

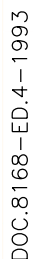


AD 2 LIPX 5-3

|                  |
|------------------|
| L<br>I<br>P<br>X |
|------------------|

ILS - Z

RWY 04



CHANGE: NEW AD SECTION

MISSED APPROACH: At MAPt maintain final track and climb to 3000 Ft AMSL. Crossing 1000 ft turn right to join RDL 139 VIL VORTAC direct to M.A. holding pattern. Hold on RDL 139 VIL VORTAC at 3000 Ft between 7 NM and 11 NM VIL DME; inbound track 319°, left turns, IAS MAX 185 KT.

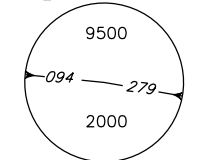
GP 3°



REMARK: Circling only South East of the RWY.

| FT<br>PER<br>MIN | GS  | DIST  | ALT (HGT)  |
|------------------|-----|-------|------------|
| 425              | 80  | 5 DME | 1900(1670) |
| 531              | 100 | 4 DME | 1570(1350) |
| 637              | 120 | 3 DME | 1250(1020) |
| 743              | 140 | 2 DME | 920 (700)  |
| 849              | 160 | 1 DME | 600 (380)  |
| 955              | 180 |       |            |

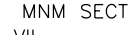
MNM SECT ALT  
VIL VORTAC



AD 2 LIPX 5-5

VERONA/VILAFRANCA  
ILS - Y            RWY 04



| OCA (OCH)               |             | A          | B         | C         | D         | FT<br>PER<br>MIN | GS  | DIST IVF | ALT (HGT)  | DIST IVF | ALT (HGT)  | <div> MNM SECT ALT<br/>VIL NDB </div>  |
|-------------------------|-------------|------------|-----------|-----------|-----------|------------------|-----|----------|------------|----------|------------|-----------------------------------------------------------------------------------------------------------------------------|
| STRAIGHT IN<br>APPROACH | ILS CAT I   | 420 (200)  |           |           |           | 425              | 80  | 10 DME   | 3550(3330) | 5 DME    | 1900(1670) |                                                                                                                             |
|                         | ILS CAT II  | 320 (100)  |           | 328 (108) | 342 (122) | 531              | 100 | 9 DME    | 3220(3000) | 4 DME    | 1570(1350) |                                                                                                                             |
|                         | ILS CAT III | 257 (37)   |           |           |           | 637              | 120 | 8 DME    | 2880(2660) | 3 DME    | 1250(1020) |                                                                                                                             |
|                         | LLZ         | 550 (330)  |           |           |           | 743              | 140 | 7 DME    | 2550(2330) | 2 DME    | 920 (700)  |                                                                                                                             |
|                         |             |            |           |           |           | 849              | 160 |          |            |          |            |                                                                                                                             |
| CIRCLING                |             | See Remark | 800 (570) |           |           | 955              | 180 | 6 DME    | 2220(2000) | 1 DME    | 600 (380)  |                                                                                                                             |



# ICAO - INSTRUMENT APPROACH CHART

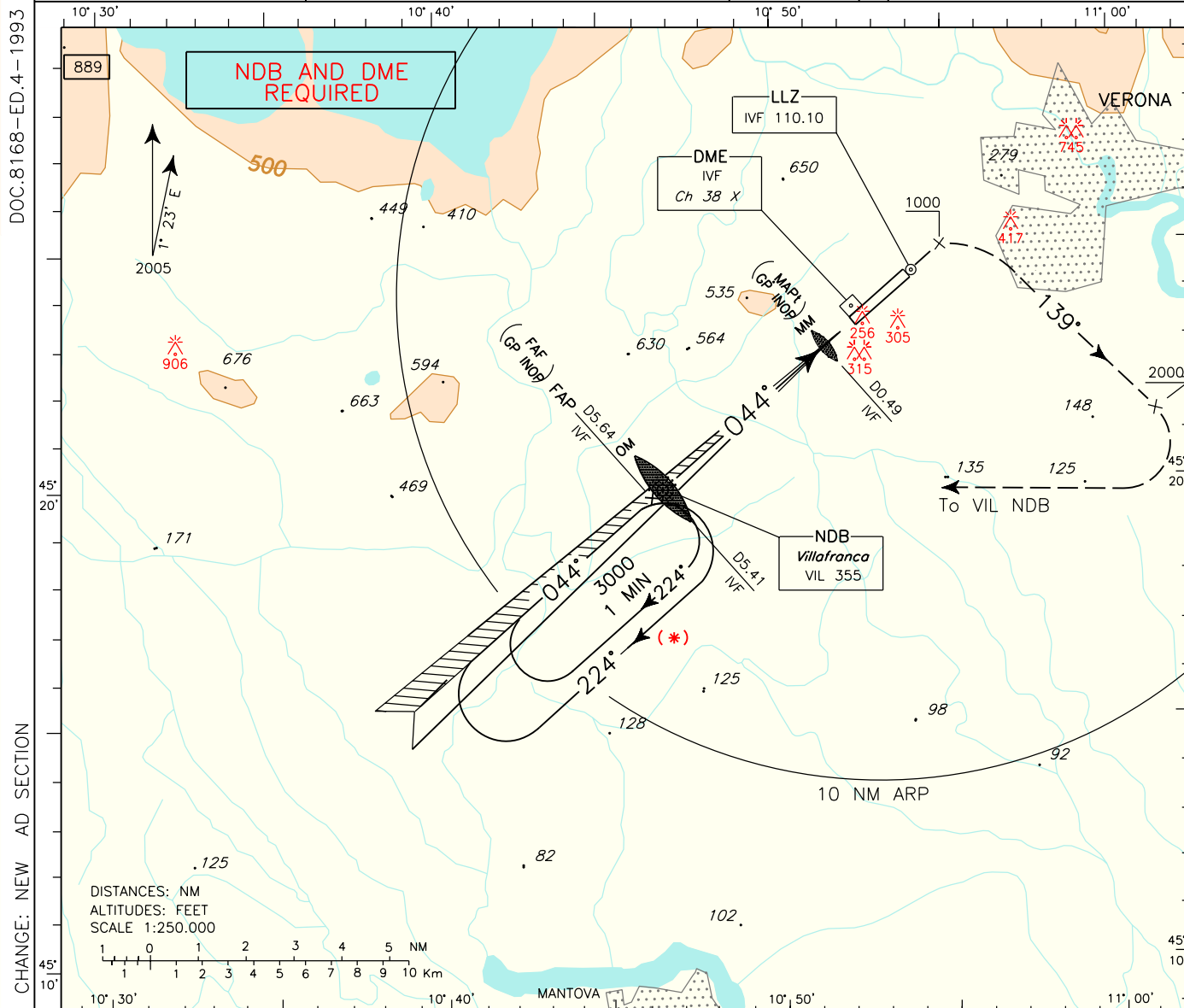
AD 2 LIPX 5-7

(\*) **REMARK:** Racetrack  
CAT A/B: 1 min 30 sec;  
CAT C/D: 1 min.

APP *Garda Approach*  
135.900 124.250  
118.550  
TWR *Villafranca Tower*  
118.650  
*Villafranca Ground*  
(121.750)

AD ELEV  
239

LIPX  
VERONA/VILAFRANCA  
ILS - X RWY 04

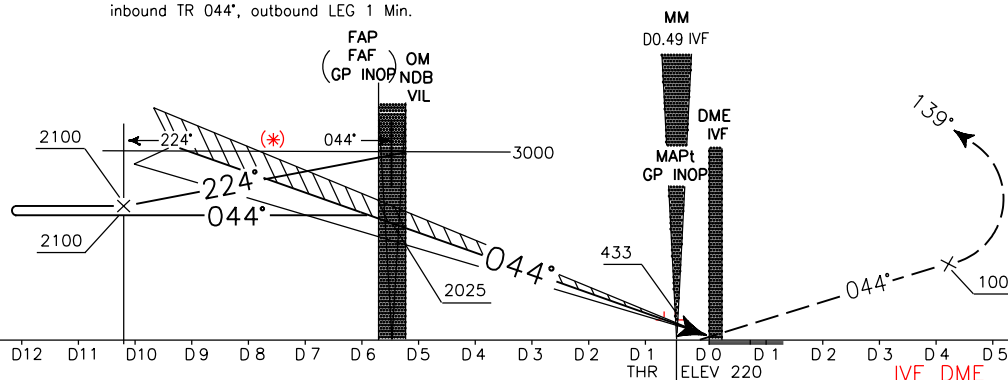


TRANSITION ALT 6000

**MISSED APPROACH:** At MAPt maintain final track and climb to 3000 Ft. Crossing 1000 ft turn right TR 139° till crossing 2000 Ft, then turn right direct to VIL NDB. Hold on VIL NDB at 3000 Ft, right turns, inbound TR 044°, outbound LEG 1 Min.

RDH 17.45 M

GP 3°



18 D17 D16 D15 D14 D13 D12 D11 D10 D9 D8 D7 D6 D5 D4 D3 D2 D1 THR D0 D1 D2 D3 D4 D5  
IVF DME IVF DME

| OCA (OCH)            |             | A         | B | C         | D         | REMARK: Circling only South East of the RWY. | FT PER MIN | GS  | DIST  | ALT (HGT)  | MNM SECT ALT VIL NDB |
|----------------------|-------------|-----------|---|-----------|-----------|----------------------------------------------|------------|-----|-------|------------|----------------------|
| STRAIGHT IN APPROACH | ILS CAT I   | 420 (200) |   |           |           |                                              | 425        | 80  | 5 DME | 1900(1670) |                      |
|                      | ILS CAT II  | 320 (100) |   | 328 (108) | 342 (122) |                                              | 531        | 100 | 4 DME | 1570(1350) |                      |
|                      | ILS CAT III | 257 (37)  |   |           |           |                                              | 637        | 120 | 3 DME | 1250(1020) |                      |
|                      | LLZ         | 550 (330) |   |           |           |                                              | 743        | 140 | 2 DME | 920 (700)  |                      |
| CIRCLING             |             | 800 (570) |   |           |           |                                              | 849        | 160 | 1 DME | 600 (380)  |                      |
|                      |             |           |   |           |           |                                              | 955        | 180 |       |            |                      |

# ICAO - INSTRUMENT APPROACH CHART

AD 2 LIPX 5-9

APP *Garda Approach*  
135.900 124.250  
118.550

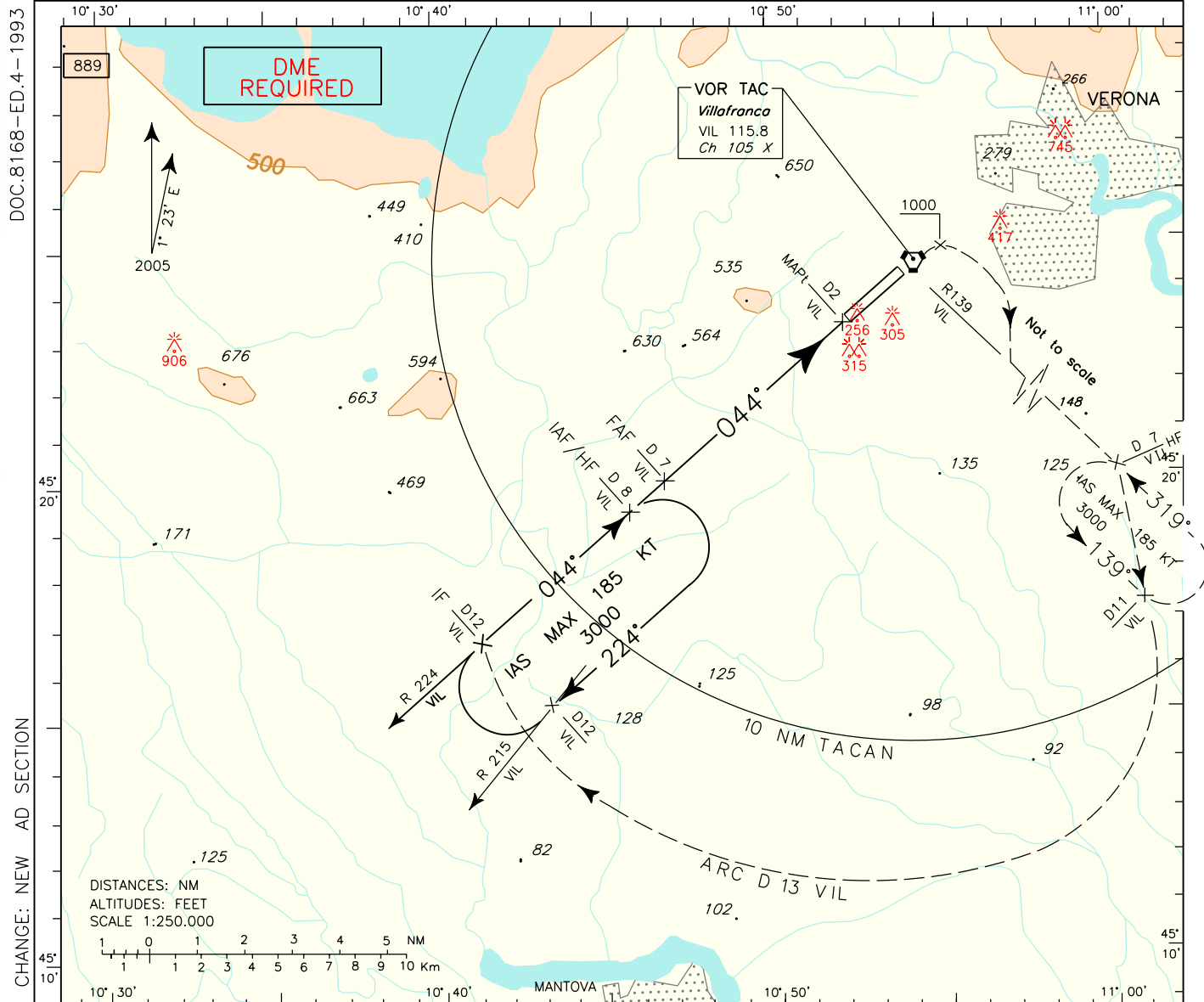
TWR *Villafranca Tower*  
118.650  
*Villafranca Ground*  
(121.750)

AD ELEV  
239

L  
I  
P  
X

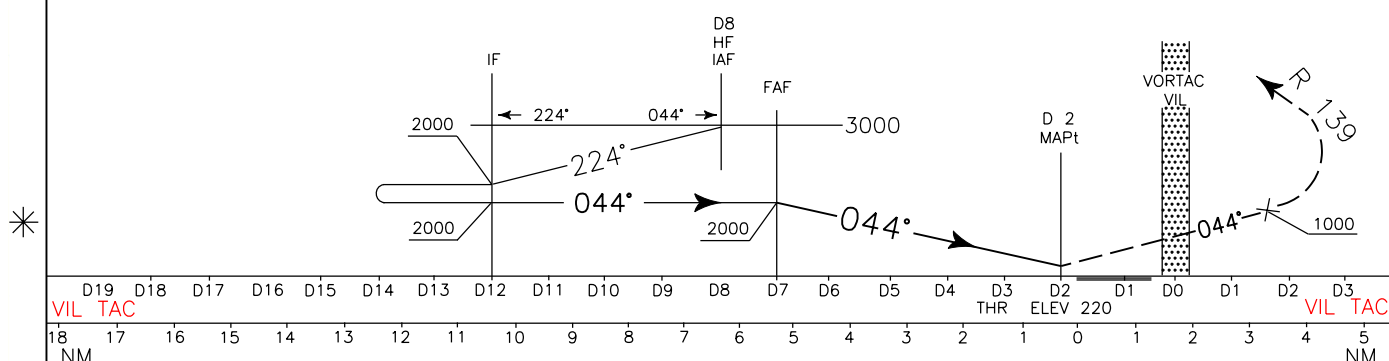
VERONA/VILLAFRANCA

VORTAC - Z RWY 04

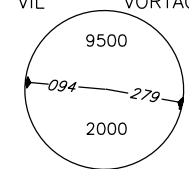


TRANSITION ALT 6000

**MISSED APPROACH:** At MAPt maintain final track and climb to 3000 Ft AMSL. Crossing 1000 ft turn right to join RDL 139 VIL VORTAC direct to M.A. holding pattern. Hold on RDL 139 VIL VORTAC at 3000 Ft between 7 NM and 11 NM DME; inbound track 319°, left turns, IAS MAX 185 KT.



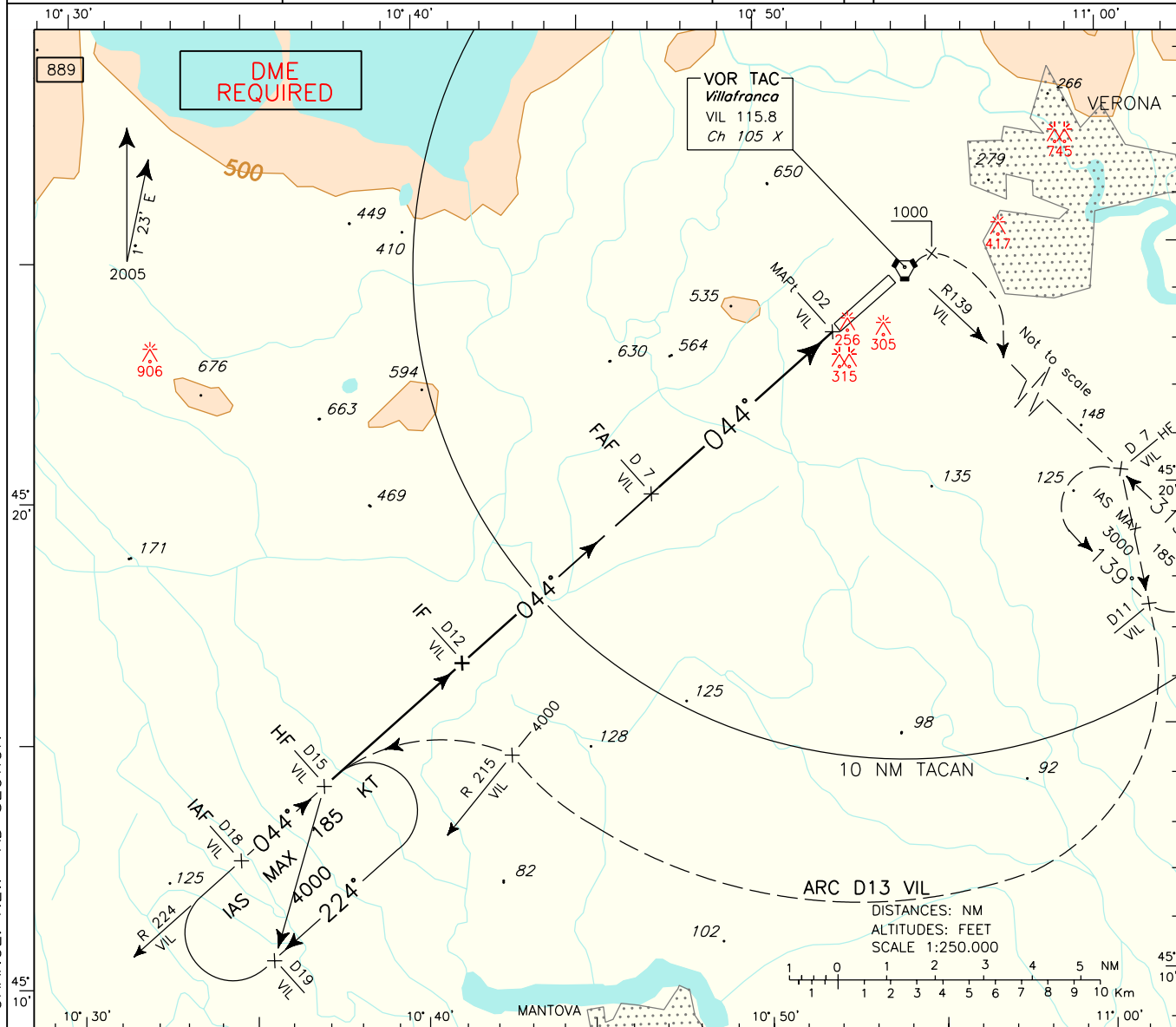
| OCA (OCH)            |         | A         | B | C | D | REMARK: Circling only South East of the RWY. | FT PER MIN | GS  | DIST | ALT (HGT)  | MNM SECT ALT<br>VIL VORTAC |
|----------------------|---------|-----------|---|---|---|----------------------------------------------|------------|-----|------|------------|----------------------------|
| STRAIGHT IN APPROACH | VOR TAC | 820 (600) |   |   |   |                                              | 425        | 80  | 7DME | 2020(1800) |                            |
|                      |         |           |   |   |   |                                              | 531        | 100 | 6DME | 1700(1480) |                            |
|                      |         |           |   |   |   |                                              | 637        | 120 | 5DME | 1370(1150) |                            |
|                      |         |           |   |   |   |                                              | 743        | 140 | 4DME | 1050(830)  |                            |
| CIRCLING             |         | 820 (590) |   |   |   |                                              | 849        | 160 | 3DME | 730(510)   |                            |
|                      |         |           |   |   |   |                                              | 955        | 180 |      |            |                            |



# ICAO - INSTRUMENT APPROACH CHART

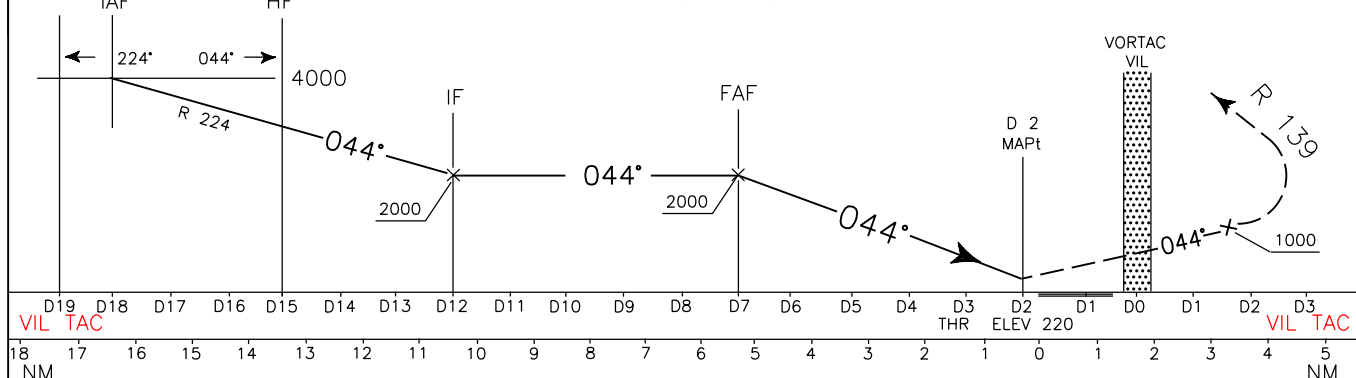
AD 2 LIPX 5-11

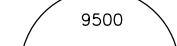
|                           |                                        |         |      |                   |
|---------------------------|----------------------------------------|---------|------|-------------------|
| APP <i>Garda Approach</i> | TWR <i>Villafranca Tower</i>           | AD ELEV | LIPX | VERONA/VILAFRANCA |
| 135.900 124.250           | 118.650                                | 239     |      | VORTAC - Y RWY 04 |
| 118.550                   | <i>Villafranca Ground</i><br>(121.750) |         |      |                   |

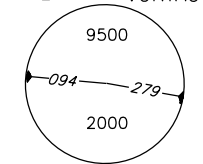


TRANSITION ALT 6000

**MISSED APPROACH:** At MAPt maintain final track and climb to 3000 Ft AMSL. Crossing 1000 ft turn right to join RDL 139 VIL VORTAC direct to M.A. holding pattern.  
Hold on RDL 139 VIL VORTAC at 3000 Ft between 7 NM and 11 NM DME;  
inbound track 319°, left turns, IAS MAX 185 KT.



| OCA (OCH)            |        | A         | B | C | D | REMARK: Circling only South East of the RWY. | FT PER MIN | GS  | DIST | ALT (HGT)  | MNM SECT ALT                                                                          |
|----------------------|--------|-----------|---|---|---|----------------------------------------------|------------|-----|------|------------|---------------------------------------------------------------------------------------|
| STRAIGHT IN APPROACH | VORTAC | 820 (600) |   |   |   |                                              | 425        | 80  | 7DME | 2020(1800) | VIL                                                                                   |
|                      |        |           |   |   |   |                                              | 531        | 100 | 6DME | 1700(1480) |  |
|                      |        |           |   |   |   |                                              | 637        | 120 | 5DME | 1370(1150) |                                                                                       |
|                      |        |           |   |   |   |                                              | 743        | 140 | 4DME | 1050(830)  |                                                                                       |
|                      |        |           |   |   |   |                                              | 849        | 160 | 3DME | 730(510)   |                                                                                       |
| CIRCLING             |        | 820 (590) |   |   |   |                                              | 955        | 180 |      |            |                                                                                       |



# ICAO – INSTRUMENT APPROACH CHART

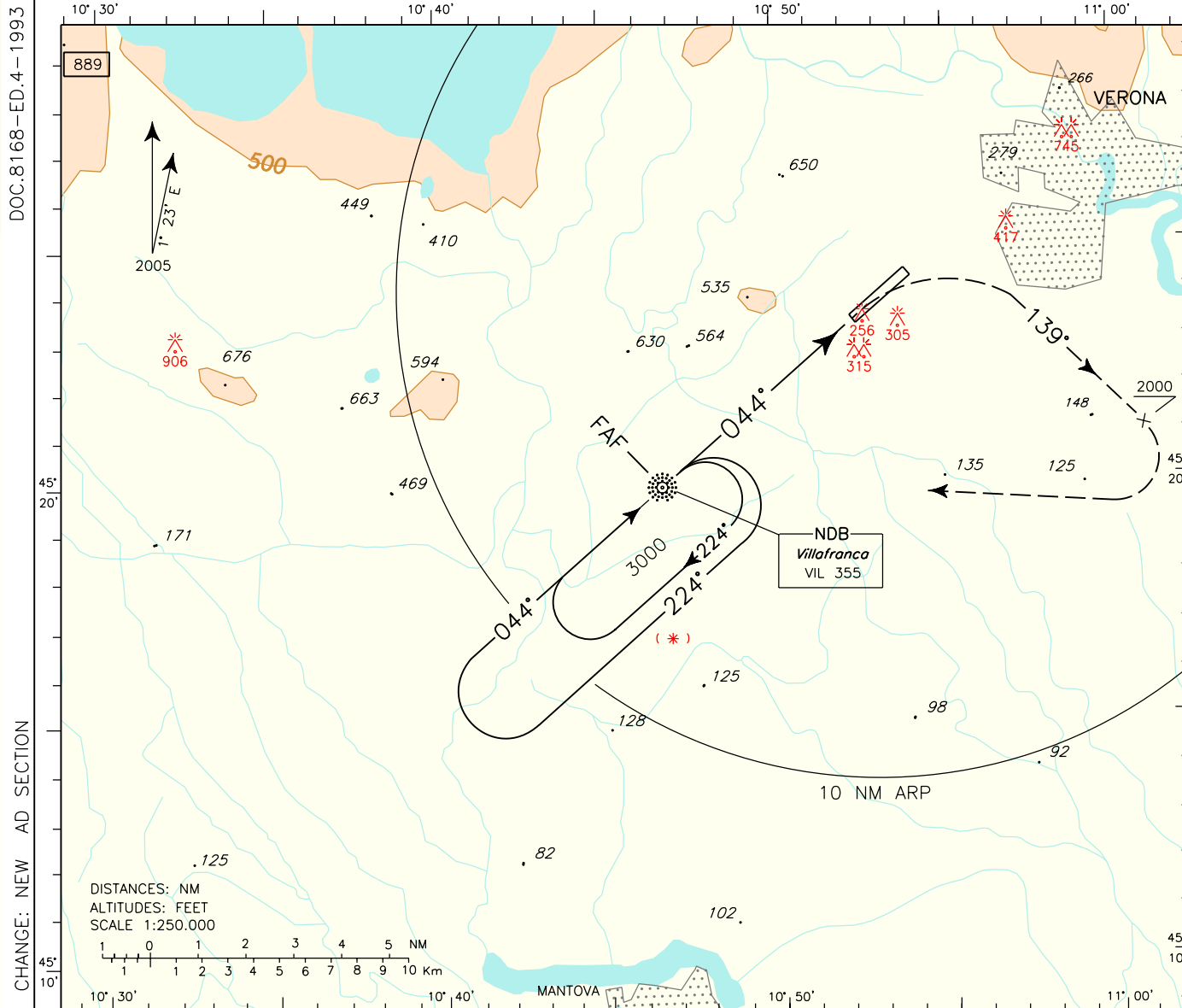
AD 2 LIPX 5-13

(\*) **REMARK:** Racetrack  
CAT A/B: 1 min 30 sec;  
CAT C/D: 1 min.

APP *Garda Approach* TWR *Villafranca Tower*  
135.900 124.250 118.650  
118.550 *Villafranca Ground*  
(121.750)

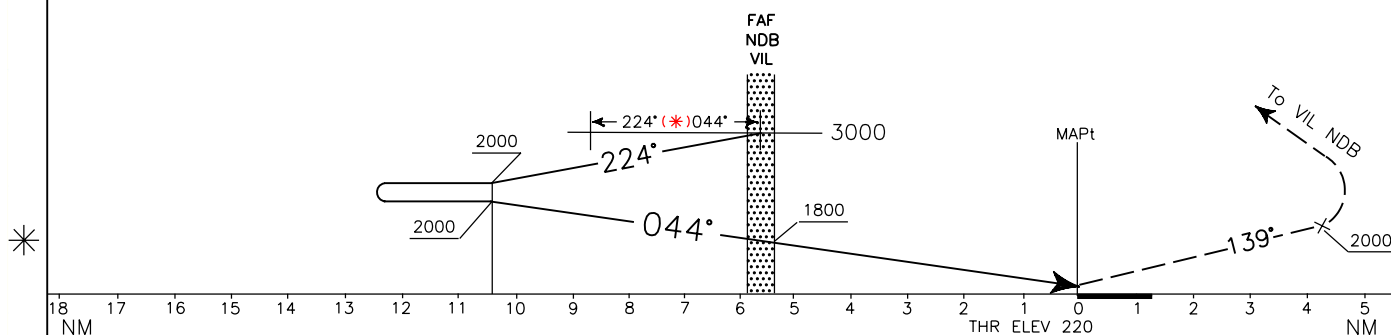
AD ELEV  
239

LIPX VERONA/VILAFRANCA  
NDB RWY 04



TRANSITION ALT 6000

**MISSED APPROACH:** Turn right TR 139° climbing at 3000 Ft.  
Crossing 2000 Ft turn right to VIL NDB holding pattern.



| OCA (OCH)               |     | A          | B | C | D | REMARK: Circling<br>only South East<br>of the RWY. | FT<br>PER<br>MIN | GS     | VIL-THR 05 | MNM SECT ALT<br>VIL NDB |
|-------------------------|-----|------------|---|---|---|----------------------------------------------------|------------------|--------|------------|-------------------------|
| STRAIGHT IN<br>APPROACH | NDB | 1000 (780) |   |   |   |                                                    |                  |        | 5.40 NM    |                         |
|                         |     |            |   |   |   |                                                    |                  |        | 4 : 03     |                         |
|                         |     |            |   |   |   |                                                    |                  |        | 3 : 14     |                         |
|                         |     |            |   |   |   |                                                    |                  |        | 2 : 42     |                         |
|                         |     |            |   |   |   |                                                    |                  |        | 2 : 18     |                         |
| CIRCLING                |     | 1000 (770) |   |   |   | 756                                                | 160              | 2 : 01 |            |                         |
|                         |     |            |   |   |   | 850                                                | 180              | 1 : 48 |            |                         |