



# Gstaad Airport Pilots Briefing

## General

Gstaad-Airport (LSGK) is situated in a mountainous region near Gstaad / Saanen in Switzerland. As the approach into LSGK can be very challenging (e.g. mountains, weather, during the approach the runway is not always visible), we would like to provide you with some additional information.

Don't hesitate to contact the airport management, they can give you an additional verbal briefing or put you in direct contact with an experienced pilot who knows LSGK well.

Use Google Earth to get familiar with the surroundings.

LSGK is a PPR airport. Announce your flights (ARR and DEP) through our website [www.gstaad.airport.ch](http://www.gstaad.airport.ch) > click **PPR**

- Gstaad Airport is an uncontrolled VFR airfield. The Unicom Frequency is 119.430 MHz.
- The airport staff is allowed to give the RWY in use over the radio. They are not authorised to give any further information or clearances.
- Most of the time we have westerly winds and RWY 26 is in use.
- LDA available is around 1000 meters, both runways having a displaced threshold. Please check the official publication page 5 and onwards.
- The airport elevation is 3284 ft. This leads to a very high Density Altitude during the summer months. A takeoff and climb performance calculation is highly recommended for all pilots flying into and out of LSGK!

**Example:** QNH 1003 hPa, OAT 25°C, True Altitude TA 3284 ft: Pressure Altitude PA = TA + 10 x 30 ft = PA 3584 ft // ISA temperature at PA 3584 ft = 7.8°C. Actual temperature - ISA temperature > 25°C - 7.8°C = 17.2 x 120 ft = 2064 ft

**Density Altitude DA= 5648 ft (TA + Pressure Correction + Temperature Correction = 3284 ft + 300 ft + 2064 ft)**

- During July and August, please be alert for intense glider activity.
- During funerals in Saanen, we are not allowed to let you land on RWY 26 or takeoff on RWY 08. For information about short notice restrictions please call the FBO on +41 33 748 3322.
- Five minutes prior to arrival over the airfield, please make an initial call reporting your position and altitude. Standard position reporting.
- **Noise abatement**
  - Direct approaches with aircraft for RWY 26 are highly appreciated for noise abatement reasons. Avoid overflying villages and farm houses, look out for obstacles like cables and antennae.



- Please avoid the village of Schönried. If you think a direct approach leads to a too steep approach, consider to enter the normal traffic pattern.
- Departures from RWY 26 please avoid overflying the village of Rougemont. Try to fly south of the railway lines.
- Highly noise sensitive areas are marked in yellow on the visual approach chart on page 7 of this briefing. Avoid overflying these areas or follow the traffic pattern precisely.
- By filing a PPR you acknowledge that you have read and understood all this information (verify the additional information for SEP, Turbine, Jet and Helicopter below)
- **Don't forget to close your flight plan after landing (call 0800 437 837)! By cancelling IFR, your flightplan REMAINS active!**

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#### Pilots of SEP aircraft

- The traffic pattern is non-standard. For noise abatement reasons please follow the traffic pattern meticulously.
- The final approach is steep. As you follow the terrain, be aware of terrain clearance, your angle of approach and speed control.
- Parking stands for SEP are at the eastern end of the apron.
- Self-service fuelling with credit card is available at the fuel station.
- 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!
- **Don't forget to close your flight plan after landing (call 0800 437 837)! By cancelling IFR, your flightplan REMAINS active!**

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#### Pilots of HPA (High Performance Aircraft), Turboprops and Jets

- Don't hesitate to contact the airport management, they can give you an additional verbal briefing or put you in direct contact with an experienced pilot who knows LSGK well.
- 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 don't charge go arounds.
- **Don't forget to close your flight plan after landing (call 0800 437 837)! By cancelling IFR, your flightplan REMAINS active!**

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## Helicopter Pilots

- Verify the specific arrival routes for helicopters (Grischbachtal from the North, Le Rubli from the South and direct approach Rougemont from the West) Avoid overflying villages and farm buildings. All approaches with the helicopter are steep and you will see the RWY with its FATO late during approach.
- Reduce the speed early.
- Look out for obstacles like cables and antennae. Verify the obstacle map on your devices or in advance on [www.gnom.ch](http://www.gnom.ch).
- Be aware of VORTEX during short final if you are too steep at the end.
- Simultaneous hovering on the helipads is strictly forbidden!
- Jet-A1 can be provided to Helipads 2, 3 and 8.
- AVGAS 100LL can be provided to Helipad 8.
- **Don't forget to close your flight plan after landing (call 0800 437 837)! By cancelling IFR, your flightplan REMAINS active!**

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## Contact

- If you have any further questions, please do not hesitate to contact us
  - either by phone +41 33 748 3322 or
  - via email [ops@gstaad-airport.ch](mailto:ops@gstaad-airport.ch)



## Mitigations to reduce missing aircraft being „Overdue“

The search for overdue aircraft and as a direct result initiating the first stage within the search organization are the major duties performed by the Search and Rescue Coordination Center Switzerland (RCC). The measurements taken during 2008 are showing first results, yet "Overdue's" can be further reduced with your support.

Store the number in your mobile device.

Please close your flightplan. Always!

### Extract out of AIP VFR RAC 1-2-9

#### Aircraft become status overdue whenever:

- a FPL (or AFIL) has been filed **and**
- a departure message has been transmitted **and**
- the flight plan has not been closed within 30 minutes of the estimated time of arrival last notified.

#### Pilot responsibilities

The pilot shall

- **advise FPL delays of more than 30 minutes, FPL changes** (e.g. destination, **route (EET)** etc.)
- ensure that for each submitted FPL, a departure message results
- close each submitted FPL.

#### Exceptions:

Controlled civil aerodromes and Samedan, while on watch, are responsible for sending departure messages and closing FPL.

For flights diverting from FPL, this is strictly on the condition that the pilot has clearly announced all diversion details to ATS.

#### Note 1:

FPL may be closed while airborne – however, be aware that monitoring for overdue ceases at that moment.

#### Note 2:

Change from IFR to VFR is not a closure of the flightplan!

#### Note 3:

Controlled civil aerodromes are: Bern-Belp, Buochs, Les Eplatures, Geneva, Grenchen, Locarno, Lugano, St. Gallen-Altenrhein, Sion and Zürich.

The aim of this sheet is solely information.  
Only official published AIP information is valid.





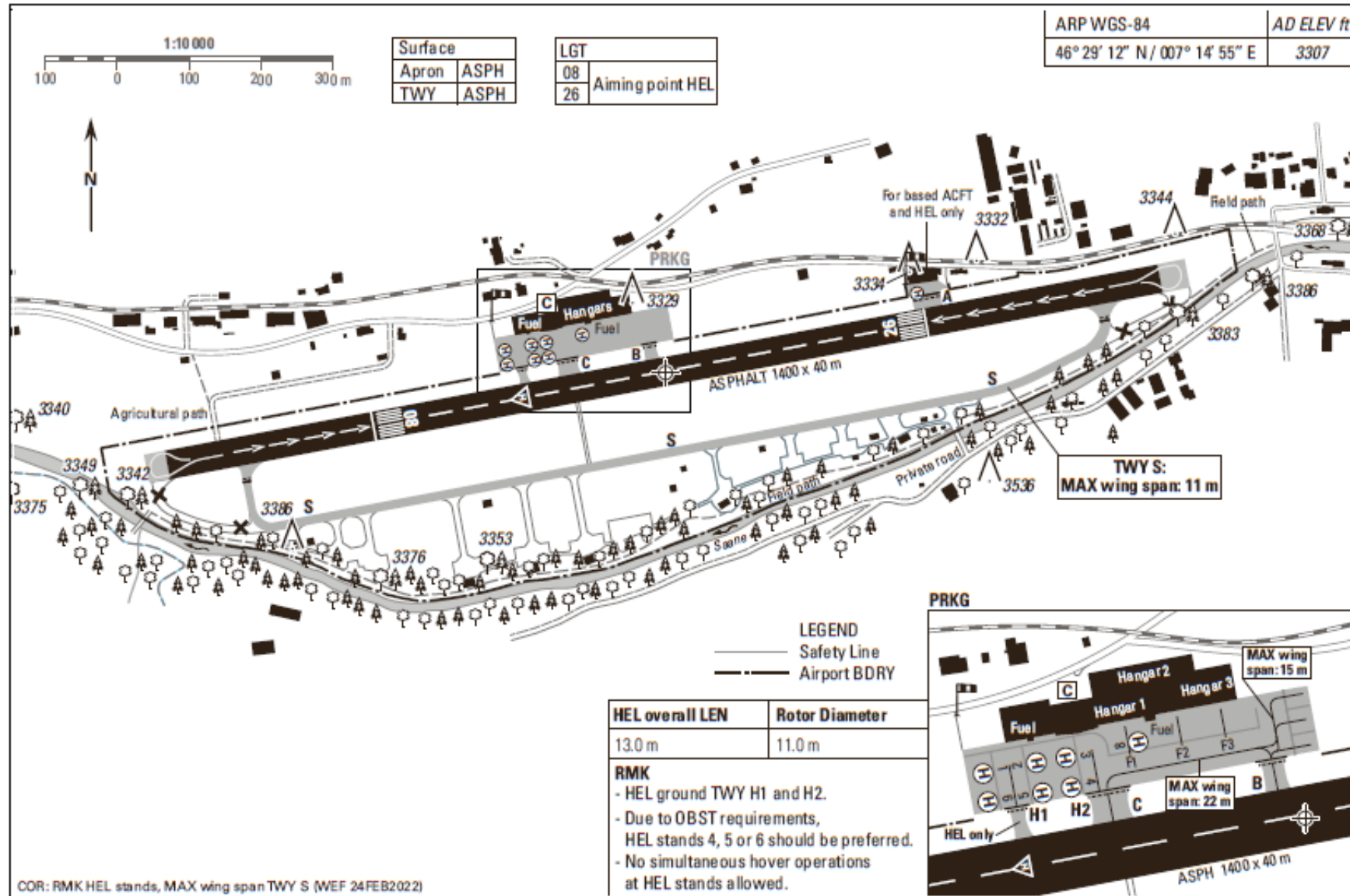
03/22 MAR 24

SKYGUIDE, CH-8602 WANGEN BEI DÜBENDORF

LSGK 1

AD INFO 1

SAANEN  
LSGK



NR	RWY BRG TRUE/MAG	m	AVBL LEN LDG	AVBL LEN TKOF	Oberfläche SFC	Tragfähigkeit STRENGTH
08	079/076	1400 x 40	1070	1070	ASPH	PCN 20/F/C/Y/T
26	259/256		1050	1110		
	VAR (22.5): 3° E		→ VFR AGA 3-0, § 3			→ VFR AGA 3-0, § 2
1	Flugplatz: Privat, Flugfeld, PPR		1	Aerodrome: Private, Airfield, PPR		
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>VFRM</b> RAC) Helikopter: 0800-2000 LT  Bürozeiten 0800-1700 LT		4	OPR hours: APR-SEP: 0800-2000 LT OCT-MAR: 0800-HRH (HRH → <b>VFRM</b> RAC) Helicopter: 0800-2000 LT  Office hours 0800-1700 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  E-Mail: info@gstaad-airport.ch Internet: www.gstaad-airport.ch (Für Piloten Briefing und PPR)		7	TEL NR: +41 (0) 33 748 33 22  E-Mail: info@gstaad-airport.ch Internet: www.gstaad-airport.ch (For pilots briefing and PPR)		
8	Bodendienste: AVGAS 100LL und JET A1 Feuerbekämpfungsmittel: - Kategorie 1: Bürozeiten 0800 - 1700 LT - Kategorie 1 ausserhalb Bürozeiten: O/R 1 HR vor ETD/ETA - Kategorie 2 - 5: 5 HR vor ETD/ETA		8	Ground services: AVGAS 100LL und JET A1 Fire Protection: - Category 1: Office hours 0800 - 1700 LT - Category 1 outside office hours: O/R 1 HR prior ETD/ETA - Category 2 - 5: 5 HR prior ETD/ETA		

9	Zoll/Passkontrolle: - <b>PPR</b> - 3 HR vor Anflug - 2 HR vor Abflug - ohne Warenabfertigung	9	Customs/Immigration: - <b>PPR</b> - 3 HR before ARR - 2 HR before DEP - no customs clearance for goods
10	Örtliche Flugbeschränkungen und Bemerkungen:	10	Local flying restrictions and remarks:
10.1	PPR ausschliesslich über www.gstaad-airport.ch	10.1	PPR exclusively through www.gstaad-airport.ch
10.2	Grundschulung auf den Platzrunden verboten	10.2	Basic training on AD circuits prohibited
10.3	Flugfeld im Gebirge mit erschwerten Landebedingungen.	10.3	Landing conditions at this AD rendered more difficult due to its location in mountainous area.
10.4	Rollen nur auf der Piste. TWY S nur zur lokalen Benutzung, MAX Flügelspannweite 11 m.	10.4	Taxi only on RWY. TWY S for local use only, MAX wing span 11 m.
10.5	JUL - AUG: GLD ACT	10.5	JUL - AUG: GLD ACT
10.6	CTN: - <b>SOMMER: hohe Dichtehöhen.</b> - WINTER: es ist unerlässlich, die gültigen SNOWTAM/NOTAM Publikationen zu konsultieren.	10.6	CTN: - <b>SUMMER: high density-altitude.</b> - WINTER: it is necessary to consult current SNOWTAM/NOTAM publications.
10.7	Beleuchtung: Zielpunkt HEL Aktivierung für 15 Minuten per triple-click auf der Platzfrequenz.	10.7	Lighting: Aiming Point HEL triple click the radio to activate for 15 minutes.
11	ATS: Kein ATS verfügbar. Blindübermittlungen auf AD-Frequenz erwartet.  IFR-Joinings (Z-Flugplan) abfliegend aus LSGK: Vor dem Anlassen Kontaktaufnahme mit Geneva DELTA (RTF callsign "Alps Radar" +41 (0) 22 747 13 91).	11	ATS: No ATS available. Blind calls on AD frequency expected.  IFR-joinings (Z-flight plan) departing from LSGK: Before start-up, phone contact mandatory with GENEVA DELTA (RTF callsign "Alps Radar" +41 (0) 22 747 13 91).
12	Handkorrekturen: LSGK VAC 11  <b>03/22 MAR 24</b>  NIL	12	Hand corrections: LSGK VAC 11  <b>03/22 MAR 24</b>  NIL