



Lelystad Airport

# 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](mailto:operations@lelystad-airport.nl)

Version 2018 – 2.1  
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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 and CAT 5 should be requested with at least 72 hours prior notice.
  - CAT 6 and CAT 7 is only available for ferry flights with crew only and should be requested with at least 72 hours prior notice.
  - Requests are to be made via [brandweer@lelystad-airport.nl](mailto:brandweer@lelystad-airport.nl)
- 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).

# PARTS OF INFRASTRUCTURE NOT AVAILABLE FOR OPERATIONAL USE

Lelystad Airport has extended and renovated RWY 05/23, and has constructed a new TWY N north of the runway.

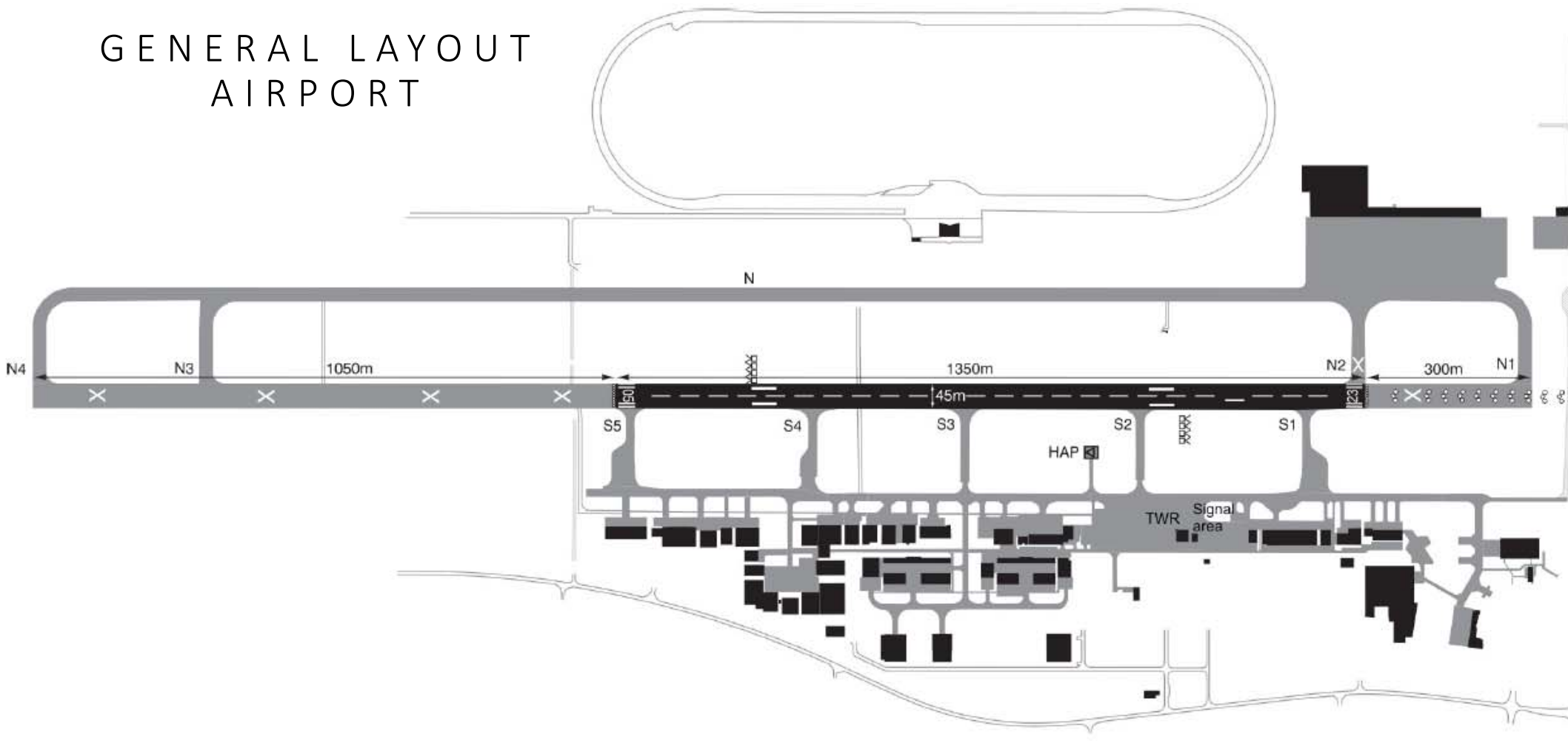
Implementation of air traffic control is expected in 2020.

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.

# GENERAL LAYOUT AIRPORT



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

# RUNWAY AND LIGHTING CHARACTERISTICS

## RUNWAY PHYSICAL CHARACTERISTICS

RWY Designator	RWY dimensions (m)	Strength (PCN) and surface of RWY and SWY	THR co-ordinates	THR elevation	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)
05	1350 x 45	55/F/B/W/T ASPH	52°27'04.3"N 005°30'39.4"E*	-12 ft	150 x 45 <sup>1)</sup>	60 x 150	1620 x 300
23	1350 x 45	55/F/B/W/T ASPH	52°27'33.8"N 005°31'32.2"E*	-12 ft	500 x 45 <sup>1)</sup>	410 x 150	1970 x 300
<b>Remarks</b>							
1) Stopway only AVBL during UDP.							

## APPROACH AND RUNWAY LIGHTING

*Please note that the approach and runway lights as specified in AIP SUP 09/2018 are not yet available. This is published by Notam.*

*Therefore:*

- Approach, runway and taxiway lights not available.
- PAPI not available.
- Taxiway edge lights not available.

## DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
05	1350 <sup>1)</sup>	1410	1500 <sup>2)</sup>	1350	<p><sup>1)</sup> Backtrack for full TORA RWY 05 should be coordinated with Lelystad Radio.</p> <p><sup>2)</sup> Only AVBL during UDP. Outside UDP ASDA reduced to 1350 m.</p>
	1330	1390	1480 <sup>1)</sup>	NA	<p>Take-off from intersection with TWY S5.</p> <p><sup>1)</sup> Only AVBL during UDP. Outside UDP ASDA reduced to 1330 m.</p>
23	1350 <sup>1)</sup>	1760	1850 <sup>2)</sup>	1350	<p><sup>1)</sup> Backtrack for full TORA RWY 23 should be coordinated with Lelystad Radio.</p> <p><sup>2)</sup> Only AVBL during UDP. Outside UDP ASDA reduced to 1350 m.</p>
	1250	1660	1750 <sup>1)</sup>	NA	<p>Take-off from intersection with TWY S1.</p> <p><sup>1)</sup> Only AVBL during UDP. Outside UDP ASDA reduced to 1250 m.</p>

## GROUND MOVEMENT RWY 05

### FOR DEPARTURE

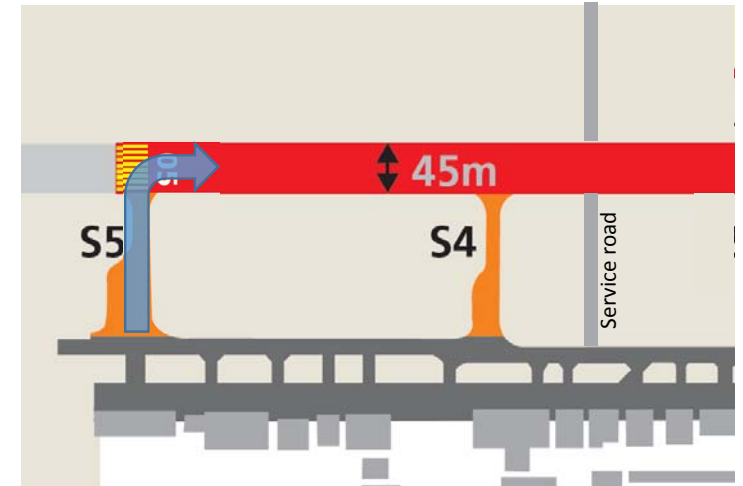
Run-up area: S5

Line-up via S5

**Please note:** Departure from S5 will give you a TORA of 1330m. If the full TORA of 1350m is required, please coordinate your backtrack to the threshold of RWY 05 with Lelystad Radio.

### 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 Lelystad Radio.

### AFTER LANDING

Vacate via S2, S3, S4 or S5.



## ADDITIONAL OPERATIONAL INFORMATION

### IFR and Night-VFR Operations

- During daylight, only VFR procedures are allowed.
- IFR and VFR night operations are not allowed.
- Instrument arrival and departure procedures not available.

### 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



# ADDITIONAL OPERATIONAL INFORMATION

## **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.