

List of pages in this Trip Kit

Trip Kit Index

Airport Information For LIMF

Terminal Charts For LIMF

Revision Letter For Cycle 26-2012

Change Notices

Notebook

General Information

Location: Torino Ita
IATA Code: TRN
Lat/Long: N45° 12.1' E007° 39.0'
Elevation: 989 ft

Airport Use: Public
Magnetic Variation: 1.5°E

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 0708 Z
Sunset: 1604 Z,

Runway Information

Runway: 18
Length x Width: 10827 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 981 ft
Lighting: Edge
Displaced Threshold: 2382 ft

Runway: 36
Length x Width: 10827 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 952 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 1149 ft

Communication Information

ATIS 120.475
Torino Tower 118.5
Torino Ground Control 121.7
Torino Approach Control 129.275
Torino Approach Control 121.1 Secondary
Torino Radar 129.275
Torino Radar 121.1 Secondary

1. GENERAL

1.1. ATIS

ATIS 120.47

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

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

1.2.2. NIGHTTIME RESTRICTIONS

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

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

1.2.3. RUN-UP TESTS

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

1.2.4. AUXILIARY POWER UNITS (APUs)

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

1.2.5. REVERSE THRUST

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

1. GENERAL

1.3. LOW VISIBILITY PROCEDURES

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

Pilots will be informed via ATIS and/or RTF.

TWYs D, E and F unusable for any ACFT.

TWYs A, B and C unusable for departing ACFT.

Follow-me car mandatory on the Main Apron.

Departing ACFT from

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

Arriving ACFT to

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

Pilot shall report sensitive area vacated.

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

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

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

1.5. TAXI PROCEDURES

Taxiing ACFT must show landing lights.

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

Taxilane M MAX wingspan 118'/36m.

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

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

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

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

1.6. PARKING INFORMATION

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

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

Stands 108 thru 113 equipped with APIS.

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

1.7. OTHER INFORMATION

Area of magnetic abnormality.

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

2. ARRIVAL

2.1. SPEED RESTRICTIONS

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

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

2.2. CAT II/III OPERATIONS

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

2.3. TAXI PROCEDURES

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

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

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

The pilot shall report to ATC reaching the ACFT stand.

3. DEPARTURE

3.1. PUSH-BACK & TAXI PROCEDURES

Push-back operations are approved by Tower.

All push-back operations must be performed heading South.

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

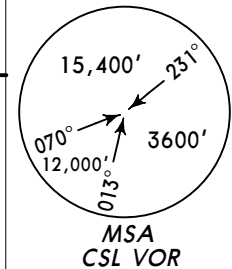
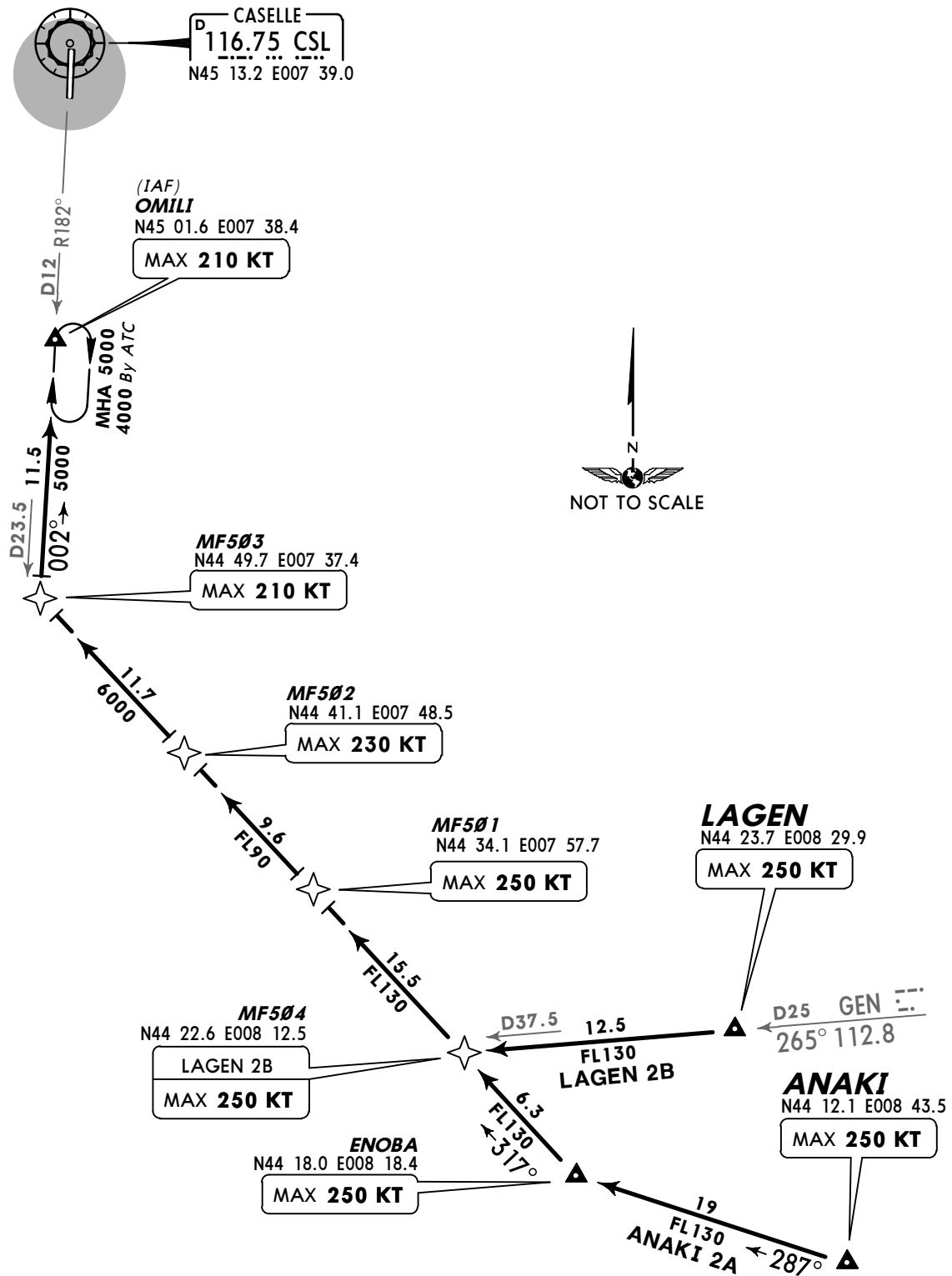
Follow-me car mandatory from stands 101 thru 107 until reaching TWY Y.

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

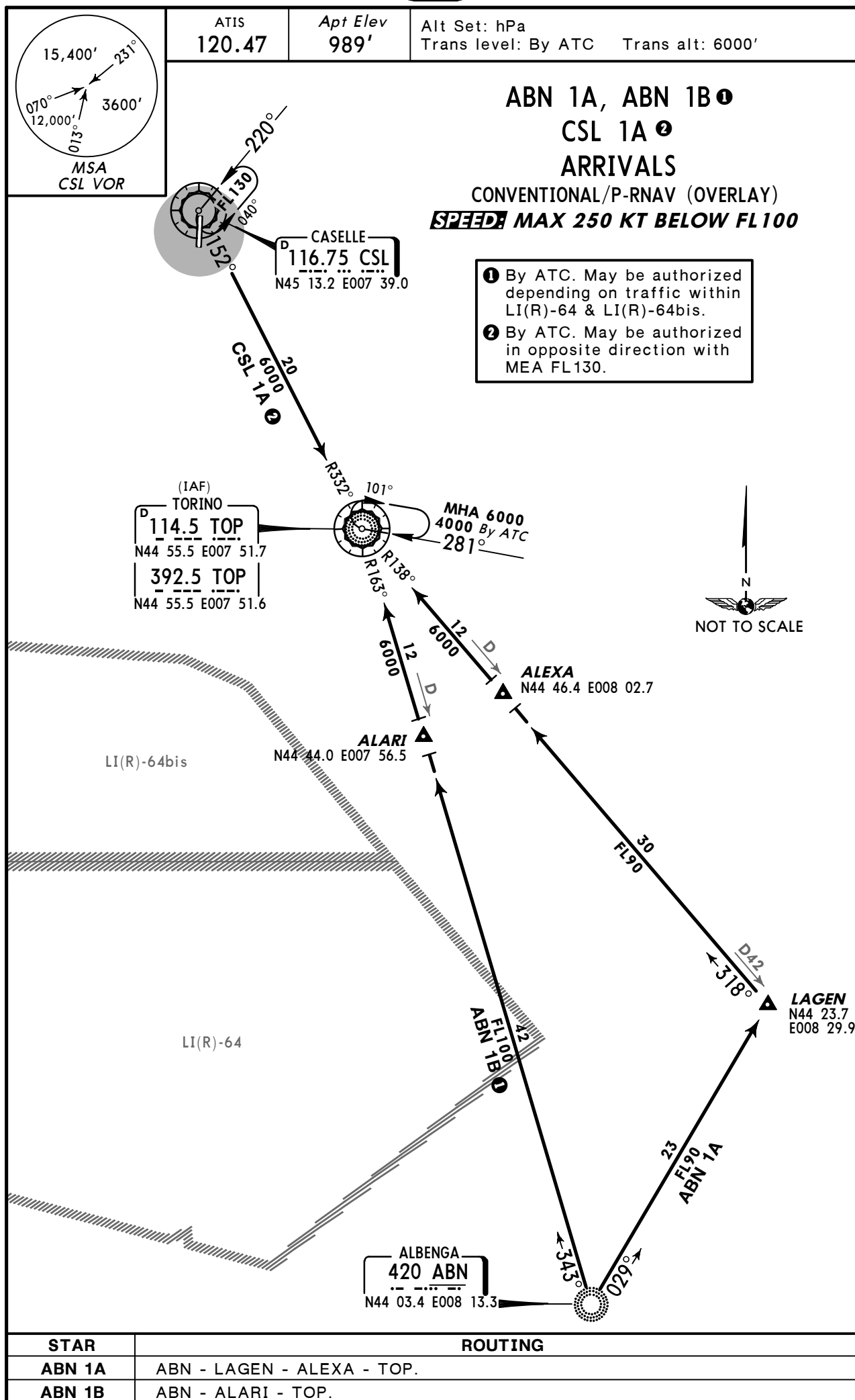
3.2. NOISE ABATEMENT PROCEDURES

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

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

ATIS
120.47Apt Elev
989'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'**ANAKI 2A [ANAK2A], LAGEN 2B [LAGE2B]
RWY 36 P-RNAV ARRIVALS
BY ATC**

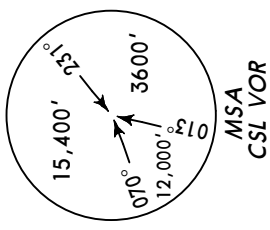
STAR	ROUTING
ANAKI 2A	ANAKI (K250-) - ENOBA (K250-) - MF501 (K250-) - MF502 (K230-) - MF503 (K210-) - OMILI (K210-).
LAGEN 2B	LAGEN (K250-) - MF504 (K250-) - MF501 (K250-) - MF502 (K230-) -



ATIS
120.47

Apt Elev
989'

Alt Set: hPa Trans level: By ATC Trans alt: 6000'

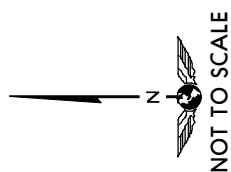


GEN 1A
KUMIN 1A [KUM11A]
LAGEN 1A [LAGE1A]
LEV 1A ①

ARRIVALS

CONVENTIONAL/P-RNAV (OVERLAY)

SPEED: MAX 250 KT BELOW FL100



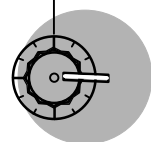
① By ATC.



GENOA
D(H) 112.8 GEN
N44 25.5 E009 04.9
318 GEN
N44 25.4 E009 05.0

CASELLE
D(H) 116.75 CSL
N45 13.2 E007 39.0

(IAF) TORINO
D(H) 114.5 TOP
N44 55.5 E007 51.7
392.5 TOP
N44 55.5 E007 51.6



KUMIN
N44 58.0
E007 20.9

FL130
KUMIN 1A

D22
096° 10

LADUS
N44 56.9
E007 34.9

12
6000

R276°

101°

MHA 6000
4000 By ATC
281°

R179°

R138°

12 D
6000

12 D
6000

ASTOR
N44 49.8 E008 05.8

48
FL90
GEN 1A

299°

30
FL90
LAGEN 1A

D42
318°

LAGEN
N44 23.7 E008 29.9

25
4000
LEV 1A

024°

CUNEO
371 LEV
N44 32.7 E007 36.9

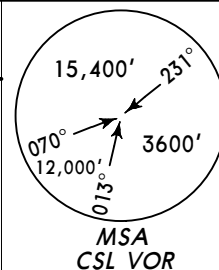
STAR	ROUTING
GEN 1A	GEN - ASTOR - TOP.
KUMIN 1A	KUMIN - LADUS - TOP.
LAGEN 1A	LAGEN - ALEXA - TOP.
LEV 1A ①	LEV - TOP.

ATIS
120.47Apt Elev
989'

Alt Set: hPa

Trans level: By ATC

Trans alt: 6000'



ODINA 3E [ODIN3E]

ODINA 2F [ODIN2F]

SIRLO 1A [SIRL1A] ①

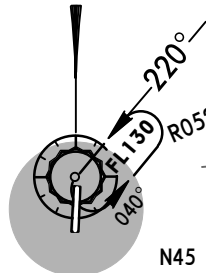
ARRIVALS

CONVENTIONAL/P-RNAV (OVERLAY)

~~SPEED~~ MAX 250 KT BELOW FL100ODINA
N46 06.3 E008 39.9

① By ATC.
For missed approach only.

CASELLE
D (H) 116.75 CSL
N45 13.2 E007 39.0



NELAB
N45 37.7 E008 24.4

MF505
N45 14.8 E008 06.6

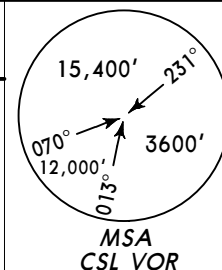
SIRLO
N45 09.3 E007 59.6

(IAF)
TORINO
D (H) 114.5 TOP
N44 55.5 E007 51.7
392.5 TOP
N44 55.5 E007 51.6

MHA 6000
4000 By ATC
281°

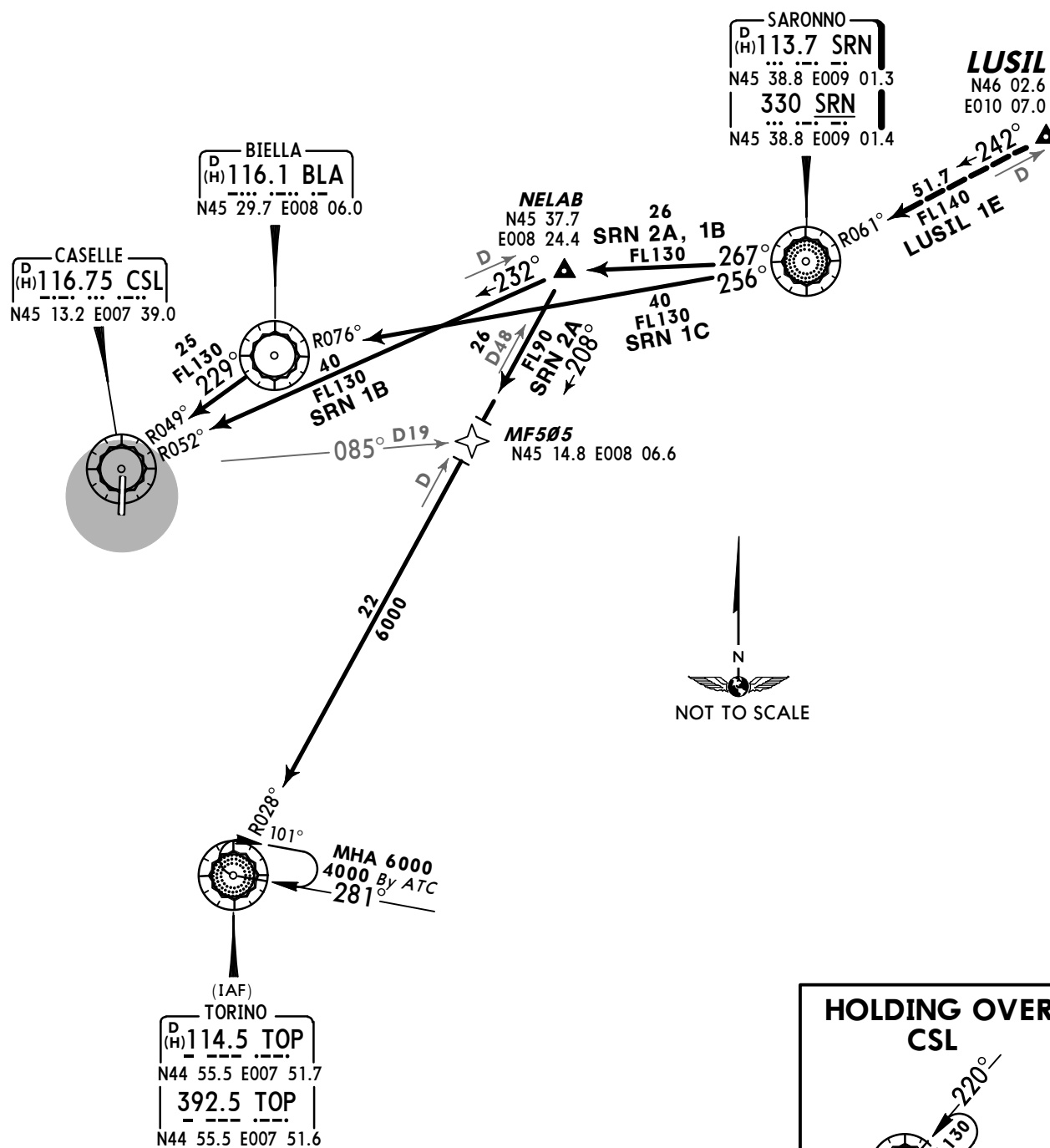
STAR	ROUTING
ODINA 3E	ODINA - NELAB - MF505 - TOP.
ODINA 2F	ODINA - NELAB - CSL.

Trans alt: 6000'

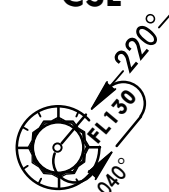
STAR

CONVENTIONAL/P-RNAV (OVERLAY)

SPEED: MAX 250 KT BELOW FL100



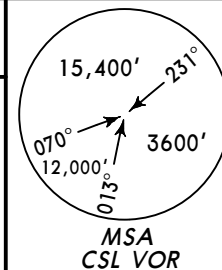
HOLDING OVER CSL



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

ATIS
120.47Apt Elev
989'

Alt Set: hPa Trans level: By ATC Trans alt: 6000'



TOP 2A ①

VEROB 1A [VERO1A]

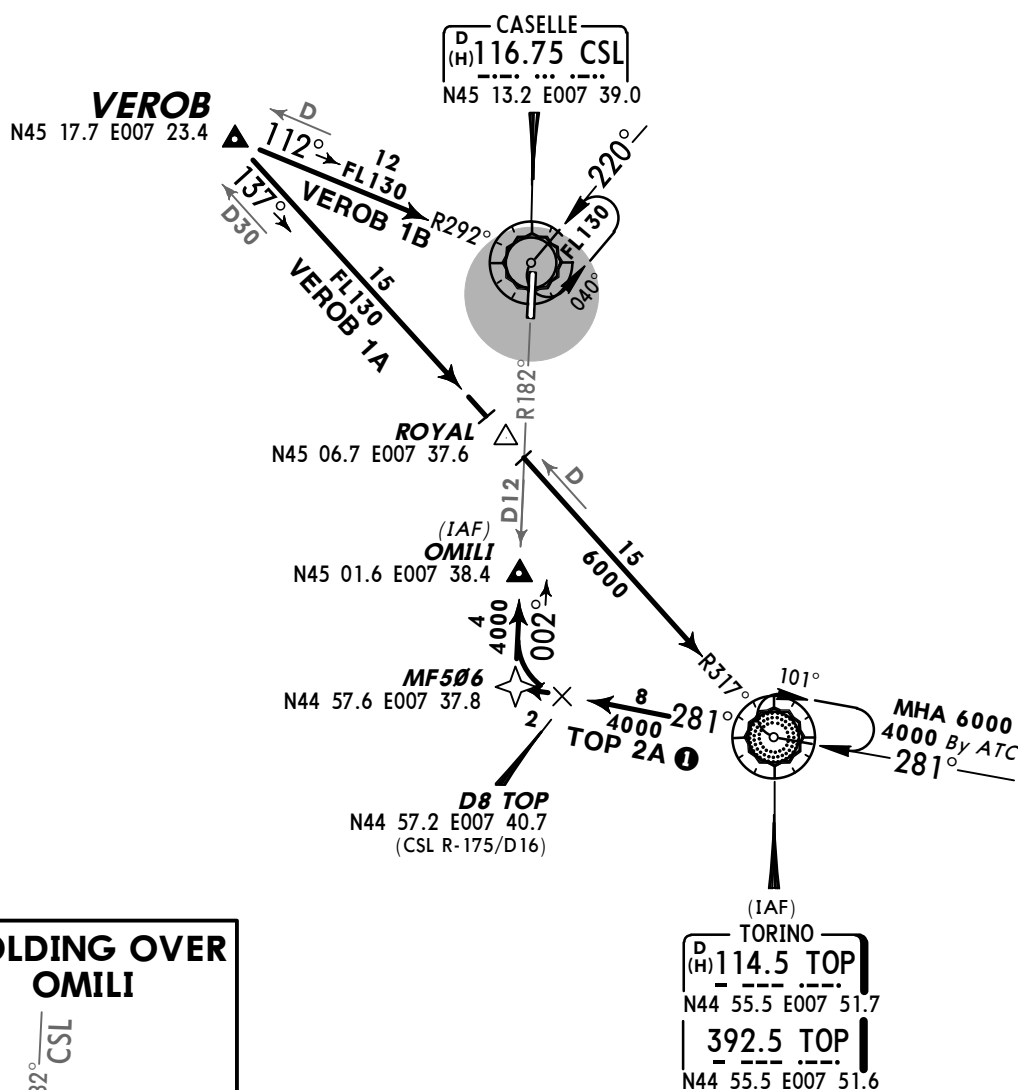
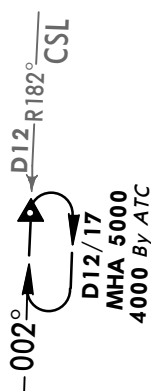
VEROB 1B [VERO1B]

ARRIVALS

CONVENTIONAL/P-RNAV (OVERLAY)

~~SPEED~~ MAX 250 KT BELOW FL100

① By ATC.

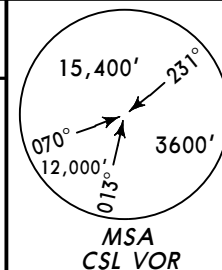
HOLDING OVER
OMILI

STAR

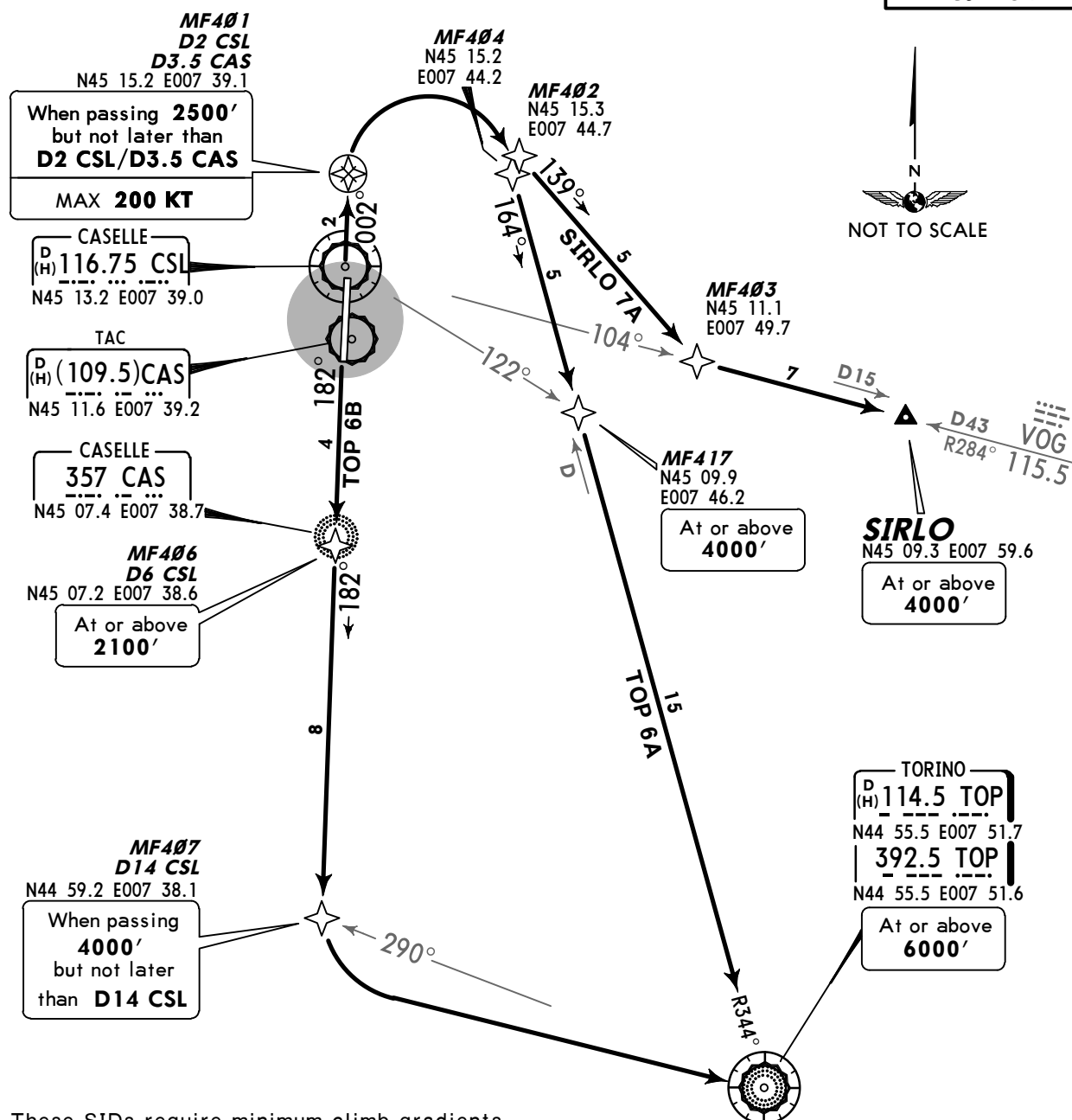
ROUTING

TOP 2A ① TOP - MF506 - OMILI.

VEROB 1A VEROB - ROYAL - TOP.

Apt Elev
989'Trans level: By ATC Trans alt: 6000'
Rwy 36: MAX 240 KT during turn due to ATC reasons.

SIRLO 7A [SIRL7A], TOP 6A, TOP 6B
RWYS 36, 18 DEPARTURES
CONVENTIONAL/P-RNAV (OVERLAY)
FOR TRANSITIONS REFER TO CHARTS 10-3A TO 10-3G



These SIDs require minimum climb gradients
of

Rwy 36
474' per NM (7.8%) until leaving 4000'.

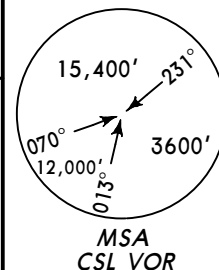
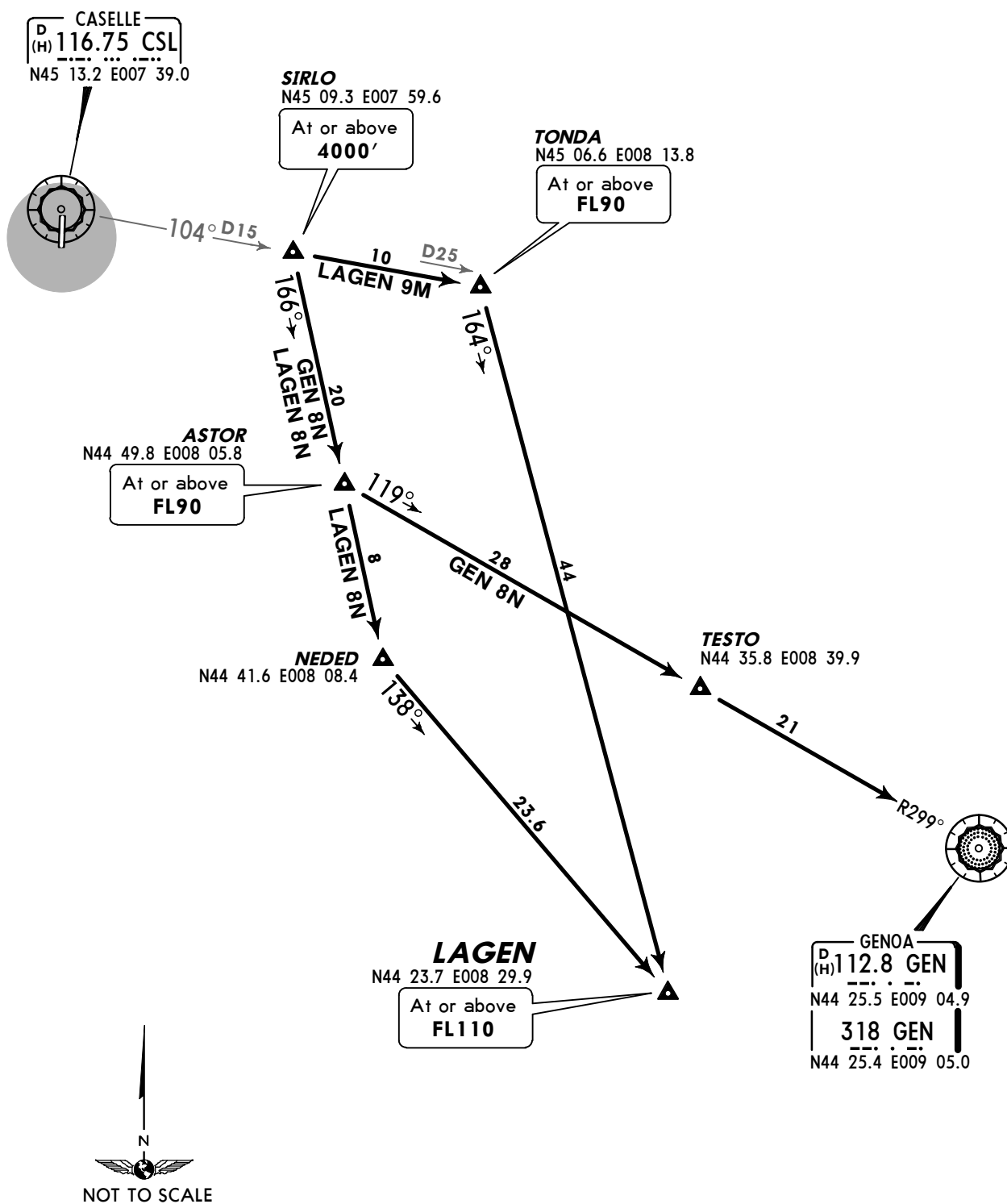
Rwy 18
328' per NM (5.4%) until leaving 3000'.

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 7A	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-104 to SIRLO. RNAV: (1400') - MF401 (2500'+; K200-) - MF402 - MF403 - SIRLO (4000'+).
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. RNAV: (1400') - MF401 (2500'+; K200-) - MF404 - MF417 (4000'+) - TOP (6000'+).
TOP 6B	18	Intercept CSL R-182 (182° bearing) via CAS, when passing 4000', but not later than D14 CSL (TOP R-290) turn LEFT to TOP.

Apt Elev
989'

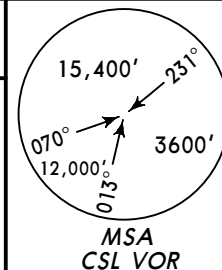
Trans level: By ATC Trans alt: 6000'

**GEN 8N**
LAGEN 9M [LAG9M], LAGEN 8N [LAG8N]
P-RNAV TRANSITIONS

TRANSITION	ROUTING
GEN 8N	SIRLO (4000'+) - ASTOR (FL90+) - TESTO - GEN.
LAGEN 9M	SIRLO (4000'+) - TONDA (FL90+) - LAGEN (FL110+).

Apt Elev
989'

Trans level: By ATC Trans alt: 6000'



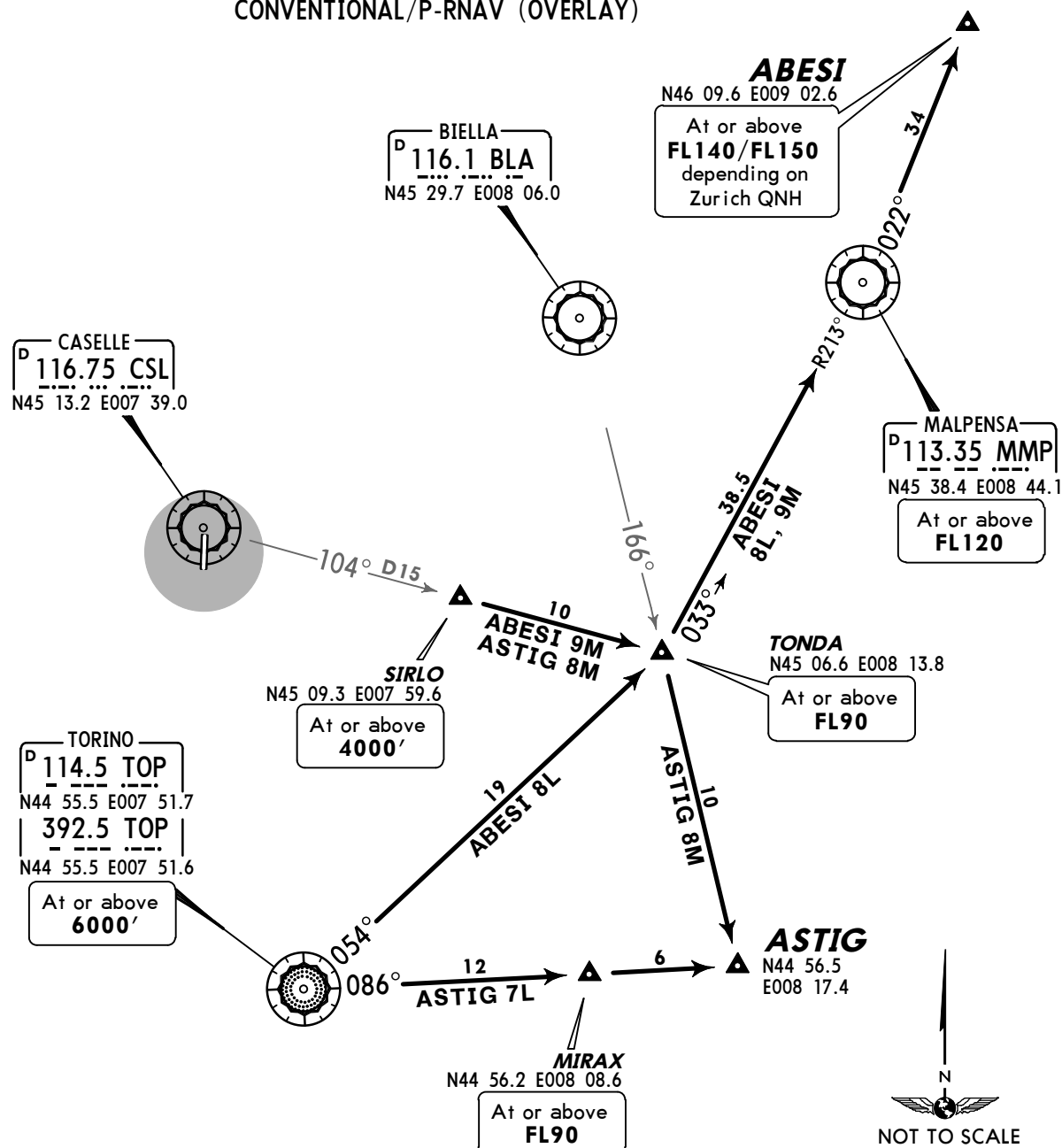
ABESI 8L [ABE8L], ABESI 9M [ABE9M]

ASTIG 7L [AST7L], ASTIG 8M [AST8M]

ONLY FOR TRAFFIC TO LIMC, LIME & LIML

TRANSITIONS

CONVENTIONAL/P-RNAV (OVERLAY)

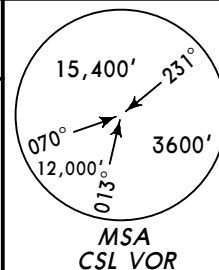


NOT TO SCALE

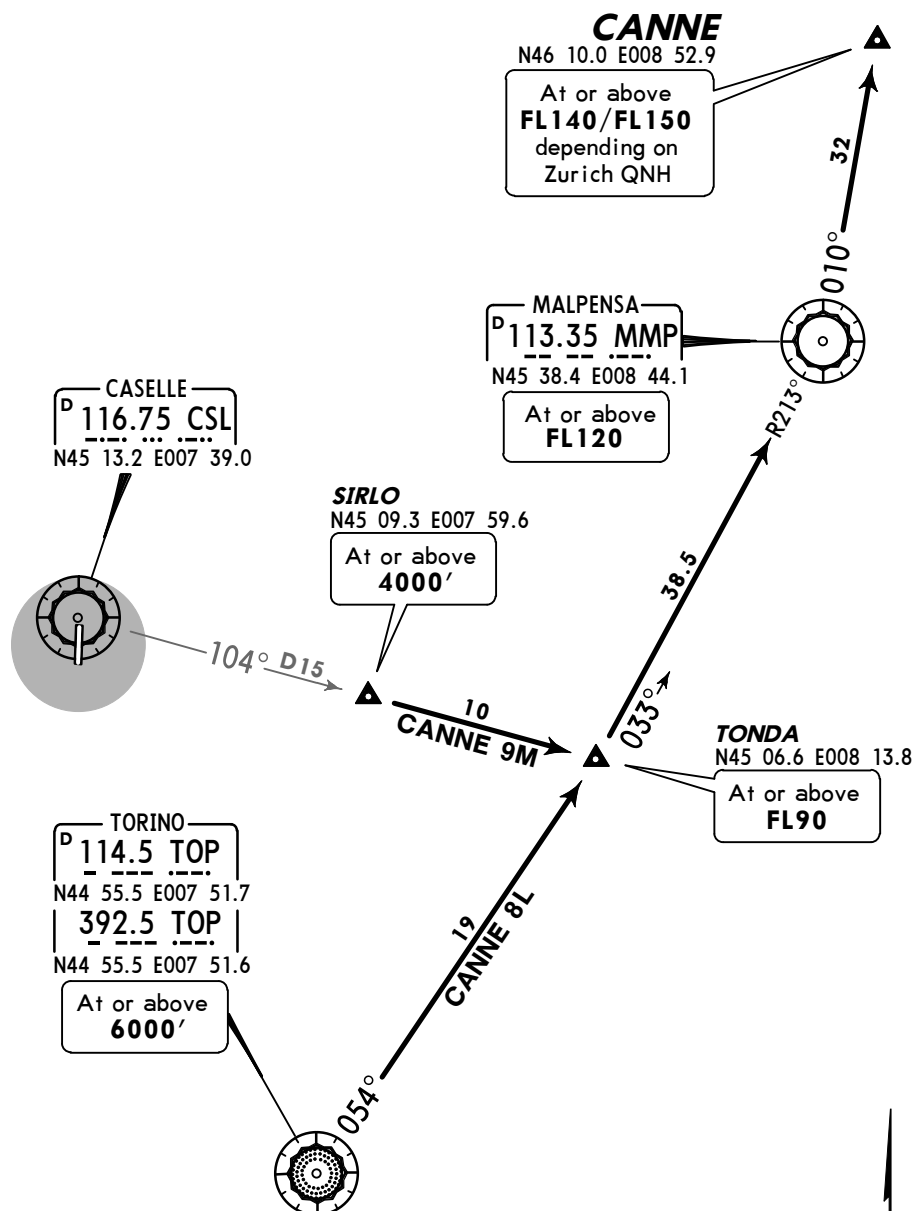
TRANSITION	ROUTING
ABESI 8L	At TOP proceed to TONDA, then to MMP, then to ABESI. RNAV: TOP (6000'+) - TONDA (FL90+) - MMP (FL120+) - ABESI (FL140+/ FL150+ ①).
ABESI 9M	At SIRLO intercept CSL R-104 to TONDA, turn LEFT, intercept MMP R-213 inbound to MMP, MMP R-022 to ABESI. RNAV: SIRLO (4000'+) - TONDA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

Apt Elev
989'

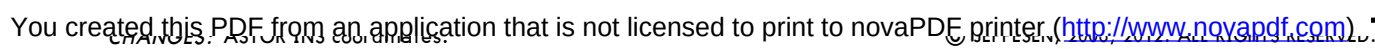
Trans level: By ATC Trans alt: 6000'



CANNE 8L [CAN8L]
CANNE 9M [CAN9M]
TRANSITIONS
CONVENTIONAL/P-RNAV (OVERLAY)

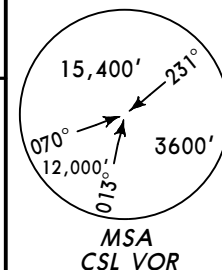


TRANSITION	ROUTING
CANNE 8L	At TOP proceed to TONDA, then to MMP, then to CANNE. RNAV: TOP (6000'+) - TONDA (FL90+) - MMP (FL120+) - CANNE (FL140+/FL150+ ①).
CANNE 9M	At SIRLO intercept CSL R-104 to TONDA, turn LEFT, intercept MMP R-213 inbound to MMP, MMP R-010 to CANNE. RNAV: SIRLO (4000'+) - TONDA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

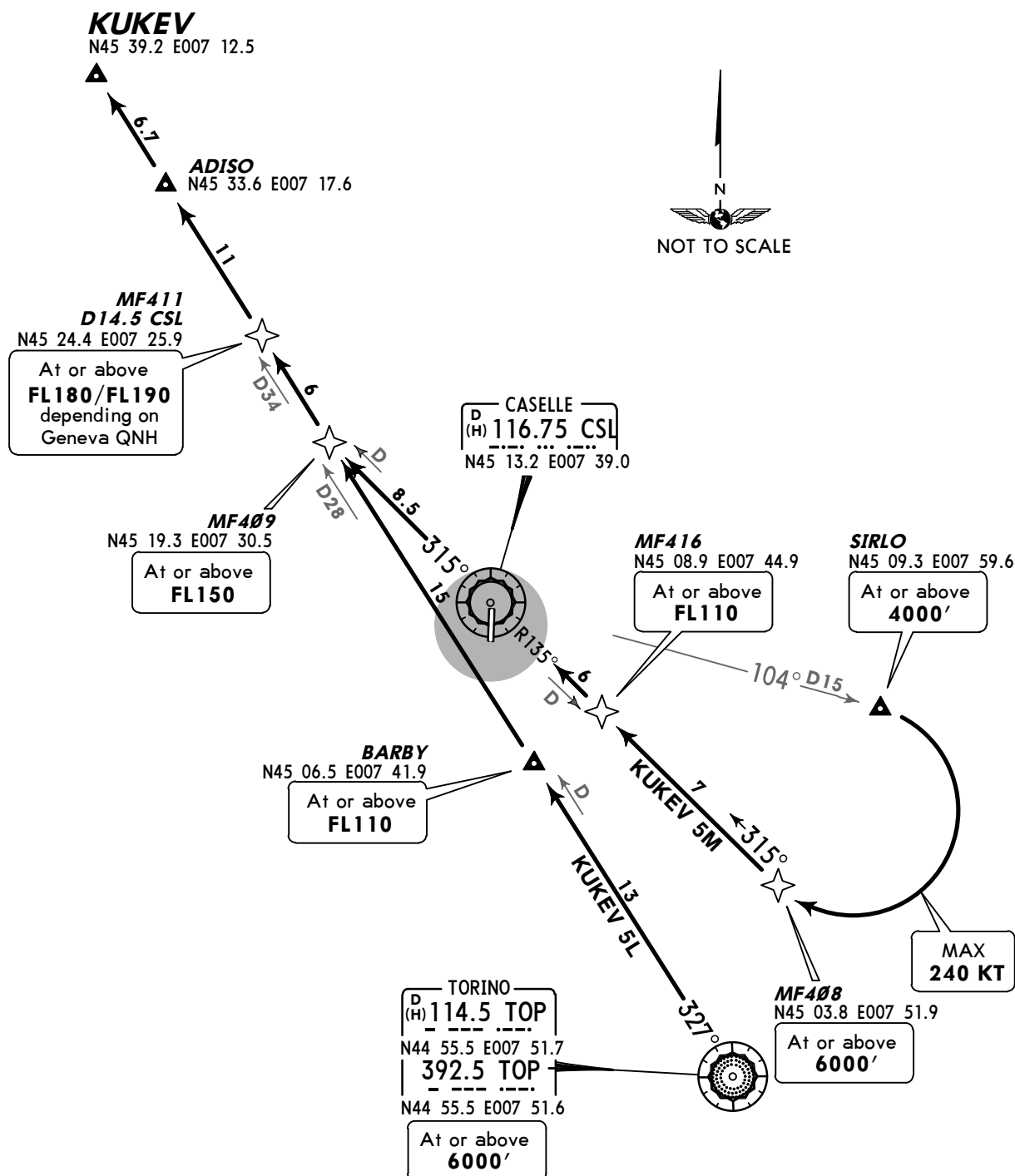


Apt Elev
989'

Trans level: By ATC Trans alt: 6000'



KUKEV 5L [KUK5L], KUKEV 5M [KUK5M] TRANSITIONS CONVENTIONAL/P-RNAV (OVERLAY) BY ATC



TRANSITION

ROUTING

KUKEV 5L

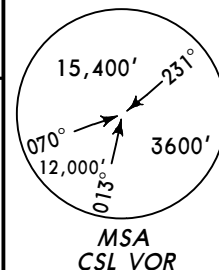
At TOP proceed via BARBY to KUKEV.
RNAV: TOP (6000'+) - BARBY (FL110+) - MF409 (FL150+) - MF411 (FL180+/FL190+ ①) - KUKEV.

KUKEV 5M

At SIRLO turn RIGHT, intercept CSL R-135 inbound to CSL, CSL R-315, intercept TOP R-327 via ADISO to KUKEV.
RNAV: SIRLO (4000'+; K240-) - MF408 (6000'+; K240-) - MF416 (FL110+) - MF409 (FL150+) - MF411 (FL180+/190+ ①) - KUKEV.

Apt Elev
989'

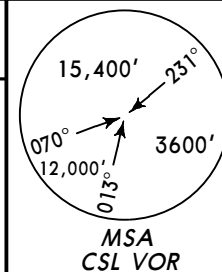
Trans level: By ATC Trans alt: 6000'

**KUKEV 5N [KUK5N], KUKEV 5P [KUK5P]
TRANSITIONS**
CONVENTIONAL/P-RNAV (OVERLAY)**KUKEV**
N45 39.2 E007 12.5**MATOG**
N45 23.2 E007 35.4
At or above
FL180/FL190
depending on
Geneva QNH**MF412**
N45 10.2 E007 43.0
At or above
FL120**SIRLO**
N45 09.3 E007 59.6
At or above
4000'**CASELLE**
D 116.75 CSL
N45 13.2 E007 39.0**TORINO**
D 114.5 TOP
N44 55.5 E007 51.7
392.5 TOP
N44 55.5 E007 51.6
At or above
6000'**MF408**
N45 03.8 E007 51.9
At or above
6000'

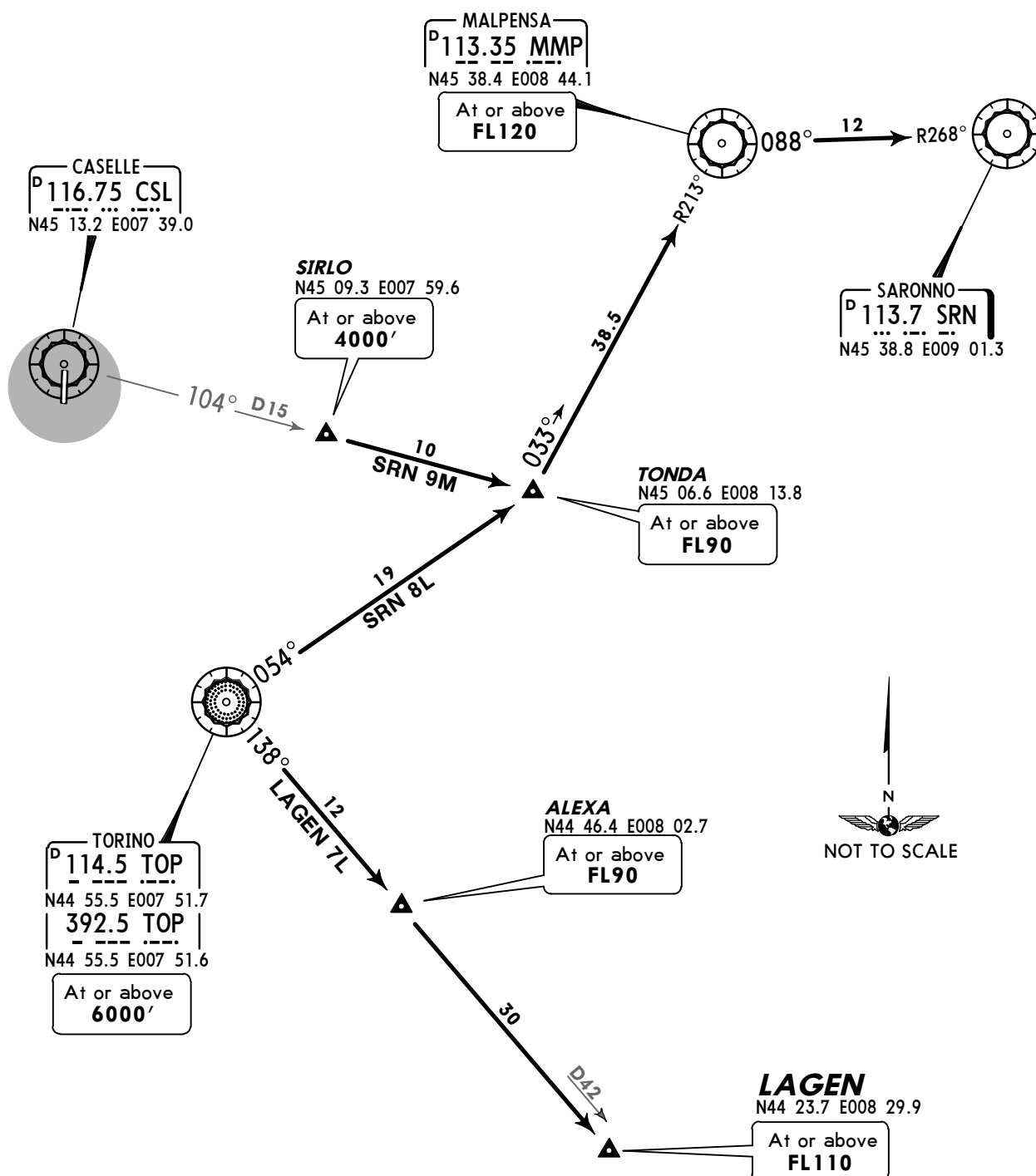
TRANSITION	ROUTING
KUKEV 5N	At SIRLO turn RIGHT, intercept CSL R-135 inbound to D4 CSL, turn RIGHT, intercept TOP R-337 to MATOG, turn LEFT, 314° track to KUKEV. RNAV: SIRLO (4000'+; K240-) - MF408 (6000'+; K240-) - MF412 (FL120+) - MATOG (FL180+/190+ ①) - KUKEV.
KUKEV 5P	At TOP proceed via MATOG to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

Apt Elev
989'

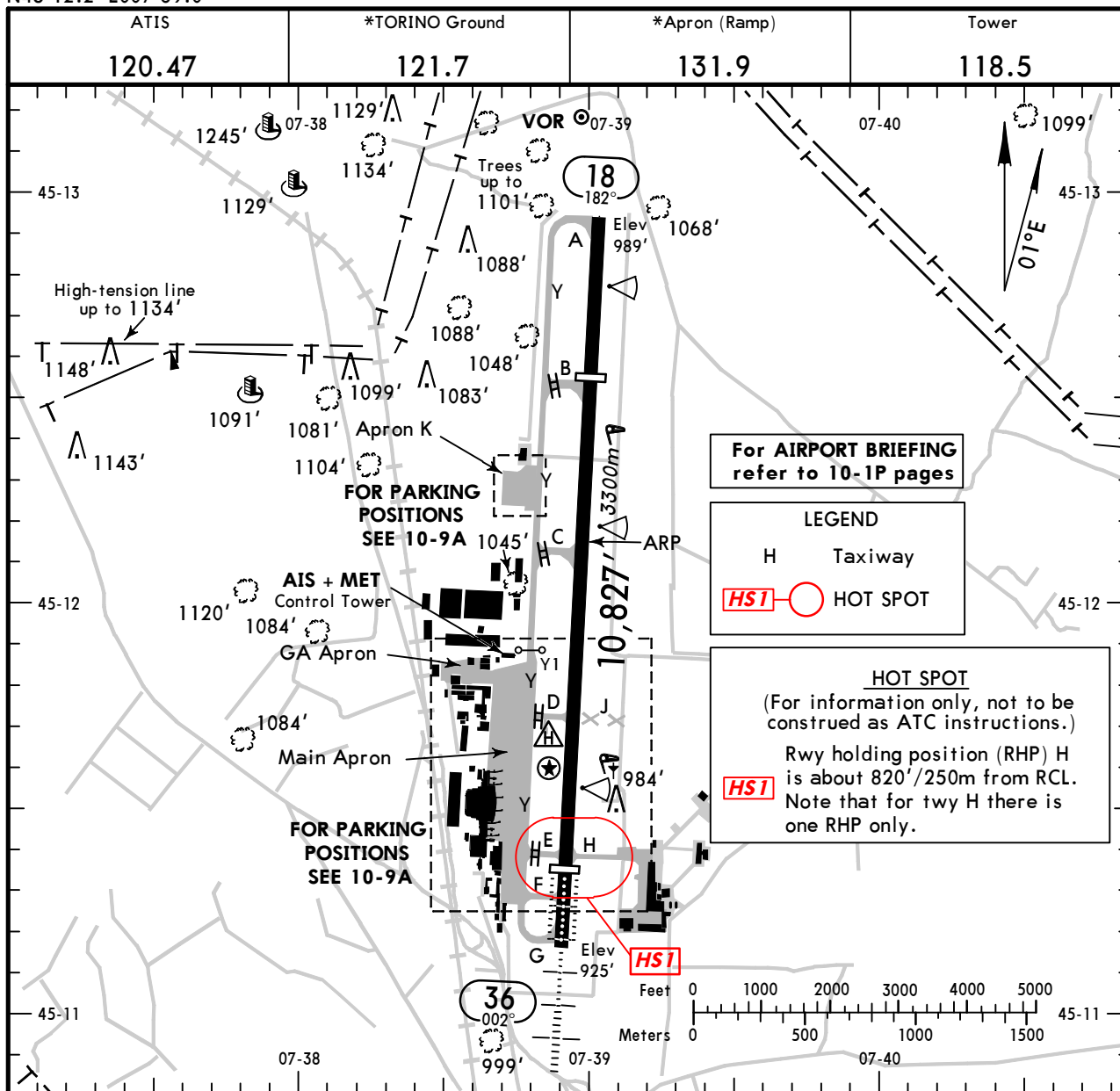
Trans level: By ATC Trans alt: 6000'



**LAGEN 7L [LAG7L]
SRN 8L, SRN 9M
TRANSITIONS**
CONVENTIONAL/P-RNAV (OVERLAY)



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



ADDITIONAL RUNWAY INFORMATION

RWY		RVR	USABLE LENGTHS		TAKE-OFF	WIDTH
			Threshold	Landing Beyond		
18	HIRL (50m) PAPI (3.0°)	8445'	2574m		2	197' 60m
36	HIRL (50m) CL (15m) HIALS-II SFL TDZ 1	9678'	2950m	8706' 2654m		

1 PAPI (3.0°)

2 TAKE-OFF RUN AVAILABLE

RWY 18:

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

RWY 36:

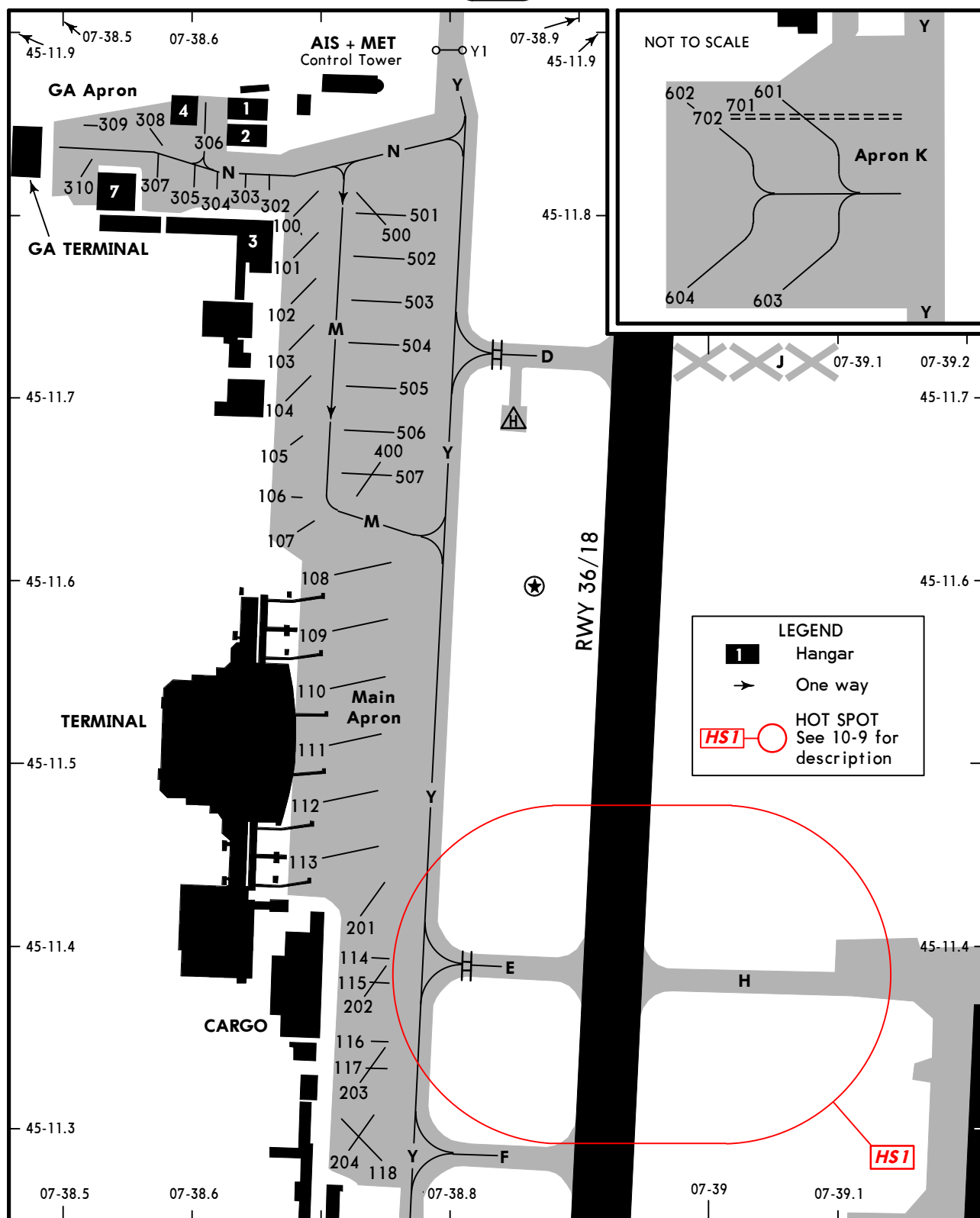
From rwy head 10,827' (3300m)
twy F int 9908' (3020m)
twy E/H int 9278' (2828m)
twy D int 7254' (2211m)

Standard

TAKE-OFF 1

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

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



INS COORDINATES

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

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

❶ MM out: NOT AUTHORIZED.

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

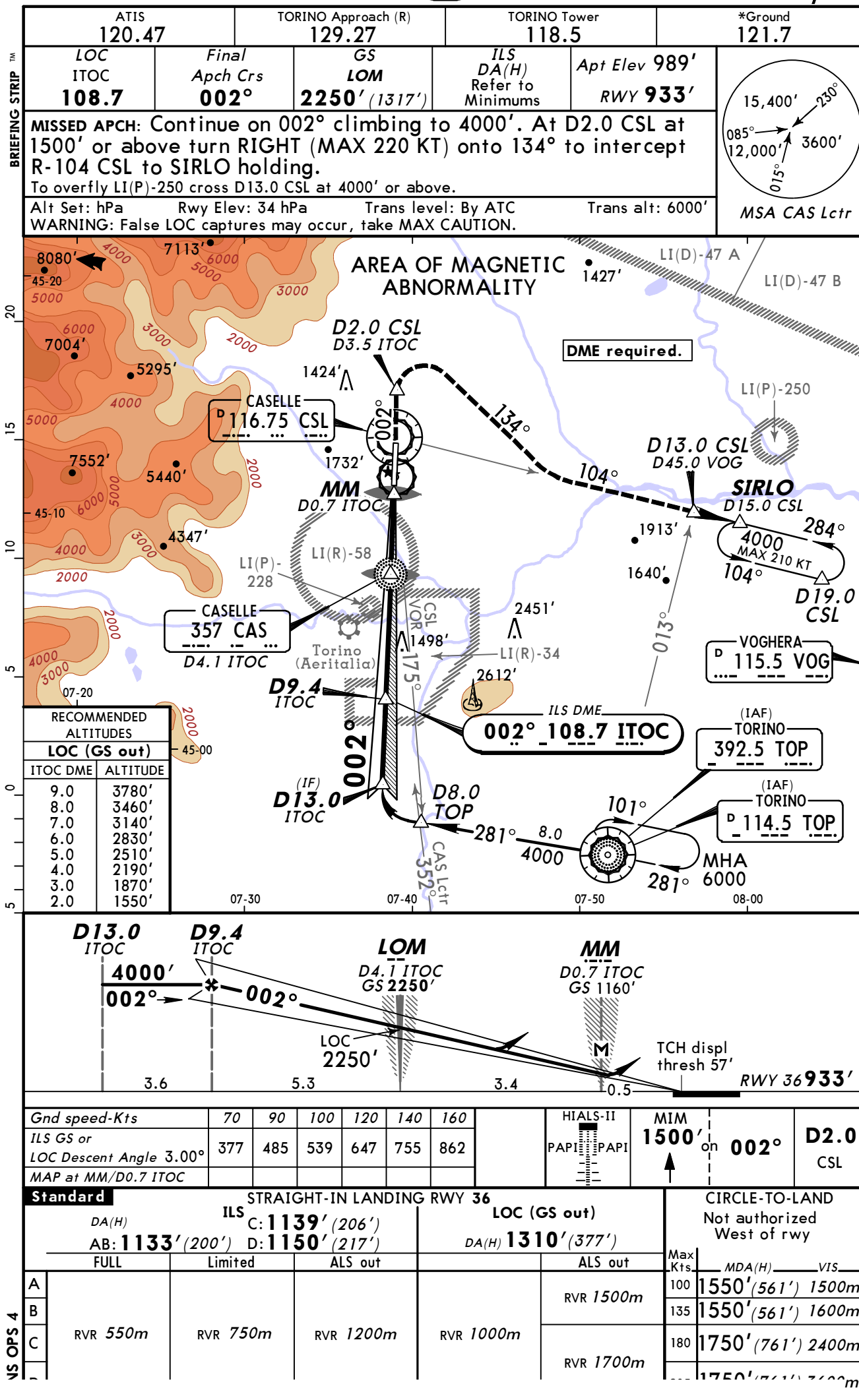
❷ Not authorized West of rwy.

TAKE-OFF RWY 18, 36

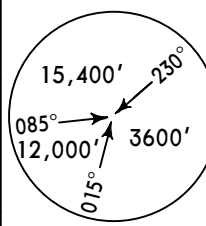
LVP must be in Force ❸				
RL, FATO LTS, CL & RVR info	RL, FATO LTS & RCLM	Unlit/unmarked defined RWY/FATO	Nil Facilities DAY	Nil Facilities NIGHT
150m	200m	200m	250m ❹	800m

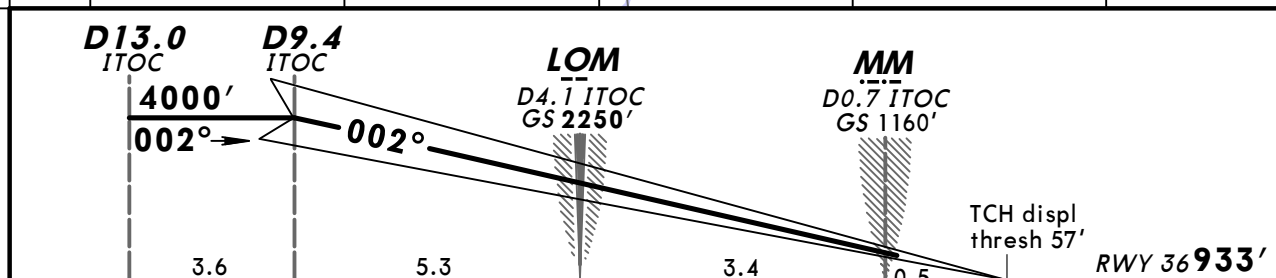
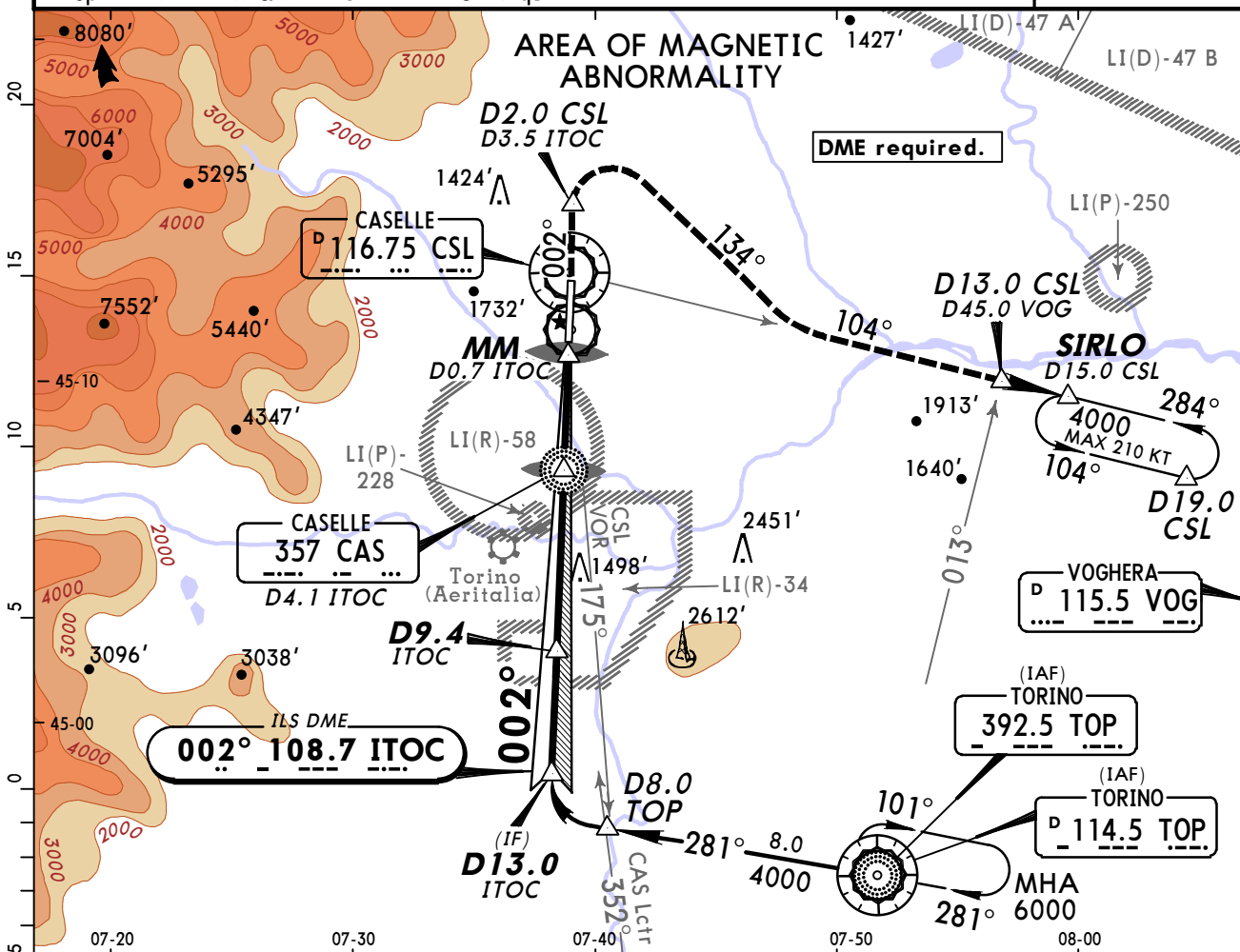
❸ Without LVP 400m are stipulated.

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



BRIEFING STRIP™

ATIS 120.47		TORINO Approach (R) 129.27		TORINO Tower 118.5		*Ground 121.7			
LOC ITOC 108.7		Final Apch Crs 002°		GS LOM 2250' (1317')		CAT II ILS RA/DA(H) Refer to Minimums		Apt Elev 989' RWY 933'	
MISSED APCH: Continue on 002° climbing to 4000'. At D2.0 CSL at 1500' or above turn RIGHT (MAX 220 KT) onto 134° to intercept R-104 CSL to SIRLO holding. To overfly LI(P)-250 cross D13.0 CSL at 4000' or above.									
Alt Set: hPa Rwy Elev: 34 hPa Trans level: By ATC Trans alt: 6000'									
1. WARNING: False LOC captures may occur, take MAX CAUTION. 2. Special Aircrew & Acft Certification Required.									



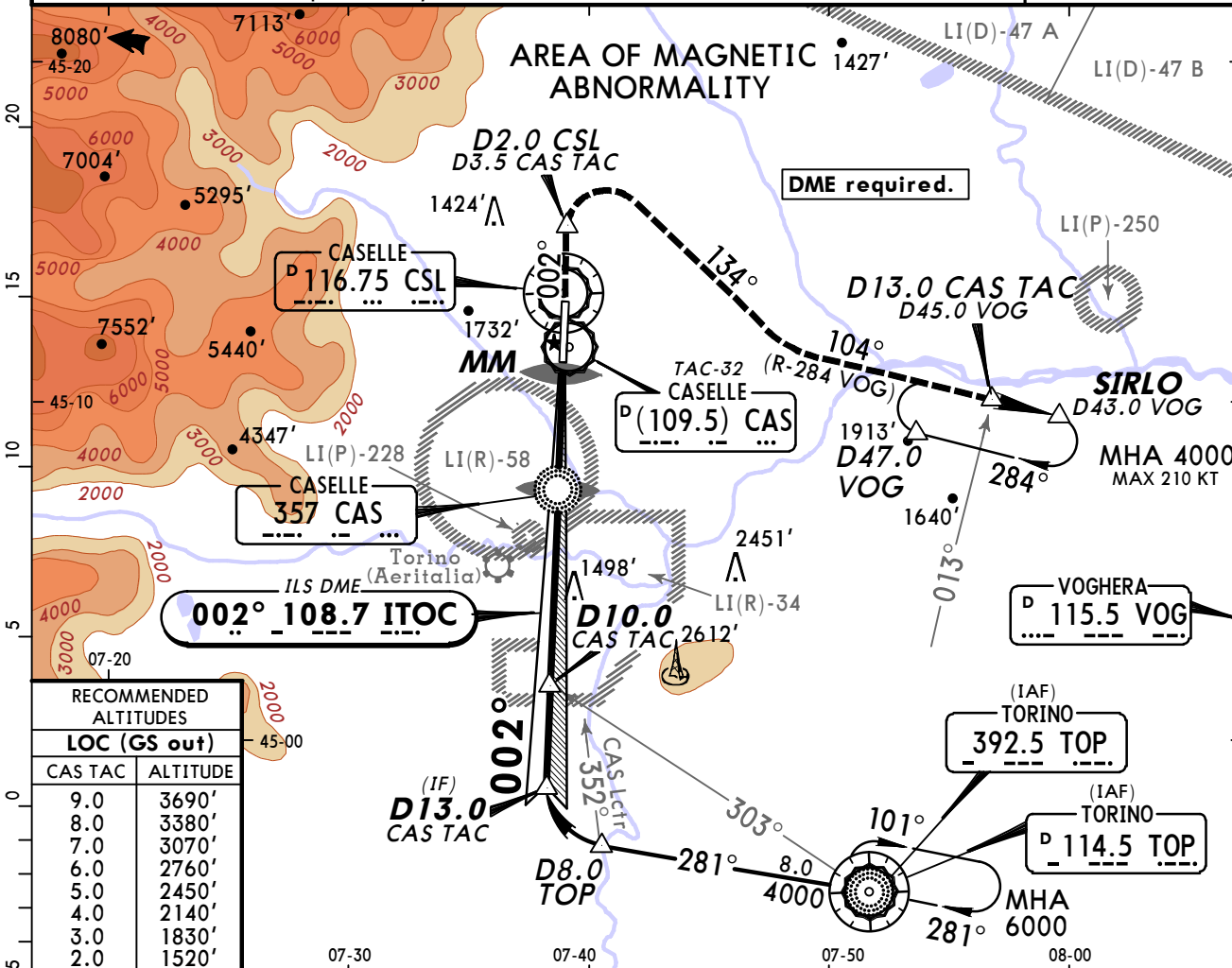
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI	MIM 1500' on 002°	D2.0 CSL
GS	3.00°	377	485	539	647	755			

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

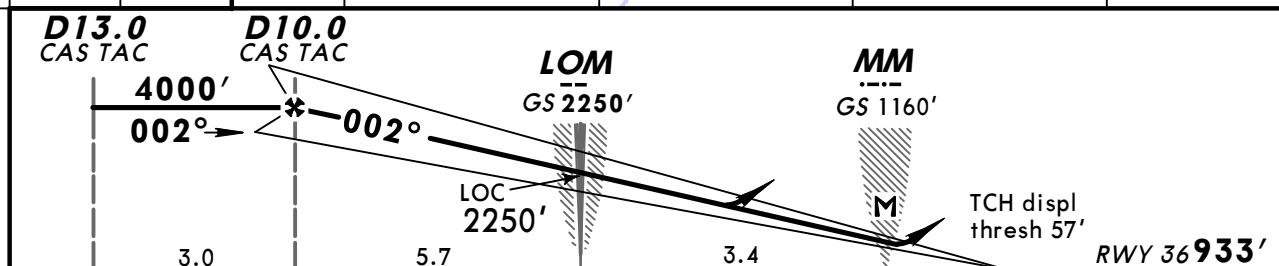
RVR 300m

BRIEFING STRIP™

ATIS 120.47		TORINO Approach (R) 129.27		TORINO Tower 118.5		*Ground 121.7	
LOC ITOC 108.7	Final Apch Crs 002°	GS LOM 2250' (1317')	ILS DA(H) Refer to Minimums	Apt Elev 989' RWY 933'		15,400' 230° 085° → 12,000' 015° 3600' MSA CAS Lctr	
MISSED APCH: Continue on 002° climbing to 4000'. At D2.0 CSL at 1500' or above turn RIGHT (MAX 220 KT) onto 134° to intercept R-284 VOG inbound to SIRLO holding.							
To overfly LI(P)-250 cross D13.0 CAS TAC at 4000' or above.							
Alt Set: hPa Rwy Elev: 34 hPa Trans level: By ATC Trans alt: 6000'							
WARNING: False LOC captures may occur, take MAX CAUTION.							



RECOMMENDED ALTITUDES	
LOC (GS out)	
CAS TAC	ALTITUDE
9.0	3690'
8.0	3380'
7.0	3070'
6.0	2760'
5.0	2450'
4.0	2140'
3.0	1830'
2.0	1520'



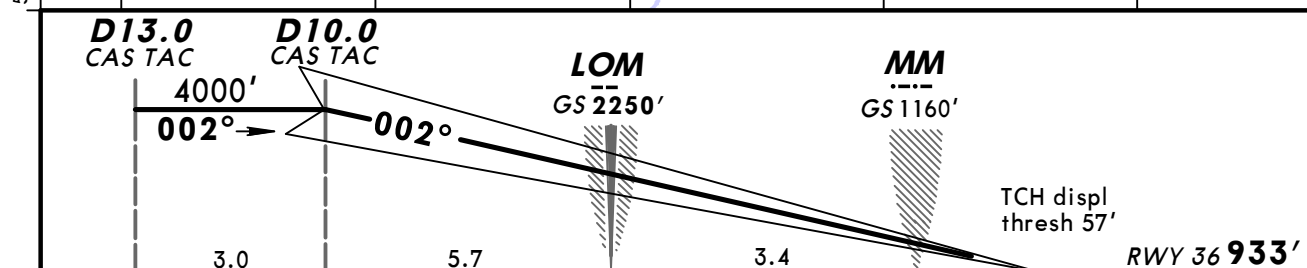
TO DISPLACED THRESHOLD						HIALS-II		MIM		D2.0	
Gnd speed-Kts	70	90	100	120	140	160	PAPI	1500'	on 002°	CSL	
ILS GS or LOC Descent Angle 3.00°	377	485	539	647	755	862	PAPI				
MAP at MM											

STRAIGHT-IN LANDING RWY 36				CIRCLE-TO-LAND	
ILS C: 1139' (206') AB: 1133' (200') D: 1150' (217') FULL Limited ALS out				Not authorized West of rwy	
DA(H) 1310' (377') ALS out				Max Kts MDA(H) VIS	
RVR 550m				100	1550' (561') 1500m
RVR 750m				135	1550' (561') 1600m
RVR 1200m				180	1750' (761') 2400m
RVR 1000m					1750' (761') 2400m
RVR 1700m					1750' (761') 2400m

Diagram illustrating the MSA CAS Lc tr (Control Area Station) geometry. The diagram shows three points forming a triangle with the following distances and angles:

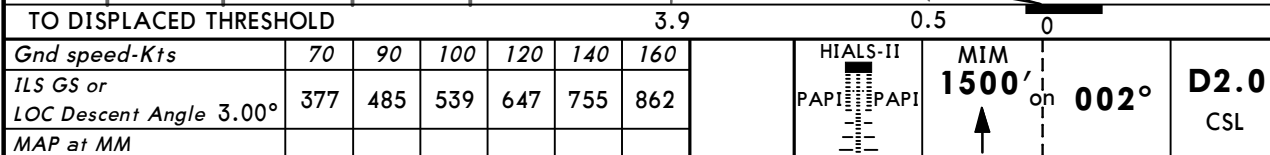
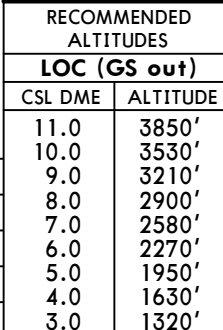
- Distance 1: 15,400'
- Distance 2: 12,000'
- Distance 3: 3600'
- Angle 1: 085°
- Angle 2: 230°
- Angle 3: 015°

MSA
CAS Lc tr

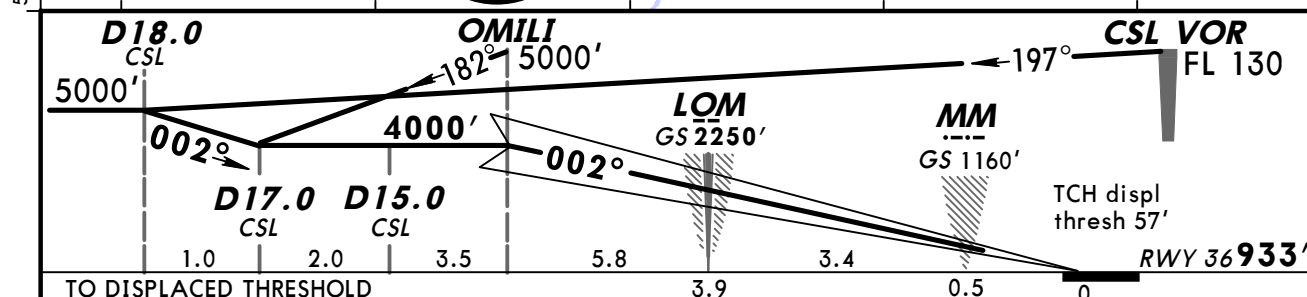


Standard		STRAIGHT-IN LANDING RWY 36	
		CAT II ILS	
ABC			D
RA 106'			RA 114'
<i>DA(H) 1033' (100')</i>			<i>DA(H) 1040' (107')</i>

NS OPS 4



Standard		STRAIGHT-IN LANDING RWY 36				CIRCLE-TO-LAND	
DA(H)		ILS C: 1139' (206')		LOC (GS out)		Not authorized	
AB: 1133' (200')		D: 1150' (217')		DA(H) 1310' (377')		West of rwy	
FULL		Limited		ALS out		Max Kts	MDA(H) VIS
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1000m	RVR 1500m	100	1550' (561') 1500m
B						135	1550' (561') 1600m
C					RVR 1700m	180	1750' (761') 2400m
D						200	1750' (761') 2400m

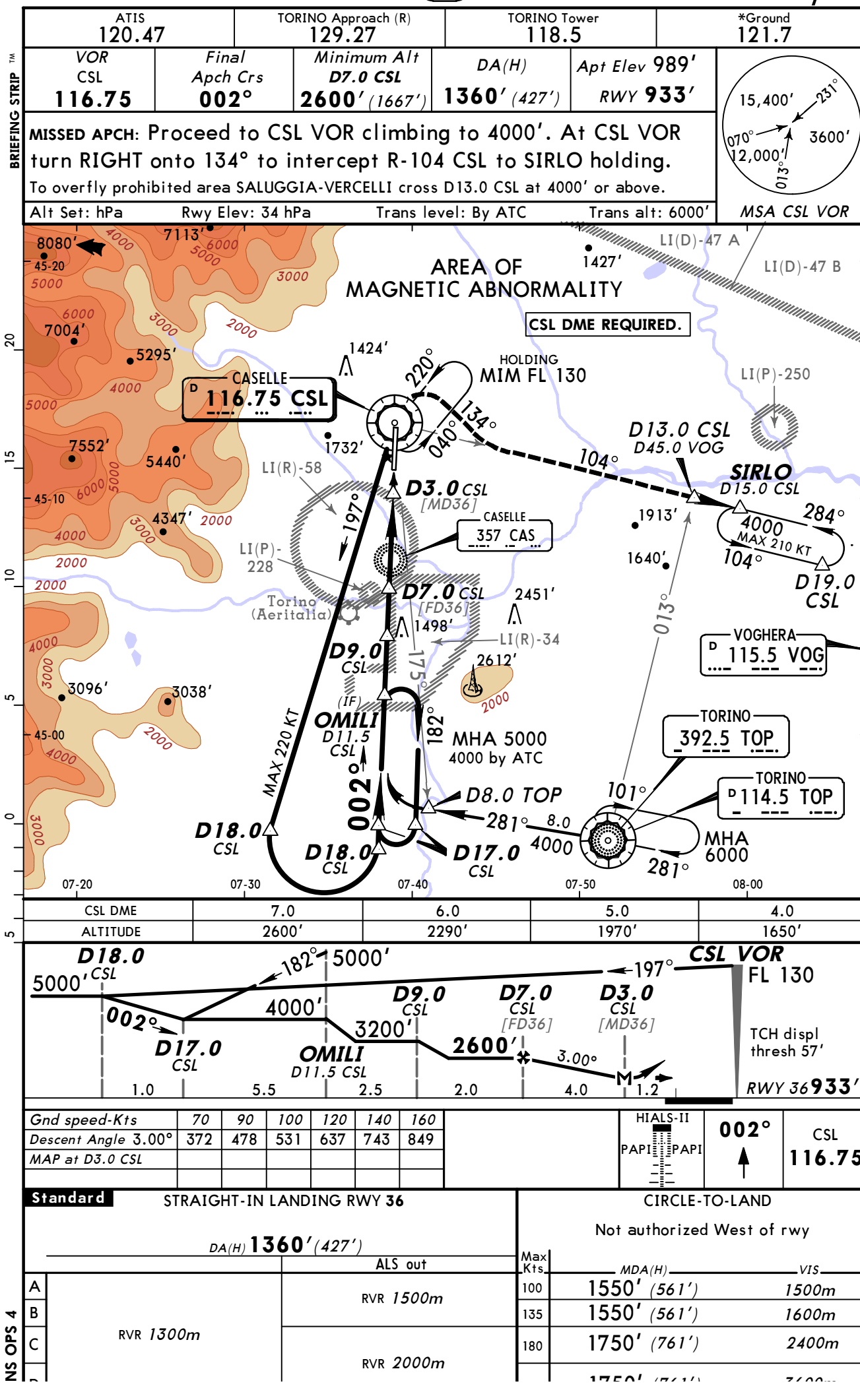


The image shows a gel electrophoresis result. The top lane is labeled 'HIALS-II' and contains a single, prominent dark band. The bottom lane is labeled 'PAPI' on the left and 'PAP' on the right, and contains multiple horizontal bands of varying intensity.

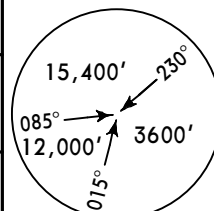
STRAIGHT-IN LANDING RWY 36
CAT II ILS

ABC RA 106' <i>DA(H)</i> 1033' (100')	D RA 114' <i>DA(H)</i> 1040' (107')
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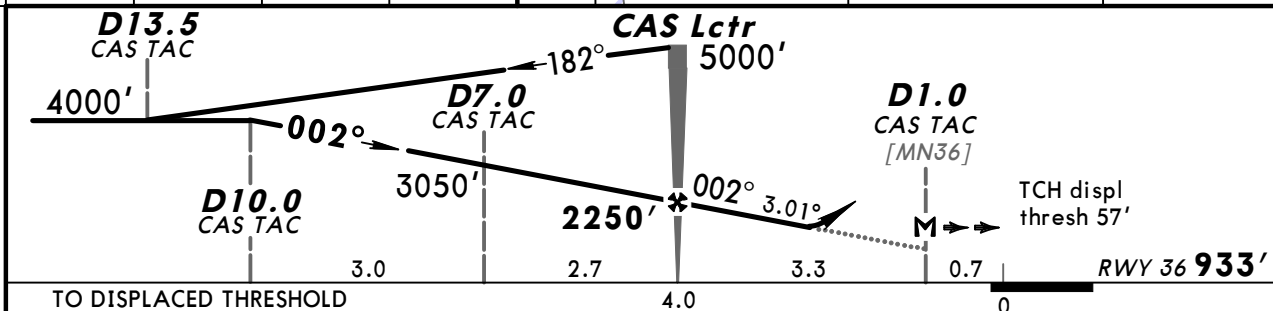
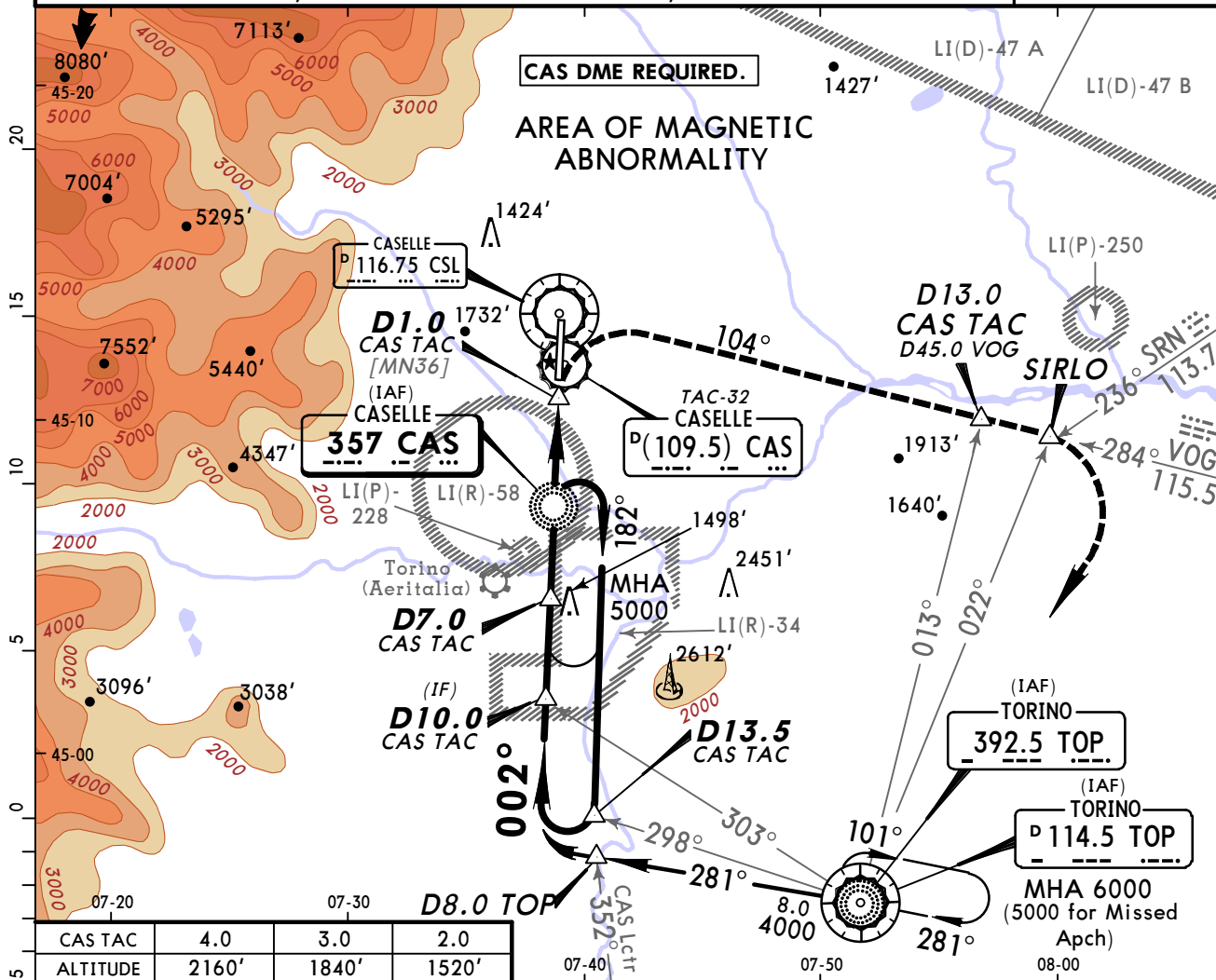
RVR **300m** **I**



ATIS 120.47	TORINO Approach (R) 129.27	TORINO Tower 118.5	*Ground 121.7
Lctr CAS 357	Final Apch Crs 002°	Minimum Alt CAS Lctr 2250' (1317')	DA(H) 1500' (567')
Apt Elev 989'			RWY 933'
MISSED APCH: Turn RIGHT to join R-284 VOG VOR to SIRLO, then proceed to TOP VOR/NDB climbing to 5000'. To overfly prohibited area SALUGGIA-VERCELLI cross D13.0 CAS TAC at 4000' or above.			
Alt Set: hPa	Rwy Elev: 34 hPa	Trans level: By ATC	Trans alt: 6000'



MSA
CAS Lctr



Gnd speed-Kts	70	90	100	120	140	160	HIAS-II	VOG
Descent Angle 3.01°	373	479	532	639	745	852	PAPI	115.5
MAP at D1.0 CAS TAC							PAPI	R-284

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

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport LIMF