

Lugano LUG-LSZA

Alt915ft. CTR 6500ft. Class D.
Voice ATIS recording : +41 22 417 40 88

AIRAC 1801



ATC POSITIONS

| | | |
|---------------------|---------|---------------|
| LSAS_LM1_CTR | 133.405 | Swiss Radar |
| LSAZ_S_CTR | 128.050 | Swiss Radar |
| LIMM_ANE_APP | 126.750 | Milano Radar |
| LSZA_TWR | 120.250 | Lugano Tower |
| LSZA_GND | 121.775 | Lugano Ground |

RWY CONCEPT

VFR: preferred RWY19.
IFR: preferred ARR RWY 01 IGS, DEP RWY 19
If TWF (tailwind factor) > 8 kts, DEP RWY 19, ARR RWY 01 IGS Circling 19

TA / TRL

| | | | | |
|------------|--------|-------------|--------------|--------|
| QNH | < 976 | 977 1012 | 1013 1050 | > 1051 |
| TRL | FL110 | FL90 | FL70 | FL50 |
| TA | 6000ft | | | |

SQUAWK

| | | | | |
|-----------------|-----------------|------------|----------------|------------|
| DEP INTL | DEP NATL | ARR | SIERRA* | VFR |
| 5101-5167 | 6301-6367 | 1201-1237 | 1000 | 7001-7067 |

*mode S, dest LSXX, LIXX, LFXX, LOXX, LKXX, EBXX, EDXX, EHXX

DEPARTURES

| RWY19 | TURN | RWY19 | TURN |
|----------|------|-----------|------|
| CANNE 1U | R | CANNE 1W* | R |
| CANNE 1Z | R | PINIK 1A* | R |
| OMETO 1W | R | ORI 1U* | R |
| | | ORI 1W* | R |
| | | VOG 1W* | R |
| | | SRN 1W* | R |

All departures are NON-RNAV.

* Rarely used in real life due to LIMM traffic

DEPARTURE SEPARATION

Wake turbulence separation – general case
Time to be applied between the two clearances

| #1→ | Light | Medium | Heavy |
|---------------|-------|--------|-------|
| #2↓ | | | |
| Light | - | 2 min | 2 min |
| Medium | - | - | 2 min |

Following (lighter) traffic taking off from an intersection of the same runway: add 1 min

VFR ROUTES

| | Inbound | Outbound | Transit: 6000ft |
|-----------------|---------|----------|--------------------|
| Luino | W | W | |
| Mezzo | B | B | |
| Porlezza | E | E | |
| Capolago | S | S | |

After take-off maintain RWY HDG until passing 2000ft

Circuit:
ACFT < 3000kg MTOM: 2600ft
ACFT > 3000kg MTOM: 3600ft

IGS DATA

| RWY HDG | Freq - ident | FAF - altitude | CAT | DH | RVR |
|----------------|--------------|----------------|-----|-------|-------|
| 01 017° | 108.90 ILU | 5000FT | I | 500ft | 1500m |

CIRCLING 19

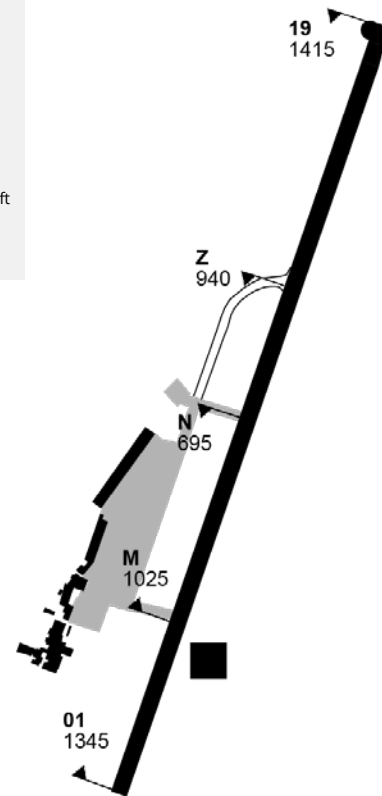
| Designator | Break off | HDG | Altitude | Turn L base |
|----------------|-----------|--------|----------|-------------|
| Charlie | D 1.7 ILU | R 042° | 2600ft | 2 NM ARP |
| Foxtrot | D 1.7 ILU | R 033° | 3100ft | 3.2 NM ARP |

Conditions (for both):
Vis 5000m, ceiling 3100ft AAL. Daylight only.

Circling Foxtrot:
The Circling Foxtrot procedure is the preferential manoeuvre for noise abatement purposes when landing on RWY 19 from a position south or east of the airport.

If visual contact is established at D2.2 ILU continue straight ahead. At D1.7 ILU, turn right on track 042° and continue descent to 2600ft.

At 2 NM ARP, turn left onto base.



ARRIVALS

| ALL RWY | ALL RWY | All arrivals are NON-RNAV. |
|----------|----------|----------------------------|
| ODINA 7L | LUSIL 7L | |
| TOP 6L | LUSIL 7P | |
| VOG 6L | ORI 7L | |
| SRN 6L | ORI 7P | |

Nav aids

| | | | |
|------------|--------|------------|--------|
| SRN | 113.70 | MMP | 113.35 |
| BEG | 114.95 | VOG | 115.50 |
| TOP | 114.50 | ORI | 367.50 |

Standard holding

| Holding | Turn | HDG | Altitude |
|---------|------|------|----------------|
| PINIK | L | 018° | 6000ft – FL100 |