

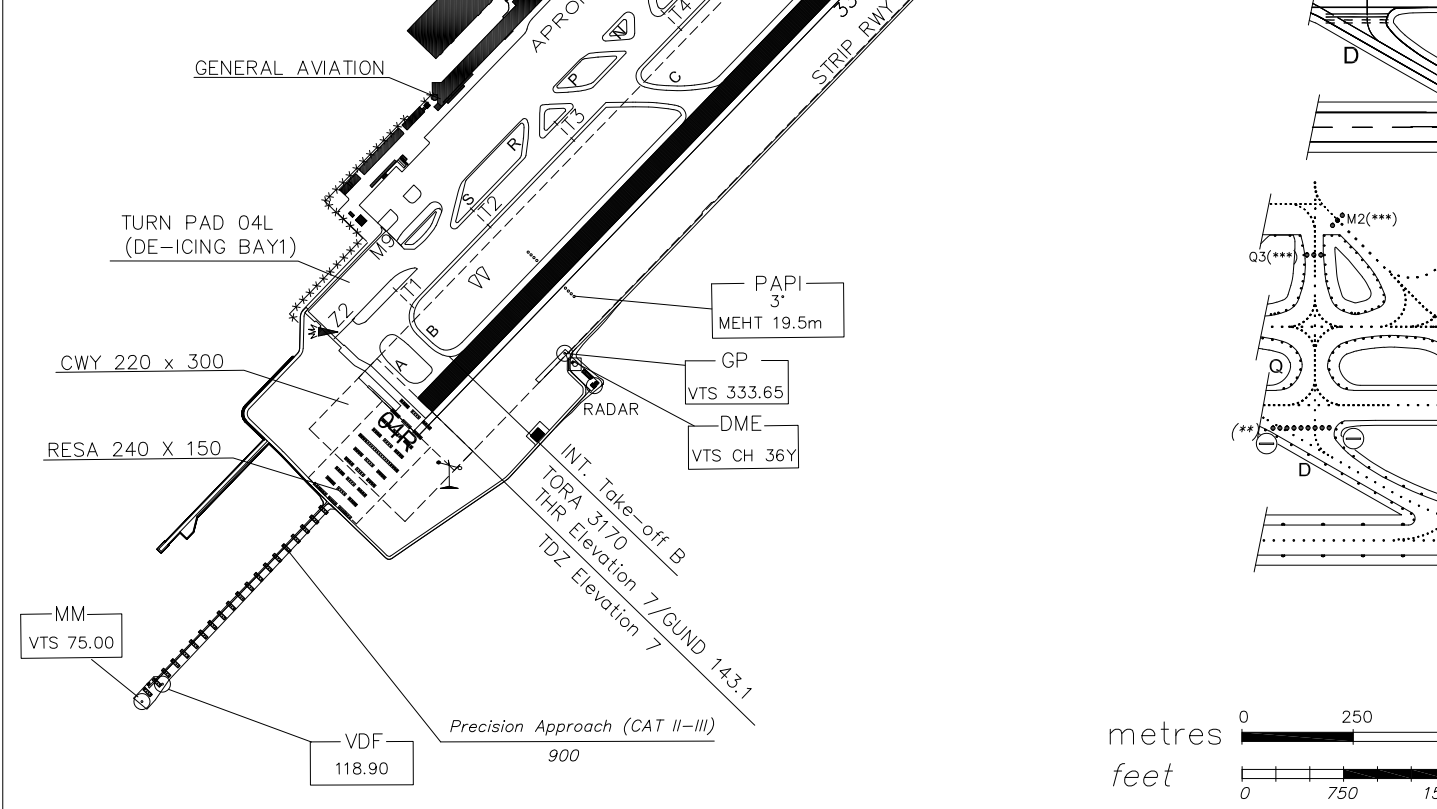
| | | |
|-----------------------|------|-----------------------------------|
| Bearings are magnetic | | TWR 120.200 (118.255) |
| Distances in metres | | GND 121.705* (118.255) |
| Elevation in ft AMSL | | *HR 0600-2200 (0500-2100) |
| Coordinates WGS84 | | ATIS 128.655 |
| RWY | QFU | THR bearing strength |
| 04R | 039° | N 45°29'38.86" E 012°20'15.79" |
| 22L | 219° | N 45°30'58.16" E 012°21'57.77" |
| 04L | 039° | |
| 22R | 219° | |

REMARKS:
 -Taxilane "Y" not available except for traffic from/to "AERONAVALI"
 -Taxilane "KA" not available except for "POLIZIA DI STATO"
 -Taxilane "KB" not available except for FIRE FIGHTING and "GUARDIA DI FINANZA"
 -All airport lights, except for aerodrome beacon, use led technology
 *TURN PAD is available as DE-ICING BAY1 only when RWY 04R/22L is in use.

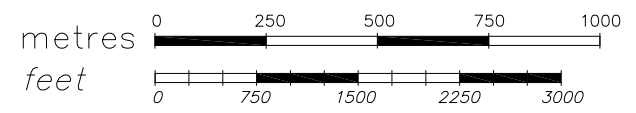
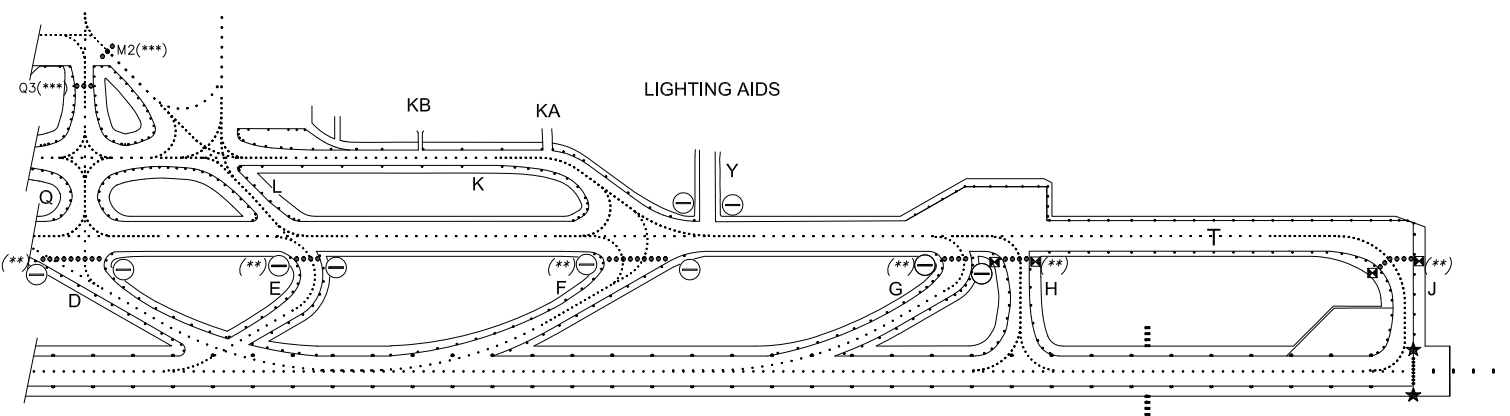
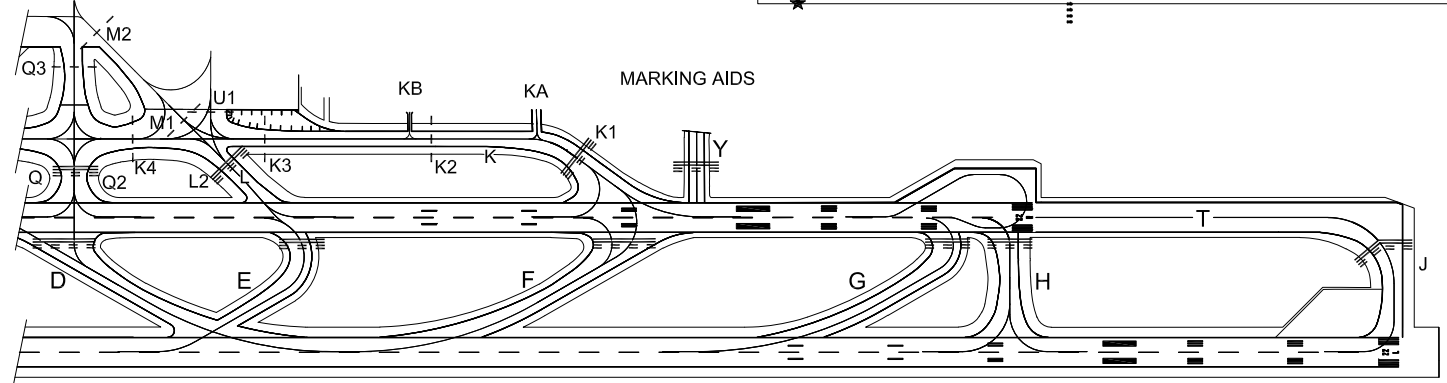
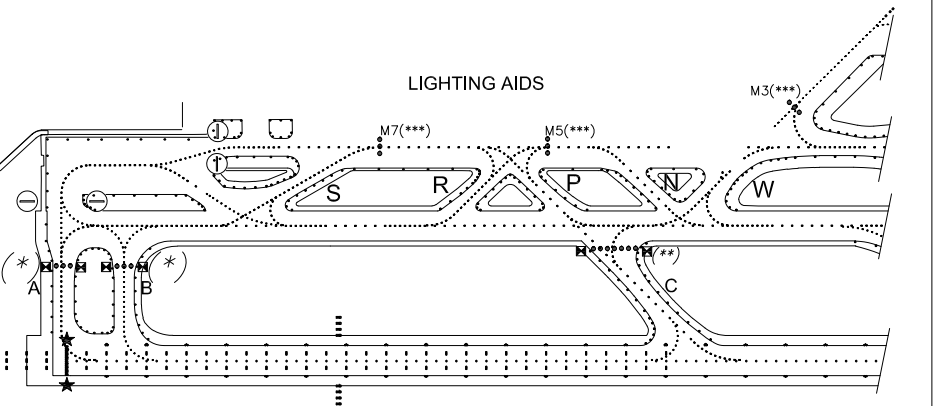
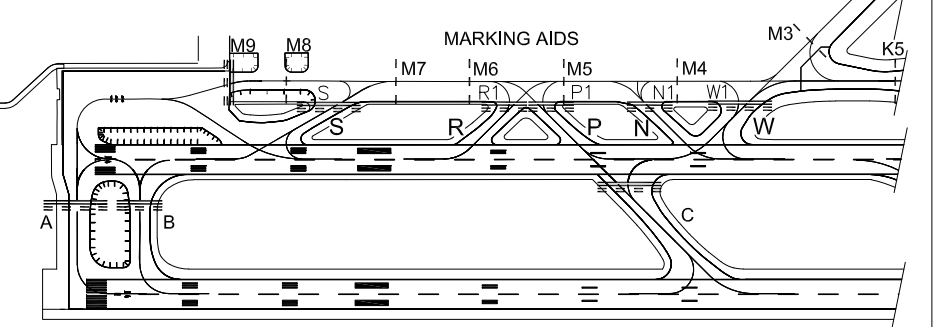
| | | |
|--|-----------------|--------------------------|
| AD ELEV 7 | VENEZIA/TESSERA | |
| APRON ELEV 7 | LIPZ | 45°30'19" N 012°21'07" E |
| AERODROME STANDARD CONFIGURATION (SEE AD 2 ITEM 20 LOCAL TRAFFIC REGULATIONS) | | |

| TWY IDENT | WIDTH | bearing strength |
|-----------|-------|------------------|
| A | 32 | PCN 120/F/A/X/T |
| B | 30 | PCN 104/F/A/X/T |
| C | 29 | PCN 120/F/A/X/T |
| D | 25 | PCN 120/F/A/X/T |
| E | 23 | PCN 120/F/A/X/T |
| F | 25 | PCN 120/F/A/X/T |
| G | 25 | PCN 120/F/A/X/T |
| H | 28 | PCN 120/F/A/X/T |
| J | 30 | PCN 120/F/A/X/T |
| K | 23 | PCN 120/F/A/X/T |
| L | 25 | PCN 120/F/A/X/T |
| N | 24 | PCN 120/F/A/X/T |
| P | 24 | PCN 120/F/A/X/T |
| Q | 38 | PCN 120/F/A/X/T |
| R | 24 | PCN 120/F/A/X/T |
| S | 24 | PCN 120/F/A/X/T |
| T | 45 | PCN 120/F/A/X/T |
| W | 32 | PCN 90/F/A/W/T |

VAR 3° E - 2020.0
 Annual rate of change 7'E



MARKING/LIGHTING AIDS (not in scale)



- LEGEND**
- (*) STOP BAR (only for RWY 04R in use)
 - (**) NO ENTRY BAR (only for RWY 04R in use)
 - (***) IHP
 - ⊘ NO ENTRY SIGN
 - ⬛ Yellow flashing RGL
 - ★ RTIL

CHANGE: Updated chart

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

TWR 120.200 (118.255)
 GND 121.705* (118.255)
 *HR 0600-2200 (0500-2100)
 ATIS 128.655

REMARKS:
 -Taxilane "Y" not available except for traffic from/to "AERONAVALI"
 -Taxilane "KA" not available except for "POLIZIA DI STATO"
 -Taxilane "KB" not available except for FIRE FIGHTING and "GUARDIA DI FINANZA"
 -All airport lights, except for aerodrome beacon, use led technology

| | | |
|-----------------|-----------------|--------------------------|
| AD ELEV 7 | VENEZIA/TESSERA | |
| APRON ELEV 7 | LIPZ | 45°30'19" N 012°21'07" E |

AERODROME STANDARD CONFIGURATION
 (SEE AD 2 ITEM 20 LOCAL TRAFFIC REGULATIONS)

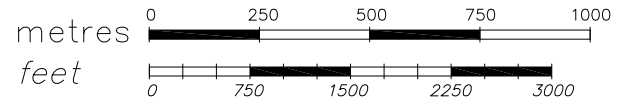
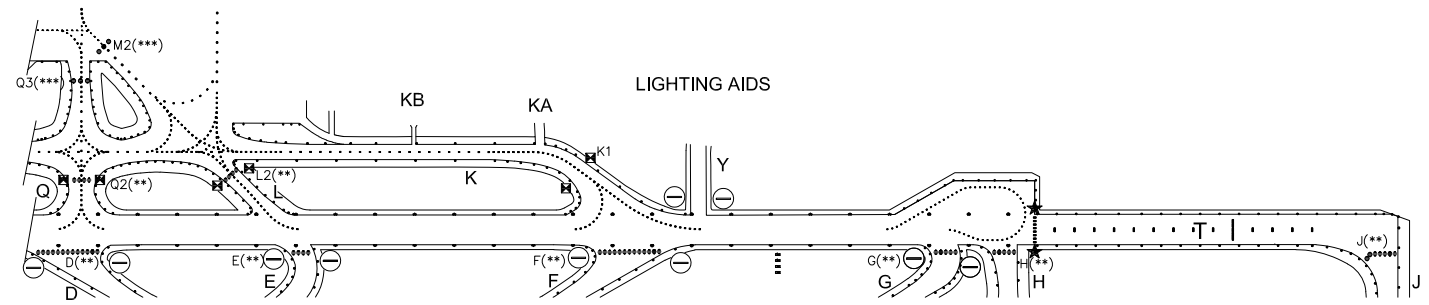
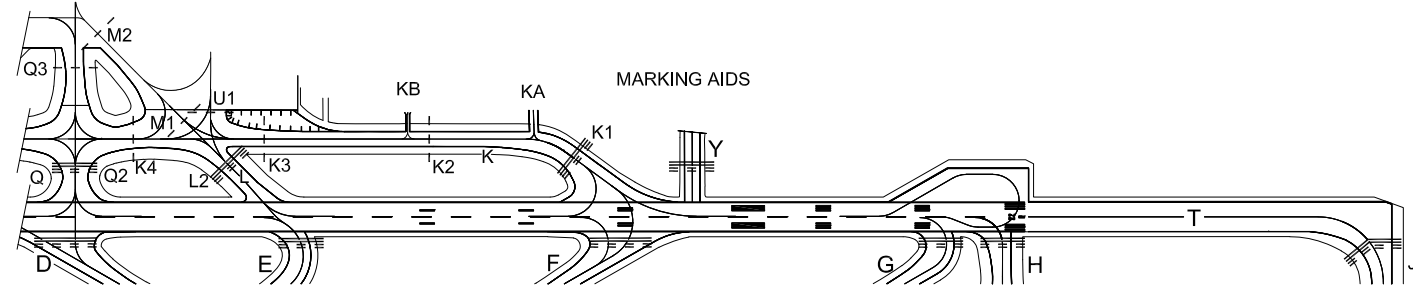
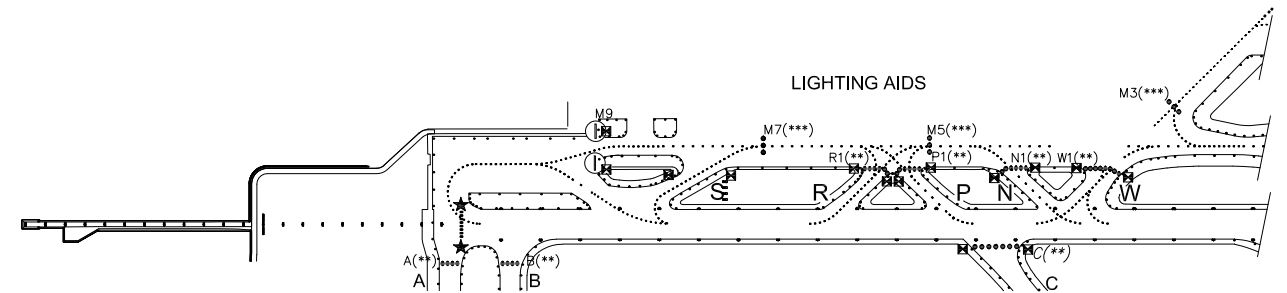
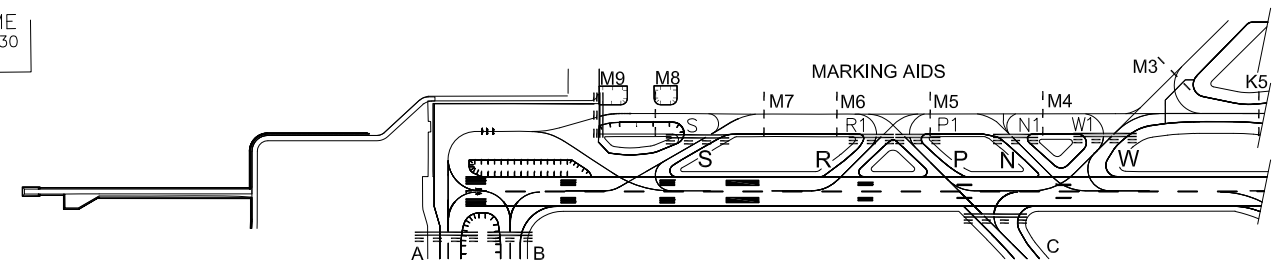
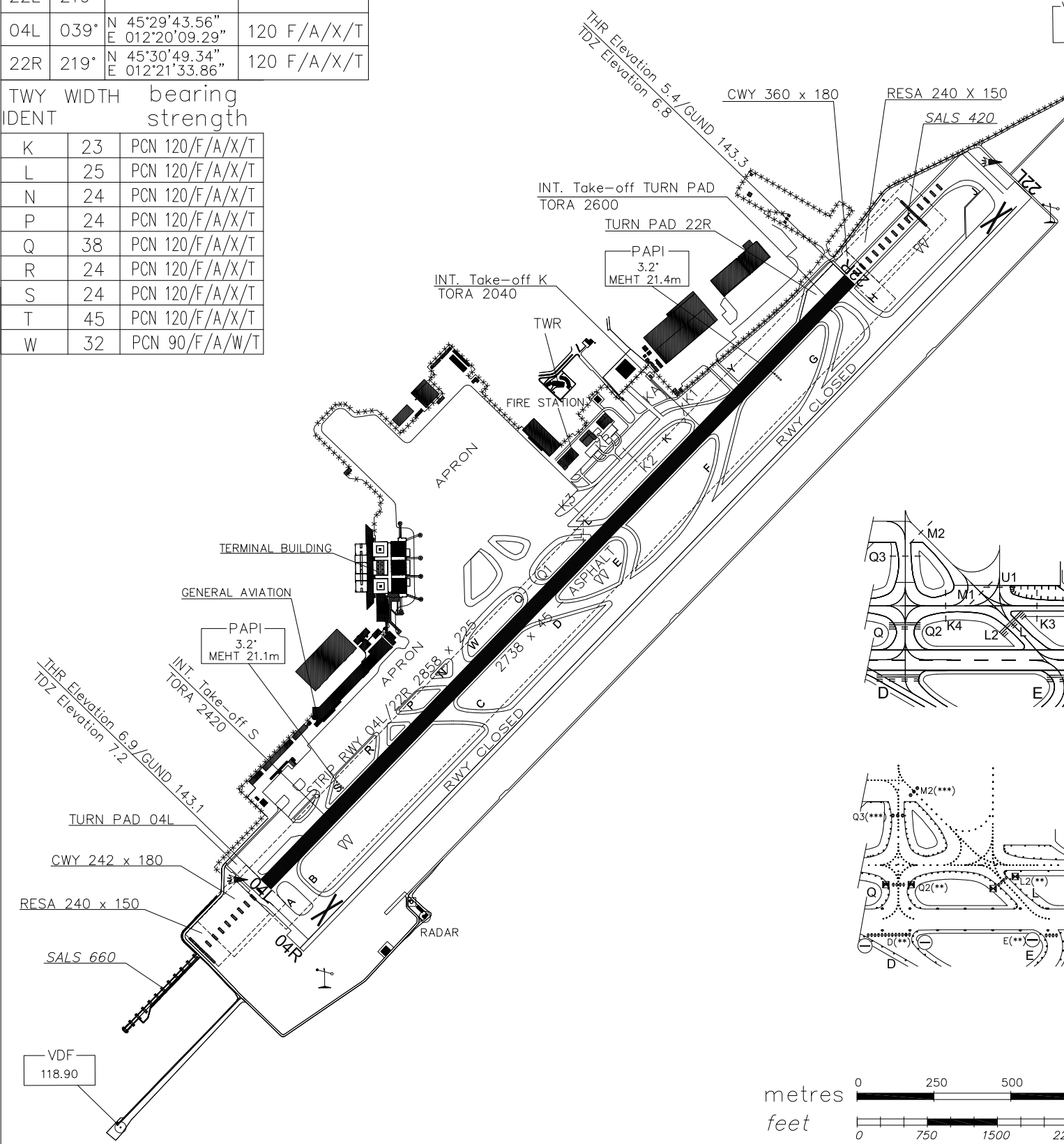
MARKING/LIGHTING AIDS
 (not to scale)

VAR 3° E - 2020.0
 Annual rate of change 7'E

| RWY | QFU | THR | bearing | strength |
|-----|------|-----------------------------------|---------|----------|
| 04R | 039° | | | |
| 22L | 219° | | | |
| 04L | 039° | N 45°29'43.56" E 012°20'09.29" | 120 | F/A/X/T |
| 22R | 219° | N 45°30'49.34" E 012°21'33.86" | 120 | F/A/X/T |

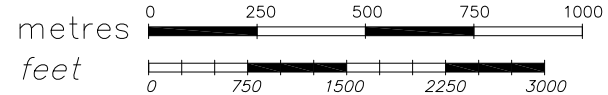
| TWY IDENT | WIDTH | bearing | strength |
|-----------|-------|-----------------|----------|
| K | 23 | PCN 120/F/A/X/T | |
| L | 25 | PCN 120/F/A/X/T | |
| N | 24 | PCN 120/F/A/X/T | |
| P | 24 | PCN 120/F/A/X/T | |
| Q | 38 | PCN 120/F/A/X/T | |
| R | 24 | PCN 120/F/A/X/T | |
| S | 24 | PCN 120/F/A/X/T | |
| T | 45 | PCN 120/F/A/X/T | |
| W | 32 | PCN 90/F/A/W/T | |

CHANGE: Updated chart



- LEGEND
- (*) STOP BAR
 - (**) NO ENTRY BAR
 - (***) IHP
 - ⊖ NO ENTRY SIGN
 - ⬛ Yellow flashing RGL
 - ★ RTIL

| | |
|---------------------------|-------------------|
| ATC SERVICES | |
| TWR | 120.200 (118.255) |
| GND | 121.705*(118.255) |
| *HR 0600-2200 (0500-2100) | |
| ATIS | 128.655 |



VAR 3° E - 2020.0

Annual rate of change 7'E

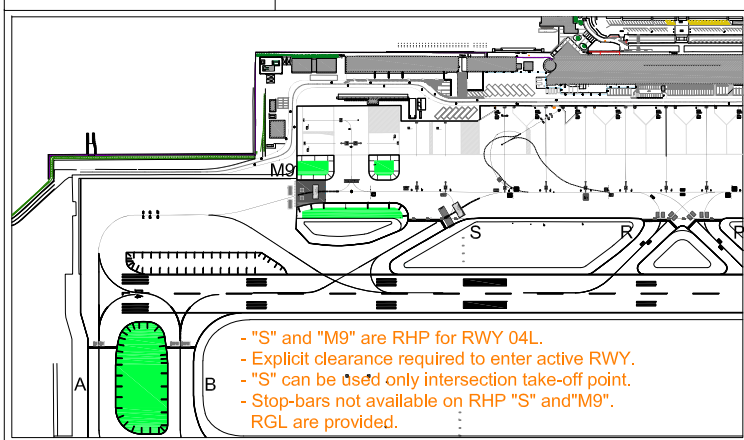
| | |
|------------|---|
| AD ELEV | 7 |
| APRON ELEV | 7 |

VENEZIA/TESSERA

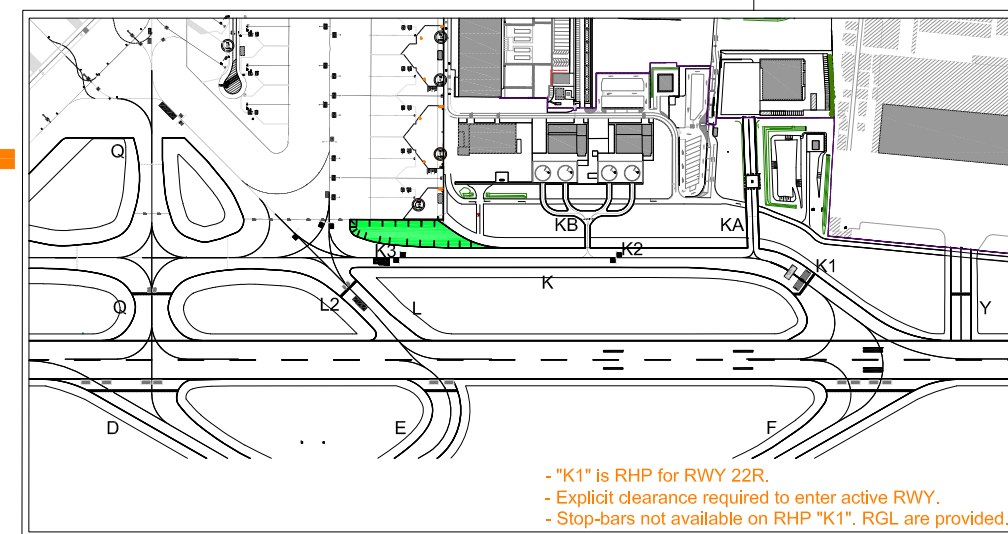
L I P Z 45°30'19" N 012°21'07" E

After vacating RWY 04L/22R pilots are requested to accelerate taxi until reaching IHP M1 or U1 (for RWY 04L) and IHP M3 (for RWY 22R)

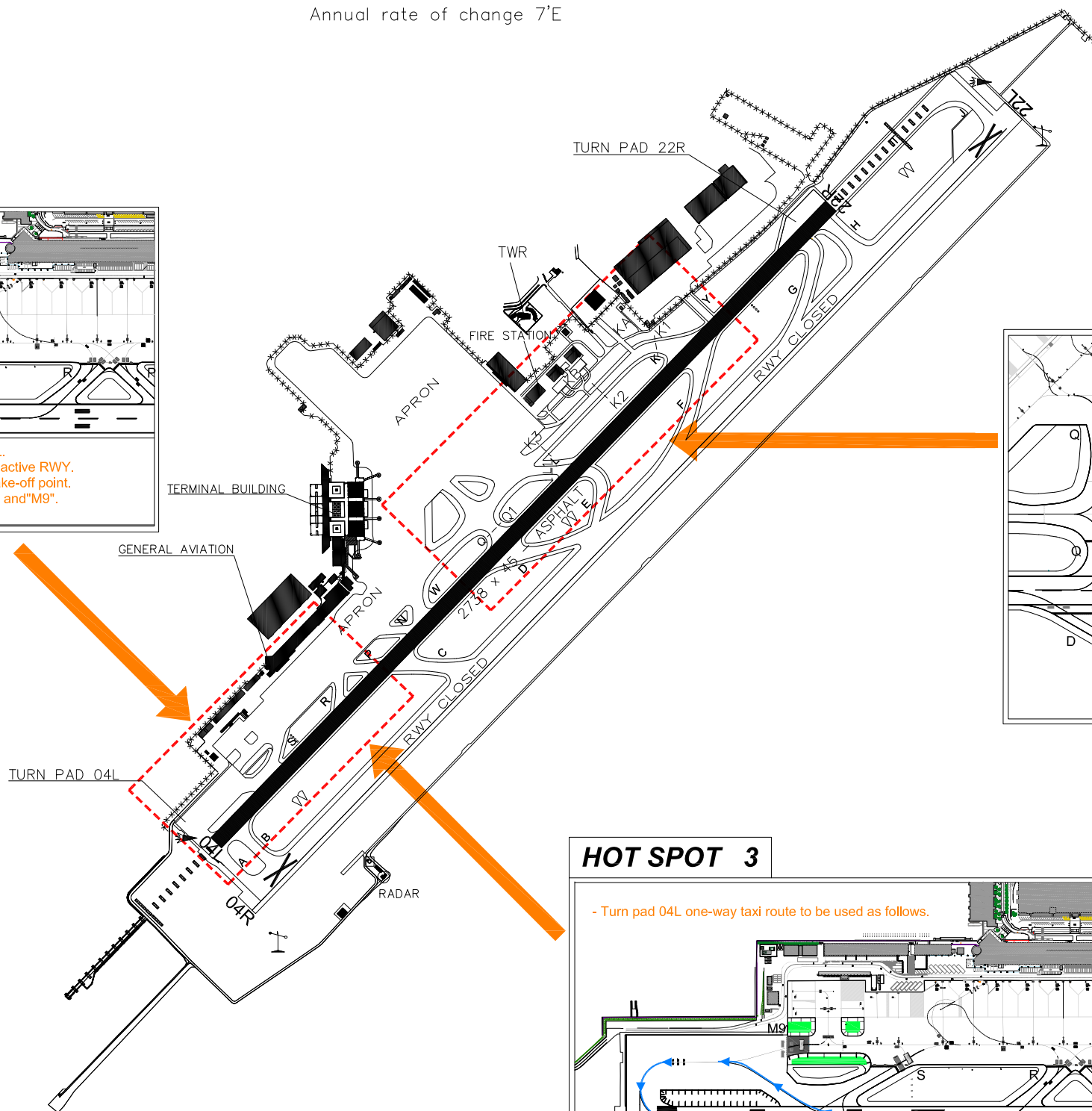
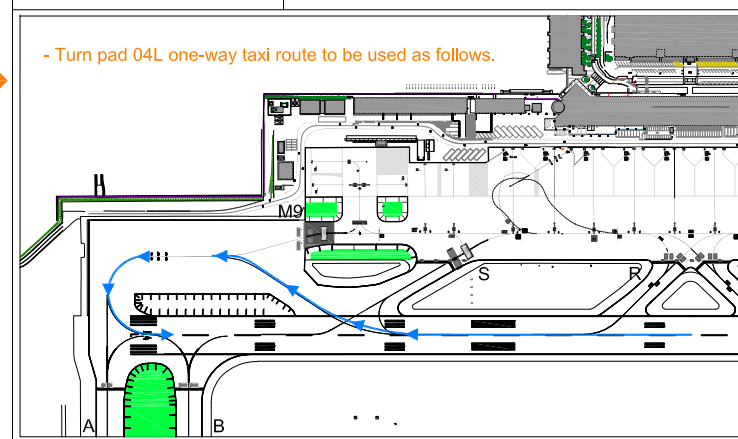
HOT SPOT 1



HOT SPOT 2



HOT SPOT 3



CHANGE: Updated chart

RHP= Runway Holding Position

X = RWY closed marker

| |
|---------------------------|
| ATC SERVICES |
| TWR 120.200 (118.255) |
| GND 121.705*(118.255) |
| *HR 0600-2200 (0500-2100) |
| ATIS 128.655 |

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

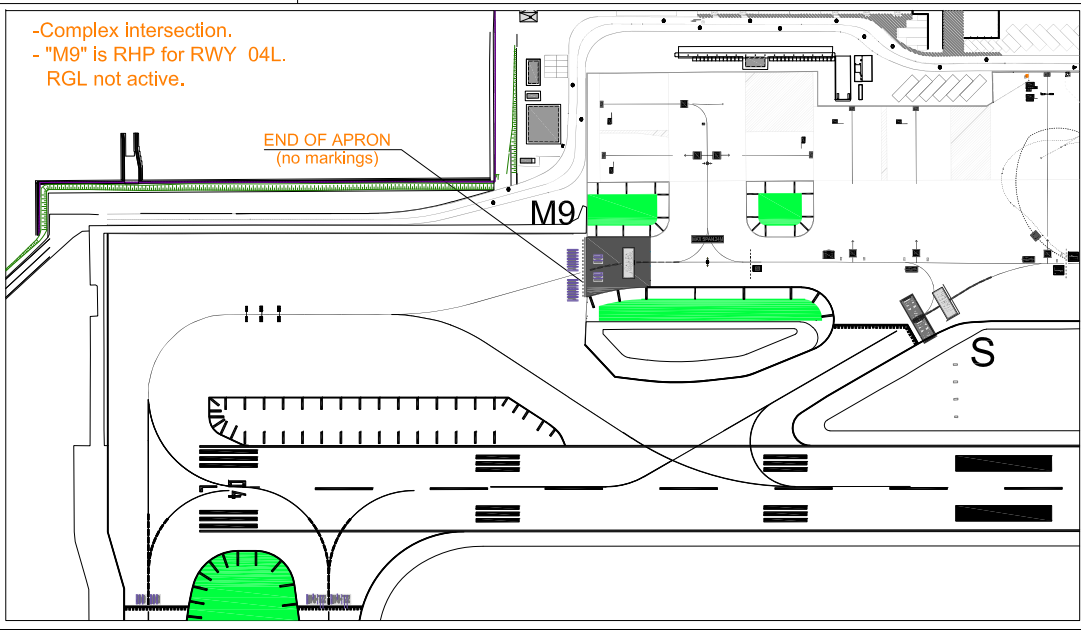
- RWY 04L/22R used as taxi route when 04R/22L is in use.

VAR 3° E - 2020.0

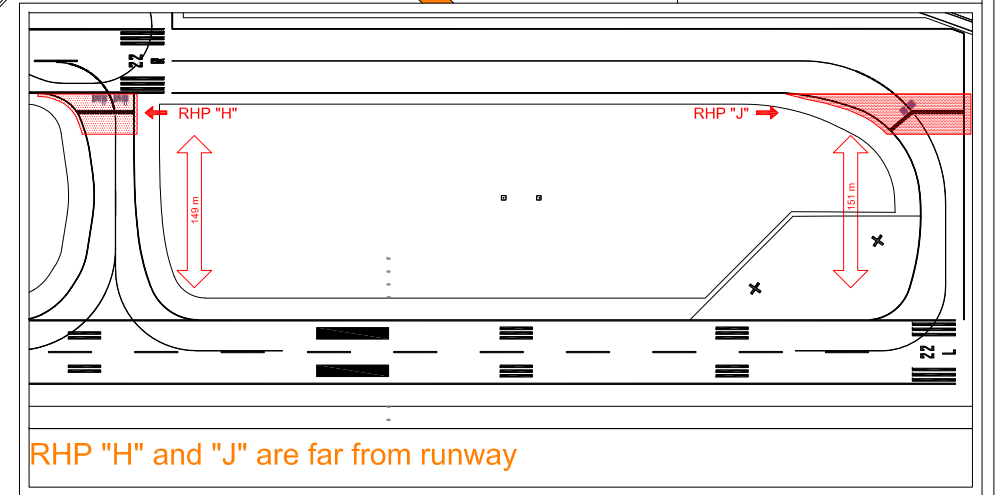
Annual rate of change 7'E

HOT SPOT 1

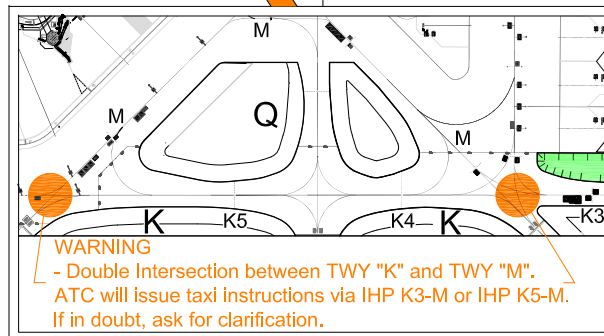
- Complex intersection.
- "M9" is RHP for RWY 04L.
- RGL not active.



HOT SPOT 3

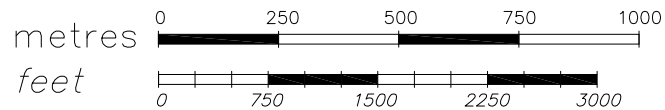


HOT SPOT 2



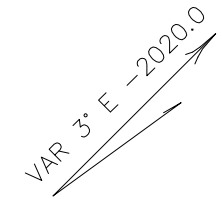
- WARNING**
- Double Intersection between TWY "K" and TWY "M".
 - ATC will issue taxi instructions via IHP K3-M or IHP K5-M.
 - If in doubt, ask for clarification.

CHANGE: Updated chart

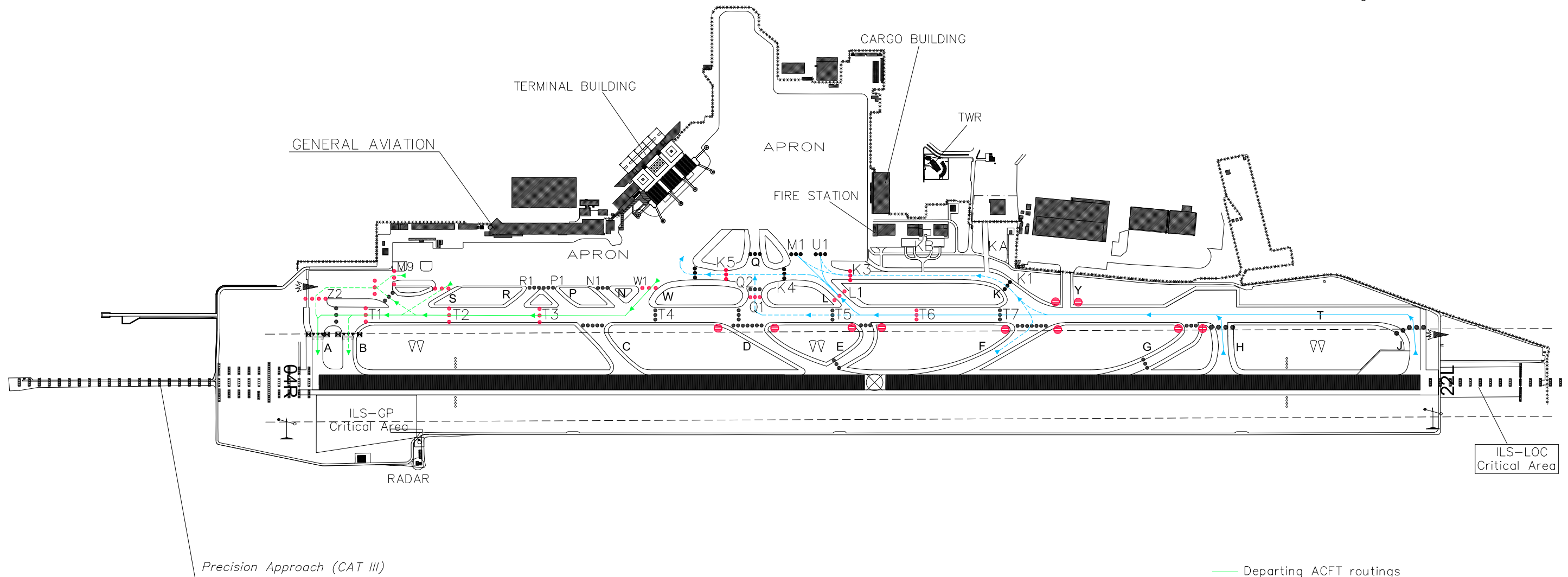


| ATC SERVICES | |
|--------------|-----------------------|
| TWR | 120.200 (118.255) |
| GND | 121.705*(118.255) |
| *HR | 0600-2200 (0500-2100) |
| ATIS | 128.655 |

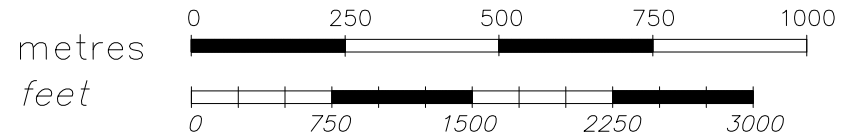
| | | | |
|------------|-----------------|-------------|-------------|
| AD ELEV | VENEZIA/TESSERA | | |
| 7 | | | |
| APRON ELEV | L I P Z | 45°30'19" N | 12°21'07" E |
| 7 | | | |



CHANGE: Updated chart



- Departing ACFT routings
- Landing ACFT routings
- - - Departing ACFT alternate routing (ATC discretion)
- - - Landing ACFT alternate routing (ATC discretion)
- - - CAT.II-III Sensitive Area
- Stopbar
- No Entry Bar
- ▬▬▬ Holding point and annexed stopbar CAT. I-II-III
- ⊠ Yellow flashing RGL
- ⊘ No Entry sign



| ATC SERVICES | |
|---------------------------|-------------------|
| TWR | 120.200 (118.255) |
| GND | 121.705*(118.255) |
| *HR 0600-2200 (0500-2100) | |
| ATIS | 128.655 |

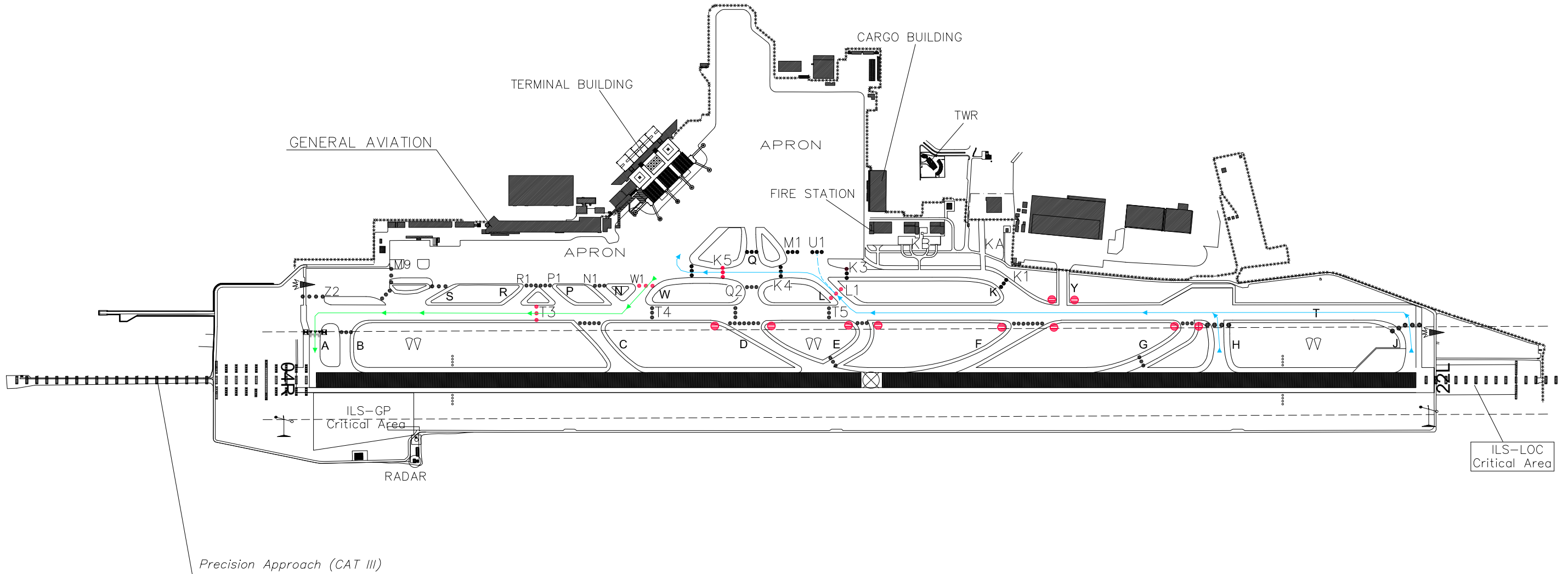
| | | | |
|------------|---|-------------|-------------|
| AD ELEV | 7 | | |
| APRON ELEV | 7 | | |
| L I P Z | | 45°30'19" N | 12°21'07" E |

VENEZIA/TESSERA

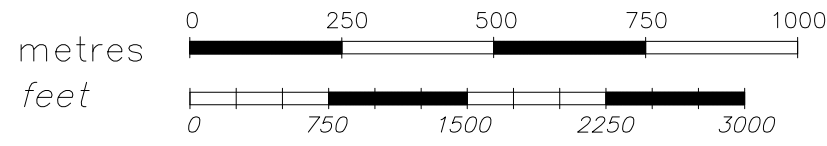
VAR 3° E -2020.0

Annual rate of change 7'E

CHANGE: Updated chart

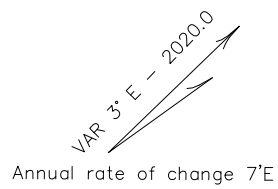


- Departing ACFT routings
- Landing ACFT routings
- Landing ACFT alternate routing (ATC discretion)
- CAT.II-III Sensitive Area
- Stopbar
- No Entry Bar
- ▬▬▬ Holding point and annexed stopbar CAT. I-II-III
- ⊠ Yellow flashing RGL
- ⊘ No Entry sign



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

TWR 120.200
 (118.255)
 GND 121.705*
 (118.255)
 *HR 0600-2200
 (0500-2100)
 ATIS 128.655



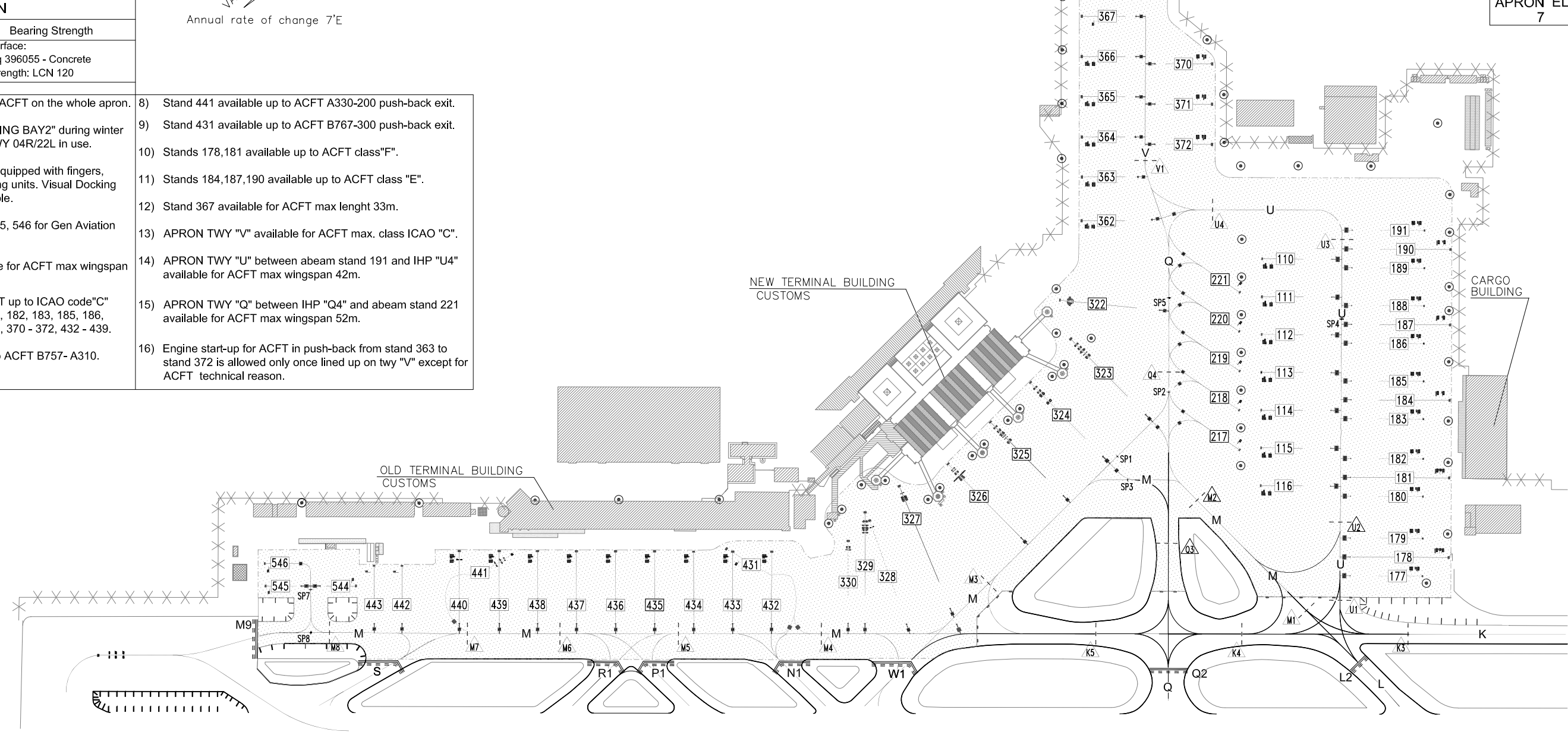
VENEZIA/TESSERA
 L I P Z 45°30'19" N 012°21'07" E
 AD ELEV 7
 APRON ELEV 7

APRON
 Lighting Bearing Strength
 Edge: Blue Surface: mq 396055 - Concrete
 Strength: LCN 120

- REMARKS
- 1) Apply minimum thrust for ACFT on the whole apron.
 - 2) IHP "M7" used as "DE-ICING BAY2" during winter operations only when RWY 04R/22L in use.
 - 3) Stands from 322 to 330 equipped with fingers, 400Hz and air-conditioning units. Visual Docking Guidance System available.
 - 4) Stands 442, 443, 544, 545, 546 for Gen Aviation flight.
 - 5) Stands 442, 443 available for ACFT max wingspan 30.4m.
 - 6) Stands available for ACFT up to ICAO code "C" 110 - 116, 177, 179, 180, 182, 183, 185, 186, 188, 189, 191, 362 - 366, 370 - 372, 432 - 439.
 - 7) Stand 440 available up to ACFT B757- A310.

- 8) Stand 441 available up to ACFT A330-200 push-back exit.
- 9) Stand 431 available up to ACFT B767-300 push-back exit.
- 10) Stands 178,181 available up to ACFT class "F".
- 11) Stands 184,187,190 available up to ACFT class "E".
- 12) Stand 367 available for ACFT max length 33m.
- 13) APRON TWY "V" available for ACFT max. class ICAO "C".
- 14) APRON TWY "U" between abeam stand 191 and IHP "U4" available for ACFT max wingspan 42m.
- 15) APRON TWY "Q" between IHP "Q4" and abeam stand 221 available for ACFT max wingspan 52m.
- 16) Engine start-up for ACFT in push-back from stand 363 to stand 372 is allowed only once lined up on twy "V" except for ACFT technical reason.

CHANGE: Updated chart



| STANDS | POINTS ON PARKING AREA | | STANDS | POINTS ON PARKING AREA | | STANDS | POINTS ON PARKING AREA | | STANDS | POINTS ON PARKING AREA | | STANDS | POINTS ON PARKING AREA | |
|--------|------------------------|---------------------|--------|------------------------|---------------------|--------|------------------------|---------------|--------|------------------------|---------------|-------------------------------------|---------------------------------------|---------------------------------------|
| | N | E | | N | E | | N | E | | N | E | | N | E |
| 110 | STOP1 45°30'29,86" | STOP1 012°20'33,70" | 182 | STOP1 45°30'28,71" | STOP1 012°20'47,01" | 323 | 45°30'22,07" | 012°20'30,50" | 431 | 45°30'06,92" | 012°20'26,38" | START POINTS ON TWY "U","Q","M","V" | POINTS DETAILS | |
| 111 | STOP2 45°30'29,68" | STOP2 012°20'33,46" | 183 | STOP2 45°30'28,90" | STOP2 012°20'47,25" | 324 | 45°30'19,77" | 012°20'30,56" | 432 | 45°30'07,73" | 012°20'27,67" | | SP1 | STAND 323 FOR ACFT CODE "D" OR HIGHER |
| 112 | STOP1 45°30'28,88" | STOP1 012°20'35,23" | 184 | STOP1 45°30'29,75" | STOP1 012°20'45,39" | 325 | 45°30'17,60" | 012°20'30,70" | 433 | 45°30'07,85" | 012°20'27,44" | | SP2 | STAND 324 FOR ACFT CODE "C" OR LOWER |
| 113 | STOP2 45°30'28,69" | STOP2 012°20'34,98" | 185 | STOP2 45°30'29,94" | STOP2 012°20'45,64" | 326 | 45°30'15,30" | 012°20'30,85" | 434 | 45°30'06,59" | 012°20'26,22" | | SP3 | STAND 217 FOR ACFT CODE "C" OR LOWER |
| 114 | STOP1 45°30'27,89" | STOP1 012°20'36,76" | 186 | STOP1 45°30'30,96" | STOP1 012°20'45,55" | 327 | 45°30'13,15" | 012°20'29,92" | 435 | 45°30'06,72" | 012°20'26,01" | | SP4 | STAND 323 FOR ACFT CODE "C" OR LOWER |
| 115 | STOP2 45°30'27,70" | STOP2 012°20'36,52" | 187 | STOP2 45°30'31,12" | STOP2 012°20'45,77" | 328 | 45°30'11,46" | 012°20'29,95" | 436 | 45°30'05,47" | 012°20'24,78" | | SP5 | STAND 324 FOR ACFT CODE "D" OR HIGHER |
| 116 | STOP1 45°30'26,91" | STOP1 012°20'38,30" | 188 | STOP1 45°30'30,76" | STOP1 012°20'43,85" | 329 | 45°30'11,32" | 012°20'29,62" | 437 | 45°30'05,61" | 012°20'24,56" | | SP7 | STAND 190 FOR ACFT CODE "D" OR HIGHER |
| 117 | STOP2 45°30'26,72" | STOP2 012°20'38,06" | 189 | STOP2 45°30'30,92" | STOP2 012°20'44,10" | 330 | 45°30'10,24" | 012°20'29,93" | 438 | 45°30'04,35" | 012°20'23,34" | | SP8 | STAND 322 FOR ACFT CODE "D" OR LOWER |
| 118 | STOP1 45°30'25,93" | STOP1 012°20'39,84" | 190 | STOP1 45°30'31,72" | STOP1 012°20'42,33" | 362 | 45°30'25,74" | 012°20'25,58" | 439 | 45°30'04,49" | 012°20'23,12" | | IHP U2 | STAND 324 FOR ACFT CODE "D" OR HIGHER |
| 119 | STOP2 45°30'25,73" | STOP2 012°20'39,59" | 191 | STOP2 45°30'31,91" | STOP2 012°20'42,58" | 363 | 45°30'25,55" | 012°20'25,34" | 440 | 45°30'03,22" | 012°20'21,91" | | IHP U3 | STAND 323 FOR ACFT CODE "C" OR LOWER |
| 120 | STOP1 45°30'24,94" | STOP1 012°20'41,37" | 192 | STOP1 45°30'32,91" | STOP1 012°20'42,48" | 364 | 45°30'26,87" | 012°20'23,79" | 441 | 45°30'03,36" | 012°20'21,69" | | IHP V1 | STAND 322 FOR ACFT CODE "D" OR LOWER |
| 121 | STOP2 45°30'24,75" | STOP2 012°20'41,13" | 193 | STOP2 45°30'33,08" | STOP2 012°20'42,70" | 365 | 45°30'26,88" | 012°20'23,56" | 442 | 45°30'02,11" | 012°20'20,46" | | | STAND 544 FOR GEN. AVIATION ACFT |
| 122 | STOP1 45°30'23,95" | STOP1 012°20'42,90" | 194 | STOP1 45°30'32,70" | STOP1 012°20'40,80" | 366 | 45°30'26,68" | 012°20'23,56" | 443 | 45°30'02,24" | 012°20'20,26" | | | STAND 545 FOR GEN. AVIATION ACFT |
| 123 | STOP2 45°30'23,76" | STOP2 012°20'42,66" | 195 | STOP2 45°30'32,89" | STOP2 012°20'41,05" | 367 | 45°30'27,92" | 012°20'22,18" | 444 | 45°30'00,98" | 012°20'19,04" | | | STAND 546 FOR GEN. AVIATION ACFT |
| 124 | STOP1 45°30'22,97" | STOP1 012°20'41,47" | 196 | STOP1 45°30'32,89" | STOP1 012°20'41,05" | 368 | 45°30'27,92" | 012°20'22,18" | 445 | 45°30'00,11" | 012°20'18,84" | | | STAND 442,443 FOR GEN. AVIATION ACFT |
| 125 | STOP2 45°30'22,78" | STOP2 012°20'41,23" | 197 | STOP2 45°30'33,68" | STOP2 012°20'39,26" | 369 | 45°30'27,72" | 012°20'21,92" | 446 | 45°29'59,89" | 012°20'17,62" | | | STAND 177 FOR ACFT CODE "C" OR LOWER |
| 126 | STOP1 45°30'21,99" | STOP1 012°20'40,49" | 198 | STOP1 45°30'33,87" | STOP1 012°20'39,52" | 370 | 45°30'28,95" | 012°20'20,52" | 447 | 45°29'58,74" | 012°20'16,16" | | STAND 178 FOR ACFT CODE "D" OR HIGHER | |
| 127 | STOP2 45°30'21,80" | STOP2 012°20'40,25" | 199 | STOP2 45°30'34,88" | STOP2 012°20'39,42" | 371 | 45°30'28,77" | 012°20'20,30" | 448 | 45°29'58,88" | 012°20'15,94" | | STAND 181 FOR ACFT CODE "C" OR LOWER | |
| 128 | STOP1 45°30'21,61" | STOP1 012°20'40,01" | 200 | STOP1 45°30'35,05" | STOP1 012°20'39,42" | 372 | 45°30'28,77" | 012°20'20,30" | 449 | 45°29'58,88" | 012°20'15,94" | | STAND 362 FOR ACFT CODE "C" OR LOWER | |
| 129 | STOP2 45°30'21,42" | STOP2 012°20'39,81" | 201 | STOP2 45°30'35,05" | STOP2 012°20'39,42" | | 45°30'29,98" | 012°20'19,11" | 450 | 45°29'58,88" | 012°20'15,94" | | STAND 363 FOR ACFT CODE "C" OR LOWER | |
| 130 | STOP1 45°30'21,23" | STOP1 012°20'39,61" | 202 | STOP1 45°30'34,67" | STOP1 012°20'37,74" | | 45°30'29,82" | 012°20'18,89" | 451 | 45°29'58,88" | 012°20'15,94" | | | |
| 131 | STOP2 45°30'21,04" | STOP2 012°20'39,41" | 203 | STOP2 45°30'34,85" | STOP2 012°20'37,98" | | 45°30'31,03" | 012°20'17,23" | 452 | 45°29'58,88" | 012°20'15,94" | | | |
| 132 | STOP1 45°30'20,85" | STOP1 012°20'39,21" | 204 | STOP2 45°30'34,85" | STOP2 012°20'37,98" | | 45°30'32,80" | 012°20'16,03" | 453 | 45°29'58,88" | 012°20'15,94" | | | |
| 133 | STOP2 45°30'20,66" | STOP2 012°20'39,01" | 205 | STOP1 45°30'34,85" | STOP1 012°20'37,98" | | 45°30'33,00" | 012°20'14,83" | 454 | 45°29'58,88" | 012°20'15,94" | | | |
| 134 | STOP1 45°30'20,47" | STOP1 012°20'38,81" | 206 | STOP2 45°30'34,85" | STOP2 012°20'37,98" | | 45°30'33,00" | 012°20'13,63" | 455 | 45°29'58,88" | 012°20'15,94" | | | |
| 135 | STOP2 45°30'20,28" | STOP2 012°20'38,61" | 207 | STOP1 45°30'34,85" | STOP1 012°20'37,98" | | 45°30'33,00" | 012°20'12,43" | 456 | 45°29'58,88" | 012°20'15,94" | | | |
| 136 | STOP1 45°30'20,09" | STOP1 012°20'38,41" | 208 | STOP2 45°30'34,85" | STOP2 012°20'37,98" | | 45°30'33,00" | 012°20'11,23" | 457 | 45°29'58,88" | 012°20'15,94" | | | |
| 137 | STOP2 45°30'19,90" | STOP2 012°20'38,21" | 209 | STOP1 45°30'34,85" | STOP1 012°20'37,98" | | 45°30'33,00" | 012°20'10,03" | 458 | 45°29'58,88" | 012°20'15,94" | | | |
| 138 | STOP1 45°30'19,71" | STOP1 012°20'38,01" | 210 | STOP2 45°30'34,85" | STOP2 012°20'37,98" | | 45°30'33,00" | 012°20'08,83" | 459 | 45°29'58,88" | 012°20'15,94" | | | |
| 139 | STOP2 45°30'19,52" | STOP2 012°20'37,81" | 211 | STOP1 45°30'34,85" | STOP1 012°20'37,98" | | 45°30'33,00" | 012°20'07,63" | 460 | 45°29'58,88" | 012°20'15,94" | | | |
| 140 | STOP1 45°30'19,33" | STOP1 012°20'37,61" | 212 | STOP2 45°30'34,85" | STOP2 012°20'37,98" | | 45°30'33,00" | 012°20'06,43" | 461 | 45°29'58,88" | 012°20'15,94" | | | |
| 141 | STOP2 45°30'19,14" | STOP2 012°20'37,41" | 213 | STOP1 45°30'34,85" | STOP1 012°20'37,98" | | 45°30'33,00" | 012°20'05,23" | 462 | 45°29'58,88" | 012°20'15,94" | | | |
| 142 | STOP1 45°30'18,95" | STOP1 012°20'37,21" | 214 | STOP2 45°30'34,85" | STOP2 012°20'37,98" | | 45°30'33,00" | 012°20'04,03" | 463 | 45°29'58,88" | 012°20'15,94" | | | |
| 143 | STOP2 45°30'18,76" | STOP2 012°20'37,01" | 215 | STOP1 45°30'34,85" | STOP1 012°20'37,98" | | 45°30'33,00" | 012°20'02,83" | 464 | 45°29'58,88" | 012°20'15,94" | | | |
| 144 | STOP1 45°30'18,57" | STOP1 012°20'36,81" | 216 | STOP2 45°30'34,85" | STOP2 012°20'37,98" | | 45°30'33,00" | 012°20'01,63" | 465 | 45°29'58,88" | 012°20'15,94" | | | |
| 145 | STOP2 45°30'18,38" | STOP2 012°20'36,61" | 217 | STOP1 45°30'34,85" | STOP1 012°20'37,98" | | 45°30'33,00" | 012°20'00,43" | 466 | 45°29'58,88" | 012°20'15,94" | | | |
| 146 | STOP1 45°30'18,19" | STOP1 012°20'36,41" | 218 | STOP2 45°30'34,85" | STOP2 012°20'37,98" | | 45°30'33,00" | 012°20'00,23" | 467 | 45°29'58,88" | 012°20'15,94" | | | |
| 147 | STOP2 45°30'18,00" | STOP2 012°20'36,21" | 219 | STOP1 45°30'34,85" | STOP1 012°20'37,98" | | 45°30'33,00" | 012°20'00,03" | 468 | 45°29'58,88" | 012°20'15,94" | | | |
| 148 | STOP1 45°30'17,81" | STOP1 012°20'36,01" | 220 | STOP2 45°30'34,85" | STOP2 012°20'37,98" | | 45°30'33,00" | 012°20'00,03" | 469 | 45°29'58,88" | 012°20'15,94" | | | |
| 149 | STOP2 45°30'17,62" | STOP2 012°20'35,81" | 221 | STOP1 45°30'34,85" | STOP1 012°20'37,98" | | 45°30'33,00" | 012°20'00,03" | 470 | 45°29'58,88" | 012°20'15,94" | | | |
| 150 | STOP1 45°30'17,43" | STOP1 012°20'35,61" | 222 | STOP2 45°30'34,85" | STOP2 012°20'37,98" | | 45°30'33,00" | 012°20'00,03" | 471 | 45°29'58,88" | 012°20'15,94" | | | |
| 151 | STOP2 45°30'17,24" | STOP2 012°20'35,41" | 223 | STOP1 45°30'34,85" | STOP1 012°20'37,98" | | 45°30'33,00" | 012°20'00,03" | 472 | 45°29'58,88" | 012°20'15,94" | | | |
| 152 | STOP1 45°30'17,05" | STOP1 012°20'35,21" | 224 | STOP2 45°30'34,85" | STOP2 012°20'37,98" | | 45°30'33,00" | 012°20'00,03" | 473 | 45°29'58,88" | 012°20'15,94" | | | |
| 153 | STOP2 45°30'16,86" | STOP2 012°20'35,01" | 225 | STOP1 45°30'34,85" | STOP1 012°20'37,98" | | 45°30'33,00" | 012°20'00,03" | 474 | 45°29'58,88" | 012°20'15,94" | | | |
| 154 | STOP1 45°30'16,67" | STOP1 012°20'34,81" | 226 | STOP2 45°30'34,85" | STOP2 012°20'37,98" | | 45°30'33,00" | 012°20'00,03" | 475 | 45°29'58,88" | 012°20'15,94" | | | |
| 155 | STOP2 45°30'16,48" | STOP2 012°20'34,61" | 227 | STOP1 45°30'34,85" | STOP1 012°20'37,98" | | 45°30'33,00" | 012°20'00,03" | 476 | 45°29'58,88" | 012°20'15,94" | | | |
| 156 | STOP1 45°30'16,29" | STOP1 012°20'34,41" | 228 | STOP2 45°30'34,85" | STOP2 012°20'37,98" | | 45°30'33,00" | 012°20'00,03" | 477 | 45°29'58,88" | 012°20'15,94" | | | |
| 157 | STOP2 45°30'16,10" | STOP2 012°20'34,21" | 229 | STOP1 45°30'34,85" | STOP1 012°20'37,98" | | 45°30'33,00" | 012°20'00,03" | 478 | 45°29'58,88" | 012°20'15,94" | | | |
| 158 | STOP1 45°30'15,91" | STOP1 012°20'34,01" | 230 | STOP2 45°30'34,85" | STOP2 012°20'37,98" | | 45°30'33,00" | 012°20'00,03" | 479 | 45°29'58,88" | 012°20'15,94" | | | |
| 159 | STOP2 45°30'15,72" | STOP2 012°20'33,81" | 231 | STOP1 45°30'34,85" | STOP1 012°20'37,98" | | 45°30'33,00" | 012°20'00,03" | 480 | 45°29'58,88" | 012°20'15,94" | | | |
| 160 | STOP1 45°30'15,53" | STOP1 012°20'33,61" | 232 | STOP2 45°30'34,85" | STOP2 012°20'37,98" | | 45°30'33,00" | 012°20'00,03" | 481 | 45°29'58,88" | 012°20'15,94" | | | |
| 161 | STOP2 45°30'15,34" | STOP2 012°20'33,41" | 233 | STOP1 45°30'34,85" | STOP1 | | | | | | | | | |

| | | | |
|-----------------|-----------------|--------------------------|---------------------------|
| AD ELEV 7 | VENEZIA/TESSERA | | TWR 120.200 (118.255) |
| APRON ELEV 7 | L I P Z | 45°30'19" N 012°21'07" E | GND 121.705* (118.255) |
| | | | *HR 0600-2200 (0500-2100) |
| | | | ATIS 128.655 |






REMARK:

During taxiing on the apron, shutdown or reduction to idle power of the external engines is required, even if preceded by follow-me car.

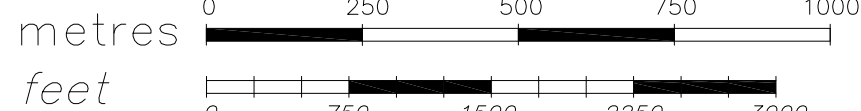
ARRIVALS

VAR 3° E -2020.0
 Annual rate of change 7'E

LEGEND

-  APRON
-  ARRIVALS – CONTACT STAND ACFT ROUTINGS
-  ARRIVALS – REMOTE STAND ACFT ROUTINGS
-  DEPARTURES – CONTACT STAND ACFT ROUTINGS
-  DEPARTURES – REMOTE STAND ACFT ROUTINGS

DEPARTURES

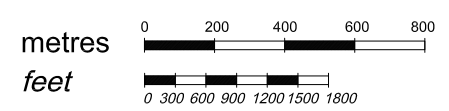


CHANGE: Updated chart

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

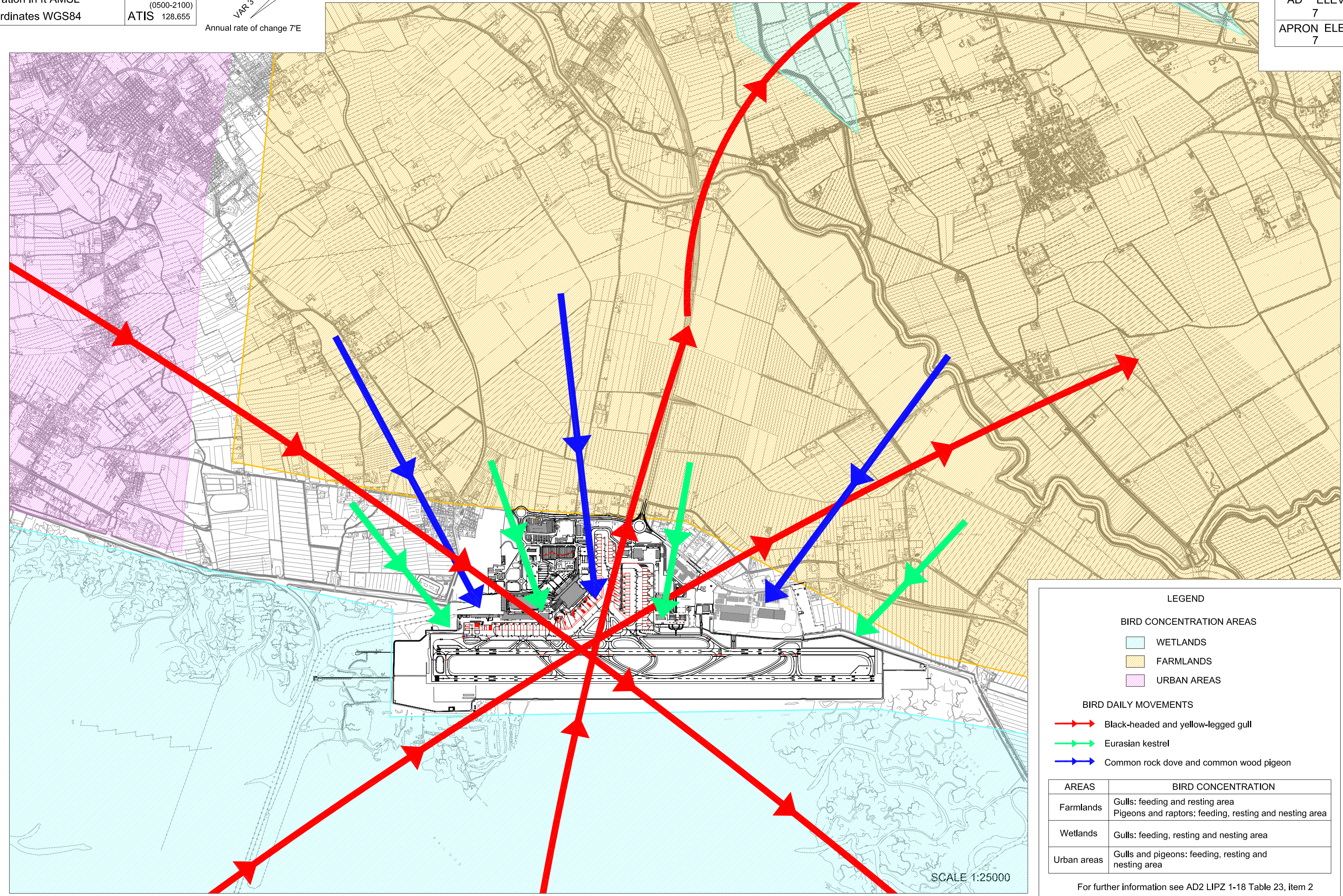
TWR 120.200
 (118.255)
 GND 121.705*
 (118.255)
 *HR 0600-2200
 (0500-2100)
 ATIS 128.655

VAR 3° E -2020.0
 Annual rate of change 7'E



| VENEZIA/TESSERA | |
|-----------------|--------------------------|
| LIPZ | 45°30'19" N 012°21'07" E |
| AD ELEV | 7 |
| APRON ELEV | 7 |

CHANGE: New chart



LEGEND

BIRD CONCENTRATION AREAS

- WETLANDS
- FARMLANDS
- URBAN AREAS

BIRD DAILY MOVEMENTS

- Black-headed and yellow-legged gull
- Eurasian kestrel
- Common rock dove and common wood pigeon

| AREAS | BIRD CONCENTRATION |
|-------------|---|
| Farmlands | Gulls: feeding and resting area Pigeons and raptors: feeding, resting and nesting area |
| Wetlands | Gulls: feeding, resting and nesting area |
| Urban areas | Gulls and pigeons: feeding, resting and nesting area |

For further information see AD2 LIPZ 1-18 Table 23, item 2

SCALE 1:25000