Licensed to Elefant air. Printed on 15 Jun 2008.

NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 05-2008

JEPPES E N

JeppView 3.5.2.0

LIMF/TRN SJEPPESEN TORINO, ITALY
CASELLE 19 OCT 07 10-1P Eff 25 Oct 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.

CHANGES: None. © JEPPESEN SANDERSON, INC., 2007. ALL RIGHTS RESERVED.

Licensed to Elefant air. Printed on 15 Jun 2008.

NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 05-2008

LIMF/TRN

CASELLE

JEPPESEN JeppView 3.5.2.0

TORINO, ITALY
19 OCT 07 (10-1P1) Eff 25 Oct 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 $200\,$ $^{\prime}$.

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.

Licensed to Elefant air. Printed on 15 Jun 2008.

NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 05-2008

JEPPESEN

JeppView 3.5.2.0

LIMF/TRN SIEPPESEN TORINO, ITALY
CASELLE 29 JUN 07 (10-1P2) Eff 5 Jul 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.

CHANGES: New page. © JEPPESEN SANDERSON, INC., 2007. ALL RIGHTS RESERVED.

Licensed to Elefant air. Printed on 15 Jun 2008.

NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 05-2008

JEPPES E N

JeppView 3.5.2.0

LIMF/TRN SIEPPESEN TORINO, ITALY
CASELLE 29 JUN 07 10-1P3 Eff 5 Jul 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.

Licensed to Elefant air. Printed on 15 Jun 2008.

NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 05-2008

JEPPES EN

JeppView 3.5.2.0

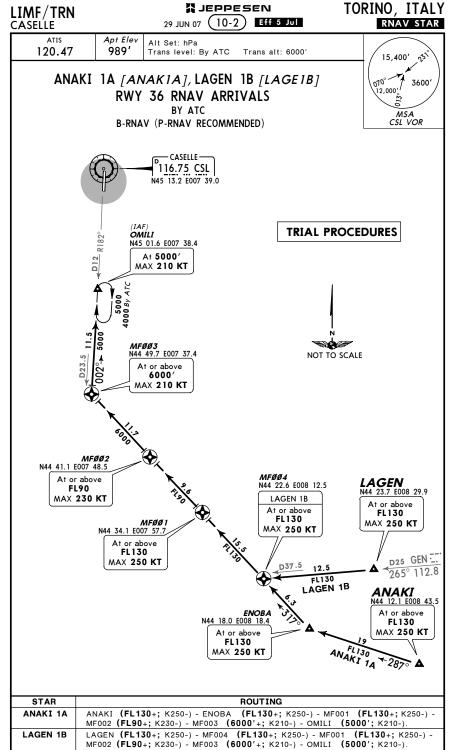
JeppView 3.5.2.0 TORINO, ITALY **NJEPPESEN** LIMF/TRN 29 JUN 07 (10-1R) RADAR MINIMUM ALTITUDES CASELLE Alt Set: hPa Trans level: By ATC Trans alt: 6000' TORINO 1. Altitudes are based on Torino QNH. Radar (APP) 2. Minimum altitudes provide 1000' obstacle clearance within 3 NM from 9891 129.27 aircraft position until 20 NM from radar antenna and within 5 NM from aircraft position beyond 20 NM from radar antenna 5511' 10472 914022 **€**7836 46-30 12143 10656 FD110 5000 FL 195 VOG VOR DME/NDE 3000 5440 LI(P)-93 CAS LCTR 4000 13456 10907 FL 195 FL90 6000 3845' 11189 TOP VOR DME/NDB 9287 FL125 FL 145 10013 4556 7630 5000

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

Licensed to Elefant air. Printed on 15 Jun 2008.

NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 05-2008

JEPPESEN JeppView 3.5.2.0



TORINO, ITALY M JEPPESEN LIMF/TRN (10-2A) Eff 5 Jul CASELLE STAR 29 JUN 07 Apt Elev Alt Set: hPa 9891 120.47 Trans level: By ATC Trans alt: 6000 15,400' ABN 1A, ABN 1BO 3600 ABROR 1A [ABRO1A] . 12,000 ABROR 1B [ABRO1B] MSA CSL VOR CSL 1A @ **ABROR** N45_13.8 E007 25.0 **ARRIVALS** ∕093°<u> </u> - CASELLE — 116.75 CSL N45 13.2 E007 39.0 • By ATC. May be authorized depending on traffic within LI(R)-64 & LI(R)-64bis. **GLORY** N45 05.9 E007 36.5 2 By ATC. May be authorized in opposite direction with MEA FL130. (IAF) TORINO -114.5 TOP N44 55.5 E007 51.7 392.5 TOP N44 55.5 E007 51.6 NOT TO SCALE **ALEXA** N44 46.4 E008 02.7 ALARI N44 44.0 E007 56.5 LI(R)-64bis A LAGEN N44 23.7 E008 29.9 LI(R)-64 ALBENGA 420 ABN N44 03.4 E008 13.3

Licensed to Elefant air. Printed on 15 Jun 2008.

NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 05-2008

JEPPISEN

JeppView 3.5.2.0

TORINO, ITALY **MJEPPESEN** LIMF/TRN CASELLE 27 JUL 07 (10-2B) Apt Elev Alt Set: hPa Trans level: By ATC Trans alt: 6000' 120.47 9891 GEN 1A KUMIN 1A [KUMI1A] LAGEN 1A [LAGE1A] **ARRIVALS**

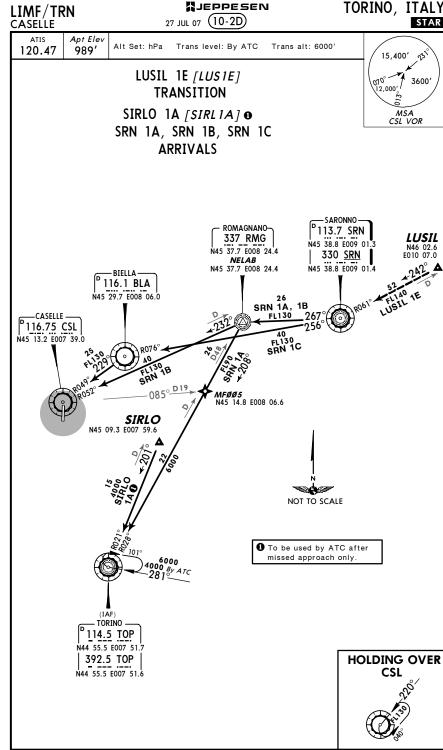
MJEPPESEN TORINO, ITALY LIMF/TRN 27 JUL 07 (10-2C) STAR CASELLE Apt Elev Alt Set: hPa Trans level: By ATC Trans alt: 6000' 120.47 989' 15,400' ODINA 1E [ODIN1E] 3600' 12.000'. ODINA 1F [ODIN1F] **ARRIVALS** MSA CSL VOR ODINA A NOT TO SCALE ROMAGNANO-- CASELLE -337 RMG N45 37.7 E008 24.4 116.75 CSL N45 13.2_E007 39.0 NELAB N45 37.7 E008 24.4 N45 14.8 E008 06.6 (IAF) TORINO ^D114.5 TOP N44 55.5 E007 51.7 392.5 TOP N44 55.5 E007 51.6

Licensed to Elefant air. Printed on 15 Jun 2008.

NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 05-2008

JEPP SEN

Jepp View 3.5.2.0



Licensed to Elefant air. Printed on 15 Jun 2008.

NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 05-2008

JEPPESEN

JeppView 3.5.2.0

I JEPPESEN TORINO, ITALY LIMF/TRN 27 JUL 07 (10-2E) STAR CASELLE Apt Elev Alt Set: hPa Trans level: By ATC Trans alt: 6000 120.47 9891 15,400' TOP 1A ● 3600 12,000 VEROB 1A [VERO1A] VEROB 1B [VERO1B] MSACSL VOR **ARRIVALS** ● By ATC. - CASELLE -116.75 CSL N45 13.2 E007 39.0 **VEROB** N45 17.7 E007 23.4 **ROYAL** N45 06.7 E007 37.6 (IAF) (MILI N45 01.6 E007 38.4 N44 57.2 E007 40.7 TOP 10 (CSL R-175/D16) 114.5 TOP 144 55.5 E007 51 392.5 TOP N44 55.5 E007 51.6 **HOLDING OVER OMILI** CSL NOT TO SCALE

CHANGES: None.

Licensed to Elefant air. Printed on 15 Jun 2008.

NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 05-2008

JEPPESEN JeppView 3.5.2.0

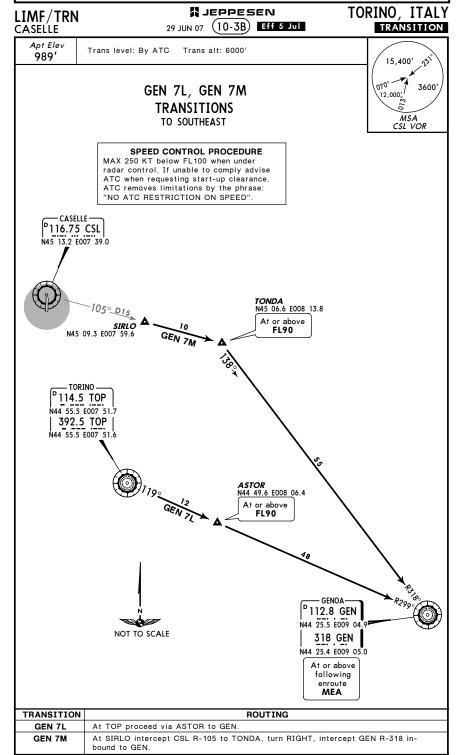
M JEPPESEN TORINO, ITALY LIMF/TRN (10-3) Eff 5 Jul CASELLE 29 JUN 07 Apt Elev Trans level: By ATC Trans alt: 6000' 989' 15,400' SIRLO 6A [SIRL6A] 3600' 12 000 TOP 6A, TOP 6B RWYS 36, 18 DEPARTURES MSA CSL VOR FOR TRANSITIONS REFER TO CHARTS 10-3A TO 10-3F SPEED CONTROL PROCEDURE MAX 250 KT below FL100 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". 240 KT D3.5 CAS When passing 2500' but not later than **SIRLO** N45 09.3 E007 59.6 D2 CSL/D3.5 CAS At or above — CASELLE -4000' P116.75 CSL N45 13.2 E007 39.0 - CASELLE-D(109.5)CAS N45 11.6 E007 39.2 - CASELLE -357 CAS 4000' N45 07.4 E007 38.7 D6 CSL At or above 2100 D14 CSL N44 59.2 E007 38.2 D 114.5 TOP When passing 4000' N44 55.5 E007 51 but not later than 392.5 TOP D14 CSL N44 55.5 E007 51. At or above 6000' These SIDs require minimum climb gradients 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 75 100 150 200 250 300 592 790 | 1185 | 1580 | 1975 | 2370 474' per NM NOT TO SCALE 547 820 1094 1367 1641 328' per NM 410 ROUTING SID RWY SIRLO 6A 36 Intercept CSL R-002 (002° bearing from CAS), when passing not later than D2 CSL (D3.5 CAS) turn RIGHT, 139° track, intercept CSL R-105 to SIRLO. Intercept CSL R-002 (002° bearing from CAS), when passing TOP 6A 2500', but not later than D2 CSL (D3.5 CAS) turn RIGHT, 164° track (TOP R-344

Intercept CSL R-182 (182° bearing) via CAS, when passing not later than D14 CSL (TOP R-291) turn LEFT to TOP.

TOP 6B

M JEPPESEN TORINO, ITALY LIMF/TRN (10-3A) Eff 5 Jul TRANSITION CASELLE Apt Elev Trans level: By ATC Trans alt: 6000 989' 15,400' ABESI 7L [ABE7L], ABESI 7M [ABE7M] 3600' 12,000 CANNE 7L [CAN7L], CANNE 7M [CAN7M] SRN 7L, SRN 7M MSA CSL VOR **TRANSITIONS** TO NORTHEAST **ABESI** N46 09.6 E009 02.6 At or above FL140/FL150 **CANNE** depending on N46 10.0 E008 52.9 Zurich QNH At or above FL140/FL150 depending on Zurich QNH NOT TO SCALE CANNE MALPENSA-(T) 111.2 MAL ŠRN 7L, 7M P116.75 CSL — CASELLE — N45 38.6 E008 44.1 At or above N45 13.2 E007 39.0 FL120 SARONNO— 113.7 SRN N45 38.8 E009 01.3 **TONDA** N45 06.6 E008 13.8 **SIRLO** N45 09.3 E007 59.6 At or above FL90 114.5 TOP N44 55.5 E007 51.7 SPEED CONTROL PROCEDURE MAX 250 KT below FL100 when under 392.5 TOP radar control. If unable to comply advise N44 55.5 E007 51.6 ATC when requesting start-up clearance. ATC removes limitations by the phrase: 'NO ATC RESTRICTION ON SPEED" 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 in-

Licensed to Elefant air. Printed on 15 Jun 2008. NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 05-2008 JEPPESEN JeppView 3.5.2.0

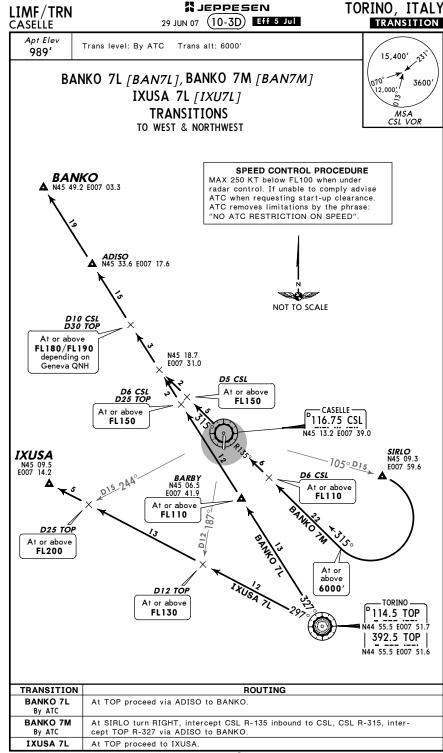


bound to MAL, MAL R-088 to SRN.

TORINO, ITALY 1 JEPPESEN LIMF/TRN 29 JUN 07 (10-3C) Eff 5 Jul TRANSITION CASELLE Apt Elev Trans level: By ATC Trans alt: 6000 989' 15,400' ASTIG 7L [AST7L], ASTIG 7M [AST7M] 3600' ONLY FOR TRAFFIC TO LIMC, LIME & LIML 12.000 LAGEN 7L [LAG7L] MSA **TRANSITIONS** TO SOUTH – BIELLA – 116.1 BLA -CASELLE -N45 29.7 E008 06.0 P116.75 CSL N45 13.2 E007 39.0 **TONDA** N45 06.6 E008 13.8 At or above FL90 N45 09.3 E007 59.6 -TORINO -114.5 TOP MIRAX N44 56.2 E008 08.6 N44 55.5 E007 51.7 392.5 TOP At or above N44 55.5 E007 51.6 FL90 **ASTIG 7L** SPEED CONTROL PROCEDURE MAX 250 KT below FL100 when under ALEXA N44 46.4 E008 02.7 radar control. If unable to comply advise ATC when requesting start-up clearance. ATC removes limitations by the phrase: FL90 "NO ATC RESTRICTION ON SPEED" LAGEN N44 23.7 E008 29.9 At or above NOT TO SCALE TRANSITION ROUTING ASTIG 7L At TOP proceed via MIRAX to ASTIG ASTIG 7M At SIRLO intercept CSL R-105 to TONDA, turn RIGHT, intercept BLA R-166° to LAGEN 7L At TOP, TOP R-138 via ALEXA to LAGEN.

CHANGES: ASTIG transitions established; LAGEN 8M transferred. © JEPPESEN SANDERSON, INC., 2003, 2007. ALL RIGHTS RESERVED.

JEPPESEN Licensed to Elefant air. Printed on 15 Jun 2008. JeppView 3.5.2.0 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 05-2008



TORINO, ITALY I JEPPESEN LIMF/TRN 29 JUN 07 (10-3E) Eff 5 Jul TRANSITION CASELLE Apt Elev Trans level: By ATC Trans alt: 6000' 989' 15,400' MATOG 7L [MAT7L] 3600' MATOG 7M [MAT7M] 12,000 **TRANSITIONS** MSACSL VOR 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: **BANKO** N45 49.2 E007 03.3 "NO ATC RESTRICTION ON SPEED" NOT TO SCALE **MATOG** N45 23.2 E007 35.4 At or above FL180/FL190 D25 TOP D5 CSL Geneva QNH At or above FL150 CASELLE -116.75 CSL N45 13.2 E007 39.0 -105° D15 D6 CSL At or above At or above FL110 At or above 6000 - TORINO 114.5 TOP N44 55.5 E007 51.7 392.5 TOP N44 55.5 E007 51.6 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.

Licensed to Elefant air. Printed on 15 Jun 2008.

NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 05-2008

JEPPESEN JeppView 3.5.2.0

TORINO, ITALY I JEPPESEN LIMF/TRN 29 JUN 07 (10-3F) Eff 5 Jul RNAV TRANSITION CASELLE Apt Elev Trans level: By ATC Trans alt: 6000' 989' 15,400' GEN 7N 3600' LAGEN 8M [LAG8M], LAGEN 7N [LAG7N] 12,000 RNAV TRANSITIONS MSACSL VOR 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" - CASELLE -**TRIAL PROCEDURES** ¹116.75 CSL N45 13.2 E007 39.0 **SIRLO** N45 09.3 E007 59.6 At or above **TONDA** N45 06.6 E008 13.8 4000' At or above FL90 105°D15 LAGEN 8M **ASTOR** N44 49.6 E008 06.4 At or above FL90 TESTO N44 35.8 E008 39.9 At or above FL90 **NEDED** N44 <u>41</u>.6 E008 08.4 At or above FL90 P 112.8 GEN LAGEN N44 23.7 E008 29.9 N44 25.5 E009 04.9 At or above 318 GEN FL110 NOT TO SCALE N44 25.4 E009 05.0 At or above TRANSITION ROUTING SIRLO (4000'+) - ASTOR (FL90+) - TESTO (FL90+) - GEN (FL90+). GEN 7N LAGEN 8M SIRLO (4000'+) - TONDA (FL90+) - LAGEN (FL110+).

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

LAGEN 7N

JEPPESEN Licensed to Elefant air. Printed on 15 Jun 2008. JeppView 3.5.2.0 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 05-2008 LIMF/TRN TORINO, ITALY M JEPPESEN Apt Elev 989 29 JUN 07 (10-9) Eff 5 Jul **CASELLE** N45 12.2 E007 39.0 *TORINO Ground *Apron (Ramp) Tower 120.47 121.7 131.9 118.5 1227' 07-38 1125 VOR Ø₀₇₋₃₉ € 0 1140' - 45-13 45-13 1130 \odot^{1084} 1084 1104′ >> 989 1042 VAR 09 1132 0 **1043** 1088' 1086' 0 Apron K For AIRPORT BRIEFING refer to 10-1P pages FOR PARKING POSITIONS SEE 10-9A AIS + MET 827 Control Tower 45-12 45-12 0 Main Apron FOR PARKING POSITIONS SEE 10-9A 1000 2000 3000 4000 5000 - 45-11 45-11 07-38 ADDITIONAL RUNWAY INFORMATION USABLE LENGTHS
LANDING BEYOND — Threshold Glide Slope TAKE-OFF RWY WIDTH HIRL CL (15m) PAPI (3.0°) RVR 8445' 2574m 197' 60m 36 HIRL CL (15m) HIALS-II SFL TDZ PAPI (3.0°) RVR 9672' 2948m 8659' 2639m 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 I All Rwys LVP must be in Force Approved Operators RCLM (DAY only) NIL RI CI RCLM (DAY only) HİRL, CL RI & CI (DAY only) & mult, RVR red & mult, RVR rea or RL or RL 125m 150m 200m 250m

II Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required CHANGES: Notes transferred to 10-1P pages. © JEPPESEN SANDERSON, INC., 2000, 2007. ALL RIGHTS RESERVED.

300m

250m

150m

below 150m.

200m

500m

400m

JEPPESEN Licensed to Elefant air. Printed on 15 Jun 2008. JeppView 3.5.2.0 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 05-2008

LIMF/TRN TORINO, ITALY JEPPESEN 29 JUN 07 (10-9A) Eff 5 Jul **CASELLE** 07-38.5 07-38.6 NOT TO SCALE AIS + MET 45-11.9 Control Tower 45-11.9 **GA Apron** 702 701 702 703 Apron K 310 705 305304303302301 -501 45-11.8 GA TERMINAL ======= **/**402 -503 403 -50407-39.2 -505 45-11.7 45-11.7 404 -506 405 507 36/18 45-11.6 45-11.6 ⊛ RWY Main TERMINAL Apron LEGEND -45-11.5 1 Hangar → One way 201 45-11.4 45-11.4 202 CARGO 45-11.3 07-39 07-39.2 07-38.5 07-38.6 07-38.8 07-38.9 07-39.1 **INS COORDINATES** STAND No. **COORDINATES** STAND No. **COORDINATES** N45 11.8 E007 38.7 N45 11.9 E007 38.6 101 308 N45 11.8 E007 38.6 102 309 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 N45 11.7 E007 38.7 114 thru 116 N45 11.4 E007 38.7 503 thru 506 117 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

CHANGES: Notes transferred to 10-1P pages.

301, 302

303 thru 307

N45 11.8 E007 38.7

N45 11.8 E007 38.6

701 thru 706 707 thru 709 © JEPPESEN SANDERSON, INC., 2000, 2007. ALL RIGHTS RESERVED.

N45 12.3 E007 38.7

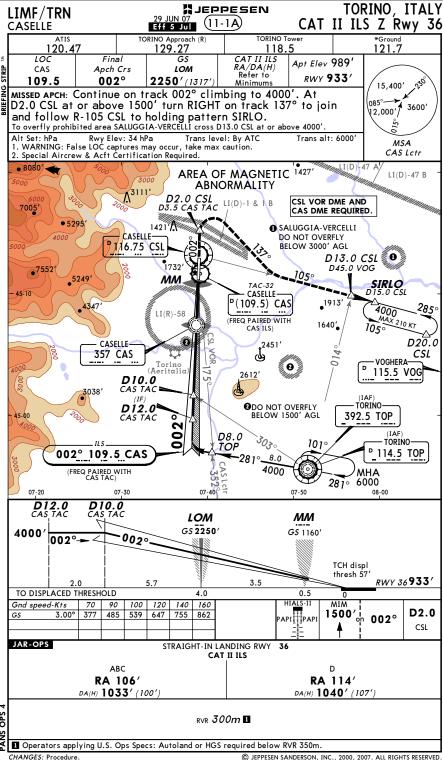
N45 12.2 E007 38.7

TORINO, ITALY MJEPPESEN. LIMF/TRN 29 JUN 07 (11-1) Eff 5 Jul ILS Z Rwy 36 CASELLE TORINO Approach (R) TORINO Tower *Ground 121.7 ATIS 120.47 129.27 118.5 LOC Final Apt Elev 989' Apch Crs LOM CAS Refer to 002° 2250'(1317' RWY 933' 109.5 Minimums 15.400' MISSED APCH: Continue on track 002° climbing to 4000'. At \(\frac{12,000'\)}{12,000'\) 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' Rwy Elev: 34 hPa Trans level: By ATC MSA CAS Lcti WARNING: False LOC captures may occur, take max caution. AREA OF MAGNETIC 1427' LI(D)-47 B ABNORMALITY LI(D)-1 & 1 B CSL VOR DME AND D2.0 CSL CAS DME REQUIRED. 7005 D3.5 CAS TAC -5295 SALUGGIA-VERCELLI 14217 DO NOT OVERFLY BELOW 3000' AGL P 116.75 CSL D13.0 CSL 1732 D45.0 VOG MM. 5249 SIRLO CASELLE-D15.0 CSL ^D(109.5) CAS LI(R)-58 FREQ PAIRED WITH 105° 2000 CAS ILS) D20 CASELLE .2451 357 CAS CSL ຝ VOGHERA-0 115.5 VOG 2612 D10.0 TORINO-002° 109.5 CAS D12.0 0 392.5 TOP 45-00 CAS TAC 0 D8.0 TORINO-0 TOP D 114.5 TOP **2**DO NOT OVERFLY BELOW 1500' AGL 2810 6000 07-40 07-50 D10.0 CAS TAC ММ LOM GS 2250 GS 1160 M- TCH displ 2250' RWY 36933' TO DISPLACED THRESHOLD 4.0 0.5 Gnd speed-Kts 90 | 100 | 120 | 140 | 160 70 1500'in D2.0 ILS GS 3.00° or 002° 485 539 647 755 862 LOC Descent Gradient 5.2% MAP at MM JAR-OPS STRAIGHT-IN LANDING RWY 36 CIRCLE-TO-LAND LOC (GS out) Not authorized West of rwy DA(H) ABC: 1133'(200')D:1137'(204' MDA(H) 1310'(377' ALS out MM out ALS out FULL RVR 900m 100 1550′(561′) 1500m RVR 1500m 135 1550′(561′) 1600m RVR 550m RVR 1000m NOT RVR 1000m RVR 1800m 180 1750'(761') 2400m AUTH 205 1750'(761') 3600m RVR 600m RVR 1400m RVR 2000m

CHANGES: Procedure.

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

Licensed to Elefant air. Printed on 15 Jun 2008. NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 05-2008 **JEPPESEN** JeppView 3.5.2.0



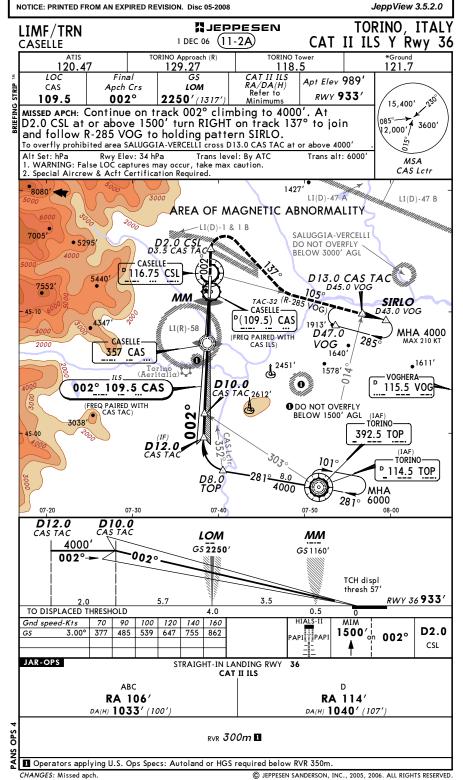
© JEPPESEN SANDERSON, INC., 2000, 2007. ALL RIGHTS RESERVED

TORINO, ITALY MJEPPESEN. LIMF/TRN 1 DEC 06 (11-2) ILS Y Rwy 36 CASELLE TORINO Tower ATIS TORINO Approach (R *Ground 120.47 121.7 129.27 118.5 LOC Final ILS Apt Elev 989' DA(H) Apch Crs LOM CAS Refer to 002° 2250'(1317' RWY 933' 15,400' 109.5 Minimums MISSED APCH: Continue on track 002° climbing to 4000'. At 12,000' 3600' 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 Rwy Elev: 34 hPa Trans alt: 6000' MSATrans level: By ATC WARNING: False LOC captures may occur, take max caution. CAS Lctr 7080 LI(D)-47 A 8080 1427 15-20 LI(D)-47 B AREA OF MAGNETIC ABNORMALITY SALUGGIA-VERCELLI 70051 DO NOT OVERFLY BELOW 3000' AGL CASELLE 116.75 CSL D13.0 CAS TAC 105° D45.0 VOG 7552 TAC-32 (R-285 VOG MM. SIRLO CASELLE-(109.5) CAS 4347 1913 LI(R)-58 MHA 4000 D47.0 (FREQ PAIRED WITH MAX 210 KT CASELLE-CAS ILS VOG 2000 357 CAS 1640' 2451' Torino (Aeritalia) VOGHERA— 1578' D10.0 0 002° 109.5 CAS 115.5 VOG CAS TAC 2612' (FREQ PAIRED WITH 3038 CAS TAC **1** DO NOT OVERFLY BELOW 1500' AGL 3 TORINO-00 392.5 TOP 45-00 D12.0 CAS TAC TORINO-D 114.5 TOP TOP 2810 6000 07-20 07-40 07-50 D12.0 CAS TAC D10.0 CAS TAC ММ LOM 4000' GS 2250 GS 1160 -002c TCH displ ·M-2250' RWY 36933' 3.5 2.0 TO DISPLACED THRESHOLD 4.0 0.5 HIALS-II PAPI PAPI Gnd speed-Kts 90 | 100 | 120 | 140 | 160 70 1500'i D2.0 ILS GS 3.00° or 002° 485 539 647 755 862 LOC Descent Gradient 5.2% MAP at MM JAR-OPS STRAIGHT-IN LANDING RWY LOC (GS out) Not authorized West of rwy DA(H) ABC: 1133'(200')D:1137'(204' MDA(H) 1310'(377' ALS out MM out ALS out FULL RVR 900m 100 1550′(561′) 1500m RVR 1500m 135 1550′(561′) 1600m RVR 550m RVR 1000m NOT RVR 1000m RVR 1800m 180 1750'(761') 2400m AUTH 205 1750'(761') 3600m RVR 600m RVR 1400m RVR 2000m

CHANGES: Missed apch

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

Licensed to Elefant air. Printed on 15 Jun 2008. NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 05-2008 **JEPPESEN**

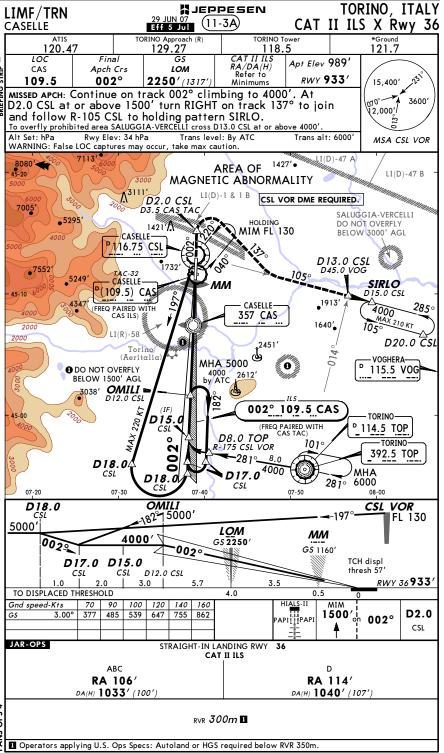


TORINO, ITALY MJEPPESEN. LIMF/TRN 29 JUN 07 (11-3) Eff 5 Jul ILS X Rwy 36 CASELLE TORINO Tower TORINO Approach (R) 120.47 121.7 129.27 118.5 LOC Final Apt Elev 989' DA(H) Apch Crs LOM CAS Refer to 002° RWY 933' 109.5 2250'(1317' 15,400 MISSED APCH: Continue on track 002° climbing to 4000'. At 070° 12,000' 3600' 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' Rwy Elev: 34 hPa Trans level: By ATC MSA CSL VOR WARNING: False LOC captures may occur, take max caution. AREA OF 1427' LI(D)-47 B MAGNETIC ABNORMALITY D2.0 CSL LI(D)-1 & 1 B CSL VOR DME REQUIRED. 7005 D3.5 CAS TAC -5295 HOLDING DO NOT OVERFLY 1421 MIM FL 130 BELOW 3000' AGL CASELLE-116.75 CSL D13.0 CSL D45.0 VOG 5249' - CASELLE SIRLO P(109.5) CAS D15.0 CSL CASELLE FREQ PAIRED WITH 357 CAS CAS ILS) MAX 210 KT 1640' 1050 2000 2000 D20.0 CSI 2451' (Aeritalia ຝ -VOGHERA-MHA 5000 □ 115.5 VOG **O**DO NOT OVERFLY 4000 BELOW 1500' AGL 2612' by ATC 3038' **OMILI ≥** D12.0 CSL 002° 109.5 CAS 45-00 TORINO-D15.0 (FREQ PAIRED WITH [□] 114.5 TOP D8.0 TOP CAS TAC) -TORINO-175 CSL VOR 392.5 TOP 0 D18.0 D17.04000 0 CSL 2810 6000 CSL CSL **OMILI** D18.0 CSL VOR 182° | 5000' FL 130 5000'i LOM ΜМ 4000′ GS 2250 -#-002° GS 1160' TCH displ D17.0 D15.0 CSL CSL D12.0 CSL 2250 RWY 36 933 3.0 3.5 TO DISPLACED THRESHOLD 0.5 Gnd speed-Kts 90 | 100 | 120 | 140 | 160 HIALS-II PAPI PAPI 1500′ in D2.0 ILS GS 3.00° or 002° 485 539 647 755 862 LOC Descent Gradient 5.2% MAP at MM JAR-OPS STRAIGHT-IN LANDING RWY LOC (GS out) Not authorized West of rwy DA(H) ABC: 1133'(200')D:1137'(204' MDA(H) 1310'(377' MM out ALS out FULL ALS out RVR 900m 100 1550 (561') 1500m RVR 1500m 135 1550′(561′) 1600m RVR 550m RVR 1000m NOT RVR 1000m RVR 1800m 180 1750'(761') 2400m AUTH 205 1750'(761') 3600m RVR 600m RVR 1400m RVR 2000m

CHANGES: New procedure.

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

Licensed to Elefant air. Printed on 15 Jun 2008. NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 05-2008



CHANGES: New procedure.

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

JEPPESEN

JeppView 3.5.2.0

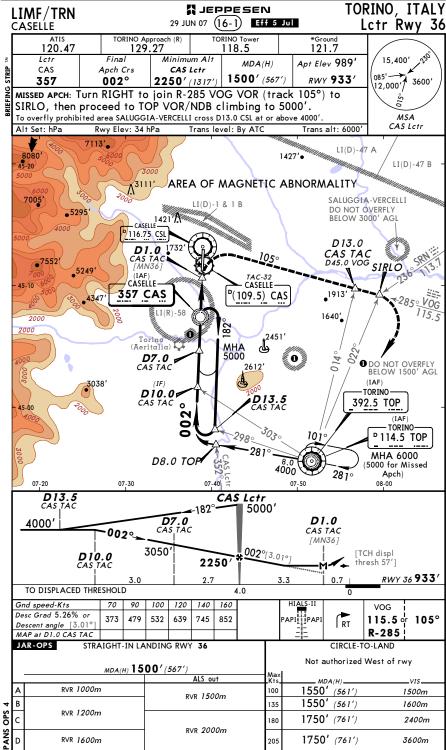
TORINO, ITALY MJEPPESEN. LIMF/TRN 29 JUN 07 (13-1) Eff 5 Jul VOR Rwy 36 CASELLE TORINO Approach (R) 129.27 120.47 TORINO Tower *Ground 121.7 118.5 VOR Final Minimum Alt Apt Elev 989 MDA(H) CSL Apch Crs D7.0 CSL 2800'(1867') 1360'(427') RWY 933' 116.75 002° 15,400' MISSED APCH: Proceed to CSL VOR climbing to 4000'. Over CSL 070° 12,000′ 3600' 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 AREA OF LI(D)-47 B MAGNETIC ABNORMALITY CSL DME REQUIRED. 7005 LI(D)-1 & 1 B .5295 DO NOT OVERFLY MIM FL\130 CASELLE-BELOW 3000' AGL 116.75 CSL D13.0 CSL D45.0 VOG 5249 LI(R)-58 SIRLO **D3.0** CSL D15.0 CSL 1913 CASELLE _ 4000 4347 357 CAS 1640' 1050 2000 **D7.0** CSL D20.0 2451' CSL (Aeritalia ♨ VOGHERA-[™] 115.5 V0G 2612 DO NOT OVERFLY BELOW 1500' AGL ОМÍLI TORINO-MHA 5000 392.5 TOP CSL 4000 by ATC 0 02 -TORINO-**D8.0 TOP** ^D 114.5 TOP D18.04 D17.0 4000 D18.0 6000 CSL 07-50 08-00 07-20 07-30 5.0 4.0 3.0 2.0 CSL DME 7.0 ALTITUDE 2800 2450 2100' 1750 1390 1040' D18.0 _182°15000′ CSL VOR FL 130 5000'^{CSL} D7.0 D3.0 4000 0020 CSL [FD36] ČŠĹ [MD36] [TCH displ 28001 [3.3107 D17.0 **OMILI** thresh 57' D12.0 CSL RWY 36933' 1.0 90 100 120 140 Gnd speed-Kts 002° CSL Desc Grad 5.78% or 527 586 703 820 937 116.75 Descent angle [3.31° MAP at D3.0 CSL STRAIGHT-IN LANDING RWY 36 CIRCLE-TO-LAND Not authorized West of rwy MDA(H) 1360'(427' ALS out RVR 900m 1550' (561') 1500m RVR 1500m 1550' (561') 1600m RVR 1000m 1750' (761') RVR 1800m 2400m 1750' (761') RVR 2000m RVR 1400m 3600m

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

CHANGES: Procedure.

Licensed to Elefant air. Printed on 15 Jun 2008.

JEPPESEN JeppView 3.5.2.0 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 05-2008



CHANGES: Procedure title. Missed approach. Descent angle.

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