

AIP – ÍSLAND/ICELAND

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**AIP NON AIRAC
AMDT 01/2025
24 JAN 2025**

EFFECTIVE 24 JAN 2025



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
Temporal reference system	Time checks accurate to the nearest minute	GEN 2.1.2
List of aeronautical charts available	List updated	GEN 3.2.5
Broadcasting service	ATIS broadcast - Akureyri added	GEN 3.4.3.3
AD Charges	Url updated	GEN 4.1
ENR		
Balloons, kites and remotely piloted aircraft (drones or model aircraft)	Chapter updated after the implementation of Regul. 1360/2024 that implements EU regul. 2019/947 and 2019/945	ENR 1.1.10
Aircraft identification	The pilot shall consider that the aircraft is identified when the aircraft is operating above FL285 in the whole of Reykjavík CTA	ENR 1.6.3.3
Reduced navigation performance	Paragraph moved into ENR 1.8.2.1.3.3	ENR 1.8.2.1.2.3
Procedures for aircraft suffering loss of navigation capability before entry into the NAT HLA	Paragraph updated in accordance with ICAO NAT Doc 007	ENR 1.8.2.1.3.3
AD		
BIAR Akureyri	Aerodrome Chart - Editorial	AD 2 BIAR 2 - 1
	WPT coordinates	AD 2 BIAR 4 - 1/2
	LOC A CAT C and D - Date of backpage corrected	AD 2 BIAR 6 - 7/8
BIEG Egilsstaðir	BIEG Birds on and around the airport - For safety purposes startup will not be allowed when another aircraft has lined up on the runway	BIEG AD 2.23.2
BIHU - Husavík	Operational hours updated	BIHU AD 2.3
BIHN - Hofn Hornafirði	Operational hours updated	BIHN AD 2.3
	AD OBST - Remark added	BIHN AD 2.10
BIRK - Reykjavík	Birds on and around the aerodrome - Editorial	BIRK AD 2.23.2
BIKF - Keflavík	Keflavík East Apron - Aircraft shall not be moved on the aprons without coordination with ground	AD 2 BIKF 2 - 7
BIFL - Fludir	AD OBST - Remark added	BIFL AD 2.10
BIKL - Kirkjubæjarklaustur	AD OBST - Remark added	BIKL AD 2.10
BIND - Nyidalur	AD OBST - Remark added	BIND AD 2.10
BISV - Skalavatn	AD OBST - Remark added	BISV AD 2.10
BIVI - Vík	AD OBST - Remark added	BIVI AD 2.10

SUPs - AIP Supplements	
Framkvæmdir á flugbraut 10/28 á Keflavíkflugvelli Construction work on RWY 10/28 at Keflavik Airport	SUP 01/2025
AICs - Aeronautical information circulars	
NIL	

GEN

GEN 0.2 - 1	23 JAN 2025
GEN 0.2 - 2	23 JAN 2025
GEN 0.3 - 3	23 JAN 2025
GEN 0.3 - 4	23 JAN 2025
GEN 0.4 - 1	23 JAN 2025
GEN 0.4 - 2	23 JAN 2025
GEN 0.4 - 3	23 JAN 2025
GEN 0.4 - 4	23 JAN 2025
GEN 0.4 - 5	23 JAN 2025
GEN 0.4 - 6	23 JAN 2025
GEN 0.4 - 7	23 JAN 2025
GEN 0.4 - 8	23 JAN 2025
GEN 0.4 - 9	23 JAN 2025
GEN 0.4 - 10	23 JAN 2025
GEN 0.6 - 5	06 OCT 2023
GEN 0.6 - 6	06 OCT 2023
GEN 2.1 - 1	04 OCT 2024
GEN 2.1 - 2	04 OCT 2024
GEN 3.2 - 5	23 JAN 2025
GEN 3.2 - 6	23 JAN 2025
GEN 3.2 - 7	23 JAN 2025
GEN 3.2 - 8	23 JAN 2025
GEN 3.4 - 3	03 OCT 2024
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GEN 4.1 - 1	18 JUN 2021
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ENR

ENR 0.6 - 1	04 OCT 2024
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ENR 1.1 - 3	11 AUG 2023
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ENR 1.1 - 5	21 MAR 2024
ENR 1.1 - 6	21 MAR 2024
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ENR 1.6 - 8	22 MAR 2024
ENR 1.8 - 1	26 JAN 2024
ENR 1.8 - 2	26 JAN 2024
ENR 1.8 - 3	21 MAR 2024
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ENR 1.8 - 5	04 OCT 2024
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ENR 1.8 - 9	06 OCT 2022
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ENR 1.8 - 11	06 OCT 2023
ENR 1.8 - 12	06 OCT 2023
ENR 1.8 - 13	06 OCT 2023
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ENR 1.8 - 16	06 OCT 2022
ENR 1.8 - 17	06 OCT 2023

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GEN 0.6 - 5	24 JAN 2025
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GEN 2.1 - 1	24 JAN 2025
GEN 2.1 - 2	24 JAN 2025
GEN 3.2 - 5	24 JAN 2025
GEN 3.2 - 6	24 JAN 2025
GEN 3.2 - 7	24 JAN 2025
GEN 3.2 - 8	24 JAN 2025
GEN 3.4 - 3	24 JAN 2025
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GEN 4.1 - 1	24 JAN 2025
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ENR

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ENR 1.8 - 3	24 JAN 2025
ENR 1.8 - 4	24 JAN 2025
ENR 1.8 - 5	24 JAN 2025
ENR 1.8 - 6	24 JAN 2025
ENR 1.8 - 7	24 JAN 2025
ENR 1.8 - 8	24 JAN 2025
ENR 1.8 - 9	24 JAN 2025
ENR 1.8 - 10	24 JAN 2025
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ENR 1.8 - 12	24 JAN 2025
ENR 1.8 - 13	24 JAN 2025
ENR 1.8 - 14	24 JAN 2025
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ENR 1.8 - 17	24 JAN 2025

Eldri síður: / Old pages:

Nýjar síður: / New pages:

ENR 1.8 - 18	06 OCT 2023	ENR 1.8 - 18	24 JAN 2025
ENR 1.8 - 19	29 NOV 2024	ENR 1.8 - 19	24 JAN 2025
ENR 1.8 - 20	29 NOV 2024	ENR 1.8 - 20	24 JAN 2025
ENR 1.8 - 21	04 OCT 2024	ENR 1.8 - 21	24 JAN 2025
ENR 1.8 - 22	04 OCT 2024	ENR 1.8 - 22	24 JAN 2025
ENR 1.8 - 23	06 OCT 2022	ENR 1.8 - 23	24 JAN 2025
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ENR 1.8 - 25	04 OCT 2024	ENR 1.8 - 25	24 JAN 2025
ENR 1.8 - 26	04 OCT 2024	ENR 1.8 - 26	24 JAN 2025
ENR 1.8 - 27	22 MAR 2024	ENR 1.8 - 27	24 JAN 2025
ENR 1.8 - 28	22 MAR 2024	ENR 1.8 - 28	24 JAN 2025
ENR 1.8 - 29	06 OCT 2022	ENR 1.8 - 29	24 JAN 2025
ENR 1.8 - 30	06 OCT 2022	ENR 1.8 - 30	24 JAN 2025
ENR 1.8 - 31	04 OCT 2024	ENR 1.8 - 31	24 JAN 2025
ENR 1.8 - 32	04 OCT 2024	ENR 1.8 - 32	24 JAN 2025
ENR 1.8 - 33	04 OCT 2024	ENR 1.8 - 33	24 JAN 2025
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		ENR 1.8 - 35	24 JAN 2025
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AD

AD 2 BIAR 2 - 1	23 JAN 2025
AD 2 BIAR 2 - 2	23 JAN 2025
AD 2 BIAR 4 - 1	23 MAR 2023
AD 2 BIAR 4 - 2	23 MAR 2023
AD 2 BIAR 6 - 7	23 JAN 2025
AD 2 BIAR 6 - 8	23 JAN 2025
AD 2 BIEG 1 - 13	28 NOV 2024
AD 2 BIEG 1 - 14	28 NOV 2024
AD 2 BIHU 1 - 1	16 MAY 2024
AD 2 BIHU 1 - 2	16 MAY 2024
AD 2 BIHN 1 - 1	24 MAR 2023
AD 2 BIHN 1 - 2	24 MAR 2023
AD 2 BIHN 1 - 5	28 JAN 2022
AD 2 BIHN 1 - 6	28 JAN 2022
AD 2 BIKF 2 - 7	11 JUL 2024
AD 2 BIKF 2 - 8	11 JUL 2024
AD 2 BIRK 1 - 29	28 NOV 2024
AD 2 BIRK 1 - 30	28 NOV 2024

LS

AD 2 BIFL 1 - 3	25 MAR 2021
AD 2 BIFL 1 - 4	25 MAR 2021
AD 2 BIKL 1 - 1	18 JUN 2021
AD 2 BIKL 1 - 2	18 JUN 2021
AD 2 BIND 1 - 3	23 APR 2021
AD 2 BIND 1 - 4	23 APR 2021
AD 2 BISV 1 - 3	25 MAR 2021
AD 2 BISV 1 - 4	25 MAR 2021
AD 2 BIVI 1 - 3	25 MAR 2021
AD 2 BIVI 1 - 4	25 MAR 2021

AD

AD 2 BIAR 2 - 1	24 JAN 2025
AD 2 BIAR 2 - 2	24 JAN 2025
AD 2 BIAR 4 - 1	24 JAN 2025
AD 2 BIAR 4 - 2	24 JAN 2025
AD 2 BIAR 6 - 7	24 JAN 2025
AD 2 BIAR 6 - 8	24 JAN 2025
AD 2 BIEG 1 - 13	24 JAN 2025
AD 2 BIEG 1 - 14	24 JAN 2025
AD 2 BIHU 1 - 1	24 JAN 2025
AD 2 BIHU 1 - 2	24 JAN 2025
AD 2 BIHN 1 - 1	24 JAN 2025
AD 2 BIHN 1 - 2	24 JAN 2025
AD 2 BIHN 1 - 5	24 JAN 2025
AD 2 BIHN 1 - 6	24 JAN 2025
AD 2 BIKF 2 - 7	24 JAN 2025
AD 2 BIKF 2 - 8	24 JAN 2025
AD 2 BIRK 1 - 29	24 JAN 2025
AD 2 BIRK 1 - 30	24 JAN 2025

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AD 2 BIFL 1 - 3	24 JAN 2025
AD 2 BIFL 1 - 4	24 JAN 2025
AD 2 BIKL 1 - 1	24 JAN 2025
AD 2 BIKL 1 - 2	24 JAN 2025
AD 2 BIND 1 - 3	24 JAN 2025
AD 2 BIND 1 - 4	24 JAN 2025
AD 2 BISV 1 - 3	24 JAN 2025
AD 2 BISV 1 - 4	24 JAN 2025
AD 2 BIVI 1 - 3	24 JAN 2025
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VIÐBÆTUR
Nýjar viðbætur

Nýjar viðbætur - utan útgáfu

SUP 01/2025

Engar / NIL

Viðbætur felldar úr gildi

Engar / NIL

UPPLÝSINGABRÉF (AIC)
Ný upplýsingabréf

Ný upplýsingabréf - utan útgáfu

Engin / NIL

Engin / NIL

Upplýsingabréf felld úr gildi

A 09/2024

Efni eftirfarandi NOTAM skeyta birt í útgáfunni:

B 0004/25

SUPPLEMENTS
New Supplements

New Supplements - outside publication

Supplements hereby cancelled

AIC
New AIC

New AICs - outside publication

AICs hereby cancelled

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	
A 01/2025	30 NOV 2024	23 JAN 2025	

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	
AMDT 01/2025	24 JAN 2025	24 JAN 2025	

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 - 29 NOV 2024	Replaced with SUP 16/2024 29 NOV 2024
15/2024	Tímabundnar hindranir sem standa lengur en þrjá mánuði / Temporary obstacles with duration longer than three months	BIAR AD 2.10 BIRK AD 2.10	29 NOV 2024 - UFN	
16/2024	Dróni Fiskistofu / Directorate of Fisheries drone	NA	29 NOV 2024 - UFN	
01/2025	Framkvæmdir á flugbraut 10/28 á Keflavíkflugvelli / Construction work on RWY 10/28 at Keflavik Airport	BIKF AD 2	24 JAN 2025 - 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	24 JAN 2025	1.7 - 17	12 AUG 2022	2.2 - 13	25 MAR 2021
0.2 - 2	24 JAN 2025	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	24 JAN 2025	1.7 - 21	12 AUG 2022	2.2 - 17	05 OCT 2023
0.3 - 4	24 JAN 2025	1.7 - 22	12 AUG 2022	2.2 - 18	05 OCT 2023
0.4 - 1	24 JAN 2025	1.7 - 23	17 MAY 2024	2.2 - 19	21 MAR 2024
0.4 - 2	24 JAN 2025	1.7 - 24	17 MAY 2024	2.2 - 20	21 MAR 2024
0.4 - 3	24 JAN 2025	1.7 - 25	12 AUG 2022	2.2 - 21	25 MAR 2021
0.4 - 4	24 JAN 2025	1.7 - 26	12 AUG 2022	2.2 - 22	25 MAR 2021
0.4 - 5	24 JAN 2025	1.7 - 27	12 AUG 2022	2.2 - 23	29 NOV 2024
0.4 - 6	24 JAN 2025	1.7 - 28	12 AUG 2022	2.2 - 24	29 NOV 2024
0.4 - 7	24 JAN 2025	1.7 - 29	12 AUG 2022	2.2 - 25	29 NOV 2024
0.4 - 8	24 JAN 2025	1.7 - 30	12 AUG 2022	2.2 - 26	29 NOV 2024
0.4 - 9	24 JAN 2025	1.7 - 31	12 AUG 2022	2.2 - 27	07 OCT 2021
0.4 - 10	24 JAN 2025	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	23 JAN 2025	1.7 - 37	12 AUG 2022	2.2 - 33	25 MAR 2021
0.6 - 4	23 JAN 2025	1.7 - 38	12 AUG 2022	2.2 - 34	25 MAR 2021
0.6 - 5	24 JAN 2025	1.7 - 39	12 AUG 2022	2.3 - 1	25 MAR 2021
0.6 - 6	24 JAN 2025	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	28 NOV 2024
1.4 - 2	18 JUN 2021	1.7 - 54	17 MAY 2024	2.4 - 2	28 NOV 2024
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
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1.6 - 2	22 MAR 2024	GEN 2		2.6 - 2	25 MAR 2021
1.7 - 1	17 MAY 2024	2.1 - 1	24 JAN 2025	2.6 - 3	25 MAR 2021
1.7 - 2	17 MAY 2024	2.1 - 2	24 JAN 2025	2.6 - 4	25 MAR 2021
1.7 - 3	12 AUG 2022	2.1 - 3	23 JAN 2025	2.6 - 5	25 MAR 2021
1.7 - 4	12 AUG 2022	2.1 - 4	23 JAN 2025	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
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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	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	24 JAN 2025
2.7 - 16	27 JAN 2023	3.5 - 14	25 JAN 2024	1.6 - 8	24 JAN 2025
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	24 JAN 2025
3.1 - 1	04 OCT 2024	GEN 4		1.8 - 2	24 JAN 2025
3.1 - 2	04 OCT 2024	4.1 - 1	24 JAN 2025	1.8 - 3	24 JAN 2025
3.1 - 3	04 OCT 2024	4.1 - 2	24 JAN 2025	1.8 - 4	24 JAN 2025
3.1 - 4	04 OCT 2024	4.2 - 1	02 DEC 2022	1.8 - 5	24 JAN 2025
3.1 - 5	23 JAN 2025	4.2 - 2	02 DEC 2022	1.8 - 6	24 JAN 2025
3.1 - 6	23 JAN 2025			1.8 - 7	24 JAN 2025
3.1 - 7	04 OCT 2024	ENR 0		1.8 - 8	24 JAN 2025
3.1 - 8	04 OCT 2024	0.1 - 1	25 MAR 2021	1.8 - 9	24 JAN 2025
3.2 - 1	04 OCT 2024	0.1 - 2	25 MAR 2021	1.8 - 10	24 JAN 2025
3.2 - 2	04 OCT 2024	0.2 - 1	18 JUN 2021	1.8 - 11	24 JAN 2025
3.2 - 3	12 JUL 2024	0.2 - 2	18 JUN 2021	1.8 - 12	24 JAN 2025
3.2 - 4	12 JUL 2024	0.3 - 1	18 JUN 2021	1.8 - 13	24 JAN 2025
3.2 - 5	24 JAN 2025	0.3 - 2	18 JUN 2021	1.8 - 14	24 JAN 2025
3.2 - 6	24 JAN 2025	0.4 - 1	25 MAR 2021	1.8 - 15	24 JAN 2025
3.2 - 7	24 JAN 2025	0.4 - 2	25 MAR 2021	1.8 - 16	24 JAN 2025
3.2 - 8	24 JAN 2025	0.5 - 1	18 JUN 2021	1.8 - 17	24 JAN 2025
3.2 - 9	29 NOV 2024	0.5 - 2	18 JUN 2021	1.8 - 18	24 JAN 2025
3.2 - 10	29 NOV 2024	0.6 - 1	24 JAN 2025	1.8 - 19	24 JAN 2025
3.3 - 1	17 MAY 2024	0.6 - 2	24 JAN 2025	1.8 - 20	24 JAN 2025
3.3 - 2	17 MAY 2024	0.6 - 3	21 MAR 2024	1.8 - 21	24 JAN 2025
3.3 - 3	23 MAR 2023	0.6 - 4	21 MAR 2024	1.8 - 22	24 JAN 2025
3.3 - 4	23 MAR 2023	0.6 - 5	21 MAR 2024	1.8 - 23	24 JAN 2025
3.3 - 5	04 OCT 2024	0.6 - 6	21 MAR 2024	1.8 - 24	24 JAN 2025
3.3 - 6	04 OCT 2024			1.8 - 25	24 JAN 2025
3.4 - 1	04 OCT 2024	ENR 1		1.8 - 26	24 JAN 2025
3.4 - 2	04 OCT 2024	1.1 - 1	11 AUG 2023	1.8 - 27	24 JAN 2025
3.4 - 3	24 JAN 2025	1.1 - 2	11 AUG 2023	1.8 - 28	24 JAN 2025
3.4 - 4	24 JAN 2025	1.1 - 3	24 JAN 2025	1.8 - 29	24 JAN 2025
3.4 - 5	26 JAN 2024	1.1 - 4	24 JAN 2025	1.8 - 30	24 JAN 2025
3.4 - 6	26 JAN 2024	1.1 - 5	24 JAN 2025	1.8 - 31	24 JAN 2025
3.4 - 7	04 OCT 2024	1.1 - 6	24 JAN 2025	1.8 - 32	24 JAN 2025
3.4 - 8	04 OCT 2024	1.2 - 1	01 DEC 2023	1.8 - 33	24 JAN 2025
3.4 - 9	04 OCT 2024	1.2 - 2	01 DEC 2023	1.8 - 34	24 JAN 2025
3.4 - 10	04 OCT 2024	1.2 - 3	08 OCT 2021	1.8 - 35	24 JAN 2025
3.4 - 11	04 OCT 2024	1.2 - 4	08 OCT 2021	1.8 - 36	24 JAN 2025
3.4 - 12	04 OCT 2024	1.3 - 1	28 JAN 2022	1.9 - 1	04 OCT 2024
3.4 - 13	17 MAY 2024	1.3 - 2	28 JAN 2022	1.9 - 2	04 OCT 2024
3.4 - 14	17 MAY 2024	1.4 - 1	25 MAR 2022	1.9 - 3	04 OCT 2024
3.5 - 1	04 OCT 2024				

1.9 - 4	04 OCT 2024	3.2 - 16	04 OCT 2024	5.3 - 6	11 AUG 2023
1.10 - 1	22 MAR 2024	3.2 - 17	04 OCT 2024	5.4 - 1	29 NOV 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
		4.1 - 1	11 JUL 2024	6.1 - 15	21 MAR 2024
		4.1 - 2	11 JUL 2024	6.1 - 16	21 MAR 2024
ENR 2		4.2 - 1	18 JUN 2021		
2.1 - 1	23 JAN 2025	4.2 - 2	18 JUN 2021	AD 0	
2.1 - 2	23 JAN 2025	4.3 - 1	08 OCT 2021	0.1 - 1	25 MAR 2021
2.1 - 3	09 AUG 2024	4.3 - 2	08 OCT 2021	0.1 - 2	25 MAR 2021
2.1 - 4	09 AUG 2024	4.3 - 3	18 JUN 2021	0.2 - 1	18 JUN 2021
2.1 - 5	01 DEC 2023	4.3 - 4	18 JUN 2021	0.2 - 2	18 JUN 2021
2.1 - 6	01 DEC 2023	4.3 - 5	04 OCT 2024	0.3 - 1	18 JUN 2021
2.1 - 7	17 MAY 2024	4.3 - 6	04 OCT 2024	0.3 - 2	18 JUN 2021
2.1 - 8	17 MAY 2024	4.4 - 1	21 MAR 2024	0.4 - 1	25 MAR 2021
2.2 - 1	04 OCT 2024	4.4 - 2	21 MAR 2024	0.4 - 2	25 MAR 2021
2.2 - 2	04 OCT 2024	4.4 - 3	17 MAY 2024	0.5 - 1	18 JUN 2021
2.2 - 3	23 JAN 2025	4.4 - 4	17 MAY 2024	0.5 - 2	18 JUN 2021
2.2 - 4	23 JAN 2025	4.4 - 5	03 OCT 2024	0.6 - 1	28 NOV 2024
		4.4 - 6	03 OCT 2024	0.6 - 2	28 NOV 2024
ENR 3		4.4 - 7	03 OCT 2024	0.6 - 3	24 MAR 2023
3.1 - 1	05 OCT 2023	4.4 - 8	03 OCT 2024	0.6 - 4	24 MAR 2023
3.1 - 2	05 OCT 2023	4.5 - 1	18 JUN 2021	0.6 - 5	24 MAR 2023
3.1 - 3	05 OCT 2023	4.5 - 2	18 JUN 2021	0.6 - 6	24 MAR 2023
3.1 - 4	05 OCT 2023			0.6 - 7	24 MAR 2023
3.2 - 1	04 OCT 2024	ENR 5		0.6 - 8	24 MAR 2023
3.2 - 2	04 OCT 2024	5.1 - 1	22 MAR 2024	0.6 - 9	23 JAN 2025
3.2 - 3	04 OCT 2024	5.1 - 2	22 MAR 2024	0.6 - 10	23 JAN 2025
3.2 - 4	04 OCT 2024	5.2 - 1	05 OCT 2023	0.6 - 11	24 MAR 2023
3.2 - 5	04 OCT 2024	5.2 - 2	05 OCT 2023	0.6 - 12	24 MAR 2023
3.2 - 6	04 OCT 2024	5.2 - 3	06 OCT 2023	0.6 - 13	24 MAR 2023
3.2 - 7	04 OCT 2024	5.2 - 4	06 OCT 2023	0.6 - 14	24 MAR 2023
3.2 - 8	04 OCT 2024	5.2 - 5	06 OCT 2023	0.6 - 15	28 NOV 2024
3.2 - 9	04 OCT 2024	5.2 - 6	06 OCT 2023	0.6 - 16	28 NOV 2024
3.2 - 10	04 OCT 2024	5.3 - 1	11 AUG 2023	0.6 - 17	28 NOV 2024
3.2 - 11	04 OCT 2024	5.3 - 2	11 AUG 2023	0.6 - 18	28 NOV 2024
3.2 - 12	04 OCT 2024	5.3 - 3	11 AUG 2023	0.6 - 19	28 NOV 2024
3.2 - 13	04 OCT 2024	5.3 - 4	11 AUG 2023	0.6 - 20	28 NOV 2024
3.2 - 14	04 OCT 2024	5.3 - 5	11 AUG 2023	0.6 - 21	28 NOV 2024
3.2 - 15	04 OCT 2024				

0.6 - 22	28 NOV 2024	AD 2 BIAR 1 - 12	01 DEC 2022	AD 2 BIAR 7 - 18	23 JAN 2025
0.6 - 23	28 NOV 2024	AD 2 BIAR 1 - 13	01 DEC 2023	AD 2 BIAR 7 - 19	23 JAN 2025
0.6 - 24	28 NOV 2024	AD 2 BIAR 1 - 14	01 DEC 2023	AD 2 BIAR 7 - 20	23 JAN 2025
0.6 - 25	28 NOV 2024	AD 2 BIAR 1 - 15	23 JAN 2025	AD 2 BIAR 8 - 1	23 JAN 2025
0.6 - 26	28 NOV 2024	AD 2 BIAR 1 - 16	23 JAN 2025	AD 2 BIAR 8 - 2	23 JAN 2025
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
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		AD 2 BIAR 6 - 5	23 JAN 2025	AD 2 BIBD 6 - 1	11 JUL 2024
		AD 2 BIAR 6 - 6	23 JAN 2025	AD 2 BIBD 6 - 2	11 JUL 2024
		AD 2 BIAR 6 - 7	24 JAN 2025	AD 2 BIBD 6 - 3	18 MAY 2023
		AD 2 BIAR 6 - 8	24 JAN 2025	AD 2 BIBD 6 - 4	18 MAY 2023
		AD 2 BIAR 6 - 9	23 JAN 2025	AD 2 BIBD 7 - 1	18 JUN 2021
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		AD 2 BIAR 6 - 11	23 JAN 2025	AD 2 BIBD 8 - 1	18 JUN 2021
		AD 2 BIAR 6 - 12	23 JAN 2025	AD 2 BIBD 8 - 2	18 JUN 2021
		AD 2 BIAR 6 - 13	23 JAN 2025	AD 2 BIEG 1 - 1	24 MAR 2023
		AD 2 BIAR 6 - 14	23 JAN 2025	AD 2 BIEG 1 - 2	24 MAR 2023
		AD 2 BIAR 6 - 15	23 JAN 2025	AD 2 BIEG 1 - 3	24 MAR 2023
		AD 2 BIAR 6 - 16	23 JAN 2025	AD 2 BIEG 1 - 4	24 MAR 2023
		AD 2 BIAR 7 - 1	23 JAN 2025	AD 2 BIEG 1 - 5	03 OCT 2024
		AD 2 BIAR 7 - 2	23 JAN 2025	AD 2 BIEG 1 - 6	03 OCT 2024
		AD 2 BIAR 7 - 3	23 JAN 2025	AD 2 BIEG 1 - 7	09 AUG 2024
		AD 2 BIAR 7 - 4	23 JAN 2025	AD 2 BIEG 1 - 8	09 AUG 2024
		AD 2 BIAR 7 - 5	23 JAN 2025	AD 2 BIEG 1 - 9	18 MAY 2023
		AD 2 BIAR 7 - 6	23 JAN 2025	AD 2 BIEG 1 - 10	18 MAY 2023
		AD 2 BIAR 7 - 7	23 JAN 2025	AD 2 BIEG 1 - 11	22 MAR 2024
		AD 2 BIAR 7 - 8	23 JAN 2025	AD 2 BIEG 1 - 12	22 MAR 2024
		AD 2 BIAR 7 - 9	23 JAN 2025	AD 2 BIEG 1 - 13	24 JAN 2025
		AD 2 BIAR 7 - 10	23 JAN 2025	AD 2 BIEG 1 - 14	24 JAN 2025
		AD 2 BIAR 7 - 11	23 JAN 2025	AD 2 BIEG 1 - 15	24 MAR 2023
		AD 2 BIAR 7 - 12	23 JAN 2025	AD 2 BIEG 1 - 16	24 MAR 2023
		AD 2 BIAR 7 - 13	23 JAN 2025	AD 2 BIEG 2 - 1	03 OCT 2024
		AD 2 BIAR 7 - 14	23 JAN 2025	AD 2 BIEG 2 - 2	03 OCT 2024
		AD 2 BIAR 7 - 15	23 JAN 2025	AD 2 BIEG 3 - 1	18 JUN 2021
		AD 2 BIAR 7 - 16	23 JAN 2025	AD 2 BIEG 3 - 2	18 JUN 2021
		AD 2 BIAR 7 - 17	23 JAN 2025	AD 2 BIEG 4 - 1	18 JUN 2021
AD 1					
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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	23 JAN 2025				
AD 2 BIAR 1 - 2	23 JAN 2025				
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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 BIEG 4 - 2	18 JUN 2021	AD 2 BIGR 1 - 10	01 DEC 2023	AD 2 BIHN 1 - 10	05 OCT 2023
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AD 2 BIEG 6 - 5	18 MAY 2023	AD 2 BIGR 4 - 1	18 JUN 2021	AD 2 BIHN 3 - 1	18 JUN 2021
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AD 2 BIEG 6 - 7	18 MAY 2023	AD 2 BIGR 5 - 1	18 JUN 2021	AD 2 BIHN 4 - 1	18 JUN 2021
AD 2 BIEG 6 - 8	18 MAY 2023	AD 2 BIGR 5 - 2	18 JUN 2021	AD 2 BIHN 4 - 2	18 JUN 2021
AD 2 BIEG 6 - 9	18 MAY 2023	AD 2 BIGR 6 - 1	23 JAN 2025	AD 2 BIHN 5 - 1	18 JUN 2021
AD 2 BIEG 6 - 10	18 MAY 2023	AD 2 BIGR 6 - 2	23 JAN 2025	AD 2 BIHN 5 - 2	18 JUN 2021
AD 2 BIEG 7 - 1	03 OCT 2024	AD 2 BIGR 6 - 3	23 JAN 2025	AD 2 BIHN 6 - 1	12 AUG 2022
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AD 2 BIEG 8 - 1	18 JUN 2021	AD 2 BIHU 1 - 1	24 JAN 2025	AD 2 BIHN 7 - 1	18 JUN 2021
AD 2 BIEG 8 - 2	18 JUN 2021	AD 2 BIHU 1 - 2	24 JAN 2025	AD 2 BIHN 7 - 2	18 JUN 2021
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AD 2 BIGJ 1 - 3	27 JAN 2023	AD 2 BIHU 1 - 5	18 JUN 2021	AD 2 BIIS 1 - 1	29 NOV 2024
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AD 2 BIGJ 1 - 5	27 JAN 2023	AD 2 BIHU 1 - 7	09 AUG 2024	AD 2 BIIS 1 - 3	27 JAN 2023
AD 2 BIGJ 1 - 6	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 3 - 1	18 JUN 2021	AD 2 BIHU 4 - 1	18 JUN 2021	AD 2 BIIS 1 - 15	27 JAN 2023
AD 2 BIGJ 3 - 2	18 JUN 2021	AD 2 BIHU 4 - 2	18 JUN 2021	AD 2 BIIS 1 - 16	27 JAN 2023
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AD 2 BIGJ 5 - 2	18 JUN 2021	AD 2 BIHU 6 - 2	17 MAY 2024	AD 2 BIIS 2 - 2	25 MAR 2021
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AD 2 BIGJ 6 - 2	25 MAR 2021	AD 2 BIHU 6 - 4	16 MAY 2024	AD 2 BIIS 3 - 2	18 JUN 2021
AD 2 BIGJ 6 - 3	24 MAR 2022	AD 2 BIHU 7 - 1	17 MAY 2024	AD 2 BIIS 4 - 1	18 JUN 2021
AD 2 BIGJ 6 - 4	24 MAR 2022	AD 2 BIHU 7 - 2	17 MAY 2024	AD 2 BIIS 4 - 2	18 JUN 2021
AD 2 BIGJ 7 - 1	18 JUN 2021	AD 2 BIHU 7 - 3	17 MAY 2024	AD 2 BIIS 5 - 1	18 JUN 2021
AD 2 BIGJ 7 - 2	18 JUN 2021	AD 2 BIHU 7 - 4	17 MAY 2024	AD 2 BIIS 5 - 2	18 JUN 2021
AD 2 BIGJ 8 - 1	18 JUN 2021	AD 2 BIHU 8 - 1	18 JUN 2021	AD 2 BIIS 6 - 1	25 MAR 2021
AD 2 BIGJ 8 - 2	18 JUN 2021	AD 2 BIHU 8 - 2	18 JUN 2021	AD 2 BIIS 6 - 2	25 MAR 2021
AD 2 BIGR 1 - 1	24 MAR 2023	AD 2 BIHN 1 - 1	24 JAN 2025	AD 2 BIIS 6 - 3	25 MAR 2021
AD 2 BIGR 1 - 2	24 MAR 2023	AD 2 BIHN 1 - 2	24 JAN 2025	AD 2 BIIS 6 - 4	25 MAR 2021
AD 2 BIGR 1 - 3	01 DEC 2023	AD 2 BIHN 1 - 3	03 DEC 2021	AD 2 BIIS 6 - 5	25 MAR 2021
AD 2 BIGR 1 - 4	01 DEC 2023	AD 2 BIHN 1 - 4	03 DEC 2021	AD 2 BIIS 6 - 6	25 MAR 2021
AD 2 BIGR 1 - 5	01 DEC 2023	AD 2 BIHN 1 - 5	24 JAN 2025	AD 2 BIIS 7 - 1	25 MAR 2021
AD 2 BIGR 1 - 6	01 DEC 2023	AD 2 BIHN 1 - 6	24 JAN 2025	AD 2 BIIS 7 - 2	25 MAR 2021
AD 2 BIGR 1 - 7	09 AUG 2024	AD 2 BIHN 1 - 7	09 AUG 2024	AD 2 BIIS 8 - 1	18 JUN 2021
AD 2 BIGR 1 - 8	09 AUG 2024	AD 2 BIHN 1 - 8	09 AUG 2024	AD 2 BIIS 8 - 2	18 JUN 2021
AD 2 BIGR 1 - 9	01 DEC 2023	AD 2 BIHN 1 - 9	05 OCT 2023	AD 2 BIKF 1 - 1	09 AUG 2024

AD 2 BIKF 1 - 2	09 AUG 2024	AD 2 BIKF 5 - 6	12 JUL 2024	AD 2 BIKF 7 - 8	03 OCT 2024
AD 2 BIKF 1 - 3	26 JAN 2024	AD 2 BIKF 5 - 7	12 JUL 2024	AD 2 BIKF 7 - 9	03 OCT 2024
AD 2 BIKF 1 - 4	26 JAN 2024	AD 2 BIKF 5 - 8	12 JUL 2024	AD 2 BIKF 7 - 10	03 OCT 2024
AD 2 BIKF 1 - 5	24 MAR 2023	AD 2 BIKF 5 - 9	12 JUL 2024	AD 2 BIKF 7 - 11	03 OCT 2024
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
AD 2 BIKF 1 - 10	04 OCT 2024	AD 2 BIKF 5 - 14	12 JUL 2024	AD 2 BIKF 7 - 16	03 OCT 2024
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
AD 2 BIKF 1 - 14	09 AUG 2024	AD 2 BIKF 5 - 18	11 JUL 2024	AD 2 BIKF 7 - 20	23 MAR 2023
AD 2 BIKF 1 - 15	04 OCT 2024	AD 2 BIKF 5 - 19	11 JUL 2024	AD 2 BIKF 7 - 21	23 MAR 2023
AD 2 BIKF 1 - 16	04 OCT 2024	AD 2 BIKF 5 - 20	11 JUL 2024	AD 2 BIKF 7 - 22	23 MAR 2023
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
AD 2 BIKF 1 - 21	23 JAN 2025	AD 2 BIKF 6 - 1	22 MAR 2024	AD 2 BIKF 8 - 1	04 OCT 2024
AD 2 BIKF 1 - 22	23 JAN 2025	AD 2 BIKF 6 - 2	22 MAR 2024	AD 2 BIKF 8 - 2	04 OCT 2024
AD 2 BIKF 1 - 23	23 JAN 2025	AD 2 BIKF 6 - 3	21 MAR 2024	AD 2 BIKF 8 - 3	21 MAR 2024
AD 2 BIKF 1 - 24	23 JAN 2025	AD 2 BIKF 6 - 4	21 MAR 2024	AD 2 BIKF 8 - 4	21 MAR 2024
AD 2 BIKF 1 - 25	23 JAN 2025	AD 2 BIKF 6 - 5	21 MAR 2024	AD 2 BIKF 8 - 5	21 MAR 2024
AD 2 BIKF 1 - 26	23 JAN 2025	AD 2 BIKF 6 - 6	21 MAR 2024	AD 2 BIKF 8 - 6	21 MAR 2024
AD 2 BIKF 1 - 27	23 JAN 2025	AD 2 BIKF 6 - 7	21 MAR 2024	AD 2 BIKF 8 - 7	21 MAR 2024
AD 2 BIKF 1 - 28	23 JAN 2025	AD 2 BIKF 6 - 8	21 MAR 2024	AD 2 BIKF 8 - 8	21 MAR 2024
AD 2 BIKF 1 - 29	23 JAN 2025	AD 2 BIKF 6 - 9	21 MAR 2024	AD 2 BIKF 8 - 9	21 MAR 2024
AD 2 BIKF 1 - 30	23 JAN 2025	AD 2 BIKF 6 - 10	21 MAR 2024	AD 2 BIKF 8 - 10	21 MAR 2024
AD 2 BIKF 1 - 31	23 JAN 2025	AD 2 BIKF 6 - 11	21 MAR 2024	AD 2 BIKF 8 - 11	21 MAR 2024
AD 2 BIKF 1 - 32	23 JAN 2025	AD 2 BIKF 6 - 12	21 MAR 2024	AD 2 BIKF 8 - 12	21 MAR 2024
AD 2 BIKF 1 - 33	23 JAN 2025	AD 2 BIKF 6 - 13	21 MAR 2024	AD 2 BIKF 8 - 13	21 MAR 2024
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AD 2 BIKF 1 - 36	23 JAN 2025	AD 2 BIKF 6 - 16	21 MAR 2024	AD 2 BIKF 8 - 16	21 MAR 2024
AD 2 BIKF 2 - 1	04 OCT 2024	AD 2 BIKF 6 - 17	23 MAR 2023	AD 2 BIKF 8 - 17	21 MAR 2024
AD 2 BIKF 2 - 2	04 OCT 2024	AD 2 BIKF 6 - 18	23 MAR 2023	AD 2 BIKF 8 - 18	21 MAR 2024
AD 2 BIKF 2 - 3	04 OCT 2024	AD 2 BIKF 6 - 19	21 MAR 2024	AD 2 BIRK 1 - 1	01 DEC 2023
AD 2 BIKF 2 - 4	04 OCT 2024	AD 2 BIKF 6 - 20	21 MAR 2024	AD 2 BIRK 1 - 2	01 DEC 2023
AD 2 BIKF 2 - 5	04 OCT 2024	AD 2 BIKF 6 - 21	21 MAR 2024	AD 2 BIRK 1 - 3	17 MAY 2024
AD 2 BIKF 2 - 6	04 OCT 2024	AD 2 BIKF 6 - 22	21 MAR 2024	AD 2 BIRK 1 - 4	17 MAY 2024
AD 2 BIKF 2 - 7	24 JAN 2025	AD 2 BIKF 6 - 23	21 MAR 2024	AD 2 BIRK 1 - 5	02 DEC 2022
AD 2 BIKF 2 - 8	24 JAN 2025	AD 2 BIKF 6 - 24	21 MAR 2024	AD 2 BIRK 1 - 6	02 DEC 2022
AD 2 BIKF 3 - 1	25 MAR 2021	AD 2 BIKF 6 - 25	21 MAR 2024	AD 2 BIRK 1 - 7	11 JUL 2024
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
AD 2 BIKF 3 - 6	25 MAR 2021	AD 2 BIKF 6 - 30	21 MAR 2024	AD 2 BIRK 1 - 12	21 MAR 2024
AD 2 BIKF 3 - 7	25 MAR 2021	AD 2 BIKF 6 - 31	21 MAR 2024	AD 2 BIRK 1 - 13	28 NOV 2024
AD 2 BIKF 3 - 8	25 MAR 2021	AD 2 BIKF 6 - 32	21 MAR 2024	AD 2 BIRK 1 - 14	28 NOV 2024
AD 2 BIKF 4 - 1	27 JAN 2023	AD 2 BIKF 6 - 33	21 MAR 2024	AD 2 BIRK 1 - 15	01 DEC 2023
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 BIRK 1 - 24	28 NOV 2024	AD 2 BIKR 1 - 10	29 NOV 2024	AD 2 BIVM 8 - 2	24 MAR 2022
AD 2 BIRK 1 - 25	28 NOV 2024	AD 2 BIKR 1 - 11	29 NOV 2024	AD 2 BIVO 1 - 1	24 MAR 2023
AD 2 BIRK 1 - 26	28 NOV 2024	AD 2 BIKR 1 - 12	29 NOV 2024	AD 2 BIVO 1 - 2	24 MAR 2023
AD 2 BIRK 1 - 27	28 NOV 2024	AD 2 BIKR 2 - 1	13 JUL 2023	AD 2 BIVO 1 - 3	28 JAN 2022
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	24 JAN 2025	AD 2 BIKR 3 - 1	18 JUN 2021	AD 2 BIVO 1 - 5	12 AUG 2021
AD 2 BIRK 1 - 30	24 JAN 2025	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
AD 2 BIRK 2 - 1	04 OCT 2024	AD 2 BIKR 5 - 1	18 JUN 2021	AD 2 BIVO 1 - 9	25 JAN 2024
AD 2 BIRK 2 - 2	04 OCT 2024	AD 2 BIKR 5 - 2	18 JUN 2021	AD 2 BIVO 1 - 10	25 JAN 2024
AD 2 BIRK 2 - 3	28 NOV 2024	AD 2 BIKR 6 - 1	06 OCT 2023	AD 2 BIVO 1 - 11	22 MAR 2024
AD 2 BIRK 2 - 4	28 NOV 2024	AD 2 BIKR 6 - 2	06 OCT 2023	AD 2 BIVO 1 - 12	22 MAR 2024
AD 2 BIRK 3 - 1	18 JUN 2021	AD 2 BIKR 7 - 1	18 JUN 2021	AD 2 BIVO 1 - 13	24 MAR 2023
AD 2 BIRK 3 - 2	18 JUN 2021	AD 2 BIKR 7 - 2	18 JUN 2021	AD 2 BIVO 1 - 14	24 MAR 2023
AD 2 BIRK 4 - 1	18 JUN 2021	AD 2 BIKR 8 - 1	18 JUN 2021	AD 2 BIVO 2 - 1	25 JAN 2024
AD 2 BIRK 4 - 2	18 JUN 2021	AD 2 BIKR 8 - 2	18 JUN 2021	AD 2 BIVO 2 - 2	25 JAN 2024
AD 2 BIRK 5 - 1	05 OCT 2023	AD 2 BIVM 1 - 1	17 MAY 2024	AD 2 BIVO 3 - 1	18 JUN 2021
AD 2 BIRK 5 - 2	05 OCT 2023	AD 2 BIVM 1 - 2	17 MAY 2024	AD 2 BIVO 3 - 2	18 JUN 2021
AD 2 BIRK 5 - 3	05 OCT 2023	AD 2 BIVM 1 - 3	26 JAN 2024	AD 2 BIVO 4 - 1	18 JUN 2021
AD 2 BIRK 5 - 4	05 OCT 2023	AD 2 BIVM 1 - 4	26 JAN 2024	AD 2 BIVO 4 - 2	18 JUN 2021
AD 2 BIRK 6 - 1	24 MAR 2022	AD 2 BIVM 1 - 5	28 NOV 2024	AD 2 BIVO 5 - 1	18 JUN 2021
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
AD 2 BIRK 6 - 6	21 MAR 2024	AD 2 BIVM 1 - 10	17 MAY 2024	AD 2 BIVO 6 - 4	25 MAR 2021
AD 2 BIRK 6 - 7	21 MAR 2024	AD 2 BIVM 1 - 11	02 DEC 2021	AD 2 BIVO 7 - 1	18 JUN 2021
AD 2 BIRK 6 - 8	21 MAR 2024	AD 2 BIVM 1 - 12	02 DEC 2021	AD 2 BIVO 7 - 2	18 JUN 2021
AD 2 BIRK 6 - 9	21 MAR 2024	AD 2 BIVM 1 - 13	22 MAR 2024	AD 2 BIVO 8 - 1	18 JUN 2021
AD 2 BIRK 6 - 10	21 MAR 2024	AD 2 BIVM 1 - 14	22 MAR 2024	AD 2 BIVO 8 - 2	18 JUN 2021
AD 2 BIRK 6 - 11	18 MAY 2023	AD 2 BIVM 1 - 15	02 DEC 2021	AD 2 BITN 1 - 1	11 JUL 2024
AD 2 BIRK 6 - 12	18 MAY 2023	AD 2 BIVM 1 - 16	02 DEC 2021	AD 2 BITN 1 - 2	11 JUL 2024
AD 2 BIRK 6 - 13	17 MAY 2024	AD 2 BIVM 1 - 17	28 JAN 2022	AD 2 BITN 1 - 3	20 MAY 2022
AD 2 BIRK 6 - 14	17 MAY 2024	AD 2 BIVM 1 - 18	28 JAN 2022	AD 2 BITN 1 - 4	20 MAY 2022
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
AD 2 BIRK 7 - 1	28 NOV 2024	AD 2 BIVM 3 - 1	18 JUN 2021	AD 2 BITN 1 - 9	25 MAR 2021
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
AD 2 BIKR 1 - 3	01 DEC 2023	AD 2 BIVM 6 - 9	27 JAN 2022	AD 2 BITN 6 - 1	11 JUL 2024
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
AD 2 BIKR 1 - 6	18 JUN 2021	AD 2 BIVM 6 - 12	27 JAN 2022	AD 2 BITN 6 - 4	11 JUL 2024
AD 2 BIKR 1 - 7	20 MAY 2023	AD 2 BIVM 7 - 1	18 JUN 2021	AD 2 BITN 6 - 5	11 JUL 2024
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 BITN 7 - 2	18 JUN 2021	AD 2 BIGS 1 - 4	25 MAR 2021	AD 2 BIKA 2 - 2	18 JUN 2021
AD 2 BITN 8 - 1	18 JUN 2021	AD 2 BIGS 1 - 5	05 OCT 2023	AD 2 BIKE 1 - 1	18 JUN 2021
AD 2 BITN 8 - 2	18 JUN 2021	AD 2 BIGS 1 - 6	05 OCT 2023	AD 2 BIKE 1 - 2	18 JUN 2021
AD 2 LANDING STRIPS		AD 2 BIGS 2 - 1	18 JUN 2021	AD 2 BIKE 1 - 3	01 DEC 2023
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
AD 2 BIBA 1 - 3	03 DEC 2021	AD 2 BIGF 1 - 2	18 JUN 2021	AD 2 BIKE 1 - 6	01 DEC 2023
AD 2 BIBA 1 - 4	03 DEC 2021	AD 2 BIGF 1 - 3	05 OCT 2023	AD 2 BIKE 2 - 1	18 JUN 2021
AD 2 BIBA 1 - 5	05 OCT 2023	AD 2 BIGF 1 - 4	05 OCT 2023	AD 2 BIKE 2 - 2	18 JUN 2021
AD 2 BIBA 1 - 6	05 OCT 2023	AD 2 BIGF 2 - 1	18 JUN 2021	AD 2 BIKL 1 - 1	24 JAN 2025
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AD 2 BIBA 2 - 2	18 JUN 2021	AD 2 BIHL 1 - 1	18 JUN 2021	AD 2 BIKL 1 - 3	05 OCT 2023
AD 2 BIBL 1 - 1	01 DEC 2023	AD 2 BIHL 1 - 2	18 JUN 2021	AD 2 BIKL 1 - 4	05 OCT 2023
AD 2 BIBL 1 - 2	01 DEC 2023	AD 2 BIHL 1 - 3	25 MAR 2021	AD 2 BIKL 2 - 1	18 JUN 2021
AD 2 BIBL 1 - 3	25 MAR 2021	AD 2 BIHL 1 - 4	25 MAR 2021	AD 2 BIKL 2 - 2	18 JUN 2021
AD 2 BIBL 1 - 4	25 MAR 2021	AD 2 BIHL 1 - 5	25 MAR 2021	AD 2 BIKP 1 - 1	18 JUN 2021
AD 2 BIBL 1 - 5	22 APR 2021	AD 2 BIHL 1 - 6	25 MAR 2021	AD 2 BIKP 1 - 2	18 JUN 2021
AD 2 BIBL 1 - 6	22 APR 2021	AD 2 BIHL 1 - 7	05 OCT 2023	AD 2 BIKP 1 - 3	05 OCT 2023
AD 2 BIBL 1 - 7	22 APR 2021	AD 2 BIHL 1 - 8	05 OCT 2023	AD 2 BIKP 1 - 4	05 OCT 2023
AD 2 BIBL 1 - 8	05 OCT 2023	AD 2 BIHL 2 - 1	18 JUN 2021	AD 2 BIKP 2 - 1	18 JUN 2021
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AD 2 BIBR 1 - 2	18 JUN 2021	AD 2 BIHE 1 - 4	25 MAR 2021	AD 2 BIMM 1 - 4	25 MAR 2021
AD 2 BIBR 1 - 3	05 OCT 2023	AD 2 BIHE 1 - 5	05 OCT 2023	AD 2 BIMM 1 - 5	05 OCT 2023
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AD 2 BIDV 1 - 5	05 OCT 2023	AD 2 BIHK 1 - 5	25 JAN 2024	AD 2 BIMK 1 - 5	05 OCT 2023
AD 2 BIDV 1 - 6	05 OCT 2023	AD 2 BIHK 1 - 6	25 JAN 2024	AD 2 BIMK 1 - 6	05 OCT 2023
AD 2 BIDV 1 - 7	05 OCT 2023	AD 2 BIHK 1 - 7	05 OCT 2023	AD 2 BIMK 2 - 1	18 JUN 2021
AD 2 BIDV 1 - 8	05 OCT 2023	AD 2 BIHK 1 - 8	05 OCT 2023	AD 2 BIMK 2 - 2	18 JUN 2021
AD 2 BIDV 2 - 1	18 JUN 2021	AD 2 BIHK 2 - 1	12 AUG 2021	AD 2 BINF 1 - 1	23 MAR 2023
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AD 2 BIFM 1 - 5	05 OCT 2023	AD 2 BIHZ 1 - 5	05 OCT 2023	AD 2 BINF 1 - 7	30 NOV 2023
AD 2 BIFM 1 - 6	05 OCT 2023	AD 2 BIHZ 1 - 6	05 OCT 2023	AD 2 BINF 1 - 8	30 NOV 2023
AD 2 BIFM 2 - 1	18 JUN 2021	AD 2 BIHZ 2 - 1	18 JUN 2021	AD 2 BINF 1 - 9	30 NOV 2023
AD 2 BIFM 2 - 2	18 JUN 2021	AD 2 BIHZ 2 - 2	18 JUN 2021	AD 2 BINF 1 - 10	30 NOV 2023
AD 2 BIFL 1 - 1	18 MAY 2023	AD 2 BIHI 1 - 1	18 JUN 2021	AD 2 BINF 2 - 1	13 AUG 2021
AD 2 BIFL 1 - 2	18 MAY 2023	AD 2 BIHI 1 - 2	18 JUN 2021	AD 2 BINF 2 - 2	13 AUG 2021
AD 2 BIFL 1 - 3	24 JAN 2025	AD 2 BIHI 1 - 3	01 DEC 2023	AD 2 BINF 2 - 3	13 AUG 2021
AD 2 BIFL 1 - 4	24 JAN 2025	AD 2 BIHI 1 - 4	01 DEC 2023	AD 2 BINF 2 - 4	13 AUG 2021
AD 2 BIFL 1 - 5	05 OCT 2023	AD 2 BIHI 1 - 5	05 OCT 2023	AD 2 BIND 1 - 1	18 JUN 2021
AD 2 BIFL 1 - 6	05 OCT 2023	AD 2 BIHI 1 - 6	05 OCT 2023	AD 2 BIND 1 - 2	18 JUN 2021
AD 2 BIFL 1 - 7	05 OCT 2023	AD 2 BIHI 2 - 1	18 JUN 2021	AD 2 BIND 1 - 3	24 JAN 2025
AD 2 BIFL 1 - 8	05 OCT 2023	AD 2 BIHI 2 - 2	18 JUN 2021	AD 2 BIND 1 - 4	24 JAN 2025
AD 2 BIFL 2 - 1	18 JUN 2021	AD 2 BIKA 1 - 1	18 JUN 2021	AD 2 BIND 1 - 5	05 OCT 2023
AD 2 BIFL 2 - 2	18 JUN 2021	AD 2 BIKA 1 - 2	18 JUN 2021	AD 2 BIND 1 - 6	05 OCT 2023
AD 2 BIGS 1 - 1	18 JUN 2021	AD 2 BIKA 1 - 3	05 OCT 2023	AD 2 BIND 2 - 1	18 JUN 2021
AD 2 BIGS 1 - 2	18 JUN 2021	AD 2 BIKA 1 - 4	05 OCT 2023	AD 2 BIND 2 - 2	18 JUN 2021
AD 2 BIGS 1 - 3	25 MAR 2021	AD 2 BIKA 2 - 1	18 JUN 2021	AD 2 BIRG 1 - 1	18 JUN 2021

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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	24 JAN 2025
AD 2 BIRG 1 - 6	05 OCT 2023	AD 2 BISF 1 - 8	05 OCT 2023	AD 2 BIVI 1 - 4	24 JAN 2025
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	24 JAN 2025	AD 2 BITM 2 - 1	18 JUN 2021
AD 2 BIRS 1 - 2	18 JUN 2021	AD 2 BISV 1 - 4	24 JAN 2025	AD 2 BITM 2 - 2	18 JUN 2021
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AD 2 BIRS 2 - 1	18 JUN 2021	AD 2 BISK 1 - 1	18 JUN 2021		
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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		

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GEN 2 TÖFLUR OG KÓÐAR

GEN 2.1 MÆLIKERFI, MERKING LOFTFARA, ALMENNIR FRÍÐAGAR

GEN 2.1.1 Mælieiningar

Þær mælieiningar sem sýndar eru í töflunni hér fyrir neðan eru notaðar af landstöðvum fyrir flugfjarskipti í lofti og á jörðu í flugupplýsingasvæði Reykjavíkur.

GEN 2 TABLES AND CODES

GEN 2.1 MEASURING SYSTEM, AIRCRAFT MARKINGS, HOLIDAYS

GEN 2.1.1 Units of measurement

The table of units of measurement shown below will be used by aeronautical stations within Reykjavik FIR for air and ground operations.

For the measurement of	Units used
Mæling	Mælieining
Distances used in navigation, position reporting, etc. – generally in excess of 2 nautical miles	Nautical miles and tenths (NM) – 1 NM is 1852 m
Fjarlægðir í leiðsögu, staðartilkyningum, o.þ.h. – yfirleitt yfir 2 sjómílum	Sjómílur og tíundu hlutar úr þeim (NM) – 1 sjómíla er 1852 m
Relatively short distances such as those relating to aerodromes (Runway lengths, etc.)	Meters (m) Metrar (m)
Tiltölulega stuttar fjarlægðir, t.d. í sambandi við flugvelli (flugbrautarlengdir, o.þ.h.).	
Altitudes, elevations and heights	Feet (ft) – 1 foot is 0.3048 m
Flughæðir, hæð yfir sjávarmáli og staðarhæðir	Fet (ft) – 1 fet er 0,3048 m
Horizontal speed including wind speed	Knots (kt) – Nautical miles per Hour
Láréttur hraði, þar með talinn vindhraði	Hnútar (kt) – sjómílur á klukkustund
Vertical speed	Feet per minute – 1000 feet/min are 5.08 m/s
Lóðréttur hraði	Fet á mínútu – 1000 fet/mín eru 5,08 m/s
Wind direction for landing and take-off	Degrees magnetic (°)
Vindátt fyrir landingu og flugtak	Misvísandi gráður (°)
Wind direction except for landing and take-off	Degrees true (°)
Vindátt fyrir annað en landingu og flugtak	Réttvísandi gráður (°)
Visibility including runway visual range	Kilometers (km) or meters (m)
Skyggni, þar með talið flugbrautarskyggni	Kílómetrar (km) eða metrar (m)
Altimeter setting	Hectopascal (hPa). Inches of mercury available on request.
Hæðarmælisstilling	Hektópaskal (hPa). Tommur kvikasilfurs fáanlegt skv. beiðni.
Temperature	Degrees Celsius (°C)
Hitastig	Gráður á Celsíus (°C)
Mach number	True mach number
Weight	Metric tons (t) or kilograms (kg)
Þyngd	Tonn (t) eða kílógramm (kg)
Time	Hours (h) and minutes (min), the day of 24 hours beginning at midnight UTC.
Tími	Klukkustundir (h) and mínútur (min), sólarhringur 24 tímar byrjar á miðnætti miðað við UTC.

GEN 2.1.2 Tímakvarði

Í íslensku AIP-bókinni, AIP-viðaukum og flugumferðarþjónustu, samskiptum og við veðurþjónustu er notaður íslenskur staðartími sem er UTC (Co-ordinated Universal Time). Tilkynntur tími uppfærast í næstu heila mínútu. Nákvæmni tímaprófana er upp á næstu mínútu.

Sumartími er ekki notaður.

GEN 2.1.3 Hnitakerfi

GEN 2.1.3.1 Nafn/lýsing viðmiðunarkerfis

Öll útgefin landmælingahnit, sem vísa á breiddar- og lengdargráður, eru tilgreind samkvæmt World Geodetic System- 1984 (WGS-84).

GEN 2.1.3.2 Auðkenning og aðferðir vörpunar

Sjá upplýsingar á ensku.

GEN 2.1.3.3 Lýsing jarðsporvölulíkans

Sjá upplýsingar á ensku.

GEN 2.1.3.4 Auðkenningviðmiðunarpunkta

Sjá upplýsingar á ensku.

GEN 2.1.3.5 Gildissvið

Útgefin landmælingarhnit gilda fyrir sömu svæði og flugupplýsingaþjónustan nær til, það er allt landsvæði Íslands og jafnframt loftrýmið yfir úthafinu sem umlykur upplýsingarsvæði Reykjavíkur og er í samræmi við svæðasamninginn um flugleiðsögu.

GEN 2.1.3.6 Notkun stjörnumerkis til að auðkenna útgefin landfræðileg hnit

Stjörnumerki (*) er notað til að auðkenna útgefin landfræðileg hnit sem hafa verið breytt í WGS-84 hnit en uppfylla jafnframt ekki kröfur um nákvæmni upprunahnita samkvæmt ICAO, Annex 11, kafla 2 og ICAO, Annex 14, bindi I og II, kafla 2. Nákvæm lýsing á ákvörðunum og framsetningu á WGS-84 hnitum eru gefin í ICAO, Annex 11, kafla 2 og í ICAO, Annex 14, bindi I og II.

GEN 2.1.4 Hæðarkerfi

GEN 2.1.4.1 Nafn/lýsing viðmiðunarkerfis

Öll útgefin hæðagögn eru tilgreind samkvæmt Earth Graviation Model 1996 (EGM-96).

Vörpun er notuð þegar mælt hefur verið í öðru kerfi.

GEN 2.1.2 Temporal reference system

The local standard time used in Iceland is UTC which is used in AIP Iceland, AIP Supplements and throughout the Air Traffic Services, Communication and Weather Services in Iceland. The time reported is to the nearest full minute. Time checks are accurate to the nearest minute.

Daylight saving hours are not employed.

GEN 2.1.3 Horizontal reference system

GEN 2.1.3.1 Name/designation of the reference system

All published geographical coordinates indicating latitude and longitude are expressed in terms of the World Geodetic System-1984 (WGS-84) geodetic reference datum.

GEN 2.1.3.2 Identification and parameters of the projection

ISNET93 / Lambert93 in primary use. *ISNET2004 / Lambert2004 (CRS code 5325) in occasional use, which is then so identified in the data.

ISNET93

Standard parallel 1 = 64.25°N,
Standard parallel 2 = 65.75°N,
Latitude of origin = 65°N,
Central meridian = 19°W,
False easting = 500.000,
False northing = 500.000.

GEN 2.1.3.3 Identification of the ellipsoid used

WGS84, in reference to GRS80.

GEN 2.1.3.4 Identification of the datum used

ISN93 in primary use. *ISN2004 in occasional use, which is then so identified in the data.

GEN 2.1.3.5 Area of application

The area of application for the published geographical coordinates coincides with the area of responsibility of the Aeronautical Information Service, i.e. the entire territory of Iceland as well as the airspace over the high seas encompassed by the Reykjavík Flight Information Region in accordance with the regional air navigation agreement.

GEN 2.1.3.6 Use of an asterisk to identify published geographical coordinates

An asterisk (*) will be used to identify those published geographical coordinates which have been transformed into WGS-84 coordinates but whose accuracy of original field work does not meet the requirements in ICAO Annex 11, Chapter 2 and ICAO Annex 14, Volumes I and II, Chapter 2. Specifications for determination and reporting of WGS-84 coordinates are given in ICAO Annex 11, Chapter 2 and in ICAO Annex 14, Volumes I and II.

GEN 2.1.4 Vertical reference system

GEN 2.1.4.1 Name/designation of the reference system

All published vertical data are expressed in terms of Earth Graviation Model 1996 (EGM-96).

Projection is used if raw data is in another model.

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	24 JAN 2025
	Bildudalur	25 JAN 2024
	Egilsstaðir	03 OCT 2024
	Gjogur	24 MAR 2022
	Grimsey	12 AUG 2022
	Hofn Hornafirdi	02 DEC 2021
	Husavik	16 MAY 2024
	Isafjordur	25 MAR 2021
	Keflavik	04 OCT 2024
	Reykjavik	04 OCT 2024
	Saudarkrokur	13 JUL 2023
	Vestmannaeyjar	17 JUN 2021
	Vopnafjordur	25 JAN 2024
Tiltækar flugtaksvegalemdir við akbraut Intersecton Take Off Chart	Reykjavik	28 NOV 2024
Flugvallakort - A380 flugvallaakstur Aerodrome Chart - A380 Ground Movement	Keflavik	04 OCT 2024
Flugvélastæðiskort Aircraft Parking/Docking Chart - ICAO	Keflavik - Terminal Aprons	04 OCT 2024
	Keflavik - East Apron	24 JAN 2025
Leiðarljóskort Chart for Lead-in lights	Akureyri - Lead-in lights RWY 01	23 JAN 2025
Sjónflugsleiða- og umferðahringjakort VFR Routes and Traffic Pattern Chart	Keflavik VFR-Routes	04 OCT 2024
	Reykjavik VFR-Routes	04 OCT 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	04 OCT 2024
	ENROUTE CHART- ICAO Reykjavik Control Area	21 MAR 2024
	ENROUTE CHART- ICAO West Greenland Insert	21 MAR 2024

Title of series	Name of Chart	Date
Staðlað blindkomukort (STAR) - ICAO Standard Arrival Chart - Instrument (STAR) - ICAO	Akureyri RNP STAR RWY 19 AFPAC 1M, BEZIM 1M, CUBAS 1M, DOFRA 1M, UTISU 1M, MAMEP 1M, PEXIL 1M	23 JAN 2025
	Akureyri RNP STAR RWY 19 PERUR 1N, PEXIL 1N, MAMEP 1N, UTISU 1N	23 JAN 2025
	Egilsstadir ARRIVAL PROCEDURES	12 AUG 2021
	Keflavik RNAV STAR RWY 01 (East)	12 JUL 2024
	Keflavik RNAV STAR RWY 01 (West)	12 JUL 2024
	Keflavik RNAV STAR RWY 10 (East)	12 JUL 2024
	Keflavik RNAV STAR RWY 10 (West)	12 JUL 2024
	Keflavik RNAV STAR RWY 19 (East)	12 JUL 2024
	Keflavik RNAV STAR RWY 19 (West)	12 JUL 2024
	Keflavik RNAV STAR RWY 28 (East)	12 JUL 2024
	Keflavik RNAV STAR RWY 28 (West)	12 JUL 2024
	Reykjavik RNAV STAR RWY 19 VM 1N, NASBU 1V, TIBRA 1N, REKNO 1N, TERTU 2N, MYRAR 1N, INGAN 2N	05 OCT 2023
	OMNI - DIRECTIONAL DEPARTURES	Keflavik OMNI-DIRECTIONAL DEPARTURES
Staðlað blindbrotflugskort (SID)- ICAO Standard Departure Chart - Instrument (SID) - ICAO	Akureyri RNP SID RWY 01 PERUR 1A ASKUR 1A	23 JAN 2025
	Akureyri RNP SID RWY 01 PERUR 1B ASKUR 1B	23 JAN 2025
	Akureyri RNP SID RWY 01 MAMEP 1A UTISU 2A	23 JAN 2025
	Akureyri SID RWY 01 AKI - 2A AKI - 2B	23 JAN 2025
	Akureyri SID RWY 01 AR - 1A	23 JAN 2025
	Akureyri RNP SID RWY 19 ASKUR 1C JARRI 1C	23 JAN 2025
	Akureyri RNP SID RWY 19 PERUR 1D ASKUR 1D JARRI 1D RETUR 1D	23 JAN 2025
	Akureyri SID RWY 19 ASKUR 1E JARRI 1E	23 JAN 2025
	Egilsstadir RNP SID RWY 03 FELLI 1B	03 OCT 2024
	Egilsstadir SID RWY 03 VAD 1A / VAD 1B	13 AUG 2021
	Egilsstadir SID RWY 21 VAD 2A ELVUR 2A BRUSI 2A FELLI 2A	25 JAN 2024
	Husavik RNP SID RWY 02 - TESSE 1A	17 MAY 2024
	Husavik SID RWY 20 RETUR 1A	17 MAY 2024
	Isafjordur RNP SID RWY 08 ISACI 1A, RE 1A	25 MAR 2021
	Keflavik RNAV SID RWY 01 LUTER 2A OSKUM 3A PIXUM 1A RIMUM 1A	03 OCT 2024
	Keflavik RNAV SID RWY 01 DELES 2A RALOV 3A SORIR 3A	03 OCT 2024
	Keflavik RNAV SID RWY 10 LUTER 2B, OSKUM 1B, PIXUM 3B RIMUM 1B	03 OCT 2024
	Keflavik RNAV SID RWY 10 DELES 3B, RALOV 4B, SORIR 3B	03 OCT 2024
	Keflavik RNAV SID RWY 19 LUTER 3C, OSKUM 3C, PIXUM 2C RIMUM 1C	03 OCT 2024
	Keflavik RNAV SID RWY 19 DELES 2C, RALOV 3C, SORIR 2C	03 OCT 2024
Keflavik RNAV SID RWY 28 LUTER 3D, OSKUM 3D, PIXUM 2D RIMUM 1D	03 OCT 2024	
Keflavik RNAV SID RWY 28 DELES 3D, RALOV 1D, SORIR 2D	03 OCT 2024	

Title of series	Name of Chart	Date
Blindaðflugskort Instrument Approach Chart - ICAO	Akureyri ILS RWY 01	23 JAN 2025
	Akureyri LOC/ASR RWY 01 INITIAL	23 JAN 2025
	Akureyri LOC/ASR RWY 01 FINAL	23 JAN 2025
	Akureyri LOC RWY 01 CAT A and CAT B	23 JAN 2025
	Akureyri LOC A CAT C and CAT D	24 JAN 2025
	Akureyri ILS or LOC RWY 19	23 JAN 2025
	Akureyri RNP X RWY 19	23 JAN 2025
	Akureyri RNP Y RWY 19	23 JAN 2025
	Akureyri NDB RWY 19	23 JAN 2025
	Bildudalur RNP A	11 JUL 2024
	Bildudalur NDB C (Cloud break procedure)	18 MAY 2023
	Blonduos RNP RWY 03	18 JUN 2021
	Egilsstadir ILS or LOC RWY 03	18 MAY 2023
	Egilsstadir RNP RWY 03	18 MAY 2023
	Egilsstadir RNP RWY 21	18 MAY 2023
	Egilsstadir NDB RWY 03	18 MAY 2023
	Egilsstadir NDB RWY 21	18 MAY 2023
	Gjogur RNP A	25 MAR 2021
	Gjogur NDB A	24 MAR 2022
	Grímsey RNP RWY 17	23 JAN 2025
	Grímsey RNP RWY 35	23 JAN 2025
	Hornafjörður RNP RWY 18	12 AUG 2022
	Hornafjörður RNP RWY 36	16 MAY 2024
	Hornafjörður NDB RWY 36	16 MAY 2024
	Husavík RNP RWY 02	17 MAY 2024
	Husavík NDB RWY 02	16 MAY 2024
	Isafjörður RNP C	25 MAR 2021
	Isafjörður RNP D	25 MAR 2021
	Isafjörður NDB C	25 MAR 2021
	Keflavík ILS or LOC Z RWY 01	21 MAR 2024
	Keflavík ILS or LOC Y RWY 01	21 MAR 2024
	Keflavík ILS or LOC Z RWY 10	21 MAR 2024
	Keflavík ILS or LOC Y RWY 10	21 MAR 2024
	Keflavík ILS or LOC Z RWY 19	21 MAR 2024
	Keflavík ILS or LOC Y RWY 19	21 MAR 2024
	Keflavík ILS or LOC Z RWY 28	21 MAR 2024
	Keflavík ILS or LOC Y RWY 28	21 MAR 2024
	Keflavík RNP RWY 01	22 MAR 2024
	Keflavík RNP RWY 10	21 MAR 2024
	Keflavík RNP RWY 19	21 MAR 2024
	Keflavík RNP RWY 28	21 MAR 2024
	Keflavík VOR RWY 01	21 MAR 2024
Keflavík VOR RWY 10	21 MAR 2024	
Keflavík VOR RWY 19	21 MAR 2024	
Keflavík VOR RWY 28	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, Akureyri 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: 125.500 MHz, 132.200 MHz, 128.800 MHz, 126.750 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, Akureyri 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. Reykjavik Control East Sector: 125.500 MHz, 132.200 MHz, 128.800 MHz, 126.750 MHz.
2. Reykjavik Control South Sector: 119.700 MHz, 125.700 MHz, 123.900 MHz, 128.600 MHz, 132.300 MHz, 129.900 MHz.
3. Reykjavik Control West Sector: 124.400 MHz, 126.900 MHz, 128.200 MHz, 127.500 MHz.
4. Reykjavik 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).

Keflavik 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 alþjóðaflugsins 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:

Eftirtaldar 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 4 GJALDSKRÁ FLUGVALLA OG FLUGLEIÐSÖGU ÞJÓNUSTU

GEN 4.1 FLUGVALLAGJÖLD

← Upplýsingar um flugvallagjöld og innheimtu þeirra er að finna á heimasíðu Isavia.

GEN 4.1.1 Keflavíkurflugvöllur

<https://www.kefairport.com/corporate/airport-charges-and-incentives>

GEN 4.1.2 Aðrir flugvellir

<https://www.innanlandsflugvellir.is/media/1/gjaldskra2024uppfaerd.pdf>

GEN 4 CHARGES FOR AERODROMES AND AIR NAVIGATION SERVICES

GEN 4.1 AERODROME CHARGES

Information regarding Aerodrome Charges can be found on Isavia's webpage.

GEN 4.1.1 Keflavik Airport

<https://www.kefairport.com/corporate/airport-charges-and-incentives>

GEN 4.1.2 Other aerodromes

<https://www.innanlandsflugvellir.is/media/1/gjaldskra2024uppfaerd.pdf>

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ENR 1.1.10 Loftbelgir, flugdrekar og flug ómannaðra loftfara (dróna)

Ekki skal svífa mannlásum loftbelg án heimildar Samgöngustofu. Mannlásum frjálsum loftbelgjum skal stjórnað þannig að sem minnst hættu verði fyrir menn, eignir eða önnur loftför og samkvæmt skilyrðum sem tilgreind eru í viðbæti 4 við Rg. 770/2010 um flugreglur.

Reglur Evrópusambandsins um flug ómannaðra loftfara (dróna) eru komnar til framkvæmda á Íslandi. Reglugerð 1360/2024 innleiðir reglugerðir ESB 2019/947 og 2019/945 með breytingum.

Reglugerð (ESB) 2019/947 heimilar hverju ríki að setja sérreglur um starfrækslu dróna til að taka á atriðum sem EASA-reglugerðin nær ekki yfir. Í reglugerð 1360/2024 eru eftirfarandi takmarkanir settar fram.

Óheimilt er að fljúga ómönnuðum loftförum innan 150 metra frá viðkvæmum stöðum, svo sem orkuverum, tengivirkjum, Alþingi, forsetabústað, ráðuneytum, sendiráðum, lögreglustöðvum, fangelsum og sjúkrahúsum, nema með heimild eigenda eða umráðenda.

Um flug í grennd við íbúðarhúsnæði eða þar sem fólk dvelur gilda reglur um vernd eignarréttar, friðhelgi einkalífs og persónuvernd.

Óheimilt er að fljúga ómönnuðum loftförum án leyfis rekstraraðila á flugvöllum, innan flugvallasvæða og innan bannsvæða umhverfis áætluarflugvelli. Flug er þó leyfilegt án sérstaks leyfis innan bannsvæða ef flogið er undir hæð hæstu hindrana og innan 50 metra fjarlægðar frá flugferli drónans.

Við flugbrautir annarra flugvalla skal gæta fyllsta öryggis og sýna yrtustu varkárni.

Drónar skulu ávallt víkja fyrir allri annarri flugumferð.

Hlýða þarf fyrirmælum flugumferðarþjónustu, lögreglu, Landhelgisgæslunnar, Samgöngustofu og annarra yfirvalda.

Bannsvæði og höft fyrir flug ómannaðra loftfara eru auglýst á heimasíðu Samgöngustofu.

Leyfi Isavia þarf til þess að fljúga fjarstýrðu loftfari (dróna eða flugmódeli) innan bannsvæða umhverfis flugvelli að því undanskildu að flug er heimilt ef loftfarinu er flogið undir hæð hæstu mannvirkja í næsta nágrenni við flugferil ómannaðra loftfarsins.

Gátt fyrir umsóknir um leyfi er að finna á heimasíðu Keflavíkurflugvallar (<https://www.kefairport.is/>) og Innanlandsflugvalla (<https://www.innanlandsflugvellir.is/>).

Hægt er að óska eftir starfræksluheimild fyrir flug í sérstökum flokki ef flugið fellur ekki innan skilyrða opna flokksins, í samræmi við 12. grein reglugerðar (ESB) 2019/947. Nánari upplýsingar og leiðbeiningar má finna á vef Samgöngustofu (<https://island.is/serstaki-flokkurinn>).

ENR 1.1.10 Balloons, kites and unmanned aircraft (drones)

An unmanned free balloon shall not be operated without a permission from The Icelandic Transport Authority. An unmanned free balloon shall be operated in such a manner as to minimize hazards to persons, property or other aircraft and in accordance with the conditions specified in appendix 4 to the Icelandic regulation 770/2010 on flight rules.

EU regulations on the operation of unmanned aircraft (drones) have been implemented in Iceland. Regulation 1360/2024 implements EU regulations 2019/947 and 2019/945 with amendments.

Regulation (EU) 2019/947 allows each country to establish specific rules for drone operations to address areas not covered by the EASA regulation. Regulation 1360/2024 outlines the following restrictions.

It is prohibited to fly unmanned aircraft within 150 meters of sensitive sites such as power plants, substations, Parliament, the Presidential residence, ministries, embassies, police stations, prisons, and hospitals, unless authorized by the property owner or operator.

General rules regarding the protection of property rights, privacy, and personal data apply when flying near residential areas or places where people are present.

Flying unmanned aircraft without permission from airport operators is prohibited on airport premises and within restricted zones around scheduled flight airports. Flying is allowed within restricted zones without specific permission if done below the height of the highest obstacles and within 50 meters of the drone's flight path.

Maximum caution and safety must be exercised near runways of non-scheduled flight airports.

Drones must always give way to all other air traffic.

Instructions from air traffic services, police, the Icelandic Coast Guard, the Icelandic Transportation Authority, and other authorities must be followed.

Restricted zones and limitations for unmanned aircraft are announced on the Icelandic Transportation Authority website.

A permit from Isavia is required for flying a remotely piloted aircraft (drone or aircraft model) within restricted zones around airports with the exception that flights may be operated below the height of the highest structures in the immediate vicinity of the flight trajectory of the unmanned aircraft.

Application for permission shall be filed on the Keflavik airport website (<https://www.kefairport.com/>) or the website for other Icelandic aerodromes (<https://www.innanlandsflugvellir.is/en>).

It is possible to apply for an Operational Authorization for flights in the Specific Category if the operation does not meet the requirements of the Open Category, in accordance with Article 12 of Regulation (EU) 2019/947. Further information and guidance can be found on the ICETRA website (<https://island.is/en/specific-category>).

ENR 1.1.11 Flug fisa

Fisi má einungis fljúga í samræmi við reglugerð 770/2010 um flugreglur og reglugerð 779/2007 um fis og eftirtalin skilyrði:

1. sjást skal til jarðar;
2. fljúga skal á tímabilinu frá sólaruppkomu til sólarlags (sólarmiðja 6 gráður fyrir neðan sjóndeildarhring);
3. óheimilt er að fljúga fisum yfir þéttbýl svæði borga, bæja eða sumarhúsabyggð eða yfir svæði þar sem mikill mannfjöldi er saman kominn;
4. óheimilt er að fljúga fisa þannig að mönnum og verðmætum geti stafað hættu af og jafnframt er óheimilt að varpa eða dreifa hlutum úr fisa ef það getur valdið hættu fyrir menn og verðmæti utan þess; og
5. óheimilt er að fljúga fisum í flugstjórnarrými nema að fengnu leyfi hlutaðeigandi veitanda flug- umferðarþjónustu. Óheimilt er að fljúga fisum innan 5 mílna rúðs flugvalla með flugumferðarþjónustu nema að höfðu samráði við flugumferðarþjónustudeild, flugvallarvörð eða flugradíómann. Upplýsingar um skiptingu loftrýmis er að finna í **ENR 2.1**.

Athugið sérreglur fyrir flug fisa í nágrenni flugvalla er að finna í AD 2.20 fyrir viðkomandi flugvöll.

ENR 1.1.12 Flug yfir hljóðhraða

Flug yfir hljóðhraða er bannað innan Flugupplýsingasvæðis Reykjavíkur eftir því sem hér segir:

1. Yfir landi og innan 12 sjómílna frá grunnlínunum landhelginnar, undir fluglagi 300.
2. Yfir hafi utan 12 sjómílna, undir fluglagi 150.

ENR 1.1.13 Fylkingarflug og hópflug

Flugstjórnarmiðstöðin í Reykjavík er samræmingar miðstöð fyrir þjónustu við fylkingarflug í blindflugi.

Rekstraraðilar sem óska þjónustu skulu leggja inn beiðni til flugstjórnarmiðstöðvarinnar í Reykjavík með netpósti, acc@isavia.is með 24 tíma fyrirvara.

Loftförum skal ekki flogið í fylkingu eða hóp, nema undirbúningur hafi átt sér stað meðal flugstjóra loftfaranna sem taka þátt í fluginu og, fyrir flug í flugstjórnarrými, að flogið sé í samræmi við eftirfarandi skilyrði:

1. að fylkingin fljúgi sem eitt loftfar með tilliti til flugleiðsögu og stöðu tilkynninga;
2. að aðskilnaður milli loftfaranna í fluginu skuli vera á ábyrgð fylkingarforingjans og flugstjóra hinna loftfaranna í fylkingarfluginu og skuli ná yfir þann aðlögunartíma þegar loftförin breyta af beinu og láréttu flugi til að ná aðskilnaði sín á milli í fylkingunni og þegar fylkingin sameinast og dreifist; og
3. að hvert loftfar haldi fjarlægð frá fylkingarforingjanum, sem ekki er meiri en 0,5 NM lárétt og 100 fet lóðrétt frá honum.

ENR 1.1.11 Microlight operations

Microlight flying is only allowed in accordance with regulation 770/2010 on flight rules and regulation 779/2007 on microlight procedures and the following conditions:

1. the pilot has visual contact with the ground;
2. from sunrise to sunset;
3. flying over cities, other densely populated areas and assemblies of persons is prohibited;
4. flying so as it will cause danger to people or property is prohibited, dropping or distributing objects or other substances from microlight causing danger to people or property is prohibited;
5. flying within controlled airspace is only allowed with special approval from the appropriate ATS authority. Flying within 5 NM radius of an aerodrome with ATS service requires coordination with the ATS service at that aerodrome. Information on air traffic service airspace: **ENR 2.1**.

Special procedures for microlight operations around airports are to be found in AD 2.20 for the relevant airport.

ENR 1.1.12 Supersonic flight

Supersonic flight is prohibited within BIRD FIR as follows:

1. Over land and within 12 NM from the base line of the Icelandic territorial waters, below FL300.
2. Over sea outside 12 NM, below FL150.

ENR 1.1.13 Formation flights

The Reykjavík OACC is the central coordinating agency of the IFR airspace reservation service.

Agencies planning to use this service must file an APREQ with the Reykjavík OACC via e-mail acc@isavia.is with 24 hours prior notice.

Aircraft shall not be flown in formation except by pre- arrangement among the pilots-in-command of the aircraft taking part in the flight and, for formation flight in controlled airspace, in accordance with the following:

1. the formation operates as a single aircraft with regard to navigation and position reporting;
2. separation between aircraft in the flight shall be the responsibility of the flight leader and the pilots-in-command of the other aircraft in the flight and shall include periods of transition when aircraft are manoeuvring to attain their own separation within the formation and during join-up and breakaway; and
3. a distance not exceeding 0.5 NM laterally and longitudinally and 100 ft vertically from the flight leader shall be maintained by each aircraft.

Upplýsingar um fjölda véla og tegund skal vera skráð í flugáætlun í samræmi við **ENR 1.8.3.1.3.4**.

Flight planning shall be in accordance with AIP **ENR 1.8.3.1.3.4** regarding number and type of aircraft.

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Bili talstöð loftfars skal flugmaður velja og nota ADS-B neyðarútsendingu b. eða ef ADS-B sendir hefur ekki þann möguleika hafa velja neyðarútsendingu og tilkynna flugumferðarstjórn um sambandsleysið t.d. með CPDLC ef mögulegt er. Fylgja síðan gildandi reglum um talsambandsleysi, á þessum starfsháttum mun síðari veiting flugumferðarþjónustu byggjast.

ENR 1.6.3.3 Auðkenningar loftfara

- Loftfar búið ADS-B með auðkenningar einkenni skal senda út auðkenni flugvélar eins og skráð er í svæði 7 í ICAO flugáætlun eða, þegar ekki hefur verið lögð inn flugáætlun, einkennisstafi loftfars.
- Ef sést á kögunarskjá að auðkenni sem loftfar sendir út með ADS-B er ekki í samræmi við það sem búist var við, mun flugmaður verða beðinn að staðfesta og, ef nauðsyn krefur endursetja kallmerki loftfarsins.
- Ef ADS-B búnaður B1 eða B2 hefur verið skráður í svæði 10b í ICAO FPL, skal flugmaður álykta sem svo að flugvélin sé auðkennd þegar hún er fyrir ofan FL285 innan Reykjavík CTA. Flugumferðarstjóri mun ekki tilkynna flugmanni um auðkenninguna. Flugumferðarstjóri mun tilkynna flugmanni ef flugvélin er ekki auðkennd.

Auðkenning er samkvæmt ákvæðum Alþjóðaflugmálastofnunarinnar.

ENR 1.6.3.4 Tilkynningar um staðsetningu á fjarskiptatiðnum 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.
- FANS 1/A ADS-C og CPDLC þjónusta er veitt í íslenska flugstjórnarsvæðinu, fyrir utan FAXI TMA og BIAR TMA, samkvæmt eftirfarandi:
 - Í öllu loftrýminu fyrir flugvélar sem merkja Iridium (J7) og/eða HF (J2) gagnasamband í FPL reit 10a
 - Suður af 82N fyrir flugvélar sem merkja Inmarsat (J5) gagnasamband í FPL reit 10a

Skrá skal inn í þjónustuna eftir flugtak eða þegar komið er yfir svæðamörk úr aðliggjandi flugstjórnarsvæðum

ENR 1.6.3.5 Langdrægi ADS-B kerfa

Flugstjórnarsvæðisþjónustan fær upplýsingar frá ADS-B stöðvum á Íslandi, í Færeyjum og á Grænlandi með langdrægi milli 200 NM og 250 NM sé flogið í FL 300 eða hærra.

Flugstjórnarsvæðisþjónustan notar einnig ADS-B geimkögun með drægi innan BIRD FIR suður af 70N fyrir ofan FL 255 og norður af 70N fyrir ofan sjávarmál. Drægi innan BGGL FIR er fyrir ofan FL 180.

Sjá ENR 6.1-11 fyrir myndræna lýsingu á langdrægni ADS-B.

In the event of an aircraft radio failure, a pilot shall select Emergency mode b. or if the ADS-B transmitter is unable select emergency mode and report to ATC that the radio is unservicable, f.ex. via CPDLC if possible. Follow established procedures, subsequent control of the aircraft will be based on those procedures.

ENR 1.6.3.3 Aircraft identification

- Aircraft equipped with ADS-B having an aircraft identification feature shall transmit the aircraft identification as specified in Item 7 of the ICAO flight plan or, when no flight plan has been filed, the aircraft registration.
- Whenever it is observed on the situation display that the aircraft identification transmitted by an ADS-B equipped aircraft is different from that expected from the aircraft, the pilot shall be requested to confirm and, if necessary, re- enter the correct aircraft identification.
- If ADS-B equipment B1 or B2 has been filed in Item 10b of the ICAO FPL, the pilot shall consider that the aircraft is identified when the aircraft is operating above FL285 in the Reykjavik CTA. The controller will not inform the pilot of the identification. The controller will inform the pilot if the aircraft is not identified.

Identification is achieved according to the provisions specified by ICAO.

ENR 1.6.3.4 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.
- FANS 1/A ADS-C and CPDLC service is provided in the Reykjavik CTA, excluding FAXI TMA and BIAR TMA, as follows:
 - In the whole airspace for aircraft that file Iridium (J7) and/or HF (J2) data link capability in Item 10a of the ICAO FPL.
 - South of 82°N for aircraft that file Inmarsat (J5) data link capability in Item 10a of the ICAO FPL.

Aircraft shall log-on after departure or when passing the boundary from adjacent areas.

ENR 1.6.3.5 ADS-B coverage

The Area Control Service derives information from ADS-B stations in Iceland, the Faeroe Islands and in Greenland with range varying from 200 NM to 250 NM at flight level 300 and above.

The Area Control Service also uses Space-based ADS-B with coverage within BIRD FIR south of 70N above FL 255 and north of 70N above MSL. Coverage within BGGL FIR is above FL 180.

See ENR 6.1-11 for graphic portrayal of area of ADS-B.

ENR 1.6.3.6 Gæði ADS-B gagna og undanþágur

Loftfar búið ADS-B sendi sem sendir út á 1090 MHz (1090ES) skal ekki senda út ADS-B gögn nema:

- loftfarið sendi frá sér áreiðanlegar og nákvæmar staðsetningarupplýsingar til samræmis við gæðastuðla sem sendir eru út með gögnunum; eða
- loftfarið sendir frá sér gæðastuðla með gildinu 0 (núll) fyrir einn eða fleiri gæðastuðla (NUCp, NIC, NAC eða SIL) sé ekki unnt að uppfylla kröfu a) hér fyrir ofan; eða
- flugrekandi hafi fengið undanþágu frá viðeigandi yfirvöldum.

Flugrekendur sem óska eftir undanþágu frá kröfunum hér að ofan fyrir einstaka flug skulu senda beiðni til Isavia ANS með a.m.k. 5 daga fyrirvara. Undanþága kann að vera háð skilyrðum s.s. flugleið, flughæð eða tíma dags.

Undanþágur skulu sendar Isavia ANS á netfangið acc@isavia.is.

ENR 1.6.3.6 ADS-B quality and exemption

An aircraft carrying 1090 MHz extended squitter (1090ES) ADS-B equipment shall disable ADS-B transmission unless:

- the aircraft emits position information of an accuracy and integrity consistent with the transmitted values of the position quality indicator; or
- the aircraft always transmits a value of 0 (zero) for one or more of the position quality indicators (NUCp, NIC, NAC or SIL), when the requirements of a) above cannot be met; or
- the operator has received an exemption granted by the appropriate ATS authority.

Aircraft operators wishing to receive an exemption from the procedures specified above for an individual flight shall apply for an exemption to Isavia ANS at least 5 days in advance of the flight. Any approvals for such exemptions may be contingent on specific conditions such as routing, flight level and time of day.

Applications for exemptions shall be sent to Isavia ANS at e-mail address acc@isavia.is.

ENR 1.8 SVÆÐISBUNDNIR VIÐAUKASTARFSHÆTTIR

Viðaukastarfhættir (ICAO Doc 7030), flugreglur, flugumferðarþjónusta og leit og björgun á Norður-Atlantshafi sem eiga við í Reykjavík CTA. Skjöl NAT svæðisins eru aðgengileg á síðu Alþjóðflugmálastofunarinnar fyrir Evrópu og Norður Atlantshaf

<https://www.icao.int/EURNAT/Pages/welcome.aspx>

(EUR/NAT Documents → NAT Documents).

Þessir starfshættir eru til fyllingar þeim reglum sem eru í reglugerð um flugumferðarþjónustu 787/2010, reglugerð um flugreglur 770/2010, ICAO Viðauka 6, I. og II. hluta, ICAO PANS-ATM (Doc 4444) og ICAO PANS-OPS (Doc 8168).

ENR 1.8.1 Flugreglur - eingöngu á ensku

Textinn hér á eftir er eingöngu á ensku.

ENR 1.8.1.1 Instrument flight rules (IFR)

(Regulation 770/2010 Flight Rules, paragraph 2.2 and Chapter 5)

Note - Regulation 770/2010, 2.2 permits a choice for a flight to comply with either the instrument flight rules or the visual flight rules when operated in visual meteorological conditions subject to certain limitations in Chapter 4 of the regulation. The following indicates certain further restrictions to that choice.

ENR 1.8.1.1.1 Special application of instrument flight rules

Flights shall be conducted in accordance with the instrument flight rules (even when not operating in instrument meteorological conditions) when operated at or above FL 60 or 2 000 feet above ground, whichever is the higher, within the Reykjavík Flight Information Region (FIR) excluding the domestic area, EKVG FIZ and North Sea Area IV during the published hours of operation of Aberdeen ATSU.

ENR 1.8.2 Airspaces with special requirements

ENR 1.8.2.1 High Level Airspace (HLA)

ENR 1.8.2.1.1 Area of applicability

(ICAO DOC 7030 NAT Region; NAT DOC 007, North Atlantic Operations and Airspace Manual) Reykjavík CTA is part of the North Atlantic High Level Airspace (NAT HLA) . See map ENR 6.1 - 9.

ENR 1.8.2.1.2 Method of application

ENR 1.8.2.1.2.1 MNPS Approval for operation in the NAT HLA

Guidance material: North Atlantic Operations and Airspace Manual (NAT Doc 007) and The Performance-based Navigation (PBN) Manual (ICAO Doc 9613).

1. The airspace between FLs 285 and 420 inclusive, is designated as the NAT HLA. Within this airspace a formal MNPS Approval Process by the State of Registry of the aircraft or the State of the Operator ensures that aircraft meet defined NAT Standards and that appropriate crew procedures and training have been adopted.
2. Aircraft not meeting these requirements will not be allowed to operate in HLA unless the following conditions are satisfied:
 - a. The aircraft is being provided with ATS surveillance service;
 - b. Direct controller-pilot VHF voice communication is maintained; and
 - c. The aircraft has a certified installation of equipment providing it the ability to navigate along the cleared track.
3. An operator who experiences reduced navigation performance shall inform air traffic control (ATC) as soon as practicable.
4. Only aircraft approved for RNP 4 or RNAV 10 (RNP 10) is eligible for a NAT MNPS approval.

ENR 1.8 REGIONAL SUPPLEMENTARY PROCEDURES

NAT Regional Supplementary Procedures (ICAO Doc 7030), Rules of the Air, Air Traffic Services and Search and Rescue applicable in the Reykjavík CTA. NAT Region documents can be obtained from the ICAO European and North Atlantic (EUR/NAT) office website

<https://www.icao.int/EURNAT/Pages/welcome.aspx>

(EUR/NAT Documents → NAT Documents).

These Procedures are supplementary to the provisions contained in regulation on Air Traffic Management 787/ 2010, regulation on rules of the air 770/2010, ICAO Annex 6, Parts I and II, ICAO Annex 11, ICAO PANS-ATM (Doc 4444) and ICAO PANS-OPS (Doc 8168).

ENR 1.8.1 Flight rules

The text hereafter is only in english.

ENR 1.8.2.1.2.2 Monitoring

Adequate monitoring of flight operations in the Reykjavik CTA is conducted in order to assist in the assessment of continuing compliance of aircraft with the lateral navigation capabilities specified in NAT Doc 007.

← **Note** - *Monitoring is conducted in accordance with the appropriate guidance material issued by ICAO.*

ENR 1.8.2.1.2.3 None MNPS approved aircraft

1. Aircraft not certified for operation in NAT HLA Airspace may be cleared by ATC to climb or descend through the NAT HLA provided:
 - a. the climb or descent is completed within reception range of KFV, ING, AKI VOR/DMEs and/or within ATS Surveillance coverage of the ATC unit issuing such clearance and the aircraft is able to maintain Direct Controller/Pilot Communication (DCPC) on VHF, and
 - b. NAT HLA MNPS aircraft operating in that part of the NAT HLA affected by such climbs or descents are not penalised.
2. Non-NAT HLA MNPS certified aircraft may also be cleared to climb or descend through the NAT HLA for the sole purpose of landing at or departing from an airport which underlies the NAT HLA but which does not have serviceable short range nav aids, ATS Surveillance or DCPC.

ENR 1.8.2.1.2.4 Emergency Locator Transmitters (ELTs)

While not a specific element of the NAT HLA MNPS approval, pilots and operators are reminded that for flights over the NAT, ICAO SARPS Annex 6, Part 1, Chapter 6, requires carriage of Emergency Locator Transmitters (ELTs).

ENR 1.8.2.1.2.5 Indication of MNPS approval in FPL

For flights intending to operate within the NAT HLA during any portion of their flight, the letter "X" shall be inserted after the letter "S" in Item 10a of the flight plan, indicating that the flight has been certificated as complying with the NAT MNPS requirements.

ENR 1.8.2.1.3 Reference, guidance and information material concerning air navigation

ENR 1.8.2.1.3.1 Routes for aircraft with only one Long Range Navigation System (LRNS)

1. Special routes have been developed for aircraft equipped with only one LRNS and carrying normal short-range navigation equipment (VOR, DME, ADF), which are required to cross the North Atlantic between Europe and North America (or vice versa). State approval must be obtained prior to flying along them. These routes are also available for interim use by aircraft normally approved for unrestricted NAT HLA operations that have suffered a partial loss of navigation capability and have only a single remaining functional LRNS.

If this single LRNS is a GPS it must be approved in accordance with EASA Certification Specifications for European Technical Standard Orders CS-ETSO the document can be found at: https://www.easa.europa.eu/sites/default/files/dfu/ws_prod-g-doc-Agency_Mesures-Certification-Spec-CS-ETSO.pdf

2. Routes a) to k) are known as "Blue Spruce" routes and it has been determined that continuous VHF coverage exists on these routes at FL 310 and above except as specified below:

a. ATSIX (60N 010W) - 6100N 01234W - ALDAN - KFV, (VHF coverage exists but HF is required on this route)

b. RATSU (61N 010W) - ALDAN - KFV, (VHF coverage exists. Non HF equipped aircraft can use this route)

c. GOMUP (57N 010W) - 60N 015W - 61N 01630W - BREKI - KFV, (VHF coverage does not exist between GOMUP and 60N 015W, HF is required on this route)

d. MOXAL - RATSU (for flights departing Reykjavik Airport)

e. OSKUM - RATSU (for flights departing Keflavik Airport)

f. KFV - SOPEN - DA - SF - YFB

g. KFV - EPENI - 63N 030W - 61N 040W - OZN

h. OZN - 59N 050W - AVUTI (FL290 to FL600) - PRAWN - YDP

i. OZN - 59N 050W - CUDDY (FL290 to FL600) - PORGY

j. OZN - 58N 050W - HOIST - YZR and

k. SF - DARUB (67N 060W) - YXP

l. OLKUK - EPMAN (66N 060W) - YXP

m. OLKUK - 64N 060W - MUSVA (64N 063W) - YFB; and

n. RE - 6930N 02240W - CP.

ENR 1.8.2.1.3.2 Routes for aircraft with Short Range Navigation Equipment Only

The following routes may be flown with short range navigation equipment (VOR/DME, ADF) only, but State approval for operation within the NAT HLA is still necessary.

1. WESTBOUND: PEMOS G11 MY G3 KFV

2. WESTBOUND: VALDI G3 KFV

3. EASTBOUND DEPARTING BIKF OR BIRK: MOXAL - ING G3 VALDI OR MOXAL - ING G3 MY G11 PEMOS)

ENR 1.8.2.1.3.3 Procedures for aircraft suffering loss of navigation capability before entry into the NAT HLA

An operator who experiences loss of navigation/fms capability shall inform air traffic control (ATC) as soon as practicable. Flight crews should also inform ATC of any GNSS malfunction.

One System Fails Before entering the BIRD CTA

The flight crew must consider:

a. landing at a suitable aerodrome before the boundary or returning to the aerodrome of departure;

b. diverting via the Iceland – Greenland corridor

c. obtaining a re-clearance above or below the NAT HLA.

One System Fails After entering the BIRD CTA

Once the aircraft has entered the BIRD CTA, the flight crew should normally continue to operate the aircraft in accordance with the current flight plan or as amended by ATC, appreciating that the reliability of the total navigation system has been significantly reduced. The flight crew should however

- a. assess the prevailing circumstances (e.g. performance of the remaining system, remaining portion of the flight in the NAT HLA, etc.);
- b. advise and consult with ATC as to the most suitable action (e.g. request/expect clearance above or below the NAT HLA, turn-back, obtain clearance to fly within The Iceland – Greenland corridor;
- c. obtain appropriate re-clearance prior to any deviation from the last acknowledged clearance.

When the flight continues in accordance with its current flight plan or as amended by ATC (especially if the distance ahead within the NAT HLA is significant), the flight crew should begin a careful monitoring programme:

- a. to take special care in the operation of the remaining system bearing in mind that routine methods of error checking are no longer available;
- b. to check the main and standby compass systems frequently against the information which is still available;
- c. to check the performance record of the remaining equipment and if doubt arises regarding its performance and/or reliability, the following procedures should be considered:
 - attempting visual sighting of other aircraft or their contrails, which may provide a track indication;
 - calling the appropriate OAC for information on other aircraft adjacent to the aircraft's estimated position and/or calling on VHF to establish contact with such aircraft (preferably same track/level) to obtain from them information which could be useful. (e.g. drift, groundspeed, wind details).

The Remaining System Fails After Entering the NAT HLA

The flight crew should:

- a. immediately notify ATC;
- b. make best use of procedures specified above relating to attempting visual sightings and establishing contact on VHF with adjacent aircraft for useful information;
- c. keep a special look-out for possible conflicting aircraft, and make maximum use of exterior lights;
- d. if no instructions are received from ATC within a reasonable period consider climbing or descending 500 feet, broadcasting action on 121.500 MHz and advising ATC as soon as possible.

Note - This procedure also applies when a single remaining system gives an indication of degradation of performance, or neither system fails completely but the system indications diverge widely and the defective system cannot be determined.

Complete Failure of Navigation Systems Computers

A characteristic of the navigation computer system is that the computer element might fail, and thus deprive the aircraft of steering guidance and the indication of position relative to cleared track, but the basic outputs of the IRS (LAT/LONG, Drift and Groundspeed) are left unimpaired. A typical drill to minimise the effects of a total navigation computer system failure is suggested below. It requires comprehensive use of the plotting chart.

- a. use the basic IRS/GPS outputs to adjust heading to maintain mean track and to calculate ETAs.
- b. draw the cleared route on a chart and extract mean true tracks between waypoints.
- c. at intervals of not more than 15 minutes plot position (LAT/LONG) on the chart and adjust heading to regain track.

Note - EAG Chart AT (H) 1; No 1 AIDU (MOD) Charts AT(H)1, 2, 3 & 4; the Jeppesen North/Mid Atlantic Plotting Charts and the FAA North Atlantic Route Planning Chart are considered suitable for this purpose.

ENR 1.8.2.2 Reduced Vertical Separation Minimum (RVSM)

(NAT Doc 007)

ENR 1.8.2.2.1 Area of applicability

All aircraft intending to operate within the NAT HLA must be equipped with altimetry and height-keeping systems which meet RVSM Minimum Aircraft System Performance Specifications (MASPS). RVSM MASPS are contained in ICAO Doc 9574. See map **ENR 6.1 - 9**.

ENR 1.8.2.2.2 Method of application

1. RVSM Approval

Pilots intending to fly within RVSM Airspace shall be in possession of the appropriate RVSM Approval issued by the State of Registry of the aircraft or by the State of the Operator.

2. Equipment

The aircraft shall be equipped with altimetry and height-keeping systems which meet RVSM Minimum Aircraft System Performance Specifications (MASPS). RVSM MASPS are contained in ICAO Doc 9574.

3. Responsibility

The above referenced Documents, are provided to assist States of Registry, operators, owners and planning staff who are responsible for issuing or obtaining RVSM approvals for aircraft. However, the ultimate responsibility for checking that a NAT RVSM flight has the necessary approval(s) rests with the pilot in command. In the case of most regular scheduled flights this check is a matter of simple routine but pilots of special charter flights, private flights, ferry and delivery flights are advised to pay particular attention to this matter. Routine monitoring of NAT traffic regularly reveals examples of pilots of non-approved flights, from within these user groups, flight planning or requesting clearance within RVSM Airspace. All such instances are prejudicial to safety and are referred to relevant State Authorities for further action. Aircraft not meeting these requirements shall not be allowed to operate in airspace where reduced vertical separation minimum is being applied.

4. Monitoring

Adequate monitoring of flight operations in the Reykjavik CTA is conducted in order to assist in the assessment of continuing compliance of aircraft with height-keeping capabilities.

5. NON-RVSM approved aircraft

Special arrangements for NON-RVSM approved aircraft

a. To Climb/Descend Through RVSM Levels

Aircraft that are not approved for RVSM operation will be permitted, subject to traffic, to climb/descend through RVSM levels in order to attain cruising levels above or below RVSM airspace. Flights should climb/ descend continuously through the RVSM levels without stopping at any intermediate level and should "Report leaving" current level and "Report reaching" cleared level. Such aircraft are also permitted to flight plan and operate at FL430 either Eastbound or Westbound above the NAT HLA.

b. To Operate at RVSM Levels

ATC may provide special approval for a NAT HLA approved aircraft that is not approved for RVSM operation to fly in NAT HLA provided that the aircraft:

I. is on a delivery flight; or

II. was RVSM approved but has suffered an equipment failure and is being returned to its base for repair and/or re-approval; or

III. is on a mercy or humanitarian flight.

c. Request prior approval

Operators requiring such special approval should request prior approval by contacting the initial Oceanic Area Control Centre (OAC), normally not more than 12 hours and not less than 4 hours prior to the intended departure time, giving as much detail as possible regarding acceptable flight levels and routings. Operators should be aware, due to the requirements to provide non-RVSM separation, that requested levels and/or routes may not always be available (especially when infringing active OTS systems). The special approval, if and when received, should be clearly indicated in Item 18 of the ICAO flight plan. The service will not be provided to aircraft that are not approved for NAT HLA operations.

ENR 1.8.2.2.3 Indication of RVSM approval in FPL

All RVSM approved aircraft intending to operate in the NAT Region, regardless of the requested flight level, shall insert the letter W in Item 10a of the flight plan.

ENR 1.8.2.3 Data link mandated airspace

ENR 1.8.2.3.1 Area of applicability

(ICAO DOC 7030, NAT Doc 007, NAT OPS Bulletin)

The NAT Data Link Mandate (DLM) airspace is the volume of airspace between FL290 and FL410 (inclusive) within Reykjavik CTA.

ENR 1.8.2.3.2 Airspace Not Included in DLM Airspace that affect Reykjavik CTA

1. Airspace north of 80° North.
2. Airspace where an ATS surveillance service is provided by means of radar, multilateration and/or ADS-B coupled with VHF voice communications services, provided the aircraft is suitably equipped (transponder/ADS-B extended squitter transmitter).
For flight planning purposes in BIRD CTA, this exclusion area is bounded by the following coordinates:
Northern boundary: 65N000W - 67N010W - 69N020W - 68N030W - 67N040W - 69N050W - 69N060W - BOPUT. Southern boundary: GUNPA (61N000W) - 61N007W - 6040N010W - RATSU (61N010W) - 61N020W - 63N030W - 6330N040W – 6330N050W – EMBOK.
Tracks wholly contained within this airspace (including its northern and southern boundaries) are excluded from the mandate.
Note 1 - The airspace west of 030W within BIRD is ADS-B only and is excluded from the Data Link Mandate only for aircraft with functioning ADS-B equipment.
Note 2 - ATC may, on a tactical basis, clear non-datalink aircraft which are being provided an ATS surveillance service to operate at DLM levels outside the exclusion area specified above.
A depiction of the exempt from the DLM is shown in ENR 6.1-9.
Note 3 - This area, which is within direct controller pilot VHF voice coverage, offers a solution for suitably equipped aircraft (transponder with ADS-B extended squitter transmitter) that are equipped with a single or no Long Range Communication System, to cross the North Atlantic at or above FL290.

ENR 1.8.2.3.3 Flights Allowed

The following flights are permitted to flight plan to enter the NAT DLM airspace:

1. Flights equipped with and prepared to operate FANS 1/A (or equivalent) CPDLC and ADS-C data link systems. (NAT Regional Supplementary Procedures (ICAO Doc 7030));
The appropriate equipage to be indicated in Item 10 (equipment and capabilities) of the ICAO flight plan is as follows:
 - a. D1 (ADS-C with FANS 1/A capabilities); and
 - b. J5 (CPDLC FANS 1/A SATCOM (INMARSAT)); and/or
 - c. J7 (CPDLC FANS 1/A SATCOM (Iridium)).
2. Non-equipped flights that file STS/FFR, HOSP, HUM, MEDEVAC, SAR or STATE in Item 18 of the flight plan. (Depending on the tactical situation at the time of flight, however, such flights may not receive an ATC clearance which fully corresponds to the requested flight profile.)

ENR 1.8.2.3.3.1 Operational Policies

1. Non-equipped flights may request to climb or descend through the NAT DLM airspace. Such requests will be considered on a tactical basis.
2. Other requests for operation of non-DLM equipped aircraft in the NAT DLM airspace will be considered on a tactical basis, as outlined below:
 - a. Altitude reservation (ALTRV) requests and requests for "special operations" (e.g., for scientific research or weather observations) will be considered on a case by case basis, irrespective of the equipage status of the participating aircraft.
 - b. Equipment Failure of either ADS-C or CPDLC systems:
 - Prior to departure:
 - Resubmit flight plan to remain clear of NAT DLM airspace
 - After Departure but prior to entering DLM airspace:
 - ATC must be notified prior to entering DLM airspace.
 - Requests to operate in DLM airspace will be considered on a tactical basis.
 - After entering NAT DLM airspace:
 - ATC must be notified immediately.
 - Tactical consideration will be given to allow the flight to continue in NAT DLM airspace. Flights may be required to exit NAT DLM airspace if traffic warrants.

ENR 1.8.2.4 Performance Based Communication and Surveillance (PBCS)

Reykjavik applies lateral and longitudinal PBCS dependent separation minima for PBCS approved aircraft within BIRD CTA, see ENR 1.8.7. Coverage limitations to the service are:

- Inmarsat SATCOM equipped aircraft: The service is limited to the airspace at or south of 80N.
- Iridium SATCOM equipped aircraft: There is no coverage limitation.

The PBCS services are provided in accordance with specifications in the ICAO Performance Based Communication and Surveillance Manual (ICAO Doc 9869).

Communication is by means of FANS 1/A CPDLC - RCP240 - operators shall insert FPL indicator "P2" in item 10a to indicate PBCS approval.

Surveillance is by means of FANS 1/A ADS-C - RSP 180 - operators shall insert FPL indicator "RSP180" in Item 18 SUR/ subfield to indicate PBCS approval.

Backup means of communication and surveillance are:

- HF voice or SATVOICE.
- VHF voice and ATS surveillance within coverage see coverage charts in **ENR 6.1**.

RCP 240 and RSP 180 compliant aircraft operators must participate in the PBCS monitoring program.

ENR 1.8.3 Flight Plans

Flight plan messages for flights intending to operate within the Reykjavik CTA shall be filed in accordance with ENR 1.10 and ENR 1.11.

ENR 1.8.3.1 Contents of ICAO Flight Plan - North Atlantic (NAT) Region

ENR 1.8.3.1.1 Introduction

The purpose of this guidance material is to remind users of how important the correct completion of the Flight Plan form has become in these days of automatic data processing.

Incorrect completion of the Flight Plan may well result in delay to processing and subsequently to the flight.

ENR 1.8.3.1.2 Instructions for the completion of the ICAO Flight Plan form

1. Adhere closely to the prescribed formats and manner of specifying data.
2. Commence inserting data in the first space provided. Where excess space is available, leave unused spaces blank.
3. Insert all clock times in 4 figures, UTC.
4. Insert all estimated elapsed times in 4 figures (hours and minutes).
5. Shaded areas preceding Item 3 - to be completed by ATS and COM services, unless the responsibility for originating flight plan messages has been delegated.
6. Complete Items 3 to 19 as indicated hereunder.
7. Do not introduce obliques or spaces where they are not required.

ENR 1.8.3.1.3 Contents of each ITEM in the ICAO FPL form

(ICAO PANS ATM (Doc 4444), NAT Doc 007)

ENR 1.8.3.1.3.1 ITEM 3: MESSAGE TYPE

INSERT: Enter FPL for any initial filing of a Flight Plan. For filing of second or subsequent flight plans, use either the "CHANGE" (CHG) or "CANCEL" (CNL) format as outlined in ICAO PANS ATM (Doc 4444), but include field 18 to ensure automatic data transfer.

ENR 1.8.3.1.3.2 ITEM 7: AIRCRAFT IDENTIFICATION

(Maximum 7 alphanumeric characters and without hyphens or symbols).

INSERT: one of the following aircraft identifications, not exceeding 7 characters:

1. the ICAO designator for the aircraft operating agency followed by the flight identification (e.g. KLM511, NGA213, JTR25) when in radiotelephony the call sign to be used by the aircraft will consist of the ICAO telephony designator for the operating agency followed by the flight identification (e.g. KLM 511, NIGERIA 213, JESTER 25);
2. the nationality or common mark and registration marking of the aircraft (e.g. EIAKO, 4XBCD, N2567GA) when:
 - a. in radiotelephony the call sign used by the aircraft will consist of this identification alone (e.g. CGAJS), or preceded by the ICAO telephony designator for the aircraft operating agency (e.g. BLIZZARD CGAJS);
 - b. the aircraft is not equipped with radio,

Note 1 - Standards for nationality, common and registration marks to be used are contained in ICAO Annex 7, section 3.

Note 2 - Provisions for the use of radiotelephony call signs are contained in ICAO Annex 10, Volume II, Chapter 5. ICAO designators and telephony designators for aircraft operating agencies are contained in Doc 8585 - Designators for Aircraft Operating Agencies, Aeronautical Authorities and Services.

ENR 1.8.3.1.3.3 ITEM 8: FLIGHT RULES AND TYPE OF FLIGHT

FLIGHT RULES

INSERT: one of the following letters to denote the category of flight rules with which the pilot intends to comply: I if it is intended that the entire flight will be operated under the IFR

V if it is intended that the entire flight will be operated under the VFR

Y if the flight initially will be operated under the IFR, followed by one or more subsequent changes of flight rules or Z if the flight initially will be operated under the VFR, followed by one or more subsequent changes of flight rules

Specify in Item 15 the point or points at which a change of flight rules is planned.

TYPE OF FLIGHT

INSERT: one of the following letters to denote the type of flight:

S if Scheduled Air Transport

N if Non-scheduled Air Transport

G if General Aviation

M if Military

X if other than any of the defined categories above

Specify status of a flight following the indicator STS in Item 18, or when necessary to denote other reasons for specific handling by ATS, indicate the reason following the indicator RMK in Item 18.

ENR 1.8.3.1.3.4 ITEM 9: NUMBER AND TYPE OF AIRCRAFT AND WAKE TURBULENCE CATEGORY

NUMBER OF AIRCRAFT.

INSERT: the number of aircraft, if more than one.

TYPE OF AIRCRAFT.

INSERT: the appropriate designator as specified in ICAO Doc 8643, "Aircraft Type Designators".

or, if no such designator has been assigned or in case of formation flights comprising more than one type, INSERT: ZZZZ, and SPECIFY in Item 18, the (numbers and) type(s) of aircraft preceded by TYP/.

WAKE TURBULENCE CATEGORY.

INSERT: an oblique stroke followed by one of the following letters to indicate the wake turbulence category of the aircraft:

J - SUPER, to indicate an aircraft type specified as such in Doc 8643, Aircraft Type Designators.

H - HEAVY, to indicate an aircraft type with maximum certificated take-off mass of 136 000 kg or more.

M - MEDIUM, to indicate an aircraft type with a maximum certificated take-off mass of less than 136 000 kg but more than 7000 kg.

L - LIGHT, to indicate an aircraft type with a maximum certificated take-off mass of 7 000 kg or less.

ENR 1.8.3.1.3.5 ITEM 10: EQUIPMENT AND CAPABILITIES

Capabilities comprise the following elements:

1. presence of relevant serviceable equipment on board the aircraft;
2. equipment and capabilities commensurate with flight crew qualifications; and
3. where applicable, authorization from the appropriate authority

Radio communication, navigation and approach aid equipment and capabilities. INSERT: one letter as follows:

N if no COM/NAV/Approach aid equipment for the route to be flown is carried, or the equipment is unserviceable, or

S if standard COM/NAV/Approach aid equipment for the route to be flown is carried and serviceable and/or

INSERT: one or more of the following letters to indicate the serviceable COM/NAV/Approach aid equipment and capabilities available:

A - GBAS landing system

B - LPV (APV with SBAS)

C - LORAN C

D - DME

E1- FMC WPR ACARS

E2 -D-FIS ACARS

E3 - PDC ACARS

F - ADF

G - GNSS If any portion of the flight is planned to be conducted under IFR it refers to GNSS receivers that comply with the requirements of Annex 10, Volume I (See Note 2)

H - HF RTF

I - INERTIAL NAVIGATION

J1 - CPDLC ATN VDL Mode 2 (See Note 3)

J2 - CPDLC FANS 1/A HFDL

J3 - CPDLC FANS 1/A VDL Mode A

J4 - CPDLC FANS 1/A VDL Mode 2

J5 - CPDLC FANS 1/A SATCOM (INMARSAT) J6 - CPDLC FANS 1/A SATCOM (MTSAT)

J7 - CPDLC FANS 1/A SATCOM (Iridium)

Note - All aircraft planning to operate in the Reykjavik Oceanic Area and intending to use data link services shall insert the appropriate descriptor (J2, J5 or J7) in Item 10a.

K - MLS

L - ILS

M1 - ATC SATVOICE (INMARSAT)

M2 - ATC SATVOICE (MTSAT)

M3 - ATC SATVOICE (Iridium)

O - VOR

P1 CPDLC RCP 400 (see Note 7)

P2 CPDLC RCP 240 (see Note 7)

P3 SATVOICE RCP 400 (see Note 7)

P4-P9 Reserved for RCP

R - PBN approved (see Note 4) - all RNAV 10 (RNP 10) and/or RNP 4 approved aircraft intending to operate in the Reykjavik Oceanic Area shall insert the letter R in Item 10a of the flight plan.

T - TACAN

U - UHF RTF

V - VHF RTF

W - RVSM approved - all RVSM-approved aircraft intending to operate in the Reykjavik Oceanic Area regardless of the requested flight level shall insert the letter "W" in item 10a of the flight plan.

X - HLA MNPS approved - all HLA MNPS-approved aircraft intending to operate in the Reykjavik Oceanic Area shall insert the letter "X" in item 10a of the flight plan.

Y - VHF with 8.33 KHz channel spacing capability

Z - other equipment carried or other capabilities (see Note 5) Any alphanumeric characters not indicated above are reserved.

Note 1 - If a letter S is used, standard equipment is considered to be VHF RTF, VOR and ILS.

Note 2 - If the letter G is used, the types of external GNSS augmentation, if any, are specified in Item 18 following the indicator NAV/ and separated by a space.

When the letter G is filed, the pilot has the obligation to check RAIM prediction for the filed route before departure. Furthermore the pilot is obliged to report to ATC as soon as possible if receiving RAIM warning. Isavia is providing information on the Internet for RAIM prediction.

The address is: <https://www.isavia.is/en/corporate/c-preflight-information/raim-prediction>.

Text used when advising that insufficient RAIM coverage has been predicted will be "GPS RAIM UNAVBL FOR NPA" The information will also be distributed as NOTAM.

Note 3 - See RTCA/EUROCAE Interoperability Requirements Standard For ATN Baseline 1 (ATN B1 INTEROP Standard - DO-280B/ED-110B) for data link services air traffic control clearance and information/air traffic control communications management/air traffic control microphone check.

Note 4 - If the letter R is used, the performance based navigation levels that can be met are specified in Item 18 following the indicator PBN/. Guidance material on the application of performance based navigation to a specific route segment, route or area is contained in the Performance-Based Navigation Manual (ICAO Doc 9613).

Note 5 - If the letter Z is used, specify in Item 18 the other equipment carried or other capabilities, preceded by COM/ NAV/ and or DAT, as appropriate.

Note 6 - Information on navigation capability is provided to ATC for clearance and routing purposes.

Note 7 - Guidance material on the application of performance-based communication, which prescribes RCP to an air traffic service in a specific area, is contained in the Performance-based Communication and Surveillance (PBCS) Manual (ICAO Doc 9869).

Surveillance EQUIPMENT and capabilities.

INSERT N if no surveillance equipment for the route to be flown is carried, or the equipment is unserviceable,

OR

INSERT: one or more of the following descriptors, to a maximum of 20 characters, to describe the serviceable surveillance equipment and/or capabilities on board:

SSR Modes A and C

A - Transponder Mode A (4 digits - 4 096 Codes)

C - Transponder Mode A (4 digits - 4 096 Codes) and Mode C

SSR Mode S

E Transponder - Mode S, including aircraft identification, pressure-altitude and extended squitter (ADS-B) capability

H Transponder - Mode S, including aircraft identification, pressure-altitude and enhanced surveillance capability

I Transponder - Mode S, including aircraft identification, but no pressure-altitude capability

L Transponder - Mode S, including aircraft identification, pressure-altitude, extended squitter (ADS-B) and enhanced surveillance capability

P - Transponder Mode S including pressure altitude transmission but no aircraft identification capability

S - Transponder Mode S including both pressure altitude and aircraft identification capability

X - Transponder - Mode S with neither aircraft identification nor pressure-altitude capability

Note - Enhanced surveillance capability is the ability of the aircraft to down-link aircraft derived data via a Mode S transponder.

ADS-B

B1 ADS-B with dedicated 1090 MHz ADS-B "out" capability

B2 ADS-B with dedicated 1090 MHz ADS-B "out" and "in" capability

U1 ADS-B "out" capability using UAT

U2 ADS-B "out" and "in" capability using UAT

V1 ADS-B "out" capability using VDL Mode 4

V2 ADS-B "out" and "in" capability using VDL Mode 4

ADS-C

D1 ADS-C with FANS 1/A capabilities

G1 ADS-C with ATN capabilities

Alphanumeric characters not indicated above are reserved.

Example: ADE3RV/HB2U2V2G1

Note 1 - The RSP specification(s), if applicable, will be listed in Item 18 following the indicator SUR/. Guidance material on the application of performance-based surveillance, which prescribes RSP to an air traffic service in a specific area, is contained in ICAO Doc 9869 The Performance-based Communication and Surveillance (PBCS) Manual.

Note 2 - Additional surveillance application should be listed in Item 18 following the indicator SUR/

ENR 1.8.3.1.3.6 ITEM 13: DEPARTURE AERODROME AND TIME

INSERT the ICAO four-letter Location indicator of the aerodrome of departure as specified in ICAO Doc 7910, Location Indicators

OR, if no location indicator has been assigned,

INSERT ZZZZ, and SPECIFY, in Item 18, the name and location of the aerodrome, preceded by DEP/,

OR, the first point of the route or the marker radio beacon preceded by DEP/..., if the aircraft has not taken off from the aerodrome,

OR, if the flight plan is received from an aircraft in flight,

INSERT AFIL, and SPECIFY, in Item 18, the ICAO four-letter location indicator of the location of the ATS unit from which supplementary flight plan data can be obtained, preceded by DEP/.

THEN, WITHOUT A SPACE,

INSERT for a flight plan submitted before departure, the estimated off-block time (EOBT),

OR, for a flight plan received from an aircraft in flight, the actual or estimated time over the first point of the route to which the flight plan applies.

ENR 1.8.3.1.3.7 ITEM 15: ROUTE

INSERT the first cruising speed as in (1) and the first cruising level as in (2), without a space between them. THEN, following the arrow, INSERT the route description as in (3).

1. Cruising speed (maximum 5 characters)

INSERT: For turbo-jet aircraft intending to operate within Reykjavik Oceanic Area, the true Mach number planned to be used for any portion of their flight shall be specified in ITEM 15 of the flight plan.

All other aircraft: speed in terms of TAS.

In both cases, the speed is to be indicated at either the last domestic reporting point prior to oceanic entry or the ocean entry control area boundary.

2. Cruising level (maximum 5 characters)

INSERT: Flight level, expressed as F followed by 3 figures (e.g. F080; F330), for ocean entry, specified at either the last domestic reporting point prior to ocean entry or the ocean entry control area boundary, or for uncontrolled VFR flights below CTA, the letters VFR.

3. Route of flight described in terms of the following significant points INSERT:

- a. Last domestic reporting point prior to ocean entry.
- b. Oceanic control area boundary entry point as stated below.
- c. Significant points formed as stated below.
- d. Oceanic control area boundary exit point.
- e. First domestic reporting point after ocean exit.

Note - Each point at which a change in speed or level is requested must be specified and followed, in each case by the next route segment expressed as geographical coordinates in latitude and longitude.

Data convention for the various conventions in item 15

USE ONLY: the conventions in (1) to (5) below and SEPARATE each sub-item by a SPACE.

1. **ATS ROUTE** (2 to 7 characters).

The coded designator assigned to the route or route segment (e.g. G3, G11, routes for domestic and aircraft with Short Range Navigation Equipment only but State approval for NAT HLA is necessary).

2. **SIGNIFICANT POINT** (2 to 11 characters).

The coded designator (2 to 5 characters) assigned to the point (e.g. GUNPA, RATSU, EPMAN), or if no coded designator has been assigned, one of the following ways:

Degrees only (7 characters)

2 figures describing latitude in degrees, followed by "N" (North) or "S" (South), followed by 3 figures describing longitude in degrees, followed by "E" (East) or "W" (West). Make up the correct number of figures, where necessary, by insertion of zeros, e.g. 60N030W.

Degrees and minutes (11 characters)

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. 6300N01000W.

INSERT: DCT between successive points unless both points are defined by geographical coordinates.

Note - Points defined by a bearing and distance from a significant point are not allowed in the Reykjavik FIR/CTA due to the discrepancy that can exist between the actual positions derived from such points by aircraft and flight data processing systems.

3. **CHANGE OF SPEED OR LEVEL** (maximum 21 characters).

The point at which a change of speed (5% TAS or 0.01 Mach or more) or change of level is planned, expressed exactly as in (2) above, followed by an oblique stroke and both the cruising speed and the cruising level, WITHOUT A SPACE between them, even when only one of those quantities will be changed.

Example: 7600N05000W/M082F350

4. **CHANGE OF FLIGHT RULES** (maximum 3 characters).

The point at which the change of flight rules is planned, expressed exactly as in (2) or (3) above as appropriate, FOLLOWED BY A SPACE and one of the following:

VFR if from IFR to VFR, IFR if from VFR to IFR. Example: ES VFR, ES/N0284A050 IFR

5. **CRUISE CLIMB** (maximum 28 characters)

The letter C followed by an oblique stroke then the point at which cruise climb is planned to start, expressed exactly as in (2) above, followed by an oblique stroke, then the speed to be maintained during cruise climb, followed by the two levels defining the layer to be occupied during cruise climb, or the level at which cruise climb is planned followed by the letters PLUS, WITHOUT A SPACE between them.

Examples: C/68N050W/M082F290F350, C/68N050W/M082F290PLUS, C/62N050W/M220F580F620.

Requirements for Flight Plans on random route segments

Flights conducted wholly or partly outside the organized tracks shall be planned along great circle tracks joining successive significant points and flight plans shall be made in accordance with the following:

1. Flights operating between North America and Europe shall generally be considered as operating in a predominantly east-west direction. However, flights planned between these two continents via the North Pole shall be considered as operating in predominantly north-south direction.
2. For flights conducted along one of the organized tracks from the entry point into the NAT flight information regions to the exit point, the organized track shall be defined in the flight plan by the abbreviation "NAT" followed by the code letter assigned to the track.
3. Aircraft operating across boundary's:
 - a. Aircraft operating across the boundary between Reykjavik (BIRD) and Scottish (EGPX) shall file through one of the named points BARKU, DEVBI, BESGA, NALAN, OSBON, PEMOS, RIXUN or SOSAR as appropriate.
 - b. Flights routing between RATSU and GUNPA in either direction shall operate direct (DCT) between those points.
 - c. Eastbound flights routing across the boundary between BIRD and Polaris (ENOR) shall file their route via one of the following waypoints: GUNPA, VALDI, ERSER, IPTON, BARUD or ISVIG.
 - d. Flight Plans entering the Reykjavik CTA from the Edmonton CTA:
 - At or north of 82N, a boundary position at 060W;
 - south of 82N, one of the following waypoints: APSIN, BUDUM, DEXUN, ELNUS, PAMLA, SINVU, DOGGY, MODET, GELBO, DAPAK, MEDPA, INGUM, NADMA, ADSAM, BOPUT, CANEL, DARUB, IKNOG, EPMAN.
 - e. Flights entering Gander Oceanic and then proceeding either through Montreal airspace and Edmonton airspace, or directly into Edmonton before entering Reykjavik Oceanic shall file as follows:
 - Aircraft routing over 65N, at or east of 060W, shall file a waypoint at 65N;
 - aircraft routing over 65N, west of 060W, shall file via named waypoint by the boundary between Edmonton and Reykjavik.

Requirements for Flight Plans on random route segments at or south of 70N

GENERAL:

1. All flights which generally route in an eastbound or westbound direction should normally be flight planned so that specified ten degrees of longitude (20°W, 30°W, 40°W etc.) are crossed at whole or half degrees of latitude; and all generally northbound or southbound flights should normally be flight planned so that specified parallels of latitude spaced at five degree intervals (65°N, 60°N, 55°N etc.) are crossed at whole degrees of longitude.
2. The distance between significant points shall, as far as possible, not exceed one hour's flight time. Additional significant points should be established when deemed necessary due to aircraft speed or the angle at which the meridians are crossed, e.g. at intervals of 10° of longitude (between 5W and 65W).

Requirements for Flight Plans departing/arriving at Keflavik or Reykjavik

1. Flights with Keflavik or Reykjavik as Departure point or Destination are not required to file their route via waypoints at 010W, if routing north of RATSU (61N010W).
2. Flights departing Keflavik and Reykjavik shall not file their route via G3 unless short range equipped only.
3. Flights departing Keflavik shall not file their route between 63N and 64N at 10W.

The following tables show the routing for departing flights from BIKF and BIRK:

BIKF departures to the east						
Departure point	Waypoint 60NM from BIKF	Waypoint 120NM from BIKF	Waypoint at 6130N	Waypoint at 010W	Next waypoint	Next waypoint
BIKF	If FPL is north of LUTER then according to FPL via 10° west or DCT 00L or every 5° north.					
	LUTER	N/A		Between 64N010W and 66N010W; Flights departing Keflavik shall not file their route between 63N and 64N at 10W.	At or north of 64N000W	Waypoint at ENOB/ ENOR or ULLL domestic boundary: See ENR 6.1-5
	OSKUM	N/A		Between 63N010W and RATSU	ISVIG BARUD IPTON ERSER VALDI GUNPA	N/A
					MATIK	BESGA
				RATSU	BESGA DEVBI BARKU	N/A
	PIXUM	PETUX	PODAR	ATSIX ORTAV BALIX ADODO ERAKA ETILO GOMUP	AKIVO ODPEX NINEX AMTAP ETSOM ENVAL GINGA	N/A
	RIMUM	RUMUX	RAPAX	If crossing 61N west of 01630W	FPL route	FPL route
	RIMUM	CELLO	60N019W		FPL route	FPL route
BIKF departures into Shanwick OCA - ETD between 06:00 and 09:00						
Departure point	Waypoint 60NM from BIKF	Waypoint 120NM from BIKF	Waypoint at 6130N	Waypoint at 010W	Next waypoint	
BIKF	PIXUM	PETUX	PODAR	ORTAV	ODPEX	
	RIMUM	RUMUX	RAPAX	ERAKA or more southerly route	ETSOM or more southerly route	

BIKF departures to the east

Flights departing Keflavik are not required to file their route via waypoints at 10W, if routing north of RATSU (61N010W)

Flights departing Keflavik shall not file their route via G3 unless short range equipped only

Flights departing Keflavik shall not file their route between 63N and 64N at 10W

Flight plan route shall be as follows:

LUTER if crossing 010W between 64N and 66W

OSKUM if crossing 010W between 63N and RATSU inclusive

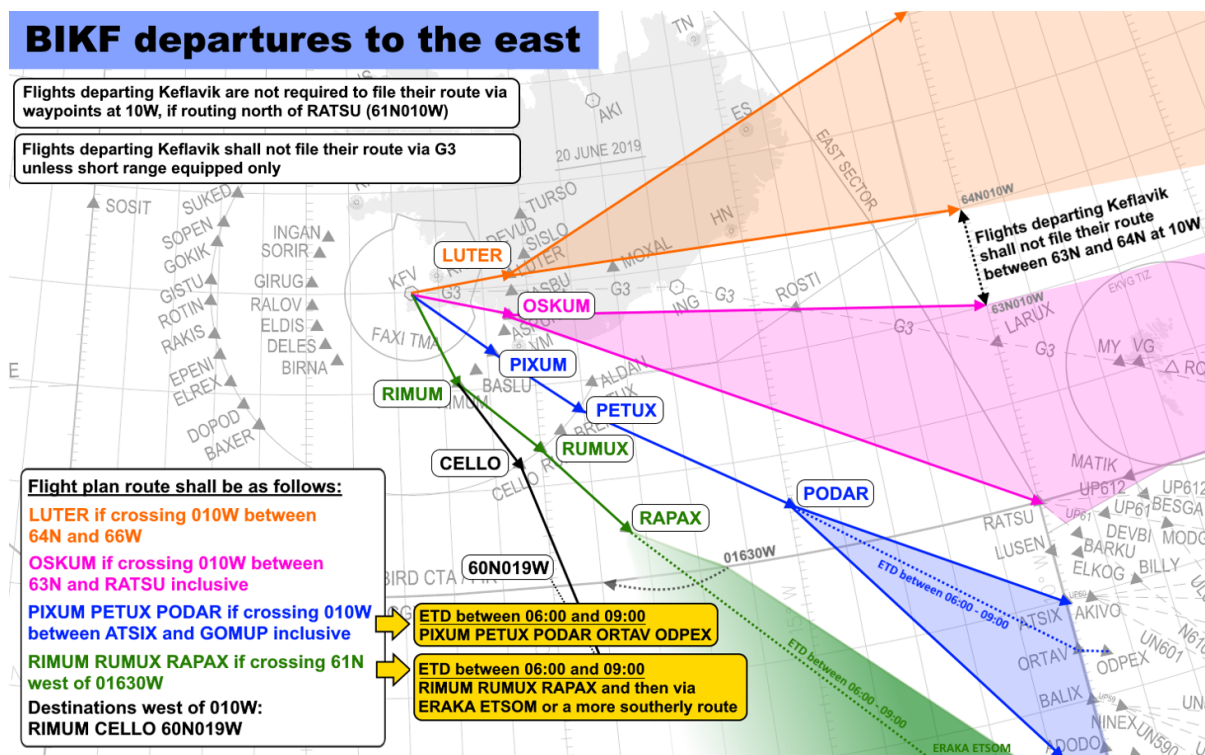
PIXUM PETUX PODAR if crossing 010W between ATSEX and GOMUP inclusive

RIMUM RUMUX RAPAX if crossing 61N west of 01630W

Destinations west of 010W:
 RIMUM CELLO 60N019W

ETD between 06:00 and 09:00
 PIXUM PETUX PODAR ORTAV ODPEX

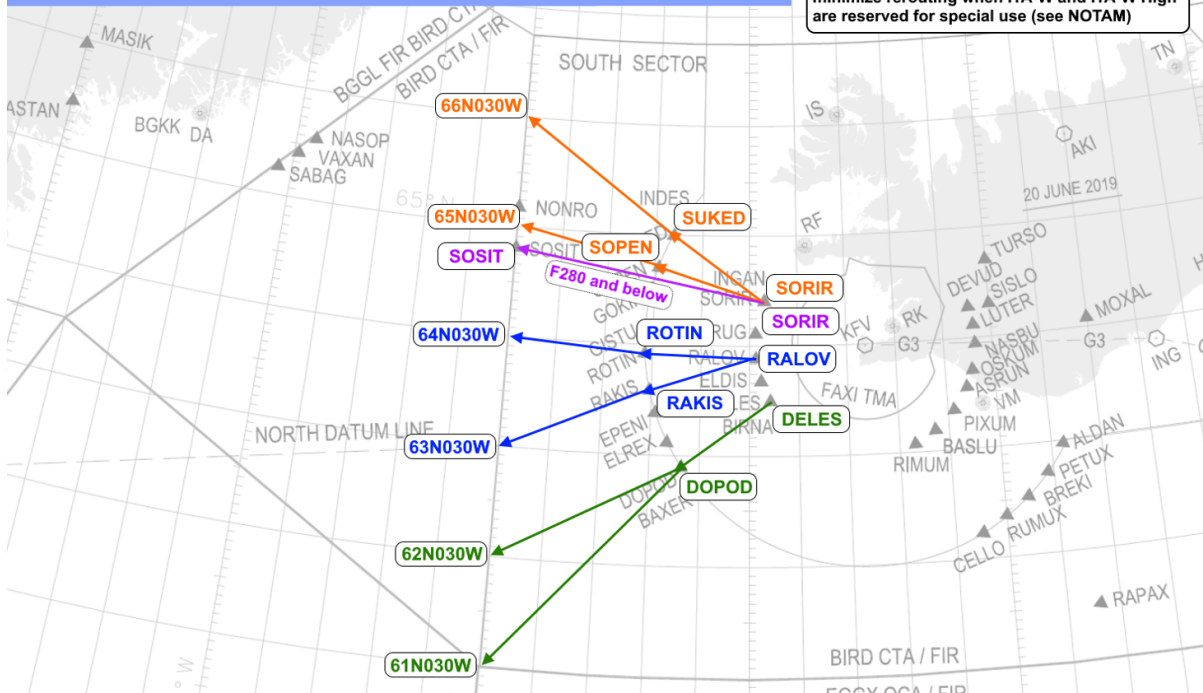
ETD between 06:00 and 09:00
 RIMUM RUMUX RAPAX and then via ERAKA ETSOM or a more southerly route



BIKF and BIRK departures to the west							
Departure point	Waypoint 60 NM from BIKF	Waypoint 120 NM from BIKF	Waypoint at 030W	Waypoint at 040W	Waypoint at 050W	Next waypoint	Next waypoint
BIKF or BIRK	SORIR	SUKED	66N030W	FPL route	FPL route	See Transport Canada Aeronautical Information Manual, paragraph 1.7 Flight Planning Procedures	FPL route
		SOPEN	65N030W				
	RALOV	ROTIN	64N030W				
		RAKIS	63N030W				
	DELES	DOPOD	62N030W				
	61N030W						
SORIR	F280 and below	SOSIT	FPL route	FPL route	FPL route	FPL route	

Note: Waypoints BATOD and ANABI may be used to minimize rerouting when ITA-W and ITA-W High are reserved for special use.

BIKF and BIRK departures to the west



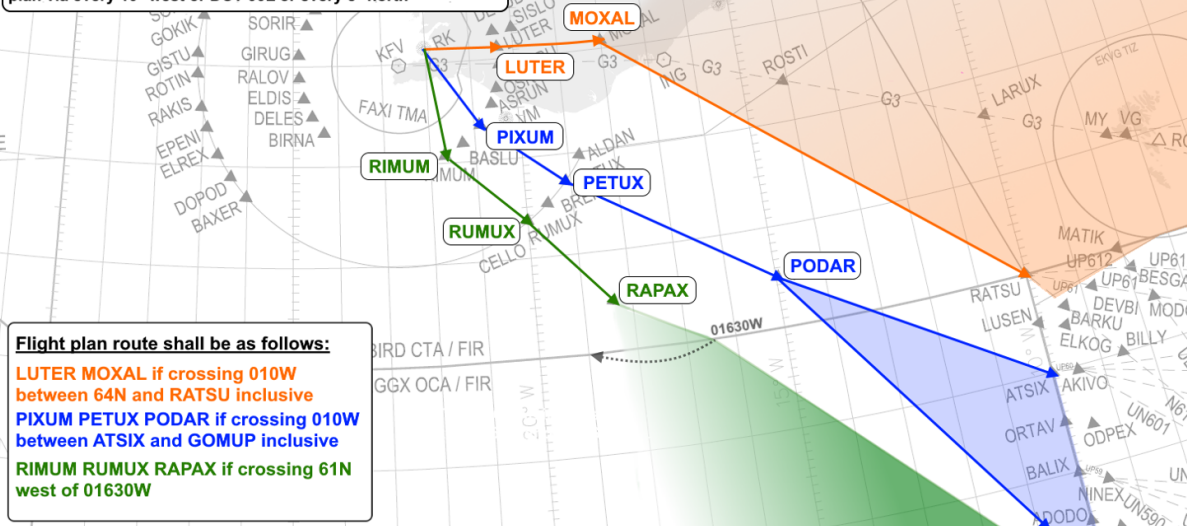
BIRK departures to the east						
Departure point	Waypoint 60NM from BIKF	Waypoint 120NM from BIKF	Waypoint at 6130N	Waypoint at 010W	Next waypoint	Next waypoint
BIRK	If FPL is north of LUTER then according to FPL via every 10° west or DCT 00L or every 5° north.					
	LUTER	MOXAL		North of RATSU	At or north of 64N000W	Waypoint at ENOB/ ENOR or ULLL domestic boundary: See ENR 6.1-5
					ISVIG BARUD IPTON ERSER VALDI GUNPA SOSAR RIXUN PEMOS OSBON NALAN	N/A
					MATIK	BESGA
				RATSU	BESGA DEVBI BARKU	N/A
PIXUM	PETUX	PODAR	ATSIX ORTAV BALIX ADODO ERAKA ETILO GOMUP	AKIVO ODPEX NINEX AMTAP ETSOM ENVAL GINGA	N/A	
RIMUM	RUMUX	RAPAX	If crossing 61N west of 01630W	FPL route	FPL route	

BIRK departures to the east

Flights departing Reykjavik are not required to file their route via waypoints at 010W, if routing north of RATSU (61N010W)

Flights departing Reykjavik shall not file their route via G3 unless short range equipped only

If flight plan route is north of LUTER then according to flight plan via every 10° west or DCT 00L or every 5° north



BIRK and BIKF - Westbound arrivals					
Destination	Final waypoint	Waypoint 60NM from BIKF	ATS Route if applicable	Waypoint 120 - 150 NM	Waypoint at 010W
BIKF or BIRK	KFV (or IAF for the applicable RWY) for BIKF and EL (or IAF for the applicable RWY) for BIRK	NASBU	N/A	ING	Between 64N and ATSIX inclusive
		ASRUN	N/A	ALDAN	
		BASLU		BREKI	Between 61N01236W and 61N019W

BIRK and BIKF - Eastbound arrivals				
Destination	Final waypoint	Waypoint 60NM from BIKF	Waypoint 120 - 150 NM from BIKF	Waypoint at 030W
BIKF or BIRK	KFV (or IAF for the applicable RWY) for BIKF and EL (or IAF for the applicable RWY) for BIRK	INGAN	INDES	66N030W
			(F280 and below only)	NONRO
		GIRUG	GOKIK	65N030W
			(F290 and above only)	GISTU
		ELDIS	EPENI	63N030W
			ELREX	62N030W
BIRNA	BAXER	61N030W		

Note: Waypoints BATOD and ANABI may be used to minimize rerouting when ITA-W and ITA-W High are reserved for special use.

Requirements for Flight Plans on random route segments north of 70, and at or south of 80 degrees North

The planned tracks shall normally be defined by significant points formed by the intersection of parallels of latitude expressed in degrees and minutes with meridians normally spaced at intervals of 20° from the Greenwich meridian to longitude 60W, using the longitudes 000W, 020W, 040W and 060W.

The distance between significant points shall, as far as possible, not exceed one hour's flight time. Additional significant points should be established when deemed necessary due to aircraft speed or the angle at which the meridians are crossed, e.g. at intervals of 20° of longitude (between 10W and 50W).

However, when the flight time between successive significant points is less than 30 minutes, one of these points may be omitted.

For flights whose flight paths at or south of 80N are predominantly oriented in a north-south direction, the planned tracks shall normally be defined by significant points formed by the intersection of whole degrees of longitude with specified parallels of latitude which are spaced at 5°.

Requirements for Flight Plans on random route segments north of 80 degrees North

The planned tracks shall be defined by points of intersection of parallels of latitude expressed in degrees and minutes with meridians expressed in whole degrees. The distance between significant points shall, normally equate to not less than 30 and not more than 60 minutes of flying time.

Requirements for Flight Plans on OTS

INSERT: If (and only if) the flight is planned to operate along the whole length of one of the organized tracks as detailed in the NAT track message, the abbreviation "NAT" followed by the code letter assigned to the track. Flights wishing to join or leave an organized track at some intermediate point are considered random route aircraft and full route details must be specified in the flight plan. The track letter must not be used to abbreviate any portion of the route in these circumstances.

Note 1 - Each point at which either a change in speed or level is requested must be specified as geographical coordinates in latitude and longitude followed, in each case, by the abbreviation "NAT" and the code letter assigned to the track.

Note 2 - Flight planning to operate wholly or partly outside the NAT Organized Track System (OTS) should flight plan cruising level(s) appropriate to direction of flight except that, within the Reykjavik CTA, during the westbound OTS (valid from 1130Z to 1900Z at 30 West) westbound aircraft may flight plan level 330 and during the eastbound OTS (valid from 0100Z to 0800Z at 30 West) eastbound aircraft may plan flight level 350.

Requirements for Flights along designated ATS routes

INSERT: if the departure aerodrome is located on, or connected to the ATS route, the designator of the first ATS route,

or

if the departure aerodrome is not on, or connected to the ATS route, the letters DCT followed by the point of joining the first ATS route, followed by the designator of the ATS route.

THEN

INSERT: each point at which either a change of speed or level, a change of ATS route, and/or a change of flight rules is planned.

Note - When a transition is planned between a lower and upper ATS route and the routes are oriented in the same direction, the point of transition need not be inserted.

FOLLOWED IN EACH CASE

by the designator of the next ATS route segment, even if the same as the previous one,

or

by DCT, if the flight to the next point will be outside a designated route, unless both points are defined by geographical coordinates.

ENR 1.8.3.1.3.8 ITEM 16: DESTINATION AERODROME AND TOTAL ESTIMATED ELAPSED TIME, DESTINATION ALTERNATE AERODROME(S)

DESTINATION AERODROME AND TOTAL ESTIMATED ELAPSED TIME (8 characters).

INSERT: the ICAO four-letter location indicator of the aerodrome of destination as specified in Doc 7910, Location Indicators,
OR

if no location indicator has been assigned,

INSERT: ZZZZ and SPECIFY in Item 18 the name and location of the aerodrome preceded by DEST/.

THEN WITHOUT A SPACE

INSERT the total estimated elapsed time.

Note 1 - Total estimated elapsed time. For IFR flights, the estimated time required from take-off to arrive over that designated point, defined by reference to navigation aids, from which it is intended that an instrument approach procedure will be commenced, or, if no navigation aid is associated with the destination aerodrome, to arrive over the destination aerodrome. For VFR flights, the estimated time required from take-off to arrive over the destination aerodrome.

Note 2 - For flight plan received from an aircraft in flight, the total estimated elapsed time is the estimated time from the first point of the route to which the flight plan applies to the termination point of the flight plan.

DESTINATION ALTERNATE AERODROME(S) (4 characters).

INSERT: the ICAO four-letter location indicator(s) of not more than two destination alternate aerodromes, as specified in ICAO Doc 7910, Location Indicators, SEPARATED BY A SPACE,

OR

if no location indicator has been assigned to the destination alternate aerodrome(s),

INSERT: ZZZZ and SPECIFY in Item 18 the name and location of the destination alternate aerodrome(s), preceded by ALTN/.

ENR 1.8.3.1.3.9 ITEM 18: OTHER INFORMATION

Note - Use of indicators not included under this item may result in data being rejected, processed incorrectly or lost.

Hyphens or oblique strokes should only be used as prescribed below.

INSERT 0 (zero) if no other information,

OR any other necessary information in the sequence shown hereunder, in the form of the appropriate indicator selected from those defined hereunder followed by an oblique stroke and the information to be recorded:

STS/ Reason for special handling by ATS, e.g. a search and rescue mission, as follows:

ALTRV: for a flight operated in accordance with an altitude reservation;

ATFMX: for a flight approved for exemption from ATFM measures by the appropriate ATS authority;

FFR: fire-fighting;

FLTKC: flight check for calibration of nav aids;

HAZMAT: for a flight carrying hazardous material;

HEAD: a flight with Head of State status;

HOSP: for a medical flight declared by medical authorities;

HUM: for a flight operating on a humanitarian mission;

MARSA: for a flight for which a military entity assumes responsibility for separation of military aircraft;

MEDEVAC: for a life critical medical emergency evacuation;

NONRVSM: for a non-RVSM capable flight intending to operate in RVSM airspace;

SAR: for a flight engaged in a search and rescue mission; and

STATE: for a flight engaged in military, customs or police services.

Other reasons for special handling by ATS shall be denoted under the designator RMK/.

PBN/ Indication of RNAV and/or RNP capabilities. Include as many of the descriptors below, as apply to the flight, up to a maximum of 8 entries, i.e. a total of not more than 16 characters.

RNAV SPECIFICATIONS

A1 RNAV 10 (RNP 10)

All RNAV 10 (RNP 10) approved aircraft intending to operate in the Reykjavik CTA shall insert the A1 descriptor, following the PBN/ indicator.

B1 RNAV 5 all permitted sensors

B2 RNAV 5 GNSS

B3 RNAV 5 DME/DME (not available within Reykjavik CTA)

B4 RNAV 5 VOR/DME (not available within Reykjavik CTA)

B5 RNAV 5 INS or IRS (not available within Reykjavik CTA)

B6 RNAV 5 LORANC (not available within Reykjavik CTA)

C1 RNAV 2 all permitted sensors

C2 RNAV 2 GNSS

C3 RNAV 2 DME/DME (not available within Reykjavik CTA)

C4 RNAV 2 DME/DME/IRU (not available within Reykjavik CTA)

D1 RNAV 1 all permitted sensors

D2 RNAV 1 GNSS

D3 RNAV 1 DME/DME (not available within Reykjavik CTA)

D4 RNAV 1 DME/DME/IRU (not available within Reykjavik CTA)

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/EINNO204

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 alphanumeric 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 1.8.4 Air-Ground Communications and in-Flight Reporting

An aircraft operated as a controlled flight, or an IFR flight operating outside controlled airspace, shall maintain continuous air-ground voice communication watch on the appropriate communication channel of, and establish two-way communication as necessary with, the appropriate air traffic control unit.

Note 1 - SELCAL or similar automatic signaling devices satisfy the requirement to maintain an air-ground voice communication watch.

Note 2 - The requirement for an aircraft to maintain an air-ground voice communication watch remains in effect after CPDLC has been established.

Note 3 - Additional information on Air-Ground Communication and in-Flight Reporting is contained in GEN 3.4.

Note 4 - Information on frequencies can be found in section ENR 2.1.

ENR 1.8.4.1 Position reports

(ICAO PANS-ATM (DOC 4444) 4.11 and 4.12)

Controlled flights providing position information to Reykjavik OAC via ADS-C shall only provide voice position reports when requested, see ENR 1.3.3.3.

ENR 1.8.5 Special Procedures for In - Flight Contingencies

ENR 1.8.5.1 General

(ICAO NAT Doc 007 Chapter 13)

Although all possible contingencies cannot be covered, they provide for the more frequent cases, such as:

1. inability to comply with assigned clearance due to meteorological conditions;
2. en-route diversion across the prevailing NAT traffic flow; and
3. loss of, or significant reduction, in required navigation capability.

With regard to 1. and 2. above, the procedures are applicable primarily when rapid descent and/or turnback or diversion is required. The pilot's judgment shall determine the sequence of actions taken, having regard to the prevailing circumstances.

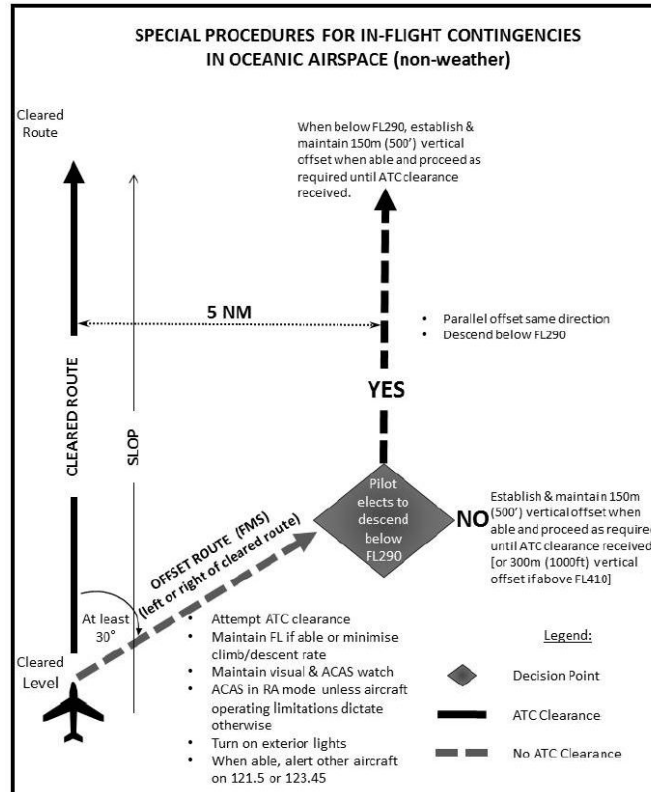
ENR 1.8.5.2 General procedures

1. The following general procedures apply;
 - a. If an aircraft is unable to continue flight in accordance with its air traffic control clearance, a revised clearance shall be obtained, whenever possible, prior to initiating any action.
 - b. Use whatever means is appropriate (i.e. voice and/or CPDLC) to communicate during a contingency or emergency.
 - c. The radiotelephony distress signal (MAYDAY, MAYDAY, MAYDAY) or urgency signal (PAN PAN, PAN PAN, PAN PAN) shall be used as appropriate.
 - d. If these contingency procedures are employed, the pilot shall advise air traffic control as soon as practicable, reminding them of the type of aircraft involved and the nature of the problem.
2. If prior clearance cannot be obtained, the pilot shall:
 - a. establish communications with and alert nearby aircraft by broadcasting, at suitable intervals on 121.5 MHz (or, as a backup, on the inter-pilot air-to-air frequency 123.45 MHz) and where appropriate on the frequency in use: aircraft identification, the nature of the distress condition, intention of the person in command, position (including the ATS route designator or the track code, as appropriate) and flight level;
 - b. turn on all aircraft exterior lights; and
 - c. maintain a watch for conflicting traffic both visually and by reference to ACAS (if equipped) leaving ACAS in RA mode at all times, unless aircraft operating limitations dictate otherwise.
3. Aircraft should be flown at a flight level and/or on offset track where other aircraft are least likely to be encountered.

ENR 1.8.5.3 The following guidance is recommended for aircraft operating within Reykjavik Oceanic Area

ENR 1.8.5.3.1 Initial action

If unable to obtain prior air traffic control clearance, the aircraft should leave its cleared route or track by initially turning at least 30 degrees to the right or left to acquire on offset track of 5 NM. The direction of the turn should be determined by the position of the aircraft relative to any organized route or track system (e.g. whether the aircraft is outside, at the edge of, or within the organized track system (OTS)). Other factors which may affect the direction of the turn are the direction to an alternate airport, terrain clearance, the direction of flights and flight levels allocated on adjacent routes or tracks and any strategic lateral offset being flown.



ENR 1.8.5.3.2 Actions to be taken once offset from track

1. An aircraft that is able to maintain its assigned flight level, once the aircraft has deviated 5 NM (9.3 km) from the assigned track centerline, climb or descend to select a flight level which differs from those normally used by 500 ft (150 m), if at or below FL 410, or by 1 000 ft (300 m) if above FL 410.
2. An aircraft that is unable to maintain its assigned flight level should:
 - a. initially minimize its descent rate to the extent possible;
 - b. take account of other aircraft possibly being laterally offset from its track;
 - c. select a flight level which differs from those normally used by 500 ft (150 m) if at or below FL410, or by 1000 ft (300 m) if above F410;
 - d. contact ATC as soon as practicable and request a revised ATC clearance.

ENR 1.8.5.3.3 En-route diversion across the prevailing NAT air traffic flow

Before diverting across the flow of adjacent traffic, the aircraft should climb above FL 410 or descend below FL 290 using the procedures specified in 1.8.5.3.2. However, if the pilot is unable or unwilling to do so, the aircraft should be flown at a level as defined in 1.8.5.3.2.1. for the diversion until a revised ATC clearance is obtained.

ENR 1.8.5.4 Weather deviation procedures for oceanic-controlled airspace

ENR 1.8.5.4.1 General

1. The following procedures are intended to provide guidance for deviations around thunderstorms. All possible circumstances cannot be covered. The pilot's judgement shall ultimately determine the sequence of actions taken. ATC shall render all possible assistance.
2. If the aircraft is required to deviate from track to avoid weather and prior clearance cannot be obtained, an ATC clearance shall be obtained at the earliest possible time. Until an ATC clearance is received, the aircraft shall follow the procedures detailed in 1.8.5.2.
3. The pilot shall inform ATC when weather deviation is no longer required, or when a weather deviation has been completed and the aircraft has returned to the centre line of its cleared route.

ENR 1.8.5.4.2 Obtaining priority from ATC when weather deviation is required

1. When the pilot initiates communications with ATC, via CPDLC or voice, rapid response may be obtained using DM26 or DM27 or by stating "WEATHER DEVIATION REQUIRED" to indicate that priority is desired on the frequency and for ATC response, or requesting a weather deviation using a CPDLC lateral downlink message.
2. When necessary, the pilot should initiate the communications using the urgency call "PAN PAN" (preferably spoken three times) or by using a CPDLC urgency downlink message.

ENR 1.8.5.4.3 Actions to be taken when controller-pilot communications are established

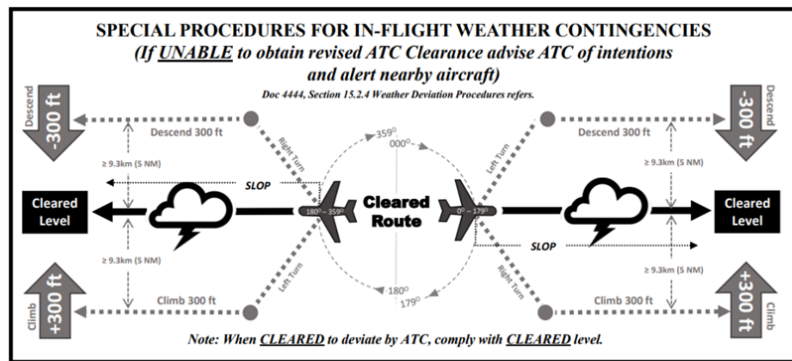
1. The pilot notifies ATC and requests clearance to deviate from track, advising, when possible, the extent of the deviation expected. The flight crew will use whatever means is appropriate (i.e. voice and/or CPDLC) to communicate during a weather deviation.
Note - Pilots are advised to contact ATC as soon as possible with requests for clearance in order to provide time for the request to be assessed and acted upon.
2. ATC takes one of the following actions:
 - a. if there is no conflicting traffic in the horizontal plane ATC will issue clearance to deviate from track; or
 - b. if there is conflicting traffic in the horizontal plane ATC separates aircraft by establishing appropriate separation; or
 - c. if there is conflicting traffic in the horizontal plane and ATC is unable to establish appropriate separation, ATC shall:
 - i. advise the pilot of inability to issue clearance for requested deviation;
 - ii. advise the pilot of conflicting traffic; and
 - iii. request the pilot's intentions.
3. The pilot will take the following actions:
 - a. advise ATC of intentions; and
 - i. comply with the ATC clearance issued; or execute the procedures detailed in 1.8.5.4.4.

ENR 1.8.5.4.4 Actions to be taken if a revised ATC clearance cannot be obtained

1. The provisions of this section apply to situations where a pilot has the need to exercise the authority of a pilot-in-command under the provisions of regulation 770/2010.
2. If a revised ATC clearance cannot be obtained and deviation from track is required to avoid weather, the pilot shall take the following actions:
 - a. if possible, deviate away from the organized track or route system;
 - b. establish communications with and alert nearby aircraft by broadcasting, at suitable intervals: aircraft identification, flight level, aircraft position (including ATS route designator or the track code) and intentions, on the frequency in use and on frequency 121.5 MHz (or, as a back-up, on the VHF inter-pilot air-to-air frequency 123.45 MHz;
 - c. watch for conflicting traffic both visually and by reference to ACAS (if equipped);

Note - If, as a result of actions taken under the provisions of 1.8.5.4.4, 2 b. and c., the pilot determines that there is another aircraft at or near the same flight level with which a conflict may occur, then the pilot is expected to adjust the path of the aircraft, as necessary, to avoid conflict.
 - d. turn on all aircraft exterior lights (commensurate with appropriate operating limitations);
 - e. for deviations of less than 5 NM, aircraft should remain at a level assigned by ATC;
 - f. for deviations of greater than 5 NM, when the aircraft is approximately 5 NM from track, initiate a level change based on the following criteria: *
 - g. if the pilot receives clearance to deviate from cleared track or route for a specified distance and, subsequently, requests, but cannot obtain test a clearance to deviate beyond that distance, the pilot should apply a 300 ft vertical offset from normal cruising levels in accordance with the following criteria* before deviating beyond the cleared distance;
 - h. when returning to track, be at its assigned flight level, when the aircraft is within approximately 5 NM of centre line; and
 - i. if contact was not established prior to deviating, continue to attempt to contact ATC to obtain a clearance. If contact was established, continue to keep ATC advised of intentions and obtain essential traffic information.

*Originally cleared track or route centre line track	Deviations > 5 NM	Level change
EAST 000° - 179° magnetic	LEFT	DESCEND 90 m (300 ft)
	RIGHT	CLIMB 90 m (300 ft)
WEST 180° - 359° magnetic	LEFT	CLIMB 90 m (300 ft)
	RIGHT	DESCEND 90 m (300 ft)



Visual aid for understanding and applying the weather contingency procedures guidance

ENR 1.8.6 Air Traffic Control Clearances

(Regulation 787/2010 9.1; ICAO PANS-ATM, 4.5.4, 4.5.7 and 11.4.2.6.2)

ENR 1.8.6.1 Adherence to current flight plan

1. Do not deviate from your current flight plan unless you have requested and obtained approval from the appropriate air traffic control unit, or unless an emergency situation arises which necessitates immediate action. After such emergency authority is exercised, the appropriate air traffic services unit must be notified of the action taken and that the action has been taken under emergency authority.

ENR 1.8.7 Separation of Aircraft in Reykjavík Control Area (BIRD CTA)

ENR 1.8.7.1 Lateral separation (ICAO PANS-ATM (Doc 4444), 5.4.1 and 5.11, ICAO NAT Doc 008)

ENR 1.8.7.1.1 Minimum lateral separation shall be:

1. 23 NM between aircraft which are;
 - a. RNP4 approved;
 - b. Automated Dependent Surveillance-Contract (ADS- C) equipped;
 - c. Controller-pilot data link communications (CPDLC) equipped;
 - d. RCP 240 approved; and
 - e. RSP 180 approved
2. 50 NM between aircraft which are NAT HLA approved provided that a portion of the route of the aircraft is within, above, or below HLA; and
3. 120 NM between other aircraft; except that lower minima in 5.4.1.2 of the ICAO PANS-ATM (Doc 4444) may be applied, or further reduced in accordance with 5.11 (see below).

ENR 1.8.7.1.2 Use of latitude

1. In the practical application of the minima in 1.8.7.1.1, 2 and 3 above, tracks may be spaced with reference to their difference in latitude, using one and one-half degrees instead of 50 NM; and two degrees instead of 120 NM, provided that in any interval of ten degrees longitude the change in latitude of at least one of the tracks does not exceed:
 - a. Three degrees at or south of 58° North;
 - b. Two degrees north of 58° North and South of 70° North; and;
 - c. One degree at or north of 70° North and South of 80° North.
2. At or north of 80N, or where the above rates of change of latitude are exceeded, the required lateral separation is ensured by reference to the track spacing expressed in nautical miles.

ENR 1.8.7.1.3 Lateral separation at FL285 and below

Lateral separation used at FL285 and below, in all cases the aircraft must be equipped with GNSS.

1. Communicating directly with ATC on VHF:
 - a. 15 NM between aircraft in level flight
 - b. 7 NM lateral separation between aircraft that are climbing/descending through the level of the other aircraft
2. Any types of communication:

Lateral separation of 20 NM while one aircraft climbs/descends through the level of another aircraft operating on intersecting and non-intersecting tracks

ENR 1.8.7.2 Longitudinal separation

ENR 1.8.7.2.1 Subsonic Transport Operations

1. Minimum longitudinal separation between turbojet aircraft shall be:
 - a. 15 minutes; or
 - b. 10 minutes, provided the Mach number technique is applied whether in level, climbing or descending flight; and the aircraft concerned have reported over a common point to follow continuously diverging tracks until some other form of separation is provided; and
 - i. at least 10 minutes longitudinal separation exists at the point where the tracks diverge; and
 - ii. at least 5 minutes longitudinal separation will exist where lateral separation is achieved; and
 - iii. lateral separation will be achieved at or before the next significant point (normally ten degrees of longitude along track(s)) or, if not, within 90 minutes of the time the second aircraft passes the common point or within 600 NM of the common point, whichever is estimated to occur first.
 - c. Between 9 and 5 minutes inclusive provided the Mach number technique is applied; and
 - i. the aircraft concerned have reported over a common point and follow the same identical track or continuously diverging tracks until some other form of separation is provided; and
 - ii. the preceding aircraft is maintaining a true Mach number greater than the following aircraft in accordance with the following:
 - 9 minutes if the preceding aircraft is Mach 0.02 faster than the following aircraft.
 - 8 minutes if the preceding aircraft is Mach 0.03 faster than the following aircraft.
 - 7 minutes if the preceding aircraft is Mach 0.04 faster than the following aircraft.
 - 6 minutes if the preceding aircraft is Mach 0.05 faster than the following aircraft.
 - 5 minutes if the preceding aircraft is Mach 0.06 faster than the following aircraft.
 - iii. if the aircraft have not reported over a common point, it is possible to ensure, by an ATS surveillance system, that the appropriate time interval will exist at the common point from which they either follow the same track or continuously diverging tracks.
2. 5 minutes between aircraft which are;
 - a. RNP4 approved;
 - b. Automated Dependent Surveillance-Contract (ADS-C) equipped;
 - c. Controller-pilot data link communications (CPDLC) equipped;
 - d. RCP 240 approved; and
 - e. RSP 180 approved.
3. Minimum longitudinal separation between non-turbo-jet aircraft shall be:
 - a. 30 minutes; and
 - b. 15 minutes if the aircraft are equipped with GNSS and are communicating via VHF

Note - The minima contained in 1.8.7.2.1 1.b. are in addition to those found in the ICAO PANS-ATM (Doc 4444), 5.4.2.4, Longitudinal separation minima with Mach number technique based on time.

ENR 1.8.7.2.2 En-route climbs and descents

1. The application of longitudinal separation between aircraft carrying out climbs/descents en route and other aircraft operating in the same direction shall be based on condition that the required separation between the climbing/ descending aircraft and other en-route affected aircraft exists at the time a climb/descent clearance is issued and will continue to exist during climb/descent at the cleared flight level(s), unless lateral separation is provided.

Note - application of longitudinal separation between climbing/descending aircraft when Mach number technique is used is based on the assumption that the last assigned Mach number will be maintained during en-route climbs and descents. In the event that it is not feasible to do so, pilots of aircraft concerned must inform ATC at the time of the climb/decent request or clearance.

2. 5 minutes longitudinal separation between GNSS equipped aircraft climbing or descending aircraft while vertical separation does not exist provided:

- a. The level change is commenced within 10 minutes of the time the second aircraft has reported over a common point; and
- b. The vertical separation at the time of commencement of change is 4000 feet or less; and
- c. When issuing the clearance through third party communication or CPDLC, a restriction must be added to the clearance to ensure that the 10 minute conditions satisfied. This shall be achieved by including a restriction to reach a vertically separated flight level within 10 minutes from the time the second aircraft has reported over the common point.

ENR 1.8.7.2.3 Longitudinal separation at FL285 and below

1. Longitudinal separation used at FL285 and below, in all cases the aircraft must be equipped with GNSS and communicating directly with ATC on VHF:

- a. 10 minutes,
- b. 20 NM between aircraft operating on tracks that intersect at 0-90 degree angle,
- c. 10 NM between aircraft operating on tracks that intersect at 0-90 degree angle provided that the leading aircraft maintains a true airspeed of 20 kt. or more faster than the succeeding aircraft,
- d. 10 NM between aircraft operating on tracks that intersect at 0-90 degree angle while one aircraft climbs/ descends provided that the other aircraft maintains a level while vertical separation does not exist.

ENR 1.8.7.3 Vertical separation

Minimum vertical separation between aircraft, airspace reservations, and between airspace reservations and other aircraft shall be:

1. 4000 feet at or above FL450 between supersonic aircraft, and between supersonic aircraft and any other aircraft; or
2. 2000 feet at or above FL290 between a formation flight and any other aircraft; or
3. 2000 feet at or above FL290; or
4. 1000 feet from FL290 to FL410 inclusive between RVSM aircraft, or
5. 1000 feet below FL290

ENR 1.8.7.4 Horizontal separation minima relating to airspace reservations

ENR 1.8.7.4.1 Separation minima between moving temporary reservations

1. Lateral separation shall be:

- a. 60 NM between the closest tracks of any aircraft for which the airspace is reserved, provided all aircraft or formation flights meet the NAT HLA; or
- b. 120 NM between the closest tracks of any aircraft for which the airspace is reserved.

Note - A formation flight with at least one of the aircraft in the formation meeting the NAT HLA is deemed to meet the requirement for the application of 60 NM in paragraph a. above.

2. Longitudinal separation shall be 60 minutes.

ENR 1.8.7.4.2 Separation minima between stationary temporary airspace reservations

1. Lateral separation shall be:

- a. 60 NM between the boundaries of stationary temporary airspace reservations, provided the requesting agencies have guaranteed to confine their activities to the requested airspace; or
- b. 120 NM between the boundaries of the airspace reservations, if no guarantees have been given.

ENR 1.8.7.4.3 Separation minima between moving temporary airspace reservations and other aircraft

1. Lateral separation shall be:

- a. 60 NM between the track of an aircraft operating under the control of the ATC unit concerned and the closest track of any other aircraft for which the airspace is reserved, provided all aircraft meet the NAT HLA requirements and a portion of the route of the aircraft is within, above or below NAT HLA; or
- b. 60 NM between the track of an aircraft operating under the control of the ATC unit concerned and the track of a formation flight for which the airspace has been reserved, provided at least one aircraft in the formation and the aircraft operating under the control of the ATC unit meet the NAT HLA requirements and a portion of the route of the aircraft is within, above or below NAT HLA; or
- c. 120 NM between the track of an aircraft operating under the control of the ATC unit concerned and the closest track of any of the aircraft for which the airspace is reserved.

ENR 1.8.7.4.4 Separation minima between stationary temporary airspace reservations and other aircraft

1. Lateral separation shall be:

- a. 30 NM between the track of an aircraft operating under the control of the ATC unit concerned or as part of a moving airspace reservation and the nearest limit of the reserved airspace, provided the aircraft meets the NAT HLA requirements and a portion of the route of the aircraft is within, above or below NAT HLA and the requesting agency has guaranteed to confine its activities to the requested airspace; or
- b. 60 NM between the track of an aircraft operating under the control of the ATC unit concerned or as part of a moving airspace reservation and the nearest limit of the reserved airspace, provided the aircraft meets the NAT HLA requirements and a portion of the route of the aircraft is within, above or below NAT HLA and the requesting agency has not guaranteed to confine its activities to the requested airspace; or
- c. 60 NM between the track of an aircraft operating under the control of the ATC unit concerned or as part of a moving airspace reservation and the nearest limit of the reserved airspace, when the aircraft does not meet the NAT HLA requirements and the requesting agency has guaranteed to confine its activities to the requested airspace; or
- d. 120 NM between the track of an aircraft operating under the control of the ATC unit concerned or as part of a moving airspace reservation and the nearest limit of the reserved airspace, when the aircraft does not meet the NAT HLA requirements and the requesting agency has not guaranteed to confine its activities to the requested airspace.

ENR 1.8.7.4.5 Application of ATS Surveillance separation

Separation based on ATS Surveillance system may be applied within coverage of ATS Surveillance systems in BIRD CTA. See ENR 1.6. The minimum horizontal separation based on ATS Surveillance system is:

1. 3 NM within 30 NM radius around the KFV VOR (to be used only by Keflavik and Reykjavik Approach);
2. 5 NM below FL 270 and at all levels east of 030W using ADS-B;
3. 10 NM at or above FL 270 and at all levels west of 030W using ADS-B.
4. 15 NM for PBCS aircraft using CPDLC communications.

ENR 1.8.8 Special Procedures Applicable in Designated Airspace

ENR 1.8.8.1 Establishment and use of organized track system (OTS) (NAT DOC 007, chapter 2)

1. Much of the air traffic in the North Atlantic (NAT) contributes to two major alternating flows: a westbound flow departing Europe in the morning, and an eastbound flow departing North America in the evening. When necessary in order to permit the optimum use of the airspace, OTS tracks are published.
2. The OTS is promulgated by means of the NAT track message via the AFTN to all interested addressees. A typical time of publication of the day-time OTS is 2200 UTC and of the night-time OTS is 1400 UTC.

ENR 1.8.8.2 Special procedures for flights along the southern boundary of Reykjavík FIR/CTA

Aircraft operating along tracks through successive points situated on the southern boundary of Reykjavík FIR/CTA shall be provided with air traffic services by:

1. Reykjavik OAC, at and east of 10W, (except for North Sea Area IV),
2. Shanwick and Gander OACs, as appropriate, west of 10W.

Note - See North Sea Area IV, **ENR 2.2**.

ENR 1.8.8.3 Special procedures for manned balloon flights

1. Manned balloon flights authorized to operate in the Reykjavik CTA shall operate outside NAT HLA;
2. Within the Reykjavik CTA, manned balloons shall have a communications capability in accordance with Annex 2.

ENR 1.8.8.4 Airborne collision avoidance systems (ACAS)

Turbine-engined aircraft having a maximum certificated take-off mass exceeding 5,700 kg or authorized to carry more than 19 passengers are required to carry ACAS II in the Reykjavik CTA/FIR. The technical specifications for ACAS II are contained in ICAO Annex 10 Volume IV. Compliance with this requirement can be achieved through the implementation of traffic alert and collision avoidance system (TCAS) Version 7.1 as specified in RTCA/DO-185B or EUROCAE/ED-143.

Flight crews should report all ACAS/TCAS Resolution Advisories which occur in the Reykjavik CTA to the Icelandic Transport Authority.

ENR 1.8.8.5 Strategic Lateral Offset Procedure (SLOP)

The Strategic Lateral Offset Procedure is now a standard operating procedure in the Reykjavik CTA and flight crews are required to adopt this procedure as is appropriate. The procedure mitigates collision risk and wake turbulence encounters.

The introduction of very accurate aircraft navigation systems, along with sophisticated flight management systems, has drastically reduced the number of reported risk bearing lateral navigation errors. Paradoxically, the capability of aircraft to navigate to such a high level of accuracy has led to a situation where aircraft on the same track but at different levels, are increasingly likely to be in lateral overlap. This results in an increased risk of collisions if an aircraft departs from its cleared level for any reason.

SLOP reduces the risk by distributing aircraft laterally. It is applicable within Reykjavik CTA at and above FL 285.

ENR 1.8.8.5.1 Guidelines

SLOP conforms to direction in the ICAO PANS-ATM, Doc 4444, 16.5 and is subject to the following guidelines:

1. Aircraft without automatic offset programming capability must fly the centre line.
2. Operators capable of programming automatic offsets should fly offsets right of centreline up to a maximum of 2 NM.
3. Aircraft capable of flying offsets in tenths of a nautical mile should do so as it contributes to risk reduction by increasing the lateral distribution.
4. Offsets are not to exceed 2 NM right of centre line and offsets to the left of centre line are not permitted.
5. Aircraft shall not apply SLOP below F285 in the Reykjavik CTA and Bodo OCA.
6. Pilots should randomly select their offset position.
7. For wake turbulence purposes, pilots should select a position within the confines specified above. Flight crews should use whatever means is available (e.g. TCAS, communications, visual acquisition) to determine the best flight path to fly. Pilots may contact other aircraft on the air-to-air channel 123.450 MHz, as necessary, to coordinate the best wake turbulence offset option.
8. Pilots may apply an offset outbound at the oceanic entry point and must return to centre line prior to the oceanic exit point unless otherwise authorized by the appropriate authority or directed by the appropriate ATC unit.
9. The offset should be applied from the time the aircraft reaches its cruising level until top of descent.
10. Voice Position reports should be based on the waypoints of the current ATC clearance and not the offset position.
11. There is no ATC clearance required for this procedure and it is not necessary that ATC be advised.

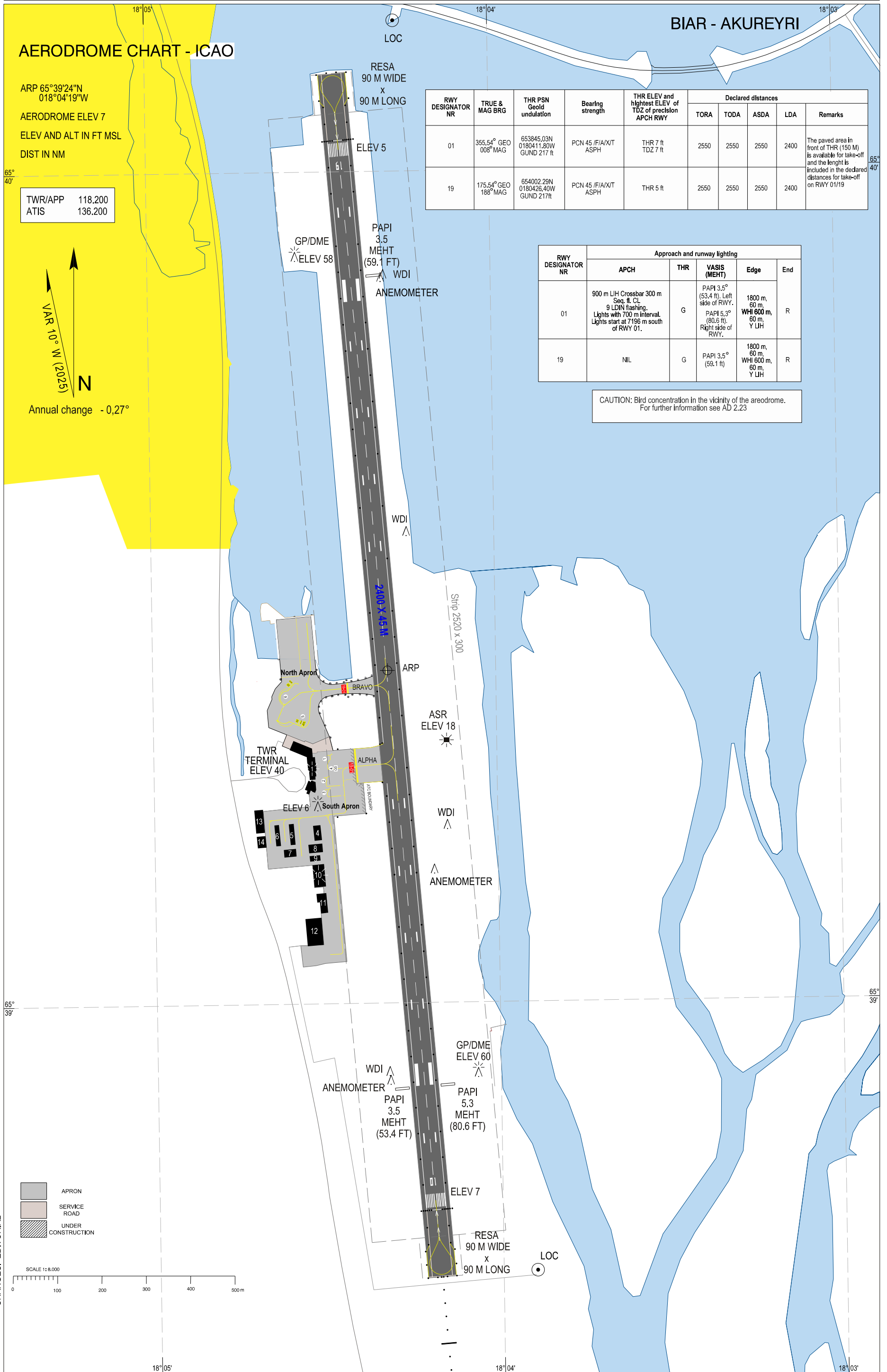
ENR 1.8.9 Routes and equipment of private aircraft

(ICAO Annex 6, Part I - Chapter 6, NAT DOC 007) General aviation aircraft shall:

1. carry appropriate survival equipment;
2. be equipped with functioning two-way radio communications equipment.

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Akureyri Aerodrome Chart



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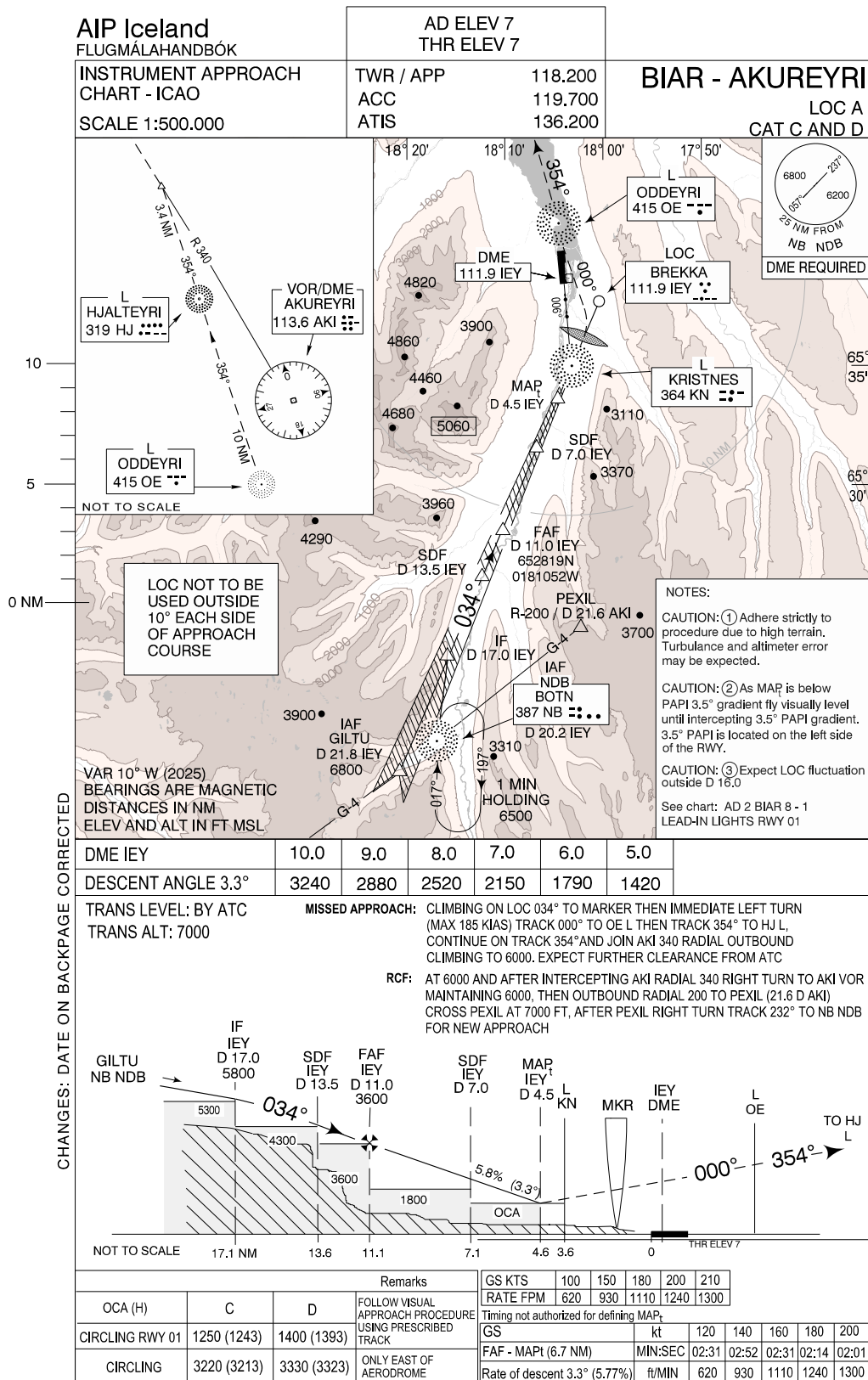
AKUREYRI
WAYPOINT COORDINATES

Waypoint coordinates

Waypoint Identifier	Coordinates		Display	
	LAT	LON	LAT	LON
AFPAC	65 47 35.13 N	018 49 16.10 W	N 6547.59	W 01849.27
AKI	65 45 35.32 N	018 00 14.81 W	N 6545.59	W 01800.25
ARLAX	65 50 36.89 N	017 48 24.42 W	N 6550.61	W 01748.41
ARI69	65 49 06.74 N	018 07 13.92 W	N 6549.11	W 01807.24
ARM49	65 40 51.22 N	018 04 35.65 W	N 6540.85	W 01804.59
ARM69	65 40 30.70 N	018 04 29.13 W	N 6540.51	W 01804.49
AR401	65 51 14.58 N	018 07 32.27 W	N 6551.24	W 01807.54
AR410	65 45 02.65 N	018 04 19.54 W	N 6545.04	W 01804.33
AR411	65 45 04.32 N	018 12 17.53 W	N 6545.07	W 01812.29
AR412	65 40 14.00 N	018 25 00.28 W	N 6540.23	W 01825.00
AR421	65 37 24.47 N	017 55 24.32 W	N 6537.41	W 01755.41
AR422	65 30 45.11 N	017 58 24.97 W	N 6530.75	W 01758.42
AR431	65 37 06.55 N	018 03 53.23 W	N 6537.11	W 01803.89
AR432	65 35 40.48 N	018 04 19.86 W	N 6535.67	W 01804.33
AR433	65 29 01.17 N	018 09 53.51 W	N 6529.02	W 01809.89
AR434	65 28 09.06 N	018 26 33.00 W	N 6528.15	W 01826.55
AR435	65 21 06.76 N	018 24 27.63 W	N 6522.11	W 01824.46
AR436	65 19 22.72 N	018 03 49.61 W	N 6519.38	W 01803.83
AR437	65 26 43.30 N	017 55 14.59 W	N 6526.72	W 01755.24
AR439	65 36 49.77 N	018 12 27.20 W	N 6536.83	W 01812.45
AR441	65 36 03.96 N	018 03 41.45 W	N 6536.07	W 01803.69
AR442	65 30 01.56 N	018 09 03.68 W	N 6530.03	W 01809.06
AR443	65 25 49.71 N	018 13 29.77 W	N 6525.83	W 01813.50
AR489	65 54 16.52 N	018 13 34.38 W	N 6554.28	W 01813.57
AR490	65 51 36.05 N	017 59 05.29 W	N 6551.60	W 01759.09
AR491	65 40 02.56 N	018 04 20.20 W	N 6540.04	W 01804.34
AR495	65 37 17.77 N	018 03 28.00" W	N 6537.30	W 01803.47
AR496	65 33 56.80 N	018 05 49.19" W	N 6533.95	W 01805.82
AR594	65 13 54.89 N	018 22 10.56 W	N 6513.91	W 01822.18
AR691	65 48 32.37 N	017 57 08.54 W	N 6548.54	W 01757.14
AR692	65 51 19.95 N	017 59 38.39 W	N 6551.33	W 01759.64
AR693	65 51 19.88 N	018 04 21.34 W	N 6551.33	W 01804.36
AR694	65 49 23.62 N	018 01 59.70 W	N 6549.39	W 01801.99
AR695	65 37 23.35 N	018 03 29.76 W	N 6537.39	W 01803.50
AR696	65 36 22.79 N	018 03 44.76 W	N 6536.38	W 01803.75
AR697	65 37 06.10 N	018 08 47.37 W	N 6537.10	W 01808.79
AR701	65 42 39.11 N	017 49 20.81 W	N 6542.65	W 01749.35
AR702	65 56 30.57 N	018 29 49.25 W	N 6556.51	W 01829.82
AR703	65 32 42.55 N	017 56 47.71 W	N 6532.71	W 01756.80
AR705	65 47 53.87 N	017 39 42.40 W	N 6547.90	W 01739.71
AR706	65 42 29.15 N	018 09 42.50 W	N 6542.49	W 01809.71
AR707	65 47 00.18 N	017 40 30.63 W	N 6547.00	W 01740.51
AR708	65 50 40.33 N	017 37 13.52 W	N 6550.67	W 01737.23
AR709	65 39 38.62 N	017 58 38.26 W	N 6539.64	W 01758.64
ASKUR	65 11 44.00 N	018 41 30.00 W	N 6511.73	W 01841.50
BEZIM	65 59 05.59 N	018 43 48.79 W	N 6559.09	W 01843.81
BIBTO	65 18 37.87 N	018 13 58.54 W	N 6518.63	W 01813.98
CAINA	65 23 30.47 N	018 11 31.28 W	N 6523.51	W 01811.52

Waypoint Identifier	Coordinates		Display	
	LAT	LON	LAT	LON
CUBAS	66 07 36.46 N	018 26 26.48 W	N 6607.61	W 01826.44
DORFA	66 07 48.15 N	018 14 27.32 W	N 6607.80	W 01814.46
DETIX	65 28 46.42 N	018 08 51.20 W	N 6528.77	W 01808.85
EBOLU	65 59 56.10 N	018 09 41.64 W	N 6559.94	W 01809.69
FERAS	65 55 58.29 N	018 08 39.51 W	N 6555.97	W 01808.66
GELPA	65 50 07.49 N	018 07 08.49 W	N 6550.12	W 01807.14
GILTU	65 18 21.00 N	018 21 20.00 W	N 6518.35	W 01821.33
GITTA	65 49 06.28 N	017 48 45.86 W	N 6549.10	W 01748.76
JARRI	65 12 18.96 N	017 59 25.92 W	N 6512.32	W 01759.43
KOMIK	65 40 30.70 N	018 04 40.34 W	N 6540.51	W 01804.67
LISNO	65 36 11.45 N	018 02 58.91 W	N 6536.19	W 01802.98
MADUB	65 19 03.68 N	018 18 00.31 W	N 6519.06	W 01818.01
MAMEP	65 41 55.73 N	017 20 46.71 W	N 6541.93	W 01720.78
NB	65 19 33.99 N	018 17 36.92 W	N 6519.57	W 01817.62
NORFI	65 58 03.08 N	018 19 29.89 W	N 6558.05	W 01819.50
PERUR	65 26 27.24 N	018 57 33.83 W	N 6526.45	W 01857.56
PEXIL	65 24 14.00 N	018 03 04.00 W	N 6524.23	W 01803.07
REFUM	65 50 29.73 N	018 07 40.59 W	N 6550.50	W 01807.68
RETUR	65 32 19.00 N	017 37 29.00 W	N 6532.32	W 01737.48
SAGGO	65 46 32.61 N	018 06 24.51 W	N 6546.54	W 01806.41
TO	65 30 01.56 N	018 09 03.43 W	N 6530.03	W 01809.06
UTISU	65 52 54.80 N	017 20 29.96 W	N 6552.91	W 01720.50

Akureyri LOC A CAT C and D



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BIEG AD 2.20 SVÆÐISBUNDNAR UMFERÐARREGLUR BIEG AD 2.20 LOCAL TRAFFIC REGULATIONS

2.20.1 Almennar takmarkanir

Skilyrði - Sendir og móttakari.

Hægri handar umferðarhringur fyrir braut 21, vinstri handar umferðarhringur fyrir braut 03.

2.20.2 Takmarkanir kennslu- og æfingaflegs

Til að viðhalda öryggi getur flugleiðsöguþjónusta þurft að draga úr álagi án fyrirvara með því að takmarka þjálfunarflug.

2.20.3 Flug fisa

Flug fisa er heimilt.

2.20.4 Umferð á jörðu og stæði

Hafið samband við flugráðió.

2.20.5 Skráning einka- og kennsluflugvéla

Allar einka- og kennsluflugvélar sem koma inn á þjónustusvæði Egilsstaðaflugvallar skulu skráðar í gagnagrunn flugvallarins (Veovo).

Flugmaður/flugrekandi skal í samræmi við reglu þessa hafa samráð við afgreiðsluaðila á Egilsstaðaflugvelli sem síðan sér um að skrá flugvélinu í gagnagrunn flugvallarins (Veovo).

Til að forðast misskilning skal tekið fram að reglur þessar eiga ekki við um einka- og kennsluflugvélar sem æfa snertilendingar eða aðflug og koma ekki inn á ofangreint þjónustusvæði.

BIEG AD 2.21 FLUGAÐFERÐIR TIL HÁVAÐAMILDUNAR BIEG 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 IES.

BIEG AD 2.22 FLUGAÐFERÐIR BIEG AD 2.22 FLIGHT PROCEDURES

2.22.1 Almenn

2.22.1.1 Hægri handar umferðarhringur fyrir braut 21. Staðlaður vinstri handar umferðarhringur fyrir braut 03.

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

2.20.1 General Restrictions

Requirement - Two way radio.

Right hand circuit for RWY 21, left hand circuit for RWY 03.

2.20.2 Training flights restrictions

Air Navigation Service may without prior notice need to restrict training flights in order to decrease workload and maintain safety.

2.20.3 Microlight operations

Microlights are accepted

2.20.4 Ground manoeuvring and parking

Contact AFIS for instructions.

2.20.5 Registration of private and trainer aircraft

All private and trainer aircraft arriving at the service area of Egilsstadir airport shall be registered into the Airports Operational Database (Veovo).

The pilot/operator shall in accordance with this rule be in contact with a handling agent at Egilsstadir Airport who will register the aircraft into the Airports Operational Database (Veovo).

To avoid misunderstanding please note that these rules do not apply to private and/or trainer aircraft which practice touch and go landings and/or approaches and do not come into the above mentioned service area.

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 shoreline or DME 5 IES.

2.22.1 General

2.22.1.1 Right hand circuit for RWY 21. Standard left hand circuit for RWY 03.

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

BIEG AD 2.23 VIÐBÓTARUPPLÝSINGAR

BIEG AD 2.23 ADDITIONAL INFORMATION

2.23.1 Eldsneytisgeymar

Eldsneytisgeymir er staðsettur innan öryggissvæðis, 120 m frá miðlinu brautar og á norðurenda flughlaðs. Sjá Rafrænt landslags- og hindranakort (ICAO).

2.23.2 Fuglar á og við flugvöllinn

Vegna hættu á fælingu fugla í nágrenni flugvallarins verður ræsing hreyfla ekki heimiluð þegar annað loftfar er í brautarstöðu.

Gæsir og álftrir eru einu fuglar sem eitthvað kveður að við völlinn og eru nokkuð samstíga í tímasetningum. Eini munurinn er að álftrin virðist ekki verpa mikið í nágrenni vallarins.

Fyrstu fuglarnir koma oftast í byrjun apríl og eru fram í júní, koma svo aftur í ágúst og fara í lok október.

Nokkuð mikill fjöldi gæsa verpir innan flugvallarsvæðisins, þá mest í jaðri varpstöðva við Lagarfljót og einnig í kjarri og runnum austan við braut.

Áætlað er að um 100-150 pör verpi á árbökkum og hólum Lagarfljóts norðan brautar.

Gæsin er mikið á tünum sunnan og austan við braut og svo á Lagarfljótinu á nóttunni.

Sérstök athygli er vakin á því að umhverfis flugvöllinn og í næsta nágrenni hans eru göngustígar sem fólk notar bæði til gönguferða og einnig til að viðra hunda.

Hætta er á að gangandi vegfarendur og hundar fæli upp fugla í nágrenni flugvallarins sem fljúga oftar en ekki í átt að Lagarfljóti og þar með yfir eða í námunda við flugbraut, komu- og brottfararleiðir.

2.23.1 Fuel Depot

A Fuel Depot is situated within the outer part of the runway strip, 120m from the centre line and on the north edge of apron. See Aerodrome Terrain and Obstacle Chart - ICAO (Electronic).

2.23.2 Birds on and around the airport

For safety purposes startup will not be allowed when another aircraft has lined up on the runway.

Greylag geese and Swan are the most common bird at the airport, the birds arrive and leave at a similar time. The only difference is that the Swan doesn't nest close to the airport.

The birds arrive in the beginning of April and stay until the end of June, then return in August and leave in the end of October.

There is a number of Greylag geese that lay eggs within the airport, most of the nests are close to the river Lagarfljót and in the bushes east of the runway.

It is estimated that around 100 to 150 pairs lay eggs on the riverbanks and islets of Lagarfljót, north of the runway.

The Greylag goose like to stay on the hayfield south and east of the runway moving on to the river during night.

Special attention is drawn to the fact that around the airport and in its vicinity are trails that people use both for walking and for walking their dogs.

The danger is that pedestrians and dogs scare away birds in areas around the airport which more often than not fly towards the river and thus over or near the runway, the arrival- or/and departure routes.

BIEG AD 2.24 KORT SEM TILHEYRA FLUGVELLI

BIEG AD 2.24 CHARTS RELATED TO AERODROME

Kort / Charts	Blaðsíðunúmer / Page Number
Egilsstadir Aerodrome Chart	AD 2 BIEG 2 - 1
BIEG Standard Arrival Chart - Instrument (STAR) - ICAO Arrival Procedures	AD 2 BIEG 5 - 1
BIEG Instrument Approach Chart - ICAO RNP RWY 03	AD 2 BIEG 6 - 1
BIEG Instrument Approach Chart - ICAO ILS or LOC RWY 03	AD 2 BIEG 6 - 3
BIEG Instrument Approach Chart - ICAO NDB RWY 03	AD 2 BIEG 6 - 5
BIEG Instrument Approach Chart - ICAO RNP RWY 21	AD 2 BIEG 6 - 7
BIEG Instrument Approach Chart - ICAO NDB RWY 21	AD 2 BIEG 6 - 9
BIEG RNP SID RWY 03 - FELLI 1B	AD 2 BIEG 7 - 1
BIEG Standard Departure Chart - Instrument (SID) - ICAO SID RWY 03	AD 2 BIEG 7 - 3
BIEG Standard Departure Chart - Instrument (SID) - ICAO SID RWY 21	AD 2 BIEG 7 - 5

BIHU AD 2.1 STAÐARAUÐKENNI OG HEITI FLUGVALLAR

BIHU AD 2.1 AERODROME LOCATION INDICATOR AND NAME

BIHU - HÚSAVÍK / HUSAVIK

BIHU AD 2.2 LANDFRÆÐILEGAR OG STJÓRNUNARUPPLÝSINGAR FLUGVALLAR

BIHU AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	Hnattstaða flugvallar	655709N 0172533W
	ARP coordinates and site at AD	
2	Stefna og fjarlægð frá (borg)	—
	Direction and distance from (city)	
3	Landhæð / viðmiðunarhitastig	50 FT / 14° C
	Elevation / Reference temperature	
4	Bylgjulögun jarðsporvölu (frá WGS-84 viðmiðunarsporvölu) í hæðarviðmiðunarpunkti flugvallar	215 FT
	Geoid undulation at AD ELEV PSN	
5	Misvísun / árleg breyting	11° W (2021) / - 0.32°
	MAG VAR / Annual change	
6	Rekstraraðili flugvallar Heimilisfang, sími, símbréf, netfang, AFS	Umdæmi 3 / District 3: Isavia Innanlandsflugvellir ehf. Akureyrarflugvelli 600 Akureyri Iceland Tel: +354 424 4073 AFIS email: biar@isavia.is AFS: —
	AD Administration Address, telephone, telefax, telex, AFS	
7	Leyfð flugumferð	IFR/VFR
	Types of traffic permitted (IFR/VFR)	
8	Athugasemdir	NIL
	Remarks	

BIHU AD 2.3 ÞJÓNUSTUTÍMAR
BIHU AD 2.3 OPERATIONAL HOURS

1	Rekstraraðili flugvallar	Á skrifstofutíma 09:00-16:00
	AD Administration	During Office Hours 09:00-16:00
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	<p>AFIS:</p> <p>Mon. / Mán. No service / Engin þjónusta Tue. / Þri. No service / Engin þjónusta Wen. / Mið. 0630 - 0900 AND 1430 - 1700 Thu. / Fim. No service / Engin þjónusta Fri./Fös. 1430 - 1700 Sat./Lau. No service / Engin þjónusta Sun. / Sun. 1500-1730</p> <p>Aðfangadagur og gamlársgdagur: Engin þjónusta eftir kl. 1600. Ekki þjónusta á nýársdag, páskadag og jóladag. / Christmas Eve and New Year's Eve: No service after 1600. No service New Year's Day, Easter Sunday and Christmas Day.</p>
	ATS	
8	Eldsneyti	NIL
	Fuelling	
9	Afgreiðsla	Skv. beiðni
	Handling	O/R
10	Flugvernd	NIL
	Security	
11	Afising	NIL
	De-icing	
12	Athugasemdir	<p>Flugumferðarþjónusta veitt utan þjónustutíma gegn gjaldi samkvæmt gjaldskrá, svo fremi sem starfsmaður sé tiltækur. Óskið þjónustu með að lágmarki 1 klst. fyrirvara að sumri og 2 klst. fyrirvara að vetri, í síma +354 424 4073. Gjaldskrá Isavia: https://www.isavia.is/fyrirtaekid/vidskiptavinir/gjaldskrar-isavia</p> <p>ATS available on request outside operational hours, if personnel is available. Surcharge applies. Request service with a minimum 1 hour's notice during summer and 2 hour's notice during winter, via Tel +354 424 4073. Isavia user charges: https://www.isavia.is/fyrirtaekid/vidskiptavinir/gjaldskrar-isavia</p>
	Remarks	

BIHN AD 2.1 STAÐARAUÐKENNI OG HEITI FLUGVALLAR

BIHN AD 2.1 AERODROME LOCATION INDICATOR AND NAME

BIHN - HÖFN Í HORNAFIRÐI / HOFN HORNAFIRDI

BIHN AD 2.2 LANDFRÆÐILEGAR OG STJÓRNUNARUPPLÝSINGAR FLUGVALLAR

BIHN AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	Hnattstaða flugvallar	641744N 0151338W
	ARP coordinates and site at AD	Centre of runway
2	Stefna og fjarlægð frá (borg)	Höfn: 347° GEO, 5.4 KM (2.9 NM)
	Direction and distance from (city)	
3	Landhæð / viðmiðunarhitastig	24 FT / 13.3° C
	Elevation / Reference temperature	
4	Bylgjulögun jarðsporvölu (frá WGS-84 viðmiðunarsporvölu) í hæðarviðmiðunarpunkti flugvallar	213 FT
	Geoid undulation at AD ELEV PSN	
5	Misvísun / árleg breyting	9° W (2021) / - 0.3°
	MAG VAR / Annual change	
6	Rekstraraðili flugvallar	Umdæmi 4 / District 4: Isavia Innanlandsflugvellir ehf. Egilsstaðaflugvelli 701 Egilsstöðum Iceland Tel: +354 424 4078 AFIS Tel: +354 424 5639 District manager / Umdæmisstjóri email: bihnafis@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	

BIHN AD 2.3 ÞJÓNUSTUTÍMAR
BIHN 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 / Summer 1. júní til 31. ágúst / 01 June to 31 August
	ATS	Mán., mið., fim., fös Mon., Wed., Thur., Fri.: 0745-1915 Þri. / Tues.: 0800-1100 Lau. / Sat.: 1000-1300 Sun. / Sun.: 0800-1700 AFIS. Vetrartími / Winter 1. sept. til 31. maí / 01 Sept. to 31 May Mán., þri., mið., fös. Mon., Tues., Wed., Fri.: 0700-1730, Fim. / Thur: 1100-1500 Lau. / Sat: Lokað / Closed Sun. / Sun.: 1300-1600 Aðfangadagur og gamlársdagur: Engin þjónusta eftir kl. 1600. Ekki þjónusta á nýársdag, páskadag og jóladag. / Christmas Eve and New Year's Eve: No service after 1600. No service New Year's Day, Easter Sunday and Christmas Day.
8	Eldsneyti	Með fyrirfram beiðni
	Fuelling	PN
9	Afgreiðsla	Takmörkuð - Með fyrirfram beiðni
	Handling	Limited - PN
10	Flugvernd	NIL
	Security	
11	Afising	NIL
	De-icing	

BIHN AD 2.7 ÁRSTÍÐARBUNDNAR HREINSANIR

BIHN AD 2.7 SEASONAL AVAILABILITY

1	Tegund tækja	Snjóplógar og kústar /
	Types of clearing equipment	Snow ploughs and sweepers
2	Forgangsröð hreinsunar	Sjá AD 1.2.2.1 Aðgerðir til að tryggja notkun á athafnasvæðum /
	Clearance priorities	See AD 1.2.2.1 Actions taken to maintain the usability of movement areas
3	Efni notuð við hálfkuvarnir athafnasvæða	Flugbrautir, akbrautir og flughlöð geta verið hálfkuvarin með sandi þegar þess gerist þörf /
	Use of material for movement area surface treatment	When needed, SAND is applied on the runway, taxiway and apron for friction improvement
4	Vottun vegna þekjulýsingar (Specially Prepared Winter Runway)	Ekki í gildi /
	Certification to use contamination descriptor (Specially Prepared Winter Runway)	Not valid
5	Athugasemdir	NIL
	Remarks	

BIHN AD 2.8 HLAÐ, AKBRAUTIR OG STAÐSETNING GÁTSTAÐA

BIHN AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Yfirborð hlaðs og styrkur	TERMINAL APRON: Asphalt stabilised gravel / Tjörubundin grús: 100x40 m
	Designation, surface and strength of apron	
2	Breidd akbrautar, yfirborð og styrkur	TWY ALPHA: 19 M breitt/wide / Asphalt stabilised gravel / Tjörubundin grús
	Designation, width, surface and strength of taxiways	
3	Staðsetning og landhæð gátunarstaðar fyrir hæðarmælisathugun	Flughlað hæð: 30 FT
	Altimeter checkpoint location and elevation	Apron elev: 30 FT
4	VOR-gátunarstaðir	NIL
	VOR checkpoints	
5	INS-gátunarstaðir	NIL
	INS checkpoints	
6	Athugasemdir	NIL
	Remarks	

BIHN AD 2.9 LEIÐSAGA OG STJÓRNKERFI FYRIR HREYFINGAR Á JÖRÐU NIÐRI OG MERKINGAR

BIHN 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 Akbrautarljós: kantljós / RWY Markings: Designation, THR and centreline RWY Lights: THR, END and EDGE RWY Markings: Centreline TWY Lights: EDGE
	RWY and TWY markings and LGT	
3	Stöðvunarljós	NIL
	Stop bars	
4	Athugasemdir	Hindranir á flugvelli eru lýstar allan sólarhringinn / Obstructions on aerodrome are lit day and night
	Remarks	

BIHN AD 2.10 FLUGVALLARHINDRANIR

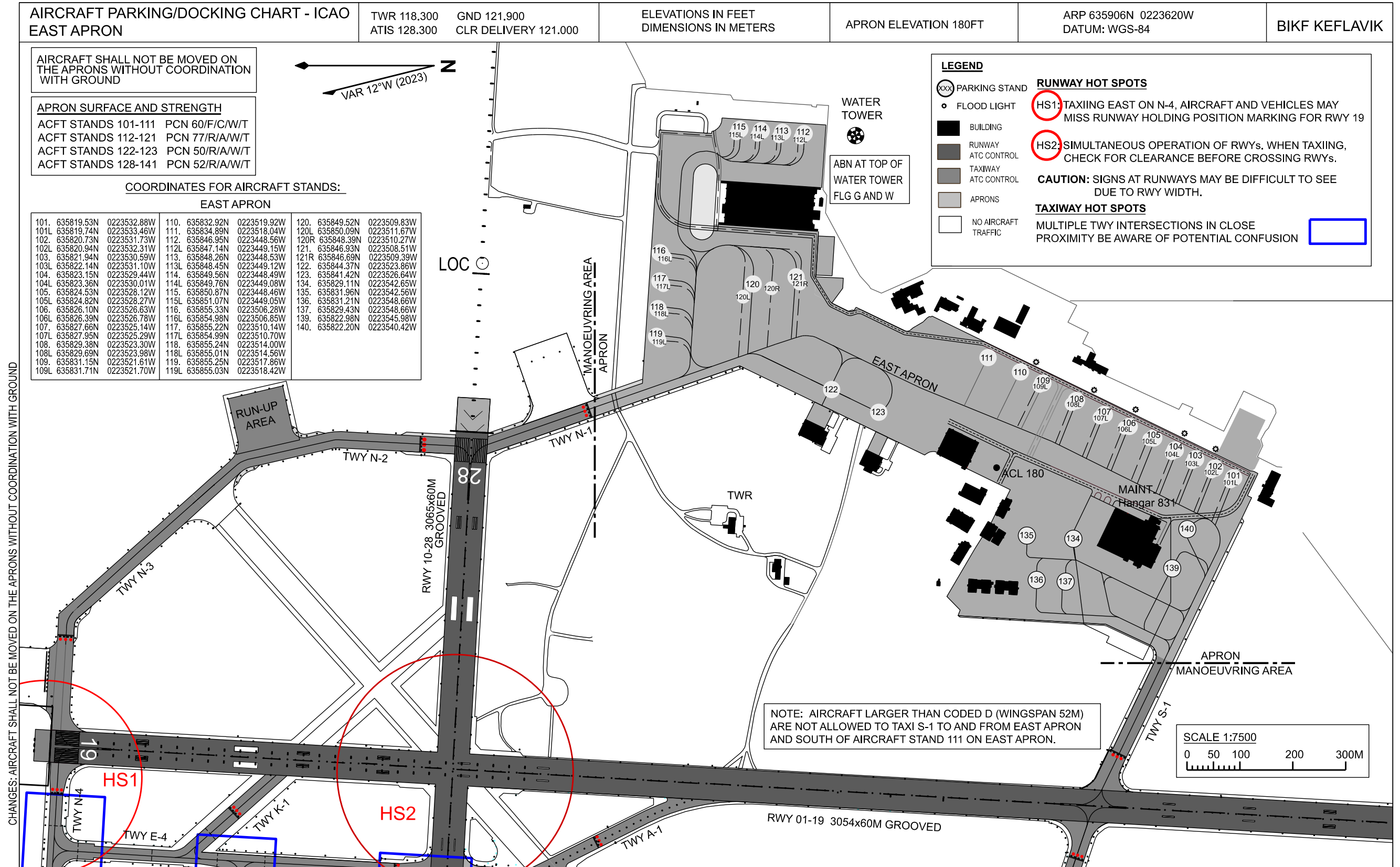
BIHN AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID / Designation	OBST type	OBST position	ELEV / HGT	Markings / Type, colour	Remarks
a	b	c	d	e	f
BIHNOB0001	Terrain	641912.56N 0151209.81W	398 / - FT	NIL	NIL
BIHNOB0002	Terrain	642025.54N 0151252.00W	2155 / - FT	NIL	NIL
BIHNOB0003	Terrain	641933.34N 0150925.93W	1461 / - 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: Hindranir á flugvelli eru lýstir allan sólarhringinn / Obstructions on aerodrome are lit day and night					

Öryggisvæði og hindranafleti fyrir landingarstaðinn má nálgast hér
<https://ans.isavia.is/oryggis--og-hindranafletir>

Strips and obstacle areas can be found here <https://ans.isavia.is/en/oryggis--og-hindranafletir>



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BIRK AD 2.23 VIÐBÓTARUPPLÝSINGAR BIRK AD 2.23 ADDITIONAL INFORMATION

2.23.1 Loftrými sem hafa áhrif á flugstjórnarsvið/vallarsvið BIRK (CTR/ATZ)

1. BID12 hættusvæði sjá ENR 5.1.
2. Úlfarsfell svífdrekaflug, sjá ENR 5.5.

2.23.2 Fuglar á og við flugvöllin

Staðbundinn hópur Grágæsa sem telur um 2-300 fugla á sér náttstað allt árið við tjörnina í Reykjavík og í Vatnsmýrinni norðvestur af flugvelli. Yfirflug yfir brautir er helst í morgunflugi á leið til fæðustöðva og að kvöldi frá sendinni fjörunni í Skerjafirði til náttstaðar. Mest álag Grágæsa í vorfari er 1. apríl til 15. maí. Mest álag Grágæsa í haustfari er 15. ágúst til 31. október. Minnsta álagið er í varpi sem er frá miðjum maí og út júní.

Margæs á venjulega stutta viðkomu á svæðinu og þá eingöngu í vorfari frá maí - júní. Þetta eru tiltölulega fáir fuglar 30-100 stk. er halda til á Hlíðsnesi suðvestur af velli.

Aðrar algengar tegundir fugla á og í nágrenni flugvallar eru m.a. Sílamávur, Hettumávur og Tjaldur. Álag þessara tegunda er mest yfir sumartímann frá maí - september.

2.23.1 Areas affecting BIRK CTR/ATZ

1. BID12 Danger Area, see ENR 5.1.
2. Úlfarsfell Hang gliding, see ENR 5.5.

2.23.2 Birds on and around the aerodrome

A residential group of Greylag geese counting 2-300 birds has a night resting area all year round northwest of the aerodrome at the Reykjavík pond and in Vatnsmýri. The most significant daily movement and crossing runway's is during the morning (Dawn) heading to feeding areas and late in the evening (Dusk) heading back to the night resting area. The most concentration of Greylags in spring is from April 1st - May 15th and in autumn from August 15th - October 31st. The least pressure from Greylags is during the nesting season from mid May throughout June.

The Brent goose occasionally visit's the area during the spring migration from May - June. This is only a few birds 30-100 e.a. from Hlíðsnes southwest of the aerodrome.

Other common bird species on and in the surrounding area are the Lesser Black-Backed gull, the Oystercatcher and the Black Headed gull. Most concentration is during the summer from May - September.

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

Kort / Charts	Blaðsíðunúmer / Page Number
BIRK Aerodrome Chart - ICAO	AD 2 BIRK 2 - 1
BIRK Intersection Take Off Chart	AD 2 BIRK 2 - 3
BIRK Standard Arrival Chart - Instrument (STAR) - ICAO RNAV STAR RWY 19	AD 2 BIRK 5 - 1
Waypoint coordinates / Route descriptions	AD 2 BIRK 5 - 3
BIRK Instrument Approach Chart - ICAO RNP RWY 01	AD 2 BIRK 6 - 1
BIRK Instrument Approach Chart - ICAO RNP RWY 13	AD 2 BIRK 6 - 3
BIRK Instrument Approach Chart - ICAO LOC Z RWY 13	AD 2 BIRK 6 - 5
BIRK Instrument Approach Chart - ICAO LOC Y RWY 13	AD 2 BIRK 6 - 7
BIRK Instrument Approach Chart - ICAO NDB RWY 13	AD 2 BIRK 6 - 9
BIRK Instrument Approach Chart - ICAO RNP RWY 19	AD 2 BIRK 6 - 11
BIRK Instrument Approach Chart - ICAO ILS or LOC Z RWY 19	AD 2 BIRK 6 - 13
BIRK Instrument Approach Chart - ICAO ILS or LOC Y RWY 19	AD 2 BIRK 6 - 15
BIRK Instrument Approach Chart - ICAO RNP A	AD 2 BIRK 6 - 17
BIRK VFR Routes	AD 2 BIRK 8 - 1
Reykjavik Inbound and Outbound VFR Routes chart for single engine aircraft - RWY 01	AD 2 BIRK 8 - 3
Reykjavik Inbound and Outbound VFR Routes chart for single engine aircraft - RWY 13	AD 2 BIRK 8 - 5
Reykjavik Inbound and Outbound VFR Routes chart for single engine aircraft - RWY 19	AD 2 BIRK 8 - 7
Reykjavik Inbound and Outbound VFR Routes chart for single engine aircraft - RWY 31	AD 2 BIRK 8 - 9

BIFL AD 2.5 AÐSTAÐA FARÞEGA
BIFL AD 2.5 PASSENGER FACILITIES

1	Hótel	Í þorpi / In village
	Hotels	
2	Veitingastaðir á flugvelli	NIL
	Restaurants	
3	Fólksflutningar	NIL
	Transportation	
4	Hjúkrunaraðstaða	NIL
	Medical facilities	
5	Banki og pósthús	NIL
	Bank and Post Office	
6	Ferðaskrifstofa	NIL
	Tourist Office	
7	Athugasemdir	Farþegaskýli / Passenger shelter
	Remarks	

BIFL AD 2.6 BJÖRGUN OG ELDVARNIR
BIFL AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

NIL

BIFL AD 2.7 ÁRSTÍÐARBUNDNAR HREINSANIR
BIFL AD 2.7 SEASONAL AVAILABILITY

NIL

BIFL AD 2.8 HLAÐ, AKBRAUTIR OG STAÐSETNING GÁTSTAÐA
BIFL AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

NIL

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

NIL

BIFL AD 2.10 FLUGVALLARHINDRANIR
BIFL AD 2.10 AERODROME OBSTACLES

Öryggisvæði og hindranafleti fyrir landingarstaðinn má nálgast hér
<https://ans.isavia.is/oryggis--og-hindranafletir>

Strips and obstacle areas can be found here <https://ans.isavia.is/en/oryggis--og-hindranafletir>

BIFL AD 2.11 VEITTAR VEÐURUPPLÝSINGAR
BIFL AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

NIL

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

BIKL - KIRKJUBÆJARKLAUSTUR / KIRKJUBÆJARKLAUSTUR

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

1	Hnattstaða flugvallar	634734N 0180014W
	ARP coordinates and site at AD	
2	Stefna og fjarlægð frá (borg)	—
	Direction and distance from (city)	
3	Landhæð / viðmiðunarhitastig	71 FT
	Elevation / Reference temperature	
4	Bylgjulögun jarðsporvölu (frá WGS-84 viðmiðunarsporvölu) í hæðarviðmiðunarpunkti flugvallar	—
	Geoid undulation at AD ELEV PSN	
5	Misvísun / árleg breyting	—
	MAG VAR / Annual change	
6	Rekstraraðili flugvallar	Umdæmi 1 / District 1: Isavia Innanlandsflugvelli ehf. Reykjavíkflugvelli 102 Reykjavík Iceland Tel: +354 424 4000 Tel: +354 424 5387 Helgi Bjarnason 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	

BIKL AD 2.3 ÞJÓNUSTUTÍMAR
BIKL AD 2.3 OPERATIONAL HOURS

NIL

BIKL AD 2.4 AFGREIÐSLA OG TÆKI
BIKL AD 2.4 HANDLING SERVICES AND FACILITIES

NIL

BIKL AD 2.5 AÐSTAÐA FARÞEGA
BIKL AD 2.5 PASSENGER FACILITIES

NIL

BIKL AD 2.6 BJÖRGUN OG ELDVARNIR
BIKL AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

NIL

BIKL AD 2.7 ÁRSTÍÐARBUNDNAR HREINSANIR
BIKL AD 2.7 SEASONAL AVAILABILITY

NIL

BIKL AD 2.8 HLAÐ, AKBRAUTIR OG STAÐSETNING GÁTSTAÐA
BIKL AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

NIL

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

NIL

BIKL AD 2.10 FLUGVALLARHINDRANIR
BIKL AD 2.10 AERODROME OBSTACLES

Öryggisvæði og hindranafleti fyrir landingarstaðinn má nálgast hér
<https://ans.isavia.is/oryggis--og-hindranafletir>

Strips and obstacle areas can be found here <https://ans.isavia.is/en/oryggis--og-hindranafletir>

BIKL AD 2.11 VEITTAR VEÐURUPPLÝSINGAR
BIKL AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

NIL

BIKL AD 2.12 SÉRKENNI FLUGBRAUTA
BIKL 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
08	—	799 x 26	RWY PCN: — RWY: GRAVEL SWY PCN: — SWY: —	— — GUND: —	— —
26	—	799 x 26	RWY PCN: — RWY: GRAVEL SWY PCN: — SWY: —	— — GUND: —	— —

BIND AD 2.7 ÁRSTÍÐARBUNDNAR HREINSANIR

BIND AD 2.7 SEASONAL AVAILABILITY

NIL

BIND AD 2.8 HLAÐ, AKBRAUTIR OG STAÐSETNING GÁTSTAÐA

BIND AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

NIL

BIND AD 2.9 LEIÐSAGA OG STJÓRNKERFI FYRIR HREYFINGAR Á JÖRÐU NIÐRI OG MERKINGAR

BIND AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

NIL

BIND AD 2.10 FLUGVALLARHINDRANIR

BIND AD 2.10 AERODROME OBSTACLES

Öryggisvæði og hindranafleti fyrir landingarstaðinn má nálgast
hér <https://ans.isavia.is/oryggis--og-hindranafletir>

Strips and obstacle areas can be found here <https://ans.isavia.is/en/oryggis--og-hindranafletir>

BIND AD 2.11 VEITTAR VEÐURUPPLÝSINGAR

BIND AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

NIL

BIND AD 2.12 SÉRKENNI FLUGBRAUTA

BIND 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
05	—	830 x 45	RWY PCN: — RWY: GRAVEL SWY PCN: — SWY: —	— — GUND: —	— —
23	—	830 x 45	RWY PCN: — RWY: GRAVEL SWY PCN: — SWY: —	— — GUND: —	— —

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
05	—	—	—	—	—	—	—
23	—	—	—	—	—	—	—

RWY Designator	Remarks
1	14
05	—
23	—

BIND AD 2.13 TILGREINDAR VIÐMIÐUNARVEGALENGDIR

BIND AD 2.13 DECLARED DISTANCES

NIL

BIND AD 2.14 AÐFLUGS- OG FLUGBRAUTARLJÓS

BIND AD 2.14 APPROACH AND RUNWAY LIGHTING

NIL

BIND AD 2.15 ÖNNUR LÝSING OG VARARAFMAGN

BIND AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

NIL

BISV AD 2.7 ÁRSTÍÐARBUNDNAR HREINSANIR

BISV AD 2.7 SEASONAL AVAILABILITY

NIL

BISV AD 2.8 HLAÐ, AKBRAUTIR OG STAÐSETNING GÁTSTAÐA

BISV AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

NIL

BISV AD 2.9 LEIÐSAGA OG STJÓRNKERFI FYRIR HREYFINGAR Á JÖRÐU NIÐRI OG MERKINGAR

BISV AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

NIL

BISV AD 2.10 FLUGVALLARHINDRANIR

BISV AD 2.10 AERODROME OBSTACLES

Öryggisvæði og hindranafleti fyrir landingarstaðinn má nálgast
hér <https://ans.isavia.is/oryggis--og-hindranafletir>

Strips and obstacle areas can be found here <https://ans.isavia.is/en/oryggis--og-hindranafletir>

BISV AD 2.11 VEITTAR VEÐURUPPLÝSINGAR

BISV AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

NIL

BISV AD 2.12 SÉRKENNI FLUGBRAUTA

BISV 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
06	—	700 x 35	RWY PCN: — RWY: GRAVEL SWY PCN: — SWY: —	— — GUND: —	— —
24	—	700 x 35	RWY PCN: — RWY: GRAVEL SWY PCN: — SWY: —	— — GUND: —	— —

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
06	—	—	—	—	—	—	—
24	—	—	—	—	—	—	—

RWY Designator	Remarks
1	14
06	Öryggissvæði takmarkað til norðvesturs á 500 m kafla meðfram flugbraut þar sem akvegur liggur. Safety area limited for 500 m alongside the RWY on the northwest where there is a road.
24	Öryggissvæði takmarkað til norðvesturs á 500 m kafla meðfram flugbraut þar sem akvegur liggur. Safety area limited for 500 m alongside the RWY on the northwest where there is a road.

BISV AD 2.13 TILGREINDAR VIÐMIÐUNARVEGALENGDIR

BISV AD 2.13 DECLARED DISTANCES

NIL

BISV AD 2.14 AÐFLUGS- OG FLUGBRAUTARLJÓÐ

BISV AD 2.14 APPROACH AND RUNWAY LIGHTING

NIL

BISV AD 2.15 ÖNNUR LÝSING OG VARARAFMAGN

BISV AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

NIL

BIVI AD 2.7 ÁRSTÍÐARBUNDNAR HREINSANIR

BIVI AD 2.7 SEASONAL AVAILABILITY

NIL

BIVI AD 2.8 HLAÐ, AKBRAUTIR OG STAÐSETNING GÁTSTAÐA

BIVI AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

NIL

BIVI AD 2.9 LEIÐSAGA OG STJÓRNKERFI FYRIR HREYFINGAR Á JÖRÐU NIÐRI OG MERKINGAR

BIVI AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

NIL

BIVI AD 2.10 FLUGVALLARHINDRANIR

BIVI AD 2.10 AERODROME OBSTACLES

Öryggisvæði og hindranafleti fyrir landingarstaðinn má nálgast hér
<https://ans.isavia.is/oryggis--og-hindranafletir>

Strips and obstacle areas can be found here <https://ans.isavia.is/en/oryggis--og-hindranafletir>

BIVI AD 2.11 VEITTAR VEÐURUPPLÝSINGAR

BIVI AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

NIL

BIVI AD 2.12 SÉRKENNI FLUGBRAUTA

BIVI 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
07	—	712 x 25	RWY PCN: — RWY: GRAVEL SWY PCN: — SWY: —	— — GUND: —	— —
25	—	712 x 25	RWY PCN: — RWY: GRAVEL SWY PCN: — SWY: —	— — GUND: —	— —

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
07	—	—	—	—	—	—	—
25	—	—	—	—	—	—	—

RWY Designator	Remarks
1	14
07	—
25	—

BIVI AD 2.13 TILGREINDAR VIÐMIÐUNARVEGALENGDIR

BIVI AD 2.13 DECLARED DISTANCES

NIL

BIVI AD 2.14 AÐFLUGS- OG FLUGBRAUTARLJÓS

BIVI AD 2.14 APPROACH AND RUNWAY LIGHTING

NIL