EKVG - Vágar Airport

Overview

Vágar Airport (EKVG) is the main airport serving the Faroe Islands. Located on the island of Vágar, the airport supports scheduled passenger flights, regional services, business aviation, helicopter operations, search and rescue activity, and occasional charter traffic.

Vágar is a challenging North Atlantic airport due to surrounding terrain, rapidly changing weather, sea winds, turbulence, and low cloud. Pilots should expect close attention to published procedures, approach minima, and runway conditions.

Weather conditions at Vágar can change quickly. Strong winds, low visibility, rain, fog, turbulence, wind shear, and rapidly lowering cloud bases are common throughout the year.

Available Stands

https://stands.vatsim-scandinavia.org/?icao=EKVGframeless=true

Use of stands

Area	Stands	Assigned to
Main Apron	1-5	Passenger operations
GA / Remote Apron	As assigned	General aviation, business aviation & overflow parking
Helicopter Area	As assigned	Helicopter, SAR and special operations

IFR Clearance

Vágar is normally operated as an AFIS / information service environment. Initial contact is with Vágar Information, reporting:

- Callsign
- Stand number or parking position
- ATIS / information received, if available
- Destination
- Requested clearance or intentions

> Example: “Vágar Information, FLI55AW stand 2, Airbus A320 with information Alpha, request IFR clearance to Copenhagen.”

> **Information Service:** Vágar operates as an AFIS / Information service. Pilots remain responsible for terrain clearance, runway separation, and sequencing unless otherwise coordinated. Expect advisory information rather than full ATC separation services.

Push-back

Most stands at Vágar may require pushback or careful manoeuvring due to the compact apron layout.

Vágar Information may issue:

- Straight-back push
- Face east/west push instructions
- Power-out approved where suitable

Taxi

Taxi instructions normally include the full taxi route. Pilots should use caution due to the compact apron, terrain, and possible strong wind conditions.

- Read back all hold short instructions
- Monitor for helicopter and regional traffic
- Exercise caution during strong wind or low visibility conditions
- Expect backtracking depending on traffic and runway in use

Runways

Vágar Airport operates a single runway:

Runway	Length	Common Use
12/30	1,799 m / 5,902 ft	Primary arrival and departure runway

Runway selection depends heavily on wind, visibility, traffic flow, runway condition and aircraft performance.

SIDs

Standard Instrument Departures from Vágar route aircraft safely away from surrounding terrain and into North Atlantic regional airspace.

Initial climb altitudes are assigned by ATC and must not be exceeded unless cleared.

If unable to comply with RNAV procedures, advise ATC for alternative departure instructions.

Important Note When Departing

Vágar departures are frequently handed over shortly after departure depending on ATC coverage and traffic levels.

> **AFIS Operations:** Vágar operates as an Information / AFIS service rather than a fully controlled aerodrome. Pilots are responsible for ensuring runway separation and determining whether it is safe to depart based on the information provided.

> Example: “FLI55AW, runway 30 is free, surface wind 310 degrees 18 knots, when airborne contact Reykjavík Control on XXX.XXX.”

Under AFIS procedures, Vágar Information will provide runway, traffic, weather and operational information, however formal takeoff clearances are not issued. Pilots should acknowledge the information and commence departure when safe to do so.

Arrival and STARs

Vágar arrivals may involve:

- RNAV arrivals
- Radar vectoring when available
- Visual approaches when conditions permit
- Short-notice runway changes due to wind

> Do not descend unless explicitly cleared by ATC. Receiving an arrival or approach clearance does not automatically mean unrestricted descent unless the procedure and clearance allow it.

Approach

Expect an instrument approach during poor weather, with visual approaches available when conditions permit.

Runway	Approach Types	Frequency	Course
12	LOC, RNP	109.10	109
30	ILS, RNP	110.30	302

ILS Categories

Runway	ILS Category
30	CAT I

Navigation Aids

Vágar is supported by navigation aids used for arrivals, departures and instrument approach procedures.

Navaid	Type	Frequency	Usage
VG	NDB	348	Non-precision approach and missed approach reference
MY	NDB	337	Non-precision approach and missed approach reference

Low Visibility Procedures (LVP)

Reduced visibility operations may occur during fog, rain, low cloud or poor weather. Pilots should ensure they are familiar with the published approach minima and runway condition reports.

> Pilots conducting instrument approaches into Vágar should closely monitor terrain clearance and weather conditions due to the surrounding mountainous terrain and rapidly changing visibility.

Direct Routings

Direct routings may be issued when traffic and workload permit.

- Directs to enroute fixes
- Shortened arrivals
- Vectoring around weather systems

Communications

You can always check online positions and sectors by visiting VATSIM Radar.

Callsign	Description	Frequency
EKVG_I_TWR	Vágar Information / AFIS	124.850
BIRD_S1_CTR	Reykjavík Control	119.700

> When Vágar Information is online, pilots should treat the service as AFIS rather than full tower control. Expect traffic information, runway information, weather information and advisory instructions rather than full radar or tower control separation.

Notes

- Vágar is the main airport serving the Faroe Islands.
- Terrain, sea winds and rapidly changing weather make operations challenging.
- Low cloud, turbulence and wind shear are common.

- Helicopter and special operations traffic may be active.
- Pilots should review published procedures carefully before arrival or departure.

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