EHLE — LELYSTAD/Lelystad

Note: the following sections in this chapter are intentionally left blank:
AD 2.21.

EHLE AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EHLE — LELYSTAD/Lelystad

EHLE AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP co-ordinates and site at AD**	522712N 0053050E 249 DEG GEO 755 M from TWR.
2	**Direction and distance from (city)**	3.5 NM SSE from Lelystad
3	**Elevation/reference temperature**	-12 FT AMSL/22°C (JUL/AUG)
4	**Geoid undulation at AD ELEV PSN**	141 FT
5	**MAG VAR/annual change**	2° E(2020)/0°09' E
6	**AD operator, postal address, telephone, telefax, email, AFS, website**	Post: Lelystad Airport P.O. Box 2201 8203 AE Lelystad The Netherlands Tel: +31 (0)88 600 9770 Email: operations@lelystadairport.nl URL: https://www.lelystadairport.nl
7	**Types of traffic permitted (IFR/VFR)**	IFR/VFR
8	**Remarks**	1. The aerodrome is available for national and international civil air traffic with a maximum wingspan up to 36 meters. PPR for aircraft with a wing-span of 24 meters or more. 2. PPR for aircraft with a MTOM of 100.000 KG or more. 3. IFR OPS 24 HR PPR via operations@lelystadairport.nl. 4. AD not AVBL as commercial alternate. 5. The import and export of cargo and cargo in transit is not allowed.

EHLE AD 2.3 OPERATIONAL HOURS

1	**AD operator**	MON-SUN: 0600-2100 (0500-2000).
2	**Customs and immigration**	AD OPR HR, 3 HR PN. [1) 2)]
3	**Health and sanitation**	NA
4	**AIS briefing office**	H24 Tel: +31 (0)20 406 2315 URL: https://www.homebriefing.nl
5	**ATS reporting office (ARO)**	Competent ATS unit: ARO Schiphol, see EHAM AD 2.3.
6	**MET briefing office**	H24
7	**ATS**	AD OPR HR.
8	**Fuelling**	AD OPR HR.
9	**Handling**	Limited by AD authority, O/R.
10	**Security**	NA
11	**De-icing**	NA
12	**Remarks**	[1)] PN means notification other than by flight plans (IFR/VFR) to aerodrome authority as appropriate. [2)] All general aviation flights to and from the non-Schengen countries shall submit a general declaration at least 2 hours prior departure/arrival via www.gendec.eu. See GEN 1.2.

EHLE AD 2.4 HANDLING SERVICES AND FACILITIES

1	**Cargo-handling facilities**	NIL
2	**Fuel/oil types**	AVGAS UL94, AVGAS 100LL, Jet A-1/NIL.

3	**Fuelling facilities/capacity**	**Fuel station Charlie** AVGAS UL94: self-service with debit card or credit card (VISA, Mastercard). **Fuel station Delta** AVGAS 100LL: self-service with debit card or credit card (VISA, Mastercard). Jet A-1: self-service with debit card or credit card (VISA, Mastercard); by truck (with pressure refuelling). AVBL MON-SUN 0700-2100 (0600-2000) O/R via AD OPS, TEL +31 (0)88 600 9792. **D-Apron** Two charging facilities AVBL (MAX 60 KWH), O/R.
4	**De-icing facilities**	NA
5	**Hangar space for visiting aircraft**	Limited, O/R.
6	**Repair facilities for visiting aircraft**	Limited AVBL, O/R.
7	**Remarks**	NIL

EHLE AD 2.5 PASSENGER FACILITIES

1	**Hotels**	Sufficient accommodation in Lelystad and Harderwijk.
2	**Restaurants**	In Lelystad and Harderwijk.
3	**Transportation**	Rental cars, buses and taxis. Limited AVBL (and O/R).
4	**Medical facilities**	First aid treatment, hospital in Lelystad and Harderwijk.
5	**Bank and post office**	AVBL in Lelystad and Harderwijk.
6	**Tourist office**	AVBL in Lelystad and Harderwijk.
7	**Remarks**	NIL

EHLE AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for fire fighting**	CAT 5 [1)]
2	**Rescue equipment**	2 crash-tenders.
3	**Capability for removal of disabled aircraft**	Hoist and lift capacity limited AVBL.
4	**Remarks**	[1)] CAT 6 and 7 AVBL 72 HR PPR.

EHLE AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	**Types of clearing equipment**	2 snowsweep combinations with ploughs, 2 snowploughs, 2 snowblowers, 2 de-icing cars.
2	**Clearance priorities**	RWY including run-up areas, TWY, apron.
3	**Remarks**	1. Material for movement area surface treatment: KFOR. 2. No specially prepared winter runways AVBL.

EHLE AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	**Apron surface and strength**	**Apron**	**Surface**	**Strength**
		D	Asphalt and concrete	PCN 19/F/D/W/T PCR 220/F/D/X/T
		F	Asphalt and concrete	PCN 19/F/D/W/T PCR 180/F/D/X/T
		H	Asphalt and concrete	PCN 19/F/D/W/T PCR 100/F/C/Y/T
		L	Concrete	PCN 65.0/R/B/W/T PCR 820/R/A/W/T

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2	**Taxiway width, surface and strength**	

TWY	Width	Surface	Strength (PCN)
A	23.0 M	Asphalt	PCN 55.0/F/B/W/T PCR 800/F/B/W/T
A1	23.0 M	Asphalt	PCN 55.0/F/B/W/T PCR 800/F/B/W/T
A2	23.0 M	Asphalt	PCN 55.0/F/B/W/T PCR 800/F/B/W/T
N	23.0 M	Asphalt	PCN 55.0/F/B/W/T PCR 800/F/B/W/T
N1	23.0 M	Asphalt	PCN 55.0/F/B/W/T PCR 800/F/B/W/T
N2	23.0 M	Asphalt	PCN 55.0/F/B/W/T PCR 800/F/B/W/T
N3	23.0 M	Asphalt	PCN 55.0/F/B/W/T PCR 800/F/B/W/T
N4	23.0 M	Asphalt	PCN 55.0/F/B/W/T PCR 800/F/B/W/T
S (north of S5)	15.0 M	Asphalt	PCN 19.0/F/D/W/T PCR 220/F/D/X/T
S (south of S5)	15.0 M	Asphalt	PCN 50.0/F/A/W/T PCR 610/F/D/X/T
S1	15.0 M	Asphalt	PCN 19.0/F/D/W/T PCR 220/F/D/X/T
S2	10.5 M	Asphalt	PCN 4.0/F/D/W/T PCR 100/F/D/X/T
S3	10.5 M	Asphalt	PCN 4.0/F/D/W/T PCR 100/F/D/X/T
S4	10.5 M	Asphalt	PCN 19.0/F/D/W/T PCR 220/F/D/X/T
S5	15.0 M	Asphalt	PCN 19.0/F/D/W/T PCR 610/F/D/X/T
S7	15.0 M	Asphalt	PCN 50.0/F/A/W/T PCR 610/F/D/X/T

3	**Altimeter checkpoint location and elevation**	Location: apron. Elevation: -13 FT AMSL.
4	**VOR checkpoints**	NIL
5	**INS checkpoints**	NIL
6	**Remarks**	TWYs S2, S3 and S4 only AVBL for aircraft with a MAX wheel span of 6 M.

EHLE AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	**Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system at aircraft stands**	Follow-me car and marshaller assistance AVBL at D- and L-apron.
2	**RWY and TWY markings and LGT**	**RWY markings** • RWY 05: DTHR, designation, TDZ, aiming point, CL, edge. • RWY 23: DTHR, designation, TDZ, aiming point, CL, edge. **RWY LGT** • RWY 05: THR, CL, edge, RWY end. • RWY 23: THR, CL, edge, RWY end. **TWY markings** • CL. • Edge. • HLDG PSN. • MAX wheel span markings S2-S4 [1)]. • Mandatory instruction signs at all HLDG PSN. **TWY LGT** • No CL LGT; green retroflective CL markers on A, A1, A2, part of N, S1 and abeam S4. • Edge LGT. • Runway guard LGT at all HLDG PSN except S6.
3	**Stop bars**	NIL
4	**Remarks**	[1)] MAX wheel span information markings indicate TWYs where operations are limited to aircraft not exceeding the MAX wheel span specified.

EHLE AD 2.10 AERODROME OBSTACLES

Area 2					
OBST ID/ Designation	**OBST type**	**OBST position**	**ELEV/HGT in FT**		**Markings/ LGT type, colour**
			AMSL	**AGL**	
1	**2**	**3**	**4**		**5**
-	-	-	-	-	-

Area 3					
OBST ID/ Designation	**OBST type**	**OBST position**	**ELEV/HGT in FT**		**Markings/ LGT type, colour**
			AMSL	**AGL**	
1	**2**	**3**	**4**		**5**
EHLE013	Control tower	522720.7N 0053127.4E	72.2	85.2	R W/ LIL type B, R

Remarks
6
• Obstacles penetrate ICAO Annex 14 Volume I obstacle limitation surfaces. • No obstacle data sets AVBL for area 2 and 3.

For obstacles in take-off areas see AD 2.EHLE-AOC-05-23.

EHLE AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	**Associated MET office**	De Bilt
2	**Hours of service** **MET office outside hours**	H24 -
3	**Office responsible for TAF preparation** **Periods of validity**	De Bilt 30 HR
4	**Trend forecast** **Interval of issuance**	TREND 30 MIN, AVBL during AD OPR HR.
5	**Briefing/consultation provided**	Self-briefing; briefing on request from MWO De Bilt by telephone after self-briefing (see item 10).
6	**Flight documentation** **Language(s) used**	Reports, forecasts, charts. English, Dutch.
7	**Charts and other information available for briefing or consultation**	S, P, W, T
8	**Supplementary equipment available for providing information**	WXR, APT
9	**ATS units provided with information**	Lelystad TWR, Lelystad APP.
10	**Additional information (limitation of service, etc.)**	TEL: 0900 202 3341 Briefing low level flights (IFR/VFR). TEL: 0900 202 3343 Briefing IFR flights above FL 100. TEL: 0900 202 3340 Briefing balloon flights within Amsterdam FIR. **Note:** charge for TEL briefings and consultations is €0.50/MIN. **Note:** weather bulletin (Dutch language) and AUTO METARs via Dutch public television 'Teletekst' page 707.

EHLE AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	True BRG	Dimensions of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR co-ordinates RWY end co-ordinates THR GUND	THR elevation and highest elevation of TDZ of precision APCH RWY
1	**2**	**3**	**4**	**5**	**6**
05	047.54°	2700 x 45	PCN 55/F/A/W/T PCR 800/F/B/W/T ASPH	522647.92N 0053010.10E[1)] 522733.78N 0053132.16E[2)] 141 FT	-12.6 FT -12 FT
23	227.55°	2700 x 45	PCN 55/F/A/W/T PCR 800/F/B/W/T ASPH	522733.78N 0053132.16E[1)] 522647.92N 0053010.10E[2)] 141 FT	-12.3 FT -12 FT

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Designations RWY NR	Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	Location and type of arresting system	OFZ
1	7	8	9	10	11	12	13
05	NIL	NA	60 x 150	2700 x 280[3)]	240 x 150	NIL	AVBL
23	NIL	NA	60 x 150	2700 x 280[3)]	240 x 150	NIL	AVBL

Remarks
14
1) DTHR 300 M. 2) Displaced RWY end 300 M. 3) Due to displaced threshold and displaced RWY end, the length and location of the RWY strip depend on the RWY direction and the operational use for take-off or landing: • RWY strip length for landing traffic: 2220 M. • RWY strip length for departing traffic: 2460 M.

EHLE AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
05	2400	2460	2400	2100	Take-off from intersection with TWY N4. DTHR 300 M.
	2100	2160	2100	NA	Take-off from intersection with TWY N3.
	2100	2160	2100	NA	Take-off from intersection with TWY S7.
	1330	1390	1330	NA	Take-off from intersection with TWY S5.
	999	1059	999	NA	Take-off from intersection with TWY S4. Only AVBL during UDP and only AVBL for aircraft with a maximum wheel span of 6 M.
	724	784	724	NA	Take-off from intersection with TWY S3. Only AVBL during UDP and only AVBL for aircraft with a maximum wheel span of 6 M.
23	2400	2460	2400	2100	Take-off from intersection with TWY N1. DTHR 300 M.
	2100	2160	2100	NA	Take-off from intersection with TWY N2.
	2000	2060	2000	NA	Take-off from intersection with TWY S1.
	1700	1760	1700	NA	Take-off from intersection with TWY S2. Only AVBL during UDP and only AVBL for aircraft with a maximum wheel span of 6 M.
	1386	1446	1386	NA	Take-off from intersection with TWY S3. Only AVBL during UDP and only AVBL for aircraft with a maximum wheel span of 6 M.
	1111	1171	1111	NA	Take-off from intersection with TWY S4. Only AVBL during UDP and only AVBL for aircraft with a maximum wheel span of 6 M.
	784	844	784	NA	Take-off from intersection with TWY S5. Only AVBL during UDP.

1) RWY 05 and RWY 23: displaced RWY end 300 M.
2) Backtracking of the runway not allowed beyond the displaced RWY ends.

EHLE AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type, length, INTST	THR LGT colour, WBAR	VASIS (MEHT) PAPI	TDZ LGT length	RWY centre line LGT length, spacing, colour, INTST	RWY edge LGT length, spacing, colour, INTST	RWY end LGT colour, WBAR	SWY LGT length, colour
1	2	3	4	5	6	7	8	9
05	CAT I 900 M LIH	Green -	PAPI Left/3.0° (36 FT)	NIL	2400 M 30 M W[1)] LIH	2400 M 60 M W[2)] LIH	R -	NA
23	CAT I 900 M LIH	Green -	PAPI Left/3.0° (36 FT)	NIL	2400 M 30 M W[1)] LIH	2400 M 60 M W[2)] LIH	R -	NA

Remarks
10
1) RCLL white — from beginning of RWY to 900 M before RWY end LGT; white/red — from 900 M to 300 M before RWY end LGT; red — from 300 M before RWY end LGT, to RWY end LGT. 2) REDL red — from beginning of RWY to DTHR; white — from DTHR to 600 M before RWY end LGT; yellow — from 600 M before RWY end LGT to RWY end LGT. **Note:** RWY 05 and RWY 23: no lights beyond RWY end LGT.

EHLE AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	**ABN/IBN location, characteristics and hours of operation**	NIL
2	**LDI location and LGT** **Anemometer location and LGT**	LDI: NIL Anemometer: 320 M WSW from THR RWY 23; and 412 M ENE from THR RWY 05, unlighted.
3	**TWY edge and centre line lighting**	See EHLE AD 2.9.
4	**Secondary power supply** **Switch-over time**	AVBL Within 1 SEC for RENL and RCLL. Other lighting components: within 15 SEC.
5	**Remarks**	NIL

EHLE AD 2.16 HELICOPTER LANDING AREA

1	**Co-ordinates TLOF or THR of FATO** **Geoid undulation**	522712.19N 0053036.16E 141 FT
2	**TLOF and/or FATO elevation M/FT**	-12 FT
3	**TLOF and FATO area dimensions, surface, strength, marking**	TLOF — Square 15 x 15 M / CONC. Edges marked in white, white ‘H’ in center. FATO — Rectangular 35 x 435 M / GRASS. Edges marked with red-white perimeter markers.
4	**True BRG of FATO**	047.54/227.55°
5	**Declared distances available**	NIL
6	**APCH and FATO lighting**	NIL
7	**Remarks**	1. Helicopter exercise area (HELEX) AVBL northeast of FATO for helicopter exercises up to 50 FT. 2. FATO and HELEX only AVBL for local helicopter training operators. Use by other operators is only allowed with written approval by the AD operator. 3. FATO and HELEX only AVBL during UDP.

EHLE AD 2.17 ATS AIRSPACE

1	**Designation and lateral limits**	• **LELYSTAD CTR 1:** 522804N 0052511E - 521620N 0052511E - 521610N 0052449E - 521617N 0052154E - 522102N 0051512E - 522231N 0051518E - 522804N 0052511E. • **LELYSTAD CTR 2:** 523447N 0053713E - 523021N 0054350E - 522307N 0053050E - 522024N 0053357E - 521620N 0052511E - 522804N 0052511E - 523447N 0053713E.

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2	**Vertical limits**	• LELYSTAD CTR 1: GND to 1500 FT AMSL • LELYSTAD CTR 2: GND to 2500 FT AMSL
3	**Airspace classification**	D
4	**ATS unit call sign** **Language(s)**	Lelystad Tower English
5	**Transition altitude**	IFR: 3000 FT AMSL; VFR: 3500 FT AMSL.
6	**Hours of applicability**	AD OPR HR, see EHLE AD 2.3.
7	**Remarks**	NIL

EHLE AD 2.18 ATS COMMUNICATION FACILITIES

Service designa-tion	Call sign	Channel(s)	SATVOICE NR	Logon address	Hours of operation	Remarks
1	**2**	**3**	**4**	**5**	**6**	**7**
APP	Lelystad Arrival	134.530	INFO not AVBL	INFO not AVBL	See AD 2.3 OPR HR.	Primary.
		120.830	INFO not AVBL	INFO not AVBL		At ATC discretion.
TWR	Lelystad Tower	135.180	INFO not AVBL	INFO not AVBL	See AD 2.3 OPR HR.	Primary.
		123.830	INFO not AVBL	INFO not AVBL		At ATC discretion.
	Lelystad Delivery	123.680	INFO not AVBL	INFO not AVBL	See AD 2.3 OPR HR.	Start-up control and clear-ance delivery. Preflight in-formation IFR/VFR (incl. training flights). VDF.
		123.830	INFO not AVBL	INFO not AVBL		At ATC discretion.
ATIS	Lelystad Information	120.730	INFO not AVBL	INFO not AVBL	H24	ATIS remains operational outside AD OPR HR.
-	As appropriate.	121.500	INFO not AVBL	INFO not AVBL	As appropriate.	Emergency.
		243.000	INFO not AVBL	INFO not AVBL		

EHLE AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR, Type of supported OPS (VOR/ILS/MLS: declination)	ID	Frequency CH service provider and reference path identifier	Hours of operation	Position of transmitting antenna co-ordinates	Elevation of DME transmitting antenna or GBAS: eleva-tion, ellipsoid height of refer-ence point SBAS: ellips-oid height of LTP/FTP	Service volume radius from the GBAS reference point	Remarks
1	**2**	**3**	**4**	**5**	**6**	**7**	**8**
LOC 05 ILS CAT 1/C/1 (2°E/2020)	ILSN	108.550 MHz	H24	522741.7N 0053146.3E	NA	NA	NIL
DME 05	ILSN	CH22Y	H24	522652.2N 0053027.2E	0 FT	NA	Distance DME antenna/THR 05 is 349 M.
GP 05	-	329.750 MHz	H24	522652.2N 0053027.2E	NA	NA	NIL
Lelystad DME	FRO	CH51X	H24	522709.2N 0053029.0E	0 FT	NA	NIL
GPS	NA	L1 1575.42 MHz	H24	NA	NA	NA	NIL
EGNOS	NA	L1 1575.42 MHz[1)]	H24	NA	[1)]	NA	[1)] See EHLE AD 2.22 for FAS data block

EHLE AD 2.20 LOCAL AERODROME REGULATIONS

1 IFR ROUTE AVAILABILITY

The IFR departure and arrival routes are **not available** for scheduled and non-scheduled passenger flights UFN. Business aviation and GA operators shall contact airport authority.

2 RUNWAY RESERVATIONS

For more information on the usage of LARSA (Lelystad airport runway scheduling application), see https://www.lelystadairport.nl.

3 RESTRICTIONS ON VFR TRAINING FLIGHTS

Use of the VFR training circuit is limited to MON-SUN: 0600-1800 (0500-1700) during UDP.

4 FORMATION TAKE-OFFS AND LANDINGS

Formation take-offs and landings are not allowed except with a pre-arranged operational agreement with ATC. Contact atmproceduresservices@lvnl.nl for such an agreement.

5 GROUND MOVEMENT OPERATIONS

Follow-me service is mandatory on:

- TWY S for aircraft with wingspan >24 M;
- TWYs S1, S5 and S7 for aircraft with outer main gear wheel span >9 M.

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EHLE AD 2.22 FLIGHT PROCEDURES

1 INSTRUMENT DEPARTURE PROCEDURES

1.1 Introduction

The instrument departure procedures are based on ICAO Annex 2 and on ICAO Documents 4444-ATM/501 (PANS-ATM), 7030 (SUPPS) and 8168-OPS/611 (PANS-OPS).

1.2 Instrument departure procedures

1.2.1 Start-up permission

Pilots shall request start-up permission from ATC before starting engines. When applicable, report a cross-bleed start. The request for start-up shall be made to Lelystad Delivery after all preparations for departure have been made (doors closed etc.) and shall include:

- aircraft identification (e.g. TRA345).
- position (e.g. L4) or entry point manoeuvring area (e.g. G1).
- ATIS information (e.g. information R).
- flight rules (e.g. IFR).
- destination (e.g. Heraklion).
- request start-up.

Permission for start-up will be issued either immediately or at a specified time. The pilot shall be able to comply with start-up and taxi permission. Any delay in start-up or taxiing shall be reported to ATC immediately. In case of indefinite delay, the probable duration of delay will be given.

During the hours of the ATIS broadcast no MET information will be issued to departing aircraft except RVR (see EHLE AD 2.18).

Note: when EHR49 is active the AMGOD and IDRID SID cannot be used.

Note: when EHR8A is active the AMGOD SID cannot be used.

1.2.2 En-route clearance

1.2.2.1 Contents

The en-route clearance will be issued after start-up clearance has been given by Lelystad Delivery. An en-route clearance contains:

a. Clearance limit: airport of destination.
b. Standard instrument departure (SID).
c. Cleared level.
d. SSR code.
e. Departure instructions if applicable.
f. CTOT if applicable.

Example of an en-route clearance: "TRA345 cleared to Heraklion, NAPRO 1L Departure, cleared FL 060 according to step climb, squawk 2123".

1.2.2.2 Standard instrument departures

The instrument departure procedures are laid down in standard instrument departures (SIDs). SIDs are published for RWY 05 and 23.

Note: if not able to comply with the crossing conditions prescribed in the SIDs, inform Lelystad Delivery.

Note: only flights of wake turbulence category LIGHT are allowed to file a flight plan with a requested flight level below FL 060. Expect additional ATC instructions.

1.2.2.3 Departure instructions (paragraph 1.2.2.1 item e)

Instructions containing deviations from the standard instrument departure may be added to the en-route or take-off clearance. These instructions may comprise maintaining a specified heading or temporary altitude restrictions; these additional instructions amend the relevant part of the SID only.

1.2.2.4 General instructions

Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile.

1.2.3 Taxi procedures

Aircraft shall request taxi clearance from Lelystad Tower.

1.3 Communication failure

- Select transponder code 7600.
- If possible call Amsterdam ACC Supervisor on telephone number +31 (0)20 406 3999.

  Note: Use telephone connection to mitigate COM failure only. All telephone calls will be automatically recorded.
- If telephone connection is disconnected prematurely (before read-back), revert to general communication failure procedure (see ENR 1.3).

Additionally: proceed on the departure route according to expected FLs in SID tables (see paragraph 1.4).

1.4 SID descriptions

1.4.1 General remarks

1.4.1.1 Procedures and constraints

- Transition altitude: 3000 ft AMSL.
- SIDs are based on an average climb rate of 2000 ft/min.
- SIDs shall be strictly adhered to.
- Initiate turns in due time in order not to overshoot radials.
- Turn radii based on a 25° bank angle.
- MAX 250 KIAS below FL 100 unless otherwise instructed.
- For continuous routings and crossing conditions on ATS routes as applicable see paragraph 1.4.3.
- IFR departures are **not available** for scheduled and non-scheduled passenger flights UFN (see AD 2.20).

1.4.1.2 Application of RNAV

All SIDs require the use of RNAV routes stored in a pre-programmed navigation database on board of aircraft.
Furthermore:

- Connect FMS as early as possible.
- The LExxx-waypoints shall not be used in RTF procedures.
- Turn anticipation is mandatory for all waypoints except those which are underlined, these waypoints shall be overflown.

1.4.2 Specific remarks

1. Both AMGOD and BERGI SIDs lead to AMGOD, be sure to follow the correct route.
2. Both IDRID and VOLLA SIDs lead to IDRID, be sure to follow the correct route.
3. BERGI, IDRID and VOLLA SIDs: only available for flights with requested flight/cruising level FL 140 or above.
4. INKET SID: only for aircraft with destination EHRD.
5. RUMER SID: only for aircraft with destination EHBD, EHBK, or EHEH.
6. RNAV1 required.

1.4.3 Continuous routings for Lelystad SIDs with crossing conditions on ATS routes as applicable

Note: REF EHLE AD 2.22 paragraph 1.2.2 "En-route clearance": if not able to comply with the crossing conditions prescribed in the SIDs, inform Lelystad Delivery before take-off.

ARNEM Departures	
L620	If the requested flight level is above FL 245, cross OLDOD at or above FL 250.

KUDAD Departures	
N872	If the requested flight level is above FL 245, cross AMMOF at or above FL 260.

NAPRO Departures	
Z739	If the requested flight level is above FL 245, cross AMOSU at or above FL 250.

1.4.4 SIDs RWY 05

See chart AD 2.EHLE-SID-05.

AMGOD 1L	See paragraph 1.4.2 specific remark: 1, 6. After departure climb to FL 060, expect FL 090 at KOKIP.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[AMGO1L]	To LE112 on course 046° MAG, at or below 3000 FT AMSL	LE112 [M046; A3000-]	CF	N
	To LE114	LE114	TF	N
	To ERMUR at FL 060	ERMUR [F060]	TF	N
	To ASNOM	ASNOM	TF	N
	To KOKIP	KOKIP	TF	N
	To AMGOD	AMGOD	TF	N

ARNEM 1L	See paragraph 1.4.2 specific remark: 6. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[ARNE1L]	To LE112 on course 046° MAG, at or below 3000 FT AMSL	LE112 [M046; A3000-]	CF	N
	To LE113	LE113	TF	N
	To LE120 at FL 060	LE120 [F060]	TF	N
	To ARBEP	ARBEP	TF	Y
	To LE148 on course 173° MAG	LE148 [M173]	CF	N
	To ARNEM	ARNEM	TF	N

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BERGI 1Q	See paragraph 1.4.2 specific remark: 1, 3, 6. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[BERG1Q]	To LE112 on course 046° MAG, at or below 3000 FT AMSL	LE112 [M046; A3000-]	CF	N
	To LE114	LE114	TF	N
	To ERMUR at FL 060	ERMUR [F060]	TF	N
	To EDOXO	EDOXO	TF	N
	To LE142	LE142	TF	N
	To BERGI	BERGI	TF	N
	To AMGOD	AMGOD	TF	N

GRONY 1L	See paragraph 1.4.2 specific remark: 6. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[GRON1L]	To LE112 on course 046° MAG, at or below 3000 FT AMSL	LE112 [M046; A3000-]	CF	N
	To LE114	LE114	TF	N
	To ERMUR at FL 060	ERMUR [F060]	TF	N
	To LE146	LE146	TF	N
	To LE147	LE147	TF	N
	To GRONY	GRONY	TF	N

IDRID 2L	See paragraph 1.4.2 specific remark: 2, 3, 6. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[IDRI2L]	To LE112 on course 046° MAG, at or below 3000 FT AMSL	LE112 [M046; A3000-]	CF	N
	To LE114	LE114	TF	N
	To ERMUR at FL 060	ERMUR [F060]	TF	N
	To ASNOM	ASNOM	TF	N
	To PETCA	PETCA	TF	N
	To BAHSI	BAHSI	TF	N
	To VOLLA	VOLLA	TF	N
	To IDRID	IDRID	TF	N

INKET 1L	See paragraph 1.4.2 specific remark: 4, 6. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[INKE1L]	To LE112 on course 046° MAG, at or below 3000 FT AMSL	LE112 [M046; A3000-]	CF	N
	To LE113	LE113	TF	N
	To LE120 at FL 060	LE120 [F060]	TF	N
	To ARBEP	ARBEP	TF	Y
	To LE148 on course 173° MAG	LE148 [M173]	CF	N
	To LE149	LE149	TF	N
	To BRIAR	BRIAR	TF	N
	To IPMUR	IPMUR	TF	N
	To NEPTU	NEPTU	TF	N
	To PELUB	PELUB	TF	N
	To INKET	INKET	TF	N

KUDAD 1L	See paragraph 1.4.2 specific remark: 6. After departure climb to FL 060, expect FL 090 at IPMUR and FL 100 at WILEM.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[KUDA1L]	To LE112 on course 046° MAG, at or below 3000 FT AMSL	LE112 [M046; A3000-]	CF	N
	To LE113	LE113	TF	N
	To LE120 at FL 060	LE120 [F060]	TF	N
	To ARBEP	ARBEP	TF	Y
	To LE148 on course 173° MAG	LE148 [M173]	CF	N
	To LE149	LE149	TF	N
	To BRIAR	BRIAR	TF	N
	To IPMUR	IPMUR	TF	N
	To NEPTU	NEPTU	TF	N
	To PELUB	PELUB	TF	N
	To WILEM	WILEM	TF	N
	To LE139	LE139	TF	N
	To KUDAD	KUDAD	TF	N

NAPRO 1L	See paragraph 1.4.2 specific remark: 6. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[NAPR1L]	To LE112 on course 046° MAG, at or below 3000 FT AMSL	LE112 [M046; A3000-]	CF	N
	To LE113	LE113	TF	N
	To LE120 at FL 060	LE120 [F060]	TF	N
	To ARBEP	ARBEP	TF	Y
	To LE148 on course 173° MAG	LE148 [M173]	CF	N
	To ARNEM	ARNEM	TF	N
	To NAPRO	NAPRO	TF	N

RUMER 1L	See paragraph 1.4.2 specific remark: 5, 6. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[RUME1L]	To LE112 on course 046° MAG, at or below 3000 FT AMSL	LE112 [M046; A3000-]	CF	N
	To LE113	LE113	TF	N
	To LE120 at FL 060	LE120 [F060]	TF	N
	To ARBEP	ARBEP	TF	Y
	To LE148 on course 173° MAG	LE148 [M173]	CF	N
	To ARNEM	ARNEM	TF	N
	To LE145	LE145	TF	N
	To BASGU	BASGU	TF	N
	To RUMER	RUMER	TF	N

VOLLA 2Q	See paragraph 1.4.2 specific remark: 2, 3, 6. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[VOLL2Q]	To LE112 on course 046° MAG, at or below 3000 FT AMSL	LE112 [M046; A3000-]	CF	N
	To LE114	LE114	TF	N
	To ERMUR at FL 060	ERMUR [F060]	TF	N
	To EDOXO	EDOXO	TF	N
	To LE141	LE141	TF	N
	To BAHSI	BAHSI	TF	N
	To VOLLA	VOLLA	TF	N
	To IDRID	IDRID	TF	N

1.4.5 SIDs RWY 23

See chart AD 2.EHLE-SID-23.

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AMGOD 1M	See paragraph 1.4.2 specific remark: 1, 6. Minimum climb gradient: 4.0 % to 500 FT AMSL. After departure climb to FL 060, expect FL 090 at KOKIP.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[AMGO1M]	Climb on course 226° MAG at or above 500 FT AMSL	[M226; A500+]	CA	N
	Direct to LE101	=> LE101	DF	N
	To LE102 at or below 2000 FT AMSL, MAX 210 KIAS	LE102 [A2000-; K210-]	TF	N
	To ASBES at 3000 FT AMSL	ASBES [A3000]	TF	N
	To DOTIX at FL 060	DOTIX [F060]	TF	N
	To LE107	LE107	TF	N
	To ERMUR	ERMUR	TF	N
	To ASNOM	ASNOM	TF	N
	To KOKIP	KOKIP	TF	N
	To AMGOD	AMGOD	TF	N

ARNEM 2M	See paragraph 1.4.2 specific remark: 6. Minimum climb gradient: 4.0 % to 500 FT AMSL. After departure climb to FL 060, expect FL 090 at ARNEM.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[ARNE2M]	Climb on course 226° MAG at or above 500 FT AMSL	[M226; A500+]	CA	N
	Direct to LE101	=> LE101	DF	N
	To LE102 at or below 2000 FT AMSL, MAX 210 KIAS	LE102 [A2000-; K210-]	TF	N
	To ASBES at 3000 FT AMSL	ASBES [A3000]	TF	N
	To DOTIX at FL 060	DOTIX [F060]	TF	N
	To LE152	LE152	TF	N
	To ZITFA	ZITFA	TF	N
	To LE148	LE148	TF	N
	To ARNEM	ARNEM	TF	N

BERGI 1U	See paragraph 1.4.2 specific remark: 1, 3, 6. Minimum climb gradient: 4.0 % to 500 FT AMSL. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[BERG1U]	Climb on course 226° MAG at or above 500 FT AMSL	[M226; A500+]	CA	N
	Direct to LE101	=> LE101	DF	N
	To LE102 at or below 2000 FT AMSL, MAX 210 KIAS	LE102 [A2000-; K210-]	TF	N
	To ASBES at 3000 FT AMSL	ASBES [A3000]	TF	N
	To DOTIX at FL 060	DOTIX [F060]	TF	N
	To LE107	LE107	TF	N
	To ERMUR	ERMUR	TF	N
	To EDOXO	EDOXO	TF	N
	To LE142	LE142	TF	N
	To BERGI	BERGI	TF	N
	To AMGOD	AMGOD	TF	N

GRONY 1M	See paragraph 1.4.2 specific remark: 6. Minimum climb gradient: 4.0 % to 500 FT AMSL. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[GRON1M]	Climb on course 226° MAG at or above 500 FT AMSL	[M226; A500+]	CA	N
	Direct to LE101	=> LE101	DF	N
	To LE102 at or below 2000 FT AMSL, MAX 210 KIAS	LE102 [A2000-; K210-]	TF	N
	To ASBES at 3000 FT AMSL	ASBES [A3000]	TF	N
	To DOTIX at FL 060	DOTIX [F060]	TF	N
	To LE107	LE107	TF	N
	To ERMUR	ERMUR	TF	N
	To LE146	LE146	TF	N
	To LE147	LE147	TF	N
	To GRONY	GRONY	TF	N

IDRID 2M	See paragraph 1.4.2 specific remark: 2, 3, 6. Minimum climb gradient: 4.0 % to 500 FT AMSL. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[IDRI2M]	Climb on course 226° MAG at or above 500 FT AMSL	[M226; A500+]	CA	N
	Direct to LE101	=> LE101	DF	N
	To LE102 at or below 2000 FT AMSL, MAX 210 KIAS	LE102 [A2000-; K210-]	TF	N
	To ASBES at 3000 FT AMSL	ASBES [A3000]	TF	N
	To DOTIX at FL 060	DOTIX [F060]	TF	N
	To LE107	LE107	TF	N
	To ERMUR	ERMUR	TF	N
	To ASNOM	ASNOM	TF	N
	To PETCA	PETCA	TF	N
	To BAHSI	BAHSI	TF	N
	To VOLLA	VOLLA	TF	N
	To IDRID	IDRID	TF	N

INKET 2M	See paragraph 1.4.2 specific remark: 4, 6. Minimum climb gradient: 4.0 % to 500 FT AMSL. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[INKE2M]	Climb on course 226° MAG at or above 500 FT AMSL	[M226; A500+]	CA	N
	Direct to LE101	=> LE101	DF	N
	To LE102 at or below 2000 FT AMSL, MAX 210 KIAS	LE102 [A2000-; K210-]	TF	N
	To ASBES at 3000 FT AMSL	ASBES [A3000]	TF	N
	To DOTIX at FL 060	DOTIX [F060]	TF	N
	To LE152	LE152	TF	N
	To ZITFA	ZITFA	TF	N
	To LE148	LE148	TF	N
	To LE149	LE149	TF	N
	To BRIAR	BRIAR	TF	N
	To IPMUR	IPMUR	TF	N
	To NEPTU	NEPTU	TF	N
	To PELUB	PELUB	TF	N
	To INKET	INKET	TF	N

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KUDAD 2M	See paragraph 1.4.2 specific remark: 6. Minimum climb gradient: 4.0 % to 500 FT AMSL. After departure climb to FL 060, expect FL 090 at IPMUR and FL 100 at WILEM.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[KUDA2M]	Climb on course 226° MAG at or above 500 FT AMSL	[M226; A500+]	CA	N
	Direct to LE101	=> LE101	DF	N
	To LE102 at or below 2000 FT AMSL, MAX 210 KIAS	LE102 [A2000-; K210-]	TF	N
	To ASBES at 3000 FT AMSL	ASBES [A3000]	TF	N
	To DOTIX at FL 060	DOTIX [F060]	TF	N
	To LE152	LE152	TF	N
	To ZITFA	ZITFA	TF	N
	To LE148	LE148	TF	N
	To LE149	LE149	TF	N
	To BRIAR	BRIAR	TF	N
	To IPMUR	IPMUR	TF	N
	To NEPTU	NEPTU	TF	N
	To PELUB	PELUB	TF	N
	To WILEM	WILEM	TF	N
	To LE139	LE139	TF	N
	To KUDAD	KUDAD	TF	N

NAPRO 2M	See paragraph 1.4.2 specific remark: 6. Minimum climb gradient: 4.0 % to 500 FT AMSL. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[NAPR2M]	Climb on course 226° MAG at or above 500 FT AMSL	[M226; A500+]	CA	N
	Direct to LE101	=> LE101	DF	N
	To LE102 at or below 2000 FT AMSL, MAX 210 KIAS	LE102 [A2000-; K210-]	TF	N
	To ASBES at 3000 FT AMSL	ASBES [A3000]	TF	N
	To DOTIX at FL 060	DOTIX [F060]	TF	N
	To LE152	LE152	TF	N
	To ZITFA	ZITFA	TF	N
	To LE148	LE148	TF	N
	To ARNEM	ARNEM	TF	N
	To NAPRO	NAPRO	TF	N

RUMER 2M	See paragraph 1.4.2 specific remark: 5, 6. Minimum climb gradient: 4.0 % to 500 FT AMSL. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[RUME2M]	Climb on course 226° MAG at or above 500 FT AMSL	[M226; A500+]	CA	N
	Direct to LE101	=> LE101	DF	N
	To LE102 at or below 2000 FT AMSL, MAX 210 KIAS	LE102 [A2000-; K210-]	TF	N
	To ASBES at 3000 FT AMSL	ASBES [A3000]	TF	N
	To DOTIX at FL 060	DOTIX [F060]	TF	N
	To LE152	LE152	TF	N
	To ZITFA	ZITFA	TF	N
	To LE148	LE148	TF	N
	To ARNEM	ARNEM	TF	N
	To LE145	LE145	TF	N
	To BASGU	BASGU	TF	N
	To RUMER	RUMER	TF	N

VOLLA 2U	See paragraph 1.4.2 specific remark: 2, 3, 6. Minimum climb gradient: 4.0 % to 500 FT AMSL. After departure climb to FL 060.			
ARINC designator	**Formal description**	**Abbreviated description**	**Expected path terminator**	**Fly-over required**
[VOLL2U]	Climb on course 226° MAG at or above 500 FT AMSL	[M226; A500+]	CA	N
	Direct to LE101	=> LE101	DF	N
	To LE102 at or below 2000 FT AMSL, MAX 210 KIAS	LE102 [A2000-; K210-]	TF	N
	To ASBES at 3000 FT AMSL	ASBES [A3000]	TF	N
	To DOTIX at FL 060	DOTIX [F060]	TF	N
	To LE107	LE107	TF	N
	To ERMUR	ERMUR	TF	N
	To EDOXO	EDOXO	TF	N
	To LE141	LE141	TF	N
	To BAHSI	BAHSI	TF	N
	To VOLLA	VOLLA	TF	N
	To IDRID	IDRID	TF	N

2 INSTRUMENT APPROACH PROCEDURES

2.1 Introduction

The arrival, instrument approach and holding procedures are based on ICAO Annex 2 and on ICAO Documents 4444-ATM/501 (PANS-ATM), 7030 (SUPPS) and 8168-OPS/611 (PANS-OPS).

2.2 Holding UVOXI

- Expect radar vectors to UVOXI.
- Holding levels are FL 090, FL 080, FL 070, FL 060. FL 090 will be used first due to noise abatement requirements.
- Exit holding route UVOXI – TENLI – BADEX (IAF).

2.3 Approach

Note: an aircraft vectored to intercept final approach shall report to ATC when established on the final approach track (ICAO Doc 4444-ATM/501 (PANS-ATM) chapter 8.9.4.1).

2.3.1 General

2.3.1.1 Approach procedures to RWY 05

RNAV to ILS or LOC approach:

- Initial and intermediate approach segment: RNAV1 transition from IAF to FAP/FAF;
- Final approach segment: ILS or LOC final approach;
- Missed approach segment: RNAV1 missed approach.

RNP approach:

- Initial and intermediate approach segment: RNAV1 transition from IAF to FAP/FAF;
- Final approach segment: RNP final approach;
- Missed approach segment: RNAV1 missed approach to ASBES.

Remarks:

- Notice the large localizer interception angle of 88 degrees.
- Notice the short distance between IF and FAF available for final course interception. The length of the intermediate segment (2.2 NM) is shorter than the ICAO minimum in case of a final approach interception angle of more than 60 degrees (3.0 NM).

2.3.1.2 Approach procedure to RWY 23

RNP approach:

- Initial and intermediate approach segment: RNAV1 transition from IAF to FAP/FAF;
- Final approach segment: RNP final approach;
- Missed approach segment: RNAV1 missed approach to KUVOS.

2.3.1.3 Visual approach

Visual approach allowed only when in the final approach segment.

2.3.1.4 Circling approach

Circling approaches are not allowed.

2.3.1.5 Aircraft and operator requirements

For the use of all IFR approach procedures to EHLE the following requirements are applicable:

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- The aircraft must be equipped with an FMS comprising a pre-loaded navigation database and a navigation display.
- The aircraft FMS must use GNSS as the primary navigation sensor.
- The operator must hold an RNAV1 operations approval issued by their state of registry, which is compliant with the ICAO Document 9613 Performance-based Navigation (PBN) Manual or equivalent.
- The operator must hold an RNP APCH operations approval issued by their state of registry, which is compliant with the ICAO Document 9613 Performance-based Navigation (PBN) Manual or equivalent.

2.4 Missed approach procedure

See relevant instrument approach chart AD 2.EHLE-IAC-xx.x.

After second missed approach, follow the relevant SID to the alternate airport.

2.5 Communication failure

2.5.1 General

- Select transponder code 7600.
- If possible call Amsterdam ACC Supervisor on telephone number +31 (0)20 406 3999.

  Note: Use telephone connection to mitigate COM failure only. All telephone calls will be automatically recorded.

- If telephone connection is disconnected prematurely (before read-back), revert to general communication failure procedure.

For the general procedures for IFR flights see ENR 1.3 paragraph "Communication Failure". In addition for arriving flights, the following communication failure procedures apply.

2.5.2 Traffic flying before the IAF

- Proceed according to the current flight plan route to the appropriate IAF (BADEX or EKNON);
- Commence descent to cross BADEX or EKNON at FL 060; except traffic via RKN: cross NILMI at FL 060;
- At BADEX or EKNON carry out an instrument procedure to the received and acknowledged runway or the runway-in-use as is included in the ATIS broadcast (see AD 2.EHLE-IAC-xx.x).

2.5.3 Traffic flying beyond the IAF

- Proceed according to instrument procedure, or;
- When vectored, proceed on the instrument procedure from XIDES to RWY 05 or IDGOK to RWY 23.

2.5.4 Traffic in UVOXI holding

- Proceed from UVOXI via TENLI to BADEX;
- Commence descent to cross BADEX at FL 060;
- At BADEX execute an instrument procedure to the received and acknowledged runway or the runway-in-use as is included in the ATIS broadcast (see AD 2.EHLE-IAC-xx.x).

2.5.5 Missed approach procedure in case of communication failure

See the relevant instrument approach chart AD 2.EHLE-IAC-xx.x.

After second missed approach, follow the relevant SID to the alternate airport.

2.6 Instrument approach descriptions

Note: recommended navaid for selection of MAG station declination only.

Note: for positions of LExxx-waypoints see relevant instrument approach charts.

2.6.1 ILS or LOC approach RWY 05

Serial number	Path descriptor	WPT ident	Fly-over	Course/Track °MAG / (°T)	Recom. navaid	Dist. (NM)	Turn	Altitude (FT / FL)	Speed (KIAS)	VPA (°) / TCH (FT)	NAV spe-cification
001	IF	BADEX	-	-	-	-	-	+ FL060	-	-	-
002	TF	NILMI	-	306 / (308.0)	-	12.1	-	- FL060	-	-	RNAV1
003	TF	LE118	-	239 / (240.9)	-	3.3	-	+ FL050	-	-	RNAV1
004	IF	EKNON	-	-	-	-	-	@ FL060	-	-	-
005	TF	LE118	-	181 / (183.0)	-	14.0	-	+ FL050	-	-	RNAV1
006	IF	LE118	-	-	-	-	-	+FL050	-	-	-
007	TF	ASBES	-	239 / (240.6)	-	16.3	-	@ 3000	-	-	RNAV1
008	TF	LE103	-	239 / (240.5)	-	4.1	-	-	-	-	RNAV1
009	TF	LE137	-	233 / (234.7)	-	3.1	-	@ 2000	-	-	RNAV1
010	TF	XIDES	-	230 / (231.9)	-	3.0	-	@ 2000	- 185	-	RNAV1
011	TF	UPLOS	-	317 / (319.1)	-	3.2	-	+ 1700	-	-	RNAV1
012	CF	LE134	-	046 / (047.5)	ILSN	3.0	-	+ 1700	-	-	-
013	CF	THR 05	Y	046 / (047.5)	ILSN	5.2	-	-	-	-3.00/50	-
014	CF	LE112	-	046 / (048.0)	ILSN	5.3	-	-	-	-	RNAV1
015	TF	LE113	-	033 / (034.8)	-	6.1	-	-	-	-	RNAV1
016	TF	LE150	Y	121 / (122.8)	-	4.2	-	-	- 220	-	RNAV1
017	CF	ASBES	-	239 / (241.0)	ILSN	13.5	R	@ 3000	- 220	-	RNAV1

2.6.2 RNP approach RWY 05

Serial number	Path descriptor	WPT ident	Fly-over	Course/Track °MAG / (°T)	Recom. navaid	Dist. (NM)	Turn	Altitude (FT / FL)	Speed (KIAS)	VPA (°) / TCH (FT)	NAV spe-cification
001	IF	BADEX	-	-	-	-	-	+ FL060	-	-	-
002	TF	NILMI	-	306 / (308.0)	-	12.1	-	- FL060	-	-	RNAV1
003	TF	LE118	-	239 / (240.9)	-	3.3	-	+ FL050	-	-	RNAV1
004	IF	EKNON	-	-	-	-	-	@ FL060	-	-	-
005	TF	LE118	-	181 / (183.0)	-	14.0	-	+ FL050	-	-	RNAV1
006	IF	LE118	-	-	-	-	-	+FL050	-	-	-
007	TF	ASBES	-	239 / (240.6)	-	16.3	-	@ 3000	-	-	RNAV1
008	TF	LE103	-	239 / (240.5)	-	4.1	-	-	-	-	RNAV1
009	TF	LE137	-	233 / (234.7)	-	3.1	-	@ 2000	-	-	RNAV1
010	TF	XIDES	-	230 / (231.9)	-	3.0	-	@ 2000	- 185	-	RNAV1
011	TF	UPLOS	-	317 / (319.1)	-	3.2	-	+ 1700	-	-	RNAV1
012	TF	LE134	-	046 / (047.5)	-	3.0	-	+ 1700	-	-	RNP APCH
013	TF	THR 05	Y	046 / (047.5)	-	5.2	-	-	-	-3.00/50	RNP APCH
014	CF	LE112	-	046 / (048.0)	ILSN	5.3	-	-	-	-	RNAV1
015	TF	LE113	-	033 / (034.8)	-	6.1	-	-	-	-	RNAV1
016	TF	LE150	Y	121 / (122.8)	-	4.2	-	-	- 220	-	RNAV1
017	CF	ASBES	-	239 / (241.0)	ILSN	13.5	R	@ 3000	- 220	-	RNAV1

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FAS data block RWY 05

Input Data

Parameters	Values
Operation Type	0
SBAS Provider	1
Airport Identifier	EHLE
Runway	05
Runway Direction	0
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E05A
LTP/FTP Latitude	522647.9200N
LTP/FTP Longitude	0053010.1000E
LTP/FTP Ellipsoidal Height (metres)	39.2
FPAP Latitude	522740.3300N
Delta FPAP Latitude (seconds)	52.4100
FPAP Longitude	0053143.8900E
Delta FPAP Longitude (seconds)	93.7900
Threshold Crossing Height	50.0
TCH Units Selector	0
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	50.0

Output Data

Data Block	10 05 0C 08 05 05 00 00 01 35 30 05 E0 F5 81 16 68 8E 5C 02 88 15 74 99 01 BC DC 02 F4 01 2C 01 64 00 C8 FA 1E BA 1F 48
Calculated CRC Value	1EBA1F48

Additional Data	
Parameters	**Values**
ICAO Code	EH
LTP/FTP Orthometric Height (metres)	-3.6

2.6.3 RNP approach RWY 23

Serial number	Path descriptor	WPT ident	Fly-over	Course/Track °MAG / (°T)	Recom. navaid	Dist. (NM)	Turn	Altitude (FT / FL)	Speed (KIAS)	VPA (°) / TCH (FT)	NAV spe-cification
001	IF	BADEX	-	-	-	-	-	+ FL060	-	-	-
002	TF	NILMI	-	306 / (308.0)	-	12.1	-	- FL060	-	-	RNAV1
003	TF	LE110	-	306 / (307.9)	-	5.1	-	+ FL050	-	-	RNAV1
004	TF	IDGOK	-	269 / (270.4)	-	6.0	-	-	-	-	RNAV1
005	TF	KUVOS	-	226 / (227.7)	-	3.0	-	+ 3000	-	-	RNAV1
006	IF	EKNON	-	-	-	-	-	@ FL060	-	-	-
007	TF	LE122	-	219 / (220.8)	-	7.2	-	+ FL050	-	-	RNAV1
008	TF	IDGOK	-	219 / (220.7)	-	4.9	-	-	-	-	RNAV1
009	TF	KUVOS	-	226 / (227.7)	-	3.0	-	+ 3000	-	-	RNAV1
010	IF	KUVOS	-	-	-	-	-	+ 3000	-	-	-
011	TF	LE124	-	226 / (227.7)	-	2.0	-	+ 3000	-	-	RNP APCH
012	TF	THR 23	Y	226 / (227.7)	-	9.3	-	-	-	-3.00/50	RNP APCH
013	CF	LE101	-	226 / (227.5)	ILSN	5.5	-	-	-	-	RNAV1
014	TF	LE102	-	136 / (137.5)	-	3.3	-	- 2000	-210	-	RNAV1
015	TF	ASBES	-	059 / (060.6)	-	6.2	-	@ 3000	-	-	RNAV1
016	TF	LE151	-	059 / (060.9)	-	14.1	-	-	-	-	RNAV1
017	TF	IDGOK	-	316 / (317.8)	-	7.9	-	-	-	-	RNAV1
018	TF	KUVOS	-	226 / (227.7)	-	3.0	-	+ 3000	-230	-	RNAV1

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FAS data block RWY 23

Input Data

Parameters	Values
Operation Type	0
SBAS Provider	1
Airport Identifier	EHLE
Runway	23
Runway Direction	0
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E23A
LTP/FTP Latitude	522733.7800N
LTP/FTP Longitude	0053132.1600E
LTP/FTP Ellipsoidal Height (metres)	39.2
FPAP Latitude	522641.3700N
Delta FPAP Latitude (seconds)	-52.4100
FPAP Longitude	0052958.3800E
Delta FPAP Longitude (seconds)	-93.7800
Threshold Crossing Height	50.0
TCH Units Selector	0
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	50.0

Output Data

Data Block	10 05 0C 08 05 17 00 00 01 33 32 05 28 5C 83 16 80 0F 5F 02 88 15 8C 66 FE 58 23 FD F4 01 2C 01 64 00 C8 FA DF E9 40 0D
Calculated CRC Value	DFE9400D

Additional Data	
Parameters	**Values**
ICAO Code	EH
LTP/FTP Orthometric Height (metres)	-3.6

3 LOW VISIBILITY PROCEDURES

During periods of low visibility the overall ATC capacity is reduced. To guarantee aircraft safety and optimal use of ATC capacity, Lelystad Airport uses ATC low visibility procedures. When the visibility is equal to or below 1500 M and/or the ceiling is equal to or below 300 FT, cautionary measures are taken. Four low visibility phases are recognised:

Phase	Conditions	Procedure
A	Lowest RVR <= 1500 M and/or ceiling <= 300 FT	No conditional clearances. Limited use of intersection take-offs.
B	Lowest RVR < 550 M and/or ceiling < 200 FT	Taxiing only allowed under the guidance of a marshaller or with a follow-me car. If no marshaller/car is available, ATC may give permission to taxi if no other aircraft is moving or expected to be moving in the manoeuvring area.
C	Lowest RVR < 350 M	RWY 05/23 will only be used for departing aircraft. Taxiing only allowed under the guidance of a marshaller or with a follow-me car. If no marshaller/car is available, ATC may give permission to taxi if no aircraft is moving or expected to be moving in the manoeuvring area.
D	Highest RVR < 100 M	The airport is below operational limits for arriving and departing aircraft.

4 VFR FLIGHT PROCEDURES AND REGULATIONS

Note: for visual approach chart and visual traffic circuits see AD 2.EHLE-VAC.1 and AD 2.EHLE-VAC.2.

4.1 General

1. All VFR flights within the Lelystad CTR shall submit a flight plan (see ENR 1.10).

2. Pilots shall adhere to the approach or departure route as indicated on the charts, unless otherwise instructed by ATC.
3. YANKEE is indicated by a red/white container.
4. Pilots shall strictly adhere to the circuits as indicated on the charts, unless otherwise instructed by ATC.
5. Standard circuit altitude is 1000 FT AMSL for inbound VFR traffic.
   Standard altitude for VFR training circuit is 500 FT AMSL.
6. Caution: helicopter operations north of the runway. The FATO, helicopter exercise area (HELEX) and helicopter training circuit are available for local helicopter training operators only.
7. VFR reporting points positions:

VFR reporting point	**Position**
BRAVO	522442N 0053502E
MIKE	523249N 0053155E
X-RAY	522817N 0052904E
YANKEE	522608N 0053210E

4.2 Visual departure procedures during UDP

1. Pilots must have obtained start-up clearance from ATC before starting engines. A request for start-up shall be made to Lelystad Delivery; clearance for start-up will either be issued immediately or at a specified time depending on traffic. A request for start-up includes:
   - aircraft identification (e.g. PHSPY);
   - entry point manoeuvring area (e.g. at G1);
   - ATIS information (e.g. information J);
   - flight rules (e.g. VFR);
   - destination (e.g. Hilversum);
   - routing (e.g. BRAVO Departure or direct Almere);
   - arrival routing, for local flights only (e.g. MIKE Arrival or direct X-RAY);
   - intentions (e.g. circuits or touch-and-go);
   - request start-up.
2. Visual departure routes:

RWY 05	BRAVO Departure	• After take-off, follow the VFR route to BRAVO. • Climb to and maintain 1000 FT AMSL. • Northwest abeam YANKEE, turn left to BRAVO. • Remain at least 500 M southwest of the road until BRAVO.
	MIKE Departure	• After take-off, follow the VFR route to MIKE. • Climb to and maintain 1500 FT AMSL. • Remain at least 500 M east of the highway until MIKE.
RWY 23	BRAVO Departure	• After take-off, follow the VFR route to BRAVO. • Climb to and maintain 1000 FT AMSL. • West abeam YANKEE, turn right to BRAVO. • Remain at least 500 M southwest of the road until BRAVO.
	MIKE Departure	• After take-off, follow the VFR route to MIKE. • Climb to and maintain 1500 FT AMSL. • Remain at least 500 M east of the highway until MIKE.

3. Maintain procedure altitude within CTR.
4. Report leaving the CTR over the designated reporting point.

4.3 Visual approach procedures during UDP

1. Contact Lelystad TWR 2 minutes before reaching the CTR boundary for permission to enter the CTR. A request to enter the CTR includes:
   - aircraft identification (e.g. PHSPY);
   - position (e.g. 2 NM northeast of MIKE);
   - ATIS information (e.g. information J);
   - request for entry;
   - routing (e.g. MIKE Arrival or direct X-RAY);
   - intentions (e.g. full stop or touch-and-go).
2. Visual arrival routes

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RWY 05	BRAVO Arrival, overhead joining	• Enter the CTR at 1300 FT AMSL. • From BRAVO follow the VFR route to YANKEE. Remain northeast of the road. • Overhead the woods turn left to YANKEE. • Report east abeam YANKEE and follow ATC instruction. • If no ATC instruction is received, hold over YANKEE and expect traffic on both the arrival and departure route. • Proceed overhead and cross the runway as instructed by ATC. • Descend to circuit altitude and turn left to join downwind RWY05 (lefthand circuit) as instructed by ATC.
	MIKE Arrival, direct joining	• Enter the CTR at 1500 FT AMSL. • From MIKE follow the VFR route to X-RAY. Remain at least 500 M west of the highway. • Report abeam X-RAY and follow ATC instruction. • If no ATC instruction is received, hold over X-RAY and expect traffic on the arrival route. • Descend to circuit altitude and turn right to join downwind RWY05 (lefthand circuit) as instructed by ATC.
RWY 23	BRAVO Arrival, overhead joining	• Enter the CTR at 1300 FT AMSL. • From BRAVO follow the VFR route to YANKEE. Remain northeast of the road. • Overhead the woods turn left to YANKEE. • Report east abeam YANKEE and follow ATC instruction. • If no ATC instruction is received, hold over YANKEE and expect traffic on both the arrival and departure route. • Proceed overhead and cross the runway as instructed by ATC. • Descend to circuit altitude and turn right to join downwind RWY23 (righthand circuit) as instructed by ATC.
	MIKE Arrival, direct joining	• Enter the CTR at 1500 FT AMSL. • From MIKE follow the VFR route to X-RAY. Remain at least 500 M west of the highway. • Report abeam X-RAY and follow ATC instruction. • If no ATC instruction is received, hold over X-RAY and expect traffic on the arrival route. • Descend to circuit altitude and turn left to join downwind RWY23 (righthand circuit) as instructed by ATC.

4.4 VFR traffic circuits

4.4.1 General

RWY 05: a lefthand circuit, maintain 1000 FT AMSL until turning base.
RWY 23: a righthand circuit, maintain 1000 FT AMSL until turning base.

Note: for traffic reasons pilots may be instructed to extend downwind.

Pilots shall wait for and adhere to ATC clearances and make routine reports (conform ICAO Doc 4444 PANS-ATM and ICAO Doc 9432 Manual of radiotelephony).

After joining the circuit and for every following circuit:

- Report downwind and intentions (e.g. "touch-and-go", "full-stop" or "practice go-around").
- ATC will issue a sequence number, the traffic to follow, and additional instructions.
- Do not turn base before the traffic to follow and only after receiving your sequence number.
- After receiving your sequence number, turn base and final at own discretion.
  Maintain own separation from other VFR traffic.
- Reporting final is compulsory when no landing clearance is received.
- In case of a go-around return to standard circuit, unless instructed otherwise by ATC, and contact ATC.

4.4.2 VFR training circuits

Training circuit RWY 05 lefthand and RWY 23 righthand at 500 FT AMSL. In case of a go-around return to training circuit, unless instructed otherwise by ATC, and contact ATC. Downwind is marked by a visual reference marking on the ground.

Prior to startup, the pilot can request Lelystad Delivery to use the VFR training circuit. If the VFR training circuit is not available, a request can be made to use the standard circuit at 1000 FT AMSL for a VFR training flight.

For local aerodrome regulations related to the VFR training circuit, see AD 2.20.

4.5 Communication failure procedures

4.5.1 General

- Select transponder code 7600.
- If possible call Amsterdam ACC Supervisor on telephone number +31 (0)20 406 3999.

  Note: Use telephone connection to mitigate COM failure only. All telephone calls will be automatically recorded.
- If telephone connection is disconnected prematurely (before read-back), revert to communication failure procedures below.

4.5.2 VFR outbound

In case of communication failure adhere to the departure instructions. If the departure instructions contain a clearance limit in the CTR, act in accordance with paragraph 4.5.4.

4.5.3 VFR inbound

4.5.3.1 Via BRAVO and MIKE Arrival

a. In case of communication failure before X-RAY and YANKEE, leave the CTR according to the BRAVO or MIKE Departure and divert to an appropriate aerodrome.
b. In case of communication failure over or after X-RAY and YANKEE, execute a circuit for the last received and acknowledged runway as short as practicable. Make a full stop landing and vacate the runway as soon as possible. In case of go-around execute a similar circuit (be aware of the fact that your flight path could interfere with the flight path of other aerodrome traffic).

4.5.3.2 Via a different route to the field

a. In case of communication failure before joining the circuit, act in accordance with paragraph 4.5.4.
b. In case of communication failure over or after a position from where to join the circuit, act in accordance with paragraph 4.5.3.1 item b.

4.5.4 VFR crossing the CTR

In case of communication failure leave the CTR via the shortest route, maintain altitude until outside the CTR, do not cross runway centre line and proceed to an appropriate aerodrome.

EHLE AD 2.23 ADDITIONAL INFORMATION

1 CAUTIONS AND ADDITIONAL INFORMATION

1. YANKEE or ZULU flight plans:

	ARR: cancel IFR, continue VFR	**DEP: cancel VFR, continue IFR**
REQ > FL 055	• will file BADEX or EKNON as final IFR waypoint; • will cancel the IFR flight plan prior to entering Lelystad TMA 3; • be advised to contact Lelystad TWR 2 minutes before reaching the CTR boundary for permission to enter the CTR, as described in paragraph 4.3 item 1; • will receive an ATC instruction to follow either a route for a direct final or one of the VFR arrival routes, as described in paragraph 4.3 item 2.	• will receive rerouting along a SID trajectory with GRONY, ARNEM, NAPRO, KUDAD, IDRID or AMGOD as first IFR waypoint; • will be provided with an IFR clearance (after radio contact) by MILATCC Schiphol.
REQ < FL 055	• will adhere to the VFR approach procedures and routes as described in paragraph 4.3; • will cancel the IFR flight plan prior to entering Lelystad TMA 2 or 3, or Lelystad CTR; • be advised to contact Lelystad TWR 2 minutes before reaching the CTR boundary for permission to enter the CTR, as described in paragraph 4.3 item 1; • will receive an ATC instruction to follow either a route for a direct final or one of the VFR arrival routes, as described in paragraph 4.3 item 2.	• will adhere to the VFR departure procedures and routes as described in paragraph 4.2.
Cautions for flights departing on a ZULU flight plan: • Departures on the SID trajectory of RWY 23 shall beware of glider site Biddinghuizen and VFR BRAVO Departure below the lateral path of the SID. • VFR flight rules apply until the IFR clearance is received.		
Note: crossing Schiphol TMAs is not permitted for all YANKEE or ZULU flight plans.		

2. Glider site Biddinghuizen is situated 3.3 NM NE of BRAVO. At the glider site, glider activities with winches may take place.
3. Pilots are urgently requested not to execute VFR flights in the vicinity of the published instrument arrival and departure routes within the Lelystad CTRs and TMAs.
4. Pilots shall not report switching off engine after landing.
5. Pilots shall be aware that in the vicinity of the aerodrome ATC gives priority to:
   - aircraft in state of an emergency;
   - hospital and police aircraft with the status priority or scramble;
   - aircraft engaged in SAR operations.
6. The ATC tower is an obstacle of 72.2 FT AMSL. Pilots are advised not to deviate laterally towards the tower during a go-around, especially under strong crosswind conditions.
7. High visibility clothing is mandatory for aircraft crew and personnel on the D-apron, including the fuel stations Charlie and Delta, and on the L-apron. Passengers must be escorted at all times by crew or handling personnel.

EHLE AD 2.24 CHARTS RELATED TO AN AERODROME

Type of chart	**Page**
Aerodrome chart	AD 2.EHLE-ADC
Aerodrome obstacle chart RWY 05/23	AD 2.EHLE-AOC-05-23

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Type of chart	Page
Area chart	AD 2.EHLE-AREA
Standard instrument departure chart RWY 05	AD 2.EHLE-SID-05
Standard instrument departure chart RWY 23	AD 2.EHLE-SID-23
ATC surveillance minimum altitude chart	AD 2.EHLE-SMAC
Instrument approach chart ILS or LOC RWY 05	AD 2.EHLE-IAC-05.1
Instrument approach chart RNP RWY 05	AD 2.EHLE-IAC-05.2
Instrument approach chart RNP RWY 23	AD 2.EHLE-IAC-23.1
Visual approach chart/VFR procedures during UDP	AD 2.EHLE-VAC.1
VFR training circuit	AD 2.EHLE-VAC.2

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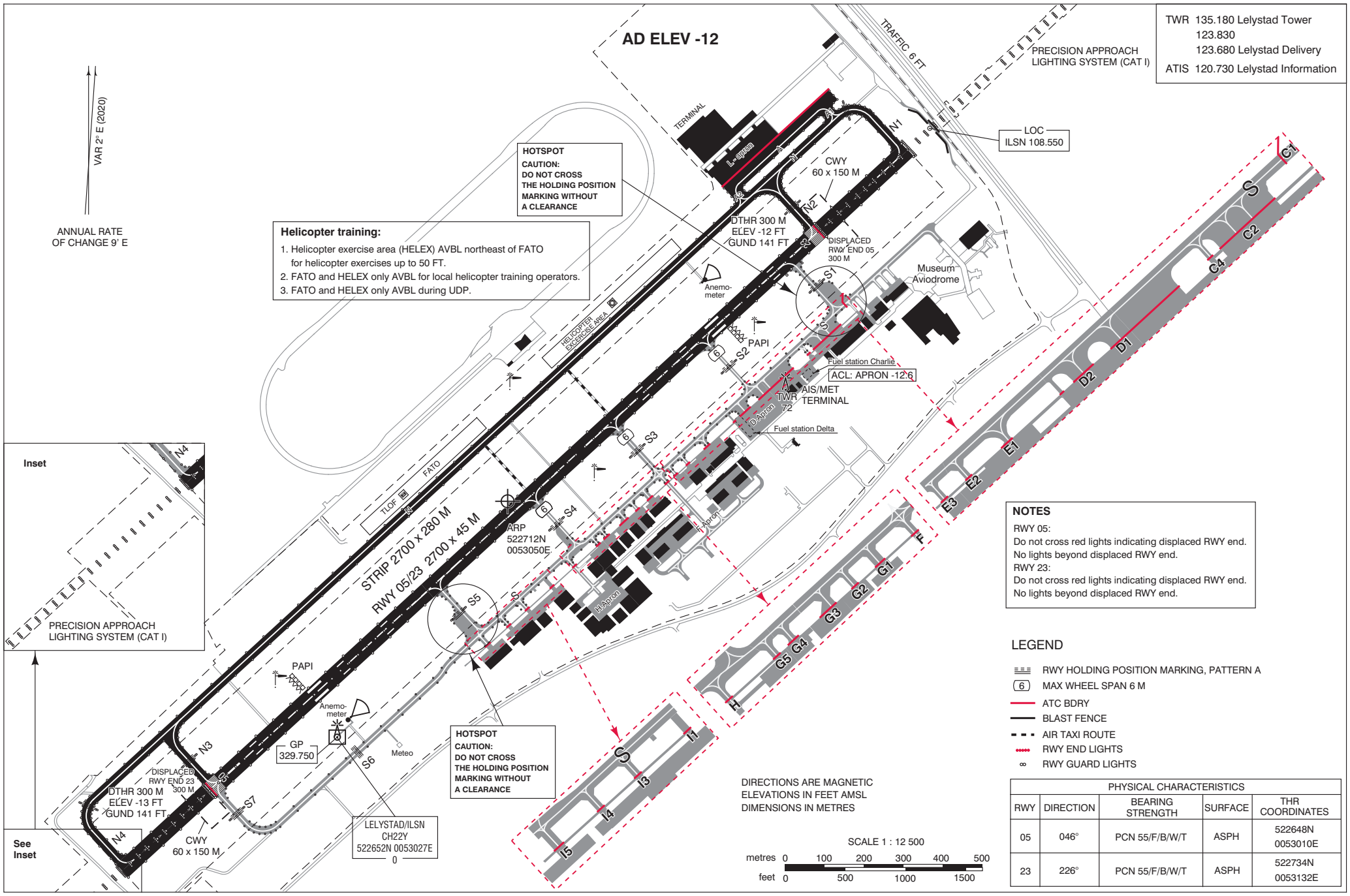
TWR 135.180 Lelystad Tower
123.830
123.680 Lelystad Delivery
ATIS 120.730 Lelystad Information



NOTES

RWY 05:
Do not cross red lights indicating displaced RWY end.
No lights beyond displaced RWY end.
RWY 23:
Do not cross red lights indicating displaced RWY end.
No lights beyond displaced RWY end.

LEGEND

- RWY HOLDING POSITION MARKING, PATTERN A
- (6) MAX WHEEL SPAN 6 M
- ATC BDRY
- BLAST FENCE
- AIR TAXI ROUTE
- RWY END LIGHTS
- RWY GUARD LIGHTS

PHYSICAL CHARACTERISTICS				
RWY	DIRECTION	BEARING STRENGTH	SURFACE	THR COORDINATES
05	046°	PCN 55/F/B/W/T	ASPH	522648N 0053010E
23	226°	PCN 55/F/B/W/T	ASPH	522734N 0053132E

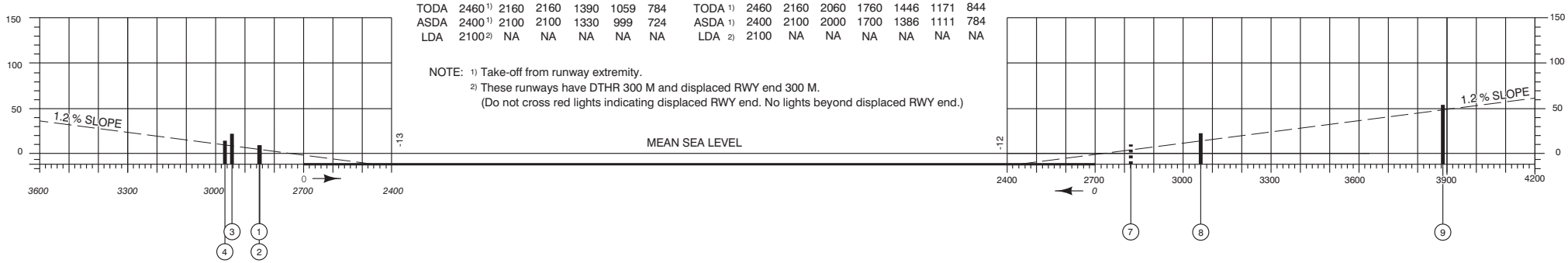
CHANGE: editorial.

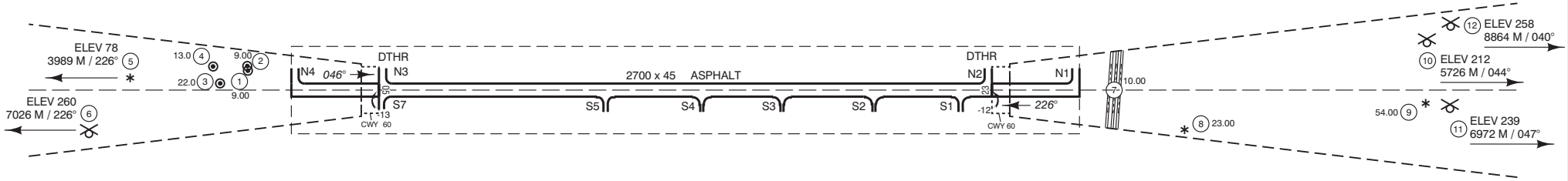
LELYSTAD RWY 05 - 23
AERODROME OBSTACLE CHART TYPE A

RWY 05	N4	N3	S7	S5	S4	S3
TORA	2400 1)	2100	2100	1330	999	724
TODA	2460 1)	2160	2160	1390	1059	784
ASDA	2400 1)	2100	2100	1330	999	724
LDA	2100 2)	NA	NA	NA	NA	NA

RWY 23	N1	N2	S1	S2	S3	S4	S5
TORA 1)	2400	2100	2000	1700	1386	1111	784
TODA 1)	2460	2160	2060	1760	1446	1171	844
ASDA 1)	2400	2100	2000	1700	1386	1111	784
LDA 2)	2100	NA	NA	NA	NA	NA	NA

NOTE: 1) Take-off from runway extremity.
2) These runways have DTHR 300 M and displaced RWY end 300 M.
(Do not cross red lights indicating displaced RWY end. No lights beyond displaced RWY end.)





MAGNETIC VARIATION : 2° E - 2020
DIMENSIONS IN METRES
ELEVATIONS IN FEET
DIRECTIONS ARE MAGNETIC

(15) IDENTIFICATION NUMBER
* TREE
POLE, TOWER, SPIRE, ANTENNA, CHIMNEY
BUILDING OR LARGE STRUCTURE
(17) TRAFFIC (IN PLAN)
TRAFFIC (IN PROFILE)
WINDMILL

SCALE 1 : 20 000
0 500 1000 1500 METRES
1000 0 1000 2000 3000 4000 5000 FEET

SURVEYING AGENCY : Antea Group
DATE OF SURVEY : MAY 2019

SCALE 1 : 2 000
FEET METRES
150 100 50 0 50
50 40 30 20 10 0 10

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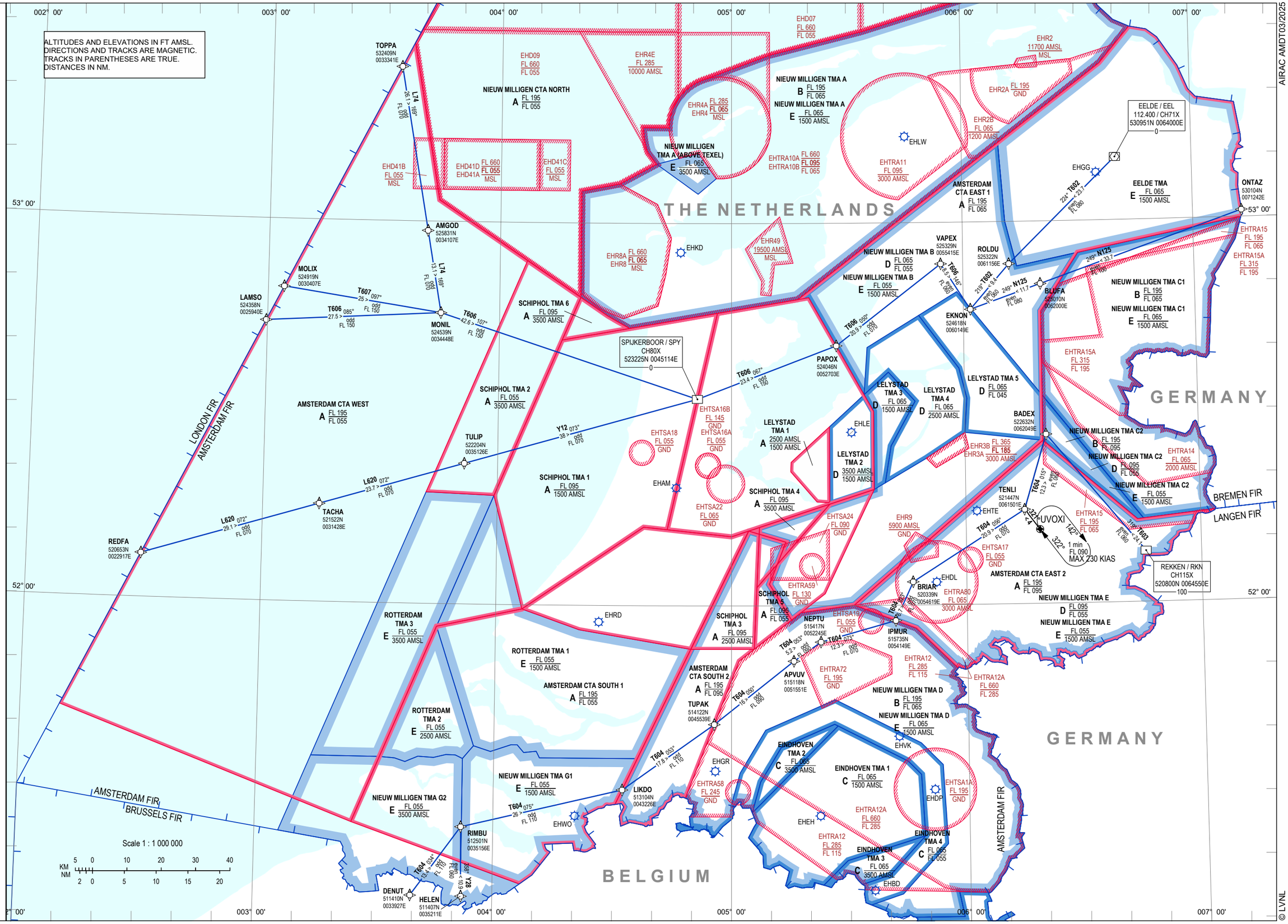
CHANGE: RWY extremity; obstacles; editorial.

CHANGE: ATS RTE N125 added, EHTRA15(A) changed; editorial.



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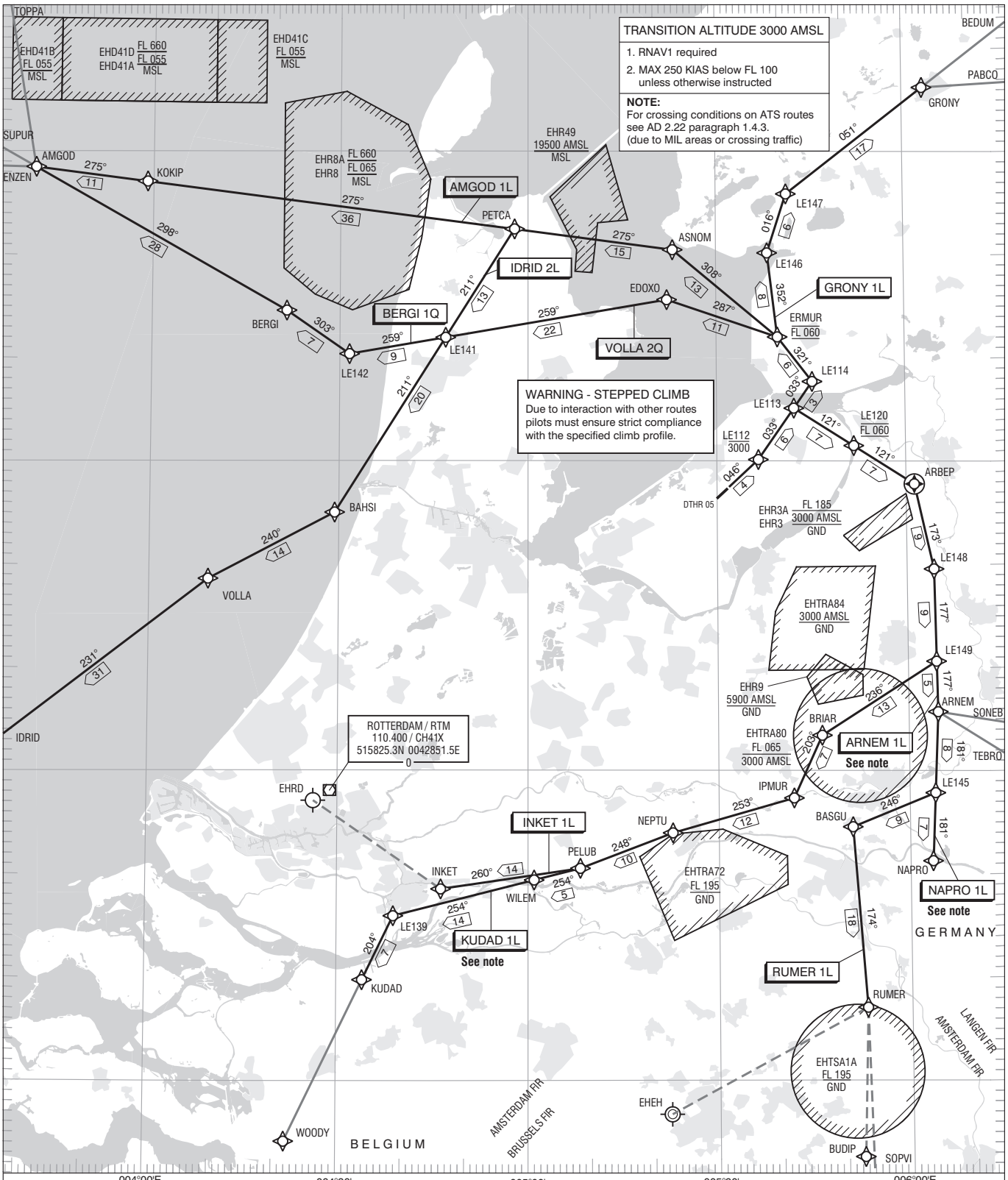


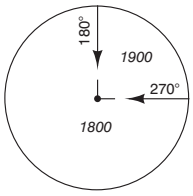
SCALE 1 : 1 000 000

KM 10 5 0 10 20 30 40
NM 5 0 5 10 15 20

LE112	523023.6N	0053636.6E
LE113	523523.0N	0054217.8E
LE114	523757.3N	0054514.3E
LE120	523140.7N	0055145.0E
LE139	514615.6N	0043852.2E
LE141	524222.0N	0044652.4E
LE142	524044.0N	0043133.0E
LE145	515756.1N	0060401.0E
LE146	525028.5N	0053813.1E
LE147	525609.6N	0054118.4E
LE148	521938.0N	0060415.2E
LE149	521041.9N	0060428.5E

TWR	123.680	Lelystad Delivery
	135.180	Lelystad Tower
APP	134.530	Lelystad Arrival
ACC	128.355	Dutch MIL
	125.930	
	119.055	Schiphol Approach/Departure
	121.205	
	121.500	General Emergency
	243.000	
ATIS	120.730	Lelystad Information

MSA BASED ON ARP

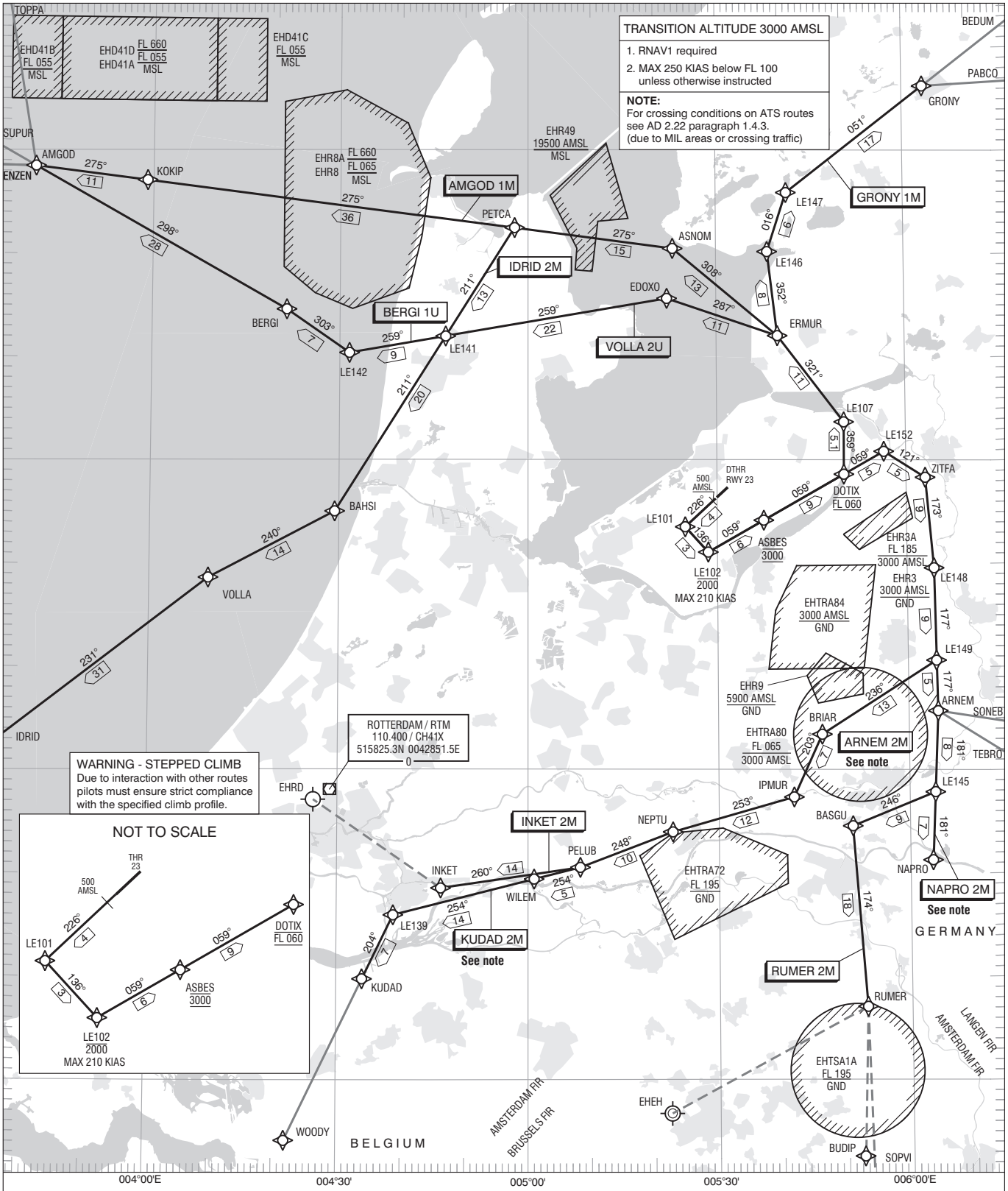


AVERAGE VAR 2°E (2020)
DISTANCES IN NM
ALTITUDES IN FEET
DIRECTIONS ARE MAGNETIC

23.1 SPL R-304.2 DME SPL 23.1 NM
VOR SPL RADIAL 304.2

SID
ATS ROUTE
STAR AS DESCRIBED

CHANGE: WPTs ENZEN and PABCO added; editorial.



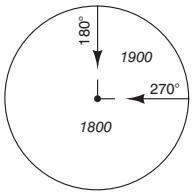
SCALE 1 : 1 000 000

KM 10 5 0 10 20 30 40
NM 5 0 5 10 15 20

LE101	522350.4N	0052453.1E
LE102	522123.3N	0052833.4E
LE107	523353.1N	0055012.7E
LE139	514615.6N	0043852.2E
LE141	524222.0N	0044652.4E
LE142	524044.0N	0043133.0E
LE145	515756.1N	0060401.0E
LE146	525028.5N	0053813.1E
LE147	525609.6N	0054118.5E
LE148	521938.1N	0060415.2E
LE149	521042.0N	0060428.5E
LE152	523059.3N	0055631.4E

TWR	123.680	Lelystad Delivery
	135.180	Lelystad Tower
APP	134.530	Lelystad Arrival
ACC	128.355	Dutch MIL
	125.930	
	119.055	Schiphol Approach/Departure
	121.205	
	121.500	General Emergency
	243.000	
ATIS	120.730	Lelystad Information

MSA BASED ON ARP

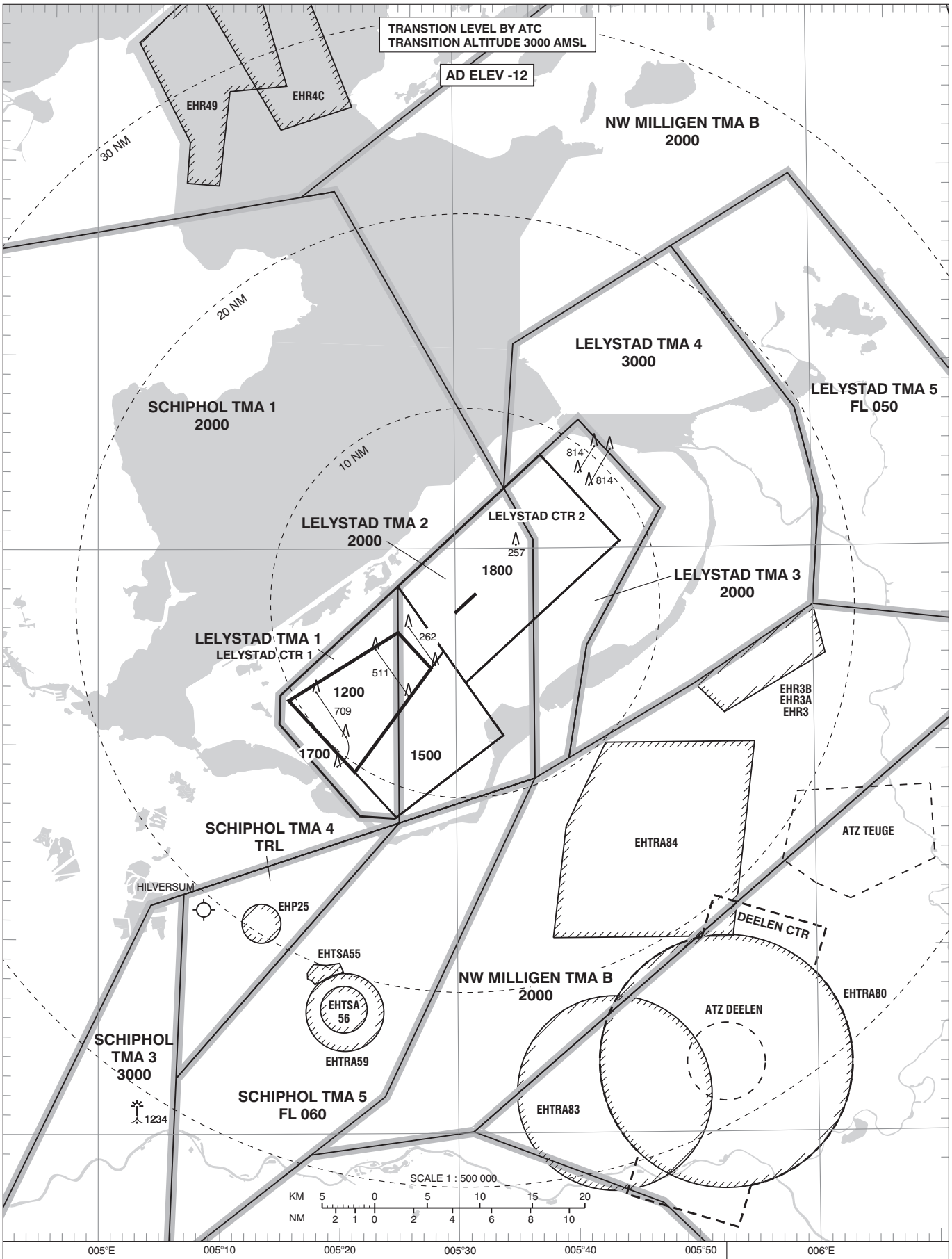


AVERAGE VAR 2°E (2020)
DISTANCES IN NM
ALTITUDES IN FEET
DIRECTIONS ARE MAGNETIC

23.1 SPL R-304.2 DME SPL 23.1 NM
VOR SPL RADIAL 304.2

SID
ATS ROUTE
STAR AS DESCRIBED

CHANGE: WPTs ENZEN and PABCO added; editorial.



NOTES:

1. This chart may only be used for cross-checking of altitudes, assigned while the aircraft is identified by the responsible ATC unit.
2. Aeronautical data and minimum vectoring altitudes are provided only for the relevant CTR and TMA.
3. Temperature correction: when below -7°C the FAVA is 1400 FT. For other MVA: when below -14°C add 300 FT.
4. A descent clearance to the FAVA will only be issued when the aircraft is established on the ILS final approach track, or on an intercept of 30 degrees or less.
5. In case of a communication failure, execute the COM failure procedure of the last assigned approach.

ACC	128.355	Dutch MIL
	125.930	
APP	134.530	Lelystad Arrival
TWR	135.180	Lelystad Tower
	121.500	General Emergency
	243.000	
ATIS	120.730	Lelystad Information

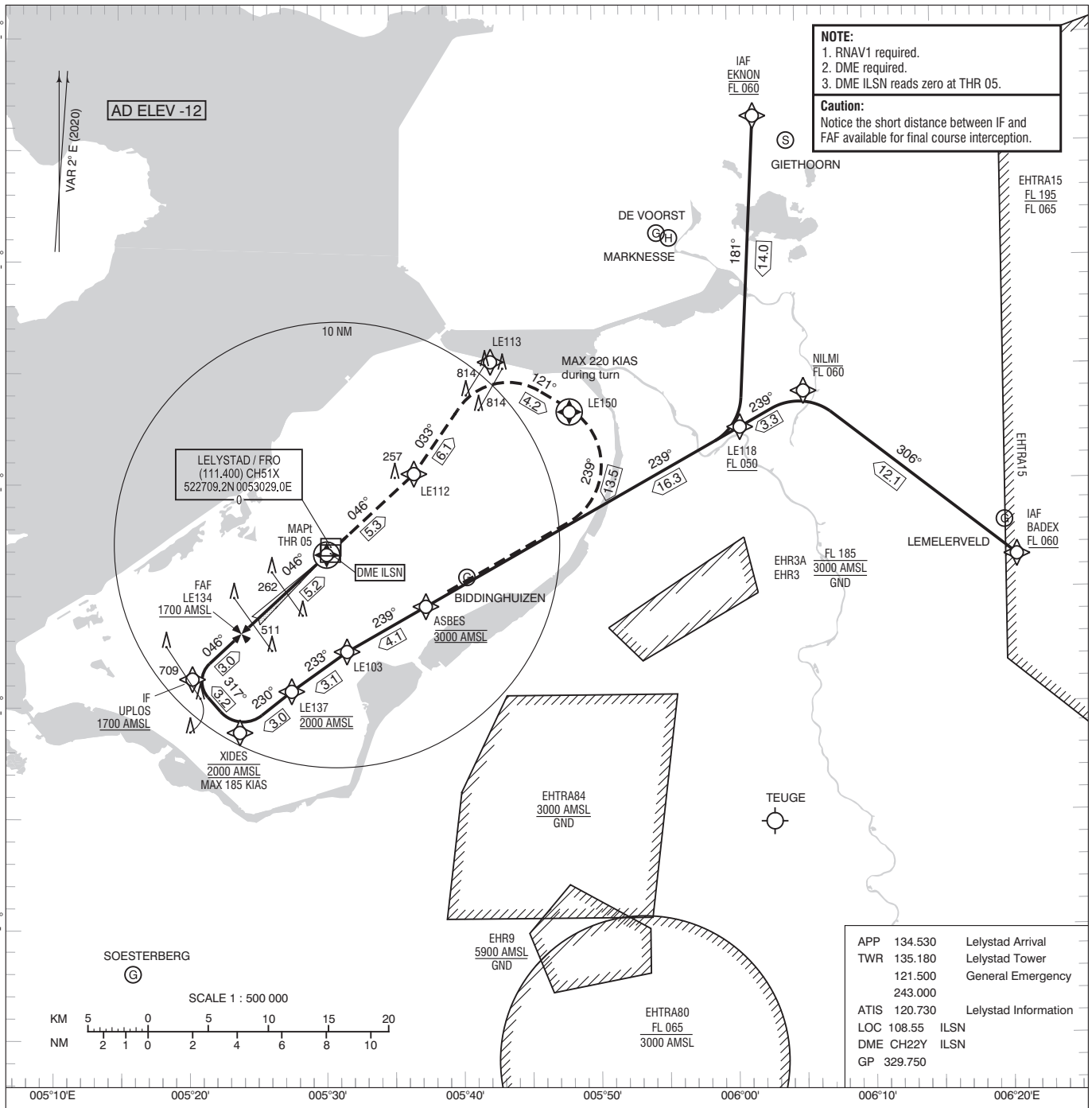
Final approach vectoring area (FAVA)
Minimum vectoring altitude sector (MVA)

AVERAGE VAR 2°E (2020)
DISTANCES IN NM
ALTITUDES IN FEET AMSL
DIRECTIONS ARE MAGNETIC

CHANGE: obstacles; editorial.

NOTE:
1. RNAV1 required.
2. DME required.
3. DME ILSN reads zero at THR 05.

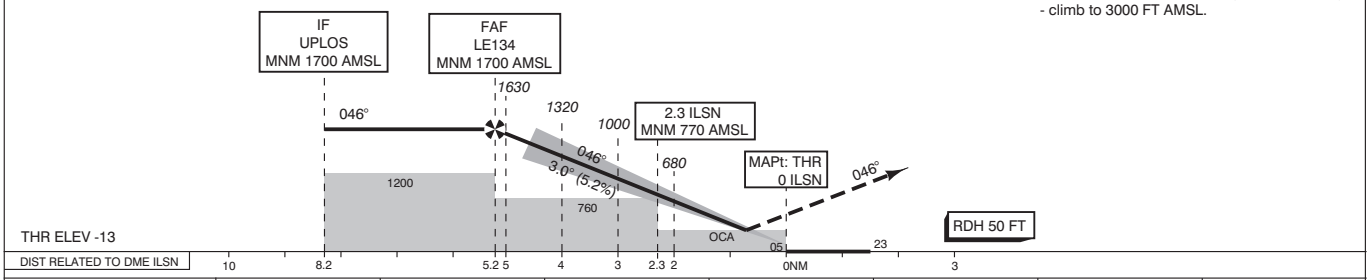
Caution:
Notice the short distance between IF and FAF available for final course interception.



APP	134.530	Lelystad Arrival
TWR	135.180	Lelystad Tower
	121.500	General Emergency
	243.000	
ATIS	120.730	Lelystad Information
LOC	108.55	ILSN
DME	CH22Y	ILSN
GP	329.750	

TRANSITION ALTITUDE 3000 FT AMSL

Missed approach:
- climb on course 046° MAG to LE112;
- to LE113, to LE150;
- course 239° MAG to ASBES, MAX 220 KIAS;
- climb to 3000 FT AMSL.



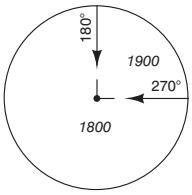
GS IN KT	60	80	100	120	140	160	180
VERTICAL SPEED	320 FT/MIN	430 FT/MIN	540 FT/MIN	650 FT/MIN	760 FT/MIN	870 FT/MIN	980 FT/MIN

OCA *(OCH)* ELEV THR 05: -13 FT

ACFT CAT	CAT I	LOC MAPt THR	CIRCLING
A	156 *(168)*	350 *(362)*	NOT ALLOWED
B	168 *(180)*		
C	178 *(190)*		
D	189 *(201)*		

THR 05	522647.92N	0053010.10E	
LE103	522226.8N	0053137.0E	
LE112	523023.6N	0053636.6E	
LE113	523523.0N	0054217.8E	
LE118	523222.5N	0060036.3E	
LE134	522316.7N	0052353.0E	
LE137	522041.1N	0052732.5E	
LE150	523307.1N	0054804.9E	

MSA BASED ON ARP



CEILING AND VISIBILITY MINIMA

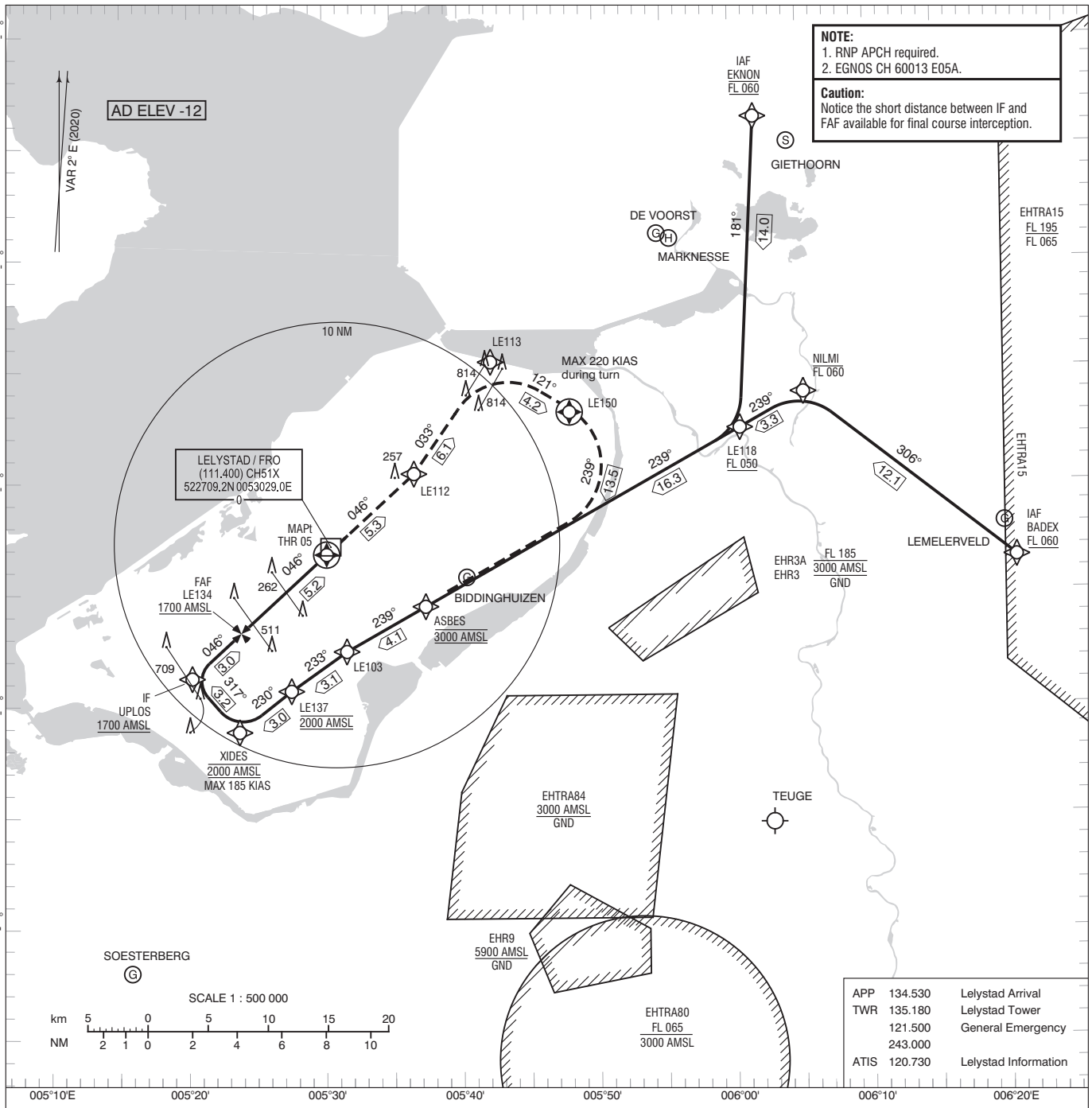
TAKE-OFF	DAY:	NA	NIGHT:	NA
LANDING	DAY:		NIGHT:	

DIRECTIONS ARE MAGNETIC
DISTANCES IN NM
ALTITUDES AND ELEVATIONS IN FEET

CHANGE: EHTRA15; editorial.

NOTE:
1. RNP APCH required.
2. EGNOS CH 60013 E05A.

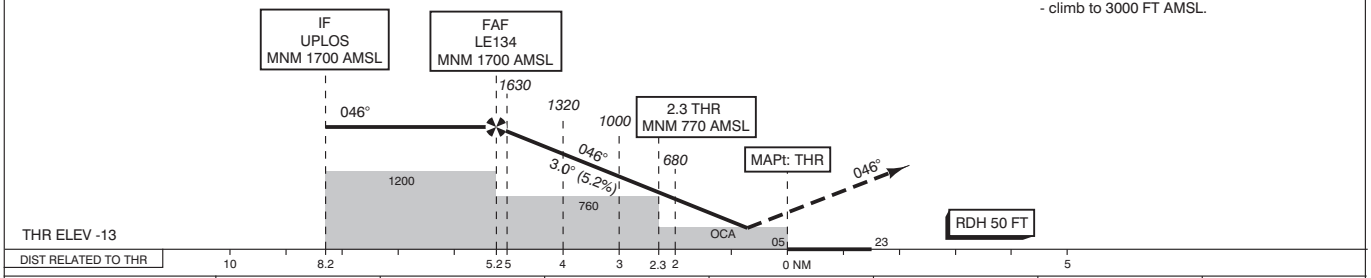
Caution:
Notice the short distance between IF and FAF available for final course interception.



APP	134.530	Lelystad Arrival
TWR	135.180	Lelystad Tower
	121.500	General Emergency
	243.000	
ATIS	120.730	Lelystad Information

TRANSITION ALTITUDE 3000 FT AMSL

Missed approach:
- climb on course 046° MAG to LE112;
- to LE113, to LE150;
- course 239° MAG to ASBES, MAX 220 KIAS;
- climb to 3000 FT AMSL.



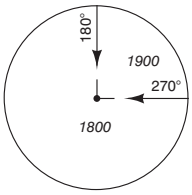
GS IN KT	60	80	100	120	140	160	180
VERTICAL SPEED	320 FT/MIN	430 FT/MIN	540 FT/MIN	650 FT/MIN	760 FT/MIN	870 FT/MIN	980 FT/MIN

OCA *(OCH)* ELEV THR 05: -13 FT

ACFT CAT	LPV	LNAV / VNAV MNM TEMP -20°C	LNAV	CIRCLING
A	245 *(257)*	265 *(277)*	380 *(392)*	NOT ALLOWED
B	257 *(269)*	277 *(289)*		
C	265 *(277)*	285 *(297)*		
D	276 *(288)*	296 *(308)*		

THR 05	522647.92N	0053010.10E
LE103	522226.8N	0053137.0E
LE112	523023.6N	0053636.6E
LE113	523523.0N	0054217.8E
LE118	523222.5N	0060036.3E
LE134	522316.7N	0052353.0E
LE137	522041.1N	0052732.5E
LE150	523307.1N	0054804.9E

MSA BASED ON ARP



CEILING AND VISIBILITY MINIMA

TAKE-OFF	DAY:	NA	NIGHT:	NA
LANDING	DAY:		NIGHT:	

DIRECTIONS ARE MAGNETIC
DISTANCES IN NM
ALTITUDES AND ELEVATIONS IN FEET

CHANGE: EHTRA15; editorial.

NOTE:
1. RNP APCH required.
2. EGNOS CH 87852 E23A.

AD ELEV -12

VAR 2° E (2020)

IAF EKNON FL 060

GIETHOORN

219° 7.2

LE122 FL 050

DE VOORST

MARKNESSE

219° 4.9

IDGOK

226° 3.0

269° 6.0

LE110 FL 050

306° 5.1

NILMI FL 060

306° 12.1

IAF BADEX FL 060

LEMELERVELD

EHTRA15 FL 195 / FL 065

EHTRA15

10 NM

IF KUVOS 3000 AMSL

316° 7.9

MAX 230 KIAS during turns

LE151

FAF LE124 3000 AMSL

614

226° 2.0

257 226° 9.3

LELYSTAD / FRO (111.400) CH51X 522709.2N 0053029.0E

MAPt THR 23

059° 14.1

226° 5.5

262

511

LE101

136° 3.3

059° 6.2

709

BIDDINGHUIZEN

ASBES 3000 AMSL

LE102 2000 AMSL MAX 210 KIAS

EHR3A EHR3 FL 185 3000 AMSL GND

EHTRA84 3000 AMSL GND

TEUGE

EHR9 5900 AMSL GND

EHTRA80 FL 065 3000 AMSL

SOESTERBERG

SCALE 1 : 500 000

km 5 0 5 10 15 20

NM 2 1 0 2 4 6 8 10

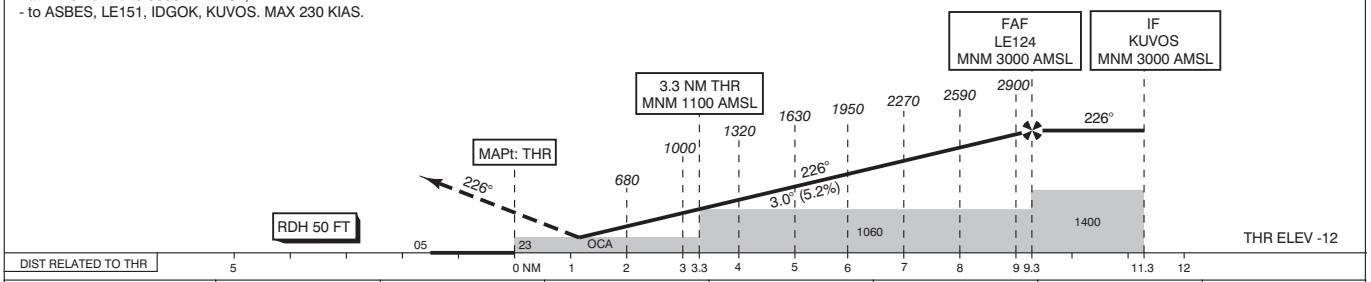
52° 50' N
52° 40'
52° 30'
52° 20'
52° 10' N

005°10'E 005°20' 005°30' 005°40' 005°50' 006°00' 006°10' 006°20'E

APP	134.530	Lelystad Arrival
TWR	135.180	Lelystad Tower
	121.500	General Emergency
	243.000	
ATIS	120.730	Lelystad Information

Missed approach:
- climb via LE101 and LE102 to 2000 FT AMSL;
- bank angle 25° (CAT C/D) and MAX 210 KIAS during the turn;
- at LE102 climb to 3000 FT AMSL;
- to ASBES, LE151, IDGOK, KUVOS. MAX 230 KIAS.

TRANSITION ALTITUDE 3000 FT AMSL



GS IN KT	60	80	100	120	140	160	180
VERTICAL SPEED	320 FT/MIN	430 FT/MIN	540 FT/MIN	650 FT/MIN	760 FT/MIN	870 FT/MIN	980 FT/MIN

OCA *(OCH)* ELEV THR 23: -12 FT

ACFT CAT	LPV	LNAV / VNAV MNM TEMP -20°C	LNAV	CIRCLING
A	233 *(245)*	265 *(277)*	510 *(522)*	NOT ALLOWED
B	245 *(257)*	277 *(289)*		
C	253 *(265)*	285 *(297)*		
D	264 *(276)*	296 *(308)*		

THR 23 522733.78N 0053132.16E
LE101 522350.4N 0052453.1E
LE102 522123.3N 0052833.4E
LE110 523706.1N 0055839.8E
LE122 524051.5N 0055403.3E
LE124 523349.3N 0054247.0E
LE151 523118.5N 0055727.9E

MSA BASED ON ARP

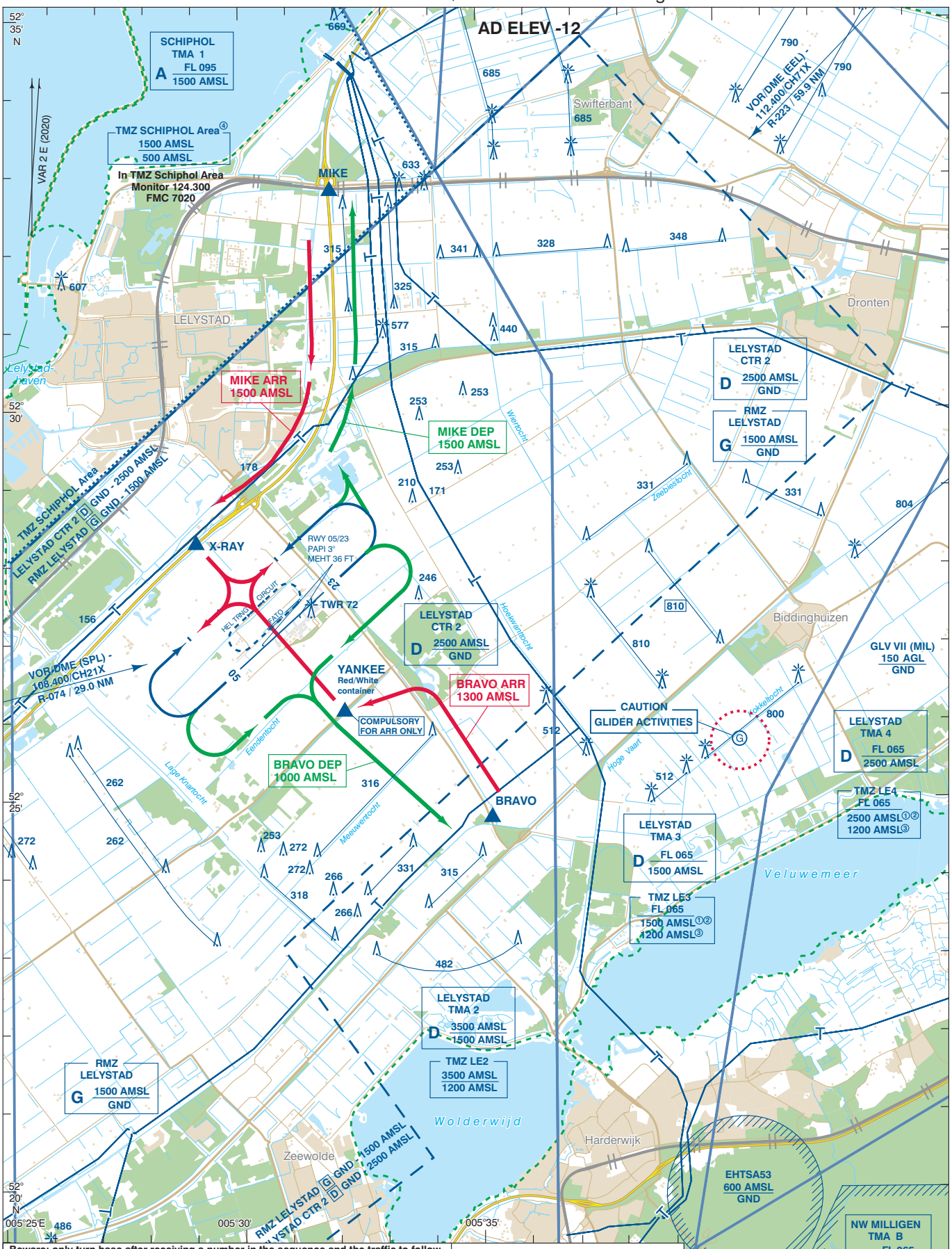
180° 1900 270° 1800

CEILING AND VISIBILITY MINIMA

TAKE-OFF	DAY:	NA	NIGHT:	NA
LANDING	DAY:		NIGHT:	

DIRECTIONS ARE MAGNETIC
DISTANCES IN NM
ALTITUDES AND ELEVATIONS IN FEET

CHANGE: EHTRA15; editorial.



Beware: only turn base after receiving a number in the sequence and the traffic to follow.
Local circuit procedures as described in EHLE AD 2.22 Chapter 4.4.
For description of general VFR-procedures see EHLE AD 2.22.

TMZ:
① MON-FRI before 0800 (0700) and after 1600 (1500), SAT, SUN, and HOL.
② MON-FRI 0800-1600 (0700-1500), EXC HOL:
lower limit for non-motorised hanggliders and paragliders.
③ MON-FRI 0800-1600 (0700-1500), EXC HOL: lower limit 1200 FT AMSL.

TMZ Schiphol Area:
④ For requirements and exemptions see ENR 1.2.

TWR	135.180	Lelystad Tower
	123.680	Lelystad Delivery
APP	134.530	Lelystad Arrival
FIC	124.300	Amsterdam Information
FIC (MIL)	132.350	Dutch MIL Info
ATIS	120.730	AD Info

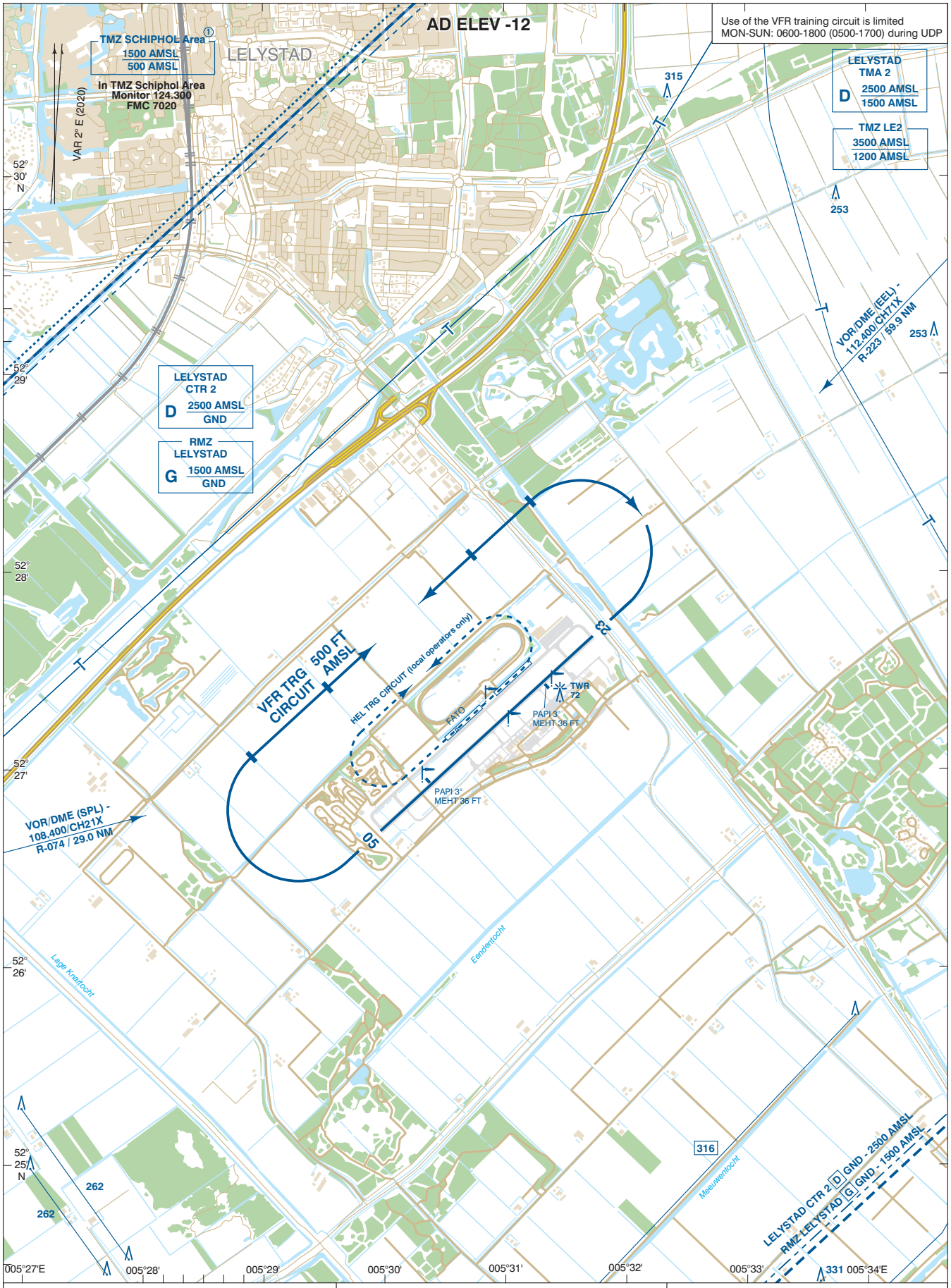
Visual circuit marker

DIRECTIONS ARE MAGNETIC
DISTANCES IN NM
ALTITUDES AND ELEVATIONS IN FEET AMSL
HIGHEST KNOWN ELEVATION ON THIS CHART: 810

Area to be avoided
Bird sanctuary (GND/MSL - 1000 FT AMSL)

SCALE 1: 125 000
KM 2 0 2 4
NM 1 0 1 2

CHANGE: TMZ Schiphol Area added; editorial.



For description VFR - procedures see EHLE AD 2.22.

TMZ Schiphol area:
① For requirements and exemptions see ENR 1.2.

DIRECTIONS ARE MAGNETIC
DISTANCES IN NM
ALTITUDES AND ELEVATIONS IN FEET AMSL

HIGHEST KNOWN ELEVATION
ON THIS CHART: 316

SCALE 1 : 50 000

M 1000 500 0 1000
FT 2000 0 2000 4000

Visual circuit marker

TWR	135.180	Lelystad Tower
	123.680	Lelystad Delivery
APP	134.530	Lelystad Arrival
FIC (MIL)	132.350	Dutch MIL Info
ATIS	120.730	AD Info

CHANGE: TMZ Schiphol Area added; editorial.