

VAGAR (FAE/EKVG)

Elevation 280ft

CATEGORY B

No AV brief available

GENERAL

- Vágur Airport is the only airport in the Faroe Islands, and is located 1.2nm east of the village of Sørvágur, on the island of Vágur.
- Due to the Faroe Islands' status as a self-governing territory, the airport is not subject to the rules of the European Union.
- Vagar Airport is located within 'Class G' airspace, therefore, is uncontrolled. Only a 'Vagar Information' position exists on 124.850. The coverage extends to 30nm from the airport up to 7500ft.

Threats**CFIT**

- Terrain rises rapidly to the north west of the airfield, with peaks of 2400ft asl within 5nm.
- The highest peak on the Faroe Islands reaches 2818ft asl and is located north east of the airfield at 15nm.
- Due to the modulating terrain, strict minimum altitudes are in place and must be adhered to on all instrument approaches.

Runway Incursion

- There is one runway entry/exit, care must be taken when entering or exiting the apron. Only one runway movement is allowed at one time.

Runway Excursion

- Due to a narrow runway (30m), runway excursion are likely, especially in strong winds.

Special Considerations

- The touchdown area considerably upslopes on both ends. From the mid-point of the runway, on both ends, the runway then downslopes considerably.

Loss of Control

- Severe turbulence can occur when the wind speed exceeds 30 knots from the south or 40 knots from the North.
- Vagar airport has established a turbulence warning system (TWI-system).
- Approach, landing and departure is prohibited if the TWI-system indicates RED. VAGAR AFIS will inform the pilots on the current turbulence level.

ARRIVAL**Diversion Airports**

SUMBURGH	LSI/EGPB	219 nm/131°T	CAT A
STORNOWAY	SYV/EGPO	233 nm/179°T	CAT A
WICK	WIC/EGPC	250 nm/155°T	CAT A
INVERNESS	INV/EGPE	289 nm/166°T	CAT A

Approach

ILS-V Runway 30

- Approach starts from SUDUR as a direct arrival. Pilots can expect radar service to be terminated at or before SUDUR. There is no approach control so pilots should expect to contact 'Vagar Information' – 124.850.
- The glideslope is 3.5°, so aircraft configuration should be carefully planned.
- Approach minima used depends on the missed approach climb gradient that can be achieved.

ILS-Z Runway 30

- Approach starts from the VG (NDB). This is a procedural approach with a 'base turn' procedure. All altitude minima's must be strictly adhered to due to class G airspace and high terrain.

RNAV (RNP) W/V/U Runway 30

- There are different RNP approaches available depending on the accuracy capable of the aircraft flown. A GPS RAIM check should be performed before commencing an RNP approach.
- Approach minima used depends on the missed approach climb gradient that can be achieved.
- The RNP approach have direct arrivals from SUDUR, ROBUR and MAGNI.

LOC/DME Runway 12

- The localiser is offset by 14°.
- The descent angle required is 3.5° and strict adherence to the minimum altitudes is required due to high terrain.
- The approach commences from the MY only. Careful planning is required on the 'How', for leaving the published hold and commencing the 'procedure turn' onto the localiser.

RNAV (RNP) W/V Runway 12

- Both approaches are similar, however the RNAV (RNP) V approach can not be flown by CAT A aircraft.
- Direct arrivals exist from MAGNI, SUDUR and ROBUR.

- The descent angle required is 3.5° and strict adherence to the minimum altitudes is required due to high terrain.

GROUND

- The apron is small and only has one entry/exit.
- Not suitable for aircraft with a wingspan of greater than 40m.
- There are only 5 main stands with a couple of adjacent private hangers.

DEPARTURE

- Departure clearance will be issued by 'Vagar Information' as a relayed clearance from 'Reykjavik Control'
- All departures except the MY1B and PEVAB1B require RNAV RNP approval from the CAA of Denmark.

WEATHER

- Severe turbulence can occur when wind speed exceeds 30 knots from the south or 40 knots from the North.
- Vagar airport has established a turbulence warning system (TWI-system).
- Approach, landing and departure is prohibited if the TWI-system indicates RED. VAGAR AFIS will inform the pilots on the current turbulence level.

OPERATIONAL INFORMATION

Handling Agent	Atlantic Airways Handling
Handling Agent VHF	Not available
Potable Water	Not available

IF ONLY Electrical Power is required	Use ground power at all times
If BOTH electrical power and air conditioning is required:	Use both ground services at all times