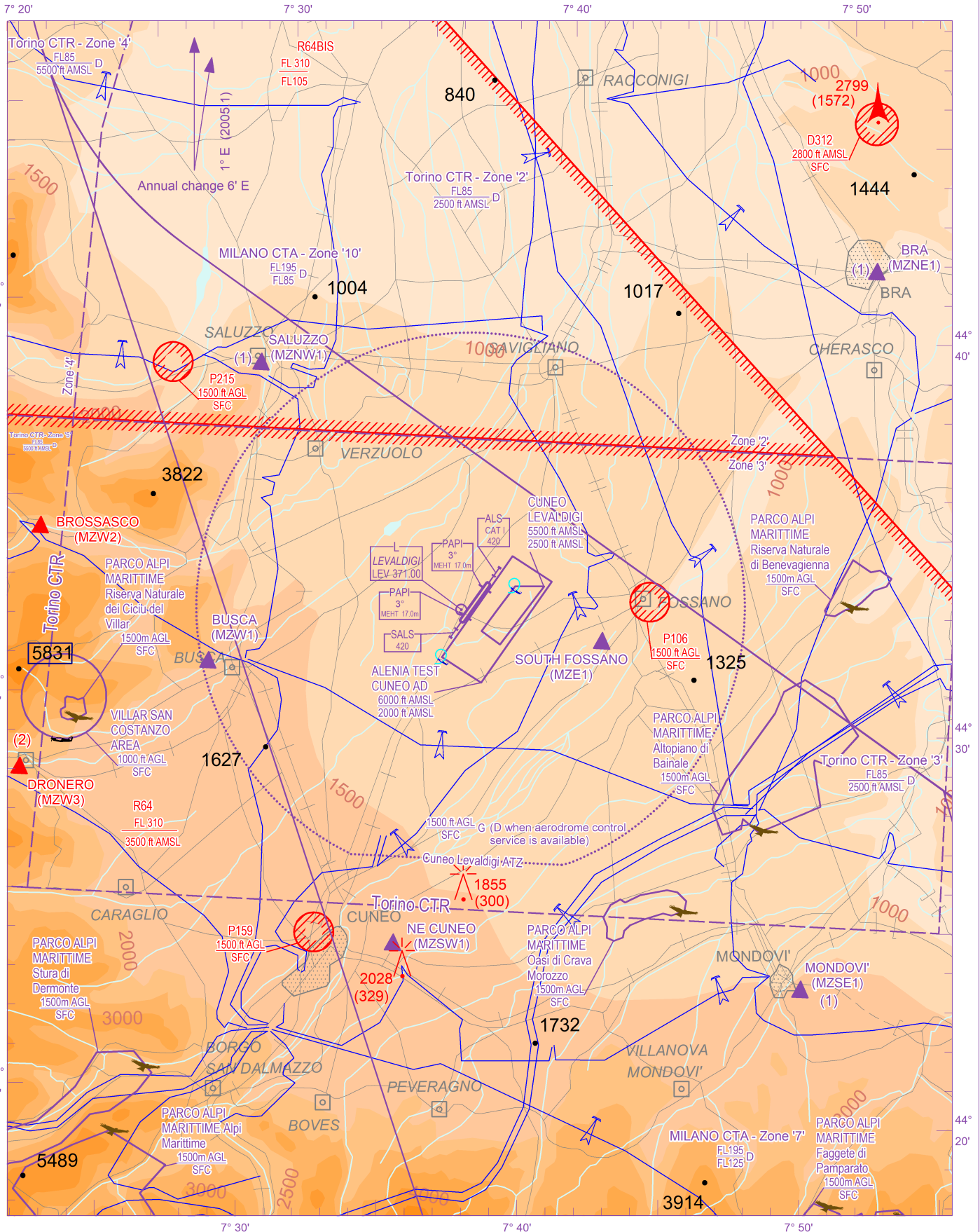


SCALE 1:250.000



FIS	Milano Information	128.925	AD ELEV	L I M Z
APP	Torino APP	129.275 (121.100)	1267	
APP	Torino Radar	129.275 (121.100)		
TWR	Cuneo TWR	119.550		
AFIS	Cuneo Aerodrome INFO	119.550		

CUNEO/LEVALDIGI



CHANGE: New Protected Areas 'PARCO ALPI MARITTIME' implemented and updated chart

AIRSPACE CLASSIFICATION See AIP ENR 1.4	<b>REMARK</b>	<b>WARNING</b>
TRANSITION ALT 6000 FT	(1) VFR FLIGHTS SHALL CONTACT CUNEO AERODROME INFO/TWR BEFORE REACHING THE VFR REPORTING POINTS BRA (MZNE1) SALUZZO (MZNW1) AND MONDOVI' (MZSE1) IN ORDER TO OBTAIN INFORMATION CONCERNING POSSIBLE IFR TRAFFIC WITHIN CUNEO ATZ	
ELEV AND ALT IN FT IF NOT OTHERWISE INDICATED	(2) VFR FLIGHTS ENTERING TORINO CTR ZONE 3 FROM WEST SHALL CONTACT CUNEO AERODROME INFO/TWR NOT BEYOND THE VISUAL HOLDING GATES BROSSASCO (MZW2) AND DRONERO (MZW3)	





# ICAO – INSTRUMENT APPROACH CHART

AD 2 LIMZ 5-7

**REMARKS:** (1) Procedure is partially outside controlled airspace.  
 (2) Final approach track offset 4.74° from runway center line.  
 Final approach track intercepts runway center line extension 2400 m before threshold

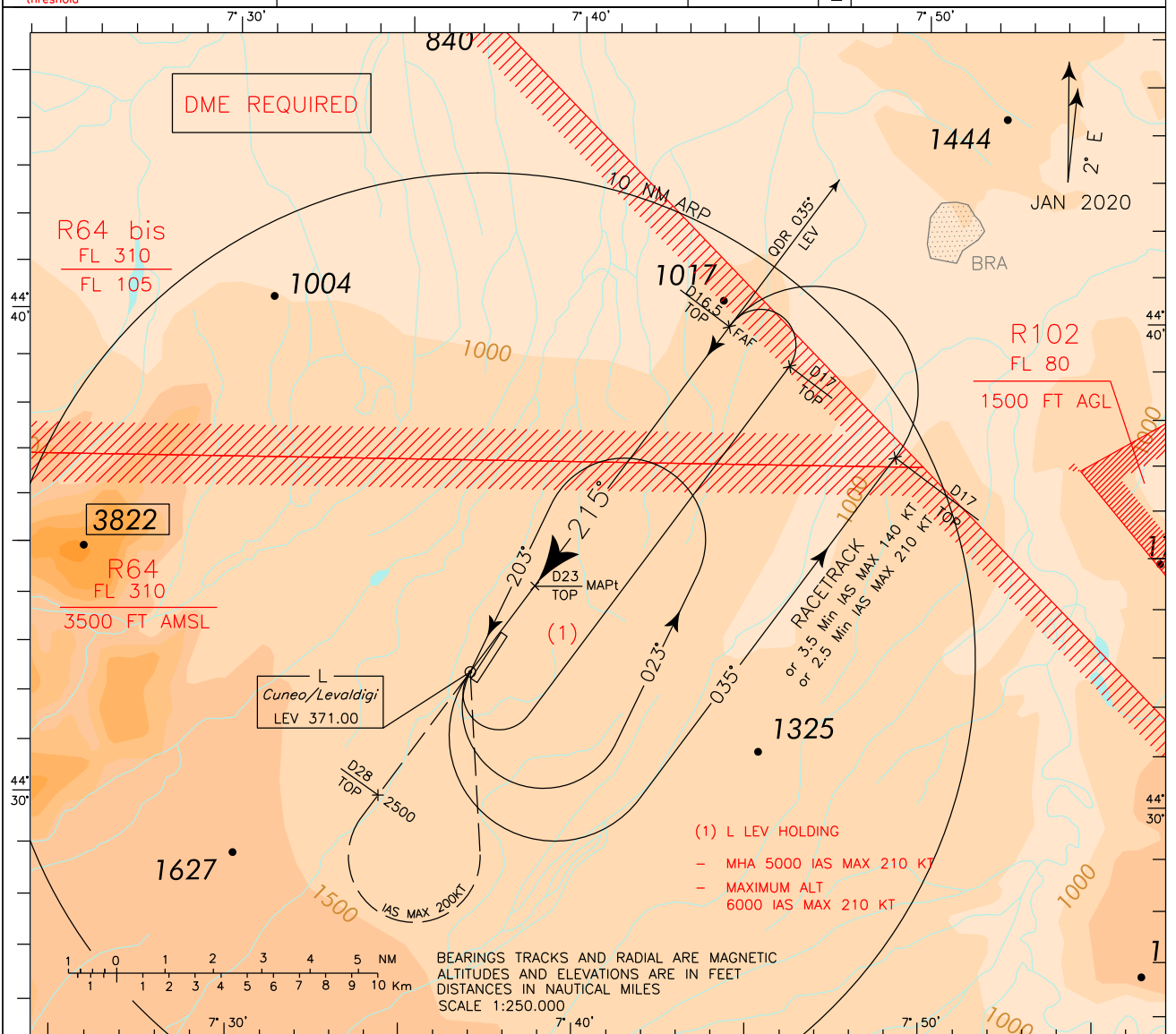
APP Torino APP/Radar 129.275 (121.100)  
 TWR Cuneo TWR 119.550  
 AFIS Cuneo Aerodrome Info 119.550

AD ELEV 1267

LIMZ CUNEO/LEVALDIGI  
 L RWY 21

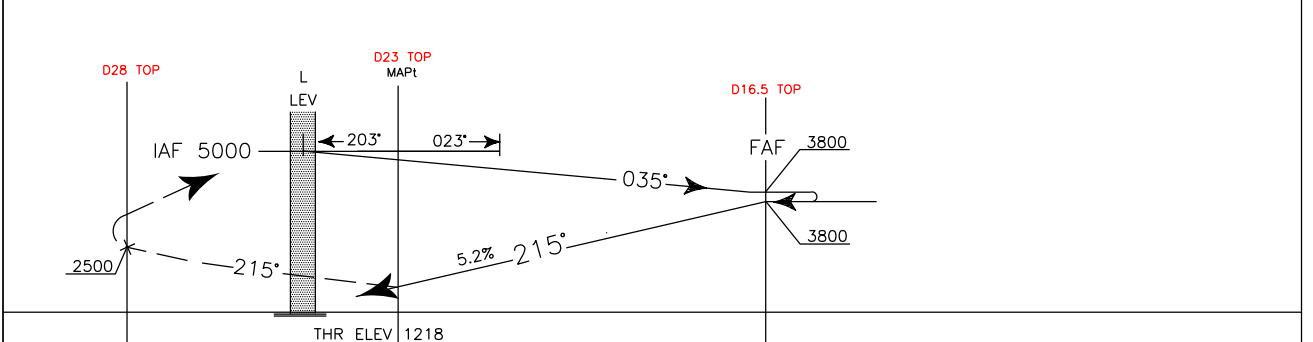
DOC. 8168 – ED. 5 – 2006

CHANGE: REPRINTING



TRANSITION ALT 6000

**MISSED APPROACH:** Proceed on QDR 215° LEV L (track 215°) and climb to 5000 ft. At D28 TOP DME (to be crossed at 2500 ft or above) turn left with IAS MAX 200 KT, to LEV L holding pattern to be reached at 5000 ft.



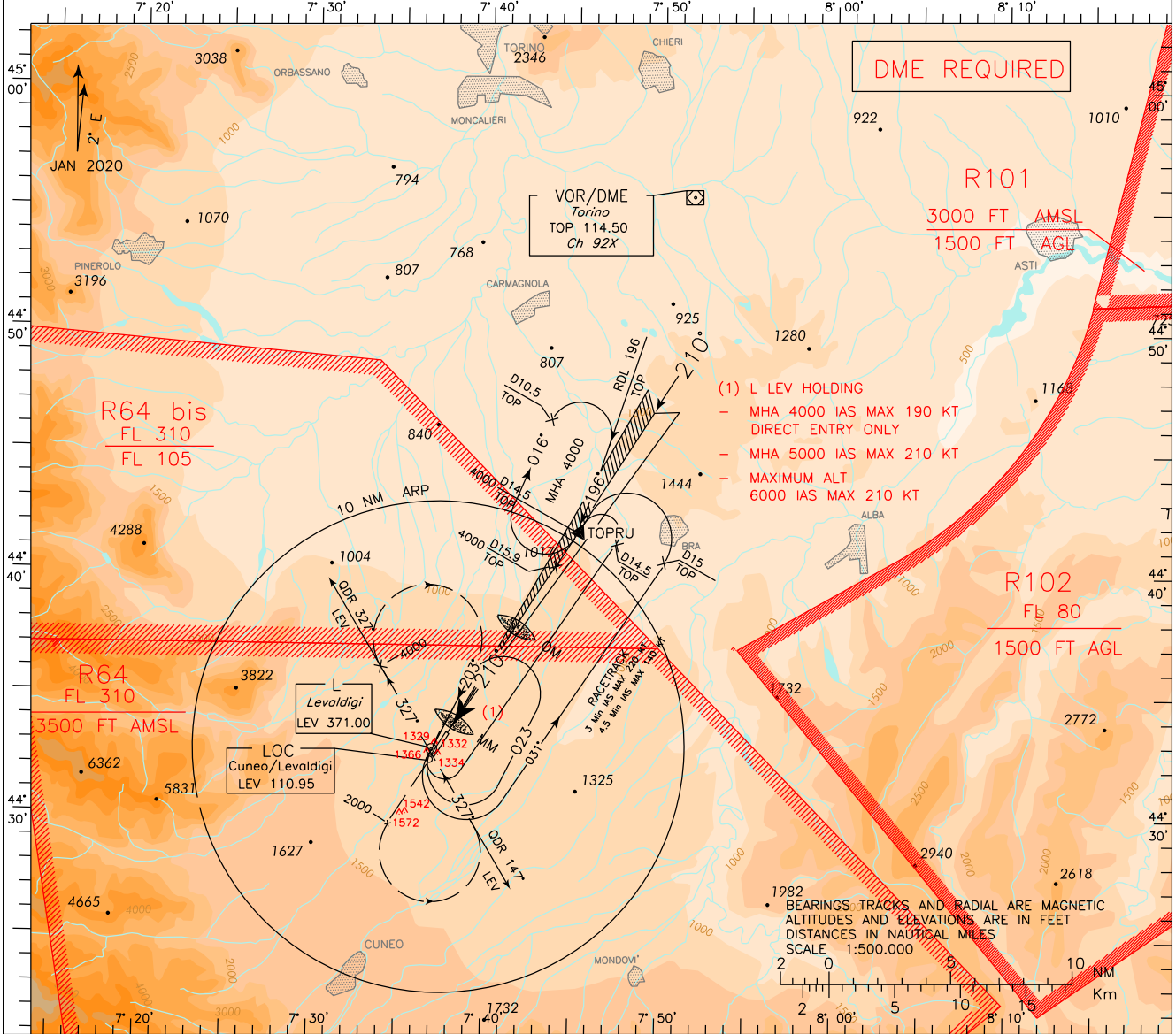
NM 5 4 3 2 1 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 NM																																								
OCA (OCH)		A	B	C	D	<b>CIRCLING SECTOR</b> 	<table border="1"> <tr> <th>GS</th> <th>FT per MIN</th> <th></th> <th></th> </tr> <tr> <td>80</td> <td>425</td> <td></td> <td></td> </tr> <tr> <td>100</td> <td>530</td> <td></td> <td></td> </tr> <tr> <td>120</td> <td>635</td> <td></td> <td></td> </tr> <tr> <td>140</td> <td>740</td> <td></td> <td></td> </tr> <tr> <td>160</td> <td>850</td> <td></td> <td></td> </tr> </table>	GS	FT per MIN			80	425			100	530			120	635			140	740			160	850			<b>MNM SECT ALT</b> <table border="1"> <tr> <th>L</th> <th>LEV</th> </tr> <tr> <td>14900</td> <td>4600</td> </tr> <tr> <td></td> <td>268</td> </tr> <tr> <td></td> <td>11300</td> </tr> </table>	L	LEV	14900	4600		268		11300
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STRAIGHT IN APPROACH	NDB+DME	1700 (482)																																						
CIRCLING		1800(533)	1900(633)	2100(833)																																				

ICAO – INSTRUMENT APPROACH CHART

AD 2 LIMZ 5-9

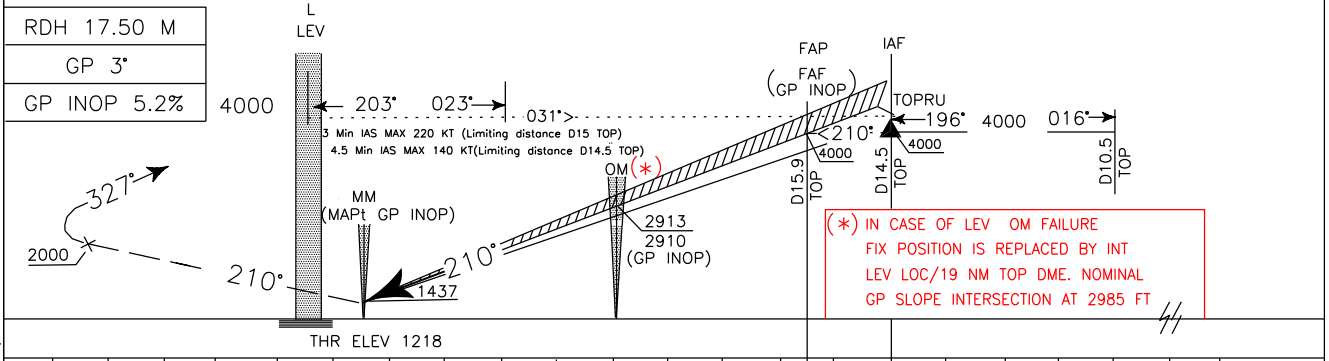
DOC. 8168 - ED. 5 2006 - AMDT 4  
 CHANGE: LEV L HOLDING PATTERN UPDATED

<p><b>REMARK:</b> Procedure is partially outside controlled airspace.</p>	APP <i>Torino APP/Radar</i>	129.275 (121.100)	AD ELEV	LIMZ CUNEO/LEVALDIGI ILS-X RWY 21
	TWR <i>Cuneo TWR</i>	119.550	1267	
	AFIS <i>Cuneo Aerodrome Info</i>	119.550		



**TRANSITION ALT 6000**

**MISSED APPROACH:** Proceed on RWY heading climbing to 4000 ft. Leaving 2000 ft turn left to join QDR 147° LEV L (TR327°) direct to LEV L. Then proceed on QDR 327° LEV L (TR 327°). Reaching 4000 ft turn right (TR 203°) to join QDR 023° LEV L to LEV L. IAS MAX 185kt during turns.

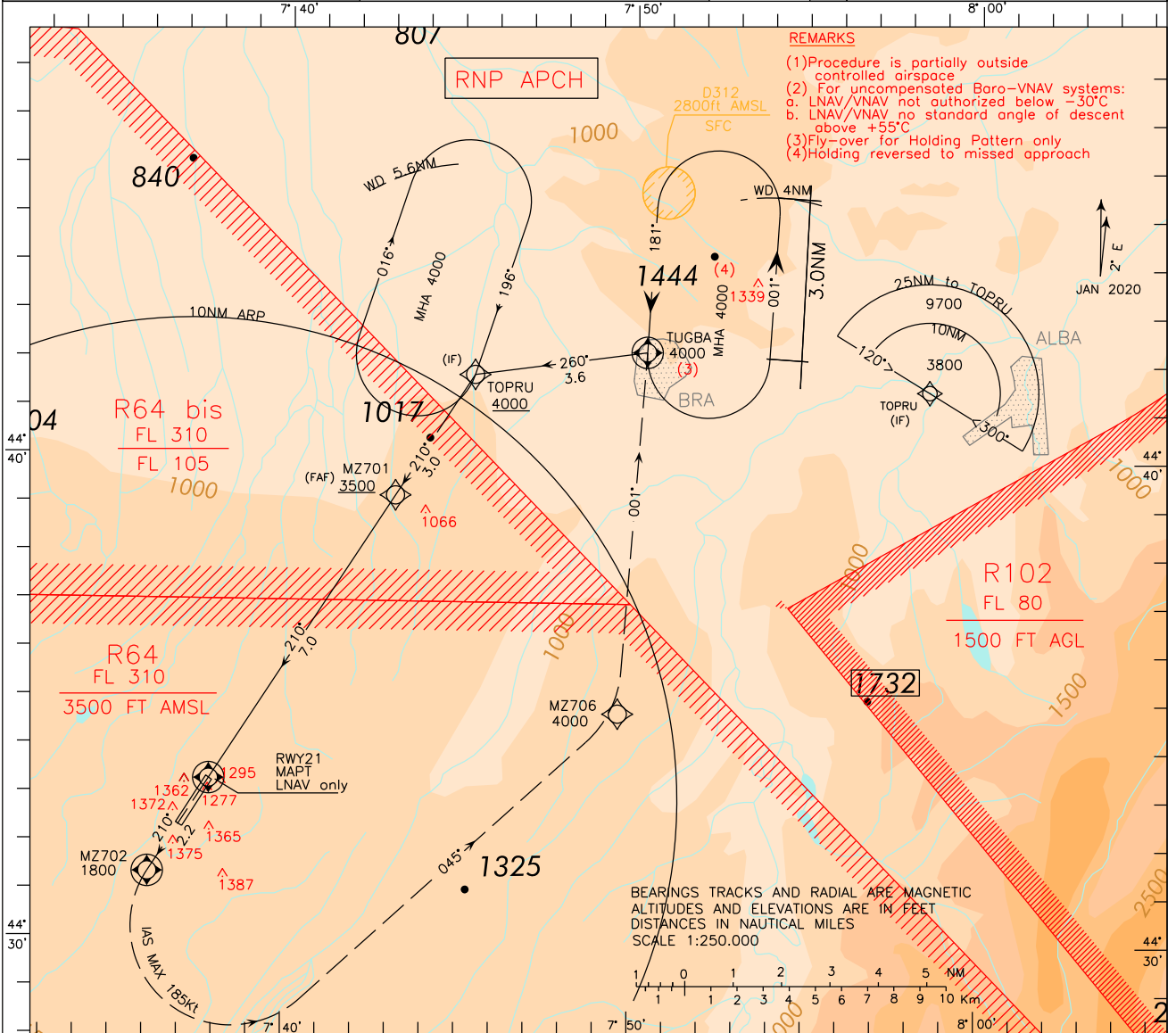


<p>5 4 3 2 1 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 24 NM</p>																																
OCA (OCH)		A	B	C	D	<p><b>CIRCLING SECTOR</b></p>	<table border="1"> <tr> <th>FT per MIN</th> <th>GS</th> <th>OM-MM</th> <th>MM-THR</th> </tr> <tr> <td>425</td> <td>80</td> <td>3:28</td> <td>0.22</td> </tr> <tr> <td>530</td> <td>100</td> <td>2:47</td> <td>0.18</td> </tr> <tr> <td>635</td> <td>120</td> <td>2:19</td> <td>0.15</td> </tr> <tr> <td>740</td> <td>140</td> <td>1:59</td> <td>0.13</td> </tr> <tr> <td>850</td> <td>160</td> <td>1:44</td> <td>0.11</td> </tr> </table>	FT per MIN	GS	OM-MM	MM-THR	425	80	3:28	0.22	530	100	2:47	0.18	635	120	2:19	0.15	740	140	1:59	0.13	850	160	1:44	0.11	<p>MNM SECT ALT                  LEV L</p>
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850	160	1:44	0.11																													
STRAIGHT IN APPROACH	ILS	1480 (262)	1490 (272)	1500 (282)	1510 (292)																											
	GP INOP	1600 (382)																														
CIRCLING		1800 (533)	1900 (633)	2100 (833)																												

DOC. 8168 – ED. 6 2014 – AMDT 7

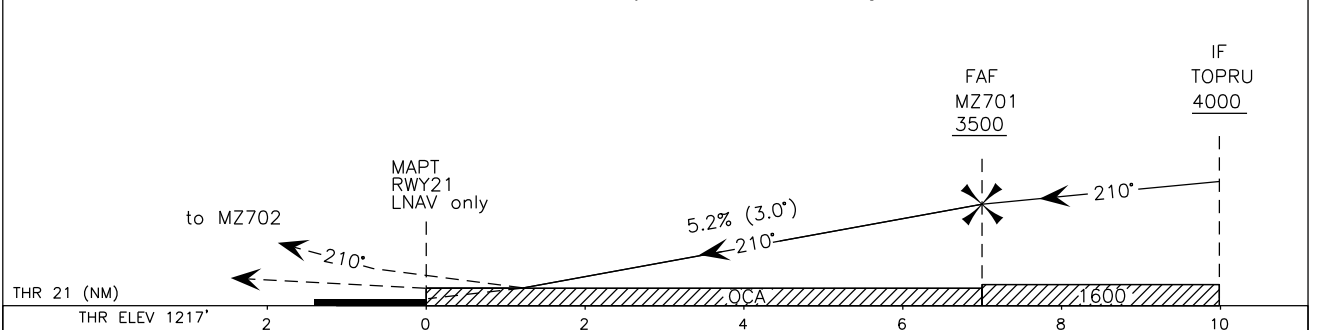
CHANGE: REPRINTING

EGNOS CH 42234 E21A	APP	Torino APP/Radar	129.275 (121.100)	AD ELEV 1267	L I M Z	CUNEO/LEVALDIGI RNP RWY 21
	TWR	Cuneo TWR	119.550			
	AFIS	Cuneo Aerodrome INFO	119.550			



TRANSITION ALT 6000  
TCH 15M

Missed Approach: Climbing to 4000FT continue RWY heading (TR 210°) to MZ702 then turn left (IAS MAX 185kt) on TR 045° bound to MZ706 then turn left on TR 001° bound to TUGBA to join TUGBA M.A. Holding Pattern



STRAIGHT IN APPROACH	OCA (OCH)	A	B	C	D	CIRCLING SECTOR 	FT PER MIN	GS	FAF-MAPT 7.0 NM	RWY 21 DISTANCE	ALT (HGT)	MNM SECT ALT 25NM ARP 
		LPV (M.A. 3.7%)	1417(200)	1419(202)	1427(210)		1438(221)	850	160	2 : 21	7.0	
	LPV (M.A. 2.5%)	1475(258)	1487(270)	1495(278)	1506(289)		740	140	2 : 38	6.0	3180 (1963)	
	LNAV/VNAV	1493(276)	1505(288)	1513(296)	1524(307)		635	120	3 : 10	5.0	2860 (1643)	
	LNAV	1620 (403)					530	100	3 : 31	4.0	2540 (1323)	
	CIRCLING	1800(533)	1900(633)	2100(833)			425	80	4 : 13	3.0	2220 (1003)	
									5 : 16	1.0	1580 (363)	

## TABULAR DESCRIPTION

## RNP RWY21

Serial Number	Path Terminator	Waypoint Identifier	Fly Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed Limit (kt)	VPA/TCH	Navigation Specification
010	IF	TOPRU	-	-	-	-	-	+4000	-	-	RNP APCH
020	TF	MZ701	-	210 (212.6)	-	3.0	-	+3500	-	-	RNP APCH
010	IF	TUGBA	-	-	-	-	-	+4000	-	-	RNP APCH
020	TF	TOPRU	-	260 (262.0)	-	3.6	-	+4000	-	-	RNP APCH
030	TF	MZ701	-	210 (212.6)	-	3.0	-	+3500	-	-	RNP APCH
010	IF	MZ701	-	-	-	-	-	+3500	-	-	RNP APCH
020	TF	RWY21	Y	210 (212.6)	-	7.0	-	-	-	-3.0/15	RNP APCH
030	CF	MZ702	Y	210 (212.6)	+2.0	2.2	-	+1800	-185	-	RNP APCH
040	CF	MZ706	-	045 (047.4)	+2.0	-	L	+4000	-185	-	RNP APCH
050	CF	TUGBA	-	001 (004.0)	+2.0	-	-	+4000	-	-	RNP APCH

Path Terminator	Waypoint Identifier	Inbound Course °M (°T)	Leg Distance (NM) (1)	Timing(min.)/Waypoint Distance (NM) (2)	Turn Direction	Minimum Altitude (FT)	Maximum Altitude (FL)	Speed Limit (kt)	Magnetic Variation (°)	Navigation Specification
HM	TOPRU	196 (198.0)	4.0	- / 5.6	R	+4000	-	-	-	RNAV1
HM (3)	TUGBA	181 (184.0)	3.0	- / 4.0	L	+4000	-	-	-	RNAV1

(1) RNAV system with holding functionality

(2) RNAV system without holding functionality

(3) Reserved to missed approach

## WAYPOINT LIST

## RNP RWY21

Waypoint Identifier	Coordinates
MZ701	44°39'13.73" N 007°43'06.62" E
MZ702	44°31'23.77" N 007°36'05.67" E
MZ706	44°34'45.93" N 007°49'37.01" E

## SBAS FAS DATA BLOCK LIMZ RNP RWY21

## Input data

Operation Type	0
SBAS Provider	1
Airport Identifier	LIMZ
Runway	21
Runway Direction	0
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E21A
LTP/FTP Latitude	443320.0415N
LTP/FTP Longitude	0073749.6005E
LTP/FTP Ellipsoidal Height (metres)	420.4
FPAP Latitude	443220.7840N
Delta FPAP Latitude (seconds)	-59.2575
FPAP Longitude	0073656.6125E
Delta FPAP Longitude (seconds)	-52.9880
Threshold Crossing Height	15.0
TCH Units Selector	1
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	72
HAL (metres)	40.0
VAL (metres)	35.0

## Output data

Data Block	10 1A 0D 09 0C 15 00 00 01 31 32 05 53 05 1F 13 41 4E 46 03 6C 24 0D 31 FE 08 62 FE 2C 81 2C 01 64 09 C8 AF D9 F1 2D B0
Calculated CRC Value	D9F12DB0

## Required Additional Data

ICAO Code	LI
LTP/FTP Orthometric Height (metres)	371.0
FPAP Orthometric Height (metres)	386.2



Intenzionalmente bianca

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