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# LELYSTAD AIRPORT

## Pilot's information Work in progress 2017, phase 5

Version 1.2 – 2 OCT 2017



# WORK IN PROGRESS 2017

## Extension of runway 05/23

Between January 9<sup>th</sup> and December 31<sup>st</sup> 2017, extensive work in progress takes place at Lelystad Airport due to the extension and renovation of runway 05/23.

This will be done in a total of 6 phases.

The operational consequences for phase 4, 5 and 6 are published in AIP Supplement 07/2017.

This bulletin shows in detail the consequences for phase 5.

Always check the NOTAM's for the latest information.

# WORK IN PROGRESS

## Phase 5 of 6

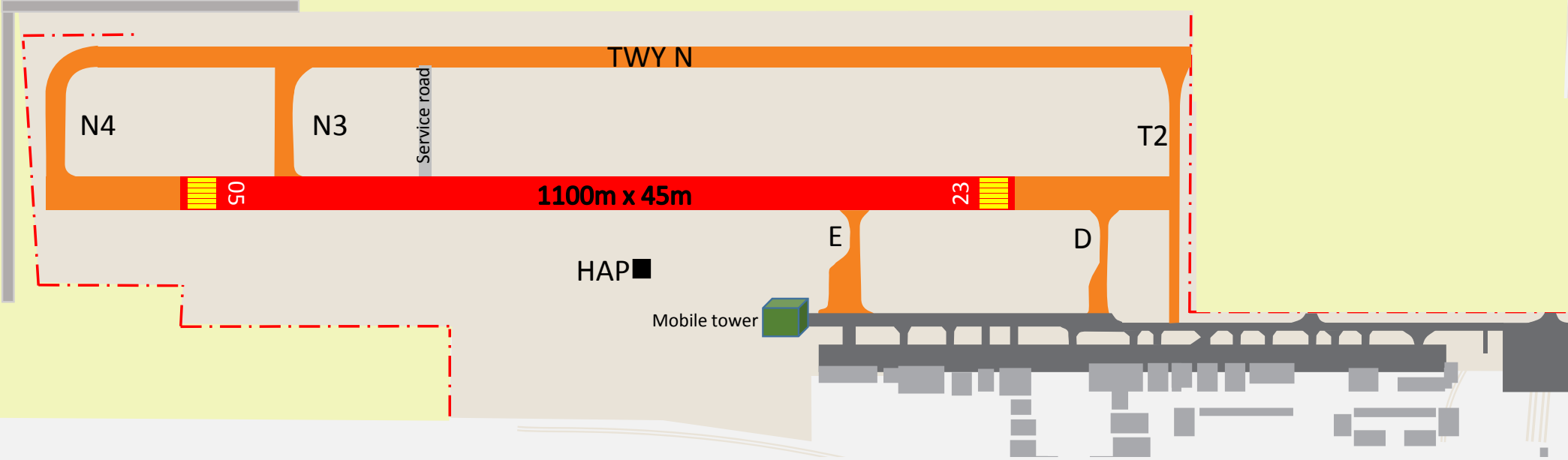
### When?

- Monday September 4<sup>th</sup> - Friday November 17<sup>th</sup> 2017

### General consequences

- Tower provides aerodrome information only, so no AFIS or ATC. Two-way radio contact is mandatory.
- Approach and runway lights are not available.
- IFR and VFR night operations are not allowed, so VFR only.
- NDB LLS is not available.

# GENERAL LAYOUT DURING PHASE 5



**RUNWAY PHYSICAL CHARACTERISTICS**

RWY Designator	RWY dimensions (m)	THR co-ordinates	THR elevation	CWY dimensions (m)	Strip dimensions (m)
05	1100 x 45	Not AVBL	Not AVBL	60 x 150	1220 x 150
23	1100 x 45	Not AVBL	Not AVBL	60 x 150	1220 x 150

# OPERATIONAL CONSEQUENCES

## DECLARED DISTANCES during phase 5

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
05	1100	1160	1100	1100	-
23	1100	1160	1100	1100	

## ADDITIONAL INFORMATION for phase 5

- Prior permission required for code C aircraft (wingspan over 24m and/or wheel span over 6m). 'Follow me' is mandatory for these aircraft.
- Simulated engine failure exercises not allowed in direction of work in progress locations.
- Helicopter Aiming Point (HAP) repositioned south-west of TWY E.

# GROUND MOVEMENT RWY 05

## FOR DEPARTURE

Taxi to N4 via TWY's T2 and N. No crossing clearance is needed on T2.

Run-up area: TWY N4

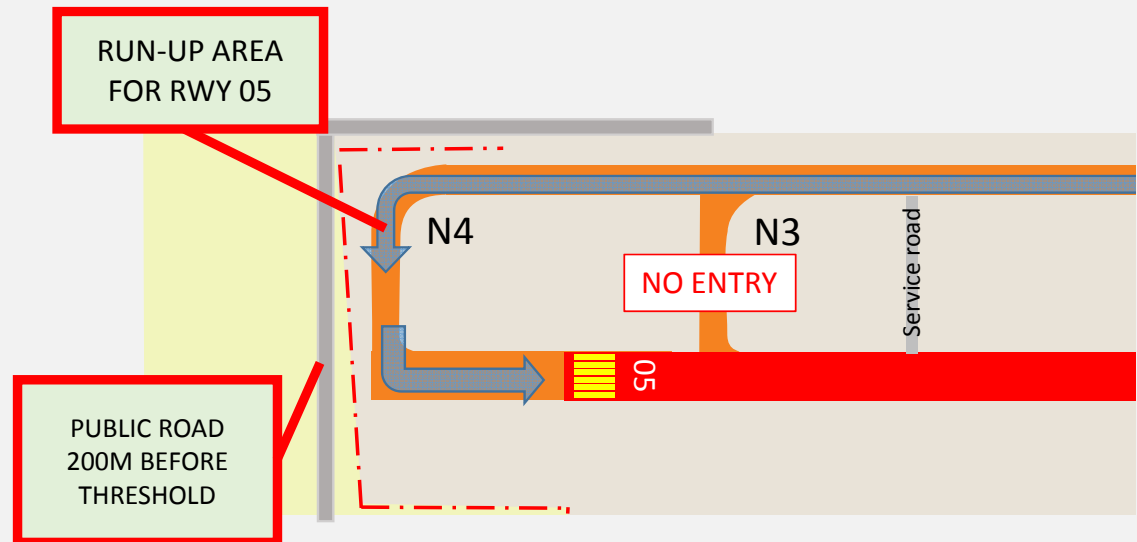
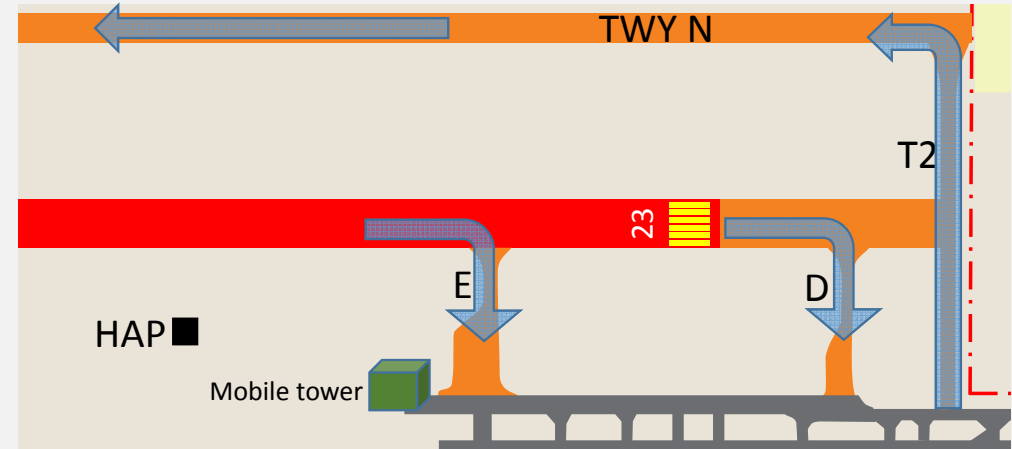
Line-up via TWY N4

## *Please note;*

- *Line-up via TWY N3 not allowed.*
- *After line-up via TWY N4, continue taxiing to the threshold and start your take-off from there. This is due to the position of the public road behind the fence.*

## AFTER LANDING

Vacate via TWY's E or D.



# GROUND MOVEMENT RWY 23

## FOR DEPARTURE

Run-up area: TWY D

Line-up via: TWY D

### *Please note;*

- *Line-up via TWY E not allowed.*
- *After line-up via TWY D, continue taxiing to the threshold and start your take-off from there. This is due to the position of the construction workers behind the fence.*

## AFTER LANDING

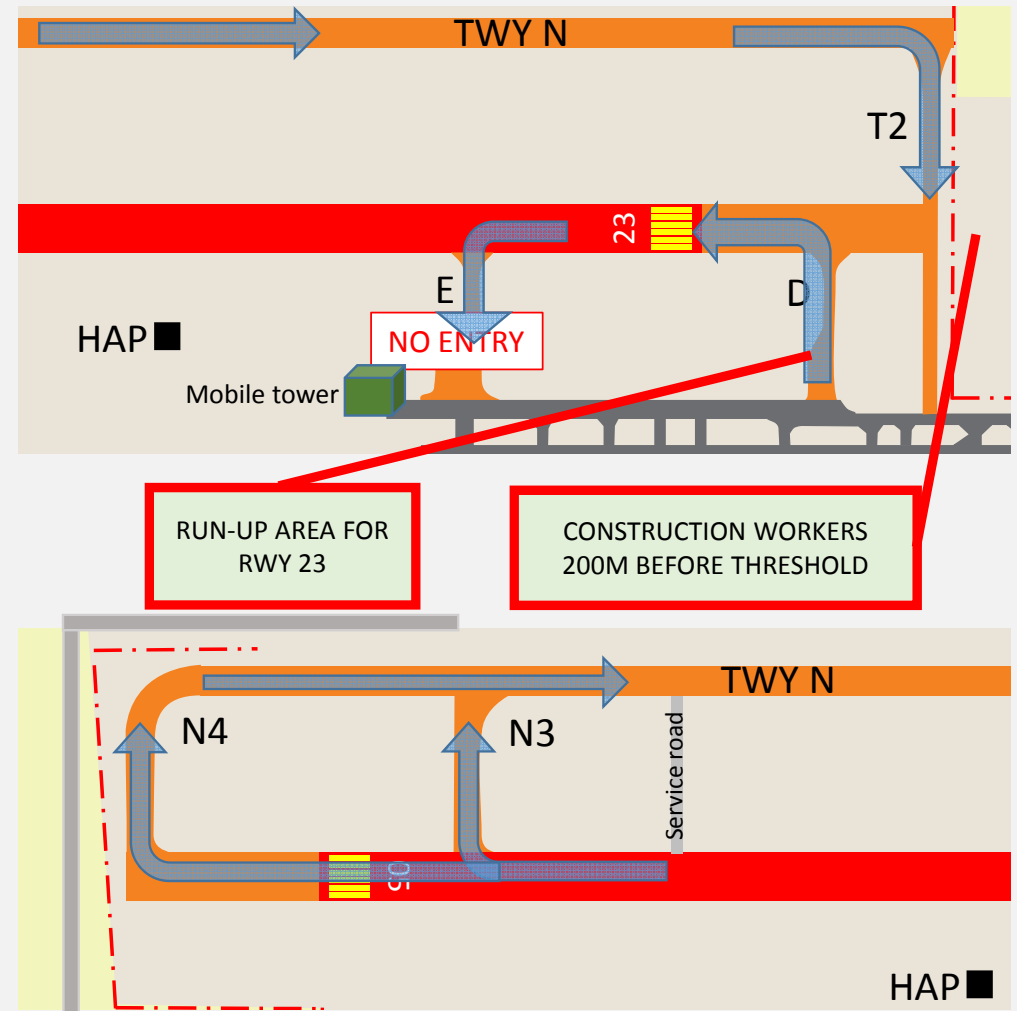
No backtracking.

Vacate via TWY's E, N3 or N4

*Vacating via TWY E is allowed but not advised due to the advised touch down point at least 250m after the threshold.*

*See next page.*

After vacating RWY 23 via TWY's N3 or N4, taxi back to the apron / hangars via TWY's N and T2. No crossing clearance is needed on T2.



# USE OF CIRCUIT AREAS

## GENERAL

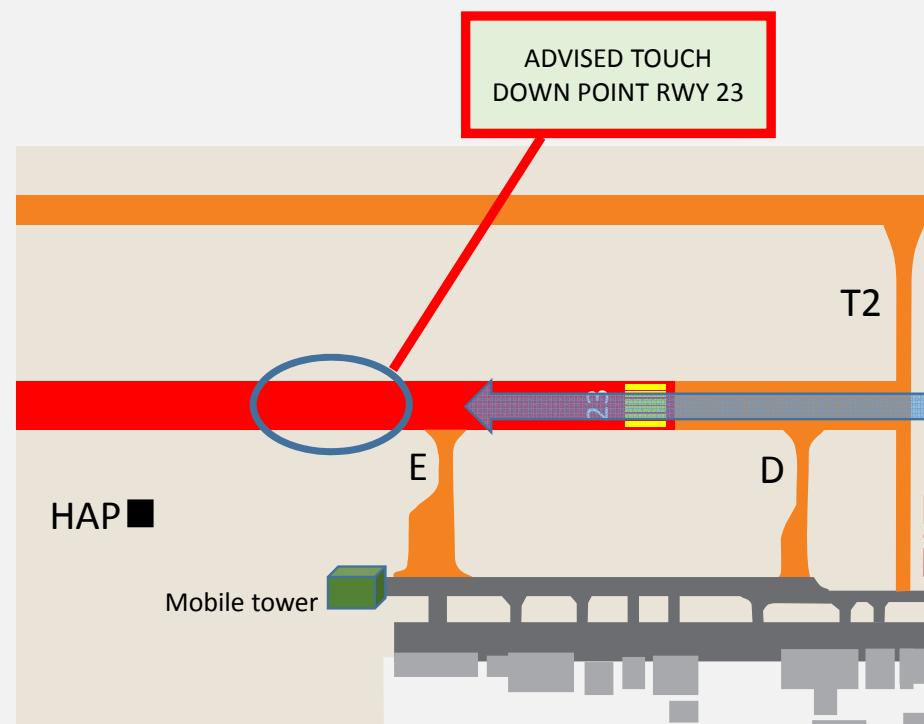
RWY 05/23 is displaced 1000m south-west of its original position. However, the circuit area as published in the AIP and the advised turning points for downwind/base RWY 23 and base/final RWY 23 (orange markers) **remain unchanged**. All circuit movements should be flown within the extremities of the published circuit area.

## USE OF CIRCUIT AREA RUNWAY 05

- After take-off, **continue your take-off leg until you are well clear of the helicopter circuit area before making the right turn to crosswind**. Leave the circuit via the standard exits as published in the AIP.
- When landing, flying your baseleg at the extremity of the circuit area should provide adequate distance for a normal landing just after the displaced threshold RWY 05.

## USE OF CIRCUIT AREA RUNWAY 23

- After take-off, leave the circuit via the standard exits as published in the AIP.
- When landing, the displaced threshold leads to a longer final. To maintain your normal glide path, **it is advised to adjust your altitude at the beginning of final accordingly**.
- The advised touch down point is at least 250m from the threshold (behind TWY E).





# ADDITIONAL INFORMATION

## GENERAL INFORMATION

- Operational hours (all local times!):
  - MON – FRI: 0800 – 2100 but only within UDP
  - SAT/SUN/HOL: 0900 – 1900 but only within UDP
- Fire fighting category
  - Standard is CAT 3.
  - CAT 4 or CAT 5 should be requested with at least 72 hours prior notice.
- Fuel:
  - JET A1 (fixed station and fuel truck)
  - AVGAS 100LL and AVGAS UL91 (fixed stations only)
- GPU *not* available.
- Payment; cash or VISA / Mastercard.

## OPERATIONAL

- The aerodrome is uncontrolled. Tower provides aerodrome information only.
- IFR and VFR night operations are not allowed, so VFR only.

## STRAIGHT IN PROCEDURE

During daylight, a straight-in approach is possible for aircraft unable to follow the standard circuit for performance reasons. A straight-in is only allowed after coordination with the Lelystad Radio. Report therefore a straight-in well in advance to Lelystad Radio. When established on final report also "final straight in, two minutes out". Permission for the straight-in approach does not imply right of way over traffic in the standard circuit.

## FOR FURTHER INFORMATION

contact Airport Authority:  
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