

## Airport Mollis Aircraft's under 2,25 tons MTOM

### Introduction

At the end of 2021, Mollis airfield completed its conversion process to become a full civilian airfield. During the next few years, however, various projects and structural changes will be implemented. Currently, the airfield does not yet meet civil standards in all areas and the airfield offers only a limited number of parking spaces for guest aircrafts. Pedestrian and bicycle traffic has not yet been separated from the flight operations areas. For this reason, only limited guest aircraft activity can be accepted until further notice. However, we try to make it possible for interested pilots to visit Mollis. We ask you for your understanding in case it doesn't work the first time. Thank you very much.

### PPR request

Requests must be registered via [www.redflight.ch](http://www.redflight.ch) (register first).

- On workdays at least 4 hours in advance
- On weekends at least 8 hours in advance

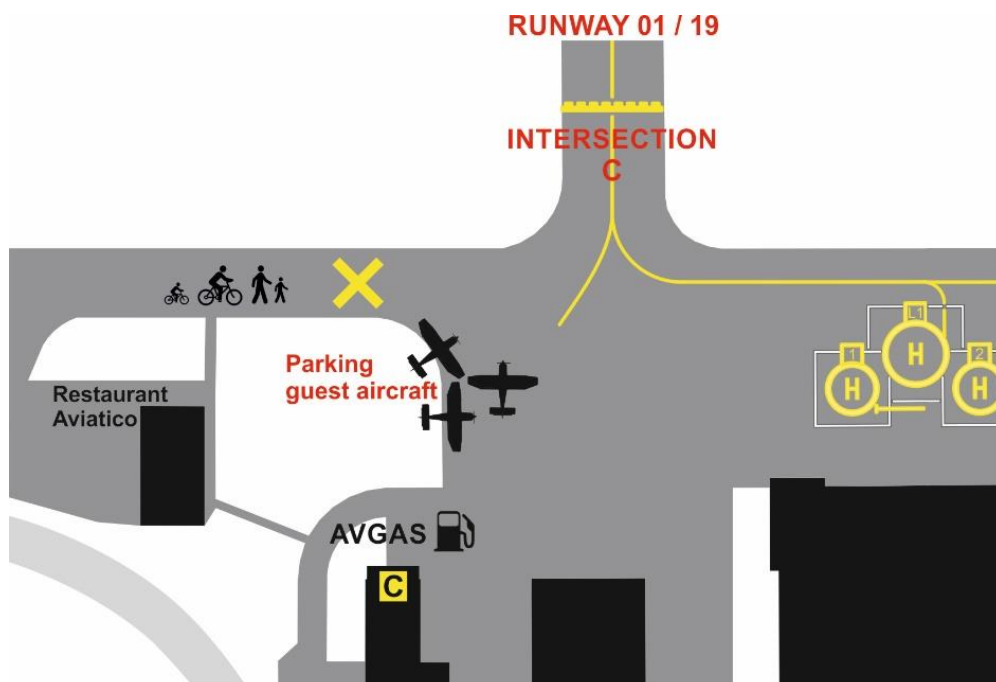
There are the following categories:

- **Pilots without LSZM introduction**, require a person on the ground to provide safety and guidance. This can either be a person directly from the airport or a familiar person to you with home base LSZM.
- **Pilots accompanied by a flight instructor**: The flight instructor is responsible for the safety on the ground. He/She can exit the acft at intersection C and direct ground traffic. Or the engine can be shut down in the intersection and the aircraft is then pulled onto the parking stand by hand.
- **Homebase pilots from LSZM on board of foreign aircraft**: Operation similar to homebase aircraft. The pilot is responsible for a safe operation.

### Additional Information

*ATTENTION: The former taxiway is now a passage for pedestrians and cycles. Taxiing on such areas is prohibited!*

You can park in the area with concrete surface, which lays east of the extension of Intersection C. Place the planes as close as possible to the grass area (southern edge of the concrete surface) so that other planes have enough space to enter and exit. The entrance to the AVGAS petrol station must always remain freely accessible.



## Payment of landing fee

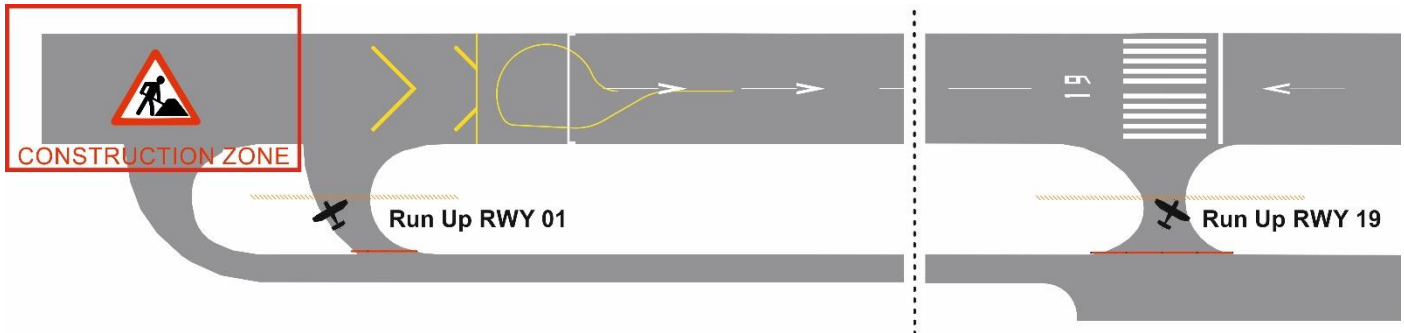
After the flights are entered on [www.redflight.ch](http://www.redflight.ch), an invoice is automatically sent to the pilot in the following month.

Two individual entries are to be made in redFLIGHT, one for landing and one for takeoff.

## Be sure to use the entire runway from the marked line for takeoff!

The run-up RWY 01 is at the southern end at the intersection where you can exit the runway again.

The run-up RWY 19 is at the north end at the closed intersection across from the northmost shelter hangar.



## FAQ

- *Can I do land training in Mollis?*  
Every guest pilot is allowed to make **1 landing**. For skill tests or other operations, a prior reasoned request must be made.
- *Can I leave the plane outside overnight?*  
No planes are allowed to stay outside overnight. The only possibility for a hangar space is currently with Linth Air Service. The costs depend on the Aircraft type.
- *Can I fly to or from abroad directly in Mollis?*  
Cross-border flights can only be made after prior notification and with handling.
- *Do I get fuel in Mollis?*  
The airfield does not have its own refueling facilities. AVGAS must be requested in advance from the Mollis Flying Club (usually no staff on site). JET A1 must be requested from Linth Air Service.

## GROUND SAFETY

With the received PPR approval, the pilot confirms that he/she is fully aware of the increased risk of the pedestrian and bicycle traffic on the airfield apron. He/She takes responsibility for a smooth operation and ensures the highest safety level at all times.

We wish you a good flight and look forward to seeing you one day.

Head of Airport



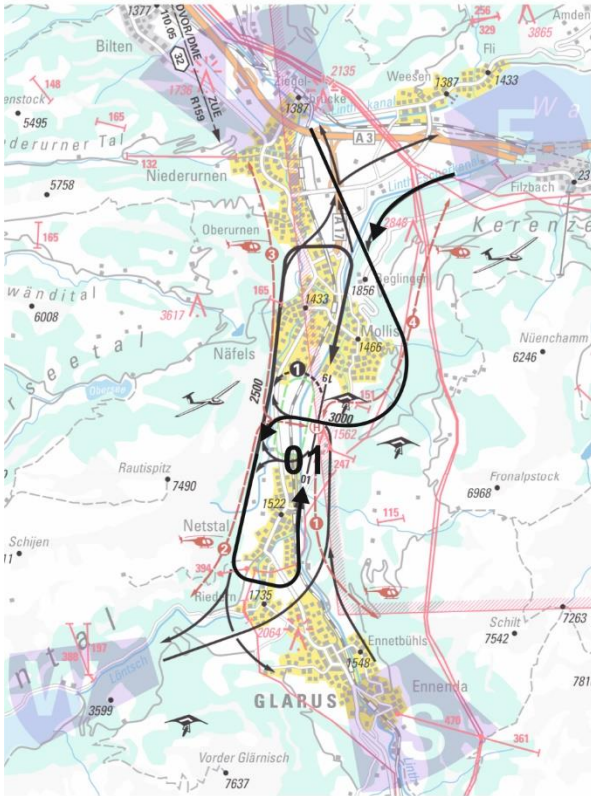
Christian Peter

**PLEASE REFER TO THE FOLLOWING PAGES "ADDITIONAL INFORMATION VISUAL APPROACH CHART".**

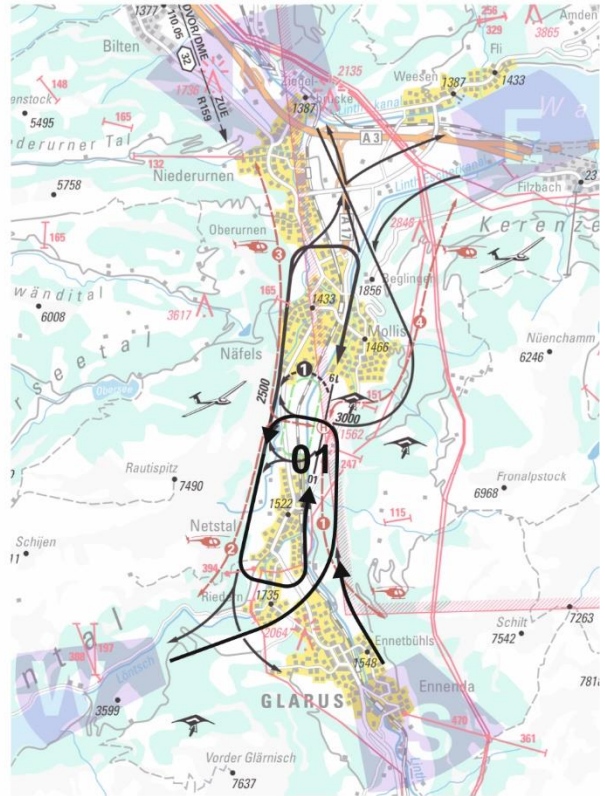
Additional explanations how to approach and depart in LSZM.

# ARRIVAL

## RWY 01 FROM N & E

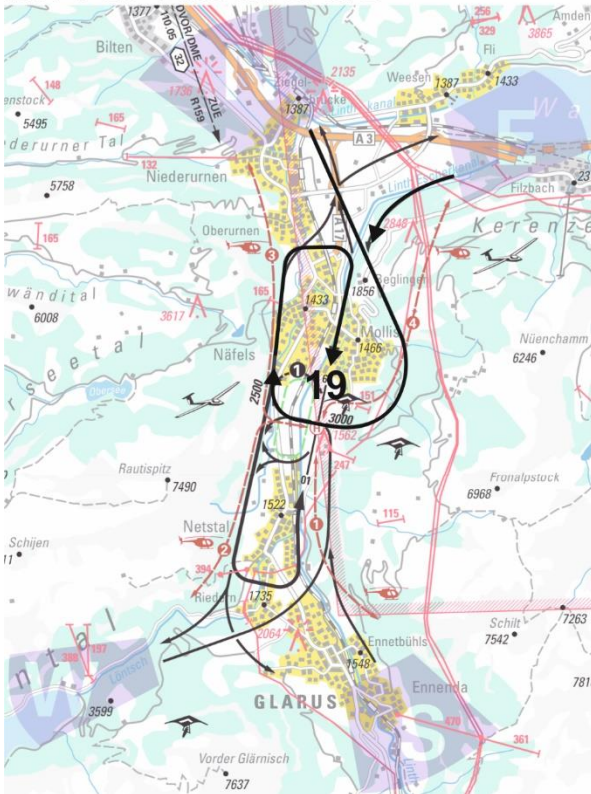


## RWY 01 FROM W & S

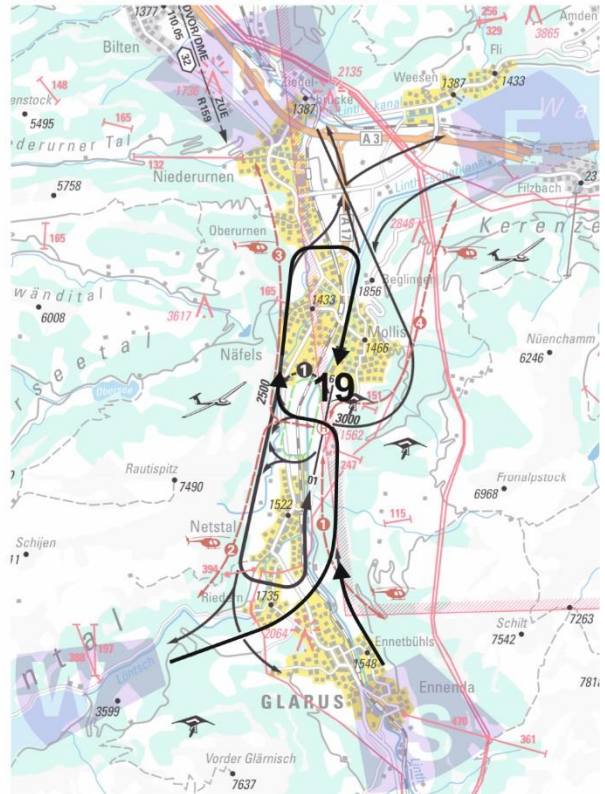


**NOTE: FINAL TRACK RWY 01 IS SLIGHTLY OFFSET DUE TO NOISE ABATEMENT**

## RWY 19 FROM N & E



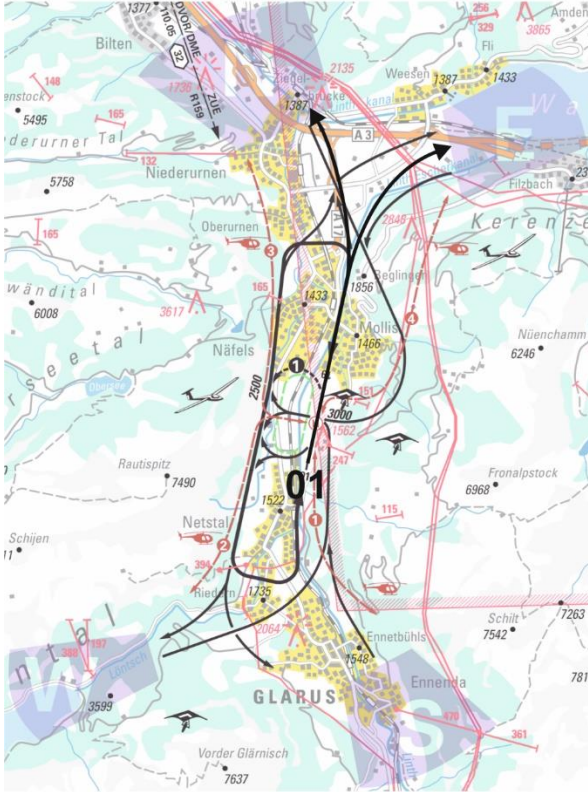
## RWY 19 FROM W & S



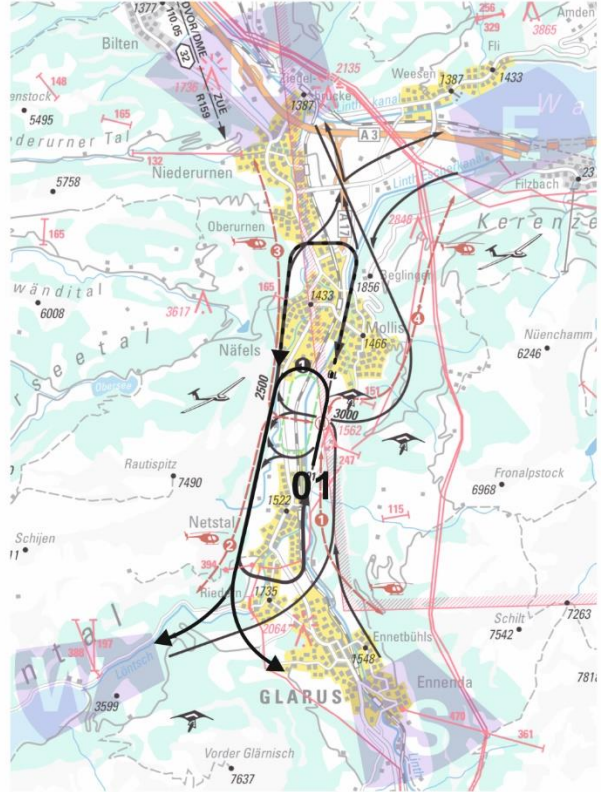


# DEPARTURE

## RWY 01 TO N & E

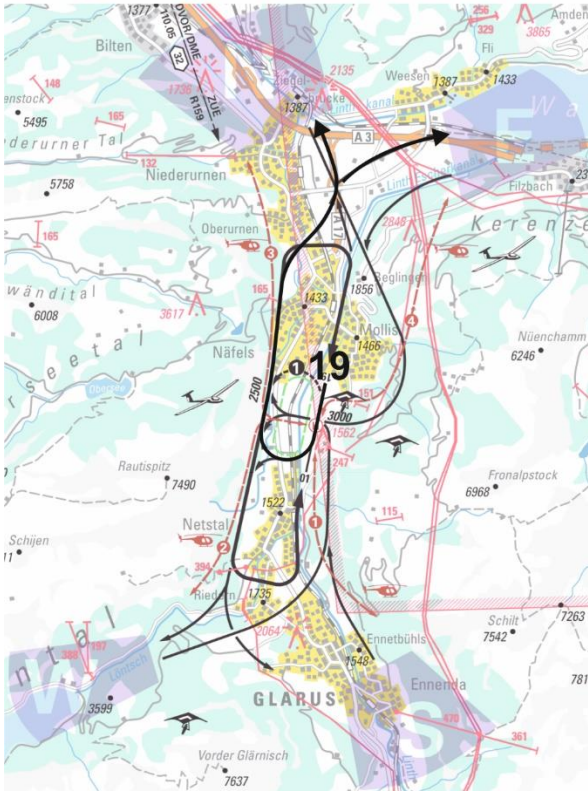


## RWY 01 TO W & S

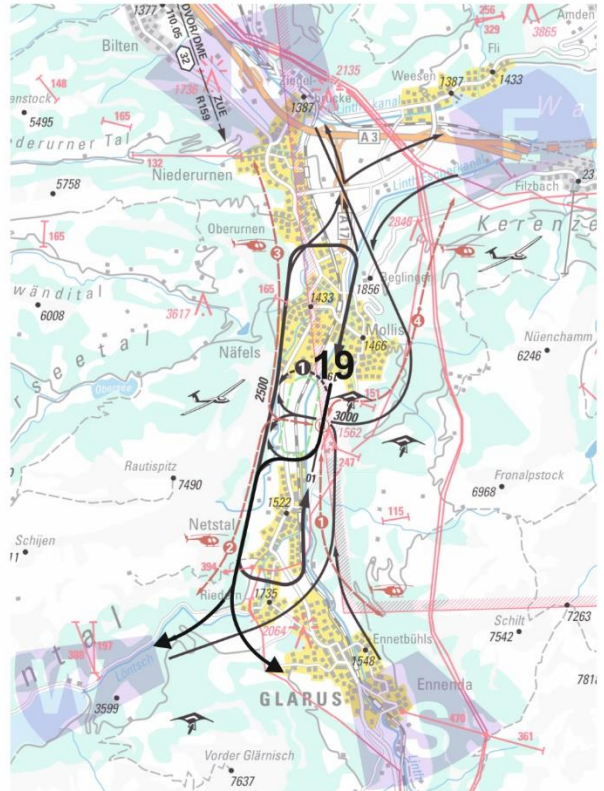


**NOTE:** WITH FULL LENGTH T/O, EARLY TURN NORMALLY POSSIBLE. IF TOO LOW, FLY LONG CIRCUIT TO CLIMB OUT

## RWY 19 TO N & E



## RWY 19 TO W & S

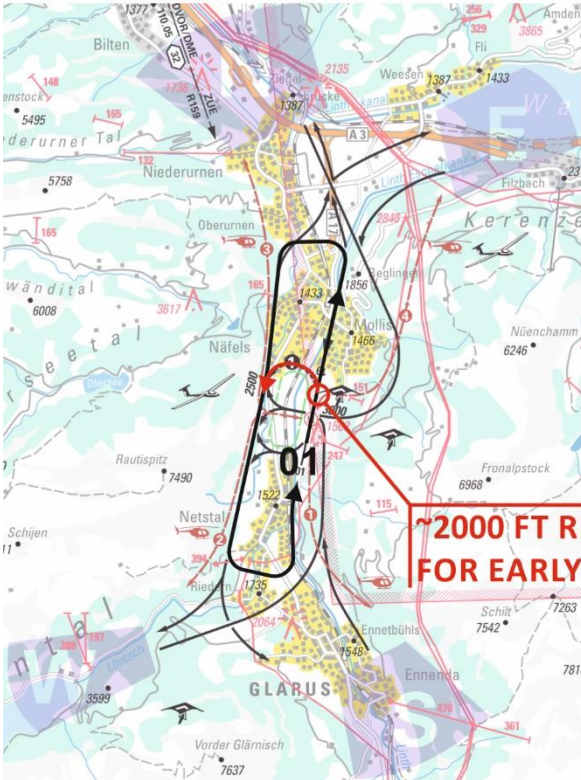


**NOTE:** DEPARTURE RWY 19 TO THE SOUTH IS WITH «S» TURN, EXCEPT FOR FASTER AIRCRAFT OR PERFORMANCE REASONS. (CAUTION, STRAIGHT OUT NO OPTIONS FOR FORCED LANDINGS)

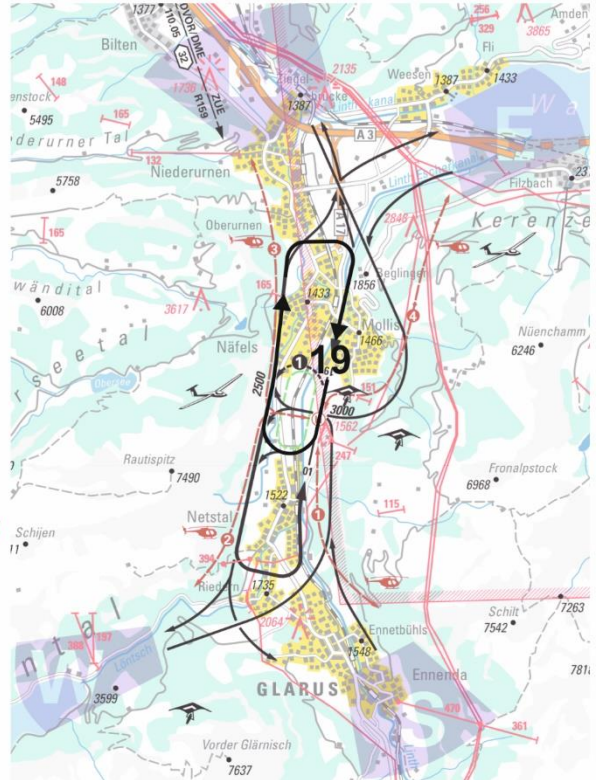


# CIRCUIT AND SPECIALS

## CIRCUIT RWY 01



## CIRCUIT RWY 19



IF UNABLE 2000 FT, FLY LONG CIRCUIT

MIN ~4000 FT  
 REQUIRED TO PASS  
 THE AREA WITH  
 ENOUGH TERRAIN  
 CLEARANCE

**CAUTION!**  
 CROSSING AND  
 PARALLEL ROUTES  
 AIRCRAFT AND  
 HELICOPTER

OVERHEAD  
 THE FIELD  
 MIN 3000 FT  
 DUE TO GLIDER  
 AREA BELOW

