AERODROME CHART - ICAO

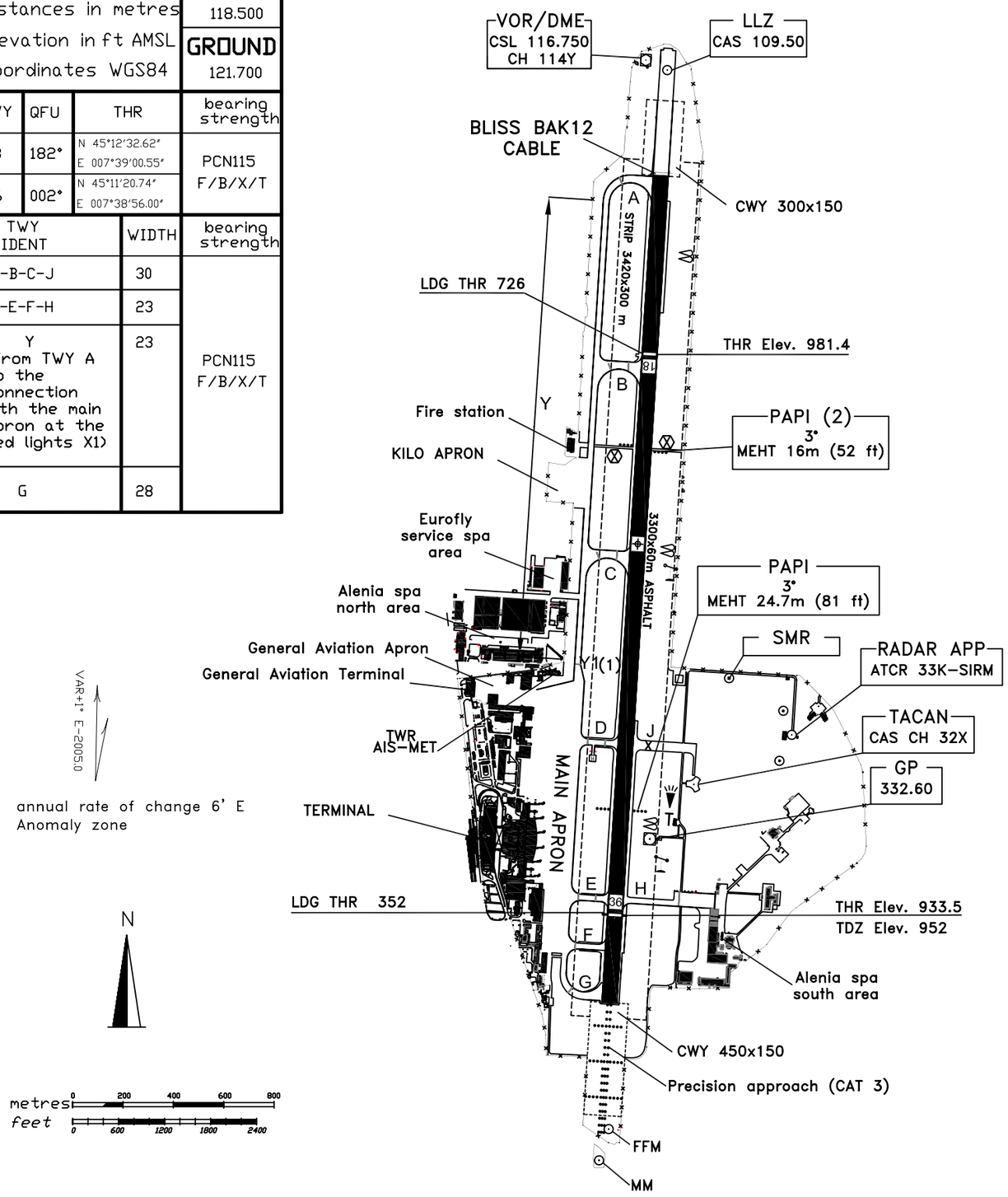
Bearings are magnetic
Distances in metres
Elevation in ft AMSL
Coordinates WGS84

TWR	GROUND
118.500	121.700

RWY	QFU	THR	bearing strength
18	182°	N 45°12'32.62" E 007°39'00.55"	PCN115 F/B/X/T
36	002°	N 45°11'20.74" E 007°38'56.00"	

TWY IDENT	WIDTH	bearing strength
A-B-C-J	30	PCN115 F/B/X/T
D-E-F-H	23	
Y (From TWY A to the connection with the main apron at the red lights X1)	23	
G	28	

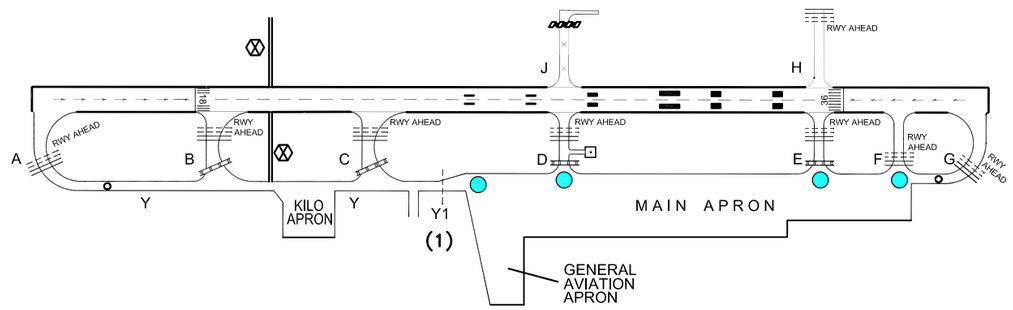
CHANGE: follow me position



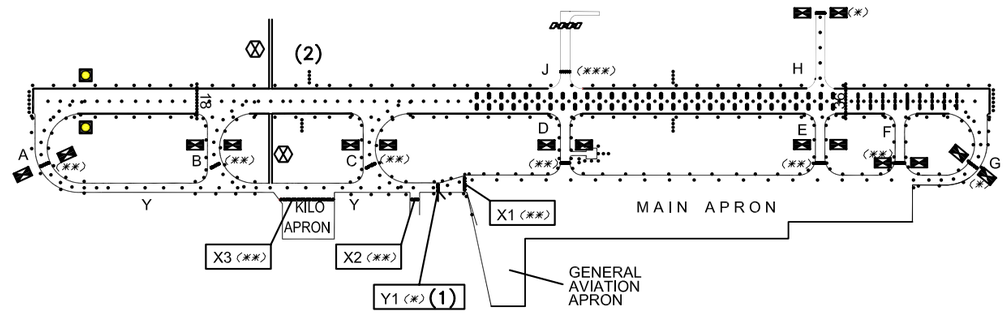
NOT TO SCALE

AD ELEV 989	TORINO / CASELLE
APRON ELEV 949	L I M F 45°12'09"N 007°38'58"E

MARKING AIDS



LIGHTING AIDS



REMARKS:

(1) INTERMEDIATE HOLDING POSITION Y1 ON TWY Y, USABLE NORTHWARD ONLY, IDENTIFIED BY DASHED TRANSVERSAL MARKING AND ILLUMINATED INFORMATION SIGNS ON LEFT SIDE OF THE TWY - AND ANNEXED STOP BAR

(2) RWY 18 PAPI OBST PROTECTION SURFACE NOT INSTRUMENT

- RCLL RWY 18 PRESENTLY UNSERVICEABLE

- TWY J CLOSED WITH RED AND WHITE OBSTRUCTIONS PROVIDED WITH CLOSED AREA MARKING AND UNSERVICEABILITY AREA LIGHT

- ELICOPTER LANDING AREA CLOSED, TAKE-OFF AND LANDING IS PERMITTED TO/FROM RWY 18/36

LEGEND

(*) STOP BAR

(**) UNIDIRECTIONAL RED LIGHTS (FOR DETAILS SEE LVP CHART AD 2 LIMF 2-3)

(***) UNSERVICEABILITY AREA RED LIGHTS

RED AND WHITE OBSTRUCTIONS

RWY GUARD LIGHTS CONFIGURATION A (REF. ICAO ANNEX 14)

BLISS BAK 12 CABLE IDENTIFICATION SIGN

VOR CHECK-POINT MARKING

NOT USABLE BY ACFT

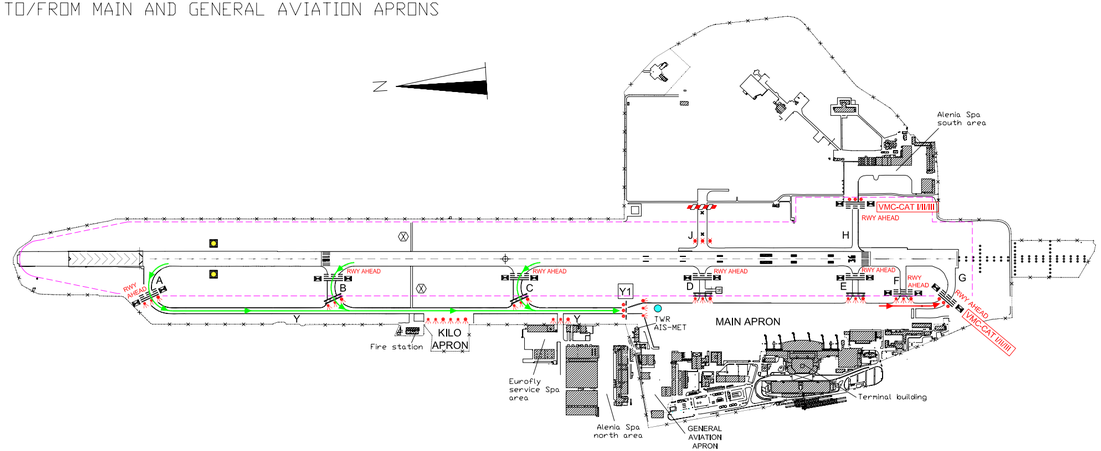
FOLLOW ME POSITION (SEE AIRCRAFT PARKING DOCKING REMARKS AD 2 LIMF 2-9)

Data provided by SAGAT Spa Torino

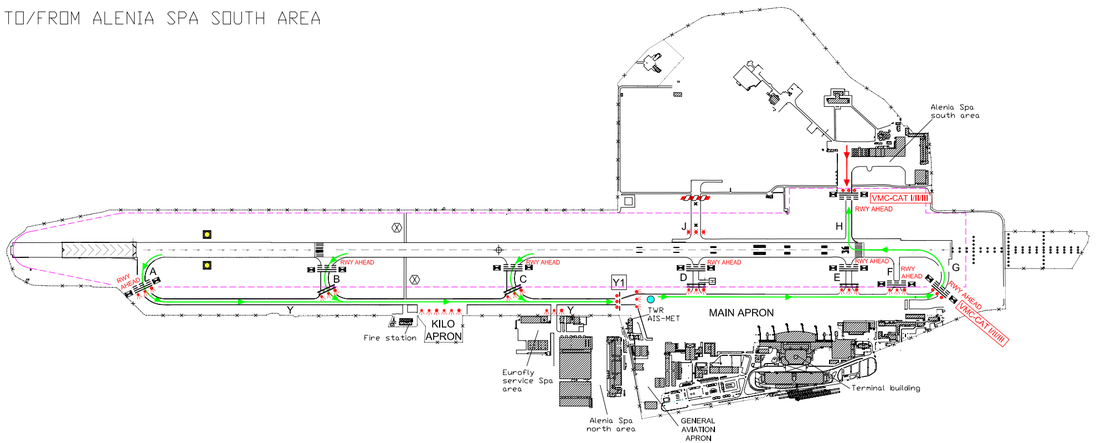
AD ELEV 989	TORINO / CASELLE	
APRON ELEV 949	L I M F	45°12'09'' N 007°38'58'' E

CHANGE: New AD section - Reprinting

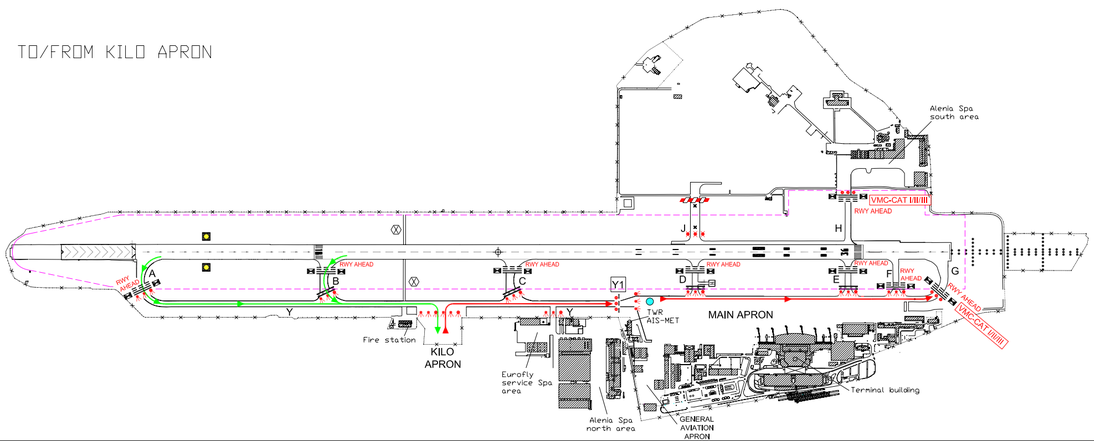
TO/FROM MAIN AND GENERAL AVIATION APRONS



TO/FROM ALENIA SPA SOUTH AREA



TO/FROM KILO APRON



LEGEND:

- VMC-CATI/II/III RWY HOLDING POSITION on TWY G and H - identified by marking pattern A and illuminated mandatory instruction signs on both sides of the TWY - and annexed stop bar.
- INTERMEDIATE HOLDING POSITION Y1 on TWY Y, usable northward only, identified by dashed transversal marking and illuminated information signs on left side of the TWY - and annexed stop bar.
- Unidirectional red lights
- RUNWAY GUARD LIGHTS CONFIGURATION "A" (REF ICAO ANNEX 14)
- BLISS BAK 12 CABLE IDENTIFICATION SIGN
- RED AND WHITE OBSTRUCTIONS
- UNSERVICEABILITY AREA LIGHTS
- NOT USABLE BY ACFT
- FOLLOW ME POSITION (SEE AIRCRAFT PARKING DOCKING REMARKS AD 2 LIMF 2-9)
- CAT II/III SENSITIVE AREA
- LANDING ACFT ROUTINGS
- DEPARTING ACFT ROUTING

metres 0 200 400 600 800
feet 0 600 1200 1800 2400

AIRCRAFT PARKING DOCKING CHART MAIN AND GENERAL AVIATION APRONS

Bearings are magnetic Distances in metres Elevation in ft AMSL Coordinates WGS84	TWR 118.500	TAXILANE IDENT	RMK
	GROUND 121.700	Y	From south end side of twy Y (see AD LIMF 2–1 TWY ident) to marking pattern A on TWY G
MAIN APRON			
lighting	bearing strength		
Fixed lights showing blue	Surface: Concrete Strength: PCN114/R/A/X/T	M	Usable only southward except to stand 400 and towing operations
GENERAL AVIATION APRON			
lighting	bearing strength	N	
not available	Surface: Concrete		

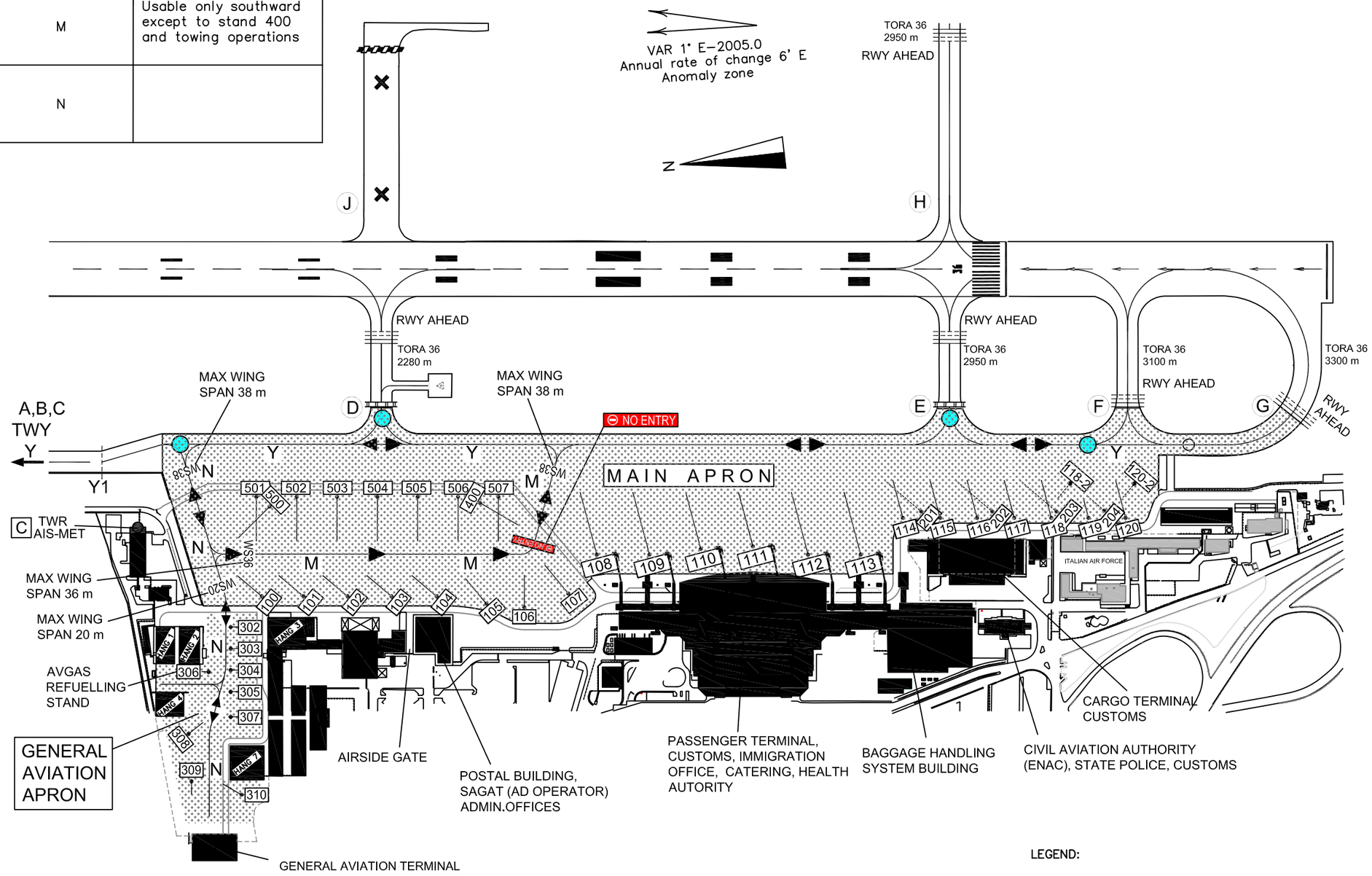
AD ELEV 989	TORINO / CASELLE	
APRON ELEV 949	L I M F	45°12'09" N 007°38'58" E

CHANGE: Apron TWY M taxiing direction, stands layout, service road, follow me position, RWY ahead.

POINTS ON PARKING AREA

STAND	Coordinates WGS84 N	E
100	(TBD)	(TBD)
101	(TBD)	(TBD)
102	(TBD)	(TBD)
103	(TBD)	(TBD)
104	(TBD)	(TBD)
105	(TBD)	(TBD)
106	(TBD)	(TBD)
107	(TBD)	(TBD)
108	45°11'35.00"	007°38'38.85"
109	45°11'33.15"	007°38'38.68"
110	45°11'31.28"	007°38'38.52"
111	45°11'29.42"	007°38'38.36"
112	45°11'27.55"	007°38'38.20"
113	45°11'25.69"	007°38'38.03"
114	45°11'24.41"	007°38'41.31"
115	45°11'23.10"	007°38'41.20"
116	45°11'21.79"	007°38'41.08"
117	45°11'20.49"	007°38'40.97"
118	45°11'19.17"	007°38'40.85"
119	45°11'17.86"	007°38'40.74"
120	45°11'16.55"	007°38'40.62"
118-2	(TBD)	(TBD)
120-2	(TBD)	(TBD)
201	45°11'23.45"	007°38'41.13"
202	45°11'21.12"	007°38'40.93"
203	45°11'18.73"	007°38'40.72"
204	45°11'16.34"	007°38'40.51"
400	(TBD)	(TBD)
500	(TBD)	(TBD)
501	45°11'47.10"	007°38'44.31"
502	45°11'45.68"	007°38'44.19"
503	45°11'44.26"	007°38'44.06"
504	45°11'42.84"	007°38'43.94"
505	45°11'41.41"	007°38'43.81"
506	45°11'39.99"	007°38'43.69"
507	45°11'38.57"	007°38'43.52"
301	(TBD)	(TBD)
302	(TBD)	(TBD)
303	(TBD)	(TBD)
304	(TBD)	(TBD)
305	(TBD)	(TBD)
306	(TBD)	(TBD)
307	(TBD)	(TBD)
308	(TBD)	(TBD)
309	(TBD)	(TBD)
310	(TBD)	(TBD)

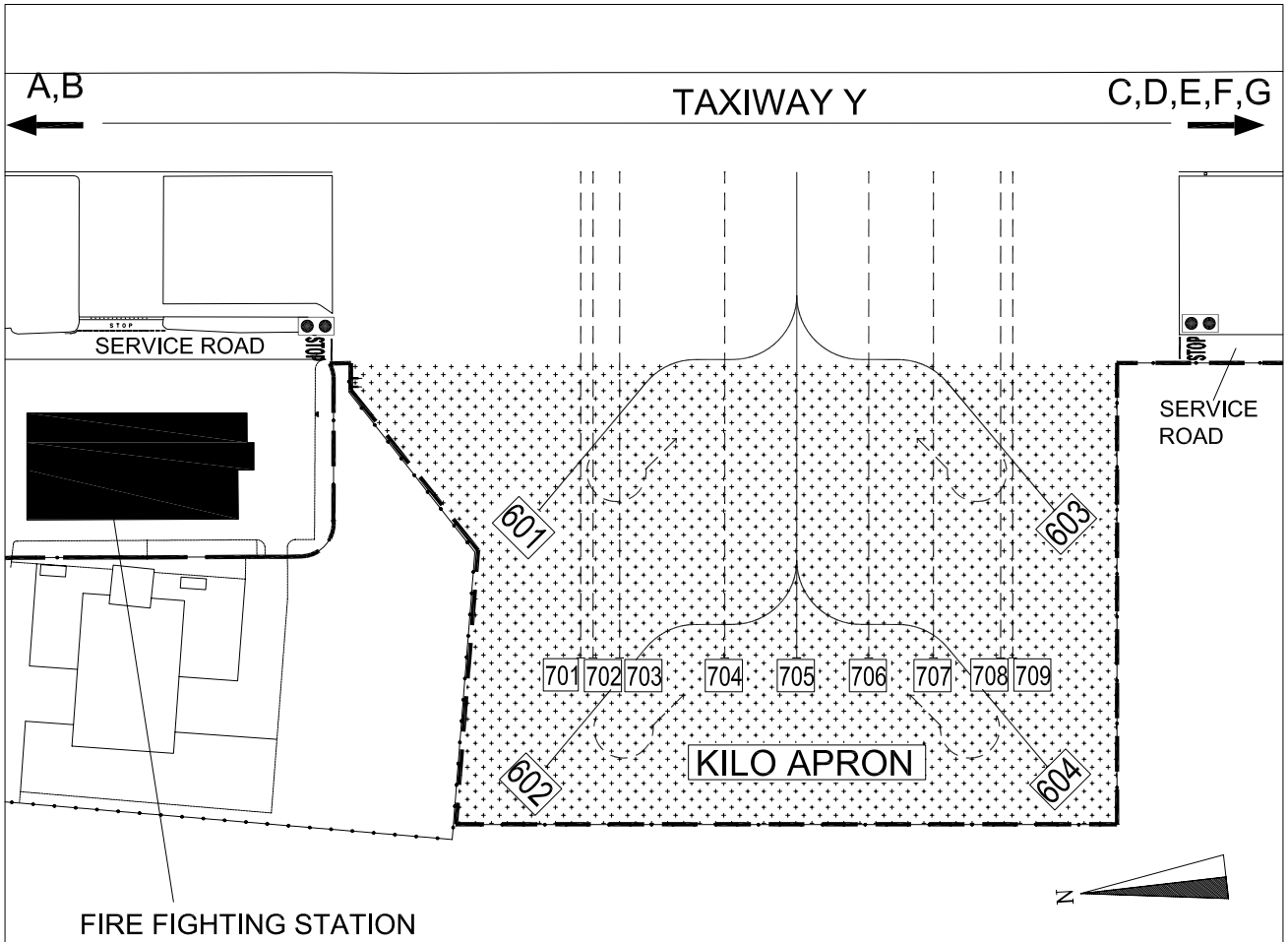
REMARKS: SEE AD 2 LIMF 2–9



Data provided by SAGAT Spa Torino

Bearings are magnetic Distances in metres Elevation in FT AMSL Coordinates WGS84	TWR 118.500 GROUND 121.700	AD ELEV 989	TORINO/ CASELLE	
		APRON ELEV 949	L I M F	45°12'09"N 007°38'58"E

KILO APRON		
lighting	bearing	strength
Fixed blue markers	Surface: Concrete Strength: PCN119/R/A/X/T	



REMARKS: SEE AD 2 LIMF 2-9

POINTS ON PARKING AREA

STAND	Coordinates WGS84 N	E
601	45°12'17.74"	007°38'44.57"
602	45°12'17.81"	007°38'41.82"
603	45°12'13.84"	007°38'44.23"
604	45°12'14.02"	007°38'41.49"
701	45°12'17.50"	007°38'42.96"
702	45°12'17.40"	007°38'42.95"
703	45°12'17.20"	007°38'42.93"
704	45°12'16.41"	007°38'42.87"
705	45°12'15.86"	007°38'42.82"
706	45°12'15.32"	007°38'42.77"
707	45°12'14.83"	007°38'42.73"
708	45°12'14.32"	007°38'42.68"
709	45°12'14.23"	007°38'42.67"

LEGEND:

APRON AREA

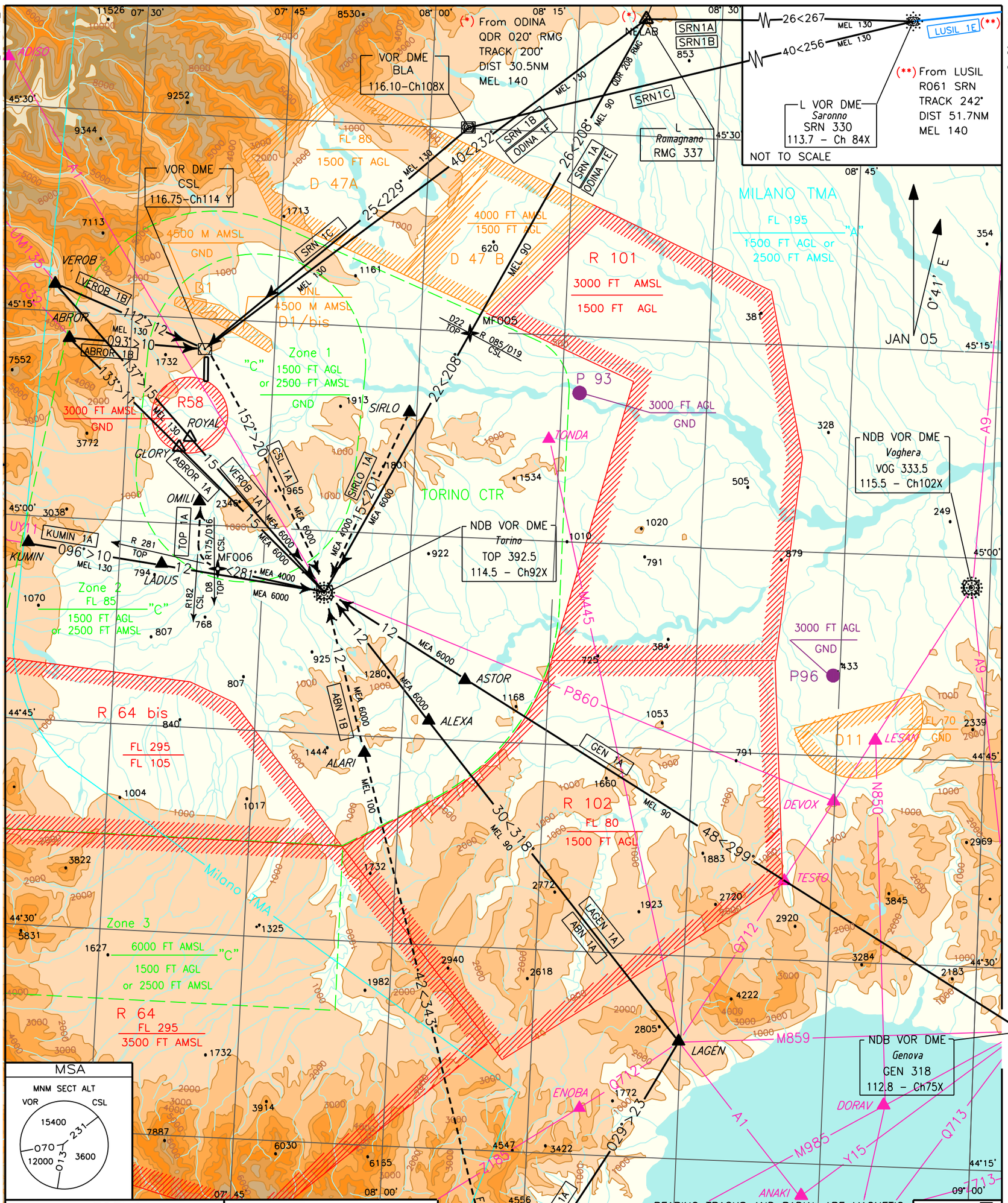
metres 0 50 100

feet 0 150 300

CHANGE: New AD section – Reprinting

AIRCRAFT PARKING DOCKING REMARKS	
1.	Apron area limits as follows: - main apron: unidirectional red lights X1/D/E/F and stop bar G - general aviation apron: not connected with manoeuvring area but with north/west side of main apron - kilo apron: unidirectional red light X3
2.	Stands 100-120: POWER IN - PUSH BACK Stand 118-2 and stand 120-2: POWER IN - POWER OUT Stands 201-204: POWER IN - PUSH BACK Stands 302-310: POWER IN - POWER OUT Stand 400: POWER IN - POWER OUT Stands 500-507: POWER IN - POWER OUT Stands 601-604: POWER IN - PUSH BACK Stands 701-709: POWER IN - PUSH BACK **RMK:** **- Stands 100-105 and 601-604 self manoeuvring OPS are permitted with max wing span 24 m and ground taxiing helicopters with an overall width shorter than 17 m** **- Pushing back OPS from stand 100-107 could be delayed due to interaction with start up OPS on stands 400 and 500-507** **- For safety reason all power out and taxi OPS must be performed with minimum thrust engine**
3.	Stands 302-305 are available for max wing span 13 m and piston engine aircraft only Stand 306 is available for AVGAS refuelling only and max wing span 15 m Stands 307, 308 and 309 are available for max wing span 20 m Stand 310 is available for max wing span 15 m
4.	a) Stand availability for air taxiing helicopters and ground taxiing helicopters with an over-all width longer than 17 m: - stand 120 when stands 118-2, 119, 120-2 and 204 are not occupied - stands 601 and 603 b) Stand availability for ground taxiing helicopters with an over-all width shorter than 17 m: - stands self manoeuvring OPS: 100-105, and 601-604 - stands 400 and 500-507 **RMK : the aerodrome operator can choose other stands different from the ones mentioned above according with safety standards**
5.	“100”, “300”, “500”, “600” stands markings consist of a continuous yellow line “200”, “400”, “700” stands markings consist of a broken yellow line
6.	Pushing back OPS are approved by TWR service on relevant frequencies (see AD 2 LIMF item 18). Except otherwise requested to pilot by TWR service, all push-back OPS must be performed heading south
7.	Follow-me assistance for ground guidance is mandatory in the following cases: a) On the main apron: - to stands 100-107 - from stands 100-107 until reaching taxilane Y - to stands 400 and 500-507 - to general aviation apron - from general aviation apron until reaching taxilane Y - for all traffic entering the apron from TWY D, E, F, G until reaching the parking stand - for all helicopters - when LVP are in force or runway visual range is less than 400 m - when apron guideline markings or lightings are not visible or obscured - whenever is deemed necessary by pilot in command, aerodrome controller or aerodrome operator **RMK: Incoming traffic on the main apron, using follow-me assistance, shall taxi with caution until the pilot has the follow-me car in sight holding at the published position (see AD 2 LIMF 2-5)** b) On the taxilane Y when SMR is unserviceable and: - conditions are such that all or part of the taxilane Y cannot be monitored by aerodrome controller - general visibility is less than 1500 m c) On the general aviation apron d) On the and to/from kilo apron e) On the movement area for all towing operations
8.	Marshaller assistance: a) must be provided by handling operators b) is mandatory for all pushing back and carrying in/out operations, except carrying in operations to stands 108-113 when docking system is available
9.	General aviation apron and kilo apron are partially in sight by TWR only one movement of aircraft at a time is allowed on and to/from such aprons
10.	All taxiing aircraft must show landing lights
11.	Freq 131.900 MHz is available for coordination purposes with aerodrome operator (such frequency shall not be used for ATS purposes)

CHANGE: NEW AD SECTION



MSA

MNM SECT ALT

VOR — CSL

15400 — 070 — 231 — 013 — 12000 — 3600

LEGEND

- STAR
- STAR ATC DISCRETION
- Link route
- Not to scale
- Z713 — ATS Routes

FREQUENCIES

Torino	APP/Radar	129.275 (121.10)
	TWR	118.50

BEARING TRACKS AND RADIAL ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET
DISTANCES IN NM
SCALE 1:500.000

TOP Holding Pattern

* MHA 4000 ATC DISCRETION ONLY

101° — 6000 * — 281°

CSL Holding Pattern

220° — FL 130 — IAS Max 230 KT — 040°

OMILI Holding Pattern

* MHA 4000 ATC DISCRETION ONLY

D12 CSL — 002° — 5000 * — 182° — D17 CSL — R 182 CSL

REMARKS

(1) STAR SIRLO 1A: Reserved for missed approach only

(2) STAR CSL 1A: May be authorized in opposite direction with MEL 130

(3) STAR ABN 1B: May be authorized depending on traffic existing within LI R 64 and LI R 64 bis

(4) In the event of "TOP" VOR failure the radials shown in the STAR and referred to "TOP" VOR shall be intended as bearings referred to "TOP" NDB of same value

TRANSITION ALT 6000

LINK ROUTES & STAR

TORINO/CASELLE

LINK ROUTES Torino Caselle

LUSIL 1E
LUSIL – SRN VOR/DME
MEL: LUSIL – SRN VOR/DME: FL 140

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	LUSIL	-	-	-	-	(1)	SRN VOR/DME	RDL061/D52	Conventional
TF	SRN	Y	242°	-	+FL 140	(1)	-	-	Conventional

(1) See RAC 4-1-1

STAR Torino Caselle

CSL 1A (ATC DISCRETION)
CSL VOR/DME – TOP VOR/DME NDB
MEA: CSL VOR/DME – TOP VOR/DME NDB: 6000FT

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	CSL	-	-	-	-	(1)	-	-	Conventional
HM	TOP	-	152°	R	+6000FT	(1)	-	-	Conventional

ODINA 1E
ODINA – NELAB – MF005 – TOP VOR/DME NDB
MEL/MEA: ODINA – NELAB: FL 140; NELAB – MF005: FL 90; MF005 – TOP VOR/DME NDB: 6000FT

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	ODINA	-	-	-	-	(1)	RMG L	QDR020°/D30.5	Conventional
TF	NELAB	-	200°	R	+FL 140	(1)	TOP VOR/DME NDB	RDL-QDR028°/ D48	Conventional
TF	MF005	-	208°	-	+FL 90	(1)	TOP VOR/DME NDB	RDL-QDR028°/ D22	Conventional
HM	TOP	-	208°	R	+6000FT	(1)	-	-	Conventional

ODINA 1F
ODINA – NELAB – CSL VOR/DME
MEL: ODINA – NELAB: FL 140; NELAB – CSL VOR/DME: FL 130

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	ODINA	-	-	-	-	(1)	RMG L	QDR020°/D30.5	Conventional
TF	NELAB	-	200°	R	+FL 140	(1)	CSL VOR/DME	RDL052/D40	Conventional
HM	CSL	-	232°	L	+6000FT	(1)	-	-	Conventional

SIRLO 1A (ATC DISCRETION)
SIRLO – TOP VOR/DME NDB
MEA: SIRLO – TOP VOR/DME NDB: 4000FT

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	SIRLO	-	-	-	-	(1)	TOP VOR/DME NDB	RDL-QDR021°/ D15	Conventional
HM	TOP	-	201°	R	+4000FT	(1)	-	-	Conventional

SRN 1A
SRN VOR/DME L – NELAB – MF005 – TOP VOR/DME NDB
MEL/MEA: SRN VOR/DME L – NELAB: FL 130; NELAB – MF005: FL 90; MF005 – TOP VOR/DME NDB: 6000FT

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	SRN	-	-	-	-	(1)	-	-	Conventional
TF	NELAB	-	267°	L	+FL 130	(1)	TOP VOR/DME NDB	RDL-QDR028°/ D48	Conventional
TF	MF005	-	208°	-	+FL 90	(1)	TOP VOR/DME NDB	RDL-QDR028°/ D22	Conventional
HM	TOP	-	208°	R	+6000FT	(1)	-	-	Conventional

SRN 1B
SRN VOR/DME L – NELAB – CSL VOR/DME
MEL: SRN VOR/DME L – CSL VOR/DME: FL 130

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	SRN	-	-	-	-	(1)	-	-	Conventional
TF	NELAB	-	267°	L	+FL 130	(1)	CSL VOR/DME	RDL052/D40	Conventional
HM	CSL	-	232°	L	+FL 130	(1)	-	-	Conventional

SRN 1C
SRN VOR/DME L – BLA VOR/DME – CSL VOR/DME
MEL: SRN VOR/DME L – CSL VOR/DME: FL 130

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	SRN	-	-	-	-	(1)	-	-	Conventional
TF	BLA	-	256°	L	+FL 130	(1)	-	-	Conventional
HM	CSL	-	229°	L	+FL 130	(1)	-	-	Conventional

GEN 1A
GEN VOR/DME NDB – ASTOR – TOP VOR/DME NDB
MEL/MEA: GEN VOR/DME NDB – ASTOR: FL 90; ASTOR – TOP VOR/DME NDB: 6000FT

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	GEN	-	-	-	-	(1)	-	-	Conventional
TF	ASTOR	-	299°	-	+FL 90	(1)	TOP VOR/DME NDB	RDL-QDR119°/ D12	Conventional
HM	TOP	-	299°	R	+6000FT	(1)	-	-	Conventional

LAGEN 1A
LAGEN – ALEXA – TOP VOR/DME NDB
MEL/MEA: LAGEN – ALEXA: FL 90; ALEXA – TOP VOR/DME NDB: 6000FT

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	LAGEN	-	-	-	-	(1)	TOP VOR/DME NDB	RDL-QDR138°/ D42	Conventional
TF	ALEXA	-	318°	-	+FL 90	(1)	TOP VOR/DME NDB	RDL-QDR138°/ D12	Conventional
HM	TOP	-	318°	R	+6000FT	(1)	-	-	Conventional

TOP 1A (ATC DISCRETION)
TOP VOR/DME NDB – MF006 – OMILI
MEA: TOP VOR/DME NDB – OMILI: 4000FT

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	TOP	-	-	-	-	(1)	-	-	Conventional
TF	MF006	-	281°	R	+4000FT	(1)	TOP VOR/DME NDB / CSL VOR/DME	RDL-QDR281°/ D8 TOP or INT RDL-QDR 281° TOP – RDL175 CSL	Conventional
HM	OMILI	-	002°	R	+4000FT	(1)	CSL VOR/DME	RDL182/D22	Conventional

ABN 1A
ABN NDB– LAGEN – ALEXA – TOP VOR/DME NDB
MEL/MEA: ABN NDB – ALEXA: FL 90; ALEXA – TOP VOR/DME NDB: 6000FT

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	ABN	-	-	-	-	(1)	-	-	Conventional
TF	LAGEN	-	029°	L	+FL 90	(1)	TOP VOR/DME NDB	RDL-QDR138°/ D42	Conventional
TF	ALEXA	-	318°	-	+FL 90	(1)	TOP VOR/DME NDB	RDL-QDR138°/ D12	Conventional
HM	TOP	-	318°	R	+6000FT	(1)	-	-	Conventional

ABN 1B (ATC DISCRETION)
ABN NDB – ALARI – TOP VOR/DME NDB
MEL/MEA: ABN NDB – ALARI: FL 100; ALARI – TOP VOR/DME NDB: 6000FT

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	ABN	-	-	-	-	(1)	-	-	Conventional
TF	ALARI	-	343°	-	+FL 100	(1)	TOP VOR/DME NDB	RDL-QDR163°/ D12	Conventional
HM	TOP	-	343°	R	+6000FT	(1)	-	-	Conventional

KUMIN 1A
KUMIN – LADUS – TOP VOR/DME NDB
MEL/MEA: KUMIN – LADUS: FL 130; LADUS – TOP VOR/DME NDB: 6000FT

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	KUMIN	-	-	-	-	(1)	TOP VOR/DME NDB	RDL-QDR276°/ D22	Conventional
TF	LADUS	-	096°	-	+FL 130	(1)	TOP VOR/DME NDB	RDL-QDR276°/ D12	Conventional
HM	TOP	-	096°	R	+6000FT	(1)	-	-	Conventional

ABROR 1A
ABROR – GLORY – TOP VOR/DME NDB
MEL/MEA: ABROR – GLORY: FL 130; GLORY – TOP VOR/DME NDB: 6000FT

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	ABROR	-	-	-	-	(1)	TOP VOR/DME NDB	RDL-QDR313°/ D26	Conventional
TF	GLORY	-	133°	-	+FL 130	(1)	TOP VOR/DME NDB	RDL-QDR313°/ D15	Conventional
HM	TOP	-	133°	R	+6000FT	(1)	-	-	Conventional

ABROR 1B
ABROR – CSL VOR/DME
MEL: ABROR – CSL VOR/DME: FL 130

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	ABROR	-	-	-	-	(1)	TOP VOR/DME NDB	RDL-QDR313°/ D26	Conventional
HM	CSL	-	093°	L	+FL 130	(1)	-	-	Conventional

VEROB 1A
VEROB – ROYAL – TOP VOR/DME NDB
MEL/MEA: VEROB – ROYAL: FL 130; ROYAL – TOP VOR/DME NDB: 6000FT

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	VEROB	-	-	-	-	(1)	TOP VOR/DME NDB	RDL-QDR317°/ D30	Conventional
TF	ROYAL	-	137°	-	+FL 130	(1)	TOP VOR/DME NDB	RDL-QDR317°/ /D15	Conventional
HM	TOP	-	137°	R	+6000FT	(1)	-	-	Conventional

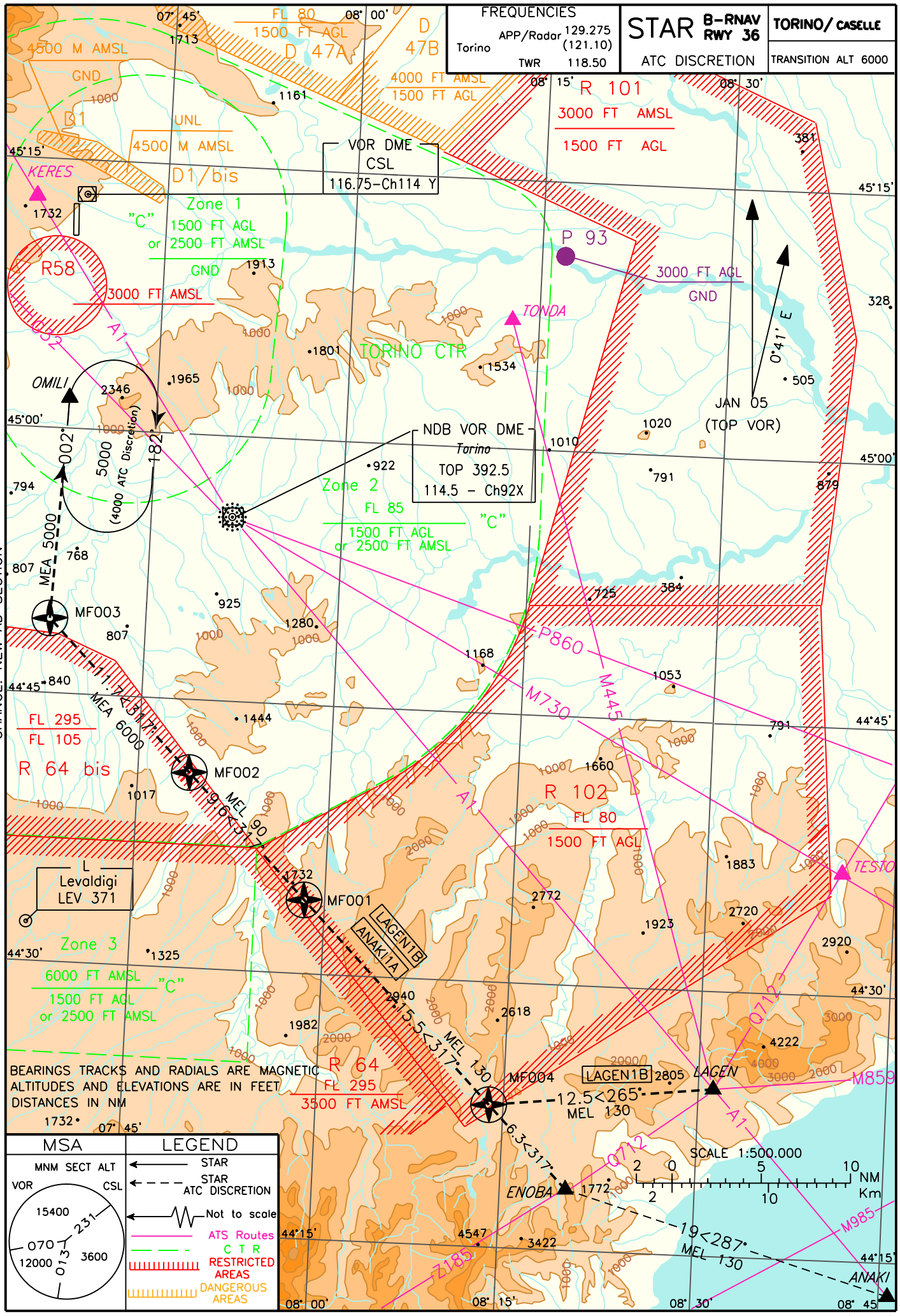
VEROB 1B
VEROB – CSL VOR/DME
MEL: VEROB – CSL VOR/DME: FL 130

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	VEROB	-	-	-	-	(1)	TOP VOR/DME NDB	RDL-QDR 292°/ D12	Conventional
HM	CSL	-	112°	L	+FL 130	(1)	-	-	Conventional

(1) See RAC 4-1-1

Waypoints Table formatted according ARINC 424 standards

Waypoint	Latitude	Longitude	CRCV
MF005	N45145087	E008063352	8E093B12
MF006	N44571170	E007404376	6559BF91


FREQUENCIES
Torino APP/Radar 129.275 (121.10)
TWR 118.50
STAR B-RNAV RWY 36
ATC DISCRETION
TORINO/ CASELLE
TRANSITION ALT 6000
CHANGE: NEW AD SECTION
VOR DME CSL 116.75–Ch114 Y
NDB VOR DME Torino TOP 392.5 114.5 – Ch92X
JAN 05 (TOP VOR)
0°41' E
KERES
OMILI
TONDA
TESTO
LAGEN
ENOBA
ANAKI
MF003
MF002
MF001
MF004
LAGEN1B
ANAKI1A
TORINO CTR
Zone 1
"C"
1500 FT AGL
or 2500 FT AMSL
Zone 2
FL 85
Zone 3
6000 FT AMSL
R 101
3000 FT AMSL
1500 FT AGL
R 102
FL 80
R 64
FL 295
3500 FT AMSL
R 64 bis
FL 295
FL 105
R58
P 93
3000 FT AGL
GND
D 47A
D 47B
D1
D1/bis
4500 M AMSL
4000 FT AMSL
FL 80
UNL
MEA 5000
MEA 6000
MEL 90
MEL 130
11.7<317°
9.6<317°
15.5<317°
12.5<265°
6.3<317°
19<287°
Levaldigi LEV 371
BEARINGS TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET
DISTANCES IN NM
MSA
MNM SECT ALT
VOR CSL
15400
12000
3600
LEGEND
STAR
STAR ATC DISCRETION
Not to scale
ATS Routes
C T R
RESTRICTED AREAS
DANGEROUS AREAS
SCALE 1:500.000
NM
Km

ANAKI 1A
ANAKI – ENOBA – MF001 – MF002 – MF003 – OMILI
MEL/MEA: ANAKI – ENOBA – MF001: FL 130; MF001 – MF002: FL 90; MF002 – MF003: 6000 FT; MF003 – OMILI: 5000FT

Path Terminator	Waypoint Name	Fly Over	Track °M	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	ANAKI	Y	-	-	+FL 130	250	-	-	B-RNAV(1)
TF	ENOBA	Y	287°	R	+FL 130	250	-	-	B-RNAV(1)
TF	MF001	Y	317°	-	+FL 130	250	-	-	B-RNAV(1)
TF	MF002	Y	317°	-	+FL 90	230	-	-	B-RNAV(1)
TF	MF003	Y	317°	R	+6000	210	CSL VOR/DME	RDL182/D23.5	B-RNAV(1)
HM	OMILI	Y	002°	R	5000	210	CSL VOR/DME	RDL182/D12	B-RNAV(1)

NOTA: La tabella sopra riportata viene fornita a carattere sperimentale e solo per scopi di codifica dei dati. I waypoint sono descritti come “FLY-OVER” al fine di conformarsi agli standard B-RNAV. Questa classificazione non deve essere considerata obbligatoria per la codifica FMS.
REMARK: The above table is provided on trial basis and for data coding purposes only. Waypoints are reported as “FLY OVER” in order to comply with B-RNAV standard. This classification shall not be regarded as compulsory for FMS coding.

(1) P-RNAV recommended

LAGEN 1B
LAGEN – MF004 –MF001 – MF002 – MF003 – OMILI
MEL/MEA: ANAKI – MF001: FL 130; MF001 – MF002: FL 90; MF002 – MF003: 6000 FT; MF003 – OMILI: 5000FT

Path Terminator	Waypoint Name	Fly Over	Track °M	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	LAGEN	Y	-	-	+FL 130	250	GEN VOR/DME	RDL265/D25	B-RNAV(1)
TF	MF004	Y	265°	R	+FL 130	250	GEN VOR/DME	RDL265/D37.5	B-RNAV(1)
TF	MF001	Y	317°	-	+FL 130	250	-	-	B-RNAV(1)
TF	MF002	Y	317°	-	+FL 90	230	-	-	B-RNAV(1)
TF	MF003	Y	317°	R	+6000	210	CSL VOR/DME	RDL182/D23.5	B-RNAV(1)
HM	OMILI	Y	002°	R	5000	210	CSL VOR/DME	RDL182/D12	B-RNAV(1)

NOTA: La tabella sopra riportata viene fornita a carattere sperimentale e solo per scopi di codifica dei dati. I waypoint sono descritti come “FLY-OVER” al fine di conformarsi agli standard B-RNAV. Questa classificazione non deve essere considerata obbligatoria per la codifica FMS.
REMARK: The above table is provided on trial basis and for data coding purposes only. Waypoints are reported as “FLY OVER” in order to comply with B-RNAV standard. This classification shall not be regarded as compulsory for FMS coding.

(1) P-RNAV recommended

REF: Guidance Material for the Design of Terminal Procedures for Area Navigation, EUROCONTROL, ed. 3.0 03/2003

Waypoints Table formatted according ARINC 424 standards

Waypoint	Latitude	Longitude	CRCV
MF004	N44223697	E008122833	74A6DFDE
MF001	N44340579	E007574132	DB77D43F
MF002	N44410897	E007483220	0791AD6D
MF003	N44494133	E007372301	CDB6C209

SCALE 1:250.000

0 5 NM

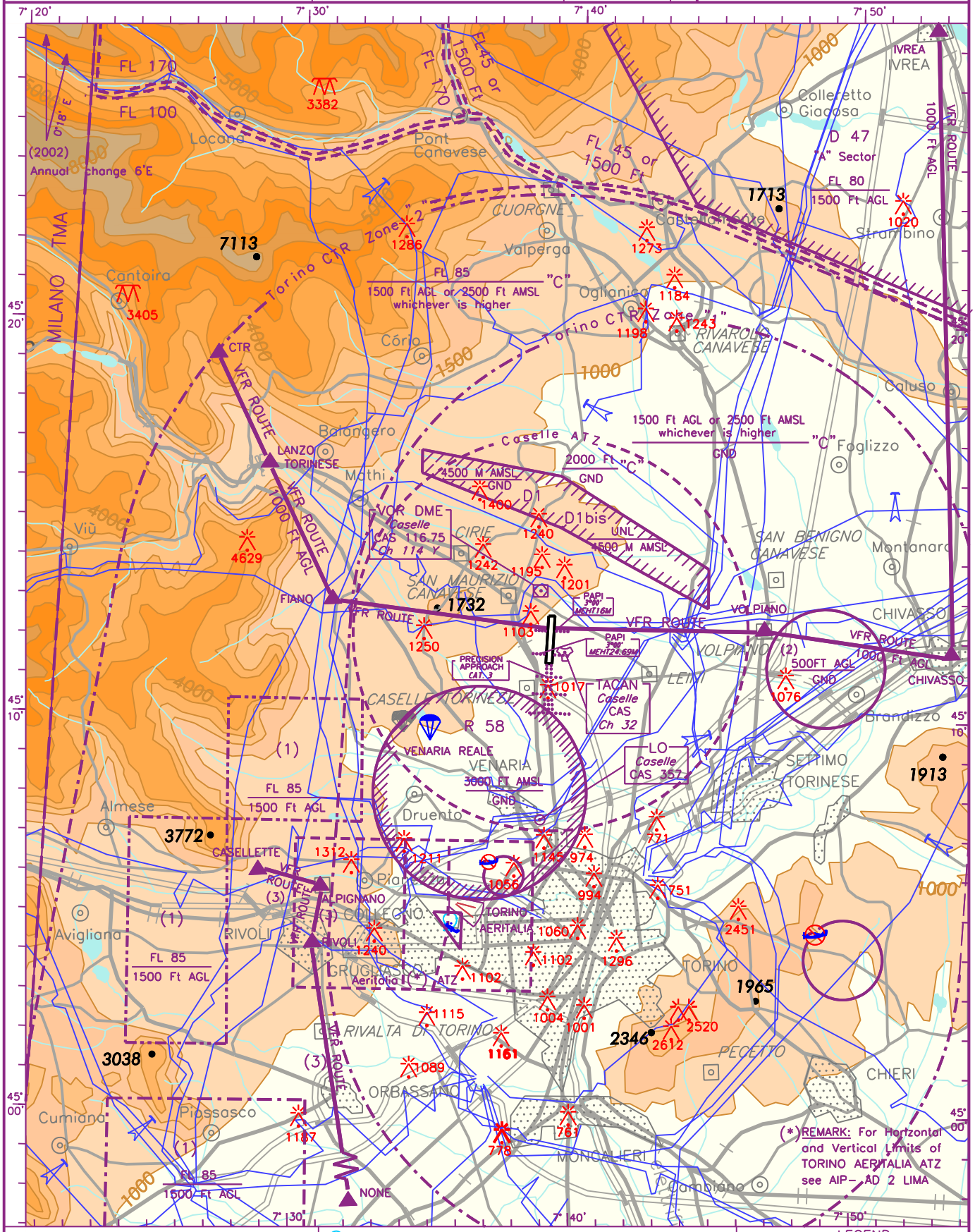
0 5 Km

APP *Torino Approach*	129.275 (121.10)	
TWR *Torino Tower*	118.50	
FIS *Milano Info*	124.925	

AD ELEV 989

LIMF

TORINO/CASELLE



CHANGE: NEW AD SECTION

AIRSPACE CLASSIFICATION See AIP ENR 1.4

TRANSITION ALT 6000 Ft

Elev and Alt in Ft AMSL. Bearings are magnetic.

For VFR sectors and other information see ENR 6.6-3

GENERAL REMARK: Reported altitudes in VFR routes are the maximum usable.

- Aerobatic training areas (See AIP Italia-ENR 5.5.2-5)
- (1) – Aeroclub training areas (See AIP Italia-ENR 5.5-3)
- (2) – Intensive military helicopter flights (See AIP Italia – ENR 5.5-3)
- (3) – See AIP– Italia AD 2 LIMA
- Overflying interdicted below 1500 Ft. (See AIP-Italia ENR 5.6-1)
- Vertical/lateral limits for Aeroclub Parachuting activity within R58 and other information see AIP Italia-ENR 5.5.1and ENR 5.1.2

LEGEND

- VISUAL REPORTING POINT
- VFR sectors within Milano Area
- power line(with or without)
- railroad
- aeroclub training areas

ICAO – INSTRUMENT APPROACH CHART

REMARK(1):Some users on ILS APCH reported false LLZ captures Pilot attention is drawn to pay max caution. See also AIP ENR 1

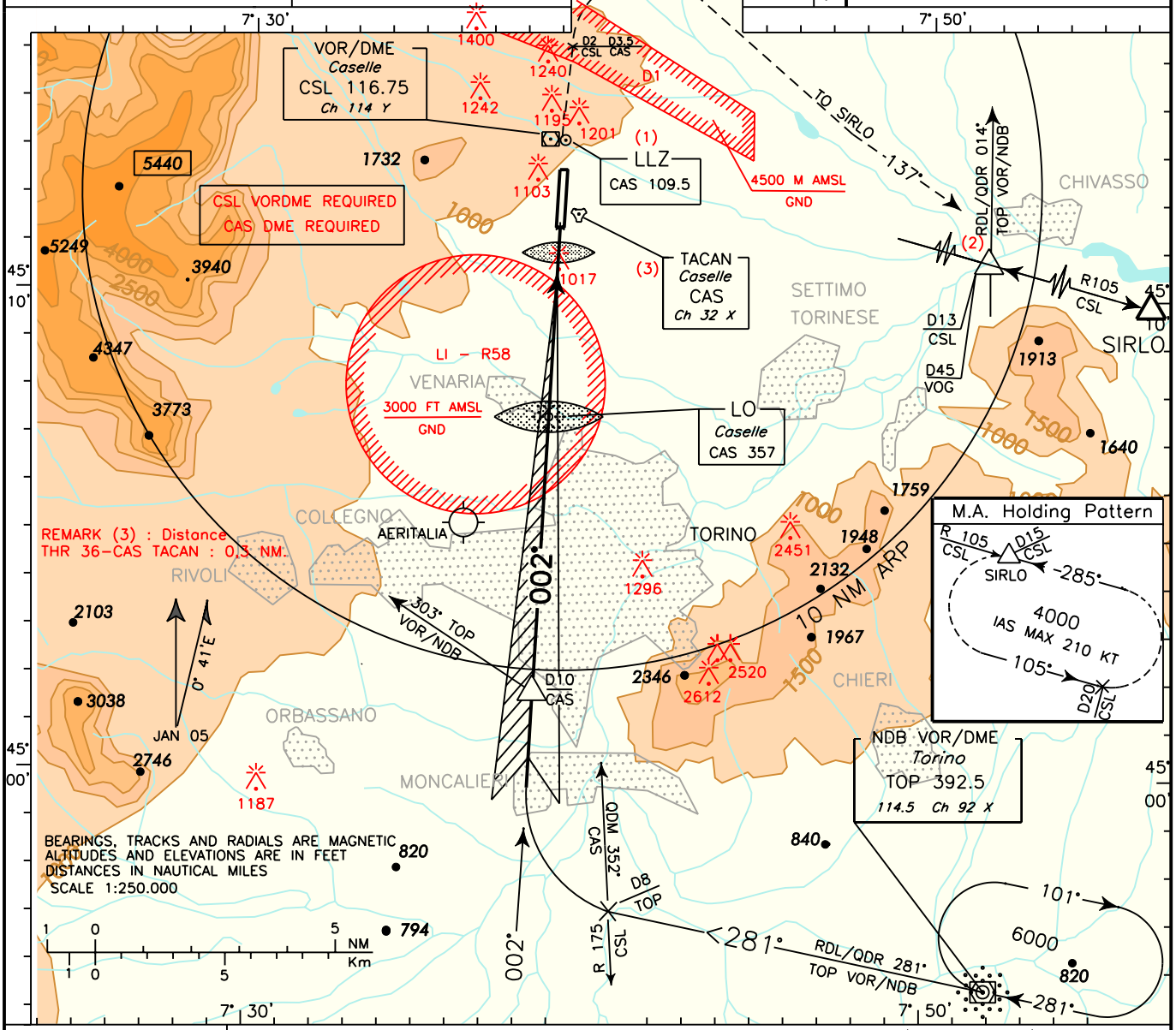
APP *Torino Approach* 129.275 (121.10)

TWR *Torino Tower* 118.50

AD ELEV 989

LIMF

TORINO/CASELLE ILS-Z RWY 36



TRANSITION ALT 6000

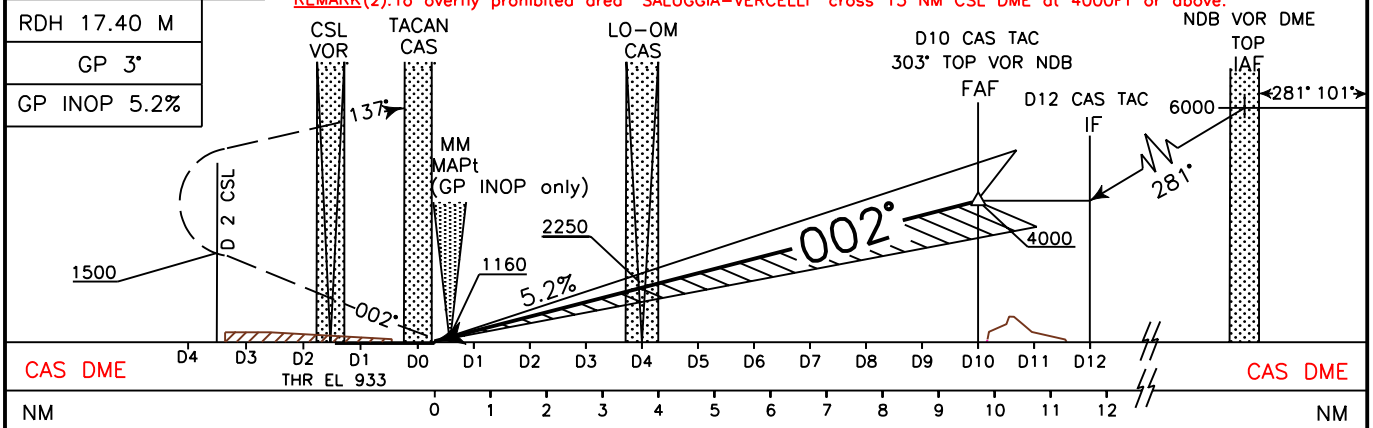
RDH 17.40 M

GP 3°

GP INOP 5.2%

MISSED APPROACH: Continue on track 002° climbing to 4000 Ft. At 2NM CSL DME (3.5NM CAS DME) at 1500 FT or above, turn right on track 137° to join and follow RDL 105 CSL to M.A. Holding Pattern (SIRLO).

REMARK(2):To overfly prohibited area "SALUGGIA-VERCELLI" cross 13 NM CSL DME at 4000FT or above.



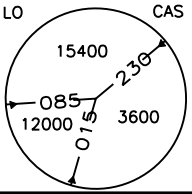
OCA(OCH)		A	B	C	D
STRAIGHT IN APPROACH	ILS 1°	1098 (165)	1110 (177)	1123 (190)	1137 (204)
	ILS 2°	995 (62)	1008 (75)	1020 (87)	1040 (107)
	GP INOP	1310 (377)			
CIRCLING *		1550 (561)		1750 (761)	

* CIRCLING ALLOWED ONLY EAST OF RWY

(1)WARNING: TIMING NOT ALLOWED FOR GP INOP

GS	FT PER MIN	OM-MM (1) 3.43NM	MM-THR (1) 0.52 NM
100	525	2:03	0:18
120	630	1:43	0:15
140	735	1:28	0:13
160	840	1:17	0:12
180	950	1:08	0:10

MNM SECT ALT



DOC 8168 ED 4 – 1993 AMD 12

CHANGE: NEW AD SECTION

ICAO – INSTRUMENT APPROACH CHART

REMARK(1):Some users on ILS APCH reported false LLZ captures Pilot attention is drawn to pay max caution. See also AIP ENR 1

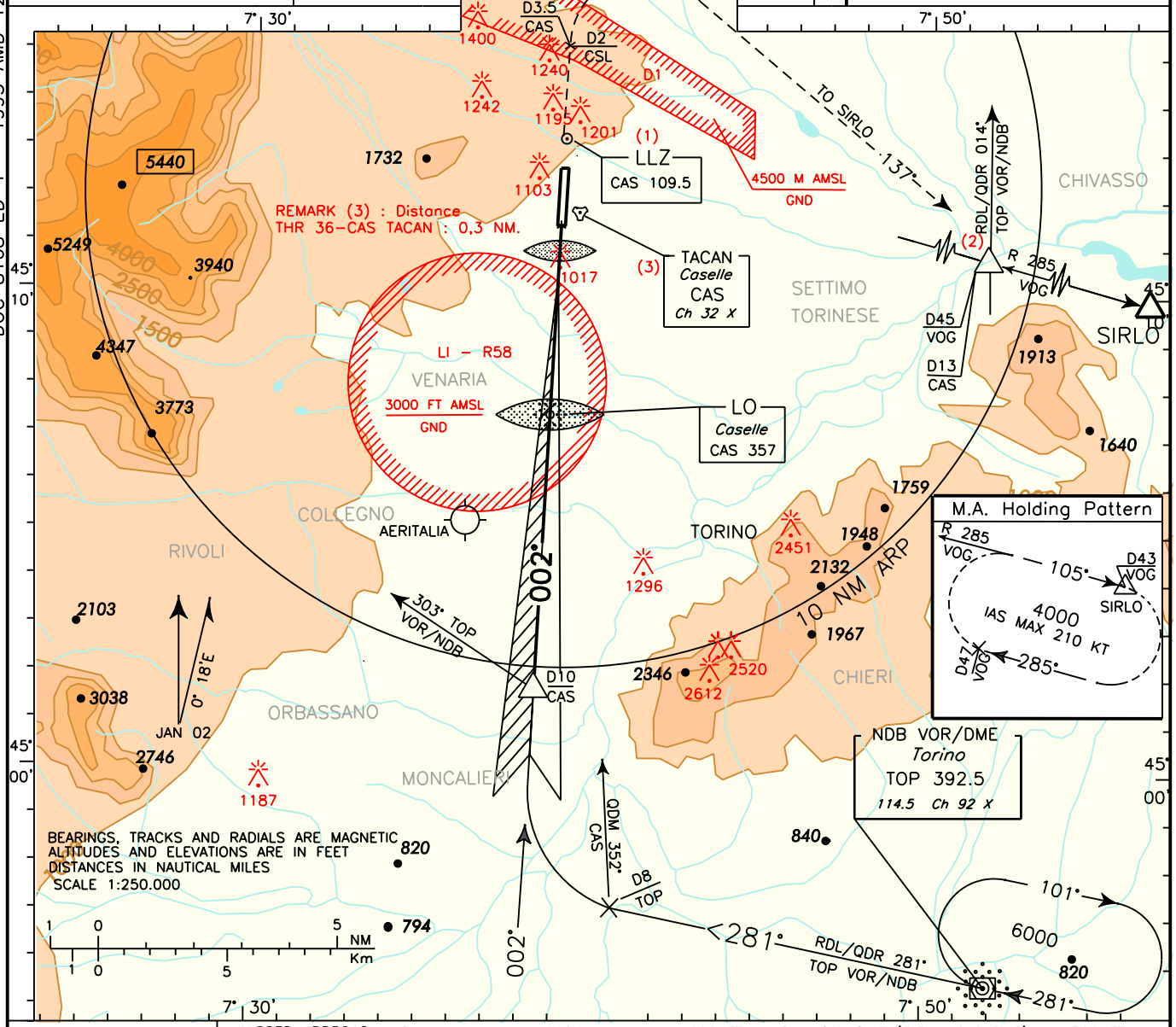
APP *Torino Approach* 129.275 (121.10) TWR *Torino Tower* 118.50

AD ELEV 989

LIMF

TORINO/CASELLE

ILS-Y RWY 36

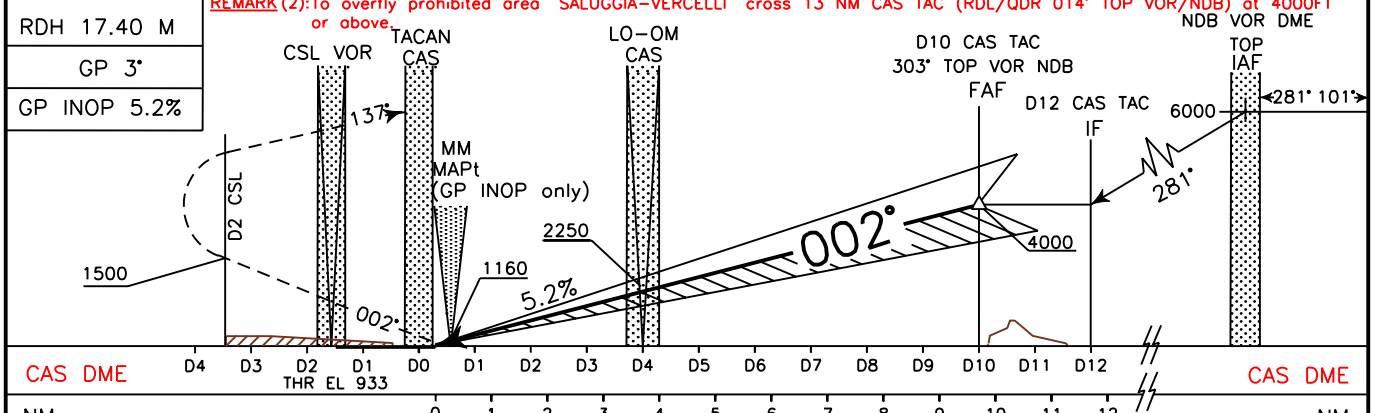


TRANSITION ALT 6000

MISSED APPROACH: Continue on track 002° climbing to 4000 FT. At 2NM CSL DME (3.5NM CAS DME) at 1500 FT or above, turn right on track 137° to join and follow RDL 285 VOG to M.A. Holding Pattern (SIRLO).

REMARK (2):To overfly prohibited area "SALUGGIA-VERCELLI" cross 13 NM CAS TAC (RDL/QDR 014° TOP VOR/NDB) at 4000FT or above.

RDH	17.40 M
GP	3°
GP INOP	5.2%



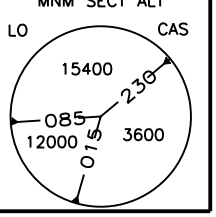
OCA(OCH)		A	B	C	D
STRAIGHT IN APPROACH	ILS 1°	1098 (165)	1110 (177)	1123 (190)	1137 (204)
	ILS 2°	995 (62)	1008 (75)	1020 (87)	1040 (107)
	GP INOP	1310 (377)			
CIRCLING *		1550 (561)		1750 (761)	

* CIRCLING ALLOWED ONLY EAST OF RWY

(1)WARNING: TIMING NOT ALLOWED FOR GP INOP

GS	FT PER MIN	OM-MM (1) 3.43NM	MM-THR (1) 0.52 NM
100	525	2:03	0:18
120	630	1:43	0:15
140	735	1:28	0:13
160	840	1:17	0:12
180	950	1:08	0:10

MNM SECT ALT



CHANGE: NEW AD SECTION

DOC 8168 ED 4 – 1993 AMD 12

ICAO – INSTRUMENT APPROACH CHART

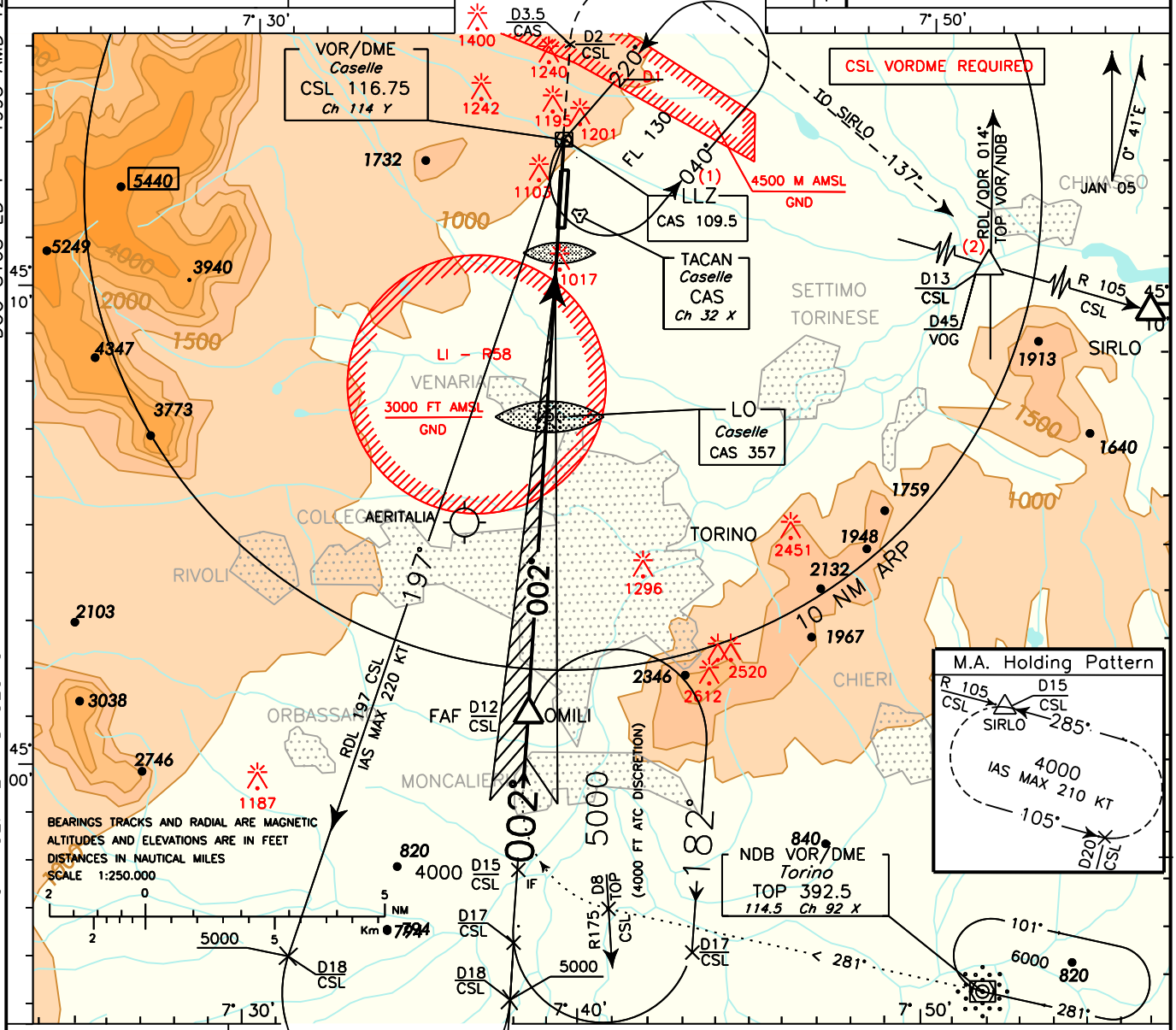
REMARK(1):Some users on ILS APCH reported false LLZ captures Pilot attention is drawn to pay max caution. See also AIP ENR 1

APP *Torino Approach* 129.275 (121.10) TWR *Torino Tower* 118.50

AD ELEV 989

LIMF

TORINO/CASELLE ILS X RWY 36



TRANSITION ALT 6000

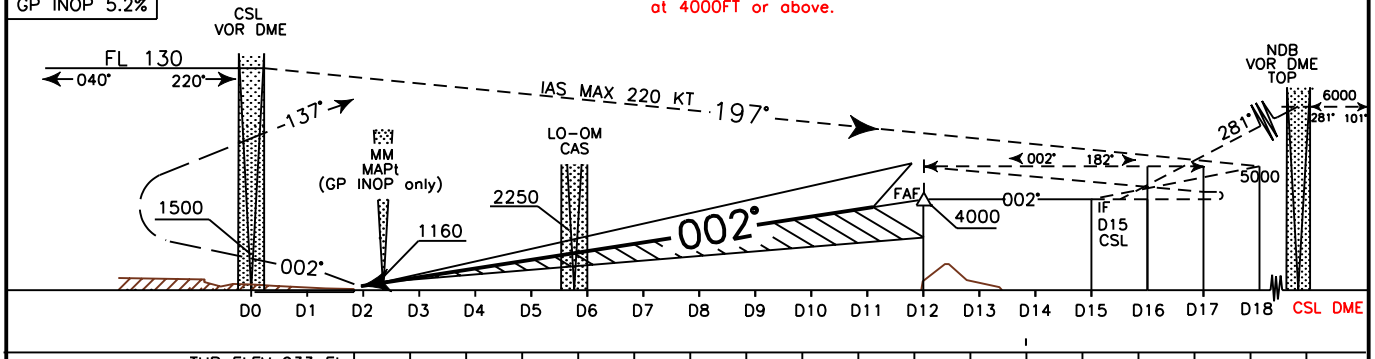
RDH 17.40 M

GP 3°

GP INOP 5.2%

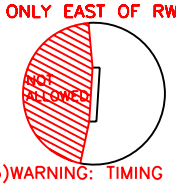
MISSED APPROACH: Continue on track 002° climbing to 4000 FT. At 2NM CSL DME (3.5 CAS DME) at 1500FT or above, turn right on track 137° to join and follow RDL 105 CSL to M.A. Holding Pattern (SIRLO)

REMARK (2):
To overfly prohibited area "SALUGGIA–VERCELLI" cross 13 NM CSL DME at 4000FT or above.



OCA(OCH)		A	B	C	D
STRAIGHT IN APPROACH	ILS 1°	1098 (165)	1110 (177)	1123 (190)	1137 (204)
	ILS 2°	995 (62)	1008 (75)	1020 (87)	1040 (107)
	GP INOP	1310 (377)			
CIRCLING *		1550 (561)		1750 (761)	

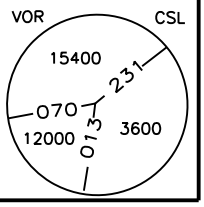
* CIRCLING ALLOWED ONLY EAST OF RWY



(3)WARNING: TIMING NOT ALLOWED FOR GP INOP

GS	FT PER MIN	OM–MM (3) 3.43NM	MM–THR (3) 0.52 NM
100	525	2:03	0:18
120	630	1:43	0:15
140	735	1:28	0:13
160	840	1:17	0:12
180	950	1:08	0:10

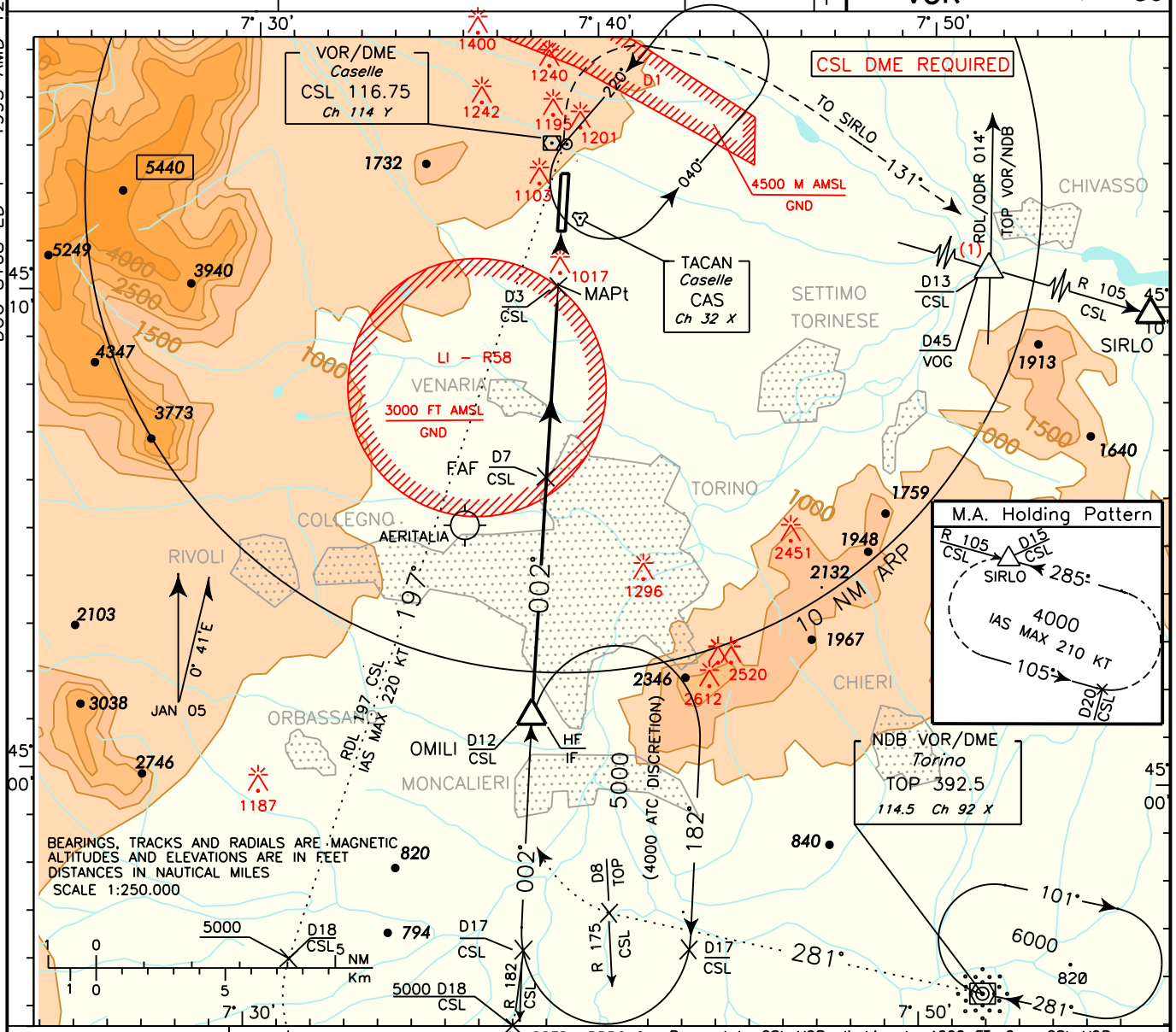
MNM SECT ALT



DOC 8168 ED 4 – 1993 AMD 12

CHANGE: NEW AD SECTION

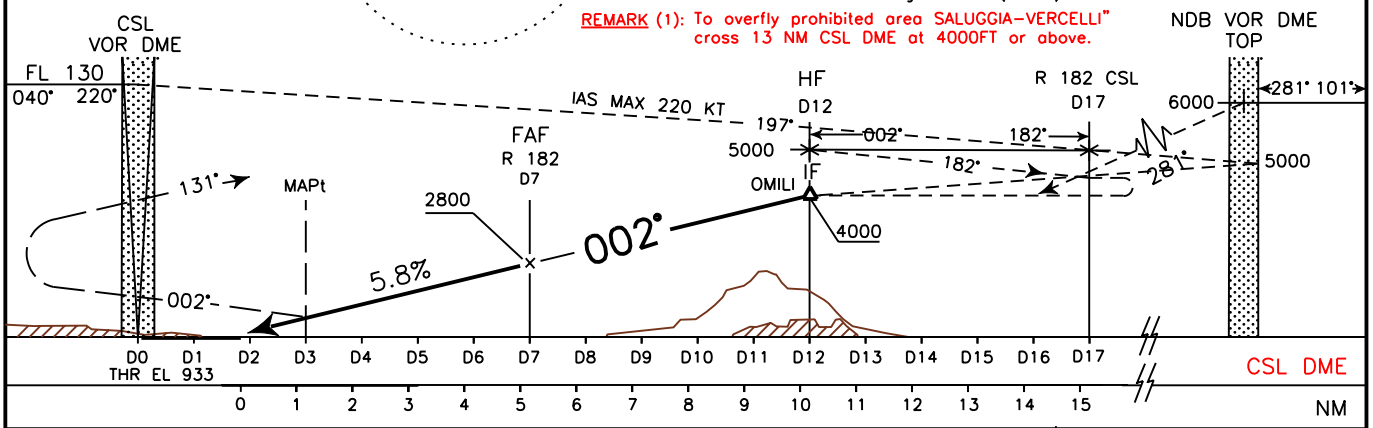
APP	TWR	AD ELEV	LIMF	TORINO/CASELLE VOR RWY 36
Torino Approach 129.275 (121.10)	Torino Tower 118.50	989		



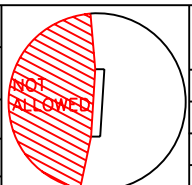
TRANSITION ALT 6000

MISSED APPROACH: Proceed to CSL VOR climbing to 4000 FT. Over CSL VOR turn right on track131° to join and follow RDL 105 CSL to M.A. Holding Pattern (SIRLO).

REMARK (1): To overfly prohibited area SALUGGIA–VERCELLI" cross 13 NM CSL DME at 4000FT or above.

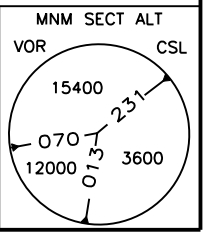


OCA(OCH)	A	B	C	D
STRAIGHT IN APPROACH — VOR+DME RWY 36	1360 (427)			
CIRCLING*	1550 (561)		1750 (761)	



*Circling allowed only EAST of RWY

GS	FT PER MIN	FAF–MAP 4 NM	DIST	ALT (HGT)
100	587	2:24	7DME	2800(1867)
120	705	2:00	5DME	2095(1162)
140	822	1:43	4DME	1745(802)
160	940	1:30	3DME	1390(457)
180	1057	1:18	2DME	1040(107)



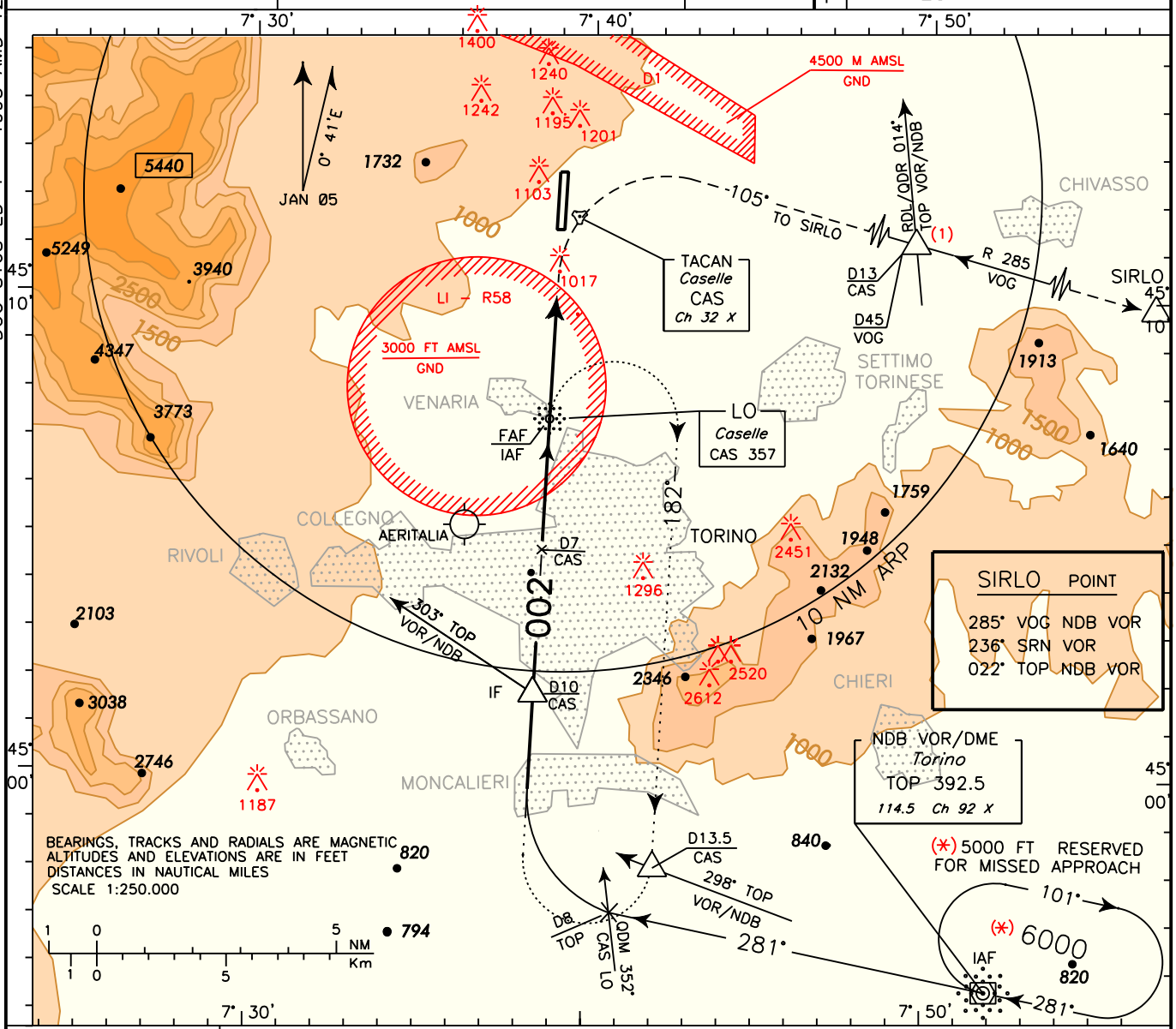
DOC 8168 ED 4 – 1993 AMD 12

CHANGE: NEW AD SECTION

ICAO – INSTRUMENT APPROACH CHART

APP	TWR	AD ELEV	LIMF	
Torino Approach 129.275 (121.10)	*Torino Tower* 118.50	989		**TORINO/CASELLE** LO **RWY 36**

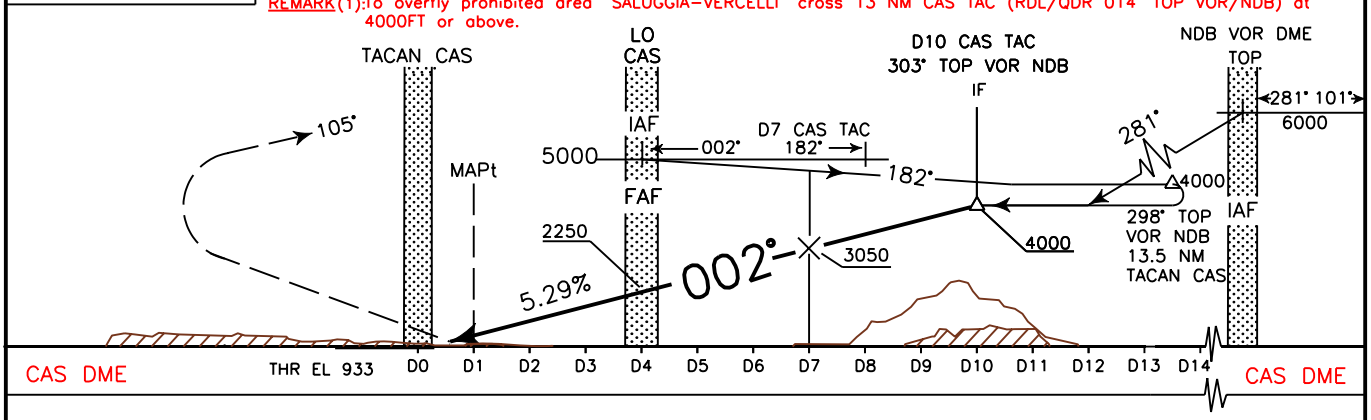
DOC 8168 ED 4 – 1993 AMD 12
CHANGE: NEW AD SECTION



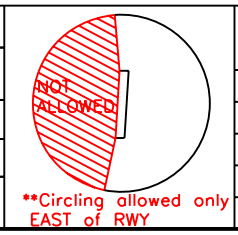
TRANSITION ALT 6000

MISSED APPROACH: Turn right to join RDL 285 VOG VOR (track 105°) to SIRLO point then TOP VOR NDB climbing to 5000 FT.

REMARK (1): To overfly prohibited area "SALUGGIA–VERCELLI" cross 13 NM CAS TAC (RDL/QDR 014° TOP VOR/NDB) at 4000FT or above.

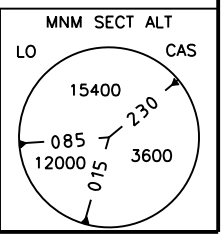


OCA(OCH)	A	B	C	D
STRAIGHT IN APPROACH — LO	1500 (567)			
CIRCLING **	1550 (561)		1750 (761)	



**Circling allowed only EAST of RWY

GS	FT PER MIN	FAF–MAP 3 NM	MAP–THR 0.95 NM
100	536	1:48	0:34
120	644	1:30	0:28
140	750	1:17	0:24
160	857	1:08	0:21
180	964	1:00	0:19



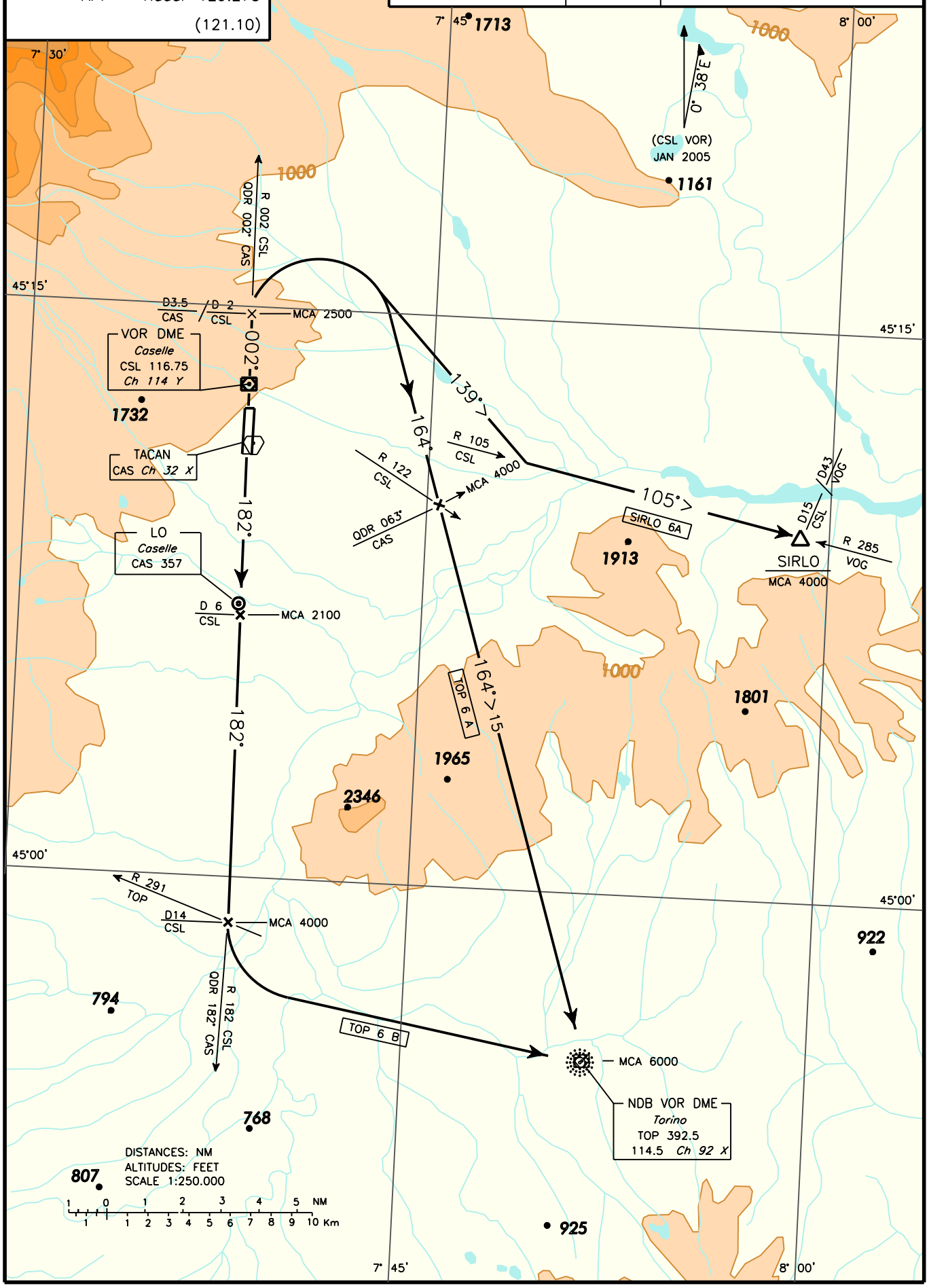
FREQUENCIES	
Torino TWR	118.50
APP – Radar	129.275
	(121.10)

INITIAL CLIMB PROCEDURES & SIDs

RWY 18/36

TORINO/ CASELLE

TRANSITION ALT 6000



CHANGE: NEW AD SECTION

DESCRIZIONE SID

Procedure antirumore

Si applica la procedura disposta dalla ENAC di cui all'ENR 1.5.

SIDs RWY 36

Requisiti generali

- Gradiente minimo di salita: 475 FT/NM (7,8%) fino a lasciare 4000FT.
- IAS MAX 240KT durante la virata per motivi ATC.

TOP 6A

Dopo il decollo seguire RDL 002 CSL VOR (TR 002° - QDR 002° CAS LO). Attraversando 2500FT, comunque non oltre 2NM CSL DME (3.5NM CAS TAC), virare a destra e procedere su TR 164° (RDL 344 TOP VOR) per TOP VOR.

SIDS DESCRIPTION

Noise abatement procedures

Provision of Italian Civil Authority reported in ENR 1.5 apply.

SIDs RWY 36

General requirements

- Minimum climb gradient: 475 FT/NM (7,8%) until leaving 4000FT.
- IAS MAX 240KT during turn due to ATC reason.

TOP 6A

After take-off join RDL 002 CSL VOR (TR 002° - QDR 002° CAS LO). Passing 2500FT, anyway not further than 2NM CSL DME (3.5NM CAS TAC), turn right and proceed on TR 164° (RDL 344 TOP VOR) bound to TOP VOR.

MCA: RDL 002/2NM CSL VOR/DME, 2500FT; RDL 344/15NM TOP VOR/DME (INT RDL 344 TOP VOR/QDR 063 CAS L o/or RDL 122 CSL VOR), 4000FT; TOP VOR/NDB, 6000FT

SIRLO 6A

Dopo il decollo seguire RDL 002 CSL VOR (TR 002° - QDR 002°CAS LO). Attraversando 2500FT, comunque non oltre 2NM CSL DME (3.5NM CAS TAC), virare a destra e procedere su TR 139° fino ad intercettare e seguire RDL 105 CSL VOR per il punto SIRLO (RDL 105/15NM CSL VOR/DME – RDL 285/43NM VOG VOR/DME).

SIRLO 6A

After take-off join RDL 002 CSL VOR (TR 002° - QDR 002° CAS LO). Passing 2500FT, anyway not further than 2NM CSL DME (3.5NM CAS TAC), turn right and proceed on TR 139° until joining RDL 105 CSL VOR bound to SIRLO (RDL 105/15NM CSL VOR/DME – RDL 285/43NM VOG VOR/DME).

MCA: RDL 002/2NM CSL VOR/DME, 2500FT; SIRLO (RDL 105/15NM CSL VOR/DME – RDL 285/43NM VOG VOR/DME), 4000FT

SIDs RWY 18

Requisiti generali

- Gradiente minimo di salita: 330 FT/NM (5,4%) fino a lasciare 3000FT.

TOP 6B

Dopo il decollo seguire RDL 182 CSL VOR (TR 182° - QDR 002° CAS LO), attraversando il punto RDL 182/6NM CSL VOR/DME (o CAS LO) a 2100FT o al di sopra. Attraversando 4000FT, e comunque non oltre il punto RDL 182/14NM CSL VOR/DME (o INT QDR 182° CAS LO/RDL 291 TOP VOR), virare a sinistra per TOP VOR/NDB.

SIDs RWY 18

General requirements

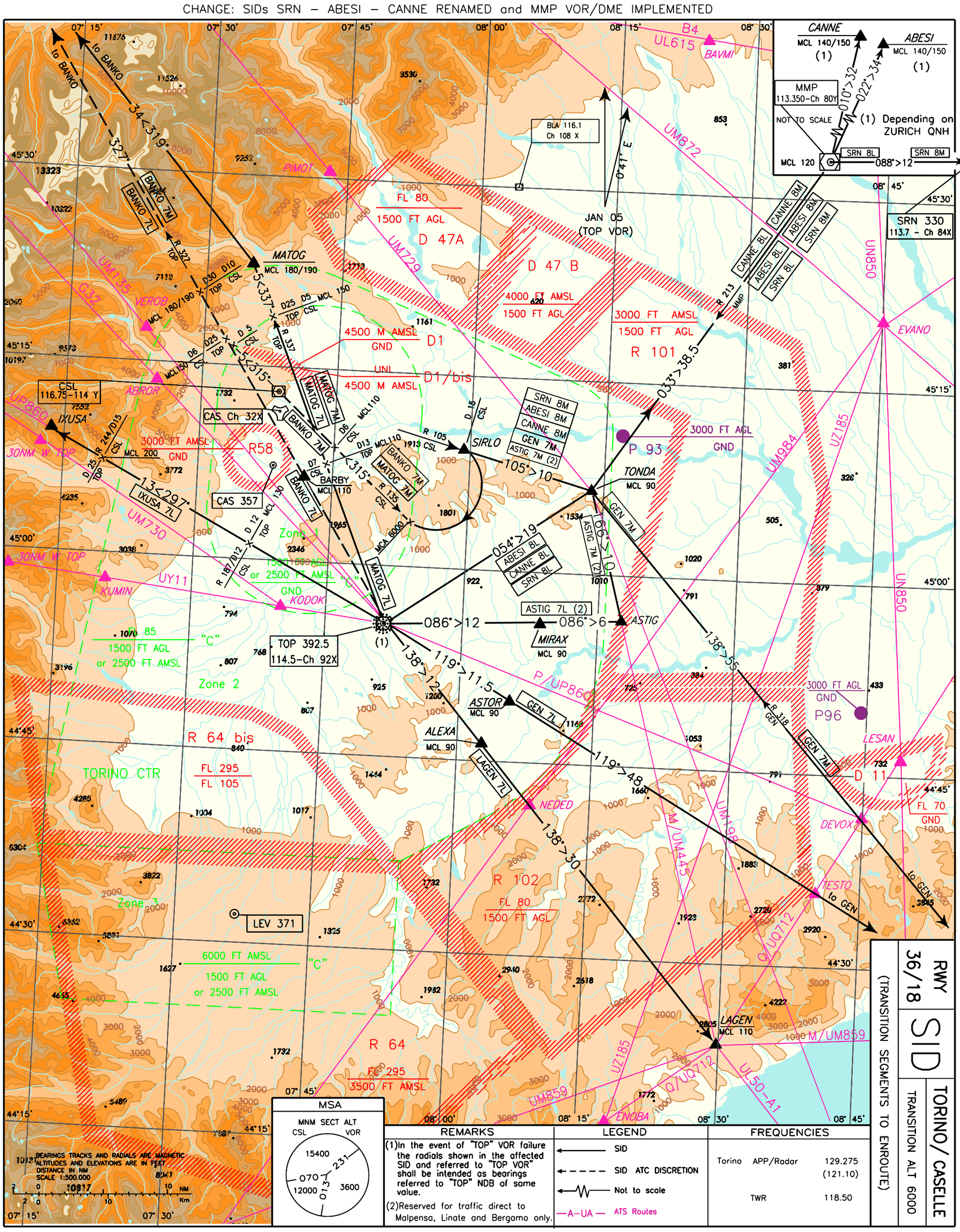
- Minimum climb gradient: 330 FT/NM (5,4%) until leaving 3000FT.

TOP 6B

After take-off join RDL 182 CSL VOR (TR 182° - QDR 002° CAS LO), crossing point RDL 182/6NM CSL VOR/DME (or CAS LO) at 2100FT or above. Passing 4000FT, anyway not further than point RDL 182/14NM CSL VOR/DME (or INT QDR 182° CAS LO/RDL 291 TOP VOR), turn left bound to TOP VOR/NDB.

MCA: RDL 182/6NM CSL VOR/DME, 2100FT; RDL 182/14NM CSL VOR/DME (INT RDL 182 CSL VOR/RDL 291 TOP VOR), 4000FT; TOP VOR/NDB, 6000FT

CHANGE: SIDs SRN – ABESI – CANNE RENAMED and MMP VOR/DME IMPLEMENTED



DESCRIZIONE SIDs (ROTTE DI TRANSIZIONE)

BANKO 7M (A discrezione ATC)
Su SIRLO virare a destra per intercettare e seguire RDL 135 CSL VOR per CSL VOR da lasciare su RDL 315 fino ad intercettare e seguire RDL/QDR 327 TOP VOR/NDB, quindi procedere via ADISO – BANKO.

SIDs DESCRIPTION (TRANSITION ROUTES)

BANKO 7M (ATC discretion)
Over SIRLO turn right until joining RDL 135 CSL VOR bound to CSL VOR. Leave CSL VOR on RDL 315 until joining RDL/QDR 327 TOP VOR/NDB, then proceed via ADISO – BANKO.

MCA/MCL: fine virata/end of turn (INT RDL 135 CSL VOR): 6000FT; RDL 135/6NM CSL VOR/DME: FL110; RDL 315/5NM CSL VOR/DME: FL150; RDL/QDR 327/30NM TOP VOR/NDB/DME (RDL/QDR 327 TOP VOR/NDB/10NM CSL DME): FL180/190 in dipendenza di Ginevra QNH/depending on Geneve QNH.

BANKO 7L (A discrezione ATC)
Procedere via TOP VOR/NDB – ADISO – BANKO.

BANKO 7L (ATC discretion)
Proceed via TOP VOR/NDB – ADISO-BANKO.

MCL: BARBY: FL110; RDL/QDR 327/25NM TOP VOR/DME (RDL/QDR 327 TOP VOR/NDB/6NM CSL DME): FL150; RDL/QDR 327/30NM TOP VOR/NDB/DME (RDL/QDR 327 TOP VOR/NDB/10NM CSL DME): FL180/190 in dipendenza di Ginevra QNH/depending on Geneve QNH.

MATOG 7 M
Su SIRLO virare a destra fino ad intercettare e seguire RDL 135 CSL VOR fino a 6NM CSL DME, quindi virare a destra fino ad intercettare e seguire RDL/QDR 337 TOP VOR/NDB per il punto MATOG, quindi virare a sinistra su rotta 319° per il punto BANKO.

MATOG 7M
Over SIRLO turn right until joining RDL 135 CSL VOR until 6NM CSL DME, then turn right until joining RDL/QDR 337 TOP VOR/NDB bound to point MATOG, then turn left on track 319° bound to BANKO point.

MCA/MCL: fine virata/end of turn (INT RDL 135 CSL VOR): 6000FT; RDL 135/6NM CSL VOR/DME: FL110; RDL/QDR 337/25NM TOP VOR/NDB/DME (RDL/QDR 337 TOP VOR/NDB/5NM CSL DME): FL150; MATOG (RDL/QDR 337/30NM TOP VOR/NDB/DME): FL180/190 in dipendenza di Ginevra QNH/depending on Geneve QNH.

MATOG 7L
Procedere via TOP VOR/NDB – MATOG – BANKO.

MATOG 7L
Proceed via TOP VOR/NDB – MATOG – BANKO.

MCL: RDL/QDR 337/13NM TOP VOR/DME (RDL/QDR 337 TOP VOR/NDB/7NM CSL DME): FL110; RDL/QDR 337/25NM TOP VOR/DME (RDL/QDR 337 TOP VOR/NDB/5NM CSL DME): FL150; MATOG (RDL/QDR 337/30NM TOP VOR/DME): FL180/190 in dipendenza di Ginevra QNH/depending on Geneve QNH.

CANNE 8M
Procedere su RDL 105 CSL VOR fino al punto TONDA, quindi virare a sinistra fino ad intercettare e seguire RDL 213 MMP VOR per MMP VOR da lasciare su RDL 010 per il punto CANNE.

CANNE 8M
Proceed on RDL 105 CSL VOR until point TONDA, then turn left until joining RDL 213 MMP VOR bound to MMP VOR. Leave MMP VOR on RDL 010 bound to CANNE point.

MCL: TONDA: FL90; MMP VOR: FL120;
CANNE: FL140/150 in dipendenza di Zurigo QNH/depending on Zurich QNH.

CANNE 8L
Procedere via TOP VOR/NDB-TONDA-MMP VOR-CANNE.

CANNE 8L
Proceed via TOP VOR/NDB-TONDA-MMP VOR-CANNE.

MCL: TONDA: FL90; MMP VOR: FL120;
CANNE: FL140/150 in dipendenza di Zurigo QNH/depending on Zurich QNH.

ABESI 8M
Procedere su RDL 105 CSL VOR fino al punto TONDA, quindi virare a sinistra fino ad intercettare e seguire RDL 213 MMP VOR per MMP VOR da lasciare su RDL 021 per il punto ABESI.

ABESI 7M
Proceed on RDL 105 CSL VOR until point TONDA, then turn left until joining RDL 213 MMP VOR bound to MMP VOR. Leave MMP VOR on RDL 021 bound to ABESI point.

MCL: TONDA: FL90; MMP VOR: FL120;
ABESI: FL140/150 in dipendenza di Zurigo QNH/depending on Zurich QNH.

ABESI 8L
Procedere via TOP VOR/NDB-TONDA-MMP VOR-ABESI.

ABESI 8L
Proceed via TOP VOR/NDB-TONDA-MMP VOR-ABESI.

MCL: TONDA: FL90; MMP VOR: FL120;
ABESI: FL140/150 in dipendenza di Zurigo QNH/depending on Zurich QNH.

SRN 8M
Procedere su RDL 105 CSL VOR fino al punto TONDA, quindi virare a sinistra fino ad intercettare e seguire RDL 213 MMP VOR per MMP VOR da lasciare su RDL 087 per SRN VOR.

SRN 8M
Proceed on RDL 105 CSL VOR until TONDA point, then turn left until joining RDL 213 MMP VOR bound to MMP VOR. Leave MMP VOR on RDL 087 bound to SRN VOR.

MCL: TONDA: FL90; MMP VOR: FL120.

SRN 8L
Procedere via TOP VOR/NDB-TONDA-MMP VOR-SRN VOR.

SRN 8L
Proceed via TOP VOR/NDB-TONDA-MMP VOR-SRN VOR.

MCL: TONDA: FL90; MMP VOR: FL120.

GEN 7M
Procedere su RDL 105 CSL VOR fino al punto TONDA, quindi virare a destra fino ad intercettare e seguire RDL 318 GEN VOR per GEN VOR/NDB.

GEN 7M
Proceed on RDL 105 CSL VOR until point TONDA, then turn right until joining RDL 318 GEN VOR bound to GEN VOR/NDB.

MCL: TONDA: FL90; GEN VOR/NDB: come per il successivo tratto di rotta/as for following enroute segment.

GEN 7L
Procedere via TOP VOR/NDB-GEN VOR/NDB..

GEN 7L
Proceed via TOP VOR/NDB-GEN VOR/NDB.

MCL: ASTOR: FL90; GEN VOR/NDB: come per il successivo tratto di rotta/as for following enroute segment.

LAGEN 7L
Procedere via TOP VOR/NDB-LAGEN (RDL/QDR 138/42NM TOP VOR-NDB/DME).

LAGEN 7L
Proceed via TOP VOR/NDB-LAGEN (RDL/QDR 138/42NM TOP VOR-NDB/DME).

MCL: ALEXA: FL90; LAGEN: FL110.

IXUSA 7L
Procedere via TOP VOR/NDB-IXUSA.

IXUSA 7L
Proceed via TOP VOR/NDB-IXUSA.

MCL: RDL/QDR 297/12NM TOP VOR/NDB/DME (RDL 187/12NM CSL VOR/DME): FL130; RDL/QDR 297/25NM TOP VOR-NDB/DME (RDL 244/15NM CSL VOR/DME): FL200.

ASTIG 7M
Procedere su RDL 105 CSL VOR fino al punto TONDA, quindi virare a destra su TR 166° (RDL 166 BLA VOR) fino al punto ASTIG.
NOTA: Riservata solamente al traffico diretto a Milano Malpensa, Linate e Bergamo.

ASTIG 7M
Proceed on RDL 105 CSL VOR bound to TONDA, then turn right on TR 166° (RDL 166 BLA VOR) bound to ASTIG

REMARK: Reserved only for traffic direct to Milano Malpensa, Linate and Bergamo.

MCL: TONDA: FL90.

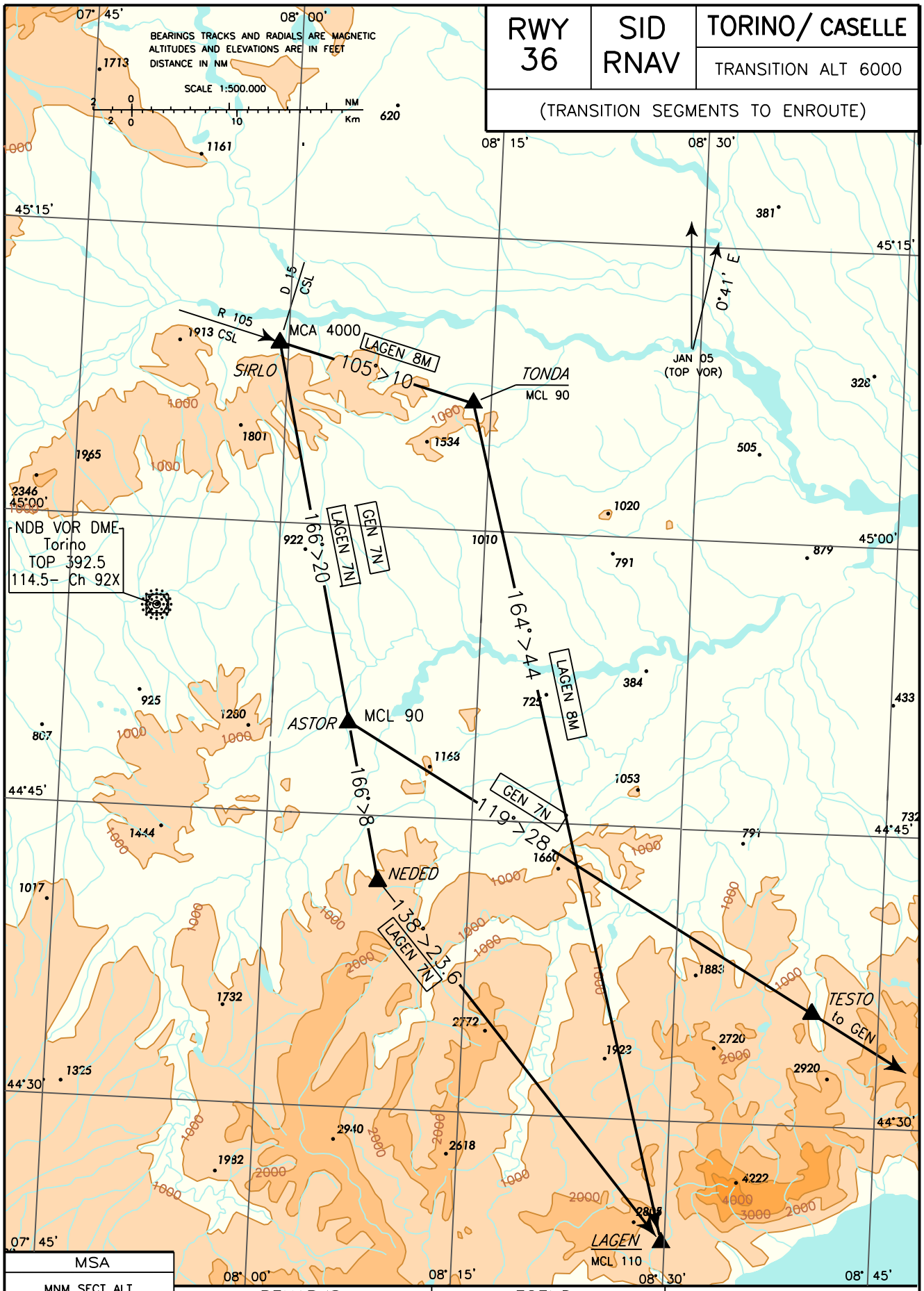
ASTIG 7L
Procedere via TOP VOR/NDB – MIRAX – ASTIG.
NOTA: Riservata solamente al traffico diretto a Milano Malpensa, Linate e Bergamo.

ASTIG 7L
Proceed via TOP VOR/ NDB – MIRAX – ASTIG.
REMARK: Reserved only for traffic direct to Milano Malpensa, Linate and Bergamo.

MCL: MIRAX: FL90

RWY 36	SID RNAV	TORINO/ CASELLE
		TRANSITION ALT 6000

(TRANSITION SEGMENTS TO ENROUTE)



CHANGE: NEW AD SECTION

MSA	REMARKS	LEGEND	FREQUENCIES
MNM SECT ALT VOR CSL 15400 231 070 013 12000 3600		SID SID ATC DISCRETION Not to scale A-UA ATS Routes	Torino APP/Radar 129.275 (121.10) TWR 118.50

GEN 7N
SIRLO – ASTOR –TESTO – GEN VOR/DME
MCA/MCL: SIRLO: 4000, ASTOR: FL90

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	SIRLO	Y	-	R	+4000 FT	-	CSL VOR/DME	RDL105/D15	B-RNAV
TF	ASTOR	Y	166°	L	+FL 90	-	-	-	B-RNAV
TF	TESTO	Y	119°	-	+FL 90	-	-	-	B-RNAV
TF	GEN	Y	119°	-	+FL 90	-	-	-	B-RNAV

LAGEN 7N
SIRLO – ASTOR – NEDED – LAGEN
MCA/MCL: SIRLO: 4000, ASTOR: FL90, LAGEN: FL110

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	SIRLO	Y	-	R	+4000 FT	-	CSL VOR/DME	RDL105/D15	B-RNAV
TF	ASTOR	Y	166°	-	+FL 90	-	-	-	B-RNAV
TF	NEDED	Y	166°	L	+FL 90	-	-	-	B-RNAV
TF	LAGEN	Y	138°	-	+FL110	-	-	-	B-RNAV

LAGEN 8M
SIRLO – TONDA – LAGEN
MCL: SIRLO: FL90; LAGEN: FL110

Path Terminator	Waypoint Name	Fly Over	Track °Mag	Turn Direction	Altitude Constraint	Speed Limit	Recommended Navaid	Bearing/ Range to Navaid	Navigation Performance
IF	SIRLO	Y	-	-	+4000	-	CSL VORDME	RDL105/D15	Conventional
TF	TONDA	Y	105°	R	+FL 90	-	CSL VORDME	RDL105/D25	Conventional
TF	LAGEN	Y	164°	-	+FL110	-	-	-	B-RNAV

NOTA: Le tabelle sopra riportate vengono fornite a carattere sperimentale e solo per scopi di codifica dei dati. I waypoint sono descritti come “FLY-OVER” al fine di conformarsi agli standard B-RNAV. Questa classificazione non deve essere considerata obbligatoria per la codifica FMS.
REMARK: The above tables are provided on trial basis and for data coding purposes only. Waypoints are reported as “FLY OVER” in order to comply with B-RNAV standard. This classification shall not be regarded as compulsory for FMS coding.

REF: Guidance Material for the Design of Terminal Procedures for Area Navigation, EUROCONTROL, ed. 3.0 03/2003