

- 1 Airfield**
Private, Maintenance-Airfield, PPR
- 2 Location**
Between Zweisimmen and Lenk
- 3 AD reference temperature**
NIL
- 4 Operating hours**
TKOF: Mo-Fr: 08:00-12:00 / 13:00-18:00 / Sa: 10:00-12:00 / 13:00-18:00
LDG: Mo-So: 08:00-20:00
- 5 AD-Operator**
Prospective Concepts Aeronautics AG, Flugplatz 5, 3772 St. Stephan
www.p-c-a.ch
info@p-c-a.ch
- 6 AFTN**
NIL
- 7 Tel. Nr.**
PPR 1: +41 78 734 18 80
PPR 2: +41 79 427 43 21
Hangar PCA+41 (0)33 722 04 45
- 8 Ground services**
O/R
- 9 Customs**
O/R, min. 3 working days in advance, no goods.
- 10 Local flying restrictions and remarks:**
 - 10.1 O/R
 - 10.2 Radio controlled Barriers
Press the send or talk key 5 times at intervals of 1 second
3 Minutes before LDG/TKOF on 120.055 MHz.
The barriers remain closed for 2.5 minutes.
See Leaflet "Barriers".
 - 10.3 Switch off engines immediately after leaving the runway.
Self-Taxi with marshaller only.
 - 10.4 AD in mountainous area:
Familiarization flight recommended for small Airplanes.
Familiarization mandatory for large-, multi-engine- and Jet-ACFT.
- 11 ATS:**
Blind transmissions compulsory.

Leaflet "Barriers"

for Pilots and Ground-staff

For security reasons, the site owner (VBS) had a 5-piece barrier system installed in spring 2001, maintained by the operator and operator of the aerodrome (Prospective Concepts Aeronautics AG). These are independent, radio-controlled units positioned on the access roads to the main runway. **The barrier system is an essential component of a Safety-concept to avoid personal injury and property damage in connection with the flight operations; it requires the correct operation by the users. It is therefore important in the sense of the best possible security for all those affected to understand the following instructions and to correctly implement them.**

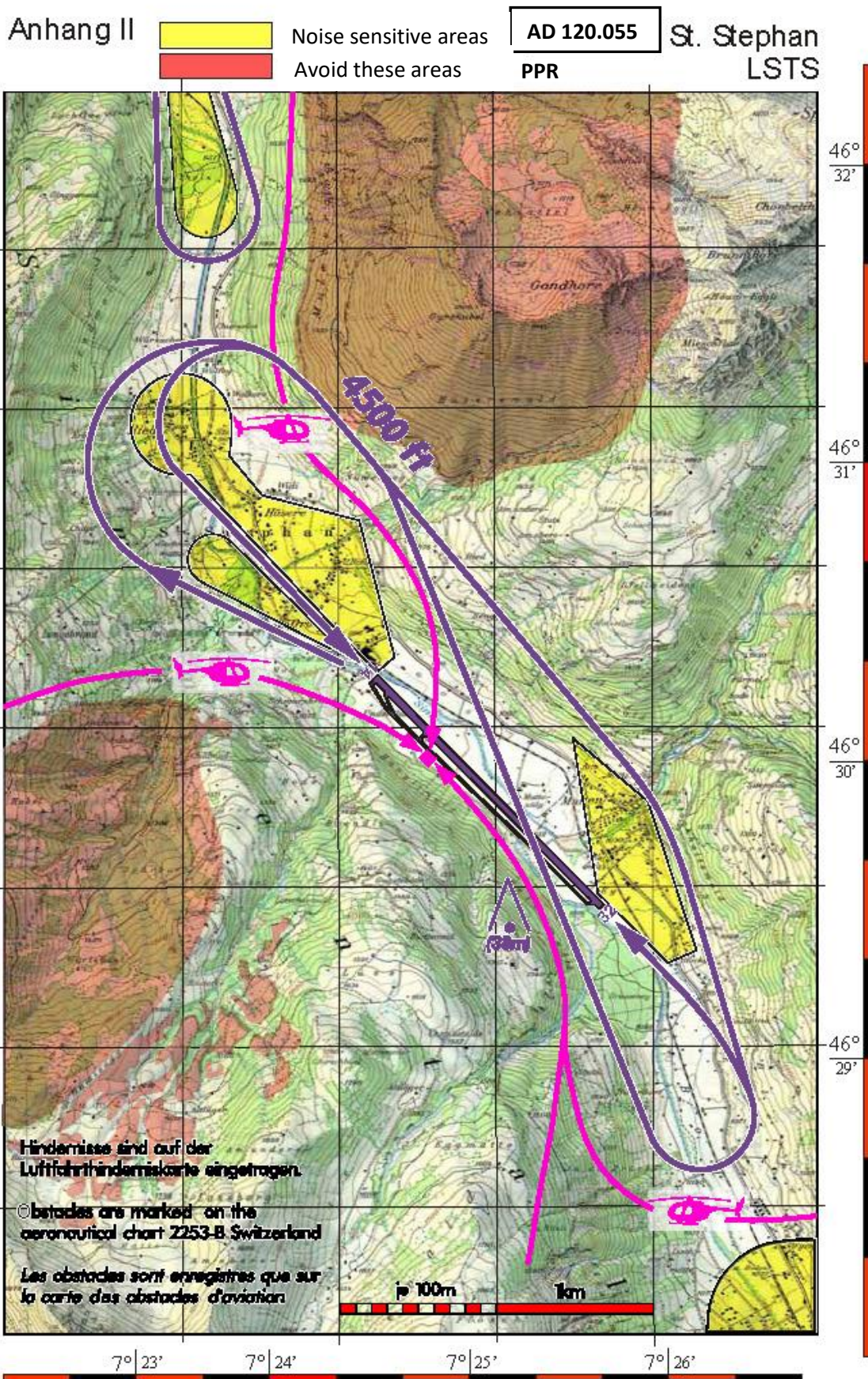
1. The barriers are activated collectively via the slot frequency 120.055 MHz by pressing the send or talk key 5 times at intervals of 1 second. It is of great importance that there is visual contact with the barriers on the part of the trigger and that there is no obstacle between - for example, terrain, trees or a parked vehicle.
2. After activation, about 15 seconds pass before the barrier closes. Before that, the rotary light and the gong have already announced the upcoming movement.
3. The barriers remain closed for 2.5 minutes, after which they automatically reopen; the barriers cannot be raised by radio. On the other hand, by repeating the trigger mode - the 5-time press within the 2.5 minutes period, the closed state can be extended as often as desired by another 2.5 minutes.
4. When flying with piston-aircraft, the barriers are to activate in the DOWNWIND; in a normal approach, the runway is reopened when the aircraft is already resting or slowly rolling away. Should the approach be extended for technical or meteorological reasons, the barrier system must be reactivated within the initial period of 2.5 minutes.
5. When operating with jet, it is important to remember that the consequences of a significantly greater number of times and locations are carefully considered. If there is a simultaneous approach of several aircraft, the triggering procedure must be coordinated between the pilots in advance and strictly be observed. In addition, a radio-equipped person on the ground has to check the correct function of the barrier system and has to intervene if necessary. In jet operation, it must be ensured that the road crossings are blocked by ground personnel.
6. The barrier system was designed and implemented according to the latest state of the art; Nevertheless, malfunctions cannot be ruled out. A careful check of the runway during the approach therefore remains essential. *Each pilot uses the barrier system at his own risk and on his own responsibility; liability is excluded.*

Revised, March 28, 2019

hrs

VISUAL APPROACH CHART

Only valid for small aircraft with appropriate performance.
 Approach for large aircraft and jet according special briefing.



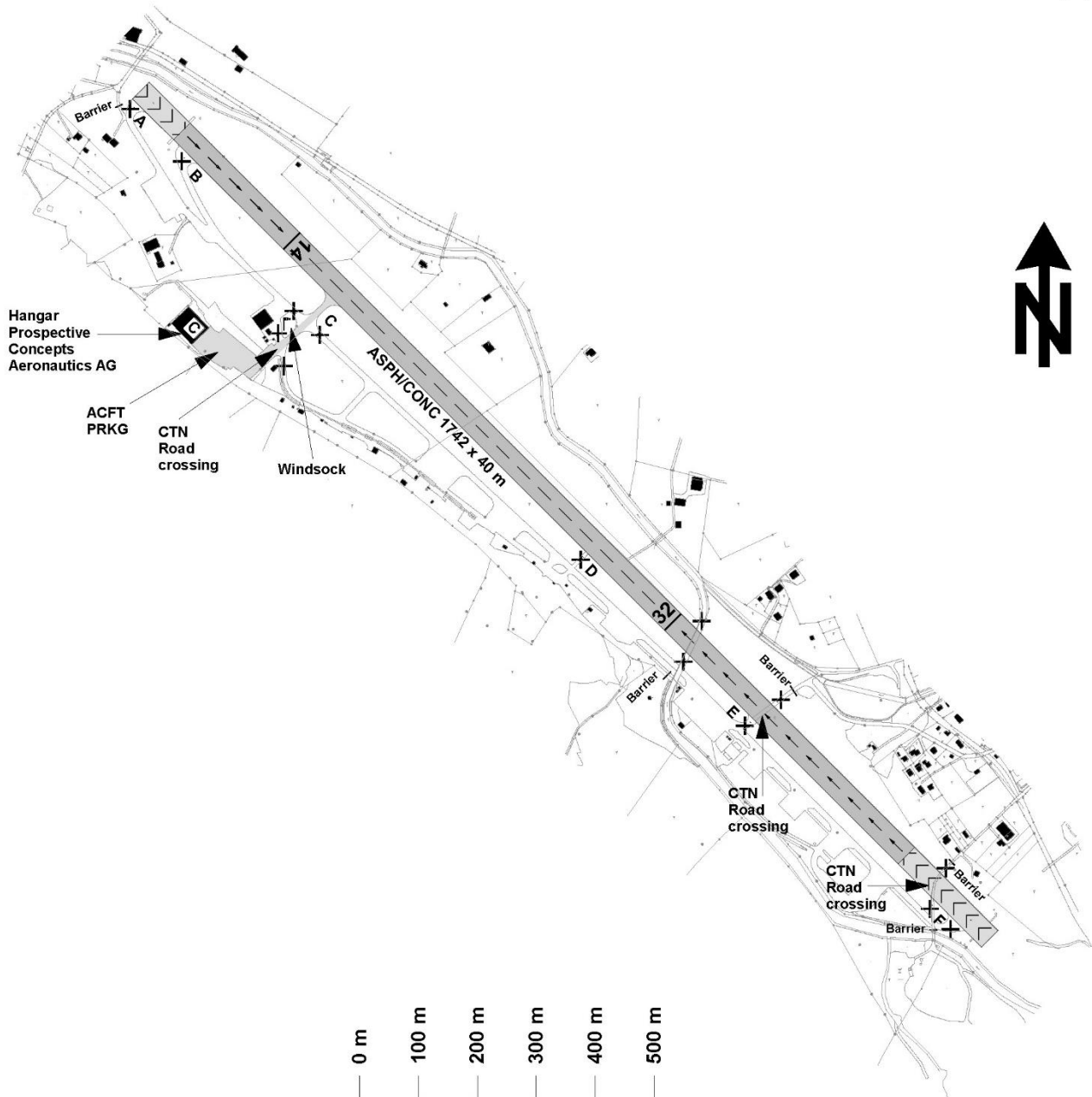
Anhang II

AD 120.055

St. Stephan
LSTS

ELEV 3274 ft (998 m)

ARP 46° 29' 51.964" N
07° 24' 42.544" E
WGS84



rev. 28.03.2019
hrs

NR	RWY MAG	m	AVBL LEN LDG	AVBL LEN TKOF	Oberfläche SFC	Tragfähigkeit STRENGTH
14 32	133 313	1742 x 40	1479 1180	1180 1479	ASPH/ CONC	>20PCN