JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

General Information

Location: VERONA ITA
ICAO/IATA: LIPX / VRN
Lat/Long: N45° 23.8', E010° 53.3'
Elevation: 240 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 2.0° E

Fuel Types: Jet A-1
Oxygen Types: High Pressure
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 0552 Z
Sunset: 1608 Z

Runway Information

Runway: 04
Length x Width: 10066 ft x 148 ft
Surface Type: bitu
TDZ-Elev: 228 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 190 ft

Runway: 22
Length x Width: 10066 ft x 148 ft
Surface Type: bitu
TDZ-Elev: 238 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 1348 ft

Communication Information

ATIS: 124.125
Villafranca Tower: 118.650
Villafranca Ground: 121.750
Villa Apron Ramp/Taxi: 131.500
Verona Approach: 135.900
Verona Approach: 118.550

Verona Approach: 124.250
Verona Radar: 118.550
Verona Radar: 135.900
Verona Radar: 124.250

1. GENERAL

1.1. ATIS

ATIS 124.125

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. REVERSE THRUST

The use of the reverse thrust at power higher than idle is allowed only in the event of proven safety/operational reasons.

1.2.2. RUN-UPS

All engine run-ups must be coordinated with and supervised by Aerodrome operator airside safety unit

Email address: operationsoffice@aeroportoverona.it

Phone +39 045 8095618

Only idle engine run-ups are allowed at parking stands if previously coordinated with Aerodrome operator airside safety unit.

Engine run-ups exceeding idle (partial or full power) are to be coordinated at least 6hrs in advance with Aerodrome operator airside safety unit.

Between 2400-0600LT engine run-ups exceeding idle power are forbidden, except for ACFT to be immediately employed and for ACFT type EMBRAER 195.

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. GENERAL

LVP will be in force when:

- RVR is equal to or less than 550m;
- ceiling is below 200' according to the meteorological local report;
- the deterioration of weather conditions recommends so.

Landing with RVR less than 75m is not allowed. Pilots will be informed by RTF when LVP are in force. In case of poor visibility conditions a reduced APT capacity is expected due to restrictions applied on ground movements.

In the presence of meteorological or operational conditions, even with clouds and/or RVR values above the disciplined values, Villafranca TWR may activate LVP if:

- a pilot report indicates a bad weather condition;
- there is an explicit pilot request to activate LVP or to perform a CAT II/III approach with marginal values of RVR/cloud base (except the approaches required for training).

RWY 04 is approved for CAT II, CAT III A/B approach operations. RWY 22 is approved for LVTO operations.

Departures RWY 04 are not allowed with RVR less than 550m or whenever meteorological conditions are such that all or part of the maneuvering area cannot be visually monitored from the TWR.

CAT II/III Operations for Training

Practice CAT II/III approaches and landings with RVR/cloud base values higher than those for LVP activation will be subject to traffic conditions in place or foreseen.

In order to guarantee ILS signal protection pilots shall request in advance to ATC the permission containing also the explicit indication that the request has training purposes.

1. GENERAL

1.3.2. GROUND MOVEMENT

Whenever meteorological conditions are such that all or part of the maneuvering area cannot be visually monitored from the TWR, ground movements shall be reduced at one ACFT at a time.

RWY 04:

Landing ACFT directed to main apron shall vacate the RWY via TWY K and will proceed behind the Follow-me car to the assigned stand.

Landing ACFT directed to MIL remote stand will proceed behind the Follow-me car via apron TWY P to RWY holding position P and after ATC clearance will enter the RWY via TWY Y, vacate the RWY via TWY C and cross TWY T to MIL apron.

RWY 22:

Departing ACFT shall enter RWY 22 from main civil apron via TWY K.

Departing ACFT from MIL remote stand will cross TWY T continue taxiing on TWY C till RWY holding position C and after ATC clearance will enter the RWY, vacate via TWY W and proceed behind the Follow-me car on apron TWY P to RWY holding position K on TWY K.

Aborted Take-off:

In case of aborted take-off, ACFT will maintain own position on the RWY and will wait for Follow-me car and towing equipment.

Mandatory Reports:

In reduced visibility conditions all pilots shall report to Villafranca TWR:

- arriving ACFT/aborted take-off, from TWY K to the stand;
- when ILS sensitive area has been vacated as identified by the end of the green/yellow colour coded TWY centerline lights;
- reaching the stand.

1.4. RWY OPERATIONS

RWY 04 will be used as preferential RWY.

1.5. TAXI PROCEDURES

TWY T is available for operations of ACFT up to ICAO code C with Outer Main Gear Wheel Span (OMGWS) up to 19'/6m but not including 29'/9m.

TWY W usable for both directions (exit/entrance RWY/apron).

TWY Y is available as entry from apron to RWY only.

Follow-me car mandatory for code E ACFT and above.

Follow-me car is mandatory on main apron with RVR equal or less than 550m.

Follow-me car is mandatory on aprons until TWY T.

During taxiing on apron TWY P, code F ACFT must keep external engine on idle power.

Manage ACFT at minimum thrust on TWYs J, M and R to avoid jet blast hazards.

TWY J restricted to ACFT with max wingspan of 213'/65m.

TWY M restricted to ACFT with max wingspan of 118'/36m.

TWY R restricted to ACFT with max wingspan of 171'/52m.

2. ARRIVAL

2.1. NOISE ABATEMENT

2.1.1. REVERSE THRUST

It is compulsory for all landing ACFT the use of reverse not exceeding minimum limits indicated in the ACFT flight manual, except for safety reasons. Power back is not allowed on apron.

2.2. CAT II/III OPERATIONS

RWY 04 approved for CAT II/III operations, special aircrew and ACFT certification required.

2.3. TAXI PROCEDURES

2.3.1. TAXI ROUTING ICAO CODE D AND E ACFT ARRIVING RWY 04

Code E ACFT: Use of Follow-me car is mandatory.

Arriving ACFT directed to MIL remote stand will vacate the RWY via TWY K to reach RWY holding position P and, after ATC clearance, will enter RWY 22 via TWY W, continue taxi on the RWY and vacate on TWY C to MIL remote stand.

2.3.2. COMMUNICATION FAILURE

Every time an ACFT operating on the maneuvering area experiences a radio failure, it shall vacate the RWY and the sensitive area on TWY K and wait for the Follow-me car.

2.4. PARKING INFORMATION

Marshalling assistance mandatory for all stand entries.

ACFT stands can be reached via apron TWY P, J, M, R (ACFT stands from 11 to 14 and from 21 to 23 via R; ACFT stands from 31 to 37 via P; from 41 to 47 via M; from 51 to 57 and 48 via J).

2.5. COMMUNICATION FAILURE

Try to establish contact on alternative frequencies:

APP:	135.900	124.250	118.550
Emergency:	121.500		
TWR:	118.650	121.750	

If still unable to establish contact:

- Squawk A7600;
- Approach clearance already received: continue approach accordingly.
- Approach clearance not received:

RNAV-equipped ACFT

Maintain assigned level and proceed along assigned or expected STAR if not assigned, until ABLID, BOLVO or RIVEV then descend to MIM holding altitude and start approach for landing.

Non-RNAV-equipped ACFT

Maintain assigned level and proceed according current FPL to PEVIK, then descend and approach for landing.

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

3. DEPARTURE

3.1. GENERAL

Pilot of departing ACFT shall request to Villafranca TWR the permission to move from the parking position when ready to taxi behind Follow-me car.

ACFT READY status means:

- ACFT doors and holds are closed;
- ACFT safe area clear from vehicles, equipment, obstacles and ground personnel;
- ACFT fully ready for taxiing;
- Compulsory documentation provided to handler;
- Push-back tractor connected (nose-in-stand).

3.2. PUSH-BACK AND TAXI PROCEDURES

3.2.1. TAXI ROUTING ICAO CODE D AND E ACFT DEPARTING RWY 22

Code E ACFT: Use of Follow-me car is mandatory.

- Departing ACFT from MIL remote stand, upon ATC clearance, will enter RWY 04 via TWY C, continue taxiing on the RWY and vacate via TWY W to reach RWY holding position K.

3.2.2. COMMUNICATION FAILURE

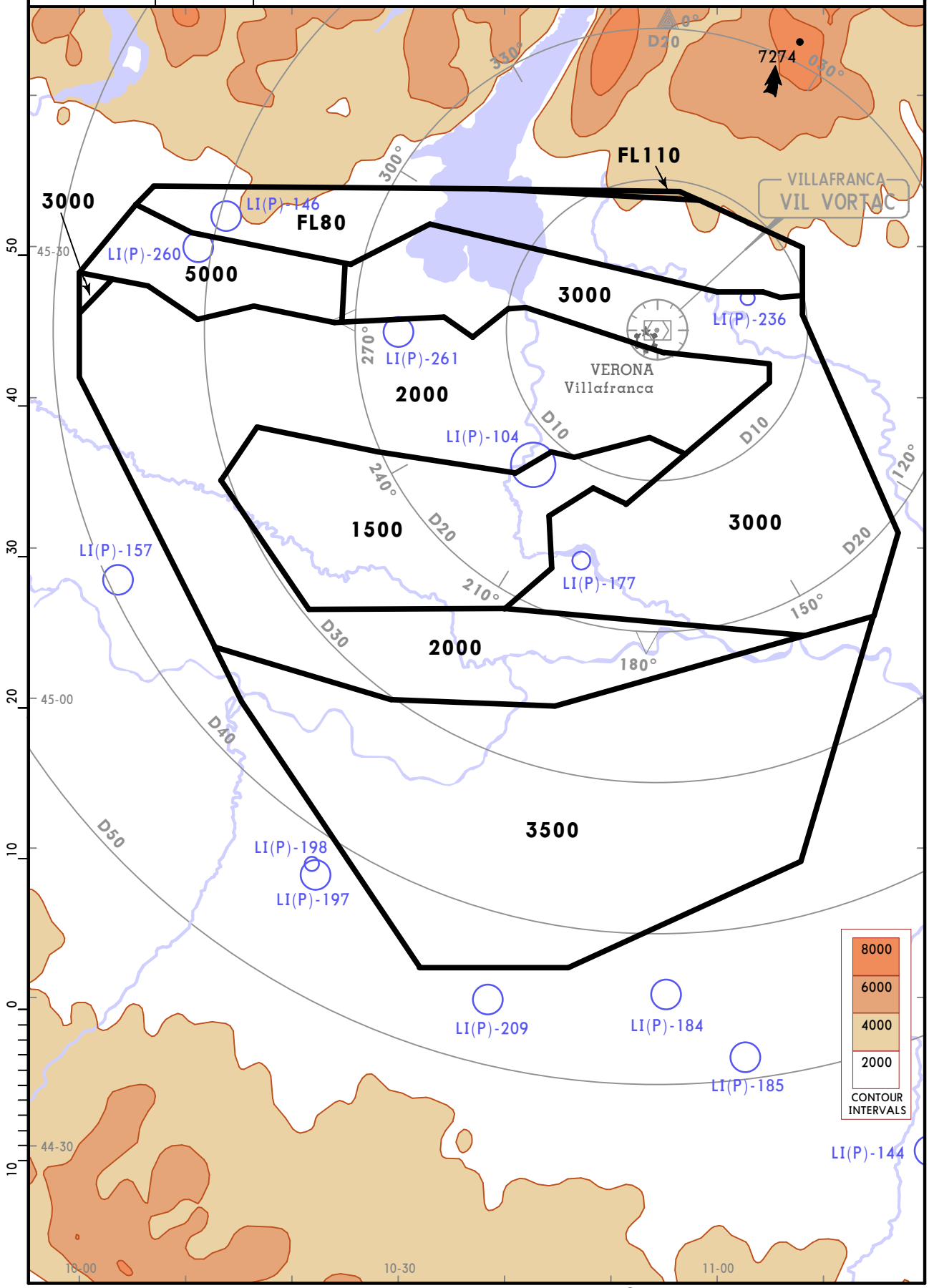
Every time an ACFT operating on the maneuvering area experiences a radio failure, it shall continue taxiing along assigned route, paying attention to avoid every deviation, until reaching its corresponding clearance limit position, where it shall wait for the Follow-me car.

3.2.3. PUSH-BACK

Push-back Stands:

The maneuver ends on Intermediate holding position M1/M2, Intermediate holding position J1 or Intermediate holding position R1. Before starting operations, pilots must request approval to Villafranca TWR. The maneuver is performed under pilot and handling operators responsibility.

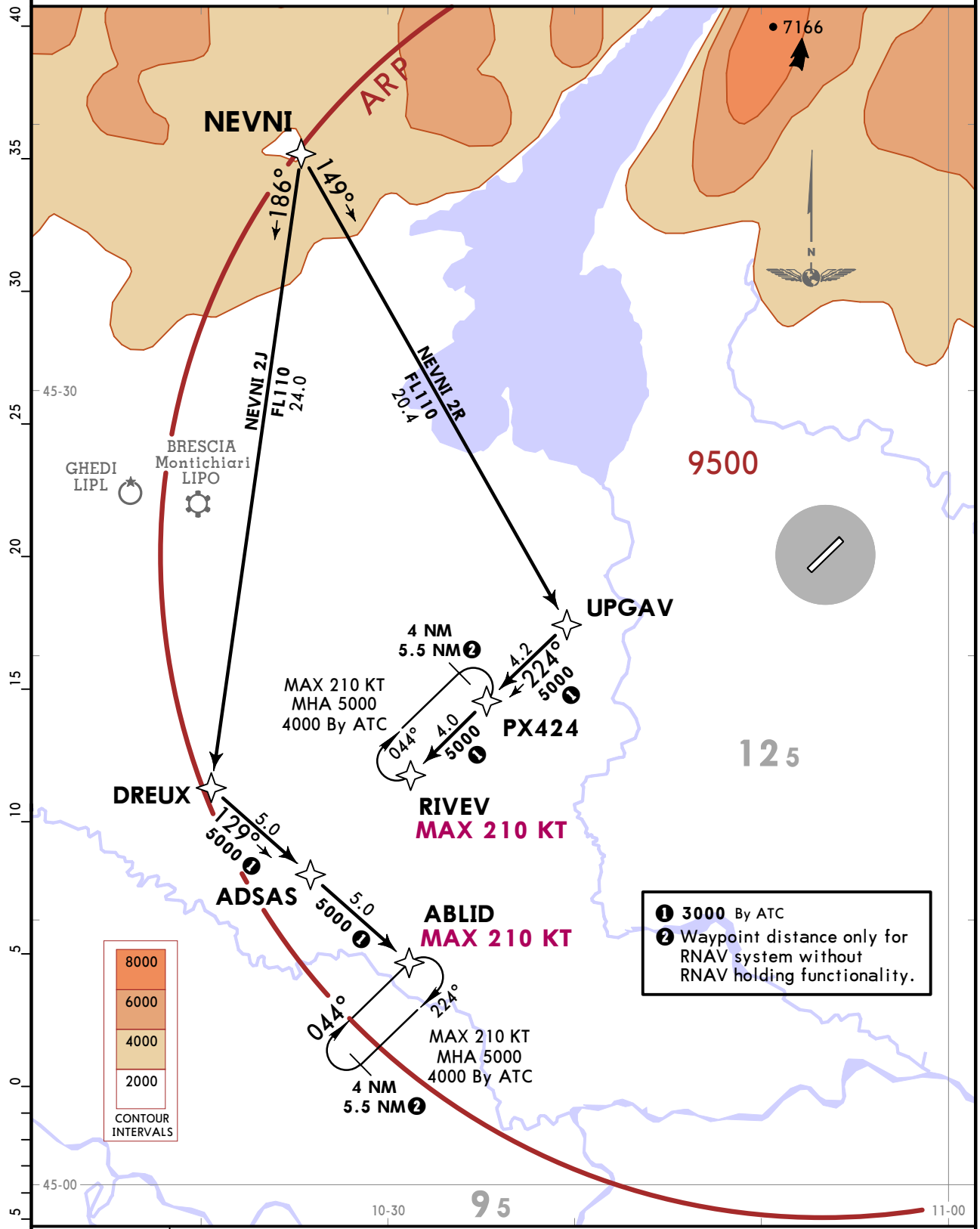
VERONA Radar (APP) 118.550 124.250 135.9	Apt Elev 240	Alt Set: hPa Trans level: By ATC Trans alt: 6000 1. Minimum altitudes ensure at least 1000 clearance over the highest obstacles within sector and within: - 3 NM of the sector boundary up to 20 NM from RADAR antenna. - 5 NM of the sector boundary beyond 20 NM from RADAR antenna. 2. Chart only to be used for cross-checking of altitudes while under RADAR control. 3. Altitudes assigned by ATC include a correction for low temperature effect.



CHANGES: Sectors & altitudes revised.

ATIS	Apt Elev	
124.125	240	Alt Set: hPa Trans level: By ATC RNAV 1.

NEVNI 2J [NEVN2J]
NEVNI 2R [NEVN2R]
RNAV ARRIVALS
(RWY 04)

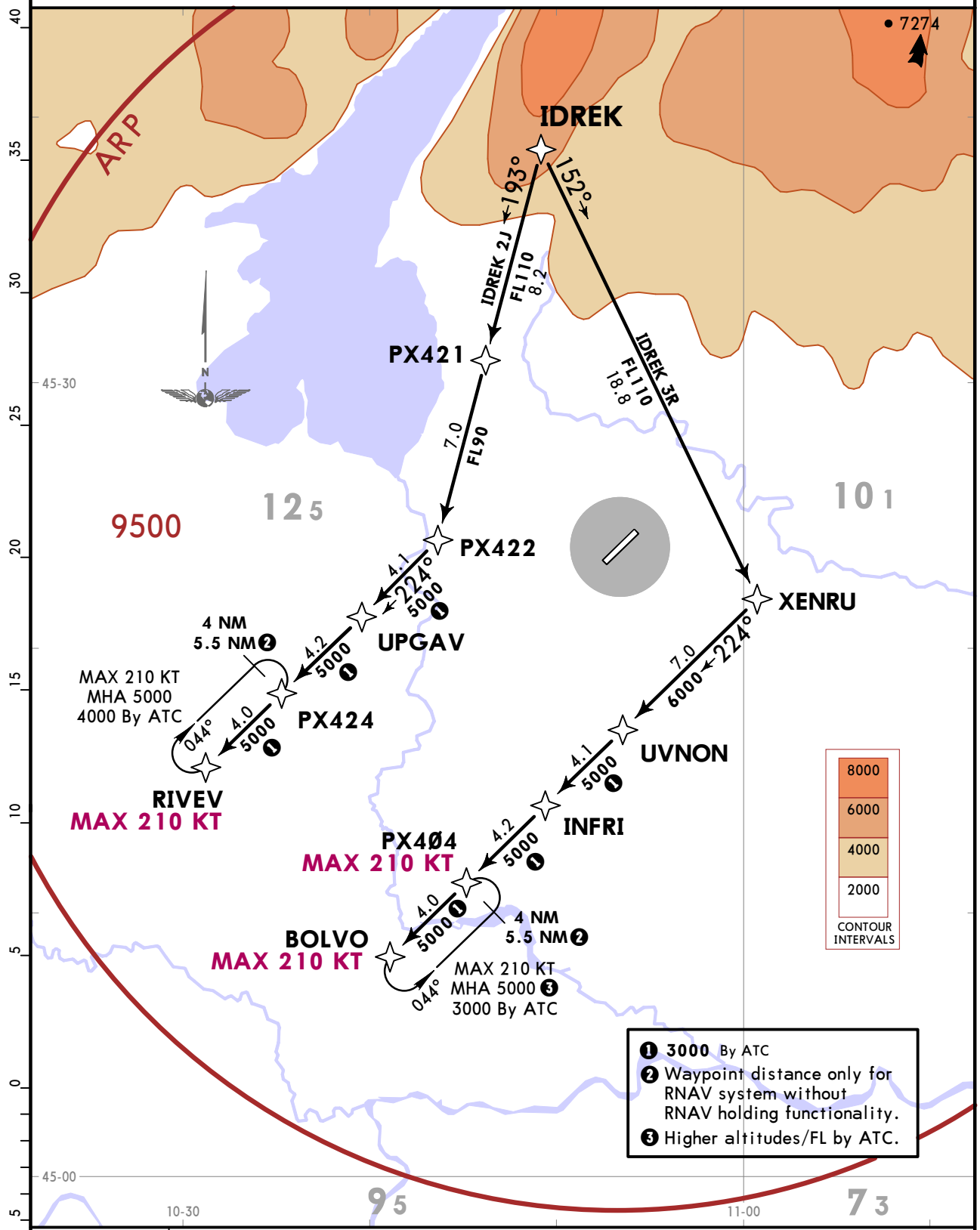


STAR	ROUTING
NEVNI 2J	NEVNI - DREUX - ADSAS - ABLID (K210-).
NEVNI 2R By ATC	NEVNI - UPGAV - PX424 - RIVEV (K210-).

CHANGES: New format.

ATIS	Apt Elev	
124.125	240	Alt Set: hPa Trans level: By ATC RNAV 1.

IDREK 2J [IDRE2J]
IDREK 3R [IDRE3R]
RNAV ARRIVALS
(RWY 04)



STAR	ROUTING
IDREK 2J	IDREK - PX421 - PX422 - UPGAV - PX424 - RIVEV (K210-).
IDREK 3R By ATC	IDREK - XENRU - UVNON - INFRI - PX4Ø4 (K210-) - BOLVO (K210-).

CHANGES: New format.

ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC RNAV 1.
124.125	240	

BOA 3J [BOA3J]
OSTEG 3J [OSTE3J]
RNAV ARRIVALS
(RWY 04)

9500

12 5

UVNON

4.1
224°
5000

INFRI

7.0
6000

AIXBA

PX4Ø4
MAX 210 KT

4.2
5000

5.2
OSTEG 3J
299°
6000

OSTEG

13.2
6000

4.0
5000 ❶

4 NM
5.5 NM ❷

BOLVO
MAX 210 KT

MAX 210 KT
MHA 5000 ❸
3000 By ATC
044°

299°

DIGTO

10 1

13.5
6000

45-00

ARP

❶ 3000 By ATC
❷ Waypoint distance only for RNAV system without RNAV holding functionality.
❸ Higher altitudes/FL by ATC.

XUBKA

9 5

7 3

BOA 3J
FL100
22.6

344°

BOLOGNA
Borgo Panigale
LIPE

D BOLOGNA
117.1 BOA

11-00

4000
2000
CONTOUR INTERVALS

STAR	ROUTING
BOA 3J	BOA - XUBKA - DIGTO - INFRI - PX4Ø4 (K210-) - BOLVO (K210-).
OSTEG 3J	OSTEG - AIXBA - UVNON - INFRI - PX4Ø4 (K210-) - BOLVO (K210-).

CHANGES: New format.

OSBUL 2J [OSBU2J], TZO 2J [TZO2J]
RNAV ARRIVALS
(RWY 04)

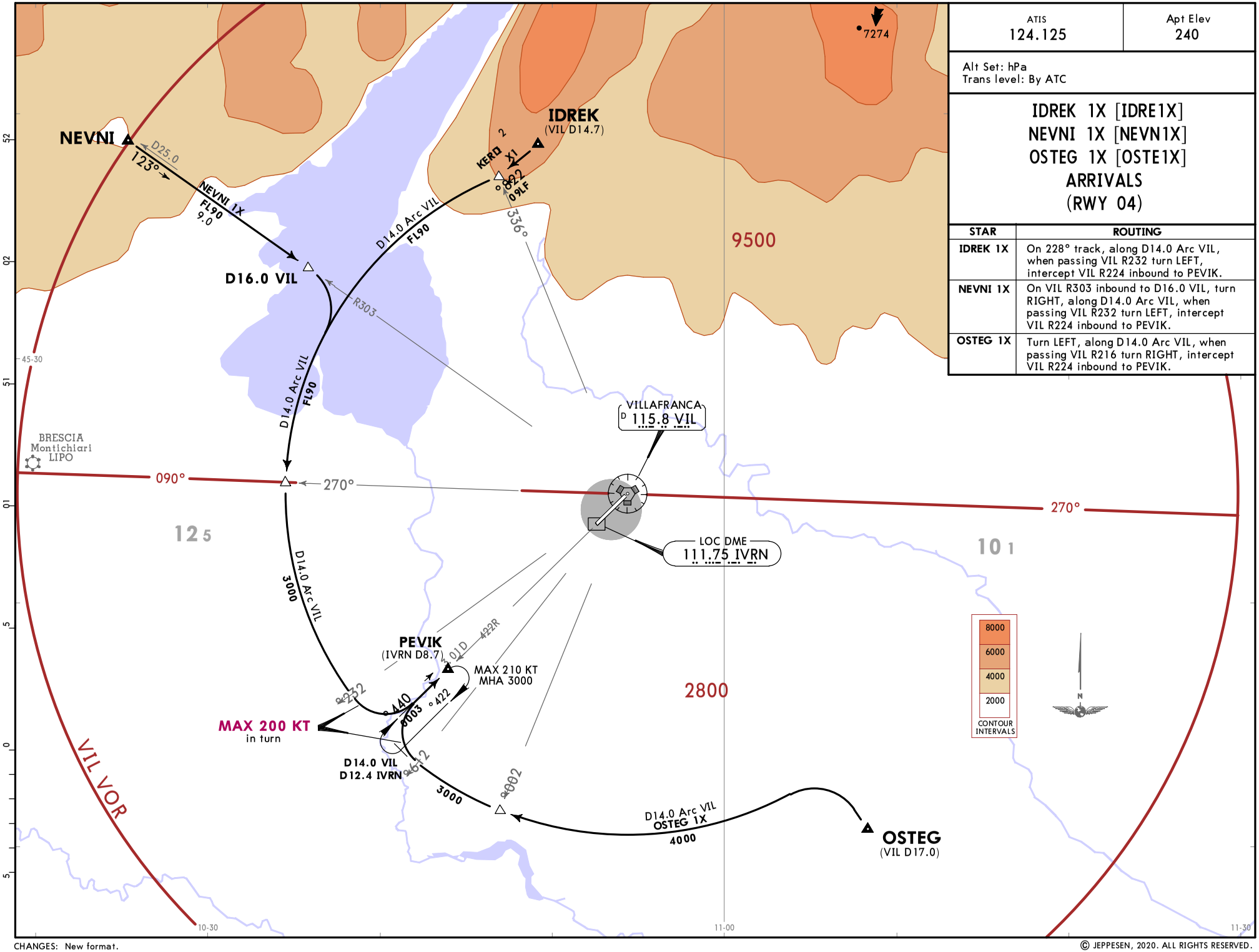
ATIS 124.125 | Apt Elev 240 | Alt Set: hPa RNAV 1. Trans level: By ATC

STAR	ROUTING
OSBUL 2J	OSBUL - LAISH - ADSAS - ABLID (K210-).
TZO 2J	TZO - EKDOG - DIRVU - DREUX - ADSAS - ABLID (K210-).

TREZZO D 117.25 TZO
TZO 2J
FL110
23.0
113°
EKDOG
11.0
6000
DIRVU
6.0
129°
6000
DREUX
5.0
5000
ADSAS
5.0
5000
ABLID
MAX 210 KT
4 NM
5.5 NM ❷
422°
440°
MAX 210 KT
MHA 5000
4000 By ATC
2.21
005°
LAISH
350°
OSBUL 2J
6000
13.4
348°
OSBUL
BRESCIA Montichiari LIPO
GHEDI LIPL
PARMA LIMP
PIACENZA LIMS
2159
9500
ARP
CONTOUR INTERVALS 4000 2000

❶ 3000 By ATC
❷ Waypoint distance only for RNAV system without RNAV holding functionality.

CHANGES: New format.



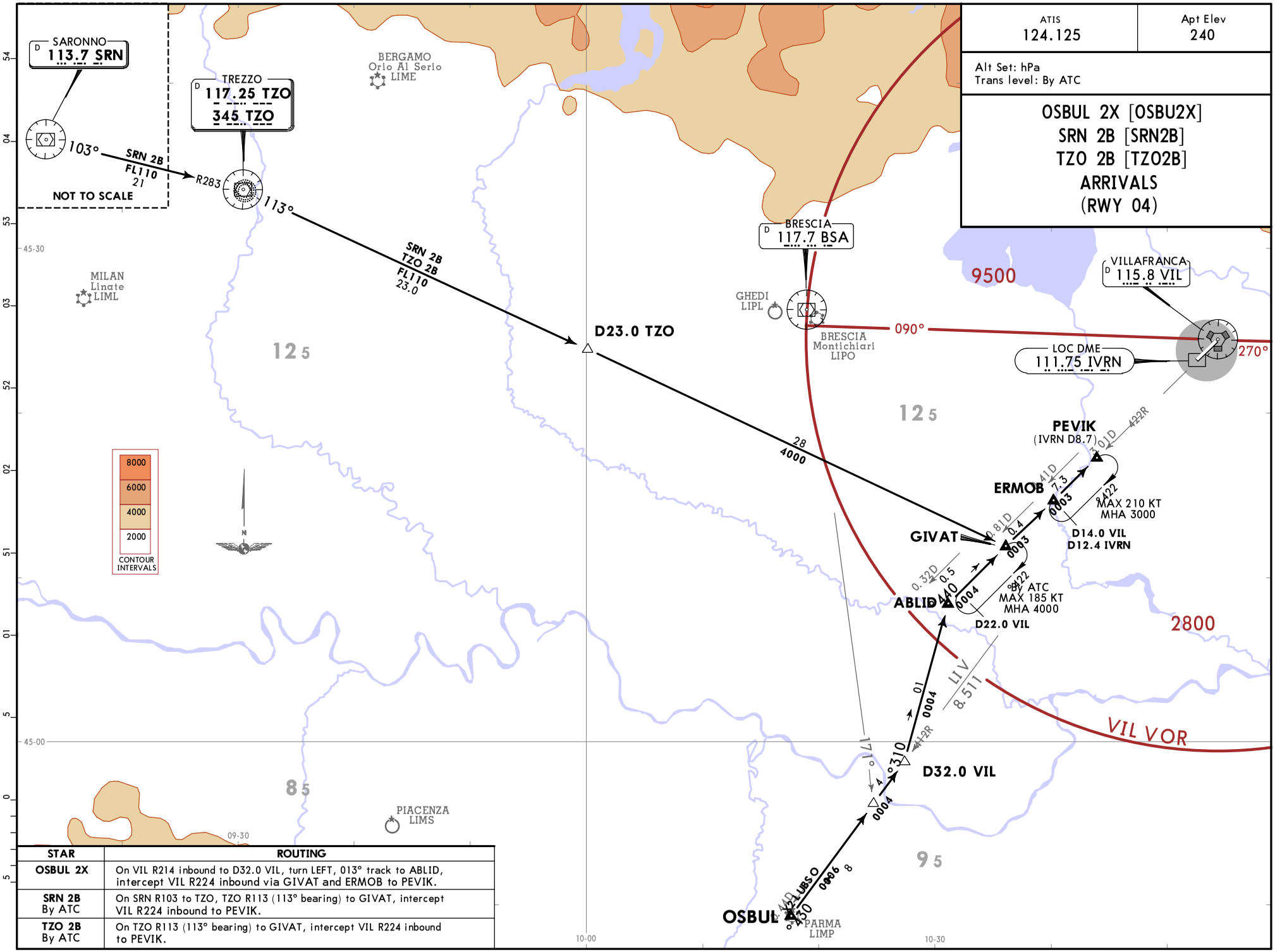
ATIS	Apt Elev
124.125	240

Alt Set: hPa
Trans level: By ATC

IDREK 1X [IDRE1X]
NEVNI 1X [NEVN1X]
OSTEG 1X [OSTE1X]
ARRIVALS
(RWY 04)

STAR	ROUTING
IDREK 1X	On 228° track, along D14.0 Arc VIL, when passing VIL R232 turn LEFT, intercept VIL R224 inbound to PEVIK.
NEVNI 1X	On VIL R303 inbound to D16.0 VIL, turn RIGHT, along D14.0 Arc VIL, when passing VIL R232 turn LEFT, intercept VIL R224 inbound to PEVIK.
OSTEG 1X	Turn LEFT, along D14.0 Arc VIL, when passing VIL R216 turn RIGHT, intercept VIL R224 inbound to PEVIK.

CHANGES: New format.



ATIS 124.125 | Apt Elev 240

Alt Set: hPa
Trans level: By ATC

OSBUL 2X [OSBU2X]
SRN 2B [SRN2B]
TZO 2B [TZO2B]
ARRIVALS
(RWY 04)

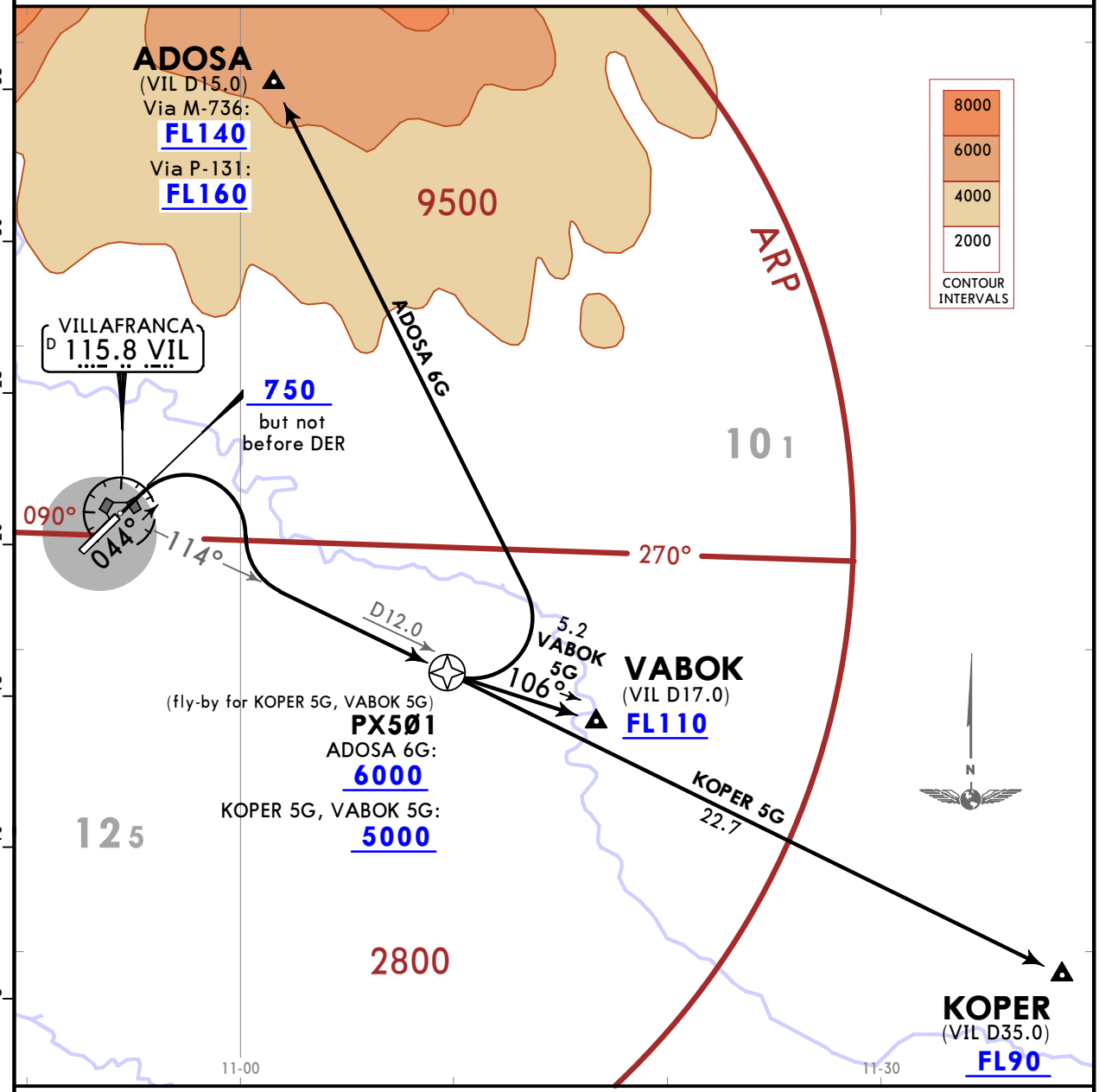
STAR	ROUTING
OSBUL 2X	On VIL R214 inbound to D32.0 VIL, turn LEFT, 013° track to ABLID, intercept VIL R224 inbound via GIVAT and ERMOB to PEVIK.
SRN 2B By ATC	On SRN R103 to TZO, TZO R113 (113° bearing) to GIVAT, intercept VIL R224 inbound to PEVIK.
TZO 2B By ATC	On TZO R113 (113° bearing) to GIVAT, intercept VIL R224 inbound to PEVIK.

CHANGES: New format.

Apt Elev
240

Trans alt: 6000
1. RNAV 1.
2. Execute all turns after take-off with MAX 250 KT and bank angle 20° or rate of turn 1.3°/sec.
3. EXPECT close-in obstacles.
4. Pilots are requested to strictly adhere to initial climb procedures within the limits of aircraft performance criteria due to noise abatement requirements.

ADOSA 6G [ADOS6G]
KOPER 5G [KOPE5G], VABOK 5G [VABO5G]
RNAV DEPARTURES
(RWY 04)



These SIDs require minimum climb gradients of
600 per NM (9.8%) until passing 1000, then
ADOSA 6G: 395 per NM (6.5%).
KOPER 5G: 304 per NM (5.0%) until passing FL85, due to ATC reasons.
VABOK 5G: 547 per NM (9.0%).

Gnd speed-KT	75	100	150	200	250	300
304 per NM	380	507	760	1013	1267	1520
395 per NM	494	658	988	1317	1646	1975
547 per NM	684	912	1368	1823	2279	2735
600 per NM	750	1000	1500	2000	2500	3000

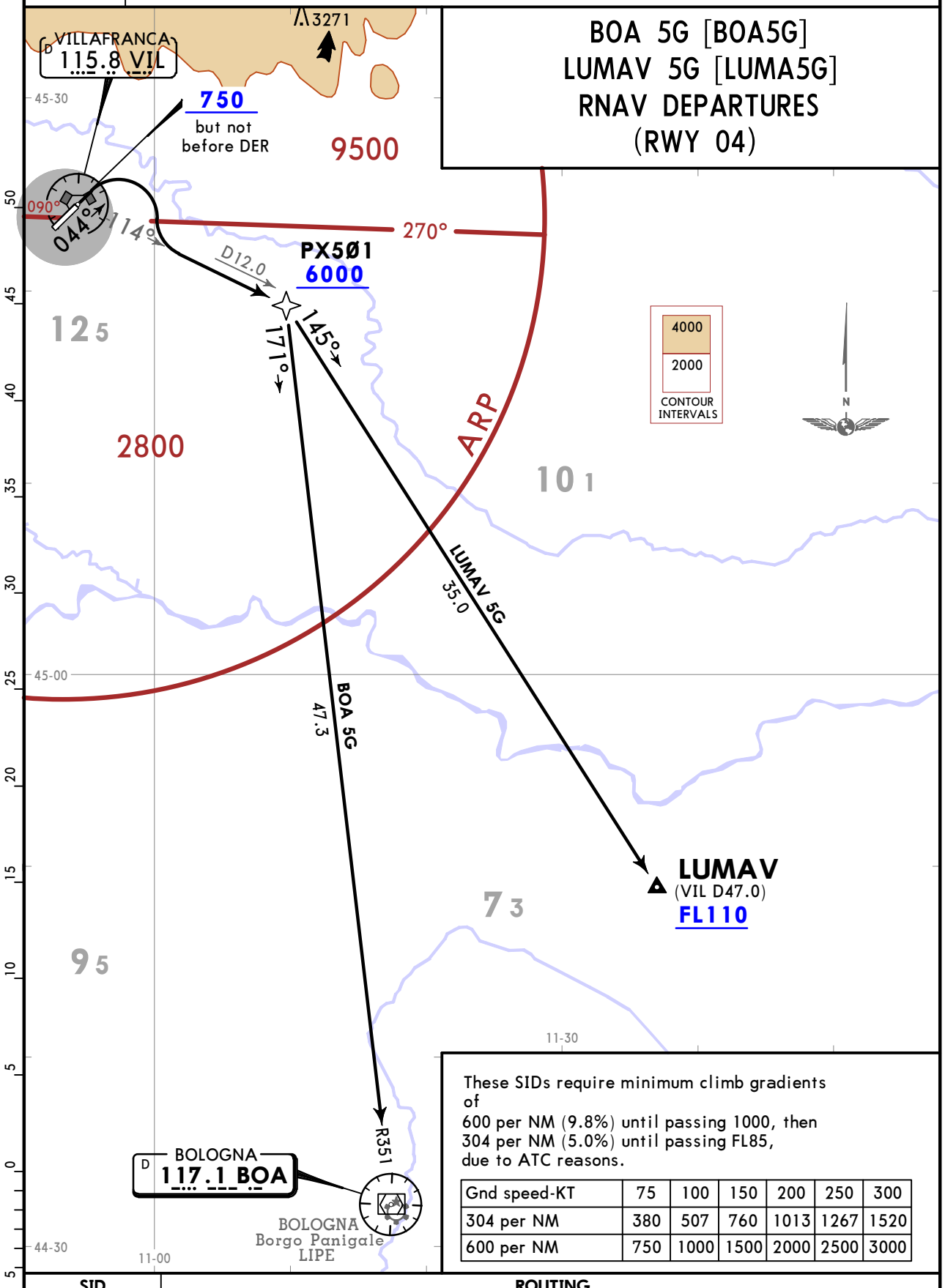
SID	ROUTING
ADOSA 6G	Climb on runway heading, at 750 but not before DER turn RIGHT to PX5Ø1 - ADOSA.
KOPER 5G	Climb on runway heading, at 750 but not before DER turn RIGHT to PX5Ø1 - KOPER.
VABOK 5G By ATC	Climb on runway heading, at 750 but not before DER turn RIGHT to PX5Ø1 - VABOK.

CHANGES: New format.

Apt Elev
240

Trans alt: 6000
1. RNAV 1.
2. Execute all turns after take-off with MAX 250 KT and bank angle 20° or rate of turn 1.3°/sec.
3. EXPECT close-in obstacles.
4. Pilots are requested to strictly adhere to initial climb procedures within the limits of aircraft performance criteria due to noise abatement requirements.

BOA 5G [BOA5G]
LUMAV 5G [LUMA5G]
RNAV DEPARTURES
(RWY 04)



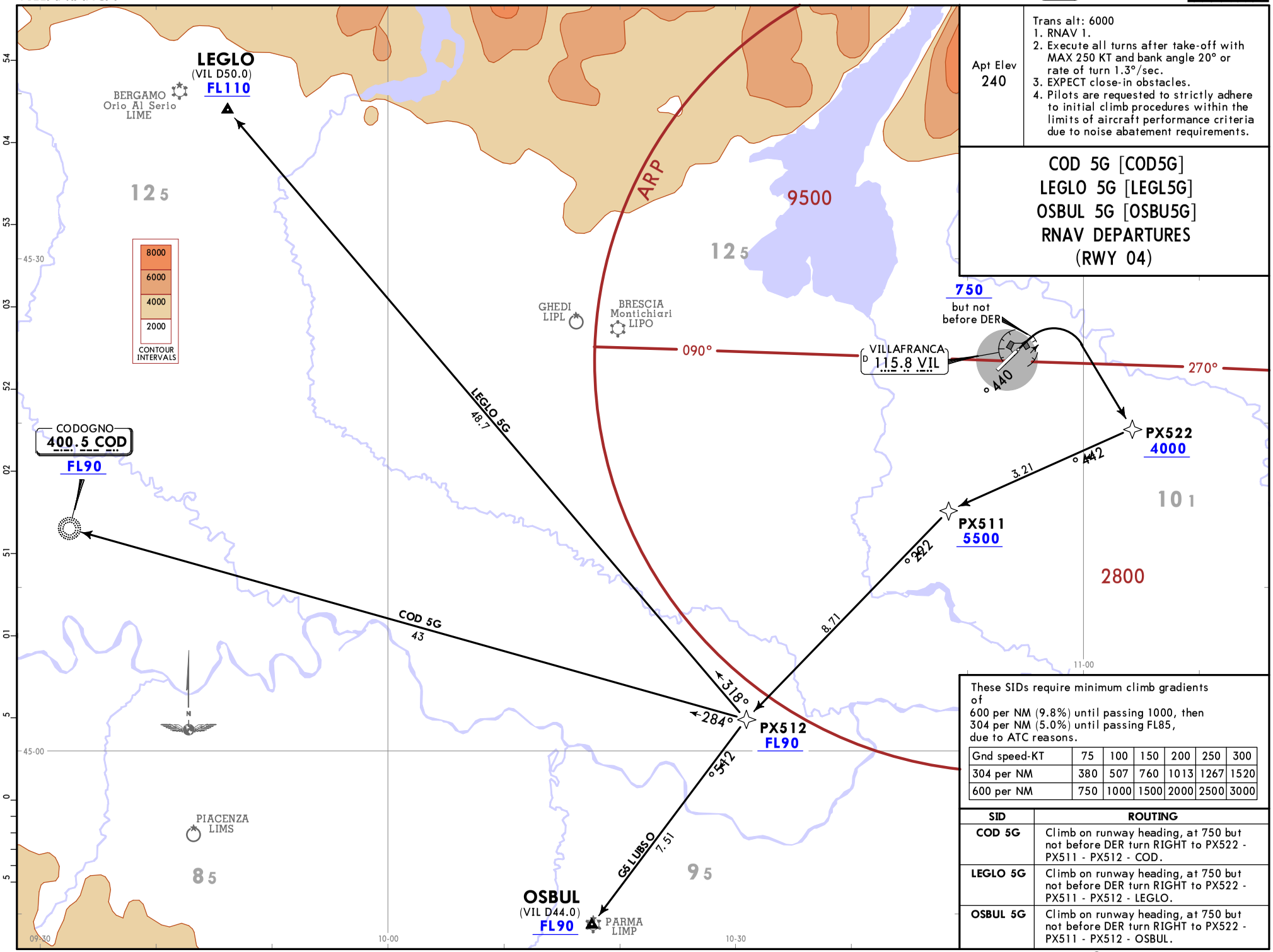
These SIDs require minimum climb gradients of
600 per NM (9.8%) until passing 1000, then
304 per NM (5.0%) until passing FL85,
due to ATC reasons.

Gnd speed-KT	75	100	150	200	250	300
304 per NM	380	507	760	1013	1267	1520
600 per NM	750	1000	1500	2000	2500	3000

SID	ROUTING
BOA 5G By ATC	Climb on runway heading, at 750 but not before DER turn RIGHT to PX5Ø1 - BOA.
LUMAV 5G	Climb on runway heading, at 750 but not before DER turn RIGHT to PX5Ø1 - LUMAV.

CHANGES: New format.

JEPPESEN VERONA, ITALY
21 AUG 20 (10-3B)
RNAV SID



Apt Elev
240

Trans alt: 6000
1. RNAV 1.
2. Execute all turns after take-off with MAX 250 KT and bank angle 20° or rate of turn 1.3°/sec.
3. EXPECT close-in obstacles.
4. Pilots are requested to strictly adhere to initial climb procedures within the limits of aircraft performance criteria due to noise abatement requirements.

COD 5G [COD5G]
LEGLO 5G [LEGL5G]
OSBUL 5G [OSBU5G]
RNAV DEPARTURES
(RWY 04)

These SIDs require minimum climb gradients of
600 per NM (9.8%) until passing 1000, then
304 per NM (5.0%) until passing FL85,
due to ATC reasons.

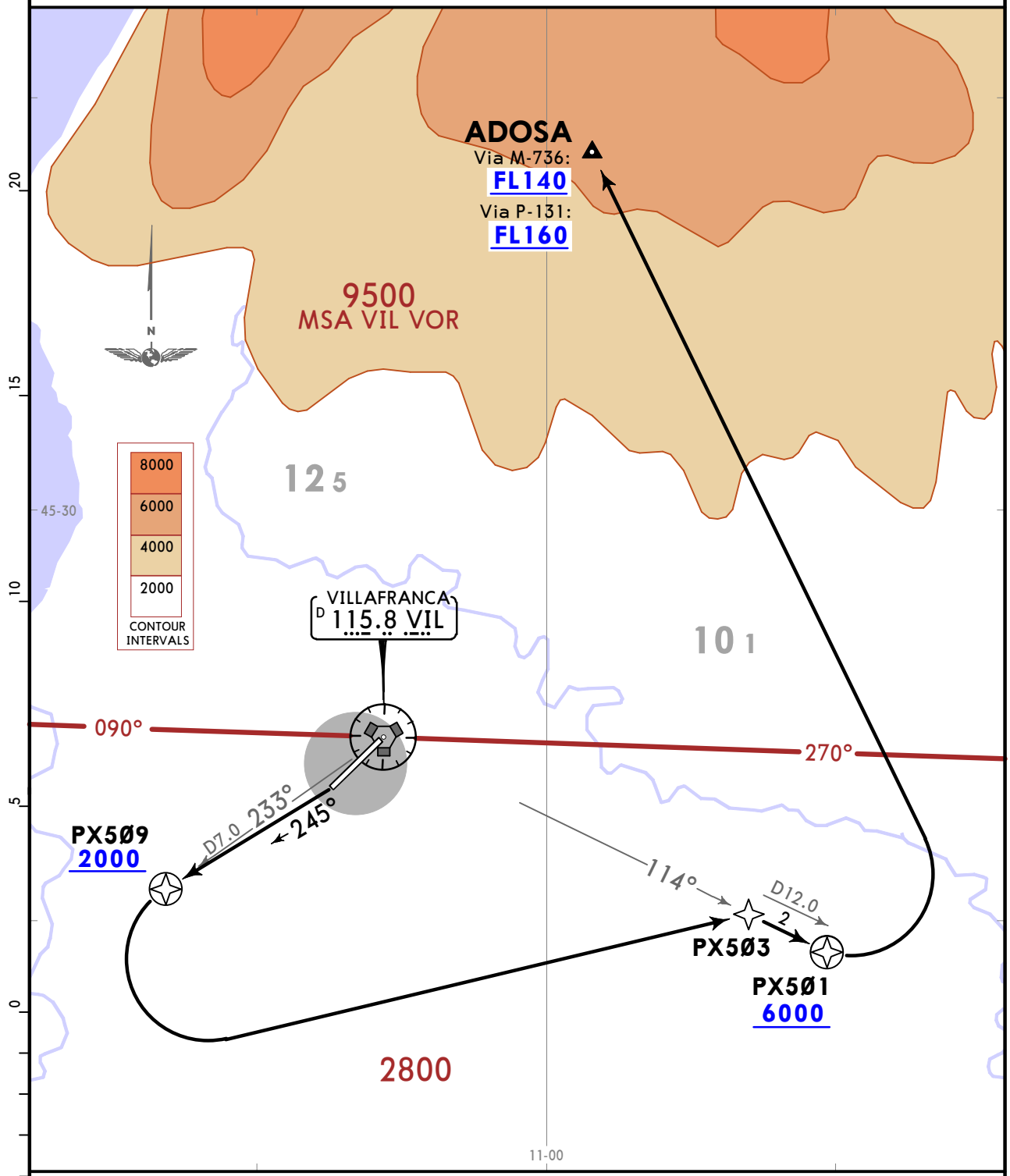
Gnd speed-KT	75	100	150	200	250	300
304 per NM	380	507	760	1013	1267	1520
600 per NM	750	1000	1500	2000	2500	3000

SID	ROUTING
COD 5G	Climb on runway heading, at 750 but not before DER turn RIGHT to PX522 - PX511 - PX512 - COD.
LEGLO 5G	Climb on runway heading, at 750 but not before DER turn RIGHT to PX522 - PX511 - PX512 - LEGLO.
OSBUL 5G	Climb on runway heading, at 750 but not before DER turn RIGHT to PX522 - PX511 - PX512 - OSBUL.

CHANGES: New format.

Apt Elev	
240	Trans alt: 6000 1. RNAV 1. 2. Execute all turns after take-off with MAX 250 KT and bank angle 20° or rate of turn 1.3°/sec. 3. EXPECT close-in obstacles. 4. Pilots are requested to strictly adhere to initial climb procedures within the limits of aircraft performance criteria due to noise abatement requirements.

ADOSA 6W [ADOS6W]
RNAV DEPARTURE
(RWY 22)



This SID requires a minimum climb gradient of
395 per NM (6.5%) until passing FL85 due to ATC reasons.

Gnd speed-KT	75	100	150	200	250	300
395 per NM	494	658	988	1317	1646	1975

ROUTING

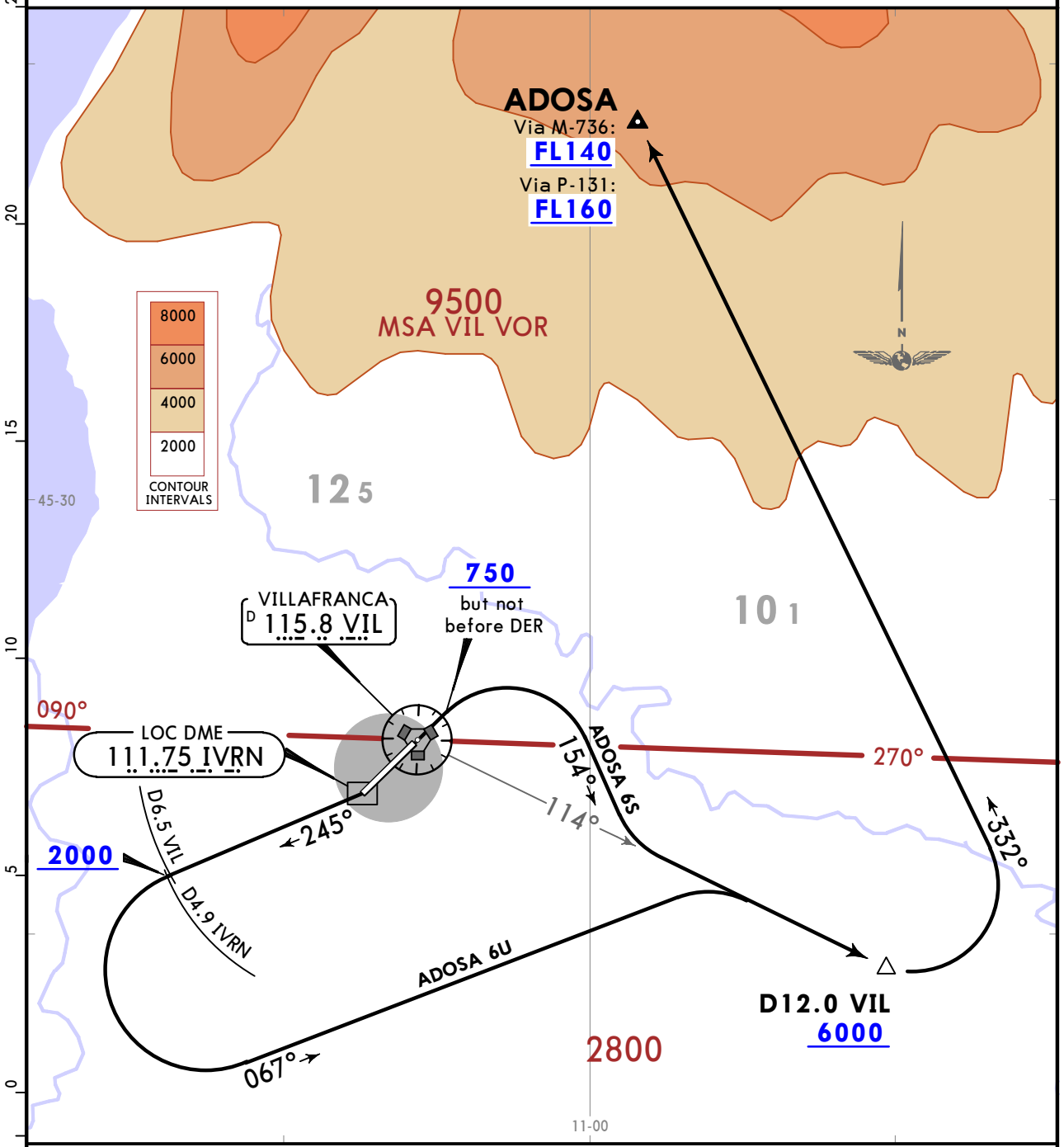
Turn RIGHT, but not before DER, 245° track to PX5Ø9 - PX5Ø3 - PX5Ø1 - ADOSA.

CHANGES: New format.

Apt Elev
240

Trans alt: 6000
1. Execute all turns after take-off with MAX 250 KT and bank angle 20° or rate of turn 1.3°/sec.
2. EXPECT close-in obstacles.
3. Pilots are requested to strictly adhere to initial climb procedures within the limits of aircraft performance criteria due to noise abatement requirements.

ADOSA 6S [ADOS6S]
ADOSA 6U [ADOS6U]
DEPARTURES



These SIDs require minimum climb gradients of
ADOSA 6S: 600 per NM (9.8%) until passing 1000, then 395 per NM (6.5%).
ADOSA 6U: 395 per NM (6.5%) until passing FL85 due to ATC reasons.

Gnd speed-KT	75	100	150	200	250	300
395 per NM	494	658	988	1317	1646	1975
600 per NM	750	1000	1500	2000	2500	3000

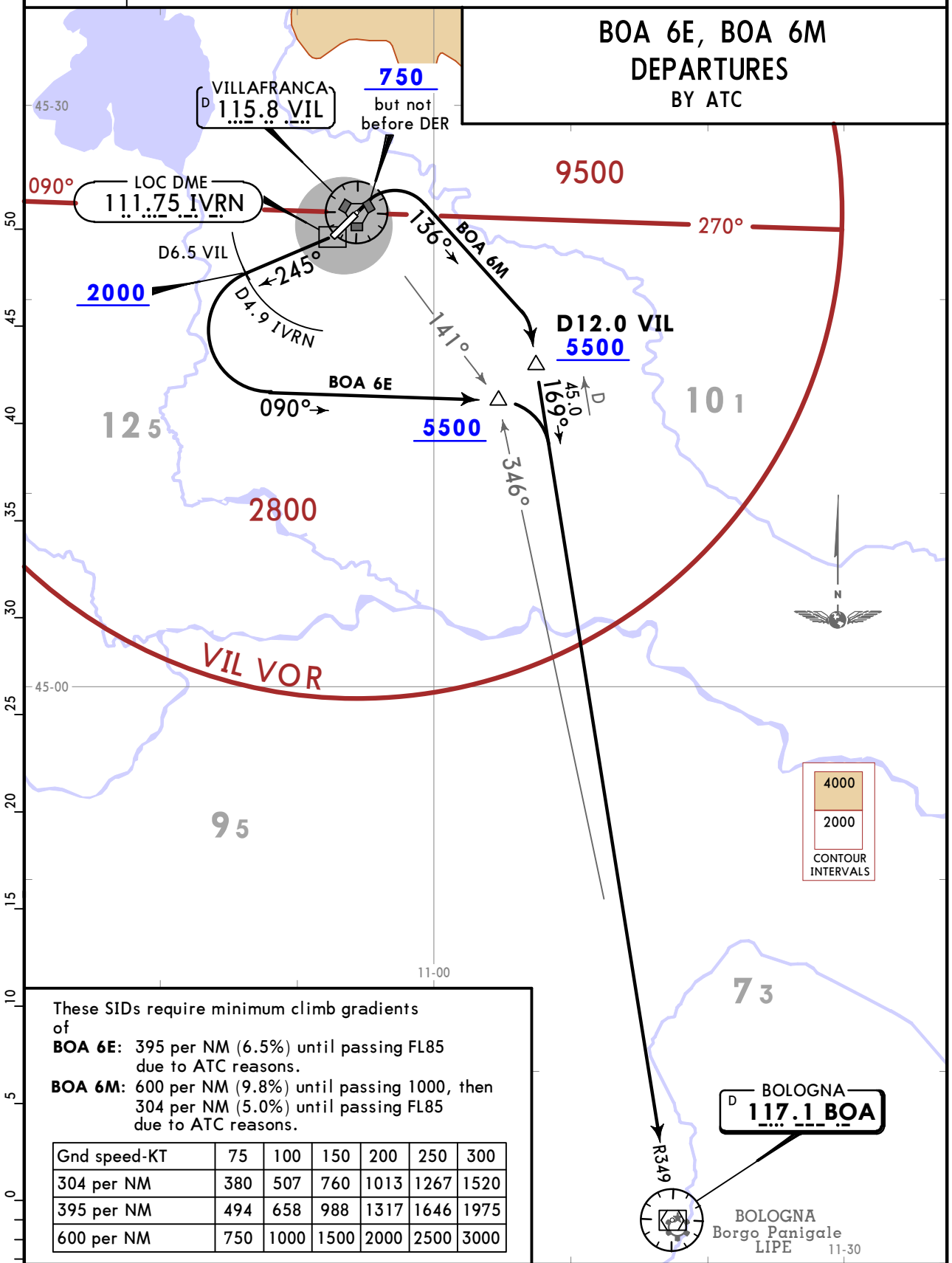
SID	RWY	ROUTING
ADOSA 6S	**04**	Climb on runway heading, at 750 but not before DER turn RIGHT, 154° track, intercept VIL R114 to D12.0 VIL, turn LEFT, 332° track to ADOSA.
ADOSA 6U	**22**	Turn RIGHT, but not before DER, 245° track to D6.5 VIL (D4.9 IVRN), turn LEFT, 067° track, intercept VIL R114 to D12.0 VIL, turn LEFT, 332° track to ADOSA.

CHANGES: New format.

Apt Elev
240

Trans alt: 6000
1. Execute all turns after take-off with MAX 250 KT and bank angle 20° or rate of turn 1.3°/sec.
2. EXPECT close-in obstacles.
3. Pilots are requested to strictly adhere to initial climb procedures within the limits of aircraft performance criteria due to noise abatement requirements.

BOA 6E, BOA 6M DEPARTURES
BY ATC



These SIDs require minimum climb gradients of
BOA 6E: 395 per NM (6.5%) until passing FL85 due to ATC reasons.
BOA 6M: 600 per NM (9.8%) until passing 1000, then 304 per NM (5.0%) until passing FL85 due to ATC reasons.

Gnd speed-KT	75	100	150	200	250	300
304 per NM	380	507	760	1013	1267	1520
395 per NM	494	658	988	1317	1646	1975
600 per NM	750	1000	1500	2000	2500	3000

SID	RWY	ROUTING
BOA 6E	**22**	Turn RIGHT, but not before DER, 245° track to D6.5 VIL (D4.9 IVRN), turn LEFT, 090° track, when passing VIL R141 (BOA R346) turn RIGHT, intercept BOA R349 inbound to BOA.
BOA 6M	**04**	Climb on runway heading, at 750 but not before DER turn RIGHT, 136° track, intercept BOA R349 inbound to BOA.

CHANGES: New format.

COD 5E, COD 5S DEPARTURES
BY ATC

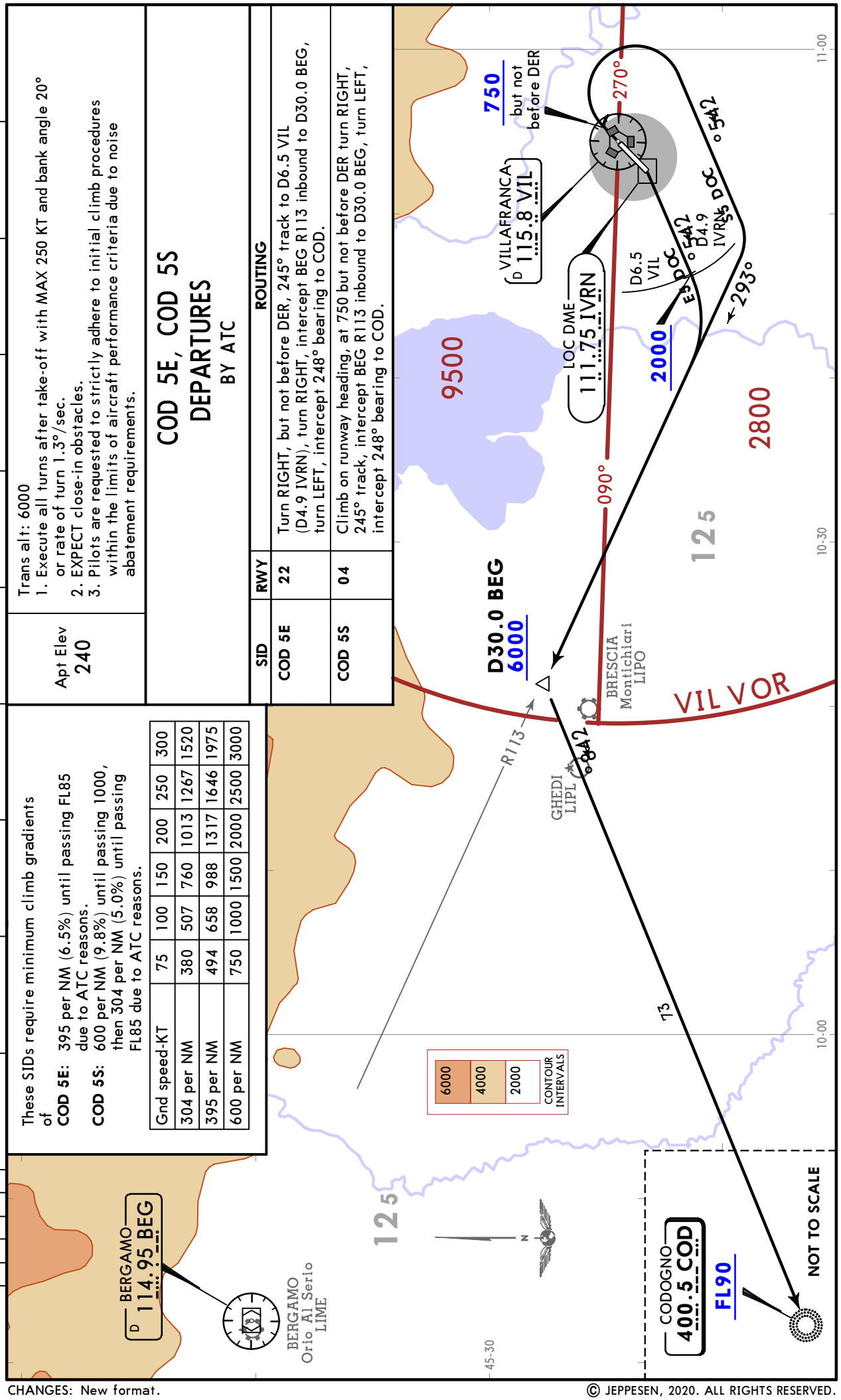
Apt Elev 240

Trans alt: 6000
1. Execute all turns after take-off with MAX 250 KT and bank angle 20° or rate of turn 1.3°/sec.
2. EXPECT close-in obstacles.
3. Pilots are requested to strictly adhere to initial climb procedures within the limits of aircraft performance criteria due to noise abatement requirements.

SID	RWY	ROUTING
COD 5E	22	Turn RIGHT, but not before DER, 245° track to D6.5 VIL (D4.9 IVRN), turn RIGHT, intercept BEG R113 inbound to D30.0 BEG, turn LEFT, intercept 248° bearing to COD.
COD 5S	04	Climb on runway heading, at 750 but not before DER turn RIGHT, 245° track, intercept BEG R113 inbound to D30.0 BEG, turn LEFT, intercept 248° bearing to COD.

These SIDs require minimum climb gradients of
COD 5E: 395 per NM (6.5%) until passing FL85 due to ATC reasons.
COD 5S: 600 per NM (9.8%) until passing 1000, then 304 per NM (5.0%) until passing FL85 due to ATC reasons.

Gnd speed-KT	75	100	150	200	250	300
304 per NM	380	507	760	1013	1267	1520
395 per NM	494	658	988	1317	1646	1975
600 per NM	750	1000	1500	2000	2500	3000



CHANGES: New format.

LIPX/VRN
VILLAFRANCA

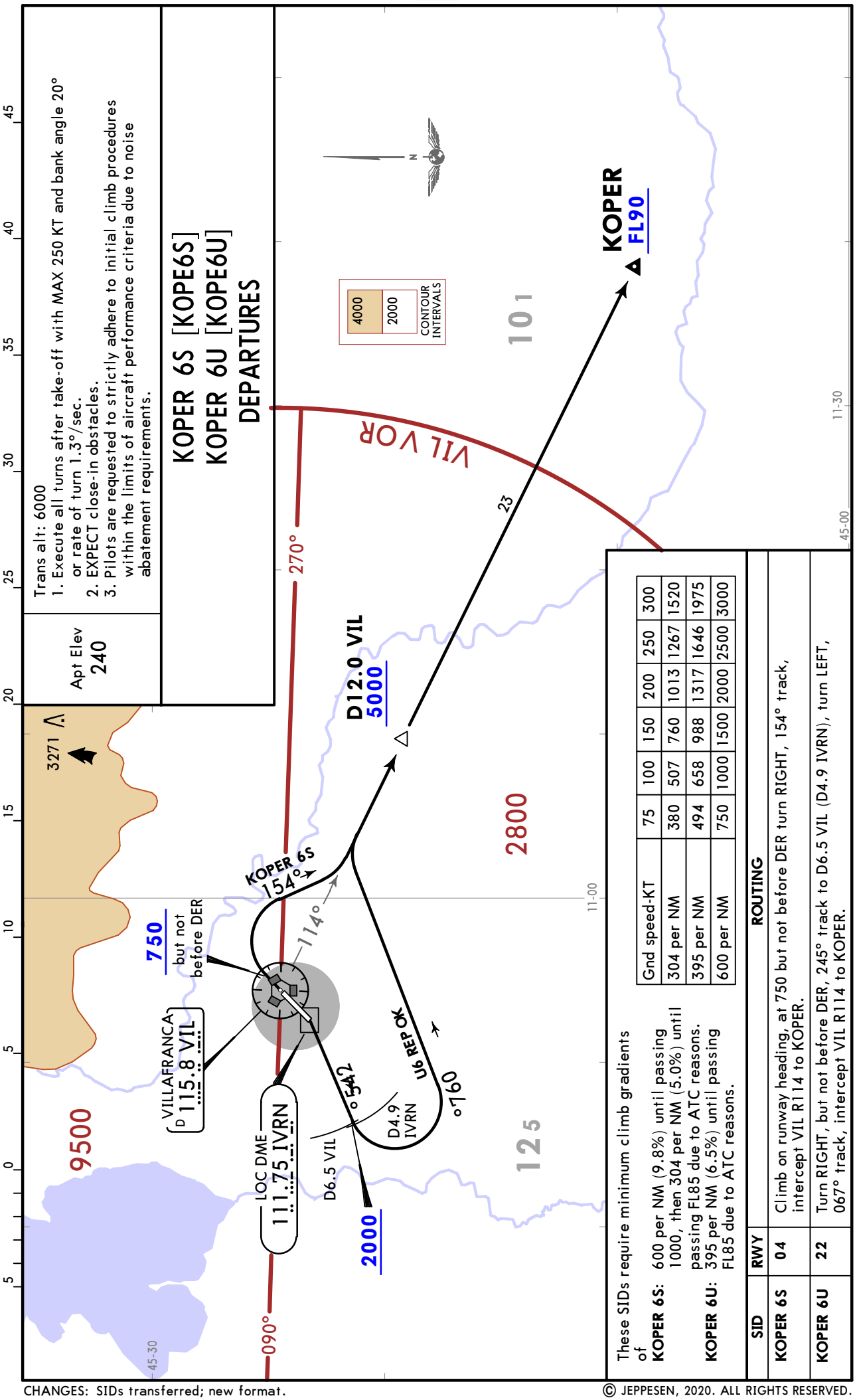
JEPPESEN
21 AUG 20 (10-3G)

VERONA, ITALY
SID

KOPER 6S [KOPE6S]
KOPER 6U [KOPE6U]
DEPARTURES

Trans alt: 6000
1. Execute all turns after take-off with MAX 250 KT and bank angle 20° or rate of turn 1.3°/sec.
2. EXPECT close-in obstacles.
3. Pilots are requested to strictly adhere to initial climb procedures within the limits of aircraft performance criteria due to noise abatement requirements.

Apt Elev 240



Gnd speed-KT	75	100	150	200	250	300
304 per NM	380	507	760	1013	1267	1520
395 per NM	494	658	988	1317	1646	1975
600 per NM	750	1000	1500	2000	2500	3000

These SIDs require minimum climb gradients of
KOPER 6S: 600 per NM (9.8%) until passing 1000, then 304 per NM (5.0%) until passing FL85 due to ATC reasons.
KOPER 6U: 395 per NM (6.5%) until passing FL85 due to ATC reasons.

SID	RWY	ROUTING
KOPER 6S	04	Climb on runway heading, at 750 but not before DER turn RIGHT, 154° track, intercept VIL R114 to KOPER.
KOPER 6U	22	Turn RIGHT, but not before DER, 245° track to D6.5 VIL (D4.9 IVRN), turn LEFT, 067° track, intercept VIL R114 to KOPER.

CHANGES: SIDs transferred; new format.

LIPX/VRN
VILLAFRANCA

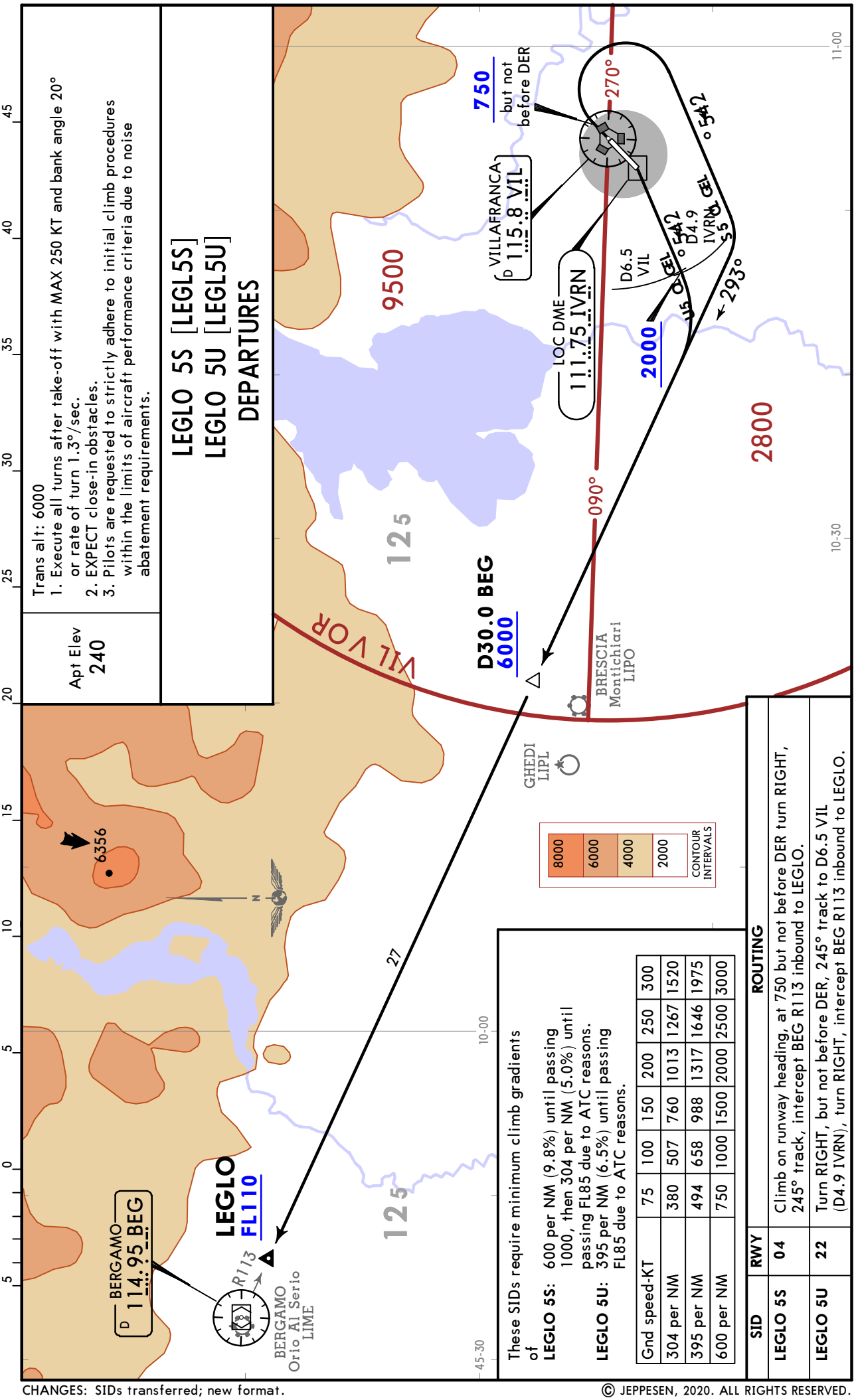
JEPPESEN
21 AUG 20 (10-3H)

VERONA, ITALY
SID

LEGLO 5S [LEGL5S]
LEGLO 5U [LEGL5U]
DEPARTURES

Apt Elev 240

Trans alt: 6000
1. Execute all turns after take-off with MAX 250 KT and bank angle 20° or rate of turn 1.3°/sec.
2. EXPECT close-in obstacles.
3. Pilots are requested to strictly adhere to initial climb procedures within the limits of aircraft performance criteria due to noise abatement requirements.



These SIDs require minimum climb gradients of
LEGLO 5S: 600 per NM (9.8%) until passing 1000, then 304 per NM (5.0%) until passing FL85 due to ATC reasons.
LEGLO 5U: 395 per NM (6.5%) until passing FL85 due to ATC reasons.

Gnd speed-KT	75	100	150	200	250	300
304 per NM	380	507	760	1013	1267	1520
395 per NM	494	658	988	1317	1646	1975
600 per NM	750	1000	1500	2000	2500	3000

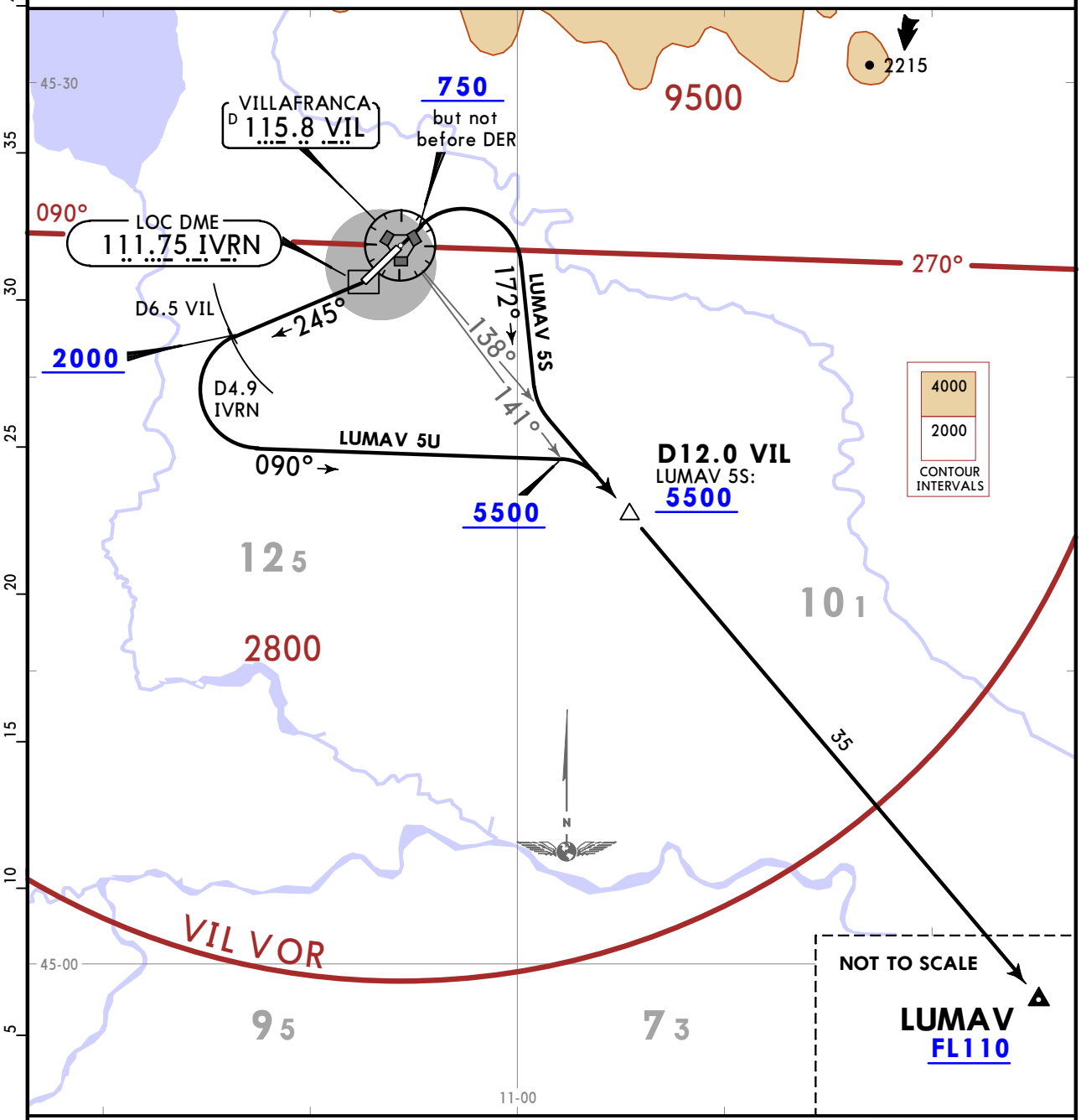
SID	RWY	ROUTING
LEGLO 5S	04	Climb on runway heading, at 750 but not before DER turn RIGHT, 245° track, intercept BEG R113 inbound to LEGLO.
LEGLO 5U	22	Turn RIGHT, but not before DER, 245° track to D6.5 VIL (D4.9 IVRN), turn RIGHT, intercept BEG R113 inbound to LEGLO.

CHANGES: SIDs transferred; new format.

Apt Elev
240

Trans alt: 6000
1. Execute all turns after take-off with MAX 250 KT and bank angle 20° or rate of turn 1.3°/sec.
2. EXPECT close-in obstacles.
3. Pilots are requested to strictly adhere to initial climb procedures within the limits of aircraft performance criteria due to noise abatement requirements.

LUMAV 5S [LUMA5S]
LUMAV 5U [LUMA5U]
DEPARTURES



These SIDs require minimum climb gradients of

LUMAV 5S: 600 per NM (9.8%) until passing 1000, then 304 per NM (5.0%) until passing FL85 due to ATC reasons.

LUMAV 5U: 395 per NM (6.5%) until passing FL85 due to ATC reasons.

Gnd speed-KT	75	100	150	200	250	300
304 per NM	380	507	760	1013	1267	1520
395 per NM	494	658	988	1317	1646	1975
600 per NM	750	1000	1500	2000	2500	3000

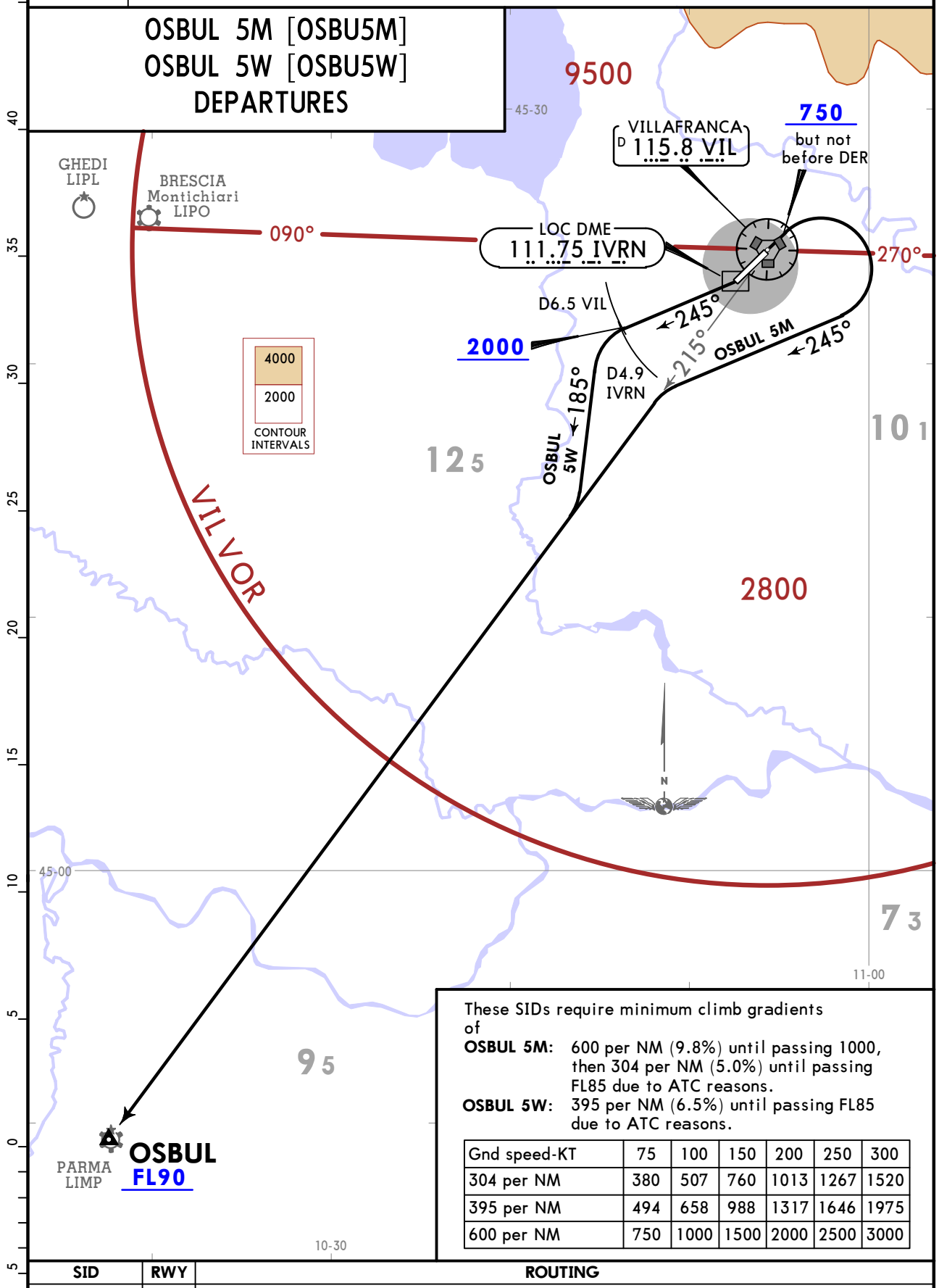
SID	RWY	ROUTING
LUMAV 5S	**04**	Climb on runway heading, at 750 but not before DER turn RIGHT, 172° track, intercept VIL R138 to LUMAV.
LUMAV 5U	**22**	Turn RIGHT, but not before DER, 245° track to D6.5 VIL (D4.9 IVRN), turn LEFT, 090° track, intercept VIL R138 to LUMAV.

CHANGES: Chart reindexed; new format.

Apt Elev
240

Trans alt: 6000
1. Execute all turns after take-off with MAX 250 KT and bank angle 20° or rate of turn 1.3°/sec.
2. EXPECT close-in obstacles.
3. Pilots are requested to strictly adhere to initial climb procedures within the limits of aircraft performance criteria due to noise abatement requirements.

OSBUL 5M [OSBU5M]
OSBUL 5W [OSBU5W]
DEPARTURES



These SIDs require minimum climb gradients of

OSBUL 5M: 600 per NM (9.8%) until passing 1000, then 304 per NM (5.0%) until passing FL85 due to ATC reasons.

OSBUL 5W: 395 per NM (6.5%) until passing FL85 due to ATC reasons.

Gnd speed-KT	75	100	150	200	250	300
304 per NM	380	507	760	1013	1267	1520
395 per NM	494	658	988	1317	1646	1975
600 per NM	750	1000	1500	2000	2500	3000

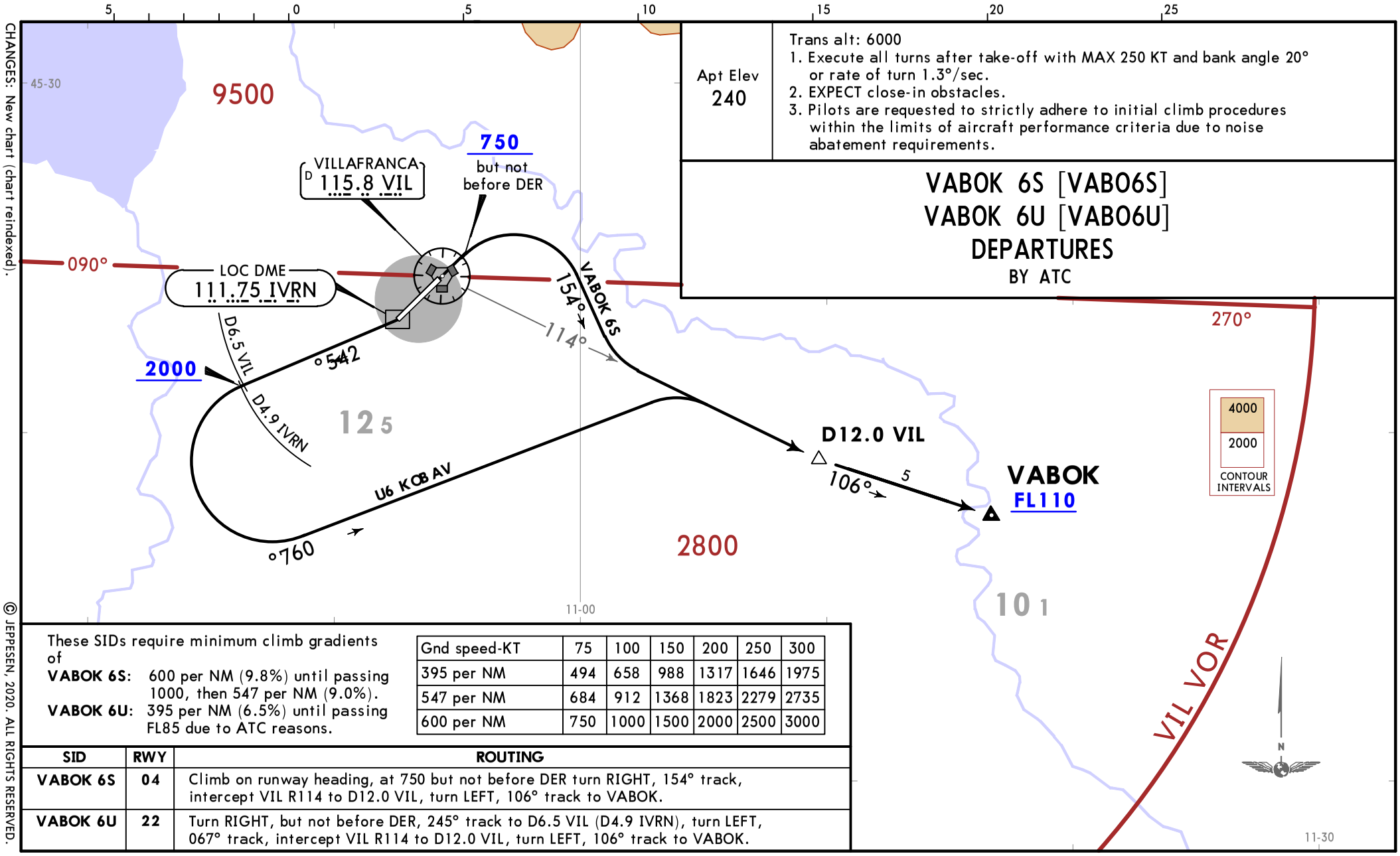
SID	RWY	ROUTING
OSBUL 5M	**04**	Climb on runway heading, at 750 but not before DER turn RIGHT, 245° track, intercept VIL R215 to OSBUL.
OSBUL 5W	**22**	Turn RIGHT, but not before DER, 245° track to D6.5 VIL (D4.9 IVRN), turn LEFT, 185° track, intercept VIL R215 to OSBUL.

CHANGES: Chart reindexed; new format.

Apt Elev 240

Trans alt: 6000
1. Execute all turns after take-off with MAX 250 KT and bank angle 20° or rate of turn 1.3°/sec.
2. EXPECT close-in obstacles.
3. Pilots are requested to strictly adhere to initial climb procedures within the limits of aircraft performance criteria due to noise abatement requirements.

VABOK 6S [VABO6S]
VABOK 6U [VABO6U]
DEPARTURES
BY ATC



These SIDs require minimum climb gradients of
VABOK 6S: 600 per NM (9.8%) until passing 1000, then 547 per NM (9.0%).
VABOK 6U: 395 per NM (6.5%) until passing FL85 due to ATC reasons.

Gnd speed-KT	75	100	150	200	250	300
395 per NM	494	658	988	1317	1646	1975
547 per NM	684	912	1368	1823	2279	2735
600 per NM	750	1000	1500	2000	2500	3000

SID	RWY	ROUTING
VABOK 6S	04	Climb on runway heading, at 750 but not before DER turn RIGHT, 154° track, intercept VIL R114 to D12.0 VIL, turn LEFT, 106° track to VABOK.
VABOK 6U	22	Turn RIGHT, but not before DER, 245° track to D6.5 VIL (D4.9 IVRN), turn LEFT, 067° track, intercept VIL R114 to D12.0 VIL, turn LEFT, 106° track to VABOK.

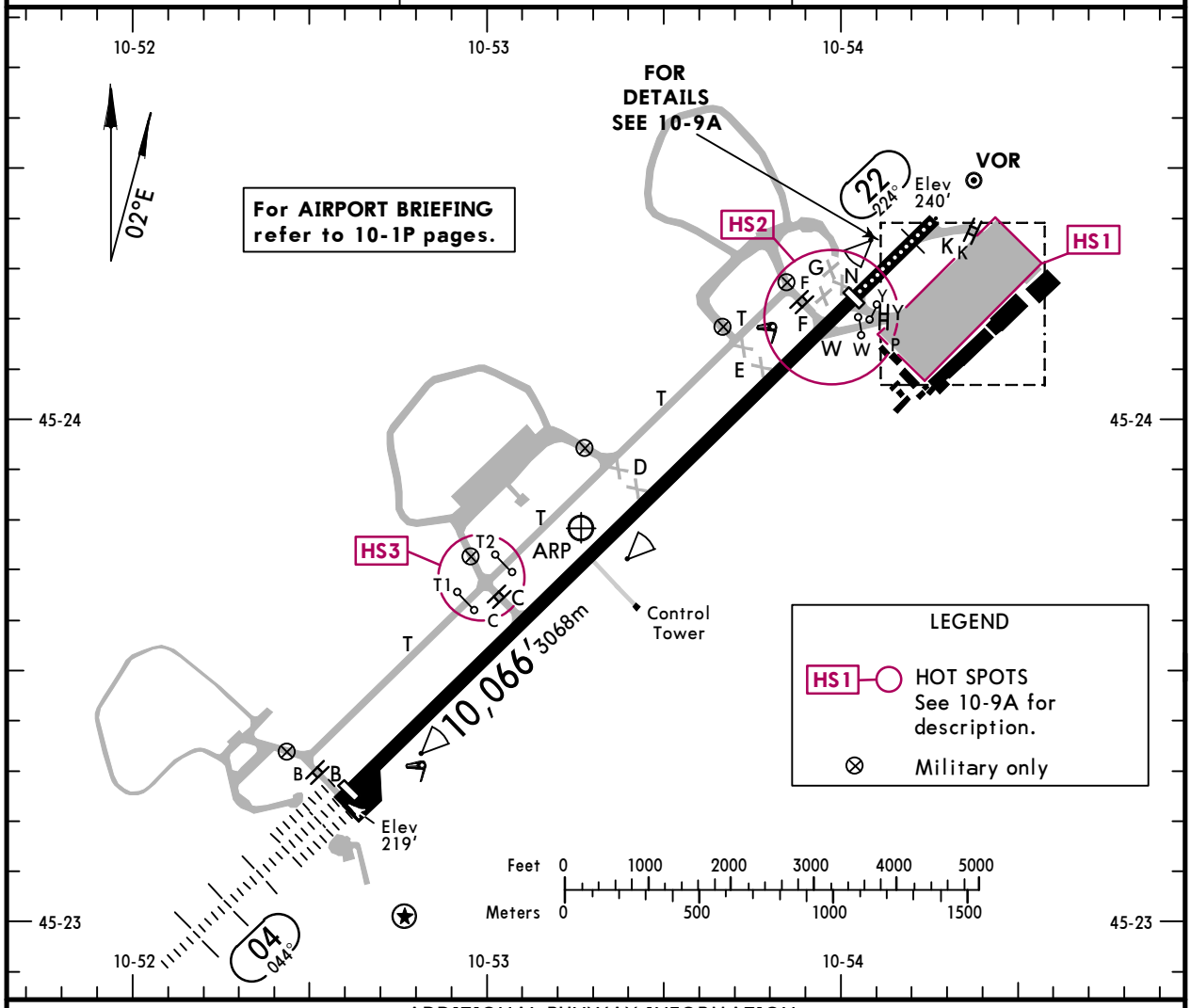
LIPX/VRN

Apt Elev 240′
N45 23.8 E010 53.3

JEPPESEN
18 OCT 19 (10-9)

VERONA, ITALY
VILLAFRANCA

ATIS	VILLAFRANCA Ground (TWR)	Tower
124.125	121.750	118.650



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
04	HIRL (60m) CL (15m) HIALS-II TDZ PAPI (3.0°) RVR	9875′ 3010m	8905′ 2714m	❶	148′ 45m
22	HIRL (60m) CL (15m) HIALS PAPI (3.0°) RVR	8717′ 2657m			

❶ TAKE-OFF RUN AVAILABLE

RWY 04:
From rwy head 10,066′ (3068m)
twy C int 6722′ (2049m)

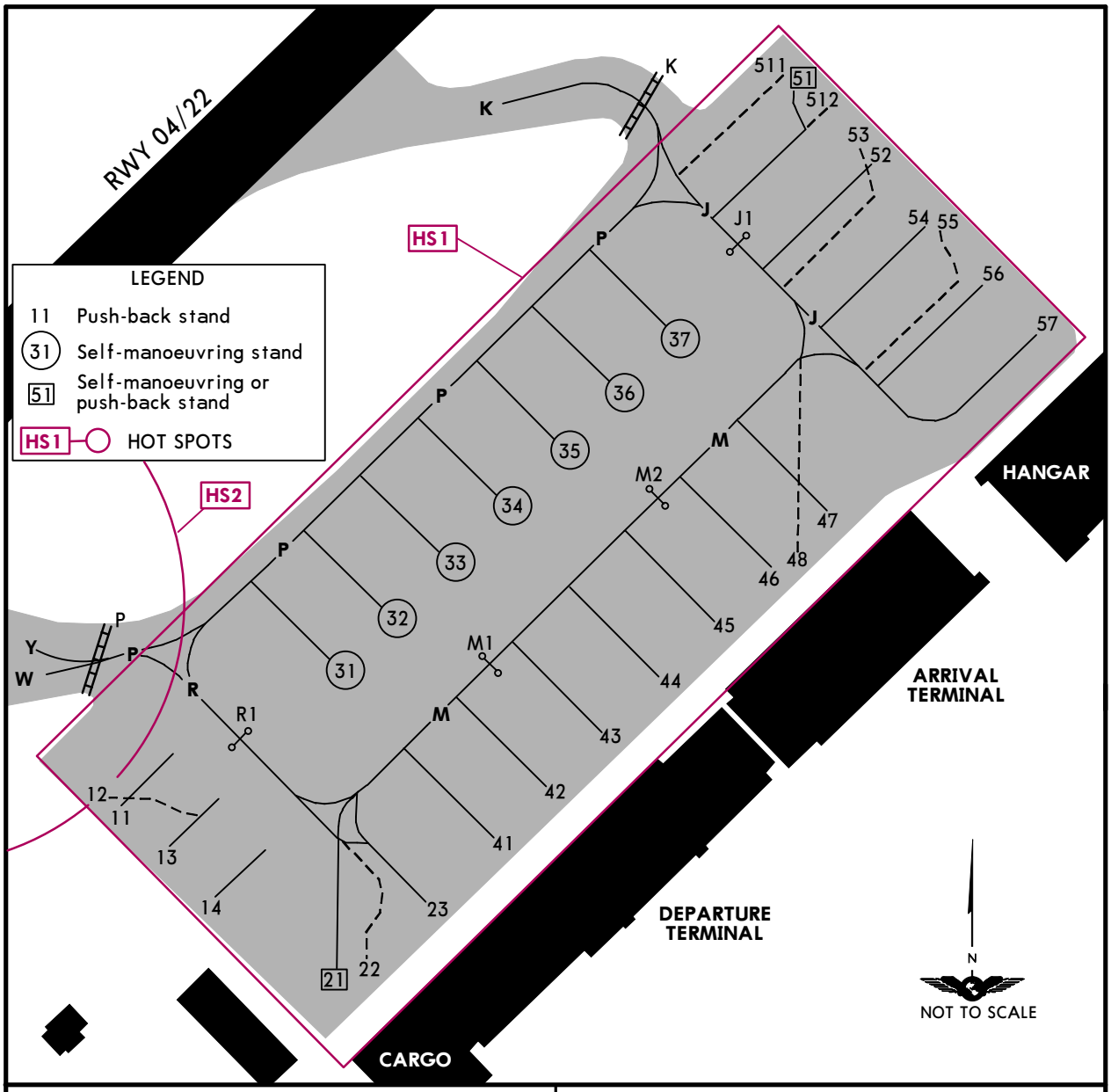
RWY 22:
From rwy head 10,066′ (3068m)
twy Y int 8520′ (2597m)
twy F int 8038′ (2450m)

Standard TAKE-OFF

	Low Visibility Take-off: ❶ HIRL, CL & relevant RVR	RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)
A B C D	TDZ, MID, RO RVR 125m	TDZ, MID, RO RVR 150m	RVR 200m	RVR 300m	400m	500m

❶ RWY 04: RVR 75m with approved guidance system or HUD/HUDLS.

CHANGES: Turn pad.



INS COORDINATES

STAND No.	COORDINATES
11,12	N45 24.2 E010 54.1
13, 14, 21	N45 24.1 E010 54.2
22, 23	N45 24.1 E010 54.3
31 thru 34	N45 24.2 E010 54.3
35 thru 37	N45 24.3 E010 54.4
41	N45 24.1 E010 54.3
42	N45 24.2 E010 54.3
43 thru 46	N45 24.2 E010 54.4
47, 48	N45 24.2 E010 54.5
51	N45 24.4 E010 54.4
52, 53	N45 24.4 E010 54.5
54 thru 56	N45 24.3 E010 54.5
57	N45 24.3 E010 54.6
511	N45 24.4 E010 54.4
512	N45 24.4 E010 54.5

HOT SPOTS

(For information only, not to be construed as ATC instructions.)

HS1 Apron and main portion of TWYs from apron to holding points RWY 22 not visible from TWR.

HS2 Be aware of the complex layout. Do not vacate on TWY Y.

HS3 No taxi allowed between T1 and T2 when an ACFT is holding at holding point C. Follow ATC instructions.

CHANGES: None.

LIPX/VRN VILLAFRANCA

JEPPESEN

17 JAN 20 (11-1) Eff 30 Jan

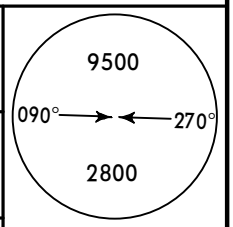
VERONA, ITALY ILS Rwy 04

ATIS	VERONA Approach(R)	VILLAFRANCA Tower	Ground (TWR)
124.125	135.9 124.250 118.550	118.650	121.750

BRIEFING STRIP ™

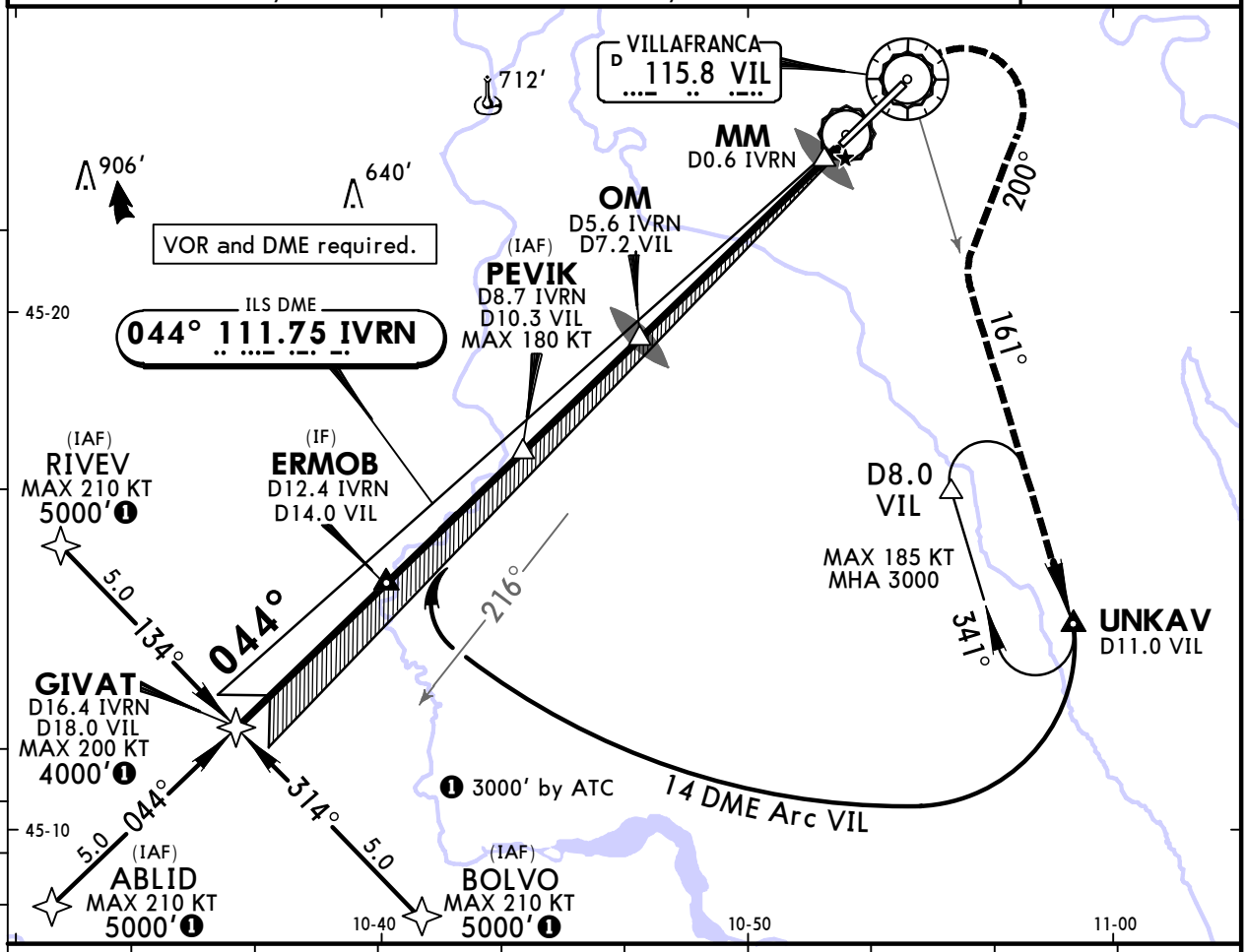
LOC IVRN	Final Apch Crs	GS	ILS DA(H)	Apt Elev	240′
111.75	044°	OM 2010′ (1790′)	Refer to Minimums	Rwy	220′

MISSED APCH: Climb on track 044° to 3000′. Passing VOR or 1000′, whichever is later, turn RIGHT (MAX 210 KT) onto track 200° to intercept and follow R-161 VIL to UNKAV and hold.

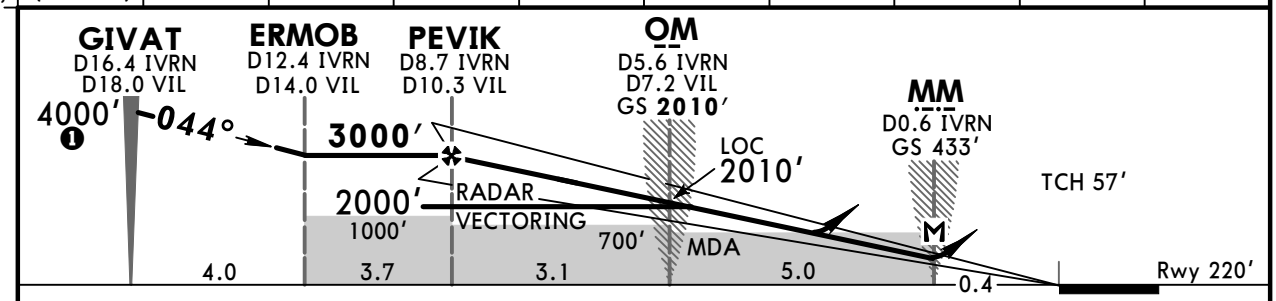


MSA VIL VOR

Alt Set: hPa | Rwy Elev: 8 hPa | Trans level: By ATC | Trans alt: 6000′



LOC (GS out)	VIL DME	10.3	9.0	8.0	7.0	6.0	5.0	4.0	3.0
	ALTITUDE	3000′	2590′	2270′	1950′	1630′	1310′	990′	670′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Desc Angle 3.00°	372	478	531	637	743	849
MAP at MM/D0.6 IVRN						

HIALS-II PAPI PAPI

Refer to Missed Apch above

PANS OPS

Standard STRAIGHT-IN LANDING RWY 04

ILS

DA(H) AB: **430′** (210′) C: **432′** (212′) D: **443′** (223′)

LOC (GS out) CDFA

DA/MDA(H) **570′** (350′)

	FULL	TDZ or CL out	ALS out		ALS out
A	RVR 550m	RVR 550m [1]	RVR 1200m	RVR 900m	RVR 1500m
B					
C					RVR 1600m
D					

CIRCLE-TO-LAND

Not authorized Northwest of rwy

Max Kts	MDA(H)	VIS
100	800′ (560′)	1500m
135	800′ (560′)	1600m
180	950′ (710′)	2400m
205	1210′ (970′)	3600m

[1] RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Circling minimums.

LIPX/VRN VILLAFRANCA

JEPPESEN

17 JAN 20
Eff 30 Jan

11-1A

VERONA, ITALY
CAT II/III ILS Rwy 04

ATIS	VERONA Approach(R)	VILLAFRANCA Tower	Ground (TWR)
124.125	135.9 124.250 118.550	118.650	121.750

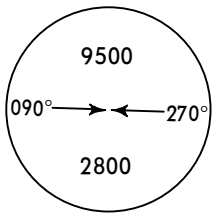
BRIEFING STRIP™

LOC IVRN	Final Apch Crs	GS	CAT IIIB, IIIA & II ILS Refer to Minimums	Apt Elev	240′
111.75	044°	OM 2010′ (1790′)		Rwy	220′

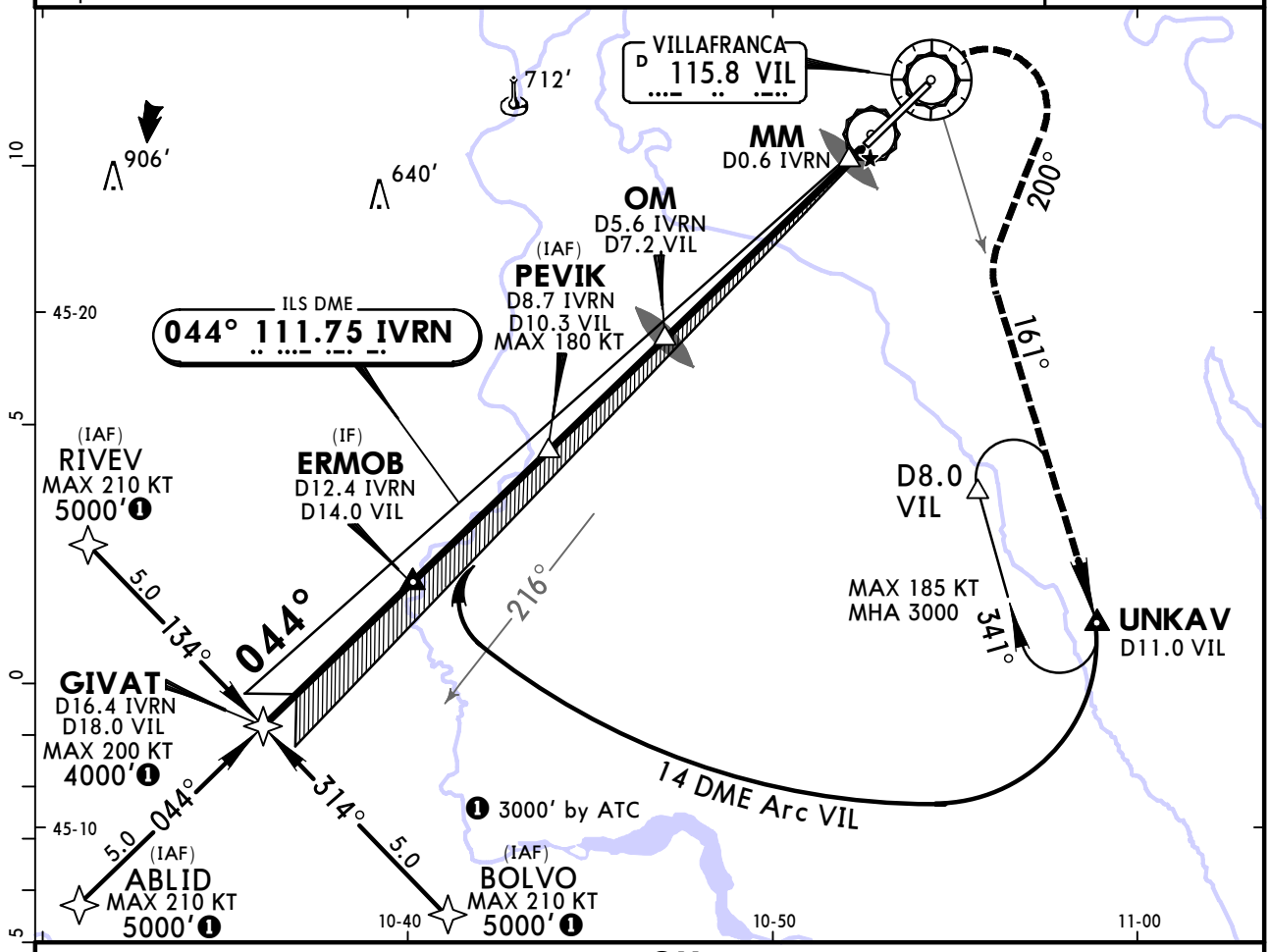
MISSED APCH: Climb on track 044° to 3000′. Passing VOR or 1000′, whichever is later, turn RIGHT (MAX 210 KT) onto track 200° to intercept and follow R-161 VIL to UNKAV and hold.

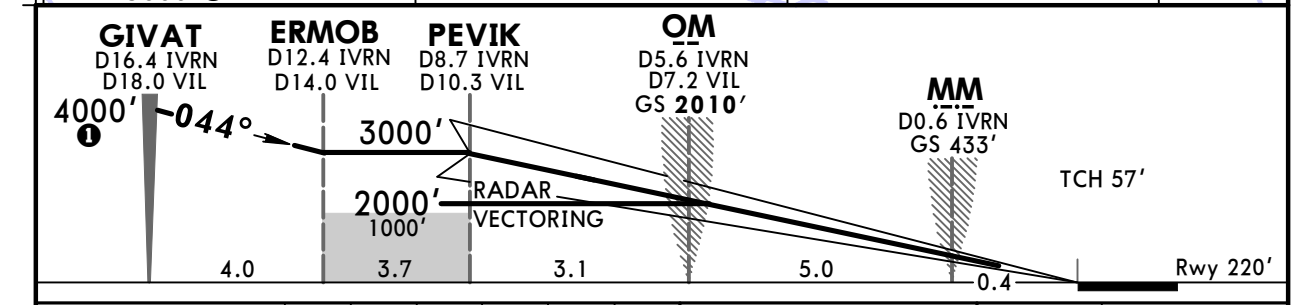
Alt Set: hPa | Rwy Elev: 8 hPa | Trans level: By ATC | Trans alt: 6000′

1. VOR and DME required.
2. Special Aircrew and Aircraft Certification required.



MSA VIL VOR





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

HIALS-II
PAPI PAPI

Refer to Missed Apch above

PANS OPS

Standard STRAIGHT-IN LANDING RWY **04**

CAT IIIB ILS	CAT IIIA ILS	CAT II ILS A	CAT II ILS B	CAT II ILS C	CAT II ILS D
	DH 50′	RA 114′ DA(H) 330′ (110′)	RA 127′ DA(H) 341′ (121′)	RA 140′ DA(H) 353′ (133′)	RA 154′ DA(H) 367′ (147′)
RVR 75m	RVR 200m	RVR 300m	RVR 400m		RVR 450m

CHANGES: CAT II minimums.

LIPX/VRN VILLAFRANCA

JEPPESEN

17 JAN 20 (12-1) Eff 30 Jan

VERONA, ITALY RNP Rwy 04

ATIS	VERONA Approach(R)	VILLAFRANCA Tower	Ground (TWR)
124.125	135.9 124.250 118.550	118.650	121.750

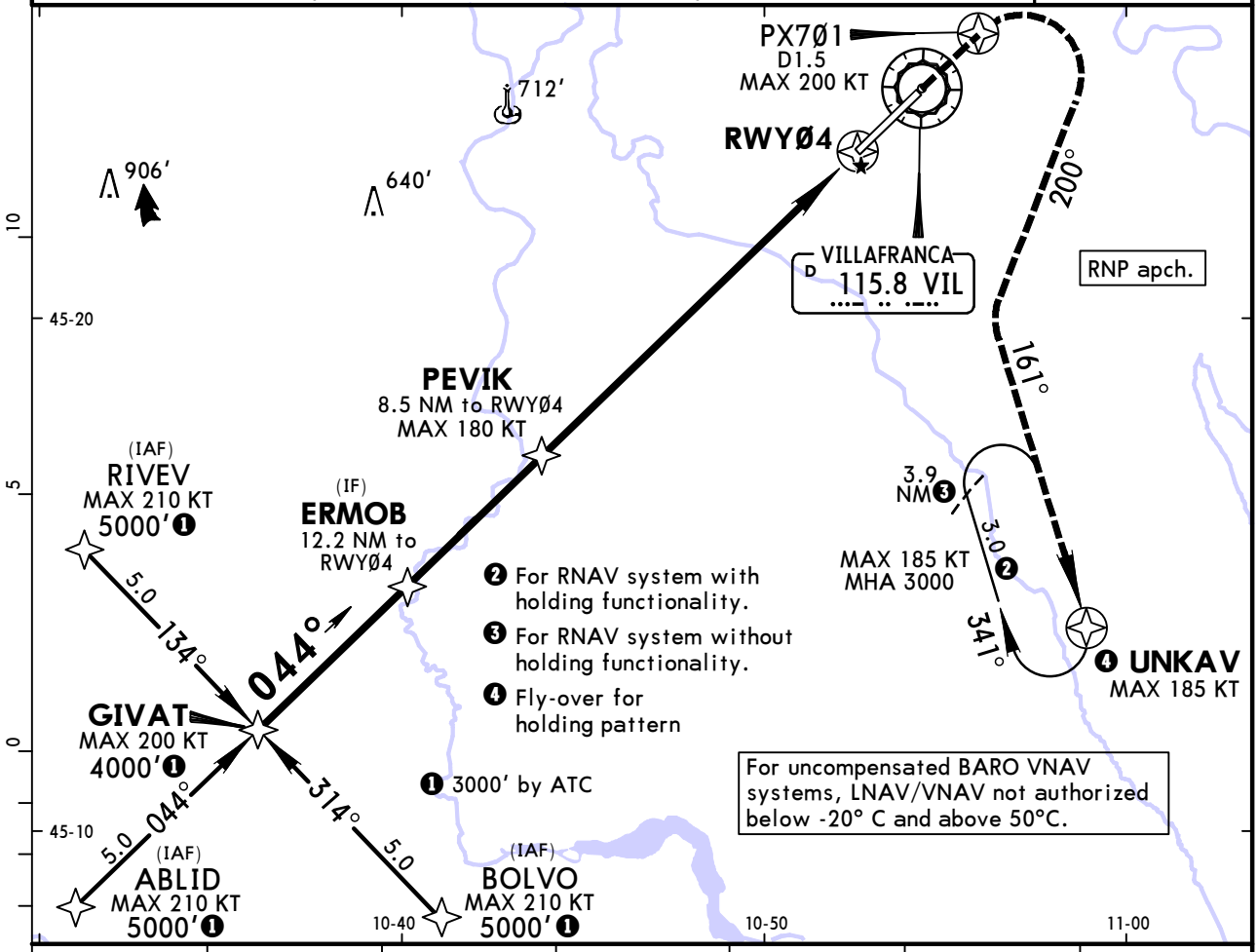
BRIEFING STRIP

RNAV	Final Apch Crs 044°	PEVIK 3000′ (2780′)	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 240′ Rwy 220′

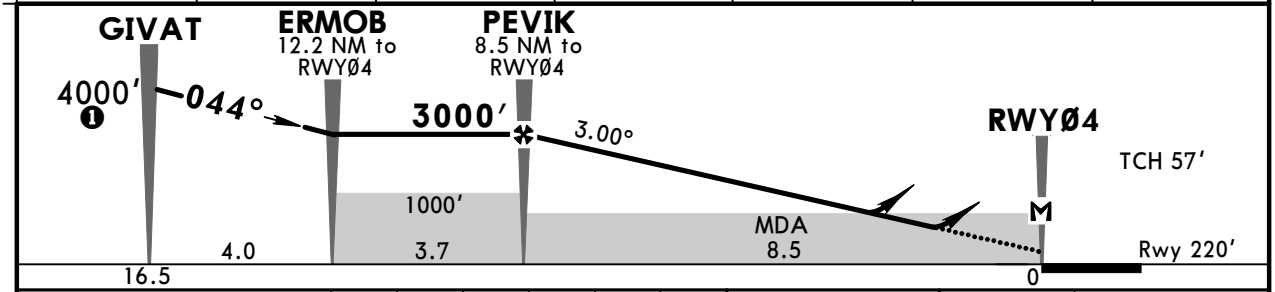
MISSED APCH: Climb on track 044° to 3000′. At PX701/D1.5 after VOR, at 1000′ or above turn RIGHT (MAX 200 KT) on track 200° to join and follow track 161° to UNKAV and hold.

9500 090° 270° 2800 MSA ARP

Alt Set: hPa | Rwy Elev: 8 hPa | Trans level: By ATC | Trans alt: 6000′



DIST to RWY04	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2500′	2180′	1865′	1545′	1225′	905′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
LNAV/VNAV: MAP at DA							
LNAV: MAP at RWY04							

HIALS-II PAPI PAPI

Refer to Missed Apch above

PANS OPS

Standard STRAIGHT-IN LANDING RWY 04

	LNAV/VNAV DA(H)	ALS out	LNAV CDFA DA/MDA(H)	ALS out
A	A: 570′ (350′) C: 590′ (370′) B: 580′ (360′) D: 600′ (380′)		650′ (430′)	
A	RVR 900m	RVR 1500m	RVR 1300m	RVR 1500m
B				
C	RVR 1000m	RVR 1700m		RVR 2000m
D				

CIRCLE-TO-LAND

Not authorized Northwest of rwy

Max Kts	MDA(H)	VIS
100	800′ (560′)	1500m
135	800′ (560′)	1600m
180	950′ (710′)	2400m
205	1210′ (970′)	3600m

CHANGES: FAF altitude. Circling minimums.

LIPX/VRN VILLAFRANCA

JEPPESEN

17 JAN 20 (13-1) Eff 30 Jan

VERONA, ITALY VOR Rwy 04

ATIS	VERONA Approach(R)	VILLAFRANCA Tower	Ground (TWR)
124.125	135.9 124.250 118.550	118.650	121.750

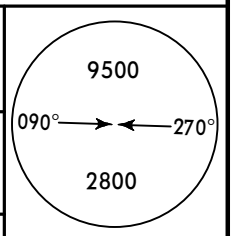
BRIEFING STRIP™

VOR VIL	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev 240′
115.8	044°	PEVIK 3000′ (2780′)	820′ (600′)	Rwy 220′

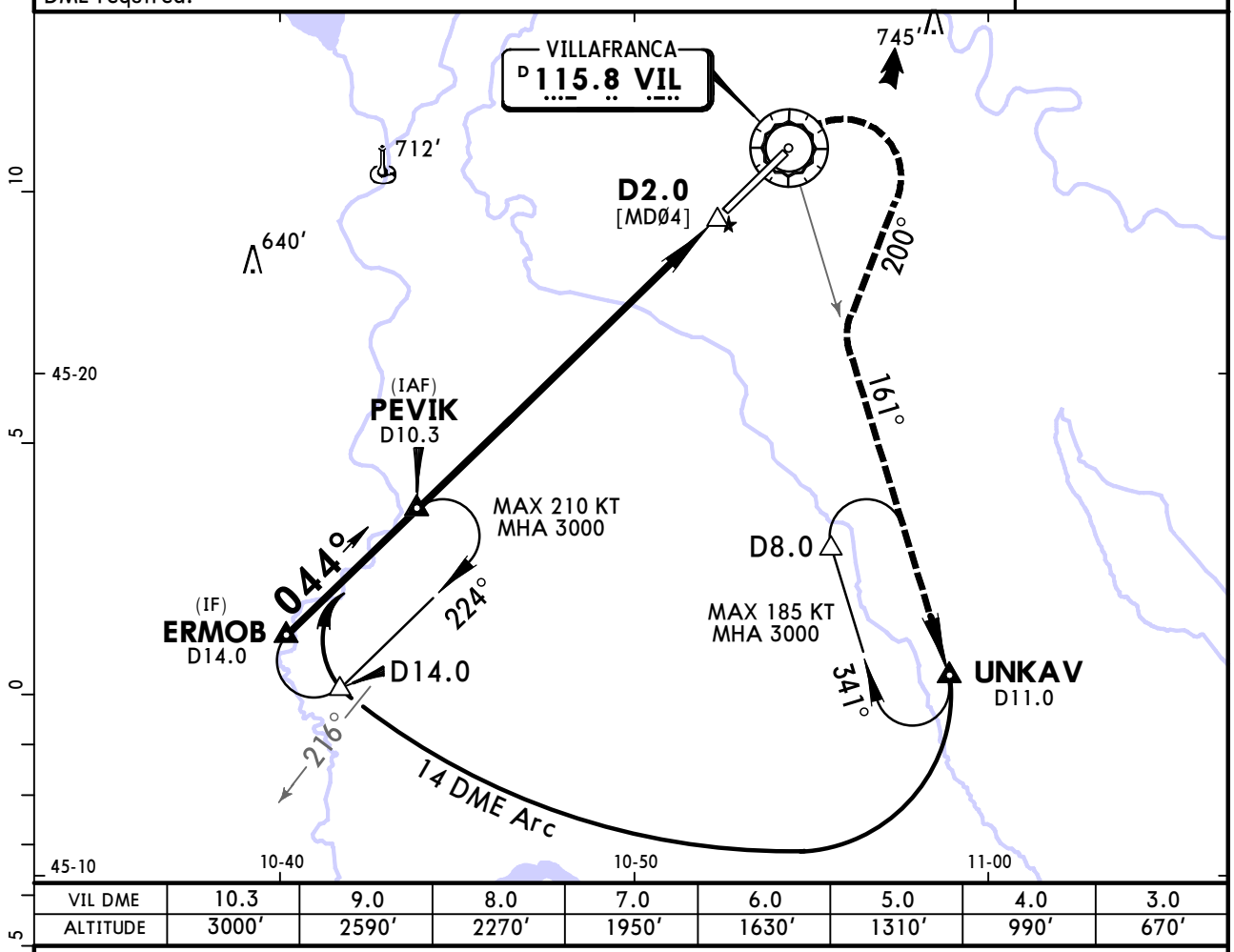
MISSED APCH: Climb on track 044° to 3000′. Passing VOR or 1000′, whichever is later, turn RIGHT (MAX 210 KT) onto track 200° to intercept and follow R-161 to UNKAV and hold.

Alt Set: hPa | Rwy Elev: 8 hPa | Trans level: By ATC | Trans alt: 6000′

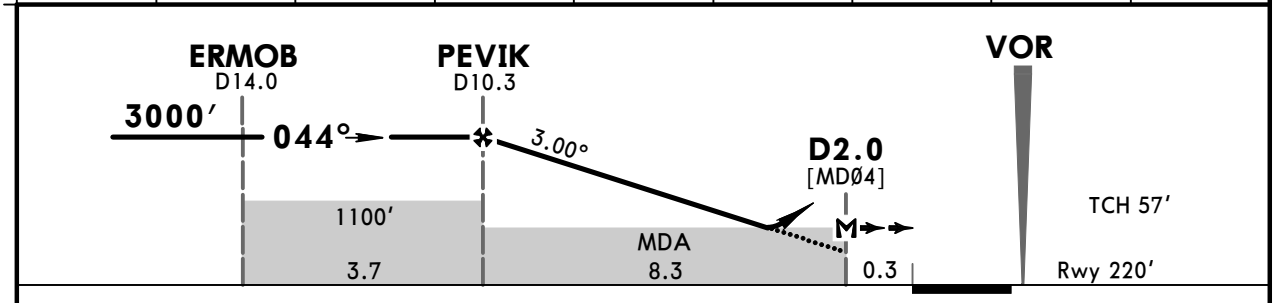
DME required.



MSA VIL VOR



VIL DME	10.3	9.0	8.0	7.0	6.0	5.0	4.0	3.0
ALTITUDE	3000′	2590′	2270′	1950′	1630′	1310′	990′	670′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D2.0							

HIALS-II PAPI PAPI

Refer to Missed Apch above

Standard STRAIGHT-IN LANDING RWY 04

CDFA

DA/MDA(H) 820′ (600′)

ALS out

A	RVR 1500m	
B		
C	RVR 2000m	RVR 2400m
D		

CIRCLE-TO-LAND

Not authorized Northwest of rwy

Max Kts	MDA(H)	VIS
100	890′ (650′)	1500m
135	890′ (650′)	1600m
180	990′ (750′)	2400m
205	1100′ (860′)	3600m

PANS OPS

CHANGES: Circling minimums.

Chart changes since cycle 21-2020

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

VERONA, (VILLAFRANCA - LIPX)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LIPX