

VIT-LEVT

1-10

AOI

AOI

**GENERAL****Operational Hours****ATS Hours:** H24

**AD OPS Hours:** Summer: MON, TUE, WED 0000-0630, 1030-1430, 1830-0000  
 THU 0000-0630, 1645-0000, except JUL, AUG, 0000-1030, 1830-0000  
 FRI 0000-0630, 1030-1430, 1830-2200  
 SAT 0530-1400, 1830-2200  
 SUN 0910-1600, 2015-0000  
 Winter: MON, TUE, WED 0000-0730, 1130-1530, 1930-0000  
 THU 0000-0730, 1745-0000  
 FRI 0000-0730, 1130-1530, 1930-2300  
 SAT 0630-1500, 1930-2300  
 SUN 1010-1700, 2115-0000

Other times O/R 4.15HR PN

**Airport Information****RFF:** CAT 7, for other CAT PPR, check also NOTAM.**Fuel:** AD OPS Hours**PCN:** RWY 04/22: R1 83/R/B/W/T, R2 and R3 78/R/B/W/T, R4 93/R/B/W/T**Customs:** AVBL during AD OPS Hours**Operation****Low Visibility Procedure**

LVP in force when RVR below 1000m or when cloud base is below 400ft.

During CAT II/III APCH LDG CLR will not be given after the ACFT is located at 2NM from TDZ and will only be supplied when ILS sensitive areas are vacated. Every ACFT on final at 2NM from TDZ without CLR to land, will have to execute MISAP.

TWY TA6 not AVBL during LVP.

After arrival, report when follow-me is in sight.

**ARR**

When leaving the RWY, pilots must report: RWY vacated, TWY used and ILS sensitive area vacated.

**Taxi routes from RWY to APN 1 and 2**

RWY	Exit TWY	to APN 1	to APN 2
04	T1	T2, T3, B2	T2, T3, T4, C2
	A	T3, B2	T3, T4, C2
	B1	B2	T4, C2

**ARR**

RWY	DEP TWY	RWY vacating point for waiting for follow-me
04	T1	Keeping T1 short of T2
	A	Keeping A short of T3
	B1	Keeping B1 short of B2 or T4 (depending on APN)

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**GENERAL****DEP**

Taxi routes from APN 1 & 2 to RWY		
to RWY	from APN 1	from APN 2
04	B2, T4, T5, T6, T7	D, T6, T7 or C2, T5, T6, T7
22	B2, T3, T2, T1	D, T5, T4, T3, T2, T1 or C2, T4, T3, T2, T1

**RWY Restriction**

Backtrack not authorized except for winter contingency conditions of ice and snow and in special situations, as indicated in all cases by TWR.

**Taxi/Parking**

Taxiing on APN with idle ENG PWR only.

**ARR ACFT:**

- report RWY vacated and TWY used for exit.
- after vacating RWY, if no taxi instructions have been received, ACFT will hold on TWY before entering APN, to wait for taxi instructions from follow-me.

**See Separate Header for ACFT Specific Maneuvering Procedures**

**APU:** Use of APU restricted to 2min after block-on and 5min before off-block time.

**Engine Run-up Areas**

ENG test in idle PWR AVBL during AD OPS hours O/R on all stands EXC stand 101 and 101A.

PWR ENG tests AVBL O/R at an intermediate HLDG PSN on TA6, at an intermediate HLDG PSN on T6 or at stand 12 on APN 2, depending on availability at the time and based on the code letter of the ACFT to conduct the test.

- Code letter D ACFT: Stand 12, TWY TA6
- Code letter E ACFT: TWY T6

**ENG tests after AD OPS Hours**

ENG test with PWR idle only and in accordance with the following requirements:

- APU shall not be switched on.
- ENG must be started with external equipment
- Refuelling is not allowed
- ACFT may not move using own ENG PWR
- Operator must guarantee that the test will not affect the safety and OPS of people and equipment working on the APN.

**Warnings**

**VFD DVOR** unusable in sectors 355°-005° and 220°-315°.

**VTO LOC 04:** Only AVBL between +010°/-010° of RCL from 25NM at 5500ft AMSL or above.

Signal may not be received between 7NM and 17NM when flying more than 024° right and 015° left from CL.

**GP 04:** Signal may not be received when flying right of CL and below the path.

Birds in vicinity of AD.

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**ARRIVAL**

**Communication**

**COM Failure**

**During LVP**

Hold position in first segment of TWY where ILS sensitive area is vacated and wait for follow-me.

**COM Failure in the Manoeuvring Area**

Maintain position when vacating sensitive area and wait for follow-me

If the ACFT has taxiing CLR, continue by the designated route until CLR limit and wait for follow-me

**Arrival Procedure**

**VFR Traffic Pattern:** RWY 04 right-hand circuit.

**DEPARTURE**

**Take-off Minima**

RWY		04/22	
All ACFT	ft - m/km	0 - 125R	-

**Communication**

**COM Failure**

**During LVP**

Continue taxi by assigned route to CLR limit, taking extreme caution. Once that point has been reached, maintain PSN and wait for follow-me.

**COM Failure in the Manoeuvring Area**

Continue by the designated route until CLR limit and wait for follow-me.

**Departure Procedure**

**Start-up**

When ACFT is ready for taxiing, request CLR on TWR.

**De-Icing**

AVBL.

**Code Letter E ACFT OPS****Taxi/Parking**

Oversteer maneuver required for all turns and for entry/exit of stands 1 and 2.

Fire fighting service guidance mandatory.

Use of TWYs A, B1, B2, C1, TA6, E (between E1 and E2) prohibited.

**Standard Taxi Routes****ARR**

RWY 04: Vacate RWY via T1 and wait at stop bar short of TWY T2 for guidance vehicle. Then taxi via TWYs T2, T3, T4, T5, D, E to stands.

RWY 22: Vacate RWY via T7 and wait at stop bar short of TWY T6 for guidance vehicle. Then taxi via TWY T6, D, E to stands.

**DEP**

RWY 04: Exit APN via C2 then taxi via T5, T6 and enter RWY via T7 until THR 04 following the guidance vehicle.

RWY 22: Exit APN via C2 then taxi via T4, T3, T2 and enter RWY via T1 until THR 22 following the guidance vehicle.

**Code Letter F ACFT OPS****Taxi/Parking**

Oversteer maneuver required for all turns and for entry/exit of stand 2A and all taxiing points marked in the standard taxiing procedures for code letter E ACFT.

Taxi with reduced speed, with inner ENGs in idle only.

Guidance service mandatory.

**Standard Taxi Routes****ARR**

RWY 04: Vacate RWY via T1 and wait at stop bar short of TWY T2 for guidance vehicle. Then taxi via TWY T2, T3, T4, T5, D, E to stands.

RWY 22: Vacate RWY via T7 and wait short of TWY T6 for guidance vehicle. Then taxi via TWY T6, D, E to stands.

**DEP**

RWY 04: Exit APN via C2 then taxi via T5, T6 and enter RWY via T7 until THR 04 following the guidance vehicle.

RWY 22: Exit APN via C2 until T4, then taxi via T3, T2 and enter RWY via T1 until THR 22 follow the guidance vehicle.

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**Code Letter D ACFT OPS**

**Taxi/Parking**

Oversteering maneuver required at:

- Entry/exit stands 4, 5, 6, 9, 10 and 11 of APN 2.
- Between TWY E and B2
- Between TWY E and C2
- Between TWY E and D
- Between TWY T3 and B2
- Between TWY B1 and T4

**APN 1 Code Letter D ACFT OPS with a MAX Wingspan of 38.05m (B757-300)**

**Taxi/Parking**

Use caution during ARR and DEP OPS on maneuvering area to avoid the possible effects of the jet blast.

| Use stands 101A, 103A and 105A on APN1 only.

**Standard Taxi Routes**

**ARR**

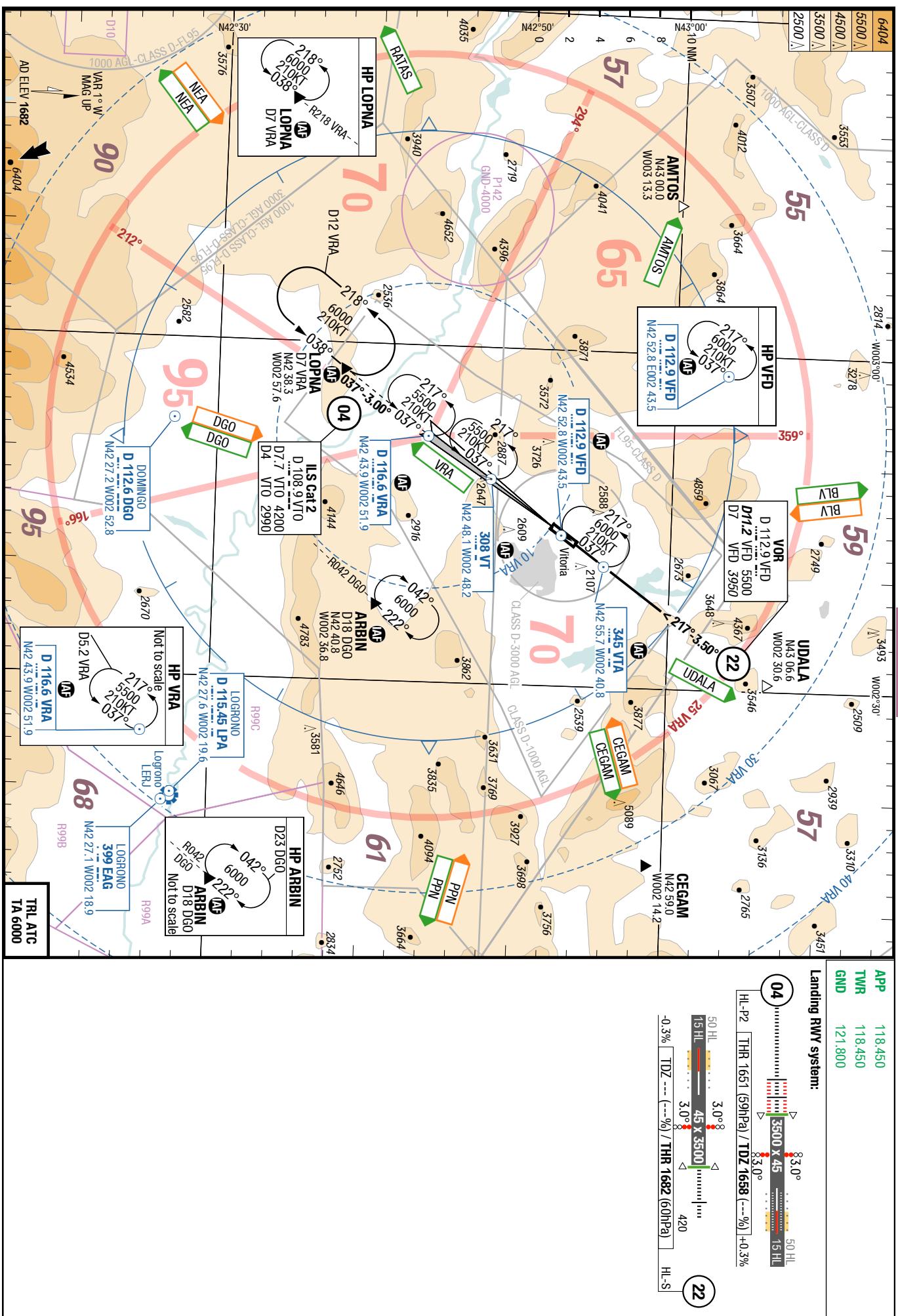
RWY 04: Vacate RWY via A, B1 or T1, then taxi via TWY T2, T3, B2, APN1 to defined stand.

RWY 22: Vacate RWY via C1, B1 or T7, then taxi via TWY T6, T5, T4, B2, APN1 to defined stand.

**DEP**

RWY 04: Exit APN via B2, then taxi via TWY T4, T5, T6 and enter RWY via T7 until THR 04.

RWY 22: Exit APN via B2, then taxi via TWY T3, T2 and enter RWY via T1 until THR 22.



### Changes: Parking Stands , COORD

W002° 44'

118.450  
121.800

W002° 43'

22  
217°  
1682

<b>RWY</b>	<b>TORA</b>	<b>ASDA</b>	<b>TODA</b>
<b>04</b>	3500	3500	3600
<b>22</b>	3500	3500	3600

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**APRON 1 COORDINATES**

101	N42 53.0 W002 43.9
101A-104	N42 53.0 W002 43.8
105-106	N42 53.1 W002 43.8
107-109	N42 53.0 W002 43.7
110-116	N42 53.1 W002 43.7

**APRON 2 COORDINATES**

1	N42 52.9 W002 44.1
2, 3	N42 52.8 W002 44.0
4	N42 52.8 W002 44.2
5, 6	N42 52.8 W002 44.1
7-10	N42 52.7 W002 44.2

<b>APRON 1 COORDINATES</b>				
<b>101</b>	N42	53.0	W002	43.9
<b>101A-104</b>	N42	53.0	W002	43.8
<b>105-106</b>	N42	53.1	W002	43.8
<b>107-109</b>	N42	53.0	W002	43.7
<b>110-116</b>	N42	53.1	W002	43.7

<b>APRON 2 COORDINATES</b>				
<b>1</b>	N42	52.9	W002	44.1
<b>2, 3</b>	N42	52.8	W002	44.0
<b>4</b>	N42	52.8	W002	44.2
<b>5, 6</b>	N42	52.8	W002	44.1
<b>7-10</b>	N42	52.7	W002	44.2
<b>11, 12</b>	N42	52.6	W002	44.2

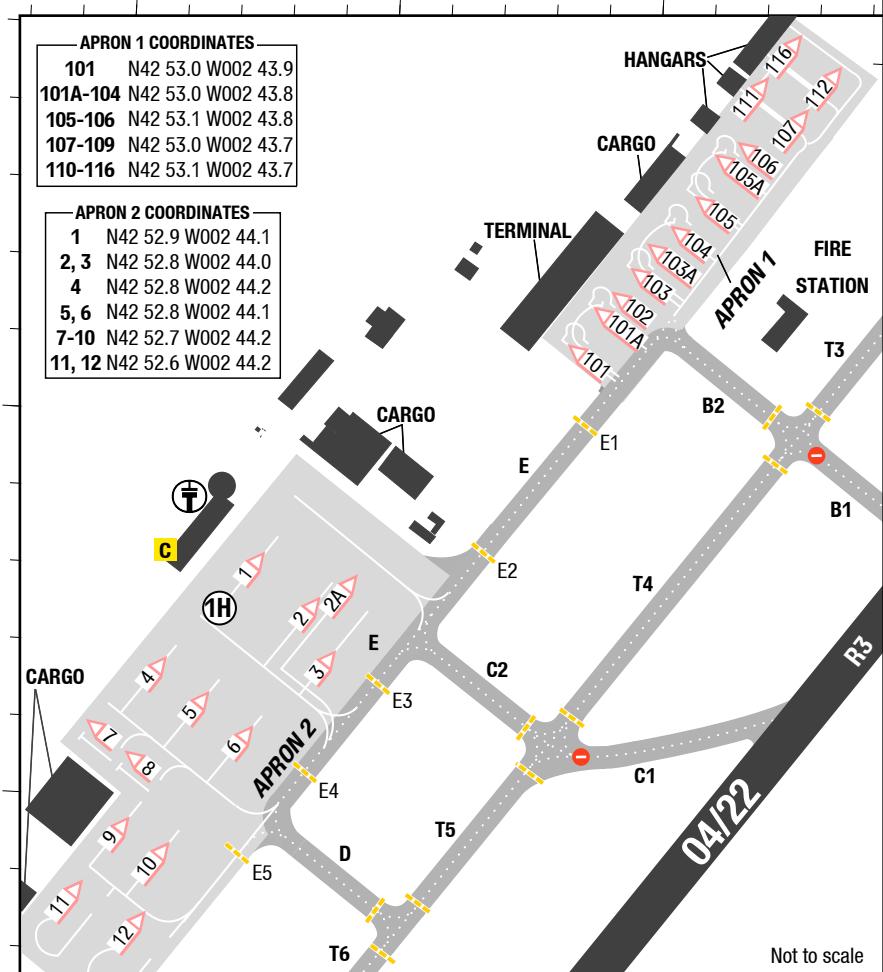
N420 52

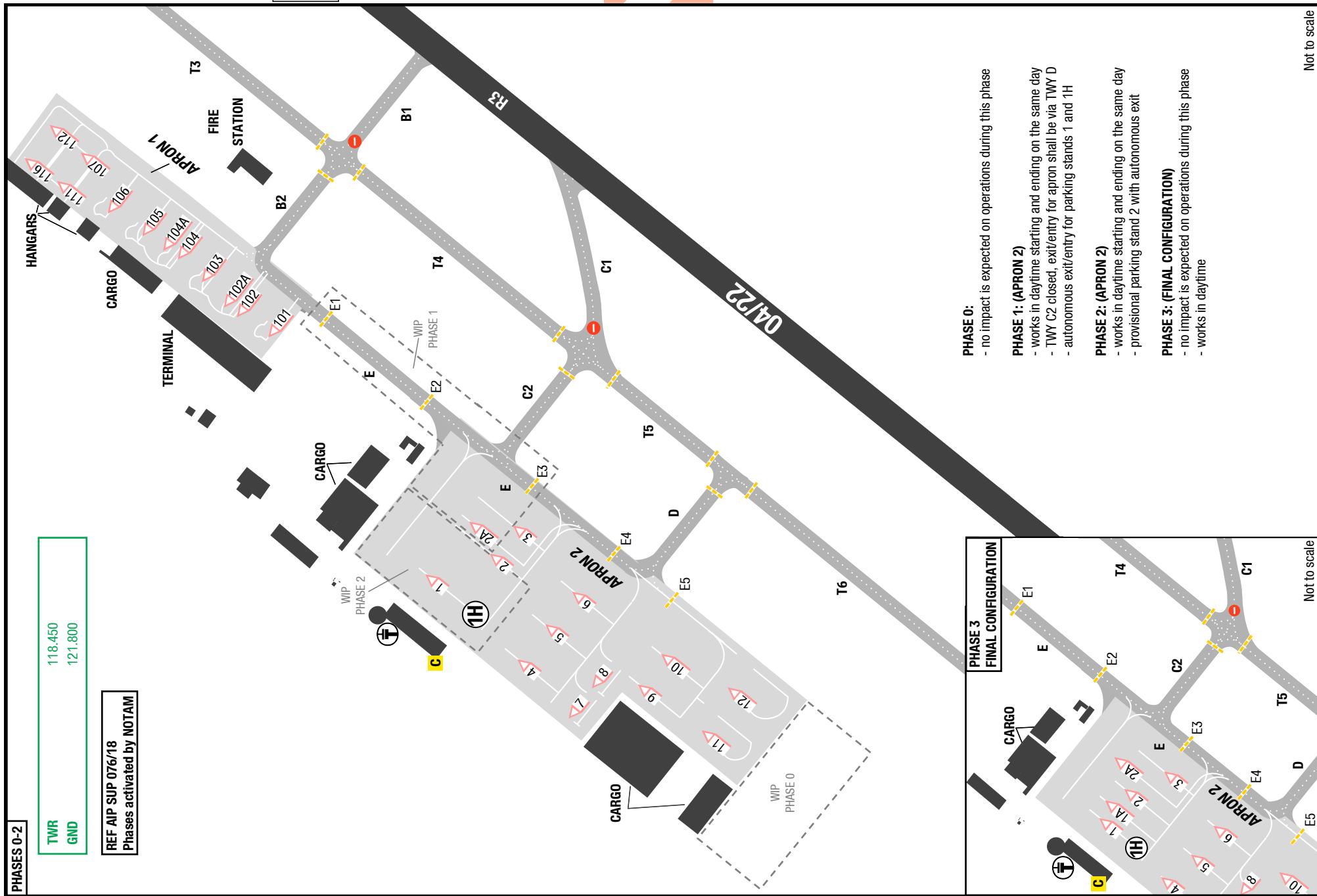
VAR 1° W

AD ELEV 1682

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Not to scale





26-JAN-2017

VIT-LEVT

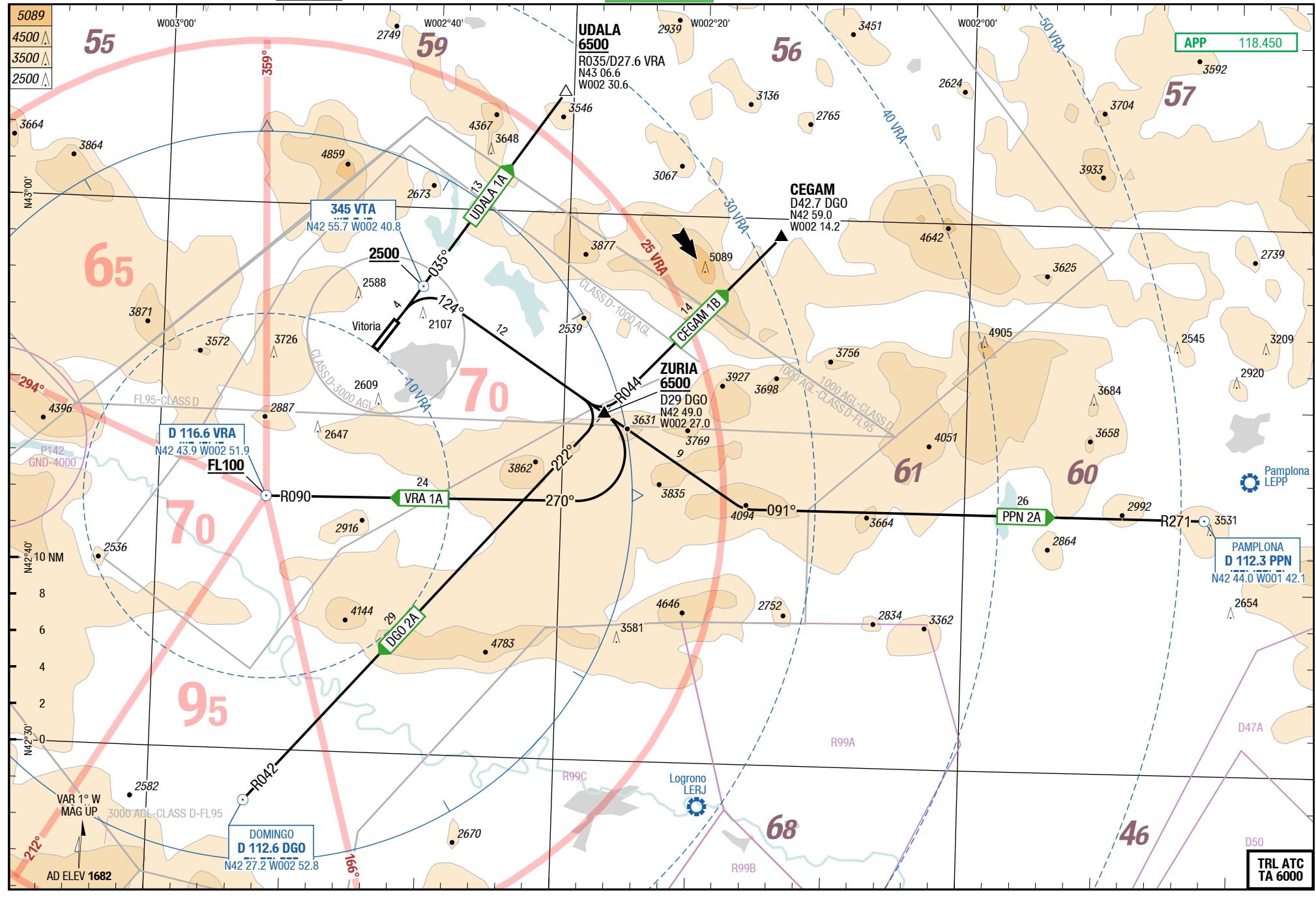
Spain Vitoria Foronda

SIDs RWY 04

Foronda Vitoria Spain

SIDs RWY 04

4-10



26-JAN-2017

Spain Vitoria Foronda

Foronda Vitoria Spain

VIT-LEVT

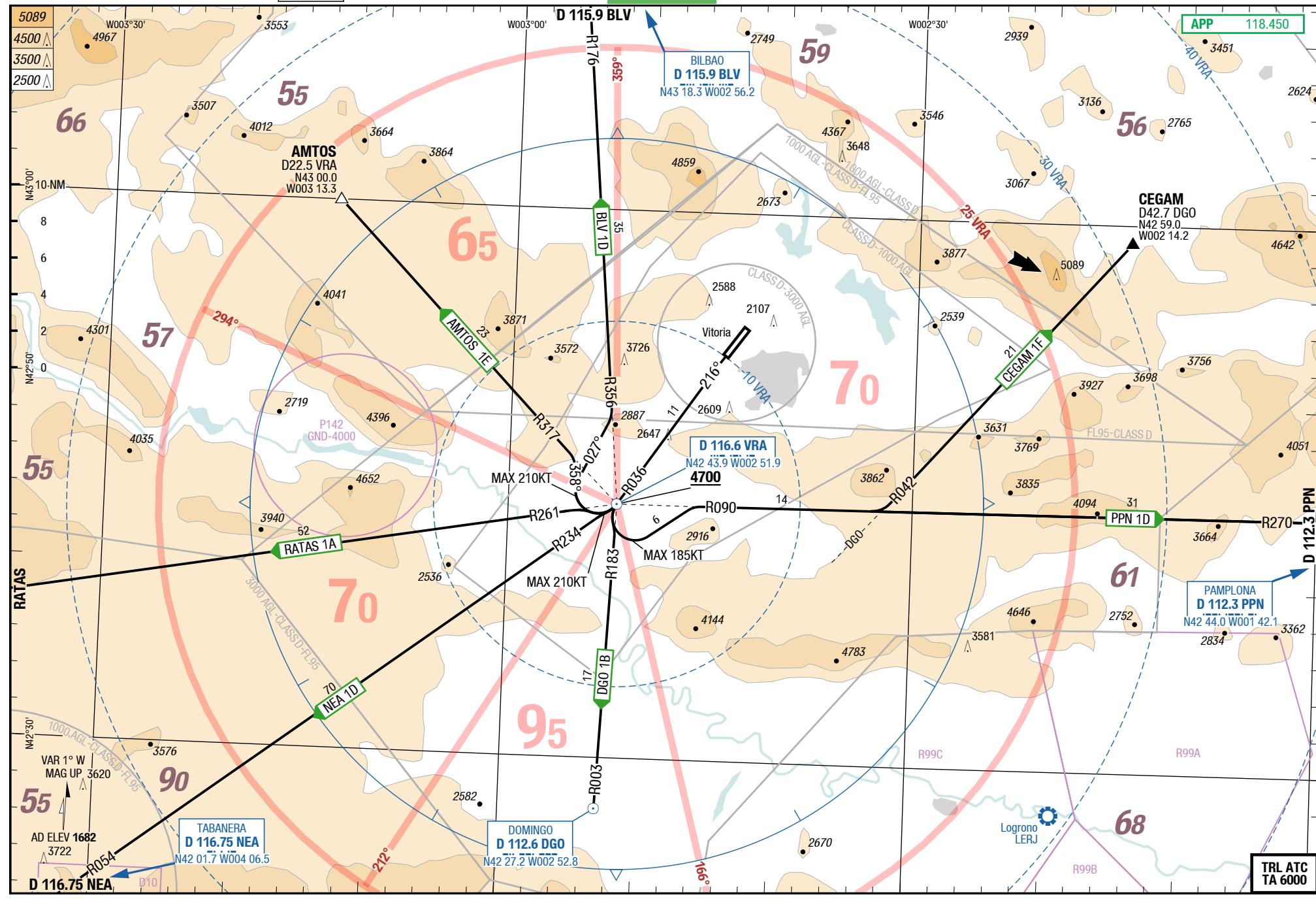
4-20

SIDs RWY 22

SID

SID

SIDs RWY 22



**VIT-LEVT****5-10****SIDs RWY 04****CEGAM 1B / DOMINGO 2A / PAMPLONA 2A / UDALA 1A / VITORIA 1A**

RWY 04 (037°)

	GS	120	150	180	210	240	270
5.5%	ft/MIN	700	900	1100	1200	1400	1600
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 04</b>	
<b>CEGAM 1B</b> 6.0% to 6000 <b>118.450</b>	direct <b>VTA</b> - QDR 124 <b>VTA</b> - at ZURIA LT intercept R044 <b>DGO</b> to CEGAM	<b>VTA</b> MNM 2500 ZURIA MNM 6500
<b>DOMINGO 2A</b> <b>DGO 2A</b> 6.0% to 6000 <b>118.450</b>	direct <b>VTA</b> - QDR 124 <b>VTA</b> - at ZURIA RT intercept R042 <b>DGO</b> to <b>DGO</b>	<b>VTA</b> MNM 2500 ZURIA MNM 6500
<b>PAMPLONA 2A</b> <b>PPN 2A</b> 6.0% to 6000 <b>118.450</b>	direct <b>VTA</b> - QDR 124 <b>VTA</b> - at ZURIA intercept R271 <b>PPN</b> to <b>PPN</b>	<b>VTA</b> MNM 2500 ZURIA MNM 6500
<b>UDALA 1A</b> 5.5% to 6000 <b>118.450</b>	direct <b>VTA</b> - QDR 035 <b>VTA</b> to UDALA	<b>VTA</b> MNM 2500 UDALA MNM 6500
<b>VITORIA 1A</b> <b>VRA 1A</b> 5.5% to 2500 <b>118.450</b>	direct <b>VTA</b> - QDR 124 <b>VTA</b> - at ZURIA RT intercept R090 <b>VRA</b> to <b>VRA</b>	<b>VTA</b> MNM 2500 ZURIA MNM 6500 <b>VRA</b> MNM FL100

VIT-LEVT

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SIDs RWY 22

**AMTOS 1E / BILBAO 1D / CEGAM 1F / DOMINGO 1B / PAMPLONA 1D / RATAS 1A / TABANERA 1D**  
**RWY 22 (217°)**

	GS	120	150	180	210	240	270
6.0%	ft/MIN	800	1000	1100	1300	1500	1700

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 22</b>	
<b>AMTOS 1E</b> 6.0% to 6000 <b>118.450</b>	R036 <b>VRA</b> to <b>VRA - RT</b> (MAX 210KT) 358° intercept R317 <b>VRA</b> to AMTOS	<b>VRA MNM 4700</b>
<b>BILBAO 1D</b> <b>BLV 1D</b> 6.0% to 6000 <b>118.450</b>	R036 <b>VRA</b> to <b>VRA - RT</b> (MAX 210KT) 027° intercept R356 <b>VRA</b> to <b>BLV</b>	<b>VRA MNM 4700</b>
<b>CEGAM 1F</b> 6.0% to 6000 <b>118.450</b>	R036 <b>VRA</b> to <b>VRA - LT</b> (MAX 185KT) intercept R090 <b>VRA</b> - intercept R042 <b>DGO</b> to CEGAM	<b>VRA MNM 4700</b>
<b>DOMINGO 1B</b> <b>DGO 1B</b> 6.0% to 6000 <b>118.450</b>	R036 <b>VRA</b> to <b>VRA - R183 VRA to DGO</b>	<b>VRA MNM 4700</b>
<b>PAMPLONA 1D</b> <b>PPN 1D</b> 6.0% to 6000 <b>118.450</b>	R036 <b>VRA</b> to <b>VRA - LT</b> (MAX 185KT) intercept R090 <b>VRA</b> to <b>PPN</b>	<b>VRA MNM 4700</b>
<b>RATAS 1A</b> 6.0% to 6000 <b>118.450</b>	R036 <b>VRA</b> to <b>VRA - RT</b> (MAX 210KT) intercept R261 <b>VRA</b> to <b>RATAS</b>	<b>VRA MNM 4700</b>
<b>TABANERA 1D</b> <b>NEA 1D</b> 6.0% to 6000 <b>118.450</b>	R036 <b>VRA</b> to <b>VRA - RT</b> (MAX 210KT) intercept R234 <b>VRA</b> to <b>NEA</b>	<b>VRA MNM 4700</b>

**Effective 04-JAN-2018**

28-DEC-2017

VIT-LEVT

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Spain Vitoria Foronda

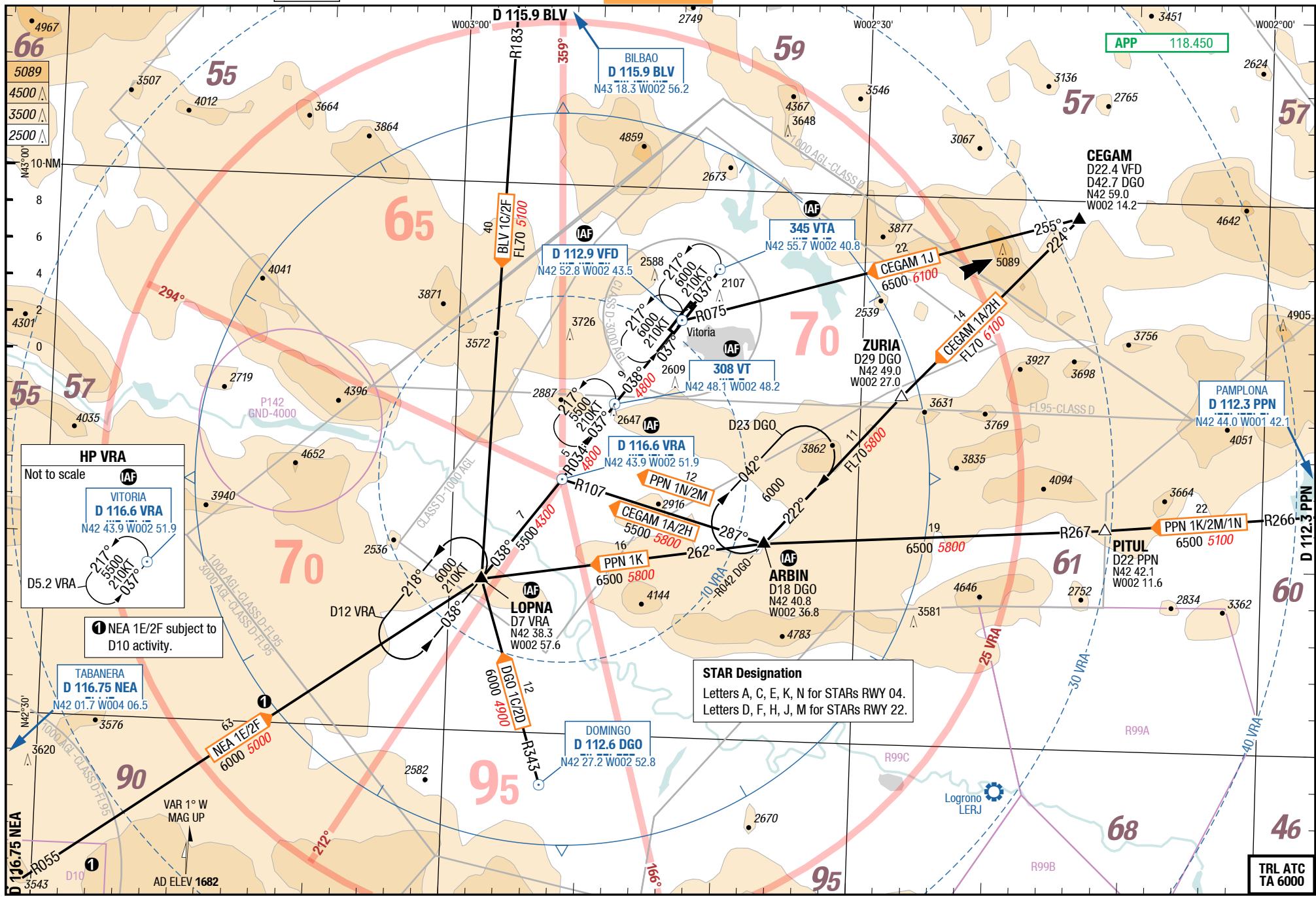
CDA STARS (ATC)

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B  
E

Foronda Vitoria Spain

CBA STARS



Effective 04-JAN-2018

28-DEC-2017

Spain Vitoria Foronda

Foronda **Vitoria** Spain

VIT-LEVT

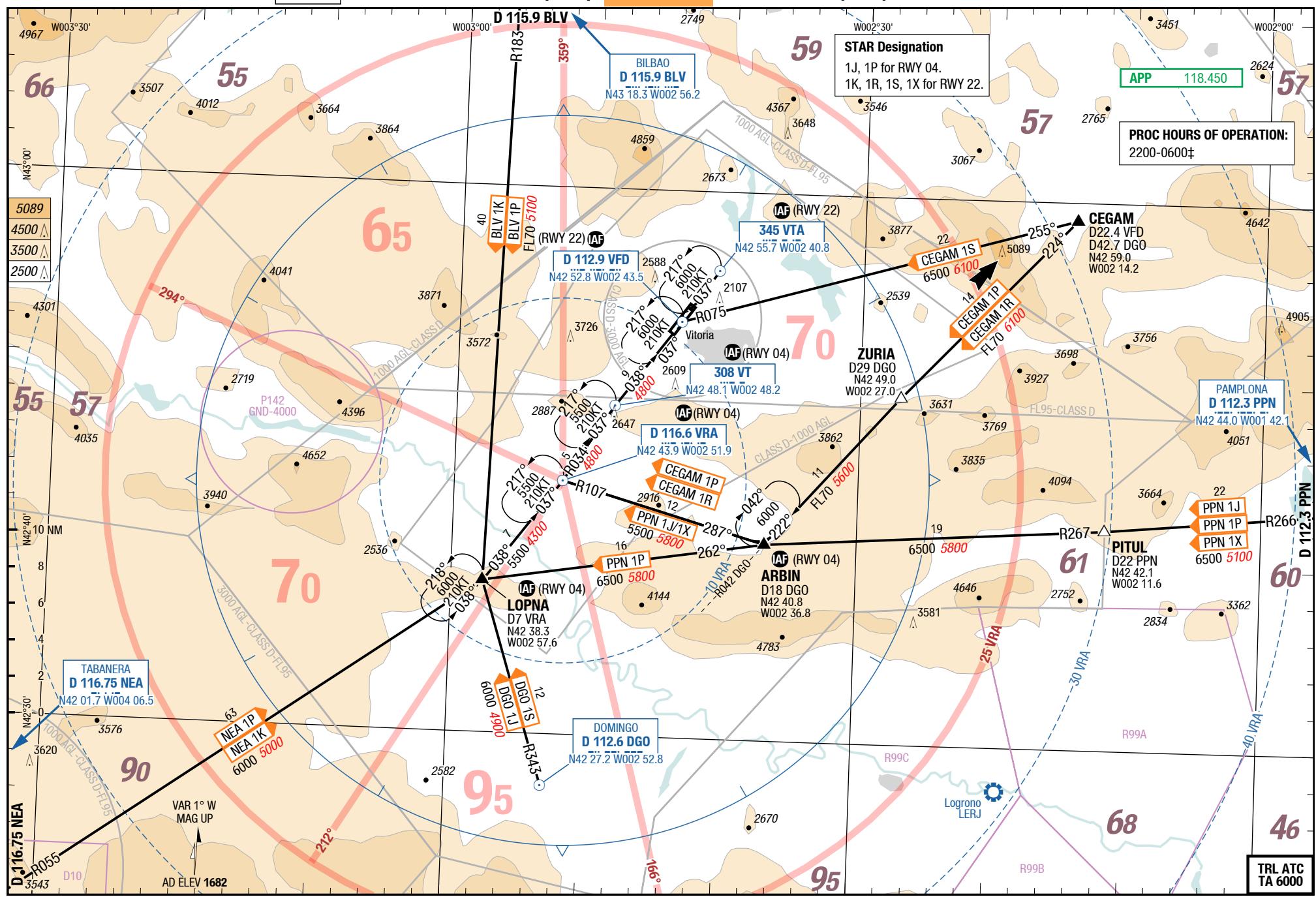
6-20

CDA STARS (ATC)

STAR

STAR

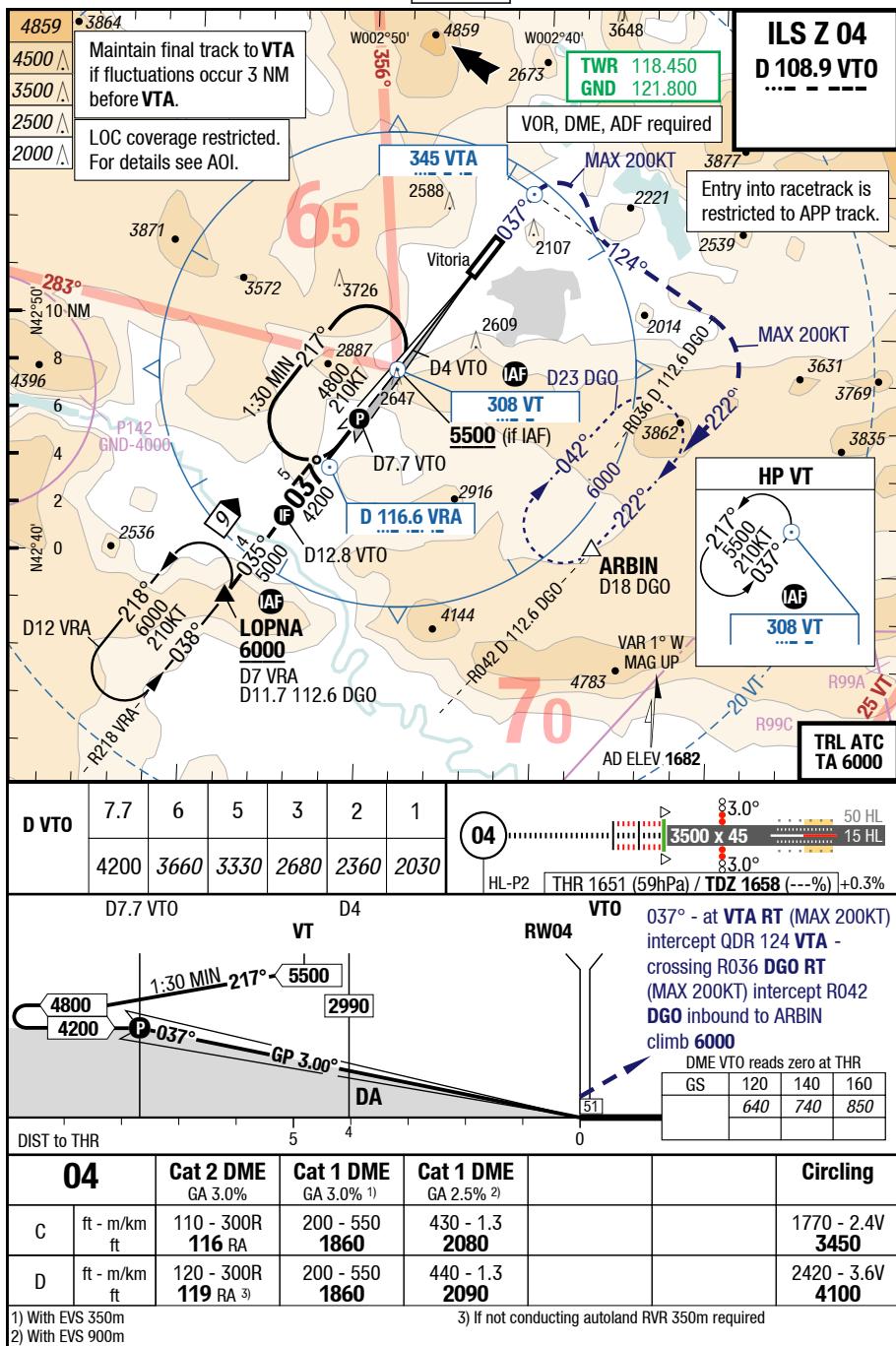
CDA STARs (ATC)



## VIT-LEVT

7-10

ILS Z 04

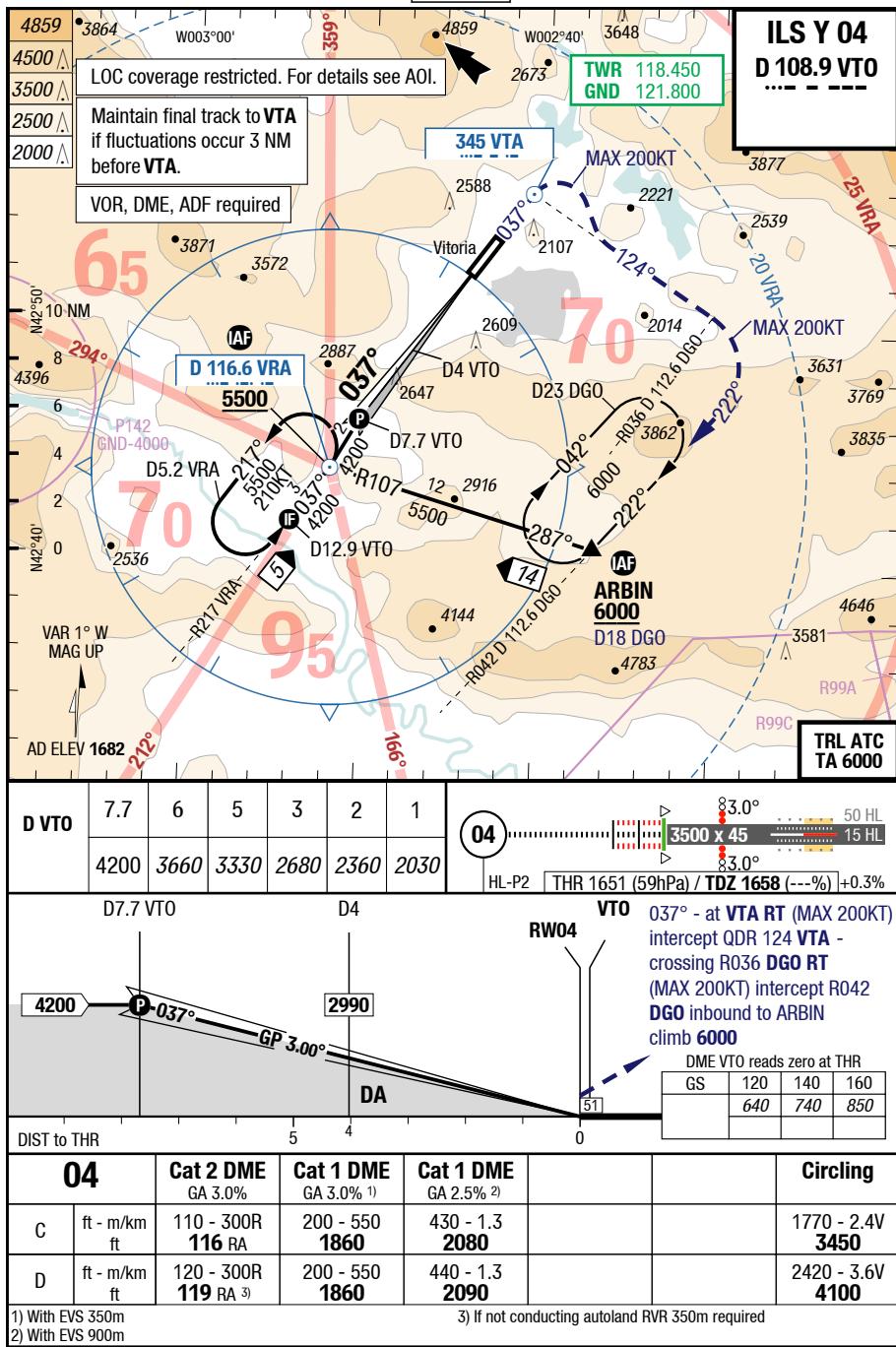


Changes: Nil

VIT-LEVTE

7-20

ILS Y 04



1) With EVS 350m

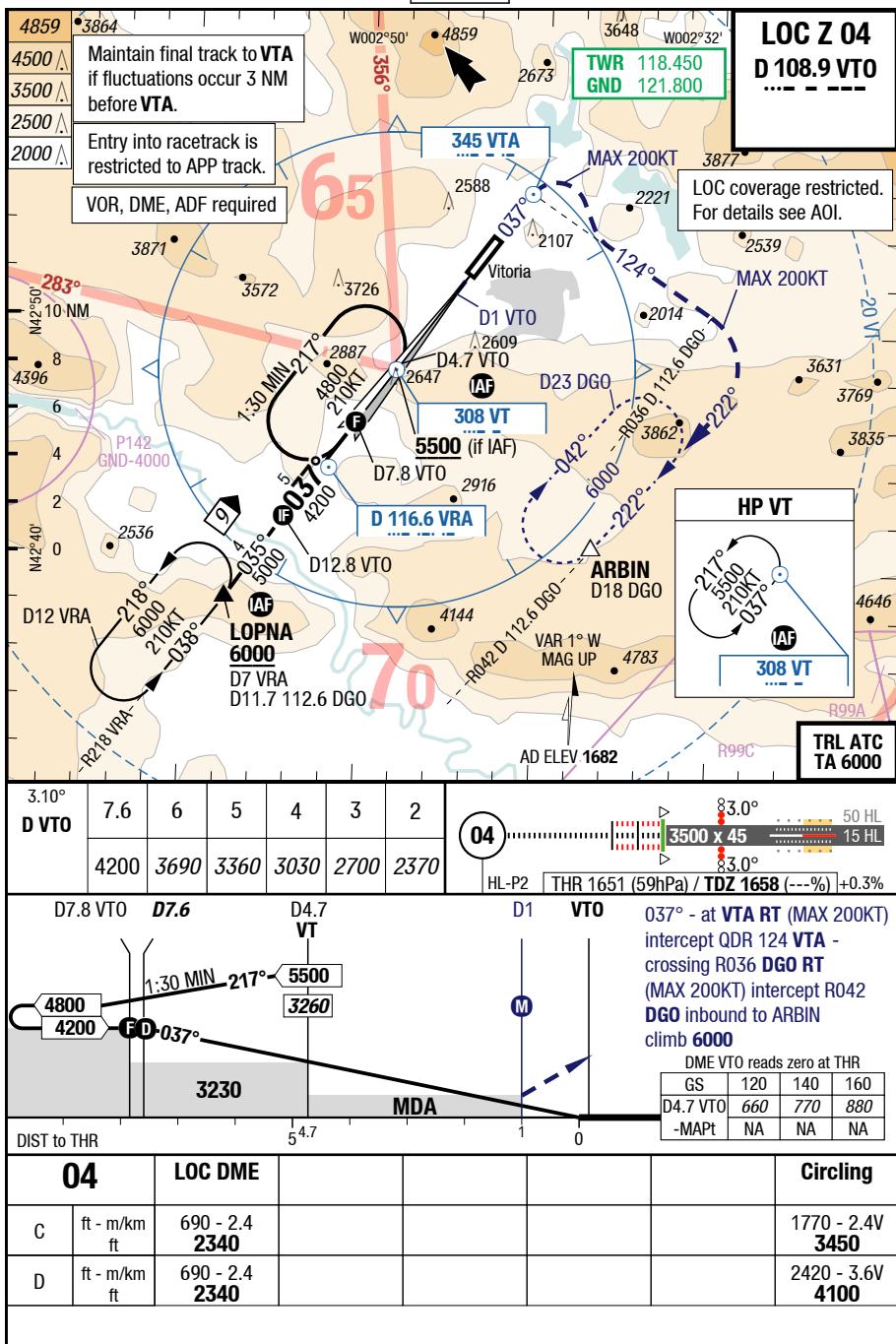
## 2) With EVS 900m

3) If not conducting autoland RVR 350m required

## VIT-LEVT

7-30

LOC Z 04

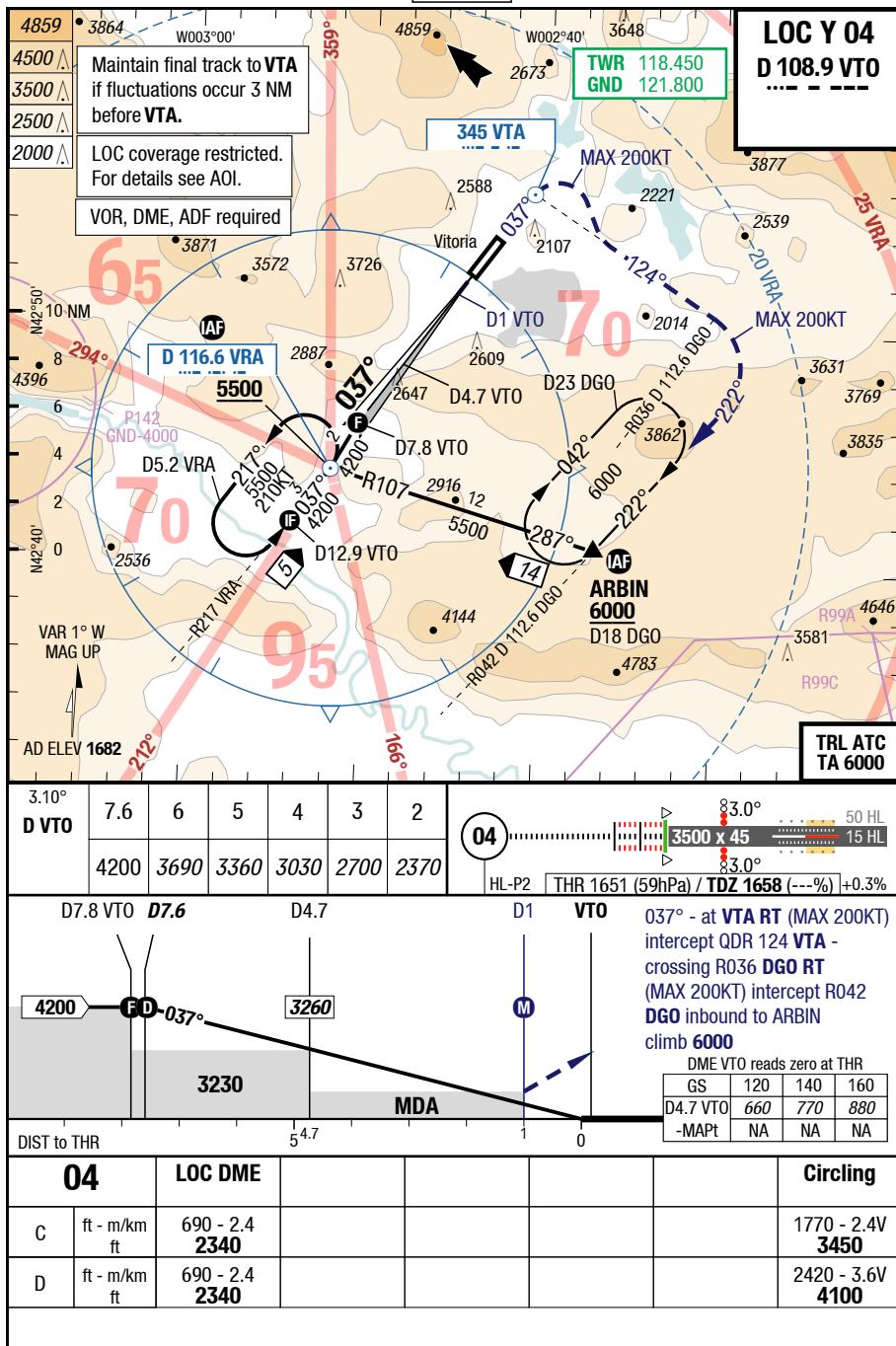


Changes: Nil

VIT-LEVIT

7-40

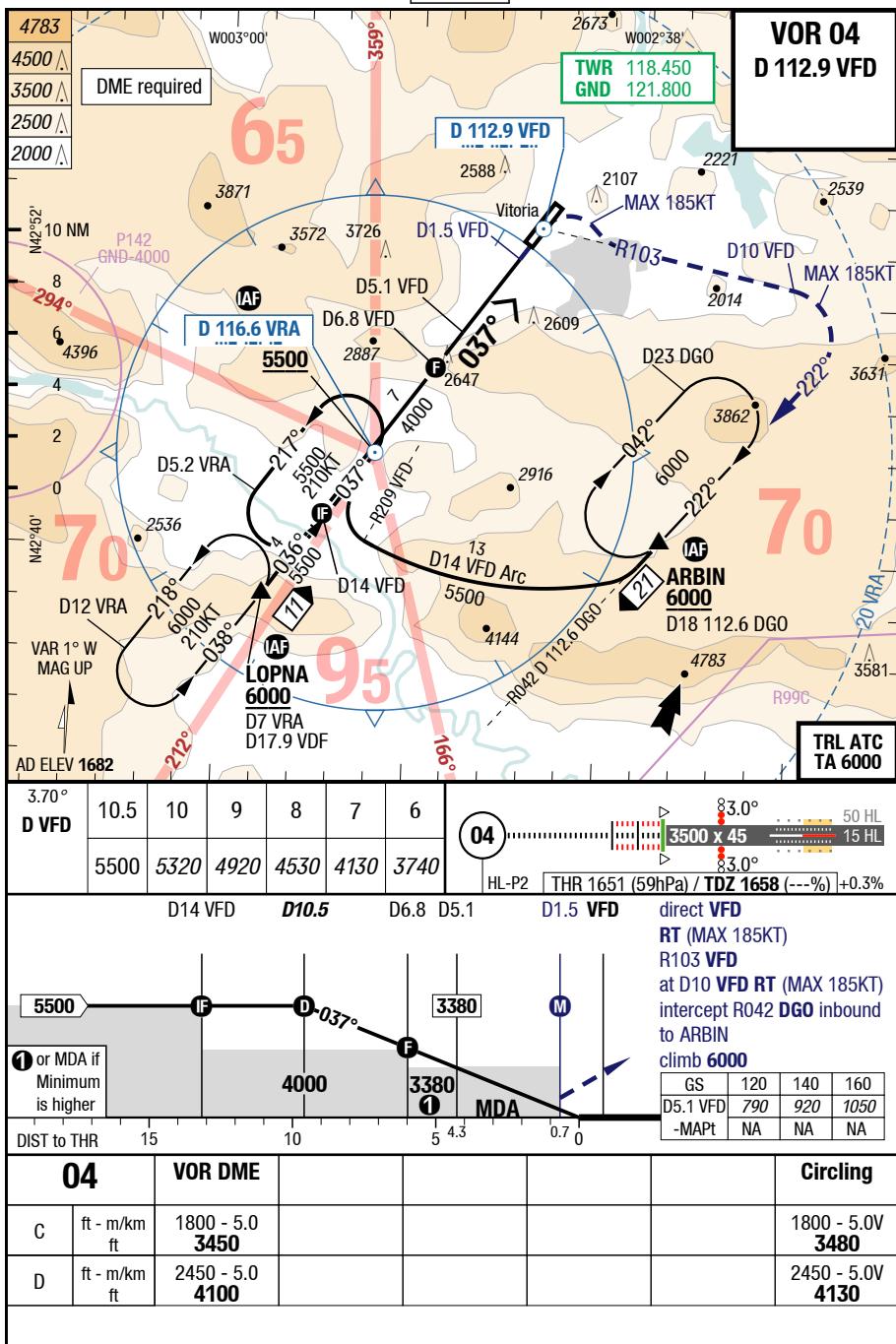
LOC Y 04



VIT-LEVT

7-50

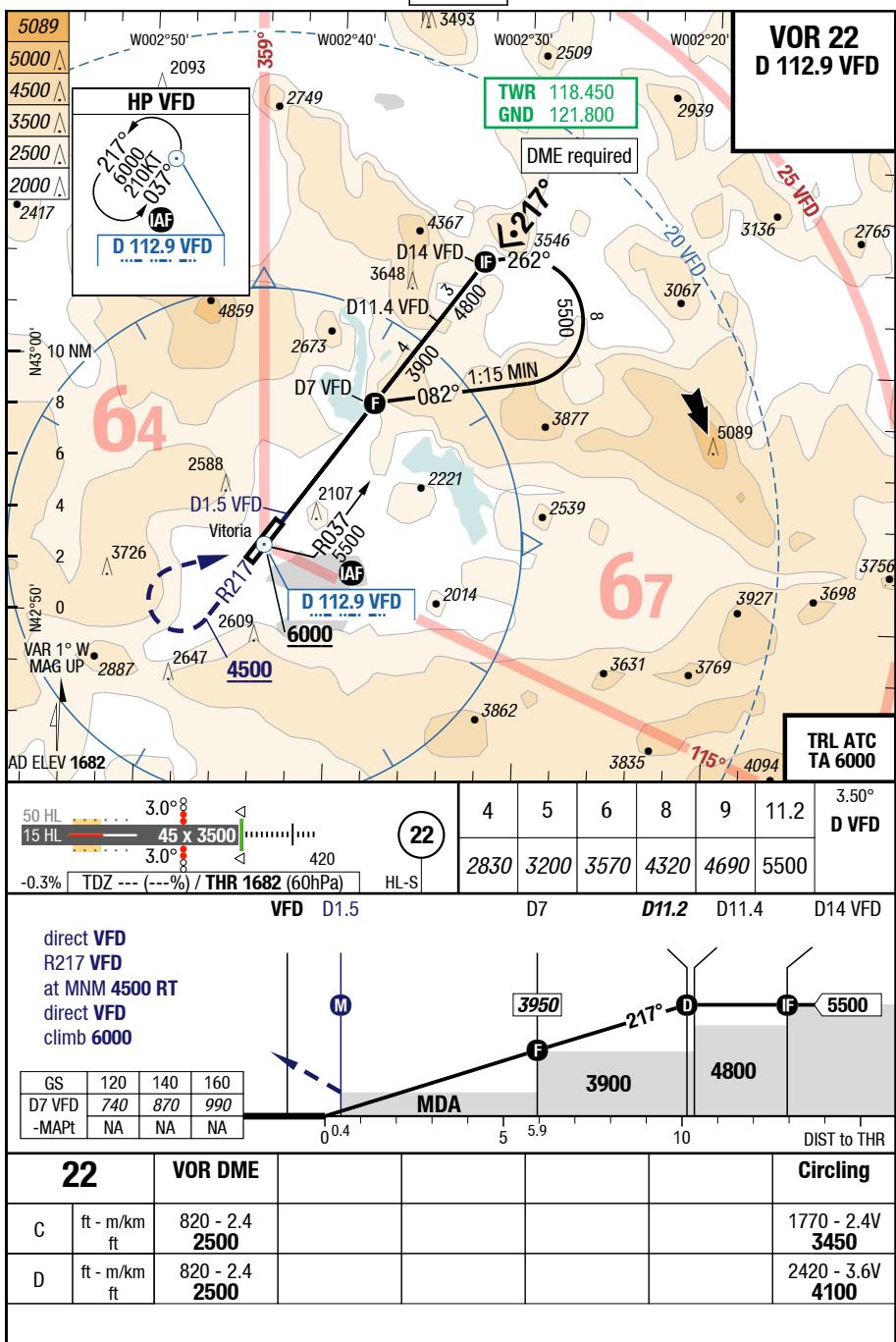
VOR 04



## VIT-LEVT

7-60

VOR 22

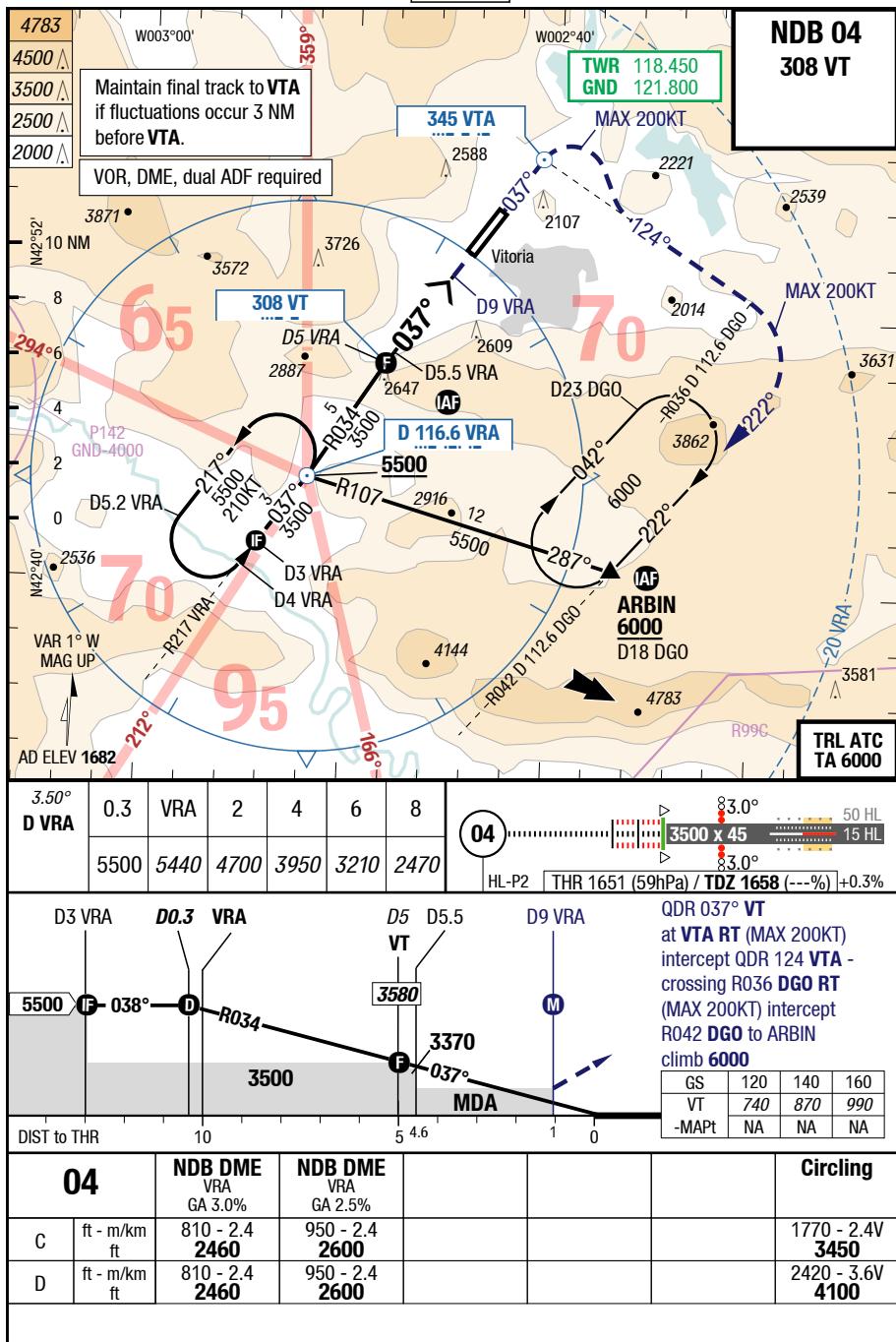
VOR 22  
D 112.9 VFD

Changes: Nil

VIT-LEVTE

7-70

NDB 04



VIT-LEVT

7-80

NDB 22

