

GENERAL**Operational Hours****ATS Hours:** MON-SUN 0500-2230±.**AD ADMIN Hours:** MON-FRI 0700-1530±, EXC HOL.**Airport Information****RFF:** CAT 7, CAT 4 AVBL O/R outside published HR.**Fuel:** MON-FRI 0430-1930±, SAT 0500-1930±, SUN 0730-2000±, other times O/R.**PCN:** RWY 06/24: 50/F/C/X/U**Customs:** O/R PN 2HR**Operation****Traffic Note**

ACFT with wingspan above 61m / 200ft PPR MNM 4 weeks prior to OPS, except for EMERG.

Low Visibility Procedure

LVP in force when RVR at or below 800m.

When RVR at or below 500m, only 1 ACFT OPS on the maneuvering area at the time.

Parking

Nose-in parking on APN.

Warnings

ACFT larger than B735, on APN may constitute an obstacle.

ARRIVAL**Speed**

MAX IAS 250KT below FL100.

Communication**COM Failure**

RWY 06: Continue on STAR and start APCH to RWY 06.

RWY 24: Continue on STAR and start APCH to RWY 24.

In case of MISAP

RNAV Z/Y RWY 06: At AL798 turn left direct ASKEX, make new APCH.

RNAV Z RWY 24:

Climb on track 244°. At D15 from RWY 24 turn right direct BEDUT climbing to 5000ft, make new APCH.

VOR RWY 06: Turn left to intercept and proceed on R335 VIG. Intercept and follow DME arc D10 VIG to GOGSI. Make new APCH.

ILS or LOC RWY 24: Climb on track 244°. At D16 VGR turn right to intercept and proceed on DME arc D15 VGR. Intercept LOC VGR. Make new APCH.

Warnings

RWY 24:

PAPI restricted to MAX 5NM from THR.

LOC not to be used outside 10° on either side of front course.

GP not to be used outside 4° on either side of LOC beam.

DEPARTURE

Take-off Minima

RWY		24	
All ACFT	ft - m/km	0 - 250R/250V	-
		0 - 550R/550V	in snow or if RCLM not visible
RWY		06	
All ACFT	ft - m/km	0 - 250V	-
		0 - 550V	in snow or if RCLM not visible

Speed

MAX IAS 250KT below FL100.

Communication

COM Failure

RWY 06: Maintain last assigned LVL for 2min, then climb to CPL cruising LVL...

RWY 24: Maintain last assigned LVL for until passing limits as described in "CLIMB TO" table for each individual SID, then climb to CPL cruising LVL...

... ACFT under vectoring shall proceed in the most direct manner possible to rejoin the CPL route no later than the next significant point, climbing to the CPL cruising LVL taking into consideration the applicable MNM flight ALT.

RWY 06

NELSU 1E: If no further climb received 33NM prior to OGMUR, climb to CPL cruising LVL.

GIGIR 1E: If no further climb received 27NM prior to GIGIR, climb to CPL cruising LVL.

TUTOP 1E: If no further climb received 28NM prior to TUTOP, climb to CPL cruising LVL.

RWY 24

NELSU 1F: If no further climb received prior to OGMUR, climb to CPL cruising LVL.

GIGIR 1F: If no further climb received prior to BAXAB, climb to CPL cruising LVL.

TUTOP 1F: If no further climb received prior to TIKBO, climb to CPL cruising LVL.

During omnidirectional DEP

RWY 06: Climb on track 049° to 6000ft, then...

RWY 24: Climb on track 244° to 6000ft, then...

...proceed in the most direct manner possible to join CPL route, climbing to CPL cruising LVL. ACFT under vectoring shall proceed in the most direct route to join CPL route, climbing to the CPL cruising LVL.

Departure Procedure

Push-back: All stands on APN are push-back for ACFT Code Letter C and D.

After TKOF contact VIGRA APP.

De-Icing

O/R

25-JAN-2018
AES-ENAL

2-10

Norway Aalesund Vigra

AGC
AFC

AFC

AFC

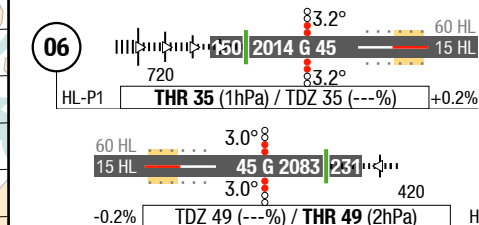
Vigra Aalesund Norway

AGC
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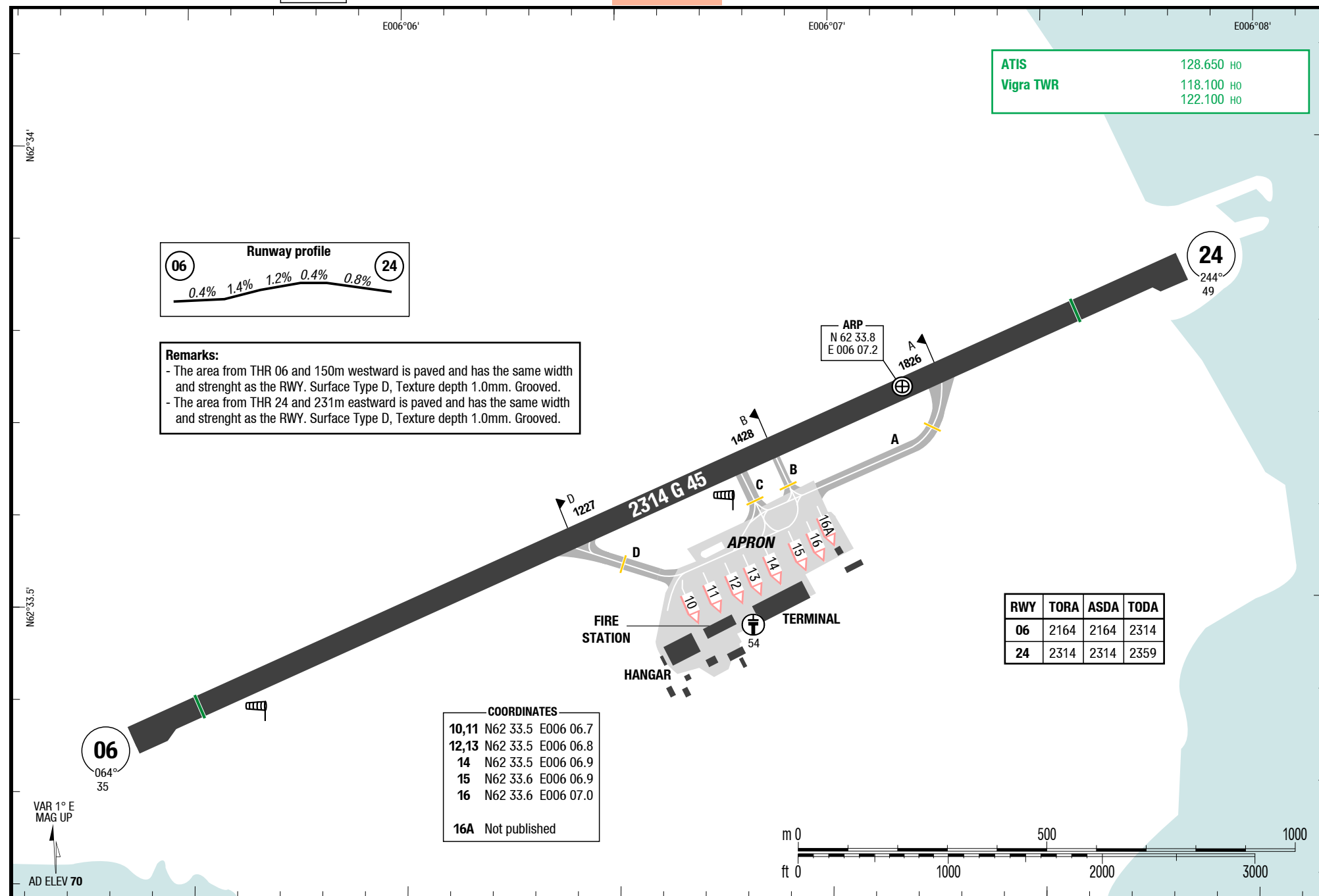


ATIS 128.650 HO
More APP 129.325
Vigra TWR 118.100 HO
122.100 HO

Landing RWY system:



Changes: Nil



Effective 15-SEP-2016

08-SEP-2016

AES-ENAL

4-10

Norway Aalesund Vigra

RNAV SIDs RWY 24

RNAV SIDs RWY 06

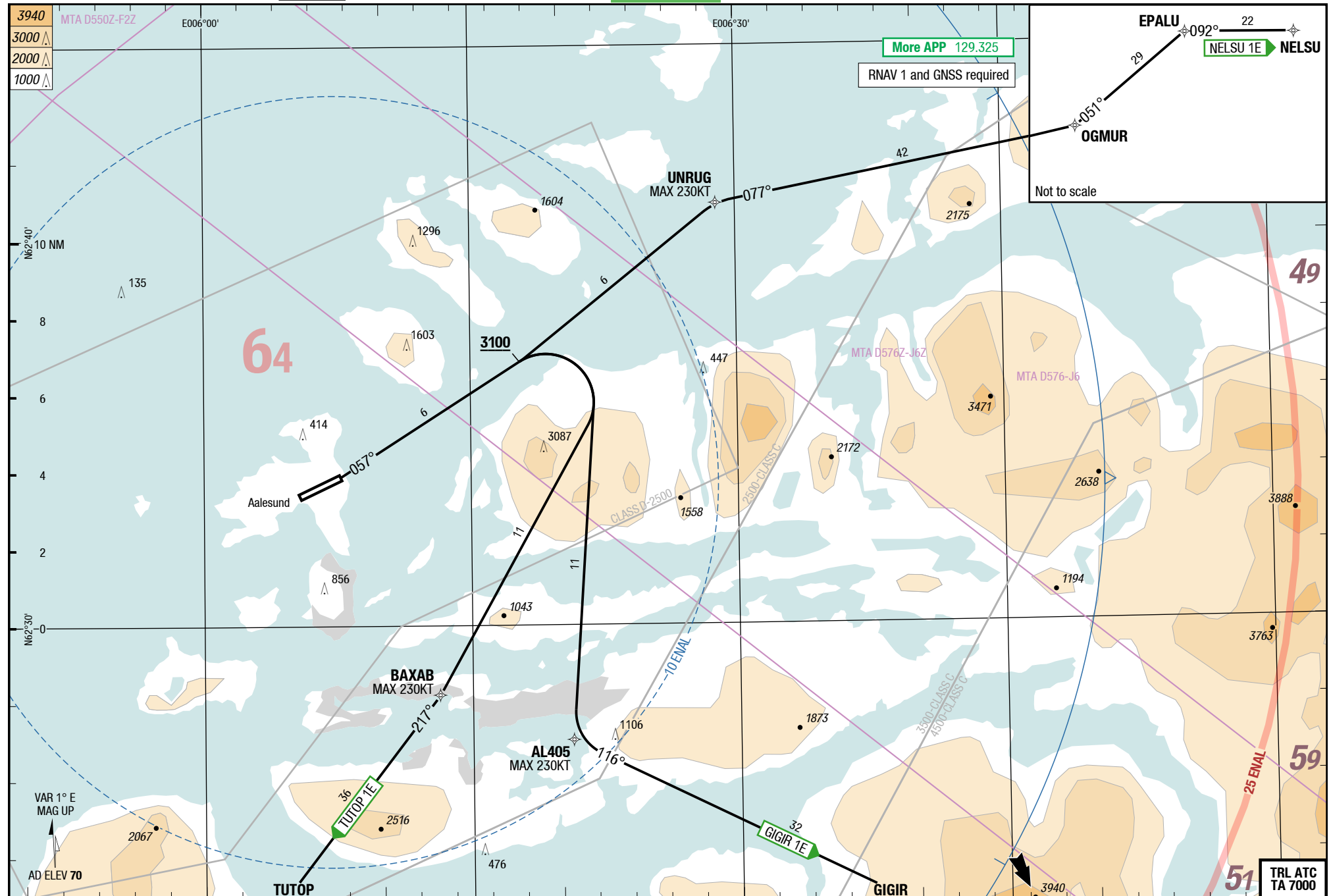
SID

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Vigra Aalesund Norway

RNAV SIDs RWY 24

RNAV SIDs RWY 06



Changes: RWY Designator, ALT

Effective 15-SEP-2016

08-SEP-2016

AES-ENAL

4-20

Norway Aalesund Vigra

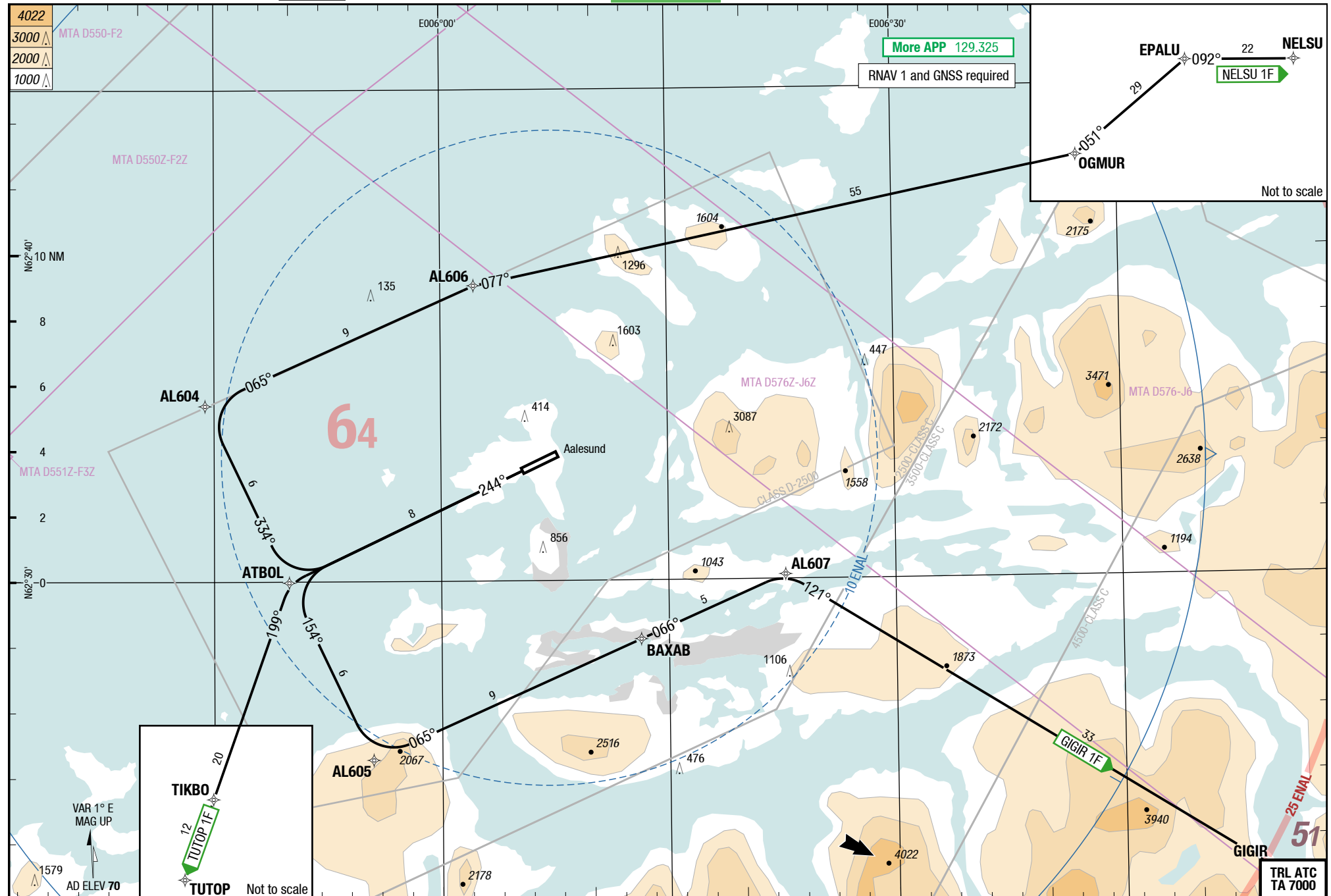
RNAV SIDs RWY 24

SID

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Vigra Aalesund Norway

RNAV SIDs RWY 24



Changes: RWY Designator

AES-ENAL

5-10

RNAV SIDs RWY 06

SIDPT

GIGIR 1E / NELSU 1E / TUTOP 1E

RWY 06 (064°)

	GS	120	150	180	210	240	270
6.6%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 06	
GIGIR 1E 6.6% to 3500 129.325 ①②③	057° - at MNM 3100 RT direct AL405 (MAX 230KT) - LT 116° to GIGIR	initial climb 6000
NELSU 1E 6.6% to 3500 129.325 ①②③	057° - at MNM 3100 direct UNRUG (MAX 230KT) - OGMUR - EPALU - NELSU	initial climb 6000
TUTOP 1E 6.6% to 3500 129.325 ①②③	057° - at MNM 3100 RT direct BAXAB (MAX 230KT) - TUTOP	initial climb 6000

- ① If unable to comply with climb gradient, inform ATC.
 ② When being vectored or cleared for DCT routing, climb gradient still applies.
 ③ Non-RNAV 1 ACFT: At first contact with Vigra TWR state "Unable RNAV 1 due (reason)". OMNIDIRECTIONAL DEP available.

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5-20

RNAV SIDs RWY 24

SIDPT

GIGIR 1F / NELSU 1F / TUTOP 1F

RWY 24 (244°)

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

DESIGNATOR	ROUTING	ALTITUDES
	Runway 24	
GIGIR 1F 6.0% to 3000 129.325 ①②③	244° to ATBOL - LT direct AL605 - BAXAB - AL607 - GIGIR	initial climb 6000
NELSU 1F 6.0% to 3000 129.325 ①②③	244° to ATBOL - RT direct AL604 - AL606 - OGMUR - EPALU - NELSU	initial climb 6000
TUTOP 1F 6.0% to 3000 129.325 ①②③	244° to ATBOL - TIKBO - TUTOP	initial climb 6000

- ① Climb gradient due to airspace and obstacles. If unable to comply, inform ATC.
 ② When being vectored or cleared for DCT routing, climb gradient still applies.
 ③ Non-RNAV 1 ACFT: At first contact with Vigra TWR state "Unalbe RNAV 1 due (reason)". OMNIDIRECTIONAL DEP available.

DEPARTURES								
		GS	120	150	180	210	240	270
	6.0%	ft/MIN	800	1000	1100	1300	1500	1700
	8.9%	ft/MIN	1100	1400	1700	1900	2200	2500
RWY		Routing						
OMNI 2E		RWY 06 8.9% to 3300 (If unable to comply, inform ATC) 049° - expect further clearance from ATC MNM turn ALT 3300 initial climb 6000						
OMNI 2F		RWY 24 6.0% to 3000 (If unable to comply, inform ATC) 244° - expect further clearance from ATC MNM turn ALT 3000 initial climb 6000						
RWY		Notes						
06 / 24		1. When being vectored or cleared for DCT routing, the climb gradient still applies.						

08-SEP-2016

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6-10

Norway **Aalesund** Vigra



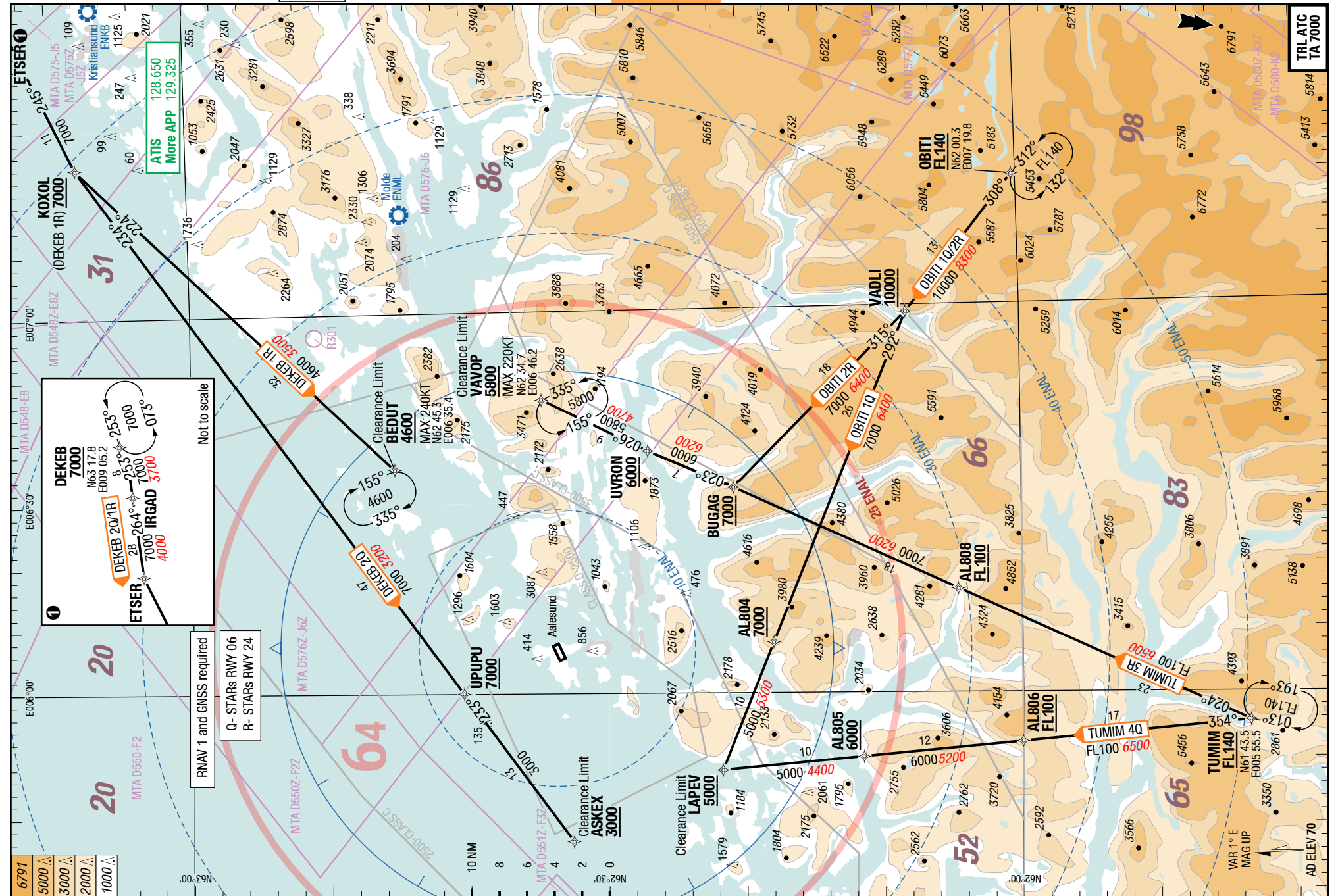
RNAV STARs

STAR

STAR

Vigra **Aalesund** Norway

RNAV STARs

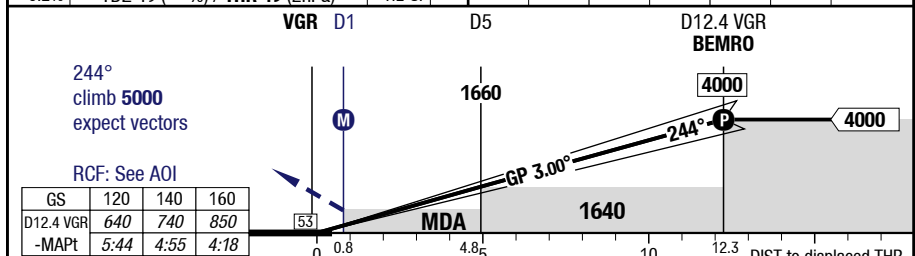
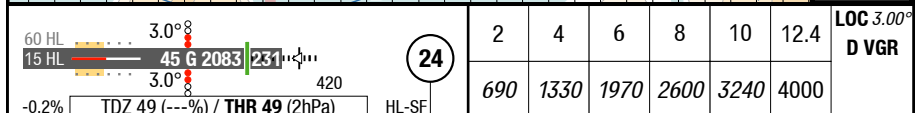
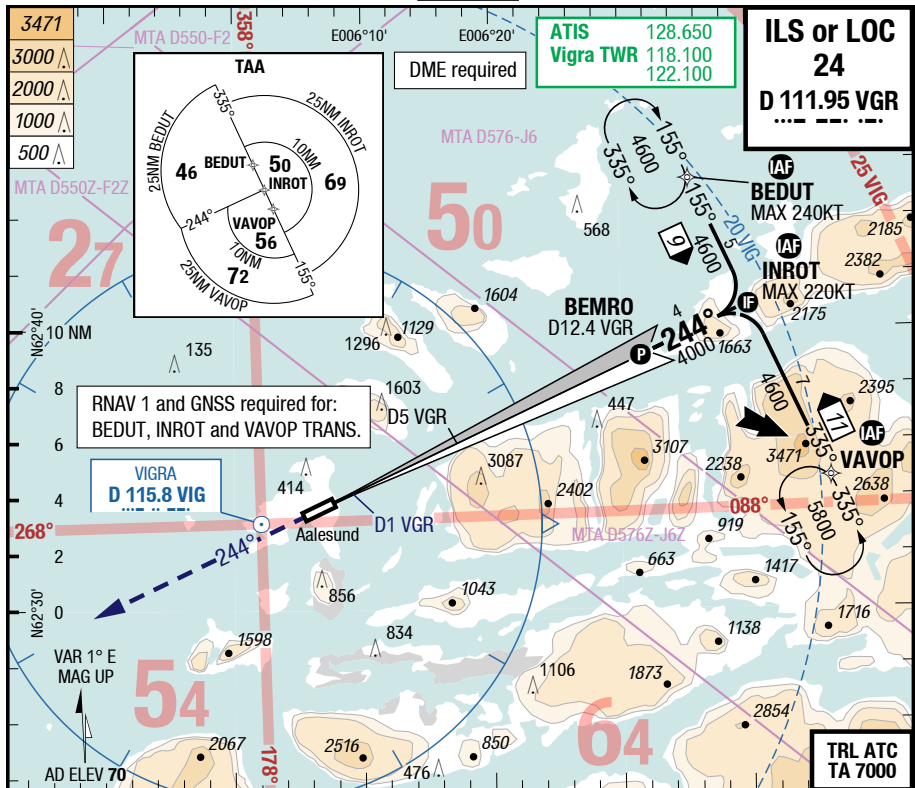


Changes: RWY Designator, PROC renumbered

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7-10

ILS or LOC 24



24	Cat 1 DME 1)	LOC DME 2)				Circling
C	ft - m/km ft	230 - 800 280	330 - 1.1 370			1990 - 2.4V 2060
D	ft - m/km ft	240 - 800 290	330 - 1.1 370			1990 - 3.6V 2060 3)

1) With EVS 550m

2) Timing to determine MAPt NA

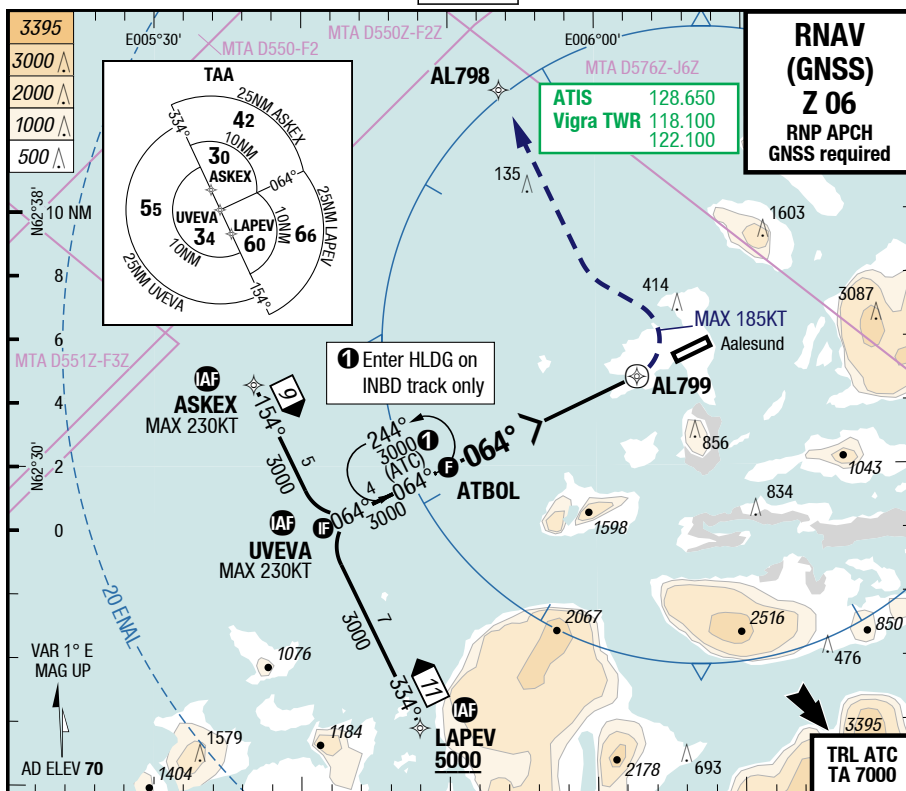
3) N of AD only

Changes: RWY Designator, Navaid

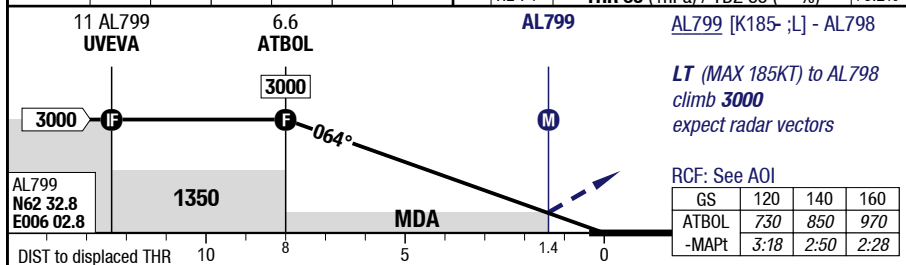
AES-ENAL

7-30

RNAV (GNSS) Z 06



3.40° AL799	6.6	5	4	3	2	1	06	83.2°	60 HL
	3000	2420	2060	1690	1330	960		720	15 HL
							HL-P1	THR 35 (1hPa) / TDZ 35 (---%)	+0.2%



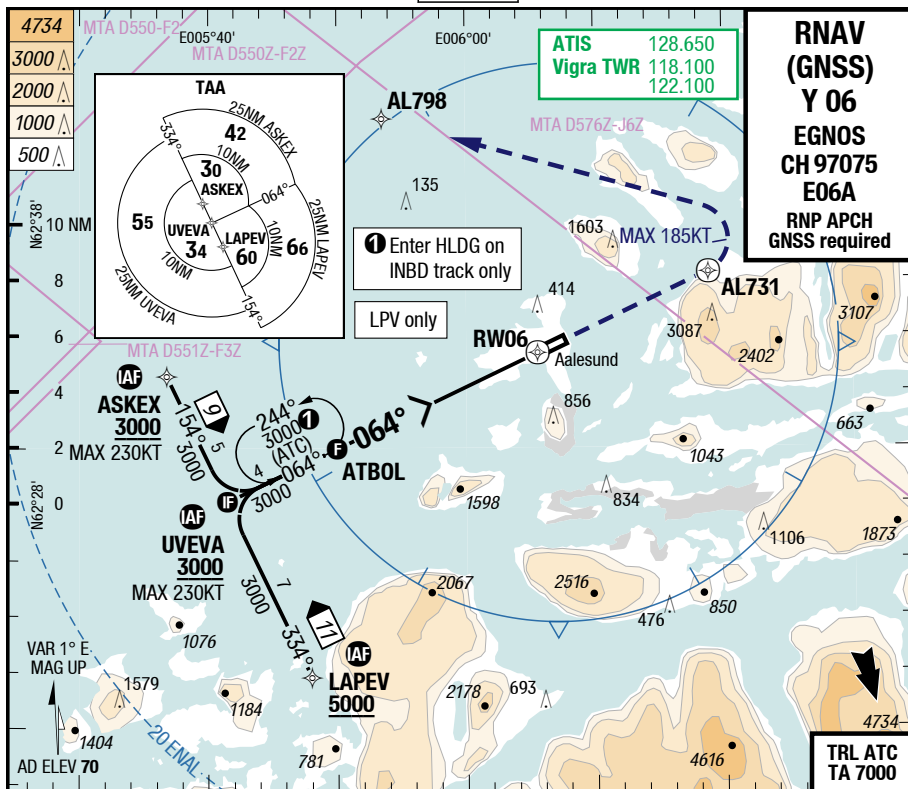
06	RNAV GNSS				Circling
C	ft - m/km ft	570 - 1.9 600			1990 - 2.4V 2060
D	ft - m/km ft	570 - 1.9 600			1990 - 3.6V 2060 1)

1) N of AD only

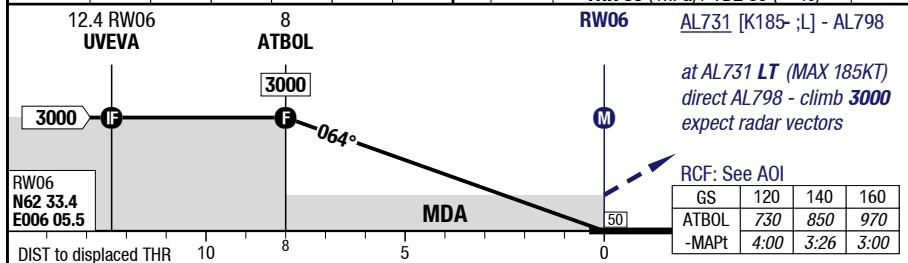
AES-ENAL

7-40

RNAV (GNSS) Y 06



3.40°	8	7	6	5	4	3		83.2°	60 HL
RW06	3000	2640	2280	1910	1550	1180		150	15 HL
								720	
								83.2°	
								THR 35 (1hPa) / TDZ 35 (---)	+0.2%



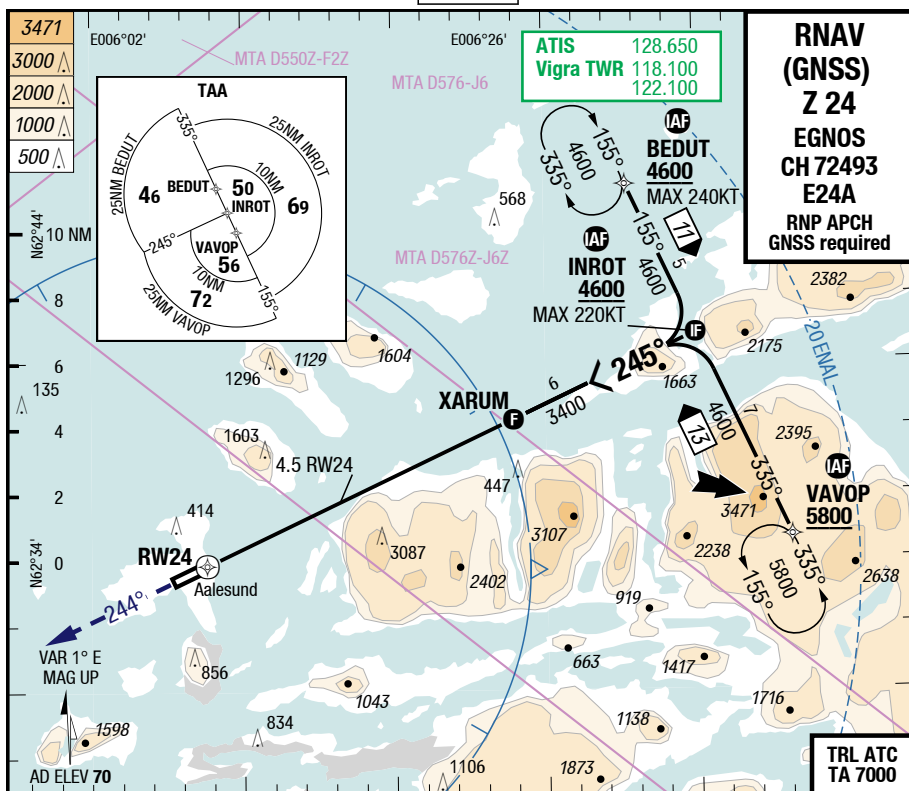
06		RNAV GNSS LPV GA 5.0% ¹⁾	RNAV GNSS LPV GA 4.0% ²⁾	RNAV GNSS LPV GA 3.0% ³⁾	RNAV GNSS LPV GA 2.5% ³⁾	Circling
C	ft - m/km ft	250 - 750 290	450 - 1.4 480	690 - 2.4 730	830 - 2.4 860	1990 - 2.4V 2060
D	ft - m/km ft	270 - 750 300	460 - 1.4 490	700 - 2.4 740	840 - 2.4 870	1990 - 3.6V 2060 ⁴⁾

¹⁾ With EVS 550m²⁾ With EVS 900m³⁾ With EVS 1.6km⁴⁾ N of AD only

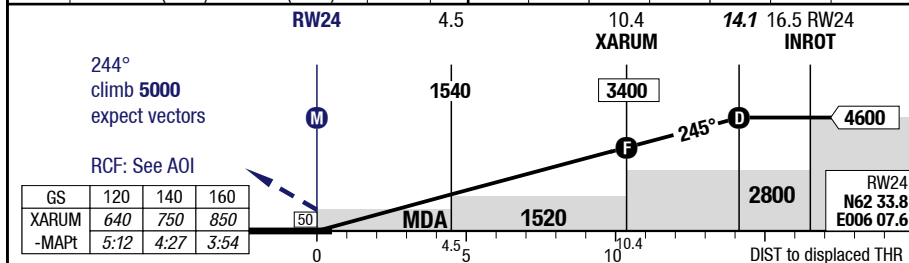
AES-ENAL

7-50

RNAV (GNSS) Z 24



60 HL	3.0°	8	2	4	6	8	10	14.1	3.00°
15 HL	45 G	2083	231	420					RW24
	3.0°	8							245°
-0.2%	TDZ 49 (---%) / THR 49 (2hPa)								RWY 244°
	HL-SF								



24		RNAV GNSS LPV ¹⁾	RNAV GNSS VNAV ²⁾	RNAV GNSS LNAV			Circling
C	ft - m/km ft	230 - 800 270	250 - 800 300 ¹⁾	330 - 1.1 370 ³⁾			1990 - 2.4V 2060
D	ft - m/km ft	240 - 800 280	270 - 900 310 ⁴⁾	420 - 1.5 460			1990 - 3.6V 2060 ⁵⁾

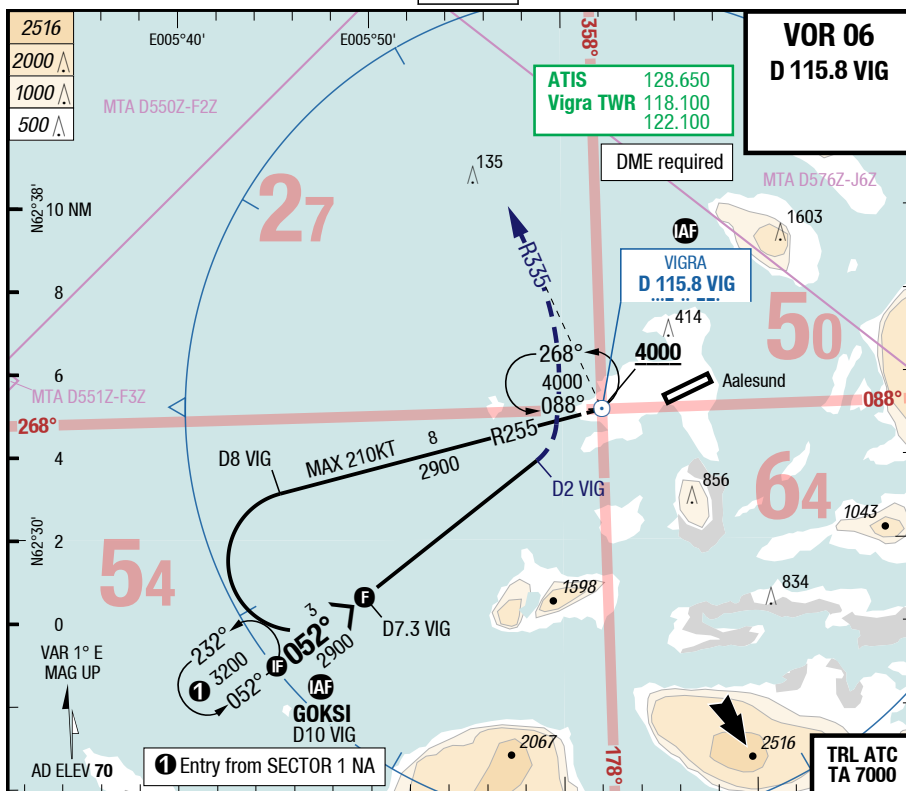
1) With EVS 550m 2) Uncompensated Baro VNAV NA below -15°C (5°F) 3) Timing to determine MAPT NA 4) With EVS 600m 5) N of AD only

Changes: RWY Designator

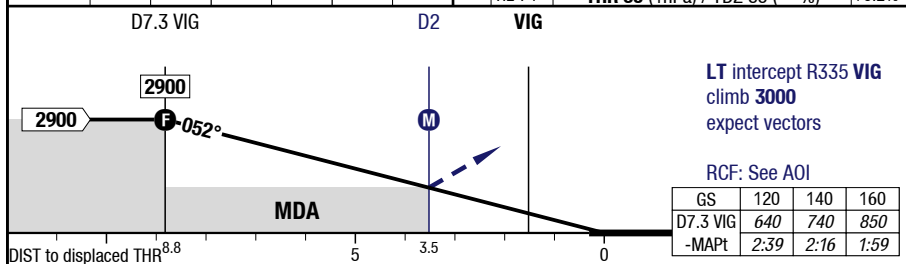
AES-ENAL

7-70

VOR 06



3.00° D VIG 052° RWY 064°	7.3	7	6	5	4	3	06	83.2° 150 2014 G 45 720 THR 35 (1hPa) / TDZ 35 (---%) +0.2%	60 HL 15 HL
	2900	2810	2490	2170	1850	1530	HL-P1		



06	VOR DME					Circling
C	ft - m/km ft	1170 - 4.6 1200				1990 - 4.6V 2060
D	ft - m/km ft	1170 - 4.6 1200				1990 - 4.6V 2060 ¹⁾

1) N of AD only

Changes: RWY Designator, Navaid