EKVG VAGAR AIRPORT QUICK REFERENCE SHEET

T2 BIRD AFIS Endorsement Required

General Information

- **No air traffic control services are provided at Vagar.** Instead, a flight information service is provided by AFIS. **AFIS cannot issue instructions** and may only provide information to aircraft. Aircraft are responsible for sequencing and separation.
- A **Radio Mandatory Zone (RMZ) spanning 120nm from SFC to 7,500ft** centered on the center of the Faroe Islands is established. See page 2.

Vagar AFIS (EKVG_I_TWR | VGI | 124.850)

Area of responsibility: The Vagar RMZ.

Weather Information:

- On or shortly after initial contact, AFIS should ask an aircraft if they require the current weather information: *Do you require current weather information?*
- Vagar has a **Turbulence Warning Indicator (TWI)** that should be used by AFIS when providing weather information. See https://vats.im/twi.
- When the **TWI indicates severe (red) turbulence** for a runway, that runway will be closed by AFIS: *[Arriving/Departing] runway XX closed due severe turbulence.*
- **Information (example):** *Vagar weather time 1630 zulu. Automatic. Winds 270 degrees 28 knots. Visibility 10km or more. Clouds few 3,200ft, broken 8,500ft. Temperature plus 12. Dewpoint plus 7. QNH 1007 hectopascals. Winds at Skeid 280 degrees 35 knots, gusting 46 knots. Preferring runway 30. Light turbulence indicated.*
- Even if the pilot refuses weather information, **the local QNH and preferred runway must be provided**: *Preferred runway XX, QNH XXXX.*

IFR Clearance Delivery:

- **Clearances are issued by Reykjavik Control and relayed by AFIS.**
- Do NOT assume any aircraft's tag.
- **If BIRD is online:**
  - Coordinate with BIRD and request clearance on behalf of the aircraft.
  - **Then, relay the clearance provided by BIRD:** *Reykjavik Control clears you to [DEST], [SID] departure, climb via SID XXXX, squawk XXXX.*
- **If BIRD is NOT online:**
  - AFIS cannot issue a clearance and must rely on information provided.
  - **Request:** *Clearance delivery from Reykjavik is not available. Departure is at your discretion. Report destination, cruise level and SID.*
  - Update the pilot's flight plan to match the information they report.
- **Then:** *Report ready for startup.*

Movements:

- Local QNH should be provided **no later than startup clearance**.
- Aircraft should report ready for startup. AFIS cannot issue clearances so should instruct them to report ready to taxi: *Startup your discretion. Report ready for taxi.*
- If an aircraft requests push, provide them with information on traffic moving in their vicinity so they can determine themselves what actions to take:
  - **No other traffic:** *No reported ground traffic. [Push / Push and start] your discretion. Report ready for taxi.*
  - **Possibly conflicting traffic:** *Traffic is [...]. [Push / Push and start] your discretion. Report ready for taxi.*
- Taxiing aircraft should be advised of other traffic on the ground:
  - **No other traffic:** *Taxiway X is available. [Report ready for departure.]*
  - **Possibly conflicting traffic:** *Taxiway X is occupied. Traffic is [...].*
  - Whilst pilots should respect 'taxiway is occupied' advisories from AFIS, they are not obligated to.

Runway Operations:

- Aircraft must be made aware of other traffic operating in the vicinity of the runways.
- Even when in receipt of a 'runway is occupied' advisory from AFIS, aircraft may still enter or use the runway **at their discretion**. The law only requires they do not hinder other aircraft.
- **Departures:**
  - **No other traffic:** *Winds XXX degrees XX knots. No reported traffic runway XX. [Report passing 7,500ft.]*
  - **Possibly conflicting traffic:** *Runway XX is occupied. Traffic is [...]. Report intentions.*
  - Departing aircraft should be instructed to report passing 7,500ft. At 7,500ft, they should then be transferred to BIRD or UNICOM.
- **Arrivals:**
  - **No other traffic:** *Winds XXX degrees XX knots. No reported traffic runway XX.*
  - **Possibly conflicting traffic:** *Runway XX is occupied. Traffic is [...].*
- Where 'cleared to land/takeoff' is read back, AFIS should confirm 'at your discretion'.

Local Traffic:

- Aircraft operating in the vicinity of Vagar (including VFR aircraft and aircraft on STARs) should be provided with traffic information on nearby aircraft that may affect them.
- **Traffic report:** *Traffic is [...].* (e.g., an Iceair 737 on final runway 30)
- To keep track of traffic, ask aircraft to report overhead waypoints or locations.

VATSIM SCANDINAVIA

EKVG VAGAR AIRPORT QUICK REFERENCE SHEET

T2 BIRD AFIS Endorsement Required

Standard Instrument Departures (SIDs)

End Fix	Runway	
	12	30
MY	2S 2T 2W 1A	2N 2P 2B
LUVEK	2S 2T 1A	
ODEVA	2W 1A	2N 2P
RAKUP	2S 2T 2W 1A	2N 2P
PEVAB		2B

Radio Mandatory Zone (RMZ)

- Even though AFIS does not clear aircraft into the RMZ, aircraft must establish two-way radio communications with AFIS before entering it. Receiving a Flight Information Service (FIS) from AFIS is mandatory inside the RMZ. Communications with AFIS must be maintained until landing at a remote airstrip/helipad or leaving the RMZ.
- Aircraft departing from a remote airstrip/helipad should contact AFIS once airborne.
- VFR aircraft that are not accustomed to Vagar's procedures may request a frequency change whilst still inside the RMZ. These should not be approved.
- Some areas, especially those to the north and east, have limited radio coverage at low altitudes due to terrain.

Published Approaches

Identifier	SUGGESTED REPORTING POINTS
RUNWAY 12	
LOC	MY (9nm final)
RNP V (MAGNI)	MAGNI Final approach
RNP W (MAGNI)	
RNP V (SUDUR)	REJAK (right downwind) Final approach
RNP W (SUDUR)	
RNP V (ROBUR)	REJAK (right downwind) Final approach
RNP W (ROBUR)	
RUNWAY 30	
ILS/LOC Z (ROBUR)	ROBUR (long final) 12 DME (final)
ILS/LOC V (ROBUR)	
ILS/LOC Z (VG)	VG (circle-to-land) 10 DME (final)
ILS/LOC V (MAGNI)	VG930 (late left downwind) 12 DME (final)
ILS/LOC V (SUDUR)	VG908 (left base) 12 DME (final)
RNP U (MAGNI)	VG998 (left base) VG991 (waterfall, left base for 2.5nm short final)
RNP U (SUDUR)	VG993 (left base) VG991 (waterfall, left base for 2.5nm short final)
RNP U (ROBUR)	
RNP V (MAGNI)	VG984 (left base, 10nm to touchdown) VG978 (5nm final)
RNP V (SUDUR)	
RNP V (ROBUR)	VG981 (10nm final)
RNP W (MAGNI)	VG956 (left base, 10nm to touchdown) VG944 (5nm final)
RNP W (SUDUR)	
RNP W (ROBUR)	VG946 (10nm final)

VATSIM SCANDINAVIA