



Lelystad Airport

LELYSTAD AIRPORT PILOT'S INFORMATION

This bulletin contains a summary of the most relevant operational information for pilots.

For complete flight preparation, always check:

AIP www.ais-netherlands.nl/aim

NOTAM's www.homebriefing.nl

FOR FURTHER INFORMATION
contact Airport Operations:
tel. +31 320 284 791
e-mail: operations@lelystadairport.nl

Version 2019_1.0
Effective date: 01 APRIL 2019

GENERAL INFORMATION

AERODROME STATUS

- Lelystad Airport is uncontrolled. During daylight, tower provides *aerodrome information* only, so no AFIS or ATC.
- VHF frequency Lelystad Radio: 123.680 MHz.
- Two-way radio contact is mandatory within the ATZ LELYSTAD A.

BASIC FACILITIES

- Fuel:
 - JET A1 (fixed station and fuel truck)
 - AVGAS 100LL and AVGAS UL91 (fixed stations only)
- GPU *not* available.
- Payment; cash, PIN or VISA / Mastercard.

RESCUE AND FIRE FIGHTING SERVICES

- 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

OPERATIONAL HOURS (LOCAL TIMES)

- Monday - Friday: 08.00 – 22.00.
- Saturday / Sunday / Public Holidays: 09.00 – 19.00 or end of UDP whichever is earlier.
- For SAT / SUN / HOL, an extension can be requested with Airport Authority.
 - 08.00 – 09.00 or 19.00 – 20.00
 - Requests should be made at least 24 hours prior.
 - An extra fee is charged of EUR 42,08 per 15 minutes (ex. 21% VAT).

PARTS OF INFRASTRUCTURE NOT AVAILABLE FOR OPERATIONAL USE

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.

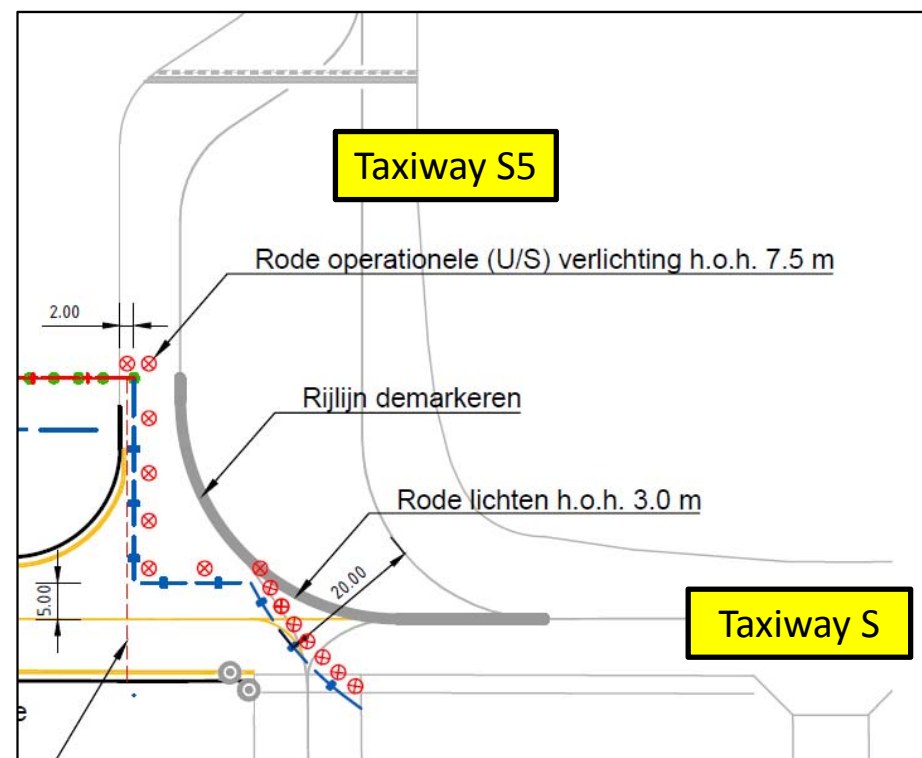
Until then, only parts of the new infrastructure are available for operational use.

Not useable parts:

<u>Runway</u>	1.050m before threshold runway 05 300m before threshold runway 23 These parts are marked as closed with white crosses.
<u>Taxiway</u>	November and intersections N1, N2, N3 and N4.

WORK IN PROGRESS ON TAXIWAY S5

- Between April 1st and June 28th 2019, taxiway Sierra will be extended beyond S5 in southwestern direction.
- During this period, a small portion of TWY S5 is unfit for aircraft movement, but it is still possible for aircraft to bypass the area safely.
- The working area will be separated from the operational part by red and white markers and red lighting.
- The outer taxiway centre line will be removed.
- The clearance between the remaining centre line and the barriers is 20 meters.
- **Follow-me is mandatory for aircraft with a wingspan of 24 meters or more.**



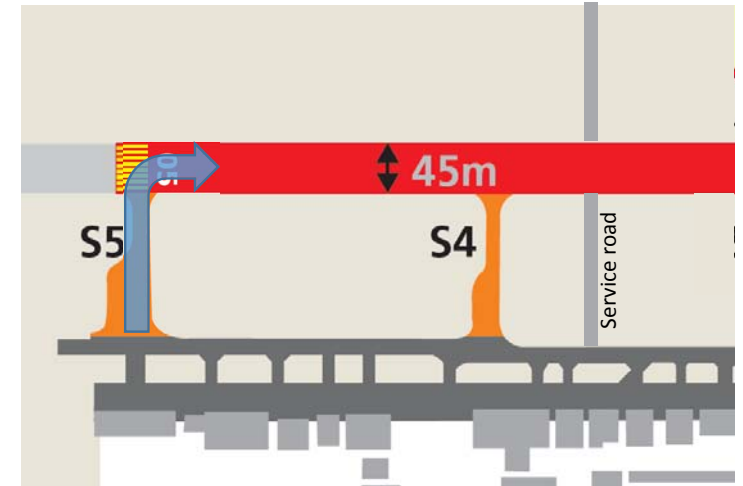
GROUND MOVEMENT RWY 05

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.



IFR - AND NIGHT-VFR OPERATIONS

During daylight, only VFR procedures are allowed.

Night-VFR and IFR operations are limited in time and number. Prior Permission is required.

NIGHT-VFR OPERATIONS

- Only available for training flights in accordance with EASA regulations and recurrent (training) flights.
- Only available:
 - on weekdays (MON-FRI, ex. Holidays) during Operational Hours
 - after UDP until 20.00 LT.
- See AIP EHLE AD 2.22 – 3.3.3. for further requirements.
- Follow-me available on request.

IFR OPERATIONS

- Only available:
 - on weekdays (MON-FRI, ex. Holidays) during Operational Hours
 - after UDP after 20.20 LT.
- Follow-me is mandatory for all IFR-flights.

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.
- Use, traffic permitting, the **orange markers** as turning points for downwind/base RWY 05 and for downwind/base and base/final RWY 23.
- Please note that the marker for downwind/base RWY 05 is positioned approximately 45 degrees behind the current threshold 05 (so not 45 degrees behind the extremity of the asphalt).



ADDITIONAL OPERATIONAL INFORMATION

MICRO LIGHT AIRCRAFT OPERATIONS

- Prior Permission is required for flights with Micro Light Aircraft (MLA). Requests can be made via Airport Operations (see contact details on first sheet).
- To obtain the permission, pilots should demonstrate by means of the aircraft manual that the aircraft has a minimal cruising speed of 95 knots and a minimal approach speed of 55 knots.
- The permission only applies to the individual aircraft.
- Slower MLA's are not permitted.

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.