

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)

VIT-LEVT

1-20

A01

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.

VIT-LEVT

1-30

A0I**A0I****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 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.

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.

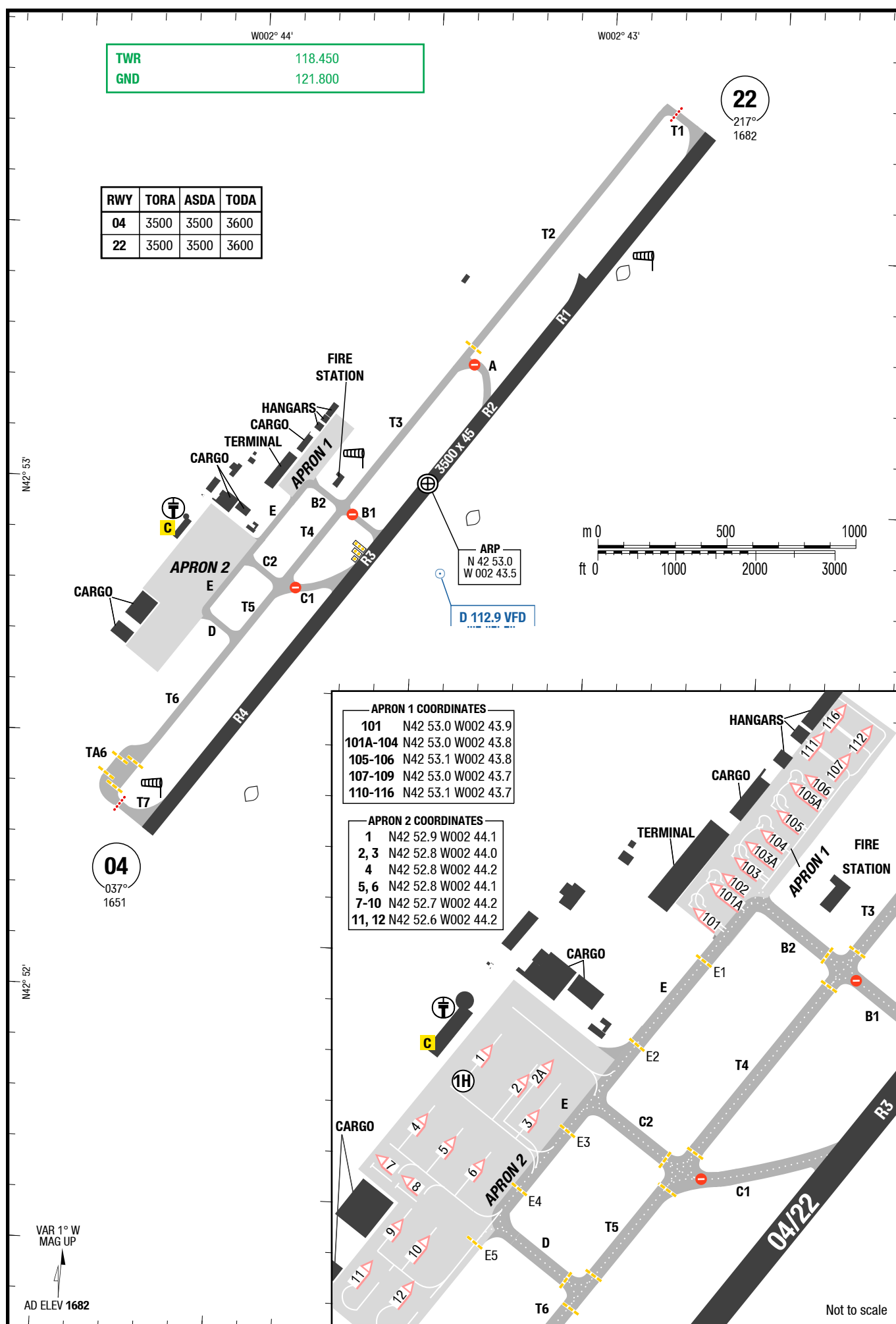
DEP

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



12-JUL-2018/UFN

12-JUL-2018

VIT-LEVT

Spain Vitoria Foronda

NIL

3-21

Tempo WIP SUP 076/18

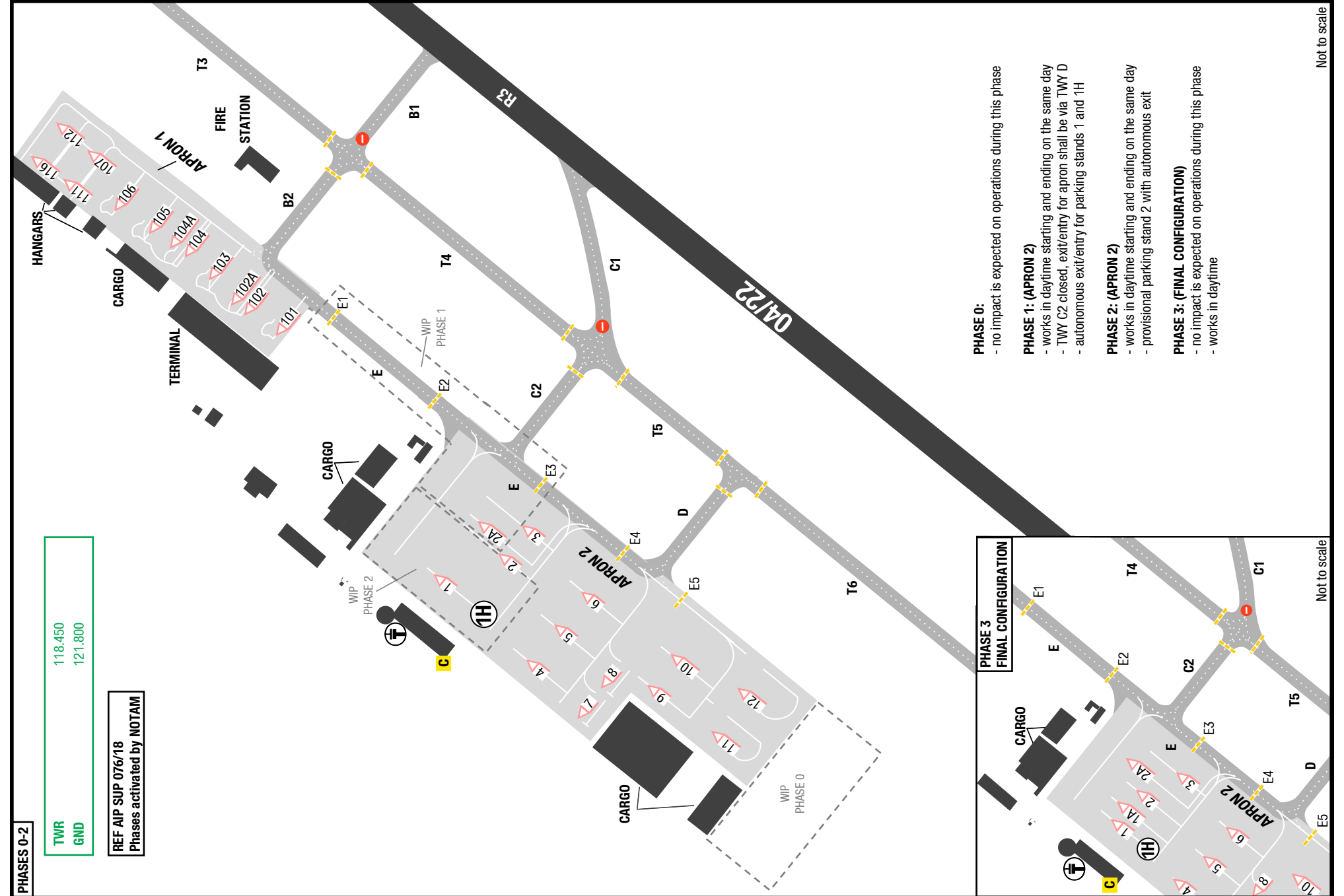
AGC

AGC

Foronda Vitoria Spain

NIL

Tempo WIP SUP 076/18



26-JAN-2017

VIT-LEVT

4-10

Spain Vitoria Foronda

SIDs RWY 22

SIDs RWY 04

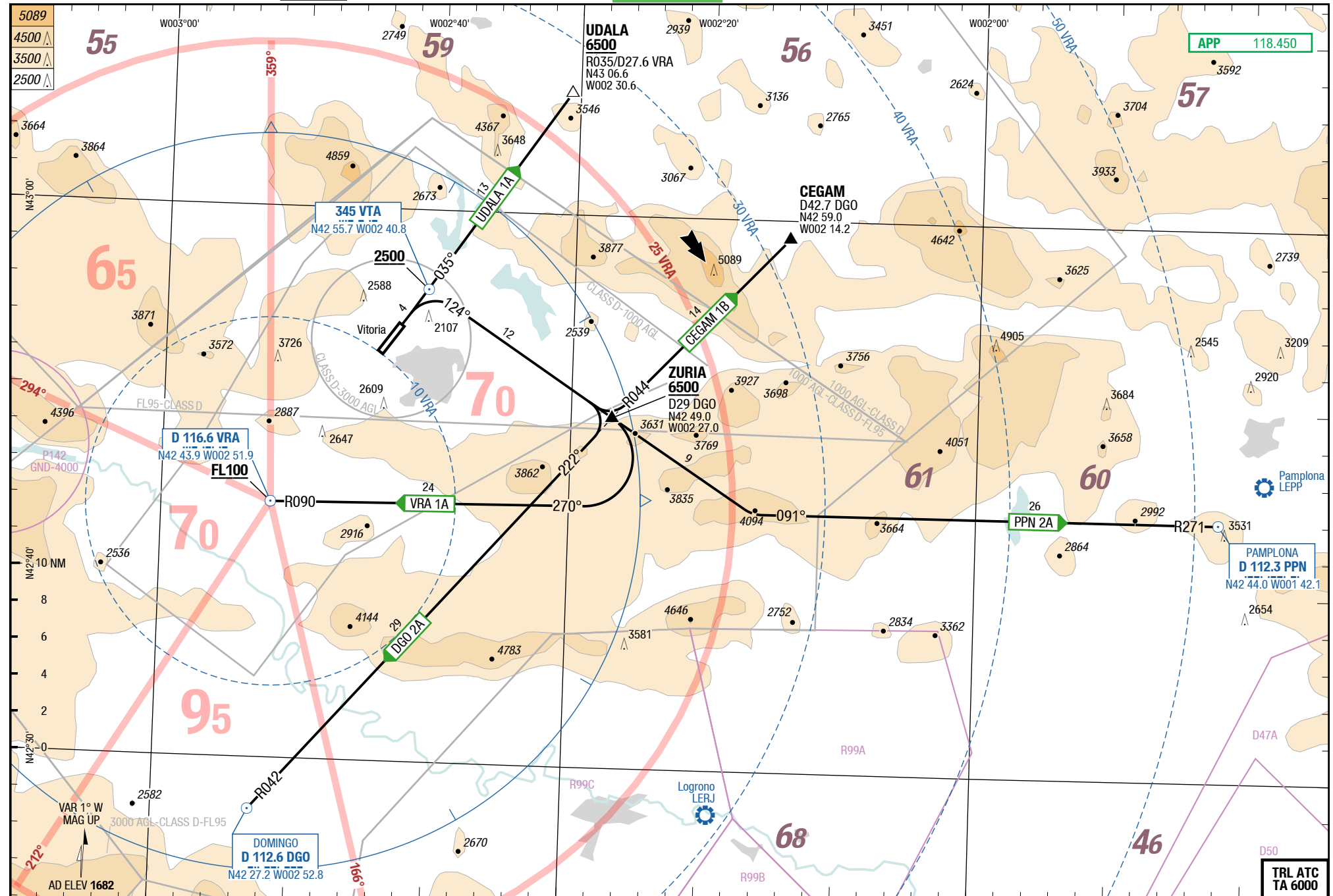
SID

SID

Foronda Vitoria Spain

SIDs RWY 22

SIDs RWY 04



Changes: MGA, OBST

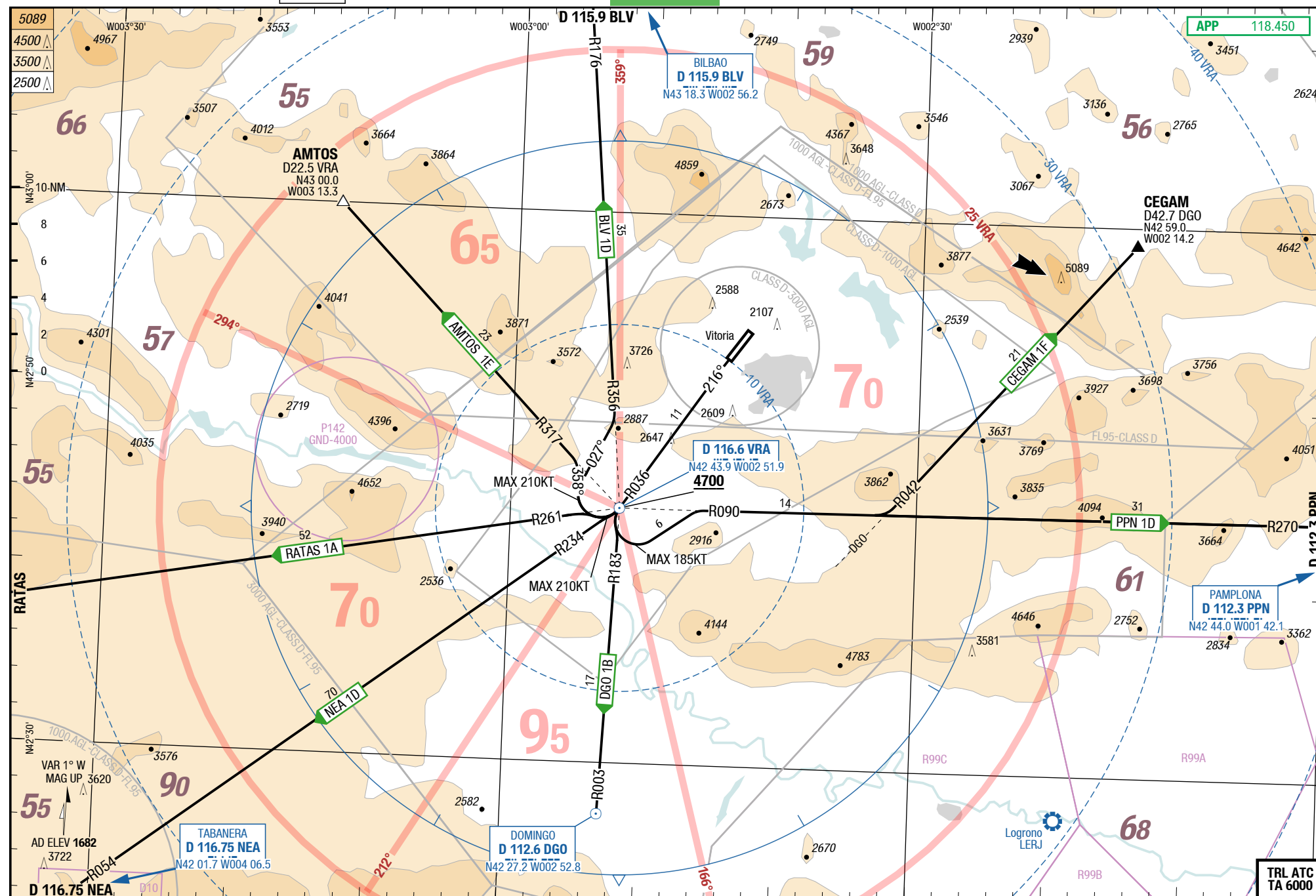
VIT-LEVT

SIDs RWY 22

SID

SID

SIDs RWY 22



Changes: MGA, OBST

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

VIT-LEVT

5-20

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

VIT-LEVT

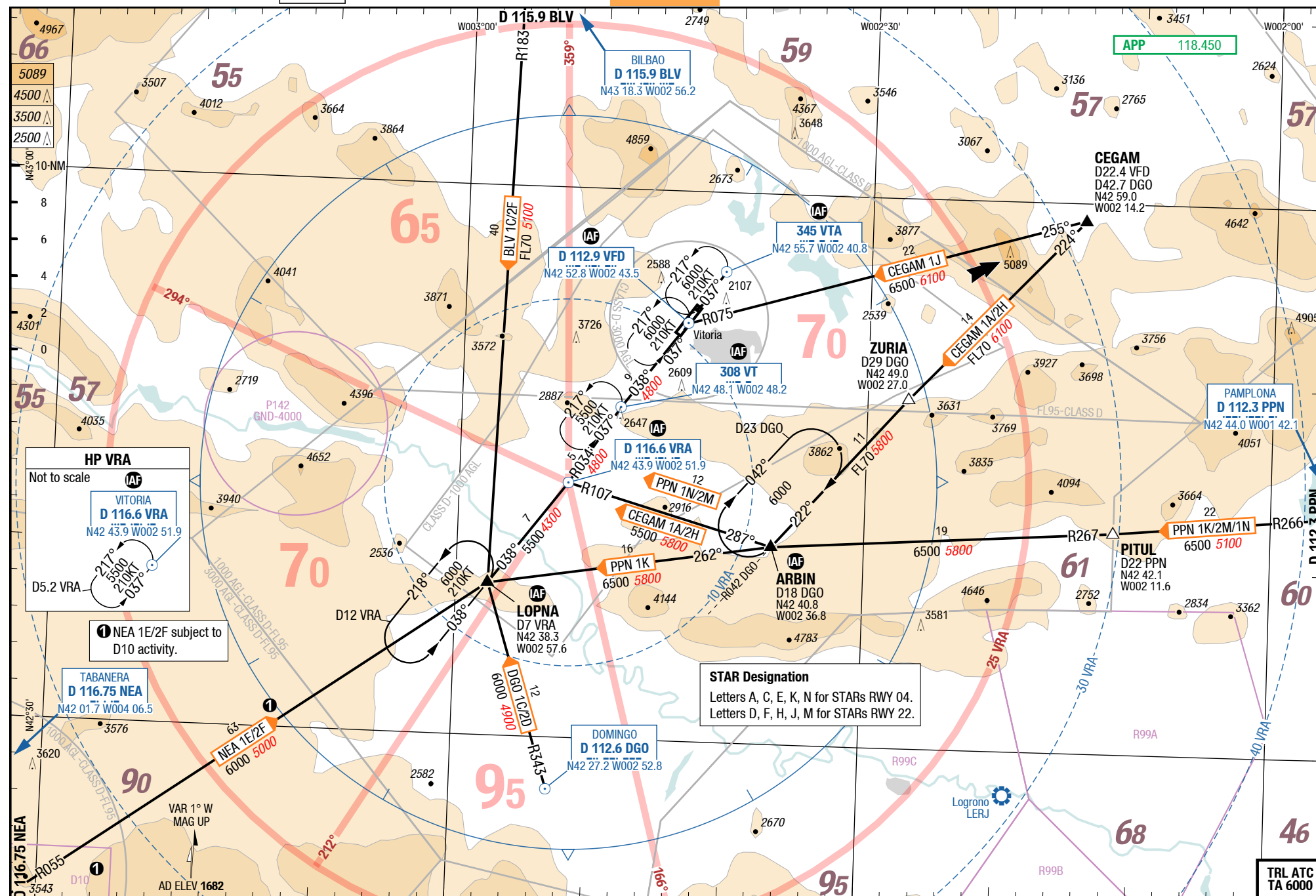
STARS

STAR

STAR

STARS

6-10



Changes: MGA, HLDG

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Effective 04-JAN-2018

28-DEC-2017

VIT-LEVT

6-20

Spain Vitoria Foronda

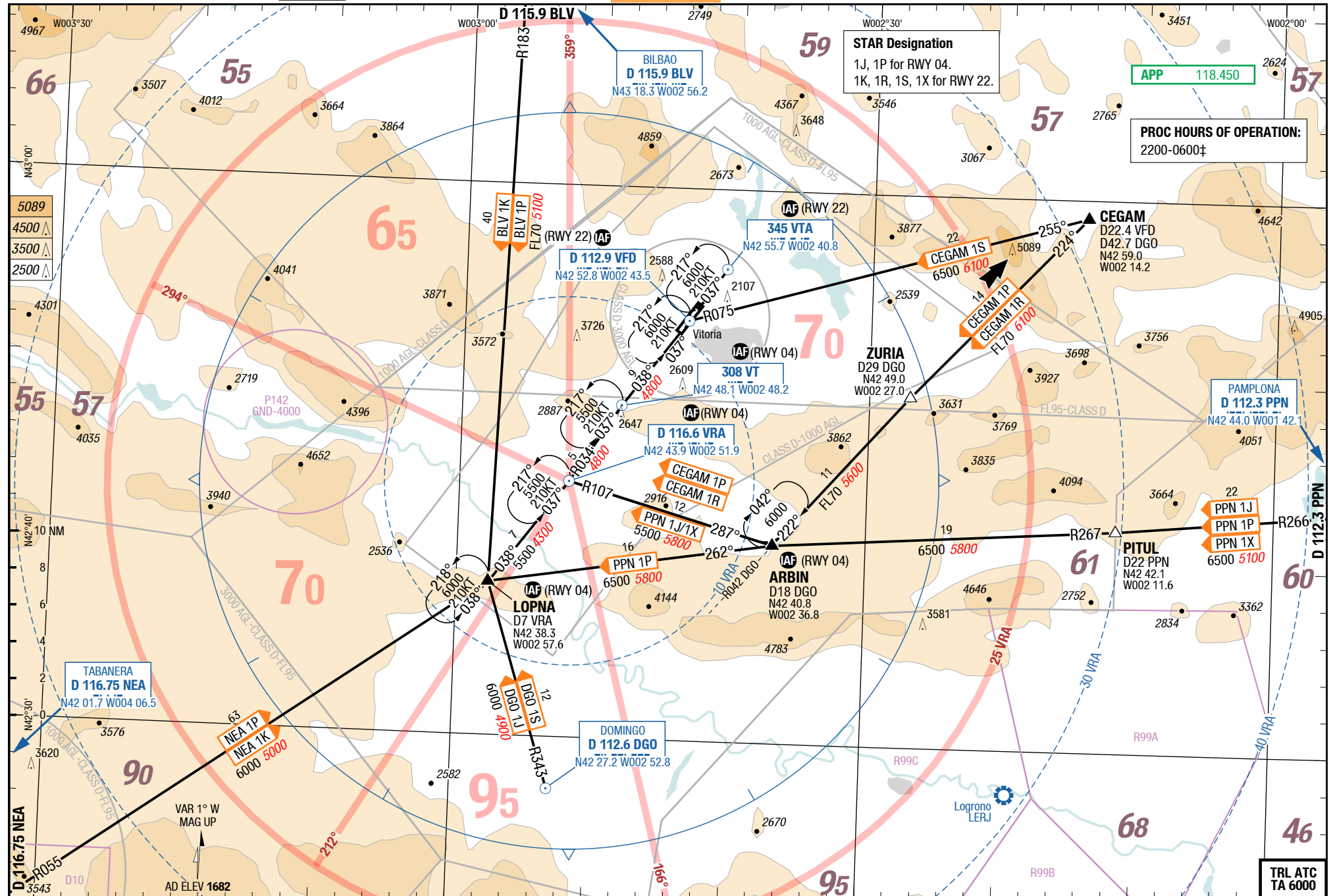
CDA STARs (ATC)

STAR

STAR

Foronda Vitoria Spain

CDA STARs (ATC)

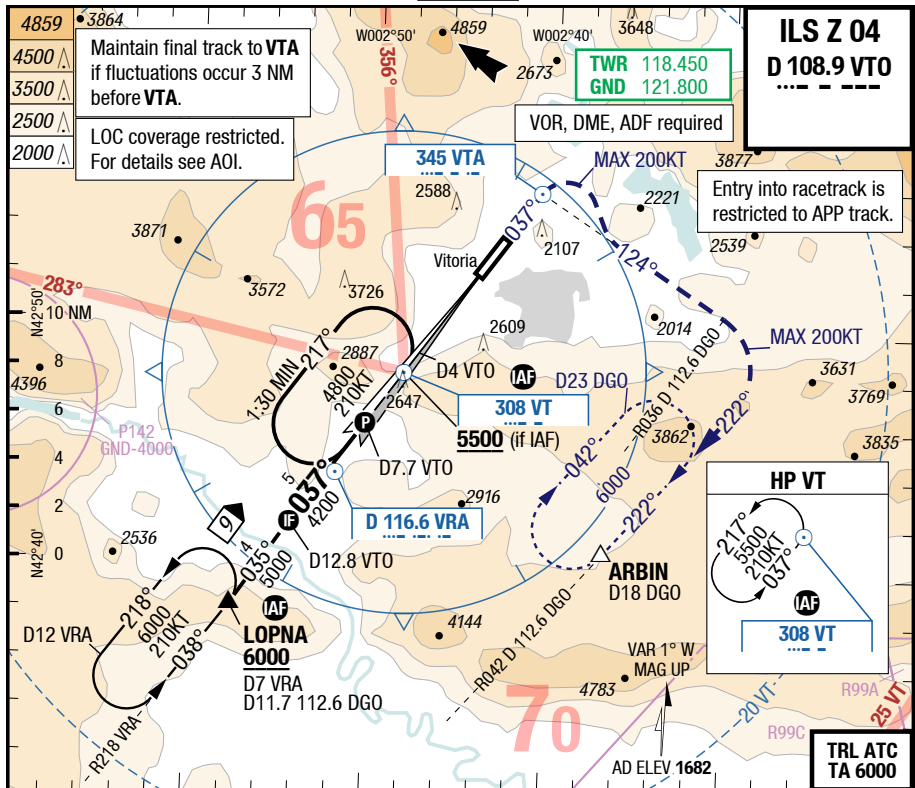


Changes: MGA, HLDG

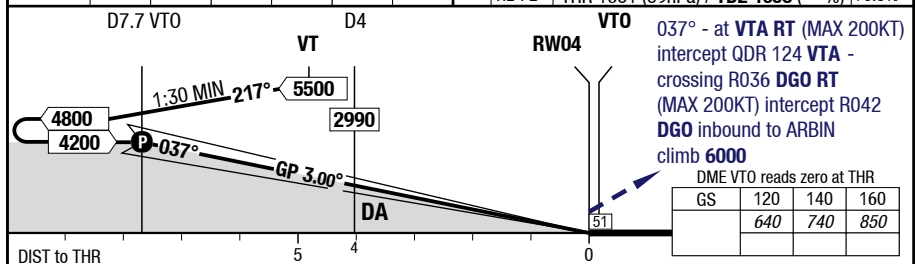
VIT-LEVT

7-10

ILS Z 04



D VTO	7.7	6	5	3	2	1	
	4200	3660	3330	2680	2360	2030	



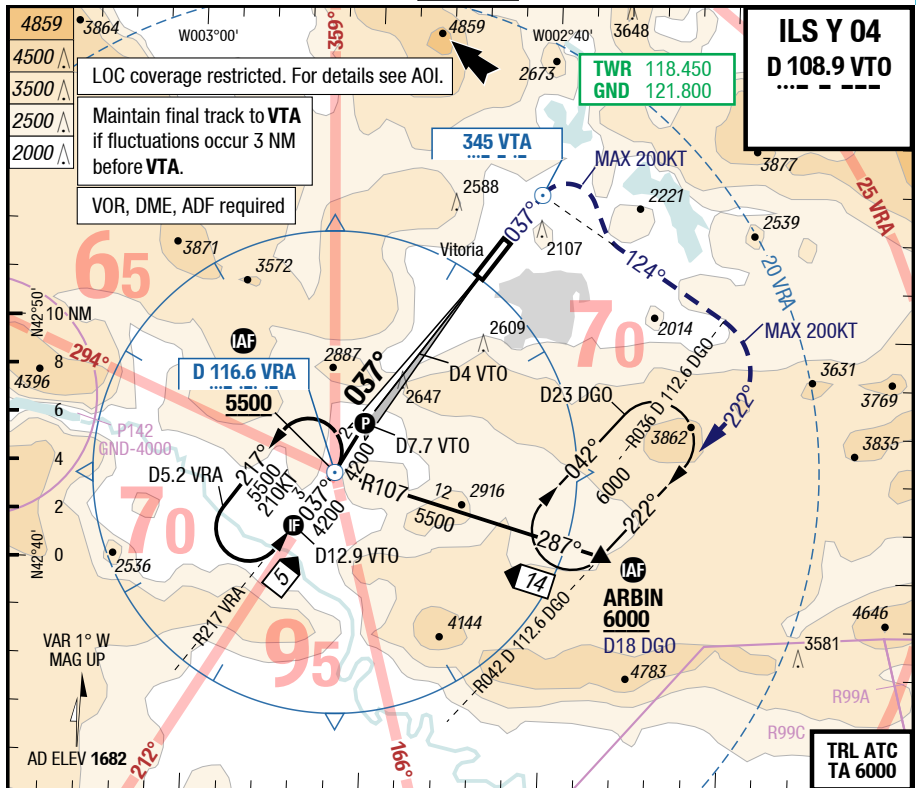
04		Cat 2 DME GA 3.0%	Cat 1 DME GA 3.0% ¹⁾	Cat 1 DME GA 2.5% ²⁾		Circling
C	ft - m/km ft	110 - 300R 116 RA	200 - 550 1860	430 - 1.3 2080		1770 - 2.4V 3450
D	ft - m/km ft	120 - 300R 119 RA ³⁾	200 - 550 1860	440 - 1.3 2090		2420 - 3.6V 4100

1) With EVS 350m	
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3) If not conducting autoland RVR 350m required

VIT-LEVT

7-20

ILS Y 04

D VTO

7.7	6	5	3	2	1
4200	3660	3330	2680	2360	2030

HL-P2 THR 1651 (59hPa) / **TDZ 1658** (---%) +0.3%

D7.7 VTO **D4** **VTO** **RW04**

037° - at **VTA RT** (MAX 200KT) intercept QDR 124 **VTA** - crossing R036 **DGO RT** (MAX 200KT) intercept R042 **DGO** inbound to ARBIN climb **6000**

DME VTO reads zero at THR

GS	120	140	160
	640	740	850

04 **Cat 2 DME** GA 3.0% **Cat 1 DME** GA 3.0% ¹⁾ **Cat 1 DME** GA 2.5% ²⁾ **Circling**

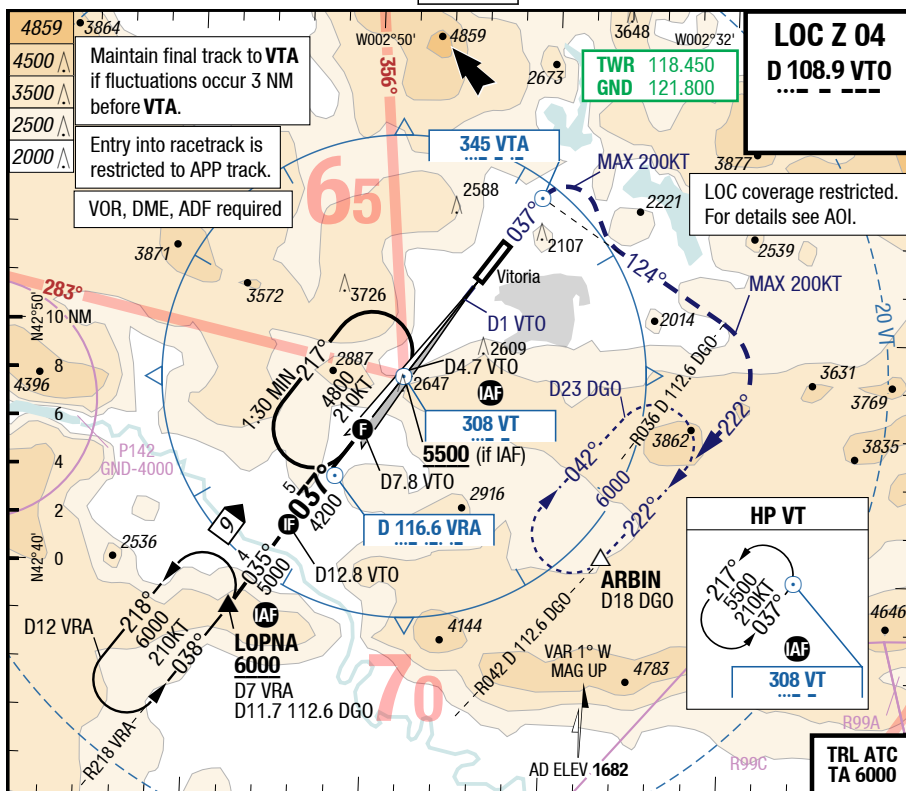
C	ft - m/km ft	110 - 300R 116 RA	200 - 550 1860	430 - 1.3 2080		1770 - 2.4V 3450
D	ft - m/km ft	120 - 300R 119 RA ³⁾	200 - 550 1860	440 - 1.3 2090		2420 - 3.6V 4100

1) With EVS 350m
2) With EVS 900m
3) If not conducting autoland RVR 350m required

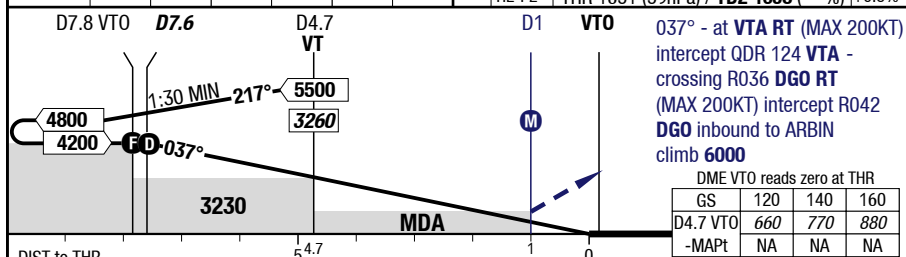
VIT-LEVT

7-30

LOC Z 04



3.10° D VTO	7.6	6	5	4	3	2	<p>04 3500 x 45 50 HL 15 HL 8.3.0° 8.3.0°</p> <p>HL-P2 THR 1651 (59hPa) / TD2 1658 (---%) +0.3%</p>
	4200	3690	3360	3030	2700	2370	

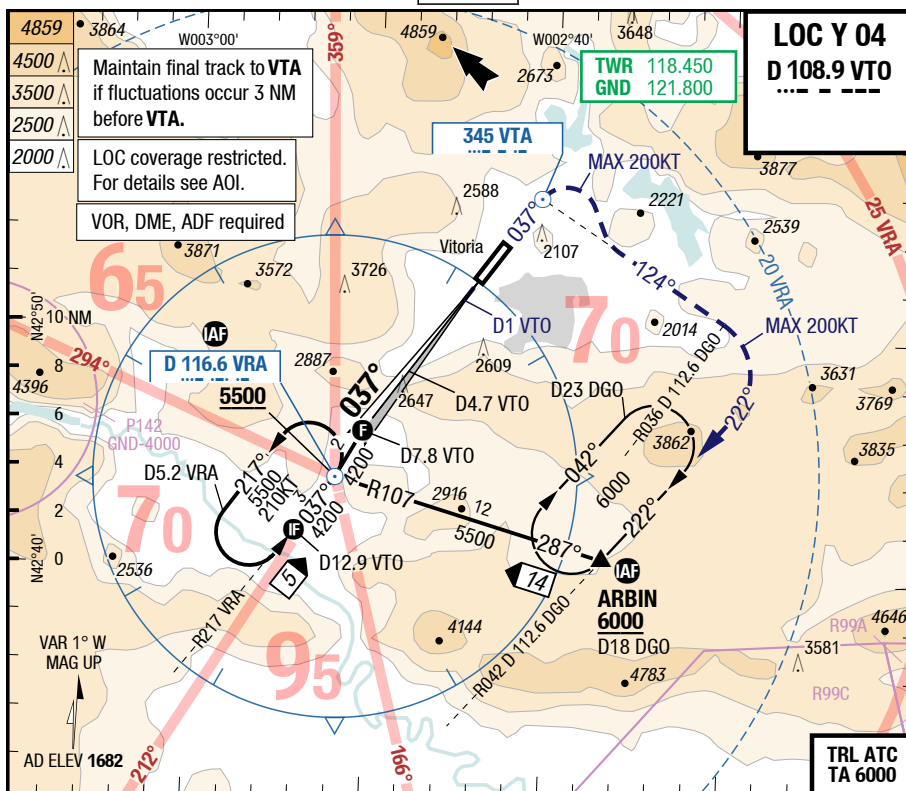


04		LOC DME				Circling
C	ft - m/km ft	690 - 2.4 2340				1770 - 2.4V 3450
D	ft - m/km ft	690 - 2.4 2340				2420 - 3.6V 4100

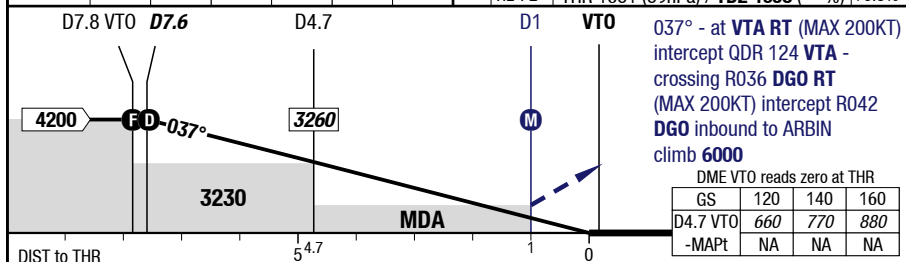
VIT-LEVT

7-40

LOC Y 04



3.10° D VTO	7.6	6	5	4	3	2	
	4200	3690	3360	3030	2700	2370	

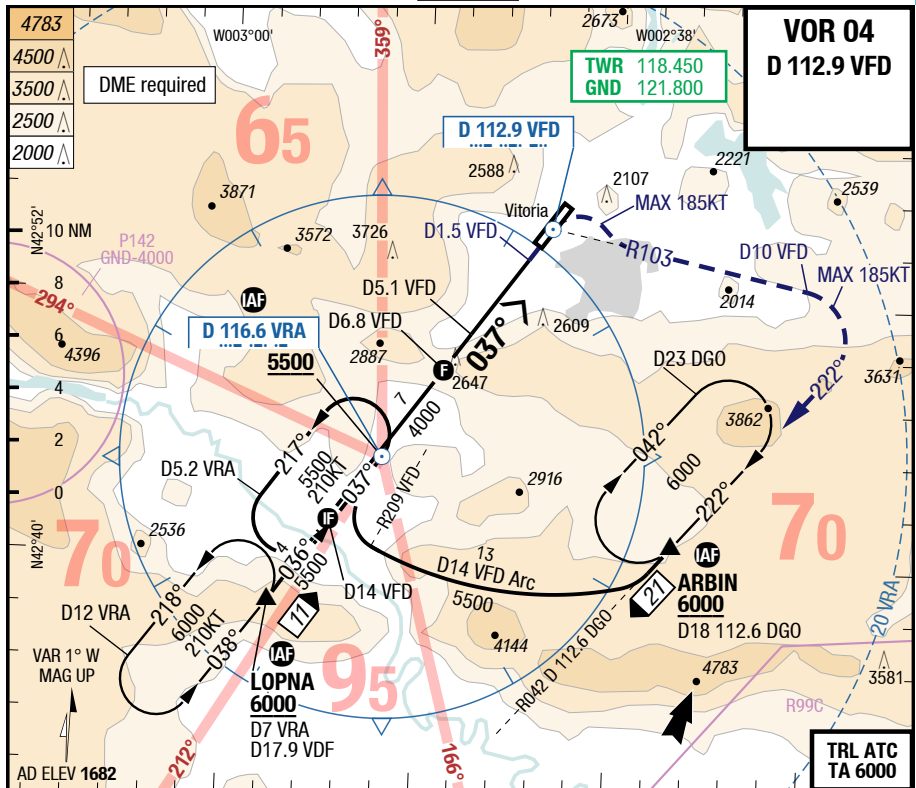


04		LOC DME				Circling
C	ft - m/km ft	690 - 2.4 2340				1770 - 2.4V 3450
D	ft - m/km ft	690 - 2.4 2340				2420 - 3.6V 4100

VIT-LEVT

7-50

VOR 04

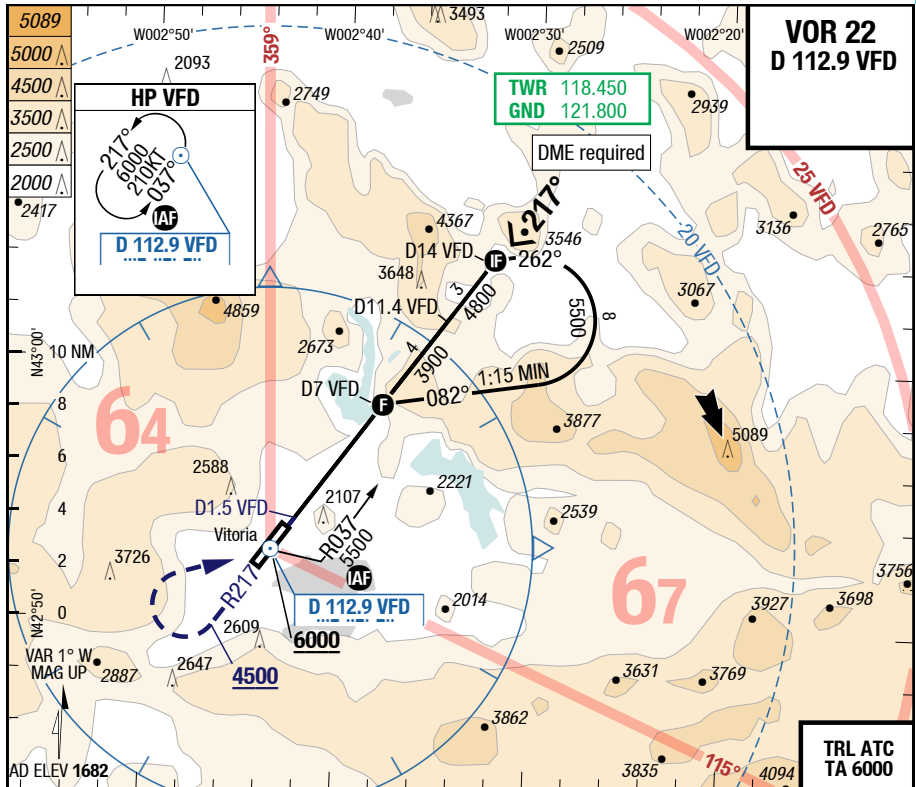


3.70° D VFD	10.5	10	9	8	7	6			
	5500	5320	4920	4530	4130	3740	04	HL-P2	THR 1651 (59hPa) / TDZ 1658 (---%) +0.3%
D14 VFD D10.5 D6.8 D5.1 D1.5 VFD							direct VFD RT (MAX 185KT) R103 VFD at D10 VFD RT (MAX 185KT) intercept R042 DGO inbound to ARBIN climb 6000		
							GS 120 140 160 D5.1 VFD 790 920 1050 -MAPt NA NA NA		
1 or MDA if Minimum is higher DIST to THR 15 10 5 4.3 0.7 0									
04	VOR DME						Circling		
C	ft - m/km ft	1800 - 5.0 3450					1800 - 5.0V 3480		
D	ft - m/km ft	2450 - 5.0 4100					2450 - 5.0V 4130		

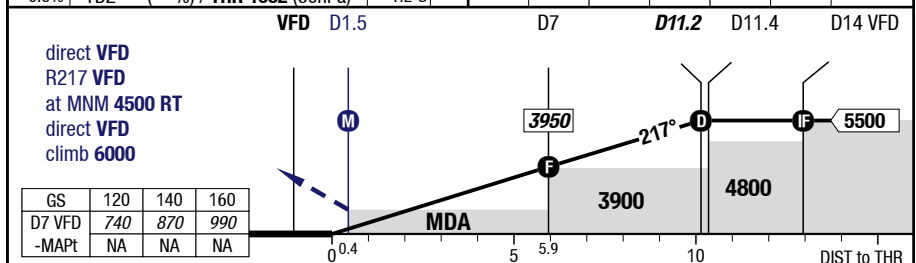
VIT-LEVT

7-60

VOR 22



50 HL	3.0°	8	4	5	6	8	9	11.2	3.50°
15 HL	45 x	3500	2830	3200	3570	4320	4690	5500	D VFD
-0.3%	TDZ	---	(---%)	THR 1682 (60hPa)	HL-S				

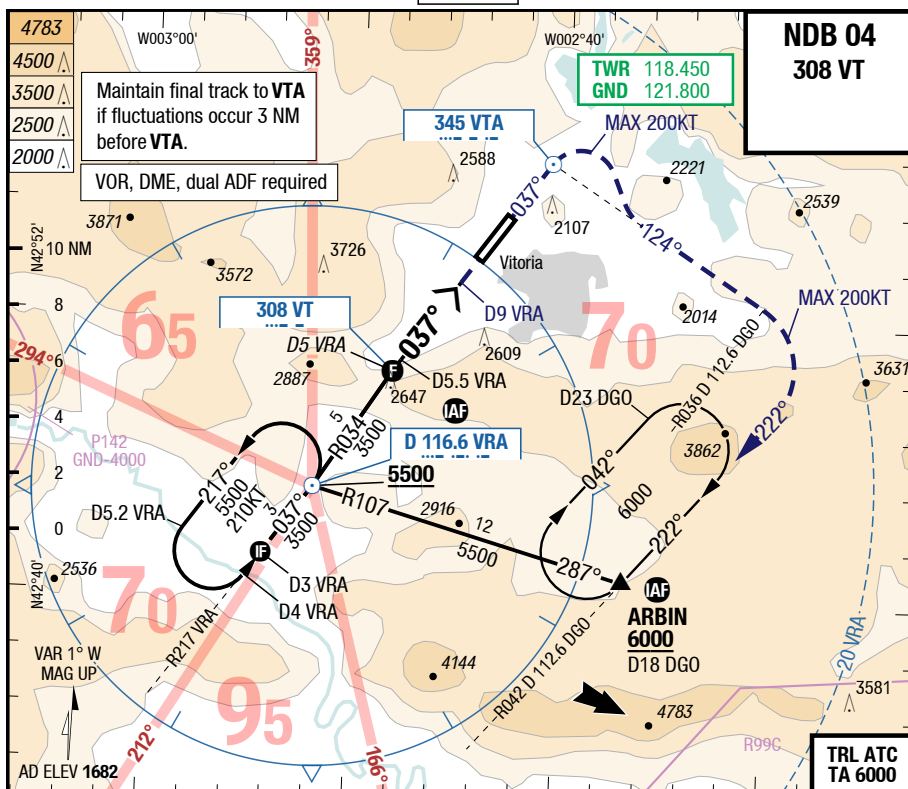


22	VOR DME					Circling
C	ft - m/km ft	820 - 2.4 2500				1770 - 2.4V 3450
D	ft - m/km ft	820 - 2.4 2500				2420 - 3.6V 4100

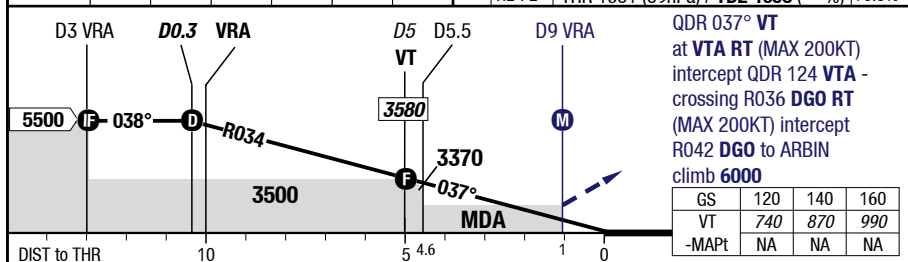
VIT-LEVT

7-70

NDB 04



3.50° D VRA	0.3	VRA	2	4	6	8	<p>04 3500 x 45 50 HL 15 HL 3.50° 3.50° HL-P2 THR 1651 (59hPa) / TDZ 1658 (---%) +0.3%</p>
	5500	5440	4700	3950	3210	2470	

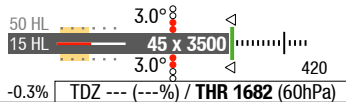
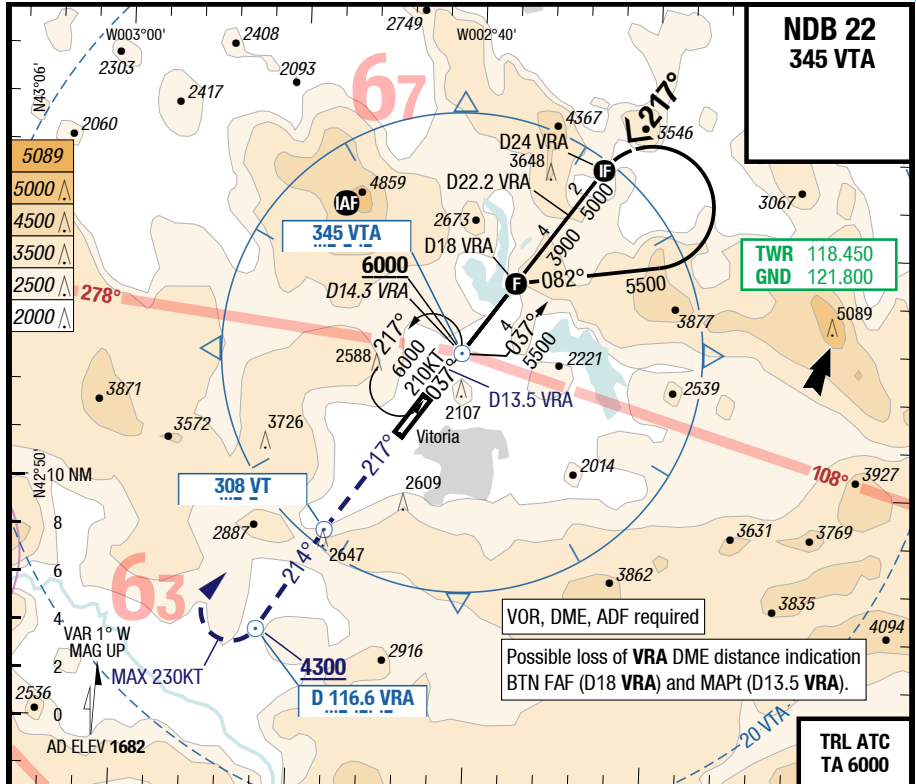


04		NDB DME VRA GA 3.0%	NDB DME VRA GA 2.5%				Circling
C	ft - m/km ft	810 - 2.4 2460	950 - 2.4 2600				1770 - 2.4V 3450
D	ft - m/km ft	810 - 2.4 2460	950 - 2.4 2600				2420 - 3.6V 4100

VIT-LEVT

7-80

NDB 22



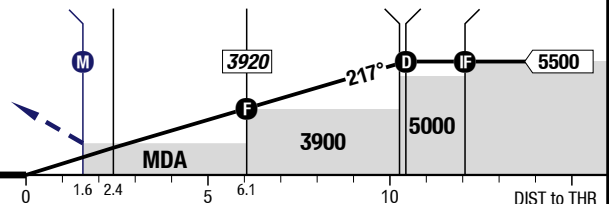
22

15	16	17	19	21	22.4	3.40° D VRA
2840	3200	3560	4290	5010	5500	

QDR 217° VTA to VT
QDR 214 VT
to VRA (MNM 4300)
RT (MAX 230KT)
direct VTA
climb 6000

GS	120	140	160
D18 VRA	720	840	960
-MAPt	2:15	1:56	1:41

D13.5 VRA D14.3 VTA D18 D22.2 D22.4 D24 VRA



22	NDB DME VRA				Circling
C	ft - m/km ft	1070 - 2.4 2750			1770 - 2.4V 3450
D	ft - m/km ft	1070 - 2.4 2750			2420 - 3.6V 4100