



Training Requirements Application Manual

Guidelines for the Lugano Airport Pilot Qualification

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1 Training Requirements Application Manual

1.1 Introduction

This document is a guideline covering the minimum training requirements defined by the Lugano Airport's Accountable Manager. This ensures that the Pilot in Command (PIC) or the Operator obtains the corresponding qualification for type B, C or D. The requirements contained in this document do not exempt the PIC/Operator from observing the overall governing regulations.

1.2 Pilot Qualification

To operate at Lugano under IFR or commercial VFR, pilots must hold a valid pilot qualification for the applicable type of operation and flight procedures.

Under flight operations that require a pilot qualification B, C or D only the PIC or the pilot under instruction has the right to conduct the landing and the take-off in Lugano.

The Accountable Manager has the right to deny or withdraw a Pilot qualification, as well as to request additional requirements or clarifications.

1.3 Applicability

The guidelines of this Training Manual are applicable for the training of aircraft flight crews and instructors intending to operate under IFR or VFR commercial at Lugano only.

Helicopter flight crews are allowed to operate without Lugano qualification. All pilots holding a valid qualification(s) before the approval of this new version of the TRAM will remain qualified subject to verification by the Accountable Manager.

Operators may use this document as guidelines to develop their own training program (syllabus). Depending on the procedures required for B, C or D qualification and the aircraft's performance, the training program may be modified as required and in agreement with the Lugano Airport qualification representative or with specific suppliers.

1.4 Authority and Responsibility

The Accountable Manager has the responsibility to ensure that the PIC/Operator have the required information to operate the qualifications type A and B, C and/or D effectively, efficiently and safely.

Nevertheless, it is responsibility of the PIC/Operator to ensure compliances with the regulation and that the requirements of this TRAM are met. Additionally, The PIC/Operator must ensure that the aircraft performance meets the required aerodrome limitations.

The Accountable Manager delegates to the Airport Authority the continuous coordination with the PIC/Operators which are requesting pilot qualifications. Additionally, the Accountable Manager may delegate Lugano qualification's activities to a competent nominated person.

2 Procedures to obtain the qualification

2.1 Overview

REQUIREMENTS OVERVIEW							
Flight Procedure	Flight Operation				Pilot Qualifications	Operator Qualification Procedures	Aircraft Performances
Approach and Landing (1)	- VFR commercial				Type A	NIL	NIL
	- IFR Visual APP						
	- LOC R01, Circling C R19	VIS 5000 m or more and ceiling 3100 ft AAL or higher		-Day Only-	Type B	Contingency procedure for circling missed approach required	NIL
	- LOC R01, Circling F R19						
	- LOC R01 Circling C R19	(VIS 3000 m or more)	-Day-				
	(VIS 5000 m or more)	-Night-					
	(ceiling 1700 ft AAL or higher)	-Day and Night-					
	- IGS				Type C	NIL	glide > 6° (ch.3.2)
Departure (1)	- IFR Departure				-	-	-
	Take-off	SE/ME	VIS 3000 m or more and ceiling 2100 ft AAL or higher		Type A	NIL	NIL
		ME	VIS 400 m or more and less than 3000 m		Type D	Contingency procedure for take-off RWY 19 or 01 required	NIL
		SE	VIS 800 m or more and less than 3000 m, ceiling 1200 ft AAL or higher				

Note (1) VFR according SERA and Swiss AIP.

VIS = Visibility is meant as reported Meteorological Visibility

2.1.1 Type A

The pilot applies for the Pilot qualification **type A** to the Lugano Airport Authority link below:
www.lugano-qualification.ch.

The qualification consists in a familiarization briefing and a test with multiple-choice questions. Upon successful completion of the test a certificate will be issued. The Accountable Manager verifies the validity of the application in the “Lugano Qualification Database” where all relevant data are stored.

2.1.2 Type B

The PIC performs the training according to the operator’s training syllabus and ensures that the “LSZA Qualification Declaration Form” has been filled out according to the qualification **type B** (refer to chapter 6).

The PIC/Operator ensures that the related contingency procedure for circling missed approach are in compliance with the requirements and the aircraft performance meets the required limitations.

2.1.3 Type C

The PIC performs the training according to the operator’s training syllabus and ensures that the “LSZA Qualification Declaration Form” has been filled out according to the qualification **type C** (refer to chapter 6).

The PIC/Operator ensures that the related AFM supplements for steep approach and/or a manufacturer “Letter of non-objection” are in compliance with the requirements and the aircraft performance meets the required limitations.

2.1.4 Type D

The PIC performs the training according to the operator’s training syllabus and ensures that the “LSZA Qualification Declaration Form” has been filled out according to the qualification **type D** (refer to chapter 6).

The PIC/Operator ensures that the related contingency procedures for take-off RWY 19 or 01 are in compliance with the requirements and the aircraft performance meets the required limitations.

3 Minimum training requirements

3.1 Qualification for Pilots

The operator shall complement at least the following qualification exercises and adapt them according to its company training syllabus policy. The PIC must fulfill first the online qualification type A before initiating any qualification type B, C or D training.

		Type A	Type B	Type C	Type D
Approach	VFR - CAT	X			
	IFR	X	X	X	
Departure	VFR - CAT	X			
	IFR	X			X

3.1.1 Qualification Type A

A Theoretical Airport self-Briefing on-line include the following sections:

- LSZA general operational requirements
- Local weather phenomena and associated hazards
- LSZA orographic and topographic situation, including all relevant obstacles
- APP and DEP procedures, VFR or IFR, Contingency Procedure for OEI
- Noise abatement procedure
- Communication procedures
- Aircraft performance, AEO and OEI
- Emergency procedures and if applicable, the relevant company contingency procedures.

3.1.2 Qualification Type B

The PIC shall:

- Pass the On-line test to get the qualification type A
- Practice as Flying Pilot, including at least:
 - One approach LOC RWY 01 for Circling C RWY19 AEO, followed by a go-around at MDA/ MAP:
 - *FSTD*: with one-engine inoperative
 - or
 - *Aircraft*: OEI performances with symmetric thrust reduction
 - One approach LOC RWY 01 for Circling C RWY19 AEO, followed by a circling C with a go-around from circling, according to company contingency procedures
 - One approach LOC RWY 01 for Circling C RWY19 AEO, followed by a circling C to a full stop LDG

On a multi-pilot operation (MPO), the Pilot Monitoring (PM) has to pass at least the qualification type A.

3.1.3 Qualification Type C

The PIC shall:

- Pass the On-line test to get the qualification type A
- Practice as Flying Pilot, including at least:
 - Before the PIC is eligible for the qualification Type C must have suitable steep approach competencies based on previously qualification and practical experience
 - One approach IGS RW01 AEO, followed by a go-around at DA:
 - *FSTD*: with one-engine inoperative
 - or
 - *Aircraft*: OEI performances with symmetric thrust reduction
 - One approach IGS RW01 AEO, followed by a full stop LDG

On a multi-pilot operation (MPO), the Pilot Monitoring (PM) has to pass at least the qualification type A.

3.1.4 Qualification Type D

The PIC shall:

- Pass the On-line test to get the qualification type A
- Practice as Flying Pilot, including at least:
 - One take-off runway 01 climbing onto the SID or applicable contingency procedure:
 - *FSTD*: with one-engine inoperative
 - or
 - *Aircraft*: OEI performances with symmetric thrust reduction
 - One take-off runway 19 climbing onto the SID or applicable contingency procedure:
 - *FSTD*: with one-engine inoperative
 - or
 - *Aircraft*: OEI performances with symmetric thrust reduction

On a multi-pilot operation (MPO), the Pilot Monitoring (PM) has to pass at least the qualification type A.

3.2 Training environment for qualification type B, C and D

Practical training on Aircraft

The practical training might be conducted on the aircraft at LSZA. However, the meteorological conditions shall be at least:

- VIS => 6 km, and
- Ceiling => 5'000 ft QNH

Practical training on a FSTD

If available, the training may also be conducted on an evaluated (*Note 1*) and approved FSTD as follow:

- Full Flight Simulator (FFS); or
- Flight Training Device (FTD)

Note 1: A FSTD evaluation is required to ensure suitable Lugano visual layout and appropriate navigation equipment. The evaluation shall be conducted by the operator before the FSTD may be used for Lugano training qualification purpose. A list of already evaluated FSTD are published on Lugano Airport website www.lugano-qualification.ch.

The training to obtain a pilot Lugano qualification might be delegated to a Training Provider.

3.3 Lugano-qualified instructor

The objective of the training provided is to ensuring operational efficiency and safe operation of Lugano Type(s) B, C, D qualified pilot.

The minimum qualification required and the training needed for a Lugano-qualified instructor it is in the responsibility of the operator and/or of the training provider. However, Lugano Airport ensures that useful Lugano Airport operational information (Lugano-qualified instructor briefing package) is consistent and available to the operator and/or training provider.

In case of doubts the operator or the training provider may request an advice to the Lugano Airport Accountable Manager.

4 Operational characteristics for IGS RWY 01

For aircrafts certified for steep approaches of 6.65° or more, the instrument approach procedure IGS 01 can be used with an angle of 6.65° for the entire approach to landing.

For aircrafts certified for steep approaches with an angle between 6° and 6.64°, the use of the instrument approach procedure IGS 01 shall have:

- The aircraft shall obtain a “Letter of non-objection” from the manufacturer to carry out approaches with a maximum angle of 6.65°.
- The approach initiates with an angle of 6.65° degrees from the Final Approach Fix (FAF) to the Decision Altitude (DA). The landing phase starting from the DA has a maximum angle of 6° using the PAPI (Precision Approach Path Indicator).
- The aircraft must be stabilized at the latest at an altitude of 500 feet above the airport elevation otherwise a go-around must be initiated.
- For aircraft with approved AFM supplement or annex for steep approach, fulfilling the IGS angle of descend requirement, the tail wind component limitation must not exceed the AFM limitation value from the steep approach supplement or annex. For all other aircraft the tail wind component must not exceed half of the value of the tail wind component according the AFM.
- The maximum discrepancy allowed along the trajectory corresponds to a half scale on the glide- slope Indicator (usually 1 “dot”). If this limit is exceeded a go-around must be initiated.

5 Validity

5.1 Qualification Type A

Airport qualification type A is valid for two years.

5.2 Qualification Type B, C and D

Pilots must hold a valid qualification type A.

The PIC shall fly at least 1 IFR approach and 1 IFR departure from LSZA within a 12 months period on the aircraft or on a suitable FSTD.

In case of an interruption of the recency of 12 months and more, the applicable minima for the first 3 approaches shall be augmented by 500 feet for Ceiling and the applicable visibility by 1000 meters. In case of an interruption of the recency of 24 months and more, a new qualification type B, C or D is required.

In case Lugano qualified pilot will transit to a new aircraft the Lugano qualification will remain valid only if the following conditions are cumulatively met:

- The type of qualification is still current and valid
- The transition is from Multi Engine (ME) to Multi Engine (ME) or is from Single Engine (SE) to Single Engine (SE)
- The size and the mass of the aircraft remains within a reasonable range
- The aircraft has similar complexity and performance
- The Airport Authority has been informed at least 1 week in advance

In case of doubts the PIC/Operator shall request an advice to the Lugano Airport Accountable Manager.

It is the responsibility of either the operator or the PIC to inform Lugano Airport Authority of the continuous validity of the qualification. The Accountable Manager reserves the right to deny or to withdraw a Pilot Qualification. Furthermore, the Accountable Manager reserves the right to request documentation proving a continuous safe, effective and efficient flight operation.

6 LSZA Qualification Declaration Form

When LSZA training qualification type(s) B, C, D is completed the PIC/Operator must submit to Lugano Airport Authority the "LSZA Qualification Declaration Form" for each aircraft type, either as scanned hard copy or electronically fill out and electronically signed off.