

TURIN (Caselle) (TRN/LIMF)

Elevation 989ft

CATEGORY B

AV brief – required

BAV AV brief – not yet available

GENERAL

- Airfield is situated 8 nm NNW of Turin on level terrain.
- Rwy 36 is the preferred runway for landing and takeoff. For further details see Lido AOI.
- Arresting gear may be in use at end of Rwy 36.

Threats

CFIT

- Foothills of the Alps 6 nm W and 10 nm N with peaks to ~5,000ft amsl.
- Peaks to ~13,000ft amsl 25 nm to the W and NW.
- Mont Blanc, 15,782ft amsl 50 nm NW.
- Mont Rosa, 15,200ft amsl, 45 nm NNE.
- Hills ~2,600ft amsl 9 nm SE.
- Alps curve round to give high ground beyond 25 nm to the S.

Mid Air Collision

- Aeritalia airfield 7 nm S generates light aircraft traffic.
- Intense military traffic in the area.

Loss of Control

- A Fohn wind from the NW can reach gale force with severe turbulence and WINDSHEAR.
- Birds hazard exists.

ARRIVAL

Diversion Airports

MILAN (Malpensa)	MXP/LIMC	052 nm/060°T	CAT B
GENOA	GOA/LIMJ	069 nm/133°T	CAT B
MILAN (Linate)	LIN/LIML	070 nm/078°T	CAT B
VENICE (Tessera)	VCE/LIPZ	200 nm/085°T	CAT A

Others that may be used include Verona, Rimini and Trieste.

Approach

- Instrument approaches to Rwy 36 only.
- Expect radar vectors approaching VOR TOP. May result shortened approach leaving the aircraft high and fast.
- ILS has a frequency paired DME; the localiser is limited to 15° on the right of the centre line.

- False LOC capture has been reported.
- Circling to the E only due terrain.
- Both runways have displaced thresholds.
- Power lines and obstructions on the approach Rwy 18 necessitate a considerably ~700 m inset threshold.

GROUND

- Radio load sheets not permitted. Do not depart stand before receiving final figures via ACARS.
- After Landing during Cat 2/3 operations a “Follow Me” vehicle is mandatory for taxi in and out of the apron area.

DEPARTURE

- Star-up procedures:
 - REQ start-up and push-back CLR from GND when ready to start ENGS immediately. Reach HLDG PSN within 15min.
 - Only one ENG can be started during push-back or at stand. Other ENGS must be started after reaching the ENG start point assigned.
 - Cross bleed OPS allowed only on ENG start points after push-back/towing.
- Freq 131.9 in use for push-back once TWR has given start up and taxi clearance. (131.9 operated by SAGAT flight co-ordination office).
- Emergency Turn procedures are available from CARD or in the Performance Manual.

WEATHER

- Winter – high incidence of fog.
- Summer – Cbs generated over the Alps.

OPERATIONAL INFORMATION

Handling Agent	SAGAT
Handling Agent VHF	131.9
Potable Water	Uplift Permitted

IF ONLY Electrical Power is required	Use ground power at all times
If BOTH electrical power and air conditioning is required:	Airport (PCA) – Use both ground services at all times GHA (ACU) – DO NOT USE – use APU instead