1. Location Indicator/Name: EKVG - Vágar

2. Geographical and Administrative Data

1.	ARP PSN and site:	62 03 49.06N 007 16 37.99W on RWY, 968 M from THR 30
2.	Distance and direction from city:	1 NM E of Sørvágur
3.	ELEV: REF temperature:	280 FT 13°C
4.	MAG VAR: Annual change:	4.0° W (FEB 2024) 16' decreasing
5.	AD ADM:	P/F Vága floghavn, FO-380 Sørvágur
	AD address:	Vágar Airport FO-380 Sørvágur Faroe Islands TEL AD: +298 35 44 00 FAX AD: - AFS: - E-mail: ekvg@naviair.dk (AFIS Tower) upplating@floghavn.fo (Airport Traffic Administration) fae@fae.fo (Airport Head Office)
6.	Types of traffic permitted:	IFR/VFR
7.	Remarks:	NIL

3. Operational Hours

1.	AD:	Winter period: Will be published by NOTAM Summer period: Will be published by NOTAM Outside OPR HR, see item 20
2.	Customs and Immigration:	AD approved for traffic to/from all states. AD may be used only after flight plan has been filed during OPR HR.
3.	Health and Sanitation:	NIL
4.	AIS Briefing Office:	As AD
5.	ATS Reporting Office (ARO):	As AD
6.	MET Briefing Office:	See item 11
7.	ATS:	As AD
8.	Fuelling:	As AD
9.	Handling:	As AD
10.	Security:	As AD
11.	De-icing:	NIL
12.	Remarks:	NIL

4. Handling Service and Facilities

1.	Cargo-handling facilities:	Yes
2.	Fuel and oil types:	Fuel: Jet A1, 100 LL Oil: Turbooil 2380, EE80, EE100, 80, 100
3.	Fuelling facilities and capacity:	Jet A1: a. MAX 1600 L/MIN b. MAX 300 L/MIN 100LL: MAX 200 L/MIN
4.	De-icing facilities:	No
5.	Hangar space for visiting aircraft:	No
6.	Repair facilities for visiting aircraft:	No
7.	Remarks:	NIL

5. Passenger Facilities

1.	Hotels:	Hotel by the airport
2.	Restaurants:	Yes
3.	Transportation:	Taxi and bus
4.	Medical facilities:	In town
5.	Bank and Post Office:	In town
6.	Tourist Office:	In town
7.	Remarks:	NIL

1. Stedindikator/navn: EKVG - Vágar

2. Geografiske og administrative data

1.	ARP PSN beliggenhed:	62 03 49.06N 007 16 37.99W På banen, 968 M fra THR 30
2.	Afstand og retning fra byen:	1 NM E for Sørvágur
3.	ELEV: REF temperatur:	280 FT 13°C
4.	MAG VAR: Årlig ændring:	4.0° W (FEB 2024) 16' aftagende
5.	AD ADM:	P/F Vága floghavn, FO-380 Sørvágur
	AD adresse:	Vága Floghavn 380 Sørvágur Føroyar TEL AD: 35 44 00 FAX AD: - AFS: - E-mail: ekvg@naviair.dk (AFIS Tower) upplating@floghavn.fo (Airport Traffic Administration) fae@fae.fo (Airport Head Office)
6.	Tilladte trafiktyper:	IFR/VFR
7.	Bemærkninger:	NIL

3. Tjenestetid

1.	AD:	Vinterperiode: Publiceres i NOTAM Sommerperiode: Publiceres i NOTAM Uden for tjenestetid, se pkt. 20
2.	Told og indrejsekontrol:	AD godkendt for trafik til/fra alle lande. AD må kun benyttes efter flyveplan er afgivet inden for OPR HR
3.	Sanitærkontrol:	NIL
4.	AIS briefing kontor:	Som AD
5.	Meldekontor for lufttrafik-tjeneste (ARO):	Som AD
6.	MET briefing kontor:	Se pkt. 11
7.	Lufttrafiktjeneste:	Som AD
8.	Tankning:	Som AD
9.	Serviceydelser:	Som AD
10.	Sikkerhedskontrol:	Som AD
11.	Af-isning:	NIL
12.	Bemærkninger:	NIL

4. Serviceydelser og faciliteter

1.	Laste- og lossehjælpemidler:	Ja
2.	Brændstof- og olietyper:	Brændstof: Jet A1, 100LL Olie: Turbooil 2380, EE80, EE100, 80, 100
3.	Tankningshjælpemilder og kapacitet:	Jet A1: a. MAX 1600 L/MIN b. MAX 300 L/MIN 100LL: MAX 200 L/MIN
4.	Af-isningsfaciliteter:	Nej
5.	Hangarplads til fremmede luftfartøjer:	Nej
6.	Reparationsmuligheder for fremmede luftfartøjer:	Nej
7.	Bemærkninger:	NIL

5. Passagerfaciliteter

1.	Hoteller:	Hotel ved lufthavnen
2.	Restauranter:	Ja
3.	Transportmuligheder:	Taxa og bus
4.	Lægehjælp:	I byen
5.	Bank og Postkontor:	I byen
6.	Turistkontor:	I byen
7.	Bemærkninger:	NIL

6. Rescue and Fire Fighting Service

1.	AD category for fire fighting:	CAT 6 CAT 7 available on request: PPR 1 hour for all traffic.
2.	Rescue equipment:	Boats
3.	Capability for removal of disabled aircraft:	-
4.	Remarks:	Hours of service: Winter period: Will be published by NOTAM Summer period: Will be published by NOTAM

7. Seasonal Availability - Clearing

1.	Type of clearing equipment:	Mechanical snow clearing with snow ploughs, sweepers and spreaders. Snowblower AVBL. Chemicals: KFOR, UREA and NAFO.
2.	Clearance priorities:	1. Runway in use and access road from fire station 2. Taxiway(s) to runway in use 3. Apron 4. Other runways and areas
3.	Remarks:	Information on snow clearance published from October to May in SNOWTAM. See also Snow Plan in AD 1.2

8. Aprons, Taxiways and Check Locations Data

1.	Apron surface and strength:	Composite construction PCN 50/R/A/X/U
2.	Taxiway width, surface and strength:	21 M, asphalt PCN 50/F/A/X/U
3.	ACL and ELEV:	On apron, 276 FT
4.	VOR checkpoint: INS checkpoint:	- -
5.	Remarks:	Apron 1 and 2 Asphalt Apron 3, 4 and 5 Concrete

9. Surface Movement Guidance and Control System and Markings

1.	Aircraft stand ID signs, Taxi guide lines, Visual docking/ parking guidance system:	See Aircraft Parking/Docking Chart
2.	RWY and TWY markings:	RWY 12/30: THR, RWY NR, centre line, side stripes, TDZ, aiming point TWY: Centre line, side stripes
3.	Stop bars:	-
4.	Remarks:	NIL

10. Aerodrome Obstacles

1. In APCH and TKOF areas

RWY Area affected	Type ELEV Markings/LGT	PSN
-		

Remarks: -

2. In circling area and at AD

Type ELEV Markings/LGT	PSN
Mast HGT 33 FT Red LGT	62 03 33.76N 007 15 54.07W

Remarks: -

6. Brand- og redningstjeneste

1.	AD kategori for brandtjeneste:	CAT 6 CAT 7 til rådighed på anmodning: PPR 1 time for al trafik.
2.	Redningsudstyr:	Både
3.	Mulighed for fjernelse af ødelagt luftfartøj:	-
4.	Bemærkninger:	Tjenestetid: Vinterperiode: Publiceres i NOTAM Sommerperiode: Publiceres i NOTAM

7. Sæsonmæssig anvendelighed - Rydning

1.	Type af rydningsudstyr:	Mekanisk snerydning med sneplove, sweepere, og spredere. Sneblæser til rådighed Kemikalier: KFOR, UREA og NAFO
2.	Rydningsprioriteter:	1. Bane i brug og adgangsvej fra brandstation 2. Rullevej(e) til bane i brug 3. Forplads 4. Andre baner og områder
3.	Bemærkninger:	Information om snerydning publiceres fra oktober til maj i SNOWTAM. Se også Sneplan i AD 1.2

8. Forpladser, rulleveje og checkpunkt data

1.	Forpladsers overflade og styrke:	Sammensat konstruktion PCN 50/R/A/X/U
2.	Rullevejes bredde, overflade og styrke:	21 M, asfalt PCN 50/F/A/X/U
3.	ACL og ELEV:	På forpladsen, 276 FT
4.	VOR checkpunkt: INS checkpunkt:	- -
5.	Bemærkninger:	Forplads 1 og 2 asfalt Forplads 3, 4 og 5 beton

9. Manøvreområders styre- og kontrolsystemer og afmærkning

1.	Luftfartøj holdeplads ID-skilte, ledelinjer for rulning, visuelt parkeringslede-system:	Se Aircraft Parking/Docking Chart
2.	RWY og TWY afmærkning:	RWY 12/30: THR, RWY NR, center linie, side striber, TDZ, aiming point TWY: Center linie, side striber
3.	Stopbarrer:	-
4.	Bemærkninger:	NIL

10. Lufthavnshindringer

1. I APCH og TKOF områder

RWY Berørt område	Type ELEV Afmærkninger/LGT	PSN
-		

Bemærkninger: -

2. I "circling" område og på AD

Type ELEV Afmærkninger/LGT	PSN
Mast HGT 33 FT Red LGT	62 03 33.76N 007 15 54.07W

Bemærkninger: -

11. Meteorological Information Provided

1.	Associated MET Office:	Civil Weather Forecasts and Warnings (CVV) (DMI), Copenhagen
2.	Hours of service: Outside Hours:	HO -
3.	Office responsible for TAF preparation: Periods of validity:	IMO Reykjavík, Island. 9 HR
4.	Type of landing forecast: Interval of issuance:	NIL -
5.	Briefing/consultation provided:	Self briefing (northavimet.com) and telephone consultation at TEL +45 39 15 72 72
6.	Flight documentation: Language(s) used:	Plain language, charts AVBL via FAX DA, EN
7.	Charts and other information available:	Prognostic Upper Air Chart SIGWX Chart
8.	Supplementary equipment available:	-
9.	ATS unit provided with information:	Vágar AFIS
10.	Additional information:	NIL

11. Tilgængelige meteorologiske oplysninger

1.	Tilknyttet MET kontor:	Civile Varsler og Vejrudsigter (CVV) ved (DMI), København
2.	Tjenestetid: Udenfor tjenestetid:	HO -
3.	MET kontor ansvarlig for udfærdigelse af TAF: Gyldighedsperioder:	IMO Reykjavík, Island. 9 HR
4.	Type af landingsudsigter: Udstedelsesintervaller:	- -
5.	Ydelse af briefing/ konsultation:	Selvbriefing (northavimet.com) og telefonkonsultation på TEL 39 15 72 72
6.	Flyvedokumentation: Anvendt sprog:	Klart sprog, kort til rådighed via FAX DA, EN
7.	Kort og anden information til rådighed:	Prognose højdekort SIGWX kort
8.	Supplerende udstyr til rådighed:	-
9.	Lufttrafiktjenesteenhed forsynet med information:	Vágar AFIS
10.	Yderligere information:	NIL

12. Runway Physical Characteristics/Baners fysiske data

RWY	Direction	RWY dimensions	Strength (PCN) surface of RWY and SWY (SFC friction calibration NR)	THR PSN	THR ELEV/ Highest ELEV of TDZ of precision APCH RWY
12	117.9° GEO 121.9° MAG	1799x30 M	PCN 50/F/A/X/T Asphalt	62 04 01.35N 007 17 27.50W	264 FT
30	297.8° GEO 301.8° MAG	1799x30 M	PCN 50/F/A/X/T Asphalt	62 03 34.16N 007 15 38.04W	235 FT

RWY	RWY-SWY slope	SWY dimensions	CWY dimensions	Strip dimensions	Obstacle-free zone
12	0.68%	-	-	1919x300 M	-
30	1.46%	-	-	1919x300 M	-

Remarks/Bemærkninger:

a. Runway Classification/Bane klassifikation

RWY NR	RUNWAY CODE	TYPE
12	3C	NONP
30	3C	PA-1

b. Turning area in end of runways, dimension 60x45 M/Vendeareal i baneenderne, dimension 60x45 M

c. RWY is provided with transverse grooves to improve braking action/Banen er forsynet med tværgående riller til forbedring af bremsevirkning

13. Declared Distances/Operative banelængder

RWY	TORA	TODA	ASDA	LDA
12	1799 M	1799 M	1799 M	1799 M
30	1799 M	1799 M	1799 M	1799 M

Remarks/Bemærkninger: NIL

14. Approach and Runway Lighting/Landings- og banebelysning

RWY	APCH LGT: Type Length Intensity	THR LGT: Colour WBAR	PAPI: Angle MEHT	TDZ LGT: Length	RWY centre line LGT: Length Spacing Colour Intensity	RWY edge LGT: Length Spacing Colour Intensity	RWY end LGT: Colour WBAR	SWY LGT: Length Colour
12	450 M [b)] LIH	Green	3.66° [a)]	-	1799 M 30 M	1799 M 60 M	Red	-
30	450 M [b)] LIH	Green	3.50°	-	LIH	White LIH	Red	-

Remarks/Bemærkninger:

a) During approach in Sørvágsfjørður sufficient terrain clearance is provided only when flying close to LOC-course/Under anflyvning i Sørvágsfjørður kan tilstrækkelig terræn adskillelse kun opnås når der flyves tæt på LOC-kursen

b) Additional sequenced flashing lights is set up in connection with approach lights at both ends of the runways, starting 720 M before THR 12 and 770 M before THR 30/Yderligere sekvens blinkende lys er opsat i forbindelse med anflyvningslysene i begge baneender, begyndende 720 M før THR 12 og 770 M før THR 30

15. Other Lighting and Secondary Power Supply

1.	ABN/IBN location, characteristics and hours of operation:	-
2.	LDI location and LGT:	-
3.	TWY edge and centre line LGT:	Blue edge LIL
4.	Secondary power supply/ switch-over time:	Switch-over time MAX 15 SEC
5.	Remarks:	NIL

15. Anden belysning og nødstrømsforsyning

1.	ABN/IBN beliggenhed, data og tjenestetid:	-
2.	LDI beliggenhed og lys:	-
3.	TWY kant og center linie lys:	Blå kant LIL
4.	Reservestrømforsyning/ omkoblingstid:	Omkoblingstid MAX 15 SEC
5.	Bemærkninger:	NIL

16. Helicopter Landing Area

As Airport

16. Helikopter landingsområde

Som Lufthavnen

17. ATS Airspace

1.	Designation and lateral limits:	VÁGAR FIZ. A circle 60 NM radius centered at PSN 61 57 29.32N 006 37 00.12W
2.	Vertical limits:	7500 FT MSL
3.	Airspace classification:	G
4.	ATS unit call sign:	VÁGAR AFIS
	Language(s):	DA, EN
5.	Transition altitude:	7500 FT
6.	Remarks:	Suituated in Reykjavík FIR. Above 7500 FT MSL, see AIP Iceland. Outside operational hours of Vágar AFIS the upper limit is FL55 and flight information service is provided by Reykjavik ACC.

17. Lufttrafiktjeneste luftrum

1.	Betegnelse og laterale grænser:	VÁGAR FIZ. Cirkel 60 NM radius med centrum i PSN 61 57 29.32N 006 37 00.12W
2.	Vertikale grænser:	7500 FT MSL
3.	Luftrumsklassifikation:	G
4.	Lufttrafiktjenesteenhed kaldesignal:	VÁGAR AFIS
	Sprog:	DA, EN
5.	Gennemgangshøjde:	7500 FT
6.	Bemærkninger:	Beliggende i Reykjavík FIR. Over 7500 FT MSL, se AIP Iceland Udenfor Vágar AFIS tjenestetid er øvre grænse FL55 og flyveinformations-tjeneste ydes af Reykjavik ACC.

18.ATS Communication Facilities/Lufttrafiktjeneste kommunikationsfaciliteter

Service	CS	FREQ	HR	Remarks
AFIS	VAGAR AFIS	124.850 MHZ	As AD/Som AD	Primary frequency 62 04 00N 007 15 00W. MAX usable area up to FL 350 within the following lateral limits: 61 00 00N 000 00 00W - 61 00 00N 014 00 00W - 63 00 00N 014 00 00W - 63 00 00N 000 00 00W - 61 00 00N 000 00 00W. Limited radio coverage below terrain level. See chart - "FIZ radio coverage".
		121.500 MHZ		Emergency FREQ

19. Radio Navigation and Landing Aids/Radio navigations- og landingshjælpemidler

FAC ILS CAT VAR	ID	FREQ CH	HR	PSN	DME ELEV	Remarks
NDB	MY	337 KHZ	H24	62 06 24.83N 007 35 15.63W		Coverage 100 NM Colocated with OM 12
L	VG	348 KHZ	H24	62 02 36.06N 007 11 44.38W		Coverage 25 NM 298° GEO, 2.23 NM to THR 30
LOC 12 *)	SF	109.100 MHZ	H24	62 04 06.67N 007 16 49.54W		056° GEO, 0.25 NM/457 M from THR 12, LOC course 104° GEO, offset 14° from RWY centre line
DME 12	SF	989.000 MHZ CH 28x	H24	62 04 06.01N 007 16 49.56W	301 FT	Colocated with LOC 12. DME for use only in connection with published procedures
MM 12		75 MHZ	H24	62 04 32.60N 007 19 20.15W		120° GEO, 1.09 NM/2.021 KM to THR 12
OM 12		75 MHZ	H24	62 06 19.88N 007 35 14.97W		106° GEO, 8.79 NM/16.273 KM to THR 12
LOC 30 *)	MF	110.300 MHZ	H24	62 04 03.64N 007 17 36.70W		140° GEO, 0.10 NM/176 M from THR 12 LOC course 297.8° GEO
GP 30		335.000 MHZ	H24	62 03 33.76N 007 15 54.07W		Colocated with DME 30 Angle 3.5°
DME 30	MF	1001.000 MHZ CH 40x	H24	62 03 33.76N 007 15 54.07W	282 FT	DME for use only in connection with published procedures

*) The LOC is not to be used outside 10° on each side of the approach course

20. Local aerodrome regulations

1. Outside operational hours Vágar Airport may be required open in the following cases:

- for ambulance flights and other vital flights such as transplantation flights. TEL +298 33 29 92
- for special flights approved by the airport administration in each individual case such as fisheries inspection flights, flights for the Royal House, members of the government or Landsstyret, public officers as well as flights which TV or the press wishes to carry out in order to cover major catastrophes on the Faroe Islands
- for handling of scheduled traffic having been delayed. Request for such handling shall be made to the airport administration at Vágar at least 1 hour before closing time
- In addition to the above mentioned cases, the opening hours of the airport may be extended on the condition that the airport personnel is available. Request for opening shall be submitted to the airport administration no later than 1 hour before closing time. Application form for opening outside the published opening hours can be found on the airport's website https://www.fae.fo/en/for-airlines/for-airlines/ and send to upplating@floghavn.fo
- If handling by customs takes place between 1800 - 0800 MON-SAT and SUN-HOL, a handlingfee will be charged per hour/per employee. The minimum handling charge is 2 hours per employee. For information on current handlingfee contact the airport on TEL +298 35 44 50, FAX +298 35 44 51.

2. Introduction

Mountainous terrain surrounds the aerodrome. In combination with the North Atlantic climate, with low pressure weather systems passing through, frequent changes in weather are common, were high winds and low visibility may prevail.

This generates wind variation and turbulence at certain wind directions and velocity. Also, low altitude wind shear conditions are likely to be encountered. Due to the mountainous terrain in the vicinity of the aerodrome and the runway's physical dimensions and slope, it is considered essential that the pilots are familiar with descent, approach, missed approach and balked landing and other contingency procedures as well as the departure procedures.

The dimensions of the runway, height, slope and approach angle for both runways are listed on Aerodrome Chart – ICAO, AIP Faroe Islands, AD 2 – EKVG, ADC Vágar.

3. Mandatory Familiarization Program

In order to enhance flight safety, Vagar aerodrome has implemented a familiarization program, applicable to the pilot in command if he has not previously and within the last 36 months, operated on Vagar Aerodrome.

3.1. Familiarization Program

The familiarization program is named “MANDATORY FAMILIARISATION PROGRAM REGARDING WIND/TURBULENCE AND GEOGRAPHICAL CONDITIONS FOR VÁGAR AERODROME (EKVG, FAROE ISLANDS)”,

The familiarization program will be found at this link:

https://www.fae.fo/en/for-airlines/mandatory-operator-familiarization-program-regarding-turbulence-condition-for-vagar-airport/

3.2. Frequency of familiarization

For the frequency of going through the familiarization program, see “4. *Crew requirements*”

3.3. Confirmation of familiarization

After the pilot has familiarized themselves with the provisions of the mandatory familiarization program, the pilot must send an email to:
familiarisation@fae.fo, with this information:

- First and Middle Name
- Surname
- Licence number
- Flight number and registration
- Company
- Handling Agent

By sending the email the pilot confirms that he/she has read and is familiar with the provisions of the mandatory familiarization program.

4. Crew requirements

If the pilot in command has not previously and within the last 36 months, operated on Vagar Aerodrome, he must go through the ”MANDATORY FAMILIAR-

20. Lokale flyvepladsforskrifter

1. Uden for normal åbningstid vil Vágar Lufthavn kunne rekvireres åben i følgende tilfælde:

- for ambulanceflyvninger og anden livsvigtig flyvning, f.eks. transplantationsflyvning. TEL 33 29 92
- for specialflyvninger, som er godkendt af lufthavnens administration i hvert enkelt tilfælde, hertil henføres fiskeriinspektionsflyvninger, flyvninger der ønskes gennemført af Kongehuset, regeringens eller Landsstyrets medlemmer og øvrighedspersoner, samt flyvninger som TV eller presse ønsker gennemført for at kunne dække større katastrofer på Færøerne
- for ekspedition af ruteluftfartøjer, der er blevet forsinket. Anmodning om åbning for ekspedition af ruteluftfartøjer skal være fremsat til havneadministrationen senest 1 time før lukketid
- Ud over ovennævnte tilfælde kan lufthavnens åbningstid forlænges såfremt lufthavnens personale er til rådighed. Anmodning om åbning skal være fremsat til havneadministrationen senest 1 time før lukketid. Ansøgningsskema om åbning udenfor publiceret åbningstid findes på lufthavnens hjemmeside https://www.fae.fo/en/for-airlines/for-airlines/ og sendes til upplating@floghavn.fo
- Ved toldbehandling af luftfartøjer mellem klokken 1800 - 0800 mandag til lørdag samt søn- og helligdage opkræves et ekspeditionsgebyr pr. time/pr. medarbejder. Mindste opkrævning af ekspeditionsgebyret er 2 timer pr. medarbejder. For oplysning om gældende ekspeditionsgebyr kontakt lufthavnen på TEL 35 44 50, FAX 35 44 51.

2. Introduktion

Bjergterræn omgiver lufthavnen. I kombination med det nordatlantiske klima, med lavtryksvejrsystemer der passerer gennem området, er regelmæssige skift i vejrforholdene almindeligt forekommende, hvor der også forekommer kraftige vinde og lav sigtbarhed.

Dette genererer meget ofte vindvariationer og turbulens, ved visse vindretninger og vindhastigheder. Forhold med "windshear" i lav højde kan forventes.
På grund af det bjergrige terræn i nærheden af lufthavnen og banens fysiske dimensioner og hældning, anses det for yderst vigtigt, at piloterne er velkendt med nedstigning, anflyvning, afbrudt anflyvning, afbrudt landing og andre forholdsprocedurer så vel som start procedurer.

Landingsbanens dimensioner, højde, hældning og anflyvningsvinkel for begge baner er angivet på Aerodrome Chart – ICAO, AIP Færøerne, AD 2 – EKVG, ADC Vágar.

3. Obligatorisk familiarisations program

Med det formål at forbedre flyvesikkerheden, har Vagar Lufthavn implementeret et familiarisations program, som er gældende såfremt fartøjschefen ikke tidligere og inden for de sidste 36 måneder har befløjet Vagar Lufthavn.

3.1. Familiarisations program

Programmet kaldes “MANDATORY FAMILIARISATION PROGRAM REGARDING WIND/TURBULENCE AND GEOGRAPHICAL CONDITIONS FOR VÁGAR AERODROME (EKVG, FAROE ISLANDS)”,

Familiarisations programmet finds på dette link:

https://www.fae.fo/en/for-airlines/mandatory-operator-familiarization-program-regarding-turbulence-condition-for-vagar-airport/

3.2. Frekvens for gennemførelse af program

Frekvensen for hvor ofte familiarisations-programmet skal gennemføres, fremgår af “4. *Krav til flybesætninger*”

3.3. Bekræftelse for gennemførelse af program

Efter at piloten har gjort sig bekendt med og har gennemført det obligatoriske familiarisations program, skal piloten sende en email til:
familiarisation@fae.fo med disse oplysninger:

- Fornavn og mellemnavn
- Efternavn
- Licens nummer
- Fly nummer og registrering
- Selskab
- Handlings agent

Ved at sende denne email bekræfter piloten, at han/hun har læst og er bekendt med forudsætningerne I det obligatoriske familiarisations program.

4. Krav til flybesætninger

Såfremt fartøjschefen ikke tidligere og inden for de sidste 36 måneder har befløjet Vagar Lufthavn, skal denne gennemgå lufthavnens ”MANDATORY

ISATION PROGRAM REGARDING WIND/TURBULENCE AND GEOGRAPHICAL CONDITIONS FOR VÁGAR AERODROME (EKVG, FAROE ISLANDS)" for the airport.

In addition it is recommended, that pilots who have operated on Vagar Aerodrome within the last 36 months also go through the program at least once every year.

5. Pilot Reports

Besides the mandatory reporting, including "special air reports" when encountering moderate, moderate to severe or severe turbulence, pilots are strongly requested to report to the Vagar AFIS as soon as possible of any turbulence and/or windshear has been observed, as well as when requested by Vagar AFIS.

FAMILIARISATION PROGRAM REGARDING WIND/TURBULENCE AND GEOGRAPHICAL CONDITIONS FOR VÁGAR AERODROME (EKVG, FAROE ISLANDS)".

Herudover anbefales, at piloter som inden for de sidste 36 måneder har befløjet Vagar Lufthavn, også gennemgår programmet mindst en gang årligt.

5. Pilotrapporter

Ud over den påbudte rapportering, inklusive "special air reports" når man oplever moderat, moderat til kraftig eller kraftig turbulens, opfordres piloterne på det kraftigste til at rapportere til Vagar AFIS så snart nogen form for turbulens eller "windshear" er blevet observeret, og ligeledes when efterspurgt af Vagar AFIS.

21. Noise Abatement Provisions

NIL

21. Støjbegrænsende bestemmelser

NIL

22. Flight Procedures

1. IFR/VFR State Minima/IFR/VFR "State Minima"

State minima applies as follows / "State minima" er etableret som følger:

	RWY	Ceiling (FT)	GND VIS (M)
VFR (Day only)	12 and 30	700	8000
VMC take-off day	12 and 30	700	8000
VMC take-off night	12 and 30	2000	*)
IMC take-off	12	**)	
IMC take-off SID MY 2B and PEVAB 2B	30	-	RVR 500
Approach LOC+DME	12	400	2500
Approach LOC+DME	30	700	4000

*) The surrounding terrain must be clearly visible in the take-off sector and:
For RWY 12: The island Koltur must be clearly visible
For RWY 30: The island Mykines must be clearly visible

**) No ceiling required for aircraft able to operate above a 4.8% take-off obstacle free surface

22. Flyveprocedurer

1. IFR/VFR State Minima/IFR/VFR "State Minima"

State minima applies as follows / "State minima" er etableret som følger:

	RWY	Ceiling (FT)	GND VIS (M)
VFR (Day only)	12 and 30	700	8000
VMC take-off day	12 and 30	700	8000
VMC take-off night	12 and 30	2000	*)
IMC take-off	12	**)	
IMC take-off SID MY 2B and PEVAB 2B	30	-	RVR 500
Approach LOC+DME	12	400	2500
Approach LOC+DME	30	700	4000

*) The surrounding terrain must be clearly visible in the take-off sector and:
For RWY 12: The island Koltur must be clearly visible
For RWY 30: The island Mykines must be clearly visible

**) No ceiling required for aircraft able to operate above a 4.8% take-off obstacle free surface

2. IFR departure

Standard Instrument Departure (SID) have been established to RWY 12 and RWY 30 and authorization is required according to the terms described in chapter 2.1 (SID RNP Bravo Procedures) and chapter 2.1 SID RNP Alpha, Sierra, Tango,Whisky, November and Papa Procedures).

2.1 SID RNP Alpha, Sierra, Tango, Whisky, November and Papa Procedures:

RWY 12:

SID RNP LUVEK 1A / ODEVA 1A / RAKUP 1A / MY 1A
SID RNP (AR) LUVEK 2S / MY 2S / RAKUP 2S
SID RNP (AR) LUVEK 2T / MY 2T / RAKUP 2T
SID RNP (AR) MY 2W / ODEVA 2W / RAKUP 2W

RWY 30:

SID RNP MY 2B / PEVAB 2B
SID RNP (AR) MY 2N / ODEVA 2N / RAKUP 2N
SID RNP (AR) MY 2P / ODEVA 2P / RAKUP 2P

2.1.1 Introduction:

2.1.1.1 As there are no existing published RNP AR SID design criteria yet, these RNP AR [RNAV(RNP)] SID's are designed based on TF and RF legs particularities in the ICAO RNP AR Manual (DOC 9905) during the climbing phase of the Missed Approach and the general criteria applied for the departures in the ICAO PANS-OPS (DOC 8168) Vol. II.

2.1.1.2 A set of SID's has been designed for RWY 12 and RWY 30 by NAVBLUE, an Airbus Subsidiary Company.

2.1.1.3 The RNP Standard Instrument Departures from EKVG are designed to enhance the overall safety of the operation by reducing crew workload and defining fully managed procedures, and predictable/repeatable trajectories from the airport.

2.1.2 Approved users, equipment and operations

2.1.2.1 For the EKVG RNP SID's, the operators shall ensure that they hold all necessary operational approvals as part of the Operations Specifications of the AOC from its authority (Ref ICAO PBN Manual, Doc 9613).

2.1.2.2 The operator must have a Special Authorization from its authority in order to use the RNP AR departures to EKVG (Ref to EASA AMC 20-26, FAA AC 90-101A or equivalent).

2. IFR-udflyvning

Standardinstrumentudflyvning (SID) er etableret for RWY 12 og RWY 30 og særlig godkendelse som beskrevet i kapitel 2.1 (SID RNP Bravo Procedures) og kapitel 2.1. SID RNP Alpha, Sierra, Tango, Whisky, November and Papa Procedures) i skal være opfyldt inden brug.

2.1 SID RNP Alpha, Sierra, Tango, Whisky, November and Papa Procedurer:

RWY 12:

SID RNP LUVEK 1A / ODEVA 1A / RAKUP 1A / MY 1A
SID RNP (AR) LUVEK 2S / MY 2S / RAKUP 2S
SID RNP (AR) LUVEK 2T / MY 2T / RAKUP 2T
SID RNP (AR) MY 2W / ODEVA 2W / RAKUP 2W

RWY 30:

SID RNP MY 2B / PEVAB 2B
SID RNP (AR) MY 2N / ODEVA 2N / RAKUP 2N
SID RNP (AR) MY 2P / ODEVA 2P / RAKUP 2P

2.1.1 Introduktion:

2.1.1.1 Da der endnu ikke er nogle publicerede RNP AR SID design kriterier, er disse RNP AR [RNAV (RNP)] SID's baseret på særlige TF- og RF-leg i henhold til kriterierne i ICAO RNP AR Manual (DOC 9905) under stigningsfasen i Missed Approach og de generelle kriterier for starter i ICAO PANS-OPS (DOC8168) Vol. II.

2.1.1.2 Procedurerne for SID's til bane 12 og 30 er udarbejdet af NAVBLUE, der er et datterselskab i Airbus.

2.1.1.3 RNP standard instrumentudflyvningsprocedurerne fra EKVG er designet til at forbedre sikkerheden ved flyveoperationer, ved at reducere arbejdsbelastningen for besætningen og definere fuldt administrerede procedurer og genkendelige/repeterbare udflyvningsveje fra lufthavnen

2.1.2 Godkendte brugere, udstyr og operationer:

2.1.2.1 For at kunne anvende EKVG RNP SID's instrumentudflyvningsprocedurerne gælder det, at luftfartsforetagendet skal sikre, at det er i besiddelse af de nødvendige operationelle tilladelser, som fremgår af de operationelle specifikationer i "Air operator certificate" (AOC) udstedt af myndigheden. (REF: ICAO PBN Manual, Doc 9613).

2.1.2.2 Luftfartsforetagendet skal være i besiddelse af en særlig tilladelse fra dens myndighed, for at kunne anvende RNP AR udflyvningsprocedurerne fra EKVG (REF til EASA AMC 20-26, FAA AC 90-101A eller lignende).

2.1.2.3 The operator shall seek authorization from the Danish Civil Aviation Authority to conduct EKVG RNP AR Departure procedures at VAGAR.

2.1.2.4 The operator is responsible of conducting a Flight Operational Safety Assessment (FOSA) including the Flight Simulation of EKVG RNP AR procedures.

2.1.2.5 The RNP AR SID's require a navigation accuracy of RNP 0.15 and RF-leg capability.

2.1.3 RAIM-CHECK

During flightplanning or before dispatching the aircraft, the pilot shall ensure a RAIM check with a mask angle appropriate to the terrain (Minimum mask angle 5°).

2.1.4 Limitations of the procedures

Due to the tight radius of the first RF-leg, SID RNP – ODEVA 2W / MY 2W / RAKUP 2W RWY 12 departures are allowed when:

- Wind speed more than 15 KT and wind direction between 120° and 230°
- Wind speed equal or less than 15 KT for all wind directions

2.1.5 RNP capability lost

If the RNP capability is lost, the ATS unit shall be informed as soon as possible about the alternate course of action from the pilots of the concerned aircraft.

3. IFR arrival

3.1 Aircraft arriving from the west will normally be cleared to NDB MY.

3.2 IAL procedure RWY 12:

Intermediate approach to be carried out either in MYCOME holding pattern or when approaching NDB MY from southeast, as a base turn procedure.

Final approach and missed approach are shown on the chart EKVG LOC RWY 12.

3.3 IAL procedure RWY 30:

Intermediate approach shall be carried out from NDB MY and L VG.

Final approach and missed approach are shown on the charts EKVG ILS Z RWY 30 (ACFT CAT A + B) and ILS Z RWY 30 (ACFT CAT C + D).

3.4 Cloud penetration procedure RWY 12 and 30:

Aircraft intending to perform the cloud penetration procedure on NDB MY followed by a VFR approach to either RWY 12 or RWY 30 shall use PENTON holding.

Intermediate approach to be carried out on NDB MY and the aircraft must be established in PENTON holding pattern before leaving the holding level 3700 FT MSL.

Final approach and missed approach are shown on the chart EKVG NDB MY.

4. RNP AR (Authorization Required) APCH procedures

4.1 Introduction:

4.1.1 The RNP AR [RNAV (RNP)] Approach Procedures are designed for EKVG in accordance with the criteria as stipulated in the ICAO PANS-OPS (DOC 8168) Vol. II and ICAO RNP AR Manual (DOC 9905).

4.1.2 A set of approach and missed approach strategies have been designed for Runway 12 and 30 by NAVBLUE, an Airbus Subsidiary Company.

4.1.3 The RNP Instrument Approach Procedures to EKVG are designed to enhance the overall safety of the operation by facilitating the aircraft energy management and to improve the airport access.

4.2 Approved users, equipment and operations:

4.2.1 For the EKVG RNP Instrument Approach Procedures, the operators shall ensure that they hold all the necessary operational approvals as part of the Operations Specifications of the Air Operator Certificate from its authority including the Baro VNAV Approval in order to conduct the RNAV (RNP) Approach to EKVG (REF to ICAO PBN Manual, Doc 9613).

4.2.2 The operator must have a Special Authorization from its authority in order to use the RNP AR approaches to EKVG (REF to EASA AMC 20-26, FAA AC 90-101A or equivalent).

4.2.3 The operations shall seek authorization from the Danish Civil Aviation Authority to conduct EKVG RNP AR Approach procedure.

4.2.4 The operator is responsible of conducting a Flight Operational Safety Assessment (FOSA) including the Flight Simulation of the procedure.

4.2.5 The RNP AR approach procedures require a navigation accuracy of RNP 0.1 and RF-leg capability.

4.2.6 The vertical guidance is based on Baro VNAV with GNSS and

2.1.2.3 Luftfartsforetagendet skal anmode om en særlig tilladelse fra Trafikstyrelsen i Danmark for at anvende EKVG RNP AR udflyvningsprocedurer.

2.1.2.4 Luftfartsforetagendet er ansvarlig for at udarbejde en "Flight Operational Safety Assessment" (FOSA) inklusiv flyvesimulering af EKVG RNP AR procedurer.

2.1.2.5 RNP AR SID's kræver en navigationstolerance RNP 0.15 og kapacitet for "RF-leg".

2.1.3 RAIM dækning

Ved flyveplanlægning og før luftfartøjet meldes klar til afgang, skal piloten sikre, at der er RAIM dækning med en passende "mask angle" i forhold til terrænet ("mask angle" skal være mindst 5°).

2.1.4 Procedurebegrænsninger:

På grund af snæver radius på første "RF-leg", SID RNP – ODEVA 2W / MY 2W / RAKUP 2W RWY 12 udflyvninger er tilladt ved:

- Vindhastighed over 15 KT og vindretning mellem 120° og 230°
- Vindhastighed 15 KT eller mindre gældende alle vindretninger

2.1.5 Mistet RNP kapabilitet:

Hvis RNP kapabiliteten mistes under udflyvning, skal ATS-enheden informeres så hurtigt som muligt, herunder om den alternative fremgangsmåde der udføres.

3. IFR-anflyvning

3.1 Luftfartøjer der ankommer fra vest vil normalt blive klareret til NDB MY.

3.2 IAL procedure RWY 12:

Mellemliggende indflyvning kan enten udføres i MYCOME ventemønster eller ved anflyvning NDB MY fra sydøst som en "base turn" procedure.

Slutindflyvning og "missed approach" er vist på kortet EKVG LOC RWY 12.

3.3 IAL procedure RWY 30:

Mellemliggende indflyvning skal udføres på NDB MY og L VG.

Slutindflyvning og "missed approach" er vist på kortene EKVG ILS Z RWY 30 (ACFT CAT A + B) og ILS Z RWY 30 (ACFT CAT C + D).

3.4 Skygennemgangsprocedure RWY 12 og 30:

Luftfartøjer som skal udføre skygennemgangsproceduren på NDB MY med efterfølgende VFR-indflyvning til enten bane 12 eller bane 30, skal benytte PENTON ventemønster.

Mellemliggende indflyvning udføres på NDB MY og luftfartøjet skal være etableret i PENTON ventemønster før ventehøjden 3700 FT MSL forlades.

Slutindflyvning og "missed approach" er vist på kortet EKVG NDB MY.

4. RNP AR (Authorization Required) APCH procedurer

4.1 Introduktion:

4.1.1 RNP AR [RNAV (RNP)] indflyvningsprocedurerne er udarbejdet for EKVG i henhold til kriterierne i ICAO PANS-OPS (DOC 8168) Vol. II og ICAO RNP AR Manual (DOC 9905).

4.1.2 Procedurerne for indflyvning og afbrudt indflyvning til bane 12 og 30 er udarbejdet af NAVBLUE, der er et datterselskab i Airbus.

4.1.3 RNP instrumentindflyvningsprocedurerne til EKVG er designet til at forbedre sikkerheden ved flyveoperationer, ved at optimere indflyvningsprocedurerne og indflyvningsvejene til lufthavnen.

4.2 Godkendte brugere, udstyr og operationer:

4.2.1 For at kunne anvende EKVG RNP instrumentindflyvningsprocedurerne gælder det, at luftfartsforetagendet skal sikre, at det er i besiddelse af de nødvendige operationelle tilladelser, som er udstedt af myndigheden og som fremgår af de operationelle specifikationer i "Air operator certificate" (AOC). Tilladelserne skal inkludere en tilladelse til "Baro VNAV" (REF to ICAO PBN Manual, Doc 9613).

4.2.2 Luftfartsforetagendet skal være i besiddelse af en særlig tilladelse fra dens certificerende myndighed, for at kunne anvende RNP AR indflyvningsprocedurerne til EKVG (REF til EASA AMC 20-26, FAA AC 90-101A eller lignende).

4.2.3 Luftfartsforetagendet skal anmode om en særlig tilladelse fra Trafikstyrelsen i Danmark for at anvende EKVG RNP AR indflyvnings procedurer.

4.2.4 Luftfartsforetagendet er ansvarlig for at udarbejde en "Flight Operational Safety Assessment" (FOSA) inklusive flyvesimulering af indflyvningsprocedurerne.

4.2.5 RNP AR indflyvningsprocedurerne kræver en navigationstolerance RNP 0.1 og mulighed for "RF-leg".

4.2.6 Vertikal vejledning i proceduren er baseret på "Baro VNAV"

requires RNAV equipment which uses barometric altimeter input.

4.2.7 The ILS or LOC V RWY 30 approach procedure is based on the use of RNAV with RNP 1.0 for the initial segment, then vertical guidance switch to ILS during the intermediate and final. The missed approach is based on the use of RNP AR.

4.3 Naming of RNP AR approach procedures:

There are two RNP AR approach procedures to runway 12.
RNP (AR) V RWY 12
RNP (AR) W RWY 12

There are three RNP AR approach procedures to runway 30
RNP (AR) U RWY 30
RNP (AR) V RWY 30
RNP (AR) W RWY 30

There is one RNP AR to ILS approach procedure to runway 30.
ILS or LOC V RWY 30

4.4 RAIM-CHECK:

During flight planning or before dispatching the aircraft, the pilot shall ensure a RAIM check with a mask angle appropriate to the terrain (Minimum mask angle 5°).

4.5 Limitations of the procedures:

The procedures are designed for a temperature down to -10°C. (Temperature correction of the barometric altimeter is not required.)

4.6 RNP capability lost:

If the RNP capability is lost, the ATS unit shall be informed as soon as possible about the alternate course of action from the pilots of the concerned aircraft.

23. Additional Information

1. Birds on and around the airport

Pilots are encouraged to raise awareness of bird activity at any time also outside the airport area, during take-off, climb, descent and approach.

Geese and mallards occur year-round but are most abundant during spring and autumn migration from early April to early October.

From April to August large to medium-sized gulls and waders occur and flocks of kittiwakes fly daily between the fjord west of RWY 12 and the lake east of RWY 30.

Runway inspectors observe bird activity daily, and as far as practicable, Vagar AFIS will inform pilots of observed bird activity at the airport area.

2. Turbulence warning and restrictions

During approach to and departure from Vagar Airport turbulence can be expected at some wind direction and velocity.

The pilot in command is requested to familiarize himself with the weather conditions and turbulence indications described in the wind roses and in the “MANDATORY FAMILIARISATION PROGRAM REGARDING WIND/ TURBULENCE AND GEOGRAPHICAL CONDITIONS FOR VÁGAR AERODROME (EKVG, FAROE ISLANDS)”, and to communicate with Vagar AFIS for updated weather conditions, prior to operations at Vagar aerodrome.

2.1. Location of wind measurements

The given wind direction and wind velocity for runway in use is measured near the runway touchdown zones. These locations are referred to as W 12 and W 30. The measurements are reported as 2 min. mean wind at RWY 12 and RWY 30.

Furthermore the given wind direction and wind velocity called "W SKEID"is also measured on the mountain of Skeiðin located at 1100 FT MSL, approx. 1,9 NM West of Vagar aerodrome, immediately to the right of the final approach track to runway 12. This location is referred to as W SKEID.

The wind reading at this location on the mountain will often be under influence of turbulence in the surrounding terrain. The measurements on the mountain of Skeiðin are reported as 10 min. mean wind.

2.2. Turbulence indicators and weather conditions

Pilots are always responsible to pay attention to the turbulence based on own observations and latest weather update, even when the airport is open for operations. Severe turbulence can occur for all flight tracks to and from Vagar aerodrome.

If the wind direction at 5000 FT is 160º to 240º (GEO) or 350º (GEO) to 090º at a velocity at or above 50 knots, measured by the aircraft systems, it is a strong indicator of severe turbulence to be expected during approach to RWY 12.

If wind at W SKEID is reported as variable more than 20 degrees from 160º to 270º (MAG) or 340º (MAG) to 060º at/or a velocity of more than 40 knots, it is often an indication of a highly-increased risk of wind shear and

med GNSS og kræver RNAV udstyr som kan anvende input fra barometrisk højdemåler.

4.2.7 ILS or LOC V RWY 30 indflyvningsproceduren er baseret på brug af RNAV med RNP 1.0 til "initial segment", og derefter vertikal vejledning via ILS under "intermediate og final segment". Afbrudt indflyvningsprocedure er baseret på brug af RNP AR.

4.3 Navngivning af RNP AR indflyvningsprocedurerne:

Der findes to RNP AR indflyvningsprocedurer til bane 12.
RNP (AR) V RWY 12
RNP (AR) W RWY 12

Der findes tre RNP AR indflyvningsprocedurer til bane 30
RNP (AR) U RWY 30
RNP (AR) V RWY 30
RNP (AR) W RWY 30

Der findes én kombineret RNP AR / ILS indflyvningsprocedure til bane 30.
ILS or LOC V RWY 30

4.4 RAIM dækning:

Ved flyveplanlægning og før luftfartøjet meldes klar til afgang, skal piloten sikre, at der er RAIM dækning med en passende "mask angle" i forhold til terrænet ("mask angle" skal være mindst 5°).

4.5 Procedurebegrænsninger:

Indflyvningsprocedurerne tager højde for en temperatur ned til -10°C (temperatur korrektion af den barometriske højdemåler er ikke påkrævet).

4.6 Mistet RNP kapabilitet:

Hvis RNP kapabiliteten mistes under indflyvning, skal ATS-enheden informeres så hurtigt som muligt, herunder om den alternative fremgangsmåde der udføres.

23. Yderligere information

1. Fugle på og omkring lufthavnen

Piloter opfordres til at udvise opmærksomhed på fugleaktivitet til enhver tid, også udenfor lufthavnsområdet, under start, stigning, nedstigning og anflyvning.

Gæs og gråænder forekommer hele året, men optræder i størst antal under forårs- og efterårstrækket fra start april til start oktober.

Fra april til august forekommer store og middelstore måger og vadefugle, og flokke af rider flyver dagligt imellem fjorden vest for RWY 12 og søen øst for RWY 30.

Baneinspektører observerer fugleaktivitet dagligt, og så vidt praktisk muligt, vil Vagar AFIS informere piloter om observeret fugleaktivitet i lufthavnsområdet.

2. Turbulensadvarsel og -begrænsning

Ved indflyvning til og udflyvning fra Vagar Lufthavn kan der ved visse vindretninger og vindhastigheder, forventes turbulens.

Det kræves at fartøjschefen gør sig bekendt med vejr forhold and turbulens indikationer som beskrevet i vindroser og i “MANDATORY FAMILIARISATION PROGRAM REGARDING WIND/TURBULENCE AND GEOGRAPHICAL CONDITIONS FOR VÁGAR AERODROME (EKVG, FAROE ISLANDS)”, og at kommunikere med Vagar AFIS om opdaterede vejrforhold, forud for operationer på Vagar Lufthavn.

2.1. Vind målinger

Den opgivne vind retning og vindhastighed for bane i brug måles nær sætningszoneme på landingsbanen. Disse placeringer refereres til som W 12 og W 30. Målingerne rapporteres som 2 min. middelvind ved bane 12 og bane 30.

Herudover måles vindretning og vindhastighed også for ”W SKEID” på fjeldet Skeiðin 1100 FT MSL, omtrent 1,9 NM vest for Vagar Lufthavn, umiddelbart til højre for slutanflyvning af bane 12. Denne vindmåler refereres til som W SKEID.

Vindmålingerne på dette sted på fjeldet vil ofte være påvirket af turbulens i det omgivende terræn. Vindmålingerne på fjeldet Skeiðin rapporteres som 10 min middelvind.

2.2. Turbulens indikationer og vejr forhold

Piloter er altid ansvarlige for at iagttage turbulens baseret på egne observationer og de sidste vejr rapporter, selv når lufthavnen er åben for flyvning. Kraftig turbulens kan forekomme for alle an-/udflyvningsretninger på Vagar Lufthavn.

Hvis vindretningen i 5000 FT er 160º til 240º (GEO) eller 350º til 090º (GEO) med en styrke på over 50 knob, målt af luftfartøjets systemer, er det en kraftig indikator på at kraftig turbulens kan forventes under anflyvning af bane 12.

Såfremt W SKEID vind angives som variabel med mere en 20 grader fra 160º til 270º (MAG) eller 340º (MAG) til 060º og/eller mere end 40 knob vil det ofte være en indikation på forøget risiko for wind shear og kraftig turbu-

severe turbulence on the approach to RWY 12, and on departure from RWY 30. For details refer to windroses.

South-westerly winds exceeding 27 knots and northeasterly winds exceeding 37 knots, measured on the RWY W12 or W30 are strong indicator of severe turbulence on the departure from RWY 12, and on approach to RWY 30. For details refer to windroses.

South-easterly and south-westerly winds exceeding 40 knots, measured on the RWY W12 or W30 are strong indicator of severe turbulence during WATERFALL approach to RWY 30 or WATERFALL departure from RWY 12. For details refer to windroses.

WATERFALL approach RWY 30 and WATERFALL departure RWY 12 is only permitted for VFR-flights and approved RNP AR procedures.

Certain weather conditions, such as the combination of the above-mentioned wind around W SKEID position, wind at 5000 FT, the air mass composition, passing of weather fronts and moderate/severe and severe turbulence indicated in the wind tables below can result in severe vertical and horizontal rotor phenomena in Sørvagur Fjord. Whirls may be created at various locations in Sørvagur fjord, specially in the area around DME “SF” 2,0 NM and 3,5 NM.

Speed drop/-increase can be expected under certain conditions during approach and departure. In strong winds down the RWY, downdrafts can be expected on short final at both runway ends.

According to experienced flight-crews with extensive operational experience from Vagar aerodrome, turbulence can be experienced in unstable air and low clouds below 500 feet.

For further details, refer to windroses and “MANDATORY FAMILIARISATION PROGRAM REGARDING WIND/TURBULENCE AND GEOGRAPHICAL CONDITIONS FOR VÁGAR AERODROME (EKVG, FAROE ISLANDS)”.

Warning: Approach, landing and departure during such weather conditions require great caution and should only be considered by pilots with extensive experience in operating on Vagar aerodrome.

3. Turbulence Warning System (TWI-system)

Vagar Airport has established a turbulence warning system (TWI-system), which is a computer based system, to be used by VAGAR AFIS in order to communicate actual turbulence status. The TWI-system is programmed based on the wind tables below.

The TWI-system indicates expected turbulence, based on measurements by W12 and W30 of 2-min mean wind at runway 12 and runway 30, and 10-min scalar mean for W SKEID wind, and variability of direction larger than 20 degrees standard deviation.The indications from the TWI-system of actual turbulence status, and ½ hour history, will be communicated by VAGAR AFIS by use of radiocommunication.

4. Restrictions

Approach, landing and departure is not permitted when wind direction and velocity for runway in use indicates red turbulence (severe turbulence) according to the wind tables below and/or in the Turbulence Warning System (TWI-system).

Warning: Approach, landing and departure by Cat. M aircraft during wind conditions indicating yellow turbulence (moderate to severe turbulence) require great caution and should only be considered by pilots with extensive experience in operating on Vagar.

Light aircraft (Cat. L) and/or inexperienced pilots are requested to be extra careful under such weather conditions.

lens ved anflyvning af bane 12, samt ved udflyvning fra bane 30. For detaljer henvises til vindroser.

Ved syd-vestlige vindretninger over 27 knob og nord-østlige vindretninger over 37 knob, målt på bane W 12 eller W 30 er der risiko for kraftig turbulens ved anflyvning af bane 12,samt ved udflyvning fra bane 30. For detaljer henvises til vindroser.

Ved syd-østlige og syd-vestlige vindretninger over 40 knob, målt på bane W12 eller W30 er der risiko for kraftig turbulens ved WATERFALL anflyvning af bane 12, samt ved WATERFALL udflyvning fra bane 30. For detaljer henvises til vindroser.

WATERFALL anflyvning bane 30 og WATERFALL udflyvning bane 12 er kun tilladt for VFR-flyvninger og for godkendte RNP AR procedurer.

Visse vejrforhold, såsom kombination af ovennævnte vindforhold omkring W SKEID positionen, vind i 5000 FT, luftmassens sammensætning, passage af vejrfronter samt moderat/kraftig og kraftig turbulens indikeret i nedenstående vindskemaer kan resultere i kraftige, vertikale og horisontale rotor fænomener i Sørvagur Fjord. Hvirvler kan optræde på varierende steder i Sørvågur Fjord, særligt i området omkring DME "SF" 2.0 NM og 3.5 NM.

Hastighedstab/-øgning kan forventes under visse forhold under anflyvning og udflyvning. Ved kraftig vind på langs af baneretningen, kan der forventes downdrafts på kort finale i begge bane ender.

I henhold til erfarne piloter med store operationelle erfaringer fra Vagar Lufthavn, kan der forekomme turbulens i ustabil luft og lave skyer under 500 fod.

For yderligere detaljer henvises til vindroser og til MANDATORY FAMILIARISATION PROGRAM REGARDING WIND/TURBULENCE AND GEOGRAPHICAL CONDITIONS FOR VÁGAR AERODROME (EKVG, FAROE ISLANDS)”.

Advarsel: Anflyvning, landing og afgang under sådanne vejrforhold kræver stor forsigtighed og bør kun overvejes af piloter med meget stor erfaring i beflyvning af Vagar.

3. Turbulence Warning System (TWI-system)

Vagar Lufthavn har etableret et turbulensvarslingssystem (TWI-system), som er et computerbaseret system til brug for VAGAR AFIS til formidling af aktuel turbulensstatus. TWI systemet er programmeret på basis af vindskemaerne nedenfor.

TWI-systemet indikerer forventet turbulens, baseret på målinger af W12 og W30 af 2 min middelvind ved bane 12 og bane 30, og 10 min middelvind af W SKEID vind, samt variationer i vindretning på mere end 20 grader standard afgivelse.TWI-systemets indikationer af turbulensstatus, samt ½ times historik, formidles af VAGAR AFIS via radiokommunikation.

4. Begrænsninger

Anflyvning, landing og afgang er ikke tilladt når vindretning og vindhastighed målt for bane i brug angiver rød turbulens (kraftig turbulens) i nedenstående vind roser og/eller i Turbulence Warning Systemet (TWI-systemet).

Advarsel: Anflyvning, landing og afgang med Cat. M luftfartøjer, med angivet gul turbulens (moderat til kraftig turbulens) kræver stor forsigtighed og bør kun overvejes af piloter med stor erfaring i beflyvning af Vagar.

Lettere luftfartøjer (Cat. L) og/eller piloter uden stor operationel erfaring bør vise ekstra stor forsigtighed under sådanne vejrforhold.

5. Wind tables/wind roses

The wind tables below indicate expected turbulence level for wake turbulence category M. The values of the wind tables are established upon experience from aircraft types B737s, AVRO RJ85s and A319 (Category M).

Warning: For smaller, light aircraft types (Category L) the wind tables should thus be used with extra caution.

How to use the tables:

a) Use wind direction/velocity as reported by the AFIS.
b) By variable wind direction use the most restrictive direction.
c) By variable wind velocity and gusts use the most restrictive wind velocity.

5. Vindtabeller/vindroser

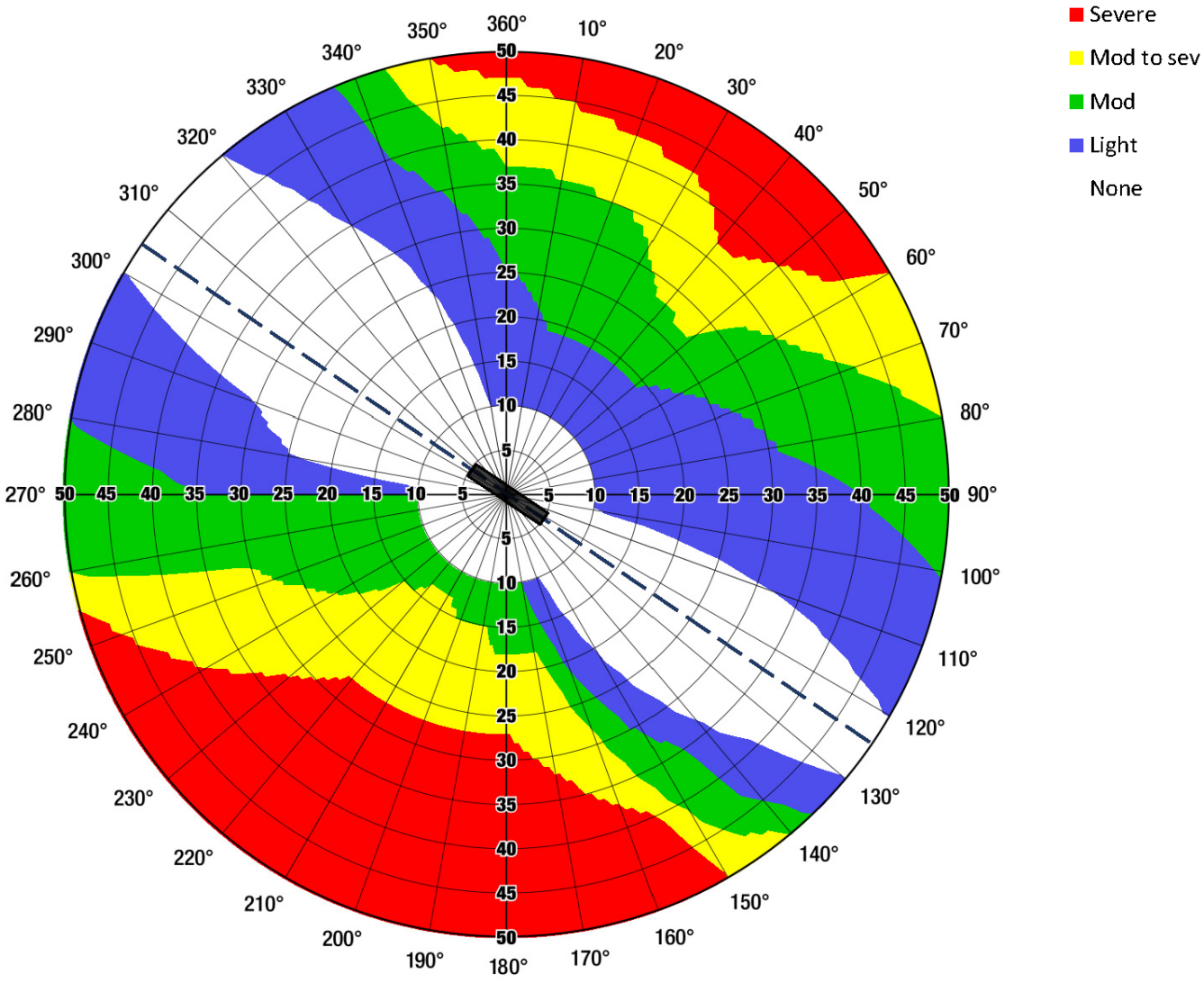
De nedenfor angivne vindroser angiver forventet turbulens niveau for wake turbulence kategori M. Erfaringsgrundlaget hvorpå disse vindskemaer er baseret pa flytyperne B737s, AVRO RJ85 og A319 (kategori M).

Advarsel: For mindre, lette typer luftfartøjer (Category L) skal vindroserne derfor anvendes med ekstra stor forsigtighed.

Ved brug af vindroserne gælder følgende:

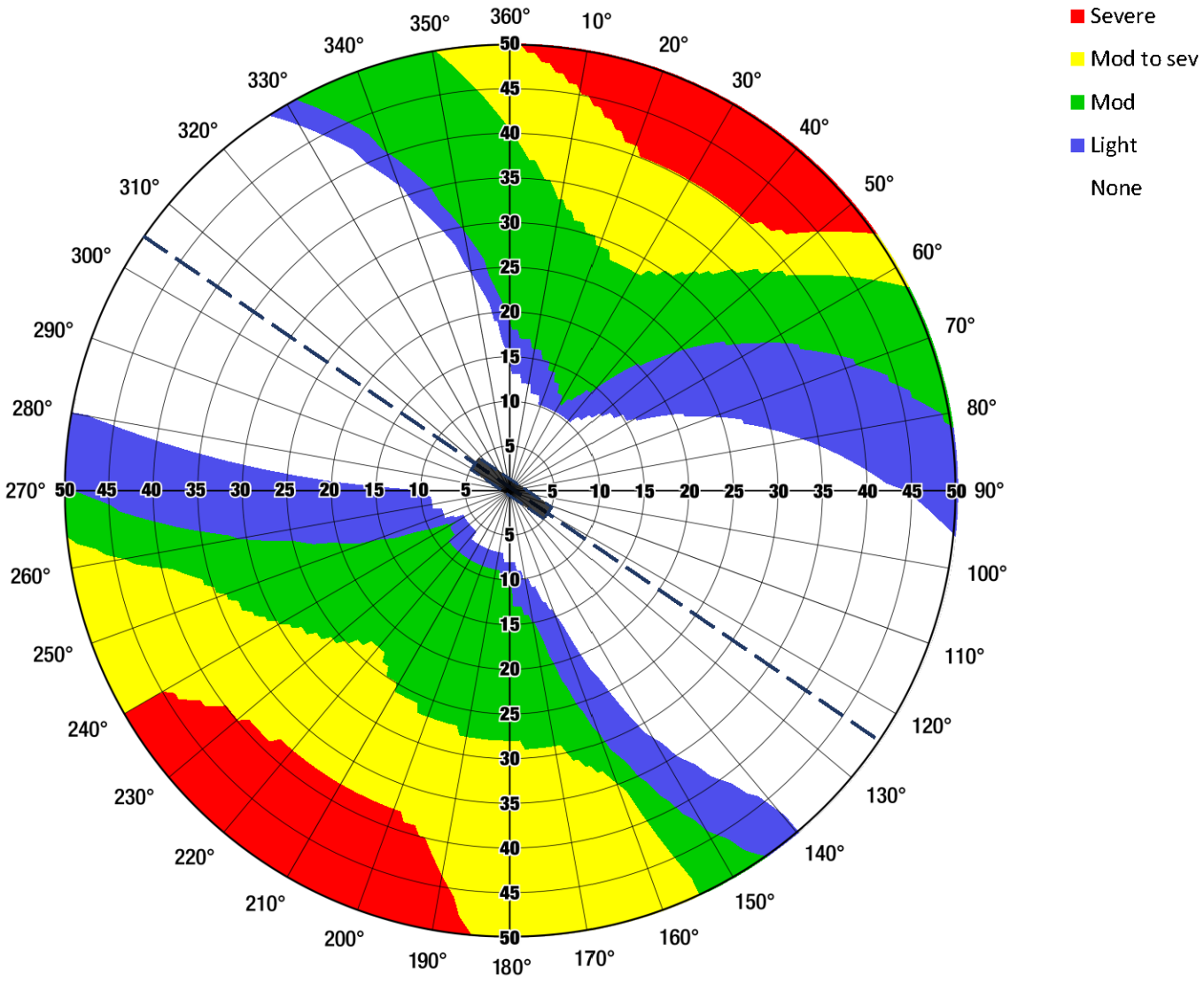
a) Der anvendes vindretning/styrke som opgivet af AFIS.
b) Ved variabel vindretning anvendes mest restriktive retning.
c) Ved variabel vindstyrke og vindstød anvendes mest restriktive vindstyrke.

ARR RWY 12 – DEP RWY 30 – Cat M.



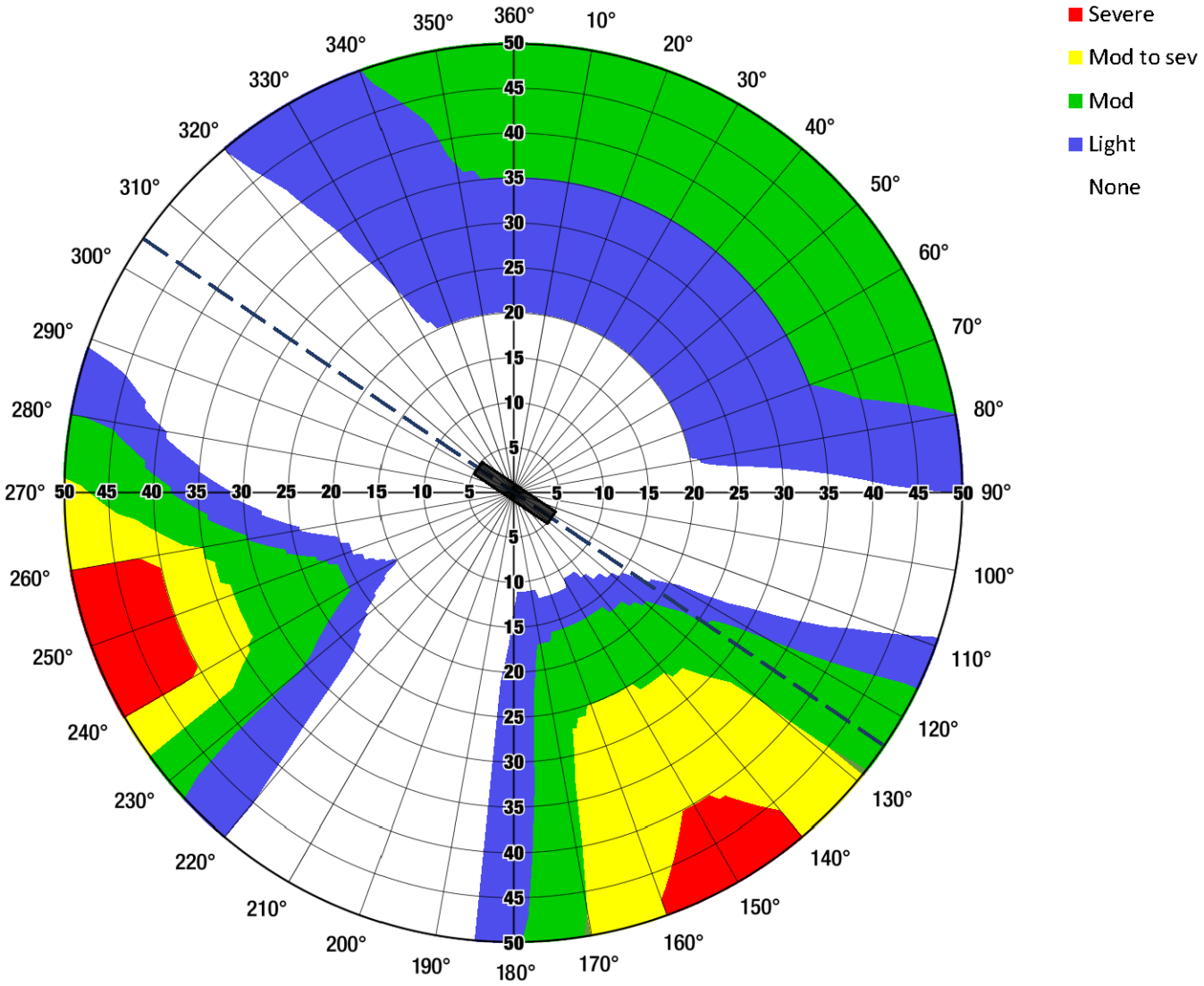
RESTRICTIONS - RWY CLOSED	Regardless of aircraft performance, wind speed and velocity, RWY in use will be closed for approach and departure if the airport Turbulence Warning Indicator System (TWI) and/or the windroses indicate severe turbulence.

ARR RWY 30 – DEP RWY 12 – Cat M.



RESTRICTIONS - RWY CLOSED	Regardless of aircraft performance, wind speed and velocity, RWY in use will be closed for approach and departure if the airport Turbulence Warning Indicator System (TWI) and/or the windroses indicate severe turbulence.

WATERFALL ARR RWY 30 – DEP RWY 12 – Cat M.



RESTRICTIONS - RWY CLOSED	Regardless of aircraft performance, wind speed and velocity, RWY in use will be closed for approach and departure if the airport Turbulence Warning Indicator System (TWI) and/or the windroses indicate severe turbulence.
RESTRICTIONS	Waterfall ARR RWY 30 and WATERFALL DEP RWY 12 is only permitted for VFR flights and approved RNP AR procedures (approved by Danish CAA and Vagar Airport).

24. Charts related to the Aerodrome / Kort tilknyttet lufthavnen.

Chart type / Korttype	Chart title / Korttitel
Aerodrome Chart - ICAO	ADC
Aircraft Parking/Docking Chart - ICAO	APDC
Aerodrome Obstacle Chart - ICAO Type A	AOC-A 12 AOC-A 30
Standard Departure Chart - Instrument - ICAO	SID RNP RWY 12 - 1 SID RNP RWY 12 - 2 SID RNP RWY 12 - 3 SID RNP (AR) RWY 12 - 1 SID RNP (AR) RWY 12 - 2 SID RNP (AR) RWY 12 - 3 SID RNP (AR) RWY 12 - 4 SID RNP (AR) RWY 12 - 5 SID RNP (AR) RWY 12 - 6 SID RNP RWY 30 - 1 SID RNP RWY 30 - 2 SID RNP (AR) RWY 30 - 1 SID RNP (AR) RWY 30 - 2 SID RNP (AR) RWY 30 - 3 SID RNP (AR) RWY 30 - 4
Standard Arrival/Departure Routes - Visual	VFR ARR/DEP
Instrument Approach Chart - ICAO	LOC RWY 12 RNP (AR) W RWY 12 - 1 RNP (AR) W RWY 12 - 2 RNP (AR) W RWY 12 - 3 RNP (AR) V RWY 12 - 1 RNP (AR) V RWY 12 - 2 RNP (AR) V RWY 12 - 3 ILS or LOC Z RWY 30 (ACFT CAT A + B) ILS or LOC Z RWY 30 (ACFT CAT C + D) ILS or LOC V RWY 30 - 1 ILS or LOC V RWY 30 - 2 ILS or LOC V RWY 30 - 3 RNP (AR) W RWY 30 - 1 RNP (AR) W RWY 30 - 2 RNP (AR) W RWY 30 - 3 RNP (AR) V RWY 30 - 1 RNP (AR) V RWY 30 - 2 RNP (AR) V RWY 30 - 3 RNP (AR) U RWY 30 - 1 RNP (AR) U RWY 30 - 2 RNP (AR) U RWY 30 - 3 NDB MY (Cloud Penetration Procedure)
Visual Approach Chart - ICAO	VAC
Other Charts	LDC FIZ radio coverage EKVG