Venice Marco Polo Airport

IATA/ICAO CODE:	VCE/LIPZ
CITY:	Tessera - Venezia
COUNTRY:	Italy

AIRPORT CONTACT

No changes reported by the airport in 2011
Verify information below with the airport

Name:	Save S.p.a.	ENAC - DA Venezia - Ronchi dei Leilonari
Title:	Airport Operator	Airport Administration Authority
Airport:	Venice Marco Polo Airport	
Address:	Aeroporto di Venezia Marco Polo - Save S.p.a. Viale G. Galilei, 30/1 30030 Tessera-Venezia (Ve) Italy	
Phone:	+39 041 2606111	+39 041 260 5701
Fax:	+39 041 2606229	+39 041 260 5711
Email:	doperativa@veniceairport.it	aero.venezia@enac.gov.it

Airport Web Site: www.veniceairport.it

ELEVATION: 7 ft

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
04L/22R	2780	-	-	45
04R/22L	3300	-	-	45

NOISE ABATEMENT PROCEDURES
See AIP – Italia ENR 1.5-1

2 NOISE ABATEMENT PROCEDURES (Provision of Italian Civil Aviation Authority N 42/674/A3/4.2 dated March 21st 1996)

2.1 Initial climb procedures

Compliance with the procedures below shall not be required in adverse weather conditions or for safety reasons.

During the initial climb phase pilots shall maintain the following parameters:

1) up to 1500 ft QFE:
a) take-off power;
b) take-off flap
c) climb at V2 + 10/20 kt IAS or as limited by body angle;

2) at 1500 ft QFE:
a) reduce thrust and climb at V2 + 10/20 kt IAS until reaching 3000 ft QFE;

3) at 3000 ft QFE:

2.2 Approach and landing procedures

Pilots shall conduct their flight at a speed which permits operation of the aircraft in clean configuration until reaching a distance of approximately 12 NM from touch down.

Recommended speed is 210 kt ± 10 kt or the aircraft's minimum performance speed if higher than above.

Subsequent portion of the approach, either instrument or visual, shall be flown with a properly set slope to achieve, if possible, a continuous descent, the interception of approach path not below 3000 ft QFE and aircraft to be established not beyond the OM or equivalent position.

Execution technique must be performed with aircraft deceleration action and aerodynamic configuration change so as to achieve final speed and configuration at the OM, FAF or equivalent position.

Compliance with the above procedure is recommended provided that it is compatible with ATC instructions and weather conditions are favorable.

Non compliance is allowed in case of precision approach CAT II and III.

No instrument or visual approach shall be made at an angle less than the ILS glide path or less than 3° if no ILS is available.

Aircraft executing a visual approach shall intercept descent path at not lower than 1000 ft QFE.

2.3 Provision of Italian Civil Aviation Authority N 42/255/R2/1-9 dated March 17th 1997

Noise abatement procedures described in para 2.1 apply to the following aerodromes: Torino Caselle, Milano Linate, Milano Malpensa, Bergamo, Bologna, Ancona, Forlì (only TKOF RWY 30), Napoli, Pescara, Reggio Calabria (only TKOF RWY 15/33), Rimini, Roma Ciampino, Roma Fiumicino (TKOF RWY 25 excluded), Ronchi (only TKOF RWY 09), Treviso S. Angelo (approved in Treviso AD by local DCA with provision n° 404/2.32 dated 2nd February 2001), Verona Villafranca (only TKOF RWY 04/22); **noise abatement procedures described in the above para 2.2 apply to all Italian aerodromes open to civil air traffic.**

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

In addition to the information above, the following apply at this airport:

Arrivals:
Within HR 2200-0500 (2100-0400) it is compulsory for landing aircraft to use the entire length of runway to reach parking area

Reverse:
It is compulsory for all landing aircraft the use of reverse not exceeding minimum limits indicated in the aircraft manual, except for safety reasons

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS - NONE

PREFERENTIAL RUNWAYS

Runway 04R/22L is the preferential runway.

OPERATING QUOTA - NONE

ENGINE RUN-UP RESTRICTIONS

Engine test is forbidden HR 2200-0500 (2100-0400)

APU OPERATING RESTRICTIONS

Stands from 101 to 116, from 217 to 221 and from 322 to 330 are provided with fixed GPU (Ground Power Unit) 400 HZ. On arrival at these stands APU (Auxiliary Power Unit) is allowed till block-on. On departure APU is allowed for start-up only. If GPU is not available, APU start-up is allowed not before 60 minutes from ETD and kept on running no longer than 30 minutes from block-on. Use of APU exceeding above limits for justified technical reasons only must be formally authorized by SAVE Safety.

NOISE BUDGET RESTRICTIONS - NONE

NOISE SURCHARGE - NONE

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM - **NONE**

FLIGHT TRACK MONITORING SYSTEM - NONE

NOISE LEVEL LIMITS

Yes

CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes >75,000 lbs are banned from operating at airports in EU Member States as of April 1, 2002.

CHAPTER 2 PHASEOUT

From April 1, 2002 all civil subsonic jet aeroplanes >75,000 lbs operating at airports in EU Member States must comply with the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 in accordance with EU Council Directive 92/14/EEC.

CHAPTER 3 RESTRICTIONS - **NONE**