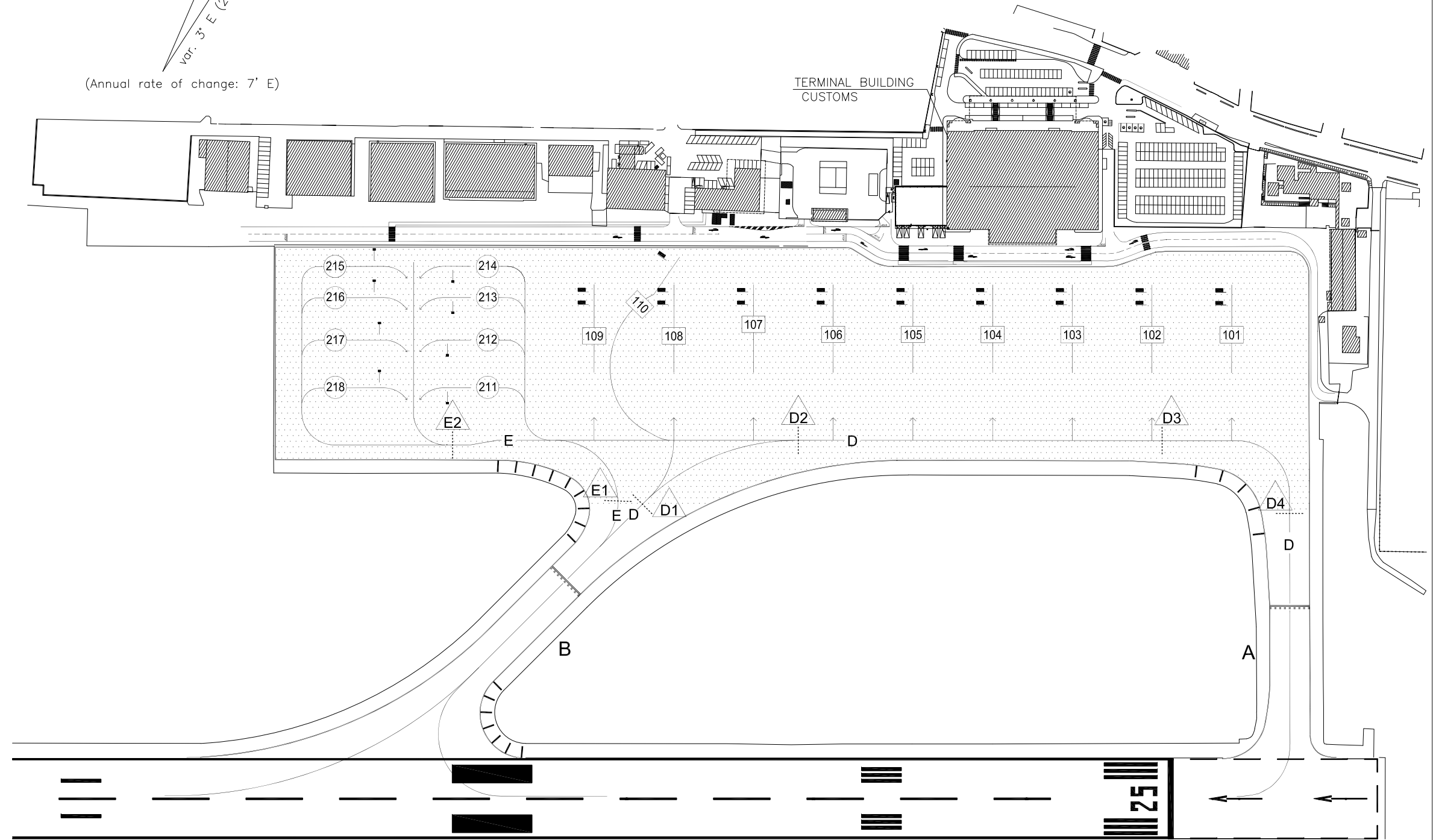
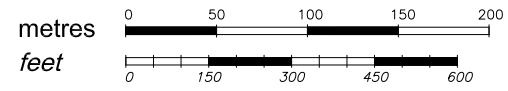
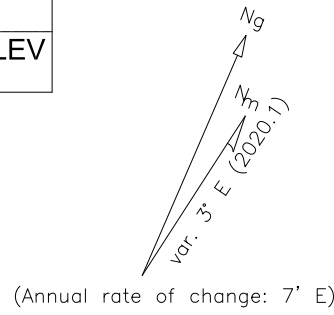
**Lighting**

**Bearing Strength**

Surface: 75000 m<sup>2</sup>

Edge: Blue

- Stand 101  
Concrete 120 R/C/W/T
- Stand 102  
Concrete 116 R/C/W/T
- Stand 103  
Concrete 90 R/C/W/T
- Stand 104  
Concrete 102 R/C/W/T
- Stand 105  
Concrete 120 R/C/W/T
- Stand 106  
Concrete 86 R/C/W/T
- Stands 107-108-109-110  
Concrete 120 R/B/W/T
- Stands 211-212-213-214  
215-216-217-218  
Concrete 120 R/B/W/T



- REMARKS**
- Stand 101, 102, 103, 104, 105, 106, 107, 108, 109 available for ACFT ICAO code "C".  
ACFT MD80, A321, A320, B737-800, E190 must stop on marking "STOP 2".  
All other ACFT must stop on marking "STOP 1".
  - Stand 110 available using pushback for ACFT B767-300/A300-200.
  - Stand 211, 212, 217, 218 available for ACFT ICAO code "B".
  - Stand 213, 214, 215, 216 available for ACFT ICAO code "A".
  - Apron TWY E max wingspan 24 m.
  - Air taxi on TWY D and E not allowed for helicopters with wheels.

STANDS	POINTS ON PARKING AREA	
	N	E
101	STOP1 45°39'15.95"	12°12'23.11"
	STOP2 45°39'16.16"	12°12'22.99"
102	STOP1 45°39'15.44"	12°12'21.17"
	STOP2 45°39'15.65"	12°12'21.06"
103	STOP1 45°39'14.92"	12°12'19.24"
	STOP2 45°39'15.14"	12°12'19.12"
104	STOP1 45°39'14.41"	12°12'17.30"
	STOP2 45°39'14.62"	12°12'17.18"
105	STOP1 45°39'13.89"	12°12'15.36"
	STOP2 45°39'14.11"	12°12'15.25"
106	STOP1 45°39'13.38"	12°12'13.43"
	STOP2 45°39'13.59"	12°12'13.31"
107	STOP1 45°39'12.87"	12°12'11.49"
	STOP2 45°39'13.08"	12°12'11.37"
108	STOP1 45°39'12.35"	12°12'09.55"
	STOP2 45°39'12.57"	12°12'09.44"
109	STOP1 45°39'11.84"	12°12'07.62"
	STOP2 45°39'12.06"	12°12'07.50"
110	45°39'13.02"	12°12'09.20"
211	45°39'09.47"	12°12'04.82"
212	45°39'10.29"	12°12'04.38"
213	45°39'11.05"	12°12'04.12"
214	45°39'11.58"	12°12'03.83"
215	45°39'11.07"	12°12'01.92"
216	45°39'10.54"	12°12'02.21"
217	45°39'09.85"	12°12'02.73"
218	45°39'09.03"	12°12'03.17"

- PUSH-BACK EXIT
- SELF-MANOEUVRING EXIT
- INTERMEDIATE HOLDING POSITION
- APRON AREA