

## VERONA (VRN/LIPX)

Elevation 240ft

### CATEGORY B

AV brief – not required

### GENERAL

- Verona is situated at the foot of the Italian Alps on the N side of the Italian plain.
- City is to the NE of the airfield.
- Joint military/civil airfield with the civil apron on the NE corner.

### Threats

#### CFIT

- 2,000ft asl contour is reached within 10 nm N of the airfield, posing problems to descent and departure.

#### Mid Air Collision

- Airspace above Verona is CAT D up to FL195 and is controlled by Garda Mil ATC unit.
- Crews must request a control service to ensure separation from VFR traffic. This applies to both inbound and outbound aircraft.

### ARRIVAL

#### Diversion Airports

|                  |          |              |       |
|------------------|----------|--------------|-------|
| BRESCIA          | VBS/LIPO | 024 nm/275°T | CAT B |
| BOLOGNA          | BLQ/LIPE | 055 nm/161°T | CAT B |
| VENICE (Tessera) | VCE/LIPZ | 062 nm/084°T | CAT B |
| MILAN (Linate)   | LIN/LIML | 068 nm/273°T | CAT B |

Others that may be used include Genoa, Pisa, Rome FCO and Nice

- Arrival routes are via ODRAL/PEVIK.

### Approach

- Energy management is difficult after you pass south of the Alps. You can expect a step-down descent from ATC, then clearance from FL110 to 5000 and then the procedure. Often this is direct PX424 then ERMOB, reducing track miles by 20/30 nm.
- Expect RNAV STARs.
- Instrument approaches to Rwy 04 only, due terrain. Note the immediate right turn on the missed approach.
- Please be aware that the FMC Nav Database for ILS04-Z and VOR04 includes one circuit of the hold from PEVIK. If hold not required, distance to go will be approx 10 nm less than that predicted by the FMC.

- Circling is rare and tailwind landings Rwy 04 normally offered. However, crews report circling may be given at late notice due to aircraft departing Rwy 22.
- Circling is to the SE.
- 1500 aal circling is acceptable if weather permits, provided the aircraft remains within the circling protected area, 4.2 nm from threshold.
- Missed approaches from the circling segment should climb, initially turning toward the airfield before interception and execution of the missed approach for the instrument procedure flown. The AC should remain SE of the airfield while at or below circling minima.

#### A32N

- To land RWY 22:
  - In poor weather (RNP Circling):
    - Expect an ILS RWY04 to Circle for RWY 22.
    - **It is recommended to use the RNP Circling Procedure for Rwy 22. Refer to SOP for guidance.**
  - In good weather (RNAV Visual):
    - **It is recommended to the use RNP Circling Coding to conduct an RNAV Visual. Refer to SOP “RNAV Visual using RNP Circling Coding” for guidance.**
    - Descend to circling altitude prior to the RF leg to ensure FINAL APP to engages.
    - Expect self-positioning or radar vectoring to a downwind position. ATC will not know the position of the RNP Circling waypoints.

#### ALL

### GROUND

- Jet barriers are installed.
- “Follow-me” vehicles are used.

### Parking

- 12 Taxi-in, push out stands are available. BA might park on a self-manoeuvring stand or a push out stand, depending on airport movements on the day.

### DEPARTURE

- Radio load sheets not permitted. Do not depart stand before receiving final load sheet figures via ACARS.
- Call for clearance 10 minutes before ready to start engines.
- Preferred take off runway is 22.
- Advise ATC if not ready for immediate departure when take-off clearance received.
- Note minimum altitudes and FLs during SIDs.

**WEATHER**

- Poor visibility is the characteristic of the Po valley in winter.
- Proximity of high ground causes Cb activity in summer.

**OPERATIONAL INFORMATION**

|                    |                 |
|--------------------|-----------------|
| Handling Agent     | GROUND HANDLING |
| Handling Agent VHF | 131.675         |
| Potable Water      | Uplift banned   |

|  |                               |
|--|-------------------------------|
| IF ONLY Electrical Power is required                       | Use ground power at all times |
| If BOTH electrical power and air conditioning is required: | Use ground power at all times |