

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 manouevring 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.

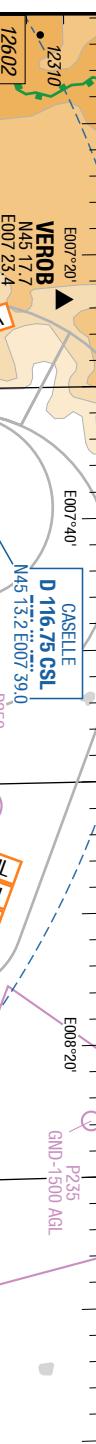
Departure Procedure

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.

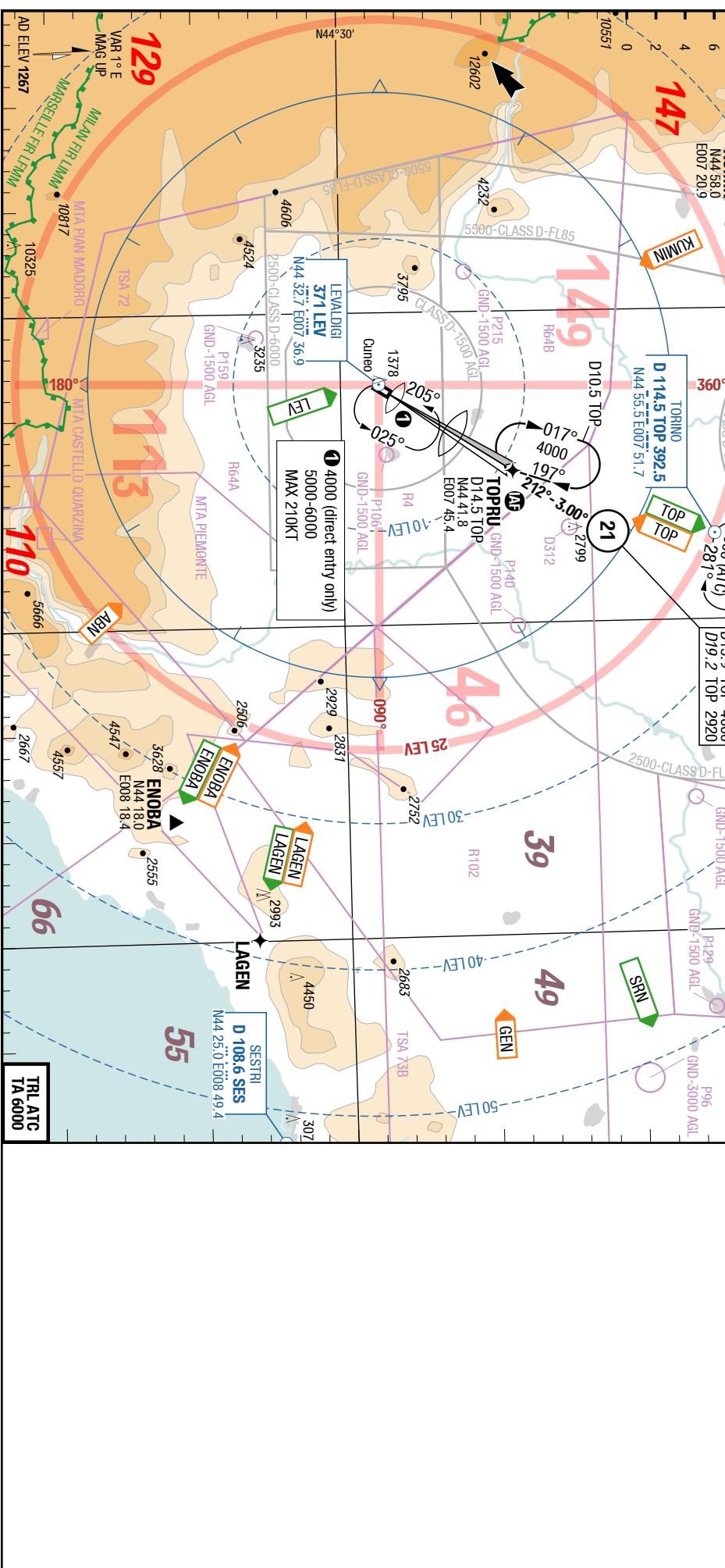
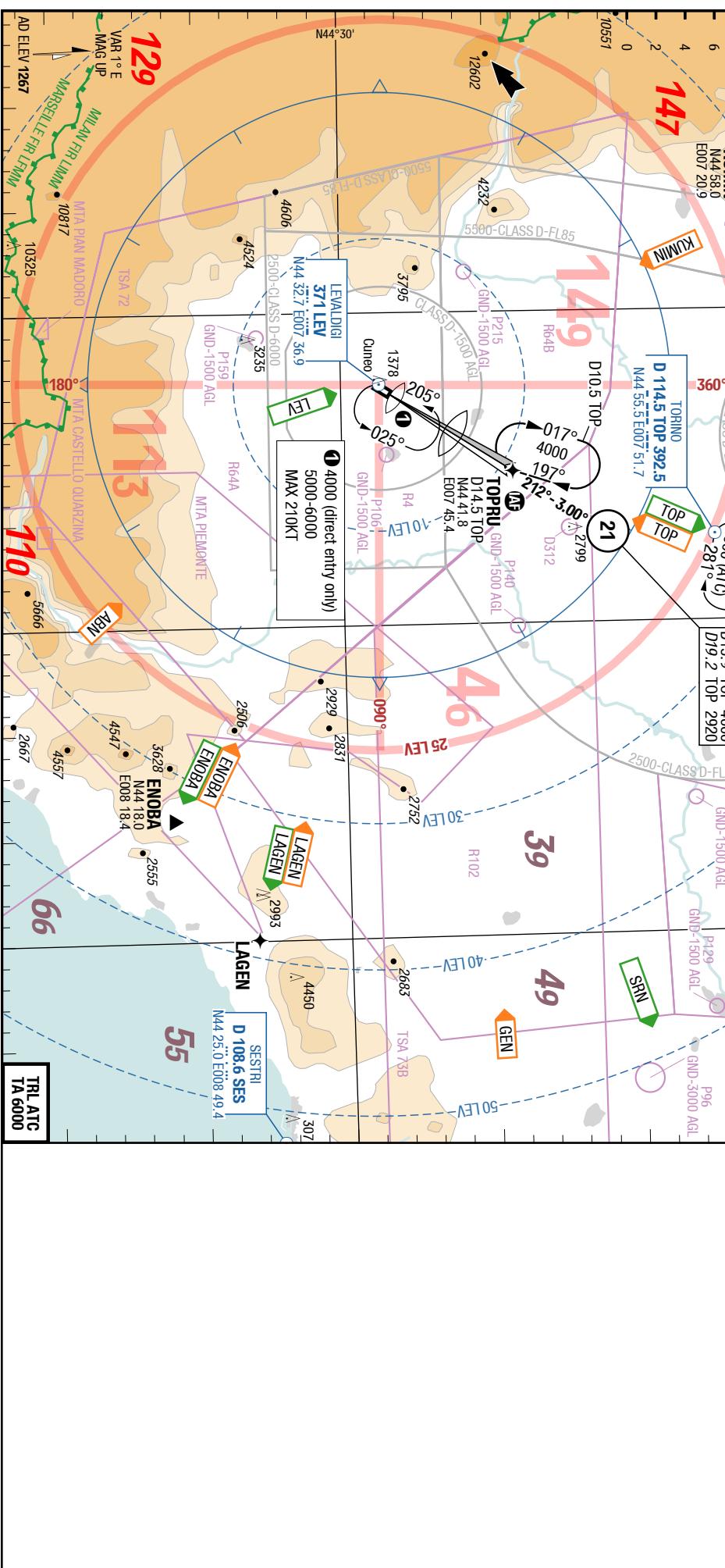
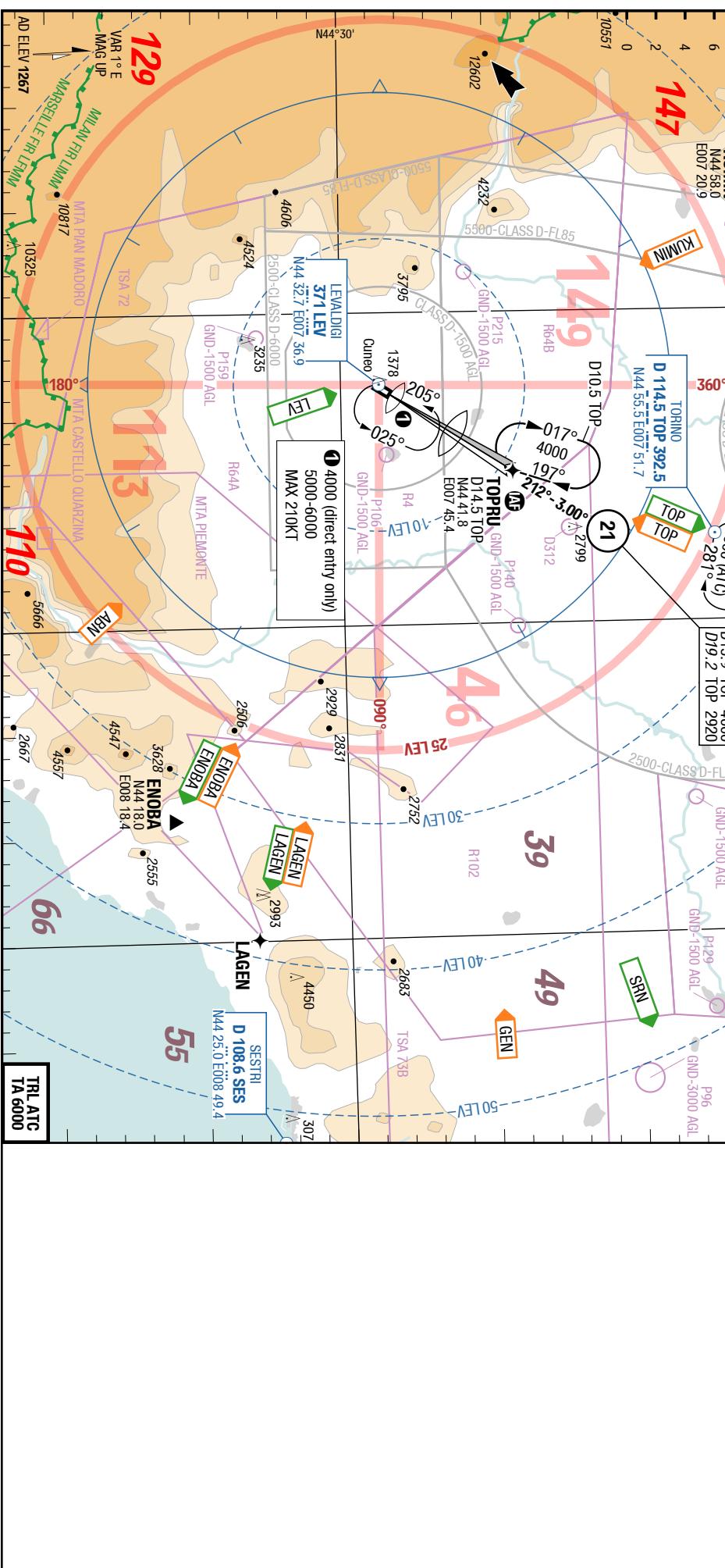
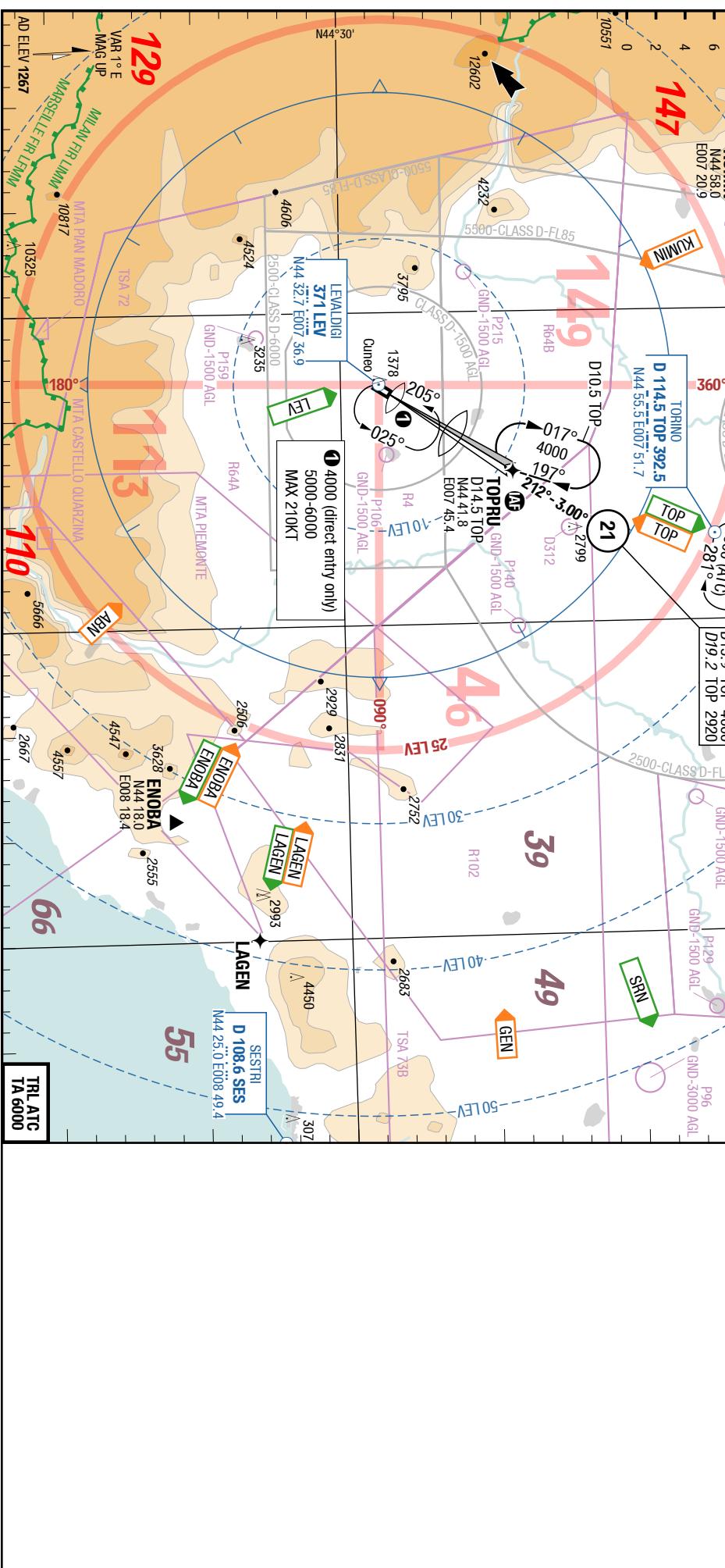
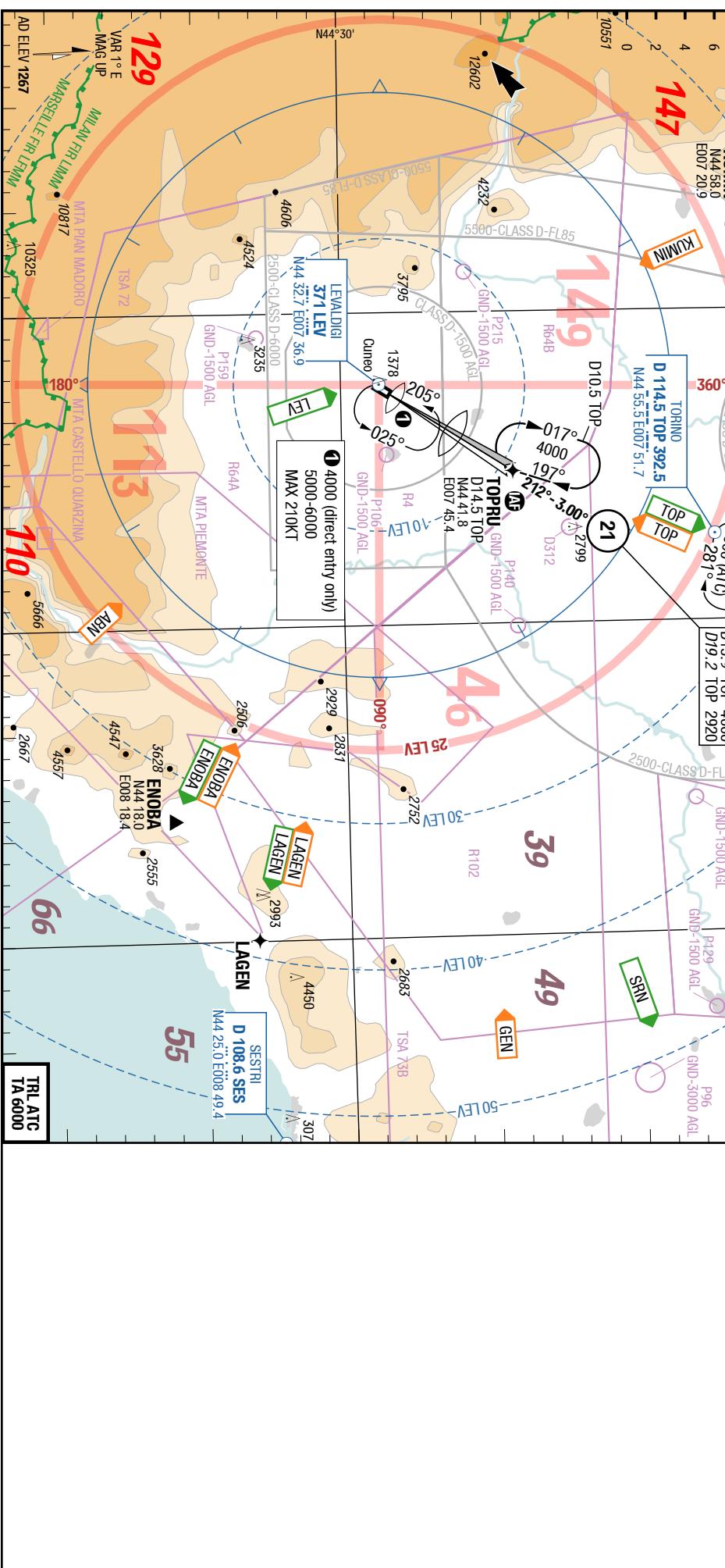
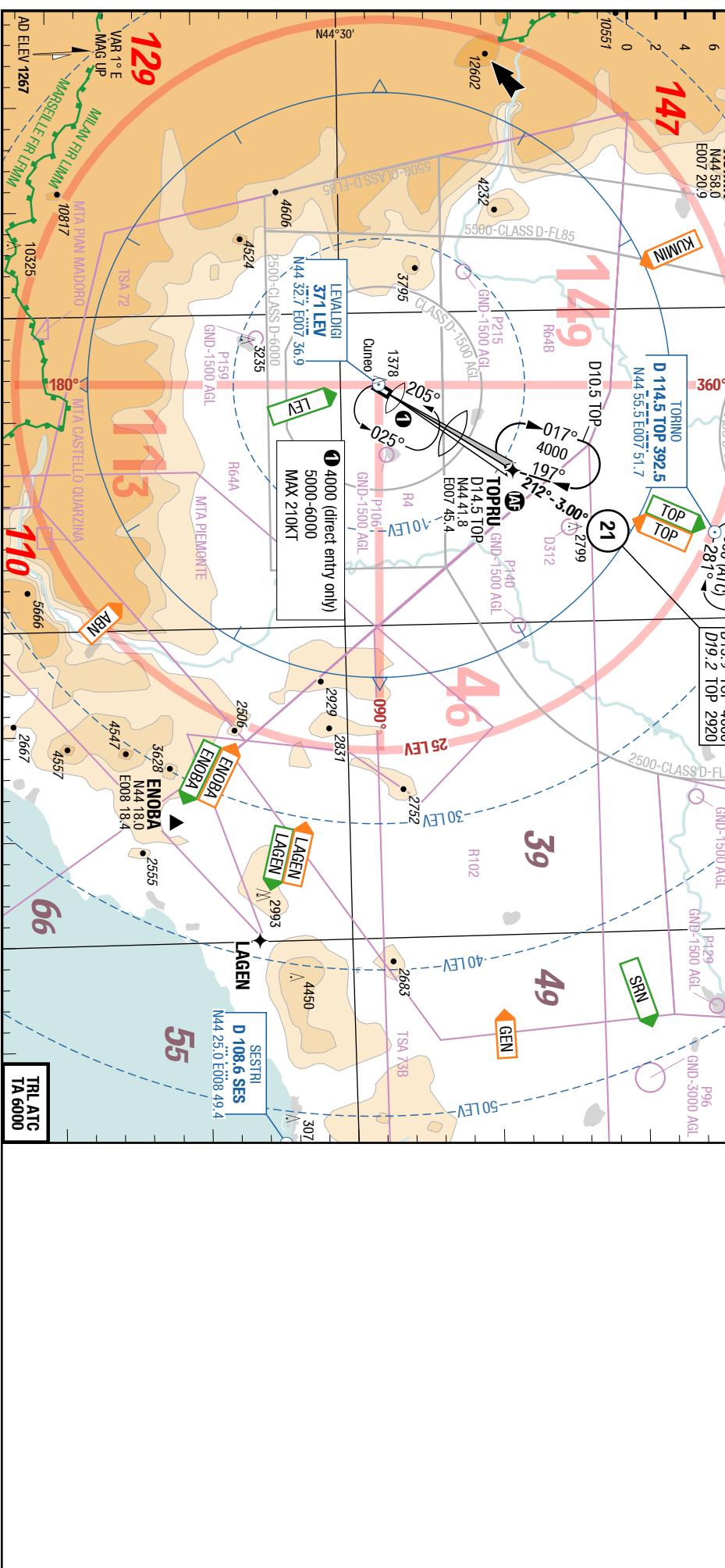
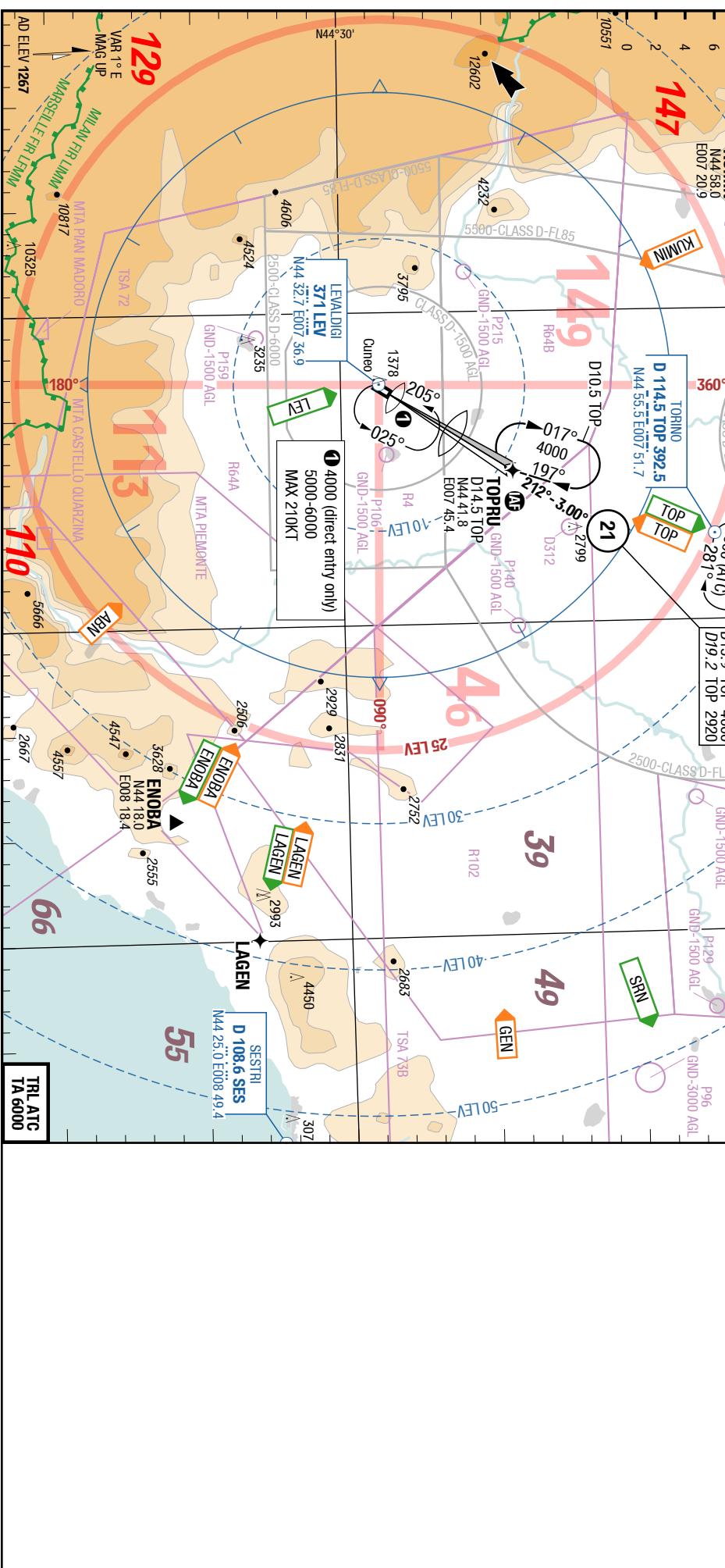
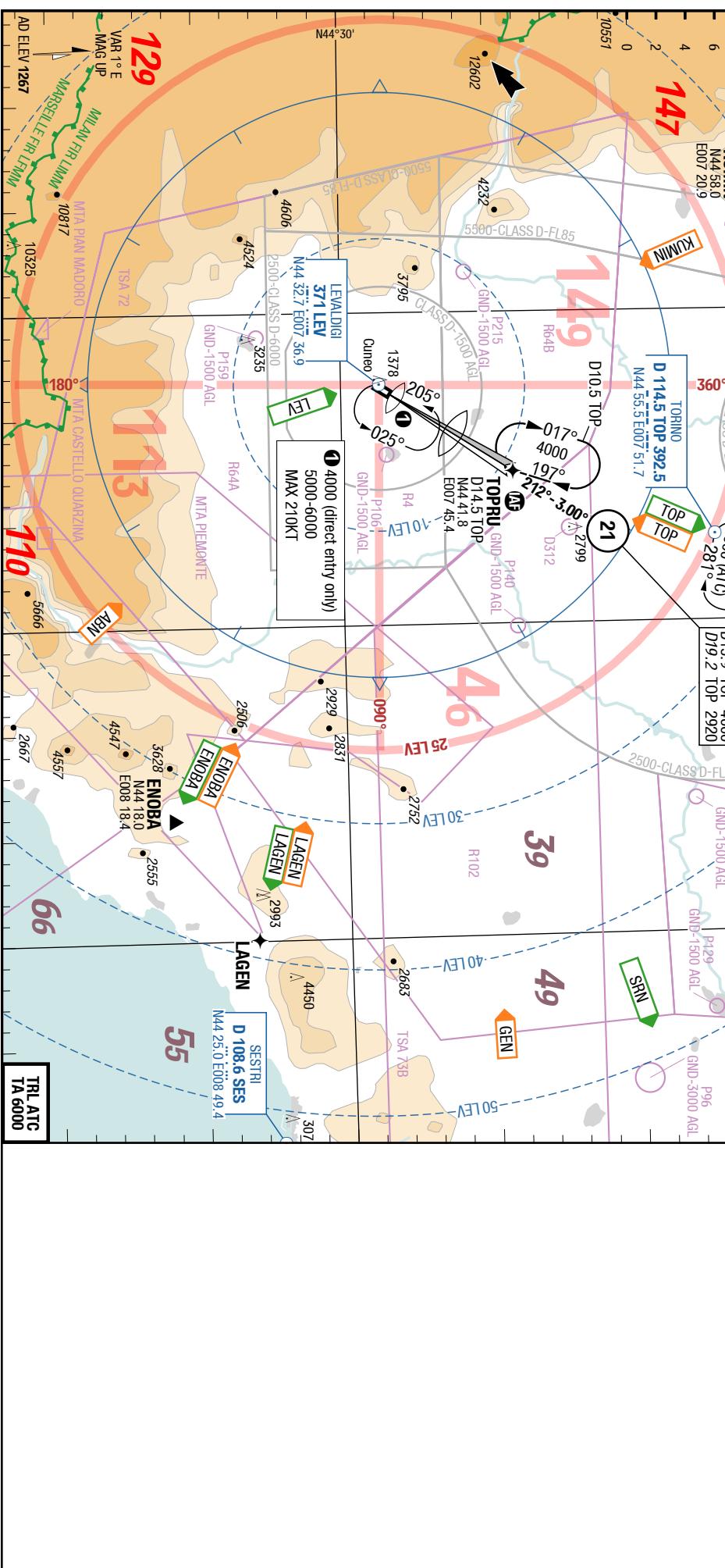
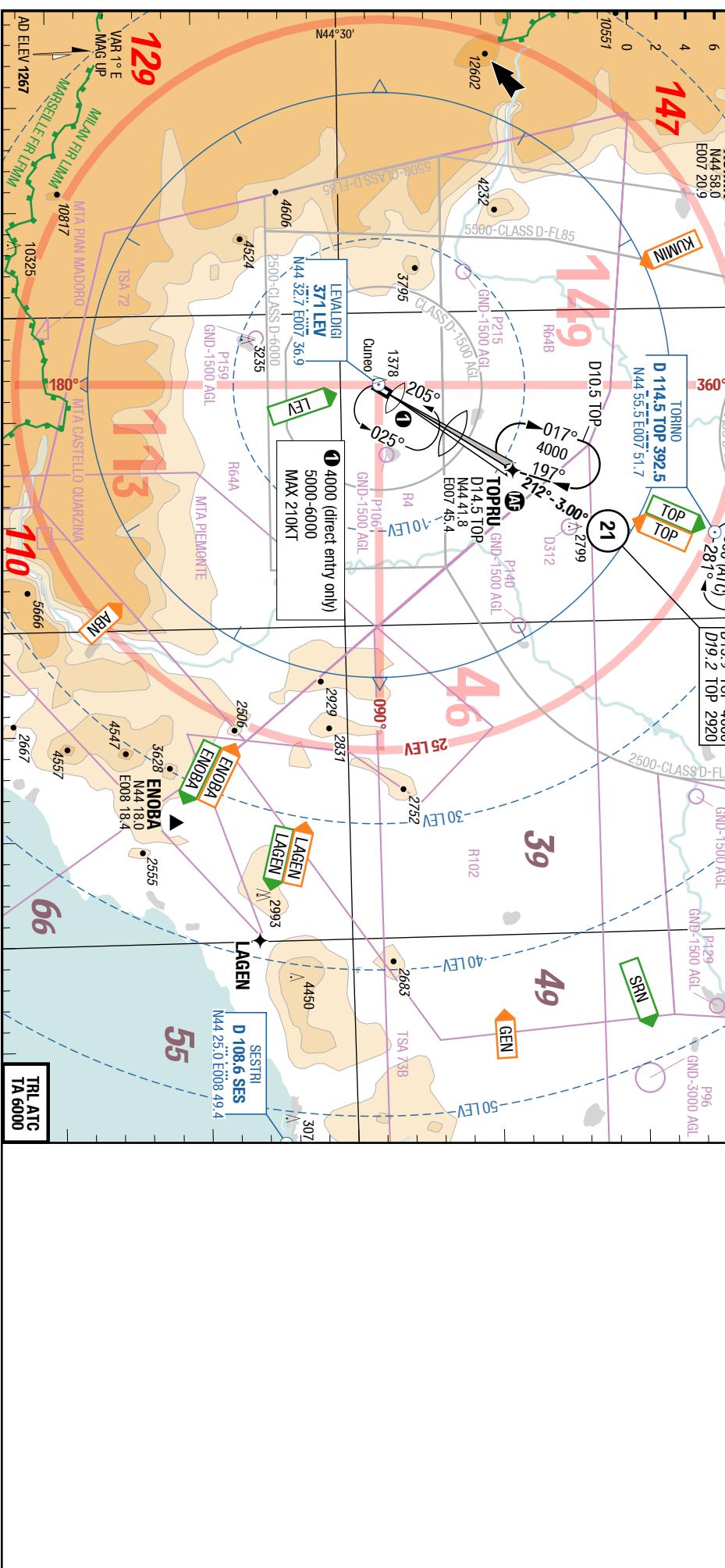
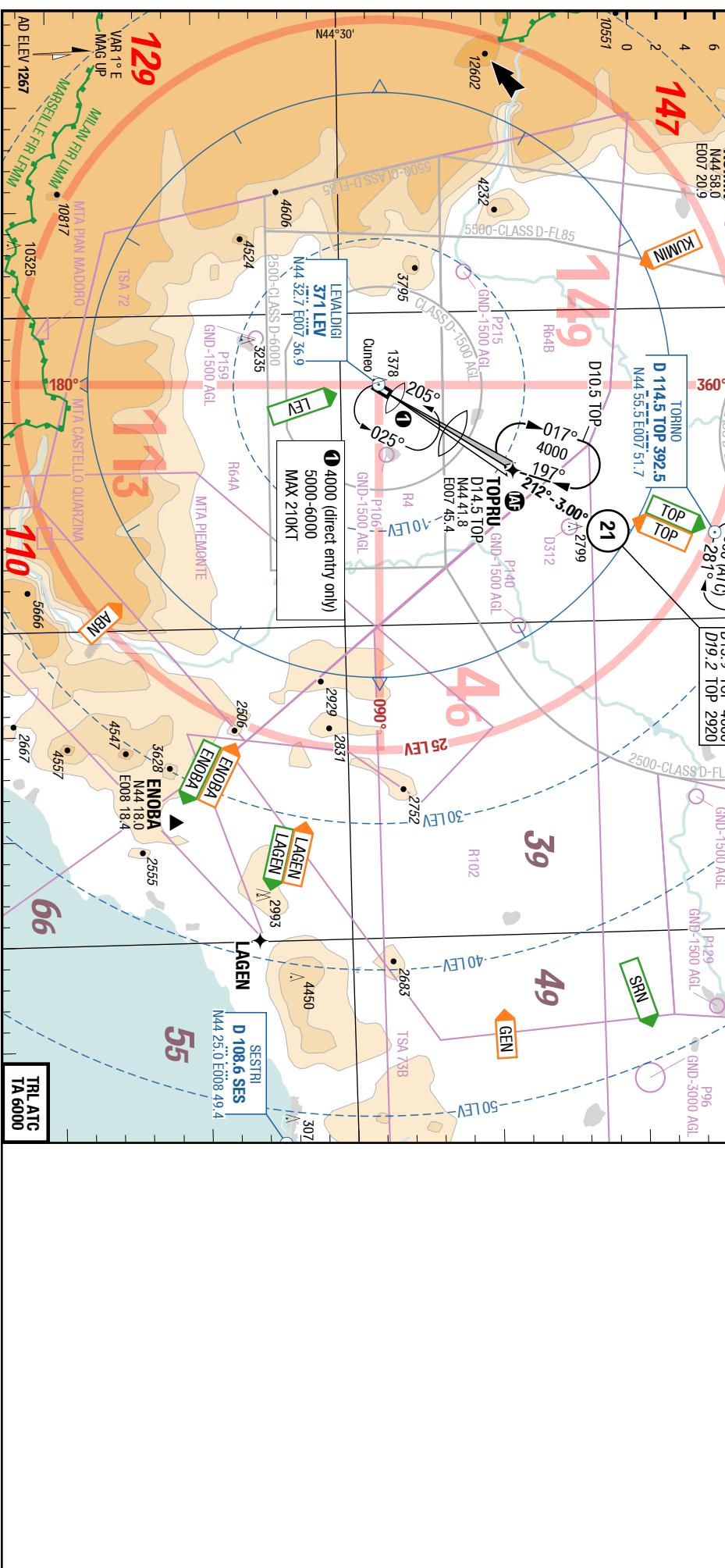
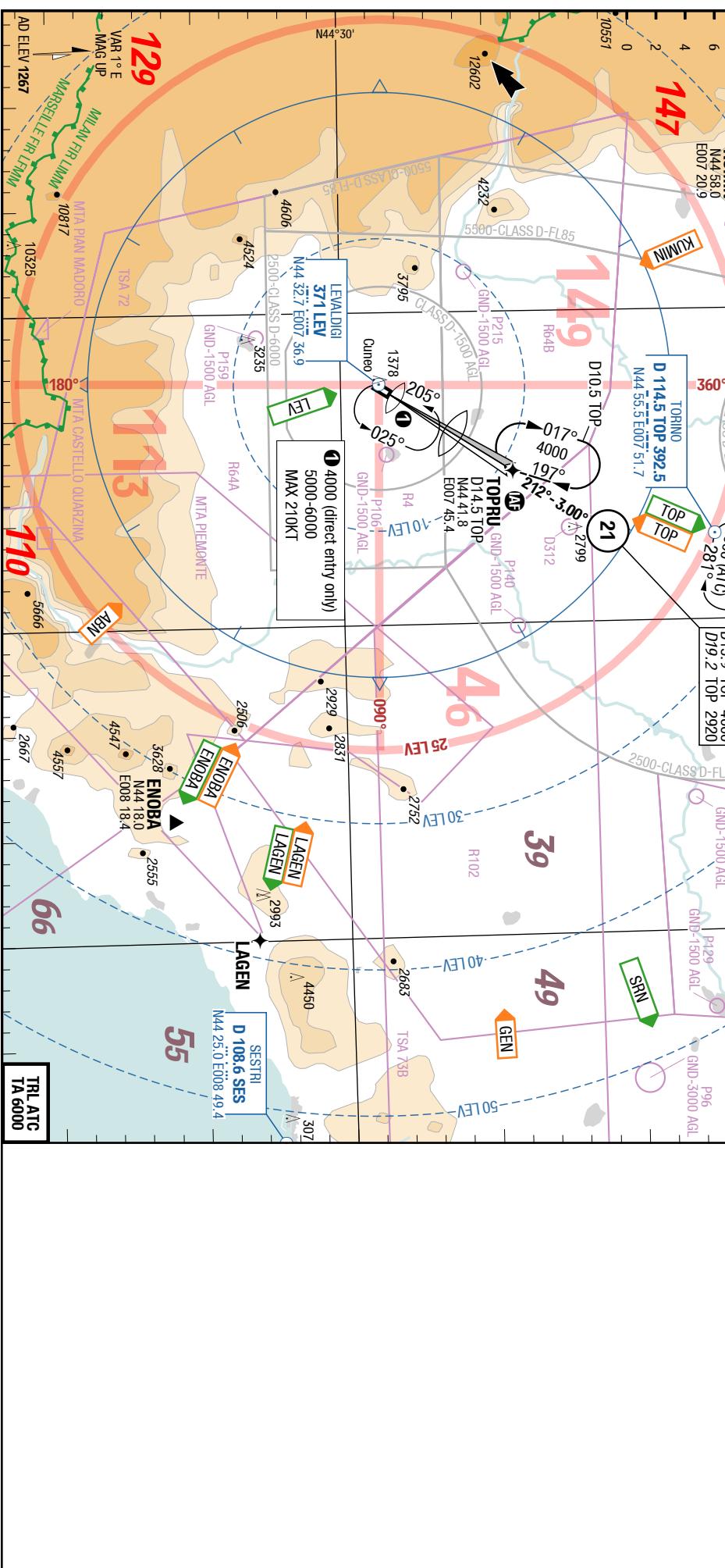
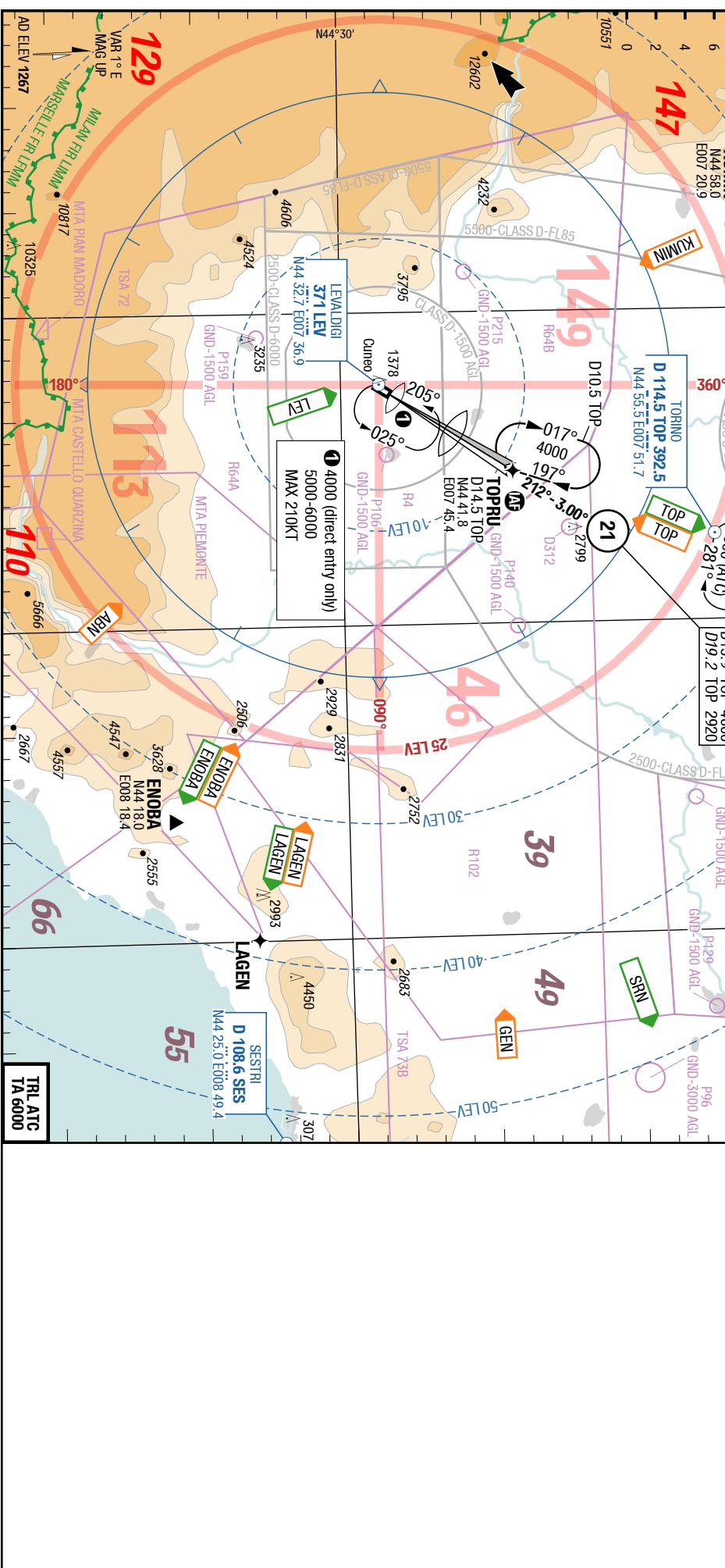
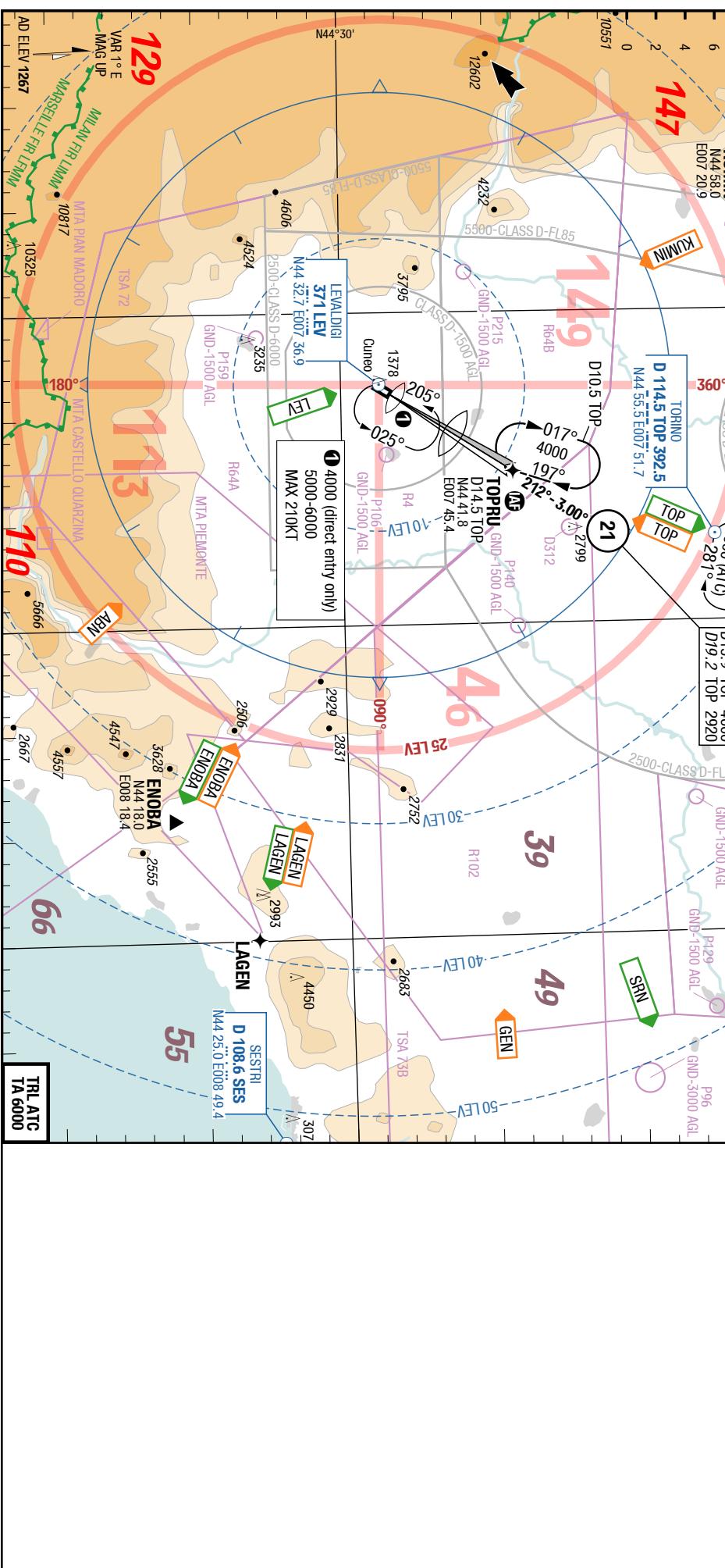
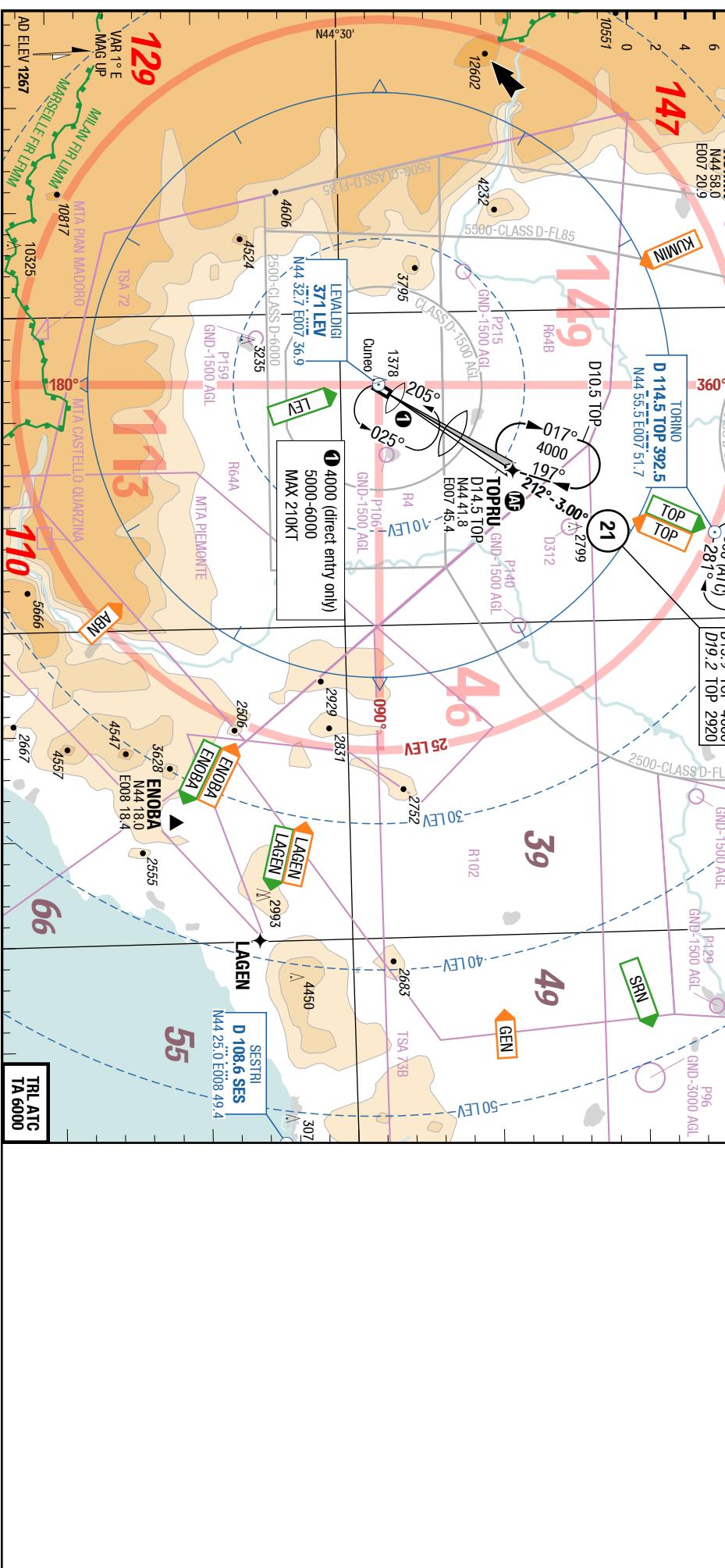
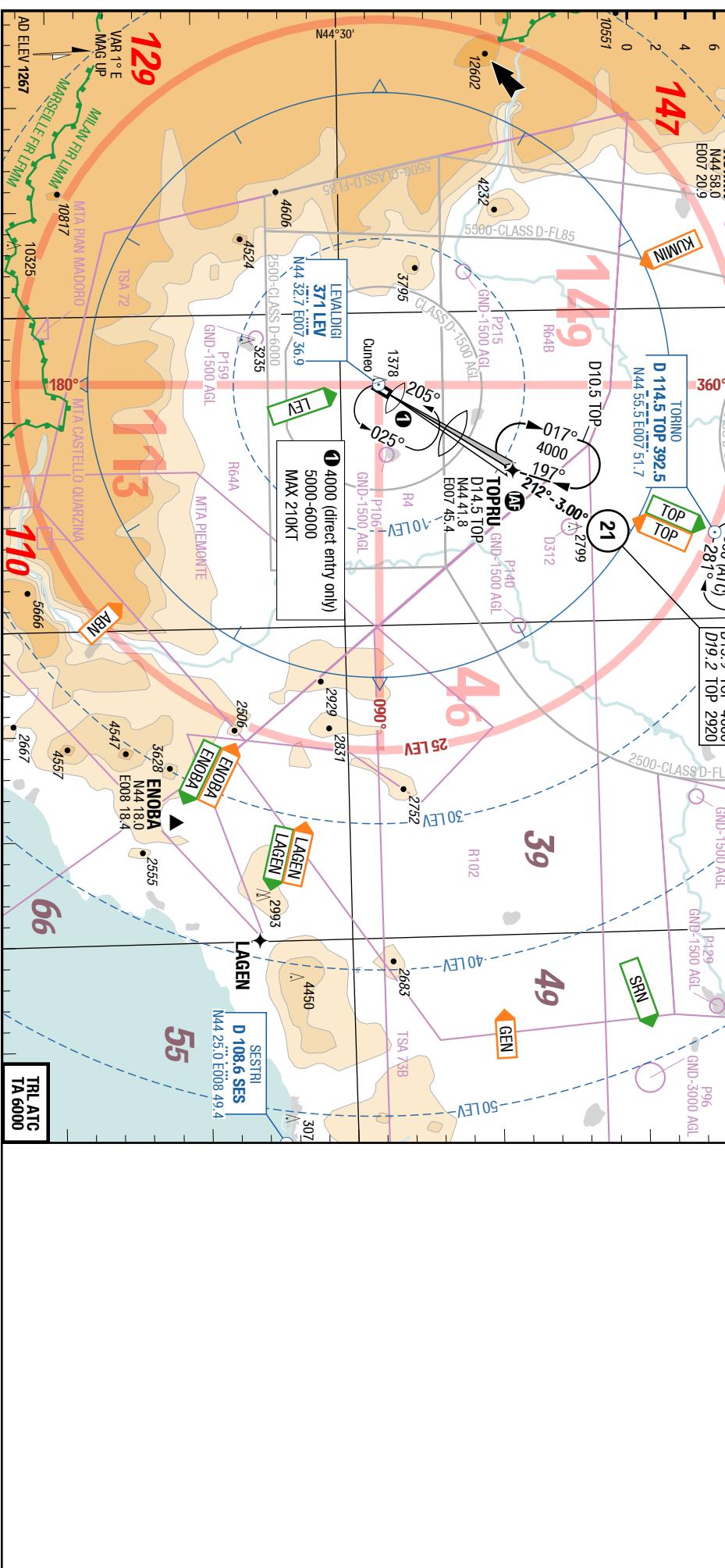
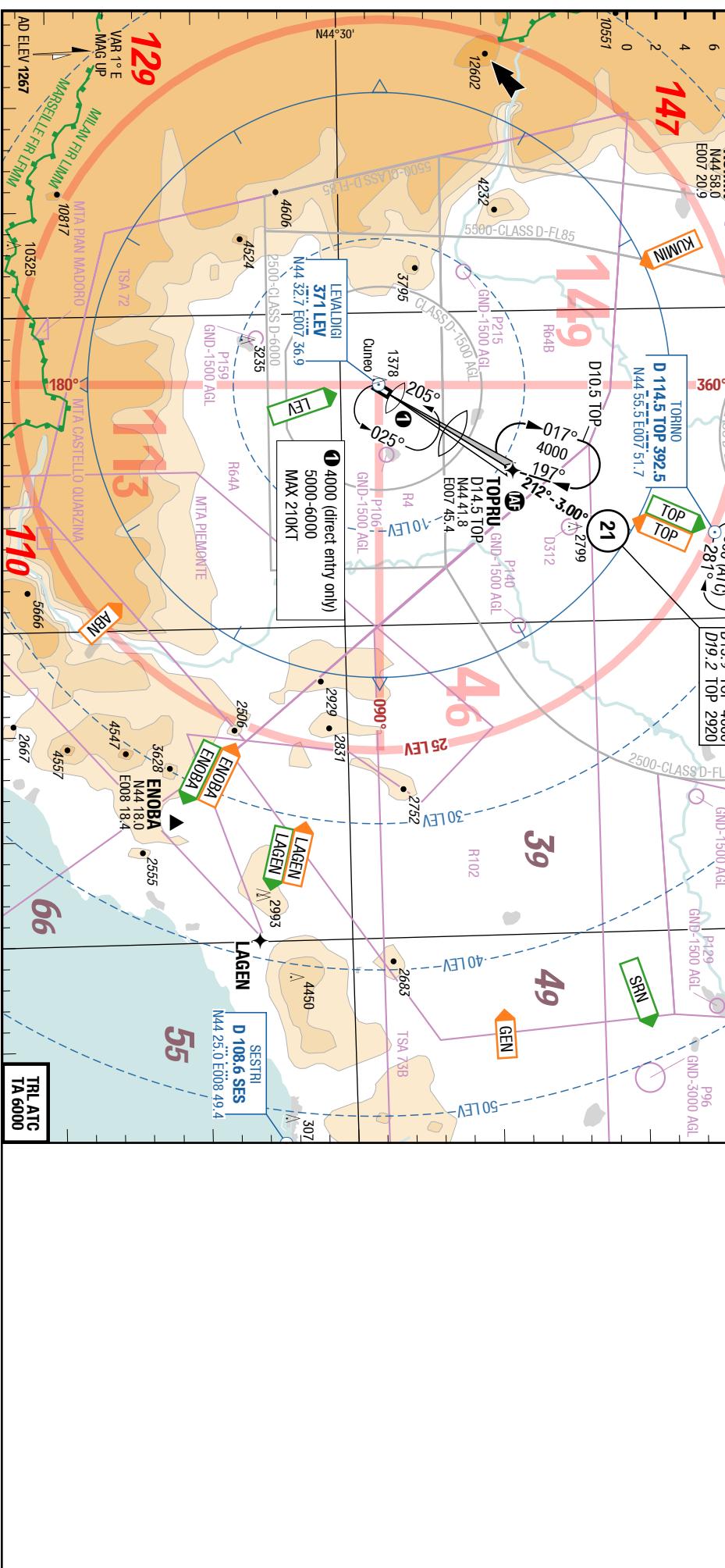
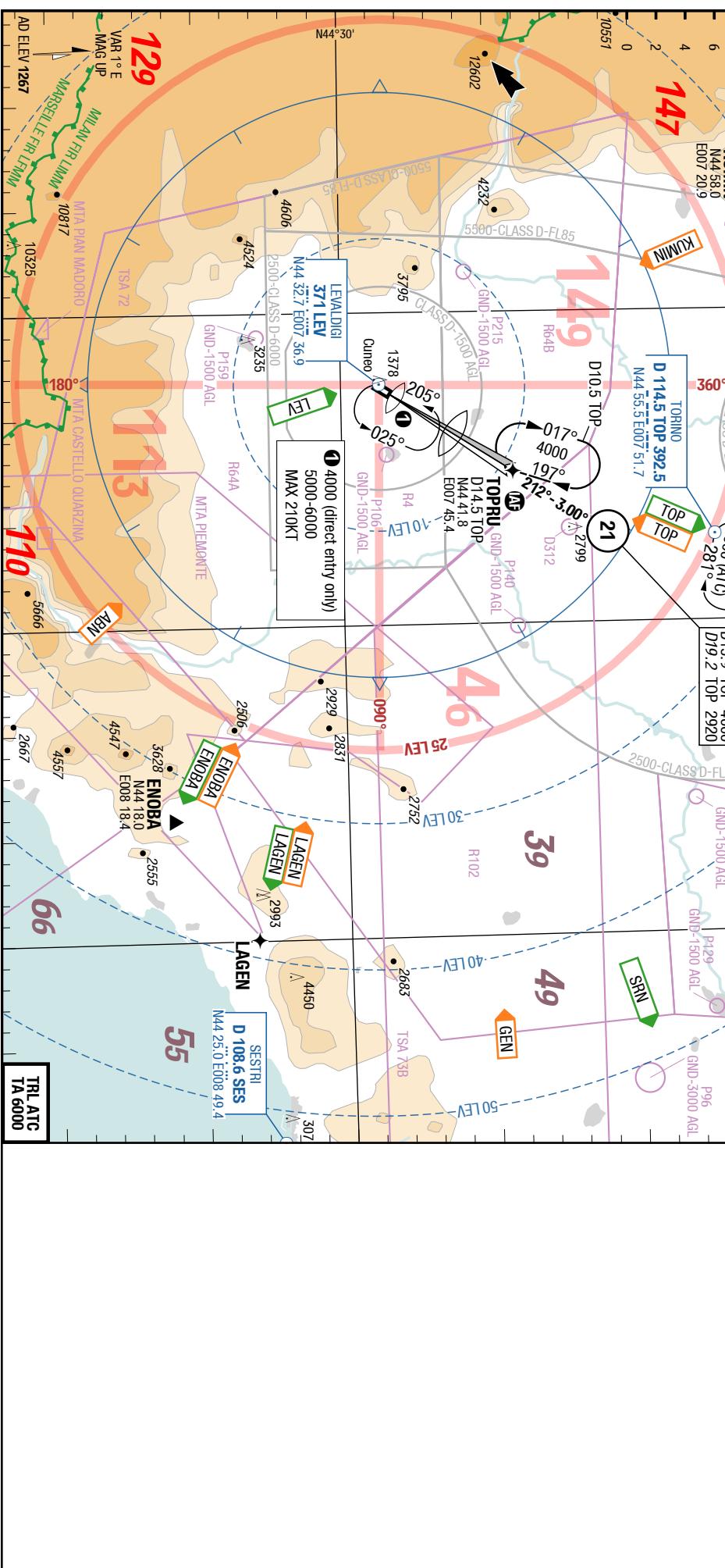
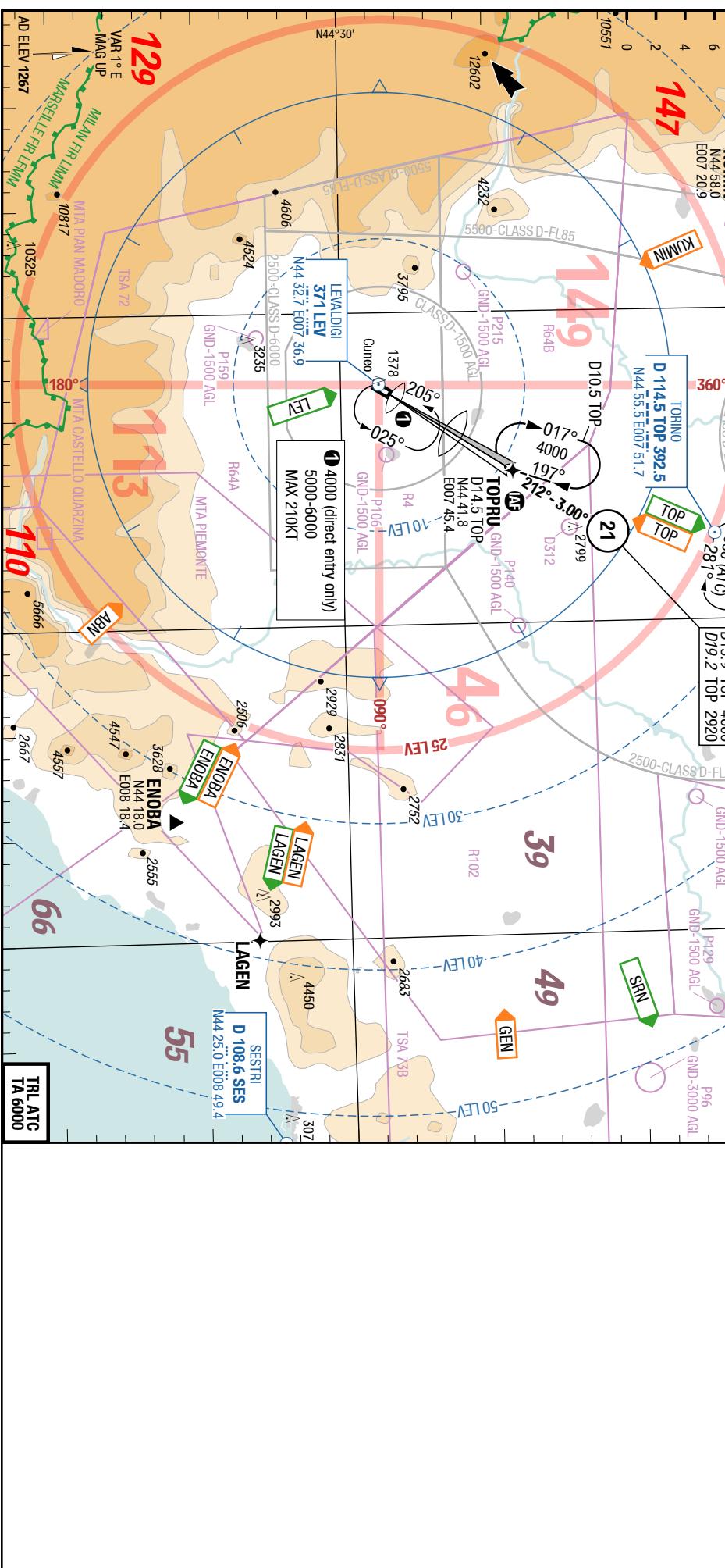
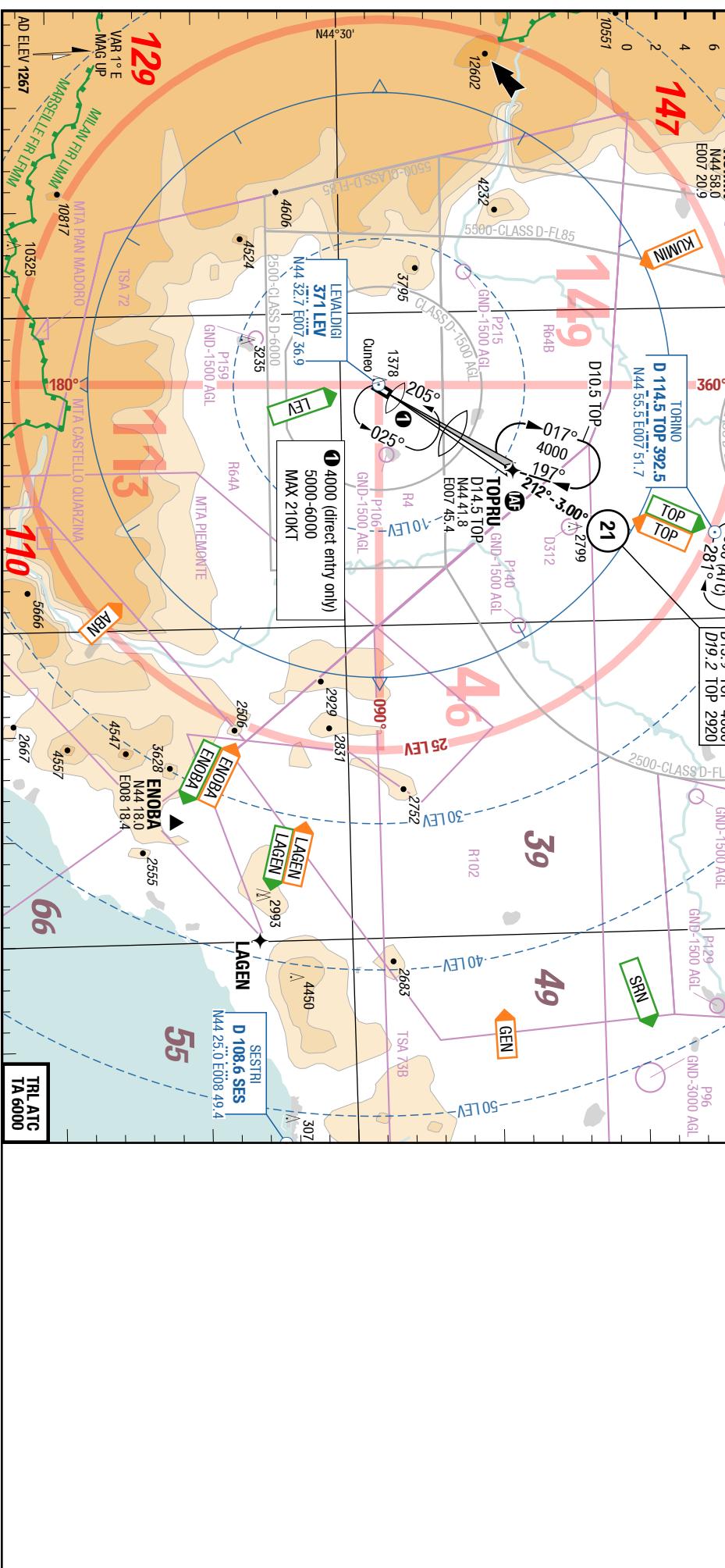
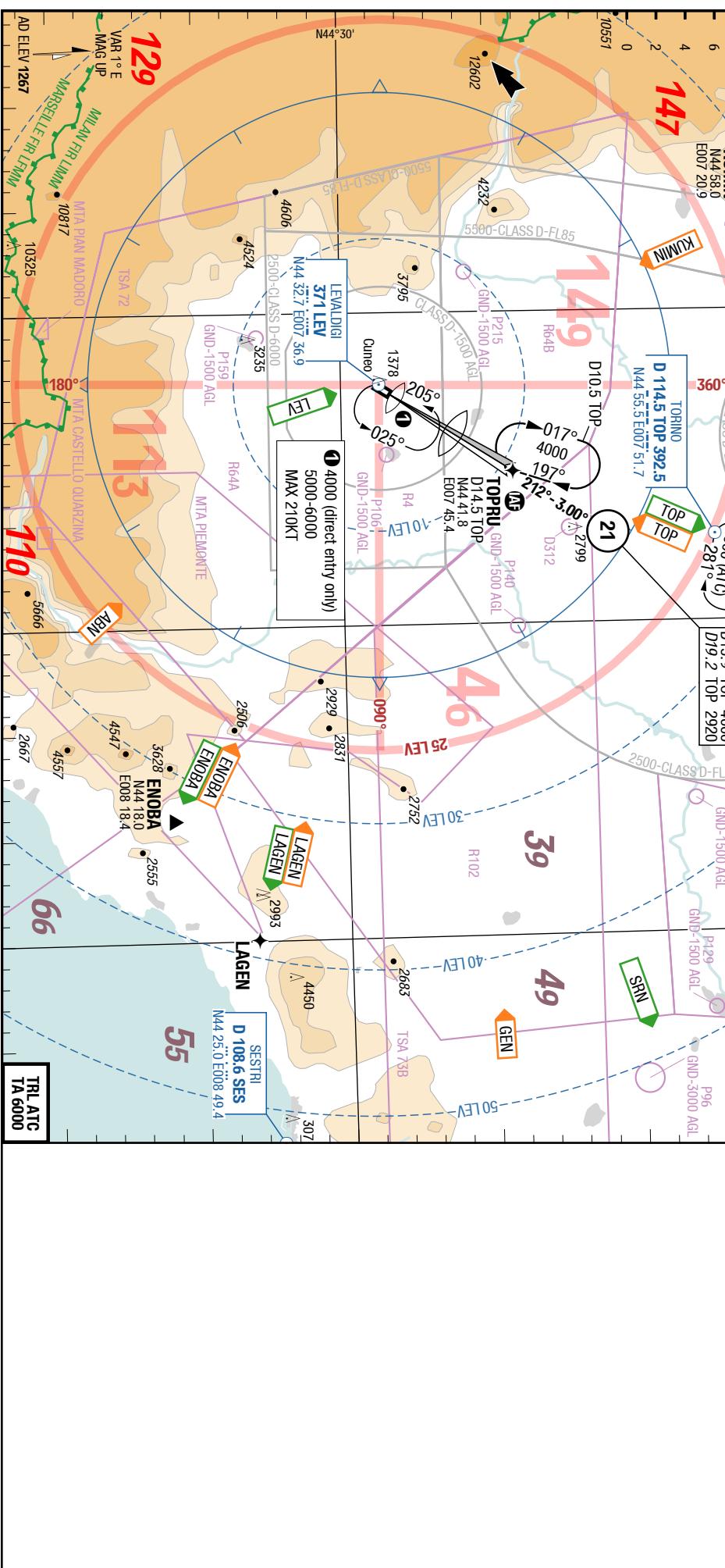
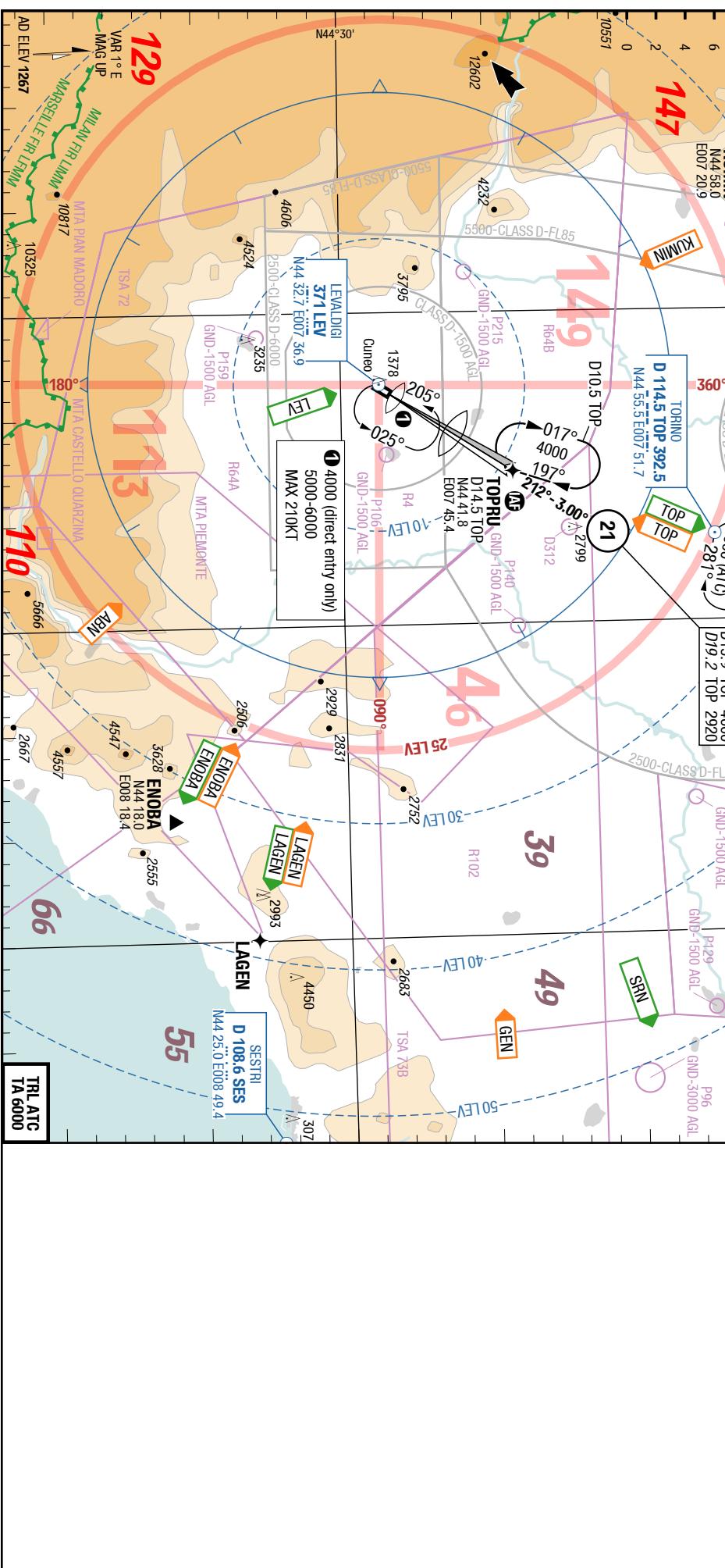
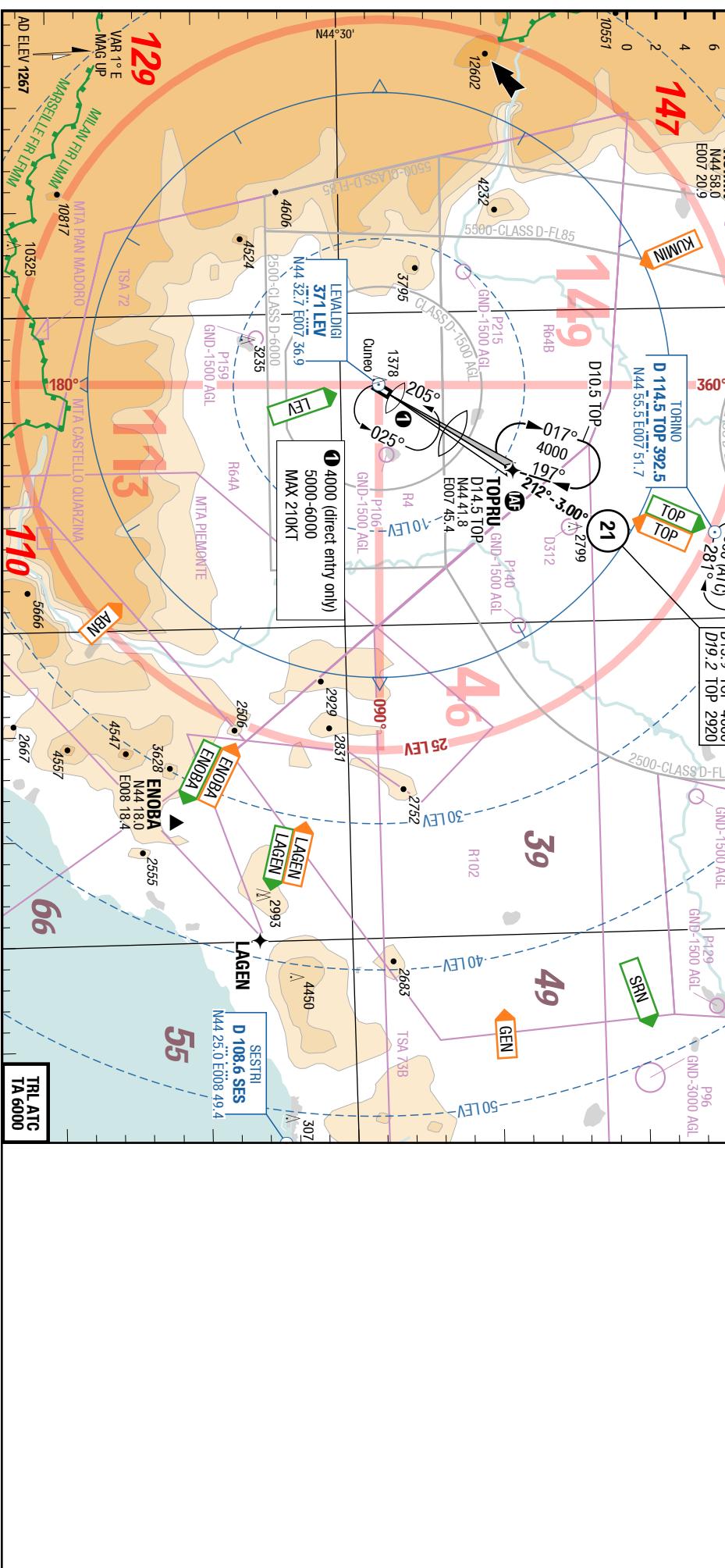
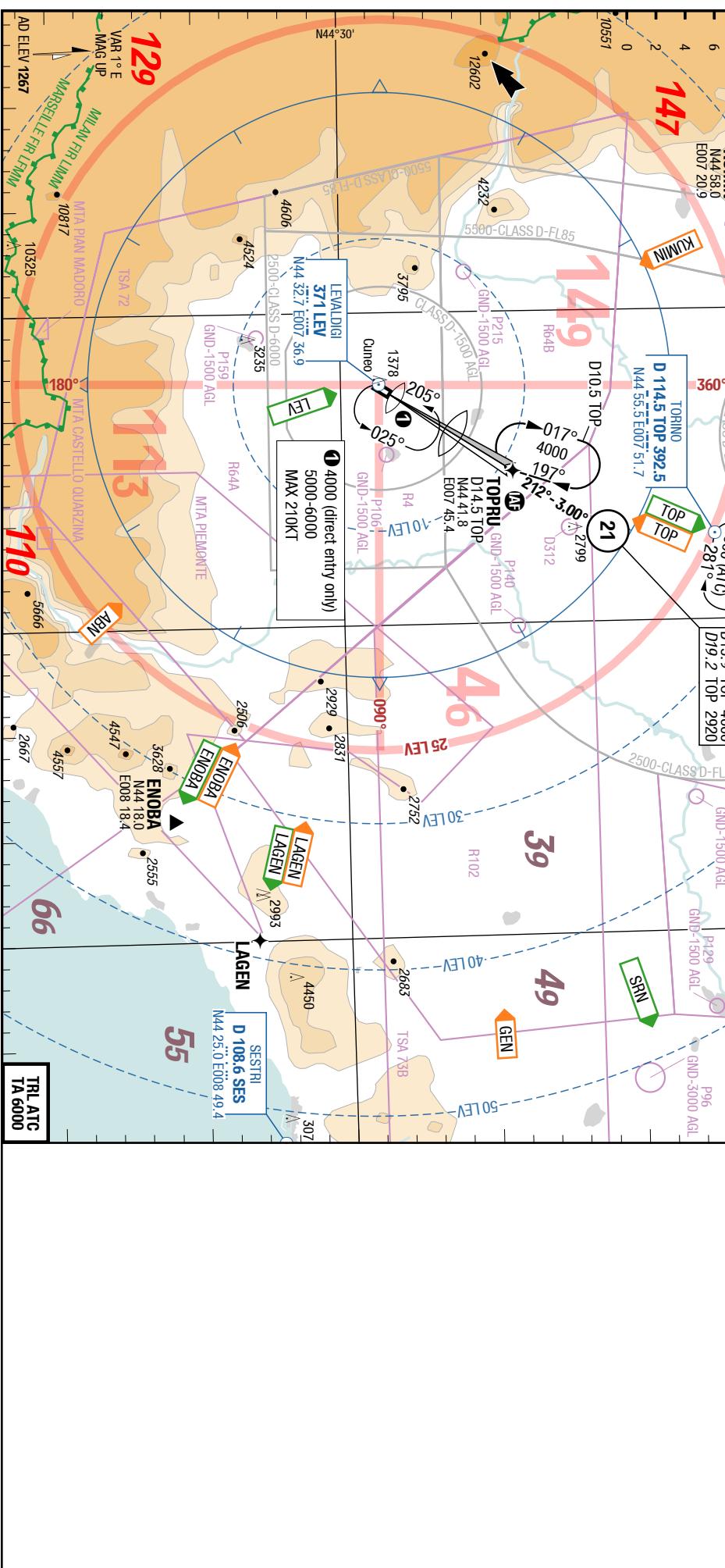
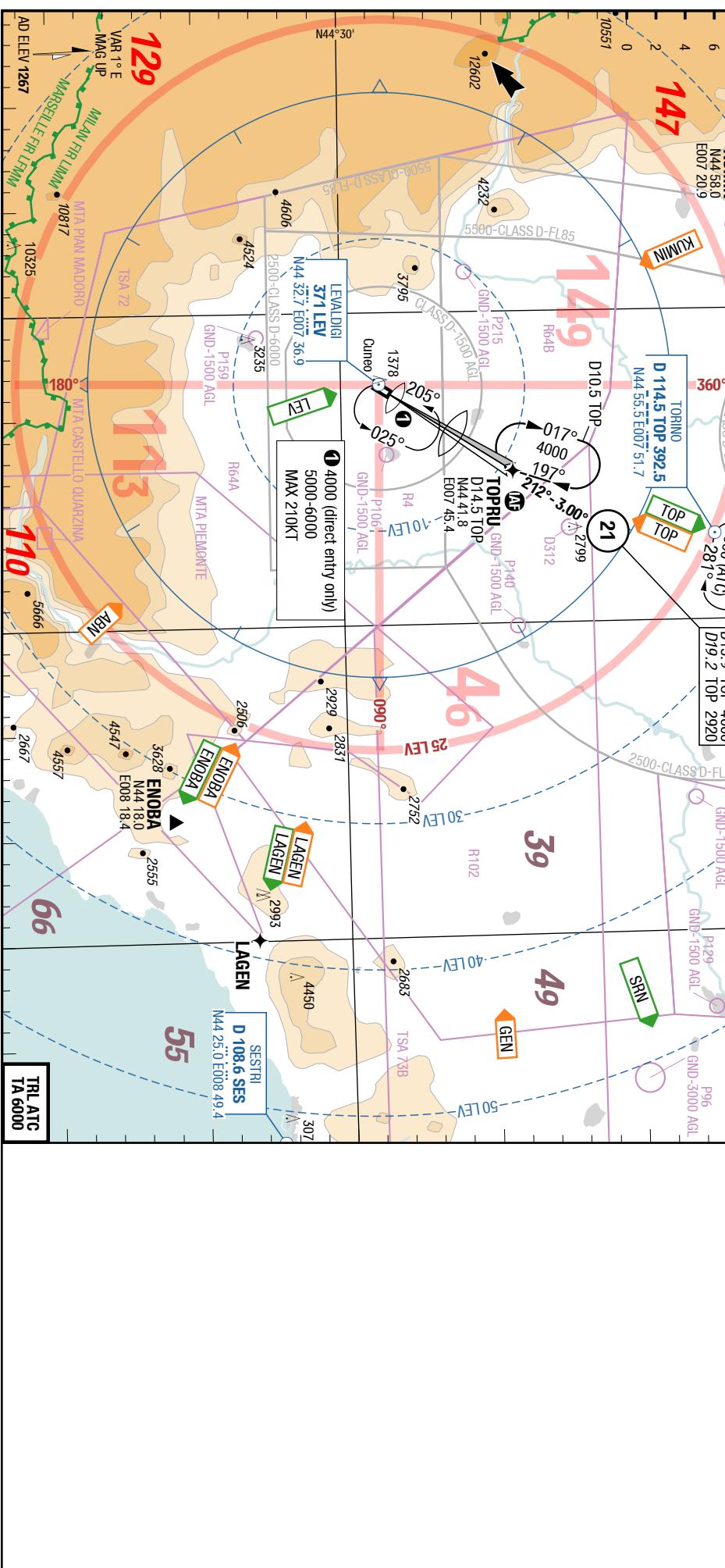
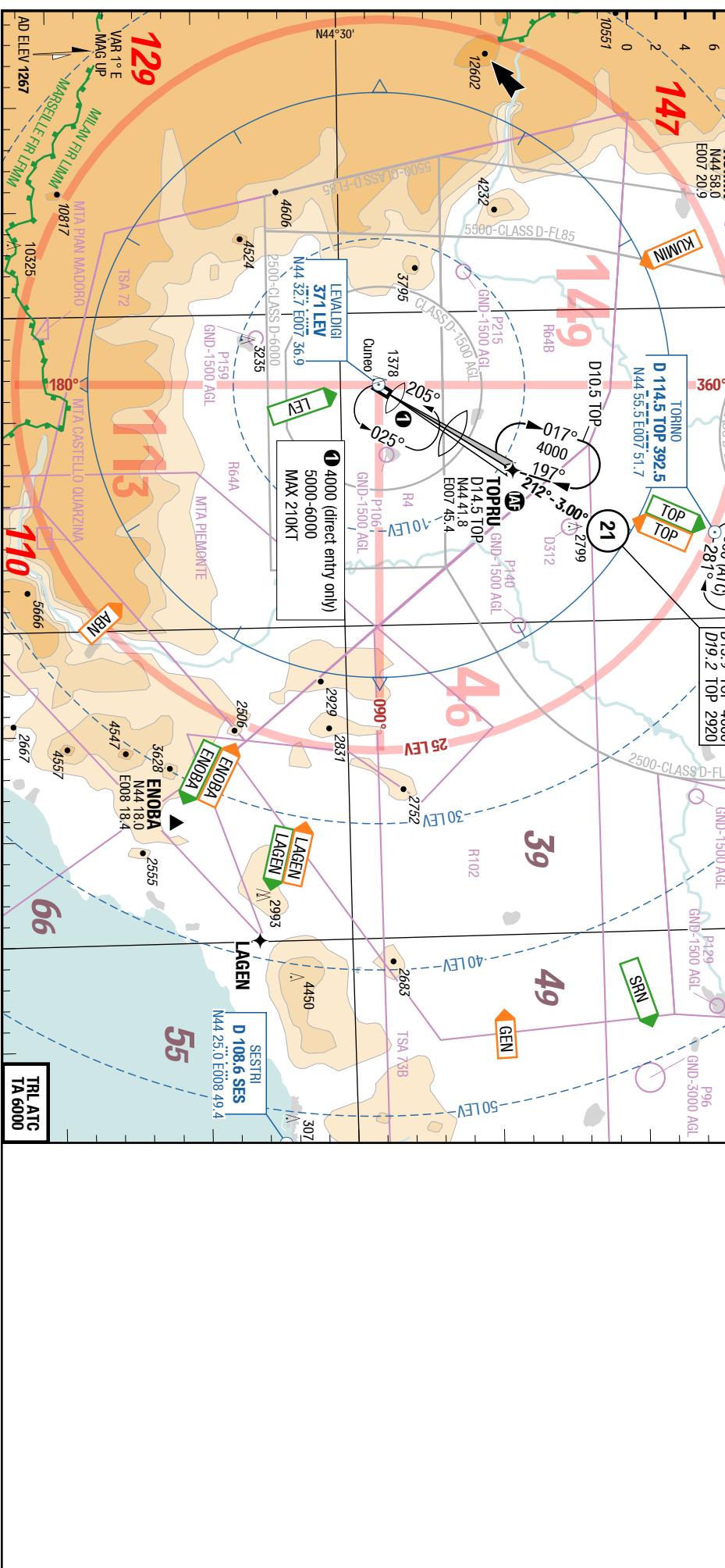
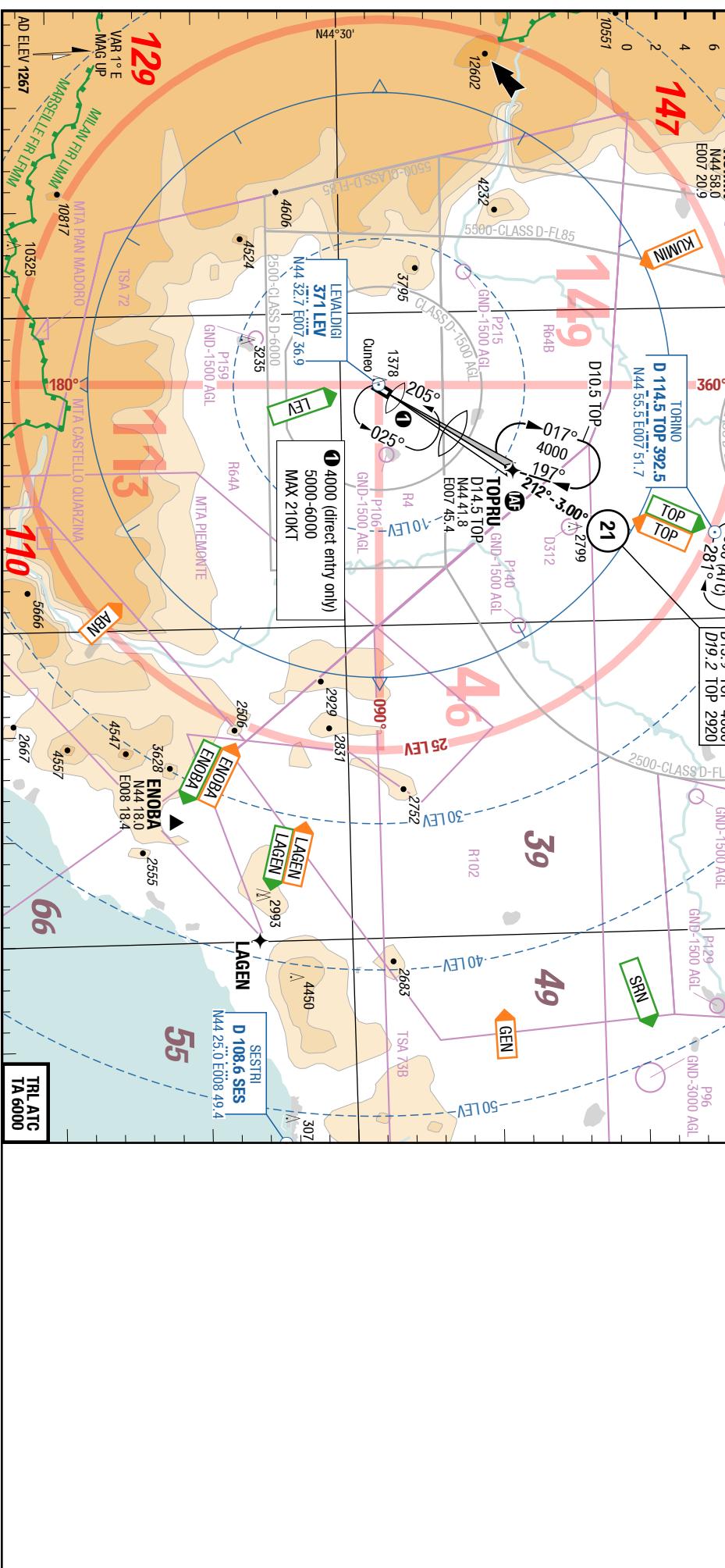
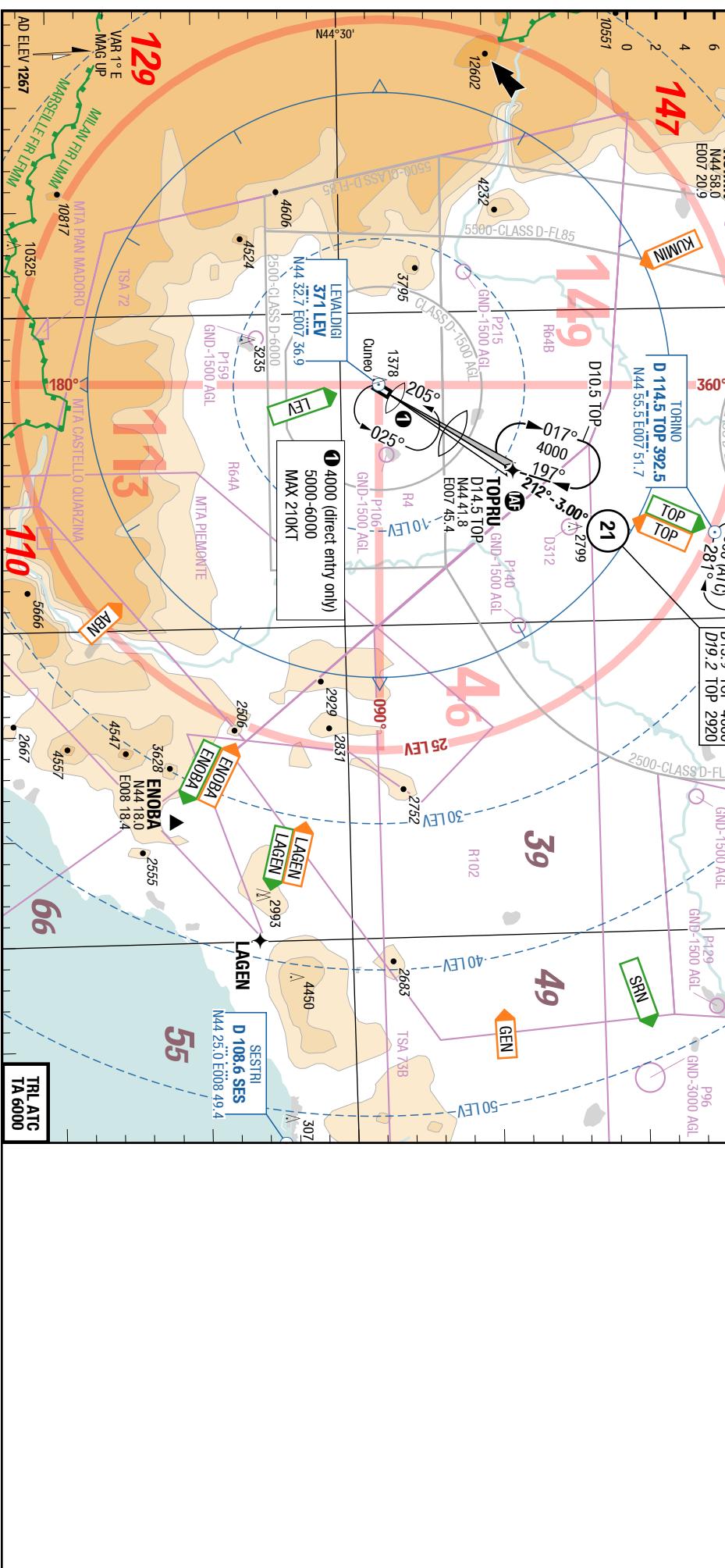
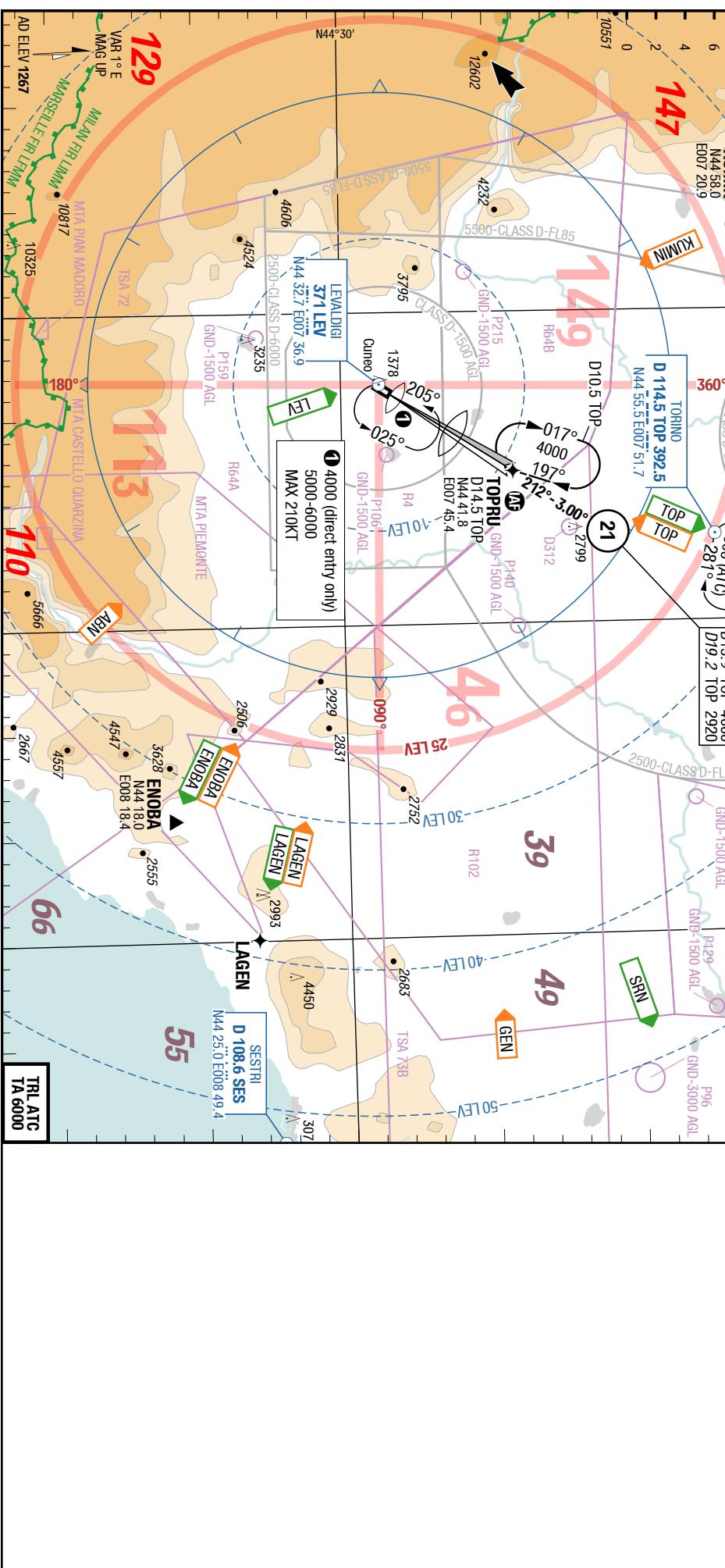
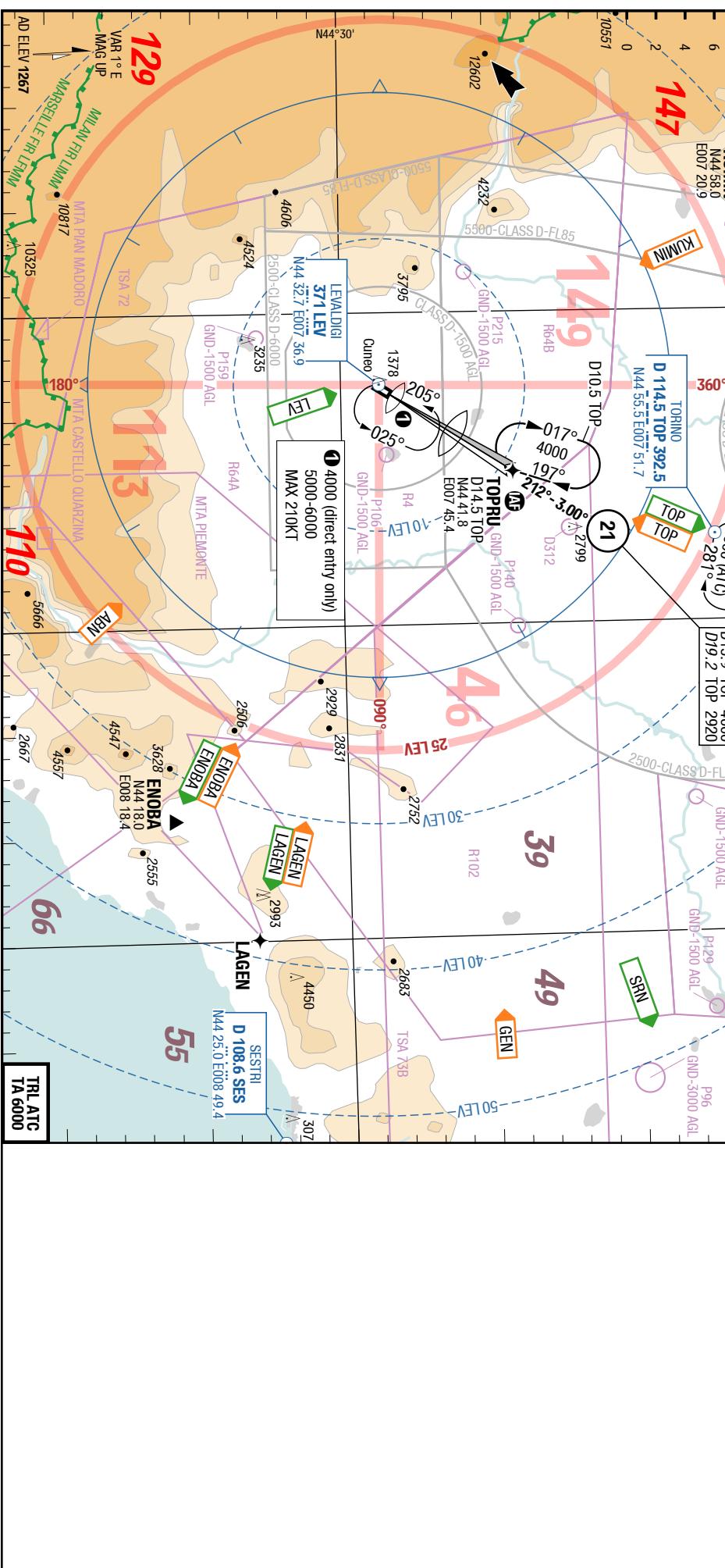
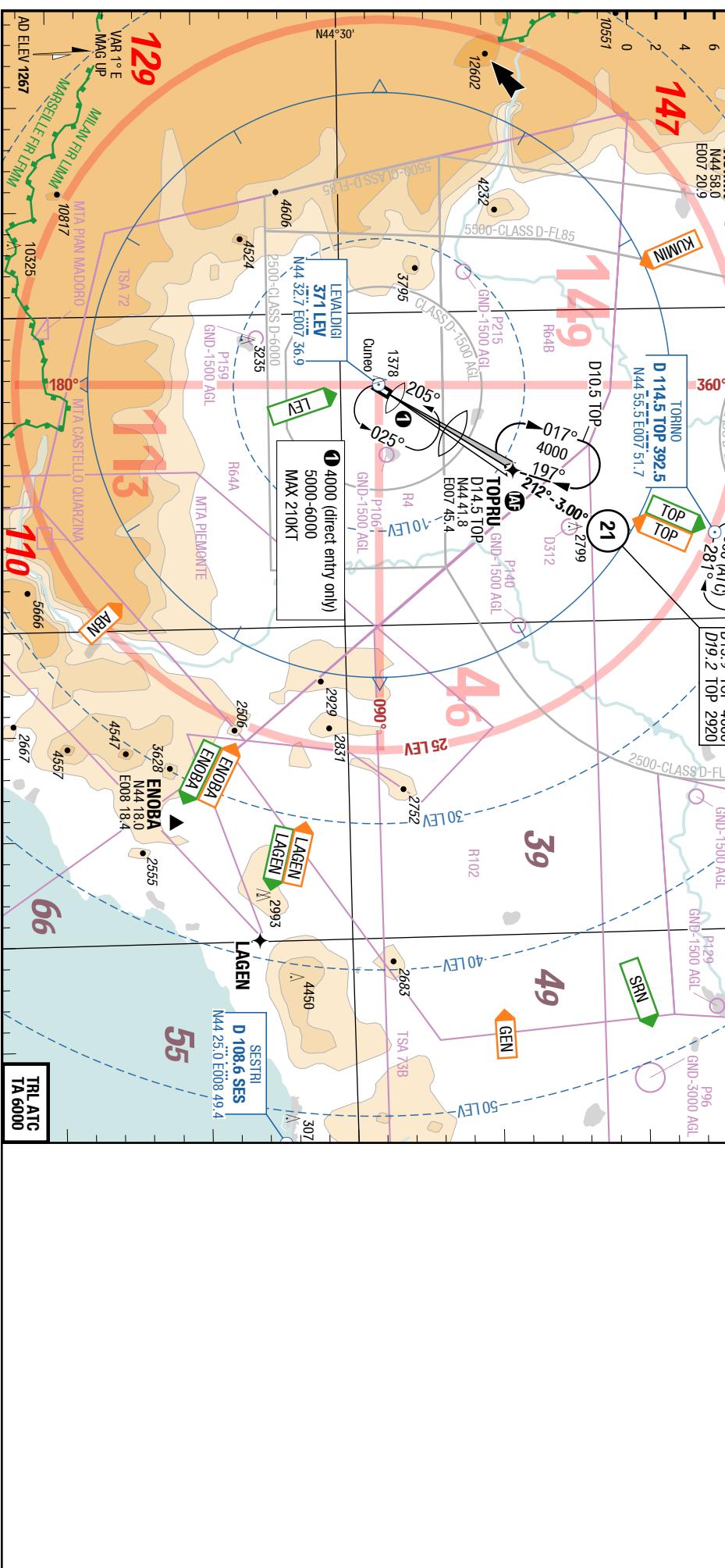
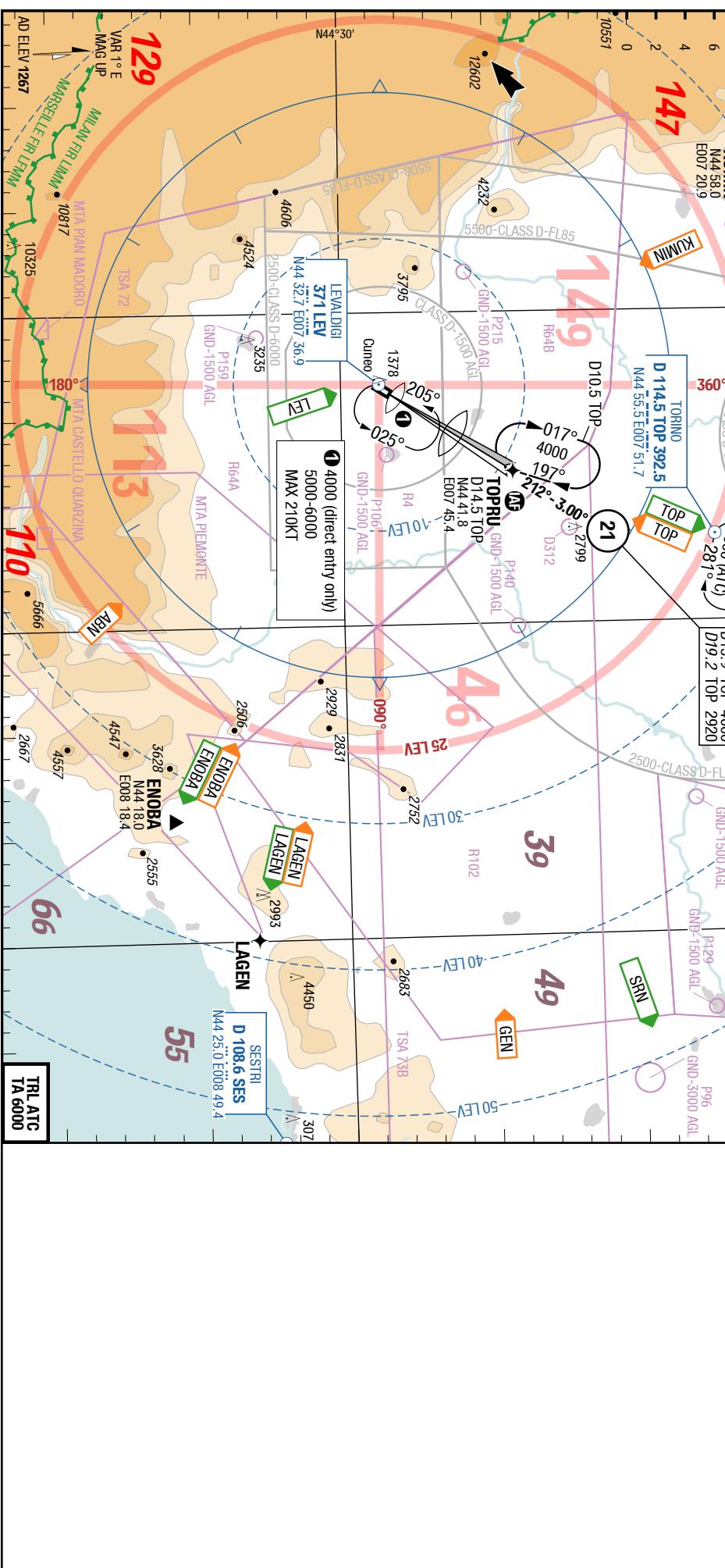
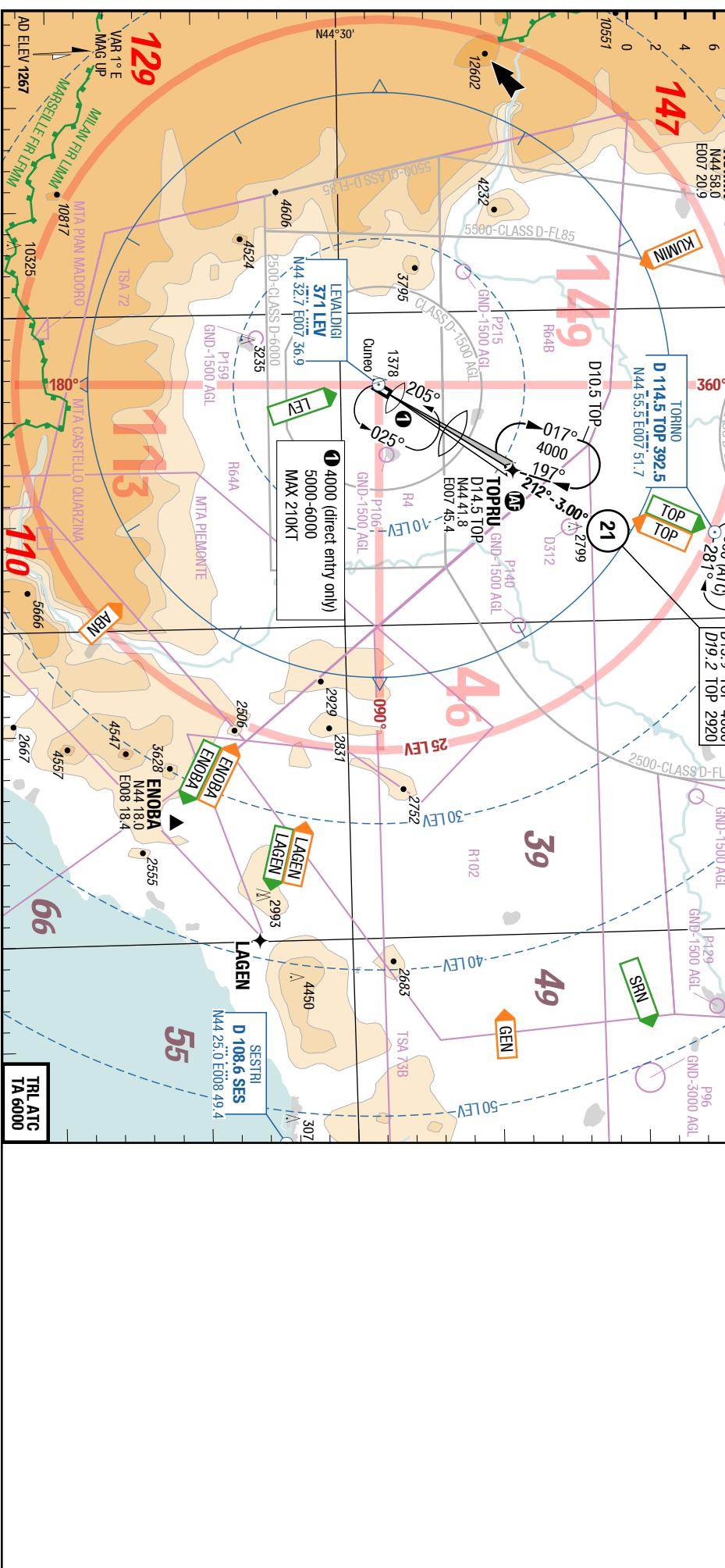
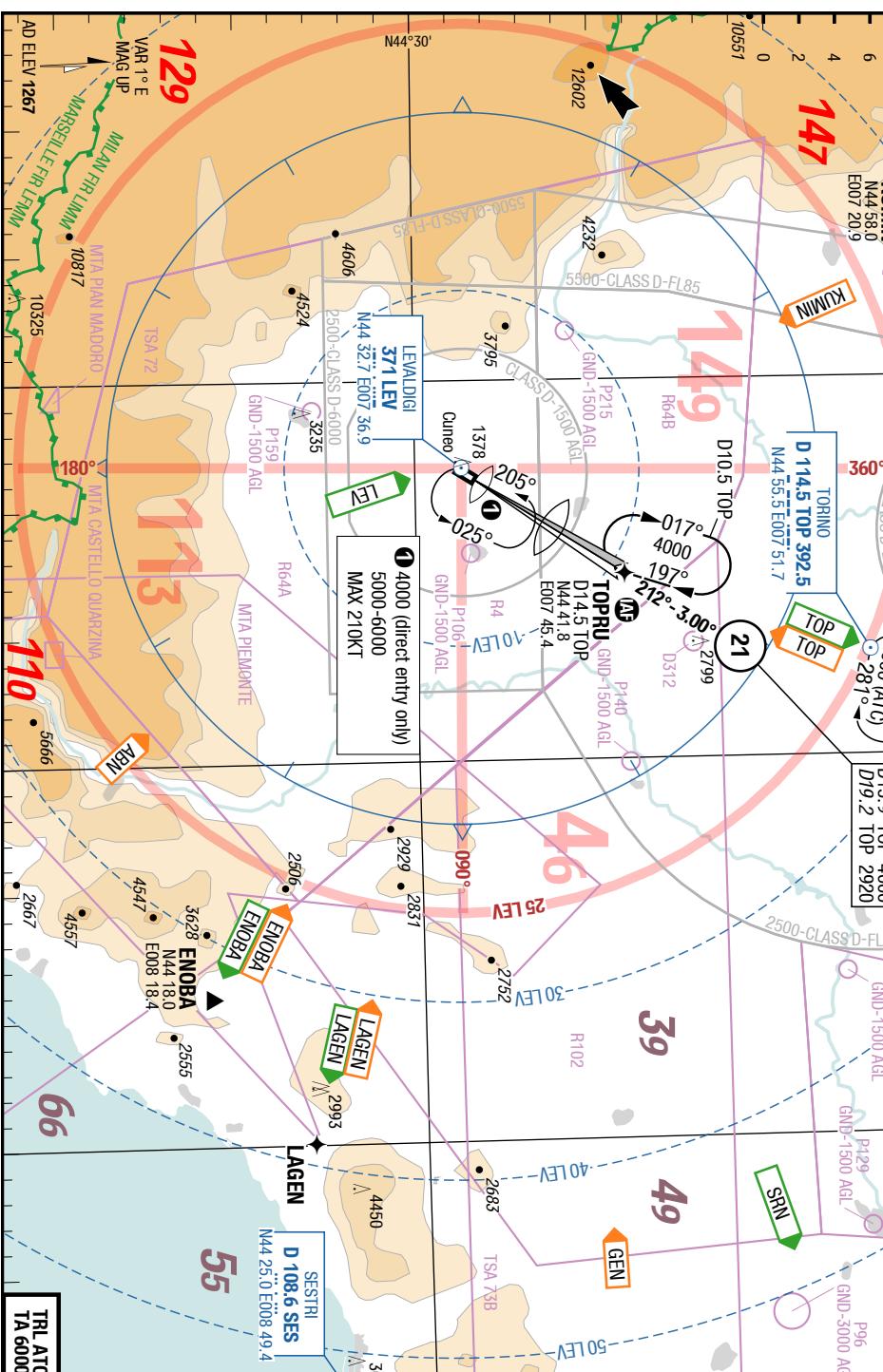


| | |
|------------|--------------------|
| Milano RAD | 134.050 |
| Torino APP | 129.275 |
| TWR | 121.100 by ATC |
| Info | 119.550 0900-2100‡ |

| | |
|---|-----------|
| Landing RWY system: | HL-S |
| HL-S | 420 |
| THR 1267 (45hPa) / TDZ 1238 (---%) / THR 1217 (44hPa) | 2100 x 45 |
| +0.7% / HL-S | 420 |

| | |
|-----------|------|
| HL-S | 420 |
| 45 x 2100 | 420 |
| 3.0° | 3.0° |
| HL-S | 420 |

| | |
|-----------|------|
| HL-S | 420 |
| 45 x 2100 | 420 |
| 3.0° | 3.0° |
| HL-S | 420 |



Changes: Ni

Not to scale

TWR 119.550 0900-1700‡
Info 119.550 0530-2130‡

E007°38'

21

A black and white photograph of a runway sign. The sign is a trapezoid with a black border. Inside, the number '229' is written vertically on the left side. On the right side, the words 'Start point' and 'RWY 22' are written vertically, with a diagonal line separating them from the number.

3-20

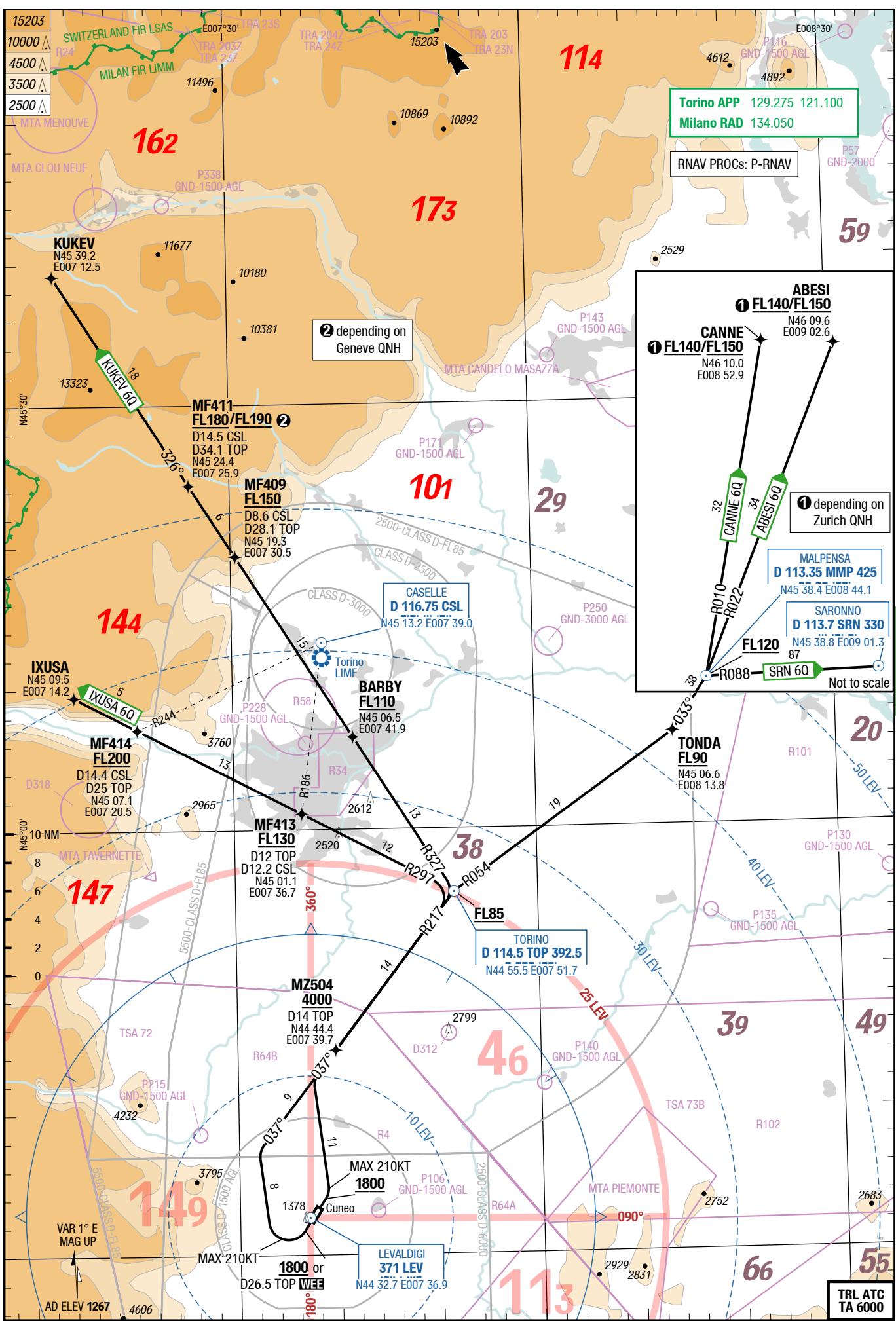
100 X
ARP
N 44 32.9
E 007 37.4

COORDINATES
N44 32.8 E007 37.1
N44 32.9 E007 37.2
N44 33.0 E007 37.2
N44 33.0 E007 37.3
N44 32.9 E007 37.3
N44 32.9 E007 37.2
N44 32.8 E007 37.2

| RWY | TORA | ASDA | TODA |
|-------------------------------|------|------|------|
| Start point RWY 03 | 2316 | 2495 | 2556 |
| 03 | 2100 | 2279 | 2340 |
| A | 1255 | 1434 | 1495 |
| Start point RWY 21 | 2279 | 2495 | 2579 |
| 21 | 2100 | 2316 | 2400 |

1 Intersection take-off and Start point are usable only on pilot's request or on TWR's request, previous pilot's agreement.

Changes: ASP, PROC, chart title, MSA, SUAs, Editorial



Italy Cuneo Levaldigi

SID

Levaldigi Cuneo Italy
SIDs South (RNAV Overlay)

17-MAY-2018

CUF-LIMZ

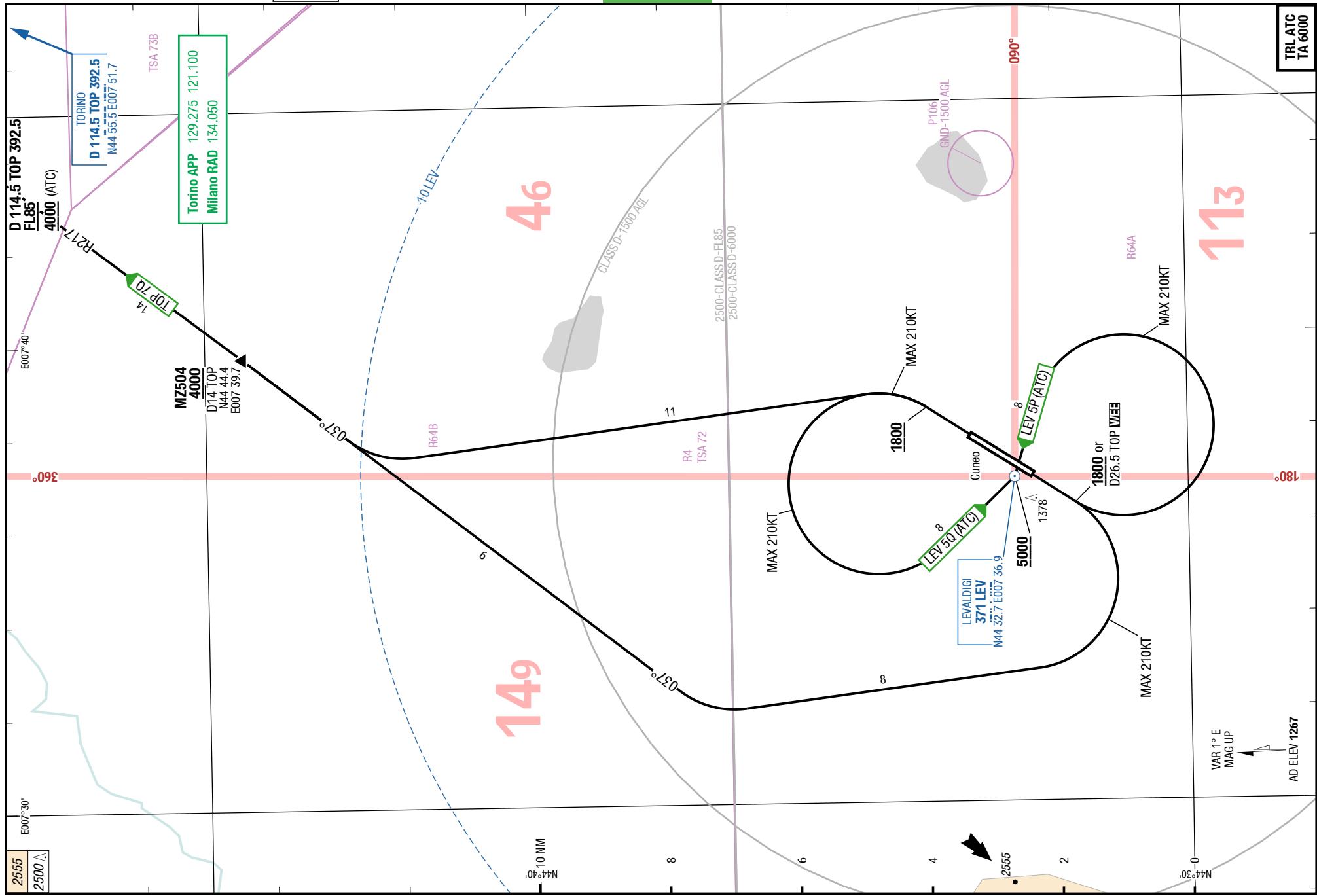
Italy Cuneo Levaldigi

Levaldigi **Cuneo** Italy

NIL
SIDs

51

4-30



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 |
|--|---|---|
| | Runway 03 | |
| ABESI 6Q 7.0% to 1800 129.275 ① | at MNM 1800 LT (MAX 210KT) then follow CONV or FMS routing CONV intercept R217 TOP to MZ504 - TOP - R054 TOP to TONDA - MMP - R022 MMP to ABESI FMS 037° MZ504 - TOP - TONDA - MMP - ABESI | R217/D14 TOP (MZ504) MNM 4000 TOP MNM FL85 TONDA MNM FL90 MMP MNM FL120 ABESI MNM FL140/FL150 (depending on ZRH QNH) |
| CANNE 6Q 7.0% to 1800 129.275 ① | at MNM 1800 LT (MAX 210KT) then follow CONV or FMS routing CONV intercept R217 TOP to MZ504 - TOP - R054 TOP to TONDA - MMP - R010 MMP to CANNE FMS 037° MZ504 - TOP - TONDA - MMP - CANNE | R217/D14 TOP (MZ504) MNM 4000 TOP MNM FL85 TONDA MNM FL90 MMP MNM FL120 CANNE MNM FL140/FL150 (depending on ZRH QNH) |
| IXUSA 6Q 7.0% to 1800 129.275 ① | at MNM 1800 LT (MAX 210KT) then follow CONV or FMS routing CONV intercept R217 TOP to MZ504 - TOP - R297 TOP to MF413 - MF414 - IXUSA FMS 037° MZ504 - TOP - MF413 - MF414 - IXUSA | R217/D14 TOP (MZ504) MNM 4000 TOP MNM FL85 MF413 MNM FL130 MF414 MNM FL200 |
| KUKEV 6Q 7.0% to 1800 129.275 ① | at MNM 1800 LT (MAX 210KT) then follow CONV or FMS routing CONV intercept R217 TOP to MZ504 - TOP - R327 TOP to BARBY - MF409 - MF411 - KUKEV FMS 037° MZ504 - TOP - BARBY - MF409 - MF411 - KUKEV | R217/D14 TOP (MZ504) MNM 4000 TOP MNM FL85 BARBY MNM FL110 MF409 MNM FL150 MF411 MNM FL180/FL190 (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 |
|---|--|--|
| | Runway 03 | |
| SARONNO 6Q SRN 6Q 7.0% to 1800 129.275 ① | at MNM 1800 LT (MAX 210KT) then follow CONV or FMS routing CONV intercept R217 TOP to MZ504 - TOP - R054 TOP to TONDA - MMP - R088 MMP to SRN FMS 037° MZ504 - TOP - TONDA - MMP - SRN | R217/D14 TOP (MZ504) MNM 4000 TOP MNM FL85 TONDA MNM FL90 MMP MNM FL120 |
| | Runway 21 | |
| ABESI 6Q 7.0% to 4000 129.275 ① | at MNM 1800 or D26.5 TOP , whichever is earlier, RT (MAX 210KT) then follow CONV or FMS routing CONV intercept R217 TOP to MZ504 - TOP - R054 TOP to TONDA - MMP - R022 MMP to ABESI FMS 037° MZ504 - TOP - TONDA - MMP - ABESI | R217/D14 TOP (MZ504) MNM 4000 TOP MNM FL85 TONDA MNM FL90 MMP MNM FL120 ABESI MNM FL140/ FL150 (depending on ZRH QNH) |
| CANNE 6Q 7.0% to 4000 129.275 ① | at MNM 1800 or D26.5 TOP , whichever is earlier, RT (MAX 210KT) then follow CONV or FMS routing CONV intercept R217 TOP to MZ504 - TOP - R054 TOP to TONDA - MMP - R010 MMP to CANNE FMS 037° MZ504 - TOP - TONDA - MMP - CANNE | R217/D14 TOP (MZ504) MNM 4000 TOP MNM FL85 TONDA MNM FL90 MMP MNM FL120 CANNE MNM FL140/ FL150 (depending on ZRH QNH) |
| IXUSA 6Q 7.0% to 4000 129.275 ① | at MNM 1800 or D26.5 TOP , whichever is earlier, RT (MAX 210KT) then follow CONV or FMS routing CONV intercept R217 TOP to MZ504 - TOP - R297 TOP to MF413 - MF414 - IXUSA FMS 037° MZ504 - TOP - MF413 - MF414 - IXUSA | R217/D14 TOP (MZ504) MNM 4000 TOP MNM FL85 MF413 MNM FL130 MF414 MNM FL200 |

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

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)

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

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

17-MAY-2018

CUF-LIMZ

5-50

SIDs South (RNAV Overlay)

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

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

17-MAY-2018

CUF-LIMZ

5-60

SIDs

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

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

17-MAY-2018

CUF-LIMZ

Italy Cuneo Levaldigi

STARs/RNAV STARs (ATC)

STARs/RNAV STARs

STAR

31A5

Levaldigi Cuneo Italy

STARs/RNAV STARs (ATC)

STARs/RNAV STARs

Changes: MSA, ASP, Note, OBST, SUAs

17-MAY-2018

CUF-LIMZ

Italy **Cuneo** Levaldigi

Levaldigi **Cuneo** Italy

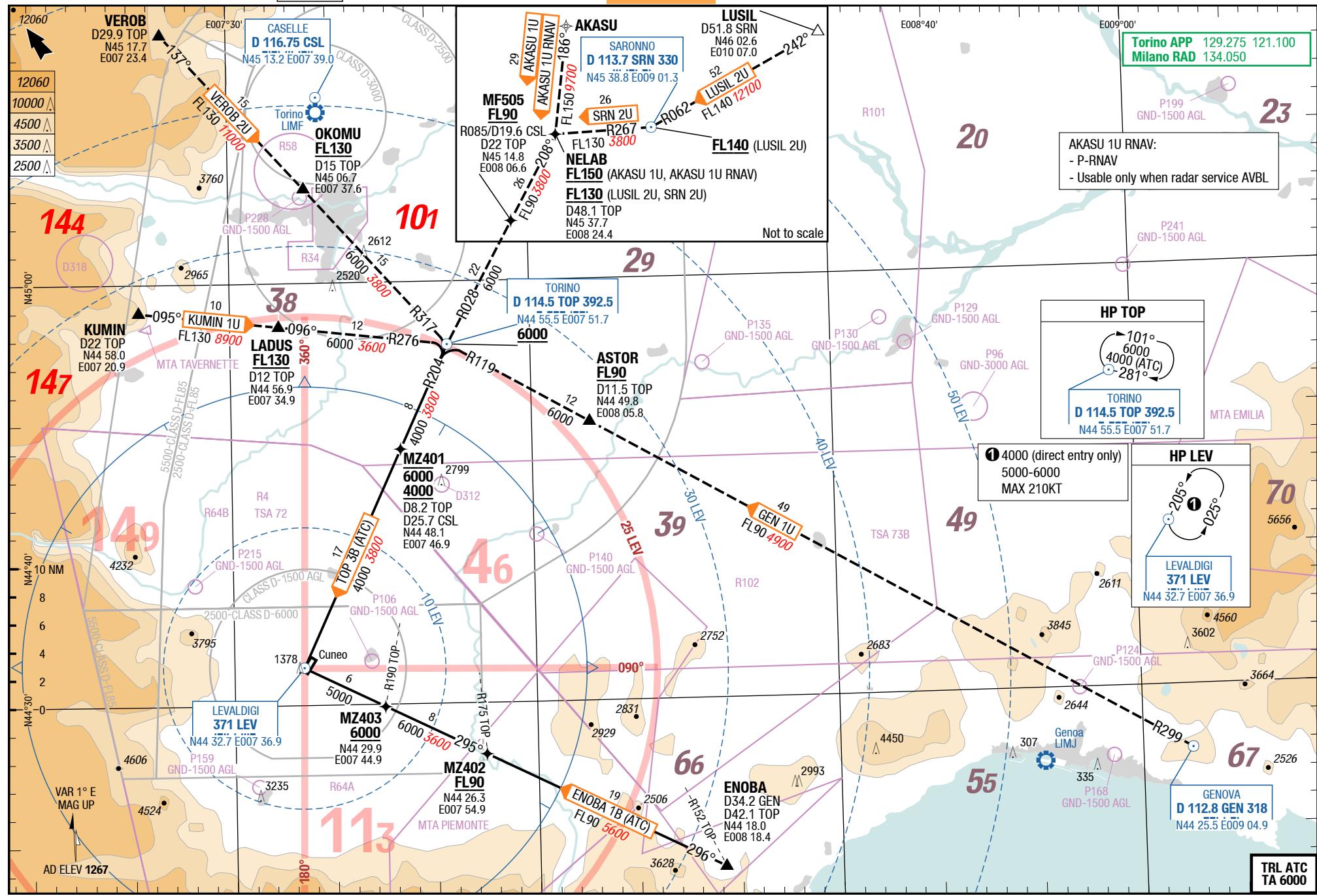
6-20

STARs/RNAV STARs (ATC)

STAR

SIAR

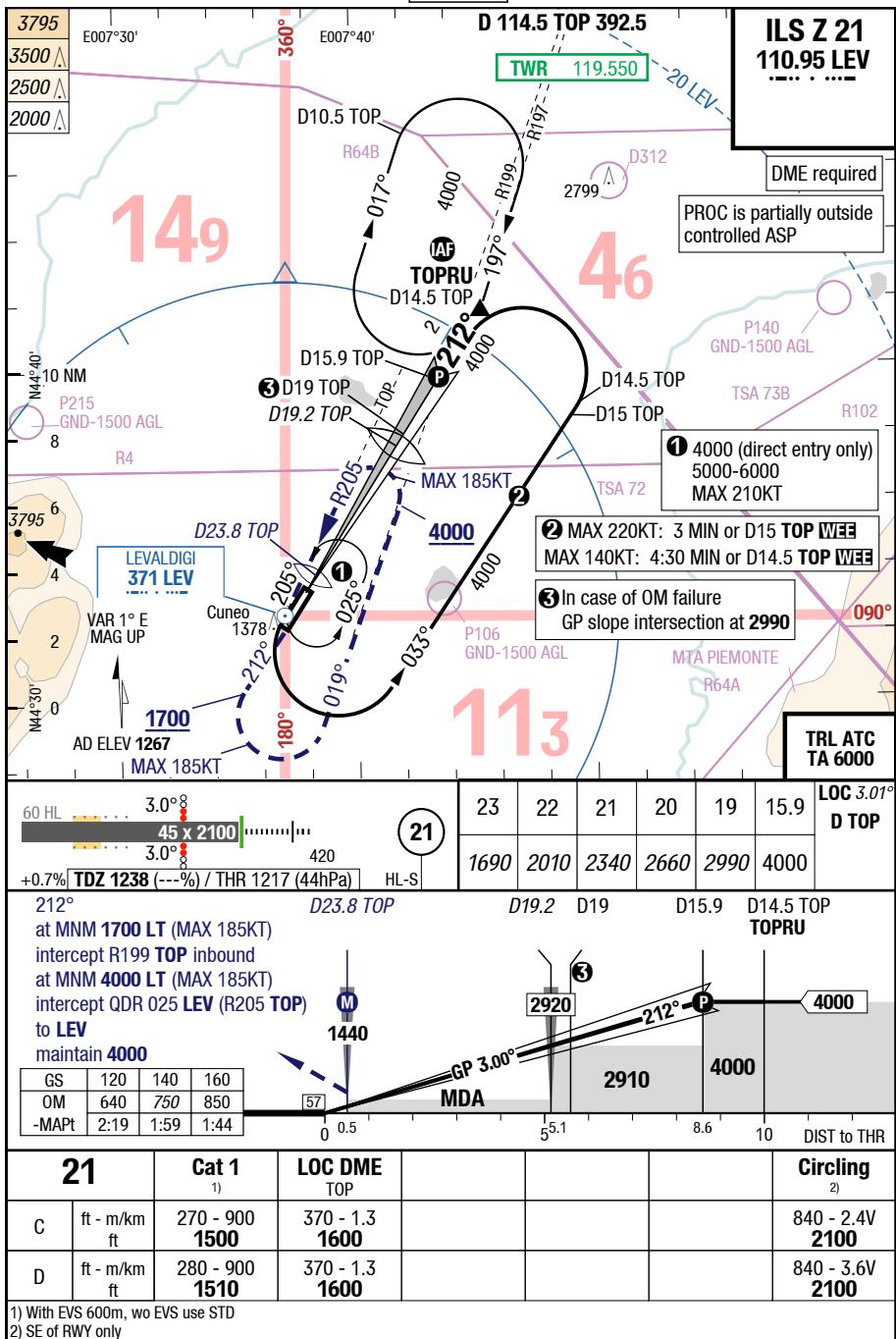
STARs/RNAV STARs (ATC)



CUF-LIMZ

7-10

ILS Z 21



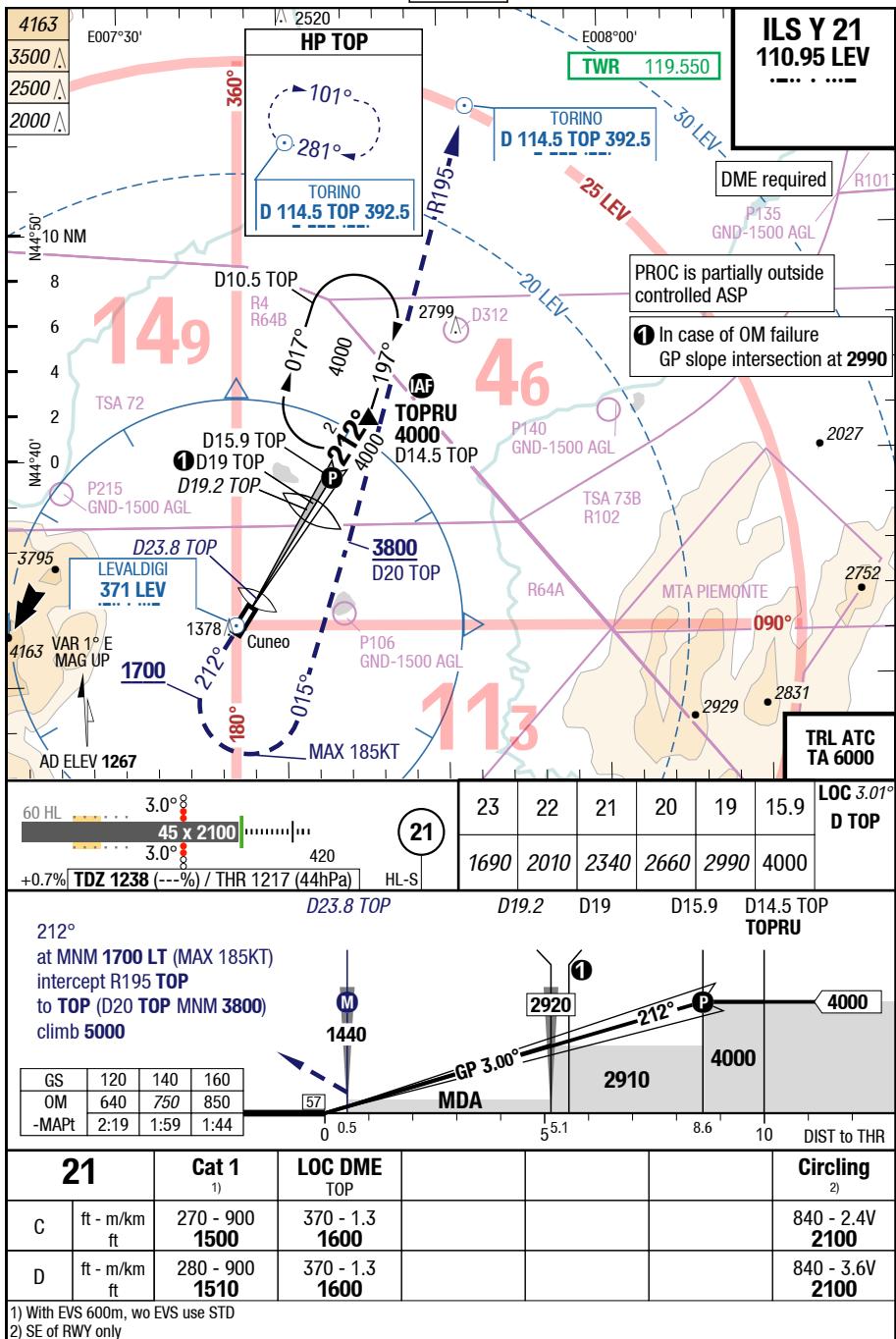
1) With FVS 600m, w/o FVS use STD

2) SF of RWY only

CUF-LIMZ

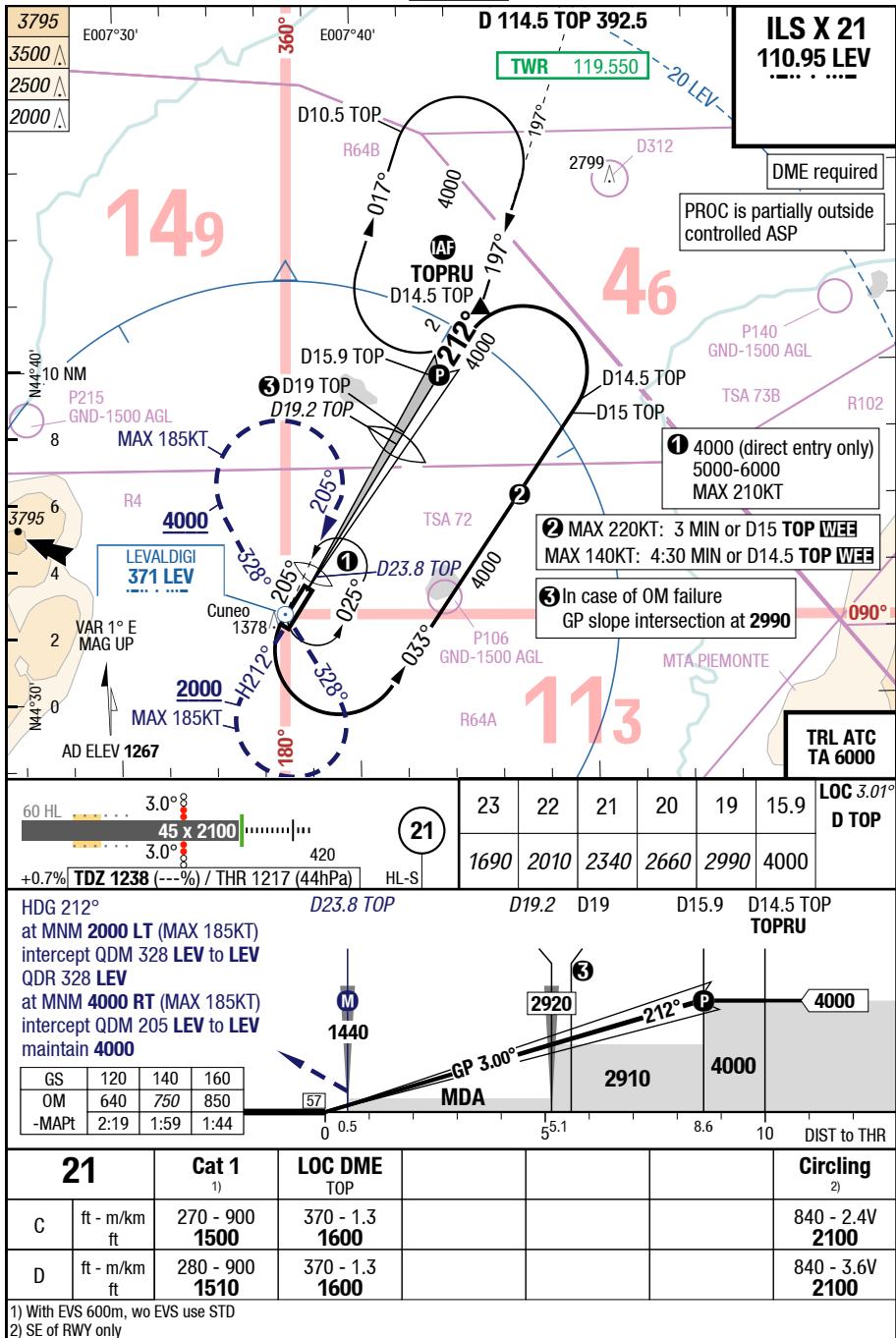
7-20

ILS Y 21



7-30

ILS X 21



09-AUG-2018

CUF-LIMZ

Italy **Cuneo** Levaldigi

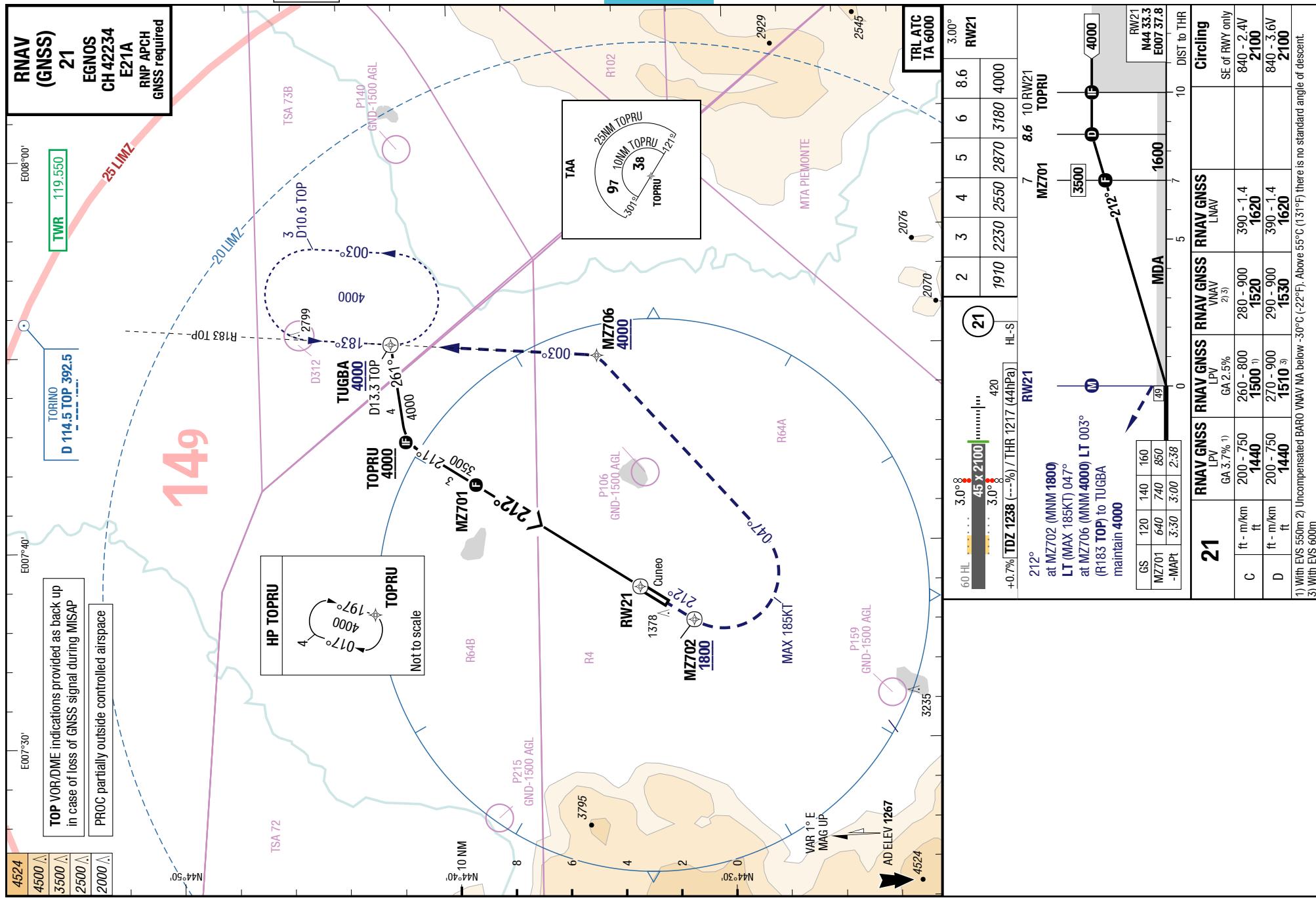
Levaldigi **Cuneo Italy**

7-50

RNAV (GNSS) 21

14

RNAV (GNSS) 21



CUF-LIMZ

7-70

LCTR 21

