

## Airport information:

Country: Italy

City: TORINO

Coordinates: N 45° 12.2', E007 39.0

Elevation: 989

Customs: Customs

Fuel: 100LL, Jet A1

RFF: CAT 9

hours: H24

## Runways:

Runway 18

Takeoff length: 3300, Landing length: 2574

Runway 36

Takeoff length: 3300, Landing length: 2950

# Aerodrome Briefing Card

## 1. GEOGRAPHICAL DATA

- 1.1 The AD is situated 8nm NNW of the city. The surrounding terrain is relative flat but rises W to high terrain, mountains up to 5000ft within 8nm. Also to the SE there is a mountain ridge 2500ft high. The terrain just N of the AD has a deceptive up-slope and note the OBST in the climb out path from RWY 36.
- 1.2 Note the two adjacent AD to the SW.
- 1.3 Be aware of the restricted areas.

## 2. WEATHER

- 2.1 Continental climate with relative warm summers and cold winters. Mean MAX/MNM temperature +27.3°/+15.9°C and +5.2°/-3.9°C in JUL/JAN respectively.
- 2.2 The summer weather is usually good. However, local thunderstorms occur especially in the afternoon and early evening.
- 2.3 Low visibility is common during the winter months and fog has been known for days during the season.

## 3. TRAFFIC

Open.

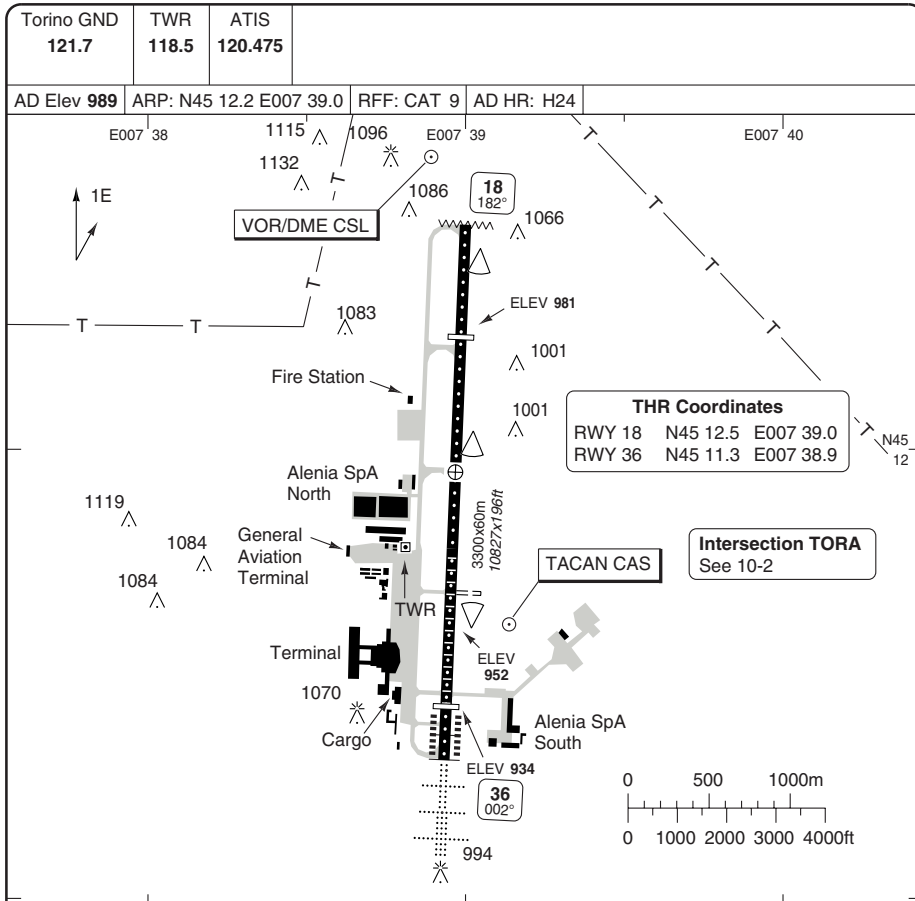
## 4. MISCELLANEOUS

Open.

## 5. REPORTS

Open.

# AERODROME



| RWY | Slope | TORA m/ft    | LDA m/ft    | ALS | REDL | RCLL | Additional    |
|-----|-------|--------------|-------------|-----|------|------|---------------|
| 18  | -0.7  | 3300 / 10826 | 2574 / 8444 | -   | H    | -    | P 3° L/R (52) |
| 36  | +0.7  | 3300 / 10826 | 2950 / 9678 | H-A | H    | 15m  | P 3° L/R (81) |

| EU OPS |                                    | TAKE OFF MINIMA |      |      |      |
|--------|------------------------------------|-----------------|------|------|------|
| RWY    | Facilities                         | RVR             |      |      |      |
|        |                                    | A               | B    | C    | D    |
| 36     | HRCLL + HREDL + Multiple RVR + HUD | Ap.O            | LVTO | 75m  | 75m  |
|        | HRCLL + HREDL + Multiple RVR       | Ap.O            | LVTO | 125m | 150m |
|        | RCLL + REDL + Multiple RVR         |                 | LVTO | 150m | 200m |
|        | RCLL + REDL                        |                 | LVTO | 200m | 250m |
| 18/36  | RCL (day only) or RCL + REDL       |                 | LVTO | 250m | 300m |
|        | RCL (day only) or RCL + REDL       |                 |      | 400m | 400m |
|        | NIL (day only)                     |                 |      | 500m | 500m |

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Change: LDA.

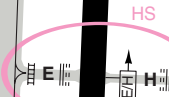
# AERODROME Overview

|                     |              |                 |
|---------------------|--------------|-----------------|
| Torino GND<br>121.7 | TWR<br>118.5 | ATIS<br>120.475 |
|---------------------|--------------|-----------------|

18  
182°

| Intersection TORA |                |
|-------------------|----------------|
| RWY 18            |                |
| <b>B</b>          | 2427m / 7963ft |
| RWY 36            |                |
| <b>D</b>          | 2211m / 7254ft |
| <b>E/H</b>        | 2828m / 9278ft |
| <b>F</b>          | 3020m / 9908ft |

3300x60m / 10827x196ft



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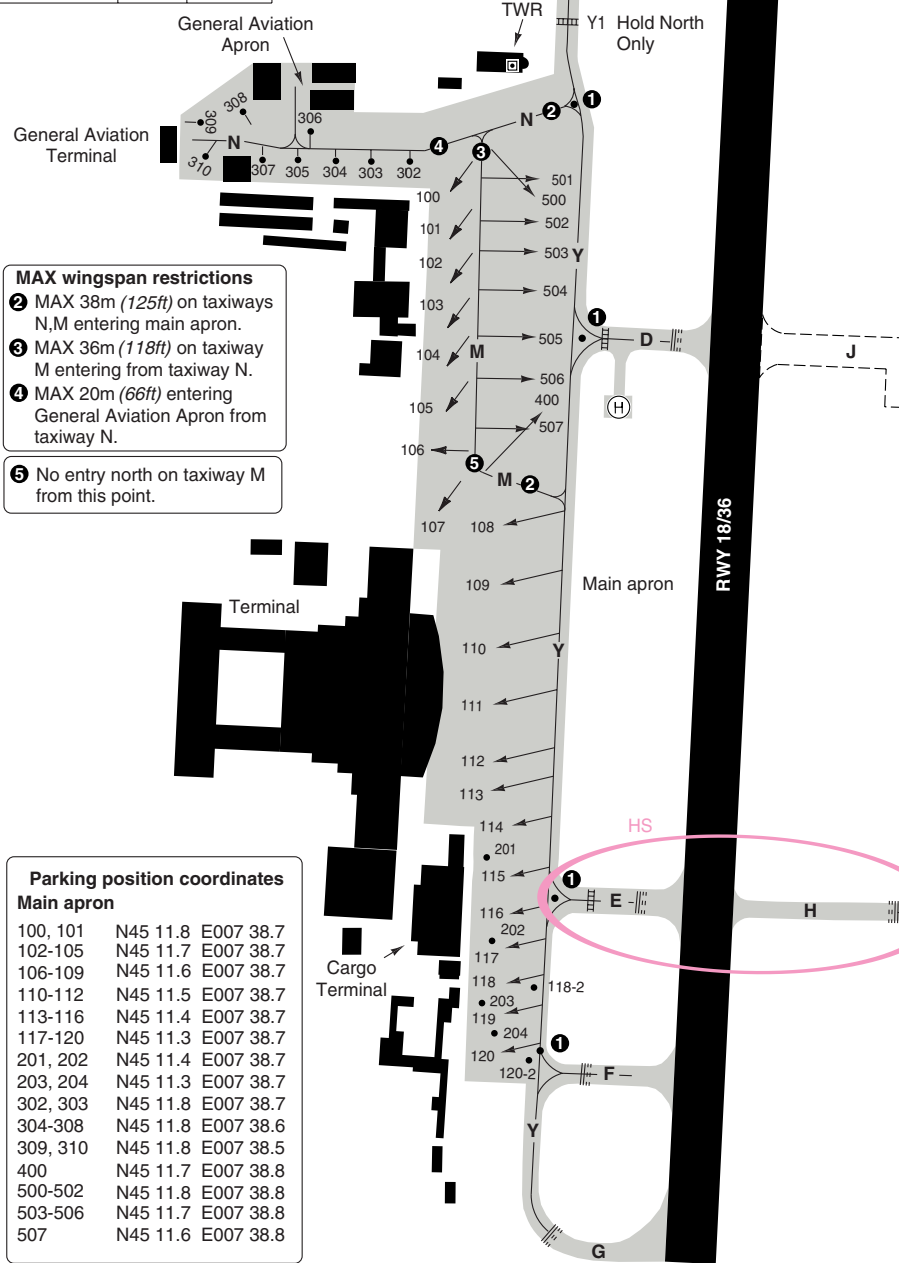
Change: Hot Spot added.

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**GROUND** Main Apron Parking

|                     |              |                 |
|---------------------|--------------|-----------------|
| Torino GND<br>121.7 | TWR<br>118.5 | ATIS<br>120.475 |
|---------------------|--------------|-----------------|

① Follow me positions



- MAX wingspan restrictions**
- ② MAX 38m (125ft) on taxiways N,M entering main apron.
  - ③ MAX 36m (118ft) on taxiway M entering from taxiway N.
  - ④ MAX 20m (66ft) entering General Aviation Apron from taxiway N.
  - ⑤ No entry north on taxiway M from this point.

**Parking position coordinates**  
**Main apron**

|          |          |           |
|----------|----------|-----------|
| 100, 101 | N45 11.8 | E007 38.7 |
| 102-105  | N45 11.7 | E007 38.7 |
| 106-109  | N45 11.6 | E007 38.7 |
| 110-112  | N45 11.5 | E007 38.7 |
| 113-116  | N45 11.4 | E007 38.7 |
| 117-120  | N45 11.3 | E007 38.7 |
| 201, 202 | N45 11.4 | E007 38.7 |
| 203, 204 | N45 11.3 | E007 38.7 |
| 302, 303 | N45 11.8 | E007 38.7 |
| 304-308  | N45 11.8 | E007 38.6 |
| 309, 310 | N45 11.8 | E007 38.5 |
| 400      | N45 11.7 | E007 38.8 |
| 500-502  | N45 11.8 | E007 38.8 |
| 503-506  | N45 11.7 | E007 38.8 |
| 507      | N45 11.6 | E007 38.8 |

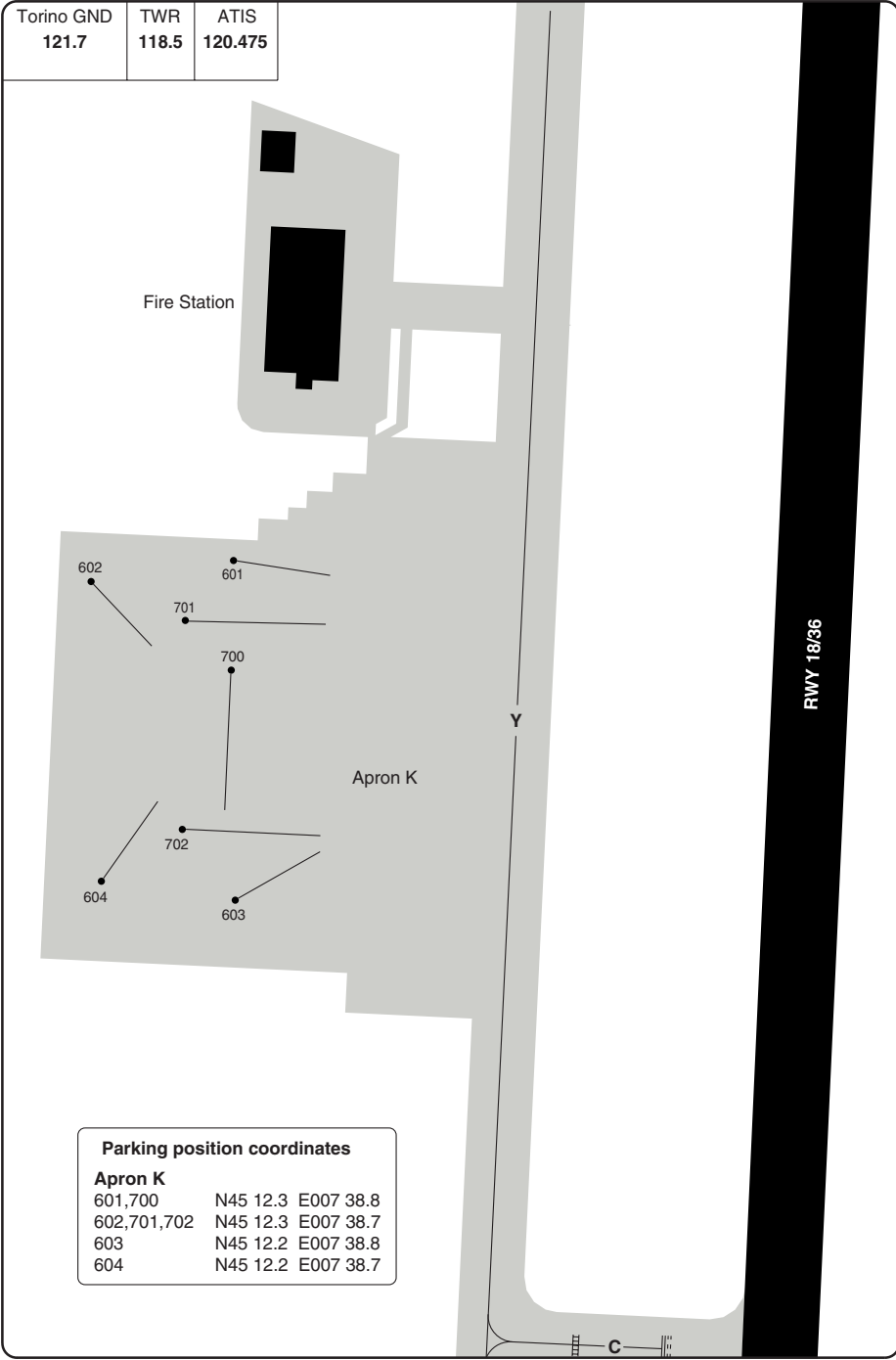
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Change: Hot Spot added.

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# GROUND Apron K Parking

|                     |              |                 |
|---------------------|--------------|-----------------|
| Torino GND<br>121.7 | TWR<br>118.5 | ATIS<br>120.475 |
|---------------------|--------------|-----------------|



| Parking position coordinates |          |           |
|------------------------------|----------|-----------|
| <b>Apron K</b>               |          |           |
| 601,700                      | N45 12.3 | E007 38.8 |
| 602,701,702                  | N45 12.3 | E007 38.7 |
| 603                          | N45 12.2 | E007 38.8 |
| 604                          | N45 12.2 | E007 38.7 |

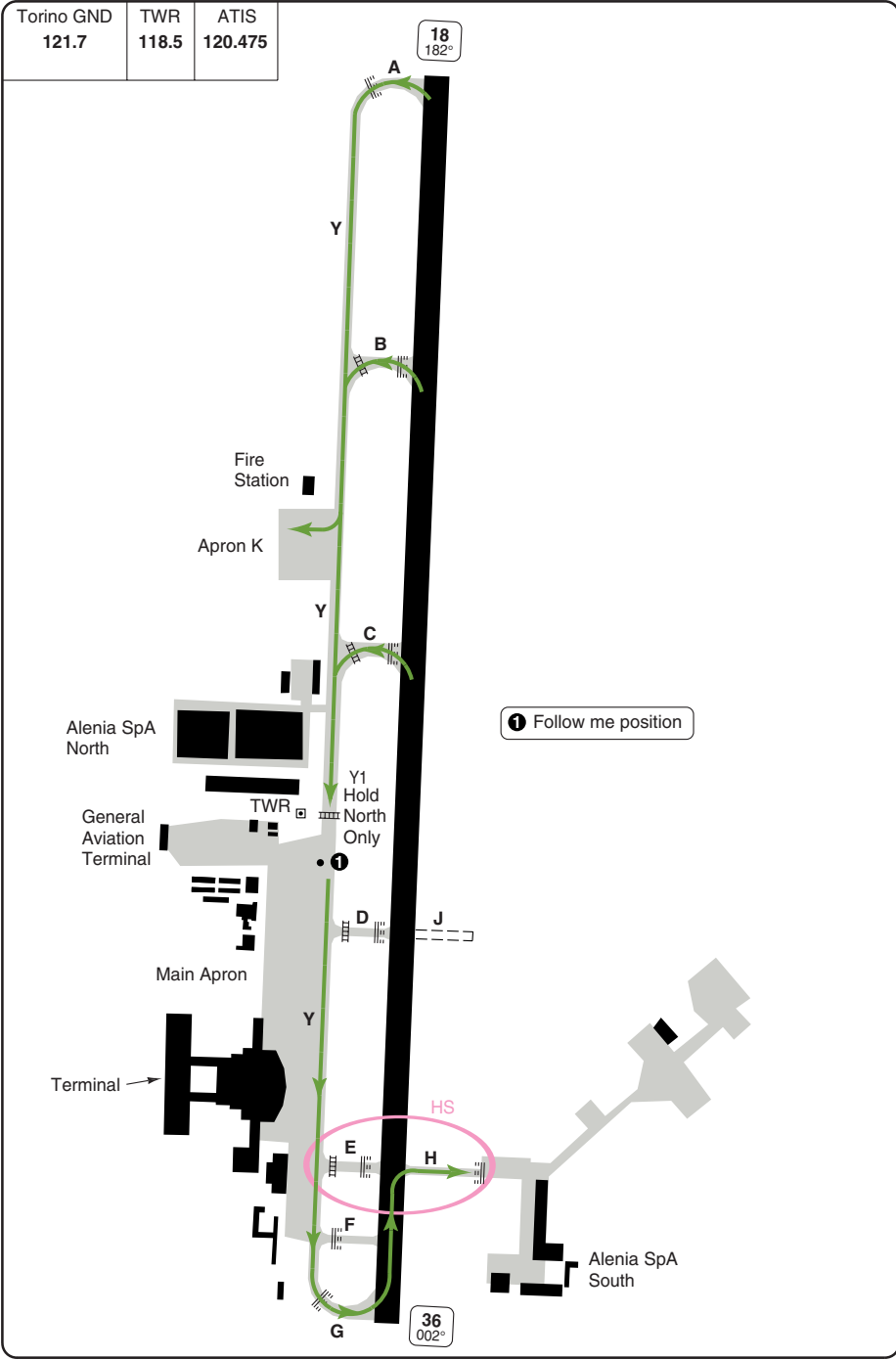
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Change: Stands, Stand coord.

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# GROUND Low Visibility Arrival

|                     |              |                 |
|---------------------|--------------|-----------------|
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|---------------------|--------------|-----------------|



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Change: Hot Spot added.

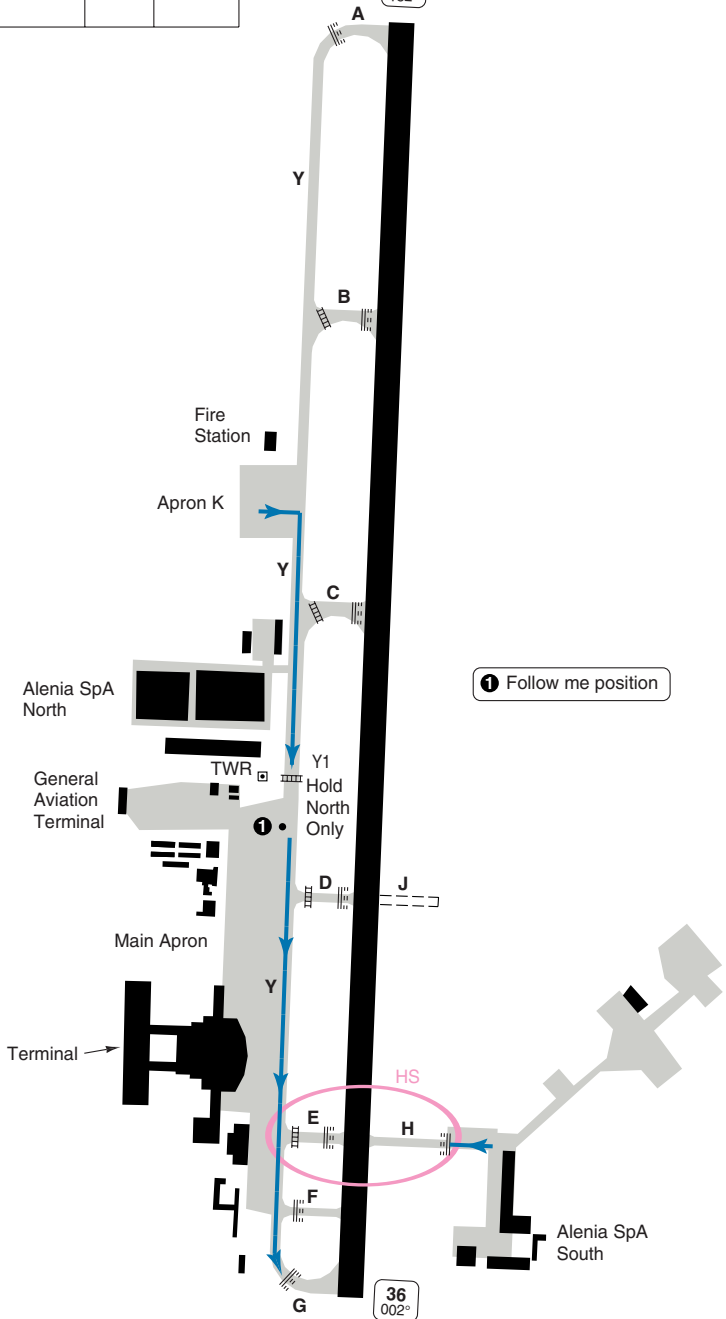
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# GROUND Low Visibility Departure

|                     |              |                 |
|---------------------|--------------|-----------------|
| Torino GND<br>121.7 | TWR<br>118.5 | ATIS<br>120.475 |
|---------------------|--------------|-----------------|

18  
182°

36  
002°



1 Follow me position

HS

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Change: Hot Spot added.

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**GENERAL****GENERAL****1. LOCAL TRAFFIC REGULATIONS****1.1 Runway Preferential use**

1.1.1 Runway 36 is regarded as preferential for take-off and landing.

1.1.2 ATC will use the above preferential runway provided that:

- If the runway is dry, the tailwind component is not greater than 7kt.
- If the runway is wet, the tailwind component is not greater than 5kt.

Such preferential criterion will not be applied when:

- The tailwind component is greater than given limits.
- The braking action on the runway is "poor".

**1.2 Apron**

Apron Management Service is mandatory for all aircraft self manoeuvring, pushing back and on tow.

1.2.1 Report to ATC when reaching the aircraft stand.

- For departing aircraft:  
Push-back and/or taxi instructions only after "AIRCRAFT READY" communication by SAGAT Handling on 131.9

The Term "AIRCRAFT READY" means:

- Aircraft doors closed
- Loading bridge retracted
- Stand free from vehicles, equipment and people
- Aircraft ready for push-back or taxi
  - For aircraft towing operations:  
Instructions to personnel performing tow.
  - Taxi instructions

1.2.2 Further information concerning Apron Management Service could be issued on ATIS.

**2. SPECIAL RULES FOR TAXIWAY USE**

2.1 Taxiway J closed.

2.2 On Taxiway H the ATC responsibility area limit is the pattern A marking.

2.3 From Taxiway Y to Eurofly Service area and north area and vice versa, aircraft movements are allowed only on tow and ATC responsibility is limited to Taxiway Y.

2.4 When landing operations on Runway 36 are in progress, the following applies to departing aircraft code E and F:

- From main apron to Taxiway F or G, aircraft shall maintain parking position or perform push-back and hold until landing operations are terminated.
- From Kilo apron to Taxiway F or G, aircraft shall not taxi beyond intermediate holding position Y1 until landing operations are terminated.

2.5 Use of runway holding positions on Taxiway B, C, D, E and F during taxiing operations on Taxiway/taxilane Y:

- During taxi operations on Taxiway Y it is not allowed to use runway holding positions identified by pattern B on Taxiway B, C, D and E and by pattern A on Taxiway F.
- During taxiing operations of A, B, C or D code aircraft on Taxiway Y only A, B or C code aircraft are allowed to use only the runway holding positions identified by pattern A on Taxiway B, C, D and E.
- During taxiing operations of E or F code aircraft on Taxiway Y none of the runway holding positions on Taxiway B, C, D, E and F can be used.

**3. LOW VISIBILITY PROCEDURES**

The lowest RVR value at which airport will be operative is 75m.

3.1 The activation phase will be commenced when:

- RVR value at TDZ is equal to 550m; or
- The height of clouds base value measured in the approach sector is below 200ft.

3.2 LVP will be terminated when:

- RVR value at TDZ is greater than 550m; and
- The height of clouds base value measured in the approach sector is equal to 200ft and a continuing improvement of these conditions is anticipated.

3.3. If RVR value at TDZ is not available, RVR value at MID point can be used.

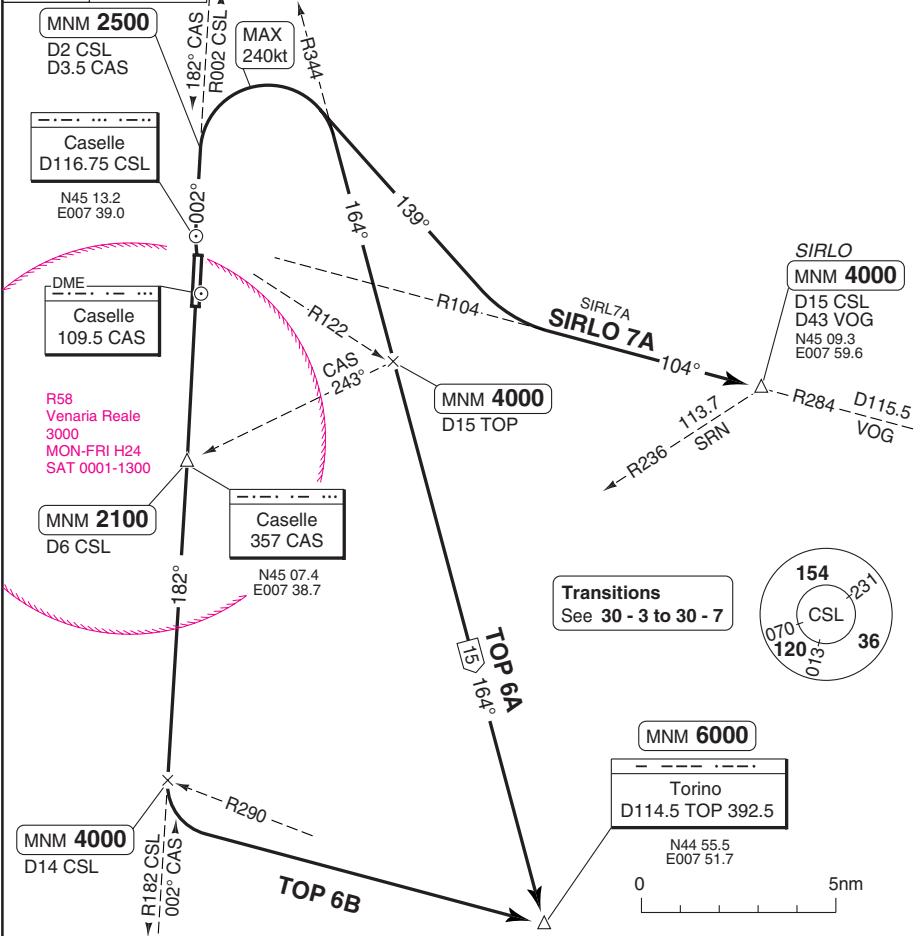
## GENERAL

- 3.4 If the height of clouds base value measured in the approach sector is not available, it can be replaced by the ceiling value.
- 3.5 The following reference points are available for aircraft movements:
- VMC-CAT I/II/III runway holding position on Taxiway G and Taxiway H.
- When LVP are in force at the runway holding position on Taxiway G is not permitted for any aircraft to hold while another aircraft is landing on Runway 36.**
- Intermediate holding position Y1 on Taxiway Y useable southbound only.
- 3.6 Runway 36 will be in use and runway entry and exit will be regulated as follows:
- Taxiway D/E/F unusable for any aircraft.
  - Taxiway A/B/C unusable for departing aircraft.
  - departing aircraft from:
    - main and general aviation aprons shall use Taxiway G only;
    - KILO apron shall use Taxiway Y and G only;
    - south area shall use Taxiway H only (TORA 2950m - pilot may request backtrack if necessary).
  - Arriving aircraft to:
    - main and general aviation aprons shall use only Taxiway A or B or C, then Taxiway Y;
    - KILO apron shall use only Taxiway A or B, then Taxiway Y;
    - south area shall use only Taxiway A or B or C, then Taxiway Y, G and H.
- 3.7 The pilot shall report to TOWER at the following points:
- Reaching runway holding position G and H;
  - reaching intermediate holding position Y1;
  - parking OPS terminated;
  - sensitive area vacated.
- 3.8 **Ground Radio Failure**
- 3.8.1 Departing aircraft: will continue on taxi route assigned, avoiding every deviation, until reaching his clearance limit position, where it will wait the follow-me car to go back to parking stand.
- 3.8.2 Arriving aircraft: will vacate the runway and sensitive area on the appropriate taxiway (see above) and it will wait for the follow-me to reach the parking stand.
4. **NOISE ABATEMENT PROCEDURES - DEPARTURES**  
The use of Runway 18 is limited to ATC requirement. Pilots may request permission to use Runway 18 for take-off or landing due to weather conditions, technical or other safety reasons; in this case the aircraft may be subject to delay.
5. **GROUND RESTRICTIONS**
- 5.1 **Reverse**
- 5.1.1 Idle reverse may be exceeded only for safety reasons.
- 5.1.2 Night landings: 2200-0500 (2100-0400) landing aircraft shall use all the available length of runway to reach apron or parking area except for aircraft having landing performances allowing a shorter run without use of reverse thrust.
- 5.2 **APU**  
Use of the APU (Auxiliary Power Unit) 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 schedule 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 local aviation authority.
- 5.3 **Engine Run Ups**
- 22-05 and 13-15 engine run-ups are forbidden except for aircraft to be immediately employed.
  - Only idle engine run-ups allowed at parking stands, engine run-ups exceeding idle are to be previously co-ordinated with local aviation authority. Cross bleed allowed after pushback on Taxilane Y, M and Taxiway Y only.
6. **PROCEDURES FOR VFR FLIGHTS**  
Aerodrome traffic patterns different from standard can be assigned by Torino Tower according to traffic requirements.

**SID INITIAL CLIMB**

|                            |                     |   |                        |
|----------------------------|---------------------|---|------------------------|
| Torino GND<br><b>121.7</b> | TWR<br><b>118.5</b> | APP/RAD<br><b>129.275</b><br><b>121.1</b> | ATIS<br><b>120.475</b> |
|----------------------------|---------------------|---|------------------------|

TA **6000** | AD Elev **989**



**Transitions**  
See 30 - 3 to 30 - 7

**SPEED:** MAX 250kt at FL100 or below.  
RWY 36 SID's, MAX 240kt in turns.

**MNM CLIMB GRADIENT:** RWY 18: 5.4% up to 3000, RWY 36: 7.8% up to 4000.

| SID      | RWY | Routeing   | Altitudes   |
|----------|-----|--|---|
| SIRLO 7A | 36  | Climb on R002 CSL/002° from CAS - at 2500 (no later than D2 CSL/D3.5 CAS) turn right 139° to intercept R104 CSL - SIRLO. | D2 CSL MNM 2500<br>SIRLO MNM 4000                   |
| TOP 6A   | 36  | Climb on R002 CSL/002° from CAS - at 2500 (no later than D2 CSL/D3.5 CAS) turn right to intercept 164°/R344 TOP - TOP.   | D2 CSL MNM 2500<br>D15 TOP MNM 4000<br>TOP MNM 6000 |
| TOP 6B   | 18  | Climb on R182 CSL/182° to CAS - at 4000 (no later than D14 CSL or on crossing R290 TOP) turn left - TOP.                 | D6 CSL MNM 2100<br>D14 CSL MNM 4000<br>TOP MNM 6000 |

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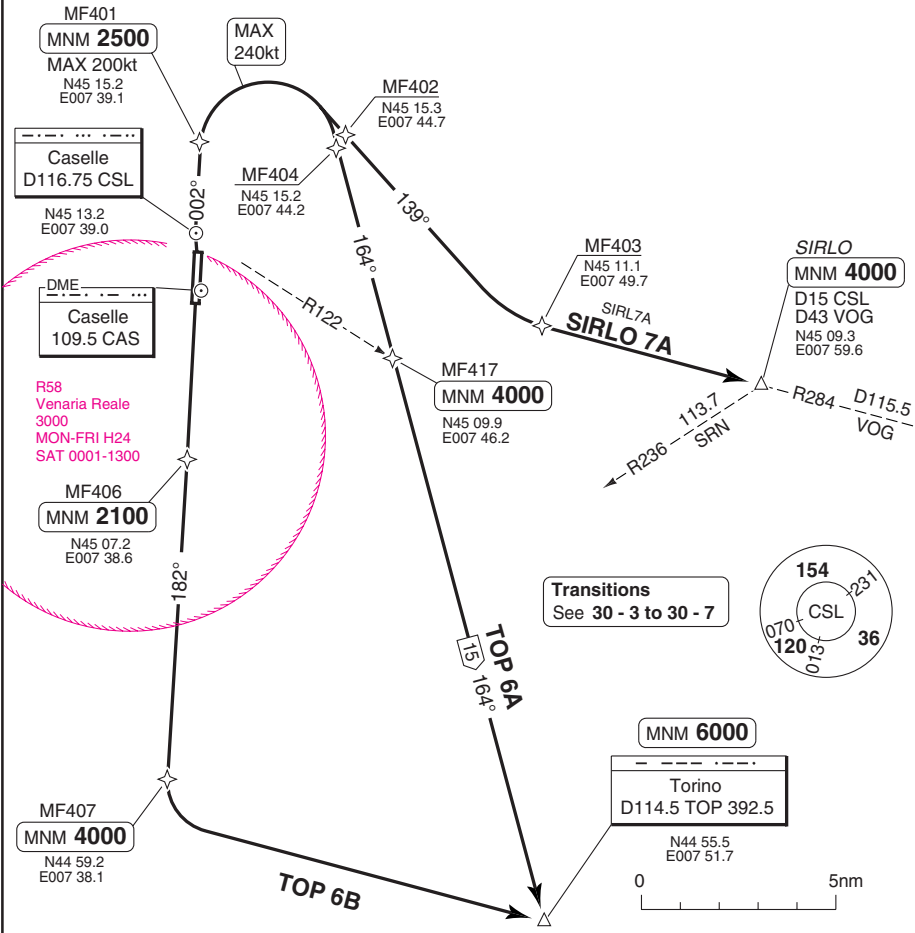
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**SID RNAV INITIAL CLIMB**

|                            |                     |   |                        |
|----------------------------|---------------------|---|------------------------|
| Torino GND<br><b>121.7</b> | TWR<br><b>118.5</b> | APP/RAD<br><b>129.275</b><br><b>121.1</b> | ATIS<br><b>120.475</b> |
|----------------------------|---------------------|---|------------------------|

TA **6000** | AD Elev **989**



**Transitions**  
See 30 - 3 to 30 - 7



**SPEED:** MAX 250kt at **FL100** or below.  
RWY 36 SID's, MAX 240kt in turns.

**MNM CLIMB GRADIENT:** RWY 18: 5.4% up to **3000** , RWY 36: 7.8% up to **4000** .

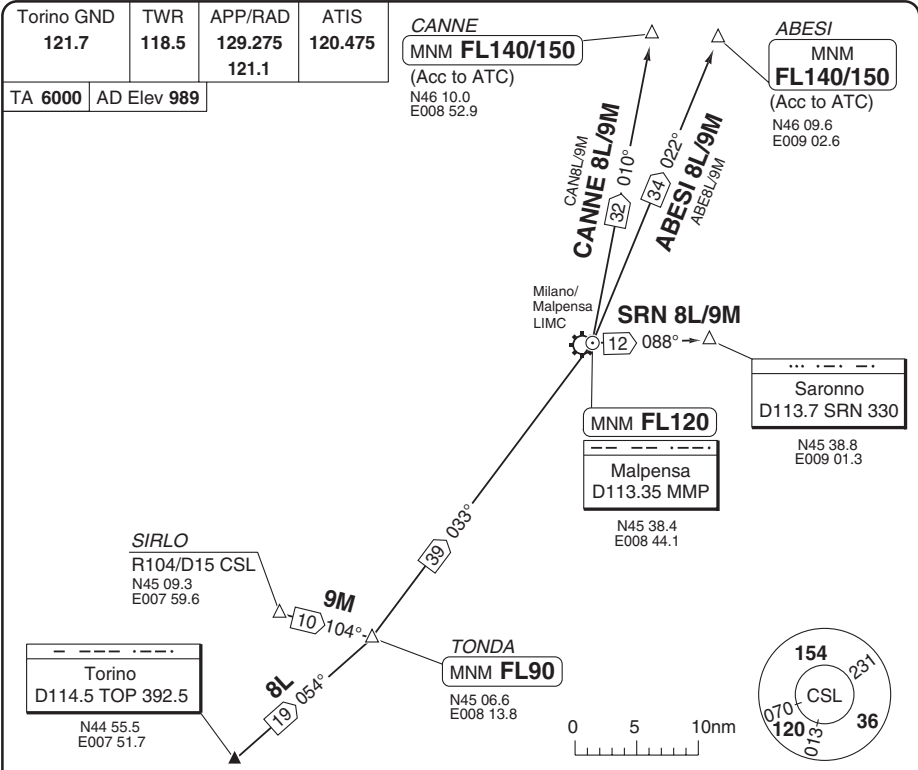
| SID      | RWY | Routeing                                  | Altitudes                                      |
|----------|-----|---|--|
| SIRLO 7A | 36  | MF401 (MAX 200kt) - MF402 - MF403 - SIRLO | MF401 MNM 2500<br>SIRLO: MNM 4000              |
| TOP 6A   | 36  | MF401 (MAX 200kt) - MF404 - MF417 - TOP   | MF401 MNM 2500<br>MF417: 4000<br>TOP: MNM 6000 |
| TOP 6B   | 18  | MF406 - MF407 - TOP                       | MF406 MNM 2500<br>MF407 4000<br>TOP: MNM 6000  |

Change: MF417 added.

# SID TRANSITIONS

North, East FMS, **RNAV** overlay

Casele **TORINO**



**SPEED:** MAX 250kt at FL100 or below.

**NOTES:** If TOP VOR u/s, radials and DME shall be referred as bearings from TOP NDB of same value.  
RNAV 1 equipment recommended for RNAV procedures.

| SID             | Routing  | Altitudes   |
|-----------------|--|---|
| <b>ABESI 8L</b> | Turn left on R054 TOP - TONDA - turn left on 033°/R213 MMP - MMP - turn left on R022 MMP - ABESI.<br>RNAV: TOP - TONDA - MMP - ABESI | TONDA MNM FL90<br>MMP MNM FL120<br>ABESI MNM FL140/150<br>(depending on Zurich QNH) |
| <b>ABESI 9M</b> | Climb on R104 CSL - TONDA - turn left on 033°/R213 MMP - MMP - turn left on R022 MMP - ABESI.<br>RNAV: SIRLO - TONDA - MMP - ABESI   | TONDA MNM FL90<br>MMP MNM FL120<br>ABESI MNM FL140/150<br>(depending on Zurich QNH) |
| <b>CANNE 8L</b> | Turn left on R054 TOP - TONDA - turn left on 033°/R213 MMP - MMP - turn left on R010 MMP - CANNE.<br>RNAV: TOP - TONDA - MMP - CANNE | TONDA MNM FL90<br>MMP MNM FL120<br>CANNE MNM FL140/150<br>(depending on Zurich QNH) |
| <b>CANNE 9M</b> | Climb on R104 CSL - TONDA - turn left on 033°/R213 MMP - MMP - turn left on R010 MMP - CANNE.<br>RNAV: SIRLO - TONDA - MMP - CANNE   | TONDA MNM FL90<br>MMP MNM FL120<br>CANNE MNM FL140/150<br>(depending on Zurich QNH) |
| <b>SRN 8L</b>   | Turn left on R054 TOP - TONDA - turn left on 033°/R213 MMP - MMP - turn right on R088 MMP - SRN.<br>RNAV: TOP - TONDA - MMP - SRN    | TONDA MNM FL90<br>MMP MNM FL120   |
| <b>SRN 9M</b>   | Climb on R104 CSL - TONDA - turn left on 033°/R213 MMP - MMP - turn right on R088 MMP - SRN.<br>RNAV: SIRLO - TONDA - MMP - SRN      | TONDA MNM FL90<br>MMP MNM FL120   |

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Change: RNAV procedures added, re-indexed.

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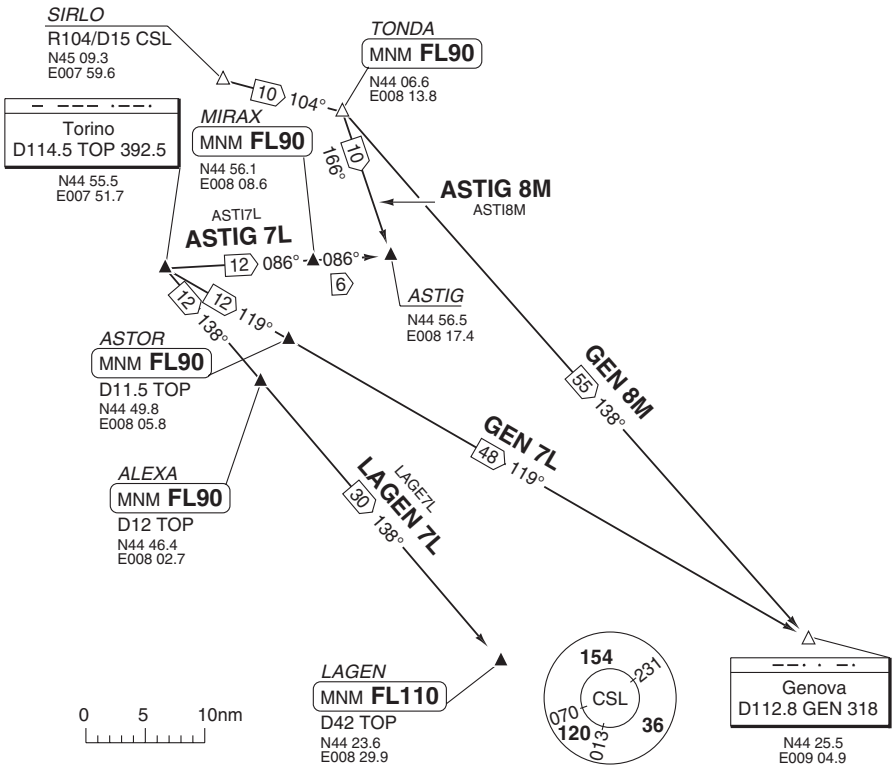
# SID TRANSITIONS

South, Southeast FMS, **RNAV** overlay

Caselle **TORINO**

|                            |                     |   |                        |
|----------------------------|---------------------|---|------------------------|
| Torino GND<br><b>121.7</b> | TWR<br><b>118.5</b> | APP/RAD<br><b>129.275</b><br><b>121.1</b> | ATIS<br><b>120.475</b> |
|----------------------------|---------------------|---|------------------------|

TA **6000** | AD Elev **989**



**SPEED:** MAX 250kt at **FL100** or below.

**NOTES:** If TOP VOR U/S, radials and DME shall be referred as bearings from TOP NDB of same value.  
RNAV 1 equipment recommended for RNAV procedure.

| SID   | Routeing   | Altitudes  |
|---|--|--|
| <b>ASTIG 7L</b><br>(ACFT for LIMC, LIML, LIME only) | Climb on R086 TOP - MIRAX - ASTIG.<br>RNAV: TOP - MIRAX - ASTOR  | MIRAX MNM <b>FL90</b>  |
| <b>ASTIG 8M</b><br>(ACFT for LIMC, LIML, LIME only) | Climb on R104 CSL - TONDA - turn right on 166°/R166 BLA (D116.1) - ASTIG.<br>RNAV: SIRLO - TONDA - ASTIG | TONDA MNM <b>FL90</b>  |
| <b>GEN 7L</b>                                       | Climb on R119 TOP - ASTOR - GEN.<br>RNAV: TOP - ASTOR - GEN  | ASTOR MNM <b>FL90</b><br>GEN MNM <b>AS FOR FOLLOWING ENROUTE SEGMENT</b> |
| <b>GEN 8M</b>                                       | Climb on R104 CSL - TONDA - turn right to intercept 138°/R318 GEN - GEN.<br>RNAV: SIRLO - TONDA - GEN    | ASTOR MNM <b>FL90</b><br>GEN MNM <b>AS FOR FOLLOWING ENROUTE SEGMENT</b> |
| <b>LAGEN 7L</b>                                     | Climb on R138 TOP - ALEXA - LAGEN.<br>RNAV: TOP - ALEXA - LAGEN  | ALEXA MNM <b>FL90</b><br>LAGEN MNM <b>FL110</b>                          |

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Change: RNAV procedures added, re-indexed.

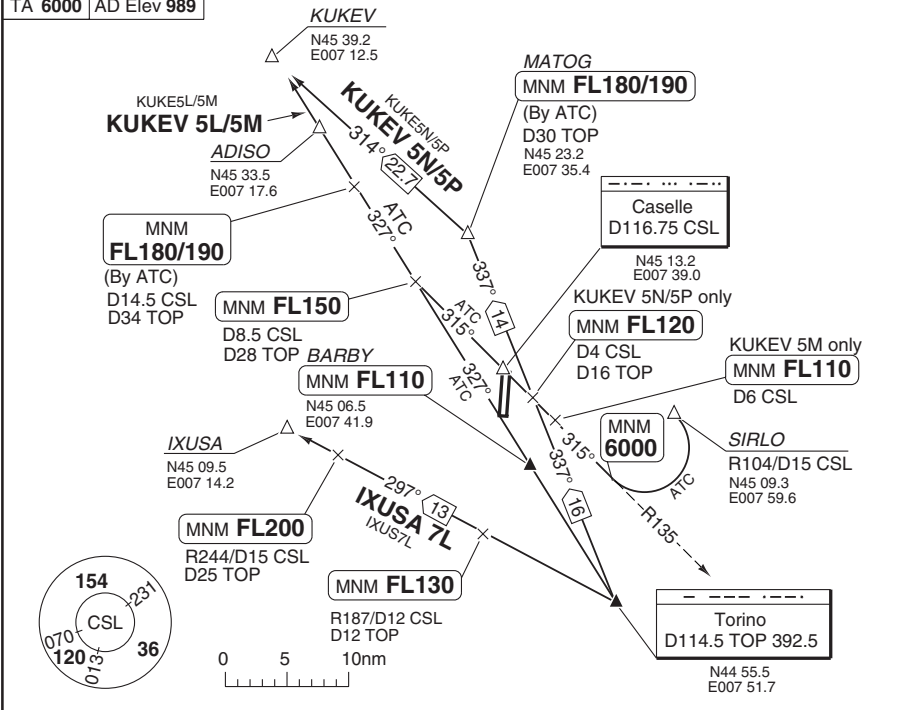
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# SID TRANSITIONS West, Northwest

Caselle **TORINO**

|                            |                     |   |                        |
|----------------------------|---------------------|---|------------------------|
| Torino GND<br><b>121.7</b> | TWR<br><b>118.5</b> | APP/RAD<br><b>129.275</b><br><b>121.1</b> | ATIS<br><b>120.475</b> |
| TA <b>6000</b>             | AD Elev <b>989</b>  |   |                        |

For RNAV procedures for KUKEV and IXUSA SIDs see 30 - 6.



**SPEED:** MAX 250kt at **FL100** or below.

**NOTE:** If TOP VOR U/S, radials and DME shall be referred as bearings from TOP NDB of same value.

| SID                         | Routing   | Altitudes   |
|-----------------------------|---|---|
| <b>KUKEV 5N</b>             | At SIRLO turn right - 315°/R135 CSL - D4 CSL - turn right to intercept R337 TOP - MATOG - 314° - KUKEV  | End of right turn to intercept R135 CSL<br>MNM <b>6000</b><br>D4 CSL MNM <b>FL120</b><br>MATOG MNM <b>FL180/FL190</b><br>(depending on Geneva QNH)  |
| <b>KUKEV 5P</b>             | R337 TOP - MATOG - 314° - KUKEV   | D16 TOP/D4 CSL MNM <b>FL120</b><br>MATOG MNM <b>FL180/FL190</b><br>(depending on Zurich QNH)  |
| <b>KUKEV 5L</b><br>(on ATC) | R327 TOP - BARBY - ADISO - KUKEV  | BARBY MNM <b>FL110</b><br>D28 TOP/D8.5 CSL MNM <b>FL150</b><br>D34 TOP/D14.5 CSL MNM <b>FL180/FL190</b><br>(depending on Geneva QNH)  |
| <b>KUKEV 5M</b><br>(on ATC) | At SIRLO turn right - 315°/R135 CSL - CSL - R315 CSL - turn right to intercept R327 TOP - ADISO - KUKEV | End of right turn to intercept R135 CSL<br>MNM <b>6000</b><br>D6 CSL (inbound) MNM <b>FL110</b><br>D8.5 CSL (outbound) /D28 TOP MNM <b>FL150</b><br>D34 TOP/D14.5 CSL MNM <b>FL180/FL190</b><br>(depending on Geneva QNH) |
| <b>IXUSA 7L</b>             | R297 TOP - IXUSA  | D12 TOP/R187 D12 CSL MNM <b>FL130</b><br>D25 TOP/R244 D15 CSL MNM <b>FL200</b>  |

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Change: BANKO SIDs withdrawn, KUKEV SIDs added.

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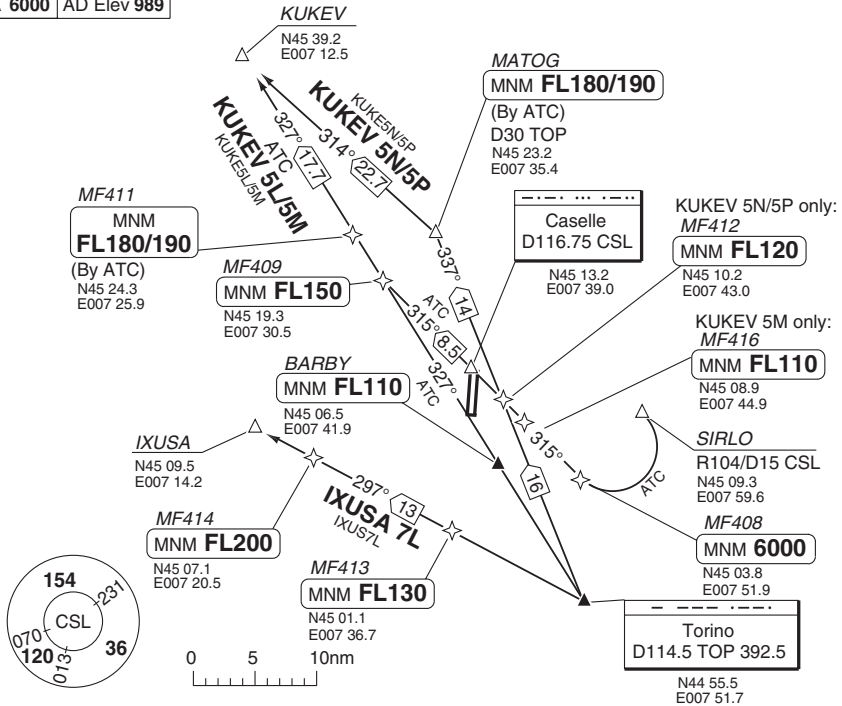
**SID TRANSITIONS** **RNAV** West, Northwest

Caselle **TORINO**

|                            |                     |   |                        |
|----------------------------|---------------------|---|------------------------|
| Torino GND<br><b>121.7</b> | TWR<br><b>118.5</b> | APP/RAD<br><b>129.275</b><br><b>121.1</b> | ATIS<br><b>120.475</b> |
|----------------------------|---------------------|---|------------------------|

For conventional procedures for  
KUKEV and IXUSA SIDs see 30-5.

TA **6000** AD Elev **989**



**SPEED:** MAX 250kt at **FL100** or below.

**NOTE:** RNAV1 recommended

| SID                         | Routing                                       | Altitudes  |
|-----------------------------|---|--|
| <b>KUKEV 5N</b>             | SIRLO - MF408 - MF412 - MATOG - KUKEV         | MF408 MNM <b>6000</b><br>MF412 MNM <b>FL120</b><br>MATOG MNM <b>FL180/FL190</b><br>(depending on Geneva QNH)                           |
| <b>KUKEV 5P</b>             | TOP - MF412 - MATOG - KUKEV                   | MF412 MNM <b>FL120</b><br>MATOG MNM <b>FL180/FL190</b><br>(depending on Geneva QNH)  |
| <b>KUKEV 5L</b><br>(on ATC) | TOP - BARBY - MF409 - MF411 - KUKEV           | BARBY MNM <b>FL110</b><br>MF409 MNM <b>FL150</b><br>MF411 MNM <b>FL180/FL190</b><br>(depending on Geneva QNH)                          |
| <b>KUKEV 5M</b><br>(on ATC) | SIRLO - MF408 - MF416 - MF409 - MF411 - KUKEV | MF408 MNM <b>6000</b><br>MF416 MNM <b>FL110</b><br>MF409 MNM <b>FL150</b><br>MF411 MNM <b>FL180/FL190</b><br>(depending on Geneva QNH) |
| <b>IXUSA 7L</b>             | TOP - MF413 - MF414 - IXUSA                   | MF413 MNM <b>FL130</b><br>MF414 MNM <b>FL200</b>   |

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Change: BANKO SIDs withdrawn, KUKEV SIDs added.

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WEF 24 SEP 09

30 - 7 | 27 AUG 09

Italy - LIMF / TRN

# SID TRANSITION RWY 36

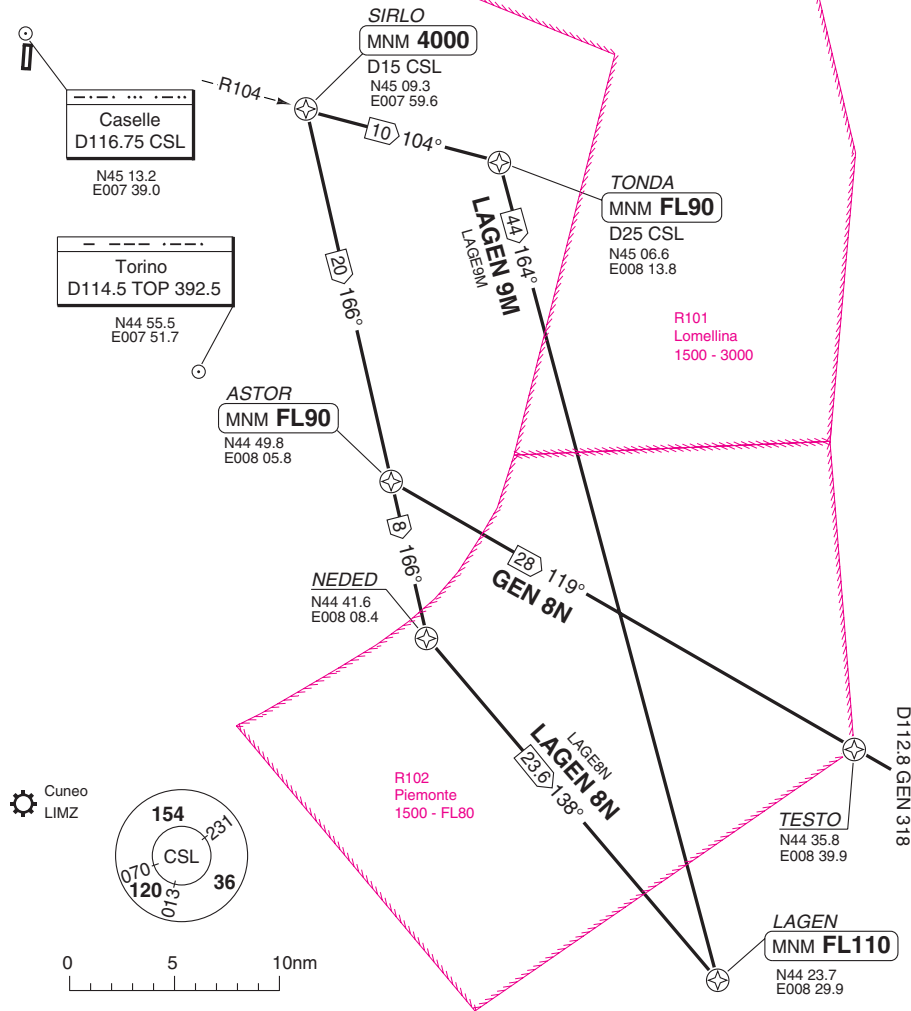
**RNAV** South, Southeast

Caselle **TORINO**

|                     |              |                             |                 |
|---------------------|--------------|-----------------------------|-----------------|
| Torino GND<br>121.7 | TWR<br>118.5 | APP/RAD<br>129.275<br>121.1 | ATIS<br>120.475 |
|---------------------|--------------|-----------------------------|-----------------|

TA 6000 AD Elev 989

**B RNAV required**



**SPEED:** MAX 250kt at **FL100** or above.

| SID      | Routeing                      | Altitudes  |
|----------|-------------------------------|--|
| GEN 8N   | SIRLO - ASTOR - TESTO - GEN   | SIRLO MNM <b>4000</b><br>ASTOR MNM <b>FL90</b>                           |
| LAGEN 8N | SIRLO - ASTOR - NEDED - LAGEN | SIRLO MNM <b>4000</b><br>ASTOR MNM <b>FL90</b><br>LAGEN MNM <b>FL110</b> |
| LAGEN 9M | SIRLO - TONDA - LAGEN         | SIRLO MNM <b>4000</b><br>TONDA MNM <b>FL90</b><br>LAGEN MNM <b>FL110</b> |

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Reverse side blank

Change: New print, re-indexed

**THIS CHART IS A PART OF NAVIGRAPH NDAC AND IS INTENDED FOR FLIGHT SIMULATION USE ONLY**

|                  |       |       |         |
|------------------|-------|-------|---------|
| Torino APP/RAD   | TWR   | GND   | ATIS    |
| 129.275<br>121.1 | 118.5 | 121.7 | 120.475 |

TL ATC AD Elev 989

**SPEED**  
MAX 250kt at FL100 or below

All procedures available as RNAV procedures  
RNAV 1 recommended

1

**VEROB**  
D30 TOP  
N45 17.7  
E007 23.4

**VEROB1B**  
FL130  
112°

**VEROB 1A**  
VEROB1A  
FL130  
137°

**ROYAL**  
D15 TOP  
N45 06.7  
E007 37.6

R58  
Venaria Reale  
3000

**KUMIN**  
D22 TOP  
N44 58.0  
E007 20.9

**KUMI1A**  
KUMIN 1A  
FL130  
096°

**LADUS**  
D12 TOP  
N44 56.9  
E007 34.9

12 096°  
6000

**Caselle**  
D116.75 CSL  
N45 13.2  
E007 39.0

**CSL 1A**

**SIRLO**  
D15 TOP  
N45 09.3  
E007 59.6

**SIRLO 1A**  
SIRLO1A  
ATC 4000  
201°  
6000

**Torino**  
D114.5 TOP 392.5  
N44 55.5  
E007 51.7

101°  
6000  
281°  
4000 by ATC

**Biella**  
D116.1 BLA  
N45 29.7  
E008 06.0

**NELAB**  
Romagnano  
337 RMG  
N45 37.7  
E008 24.4

**ODINA**  
N46 06.3  
E008 39.9

**LUSIL 1E**  
SRN 1C

**Saronno**  
D113.7 SRN 330  
N45 38.8  
E009 01.3

**ODINA 1F**  
ODIN1F  
SRN 1B  
FL130  
232°/40°

**ODINA 2E**  
ODIN2E  
SRN 2A  
FL90  
208°/26°

**MF505**  
D22 TOP  
D19 CSL  
N45 14.8  
E008 06.6

D47  
Ivrea - Sector A  
1500 - FL80

D47  
Ivrea - Sector B  
1500 - 4000

R101  
Lomellina  
1500 - 3000

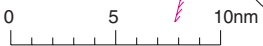
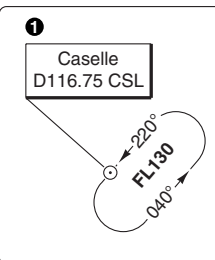
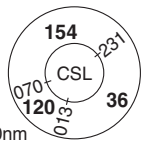
Scale distorted

3 If TOP VOR u/s  
radials and DME shall  
be referred as bearings  
from TOP NDB of same  
value.

2 Reserved for  
Missed APCH

1

**Caselle**  
D116.75 CSL



STAR from North FMS, RNAV overlay

WEF 02 JUN 11

40 - 1 04 MAY 11

Caselle TORINO

Italy - LIMF / TRN

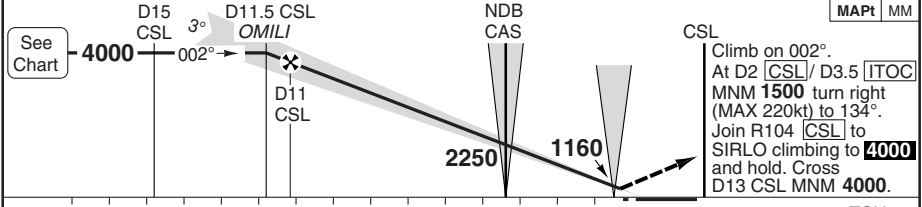
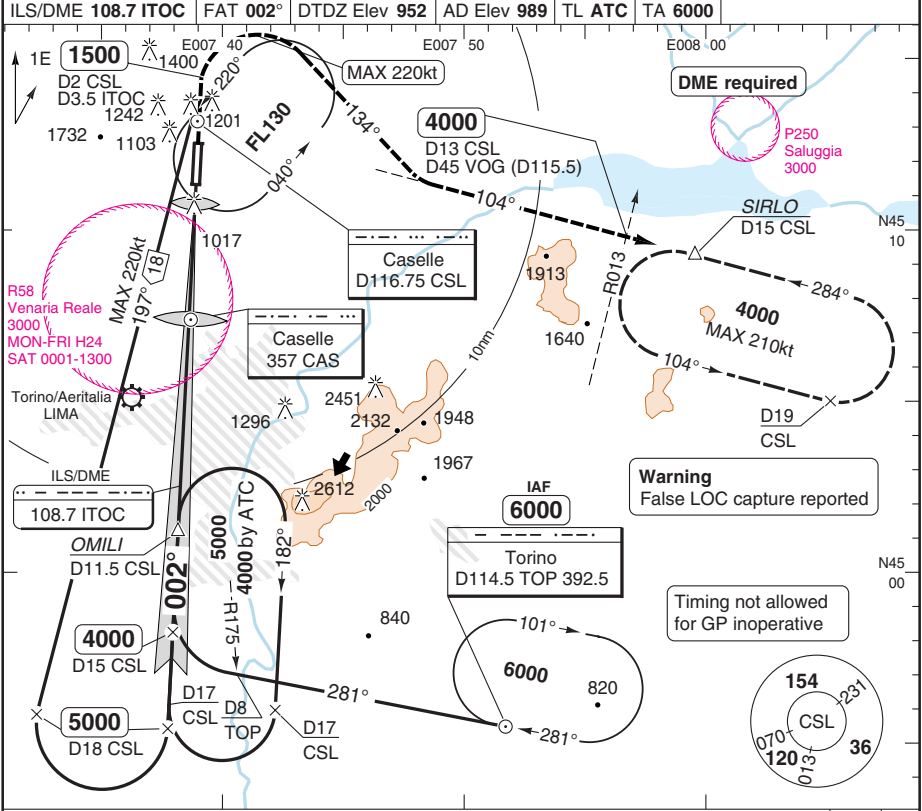
THIS CHART IS A NAVIGRAPH NDAC AND IS INTENDED FOR FLIGHT SIMULATION USE ONLY

Change: STAR designator: WPT Area.



ILS X RWY 36

|   |                     |                     |                        |
|---|---------------------|---------------------|------------------------|
| Torino APP/RAD<br><b>129.275</b><br>121.1 | TWR<br><b>118.5</b> | GND<br><b>121.7</b> | ATIS<br><b>120.475</b> |
| ILS/DME <b>108.7 ITOC</b>                 |                     | FAT <b>002°</b>     | DTDZ Elev <b>952</b>   |
| AD Elev <b>989</b>                        |                     | TL <b>ATC</b>       | TA <b>6000</b>         |



| ACFT | CAT III B | ACFT  | CAT II | ILS+DME            | LOC+DME             | Circling <sup>a</sup>            | DME CSL | 3.0° ALT | LDA 2950x60<br>9678x196ft<br>P 3° (81) |
|------|-----------|-------|--------|--------------------|---------------------|----------------------------------|---------|----------|--|
| ALL  | A/B       | RA106 | 300m   | 1140 (200)<br>550m | 1310 (377)<br>1000m | 1550 (561)<br>1.6km <sup>b</sup> | 11.2    | 4000     |  |
|      | C         |       |        | 1140 (206)<br>550m |                     | 1750 (761)<br>2.4km              | 9       | 3300     |  |
|      | D         | RA114 | 300m   | 1150 (217)<br>550m | 1750 (761)<br>3.6km | 7                                | 2660    |          |  |
|      |           |       |        |                    |                     | 6                                | 2330    |          |  |
|      |           |       |        |                    |                     | 5                                | 2010    |          |  |
|      |           |       |        |                    |                     | 4                                | 1690    |          |  |
|      |           |       |        |                    |                     | 3                                | 1370    |          |  |
|      |           |       |        |                    |                     | 2.8                              | 1310    |          |  |

<sup>a</sup> East of AD  
<sup>b</sup> CAT A: 1550 (561) 1.5km

|          |     |     |     |     |     |
|----------|-----|-----|-----|-----|-----|
| GS       | 80  | 100 | 120 | 140 | 160 |
| ROD 3.0° | 430 | 540 | 650 | 750 | 860 |

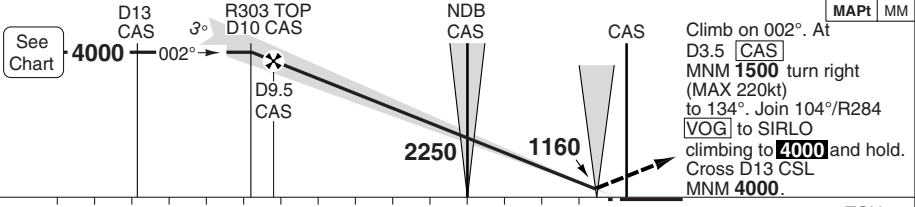
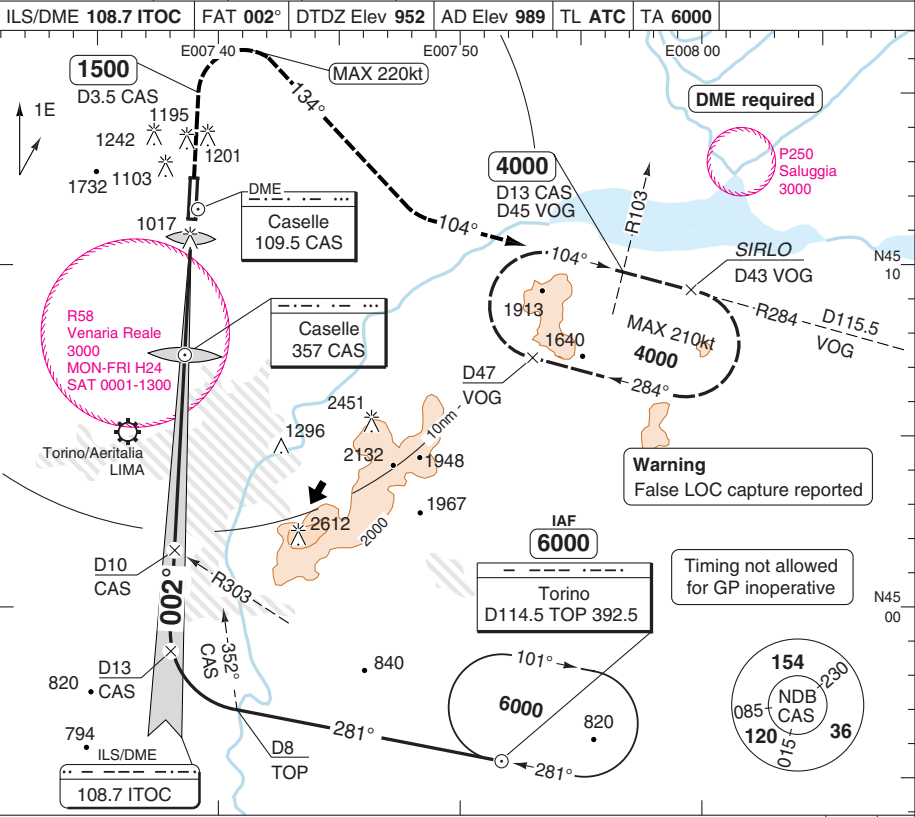
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Change: P250 added.

**THIS CHART IS A PART OF NAVIGRAPH NDAC AND IS INTENDED FOR FLIGHT SIMULATION USE ONLY**

# ILS Y RWY 36

|   |                     |                      |                        |
|---|---------------------|----------------------|------------------------|
| Torino APP/RAD<br><b>129.275</b><br>121.1 | TWR<br><b>118.5</b> | GND<br><b>121.7</b>  | ATIS<br><b>120.475</b> |
| ILS/DME <b>108.7 ITOC</b>                 | FAT <b>002°</b>     | DTDZ Elev <b>952</b> | AD Elev <b>989</b>     |
| TL ATC                                    | TA <b>6000</b>      |                      |                        |



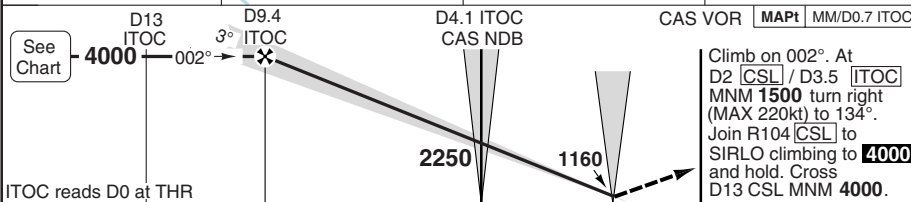
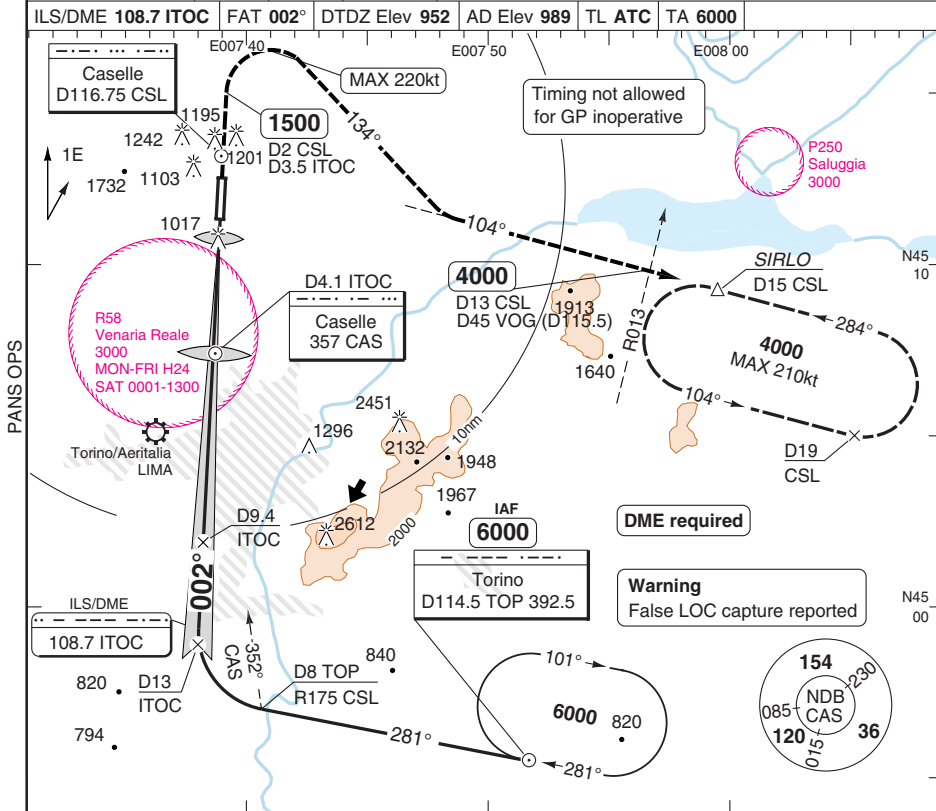
| ACFT | CAT III B | ACFT     | CAT II         | ILS+DME            | LOC+DME             | Circling <sup>a</sup>            | DME CAS | 3.0° ALT | LDA 2950x60<br>9678x196ft<br>P 3° (81) |
|------|-----------|----------|----------------|--------------------|---------------------|----------------------------------|---------|----------|--|
| ALL  | Available | A/B      | RA 106<br>300m | 1140 (200)<br>550m | 1310 (377)<br>1000m | 1550 (561)<br>1.6km <sup>b</sup> | 9.7     | 4000     |  |
|      |           | C        | RA 114<br>300m | 1140 (206)<br>550m |                     | 1750 (761)<br>2.4km              | 8       | 3460     |  |
|      |           | D        | RA 114<br>300m | 1150 (217)<br>550m | 1750 (761)<br>3.6km | 5                                | 2490    |          |  |
|      |           |          |                |                    |                     | 4                                | 2170    |          |  |
|      |           |          |                |                    |                     | 3                                | 1850    |          |  |
|      |           |          |                |                    |                     | 2                                | 1530    |          |  |
|      |           |          |                |                    |                     | 1.3                              | 1310    |          |  |
|      |           | GS       | 80             | 100                | 120                 | 140                              | 160     |          |  |
|      |           | ROD 3.0° | 430            | 540                | 650                 | 750                              | 860     |          |  |

<sup>a</sup> East of AD  
<sup>b</sup> CAT A: 1550 (561) 1.5km

Change: P250 added.

ILS Z RWY36

|   |                     |                      |                        |
|---|---------------------|----------------------|------------------------|
| Torino APP/RAD<br><b>129.275</b><br>121.1 | TWR<br><b>118.5</b> | GND<br><b>121.7</b>  | ATIS<br><b>120.475</b> |
| ILS/DME <b>108.7 ITOC</b>                 | FAT <b>002°</b>     | DTDZ Elev <b>952</b> | AD Elev <b>989</b>     |
| TL <b>ATC</b>                             | TA <b>6000</b>      |                      |                        |



ITOC reads D0 at THR nm 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1 0 TCH 57

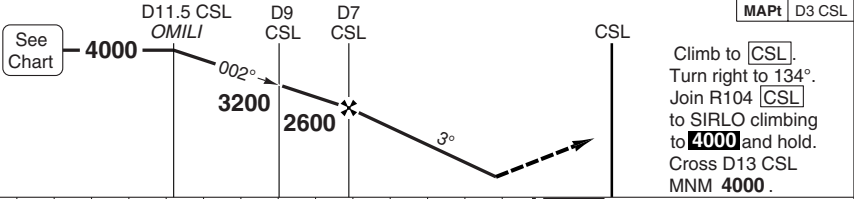
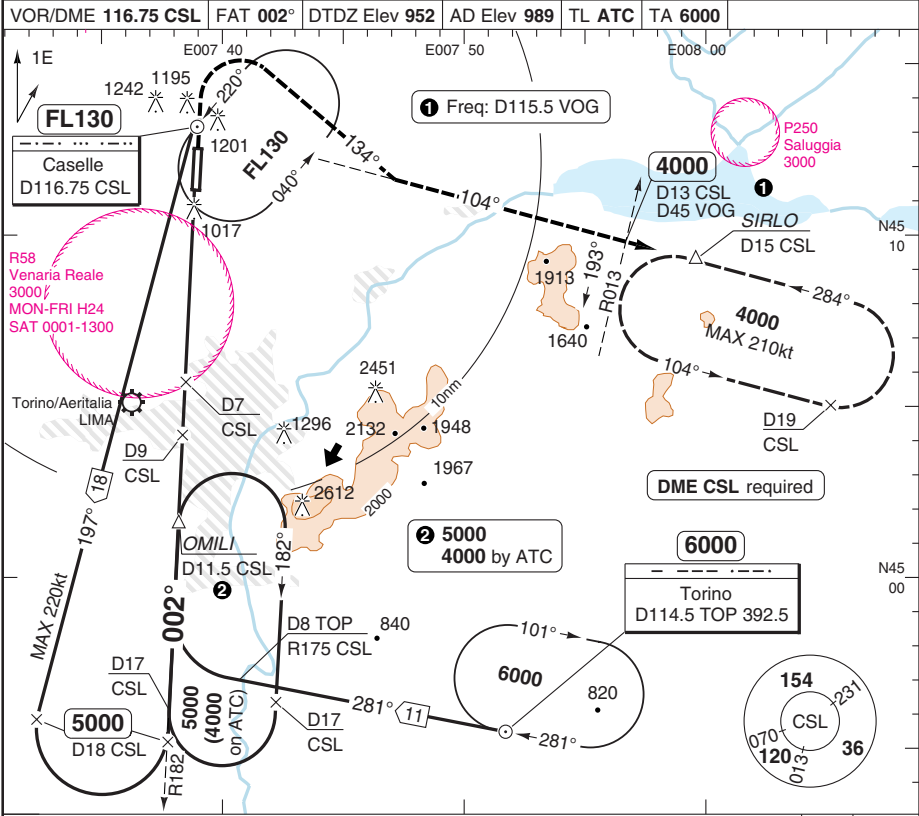
| ACFT | CAT III B | ACFT | CAT II         | ILS+DME            | LOC+DME             | Circling <sup>a</sup>            | DME CAS | 3.0° ALT | LDA 2950x60<br>9678x196ft<br>P 3° (81) |
|------|-----------|------|----------------|--------------------|---------------------|----------------------------------|---------|----------|--|
| ALL  | Available | A/B  | RA 106<br>300m | 1140 (200)<br>550m | 1310 (377)<br>1000m | 1550 (561)<br>1.6km <sup>b</sup> | 9.7     | 4000     |  |
|      |           | C    |                | 1140 (206)<br>550m |                     | 1750 (761)<br>2.4km              | 8       | 3460     |  |
|      |           | D    | RA 114<br>300m | 1150 (217)<br>550m |                     | 1750 (761)<br>3.6km              | 5       | 2490     |  |
|      |           |      |                |                    |                     |                                  | 4       | 2170     |  |
|      |           |      |                |                    |                     |                                  | 3       | 1850     |  |
|      |           |      |                |                    |                     |                                  | 2       | 1530     |  |
|      |           |      |                |                    |                     |                                  | 1.3     | 1310     |  |

|          |     |     |     |     |     |     |
|----------|-----|-----|-----|-----|-----|-----|
|          | GS  | 80  | 100 | 120 | 140 | 160 |
| ROD 3.0° | 430 | 540 | 650 | 750 | 860 |     |

<sup>a</sup> East of AD  
<sup>b</sup> CAT A: 1550 (561) 1.5km

VOR RWY 36

|   |                     |                     |                        |
|---|---------------------|---------------------|------------------------|
| Torino APP/RAD<br><b>129.275</b><br>121.1 | TWR<br><b>118.5</b> | GND<br><b>121.7</b> | ATIS<br><b>120.475</b> |
| VOR/DME <b>116.75 CSL</b>                 |                     | FAT <b>002°</b>     | DTDZ Elev <b>952</b>   |
| AD Elev <b>989</b>                        |                     | TL ATC              | TA <b>6000</b>         |



|          |                            |  |                                     |      |   |   |   |   |   |   |   |   |   |   |   |
|----------|----------------------------|--|-------------------------------------|------|---|---|---|---|---|---|---|---|---|---|---|
| nm       | 14                         | 13                                     | 12                                  | 11   | 10                                      | 9 | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 1 | 0 |
| ACFT     | <b>VOR+DME</b>             |  | <b>Circling a</b>                   |      | <b>a</b> East of AD                     |   |   |   |   |   |   |   |   |   |   |
| A/B      |                            |  | <b>1550</b> (561)<br>1.6km <b>b</b> |      | <b>b</b> CAT A: <b>1550</b> (561) 1.5km |   |   |   |   |   |   |   |   |   |   |
| C        | <b>1360</b> (427)<br>1300m |  | <b>1750</b> (761)<br>2.4km          |      |   |   |   |   |   |   |   |   |   |   |   |
| D        |                            |  | <b>1750</b> (761)<br>3.6km          |      |   |   |   |   |   |   |   |   |   |   |   |
| GS       | 80                         | 100                                    | 120                                 | 140  | 160                                     |   |   |   |   |   |   |   |   |   |   |
| ROD 2.9° | 410                        | 520                                    | 630                                 | 730  | 840                                     |   |   |   |   |   |   |   |   |   |   |
| FAF-MAPt | 3:00                       | 2:24                                   | 2:00                                | 1:43 | 1:30                                    |   |   |   |   |   |   |   |   |   |   |
| DME CSL  | 2.9° ALT                   | LDA 2950x60<br>9678x196ft<br>P 3° (81) |                                     |      |   |   |   |   |   |   |   |   |   |   |   |
| 11.5     | <b>4000</b>                |  |                                     |      |   |   |   |   |   |   |   |   |   |   |   |
| 10       | <b>3540</b>                |  |                                     |      |   |   |   |   |   |   |   |   |   |   |   |
| 8        | <b>2920</b>                |  |                                     |      |   |   |   |   |   |   |   |   |   |   |   |
| 7        | <b>2600</b>                |  |                                     |      |   |   |   |   |   |   |   |   |   |   |   |
| 6        | <b>2290</b>                |  |                                     |      |   |   |   |   |   |   |   |   |   |   |   |
| 5        | <b>1980</b>                |  |                                     |      |   |   |   |   |   |   |   |   |   |   |   |
| 4        | <b>1670</b>                |  |                                     |      |   |   |   |   |   |   |   |   |   |   |   |
| 3.0      | <b>1360</b>                |  |                                     |      |   |   |   |   |   |   |   |   |   |   |   |

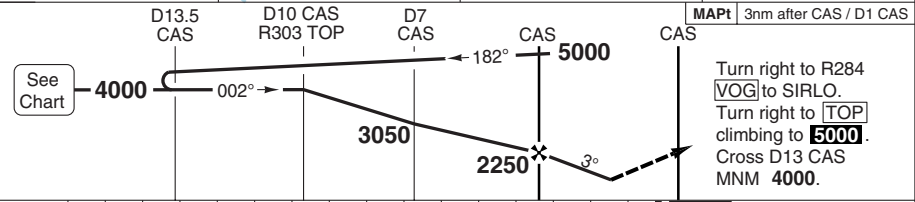
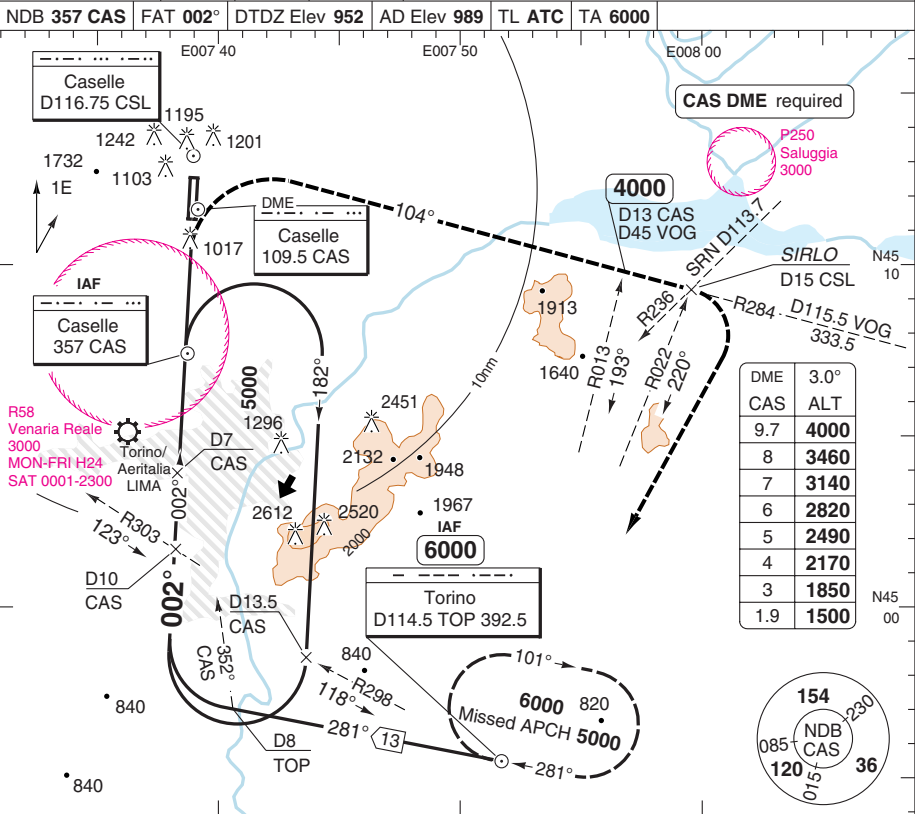
Note: ALT and ROD DME boxes shows constant angle approach

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Change: P250 added.

NDB RWY 36

|   |                     |                     |                        |
|---|---------------------|---------------------|------------------------|
| Torino APP/RAD<br><b>129.275</b><br>121.1 | TWR<br><b>118.5</b> | GND<br><b>121.7</b> | ATIS<br><b>120.475</b> |
| NDB <b>357 CAS</b>                        |                     | FAT <b>002°</b>     | DTDZ Elev <b>952</b>   |
| AD Elev <b>989</b>                        |                     | TL ATC              | TA <b>6000</b>         |



|      |                     |      |                              |      |   |      |  |   |   |   |   |   |   |   |   |   |   |
|------|---------------------|------|------------------------------|------|---|------|--|---|---|---|---|---|---|---|---|---|---|
| nm   | 16                  | 15   | 14                           | 13   | 12  | 11   | 10                                     | 9 | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 1 | 0 |
| ACFT | NDB+DME             |      | Circling <b>ⓐ</b>            |      | <b>ⓑ</b> East of AD<br><b>ⓐ</b> CAT A: <b>1560</b><br>(567) 1.5km |      |  |   |   |   |   |   |   |   |   |   |   |
| A/B  | 1500 (567)<br>1500m |      | 1560 (567)<br>1.6km <b>ⓑ</b> |      |   |      |  |   |   |   |   |   |   |   |   |   |   |
| C    | 1500 (567)<br>1900m |      | 1750 (761)<br>2.4km          |      |   |      |  |   |   |   |   |   |   |   |   |   |   |
| D    |                     |      | 1750 (761)<br>3.6km          |      |   |      |  |   |   |   |   |   |   |   |   |   |   |
|      | GS                  | 80   | 100                          | 120  | 140   | 160  | LDA 2950x60<br>9678x196ft<br>P 3° (81) |   |   |   |   |   |   |   |   |   |   |
|      | ROD 3.0°            | 430  | 540                          | 650  | 750   | 860  |  |   |   |   |   |   |   |   |   |   |   |
|      | FAF +20s            | 2110 | 2080                         | 2040 | 2010  | 1970 |  |   |   |   |   |   |   |   |   |   |   |
|      | +40s                | 1970 | 1900                         | 1830 | 1760  | 1680 |  |   |   |   |   |   |   |   |   |   |   |
|      | +60s                | 1830 | 1720                         | 1610 | 1510  | -    |  |   |   |   |   |   |   |   |   |   |   |
|      | FAF-1500            | 1:44 | 1:24                         | 1:10 | 1:00  | 0:52 |  |   |   |   |   |   |   |   |   |   |   |
|      | FAF-MAP1            | 2:14 | 1:48                         | 1:30 | 1:17  | 1:07 |  |   |   |   |   |   |   |   |   |   |   |

# JAR-OPS Landing Minima

# Caselle TORINO

The following Minima is for Public Transport aircraft and conforms to JAR-OPS1 regulations.

| STRAIGHT-IN APPROACH |                 | C                       |                         |          |                       | D                       |                         |          |                       |
|----------------------|-----------------|-------------------------|-------------------------|----------|-----------------------|-------------------------|-------------------------|----------|-----------------------|
| R/W                  | Procedure       | DA/<br>MDA<br>QNH<br>ft | DH/<br>MDH<br>QFE<br>ft | RVR<br>m | RVR<br>No<br>ALS<br>m | DA/<br>MDA<br>QNH<br>ft | DH/<br>MDH<br>QFE<br>ft | RVR<br>m | RVR<br>No<br>ALS<br>m |
| 36                   | ILS/DME X, Y, Z | 1140                    | 210                     | 600      | 1000                  | 1150                    | 220                     | 600      | 1000                  |
| 36                   | LOC/DME         | 1310                    | 380                     | 1000     | 1800                  | 1310                    | 380                     | 1400     | 2000                  |
| 36                   | VOR/DME         | 1360                    | 430                     | 1000     | 1800                  | 1360                    | 430                     | 1400     | 2000                  |
| 36                   | NDB/DME         | 1500                    | 570                     | 1200     | 2000                  | 1500                    | 570                     | 1600     | 2000                  |

Notes:

| CIRCLING |               | C                |                  |          | D                |                  |          |
|----------|---------------|------------------|------------------|----------|------------------|------------------|----------|
| R/W      | Procedure     | MDA<br>QNH<br>ft | MDH<br>QFE<br>ft | Vis<br>m | MDA<br>QNH<br>ft | MDH<br>QFE<br>ft | Vis<br>m |
| 18/36    | All procs (1) | 1750             | 770              | 2400     | 1750             | 770              | 3600     |

Notes:

(1) Permitted East of RWY.

| TAKE-OFF |                               | C   | D   |
|----------|-------------------------------|-----|-----|
| Runway   | Facilities                    | m   | m   |
| 36       | RCLL(H)+REDL(H)+Multi RVR (1) | 125 | 150 |
| 36       | RCLL+REDL+Multi RVR           | 150 | 200 |
| 36       | RCLL+REDL                     | 200 | 250 |
| 18, 36   | RCL and/or REDL (2)           | 250 | 300 |
| All      | Nil (Day only)                | 500 | 500 |

Notes:

(1) Subject to Approval.

(2) For night operations, at least runway edge and end lights required.

# JAR-OPS Landing Minima

# Caselle TORINO

The following Minima is for Public Transport aircraft and conforms to JAR-OPS1 regulations.

| STRAIGHT-IN APPROACH |                 | A                       |                         |          |                       | B                       |                         |          |                       |
|----------------------|-----------------|-------------------------|-------------------------|----------|-----------------------|-------------------------|-------------------------|----------|-----------------------|
| R/W                  | Procedure       | DA/<br>MDA<br>QNH<br>ft | DH/<br>MDH<br>QFE<br>ft | RVR<br>m | RVR<br>No<br>ALS<br>m | DA/<br>MDA<br>QNH<br>ft | DH/<br>MDH<br>QFE<br>ft | RVR<br>m | RVR<br>No<br>ALS<br>m |
| 36                   | ILS/DME X, Y, Z | 1140                    | 200                     | 550      | 1000                  | 1140                    | 200                     | 550      | 1000                  |
| 36                   | LOC/DME         | 1310                    | 380                     | 900      | 1500                  | 1310                    | 380                     | 1000     | 1500                  |
| 36                   | VOR/DME         | 1360                    | 430                     | 900      | 1500                  | 1360                    | 430                     | 1000     | 1500                  |
| 36                   | NDB/DME         | 1500                    | 570                     | 1000     | 1500                  | 1500                    | 570                     | 1200     | 1500                  |

Notes:

| CIRCLING |               | A                |                  |          | B                |                  |          |
|----------|---------------|------------------|------------------|----------|------------------|------------------|----------|
| R/W      | Procedure     | MDA<br>QNH<br>ft | MDH<br>QFE<br>ft | Vis<br>m | MDA<br>QNH<br>ft | MDH<br>QFE<br>ft | Vis<br>m |
| 18/36    | All procs (1) | 1550             | 570              | 1500     | 1550             | 570              | 1600     |

Notes:

(1) Permitted East of RWY.

| TAKE-OFF |                               | A   | B   |
|----------|-------------------------------|-----|-----|
| Runway   | Facilities                    | m   | m   |
| 36       | RCLL(H)+REDL(H)+Multi RVR (1) | 125 | 125 |
| 36       | RCLL+REDL+Multi RVR           | 150 | 150 |
| 36       | RCLL+REDL                     | 200 | 200 |
| 18, 36   | RCL and/or REDL (2)           | 250 | 250 |
| All      | Nil (Day only)                | 500 | 500 |

Notes:

(1) Subject to Approval.

(2) For night operations, at least runway edge and end lights required.

## JAR-OPS Landing Minima

Caselle **TORINO**

The following Minima is for Public Transport aircraft and conforms to JAR-OPS1 regulations.

**CAT II****Special aircrew and aircraft certification required.**

| Runways | C           |     |     |     | D           |     |     |     |
|---------|-------------|-----|-----|-----|-------------|-----|-----|-----|
|         | DA          | DH  | RA  | RVR | DA          | DH  | RA  | RVR |
|         | QNH         | QFE | ft  | m   | QNH         | QFE | ft  | m   |
| 36 (1)  | <b>1033</b> | 100 | 106 | 300 | <b>1040</b> | 107 | 114 | 350 |

Notes:

1) Cat D RVR may be reduced to 300m when conducting autoland.

| Runways | A           |     |     |     | B           |     |     |     |
|---------|-------------|-----|-----|-----|-------------|-----|-----|-----|
|         | DA          | DH  | RA  | RVR | DA          | DH  | RA  | RVR |
|         | QNH         | QFE | ft  | m   | QNH         | QFE | ft  | m   |
| 36      | <b>1033</b> | 100 | 106 | 300 | <b>1033</b> | 100 | 106 | 300 |

Notes: