

## **LSGK Airport Briefing / PPR request**

### **Introduction:**

The Airport Saanen (LSGK) is situated in a mountainous region near Gstaad in Switzerland. The number of incidents and accidents during the last couple of years forced the introduction of this airport briefing.

Pilots which intend to fly to LSGK **need** to be familiar with the different specialties associated with the flight operation in and out of LSGK. See also [www.gstaad-airport.ch](http://www.gstaad-airport.ch)

- Uncontrolled airfield
- VFR and day only
- Relatively short runway with close obstacles rising around the runway and along the runway axes
- Airport elevation of 3307 ft/AMSL
- Non standard VFR circuit
- Intense seasonal glider activity (between June and August)

As a first step every pilot shall study carefully the AIP-Info of the airport.

**Single engine piston aircraft (SEP)** shall make a takeoff and climb-performance analysis of the aircraft flying out of LSGK using the actual meteo data.

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### **Multi engine piston aircraft – MEP and high performance aeroplanes – HPA**

Pilots of **multi engine piston aircraft (MEP)** and **high performance airplanes (HPA)** shall make a landing, takeoff and climb-performance analysis in the aircraft flying to LSGK using the actual meteo data.

Bear in mind, that the community of Schönried should not be over flown below 5000 ft/AMSL and that the distance of the displaced threshold of runway 26 and this community is less than 1.8 NM (3300m). Therefore a straight-in approach (954ft/NM) may exceed your aircrafts approach-angle capability. As an option you might want to consider in following the published circuit for runway 26.

**Be advised that a wet runway might have a significant impact on your aircrafts landing performance!**

Pilots of **multi engine piston aircraft (MEP)** and **high performance airplanes (HPA)** shall make a takeoff- and climb performance analysis of the aircraft flying out of LSGK using the actual meteo data.

**MEP Pilots:** Your aircraft's engine-out performance might become a limiting factor!

**Multi engine jet aircraft**

Pilots of **multi engine jet** shall hand in a landing-performance analysis of the aircraft flying to LSGK using the actual meteo data.

Bear in mind, that the community of Schönried should not been over flown below 5000 ft/AMSL and that the distance of the displaced threshold of runway 26 and this community is less than 1.8 NM (3300 m). Therefore a straight-in approach (954ft/NM) may exceed your aircrafts approach-angle capability. As an option you might want to consider in following the published circuit for runway 26.

**Be advised that a wet runway might have a significant impact on your aircrafts landing performance!**

Pilots of **multi engine jet aircraft** shall hand in a takeoff- and climb-performance (including engine-out) analysis of the aircraft flying out of LSGK using the meteo data.

**General PPR request for pilots of HPA and multi engine jet aircraft:**

**Introduction:**

If you've been flying to LSGK on a regular basis within the last five years, the information below needs to be filled out only **once**. Thereafter you only need to re-apply in case of the following:

- Change of aircraft type
- **No flight to LSGK within 12 months**

<b>Tail Nr.</b>		Acft. Type		MTOW	kg/lb
<b>DOF</b>		From		ETA (LT)	
<b>DOF</b>		To		ETD (LT)	
<b>PIC</b>					
<b>F/O</b>					

**Flight experience of PIC:**

<b>Total</b>	<b>h</b>	<b>On Type</b>	<b>h</b>
<b>Number of flights to LSGK</b>			
<b>Date of last flight to LSGK</b>			
<b>Date of last flight to LSGK on type</b>			

**Final statement:**

In reference of flying in and out of LSGK I herewith acknowledge and confirm to know the following:

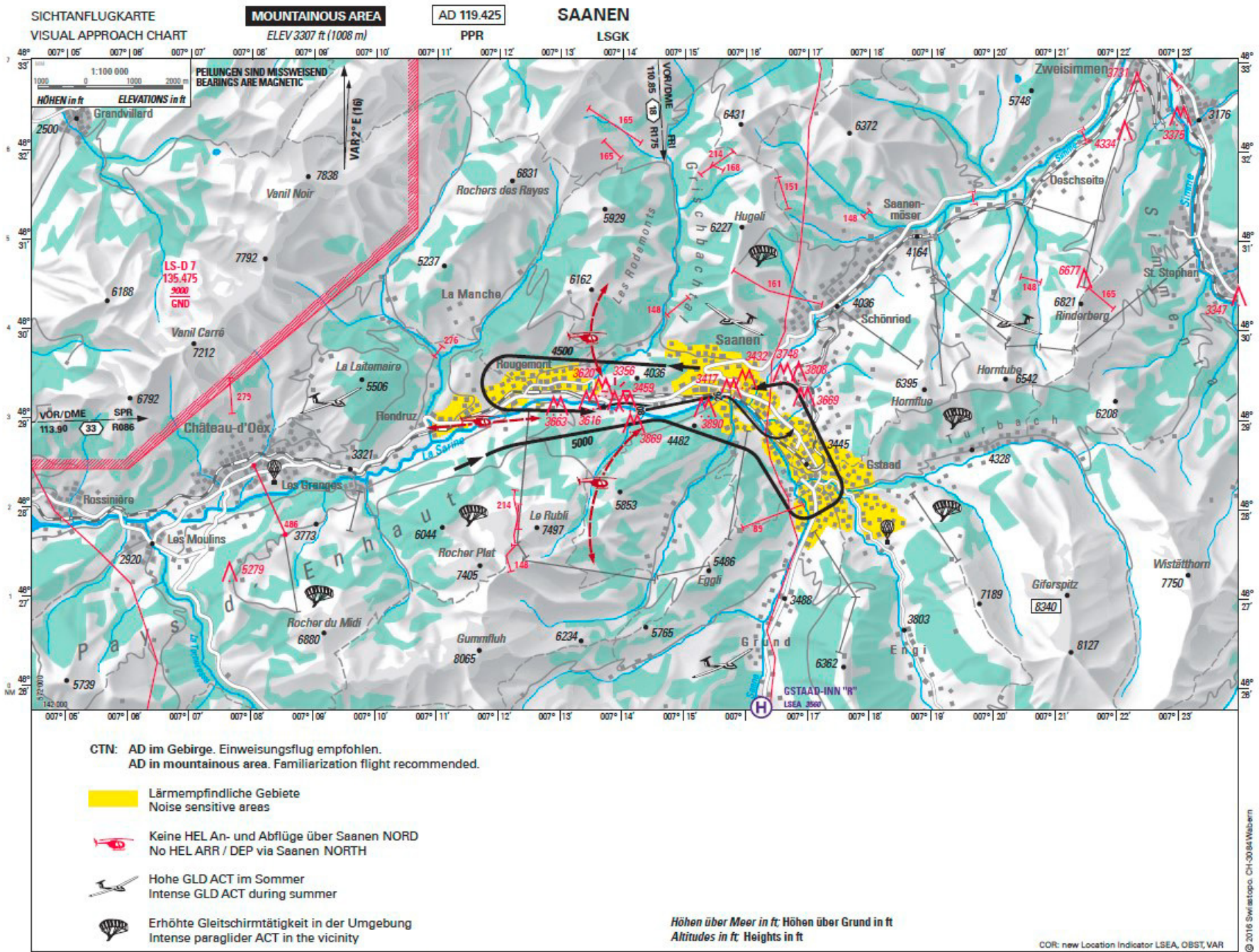
- I have studied all AIP Information concerning LSGK.
- I have understood that LSGK is situated in a mountainous region and at a relatively high altitude.
- I have understood that LSGK is an uncontrolled airfield and can only be flown in and out under VFR and at day only.
- I have understood that special customs regulations might apply ([www.gstaad-airport.ch](http://www.gstaad-airport.ch)) for my flight to and from LSGK.
- I'm aware that flying in and out to LSGK might be restricted on short notice due to unforeseen circumstances like weather/snow or other.

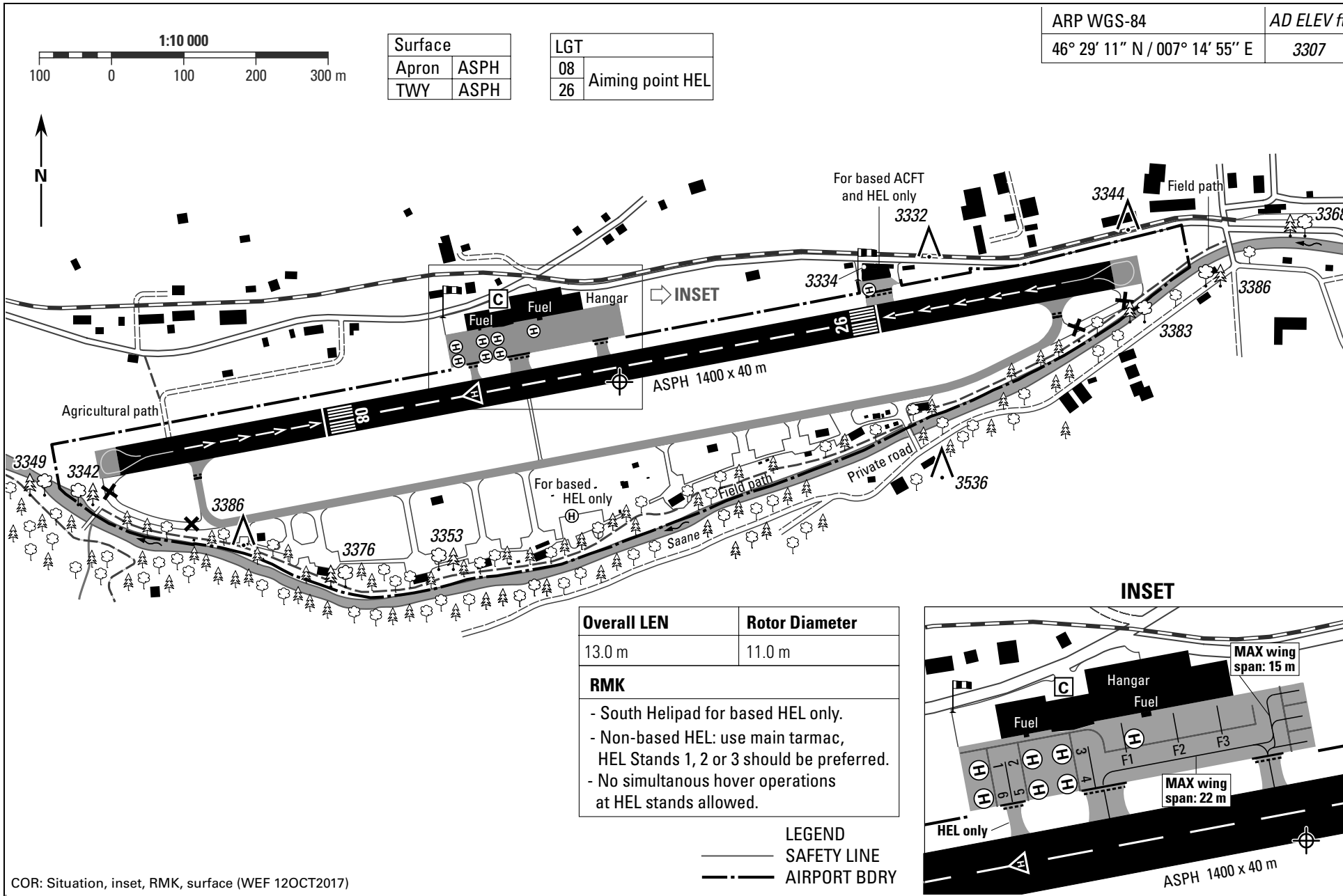
For pilots of **HPA**:

- I have performed an appropriate performance analysis concerning the flight I intend to carry out.

For pilots of **multi engine aircraft**:

- I have performed an appropriate performance analysis concerning the flight I intend to carry out.





COR: Situation, inset, RMK, surface (WEF 12OCT2017)

NR	RWY BRG TRUE/MAG	m	AVBL LEN LDG	AVBL LEN TKOF	Oberfläche SFC	Tragfähigkeit STRENGTH
08	079/077	1400 x 40	1070	1070	ASPH	PCN 20/F/C/Y/T
26	259/257		1050	1110		
	VAR (16.5): 2° E		→ VFR AGA 3-0, § 3			→ VFR AGA 3-0, § 2
1	Flugplatz: Privat, Flugfeld, <b>PPR</b>		1 Aerodrome: Private, Airfield, <b>PPR</b>			
2	Lage: 2,8 km NW Gstaad		2 Location: 1.5 NM NW Gstaad			
3	Flugplatzbezugstemperatur: 20,7°C		3 AD reference temperature: 20.7°C			
4	Betriebszeiten: APR-SEP: 0800-2000 LT OCT-MAR: 0800-HRH (HRH → <b>VFG RAC 1-1</b> ) Helikopter: 0800-2000 LT  Bürozeiten (für PPR Anfragen) 0800-1200 LT 1330-1700 LT		4 OPR hours: APR-SEP: 0800-2000 LT OCT-MAR: 0800-HRH (HRH → <b>VFG RAC 1-1</b> ) Helikopter: 0800-2000 LT  Office hours (for PPR requests) 0800-1200 LT 1330-1700 LT			
5	Flugplatz-Halter: Flugplatzgenossenschaft Gstaad-Saanenland Oeystrasse 29 3792 Saanen		5 AD-Operator: Flugplatzgenossenschaft Gstaad-Saanenland Oeystrasse 29 3792 Saanen			
6	AFTN: NIL		6 AFTN: NIL			
7	TEL NR: +41 (0) 33 748 33 22 +41 (0) 33 748 33 31 FAX E-Mail: info@gstaad-airport.ch Internet: www.gstaad-airport.ch		7 TEL NR: +41 (0) 33 748 33 22 +41 (0) 33 748 33 31 FAX E-Mail: info@gstaad-airport.ch Internet: www.gstaad-airport.ch			
8	Bodendienste: AVGAS 100LL, JET A1 Feuerbekämpfungsmittel: - Kategorie 1: 0800 - 1200, 1330 - 1700 LT - Kategorie 1 ausserhalb OPS Zeiten: O/R 1 HR vor ETD/ETA - Kategorie 2 - 4: 5 HR vor ETD/ETA		8 Ground services: AVGAS 100LL, JET A1 Fire Protection: - Category 1: 0800 - 1200, 1330 - 1700 LT - Category 1 outside OPS HR: O/R 1 HR prior ETD/ETA - Category 2 - 4: 5 HR prior ETD/ETA			

9	Zoll: - <b>PPR</b> - Schengen: 3 HR vor Anflug / 2 HR vor Abflug - non-Schengen bis 1530 LT am Vortag  - ohne Warenabfertigung CUST: Bürozeiten (siehe §4)	9	Customs: - <b>PPR</b> - Schengen: 3 HR before ARR / 2 HR before DEP - non-Schengen until 1530 LT the day before - no customs clearance for goods CUST: Office hours (see §4)
10	Örtliche Flugbeschränkungen und Bemerkungen:	10	Local flying restrictions and remarks:
10.1	Grundsicherung auf den Platz- runden verboten	10.1	Basic training on AD circuits prohi- bited
10.2	Flugfeld im Gebirge mit erschwerten Landebedingungen; Einweisung empfohlen	10.2	Landing conditions at this AD ren- dered more difficult due to its location in mountainous area. Initiation advised
10.3	Rollen auf der Piste	10.3	Taxi on RWY
10.4	JUN 15 - AUG 15: GLD ACT	10.4	JUN 15 - AUG 15: GLD ACT
10.5	<b>CTN:</b> - <b>SOMMER: hohe Dichtehöhen.</b> - WINTER: es ist unerlässlich, sich telefonisch über den Pistenzustand zu erkundigen.	10.5	<b>CTN:</b> - <b>SUMMER: high density-altitude.</b> - WINTER: it is necessary to inquire about RWY conditions by TEL.
10.6	Beleuchtung: Zielpunkt HEL	10.6	Lighting: Aiming Point HEL
11	ATS: No ATS Services	11	ATS: No ATS Services
12	Handkorrekturen VAC 9:  <b>04/16 MAR 31</b>  NIL	12	Hand corrections VAC 9:  <b>04/16 MAR 31</b>  NIL