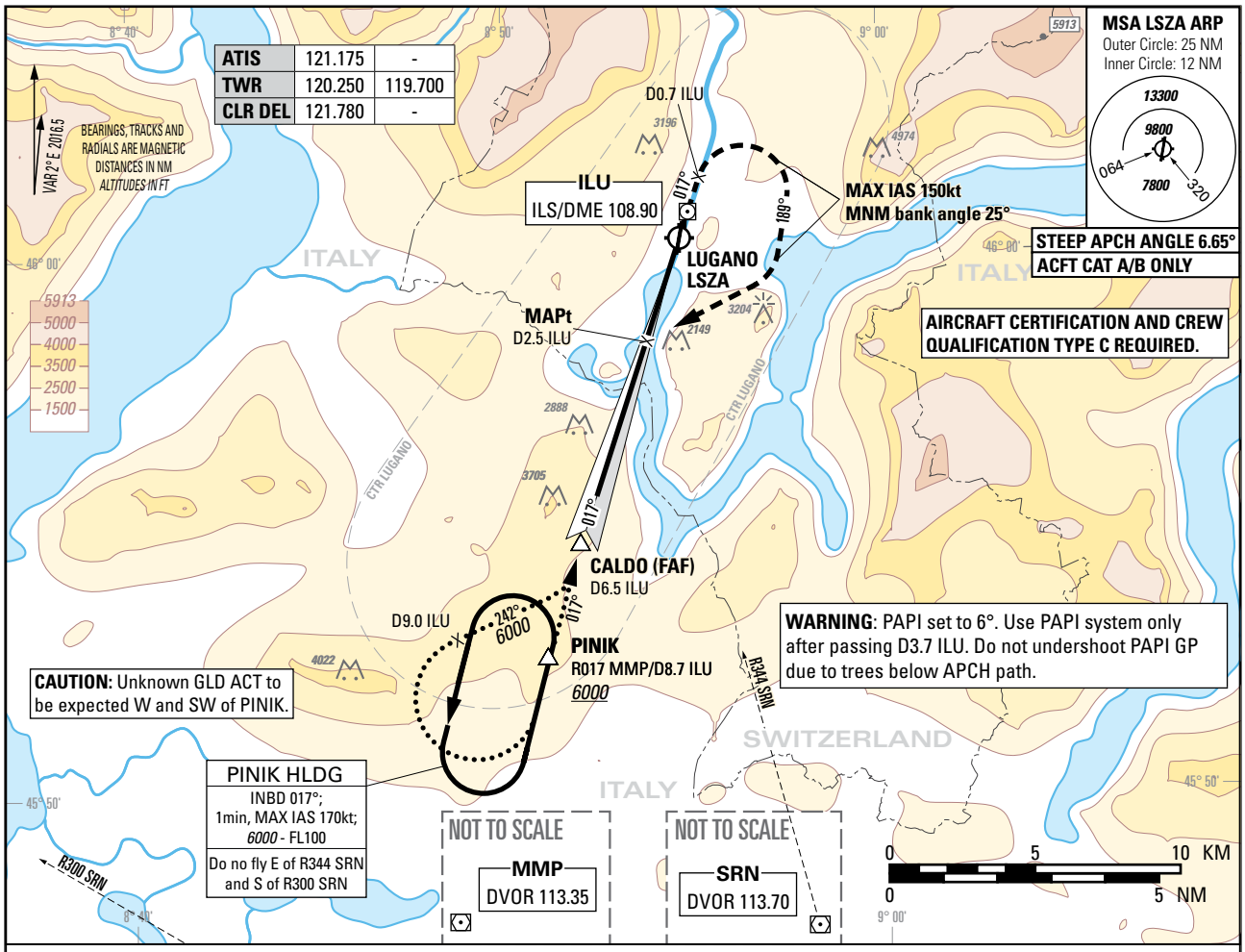
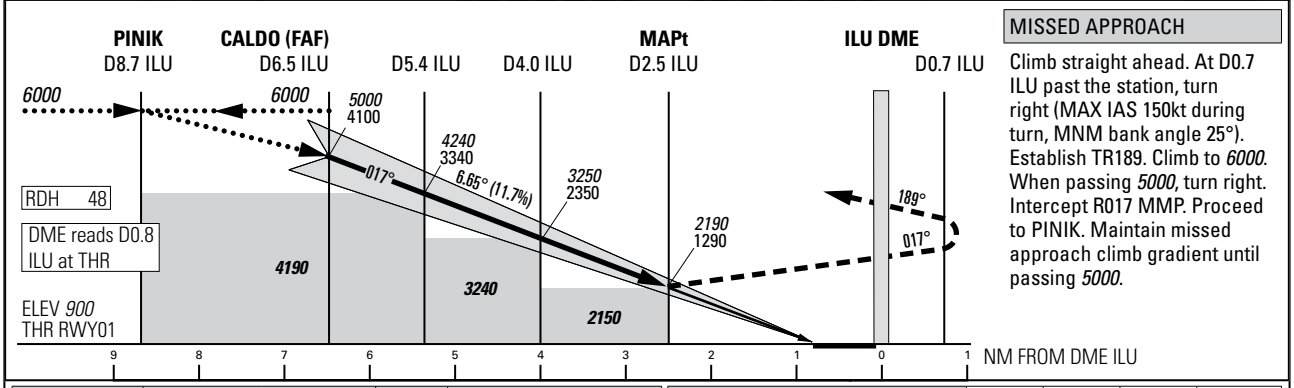
Instrument Approach Chart
(IAC)

AD ELEV 915ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*6000*

LUGANO (LSZA)
IGS RWY 01





MISSED APPROACH

Climb straight ahead. At D0.7 ILU past the station, turn right (MAX IAS 150kt during turn, MNM bank angle 25°). Establish TR189. Climb to *6000*. When passing *5000*, turn right. Intercept R017 MMP. Proceed to PINIK. Maintain missed approach climb gradient until passing *5000*.

Missed APCH climb gradient requirement	OBSTACLE CLEARANCE ALTITUDE (HEIGHT)[1] STRAIGHT-IN APPROACH A[2) 3)]	B[2) 3)]	VIS m	Conditions
2.5%	*3850* (2950)		7700	-
5.0%	*3190* (2290)		6000	Missed APCH climb gradient shall be maintained up to *5000* according to AFM performance data.
6.0%	*2920* (2020)		5300	
7.0%	*2650* (1750)		4600	
8.0%	*2390* (1490)		3800	
9.0%	*2150* (1250)		3200	

DME ILU	6	5	4	3
RECOMMENDED CROSSING ALTITUDE (HEIGHT)	*4670* (3770)	*3960* (3060)	*3250* (2350)	*2540* (1640)

ROD	GS kt	70	80	90	110	130	150
	FT/MIN	826	945	1063	1299	1535	1771

CAUTION

- APCH prohibited if GP U/S.
- This is not a standard APCH angle.
- On 6.65° APCH angle and GS>80kt resulting ROD will be>1000ft/min.

NOTE

[1)] Circling according specific APCH chart.
[2)] Higher CAT of ACFT may use the same PROC if they comply with the following speed limitations: Initial APCH 180kt; Final APCH 130kt; Circling 135kt; Holding 170kt; Initial missed APCH 130kt; Final missed APCH 150kt.
[3)] Published OCA(H) and VIS only applicable when airport qualification recency requirements according AIP LSZA AD 2.22 are met.

COR: chart renaming, PBN box (WEF 23JAN2025)

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