

LIMF/TRN
CASELLE

JEPPESEN
19 OCT 07 (10-1P) Eff 25 Oct

TORINO, ITALY
AIRPORT BRIEFING

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 with regular scheduled departure or arriving time before 2300LT and subject to delay;
- humanitarian, emergency and rescue flights;
- flights performed with jet ACFT complying with ICAO Chapter 3 Annex 16 and prop and turbo-prop ACFT 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.

LIMF/TRN
CASELLE

JEPPESEN
19 OCT 07 (10-1P) Eff 25 Oct

TORINO, ITALY
AIRPORT BRIEFING

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 assistance 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 RUNWAY 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.

TWY M and N (on Main apron) MAX wingspan 125'/38m.

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

1.6. PARKING INFORMATION

On stands 101 thru 204 and 601 thru 709 push-back required.

Stands 108 thru 113 equipped with APIS.

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.

LIMF/TRN
CASELLE

29 JUN 07

JEPPESEN
(10-1P2) Eff 5 Jul

TORINO, ITALY
AIRPORT BRIEFING

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

Incoming traffic must obtain stand allocation by Tower before entering the aprons.

For all movements to Apron K and GA Apron follow-me assistance is compulsory.

Follow-me assistance is mandatory to stands 101 thru 107, 301, 401 thru 405 and 501 thru 507 and to any stands for all traffic incoming from TWY D, E, F and G.

LIMF/TRN
CASELLE

29 JUN 07

JEPPESEN
(10-1P3) Eff 5 Jul

TORINO, ITALY
AIRPORT BRIEFING

3. DEPARTURE

3.1. START-UP, PUSH-BACK & TAXI PROCEDURES

Push back OPS are approved by Tower.

For all movements from Apron K and GA Apron follow-me assistance is compulsory.

Follow-me assistance is mandatory from stands 101 thru 107 and 301.

3.2. SPEED RESTRICTIONS

MAX 250 KT below FL100 when under radar control. If unable to comply advise ATC when requesting start-up clearance. ATC removes limitations by the phrase: "NO ATC RESTRICTION ON SPEED".

Similarly, whenever such a situation should arise during flight, advise ATC immediately and maintain minimum operational speed acceptable.

3.3. NOISE ABATEMENT PROCEDURES

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

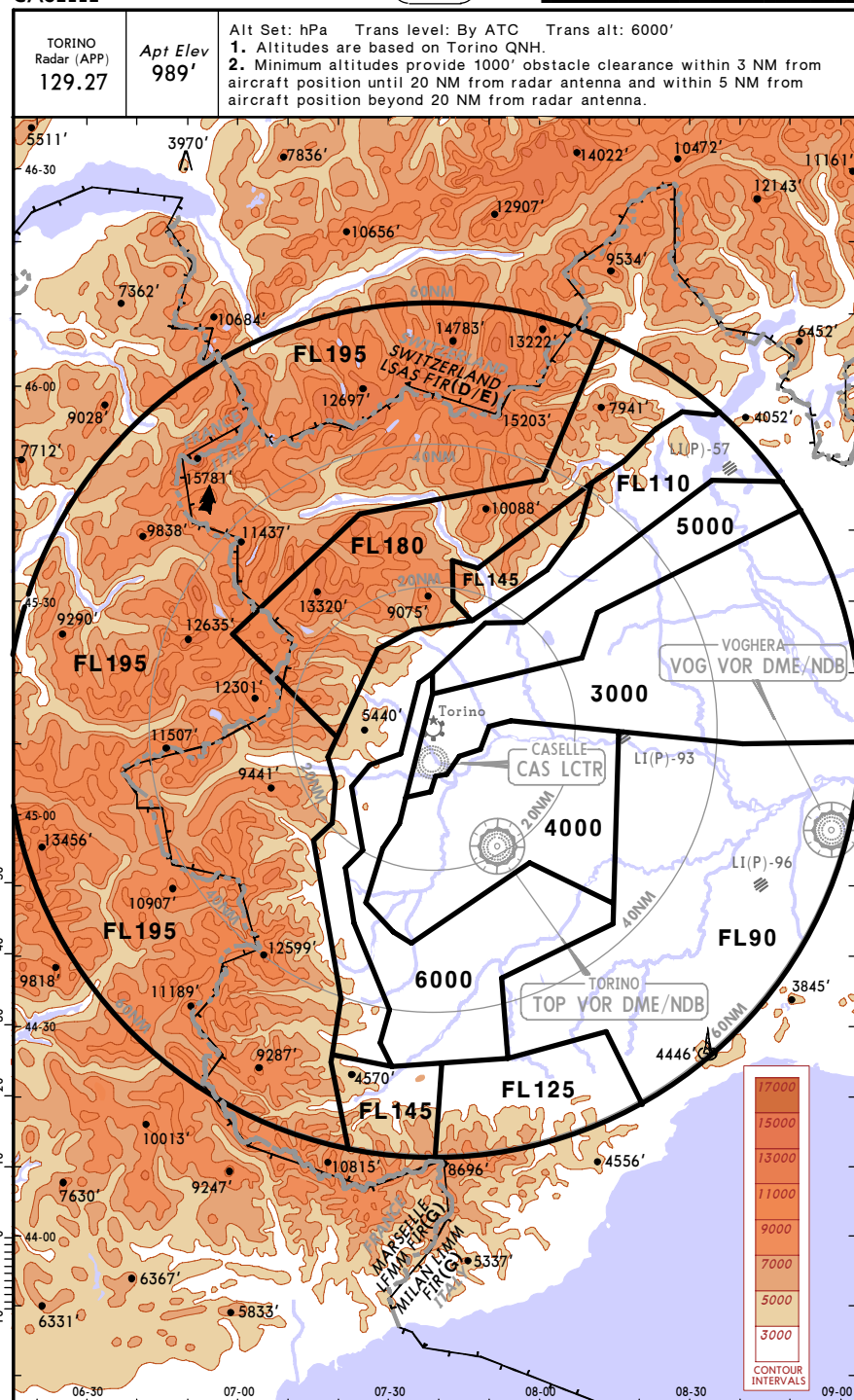
- a) up to 1500' QFE
 - take-off power;
 - take-off flap;
 - climb at $V_2 + 10/20$ KT or as limited by body angle;
- b) at 1500' QFE
 - reduce thrust and climb at $V_2 + 10/20$ KT until reaching 3000' QFE;
- c) at 3000' QFE
 - accelerate smoothly to enroute climb speed with flap retraction.

JEPPESEN

TORINO, ITALY

29 JUN 07 (10-1R)

RADAR MINIMUM ALTITUDES

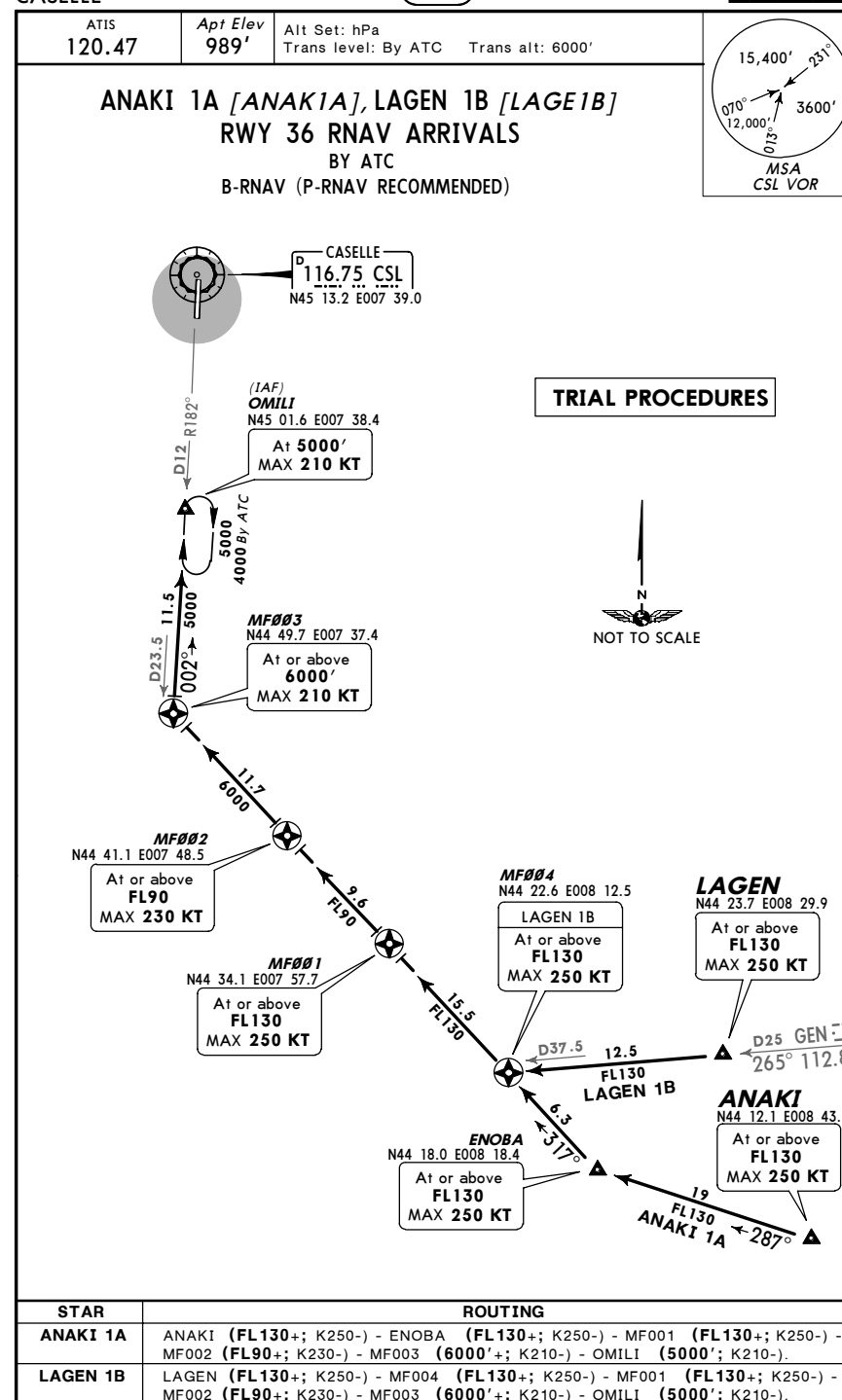


CHANGES: Reissue.

© JEPPESEN SANDERSON, INC., 2007. ALL RIGHTS RESERVED

TORINO, ITALY

29 JUN 07 (10-2)

Eff 5 Jul**RNAV STAR**

CHANGES: Runway availability added

© JEPPESEN SANDERSON, INC., 2003, 2007. ALL RIGHTS RESERVED.

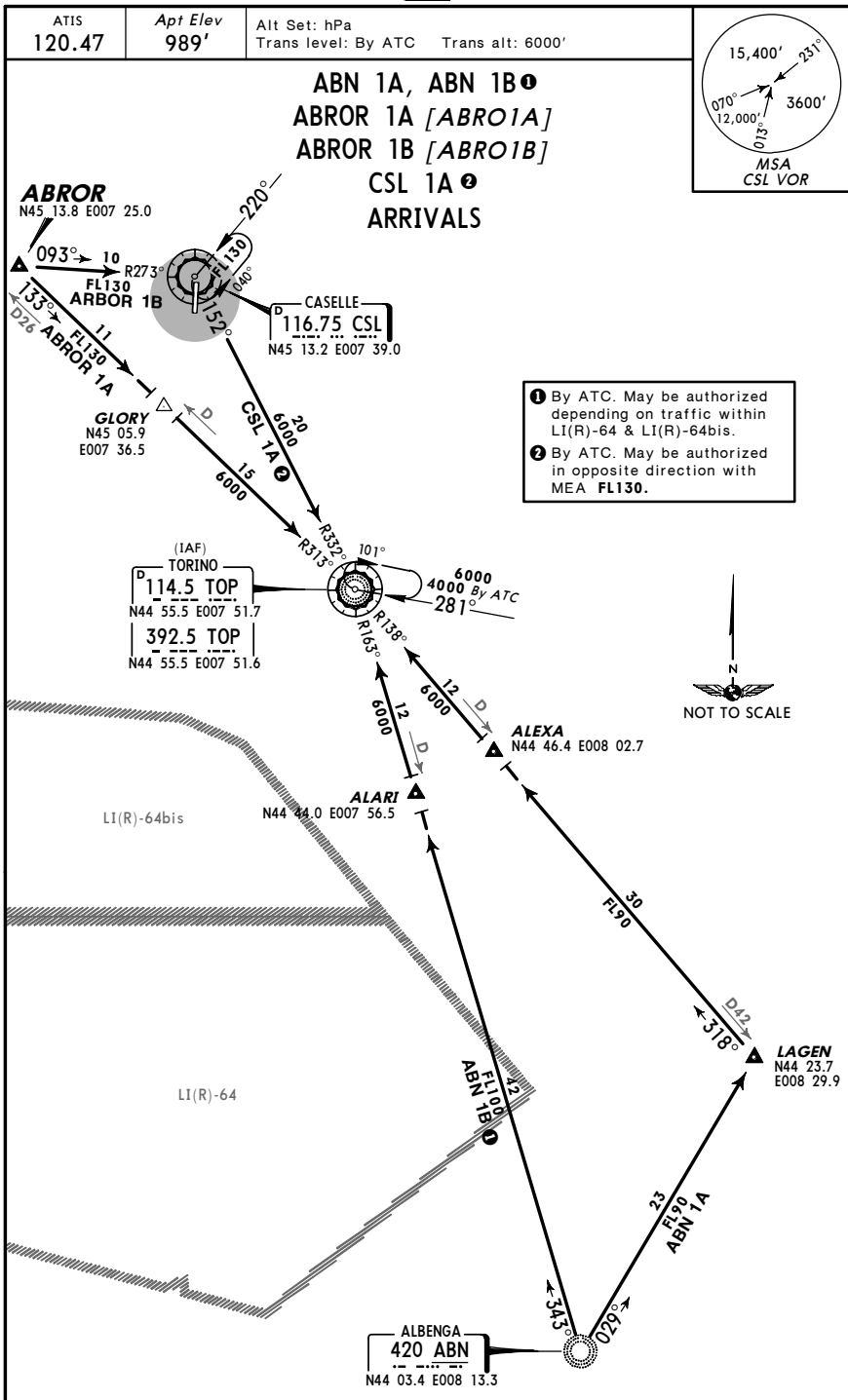
LIMF/TRN
CASELLE

JEPPesen

29 JUN 07 (10-2A) Eff 5 Jul

TORINO, ITALY

STAR



CHANGES: None.

© JEPPESEN SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED.

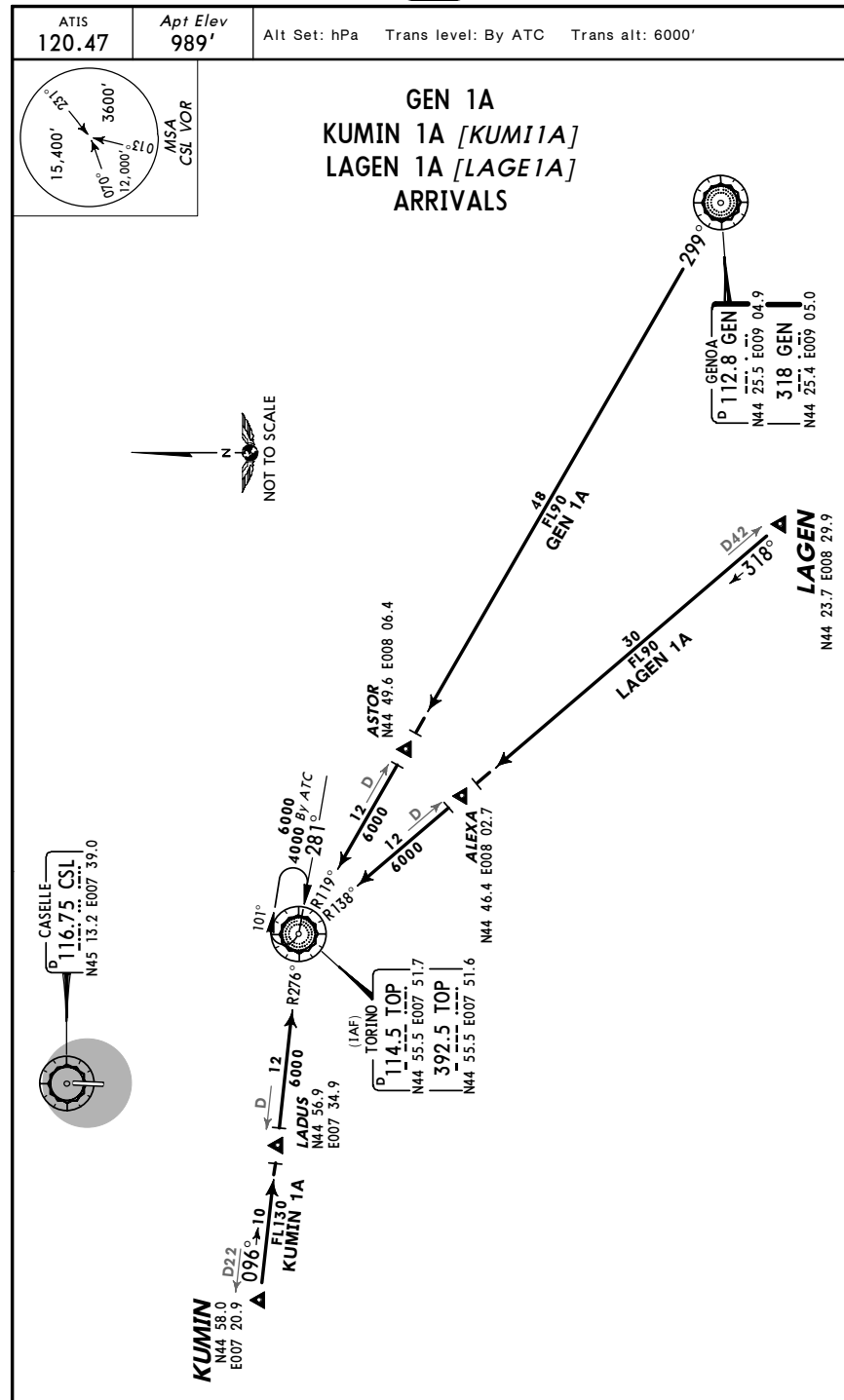
LIMF/TRN
CASELLE

JEPPesen

27 JUL 07 (10-2B)

TORINO, ITALY

STAR



CHANGES: None.

© JEPPESEN SANDERSON, INC., 2005, 2007. ALL RIGHTS RESERVED.

LIMF/TRN
CASELLE

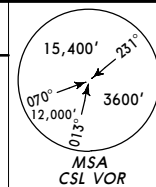
JEPPESEN

27 JUL 07 (10-2C)

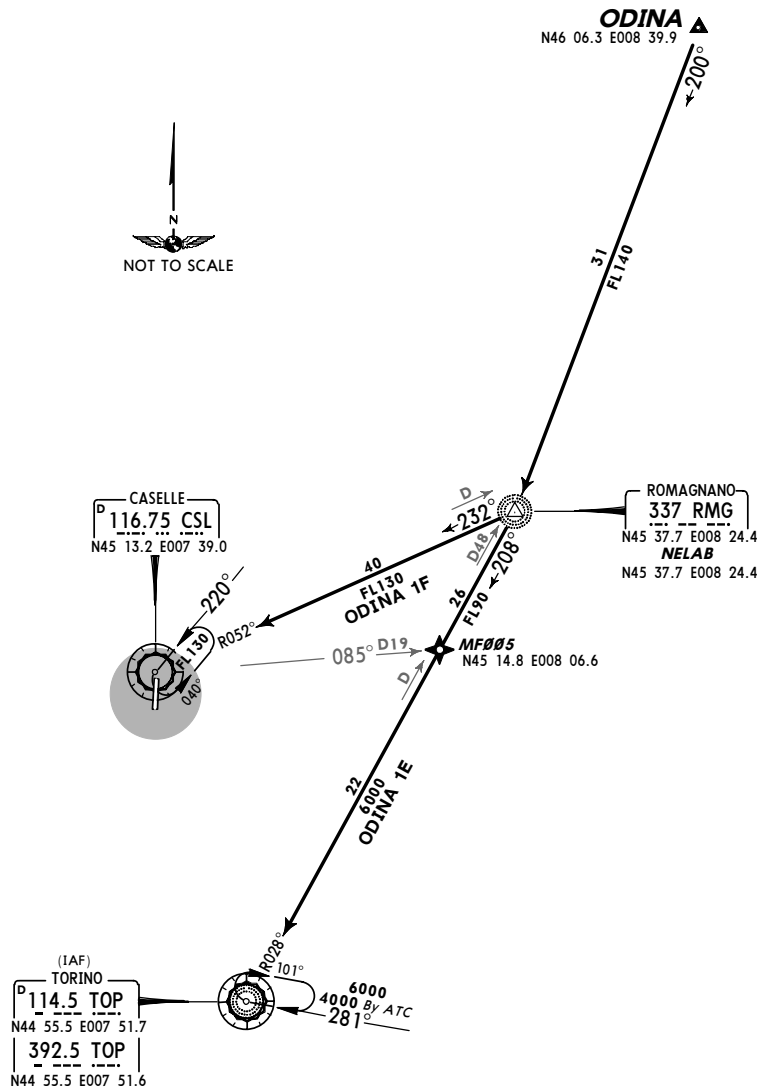
TORINO, ITALY

STAR

ATIS 120.47 Apt Elev 989' Alt Set: hPa Trans level: By ATC Trans alt: 6000'



ODINA 1E [ODIN1E]
ODINA 1F [ODIN1F]
ARRIVALS



LIMF/TRN
CASELLE

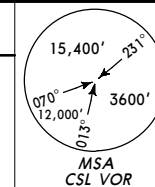
JEPPESEN

27 JUL 07 (10-2D)

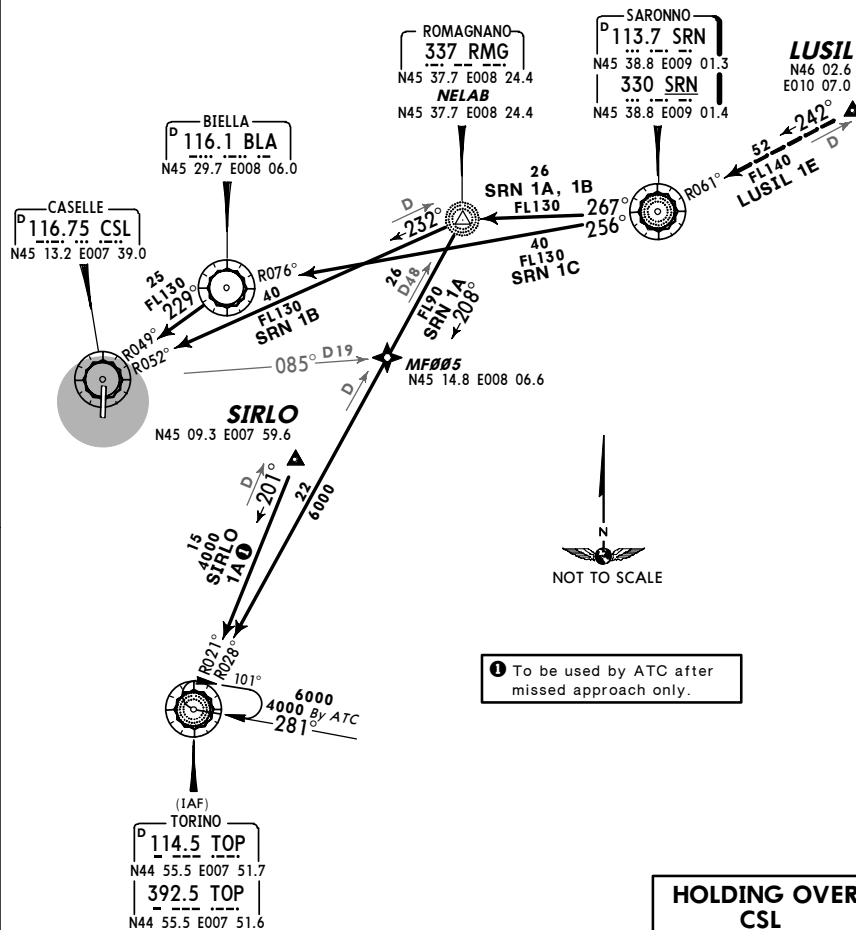
TORINO, ITALY

STAR

ATIS 120.47 Apt Elev 989' Alt Set: hPa Trans level: By ATC Trans alt: 6000'



LUSIL 1E [LUS1E]
TRANSITION
SIRLO 1A [SIRL1A] ●
SRN 1A, SRN 1B, SRN 1C
ARRIVALS



① To be used by ATC after missed approach only.



LIMF/TRN
CASELLE

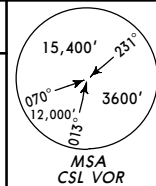
JEPPESEN

27 JUL 07 (10-2E)

TORINO, ITALY

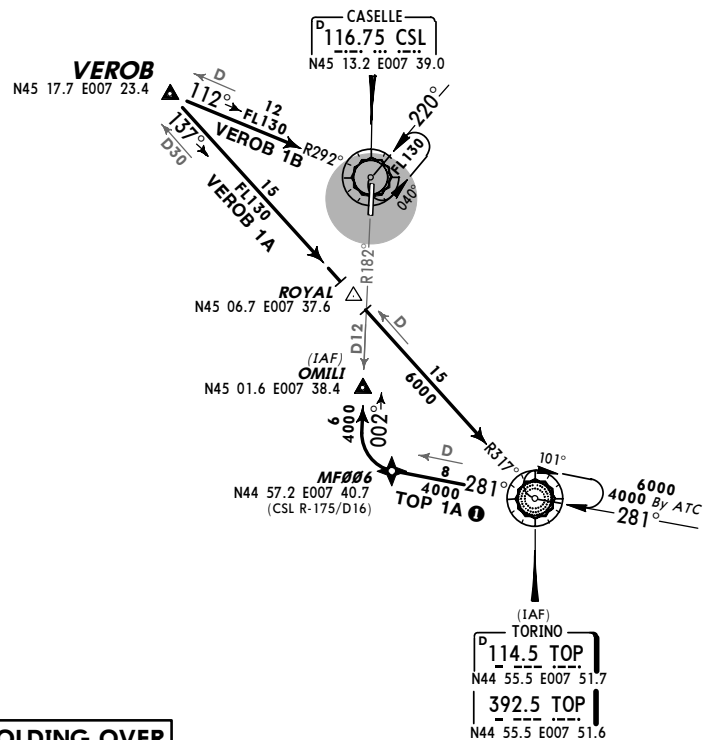
STAR

ATIS 120.47 Apt Elev 989' Alt Set: hPa Trans level: By ATC Trans alt: 6000'



TOP 1A ●
VEROB 1A [VERO1A]
VEROB 1B [VERO1B]
ARRIVALS

① By ATC.



HOLDING OVER
OMILI



LIMF/TRN
CASELLE

JEPPESEN

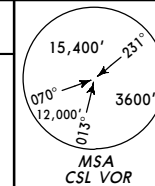
29 JUN 07 (10-3)

Eff 5 Jul

TORINO, ITALY

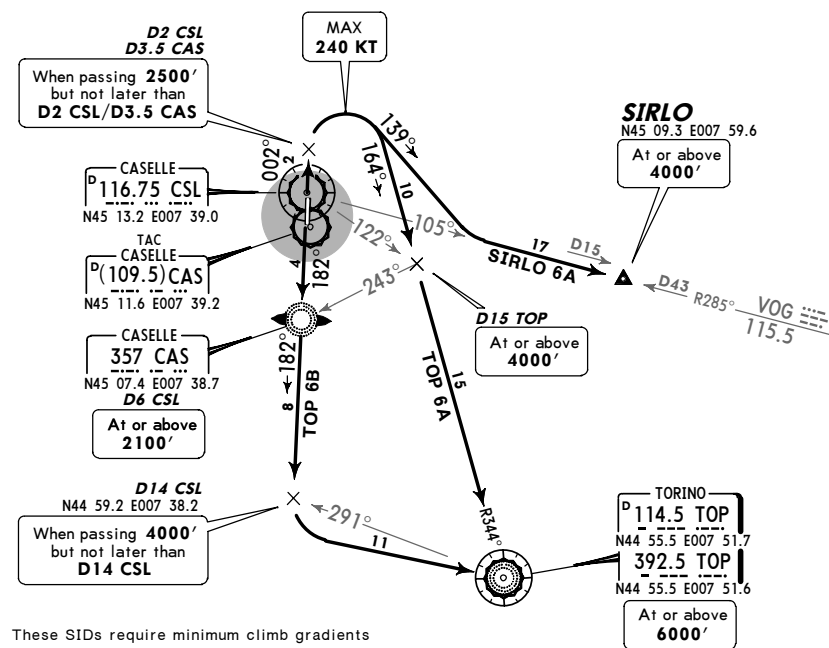
SID

Apt Elev 989' Trans level: By ATC Trans alt: 6000'



SIRLO 6A [SIRL6A]
TOP 6A, TOP 6B
RWYS 36, 18 DEPARTURES
FOR TRANSITIONS REFER TO CHARTS 10-3A TO 10-3F

SPEED CONTROL PROCEDURE
MAX 250 KT below FL100 when under radar control. If unable to comply advise ATC when requesting start-up clearance. ATC removes limitations by the phrase: "NO ATC RESTRICTION ON SPEED".



These SIDs require minimum climb gradients of

SIRLO 6A, TOP 6A
474' per NM (7.8%) until leaving 4000'.

TOP 6B
328' per NM (5.4%) until leaving 3000'.

Gnd speed-KT	75	100	150	200	250	300
474' per NM	592	790	1185	1580	1975	2370
328' per NM	410	547	820	1094	1367	1641



SID	RWY	ROUTING
SIRLO 6A	36	Intercept CSL R-002 (002° bearing from CAS), when passing 2500', but not later than D2 CSL (D3.5 CAS) turn RIGHT, 139° track, intercept CSL R-105 to SIRLO.
TOP 6A		Intercept CSL R-002 (002° bearing from CAS), when passing 2500', but not later than D2 CSL (D3.5 CAS) turn RIGHT, 164° track (TOP R-344 inbound) to TOP.
TOP 6B	18	Intercept CSL R-182 (182° bearing) via CAS, when passing 4000', but not later than D14 CSL (TOP R-291) turn LEFT to TOP.

LIMF/TRN
CASELLE

JEPPESEN

29 JUN 07 (10-3A) Eff 5 Jul

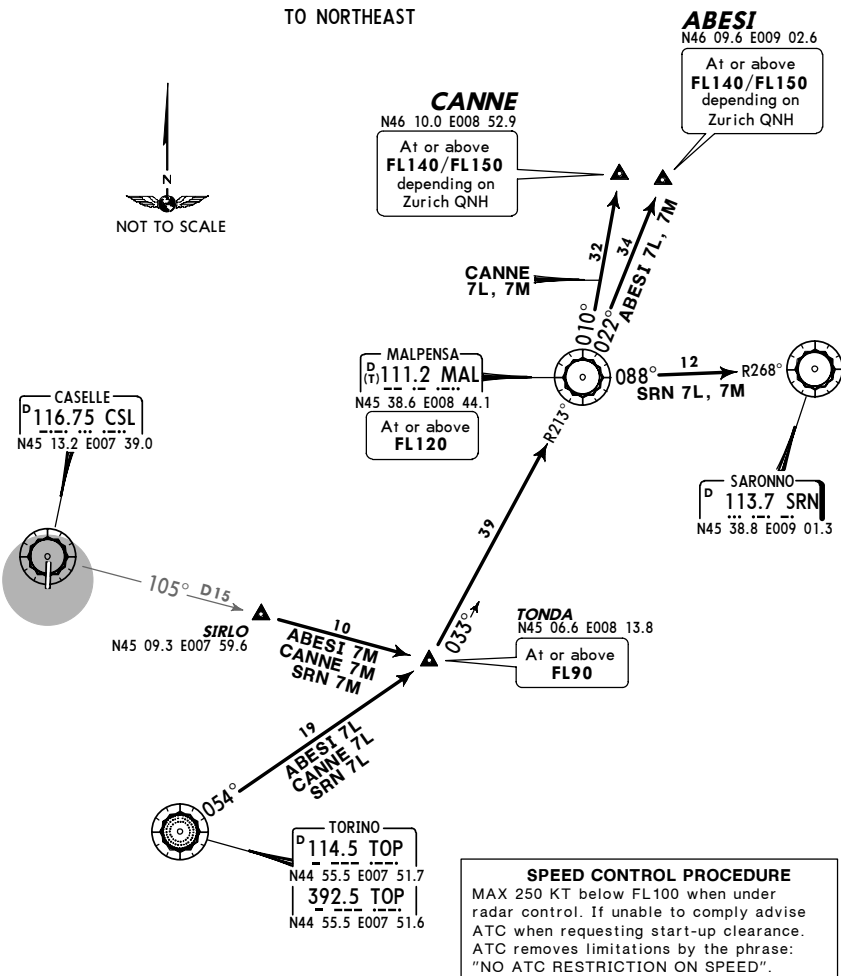
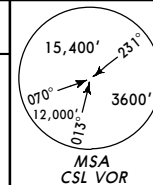
TORINO, ITALY

TRANSITION

Apt Elev
989'

Trans level: By ATC Trans alt: 6000'

ABESI 7L [ABE7L], ABESI 7M [ABE7M]
CANNE 7L [CAN7L], CANNE 7M [CAN7M]
SRN 7L, SRN 7M
TRANSITIONS
TO NORTHEAST



TRANSITION	ROUTING
ABESI 7L	At TOP proceed to TONDA, then to MAL, then to ABESI.
ABESI 7M	At SIRLO intercept CSL R-105 to TONDA, turn LEFT, intercept MAL R-213 inbound to MAL, MAL R-022 to ABESI.
CANNE 7L	At TOP proceed to TONDA, then to MAL, then to CANNE.
CANNE 7M	At SIRLO intercept CSL R-105 to TONDA, turn LEFT, intercept MAL R-213 inbound to MAL, MAL R-010 to CANNE.
SRN 7L	At TOP proceed to TONDA, then to MAL, then to SRN.
SRN 7M	At SIRLO intercept CSL R-105 to TONDA, turn LEFT, intercept MAL R-213 inbound to MAL, MAL R-088 to SRN.

CHANGES: Tracks updated.

© JEPPESEN SANDERSON, INC., 2002, 2007. ALL RIGHTS RESERVED.

LIMF/TRN
CASELLE

JEPPESEN

29 JUN 07 (10-3B) Eff 5 Jul

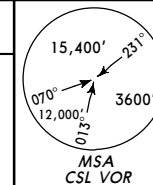
TORINO, ITALY

TRANSITION

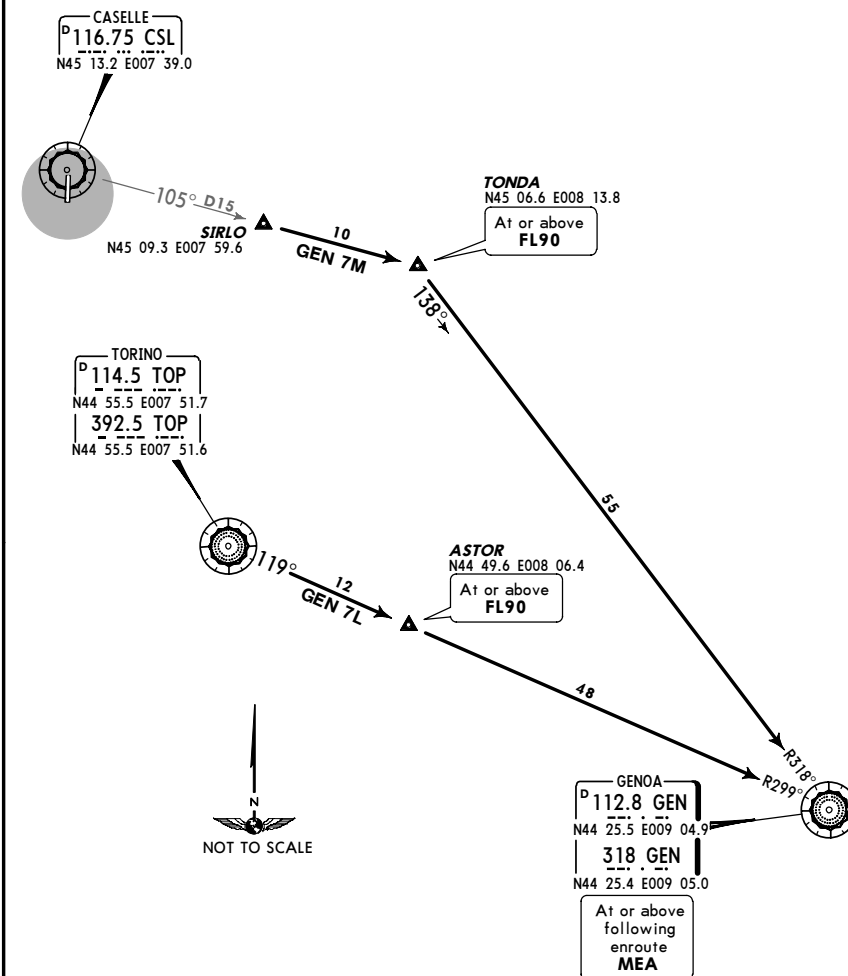
Apt Elev
989'

Trans level: By ATC Trans alt: 6000'

GEN 7L, GEN 7M
TRANSITIONS
TO SOUTHEAST



SPEED CONTROL PROCEDURE
MAX 250 KT below FL100 when under radar control. If unable to comply advise ATC when requesting start-up clearance. ATC removes limitations by the phrase: "NO ATC RESTRICTION ON SPEED".



TRANSITION	ROUTING
GEN 7L	At TOP proceed via ASTOR to GEN.
GEN 7M	At SIRLO intercept CSL R-105 to TONDA, turn RIGHT, intercept GEN R-318 inbound to GEN.

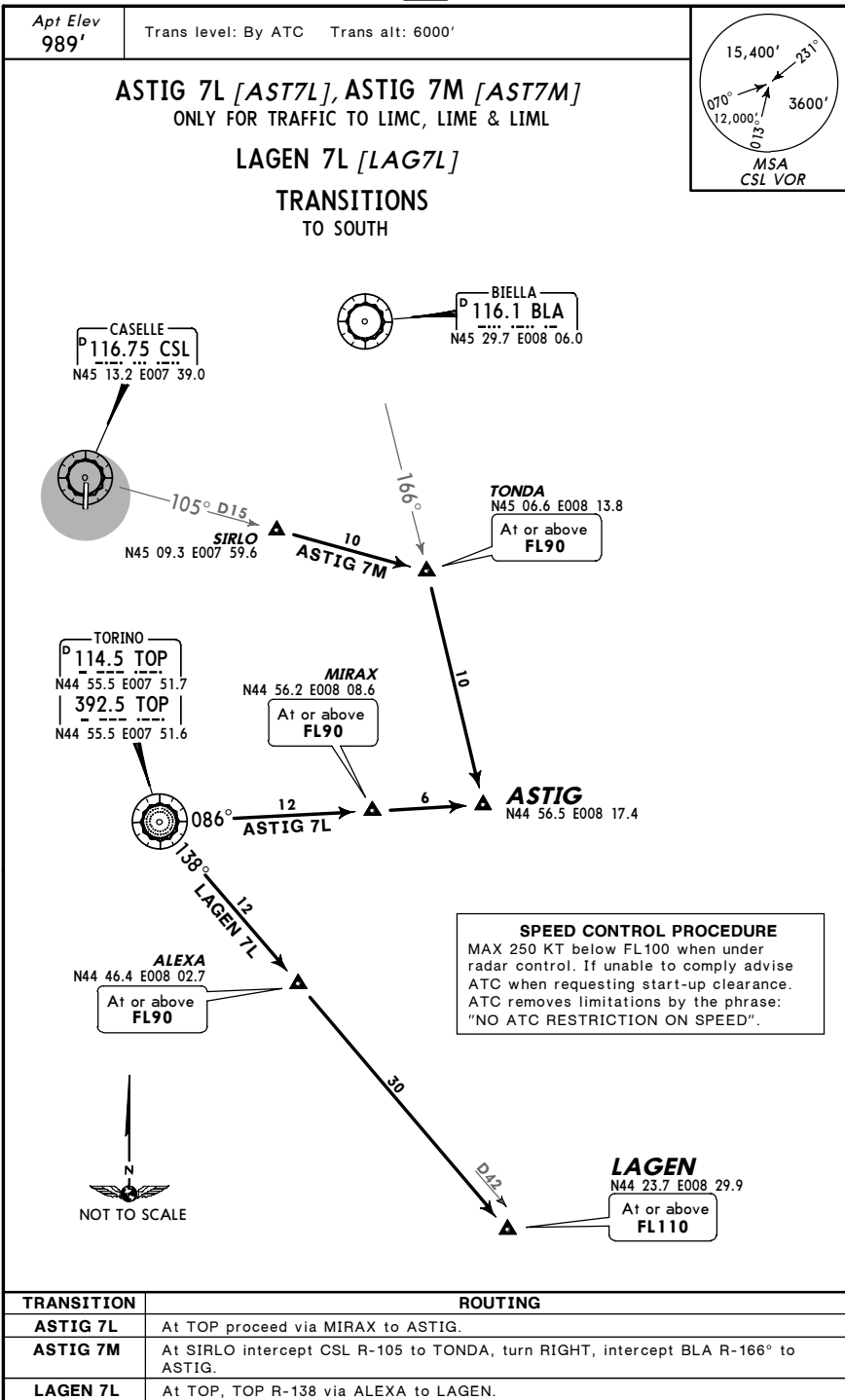
CHANGES: GOLTO transitions withdrawn.

© JEPPESEN SANDERSON, INC., 2003, 2007. ALL RIGHTS RESERVED.

LIMF/TRN
CASELLE

JEPPESEN
29 JUN 07 (10-3C) Eff 5 Jul

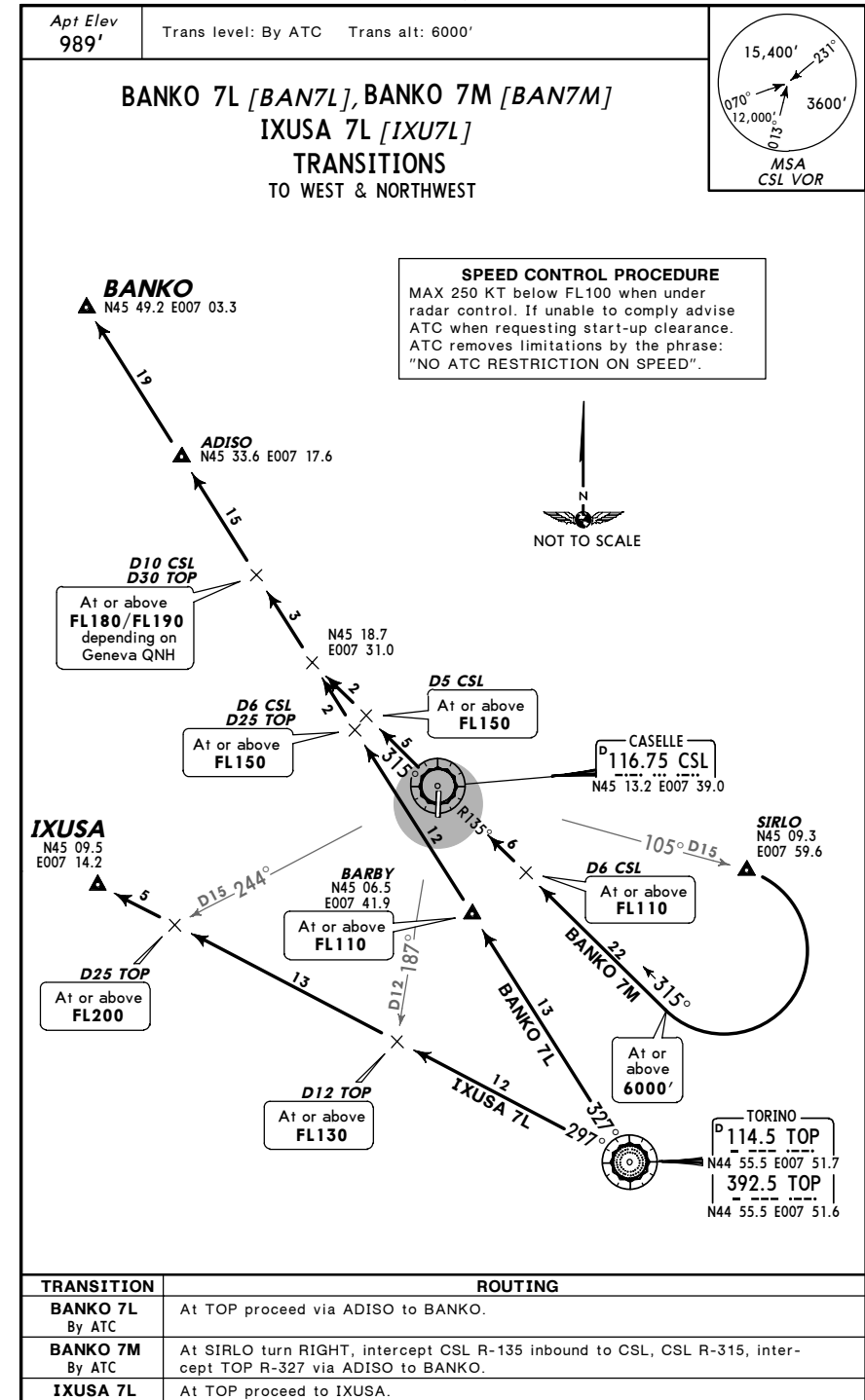
TORINO, ITALY
TRANSITION



LIMF/TRN
CASELLE

JEPPESEN
29 JUN 07 (10-3D) Eff 5 Jul

TORINO, ITALY
TRANSITION



LIMF/TRN
CASELLE

JEPPESEN

29 JUN 07

(10-3E)

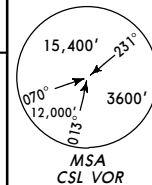
Eff 5 Jul

TORINO, ITALY

TRANSITION

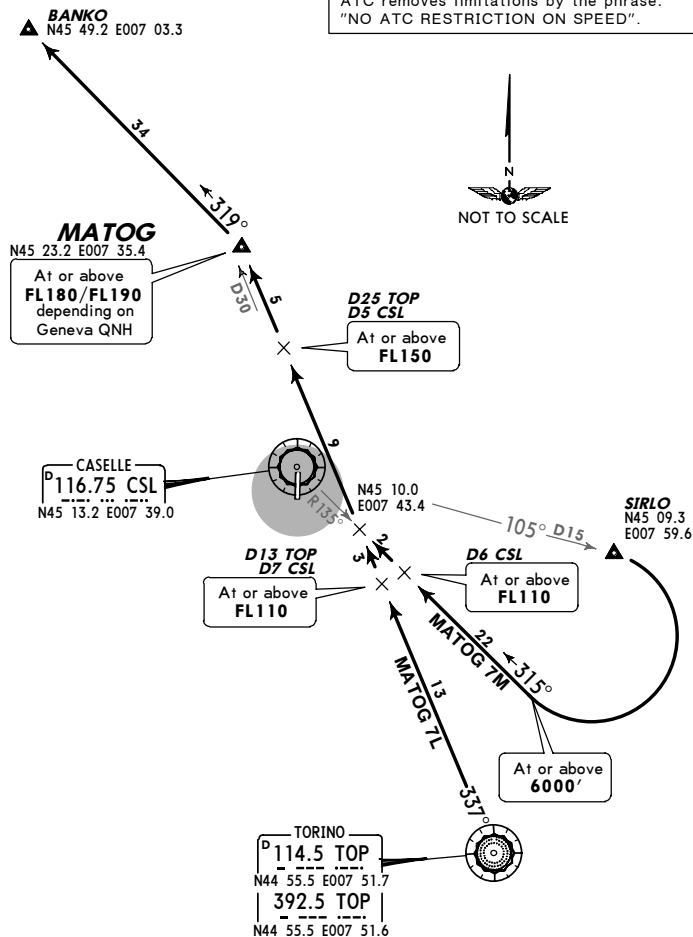
Apt Elev
989'

Trans level: By ATC Trans alt: 6000'



**MATOG 7L [MAT7L]
MATOG 7M [MAT7M]
TRANSITIONS
TO NORTHWEST**

SPEED CONTROL PROCEDURE
MAX 250 KT below FL100 when under radar control. If unable to comply advise ATC when requesting start-up clearance. ATC removes limitations by the phrase: "NO ATC RESTRICTION ON SPEED".



TRANSITION

ROUTING

MATOG 7L

At TOP proceed to MATOG, then to BANKO.

MATOG 7M

At SIRLO turn RIGHT, intercept CSL R-135 inbound to D6 CSL, turn RIGHT, intercept TOP R-337 to MATOG, turn LEFT, 319° track to BANKO.

CHANGES: Tracks updated.

© JEPPESEN SANDERSON, INC., 2003, 2007. ALL RIGHTS RESERVED.

LIMF/TRN
CASELLE

JEPPESEN

29 JUN 07

(10-3F)

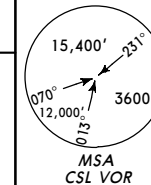
Eff 5 Jul

TORINO, ITALY

RNAV TRANSITION

Apt Elev
989'

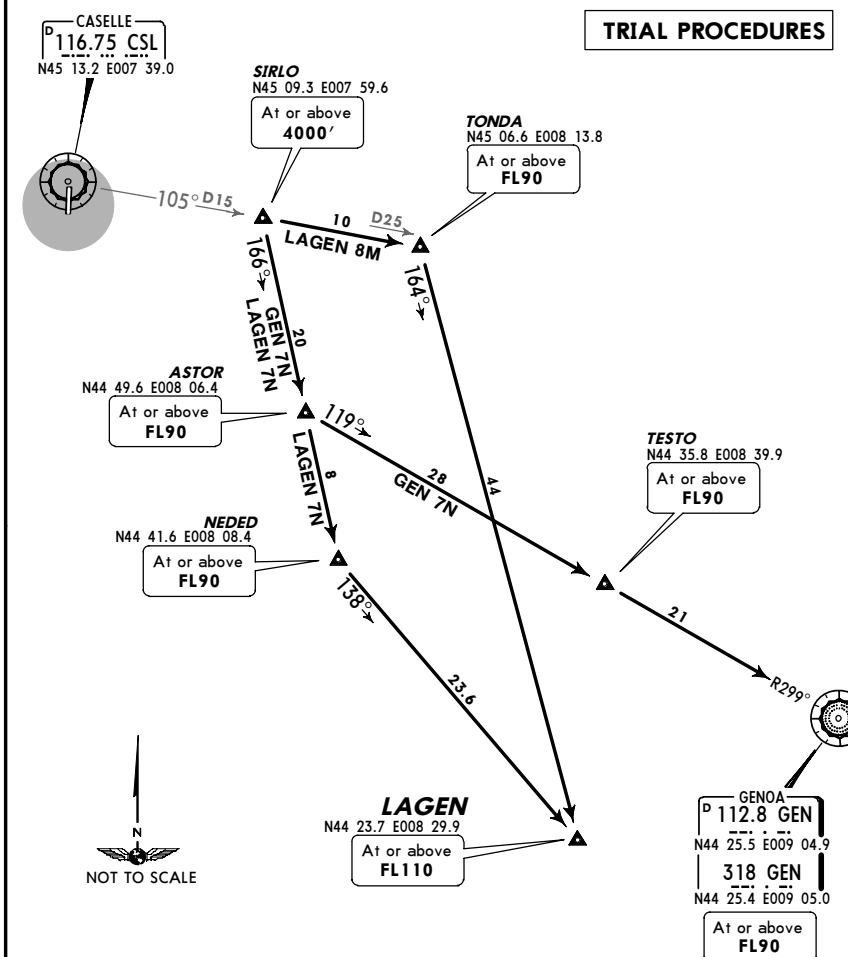
Trans level: By ATC Trans alt: 6000'



**GEN 7N
LAGEN 8M [LAG8M], LAGEN 7N [LAG7N]
RNAV TRANSITIONS**

SPEED CONTROL PROCEDURE
MAX 250 KT below FL100 when under radar control. If unable to comply advise ATC when requesting start-up clearance. ATC removes limitations by the phrase: "NO ATC RESTRICTION ON SPEED".

TRIAL PROCEDURES



TRANSITION

ROUTING

GEN 7N

SIRLO (4000'+) - ASTOR (FL90+) - TESTO (FL90+) - GEN (FL90+).

LAGEN 8M

SIRLO (4000'+) - TONDA (FL90+) - LAGEN (FL110+).

LAGEN 7N

SIRLO (4000'+) - ASTOR (FL90+) - NEDED (FL90+) - LAGEN (FL110+).

CHANGES: RNAV transition LAGEN 8M transferred.

© JEPPESEN SANDERSON, INC., 2005, 2007. ALL RIGHTS RESERVED.

LIMF/TRN

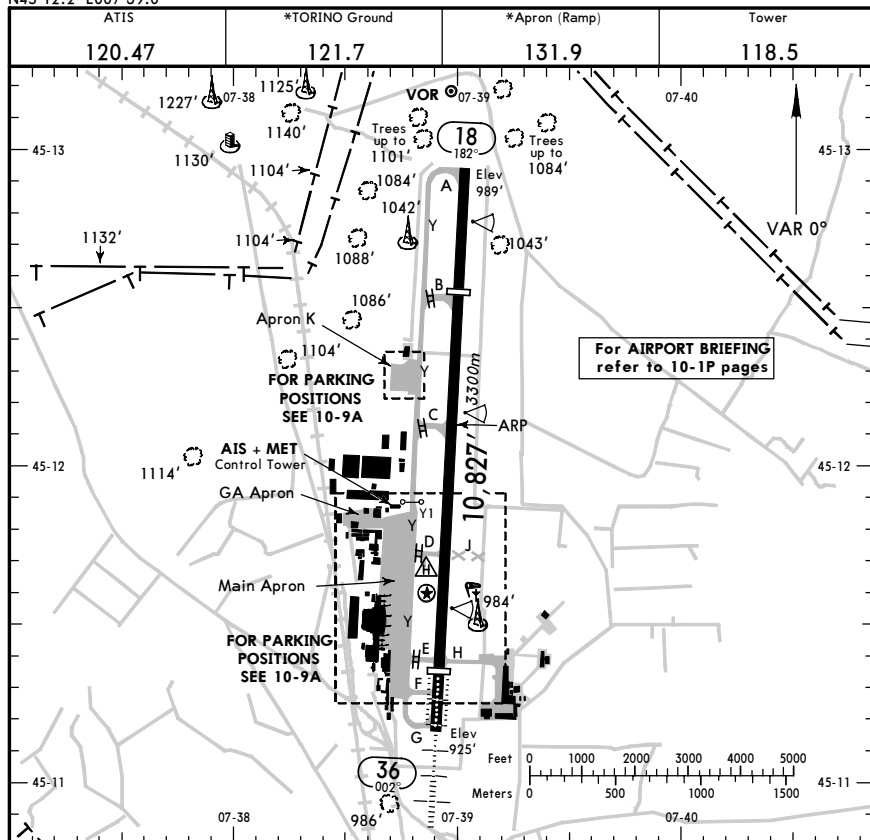
Apt Elev **989'**
N45 12.2 E007 39.0

JEPPESEN

29 JUN 07 **(10-9)** Eff 5 Jul

TORINO, ITALY

CASELLE



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond		
18	HIRL CL (15m) PAPI (3.0°)	RVR 8445'	2574m		197'
36	HIRL CL (15m) HIALS-II SFL TDZ PAPI (3.0°)	RVR 9672'	2948m	8659' 2639m	60m

1 TAKE-OFF RUN AVAILABLE

RWY 36:

From rwy head 10,827' (3300m)
twy F int 10,171' (3100m)
twy E, H int 9678' (2950m)
twy D int 7480' (2280m)

JAR-OPS

TAKE-OFF 1

	All Rwys				
	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
A					NIL (DAY only)
B	125m	150m	200m	250m	400m
C					500m
D	150m	200m	250m	300m	

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

CHANGES: Notes transferred to 10-1P pages.

© JEPPESEN SANDERSON, INC., 2000, 2007. ALL RIGHTS RESERVED.

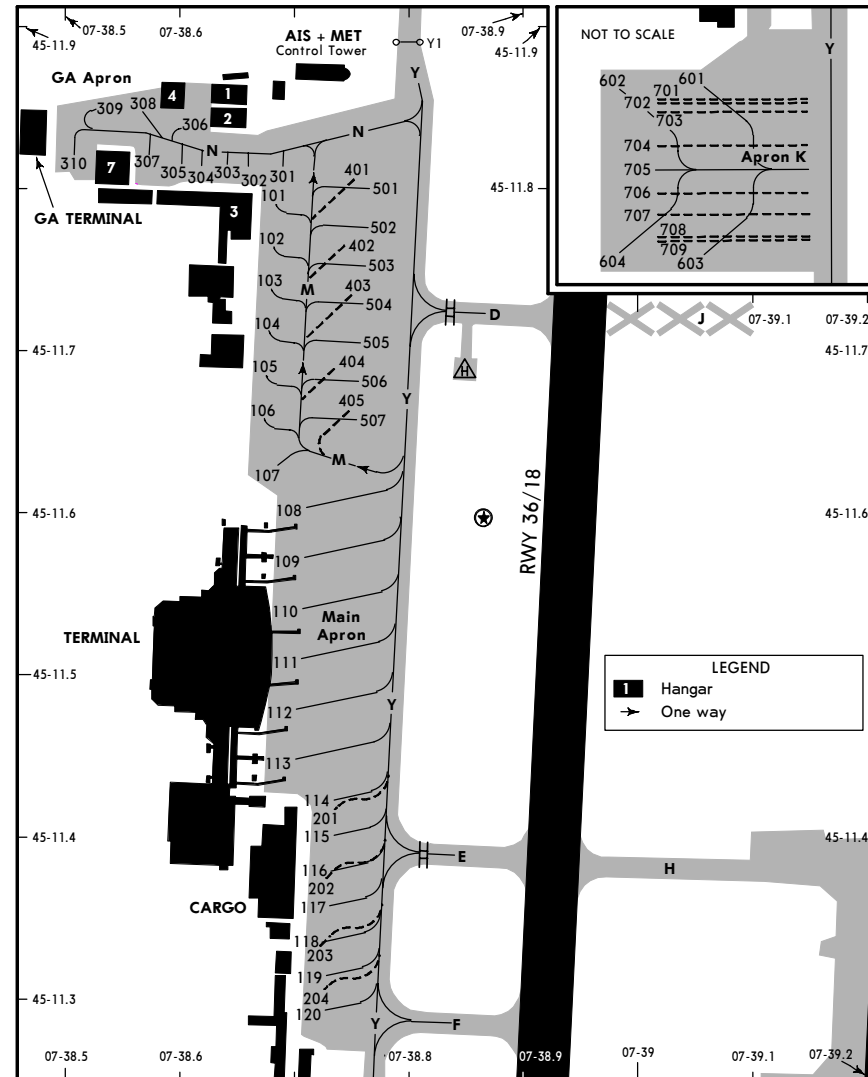
LIMF/TRN

JEPPESEN

29 JUN 07 **(10-9A)** Eff 5 Jul

TORINO, ITALY

CASELLE



NOT TO SCALE

LEGEND
1 Hangar
➔ One way

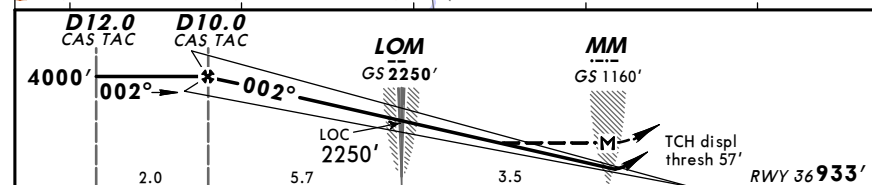
INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
101	N45 11.8 E007 38.7	308	N45 11.9 E007 38.6
102	N45 11.8 E007 38.6	309	N45 11.9 E007 38.5
103 thru 106	N45 11.7 E007 38.6	310	N45 11.8 E007 38.5
107 thru 109	N45 11.6 E007 38.6	401, 402	N45 11.8 E007 38.7
110 thru 112	N45 11.5 E007 38.6	403 thru 405	N45 11.7 E007 38.7
113	N45 11.4 E007 38.6	501, 502	N45 11.8 E007 38.7
114 thru 116	N45 11.4 E007 38.7	503 thru 506	N45 11.7 E007 38.7
117 thru 120	N45 11.3 E007 38.7	507	N45 11.6 E007 38.7
201, 202	N45 11.4 E007 38.7	601, 602	N45 12.3 E007 38.7
203, 204	N45 11.3 E007 38.7	603, 604	N45 12.2 E007 38.7
301, 302	N45 11.8 E007 38.7	701 thru 706	N45 12.3 E007 38.7
303 thru 307	N45 11.8 E007 38.6	707 thru 709	N45 12.2 E007 38.7

CHANGES: Notes transferred to 10-1P pages.

© JEPPESEN SANDERSON, INC., 2000, 2007. ALL RIGHTS RESERVED.

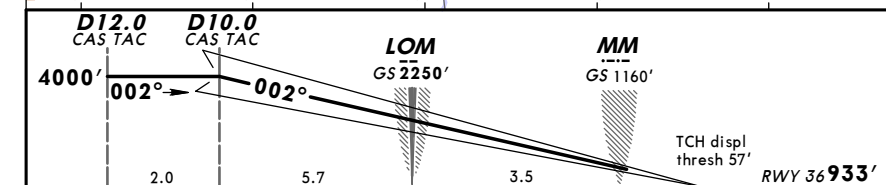
TORINO, ITALY
ILS Z Rwy 36



JAR-OPS		STRAIGHT-IN LANDING RWY 36				CIRCLE-TO-LAND		
ILS		LOC (GS out)		Not authorized				
DA(H) ABC: 1133'(200')D:1137'(204')		MDA(H) 1310'(377')		West of rwy				
FULL		ALS out		MM out	ALS out	Max Kts	MDA(H)	Vis
A	RVR 550m	RVR 1000m	RVR 900m	NOT AUTH	RVR 1500m	100	1550'(561')	1500m
B			RVR 1000m		135	1550'(561')	1600m	
C			RVR 1800m		180	1750'(761')	2400m	
D			RVR 1400m		205	1750'(761')	3600m	

© JEPPESEN SANDERSON, INC., 2000, 2007. ALL RIGHTS RESERVED.

TORINO, ITALY
CAT II ILS Z Rwy 36



JARS OPS 4	JAR-OPS	STRAIGHT-IN LANDING RWY 36	
		CAT II ILS	
	ABC	D	
	RA 106'	RA 114'	
	DA(H) 1033' (100')	DA(H) 1040' (107')	
	RVR 300m I		
	I Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.		

© JEPPESEN SANDERSON, INC., 2000, 2007. ALL RIGHTS RESERVED.

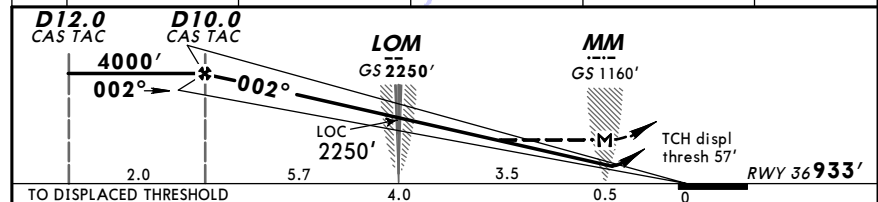
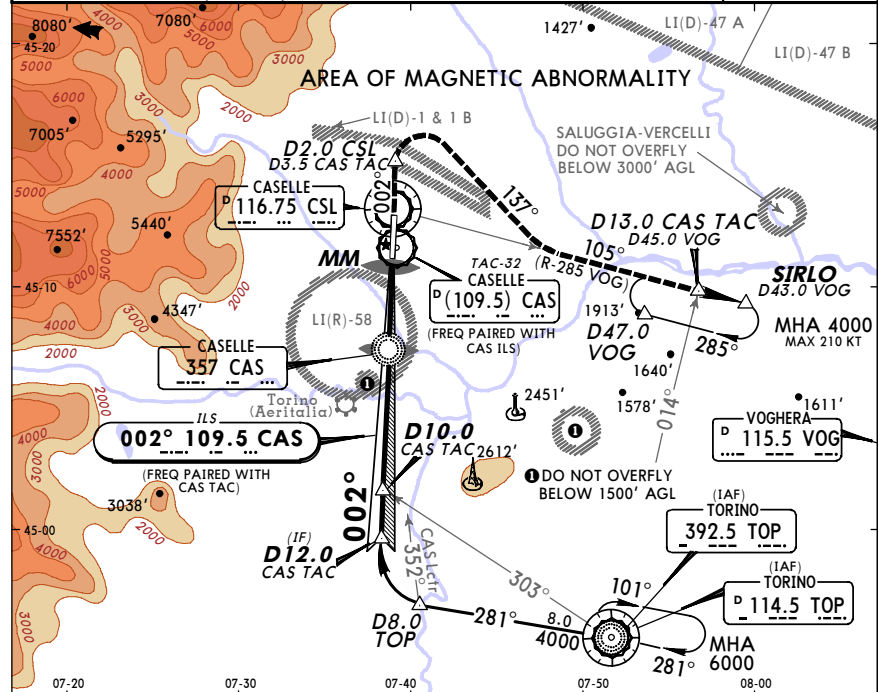
LIMF/TRN
CASELLE

JEPPESEN
1 DEC 06 (11-2)

TORINO, ITALY
ILS Y Rwy 36

ATIS		TORINO Approach (R)		TORINO Tower		*Ground
120.47		129.27		118.5		121.7
LOC	Final	GS	ILS	Apt Elev	989'	RWY 933'
CAS	Apch Crs	LOM	DA(H)	Refer to		
109.5	002°	2250' (1317')	Minimums			

MISSED APCH: Continue on track 002° climbing to 4000'. At D2.0 CSL at or above 1500' turn RIGHT on track 137° to join and follow R-285 VOG to holding pattern SIRLO.
To overfly prohibited area SALUGGIA-VERCELLI cross D13.0 CAS TAC at or above 4000'.
Alt Set: hPa Rwy Elev: 34 hPa Trans level: By ATC
WARNING: False LOC captures may occur, take max caution.



TO DISPLACED THRESHOLD		4.0		0.5		0		RWY 36 933'	
Gnd speed-Kts		70	90	100	120	140	160		
ILS GS 3.00° or		377	485	539	647	755	862		
LOC Descent Gradient 5.2%									
MAP at MM									
JAR-OPS		STRAIGHT-IN LANDING RWY 36						CIRCLE-TO-LAND	
ILS		LOC (GS out)						Not authorized	
DA(H) ABC: 1133' (200') D: 1137' (204')		MDA(H) 1310' (377')						West of rwy	
FULL		ALS out							
A		RVR 900m						Max	
B		RVR 550m						Kts	
C		RVR 1000m						MDA(H) VIS	
D		RVR 600m						100 1550' (561') 1500m	
								135 1550' (561') 1600m	
								180 1750' (761') 2400m	
								205 1750' (761') 3600m	

CHANGES: Missed apch.

© JEPPESEN SANDERSON, INC., 2005, 2006. ALL RIGHTS RESERVED.

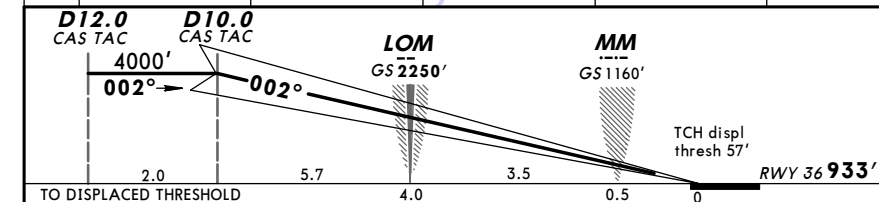
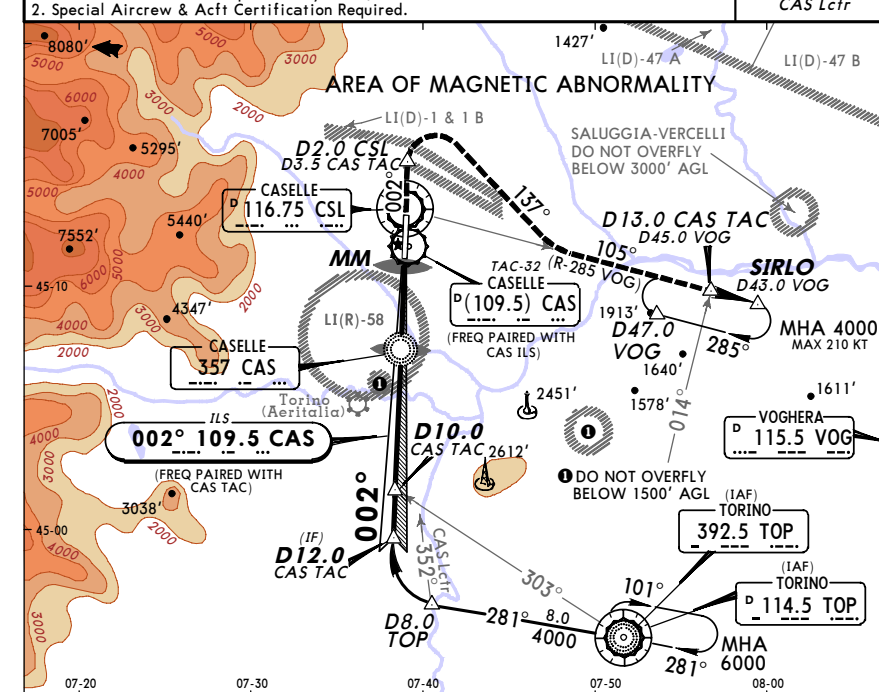
LIMF/TRN
CASELLE

JEPPESEN
1 DEC 06 (11-2A)

TORINO, ITALY
CAT II ILS Y Rwy 36

ATIS		TORINO Approach (R)		TORINO Tower		*Ground
120.47		129.27		118.5		121.7
LOC	Final	GS	CAT II ILS	Apt Elev	989'	RWY 933'
CAS	Apch Crs	LOM	RA/DA(H)	Refer to		
109.5	002°	2250' (1317')	Minimums			

MISSED APCH: Continue on track 002° climbing to 4000'. At D2.0 CSL at or above 1500' turn RIGHT on track 137° to join and follow R-285 VOG to holding pattern SIRLO.
To overfly prohibited area SALUGGIA-VERCELLI cross D13.0 CAS TAC at or above 4000'.
Alt Set: hPa Rwy Elev: 34 hPa Trans level: By ATC
1. WARNING: False LOC captures may occur, take max caution.
2. Special Aircrew & Acft Certification Required.



TO DISPLACED THRESHOLD		4.0		0.5		0		RWY 36 933'	
Gnd speed-Kts		70	90	100	120	140	160		
GS 3.00°		377	485	539	647	755	862		
JAR-OPS		STRAIGHT-IN LANDING RWY 36						CAT II ILS	
ABC								D	
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: Missed apch.

© JEPPESEN SANDERSON, INC., 2005, 2006. ALL RIGHTS RESERVED.

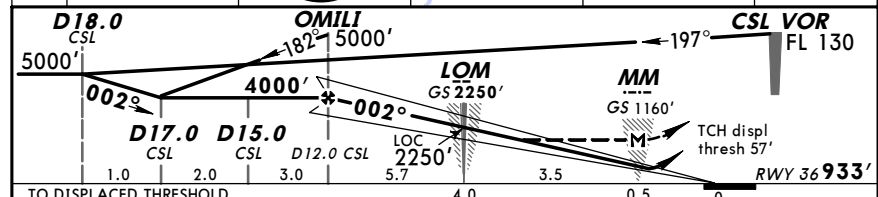
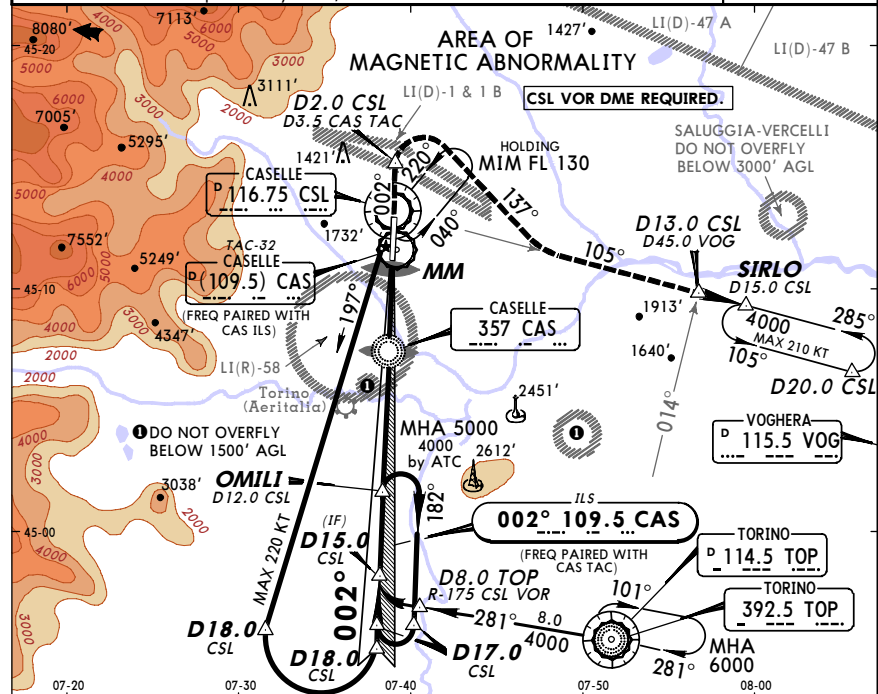
LIMF/TRN
CASELLE

JEPPESEN

29 JUN 07 (11-3) Eff 5 Jul

TORINO, ITALY
ILS X Rwy 36

BRIEFING STRIP	ATIS 120.47		TORINO Approach (R) 129.27		TORINO Tower 118.5		*Ground 121.7	
	LOC CAS 109.5	Final Apch Crs 002°	GS LOM 2250' (1317')	ILS DA(H) Refer to Minimums	Apt Elev 989' RWY 933'			
	MISSED APCH: Continue on track 002° climbing to 4000'. At D2.0 CSL at or above 1500' turn RIGHT on track 137° to join and follow R-105 CSL to holding pattern SIRLO. To overfly prohibited area SALUGGIA-VERCELLI cross D13.0 CSL at or above 4000'.							
	Alt Set: hPa Rwy Elev: 34 hPa Trans level: By ATC Trans alt: 6000'							
	WARNING: False LOC captures may occur, take max caution.							
MSA CSL VOR								



TO DISPLACED THRESHOLD		70	90	100	120	140	160	HIALS-II		MIM	002°	D2.0
Gnd speed-Kts		377	485	539	647	755	862	PAPI	PAPI	1500'		CSL
ILS GS 3.00° or LOC Descent Gradient 5.2%												
MAP at MM												

JAR-OPS		STRAIGHT-IN LANDING RWY 36				CIRCLE-TO-LAND Not authorized West of rwy			
ILS		LOC (GS out)		MDA(H)		MIM		ALS out	
DA(H) ABC: 1133' (200') D: 1137' (204')		FULL		ALS out		RVR 900m		RVR 1500m	
A		RVR 550m		RVR 1000m		NOT AUTH		RVR 1800m	
B		RVR 600m		RVR 1400m		RVR 2000m		RVR 2400m	
C		RVR 1000m		RVR 1400m		RVR 1800m		RVR 2400m	
D		RVR 1400m		RVR 1800m		RVR 2400m		RVR 3000m	

CHANGES: New procedure.

© JEPPESEN SANDERSON, INC., 2007. ALL RIGHTS RESERVED.

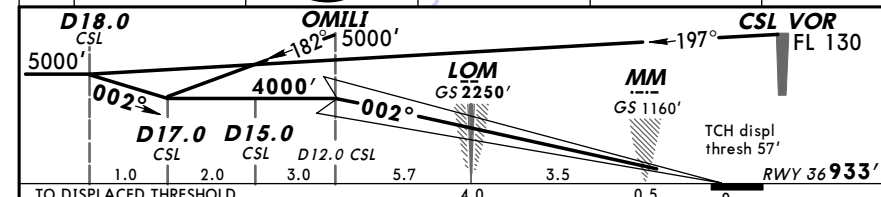
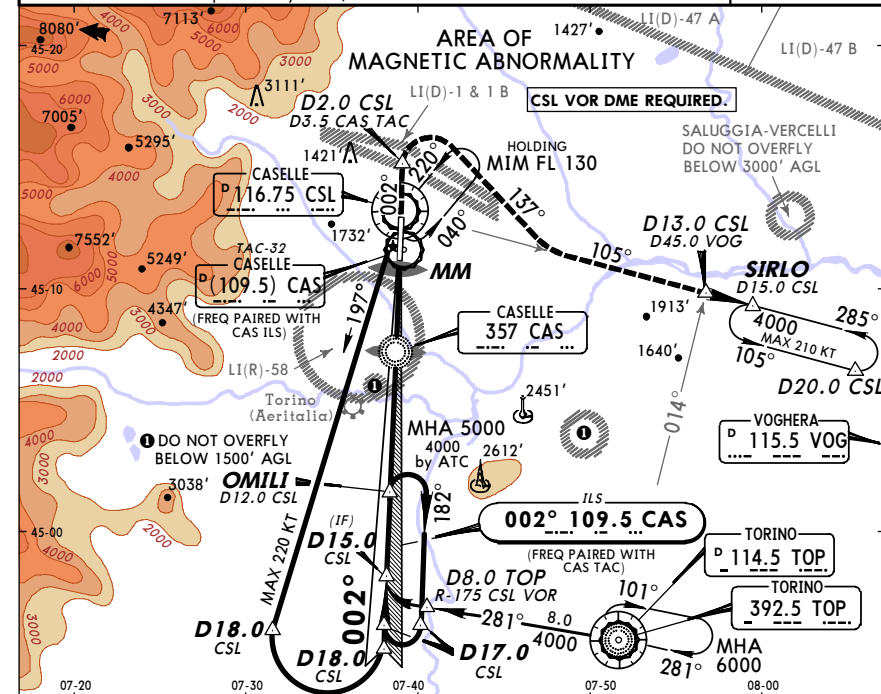
LIMF/TRN
CASELLE

JEPPESEN

29 JUN 07 (11-3A) Eff 5 Jul

TORINO, ITALY
CAT II ILS X Rwy 36

BRIEFING STRIP TM	ATIS 120.47		TORINO Approach (R) 129.27		TORINO Tower 118.5		*Ground 121.7	
	LOC	Final	GS	CAT II ILS	Apt Elev 989'			
	CAS	Apch Crs	LOM	RA/DA(H)	RWY 933'			
	109.5	002°	2250' (1317')	Refer to Minimums				
	MISSED APCH: Continue on track 002° climbing to 4000'. At D2.0 CSL at or above 1500' turn RIGHT on track 137° to join and follow R-105 CSL to holding pattern SIRLO. To overfly prohibited area SALUGGIA-VERCELLI cross D13.0 CSL at or above 4000'. Alt Set: hPa Rwy Elev: 34 hPa Trans level: By ATC Trans alt: 6000' WARNING: False LOC captures may occur, take max caution.							
MSA CSL VOR								



TO DISPLACED THRESHOLD		70	90	100	120	140	160	HIALS-II		MIM	002°	D2.0
Gnd speed-Kts		377	485	539	647	755	862	PAPI	PAPI	1500'		CSL
ILS GS 3.00° or LOC Descent Gradient 5.2%												
MAP at MM												

JAR-OPS		STRAIGHT-IN LANDING RWY 36				CIRCLE-TO-LAND Not authorized West of rwy			
ILS		LOC (GS out)		MDA(H)		MIM		ALS out	
DA(H) ABC: 1133' (200') D: 1137' (204')		FULL		ALS out		RVR 900m		RVR 1500m	
A		RVR 550m		RVR 1000m		NOT AUTH		RVR 1800m	
B		RVR 600m		RVR 1400m		RVR 2000m		RVR 2400m	
C		RVR 1000m		RVR 1400m		RVR 1800m		RVR 2400m	
D		RVR 1400m		RVR 1800m		RVR 2400m		RVR 3000m	

CHANGES: New procedure.

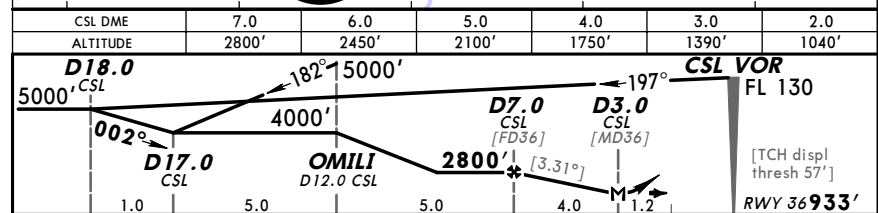
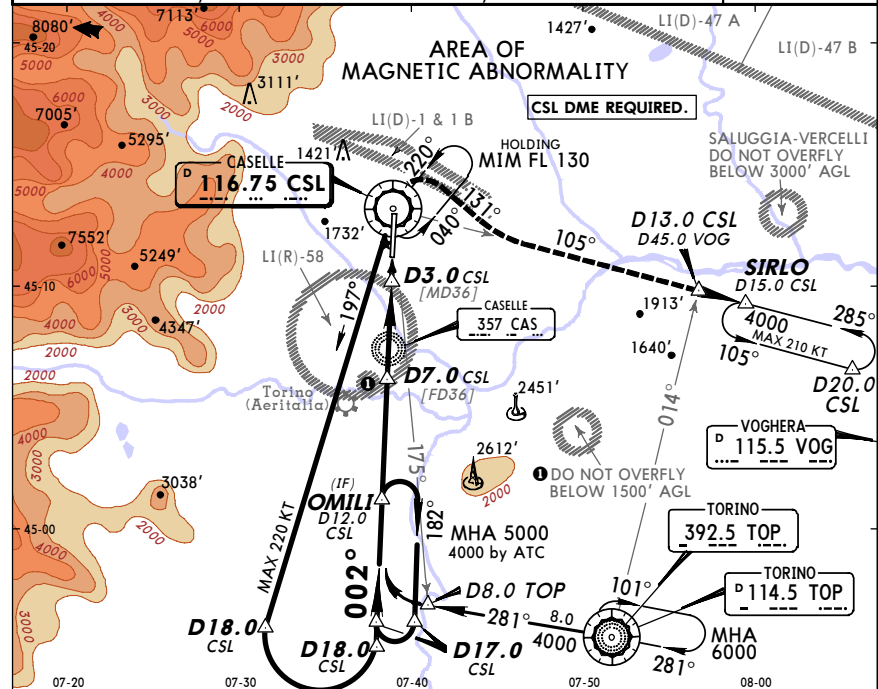
© JEPPESEN SANDERSON, INC., 2007. ALL RIGHTS RESERVED.

LIMF/TRN
CASELLE

JEPPesen
29 JUN 07 (13-1) Eff 5 Jul

TORINO, ITALY
VOR Rwy 36

ATIS		TORINO Approach (R)		TORINO Tower		*Ground
VOR	120.47	Final	129.27	118.5		121.7
CSL		Apch Crs				
116.75		002°	2800' (1867')	1360' (427')	MDA(H)	Apt Elev 989'
						RWY 933'
MISSED APCH: Proceed to CSL VOR climbing to 4000'. Over CSL VOR turn RIGHT on track 131° to join and follow R-105 CSL to holding pattern SIRLO. To overfly prohibited area SALUGGIA-VERCELLI cross D13.0 CSL at or above 4000'.						
Alt Set: hPa		Rwy Elev: 34 hPa		Trans level: By ATC		Trans alt: 6000'
						MSA CSL VOR



Gnd speed-Kts	70	90	100	120	140	160		HIALS-II	
Desc Grad 5.78% or								PAPI	PAPI
Descent angle [3.31°]	410	527	586	703	820	937			
MAP at D3.0 CSL									
JAR-OPS STRAIGHT-IN LANDING RWY 36									
CIRCLE-TO-LAND									
Not authorized West of rwy									
MDA(H) 1360' (427')									
ALS out									
Max Kts									
MDA(H) VIS									
A	RVR 900m		RVR 1500m	100	1550' (561')	1500m			
B	RVR 1000m		RVR 1800m	135	1550' (561')	1600m			
C	RVR 1200m		RVR 2000m	180	1750' (761')	2400m			
D	RVR 1400m			205	1750' (761')	3600m			

JAR-OPS		STRAIGHT-IN LANDING RWY 36		CIRCLE-TO-LAND	
				Not authorized West of rwy	
		MDA(H) 1360' (427')			
		ALS out			
		Max Kts			
		MDA(H) VIS			
A	RVR 900m		RVR 1500m	100	1550' (561') 1500m
B	RVR 1000m		RVR 1800m	135	1550' (561') 1600m
C	RVR 1200m		RVR 2000m	180	1750' (761') 2400m
D	RVR 1400m			205	1750' (761') 3600m

CHANGES: Procedure.

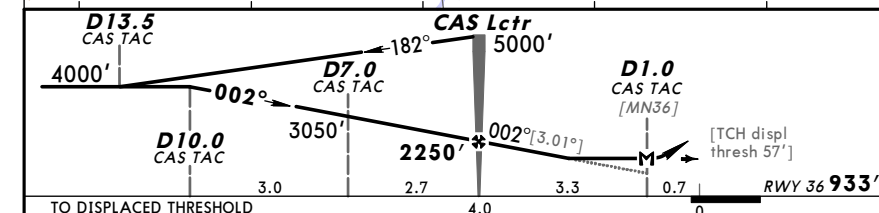
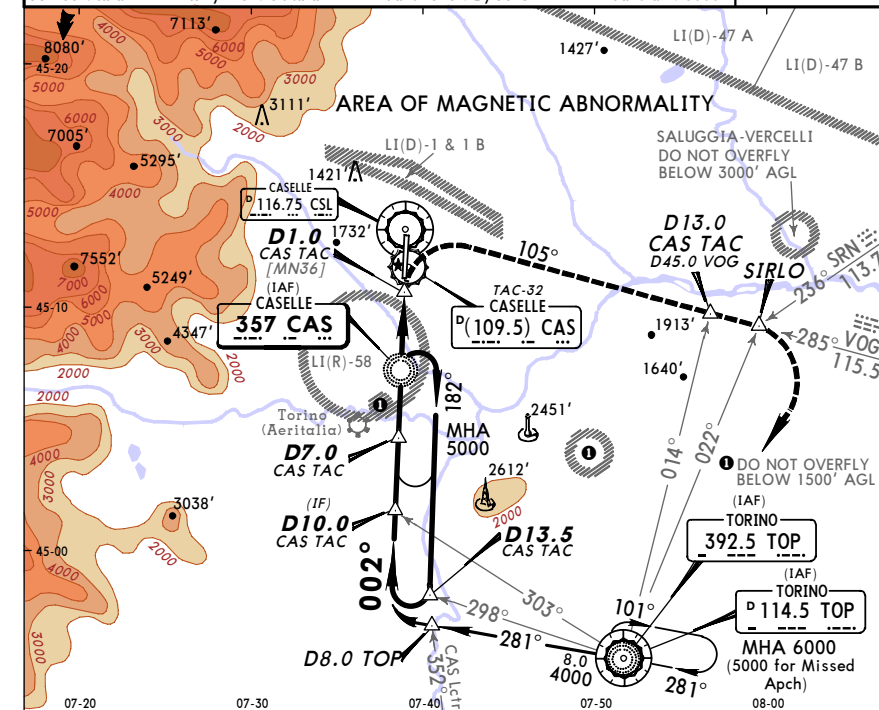
© JEPPesen SANDERSON, INC., 2000, 2007. ALL RIGHTS RESERVED.

LIMF/TRN
CASELLE

JEPPesen
29 JUN 07 (16-1) Eff 5 Jul

TORINO, ITALY
Lctr Rwy 36

ATIS		TORINO Approach (R)		TORINO Tower		*Ground
Lctr	120.47	Final	129.27	118.5		121.7
CAS		Apch Crs				
357		002°	2250' (1317')	1500' (567')	MDA(H)	Apt Elev 989'
						RWY 933'
MISSED APCH: Turn RIGHT to join R-285 VOG VOR (track 105°) to SIRLO, then proceed to TOP VOR/NDB climbing to 5000'. To overfly prohibited area SALUGGIA-VERCELLI cross D13.0 CSL at or above 4000'.						
Alt Set: hPa		Rwy Elev: 34 hPa		Trans level: By ATC		Trans alt: 6000'
						MSA CAS Lctr



Gnd speed-Kts	70	90	100	120	140	160		HIALS-II	
Desc Grad 5.26% or								PAPI	PAPI
Descent angle [3.01°]	373	479	532	639	745	852			
MAP at D1.0 CAS TAC									
JAR-OPS STRAIGHT-IN LANDING RWY 36									
CIRCLE-TO-LAND									
Not authorized West of rwy									
MDA(H) 1500' (567')									
ALS out									
Max Kts									
MDA(H) VIS									
A	RVR 1000m		RVR 1500m	100	1550' (561')	1500m			
B	RVR 1200m		RVR 1800m	135	1550' (561')	1600m			
C	RVR 1400m		RVR 2000m	180	1750' (761')	2400m			
D	RVR 1600m			205	1750' (761')	3600m			

JAR-OPS		STRAIGHT-IN LANDING RWY 36		CIRCLE-TO-LAND	
				Not authorized West of rwy	
		MDA(H) 1500' (567')			
		ALS out			
		Max Kts			
		MDA(H) VIS			
A	RVR 1000m		RVR 1500m	100	1550' (561') 1500m
B	RVR 1200m		RVR 1800m	135	1550' (561') 1600m
C	RVR 1400m		RVR 2000m	180	1750' (761') 2400m
D	RVR 1600m			205	1750' (761') 3600m

CHANGES: Procedure title. Missed approach. Descent angle.

© JEPPesen SANDERSON, INC., 2000, 2007. ALL RIGHTS RESERVED.