

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 100-104: 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>Stand 105: POWER IN - PUSHBACK OUT POWER IN - POWER OUT for piston engine aircraft with max wingspan 13.6m</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, 501, 601, 603</p> <p>b) Stand availability for ground taxiing helicopters: - overall length up to 17.5m: stands 100 -104, 501, 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

Data provided by SAGAT SpA Torino

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.

