

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
-----	-----------------	-------	----------	----------

No revision activity since Disc 22-2010

TERMINAL CHART NOTAMs

No Chart NOTAMs for Airport LEVX

General Info

Vigo, ESP

N 42° 13.7' W 08° 37.7' Mag Var: 5.1°W

Elevation: 855'

Public, IFR, Control Tower, Customs, Landing Fee

Fuel: 100LL, Jet A-1

Time Zone Info: GMT+1:00 uses DST

Runway Info

Runway 02-20 7874' x 148' asphalt

Runway 02 (15.0°M) TDZE 855'

Lights: Edge, Centerline, REIL

Right Traffic

Runway 20 (195.0°M) TDZE 829'

Lights: Edge, ALS, Centerline, REIL, TDZ

Communications Info

Vigo Tower **123.5**

Vigo Tower **121.7**

Vigo Tower **118.45**

Galicia Control Approach Control **120.2**

Notebook Info

LEVX/VGO
VIGO

27 JUL 07

JEPPesen
10-1P

Eff 2 Aug

VIGO, SPAIN
AIRPORT BRIEFING**1. GENERAL****1.1. LOW VISIBILITY PROCEDURES (LVP)****1.1.1. GENERAL**

- Besides general procedures, Low Visibility Procedures will be applied subject to the following conditions:
 - When RVR is 600m or below measured with any transmissometer or the same value of visibility if the transmissometers are out of service, or
 - when cloud ceiling is 250'/75m or below, or
 - when the rapid deterioration in weather conditions recommends so.
- Pilots will be informed about the application of LVP by radiotelephony. Any notified or detected incidence that may affect the LVP will be immediately communicated to ACFT and ATC services implicated.
- Landing clearance will not be supplied after the ACFT reaches the 2 NM point from the TDZ. If this is possible, instructions for a missed approach will be issued. When ILS approaches are taking place, landing clearance will only be issued when critical and sensitive ILS area (LCA and LSA) are vacated.
- LVP will be cancelled when the following meteorological conditions are reported:
 - RVR greater than 800m reported by all transmissometers or the same value of visibility if the transmissometers are out of service.
 - Cloud ceiling is 300'/90m.
 - The improvement tendency of meteorological conditions is strong.

1.1.2. GROUND MOVEMENT**1.1.2.1. GENERAL**

Pilots must verify ACFT position at all times, specially at intersections, checking that taxiing is being executed under all safety conditions. On the event of becoming disoriented or in doubt, pilots must stop the ACFT, notify ATC and request the assistance of a Follow-me car.

1.1.2.2. ARRIVALS

When leaving the RWY, pilots must report:

- RWY vacated,
- TWY used.

1.1.2.3. DEPARTURES

In the case that RVR/visibility is less than 600m, one ACFT at a time will be cleared to taxi in the manoeuvring area.

1.1.3. COMMUNICATION FAILURE

Whenever an ACFT operating on the manoeuvring area experiences a communications failure, it must comply as follows:

- Departing ACFT must continue by the assigned route to its clearance limit taking extreme caution to avoid detours. ACFT must remain at this point and wait for the arrival of a Follow-me car in order to be guided to the stand or holding position by the appropriate authority.
- Arriving ACFT must hold within the first segment of the TWY where the ILS sensitive area is vacated, and wait for the arrival of a Follow-me car in order to be guided to the stand assigned.

1.2. STANDARD TAXIING PROCEDURES**1.2.1. GENERAL**

- All surface movements of ACFT and towed ACFT on the manoeuvring area are subject to previous ATC clearance.
- Collision avoidance with other ACFT or obstacles is responsibility of:
 - pilots, when taxiing and entering the apron.
 - handling companies during push-back manoeuvre.
 - ATC on the manoeuvring area.

LEVX/VGO
VIGO**JEPPESEN**

27 JUL 07

10-1P1

Eff 2 Aug

VIGO, SPAIN
AIRPORT BRIEFING

1. GENERAL

1.3. OTHER INFORMATION

Birds in vicinity of APT.
RWY 02 right-hand circuit.

2. ARRIVAL

2.1. CAT II/III OPERATIONS

RWY 20 approved for CAT II/III operations, special aircrew and ACFT certification required.

2.2. TAXI PROCEDURES

2.2.1. ARRIVING ACFT

- The air traffic controller will report the stand positions assigned to the ACFT by the Operation Coordination Center (CEOPS).
- If no taxiing instructions have been received, the ACFT, after vacating the RWY, shall stop at the end of the TWY segment before entering the apron and expect instructions from the Follow-me car.

3. DEPARTURE

3.1. START-UP OF ENGINES/TURBINES

3.1.1. DEPARTING ACFT

- Pilots will request clearance to start-up engines/turbines, towed push-back and taxiing on the appropriate frequency of Vigo TWR.
- On requesting engine start-up clearance to ATC, pilots will report the complete ACFT designator and parking position occupied.
- ACFT must be ready for towed push-back or taxiing within the next 5 minutes to the approved start-up time; pilots will notify ATC if otherwise.
- When an ACFT is ready for push-back and/or taxiing, pilots shall request for permission from TWR on the appropriate frequency.
- Unless other instructions from ATC, push-back manoeuvres will be accomplished noising to north direction for RWY 20 and noising to south direction for RWY 02.

LEVX/VGO
VIGO

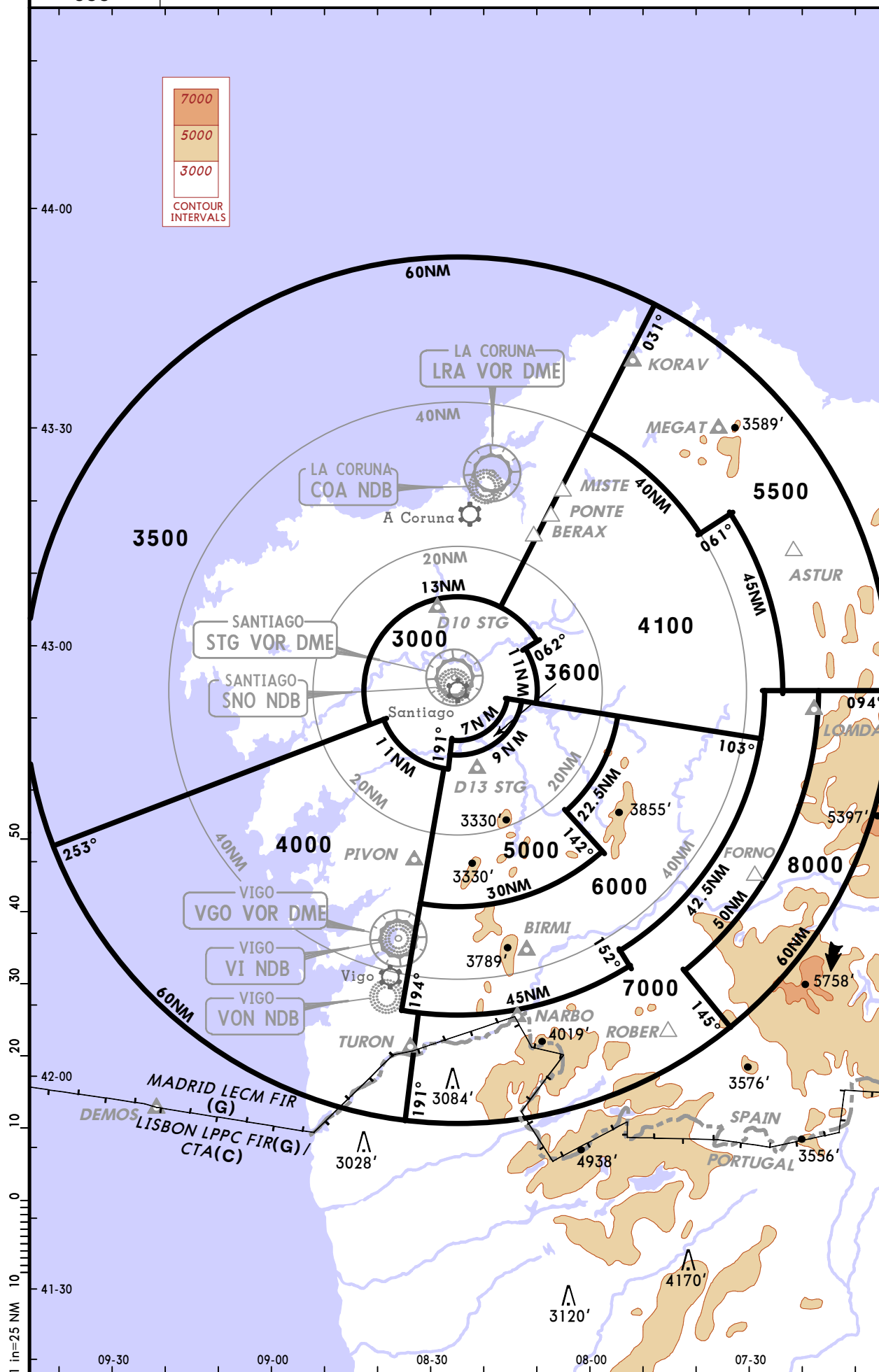
JEPPESEN
20 NOV 09 **(10-1R)**

VIGO, SPAIN

RADAR MINIMUM ALTITUDES

Apt Elev
855'

Alt Set: hPa Trans level: By ATC Trans alt: 6000'
The published minimum altitudes integrate no correction for low temperatures.



CHANGES: Sector altitude raised.

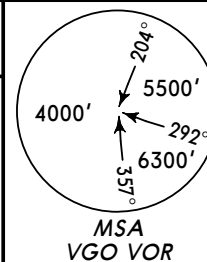
© JEPPESEN, 2009. ALL RIGHTS RESERVED.

LEVX/VGO
VIGO

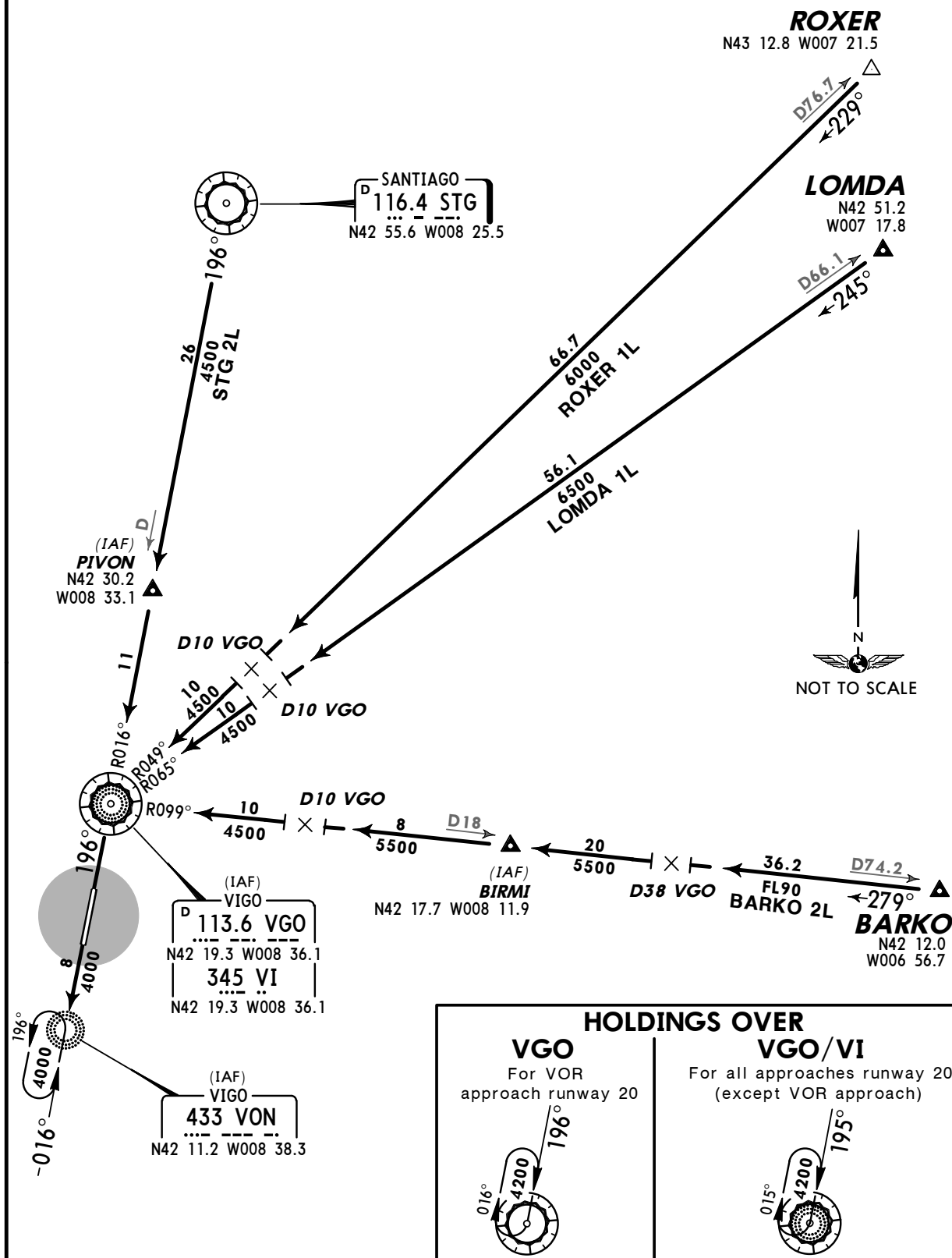
JEPPESEN
1 JAN 10 **10-2** **Eff 14 Jan**

VIGO, SPAIN
STAR

Apt Elev 855'
Alt Set: hPa Trans level: By ATC Trans alt: 6000'



BARKO TWO LIMA (BARKO 2L) [BARK2L]
LOMDA ONE LIMA (LOMDA 1L) [LOMD1L]
ROXER ONE LIMA (ROXER 1L) [ROXE1L]
SANTIAGO TWO LIMA (STG 2L)
RWYS 02, 20 ARRIVALS
TO VON

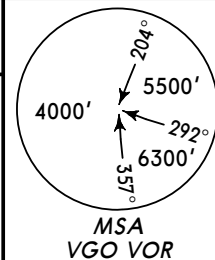


LEVX/VGO
VIGO

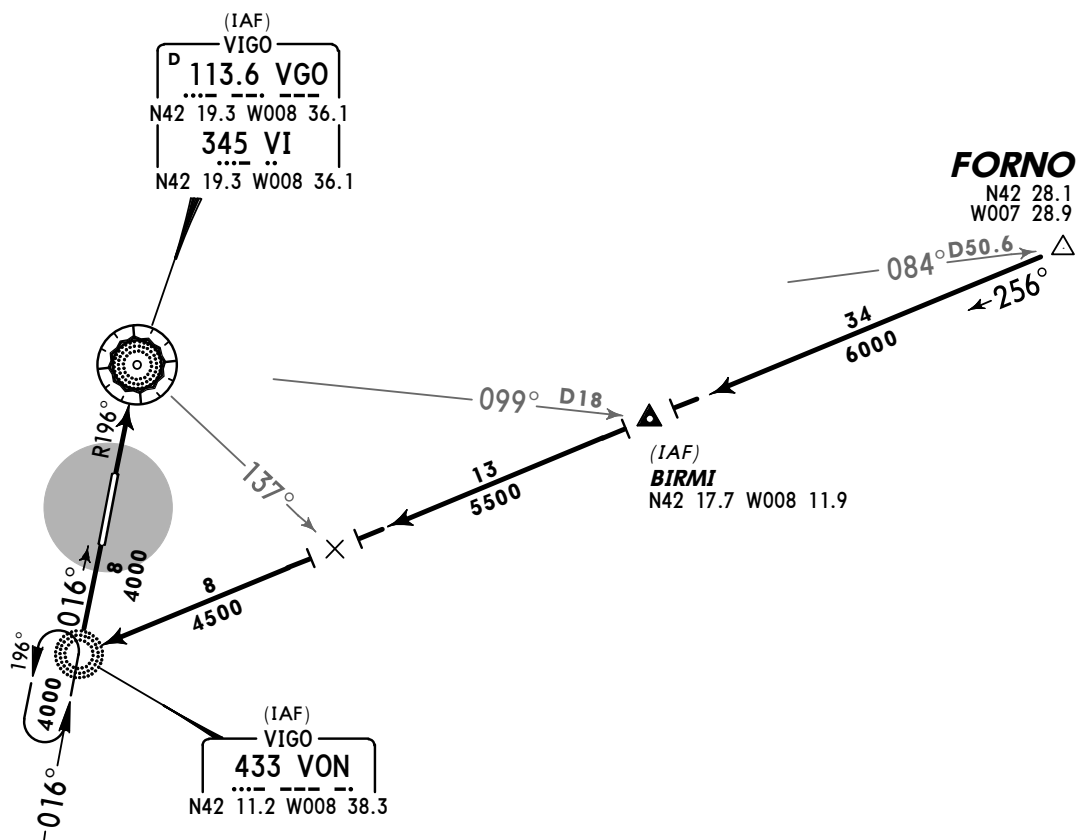
JEPPESEN
 1 JAN 10 **(10-2A)** **Eff 14 Jan**

VIGO, SPAIN
STAR

Apt Elev 855' Alt Set: hPa Trans level: By ATC Trans alt: 6000'



FORNO TWO LIMA (FORNO 2L) [FORN2L]
RWYS 02, 20 ARRIVAL
TO VGO



HOLDINGS OVER

VGO

For VOR approach runway 20



VGO/VI

For all approaches runway 20 (except VOR approach)



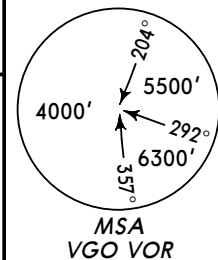
LEVX/VGO
VIGO

JEPPesen
 2 APR 10 **10-3**

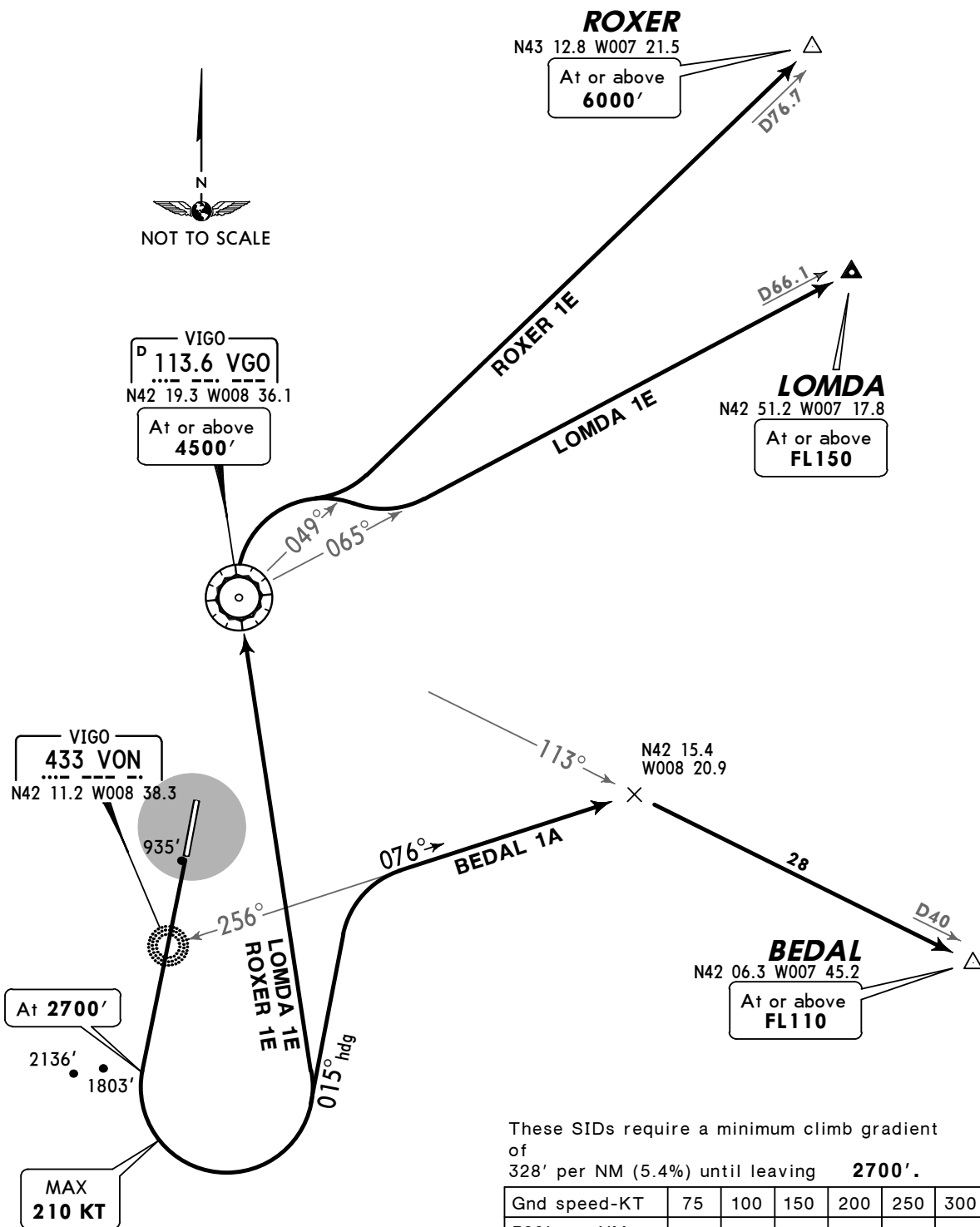
VIGO, SPAIN
SID

Apt Elev
855'

Trans level: By ATC Trans alt: 6000'
 EXPECT close-in obstacles.



BEDAL ONE ALFA (BEDAL 1A) [BEDA1A]
LOMDA ONE ECHO (LOMDA 1E) [LOMD1E]
ROXER ONE ECHO (ROXER 1E) [ROXE1E]
RWY 20 DEPARTURES



SID	ROUTING
BEDAL 1A	Climb on runway heading to 2700' , turn LEFT, 015° heading, intercept 076° bearing from VON, intercept VGO R-113 to BEDAL.
LOMDA 1E	Climb on runway heading to 2700' , turn LEFT to VGO, turn RIGHT, intercept VGO R-065 to LOMDA.
ROXER 1E	Climb on runway heading to 2700' , turn LEFT to VGO, turn RIGHT, intercept VGO R-049 to ROXER.

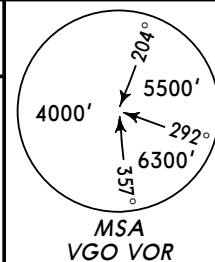
LEVX/VGO
VIGO

JEPPESEN
 2 APR 10 **(10-3A)**

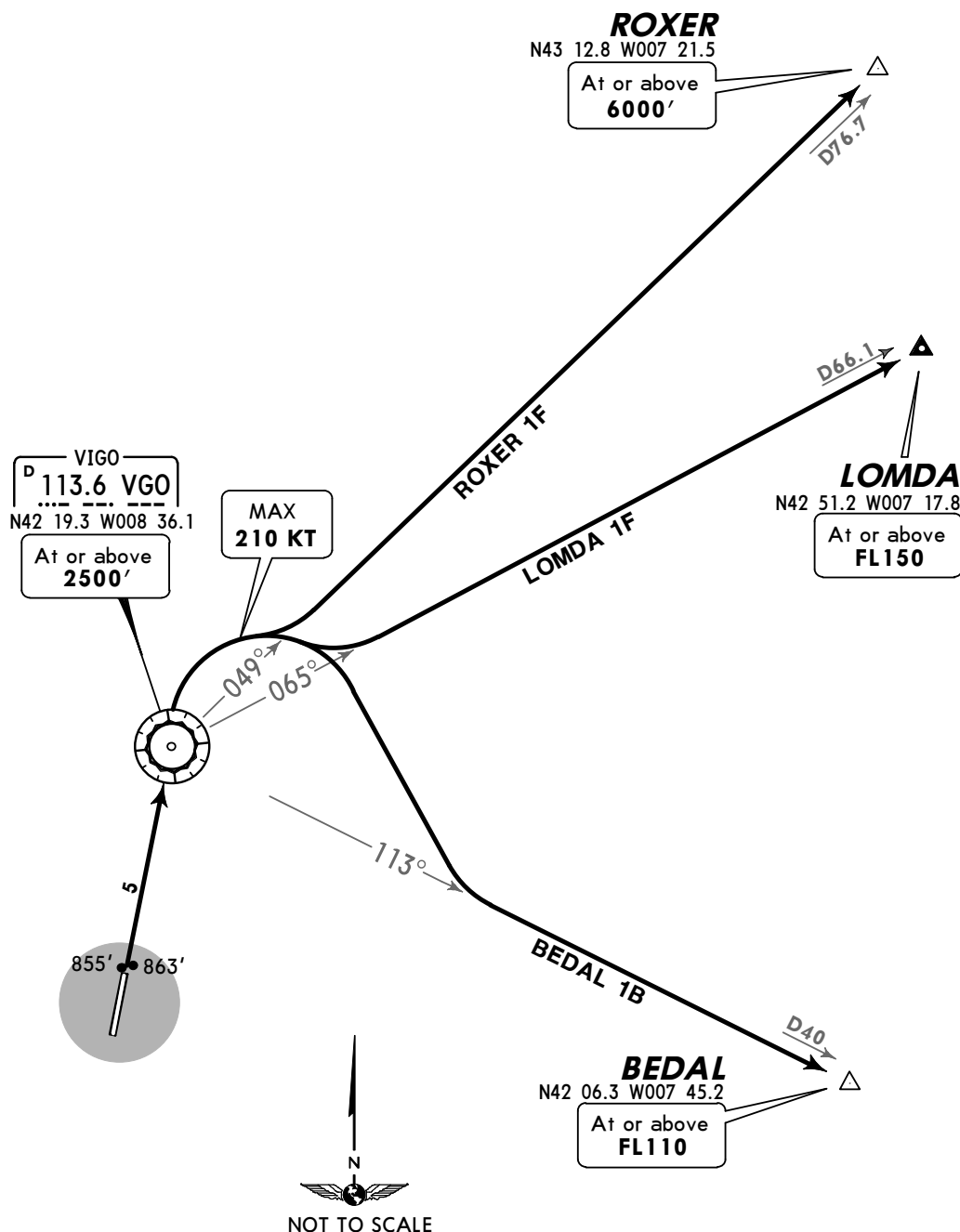
VIGO, SPAIN
SID

Apt Elev
855'

Trans level: By ATC Trans alt: 6000'
 EXPECT close-in obstacles.



BEDAL ONE BRAVO (BEDAL 1B) [BEDA1B]
LOMDA ONE FOXTROT (LOMDA 1F) [LOMD1F]
ROXER ONE FOXTROT (ROXER 1F) [ROXE1F]
RWY 02 DEPARTURES



These SIDs require a minimum climb gradient
 of
 340' per NM (5.6%) until leaving **2700'**.

Gnd speed-KT	75	100	150	200	250	300
340' per NM	425	567	851	1134	1418	1701

SID	ROUTING
BEDAL 1B	Climb on runway heading to VGO, turn RIGHT, intercept VGO R-113 to BEDAL.
LOMDA 1F	Climb on runway heading to VGO, turn RIGHT, intercept VGO R-065 to LOMDA.
ROXER 1F	Climb on runway heading to VGO, turn RIGHT, intercept VGO R-049 to ROXER.

CHANGES: ROBER SID replaced by BEDAL.

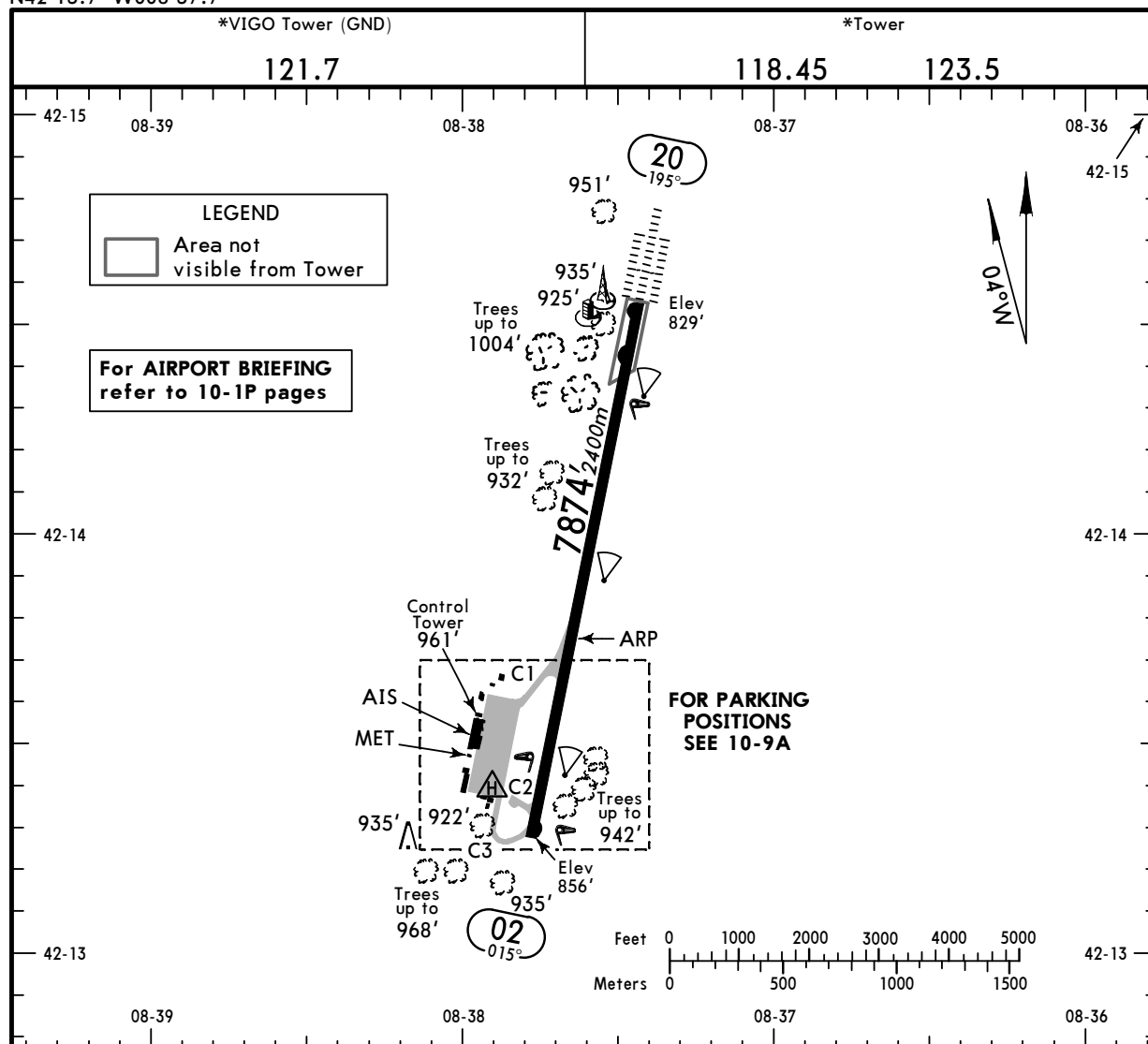
© JEPPESEN, 2006, 2010. ALL RIGHTS RESERVED.

LEVX/VGO

Apt Elev **856'**
 N42 13.7 W008 37.7

JEPPESSEN
 13 MAR 09 **(10-9)**

VIGO, SPAIN
 VIGO



Standard

TAKE-OFF ①

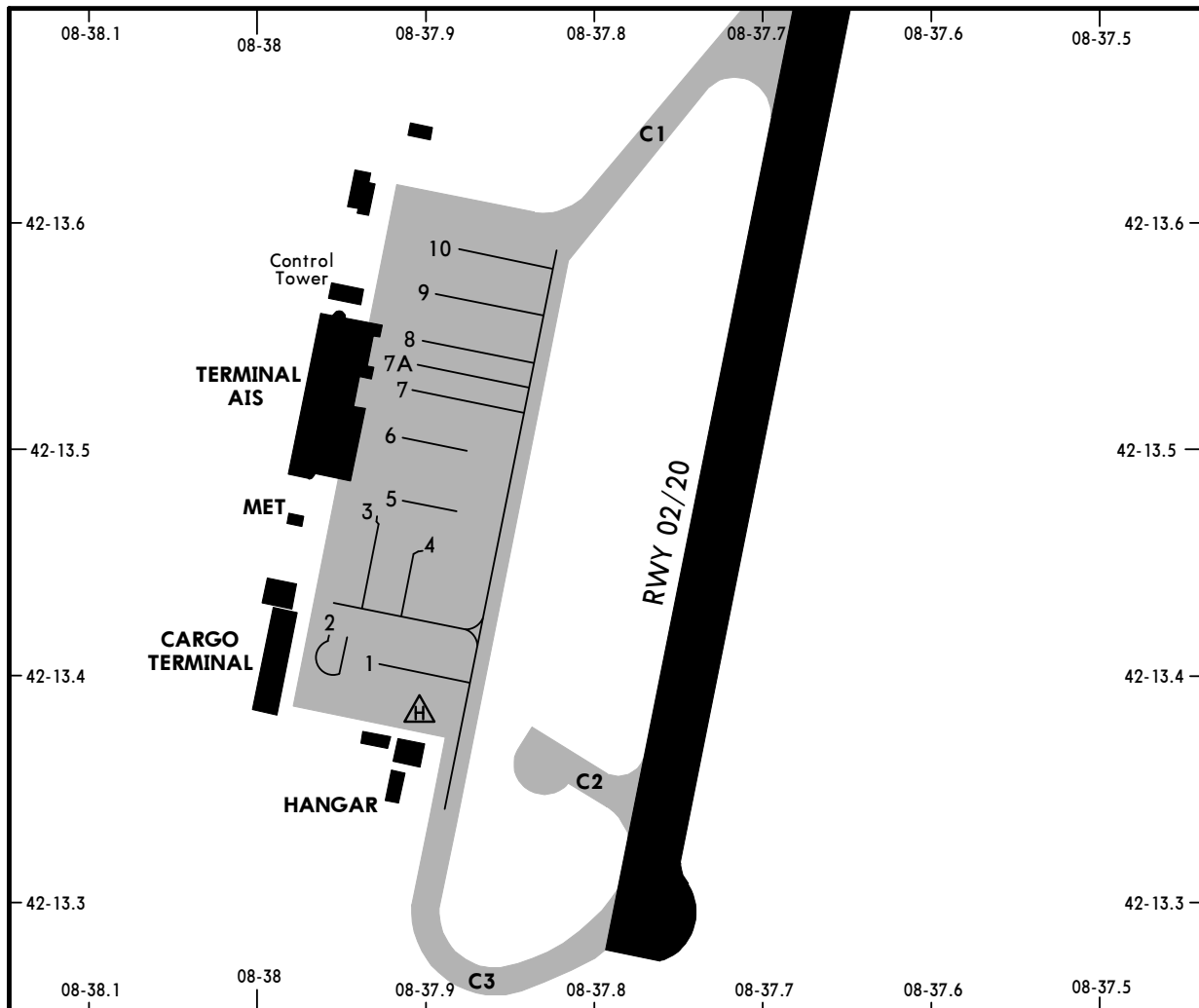
All Rwys						
LVP must be in Force						
Approved Operators						
HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)	
A						
B	125m	150m	200m	250m	400m	500m
C						
D	150m	200m	250m	300m		

① Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.

LEVX/VGO

13 MAR 09 **10-9A**

VIGO, SPAIN
 VIGO



INS COORDINATES

STAND No.	COORDINATES
1	N42 13.4 W008 37.9
2	N42 13.4 W008 38.0
3 thru 8	N42 13.5 W008 37.9
9, 10	N42 13.6 W008 37.9

LEVX/VGO

JEPPESEN
 28 MAY 10 **10-9X** Eff 3 Jun

JAA MINIMUMS
VIGO, SPAIN
VIGO

STRAIGHT-IN RWY		A	B	C	D
02	NDB	1800' (945')	1800' (945')	1800' (945')	1800' (945')
		R1500m	R1500m	R2000m	R2000m
20	CAT 3A ILS	RA50' R200m	RA50' R200m	RA50' R200m	RA50' R200m
	CAT 2 ILS	975' (146')	992' (163')	1003' (174')	1018' (189')
		RA272' R450m	RA365' R450m	RA464' R450m	RA540' R450m
	ILS ❶	1105' (276')	1115' (286')	1125' (296')	1135' (306')
		R800m	R800m	R800m	R900m
	ALS out	R1200m	R1200m	R1200m	R1200m
	ILS ❷	1240' (411')	1250' (421')	1260' (431')	1270' (441')
		R900m	R900m	R900m	R900m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC Z & Y	1470' (641')	1470' (641')	1470' (641')	1470' (641')
		R1400m	R1500m	R1600m	R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m
	LOC X	1490' (661')	1490' (661')	1490' (661')	1490' (661')
		R1500m	R1500m	R1800m	R2000m
	ALS out	R1500m	R1500m	R2000m	R2000m
	VOR	1800' (971')	1800' (971')	1800' (971')	1800' (971')
		R1500m	R1500m	R1800m	R2000m
	ALS out	R1500m	R1500m	R2000m	R2000m
	NDB	1840' (1011')	1840' (1011')	1840' (1011')	1840' (1011')
		R1500m	R1500m	R1800m	R2000m
	ALS out	R1500m	R1500m	R2000m	R2000m

❶ Missed apch climb gradient mim 4.0%.

❷ Missed apch climb gradient mim 2.5%.

CIRCLE-TO-LAND ❸	100 KT	135 KT	180 KT	205 KT
	1860' (1005')	1860' (1005') ❹	2250' (1395')	2250' (1395')
	V1500m	V1600m	V2400m	V3600m

❸ CAT B, C, D: Not authorized East of airport.

❹ After VOR rwy 20 & NDB rwy 02: 2040' (1185').

TAKE-OFF RWY 02, 20						
A B C D	Approved Operators	LVP must be in Force				NIL (DAY only)
	HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	
	125m	150m	200m	250m	400m	500m
	150m	200m	250m	300m		

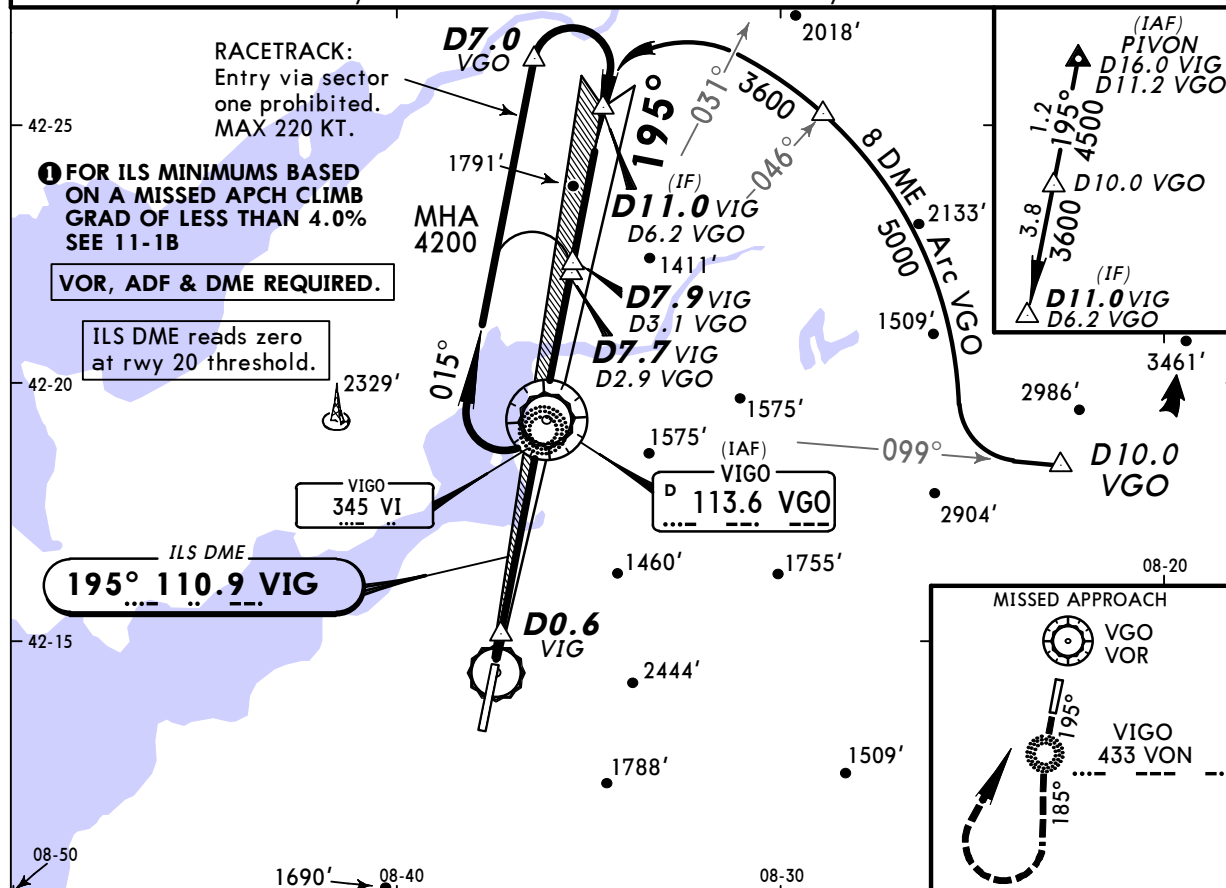
LEVX/VGO
VIGO

JEPPesen
28 MAY 10
Eff 3 Jun (11-1)

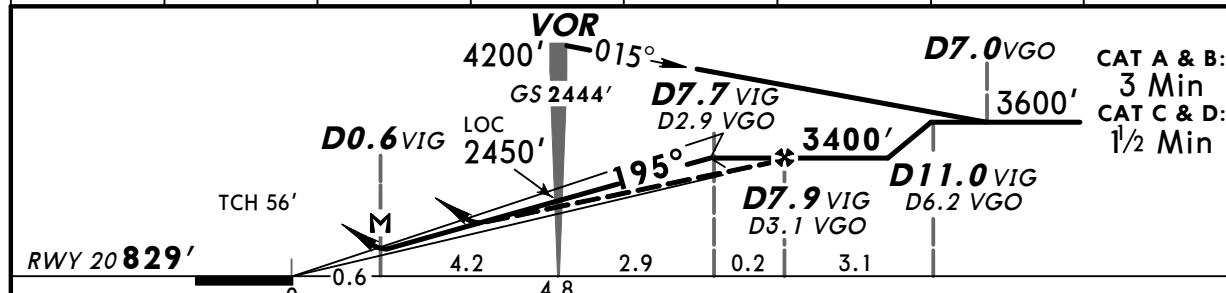
VIGO, SPAIN
● ILS Z or LOC Z Rwy 20

BRIEFING STRIP

*GALICIA Control (APP) 120.2		*VIGO Tower 118.45 123.5		*Ground 121.7		MSA VGO VOR
LOC VIG 110.9	Final Apch Crs 195°	GS VOR 2444' (1615')	ILS DA(H) Refer to Minimums	Apt Elev 855' RWY 829'		
MISSED APCH: Climb on rwy heading direct to VON NDB, then proceed on 185° from VON NDB to 3500', then turn RIGHT climbing direct to VOR to join holding at 4200'.						
Alt Set: hPa		Rwy Elev: 30 hPa		Trans level: By ATC		
						Trans alt: 6000'



LOC (GS out)	VIG DME	2.0	3.0	4.0	5.0	6.0	7.0
	ALTITUDE	1540'	1860'	2190'	2510'	2840'	3160'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL PAPI PAPI VON 433 on Rwy hdg
ILS GS	3.00°	377	484	538	646	753	
LOC Descent Angle	3.07°	380	489	543	652	760	
MAP at D0.6 VIG							

Standard ILS STRAIGHT-IN LANDING RWY 20				CIRCLE-TO-LAND			
Missed apch climb grad min 4.0% DA(H) A: 1105' (276') C: 1125' (296') B: 1115' (286') D: 1135' (306')				CAT B, C, D: Not authorized East of airport			
FULL/Limited		ALS out		DA(H) 1470' (641')		Max Kts	
A		RVR 1300m		RVR 1500m		100	1860' (1005') 1500m
B		RVR 900m		RVR 1500m		135	1860' (1005') 1600m
C		RVR 1400m		CMV 2400m		180	2250' (1395') 2400m
D		RVR 1000m		CMV 2400m		205	2250' (1395') 3600m

PANS OPS 4

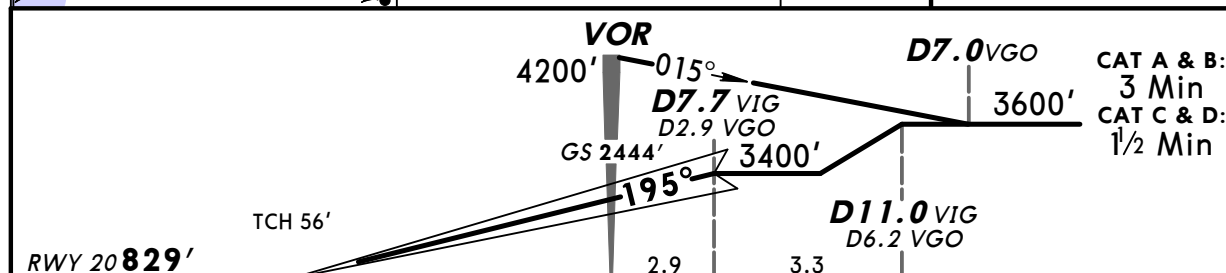
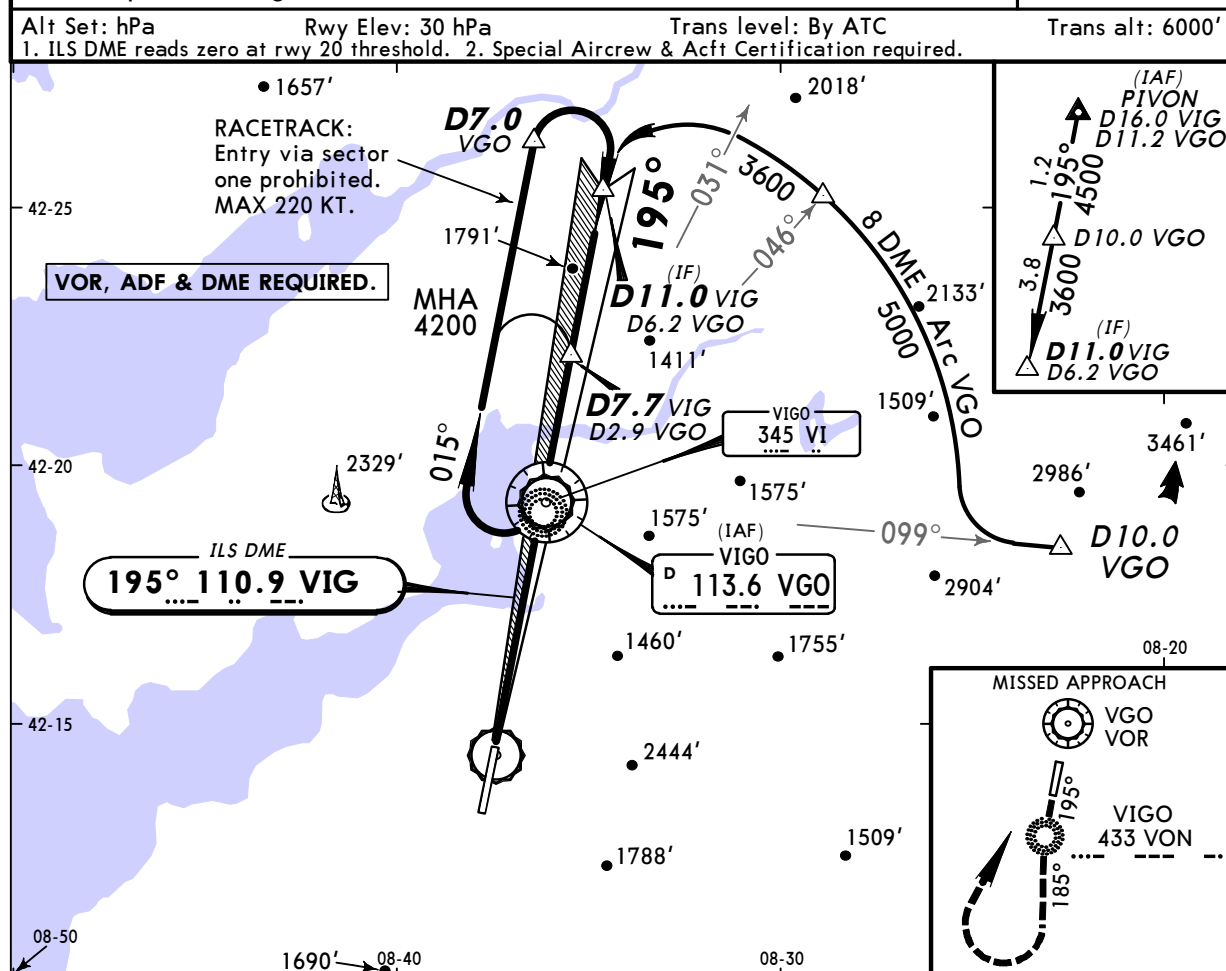
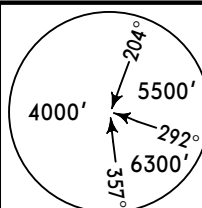
LEVX/VGO
VIGO

JEPPesen
28 MAY 10 **11-1A** Eff 3 Jun

VIGO, SPAIN
CAT II ILS Z Rwy 20

BRIEFING STRIP

*GALICIA Control (APP)		*VIGO Tower		*Ground
120.2		118.45 123.5		121.7
LOC VIG	Final Apch Crs	GS VOR	CAT II ILS RA/DA(H) Refer to Minimums	Apt Elev 855' RWY 829'
110.9	195°	2444' (1615')		
MISSED APCH: Climb on rwy heading direct to VON NDB, then proceed on 185° from VON NDB to 3500', then turn RIGHT climbing direct to VOR to join holding at 4200'.				
Alt Set: hPa Rwy Elev: 30 hPa Trans level: By ATC Trans alt: 6000' 1. ILS DME reads zero at rwy 20 threshold. 2. Special Aircrew & Acft Certification required.				



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		VON 433 on Rwy hdg	
GS	3.00°	377	484	538	646	753	861	REIL PAPI	PAPI	

Standard		STRAIGHT-IN LANDING RWY 20					
CAT II ILS							
A		B		C		D	
RA 272'		RA 365'		RA 464'		RA 540'	
DA(H) 975'(146')		DA(H) 992'(163')		DA(H) 1003'(174')		DA(H) 1018'(189')	
RVR 450m							

PANS OPS 4

LEVX/VGO
VIGO

 **JEPPESEN**
13 MAR 09 **11-1B**

VIGO, SPAIN

ILS Z or ILS Y or ILS X RWY 20 MINIMUMS
BASED ON MISSED APCH CLIMB GRADIENT OF MIM 2.5%

Standard		
$DA(H)$ A: 1240' (411') C: 1260' (431') B: 1250' (421') D: 1270' (441')		
FULL/LIMITED		ALS out
A	RVR 1500m	
B		
C	RVR 1600m	CMV 2000m
D	RVR 1700m	CMV 2100m

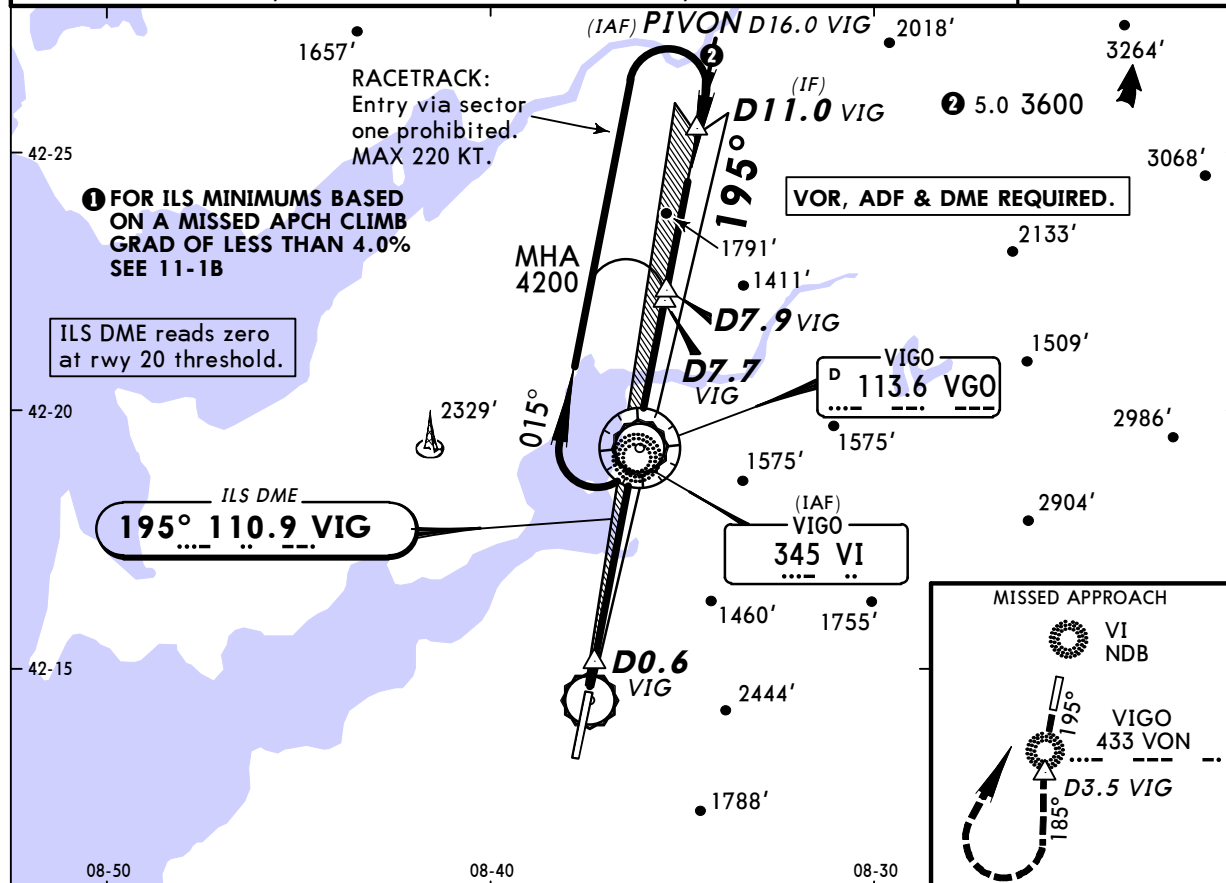
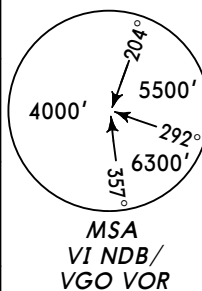
LEVX/VGO
VIGO

JEPPesen
28 MAY 10
Eff 3 Jun (11-2)

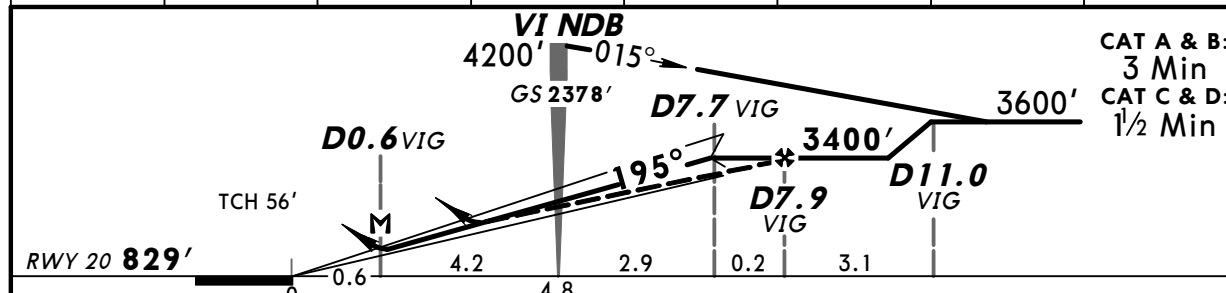
VIGO, SPAIN
● ILS Y or LOC Y Rwy 20

BRIEFING STRIP

*GALICIA Control (APP) 120.2	*VIGO Tower 118.45 123.5	*Ground 121.7
LOC VIG 110.9	Final Apch Crs 195°	GS VI NDB 2378' (1549')
		ILS DA(H) Refer to Minimums
		Apt Elev 855' RWY 829'
MISSED APCH: Climb on rwy heading direct to VON NDB, then proceed on 185° from VON NDB to 3500', then turn RIGHT climbing direct to VI NDB to join holding at 4200'. Do not turn before passing D3.5 VIG.		
Alt Set: hPa	Rwy Elev: 30 hPa	Trans level: By ATC Trans alt: 6000'



LOC (GS out)	VIG DME	2.0	3.0	4.0	5.0	6.0	7.0
	ALTITUDE	1540'	1860'	2190'	2510'	2840'	3160'



Gnd speed-Kts	70	90	100	120	140	160			
ILS GS	3.00°	377	484	538	646	753	861		
LOC Descent Angle	3.07°	380	489	543	652	760	869		
MAP at D0.6 VIG									

Standard				STRAIGHT-IN LANDING RWY 20		CIRCLE-TO-LAND	
ILS				LOC (GS out)		CAT B, C, D: Not authorized East of airport	
Missed apch climb grad min 4.0%							
DA(H) A: 1105' (276') C: 1125' (296') B: 1115' (286') D: 1135' (306')				DA(H) 1470' (641')			
FULL/Limited		ALS out				Max Kts	MDA(H) VIS
A		RVR 1300m		RVR 1500m		100	1860' (1005') 1500m
B	RVR 900m					135	1860' (1005') 1600m
C		RVR 1400m		CMV 2400m		180	2250' (1395') 2400m
D	RVR 1000m					205	2250' (1395') 3600m

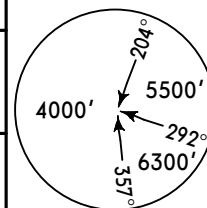
PANS OPS 4

LEVX/VGO
VIGO

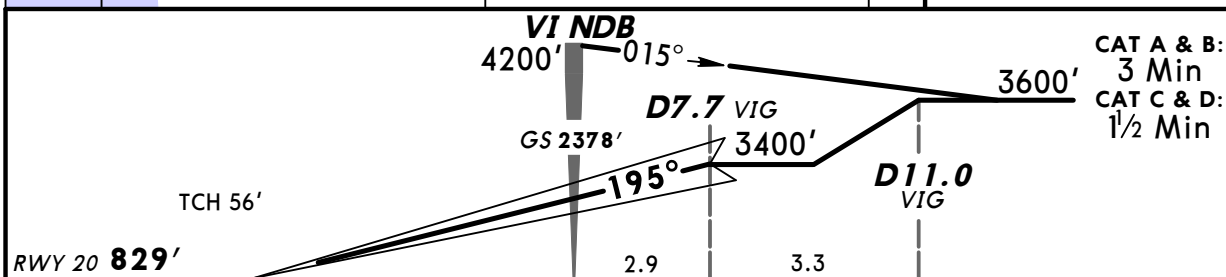
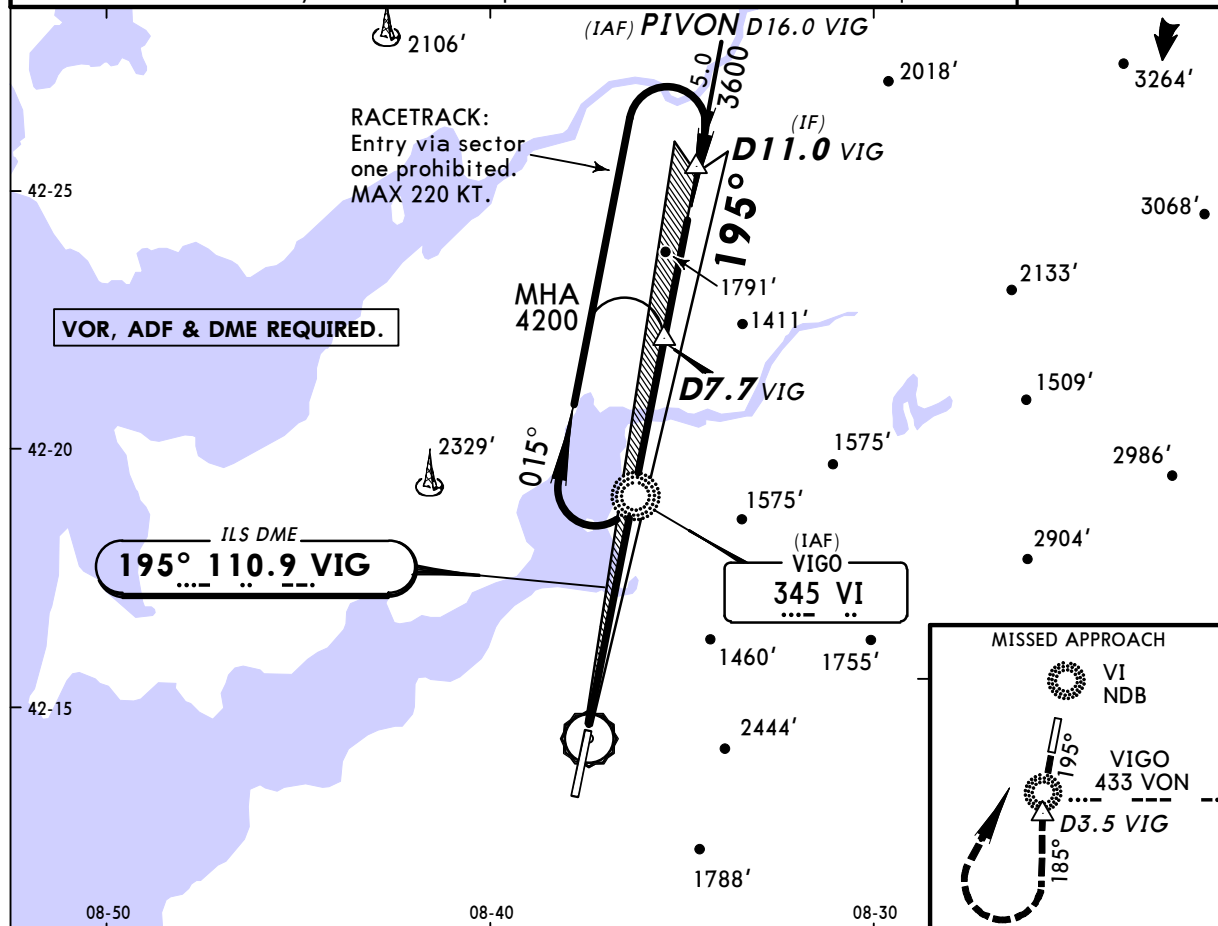
JEPPESEN
28 MAY 10 (11-2A) Eff 3 Jun

VIGO, SPAIN
CAT II ILS Y Rwy 20

*GALICIA Control (APP) 120.2		*VIGO Tower 118.45 123.5		*Ground 121.7
LOC VIG 110.9	Final Apch Crs 195°	GS VI NDB 2378' (1549')	CAT II ILS RA/DA(H) Refer to Minimums	Apt Elev 855' RWY 829'
MISSED APCH: Climb on rwy heading direct to VON NDB, then proceed on 185° from VON NDB to 3500', then turn RIGHT climbing direct to VI NDB to join holding at 4200'. Do not turn before passing D3.5 VIG.				
Alt Set: hPa Rwy Elev: 30 hPa Trans level: By ATC Trans alt: 6000' 1. ILS DME reads zero at rwy 20 threshold. 2. Special Aircrew & Acft Certification required.				



MSA
VI NDB



0		4.8										
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL PAPI PAPI		 D		VON 433 on Rwy hdg	
GS 3.00°	377	484	538	646	753	861						

Standard

STRAIGHT-IN LANDING RWY 20

CAT II ILS

A	B	C	D
RA 272'	RA 365'	RA 464'	RA 540'
<i>DA(H) 975' (146')</i>	<i>DA(H) 992' (163')</i>	<i>DA(H) 1003' (174')</i>	<i>DA(H) 1018' (189')</i>

RVR **450m**

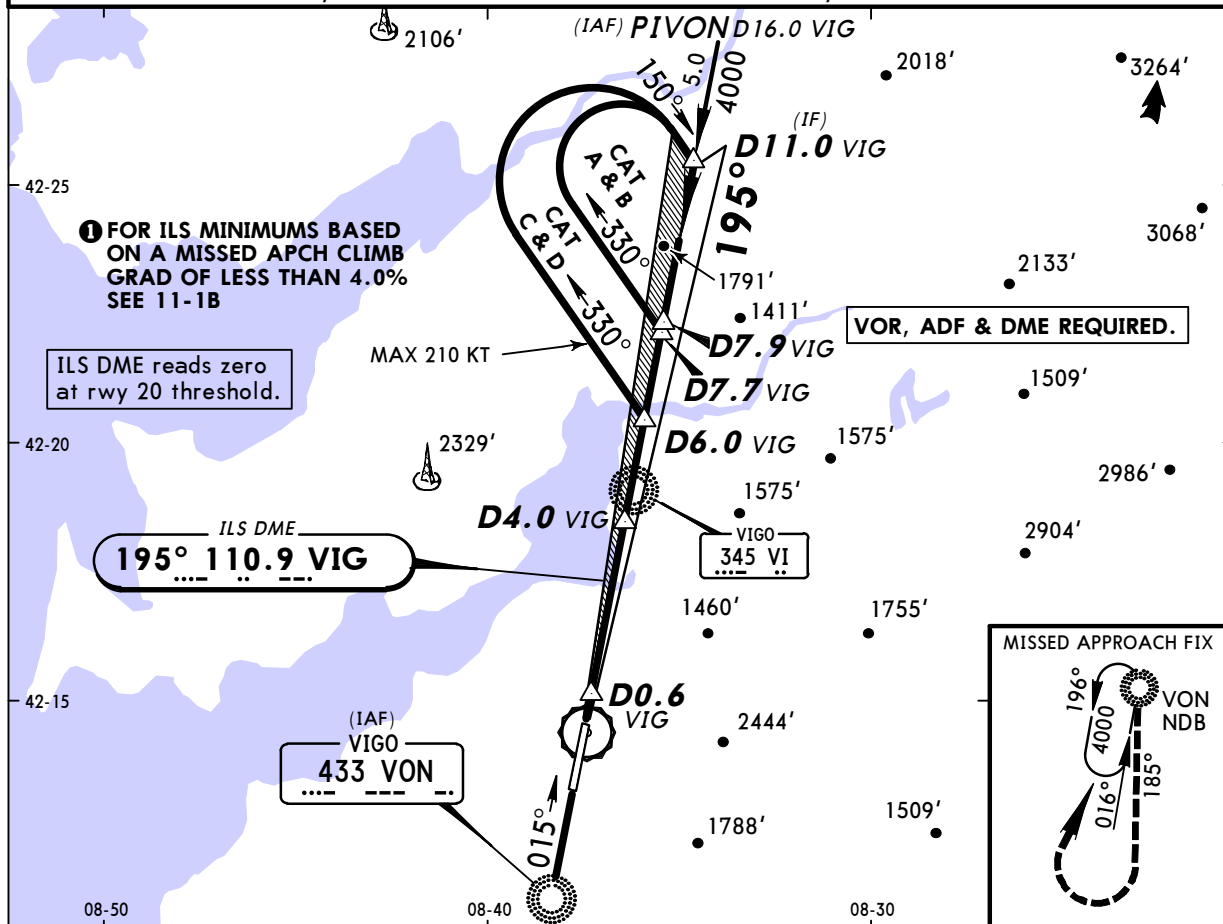
LEVX/VGO
VIGO

JEPPesen
28 MAY 10
Eff 3 Jun (11-3)

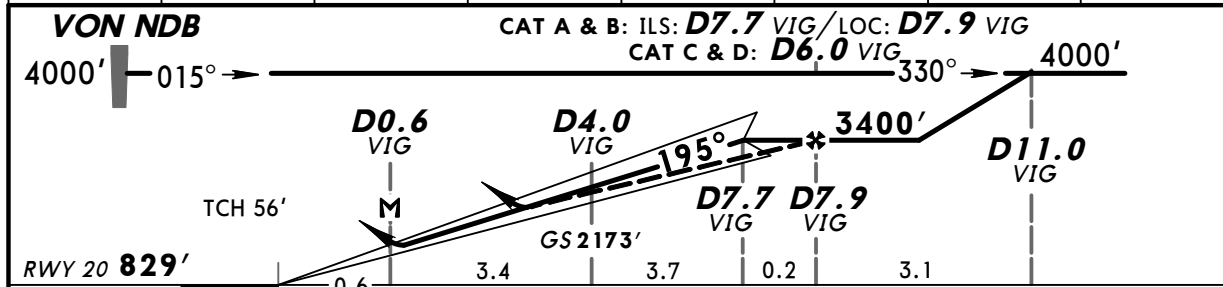
VIGO, SPAIN
ILS X or LOC X Rwy 20

BRIEFING STRIP

*GALICIA Control (APP) 120.2	*VIGO Tower 118.45 123.5	*Ground 121.7	MSA VON NDB
LOC VIG 110.9	Final Apch Crs 195°	GS D4.0 VIG 2173' (1344')	
		ILS DA(H) Refer to Minimums	
		Apt Elev 855'	
		RWY 829'	
MISSED APCH: Climb on rwy heading direct to VON NDB, then proceed on 185° from VON NDB to 3500', then turn RIGHT (MAX 210 KT) climbing direct to VON NDB to join holding at 4000'.			
Alt Set: hPa	Rwy Elev: 30 hPa	Trans level: By ATC	Trans alt: 6000'



LOC (GS out)	VIG DME ALTITUDE	2.0	3.0	4.0	5.0	6.0	7.0
		1540'	1860'	2190'	2510'	2840'	3160'



<i>Gnd speed-Kts</i>		70	90	100	120	140	160																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
----------------------	--	----	----	-----	-----	-----	-----	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

LEVX/VGO
VIGO

JEPPesen
28 MAY 10 **11-3A** Eff 3 Jun

VIGO, SPAIN
CAT II ILS X Rwy 20

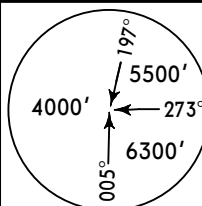
BRIEFING STRIP

*GALICIA Control (APP) 120.2	*VIGO Tower 118.45 123.5	*Ground 121.7
LOC VIG 110.9	Final Apch Crs 195°	GS D4.0 VIG 2173' (1344')
		CAT II ILS RA/DA(H) Refer to Minimums
		Apt Elev 855' RWY 829'

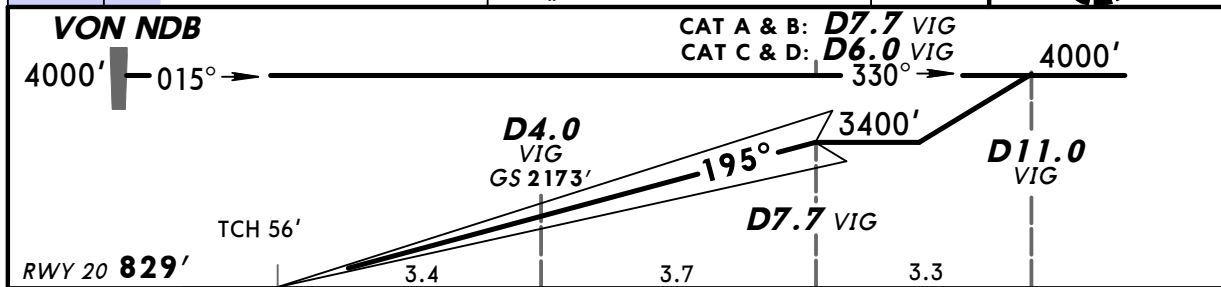
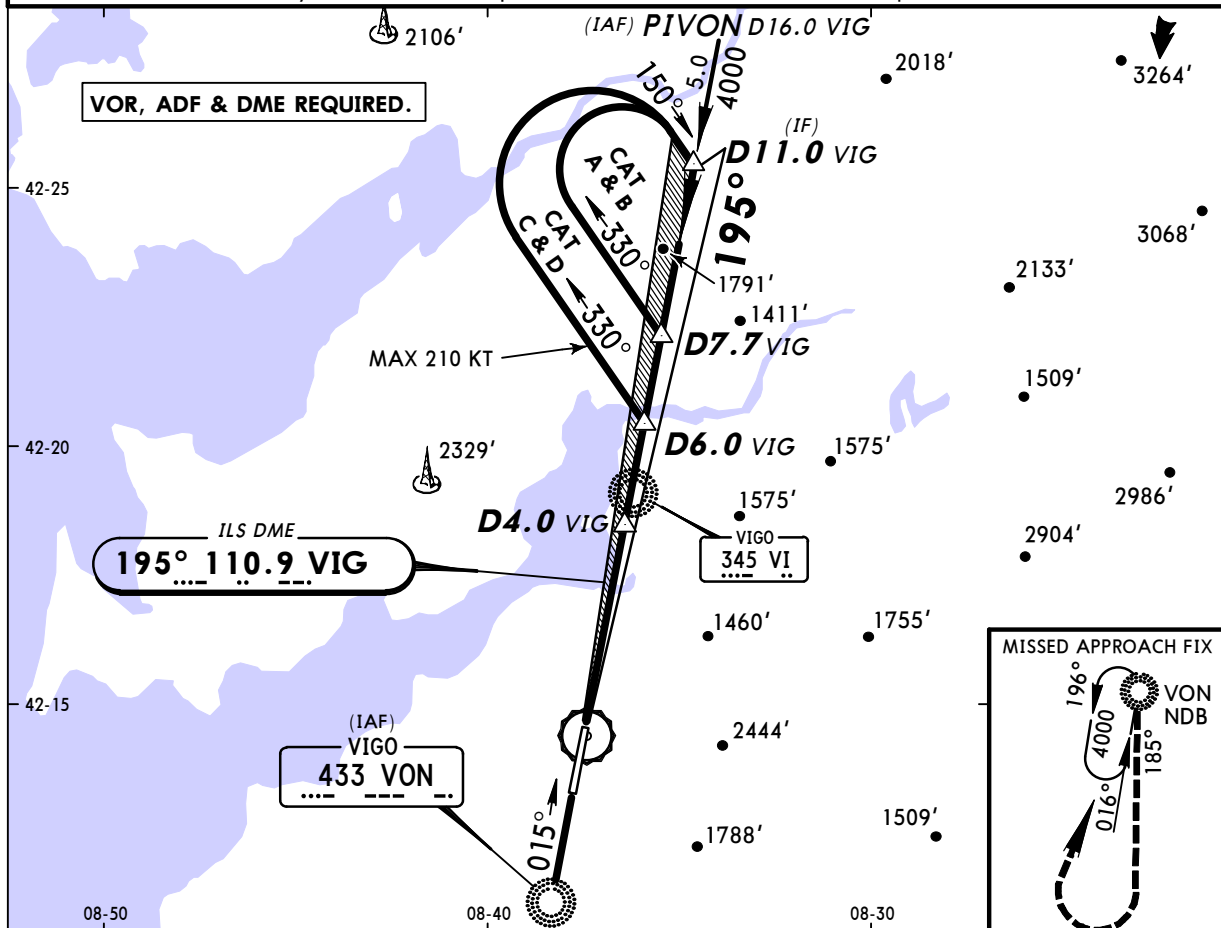
MISSED APCH: Climb on rwy heading direct to VON NDB, then proceed on 185° from VON NDB to 3500', then turn RIGHT (MAX 210 KT) climbing direct to VON NDB to join holding at 4000'.

Alt Set: hPa Rwy Elev: 30 hPa Trans level: By ATC
1. ILS DME reads zero at rwy 20 threshold. 2. Special Aircrew & Acft Certification required.

Trans alt: 6000'



MSA
VON NDB



Gnd speed-Kts	70	90	100	120	140	160		HIALS-II		VON 433	RWY
GS	3.00°	377	484	538	646	753	861	REIL PAPI	PAPI	on	hdg

Standard

STRAIGHT-IN LANDING RWY 20

CAT II ILS

A	B	C	D
RA 272' DA(H) 975' (146')	RA 365' DA(H) 992' (163')	RA 464' DA(H) 1003' (174')	RA 540' DA(H) 1018' (189')

RVR 450m

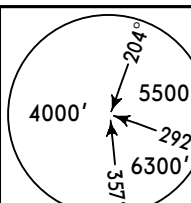
PANS OPS 4

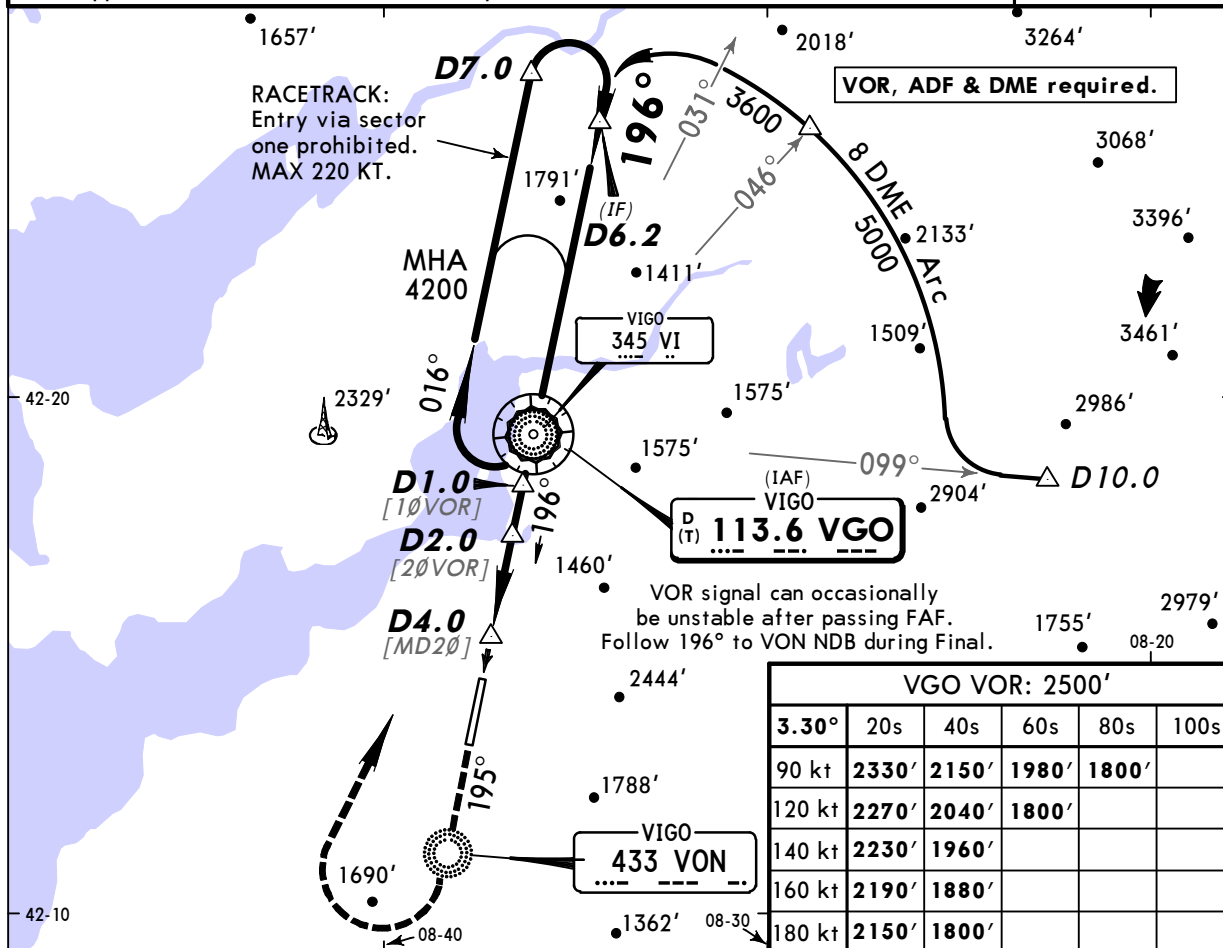
LEVX/VGO
VIGO

JEPPESEN
11 DEC 09 **(13-1)** Eff 17 Dec

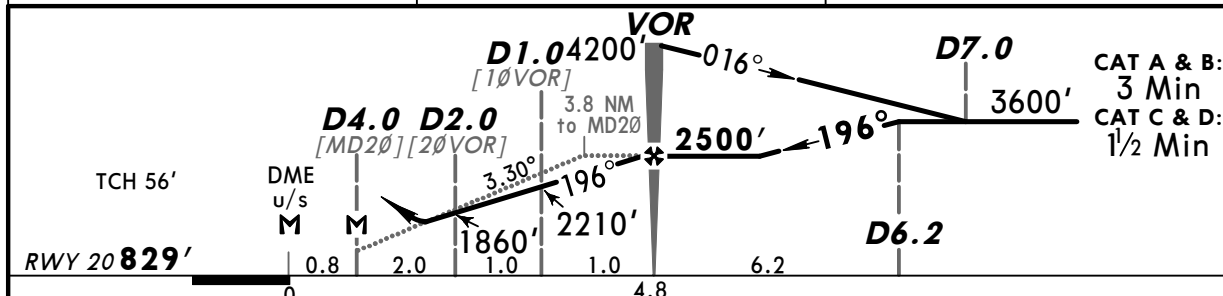
VIGO, SPAIN
VOR Rwy 20

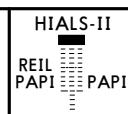
BRIEFING STRIP

*SANTIAGO Approach 120.2		*VIGO Tower 118.45 123.5		*Ground 121.7	
VOR VGO 113.6	Final Apch Crs 196°	Minimum Alt VOR 2500' (1671')	DA(H) 1800' (971')	Apt Elev 855' RWY 829'	
MISSED APCH: Climb on rwy heading to 3500', then turn RIGHT to VOR climbing to 4200' and hold. Do not turn before passing VON NDB.					
Alt Set: hPa Rwy Elev: 30 hPa Trans level: By ATC Trans alt: 6000' Final approach track offset 1° from runway centerline.					



VGO DME	2.0 after VOR	1.0 after VOR
ALTITUDE	1860'	2210'



Gnd speed-Kts	70	90	100	120	140	160	3500' on Rwy hdg 
Descent angle	3.30°	409	526	584	701	817	
MAP at D4.0 after VOR							
DME u/s: FAF to MAP	4.8	4:07	3:12	2:53	2:24	2:03	

Standard STRAIGHT-IN LANDING RWY 20				CIRCLE-TO-LAND			
DA(H) 1800' (971')				CAT B, C, D: Not authorized East of airport			
ALS out				Max Kts	MDA(H)	VIS	
A	RVR 1500m			100	1860' (1005')	1500m	
B				135	2040' (1185')	1600m	
C				180	2250' (1395')	2400m	
D	CMV 2400m			205	2250' (1395')	3600m	

PANS OPS 4

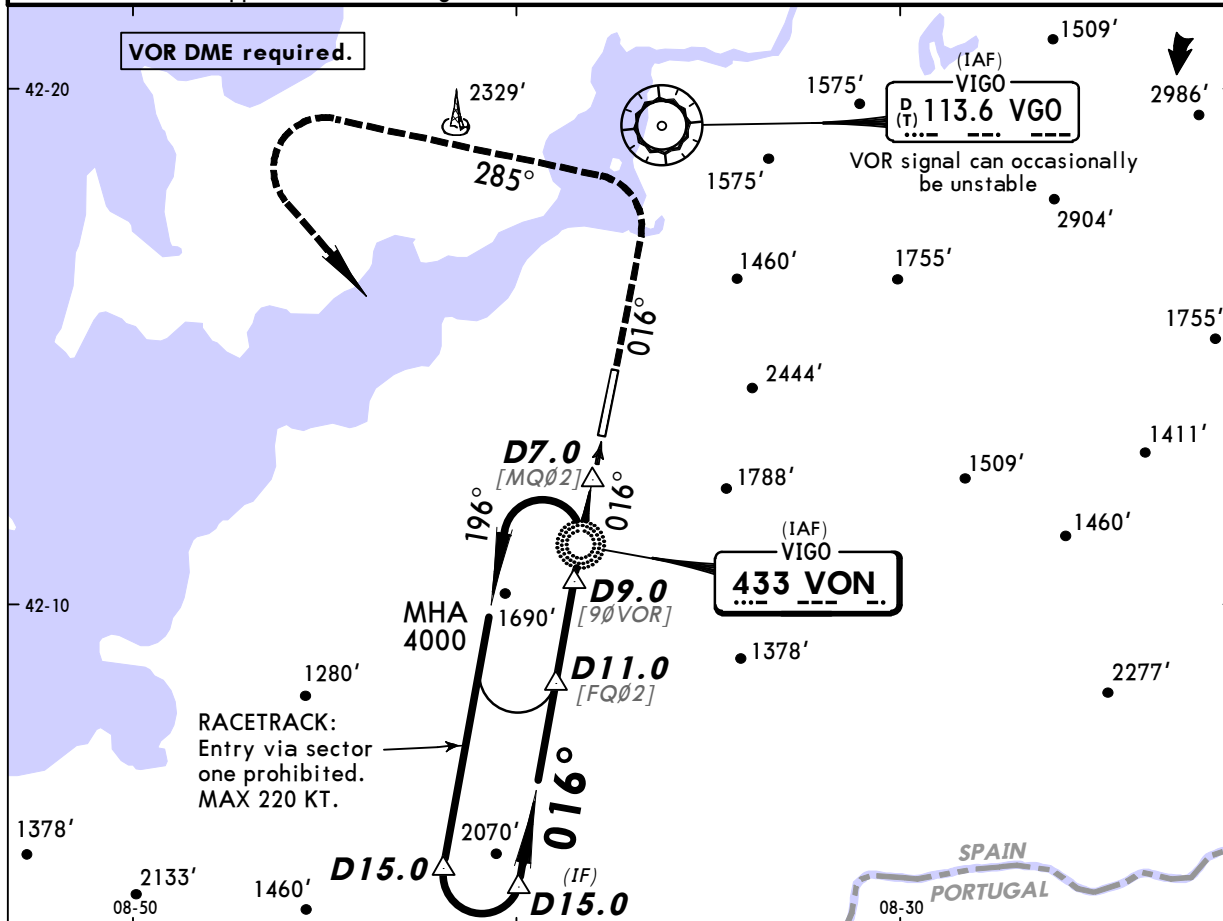
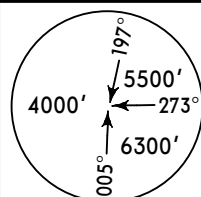
LEVX/VGO
VIGO

JEPPESEN
11 DEC 09 **(16-1)** Eff 17 Dec

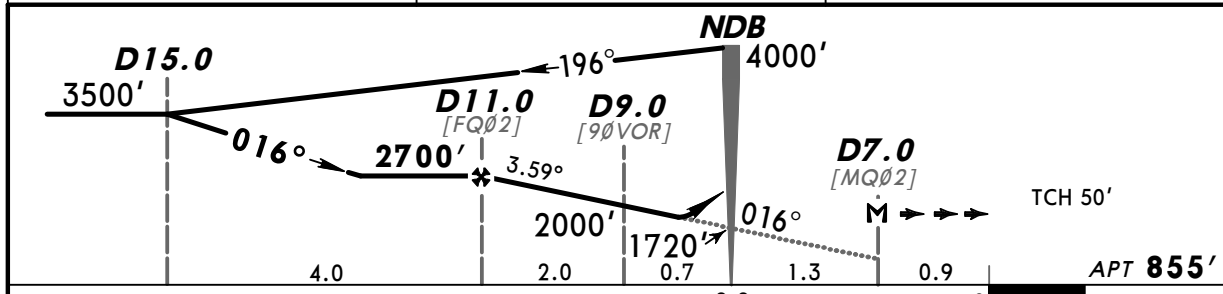
VIGO, SPAIN
NDB Z Rwy 02

BRIEFING STRIP

*SANTIAGO Approach 120.2		*VIGO Tower 118.45 123.5		*Ground 121.7
NDB VON 433	Final Apch Crs 016°	Minimum Alt D11.0 2700' (1845')	DA(H) 1800' (945')	Apt Elev 855'
MISSED APCH: Climb STRAIGHT AHEAD to 3000', then turn LEFT onto 285° climbing to 4000', then turn LEFT direct to NDB and hold.				
Alt Set: hPa Apt Elev: 31 hPa Trans level: By ATC Trans alt: 6000'				
1. NDB must be used for track guidance. 2. Final approach track offset 1° from rwy centerline. 3. CAT C/D: Final approach descent angle non-standard.				



VGO DME	10.0	9.0
ALTITUDE	2380'	2000'



Gnd speed-Kts	70	90	100	120	140	160		
Descent angle	3.59°	445	572	635	762	889	1017	
MAP at D7.0								

Standard				CIRCLE-TO-LAND			
STRAIGHT-IN LANDING RWY 02				CAT B, C, D: Not authorized East of airport			
DA(H) 1800' (945')				Max Kts	MDA(H)	VIS	
A	RVR 1500m			100	1860' (1005')	1500m	
B				135	2040' (1185')	1600m	
C				180	2250' (1395')	2400m	
D				205	2250' (1395')	3600m	

PANS OPS 4

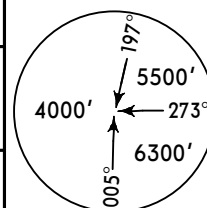
LEVX/VGO
VIGO

JEPPESEN
28 MAY 10 **(16-2)** **Eff 3 Jun**

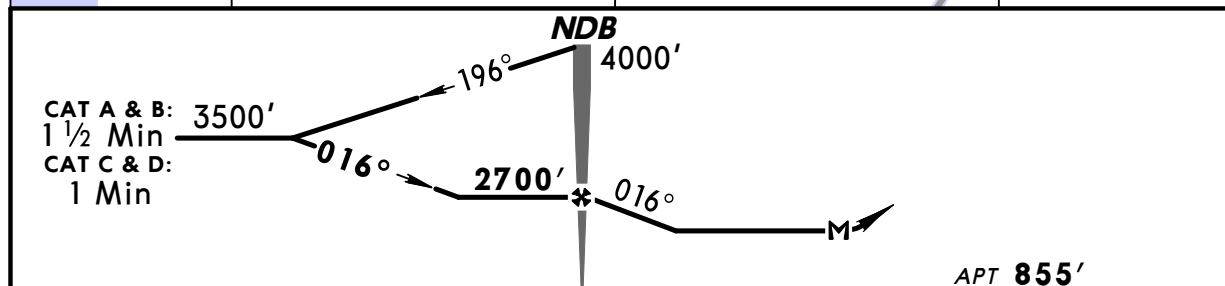
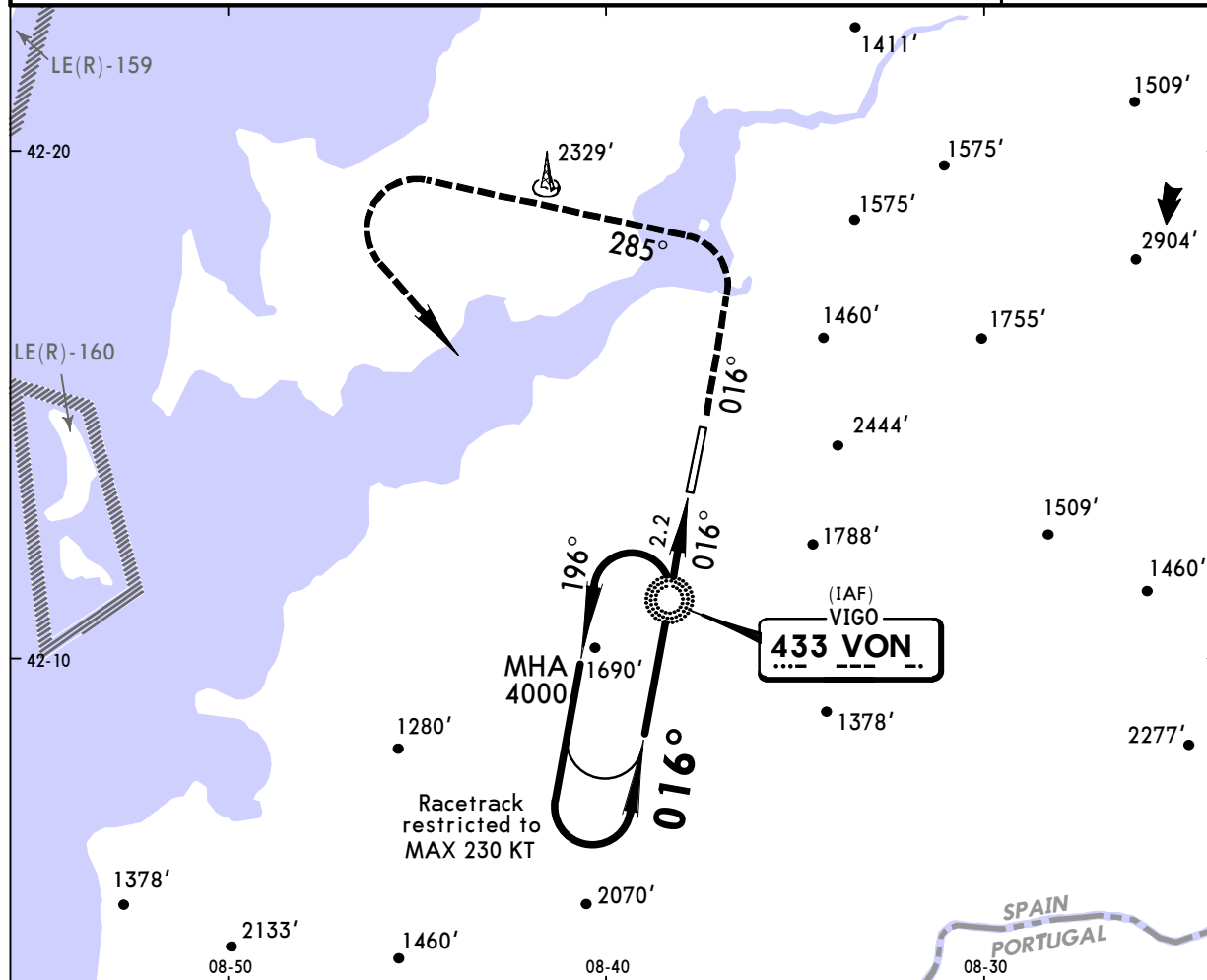
VIGO, SPAIN
NDB A Rwy 02

BRIEFING STRIP

*GALICIA Control (APP) 120.2		*VIGO Tower 118.45 123.5		*Ground 121.7
NDB VON 433	Final Apch Crs 016°	Minimum Alt NDB 2700' (1845')	MDA(H) Refer to Minimums	Apt Elev 855'
MISSED APCH: Climb STRAIGHT AHEAD to 3000', then turn LEFT onto 285° climbing to 4000', then turn LEFT direct to NDB and hold.				
Alt Set: hPa		Apt Elev: 31 hPa		Trans level: By ATC
Final approach track offset 1° from rwy centerline.		Trans alt: 6000'		



MSA
VON NDB



Gnd speed-Kts							Lighting- Refer to Airport Chart	3000' ↑
NDB to MAP	2.2	1:53	1:28	1:19	1:06	0:57		

Standard		CIRCLE-TO-LAND CAT B, C, D: Not authorized East of airport		
	Max Kts	MDA(H)	VIS	
A	100	1860' (1005')	1500m	
B	135	2040' (1185')	1600m	
C	180	2250' (1395')	2400m	
D	205	2250' (1395')	3600m	

PANS OPS 4

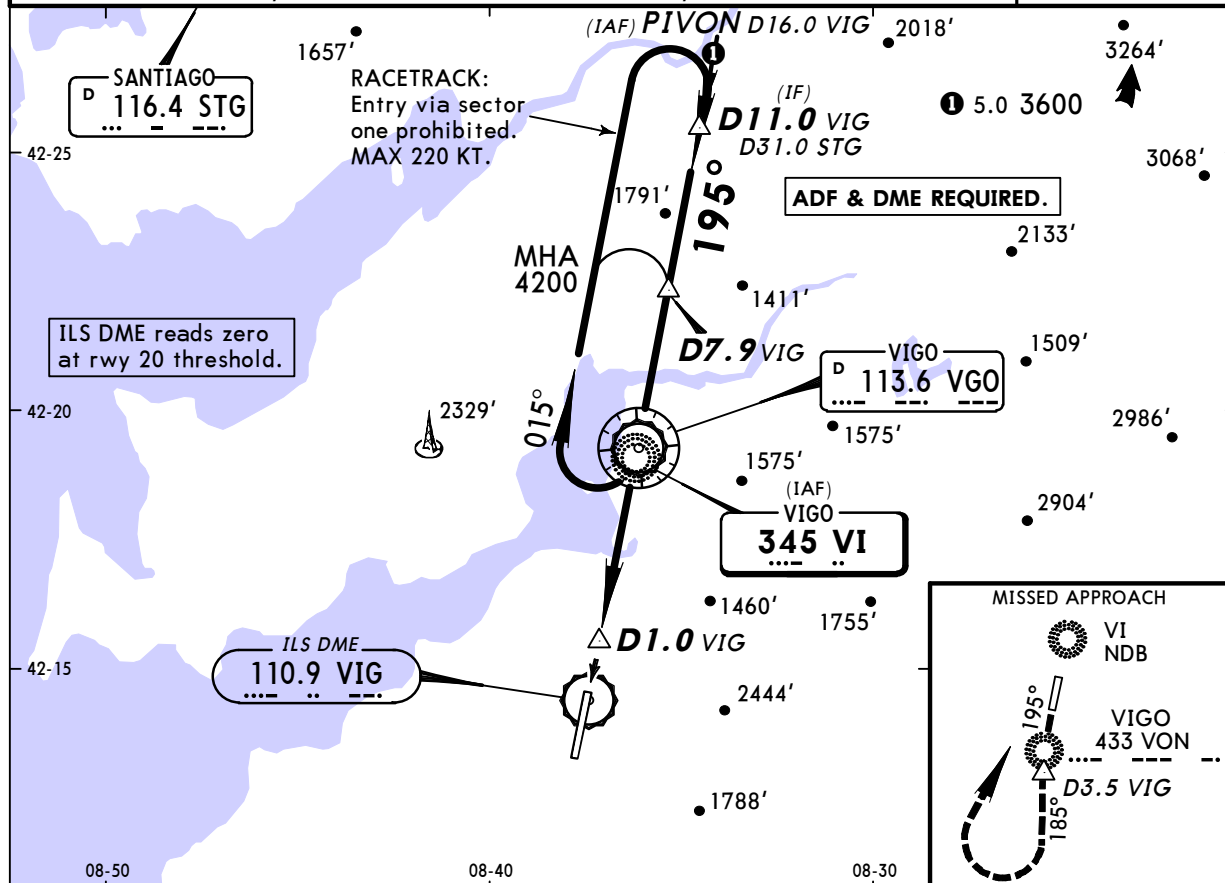
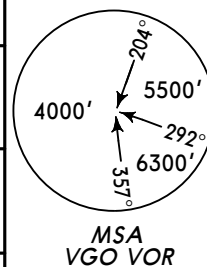
LEVX/VGO
VIGO

JEPPesen
28 MAY 10 **(16-3)** **Eff 3 Jun**

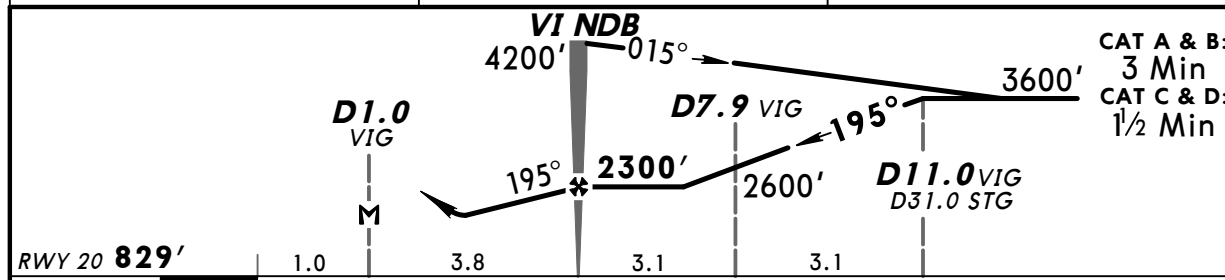
VIGO, SPAIN
NDB Rwy 20

BRIEFING STRIP

*GALICIA Control (APP) 120.2		*VIGO Tower 118.45 123.5		*Ground 121.7	
NDB VI 345	Final Apch Crs 195°	Minimum Alt VI NDB 2300' (1471')	DA(H) 1840' (1011')	Apt Elev 855'	RWY 829'
MISSED APCH: Climb on rwy heading direct to VON NDB, then proceed on 185° from VON NDB to 3500', then turn RIGHT climbing direct to VI NDB to join holding at 4200'. Do not turn before passing D3.5 VIG.					
Alt Set: hPa		Rwy Elev: 30 hPa		Trans level: By ATC	
				Trans alt: 6000'	



VIG DME	3.0	4.0
ALTITUDE	1840'	2150'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	2.99°	370	476	529	635	741
MAP at D1.0 VIG						

Standard			CIRCLE-TO-LAND		
STRAIGHT-IN LANDING RWY 20			CAT B, C, D: Not authorized East of airport		
DA(H) 1840' (1011')			Max Kts		
ALS out			100	1860' (1005')	1500m
RVR 1500m			135	1860' (1005')	1600m
CMV 2400m			180	2250' (1395')	2400m
			205	2250' (1395')	3600m

PANS OPS 4