

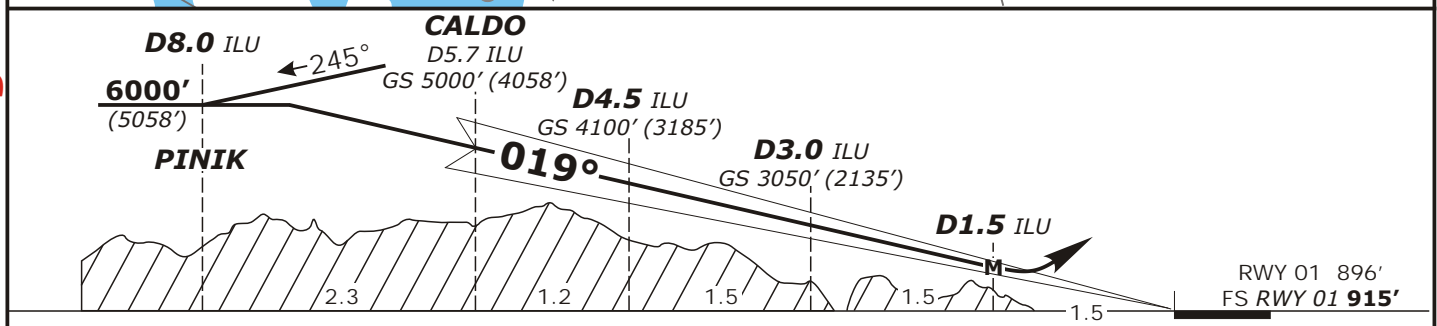
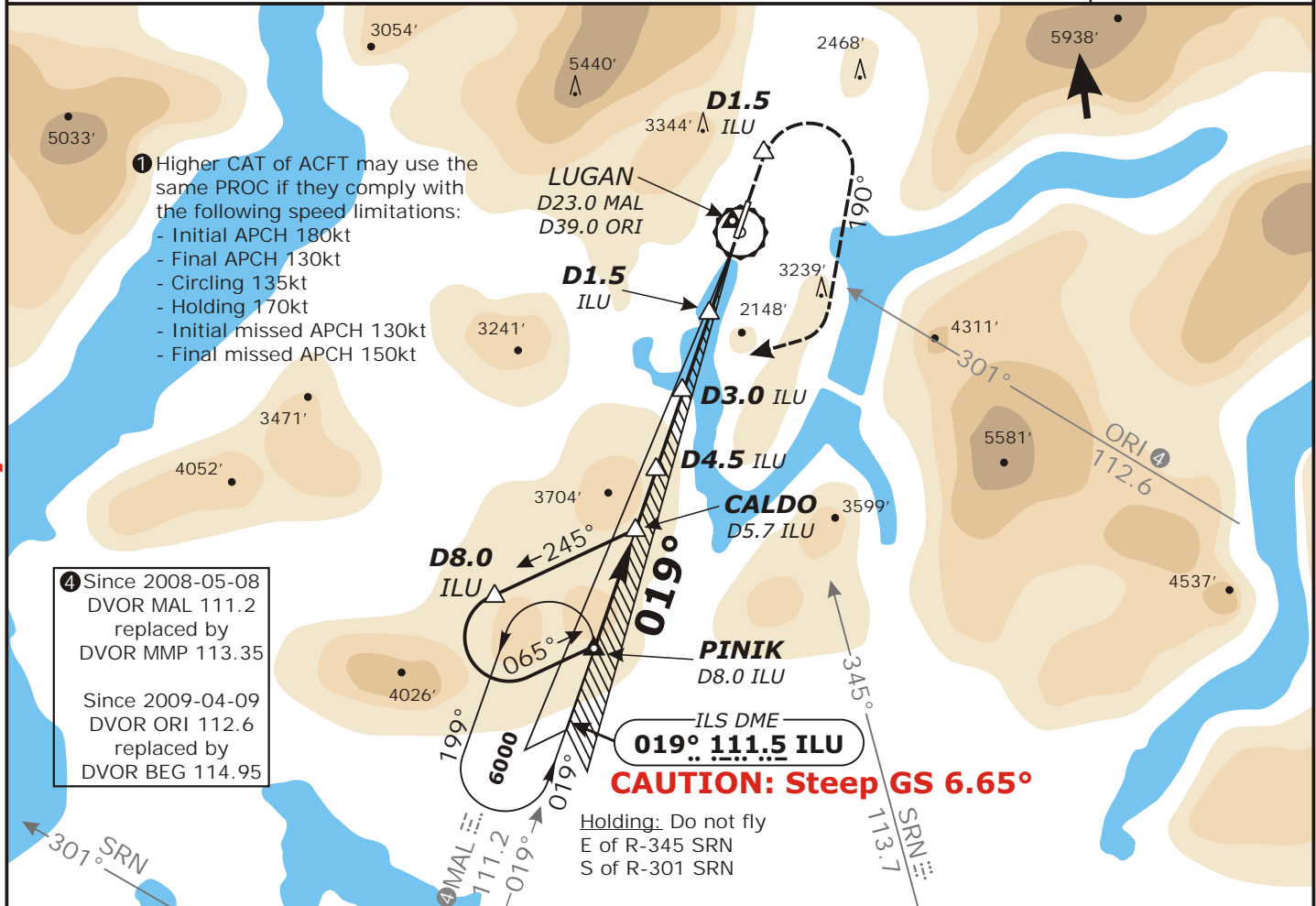
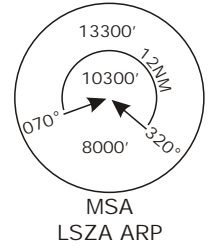
LSZA/LUG LUGANO

APP CHART NO. 1
Revision 09 APR 09

LUGANO, SWITZERLAND CAT A & B IGS Rwy 01

Valid for flight simulation use only - do not use for real life navigation

Swiss Radar LSAS_CTR 128.05	Milano Centre LIMM_CTR 127.45	Milano Approach LIMM_W_APP 126.75	Lugano Tower LSZA_TWR 118.25	Lugano Ground LSZA_GND 121.77
LOC ILU 111.5	Final Apch Crs 019°	GS D4.5 ILU 4100' (3185')	ILS DA(H) Refer to Minimums	Apt Elev 915' RWY 896' FS: RWY 915'
<p>MISSED APCH: Climb STRAIGHT AHEAD to D1.5 ILU (passed the station), then turn RIGHT (MAX IAS 150 KT, BANK 25°) onto track 190° climbing to 6000'. When reaching 5000' turn RIGHT to intercept R-019 inbound MAL/MMP^④ VOR and proceed to PINIK.</p>				
Alt Set: hPa			Rwy Elev: 33 hPa	Transition Altitude: 6000'
<p>1. WARNING: Use PAPI only after passing D3.0 ILU. 2. Do not undershoot PAPI glide path. 3. ILS DME reads zero at rwy 01 displ thresh.</p>				



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L
IGS GS 6.65° or	832	1070	1189	1427	1665	1902	
MAP at D1.5 ILU							

STRAIGHT-IN LANDING RWY 01 ^② Missed apch climb gradient mim							For CIRCLE-TO-LAND to rwy 19 see App Chart No.4 & App Chart No.5
9.0% ^③	8.0% ^③	7.0% ^③	6.0% ^③	5.0% ^③	2.5% ^③		
DA(H) 2070' (1155')	DA(H) 2270' (1355')	DA(H) 2540' (1625')	DA(H) 2965' (2050')	DA(H) 3360' (2445')	DA(H) 3850' (2935')		
A	3100m	3700m	4400m	5500m	5500m	7800m	
B							

② Apch prohibited if GP unusable.
③ Climb gradient up to 5000'

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LSZA/LUG LUGANO

APP CHART NO.2
Revision 09 APR 09

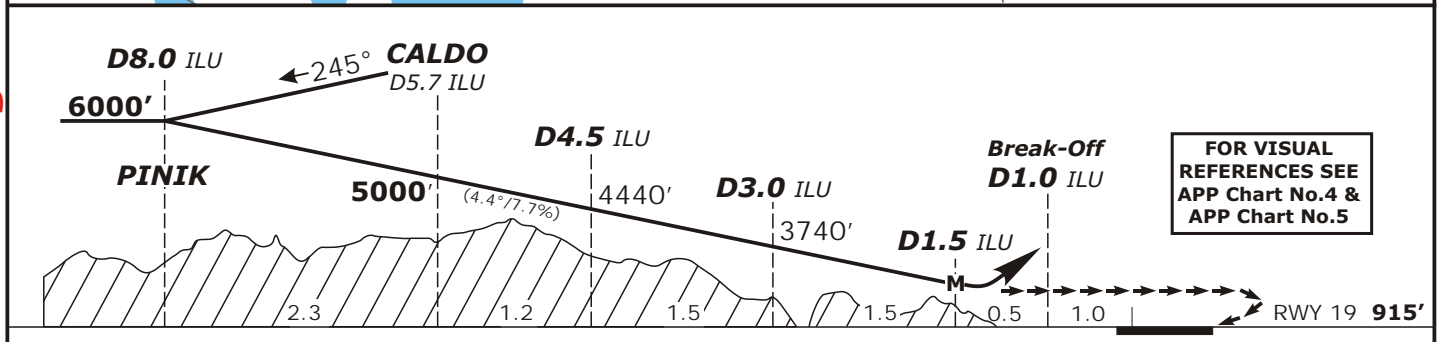
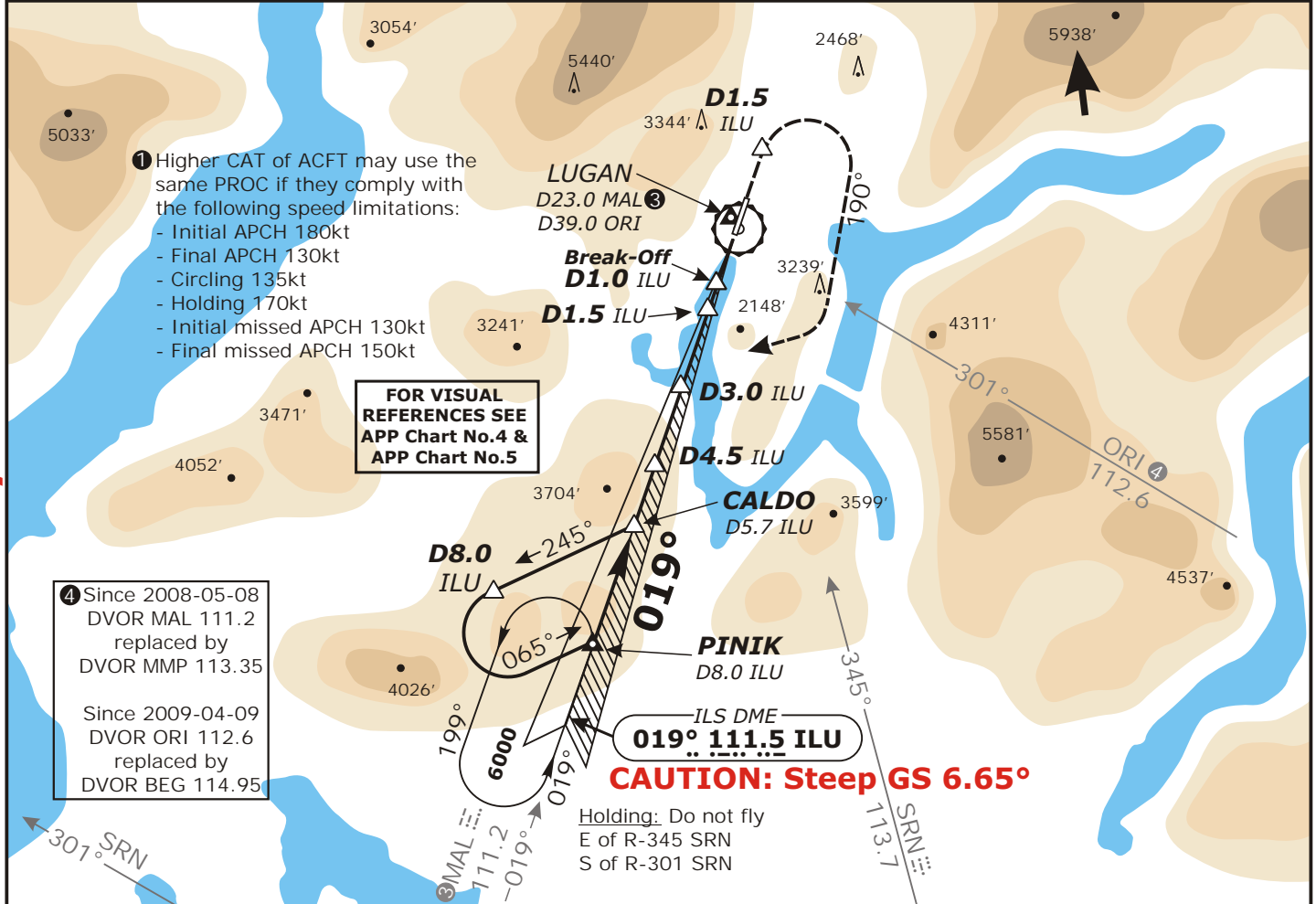
CAT A & B

LUGANO, SWITZERLAND

LOC DME-Hotel Rwy 01 for Circling Rwy 19

Swiss Radar LSAS_CTR 128.05	Milano Centre LIMM_CTR 127.45	Milano Approach LIMM_W_APP 126.75	Lugano Tower LSZA_TWR 118.25	Lugano Ground LSZA_GND 121.77
LOC ILU 111.5	Final Apch Crs 019°	Minimum Alt PINIK 6000' (5085')	MDA(H) Refer to Minimums	Apt Elev 915' RWY 896' FS: RWY 915'
MISSED APCH: Climb STRAIGHT AHEAD to D1.5 ILU (passed the station), then turn RIGHT (MAX IAS 150 KT, BANK 25°) onto track 190° climbing to 6000'. When reaching 5000' turn RIGHT to intercept R-019 inbound MAL/MMP VOR and proceed to PINIK.				<p>MSA: LSZA ARP</p>

Alt Set: hPa Rwy Elev: 33 hPa Trans level: By ATC Trans altitude: 6000'
1. ILS DME reads zero at rwy 01 displ thresh.



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L
Descend Gradient 7.7%	546	702	780	936	1092	1248	
MAP at D1.5 ILU							

Flight Simulator-OPS

CIRCLING TO RWY 19
Missed apch climb gradient mim

6.0% ② DA(H) 3100' (2185')	5.0% ② DA(H) 3300' (2385')	4.0% ② DA(H) 3640' (2725')	3.0% ② DA(H) 3800' (2885')	2.5% ② DA(H) 3850' (2935')
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A For Visibility refer to respective circling chart App Chart No.4 / App Chart No. 5

B ② Climb gradient up to 5000'

Valid for flight simulation use only - do not use for real life navigation

CHANGES: ORI VOR replaced by BEG.

LSZA/LUG LUGANO

APP CHART NO.3
Revision 09 APR 09

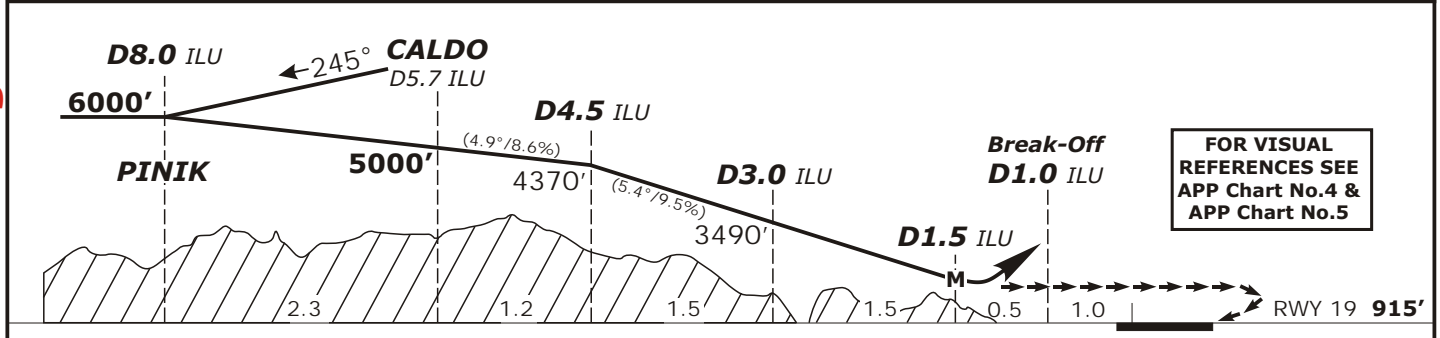
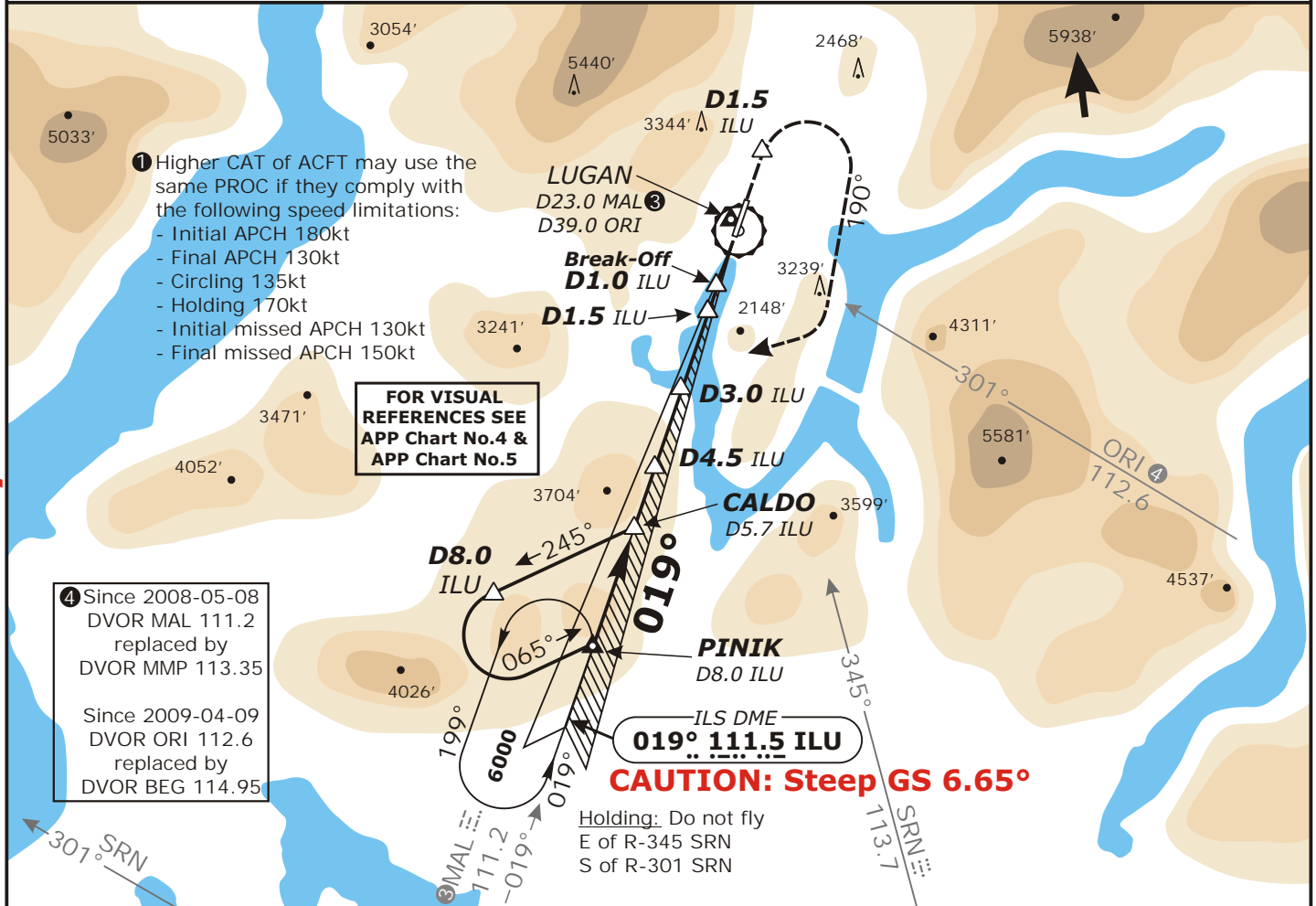
CAT A & B

LUGANO, SWITZERLAND

LOC DME-Lima Rwy 01 for Circling Rwy 19

Swiss Radar LSAS_CTR 128.05	Milano Centre LIMM_CTR 127.45	Milano Approach LIMM_W_APP 126.75	Lugano Tower LSZA_TWR 118.25	Lugano Ground LSZA_GND 121.77
LOC ILU 111.5	Final Apch Crs 019°	Minimum Alt No FAF	MDA(H) Refer to Minimums	Apt Elev 915' RWY 915'
MISSED APCH: Climb STRAIGHT AHEAD to D1.5 ILU (passed the station), then turn RIGHT (MAX IAS 150 KT, BANK 25°) onto track 190° climbing to 6000'. When reaching 5000' turn RIGHT to intercept R-019 inbound MAL/MMP VOR and proceed to PINIK.				

Alt Set: hPa Rwy Elev: 33 hPa Trans level: By ATC Trans altitude: 6000'
1. ILS DME reads zero at rwy 01 displ thresh.



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L
Descend Grad D8.0 ILU to D4.5 ILU 8.6%	610	784	871	1045	1219	1393	
Descend Grad after D4.5 ILU 9.5%	673	866	962	1154	1347	1539	
MAP at 1.5 ILU							

CIRCLING TO RWY 19 Missed apch climb gradient mim					
7.0% ② DA(H) 2600' (1685')	6.0% ② DA(H) 2960' (2045')	5.0% ② DA(H) 3300' (2385')	4.0% ② DA(H) 3640' (2725')	3.0% ② DA(H) 3800' (2885')	2.5% ② DA(H) 3850' (2935')

A For Visibility refer to respective circling chart App Chart No.4 / App Chart No. 5

B ② Climb gradient up to 5000'

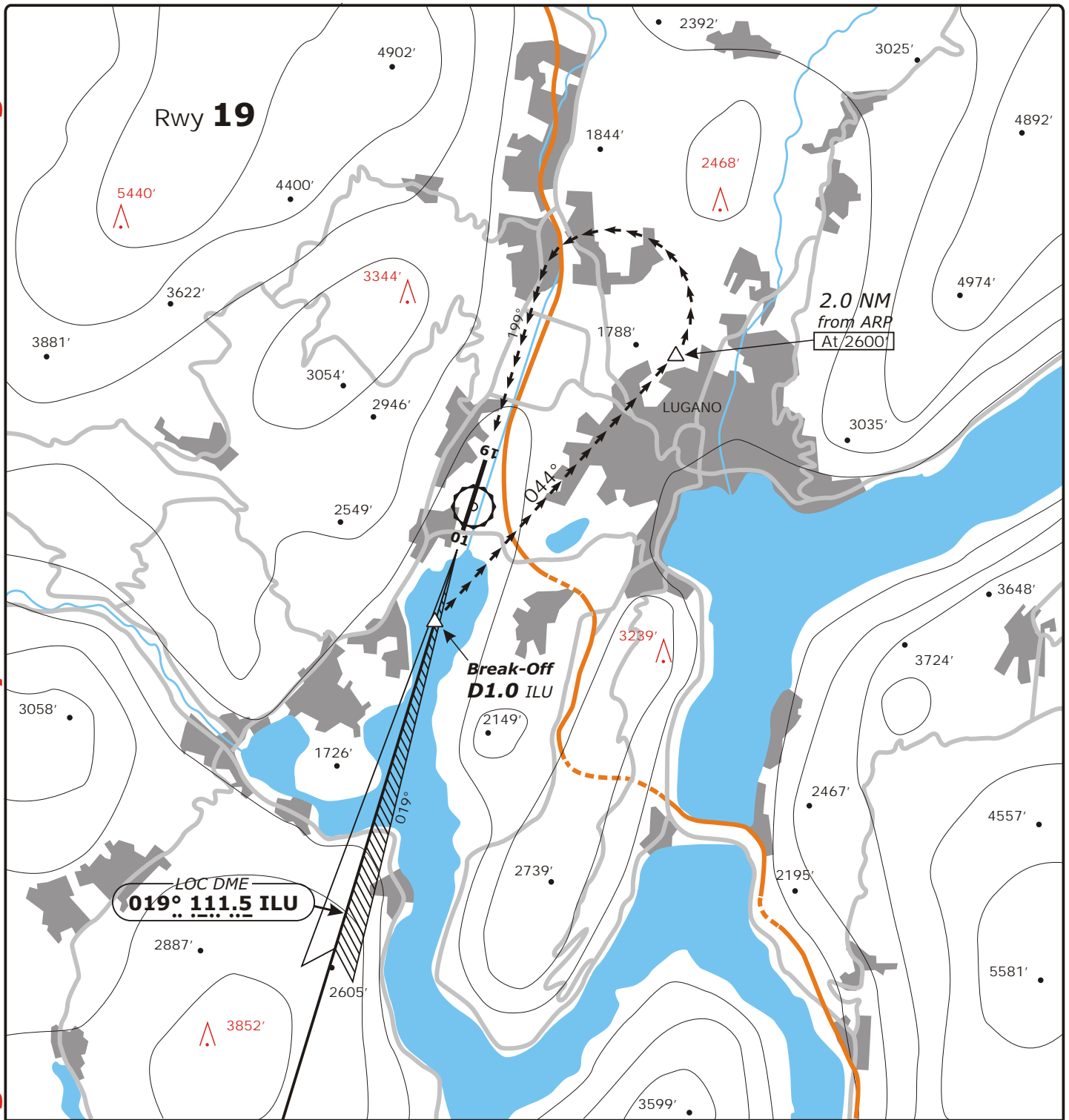
Valid for flight simulation use only - do not use for real life navigation

CHANGES: ORI VOR replaced by BEG.

Apt Elev **915'**

CHARLIE CIRCLE-TO-LAND
WITH PRESCRIBED FLIGHT TRACKS

Valid for flight simulation use only - do not use for real life navigation



Flight Simulator-OPS **CIRCLE-TO-LAND TO RWY 19**

	Max Kts	Prohibited West of Rwy Centerline		
		MDA(H)	CEIL	VIS
CAT A	110	2600' (1685')	3100'	Day: 3000m
CAT B	135			Night: 5000m
CAT C	180	NOT APPLICABLE		
CAT D	205			

CIRCLING PROCEDURE

If visual contact is established at D1.5 ILU, continue straight ahead. At D1.0 ILU turn right on track 044° and continue descend visually to 2600ft. At 2NM from ARP start left turn onto base.

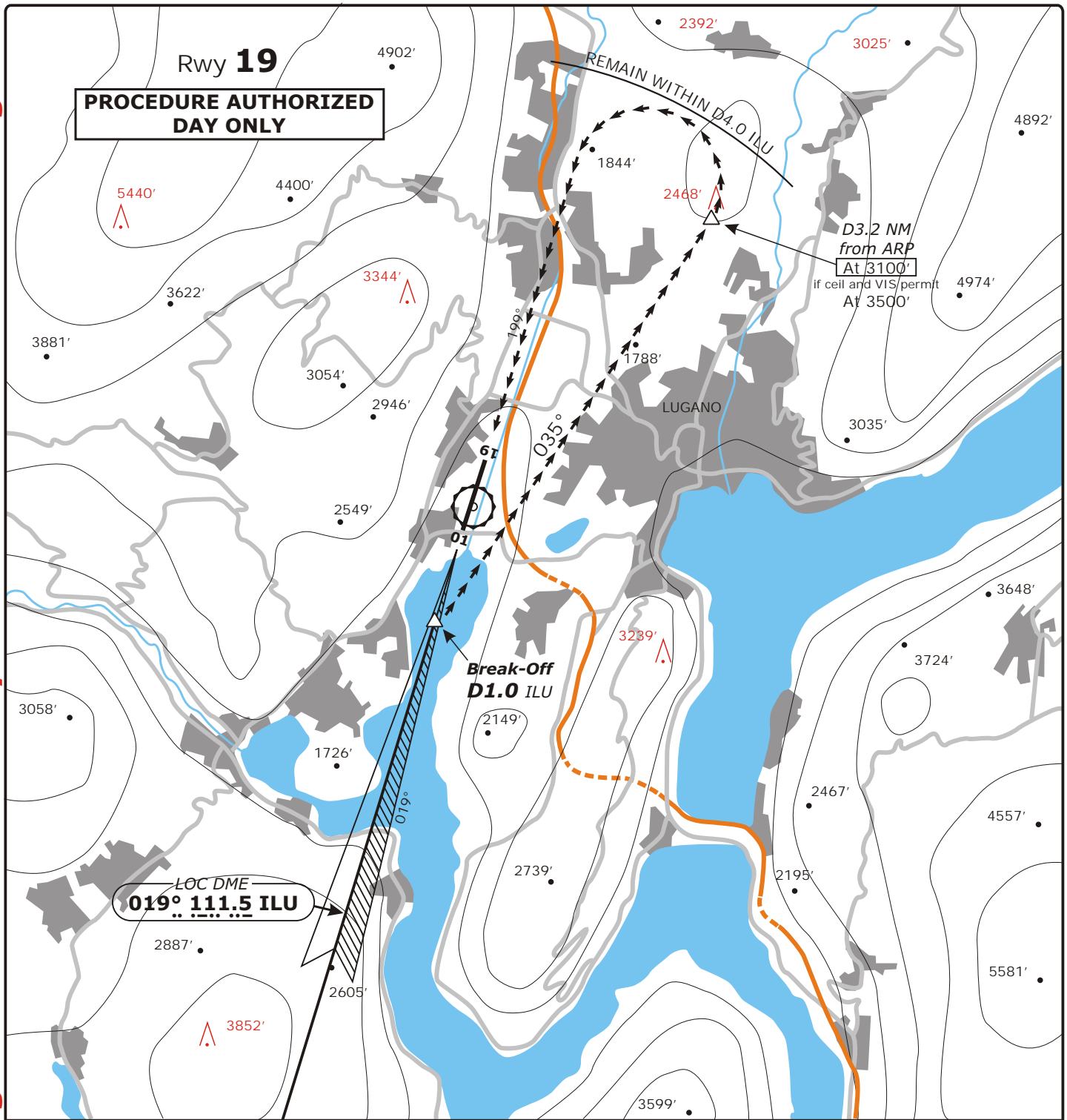
Descend to be arranged to maintain clean configuration as long as possible, safety an ATC requirement considered.

WARNING: Disregard PAPI RWY 01 Information.
Use PAPI RWY 19 information only within 2NM from THR.

Apt Elev **915'**

FOXTROT CIRCLE-TO-LAND
WITH PRESCRIBED FLIGHT TRACKS

Valid for flight simulation use only - do not use for real life navigation



Flight Simulator-OPS

CIRCLE-TO-LAND TO RWY 19

Prohibited West of Rwy Centerline - DAY ONLY

	Max Kts	MDA(H)	CEIL	VIS
CAT A	110	3100' (1685')	3100'	5000m
CAT B	135			
CAT C	180	NOT APPLICABLE		
CAT D	205			

CIRCLING PROCEDURE

If visual contact is established at D1.5 ILU, continue straight ahead. At D1.0 ILU turn right on track 035°, if ceiling and visibility permit maintain 3500ft for noise abatement purposes, otherwise 3100ft MNM until D3.2 ILU. At 3.2 NM from ARP start left turn onto base. Descend to be arranged to maintain clean configuration as long as possible, safety an ATC requirement considered.

WARNING: Disregard PAPI RWY 01 Information.
Use PAPI RWY 19 information only within 2NM from THR.