

LELYSTAD AIRPORT PILOT'S INFORMATION

This information bulletin contains a summary of the most relevant operational information for pilot's.

Always check the AIP, the AIP SUP and NOTAM's for the latest information.

FOR FURTHER INFORMATION
contact Airport Authority:
tel. +31 320 284 791
e-mail: operations@lelystad-airport.nl

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General Information Lelystad Airport

AERODROME STATUS

- Lelystad Airport is uncontrolled. During daylight, tower provides *aerodrome information* only, so no AFIS or ATC.
- Two-way radio contact is mandatory within the ATZ LELYSTAD A.

BASIC FACILITIES

- Fire fighting category
 - Standard is CAT 3.
 - CAT 4 or CAT 5 should be requested via brandweer@lelystad-airport.nl 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 HOURS (LOCAL TIMES)

- Monday - Friday: 0800 – 2100.
- Saturday / Sunday / Public Holidays: 0900 – 1900, but only within UDP.
- An extension of maximum one hour can be requested with Airport Authority.
 - MON – FRI; before 0800 and after 2100.
 - SAT/SUN/HOL; before 0900 or after 1900.
 - Requests should be made at least 24 hours prior. Requests for Monday mornings should be made with at least 72 hours prior notice.
 - An extra fee is charged of EUR 41,27 per 15 minutes (ex. VAT).

General Layout Airport



Please note that large parts of the runway are not available for operational use.

See additional information on page 6 of this bulletin.

Dimensions

RUNWAY PHYSICAL CHARACTERISTICS

RWY Designator	RWY dimensions (m)	THR co-ordinates	THR elevation	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)
05	1350 x 45	52°27'04.3"N 005°30'39.4"E*	-12 ft	150 x 45 ¹⁾	60 x 150	1620 x 300
23	1350 x 45	52°27'33.8"N 005°31'32.2"E*	-12 ft	500 x 45 ¹⁾	410 x 150	1970 x 300
Remarks						
1) Stopway only AVBL during UDP.						

LIGHTING TEMPORARY LIMITED AVAILABLE

- Approach lighting not available.
- PAPI on both runways available on left side of de runway.
- Runway edge lighting available, spacing changed to 90m.
- Taxiway lighting not available.

Dimensions

DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
05	1350	1410	1500 ¹⁾	1350	¹⁾ Only AVBL during UDP. Outside UDP ASDA reduced to 1350 m.
23	1350 ¹⁾	1760	1850 ²⁾	1350	¹⁾ Backtrack for full TORA RWY 23 should be coordinated with Lelystad Radio. ²⁾ Only AVBL during UDP. Outside UDP ASDA reduced to 1350 m.
	1250 ¹⁾	1660	1750 ²⁾	NA	¹⁾ Take-off from intersection with TWY S1. ²⁾ Only AVBL during UDP. Outside UDP ASDA reduced to 1250 m.

Parts Of Runway Not Available For Operational Use

In 2017 Lelystad Airport has extended and renovated runway 05/23, and has constructed a new taxiway November north of the runway.

Implementation of air traffic control is expected in 2020.

Until then, only parts of the new infrastructure are available for operational use.

Not useable parts:

- Runway; 1.050m before RWY 05 and 300m before RWY 23. These parts are marked as closed.
 - Taxiway November and intersections N1, N2, N3 and N4.

IFR and Night-VFR Operations Limited

- During daylight, only VFR procedures are allowed.
- IFR and VFR night operations are limited in time and number
- and only allowed after explicit co-ordination with AD authority.

VFR night operations

- Only to be used for training flights in accordance with EASA regulations and recurrent (training) flights.
- MON-FRI (EXC HOL) during operating hours, after UDP until 20:00LT.
- After UDP the circuit altitude is 1000 ft AAL for fixed wing aircraft and 700 ft AAL for helicopters.
- Visual straight in procedures are not allowed.
- Aircraft shall be equipped with a working mode S transponder and should be equipped with ELT.
- "VFR night" shall be mentioned in the flight plan as remark.

IFR operations:

- MON-FRI (EXC HOL) during operating hours;
 - before UDP
 - or after UDP after 20:20LT.
- Only aerodrome flight information service and alerting service will be provided by Lelystad Aerodrome Information.
- IFR training flights are not allowed.
- For NDB procedure RWY 23: the new runway length leads to a new threshold crossing clearance of 58 ft.

Additional Information

ENTRIES / EXITS RENAMED:

All existing taxiway designators for entries/exits south of the runway are permanently renamed:

Former taxiway designator	New taxiway designator
A	S1
B	S2
C	S3
D	S4
E	S5

USE OF CIRCUIT AREA

The VFR circuit procedures are laid out in the AIP (EHLE AD 2.22 FLIGHT PROCEDURES - 3 VFR FLIGHT PROCEDURES AND REGULATIONS)

Be advised:

- The VAC shows the lateral limits of the circuit area. Circuit flights shall be carried out within these limits.
- RWY 05: make your turn from downwind to base approximately 45 degrees behind the threshold 05 (so not 45 degrees behind the extremity of the asphalt).
- RWY 23: Use, traffic permitting, the orange markers as turning points for downwind/base and base/final.

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.

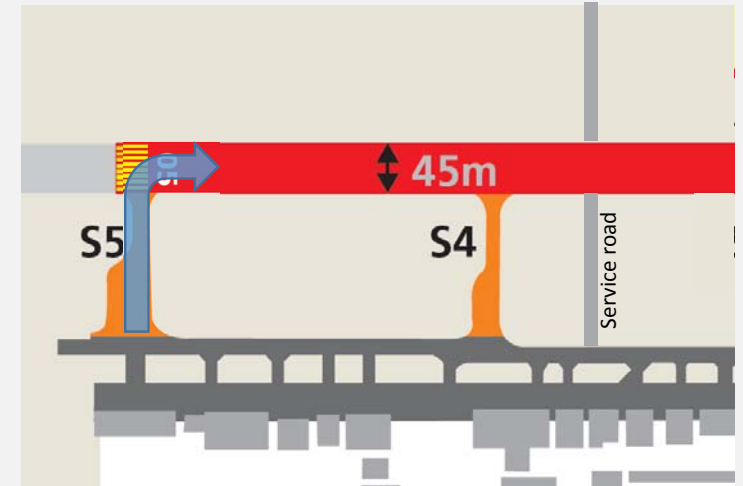
GROUND MOVEMENT RWY 05

FOR DEPARTURE

Run-up area: S5
Line-up via S5

AFTER LANDING

Vacate via S4, S3, S2 or S1.



GROUND MOVEMENT RWY 23

FOR DEPARTURE

Run-up area: S1
Line-up via S1

Please note: Departure from S1 will give you a TORA of 1250m. If the full TORA of 1350m is required, please coordinate your backtrack to the threshold of RWY 23 with tower.

AFTER LANDING

Vacate via S2, S3, S4 or S5.

