EKVG | Vagar

Local operating procedures for EKVG.

- LAI 1 - Vagar

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1. Vagar Airport (EKVG)

> **NOTE:** To control Vagar, you must have the T2 BIRD_AFIS endorsement

Vagar Airport is a hybrid of many sorts. Before controlling at EKVG you must:

- Hold an BIRD_AFIS T2 Endorcement
- Complete the material on Procedural Airport
- Be confident with AFIS operation
- Read and understand the EKVG part of the ATC training handbook of Iceland, to have clear
  understanding of Oceanic procedures

> EKVG_I_TWR - 118.325
> BIRD_E1_CTR - 126.750

Runways	Type of APP	Missed Approach	Type of Departure	Noise Abatement
12	LOC, NDB, RNP-AR	Refer to active charts. Many different ones, depending on active procedure	SID (RNP-AR) Or Visual Departure	NIL
30	ILS, LOC, RNP-AR			

1.1 ATC clearance & Ground operation

Airspace limits	Airspace class	Climb clerance	ACC Sector	Descend clerance

GND - FL75 (60 nm.)	G	7000'	BIRD_E_CTR	7000'

Vagar airport is AFIS meaning you must use AFIS phraseology and clearance structure, However at EKVG controller may issue startup clearance, due to oceanic clearance being needed before startup can be commenced.

All ATC clearances must be obtained from Reykavik control, before start-up is issued. Issue should be obtained from BIRD_E_CTR, if online. If not, revert to BIRD_CTR or BICC_FSS

Airport is condenced and all departure and arrivals must backtrack the active runway, so keep concentrated and issue appropriate information.

For more information regarding Oceanic clerance: Iclandic Wiki - Clerance

1.2 Arrival Procedures

EKVG AFIS (EKVG_I_TWR) will provide Arrival Information including:

- Runway in use
- Local QNH
- Transision Level
- Turbulence expectation (See table below)
- Any other relevant information

EKVG_I_TWR is a TIZ zone which extends from GND-7500’. Refer to AFIS Procedures

Aircrafts should be handed over from BIRD_E_CTR, if online. If not expect handover from BIRD_CTR or BICC_FSS. Aircrafts are cleared:

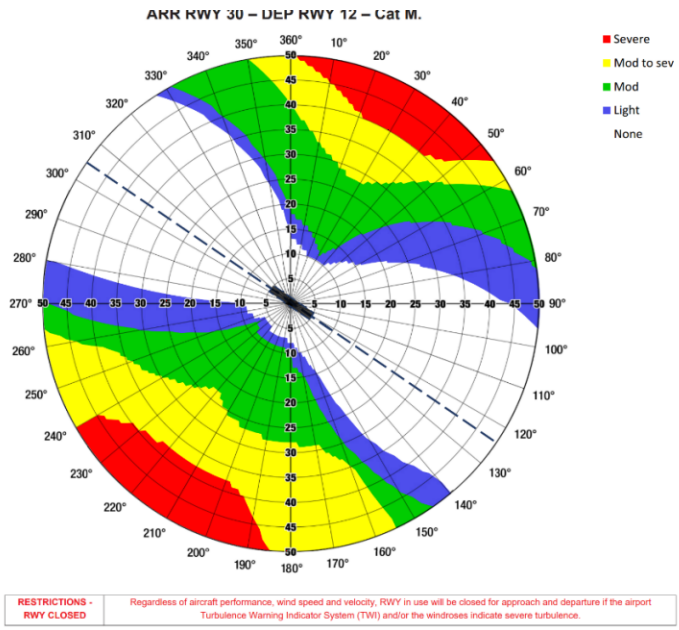
Runway 12			
Direction	**Point**	**Altitude**	**Procedure**
East	MY	7000'	Enter Base turn to descend 3700 to exec.

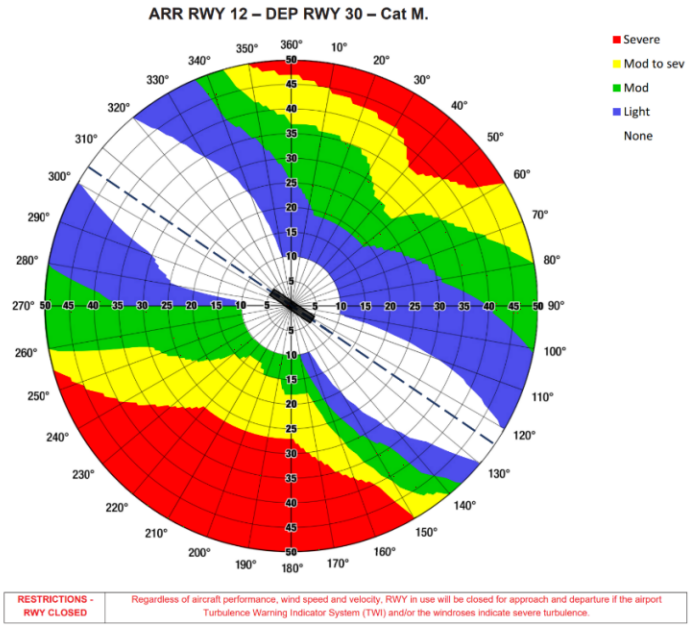
South	
West	Enter holding to descend 3700 to exec. LOC 12
North	

Runway 30			
Direction	**Point**	**Altitude**	**Procedure**
East	ROBUR	7000'	Straight in ILS Z Runway 30
South			
West	VG		Full procedure ILS Z Runway 30
North			

Note RNP-AR is covered in its own topic.

1.2.1 Turbulece chart



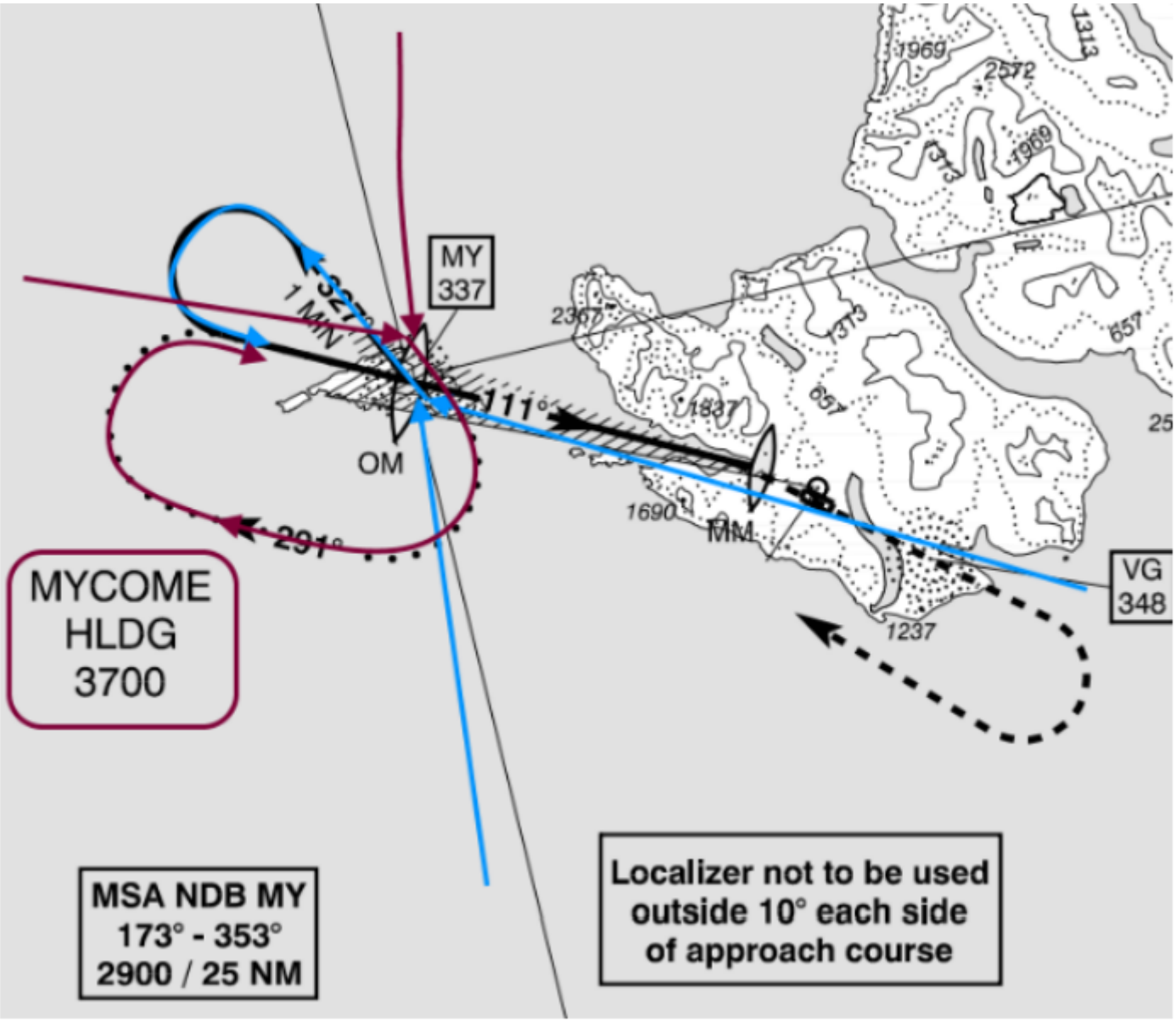


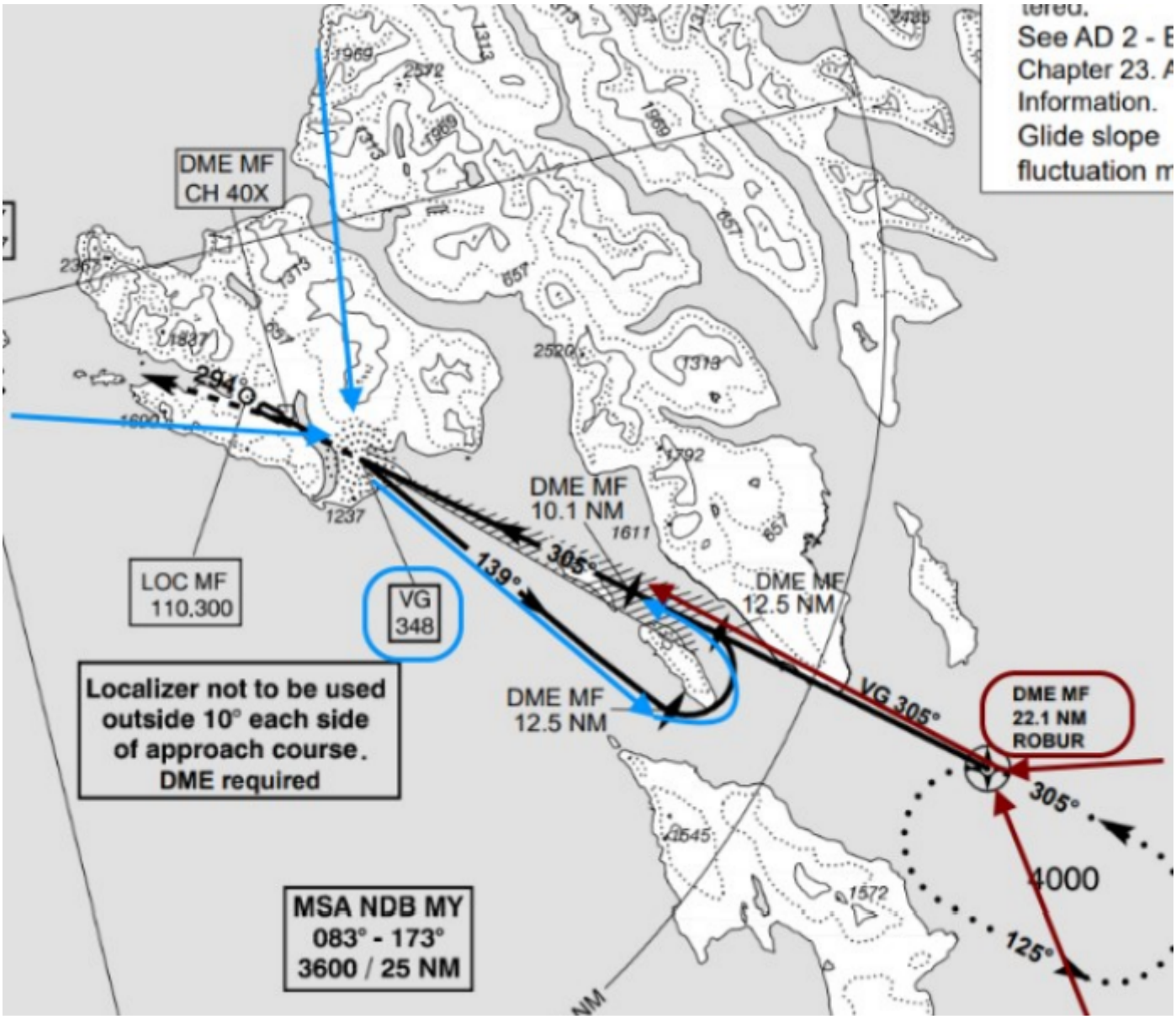
Live updated turbulence information can be found here

1.2.2 MSA

MSA is 4000' in 25 nm. radius

1.2.3 Approach procedures





As AFIS you recommend the appropriate procedure, and recommend the descend, and asks them to Report Beacon outbound in the procedure/baseturn (VG or MY) and then Beacon inbound (MY) or on final (Rwy 30).

1.3 Other arrival procedures

1.3.1 RNP Approaches

EKVG has RNP-AR (Required Navigation Performance – Approval Required) procedures applicable to some airlines in order to perform approaches and SIDs. At this point this is limited to:
- A319 & A320 with Atlantic Airways

- A319 & A320 & A32N with SAS

Other airlines may get these on request only, and should be limited to Airbus & Embraer aircraft, as others may not have these capabilities.

In case of RNP-AR following procedures are applicable.

Runway 12			
Direction	**Point**	**Altitude**	**Procedure**
East	ROBUR	7000'	Full procedure RNP V or RNP W
South	SUDUR		
West	MAGNI		
North			

Runway 30			
Direction	**Point**	**Altitude**	**Procedure**
East	ROBUR	7000'	Straight in ILS V, RNP W, RNP V or RNP U
South	SUDUR		RNP W, RNP V or RNP U
West	MAGNI		Full procedure ILS V, RNP W, RNP V or RNP U
North			

See charts for ILS V, RNP V, RNP U and RNP W layout.

1.3.2 NDB Visual approach

NDB visual approaches is available on pilot request only during daylight hours. This approach
transitions to two available visual segments.

- Waterfall visual approach: Only for VFR & RNP-AR approved A/C (1.3.1)
- Standard visual segment: Available for everyone

1.4 Departure procedures

EKVG has established SIDs which are given as pr. BIRD instructions however appropriate SIDs should be assigned.

<table>
<tr><th rowspan="2">Directrion</th><th colspan="2">Runway 12</th><th colspan="2">Runway 30</th><th rowspan="2">Initial climb</th></tr>
<tr><th>Other A/C</th><th>SID (RNP-AR)</th><th>SID (RNP-AR)</th><th>Other A/C</th></tr>
<tr><td>East</td><td rowspan="4">Visual Departure</td><td>ODEVA2P/2N</td><td>LUVEK2S/2T/2W</td><td rowspan="4">Visual departure</td><td rowspan="4">7000'</td></tr>
<tr><td>South</td><td>RAKUP2P/2N</td><td>RAKUP2S/2T/2W</td></tr>
<tr><td>West</td><td rowspan="2">MY2P/2N</td><td rowspan="2">MY2S/2T/2W</td></tr>
<tr><td>North</td></tr>
</table>

1.4.1 Visual Departure

All aircraft which does not live up to 1.3.1 RNP-AR requirements must perform a VFR departure, and hence visibility must be more than 3KM, and no clouds below 3000’ AGL

If the pilot is aware of this, and wishes to bust the VFR minima, it is his discretion.

A visual departure is given by stating:
- After Departure climb visually, when clear of terrain, proceed direct to [Point]

1.4.2 SID-AR departures

For Airbus & other capable aircrafts, SID-AR are available.

Different ones are available, and must be used according to wind direction

<table>
<tr><th rowspan="2">Wind direction</th><th colspan="2">SID name depending on direction of departure.</th></tr>
<tr><th>Runway 12</th><th>Runway 30</th></tr>
<tr><td>020 - 040</td><td rowspan="2">ODEVA/RAKUP/MY 2S departures</td><td>ODEVA/RAKUP/MY 2P</td></tr>
<tr><td>040 - 150</td><td rowspan="3">RWY not in use</td></tr>
<tr><td>150 - 200</td><td>ODEVA/RAKUP/MY 2T departures</td></tr>
<tr><td>160 - 200</td><td rowspan="2">ODEVA/RAKUP/MY 2W departures</td></tr>
<tr><td>200 - 230</td><td rowspan="2">ODEVA/RAKUP/MY 2N departures</td></tr>
<tr><td>230 - 260</td><td rowspan="2">RWY not in use</td></tr>
<tr><td>260 - 020</td><td>ODEVA/RAKUP/MY 2P departures</td></tr>
</table>

After departure, when aircrafts are reporting airborne they should be transferred to the appropriate controller (BIRD_E_CTR, BIRD_CTR or BICC_FSS)