

POLYTECHNIC OF TORINO
FACULTY OF ARCHITECTURE 2
Degree in Architecture
Honors theses

Cuneo - Levaldigi Airport: Study and verification of the hypotheses of development

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“The presence of a efficient and rational infrastructural system of transport represents the surer element than support to the development of the economy and the territory [] the structural nodes of transport on which heading for the definition of a renewed planning of the participations at the territory they are sure those that they operate to affirm the intermodality of persons and goods and that they can constitute occasion for important territorial and planning requalifications: the ports, the interporti, the railway stations, the airports.”

Mellano F.(cured by), Stations and airports the new doors of the city of the Two thousand, Celid, Turin, 1997, p.68


The Province of Cuneo is famous for the confinement in which it is found too much from time, which had to the poverty of connections and infrastructures, in contrast with the remarkable caught up economic development. Cuneo-Levaldigi Airport, finding itself in a barycentric position regarding the district, represents one of those infrastructures that, valued, can represent a valid instrument in order to concur a better and more agile connection from and for the whole province, without to increase the impacts meaningfully on the environment.

The thesis is proposed to analyse the potentialities of the airport for being able to establish which, between the development options that have been introduced, it is demonstrated more suitable in the associate-economic and territorial context in which it becomes part. Cuneo-Levaldigi Airport was born in 1929 and it operated, sin from its origin, like *Emergency Airfield* for of the airplane in flight of military training.


In 1943 it underwent a partial war devastation and it was lost from the soldiers in escape. In the months succeeded it comes dismantled and destroyed to you to work of the Germans. In 1962 the airfield was re-activated like civil airport, but its trade life was born only after the 1986, with the inauguration of the national trade traffic, initially only contact flying, then also instrumental and nocturnal (1991) and later also international (1993).

L'Aeroporto di Cuneo-Levaldigi: collocazione spazio-temporale


Localizzazione dell'Aeroporto nel Piemonte.




Estensione dell'attuale sedime aeroportuale.




(1929)
Inaugurazione dell'Aeroporto militare come «Campo d'Aviazione di fortuna»






L'aerostazione nella configurazione che assumerà in seguito ai lavori di ristrutturazione e ampliamento previsti dal Master Plan, iniziati nell'ottobre 2001.

Aerostazione eretta tra il 1969-'73, anni in cui venne anche realizzata la pista di 1050x30 mt.



L'aerostazione come si presentava dopo i lavori relativi al progetto di potenziamento approvato nel 1989, in occasione dei Mondiali di Calcio, che prevedeva anche l'ampliamento della pista fino a raggiungere gli attuali 2496 x 45 mt.



Cuneo-Levaldigi airport: spatial and temporal collocation

In 1989, in consequence of the approval of the strengthening plan of airport infrastructures, proposed in occasion of the World Championship of Soccer '90, the runway was extended to 2500 meters.

In 2000 another plan was approved; this Master Plan provides for the widening of the terminal and a further lengthening of the runway from 2500 to 3000 meters. Currently Levaldigi airport is catalogued, to level E.U., like regional airport and the pleasure flight continues to represent the greater part of traffic (41%), followed from the air-scholastic activities, while the line flights occupy a very little percentage (4.97%).

The various hypotheses of development of the Cuneo airport has been studied considering the increase of the air traffic and the outline drew from the normative addresses, that had evidenced the weight of the development of existing infrastructures and the pertinent connections, to the end of the attainment of a best political of net, founded on the interoperability of the single nodes; and from economic conditions decidedly propitious of the Province of Cuneo and from the rather disadvantageous conditions of the system of connections of the southern of the Piemonte above all regarding near France.



The Airport envelopment: a shared need

The analyse of the trend of development up to now pursued by the Cuneo-Levaldigi Airport rejects decidedly the independent increase, 'cause the negative conditions don't allow to make to catch up an economic balancing, estimated around to the 150,000 passengers (against 15.570 of 2000) in useful times.

Also the development of the Cuneo airport inside a political of integration with Torino-Caselle wasn't demonstrated sufficient 'cause Caselle still turns out threatened from the vicinity of Malpensa.

The third option, that pursues the lines guides communitarian (TEN), is the best for the take-off of Levaldigi. It proposes, in fact, to insert the Cuneo airport in an international net of regional airports that, with an immense offer of connections, introduces like one valid alternative wing net of the hub, and like a strengthening of the same one, following the American structures hub & spoke.

Lo sviluppo dell'Aeroporto all'interno di una rete internazionale

PLANE STATION

PREVISIONI per Cuneo-Levaldigi:

- Nuovi collegamenti (nazionali ed internazionali);
- Raggiungimento del pareggio economico nel breve periodo (~ 5 anni);
- Potenziamento infrastrutture per attirare nuovo traffico.

1. Londra-Manston (Inghilterra);
2. Odense (Danimarca);
3. Pilzen (Rep. Ceca);
4. Smyrna (Tennessee, USA);
5. Schwerin-Parchim (Germania);
6. Black Forest-Lahr (Germania);
7. **CUNEO-LEVALDIGI (ITALY)**.

- **L'Aeroporto**
collocazione geografica
la storia
situazione attuale
- **Lo sviluppo dell'Aeroporto:
un'esigenza condivisa**
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Torino-Caselle
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- **Gli effetti dello sviluppo
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- **Conclusioni**

The Airport envelopment inside an international net

In this way the node of Cuneo-Levaldigi will enter in a virtuous circle and, also thanks to the development of the air logistic, will be able to be shaped like a logistic pole of the goods with benefits for all local economy and therefore like new door of the Province of Cuneo.

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