

The following information covers the period until LSTS is published in the VFR Manual Switzerland

1. Aerodrome

Private Aerodrome, PPR

2. Location

Between Zweisimmen and Lenk i.S.

3. AD referece temperature

NIL

4. Operating hours

TKOF times:

MON - SAT: HRH (earliest 0800 LT) - 1200 LT; 1300 LT - HRH (MAX 2000 LT)

SUN / HOL: HRH (earliest 0800 LT) - 1200 LT; 1300 LT - HRH (MAX 1900 LT)

LDG times:

MON - SUN: HRH (earliest 0800 LT) - HRH (MAX 2000 LT)

5. AD-Operator

Prospective Concepts Aeronautics AG

Flugplatz 5, 3772 St. Stephan

www.airportststephan.ch

info@airportststephan.ch

6. AFTN

NIL

7. Tel. Nr.

+41 78 734 18 80

PPR only via: www.airportstsephan.ch

8. Ground services

Hangar, Toilette service

Fuel: Jet A-1/ AVGAS 100LL

Operations allowed without further RFF resources:

- Non-CAT operations
- CAT-operations with aeroplanes with MTOM max. 2250 kg
- HEL with MTOM max. 3175 kg
- Personnel not necessarily on site

10 fire extinguishers available (fuel station, Hangars 1 and 2, C-Office and runway vehicle)

For CAT-operations with aeroplanes with MTOM > 2250 kg:

- PPR 2 HR before ETA/ETD, up to RFF CAT 5.

For HEL MTOM > 3175 kg:

- PPR 2 HR before ETA/ETD.

9. Customs

- PPR
- Min. 3 HR in advance for Schengen flights
- Min. 24 HR in advance for non-Schengen flights
- No customs clearance of goods
- Custom forms to be sent by internet only and available on:
<https://customsmanager.ch/lsts>

10. Local flying restrictions and remarks:

- 10.1 Radio controlled Barriers (see also leaflet on page 3)
- 10.2 Runway access/egress:
-Taxi on runway to/from TWY C only
-TWY C located 366 m from begin RWY 13 and 1470 m from begin RWY 31
- Especially after LDG RWY 13 and before TKOF RWY 31, consider backtrack time.
- 10.3 AD in mountainous area
- 10.4 CTN: Intense paraglider activity region Lenk
- 10.5 Airplanes ICAO Approach-category A
(VAT < 91 kts; circling < 100 kts) and H (Helicopter):
Familiarization-Briefing recommended.
- Airplanes ICAO Approach-category B
(VAT 91 - 120 kts; circling < 135 kts):
Familiarization-Briefing mandatory and Familiarization-Flight recommended
- Airplanes ICAO Approach-category C
(VAT 121 - 140 kts; circling < 180 kts) including private MIL-Jet):
Familiarization-Briefing and Familiarization-Flight mandatory.
- Details see «Training requirements application manual» (please request at the aerodrome).

11. ATS

- No ATS available
- Blindcalls 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.

Activation: Press the send or talk key 3 times briefly, before LDG/TKOF on 120.055 MHz. You will receive the following voice confirmations:

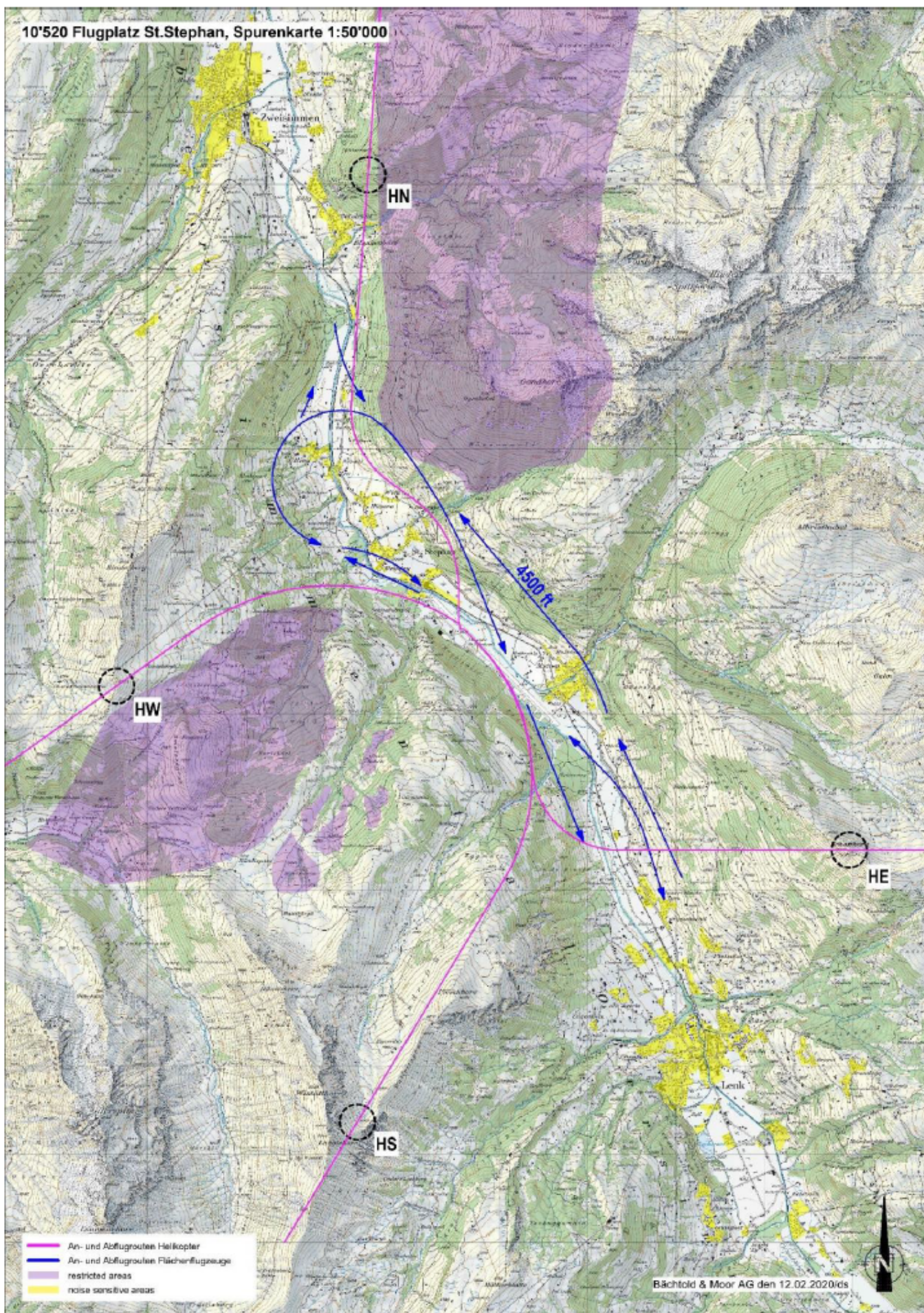
- Immediately: "Request accepted, please wait"
- After 20 seconds from first message: "Barriers are down"
- After 2 minutes and 30 seconds from last message: "Barriers open in 30 seconds"
- After 20 seconds from last message: "Warning, barriers are opening now"

Extension for 2 minutes and 30 seconds by pressing the send or talk key 3 times briefly while the barriers are down. 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.

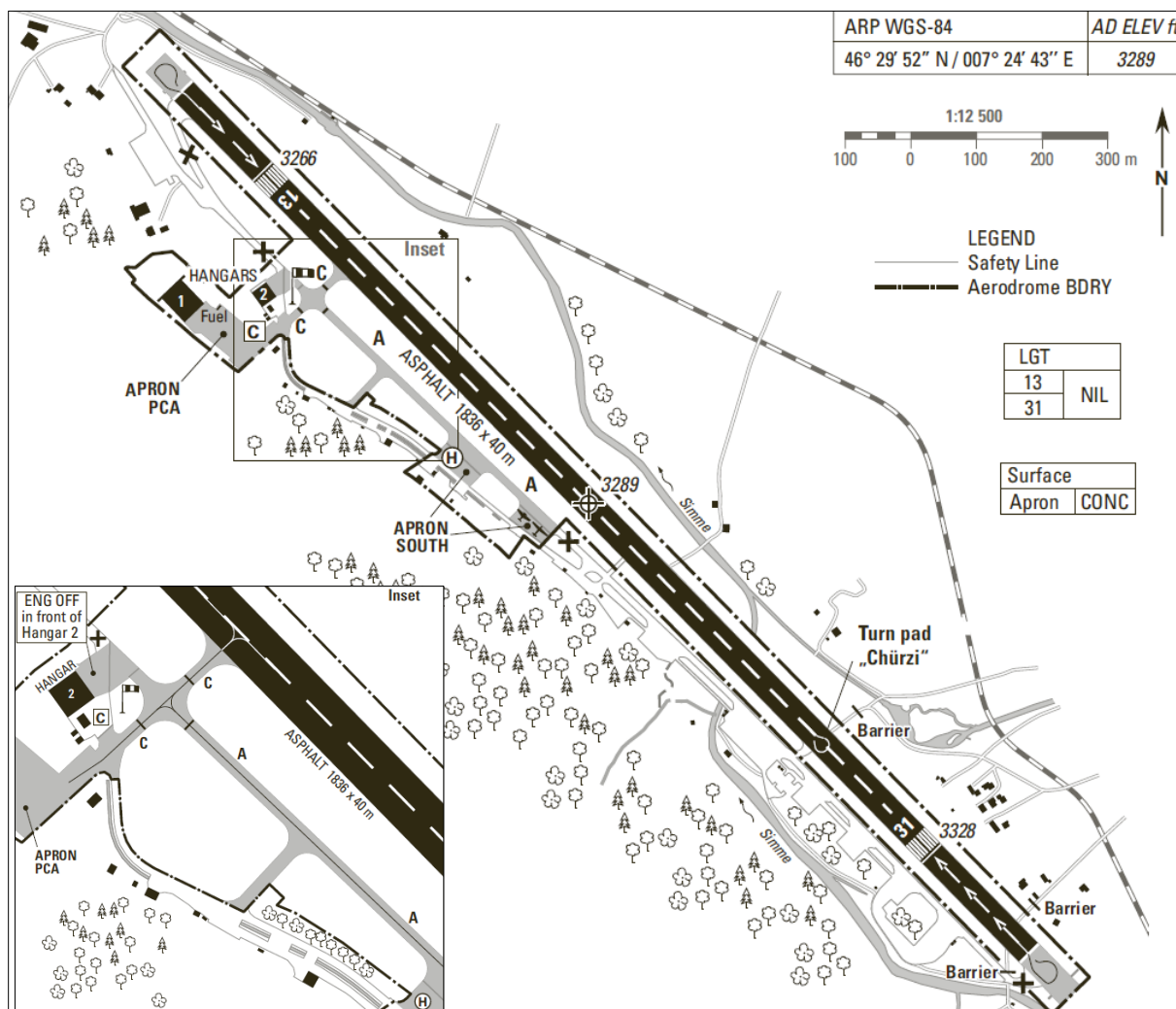
When flying piston aircraft, the barriers should be activated during the DOWNWIND. In case of a normal approach, the runway is reopened when the aircraft has fully braked or vacating. Should the approach be extended due to technical or meteorological reasons, the barrier system must be reactivated within 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.



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RWY NR	RWY BRG TRUE/MAG	m	AVBL LEN LDG	AVBL LEN TKOF		Oberfläche SFC	Tragfähigkeit STRENGTH
13	135/132	1836 x 40	1634*	1625	Full LEN	ASPH	PCR 380/F/C/W/T
31	315/312			1193	Chürzi**		
			1625	1664*	Full LEN		
	VAR (26.5): 3° E		→ VFR AGA 3-0, § 3				→ VFR AGA 3-0, § 2

* AVBL LEN LDG 30 m shorter than AVBL LEN TKOF in order to fulfill runway strip dimensions.
Landedistanz 30 m kürzer als Startdistanz, um die Dimensionen des Pistenstreifens zu erfüllen.

** Turn pad "Chürzi" for SEP ACFT with MTOM < 8.6 t due to noise abatement.

Turn Pad „Chürzi“ für SEP-Luftfahrzeuge mit einer MTOM < 8.6 t aus Lärmschutzgründen.