

Lugano Airport

IATA/ICAO CODE: LUG/LSZA  
CITY: Lugano  
COUNTRY: Switzerland

AIRPORT CONTACT

No changes reported by the airport in 2011  
[Verify information below with the airport](#)

Name: Patrick Montalbetti  
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Airport Web Site: [www.lugano-airport.ch](http://www.lugano-airport.ch)

ELEVATION: 915 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
01	4429	01/4068	-	98
19	4429	19/3757	-	98

NOISE ABATEMENT PROCEDURES

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 for approval to the airport authority those procedures they intend to apply.
- [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 a special authorization:

The following aircraft types are not admitted to operate at Lugano airport unless a special

authorization has been issued by the airport authority. The request for special authorization must be filed at least 24 hours before the intended arrival.

Jet aeroplanes:

see AIP(Swiss Aeronautical Information Publication) GEN 4.1 APP A, class I-II-III-IV .

Propeller aeroplanes:

see AIP(Swiss Aeronautical Information Publication) Vol 1, GEN 4.1 APP B class A and the following aeroplanes of class B:

- BE-55 Beech Baron 55
- C210 Cessna 210 Centurion

Helicopters:

- Bell 204
- Bell 214
- Kamow

Circling procedure RWY 19:

The Circling Foxtrot procedure is the preferential maneuver for noise abatement purposes when landing on runway 19. Flights performing a visual approach to Runway 19 from a position south or east of the airport are requested, if conditions permit, to join the circling Foxtrot pattern at the beginning of the base turn.

Reverse Thrust:

For deceleration it is recommended to use entire RWY LEN AVBL; use of reverse thrust shall be limited for safety or particular operational reasons.

Taxi and holding:

Aeroplanes shall be operated so as to reduce noise to a minimum during taxi and holding operations.

**CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)**

**AIRPORT CURFEWS**

Scheduled and nonscheduled commercial air traffic:

Mon-Sat 0600-2100 (0500-2000)  
Sun 0700-2100 (0600-2000)

With special authorization (PPR until 1700 (1600))

Sun 0700-0800 local time

With special authorization only for scheduled air traffic:

Mon-Sun 0500-0600 (0400-0500) and 2100-2200 (2000-2100)

Private traffic:

Mon-Sun 0700-1900 (0600-1800)

With special authorization for private traffic (PPR until 1700(1600))

Mon-Sun 0600-0700 (0500-0600) and 1900-2100 (1800-2000).

PREFERENTIAL RUNWAYS - [NONE](#)

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS - [NONE](#)

APU OPERATING RESTRICTIONS

The following regulations are applicable to the use of APU:

- at maximum 15 MIN prior to the aircraft departure
- at maximum 5 MIN after the aircraft arrival

The use of APU for maintenance shall be restricted to a minimum duration.

NOISE BUDGET RESTRICTIONS - [NONE](#)

EMISSIONS Surcharge

[Ref AIP Switzerland Gen 4.1 for Current Emissions Surcharges](#)

NOISE SURCHARGE

<a href="#">Ref AIP Switzerland Gen 4.1 for Current Noise Surcharges</a>
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NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft	-	-

NOISE MONITORING SYSTEM - [NONE](#)

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

## NOISE LEVEL LIMITS

The Swiss government agreed to place new noise limits on the country's largest airports. The decision by the Swiss Federal Council closes a loophole in existing legislation. In December 1986 the government adopted the Ordinance on Noise Abatement, which set noise limit values for road and rail traffic but not for aircraft noise. The new restrictions will apply to Zurich-Kloten, Geneva-Contain, Lugano and Bern. The new measure limits noise levels to a maximum of 65 decibels on the average in areas where residential housing, small businesses, and farms are located. A daily average of 70 decibels is fixed for industry areas near the affected airports. The maximum average for residential areas will be lowered to 57 decibels between the hours of 10pm-12am and 5am-6am. A ban on flights by particularly loud aircraft also will apply during these hours. A formal ban on flights between 12am and 5am will also be introduced for Zurich and Geneva; Lugano and Bern will have flights banned from 11pm to 6 am. A night-flight ban already exists in Switzerland via concession agreements with the airports, but not through any legislative act.

[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.](#)

## CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes are banned from operating at airports in Switzerland as of April 1, 2002.

## CHAPTER 2 PHASEOUT

From April 1, 2002 all civil subsonic jet aeroplanes operating at airports in Switzerland must comply with Chapter 3 standards. See information below:

### The Swiss Federal Rule for Chapter 2 Phaseout

The Swiss Federal Council has decreed Chapter 2 airplanes >75,000 lbs are ban from operating at airports in EU Member States as of April 1, 2002.n 23rd February 1994 an Ordinance on noise related operating restrictions for jet aircraft (SR 748,121,12)

For information and convenience of English speaking readers, the contents of this Ordinance is translated as follows:

#### Article 1 Principle

Subsonic jet aircraft which are not certificated according to the standards of Chapter 3 (of ICAO Annex 16) may not operate at Swiss airports after 1 April 1995, except for those defined in Article 2 and 3 hereafter.

#### Article 2 General Exemptions

Subsonic jet aircraft with a noise certification corresponding at least to Chapter 2 (of ICAO Annex 16) may operate at Swiss airports for a period of 25 years after their year of manufacture, but no longer than 31 March 2002.

#### Article 3 Authorized Exemptions

The Federal Office for Civil Aviation may grant exemptions to Article 1 for important reasons, namely:

- a) for aircraft registered in developing countries
- b) for aircraft of historical interest
- c) for flights for the purpose of alteration, repair or maintenance

#### Article 4 Airport Operating Conditions

Airport operators may impose conditions for airport use by aircraft subject to Article 2 and 3, provided these conditions are approved by the Federal Office for Civil Aviation

#### Article 5 Fees

The fee due for any exemption granted under Article will be SF140

#### Article 6

This Ordinance will come into force on 15 March 1994

CHAPTER 3 RESTRICTIONS - [NONE](#)