

- 1 Airfield**
Private, Factory-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
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 Radio controlled Barriers
Activation: Press the send or talk key 3 times briefly, before LDG/TKOF on 120.055 MHz.
You will receive the following voice confirmations:
 - Immediately: "Request accepted, please wait"
 - After 20 seconds from first message: "Barriers are down"
 - After 2 minutes and 30 seconds from last message: "Barriers open in 30 seconds"
 - After 20 seconds from last message: "Warning, barriers are opening now"Extension for 2 minutes and 30 seconds by pressing the send or talk key 3 times briefly while the barriers are down.
Always check visually whether all Barriers are down (flashing light on the barrier).
See also Leaflet "Barriers".
 - 10.2 Switch off engines immediately after leaving the runway.
Self-Taxi with marshaller only.

- 10.3 AD in mountainous area:
- 10.4 CTN: Intense paraglider activity.
- 10.5 Airplanes ICAO Approach-category A (VAT < 91 kts; circling < 100 kts) and H (Helicopter): Familiarization-Briefing recommended.
- 10.6 Airplanes ICAO Approach-category B (VAT 91 - 120 kts; circling < 135 kts): Familiarization-Briefing mandatory and Familiarization-Flight recommended.
- 10.7 Airplanes ICAO Approach-category C (including private MIL-Jet): Familiarization-Briefing and Familiarization-Flight mandatory. Details see «Training requirements application manual» (please request).
- 10.8 Taxi on runways and taxiways only.
- 11 ATS:
 - No ATS available
 - (Blind calls on AD frequency expected)

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.

A new control system was installed in November 2021.

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- After 20 seconds from last message: "Warning, barriers are opening now"

Extension for 2 minutes and 30 seconds by pressing the send or talk key

3 times briefly while the barriers are down. Note: If you do not receive the message "Barriers are down" after extension, then there will be no extension. Try a shorter or longer interval.

Always check visually whether all Barriers are down (flashing light on the barrier) and that there is no obstacle in between the crossing point and runway for example, or an incorrectly parked vehicle.

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 minutes and 30 seconds period.

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 all roads crossings are blocked by ground personnel.

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.

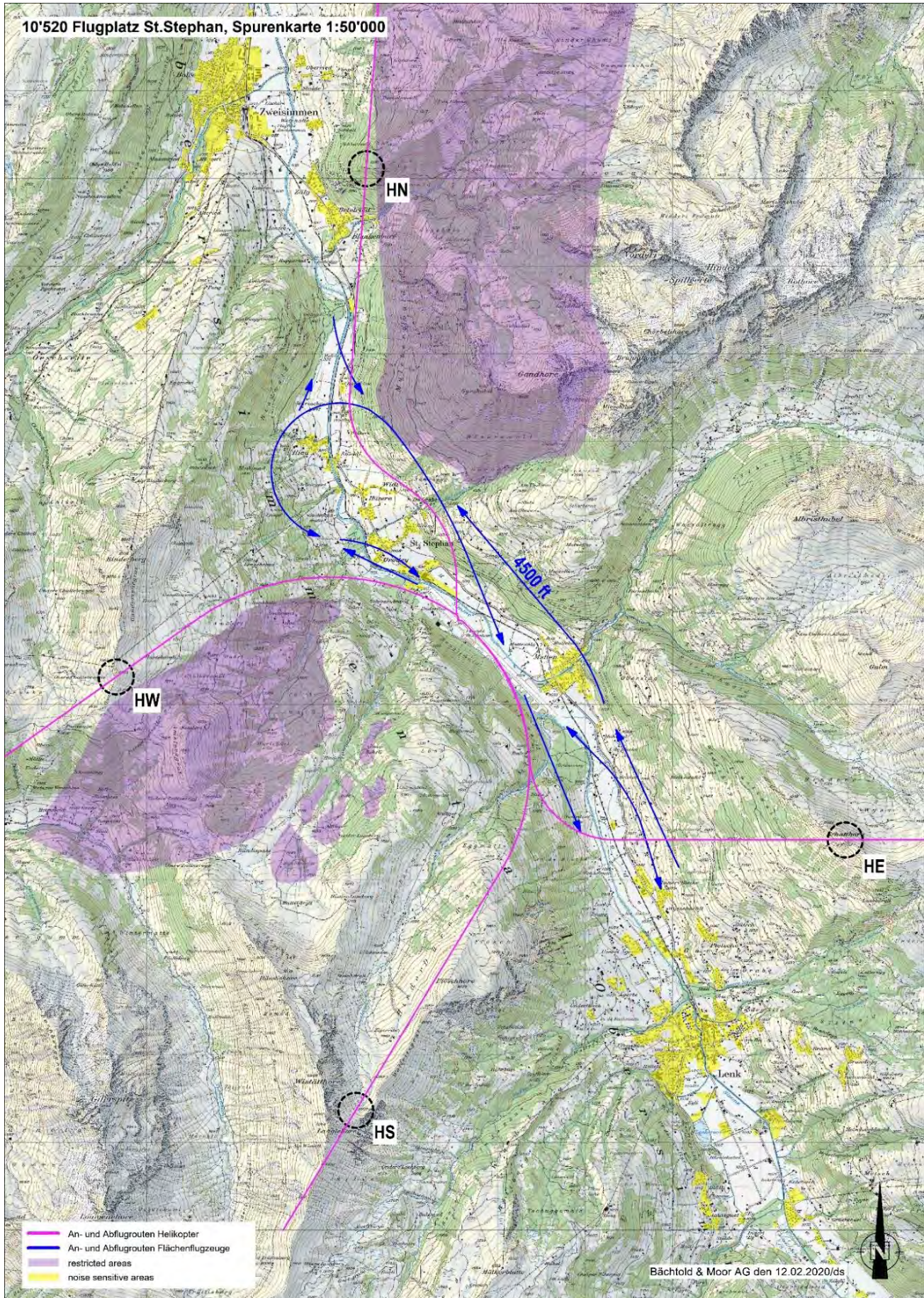
VISUAL APPROACH CHART

Legend:

HN/HS/HW/HE: RECOMMENDED APP/DEP ROUTES FOR HELICOPTERS ONLY

PPR

AD 120.055



Anhang II

AD 120.055

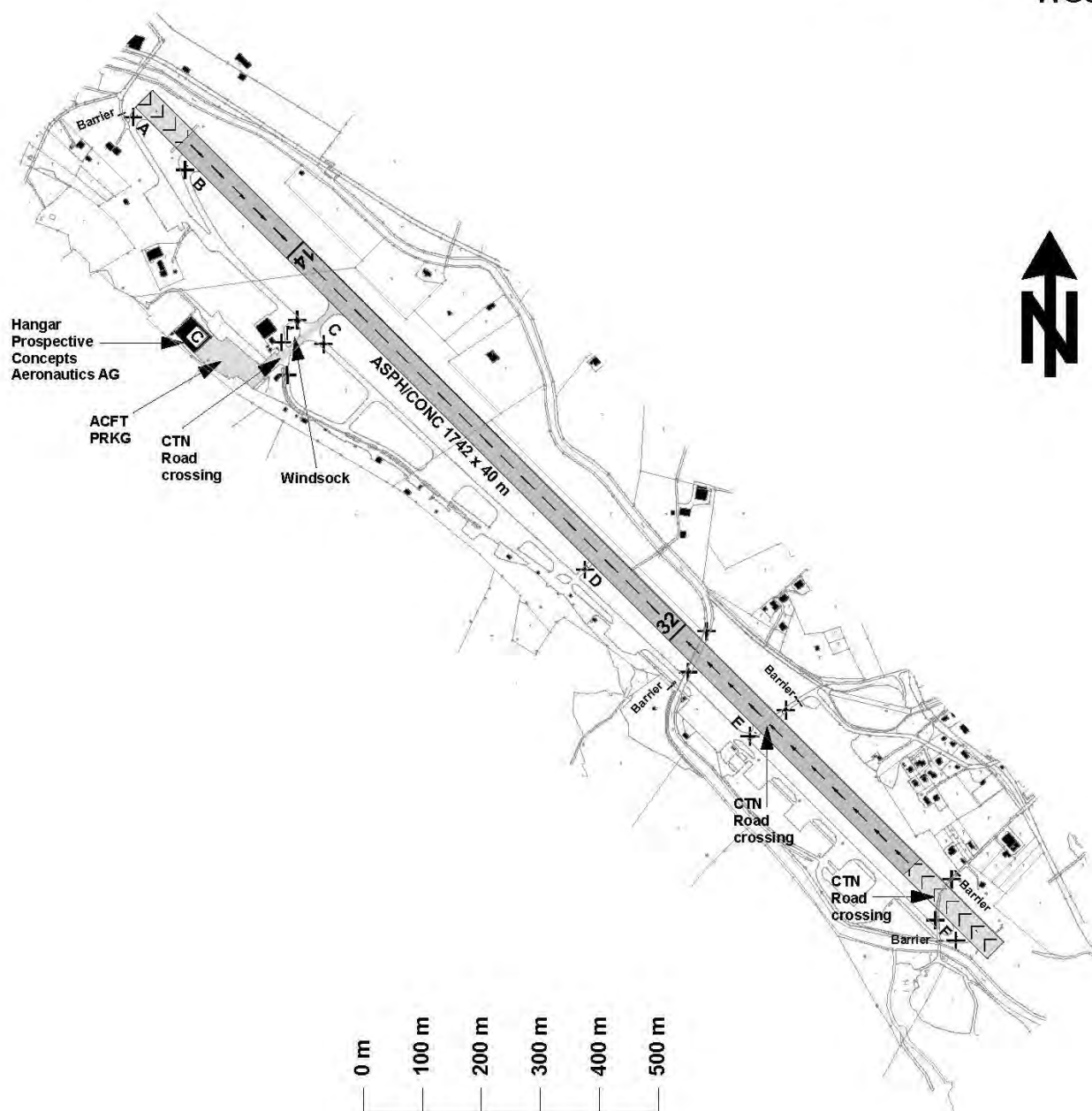
St. Stephan
LSTS

ELEV 3274 ft (998 m)

ARP 46° 29' 51.964" N

07° 24' 42.544" E

WGS84



rev. 22.02.2020
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	32 PCN