AIP – ÍSLAND/ICELAND

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AIP AIRAC
A 02/2026
09 JAN 2026

EFFECTIVE 19 FEB 2026

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
List of aeronautical charts available	List updated	GEN 3.2.5
SIGMET and AIRMET service	Editorial	GEN 3.5.8
ENR		
Special VFR	Rules on Special VFR updated in accordance with regulations	ENR 1.2.2
MLAT, SSR and ADS-B– Operating Procedures	Text added to emphesise the esception that Pilots will not be notified of identification if ADS-B above FL285	ENR 1.6.4.2
MNPS Approval for operation in the NAT HLA	Paragraph 5 added: All aircraft operating in NAT HLA shall carry a copy of the current OTS message.	ENR 1.8.2.1.2.1
Establishment and use of organized track system (OTS) (NAT DOC 007, chapter 2)	Paragraph 3 added: All aircraft operating in NAT HLA shall carry a copy of the current OTS message.	ENR 1.8.8.1
ATS Routes	UT592 - Editorial	ENR 3.2
AIR NAVIGATION OBSTRUCTIONS	MET MAST - Husavikurfjall	ENR 5.4.1
ATS Surveillance Coverage Chart	Editorial	ENR 6.1 - 11
VHF Coverage Chart	Editorial	ENR 6.1 - 13
AD		
BIAR - Akureyri	Coordinates for aircraft stands updated.	AD 2 BIAR 2.8.6
	Aerodrome Chart - Coordinates for aircraft stands updated.	AD 2 BIAR 2 - 1
BIBD - Bildudalur	Coding table error corrected	AD 2 BIBD 6 - 5/6
BIEG - Egilsstadir	ATS Communication GND added	AD 2 BIEG 2.18
	Jet blast and engine startup procedure established	AD 2 BIEG 2.20.4
	Engine test procedure established	AD 2 BIEG 2.21
BIHU - Husavik	Husavik RNP RWY 02 Instrument Approach Chart - MET MAST Husavikurfjall added	AD 2 BIHU 6 1/2
	HUSAVIK RNP SID RWY 02 - TESSE 1A - MET MAST Husavikurfjall added	AD 2 BIHU 7 1/2
BIVM - Vestmannaeyjar	Strips and obstacle areas url added	AD 2 BIVM 2.10

SUPs - AIP Supplements	
NIL	

AICs - Aeronautical information circulars	
NIL	

Eldri síður: / Old pages:		Nýjar síður: / New pages:	
GEN		**GEN**	
GEN 0.2 - 1	22 JAN 2026	GEN 0.2 - 1	19 FEB 2026
GEN 0.2 - 2	22 JAN 2026	GEN 0.2 - 2	19 FEB 2026
GEN 0.3 - 3	22 JAN 2026	GEN 0.3 - 3	19 FEB 2026
GEN 0.3 - 4	22 JAN 2026	GEN 0.3 - 4	19 FEB 2026
GEN 0.4 - 1	22 JAN 2026	GEN 0.4 - 1	19 FEB 2026
GEN 0.4 - 2	22 JAN 2026	GEN 0.4 - 2	19 FEB 2026
GEN 0.4 - 3	22 JAN 2026	GEN 0.4 - 3	19 FEB 2026
GEN 0.4 - 4	22 JAN 2026	GEN 0.4 - 4	19 FEB 2026
GEN 0.4 - 5	22 JAN 2026	GEN 0.4 - 5	19 FEB 2026
GEN 0.4 - 6	22 JAN 2026	GEN 0.4 - 6	19 FEB 2026
GEN 0.4 - 7	22 JAN 2026	GEN 0.4 - 7	19 FEB 2026
GEN 0.4 - 8	22 JAN 2026	GEN 0.4 - 8	19 FEB 2026
GEN 0.4 - 9	22 JAN 2026	GEN 0.4 - 9	19 FEB 2026
GEN 0.4 - 10	22 JAN 2026	GEN 0.4 - 10	19 FEB 2026
GEN 0.6 - 5	22 JAN 2026	GEN 0.6 - 5	19 FEB 2026
GEN 0.6 - 6	22 JAN 2026	GEN 0.6 - 6	19 FEB 2026
GEN 3.2 - 5	22 JAN 2026	GEN 3.2 - 5	19 FEB 2026
GEN 3.2 - 6	22 JAN 2026	GEN 3.2 - 6	19 FEB 2026
GEN 3.2 - 7	22 JAN 2026	GEN 3.2 - 7	19 FEB 2026
GEN 3.2 - 8	22 JAN 2026	GEN 3.2 - 8	19 FEB 2026
GEN 3.5 - 11	01 DEC 2023	GEN 3.5 - 11	19 FEB 2026
GEN 3.5 - 12	01 DEC 2023	GEN 3.5 - 12	19 FEB 2026
GEN 2.8 - 1	25 MAR 2021		
GEN 2.8 - 2	25 MAR 2021		
GEN 2.8 - 3	25 MAR 2021		
GEN 2.8 - 4	25 MAR 2021		
ENR		**ENR**	
ENR 0.6 - 1	02 OCT 2025	ENR 0.6 - 1	19 FEB 2026
ENR 0.6 - 2	02 OCT 2025	ENR 0.6 - 2	19 FEB 2026
ENR 1.2 - 1	01 DEC 2023	ENR 1.2 - 1	19 FEB 2026
ENR 1.2 - 2	01 DEC 2023	ENR 1.2 - 2	19 FEB 2026
ENR 1.2 - 3	08 OCT 2021	ENR 1.2 - 3	19 FEB 2026
ENR 1.2 - 4	08 OCT 2021	ENR 1.2 - 4	19 FEB 2026
		ENR 1.2 - 5	19 FEB 2026
		ENR 1.2 - 6	19 FEB 2026
ENR 1.6 - 11	07 AUG 2025	ENR 1.6 - 11	19 FEB 2026
ENR 1.6 - 12	07 AUG 2025	ENR 1.6 - 12	19 FEB 2026
ENR 1.8 - 1	07 AUG 2025	ENR 1.8 - 1	19 FEB 2026
ENR 1.8 - 2	07 AUG 2025	ENR 1.8 - 2	19 FEB 2026
ENR 1.8 - 33	24 JAN 2025	ENR 1.8 - 33	19 FEB 2026
ENR 1.8 - 34	24 JAN 2025	ENR 1.8 - 34	19 FEB 2026
ENR 3.2 - 5	04 OCT 2024	ENR 3.2 - 5	19 FEB 2026
ENR 3.2 - 6	04 OCT 2024	ENR 3.2 - 6	19 FEB 2026
ENR 5.4 - 1	22 JAN 2026	ENR 5.4 - 1	19 FEB 2026
ENR 5.4 - 2	22 JAN 2026	ENR 5.4 - 2	19 FEB 2026
ENR 6.1 - 11	27 NOV 2025	ENR 6.1 - 11	19 FEB 2026
ENR 6.1 - 12	27 NOV 2025	ENR 6.1 - 12	19 FEB 2026
ENR 6.1 - 13	03 OCT 2024	ENR 6.1 - 13	19 FEB 2026
ENR 6.1 - 14	03 OCT 2024	ENR 6.1 - 14	19 FEB 2026
AD		**AD**	
AD 2 BIAR 1 - 7	22 JAN 2026	AD 2 BIAR 1 - 7	19 FEB 2026
AD 2 BIAR 1 - 8	22 JAN 2026	AD 2 BIAR 1 - 8	19 FEB 2026

Eldri síður: / Old pages:		Nýjar síður: / New pages:	
AD 2 BIAR 2 - 1	22 JAN 2026	AD 2 BIAR 2 - 1	19 FEB 2026
AD 2 BIAR 2 - 2	22 JAN 2026	AD 2 BIAR 2 - 2	19 FEB 2026
AD 2 BIBD 6 - 5	22 JAN 2026	AD 2 BIBD 6 - 5	19 FEB 2026
AD 2 BIBD 6 - 6	22 JAN 2026	AD 2 BIBD 6 - 6	19 FEB 2026
AD 2 BIEG 1 - 11	22 MAR 2024	AD 2 BIEG 1 - 11	19 FEB 2026
AD 2 BIEG 1 - 12	22 MAR 2024	AD 2 BIEG 1 - 12	19 FEB 2026
AD 2 BIEG 1 - 13	02 OCT 2025	AD 2 BIEG 1 - 13	19 FEB 2026
AD 2 BIEG 1 - 14	02 OCT 2025	AD 2 BIEG 1 - 14	19 FEB 2026
AD 2 BIHU 6 - 1	17 MAY 2024	AD 2 BIHU 6 - 1	19 FEB 2026
AD 2 BIHU 6 - 2	17 MAY 2024	AD 2 BIHU 6 - 2	19 FEB 2026
AD 2 BIHU 7 - 1	17 MAY 2024	AD 2 BIHU 7 - 1	19 FEB 2026
AD 2 BIHU 7 - 2	17 MAY 2024	AD 2 BIHU 7 - 2	19 FEB 2026
AD 2 BIVM 1 - 7	09 AUG 2024	AD 2 BIVM 1 - 7	19 FEB 2026
AD 2 BIVM 1 - 8	09 AUG 2024	AD 2 BIVM 1 - 8	19 FEB 2026

VIÐBÆTUR

Nýjar viðbætur

NIL

Nýjar viðbætur - utan útgáfu

NIL

Viðbætur felldar úr gildi

NIL

SUPPLEMENTS

New Supplements

New Supplements - outside publication

Supplements hereby cancelled

UPPLÝSINGABRÉF (AIC)

Ný upplýsingabréf

NIL

Ný upplýsingabréf - utan útgáfu

NIL

Upplýsingabréf felld úr gildi

NIL

AIC

New AIC

New AICs - outside publication

AICs hereby cancelled

Efni eftirfarandi NOTAM skeyta birt í útgáfunni:

A0804/25, A0786/25

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**
A 01/2025	30 NOV 2024	23 JAN 2025	
AIRAC 02/2025	25 JAN 2025	20 MAR 2025	
A 03/2025	21 MAR 2025	17 APR 2025	
A 04/2025	18 APR 2025	15 MAY 2025	
A 05/2025	16 MAY 2025	12 JUN 2025	
A 06/2025	11 JUL 2025	07 AUG 2025	
A 07/2025	25 JUL 2025	04 SEP 2025	
A 08/2025	22 AUG 2025	02 OCT 2025	
A 09/2025	19 SEP 2025	30 OCT 2025	
A 10/2025	17 OCT 2025	27 NOV 2025	
A 01/2026	12 DEC 2025	22 JAN 2026	
A 02/2026	09 JAN 2026	19 FEB 2026	

Uppfærslur Flugmálahandbókar / AIP AMENDMENT			
Nr. / Ár / NR/Year	**Útgáfudagur / Publication date**	**Dags. inns. / Date inserted**	**Sett inn af / Inserted by**
AMDT 01/2025	24 JAN 2025	24 JAN 2025	

16/2025	KEFLAVÍK - Framkvæmdir á hlaði við ITS flugskýli (Verkefni MAM25) / KEFLAVIK - Construction work at ITS maintenance apron (Project MAM25)	BIKF AD 2	25 AUG 2025 - UFN	
17/2025	Tímabundið hættusvæði BID75 / Temporary Danger Area BID75	NA	30 OCT 2025 - UFN	
18/2025	Tímabundið hættusvæði BID77 / Temporary Danger Area BID77	NA	06 NOV 2025 - UFN	
01/2026	Tímabundnar hindranir sem standa lengur en þrjá mánuði / Temporary obstacles with duration longer than three months	BIAR & BIRK	22 JAN 2026 - UFN	
02/2026	Niðurfelling RCL / RCL Removal	NA	22 JAN 2026 - 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	07 AUG 2025	1.7 - 13	12 AUG 2022	2.2 - 9	25 MAR 2021
0.1 - 2	07 AUG 2025	1.7 - 14	12 AUG 2022	2.2 - 10	25 MAR 2021
0.1 - 3	07 AUG 2025	1.7 - 15	12 AUG 2022	2.2 - 11	20 MAY 2023
0.1 - 4	07 AUG 2025	1.7 - 16	12 AUG 2022	2.2 - 12	20 MAY 2023
0.2 - 1	19 FEB 2026	1.7 - 17	12 AUG 2022	2.2 - 13	25 MAR 2021
0.2 - 2	19 FEB 2026	1.7 - 18	12 AUG 2022	2.2 - 14	25 MAR 2021
0.3 - 1	22 JAN 2026	1.7 - 19	12 AUG 2022	2.2 - 15	29 NOV 2024
0.3 - 2	22 JAN 2026	1.7 - 20	12 AUG 2022	2.2 - 16	29 NOV 2024
0.3 - 3	19 FEB 2026	1.7 - 21	12 AUG 2022	2.2 - 17	05 OCT 2023
0.3 - 4	19 FEB 2026	1.7 - 22	12 AUG 2022	2.2 - 18	05 OCT 2023
0.4 - 1	19 FEB 2026	1.7 - 23	17 MAY 2024	2.2 - 19	21 MAR 2024
0.4 - 2	19 FEB 2026	1.7 - 24	17 MAY 2024	2.2 - 20	21 MAR 2024
0.4 - 3	19 FEB 2026	1.7 - 25	12 AUG 2022	2.2 - 21	25 MAR 2021
0.4 - 4	19 FEB 2026	1.7 - 26	12 AUG 2022	2.2 - 22	25 MAR 2021
0.4 - 5	19 FEB 2026	1.7 - 27	12 AUG 2022	2.2 - 23	29 NOV 2024
0.4 - 6	19 FEB 2026	1.7 - 28	12 AUG 2022	2.2 - 24	29 NOV 2024
0.4 - 7	19 FEB 2026	1.7 - 29	12 AUG 2022	2.2 - 25	29 NOV 2024
0.4 - 8	19 FEB 2026	1.7 - 30	12 AUG 2022	2.2 - 26	29 NOV 2024
0.4 - 9	19 FEB 2026	1.7 - 31	12 AUG 2022	2.2 - 27	07 OCT 2021
0.4 - 10	19 FEB 2026	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	04 SEP 2025	1.7 - 35	12 AUG 2022	2.2 - 31	25 MAR 2021
0.6 - 2	04 SEP 2025	1.7 - 36	12 AUG 2022	2.2 - 32	25 MAR 2021
0.6 - 3	22 JAN 2026	1.7 - 37	12 AUG 2022	2.2 - 33	25 MAR 2021
0.6 - 4	22 JAN 2026	1.7 - 38	12 AUG 2022	2.2 - 34	25 MAR 2021
0.6 - 5	19 FEB 2026	1.7 - 39	12 AUG 2022	2.3 - 1	25 MAR 2021
0.6 - 6	19 FEB 2026	1.7 - 40	12 AUG 2022	2.3 - 2	25 MAR 2021
		1.7 - 41	12 AUG 2022	2.3 - 3	18 JUN 2021
GEN 1		1.7 - 42	12 AUG 2022	2.3 - 4	18 JUN 2021
1.1 - 1	26 JAN 2024	1.7 - 43	17 MAY 2024	2.3 - 5	25 MAR 2021
1.1 - 2	26 JAN 2024	1.7 - 44	17 MAY 2024	2.3 - 6	25 MAR 2021
1.2 - 1	04 SEP 2025	1.7 - 45	17 MAY 2024	2.3 - 7	18 JUN 2021
1.2 - 2	04 SEP 2025	1.7 - 46	17 MAY 2024	2.3 - 8	18 JUN 2021
1.2 - 3	04 SEP 2025	1.7 - 47	17 MAY 2024	2.3 - 9	18 JUN 2021
1.2 - 4	04 SEP 2025	1.7 - 48	17 MAY 2024	2.3 - 10	18 JUN 2021
1.2 - 5	04 SEP 2025	1.7 - 49	17 MAY 2024	2.3 - 11	18 JUN 2021
1.2 - 6	04 SEP 2025	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	07 AUG 2025	2.5 - 1	27 NOV 2025
1.5 - 2	18 JUN 2021	1.7 - 56	07 AUG 2025	2.5 - 2	27 NOV 2025
1.6 - 1	22 MAR 2024			2.6 - 1	02 OCT 2025
1.6 - 2	22 MAR 2024	**GEN 2**		2.6 - 2	02 OCT 2025
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	22 JAN 2026	2.6 - 5	25 MAR 2021
1.7 - 4	12 AUG 2022	2.1 - 4	22 JAN 2026	2.6 - 6	25 MAR 2021
1.7 - 5	17 MAY 2024	2.2 - 1	02 OCT 2025	2.6 - 7	25 MAR 2021
1.7 - 6	17 MAY 2024	2.2 - 2	02 OCT 2025	2.6 - 8	25 MAR 2021
1.7 - 7	17 MAY 2024	2.2 - 3	02 OCT 2025	2.6 - 9	25 MAR 2021
1.7 - 8	17 MAY 2024	2.2 - 4	02 OCT 2025	2.6 - 10	25 MAR 2021
1.7 - 9	17 MAY 2024	2.2 - 5	20 MAY 2023	2.7 - 1	27 JAN 2023
1.7 - 10	17 MAY 2024	2.2 - 6	20 MAY 2023	2.7 - 2	27 JAN 2023
1.7 - 11	17 MAY 2024	2.2 - 7	25 MAR 2021	2.7 - 3	27 JAN 2023

2.7 - 4	27 JAN 2023
2.7 - 5	27 JAN 2023
2.7 - 6	27 JAN 2023
2.7 - 7	27 JAN 2023
2.7 - 8	27 JAN 2023
2.7 - 9	27 JAN 2023
2.7 - 10	27 JAN 2023
2.7 - 11	27 JAN 2023
2.7 - 12	27 JAN 2023
2.7 - 13	27 JAN 2023
2.7 - 14	27 JAN 2023
2.7 - 15	27 JAN 2023
2.7 - 16	27 JAN 2023
2.7 - 17	27 JAN 2023
2.7 - 18	27 JAN 2023
GEN 3	
3.1 - 1	04 OCT 2024
3.1 - 2	04 OCT 2024
3.1 - 3	04 OCT 2024
3.1 - 4	04 OCT 2024
3.1 - 5	07 AUG 2025
3.1 - 6	07 AUG 2025
3.1 - 7	22 JAN 2026
3.1 - 8	22 JAN 2026
3.2 - 1	02 OCT 2025
3.2 - 2	02 OCT 2025
3.2 - 3	12 JUL 2024
3.2 - 4	12 JUL 2024
3.2 - 5	19 FEB 2026
3.2 - 6	19 FEB 2026
3.2 - 7	19 FEB 2026
3.2 - 8	19 FEB 2026
3.2 - 9	27 NOV 2025
3.2 - 10	27 NOV 2025
3.3 - 1	15 MAY 2025
3.3 - 2	15 MAY 2025
3.3 - 3	07 AUG 2025
3.3 - 4	07 AUG 2025
3.3 - 5	04 OCT 2024
3.3 - 6	04 OCT 2024
3.4 - 1	02 OCT 2025
3.4 - 2	02 OCT 2025
3.4 - 3	24 JAN 2025
3.4 - 4	24 JAN 2025
3.4 - 5	26 JAN 2024
3.4 - 6	26 JAN 2024
3.4 - 7	04 OCT 2024
3.4 - 8	04 OCT 2024
3.4 - 9	20 MAR 2025
3.4 - 10	20 MAR 2025
3.4 - 11	04 OCT 2024
3.4 - 12	04 OCT 2024
3.4 - 13	17 MAY 2024
3.4 - 14	17 MAY 2024
3.5 - 1	04 OCT 2024
3.5 - 2	04 OCT 2024
3.5 - 3	17 APR 2025
3.5 - 4	17 APR 2025
3.5 - 5	04 OCT 2024
3.5 - 6	04 OCT 2024
3.5 - 7	17 APR 2025
3.5 - 8	17 APR 2025
3.5 - 9	25 JAN 2024
3.5 - 10	25 JAN 2024
3.5 - 11	19 FEB 2026
3.5 - 12	19 FEB 2026
3.5 - 13	25 JAN 2024
3.5 - 14	25 JAN 2024
3.6 - 1	29 NOV 2024
3.6 - 2	29 NOV 2024
3.6 - 3	18 JUN 2021
3.6 - 4	18 JUN 2021
3.6 - 5	18 JUN 2021
3.6 - 6	18 JUN 2021
3.6 - 7	18 JUN 2021
3.6 - 8	18 JUN 2021
GEN 4	
4.1 - 1	02 OCT 2025
4.1 - 2	02 OCT 2025
4.2 - 1	22 JAN 2026
4.2 - 2	22 JAN 2026
ENR 0	
0.1 - 1	25 MAR 2021
0.1 - 2	25 MAR 2021
0.2 - 1	18 JUN 2021
0.2 - 2	18 JUN 2021
0.3 - 1	18 JUN 2021
0.3 - 2	18 JUN 2021
0.4 - 1	25 MAR 2021
0.4 - 2	25 MAR 2021
0.5 - 1	18 JUN 2021
0.5 - 2	18 JUN 2021
0.6 - 1	19 FEB 2026
0.6 - 2	19 FEB 2026
0.6 - 3	20 MAR 2025
0.6 - 4	20 MAR 2025
0.6 - 5	07 AUG 2025
0.6 - 6	07 AUG 2025
ENR 1	
1.1 - 1	15 MAY 2025
1.1 - 2	15 MAY 2025
1.1 - 3	17 APR 2025
1.1 - 4	17 APR 2025
1.1 - 5	24 JAN 2025
1.1 - 6	24 JAN 2025
1.2 - 1	19 FEB 2026
1.2 - 2	19 FEB 2026
1.2 - 3	19 FEB 2026
1.2 - 4	19 FEB 2026
1.2 - 5	19 FEB 2026
1.2 - 6	19 FEB 2026
1.3 - 1	28 JAN 2022
1.3 - 2	28 JAN 2022
1.4 - 1	25 MAR 2022
1.4 - 2	25 MAR 2022
1.4 - 3	25 MAR 2022
1.4 - 4	25 MAR 2022
1.5 - 1	18 JUN 2021
1.5 - 2	18 JUN 2021
1.6 - 1	07 AUG 2025
1.6 - 2	07 AUG 2025
1.6 - 3	09 AUG 2024
1.6 - 4	09 AUG 2024
1.6 - 5	27 NOV 2025
1.6 - 6	27 NOV 2025
1.6 - 7	27 NOV 2025
1.6 - 8	27 NOV 2025
1.6 - 9	27 NOV 2025
1.6 - 10	27 NOV 2025
1.6 - 11	19 FEB 2026
1.6 - 12	19 FEB 2026
1.6 - 13	07 AUG 2025
1.6 - 14	07 AUG 2025
1.7 - 1	18 JUN 2021
1.7 - 2	18 JUN 2021
1.7 - 3	17 MAY 2024
1.7 - 4	17 MAY 2024
1.8 - 1	19 FEB 2026
1.8 - 2	19 FEB 2026
1.8 - 3	20 MAR 2025
1.8 - 4	20 MAR 2025
1.8 - 5	20 MAR 2025
1.8 - 6	20 MAR 2025
1.8 - 7	24 JAN 2025
1.8 - 8	24 JAN 2025
1.8 - 9	17 APR 2025
1.8 - 10	17 APR 2025
1.8 - 11	17 APR 2025
1.8 - 12	17 APR 2025
1.8 - 13	15 MAY 2025
1.8 - 14	15 MAY 2025
1.8 - 15	20 MAR 2025
1.8 - 16	20 MAR 2025
1.8 - 17	20 MAR 2025
1.8 - 18	20 MAR 2025
1.8 - 19	24 JAN 2025
1.8 - 20	24 JAN 2025
1.8 - 21	24 JAN 2025
1.8 - 22	24 JAN 2025
1.8 - 23	02 OCT 2025
1.8 - 24	02 OCT 2025
1.8 - 25	02 OCT 2025
1.8 - 26	02 OCT 2025
1.8 - 27	22 JAN 2026
1.8 - 28	22 JAN 2026
1.8 - 29	22 JAN 2026
1.8 - 30	22 JAN 2026
1.8 - 31	22 JAN 2026
1.8 - 32	22 JAN 2026
1.8 - 33	19 FEB 2026
1.8 - 34	19 FEB 2026
1.8 - 35	24 JAN 2025
1.8 - 36	24 JAN 2025
1.9 - 1	15 MAY 2025
1.9 - 2	15 MAY 2025
1.9 - 3	04 OCT 2024

1.9 - 4	04 OCT 2024
1.10 - 1	22 MAR 2024
1.10 - 2	22 MAR 2024
1.10 - 3	09 AUG 2024
1.10 - 4	09 AUG 2024
1.10 - 5	09 AUG 2024
1.10 - 6	09 AUG 2024
1.11 - 1	26 JAN 2024
1.11 - 2	26 JAN 2024
1.12 - 1	24 MAR 2023
1.12 - 2	24 MAR 2023
1.12 - 3	18 JUN 2021
1.12 - 4	18 JUN 2021
1.13 - 1	18 JUN 2021
1.13 - 2	18 JUN 2021
1.14 - 1	18 JUN 2021
1.14 - 2	18 JUN 2021
1.14 - 3	18 JUN 2021
1.14 - 4	18 JUN 2021
1.14 - 5	18 JUN 2021
1.14 - 6	18 JUN 2021
1.14 - 7	25 MAR 2021
1.14 - 8	25 MAR 2021
1.14 - 9	18 JUN 2021
1.14 - 10	18 JUN 2021
ENR 2	
2.1 - 1	23 JAN 2025
2.1 - 2	23 JAN 2025
2.1 - 3	09 AUG 2024
2.1 - 4	09 AUG 2024
2.1 - 5	01 DEC 2023
2.1 - 6	01 DEC 2023
2.1 - 7	17 MAY 2024
2.1 - 8	17 MAY 2024
2.2 - 1	04 OCT 2024
2.2 - 2	04 OCT 2024
2.2 - 3	02 OCT 2025
2.2 - 4	02 OCT 2025
ENR 3	
3.1 - 1	20 MAR 2025
3.1 - 2	20 MAR 2025
3.2 - 1	04 OCT 2024
3.2 - 2	04 OCT 2024
3.2 - 3	04 OCT 2024
3.2 - 4	04 OCT 2024
3.2 - 5	19 FEB 2026
3.2 - 6	19 FEB 2026
3.2 - 7	04 OCT 2024
3.2 - 8	04 OCT 2024
3.2 - 9	22 JAN 2026
3.2 - 10	22 JAN 2026
3.2 - 11	04 OCT 2024
3.2 - 12	04 OCT 2024
3.2 - 13	04 OCT 2024
3.2 - 14	04 OCT 2024
3.2 - 15	04 OCT 2024
3.2 - 16	04 OCT 2024
3.2 - 17	04 OCT 2024
3.2 - 18	04 OCT 2024
3.2 - 19	21 MAR 2024
3.2 - 20	21 MAR 2024
3.2 - 21	21 MAR 2024
3.2 - 22	21 MAR 2024
3.2 - 23	20 MAR 2025
3.2 - 24	20 MAR 2025
3.2 - 25	20 MAR 2025
3.2 - 26	20 MAR 2025
3.2 - 27	20 MAR 2025
3.2 - 28	20 MAR 2025
3.2 - 29	20 MAR 2025
3.2 - 30	20 MAR 2025
3.2 - 31	20 MAR 2025
3.2 - 32	20 MAR 2025
3.2 - 33	20 MAR 2025
3.2 - 34	20 MAR 2025
3.3 - 1	07 AUG 2025
3.3 - 2	07 AUG 2025
3.4 - 1	07 AUG 2025
3.4 - 2	07 AUG 2025
ENR 4	
4.1 - 1	22 JAN 2026
4.1 - 2	22 JAN 2026
4.2 - 1	18 JUN 2021
4.2 - 2	18 JUN 2021
4.3 - 1	08 OCT 2021
4.3 - 2	08 OCT 2021
4.3 - 3	18 JUN 2021
4.3 - 4	18 JUN 2021
4.3 - 5	04 OCT 2024
4.3 - 6	04 OCT 2024
4.4 - 1	30 OCT 2025
4.4 - 2	30 OCT 2025
4.4 - 3	30 OCT 2025
4.4 - 4	30 OCT 2025
4.4 - 5	30 OCT 2025
4.4 - 6	30 OCT 2025
4.4 - 7	22 JAN 2026
4.4 - 8	22 JAN 2026
4.4 - 9	27 NOV 2025
4.4 - 10	27 NOV 2025
4.4 - 11	22 JAN 2026
4.4 - 12	22 JAN 2026
4.5 - 1	18 JUN 2021
4.5 - 2	18 JUN 2021
ENR 5	
5.1 - 1	04 SEP 2025
5.1 - 2	04 SEP 2025
5.1 - 3	04 SEP 2025
5.1 - 4	04 SEP 2025
5.1 - 5	04 SEP 2025
5.1 - 6	04 SEP 2025
5.1 - 7	04 SEP 2025
5.1 - 8	04 SEP 2025
5.1 - 9	07 AUG 2025
5.1 - 10	07 AUG 2025
5.2 - 1	05 OCT 2023
5.2 - 2	05 OCT 2023
5.2 - 3	06 OCT 2023
5.2 - 4	06 OCT 2023
5.2 - 5	06 OCT 2023
5.2 - 6	06 OCT 2023
5.3 - 1	11 AUG 2023
5.3 - 2	11 AUG 2023
5.3 - 3	11 AUG 2023
5.3 - 4	11 AUG 2023
5.3 - 5	11 AUG 2023
5.3 - 6	11 AUG 2023
5.4 - 1	19 FEB 2026
5.4 - 2	19 FEB 2026
5.5 - 1	05 OCT 2023
5.5 - 2	05 OCT 2023
5.5 - 3	05 OCT 2023
5.5 - 4	05 OCT 2023
5.6 - 1	18 JUN 2021
5.6 - 2	18 JUN 2021
ENR 6	
6.1 - 1	20 MAR 2025
6.1 - 2	20 MAR 2025
6.1 - 3	27 NOV 2025
6.1 - 4	27 NOV 2025
6.1 - 5	27 NOV 2025
6.1 - 6	27 NOV 2025
6.1 - 7	17 APR 2025
6.1 - 8	17 APR 2025
6.1 - 9	26 JAN 2023
6.1 - 10	26 JAN 2023
6.1 - 11	19 FEB 2026
6.1 - 12	19 FEB 2026
6.1 - 13	19 FEB 2026
6.1 - 14	19 FEB 2026
6.1 - 15	21 MAR 2024
6.1 - 16	21 MAR 2024
AD 0	
0.1 - 1	25 MAR 2021
0.1 - 2	25 MAR 2021
0.2 - 1	18 JUN 2021
0.2 - 2	18 JUN 2021
0.3 - 1	18 JUN 2021
0.3 - 2	18 JUN 2021
0.4 - 1	25 MAR 2021
0.4 - 2	25 MAR 2021
0.5 - 1	18 JUN 2021
0.5 - 2	18 JUN 2021
0.6 - 1	02 OCT 2025
0.6 - 2	02 OCT 2025
0.6 - 3	02 OCT 2025
0.6 - 4	02 OCT 2025
0.6 - 5	02 OCT 2025
0.6 - 6	02 OCT 2025
0.6 - 7	02 OCT 2025
0.6 - 8	02 OCT 2025
0.6 - 9	27 NOV 2025
0.6 - 10	27 NOV 2025
0.6 - 11	02 OCT 2025

AD 2 BIEG 1 - 10	18 MAY 2023	AD 2 BIGJ 7 - 2	18 JUN 2021	AD 2 BIHN 1 - 2	22 JAN 2026
AD 2 BIEG 1 - 11	19 FEB 2026	AD 2 BIGJ 8 - 1	18 JUN 2021	AD 2 BIHN 1 - 3	22 JAN 2026
AD 2 BIEG 1 - 12	19 FEB 2026	AD 2 BIGJ 8 - 2	18 JUN 2021	AD 2 BIHN 1 - 4	22 JAN 2026
AD 2 BIEG 1 - 13	19 FEB 2026	AD 2 BIGR 1 - 1	17 APR 2025	AD 2 BIHN 1 - 5	02 OCT 2025
AD 2 BIEG 1 - 14	19 FEB 2026	AD 2 BIGR 1 - 2	17 APR 2025	AD 2 BIHN 1 - 6	02 OCT 2025
AD 2 BIEG 1 - 15	24 MAR 2023	AD 2 BIGR 1 - 3	01 DEC 2023	AD 2 BIHN 1 - 7	09 AUG 2024
AD 2 BIEG 1 - 16	24 MAR 2023	AD 2 BIGR 1 - 4	01 DEC 2023	AD 2 BIHN 1 - 8	09 AUG 2024
AD 2 BIEG 2 - 1	03 OCT 2024	AD 2 BIGR 1 - 5	02 OCT 2025	AD 2 BIHN 1 - 9	05 OCT 2023
AD 2 BIEG 2 - 2	03 OCT 2024	AD 2 BIGR 1 - 6	02 OCT 2025	AD 2 BIHN 1 - 10	05 OCT 2023
AD 2 BIEG 3 - 1	18 JUN 2021	AD 2 BIGR 1 - 7	09 AUG 2024	AD 2 BIHN 1 - 11	13 JUL 2023
AD 2 BIEG 3 - 2	18 JUN 2021	AD 2 BIGR 1 - 8	09 AUG 2024	AD 2 BIHN 1 - 12	13 JUL 2023
AD 2 BIEG 4 - 1	18 JUN 2021	AD 2 BIGR 1 - 9	01 DEC 2023	AD 2 BIHN 1 - 13	02 OCT 2025
AD 2 BIEG 4 - 2	18 JUN 2021	AD 2 BIGR 1 - 10	01 DEC 2023	AD 2 BIHN 1 - 14	02 OCT 2025
AD 2 BIEG 5 - 1	17 APR 2025	AD 2 BIGR 1 - 11	02 OCT 2025	AD 2 BIHN 2 - 1	02 DEC 2021
AD 2 BIEG 5 - 2	17 APR 2025	AD 2 BIGR 1 - 12	02 OCT 2025	AD 2 BIHN 2 - 2	02 DEC 2021
AD 2 BIEG 6 - 1	18 MAY 2023	AD 2 BIGR 2 - 1	12 AUG 2022	AD 2 BIHN 3 - 1	18 JUN 2021
AD 2 BIEG 6 - 2	18 MAY 2023	AD 2 BIGR 2 - 2	12 AUG 2022	AD 2 BIHN 3 - 2	18 JUN 2021
AD 2 BIEG 6 - 3	18 MAY 2023	AD 2 BIGR 3 - 1	18 JUN 2021	AD 2 BIHN 4 - 1	18 JUN 2021
AD 2 BIEG 6 - 4	18 MAY 2023	AD 2 BIGR 3 - 2	18 JUN 2021	AD 2 BIHN 4 - 2	18 JUN 2021
AD 2 BIEG 6 - 5	18 MAY 2023	AD 2 BIGR 4 - 1	18 JUN 2021	AD 2 BIHN 5 - 1	18 JUN 2021
AD 2 BIEG 6 - 6	18 MAY 2023	AD 2 BIGR 4 - 2	18 JUN 2021	AD 2 BIHN 5 - 2	18 JUN 2021
AD 2 BIEG 6 - 7	18 MAY 2023	AD 2 BIGR 5 - 1	18 JUN 2021	AD 2 BIHN 6 - 1	12 AUG 2022
AD 2 BIEG 6 - 8	18 MAY 2023	AD 2 BIGR 5 - 2	18 JUN 2021	AD 2 BIHN 6 - 2	12 AUG 2022
AD 2 BIEG 6 - 9	18 MAY 2023	AD 2 BIGR 6 - 1	23 JAN 2025	AD 2 BIHN 6 - 3	07 AUG 2025
AD 2 BIEG 6 - 10	18 MAY 2023	AD 2 BIGR 6 - 2	23 JAN 2025	AD 2 BIHN 6 - 4	07 AUG 2025
AD 2 BIEG 7 - 1	03 OCT 2024	AD 2 BIGR 6 - 3	27 NOV 2025	AD 2 BIHN 7 - 1	18 JUN 2021
AD 2 BIEG 7 - 2	03 OCT 2024	AD 2 BIGR 6 - 4	27 NOV 2025	AD 2 BIHN 7 - 2	18 JUN 2021
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AD 2 BIEG 7 - 4	13 AUG 2021	AD 2 BIGR 7 - 2	18 JUN 2021	AD 2 BIHN 8 - 2	18 JUN 2021
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AD 2 BIGJ 1 - 1	22 JAN 2026	AD 2 BIHU 1 - 3	02 OCT 2025	AD 2 BIIS 1 - 5	02 OCT 2025
AD 2 BIGJ 1 - 2	22 JAN 2026	AD 2 BIHU 1 - 4	02 OCT 2025	AD 2 BIIS 1 - 6	02 OCT 2025
AD 2 BIGJ 1 - 3	17 APR 2025	AD 2 BIHU 1 - 5	12 JUN 2025	AD 2 BIIS 1 - 7	12 JUN 2025
AD 2 BIGJ 1 - 4	17 APR 2025	AD 2 BIHU 1 - 6	12 JUN 2025	AD 2 BIIS 1 - 8	12 JUN 2025
AD 2 BIGJ 1 - 5	02 OCT 2025	AD 2 BIHU 1 - 7	09 AUG 2024	AD 2 BIIS 1 - 9	07 AUG 2025
AD 2 BIGJ 1 - 6	02 OCT 2025	AD 2 BIHU 1 - 8	09 AUG 2024	AD 2 BIIS 1 - 10	07 AUG 2025
AD 2 BIGJ 1 - 7	12 JUN 2025	AD 2 BIHU 1 - 9	25 MAR 2021	AD 2 BIIS 1 - 11	27 JAN 2023
AD 2 BIGJ 1 - 8	12 JUN 2025	AD 2 BIHU 1 - 10	25 MAR 2021	AD 2 BIIS 1 - 12	27 JAN 2023
AD 2 BIGJ 1 - 9	17 APR 2025	AD 2 BIHU 1 - 11	15 MAY 2025	AD 2 BIIS 1 - 13	22 JAN 2026
AD 2 BIGJ 1 - 10	17 APR 2025	AD 2 BIHU 1 - 12	15 MAY 2025	AD 2 BIIS 1 - 14	22 JAN 2026
AD 2 BIGJ 1 - 11	16 MAY 2024	AD 2 BIHU 1 - 13	02 OCT 2025	AD 2 BIIS 1 - 15	07 AUG 2025
AD 2 BIGJ 1 - 12	16 MAY 2024	AD 2 BIHU 1 - 14	02 OCT 2025	AD 2 BIIS 1 - 16	07 AUG 2025
AD 2 BIGJ 1 - 13	02 OCT 2025	AD 2 BIHU 2 - 1	16 MAY 2024	AD 2 BIIS 1 - 17	04 SEP 2025
AD 2 BIGJ 1 - 14	02 OCT 2025	AD 2 BIHU 2 - 2	16 MAY 2024	AD 2 BIIS 1 - 18	04 SEP 2025
AD 2 BIGJ 2 - 1	22 JAN 2026	AD 2 BIHU 3 - 1	18 JUN 2021	AD 2 BIIS 2 - 1	07 AUG 2025
AD 2 BIGJ 2 - 2	22 JAN 2026	AD 2 BIHU 3 - 2	18 JUN 2021	AD 2 BIIS 2 - 2	07 AUG 2025
AD 2 BIGJ 3 - 1	18 JUN 2021	AD 2 BIHU 4 - 1	18 JUN 2021	AD 2 BIIS 3 - 1	18 JUN 2021
AD 2 BIGJ 3 - 2	18 JUN 2021	AD 2 BIHU 4 - 2	18 JUN 2021	AD 2 BIIS 3 - 2	18 JUN 2021
AD 2 BIGJ 4 - 1	18 JUN 2021	AD 2 BIHU 5 - 1	18 JUN 2021	AD 2 BIIS 4 - 1	18 JUN 2021
AD 2 BIGJ 4 - 2	18 JUN 2021	AD 2 BIHU 5 - 2	18 JUN 2021	AD 2 BIIS 4 - 2	18 JUN 2021
AD 2 BIGJ 5 - 1	18 JUN 2021	AD 2 BIHU 6 - 1	19 FEB 2026	AD 2 BIIS 5 - 1	18 JUN 2021
AD 2 BIGJ 5 - 2	18 JUN 2021	AD 2 BIHU 6 - 2	19 FEB 2026	AD 2 BIIS 5 - 2	18 JUN 2021
AD 2 BIGJ 6 - 1	22 JAN 2026	AD 2 BIHU 7 - 1	19 FEB 2026	AD 2 BIIS 6 - 1	04 SEP 2025
AD 2 BIGJ 6 - 2	22 JAN 2026	AD 2 BIHU 7 - 2	19 FEB 2026	AD 2 BIIS 6 - 2	04 SEP 2025
AD 2 BIGJ 6 - 3	07 AUG 2025	AD 2 BIHU 8 - 1	18 JUN 2021	AD 2 BIIS 6 - 3	07 AUG 2025
AD 2 BIGJ 6 - 4	07 AUG 2025	AD 2 BIHU 8 - 2	18 JUN 2021	AD 2 BIIS 6 - 4	07 AUG 2025
AD 2 BIGJ 7 - 1	18 JUN 2021	AD 2 BIHN 1 - 1	22 JAN 2026	AD 2 BIIS 6 - 5	07 AUG 2025

AD 2 BIIS 6 - 6	07 AUG 2025	AD 2 BIKF 4 - 4	27 JAN 2023	AD 2 BIKF 7 - 2	03 OCT 2024
AD 2 BIIS 7 - 1	04 SEP 2025	AD 2 BIKF 5 - 1	12 JUL 2024	AD 2 BIKF 7 - 3	03 OCT 2024
AD 2 BIIS 7 - 2	04 SEP 2025	AD 2 BIKF 5 - 2	12 JUL 2024	AD 2 BIKF 7 - 4	03 OCT 2024
AD 2 BIIS 8 - 1	18 JUN 2021	AD 2 BIKF 5 - 3	12 JUL 2024	AD 2 BIKF 7 - 5	03 OCT 2024
AD 2 BIIS 8 - 2	18 JUN 2021	AD 2 BIKF 5 - 4	12 JUL 2024	AD 2 BIKF 7 - 6	03 OCT 2024
AD 2 BIKF 1 - 1	09 AUG 2024	AD 2 BIKF 5 - 5	12 JUL 2024	AD 2 BIKF 7 - 7	03 OCT 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	15 MAY 2025	AD 2 BIKF 5 - 7	12 JUL 2024	AD 2 BIKF 7 - 9	03 OCT 2024
AD 2 BIKF 1 - 4	15 MAY 2025	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	02 OCT 2025	AD 2 BIKF 5 - 11	12 JUL 2024	AD 2 BIKF 7 - 13	03 OCT 2024
AD 2 BIKF 1 - 8	02 OCT 2025	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	02 OCT 2025	AD 2 BIKF 5 - 23	11 JUL 2024	AD 2 BIKF 7 - 25	23 MAR 2023
AD 2 BIKF 1 - 20	02 OCT 2025	AD 2 BIKF 5 - 24	11 JUL 2024	AD 2 BIKF 7 - 26	23 MAR 2023
AD 2 BIKF 1 - 21	02 OCT 2025	AD 2 BIKF 6 - 1	02 OCT 2025	AD 2 BIKF 8 - 1	15 MAY 2025
AD 2 BIKF 1 - 22	02 OCT 2025	AD 2 BIKF 6 - 2	02 OCT 2025	AD 2 BIKF 8 - 2	15 MAY 2025
AD 2 BIKF 1 - 23	12 JUN 2025	AD 2 BIKF 6 - 3	02 OCT 2025	AD 2 BIKF 8 - 3	02 OCT 2025
AD 2 BIKF 1 - 24	12 JUN 2025	AD 2 BIKF 6 - 4	02 OCT 2025	AD 2 BIKF 8 - 4	02 OCT 2025
AD 2 BIKF 1 - 25	23 JAN 2025	AD 2 BIKF 6 - 5	02 OCT 2025	AD 2 BIKF 8 - 5	02 OCT 2025
AD 2 BIKF 1 - 26	23 JAN 2025	AD 2 BIKF 6 - 6	02 OCT 2025	AD 2 BIKF 8 - 6	02 OCT 2025
AD 2 BIKF 1 - 27	23 JAN 2025	AD 2 BIKF 6 - 7	02 OCT 2025	AD 2 BIKF 8 - 7	02 OCT 2025
AD 2 BIKF 1 - 28	23 JAN 2025	AD 2 BIKF 6 - 8	02 OCT 2025	AD 2 BIKF 8 - 8	02 OCT 2025
AD 2 BIKF 1 - 29	23 JAN 2025	AD 2 BIKF 6 - 9	02 OCT 2025	AD 2 BIKF 8 - 9	02 OCT 2025
AD 2 BIKF 1 - 30	23 JAN 2025	AD 2 BIKF 6 - 10	02 OCT 2025	AD 2 BIKF 8 - 10	02 OCT 2025
AD 2 BIKF 1 - 31	30 OCT 2025	AD 2 BIKF 6 - 11	15 MAY 2025	AD 2 BIKF 8 - 11	02 OCT 2025
AD 2 BIKF 1 - 32	30 OCT 2025	AD 2 BIKF 6 - 12	15 MAY 2025	AD 2 BIKF 8 - 12	02 OCT 2025
AD 2 BIKF 1 - 33	30 OCT 2025	AD 2 BIKF 6 - 13	02 OCT 2025	AD 2 BIKF 8 - 13	02 OCT 2025
AD 2 BIKF 1 - 34	30 OCT 2025	AD 2 BIKF 6 - 14	02 OCT 2025	AD 2 BIKF 8 - 14	02 OCT 2025
AD 2 BIKF 1 - 35	30 OCT 2025	AD 2 BIKF 6 - 15	02 OCT 2025	AD 2 BIKF 8 - 15	02 OCT 2025
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AD 2 BIKF 2 - 1	20 MAR 2025	AD 2 BIKF 6 - 17	23 MAR 2023	AD 2 BIKF 8 - 17	02 OCT 2025
AD 2 BIKF 2 - 2	20 MAR 2025	AD 2 BIKF 6 - 18	23 MAR 2023	AD 2 BIKF 8 - 18	02 OCT 2025
AD 2 BIKF 2 - 3	15 MAY 2025	AD 2 BIKF 6 - 19	21 MAR 2024	AD 2 BIKF 8 - 19	30 OCT 2025
AD 2 BIKF 2 - 4	15 MAY 2025	AD 2 BIKF 6 - 20	21 MAR 2024	AD 2 BIKF 8 - 20	30 OCT 2025
AD 2 BIKF 2 - 5	22 JAN 2026	AD 2 BIKF 6 - 21	21 MAR 2024	AD 2 BIRK 1 - 1	12 JUN 2025
AD 2 BIKF 2 - 6	22 JAN 2026	AD 2 BIKF 6 - 22	21 MAR 2024	AD 2 BIRK 1 - 2	12 JUN 2025
AD 2 BIKF 2 - 7	24 JAN 2025	AD 2 BIKF 6 - 23	02 OCT 2025	AD 2 BIRK 1 - 3	12 JUN 2025
AD 2 BIKF 2 - 8	24 JAN 2025	AD 2 BIKF 6 - 24	02 OCT 2025	AD 2 BIRK 1 - 4	12 JUN 2025
AD 2 BIKF 3 - 1	25 MAR 2021	AD 2 BIKF 6 - 25	02 OCT 2025	AD 2 BIRK 1 - 5	12 JUN 2025
AD 2 BIKF 3 - 2	25 MAR 2021	AD 2 BIKF 6 - 26	02 OCT 2025	AD 2 BIRK 1 - 6	12 JUN 2025
AD 2 BIKF 3 - 3	25 MAR 2021	AD 2 BIKF 6 - 27	02 OCT 2025	AD 2 BIRK 1 - 7	27 NOV 2025
AD 2 BIKF 3 - 4	25 MAR 2021	AD 2 BIKF 6 - 28	02 OCT 2025	AD 2 BIRK 1 - 8	27 NOV 2025
AD 2 BIKF 3 - 5	25 MAR 2021	AD 2 BIKF 6 - 29	02 OCT 2025	AD 2 BIRK 1 - 9	27 NOV 2025
AD 2 BIKF 3 - 6	25 MAR 2021	AD 2 BIKF 6 - 30	02 OCT 2025	AD 2 BIRK 1 - 10	27 NOV 2025
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AD 2 BIKF 4 - 1	27 JAN 2023	AD 2 BIKF 6 - 33	02 OCT 2025	AD 2 BIRK 1 - 13	27 NOV 2025
AD 2 BIKF 4 - 2	27 JAN 2023	AD 2 BIKF 6 - 34	02 OCT 2025	AD 2 BIRK 1 - 14	27 NOV 2025
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AD 2 BIRK 1 - 17	27 NOV 2025	AD 2 BIRK 8 - 11	07 AUG 2025	AD 2 BIVM 6 - 3	17 JUN 2021
AD 2 BIRK 1 - 18	27 NOV 2025	AD 2 BIRK 8 - 12	07 AUG 2025	AD 2 BIVM 6 - 4	17 JUN 2021
AD 2 BIRK 1 - 19	27 NOV 2025	AD 2 BIKR 1 - 1	17 APR 2025	AD 2 BIVM 6 - 5	17 JUN 2021
AD 2 BIRK 1 - 20	27 NOV 2025	AD 2 BIKR 1 - 2	17 APR 2025	AD 2 BIVM 6 - 6	17 JUN 2021
AD 2 BIRK 1 - 21	27 NOV 2025	AD 2 BIKR 1 - 3	02 OCT 2025	AD 2 BIVM 6 - 7	27 JAN 2022
AD 2 BIRK 1 - 22	27 NOV 2025	AD 2 BIKR 1 - 4	02 OCT 2025	AD 2 BIVM 6 - 8	27 JAN 2022
AD 2 BIRK 1 - 23	27 NOV 2025	AD 2 BIKR 1 - 5	12 JUN 2025	AD 2 BIVM 6 - 9	27 JAN 2022
AD 2 BIRK 1 - 24	27 NOV 2025	AD 2 BIKR 1 - 6	12 JUN 2025	AD 2 BIVM 6 - 10	27 JAN 2022
AD 2 BIRK 1 - 25	27 NOV 2025	AD 2 BIKR 1 - 7	12 JUN 2025	AD 2 BIVM 6 - 11	27 JAN 2022
AD 2 BIRK 1 - 26	27 NOV 2025	AD 2 BIKR 1 - 8	12 JUN 2025	AD 2 BIVM 6 - 12	27 JAN 2022
AD 2 BIRK 1 - 27	27 NOV 2025	AD 2 BIKR 1 - 9	12 JUN 2025	AD 2 BIVM 7 - 1	18 JUN 2021
AD 2 BIRK 1 - 28	27 NOV 2025	AD 2 BIKR 1 - 10	12 JUN 2025	AD 2 BIVM 7 - 2	18 JUN 2021
AD 2 BIRK 1 - 29	27 NOV 2025	AD 2 BIKR 1 - 11	02 OCT 2025	AD 2 BIVM 8 - 1	24 MAR 2022
AD 2 BIRK 1 - 30	27 NOV 2025	AD 2 BIKR 1 - 12	02 OCT 2025	AD 2 BIVM 8 - 2	24 MAR 2022
AD 2 BIRK 1 - 31	27 NOV 2025	AD 2 BIKR 1 - 13	12 JUN 2025	AD 2 BIVO 1 - 1	27 NOV 2025
AD 2 BIRK 1 - 32	27 NOV 2025	AD 2 BIKR 1 - 14	12 JUN 2025	AD 2 BIVO 1 - 2	27 NOV 2025
AD 2 BIRK 1 - 33	27 NOV 2025	AD 2 BIKR 2 - 1	13 JUL 2023	AD 2 BIVO 1 - 3	07 AUG 2025
AD 2 BIRK 1 - 34	27 NOV 2025	AD 2 BIKR 2 - 2	13 JUL 2023	AD 2 BIVO 1 - 4	07 AUG 2025
AD 2 BIRK 2 - 1	22 JAN 2026	AD 2 BIKR 3 - 1	18 JUN 2021	AD 2 BIVO 1 - 5	02 OCT 2025
AD 2 BIRK 2 - 2	22 JAN 2026	AD 2 BIKR 3 - 2	18 JUN 2021	AD 2 BIVO 1 - 6	02 OCT 2025
AD 2 BIRK 2 - 3	27 NOV 2025	AD 2 BIKR 4 - 1	18 JUN 2021	AD 2 BIVO 1 - 7	27 NOV 2025
AD 2 BIRK 2 - 4	27 NOV 2025	AD 2 BIKR 4 - 2	18 JUN 2021	AD 2 BIVO 1 - 8	27 NOV 2025
AD 2 BIRK 3 - 1	18 JUN 2021	AD 2 BIKR 5 - 1	18 JUN 2021	AD 2 BIVO 1 - 9	12 JUN 2025
AD 2 BIRK 3 - 2	18 JUN 2021	AD 2 BIKR 5 - 2	18 JUN 2021	AD 2 BIVO 1 - 10	12 JUN 2025
AD 2 BIRK 4 - 1	18 JUN 2021	AD 2 BIKR 6 - 1	06 OCT 2023	AD 2 BIVO 1 - 11	12 JUN 2025
AD 2 BIRK 4 - 2	18 JUN 2021	AD 2 BIKR 6 - 2	06 OCT 2023	AD 2 BIVO 1 - 12	12 JUN 2025
AD 2 BIRK 5 - 1	05 OCT 2023	AD 2 BIKR 7 - 1	18 JUN 2021	AD 2 BIVO 1 - 13	02 OCT 2025
AD 2 BIRK 5 - 2	05 OCT 2023	AD 2 BIKR 7 - 2	18 JUN 2021	AD 2 BIVO 1 - 14	02 OCT 2025
AD 2 BIRK 5 - 3	05 OCT 2023	AD 2 BIKR 8 - 1	18 JUN 2021	AD 2 BIVO 2 - 1	27 NOV 2025
AD 2 BIRK 5 - 4	05 OCT 2023	AD 2 BIKR 8 - 2	18 JUN 2021	AD 2 BIVO 2 - 2	27 NOV 2025
AD 2 BIRK 6 - 1	24 MAR 2022	AD 2 BIVM 1 - 1	27 NOV 2025	AD 2 BIVO 3 - 1	18 JUN 2021
AD 2 BIRK 6 - 2	24 MAR 2022	AD 2 BIVM 1 - 2	27 NOV 2025	AD 2 BIVO 3 - 2	18 JUN 2021
AD 2 BIRK 6 - 3	22 MAR 2024	AD 2 BIVM 1 - 3	17 APR 2025	AD 2 BIVO 4 - 1	18 JUN 2021
AD 2 BIRK 6 - 4	22 MAR 2024	AD 2 BIVM 1 - 4	17 APR 2025	AD 2 BIVO 4 - 2	18 JUN 2021
AD 2 BIRK 6 - 5	21 MAR 2024	AD 2 BIVM 1 - 5	02 OCT 2025	AD 2 BIVO 5 - 1	18 JUN 2021
AD 2 BIRK 6 - 6	21 MAR 2024	AD 2 BIVM 1 - 6	02 OCT 2025	AD 2 BIVO 5 - 2	18 JUN 2021
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AD 2 BIRK 6 - 8	21 MAR 2024	AD 2 BIVM 1 - 8	19 FEB 2026	AD 2 BIVO 6 - 2	27 NOV 2025
AD 2 BIRK 6 - 9	02 OCT 2025	AD 2 BIVM 1 - 9	17 MAY 2024	AD 2 BIVO 7 - 1	18 JUN 2021
AD 2 BIRK 6 - 10	02 OCT 2025	AD 2 BIVM 1 - 10	17 MAY 2024	AD 2 BIVO 7 - 2	18 JUN 2021
AD 2 BIRK 6 - 11	18 MAY 2023	AD 2 BIVM 1 - 11	07 AUG 2025	AD 2 BIVO 8 - 1	18 JUN 2021
AD 2 BIRK 6 - 12	18 MAY 2023	AD 2 BIVM 1 - 12	07 AUG 2025	AD 2 BIVO 8 - 2	18 JUN 2021
AD 2 BIRK 6 - 13	17 MAY 2024	AD 2 BIVM 1 - 13	22 MAR 2024	AD 2 BITN 1 - 1	11 JUL 2024
AD 2 BIRK 6 - 14	17 MAY 2024	AD 2 BIVM 1 - 14	22 MAR 2024	AD 2 BITN 1 - 2	11 JUL 2024
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AD 2 BIRK 8 - 2	04 OCT 2024	AD 2 BIVM 2 - 2	07 AUG 2025	AD 2 BITN 1 - 10	12 JUN 2025
AD 2 BIRK 8 - 3	01 DEC 2023	AD 2 BIVM 3 - 1	18 JUN 2021	AD 2 BITN 1 - 11	12 JUN 2025
AD 2 BIRK 8 - 4	01 DEC 2023	AD 2 BIVM 3 - 2	18 JUN 2021	AD 2 BITN 1 - 12	12 JUN 2025
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AD 2 BIRK 8 - 9	21 MAR 2024	AD 2 BIVM 6 - 1	17 JUN 2021	AD 2 BITN 3 - 1	18 JUN 2021

AD 2 BITN 3 - 2	18 JUN 2021
AD 2 BITN 4 - 1	18 JUN 2021
AD 2 BITN 4 - 2	18 JUN 2021
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AD 2 BITN 8 - 1	18 JUN 2021
AD 2 BITN 8 - 2	18 JUN 2021

AD 2 LANDING STRIPS

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AD 2 BISL 1 - 6	02 OCT 2025
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AD 2 BITM 2 - 1	18 JUN 2021
AD 2 BITM 2 - 2	18 JUN 2021

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l. Staðlað blindbrottflugskort (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 útgefin flugkort **GEN 3.2.5 List of aeronautical charts available**

Title of series	Name of Chart	Date
Flugvallakort Aerodrome Chart - ICAO	Akureyri	19 FEB 2026
	Bildudalur	25 JAN 2024
	Egilsstaðir	03 OCT 2024
	Gjogur	22 JAN 2026
	Grimsey	12 AUG 2022
	Hofn Hornafirdi	02 DEC 2021
	Husavik	16 MAY 2024
	Isafjordur	07 AUG 2025
	Keflavik	20 MAR 2025
	Reykjavik	22 JAN 2026
	Saudarkrokur	13 JUL 2023
	Vestmannaeyjar	07 AUG 2025
	Vopnafjordur	27 NOV 2025
Tiltækar flugtaksvegalengdir við akbraut Intersecton Take Off Chart	Reykjavik	27 NOV 2025
Flugvallakort - CODE F flugvallaakstur Aerodrome Chart - CODE F Ground Movement	Keflavik	15 MAY 2025
Flugvélastæðiskort Aircraft Parking/Docking Chart - ICAO	Keflavik - Terminal Aprons	22 JAN 2026
	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	15 MAY 2025
	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	27 NOV 2025
	ENROUTE CHART- ICAO Reykjavik Control Area	27 NOV 2025
	ENROUTE CHART- ICAO West Greenland Insert	17 APR 2025
Lágnarkshæðir við kögun ATC Surveillance Minimum Chart - ICAO	Keflavik ATC Surveillance Minimum Chart - FAXI TMA	30 OCT 2025
	Reykjavik ATC Surveillance Minimum Chart - FAXI TMA	07 AUG 2025

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
	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	28 NOV 2024
Staðlað blindbrottflugskort (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 RNP SID RWY 01 CUBAS DORFA JARRI MAMEP PERUR	20 MAR 2025
	Akureyri SID RWY 01 AKI 1F	20 MAR 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	20 MAR 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	19 FEB 2026
	Isafjordur RNP SID RWY 07 ISACI 1A, RE 1A	04 SEP 2025
	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	27 NOV 2025
	Akureyri LOC/ASR RWY 01 INITIAL	27 NOV 2025
	Akureyri LOC/ASR RWY 01 FINAL	27 NOV 2025
	Akureyri LOC RWY 01 CAT A and CAT B	27 NOV 2025
	Akureyri LOC A CAT C and CAT D	27 NOV 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	27 NOV 2025
	Bildudalur RNP A	11 JUL 2024
	Bildudalur NDB C (Cloud break procedure)	18 MAY 2023
	Bildudalur RNP RWY 22	19 FEB 2026
	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	22 JAN 2026
	Gjogur NDB A	07 AUG 2025
	Grímsey RNP RWY 17	23 JAN 2025
	Grímsey RNP RWY 35	27 NOV 2025
	Hornafjordur RNP RWY 18	12 AUG 2022
	Hornafjordur RNP RWY 36	07 AUG 2025
	Husavik RNP RWY 02	19 FEB 2026
	Isafjordur RNP C	04 SEP 2025
	Isafjordur RNP D	07 AUG 2025
	Isafjordur NDB C	07 AUG 2025
	Keflavik ILS or LOC Z RWY 01	02 OCT 2025
	Keflavik ILS or LOC Y RWY 01	02 OCT 2025
	Keflavik ILS or LOC Z RWY 10	15 MAY 2025
	Keflavik ILS or LOC Y RWY 10	02 OCT 2025
	Keflavik ILS or LOC Z RWY 19	21 MAR 2024
	Keflavik ILS or LOC Y RWY 19	02 OCT 2025
	Keflavik ILS or LOC Z RWY 28	02 OCT 2025
	Keflavik ILS or LOC Y RWY 28	02 OCT 2025
	Keflavik RNP RWY 01	02 OCT 2025
	Keflavik RNP RWY 10	02 OCT 2025
	Keflavik RNP RWY 19	21 MAR 2024
	Keflavik RNP RWY 28	02 OCT 2025
	Keflavik VOR RWY 01	02 OCT 2025
	Keflavik VOR RWY 10	02 OCT 2025
	Keflavik VOR RWY 19	02 OCT 2025
	Keflavik VOR RWY 28	02 OCT 2025

GEN 3.5.7 VOLMET-þjónusta

GEN 3.5.7 VOLMET Service

Name of Station	Call Sign ID (EM)	Frequency	Broadcast Period	Hours of Service	Aerodromes Included	Contents / Format / Remarks
1	2	3	4	5	6	7
KEFLAVIK	SHANNON VOLMET	3413 KHZ HN (during night) 5505 KHZ H24 8957 KHZ H24 13264 KHZ HJ (during day)	H+00 to H+25 and H+30 to H+55	H24	KEFLAVIK	Nil

Upplýsingar um veður á Keflavíkurflugvelli er hægt að fá í gegnum Shannon VOLMET á Írlandi.

Volmet service is provided for the Keflavik airport through Shannon VOLMET in Ireland.

GEN 3.5.8 SIGMET og AIRMET þjónusta

GEN 3.5.8.1 Almennt

Veðurstofa Íslands vaktar veður og veðurfyrirbæri sem ógnað gætu flugöryggi, og sér um gefa út og dreifa viðvörunum (SIGMET) þessu viðkomandi. Ekki eru gefin út AIRMET skeyti.
Vöktunarsvæði Veðurstofunnar er Reykjavík FIR/CTA.

GEN 3.5.8.2 Svæðaveðurþjónusta

Svæðaveðurþjónusta sem veitt er af Veðurstofu Íslands byggist meðal annars á upplýsingaþjónustu gagnvart ATS- deildum innan Reykjavík FIR/CTA og útgáfu SIGMETa.

SIGMET-skeyti er gefið út hvenær sem eitthvað af eftirfarandi fyrirbærum koma fyrir eða búist er við innan Reykjavík FIR/CTA:

GEN 3.5.8 SIGMET and AIRMET Service

GEN 3.5.8.1 General

For the safety of air traffic, IMO maintains an area meteorological watch and warning service. This service consists of a continuous weather watch within the Reykjavik FIR/CTA and the issuance of appropriate information (SIGMET). AIRMET are not issued.

GEN 3.5.8.2 Area meteorological watch service

The area meteorological watch service performed by the Icelandic Meteorological Office, includes dissemination of meteorological information to the ATS Units within the Reykjavik FIR/CTA and issuing SIGMETs.

A SIGMET message is issued when any of the following phenomena is occurring or expected to occur within the Reykjavik FIR/CTA:

SIGMET Tegund / SIGMET Type	**Tilgreind fyrirbæri á flugleið / Specified en-route phenomena**	**Orð sem táknar fyrirbærið í SIGMETi / Term to be used for phenomena in SIGMET**	**Bókstafur fyrir fyrirbæri í raðnúmeri / First Letter in sequence number for phenomena**
WC	Tropical cyclone	TC (+ name)	C
	Fyrir sendingu WC prófunarskeyta / For WC exchange test purposes	TC (+ name)	X
WV	Volcanic ash	VA	A
	Fyrir sendingu WV prófunarskeyta / For WV exchange test purposes	VA	Y
WS	Þrumuveður / Thunderstorm	TS (GR)	T
	Mikil kvika / Severe turbulence	SEV TURB	U
	Mikil ísing / Severe icing	SEV ICE	I
	Frostrigning / Freezing rain	FZRA	F
	Miklar fjallabylgjur / Severe mountain waves	SEV MTW	M
	Víðáttumikið moldrok / Heavy dust storm	HVY DS	D
	Víðáttumikill sandbylur / Heavy sandstorm	HVY SS	S
	Geislavirkt ský / Radioactive cloud	RDOACT CLD	R
	Fyrir sendingu WS prófunarskeyta / For WS exchange test purposes		Z

ENR 0.6 EFNISYFIRLIT HLUTA 2/
TABLE OF CONTENTS TO PART 2

ENR 1.2 SJÓNFLUGSREGLUR (VFR)

ENR 1.2.1 Almennt

(Rg. 770/2010, ICAO Viðauki 2)

Allt sjónflug, nema sérlegt sjónflug, skal háð þeim skilyrðum um skyggni og fjarlægð frá skýjum sem jöfn eru eða strangari en um getur í eftirfarandi töflu:

ENR 1.2 VISUAL FLIGHT RULES (VFR)

ENR 1.2.1 General

(Rg. 770/2010, ICAO ANNEX 2)

Except when operating as a special VFR flight, VFR flights shall be conducted so that the aircraft is flown in conditions of visibility and distance from clouds equal to or greater than those specified in the following Table:

Hæðarbil / Altitude band	**Flokkur loftrýmis / Airspace class**	**Flugskyggni / Flight visibility**	**Fjarlægð frá skýjum / Distance from cloud**
Í og ofar FL 100 / At and above FL 100	A** B C D E F G	8 km	1.500 m lárétt 1.000 fet lóðrétt / 1 500 m horizontally 1 000 ft vertically
Undir FL 100 og ofar en 3.000 fet AMSL, eða ofar en 1.000 fet yfir landi, hvort sem hærra er / Below FL100 and above 3 000 ft AMSL, or above 1 000 ft above terrain, whichever is the higher	A** B C D E F G	5 km	1.500 m lárétt 1.000 fet lóðrétt / 1 500 m horizontally 1 000 ft vertically
Í og undir 3.000 fetum AMSL, eða 1.000 fetum yfir landi, hvort sem hærra er / At and below 3 000 ft AMSL, or 1 000 ft above terrain, whichever is the higher	A** B C D E	5 km	1.500 m lárétt 1.000 fet lóðrétt / 1 500 m horizontally 1 000 ft vertically
	F G	5 km*	Laus við ský og sér til jarðar / Clear of cloud and with the surface in sight

* Loftförum í A- og B-flokki er heimilt að degi til að fljúga við skyggni allt niður í 3 km ef flogið er á 140 kt IAS eða minna. Þyrlum er heimilt að fljúga við 800 m flugskyggni í loftrými í flokki G að degi til, ef flogið er svo hægt, að nægur tími gefist til að fylgjast með annarri umferð eða hindrunum til að afstýra árekstri.

** VMC lágmarkið er sett í loftrými A til leiðbeiningar fyrir flugmenn og á ekki að gefa til kynna að VFR-flug sé samþykkt í loftrými A.

* Aircraft in categories A and B may fly, during hours of daylight, when flight visibility is reduced to 3 km, at speeds of 140 kts IAS or less.
Helicopters may operate in 800 m flight visibility in class G, if manoeuvred at a speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision

** The VMC minima in Class A airspace are included for guidance to pilots and do not imply acceptance of VFR flights in Class A airspace.

ENR 1.2.2 Sérlegt sjónflug

Loftfar á sjónflugi má ekki lenda á né hefja flug frá stjórnuðum flugvelli, sem hefur flugstjórnarsvið, né heldur koma inn í umferðarhring hans án heimildar fyrir sérlegt sjónflug frá viðkomandi flugumferðarþjónustudeild þegar:

1. skýjahæð er lægri en 1 500 fet eða
2. vallarskyggni er minna en 5 km

ENR 1.2.2.1 Flugheimildir til og frá flugvelli

Flugumferðarþjónustudeild mun ekki gefa út heimild til sérlegs sjónflugs fyrir loftfar til flugtaks eða lendingar á flugvelli innan flugstjórnarsviðs né til að koma inn í umferðarhring flugvallar innan flugstjórnarsviðs þegar tilkynnt veðurskilyrði á viðkomandi flugvelli eru undir eftirfarandi lágmörkum:

i. skyggni á flugvelli er minna en 1 500 m eða, fyrir þyrlur, minna en 800 m.

ii. skýjahæð er lægri en 600 fet.

ENR 1.2.2.2 Lágmarkshæðir

Heimild fyrir sérlegt sjónflug er ekki undanþága frá lágmarkshæðum.

ENR 1.2.2.3 Almenn skilyrði til að fljúga sérlegt sjónflug

1. laus við ský og sér til jarðar;
2. flugskyggni ekki minna en 1 500 m eða, fyrir þyrlur, ekki minna en 800 m;
3. flughraði 140 kt IAS eða lægri til að veita flugmanni nægjanleg tækifæri til að sjá aðra flugumferð og hindranir tímanlega til að forðast árekstur;
4. sérlegt sjónflug er einungis leyft að degi til.

ENR 1.2.2.4 Sérlegt sjónflug í flugstjórnarsviði

Þegar skyggni á flugvelli er minna en 1 500 m, flugumferðarþjónustudeild getur gefið flugheimild til sérlegs sjónflugs fyrir loftfar sem ætlar einungis að fljúga í gegnum flugstjórnarsvið en ætlar ekki að lenda á flugvelli innan flugstjórnarsviðs eða koma inn í umferðarhring flugvallarins þegar flugskyggni, tilkynnt af flugmanni, er ekki minna en 1 500 m, eða fyrir þyrlur, ekki minna en 800 m.

ENR 1.2.2.5 Undanþágur

Undanþágubeiðnum vegna SVFR skal beint til Samgöngustofu.

ENR 1.2.3 Sjónflug að nóttu (nætursjónflug)

Sjónflugi að nóttu skal hagað samkvæmt skilyrðum í þessum kafla.

Skilgreining á því hvað telst nótt er sem hér segir: Tíminn á milli loka ljósaskipta að kvöldi og að upphafi ljósaskipta að morgni. Ljósaskipti enda að kvöldi þegar miðpunktur sólar er 6° fyrir neðan sjóndeildarhring og
hefjast að morgni þegar miðpunktur sólar er 6° fyrir neðan sjóndeildarhring.

ENR 1.2.2 Special VFR

Except when a clearance for special VFR flight is obtained from an air traffic control unit, VFR flights shall not take-off or land, at controlled aerodromes within a control zone, or enter the aerodrome traffic circuit when:

1. the ceiling is less than 1 500 ft (450 m); or
2. the ground visibility is less than 5 km

ENR 1.2.2.1 To and from an airport

An air traffic control unit will not issue a special VFR clearance to aircraft to take off or land at an aerodrome within a control zone, or enter the aerodrome traffic circuit within a control zone, when the reported meteorological conditions at that aerodrome are below the following minima:

i. the ground visibility is less than 1 500 m or, for helicopters, less than 800 m;

ii. the ceiling is less than 600 ft.

ENR 1.2.2.2 Minimum altitudes

Authorization for special VFR is not an exception from minimum altitudes.

ENR 1.2.2.3 Conditions for a special VFR flight

1. clear of cloud and with the surface in sight;
2. the flight visibility is not less than 1 500 m or, for helicopters, not less than 800 m;
3. fly at a speed of 140 kt IAS or less to give adequate opportunity to observe other traffic and any obstacles in time to avoid a collision;
4. special VFR allowed during day only.

ENR 1.2.2.4 Special VFR in control zones

When the reported ground visibility at the aerodrome is less than 1 500 m, air traffic control units may issue a special VFR clearance for a flight crossing the control zone and not intending to land at an aerodrome within a control zone, or enter the aerodrome traffic circuit when the flight visibility reported by the pilot is not less than 1 500 m, or, for helicopters, not less than 800 m.

ENR 1.2.2.5 Exceptions

Exceptions for SVFR operations shall be directed to the Icelandic transport authority.

ENR 1.2.3 VFR Flights at night (night VFR)

VFR flights at night shall be conducted in accordance with the conditions contained in this section.

The definition of night is as follows: The hours between the end of evening civil twilight and the beginning of morning civil twilight. Civil twilight ends in the evening when the centre of the sun's disc is 6 degrees below the horizon and begins in the morning when the centre of the sun's disc is 6 degrees below the horizon.

Sjá töflur um sólarupprás/sólsetur í GEN 2.7.

ENR 1.2.3.1 Undanþágur

Eftirfarandi flug eru undanþegin kröfum um veðurskilyrði:

1. björgunar- og leitarflug;

2. æfingaflug fyrir björgunar- og leitarflug;

3. landhelgisgæsluflug;

4. sjúkra- og neyðarflug.

ENR 1.2.3.2 Almennt

ENR 1.2.3.2.1 Flugáætlun

Leggja skal inn flugáætlun fyrir allt sjónflug að nóttu í samræmi við ENR 1.10.

ENR 1.2.3.2.2 Takmarkanir

Varðstjóri í flugstjórnarmiðstöð getur bannað sjónflug að nóttu á ákveðnum svæðum án fyrirvara.

Refer to Sunrise/sunset tables in GEN 2.7.

ENR 1.2.3.1 Exceptions

The following are exempted from requirements concerning weather:

1. Search and Rescue flights;

2. exercise flights for Search and Rescue;

3. Coast Guard flights;

4. ambulance and emergency flights.

ENR 1.2.3.2 General

ENR 1.2.3.2.1 Flight plan

Flight plans shall be submitted for all VFR flights at night in accordance with ENR 1.10.

ENR 1.2.3.2.2 Restrictions

The supervisor at the Reykjavík area control centre can, without prior notice, prohibit VFR flights at night in certain areas.

ENR 1.2.3.3 Kröfur um réttindi flugmanns, búnað loftfars og veður

ENR 1.2.3.3.1 Nágrennisflug

Nágrennisflug er flug innan 15 NM frá upplýstum flugvelli enda sé ætíð óhindruð sjónlína frá loftfari til flugvallar.

1. Lágmarksréttindi: einkaflugmannsskírteini eða flugmannsskírteini fyrir léttar flugvélar með áritun fyrir sjónflug að nóttu.
2. Búnaður loftfars: í samræmi við reglugerðir um almannaflug.
3. Veður: skýjahæð að lágmarki 2 000 fet yfir hæstu hindrun skv. mati Veðurstofu Íslands.

ENR 1.2.3.3.2 Takmarkað landflug

Takmarkað landflug er flug sem er flogið sem næst upplýstum og auðþekkjanlegum stöðum (t.d. þorpum eða bæjum) innan 30 NM frá hvor öðrum.

1. Lágmarksréttindi: einkaflugmannsskírteini eða flugmannsskírteini fyrir léttar flugvélar með áritun fyrir sjónflug að nóttu.
2. Búnaður loftfars: í samræmi við reglugerðir um almannaflug.
3. Veður: skýjahæð að lágmarki 2 000 fet yfir hæstu hindrun á áætlaðri flugleið að mati Veðurstofu Íslands.

ENR 1.2.3.3.3 Landflug

1. Lágmarks réttindi: blindflugsáritun.
2. Búnaður loftfars: í samræmi við reglugerðir um almannaflug
3. Veður: skýjahæð að lágmarki 2 000 fet yfir hæstu hindrun á áætlaðri flugleið að mati Veðurstofu Íslands.

ENR 1.2.3.3.4 Eftirfarandi gildir um allar tegundir nætursjónflugs

1. Flugskyggni skal vera að minnsta kosti 8 km í sjónflugi að nóttu.
2. VFR-lágmörk fyrir láréttar og lóðréttar fjarlægðir loftfars frá skýjum, sem gilda innan flugstjórnarrýmis, skulu að næturlagi jafnframt gilda utan þess.
3. Loftfar telst í nánd flugvallar þegar það er í, er að koma inn í, eða er að fara út úr umferðarhring hans.
4. Sjónflug að nóttu innan íslensks flugstjórnarrýmis er aðeins heimilað loftförum sem hafa rautt blikkandi varúðarljós (anti-collision light) og/eða hvít leifturljós við vængenda og stél eða komið fyrir á annan viðurkenndan hátt, samkvæmt reglugerð um flugreglur.

ENR 1.2.3.3 Requirements for pilot ratings, aircraft equipment and weather

ENR 1.2.3.3.1 Flights in the vicinity of an aerodrome

Flight in the vicinity of an aerodrome is a flight within 15 NM from an illuminated aerodrome with unobscured sight/ visibility from the aircraft to the aerodrome.

1. Minimum qualifications: private pilot license or light aircraft pilot licence with a night rating.
2. Aircraft equipment: in accordance with Icelandic regulations for general aviation.
3. Weather: ceiling at least 2 000 ft above the highest obstacle, as assessed by the Icelandic meteorological office.

ENR 1.2.3.3.2 Limited Cross Country Flight

Limited cross country flight is a flight between illuminated places (such as villages or towns) not more than 30 NM apart.

1. Minimum qualifications: private pilot license or light aircraft pilot licence with a night rating.
2. Aircraft equipment: in accordance with Icelandic regulations for general aviation.
3. Weather: ceiling at least 2 000 ft above the highest obstacle en-route, as assessed by the Icelandic meteorological office.

ENR 1.2.3.3.3 Cross Country Flight

1. Minimum qualification: IFR endorsement.
2. Aircraft equipment: in accordance with Icelandic regulations for general aviation.
3. Weather: Ceiling at least 2 000 ft above the highest obstacle as assessed by the Icelandic meteorological office.

ENR 1.2.3.3.4 The following applies to all types of night VFR

1. The flight visibility shall never be less than 8 km during VFR flight at night.
2. Vertical and horizontal VFR minimum distances from clouds within controlled airspace are also valid for VFR flights during night in uncontrolled airspace.
3. An aircraft is considered to be in the vicinity of an aerodrome when it is within, arriving or departing the aerodrome traffic circuit.
4. VFR flights at night within Icelandic controlled airspace are only permitted for aircraft which carry red anti-collision light and/or white flashing lights which are situated at the wingtips or the tail of the aircraft or placed elsewhere in accordance with the national flight rules.

ENR 1.2.4 VFR-flug skal ekki flogið:

1. í eða fyrir ofan fluglag 200;
2. nálægt hljóðhraða eða hraðar.

ENR 1.2.4 VFR flights shall not be operated:

1. at or above FL 200;
2. at transonic and supersonic speed.

ENR 1.2.5 Lágmarkshæð

Ekki má fljúga sjónflug nema nauðsynlegt sé við flugtök og lendingar eða með sérstöku leyfi Samgöngustofu:

1. yfir þéttbýlum hlutum borga, bæja eða þorpa eða yfir útisamkomum í minni hæð en 1 000 fetum (300 m) yfir hæstu hindrun innan 600 m fjarlægðar frá loftfarinu,
2. annars staðar en getið er í 1. lið þessarar greinar, í minni hæð en 500 fetum (150 m) yfir láði eða legi.

ENR 1.2.5 Minimum altitude

Except when necessary for take-off and landing, or by permission from the the Icelandic Transport Authority, a VFR flight shall not be flown:

1. over the congested areas of cities, towns or settlements or over an open-air assembly of persons, at a height less than 1 000 ft (300 m) above the highest obstacle within a radius of 600 m from the aircraft.
2. elsewhere than specified in 1. above at a height less than 500 ft (150 m) above ground or water.

ENR 1.2.6 Fluglög

Loftfar í láréttu VFR-flugi, ofar 3 000 fetum yfir láði eða legi, skal fljúga í lagi miðað við segulferil samanber töflu um farflugshæðir í ENR 1.7.5, nema þegar annað er tekið fram í flugheimild.

Ath.: *Lag er almennt hugtak sem varðar lóðrétta stöðu loftfars á flugi og á ýmist við hæð, flughæð eða fluglag. Sjá ENR 1.7 Starfshættir varðandi stillingu hæðarmæla.*

ENR 1.2.6 Flight levels

Except where indicated in air traffic control clearances, VFR flights in level cruising flight when operated above
3 000 feet from the ground or water, shall be conducted at a cruising level appropriate to the track as specified in the table of cruising levels in ENR 1.7.5.

Note: *Level is generic term to the vertical position of an aircraft in flight and meaning variously, height, altitude or flight level. See ENR 1.7 Altimeter Settings Procedures.*

ENR 1.2.7 Nágrennisflug

.Sjónflug skal fylgja fyrirmælum í reglugerð 770/2010 grein 3.6, þegar:

1. flogið er í C og D flokkum loftrýmis;
2. það er hluti af flugvallarumferð flugvalla með flugturni; eða ;
3. um sérlegt sjónflug er að ræða.

ENR 1.2.7 In the vicinity of controlled aerodrome

VFR flights shall comply with the provisions of regulation 770/2010 para 3.6, when:

1. operated in Classes C and D airspace;
2. forming part of aerodrome traffic at controlled aerodromes; or
3. operated as special VFR.

ENR 1.2.8 Breytt frá sjónflugi yfir í blindflug

Ef loftfar í sjónflugi óskar að breyta um og fljúga samkvæmt blindflugsreglum skal það:

1. láta vita um þær nauðsynlegu breytingar sem gera þarf á gildandi flugáætlun ef flugáætlun hefur verið lögð fram; eða
2. þegar svo er krafist skv. **ENR 1.10.1**, láta hlutaðeigandi flugumferðarþjónustudeild í té flugáætlun og fá flugheimild áður en blindflug er hafið í flugstjórnarrými.

ENR 1.2.8 Change from VFR flight to IFR flight

An aircraft operated in accordance with the visual flight rules which wishes to change to compliance with the instrument flight rules shall:

1. if a flight plan was submitted, communicate the necessary changes to be effected to its current flight plan; or
2. when so required by **ENR 1.10.1**, submit a FPL to the appropriate air traffic services unit and obtain a clearance prior to proceeding IFR in controlled airspace.

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ENR 1.6.4 AÐRAR UPPLÝSINGAR OG VERKLAG

ENR 1.6.4.1 FJÖLVÍSUN

ENR 1.6.4.1.1 Neyðarviðbrögð

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

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

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

ENR 1.6.4.1.2 Bilun fjölvísunarkerfis eða talsambands

1. Ef talsamband bregst skulu flugumferðarstjórar kanna hvort viðtæki loftfars virkar með því að segja loftfari að breyta stefnu sinni eða kvaki. Verði vart breytingar á stefnu/ kvaki mun flugumferðarstjórinn halda áfram að veita loftfarinu kögunarþjónustu.

2. Ef talstöð loftfars er óvirk ber flugmanni að fylgja reglum ICAO um sambandsleysi, sjá ENR 1.8.6. Loftför í innanlandsflugi skulu fara eftir reglum um fjarskipti eins og birtar eru í GEN 3.4.4.12.3. Hafi loftfarið verið auðkennt skal flugumferðarstjórinn stefna öðrum auðkenndum loftförum frá leið þess meðan það sést á kögunarskjá.

3. Um leið og flugmaður, sem hefur verið á stefningu, verður þess var að hann er sambandslaus skal hann fara beint á næsta NAVAID/-stöðumið/flugleið sem tiltekin var í síðustu flugheimild.

Bili talstöð loftfars skal flugmaður velja og nota hátt C, merki 7600 og fylgja gildandi reglum um talsambandsleysi; á þessum starfsháttum mun síðari veiting flugumferðarþjónustu byggjast.

Flugmaður skal velja hátt C, merki 7500, og fylgja útgefnum starfsháttum við ólögmæt afskipti, á þessum starfsháttum mun síðari veiting flugumferðarstjórnar byggjast.

ENR 1.6.4.1.3 Auðkenningar loftfara

Auðkenning er samkvæmt ákvæðum Alþjóðaflugmálastofnunarinnar.

ENR 1.6.4.1.4 Tilkynningar um staðsetningu á fjarskiptatíðnum og með CPDLC

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

2. CPDLC þjónusta er ekki í boði innan FAXI TMA.

ENR 1.6.4 OTHER RELEVANT INFORMATION AND PROCEDURES

ENR 1.6.4.1 MULTILATERATION (MLAT)

ENR 1.6.4.1.1 Emergency procedures

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

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

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

ENR 1.6.4.1.2 MLAT and air-ground communication failure procedures

1. The controller will establish whether the aircraft radio receiver is working by instructing the pilot to carry out a turn or a squawk. If the turns / squawks are observed, the controller will continue to provide surveillance service to the aircraft.

2. If the aircraft's radio is completely unserviceable, the pilot should carry out the procedures for radio failure in accordance with ICAO provisions, see ENR 1.8.6. Domestic flights shall adhere to procedures as published in GEN 3.4.4.12.3. If identification has already been established, the controller will vector other identified aircraft clear of its track until such time as the aircraft leaves surveillance coverage.

3. If communication is lost with an aircraft being vectored the pilot is expected to proceed by the most direct route practicable to the NAVAID/position/route as specified in the last clearance.

In the event of an aircraft radio receiver failure, a pilot shall select Mode C Code 7600 and follow established procedures; subsequent control of the aircraft will be based on those procedures.

In the event of an unlawful interception, a pilot shall select Mode C Code 7500 and follow established procedures, subsequent control of the aircraft will be based on those procedures.

ENR 1.6.4.1.3 Aircraft identification

Identification is achieved according to the provisions specified by ICAO.

ENR 1.6.4.1.4 Voice and CPDLC position reporting requirements

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

2. CPDLC service is not available within FAXI TMA.

ENR 1.6.4.1.5 Langdrægi fjölvísunarkerfa

Aðflugsstjórnardeildir Reykjavíkur- og Keflavíkurflugvalla nota fjölvísun sem er á Keflavíkurflugvelli (635919N 0223513V).
Drægi MLAT er 60 NM.

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

ENR 1.6.4.1.5 MLAT coverage

Keflavik and Reykjavik Approach Controls operate MLAT at Keflavik Airport (635919N 0223513W).
The MLAT coverage is 60 NM.

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

ENR 1.6.4.2 Verklag við notkunMLAT, SSR og ADS-B

1. Sé notuð fjölvísun, svarratsjá eða leiðsögubúnaðarháð kögun - útsendinga án tengingar við frumratsjár sjást aðeins loftför með ratsjársvara og því ekki hægt að veita sömu upplýsingar og með frumratsjá.

2. Huglægur aðskilnaður er notaður ef kögunarþjónusta er ekki til staðar. Ekki eru gefnar stefningar nema tryggt sé að slíkri aðgerð ljúki innan kögunardrægis og að huglægur aðskilnaður sé tryggður áður en loftfarið fer úr kögunardrægi.

3. Ef kögunarþjónusta er ekki til staðar innan FAXI TMA má búast við lokun loftrýmis.

4. Auðkenningar

   a. Áður en kögunarþjónustu er veitt mun ATC auðkenna loftfarið samkvæmt reglum ICAO í PANS-ATM (Doc 4444), 8. kafla. Flugmönnum verður tilkynnt þegar loftför þeirra eru auðkennd eða sjást ekki lengur, þó með undantekningum fyrir loftför með ADS-B sem fljúga í FL285 eða ofar og lýst er í ENR 1.6.3.3-3.

   b. Flugmönnum skal bent á að auðkenning loftfara þeirra léttir ekki af þeim þeirri ábyrgð að forðast árekstra við hindranir á jörðu. Flugumferðarstjóri veitir auðkenndu IFR- flugi venjulega viðeigandi upplýsingar um önnur kögunarmerki á skjánum. Þar sem fjölvísun, svarratsjá eða leiðsögubúnaðarháð kögun - útsendinga er notuð án frumratsjár getur ATC ekki séð á skjánum eða látið vita um önnur loftför en þau sem hafa og nota virkan ratsjársvara. ATC ber aðeins ábyrgð á aðskilnaði loftfara frá jörðu þegar um stefningu loftfara í IFR-flugi er að ræða.

ENR 1.6.4.2 MLAT, SSR and ADS-B– Operating Procedures

1. Where surveillance information is derived from Multilateration System, Secondary Surveillance Radar (SSR) and Automatic Dependent Surveillance Broadcast (ADS-B) without associated primary radar coverage, it is not possible to provide traffic information on aircraft that are not transponder equipped or to provide some of the other flight information.

2. Procedural separation is applied if ATS Surveillance service is not available. No ATS Surveillance manoeuvre should be undertaken unless it is assured that it will be completed and procedural separation re-established whilst any aircraft involved remains within ATS Surveillance coverage.

3. If ATS surveillance systems are not available within FAXI TMA, closure of the airspace may be expected.

4. Identifications

   a. Before providing ATS Surveillance service, ATC will establish identification in accordance with ICAO PANS ATM (Doc 4444) Chapter 8. Pilots will be notified whenever identification is established, or lost, except for ADS-B equipped aircraft at FL285 or above as described in ENR 6.3.3-3.

   b. Pilots are cautioned that identification of their flight does not relieve them of the responsibility for collision avoidance of terrain (obstacle) clearance. ATC will normally provide identified IFR flights with relevant information on observed targets. At locations where MLAT, SSR systems and ADS-B are used without co-located SRE equipment, ATC cannot provide traffic information on aircraft without a functioning transponder or ADS-B transmitter. The responsibility for terrain (obstacle) clearance is only accepted by ATC when vectoring IFR flights.

ENR 1.8 SVÆÐISBUNDNIR VIÐAUKASTARFSHÆTTIR

Viðaukastarfshættir (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 Alþjóðaflugmálastofunarinnar 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 EU 2017/373, 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 REGIONAL SUPPLEMENTARY PROCEDURES

NAT Regional Supplementary Procedures (ICAO Doc 7030), Rules of the Air, Air Traffic Services and Search and Rescue applicable in the Reykjavik 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 Managament EU 2017/373, 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 Flugreglur - eingöngu á ensku

Textinn hér á eftir er eingöngu á ensku.

ENR 1.8.1 Flight rules

The text herafter is only in english.

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 Reykjavik Flight Information Region (FIR) excluding the domestic area below F195, 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) Reykjavik 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.

5. All aircraft operating in NAT HLA shall carry a copy of the current OTS message.

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 navaids, 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 1.8.8 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.

3. All aircraft operating in or above NAT HLA shall carry a copy of the current OTS message.

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 3.2 FLUGLEIÐIR SVÆÐISLEIÐSÖGU

ENR 3.2 AREA NAVIGATION ROUTES

Route designator Navigation specification Name of Significant points Coordinates	Waypoint Formation (Angle and Distance Indication)	Track True/MAG Rev Track True/MAG Distance (NM)	Upper limit Lower limit Airspace class	Direction of cruising levels		Navigation accuracy requirements	Remarks
				Odd	Even		
1	2	3	4	5		6	7
UT591 **(RNAV)**		**TOT DIST 107.9 NM**					
Δ KAYAK 641330N 0395944W							
		040° T / 062° 223° T / 244° 107.9 NM	FL 285 FL 195	↓	↑	(RNP 2 or GNSS)	Reykjavík OAC 124.400 H24 {See ENR 2.1}
Δ KULUSUK L 'DA' 653413N 0371225W							

ENR 3.2 FLUGLEIÐIR SVÆÐISLEIÐSÖGU

ENR 3.2 AREA NAVIGATION ROUTES

Route designator Navigation specification Name of Significant points Coordinates	Waypoint Formation (Angle and Distance Indication)	Track True/MAG Rev Track True/MAG Distance (NM)	Upper limit Lower limit Airspace class	Direction of cruising levels		Navigation accuracy requirements	Remarks
				Odd	Even		
1	2	3	4	5		6	7
UT592 **(RNAV)**		**TOT DIST 182.8 NM**					
▲ NONRO 651100N 0300000W							
		- / 099° T - / 120° 117.4 NM	FL 285 FL 055	↑		(RNP 2 or GNSS)	Reykjavik OAC via Iceland Radio 119.700 H24
▲ NASOP 653400N 0343500W							
		- / 089° T - / 111° 65.4 NM	FL 285 FL 195	↑		(RNP 2 or GNSS)	Reykjavík OAC 124.400 H24 {See ENR 2.1}
∆ KULUSUK L 'DA' 653413N 0371225W							

ENR 5.4 HINDRANIR Á FLUGLEIÐUM

ENR 5.4.1 FLUGLEIÐSÖGUHINDRANIR

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

ENR 5.4 AIR NAVIGATION OBSTACLES - EN-ROUTE

ENR 5.4.1 AIR NAVIGATION OBSTRUCTIONS

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

OBST ID or designation	OBST type	OBST position	ELEV/HGT	OBST LGT Type/Colour	Remarks
1	2	3	4	5	6
BIRDOB1002	Antenna	635101N 0222800W	1065 FT / 1028 FT	Hazard light / FLG R	GRINDAVIK Pilots shall take notice of guy wires supporting antennas / Flugmenn skulu varast stög við loftnetin
BIRDOB1003	Antenna	635104N 0222707W	668 FT / 607 FT	Hazard light / FLG R	GRINDAVIK Pilots shall take notice of guy wires supporting antennas / Flugmenn skulu varast stög við loftnetin
BIRDOB1004	Antenna	645426N 0235521W	1410 FT / 1376 FT	Hazard light / FLG R	GUFUSKALAR Pilots shall take notice of guy wires supporting antennas / Flugmenn skulu varast stög við loftnetin
BIRDOB1005	Dam	645648N 0154730W	2080 FT / 650 FT	No light	KARAHNJUKAR
BIRDOB1009	MET MAST	660300N 0171451W	1316 FT / 328 FT	Hazard light / FLG R	HUSAVIKURFJALL Pilots shall take notice of guy wires supporting met mast/ Flugmenn skulu varast stög við mastrið
BIRDOB1010	MET MAST	640636N 0212605W	1359 FT / 413 FT	LGT AS REQ	MOSFELLSHEIDI IN THE VICINITY OF DYRAVEGUR
BIRDOB1011	MET MAST	660301N 0171448W	989 FT / 331 FT	Obstacle light / R	HUSAVIKURFJALL Pilots shall take notice of guy wiressupporting met mast/ Flugmenn skulu varast stög við mastrið

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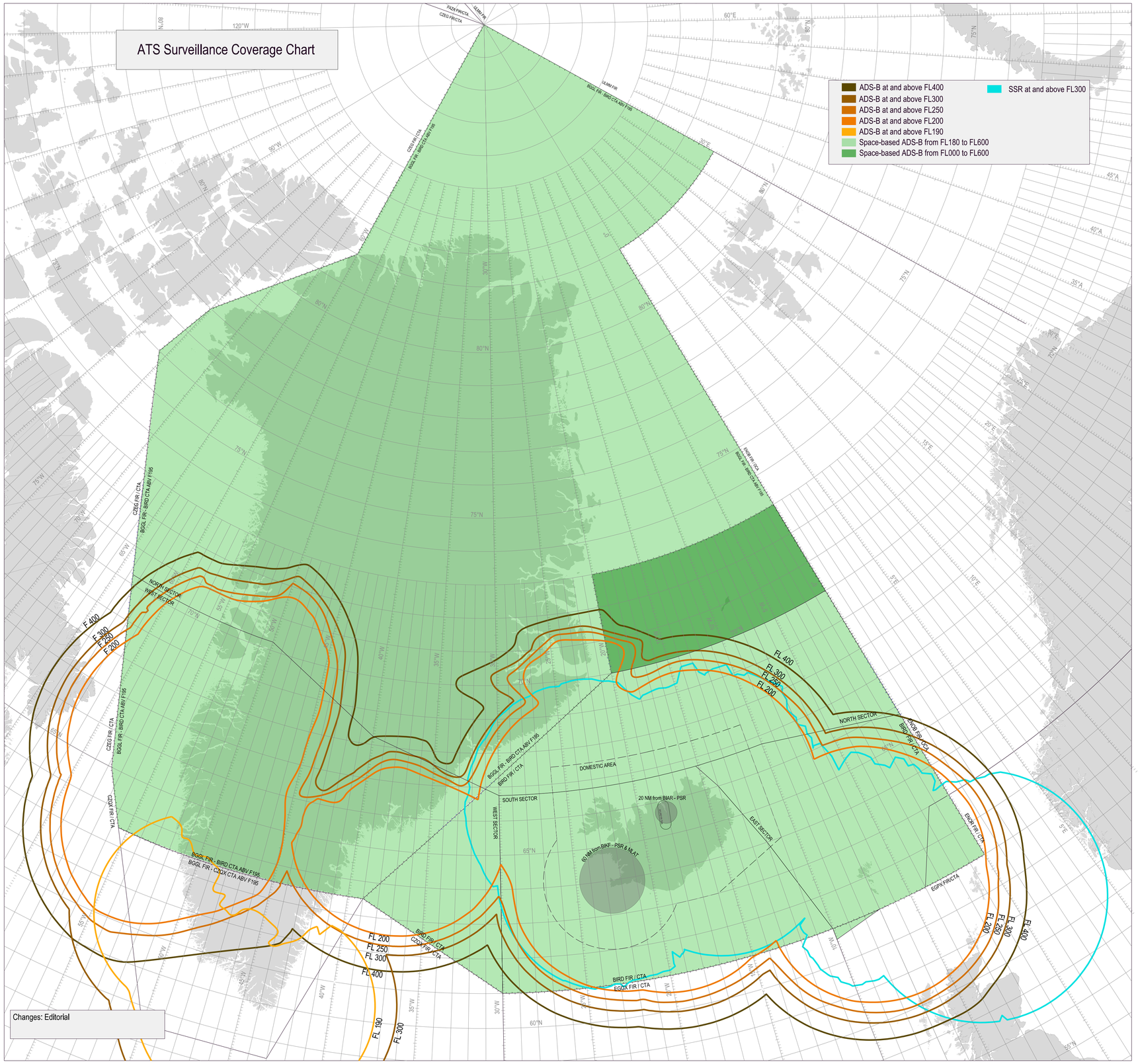
ATS Surveillance Coverage Chart
ADS-B at and above FL400
ADS-B at and above FL300
ADS-B at and above FL250
ADS-B at and above FL200
ADS-B at and above FL190
Space-based ADS-B from FL180 to FL600
Space-based ADS-B from FL000 to FL600
SSR at and above FL300
BGGL FIR - BIRD CTA ABV F195
CZEG FIR / CTA
BGGL FIR - BIRD CTA ABV F195
CZQX FIR / CTA
BGGL FIR - BIRD CTA ABV F195
BGGL FIR - CZQX CTA ABV F195
BIRD FIR / CTA
CZQX FIR / CTA
EGQX FIR / CTA
BGGL FIR - BIRD CTA ABV F195
BIRD FIR / CTA
EGQX FIR/CTA
NORTH SECTOR
WEST SECTOR
SOUTH SECTOR
EAST SECTOR
DOMESTIC AREA
20 NM from BIAR - PSR
60 NM from BIKF - PSR & NLAT
F 400
F 300
F 250
F 200
FL 400
FL 300
FL 250
FL 200
FL 190
Changes: Editorial

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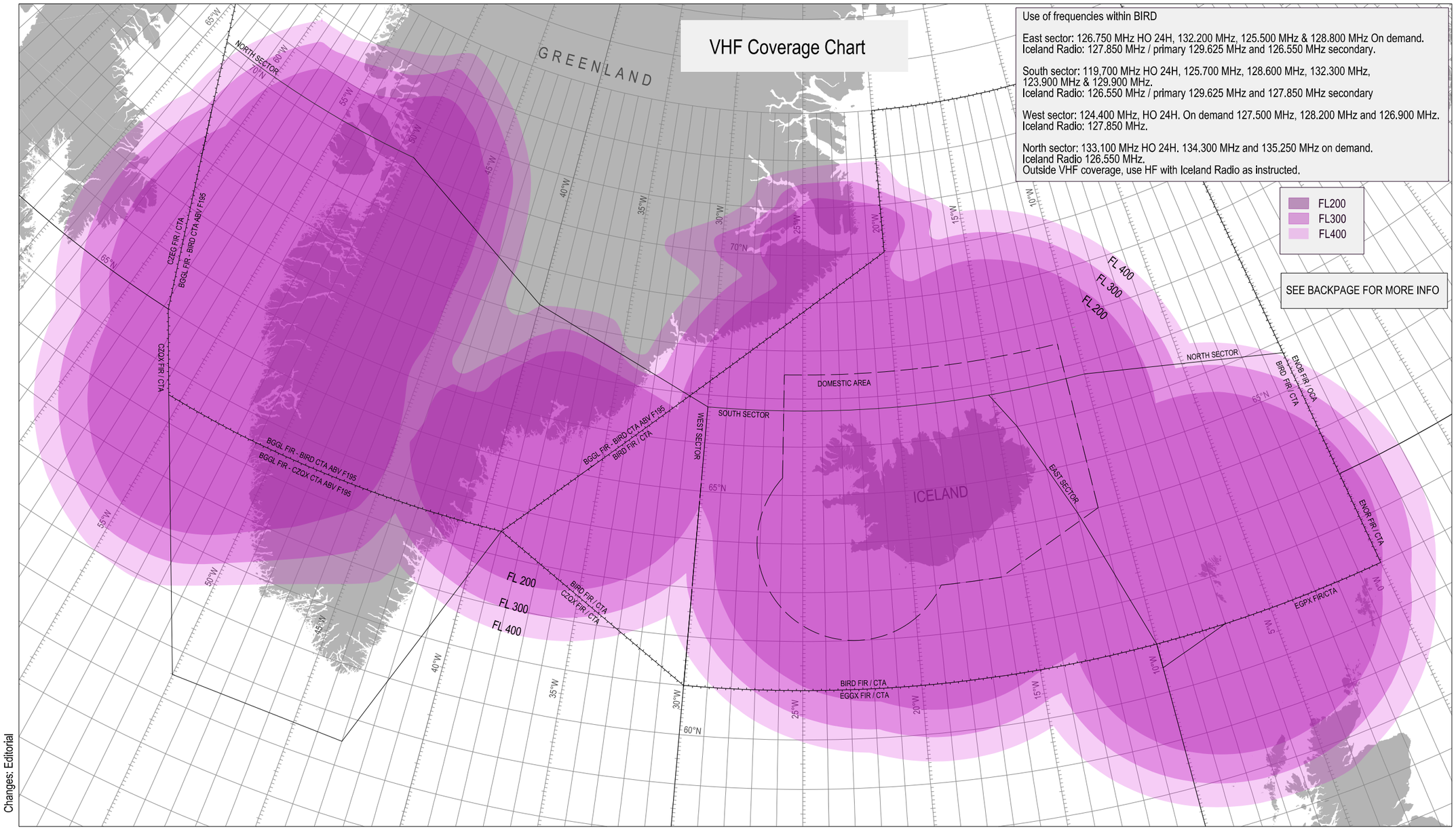
VHF Coverage Chart



Changes: Editorial

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BIAR AD 2.8 HLAÐ, AKBRAUTIR OG STAÐSETNING GÁTSTAÐA
BIAR AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Yfirborð hlaðs og styrkur Designation, surface and strength of apron	NORTH APRON: Malbik/ASPH 246x79 M / PCN 45/F/A/X/T SOUTH APRON: Malbik/ASPH 88.5x147 M / PCN 45/F/A/X/T STAND 5 and 6: Concrete/CONCRETE / PCN 45/R/A/X/T
2	Breidd akbrautar, yfirborð og styrkur Designation, width, surface and strength of taxiways	ALPHA: Malbik/ASPH 78 M breitt/wide / PCN 45/F/A/X/T BRAVO: Malbik/ASPH 23 M breitt/wide / PCN 45/F/A/X/T
3	Staðsetning og landhæð gátunarstaðar fyrir hæðarmælisathugun Altimeter checkpoint location and elevation	Flughlað hæð 6 FT Apron elev. 6 FT
4	VOR-gátunarstaðir VOR checkpoints	NIL
5	INS-gátunarstaðir INS checkpoints	Sjá Hnit loftfarastæða, AD 2.8.6 See Coordinates for aircraft stands, AD 2.8.6
6	Athugasemdir Remarks	**Hnit loftfarastæða / Coordinates for aircraft stands:** Stæði/Stand 1: 653917.86N 0180429.12W Stæði/Stand 2: 653916.33N 0180429.77W Stæði/Stand 3: 653915.04N 0180429.53W Stæði/Stand 5: 653919.89N 0180433.81W Stæði/Stand 5D: 653919.84N 0180433.49W Stæði/Stand 6: 653923.38N 0180434.58W Akstur flugvéla á milli norður- og suðurflughlaða er bannaður / Taxiing aircrafts between North and South terminal aprons is forbidden

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

1	Notkun kenniskilta loftfarastæða, akbrautamerkinga og sjónrænnar stæðisleiðsögu Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Til staðar Provided
2	Flugbrautar- og akbrautarmerkingar og ljós RWY and TWY markings and LGT	Brautarmerkingar: Brautarheiti, þröskulds, miðlínu og miðunarpunktur. Brautarljós: Þröskulds-, enda- og kantljós Akbrautarmerkingar: Miðlína og biðlína Akbrautarljós: Kantljós / RWY Markings: Designation, THR, aiming point and centreline RWY Lights: THR, END and EDGE TWY Markings: Centreline and taxihold TWY Lights: EDGE
3	Stöðvunarljós Stop bars	NIL
4	Athugasemdir Remarks	Hindranir á flugvelli eru lýstar allan sólarhringinn / Obstacles on aerodrome are lit day and night

BIAR AD 2.10 FLUGVALLARHINDRANIR
BIAR AD 2.10 AERODROME OBSTACLES

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

In Area 3					
OBST ID / Designation	**OBST type**	**OBST position**	**ELEV / HGT**	**Markings / Type, colour**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
Athugasemdir/Notes: See information in GEN 3.1.6.3					

BIAR - AKUREYRI

AERODROME CHART - ICAO

ARP 65°39'24"N
018°04'19"W

AERODROME ELEV 7

ELEV AND ALT IN FT MSL

DIST IN NM

TWR/APP	118.200
ATIS	136.200

VAR 10° W (2025)

N

Annual change - 0,27°

RWY DESIGNATOR NR	TRUE & MAG BRG	THR PSN Geoid undulation	Bearing strength	THR ELEV and highest ELEV of TDZ of precision APCH RWY	Declared distances				
					TORA	TODA	ASDA	LDA	Remarks
01	355.54° GEO 006° MAG	653845.03N 0180411.80W GUND 217 ft	PCN 45 /F/A/X/T ASPH	THR 7 ft TDZ 7 ft	2550	2550	2550	2400	The paved area in front of THR (150 M) is available for take-off and the lenght is included in the declared distances for take-off on RWY 01/19
19	175.54° GEO 186° MAG	654002.29N 0180426.40W GUND 217ft	PCN 45 /F/A/X/T ASPH	THR 5 ft	2550	2550	2550	2400	

RWY DESIGNATOR NR	Approach and runway lighting				
	APCH	THR	VASIS (MEHT)	Edge	End
01	900 m LIH Crossbar 300 m Seq. fl. CL 9 LDIN flashing. Lights with 700 m interval. Lights start at 7196 m south of RWY 01.	G	PAPI 3.5° (53.4 ft). Left side of RWY. PAPI 5.3° (80.6 ft). Right side of RWY.	1800 m, 60 m, WHI 600 m, 60 m, Y LIH	R
19	NIL	G	PAPI 3.5° (59.1 ft)	1800 m, 60 m, WHI 600 m, 60 m, Y LIH	R

CAUTION: Bird concentration in the vicinity of the areodrome.
For further information see AD 2.23

LOC

RESA
90 M WIDE
x
90 M LONG

ELEV 5

GP/DME
ELEV 58

PAPI
3.5
MEHT
(59.1 FT)

WDI

ANEMOMETER

WDI

2400 X 45 M

Strip 2520 x 300

ARP

North Apron

BRAVO

ASR
ELEV 18

TWR
TERMINAL
ELEV 40

ALPHA

ELEV 6

South Apron

WDI

ANEMOMETER

RUN-UP AREA

GP/DME
ELEV 60

RVR

WDI

ANEMOMETER

PAPI
3.5
MEHT
(53.4 FT)

PAPI
5.3
MEHT
(80.6 FT)

ELEV 7

RESA
90 M WIDE
x
90 M LONG

LOC

APRON

SERVICE ROAD

SCALE 1: 8.000

0 100 200 300 400 500 m

CHANGES: STANDS 5 AND 6 MOVED TO NEW COORDINATES

18° 05' 18° 04' 18° 03'

65° 40' 65° 39'

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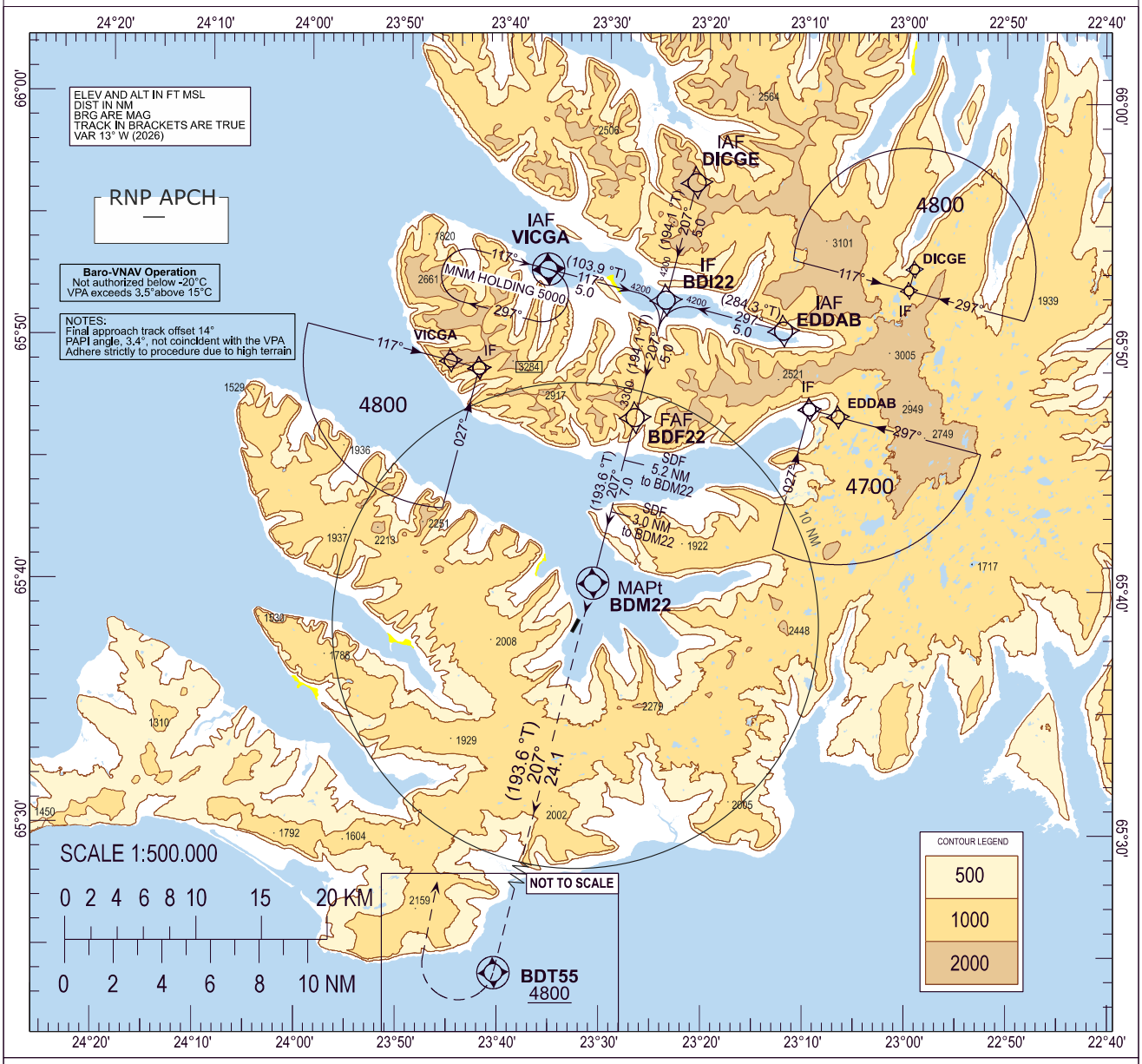
Bildudalur RNP RWY 22

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 25

BILDUDALUR AFIS	119.100
REYKJAVÍK ACC	119.700

BIBD - BILDUDALUR RNP RWY 22

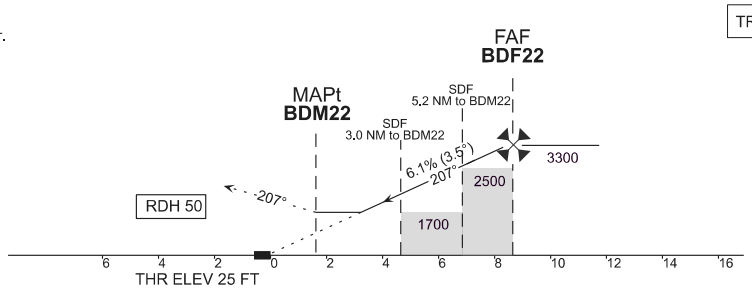


CHANGES : CODING TABLE FIX, EDITORIAL

MISSED APPROACH:
CLIMB ON COURSE 207° TO BDT55, CLIMBING TO 4800 FT.
CONTACT ATC FOR FURTHER CLEARANCE.

RCF:
CLIMB ON COURSE 207° TO BDT55 THEN RIGHT TURN
DIRECT TO VICGA CLIMB TO AND MAINTAIN 5000 FT.

TRANSITION ALT 7000



OCA(H)		A	B	Remarks
LNAV/VNAV	2.5%*	1080 (1055)	1100 (1075)	*MNM MISSED APCH CLIMB GRADIENT
	5.0%*	850 (825)	860 (835)	
LNAV	2.5%*	1280 (1255)	1280 (1255)	
	5.0%*	1070 (1045)	1120 (1095)	
CIRCLING		1800 (1775)	1900 (1875)	Only East of AD

DIST TO MAPt/BDM22	NM	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	FT	3300	2920	2550	2180	1800	1430	1060

Timing not authorized for defining MAP

ft/MIN	kt	80	100	120	140	160
FAF - BDM22 (7.0NM)	MIN:SEC	5:16	4:13	3:31	3:01	2:38
Rate of descent 3.5° (6.1%)	ft/MIN	500	620	750	870	990

BIBD RNP RWY 22
Recommended Coding Table

Serial Number	Path Descriptor	Waypoint Identifier	Fly- over	Course / Track°M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
010	IF	EDDAB	-		+13.0			A4700+			RNP APCH
020	TF	BDI22	-	297 (284.3)	+13.0	5.0	L	A4200+			RNP APCH
010	IF	DICGE	-		+13.0			A4800+			RNP APCH
020	TF	BDI22	-	207 (194.1)	+13.0	5.0		A4200+			RNP APCH
010	IF	VICGA	-		+13.0			A4800+			RNP APCH
020	TF	BDI22	-	117 (103.9)	+13.0	5.0	R	A4200+			RNP APCH
010	IF	BDI22	-		+13.0			A4200+			RNP APCH
020	TF	BDF22	-	207 (194.1)	+13.0	5.0		A3300+		3.50°	RNP APCH
030	TF	BDM22	Y	207 (193.6)	+13.0	7.0				3.50°/ 50	RNP APCH
040	CF	BDT55	Y	207 (193.6)	+13.0	24.1		A4800+			RNP APCH

Waypoint coordinates

Waypoint identifier	Coordinates		Display	
	LAT	*LON*	*LAT*	*LON*
EDDAB	655039.11N	0231221.10W	N 6550.65	W 02312.35
DICGE	655642.28N	0232110.54W	N 6556.70	W 02321.18
VICGA	655304.67N	0233557.80W	N 6553.08	W 02335.96
BDI22	655152.35N	0232408.89W	N 6551.87	W 02324.15
BDF22	654702.35N	0232706.13W	N 6547.04	W 02327.10
BDM22	654013.78N	0233106.06W	N 6540.23	W 02331.10
FTP	653837.86N	0233202.07W	N 6538.63	W 02332.03
BDT55	651650.76N	0234434.23W	N 6516.85	W 02344.57

BIEG AD 2.17 LOFTRÝMI FLUGUMFERÐARÞJÓNUSTU
BIEG AD 2.17 ATS AIRSPACE

1	Heiti og útlínur Designation and lateral limits	Egilsstaðir vallarsvið / Egilsstadir Aerodrome Traffic Zone (ATZ) **Hringur með 10 NM radius með miðju á 651700N 0142405W (ARP BIEG)** / Circle with 10 NM radius centered on 651700N 0142405W (ARP BIEG).
2	Hæðarmörk Vertical limits	Efri mörk / Upper Limit: 3000 FT AMSL Neðri mörk: Jörð / Lower Limit: SFC
3	Flokkun loftrýmis Airspace classification	Flokkur / Class G
4	Kallmerki flugumferðarþjónustu og tungumál ATS unit call sign Language(s)	Egilsstaðir flugradíó / Egilsstaðir information - Enska/English, Íslenska/Icelandic
5	Skiptihæð Transition altitude	7000 FT MSL
6	Gildistími Hours of applicability	H24
7	Athugasemdir Remarks	Koma skal á fjarskiptasambandi áður en komið er inn í vallarsviðið / Establish two waycommunication prior entering the ATZ

BIEG AD 2.18 ATS FJARSKIPTABÚNAÐUR
BIEG AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency and Channel(s)	SATVOICE	Logon address	Hours of operation	Remarks
1	2	3	4	5	6	7
AFIS	Egilsstaðir flugradíó / Egilsstaðir information	119.400 MHZ	NIL	NIL	0700-2300 AFIS Daily Further information in AD 2.3.12	Tíðnin er vöktuð utan þjónustutíma / The frequency is monitored outside operational hours
GND	Egilsstaðir GND	168.600 MHZ	NIL	NIL	0700-2300 Daily Further information in AD 2.3.12	Tíðnin er vöktuð utan þjónustutíma / The frequency is monitored outside operational hours

BIEG AD 2.19 FLUGLEIÐSÖGU- OG AÐFLUGSBÚNAÐUR
BIEG AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, CAT of ILS/MLS (For VOR/ILS/MLS, give VAR)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Service volume radius from GBAS reference Point	Remarks
1	2	3	4	5	6	7	8
NDB	ES	365 KHZ	H24	651418.5N 0142707.3W	—	NIL	Range 50 NM approx Constantly monitored
LOC 03 ILS CAT I (09° W 2021)	IES	109.300 MHZ	H24	651733.0N 0142328.1W	—	NIL	GP 3° LLZ usable only within 10°E and 35°W of centreline Constantly monitored
GP 03 ILS CAT I		332.000 MHZ	H24	651644.8N 0142434.0W	—	NIL	3° RDH 53 FT
DME 03 ILS CAT I	IES	109.300 MHZ (CH30X)	H24	651629.1N 0142423.0W	100 FT	NIL	Freq paired with LLZ Constantly monitored
L	MN	382 KHZ	During AFIS service hours	651808.2N 0142248.3W	—	NIL	Range 15 NM Constantly monitored
NDB	VA	335 KHZ	H24	650634.3N 0143546.1W	—	NIL	Range 50 NM approx unreliable in QDR 090-100 Constantly monitored

BIEG AD 2.20 SVÆÐISBUNDNAR UMFERÐARREGLUR FLUGVALLAR
BIEG AD 2.20 LOCAL AERODROME 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 æfingaflugs

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

Flughlað er viðkvæmt svæði gagnvart blæstri hreyfla. Þrýstiloftshætta er til staðar við og nærri flugstöðvarbyggingu. Aðgát skal sýna við ræsingu hreyfla vegna hættu af þotublæstri, notið lágmarksþrýsting á stæðum.

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 flugvélina 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.

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

Apron is a sensitive area for jet blast. Jet blast hazard is at and near terminal building. Show caution during engine startup due to jet blast hazard, use minimum thrust on apron stands.

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.

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.

3. Hreyfilprófanir ekki heimilaðar á flughlaði, óskið eftir undanþágu frá flugumferðarþjónusta.

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.

3. Engine tests are not permitted on the apron, an exemption may be requested from ATS.

BIEG AD 2.22 FLUGAÐFERÐIR
BIEG AD 2.22 FLIGHT PROCEDURES

2.22.1 Almennt

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.

2.22.1 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 miðlínu 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 álftir eru einu fuglar sem eitthvað kveður að við völlinn og eru nokkuð samstíga í tímasetningum. Eini munurinn er að álftin 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 hólmum Lagarfljóts norðan brautar.

Gæsin er mikið á túnum 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 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

Husavik RNP RWY 02 Instrument Approach Chart - ICAO

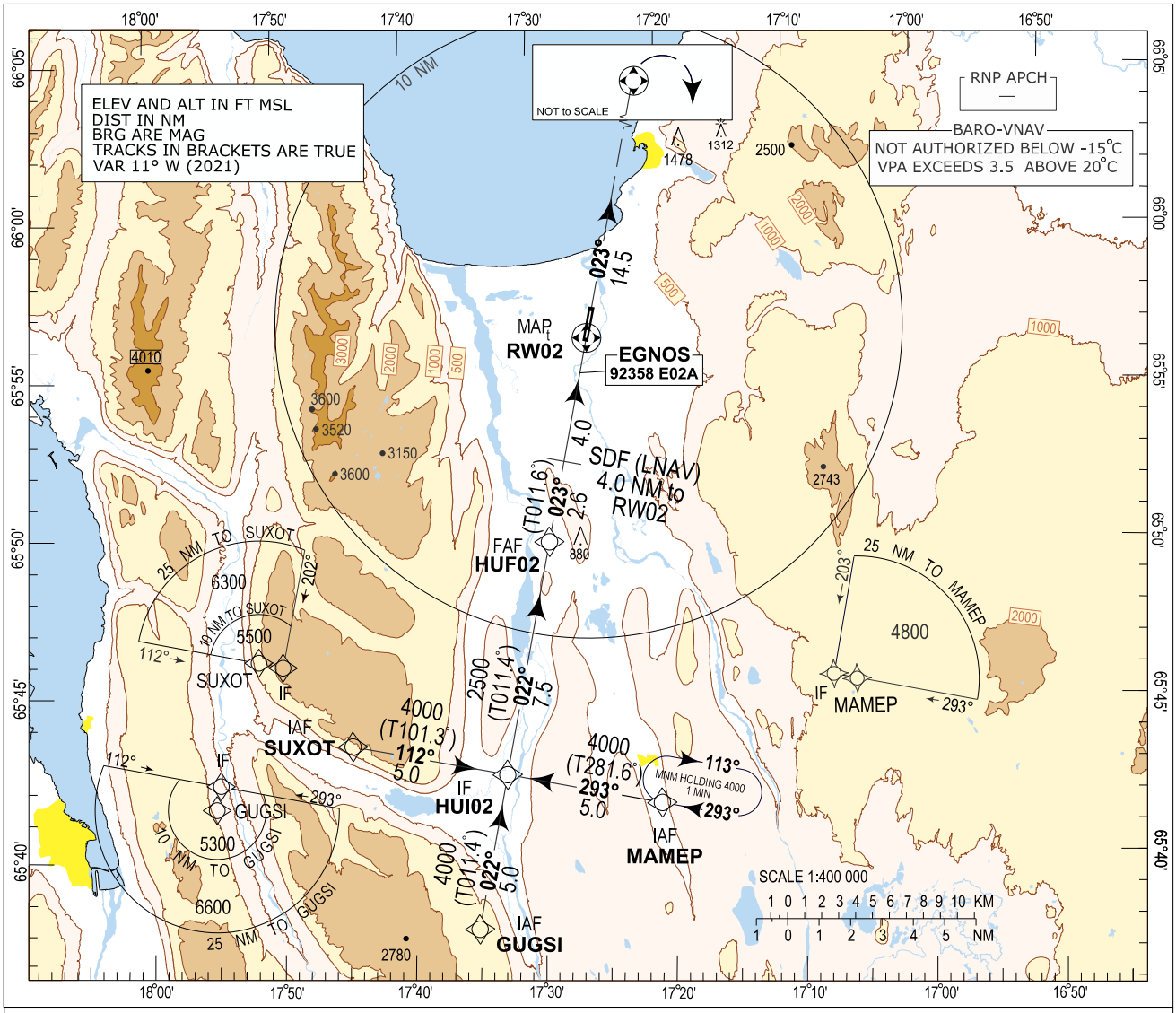
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 50

HUSAVIK AFIS	119.200
REYKJAVIK ACC	119.700/ 126.750

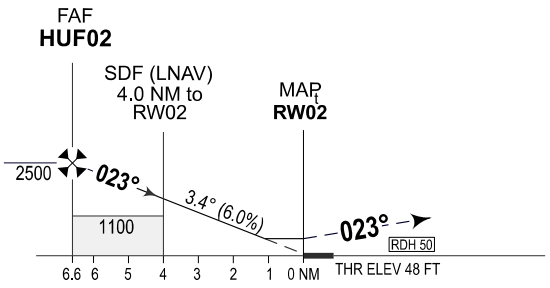
BIHU - HUSAVIK

RNP RWY 02



TRANSITION ALT 7000

MISSED APPROACH:
Climb on track 023° to HUT02, turn right direct MAMEP and hold at 4000.



SCALE 1:400 000

CHANGES: OBST ADDED

OCA (H)	A	B	Remarks
LPV	240 (192)	250 (202)	
LNAV/VNAV	500 (452)	510 (462)	
LNAV	670 (622)	670 (622)	
CIRCLING	670 (620)	670 (620)	ONLY WEST OF AD

DIST to RW02 (NM)	1	2	3	4	5	6
ALT	462	826	1191	1555	1919	2283

Timing not authorized for defining MAPt

GS	kt	80	100	120	140	160	180
HUF02-RW02 (6.6NM)	MIN:SEC	4:57	3:58	3:18	2:50	2:28	2:12
Rate of descent (6.0%)	ft/MIN	485	605	730	850	970	1090

BIHU RNP RWY 02

Recommended Coding Table

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course / Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt/h)	VPA/ TCH	Navigation Specification
010	IF	SUXOT	-		+11.0			A5500+			RNP APCH
020	TF	HUI02	-	112 (101.3)	+11.0	5.0	L	A4000+			RNP APCH
010	IF	GUGSI	-		+11.0			A5300+			RNP APCH
020	TF	HUI02	-	022 (011.4)	+11.0	5.0		A4000+			RNP APCH
010	IF	MAMEP	-		+11.0			A4800+			RNP APCH
020	TF	HUI02	-	293 (281.6)	+11.0	5.0	R	A4000+			RNP APCH
030	TF	HUF02	-	022 (011.4)	+11.0	7.5		A2500+		3.43°	RNP APCH
040	TF	RW02	Y	023 (011.6)	+11.0	6.6				3.43°/ 50	RNP APCH
050	TF	HUT02	Y	023 (011.6)	+11.0	14.5					RNP APCH
060	DF	MAMEP	-		+11.0		R	A4000			RNP APCH
070	HM	MAMEP	Y	293 (281.6)	+11.0		R	A4000			RNP APCH

Waypoint coordinates

Waypoint Identifier	Coordinates		Display	
	LAT	LON	LAT	LON
SUXOT	654354.63N	0174429.94W	N 6543.91	W 01744.50
GUGSI	653802.62N	0173501.81W	N 6538.04	W 01735.03
MAMEP	654155.73N	0172046.71W	N 6541.93	W 01720.78
HUI02	654255.64N	0173237.87W	N 6542.93	W 01732.63
HUF02	655017.00N	0172859.88W	N 6550.28	W 01729.00
RW02	655643.64N	0172546.10W	N 6556.73	W 01725.77
HUT02	661052.28N	0171835.51W	N 6610.87	W 01718.59

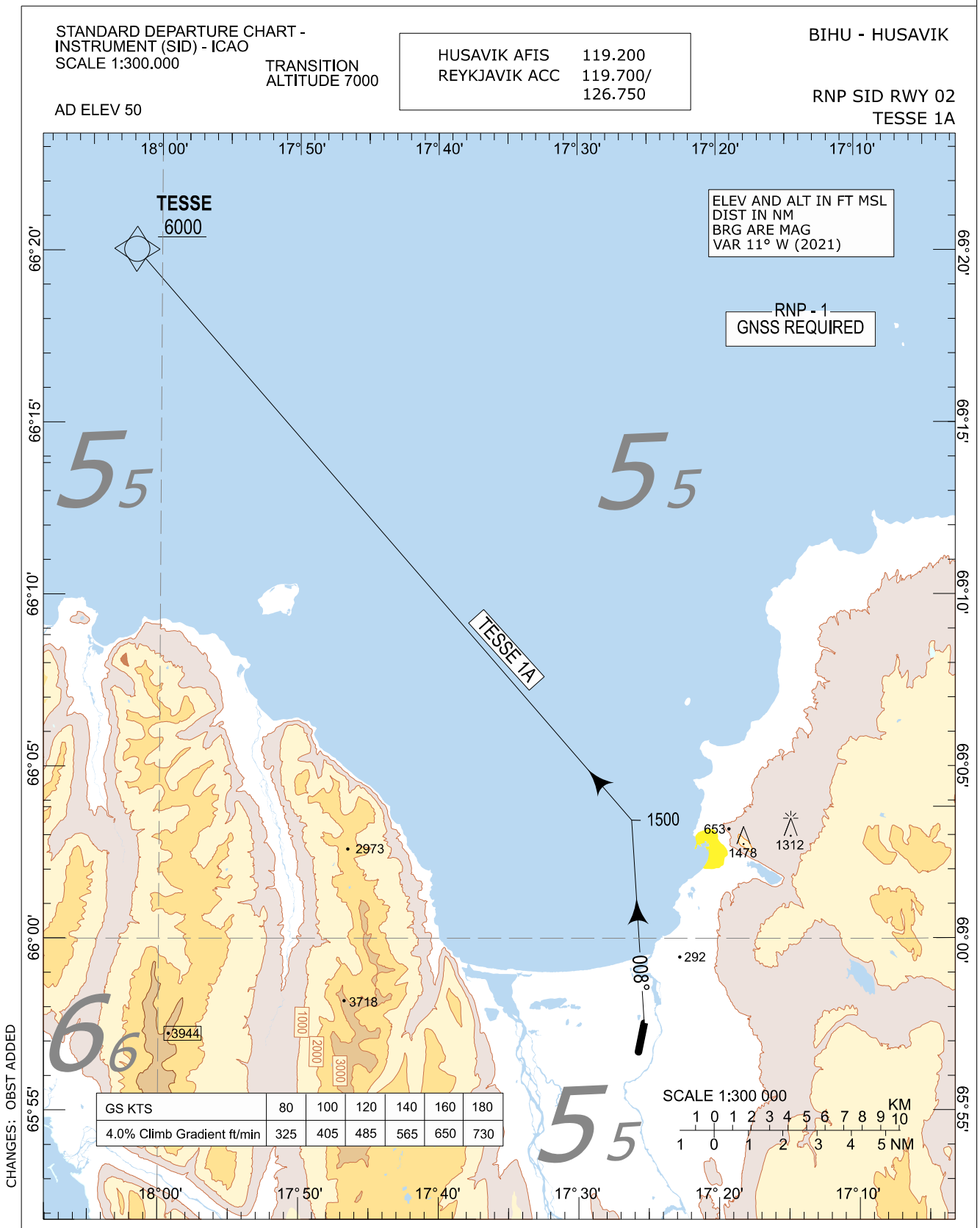
FAS DATA BLOCK

Operation Type	0	**FPAP Latitude**	655734.3115N
SBAS Provider	1	**Delta FPAP Latitude (seconds)**	50.6750
Airport Identifier	BIHU	**FPAP Longitude**	0172520.6140W
Runway	02	**Delta FPAP Longitude (seconds)**	25.4845
Runway Direction	0	**Threshold Crossing Height**	50.0
Approach Performance Designator	0	**TCH Units Selector**	0
Route Indicator	-	**Glidepath Angle (degrees)**	3.43
Reference Path Data Selector	0	**Course Width (meters)**	100.00
Reference Path Identifier	E02A	**Length Offset (meters)**	0
LTP/FTP Latitude	655643.6365N	**HAL (meters)**	40.0
LTP/FTP Longitude	0172546.0985W	**VAL (meters)**	50.0
LTP/FTP Ellipsoidal Height (meters)	79.9	**CRC**	**EB35A7F3**
		EGNOS CHANNEL	**92358 E02A**

Required Additional Data	**ICAO Code**	BI
	LTP/FTP Orthometric Height (meters)	14.5
	FPAP Orthometric Height (meters)	14.5

Note: Published OCA(H) values are obstacle clearance values. Decision heights (DH) below 250 FT shall not be used due to APV approach operation Type A limitations.

HUSAVIK RNP SID RWY 02 - TESSE 1A



Designator	Route	Restrictions	After Take-off	
			Climb to	Contact
TESSE 1A (TESSE ONE ALPHA DEPARTURE)	Climb on course 008° to 1500 FT, left turn direct TESSE	**CAT A and B only** No turn before DER Cross TESSE at 6000ft or above. MNM climb gradient 4.0% i.e. 243 ft/NM is required to 4000ft.	As cleared by ATC	As instructed

BIHU RNP SID RWY 02

Recommended Coding Table

TESSE 1A

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course / Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt/h)	Navigation Specification
010	CA		-	008 (356.6)	+11.0			A1500+		RNP 1
020	DF	TESSE	-		+11.4		L	A6000+		RNP 1

Waypoint coordinates

Waypoint Identifier	Coordinates		Display	
	LAT	LON	LAT	LON
TESSE	662002.78N	0180149.84W	N 6620.05	W 01801.83

BIVM AD 2.10 FLUGVALLARHINDRANIR
BIVM AD 2.10 AERODROME OBSTACLES

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

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

Öryggisvæði og hindranafleti fyrir lendingarstaðinn 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

BIVM AD 2.11 VEITTAR VEÐURUPPLÝSINGAR
BIVM AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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