

Page 1

Changed chart(s) since Disc 03-2011

ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
-----	-----------------	-------	----------	----------

No revision activity since Disc 03-2011

LSZA (Lugano)**General Info**

Lugano, CHE

N 46° 00.2' E 08° 54.6' Mag Var: 0.0°W

Elevation: 915'

Public, IFR, Control Tower, Customs, Landing Fee

Pattern Altitude: 2685 feet AGL

Fuel: 100LL, Jet A-1

Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+1:00 uses DST

Runway Info

Runway 01-19 4429' x 98' asphalt

Runway 01 (18.0°M) TDZE 896'

Lights: Edge, Centerline, REIL

Displaced Threshold Distance 361'

Runway 19 (198.0°M) TDZE 915'

Lights: Edge, ALS, Centerline, REIL

Displaced Threshold Distance 672'

Communications InfoATIS **121.175**Lugano Tower **122.55** SecondaryLugano Tower **120.25**Lugano Tower **119.7** SecondaryLugano Ground Control **121.775****Notebook Info**

LSZA/LUG

JEPPESEN

LUGANO, SWITZERLAND

22 JUN 07

(10-0)

LUGANO

SPECIAL REGULATIONS FOR IFR APPROACH AND DEPARTURE**1. IFR PROCEDURES**

The use of IFR approach or departure procedures in Lugano is limited to pilots, operators and aircraft fulfilling the Airport Qualifications according 2.

1.1 IFR APPROACH PROCEDURES

Any approaching aircraft must comply with the requirements of Aircraft Certification according 2.1 as well as with the relevant procedures on approach charts.

The following instrument approach procedures with the corresponding requirements are available:

- a) LOC DME-Hotel Rwy 01 for Circling Rwy 19 (approach procedure)
Requirements: At least Pilot Qualification type A.
Conditions: according 1.4.2, 1).
- b) LOC DME-Lima Rwy 01 for Circling Rwy 19 (steep approach procedure)
Requirements: - At least Pilot Qualification type B.
- Aircraft certification according 2.1 for steep approach of 5.4° or higher.
- Contingency procedure for circling according 1.4.2, 2b).
Conditions: according 1.4.2, 2b) Circling procedure rwy 19.
- c) IGS Rwy 01 (steep approach procedure)
Requirements: - Pilot Qualification type C.
- Aircraft certification according 2.1 for steep approach of 6° or higher.

1.2 IFR DEPARTURE PROCEDURES

Any departing aircraft must comply with the requirements of Aircraft Certification according 2.1 as well as with the relevant procedures published on SID charts.

Standard Instrument Departures (SIDs):

- a) Requirements: At least Pilot Qualification type A
Conditions: VIS ≥ 3000m and ceiling ≥ 2100'.
- b) Requirements: - At least Pilot Qualification type B.
- Aircraft complying with the climb requirements according to published procedures, or approved Company contingency procedures.
Conditions: VIS ≥ 400'.

1.3 APPROACH TO RWY 01**1.3.1 IGS RWY 01 STEEP APPROACH 6.65°**

Instruction of crews using the IGS 01 approach procedure must satisfy the rules of the "Training Requirements Application Manual" (TRAM) for Lugano Airport.

The IGS approach may only be used by qualified crew and certified aircraft for a "steep approach" of 6° or higher.

For aircraft certified for steep approaches of 6.65° or more, the instrument approach procedure IGS rwy 01 may be used with an angle of 6.65° during the entire approach until landing.

For aircraft certified for steep approaches with an angle between 6° and 6.64°, the use of the instrument approach procedure IGS rwy 01 is subject to the following regulations:

- a) The approach for landing will be performed at an angle of 6.65° (phase 1). The following landing phase (phase 2) has to be performed at a maximum angle of 6° with the help of the PAPI set on this value.
- b) The aircraft must be established (with the corresponding Vref) along the portion with an approach angle of 6° at latest at a height of 500' AAL; in any other case the approach procedure must be interrupted and a go-around procedure must be initiated.

LSZA/LUG
LUGANO

27 MAR 09

JEPPESSEN

LUGANO, SWITZERLAND

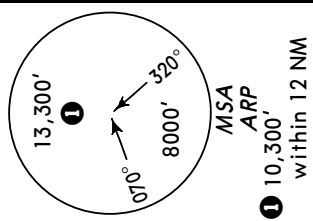
Eff 9 Apr**STAR**

*ATIS
121.17

Apt Elev
915'

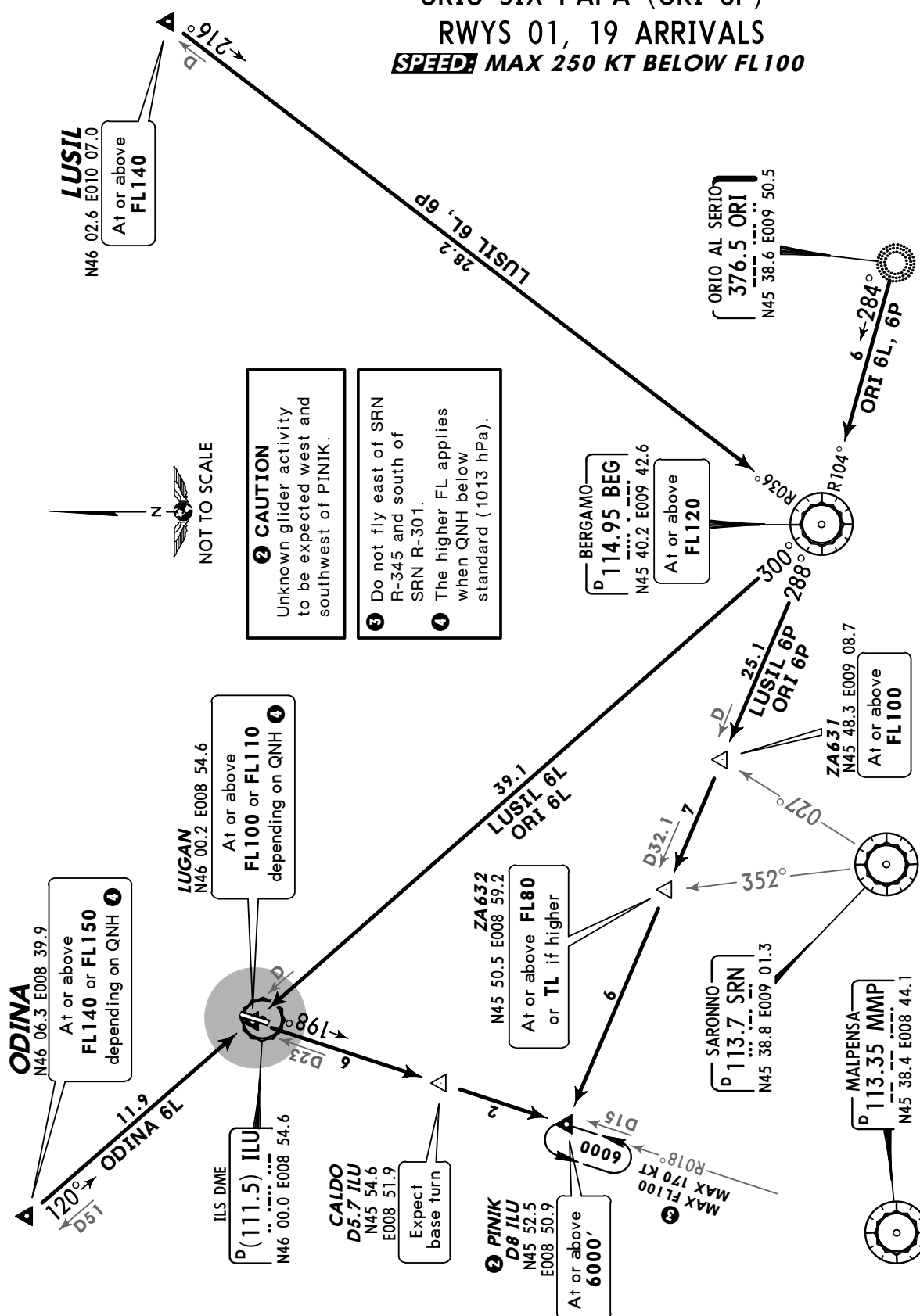
Alt Set: hPa

Trans level: By ATC Trans alt: 6000'



LUSIL SIX LIMA (LUSIL 6L) [*LUSI6L*]
LUSIL SIX PAPA (LUSIL 6P) [*LUSI6P*]
ODINA SIX LIMA (ODINA 6L) [*ODIN6L*]
ORIO SIX LIMA (ORI 6L)
ORIO SIX PAPA (ORI 6P)
RWYS 01, 19 ARRIVALS

SPEED: MAX 250 KT BELOW FL100



LSZA/LUG
LUGANO

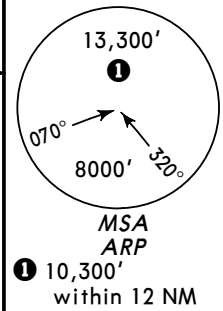
JEPPesen
27 MAR 09 **(10-2A)** **Eff 9 Apr**

LUGANO, SWITZERLAND

STAR

*ATIS 121.17	Apt Elev 915'	Alt Set: hPa Trans level: By ATC Trans alt: 6000'
------------------------	-------------------------	---

SARONNO FIVE LIMA (SRN 5L)
TORINO FIVE LIMA (TOP 5L)
VOGHERA FIVE LIMA (VOG 5L)
RWYS 01, 19 ARRIVALS
SPEED MAX 250 KT BELOW FL100



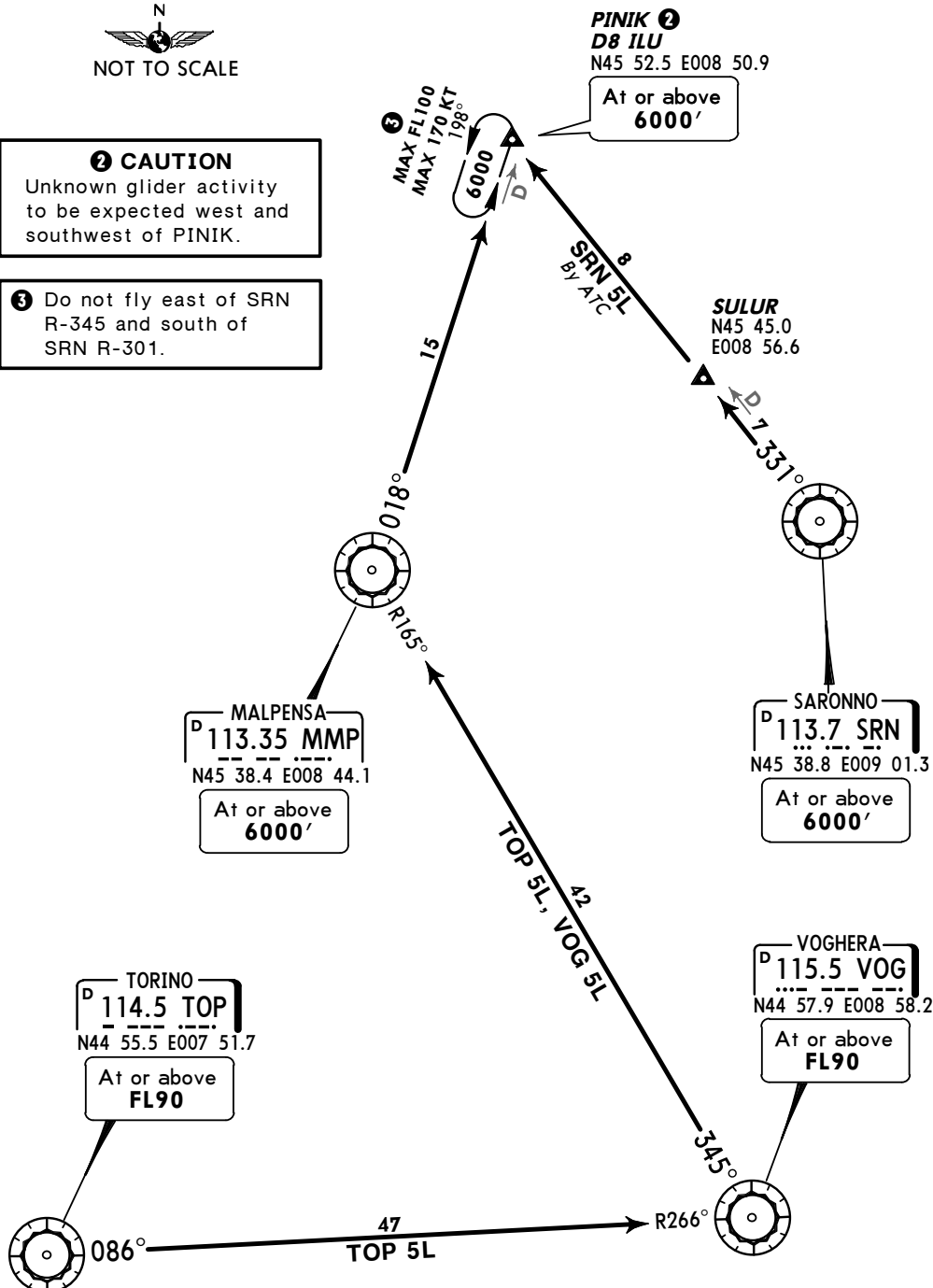
ILS DME
D(111.5) ILU
N46 00.0 E008 54.6



NOT TO SCALE

2 CAUTION
Unknown glider activity
to be expected west and
southwest of PINIK.

3 Do not fly east of SRN
R-345 and south of
SRN R-301.



LSZA/LUG
LUGANO

JEPPESEN

LUGANO, SWITZERLAND

2 MAY 08

10-3

Eff 8 May

SID

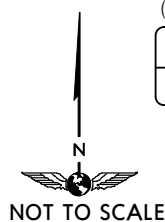
Apt Elev
915'

Trans level: By ATC Trans alt: 6000'

CANNE EIGHT UNIFORM
(CANNE 8U) [CANE8U]
CANNE EIGHT WHISKEY
(CANNE 8W) [CANE8W]
RWYS 01, 19
DEPARTURES

4 LUGAN
N46 00.3 E008 54.5
(MMP R-018/D23)
(ORI R-301/D39)

From runway 01
At or above **5000'**



IXORA
N45 50.2 E008 35.3
(114.5 TOP R-029)

At or above
FL120

2 PINIK
D8 ILU
N45 52.5 E008 50.9

At or above
6000

ZA555
N45 47.3 E008 41.6

At or above
FL100

2 CAUTION

Unknown glider activity
to be expected west and
southwest of PINIK.

3 The higher FL applies when QNH
below standard (1013 hPa).

Rwy 19

These SIDs require minimum climb gradients
of

681' per NM (11.2%) up to **2100'**, then
608' per NM (10%) up to **4100'**, then
352' per NM (5.8%) up to **5500'**.

Gnd speed-KT	75	100	150	200	250	300
681' per NM	851	1134	1701	2268	2836	3403
608' per NM	760	1013	1519	2025	2532	3038
352' per NM	441	587	881	1175	1468	1762

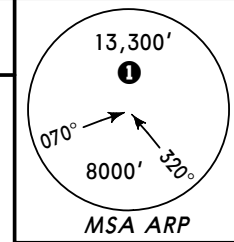
RWY 19	ILU DME ALT	D1	D2	D3	D4	D5	D6	D7
		1590'	2250'	2860'	3460'	4070'	4440'	4790'
SID	RWY	INITIAL CLIMB/ROUTING						
CANNE 8U	01	Climb straight ahead on ILU LOC back course or MMP R-018, at ILU 2 DME turn RIGHT to LUGAN and 5000' , turn LEFT, intercept SRN R-348 to CANNE.						
	19	Climb straight ahead on ILU LOC until intercepting MMP R-018 inbound, at 5000' turn LEFT, intercept SRN R-348 to CANNE.						
CANNE 8W By ATC	01	Climb straight ahead on ILU LOC back course or MMP R-018, at ILU 2 DME turn RIGHT to LUGAN and 5000' , then to PINIK, intercept 231° bearing towards RMG to ZA555, intercept SRN R-301 to IXORA, intercept 031° bearing from RMG to CANNE.						
	19	Climb straight ahead on ILU LOC until intercepting MMP R-018 inbound to PINIK, intercept 231° bearing towards RMG to ZA555, intercept SRN R-301 to IXORA, intercept 031° bearing from RMG to CANNE.						

CANNE

N46 10.0 E008 52.9

At or above
FL140 or FL150
depending on QNH **3**

1 10,300'
within
12 NM



ZA506
N46 05.2 E008 54.2

At or above **FL130**

ILS-DME (BACK CRS)
111.5 ILU
.. 111.5 ILU
(FRONT CRS 018°)

MAX 150 KT
Minimum
BANK 25°

ZA505
N46 00.3 E008 55.5

At or above
FL90

CANNE 8U
from runway 19
Turn at **5000'**

ORIO AL SERIO
D 112.6 ORI
N45 40.2 E009 42.4

SARONNO
D 113.7 SRN
N45 38.8 E009 01.3

MALPENSA
D 113.35 MMP
N45 38.4 E008 44.1

LSZA/LUG
LUGANO

JEPPESEN

LUGANO, SWITZERLAND

2 MAY 08

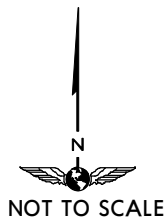
10-3A

Eff 8 May

SID

Apt Elev
915'

Trans level: By ATC Trans alt: 6000'

OMETO EIGHT WHISKEY
(OMETO 8W) [OMET8W]
RWYS 01, 19 DEPARTURE**2 CAUTION**Unknown glider activity
to be expected west and
southwest of PINIK.**3** The higher FL applies when QNH
below standard (1013 hPa).**OMETO**N45 44.2
E008 02.6At or above
FL180 or
FL190
depending
on QNH **3****BAVMI**N45 42.2
E008 24.5At or above
FL150**ZA555**N45 47.3
E008 41.6At or above
FL100**PINIK 2****D8 ILU**

N45 52.5 E008 50.9

At or above **6000'**ORIO AL SERIO
D 112.6 ORI
N45 40.2 E009 42.4SARONNO
D 113.7 SRN
N45 38.8 E009 01.3TOP
114.5ROMAGNANO
337 RMG
N45 37.7 E008 24.4**ZA556**
N45 41.5
E008 31.3At or above
FL130MALPENSA
D 113.35 MMP
N45 38.4 E008 44.1**Rwy 19**This SID requires minimum climb gradients
of
681' per NM (11.2%) up to **2100'**, then
608' per NM (10%) up to **4100'**, then
352' per NM (5.8%) up to **5500'**.

Gnd speed-KT	75	100	150	200	250	300
681' per NM	851	1134	1701	2268	2836	3403
608' per NM	760	1013	1519	2025	2532	3038
352' per NM	441	587	881	1175	1468	1762

RWY 19	ILU DME ALT	D1	D2	D3	D4	D5	D6	D7
		1590'	2250'	2860'	3460'	4070'	4440'	4790'
RWY	INITIAL CLIMB							
01	Climb straight ahead on ILU LOC back course or MMP R-018, at ILU 2 DME turn RIGHT to LUGAN and 5000' , intercept MMP R-018 inbound.							
19	Climb straight ahead on ILU LOC until intercepting MMP R-018 inbound.							
ROUTING								
On MMP R-018 inbound to PINIK, intercept 231° bearing towards RMG via ZA555 to ZA556, intercept SRN R-277 via BAVMI to OMETO.								

CHANGES: SIDs renumbered & revised.

© JEPPESEN, 2005, 2008. ALL RIGHTS RESERVED.

LSZA/LUG
LUGANO

JEPPESEN
27 MAR 09 10-3B

Eff 9 Apr

LUGANO, SWITZERLAND

SID

Apt Elev
915'

Trans level: By ATC Trans alt: 6000'

ORIO NINE UNIFORM (ORI 9U)
ORIO NINE WHISKEY (ORI 9W)
RWYS 01, 19 DEPARTURES

LUGAN
N46 00.2 E008 54.6
(MMP R-018/D23)
(BEG R-301/D39.1)

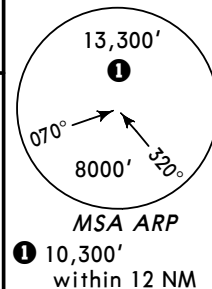
From
runway 01
At or above
5000'

ILS DME
D (111.5) ILU
N46 00.0 E008 54.6

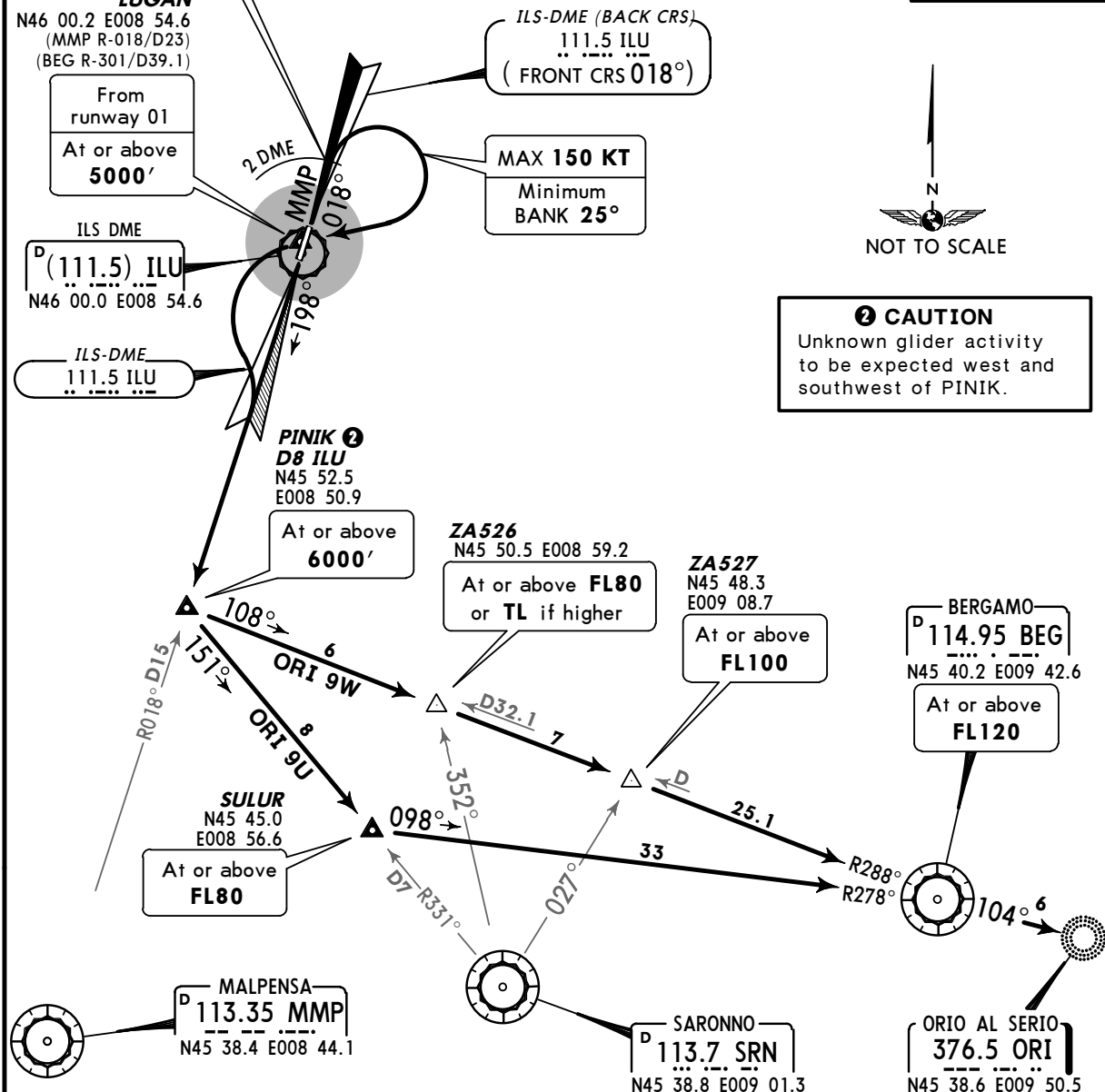
ILS-DME
111.5 ILU

ILS-DME (BACK CRS)
111.5 ILU
(FRONT CRS 018°)

MAX 150 KT
Minimum
BANK 25°



CAUTION
Unknown glider activity
to be expected west and
southwest of PINIK.



Rwy 19
These SIDs require minimum climb gradients
of
681' per NM (11.2%) up to **2100'**, then
608' per NM (10%) up to **4100'**, then
352' per NM (5.8%) up to **5500'**.

Gnd speed-KT	75	100	150	200	250	300
681' per NM	851	1134	1701	2268	2836	3403
608' per NM	760	1013	1519	2025	2532	3038
352' per NM	441	587	881	1175	1468	1762

RWY 19	ILU DME ALT	D1	D2	D3	D4	D5	D6	D7
		1590'	2250'	2860'	3460'	4070'	4440'	4790'
RWY	INITIAL CLIMB							
01	Climb straight ahead on ILU LOC back course or MMP R-018, at ILU 2 DME turn RIGHT to LUGAN and 5000' , intercept MMP R-018 inbound.							
19	Climb straight ahead on ILU LOC until intercepting MMP R-018 inbound.							
SID	ROUTING							
ORI 9U	On MMP R-018 inbound to PINIK, intercept SRN R-331 inbound to SULUR, intercept BEG R-278 inbound to ORI.							
ORI 9W	On MMP R-018 inbound to PINIK, intercept BEG R-288 inbound via ZA526 and ZA527 to ORI.							

LSZA/LUG
LUGANOJEPPESEN
27 MAR 09 (10-3C)

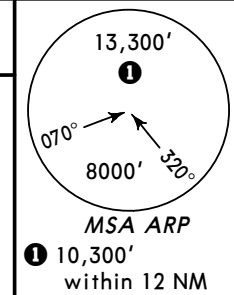
Eff 9 Apr

LUGANO, SWITZERLAND

SID

Apt Elev
915'

Trans level: By ATC Trans alt: 6000'



LUGAN
N46 00.2 E008 54.6
(MMP R-018/D23)
(BEG R-301/D39.1)

From runway 01

At or above **5000'**

ILS DME
D (111.5) ILU
N46 00.0 E008 54.6

ILS-DME
111.5 ILU

ILS-DME (BACK CRS)
111.5 ILU
(FRONT CRS 018°)

MAX 150 KT

Minimum
BANK 25°At or above
2800'Maintain visual
ground contact
to **2800'**

PINIK EIGHT ALFA
(PINIK 8A) [PINI8A]
SARONNO EIGHT WHISKEY
(SRN 8W)
VOGHERA EIGHT WHISKEY
(VOG 8W)
RWYS 01, 19 DEPARTURES

PINIK 8
D8 ILU
N45 52.5 E008 50.9

PINIK 8A

At **6000'**

SRN 8W, VOG 8W
At or above **6000'**

BERGAMO
D 114.95 BEG
N45 40.2 E009 42.6

ZA552
N45 46.3
E008 47.8

SULUR
N45 45.0
E008 56.6

SARONNO
D 113.7 SRN
N45 38.8 E009 01.3

At or above
ENROUTE FL
according to next
airway segment

MALPENSA
D 113.35 MMP
N45 38.4 E008 44.1

At or above
FL80

VOGHERA
D 115.5 VOG
N44 57.9 E008 58.2

At or above
FL110

NOT TO SCALE

2 CAUTION

Unknown glider activity
to be expected west and
southwest of PINIK.

3 Do not fly east of SRN R-345
and south of SRN R-301.

Rwy 19

These SIDs require minimum climb gradients
of
681' per NM (11.2%) up to **2100'**, then
608' per NM (10%) up to **4100'**, then
352' per NM (5.8%) up to **5500'**.

Gnd speed-KT	75	100	150	200	250	300
681' per NM	851	1134	1701	2268	2836	3403
608' per NM	760	1013	1519	2025	2532	3038
352' per NM	441	587	881	1175	1468	1762

RWY 19	ILU DME ALT	D1	D2	D3	D4	D5	D6	D7
		1590'	2250'	2860'	3460'	4070'	4440'	4790'

PINIK 8A: Climb to and maintain **6000'** at or before PINIK

RWY	INITIAL CLIMB
01	Climb straight ahead on ILU LOC back course or MMP R-018, at ILU 2 DME turn RIGHT to LUGAN and 5000' , intercept MMP R-018 inbound.
19	Climb straight ahead on ILU LOC until intercepting MMP R-018 inbound.
SID	ROUTING
PINIK 8A	On MMP R-018 inbound to PINIK, join holding.
SRN 8W	On MMP R-018 inbound to PINIK, intercept SRN R-331 inbound to SRN.
VOG 8W	On MMP R-018 inbound via PINIK to MMP, intercept VOG R-345 inbound to VOG.

LSZA/LUG
LUGANO

JEPPESEN

7 SEP 01

10-4

LUGANO, SWITZERLAND
NOISE**NOISE ABATEMENT**

SUMMER	: LT minus 2 HOURS	= UTC (Z)
WINTER	: LT minus 1 HOUR	= UTC (Z)

GENERAL

The following regulations are defined to avoid excessive noise at and in the vicinity of Lugano airport. Operators unable to comply with these rules and procedures shall submit the procedure they intend to apply for approval to the airport authority.

All aircraft types to be used for regular services at Lugano airport will be subject to an individual noise qualification prior to receiving operating rights.

In particular cases, the Airport Authority can issue differing procedures and rules for the noise abatement.

Aircraft not admitted unless special authorization

The following aircraft types intending to operate at Lugano airport will not be admitted without special authorization by the Airport Authority which must be filed at least 24 hours before the intended arrival.

JET AIRCRAFT

Reference AIP GEN 4-1 Appendix 1, class I - IV.

PROP AIRCRAFT

Reference AIP GEN 4.1.5, class A and following aircraft of class B:

- BE-55 Beech Baron 55
- C 210 Cessna 210 CENTURION

HELICOPTERS

- Bell 204
- Bell 214
- Kamow.

ARRIVALS**CIRCLING APPROACHES**

The following noise abatement circling procedure for Rwy 19 has been published:

Follow the published instrument approach to Rwy 01 until 3500' QNH MIM. If ceiling and visibility permit, proceed on left-hand downwind for Rwy 19 (circling East of the airport). Leave 3500' QNH not before entering base turn for Rwy 19.

LOCAL FLYING RESTRICTIONS

Flight operations are prohibited outside aerodrome operating hours (0800-2000LT).

Exeptions are given for the following flights:

a) Scheduled and non-scheduled commercial air traffic:

Mon-Fri 0700-2200LT,
Sat 0700-2045LT,
Sun 0800-2200LT.

- with special authorization (PPR til 1800LT) :

Sat 2045-2200LT, Sun 0700-0800 LT

- with special authorization only for scheduled air traffic:

Mon-Sun 0600-0700LT and 2200-2300LT.

b) Private traffic:

Mon-Sun 0800-2000LT.

- with special authorization for private traffic (PPR til 1800LT):

Mon-Sun 0700-0800LT and 2000-2200LT.

c) Flights with Special authorization:

Special authorization can be issued for the Federal Department of Transport, Communications and Energy and for the Swiss Federal Department of Defence, in particular for State aircraft and as well as for search and rescue flights, police and supervision flights, flights carrying sick and injured persons, flights transporting organs for implantation, relief flights in disaster cases.

Airport circuits only:

Mon-Fri 0800-1200LT and 1400LT-SS (MAX-1800LT), Sat 0900-1200LT and 1500-1700LT.

LSZA/LUG
LUGANO

7 SEP 01



LUGANO, SWITZERLAND
NOISE

NOISE ABATEMENT

REVERSE THRUST

For deceleration it is recommended to use entire runway length available; the use of reverse thrust shall be limited for safety or particular operational reasons.

AUXILIARY POWER UNITS (APU)

The use of the APU shall be limited to 15 minutes prior to the aircraft departure or 5 minutes after arrival. The use of the APU for maintenance shall be restricted to a minimum duration.

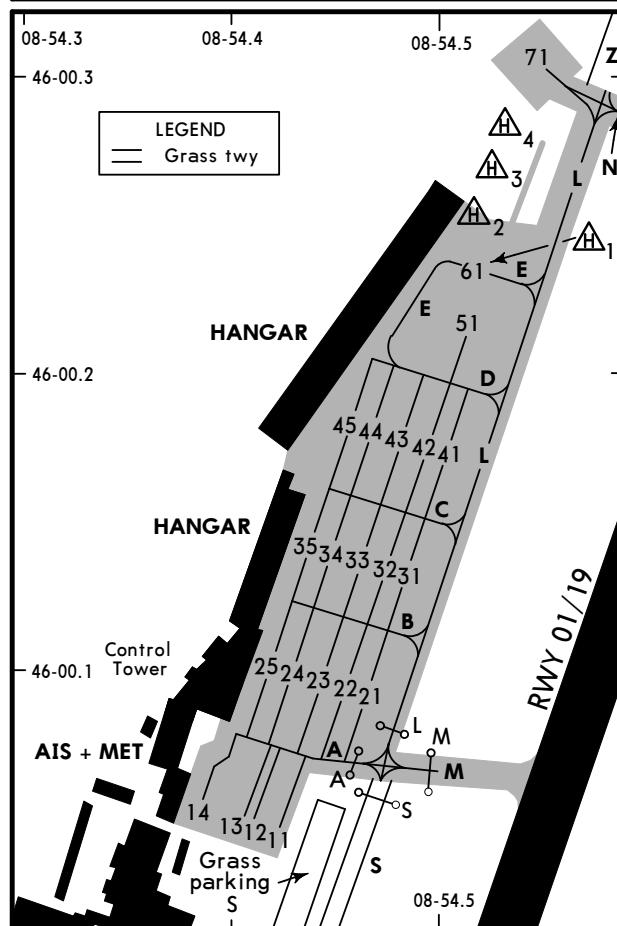
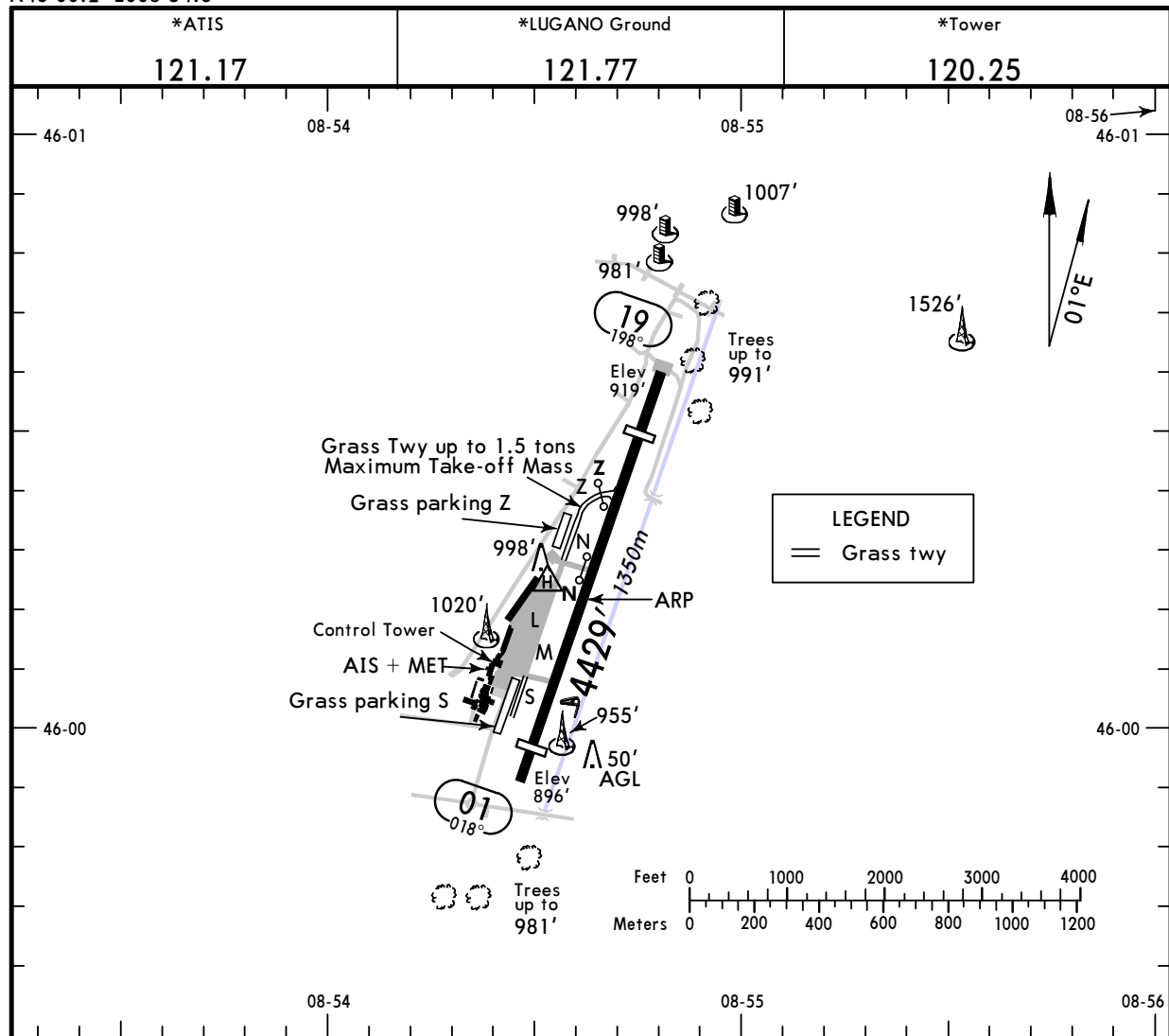
LSZA/LUG

Apt Elev **915'**
N46 00.2 E008 54.6

JEPPesen
19 DEC 08 **(10-9)**

LUGANO, SWITZERLAND

LUGANO



INS COORDINATES

STAND No.	COORDINATES	
11 thru 13	N46 00.0	E008 54.4
14	N46 00.1	E008 54.4
21, 22	N46 00.1	E008 54.5
23 thru 25	N46 00.1	E008 54.4
31 thru 33	N46 00.1	E008 54.5
34, 35	N46 00.1	E008 54.4
41 thru 61	N46 00.2	E008 54.5
71	N46 00.3	E008 54.5

WARNING: Use caution to reduce jet blast when taxiing out of parking area.

Maximum caution required when taxiing on the apron due to boarding and disembarking of passengers.

Grass parking Z & S:
Follow-me compulsory on arrival.
Available up to 1.5 tonnes MTOM

Request start-up clearance from Lugano TOWER.

No engine start-up before acft is ready to leave parking position.

LSZA/LUG



LUGANO, SWITZERLAND

19 DEC 08 (10-9A)

LUGANO

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING	BEYOND		
		Threshold	Glide Slope		
01	HIRL (60m) CL (30m) ② ③ PAPI-L (4.17°, MEHT 24')	4068' 1240m	3599' 1097m		98'
19	HIRL (60m) CL (30m) ② ④ PAPI-L (4.17°, MEHT 24')	3757' 1145m			30m

① Rwy 01/19 inner 3773' (1150m) grooved.

② REIL

③ WARNING: For IGS approach PAPI set to 6.0° only usable after passing D3.0 ILU.

④ WARNING: PAPI only usable within 2 NM from threshold.

PARKING/PUSH-BACK PROCEDURES

Psn 11 thru 14: Yellow TAX guidance lines for positions 11 thru 14, facing South.
Follow instructions of Mashaller. Push-back required for departure.

Psn 21 thru 45: Yellow TAX guidance lines for positions 21 thru 45, facing North or South.
Marshalling required for positions 24 and 44.

Psn 51: Yellow TAX guidance lines for position 51, facing North.
Push-back required for departure.

Psn 61: Yellow TAX guidance lines for position 61, facing West.
Push-back required for departure for acft with wingspan between
49'/15m and 65'/20m.

Psn 71: Yellow TAX guidance lines for position 71, facing West.
Push-back required for departure.

JAR-OPS

TAKE-OFF

	TAKE-OFF				
	Rwy 01	AIR CARRIER			
		LVP must be in force		Rwy 19	
		RL and CL	RL or CL		
A	1900' - 1500m				
B		200m	250m	400m	500m
C					
D	NOT APPLICABLE	NOT APPLICABLE			

LSZA/LUG**JEPPesen**
22 JUN 07 **(10-0A)****LUGANO, SWITZERLAND****LUGANO**

- c) The approach may be performed only if at the given time the tailwind-component, which results from the values measured at the landing on the airport, doesn't exceed the half of the value of the max tailwind-component permitted according to the Aircraft Flight Manual (AFM) for steep approach procedure.
- d) Maximum permitted difference above the descent path must correspond to half-scale on the glide-slope indicator (generally 1 dot). In the case this limit is exceeded a go-around procedure must immediately initiated.

1.3.2 PAPI RWY 01

For all approaches, only one PAPI shall be illuminated and operative.

The use of the 6° PAPI on rwy 01 is limited to certified aircraft and to flight crews qualified for steep approach and landing of 6° or higher.

The 6° PAPI on rwy 01 will only be in use for IFR traffic performing an IGS approach. For all other approaches, the 4.17° PAPI on rwy 01 will be in use.

If on an IGS approach, IFR is cancelled, or if a visual approach is requested after having passed CALDO (inbound), then the landing procedure on rwy 01 must be completed following (and not undershooting) the 6° PAPI until landing on rwy 01, or a circling procedure for landing on rwy 19 is initiated. Under this circumstance, the aircraft may descend onto the 6° PAPI earlier than MDA or VDP but not before passing D3.0 ILU.

1.4 APPROACH TO RWY 19**1.4.1 LOC DME APPROACHES FOR CIRCLING RWY 19**

Whenever possible the LOC DME approaches shall be flown on a continuous descent angle or gradient.

The break-off point on the approach will always remain at the same position, but it will be accordingly overflown at the applicable altitude.

1.4.2 CIRCLING PROCEDURES RWY 19

There are two circling procedures available.

1) CIRCLING FOXTROT RWY 19

Requirements: At least pilot qualification type A.

Conditions: VIS ≥ 5000m, Day only and ceiling ≥ 3100'.

2) CIRCLING CHARLIE RWY 19

a) Requirements: At least pilot qualification type A.

Conditions: VIS ≥ 5000m, Day only and ceiling ≥ 3100'.

b) Requirements: - At least pilot qualification type B.

- Contingency procedure approved by the respective National Aviation Authority (including approach landing climb gross gradient table and 2.0 NM THR 01 Turning Point definition).

- Specific flight training associated with the before mentioned contingency procedure.

Conditions: - If the circling follows a LOC-DME HOTEL RWY 01 approach procedure, then VIS ≥ 5000m Night, and ceiling ≥ 3100'.

- If the circling follows a LOC-DME LIMA RWY 01 approach procedure, then VIS ≥ 3000m Day/VIS ≥ 5000 Night, and ceiling ≥ 1700'.

1.5 MISSED APPROACH

During all IFR approaches the applicable MDA and the corresponding minimum visibility shall be predefined by the operator and the flight crew reflecting the daily performance limits of the corresponding aircraft given by mass, temperature, density and wind conditions (including where applicable, the Company contingency procedures).

1.6 ATC**1.6.1 COMMUNICATION WITH ATC**

Flight crews entering LUGANO CTR under IFR shall announce themselves, requesting the type of approach they intend to execute.

1.6.2 ATC FLIGHT PLAN

Operators holding an Airport Qualification according to 2. shall insert "AP QUALIFICATION VALID" in item 18 of ATC flight plan.

LSZA/LUG

JEPPESEN
22 JUN 07 10-0BLUGANO, SWITZERLAND
LUGANO

1.7 REQUIREMENTS OVERVIEW

Flight operation & procedures		Requirements	Pilot Qualification	Operator Qualification procedures	Aircraft Qualification performances*
VFR	Commercial VFR departure / arrival		minimum Type A	nil	nil
IFR APCH and LNDG	a) IFR visual apch b) LOC DME-Hotel (apch angle 4.4°) c) Circling FOXTROT (Day only) d) Circling CHARLIE (VIS ≥ 5000m Day only, ceiling ≥ 3100')		minimum Type A	nil	nil
	e) Circling CHARLIE with contingency (VIS ≥ 5000m Night/ceiling ≥ 3100') ❶		minimum Type B	Approved contingency proc (circling missed apch) required	nil
	f) Circling CHARLIE with contingency (VIS ≥ 3000m Day/VIS ≥ 5000m Night/ceiling ≥ 1700') ❶ g) LOC DME-Lima (approach angle 5.4°)		minimum Type B	Approved contingency proc (circling missed apch) required	glide certification > 5.4°
	h) IGS (approach 6.65°, landing 6°)		minimum Type C	nil	glide certification > 6.0°
IFR DEPARTURE	i) IFR departure under visual meteo conditions j) Take-off (VIS ≥ 3000/ceiling ≥ 2100')		minimum Type A	nil	nil
	k) Take-off (VIS ≥ 400m)		minimum Type B	Approved contingency proc (take-off rwy 19 and/or 01) required	nil

* The aircraft must always meet the climb requirements of the applicable procedure.

❶ Procedure not applicable if specific flight training associated to the approved contingency procedure (circling missed approach) has not been done.

nil = not required

LSZA/LUG

JEPPESEN
22 JUN 07 (10-0C)LUGANO, SWITZERLAND
LUGANO

2. AIRPORT QUALIFICATION

To operate in Lugano under IFR, following airport requirements must be fulfilled:

- The aircraft must meet the performance requirements according to the Aircraft Certification, including (where necessary) a steep approach and landing certification.
- Operator's Contingency Procedures (if required by the type of flight operation) must be calculated and available.
- The flight crew must hold a valid Pilot Qualification for the applicable type of operation and flight procedures.

To achieve the Airport Qualification, Operators shall apply in written form to the Airport Authority.

The application shall contain:

- A letter of Endorsement from the National Aviation Authority (NAA) approving the operation into Lugano and addressing being in conformity with requirements of 2.1.
- The approval, given by respective NAA of the Operator's contingency procedures.
- The proof of conducted pilots training according to 2.2.

2.1 AIRCRAFT CERTIFICATION

Any aircraft to be operated under IFR at Lugano airport shall be able to comply with the published IFR procedures according 1. or with approved company contingency procedures.

The maximum IAS, as published on the relevant charts, shall not be exceeded during the corresponding flight manoeuvres.

Aircraft to be operated on an instrument approach procedure with a glide path steeper than 4.4°, regardless of IMC or VMC conditions, must be capable for such procedure according certified operational limitations laid down in the AFM or relevant AFM supplement or "Letter of non objection".

For aircraft certified for steep approaches with an angle of 6.65° or more

The Aircraft Certification of compliancy for the Airport Qualification shall contain:

- Type, Registration and Serial Number (S/N) of the aircraft;
- Mass, Airport and Temperature (MAT) performance table calculated and published for the operation in Lugano and for the Individual Runway Tables (IRT) including:
 - Maximum Take Off Mass (MTOM) table for all applicable Standard Instrument Departures (SID), covering One Engine Inoperative (OEI) condition,
 - Maximum Landing Mass (MLM) for approach covering the speed requirements,
 - table for applicable minima covering requirements for the approach gross climb gradient,
 - if required, contingency procedures covering the entire MAT items above.
- If required for the operation, a copy of the "steep approach" certificate, or equivalent steep approach and landing capabilities for the applicable S/N Aircraft Flight Manual (AFM).

For aircraft certified for steep approaches between 6° and 6.64°

A "Letter of non objection" is needed. The "Letter of non objection" meant to prove, from a technical/operational point of view, that in the certification, already in possession of an aircraft, also include an "initial approach" of 6.65° until the MDA published; and a further "steep approach to landing", starting latest at 500' AAL, with an angle of 6°. The manufacturer shall prove that this special procedure is supported by tests and equipments of the available certification.

Furthermore the manufacturer in the "Letter of non objection" shall clearly state the performance requirements in a such matter that they shall be properly covered in case of an aircraft is certified for 6° (tolerance of +/-2° included); for instance, the "handling qualities", the Flight Guidance systems and Autopilot until the published MDA and the performance.

LSZA/LUG**JEPPESEN**
22 JUN 07 **(10-0D)****LUGANO, SWITZERLAND**
LUGANO**2.2 PILOT QUALIFICATION**

Pilots intending to operate under IFR conditions in Lugano Airport shall hold a valid Pilot Qualification according to the requirements of IFR procedures mentioned under 1.

Pilots of rotorcrafts need to comply only a Pilot Qualification type A.

2.2.1 PILOT QUALIFICATION TYPE A

The Pilot Qualification type A is directly controlled by the Airport Authority Lugano and includes:

- a) A theoretical self-instruction on:
 - Lugano general operational requirements (Federal Office for Civil Aviation-FOCA & Airport Authority),
 - Local weather phenomena and dangers,
 - Lugano orographic and topographic situation, including all relevant obstacles,
 - Approach and departure procedures (VFR & IFR),
 - Noise abatement and communication procedures,
 - Aircraft performance (All Engines Operating-AEO and OEI), including calculations of MTOM, MLM gradients and applicable minima,
 - Emergency procedures.
- b) After verification of the application, a confirmation of Pilot Qualification type A will be sent to the single flight crew.

To apply for the Pilot Qualification type A, the pilot shall contact Airport Authority Lugano or consult Lugano Airport's website under www.lugano-qualification.ch.

2.2.2 PILOT QUALIFICATION TYPE B AND C

Initial and recurrence training for Pilot Qualification type B and C are to be conducted under the jurisdiction of the respective NAA.

Minimum training requirements for the Airport Qualification are collected in a so called "Training Requirements Application Manual (TRAM)" that can be requested from the Airport Authority Lugano.

2.2.3 TRAINING RECORDS AND PILOT'S QUALIFICATION

After completion of the required training, a proof of conducted initial training according to Pilot Qualification mentioned under 2.2.2 shall be sent to the Airport Authority.

The initial training confirmation form may be requested from the Airport Authority Lugano.

A list of qualified flight crews is available to the respective NAA.

2.3 AIRPORT QUALIFICATION REGENCY

It is the Operator/Pilot's responsibility to comply any time with the Airport Qualification Recency requirements and to forward, before expiring, a recency confirmation to the Airport Authority.

2.3.1 PILOTS OPERATING UNDER JAA AOC (AIR OPERATOR CERTIFICATE)

The airport qualification recency shall be maintained according to JAR-OPS 1 and JAR-FCL (Joint Aviation Requirements - Flight Crew Licensing).

2.3.2 PILOTS PART OF PRIVATE OPERATOR AND COMMERCIAL OPERATOR OTHER THAN AOC-HOLDER

All flight crews are recent for IFR procedures and IGS operation, regardless of position, rank and function, if at least one approach into and one departure from Lugano are conducted within a six month period, under normal IFR operation.

In case of an interruption of the recency of more than six months, the applicable minima for the first three approaches shall be augmented by 500' and the applicable visibility by 1000m. Furthermore, the first three take-offs shall be conducted with a minimum VIS of 3000m and a minimum ceiling of 2100'.

LSZA/LUG

JEPPESEN
22 JUN 07 10-0ELUGANO, SWITZERLAND
LUGANO

In case of an interruption of the recency of 12 months and more, training shall be completed including at least:

- One straight-in approach, All Engines Operative (AEO), (IGS if applicable) followed by a go-around. This, with a simulated OEI condition, climbing to 6000'.
- One take-off rwy 19 climbing to 6000' onto SID or applicable contingency procedure. This, with a simulated OEI condition (not before V₂ when executed on an aircraft).

In case of an interruption of the recency of 24 months and more, the airport qualification is no longer valid and must be fully redone, according to 2.

2.4 DESCRIPTION OF IGS

Precision approach with ILS components.

Deviations are: Angle higher than standard (6.65°) and the definition of a MAP.

LSZA/LUG LUGANO

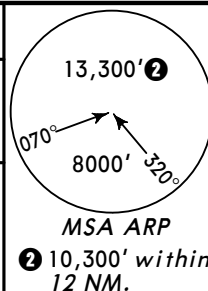
JEPPESEN
3 APR 09
Eff 9 Apr (11-1) CAT A & B ①

LUGANO, SWITZERLAND IGS Rwy 01

BRIEFING STRIP

*ATIS 121.17	*LUGANO Tower 120.25	*Ground 121.77
LOC ILU 111.5	Final Apch Crs 018°	GS D4.5 ILU 4100' (3204')
		IGS DA(H) Refer to Minimums
		Apt Elev 915' RWY 896'

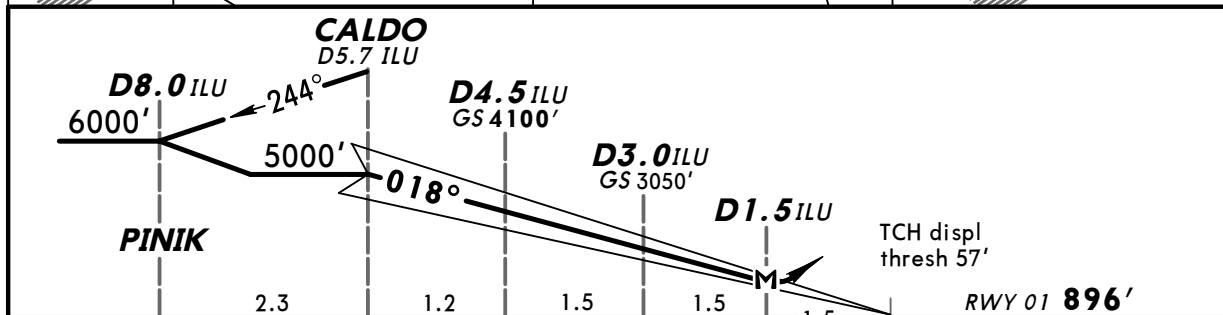
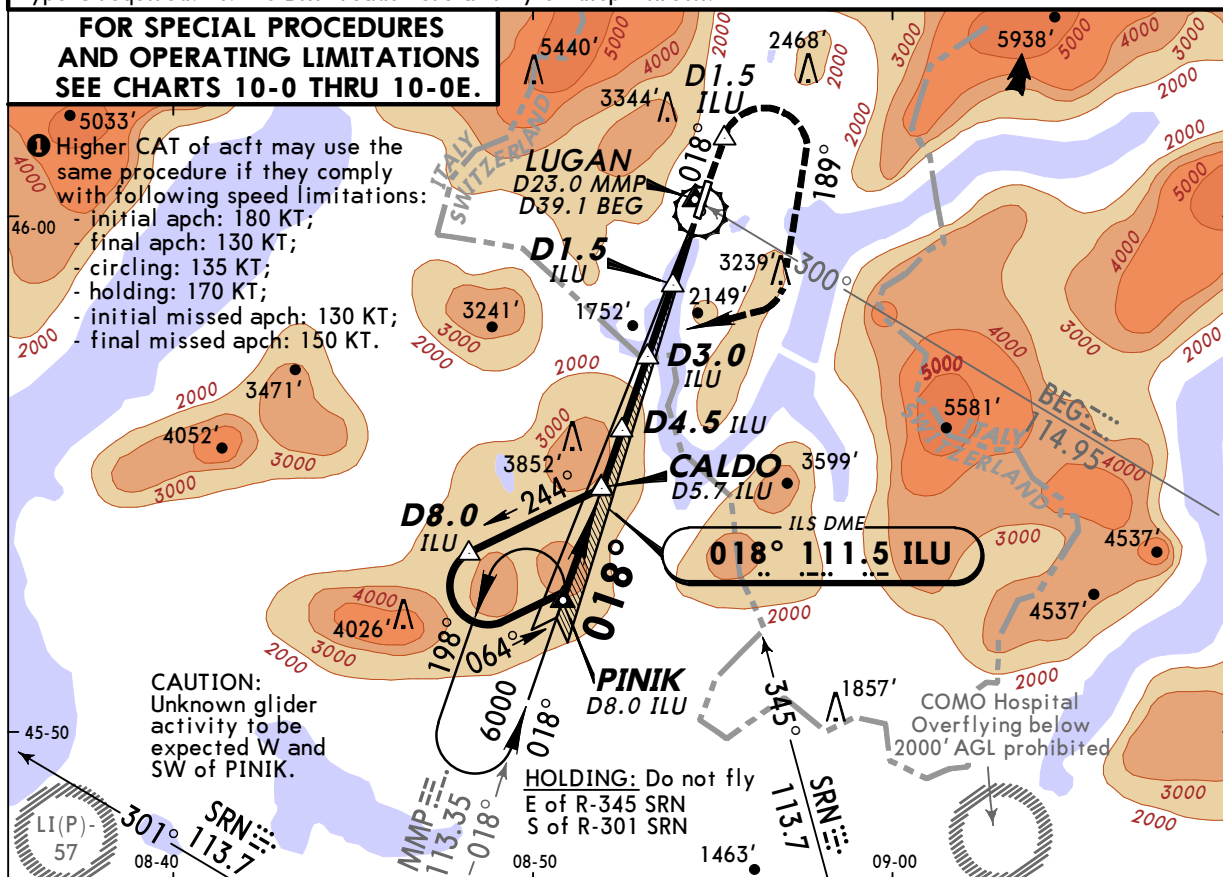
MISSED APCH: Climb STRAIGHT AHEAD to D1.5 ILU (after ILS DME), then turn RIGHT (MAX 150 KT, BANK 25°) onto track 189° climbing to 6000'. When passing 5000' turn RIGHT to intercept R-018 inbound MMP VOR and proceed to PINIK.



Alt Set: hPa Rwy Elev: 33 hPa Trans level: By ATC Trans alt: 6000'
1. WARNING: PAPI set to 6.0°. Use PAPI only after passing D3.0 ILU. Do not undershoot PAPI glide path due to trees below apch path. 2. Steep approach 6.65°. 3. Acft Certification and Crew Qualification type C required. 4. ILS DME reads zero at rwy 01 displ thresh.

FOR SPECIAL PROCEDURES AND OPERATING LIMITATIONS SEE CHARTS 10-0 THRU 10-0E.

- ① Higher CAT of acft may use the same procedure if they comply with following speed limitations:
- initial apch: 180 KT;
 - final apch: 130 KT;
 - circling: 135 KT;
 - holding: 170 KT;
 - initial missed apch: 130 KT;
 - final missed apch: 150 KT.



Gnd speed-Kts	70	90	100	120	140	160		
IGS GS 6.65°	832	1069	1188	1426	1663	1901		
MAP at D1.5 ILU								

JAR-OPS						STRAIGHT-IN LANDING RWY 01 1		CIRCLE-TO-LAND				
Missed apch climb gradient mim												
9.0% 2		8.0% 2		7.0% 2		6.0% 2		5.0% 2		2.5% 2		For VFR Circle-to-land to rwy 19 see 19-10 & 19-11
DA(H) 2070' (1174')		DA(H) 2270' (1374')		DA(H) 2540' (1644')		DA(H) 2965' (2069')		DA(H) 3360' (2464')		DA(H) 3850' (2954')		
A												
B	3000m	3700m		4400m		5500m		6500m		7800m		

- ① Apch prohibited if GP unusable.
② Climb gradient up to 5000'.

LSZA/LUG
LUGANO

3 APR 09

11-2

● LOC-Hotel Rwy 01 for Circling Rwy 19

LUGANO. SWITZERLAND

*ATIS 121.17		*LUGANO Tower 120.25		*Ground 121.77
LOC ILU 111.5	Final Apch Crs 018°	Minimum Alt PINIK 6000' (5085')	MDA(H) Refer to Minimums	Apt Elev 915' RWY 915'

MISSED APCH: Climb STRAIGHT AHEAD to D1.5 ILU (after LOC DME), then turn RIGHT (MAX 150 KT, BANK 25°) onto track 189° climbing to 6000'. When passing 5000' turn RIGHT to intercept R-018 inbound MMP VOR and proceed to PINIK.

Alt Set: hPa

Rwy Elev: 33 hPa

Trans level: By ATC

Trans alt: 6000'

1. Rate of descent 4.4°. 2. Crew Qualification type A required. 3. LOC DME reads zero at rwy 01 displaced threshold.

**FOR SPECIAL PROCEDURES
AND OPERATING LIMITATIONS
SEE CHARTS 10-0 THRU 10-0E.**

1 CAT A & B

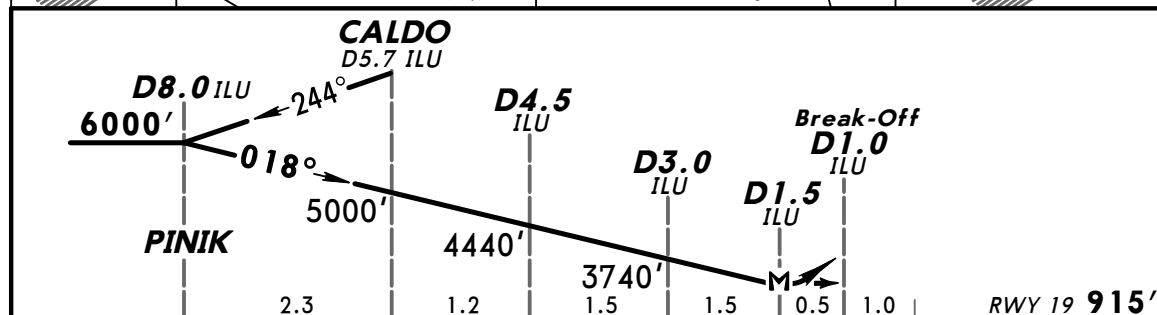
Higher CAT of acft may use the same procedure if they comply with following speed limitations

- initial apch: 180 KT;
- final apch: 130 KT;
- circling: 135 KT;
- holding: 170 KT;
- initial missed apch: 130 KT;
- final missed apch: 150 KT.

**FOR VISUAL
REFERENCES SEE
19-10**

CAUTION:
Unknown glider
activity to be
expected W and
SW of PINIK.

HOLDING: Do not fly
E of R-345 SRN
S of R-301 SRN



<i>Gnd speed-Kts</i>	70	90	100	120	140	160
<i>Descent Gradient 7.7%</i>	546	702	780	936	1092	1248
<i>MAP at D1.5 ILU</i>						

REIL
PAPI-L

Refer to
Missed Apch
above

JAR-OPS

CIRCLING TO RWY 19

Missed apch climb gradient min

6.0% 1	5.0% 1	4.0% 1	3.0% 1	2.5%
MDA(H) 3100' (2185')	MDA(H) 3300' (2385')	MDA(H) 3640' (2725')	MDA(H) 3800' (2885')	MDA(H) 3850' (2935')

A	For Visibility refer to respective circling chart 19-10/19-11
---	---

1 Climb gradient up to 5000'.

LSZA/LUG
LUGANO

JEPPESEN

3 APR 09
Eff 9 Apr

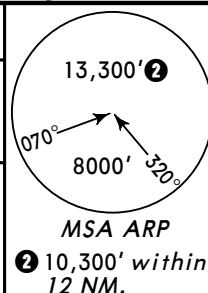
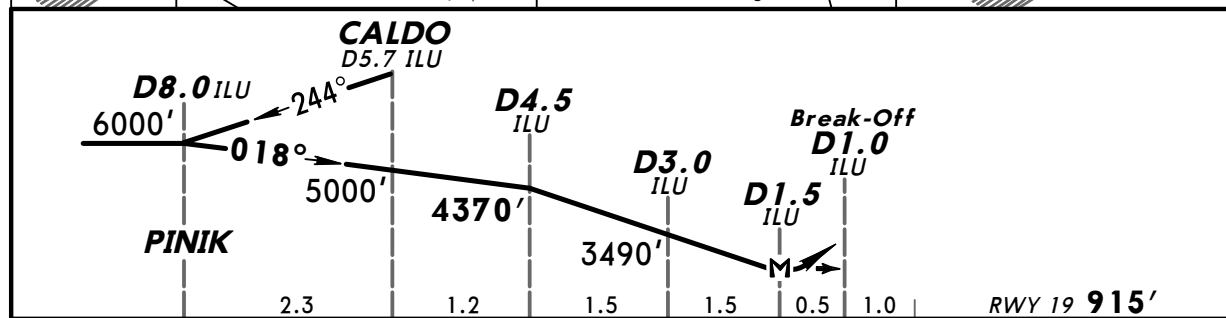
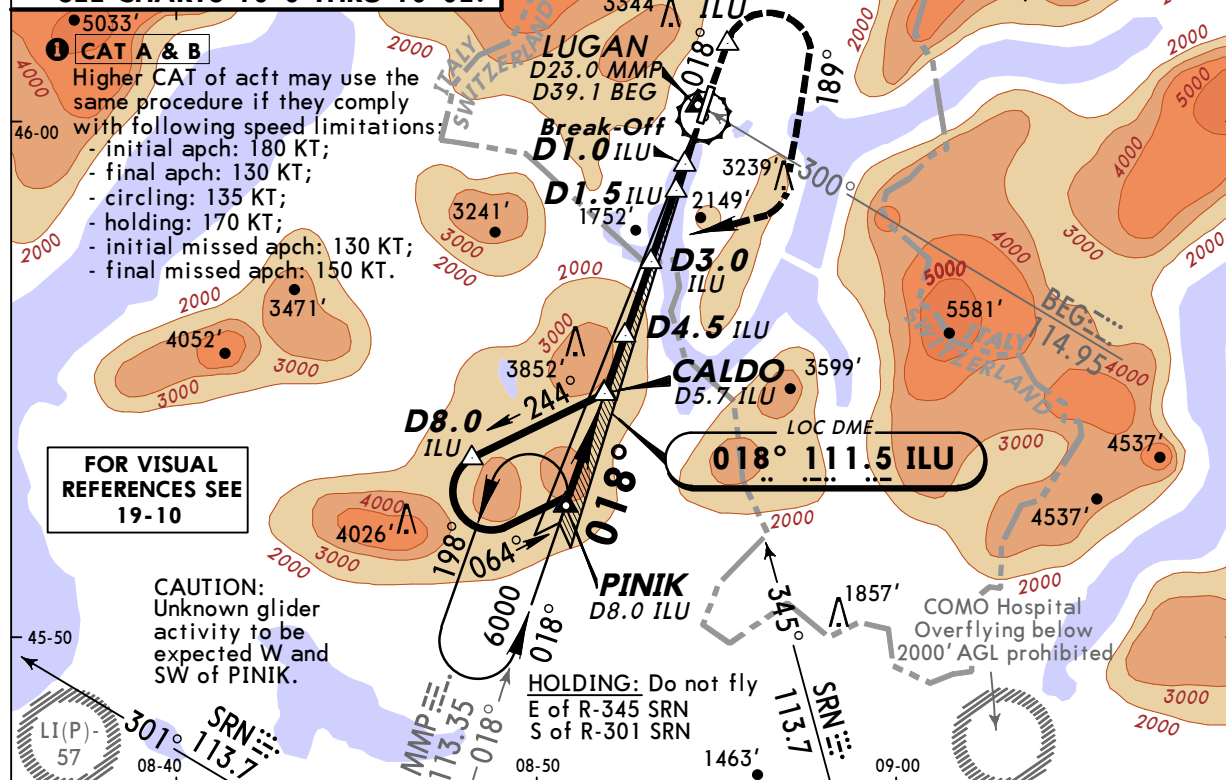
(11-3)

LOC-Lima Rwy 01 for Circling Rwy 19

LUGANO, SWITZERLAND

BRIEFING STRIP

*ATIS 121.17		*LUGANO Tower 120.25		*Ground 121.77	
LOC ILU 111.5	Final ApcH Crs 018°	Minimum Alt D4.5 ILU 4370' (3455')	MDA(H) Refer to Minimums	Apt Elev 915'	RWY 915'
MISSED APCH: Climb STRAIGHT AHEAD to D1.5 ILU (after LOC DME), then turn RIGHT (MAX 150 KT, BANK 25°) onto track 189° climbing to 6000'. When passing 5000' turn RIGHT to intercept R-018 inbound MMP VOR and proceed to PINIK.					
Alt Set: hPa Rwy Elev: 33 hPa Trans level: By ATC Trans alt: 6000'					
1. Steep approach 5.4°. 2. Aircraft Certification and Crew Qualification type B required. 3. LOC DME reads zero at rwy 01 displaced threshold.					


**FOR SPECIAL PROCEDURES
AND OPERATING LIMITATIONS
SEE CHARTS 10-0 THRU 10-0E.**


Gnd speed-Kts	70	90	100	120	140	160		
Desc Grad D8.0 ILU to D4.5 ILU	8.6%	610	784	871	1045	1219	1393	
Desc Grad after D4.5 ILU	9.5%	673	866	962	1154	1347	1539	
MAP at D1.5 ILU								

JAR-OPS**CIRCLING TO RWY 19****Missed apch climb gradient mim**

7.0% ①	6.0% ①	5.0% ①	4.0% ①	3.0% ①	2.5%
MDA(H) 2600' (1685')	MDA(H) 2960' (2045')	MDA(H) 3300' (2385')	MDA(H) 3640' (2725')	MDA(H) 3800' (2885')	DA(H) 3850' (2935')

PANS OPS 3

A	For Visibility refer to respective circling chart 19-10/19-11	
B		

① Climb gradient up to 5000'.

JEPP ESEN

15 MAY 09

19-1

LUGANO

LUGANO

SWITZERLAND

LSZA

Elev **915'**/279 m

N46 00.2

E008 54.6

2.2 NM W Lugano

(TWR) (it, en)

VDF

LUGANO TOWER

120.25

122.55 (S)

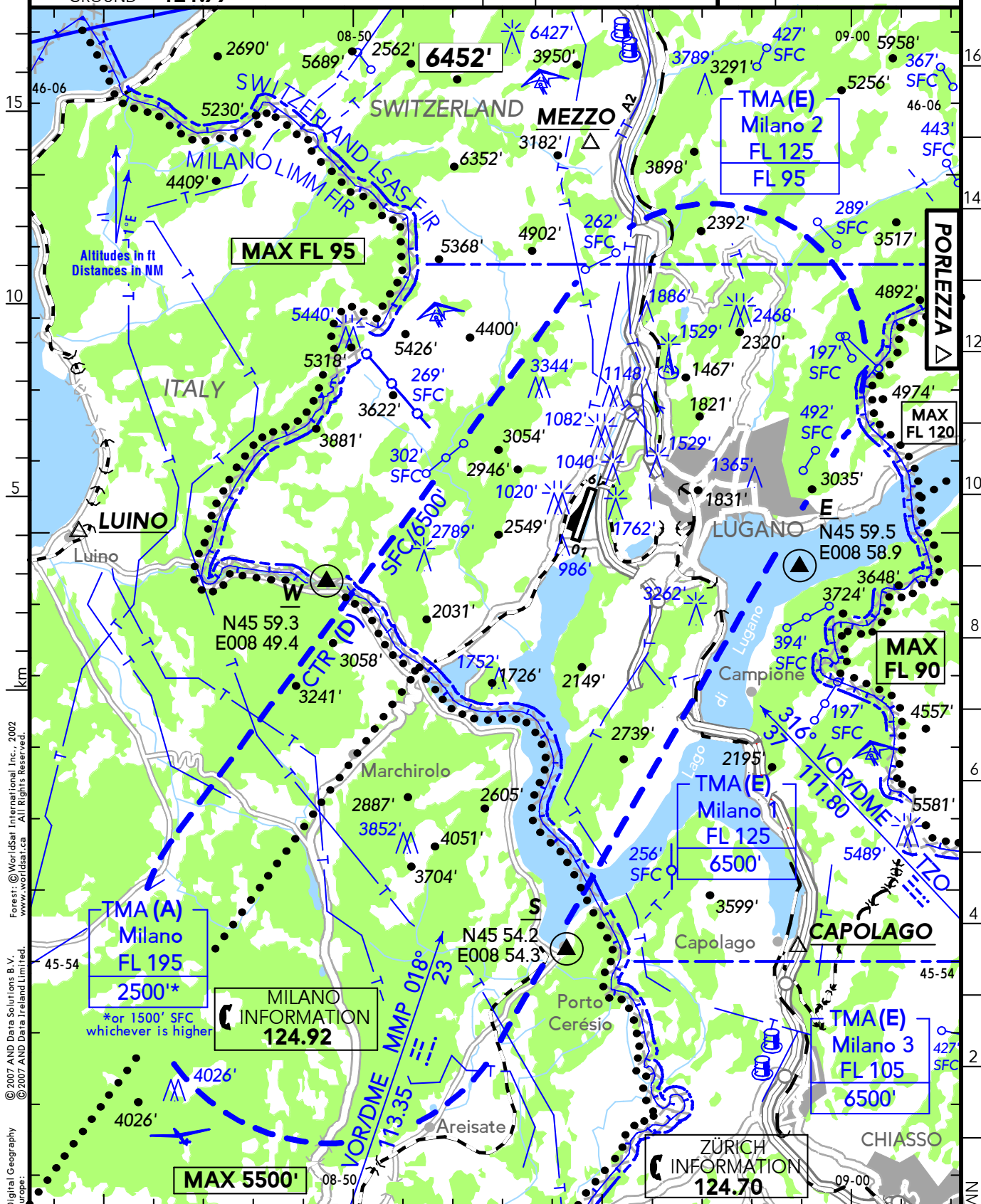
119.70 (reserve freq)

ATIS **121.17**

*ILS/DME freq paired. DME reads zero at THR 01.

RWY	ILS	RWY	ILS
01*	111.50 ILU 018°		

GROUND **121.77**



Forest: © WorldSat International Inc., 2002
www.worldsat.ca All Rights Reserved.
© 2007 AND Data Solutions B.V.
© 2007 AND Data Ireland Limited.
Digital Geography
Europe:

CHANGES: ILS - Direction Arrows - OBST - Spot Elevations - Topography.

© JEPP ESEN, 2004, 2009. ALL RIGHTS RESERVED.

Traffic Circuit

LUGANO

LUGANO

SWITZERLAND

Elev **915'** / 279 m

LSZA

N46 00.2

E008 54.6

2.2 NM W Lugano

ATIS **121.17**

*ILS/DME freq paired. DME reads zero at THR 01.

(TWR) (it, en)

VDF

LUGANO TOWER

120.25

122.55 (S)

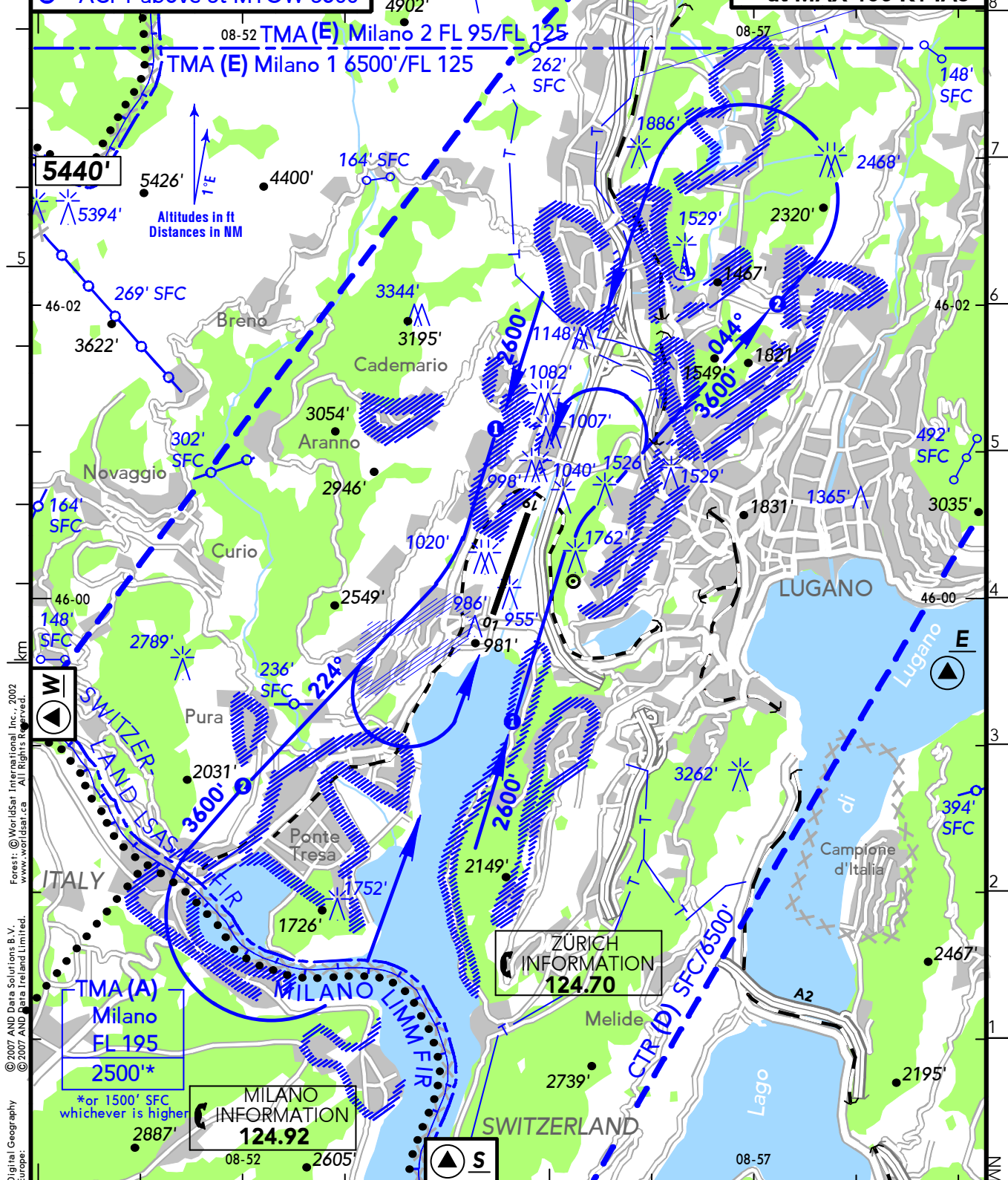
119.70 (reserve freq)

GROUND **121.77**

① ACFT up to 3t MTOW 2600'

② ACFT above 3t MTOW 3600'

APCH & DEP via REPs
at MAX 180 KT IAS



JEPPesen

15 MAY 09

19-2

LUGANO

LUGANO

SWITZERLAND

TOWER **120.25***

*For start-up of SVFR, NVFR

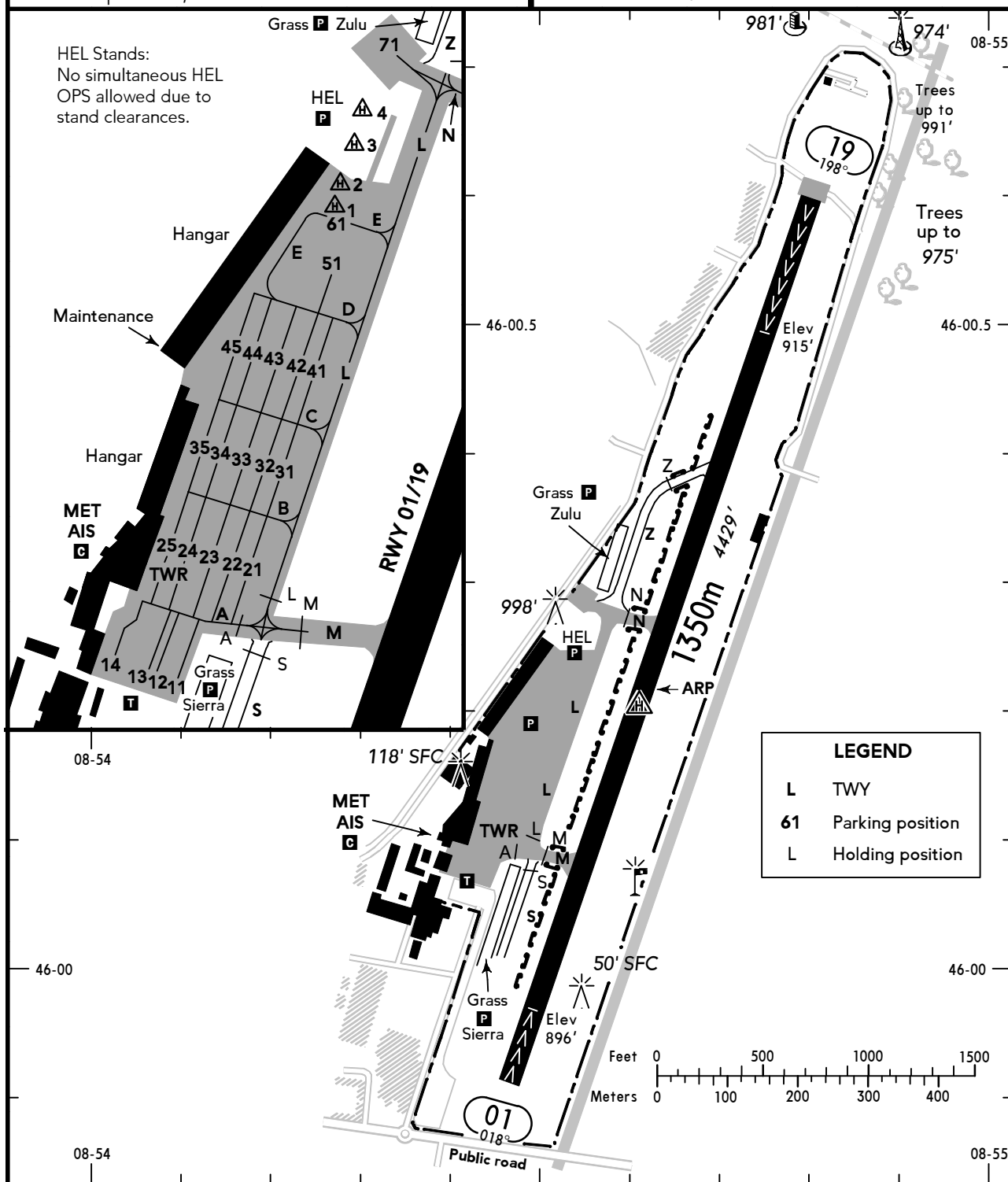
ATIS **121.17**

GROUND **121.77**

(FIS)

ZÜRICH INFORMATION

124.70



○ PAPI (4.17°) - THRL - RL - RCLL - TWYL - WDI - OBSTL.

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
01	1350 x 30 Asphalt	1350	1240	PCN 25/F/A/Y/T	○
19		1350	1145		

CAUTION:

Maximum caution when taxiing on apron due to boarding and disembarking passengers and vehicular traffic.

LUGANO

19-3

15 MAY 09

JEPPESEN

LUGANO

SWITZERLAND

NORDO ACFT PPR.

REGULATIONS FOR LUGANO CTR (D)

SVFR Minima:

- ACFT of approach category A: 3000m;
- Single engine and multi engine piston ACFT 1500m.

Establish radio contact at CAPOLAGO, MEZZO, LUINO or PORLEZZA, or 5 MIN prior entering CTR.

A transponder is not compulsory.

For ACFT which do not carry a functional radio equipment, prior permission is required from TWR by TEL 0916115050. Light signals will be given by TWR.

RADIO FAILURE PROCEDURE

Set transponder on 7600 (if equipped).

ARR

- Make at least one orbit overhead the AD at the assigned circuit altitude;
- Look out for light signals from TWR;
- Continue approach;
- Land on RWY most nearly aligned with the wind.

DEP

- Before TKOF: do not TKOF, return to ACFT stand;
- Look out for light signals from TWR;
- After TKOF: leave CTR according the clearance.

Transit

- Before receipt of CTR entry clearance: do not enter CTR;
- After receipt of CTR entry clearance: proceed as cleared.

NOISE ABATEMENT PROCEDURES

Arrange descent so as to maintain clean configuration as long as possible, ATC requirements considered.

After take-off maintain RWY heading until passing 2000', unless otherwise instructed by ATC.

Avoid noise sensitive areas in the vicinity of AD.

Jet/Turboprop ACFT

For deceleration, it is recommended to use the entire runway length available; if necessary, reverse thrust can be used only for safety or operational reasons.

Aircraft not admitted unless a special authorisation

The following ACFT types are not admitted to operate at Lugano Airport unless a special authorization has been issued by the Airport Authority. The request for a special authorisation must be filed at least 24 hours prior to intended arrival.

- Propeller aeroplanes: REF AIP, GEN 4.1.5, class A and following aeroplanes of class B: BE55, C210, C336/337.
- Helicopters: Bell 204, Bell 214, Kamov.

Taxi and Holding

Reduce noise to a minimum during taxi and holding operations.

PARKING PROCEDURES

Parking allocation under Airport Authority management. Follow marshaller indications.

The elapsed ground time shall be indicated in FPL under item 18.

For handling/fuelling service, priority is given to scheduled flights.

GRASS PARKING PROCEDURES

Grass facilities AVBL up to 1.5t MTOW.

Grass parking Zulu and Sierra: follow-me car compulsory on arrival.

JEPPESEN15 MAY 09 **(19-3A)****LUGANO****LUGANO****SWITZERLAND****ASPHALT PARKING PROCEDURES****Position 11-14**

Follow yellow taxi guidance lines, facing S. Follow instructions of marshaller.

Position 21-45

Follow yellow taxi guidance lines, facing N or S. Self manoeuvring procedure, except on stands 24 and 44 for ACFT such as DH8D or GLEX (marshalling).

Position 51

Follow yellow taxi guidance lines, facing N. Self manoeuvring procedure.

Position 61 & 71

Follow yellow taxi guidance lines, facing W. Self manoeuvring procedure.

NORDO LFZ PPR.

REGELUNGEN FÜR LUGANO CTR (D)

SVFR Minima:

- LFZ der Anflugkategorie A: 3000m;
- Ein- und mehrmotorige Kolbenmotor-LFZ 1500m.

Funkkontakt über CAPOLAGO, MEZZO, LUINO oder PORLEZZA oder 5 MIN vor Erreichen der CTR herstellen.

Ein Transponder ist nicht obligatorisch.

Für ACFT ohne Funkgerät ist eine vorherige Genehmigung von TWR per TEL 0916115050 erforderlich. Licht-Signale werden von TWR gegeben.

FUNKAUSFALLVERFAHREN

Transponder 7600 einstellen (sofern vorhanden).

ARR

- Über dem Flugplatz in den angegebenen Flughöhen kreisen,
- Auf Licht-Signale von TWR achten,
- Anflug weiterführen,
- Auf RWY mit den günstigsten Windverhältnissen landen.

DEP

- Vor dem Start: zurück zum Standplatz ,
- Lichtsignale von TWR beachten,
- Nach dem Start: CTR entsprechend der erhaltenen Freigabe verlassen.

Transit

- Vor der Freigabe zum Einfliegen in die CTR: in die CTR nicht einfliegen,
- Nach der Freigabe zum Einfliegen in die CTR: Anflug weiterführen.

LÄRMMINDERUNGSVERFAHREN

Beim Sinkflug ist unter Berücksichtigung der ATC-Anordnungen, die "clean configuration" solange wie möglich beizubehalten.

Nach dem Start Startrichtung bis 2000' beibehalten, falls nicht anders von ATC angewiesen.

Lärmempfindliche Wohngebiete in der Umgebung des Flugplatzes meiden.

Jet/Turboprop LFZ

Zum Abbremsen ist möglichst die gesamte verfügbare Bahnlänge zu nutzen. Umkehrschub nur aus betrieblichen oder Sicherheitsgründen nutzen, falls notwendig.

Flugzeuge, die nur mit spezieller Erlaubnis des Flugplatzhalters erlaubt sind

Die folgenden Flugzeugtypen sind auf dem Flughafen Lugano nur mit spezieller Genehmigung des Flugplatzbetreibers erlaubt. Die Anfrage für die spezielle Erlaubnis muss mindestens 24 Stunden vor der beabsichtigten Ankunft aufgegeben sein.

- Propellerflugzeuge: Gemäß AIP, GEN 4.1.5, Klasse A und folgende LFZ der Klasse B: BE55, C210, C336/337.
- Hubschrauber: Bell 204, Bell 214, Kamov.

LUGANO**19-3B**

15 MAY 09

JEPPESEN**LUGANO****SWITZERLAND****Roll- und Wartevorgang**

Der Lärm beim Roll- und Wartevorgang ist auf ein Minimum zu reduzieren.

PARK-VERFAHREN

Zuweisung der Parkflächen durch den Flughafenbetreiber. Anweisungen des Marshallers/Einweisers folgen.

Die Dauer der Bodenzeit ist im FPL unter Punkt 18 bekanntzugeben.

Beim Handling/Tanken haben Linienflüge Vorrang.

GRAS-PARK-VERFAHREN

Grasflächen verfügbar bis 1.5t MTOW.

Grasparkfläche Zulu und Sierra: "Follow-me" ist bei der Ankunft vorgeschrieben.

ASPHALT-PARK-VERFAHREN**Position 11-14**

Gelben Roll-Leitlinien folgen, nach S gerichtet. Den Anweisungen des Marshallers/Einweisers folgen.

Position 21-45

Gelben Roll-Leitlinien folgen, nach N oder S gerichtet. Eigenständiges Manövrieren, außer für die Positionen 24 und 44 (LFZ wie DH8D oder GLEX haben den Anweisungen des Marshallers/Einweisers zu folgen).

Position 51

Gelben Roll-Leitlinien folgen, nach N gerichtet. Eigenständiges Manövrieren.

Position 61 & 71

Gelben Roll-Leitlinien folgen, nach W gerichtet. Eigenständiges Manövrieren.

NORDO ACFT PPR.

REGLEMENTS SUR LA CTR (D) DE LUGANO

SVFR Minima:

- ACFT de la catégorie d'approche A: 3000m;
- Monomoteurs et multimoteurs à piston 1500m.

Etablir le contact radio vertical de CAPOLAGO, MEZZO, LUINO ou PORLEZZA, ou 5 MIN avant l'entrée dans la CTR.

Le transpondeur n'est pas obligatoire.

ACFT sans poste émetteur-récepteur, la permission antérieure de TWR via TEL 09161150 50 est nécessaire. La TWR donnera des signaux lumineux.

PANNE RADIO

Transpondeur: Afficher 7600 (si existant).

ARR

- Circuler dans l'altitude de vol indiquée au-dessus de l'AD,
- Faire attention aux signaux lumineux de la TWR,
- Continuer l'APCH,
- Atterrir sur la piste où le vent est avantageux.

DEP

- Avant TKOF: retourner à position stationnement (sans décollage),
- Faire attention aux signaux lumineux de la TWR,
- Après TKOF: sortir la CTR selon l'autorisation.

Trafic de passage

- Avant d'avoir reçu l'autorisation d'entrer dans la CTR: ne pas y entrer,
- Après d'avoir reçu l'autorisation d'entrer dans la CTR: procéder selon l'autorisation.

JEPPESEN

15 MAY 09 (19-3C)

LUGANO

LUGANO

SWITZERLAND

PROCEDURES ANTIBRUIT

En descente, la "clean configuration" est à maintenir aussi longtemps que possible, compte tenu des dispositions ATC.

Après le décollage maintenir le cap de piste jusqu'à 2000', ou suivre les instructions reçues par ATC.

Eviter les zones sensibles au bruit autour de l'AD.

Jet/Turboprop ACFT

Pour ralentir, il est recommandé d'utiliser toute la longueur disponible de la piste; "Reverse" seulement en raisons de sécurité ou opérationnelles, si nécessaire.

ACFT non autorisés sauf autorisation spéciale

Les ACFT suivants ne sont pas autorisés à l'aéroport de Lugano sauf si une autorisation spéciale a été délivrée par la direction de l'aéroport. La demande d'autorisation spéciale devra être effectuée au moins 24 heures avant l'heure d'arrivée prévue.

- Avions à hélices: REF AIP, GEN 4.1.5, classe A et les avions de classe B suivants: BE55, C210, C336/337.
- Hélicoptères: Bell 204, Bell 214, Kamov.

Roulage et attente

Réduire les nuisances sonores au minimum lors des périodes d'attente et de roulage.

PROCEDURES SUR LE PARKING

Allocation parking sur autorisation de l'exploitant de l'aéroport. Suivre les instructions du jalonneur/marshaller.

La durée de stationnement doit être mentionnée dans la case 18 du plan de vol.

Pour l'assistance de manoeuvre/avitaillement les vols de ligne ont la priorité.

PROCEDURES SUR LE PARKING EN HERBE

Surfaces en herbe AVBL jusqu'à 1.5t MTOW.

Parking en herbe Zulu et Sierra: une voiture "follow-me" est obligatoire en arrivée.

PROCEDURES SUR LE PARKING EN ASPHALTE**Position 11-14**

Suivre ligne de guidage jaune, facé au S. Suivre les instructions du jalonneur/marshaller.

Position 21-45

Suivre ligne de guidage jaune pour self-manoeuvre, facé au N ou S. Positions 24 et 44: ACFT similaires à DH8D ou GLEX ont à suivre les instructions du jalonneur/marshaller.

Position 51

Suivre ligne de guidage jaune pour self-manoeuvre, facé au N.

Position 61 & 71

Suivre ligne de guidage jaune pour self-manoeuvre, facé à l'ouest.

LSZA/LUG

JEPPESEN

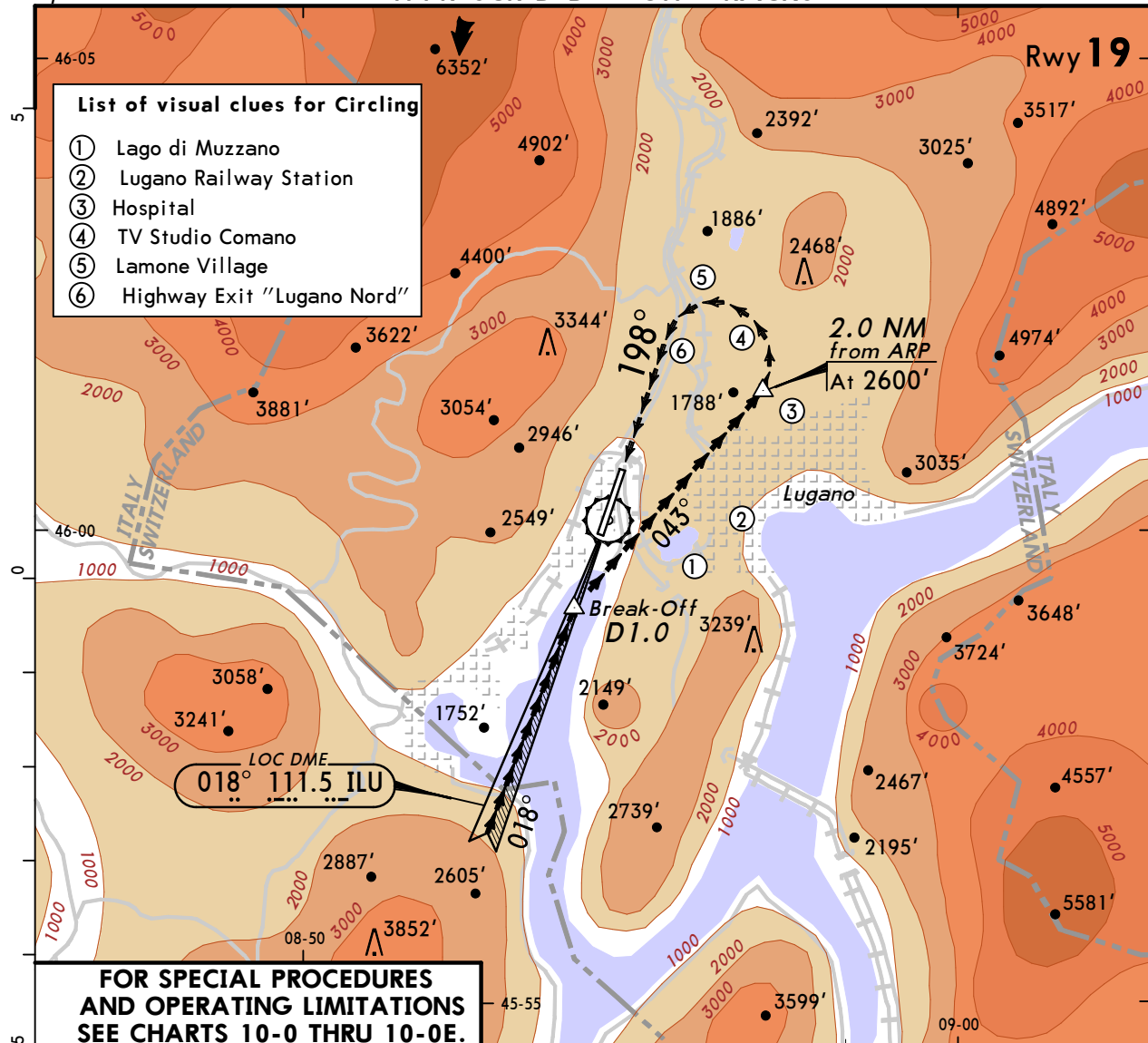
2 MAY 08 (19-10)

Eff 8 May

LUGANO, SWITZERLAND
CHARLIE CIRCLE-TO-LAND
WITH PRESCRIBED FLIGHT TRACKS

LUGANO

Apt Elev 915'



JAR-OPS

CIRCLE-TO-LAND TO RWY 19

CEILING REQUIRED

Prohibited West of runway
NIGHT: NOT AUTHORIZED

		NIGHT: NOT AUTHORIZED	
	Max Kts	MDA(H)	CEIL-VIS
A	100	2600' (1685')	3100'- 5000m
B	135		
C/D		NOT APPLICABLE	

JAR-OPS

CIRCLE-TO-LAND TO RWY 19

CEILING REQUIRED

Only applicable by operators holding a contingency procedure approved by the
Federal Office for Civil Aviation

Prohibited West of runway

		After LOC-Hotel (refer also to 11-2)		After LOC-Lima (refer also to 11-3)	
	Max Kts	MDA(H)	CEIL-VIS	MDA(H)	CEIL-VIS
A	100	2600' (1685')	3100'- 5000m	2600' (1685')	DAY: 1700'- 3000m
B	135				NIGHT: 1700'- 5000m
C/D		NOT APPLICABLE			

WARNING: Disregard PAPI rwy 01 information. Use PAPI rwy 19 information only within
2 NM from threshold.Descent to be arranged to maintain clean configuration as long as possible, safety and ATC
requirements considered.

LOC DME reads zero at rwy 01 displaced threshold.

LSZA/LUG

JEPPESEN

2 MAY 08 (19-11)

Eff 8 May

LUGANO, SWITZERLAND

FOXTROT CIRCLE-TO-LAND
WITH PRESCRIBED FLIGHT TRACKS

LUGANO

Apt Elev 915'

