

AIP – ÍSLAND/ICELAND

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AIP NON AIRAC

07/2024

29 NOV 2024

EFFECTIVE 29 NOV 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
Abbreviations used in AIS Publications	Editorial	GEN 2.2
List of aeronautical charts available	Editorial - Urls updated	GEN 3.2.5
Search and Rescue (SAR)	Search and Rescue Units	GEN 3.6.3.1
ENR		
Regional Supplementary Procedures	ITEM 18: Other info - RNP Specifications - Editorial	ENR 1.8
Air Navigation OBST - EN-ROUTE	MET mast BIRDOB1006 have been removed MET mast BIRDOB1007 LGTD	ENR 5.4.1
AD		
BIIS Isafjordur	Operational hours	AD 2.3.7
BIKR Saudarkrokur	ATS unit call sign Language(s)	AD 2.17.4

SUPs - AIP Supplements	
Tímabundnar hindranir sem standa lengur en þrjú mánuði / Temporary obstacles with duration longer than three months	SUP 15/2024
Dróni Fiskistofu / Directorate of Fisheries drone Gefið út utan útgáfu 5. nóvember 2024	SUP 16/2024
AICs - Aeronautical information circulars	
Loftrýmisátroðningur / Airspace infringement	A 10/2024
Ráðstafanir gegn brautarátroðningi / Runway incursion	A 11/2024
Áform um að leggja niður Egilsstaðir VA NDB / Decommission of Egilsstaðir VA NDB	A 12/2024
Áform um að leggja niður Húsavík GA NDB / Decommission of Húsavík GA NDB	A 13/2024
Áform um að leggja niður Húsavík HS L-NDB / Decommission of Húsavík HS L-NDB	A 14/2024
Áform um að leggja niður Vopnafjörður HA NDB / Decommission of Vopnafjörður HA NDB	A 15/2024
Áform um að leggja niður Vopnafjörður VP L-NDB / Decommission of Vopnafjörður VP L-NDB	A 16/2024
Sjúkrakassar í litlum flugvélum í einkaflugi / First-aid kits in non-commercial operation on non-complex aircraft	B 01/2024

GEN		GEN	
GEN 0.2 - 1	28 NOV 2024	GEN 0.2 - 1	29 NOV 2024
GEN 0.2 - 2	28 NOV 2024	GEN 0.2 - 2	29 NOV 2024
GEN 0.3 - 1	28 NOV 2024	GEN 0.3 - 1	29 NOV 2024
GEN 0.3 - 2	28 NOV 2024	GEN 0.3 - 2	29 NOV 2024
GEN 0.3 - 3	04 OCT 2024	GEN 0.3 - 3	29 NOV 2024
GEN 0.3 - 4	04 OCT 2024	GEN 0.3 - 4	29 NOV 2024
GEN 0.4 - 1	28 NOV 2024	GEN 0.4 - 1	29 NOV 2024
GEN 0.4 - 2	28 NOV 2024	GEN 0.4 - 2	29 NOV 2024
GEN 0.4 - 3	28 NOV 2024	GEN 0.4 - 3	29 NOV 2024
GEN 0.4 - 4	28 NOV 2024	GEN 0.4 - 4	29 NOV 2024
GEN 0.4 - 5	28 NOV 2024	GEN 0.4 - 5	29 NOV 2024
GEN 0.4 - 6	28 NOV 2024	GEN 0.4 - 6	29 NOV 2024
GEN 0.4 - 7	28 NOV 2024	GEN 0.4 - 7	29 NOV 2024
GEN 0.4 - 8	28 NOV 2024	GEN 0.4 - 8	29 NOV 2024
GEN 0.4 - 9	28 NOV 2024	GEN 0.4 - 9	29 NOV 2024
GEN 0.4 - 10	28 NOV 2024	GEN 0.4 - 10	29 NOV 2024
GEN 0.6 - 3	28 NOV 2024	GEN 0.6 - 3	29 NOV 2024
GEN 0.6 - 4	28 NOV 2024	GEN 0.6 - 4	29 NOV 2024
GEN 2.2 - 15	25 MAR 2021	GEN 2.2 - 15	29 NOV 2024
GEN 2.2 - 16	25 MAR 2021	GEN 2.2 - 16	29 NOV 2024
GEN 2.2 - 23	21 MAR 2024	GEN 2.2 - 23	29 NOV 2024
GEN 2.2 - 24	21 MAR 2024	GEN 2.2 - 24	29 NOV 2024
GEN 2.2 - 25	21 MAR 2024	GEN 2.2 - 25	29 NOV 2024
GEN 2.2 - 26	21 MAR 2024	GEN 2.2 - 26	29 NOV 2024
GEN 3.2 - 9	28 NOV 2024	GEN 3.2 - 9	29 NOV 2024
GEN 3.2 - 10	28 NOV 2024	GEN 3.2 - 10	29 NOV 2024
GEN 3.2 - 11	28 NOV 2024		
GEN 3.2 - 12	28 NOV 2024		
GEN 3.6 - 1	04 OCT 2024	GEN 3.6 - 1	29 NOV 2024
GEN 3.6 - 2	04 OCT 2024	GEN 3.6 - 2	29 NOV 2024
ENR		ENR	
ENR 1.8 - 19	23 MAR 2023	ENR 1.8 - 19	29 NOV 2024
ENR 1.8 - 20	23 MAR 2023	ENR 1.8 - 20	29 NOV 2024
ENR 5.4 - 1	03 OCT 2024	ENR 5.4 - 1	29 NOV 2024
ENR 5.4 - 2	03 OCT 2024	ENR 5.4 - 2	29 NOV 2024
AD		AD	
AD 2 BIIS 1 - 1	17 MAY 2024	AD 2 BIIS 1 - 1	29 NOV 2024
AD 2 BIIS 1 - 2	17 MAY 2024	AD 2 BIIS 1 - 2	29 NOV 2024
AD 2 BIKF 1 - 29	09 AUG 2024	AD 2 BIKF 1 - 29	29 NOV 2024
AD 2 BIKF 1 - 30	09 AUG 2024	AD 2 BIKF 1 - 30	29 NOV 2024
AD 2 BIKR 1 - 9	27 JAN 2022	AD 2 BIKR 1 - 9	29 NOV 2024
AD 2 BIKR 1 - 10	27 JAN 2022	AD 2 BIKR 1 - 10	29 NOV 2024
AD 2 BIKR 1 - 11	24 MAR 2023	AD 2 BIKR 1 - 11	29 NOV 2024
AD 2 BIKR 1 - 12	24 MAR 2023	AD 2 BIKR 1 - 12	29 NOV 2024

VIÐBÆTUR
Nýjar viðbætur

Nýjar viðbætur - utan útgáfu

SUP 15/2024

SUP 16/2024 - WED 05 NOV 2024

SUPPLEMENTS
New Supplements

New Supplements - outside publication

Viðbætur felldar úr gildi

SUP 01/2024, SUP 14/2024

Supplements hereby cancelled

UPPLÝSINGABRÉF (AIC)

Ný upplýsingabréf

A 10/2024, A 11/2024, A 12/2024, A 13/2024, A 14/2024, A 15/2024, A 16/2024,
B 01/2024

Ný upplýsingabréf - utan útgáfu

Engin / NIL

Upplýsingabréf felld úr gildi

A 09/2022, A 08/2024
B 01/2016

AIC

New AIC

New AICs - outside publication

AICs hereby cancelled

Efni eftirfarandi NOTAM skeyta birt í útgáfunni:

A0719/24

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/>

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**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	
A 05/2024	10 AUG 2024	03 OCT 2024	
A 06/2024	05 OCT 2024	28 NOV 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	
04/2023	11 AUG 2023	11 AUG 2023	
05/2023	06 OCT 2023	06 OCT 2023	
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	
06/2024	04 OCT 2024	04 OCT 2024	
07/2024	29 NOV 2024	29 NOV 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 KEFLAVIK – Temporary building on stand 6	BIKF AD 2	07 OCT 2022 - EST Year 2026	
019/2022	BIKF KEFLAVÍK - Framkvæmdir við Stæði 10 / BIKF KEFLAVIK - 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 / KEFLAVIK – 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 11 AUG 2023	Cancelled 11 AUG 2023
02/2023	Tímabundnar hindranir sem standa lengur en þrjá mánuði / Temporary obstacles with duration longer than three months	BIAR AD 2.10 BIRK AD 2.10	24 MAR 2023 - 15 JUN 2023	Replaced with SUP 05/2023
03/2023	BIKF KEFLAVÍK - Framkvæmdir við Stæði 10 / BIKF KEFLAVIK - 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 þrjá 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 - 26 JAN 2024	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 - 17 MAY 2024	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 - 26 JAN 2024	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 - 30 APR 2024	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 - 29 JAN 2024	Replaced with SUP 15/2024 29 JAN 2024
02/2024	Dróni Fiskistofu / Directorate of Fisheries drone	NA	26 JAN 2024 - 17 MAY 2024	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 Grindavik	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	Cancelled 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 - 04 OCT 2024	Cancelled 04 OCT 2024
14/2024	Dróni Fiskistofu / Directorate of Fisheries drone	NA	09 AUG 2024 - UFN	
15/2024	Tímabundnar hindranir sem standa lengur en þrjú mánuði / Temporary obstacles with duration longer than three months	BIAR AD 2.10 BIRK AD 2.10	29 NOV 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

GEN 0		1.7 - 12	17 MAY 2024	2.2 - 8	25 MAR 2021
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	29 NOV 2024	1.7 - 17	12 AUG 2022	2.2 - 13	25 MAR 2021
0.2 - 2	29 NOV 2024	1.7 - 18	12 AUG 2022	2.2 - 14	25 MAR 2021
0.3 - 1	29 NOV 2024	1.7 - 19	12 AUG 2022	2.2 - 15	29 NOV 2024
0.3 - 2	29 NOV 2024	1.7 - 20	12 AUG 2022	2.2 - 16	29 NOV 2024
0.3 - 3	29 NOV 2024	1.7 - 21	12 AUG 2022	2.2 - 17	05 OCT 2023
0.3 - 4	29 NOV 2024	1.7 - 22	12 AUG 2022	2.2 - 18	05 OCT 2023
0.4 - 1	29 NOV 2024	1.7 - 23	17 MAY 2024	2.2 - 19	21 MAR 2024
0.4 - 2	29 NOV 2024	1.7 - 24	17 MAY 2024	2.2 - 20	21 MAR 2024
0.4 - 3	29 NOV 2024	1.7 - 25	12 AUG 2022	2.2 - 21	25 MAR 2021
0.4 - 4	29 NOV 2024	1.7 - 26	12 AUG 2022	2.2 - 22	25 MAR 2021
0.4 - 5	29 NOV 2024	1.7 - 27	12 AUG 2022	2.2 - 23	29 NOV 2024
0.4 - 6	29 NOV 2024	1.7 - 28	12 AUG 2022	2.2 - 24	29 NOV 2024
0.4 - 7	29 NOV 2024	1.7 - 29	12 AUG 2022	2.2 - 25	29 NOV 2024
0.4 - 8	29 NOV 2024	1.7 - 30	12 AUG 2022	2.2 - 26	29 NOV 2024
0.4 - 9	29 NOV 2024	1.7 - 31	12 AUG 2022	2.2 - 27	07 OCT 2021
0.4 - 10	29 NOV 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	29 NOV 2024	1.7 - 37	12 AUG 2022	2.2 - 33	25 MAR 2021
0.6 - 4	29 NOV 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
1.2 - 6	18 JUN 2021	1.7 - 51	17 MAY 2024	2.3 - 13	18 JUN 2021
1.3 - 1	18 JUN 2021	1.7 - 52	17 MAY 2024	2.3 - 14	18 JUN 2021
1.3 - 2	18 JUN 2021	1.7 - 53	17 MAY 2024	2.4 - 1	28 NOV 2024
1.4 - 1	18 JUN 2021	1.7 - 54	17 MAY 2024	2.4 - 2	28 NOV 2024
1.4 - 2	18 JUN 2021	1.7 - 55	12 AUG 2022	2.5 - 1	21 MAR 2024
1.5 - 1	18 JUN 2021	1.7 - 56	12 AUG 2022	2.5 - 2	21 MAR 2024
1.5 - 2	18 JUN 2021			2.6 - 1	25 MAR 2021
1.6 - 1	22 MAR 2024	GEN 2		2.6 - 2	25 MAR 2021
1.6 - 2	22 MAR 2024	2.1 - 1	04 OCT 2024	2.6 - 3	25 MAR 2021
1.7 - 1	17 MAY 2024	2.1 - 2	04 OCT 2024	2.6 - 4	25 MAR 2021
1.7 - 2	17 MAY 2024	2.1 - 3	25 JAN 2024	2.6 - 5	25 MAR 2021
1.7 - 3	12 AUG 2022	2.1 - 4	25 JAN 2024	2.6 - 6	25 MAR 2021
1.7 - 4	12 AUG 2022	2.2 - 1	03 DEC 2021	2.6 - 7	25 MAR 2021
1.7 - 5	17 MAY 2024	2.2 - 2	03 DEC 2021	2.6 - 8	25 MAR 2021
1.7 - 6	17 MAY 2024	2.2 - 3	03 DEC 2021	2.6 - 9	25 MAR 2021
1.7 - 7	17 MAY 2024	2.2 - 4	03 DEC 2021	2.6 - 10	25 MAR 2021
1.7 - 8	17 MAY 2024	2.2 - 5	20 MAY 2023	2.7 - 1	27 JAN 2023
1.7 - 9	17 MAY 2024	2.2 - 6	20 MAY 2023	2.7 - 2	27 JAN 2023
1.7 - 10	17 MAY 2024	2.2 - 7	25 MAR 2021	2.7 - 3	27 JAN 2023
1.7 - 11	17 MAY 2024				

2.7 - 4	27 JAN 2023	3.5 - 2	04 OCT 2024	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
2.7 - 7	27 JAN 2023	3.5 - 5	04 OCT 2024	1.5 - 1	18 JUN 2021
2.7 - 8	27 JAN 2023	3.5 - 6	04 OCT 2024	1.5 - 2	18 JUN 2021
2.7 - 9	27 JAN 2023	3.5 - 7	06 OCT 2023	1.6 - 1	22 MAR 2024
2.7 - 10	27 JAN 2023	3.5 - 8	06 OCT 2023	1.6 - 2	22 MAR 2024
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
2.7 - 15	27 JAN 2023	3.5 - 13	25 JAN 2024	1.6 - 7	22 MAR 2024
2.7 - 16	27 JAN 2023	3.5 - 14	25 JAN 2024	1.6 - 8	22 MAR 2024
2.7 - 17	27 JAN 2023	3.6 - 1	29 NOV 2024	1.6 - 9	22 MAR 2024
2.7 - 18	27 JAN 2023	3.6 - 2	29 NOV 2024	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	04 OCT 2024	GEN 4		1.8 - 2	26 JAN 2024
3.1 - 2	04 OCT 2024	4.1 - 1	18 JUN 2021	1.8 - 3	21 MAR 2024
3.1 - 3	04 OCT 2024	4.1 - 2	18 JUN 2021	1.8 - 4	21 MAR 2024
3.1 - 4	04 OCT 2024	4.2 - 1	02 DEC 2022	1.8 - 5	04 OCT 2024
3.1 - 5	04 OCT 2024	4.2 - 2	02 DEC 2022	1.8 - 6	04 OCT 2024
3.1 - 6	04 OCT 2024			1.8 - 7	06 OCT 2022
3.1 - 7	04 OCT 2024	ENR 0		1.8 - 8	06 OCT 2022
3.1 - 8	04 OCT 2024	0.1 - 1	25 MAR 2021	1.8 - 9	06 OCT 2022
3.2 - 1	04 OCT 2024	0.1 - 2	25 MAR 2021	1.8 - 10	06 OCT 2022
3.2 - 2	04 OCT 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	28 NOV 2024	0.3 - 2	18 JUN 2021	1.8 - 14	06 OCT 2023
3.2 - 6	28 NOV 2024	0.4 - 1	25 MAR 2021	1.8 - 15	06 OCT 2022
3.2 - 7	28 NOV 2024	0.4 - 2	25 MAR 2021	1.8 - 16	06 OCT 2022
3.2 - 8	28 NOV 2024	0.5 - 1	18 JUN 2021	1.8 - 17	06 OCT 2023
3.2 - 9	29 NOV 2024	0.5 - 2	18 JUN 2021	1.8 - 18	06 OCT 2023
3.2 - 10	29 NOV 2024	0.6 - 1	04 OCT 2024	1.8 - 19	29 NOV 2024
3.3 - 1	17 MAY 2024	0.6 - 2	04 OCT 2024	1.8 - 20	29 NOV 2024
3.3 - 2	17 MAY 2024	0.6 - 3	21 MAR 2024	1.8 - 21	04 OCT 2024
3.3 - 3	23 MAR 2023	0.6 - 4	21 MAR 2024	1.8 - 22	04 OCT 2024
3.3 - 4	23 MAR 2023	0.6 - 5	21 MAR 2024	1.8 - 23	06 OCT 2022
3.3 - 5	04 OCT 2024	0.6 - 6	21 MAR 2024	1.8 - 24	06 OCT 2022
3.3 - 6	04 OCT 2024			1.8 - 25	04 OCT 2024
3.4 - 1	04 OCT 2024	ENR 1		1.8 - 26	04 OCT 2024
3.4 - 2	04 OCT 2024	1.1 - 1	11 AUG 2023	1.8 - 27	22 MAR 2024
3.4 - 3	03 OCT 2024	1.1 - 2	11 AUG 2023	1.8 - 28	22 MAR 2024
3.4 - 4	03 OCT 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
3.4 - 6	26 JAN 2024	1.1 - 5	21 MAR 2024	1.8 - 31	04 OCT 2024
3.4 - 7	04 OCT 2024	1.1 - 6	21 MAR 2024	1.8 - 32	04 OCT 2024
3.4 - 8	04 OCT 2024	1.2 - 1	01 DEC 2023	1.8 - 33	04 OCT 2024
3.4 - 9	04 OCT 2024	1.2 - 2	01 DEC 2023	1.8 - 34	04 OCT 2024
3.4 - 10	04 OCT 2024	1.2 - 3	08 OCT 2021	1.9 - 1	04 OCT 2024
3.4 - 11	04 OCT 2024	1.2 - 4	08 OCT 2021	1.9 - 2	04 OCT 2024
3.4 - 12	04 OCT 2024	1.3 - 1	28 JAN 2022	1.9 - 3	04 OCT 2024
3.4 - 13	17 MAY 2024	1.3 - 2	28 JAN 2022	1.9 - 4	04 OCT 2024
3.4 - 14	17 MAY 2024	1.4 - 1	25 MAR 2022	1.10 - 1	22 MAR 2024
3.5 - 1	04 OCT 2024				

1.10 - 2	22 MAR 2024	3.2 - 18	04 OCT 2024	5.4 - 2	29 NOV 2024
1.10 - 3	09 AUG 2024	3.2 - 19	21 MAR 2024	5.5 - 1	05 OCT 2023
1.10 - 4	09 AUG 2024	3.2 - 20	21 MAR 2024	5.5 - 2	05 OCT 2023
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	04 OCT 2024	5.6 - 1	18 JUN 2021
1.11 - 2	26 JAN 2024	3.2 - 24	04 OCT 2024	5.6 - 2	18 JUN 2021
1.12 - 1	24 MAR 2023	3.2 - 25	04 OCT 2024		
1.12 - 2	24 MAR 2023	3.2 - 26	04 OCT 2024	ENR 6	
1.12 - 3	18 JUN 2021	3.2 - 27	04 OCT 2024	6.1 - 1	30 NOV 2023
1.12 - 4	18 JUN 2021	3.2 - 28	04 OCT 2024	6.1 - 2	30 NOV 2023
1.13 - 1	18 JUN 2021	3.2 - 29	04 OCT 2024	6.1 - 3	04 OCT 2024
1.13 - 2	18 JUN 2021	3.2 - 30	04 OCT 2024	6.1 - 4	04 OCT 2024
1.14 - 1	18 JUN 2021	3.2 - 31	04 OCT 2024	6.1 - 5	21 MAR 2024
1.14 - 2	18 JUN 2021	3.2 - 32	04 OCT 2024	6.1 - 6	21 MAR 2024
1.14 - 3	18 JUN 2021	3.2 - 33	04 OCT 2024	6.1 - 7	21 MAR 2024
1.14 - 4	18 JUN 2021	3.2 - 34	04 OCT 2024	6.1 - 8	21 MAR 2024
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
1.14 - 9	18 JUN 2021			6.1 - 13	03 OCT 2024
1.14 - 10	18 JUN 2021	ENR 4		6.1 - 14	03 OCT 2024
ENR 2		4.1 - 1	11 JUL 2024	6.1 - 15	21 MAR 2024
2.1 - 1	04 OCT 2024	4.1 - 2	11 JUL 2024	6.1 - 16	21 MAR 2024
2.1 - 2	04 OCT 2024	4.2 - 1	18 JUN 2021		
2.1 - 3	09 AUG 2024	4.2 - 2	18 JUN 2021	AD 0	
2.1 - 4	09 AUG 2024	4.3 - 1	08 OCT 2021	0.1 - 1	25 MAR 2021
2.1 - 5	01 DEC 2023	4.3 - 2	08 OCT 2021	0.1 - 2	25 MAR 2021
2.1 - 6	01 DEC 2023	4.3 - 3	18 JUN 2021	0.2 - 1	18 JUN 2021
2.1 - 7	17 MAY 2024	4.3 - 4	18 JUN 2021	0.2 - 2	18 JUN 2021
2.1 - 8	17 MAY 2024	4.3 - 5	04 OCT 2024	0.3 - 1	18 JUN 2021
2.2 - 1	04 OCT 2024	4.3 - 6	04 OCT 2024	0.3 - 2	18 JUN 2021
2.2 - 2	04 OCT 2024	4.4 - 1	21 MAR 2024	0.4 - 1	25 MAR 2021
2.2 - 3	04 OCT 2024	4.4 - 2	21 MAR 2024	0.4 - 2	25 MAR 2021
2.2 - 4	04 OCT 2024	4.4 - 3	17 MAY 2024	0.5 - 1	18 JUN 2021
		4.4 - 4	17 MAY 2024	0.5 - 2	18 JUN 2021
ENR 3		4.4 - 5	03 OCT 2024	0.6 - 1	28 NOV 2024
3.1 - 1	05 OCT 2023	4.4 - 6	03 OCT 2024	0.6 - 2	28 NOV 2024
3.1 - 2	05 OCT 2023	4.4 - 7	03 OCT 2024	0.6 - 3	24 MAR 2023
3.1 - 3	05 OCT 2023	4.4 - 8	03 OCT 2024	0.6 - 4	24 MAR 2023
3.1 - 4	05 OCT 2023	4.5 - 1	18 JUN 2021	0.6 - 5	24 MAR 2023
3.2 - 1	04 OCT 2024	4.5 - 2	18 JUN 2021	0.6 - 6	24 MAR 2023
3.2 - 2	04 OCT 2024			0.6 - 7	24 MAR 2023
3.2 - 3	04 OCT 2024	ENR 5		0.6 - 8	24 MAR 2023
3.2 - 4	04 OCT 2024	5.1 - 1	22 MAR 2024	0.6 - 9	28 NOV 2024
3.2 - 5	04 OCT 2024	5.1 - 2	22 MAR 2024	0.6 - 10	28 NOV 2024
3.2 - 6	04 OCT 2024	5.2 - 1	05 OCT 2023	0.6 - 11	24 MAR 2023
3.2 - 7	04 OCT 2024	5.2 - 2	05 OCT 2023	0.6 - 12	24 MAR 2023
3.2 - 8	04 OCT 2024	5.2 - 3	06 OCT 2023	0.6 - 13	24 MAR 2023
3.2 - 9	04 OCT 2024	5.2 - 4	06 OCT 2023	0.6 - 14	24 MAR 2023
3.2 - 10	04 OCT 2024	5.2 - 5	06 OCT 2023	0.6 - 15	28 NOV 2024
3.2 - 11	04 OCT 2024	5.2 - 6	06 OCT 2023	0.6 - 16	28 NOV 2024
3.2 - 12	04 OCT 2024	5.3 - 1	11 AUG 2023	0.6 - 17	28 NOV 2024
3.2 - 13	04 OCT 2024	5.3 - 2	11 AUG 2023	0.6 - 18	28 NOV 2024
3.2 - 14	04 OCT 2024	5.3 - 3	11 AUG 2023	0.6 - 19	28 NOV 2024
3.2 - 15	04 OCT 2024	5.3 - 4	11 AUG 2023	0.6 - 20	28 NOV 2024
3.2 - 16	04 OCT 2024	5.3 - 5	11 AUG 2023	0.6 - 21	28 NOV 2024
3.2 - 17	04 OCT 2024	5.3 - 6	11 AUG 2023	0.6 - 22	28 NOV 2024
		5.4 - 1	29 NOV 2024	0.6 - 23	28 NOV 2024

0.6 - 24	28 NOV 2024	AD 2 BIAR 1 - 14	01 DEC 2023	AD 2 BIAR 7 - 20	25 MAR 2021
0.6 - 25	28 NOV 2024	AD 2 BIAR 1 - 15	17 MAY 2024	AD 2 BIAR 8 - 1	25 MAR 2022
0.6 - 26	28 NOV 2024	AD 2 BIAR 1 - 16	17 MAY 2024	AD 2 BIAR 8 - 2	25 MAR 2022
0.6 - 27	28 NOV 2024	AD 2 BIAR 1 - 17	17 MAY 2024	AD 2 BIAR 8 - 3	28 JAN 2022
0.6 - 28	28 NOV 2024	AD 2 BIAR 1 - 18	17 MAY 2024	AD 2 BIAR 8 - 4	28 JAN 2022
0.6 - 29	28 NOV 2024	AD 2 BIAR 1 - 19	01 DEC 2023	AD 2 BIAR 8 - 5	12 AUG 2022
0.6 - 30	28 NOV 2024	AD 2 BIAR 1 - 20	01 DEC 2023	AD 2 BIAR 8 - 6	12 AUG 2022
0.6 - 31	28 NOV 2024	AD 2 BIAR 1 - 21	28 NOV 2024	AD 2 BIBD 1 - 1	09 AUG 2024
0.6 - 32	28 NOV 2024	AD 2 BIAR 1 - 22	28 NOV 2024	AD 2 BIBD 1 - 2	09 AUG 2024
0.6 - 33	28 NOV 2024	AD 2 BIAR 1 - 23	28 NOV 2024	AD 2 BIBD 1 - 3	27 JAN 2023
0.6 - 34	28 NOV 2024	AD 2 BIAR 1 - 24	28 NOV 2024	AD 2 BIBD 1 - 4	27 JAN 2023
0.6 - 35	28 NOV 2024	AD 2 BIAR 1 - 25	28 NOV 2024	AD 2 BIBD 1 - 5	27 JAN 2023
0.6 - 36	28 NOV 2024	AD 2 BIAR 1 - 26	28 NOV 2024	AD 2 BIBD 1 - 6	27 JAN 2023
0.6 - 37	28 NOV 2024	AD 2 BIAR 2 - 1	26 JAN 2024	AD 2 BIBD 1 - 7	09 AUG 2024
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0.6 - 39	28 NOV 2024	AD 2 BIAR 3 - 1	18 JUN 2021	AD 2 BIBD 1 - 9	18 MAY 2023
0.6 - 40	28 NOV 2024	AD 2 BIAR 3 - 2	18 JUN 2021	AD 2 BIBD 1 - 10	18 MAY 2023
0.6 - 41	28 NOV 2024	AD 2 BIAR 4 - 1	23 MAR 2023	AD 2 BIBD 1 - 11	27 JAN 2023
0.6 - 42	28 NOV 2024	AD 2 BIAR 4 - 2	23 MAR 2023	AD 2 BIBD 1 - 12	27 JAN 2023
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		AD 2 BIAR 5 - 4	25 MAR 2022	AD 2 BIBD 2 - 2	25 JAN 2024
		AD 2 BIAR 5 - 5	02 DEC 2021	AD 2 BIBD 3 - 1	18 JUN 2021
		AD 2 BIAR 5 - 6	02 DEC 2021	AD 2 BIBD 3 - 2	18 JUN 2021
		AD 2 BIAR 6 - 1	25 MAR 2022	AD 2 BIBD 4 - 1	18 JUN 2021
		AD 2 BIAR 6 - 2	25 MAR 2022	AD 2 BIBD 4 - 2	18 JUN 2021
		AD 2 BIAR 6 - 3	25 MAR 2022	AD 2 BIBD 5 - 1	18 JUN 2021
		AD 2 BIAR 6 - 4	25 MAR 2022	AD 2 BIBD 5 - 2	18 JUN 2021
		AD 2 BIAR 6 - 5	25 MAR 2022	AD 2 BIBD 6 - 1	11 JUL 2024
		AD 2 BIAR 6 - 6	25 MAR 2022	AD 2 BIBD 6 - 2	11 JUL 2024
		AD 2 BIAR 6 - 7	11 JUL 2024	AD 2 BIBD 6 - 3	18 MAY 2023
		AD 2 BIAR 6 - 8	11 JUL 2024	AD 2 BIBD 6 - 4	18 MAY 2023
		AD 2 BIAR 6 - 9	25 MAR 2022	AD 2 BIBD 7 - 1	18 JUN 2021
		AD 2 BIAR 6 - 10	25 MAR 2022	AD 2 BIBD 7 - 2	18 JUN 2021
		AD 2 BIAR 6 - 11	25 MAR 2022	AD 2 BIBD 8 - 1	18 JUN 2021
		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
		AD 2 BIAR 6 - 14	25 MAR 2022	AD 2 BIEG 1 - 2	24 MAR 2023
		AD 2 BIAR 6 - 15	25 MAR 2022	AD 2 BIEG 1 - 3	24 MAR 2023
		AD 2 BIAR 6 - 16	25 MAR 2022	AD 2 BIEG 1 - 4	24 MAR 2023
		AD 2 BIAR 7 - 1	03 OCT 2024	AD 2 BIEG 1 - 5	03 OCT 2024
		AD 2 BIAR 7 - 2	03 OCT 2024	AD 2 BIEG 1 - 6	03 OCT 2024
		AD 2 BIAR 7 - 3	03 OCT 2024	AD 2 BIEG 1 - 7	09 AUG 2024
		AD 2 BIAR 7 - 4	03 OCT 2024	AD 2 BIEG 1 - 8	09 AUG 2024
		AD 2 BIAR 7 - 5	03 OCT 2024	AD 2 BIEG 1 - 9	18 MAY 2023
		AD 2 BIAR 7 - 6	03 OCT 2024	AD 2 BIEG 1 - 10	18 MAY 2023
		AD 2 BIAR 7 - 7	25 MAR 2022	AD 2 BIEG 1 - 11	22 MAR 2024
		AD 2 BIAR 7 - 8	25 MAR 2022	AD 2 BIEG 1 - 12	22 MAR 2024
		AD 2 BIAR 7 - 9	25 MAR 2022	AD 2 BIEG 1 - 13	28 NOV 2024
		AD 2 BIAR 7 - 10	25 MAR 2022	AD 2 BIEG 1 - 14	28 NOV 2024
		AD 2 BIAR 7 - 11	03 OCT 2024	AD 2 BIEG 1 - 15	24 MAR 2023
		AD 2 BIAR 7 - 12	03 OCT 2024	AD 2 BIEG 1 - 16	24 MAR 2023
		AD 2 BIAR 7 - 13	03 OCT 2024	AD 2 BIEG 2 - 1	03 OCT 2024
		AD 2 BIAR 7 - 14	03 OCT 2024	AD 2 BIEG 2 - 2	03 OCT 2024
		AD 2 BIAR 7 - 15	03 OCT 2024	AD 2 BIEG 3 - 1	18 JUN 2021
		AD 2 BIAR 7 - 16	03 OCT 2024	AD 2 BIEG 3 - 2	18 JUN 2021
		AD 2 BIAR 7 - 17	25 MAR 2021	AD 2 BIEG 4 - 1	18 JUN 2021
		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					
1.1 - 1	18 JUN 2021				
1.1 - 2	18 JUN 2021				
1.1 - 3	07 OCT 2021				
1.1 - 4	07 OCT 2021				
1.2 - 1	12 AUG 2022				
1.2 - 2	12 AUG 2022				
1.2 - 3	01 DEC 2023				
1.2 - 4	01 DEC 2023				
1.2 - 5	04 OCT 2024				
1.2 - 6	04 OCT 2024				
1.2 - 7	07 OCT 2021				
1.2 - 8	07 OCT 2021				
1.3 - 1	28 NOV 2024				
1.3 - 2	28 NOV 2024				
1.3 - 3	28 NOV 2024				
1.3 - 4	28 NOV 2024				
1.4 - 1	13 AUG 2021				
1.4 - 2	13 AUG 2021				
1.5 - 1	09 AUG 2024				
1.5 - 2	09 AUG 2024				
1.5 - 3	09 AUG 2024				
1.5 - 4	09 AUG 2024				
AD 2 AERODROMES					
AD 2 BIAR 1 - 1	22 MAR 2024				
AD 2 BIAR 1 - 2	22 MAR 2024				
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AD 2 BIAR 1 - 4	22 MAR 2024				
AD 2 BIAR 1 - 5	24 MAR 2023				
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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	03 OCT 2024	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
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AD 2 BIGJ 1 - 2	16 MAY 2024	AD 2 BIHU 1 - 6	18 JUN 2021	AD 2 BIIS 1 - 2	29 NOV 2024
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AD 2 BIGJ 1 - 8	09 AUG 2024	AD 2 BIHU 1 - 12	22 MAR 2024	AD 2 BIIS 1 - 8	09 AUG 2024
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AD 2 BIGJ 1 - 10	27 JAN 2023	AD 2 BIHU 1 - 14	24 MAR 2023	AD 2 BIIS 1 - 10	27 JAN 2023
AD 2 BIGJ 1 - 11	16 MAY 2024	AD 2 BIHU 2 - 1	16 MAY 2024	AD 2 BIIS 1 - 11	27 JAN 2023
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AD 2 BIGJ 1 - 13	13 JUL 2023	AD 2 BIHU 3 - 1	18 JUN 2021	AD 2 BIIS 1 - 13	22 MAR 2024
AD 2 BIGJ 1 - 14	13 JUL 2023	AD 2 BIHU 3 - 2	18 JUN 2021	AD 2 BIIS 1 - 14	22 MAR 2024
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AD 2 BIGJ 4 - 2	18 JUN 2021	AD 2 BIHU 6 - 2	17 MAY 2024	AD 2 BIIS 2 - 2	25 MAR 2021
AD 2 BIGJ 5 - 1	18 JUN 2021	AD 2 BIHU 6 - 3	16 MAY 2024	AD 2 BIIS 3 - 1	18 JUN 2021
AD 2 BIGJ 5 - 2	18 JUN 2021	AD 2 BIHU 6 - 4	16 MAY 2024	AD 2 BIIS 3 - 2	18 JUN 2021
AD 2 BIGJ 6 - 1	25 MAR 2021	AD 2 BIHU 7 - 1	17 MAY 2024	AD 2 BIIS 4 - 1	18 JUN 2021
AD 2 BIGJ 6 - 2	25 MAR 2021	AD 2 BIHU 7 - 2	17 MAY 2024	AD 2 BIIS 4 - 2	18 JUN 2021
AD 2 BIGJ 6 - 3	24 MAR 2022	AD 2 BIHU 7 - 3	17 MAY 2024	AD 2 BIIS 5 - 1	18 JUN 2021
AD 2 BIGJ 6 - 4	24 MAR 2022	AD 2 BIHU 7 - 4	17 MAY 2024	AD 2 BIIS 5 - 2	18 JUN 2021
AD 2 BIGJ 7 - 1	18 JUN 2021	AD 2 BIHU 8 - 1	18 JUN 2021	AD 2 BIIS 6 - 1	25 MAR 2021
AD 2 BIGJ 7 - 2	18 JUN 2021	AD 2 BIHU 8 - 2	18 JUN 2021	AD 2 BIIS 6 - 2	25 MAR 2021
AD 2 BIGJ 8 - 1	18 JUN 2021	AD 2 BIHN 1 - 1	24 MAR 2023	AD 2 BIIS 6 - 3	25 MAR 2021
AD 2 BIGJ 8 - 2	18 JUN 2021	AD 2 BIHN 1 - 2	24 MAR 2023	AD 2 BIIS 6 - 4	25 MAR 2021
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AD 2 BIGR 1 - 2	24 MAR 2023	AD 2 BIHN 1 - 4	03 DEC 2021	AD 2 BIIS 6 - 6	25 MAR 2021
AD 2 BIGR 1 - 3	01 DEC 2023	AD 2 BIHN 1 - 5	28 JAN 2022	AD 2 BIIS 7 - 1	25 MAR 2021
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AD 2 BIGR 1 - 5	01 DEC 2023	AD 2 BIHN 1 - 7	09 AUG 2024	AD 2 BIIS 8 - 1	18 JUN 2021
AD 2 BIGR 1 - 6	01 DEC 2023	AD 2 BIHN 1 - 8	09 AUG 2024	AD 2 BIIS 8 - 2	18 JUN 2021
AD 2 BIGR 1 - 7	09 AUG 2024	AD 2 BIHN 1 - 9	05 OCT 2023	AD 2 BIKF 1 - 1	09 AUG 2024
AD 2 BIGR 1 - 8	09 AUG 2024	AD 2 BIHN 1 - 10	05 OCT 2023	AD 2 BIKF 1 - 2	09 AUG 2024
AD 2 BIGR 1 - 9	01 DEC 2023	AD 2 BIHN 1 - 11	13 JUL 2023	AD 2 BIKF 1 - 3	26 JAN 2024
AD 2 BIGR 1 - 10	01 DEC 2023	AD 2 BIHN 1 - 12	13 JUL 2023	AD 2 BIKF 1 - 4	26 JAN 2024
AD 2 BIGR 1 - 11	03 OCT 2024	AD 2 BIHN 1 - 13	24 MAR 2023	AD 2 BIKF 1 - 5	24 MAR 2023

AD 2 BIKF 1 - 6	24 MAR 2023	AD 2 BIKF 5 - 10	12 JUL 2024	AD 2 BIKF 7 - 12	03 OCT 2024
AD 2 BIKF 1 - 7	04 OCT 2024	AD 2 BIKF 5 - 11	12 JUL 2024	AD 2 BIKF 7 - 13	03 OCT 2024
AD 2 BIKF 1 - 8	04 OCT 2024	AD 2 BIKF 5 - 12	12 JUL 2024	AD 2 BIKF 7 - 14	03 OCT 2024
AD 2 BIKF 1 - 9	04 OCT 2024	AD 2 BIKF 5 - 13	12 JUL 2024	AD 2 BIKF 7 - 15	03 OCT 2024
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AD 2 BIKF 1 - 11	09 AUG 2024	AD 2 BIKF 5 - 15	12 JUL 2024	AD 2 BIKF 7 - 17	28 NOV 2024
AD 2 BIKF 1 - 12	09 AUG 2024	AD 2 BIKF 5 - 16	12 JUL 2024	AD 2 BIKF 7 - 18	28 NOV 2024
AD 2 BIKF 1 - 13	09 AUG 2024	AD 2 BIKF 5 - 17	11 JUL 2024	AD 2 BIKF 7 - 19	23 MAR 2023
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AD 2 BIKF 1 - 15	04 OCT 2024	AD 2 BIKF 5 - 19	11 JUL 2024	AD 2 BIKF 7 - 21	23 MAR 2023
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AD 2 BIKF 1 - 17	09 AUG 2024	AD 2 BIKF 5 - 21	11 JUL 2024	AD 2 BIKF 7 - 23	23 MAR 2023
AD 2 BIKF 1 - 18	09 AUG 2024	AD 2 BIKF 5 - 22	11 JUL 2024	AD 2 BIKF 7 - 24	23 MAR 2023
AD 2 BIKF 1 - 19	13 JUL 2023	AD 2 BIKF 5 - 23	11 JUL 2024	AD 2 BIKF 7 - 25	23 MAR 2023
AD 2 BIKF 1 - 20	13 JUL 2023	AD 2 BIKF 5 - 24	11 JUL 2024	AD 2 BIKF 7 - 26	23 MAR 2023
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AD 2 BIKF 1 - 23	12 JUL 2024	AD 2 BIKF 6 - 3	21 MAR 2024	AD 2 BIKF 8 - 3	21 MAR 2024
AD 2 BIKF 1 - 24	12 JUL 2024	AD 2 BIKF 6 - 4	21 MAR 2024	AD 2 BIKF 8 - 4	21 MAR 2024
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AD 2 BIKF 1 - 30	29 NOV 2024	AD 2 BIKF 6 - 10	21 MAR 2024	AD 2 BIKF 8 - 10	21 MAR 2024
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AD 2 BIKF 2 - 8	11 JUL 2024	AD 2 BIKF 6 - 24	21 MAR 2024	AD 2 BIRK 1 - 6	02 DEC 2022
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AD 2 BIKF 3 - 2	25 MAR 2021	AD 2 BIKF 6 - 26	21 MAR 2024	AD 2 BIRK 1 - 8	11 JUL 2024
AD 2 BIKF 3 - 3	25 MAR 2021	AD 2 BIKF 6 - 27	21 MAR 2024	AD 2 BIRK 1 - 9	09 AUG 2024
AD 2 BIKF 3 - 4	25 MAR 2021	AD 2 BIKF 6 - 28	21 MAR 2024	AD 2 BIRK 1 - 10	09 AUG 2024
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 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	03 OCT 2024	AD 2 BIRK 1 - 17	17 MAY 2024
AD 2 BIKF 4 - 4	27 JAN 2023	AD 2 BIKF 7 - 2	03 OCT 2024	AD 2 BIRK 1 - 18	17 MAY 2024
AD 2 BIKF 5 - 1	12 JUL 2024	AD 2 BIKF 7 - 3	03 OCT 2024	AD 2 BIRK 1 - 19	05 OCT 2023
AD 2 BIKF 5 - 2	12 JUL 2024	AD 2 BIKF 7 - 4	03 OCT 2024	AD 2 BIRK 1 - 20	05 OCT 2023
AD 2 BIKF 5 - 3	12 JUL 2024	AD 2 BIKF 7 - 5	03 OCT 2024	AD 2 BIRK 1 - 21	01 DEC 2023
AD 2 BIKF 5 - 4	12 JUL 2024	AD 2 BIKF 7 - 6	03 OCT 2024	AD 2 BIRK 1 - 22	01 DEC 2023
AD 2 BIKF 5 - 5	12 JUL 2024	AD 2 BIKF 7 - 7	03 OCT 2024	AD 2 BIRK 1 - 23	28 NOV 2024
AD 2 BIKF 5 - 6	12 JUL 2024	AD 2 BIKF 7 - 8	03 OCT 2024	AD 2 BIRK 1 - 24	28 NOV 2024
AD 2 BIKF 5 - 7	12 JUL 2024	AD 2 BIKF 7 - 9	03 OCT 2024	AD 2 BIRK 1 - 25	28 NOV 2024
AD 2 BIKF 5 - 8	12 JUL 2024	AD 2 BIKF 7 - 10	03 OCT 2024	AD 2 BIRK 1 - 26	28 NOV 2024
AD 2 BIKF 5 - 9	12 JUL 2024	AD 2 BIKF 7 - 11	03 OCT 2024	AD 2 BIRK 1 - 27	28 NOV 2024

AD 2 BIRK 1 - 28	28 NOV 2024	AD 2 BIKR 2 - 2	13 JUL 2023	AD 2 BIVO 1 - 4	28 JAN 2022
AD 2 BIRK 1 - 29	28 NOV 2024	AD 2 BIKR 3 - 1	18 JUN 2021	AD 2 BIVO 1 - 5	12 AUG 2021
AD 2 BIRK 1 - 30	28 NOV 2024	AD 2 BIKR 3 - 2	18 JUN 2021	AD 2 BIVO 1 - 6	12 AUG 2021
AD 2 BIRK 1 - 31	28 NOV 2024	AD 2 BIKR 4 - 1	18 JUN 2021	AD 2 BIVO 1 - 7	09 AUG 2024
AD 2 BIRK 1 - 32	28 NOV 2024	AD 2 BIKR 4 - 2	18 JUN 2021	AD 2 BIVO 1 - 8	09 AUG 2024
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AD 2 BIRK 4 - 1	18 JUN 2021	AD 2 BIKR 8 - 1	18 JUN 2021	AD 2 BIVO 2 - 1	25 JAN 2024
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AD 2 BIRK 5 - 3	05 OCT 2023	AD 2 BIVM 1 - 3	26 JAN 2024	AD 2 BIVO 4 - 1	18 JUN 2021
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AD 2 BIRK 6 - 2	24 MAR 2022	AD 2 BIVM 1 - 6	28 NOV 2024	AD 2 BIVO 5 - 2	18 JUN 2021
AD 2 BIRK 6 - 3	22 MAR 2024	AD 2 BIVM 1 - 7	09 AUG 2024	AD 2 BIVO 6 - 1	12 AUG 2021
AD 2 BIRK 6 - 4	22 MAR 2024	AD 2 BIVM 1 - 8	09 AUG 2024	AD 2 BIVO 6 - 2	12 AUG 2021
AD 2 BIRK 6 - 5	21 MAR 2024	AD 2 BIVM 1 - 9	17 MAY 2024	AD 2 BIVO 6 - 3	25 MAR 2021
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AD 2 BIRK 6 - 7	21 MAR 2024	AD 2 BIVM 1 - 11	02 DEC 2021	AD 2 BIVO 7 - 1	18 JUN 2021
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AD 2 BIRK 6 - 13	17 MAY 2024	AD 2 BIVM 1 - 17	28 JAN 2022	AD 2 BITN 1 - 3	20 MAY 2022
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AD 2 BIRK 6 - 15	17 MAY 2024	AD 2 BIVM 1 - 19	24 MAR 2023	AD 2 BITN 1 - 5	18 JUN 2021
AD 2 BIRK 6 - 16	17 MAY 2024	AD 2 BIVM 1 - 20	24 MAR 2023	AD 2 BITN 1 - 6	18 JUN 2021
AD 2 BIRK 6 - 17	07 OCT 2022	AD 2 BIVM 2 - 1	17 JUN 2021	AD 2 BITN 1 - 7	09 AUG 2024
AD 2 BIRK 6 - 18	07 OCT 2022	AD 2 BIVM 2 - 2	17 JUN 2021	AD 2 BITN 1 - 8	09 AUG 2024
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AD 2 BIRK 7 - 2	28 NOV 2024	AD 2 BIVM 3 - 2	18 JUN 2021	AD 2 BITN 1 - 10	25 MAR 2021
AD 2 BIRK 8 - 1	04 OCT 2024	AD 2 BIVM 4 - 1	18 JUN 2021	AD 2 BITN 1 - 11	20 MAY 2022
AD 2 BIRK 8 - 2	04 OCT 2024	AD 2 BIVM 4 - 2	18 JUN 2021	AD 2 BITN 1 - 12	20 MAY 2022
AD 2 BIRK 8 - 3	01 DEC 2023	AD 2 BIVM 5 - 1	18 JUN 2021	AD 2 BITN 1 - 13	24 MAR 2023
AD 2 BIRK 8 - 4	01 DEC 2023	AD 2 BIVM 5 - 2	18 JUN 2021	AD 2 BITN 1 - 14	24 MAR 2023
AD 2 BIRK 8 - 5	05 OCT 2023	AD 2 BIVM 6 - 1	17 JUN 2021	AD 2 BITN 2 - 1	18 JUN 2021
AD 2 BIRK 8 - 6	05 OCT 2023	AD 2 BIVM 6 - 2	17 JUN 2021	AD 2 BITN 2 - 2	18 JUN 2021
AD 2 BIRK 8 - 7	05 OCT 2023	AD 2 BIVM 6 - 3	17 JUN 2021	AD 2 BITN 3 - 1	18 JUN 2021
AD 2 BIRK 8 - 8	05 OCT 2023	AD 2 BIVM 6 - 4	17 JUN 2021	AD 2 BITN 3 - 2	18 JUN 2021
AD 2 BIRK 8 - 9	21 MAR 2024	AD 2 BIVM 6 - 5	17 JUN 2021	AD 2 BITN 4 - 1	18 JUN 2021
AD 2 BIRK 8 - 10	21 MAR 2024	AD 2 BIVM 6 - 6	17 JUN 2021	AD 2 BITN 4 - 2	18 JUN 2021
AD 2 BIKR 1 - 1	13 JUL 2023	AD 2 BIVM 6 - 7	27 JAN 2022	AD 2 BITN 5 - 1	18 JUN 2021
AD 2 BIKR 1 - 2	13 JUL 2023	AD 2 BIVM 6 - 8	27 JAN 2022	AD 2 BITN 5 - 2	18 JUN 2021
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AD 2 BIKR 1 - 4	01 DEC 2023	AD 2 BIVM 6 - 10	27 JAN 2022	AD 2 BITN 6 - 2	11 JUL 2024
AD 2 BIKR 1 - 5	18 JUN 2021	AD 2 BIVM 6 - 11	27 JAN 2022	AD 2 BITN 6 - 3	11 JUL 2024
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AD 2 BIKR 1 - 8	20 MAY 2023	AD 2 BIVM 7 - 2	18 JUN 2021	AD 2 BITN 6 - 6	11 JUL 2024
AD 2 BIKR 1 - 9	29 NOV 2024	AD 2 BIVM 8 - 1	24 MAR 2022	AD 2 BITN 7 - 1	18 JUN 2021
AD 2 BIKR 1 - 10	29 NOV 2024	AD 2 BIVM 8 - 2	24 MAR 2022	AD 2 BITN 7 - 2	18 JUN 2021
AD 2 BIKR 1 - 11	29 NOV 2024	AD 2 BIVO 1 - 1	24 MAR 2023	AD 2 BITN 8 - 1	18 JUN 2021
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AD 2 BIKR 2 - 1	13 JUL 2023	AD 2 BIVO 1 - 3	28 JAN 2022		

AD 2 LANDING STRIPS					
AD 2 BIBA 1 - 1	20 MAY 2023	AD 2 BIGS 2 - 2	18 JUN 2021	AD 2 BIKE 1 - 4	01 DEC 2023
AD 2 BIBA 1 - 2	20 MAY 2023	AD 2 BIGF 1 - 1	18 JUN 2021	AD 2 BIKE 1 - 5	01 DEC 2023
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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 BIFL 1 - 8	05 OCT 2023	AD 2 BIHI 2 - 1	18 JUN 2021	AD 2 BIND 1 - 3	23 APR 2021
AD 2 BIFL 2 - 1	18 JUN 2021	AD 2 BIHI 2 - 2	18 JUN 2021	AD 2 BIND 1 - 4	23 APR 2021
AD 2 BIFL 2 - 2	18 JUN 2021	AD 2 BIKA 1 - 1	18 JUN 2021	AD 2 BIND 1 - 5	05 OCT 2023
AD 2 BIGS 1 - 1	18 JUN 2021	AD 2 BIKA 1 - 2	18 JUN 2021	AD 2 BIND 1 - 6	05 OCT 2023
AD 2 BIGS 1 - 2	18 JUN 2021	AD 2 BIKA 1 - 3	05 OCT 2023	AD 2 BIND 2 - 1	18 JUN 2021
AD 2 BIGS 1 - 3	25 MAR 2021	AD 2 BIKA 1 - 4	05 OCT 2023	AD 2 BIND 2 - 2	18 JUN 2021
AD 2 BIGS 1 - 4	25 MAR 2021	AD 2 BIKA 2 - 1	18 JUN 2021	AD 2 BIRG 1 - 1	18 JUN 2021
AD 2 BIGS 1 - 5	05 OCT 2023	AD 2 BIKA 2 - 2	18 JUN 2021	AD 2 BIRG 1 - 2	18 JUN 2021
AD 2 BIGS 1 - 6	05 OCT 2023	AD 2 BIKE 1 - 1	18 JUN 2021	AD 2 BIRG 1 - 3	25 MAR 2021
AD 2 BIGS 2 - 1	18 JUN 2021	AD 2 BIKE 1 - 2	18 JUN 2021	AD 2 BIRG 1 - 4	25 MAR 2021
		AD 2 BIKE 1 - 3	01 DEC 2023	AD 2 BIRG 1 - 5	05 OCT 2023

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	28 NOV 2024		
AD 2 BISA 1 - 2	11 AUG 2023	AD 2 BIST 1 - 6	28 NOV 2024		
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		
AD 2 BISA 1 - 6	05 OCT 2023	AD 2 BIMS 1 - 2	05 OCT 2023		
AD 2 BISA 2 - 1	18 JUN 2021	AD 2 BIMS 1 - 3	25 MAR 2021		
AD 2 BISA 2 - 2	18 JUN 2021	AD 2 BIMS 1 - 4	25 MAR 2021		
AD 2 BISF 1 - 1	20 MAY 2022	AD 2 BIMS 1 - 5	05 OCT 2023		
AD 2 BISF 1 - 2	20 MAY 2022	AD 2 BIMS 1 - 6	05 OCT 2023		
AD 2 BISF 1 - 3	20 MAY 2022	AD 2 BIMS 2 - 1	18 JUN 2021		
AD 2 BISF 1 - 4	20 MAY 2022	AD 2 BIMS 2 - 2	18 JUN 2021		
AD 2 BISF 1 - 5	05 OCT 2023	AD 2 BIVI 1 - 1	18 JUN 2021		
AD 2 BISF 1 - 6	05 OCT 2023	AD 2 BIVI 1 - 2	18 JUN 2021		
AD 2 BISF 1 - 7	05 OCT 2023	AD 2 BIVI 1 - 3	25 MAR 2021		

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GEN 1.7.20 ICAO skjal 8168, hluti II - Flugaðferðir, hönnun sjón- og blindflugsferla/ Doc 8168, Volume II - Aircraft Operations, Construction of Visual and Instrument Flight Procedures	GEN 1.7 - 54
GEN 1.7.21 Gögn sem fylgja ekki gæðakröfum Evrópureglugerð (EU) 73/2010 (ADQ)/ Data not compliant with data quality requirements of Commission Regulation (EU) 73/ 2010 (ADQ)	GEN 1.7 - 55
GEN 2 TÖFLUR OG KÓÐAR/ TABLES AND CODES	GEN 2.1 - 1
GEN 2.1 Mælikerfi, merking loftfara, almennir frídagar/ Measuring System, Aircraft Markings, Holidays	GEN 2.1 - 1
GEN 2.1.1 Mælieiningar/ Units of measurement	GEN 2.1 - 1
GEN 2.1.2 Tímakvarði/ Temporal reference system	GEN 2.1 - 2
GEN 2.1.3 Hnitakerfi/ Horizontal reference system	GEN 2.1 - 2
GEN 2.1.4 Hæðarkerfi/ Vertical reference system	GEN 2.1 - 2
GEN 2.1.5 Þjóðareinkennisstafir loftfara og skráningarheiti/ Aircraft Nationality and Registration Marks	GEN 2.1 - 3
GEN 2.1.6 Almennir frídagar - árið 2024/ Public Holidays - year 2024	GEN 2.1 - 4
GEN 2.1.7 Stafsetning á staðarnöfnum/ Spelling of place names	GEN 2.1 - 4
GEN 2.2 Skammstafanir notaðar í AIS-útgáfu/ Abbreviations Used in AIS Publications	GEN 2.2 - 1
GEN 2.3 Kortatákn/ Chart Symbols	GEN 2.3 - 1
GEN 2.3.1 Staðfræðileg/ Topography	GEN 2.3 - 1
GEN 2.3.2 Vatnafræði/ Hydrography	GEN 2.3 - 2
GEN 2.3.3 Menning/ Culture	GEN 2.3 - 3
GEN 2.3.4 Flugvellir/ Aerodromes	GEN 2.3 - 5
GEN 2.3.5 Leiðsöguvirkir/ Radio Navigation Aids	GEN 2.3 - 6
GEN 2.3.6 Flugumferðarþjónusta/ Air Traffic Services	GEN 2.3 - 7
GEN 2.3.7 Flugvallakort/ Aerodrome Charts	GEN 2.3 - 11
GEN 2.3.8 Flugvalla-, hindranakort; Tákn A, B og C/ Aerodrome Obstacle Chart Symbols - A, B and C	GEN 2.3 - 13
GEN 2.4 Staðarauðkenni/ Location Indicators	GEN 2.4 - 1
GEN 2.5 Listi yfir leiðsöguvirkir/ List of Radio Navigation Aids	GEN 2.5 - 1
GEN 2.6 Umreiknitöflur/ Conversion Tables	GEN 2.6 - 1
GEN 2.6.1 Ýmsar umreiknitöflur/ Various Conversion Tables	GEN 2.6 - 1
GEN 2.7 Töflur um sólarupprás / sólsetur/ Sunrise / Sunset Tables	GEN 2.7 - 1
GEN 2.7.1 Almenn/ General	GEN 2.7 - 1
GEN 2.7.2 Listi yfir töflur í stafrófsröð/ Alphabetical Index	GEN 2.7 - 1
GEN 2.7.3 Sólaruppkomu- / sólarlagstöflur/ Sunrise-Sunset Table	GEN 2.7 - 2
GEN 2.8 Aðrar upplýsingar/ Other information	GEN 2.8 - 1
GEN 2.8.1 Hæðarmælisstilling/ Altimeter setting	GEN 2.8 - 1
GEN 2.8.2 Fluglagstafla/ Flight level table	GEN 2.8 - 1
GEN 2.8.3 Hljóðritunarstafróf og morsmerkjakerfið/	

Phonetic Alphabet and Morse Code	GEN 2.8 - 2
GEN 2.8.4 Einingar metrakerfisins/ Metric Multiples and Sub-Multiples	GEN 2.8 - 3
GEN 2.8.5 Hæðarmælisleiðrétting í köldu lofti/ Altimeter correction in cold air	GEN 2.8 - 3
GEN 3 ÞJÓNUSTA/ SERVICES	GEN 3.1 - 1
GEN 3.1 Upplýsingaþjónusta flugmála/ Aeronautical Information Services	GEN 3.1 - 1
GEN 3.1.1 Ábyrgðaraðili þjónustunnar/ Responsible service	GEN 3.1 - 1
GEN 3.1.2 Ábyrgðarsvæði/ Area of responsibility	GEN 3.1 - 1
GEN 3.1.3 Útgáfa flugmálaupplýsinga/ Aeronautical publications	GEN 3.1 - 2
GEN 3.1.4 Fyrirvaradreifing (AIRAC-kerfi)/ AIRAC system	GEN 3.1 - 6
GEN 3.1.5 Forupplýsingaþjónusta fyrir flug á flugvöllum / þyrluvöllum/ Pre-flight Information Service at Aerodromes/Heliports	GEN 3.1 - 7
GEN 3.1.6 Rafræn landslags- og hindranagögn/ Electronic terrain and obstacle data	GEN 3.1 - 7
GEN 3.2 Flugkort/ Aeronautical Charts	GEN 3.2 - 1
GEN 3.2.1 Ábyrgðaraðili þjónustunnar/ Responsible service(s)	GEN 3.2 - 1
GEN 3.2.2 Uppfærsla/viðhald korta/ Maintenance of charts	GEN 3.2 - 1
GEN 3.2.3 Sala korta/ Purchase arrangements	GEN 3.2 - 1
GEN 3.2.4 Útgefin flugkort/ Aeronautical chart series available	GEN 3.2 - 2
GEN 3.2.5 Listi yfir útgefin flugkort/ List of aeronautical charts available	GEN 3.2 - 6
GEN 3.2.6 Skrá yfir World Aeronautical Chart (WAC) - ICAO 1: 1 000 000/ Index to the World Aeronautical Chart (WAC) - ICAO 1: 1 000 000	GEN 3.2 - 10
GEN 3.2.7 Staðfræðileg kort/ Topographical charts	GEN 3.2 - 10
GEN 3.2.8 Leiðréttingar á kortum sem eru ekki í AIP/ Corrections to charts not contained in the AIP	GEN 3.2 - 10
GEN 3.3 Flugumferðarþjónusta/ Air Traffic Services	GEN 3.3 - 1
GEN 3.3.1 Ábyrgðaraðili þjónustunnar/ Responsible service	GEN 3.3 - 1
GEN 3.3.2 Ábyrgðarsvæði/ Area of responsibility	GEN 3.3 - 2
GEN 3.3.3 Tegundir þjónustu/ Types of services	GEN 3.3 - 2
GEN 3.3.4 Samskipti milli flugrekenda og ATS/ Co-ordination between the operator and ATS	GEN 3.3 - 3
GEN 3.3.5 Lágmarksflughæðir/ Minimum flight altitude	GEN 3.3 - 4
GEN 3.3.6 Heimilisföng flugumferðarþjónustudeilda/ ATS units address list	GEN 3.3 - 5
GEN 3.4 Fjarskiptaþjónusta/ Communication Services	GEN 3.4 - 1
GEN 3.4.1 Ábyrgðaraðili þjónustunnar/ Responsible service(s)	GEN 3.4 - 1
GEN 3.4.2 Ábyrgðarsvæði/ Area of responsibility	GEN 3.4 - 1
GEN 3.4.3 Þjónustutegundir/ Types of service	GEN 3.4 - 2
GEN 3.4.4 Kröfur og skilyrði/ Requirements and conditions	GEN 3.4 - 4
GEN 3.5 Veðurþjónusta/ Meteorological Services	GEN 3.5 - 1
GEN 3.5.1 Ábyrgðaraðili þjónustunnar/	

J	
JAG	Jet arresting gear*
JAN	January
JM	Make a series of dashes if I may transmit*
JM	Make a series of dots to stop my transmission*
JRCC	Joint Rescue Coordination Centre* Björgunarstjórnstöð sjófarenda og loftfara*
JTST	Jet stream
JUL	July
JUN	June

K	
K	Invitation to transmit*
KA	Start-of-message signal in Morse telegraphy*
KG	Kilograms
KHZ	Kilohertz
KIAS	Knots indicated airspeed
KM	Kilometres
KMH	Kilometres per hour
KPA	Kilopascal
KT	Knots
KW	Kilowatts

L	
...L	Left (preceded by runway designation number to identify a parallel runway)
L	Litre
L	Locator (see LM, LO)
L	Low pressure area or the centre of low pressure
LAM	Logical acknowledgement (message type designator)
LAN	Inland
LAT	Latitude
LB	Pounds (weight)*
LCA	Local or locally or location or located
LCN	Load classification number*
LDA	Landing distance available
LDAH	Landing distance available, helicopter
LDG	Landing
LDI	Landing direction indicator
LDIN	Lead-In Light System*
LEFT	Left (direction of turn)*
LEN	Length
LF	Low frequency (30 to 300 kHz)
LGT	Light or lighting
LGTD	Lighted
LIH	Light intensity high
LIL	Light intensity low
LIM	Light intensity medium
LINE	Line (used in SIGMET)
LLZ	Localizer*
LM	Locator, middle
LMT	Local mean time
LNAV	† Lateral navigation (to be pronounced "EL-NAV")
LNG	Long (used to indicate the type of approach desired or required)
LO	Locator, outer
LOC	Localizer, Locally*, location* or located*
LONG	Longitude
LORAN	† LORAN (long range air navigation system)
LOSS	Airspeed or headwind loss
LPV	Localizer performance with vertical guidance
LR	The last message received by me was... (to be used in AFS as a procedure signal)
LRG	Long range
LS	The last message sent by me was... or Last message was... (to be used in AFS as a procedure signal)
LSQ	Line squall*
LTA	Lower control area
LTD	Limited
LTP	Landing threshold point
LTT	Land-line teletypewriter*
LV	Light and variable (relating to wind)
LVE	Leave or leaving
LVL	Level
LVP	Low visibility procedures
LYR	Layer or layered

Q	
QBI	Compulsory IFR flight*
QDL	Do you intend to ask me for a series of bearings? or I intend to ask you for a series of bearings (to be used in radiotelegraphy as a Q Code)
QDM	‡ Magnetic heading (zero wind)
QDR	Magnetic bearing
QFE	‡ Atmospheric pressure at aerodrome elevation (or at runway threshold)
QFU	Magnetic orientation of runway
QGE	What is my distance to your station? or Your distance to my station is (distance figures and units) (to be used in radiotelegraphy as a Q Code)
QJH	Shall I run my test tape/a test sentence? or Run your test tape/a test sentence (to be used in AFS as a Q Code)
QNH	‡ Altimeter sub-scale setting to obtain elevation when on the ground
QSP	Will you relay to... free of charge? or I will relay to... free of charge (to be used in AFS as a Q Code)
QTA	Shall I cancel telegram number...? or Cancel telegram number... (to be used in AFS as a Q Code)
QTE	True bearing
QTF	Will you give me the position of my station according to the bearings taken by the D/F stations which you control? or The position of your station according to the bearings taken by the D/F stations that I control was... latitude... longitude (or other indication of position), class... at... hours (to be used in radiotelegraphy as a Q Code)
QUAD	Quadrant
QUJ	Will you indicate the TRUE track to reach you? or The TRUE track to reach me is... degrees at... hours (to be used in radiotelegraphy as a Q Code)

R	
...R	Right (preceded by runway designation number to identify a parallel runway)
R	Rate of turn
R	Received (acknowledgement of receipt)
R	Received (acknowledgement of receipt) (to be used in AFS as a procedure signal)
R	Red
R	Romeo*
R...	Radial from VOR (followed by three figures)
R...	Restricted area (followed by identification)
R...	Runway (followed by figures in METAR/SPECI)
RA	Rain
RA	Resolution advisory
RAC	Rules of the air and air traffic services
RAG	Ragged
RAG	Runway arresting gear
RAI	Runway alignment indicator
RAIM	Receiver autonomous integrity monitoring
RAPID	Rapid or rapidly*
RASC	† Regional AIS system centre
RASH	Rain showers
RASN	Rain and snow or showers of rain and snow*
RASS	Remote altimeter setting source
RB	Read back*
RB	Rescue boat
RCA	Reach cruising altitude
RCC	Rescue co-ordination centre
RCF	Radio communication failure (message type designator)
RCH	Reach or reaching
RCL	Runway centre line
RCL	Request for Clearance. A Voice, or Data Link message via ACARS, used to provide ETA at OEP, requested Flight Level, and Mach.*
RCLL	Runway centre line light(s)
RCLR	Recleared
RCP	‡ Required communication performance
RDH	Reference datum height
RDH	Reference datum height (for ILS)*
RDL	Radial
RDO	Radio
RDOACT	Radioactive
RE	Recent (used to qualify weather phenomena, e.g. recent rain = RERA)
REC	Receive or receiver
REDL	Runway edge light(s)
REF	Reference to... or refer to...
REG	Registration
RENL	Runway end light(s)
REP	Report or reporting or reporting point
REQ	Request or requested
ERTE	Re-route
RESA	Runway end safety area
RET	Rapid Exit Taxiway*
RF	Constant radius arc to a fix
RFFS	Rescue and fire fighting services

RG	Range (lights)
RHC	Right-hand circuit
RIF	Reclearance in flight
RIME	† Rime (used in aerodrome warnings)
RITE	Right (direction of turn)
RL	Report leaving
RLA	Relay to
RLCE	Request level change en route
RLLS	Runway lead-in lighting system
RLNA	Requested level not available
RMK	Remark
RNAV	† Area navigation (to be pronounced "AR-NAV")
RNG	Radio range
RNP	‡ Required navigation performance
ROBEX	† Regional OPMET bulletin exchange (scheme)
ROC	Rate of climb
ROD	Rate of descent
ROFOR	Route forecast (in aeronautical meteorological code)
RON	Receiving only
ROT	Runway Occupancy Time*
RPDS	Reference path data selector
RPI	‡ Radar position indicator
RPL	Repetitive flight plan
RPLC	Replace or replaced
RPS	Radar position symbol
RPT	Repeat or I repeat
RQ	Request
RQMNTS	Requirements
RQP	Request flight plan (message type indicator)
RQS	Request supplementary flight plan (message type indicator)
RR	Report reaching
RRA	(or RRB, RRC... etc., in sequence) Delayed meteorological message (message type designator)
RSC	Rescue sub-centre
RSCD	Runway surface condition
RSP	Responder beacon
RSP	‡ Required surveillance performance
RSR	En-route surveillance radar
RSS	Root sum square
RTD	Delayed (used to indicate delayed meteorological message; message type designator)
RTE	Route
RTF	Radiotelephone
RTG	Radiotelegraph
RTHL	Runway threshold light(s)
RTN	Return or returned or returning
RTODAH	Rejected take-off distance available, helicopter
RTS	Return to service
RTT	Radioteletypewriter
RTZL	Runway touchdown zone light(s)
RUT	Standard regional route transmitting frequencies
RV	Rescue vessel
RVA	Radar vectoring area
RVR	‡ Runway visual range

RVSM	‡ Reduced vertical separation minimum [300 m (1 000 ft) between FL 290 and FL 410]
RWY	Runway

Title of series	Name of Chart	Date
Blindaðflugskort Instrument Approach Chart - ICAO	Keflavik NDB RWY 10	23 MAR 2023
	Nordfjordur RNP C	13 AUG 2021
	Nordfjordur RNP D	13 AUG 2021
	Reykjahlid RNP RWY 01	25 MAR 2021
	Reykjavik LOC Z RWY 13	21 MAR 2024
	Reykjavik LOC Y RWY 13	21 MAR 2024
	Reykjavik ILS or LOC Z RWY 19	17 MAY 2024
	Reykjavik ILS or LOC Y RWY 19	17 MAY 2024
	Reykjavik RNP RWY 01	24 MAR 2022
	Reykjavik RNP RWY 13	22 MAR 2024
	Reykjavik RNP RWY 19	18 MAY 2023
	Reykjavik RNP A	07 OCT 2022
	Reykjavik NDB RWY 13	21 MAR 2024
	Saudarkrokur RNP RWY 36	06 OCT 2023
	Thorshofn RNP RWY 01	11 JUL 2024
	Thorshofn RNP RWY 19	11 JUL 2024
	Thorshofn NDB RWY 19	11 JUL 2024
	Vestmannaeyjar RNP RWY 03	17 JUN 2021
	Vestmannaeyjar RNP RWY 12	17 JUN 2021
	Vestmannaeyjar NDB RWY 12	17 JUN 2021
Vestmannaeyjar RNP RWY 30	27 JAN 2022	
Vestmannaeyjar NDB RWY 30	27 JAN 2022	
Vestmannaeyjar NDB C (CLOUD BREAK PROCEDURE)	27 JAN 2022	
Vopnafjordur RNP RWY 04	12 AUG 2021	
Vopnafjordur NDB RWY 04	25 MAR 2021	
Her/blindaðflugskort Military Instrument Approach Chart	Akureyri MILITARY TACAN RWY 01	28 JAN 2022
	Akureyri MILITARY TACAN RWY 19	12 AUG 2022
	Keflavik VORTAC RWY 01 (CAT A-B)	21 MAR 2024
	Keflavik VORTAC RWY 01 (CAT C-D)	21 MAR 2024
	Keflavik VORTAC RWY 10 (CAT A-B)	21 MAR 2024
	Keflavik VORTAC RWY 10 (CAT C-D)	21 MAR 2024
	Keflavik VORTAC RWY 19 (CAT A-B)	21 MAR 2024
	Keflavik VORTAC RWY 19 (CAT C-D)	21 MAR 2024
	Keflavik VORTAC RWY 28 (CAT A-B)	21 MAR 2024
	Keflavik VORTAC RWY 28 (CAT C-D)	21 MAR 2024
Sjónflugskort - ICAO Aeronautical Chart - ICAO	Sjónflugskort Aeronautical Chart - ICAO	Prentuð útgáfa 2021 Rafræn útgáfa Sjá hér / See
Rafrænt landslags- og hindranakort (ICAO) Aerodrome Terrain and Obstacle Chart - ICAO (Electronic)	Akureyri	Sjá hér / See
	Egilsstadir	Sjá hér / See
	Keflavik	Sjá hér / See
	Reykjavik	Sjá hér / See
Verðlisti sjá upplýsingabréf (AIC): Útgáfa flugmálaupplýsinga - Verðlisti Price list see AIC: Aeronautical Information Publications - Price list		

Kortaskali er gefin upp á hverju korti fyrir sig .

Scale is published on each chart

GEN 3.2.6 Skrá yfir World Aeronautical Chart (WAC) - ICAO 1: 1 000 000

Ekkert

GEN 3.2.7 Staðfræðileg kort

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AFS: N/A

Veffang: <https://www.loftmyndir.is/>

GEN 3.2.8 Leiðréttingar á kortum sem eru ekki í AIP

Leiðréttingar vegna sjónflugskorts má finna á <https://ans.isavia.is/c-forflugsupplysingar/kort>

GEN 3.2.6 Index to the World Aeronautical Chart (WAC) - ICAO 1: 1 000 000

NIL

GEN 3.2.7 Topographical charts

Loftmyndir ehf.
Laugavegur 13
IS-101 Reykjavík

Telephone: +354 540 2500

Telefax: N/A

E-mail: loftmyndir@loftmyndir.is

AFS: N/A

Website: <https://www.loftmyndir.is/>

GEN 3.2.8 Corrections to charts not contained in the AIP

Amendments for the Aeronautical Chart - ICAO can be found at <https://ans.isavia.is/en/c-preflight-information/kort>

GEN 3.6 LEIT OG BJÖRGUN

GEN 3.6.1 Ábyrgðaraðili þjónustunnar

Landhelgisgæsla Íslands ber ábyrgð á og stjórnar leit og björgun vegna loftfara sem óttast er um, lenda í flugslysum eða er saknað. Landhelgisgæslan ber ábyrgð á vettvangsstjórn ef slysaður er á hafinu en lögregla á landi. Björgunarstjórnstöð sjófarenda og loftfara (JRCC-Ísland) er skilgreindur móttakandi (SPOC) fyrir Ísland vegna skeyta frá Cospas-/Sarsat-kerfinu.

GEN 3.6.1.1 Heimilisfang

Heimilisfang Björgunarstjórnstöðvar sjófarenda og loftfara (JRCC):

Björgunarstjórnstöð
sjófarenda og loftfara
Landhelgisgæsla Íslands
Skógarhlíð 14
IS - 105 Reykjavík, Ísland
(AFTN) BIRKICGT
Símnafni: (Almennt)
LANDHELGISGÆSLA ÍSLANDS
Netfang: sar@lhg.is
Sími: +354 545 2100
+354 511 3333
Ábyrgðaraðili: Landhelgisgæsla Íslands

GEN 3.6.1.1.1 Nálægar björgunarmiðstöðvar

Nálægar björgunarmiðstöðvar og hvernig má hafa samband við þær:

Bodo (ENBOYCYX) - AFTN fjarriti
Telex 64293 rccn n
Sími: +47 755 59 000
Stavanger (ENZVYCYV) - AFTN fjarriti
Telex 33163 rccs n
Sími: +47 515 17 000

UK ARCC
Sími: +44 344 382 0807

UK MRCC
Sími: +44 0344 382 0025

Halifax
Sími: +1 902 427 8200

Nuuk (BGGHYCYC) - AFTN fjarriti
Telex 90828
Sími: +299 363 304

GEN 3.6 SEARCH AND RESCUE (SAR)

GEN 3.6.1 Responsible service(s)

The Icelandic Coast Guard is responsible for and supervises search and rescue of aircraft that are considered to be in danger, have crashed or are missing. The Coast Guard is responsible for on scene coordination for accidents at sea, but Icelandic Chief of Police on land. The designated COSPAS-SARSAT (SPOC) for Iceland is the JRCC (Joint Rescue Coordination Centre).

GEN 3.6.1.1 Address

The address for communication with the Joint Rescue Coordination Centre (JRCC):

Joint Rescue Coordination
Centre (JRCC)
Icelandic Coast Guard
Skogarhlid 14
IS - 105 Reykjavik, Iceland
(AFTN) BIRK ICGT
Telegraphic address: (Commercial)
ICELANDIC COAST GUARD
E-mail: sar@lhg.is
Telephone: +354 545 2100
+354 511 3333
Responsible authority: ICELANDIC COAST GUARD

GEN 3.6.1.1.1 Adjacent RCC'S

Adjacent RCC'S and method of communication with them:

Bodo (ENBOYCYX) - AFTN teletype
Telex 64293 rccn n
Telephone: +47 755 59 000
Stavanger (ENZVYCYV) - AFTN teletype
Telex 33163 rccs n
Telephone: +47 515 17 000

UK ARCC
Telephone: +44 344 382 0807

UK MRCC
Telephone: +44 0344 382 0025

Halifax
Telephone: +1 902 427 8200

Nuuk (BGGHYCYC) - AFTN teletype
Telex 90828
Telephone: +299 363 304

GEN 3.6.1.1.2 Viðeigandi skjöl

Þjónustan er veitt í samræmi við ákvæði eftirfarandi skjala:

ICAO Annex 12 - Search and Rescue
Annex 13 - Aircraft Accident and Incident investigation
Doc 7030 - Regional Supplementary

GEN 3.6.2 Ábyrgðarsvæði

Íslenska leitar- og björgunarmiðstöðin ber ábyrgð á leitar- og björgunarþjónustu innan eftirfarandi svæðis:

Leitarsvæði:

730000N 0200000W, 730000N 0000000W,
610000N 0000000W, 610000N 0300000W,
583000N 0300000W, 583000N 0430000W,
633000N 0390000W, 700000N 0200000W,
730000N 0200000W.

GEN 3.6.3 Tegundir þjónustu

Leitar- og björgunarstörf innanlands á Íslandi fara fram í náinni samvinnu við ýmsar vel þjálfaðar og skipulagðar björgunarsveitir svo og við staðaryfirvöld eða lögreglustjóra

GEN 3.6.3.1 Leitar- og björgunardeildir

Nafn / Name	Staður / Location	Tæki / Facilities	Athugasemdir / Remarks
a	b	c	d
Landhelgisgæsla Íslands Iceland Coast Guard	Reykjavíkurlugvelli Reykjavík Airport 640748N 0215626W	Landhelgisgæslan Icelandic Coast Guard Dash DHC8 Q314 3 X Super Puma H225 (HEL-H) AWSAR Coast Guard vessels (4)	Ýmis björgunar- og viðlagatæki fyrir sjó- og landsvæði. Tiltæk eru ýmis varðskip og björgunarbátar. Various rescue and survival equipment for sea and land areas. Several rescue boats available. (14)

GEN 3.6.4 Leitar- og björgunarsamningar

Beiðnum frá öðrum þjóðum um aðgang fyrir loftför, tæki eða mannskap vegna leitar að loftfari í neyð, eða til að bjarga eftirlifandi úr flugslysi, ætti að beina til björgunarstjórnstöðvar sjófarenda og loftfara (JRCC).

GEN 3.6.5 Fyrirvarar á að tæki séu tiltæk

Við leitar og björgunaraðgerðir yfir úthafinu eru notuð ríkisrekin loftför og skip Landhelgisgæslunnar þegar nauðsyn krefur. Fjarskiptaþjónusta fyrir flug, strandstöðvar og almenn fjarskiptaþjónusta eru tiltæk leitar- og björgunarsamtökum.

GEN 3.6.1.1.2 Applicable Documents

The service is provided in accordance with provisions contained in the following applicable Documents:

ICAO Annex 12 - Search and Rescue
Annex 13 - Aircraft Accident and Incident investigation
Doc 7030 - Regional Supplementary

GEN 3.6.2 Area of responsibility

The Icelandic SAR is responsible for SAR operations within the area defined below:

SAR Area:

730000N 0200000W, 730000N 0000000W,
610000N 0000000W, 610000N 0300000W,
583000N 0300000W, 583000N 0430000W,
633000N 0390000W, 700000N 0200000W,
730000N 0200000W.

GEN 3.6.3 Types of service

Search and rescue operations within land areas of Iceland are carried out in cooperation with various well organized and trained land rescue teams and the local magistrates or sheriffs.

GEN 3.6.3.1 Search and Rescue Units**GEN 3.6.4 SAR agreements**

Requests for entry of aircraft, equipment and personnel from other States, wishing to engage in search for aircraft in distress or to rescue survivors of aircraft accidents, should be transmitted to the Joint Rescue Coordination Centre (JRCC).

GEN 3.6.5 Conditions of Availability

Search and Rescue operations over ocean areas are carried out by Icelandic state owned aircraft and Coast Guard vessels when required. The aeronautical, maritime and public telecommunication services are available to the search and rescue organization.

RNP SPECIFICATIONS

L1 RNP 4

All RNP 4 approved aircraft intending to operate in the Reykjavik CTA shall insert the L1 descriptor

O1 Basic RNP 1 all permitted sensors

O2 Basic RNP 1 GNSS

O3 Basic RNP 1 DME/DME (not available within Reykjavik CTA)

O4 Basic RNP 1 DME/DME/IRU (not available within Reykjavik CTA)

S1 RNP APCH

S2 RNP APCH with BARO-VNAV

All RNP APCH approved aircraft flying into BIKF shall insert the S1 or S2 descriptor

T1 RNP AR APCH with RF (special authorization required)

T2 RNP AR APCH without RF (special authorization required)

Combinations of alphanumeric characters not indicated above are reserved.

NAV/ Indicate navigation equipment and capabilities, other than those specified in Item 10 a) or PBN/, as required by the appropriate ATS authority. In the case of GNSS augmentation, when necessary to specify it, include 'GBAS' and/or 'SBAS' as appropriate.

COM/ Indicate communication equipment and capabilities not specified in Item 10 a), as required by the appropriate ATS authority.

DAT/ Indicate data communication equipment and capabilities not specified in 10 a), as required by the appropriate ATS authority.

SUR/ Indicate surveillance equipment and capabilities not specified in Item 10 b), as required by the appropriate ATS authority. In the case of required surveillance performance, when necessary to specify it, include the letters "RSP" followed by the appropriate performance level, such as RSP180.

DEP/ Name and location of departure aerodrome, if ZZZZ is inserted in Item 13, or the ATS unit from which supplementary flight plan data can be obtained, if AFIL is inserted in Item 13. For aerodromes not listed in the Aeronautical Information Publication, indicate location as follows:; With 4 figures describing latitude in degrees and tens and units of minutes followed by "N" (North) or "S" (South), followed by 5 figures describing longitude in degrees and tens and units of minutes, followed by "E" (East) or "W" (West). Make up the correct number of figures, where necessary, by insertion of zeros, e.g. 6420N01805W (11 characters).

OR, The first point of the route (name or LAT/LONG) or the marker radio beacon, if the aircraft has not taken off from an aerodrome.

DEST/ Name and location of destination aerodrome, if ZZZZ is inserted in Item 16. For aerodromes not listed in the Aeronautical Information Publication, indicate location in LAT/LONG.

DOF/ The date of flight departure in a six figure format (YYMMDD, where YY equals the year, MM equals the month and DD equals the day).

REG/ The nationality or common mark and registration mark of the aircraft, if different from the aircraft identification in Item

7. All aircraft intending to operate in the Reykjavik CTA shall insert in Item 18 of the flight plan the aircraft registration (following the REG/ indicator) and the aircraft address encoded as six hexadecimal characters (following the CODE/ designator).

EET/ The accumulated estimated elapsed time to each oceanic FIR boundary shall be specified in Item 18 of the flight plan.

Examples: EET/EINN0204

SEL/ SELCAL Code, for aircraft so equipped.

TYP/ Type(s) of aircraft, preceded if necessary without a space by number(s) of aircraft and separated by one space, if ZZZZ is inserted in Item 9.

Example: TYP/2F15 5F5 3B2

CODE/ Aircraft address (expressed in the form of an alphanumerical code of six hexadecimal characters). Example: "F00001" is the lowest aircraft address contained in the specific block administered by ICAO.

DLE/ Enroute delay or holding, insert the significant point(s) on the route where a delay is planned to occur, followed by the length of delay using four figure time in hours and minutes (hhmm).

Example: DLE/MDG0030

OPR/ ICAO designator or name of the aircraft operating agency, if different from the aircraft identification in item 7

ORGN/ The originator's 8 letter AFTN address or other appropriate contact details, in cases where the originator of the flight plan may not be readily identified, as required by the appropriate ATS authority.

PER/ Aircraft performance data, indicated by a single letter as specified in the Procedures for Air Navigation Services - Aircraft Operations (ICAO PANS-OPS, (Doc 8168)), Volume I - Flight Procedures.

ALTN/ Name of destination alternate aerodrome(s), if ZZZZ is inserted in Item 16. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG.

RALT/ ICAO four letter indicator(s) for en-route alternate(s), as specified in ICAO Doc 7910, Location Indicators, or name(s) of en-route alternate aerodrome(s), if no indicator is allocated. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG.

TALT/ ICAO four letter indicator(s) for take-off alternate, as specified in ICAO Doc 7910, Location Indicators, or name of take-off alternate aerodrome, if no indicator is allocated. For aerodromes not listed in the relevant Aeronautical Information Publication, indicate location in LAT/LONG.

RIF/ The route details to the revised destination aerodrome, following by the ICAO four-letter location indicator of the aerodrome. The revised route is subject to reclearance in flight.

Examples:

RIF/DTA HEC KLAX

RIF/ESP G94 CLA YPPH

RMK/ Any other plain language remarks.

ENR 1.8.3.1.3.10 ITEM 19: SUPPLEMENTARY INFORMATION

ENDURANCE.

After E/ INSERT a 4-figure group giving the fuel endurance in hours and minutes.

PERSONS ON BOARD.

After P/ INSERT the total number of persons (passengers and crew) on board, when required by the appropriate ATS authority. INSERT TBN (to be notified) if the total number of persons is not known at the time of filing.

EMERGENCY AND SURVIVAL EQUIPMENT

R/ (RADIO).

CROSS OUT U if UHF on frequency 243.0 MHz is not available.

CROSS OUT V if VHF on frequency 121.5 MHz is not available.

CROSS OUT E if emergency location transmitter (ELT) is not available.

S/ (SURVIVAL EQUIPMENT).

CROSS OUT all indicators if survival equipment is not carried.

CROSS OUT P if polar survival equipment is not carried.

CROSS OUT D if desert survival equipment is not carried.

CROSS OUT M if maritime survival equipment is not carried.

CROSS OUT J if jungle survival equipment is not carried.

J/ (JACKETS).

CROSS OUT all indicators if life jackets are not carried.

CROSS OUT L if life jackets are not equipped with lights.

CROSS OUT F if life jackets are not equipped with fluorescein.

CROSS OUT U or V or both as in R/ above to indicate radio capability of jackets, if any.

D/ (DINGHIES).

(NUMBER) - CROSS OUT indicators D and C if no dinghies are carried, or INSERT number of dinghies carried, and

(CAPACITY) INSERT total capacity, in persons, of all dinghies carried, and

(COVER) CROSS OUT indicator C if dinghies are not covered; and

(COLOUR) - INSERT colour of dinghies if carried.

A/ (AIRCRAFT COLOUR AND MARKINGS).

INSERT colour of aircraft and significant markings.

N/ (REMARKS).

CROSS OUT indicator N if no remarks, or INDICATE any other survival equipment carried and any other remarks regarding survival equipment.

C/ (PILOT).

INSERT name of pilot-in-command.

ENR 5.4 HINDRANIR Á FLUGLEIÐUM

ENR 5.4 AIR NAVIGATION OBSTACLES - EN-ROUTE

ENR 5.4.1 FLUGLEIÐSÖGUHINDRANIR

Hér eru birtar þær flugleiðsöguhindranir sem Isavia ANS er kunnugt um og eru yfir 328 ft (100 m) yfir jörðu.

ENR 5.4.1 AIR NAVIGATION OBSTRUCTIONS

On this page, air navigation obstructions which are known to Isavia ANS and which exceed 328 ft (100 m) GND.

OBST ID or designation	OBST type	OBST position	ELEV/HGT	OBST LGT Type/Colour	Remarks
1	2	3	4	5	6
BIRDOB1002	Antenna	635101N 0222800W	1065 FT / 1028 FT	Hazard light / FLG R	GRINDAVIK Pilots shall take notice of guy wires supporting antennas / Flugmenn skulu varast stög við loftnetin
BIRDOB1003	Antenna	635104N 0222707W	668 FT / 607 FT	Hazard light / FLG R	GRINDAVIK Pilots shall take notice of guy wires supporting antennas / Flugmenn skulu varast stög við loftnetin
BIRDOB1004	Antenna	645426N 0235521W	1410 FT / 1376 FT	Hazard light / FLG R	GUFUSKALAR Pilots shall take notice of guy wires supporting antennas / Flugmenn skulu varast stög við loftnetin
BIRDOB1005	Dam	645648N 0154730W	2080 FT / 650 FT	No light	KARAHNJUKAR
BIRDOB1007	MET MAST	651125N 0213719W	712 FT / 333 FT	Hazard light / FLG R	HRODNYJARSTADIR Dalabyggd



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

BIIS - ÍSAFJÖRÐUR / ISAFJORDUR

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

1	Hnattstaða flugvallar	660329N 0230807W
	ARP coordinates and site at AD	
2	Stefna og fjarlægð frá (borg)	Ísafjörður: 200° GEO, 4.3 KM (2.3 NM) frá Ísafirði
	Direction and distance from (city)	
3	Landhæð / viðmiðunarhitastig	8 FT / 12.3° 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	15° W (2019) / - 0.3°
	MAG VAR / Annual change	
6	Rekstraraðili flugvallar	Umdæmi 2 / District 2: Isavia Innanlandsflugvelli ehf. Ísafjarðarflugvelli 400 Ísafirði Iceland Tel: +354 424 5660 District manager / Umdæmisstjóri Tel: +354 424 4090 AFIS email: biistwr@isavia.is AFS: —
	Heimilisfang, sími, símbréf, netfang, AFS AD Administration Address, telephone, telefax, telex, AFS	
7	Leyfð flugumferð	VFR
	Types of traffic permitted (IFR/VFR)	
8	Athugasemdir	NIL
	Remarks	

BIIS AD 2.3 ÞJÓNUSTUTÍMAR

BIIS AD 2.3 OPERATIONAL HOURS

1	Rekstraraðili flugvallar	Á skrifstofutíma 0900-1600
	AD Administration	During Office Hours 0900-1600
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: 522 6310 IMO telephone: +354 522 6310
7	Flugumferðarþjónusta	AFIS: Sumartími / Summer 1. maí til 30. sept. / 1 May to 30 Sept. Mán. - fös./ Mon. - Fri.: 0700-1845 Lau./Sat.: 0800-1815 Sun./Sun.: 0800-1845
	ATS	AFIS: Vetrartími / Winter 1. okt. til 30. apríl. / 1 Oct. to 30. April Mán., Þri., Mið., fim., fös./Mon., Tue., Wed., Thu., Fri.: 0800-1800 Lau./Sat.: 1000-1630 Sun./Sun.: 1000-1800 Engin þjónusta, eftir kl. 1200, á aðfangadag og gamlársdag. Lokað föstudaginn langa, páskadag, jóladag og nýársdag. / No service, after 1200, Christmas Eve and New Year's Eve. Closed Good Friday, Easter Sunday, Christmas Day and New Year's Day.
8	Eldsneyti	AVGAS 100LL : Alla daga, þöntun í síma 892-3923 / 844-8500
	Fuelling	JET A-1 : Alla daga: 0900 - 1800 (þjónusta skv. beiðni takmörkuð) Ekki er þjónusta á nýársdag, páskadag og jóladag. / AVGAS 100LL 24/7 on request, phone 892-3923 /844-8500 JET A-1 All days: 0900 - 1800 (O/R Limited) No service New Year's Day, Easter Sunday and Christmas Day.

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

Ef ekki er hægt að slökkva á stöðvunarslá:

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:

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

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.

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.

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

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

2.23.6 Stop bars

If the stop bar cannot be switched off:

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:

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

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.

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.

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

Other birds are migratory birds from April to September.

BIKR AD 2.15 ÖNNUR LÝSING OG VARARAFMAGN
BIKR AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	Flugvallarviti - staðsetning	NIL
	ABN/IBN location, characteristics and hours of operation	
2	Vindpoki staðsetning og lýsing Vindmælir staðsetning og lýsing	Vindmælir/Anemometer: Snertisvæði brautar 36/18/ TDZ RWY 36/18
	LDI location and LGT Anemometer location and LGT	
3	Akbrautarhliðarljós og miðlínuljós	NIL
	TWY edge and centre line lighting	
4	Vararafmagn / skiptitími	NIL
	Secondary power supply / switch-over time	
5	Athugasemdir	NIL
	Remarks	

BIKR AD 2.16 LENDINGARSVÆÐI FYRIR ÞYRLUR
BIKR 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	8 FT
	TLOF and/or FATO elevation FT	
3	Stærð, yfirborð, styrkleiki, merking	Tjörubundin grús Asphalt stabilized gravel
	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	Flugbraut RWY
	Remarks	

BIKR AD 2.17 LOFTRÝMI FLUGUMFERÐARÞJÓNUSTU

BIKR AD 2.17 ATS AIRSPACE

1	Heiti og útlínur	UNCONTROLLED AIRSPACE ábyrgðarsvæði flugupplýsingaþjónustu er flugvöllurinn og næsta nágrenni hans. Næsta nágrenni flugvallar er skilgreint svæði þar sem flugvél er í umferðarhring, að koma í eða fara úr umferðarhring flugvallar Area of responsibility is the aerodrome and all aircraft flying in the vicinity of an aerodrome. An aircraft is in the vicinity of an aerodrome when it is in, entering or leaving an aerodrome traffic circuit.
	Designation and lateral limits	
2	Hæðarmörk	NIL
	Vertical limits	
3	Flokkun loftrýmis	Flokkur / Class G
	Airspace classification	
4	Kallmerki flugumferðarþjónustu og tungumál	Sauðárkrókur flugradió - Enska/English, Íslenska/Icelandic
	ATS unit call sign Language(s)	
5	Skiptihæð	7000 FT MSL
	Transition altitude	
6	Gildistími	H24
	Hours of applicability	
7	Athugasemdir	NIL
	Remarks	

BIKR AD 2.18 ATS FJARSKIPTABÚNAÐUR

BIKR 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
AFIS	Sauðárkrókur flugradió	119.100 MHZ	NIL	NIL	AFIS Available on request Ambulance and emergency flights	REYKJAVIK CONTROL 119.7

BIKR AD 2.19 FLUGLEIÐSÖGU- OG AÐFLUGSBÚNAÐUR

BIKR AD 2.19 RADIO NAVIGATION AND LANDING AIDS

NIL

BIKR AD 2.20 SVÆÐISBUNÐNAR UMFERÐARREGLUR BIKR AD 2.20 LOCAL TRAFFIC REGULATIONS

2.20.1 Flug fisa

Flug fisa er heimilt.

2.20.2 Takmarkanir kennslu- og æfingaflegs

NIL

2.20.3 Umferð á jörðu og stæði

Hafið samband við flugradíó

2.20.1 Microlight operations

Microlights are accepted

2.20.2 Training flights restrictions

NIL

2.20.3 Ground manoeuvring and parking

Contact AFIS for instructions

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

NIL

BIKR AD 2.22 FLUGAÐFERÐIR BIKR AD 2.22 FLIGHT PROCEDURES

NIL

BIKR AD 2.23 VIÐBÓTARUPPLÝSINGAR BIKR AD 2.23 ADDITIONAL INFORMATION

2.23.1 Fuglar á og við flugvöllinn

Það er talsvert um spörfugla og endur í mýrunum kringum flugvöllinn.

Álftir og gæsir eru á Miklavatni suðvestur af brautinni en verpa lítið við flugvöllinn.

Kríuvarp er vestan við flugvöllinn.

2.23.2 Birds on and around the airport

There is a lot of passerine and ducks in the moorland around the airfield.

Swan and graylag goose are on Miklavatn lake southwest of the runway but rarely lay their eggs around the airfield. Tern lay their eggs west of the airfield.

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

Kort / Charts	Blaðsíðunúmer / Page Number
BIKR Aerodrome Chart	AD 2 BIKR 2 - 1
BIKR Instrument Approach Chart - ICAO RNP RWY 36	AD 2 BIKR 6 - 1

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

NIL