

4 VFR FLIGHT PROCEDURES AND REGULATIONS

for visual approach chart and visual traffic circuits see [AD 2.EHLE-VAC.1](#) and [AD 2.EHLE-VAC.2](#).

4.1 General

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

1. Pilots shall adhere to the approach or departure route as indicated on the charts, unless otherwise instructed by ATC.
2. Pilots shall strictly adhere to the circuits as indicated on the charts, unless otherwise instructed by ATC.
3. Standard circuit altitude is 1000 ft AMSL for inbound VFR traffic.
Standard altitude for VFR training circuit is 500 ft AMSL.
4. Caution: helicopter operations north of the runway.

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).
 - request start-up.
2. Visual departure routes:

RWY 05 BRAVO Departure

- After take-off, turn right to follow the VFR route to BRAVO.
- Climb to and maintain 1000 ft AMSL.
- On downwind abeam YANKEE, turn left to BRAVO.
- Remain at least 500 m southwest of the road until BRAVO.

MIKE Departure

- After take-off, turn left to 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, turn left to follow the VFR route to BRAVO.
- Climb to and maintain 1000 ft AMSL.
- On downwind abeam YANKEE, turn right to BRAVO.
- Remain at least 500 m southwest of the road until BRAVO.

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| MIKE Departure | <ul style="list-style-type: none"> ○ After take-off, turn right to follow the VFR route to MIKE. ○ Climb to and maintain 1500 ft AMSL. ○ Remain at least 500 m east of the highway until MIKE. |
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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 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 southeast of BRAVO).
 - ATIS information (e.g. information J).
 - flight rules (e.g. VFR).
 - request for entry.
 - intentions (e.g. full stop or touch-and-go).
2. Visual arrival routes

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|--|---|
| RWY 05 BRAVO
Arrival,
overhead
joining | <ul style="list-style-type: none"> ○ Enter the CTR at 1000 ft AMSL. ○ From BRAVO follow the VFR route to YANKEE. Remain northeast of the road. ○ Overhead the woods turn left to YANKEE. ○ Report abeam YANKEE. ○ Proceed overhead and cross the runway to join downwind RWY 05. |
| MIKE
Arrival,
direct joining | <ul style="list-style-type: none"> ○ 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. ○ Descend to circuit altitude. ○ Abeam X-RAY turn left. ○ Join downwind RWY 05. |
| RWY 23 BRAVO
Arrival,
overhead
joining | <ul style="list-style-type: none"> ○ Enter the CTR at 1000 ft AMSL. ○ From BRAVO follow the VFR route to YANKEE. Remain northeast of the road. ○ Overhead the woods turn left to YANKEE. ○ Report abeam YANKEE. ○ Proceed overhead and cross the runway to join downwind RWY 23. |
| MIKE
Arrival,
direct joining | <ul style="list-style-type: none"> ○ 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. ○ Descend to circuit altitude. ○ Abeam X-RAY turn left. ○ Join downwind RWY 23. |

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.

for traffic reasons pilots may be instructed to extend downwind.

4.4.2 VFR training circuits

Training circuit RWY 05 lefthand and RWY 23 righthand at 500 ft AMSL. Downwind is marked by a visual reference marking on the ground.

4.5 Communication failure procedures

4.5.1 General

Select SSR code 7600.

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

1. 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.
2. 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

1. In case of communication failure before joining the circuit, act in accordance with [paragraph 4.5.4](#).
2. 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. Flights with a ZULU flight plan (VFR departure, IFR during flight):
 1. will not be permitted to cross the Schiphol TMAs;
 2. will be provided with an IFR clearance (after radio contact) by MILATCC Schiphol.
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 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.