

1. GENERAL**1.1. ATIS**

ATIS 120.47

1.2. NOISE ABATEMENT PROCEDURES**1.2.1. RWY USAGE**

In order to reduce noise over the neighbourhood located south of the APT the use of RWY 18 must be limited to ATC requirement. Pilots may request permission to use RWY 18 for take-off or landing due to weather, technical or safety reasons. In this case the aircraft may be subject to delay.

1.2.2. NIGHTTIME RESTRICTIONS

Between 2300-0600LT take-offs and landings are not allowed, except:

- flights scheduled before 2300LT and subject to delay;
- humanitarian, emergency and rescue flights;
- jet ACFT complying with Chapter 3 or prop and turboprop ACFT provided with noise certification.

1.2.3. RUN-UP TESTS

Between 1400-1600LT and 2300-0600LT run-up tests are forbidden except for ACFT to be immediately utilized. Only idle test runs allowed at parking stands; engine tests exceeding idle are to be previously coordinated with local C.A.A.

1.2.4. AUXILIARY POWER UNITS (APUs)

APU is allowed 5 minutes before scheduled departure time but only to start-up engines. If ground or mobile generator units are not available at the aerodrome, APU must not be started up earlier than 60 minutes before scheduled departure time and must be turned off not later than 20 minutes after block-on. The use of APU for a longer time can be authorized for exceptional reasons only, assessed by the local C.A.A.

1.2.5. REVERSE THRUST

The use of reverse is allowed only at idle thrust except for provable safety reasons. Between 2300-0600LT landing ACFT shall use the full available length of RWY to reach the apron or parking area except the ACFT landing performance allows a shorter run without use of reverse thrust.

1. GENERAL**1.3. LOW VISIBILITY PROCEDURES**

The activation phase will be commenced when RVR value at TDZ is 550m or ceiling measured in the approach sector is below 200'.

Pilots will be informed via ATIS and/or RTF.

TWYs D, E and F unusable for any ACFT.

TWYs A, B and C unusable for departing ACFT.

Follow-me car mandatory on the Main Apron.

Departing ACFT from

- Main Apron and General Aviation Apron shall use TWY G only;
- Apron K shall use TWYs Y and G only;
- Alenia SpA South area shall use TWY H only.

Arriving ACFT to

- Main Apron and General Aviation Apron shall use only TWY A, B or C, then TWY Y;
- Apron K shall use only TWY A or B, then TWY Y;
- Alenia SpA South area shall use only TWY A, B or C, then TWYs Y, G and H.

Pilot shall report sensitive area vacated.

If Surface Movement Radar is unserviceable or RVR value is equal or below 150m, the movement of ACFT over the entire movement area is limited to one ACFT.

1.4. RWY OPERATIONS**1.4.1. PREFERENTIAL RWY SYSTEM**

RWY 36 is preferred RWY for landing and take-off when tail wind component is not greater than 7 KT (RWY dry) or 5 KT (RWY wet). Above does not apply when tail wind component is greater or the braking action is poor.

1.5. TAXI PROCEDURES

Taxiing ACFT must show landing lights.

Taxilane N (on Main apron) MAX wingspan 125'/38m.

Taxilane M MAX wingspan 118'/36m.

Taxilane N (on GA apron) MAX wingspan 66'/20m.

All power out and taxi operations must be performed with MIM engine thrust.

On Apron K and GA apron Follow-me car mandatory.

Apron K and GA apron partially in sight from Tower. Only one movement of ACFT at a time is allowed on and to/from these aprons.

1.6. PARKING INFORMATION

On stands 100 thru 105 and 601 thru 604 push-back required for ACFT exceeding wingspan of 79'/24m.

On stands 106 thru 117, 201 thru 204, 701 and 702 push-back required.

Stands 108 thru 113 equipped with APIS.

At parking position, engine start-up and all other operations must be performed at MIM thrust. Cross bleed allowed after pushing/towing onto Taxilane M, Y or TWYY only.

1.7. OTHER INFORMATION

Area of magnetic abnormality.

CAUTION: Birds in vicinity of APT. In case of necessity, contact Tower to activate bird control unit.

2. ARRIVAL

2.1. SPEED RESTRICTIONS

Unless otherwise instructed by ATC pilots must comply the following speed control:

- 250 KT at or below FL100.
- 210 KT when starting turn to intercept ILS LOC or appropriate VOR radial or when on ST-IN APCH at 12 NM from THR.
- 180 KT when completing turn to intercept ILS LOC or when on ST-IN APCH at 9 NM from THR.
- 160 KT at 5 NM from THR.

2.2. CAT II/III OPERATIONS

RWY 36 approved for CAT II/III operations, special aircrew and ACFT certification required.

2.3. TAXI PROCEDURES

For all movements to Apron K and GA apron Follow-me car mandatory.

Follow-me car mandatory to stands 101 thru 107, 400, 500 thru 507 and for all traffic incoming from TWYs D, E, F and G.

Incoming traffic on the Main apron, requiring assistance, shall taxi with CAUTION until Follow-me car in sight.

The pilot shall report to ATC reaching the ACFT stand.

3. DEPARTURE

3.1. PUSH-BACK & TAXI PROCEDURES

Push-back operations are approved by Tower.

All push-back operations must be performed heading South.

For all movements from Apron K and GA apron (until reaching TWY Y) Follow-me car mandatory.

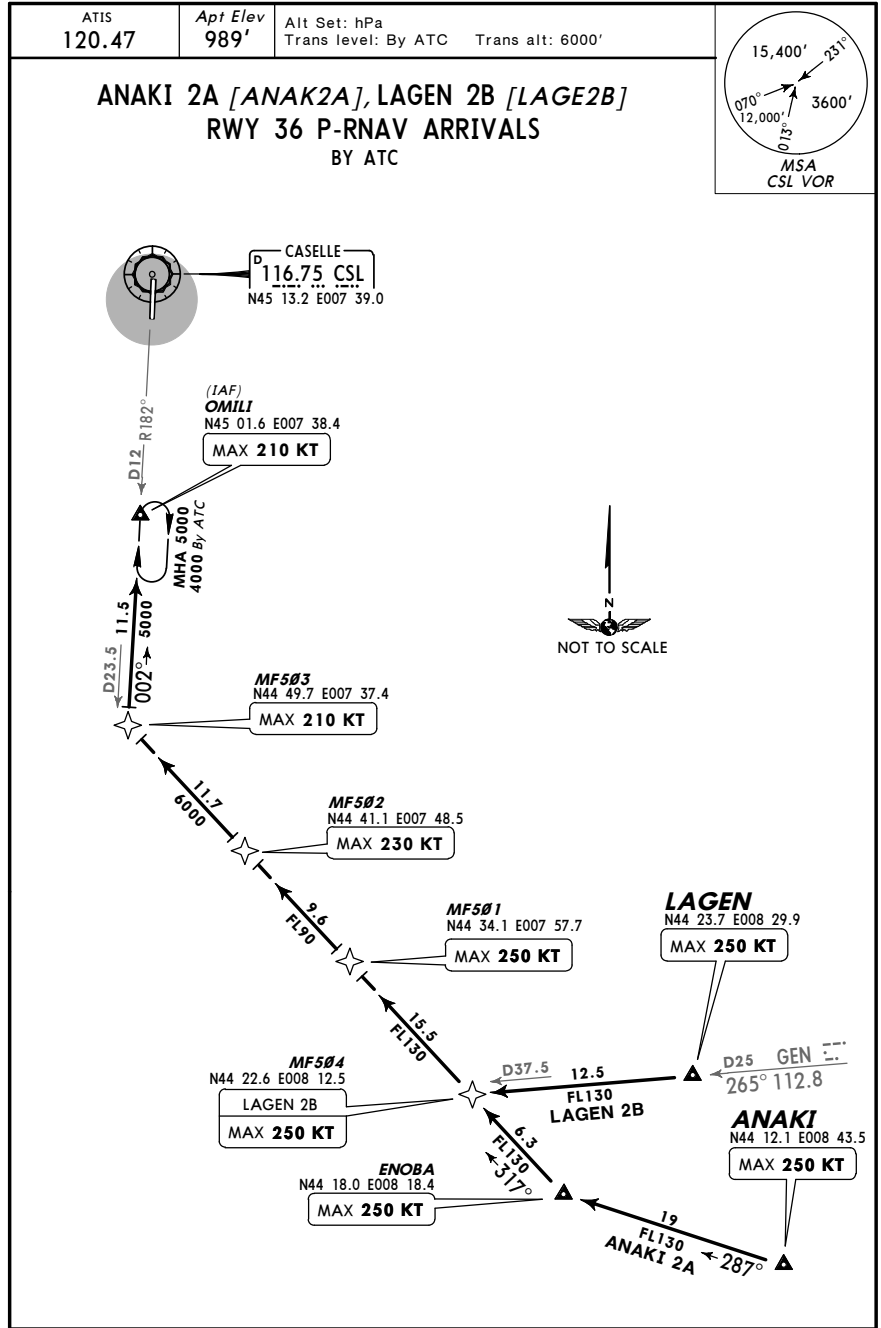
Follow-me car mandatory from stands 101 thru 107 until reaching TWY Y.

| Access to RWY via TWY D permitted only for ACFT with ICAO code A and B.

3.2. NOISE ABATEMENT PROCEDURES

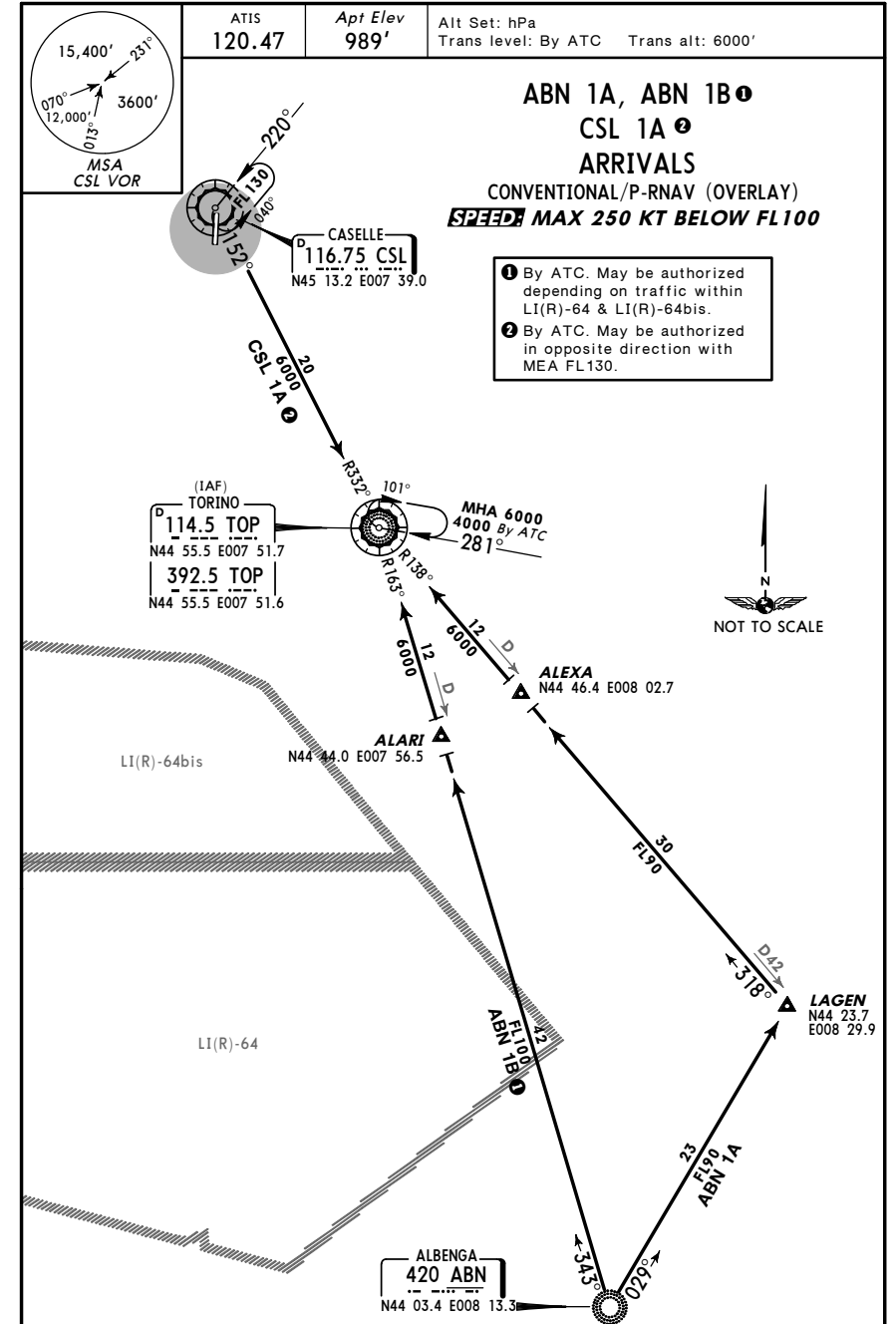
During the initial climb phase, pilots shall maintain the following parameters:

- a) up to 1500' QFE
 - take-off power;
 - take-off flap;
 - climb at $V_2 + 10/20$ KT or as limited by body angle;
- b) at 1500' QFE
 - reduce thrust and climb at $V_2 + 10/20$ KT until reaching 3000' QFE;
- c) at 3000' QFE
 - accelerate smoothly to enroute climb speed with flap retraction.



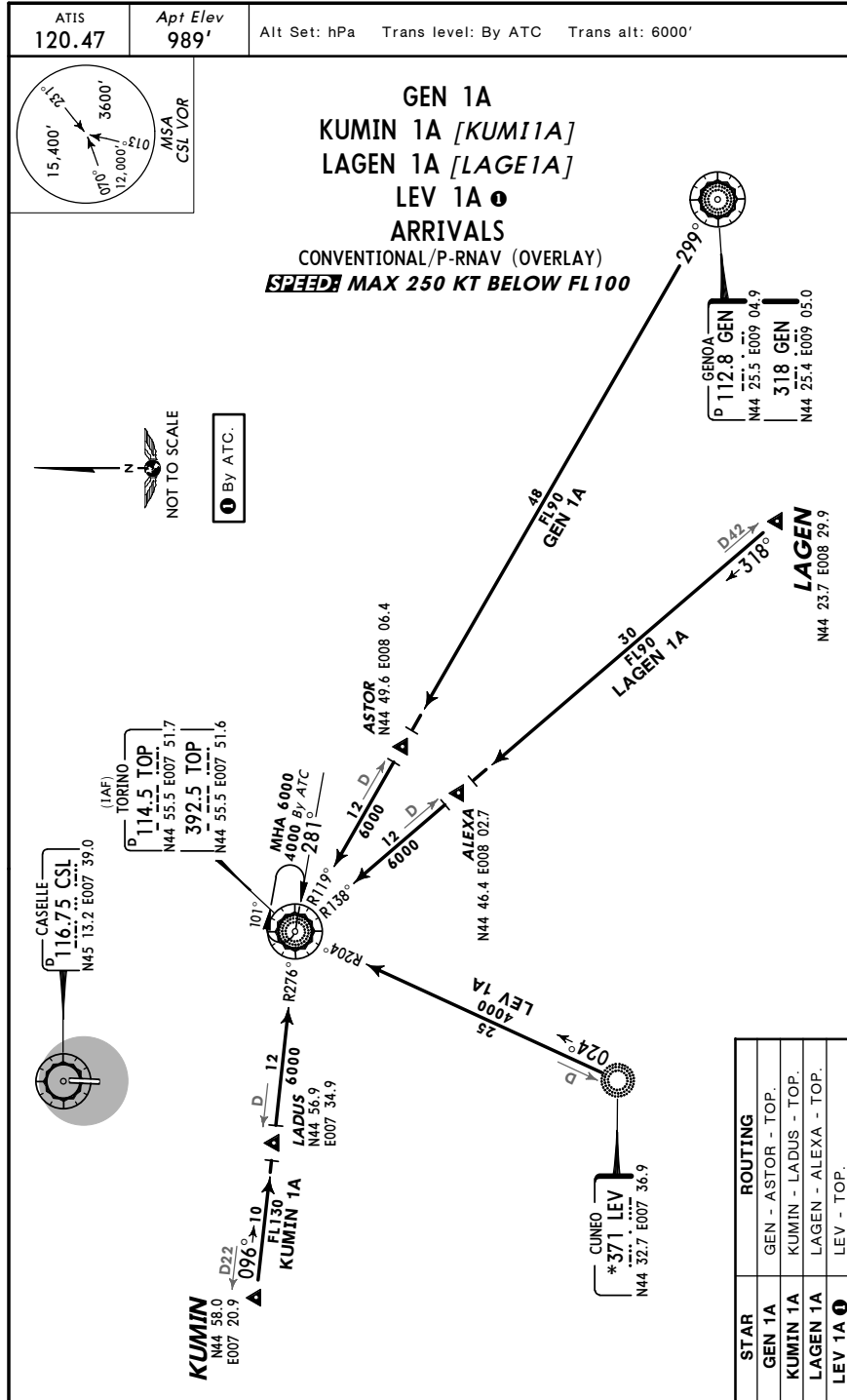
STAR	ROUTING
ANAKI 2A	ANAKI (K250-) - ENOBA (K250-) - MF501 (K250-) - MF502 (K230-) - MF503 (K210-) - OMILI (K210-).
LAGEN 2B	LAGEN (K250-) - MF504 (K250-) - MF501 (K250-) - MF502 (K230-) - MF503 (K210-) - OMILI (K210-).

CHANGES: RNAV STARS renumbered & revised.

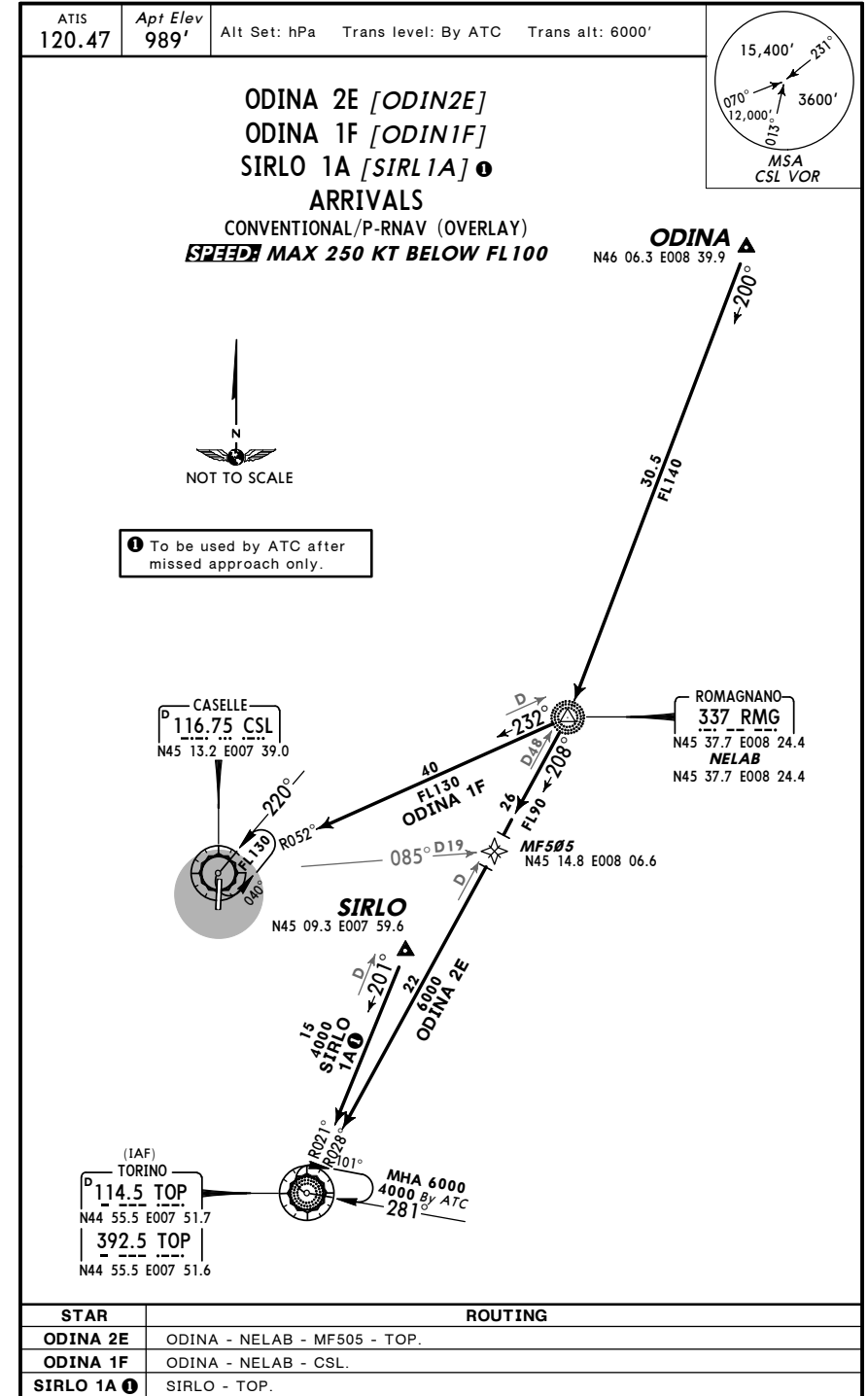


STAR	ROUTING
ABN 1A	ABN - LAGEN - ALEXA - TOP.
ABN 1B	ABN - ALARI - TOP.
CSL 1A	CSL - TOP.

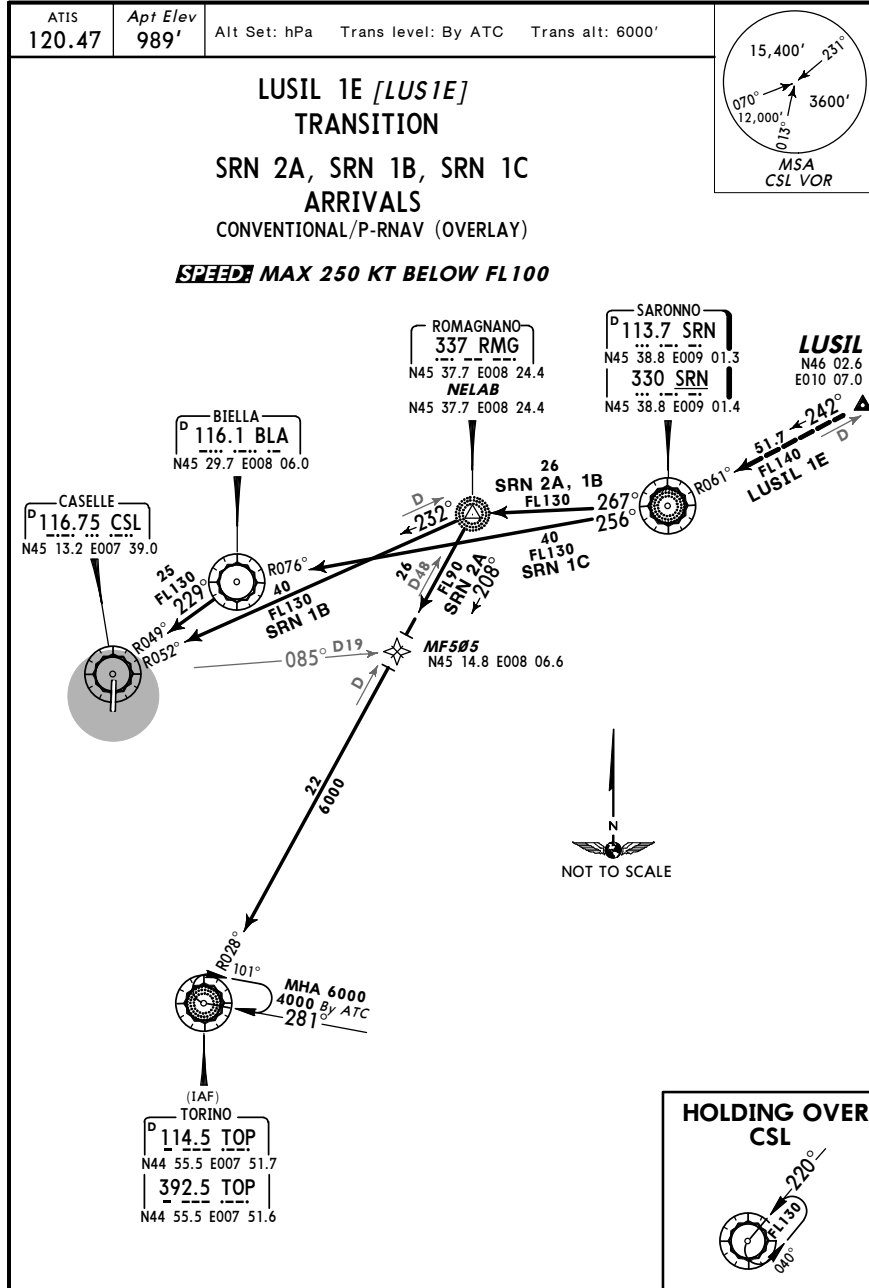
CHANGES: Availability.



CHANGES: Availability.

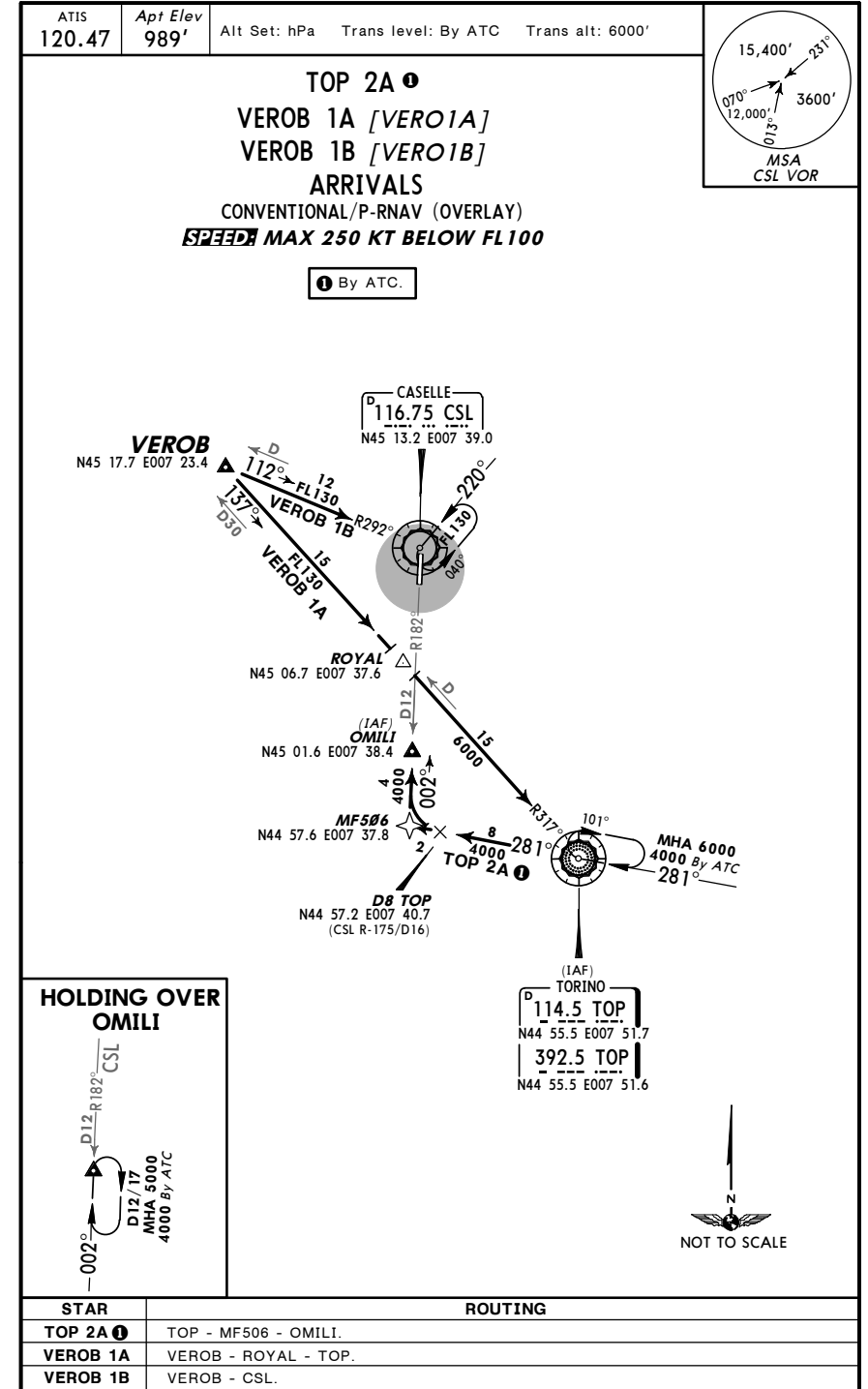


CHANGES: Availability; STAR ODINA 1E renumb & revised; SIRLO 1A transferred.



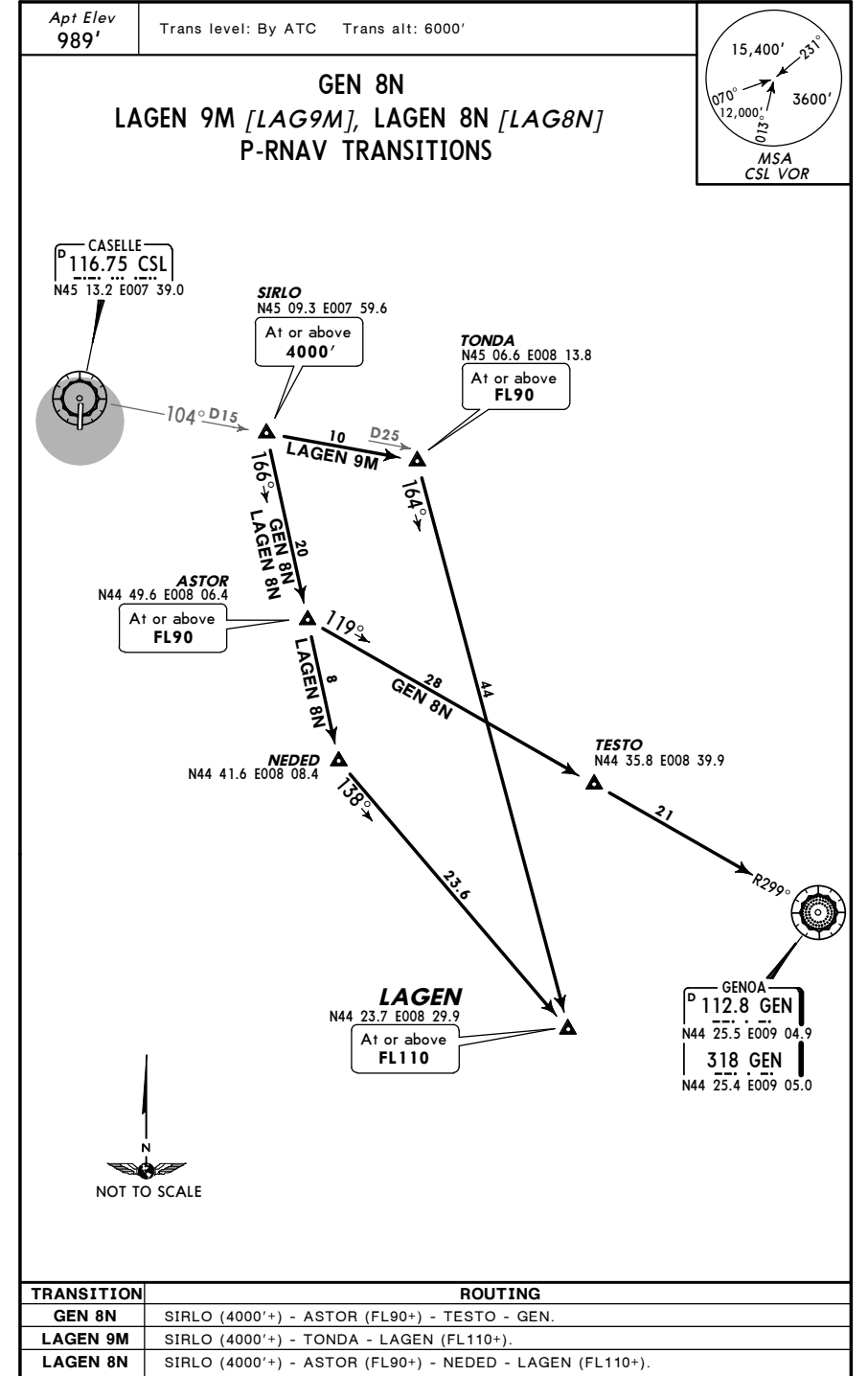
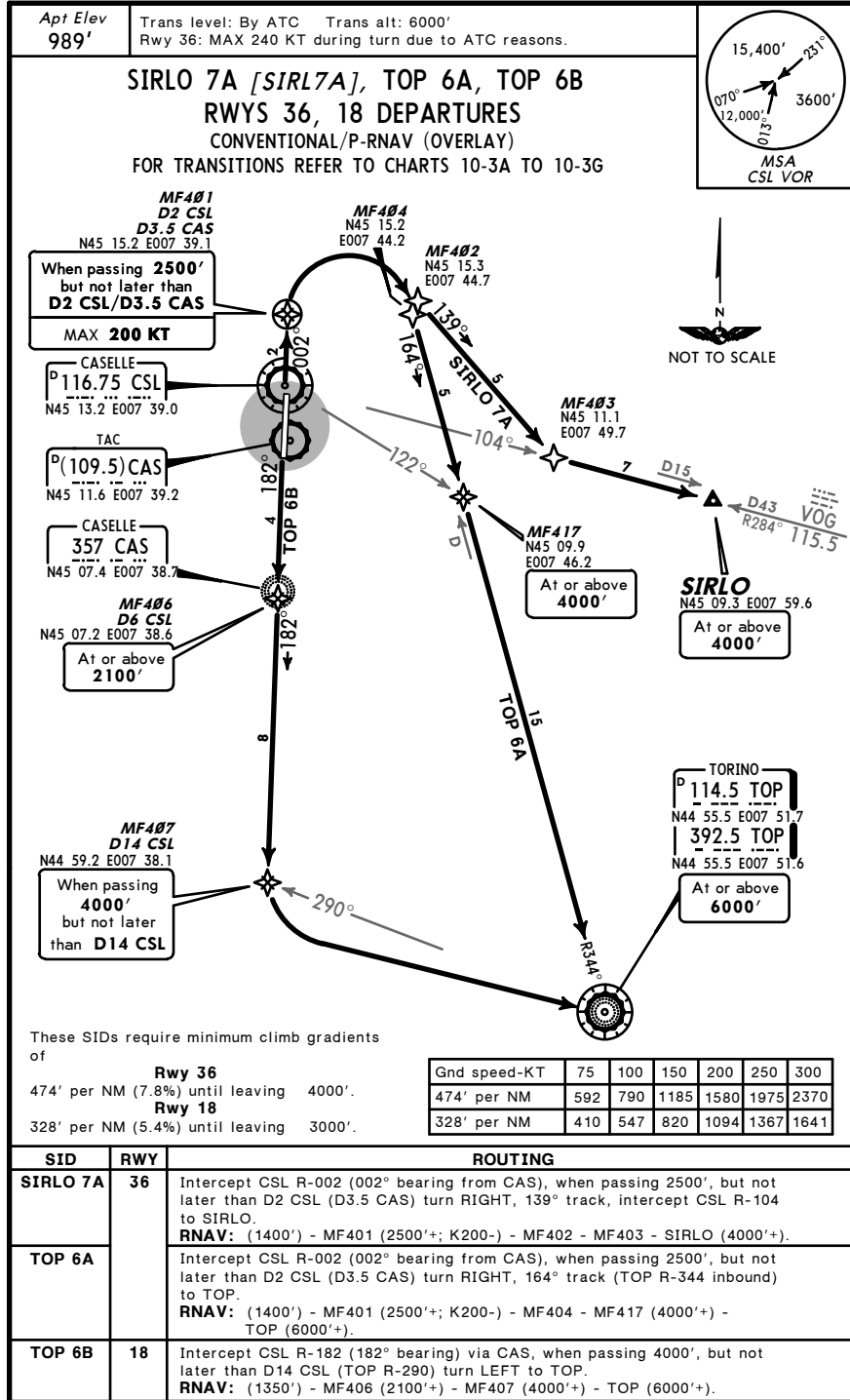
TRANSITION	ROUTING
LUSIL 1E	LUSIL - SRN.
STAR	ROUTING
SRN 2A	SRN - NELAB - MF505 - TOP.
SRN 1B	SRN - NELAB - CSL.
SRN 1C	SRN - BLA - CSL.

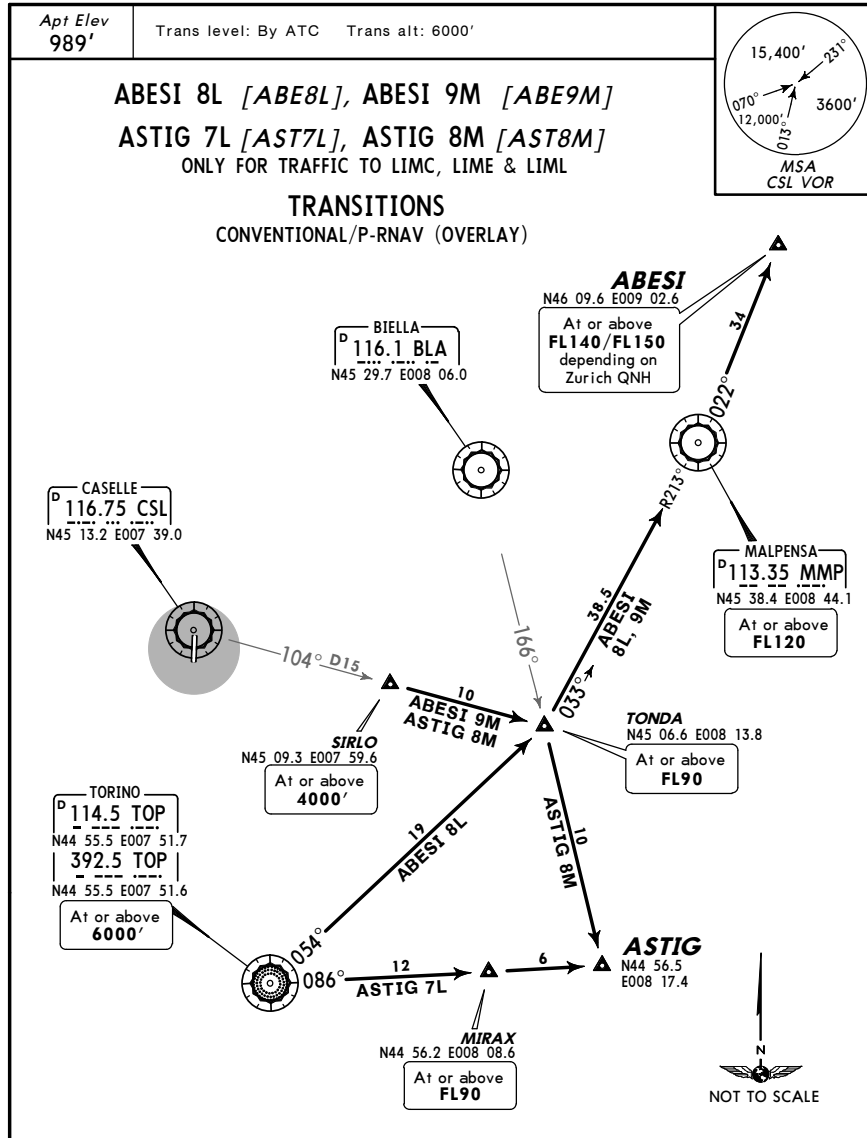
CHANGES: Availability; STAR SRN 1A renumb 2A & revised; SIRLO 1A transferred.



STAR	ROUTING
TOP 2A	TOP - MF506 - OMILI.
VEROB 1A	VEROB - ROYAL - TOP.
VEROB 1B	VEROB - CSL.

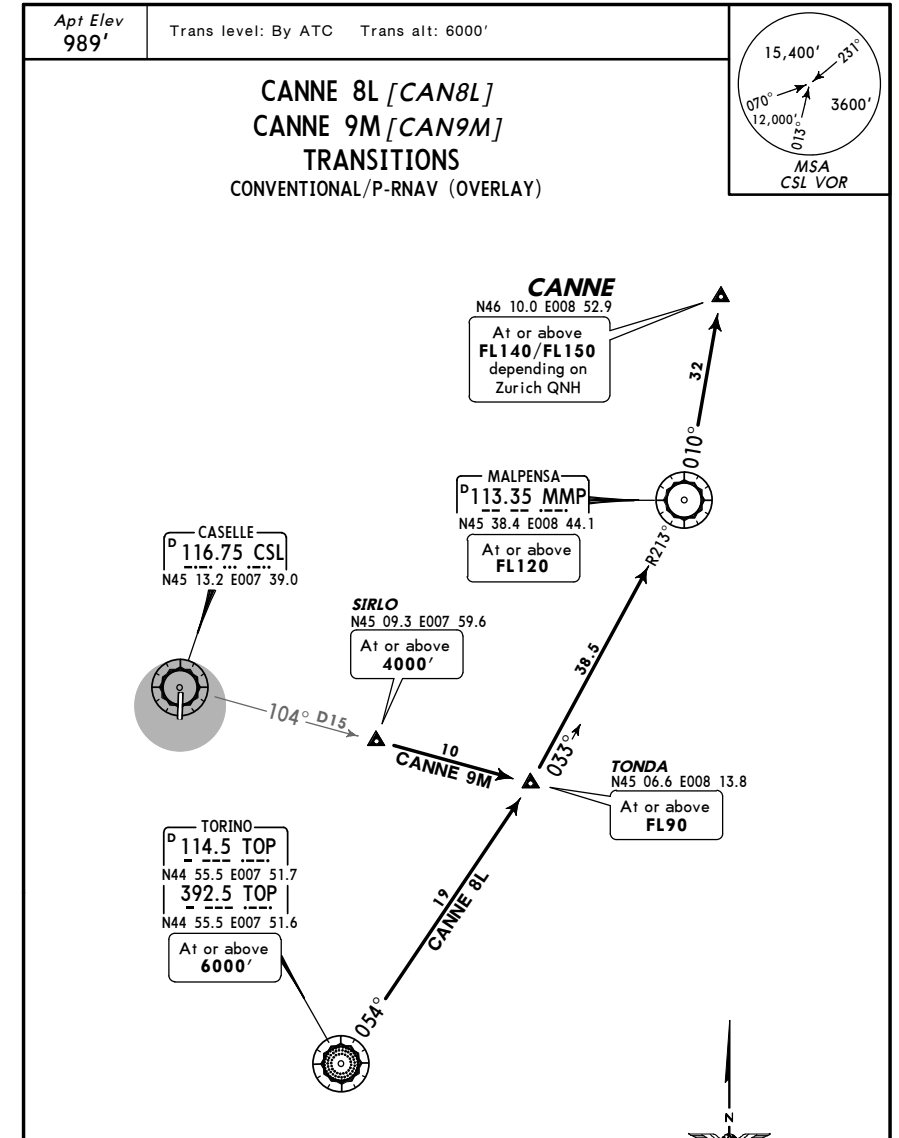
CHANGES: Availability; TOP 1A renumbered 2A & revised.





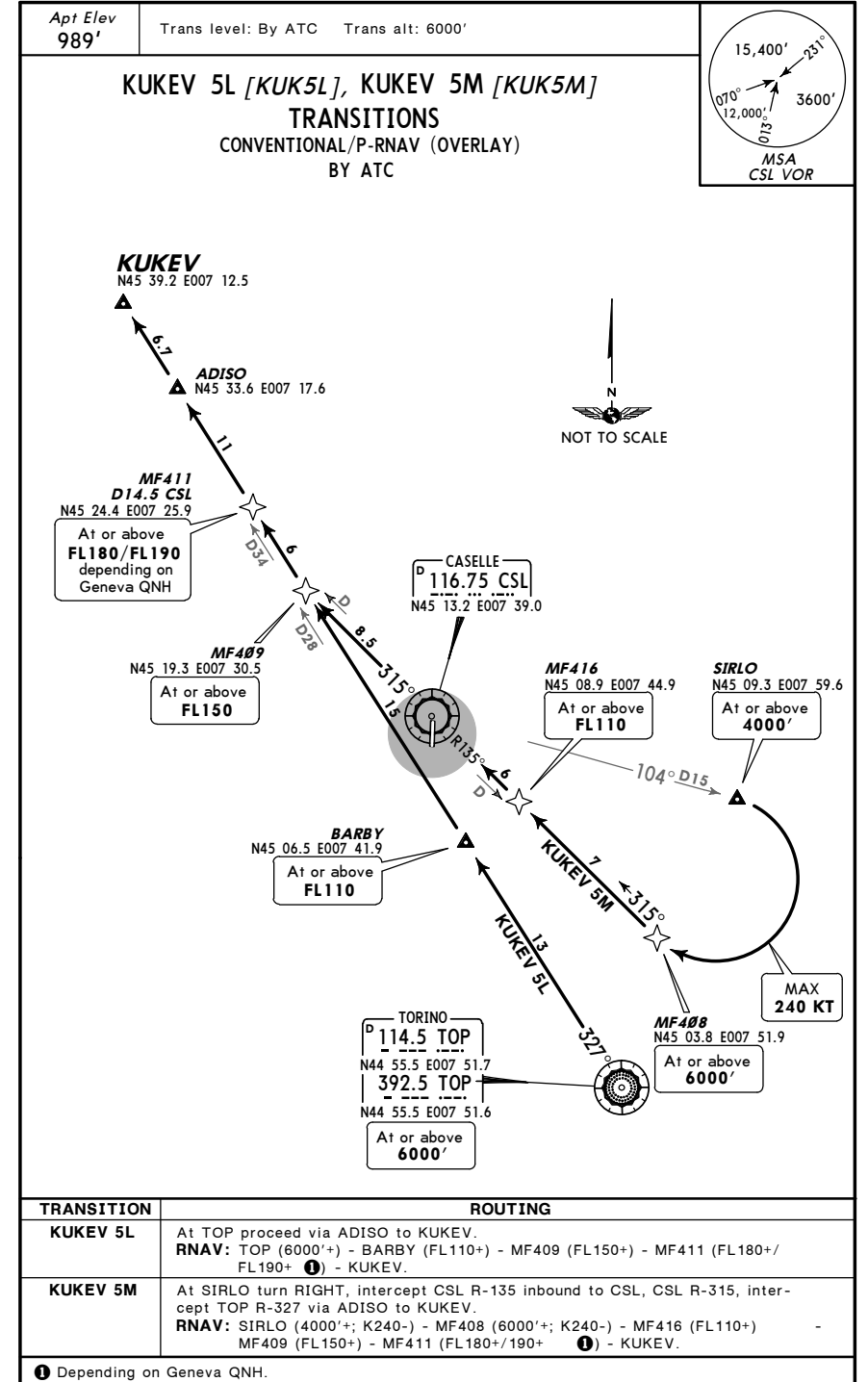
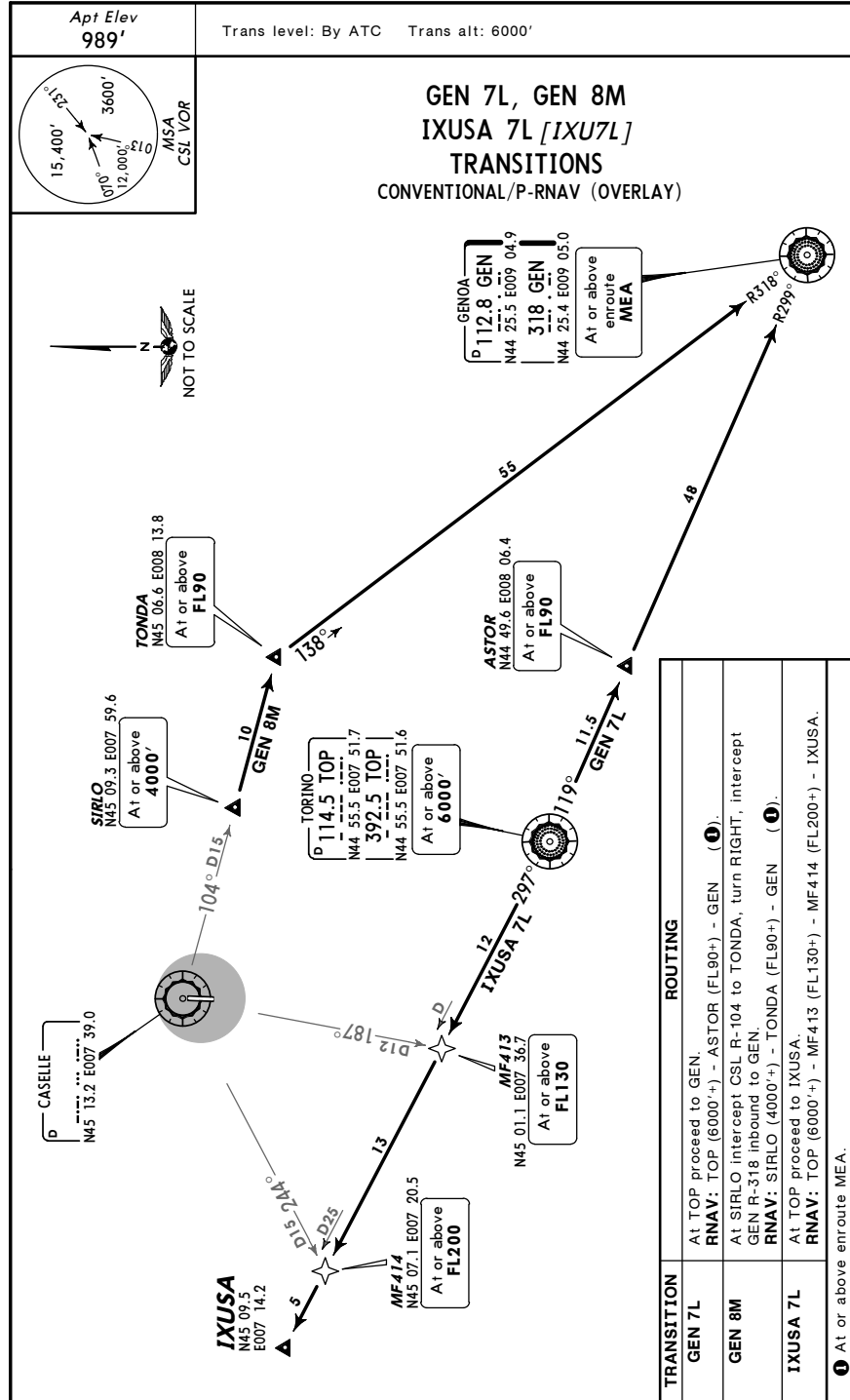
TRANSITION	ROUTING
ABESI 8L	At TOP proceed to TONDA, then to MMP, then to ABESI. RNAV: TOP (6000'+) - TONDA (FL90+) - MMP (FL120+) - ABESI (FL140+/FL150+ ①).
ABESI 9M	At SIRLO intercept CSL R-104 to TONDA, turn LEFT, intercept MMP R-213 inbound to MMP, MMP R-022 to ABESI. RNAV: SIRLO (4000'+) - TONDA (FL90+) - MMP (FL120+) - ABESI (FL140+/FL150+ ①).
ASTIG 7L	At TOP proceed via MIRAX to ASTIG. RNAV: TOP (6000'+) - MIRAX (FL90+) - ASTIG.
ASTIG 8M	At SIRLO intercept CSL R-104 to TONDA, turn RIGHT, intercept BLA R-166 to ASTIG. RNAV: SIRLO (4000'+) - TONDA (FL90+) - ASTIG.

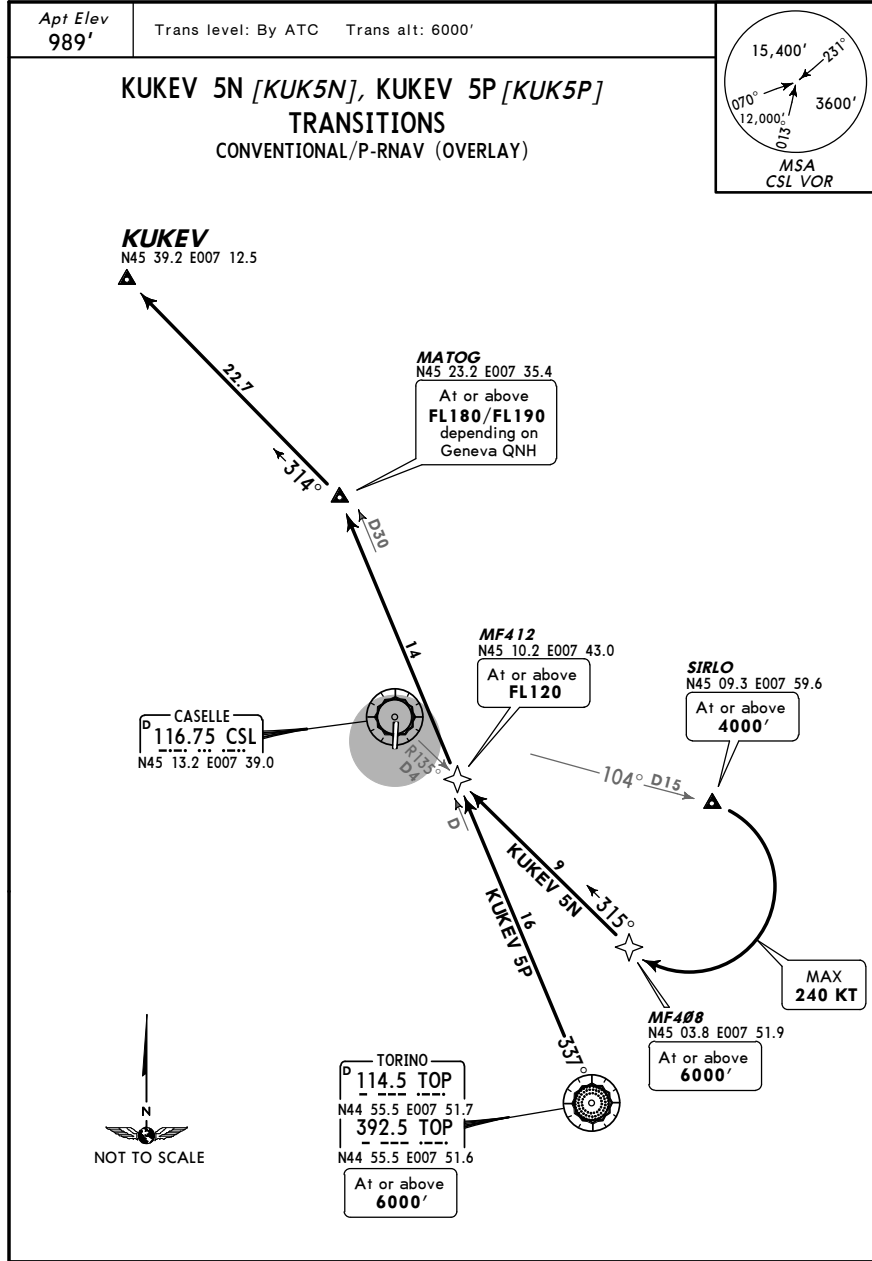
① Depending on Zurich QNH.



TRANSITION	ROUTING
CANNE 8L	At TOP proceed to TONDA, then to MMP, then to CANNE. RNAV: TOP (6000'+) - TONDA (FL90+) - MMP (FL120+) - CANNE (FL140+/FL150+ ①).
CANNE 9M	At SIRLO intercept CSL R-104 to TONDA, turn LEFT, intercept MMP R-213 inbound to MMP, MMP R-010 to CANNE. RNAV: SIRLO (4000'+) - TONDA (FL90+) - MMP (FL120+) - CANNE (FL140+/FL150+ ①).

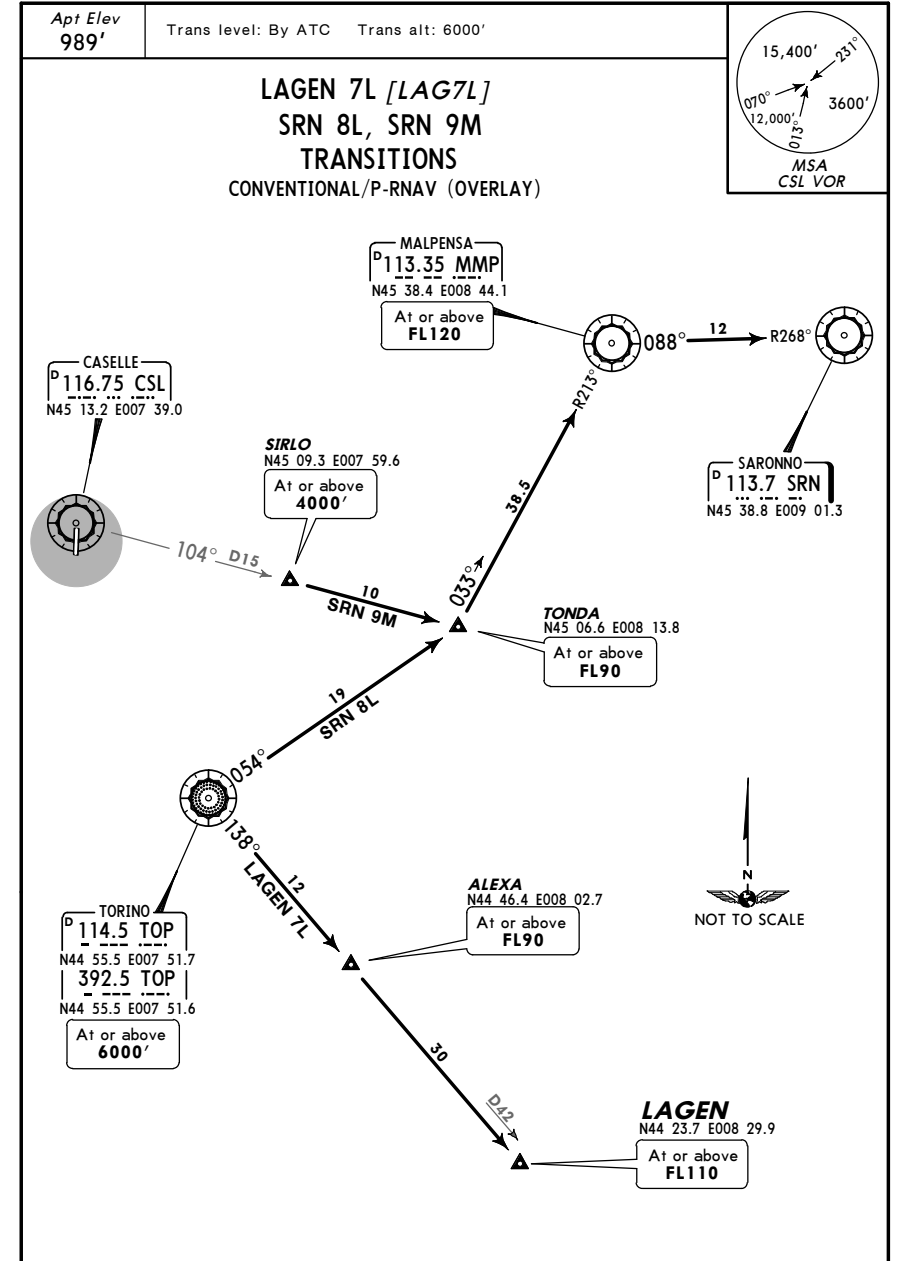
① Depending on Zurich QNH.





TRANSITION	ROUTING
KUKEV 5N	At SIRLO turn RIGHT, intercept CSL R-135 inbound to D4 CSL, turn RIGHT, intercept TOP R-337 to MATOG, turn LEFT, 314° track to KUKEV. RNAV: SIRLO (4000'+; K240-) - MF408 (6000'+; K240-) - MF412 (FL120+) - MATOG (FL180+/190+ 1) - KUKEV.
KUKEV 5P	At TOP proceed via MATOG to KUKEV. RNAV: TOP (6000'+) - MF412 (FL120+) - MATOG (FL180+/FL190+ 1) - KUKEV.

1 Depending on Geneva QNH.
CHANGES: Availability.



TRANSITION	ROUTING
LAGEN 7L	At TOP, TOP R-138 to LAGEN. RNAV: TOP (6000'+) - ALEXA (FL90+) - LAGEN (FL110+).
SRN 8L	At TOP proceed to TONDA, then to MMP, then to SRN. RNAV: TOP (6000'+) - TONDA (FL90+) - MMP (FL120+) - SRN.
SRN 9M	At SIRLO intercept CSL R-104 to TONDA, turn LEFT, intercept MMP R-213 inbound to MMP, MMP R-088 to SRN. RNAV: SIRLO (4000'+) - TONDA (FL90+) - MMP (FL120+) - SRN.

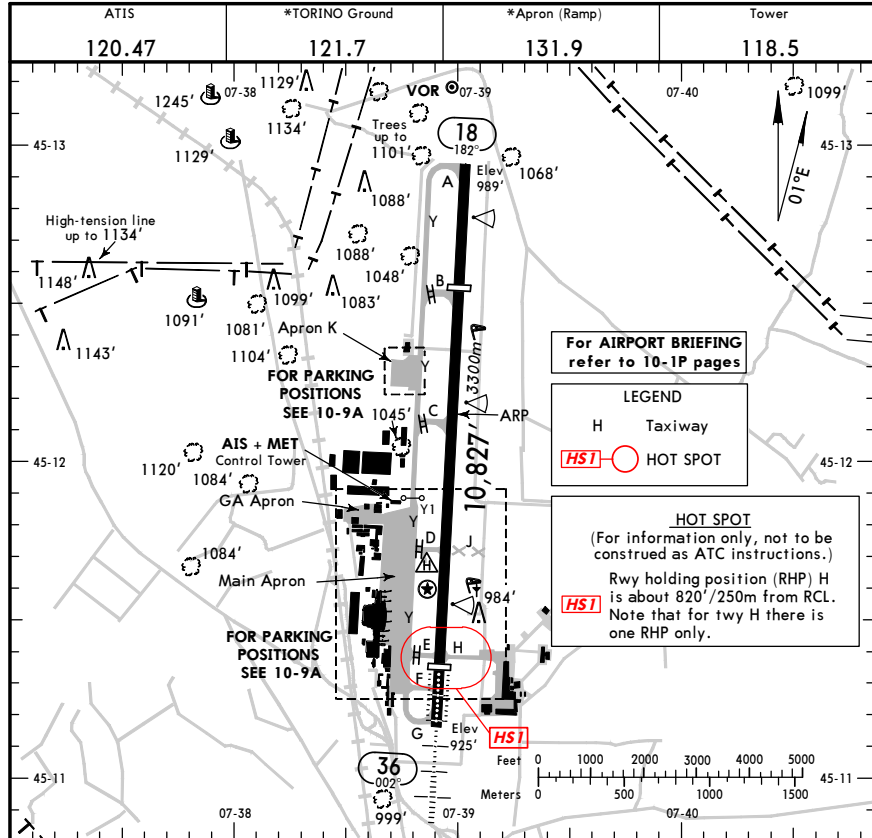
CHANGES: Availability.

LIMF/TRN

Apt Elev 989'
N45 12.2 E007 39.0

21 OCT 11 (10-9)

TORINO, ITALY
CASELLE



For AIRPORT BRIEFING refer to 10-1P pages

LEGEND
H Taxiway
HST HOT SPOT

HOT SPOT
(For information only, not to be construed as ATC instructions.)
Rwy holding position (RHP) H is about 820'/250m from RCL. Note that for twy H there is one RHP only.

ADDITIONAL RUNWAY INFORMATION

RWY	USABLE LENGTHS	LANDING BEYOND		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
18	HIRL (50m) PAPI (3.0°)	RVR 8445'	2574m	②	197' 60m
36	HIRL (50m) CL (15m) HIALS-II SFL TDZ ①	RVR 9678'	2950m		

① PAPI (3.0°)

② TAKE-OFF RUN AVAILABLE

RWY 18:
From rwy head 10,827' (3300m)
twy B int 7963' (2427m)

RWY 36:
From rwy head 10,827' (3300m)
twy F int 9908' (3020m)
twy E/H int 9278' (2828m)
twy D int 7254' (2211m)

Standard TAKE-OFF ①

	LVP must be in Force					
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A						
B	125m	150m	200m	250m	400m	500m
C						
D	150m	200m	250m	300m		

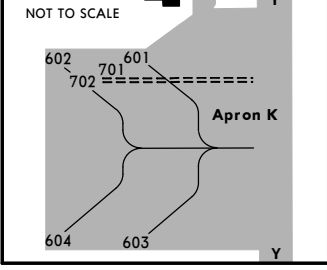
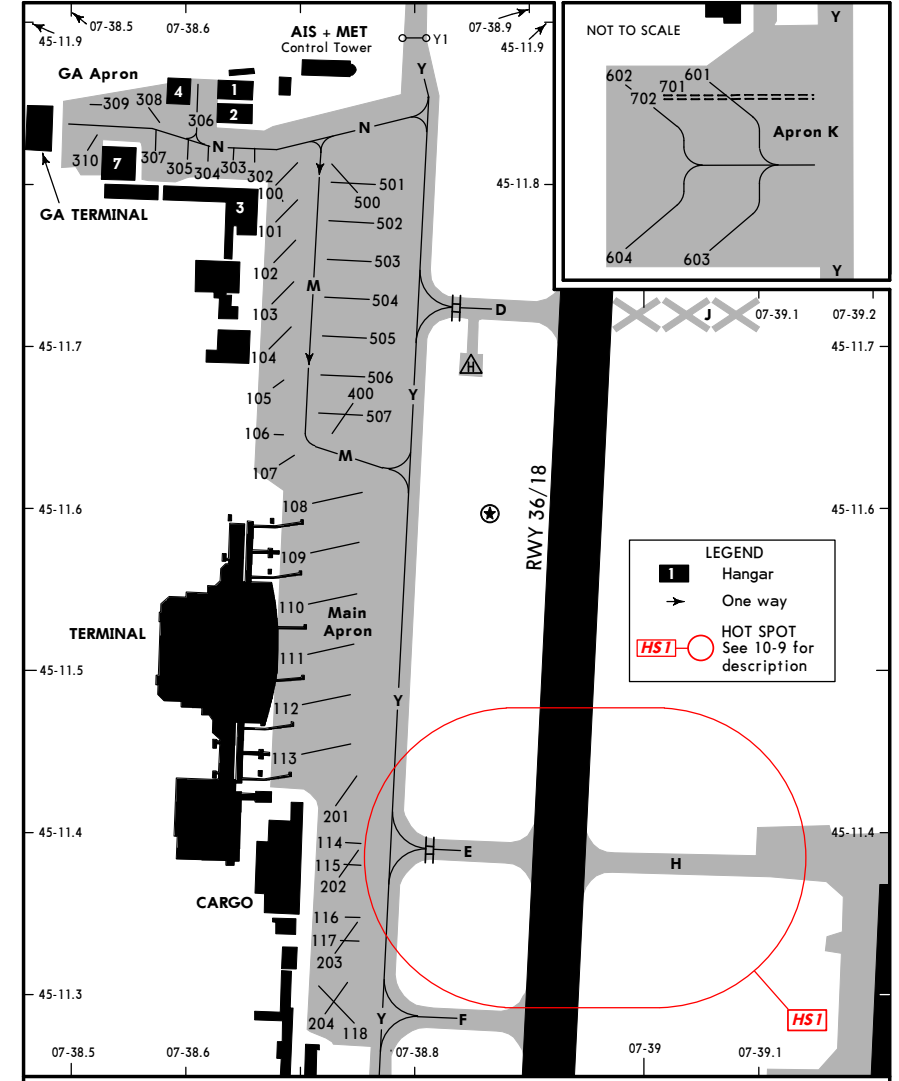
① Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.

CHANGES: None.

LIMF/TRN

21 OCT 11 (10-9A)

TORINO, ITALY
CASELLE



LEGEND
Hangar
One way
HST HOT SPOT See 10-9 for description

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
100, 101	N45 11.8 E007 38.7	309, 310	N45 11.8 E007 38.5
102 thru 105	N45 11.7 E007 38.7	400	N45 11.7 E007 38.8
106 thru 109	N45 11.6 E007 38.7	500 thru 502	N45 11.8 E007 38.8
110 thru 112	N45 11.5 E007 38.7	503 thru 506	N45 11.7 E007 38.8
113 thru 115	N45 11.4 E007 38.7	507	N45 11.6 E007 38.8
116 thru 118	N45 11.3 E007 38.7	601	N45 12.3 E007 38.8
201, 202	N45 11.4 E007 38.7	602	N45 12.3 E007 38.7
203, 204	N45 11.3 E007 38.7	603	N45 12.2 E007 38.8
302, 303	N45 11.8 E007 38.7	604	N45 12.2 E007 38.7
304 thru 308	N45 11.8 E007 38.6	701, 702	N45 12.3 E007 38.7

CHANGES: Stands.

LIMF/TRN

27 OCT 00 **10-9Y**

JAA COPTER MINIMUMS

**TORINO, ITALY
CASELLE**

STRAIGHT-IN RWY	DA(H) / MDA(H)	RVR (ALS/ALS out)	
36	CAT 2 ILS	1033' (100')	RA 106' - 300m
	ILS	1133' (200')	500m / 1000m
	LOC ①	1310' (377')	800m / 1000m
	VOR DME	1360' (427')	800m / 1000m
	Lctr	1500' (567')	1000m / 1000m

① MM out: NOT AUTHORIZED.

CIRCLE-TO-LAND ②	MDA(H)	VIS
	1550' (561')	1000m

② Not authorized West of rwy.

TAKE-OFF RWY 18, 36				
LVP must be in Force ③				
RL, FATO LTS, CL & RVR info	RL, FATO LTS & RCLM	Unlit/unmarked defined RWY/FATO	Nil Facilities DAY	Nil Facilities NIGHT
150m	200m	200m	250m ④	800m

③ Without LVP 400m are stipulated.

④ Or rejected take-off distance whichever is the greater.

LIMF/TRN
CASELLE

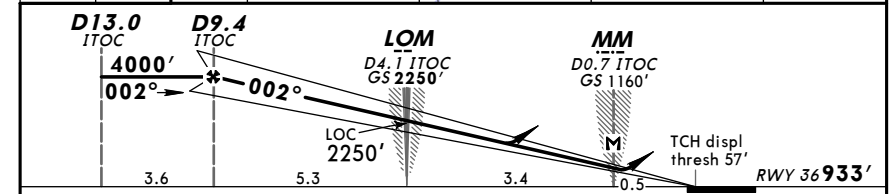
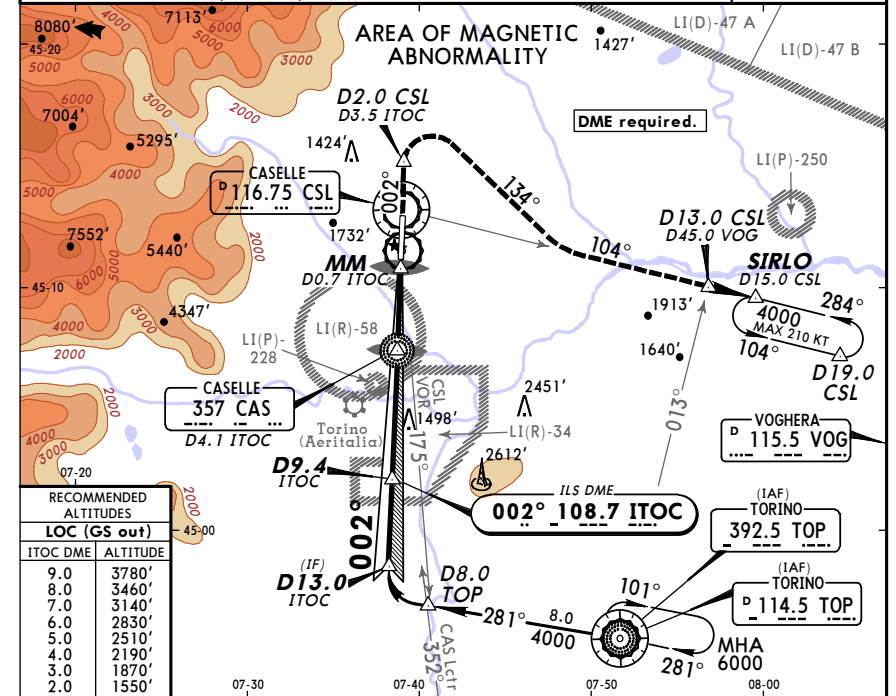
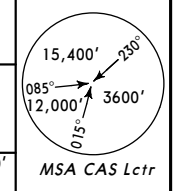
27 AUG 10 **11-1**

**TORINO, ITALY
ILS Z Rwy 36**

ATIS	TORINO Approach (R)	TORINO Tower	*Ground
120.47	129.27	118.5	121.7
LOC ITOC 108.7	Final Apch Crs 002°	GS LOM 2250' (1317')	ILS DA(H) Refer to Minimums RWY 933' Apt Elev 989'

BRIEFING STRIP™

MISSED APCH: Continue on 002° climbing to 4000'. At D2.0 CSL at 1500' or above turn RIGHT (MAX 220 KT) onto 134° to intercept R-104 CSL to SIRLO holding.
To overfly LI(P)-250 cross D13.0 CSL at 4000' or above.
Alt Set: hPa Rwy Elev: 34 hPa Trans level: By ATC Trans alt: 6000'
WARNING: False LOC captures may occur, take MAX CAUTION.



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	MIM 1500'	on 002°	D2.0 CSL
ILS GS or LOC Descent Angle 3.00°	377	485	539	647	755	862				
MAP at MM/D0.7 ITOC										

	STRAIGHT-IN LANDING RWY 36				CIRCLE-TO-LAND	
	DA(H) FULL	ILS C: 1139' (206') AB: 1133' (200') D: 1150' (217')	LOC (GS out) DA(H) 1310' (377')	ALS out	Max Kts	MDA(H) VIS
A					100	1550' (561') 1500m
B					135	1550' (561') 1600m
C	RVR 550m	RVR 750m	RVR 1200m	RVR 1000m	180	1750' (761') 2400m
D					205	1750' (761') 3600m

CHANGES: Procedure.

CHANGES: New chart.

LIMF/TRN
CASELLE

27 AUG 10 (11-1A)

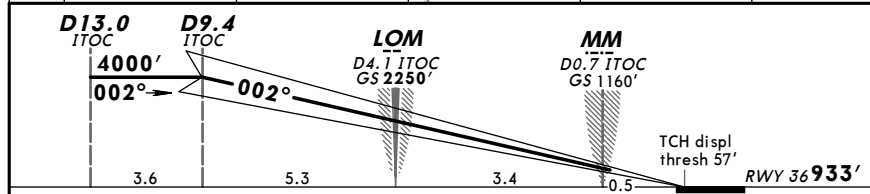
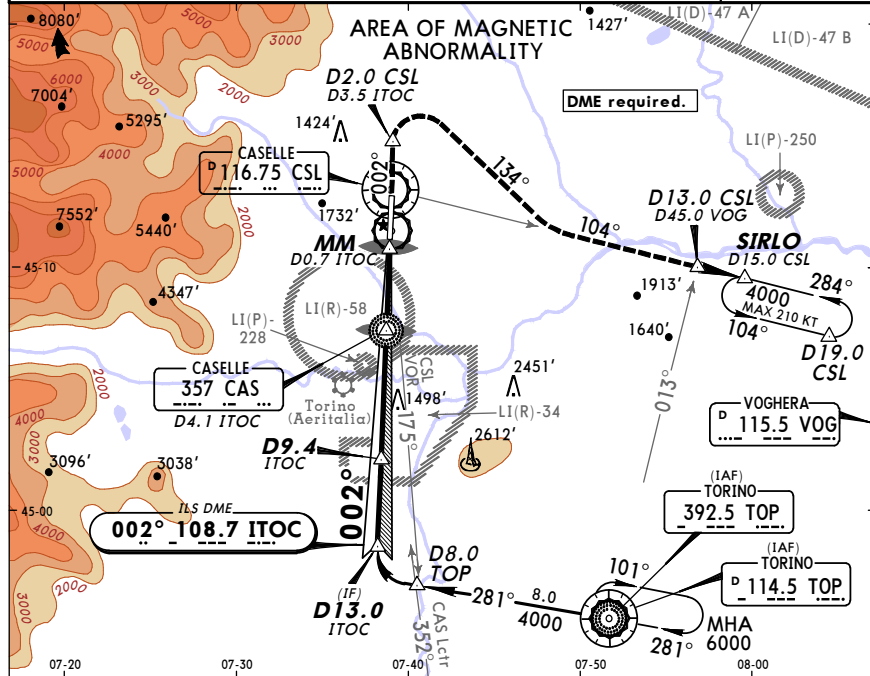
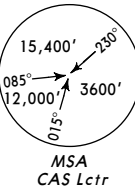
TORINO, ITALY
CAT II ILS Z Rwy 36

ATIS 120.47		TORINO Approach (R) 129.27		TORINO Tower 118.5		*Ground 121.7	
LOC 108.7	Final Apch Crs 002°	GS LOM 2250' (1317')	CAT II ILS RA/DA(H) Refer to Minimums		Apt Elev 989'	RWY 933'	

MISSED APCH: Continue on 002° climbing to 4000'. At D2.0 CSL at 1500' or above turn RIGHT (MAX 220 KT) onto 134° to intercept R-104 CSL to SIRLO holding.
To overfly LI(P)-250 cross D13.0 CSL at 4000' or above.

Alt Set: hPa Rwy Elev: 34 hPa Trans level: By ATC Trans alt: 6000'

1. WARNING: False LOC captures may occur, take MAX CAUTION.
2. Special Aircrew & Aft Certification Required.



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	MIM 1500'	on 002°	D2.0 CSL
GS	3.00°	377	485	539	647	755				

Standard		STRAIGHT-IN LANDING RWY 36 CAT II ILS		CIRCLE-TO-LAND Not authorized West of rwy	
ABC RA 106' DA(H) 1033' (100')		D RA 114' DA(H) 1040' (107')		Max Kts. MDA(H) VIS.	

RVR 300m

Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

CHANGES: Procedure.

LIMF/TRN
CASELLE

27 AUG 10 (11-2)

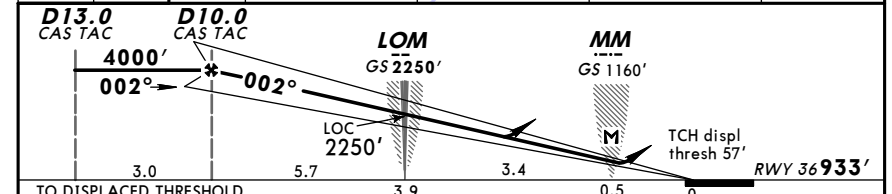
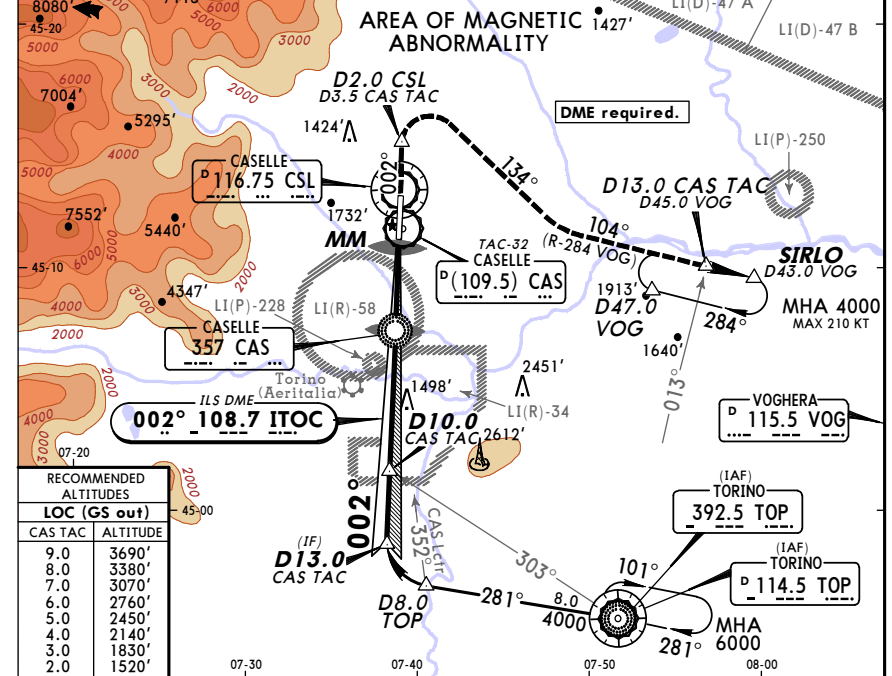
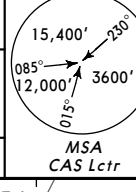
TORINO, ITALY
ILS Y Rwy 36

ATIS 120.47		TORINO Approach (R) 129.27		TORINO Tower 118.5		*Ground 121.7	
LOC 108.7	Final Apch Crs 002°	GS LOM 2250' (1317')	ILS DA(H) Refer to Minimums		Apt Elev 989'	RWY 933'	

MISSED APCH: Continue on 002° climbing to 4000'. At D2.0 CSL at 1500' or above turn RIGHT (MAX 220 KT) onto 134° to intercept R-284 VOG inbound to SIRLO holding.
To overfly LI(P)-250 cross D13.0 CAS TAC at 4000' or above.

Alt Set: hPa Rwy Elev: 34 hPa Trans level: By ATC Trans alt: 6000'

WARNING: False LOC captures may occur, take MAX CAUTION.



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI	MIM 1500'	on 002°	D2.0 CSL
GS or LOC Descent Angle 3.00°	377	485	539	647	755	862				

Standard		STRAIGHT-IN LANDING RWY 36 ILS		CIRCLE-TO-LAND Not authorized West of rwy	
DA(H) AB: 1133' (200') FULL		C: 1139' (206') D: 1150' (217') Limited		LOC (GS out) DA(H) 1310' (377') ALS out	

A	RVR 550m	RVR 750m	RVR 1200m	RVR 1000m	RVR 1500m	100	1550' (561')	1500m
B						135	1550' (561')	1600m
C					RVR 1700m	180	1750' (761')	2400m
D						205	1750' (761')	3600m

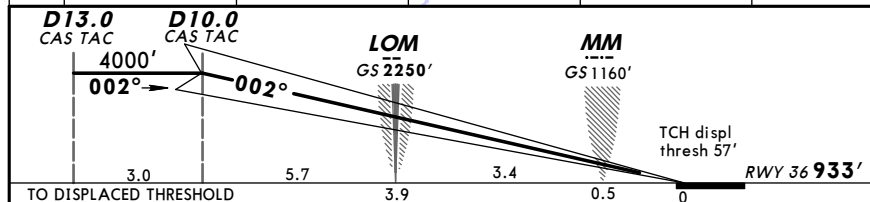
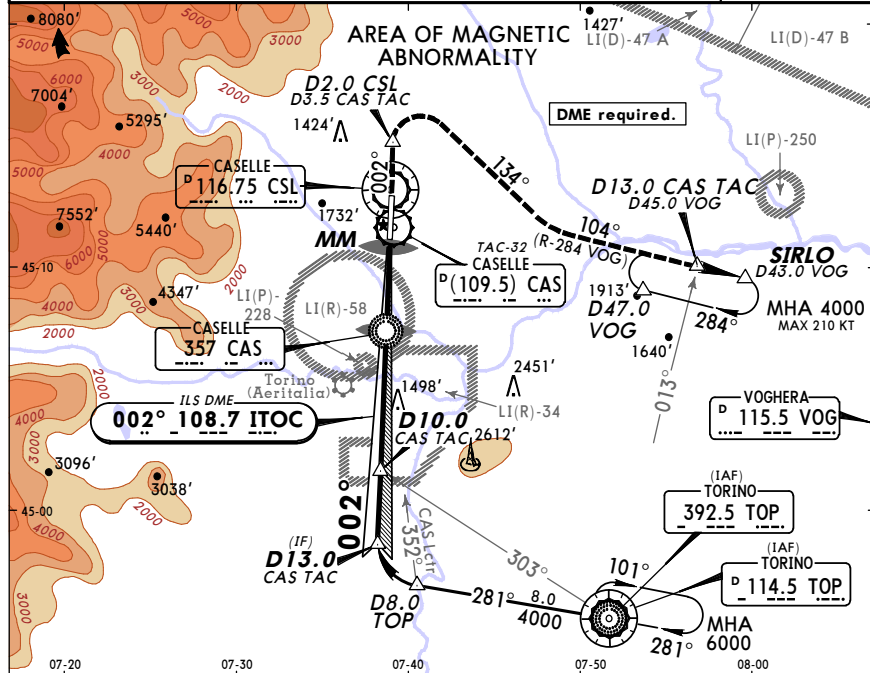
CHANGES: LOC frequency.

LIMF/TRN
CASELLE

27 AUG 10 (11-2A)

TORINO, ITALY
CAT II ILS Y Rwy 36

ATIS 120.47		TORINO Approach (R) 129.27		TORINO Tower 118.5		*Ground 121.7
LOC 108.7	Final Apch Crs 002°	GS LOM 2250' (1317')	CAT II ILS RA/DA(H) Refer to Minimums		Apt Elev 989' RWY 933'	
<p>MISSED APCH: Continue on 002° climbing to 4000'. At D2.0 CSL at 1500' or above turn RIGHT (MAX 220 KT) onto 134° to intercept R-284 VOG inbound to SIRLO holding. To overfly LI(P)-250 cross D13.0 CAS TAC at 4000' or above.</p> <p>Alt Set: hPa Rwy Elev: 34 hPa Trans level: By ATC Trans alt: 6000'</p> <p>1. WARNING: False LOC captures may occur, take MAX CAUTION. 2. Special Aircrew & Act Certification Required.</p>						



TO DISPLACED THRESHOLD						3.9		0.5		0		RWY 36 933'	
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		MIM		D2.0		
GS	3.00°	377	485	539	647	862	PAPI		1500'		002° CSL		

Standard				STRAIGHT-IN LANDING RWY 36				CAT II ILS			
ABC		D		ABC		D		ABC		D	
RA 106'		RA 114'		RA 106'		RA 114'		RA 106'		RA 114'	
DA(H) 1033' (100')		DA(H) 1040' (107')		DA(H) 1033' (100')		DA(H) 1040' (107')		DA(H) 1033' (100')		DA(H) 1040' (107')	

RVR 300m

Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

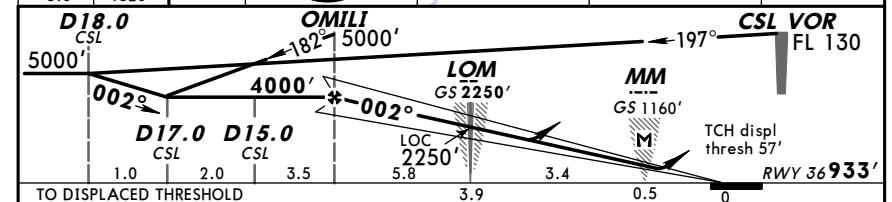
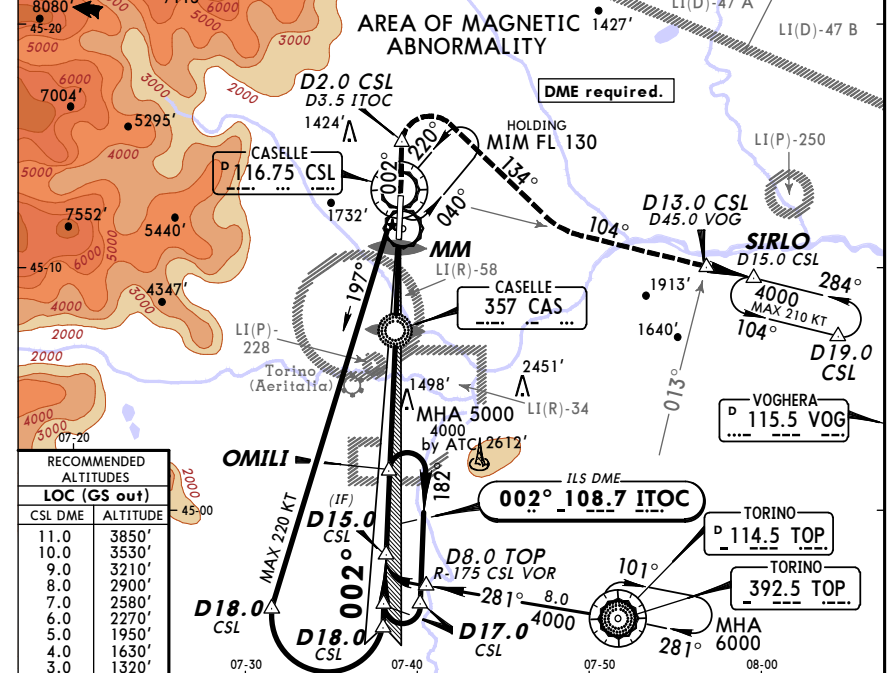
CHANGES: LOC frequency.

LIMF/TRN
CASELLE

27 AUG 10 (11-3)

TORINO, ITALY
ILS X Rwy 36

ATIS 120.47		TORINO Approach (R) 129.27		TORINO Tower 118.5		*Ground 121.7
LOC 108.7	Final Apch Crs 002°	GS LOM 2250' (1317')	ILS DA(H) Refer to Minimums		Apt Elev 989' RWY 933'	
<p>MISSED APCH: Continue on 002° climbing to 4000'. At D2.0 CSL at 1500' or above turn RIGHT (MAX 220 KT) onto 134° to intercept R-104 CSL to SIRLO holding. To overfly LI(P)-250 cross D13.0 CSL at 4000' or above.</p> <p>Alt Set: hPa Rwy Elev: 34 hPa Trans level: By ATC Trans alt: 6000'</p> <p>WARNING: False LOC captures may occur, take MAX CAUTION.</p>						



TO DISPLACED THRESHOLD						3.9		0.5		0		RWY 36 933'	
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		MIM		D2.0		
ILS GS or LOC Descent Angle 3.00°	377	485	539	647	755	862	PAPI		1500'		002° CSL		

Standard				STRAIGHT-IN LANDING RWY 36				CIRCLE-TO-LAND					
DA(H)		ILS		LOC (GS out)		DA(H)		Max Kts		MDA(H)		VIS	
AB: 1133' (200')		C: 1139' (206')		1310' (377')		1310' (377')		100		1550' (561')		1500m	
FULL		Limited		ALS out		ALS out		135		1550' (561')		1600m	

A	RVR 550m	RVR 750m	RVR 1200m	RVR 1000m	RVR 1500m	180	1750' (761')	2400m
B	RVR 550m	RVR 750m	RVR 1200m	RVR 1000m	RVR 1500m	135	1550' (561')	1600m
C	RVR 550m	RVR 750m	RVR 1200m	RVR 1000m	RVR 1700m	180	1750' (761')	2400m
D	RVR 550m	RVR 750m	RVR 1200m	RVR 1000m	RVR 1700m	205	1750' (761')	3600m

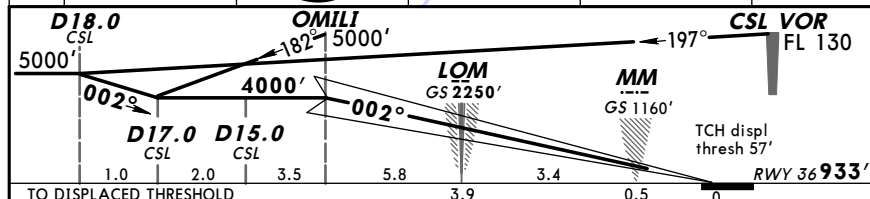
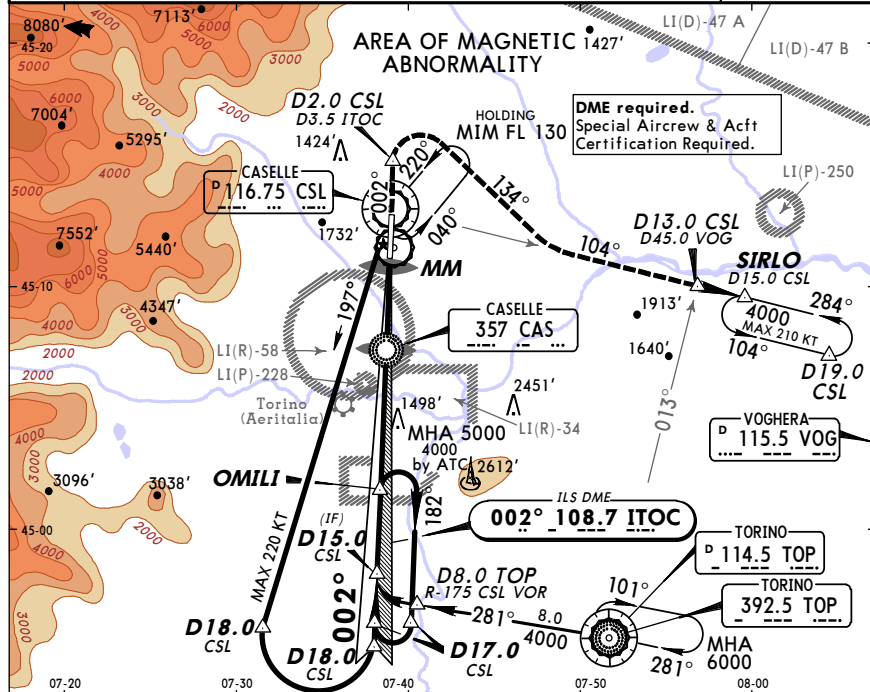
CHANGES: LOC frequency.

LIMF/TRN
CASELLE

27 AUG 10 (11-3A)

TORINO, ITALY
CAT II ILS X Rwy 36

ATIS 120.47		TORINO Approach (R) 129.27		TORINO Tower 118.5		*Ground 121.7	
LOC 108.7	Final Apch Crs 002°	GS LOM 2250' (1317')	CAT II ILS RA/DA(H) Refer to Minimums		Apt Elev 989'	RWY 933'	
<p>MISSED APCH: Continue on 002° climbing to 4000'. At D2.0 CSL at 1500' or above turn RIGHT (MAX 220 KT) onto 134° to intercept R-104 CSL to SIRLO holding.</p> <p>To overfly LI(P)-250 cross D13.0 CSL at 4000' or above.</p> <p>Alt Set: hPa Rwy Elev: 34 hPa Trans level: By ATC Trans alt: 6000'</p> <p>WARNING: False LOC captures may occur, take MAX CAUTION.</p>							



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		
Gs	3.00°	377	485	539	647	755	862	PAP1	
								MIM	D2.0
								1500'	002°
								on	CSL

Standard		STRAIGHT-IN LANDING RWY 36		CIRCLE-TO-LAND	
ABC		D		Not authorized West of rwy	
RA 106'		RA 114'			
DA(H) 1033' (100')		DA(H) 1040' (107')			
RVR 300m					

Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

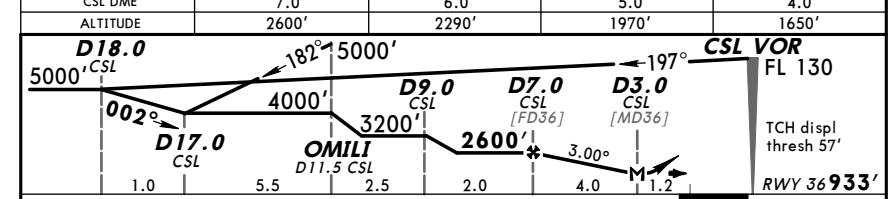
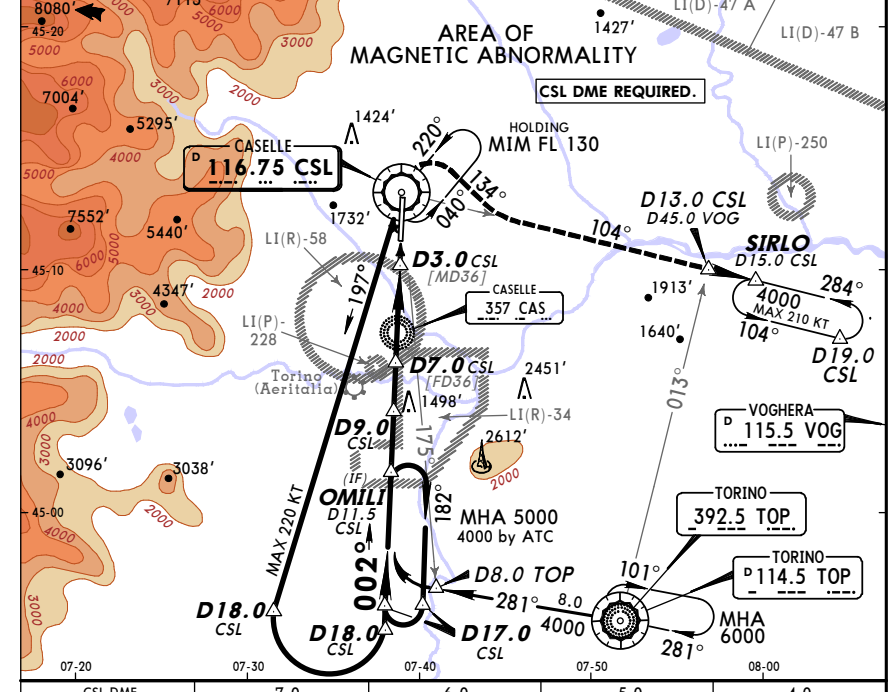
CHANGES: LOC frequency.

LIMF/TRN
CASELLE

22 JAN 10 (13-1)

TORINO, ITALY
VOR Rwy 36

ATIS 120.47		TORINO Approach (R) 129.27		TORINO Tower 118.5		*Ground 121.7	
VOR CSL 116.75	Final Apch Crs 002°	Minimum Alt D7.0 CSL 2600' (1667')	DA(H) 1360' (427')	Apt Elev 989'	RWY 933'		
<p>MISSED APCH: Proceed to CSL VOR climbing to 4000'. At CSL VOR turn RIGHT onto 134° to intercept R-104 CSL to SIRLO holding.</p> <p>To overfly prohibited area SALUGGIA-VERCELLI cross D13.0 CSL at 4000' or above.</p> <p>Alt Set: hPa Rwy Elev: 34 hPa Trans level: By ATC Trans alt: 6000'</p>							



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		
Descent Angle 3.00°	372	478	531	637	743	849	PAP1	002°	
								CSL	116.75
								MAP at D3.0 CSL	

Standard		STRAIGHT-IN LANDING RWY 36		CIRCLE-TO-LAND	
		DA(H) 1360' (427')		Not authorized West of rwy	
		ALS out			
A		RVR 1500m	Max Kts	MDA(H)	VIS
B		RVR 1300m	100	1550' (561')	1500m
C		RVR 2000m	135	1550' (561')	1600m
D			180	1750' (761')	2400m
			205	1750' (761')	3600m

CHANGES: Minimums.

LIMF/TRN
CASELLE

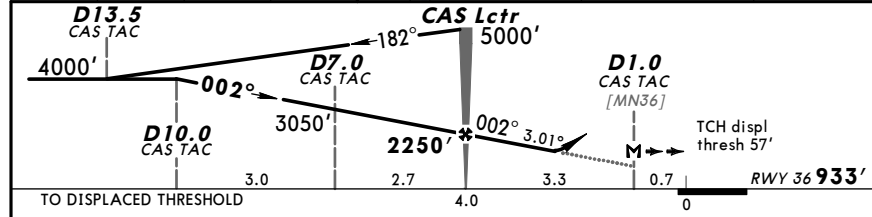
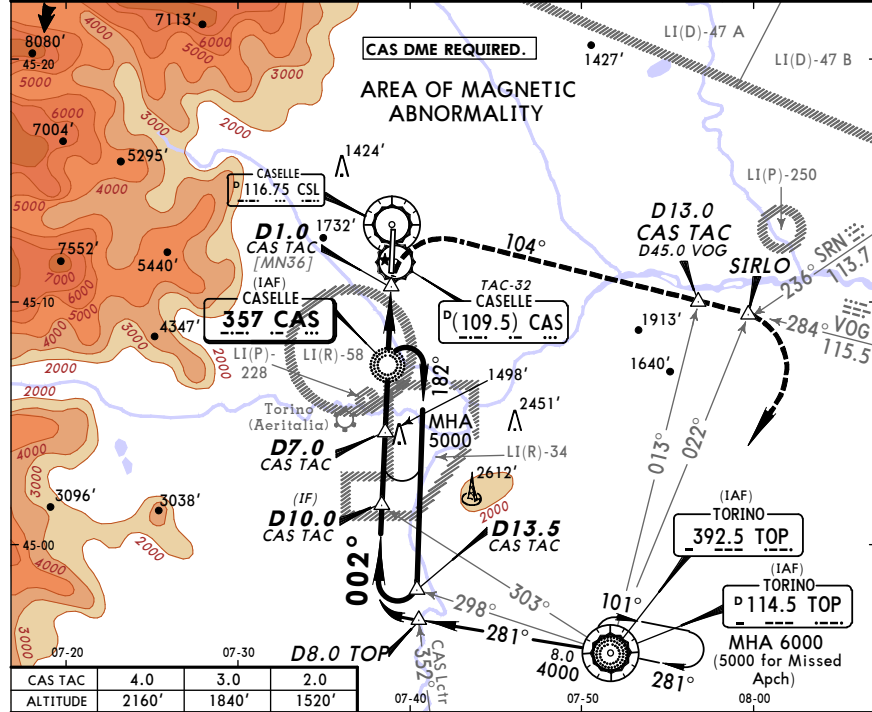
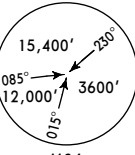
22 JAN 10 (16-1)

TORINO, ITALY
Lctr Rwy 36

ATIS 120.47	TORINO Approach (R) 129.27	TORINO Tower 118.5	*Ground 121.7
Lctr CAS 357	Final Apch Crs 002°	Minimum Alt CAS Lctr 2250' (1317')	DA(H) 1500' (567')
Apt Elev 989'		RWY 933'	

MISSED APCH: Turn RIGHT to join R-284 VOG VOR to SIRLO, then proceed to TOP VOR/NDB climbing to 5000'.
To overfly prohibited area SALUGGIA-VERCELLI cross D13.0 CAS TAC at 4000' or above.

Alt Set: hPa Rwy Elev: 34 hPa Trans level: By ATC Trans alt: 6000'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.01°	373	479	532	639	745	852
MAP at D1.0 CAS TAC						

Standard STRAIGHT-IN LANDING RWY 36		CIRCLE-TO-LAND	
DA(H) 1500' (567')		Not authorized West of rwy	
ALS out		Max Kts	MDA(H) VIS
A	RVR 1500m	100	1560' (571') 1500m
B		135	1560' (571') 1600m
C		180	1750' (761') 2400m
D	RVR 1900m CMV 2400m	205	1750' (761') 3600m

CHANGES: Minimums.

BRIEFING STRIP

PANS OPS 4