

- 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:  
Performance calculation is necessary.  
Familiarization flight recommended for Airplanes up to 5.7 t MTOM and ICAO Approach-category A.  
Familiarization flight mandatory for Airplanes above 5.7 t MTOM and ICAO Approach-category B/C.  
Details see «Training requirements application manual» (please request).
  - 10.5 Taxi on runways and taxiways only
- 11 **ATS:**  
Blind transmissions compulsory.

## **Leaflet "Barriers"**

for Pilots and Ground-staff

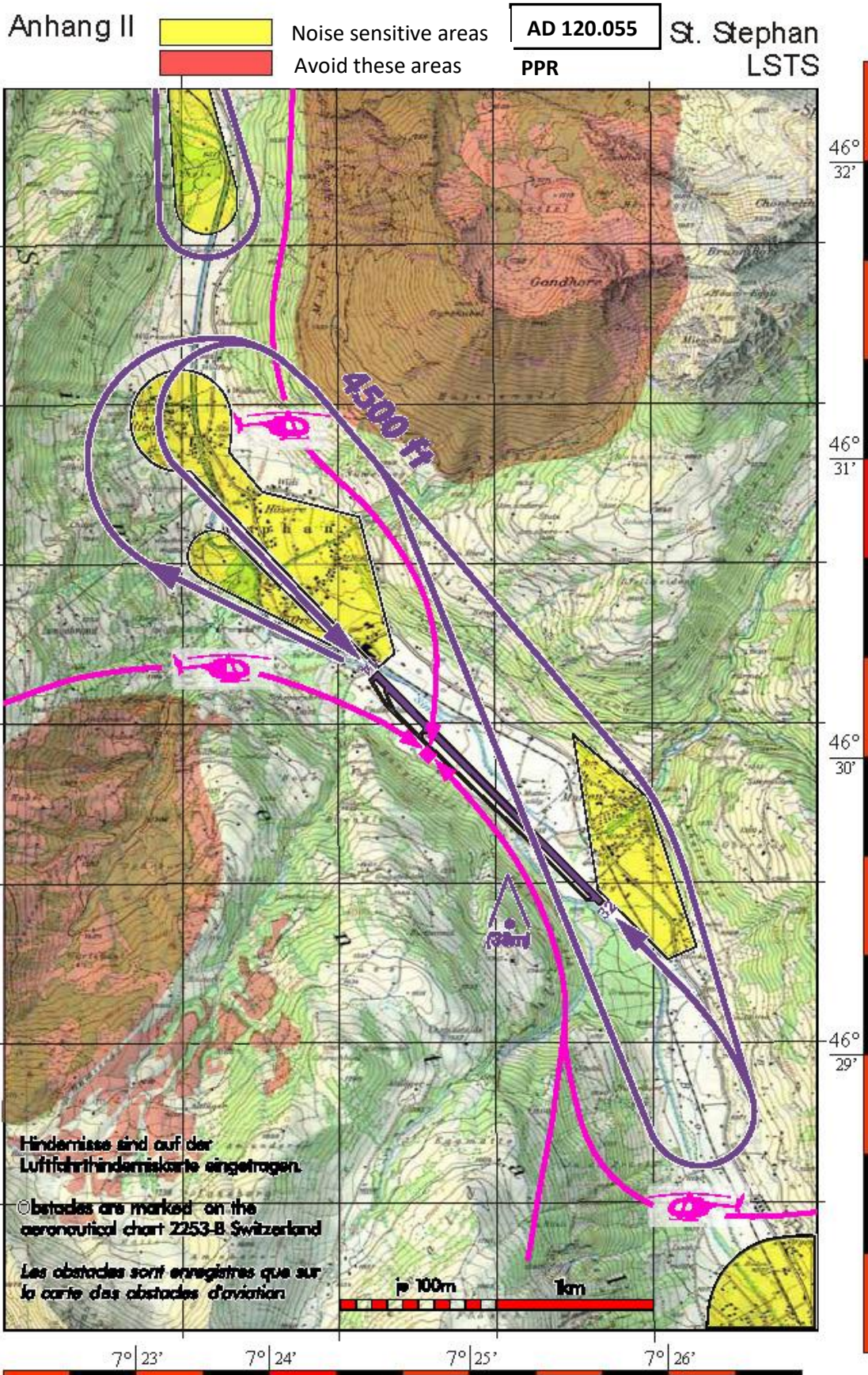
For airfield safety, the site owner installed a barrier crossing system (4 barriers) in spring 2001, maintained by the civil operator of the airfield (Prospective Concepts Aeronautics AG). These are independent, radio-controlled units positioned at the various roads crossing the runway. The crossing barrier system is an essential component of the safety concept to avoid both personal injury and property damage in connection with flight operations; it therefore requires correct operation by users. With the aim of maintaining the best possible level of safety, it is important for all users to understand the following instructions and to implement them correctly.

1. The crossing barriers are activated (e.g. lowered) collectively by activating frequency 120.055 MHz by pressing the send or talk key five times at intervals of one second. It is critical that the initiator has visual contact with the barriers and that there is no obstacle in between the crossing point and runway for example, or an incorrectly parked vehicle.
2. After successful activation, there is a 15 second delay before the barriers close. Prior to this, the crossing lights and audio warning will already have been activated.
3. The barriers remain closed for 2.5 minutes, after which they automatically re-open; the barriers cannot be raised earlier by radio. However, by repeating the trigger mode (pushing the radio activation five -times within the 2.5 minutes period) it is possible to extend the closed status as often as desired by another 2.5 minutes.
4. When flying piston aircraft, the barriers should be activated during the DOWNWIND. In case of a normal approach, the runway is reopened when the aircraft has fully braked or vacating. Should the approach be extended due to technical or meteorological reasons, the barrier system must be reactivated within the initial 2.5 minute period.
5. When operating with turbine powered aircraft, it is important to consider the time that a significantly longer circuit will have on the trigger time and to carefully select the barrier closing call accordingly. If there is a simultaneous approach of several aircraft, the triggering procedure must be coordinated between the pilots in advance and strictly observed. In addition, a ground based person with a VHF radio may have to check the correct function of the barrier system and should intervene if necessary. During jet operations, it is mandatory that the road crossings are blocked by ground personnel.
6. The barrier crossing system was designed and implemented according to current technology, however, malfunctions cannot be ruled out. Therefore, a careful check of the runway during the approach is essential. Each pilot uses the barrier crossing system at their own risk and responsibility; the airfield is no liable for malfunction.

Revised, July 30th, 2019  
hrs

# VISUAL APPROACH CHART

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



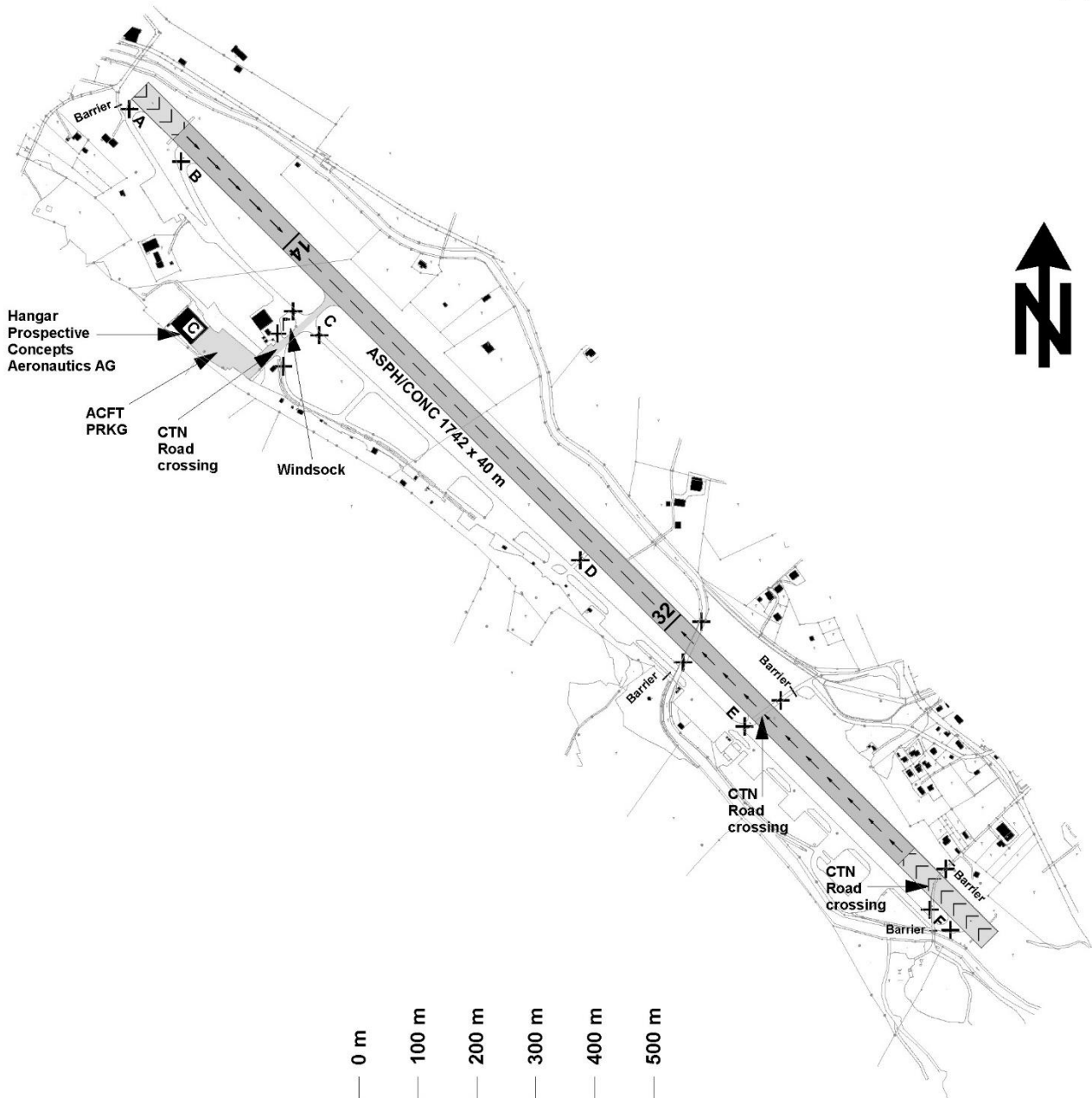
# Anhang II

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