

AIP – ÍSLAND/ICELAND

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AIP NON AIRAC

05/2024

09 AUG 2024

EFFECTIVE 09 AUG 2024



ISAVIA ANS
Air Navigation Services

Helstu breytingar í þessari útgáfu

Skoða skal AIP-uppfærslu vegna breytinga.

Listi þessi er einungis yfirlit.

Principal changes included in this AMDT

The AIP AMDT should be referred to for exact AIP changes.

This list of principal changes is just a brief overview.

Subject	Changes	AIP pages/chapter
GEN		
Record of AIP Amendments	List updated	GEN 0.2
Record of AIP Supplements	List updated	GEN 0.3
Checklist of AIP Pages	List updated	GEN 0.4
COM services	BIKF final Frequency 119.15 has been replaced with 121.3	GEN 3.4.3.4
	Communication failure - Reference. Editorial.	GEN 3.4.4.12
ENR		
Secondary Surveillance Radar (SSR)	Air-ground communication failure and unlawful interference procedures - Reference	ENR 1.6.2.2
Flight planning	Changeover point & Reporting of deviations - References	ENR 1.10.2.6.1 & 2
	Changes to a submitted flight plan - Reference	ENR 1.10.4
FIR, CTA and TMA	BIKF Final Frequency 119.15 has been replaced with 121.3	ENR 2.1
AD		
Status of certification of ADs	Date and validity of certification added	AD 1.5
MET info provided	Office responsible for TAF preparation Period of validity - BIAR, BIBD, BIEG, BIGJ, BIGR, BIHU, BIHN, BIIS, BIKF, BIRK, BIVM, BIVO, BITN	AD 2.11.3
BIAR - Akureyri	Obstacles (Large ships) in Akureyri harbour, north of BIAR	AD 2.23.3
BIBD - Bildudalur	Operational hours	AD 2.3.7
BIKF - Keflavik	AD Geographical and Administrative data - Editorial	AD 2.2.1
	RWY Physical Characteristic - Editorial	AD 2.12.14
	ATS COM Facilities - BIKF Final Frequency 119.15 has been replaced with 121.3	AD 2.18.3
	Flight Procedures - BIKF Final Frequency 119.15 has been replaced with 121.3	AD 2.22.1
	Flight Procedures - New text on MAX FL and the requested FL	AD 2.22.1
	Flight Procedures - Additional information on LVP added	AD 2.22.2
	AD Chart - Color of construction zones changed to make them more visible	AD 2 BIKF 2 -1
	AD Chart - A380 Ground Movement - Color of construction zones changed to make them more visible	AD 2 BIKF 2 -3
Aircraft Parking/Docking Chart - Color of construction zones changed to make them more visible	AD 2 BIKF 2 -5	
SUPs - AIP Supplements		
Dróni Fiskistofu / Directorate of Fisheries drone		SUP 14/2024
AICs - Aeronautical information circulars		
NIL		

GEN		GEN	
GEN 0.2 - 1	12 JUL 2024	GEN 0.2 - 1	09 AUG 2024
GEN 0.2 - 2	12 JUL 2024	GEN 0.2 - 2	09 AUG 2024
GEN 0.3 - 1	12 JUL 2024	GEN 0.3 - 1	09 AUG 2024
GEN 0.3 - 2	12 JUL 2024	GEN 0.3 - 2	09 AUG 2024
GEN 0.3 - 3	12 JUL 2024	GEN 0.3 - 3	09 AUG 2024
GEN 0.3 - 4	12 JUL 2024	GEN 0.3 - 4	09 AUG 2024
GEN 0.4 - 1	12 JUL 2024	GEN 0.4 - 1	09 AUG 2024
GEN 0.4 - 2	12 JUL 2024	GEN 0.4 - 2	09 AUG 2024
GEN 0.4 - 3	12 JUL 2024	GEN 0.4 - 3	09 AUG 2024
GEN 0.4 - 4	12 JUL 2024	GEN 0.4 - 4	09 AUG 2024
GEN 0.4 - 5	12 JUL 2024	GEN 0.4 - 5	09 AUG 2024
GEN 0.4 - 6	12 JUL 2024	GEN 0.4 - 6	09 AUG 2024
GEN 0.4 - 7	12 JUL 2024	GEN 0.4 - 7	09 AUG 2024
GEN 0.4 - 8	12 JUL 2024	GEN 0.4 - 8	09 AUG 2024
GEN 0.4 - 9	12 JUL 2024	GEN 0.4 - 9	09 AUG 2024
GEN 0.4 - 10	12 JUL 2024	GEN 0.4 - 10	09 AUG 2024
GEN 3.2 - 5	12 JUL 2024	GEN 3.2 - 5	09 AUG 2024
GEN 3.2 - 6	12 JUL 2024	GEN 3.2 - 6	09 AUG 2024
GEN 3.4 - 3	21 MAR 2024	GEN 3.4 - 3	09 AUG 2024
GEN 3.4 - 4	21 MAR 2024	GEN 3.4 - 4	09 AUG 2024
GEN 3.4 - 11	21 MAR 2024	GEN 3.4 - 11	09 AUG 2024
GEN 3.4 - 12	21 MAR 2024	GEN 3.4 - 12	09 AUG 2024
ENR		ENR	
ENR 1.6 - 3	22 MAR 2024	ENR 1.6 - 3	09 AUG 2024
ENR 1.6 - 4	22 MAR 2024	ENR 1.6 - 4	09 AUG 2024
ENR 1.10 - 3	17 MAY 2024	ENR 1.10 - 3	09 AUG 2024
ENR 1.10 - 4	17 MAY 2024	ENR 1.10 - 4	09 AUG 2024
ENR 1.10 - 5	17 MAY 2024	ENR 1.10 - 5	09 AUG 2024
ENR 1.10 - 6	17 MAY 2024	ENR 1.10 - 6	09 AUG 2024
ENR 2.1 - 3	17 MAY 2024	ENR 2.1 - 3	09 AUG 2024
ENR 2.1 - 4	17 MAY 2024	ENR 2.1 - 4	09 AUG 2024
AD		AD	
AD 0.6 - 1	26 JAN 2024	AD 0.6 - 1	09 AUG 2024
AD 0.6 - 2	26 JAN 2024	AD 0.6 - 2	09 AUG 2024
AD 0.6 - 9	01 DEC 2023	AD 0.6 - 9	09 AUG 2024
AD 0.6 - 10	01 DEC 2023	AD 0.6 - 10	09 AUG 2024
AD 1.5 - 1	18 JUN 2021	AD 1.5 - 1	09 AUG 2024
AD 1.5 - 2	18 JUN 2021	AD 1.5 - 2	09 AUG 2024
AD 1.5 - 3	18 JUN 2021	AD 1.5 - 3	09 AUG 2024
AD 1.5 - 4	18 JUN 2021	AD 1.5 - 4	09 AUG 2024
AD 2 BIAR 1 - 9	16 MAY 2024	AD 2 BIAR 1 - 9	09 AUG 2024
AD 2 BIAR 1 - 10	16 MAY 2024	AD 2 BIAR 1 - 10	09 AUG 2024
AD 2 BIAR 1 - 21	26 JAN 2024	AD 2 BIAR 1 - 21	09 AUG 2024
AD 2 BIAR 1 - 22	26 JAN 2024	AD 2 BIAR 1 - 22	09 AUG 2024
AD 2 BIAR 1 - 23	24 MAR 2023	AD 2 BIAR 1 - 23	09 AUG 2024
AD 2 BIAR 1 - 24	24 MAR 2023	AD 2 BIAR 1 - 24	09 AUG 2024
		AD 2 BIAR 1 - 25	09 AUG 2024
		AD 2 BIAR 1 - 26	09 AUG 2024
AD 2 BIBD 1 - 1	18 MAY 2023	AD 2 BIBD 1 - 1	09 AUG 2024
AD 2 BIBD 1 - 2	18 MAY 2023	AD 2 BIBD 1 - 2	09 AUG 2024
AD 2 BIBD 1 - 7	18 MAY 2023	AD 2 BIBD 1 - 7	09 AUG 2024
AD 2 BIBD 1 - 8	18 MAY 2023	AD 2 BIBD 1 - 8	09 AUG 2024

Eldri síður: / Old pages:

Nýjar síður: / New pages:

AD 2 BIEG 1 - 7	02 DEC 2021	AD 2 BIEG 1 - 7	09 AUG 2024
AD 2 BIEG 1 - 8	02 DEC 2021	AD 2 BIEG 1 - 8	09 AUG 2024
AD 2 BIGJ 1 - 7	27 JAN 2023	AD 2 BIGJ 1 - 7	09 AUG 2024
AD 2 BIGJ 1 - 8	27 JAN 2023	AD 2 BIGJ 1 - 8	09 AUG 2024
AD 2 BIGH 1 - 7	21 MAR 2024	AD 2 BIGH 1 - 7	09 AUG 2024
AD 2 BIGH 1 - 8	21 MAR 2024	AD 2 BIGH 1 - 8	09 AUG 2024
AD 2 BIHU 1 - 7	24 MAR 2023	AD 2 BIHU 1 - 7	09 AUG 2024
AD 2 BIHU 1 - 8	24 MAR 2023	AD 2 BIHU 1 - 8	09 AUG 2024
AD 2 BIHN 1 - 7	23 MAR 2023	AD 2 BIHN 1 - 7	09 AUG 2024
AD 2 BIHN 1 - 8	23 MAR 2023	AD 2 BIHN 1 - 8	09 AUG 2024
AD 2 BIIS 1 - 7	05 OCT 2023	AD 2 BIIS 1 - 7	09 AUG 2024
AD 2 BIIS 1 - 8	05 OCT 2023	AD 2 BIIS 1 - 8	09 AUG 2024
AD 2 BIKF 1 - 1	24 MAR 2023	AD 2 BIKF 1 - 1	09 AUG 2024
AD 2 BIKF 1 - 2	24 MAR 2023	AD 2 BIKF 1 - 2	09 AUG 2024
AD 2 BIKF 1 - 11	23 MAR 2023	AD 2 BIKF 1 - 11	09 AUG 2024
AD 2 BIKF 1 - 12	23 MAR 2023	AD 2 BIKF 1 - 12	09 AUG 2024
AD 2 BIKF 1 - 13	11 JUL 2024	AD 2 BIKF 1 - 13	09 AUG 2024
AD 2 BIKF 1 - 14	11 JUL 2024	AD 2 BIKF 1 - 14	09 AUG 2024
AD 2 BIKF 1 - 17	11 JUL 2024	AD 2 BIKF 1 - 17	09 AUG 2024
AD 2 BIKF 1 - 18	11 JUL 2024	AD 2 BIKF 1 - 18	09 AUG 2024
AD 2 BIKF 1 - 27	01 DEC 2023	AD 2 BIKF 1 - 27	09 AUG 2024
AD 2 BIKF 1 - 28	01 DEC 2023	AD 2 BIKF 1 - 28	09 AUG 2024
AD 2 BIKF 1 - 29	12 JUL 2024	AD 2 BIKF 1 - 29	09 AUG 2024
AD 2 BIKF 1 - 30	12 JUL 2024	AD 2 BIKF 1 - 30	09 AUG 2024
AD 2 BIKF 1 - 31	12 JUL 2024	AD 2 BIKF 1 - 31	09 AUG 2024
AD 2 BIKF 1 - 32	12 JUL 2024	AD 2 BIKF 1 - 32	09 AUG 2024
AD 2 BIKF 1 - 33	12 JUL 2024	AD 2 BIKF 1 - 33	09 AUG 2024
AD 2 BIKF 1 - 34	12 JUL 2024	AD 2 BIKF 1 - 34	09 AUG 2024
		AD 2 BIKF 1 - 35	09 AUG 2024
		AD 2 BIKF 1 - 36	09 AUG 2024
AD 2 BIKF 2 - 1	11 JUL 2024	AD 2 BIKF 2 - 1	09 AUG 2024
AD 2 BIKF 2 - 2	11 JUL 2024	AD 2 BIKF 2 - 2	09 AUG 2024
AD 2 BIKF 2 - 3	11 JUL 2024	AD 2 BIKF 2 - 3	09 AUG 2024
AD 2 BIKF 2 - 4	11 JUL 2024	AD 2 BIKF 2 - 4	09 AUG 2024
AD 2 BIKF 2 - 5	11 JUL 2024	AD 2 BIKF 2 - 5	09 AUG 2024
AD 2 BIKF 2 - 6	11 JUL 2024	AD 2 BIKF 2 - 6	09 AUG 2024
AD 2 BIRK 1 - 9	28 JAN 2022	AD 2 BIRK 1 - 9	09 AUG 2024
AD 2 BIRK 1 - 10	28 JAN 2022	AD 2 BIRK 1 - 10	09 AUG 2024
AD 2 BIVM 1 - 7	03 DEC 2021	AD 2 BIVM 1 - 7	09 AUG 2024
AD 2 BIVM 1 - 8	03 DEC 2021	AD 2 BIVM 1 - 8	09 AUG 2024
AD 2 BIVO 1 - 7	07 OCT 2022	AD 2 BIVO 1 - 7	09 AUG 2024
AD 2 BIVO 1 - 8	07 OCT 2022	AD 2 BIVO 1 - 8	09 AUG 2024
AD 2 BITN 1 - 7	07 OCT 2022	AD 2 BITN 1 - 7	09 AUG 2024
AD 2 BITN 1 - 8	07 OCT 2022	AD 2 BITN 1 - 8	09 AUG 2024

VIÐBÆTUR		SUPPLEMENTS
Nýjar viðbætur		New Supplements
Nýjar viðbætur - utan útgáfu	SUP 14/2024 Engin / NIL	New Supplements - outside publication
Viðbætur felldar úr gildi	SUP 08/2024	Supplements hereby cancelled
UPPLÝSINGABRÉF (AIC)		AIC
Ný upplýsingabréf		New AIC
Ný upplýsingabréf - utan útgáfu	Engin / NIL	New AICs - outside publication
Upplýsingabréf felld úr gildi	Engin / NIL	AICs hereby cancelled
Efni eftirfarandi NOTAM skeyta birt í útgáfunni:	A0445/24	NOTAM incorporated in this amendment:

Hægt er að nálgast Flugmálahandbókina (AIP) öll AIC-upplýsingabréf og AIP-supplement sem eru í gildi á heimasíðu Isavia ohf.
<https://eaip.isavia.is/>

The AIP publications, all effective AICs and AIP supplements can be accessed through the ISAVIA webpage
<https://eaip.isavia.is/>

ENDIR / END

**GEN 0.2 LISTI YFIR UPPFÆRSLUR
 FLUGMÁLAHANDBÓKAR**

GEN 0.2 RECORD OF AIP AMENDMENTS

Fyrirvarauppfærslur Flugmálahandbókar / AIRAC AIP AMENDMENT			
Nr. / Ár / NR/Year	Útgáfudagur / Publication date	Gildisdagur / Effective Date	Sett inn af / Inserted by
AIRAC 001/22	03 DEC 2021	27 JAN 2022	
AIRAC 002/22	29 JAN 2022	24 MAR 2022	
AIRAC 003/22	26 MAR 2022	19 MAY 2022	
AIRAC 004/22	21 MAY 2022	14 JUL 2022	
AIRAC 005/22	13 AUG 2022	06 OCT 2022	
AIRAC 006/22	08 OCT 2022	01 DEC 2022	
AIRAC 001/23	03 DEC 2022	26 JAN 2023	
AIRAC 02/23	28 JAN 2023	23 MAR 2023	
AIRAC 03/23	25 MAR 2023	18 MAY 2023	
A 04/2023	19 MAY 2023	15 JUN 2023	
A 05/2023	21 MAY 2023	13 JUL 2023	
A 06/2023	12 AUG 2023	05 OCT 2023	
A 07/2023	07 OCT 2023	30 NOV 2023	
A 01/2024	02 DEC 2023	25 JAN 2024	
A 02/2024	27 JAN 2024	21 MAR 2024	
A 03/2024	23 MAR 2024	16 MAY 2024	
A 04/2024	18 MAY 2024	11 JUL 2024	

Uppfærslur Flugmálahandbókar / AIP AMENDMENT			
Nr. / Ár / NR/Year	Útgáfudagur / Publication date	Dags. inns. / Date inserted	Sett inn af / Inserted by
AMDT 001/22	28 JAN 2022	28 JAN 2022	
AMDT 002/22	25 MAR 2022	25 MAR 2022	
AMDT 003/22	20 MAY 2022	20 MAY 2022	
AMDT 004/22	12 AUG 2022	12 AUG 2022	
AMDT 005/22	07 OCT 2022	07 OCT 2022	
AMDT 006/22	02 DEC 2022	02 DEC 2022	
AMDT 01/23	27 JAN 2023	27 JAN 2023	
AMDT 02/23	24 MAR 2023	24 MAR 2023	
03/2023	20 MAY 2023	20 MAY 2023	
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06/2023	01 DEC 2023	01 DEC 2023	
01/2024	26 JAN 2024	26 JAN 2024	
02/2024	22 MAR 2024	22 MAR 2024	
03/2024	17 MAY 2024	17 MAY 2024	
04/2024	12 JUL 2024	12 JUL 2024	
05/2024	09 AUG 2024	09 AUG 2024	

**GEN 0.3 LISTI YFIR VIÐBÆTUR VIÐ
FLUGMÁLAHANDBÓK**

GEN 0.3 RECORD OF AIP SUPPLEMENTS

Númer/Ár / No/Year	Viðfangsefni / Subject	Viðeigandi hluti/hlutar Flugmálahandbókar / AIP section(s) affected	Gildistími / Period of validity	Fellt úr gildi / Cancellation record
018/2022	BIKF KEFLAVÍK – Bráðabirgðabygging á stæði 6 / BIKF KEFLAVÍK – Temporary building on stand 6	BIKF AD 2	07 OCT 2022 - EST Year 2026	
019/2022	BIKF KEFLAVÍK - Framkvæmdir við Stæði 10 / BIKF KEFLAVÍK - Construction work at Stand 10	BIKF AD 2	07 OCT 2022 - 24 MAR 2023	Replaced with SUP 03/23
020/2022	KEFLAVÍK - Nýframkvæmd – Ný akbraut og hraðakstursbraut / KEFLAVÍK – New Construction - New taxiway and rapid exit taxiway (RET)	BIKF AD 2	02 DEC 2022 - EST June 2023	Cancelled 06 OCT 2023
01/2023	Minnkaður brautaraðskilnaður / Reduced Runway Separation	BIAR AD 2 BIKF AD 2 BIRK AD 2	26 JAN 2023 EST Spring 2023	Cancelled 11 AUG 2023
02/2023	Tímabundnar hindranir sem standa lengur en þrjú mánuði / Temporary obstacles with duration longer than three months	BIAR AD 2.10 BIRK AD 2.10	24 MAR 2023 - 15 JUN 2023	Replaced with SUP 05/2023
03/2023	BIKF KEFLAVÍK - Framkvæmdir við Stæði 10 / BIKF KEFLAVÍK - Construction work at Stand 10	BIKF AD 2	24 MAR 2023 - 31 MAR 2023	Cancelled 31 st of March 2023
04/2023	Þjóðhátíð í Vestmannaeyjum Westman Islands festival	BIVM AD 2	20 MAY 2023 - EST Autumn 2023	Replaced with SUP 10/2023 18 JUL 2023
05/2023	Tímabundnar hindranir sem standa lengur en þrjú mánuði / Temporary obstacles with duration longer than three months	BIAR AD 2.10 BIRK AD 2.10	15 JUN 2023 - 06 OCT 2023	Cancelled 06 OCT 2023
06/2023	BIRK Reykjavík - Leiðtogafundur Evrópuráðs í Reykjavík 16-17. maí 2023 / BIRK Reykjavík - Council of Europe Summit 16-17 May 2023 in Reykjavík	BIRK AD 2	04 MAY 2023 - 19 MAY 2023	Cancelled 19 MAY 2023
07/2023	Skipulag vegna mögulegra eldsumbrota á Reykjanesi / Procedures due to possible eruption on Reykjanes	NA	07 JUN 2023 - 01 AUG 2023	Replaced with SUP 13/2023 01 AUG 2023
08/2023	BIKF Keflavík - Framkvæmdir við Austurvæng og flughlaðið / BIKF Keflavík - Construction work at East wing and apron	BIKF AD 2	11 AUG 2023 - 12 SEP 2023	Replaced with SUP 14/2023 12 SEP 2023
09/2023	BIAR Akureyri – Nýtt flughlað / BIAR Akureyri – New apron	BIAR AD 2	11 AUG 2023 - EST Autumn 2023	Cancelled 26 JAN 2024
10/2023	Þjóðhátíð í Vestmannaeyjum Westman Islands festival	BIVM AD 2	18 JUL 2023 - 19 JUL 2023	Cancelled 19 JUL 2023
11/2023	Þjóðhátíð í Vestmannaeyjum Westman Islands festival	BIVM AD 2	20 JUL 2023 - 25 JUL 2023	Cancelled 25 JUL 2023
12/2023	Þjóðhátíð í Vestmannaeyjum Westman Islands festival	BIVM AD 2	26 JUL 2023 - 11 AUG 2023	Cancelled 11 AUG 2023

13/2023	Skipulag vegna eldsumbrota á Reykjanesi / Procedures due to eruption on Reykjanes	NA	02 AUG 2023 - 16 AUG 2023	Cancelled 16 AUG 2023
14/2023	KEFLAVÍK - Framkvæmdir við Austurvæng og flughlaðið (SLN18 & NTA22) / KEFLAVÍK - Construction work at East wing and apron (SLN18 & NTA22)	BIKF AD 2	12 SEP 2023 - UFN	Replaced with SUP 07/2024 17 MAY 2024
15/2023	Tímabundnar hindranir sem standa lengur en þrjá mánuði / Temporary obstacles with duration longer than three months	BIAR AD 2.10 BIRK AD 2.10	06 OCT 2023 - 01 DEC 2023	Replaced with SUP 16/2023 01 DEC 2023
16/2023	Tímabundnar hindranir sem standa lengur en þrjá mánuði / Temporary obstacles with duration longer than three months	BIAR AD 2.10 BIRK AD 2.10	01 DEC 2023 - UFN	Replaced with SUP 01/2024 26 JAN 2024
17/2023	Loftrýmishöft - vegna árásar Rússa á Úkraínu Airspace restrictions - due to the Russian invasion of Ukraine	NA	14 NOV 2023 - UFN	
18/2023	Skipulag vegna eldsumbrota við Grindavík / Procedures due to eruption near Grindavík	NA	19 DEC 2023 - 22 DEC 2023	Cancelled 22 DEC 2023
19/2023	Aðaltíðni fyrir almenn flugfjarskipti yfir Grænlandi / The primary general purpose VHF frequency over Greenland	GEN 3.4 ENR 2.1 ENR 2.2 ENR 6.1	01 DEC 2023 - UFN	Cancelled 30 APR 2024
01/2024	Tímabundnar hindranir sem standa lengur en þrjá mánuði / Temporary obstacles with duration longer than three months	BIAR AD 2.10 BIRK AD 2.10	26 JAN 2024 - UFN	
02/2024	Dróni Fiskistofu / Directorate of Fisheries drone	NA	26 JAN 2024 - UFN	Replaced with SUP 08/2024 17 MAY 2024
03/2024	Skipulag vegna eldsumbrota við Grindavík / Procedures due to eruption near Grindavík	NA	14 JAN 2024 - 22 JAN 2024	Cancelled 22 JAN 2024
04/2024	Keflavík (BIKF) – framkvæmdir við stæði 10 / Construction work at stand 10	BIKF AD 2	26 JAN 2024 - EST MAY 2024	
05/2024	Skipulag vegna mögulegra eldsumbrota við Grindavík / Procedures due to possible eruption near Grindavík	NA	05 FEB 2024 - 14 FEB 2024	Cancelled 14 FEB 2024
06/2024	Skipulag vegna Reykjaneselda / Procedures due to Volcanic activity at Reykjanes peninsula	NA	29 FEB 2024 - 30 MAY 2024	Replaced with SUP 11/2024 30 MAY 2024
07/2024	KEFLAVÍK - Framkvæmdir við Austurvæng og flughlaðið / Construction work at East wing and apron	BIKF AD 2	17 MAY 2024 - UFN	
08/2024	Dróni Fiskistofu / Directorate of Fisheries drone	NA	17 MAY 2024 - 09 AUG 2024	Replaced with SUP 14/2024 09 AUG 2024
09/2024	Þjóðhátíð í Vestmannaeyjum / Westman Islands festival	BIVM AD 2	11 JUL 2024 - 09 AUG 2024	
10/2024	Breyting á svari við RCL-skeyti / Amendment to RCL response messages	NA	23 MAY 2024 - UFN	
11/2024	Skipulag vegna Reykjaneselda / Procedures due to Volcanic activity at Reykjanes peninsula	NA	30 MAY 2024 - UFN	

12/2024	Viðhaldsframkvæmdir á akbraut E-1 og útgáfa auka viðmiðunarvegalengda / Maintenance on TWY E-1 and publishing of additional declared distances	BIKF AD 2	13 JUN 2024 - 13 JUN 2024	Replaced with SUP 13/2024 13 JUN 2024
13/2024	BIKF Keflavík - Viðhaldsframkvæmdir á akbraut E-1 og útgáfa auka viðmiðunarvegalengda / Maintenance on TWY E-1 and publishing of additional declared distances	BIKF AD 2	13 JUN 2024 - UFN	
14/2024	Dróni Fiskistofu / Directorate of Fisheries drone	NA	09 AUG 2024 - UFN	

Upplýsingar um gildar viðbætur við Flugmálahandbók er að finna í [NOTAM gátlista](#) sem gefinn er út í byrjun hvers mánaðar, auk þess er hægt að nálgast gildar viðbætur (SUP) á síðu [Flugmálahandbókar \(AIP\)](#).

Information concerning valid AIP Supplements are included in the [NOTAM Checklist](#) issued in the beginning of every month as well as being available on the [eAIP website](#).

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GEN 0.4 Gátlisti Flugmálahandbókar / Checklist of AIP Pages

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0.1 - 1	18 JUN 2021	1.7 - 13	12 AUG 2022	2.2 - 9	25 MAR 2021
0.1 - 2	18 JUN 2021	1.7 - 14	12 AUG 2022	2.2 - 10	25 MAR 2021
0.1 - 3	13 AUG 2021	1.7 - 15	12 AUG 2022	2.2 - 11	20 MAY 2023
0.1 - 4	13 AUG 2021	1.7 - 16	12 AUG 2022	2.2 - 12	20 MAY 2023
0.2 - 1	09 AUG 2024	1.7 - 17	12 AUG 2022	2.2 - 13	25 MAR 2021
0.2 - 2	09 AUG 2024	1.7 - 18	12 AUG 2022	2.2 - 14	25 MAR 2021
0.3 - 1	09 AUG 2024	1.7 - 19	12 AUG 2022	2.2 - 15	25 MAR 2021
0.3 - 2	09 AUG 2024	1.7 - 20	12 AUG 2022	2.2 - 16	25 MAR 2021
0.3 - 3	09 AUG 2024	1.7 - 21	12 AUG 2022	2.2 - 17	05 OCT 2023
0.3 - 4	09 AUG 2024	1.7 - 22	12 AUG 2022	2.2 - 18	05 OCT 2023
0.4 - 1	09 AUG 2024	1.7 - 23	17 MAY 2024	2.2 - 19	21 MAR 2024
0.4 - 2	09 AUG 2024	1.7 - 24	17 MAY 2024	2.2 - 20	21 MAR 2024
0.4 - 3	09 AUG 2024	1.7 - 25	12 AUG 2022	2.2 - 21	25 MAR 2021
0.4 - 4	09 AUG 2024	1.7 - 26	12 AUG 2022	2.2 - 22	25 MAR 2021
0.4 - 5	09 AUG 2024	1.7 - 27	12 AUG 2022	2.2 - 23	21 MAR 2024
0.4 - 6	09 AUG 2024	1.7 - 28	12 AUG 2022	2.2 - 24	21 MAR 2024
0.4 - 7	09 AUG 2024	1.7 - 29	12 AUG 2022	2.2 - 25	21 MAR 2024
0.4 - 8	09 AUG 2024	1.7 - 30	12 AUG 2022	2.2 - 26	21 MAR 2024
0.4 - 9	09 AUG 2024	1.7 - 31	12 AUG 2022	2.2 - 27	07 OCT 2021
0.4 - 10	09 AUG 2024	1.7 - 32	12 AUG 2022	2.2 - 28	07 OCT 2021
0.5 - 1	18 JUN 2021	1.7 - 33	17 MAY 2024	2.2 - 29	20 MAY 2023
0.5 - 2	18 JUN 2021	1.7 - 34	17 MAY 2024	2.2 - 30	20 MAY 2023
0.6 - 1	12 AUG 2022	1.7 - 35	12 AUG 2022	2.2 - 31	25 MAR 2021
0.6 - 2	12 AUG 2022	1.7 - 36	12 AUG 2022	2.2 - 32	25 MAR 2021
0.6 - 3	12 JUL 2024	1.7 - 37	12 AUG 2022	2.2 - 33	25 MAR 2021
0.6 - 4	12 JUL 2024	1.7 - 38	12 AUG 2022	2.2 - 34	25 MAR 2021
0.6 - 5	06 OCT 2023	1.7 - 39	12 AUG 2022	2.3 - 1	25 MAR 2021
0.6 - 6	06 OCT 2023	1.7 - 40	12 AUG 2022	2.3 - 2	25 MAR 2021
		1.7 - 41	12 AUG 2022	2.3 - 3	18 JUN 2021
		1.7 - 42	12 AUG 2022	2.3 - 4	18 JUN 2021
GEN 1		1.7 - 43	17 MAY 2024	2.3 - 5	25 MAR 2021
1.1 - 1	26 JAN 2024	1.7 - 44	17 MAY 2024	2.3 - 6	25 MAR 2021
1.1 - 2	26 JAN 2024	1.7 - 45	17 MAY 2024	2.3 - 7	18 JUN 2021
1.2 - 1	18 JUN 2021	1.7 - 46	17 MAY 2024	2.3 - 8	18 JUN 2021
1.2 - 2	18 JUN 2021	1.7 - 47	17 MAY 2024	2.3 - 9	18 JUN 2021
1.2 - 3	18 JUN 2021	1.7 - 48	17 MAY 2024	2.3 - 10	18 JUN 2021
1.2 - 4	18 JUN 2021	1.7 - 49	17 MAY 2024	2.3 - 11	18 JUN 2021
1.2 - 5	18 JUN 2021	1.7 - 50	17 MAY 2024	2.3 - 12	18 JUN 2021
1.3 - 1	18 JUN 2021	1.7 - 51	17 MAY 2024	2.3 - 13	18 JUN 2021
1.3 - 2	18 JUN 2021	1.7 - 52	17 MAY 2024	2.3 - 14	18 JUN 2021
1.4 - 1	18 JUN 2021	1.7 - 53	17 MAY 2024	2.4 - 1	05 OCT 2023
1.4 - 2	18 JUN 2021	1.7 - 54	17 MAY 2024	2.4 - 2	05 OCT 2023
1.5 - 1	18 JUN 2021	1.7 - 55	12 AUG 2022	2.5 - 1	21 MAR 2024
1.5 - 2	18 JUN 2021	1.7 - 56	12 AUG 2022	2.5 - 2	21 MAR 2024
1.6 - 1	22 MAR 2024			2.6 - 1	25 MAR 2021
1.6 - 2	22 MAR 2024	GEN 2		2.6 - 2	25 MAR 2021
1.7 - 1	17 MAY 2024	2.1 - 1	25 MAR 2022	2.6 - 3	25 MAR 2021
1.7 - 2	17 MAY 2024	2.1 - 2	25 MAR 2022	2.6 - 4	25 MAR 2021
1.7 - 3	12 AUG 2022	2.1 - 3	25 JAN 2024	2.6 - 5	25 MAR 2021
1.7 - 4	12 AUG 2022	2.1 - 4	25 JAN 2024	2.6 - 6	25 MAR 2021
1.7 - 5	17 MAY 2024	2.2 - 1	03 DEC 2021	2.6 - 7	25 MAR 2021
1.7 - 6	17 MAY 2024	2.2 - 2	03 DEC 2021	2.6 - 8	25 MAR 2021
1.7 - 7	17 MAY 2024	2.2 - 3	03 DEC 2021	2.6 - 9	25 MAR 2021
1.7 - 8	17 MAY 2024	2.2 - 4	03 DEC 2021	2.6 - 10	25 MAR 2021
1.7 - 9	17 MAY 2024	2.2 - 5	20 MAY 2023	2.7 - 1	27 JAN 2023
1.7 - 10	17 MAY 2024	2.2 - 6	20 MAY 2023	2.7 - 2	27 JAN 2023
1.7 - 11	17 MAY 2024	2.2 - 7	25 MAR 2021	2.7 - 3	27 JAN 2023

2.7 - 4	27 JAN 2023	3.5 - 2	06 OCT 2023	1.4 - 2	25 MAR 2022
2.7 - 5	27 JAN 2023	3.5 - 3	06 OCT 2023	1.4 - 3	25 MAR 2022
2.7 - 6	27 JAN 2023	3.5 - 4	06 OCT 2023	1.4 - 4	25 MAR 2022
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2.7 - 8	27 JAN 2023	3.5 - 6	06 OCT 2023	1.5 - 2	18 JUN 2021
2.7 - 9	27 JAN 2023	3.5 - 7	06 OCT 2023	1.6 - 1	22 MAR 2024
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2.7 - 11	27 JAN 2023	3.5 - 9	25 JAN 2024	1.6 - 3	09 AUG 2024
2.7 - 12	27 JAN 2023	3.5 - 10	25 JAN 2024	1.6 - 4	09 AUG 2024
2.7 - 13	27 JAN 2023	3.5 - 11	01 DEC 2023	1.6 - 5	22 MAR 2024
2.7 - 14	27 JAN 2023	3.5 - 12	01 DEC 2023	1.6 - 6	22 MAR 2024
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2.7 - 17	27 JAN 2023	3.6 - 1	18 JUN 2021	1.6 - 9	22 MAR 2024
2.7 - 18	27 JAN 2023	3.6 - 2	18 JUN 2021	1.6 - 10	22 MAR 2024
2.8 - 1	25 MAR 2021	3.6 - 3	18 JUN 2021	1.6 - 11	22 MAR 2024
2.8 - 2	25 MAR 2021	3.6 - 4	18 JUN 2021	1.6 - 12	22 MAR 2024
2.8 - 3	25 MAR 2021	3.6 - 5	18 JUN 2021	1.7 - 1	18 JUN 2021
2.8 - 4	25 MAR 2021	3.6 - 6	18 JUN 2021	1.7 - 2	18 JUN 2021
		3.6 - 7	18 JUN 2021	1.7 - 3	17 MAY 2024
		3.6 - 8	18 JUN 2021	1.7 - 4	17 MAY 2024
GEN 3				1.8 - 1	26 JAN 2024
3.1 - 1	01 DEC 2023	GEN 4		1.8 - 2	26 JAN 2024
3.1 - 2	01 DEC 2023	4.1 - 1	18 JUN 2021	1.8 - 3	21 MAR 2024
3.1 - 3	01 DEC 2023	4.1 - 2	18 JUN 2021	1.8 - 4	21 MAR 2024
3.1 - 4	01 DEC 2023	4.2 - 1	02 DEC 2022	1.8 - 5	02 DEC 2022
3.1 - 5	01 DEC 2023	4.2 - 2	02 DEC 2022	1.8 - 6	02 DEC 2022
3.1 - 6	01 DEC 2023			1.8 - 7	06 OCT 2022
3.1 - 7	25 JAN 2024	ENR 0		1.8 - 8	06 OCT 2022
3.1 - 8	25 JAN 2024	0.1 - 1	25 MAR 2021	1.8 - 9	06 OCT 2022
3.2 - 1	17 MAY 2024	0.1 - 2	25 MAR 2021	1.8 - 10	06 OCT 2022
3.2 - 2	17 MAY 2024	0.2 - 1	18 JUN 2021	1.8 - 11	06 OCT 2023
3.2 - 3	12 JUL 2024	0.2 - 2	18 JUN 2021	1.8 - 12	06 OCT 2023
3.2 - 4	12 JUL 2024	0.3 - 1	18 JUN 2021	1.8 - 13	06 OCT 2023
3.2 - 5	09 AUG 2024	0.3 - 2	18 JUN 2021	1.8 - 14	06 OCT 2023
3.2 - 6	09 AUG 2024	0.4 - 1	25 MAR 2021	1.8 - 15	06 OCT 2022
3.2 - 7	12 JUL 2024	0.4 - 2	25 MAR 2021	1.8 - 16	06 OCT 2022
3.2 - 8	12 JUL 2024	0.5 - 1	18 JUN 2021	1.8 - 17	06 OCT 2023
3.2 - 9	12 JUL 2024	0.5 - 2	18 JUN 2021	1.8 - 18	06 OCT 2023
3.2 - 10	12 JUL 2024	0.6 - 1	22 MAR 2024	1.8 - 19	23 MAR 2023
3.3 - 1	17 MAY 2024	0.6 - 2	22 MAR 2024	1.8 - 20	23 MAR 2023
3.3 - 2	17 MAY 2024	0.6 - 3	21 MAR 2024	1.8 - 21	06 OCT 2023
3.3 - 3	23 MAR 2023	0.6 - 4	21 MAR 2024	1.8 - 22	06 OCT 2023
3.3 - 4	23 MAR 2023	0.6 - 5	21 MAR 2024	1.8 - 23	06 OCT 2022
3.3 - 5	20 MAY 2023	0.6 - 6	21 MAR 2024	1.8 - 24	06 OCT 2022
3.3 - 6	20 MAY 2023			1.8 - 25	21 MAR 2024
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3.4 - 2	13 AUG 2021	1.1 - 1	11 AUG 2023	1.8 - 27	22 MAR 2024
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3.4 - 4	09 AUG 2024	1.1 - 3	11 AUG 2023	1.8 - 29	06 OCT 2022
3.4 - 5	26 JAN 2024	1.1 - 4	11 AUG 2023	1.8 - 30	06 OCT 2022
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3.4 - 7	20 MAY 2022	1.1 - 6	21 MAR 2024	1.8 - 32	18 MAY 2023
3.4 - 8	20 MAY 2022	1.2 - 1	01 DEC 2023	1.8 - 33	05 OCT 2023
3.4 - 9	21 MAR 2024	1.2 - 2	01 DEC 2023	1.8 - 34	05 OCT 2023
3.4 - 10	21 MAR 2024	1.2 - 3	08 OCT 2021	1.9 - 1	28 JAN 2022
3.4 - 11	09 AUG 2024	1.2 - 4	08 OCT 2021	1.9 - 2	28 JAN 2022
3.4 - 12	09 AUG 2024	1.3 - 1	28 JAN 2022	1.9 - 3	28 JAN 2022
3.4 - 13	17 MAY 2024	1.3 - 2	28 JAN 2022	1.9 - 4	28 JAN 2022
3.4 - 14	17 MAY 2024	1.4 - 1	25 MAR 2022	1.10 - 1	22 MAR 2024
3.5 - 1	06 OCT 2023				

1.10 - 2	22 MAR 2024	3.2 - 18	05 OCT 2023	5.4 - 2	26 JAN 2024
1.10 - 3	09 AUG 2024	3.2 - 19	21 MAR 2024	5.5 - 1	05 OCT 2023
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1.10 - 5	09 AUG 2024	3.2 - 21	21 MAR 2024	5.5 - 3	05 OCT 2023
1.10 - 6	09 AUG 2024	3.2 - 22	21 MAR 2024	5.5 - 4	05 OCT 2023
1.11 - 1	26 JAN 2024	3.2 - 23	21 MAR 2024	5.6 - 1	18 JUN 2021
1.11 - 2	26 JAN 2024	3.2 - 24	21 MAR 2024	5.6 - 2	18 JUN 2021
1.12 - 1	24 MAR 2023	3.2 - 25	21 MAR 2024		
1.12 - 2	24 MAR 2023	3.2 - 26	21 MAR 2024	ENR 6	
1.12 - 3	18 JUN 2021	3.2 - 27	21 MAR 2024	6.1 - 1	30 NOV 2023
1.12 - 4	18 JUN 2021	3.2 - 28	21 MAR 2024	6.1 - 2	30 NOV 2023
1.13 - 1	18 JUN 2021	3.2 - 29	21 MAR 2024	6.1 - 3	21 MAR 2024
1.13 - 2	18 JUN 2021	3.2 - 30	21 MAR 2024	6.1 - 4	21 MAR 2024
1.14 - 1	18 JUN 2021	3.2 - 31	21 MAR 2024	6.1 - 5	21 MAR 2024
1.14 - 2	18 JUN 2021	3.2 - 32	21 MAR 2024	6.1 - 6	21 MAR 2024
1.14 - 3	18 JUN 2021	3.2 - 33	21 MAR 2024	6.1 - 7	21 MAR 2024
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1.14 - 5	18 JUN 2021	3.3 - 1	06 OCT 2023	6.1 - 9	26 JAN 2023
1.14 - 6	18 JUN 2021	3.3 - 2	06 OCT 2023	6.1 - 10	26 JAN 2023
1.14 - 7	25 MAR 2021	3.4 - 1	05 OCT 2023	6.1 - 11	20 MAY 2023
1.14 - 8	25 MAR 2021	3.4 - 2	05 OCT 2023	6.1 - 12	20 MAY 2023
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1.14 - 10	18 JUN 2021	ENR 4		6.1 - 14	21 MAR 2024
		4.1 - 1	11 JUL 2024	6.1 - 15	21 MAR 2024
ENR 2		4.1 - 2	11 JUL 2024	6.1 - 16	21 MAR 2024
2.1 - 1	17 MAY 2024	4.2 - 1	18 JUN 2021		
2.1 - 2	17 MAY 2024	4.2 - 2	18 JUN 2021	AD 0	
2.1 - 3	09 AUG 2024	4.3 - 1	08 OCT 2021	0.1 - 1	25 MAR 2021
2.1 - 4	09 AUG 2024	4.3 - 2	08 OCT 2021	0.1 - 2	25 MAR 2021
2.1 - 5	01 DEC 2023	4.3 - 3	18 JUN 2021	0.2 - 1	18 JUN 2021
2.1 - 6	01 DEC 2023	4.3 - 4	18 JUN 2021	0.2 - 2	18 JUN 2021
2.1 - 7	17 MAY 2024	4.3 - 5	13 JUL 2023	0.3 - 1	18 JUN 2021
2.1 - 8	17 MAY 2024	4.3 - 6	13 JUL 2023	0.3 - 2	18 JUN 2021
2.2 - 1	17 MAY 2024	4.4 - 1	21 MAR 2024	0.4 - 1	25 MAR 2021
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		4.4 - 5	21 MAR 2024	0.6 - 1	09 AUG 2024
ENR 3		4.4 - 6	21 MAR 2024	0.6 - 2	09 AUG 2024
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3.2 - 4	05 OCT 2023	5.1 - 2	22 MAR 2024	0.6 - 10	09 AUG 2024
3.2 - 5	21 MAR 2024	5.2 - 1	05 OCT 2023	0.6 - 11	24 MAR 2023
3.2 - 6	21 MAR 2024	5.2 - 2	05 OCT 2023	0.6 - 12	24 MAR 2023
3.2 - 7	21 MAR 2024	5.2 - 3	06 OCT 2023	0.6 - 13	24 MAR 2023
3.2 - 8	21 MAR 2024	5.2 - 4	06 OCT 2023	0.6 - 14	24 MAR 2023
3.2 - 9	21 MAR 2024	5.2 - 5	06 OCT 2023	0.6 - 15	24 MAR 2023
3.2 - 10	21 MAR 2024	5.2 - 6	06 OCT 2023	0.6 - 16	24 MAR 2023
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3.2 - 12	21 MAR 2024	5.3 - 2	11 AUG 2023	0.6 - 18	24 MAR 2023
3.2 - 13	21 MAR 2024	5.3 - 3	11 AUG 2023	0.6 - 19	24 MAR 2023
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3.2 - 15	21 MAR 2024	5.3 - 5	11 AUG 2023	0.6 - 21	24 MAR 2023
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3.2 - 17	05 OCT 2023	5.4 - 1	26 JAN 2024	0.6 - 23	24 MAR 2023

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0.6 - 28	24 MAR 2023	AD 2 BIAR 1 - 18	17 MAY 2024	AD 2 BIAR 8 - 4	28 JAN 2022
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0.6 - 30	30 NOV 2023	AD 2 BIAR 1 - 20	01 DEC 2023	AD 2 BIAR 8 - 6	12 AUG 2022
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		AD 2 BIAR 6 - 7	11 JUL 2024	AD 2 BIBD 6 - 3	18 MAY 2023
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		AD 2 BIAR 6 - 9	25 MAR 2022	AD 2 BIBD 7 - 1	18 JUN 2021
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		AD 2 BIAR 6 - 12	25 MAR 2022	AD 2 BIBD 8 - 2	18 JUN 2021
		AD 2 BIAR 6 - 13	25 MAR 2022	AD 2 BIEG 1 - 1	24 MAR 2023
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		AD 2 BIAR 6 - 16	25 MAR 2022	AD 2 BIEG 1 - 4	24 MAR 2023
		AD 2 BIAR 7 - 1	25 MAR 2022	AD 2 BIEG 1 - 5	28 JAN 2022
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		AD 2 BIAR 7 - 3	25 MAR 2022	AD 2 BIEG 1 - 7	09 AUG 2024
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		AD 2 BIAR 7 - 10	25 MAR 2022	AD 2 BIEG 1 - 14	02 DEC 2022
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		AD 2 BIAR 7 - 12	25 MAR 2022	AD 2 BIEG 1 - 16	24 MAR 2023
		AD 2 BIAR 7 - 13	25 MAR 2022	AD 2 BIEG 2 - 1	18 MAY 2023
		AD 2 BIAR 7 - 14	25 MAR 2022	AD 2 BIEG 2 - 2	18 MAY 2023
		AD 2 BIAR 7 - 15	25 MAR 2022	AD 2 BIEG 3 - 1	18 JUN 2021
		AD 2 BIAR 7 - 16	25 MAR 2022	AD 2 BIEG 3 - 2	18 JUN 2021
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		AD 2 BIAR 7 - 18	25 MAR 2021	AD 2 BIEG 4 - 2	18 JUN 2021
		AD 2 BIAR 7 - 19	25 MAR 2021	AD 2 BIEG 5 - 1	12 AUG 2021
AD 1					
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1.1 - 2	18 JUN 2021				
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1.2 - 2	12 AUG 2022				
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1.2 - 4	01 DEC 2023				
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1.2 - 8	07 OCT 2021				
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1.3 - 3	02 DEC 2022				
1.3 - 4	02 DEC 2022				
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1.5 - 2	09 AUG 2024				
1.5 - 3	09 AUG 2024				
1.5 - 4	09 AUG 2024				
AD 2 AERODROMES					
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AD 2 BIAR 1 - 8	26 JAN 2024				
AD 2 BIAR 1 - 9	09 AUG 2024				
AD 2 BIAR 1 - 10	09 AUG 2024				
AD 2 BIAR 1 - 11	01 DEC 2022				
AD 2 BIAR 1 - 12	01 DEC 2022				
AD 2 BIAR 1 - 13	01 DEC 2023				

AD 2 BIEG 5 - 2	12 AUG 2021	AD 2 BIGR 1 - 12	24 MAR 2023	AD 2 BIHN 1 - 14	24 MAR 2023
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AD 2 BIEG 6 - 6	18 MAY 2023	AD 2 BIGR 4 - 2	18 JUN 2021	AD 2 BIHN 4 - 2	18 JUN 2021
AD 2 BIEG 6 - 7	18 MAY 2023	AD 2 BIGR 5 - 1	18 JUN 2021	AD 2 BIHN 5 - 1	18 JUN 2021
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AD 2 BIGJ 1 - 4	27 JAN 2023	AD 2 BIHU 1 - 8	09 AUG 2024	AD 2 BIIS 1 - 4	27 JAN 2023
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AD 2 BIGJ 1 - 9	27 JAN 2023	AD 2 BIHU 1 - 13	24 MAR 2023	AD 2 BIIS 1 - 9	27 JAN 2023
AD 2 BIGJ 1 - 10	27 JAN 2023	AD 2 BIHU 1 - 14	24 MAR 2023	AD 2 BIIS 1 - 10	27 JAN 2023
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AD 2 BIGJ 5 - 2	18 JUN 2021	AD 2 BIHU 6 - 4	16 MAY 2024	AD 2 BIIS 3 - 2	18 JUN 2021
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AD 2 BIKF 1 - 12	09 AUG 2024	AD 2 BIKF 5 - 16	12 JUL 2024	AD 2 BIKF 7 - 18	23 MAR 2023
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AD 2 BIKF 3 - 5	25 MAR 2021	AD 2 BIKF 6 - 29	21 MAR 2024	AD 2 BIRK 1 - 11	21 MAR 2024
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AD 2 BIKF 3 - 7	25 MAR 2021	AD 2 BIKF 6 - 31	21 MAR 2024	AD 2 BIRK 1 - 13	01 DEC 2022
AD 2 BIKF 3 - 8	25 MAR 2021	AD 2 BIKF 6 - 32	21 MAR 2024	AD 2 BIRK 1 - 14	01 DEC 2022
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AD 2 BIKF 4 - 2	27 JAN 2023	AD 2 BIKF 6 - 34	21 MAR 2024	AD 2 BIRK 1 - 16	01 DEC 2023
AD 2 BIKF 4 - 3	27 JAN 2023	AD 2 BIKF 7 - 1	23 MAR 2023	AD 2 BIRK 1 - 17	17 MAY 2024
AD 2 BIKF 4 - 4	27 JAN 2023	AD 2 BIKF 7 - 2	23 MAR 2023	AD 2 BIRK 1 - 18	17 MAY 2024
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AD 2 BIKF 5 - 3	12 JUL 2024	AD 2 BIKF 7 - 5	18 MAY 2023	AD 2 BIRK 1 - 21	01 DEC 2023
AD 2 BIKF 5 - 4	12 JUL 2024	AD 2 BIKF 7 - 6	18 MAY 2023	AD 2 BIRK 1 - 22	01 DEC 2023
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AD 2 BIRK 8 - 7	05 OCT 2023	AD 2 BIVM 6 - 3	17 JUN 2021	AD 2 BITN 3 - 1	18 JUN 2021
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AD 2 BIBL 1 - 7	05 OCT 2023	AD 2 BIGF 2 - 2	18 JUN 2021	AD 2 BIKL 1 - 2	18 JUN 2021
AD 2 BIBL 1 - 8	05 OCT 2023	AD 2 BIHL 1 - 1	18 JUN 2021	AD 2 BIKL 1 - 3	05 OCT 2023
AD 2 BIBL 2 - 1	18 JUN 2021	AD 2 BIHL 1 - 2	18 JUN 2021	AD 2 BIKL 1 - 4	05 OCT 2023
AD 2 BIBL 2 - 2	18 JUN 2021	AD 2 BIHL 1 - 3	25 MAR 2021	AD 2 BIKL 2 - 1	18 JUN 2021
AD 2 BIBR 1 - 1	18 JUN 2021	AD 2 BIHL 1 - 4	25 MAR 2021	AD 2 BIKL 2 - 2	18 JUN 2021
AD 2 BIBR 1 - 2	18 JUN 2021	AD 2 BIHL 1 - 5	25 MAR 2021	AD 2 BIKP 1 - 1	18 JUN 2021
AD 2 BIBR 1 - 3	05 OCT 2023	AD 2 BIHL 1 - 6	25 MAR 2021	AD 2 BIKP 1 - 2	18 JUN 2021
AD 2 BIBR 1 - 4	05 OCT 2023	AD 2 BIHL 1 - 7	05 OCT 2023	AD 2 BIKP 1 - 3	05 OCT 2023
AD 2 BIBR 2 - 1	18 JUN 2021	AD 2 BIHL 1 - 8	05 OCT 2023	AD 2 BIKP 1 - 4	05 OCT 2023
AD 2 BIBR 2 - 2	18 JUN 2021	AD 2 BIHL 2 - 1	18 JUN 2021	AD 2 BIKP 2 - 1	18 JUN 2021
AD 2 BIDV 1 - 1	18 JUN 2021	AD 2 BIHL 2 - 2	18 JUN 2021	AD 2 BIKP 2 - 2	18 JUN 2021
AD 2 BIDV 1 - 2	18 JUN 2021	AD 2 BIHE 1 - 1	18 JUN 2021	AD 2 BIMM 1 - 1	18 JUN 2021
AD 2 BIDV 1 - 3	25 MAR 2021	AD 2 BIHE 1 - 2	18 JUN 2021	AD 2 BIMM 1 - 2	18 JUN 2021
AD 2 BIDV 1 - 4	25 MAR 2021	AD 2 BIHE 1 - 3	25 MAR 2021	AD 2 BIMM 1 - 3	25 MAR 2021
AD 2 BIDV 1 - 5	05 OCT 2023	AD 2 BIHE 1 - 4	25 MAR 2021	AD 2 BIMM 1 - 4	25 MAR 2021
AD 2 BIDV 1 - 6	05 OCT 2023	AD 2 BIHE 1 - 5	05 OCT 2023	AD 2 BIMM 1 - 5	05 OCT 2023
AD 2 BIDV 1 - 7	05 OCT 2023	AD 2 BIHE 1 - 6	05 OCT 2023	AD 2 BIMM 1 - 6	05 OCT 2023
AD 2 BIDV 1 - 8	05 OCT 2023	AD 2 BIHE 2 - 1	18 JUN 2021	AD 2 BIMM 2 - 1	18 JUN 2021
AD 2 BIDV 2 - 1	18 JUN 2021	AD 2 BIHE 2 - 2	18 JUN 2021	AD 2 BIMM 2 - 2	18 JUN 2021
AD 2 BIDV 2 - 2	18 JUN 2021	AD 2 BIHK 1 - 1	25 JAN 2024	AD 2 BIMK 1 - 1	18 JUN 2021
AD 2 BIEH 1 - 1	18 JUN 2021	AD 2 BIHK 1 - 2	25 JAN 2024	AD 2 BIMK 1 - 2	18 JUN 2021
AD 2 BIEH 1 - 2	18 JUN 2021	AD 2 BIHK 1 - 3	18 JUN 2021	AD 2 BIMK 1 - 3	25 MAR 2021
AD 2 BIEH 1 - 3	25 MAR 2021	AD 2 BIHK 1 - 4	18 JUN 2021	AD 2 BIMK 1 - 4	25 MAR 2021
AD 2 BIEH 1 - 4	25 MAR 2021	AD 2 BIHK 1 - 5	25 JAN 2024	AD 2 BIMK 1 - 5	05 OCT 2023
AD 2 BIEH 1 - 5	05 OCT 2023	AD 2 BIHK 1 - 6	25 JAN 2024	AD 2 BIMK 1 - 6	05 OCT 2023
AD 2 BIEH 1 - 6	05 OCT 2023	AD 2 BIHK 1 - 7	05 OCT 2023	AD 2 BIMK 2 - 1	18 JUN 2021
AD 2 BIEH 2 - 1	18 JUN 2021	AD 2 BIHK 1 - 8	05 OCT 2023	AD 2 BIMK 2 - 2	18 JUN 2021
AD 2 BIEH 2 - 2	18 JUN 2021	AD 2 BIHK 2 - 1	12 AUG 2021	AD 2 BINF 1 - 1	23 MAR 2023
AD 2 BIFM 1 - 1	18 JUN 2021	AD 2 BIHK 2 - 2	12 AUG 2021	AD 2 BINF 1 - 2	23 MAR 2023
AD 2 BIFM 1 - 2	18 JUN 2021	AD 2 BIHZ 1 - 1	13 AUG 2021	AD 2 BINF 1 - 3	30 NOV 2023
AD 2 BIFM 1 - 3	25 MAR 2021	AD 2 BIHZ 1 - 2	13 AUG 2021	AD 2 BINF 1 - 4	30 NOV 2023
AD 2 BIFM 1 - 4	25 MAR 2021	AD 2 BIHZ 1 - 3	05 OCT 2023	AD 2 BINF 1 - 5	30 NOV 2023
AD 2 BIFM 1 - 5	05 OCT 2023	AD 2 BIHZ 1 - 4	05 OCT 2023	AD 2 BINF 1 - 6	30 NOV 2023
AD 2 BIFM 1 - 6	05 OCT 2023	AD 2 BIHZ 1 - 5	05 OCT 2023	AD 2 BINF 1 - 7	30 NOV 2023
AD 2 BIFM 2 - 1	18 JUN 2021	AD 2 BIHZ 1 - 6	05 OCT 2023	AD 2 BINF 1 - 8	30 NOV 2023
AD 2 BIFM 2 - 2	18 JUN 2021	AD 2 BIHZ 2 - 1	18 JUN 2021	AD 2 BINF 1 - 9	30 NOV 2023
AD 2 BIFL 1 - 1	18 MAY 2023	AD 2 BIHZ 2 - 2	18 JUN 2021	AD 2 BINF 1 - 10	30 NOV 2023
AD 2 BIFL 1 - 2	18 MAY 2023	AD 2 BIHI 1 - 1	18 JUN 2021	AD 2 BINF 2 - 1	13 AUG 2021
AD 2 BIFL 1 - 3	25 MAR 2021	AD 2 BIHI 1 - 2	18 JUN 2021	AD 2 BINF 2 - 2	13 AUG 2021
AD 2 BIFL 1 - 4	25 MAR 2021	AD 2 BIHI 1 - 3	01 DEC 2023	AD 2 BINF 2 - 3	13 AUG 2021
AD 2 BIFL 1 - 5	05 OCT 2023	AD 2 BIHI 1 - 4	01 DEC 2023	AD 2 BINF 2 - 4	13 AUG 2021
AD 2 BIFL 1 - 6	05 OCT 2023	AD 2 BIHI 1 - 5	05 OCT 2023	AD 2 BIND 1 - 1	18 JUN 2021
AD 2 BIFL 1 - 7	05 OCT 2023	AD 2 BIHI 1 - 6	05 OCT 2023	AD 2 BIND 1 - 2	18 JUN 2021
		AD 2 BIHI 2 - 1	18 JUN 2021	AD 2 BIND 1 - 3	23 APR 2021

AD 2 BIND 1 - 4	23 APR 2021	AD 2 BISA 1 - 6	05 OCT 2023	AD 2 BIMS 1 - 2	05 OCT 2023
AD 2 BIND 1 - 5	05 OCT 2023	AD 2 BISA 2 - 1	18 JUN 2021	AD 2 BIMS 1 - 3	25 MAR 2021
AD 2 BIND 1 - 6	05 OCT 2023	AD 2 BISA 2 - 2	18 JUN 2021	AD 2 BIMS 1 - 4	25 MAR 2021
AD 2 BIND 2 - 1	18 JUN 2021	AD 2 BISF 1 - 1	20 MAY 2022	AD 2 BIMS 1 - 5	05 OCT 2023
AD 2 BIND 2 - 2	18 JUN 2021	AD 2 BISF 1 - 2	20 MAY 2022	AD 2 BIMS 1 - 6	05 OCT 2023
AD 2 BIRG 1 - 1	18 JUN 2021	AD 2 BISF 1 - 3	20 MAY 2022	AD 2 BIMS 2 - 1	18 JUN 2021
AD 2 BIRG 1 - 2	18 JUN 2021	AD 2 BISF 1 - 4	20 MAY 2022	AD 2 BIMS 2 - 2	18 JUN 2021
AD 2 BIRG 1 - 3	25 MAR 2021	AD 2 BISF 1 - 5	05 OCT 2023	AD 2 BIVI 1 - 1	18 JUN 2021
AD 2 BIRG 1 - 4	25 MAR 2021	AD 2 BISF 1 - 6	05 OCT 2023	AD 2 BIVI 1 - 2	18 JUN 2021
AD 2 BIRG 1 - 5	05 OCT 2023	AD 2 BISF 1 - 7	05 OCT 2023	AD 2 BIVI 1 - 3	25 MAR 2021
AD 2 BIRG 1 - 6	05 OCT 2023	AD 2 BISF 1 - 8	05 OCT 2023	AD 2 BIVI 1 - 4	25 MAR 2021
AD 2 BIRG 2 - 1	18 JUN 2021	AD 2 BISF 2 - 1	18 JUN 2021	AD 2 BIVI 1 - 5	05 OCT 2023
AD 2 BIRG 2 - 2	18 JUN 2021	AD 2 BISF 2 - 2	18 JUN 2021	AD 2 BIVI 1 - 6	05 OCT 2023
AD 2 BIRE 1 - 1	18 JUN 2021	AD 2 BISL 1 - 1	11 JUL 2024	AD 2 BIVI 2 - 1	18 JUN 2021
AD 2 BIRE 1 - 2	18 JUN 2021	AD 2 BISL 1 - 2	11 JUL 2024	AD 2 BIVI 2 - 2	18 JUN 2021
AD 2 BIRE 1 - 3	25 MAR 2021	AD 2 BISL 1 - 3	11 JUL 2024	AD 2 BITE 1 - 1	08 OCT 2021
AD 2 BIRE 1 - 4	25 MAR 2021	AD 2 BISL 1 - 4	11 JUL 2024	AD 2 BITE 1 - 2	08 OCT 2021
AD 2 BIRE 1 - 5	05 OCT 2023	AD 2 BISL 2 - 1	18 JUN 2021	AD 2 BITE 1 - 3	21 MAR 2024
AD 2 BIRE 1 - 6	05 OCT 2023	AD 2 BISL 2 - 2	18 JUN 2021	AD 2 BITE 1 - 4	21 MAR 2024
AD 2 BIRE 2 - 1	18 JUN 2021	AD 2 BISL 1 - 1	18 JUN 2021	AD 2 BITE 1 - 5	21 MAR 2024
AD 2 BIRE 2 - 2	18 JUN 2021	AD 2 BISL 1 - 2	18 JUN 2021	AD 2 BITE 1 - 6	21 MAR 2024
AD 2 BIRL 1 - 1	18 JUN 2021	AD 2 BISL 1 - 3	25 MAR 2021	AD 2 BITE 1 - 7	05 OCT 2023
AD 2 BIRL 1 - 2	18 JUN 2021	AD 2 BISL 1 - 4	25 MAR 2021	AD 2 BITE 1 - 8	05 OCT 2023
AD 2 BIRL 1 - 3	18 JUN 2021	AD 2 BISL 1 - 5	05 OCT 2023	AD 2 BITE 2 - 1	18 JUN 2021
AD 2 BIRL 1 - 4	18 JUN 2021	AD 2 BISL 1 - 6	05 OCT 2023	AD 2 BITE 2 - 2	18 JUN 2021
AD 2 BIRL 1 - 5	05 OCT 2023	AD 2 BISL 2 - 1	18 JUN 2021	AD 2 BITM 1 - 1	12 JUL 2024
AD 2 BIRL 1 - 6	05 OCT 2023	AD 2 BISL 2 - 2	18 JUN 2021	AD 2 BITM 1 - 2	12 JUL 2024
AD 2 BIRL 2 - 1	25 MAR 2021	AD 2 BISV 1 - 1	18 JUN 2021	AD 2 BITM 1 - 3	05 OCT 2023
AD 2 BIRL 2 - 2	25 MAR 2021	AD 2 BISV 1 - 2	18 JUN 2021	AD 2 BITM 1 - 4	05 OCT 2023
AD 2 BIRS 1 - 1	18 JUN 2021	AD 2 BISV 1 - 3	25 MAR 2021	AD 2 BITM 2 - 1	18 JUN 2021
AD 2 BIRS 1 - 2	18 JUN 2021	AD 2 BISV 1 - 4	25 MAR 2021	AD 2 BITM 2 - 2	18 JUN 2021
AD 2 BIRS 1 - 3	25 MAR 2021	AD 2 BISV 1 - 5	05 OCT 2023		
AD 2 BIRS 1 - 4	25 MAR 2021	AD 2 BISV 1 - 6	05 OCT 2023		
AD 2 BIRS 1 - 5	05 OCT 2023	AD 2 BISV 2 - 1	18 JUN 2021		
AD 2 BIRS 1 - 6	05 OCT 2023	AD 2 BISV 2 - 2	18 JUN 2021		
AD 2 BIRS 2 - 1	18 JUN 2021	AD 2 BISK 1 - 1	18 JUN 2021		
AD 2 BIRS 2 - 2	18 JUN 2021	AD 2 BISK 1 - 2	18 JUN 2021		
AD 2 BIRF 1 - 1	27 JAN 2022	AD 2 BISK 1 - 3	25 MAR 2021		
AD 2 BIRF 1 - 2	27 JAN 2022	AD 2 BISK 1 - 4	25 MAR 2021		
AD 2 BIRF 1 - 3	25 MAR 2021	AD 2 BISK 1 - 5	05 OCT 2023		
AD 2 BIRF 1 - 4	25 MAR 2021	AD 2 BISK 1 - 6	05 OCT 2023		
AD 2 BIRF 1 - 5	05 OCT 2023	AD 2 BISK 2 - 1	18 JUN 2021		
AD 2 BIRF 1 - 6	05 OCT 2023	AD 2 BISK 2 - 2	18 JUN 2021		
AD 2 BIRF 1 - 7	05 OCT 2023	AD 2 BISR 1 - 1	18 JUN 2021		
AD 2 BIRF 1 - 8	05 OCT 2023	AD 2 BISR 1 - 2	18 JUN 2021		
AD 2 BIRF 2 - 1	18 JUN 2021	AD 2 BISR 1 - 3	18 JUN 2021		
AD 2 BIRF 2 - 2	18 JUN 2021	AD 2 BISR 1 - 4	18 JUN 2021		
AD 2 BISS 1 - 1	05 OCT 2023	AD 2 BISR 1 - 5	05 OCT 2023		
AD 2 BISS 1 - 2	05 OCT 2023	AD 2 BISR 1 - 6	05 OCT 2023		
AD 2 BISS 1 - 3	05 OCT 2023	AD 2 BISR 2 - 1	18 JUN 2021		
AD 2 BISS 1 - 4	05 OCT 2023	AD 2 BISR 2 - 2	18 JUN 2021		
AD 2 BISS 1 - 5	05 OCT 2023	AD 2 BIST 1 - 1	18 JUN 2021		
AD 2 BISS 1 - 6	05 OCT 2023	AD 2 BIST 1 - 2	18 JUN 2021		
AD 2 BISS 2 - 1	18 JUN 2021	AD 2 BIST 1 - 3	25 MAR 2022		
AD 2 BISS 2 - 2	18 JUN 2021	AD 2 BIST 1 - 4	25 MAR 2022		
AD 2 BISA 1 - 1	11 AUG 2023	AD 2 BIST 1 - 5	05 OCT 2023		
AD 2 BISA 1 - 2	11 AUG 2023	AD 2 BIST 1 - 6	05 OCT 2023		
AD 2 BISA 1 - 3	25 MAR 2021	AD 2 BIST 2 - 1	18 JUN 2021		
AD 2 BISA 1 - 4	25 MAR 2021	AD 2 BIST 2 - 2	18 JUN 2021		
AD 2 BISA 1 - 5	05 OCT 2023	AD 2 BIMS 1 - 1	05 OCT 2023		

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l. Staðlað blindbrotflugskort (SID)- ICAO. Sjá texta á ensku.

l. Standard Departure Chart - Instrument (SID) ICAO. This chart is produced whenever a standard departure route - instrument has been established and cannot be shown with sufficient clarity on the Area Chart - ICAO.

The aeronautical data shown include the aerodrome of departure, aerodrome(s) which affect the designated standard departure route instrument, prohibited, restricted and danger areas and the air traffic services system.

This chart provides the flight crew with information that will enable them to comply with the designated standard departure route - instrument from the takeoff phase to the Enroute phase.

m. Blindaðflugskort- ICAO (fyrir hverja flugbraut og tegund aðflugs). Sjá texta á ensku.

m. Instrument Approach Chart - ICAO.

This chart is produced for all aerodromes used by civil aviation where instrument approach procedures have been established. A separate Instrument Approach Chart - ICAO has been provided for each approach procedure.

The aeronautical data shown include information on aerodromes, prohibited, restricted and danger areas, radio communication facilities and navigation aids, minimum sector altitude, procedure track portrayed in plan and profile view, aerodrome operating minima, etc.

This chart provides the flight crew with information that will enable them to perform an approved instrument approach procedure to the runway of intended landing including the missed approach procedure and where applicable, associated holding patterns.

n. Sjónflugskort. Sjá texta á ensku.

n. Aeronautical Chart - ICAO 1:500 000 (ANC)

This chart is designed to serve the requirements of visual air navigation for low speed, short and medium range operations and to provide a suitable medium for basic pilotage and navigation training. The chart is constructed on the Lambert conformal conical projection and it conforms to the ICAO specifications included in Annex 4.

o. Herkort. Sjá texta á ensku.

o. Military Chart.

This chart is produced for aerodromes used by military aviation where instrument approach procedures have been established.

p. Kort sem eru ekki gefin út: Sjá texta á ensku.

p. Charts not available.

Area chart – ICAO, Visual approach chart – ICAO, WAC, Aeronautical Navigation chart – ICAO small scale, Plotting chart og ATC surveillance Minimum Altitude chart – ICAO.

GEN 3.2.5 Listi yfir útgefinn flugkort

GEN 3.2.5 List of aeronautical charts available

Title of series	Name of Chart	Date
Flugvallakort Aerodrome Chart - ICAO	Akureyri	26 JAN 2024
	Bildudalur	25 JAN 2024
	Egilsstaðir	18 MAY 2023
	Gjogur	24 MAR 2022
	Grimsey	12 AUG 2022
	Hofn Hornafirdi	02 DEC 2021
	Husavik	16 MAY 2024
	Isafjordur	25 MAR 2021
	Keflavik	09 AUG 2024
	Reykjavik	17 MAY 2024
	Saudarkrokur	13 JUL 2023
	Vestmannaeyjar	17 JUN 2021
	Vopnafjordur	25 JAN 2024
Flugvallakort - A380 flugvallaakstur Aerodrome Chart - A380 Ground Movement	Keflavik	09 AUG 2024
Flugvélastæðiskort Aircraft Parking/Docking Chart - ICAO	Keflavik - Terminal Aprons	09 AUG 2024
	Keflavik - East Apron	11 JUL 2024
Leiðarljóskort Chart for Lead-in lights	Akureyri - Lead-in lights RWY 01	25 MAR 2022
Sjónflugsleiða- og umferðahringjakort VFR Routes and Traffic Pattern Chart	Keflavik VFR-Routes	21 MAR 2024
	Reykjavik VFR-Routes	12 JUL 2024
	Reykjavik Inbound and Outbound VFR Routes chart for single engine aircraft - RWY 01	01 DEC 2023
	Reykjavik Inbound and Outbound VFR Routes chart for single engine aircraft - RWY 13	05 OCT 2023
	Reykjavik Inbound and Outbound VFR Routes chart for single engine aircraft - RWY 19	05 OCT 2023
	Reykjavik Inbound and Outbound VFR Routes chart for single engine aircraft - RWY 31	21 MAR 2024
Nákvæmnisaðflugshindranakort Precision Approach Terrain Chart -ICAO	Keflavik - RWY 01	25 MAR 2021
	Keflavik - RWY 10	25 MAR 2021
	Keflavik - RWY 19	25 MAR 2021
	Keflavik - RWY 28	25 MAR 2021
Leiðarkort Enroute Chart - ICAO	ENROUTE CHART- ICAO Iceland	21 MAR 2024
	ENROUTE CHART- ICAO Reykjavik Control Area	21 MAR 2024
	ENROUTE CHART- ICAO West Greenland Insert	21 MAR 2024

GEN 3.4.3.2.1.2 Venjubundin fjarskipti:

1. HF talsamband um „Iceland Radio“ (sjá GEN 3.4.4.4).
2. SATVOICE (sjá GEN 3.4.4.5).
3. VHF fyrir almenn viðskipti um „Iceland Radio“ (sjá GEN 3.4.4.6).
4. VHF tíðni flugumferðarstjóra/flugmanna (sjá GEN 3.4.4.7).
5. FANS 1/A ADS-C og CPDLC (sjá GEN 3.4.4.8).
6. RCL áður en komið er inn í úthafssvæðið (sjá GEN 3.4.4.9).

GEN 3.4.3.2.2 Föst þjónusta

Skeyti sem senda skal um faststöðvaþjónustu fyrir flug eru aðeins samþykkt ef þau eru í samræmi við kröfur Annex 10, Alþjóðaflugmálastofnunarinnar.

GEN 3.4.3.3 Útvarpsþjónusta

Eftirfarandi útvarpsþjónusta er veitt:

- ATIS er sent út fyrir flugvélar á leið til eða frá Keflavík og Reykjavík.

GEN 3.4.3.4 Notkun tungumáls

Enska er aðal tungumál fjarskipta við loftför í millilandaflugi. Í innanlandsflugi er ýmist notuð íslenska eða enska.

Enska er eingöngu notuð til fjarskipta við alþjóðaflug á eftirtöldum tíðnum:

Flugstjórnarmiðstöðin, Reykjavík (ACC):

1. Reykjavík austursvæði: 126.750 MHz, 125.500 MHz, 132.200 MHz, 128.800 MHz.
2. Reykjavík suðursvæði: 119.700 MHz, 125.700 MHz, 123.900 MHz, 128.600 MHz, 132.300 MHz, 129.900 MHz.
3. Reykjavík vestursvæði: 124.400 MHz, 126.900 MHz, 128.200 MHz, 127.500 MHz.
4. Reykjavík norðursvæði: 133.100 MHz, 134.300 MHz, 135.250 MHz.

Iceland Radio:

127.850 MHz, 126.550 MHz, 129.625 MHz

(talsamband fyrir almenn flugfjarskipti), svo og allar stuttbylgjur, sem notaðar eru (Flokkar B, C og D).

■ Aðflugstjórn, Keflavík (APP): 119.300 MHz, 121.300 MHz.

Enska er eingöngu notuð til fjarskipta á eftirtöldum tíðnum:

Keflavík Tower: 118.300 MHz

Keflavík Ground: 121.900 MHz

Keflavík Clearance Delivery: 121.000 MHz

GEN 3.4.3.2.1.2 Routine air-ground communications:

1. HF voice normally via Iceland Radio (see GEN 3.4.4.4).
2. SATVOICE (see GEN 3.4.4.5)
3. General purpose VHF via Iceland Radio (see GEN 3.4.4.6).
4. Direct Controller Pilot VHF voice communications (see GEN 3.4.4.7).
5. FANS 1/A ADS-C and CPDLC (see GEN 3.4.4.8).
6. RCL before entering the oceanic area (see GEN 3.4.4.9).

GEN 3.4.3.2.2 Fixed Service

Messages to be transmitted over the Aeronautical Fixed Service are accepted only if they satisfy the requirements of ICAO Annex 10.

GEN 3.4.3.3 Broadcasting service

The following broadcasts are available for aircraft in flight:

- ATIS broadcast are established for arriving and departing aircraft at Keflavík and Reykjavík.

GEN 3.4.3.4 Language used

The primary language used in A/G communications is English for International flights. For Domestic flights either Icelandic or English is used.

The international aeronautical mobile service on the following frequencies shall be conducted in English language only:

Reykjavík Control:

1. Reykjavík Control East Sector: 126.750 MHz, 125.500 MHz, 132.200 MHz, 128.800 MHz.
2. Reykjavík Control South Sector: 119.700 MHz, 125.700 MHz, 123.900 MHz, 128.600 MHz, 132.300 MHz, 129.900 MHz.
3. Reykjavík Control West Sector: 124.400 MHz, 126.900 MHz, 128.200 MHz, 127.500 MHz.
4. Reykjavík Control North Sector: 133.100 MHz, 134.300 MHz, 135.250 MHz.

Iceland Radio:

127.850 MHz, 126.550 MHz, 129.625 MHz

(General Purpose VHF) and all employed aeronautical HF frequencies (Families B, C and D).

Keflavík Approach: 119.300 MHz, 121.300 MHz.

The aeronautical mobile service on the following frequencies shall be conducted in English language only:

Keflavík Tower: 118.300 MHz

Keflavík Ground: 121.900 MHz

Keflavík Clearance Delivery: 121.000 MHz

GEN 3.4.3.5 Hvar er hægt að fá tæmandi upplýsingar

Tæmandi upplýsingar um flugleiðsögubúnað er að finna í ENR 4.

Tæmandi upplýsingar um hina ýmsu þjónustu, sem til staðar er fyrir einstaka flugvelli, er að finna í AD. Í þeim tilfellum þar sem búnaður þjónar bæði leiðarflugi og flugvöllum eru viðeigandi tæmandi upplýsingar að finna í ENR og AD.

GEN 3.4.4 Kröfur og skilyrði

GEN 3.4.4.1 Almenn

Kröfur fyrir fjarskiptaþjónustu og hin almennu skilyrði, sem fyrir hendi eru við veitingu fjarskiptaþjónustu alþjóðflugsins og jafnframt til að vera með fjarskiptatæki um borð, eru tekin lauslega saman hér á eftir:

GEN 3.4.4.2 Varaafl

Varaafli fyrir fjarskiptastöðvar.

1. Fjarskiptastöðvar:

Reykjavík ACC/OAC/APP/ AFIS/ TWR Keflavík APP	Hámarkstími til umskipta 0 sekúndur
Akureyri TWR/APP/SRE	Hámarkstími til umskipta 15 sekúndur
Keflavík TWR	Hámarkstími til umskipta 15 sekúndur

2. Flugupplýsingaþjónusta flugvalla:

Eftirtaldir flugupplýsingaþjónustur flugvalla hafa varaafli:

- Egilsstaðir
- Hornafjörður
- Húsavík
- Ísafjörður
- Vestmannaeyjar
- Vopnafjörður

GEN 3.4.3.5 Where detailed information can be obtained

Details of the various facilities available for the en-route traffic can be found in ENR 4.

Details of the various facilities available at the individual aerodromes can be found in the relevant section of AD. In cases where a facility is serving both the en-route traffic and aerodromes details are given in the relevant section of ENR and AD.

GEN 3.4.4 Requirements and conditions

GEN 3.4.4.1 General

The requirements for communication Services and the general conditions under which the communication services are available for international use, as well as the requirements for the carriage of radio equipment, are briefly summarized below:

GEN 3.4.4.2 Auxiliary Power

Auxiliary Power for Communication Stations

1. Radio communications stations:

Reykjavík ACC/OAC/APP/ AFIS/ TWR Keflavík APP	Switch-over time 0 seconds
Akureyri TWR/APP/SRE	Switch-over time 15 seconds
Keflavík TWR	Switch-over time 15 seconds

2. Aerodrome Flight Information Service:

The following AFIS stations use backup power:

- Egilsstaðir
- Hornafjörður
- Húsavík
- Ísafjörður
- Vestmannaeyjar
- Vopnafjörður

GEN 3.4.4.11 Fjarskipti í sjónflugi innanlands

Öll flugfjarskipti á Íslandi skulu vera í samræmi við reglugerð 770/2010 um flugreglur, gr. 3.6.5. Tíðnir fyrir fjarskipti sjónflugs utan stjórnaðs loftrýmis eru 118.100 og 118.400 MHz. Sé flugið austan Þjórsár og Hofsjökuls, sunnan við 65N skal nota 118.400 MHz. Utan þess svæðis skal nota 118.100 MHz. Það er algóð regla flugmanna í sjónflugi að tilkynna blint kallmerki, stöðu, hæð og fyrirætlan á um það bil hálf tíma fresti. Einnig um stöðu í umferðarhring, undan vindi, á þverlegg og á lokastefnu fyrir braut á óstjórnðuðum flugvelli. Flugmenn skulu einnig láta vita á viðeigandi tíðni áður en ekið er út á flugbraut fyrir flugtak á óstjórnðuðum flugvöllum.

Upplýsingar um tíðnir má sjá í viðeigandi AD köflum AIP. Sjá nánar um samskipti flugmanna og flugumferðarþjónustu í GEN 3.3.3.1.

Tíðni fyrir önnur samskipti loftfara en þau sem varða flugið er 123.450 MHz.

GEN 3.4.4.12 Fjarskipti bregðast

ICAO skjal 7030 NAT 3.6.2.3, 6.1.2.2 og 9.3

Ath. - Bilun í HF fjarskiptum stafar oft af truflun á dreifingu HF merkja, oft vegna aukinnar virkni sólar, sem hefur áhrif á fjölda flugvéla á ákveðnu svæði. Flugleiðsögukerfi sem nota HF eru hönnuð með það í huga að samskipti geti bilað tímabundið og að flugvél sem bilunin hefur áhrif á muni fylgja síðustu flugheimild sem flugmaður staðfesti þar til samskiptum er komið á að nýju.

GEN 3.4.4.12.1 Umferð sem fer um úthafssvæðið

GEN 3.4.4.12.1.1 Almenn

Eftirfarandi verklagi er ætlað að veita almennar leiðbeiningar fyrir flugmenn sem fljúga inn í eða út úr úthafssvæði Reykjavíkur og lenda í að fjarskipti bregðast. Ekki er mögulegt að gefa tæmandi leiðbeiningar fyrir allar mögulegar aðstæður þar sem fjarskipti bregðast.

Flugmaður skal reyna að hafa samband, annað hvort við aðra flugvél eða aðra flugstjórnareiningu, tilkynna um vandræðin og óska eftir að upplýsingarnar verði sendar áfram til þeirrar flugstjórnareiningu sem samskiptin eru ætluð.

GEN 3.4.4.11 Communication Domestic VFR Flights

All air to ground communications in Iceland shall be in accordance with Flight Rules in regulation 770/2010, 3.6.5. Frequencies used for VFR communication in uncontrolled airspace are 118.100 and 118.400. When flying east of Þjórsá and Hofsjökull, south of 65N the frequency is

118.400. Outside that area, 118.100 shall be used. It is good operating practice in VFR operations to report blind, every 30 minutes, callsign, position, altitude and intentions. Also position in the traffic circuit of an uncontrolled aerodrome, i.e. downwind, baseleg and final. Pilots should also report in blind on the appropriate frequency before entering a runway strip for take-off from an uncontrolled aerodrome.

Information concerning frequencies can be found in AIP AD chapters.

Further information on communication between pilot and ATS Service, see GEN 3.3.3.1.

Frequency for communication between aircraft unrelated to the flight is 123.450 MHz.

GEN 3.4.4.12 Communication failure

ICAO Doc 7030 NAT 3.6.2.3, 6.1.2.2 and 9.3

Note - Failure of HF communications often stems from poor signal propagation, frequently because of sun spot activity, and is likely to simultaneously affect multiple aircraft operating in a particular region. ATM systems dependent on HF are designed around the assumption that communication may be temporarily interrupted and that aircraft affected will continue to operate in accordance with the last received and acknowledged clearance, until communication is restored.

GEN 3.4.4.12.1 OAC Traversing Traffic

GEN 3.4.4.12.1.1 General

The following procedures are intended to provide general guidance for aircraft operating into or from the Reykjavik Oceanic Area experiencing a communications failure. It is not possible to provide guidance for all situations associated with communications failure.

The pilot shall attempt to contact either another aircraft or any ATC unit and inform it of the difficulty and request that information be relayed to the ATC facility with whom communications are intended.

GEN 3.4.4.12.1.2 Bilun fjaraskipta

1. Flugmaður skal fylgja gildandi flugáætlun þar til eftir OXP.
2. Engin leiðar-, hæðar- eða hraðabreyting skal gerð þar til eftir OXP, nema flugmaður telji það nauðsynlegt til að tryggja öryggi loftfarsins.
3. Flugvélar sem ætla að lenda innan Reykjavík CTA ættu að fylgja verklaginu í lið 1 og 2 þar til komið er að því að hefja lækkun og ættu eftir það að fylgja verklagi fyrir innanlands flug hér fyrir neðan.

GEN 3.4.4.12.1.3 Samskipti um gervihnött

Þegar flogið er innan flugupplýsingasvæða Reykjavíkur og Nuuk, ættu flugáhafnir sem ekki geta gefið tilkynningar um staðarákvarðanir í gegnum VHF eða CPDLC, ADS-C eða FMC að nota HF eða gervihnattasíma, ef hann er til staðar. Hringja skal með gervihnattasíma í Iceland radíó, símanúmer 425105. Númerin 425101 og 425103 eru hjá flugstjórnarmiðstöðinni í Reykjavík og eru ætluð til notkunar í neyð.

GEN 3.4.4.12.2 Lent innan NAT svæðis:

Ef talstöðvarbilun á sér stað þá er meginreglan sú að loftför skulu halda að ákveðnu leiðsöguvirki, er þjónar ákvörðunarstað, og halda síðastgefna fluglagi og kvaka 7600. Eftir það skal loftfar fylgja reglum 3.4.4.12.3, 2e), 2f) og 2g) hér að neðan.

GEN 3.4.4.12.1.2 Communications failure

1. The pilot shall maintain the current flight plan until reaching the OXP.
2. No route, flight level or speed change shall be made before the OXP unless a change is deemed necessary by the pilot in command to ensure the safety of the aircraft.
3. Aircraft with a destination within the Reykjavík CTA should follow the procedures above until reaching the top of decent point and should thereafter follow procedures for Domestic flight below.

GEN 3.4.4.12.1.3 The use of satellite voice communications (SATVOICE)

When operating in BIRD and BGGL FIRs, aircrew unable to make position reports via VHF or CPDLC, ADS-C or FMC are expected to use HF or SATVOICE telephone if so equipped. SATVOICE communications should be made to Iceland radio, short code is 425105. The numbers 425101 and 425103, are connected at Reykjavík ATC centre and are valid for aircrew encountering emergencies.

GEN 3.4.4.12.2 Landing within NAT region:

If a radio failure occurs, the main rule is that aircraft shall proceed to the designated navigational aid serving the destination aerodrome and maintain the last assigned flight level, and squawk 7600. After that, follow the procedures in 3.4.4.12.3, 2e), 2f), and 2g) below.

ENR 1.6.1.3 Verklag við bilun kögunarkerfis eða talsambands

1. Bili ratsjá þegar kögunaraðskilnaður er notaður eða auðkenni tapast verða gefnar út heimildir til að tryggja huglæga flugumferðarstjórn.
2. Ef talsamband bregst munu flugumferðarstjórar kanna hvort viðtæki loftfars virkar með því að segja loftfari að breyta stefnu sinni eða kvaki. Verði vart breytingar á stefnu/ kvaki mun flugumferðarstjórinn halda áfram að veita loftfarinu kögunarþjónustu.
3. Ef talstöð loftfars er óvirk ber flugmanni að fylgja reglum ICAO um sambandsleysi, sjá [ENR 1.8.6](#). Loftför í innanlandsflugi skulu fara eftir reglum um fjarskipti eins og birtar eru í [GEN 3.4.4.12.3](#). Hafi loftfarið verið auðkennt skal flugumferðarstjórinn stefna öðrum auðkenndum loftförum frá leið þess meðan það sést á kögunarskjá.
4. Um leið og flugmaður, sem hefur verið á stefningu, verður þess var að hann er sambandslaus skal hann fara beint á næsta NAVAIÐ/-stöðumið/flugleið sem tiltekin var í síðustu flugheimild.
5. Bili talstöð loftfars skal flugmaður velja og nota hátt C, merki 7600 og fylgja gildandi reglum um talsambandsleysi; á þessum starfsháttum mun síðari veiting flugumferðarþjónustu byggjast.

ENR 1.6.1.4 Tilkynningar um staðsetningu á fjarskiptatíðnum og með CPDLC

Loftför skulu hafa hlustvörð á viðeigandi tíðnum flugumferðarstjóra/flugmanna innan kögunardrægis. Uppýsingar um tíðnir er að finna í kafla ENR 2.1.

CPDLC þjónusta er ekki í boði innan aðflugssvæða Akureyrar-, Reykjavíkur- og Keflavíkurflugvallar.

ENR 1.6.1.5 Langdrægi ratsjárkerfa

Aðflugsstjórnardeildir Reykjavíkur- og Keflavíkurflugvallar nota frumratsjárstöð sem er á Keflavíkurflugvelli (635919N 0223513W). Drægi frumratsjár er 60 NM.

Aðflugsstjórnardeild Akureyrar notar frumratsjá sem er á Akureyrarflugvelli (6539N 01805W). Ratsjárdrægi er 20 NM.

Sjá ENR 6.1-11 fyrir myndræna lýsingu á langdrægni ratsjárkerfa.

ENR 1.6.1.3 Radar and air-ground communication failure procedures

1. In the event of radar failure or loss of identification, instructions will be issued to restore procedural separation standard.
2. The controller will establish whether the aircraft radio receiver is working by instructing the pilot to carry out a turn or a squawk. If the turns / squawks are observed, the controller will continue to provide surveillance service to the aircraft.
3. If the aircraft's radio is completely unserviceable, the pilot should carry out the procedures for radio failure in accordance with ICAO provisions, see [ENR 1.8.6](#). Domestic flights shall adhere to procedures as published in [GEN 3.4.4.12.3](#). If identification has already been established, the controller will vector other identified aircraft clear of its track until such time as the aircraft leaves surveillance coverage.
4. If communication is lost with an aircraft being vectored the pilot is expected to proceed by the most direct route practicable to the NAVAIÐ/position/route as specified in the last clearance.
5. In the event of an aircraft radio receiver failure, a pilot shall select Mode C Code 7600 and follow established procedures; subsequent control of the aircraft will be based on those procedures.

ENR 1.6.1.4 Voice and CPDLC position reporting requirements

Flights shall monitor the appropriate controller/pilot frequency when within surveillance coverage. Information on frequencies can be found in section ENR 2.1.

CPDLC service is not available within the approach areas for Akureyri, Reykjavik and Keflavik airports.

ENR 1.6.1.5 Radar coverage

Keflavik and Reykjavik Approach Controls operate terminal area primary radar station at Keflavik Airport (635919N 0223513W).

The radar coverage for primary radar is 60 NM.

Akureyri Approach Control operates primary terminal area radar station situated at Akureyri Aerodrome (6539N 01805W). The radar coverage is 20 NM.

See ENR 6.1-11 for graphic portrayal of area of radar coverage.

ENR 1.6.2 SVARRATSJÁ

ENR 1.6.2.1 Neyðarviðbrögð

Hafi flugmaður loftfars, sem lendir í hættuástandi, áður fengið fyrirhættu flugumferðarstjórnar um notkun ákveðins kögunarmerkis skal hann halda áfram notkun þess merkis, nema önnur fyrirhættu berist. Að öðrum kosti skulu flugmenn velja og nota hátt A/3, merki 7700.

Þrátt fyrir greinina hér að ofan geta flugmenn valið hátt C merki 7700 hvenær sem hættan er þess eðlis að slíkt virðist heppilegast.

Ath.: Háttur C, merki 7700 er ætíð vaktað.

ENR 1.6.2.2 Notkun fjarskiptatíðna og verklag við ólögsmæt afskipti

1. Ef talsamband bregst skulu flugumferðarstjórnar kanna hvort viðtæki loftfars virkar með því að segja loftfari að breyta stefnu sinni eða kvaki. Verði vart breytingar á stefnu/ kvaki mun flugumferðarstjórnin halda áfram að veita loftfarinu kögunarþjónustu.
2. Ef talstöð loftfars er óvirk ber flugmanni að fylgja reglum ICAO um sambandsleysi, sjá GEN 3.4.4.12. Loftför í innanlandsflugi skulu fara eftir reglum um fjarskipti eins og birtar eru í GEN 3.4.4.12.3. Hafi loftfarið verið auðkennt skal flugumferðarstjórnin stefna öðrum auðkenndum loftförum frá leið þess meðan það sést á kögunarskjá.
3. Um leið og flugmaður, sem hefur verið á stefningu, verður þess var að hann er sambandslaus skal hann fara beint á næsta NAVAID/-stöðumið/flugleið sem tiltekin var í síðustu flugheimild.
4. Bili talstöð loftfars skal flugmaður velja og nota hátt C, merki 7600 og fylgja gildandi reglum um talsambandsleysi; á þessum starfsháttum mun síðari veiting flugumferðarþjónustu byggjast.
5. Flugmaður skal velja hátt C, merki 7500, og fylgja útgefnum starfsháttum við ólögsmæt afskipti, á þessum starfsháttum mun síðari veiting flugumferðarstjórnar byggjast.

ENR 1.6.2 SECONDARY SURVEILLANCE RADAR (SSR)

ENR 1.6.2.1 Emergency procedures

If the pilot of an aircraft encountering a state of emergency has previously been directed by ATC to operate the transponder on a specific Code, this Code shall be maintained until otherwise advised. In all other circumstances, the transponder shall be set to Mode A/3 Code 7700.

Notwithstanding the procedure in the paragraph above, a pilot may select Mode C Code 7700 whenever the nature of the emergency is such that this appears to him to be the most suitable course of action.

Note: Continuous monitoring of responses on Mode C Code 7700 is provided.

ENR 1.6.2.2 Air-ground communication failure and unlawful interference procedures

1. The controller will establish whether the aircraft radio receiver is working by instructing the pilot to carry out a turn or a squawk. If the turns / squawks are observed, the controller will continue to provide surveillance service to the aircraft.
2. If the aircraft's radio is completely unserviceable, the pilot should carry out the procedures for radio failure in accordance with ICAO provisions, see GEN 3.4.4.12. Domestic flights shall adhere to procedures as published in GEN 3.4.4.12.3. If identification has already been established, the controller will vector other identified aircraft clear of its track until such time as the aircraft leaves surveillance coverage.
3. If communication is lost with an aircraft being vectored the pilot is expected to proceed by the most direct route practicable to the NAVAID/position/route as specified in the last clearance.
4. In the event of an aircraft radio receiver failure, a pilot shall select Mode C Code 7600 and follow established procedures; subsequent control of the aircraft will be based on those procedures.
5. In the event of an unlawful interception, a pilot shall select Mode C Code 7500 and follow established procedures, subsequent control of the aircraft will be based on those procedures.

ENR 1.10.2.2 Afhendingastaður

Afhenda skal flugáætlanir í samræmi við ENR 1.11.

ENR 1.10.2.3 Viðbúnaðarþjónusta

Veitt er viðbúnaðarþjónusta vegna loftfars sem:

1. nýtur flugstjórnarþjónustu,
2. hefur lagt inn flugáætlun eða sem vitað er um af viðkomandi flugumferðarþjónustu að því marki sem það er gerlegt, athugið þó varðandi sjónflug þá er einungis fylgst með áætluðum landingartíma á ákvörðunarstað; og
3. vitað er eða fullvíst er talið að sæti ólögætum afskiptum

ENR 1.10.2.4 Lokun flugáætlunar

Hlutaæigandi flugumferðarþjónustudeild skal tilkynnt, eins fljótt og við verður komið með þráðlausum talfjarskiptum eða um gagnasamband, um landingu í hverju því flugi sem lögð hefur verið fram flugáætlun um, sem nær frá byrjun til enda flugs, eða um síðasta hluta þess til ákvörðunarstaðar, nema hlutaæigandi veitandi flugumferðarþjónustu ákveði annað.

Þegar aðeins hefur verið lögð fram flugáætlun um hluta flugs, þó ekki síðasta hluta þess til ákvörðunarstaðar, skal loka flugáætluninni með viðæigandi tilkynningu til hlutaæigandi flugumferðarþjónustudeildar þegar þess er krafist.

Þegar engin flugumferðarþjónustudeild er á landingarstað skal, eins fljótt og unnt er, tilkynna landinguna til þeirrar flugumferðarþjónustudeildar sem nálægust er, með bestu tiltækum ráðum.

Þegar kunnugt er að fjarskipti við landingarstað eru ófullnægjandi og ekki er hægt að koma landingartilkynningu áleiðis skal gera eftirfarandi ráðstafanir ef auðið er og þess er krafist: Rétt fyrir landingu skal senda hlutaæigandi flugumferðarþjónustudeild tilkynningu og jafngildir hún þá tilkynningu um landingu.

Lendingartilkynningar loftfara skulu geyma eftirfarandi upplýsingar:

- a. kallmerki loftfarsins,
- b. brottfararstað,
- c. áfangaflugvöll (aðeins ef lent hefur verið á öðrum flugvelli en upphaflega var ákveðið),
- d. landingarstað,
- e. komutíma.

ENR 1.10.2.5 Form og innihald flugáætlana

Flugáætlun skal leggja fram í samræmi við staðlaða flugáætlun ICAO. Sjá nánar um innihald flugáætlunar ICAO í ENR 1.8.3.

ENR 1.10.2.2 Place of submission

The flight plan shall be submitted according to ENR 1.11.

ENR 1.10.2.3 Alerting service

Alerting service is provided:

1. for all aircraft provided with air traffic control service;
2. in so far as practicable, to all other aircraft having filed a flight plan or otherwise known to the air traffic services, however as far as a VFR-flight is concerned only in case of overdue arrival at destination; and
3. to any aircraft known or believed to be the subject of unlawful interference.

ENR 1.10.2.4 Closing a flight plan

A report of arrival shall be made in person, by radiotelephony or via data link at the earliest possible moment after landing, to the appropriate air traffic services unit at the arrival aerodrome, by any flight for which a flight plan has been submitted covering the entire flight or the remaining portion of a flight to the destination aerodrome.

When a flight plan has been submitted only in respect of a portion of a flight, other than the remaining portion of a flight to destination, it shall, when required, be closed by an appropriate report to the relevant air traffic services unit.

When no air traffic services unit exists at the arrival aerodrome, the arrival report, when required, shall be made as soon as practicable after landing and by the quickest means available to the nearest air traffic services unit.

When communication facilities at the arrival aerodrome are known to be inadequate and alternate arrangements for the handling of arrival reports on the ground are not available, the following action shall be taken. Immediately prior to landing the aircraft shall, transmit to the appropriate air traffic services unit, a message comparable to an arrival report.

Arrival reports made by aircraft shall contain the following elements of information:

- a. aircraft identification;
- b. departure aerodrome;
- c. destination aerodrome (only in the case of a diversionary landing);
- d. arrival aerodrome;
- e. time of arrival.

ENR 1.10.2.5 Contents and form of a flight plan

Flight plan shall be in accordance with an ICAO Flight Plan. See contents of the ICAO Flight Plan in ENR 1.8.3.

ENR 1.10.2.6 ATS-leiðum fylgt

Hafi hlutaðeigandi flugumferðarþjónustuveitandi ekki heimilað annað eða hlutaðeigandi flugstjórnardeild fyrirskipað annað, skal stjórnað flug, að svo miklu leyti sem því verður við komið:

1. fara eftir skilgreindri miðlínu leiðarinnar þegar flogið er á ákveðinni ATS-leið, eða
2. þegar farin er önnur leið skal flogið beint á milli flugleiðsögustöðva eða staða sem ákvarða þá leið.

ENR 1.10.2.6.1 Skiptistaður

Svo framarlega, sem skilyrði greinar 1.10.2.6 eiga ekki við, skal loftfar á hluta ATS leiðar, sem ákveðin er af fjölstefnuvitum (VOR), skipta flugleiðsöguviðtöku frá VOR stöðinni fyrir aftan það á VOR-stöðina framundan, við eða sem næst skiptistaðnum, þar sem hann er tilgreindur.

ENR 1.10.2.6.2 Tilkynningar um frávik

Tilkynna skal hlutaðeigandi flugumferðarþjónustudeild frávik frá þeim skilyrðum, sem tilgreind eru í grein 1.10.2.6.

ENR 1.10.2.6.3 Frávik frá gildri flugáætlun

Ef stjórnað flug vikur frá gildandi flugáætlun skal brugðist við á eftirfarandi hátt:

1. Frávik frá ferli: Ef loftfar hefur farið út af fyrirhuguðum ferli skulu tafarlausar ráðstafanir gerðar til að breyta stefnu þess svo að það komist aftur inn á fyrirhugaðan feril sinn svo fljótt sem gerlegt er.
2. Breyting á réttum flughraða:
 - a. Frávik frá Mach númeri/réttum flughraða: ef Mach númer/réttur flughraði í leiðarflugi breytist um plús eða mínus 10 hnúta eða meira frá gildandi flugáætlun, skal tilkynna það hlutaðeigandi flugumferðarþjónustudeild án tafar.
 - b. Innan íslenska innanlandsvæðisins: Ef réttur meðalflughraði í farflugshæð milli stöðumiða breytist eða búist er við að hann breytist um sem svarar til 5% þess hraða sem gefinn er upp í flugáætluninni skal það tilkynnt hlutaðeigandi flugumferðarþjónustudeild.
 - c. Utan íslenska innanlandsvæðisins: Frávik frá heimiluðu Mach númeri/sýndum flughraða skal tilkynnt hlutaðeigandi flugumferðarþjónustudeild án tafar.
3. Breyttur áætlaður tími: að undanskildu þegar ADS-C er í notkun í loftrými þar sem ADS-C þjónusta er veitt, ef áætlaður tími við næsta stöðumið, við mörk flugupplýsingasvæðis eða við áætlaðan lendingarstað breytist - hvert af þessu sem fyrst kemur um meira en tvær mínútur frá því sem flugumferðarþjónusta hefur verið tjáð eða um hvern þann tíma, sem hlutaðeigandi veitandi flugumferðarþjónustu eða svæðisbundinn samningur um flugleiðsögu ákveður, þá skal svo fljótt sem verða má tilkynna hlutaðeigandi flugumferðarþjónustudeild breyttan áætlaðan tíma.

ENR 1.10.2.6 Adherence to ATS route structure

Unless otherwise authorized by the appropriate ATS authority, or directed by the appropriate air traffic control unit, controlled flights shall, in so far as practicable:

1. when on an established ATS route, operate along the defined centre line of that route; or
2. when on any other route, operate directly between the navigation facilities and/or points defining that route.

ENR 1.10.2.6.1 Changeover point

Subject to the overriding requirement in 1.10.2.6 an aircraft operating along an ATS route segment defined by reference to very high frequency omnidirectional radio ranges shall change over for its primary navigation guidance from the facility behind the aircraft to that ahead of it at, or as close as operationally feasible to, the changeover point, where established.

ENR 1.10.2.6.2 Reporting of deviations

Deviation from the requirements in 1.10.2.6 shall be notified to the appropriate air traffic services unit.

ENR 1.10.2.6.3 Deviations from the current flight plan

In the event that a controlled flight deviates from its current flight plan, the following action shall be taken:

1. Deviation from track: if the aircraft is off track, action shall be taken forthwith to adjust the heading of the aircraft to regain track as soon as practicable.
2. Deviation from speed:
 - a. Deviation from Mach number/true airspeed: if the sustained Mach number/true airspeed at cruising level varies by plus or minus Mach 0.02 or more, or plus or minus 10 kt. true airspeed or more from the current flight plan, the appropriate air traffic services unit shall be so informed.
 - b. Within the Reykjavik Domestic Area: If the indicated airspeed enroute between waypoints changes or is expected to change by 5% of the speed, in the ICAO FPL submitted, the appropriate air traffic services unit shall be informed immediately.
 - c. Outside the Reykjavik Domestic Area: Deviation from ATC assigned Mach number/indicated airspeed: the appropriate air traffic services unit shall be informed immediately.
3. Change in time estimate: except where ADS-C is activated and serviceable in airspace where ADS-C services are provided, if the time estimate for the next applicable reporting point, flight information region boundary or destination aerodrome, whichever comes first, changes in excess of 2 minutes from that previously notified to air traffic services, the flight crew shall notify the appropriate air traffic services unit as soon as possible.

ENR 1.10.2.7 Leyfi til sérstaks flugs

Beiðni um leyfi til sérstaks flugs skal senda til Samgöngustofu á netfangið icetra@icetra.is.

ENR 1.10.3 Kerfi endurtekinna flugáætlana

Kerfi endurtekinna flugáætlana (RPL) innan Reykjavík FIR er ekki notað lengur vegna krafna um einkvæmar upplýsingar sem bundnar eru búnaði loftfara, og gerðar eru kröfur um í flugáætlunum.

ENR 1.10.4 Breytingar á áður útgefnum flugáætlunum

Með hliðsjón af ákvæðum ENR 1.10.2.6 skal tilkynna hlutaðeigandi flugumferðarþjónustudeild, við fyrstu hentugleika, allar breytingar, sem gerðar eru á flugáætlunum vegna blindflugs eða stjórnaðs sjónflugs.

Ath.: Ef FPL er lagt inn til að fá flugumferðarstjórnarþjónustu skal loftfarið bíða eftir flugheimild áður en flugi er haldið áfram í samræmi við breytta flugáætlun. Ef FPL er lagt inn til að fá flugupplýsingaþjónustu skal loftfarið bíða eftir staðfestingu á móttöku frá viðkomandi þjónustuaðila.

ENR 1.10.2.7 Authorisation for special flights

Requests for special flights shall be sent to ICETRA to the email icetra@icetra.is.

ENR 1.10.3 Repetitive flight plan system

Reykjavík FIR Repetitive flight plans (RPL) are no longer used due to unique equipment requirements in flight plans.

ENR 1.10.4 Changes to a submitted flight plan

Subject to the provisions of ENR 1.10.2.6 all changes to a flight plan submitted for an IFR flight, or a VFR flight operated as a controlled flight, shall be reported as soon as practicable to the appropriate air traffic services unit.

Note: If the flight plan is submitted for the purpose of obtaining air traffic control service, the aircraft is required to wait for an air traffic control clearance prior to proceeding in accordance with the amended FPL. If the flight plan is submitted for the purpose of obtaining flight information service, the aircraft is required to wait for acknowledgment of receipt by the unit providing the service.

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<p>Nafn Hliðarmörk Hæðarmörk Flokkur loftrýmis/ Name Lateral limits Vertical limits Class of Airspace</p>	<p>Hver veitir þjónustuna/ Unit providing service</p>	<p>Kallmerki Tungumál Notkunarskilyrði þjónustutími/ Call sign Languages Area and conditions of use Hours of service</p>	<p>Tíðni Tilgangur/ Frequency and Purpose</p>	<p>Athugasemdir/ Remarks</p>
1	2	3	4	5
<p>Flokkur A fyrir ofan FL 055 eða 2000 fet yfir jörð hvort sem er hærra (Jan Mayen 8347 fet). Flokkur G í eða fyrir neðan FL 055 eða 2000 fet yfir jörð hvor sem er hærra (Jan Mayen 8347 fet). Class A above FL 055 or 2000 feet above GND whichever is higher (Jan Mayen 8347 feet). Class G at or below FL 055 or 2000 feet above GND whichever is higher (Jan Mayen 8347 feet).</p> <p>Flugstjórnarsvæði Reykjavíkur innan flugupplýsingasvæðis Scottish (EGPX FIR)/ BIRD CTA within EGPX FIR 610000N 010000W 604000N 010000W 610000N 007000W 610000N 010000W</p> <p>Efri mörk / Upper Limit: F660 (sjá ENR 2.2.3 RATSU TRIANGLE) F660 (see ENR 2.2.3 RATSU TRIANGLE)</p> <p>Neðri mörk: Jörð Lower Limit: SFC</p> <p>Flokkur C fyrir ofan FL 195. Flokkur G í eða fyrir neðan FL 195. Class C above FL 195. Class G at or below FL 195.</p> <p>Íslenska innanlandssvæðisins fyrir utan FAXI aðflugsstjórnunarsvæði (TMA) og BIAR TMA/ Domestic Area excluding FAXI TMA and BIAR TMA 673000N 026000W along 673000N to 673000N 011000W 640000N 011000W 630000N 016000W along 630000N to 630000N 0184413W then clockwise along an arc with 120NM radius centered on 635913N 0223652W to 652119N 026000W 673000N 026000W</p>			<p>Neyð / Emergency: 121.500 MHZ</p> <p>Tíðni fyrir almenn flugfjarskipti á VHF/ HF: / General purpose VHF/HF: 127.850 MHZ Iceland Radio 129.625 MHZ Iceland Radio 126.550 MHZ Iceland Radio HF family D primary and family B and C secondary, see GEN 3.4.4.4 for hours of service.</p>	<p>A 60 NM circle with radius centered at 61572932N 006370012W Upper Limit: 7500 feet MSL. Lower Limit: MSL Class G.</p> <p>North Sea Area IV: For hours of service, see AIP United Kingdom 610000N 000000W 610000N 004000W 630000N 0012637W 630000N 000000W 610000N 000000W Upper Limit: F085. Lower Limit: MSL Class G.</p> <p>AERONAUTICAL STATIONS: PRIMARY: Iceland. CALL SIGN: Iceland Radio. LANGUAGE: English. SECONDARY: Gander Radio, Shanwick Radio and Bodo Radio. LANGUAGE: English.</p>

<p>Nafn Hliðarmörk Hæðarmörk Flokkur loftrýmis/ Name Lateral limits Vertical limits Class of Airspace</p>	<p>Hver veitir þjónustuna/ Unit providing service</p>	<p>Kallmerki Tungumál Notkunarskilyrði þjónustutími/ Call sign Languages Area and conditions of use Hours of service</p>	<p>Tíðni Tilgangur/ Frequency and Purpose</p>	<p>Athugasemdir/ Remarks</p>
1	2	3	4	5
<p>Efri mörk: Ótakmarkað Upper Limit: UNL</p> <p>Neðri mörk: Jörð Lower Limit: SFC</p> <p>Flokkur A fyrir ofan FL 195 Flokkur E í eða fyrir neðan FL 195 í og ofan 3000 fet eða 1000 fet SFC hvort sem er hærra, Flokkur G í eða fyrir neðan 3000 fet MSL eða 1000 fet SFC hvort sem er hærra Class A above FL 195 Class E at or below FL 195 at and above 3000 feet MSL or 1000 feet SFC whichever is higher. Class G at or below 3000 feet MSL or 1000 feet SFC whichever is higher</p>				
<p>FAXI TMA FAXI TMA</p> <p>BIKF Aðflug/ BIKF Approach 643100N 0224400W 641900N 0222800W 640900N 0223000W 640300N 0221600W 635700N 0214400W 634325N 0211354W then clockwise along an arc with 40NM radius centered on 635913N 0223652W to 643800N 0225800W 643100N 0224400W</p> <p>Efri mörk: FL 245 Upper Limit: FL 245</p> <p>Neðri mörk /3000 fet MSL eða 1000 fet yfir jörð, hvort heldur er hærra. Lower Limit: 3000 feet MSL or 1000 feet GND whichever is higher.</p> <p>Flokkur A fyrir ofan FL 195. Flokkur C í eða fyrir neðan FL 195. Class A above FL 195. Class C at or below FL 195.</p> <p>BIRK Aðflug/ BIRK Approach</p>	<p>Flugstjórnarmiðstöðin í Reykjavík / ACC Reykjavík</p>	<p>Keflavík aðflug / Keflavik approach Enska/Íslenska / English/Icelandic H24</p> <p>Reykjavík aðflug / Reykjavik approach Enska/Íslenska / English/Icelandic H24</p>	<p>119.300 MHZ Keflavik Initial 121.300 MHZ Keflavik Final</p> <p>Neyð / Emergency: 121.500 MHZ</p> <p>VHF 119.000 MHZ Reykjavik Approach</p>	<p>FAXI TMA er skipt í fjögur undirsvæði</p> <p>Innan FAXI TMA er skilda að vera með ratsjársvara sem virkar.</p> <p>Kraginn 1000 Innan 5 NM svæðis frá 641338N 0215253W 641829N 0215018W sem umlykur flugstjórnarsvið Keflavíkur og Reykjavíkur (sjá BIKF og BIRK AD 2.17) að 634720N 0221617W 635118N 0222307W</p> <p>Kraginn 2000 Innan 5NM svæðis umhverfis flugstjórnarsvið Keflavíkur og Reykjavíkur (sjá BIKF og BIRK AD 2.17) frá 635118N 0222307W 634720N 0221617W 635902N 0214058W beint 640118N 0214152W síðan 3 NM hringferill að</p>

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AD 1.5 VOTTUN FLUGVALLA - STAÐA

AD 1.5 STATUS OF CERTIFICATION OF AERODROMES

AD 1.5.1 Alþjóðaflugvellir og aðrir flugvellir

AD 1.5.1 International aerodromes and other aerodromes

Aerodrome name Location indicator	Date of certification	Validity of certification ¹	Remark
1	2	3	4
AKUREYRI / AKUREYRI BIAR	22 DEC 2017	—	NIL
BÍLDUDALUR / BILDUDALUR BIBD	07 MAR 2024	07 MAR 2029	NIL
EGILSSTAÐIR / EGILSSTADIR BIEG	22 DEC 2017	—	NIL
GJÖGUR / GJOGUR BIGJ	07 MAR 2024	07 MAR 2029	NIL
GRÍMSEY / GRIMSEY BIGR	14 MAR 2024	14 MAR 2029	NIL
HÚSAVÍK / HUSAVIK BIHU	14 MAR 2024	14 MAR 2029	NIL
HÖFN Í HORNAFIRÐI / HOFN HORNAFIRDI BIHN	07 MAR 2024	07 MAR 2029	NIL
ÍSAFJÖRÐUR / ISAFJORDUR BIIS	07 MAR 2024	07 MAR 2029	NIL
KEFLAVÍK / KEFLAVIK BIKF	22 DEC 2017	—	NIL
REYKJAVÍK / REYKJAVIK BIRK	22 DEC 2017	—	NIL
SAUÐÁRKRÓKUR / SAUDARKROKUR BIKR	14 MAR 2024	14 MAR 2029	NIL
VESTMANNAEYJAR / VESTMANNAEYJAR BIVM	02 APR 2024	02 APR 2029	NIL
VOPNAFJÖRÐUR / VOPNAFJORDUR BIVO	03 JUL 2024	03 JUL 2029	NIL
ÞÓRSHÖFN / THORSHOFN BITN	14 MAR 2024	14 MAR 2029	NIL

AD 1.5.2 Skráðir landingarstaðir

AD 1.5.2 Landing strips

Aerodrome name Location indicator	Date of certification	Validity of certification ¹	Remark
1	2	3	4
BAKKI / BAKKI BIBA	16 FEB 2022	01 MAR 2027	NIL
BLÖNDUÓS / BLONDUOS BIBL	14 MAR 2024	14 MAR 2029	NIL
BÚÐARDALUR / BUDARDALUR BIBR	16 FEB 2022	01 MAR 2027	NIL
DJÚPIVOGUR / DJUPIVOGUR BIDV	16 FEB 2022	01 MAR 2027	NIL
FAGURHÓLSMÝRI / FAGURHOLSMYRI BIFM	16 FEB 2022	01 MAR 2027	NIL
FLÚÐIR / FLUDIR BIFL	16 FEB 2022	01 MAR 2027	NIL
GRÍMSSTAÐIR / GRIMSSTAÐIR BIGS	16 FEB 2022	01 MAR 2027	NIL
HELLA / HELLA BIHL	16 FEB 2022	01 MAR 2027	NIL
HERÐUBREIÐARLINDIR / HERÐUBREIÐARLINDIR BIHE	16 FEB 2022	01 MAR 2027	NIL
HÓLMAVÍK / HOLMAVIK BIHK	16 FEB 2022	01 MAR 2027	NIL
HÚSAFELL / HUSAFELL BIHZ	14 MAR 2024	14 MAR 2029	NIL
HVERAVELLIR / HVERAVELLIR BIHI	16 JUN 2022	01 MAR 2027	NIL
KALDÁRMELAR / KALDARMELAR BIKA	16 JUN 2022	01 MAR 2027	NIL
KERLINGARFJÖLL / KERLINGARFJOLL BIKE	16 JUN 2022	01 MAR 2027	NIL
KIRKJUBÆJARKLAUSTUR / KIRKJUBÆJARKLAUSTUR BIKL	16 JUN 2022	01 MAR 2027	NIL
KÓPASKER / KOPASKER BIKP	16 FEB 2022	01 MAR 2027	NIL
MELGERÐISMELAR / MELGERDISMELAR BIMM	16 FEB 2022	01 MAR 2027	NIL
NORÐFJÖRÐUR / NORDFJORDUR BINF	16 FEB 2022	01 MAR 2027	NIL
NÝDALUR / NYIDALUR BIND	16 FEB 2022	01 MAR 2027	NIL
RAUFARHÖFN / RAUFARHOFN BIRG	16 FEB 2022	01 MAR 2027	NIL
REYKHÓLAR / REYKHOLAR BIRE	16 FEB 2022	01 MAR 2027	NIL
REYKJAHLÍÐ / REYKJHLID BIRL	16 FEB 2022	01 MAR 2027	NIL
REYKJANES / REYKJANES BIRS	16 FEB 2022	01 MAR 2027	NIL
RIF / RIF BIRF	16 FEB 2022	01 MAR 2027	NIL

█ SANDSKEIÐ / SANDSKEID BISS	16 FEB 2022	01 MAR 2027	NIL
█ SKÁLAVATN / SKALAVATN BISV	16 FEB 2022	01 MAR 2027	NIL
█ SKÓGASANDUR / SKOGASANDUR BISK	16 FEB 2022	01 MAR 2027	NIL
█ STÓRIKROPPUR / STORIKROPPUR BISR	16 FEB 2022	01 MAR 2027	NIL
█ STYKKISHÓLMUR / STYKKISHOLMUR BIST	16 FEB 2022	01 MAR 2027	NIL
█ VÍK / VIK BIVI	16 FEB 2022	01 MAR 2027	NIL
█ ÞINGEYRI / THINGEYRI BITE	07 MAR 2024	07 MAR 2029	NIL
█ ÞÓRSMÖRK / THORSMORK BITM	16 FEB 2022	01 MAR 2027	NIL

AD 1.5.3 Skráðir landingarstaðir - Einkavellir

AD 1.5.3 Landing strips - Private

Aerodrome name Location indicator	Date of certification	Validity of certification ¹	Remark
1	2	3	4
GRUNDARFJÖRÐUR / GRUNDARFJORDUR BIGF	08 JAN 2021	28 MAY 2025	NIL
MÚLAKOT / MULAKOT BIMK	01 OCT 2020	01 OCT 2025	NIL
SAUÐÁRFLUGVÖLLUR / SAUDARFLUGVOLLUR BISA	11 JUN 2024	11 JUN 2029	NIL
SELFOSS / SELFOSS BISF	30 DEC 2020	31 DEC 2025	NIL
SKAFTAFELL / SKAFTAFELL BISL	29 MAY 2024	29 MAY 2029	NIL
SIGLUFJÖRÐUR / SIGLUFJORDUR BISI	07 JAN 2021	24 JUL 2024	NIL
TUNGUBAKKAR MOSFELLSBÆ / TUNGUBAKKAR MOSFELLSBAE BIMS	31 MAY 2023	31 MAY 2028	NIL

¹ Þankstrik (—) merkir að vottunin rennur ekki út; er varanleg.

¹ In column 3, the dash (—) indicates that the certificate does not have an end of validity; the certificate is perpetual.

BIAR AD 2.11 VEITTAR VEÐURUPPLÝSINGAR

BIAR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Aðalveðurstofa	Veðurstofa Íslands / Icelandic Met Office
	Associated MET Office	
2	Þjónustutími Veðurstofa utan þjónustutíma	Allan sólarhringinn / H24
	Hours of service MET Office outside hours	
3	Skrifstofa ábyrg fyrir TAF Gildistími	Veðurstofa Íslands / Icelandic Met Office Sjá GEN 3.5.4.1 See GEN 3.5.4.1
	Office responsible for TAF preparation Period of validity	
4	Leitnisþá Tímalengd milli spáa	NIL
	Trend forecast Interval of issuance	
5	Veðurkynning/ráðfærsla veitt	Icelandic Met Office/ Veðurstofa Íslands Telephone / sími: + 354 522 6000
	Briefing/consultation provided	
6	Fluggögn Tungumál	METAR, TAF, SIGMET, Flugveðurskilyrði yfir Íslandi / Flight condition over Iceland, Low Level Wind/SIGWX forecasts charts, NAT Wind/Temp/ SIGWX forecasts charts. Enska og íslenska / English and Icelandic
	Flight documentation Language(s) used	
7	Kort og aðrar upplýsingar tiltækar fyrir veðurkynningu eða ráðfærslu	Tilv./Ref.: GEN 3.1, GEN 3.5 http://en.vedur.is/weather/aviation/ http://www.vedur.is/vedur/flugvedur/
	Charts and other information available for briefing or consultation	
8	Önnur tæki til upplýsingaöflunar	Flugvallarútlit sími: 424 4039 eða 136.200 MHz ATIS info tel: 424 4039 or 136.200 MHz
	Supplementary equipment available for providing information	
9	Flugumferðarþjónusta sem fær upplýsingarnar	Akureyri APP / Aðflug Akureyri TWR / Turn ACC/ Flugstjórnarmiðstöð
	ATS units provided with information	
10	Viðbótarupplýsingar (takmörkun þjónustu o.s.frv.)	NIL
	Additional information (limitation of service, etc.)	

BIAR AD 2.12 SÉRKENNI FLUGBRAUTA

BIAR AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

RWY Designator	TRUE BRG	Dimension of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
01	355.55	2400 x 45	RWY PCN: 45/F/A/X/T RWY: ASPH SWY PCN: — SWY: —	653845.03N 0180411.81W 654002.29N 0180426.40W GUND: 217.0 FT	THR 7.0 FT TDZ 7.0 FT
19	175.54	2400 x 45	RWY PCN: 45/F/A/X/T RWY: ASPH SWY PCN: — SWY: —	654002.29N 0180426.40W 653845.03N 0180411.81W GUND: 217.0 FT	THR 5.0 FT —

RWY Designator	Slope of RWY and SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	Location/description of arresting system	OFZ
1	7	8	9	10	11	12	13
01	0%	—	—	2520 x 300	90 x 90	—	The strip, approximately 1200m along western side and 1000m eastern side of RWY 01 is under water. The water is outside the graded area and is 10-40 cm deep. The transition between the grassy strip area and the water is smooth with no sharp rocks.
19	0%	—	—	2520 x 300	90 x 90	—	—

RWY Designator	Remarks
1	14
01	61 m wide 58 m long asphalt turning area on each end inside RESA.
19	61 m wide 58 m long asphalt turning area on each end inside RESA.

BIAR AD 2.21 FLUGAÐFERÐIR TIL HÁVAÐAMILDUNAR BIAR AD 2.21 NOISE ABATEMENT PROCEDURES

Eftirfarandi flugaðferðir hafa verið þróaðar til að minnka líkur á að hávaði frá flugi hafi áhrif á íbúa í nágrenni flugvallarins.

1. Uppkeyrslur á fullu afli verða ekki samþykktar milli klukkan 22:00 og 07:00 mánudaga til sunnudaga og til klukkan 12:00 á sunnudögum nema í undantekningartilfellum.
2. Orrustuflugvélar skulu, eftir flugtaksbrun, klifra með 5 gráðu halla (á HUD) þar til sýndur flughraði er 300 kts. Draga úr afli og halda áfram klifri á 300 kts. með 5 gráðu halla að 5 DME AKI.

The following noise abatement operating procedures have been developed in order to reduce aircraft noise affecting communities in the vicinity of the aerodrome.

1. High power run-ups will not be approved from 22:00 to 07:00 Mondays through Saturdays and to 12:00 on Sundays, unless in unconventional cases.
2. Military fighter aircraft shall, after rotation, climb with 5 degrees (on HUD) until indicated airspeed is 300 kts. Reduce power and continue climb out with 300 kts. and 5 degrees climb angle until crossing DME 5 AKI.

BIAR AD 2.22 FLUGAÐFERÐIR

BIAR AD 2.22 FLIGHT PROCEDURES

2.22.1 Almenn

2.22.1.1 Hægri handar umferðarhringur fyrir braut 01. Staðlaður vinstri handar umferðarhringur fyrir braut 19.

2.22.1.2 Leitast skal við að koma í og fara úr umferðarhring með 45 °horni.

2.22.1.3 Hringflug á lokastefnu er ekki leyft nema í neyðartilfellum. Fara skal annan umferðarhring verði aðskilnaður milli loftfara of lítill til landingar.

2.22.1.4 Veðurlágmörk til sjónflugs í CTR eru samkvæmt flugreglum (Reg. 770/2010) en til landingaræfinga þarf skýjahæð að vera 2000 fet.

2.22.1.5 Kennsluflug skal hafa forgang til landingaræfinga.

2.22.1.6 Upplýsingar um kögunarþjónustu eru í ENR 1.6.

2.22.1.7 Upphafskall á tíðni BIAR TWR/APP 118.200 MHz skal einungis innihalda, kallmerki, staðsetningu, fyrirætlanir og að auki ATIS auðkenni ef á leið til landingar.

2.22.1.8 Upphafskall á tíðni BIAR TWR/APP 118.200 MHz skal einungis innihalda, kallmerki, staðsetningu, fyrirætlanir og að auki ATIS auðkenni, sé brottflug fyrirhugað.

2.22.1 General

2.22.1.1 Traffic Circuit is right hand circuit for RWY 01. Traffic Circuit is standard left hand circuit for RWY 19.

2.22.1.2 Pilots shall endeavour to enter and leave the traffic circuit at a 45° angle.

2.22.1.3 Circling on final is not authorized, unless in an emergency situation. If spacing between aircraft is insufficient, another circuit shall be made.

2.22.1.4 The weather minima for VFR flights within CTR, as outlined in Reg. 770/2010, applies but the ceiling shall be at least 2000 feet for landing practices.

2.22.1.5 Training flights shall have priority over other flights requesting landing practices.

2.22.1.6 For information regarding ATS Surveillance service see ENR 1.6.

2.22.1.7 Initial call to BIAR TWR on 118.200 MHz state call sign, present position, intentions and in addition ATIS information received if coming in for landing.

2.22.1.8 Initial call to BIAR TWR 118.200 MHz state callsign, present position, intentions and in addition ATIS information received if planning departure.

BIAR AD 2.23 VIÐBÓTARUPPLÝSINGAR

BIAR AD 2.23 ADDITIONAL INFORMATION

2.23.1 Land nær upp í hindranafliót

Land nær upp í hindranafliót austan og vestan við flugbraut 01/19, sjá hindranakort tegund B.

2.23.2 Fuglar á og við flugvöllinn

Gæsir koma um miðjan apríl og fara í lok september, þær verpa austan brautar og í kjarrlendi austan við braut. Álftheldur til á vatni norðvestur af braut en verpir ekki á flugvallarsvæði, er að koma í lok apríl og fer í byrjun sept. Svólítið er af mál frá byrjun mars fram í lok september sem heldur sig á norðurenda brautar. Endur eru vestan við braut og verpa ekki í kringum flugvöllinn, eru að koma frá miðjum apríl og til lok september.

2.23.1 Terrain in the obstacle limitation surfaces

Terrain is penetrating the Obstacle Limitation Surfaces east and west of runway 01/19, see obstacle chart type B.

2.23.2 Birds on and around the airport

Graylag geese arrive around mid-April and leave at the end of September, they nest east of the runway. Swans reside from end April until early September on a lake northwest of the runway but are not known to nest within the area. A few seagulls stay close to the northern end of runway from the beginning March until end of September. Ducks are from mid-April to the end of September west of the runway and are not known to nest.

2.23.3 Hindranir í Akureyrarhöfn norðan við flugvöllinn

Stór skip koma reglulega í Akureyrarhöfn.

Höfnin er staðsett um 1900 metra norðan við þröskuld brautar 19 við framlengda miðlínu brautar 01/19 (654103.43N 0180438.10W). Öryggisrádius er 150 m.

Skipin eru **EKKI** lýst með hindranaljósum.

Meðfylgjandi uppdráttur sýnir hvar búast má við skipum við Akureyrarhöfn sem fara upp í hindranafleti flugvallar.

Gefið verður út NOTAM ef skip eru yfir 50 m á hæð á gulmerktu svæði og yfir 60 m á hæð á blámerktu svæði.

Vegna skipa undir þessum viðmiðunarhæðum verður **EKKI** gefið út NOTAM.

Upplýsingar um skip sem ná upp í hindranafleti koma út í ATIS.

2.23.3 Obstacles in Akureyri harbour, north of the airport

Large ships come to Akureyri harbour on a regular basis.

The harbour is around 1900 meters north of THR RWY 19 and on extended centreline RWY 01/19 (654103.43N 0180438.10W).

Safety radius is 150 M.

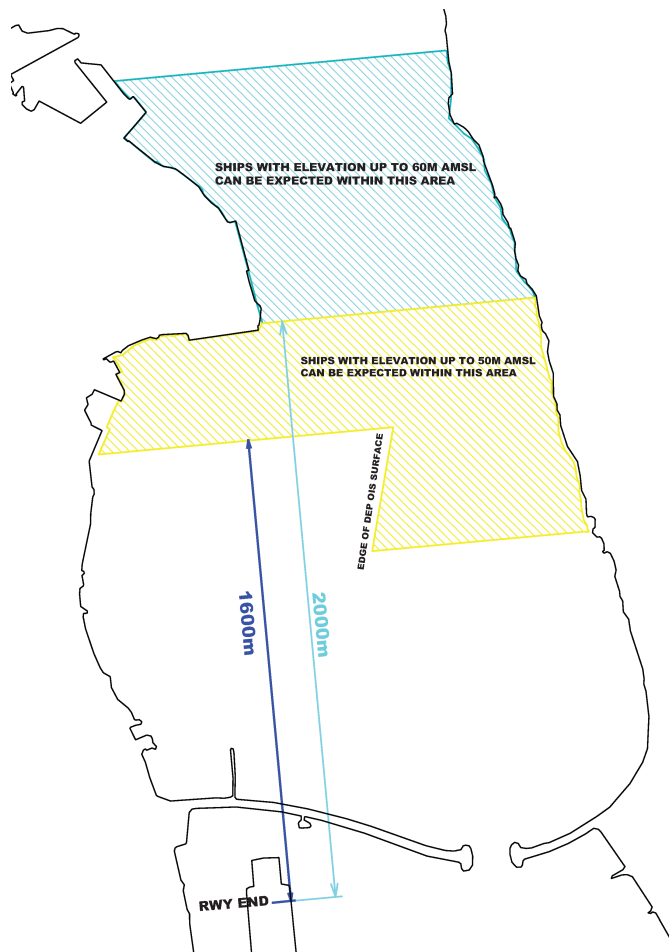
The ships are **NOT** lit with obstruction lights.

The following map shows where ships, at Akureyri harbor, can be expected to penetrate the obstacle surfaces of the airport.

A NOTAM will be issued if vessels are over 50 m high in the yellow-marked area and over 60 m high in the blue-marked area.

For vessels below these reference heights, NOTAM will **NOT** be issued.

Information about vessels which reach the obstacle surfaces will be included in ATIS.



BIAR AD 2.24 KORT SEM TILHEYRA FLUGVELLI
BIAR AD 2.24 CHARTS RELATED TO AERODROME

Kort / Charts	Blaðsíðunúmer / Page Number
BIAR Aerodrome Chart - ICAO	AD 2 BIAR 2 - 1
BIAR WAYPOINT COORDINATES	AD 2 BIAR 4 - 1
BIAR Standard Arrival Chart - Instrument (STAR) ICAO - RNP STAR RWY 19 M	AD 2 BIAR 5 - 1
BIAR Standard Arrival Chart - Instrument (STAR) ICAO - RNP STAR RWY 19 N	AD 2 BIAR 5 - 3
BIAR RNP STAR RWY 19 - Recommended Coding Tables	AD 2 BIAR 5 - 5
BIAR Instrument Approach Chart - ICAO ILS RWY 01	AD 2 BIAR 6 - 1
BIAR Instrument Approach Chart - ICAO LOC/ASR RWY 01 INITIAL and FINAL	AD 2 BIAR 6 - 3
BIAR Instrument Approach Chart - ICAO LOC RWY 01 CAT A and CAT B	AD 2 BIAR 6 - 5
BIAR Instrument Approach Chart - ICAO LOC A RWY 01 CAT C and CAT D	AD 2 BIAR 6 - 7
BIAR Instrument Approach Chart - ICAO ILS or LOC RWY 19	AD 2 BIAR 6 - 9
BIAR Instrument Approach Chart - RNP X RWY 19	AD 2 BIAR 6 - 11
BIAR Instrument Approach Chart - RNP Y RWY 19	AD 2 BIAR 6 - 13
BIAR Instrument Approach Chart - ICAO NDB RWY 19	AD 2 BIAR 6 - 15
BIAR Standard Departure Chart - Instrument (SID) - ICAO RNP SID RWY 01 PERUR A ASKUR A	AD 2 BIAR 7 - 1
BIAR Standard Departure Chart - Instrument (SID) - ICAO RNP SID RWY 01 PERUR B ASKUR B	AD 2 BIAR 7 - 3
BIAR Standard Departure Chart - Instrument (SID) - ICAO RNP SID RWY 01 MAMEP A UTISU A	AD 2 BIAR 7 - 5
BIAR Standard Departure Chart - Instrument (SID) - ICAO SID RWY 01 AKI A AKI B	AD 2 BIAR 7 - 7
BIAR Standard Departure Chart - Instrument (SID) - ICAO SID RWY 01 AR A	AD 2 BIAR 7 - 9
BIAR Standard Departure Chart - Instrument (SID) - ICAO RNP SID RWY 19 ASKUR C JARRI C	AD 2 BIAR 7 - 11
BIAR Standard Departure Chart - Instrument (SID) - ICAO RNP SID RWY 19 PERUR D ASKUR D JARRI D RETUR D	AD 2 BIAR 7 - 13
BIAR Standard Departure Chart - Instrument (SID) - ICAO SID RWY 19 ASKUR E JARRI E	AD 2 BIAR 7 - 15
BIAR RNP SID RWY 01 - Recommended Coding Tables	AD 2 BIAR 7 - 17
BIAR RNP SID RWY 19 - Recommended Coding Tables	AD 2 BIAR 7 - 19
BIAR Lead-in lights RWY 01	AD 2 BIAR 8 - 1
Akureyri MILITARY TACAN RWY 01	AD 2 BIAR 8 - 3
Akureyri MILITARY TACAN RWY 19	AD 2 BIAR 8 - 5

BIAR AD 2.25 HINDRANIR SEM SKERA HINDRANAFLÖT FYRIR SJÓNFLUGSHLUTA AÐFLUGS
BIAR AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

NIL

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BIBD AD 2.1 STAÐARAUÐKENNI OG HEITI FLUGVALLAR
BIBD AD 2.1 AERODROME LOCATION INDICATOR AND NAME

BIBD - BÍLDUDALUR / BILDUDALUR

BIBD AD 2.2 LANDFRÆÐILEGAR OG STJÓRNUNARUPPLÝSINGAR FLUGVALLAR
BIBD AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	Hnattstaða flugvallar	653829N 0233246W
	ARP coordinates and site at AD	
2	Stefna og fjarlægð frá (borg)	140° GEO, 8.3 KM (4.5 NM) from Bíldudalur
	Direction and distance from (city)	
3	Landhæð / viðmiðunarhitastig	25 FT / 14.9° C
	Elevation / Reference temperature	
4	Bylgjulögun jarðsporvölu (frá WGS-84 viðmiðunarsporvölu) í hæðarviðmiðunarpunkti flugvallar	211 FT
	Geoid undulation at AD ELEV PSN	
5	Misvísun / árleg breyting	13° W (2023) / - 0.28°
	MAG VAR / Annual change	
6	Rekstraraðili flugvallar	Umdæmi 2 / District 2: Isavia Innanlandsflugvellir ehf. Ísafjarðarflugvelli 400 Ísafirði Iceland Tel: +354 424 4085 AFIS Tel: +354 424 5660 District manager / Umdæmisstjóri email: bibdtr@isavia.is AFS: —
	Heimilisfang, sími, símbréf, netfang, AFS AD Administration Address, telephone, telefax, telex, AFS	
7	Leyfð flugumferð	IFR/VFR
	Types of traffic permitted (IFR/VFR)	
8	Athugasemdir	NIL
	Remarks	

BIBD AD 2.3 ÞJÓNUSTUTÍMAR
BIBD AD 2.3 OPERATIONAL HOURS

1	Rekstraraðili flugvallar	Á skrifstofutíma
	AD Administration	During Office Hours
2	Tollur og útlendingaeftirlit	NIL
	Customs and immigration	
3	Heilsugæsla	NIL
	Health and sanitation	
4	Kynningarstofa upplýsingaþjónustu	NIL
	AIS Briefing Office	
5	Flugvarðstofa	NIL
	ATS Reporting Office (ARO)	
6	Kynningastofa veðurþjónustu	H24
	MET Briefing Office	Sími Veðurstofu Íslands: + 354 522 6310 IMO telephone: + 354 522 6310
7	Flugumferðarþjónusta	AFIS: Sumartími 1. maí til 31. ágúst/ Summer 1. May to 31. August Mán., mið., fös./ Mon., Wed., Fri. : 0800-1730 Þri., fim./ Tue., Thu. : 0800-1600 Lau./ Sat.: Lokað/ Closed Sun./ Sun.: 1000-1600
	ATS	AFIS: Vetrartími 1. september til 30. apríl/ Winter 1. September to 30. April Mán., fim./ Mon.,Thu.: 0800-17:15 Þri., mið., fös./Tue., Wed., Fri. : 08:00-16:00 Lau./Sat.: Lokað/ Closed Sun./ Sun.: 1000-1600 Engin þjónusta eftir kl. 1200 á aðfangadag og gamlársgdag. Lokað nýársdag, föstudaginn langa, páskadag og jóladag./ No service Christmas Eve and New Year's Eve after 1200. Closed at New Year's Day, Good Friday, Easter Sunday and Christmas Day.
8	Eldsneyti	NIL
	Fuelling	
9	Afgreiðsla	Skv. beiðni (0800-1600)
	Handling	O/R (0800-1600)
10	Flugvernd	NIL
	Security	
11	Afising	NIL
	De-icing	
12	Athugasemdir	Flugumferðarþjónusta veitt utan þjónustutíma, gegn gjaldi samkvæmt gjaldskrá, svo fremi sem starfsmaður sé tiltækur. Óskilð þjónustu, með að lágmarki 1 klst. fyrirvara að sumri og 2 klst. fyrirvara að vetri, í síma +354 424 4085. Gjaldskrá Isavia: https://www.isavia.is/fyrirtaekid/vidskiptavinir/gjaldskrar-isavia ATS available on request outside operational hours, if personnel is available. Surcharge applies. Request service, with a minimum of 1 hour's notice during summer and 2 hour's notice during winter, via Tel +354 424 4085. Isavia user charges: https://www.isavia.is/en/corporate/business/user-charges
	Remarks	

BIBD AD 2.11 VEITTAR VEÐURUPPLÝSINGAR

BIBD AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Aðalveðurstofa	Veðurstofa Íslands / Icelandic Met Office
	Associated MET Office	
2	Þjónustutími Veðurstofa utan þjónustutíma	H24 / Allan sólarhringinn
	Hours of service MET Office outside hours	
3	Skrifstofa ábyrg fyrir TAF Gildistími	Veðurstofa Íslands / Icelandic Met Office Sjá GEN 3.5.4.1 See GEN 3.5.4.1
	Office responsible for TAF preparation Period of validity	
4	Leitnisþá Tímalengd milli spáa	NIL
	Trend forecast Interval of issuance	
5	Veðurkynning/ráðfærsla veitt	Veðurstofa Íslands sími: + 354 522 6000 Icelandic Met Office Telephone: + 354 522 6000
	Briefing/consultation provided	
6	Fluggögn Tungumál	METAR, TAF, SIGMET, Flugveðurskilyrði yfir Íslandi, Low Level Wind/SIGWX forecasts charts, NAT Wind/Temp/ SIGWX forecasts charts. Enska og íslenska / English and Icelandic
	Flight documentation Language(s) used	
7	Kort og aðrar upplýsingar tiltækar fyrir veðurkynningu eða ráðfærslu	Ref:/Tilv.: GEN 3.1, GEN 3.5 http://en.vedur.is/weather/aviation/ http://www.vedur.is/vedur/flugvedur/
	Charts and other information available for briefing or consultation	
8	Önnur tæki til upplýsingaöflunar	Veðrupplýsingar/ Weather information: https://iws.isavia.is
	Supplementary equipment available for providing information	
9	Flugumferðarþjónusta sem fær upplýsingarnar	Bildudalur AFIS / Bildudalur Flugradió ACC/ Flugstjórnarmiðstöð
	ATS units provided with information	
10	Viðbótarupplýsingar (takmörkun þjónustu o.s.frv.)	NIL
	Additional information (limitation of service, etc.)	

BIBD AD 2.12 SÉRKENNI FLUGBRAUTA

BIBD AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

RWY Designator	TRUE BRG	Dimension of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
04	027.74	940 x 30	RWY PCN: — RWY: Other Asphalt stabilized gravel SWY PCN: — SWY: —	653815.18N 0233303.14W — GUND: 211 FT	THR 11 FT —
22	207.73	940 x 30	RWY PCN: — RWY: Other Asphalt stabilized gravel SWY PCN: — SWY: —	653842.04N 0233228.93W — GUND: 211 FT	THR 25 FT —

RWY Designator	Slope of RWY and SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	Location/description of arresting system	OFZ
1	7	8	9	10	11	12	13
04	0.4%	—	200 x 80	1060 x 60	—	—	—
22	-0.4%	—	200 x 80	1060 x 60	—	—	—

RWY Designator	Remarks
1	14
04	—
22	—

BIBD AD 2.13 TILGREINDAR VIÐMIÐUNARVEGALENGDIR

BIBD AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
04	1000	1200	1000	940	TKOF from paved end
22	1000	1200	1000	940	TKOF from paved end

BIEG AD 2.11 VEITTAR VEÐURUPPLÝSINGAR
BIEG AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Aðalveðurstofa	Veðurstofa Íslands / Icelandic Met Office
	Associated MET Office	
2	Þjónustutími Veðurstofa utan þjónustutíma	H24 / Allan sólarhringinn
	Hours of service MET Office outside hours	
3	Skrifstofa ábyrg fyrir TAF Gildistími	Veðurstofa Íslands / Icelandic Met Office Sjá GEN 3.5.4.1 See GEN 3.5.4.1
	Office responsible for TAF preparation Period of validity	
4	Leitnisþá Tímalengd milli spáa	NIL
	Trend forecast Interval of issuance	
5	Veðurkynning/ráðfærsla veitt	Veðurstofa Íslands. sími: + 354 522 6000 Icelandic Met Office. Telephone: + 354 522 6000
	Briefing/consultation provided	
6	Fluggögn Tungumál	METAR, TAF, SIGMET, Flugveðurskilyrði yfir Íslandi, Low Level Wind/SIGWX forecasts charts, NAT Wind/Temp/ SIGWX forecasts charts. Enska - íslenska / English - Icelandic
	Flight documentation Language(s) used	
7	Kort og aðrar upplýsingar tiltækar fyrir veðurkynningu eða ráðfærslu	Ref:/Tilv.: GEN 3.1 , GEN 3.5 http://en.vedur.is/weather/aviation/ http://www.vedur.is/vedur/flugvedur/
	Charts and other information available for briefing or consultation	
8	Önnur tæki til upplýsingaöflunar	NIL
	Supplementary equipment available for providing information	
9	Flugumferðarþjónusta sem fær upplýsingarnar	Egilsstaðir AFIS / Egilsstaðir Flugradió ACC/ Flugstjórnarmiðstöð
	ATS units provided with information	
10	Viðbótarupplýsingar (takmörkun þjónustu o.s.frv.)	NIL
	Additional information (limitation of service, etc.)	

BIEG AD 2.12 SÉRKENNI FLUGBRAUTA

BIEG AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

RWY Designator	TRUE BRG	Dimension of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
03	025.26	1850 x 45	RWY PCN: 45/F/A/X/T RWY: ASPH SWY PCN: — SWY: —	651633.47N 0142435.23W 651727.48N 0142334.28W GUND: 212.0 FT	THR 75.0 FT TDZ 75.0 FT
21	205.28	1850 x 45	RWY PCN: 45/F/A/X/T RWY: ASPH SWY PCN: — SWY: —	651727.48N 0142334.28W 651633.47N 0142435.23W GUND: 212 FT	THR 75 FT —

RWY Designator	Slope of RWY and SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	Location/description of arresting system	OFZ
1	7	8	9	10	11	12	13
03	0%	—	—	1970 x 300	90 x 90	—	—
21	0%	—	—	1970 x 300	90 x 90	—	—

RWY Designator	Remarks
1	14
03	—
21	A 60 x 60m asphalt turning area on north end.

BIGJ AD 2.10 FLUGVALLARHINDRANIR
BIGJ AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID / Designation	OBST type	OBST position	ELEV / HGT	Markings / Type, colour	Remarks
a	b	c	d	e	f
BIGJOB0001	OTHER	660014.71N 0212036.89W	244 / - FT	NIL	NIL
BIGJOB0002	OTHER	660104.53N 0212247.72W	372 / - FT	NIL	NIL
BIGJOB0003	OTHER	660009.97N 0212318.86W	237 / - FT	NIL	NIL
BIGJOB0004	OTHER	655934.09N 0212324.16W	708 / - FT	NIL	NIL
BIGJOB0005	OTHER	655736.41N 0212250.20W	369 / - FT	NIL	NIL
BIGJOB0006	OTHER	655728.13N 0212338.45W	1527 / - FT	NIL	NIL
BIGJOB0007	OTHER	655931.37N 0212549.62W	2095 / - FT	NIL	NIL
BIGJOB0008	OTHER	655945.25N 0212458.32W	1350 / - FT	NIL	NIL
BIGJOB0009	OTHER	660126.40N 0212357.12W	1076 / - FT	NIL	NIL
BIGJOB0010	OTHER	660030.67N 0212359.51W	232 / - FT	NIL	NIL

In Area 3					
OBST ID / Designation	OBST type	OBST position	ELEV / HGT	Markings / Type, colour	Remarks
a	b	c	d	e	f
Athugasemdir/Notes: NIL					

BIGJ AD 2.11 VEITTAR VEÐURUPPLÝSINGAR

BIGJ AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Aðalveðurstofa	Veðurstofa Íslands/ Icelandic Met Office
	Associated MET Office	
2	Þjónustutími Veðurstofa utan þjónustutíma	H24 / Allan sólarhringinn
	Hours of service MET Office outside hours	
3	Skrifstofa ábyrg fyrir TAF Gildistími	Veðurstofa Íslands / Icelandic Met Office Sjá GEN 3.5.4.1 See GEN 3.5.4.1
	Office responsible for TAF preparation Period of validity	
4	Leitnisþá Tímalengd milli spáa	NIL
	Trend forecast Interval of issuance	
5	Veðurkynning/ráðfærsla veitt	Icelandic Met Office / Veðurstofa Íslands Telephone / sími: + 354 522 6000 Telephoni: + 354 522 6000
	Briefing/consultation provided	
6	Fluggögn Tungumál	SIGMET, Flight condition over Iceland / Flugveðurskilyrði yfir Íslandi, Low Level Wind/ SIGWX forecasts charts, NAT Wind/Temp/ SIGWX forecasts charts. English and Icelandic/ Enska og íslenska
	Flight documentation Language(s) used	
7	Kort og aðrar upplýsingar tiltækar fyrir veðurkynningu eða ráðfærslu	Ref:/Tilv.: GEN 3.1, GEN 3.5 http://en.vedur.is/weather/aviation/ http://www.vedur.is/vedur/flugvedur/
	Charts and other information available for briefing or consultation	
8	Önnur tæki til upplýsingaöflunar	Veðrupplýsingar/Weather information: https://iws.isavia.is
	Supplementary equipment available for providing information	
9	Flugumferðarþjónusta sem fær upplýsingarnar	GJOGUR AFIS
	ATS units provided with information	
10	Viðbótarupplýsingar (takmörkun þjónustu o.s.frv.)	NIL
	Additional information (limitation of service, etc.)	

BIGR AD 2.11 VEITTAR VEÐURUPPLÝSINGAR

BIGR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Aðalveðurstofa	Veðurstofa Íslands / Icelandic Met Office
	Associated MET Office	
2	Þjónustutími Veðurstofa utan þjónustutíma	H24 / Allan sólarhringinn
	Hours of service MET Office outside hours	
3	Skrifstofa ábyrg fyrir TAF Gildistími	Veðurstofa Íslands / Icelandic Met Office Sjá GEN 3.5.4.1 See GEN 3.5.4.1
	Office responsible for TAF preparation Period of validity	
4	Leitnisþá Tímalengd milli spáa	NIL
	Trend forecast Interval of issuance	
5	Veðurkynning/ráðfærsla veitt	Veðurstofa Íslands sími: + 354 522 6000 Icelandic Met Office Telephone: + 354 522 6000
	Briefing/consultation provided	
6	Fluggögn Tungumál	METAR, SIGMET, Flight condition over Iceland / Flugveðurskilyrði yfir Íslandi, Low Level Wind/SIGWX forecasts charts, NAT Wind/Temp/ SIGWX forecasts charts. Enska og íslenska / English and Icelandic
	Flight documentation Language(s) used	
7	Kort og aðrar upplýsingar tiltækar fyrir veðurkynningu eða ráðfærslu	Ref:/Tilv.: GEN 3.1 - , GEN 3.5 - http://en.vedur.is/weather/aviation/ http://www.vedur.is/vedur/flugvedur/
	Charts and other information available for briefing or consultation	
8	Önnur tæki til upplýsingaöflunar	NIL
	Supplementary equipment available for providing information	
9	Flugumferðarþjónusta sem fær upplýsingarnar	Grimsey AFIS / Grímsey Flugradíó ACC/ Flugstjórnarmiðstöð
	ATS units provided with information	
10	Viðbótarupplýsingar (takmörkun þjónustu o.s.frv.)	NIL
	Additional information (limitation of service, etc.)	

BIGR AD 2.12 SÉRKENNI FLUGBRAUTA

BIGR AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

RWY Designator	TRUE BRG	Dimension of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
17	159.84	1030 x 23	RWY PCN: — Asphalt stabilized gravel / Tjörubundin grús SWY PCN: — SWY: —	663301.41N 0180116.72W 663230.20N 0180047.97W GUND: 210 FT	THR 80 FT —
35	339.85	1030 x 23	RWY PCN: — Asphalt stabilized gravel / Tjörubundin grús SWY PCN: — SWY: —	663230.20N 0180047.97W 663301.41N 0180116.72W GUND: 210 FT	THR 75 FT —

RWY Designator	Slope of RWY and SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	Location/description of arresting system	OFZ
1	7	8	9	10	11	12	13
17	-0.2%	—	—	1150 x 80	—	—	—
35	0.2%	—	—	1150 x 80	—	—	—

RWY Designator	Remarks
1	14
17	—
35	—

BIHU AD 2.11 VEITTAR VEÐURUPPLÝSINGAR

BIHU AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Aðalveðurstofa	Veðurstofa Íslands / Icelandic Met Office
	Associated MET Office	
2	Þjónustutími Veðurstofa utan þjónustutíma	H24 / Allan sólarhringinn
	Hours of service MET Office outside hours	
3	Skrifstofa ábyrg fyrir TAF Gildistími	Veðurstofa Íslands / Icelandic Met Office Sjá GEN 3.5.4.1 See GEN 3.5.4.1
	Office responsible for TAF preparation Period of validity	
4	Leitnisþá Tímalengd milli spáa	NIL
	Trend forecast Interval of issuance	
5	Veðurkynning/ráðfærsla veitt	Veðurstofa Íslands sími: + 354 522 6000 Icelandic Met Office Telephone: + 354 522 6000
	Briefing/consultation provided	
6	Fluggögn Tungumál	SIGMET Flight condition over Iceland / Flugveðurskilyrði yfir Íslandi, Low Level Wind/SIGWX forecasts charts, NAT Wind/Temp/ SIGWX forecasts charts. English and Icelandic / Enska og íslenska
	Flight documentation Language(s) used	
7	Kort og aðrar upplýsingar tiltækar fyrir veðurkynningu eða ráðfærslu	Ref:/Tilv.: GEN 3.1, GEN 3.5 http://en.vedur.is/weather/aviation/ http://www.vedur.is/vedur/flugvedur/
	Charts and other information available for briefing or consultation	
8	Önnur tæki til upplýsingaöflunar	NIL
	Supplementary equipment available for providing information	
9	Flugumferðarþjónusta sem fær upplýsingarnar	HUSAVIK AFIS
	ATS units provided with information	
10	Viðbótarupplýsingar (takmörkun þjónustu o.s.frv.)	NIL
	Additional information (limitation of service, etc.)	

BIHU AD 2.12 SÉRKENNI FLUGBRAUTA

BIHU AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

RWY Designator	TRUE BRG	Dimension of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
02	011.59	1603 x 30	RWY PCN: — RWY: Other Asphalt Stabilized Gravel 30 m wide / Tjörubundin grús 30 m breið SWY PCN: — SWY: —	655643.64N 0172546.10W 655734.31N 0172520.61W GUND: 215 FT	THR 48 FT —
20	191.60	1603 x 30	RWY PCN: — RWY: Other Asphalt Stabilized Gravel 30 m wide / Tjörubundin grús 30 m breið SWY PCN: — SWY: —	655734.31N 0172520.61W 655643.64N 0172546.10W GUND: 214 FT	THR 44 FT —

RWY Designator	Slope of RWY and SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	Location/description of arresting system	OFZ
1	7	8	9	10	11	12	13
02	-0.08%	—	—	1723 x 150	—	—	—
20	0.08%	—	—	1723 x 150	—	—	—

RWY Designator	Remarks
1	14
02	—
20	—

BIHN AD 2.11 VEITTAR VEÐURUPPLÝSINGAR

BIHN AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Aðalveðurstofa	Veðurstofa Íslands / Icelandic Met Office
	Associated MET Office	
2	Þjónustutími Veðurstofa utan þjónustutíma	H24 / Allan sólahringinn
	Hours of service MET Office outside hours	
3	Skrifstofa ábyrg fyrir TAF Gildistími	Veðurstofa Íslands / Icelandic Met Office Sjá GEN 3.5.4.1 See GEN 3.5.4.1
	Office responsible for TAF preparation Period of validity	
4	Leitnisþá Tímalengd milli spáa	NIL
	Trend forecast Interval of issuance	
5	Veðurkynning/ráðfærsla veitt	Veðurstofa Íslands sími: + 354 522 6000 Icelandic Met Office Telephone: + 354 522 6000
	Briefing/consultation provided	
6	Fluggögn Tungumál	METAR, TAF, SIGMET, Flight condition over Iceland / Flugveðurskilyrði yfir Íslandi, Low Level Wind/SIGWX forecasts charts, NAT Wind/Temp/ SIGWX forecasts charts, English and Icelandic / Enska og íslenska
	Flight documentation Language(s) used	
7	Kort og aðrar upplýsingar tiltækar fyrir veðurkynningu eða ráðfærslu	Ref:/Tilv.: GEN 3.1, GEN 3.5 http://en.vedur.is/weather/aviation/ http://www.vedur.is/vedur/flugvedur/
	Charts and other information available for briefing or consultation	
8	Önnur tæki til upplýsingaöflunar	NIL
	Supplementary equipment available for providing information	
9	Flugumferðarþjónusta sem fær upplýsingarnar	Hornafjörður AFIS / Hornafjörður Flugradíó ACC/ Flugstjórnarmiðstöð
	ATS units provided with information	
10	Viðbótarupplýsingar (takmörkun þjónustu o.s.frv.)	Automatic Wx station positioned at HN NDB
	Additional information (limitation of service, etc.)	

BIHN AD 2.12 SÉRKENNI FLUGBRAUTA

BIHN AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

RWY Designator	TRUE BRG	Dimension of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
18	167.18	1500 x 30	RWY PCN: — Asphalt Stabilized Gravel / Tjörubundin grús SWY PCN: — SWY: —	641808.08N 0151350.82W — GUND: 213 FT	THR 24 FT —
36	347.19	1500 x 30	RWY PCN: — Asphalt Stabilized Gravel / Tjörubundin grús SWY PCN: — SWY: —	641720.84N 0151326.08W — GUND: 213 FT	THR 7 FT —

RWY Designator	Slope of RWY and SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	Location/description of arresting system	OFZ
1	7	8	9	10	11	12	13
18	-0.3%	—	—	1620 x 150	—	—	—
36	0.3%	—	—	1620 x 150	—	—	—

RWY Designator	Remarks
1	14
18	—
36	—

BIHN AD 2.13 TILGREINDAR VIÐMIÐUNARVEGALENGDIR

BIHN AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
18	1500	1500	1500	1500	NIL
36	1500	1500	1500	1500	NIL

BIIS AD 2.9 LEIÐSAGA OG STJÓRNKERFI FYRIR HREYFINGAR Á JÖRÐU NIÐRI OG MERKINGAR
BIIS AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Notkun kenniskilta loftfarastæða, akbrautamerkinga og sjónrænnar stæðisleiðsögu	Já Yes
	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	
2	Flugbrautar- og akbrautarmerkingar og ljós	Brautarmerkingar: Brautarheiti, þröskulds og miðlínumerkingar Brautarljós: Þröskulds-, enda- og kantljós Akbrautarmerkingar: Miðlína og biðlína Akbrautarljós: Kantljós / RWY Markings: Designation, THR and centreline RWY Lights: THR, END and EDGE TWY Markings: Centreline and taxihold TWY Lights: EDGE
	RWY and TWY markings and LGT	
3	Stöðvunarljós	NIL
	Stop bars	
4	Athugasemdir	NIL
	Remarks	

BIIS AD 2.10 FLUGVALLARHINDRANIR
BIIS AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID / Designation	OBST type	OBST position	ELEV / HGT	Markings / Type, colour	Remarks
a	b	c	d	e	f
Athugasemdir/Notes: Umhverfis flugvöllinn er landslag/hindrun á alla vegu upp í 2000 ft. nema (út fjörðinn) til NA The airport is surrounded with mountains/obstacles in all directions up to 2000 ft. except to NA					

In Area 3					
OBST ID / Designation	OBST type	OBST position	ELEV / HGT	Markings / Type, colour	Remarks
a	b	c	d	e	f
Athugasemdir/Notes: NIL					

BIIS AD 2.11 VEITTAR VEÐURUPPLÝSINGAR

BIIS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Aðalveðurstofa	Veðurstofa Íslands / Icelandic Met Office
	Associated MET Office	
2	Þjónustutími Veðurstofa utan þjónustutíma	H24 / Allan sólarhringinn
	Hours of service MET Office outside hours	
3	Skrifstofa ábyrg fyrir TAF Gildistími	Veðurstofa Íslands / Icelandic Met Office Sjá GEN 3.5.4.1 See GEN 3.5.4.1
	Office responsible for TAF preparation Period of validity	
4	Leitnispá Tímalengd milli spáa	NIL
	Trend forecast Interval of issuance	
5	Veðurkynning/ráðfærsla veitt	Veðurstofa Íslands. Sími: + 354 522 6000 Icelandic Met Office. Telephone: + 354 522 6000
	Briefing/consultation provided	
6	Fluggögn Tungumál	METAR, TAF, SIGMET, Flight condition over Iceland / Flugveðurskilyrði yfir Íslandi, Low Level Wind/SIGWX forecasts charts, NAT Wind/Temp/ SIGWX forecasts charts English and Icelandic / Enska og íslenska
	Flight documentation Language(s) used	
7	Kort og aðrar upplýsingar tiltækar fyrir veðurkynningu eða ráðfærslu	Ref:/Tilv.: GEN 3.1, GEN 3.5 http://en.vedur.is/weather/aviation/ http://www.vedur.is/vedur/flugvedur/
	Charts and other information available for briefing or consultation	
8	Önnur tæki til upplýsingaöflunar	Veðurupplýsingar/Weather information: https://iws.isavia.is
	Supplementary equipment available for providing information	
9	Flugumferðarþjónusta sem fær upplýsingarnar	Isafjörður AFIS / Ísafjörður Flugradió ACC/ Flugstjórnarmiðstöð
	ATS units provided with information	
10	Viðbótarupplýsingar (takmörkun þjónustu o.s.frv.)	Sjálfvirk veðurathugunarstöð er í Arnarnesi um 4 NM norðaustur af flugvellingum við IS NDB. / Automatic Wx station positioned 4 NM NE of Airport at IS NDB.
	Additional information (limitation of service, etc.)	

BIKF AD 2.1 STAÐARAUÐKENNI OG HEITI FLUGVALLAR

BIKF AD 2.1 AERODROME LOCATION INDICATOR AND NAME

BIKF - KEFLAVÍK / KEFLAVIK

BIKF AD 2.2 LANDFRÆÐILEGAR OG STJÓRNUNARUPPLÝSINGAR FLUGVALLAR

BIKF AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	Hnattstaða flugvallar	635906N 0223620W
	ARP coordinates and site at AD	Brautamót / Runway Intersection
2	Stefna og fjarlægð frá (borg)	50 KM (27 NM) from Capital City, Reykjavík
	Direction and distance from (city)	250° GEO, 3 KM (1.62 NM) from Keflavík, 258° GEO
3	Landhæð / viðmiðunarhitastig	170 FT / 13.7° C
	Elevation / Reference temperature	
4	Bylgjulögun jarðsporvölu (frá WGS-84 viðmiðunarsporvölu) í hæðarviðmiðunarpunkti flugvallar	217 FT
	Geoid undulation at AD ELEV PSN	
5	Misvísun / árleg breyting	12° W (2023) / - 0.3°
	MAG VAR / Annual change	
6	Rekstraraðili flugvallar	ISAVIA OHF. Keflavíkflugvelli 235 Keflavík Iceland Tel: +354 425 6000 AFS: BIKFYDYX email: kefairport@kefairport.is Website: www.kefairport.com
	Heimilisfang, sími, símbréf, netfang, AFS AD Administration Address, telephone, telefax, telex, AFS	
7	Leyfð flugumferð	IFR/VFR
	Types of traffic permitted (IFR/VFR)	
8	Athugasemdir	NIL
	Remarks	

BIKF AD 2.3 ÞJÓNUSTUÍMAR

BIKF AD 2.3 OPERATIONAL HOURS

1	Rekstraraðili flugvallar	Á skrifstofutíma
	AD Administration	During Office Hours
2	Tollur og útlendingaeftirlit	H24
	Customs and immigration	
3	Heilsugæsla	H24
	Health and sanitation	Skv. beiðni O/R
4	Kynningarstofa upplýsingaþjónustu	H24
	AIS Briefing Office	
5	Flugvarðstofa	H24
	ATS Reporting Office (ARO)	
6	Kynningastofa veðurþjónustu	H24
	MET Briefing Office	Sími Veðurstofu Íslands: + 354 522 6310 IMO telephone: + 354 522 6310
7	Flugumferðarþjónusta	H24
	ATS	Flugstjórnarþjónusta / ATC H24
8	Eldsneyti	H24
	Fuelling	
9	Afgreiðsla	H24
	Handling	
10	Flugvernd	H24
	Security	
11	Afising	H24
	De-icing	
12	Athugasemdir	NIL
	Remarks	

BIKF AD 2.4 AFGREIÐSLA OG TÆKI

BIKF AD 2.4 HANDLING SERVICES AND FACILITIES

1	Fraktmeðhöndlun	Venjuleg á flugvelli (færibandabíll, háir kranar og gaffallyftarar)
	Cargo-handling facilities	Normal at airport (cargo loader, high loader, fork lifts and conveyor belt loader)
2	Eldsneytistegundir / olíur	Fuel: Jet A-1
	Fuel / oil types	Oil: TURBO Turbo oils - AEROSHELL 15 W 50 multigrade
3	Eldsneytisbúnaður / magn	Allan sólarhringinn / Hámarks afköst á hvert tæki: 3500 l/mín úr eldsneytis tengibrunni og 2000 l/mín úr tankbíl.
	Fuelling facilities / capacity	H24 / Delivery rate up to 3500 litres per minute per fuelling unit from the aviation fuel hydrant system and up to 2000 litres per minute from refuellers.
4	Afisingarbúnaður	Skv. beiðni
	De-icing facilities	O/R
5	Flugskýlispláss fyrir aðkomuvélar	Flestar tegundir loftfara skv. beiðni
	Hangar space for visiting aircraft	Most aircraft types on request
6	Viðhaldsmöguleikar fyrir aðkomuvélar	Flestar tegundir loftfara skv. beiðni
	Repair facilities for visiting aircraft	Most aircraft types on request

BIKF AD 2.11 VEITTAÐ VEÐURUPPLÝSINGAR

BIKF AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Aðalveðurstofa	Veðurstofa Íslands / Icelandic Met Office
	Associated MET Office	
2	Þjónustutími Veðurstofa utan þjónustutíma	H24 / Allan sólarhringinn
	Hours of service MET Office outside hours	
3	Skrifstofa ábyrg fyrir TAF Gildistími	Veðurstofa Íslands / Icelandic Met Office Sjá GEN 3.5.4.1 See GEN 3.5.4.1
	Office responsible for TAF preparation Period of validity	
4	Leitnisþá Tímalengd milli spáa	NIL
	Trend forecast Interval of issuance	
5	Veðurkynning/ráðfærsla veitt	Veðurstofa Íslands. Sími: + 354 522 6000 Icelandic Met Office. Telephone: + 354 522 6000
	Briefing/consultation provided	
6	Fluggögn Tungumál	METAR, TAF, SIGMET, Flight condition over Iceland / Flugveðurskilyrði yfir Íslandi, Low Level Wind/SIGWX forecasts charts, NAT Wind/Temp/ SIGWX forecasts charts Enska - íslenska / English - Icelandic
	Flight documentation Language(s) used	
7	Kort og aðrar upplýsingar tiltækar fyrir veðurkynningu eða ráðfærslu	Ref:/Tilv.: GEN 3.1 , GEN 3.5 http://en.vedur.is/weather/aviation/ http://www.vedur.is/vedur/flugvedur/
	Charts and other information available for briefing or consultation	
8	Önnur tæki til upplýsingaöflunar	Flugvallarútlit sími 424 4059 eða 128.300 MHz. D-ATIS þjónusta tiltæk loftförum með ACARS búnað. / ATIS info tel. 424 4059, frequency: 128.300 MHz. D-ATIS service available for aircraft equipped with ACARS.
	Supplementary equipment available for providing information	
9	Flugumferðarþjónusta sem fær upplýsingarnar	Keflavík TWR - APP / Keflavík turn - Aðflug ACC/ Flugstjórnarmiðstöð
	ATS units provided with information	
10	Viðbótarupplýsingar (takmörkun þjónustu o.s.frv.)	NIL
	Additional information (limitation of service, etc.)	

BIKF AD 2.12 SÉRKENNI FLUGBRAUTA

BIKF AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

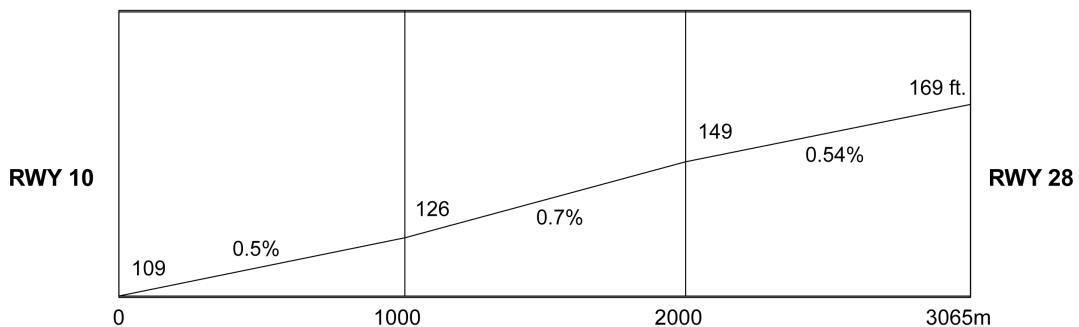
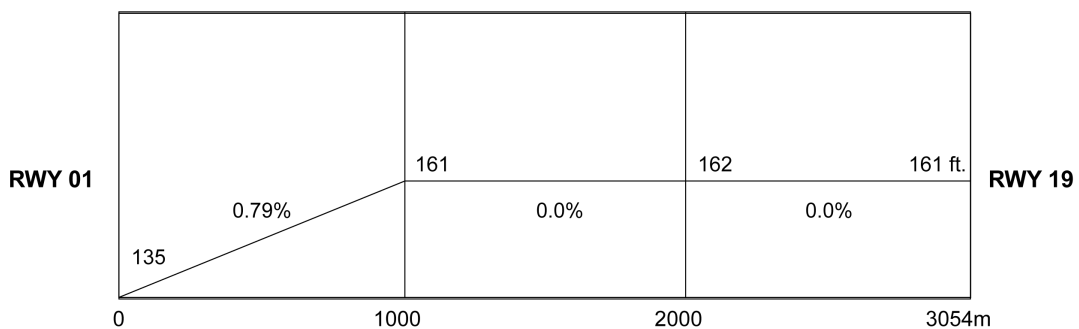
RWY Designator	TRUE BRG	Dimension of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
01	000.02	3054 x 60	RWY PCN: 73/F/A/W/T RWY: ASPH SWY PCN: — SWY: —	635752.12N 0223619.63W 635930.76N 0223619.56W GUND: 217.0 FT	THR 135.5 FT TDZ 159.0 FT
19	180.02	3054 x 60	RWY PCN: 73/F/A/W/T RWY: ASPH SWY PCN: — SWY: —	635930.76N 0223619.56W 635752.12N 0223619.63W GUND: 217.0 FT	THR 161.4 FT TDZ 162.7 FT
10	089.97	3065 x 60	RWY PCN: 80/F/A/W/T RWY: ASPH SWY PCN: — SWY: —	635906.14N 0223918.02W 635906.15N 0223532.61W GUND: 217.0 FT	THR 109.1 FT TDZ 125.4 FT
28	270.02	3065 x 60	RWY PCN: 80/F/A/W/T RWY: ASPH SWY PCN: — SWY: —	635906.15N 0223532.61W 635906.14N 0223918.02W GUND: 217.0 FT	THR 169.2 FT TDZ 169.5 FT

RWY Designator	Slope of RWY and SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	Location/description of arresting system	OFZ
1	7	8	9	10	11	12	13
01	0.26%	—	150 x 150	3174 x 300	90 x 120	Arresting gear NR 3 460M from RWY THR. Located approx. 30M from RWY CL.	—
19	-0.26%	—	150 x 150	3174 x 300	90 x 120	Arresting gear NR 1 340M from RWY THR. Located approx. 30M from RWY CL.	—

RWY Designator	Slope of RWY and SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	Location/description of arresting system	OFZ
1	7	8	9	10	11	12	13
10	0.59%	—	260 x 150	3185 x 300	90 x 120	Arresting gear NR 4 605M from RWY THR. Located approx. 30M from RWY CL.	—
28	-0.59%	—	300 x 150	3185 x 300	90 x 120	Arresting gear NR 2 305M from RWY THR. Located approx. 30M from RWY CL.	—

RWY Designator	Remarks
1	14
01	Arresting gears are available
19	Arresting gears are available. Slope change on RWY 19 for Radio Altimeter Operating Area is exceeding the slope requirement of 2% per 30 meters. For further details see chart AD 2.24.5.3-1.
10	Arresting gears are available
28	Arresting gears are available

Slope of RWY - SWY



BIKF AD 2.13 TILGREINDAR VIÐMIÐUNARVEGALENGDIR
BIKF AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
01	3054	3204	3054	3054	See chart AD 2 BIKF 2-1 for alternative take-off distance
19	3054	3204	3054	3054	NIL
10	3065	3325	3065	3065	NIL
28	3065	3365	3065	3065	NIL

BIKF AD 2.16 LENDINGARSVÆÐI FYRIR ÞYRLUR

BIKF AD 2.16 HELICOPTER LANDING AREA

1	Staðsetning landingarsvæðis Bylgjulögun jarðsporvölu	Sjá/See AD 2.16.7
	Coordinates TLOF or THR of FATO Geoid undulation	—
2	Hæð á landingarstað FT	169 FT
	TLOF and/or FATO elevation FT	
3	Stærð, yfirborð, styrkleiki, merking	NIL
	TLOF and FATO area dimensions, surface, strength, marking	
4	Réttstefna á FATO	NIL
	True BRG of FATO	
5	Skilgreind lengd	—
	Declared distance available	
6	Aðflugs og landingarljós	NIL
	APP and FATO lighting	
7	Athugasemdir	Flugtök og landingar fara einungis fram á flugbrautum
	Remarks	Take off and landing only on runways

BIKF AD 2.17 LOFTRÝMI FLUGUMFERÐARÞJÓNUSTU

BIKF AD 2.17 ATS AIRSPACE

1	Heiti og útlínur	Keflavík CTR flugstjórnarsvið / Keflavík CTR 641120N 0222022W 635722N 0220454W 635118N 0222307W then clockwise along an arc with 10NM radius centered on 635913N 0223652W to 640852N 0224231W 641120N 0222022W
	Designation and lateral limits	
2	Hæðarmörk	Efri mörk / Upper Limit: 3000 FT AMSL Neðri mörk: Jörð / Lower Limit: SFC
	Vertical limits	
3	Flokkun loftrýmis	Flokkur / Class D
	Airspace classification	
4	Kallmerki flugumferðarþjónustu og tungumál	Keflavík tower - Enska/English
	ATS unit call sign Language(s)	
5	Skiptihæð	7000 FT MSL
	Transition altitude	
6	Gildistími	H24
	Hours of applicability	
7	Athugasemdir	FAXI TMA & KEFLAVIK APPROACH Area - sjá nánar í kafla ENR 2.1 / for details see ENR 2.1
	Remarks	

BIKF AD 2.18 ATS FJARSKIPTABÚNAÐUR
BIKF AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency and Channel(s)	SATVOICE	Logon address	Hours of operation	Remarks
1	2	3	4	5	6	7
TWR	Keflavik Tower	118.300 MHZ	NIL	NIL	H24	Tower Control
TWR	Keflavik Tower	126.200 MHZ	NIL	NIL	As Directed by ATC	NIL
APP	Keflavik Approach	119.300 MHZ ⁽¹⁾ 121.300 MHZ ⁽³⁾ 121.500 MHZ ⁽²⁾	NIL	NIL	H24	⁽¹⁾ Approach Control ⁽³⁾ When instructed by ATC. Final Controller. ⁽²⁾ Emergency
ATIS	Keflavik Information	128.300 MHZ ⁽¹⁾ 311.600 MHZ ⁽¹⁾	NIL	NIL	H24	⁽¹⁾ ATIS info tel. 424 4059 D-ATIS service available for aircraft equipped with ACARS
Clearance Delivery	Keflavik Delivery	121.000 MHZ	NIL	NIL	H24	NIL
GND	Keflavík Ground	121.900 MHZ	NIL	NIL	H24	Ground Control
GND	Keflavik Ground	126.200 MHZ	NIL	NIL	As Directed by ATC	NIL
GND	Keflavik Ground	121.500 MHZ ⁽¹⁾ 243.000 MHZ ⁽¹⁾	NIL	NIL	H24	⁽¹⁾ Emergency

BIKF AD 2.22 FLUGAÐFERÐIR BIKF AD 2.22 FLIGHT PROCEDURES

2.22.1 Almenn

Til að flýta fyrir og viðhalda skipulögðu flæði umferðar eru eftirfarandi leiðbeiningar settar fram:

- Óskið ekki eftir ýtingu vélar fyrr en vélin er alveg tilbúin. Flugmaður má einungis biðja um ýtingu af stæði um leið og dráttartæki er tilbúið fyrir ýtinguna. Á sama tíma skal rautt leifturljós (Anti-collision beacon) tendrað.
- Brottfararheimildir eru gefnar um RNAV 1 SID. Brottfararheimildir eru mögulegar um „Omnidirectional“ fyrir loftför sem eru ekki með RNAV 1. Þau loftför ættu að láta Keflavík clearance delivery vita um að þau geti ekki flogið RNA 1 SID í fyrsta kalli með því að segja „UNABLE RNAV 1“.
- Verið viðbúin til flugtaks þegar komið er að flugbraut, búast má við heimild til flugtaks án tafar.
- Við brottför hafið MAX FL upplýsingar til taks. Það flýtir fyrir og fækkar sendingum á tíðninni. Eins láta ATC vita ef umbeðin flughæð breytist miðað við það sem skráð er í FPL.
- Þegar umferð til BIKF er mikil er aðflugsstöðu skipt upp, staða „final controller“ ber þá ábyrgð á röðun inn til landingar í Keflavík með notkun hraðahindrana og stefninga. Flugmenn mega búast við að verða sendir á tíðni „final controller“ 121.300 MHz.
- Við upphafskall á 121.300 MHz skal flugmaður einungis segja kallmerki vélar.
- Hraðatakörkun innan aðflugssvæðis Keflavíkurflugvallar er 250 hnútar IAS fyrir neðan F100. Flugmenn skulu fylgja þessari hindrun nema þeir hafi fengið heimild til annars frá Flugumferðarstjórn.
- Lágmarshraði upp á 160 hnúta IAS þar til um 4 NM, er gefinn út fyrir alla ILS Z og RNAV (GNSS) aðflugsferla BIKF
- Eftir landingu skal hraða akstri út af flugbraut.

2.22.2 Verklag í lélegu skyggni (LPV)

Tilhögun aðflugs í lélegu skyggni á Keflavíkurflugvelli / CAT II Operations.

ILS CAT II lágmyrk eru í boði fyrir flugbrautir 10 og 19.

Verklagsreglur í lélegu skyggni virkjast þegar RVR TDZ fyrir flugbraut í notkun, flugbraut 10 eða 19 mælist 800 metrar eða minna og/eða skýjahæð er 300 fet eða lægri.

Verklagsreglum í lélegu skyggni er skipt niður í 4 fasa.

- Undirbúningsfasi:** Þessi fasi er virkjaður þegar veðurskilyrðum fer hrakandi og RVR TDZ skyggni fyrir flugbraut 10 eða 19 mælist 800 metrar eða minna og/eða skýjahæð er 300 fet eða lægri.
- Virkjunarfasi (LVP virkjun):** Þessi fasi er virkjaður þegar RVR TDZ skyggni fyrir flugbraut 10 eða 19 mælist minna en 550 metrar og/eða skýjahæð er 200 fet eða lægri.
- Afvirkjunarfasi:** Þessi fasi er virkjaður þegar RVR TDZ skyggni fyrir flugbraut 10 eða 19 mælist 550 metrar eða meira, en minna en 800 metrar og skýjahæð mælist hærrí en 200 fet.
- Lokafasi:** Þessi fasi er settur á til að tryggja breytingu starfseminnar aftur í eðlilegt horf. Lokafasi skal aðeins vera

2.22.1 General

To expedite and maintain an orderly flow of air traffic, pilots are urged to take note of the following:

- Do not request push-back until fully ready for start-up. Permission to push-back or taxi-out from a stand or position must not be requested unless the tractor/ACFT is ready to perform the manoeuvre immediately. At the same time, the anti-collision beacon shall be turned on.
- Departure instructions are issued in the form of RNAV 1 SID. Omnidirectional departure available for NON RNAV 1 ACFT. Non RNAV 1 aircraft should at first contact with Keflavík clearance delivery state UNABLE RNAV 1.
- Be prepared for take-off when reaching the runway, expect rolling departure.
- At departure be ready with information on MAX FL. It expedites and minimise RT. Also let ATC know if the requested FL has changed since FPL was submitted.
- During peak hours a final control position will normally be responsible for final sequencing using speed control and vectoring with on demand frequency 121.300 MHz.
- Initial call on 121.300 MHz state callsign only.
- Keflavík approach has speed limitations of 250 kts IAS below F100. Pilots are to follow that restriction unless otherwise cleared by ATC.
- Minimum speed, of 160 kts IAS until approx. 4 NM, is published for all ILS Z and RNAV (GNSS) approaches at BIKF.
- After landing expedite vacating the runway

2.22.2 Low visibility procedures (LPV)

Low Visibility Procedures at Keflavík Airport / CAT II Operations.

ILS CAT II minima is available for runways 10 and 19.

Low visibility procedures at Keflavík Airport will come into effect when the RVR TDZ for runway in use, runway 10 or 19 measures 800 meters or less and/or the ceiling is 300 feet or less.

Low Visibility Procedures is divided into 4 phases.

- Preparation Phase:** This phase is commenced when deteriorating meteorological conditions reach RVR TDZ visibility of 800 meters or less and/or ceiling of 300 feet or less.
- Operations Phase (LVP activation):** This phase is activated when RVR TDZ for runway 10 or 19 measures less than 550 meters and/or the ceiling is 200 feet or less.
- Deactivation Phase:** This phase is activated when RVR TDZ for runway 10 or 19 measures 550 meters or more but less than 800 meters and ceiling higher than 200 feet.
- Termination Phase:** This phase is established to facilitate a smooth transition back to normal operations. Termination phase

virkjaður þegar RVR TDZ skyggni mælist meira en 800 metrar og skýjahæð mælist 300 fet eða hærrí í 10 mínútur og batnandi veðurskilyrði eru áfram fyrirsjáanleg.

Þegar RVR TDZ skyggni fyrir flugbraut í notkun, flugbraut 10 eða 19 mælist minna en 550 metrar er aðeins einu loftfari heimilt að athafna sig á umferðarsvæðinu í einu.

Vænta má verulegrar skerðingar á umferðarflæði eða um 10 hreyfingar loftfara á klukkustund.

Flugmenn verða upplýstir um virkjun LVP á ATIS eða á tíðni.

Flugvallalýsing í LVP.

APP, TDZ, PAPI, EDGE, THR og CL ljós eru sett í styrk 4 / 5 af 5 miðað við aðstæður. Seq.FLG CL (Strobe) ljós eru í boði eftir beiðni. Akbrautaljós og stöðvunarslár eru settar á hæsta styrk. Í undirbúningsfasa verður kveikt á vararafstöð (Diesel rafstöð) fyrir landingar.

Sjá frekari lýsingu í BIKF AD 2.14 / 2.15.

Kennslu- og æfingaflug er bannað innan aðflugssvæðis Keflavíkurflugvallar meðan verklagsreglur um lélegt skyggni er í gildi.

Flugbrautir 01, 10, 19 og 28 eru tiltækar til flugtaks í lélegu skyggni.

Flugmenn fá tilkynningu á tíðni þegar LVP er afvirkjað.

shall only be initiated when RVR TDZ measures above 800 meters and the ceiling is 300 feet or more for 10 consecutive minutes and continued improvements are expected.

When RVR TDZ for runway in use, runway 10 or 19 is less than 550 meters only one aircraft will be allowed to operate on the manoeuvring area at a time.

Expect capacity to be severely affected, around 10 aircraft movements per hour can be expected.

Pilots will be informed by ATIS or RTF when LVP is in effect.

Airport lighting during LVP.

APP, TDZ, PAPI, EDGE, THR and CL lights are set to intensity 4 / 5 out of 5 depending on circumstances. Seq.FLG CL (Strobe) lights are available upon request.

TWY lights and stopbar lights are set to highest intensity. As part of the preparation phase, secondary power supply (Diesel generator) will be turned on for arrivals.

See more detailed description in BIKF AD 2.14 / 2.15.

Training flights in Keflavik Approach are suspended during Low visibility procedures.

Low visibility take-off is available on runways 01, 10, 19 and 28.

Pilots will be informed over RTF when LVP is cancelled.

BIKF AD 2.23 VIÐBÓTARUPPLÝSINGAR BIKF AD 2.23 ADDITIONAL INFORMATION

2.23.1 Takmarkanir vegna veðurs

Þegar vindhraði er 50 hnútar eða þar yfir, er ekki hægt að nota landgöngubrýr við Flugstöð Leifs Eiríkssonar. Við þessar aðstæður gæti þurft að leggja loftförum annars staðar á flugvellinum.

2.23.2 Hindrunarlaust klífursvæði

Hindrunarlaust klífursvæði við flugbrautir 10/28 og 01/19 eru 150 M breið.

2.23.3 Flugvallahindranakort

Flugvallahindranakort - ICAO Flokkur A er ekki gefið út þar sem engar hindranir eru í flugtaksflugferlum.

2.23.4 Rafrænt landslags- og hindranakort (ICAO)

Rafrænt landslags- og hindranakort (ICAO) fyrir Keflavík er hægt að nálgast hér.

2.23.5 Prófunarflug

Prófunarflug á Keflavíkurlugvelli er háð leyfi frá Isavia. Senda skal beiðni fyrir prófunarflugi til Rekstrarstjórnstöðvar á tölvupóstfangið aocc@kefairport.is.

Á meðan á prófunarflugi stendur við BIKF má búast við eftirfarandi: Mögulegt er að nota hvaða braut sem er til prófunarflugs, þegar prófað er fyrir hliðarvind er flogið hornrétt á braut í notkun.

Prófunarflug skulu fylgja takmörkunum kennslu- og æfingaflugs eins og lýst er í AIP ICELAND BIKF AD 2.20.8.

Biðflugsvörður fyrir sjónflug hafa verið skilgreindir fyrir prófunarflug, flugvélin getur fengið heimild til að fljúga að biðflugsvörðu og bíða austan, vestan, norðan eða sunnan við vörðuna. Vörðurnar eru:

- GADDI 640400N 0224600W
- HEGAB 635400N 0224600W
- KIZAN 640400N 0222700W
- NOPMO 635400N 0222700W

2.23.1 Weather Constraints

With wind speed of 50 knots or above, boarding bridges at the Leifur Eiriksson International Air Terminal are not available. During these conditions, aircraft may have to be parked elsewhere at the airport.

2.23.2 Clearways

Clearways for RWY's 10/28 and 01/19 are 150 M wide.

2.23.3 Aerodrome Obstacle Chart

Aerodrome Obstacle Chart - ICAO TYPE A is not published as there are no obstacles in the take-off flight path areas.

2.23.4 Aerodrome Terrain and Obstacle Chart - ICAO (Electronic)

Aerodrome Terrain and Obstacle Chart - ICAO (Electronic) for Keflavik airport can be found here.

2.23.5 Test flights

Requests for test flights at Keflavik airport shall be submitted by e-mail to Airport Operation Command Center aocc@kefairport.is.

What to expect during test flights at BIKF:

Any runway can be used for the certification flight, if the test is for crosswind component the flight will be flown on runway perpendicular to runway in use.

Certification flights shall comply with training flight restrictions ref AIP ICELAND BIKF AD 2.20.8.

VFR holding points have been established for test flights, the aircraft can be instructed to fly to the VFR holding and hold, east, west, north or south of the point. The holding points are:

- GADDI 640400N 0224600W
- HEGAB 635400N 0224600W
- KIZAN 640400N 0222700W
- NOPMO 635400N 0222700W

2.23.6 Stöðvunarslár

Stöðvunarslár eru notaðar allan sólarhringinn fyrir allar brautir, hvort sem þær eru í notkun eða ekki.

Ekki er leyfilegt að aka yfir lýsta stöðvunarslá. Einungis má aka áfram þegar heimild frá flugumferðarstjórn liggur fyrir og búið er að slökkva á stöðvunarslá.

Ávallt skal leita staðfestingar ef heimild er gefin yfir upplýsta stöðvunarslá.

Ef stöðvunarslá er biluð verður eftirfarandi verklagi beitt:

Ef ekki er hægt að slökkva á stöðvunarslá:

1. Fyrsta val er að velja aðra akstursleið þar sem stöðvunarslár eru virkar;
2. ef ekki er hægt að velja aðra akstursleið mun flugumferðarstjórn láta slökkva á eða hylja ljós stöðvunarslár (viðbragðstími allt að 15 mínútur).

Ef ekki er hægt að kveikja á stöðvunarslá eða ljós stöðvunarslár hafa verið slökkt eða hulin vegna bilunar:

1. Fyrsta val er að velja aðra akstursleið þar sem stöðvunarslár eru virkar;
2. ef ekki er hægt að velja aðra akstursleið mun flugumferðarstjórn nota sérstök orðtök sem skýra að stöðvunarslá er ónothæf. Eftirfarandi orðtök verða notuð:
[KALLMERKI] AKTU [Leiðarlýsing] AÐ BIÐSTAÐ [BRAUT(númer)] ATHUGAÐU STÖÐVUNARSLÁ Á [ÖKUBRAUT (nafn)] ER ÓNOTHÆF BÍDDU VIÐ BIÐSTAÐ [BRAUT(númer)] ÉG SEGI AFTUR STÖÐVUNARSLÁ Á [ÖKUBRAUT (nafn)] ER ÓNOTHÆF BÍDDU VIÐ BIÐSTAÐ [BRAUT(númer)].

2.23.7 Fuglar á og við flugvöllinn

Rjúpan er eini fuglinn sem hefur fasta viðveru á flugvallarsvæðinu og telur um 50 fugla. Gæsir eru staðbundnar árið um kring við þéttbýlisstaðina utan svæðis, en gera sér þann dagamun að heimsækja flugvöllinn af og til í litlum hópum.

Aðrir fuglar eru farfuglar og er mesta álag af þeim frá apríl til september.

Á Miðnesheiðinni er stórt varp sílamáfs og kemur hann inn á völlinn í ætisleit. Aðrar algengar fuglategundir á og við flugvöllinn eru lóur, hrossagaukur, spóar og tjaldur en í heildina eru um 15 tegundir fugla viðvarandi á svæðum á og við Keflavíkurflugvöll á tímabilinu frá apríl-september, allflestir þeirra teljast til minni fugla.

Mest yfirflug fugla er milli Stakksfjarðar í norðaustri og Ósabotna í suðvestri.

2.23.6 Stop bars

Stop bars are used 24/7 for all RWY - active RWY as well as inactive. Crossing of a lit stop bar is prohibited.

Traffic may proceed only with explicit clearance from ATC and only after the stop bar has been switched off.

Any instructions to cross a lit stop bar should be challenged.

If a stop bar is out of service, the following contingency measures are in force:

If the stop bar cannot be switched off:

1. An alternative taxi route where the stop bars are functioning will be used primarily;
2. if an alternative taxi route is not available, ATC will have the lights of the stop bar switched off or covered (reaction time up to 15 minutes).

If the stop bar cannot be switched on or the lights of the stop bar has been switched off or covered:

1. An alternative taxi route where the stop bars are functioning will be used primarily;
2. if an alternative taxi route is not available, ATC will use specific RTF with the explanation that the stop bar is out of service. The following phraseology will be used:
[CALLSIGN] TAXI HOLDING POINT RWY [RUNWAY (number)] BE ADVISED STOP BAR AT [TAXIWAY (name) HOLDING POINT] UNSERVICEABLE, HOLD SHORT [RUNWAY (number)], I SAY AGAIN STOP BAR [TAXIWAY (name) HOLDING POINT] UNSERVISABLE.

2.23.7 Birds on and around the airport

Ptarmigans is the only bird that has a permanent presence in the airport area and counts about 50 birds. Greylag geese are local all year round at the urban area outside the airport, but occasionally visit the airport in small groups.

Other birds are migratory birds from April to September.

In Miðnesheiði is a large breed of Lesser Black-backed gull and it enters the airport to feed. Other common bird species at and near the airport are Golden plover, Snipe, Whimbrel and Oystercatcher, there is around 15 bird species presence on and in the surrounding area of Keflavik Airport from the period from April to September, most of them being smaller birds.

Birds pass the aerodrome in flight, moving between Stakksfjörður in northeast and Ósabotnar, southwest.

2.23.8 Notkun á sleppipunktum

Notkun á sleppipunktum skal vera í samræmi við eftirfarandi leiðbeiningar.

Allar breytingar á því skulu gerðar í samráði við turn.

Stæði 1, 3, 5, 7, 44 og 46

Stæði 1, 3, 5, 7, 44 og 46 skulu nota sleppipunkt 9.

ATH! Þrýstiloftshætta er til staðar við flugstöðvarbyggingu (FLE) ef flugvélum er sleppt áður en komið er að þessum sleppipunkti. Ef þörf krefur vegna umferðar getur ATC krafist þess að flugvél verði ýtt og dregin á sleppipunkt 10.

Stæði 9, 40 og 42

Stæði 9, 40 og 42 skulu nota sleppipunkt 10. Ef þörf krefur vegna umferðar getur ATC krafist þess að flugvél sé ýtt aftur á sleppipunkt 9. Enn fremur gæti verið löng ýting frá þessum stæðum að sleppipunkti 11 sem er staðsettur á N5.

Stæði 11 og 14

Loftför á stæðum 11 og 14 skulu nota sleppipunkt 8. **ATH!** Hætta getur skapast fyrir aftan loftfar í ýtingu, vegna umferðar loftfara eftir akbraut Charlie. Loftför verða beðin um að vísa í austur eða vestur eftir áætlaðri akstursleið. Loftför geta einnig búist við því að fá langa ýtingu að sleppipunkti 11 á N5.

Stæði 8

Loftför á stæði 8 skal nota sleppipunkt 6. Ef þörf krefur vegna umferðar getur ATC krafist þess að loftfar í stærðarflokki C verði ýtt eða dregið á sleppipunkt 4.

Stæði 62, 63 og 65

Loftför á stæðum 62, 63 og 65 skulu nota sleppipunkt 12 eða 11.

Stæði 10 og 79

Loftför á stæðum 10 og 79 skulu nota sleppipunkt 6. Ef þörf krefur vegna umferðar getur ATC krafist þess að loftfar fari á punkt 7.

Stæði 12 og 77

Loftför á stæðum 12 og 77 skulu nota sleppipunkt 7. Ef þörf krefur vegna umferðar getur ATC krafist þess að loftfar fari á punkt 6.

Stæði 76 og 78

Loftför á stæðum 78 og 76 skulu nota sleppipunkt 4. Ef þörf krefur vegna umferðar getur ATC krafist þess að loftfar fari á punkt 3 eða 2.

Stæði 74

Loftför á stæði 74 skulu nota sleppipunkt 3. Ef þörf krefur vegna umferðar getur ATC krafist þess að loftfar ýti á 2 og 4.

Stæði 70, 71, 72 og 73

Loftför á stæðum 70, 71, 72 og 73 skulu nota sleppipunkt 1. Ef þörf er á vegna umferðar er möguleiki á að flugturn óski eftir að loftfar fari á punkt 2.

2.23.8 Use of release points

Use of release points shall be in accordance with the following instructions.

Any deviations shall be coordinated with ATC.

Stands 1, 3, 5, 7, 44 and 46

Stands 1, 3, 5, 7, 44 and 46 shall use tug release-point 9.

Note! Jet blast hazard at terminal building if an airplane is released before this release-point. If needed due to traffic ATC may request an airplane to be pushed and pulled to tug release-point 10.

Stands 9, 40, and 42

Stands 9, 40, and 42 shall use tug release-point 10. If needed due to traffic ATC may request an airplane to be pushed further back to tug release-point 9. Furthermore, all airplanes on these stands may be requested to push long to tug release-point 11 on, located on N5.

Stands 11 and 14

Aircrafts on stands 11 and 14 shall use tug release-point 8. **Note!** Potential hazard behind aircrafts in push back from aircraft traffic on TWY Charlie. Aircrafts will be instructed to face east or west depending on expected taxi route after pushback. Aircrafts can also expect to be pushed long to tug release-point 11 on N5.

Stand 8

Aircrafts at stand 8 should use release point 6. If necessary due to traffic, ATC may require that an aircraft in size category C be pushed or pulled to release point 4.

Stands 62, 63 and 65

Aircrafts on stands 62, 63 and 65 shall use tug release-point 12 or 11.

Stands 10 and 79

Aircrafts on stands 10 and 79 shall use tug release-point 6. If needed due to traffic ATC might request aircraft to push to tug release-point 7.

Stands 12 and 77

Aircrafts on stands 12 and 77 shall use tug release-point 7. If needed due to traffic ATC might request aircraft to push to tug release-point 6.

Stands 76 and 78

Aircrafts on stands 78 and 76 shall use tug release-point 4. If needed due to traffic ATC might request aircraft to push to tug release-point 3 or 2.

Stand 74

Aircrafts on stand 74 shall use tug release-point 3. If needed due to traffic ATC might request aircraft to push to tug release-point 2 og 4.

Stands 70, 71, 72 and 73

Aircrafts on stands 70, 71, 72, and 73 shall use tug release-point 1. If needed due to traffic ATC might request aircraft to push to tug release-point 2

Stæði 75

Löftför á stæði 75 skal nota sleppipunkt 2. Ef þörf er á er vegna umferðar möguleiki á að flugturn óski eftir að loftfar fari á punkt 1.

Stæði 55, 57, 59 og 61

Ekki skal aka löftförum undir eigin afli á loftfarastæði 55, 57, 59 og 61 nema þegar lagt er í beinni stefnu inn á stæðin frá akbrautinni. Ýta skal löftförum af þessum stæðum eða þau toguð inn á akbraut K-3 á sleppipunkt 13. Sérstaka aðgát skal sýna við ræsingu hreyfla vegna hættu af þotublæstri.

Stand 75

Aircrafts on stand 75 shall use tug release-point 2. If needed due to traffic ATC might request aircraft to push to tug release-point 1.

Stands 55, 57, 59 and 61

Taxiing under own power on stands 55, 57, 59 and 61 is only permitted for direct nose-in parking. Aircrafts parked on those stands shall be pushed-back or towed into TWY K-3 to tug release-point 13. Engine start up with caution due to jet blast hazard. /

BIKF AD 2.24 KORT SEM TILHEYRA FLUGVELLI
BIKF AD 2.24 CHARTS RELATED TO AERODROME

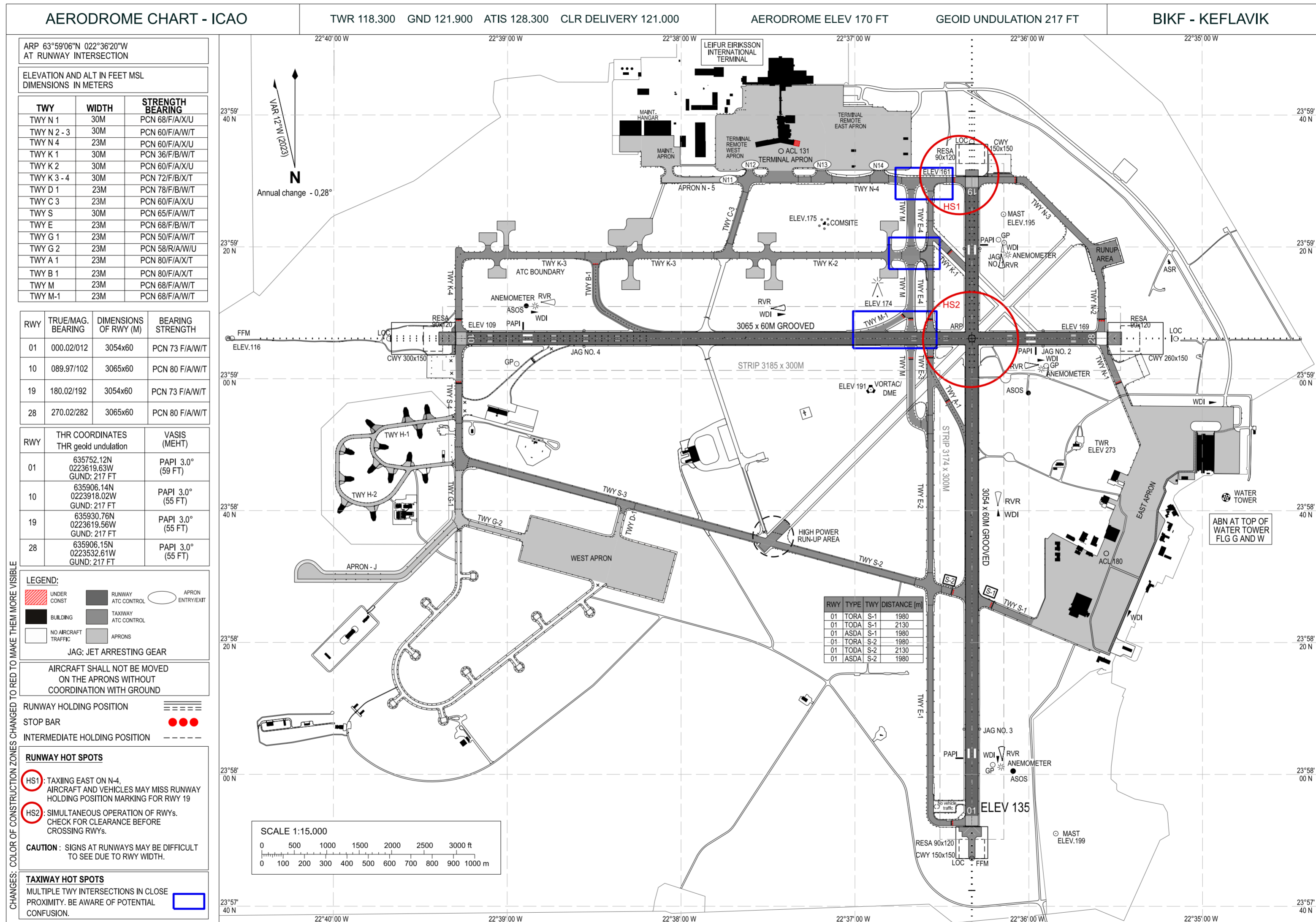
Kort / Charts	Blaðsíðunúmer / Page Number
BIKF Aerodrome Chart - ICAO	AD 2 BIKF 2 - 1
BIKF Aerodrome Chart - A380 Ground Movement	AD 2 BIKF 2 - 3
BIKF Aircraft Parking/Docking Chart - ICAO Terminal Aprons	AD 2 BIKF 2 - 5
BIKF Aircraft Parking/Docking Chart - ICAO East Apron	AD 2 BIKF 2 - 7
BIKF Precision Approach Terrain Chart - ICAO RWY 01	AD 2 BIKF 3 - 1
BIKF Precision Approach Terrain Chart - ICAO RWY 10	AD 2 BIKF 3 - 3
BIKF Precision Approach Terrain Chart - ICAO RWY 19	AD 2 BIKF 3 - 5
BIKF Precision Approach Terrain Chart - ICAO RWY 28	AD 2 BIKF 3 - 7
KEFLAVIK RNAV SID and STAR - WAYPOINT COORDINATES – ALL RUNWAYS	AD 2 BIKF 4 - 1
BIKF RNAV STAR RWY 01 (East)	AD 2 BIKF 5 - 1
BIKF RNAV STAR RWY 01 (West)	AD 2 BIKF 5 - 3
BIKF RNAV STAR RWY 10 (East)	AD 2 BIKF 5 - 5
BIKF RNAV STAR RWY 10 (West)	AD 2 BIKF 5 - 7
BIKF RNAV STAR RWY 19 (East)	AD 2 BIKF 5 - 9
BIKF RNAV STAR RWY 19 (West)	AD 2 BIKF 5 - 11
BIKF RNAV STAR RWY 28 (East)	AD 2 BIKF 5 - 13
BIKF RNAV STAR RWY 28 (West)	AD 2 BIKF 5 - 15
BIKF RNAV STAR RWY 01 - Recommended Coding Tables	AD 2 BIKF 5 - 17
BIKF RNAV STAR RWY 10 - Recommended Coding Tables	AD 2 BIKF 5 - 19
BIKF RNAV STAR RWY 19 - Recommended Coding Tables	AD 2 BIKF 5 - 21
BIKF RNAV STAR RWY 28 - Recommended Coding Tables	AD 2 BIKF 5 - 23
BIKF Instrument Approach Chart - ICAO RNP RWY 01	AD 2 BIKF 6 - 1
BIKF Instrument Approach Chart - ICAO ILS or LOC Z RWY 01	AD 2 BIKF 6 - 3
BIKF Instrument Approach Chart - ICAO ILS or LOC Y RWY 01	AD 2 BIKF 6 - 5
BIKF Instrument Approach Chart - ICAO VOR RWY 01	AD 2 BIKF 6 - 7
BIKF Instrument Approach Chart - ICAO RNP RWY 10	AD 2 BIKF 6 - 9
BIKF Instrument Approach Chart - ICAO ILS or LOC Z RWY 10	AD 2 BIKF 6 - 11
BIKF Instrument Approach Chart - ICAO ILS or LOC Y RWY 10	AD 2 BIKF 6 - 13
BIKF Instrument Approach Chart - ICAO VOR RWY 10	AD 2 BIKF 6 - 15
BIKF Instrument Approach Chart - ICAO NDB RWY 10	AD 2 BIKF 6 - 17
BIKF Instrument Approach Chart - ICAO RNP RWY 19	AD 2 BIKF 6 - 19
BIKF Instrument Approach Chart - ICAO ILS or LOC Z RWY 19	AD 2 BIKF 6 - 21
BIKF Instrument Approach Chart - ICAO ILS or LOC Y RWY 19	AD 2 BIKF 6 - 23
BIKF Instrument Approach Chart - ICAO VOR RWY 19	AD 2 BIKF 6 - 25
BIKF Instrument Approach Chart - ICAO RNP RWY 28	AD 2 BIKF 6 - 27
BIKF Instrument Approach Chart - ICAO ILS or LOC Z RWY 28	AD 2 BIKF 6 - 29
BIKF Instrument Approach Chart - ICAO ILS or LOC Y RWY 28	AD 2 BIKF 6 - 31
BIKF Instrument Approach Chart - ICAO VOR RWY 28	AD 2 BIKF 6 - 33
BIKF RNAV RNAV SID RWY 01 LUTER 2A, OSKUM 3A, PIXUM 1A, RIMUM 1A Standard Departure Chart - Instrument (SID) - ICAO	AD 2 BIKF 7 - 1
BIKF RNAV RNAV SID RWY 01 DELES 2A RALOV 3A SORIR 3A Standard Departure Chart - Instrument (SID) - ICAO	AD 2 BIKF 7 - 3

Kort / Charts	Blaðsíðunúmer / Page Number
BIKF RNAV RNAV SID RWY 10 LUTER 2B, OSKUM 1B, PIXUM 3B, RIMUM 1B Standard Departure Chart - Instrument (SID) - ICAO	AD 2 BIKF 7 - 5
BIKF RNAV RNAV SID RWY 10 DELES 3B, RALOV 4B, SORIR 3B Standard Departure Chart - Instrument (SID) - ICAO	AD 2 BIKF 7 - 7
BIKF RNAV RNAV SID RWY 19 LUTER 3C, OSKUM 3C, PIXUM 2C, RIMUM 1C Standard Departure Chart - Instrument (SID) - ICAO	AD 2 BIKF 7 - 9
BIKF RNAV RNAV SID RWY 19 DELES 2C, RALOV 3C, SORIR 2C Standard Departure Chart - Instrument (SID) - ICAO	AD 2 BIKF 7 - 11
BIKF RNAV RNAV SID RWY 28 LUTER3D, OSKUM 3D, PIXUM 2D, RIMUM 1D Standard Departure Chart - Instrument (SID) - ICAO	AD 2 BIKF 7 - 13
BIKF RNAV RNAV SID RWY 28 DELES 3D, RALOV 1D, SORIR 2D Standard Departure Chart - Instrument (SID) - ICAO	AD 2 BIKF 7 - 15
BIKF OMNI-DIRECTIONAL DEPARTURES RWY 01/10/19/28	AD 2 BIKF 7 - 17
BIKF RNAV SID RWY 01 - Recommended Coding Tables	AD 2 BIKF 7 - 19
BIKF RNAV SID RWY 10 - Recommended Coding Tables	AD 2 BIKF 7 - 21
BIKF RNAV SID RWY 19 - Recommended Coding Tables	AD 2 BIKF 7 - 23
BIKF RNAV SID RWY 28 - Recommended Coding Tables	AD 2 BIKF 7 - 25
BIKF VFR Routes	AD 2 BIKF 8 - 1
BIKF Military Instrument Approach Chart - VORTAC RWY 01 (CAT A-B)	AD 2 BIKF 8 - 3
BIKF Military Instrument Approach Chart - VORTAC RWY 01 (CAT C-D)	AD 2 BIKF 8 - 5
BIKF Military Instrument Approach Chart - VORTAC RWY 10 (CAT A-B)	AD 2 BIKF 8 - 7
BIKF Military Instrument Approach Chart - VORTAC RWY 10 (CAT C-D)	AD 2 BIKF 8 - 9
BIKF Military Instrument Approach Chart - VORTAC RWY 19 (CAT A-B)	AD 2 BIKF 8 - 11
BIKF Military Instrument Approach Chart - VORTAC RWY 19 (CAT C-D)	AD 2 BIKF 8 - 13
BIKF Military Instrument Approach Chart - VORTAC RWY 28 (CAT A-B)	AD 2 BIKF 8 - 15
BIKF Military Instrument Approach Chart - VORTAC RWY 28 (CAT C-D)	AD 2 BIKF 8 - 17

BIKF AD 2.25 HINDRANIR SEM SKERA HINDRANAFLÖT FYRIR SJÓNFLUGSHLUTA AÐFLUGS
BIKF AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

NIL

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AERODROME A380 GROUND MOVEMENT CHART - ICAO

TWR 118.300 GND 121.900
ATIS 128.300 CLR DELIVERY 121.000

ELEV IN FT
DIMENSIONS IN M

ARP 170 FT

ARP 635906N 0223620W

BIKF - KEFLAVIK

LEGEND:

- A380 GROUND MOVEMENT
- APRONS
- OPERATIONAL TAXIWAYS
- NO AIRCRAFT TRAFFIC
- BUILDING
- UNDER CONST
- APRON ENTRY/EXIT

NOTES:

- 1) Taxiway width, surface and strength, REF. AD 2.8
- 2) Aircraft stands coordinates REF. AD 2 BIKF 2-5 and AD 2 BIKF 2-7

GEOID UNDULATION 217FT

FOLLOW - ME SERVICE AVAILABLE ON REQUEST

ABN AT TOP OF WATERTOWER FLG G AND W

A380 PARKING AREA, TYPICAL. GUIDANCE PROVIDED BY ATC. MARSHALLER ASSISTANCE IS MANDATORY.

AIRCRAFT LARGER THAN CODED D (WINGSPAN 52 M) ARE NOT ALLOWED TO TAXI S-1 TO AND FROM EAST APRON.

RUNWAY HOT SPOTS

HS1: TAXIING EAST ON N-4, AIRCRAFT AND VEHICLES MAY MISS RUNWAY HOLDING POSITION MARKING FOR RWY 19.

HS2: SIMULTANEOUS OPERATION OF RWYS. WHEN TAXIING, CHECK FOR CLEARANCE BEFORE CROSSING RWYS.

CAUTION: SIGNS AT RUNWAYS MAY BE DIFFICULT TO SEE DUE TO RWY WIDTH.

TAXIWAY HOT SPOTS

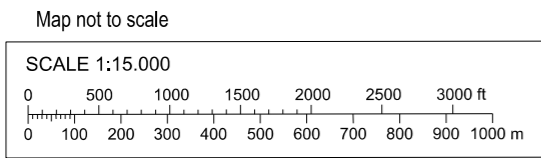
MULTIPLE TWY INTERSECTIONS IN CLOSE PROXIMITY. BE AWARE OF POTENTIAL CONFUSION.

OCCASIONAL VEHICLE OPERATION OBSERVE 43.5 M FROM TWY CL. STRICT ADHERENCE TO TWY CL ON TWY K-3 TO ENSURE OBSTACLE CLEARANCE

TO ENSURE OBSTACLE CLEARANCE FROM FENCE, LOCATED 46 M FROM TWY CL, OBSERVE STRICT ADHERENCE TO TWY CENTERLINE ON TWY S-4 AND G-1.

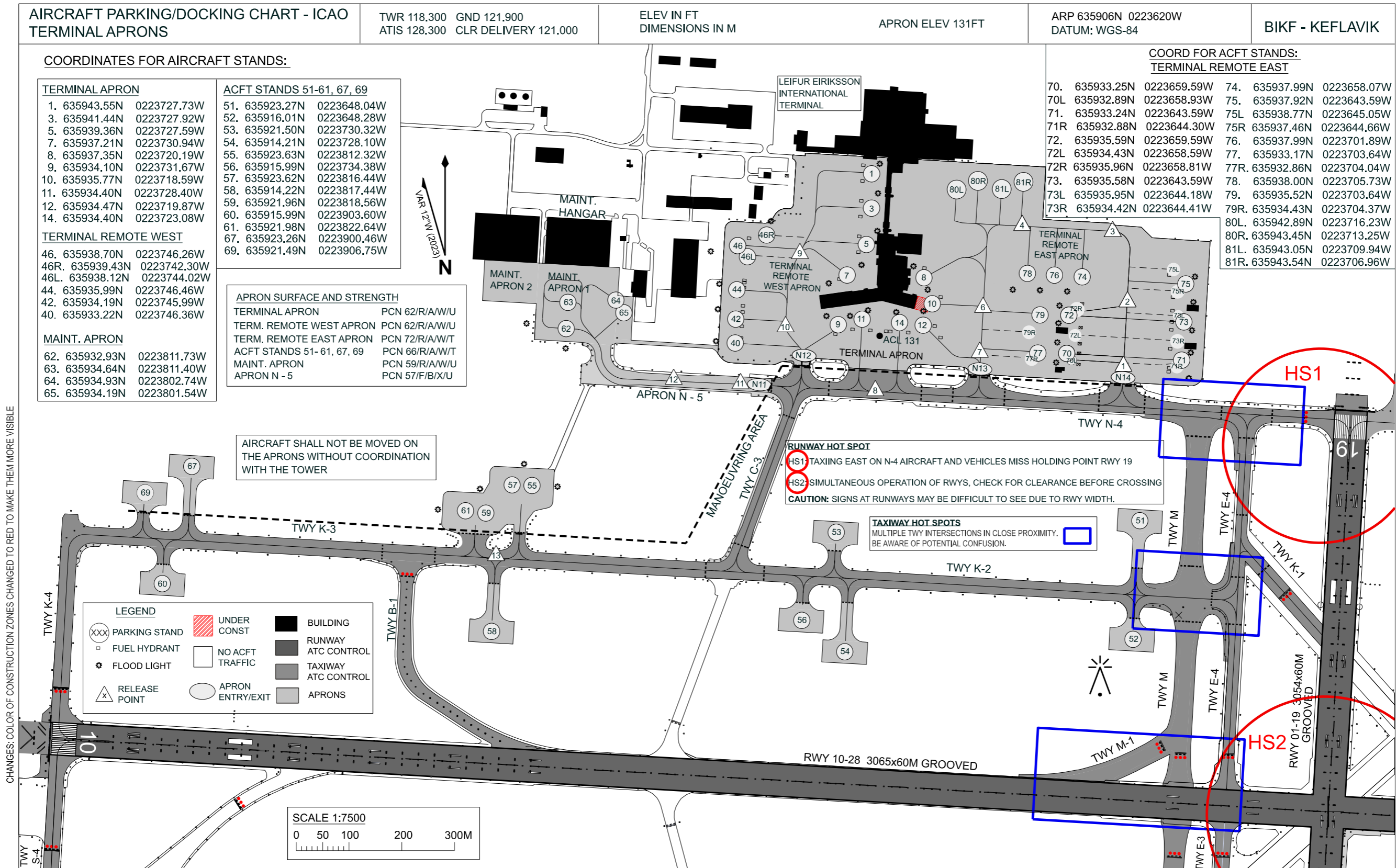
A380 HOLDING POSITION FOR RWY 01 PARALLEL TO RUNWAY. GUIDANCE PROVIDED BY ATC.

RWY	TYPE	TWY	DISTANCE (m)
01	TORA	S-1	1980
01	TODA	S-1	2130
01	ASDA	S-1	1980
01	TORA	S-2	1980
01	TODA	S-2	2130
01	ASDA	S-2	1980



CHANGES: COLOR OF CONSTRUCTION ZONES CHANGED TO RED TO MAKE THEM MORE VISIBLE

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BIRK AD 2.10 FLUGVALLARHINDRANIR
BIRK AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID / Designation	OBST type	OBST position	ELEV / HGT	Markings / Type, colour	Remarks
a	b	c	d	e	f
Athugasemdir/Notes: See Electronic aerodrome terrain and obstacle chart http://www.map.is/area2/birk					

In Area 3					
OBST ID / Designation	OBST type	OBST position	ELEV / HGT	Markings / Type, colour	Remarks
a	b	c	d	e	f
Athugasemdir/Notes: NIL					

BIRK AD 2.11 VEITTAR VEÐURUPPLÝSINGAR

BIRK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Aðalveðurstofa	Veðurstofa Íslands / Icelandic Met Office
	Associated MET Office	
2	Þjónustutími Veðurstofa utan þjónustutíma	H24 / Allan sólarhringinn
	Hours of service MET Office outside hours	
3	Skrifstofa ábyrg fyrir TAF Gildistími	Veðurstofa Íslands / Icelandic Met Office Sjá GEN 3.5.4.1 See GEN 3.5.4.1
	Office responsible for TAF preparation Period of validity	
4	Leitnisþá Tímalengd milli spáa	NIL
	Trend forecast Interval of issuance	
5	Veðurkynning/ráðfærsla veitt	Veðurstofa Íslands. Sími: + 354 522 6000 Icelandic Met Office. Telephone: + 354 522 6000
	Briefing/consultation provided	
6	Fluggögn Tungumál	METAR, TAF, SIGMET, Flight condition over Iceland / Flugveðurskilyrði yfir Íslandi, Low Level Wind/SIGWX forecasts charts, NAT Wind/Temp/ SIGWX forecasts charts. Enska og íslenska / English and Icelandic
	Flight documentation Language(s) used	
7	Kort og aðrar upplýsingar tiltækar fyrir veðurkynningu eða ráðfærslu	Ref:/Tilv.: GEN 3.1.3 , GEN 3.5.3 http://en.vedur.is/weather/aviation/ http://www.vedur.is/vedur/flugvedur/
	Charts and other information available for briefing or consultation	
8	Önnur tæki til upplýsingaöflunar	Flugvallarútlit sími: 424 4049 eða 128.1 MHz ATIS info tel: 424 4049 or 128.1 MHz
	Supplementary equipment available for providing information	
9	Flugumferðarþjónusta sem fær upplýsingarnar	Reykjavík AFIS / Flugradió Reykjavík APP / Aðflug Reykjavík TWR / Turn ACC/ Flugstjórnarmiðstöð
	ATS units provided with information	
10	Viðbótarupplýsingar (takmörkun þjónustu o.s.frv.)	NIL
	Additional information (limitation of service, etc.)	

BIVM AD 2.10 FLUGVALLARHINDRANIR
BIVM AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID / Designation	OBST type	OBST position	ELEV / HGT	Markings / Type, colour	Remarks
a	b	c	d	e	f
BIVMOB0001	Terrain	632512.40N 0201619.98W	617 / - FT	NIL	NIL
BIVMOB0002	Terrain	632543.99N 0201536.74W	746 / - FT	NIL	NIL
BIVMOB0003	Terrain	632555.93N 0201453.10W	678 / - FT	NIL	NIL
BIVMOB0005	Mast	632653.81N 0201712.76W	829 / 100 FT	NIL	NIL
BIVMOB0006	Terrain	632642.79N 0201733.86W	738 / - FT	NIL	NIL
BIVMOB0007	Terrain	632632.38N 0201824.62W	896 / - FT	NIL	NIL
BIVMOB0008	Mast	632356.73N 0201717.06W	537 / 140 FT	NIL	NIL
BIVMOB0009	Antenna	632357.82N 0201719.92W	462 / 66 FT	NIL	NIL
BIVMOB0010	Antenna	632358.65N 0201717.92W	430 / 33 FT	NIL	NIL
BIVMOB0011	Antenna	632359.16N 0201715.86W	464 / 69 FT	NIL	NIL
BIVMOB0012	Antenna	632511.12N 0201622.24W	635 / 25 FT	NIL	NIL
BIVMOB0013	Antenna	632512.35N 0201619.73W	628 / 26 FT	NIL	NIL
BIVMOB0014	Antenna	632544.80N 0201540.84W	739 / 10 FT	NIL	NIL
BIVMOB0015	Antenna	632554.20N 0201457.54W	670 / 11 FT	NIL	NIL
BIVMOB0016	Antenna	632659.32N 0201541.31W	922 / 10 FT	NIL	NIL
BIVMOB0017	Terrain	632321.50N 0201920.83W	529 / - FT	NIL	NIL
BIVMOB0018	Terrain	632318.13N 0201910.05W	495 / - FT	NIL	NIL

In Area 3					
OBST ID / Designation	OBST type	OBST position	ELEV / HGT	Markings / Type, colour	Remarks
a	b	c	d	e	f
Athugasemdir/Notes: NIL					

BIVM AD 2.11 VEITTAÐ VEÐURUPPLÝSINGAR

BIVM AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Aðalveðurstofa	Veðurstofa Íslands / Icelandic Met Office
	Associated MET Office	
2	Þjónustutími Veðurstofa utan þjónustutíma	H24 / Allan sólarhringinn
	Hours of service MET Office outside hours	
3	Skrifstofa ábyrg fyrir TAF Gildistími	Veðurstofa Íslands / Icelandic Met Office Sjá GEN 3.5.4.1 See GEN 3.5.4.1
	Office responsible for TAF preparation Period of validity	
4	Leitnisþá Tímalengd milli spáa	NIL
	Trend forecast Interval of issuance	
5	Veðurkynning/ráðfærsla veitt	Veðurstofa Íslands. Sími: + 354 522 6000 Icelandic Met Office. Telephone: + 354 522 6000
	Briefing/consultation provided	
6	Fluggögn Tungumál	METAR, TAF, SIGMET, Flight condition over Iceland / Flugveðurskilyrði yfir Íslandi, Low Level Wind/SIGWX forecasts charts, NAT Wind/Temp/ SIGWX forecasts charts English and Icelandic/ Enska og íslenska
	Flight documentation Language(s) used	
7	Kort og aðrar upplýsingar tiltækar fyrir veðurkynningu eða ráðfærslu	Ref:/Tilv.: GEN 3.1 , GEN 3.5 http://en.vedur.is/weather/aviation/ http://www.vedur.is/vedur/flugvedur/
	Charts and other information available for briefing or consultation	
8	Önnur tæki til upplýsingaöflunar	Sjálfvirk veðurstöð, 135.00 MHz. Lyklið sendi þrisvar sinnum til að ræsa veðursendingar. / Automatic WX Info, 135.00 MHz. Key TX 3 times to start the WX transmission.
	Supplementary equipment available for providing information	
9	Flugumferðarþjónusta sem fær upplýsingarnar	Vestmannaeyjar AFIS / Vestmannaeyjar Flugradíó ACC/ Flugstjórnarmiðstöð
	ATS units provided with information	
10	Viðbótarupplýsingar (takmörkun þjónustu o.s.frv.)	NIL
	Additional information (limitation of service, etc.)	

BIVO AD 2.11 VEITTAR VEÐURUPPLÝSINGAR

BIVO AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Aðalveðurstofa	Veðurstofa Íslands / Icelandic Met Office
	Associated MET Office	
2	Þjónustutími Veðurstofa utan þjónustutíma	H24 / Allan sólarhringinn
	Hours of service MET Office outside hours	
3	Skrifstofa ábyrg fyrir TAF Gildistími	Veðurstofa Íslands / Icelandic Met Office Sjá GEN 3.5.4.1 See GEN 3.5.4.1
	Office responsible for TAF preparation Period of validity	
4	Leitnisþá Tímalengd milli spáa	NIL
	Trend forecast Interval of issuance	
5	Veðurkynning/ráðfærsla veitt	Veðurstofa Íslands. Sími: + 354 522 6000 Icelandic Met Office. Telephone: + 354 522 6000
	Briefing/consultation provided	
6	Fluggögn Tungumál	METAR, SIGMET Flight condition over Iceland / Flugveðurskilyrði yfir Íslandi, Low Level Wind/SIGWX forecasts charts, NAT Wind/Temp/ SIGWX forecasts charts. English and Icelandic/ Enska og íslenska
	Flight documentation Language(s) used	
7	Kort og aðrar upplýsingar tiltækar fyrir veðurkynningu eða ráðfærslu	Ref:/Tilv.: GEN 3.1 , GEN 3.5 http://en.vedur.is/weather/aviation/ http://www.vedur.is/vedur/flugvedur/
	Charts and other information available for briefing or consultation	
8	Önnur tæki til upplýsingaöflunar	NIL
	Supplementary equipment available for providing information	
9	Flugumferðarþjónusta sem fær upplýsingarnar	Vopnafjörður AFIS / Vopnafjörður flugráðió ACC/ Flugstjórnarmiðstöð
	ATS units provided with information	
10	Viðbótarupplýsingar (takmörkun þjónustu o.s.frv.)	NIL
	Additional information (limitation of service, etc.)	

BIVO AD 2.12 SÉRKENNI FLUGBRAUTA
BIVO AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

RWY Designator	TRUE BRG	Dimension of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
04	034.82	885 x 30	RWY PCN: — Asphalt Stabilized Gravel / Tjörubundin grús SWY PCN: — SWY: —	654302.51N 0145121.41W — GUND: 212 FT	THR 9 FT —
22	214.83	885 x 30	RWY PCN: — Asphalt Stabilized Gravel / Tjörubundin grús SWY PCN: — SWY: —	654325.95N 0145041.80W — GUND: 212 FT	THR 8 FT —

RWY Designator	Slope of RWY and SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	Location/description of arresting system	OFZ
1	7	8	9	10	11	12	13
04	0%	—	—	1005 x 80	—	—	—
22	0%	—	—	1005 x 80	—	—	—

RWY Designator	Remarks
1	14
04	—
22	—

BITN AD 2.11 VEITTAR VEÐURUPPLÝSINGAR

BITN AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Aðalveðurstofa	Veðurstofa Íslands / Icelandic Met Office
	Associated MET Office	
2	Þjónustutími Veðurstofa utan þjónustutíma	H24 / Allan sólahringinn
	Hours of service MET Office outside hours	
3	Skrifstofa ábyrg fyrir TAF Gildistími	Veðurstofa Íslands / Icelandic Met Office Sjá GEN 3.5.4.1 See GEN 3.5.4.1
	Office responsible for TAF preparation Period of validity	
4	Leitnisþá Tímalengd milli spáa	NIL
	Trend forecast Interval of issuance	
5	Veðurkynning/ráðfærsla veitt	Veðurstofa Íslands. Sími: + 354 522 6000 Icelandic Met Office. Telephone: + 354 522 6000
	Briefing/consultation provided	
6	Fluggögn Tungumál	METAR, SIGMET Flight condition over Iceland / Flugveðurskilyrði yfir Íslandi, Low Level Wind/SIGWX forecasts charts, NAT Wind/Temp/ SIGWX forecasts charts. English and Icelandic/ Enska og íslenska
	Flight documentation Language(s) used	
7	Kort og aðrar upplýsingar tiltækar fyrir veðurkynningu eða ráðfærslu	Ref:/Tilv.: GEN 3.1, GEN 3.5 http://en.vedur.is/weather/aviation/ http://www.vedur.is/vedur/flugvedur/
	Charts and other information available for briefing or consultation	
8	Önnur tæki til upplýsingaöflunar	NIL
	Supplementary equipment available for providing information	
9	Flugumferðarþjónusta sem fær upplýsingarnar	Thorshofn AFIS/ Þórshöfn Flugradió ACC/ Flugstjórnarmiðstöð
	ATS units provided with information	
10	Viðbótarupplýsingar (takmörkun þjónustu o.s.frv.)	NIL
	Additional information (limitation of service, etc.)	

BITN AD 2.12 SÉRKENNI FLUGBRAUTA

BITN AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

RWY Designator	TRUE BRG	Dimension of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
01	002.87	1199 x 30	RWY PCN: — RWY: Other Asphalt Stabilized Gravel / Tjörubundin grús SWY PCN: — SWY: —	661247.08N 0152007.38W — GUND: 209 FT	THR 51 FT —
19	182.87	1199 x 30	RWY PCN: — RWY: Other Asphalt Stabilized Gravel / Tjörubundin grús SWY PCN: — SWY: —	661325.80N 0152002.57W — GUND: 209 FT	THR 64 FT —

RWY Designator	Slope of RWY and SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	Location/description of arresting system	OFZ
1	7	8	9	10	11	12	13
01	0.3%	—	—	1319 x 80	—	—	—
19	-0.3%	—	—	1319 x 80	—	—	—

RWY Designator	Remarks
1	14
01	—
19	—

BITN AD 2.13 TILGREINDAR VIÐMIÐUNARVEGALENGDIR

BITN AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
01	1199	1199	1199	1199	NIL
19	1199	1199	1199	1199	NIL