

Gstaad Airport AG

# Saanen Aerodrome LSGK Pilot Briefing

Situated in the mountainous region in Saanen, Switzerland, Saanen Aerodrome can be very challenging due to factors like the non-standard circuit, the terrain, the elevation (3284 ft) and the meteorological conditions. In order to support you with your flight preparations, Gstaad Airport has prepared this pilot briefing document.

Should you wish for further support, the Gstaad Airport Flight Operation is happy to help you with additional information or to put you in contact with pilots that fly regularly to and from LSGK.

Please do not hesitate to contact the Gstaad Airport Flight Operation under the following contacts:

Phone: +41 33 748 33 22

E-Mail: [info@gstaad-airport.ch](mailto:info@gstaad-airport.ch).

## General information

- Saanen Aerodrome (LSGK) is a private airfield that requires a prior permission (PPR) from the Gstaad Airport Flight Operation in order to fly to or from LSGK. Flights (both arrivals and departures) must be announced by filing a PPR request on our website ([www.gstaad-airport.ch](http://www.gstaad-airport.ch)).
- Please plan your operation at LSGK around funerals at the cemetery in the nearby village of Saanen. The respective dates and times are published on our website in the PPR section (yellow box).
- Being an uncontrolled airfield at which operation happens under visual flight rules (VFR), neither separation of aircraft, nor Flight Information Service (FIS) is provided. It is therefore crucial that blind calls are made on the frequency of Saanen Aerodrome (119.430 MHz) and that pilots organise themselves should multiple aircraft be operating in the air spaces around LSGK at the same time.

The Gstaad Airport Flight Operation is allowed to help out with useful information like the runway in use (generally runway 26) over the radio. However, no further information or clearances can be given.

- For noise abatement, please precisely fly the official arrival and departure routes in the Aeronautical Information Publication (AIP) Switzerland.
- Check for obstacles in the approach by going to the following website and displaying the air navigation obstacles on the map: [www.map.geo.admin.ch](http://www.map.geo.admin.ch)
- During the summer months, in July and August, intense glider activity may be expected.
- As LSGK features neither ATC nor FISO, you must close your flight plan yourself. Be aware that when you cancel IFR, your flight plan remains active. Call 0800 437 837 to close your flight plan. Please do not forget to close your flight plan after landing!
- Self-service fuelling by credit card is available at the fuel station. Fuelling of helicopters is only possible on helipad 2,3 (Jet A1) and 8 (Jet A1 & AvGas).
- IFR joinings departing from LSGK (Z-flights): Before start-up, contact mandatory with GVA Delta (119.175 MHz or +41 (0)22 747 13 91 in case of successive unanswered calls).

## Information specifically for General Aviation

- Especially in summer, the runway can be relatively short when operating at high density altitudes. As a result, landing and take-off performance could be critical and respective performance calculations are highly recommended.

### **Example: Density Altitude Calculation**

*QNH: 1003 hPa, Outside Air Temperature: 25°C, True Altitude: 3284 ft*

*Pressure Altitude = True Altitude + 10 x 28 ft = 3584 ft*

*ISA Temperature at a Pressure Altitude of 3584 ft: 7.8°C*

*Temperature Difference = Actual Temperature - ISA Temperature = 17.2°C*

*Temperature Correction: Temperature Difference x 120 ft = 2064 ft*

*Density Altitude = Pressure Altitude + Temperature Correction = 5648 ft*

- In order to ensure a safe and successful landing, make sure that you are on a stable and correctly positioned approach. In case of an unstable approach, do not hesitate to go around - We do not charge you for go-arounds.
- The final approach is steep. As you follow the terrain, be aware of terrain clearance, your angle of approach and speed control.
- Sport airplanes are parked at the eastern end of the apron. Larger airplanes are marshalled for parking.
- For departure, please be aware of the climbing terrain along your flight path.
- Remember the reduced climb performance: Reduce your TOW or wait for lower ambient temperatures if necessary.
- Be aware of your speed during turns. To reduce the turn radius you can always use your flaps!

## Information specifically for HPA (High Performance Aircraft)

- If you are approaching the airport, plan to reduce your speed early.
- To land on RWY 26, please plan to be fully configured at 4500 ft abeam the Palace hotel.
- At this time there is no PAPI or VASIS installed.
- The terrain during base leg and final approach is high and you must follow it, otherwise you are too steep for the final approach.
- If you are not correctly positioned, with the correct  $V_a$  and approach angle, please don't hesitate to go around and come again! We do not charge you for go-arounds.

## Information specifically for helicopters

- If safety is not impeded, helicopters shall always land on runway 08 and depart on runway 26 (see published in- & outbound-routes in AIP).
- After landing on the RWY via FATO, helicopters shall taxi to their assigned helipad. Taxi by hovering is only allowed for helicopters with skids. However, simultaneous hovering on the helipads is strictly forbidden.

**By filing a PPR request, you acknowledge that you have read and understood the Saanen Aerodrome Pilot Briefing.**

Saanen, 14/07/2020



LSGK is an uncontrolled Airfield. Closing your VFR or IFR flightplan remains in the pilot's responsibility.

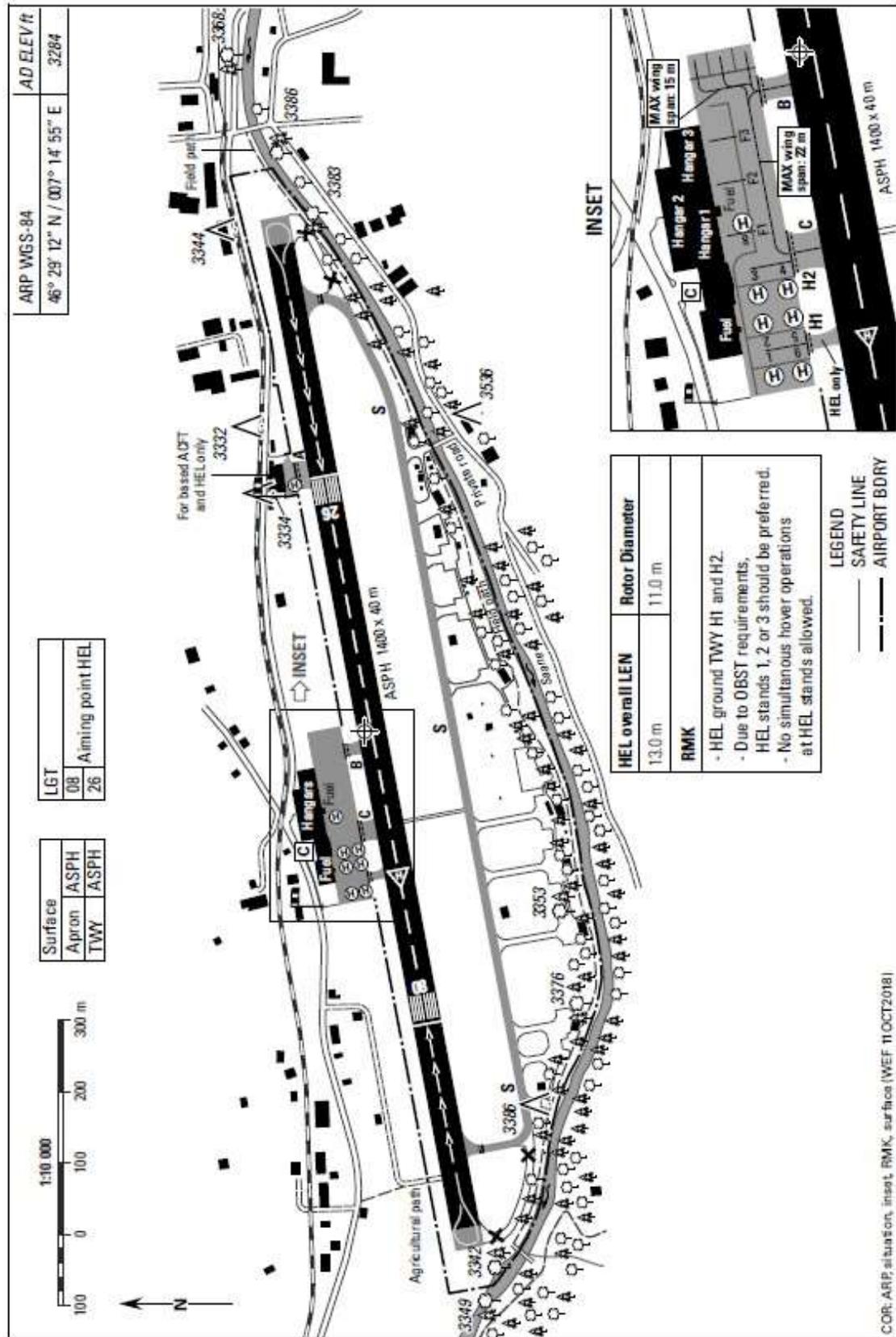
NOTE: cancelling a flightplan does not close it.



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