

# LSZA/LUG

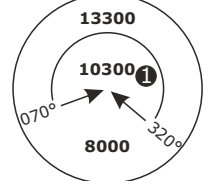
## LUGANO, SWITZERLAND

APP CHART NO.1  
Revision 11 OCT 18

**STEEP APPROACH 6.65%** **IGS DME**

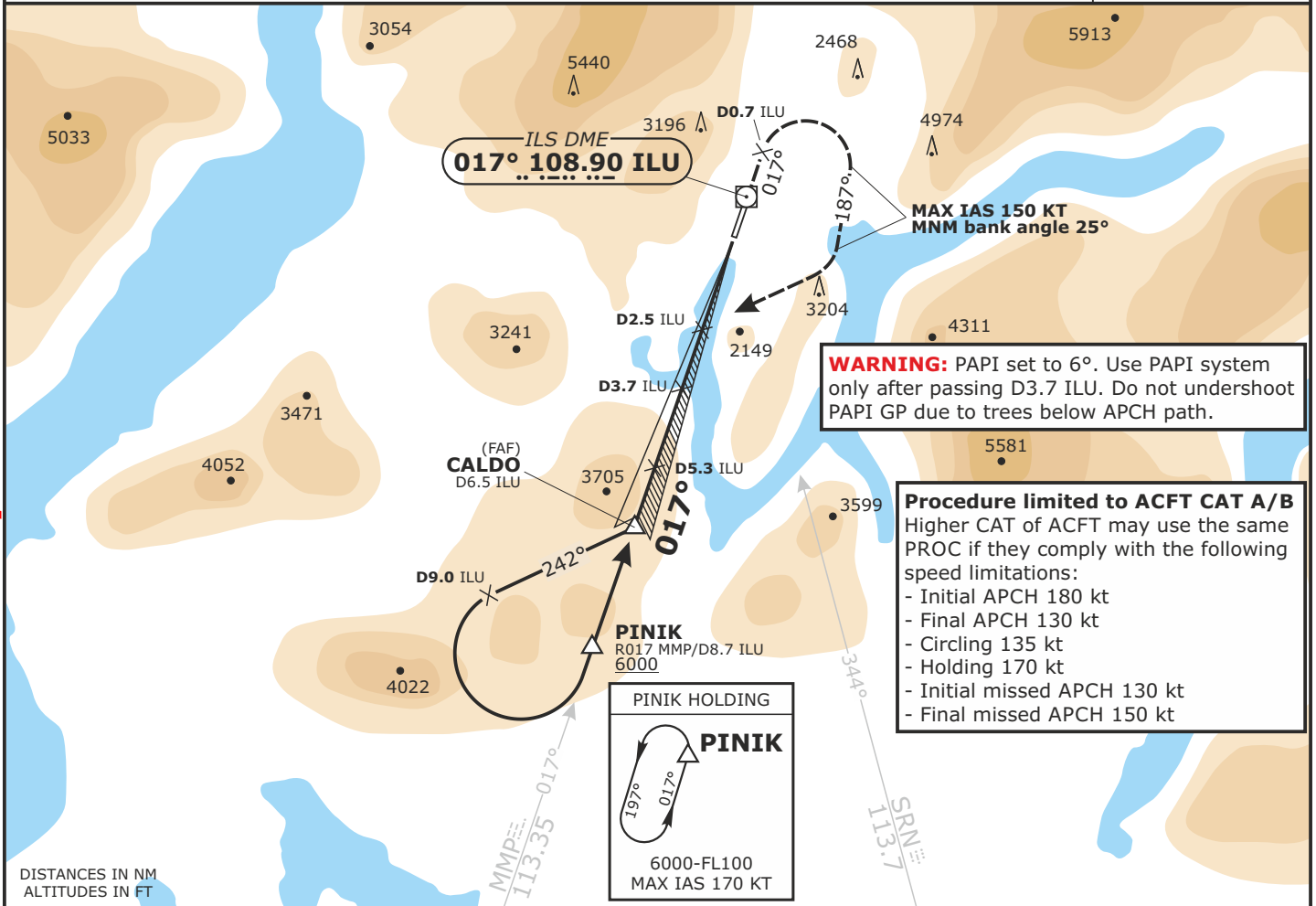
**RWY 01**

SWISS Radar LSAS_CTR 128.05	MILANO Radar LIMM_N_CTR 127.45	MILANO Radar LIMM_N_APP 126.75	LUGANO Tower LSZA_TWR 120.25	LUGANO Ground LSZA_GND 121.77	LUGANO ATIS LSZA_ATIS 121.17
LOC ILU <b>108.90</b>	Final Apch Crs <b>017°</b>	GS <b>D5.3 ILU</b> <b>4170 (3270)</b>	DA(H) <b>2190 (1290)</b>	Apt Elev 915 FS: <b>RWY 915</b> <b>RWY 900</b>	<b>MSA LSZA APT</b> 25 NM (12 NM)

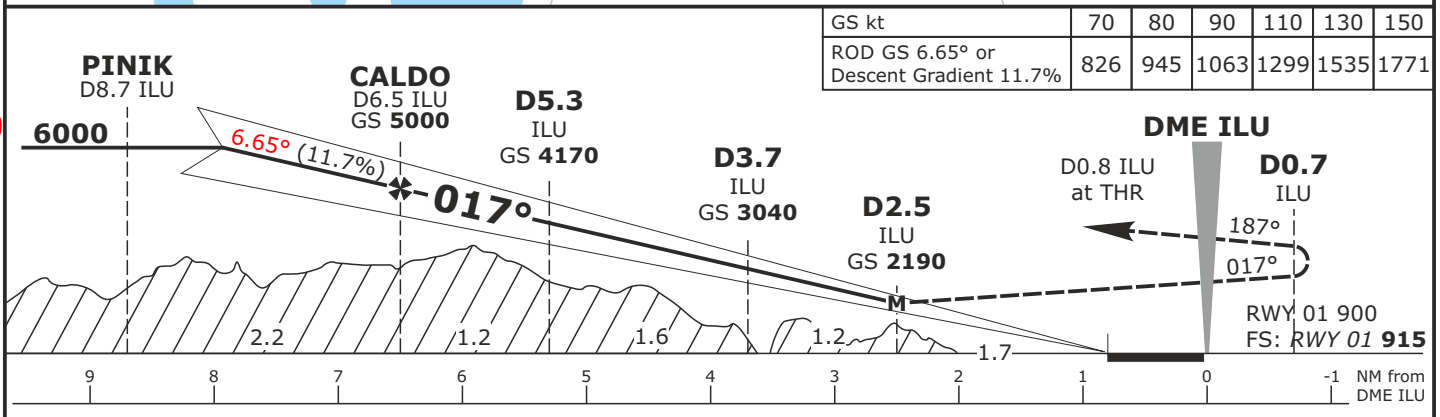
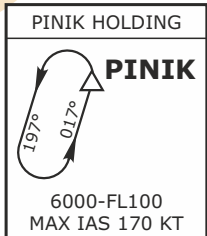


**MISSED APCH:** Climb straight ahead. At D0.7 ILU passed the station, turn RIGHT (MAX IAS 150 KT, MNM bank angle 25°) onto track 187°. Climb to **6000**. When passing **5000**, turn RIGHT to intercept R017 to MMP. Proceed to PINIK.

Alt Set: hPA      RWY Elev: 33 hPA      Transition level: by ATC      Transition ALT: 6000



**Procedure limited to ACFT CAT A/B**  
Higher CAT of ACFT may use the same PROC if they comply with the 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



Flight Simulator OPS							STRAIGHT-IN APPROACH RWY 01 for ACFT CAT A/B				
							DME ILU	6	5	4	3
<b>Missed APCH climb gradient requirement</b>	2.5%	5.0%	6.0%	7.0%	8.0%	9.0%	<b>Recommended crossing altitude (height)</b>	<b>4670</b> (3770)	<b>3960</b> (3060)	<b>3250</b> (2350)	<b>2540</b> (1640)
<b>Obstacle clearance altitude (height)</b>	<b>3890</b> (2990)	<b>3210</b> (2310)	<b>2940</b> (2040)	<b>2670</b> (1770)	<b>2400</b> (1500)	<b>2150</b> (1250)	MAP at D2.5 ILU This is not a standard APCH angle Procedure limited to ACFT CAT A/B CIRCLE-TO-LAND RWY 19 according APP CHART NO.4/5				
<b>Visibility requirement</b>	7700 m	6000 m	5300 m	4600 m	3800 m	3200 m	Missed APCH climb gradient shall be maintained up to 5000				

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

CHANGES: LOC frequency