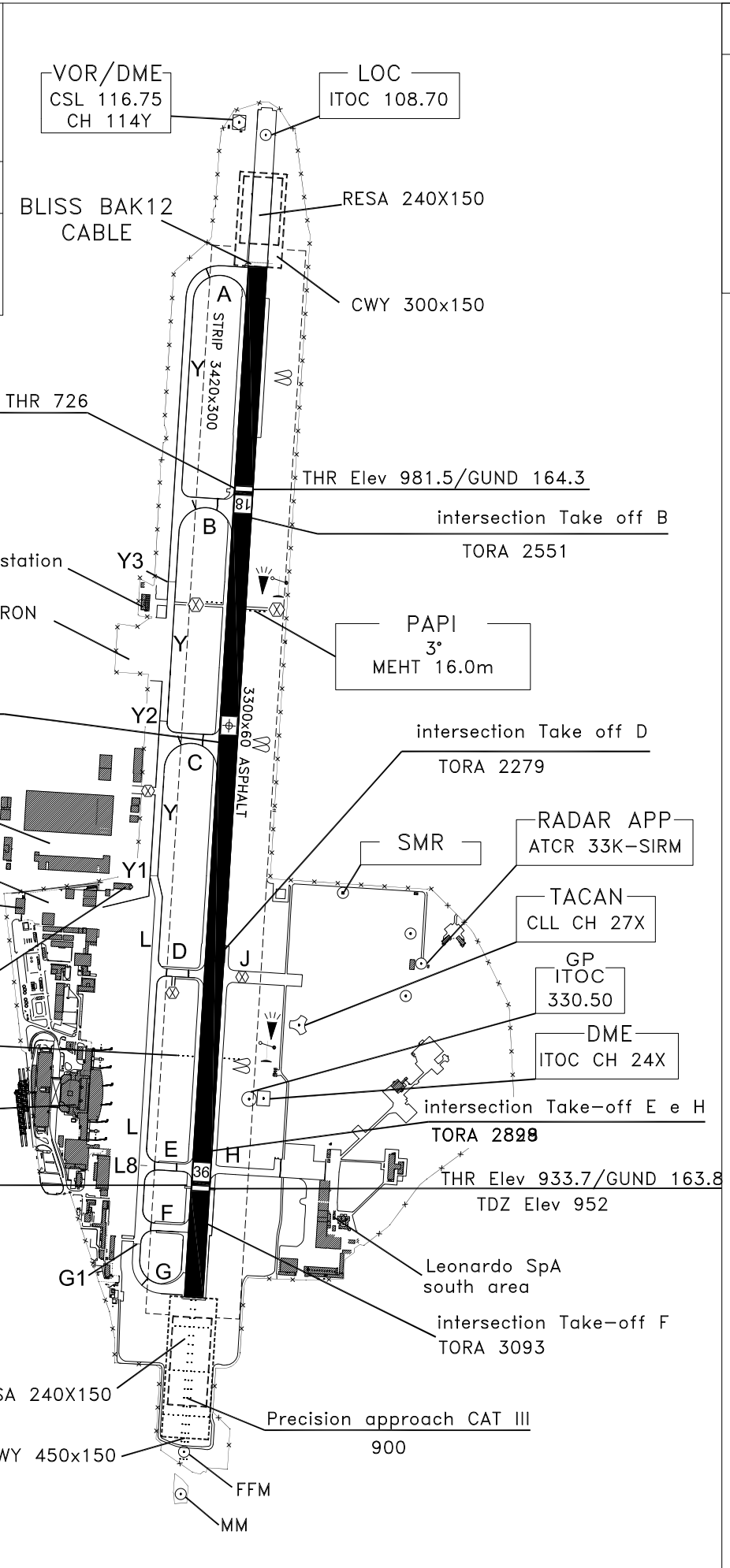


Bearings are magnetic
Distances in metres
Elevation in ft AMSL
Coordinates WGS84

TWR: 118.500		
GND: 121.705		
ATIS: 120.480		
BEARING STRENGTH		
PCN 107/F/A/W/T		
RWY	QFU	THR
18	180°	N 45°12'32.62" E 007°39'00.56"
36	360°	N 45°11'20.66" E 007°38'55.99"

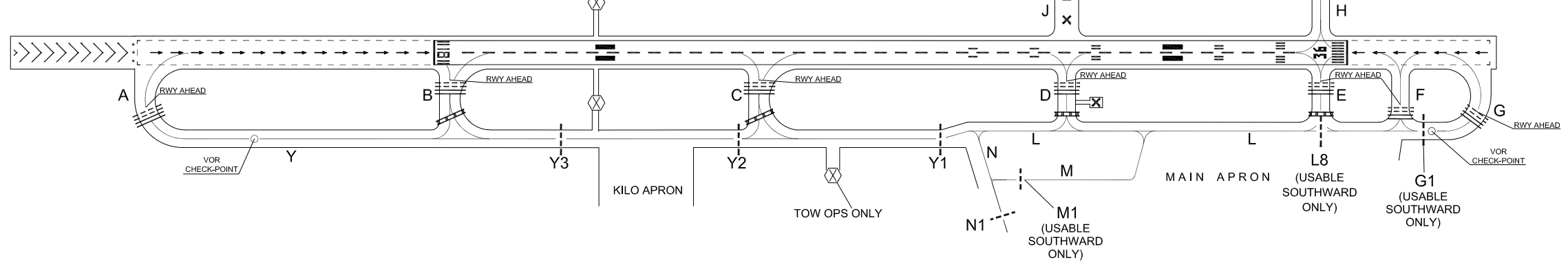


TWY IDENT	WIDTH (m)	BEARING STRENGTH	MAX ACFT CODE
A	30	PCN 119/F/A/W/T	E, F ¹
B	30	PCN 119/F/A/W/T	E, F ¹
C	30	PCN 140/F/A/W/T	E, F ¹
D	23	PCN 119/F/A/W/T	B to RWY, D to Apron
E	23	PCN 119/F/A/W/T	D
F	23	PCN 119/F/A/W/T	D
G	28	PCN 119/F/A/W/T	E, F ¹
H	23	PCN 119/F/A/W/T	D ²
J	30	NIL	NIL
Y	23	PCN 117/F/A/W/T	E, F ¹

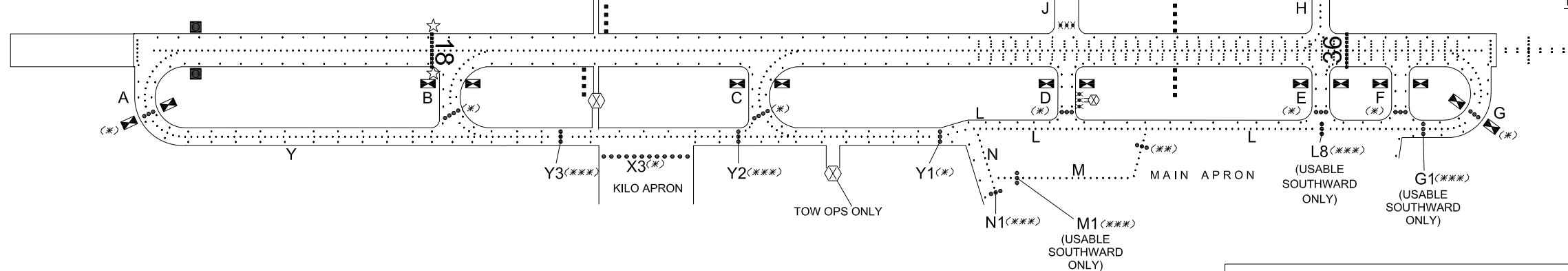
1: For approved OPS only
2: Up to ACFT C130 until RHP H

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

MARKING AIDS



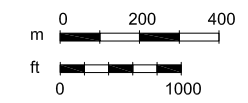
LIGHTING AIDS



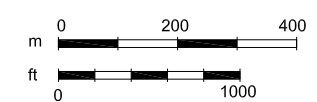
- (**) STOP BAR
- (***) NO ENTRY BAR
- (****) IHP
- *** UNSERVICEABILITY LIGHTS
- ⊠ RWY GUARD LIGHTS
- ☆ RTIL 18
- BLISS BAK 12 CABLE IDENTIFICATION SIGN
- ⊗ NOT USABLE BY ACFT

CHANGE: QFU, magnetic declination

annual rate of change 9' E
Anomaly zone



annual rate of change 9' E
Anomaly zone

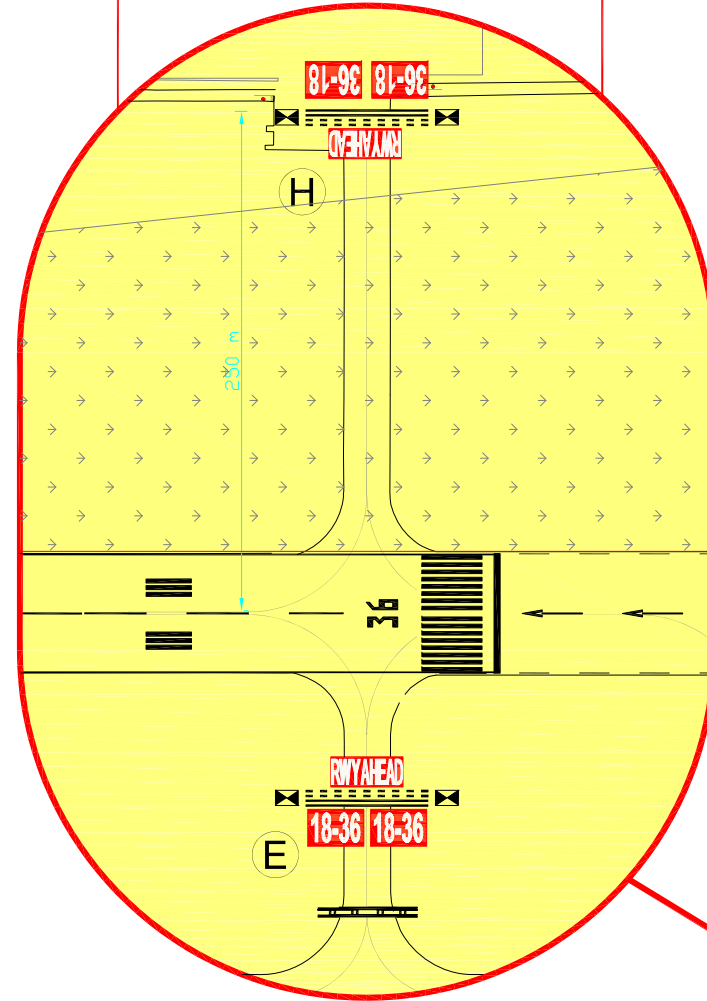


Bearings are magnetic	TWR: 118.500
Distances in metres	GND: 121.705
Elevation inft AMSL	
Coordinates WGS84	ATIS: 120.480

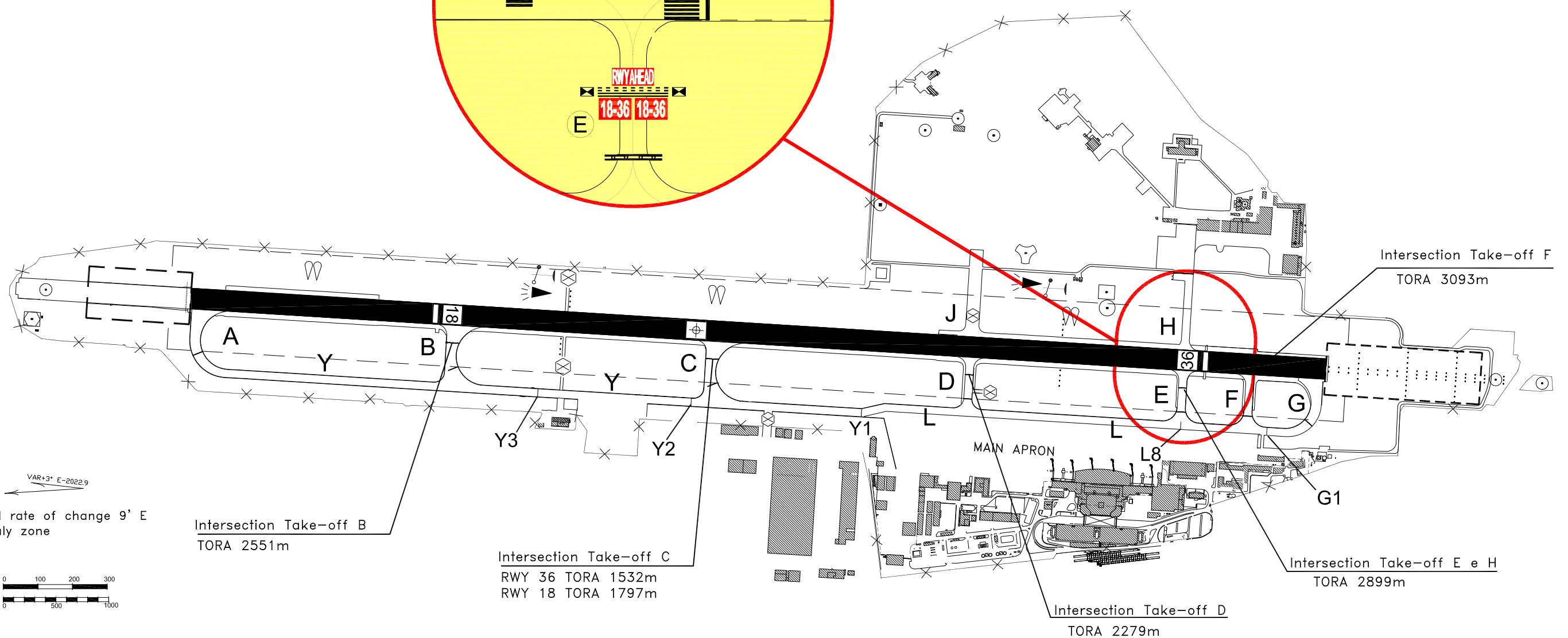
AD ELEV 989	TORINO / CASELLE	
APRON ELEV 949	L I M F	45°12'09"N 007°38'58"E

HOT SPOT 1

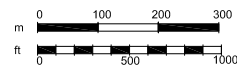
RWY HOLDING POSITION "H" is 250m from RCL.



CHANGE: magnetic declination



VAR+3° E-2022,9
 annual rate of change 9' E
 Anomaly zone

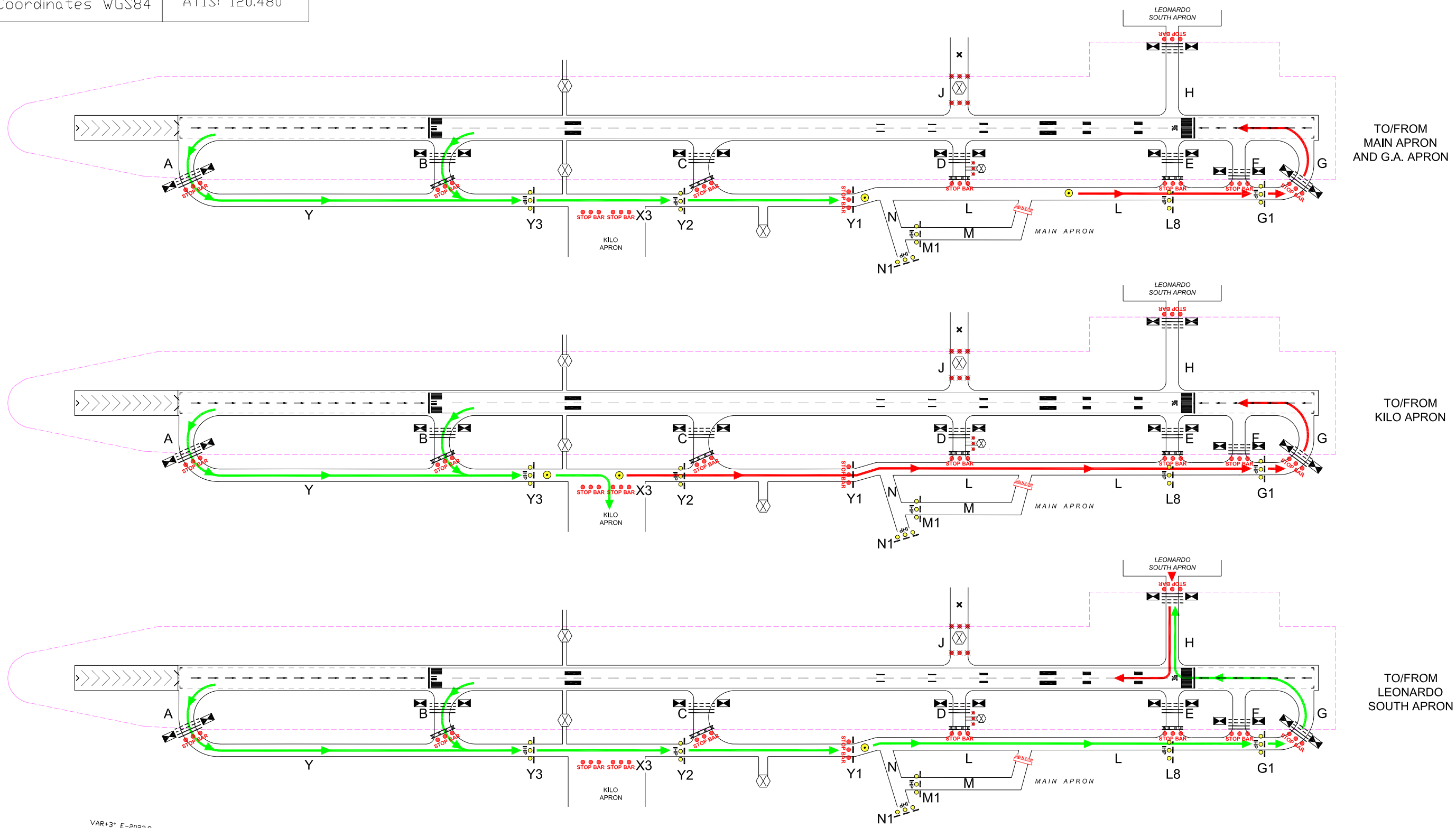


Bearings are magnetic
 Distances in metres
 Elevation in ft AMSL
 Coordinates WGS84

TWR: 118.500
 GND: 121.705
 ATIS: 120.480

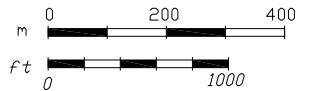
AD ELEV 989	TORINO / CASELLE	
APRON ELEV 949	L I M F	45°12'09" N 007°38'58" E

CHANGE: magnetic declination



VAR+3° E-2022.9

annual rate of change 9' E
Anomaly zone



- STOP BAR
- NO ENTRY BAR
- IHP
- UNSERVICEABILITY LIGHTS
- RWY GUARD LIGHTS
- CAT II/III SENSITIVE AREA
- LANDING ACFT ROUTINGS
- DEPARTING ACFT ROUTING
- FOLLOW ME POSITION
- NOT USABLE BY ACFT

REMARKS: SEE AD 2 LIMF 2-11

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

TWR: 118.500
GND: 121.705
ATIS: 120.480

POINTS ON PARKING AREA

AD ELEV 989
APRON ELEV 949

TORINO / CASELLE
LIMF 45°12'09" N 007°38'58" E

MAIN APRON		
lighting	surface	bearing strength
Edge: blue	Concrete	North area (stand 100-107, 500-507): PCN 108/R/B/W/T
		Middle area (stand 108-113): PCN 120/R/A/W/T
		South area (stand 114,115,201-204,ICE1): PCN 109/R/B/W/T
GENERAL AVIATION APRON		
lighting	surface	bearing strength
NIL	Concrete	(stand 300-310): PCN 96/R/B/W/T

STAND	STANDARD ENGINE START POINT	Coordinates WGS84		ALTIMETER CHECK POINT (ft)
		N	E	
100	M1*	45°11'47.36"	007°38'41.20"	958,4
101	M1*	45°11'45.89"	007°38'41.09"	957,6
102	M2	45°11'44.33"	007°38'40.99"	956,6
103	M2	45°11'42.78"	007°38'40.89"	955,7
104	M3	45°11'41.22"	007°38'40.78"	954,6
105	M3	45°11'39.36"	007°38'40.33"	953,6
106	M4	45°11'38.37"	007°38'40.06"	952,7
107	M4	45°11'36.48"	007°38'40.51"	951,0
108	L3	45°11'35.51"	007°38'42.20"	948,8
109	L4	45°11'33.63"	007°38'41.94"	947,3
110	L4	45°11'31.83"	007°38'42.26"	945,6
111	L5	45°11'30.00"	007°38'42.33"	943,7
112	L6	45°11'28.03"	007°38'41.59"	942,6
113	L6	45°11'26.17"	007°38'41.47"	941,9
114	L8*	45°11'23.24"	007°38'43.82"	939,8
115	L8*	45°11'21.79"	007°38'43.71"	939,5

STAND	STANDARD ENGINE START POINT	Coordinates WGS84		ALTIMETER CHECK POINT (ft)
		N	E	
201	L7	45°11'23.98"	007°38'43.82"	940,0
202	L8*	45°11'21.29"	007°38'43.62"	939,5
203	L9	45°11'18.61"	007°38'43.48"	938,2
204	L10	45°11'16.29"	007°38'43.33"	936,0
300	N2	45°11'48.14"	007°38'40.10"	959,7
301	N2	45°11'48.12"	007°38'39.06"	960,4
302	N2	45°11'48.22"	007°38'37.95"	961,1
303	N2	45°11'49.85"	007°38'37.38"	961,7
304	N2	45°11'48.26"	007°38'36.88"	961,7
305	N2	45°11'49.97"	007°38'36.20"	962,0
306	N3	45°11'48.51"	007°38'35.82"	962,2
307	N3	45°11'48.01"	007°38'34.90"	962,2
305	N2	45°11'49.97"	007°38'36.20"	962,0
306	N3	45°11'48.51"	007°38'35.82"	962,2
307	N3	45°11'48.01"	007°38'34.90"	962,2
308	N3	45°11'50.55"	007°38'34.36"	963,0

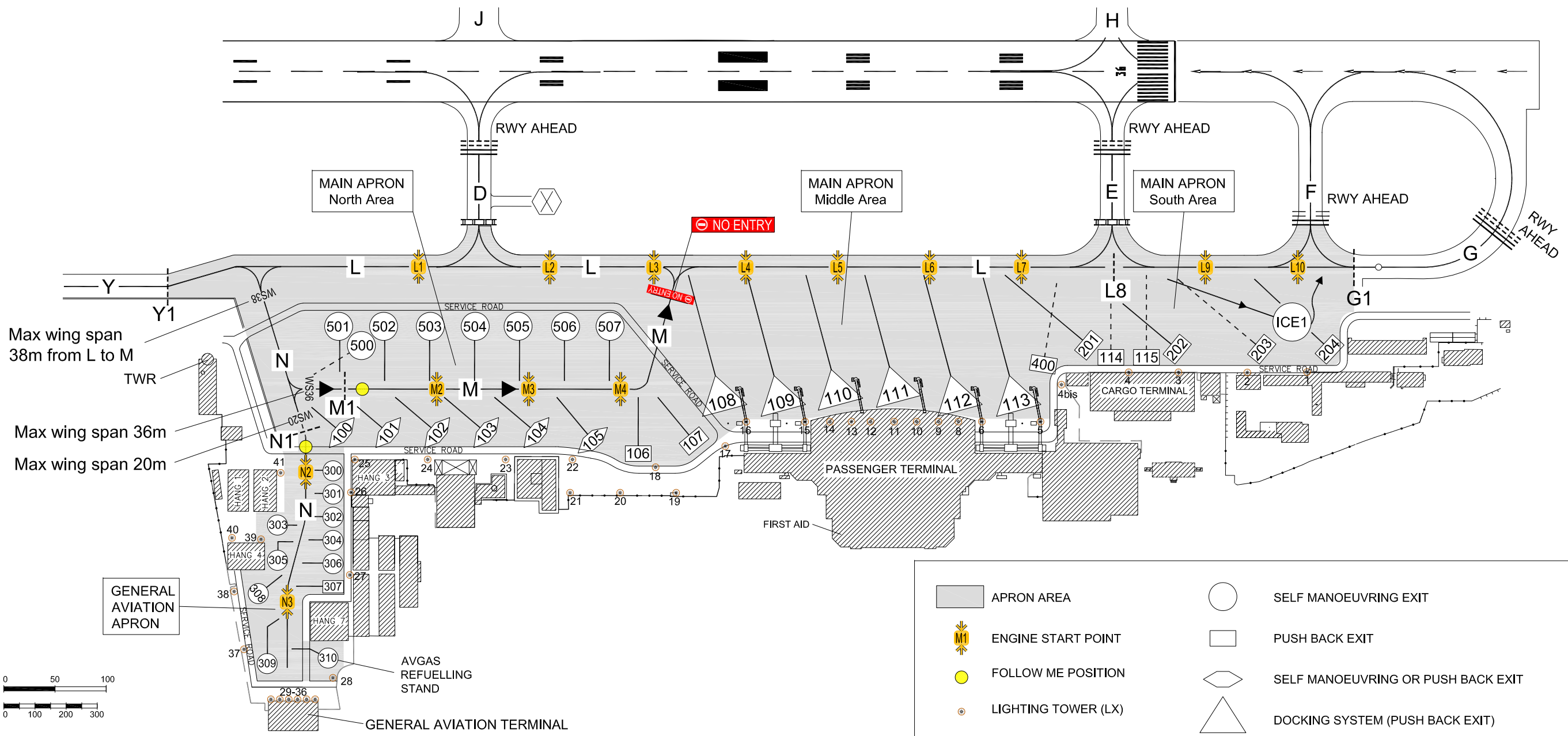
STAND	STANDARD ENGINE START POINT	Coordinates WGS84		ALTIMETER CHECK POINT (ft)
		N	E	
309	N3	45°11'50.50"	007°38'32.28"	962,8
310	N3	45°11'48.42"	007°38'31.52"	963,0
400	L7	45°11'24.96"	007°38'43.67"	940,0
500	L1	45°11'47.37"	007°38'46.17"	955,7
501	L1	45°11'47.65"	007°38'46.31"	955,8
502	L1	45°11'46.11"	007°38'46.21"	954,8
503	L1	45°11'44.66"	007°38'46.12"	953,7
504	L2	45°11'43.12"	007°38'46.02"	952,7
505	L2	45°11'41.69"	007°38'45.93"	951,6
506	L3	45°11'40.16"	007°38'45.83"	950,7
507	L3	45°11'38.85"	007°38'45.75"	950,0
ICE1	L9	45°11'17.24"	007°38'44.29"	936,7

* = M1 and L8 are IHP

VAR+3° E-2022,9
annual rate of change 9' E
Anomaly zone

REMARKS: SEE AD 2 LIMF 2-11

CHANGE: magnetic declination



APRON AREA	SELF MANOEUVRING EXIT
ENGINE START POINT	PUSH BACK EXIT
FOLLOW ME POSITION	SELF MANOEUVRING OR PUSH BACK EXIT
LIGHTING TOWER (LX)	DOCKING SYSTEM (PUSH BACK EXIT)

AIP Italia AIRCRAFT PARKING DOCKING CHART ICAO – KILO APRON AD2 LIMF 2–9

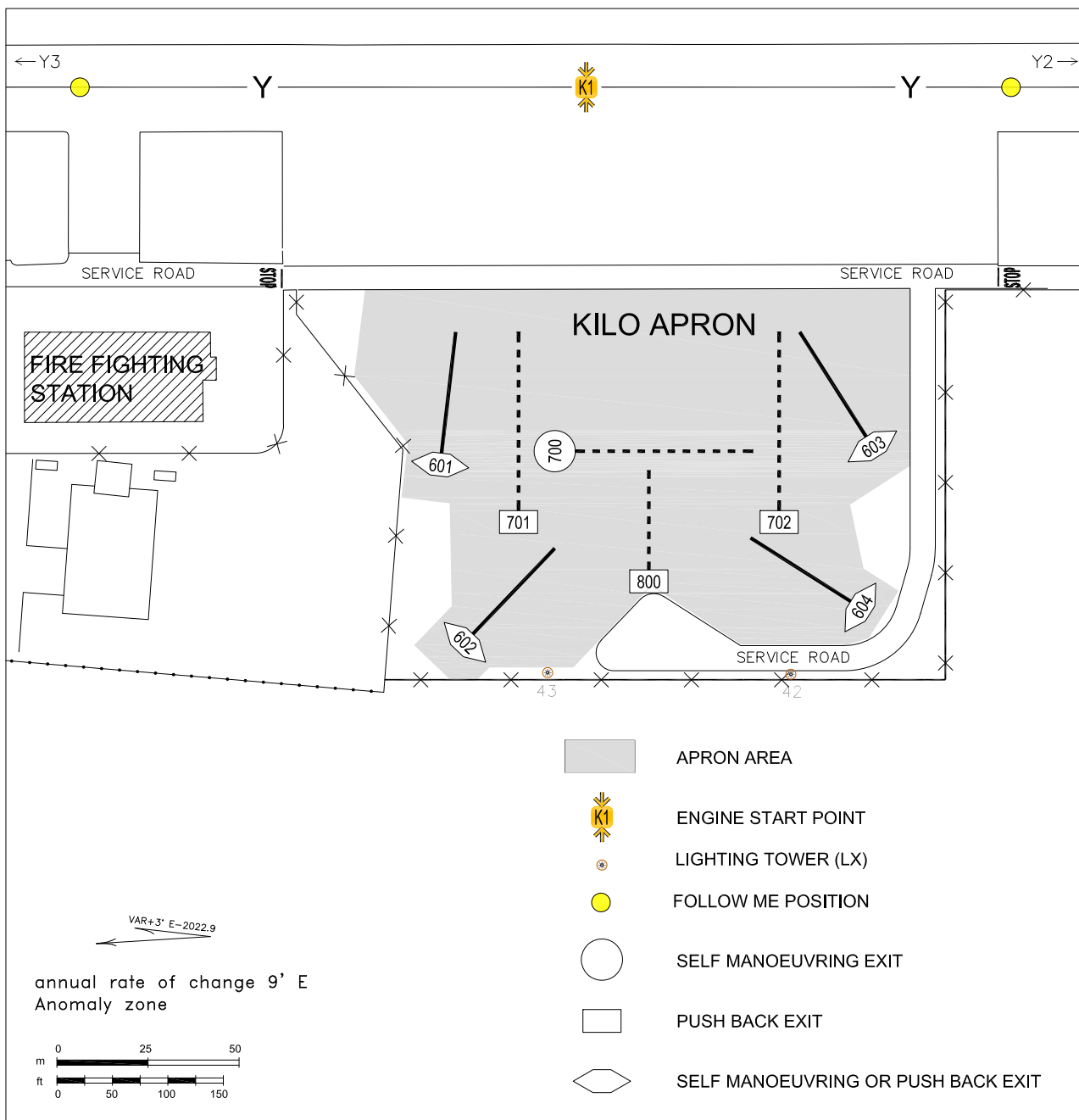
Bearings are magnetic	TWR 118.500
Distances in metres	GND 121.705
Elevation in ft AMSL	ATIS 120.480
Coordinates WGS84	
KILO APRON	
Stands 601–604, 700–702, 800	
lighting	bearing strength
NIL	Surface: Concrete
	Strength: PCN 120/R/A/W/T

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

POINTS ON PARKING AREA				
STAND	STANDARD ENGINE START POINT	Coordinates WGS84		ALTIMETER CHECK POINT [ft]
		N	E	
601	K1	45°12'18.30"	007°38'45.39"	976,0
602	K1	45°12'18.09"	007°38'43.07"	977,6
603	K1	45°12'14.47"	007°38'45.35"	975,8
604	K1	45°12'14.68"	007°38'43.27"	977,3
700	K1	45°12'17.09"	007°38'45.34"	976,0
701	K1	45°12'17.64"	007°38'44.20"	976,8
702	K1	45°12'15.29"	007°38'44.05"	976,7
800	K1	45°12'16.40"	007°38'43.64"	977,1

REMARKS: SEE AD 2 LIMF 2–11

CHANGE: magnetic declination



- APRON AREA
- ↓
K1
↑ ENGINE START POINT
- *
○
* LIGHTING TOWER (LX)
- FOLLOW ME POSITION
- SELF MANOEUVRING EXIT
- PUSH BACK EXIT
- SELF MANOEUVRING OR PUSH BACK EXIT

AIRCRAFT PARKING DOCKING REMARKS	
1.	Apron area limits as follows: - Main apron: STOP bars D/E/F, IHP Y1 and IHP G1 - Kilo apron: STOP bar X3
2.	<p>Stands 100-105: POWER IN - PUSHBACK OUT POWER IN - POWER OUT for fixed-wing aircraft with MAX wingspan 24m and helicopters with overall width up to 17m</p> <p>Stands 106-115: POWER IN - PUSHBACK OUT</p> <p>Stands 201-204: POWER IN - PUSHBACK OUT</p> <p>Stands 300-306: POWER IN - POWER OUT</p> <p>Stands 308-310: POWER IN - POWER OUT</p> <p>Stand 307: POWER IN - PUSHBACK OUT</p> <p>Stand 400: POWER IN - PUSHBACK OUT</p> <p>Stands 500-507: POWER IN - POWER OUT</p> <p>Stands 602,604: POWER IN - PUSHBACK OUT POWER IN - POWER OUT for MAX wingspan 24m</p> <p>Stands 601,603: POWER IN - PUSHBACK OUT POWER IN - POWER OUT for helicopters and for fixed-wing aircraft with MAX wingspan 24m</p> <p>Stand 700: POWER IN - POWER OUT</p> <p>Stands 701-702: POWER IN - PUSHBACK OUT</p> <p>Stand 800: POWER IN - PUSHBACK OUT</p> <p>De-icing pad ICE1 POWER IN - POWER OUT</p> <p>RMK:</p> <ul style="list-style-type: none"> - In order to prevent jetblast: <ul style="list-style-type: none"> · Pushback operations from stands 100-107 could be delayed due to interaction with start-up operations on stands 500-507 · Cross-bleed operations are allowed on engine start points only, unless differently coordinated with Aerodrome Operator · Power-out must be performed using all engines at minimum thrust · Start-up on and power out from parking stand must be performed at minimum engine thrust - Power-back is forbidden on the Apron - Stand 203 AVBL from 16 APR to 30 SEP - De-icing pad ICE1 AVBL from 1 OCT to 15 APR
3.	<p>Stands 300-306 available for piston engine aircraft with MAX wingspan 13.60m</p> <p>Stands 307-309 available for MAX wingspan 20m</p> <p>Stand 310 available for MAX wingspan 15m for AVGAS refuelling only</p>
4.	<p>a) Stand availability for air taxiing helicopters: - overall length up to 17.5m: stands, 500, 601, 603</p> <p>b) Stand availability for ground taxiing helicopters: - overall length up to 17.5m: stands 100 -105, 500, 601, 603 - overall length from 17.5m up to 27m: stands 601, 603</p> <p>RMK: Aerodrome operator may assign different stands assuring an equivalent level of safety</p>
5.	100-113, 201, 202, 204, 300-310, 501-507, 601-604, ICE1 stands markings consist of a continuous yellow line 114, 115, 203, 500, 700-702, 800, 400 stands markings consist of a broken yellow line
6.	Pushing back operations are approved by ATC service on relevant frequencies (see AD 2 LIMF item 18) and must be performed heading south, unless instructed differently by ATC.
7.	<p>Follow-me is mandatory in the following cases:</p> <p>a) On the Main Apron: - from IHP M1 to stands 106-107 for ICAO code C aircraft - from IHP Y1 to stand 500 - from IHP L8 to IHP G1 for ICAO code A-B-C aircraft when de-icing PAD is in use - from TWY F-G to any stand and vice versa for ICAO code A-B-C aircraft when de-icing PAD is in use</p> <p>b) On General Aviation Apron to/from IHP N1 during night hours</p> <p>c) On Kilo apron - from IHP Y3/Y2 to stands 700, 701, 702 and 800 and vice versa - for all movements when RVR at any point is less than 400m</p> <p>d) For towing operations</p> <p>e) For all helicopters</p> <p>f) For ICAO code E-F aircraft</p> <p>g) Whenever it is deemed necessary by pilot in command, ATC or Aerodrome Operator</p> <p>i) On Main Apron and on General Aviation Apron when RVR at TDZ point is equal to or less than 550m or when RVR at any point is less than 400m.</p> <p>j) On Main Apron, General Aviation Apron and Kilo Apron when snow removal is in progress on that Apron</p>
8.	<p>Marshaller assistance:</p> <p>a) shall be provided by handling agents</p> <p>b) is mandatory for parking, pushing back and taxiing out operations</p>
9.	General Aviation Apron and Kilo Apron are partially in sight by TWR, therefore only one movement of aircraft at a time is allowed on/to/from such aprons

10. Stands from 108 to 113 are equipped with Visual Docking Guidance System type FMT APIS++ (Aircraft Parking and Information System).

Azimuth and stopping guidance are provided by a display unit placed at the extension of the stand centreline.

- Intercept the centreline and follow the azimuth guidance display.
- Check correct aircraft type/series on the APIS++ display unit.

Abort docking and follow marshaller instructions if display shows STOP or a wrong aircraft type/series/registration or if the azimuth guidance display is not activated or scarcely visible for any reason.

In foggy conditions Visual Docking Guidance System may fail to detect ACFT or may provide intermittent guidance. When LVP are in force use caution when parking at stands from 108 to 113 and turn off ACFT taxi lights entering ACFT stands. Follow marshaller instructions if the azimuth guidance display appears not to work properly/continuously.

