GENERAL

Operational Hours

ATS Hours / AD ADMIN Hours: H24

Airport Information

RFF: CAT 9
Fuel: 0500-2130‡ other times O/R, PN before 2000‡
PCN: RWY 18/36: 108/F/A/W/T

Operation

Preferential RWY
LDG/TKOF RWY 36.

Low Visibility Procedure
LVP in force when RVR at TDZ is at/below 550m and/or HGT of clouds base in APCH sector is below 200ft.

EXP reduced movement rate of approximately 8 movements per hour. If SMR is U/S or RVR below 150m the movement is limited to 1 ACFT at a time. In these CONDs approximately only 5 movements per hour are allowed.

Follow-me assistance is mandatory for all self manoeuvring movements and towing OPS on Main APN.

TWY A, B, C CLSD for DEP ACFT.
TWY D, E, F CLSD for all ACFT.

Report TWR following CONDs:
- Reaching RWY HLDG PSN G and H.
- Reaching intermediate HLDG PSN Y1.
- Parking OPS terminated.
- Sensitive area vacated.

DEP:
From Main APN use TWY G only. From K APN use TWY Y, L and G only.
The RWY HLDG PSN on TWY G is prohibited while another ACFT is LDG on RWY 36.
Intermediate HLDG PSN Y1 on TWY Y, usable southward only, identified by dashed transversal marking and illuminated information signs on left side of the TWY and annexed stop bar.

ARR:
To Main APN use only TWY A or B or C, then always TWY Y.
To K APN use only TWY A or B, then always TWY Y.

TWY Restrictions
TWY J CLSD.

Taxilane M MAX wingspan 36m / 118ft. AVBL southbound only.
Taxilane N (between taxilanes Y and M) MAX wingspan 38m / 125ft.
Taxilane N (between taxilane M and GA Terminal) MAX wingspan 20m / 66ft.

TWY A, B, C, G, Y AVBL up code letter E ACFT and F ACFT in case of approved OPS.
TWY E, F, H AVBL up to code letter D ACFT.
TWY D AVBL up to code letter B ACFT to access RWY and up to code letter D ACFT to access APN.

GENERAL

Taxi/Parking

Incoming TFC must obtain stand allocation by TWR before entering the APNs.

Code letter E and F ACFT: Taxiing with with outer ENG on idle compulsory, unless otherwise required by operator procedures.

When LDG OPS on RWY 36 are in progress, the use of HLDG position on TWY F is prohibited. Code letter E and F ACFT taxiing towards TWY G shall not hold beyond intermediate HLDG position G1.

Stands 108-113 equipped with visual docking guidance system (APIS++) and bridges.
Stands 100-105 and 601-604 self maneuvering OPS permitted with MAX wingspan 24m / 79ft.
All taxiing OPS must be performed with MNM PWR.

Follow-me is mandatory in following cases:
- to stands 100-107.
- from stands 100-107 to APN TWY L.
- to stands 500-507.
- for all TFC entering APN from TWY D, E, F, G to parking stand.
- LVP in force or RVR below 400m.
- when APN guideline markings and lighting not visible.
- on APN TWY L when SMR is unserviceable and all or part of the APN TWY L cannot be monitored by AD controller or general VIS is less than 1500m.
- to/from APN K.
- on the movement area for towing OPS.

ACFT taxiing to main APN, taxi with caution until follow-me in sight.

ACFT taxiing must turn on LDG lights.

Only one ACFT at a time is allowed on/to/from APN K.

APU

Use of APU restricted to 5min before ETD. If GPU not AVBL APU may be started not earlier than 60min before ETD and turned off 20min after ARR. Use of APU for a longer time only with authorization from AD authority.

Noise Abatement Procedures

In order to reduce noise south of AD, use of RWY 18 must be limited to ATC requirement. Pilots may REQ permission to use RWY 18 for TKOF or LDG due to weather conditions, technical or other safety reasons; in this case the ACFT may be subject to delay.

Engine Run-up Areas

ENG run-ups prohibited 2200-0500‡ and 1300-1500‡, except for ACFT to be immediately employed.
ENG run-ups at idle PWR are performed on APN for MAX 15min.
ENG run-ups at PWR higher than idle or with expected duration exceeding 15min are performed:
- For ACFT up to code letter D: at VOR checkpoint located on TWY Y between A and B INT.
- For ACFT code letter E, F: according AD operator.

GENERAL

Warnings

If TOV VOR unavailable, use radial values as bearings referred to TOP NDB.

CAS DME MAINT: 1st and 3rd FRI every month 0700-1100‡.

CAS LO: at 25NM
010°-040° MRA 9000ft.
040°-210° MRA 7500ft.
210°-270° MRA 13000ft.
270°-010° MRA 15000ft.

BLA VOR/DME MAINT: 1st FRI every month 0830-1130‡.

CSL VOR/DME MAINT: 1st WED every month 1000-1200‡.

CSL VOR/DME: at 25NM
000°-040° MRA 13000ft.
040°-210° MRA 4000ft.
210°-270° MRA 13000ft.
270°-360° MRA 15000ft

RMG LO MAINT: 2nd FRI every month 0800-0900‡.

RMG LO: at 25NM
090°-270° MRA 4000ft.
270°-090° MRA 12000ft.

LOC IL RWY 36: Beyond 17NM MRA 4000ft.

DME IL RWY 36: at 25NM
000°-040° MRA 13000ft.
040°-210° MRA 4000ft.
210°-270° MRA 13000ft.
270°-360° MRA 15000ft.

LEV NDB unusable:
030°-130° and 270°-330° beyond 25NM.
Limitations at 25NM:
130°-270° MRA 14500ft.
330°-030° MRA 5000ft.

SRN VOR/DME MAINT: 2nd THU every month 0830-1130‡.

SRN NDB MAINT: 2nd WED every month 0900-1130‡.

TOP VOR MAINT: 1st THU every month 0900-1030‡.

TOP DME MAINT: 1st THU every month 1030-1200‡.

TOP NDB MAINT: 1st THU every month 1300-1500‡.

VOG VOR/DME MAINT: 4th TUE every month 0830-1130‡.

MMP VOR MAINT: 2nd MON every month 2000-2200‡.

Arresting gear may be in operation at RWY 36 end.

AD rarely affected by wind shears, mainly in DEC and JAN. Mostly with wind directions from north to west and with clear sky.

Birds on maneuvering area. If necessary, contact TWR to activate Bird Control Unit before TKOF or LDG.

ARRIVAL

Speed

At IAS 250KT at FL100 or below.

At IAS 210KT starting the turn to intercept the ILS/LOC or the appropriate VOR radial (in case of VOR or VOR/DME final APCH) or at a DIST of 12NM from RWY THR in case of straight-in APCH.

At IAS 180KT completing the intercepting turn or at a DIST of 9NM from RWY THR in case of straight-in APCH.

At IAS 160KT at a DIST of 5NM from RWY THR.

Communication

COM Failure
Radio aid designed to descent for LDG is TOP VOR/NDB.

COM Failure on ground during LVP
Vacate RWY and sensitive area on the appropriate TWY and wait for follow-me assistance to reach parking stand.

Arrival Procedure

Noise Abatement Procedure: See CRAR Italy.

Arrival Notes
ABN 1B: Depending on TFC existing within LI R64 and LI R64 bis.

Reverse
Idle reverse may be exceeded only for safety reasons.

Between 2200-0500‡ use full AVBL RWY length in order to reach APN on parking area, except ACFT having LDG performance allowing a shorter run without use of reverse thrust.

Non-standard GP intercept position on RWY 36
GP intercepts RWY 36 at *332m / 1088ft* after landing threshold.
Remaining LDG DIST beyond GP is *2618m / 8590ft.*

Warnings

ILS RWY 36: False LOC captures have been reported.

DEPARTURE

Take-off Minima

RWY		36	
All ACFT	ft - m/km	0 - 75R	-

RWY		18	
All ACFT	ft - m/km	0 - 300R/300V	-

Communication

COM Failure on ground during LVP
CONT on taxi route assigned, avoiding every deviaton, until reaching CLR limit PSN. Wait for follow-me assistance to return to parking stand.

DEPARTURE

Departure Procedure

Start-up/Push-back

REQ start-up and push-back CLR from GND when ready to start ENGs immediately. Reach HLDG PSN within 15min.

Only one ENG can be started during push-back or at stand. Other ENGs must be started after reaching the ENG start point assigned.

Cross bleed OPS allowed only on ENG start points after push-back/towing

Start-up, power-out and taxiing OPS must be performed at MNM ENG thrust.

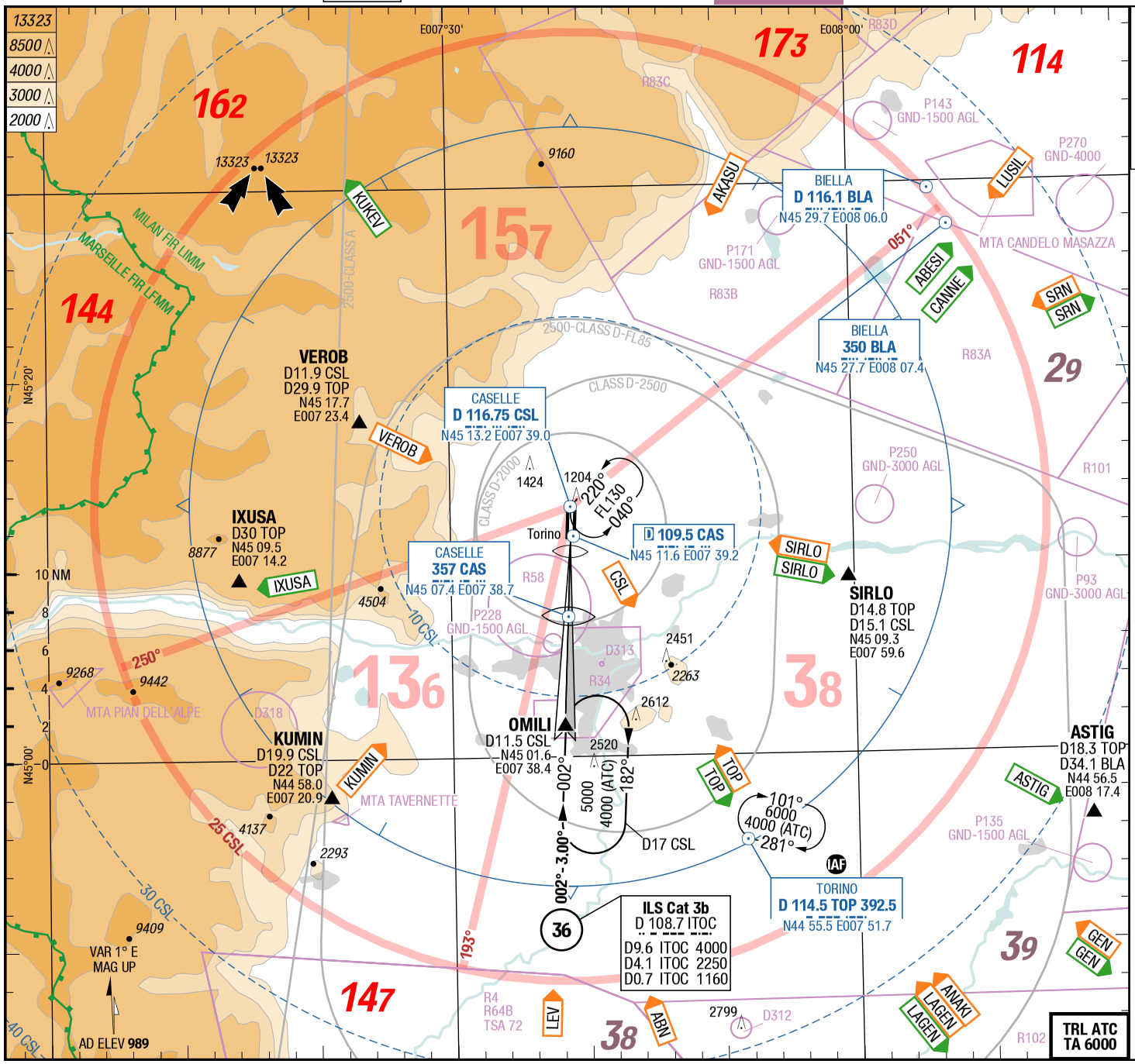
Noise Abatement Procedure: See CRAR Italy.

De-Icing

AVBL 0400-2300‡.

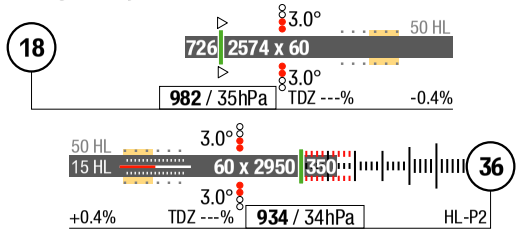
Italy Torino Caselle AFC

Caselle Torino Italy AFC



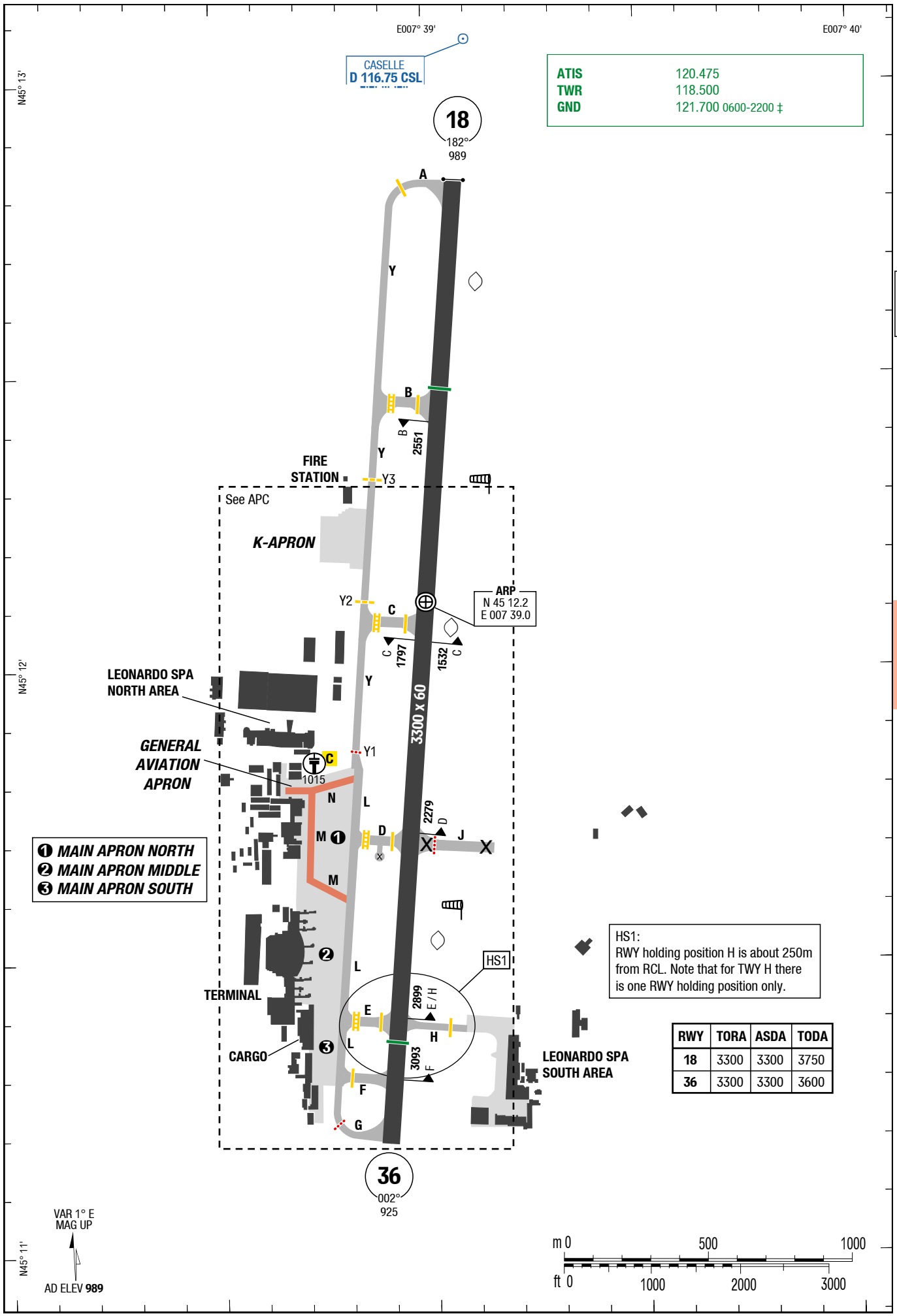
ATIS	120.475
Milano ACC/RAD	125.275 N, W 134.050 S
APP	129.275 121.100
TWR	118.500
GND	121.700 0600-2200 ‡

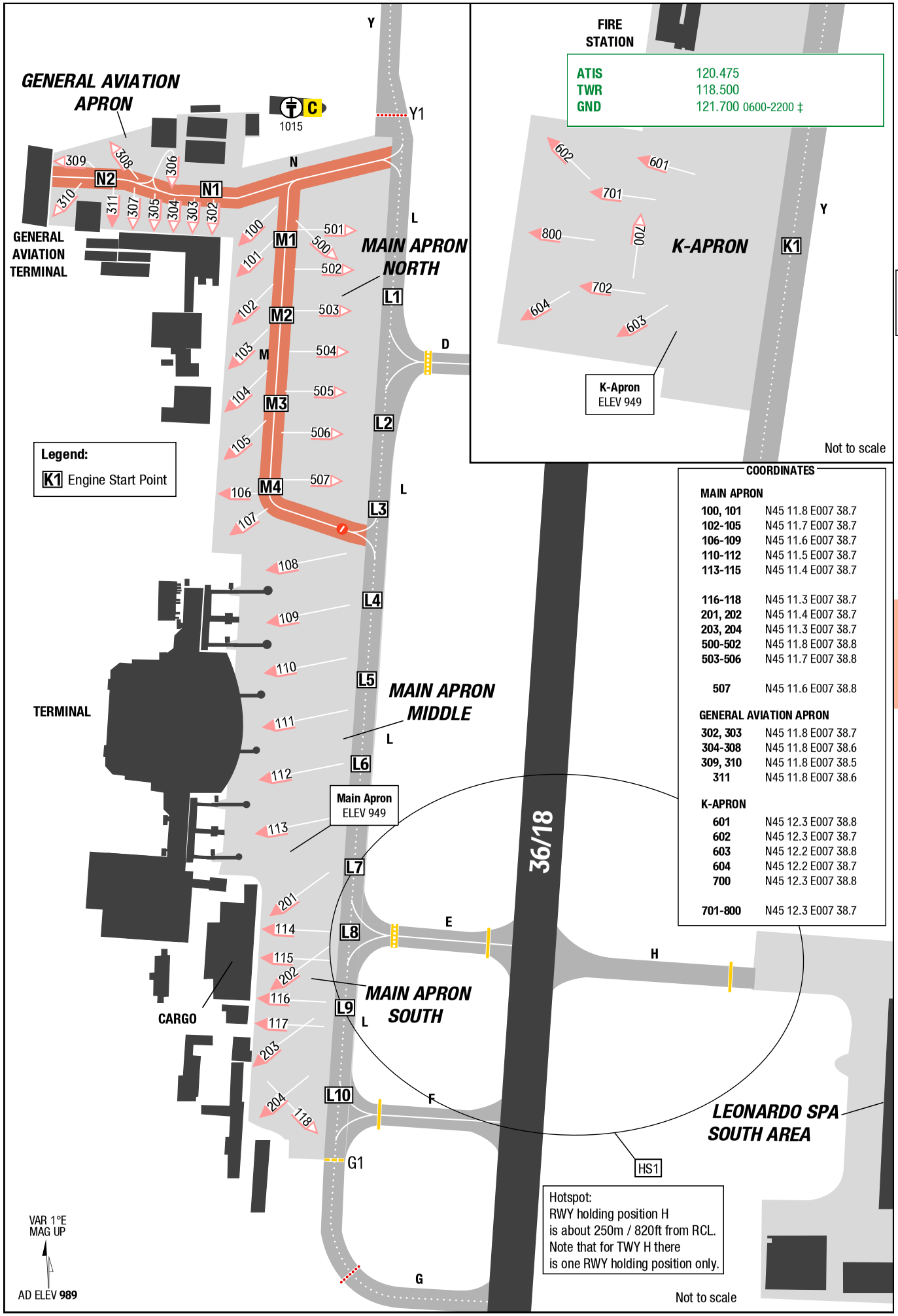
Landing RWY system:

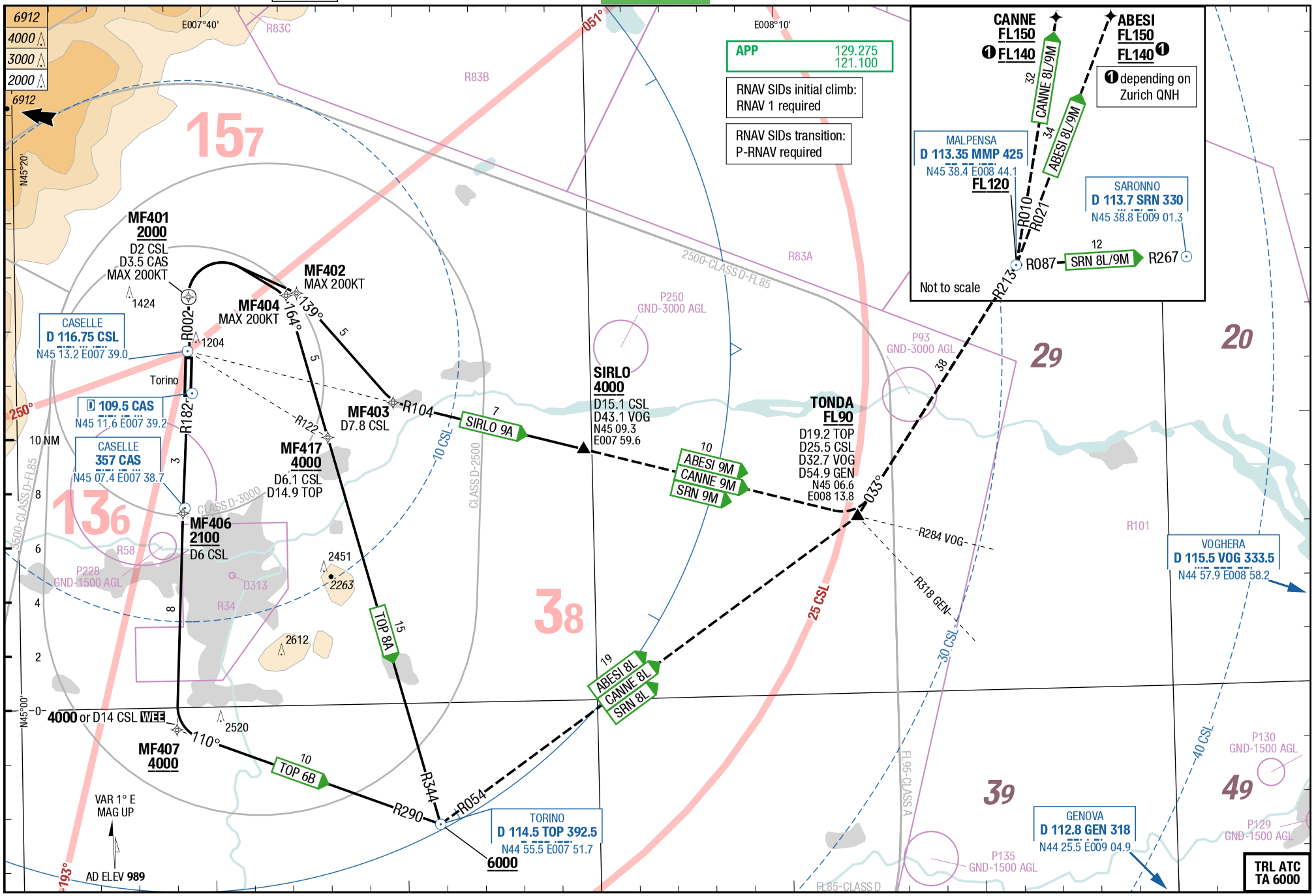


Changes: Nil

Changes: HLDG POS

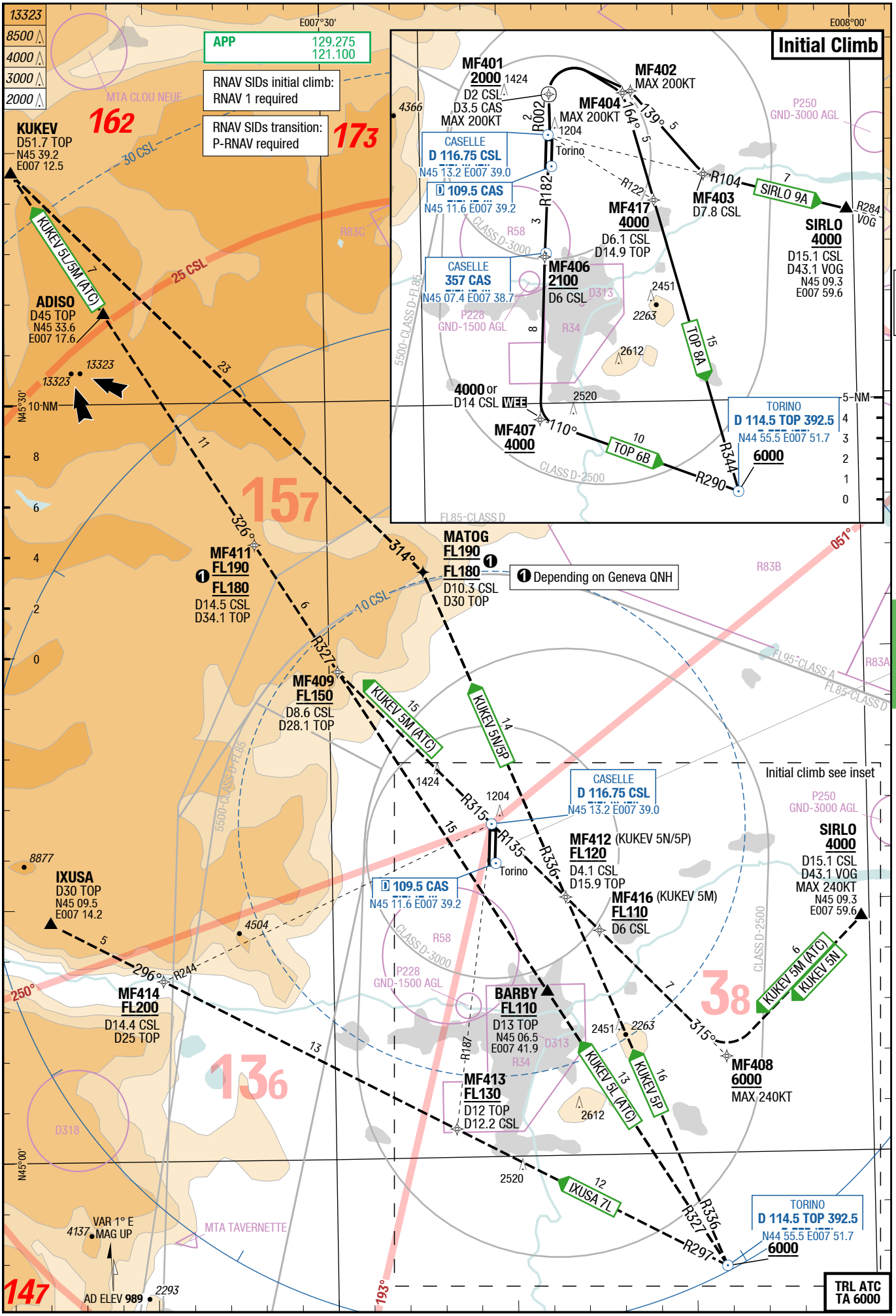


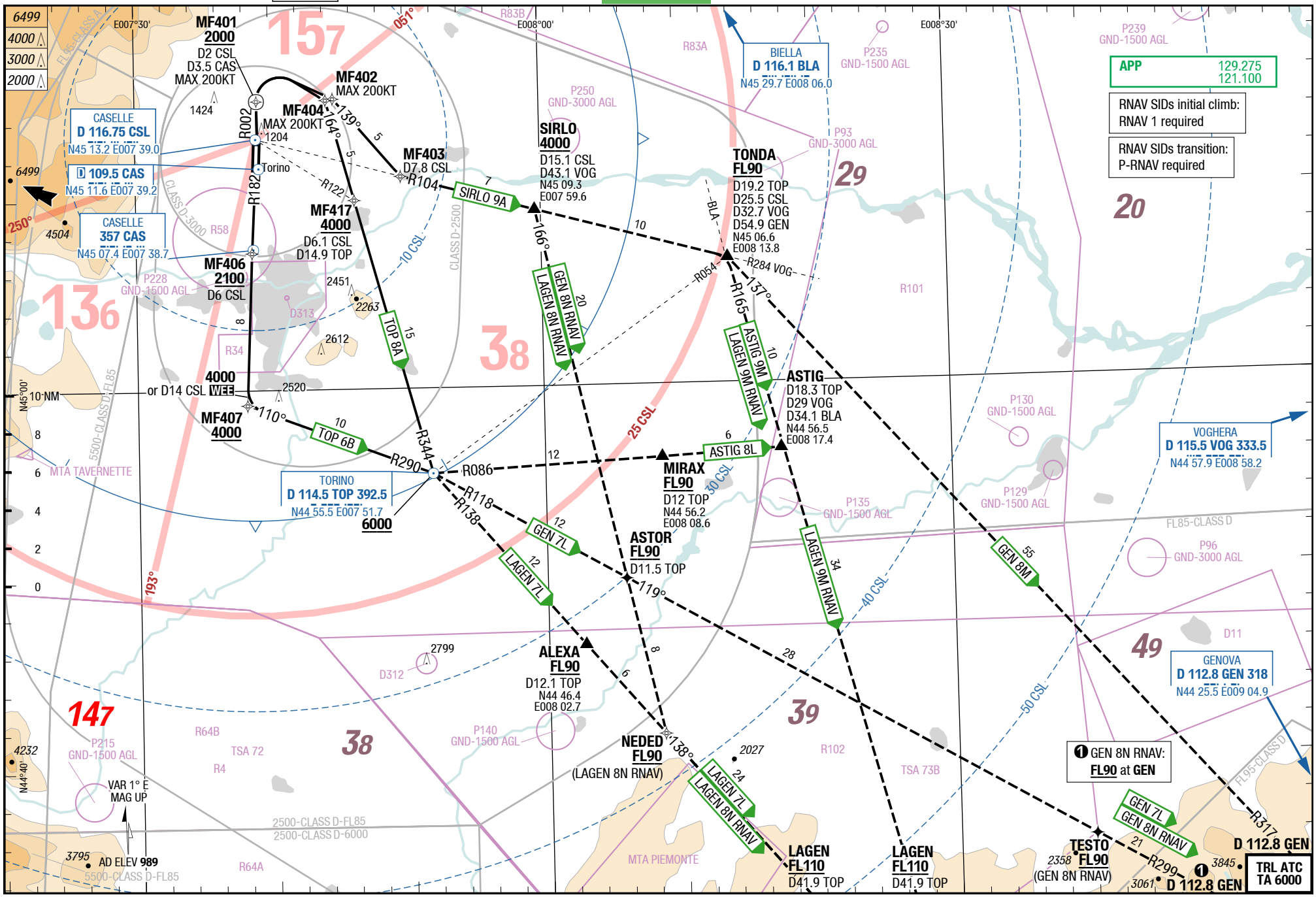

GENERAL AVIATION APRON
GENERAL AVIATION TERMINAL
TERMINAL
CARGO
MAIN APRON NORTH
MAIN APRON MIDDLE
MAIN APRON SOUTH
LEONARDO SPA SOUTH AREA
FIRE STATION
K-APRON
K-Apron ELEV 949
Main Apron ELEV 949
36/18
1015
ATIS 120.475
TWR 118.500
GND 121.700 0600-2200 ‡
Legend:
K1 Engine Start Point
Not to scale
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
113-115 N45 11.4 E007 38.7
116-118 N45 11.3 E007 38.7
201, 202 N45 11.4 E007 38.7
203, 204 N45 11.3 E007 38.7
500-502 N45 11.8 E007 38.8
503-506 N45 11.7 E007 38.8
507 N45 11.6 E007 38.8
GENERAL AVIATION APRON
302, 303 N45 11.8 E007 38.7
304-308 N45 11.8 E007 38.6
309, 310 N45 11.8 E007 38.5
311 N45 11.8 E007 38.6
K-APRON
601 N45 12.3 E007 38.8
602 N45 12.3 E007 38.7
603 N45 12.2 E007 38.8
604 N45 12.2 E007 38.7
700 N45 12.3 E007 38.8
701-800 N45 12.3 E007 38.7
Hotspot:
RWY holding position H
is about 250m / 820ft from RCL.
Note that for TWY H there
is one RWY holding position only.
VAR 1°E
MAG UP
AD ELEV 989



Changes: Speed RESTR, ALT, ASP, PROC renumbered

Changes: Speed RESTR, ALT, ASP, PROC renumbered





Changes: ASP, Speed RESTR, ALT, PROC renumbered, SUAs

TORINO 6B

RWY 18 (182°)

	GS	120	150	180	210	240	270
5.4%	ft/MIN	700	900	1000	1200	1400	1500

DESIGNATOR	ROUTING	ALTITUDES
	Runway 18	
TORINO 6B **TOP 6B** (North East Transitions) 5.4% to 3000 **129.275**	R182 **CSL** (QDM 182 **CAS**) - **CAS** - R182 **CSL** (QDR 182 **CAS**) - at **4000** or D14 **CSL** (R290 **TOP**), whichever is earlier, **LT** direct **TOP** **FMS:** MF406 - MF407 - TOP	R182/D6 **CSL** MNM **2100** **TOP** MNM **6000** MF406 MNM **2100** MF407 MNM **4000** TOP MNM **6000**
	TRANSITION	
	ABESI 8L **TOP** - R054 **TOP** to TONDA - intercept R213 **MMP** to **MMP** - R021 **MMP** to ABESI **FMS:** TOP [L] - TONDA - MMP - ABESI	**TOP** MNM **6000** TONDA MNM **FL90** **MMP** MNM **FL120** ABESI MNM **FL140/ FL150** (depending on Zurich QNH) TOP MNM **6000** TONDA MNM **FL90** MMP MNM **FL120** ABESI MNM **FL150**
	CANNE 8L **TOP** - R054 **TOP** to TONDA - intercept R213 **MMP** to **MMP** - R010 **MMP** to CANNE **FMS:** TOP [L] - TONDA - MMP - CANNE	**TOP** MNM **6000** TONDA MNM **FL90** **MMP** MNM **FL120** CANNE MNM **FL140/ FL150** (depending on Zurich QNH) TOP MNM **6000** TONDA MNM **FL90** MMP MNM **FL120** CANNE MNM **FL150**
	SARONNO 8L (SRN 8L) **TOP** - R054 **TOP** to TONDA - intercept R213 **MMP** to **MMP** - R087 **MMP** to **SRN** **FMS:** TOP [L] - TONDA - MMP - SRN	**TOP** MNM **6000** TONDA MNM **FL90** **MMP** MNM **FL120** TOP MNM **6000** TONDA MNM **FL90** MMP MNM **FL120**

SIRLO 9A

RWY 36 (002°)

	GS	120	150	180	210	240	270
7.8%	ft/MIN	1000	1200	1500	1700	1900	2200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 36	
SIRLO 9A (North East Transitions) 7.8% to 4000 **129.275**	R002 **CSL** (QDR 002 **CAS**) (MAX 200KT) - at D2 **CSL** / D3.5 **CAS RT** (MAX 200KT) 139° - **LT** intercept R104 **CSL** to SIRLO **FMS:** MF401 [K200- ;R] - MF402 [K200-] - MF403 - SIRLO	D2 **CSL**/D3.5 **CAS** MNM **2000** SIRLO MNM **4000** MF401 MNM **2000** SIRLO MNM **4000**
	TRANSITION	
	ABESI 9M SIRLO - R104 **CSL** to TONDA - intercept R213 **MMP** to **MMP** - R021 **MMP** to ABESI **FMS:** SIRLO - TONDA - MMP - ABESI	SIRLO MNM **4000** TONDA MNM **FL90** **MMP** MNM **FL120** ABESI MNM **FL140/ FL150** (depending on Zurich QNH) SIRLO MNM **4000** TONDA MNM **FL90** MMP MNM **FL120** ABESI MNM **FL150**
	CANNE 9M SIRLO - R104 **CSL** to TONDA - intercept R213 **MMP** to **MMP** - R010 **MMP** to CANNE **FMS:** SIRLO - TONDA - MMP - CANNE	SIRLO MNM **4000** TONDA MNM **FL90** **MMP** MNM **FL120** CANNE MNM **FL140/ FL150** (depending on Zurich QNH) SIRLO MNM **4000** TONDA MNM **FL90** MMP MNM **FL120** CANNE MNM **FL150**
	SARONNO 9M (SRN 9M) SIRLO - R104 **CSL** to TONDA - intercept R213 **MMP** to **MMP** - R087 **MMP** to **SRN** **FMS:** SIRLO - TONDA - MMP - SRN	SIRLO MNM **4000** TONDA MNM **FL90** **MMP** MNM **FL120** SIRLO MNM **4000** TONDA MNM **FL90** MMP MNM **FL120**

Changes: Speed RESTR, ALT, PROC renumbered

TORINO 8A

RWY 36 (002°)

	GS	120	150	180	210	240	270
7.8%	ft/MIN	1000	1200	1500	1700	1900	2200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 36	
TORINO 8A **TOP 8A** (North East Transitions) 7.8% to 4000 **129.275**	R002 **CSL** (QDR 002 **CAS**) (MAX 200KT) - at D2 **CSL** / D3.5 **CAS RT** (MAX 200KT) intercept R344 **TOP** to **TOP**	D2 **CSL**/D3.5 **CAS** MNM **2000** R344/D14.9 **TOP** MNM **4000** **TOP** MNM **6000**
	FMS: MF401 [K200**-** ;R] - MF404 [K200**-**] - MF417 - TOP	MF401 MNM **2000** MF417 MNM **4000** TOP MNM **6000**
	TRANSITION	
	ABESI 8L **TOP** - R054 **TOP** to TONDA - intercept R213 **MMP** to **MMP** - R021 **MMP** to ABESI	**TOP** MNM **6000** TONDA MNM **FL90** **MMP** MNM **FL120** ABESI MNM **FL140/ FL150** (depending on Zurich QNH)
	FMS: TOP [L] - TONDA - MMP - ABESI	TOP MNM **6000** TONDA MNM **FL90** MMP MNM **FL120** ABESI MNM **FL150**
	CANNE 8L **TOP** - R054 **TOP** to TONDA - intercept R213 **MMP** to **MMP** - R010 **MMP** to CANNE	**TOP** MNM **6000** TONDA MNM **FL90** **MMP** MNM **FL120** CANNE MNM **FL140/ FL150** (depending on Zurich QNH)
	FMS: TOP [L] - TONDA - MMP - CANNE	TOP MNM **6000** TONDA MNM **FL90** MMP MNM **FL120** CANNE MNM **FL150**

Changes: Speed RESTR, ALT, PROC renumbered

TORINO 8A

RWY 36 (002°)

	GS	120	150	180	210	240	270
7.8%	ft/MIN	1000	1200	1500	1700	1900	2200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 36	
TORINO 8A **TOP 8A** (North East Transitions) 7.8% to 4000 **129.275**	**TRANSITION**	
	SARONNO 8L (SRN 8L) **TOP** - R054 **TOP** to TONDA - intercept R213 **MMP** to **MMP** - R087 **MMP** to **SRN**	**TOP** MNM **6000** TONDA MNM **FL90** **MMP** MNM **FL120**
	FMS: TOP [L] - TONDA - MMP - SRN	TOP MNM **6000** TONDA MNM **FL90** MMP MNM **FL120**

Changes: PROC renumbered

TORINO 6B

RWY 18 (182°)

	GS	120	150	180	210	240	270
5.4%	ft/MIN	700	900	1000	1200	1400	1500

DESIGNATOR	ROUTING	ALTITUDES
	Runway 18	
TORINO 6B **TOP 6B** (North West Transitions) 5.4% to 3000 **129.275**	R182 **CSL** (QDM 182 **CAS**) - **CAS** - R182 **CSL** (QDR 182 **CAS**) - at **4000** or D14 **CSL** (R290 **TOP**), whichever is earlier, **LT** direct **TOP** **FMS:** MF406 - MF407 - TOP	R182/D6 **CSL** MNM **2100** **TOP** MNM **6000** MF406 MNM **2100** MF407 MNM **4000** TOP MNM **6000**
	TRANSITION	
	IXUSA 7L **TOP** - R297 **TOP** to IXUSA **FMS:** TOP [R] - MF413 - MF414 - IXUSA	**TOP** MNM **6000** R297/D12 **TOP** MNM **FL130** R297/D25 **TOP** MNM **FL200** TOP MNM **6000** MF413 MNM **FL130** MF414 MNM **FL200**
	KUKEV 5L (ATC) **TOP** - R327 **TOP** to BARBY - KUKEV **FMS:** TOP - BARBY - MF409 - MF411 - KUKEV	**TOP** MNM **6000** BARBY MNM **FL110** R327/D28.1 **TOP** MNM **FL150** R327/D34.1 **TOP** MNM **FL180/FL190** (depending on Geneva QNH) TOP MNM **6000** BARBY MNM **FL110** MF409 MNM **FL150** MF411 MNM **FL190**

TORINO 6B

RWY 18 (182°)

	GS	120	150	180	210	240	270
5.4%	ft/MIN	700	900	1000	1200	1400	1500

DESIGNATOR	ROUTING	ALTITUDES
	Runway 18	
TORINO 6B **TOP 6B** (North West Transitions) 5.4% to 3000 **129.275**	**TRANSITION**	
	KUKEV 5P **TOP** - R336 **TOP** to MATOG - KUKEV	**TOP** MNM **6000** R336/D15.9 **TOP** MNM **FL120** MATOG MNM **FL180/ FL190** (depending on Geneva QNH)
	FMS: TOP - MF412 - MATOG - KUKEV	TOP MNM **6000** MF412 MNM **FL120** MATOG MNM **FL190**

SIRLO 9A

RWY 36 (002°)

	GS	120	150	180	210	240	270
7.8%	ft/MIN	1000	1200	1500	1700	1900	2200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 36	
SIRLO 9A (North West Transitions) 7.8% to 4000 **129.275**	R002 **CSL** (QDR 002 **CAS**) (MAX 200KT) - at D2 **CSL** / D3.5 **CAS RT** (MAX 200KT) 139° - **LT** intercept R104 **CSL** to SIRLO	D2 **CSL**/D3.5 **CAS** MNM **2000** SIRLO MNM **4000**
	FMS: MF401 [K200- ;R] - MF402 [K200-] - MF403 - SIRLO	MF401 MNM **2000** SIRLO MNM **4000**
	TRANSITION	
	KUKEV 5M (ATC) SIRLO - **RT** (MAX 240KT) intercept R135 **CSL** to **CSL** - R315 **CSL** - intercept R327 **TOP** to ADISO -KUKEV	SIRLO MNM **4000** intercept R135 **CSL** MNM **6000** R135/D6 **CSL** MNM **FL110** R315/D8.6 **CSL** MNM **FL150** R327/D34.1 **TOP** MNM **FL180/FL190** (depending on Geneva QNH)
	FMS: SIRLO [K240- ;R] - MF408 [K240-] - MF416 - MF409 - MF411 - KUKEV	SIRLO MNM **4000** MF408 MNM **6000** MF416 MNM **FL110** MF409 MNM **FL150** MF411 MNM **FL190**
	KUKEV 5N SIRLO - **RT** (MAX 240KT) intercept R135 **CSL** inbound to D4.1 **CSL** - **RT** intercept R336 **TOP** to MATOG - KUKEV	SIRLO MNM **4000** intercept R135 **CSL** MNM **6000** R135/D4.1 **CSL** MNM **FL120** MATOG MNM **FL180/ FL190** (depending on Geneva QNH)
	FMS: SIRLO [K240- ;R] - MF408 [K240-] - MF412 - MATOG - KUKEV	SIRLO MNM **4000** MF408 MNM **6000** MF412 MNM **FL120** MATOG MNM **FL190**

Changes: ALT, Speed RESTR, PROC renumbered

TORINO 8A

RWY 36 (002°)

	GS	120	150	180	210	240	270
7.8%	ft/MIN	1000	1200	1500	1700	1900	2200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 36	
TORINO 8A **TOP 8A** (North West Transitions) 7.8% to 4000 **129.275**	R002 **CSL** (QDR 002 **CAS**) (MAX 200KT) - at D2 **CSL** / D3.5 **CAS RT** (MAX 200KT) intercept R344 **TOP** to **TOP**	D2 **CSL**/D3.5 **CAS** MNM **2000** R344/D14.9 **TOP** MNM **4000** **TOP** MNM **6000**
	FMS: MF401 [K200**-** ;R] - MF404 [K200**-**] - MF417 - TOP	MF401 MNM **2000** MF417 MNM **4000** TOP MNM **6000**
	TRANSITION	
	IXUSA 7L **TOP** - R297 **TOP** to IXUSA	**TOP** MNM **6000** R297/D12 **TOP** MNM **FL130** R297/D25 **TOP** MNM **FL200**
	FMS: TOP [R] - MF413 - MF414 - IXUSA	TOP MNM **6000** MF413 MNM **FL130** MF414 MNM **FL200**
	KUKEV 5L (ATC) **TOP** - R327 **TOP** to BARBY - KUKEV	**TOP** MNM **6000** BARBY MNM **FL110** R327/D28.1 **TOP** MNM **FL150** R327/D34.1 **TOP** MNM **FL180/FL190** (depending on Geneva QNH)
	FMS: TOP - BARBY - MF409 - MF411 - KUKEV	TOP MNM **6000** BARBY MNM **FL110** MF409 MNM **FL150** MF411 MNM **FL190**

Changes: ALT, Speed RESTR, PROC renumbered

TRN-LIMF

TORINO 8A

RWY 36 (002°)

	GS	120	150	180	210	240	270
7.8%	ft/MIN	1000	1200	1500	1700	1900	2200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 36	
TORINO 8A **TOP 8A** (North West Transitions) 7.8% to 4000 **129.275**	**TRANSITION**	
	KUKEV 5P **TOP** - R336 **TOP** to MATOG - KUKEV	**TOP** MNM **6000** R337/D15.9 **TOP** MNM **FL120** MATOG MNM **FL180/ FL190** (depending on Geneva QNH)
	FMS: TOP - MF412 - MATOG - KUKEV	TOP MNM **6000** MF412 MNM **FL120** MATOG MNM **FL190**

Changes: PROC renumbered

TRN-LIMF

5-100 **SIDs RNAV Overlay (Transition South)**

TORINO 6B

RWY 18 (182°)

	GS	120	150	180	210	240	270
5.4%	ft/MIN	700	900	1000	1200	1400	1500

DESIGNATOR	ROUTING	ALTITUDES
	Runway 18	
TORINO 6B **TOP 6B** (South Transitions) 5.4% to 3000 **129.275**	R182 **CSL** (QDM 182 **CAS**) - **CAS** - R182 **CSL** (QDR 182 **CAS**) - at **4000** or D14 **CSL** (R290 **TOP**), whichever is earlier, **LT** direct **TOP** **FMS:** MF406 - MF407 - TOP	R182/D6 **CSL** MNM **2100** **TOP** MNM **6000** MF406 MNM **2100** MF407 MNM **4000** TOP MNM **6000**
	TRANSITION	
	ASTIG 8L **TOP** - R086 **TOP** to MIRAX - ASTIG **FMS:** TOP - MIRAX - ASTIG	**TOP** MNM **6000** MIRAX MNM **FL90** TOP MNM **6000** MIRAX MNM **FL90**
	GENOA 7L (GEN 7L) **TOP** - R118 **TOP** to ASTOR - **GEN** **FMS:** TOP - ASTOR - GEN	**TOP** MNM **6000** ASTOR MNM **FL90** TOP MNM **6000** ASTOR MNM **FL90**
	LAGEN 7L **TOP** - R138 **TOP** to ALEXA - LAGEN **FMS:** TOP - ALEXA - LAGEN	**TOP** MNM **6000** ALEXA MNM **FL90** LAGEN MNM **FL110** TOP MNM **6000** ALEXA MNM **FL90** LAGEN MNM **FL110**

SIRLO 9A

RWY 36 (002°)

	GS	120	150	180	210	240	270
7.8%	ft/MIN	1000	1200	1500	1700	1900	2200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 36	
SIRLO 9A (South Transitions) 7.8% to 4000 **129.275**	R002 **CSL** (QDR 002 **CAS**) (MAX 200KT) - at D2 **CSL** / D3.5 **CAS RT** (MAX 200KT) 139° - **LT** intercept R104 **CSL** to SIRLO **FMS:** MF401 [K200- ;R] - MF402 [K200-] - MF403 - SIRLO	D2 **CSL**/D3.5 **CAS** MNM **2000** SIRLO MNM **4000** MF401 MNM **2000** SIRLO MNM **4000**
	TRANSITION	
	ASTIG 9M SIRLO - R104 **CSL** to TONDA - **RT** intercept R165 **BLA** to ASTIG **FMS:** SIRLO - TONDA - ASTIG	SIRLO MNM **4000** TONDA MNM **FL90** SIRLO MNM **4000** TONDA MNM **FL90**
	GENOA 8M (GEN 8M) SIRLO - R104 **CSL** to TONDA - **RT** intercept R317 **GEN** to **GEN** **FMS:** SIRLO - TONDA - GEN	SIRLO MNM **4000** TONDA MNM **FL90** SIRLO MNM **4000** TONDA MNM **FL90**
	GENOA 8N RNAV (GEN 8N RNAV) SIRLO [R] - ASTOR [L] - TESTO - GEN	SIRLO MNM **4000** ASTOR MNM **FL90** TESTO MNM **FL90** GEN MNM **FL90**
	LAGEN 8N RNAV SIRLO [R] - ASTOR - NEDED [L] - LAGEN	SIRLO MNM **4000** ASTOR MNM **FL90** NEDED MNM **FL90** LAGEN MNM **FL110**
	LAGEN 9M RNAV SIRLO - TONDA [R] - LAGEN	SIRLO MNM **4000** TONDA MNM **FL90** LAGEN MNM **FL110**

Changes: ALT, Speed RESTR, PROC renumbered

TRN-LIMF

5-120 **SIDs RNAV Overlay (Transition South)**

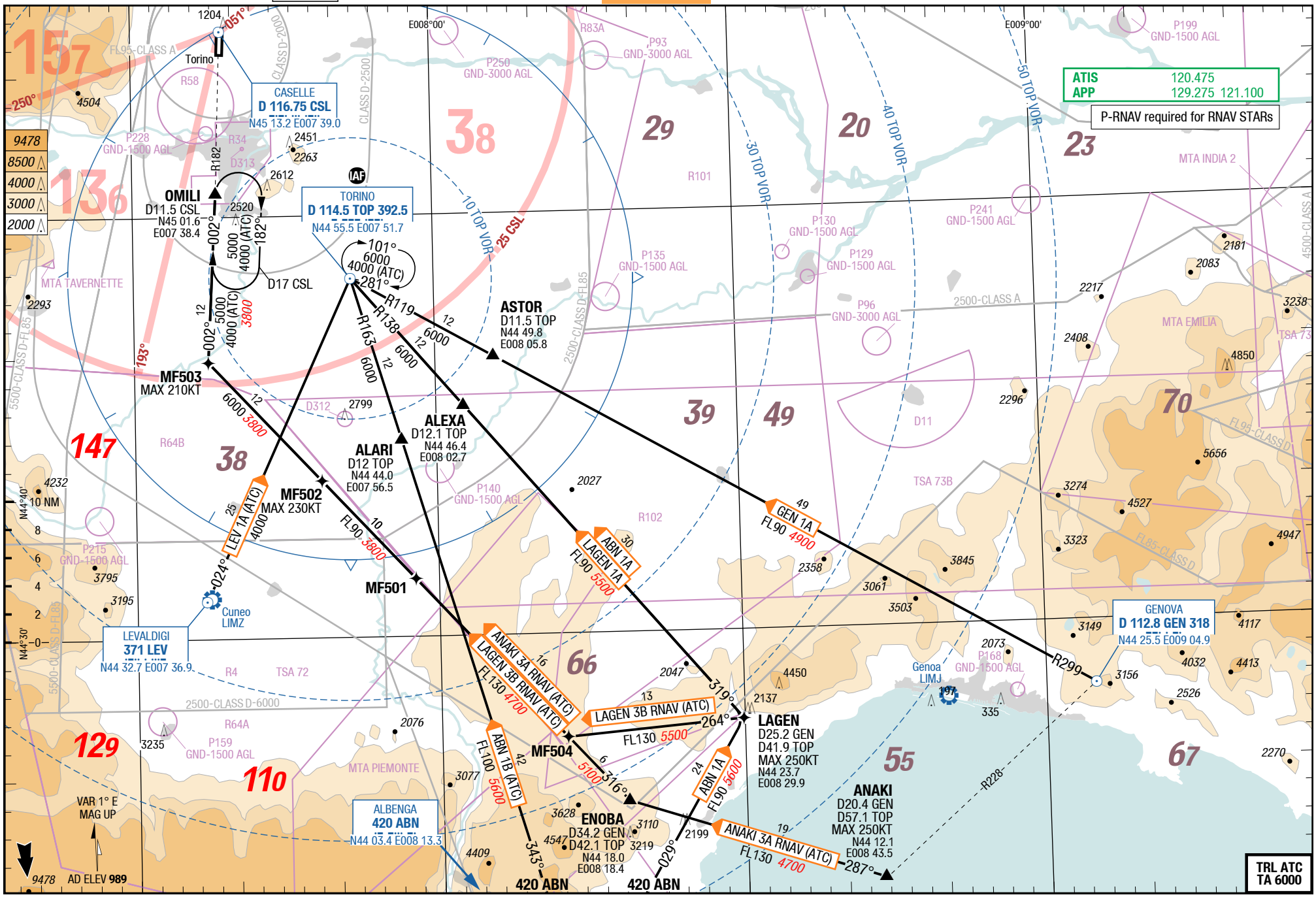
TORINO 8A

RWY 36 (002°)

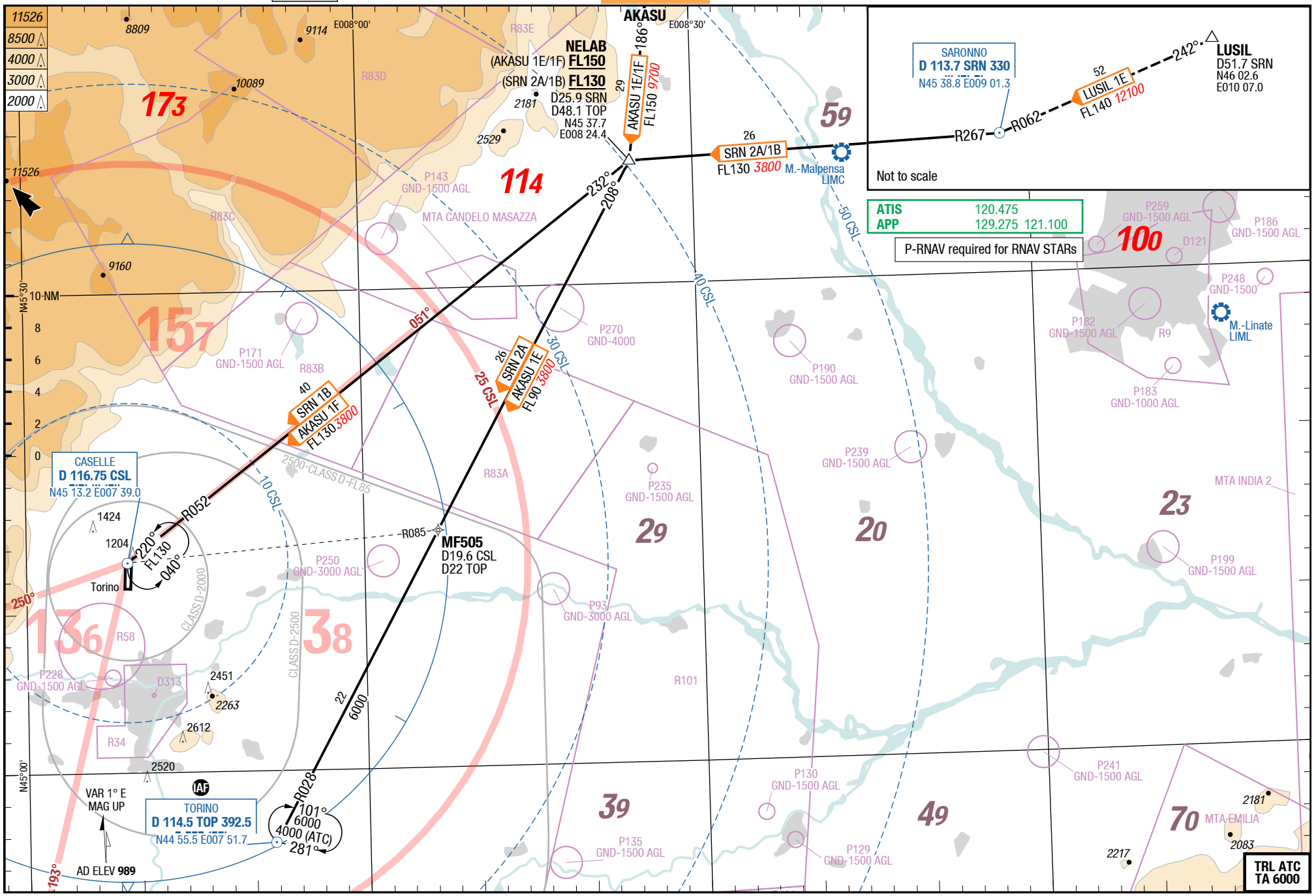
	GS	120	150	180	210	240	270
7.8%	ft/MIN	1000	1200	1500	1700	1900	2200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 36	
TORINO 8A **TOP 8A** (South Transitions) 7.8% to 4000 **129.275**	R002 **CSL** (QDR 002 **CAS**) (MAX 200KT) - at D2 **CSL** / D3.5 **CAS RT** (MAX 200KT) intercept R344 **TOP** to **TOP** **FMS:** MF401 [K200**-** ;R] - MF404 [K200**-**] - MF417- TOP	D2 **CSL**/D3.5 **CAS** MNM **2000** R344/D14.9 **TOP** MNM **4000** **TOP** MNM **6000** MF401 MNM **2000** MF417 MNM **4000** TOP MNM **6000**
	TRANSITION	
	ASTIG 8L **TOP** - R086 **TOP** to MIRAX - ASTIG **FMS:** TOP - MIRAX - ASTIG	**TOP** MNM **6000** MIRAX MNM **FL90** TOP MNM **6000** MIRAX MNM **FL90**
	GENOA 7L (GEN 7L) **TOP** - R118 **TOP** to ASTOR - **GEN** **FMS:** TOP - ASTOR - GEN	**TOP** MNM **6000** ASTOR MNM **FL90** TOP MNM **6000** ASTOR MNM **FL90**
	LAGEN 7L **TOP** - R138 **TOP** to ALEXA - LAGEN **FMS:** TOP - ALEXA - LAGEN	**TOP** MNM **6000** ALEXA MNM **FL90** LAGEN MNM **FL110** TOP MNM **6000** ALEXA MNM **FL90** LAGEN MNM **FL110**

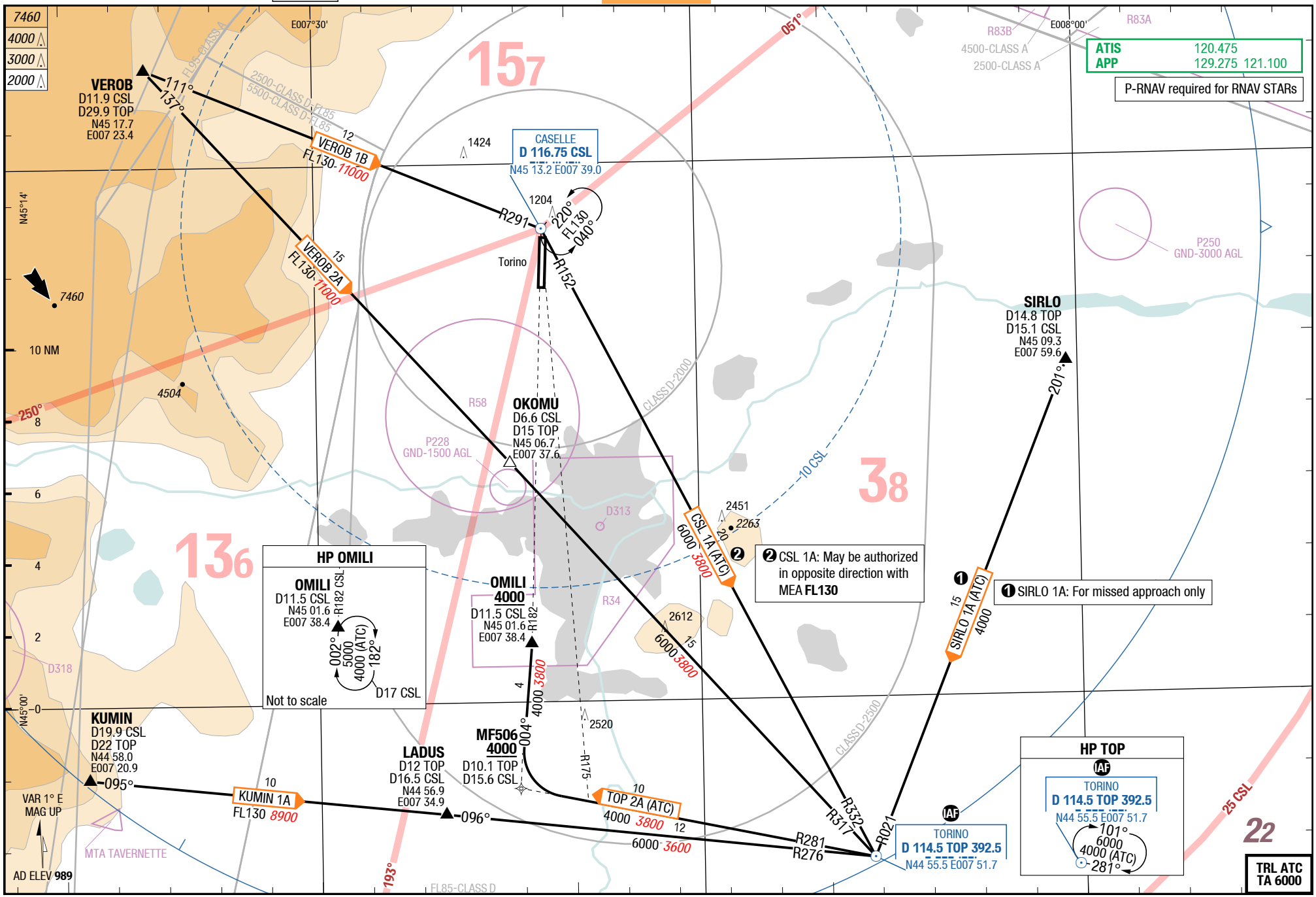
Changes: ALT, Speed RESTR, PROC renumbered



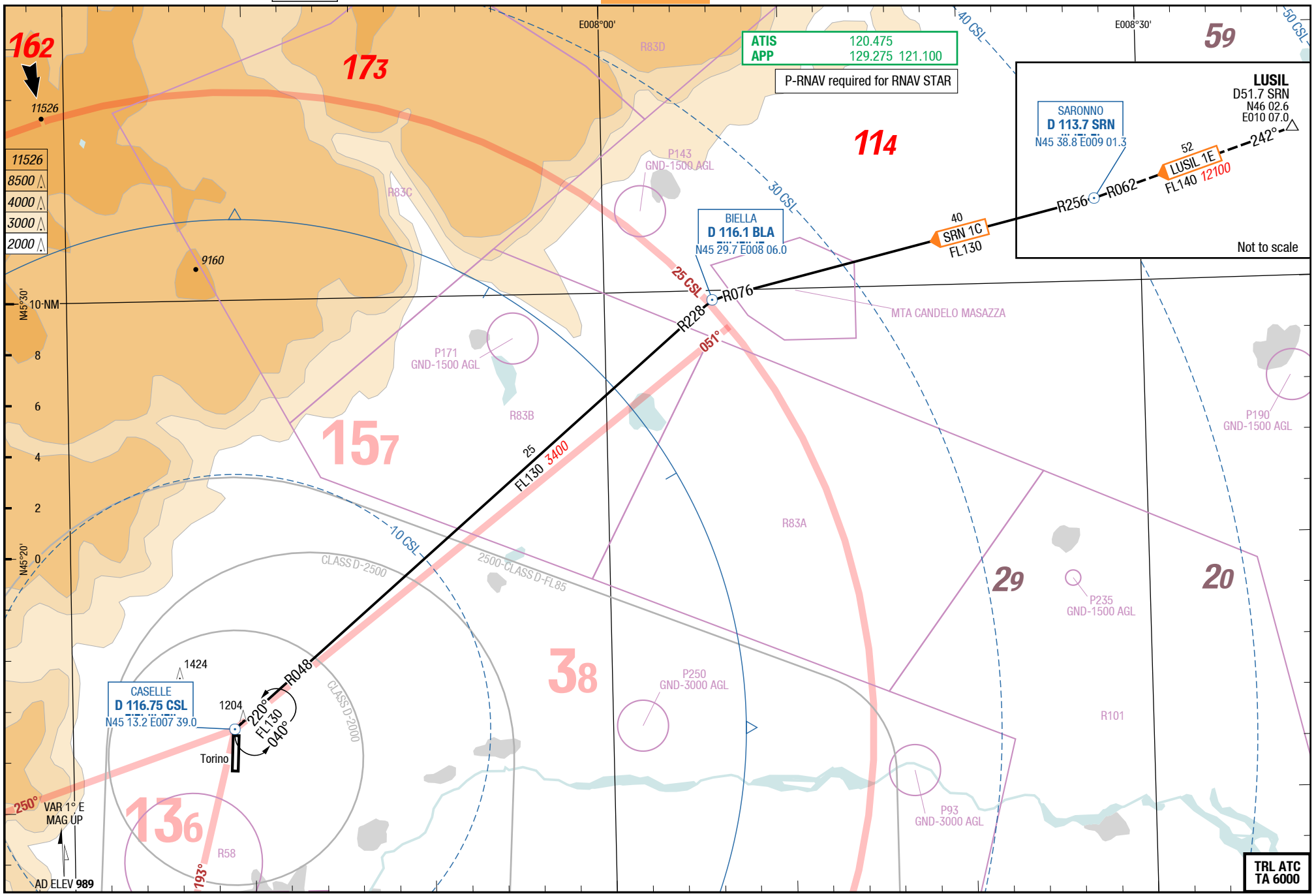
Changes: PROC


AKASU
NELAB
(AKASU 1E/1F) FL150
(SRN 2A/1B) FL130
D25.9 SRN
D48.1 TOP
N45 37.7
E008 24.4
AKASU 1E/1F FL150 9700
SRN 2A/1B FL130 3800
M.-Malpensa
LIMC
SARONNO
D 113.7 SRN 330
N45 38.8 E009 01.3
LUSIL 1E FL140 12100
LUSIL
D51.7 SRN
N46 02.6
E010 07.0
Not to scale
ATIS 120.475
APP 129.275 121.100
P-RNAV required for RNAV STARs
SRN 1B AKASU 1F FL130 3800
SRN 2A AKASU 1E FL90 3800
CASELLE
D 116.75 CSL
N45 13.2 E007 39.0
MF505
D19.6 CSL
D22 TOP
Torino
TORINO
D 114.5 TOP 392.5
N44 55.5 E007 51.7
IAF
VAR 1° E
MAG UP
AD ELEV 989
MTA CANDELO MASAZZA
MTA INDIA 2
MTA EMILIA
M.-Linate
LIML
TRL ATC
TA 6000
10-NM
2500-CLASS D-FL85
CLASS D-2000
CLASS D-2500
© Lido 2016

Changes: Nil



Changes: WPT OKOMU, ASP, PROC renumbered



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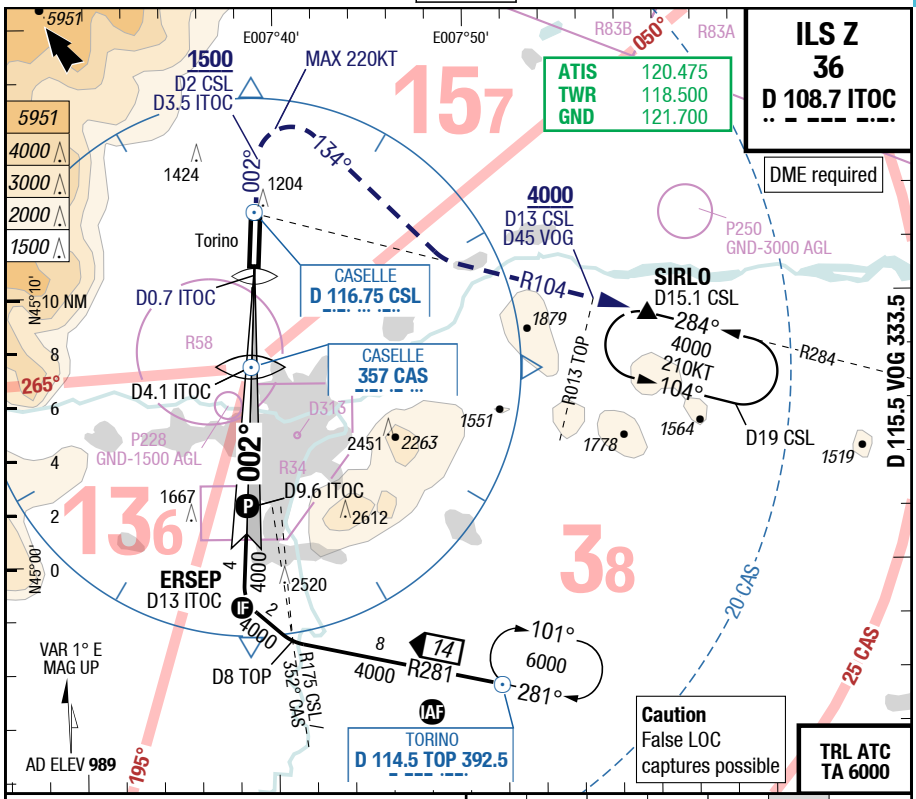
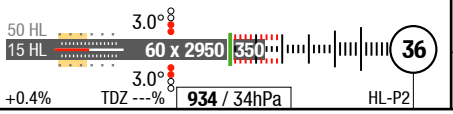


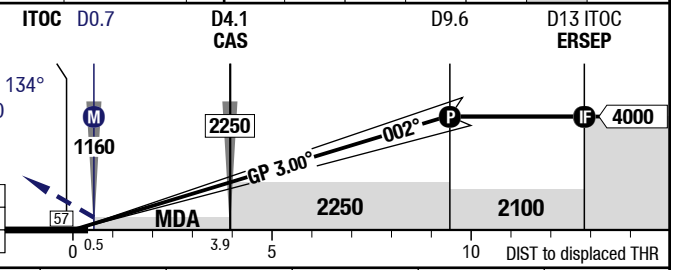


3	5	7	9	9.6	
1900	2540	3190	3830	4000	

LOC 3.03°
D ITOC

002°
at D2 **CSL** (D3.5 **ITOC**)
MNM **1500 RT** (MAX 220KT) 134°
intercept R104 **CSL** to SIRLO
climb **4000**
(cross D13 **CSL** MNM **4000**)

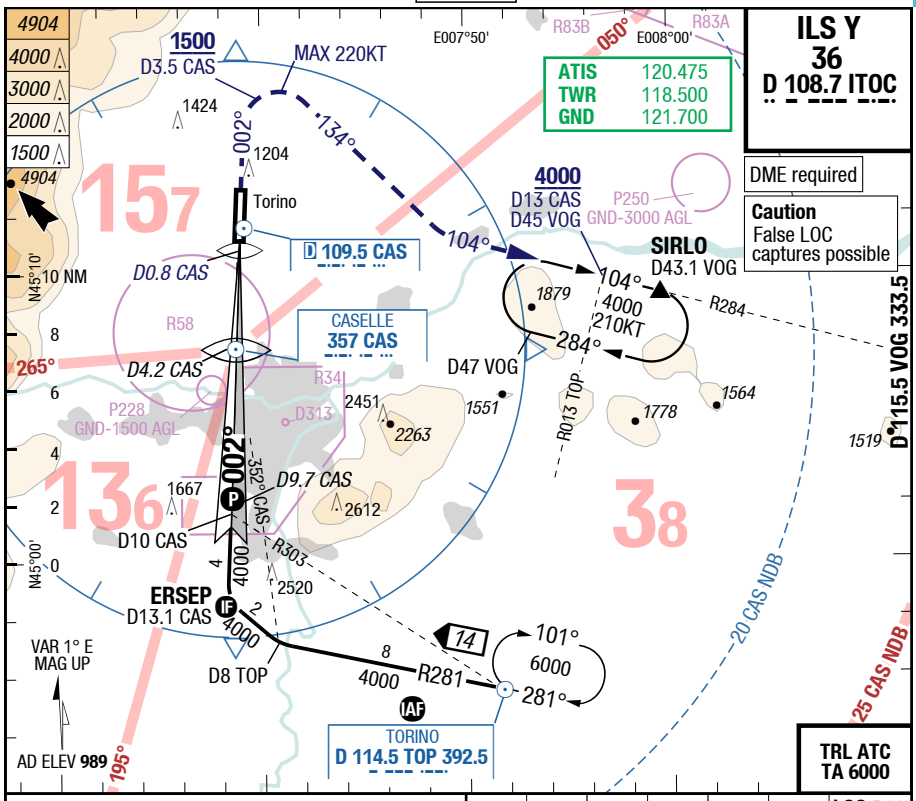
GS	120	140	160
OM	*640*	*750*	*860*
-MAPt	NA	NA	NA

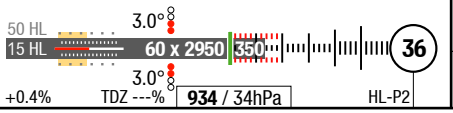


36		**Cat 3b**	**Cat 2**	**Cat 1** 1)	**LOC DME**		**Circling** E of RWY only
C	ft - m/km ft	0 - 75R **Company**	100 - 300R **106** RA	200 - 550R/800V **1160**	360 - 900 **1310**		770 - 2.4V **1750**
D	ft - m/km ft	0 - 75R **Company**	110 - 300R **114** RA 2)	200 - 550R/800V **1160**	360 - 900 **1310**		770 - 3.6V **1750**

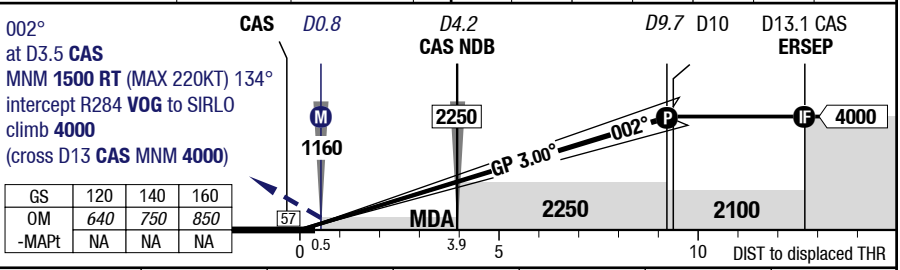
1) With EVS RVR 350m/ VIS 550m
2) If not conducting autoland RVR 350m required

Changes: APL, FAP, MOCA





2	3	5	6	8	9.7	LOC 3.01° D CAS
1530	1850	2490	2810	3450	4000	



GS	120	140	160
OM	*640*	*750*	*850*
-MAPt	NA	NA	NA

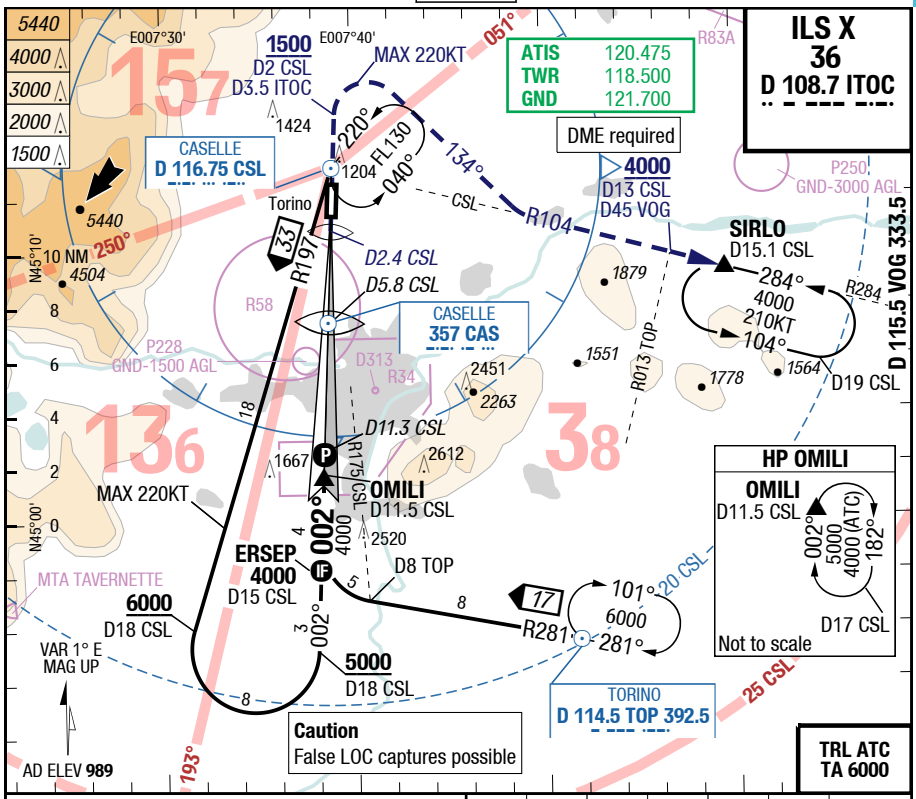
36		Cat 3b	Cat 2	Cat 1 1)	LOC DME		Circling E of RWY only
C	ft - m/km ft	0 - 75R **Company**	100 - 300R **106** RA	200 - 550R/800V **1160**	360 - 900 **1310**		770 - 2.4V **1750**
D	ft - m/km ft	0 - 75R **Company**	110 - 300R **114** RA 2)	200 - 550R/800V **1160**	360 - 900 **1310**		770 - 3.6V **1750**

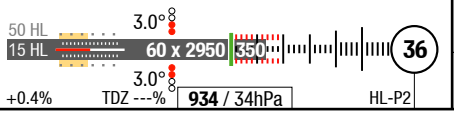
1) With EVS RVR 350m/ VIS 550m
2) If not conducting autoland RVR 350m required

Changes: APL, MOCA

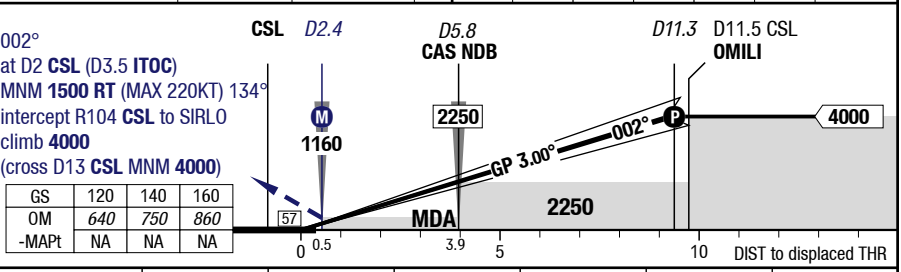
TRN-LIMF

ILS X 36





3	4	5	8	10	11.3	LOC 3.02° D CSL
1360	1680	2000	2960	3600	4000	



GS	120	140	160
OM	*640*	*750*	*860*
-MAPt	NA	NA	NA

36		Cat 3b	Cat 2	Cat 1 1)	LOC DME		Circling E of RWY only
C	ft - m/km ft	0 - 75R **Company**	100 - 300R **106** RA	200 - 550R/800V **1160**	360 - 900 **1310**		770 - 2.4V **1750**
D	ft - m/km ft	0 - 75R **Company**	110 - 300R **114** RA 2)	200 - 550R/800V **1160**	360 - 900 **1310**		770 - 3.6V **1750**

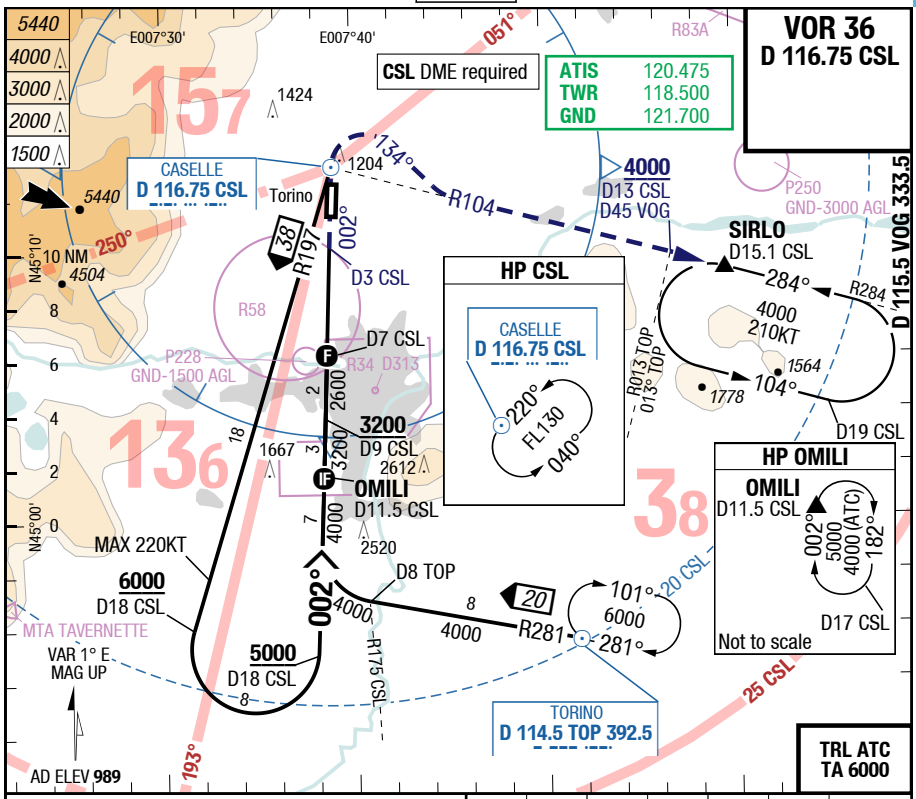
1) With EVS RVR 350m/ VIS 550m
2) If not conducting autoland RVR 350m required

Changes: APL

TRN-LIMF

7-40

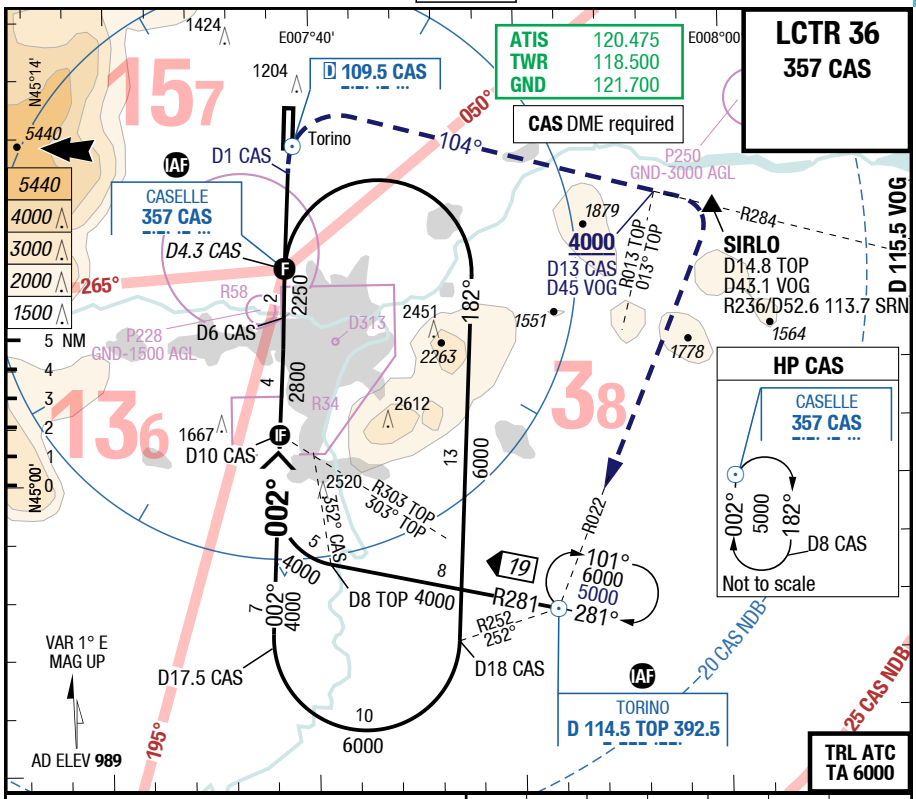
VOR 36

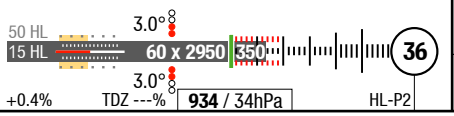


36		VOR DME					Circling 1)
C	ft - m/km ft	410 - 1.2 **1360**					770 - 2.4V **1750**
D	ft - m/km ft	410 - 1.2 **1360**					770 - 3.6V **1750**

1) E of RWY only

Changes: APL

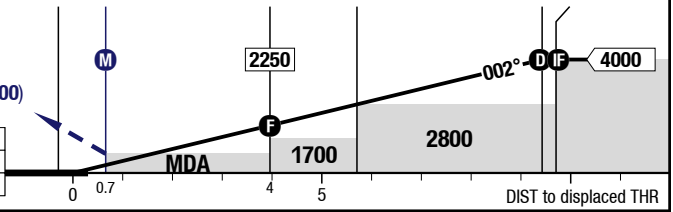




2	3	5	7	9	9.7	3.00°
1530	1850	2490	3130	3770	4000	D CAS

CAS D1 — *D4.3* CAS NDB D6 — ***D9.7*** D10 CAS

RT intercept R284 **VOG** to SIRLO
RT direct **TOP** climb **5000** (cross D13 **CAS** MNM **4000**)

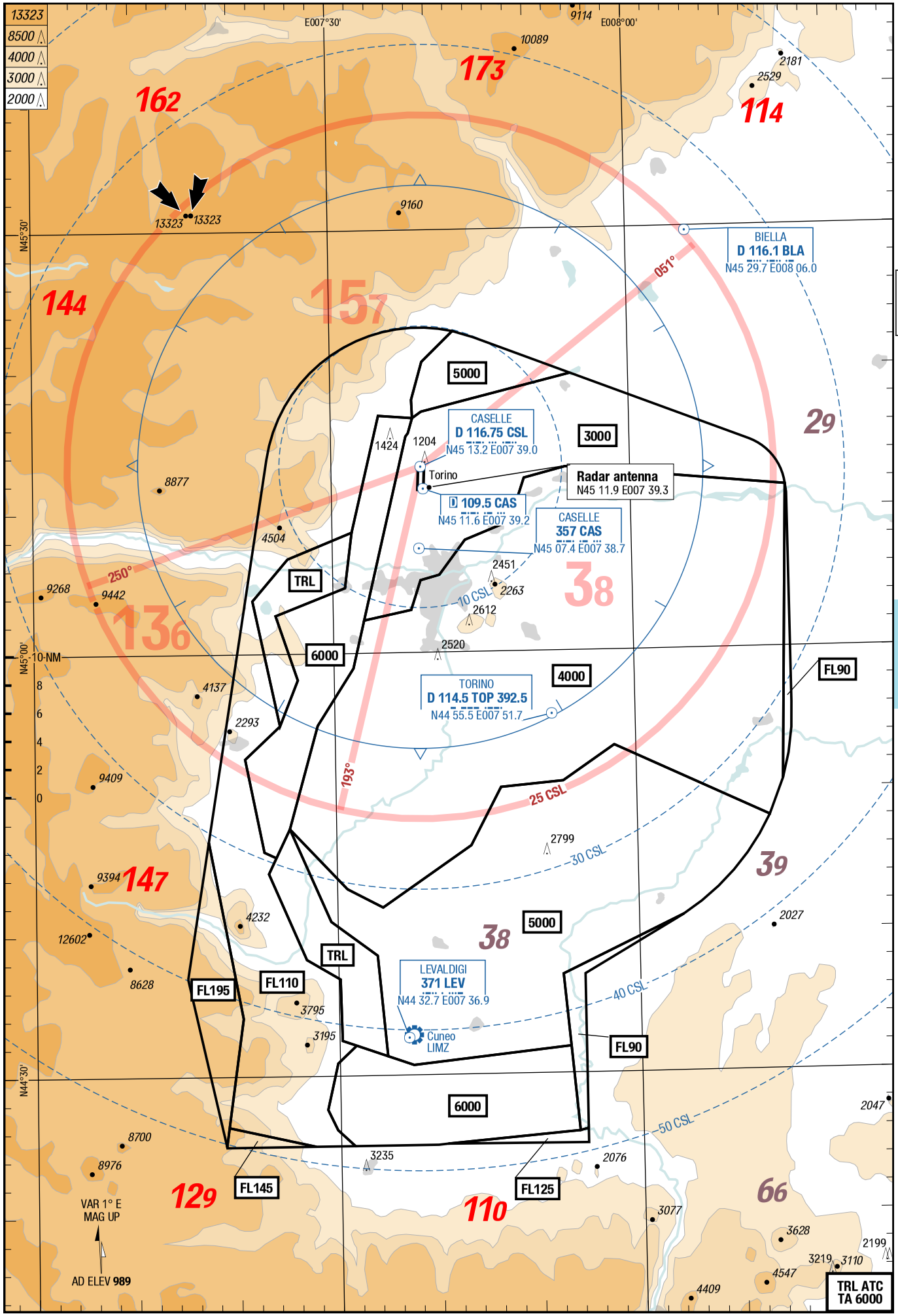


GS	120	140	160
D4.3 CAS -MAPt	*640* *1:39*	*740* *1:25*	*850* *1:14*

36		**LCTR**					**Circling** 1)
C	ft - m/km ft	550 - 1.8 **1500**					770 - 2.4V **1750**
D	ft - m/km ft	550 - 1.8 **1500**					770 - 3.6V **1750**

1) E of RWY only

Changes: APL



Changes: MSA, OBST

Italy **Torino** Caselle
MRC NIL
MRC
MRC
Caselle **Torino** Italy
MRC NIL