

## Torino-Caselle International Airport

IATA/ICAO CODE: TRN/LIMF  
 CITY: Caselle  
 COUNTRY: Italy

### AIRPORT CONTACT

Information updated by ENAC 3/2011

Name:	ENAC - DA Torino	S.A.G.T. S.p.A
Title:	Airport Administration Authority	Airport Operator
Airport:	Turin International Airport	Turin International Airport
Address:	10072 Caselle T.se (TO) Italy	SAGAT - Aeroporto di Torino Strada San Maurizio 12 10072 Caselle T.se (TO) Italy
Phone:	+39 011 56 78407	+39 011 56 76 213
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Airport Web Site: [www.aeroportoditorino.it](http://www.aeroportoditorino.it)

ELEVATION: 989 ft

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
18/36	3300	18/726m 36/350m	36/3.0	60

### NOISE ABATEMENT PROCEDURES

See AIP Italia ENR 1.5 for details.

### NOISE ABATEMENT PROCEDURES (Provision of Italian Civil Aviation Authority N 42/674/A3/4.2 dated March 21st 1996)

#### 2.1 Initial climb procedures

Compliance with the procedures below shall not be required in adverse weather conditions or for safety reasons.

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

a) up to 1500 ft QFE:

- take-off power
- takeoff flap
- climb V2+10/20 kt IAS or as limited by body angle

b) at 1500 ft QFE

- reduce thrust and climb at V<sub>2</sub>+ 10/20 kt IAS until reaching 3000 ft QFE

c) at 3000 ft QFE

- accelerate smoothly to en-route climb speed with flap retraction.

## 2.2 Approach and landing procedures

Pilots shall conduct their flight at a speed which permits operation of the aircraft in clean configuration until reaching a distance of approximately 12 NM from touch down.

Recommended speed is 210 kt ± 10 kt or the aircraft's minimum performance speed if higher than above.

Subsequent portion of the approach, either instrument or visual, shall be flown with a properly set slope to achieve, if possible, a continuous descent, the interception of approach path not below 3000 ft QFE and aircraft to be established not beyond the OM or equivalent position.

Execution technique must be performed with aircraft deceleration action and aerodynamic configuration change so as to achieve final speed and configuration at the OM, FAF or equivalent position.

Compliance with the above procedure is recommended provided that it is compatible with ATC instructions and weather conditions are favorable.

Non compliance is allowed in case of precision approach CAT II and III.

No instrument or visual approach shall be made at an angle less than the ILS glide path or less than 3° if no ILS is available.

Aircraft executing a visual approach shall intercept descent path at not lower than 1000 ft QFE.

## 2.3 Provision of Italian Civil Aviation Authority N 42/ 255/R2/1-9 dated March 17th 1997

Noise abatement procedures described in para 2.1 apply to the following aerodromes: **Torino Caselle**, Milano Linate, Milano Malpensa, Bergamo, Bologna, Ancona, Forlì (only TKOF RWY 30), Napoli, Pescara, Reggio Calabria (only TKOF RWY 15/33), Rimini, Roma Ciampino, Roma Fiumicino (TKOF RWY 25 excluded), Ronchi (only TKOF RWY 09), Treviso S. Angelo (approved in Treviso AD by local DCA with provision n° 404/2.32 dated 2nd February 2001), Verona Villafranca (only TKOF RWY 04/22); noise abatement procedures described in the above para 2.2 apply to all Italian aerodromes open to civil air traffic.

The use of the reverse thrust at power higher than idle is allowed only in the event of proven safety/operational reasons.

Compliance with the above procedure is recommended provided that it is compatible with ATC instructions and weather conditions are favorable.

Non compliance is allowed in case of precision approach CAT II and III.

No instrument or visual approach shall be made at an angle less than the ILS glide path or less than 3 degrees if no ILS is available.

Aircraft executing a visual approach shall intercept descent path at not lower than 1000 FT QFE.

## **CONTINUOUS DESCENT ARRIVAL (CDA) - NONE**

### **AIRPORT CURFEWS**

On a provisional basis, the following restrictions apply:

2200-0500 (2100-0400 summer) take off and landing not allowed, except for the following activities:

- a) on trial basis, up to 8 movements per night may be scheduled from 2200 to 0000 (2100-2300) and from 0400 to 0500 (0300-0400). Operations must be performed using the most silent aircraft available in airline's fleet and at least compliant with ICAO Annex 16 Chapter 3. Slots will be allocated upon assessment and approval of aerodrome operator (SAGAT s.p.a.) according to local noise agreement arranged with airport authorities and local communities.
- b) single flights occasionally operated using Chapter 3 or above jet aircraft or propeller-driven aircraft provided with noise certification
- c) flights scheduled before 2200 UTC (2100) and subject to delay
- d) humanitarian, emergency and rescue flights
- e) general aviation flights.

### **PREFERENTIAL RUNWAYS**

At the airport runway 36 is regarded as the preferential for take-off and landing.

ATC will use the above preferential runway provided that:

- i) if the runway is dry, the tail wind component is not greater than 7 KT.
- ii) if the runway is wet, the tail wind component is not greater than 5 KT.

Such preferential criterion will not be applied when:

- i) the tail wind component is greater than given limits
- ii) the braking action on the runway is "poor"

In order to reduce noise over the neighborhood located South of the airport, the use of Runway 18 must be limited to ATC requirements. Pilots may request permission to use Runway 18 for take-off or landing due to WX, technical or other safety reasons; in this case the aircraft may be subject to delay.

## **OPERATING QUOTA - NONE**

### **ENGINE RUN-UP RESTRICTIONS**

- a) 2200-0500 (2100-0400 summer) and 1300-1500 (1200-1400 summer) run-up tests are forbidden except for aircraft to be immediately employed;
- b) only idle engine tests allowed at parking stands - engine tests exceeding idle are to be previously coordinated with local C.A.A.

## APU OPERATING RESTRICTIONS

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 airport, APU must not be started up earlier than 60 minutes before scheduled departure time and must be turned off no later than 20 minutes after block-on. The use of APU for a longer time can be authorized for exceptional reasons only, assessed by local C.C.A.

NOISE BUDGET RESTRICTIONS - **NONE**

NOISE SURCHARGE - **NONE**

## NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

## NOISE MONITORING SYSTEM

Eight noise measuring stations are in place, with a dedicated weather station and associated hardware/software
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FLIGHT TRACK MONITORING SYSTEM - **Yes**

## NOISE LEVEL LIMITS

Development in progress
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## CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes with a maximum take-off mass of 34000 kg or more or with a certified maximum internal accommodation for the aeroplane type in question consisting of more than nineteen passenger seats, excluding any seats for crew only, are banned from operating at all Italian Airports. Infringements may result in penalties up to 50000 Euros.

Temporary exemptions may be granted in individual cases, limited to:

- (a) aeroplanes whose operations are of such an exceptional nature that it would be unreasonable to withhold a temporary exemption;
- (b) aeroplanes on non-revenue flights for the purposes of alterations, repair or maintenance.

#### CHAPTER 2 PHASEOUT

From April 1, 2002 all civil subsonic jet aeroplanes >75,000 lbs operating at airports in EU Member States must comply with the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 in accordance with EU Council Directive 92/14/EEC.

#### CHAPTER 3 RESTRICTIONS - [NONE](#)