

**GENERAL****Operational Hours**

**ATS Hours / AD ADMIN Hours:** 0530-2130‡

**Airport Information**

**RFF:** CAT 6, CAT 7 O/R

**PCN:** RWY 03/21: 62/F/A/X/T

**Customs:** 3HR PN before the flight

**Operation****Preferential RWY**

LDG/TKOF RWY 21

LDG RWY 21, EXC when tailwind component exceeds 5KT.

**Low Visibility Procedures**

LVP are not AVBL.

Only one ACFT allowed in the maneuvering area, whenever conditions are such that all or part of the maneuvering area cannot be visually monitored.

Follow-me O/R and compulsory when RVR below 1300m.

**TWY Restrictions**

TWY A:

- MAX wingspan 52m / 171ft.

TWY B:

- width 15m / 49ft, MAX wingspan 24m / 79ft.
- ACFT leaving APN shall give way to ACFT entering APN.

**Taxi/Parking**

Stand 7 reserved for SAR ACFT.

All self manouvering with mandatory marshaller assistance EXC HEL EMERG medical service.

In case of back track to ACFT with MTOW above 20t / 44092lbs, turn around is mandatory on SWY 03/21.

Follow-me AVBL O/R.

**Warnings**

**GEN VOR/DME MAINT:** 3rd THU every month 0930-1030‡.

**GEN NDB MAINT:** 3rd THU every month 1400-1500‡.

**SRN VOR/DME MAINT:** 2nd THU every month 0830-1130‡.

**TOP VOR MAINT:** 1st THU every month 1000-1300‡, 3rd THU every month 1100-1400‡.

**TOP DME MAINT:** 1st THU every month 0700-1100‡, 3rd THU every month 1300-1700‡.

**TOP NDB MAINT:** 3rd THU every month 0800-1000‡.

LDG RWY 21 prohibited if arresting gear cable is erected.

LDG, TKOF and taxiing with caution on movement area due to agricultural works, presence of men and equipment in radio contact with AFIS.

Balloon activity daily 1057-1103‡.

Birds in vicinity of AD.

**ARRIVAL****Speed**

At IAS 250KT at FL100 or below.

At IAS 210KT starting the turn to intercept the ILS/LOC or the appropriate VOR radial (in case of VOR or VOR/DME final APCH) or at a DIST of 12NM from RWY THR in case of straight-in APCH.

At IAS 180KT completing the intercepting turn or at a DIST of 9NM from RWY THR in case of straight-in APCH.

At IAS 160KT at a DIST of 5NM from RWY THR.

**Communication****COM Failure**

During reduced visibility conditions in the maneuvering area:

Vacate RWY via appropriate TWY, signaling the position with the board system AVBL (switching on/off landing lights too) and wait for follow-me.

**Arrival Procedure**

**VFR Traffic Pattern:** RWY 21 right-hand circuit.

**Noise Abatement Procedure:** See CRAR Italy.

**Warnings**

RADAR monitoring on final APCH not provided due to Torino RADAR limitations.

**DEPARTURE****Take-off Minima**

RWY		21	
All ACFT	ft - m/km	c200 - 550R/550V	-
RWY		03	
All ACFT	ft - m/km	c200 - 550V	-

**Communication****COM Failure**

During reduced visibility conditions in the maneuvering area:

Continue strictly on the assigned route to the clearance limit, signaling the position with the board systems AVBL (switching on/off landing lights too) and wait for follow-me.

**Departure Procedure****Start-up/Push-back**

Request start-up CLR on TWR only after ramp agents report handling OPS completed "All Clear" (doors closed, no stairs, nothing in proximity).

**De-Icing**

AVBL.

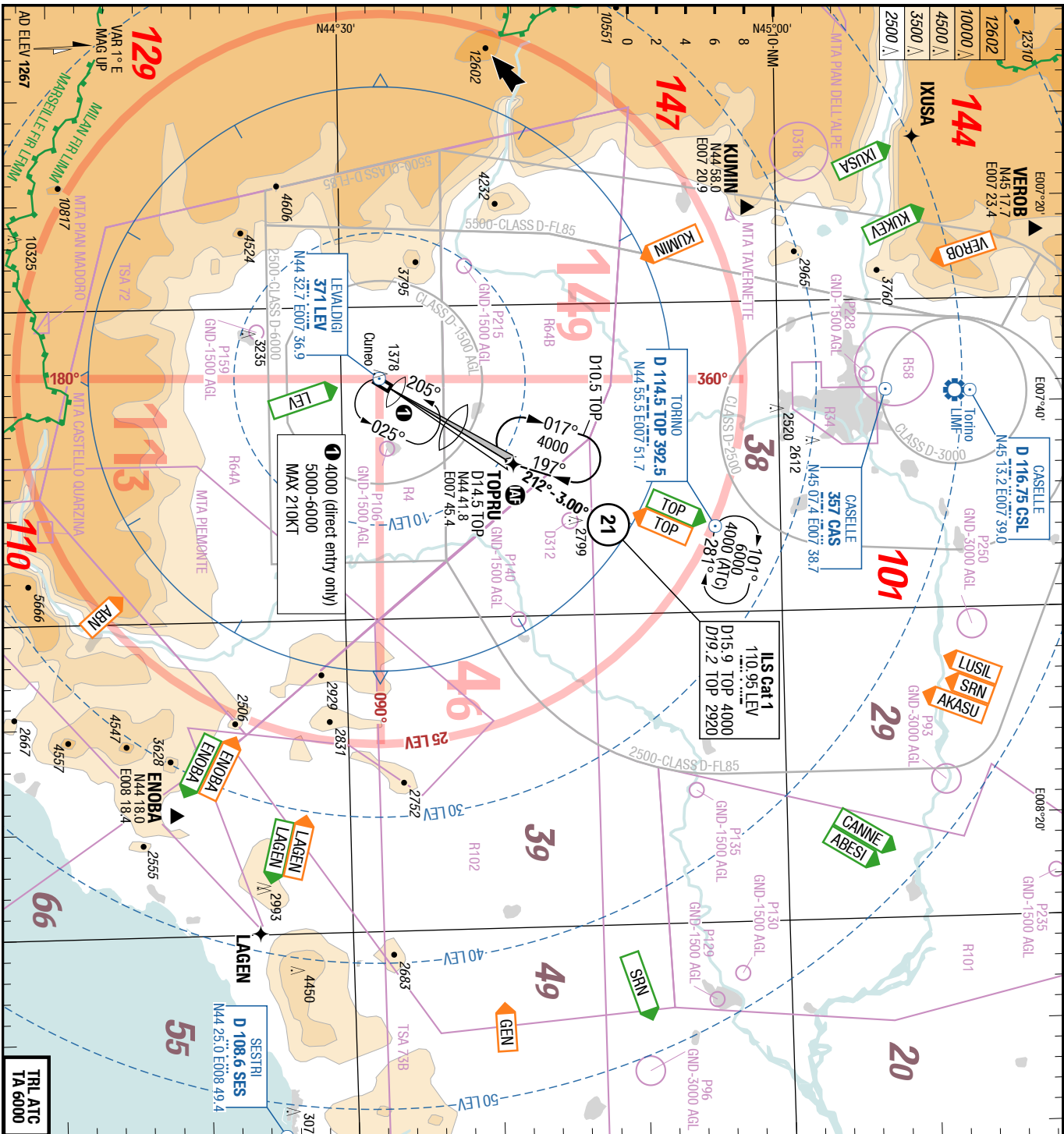
17-MAY-2018  
CUF-LIMZ

2-10

Italy Cuneo Levaldigi  
AGC  
AFC

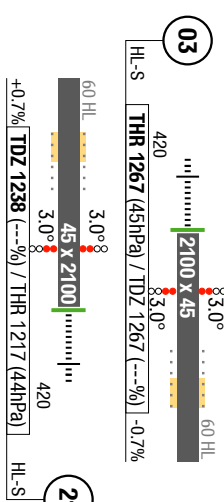
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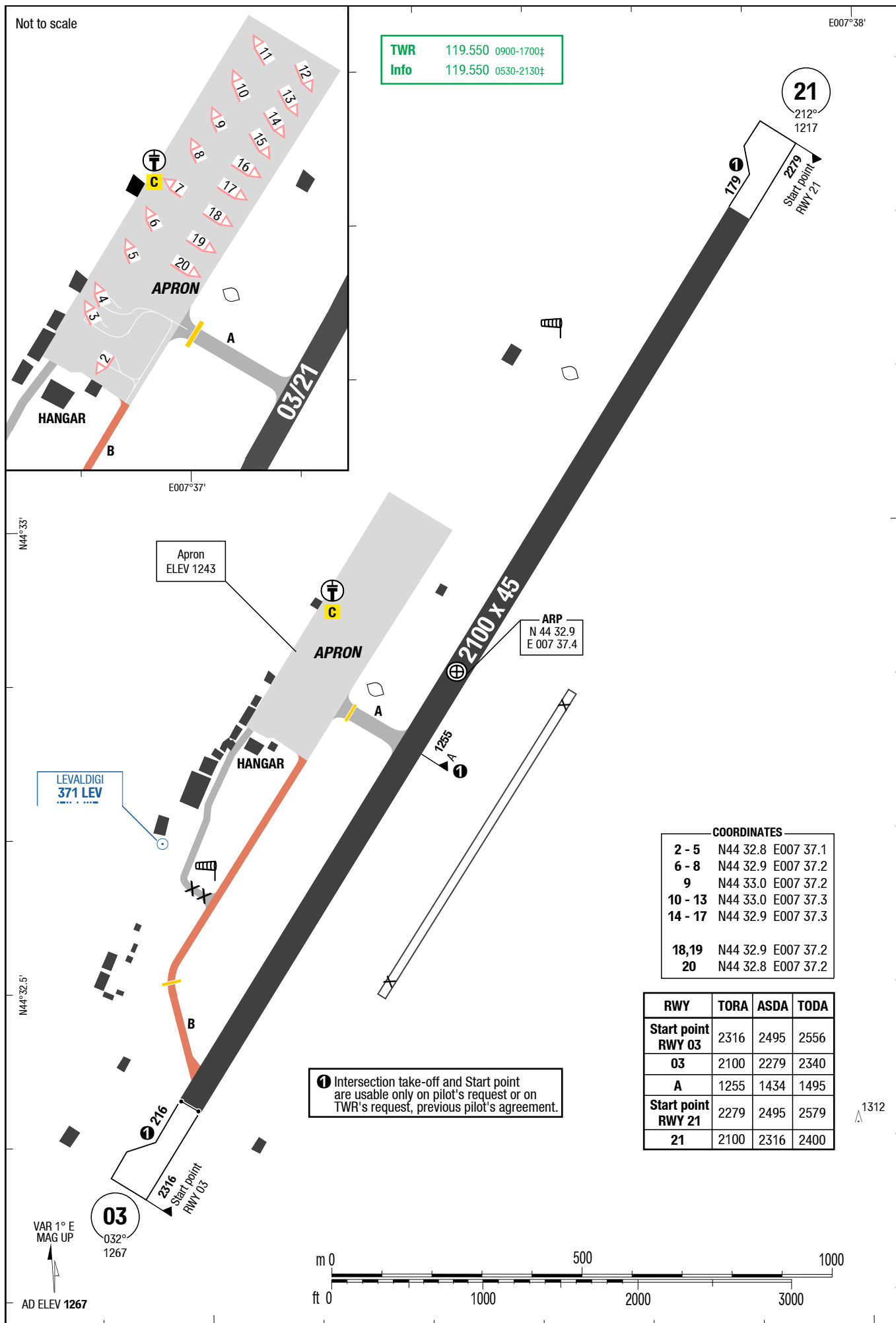
Levaldigi Cuneo Italy  
AGC  
AFC



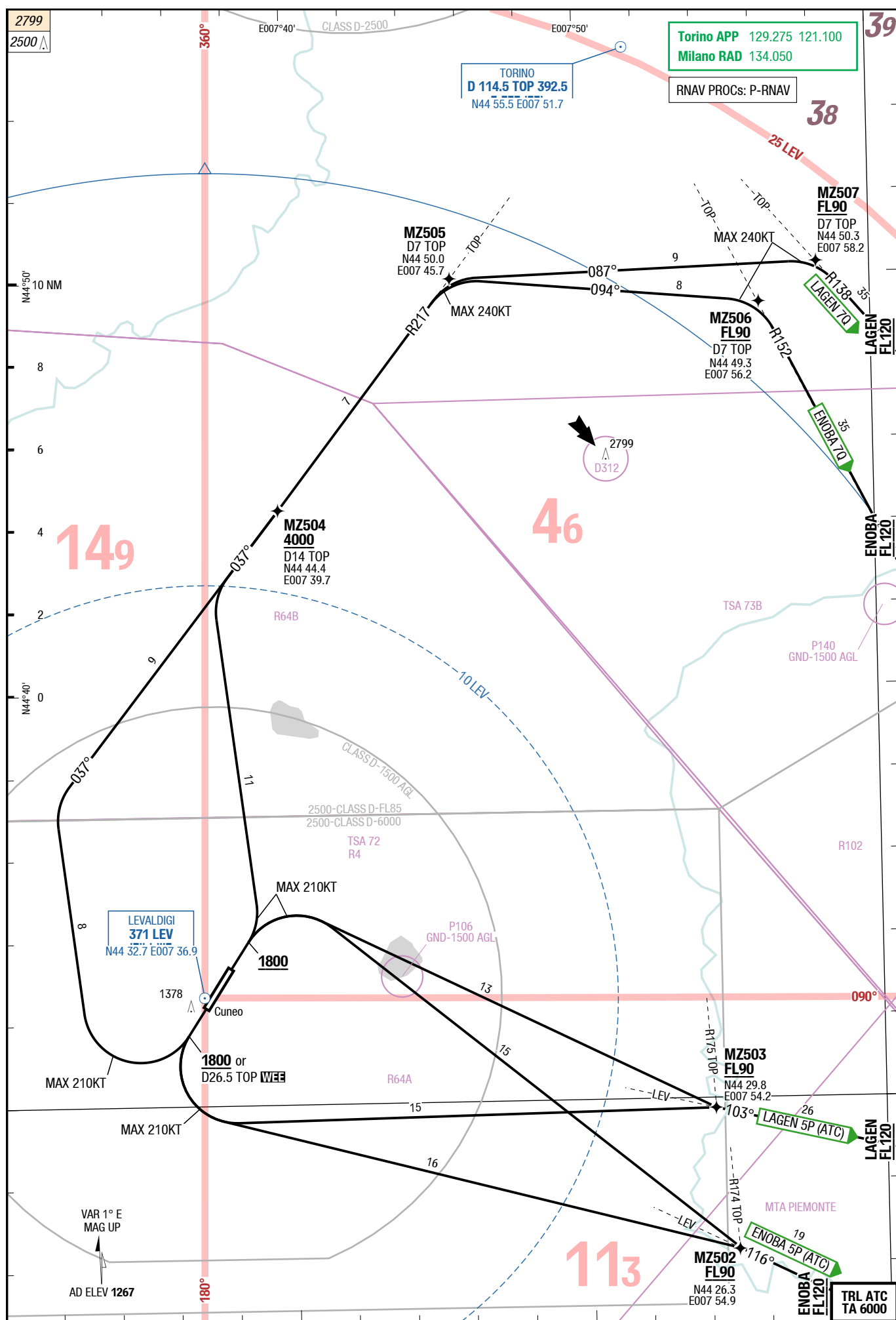
Milano RAD 134.050  
Torino APP 129.275  
TWR 121.100 by ATC  
Info 119.550 0900-1700t  
119.550 0530-2130t

Landing RWY system:









**CUF-LIMZ**

NIL

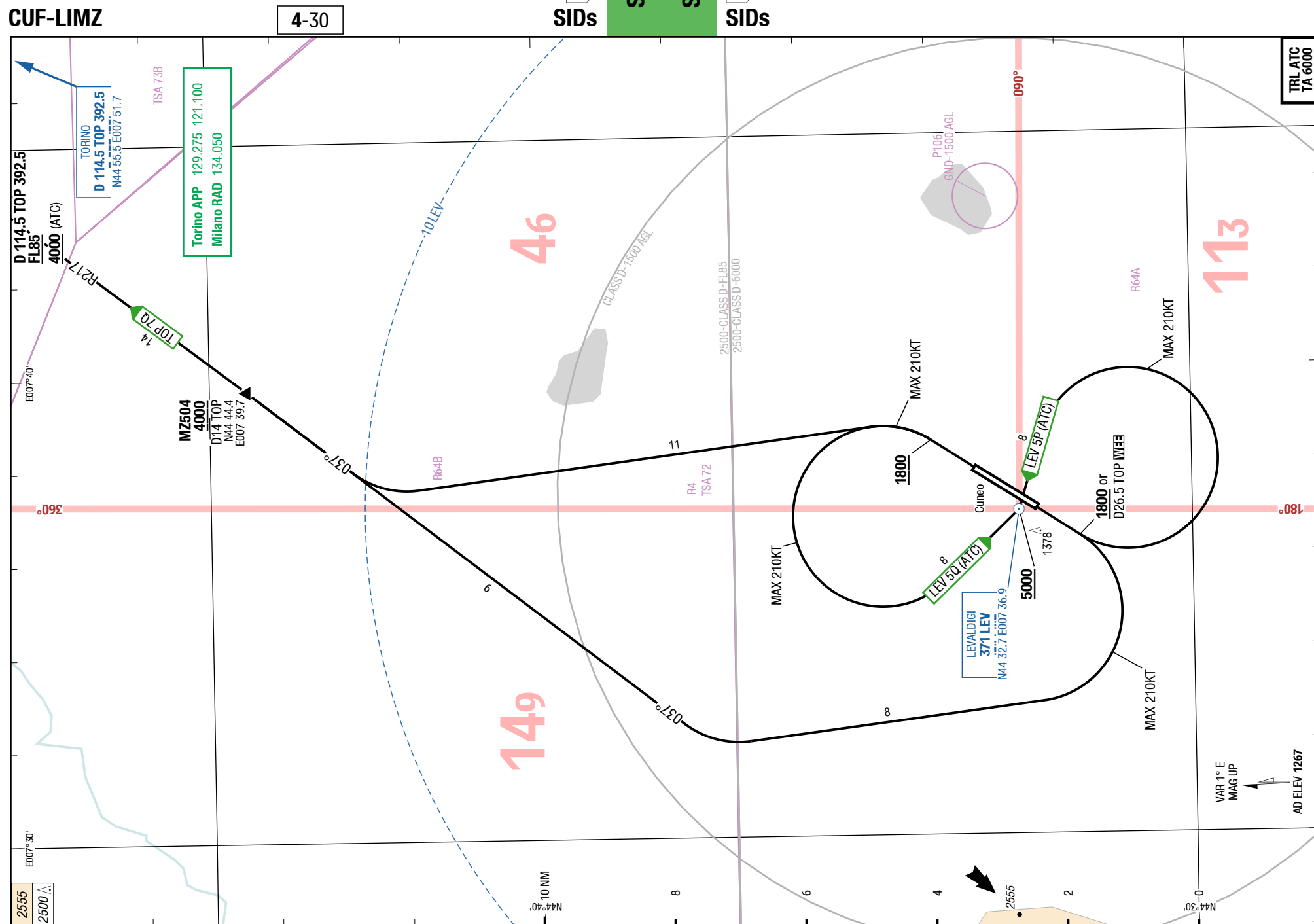
## SIDs

SID

SID

NIL

## SIDs



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Changes: new

17-MAY-2018

**CUF-LIMZ**

5-10

**SIDs North (RNAV Overlay)****ABESI 6Q / CANNE 6Q / IXUSA 6Q / KUKEV 6Q**

RWY 03 (032°)

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 03</b>	
<b>ABESI 6Q</b> 7.0% to 1800 <b>129.275</b> ①	at MNM <b>1800 LT</b> (MAX 210KT) then follow CONV or FMS routing  <b>CONV</b> intercept R217 <b>TOP</b> to MZ504 - <b>TOP</b> - R054 <b>TOP</b> to TONDA - <b>MMP</b> - R022 <b>MMP</b> to ABESI  <b>FMS</b> 037° MZ504 - TOP - TONDA - MMP - ABESI	R217/D14 <b>TOP</b> (MZ504) MNM <b>4000</b> <b>TOP MNM FL85</b> TONDA MNM <b>FL90</b> <b>MMP MNM FL120</b> ABESI MNM <b>FL140/</b> <b>FL150</b> (depending on ZRH QNH)
<b>CANNE 6Q</b> 7.0% to 1800 <b>129.275</b> ①	at MNM <b>1800 LT</b> (MAX 210KT) then follow CONV or FMS routing  <b>CONV</b> intercept R217 <b>TOP</b> to MZ504 - <b>TOP</b> - R054 <b>TOP</b> to TONDA - <b>MMP</b> - R010 <b>MMP</b> to CANNE  <b>FMS</b> 037° MZ504 - TOP - TONDA - MMP - CANNE	R217/D14 <b>TOP</b> (MZ504) MNM <b>4000</b> <b>TOP MNM FL85</b> TONDA MNM <b>FL90</b> <b>MMP MNM FL120</b> CANNE MNM <b>FL140/</b> <b>FL150</b> (depending on ZRH QNH)
<b>IXUSA 6Q</b> 7.0% to 1800 <b>129.275</b> ①	at MNM <b>1800 LT</b> (MAX 210KT) then follow CONV or FMS routing  <b>CONV</b> intercept R217 <b>TOP</b> to MZ504 - <b>TOP</b> - R297 <b>TOP</b> to MF413 - MF414 - IXUSA  <b>FMS</b> 037° MZ504 - TOP - MF413 - MF414 - IXUSA	R217/D14 <b>TOP</b> (MZ504) MNM <b>4000</b> <b>TOP MNM FL85</b> MF413 MNM <b>FL130</b> MF414 MNM <b>FL200</b>
<b>KUKEV 6Q</b> 7.0% to 1800 <b>129.275</b> ①	at MNM <b>1800 LT</b> (MAX 210KT) then follow CONV or FMS routing  <b>CONV</b> intercept R217 <b>TOP</b> to MZ504 - <b>TOP</b> - R327 <b>TOP</b> to BARBY - MF409 - MF411 - KUKEV  <b>FMS</b> 037° MZ504 - TOP - BARBY - MF409 - MF411 - KUKEV	R217/D14 <b>TOP</b> (MZ504) MNM <b>4000</b> <b>TOP MNM FL85</b> BARBY MNM <b>FL110</b> MF409 MNM <b>FL150</b> MF411 MNM <b>FL180/</b> <b>FL190</b> (depending on GVA QNH)

① In case of TOP VOR failure, affected radials shall be intended as bearings referred to the TOP NDB



17-MAY-2018

**CUF-LIMZ****5-20****SIDs North (RNAV Overlay)****ABESI 6Q / CANNE 6Q / IXUSA 6Q / SARONNO 6Q**

RWYs 03 (032°) / 21 (212°)

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 03</b>	
<b>SARONNO 6Q</b> <b>SRN 6Q</b> 7.0% to 1800 <b>129.275</b> ①	at MNM <b>1800 LT</b> (MAX 210KT) then follow CONV or FMS routing  <b>CONV</b> intercept R217 <b>TOP</b> to MZ504 - <b>TOP</b> - R054 <b>TOP</b> to TONDA - <b>MMP</b> - R088 <b>MMP</b> to <b>SRN</b>  <b>FMS</b> 037° MZ504 - TOP - TONDA - MMP - SRN	R217/D14 <b>TOP</b> (MZ504) MNM <b>4000</b> <b>TOP MNM FL85</b> TONDA MNM <b>FL90</b> <b>MMP MNM FL120</b>
	<b>Runway 21</b>	
<b>ABESI 6Q</b> 7.0% to 4000 <b>129.275</b> ①	at MNM <b>1800</b> or D26.5 <b>TOP</b> , whichever is earlier, <b>RT</b> (MAX 210KT) then follow CONV or FMS routing  <b>CONV</b> intercept R217 <b>TOP</b> to MZ504 - <b>TOP</b> - R054 <b>TOP</b> to TONDA - <b>MMP</b> - R022 <b>MMP</b> to ABESI  <b>FMS</b> 037° MZ504 - TOP - TONDA - MMP - ABESI	R217/D14 <b>TOP</b> (MZ504) MNM <b>4000</b> <b>TOP MNM FL85</b> TONDA MNM <b>FL90</b> <b>MMP MNM FL120</b> ABESI MNM <b>FL140/</b> <b>FL150</b> (depending on ZRH QNH)
<b>CANNE 6Q</b> 7.0% to 4000 <b>129.275</b> ①	at MNM <b>1800</b> or D26.5 <b>TOP</b> , whichever is earlier, <b>RT</b> (MAX 210KT) then follow CONV or FMS routing  <b>CONV</b> intercept R217 <b>TOP</b> to MZ504 - <b>TOP</b> - R054 <b>TOP</b> to TONDA - <b>MMP</b> - R010 <b>MMP</b> to CANNE  <b>FMS</b> 037° MZ504 - TOP - TONDA - MMP - CANNE	R217/D14 <b>TOP</b> (MZ504) MNM <b>4000</b> <b>TOP MNM FL85</b> TONDA MNM <b>FL90</b> <b>MMP MNM FL120</b> CANNE MNM <b>FL140/</b> <b>FL150</b> (depending on ZRH QNH)
<b>IXUSA 6Q</b> 7.0% to 4000 <b>129.275</b> ①	at MNM <b>1800</b> or D26.5 <b>TOP</b> , whichever is earlier, <b>RT</b> (MAX 210KT) then follow CONV or FMS routing  <b>CONV</b> intercept R217 <b>TOP</b> to MZ504 - <b>TOP</b> - R297 <b>TOP</b> to MF413 - MF414 - IXUSA  <b>FMS</b> 037° MZ504 - TOP - MF413 - MF414 - IXUSA	R217/D14 <b>TOP</b> (MZ504) MNM <b>4000</b> <b>TOP MNM FL85</b> MF413 MNM <b>FL130</b> MF414 MNM <b>FL200</b>

① In case of TOP VOR failure, affected radials shall be intended as bearings referred to the TOP NDB

17-MAY-2018

**CUF-LIMZ**

5-30

**SIDs North (RNAV Overlay)****KUKEV 6Q / SARONNO 6Q**

RWY 21 (212°)

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 21</b>	
<b>KUKEV 6Q</b> 7.0% to 4000 <b>129.275</b> ①	at MNM <b>1800</b> or D26.5 <b>TOP</b> , whichever is earlier, <b>RT</b> (MAX 210KT) then follow CONV or FMS routing  <b>CONV</b> intercept R217 <b>TOP</b> to MZ504 - <b>TOP</b> - R327 <b>TOP</b> to BARBY - MF409 - MF411 - KUKEV  <b>FMS</b> 037° MZ504 - TOP - BARBY - MF409 - MF411 - KUKEV	R217/D14 <b>TOP</b> (MZ504) MNM <b>4000</b> <b>TOP MNM FL85</b> BARBY MNM <b>FL110</b> MF409 MNM <b>FL150</b> MF411 MNM <b>FL180/</b> <b>FL190</b> (depending on GVA QNH)
<b>SARONNO 6Q</b> <b>SRN 6Q</b> 7.0% to 4000 <b>129.275</b> ①	at MNM <b>1800</b> or D26.5 <b>TOP</b> , whichever is earlier, <b>RT</b> (MAX 210KT) then follow CONV or FMS routing  <b>CONV</b> intercept R217 <b>TOP</b> to MZ504 - <b>TOP</b> - R054 <b>TOP</b> to TONDA - <b>MMP</b> - R088 <b>MMP</b> to <b>SRN</b>  <b>FMS</b> 037° MZ504 - TOP - TONDA - MMP - SRN	R217/D14 <b>TOP</b> (MZ504) MNM <b>4000</b> <b>TOP MNM FL85</b> TONDA MNM <b>FL90</b> <b>MMP MNM FL120</b>

① In case of TOP VOR failure, affected radials shall be intended as bearings referred to the TOP NDB

17-MAY-2018

**CUF-LIMZ****5-40****SIDs South (RNAV Overlay)****ENOB A 5P / ENOB A 7Q / LAGEN 5P / LAGEN 7Q**

RWY 03 (032°)

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 03</b>	
<b>ENOB A 5P</b> (ATC) 7.0% to FL90 <b>129.275</b>	at MNM <b>1800 RT</b> (MAX 210KT) then follow CONV or FMS routing  <b>CONV</b> intercept QDR 116 <b>LEV</b> to ENOB A  <b>FMS</b> DCT MZ502 [K210-] - ENOB A	R174 <b>TOP</b> (MZ502) MNM <b>FL90</b> ENOB A MNM <b>FL120</b>
<b>ENOB A 7Q</b> 7.0% to 1800 <b>129.275</b> ①	at MNM <b>1800 LT</b> (MAX 210KT) then follow CONV or FMS routing  <b>CONV</b> intercept R217 <b>TOP</b> inbound to MZ504 - MZ505 - <b>RT</b> (MAX 240KT) 094° to MZ506 - <b>RT</b> (MAX 240KT) intercept R152 <b>TOP</b> to ENOB A  <b>FMS</b> 037° MZ504 - MZ505 [K240-] - MZ506 [K240-] - ENOB A	R217/D14 <b>TOP</b> (MZ504) MNM <b>4000</b> MZ506 MNM <b>FL90</b> ENOB A MNM <b>FL120</b>
<b>LAGEN 5P</b> (ATC) 7.0% to FL90 <b>129.275</b>	at MNM <b>1800 RT</b> (MAX 210KT) then follow CONV or FMS routing  <b>CONV</b> intercept QDR 103 <b>LEV</b> to LAGEN  <b>FMS</b> DCT MZ503 [K210-] - LAGEN	R175 <b>TOP</b> (MZ503) MNM <b>FL90</b> LAGEN MNM <b>FL120</b>
<b>LAGEN 7Q</b> 7.0% to 1800 <b>129.275</b> ①	at MNM <b>1800 LT</b> (MAX 210KT) then follow CONV or FMS routing  <b>CONV</b> intercept R217 <b>TOP</b> inbound to MZ504 - MZ505 - <b>RT</b> (MAX 240KT) 087° to MZ507 - <b>RT</b> (MAX 240KT) intercept R138 <b>TOP</b> to LAGEN  <b>FMS</b> 037° MZ504 - MZ505 [K240-] - MZ507 [K240-] - LAGEN	R217/D14 <b>TOP</b> (MZ504) MNM <b>4000</b> MZ507 MNM <b>FL90</b> LAGEN MNM <b>FL120</b>

① In case of TOP VOR failure, affected radials shall be intended as bearings referred to the TOP NDB

Changes: PROC, ALT, chart title, Track, Editorial

17-MAY-2018

**CUF-LIMZ****5-50****SIDs South (RNAV Overlay)****ENOB A 5P / ENOB A 7Q / LAGEN 5P / LAGEN 7Q**

RWY 21 (212°)

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 21</b>	
<b>ENOB A 5P</b> (ATC) 7.0% to FL90 <b>129.275</b>	at MNM <b>1800</b> or D26.5 <b>TOP</b> , whichever is earlier, <b>LT</b> (MAX 210KT) then follow CONV or FMS routing  <b>CONV</b> intercept QDR 116 <b>LEV</b> to ENOB A  <b>FMS</b> DCT MZ502 [K210-] - ENOB A	R174 <b>TOP</b> (MZ502) MNM <b>FL90</b> ENOB A MNM <b>FL120</b>
<b>ENOB A 7Q</b> 7.0% to 4000 <b>129.275</b> ①	at MNM <b>1800</b> or D26.5 <b>TOP</b> , whichever is earlier, <b>RT</b> (MAX 210KT) then follow CONV or FMS routing  <b>CONV</b> intercept R217 <b>TOP</b> inbound to MZ504 - MZ505 - <b>RT</b> (MAX 240KT) 094° to MZ506 - <b>RT</b> (MAX 240KT) intercept R152 <b>TOP</b> to ENOB A  <b>FMS</b> 037° MZ504 - MZ505 [K240-] - MZ506 [K240-] - ENOB A	R217/D14 <b>TOP</b> (MZ504) MNM <b>4000</b> MZ506 MNM <b>FL90</b> ENOB A MNM <b>FL120</b>
<b>LAGEN 5P</b> (ATC) 7.0% to FL90 <b>129.275</b>	at MNM <b>1800</b> or D26.5 <b>TOP</b> , whichever is earlier, <b>LT</b> (MAX 210KT) then follow CONV or FMS routing  <b>CONV</b> intercept QDR 103 <b>LEV</b> to LAGEN  <b>FMS</b> DCT MZ503 [K210-] - LAGEN	R175 <b>TOP</b> (MZ503) MNM <b>FL90</b> LAGEN MNM <b>FL120</b>
<b>LAGEN 7Q</b> 7.0% to 4000 <b>129.275</b> ①	at MNM <b>1800</b> or D26.5 <b>TOP</b> , whichever is earlier, <b>RT</b> (MAX 210KT) then follow CONV or FMS routing  <b>CONV</b> intercept R217 <b>TOP</b> inbound to MZ504 - MZ505 - <b>RT</b> (MAX 240KT) 087° to MZ507 - <b>RT</b> (MAX 240KT) intercept R138 <b>TOP</b> to LAGEN  <b>FMS</b> 037° MZ504 - MZ505 [K240-] - MZ507 [K240-] - LAGEN	R217/D14 <b>TOP</b> (MZ504) MNM <b>4000</b> MZ507 MNM <b>FL90</b> LAGEN MNM <b>FL120</b>

① In case of TOP VOR failure, affected radials shall be intended as bearings referred to the TOP NDB

Changes: PROC, ALT, chart title, Track, Editorial

17-MAY-2018

**CUF-LIMZ****5-60****SIDs****SIDPT****LEVALDIGI 5P / LEVALDIGI 5Q / TORINO 7Q**

RWYs 03 (032°) / 21 (212°)

	GS	120	150	180	210	240	270
7.0%	ft/MIN	900	1100	1300	1500	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 03</b>	
<b>LEVALDIGI 5Q</b> <b>LEV 5Q</b> (ATC) 7.0% to 1800 <b>129.275</b>	at MNM <b>1800 LT</b> (MAX 210KT) direct <b>LEV</b>	<b>LEV MNM 5000</b>
<b>TORINO 7Q</b> <b>TOP 7Q</b> 7.0% to 1800 <b>129.275</b> ①	at MNM <b>1800 LT</b> intercept R217 <b>TOP</b> to MZ504 - <b>TOP</b>	R217/D14 <b>TOP</b> (MZ504) <b>MNM 4000</b> <b>TOP MNM FL85 / 4000</b> (ATC)
	<b>Runway 21</b>	
<b>LEVALDIGI 5P</b> <b>LEV 5P</b> (ATC) 7.0% to 1800 <b>129.275</b>	at MNM <b>1800</b> or D26.5 <b>TOP</b> , whichever is earlier, <b>LT</b> (MAX 210KT) direct <b>LEV</b>	<b>LEV MNM 5000</b>
<b>TORINO 7Q</b> <b>TOP 7Q</b> 7.0% to 4000 <b>129.275</b> ①	at MNM <b>1800</b> or D26.5 <b>TOP</b> , whichever is earlier, <b>RT</b> (MAX 210KT) intercept R217 <b>TOP</b> to MZ504 - <b>TOP</b>	R217/D14 <b>TOP</b> (MZ504) <b>MNM 4000</b> <b>TOP MNM FL85 / 4000</b> (ATC)

① In case of TOP VOR failure, affected radials shall be intended as bearings referred to the TOP NDB

Changes: New

**CUF-LIMZ**

**6-10**

STARs/RNAV STARs (ATC) >

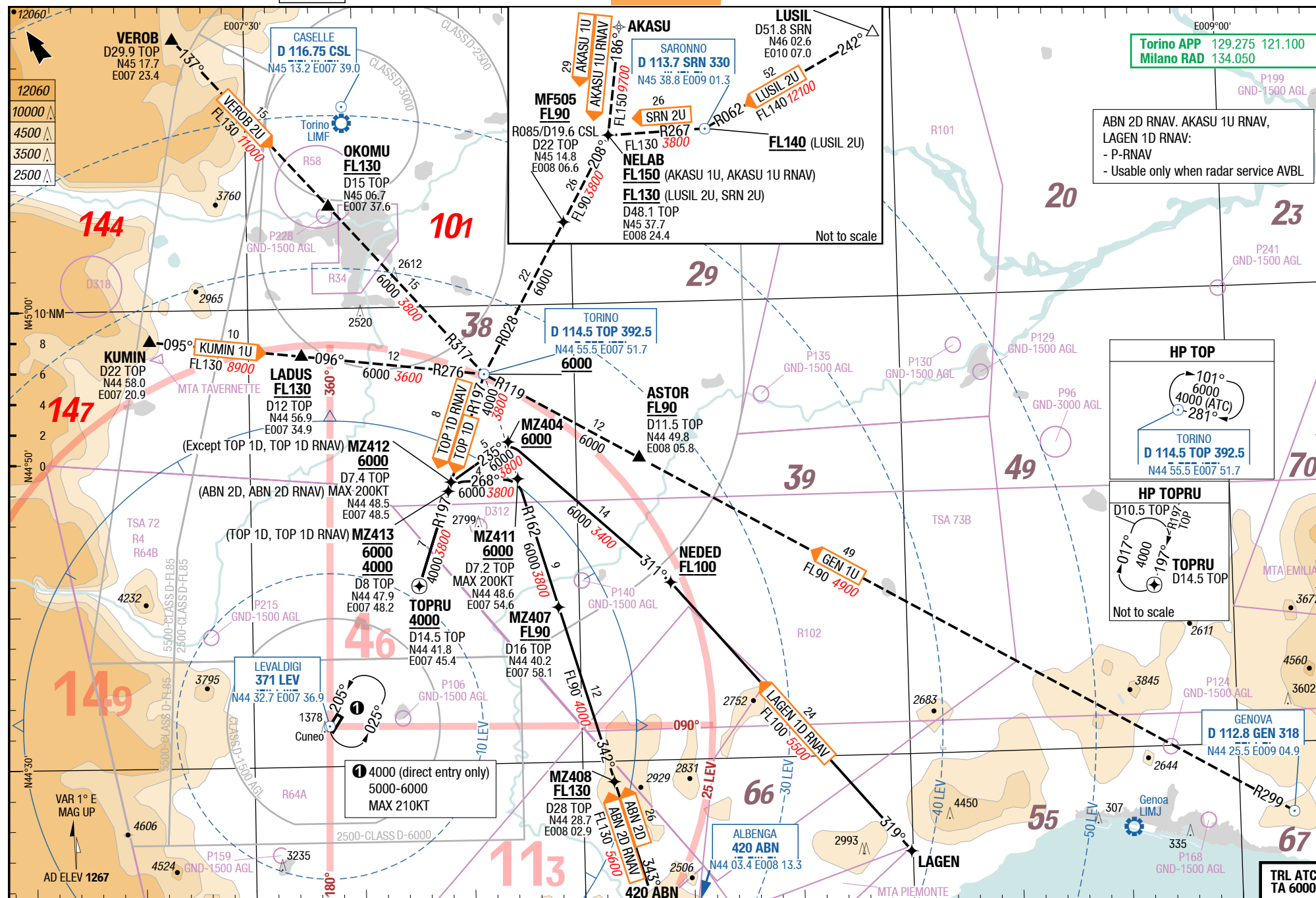
## STARs/RNAV STARs

# STAR

# STAR

STARs/RNAV STARs (ATC)

## STARs/RNAV STARs



Changes: MSA, ASP, Note, OBST, SUAs

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17-MAY-2018

CUF-LIMZ

Italy Cuneo Levaldigi

STAR

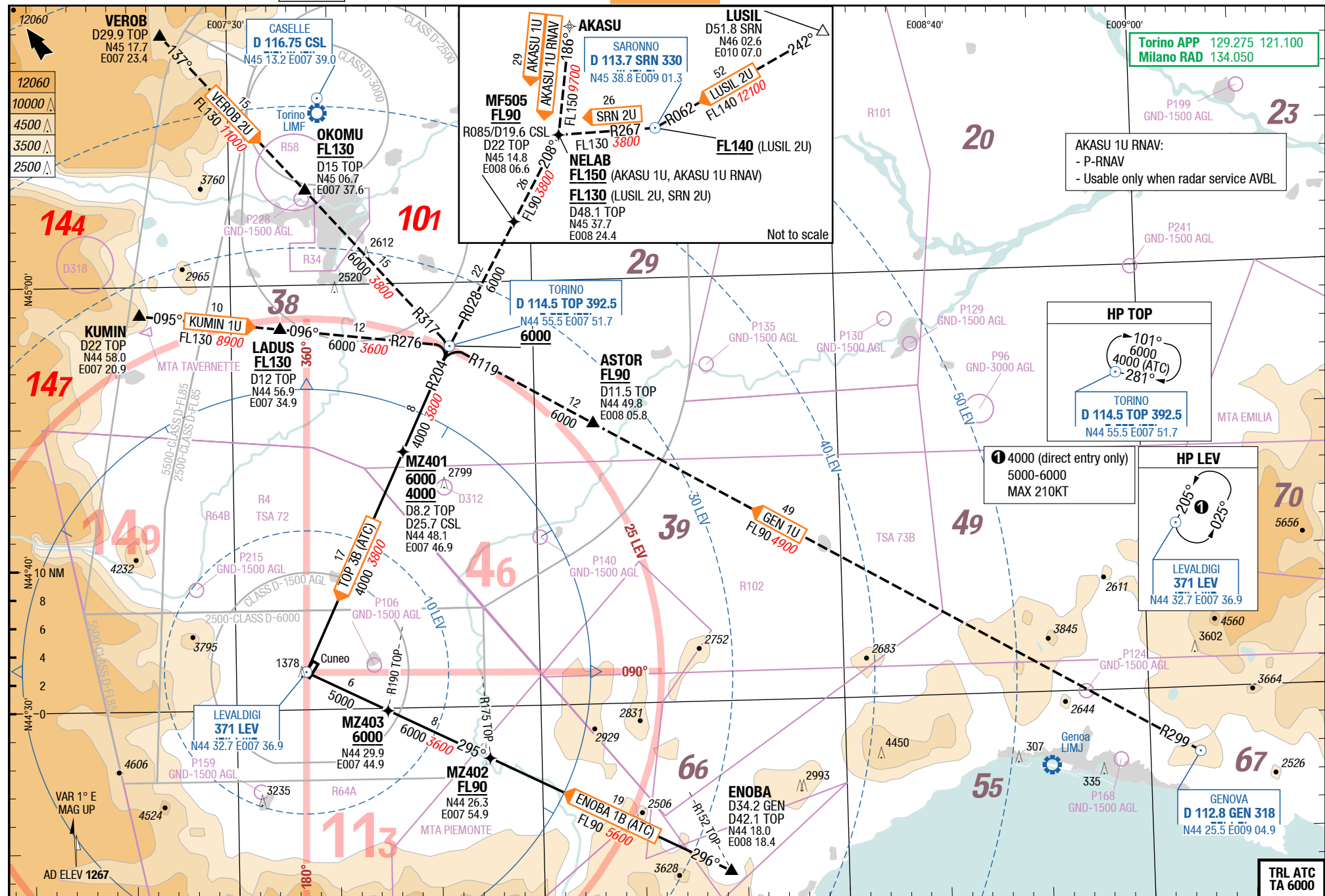
STAR

Levaldigi Cuneo Italy

STARs/RNAV STARs (ATC)

6-20

STARs/RNAV STARs (ATC)

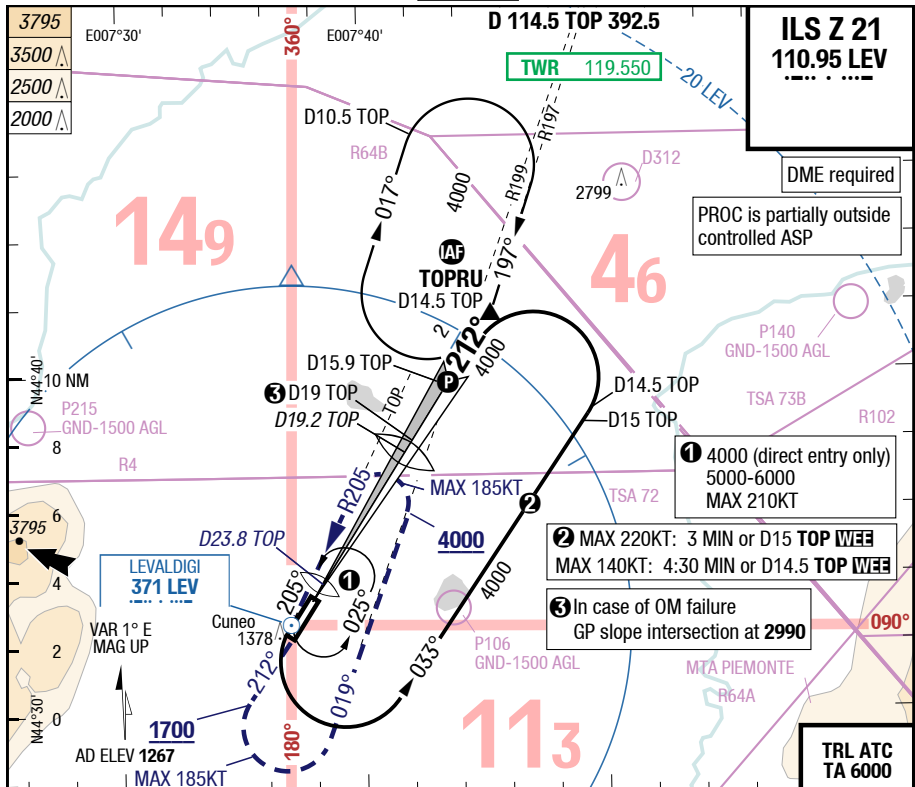


Changes: MSA, ASP, Note, SUAs, OBST

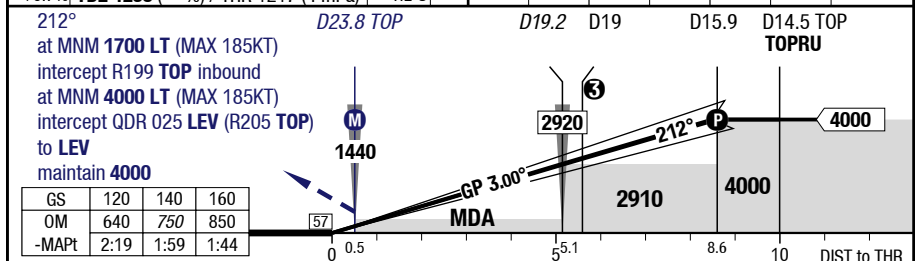
## CUF-LIMZ

7-10

ILS Z 21



60 HL	3.0°	8	23	22	21	20	19	15.9	LOC 3.01°
45 x 2100	3.0°	8	1690	2010	2340	2660	2990	4000	D TOP
+0.7% TDZ 1238 (---%) / THR 1217 (44hPa)	HL-S								



21	Cat 1 1)	LOC DME TOP	Circling 2)
C	ft - m/km ft	270 - 900 1500	370 - 1.3 1600
D	ft - m/km ft	280 - 900 1510	370 - 1.3 1600

1) With EVS 600m, wo EVS use STD

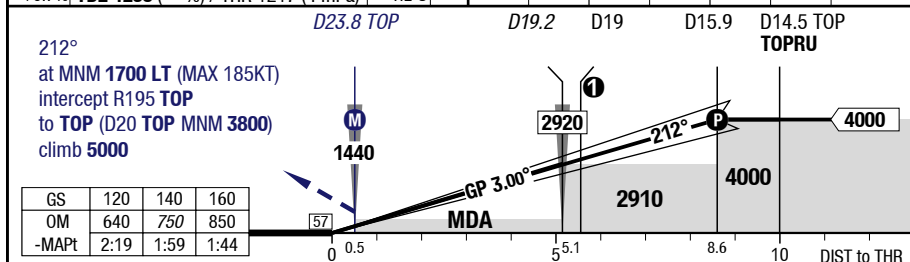
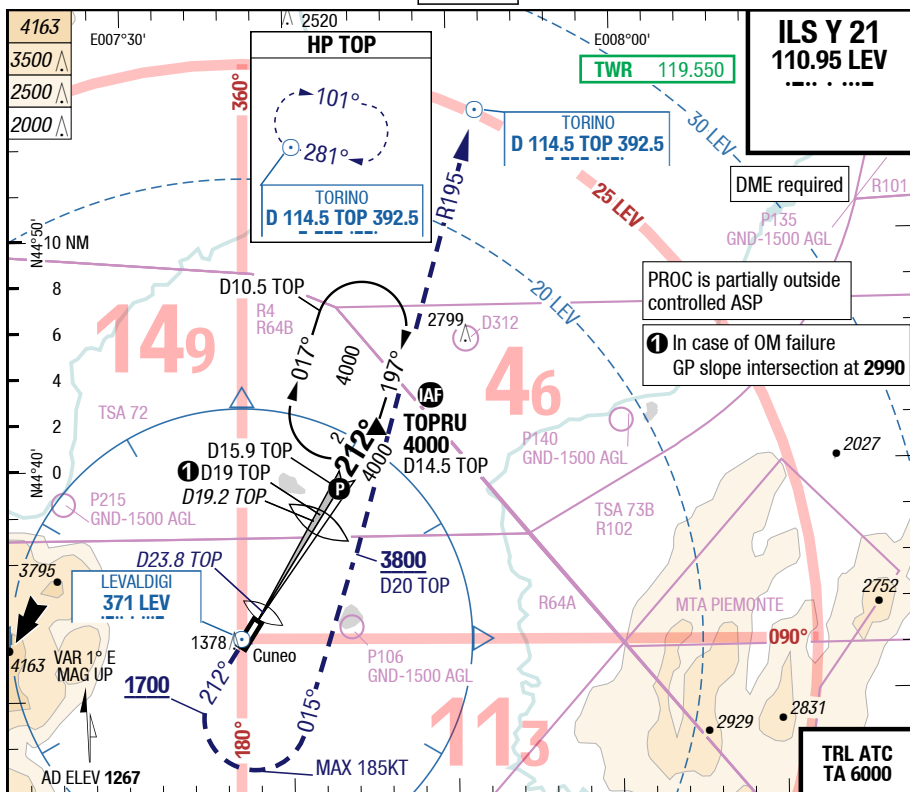
2) SE of RWY only

Changes: MSA, ALT, SUAs, MISAP text



7-20

ILS Y 21



21	Cat 1 1)	LOC DME TOP	Circling 2)
C	ft - m/km ft	270 - 900 1500	370 - 1.3 1600
D	ft - m/km ft	280 - 900 1510	370 - 1.3 1600

1) With EVS 600m, wo EVS use STD

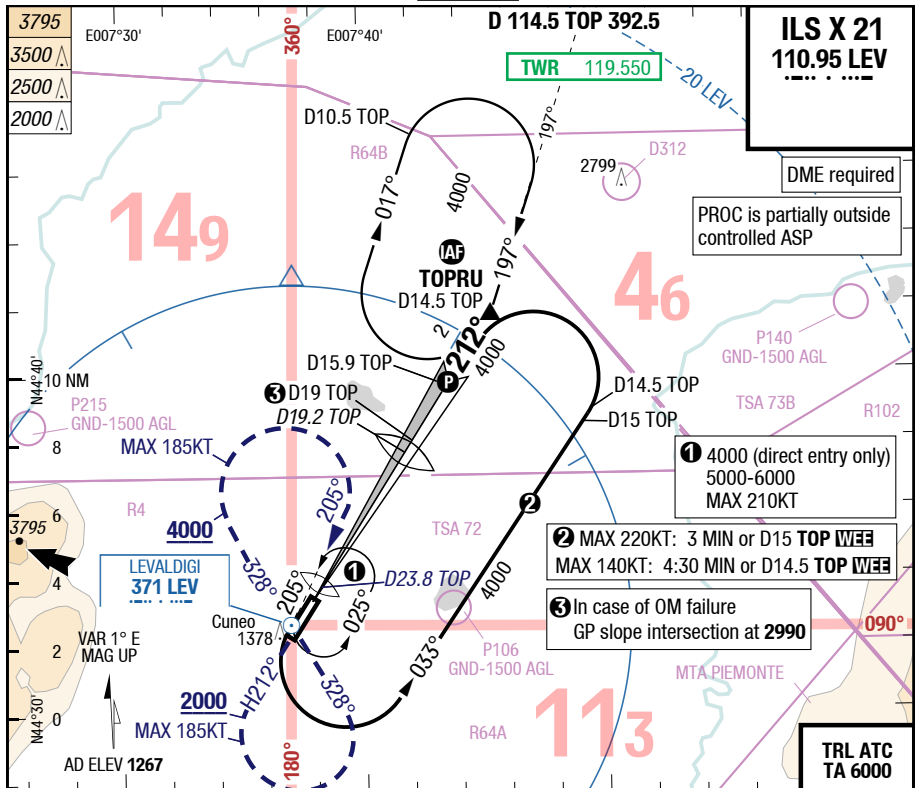
2) SE of RWY only

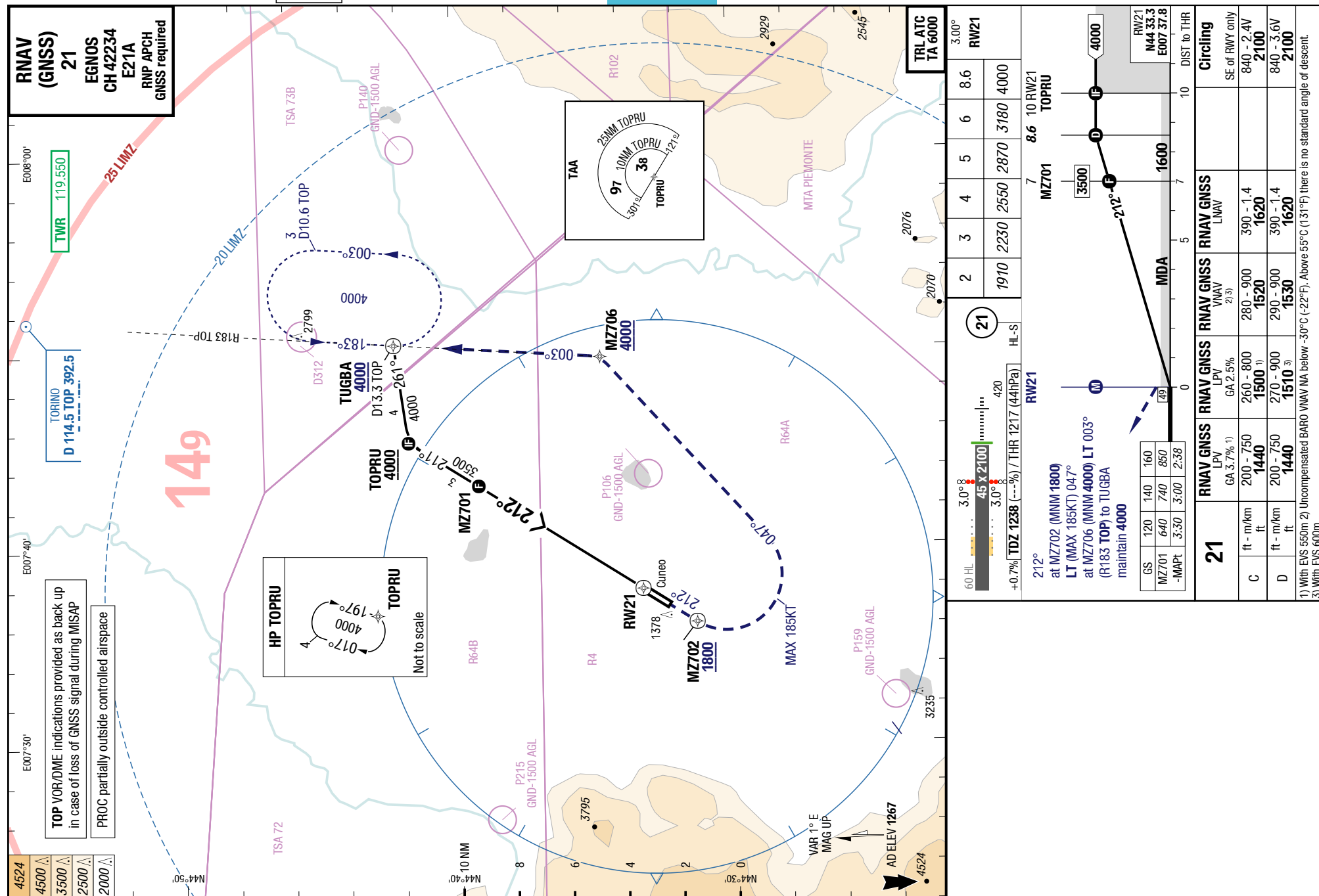
Changes: MSA, ALT, SUAs, MISAP text

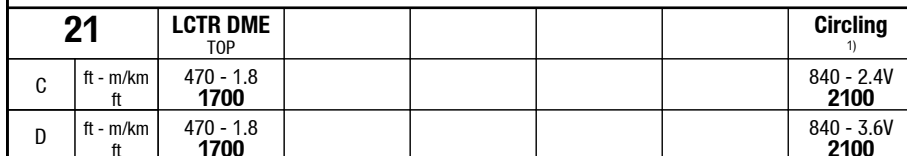
## CUF-LIMZ

7-30

ILS X 21







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