AIP – ÍSLAND/ICELAND

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AIP AIRAC
A 03/2026
06 FEB 2026

EFFECTIVE 19 MAR 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
Abbreviations	RCL Removed	GEN 2.2
Sunrise / sunset tables	BIIS - Isafjordur - Editorial	GEN 2.7.3.8
List of aeronautical charts available	List updated	GEN 3.2.5
COM services	Routine air-ground communications - RCL Removed	GEN 3.4.3.2.1.2
	RCL before entering the oceanic area - RCL Removed	GEN 3.4.4.9
ENR		
Regional supplementary procedures	Data link mandated airspace - Flights Allowed - FANS 1/A systems detailed	ENR 1.8.2.3.3
	Requirements for Flight Plans on OTS - Note 2 with FL requirements deleted	ENR 1.8.3.1.3.7
	Airborne collision avoidance systems (ACAS) - Paragraph deleted since the rules on ACAS are in accordance with ANNEX 6, Part 1 section 6.19	ENR 1.8.8.4
Area navigation Routes	Y190 to Y194 updated - NAVAIDS replaced with Waypoints	ENR 3.2
Significant Points	WPT AKIGI, BOTOQ, ELLOB, INACO, KEZWO, REKCI, RENIF, THUNE and VESFE added	ENR 4.4
Danger Areas	Danger areas BID-20 to BID-47 withdrawn	ENR 5.1.2
ENR chart- ICAO (FL UNL/GND)	WPT AKIGI, BOTOQ, ELLOB, INACO, KEZWO, REKCI, RENIF, THUNE and VESFE added	ENR 6.1 - 3
AD		
BIAR - Akureyri	Charts related to AD - Chart list updated, new charts	BIAR AD 2.24
	GILTU WPT coordinates corrected and new WPT added	AD 2 BIAR 4 - 1/2
	RNP Z RWY 01 (AR) - New procedure	AD 2 BIAR 6 - 9/10
	RNP Y RWY 01 (AR) - New procedure	AD 2 BIAR 6 - 13/14
	ILS or LOC RWY 19 - New page number	AD 2 BIAR 6 - 17/18
	RNP X RWY 19 - New page number	AD 2 BIAR 6 - 19/20
	RNP Y RWY 19 - New page number	AD 2 BIAR 6 - 21/22
	NDB RWY 19 - New page number	AD 2 BIAR 6 - 23/24
	RNP SID RWY 01 - PERUR 2A, ASKUR 2A - Editorial, Notes, ALT Restriction, Climb gradient table, Designator name	AD 2 BIAR 7 - 1/2
	RNP SID RWY 01 - PERUR 1B, ASKUR 1B - Editorial,Climb gradient table	AD 2 BIAR 7 - 3/4
	RNP SID RWY 19 - ASKUR 1C, JARRI 1C - Editorial,GILTU Coordinates corrected, Climb gradient table	AD 2 BIAR 7 - 11/12
	RNP SID RWY 01 - Recommended Coding Tables - Navigation Specification GNSS removed, PERUR 1A and ASKUR 1A changed to 2A	AD 2 BIAR 7 - 17 /18
	RNP SID RWY 19 - Recommended Coding Tables - Navigation Specification GNSS removed	AD 2 BIAR 7 - 19/20

BIBD - Bildudalur	Operational hours	BIBD AD 2.3.7
	Approach and RWY lighting - APAPI	BIBD AD 2.14.4
	Bildudalur Aerodrome Chart - APAPI ANGLE	AD 2 BIBD 2 - 1
	Bildudalur RNP RWY 22 - Editorial	AD 2 BIBD 6 - 5/6
BIEG - Egilsstadir	Noise abatement procudures - Text regarding authorization for engine tests amended	BIEG AD 2.21
BIGJ - Gjogur	Operational hours	BIGJ AD 2.3.7
BIHN - Hofn Hornafjordur	Surface movement guidance and control system and markings - RWY Markings, Designation missing	BIHN AD 2.9.2
BIIS - Isafjordur	Operational hours	BIIS AD 2.3.7
BIRK - Reykjavik	Aerodrome Chart - Apron names, lights added, editorial	AD 2 BIRK 2 - 1

SUPs - AIP Supplements	
NIL	

AICs - Aeronautical information circulars	
NIL	

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GEN 0.2 - 1	19 FEB 2026	GEN 0.2 - 1	19 MAR 2026
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GEN 2.2 - 26	29 NOV 2024	GEN 2.2 - 26	19 MAR 2026
GEN 2.2 - 27	07 OCT 2021	GEN 2.2 - 27	19 MAR 2026
GEN 2.2 - 28	07 OCT 2021	GEN 2.2 - 28	19 MAR 2026
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GEN 3.4 - 13	17 MAY 2024	GEN 3.4 - 13	19 MAR 2026
GEN 3.4 - 14	17 MAY 2024	GEN 3.4 - 14	19 MAR 2026
ENR		**ENR**	
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ENR 1.8 - 5	20 MAR 2025	ENR 1.8 - 5	19 MAR 2026
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ENR 5.1 - 4	04 SEP 2025		
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AD 2 BIAR 6 - 11	23 JAN 2025	AD 2 BIAR 6 - 11	19 MAR 2026
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AD 2 BIAR 6 - 14	23 JAN 2025	AD 2 BIAR 6 - 14	19 MAR 2026
AD 2 BIAR 6 - 15	27 NOV 2025	AD 2 BIAR 6 - 15	19 MAR 2026
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AD 2 BIEG 1 - 13	19 FEB 2026	AD 2 BIEG 1 - 13	19 MAR 2026
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AD 2 BIGJ 1 - 1	22 JAN 2026	AD 2 BIGJ 1 - 1	19 MAR 2026
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AD 2 BIGJ 1 - 11	16 MAY 2024	AD 2 BIGJ 1 - 11	19 MAR 2026
AD 2 BIGJ 1 - 12	16 MAY 2024	AD 2 BIGJ 1 - 12	19 MAR 2026
AD 2 BIHN 1 - 5	02 OCT 2025	AD 2 BIHN 1 - 5	19 MAR 2026
AD 2 BIHN 1 - 6	02 OCT 2025	AD 2 BIHN 1 - 6	19 MAR 2026
AD 2 BIIS 1 - 1	07 AUG 2025	AD 2 BIIS 1 - 1	19 MAR 2026
AD 2 BIIS 1 - 2	07 AUG 2025	AD 2 BIIS 1 - 2	19 MAR 2026
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VIÐBÆTUR

Nýjar viðbætur

NIL

SUPPLEMENTS

New Supplements

Nýjar viðbætur - utan útgáfu

NIL

New Supplements - outside publication

Viðbætur felldar úr gildi

SUP 12/2025, SUP 18/2025

Supplements hereby cancelled

UPPLÝSINGABRÉF (AIC)

Ný upplýsingabréf

NIL

AIC

New AIC

Ný upplýsingabréf - utan útgáfu

NIL

New AICs - outside publication

Upplýsingabréf felld úr gildi

NIL

AICs hereby cancelled

NOTAM

Efni eftirfarandi NOTAM skeyta birt í útgáfunni:

B0118/25, B0124/25

NOTAM

NOTAM incorporated in this amendment:

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

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

ENDIR / END

GEN 0.2 LISTI YFIR UPPFÆRSLUR FLUGMÁLAHANDBÓKAR

GEN 0.2 RECORD OF AIP AMENDMENTS

Fyrirvarauppfærslur Flugmálahandbókar / AIRAC AIP AMENDMENT			
Nr. / Ár / NR/Year	**Útgáfudagur / Publication date**	**Gildisdagur / Effective Date**	**Sett inn af / Inserted by**
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	
A 03/2026	06 FEB 2026	19 MAR 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	

GEN 0.3 LISTI YFIR VIÐBÆTUR VIÐ FLUGMÁLAHANDBÓK

GEN 0.3 RECORD OF AIP SUPPLEMENTS

Númer/Ár / No/Year	Viðfangsefni / Subject	Viðeigandi hluti/hlutar Flugmálahandbókar / AIP section(s) affected	Gildistími / Period of validity	Fellt úr gildi / Cancellation record
17/2023	Loftrýmishöft - vegna árásar Rússa á Úkraínu Airspace restrictions - due to the Russian invasion of Ukraine	NA	14 NOV 2023 - UFN	
18/2023	Skipulag vegna eldsumbrota við Grindavík / Procedures due to eruption near Grindavík	NA	19 DEC 2023 - 22 DEC 2023	Cancelled 22 DEC 2023
19/2023	Aðaltíðni fyrir almenn flugfjarskipti yfir Grænlandi / The primary general purpose VHF frequency over Greenland	GEN 3.4 ENR 2.1 ENR 2.2 ENR 6.1	01 DEC 2023 - 30 APR 2024	Cancelled 30 APR 2024
01/2024	Tímabundnar hindranir sem standa lengur en þrjá mánuði / Temporary obstacles with duration longer than three months	BIAR AD 2.10 BIRK AD 2.10	26 JAN 2024 - 29 JAN 2024	Replaced with SUP 15/2024 29 JAN 2024
02/2024	Dróni Fiskistofu / Directorate of Fisheries drone	NA	26 JAN 2024 - 17 MAY 2024	Replaced with SUP 08/2024 17 MAY 2024
03/2024	Skipulag vegna eldsumbrota við Grindavík / Procedures due to eruption near Grindavík	NA	14 JAN 2024 - 22 JAN 2024	Cancelled 22 JAN 2024
04/2024	Keflavík (BIKF) – framkvæmdir við stæði 10 / Construction work at stand 10	BIKF AD 2	26 JAN 2024 - 20 MAR 2025	Cancelled 20 MAR 2025
05/2024	Skipulag vegna mögulegra eldsumbrota við Grindavík / Procedures due to possible eruption near Grindavik	NA	05 FEB 2024 - 14 FEB 2024	Cancelled 14 FEB 2024
06/2024	Skipulag vegna Reykjaneselda / Procedures due to Volcanic activity at Reykjanes peninsula	NA	29 FEB 2024 - 30 MAY 2024	Replaced with SUP 11/2024 30 MAY 2024
07/2024	KEFLAVÍK - Framkvæmdir við Austurvæng og flughlaðið / Construction work at East wing and apron	BIKF AD 2	17 MAY 2024 - 21 JUL 2025	Cancelled 21 JUL 2025
08/2024	Dróni Fiskistofu / Directorate of Fisheries drone	NA	17 MAY 2024 - 09 AUG 2024	Replaced with SUP 14/2024 09 AUG 2024
09/2024	Þjóðhátíð í Vestmannaeyjum / Westman Islands festival	BIVM AD 2	11 JUL 2024 - 09 AUG 2024	Cancelled 09 AUG 2024
10/2024	Breyting á svari við RCL-skeyti / Amendment to RCL response messages	NA	23 MAY 2024 - 07 AUG 2025	Cancelled 07 AUG 2025
11/2024	Skipulag vegna Reykjaneselda / Procedures due to Volcanic activity at Reykjanes peninsula	NA	30 MAY 2024 - 12 FEB 2025	Replaced with SUP 02/2025 12 FEB 2025
12/2024	Viðhaldsframkvæmdir á akbraut E-1 og útgáfa auka viðmiðunarvegalengda / Maintenance on TWY E-1 and publishing of additional declared distances	BIKF AD 2	13 JUN 2024 - 13 JUN 2024	Replaced with SUP 13/2024 13 JUN 2024
13/2024	BIKF Keflavík - Viðhaldsframkvæmdir á akbraut E-1 og útgáfa auka viðmiðunarvegalengda / Maintenance on TWY E-1 and publishing of additional declared distances	BIKF AD 2	13 JUN 2024 - 04 OCT 2024	Cancelled 04 OCT 2024

14/2024	Dróni Fiskistofu / Directorate of Fisheries drone	NA	09 AUG 2024 - 29 NOV 2024	Replaced with SUP 16/2024 29 NOV 2024
15/2024	Tímabundnar hindranir sem standa lengur en þrjá mánuði / Temporary obstacles with duration longer than three months	BIAR AD 2.10 BIRK AD 2.10	29 NOV 2024 - 17 APR 2025	Replaced with SUP 04/2025 17 APR 2025
16/2024	Dróni Fiskistofu / Directorate of Fisheries drone	NA	29 NOV 2024 - UFN	Cancelled 07 AUG 2025
01/2025	Framkvæmdir á flugbraut 10/28 á Keflavíkurflugvelli / Construction work on RWY 10/28 at Keflavik Airport	BIKF AD 2	24 JAN 2025 - UFN	Cancelled 17 APR 2025
02/2025	Skipulag vegna Reykjaneselda / Procedures due to Volcanic activity at Reykjanes peninsula	NA	12 FEB 2025 - 18 JUN 2025	Replaced with SUP 13/2025 18 JUN 2025
03/2025	Dróni á vegum bandaríska flughersins / US Airforce UAV	NA	17 APR 2025 - UFN	Cancelled 12 JUN 2025
04/2025	Tímabundnar hindranir sem standa lengur en þrjá mánuði / Temporary obstacles with duration longer than three months	BIAR AD 2.10 BIRK AD 2.10	17 APR 2025 - 15 MAY 2025	Replaced with SUP 08/2025 05 MAR 2025
05/2025	Tímabundið hættusvæði BGD522 / Temporary Danger Area BGD522	ENR 5.1	21 FEB 2025 - 05 MAR 2025	Replaced with SUP 07/2025 05 MAR 2025
06/2025	Tré í hindranfleti flugvallar / Trees in Obstacle Limitation surfaces	BIRK AD 2	28 FEB 2025 - MAY 2025	Replaced with SUP 11/2025 12 JUN 2025
07/2025	Tímabundið hættusvæði BGD522 / Temporary Danger Area BGD522	ENR 5.1	05 MAR 2025 - APR 2025	Cancelled 12 AUG 2025
08/2025	Tímabundnar hindranir sem standa lengur en þrjá mánuði / Temporary obstacles with duration longer than three months	BIRK AD 2.10	15 MAY 2025 - 12 JUN 2025	Replaced with SUP 09/2025 12 JUN 2025
09/2025	Tímabundnar hindranir sem standa lengur en þrjá mánuði / Temporary obstacles with duration longer than three months	BIRK AD 2.10	12 JUN 2025 - 30 OCT 2025	Replaced with SUP 15/2025 30 OCT 2025
10/2025	BIAR – Nýir RNP AR aðflugsferlar fyrir Akureyrarflugvöll / New RNP AR procedures for Akureyri airport	BIAR AD 2	12 JUN 2025 - 12 JUN 2025	Replaced with SUP 12/2025 12 JUN 2025
11/2025	Tré í hindranfleti flugvallar / Trees in Obstacle Limitation surfaces	BIRK AD 2	12 JUN 2025 - UFN	
12/2025	BIAR - Nýr RNP AR aðflugferill fyrir Akureyrarflugvöll / BIAR – New RNP AR procedures for Akureyri airport	BIAR AD 2	12 JUN 2025 - 19 MAR 2026	Cancelled 19 MAR 2026
13/2025	Skipulag vegna Reykjaneselda / Procedures due to Volcanic activity at Reykjanes peninsula	NA	18 JUN 2025 - UFN	
14/2025	Þjóðhátíð í Vestmannaeyjum / Westman Islands festival	BIVM AD 2	03 JUL 2025 - 30 OCT 2025	Cancelled 30 OCT 2025
15/2025	Tímabundnar hindranir sem standa lengur en þrjá mánuði / Temporary obstacles with duration longer than three months	NA	30 OCT 2025 - 22 JAN 2026	Replaced with SUP 01/2026 22 JAN 2026

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 - 19 MAR 2026	Cancelled 19 MAR 2026
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
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0.2 - 2	19 MAR 2026	1.7 - 18	12 AUG 2022	2.2 - 14	25 MAR 2021
0.3 - 1	19 MAR 2026	1.7 - 19	12 AUG 2022	2.2 - 15	29 NOV 2024
0.3 - 2	19 MAR 2026	1.7 - 20	12 AUG 2022	2.2 - 16	29 NOV 2024
0.3 - 3	19 MAR 2026	1.7 - 21	12 AUG 2022	2.2 - 17	05 OCT 2023
0.3 - 4	19 MAR 2026	1.7 - 22	12 AUG 2022	2.2 - 18	05 OCT 2023
0.4 - 1	19 MAR 2026	1.7 - 23	17 MAY 2024	2.2 - 19	21 MAR 2024
0.4 - 2	19 MAR 2026	1.7 - 24	17 MAY 2024	2.2 - 20	21 MAR 2024
0.4 - 3	19 MAR 2026	1.7 - 25	12 AUG 2022	2.2 - 21	25 MAR 2021
0.4 - 4	19 MAR 2026	1.7 - 26	12 AUG 2022	2.2 - 22	25 MAR 2021
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0.4 - 7	19 MAR 2026	1.7 - 29	12 AUG 2022	2.2 - 25	19 MAR 2026
0.4 - 8	19 MAR 2026	1.7 - 30	12 AUG 2022	2.2 - 26	19 MAR 2026
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AD 2 BIEG 1 - 14	19 MAR 2026	AD 2 BIGR 1 - 2	17 APR 2025	AD 2 BIHN 1 - 6	19 MAR 2026
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AD 2 BIEG 6 - 3	18 MAY 2023	AD 2 BIGR 3 - 1	18 JUN 2021	AD 2 BIHN 4 - 1	18 JUN 2021
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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
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AD 2 BIGJ 1 - 2	19 MAR 2026	AD 2 BIHU 1 - 4	02 OCT 2025	AD 2 BIIS 1 - 6	02 OCT 2025
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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
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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	19 MAR 2026	AD 2 BIHU 1 - 13	02 OCT 2025	AD 2 BIIS 1 - 15	07 AUG 2025
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AD 2 BIGJ 2 - 2	22 JAN 2026	AD 2 BIHU 3 - 2	18 JUN 2021	AD 2 BIIS 2 - 2	07 AUG 2025
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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
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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
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AD 2 BIKF 1 - 4	15 MAY 2025	AD 2 BIKF 5 - 8	12 JUL 2024	AD 2 BIKF 7 - 10	03 OCT 2024
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AD 2 BIKF 1 - 6	24 MAR 2023	AD 2 BIKF 5 - 10	12 JUL 2024	AD 2 BIKF 7 - 12	03 OCT 2024
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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
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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
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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
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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
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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
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AD 2 LANDING STRIPS

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AD 2 BIHZ 2 - 1	18 JUN 2021
AD 2 BIHZ 2 - 2	18 JUN 2021
AD 2 BIHI 1 - 1	18 JUN 2021
AD 2 BIHI 1 - 2	18 JUN 2021
AD 2 BIHI 1 - 3	02 OCT 2025
AD 2 BIHI 1 - 4	02 OCT 2025
AD 2 BIHI 1 - 5	02 OCT 2025
AD 2 BIHI 1 - 6	02 OCT 2025
AD 2 BIHI 2 - 1	18 JUN 2021
AD 2 BIHI 2 - 2	18 JUN 2021
AD 2 BIKA 1 - 1	02 OCT 2025
AD 2 BIKA 1 - 2	02 OCT 2025
AD 2 BIKA 1 - 3	02 OCT 2025
AD 2 BIKA 1 - 4	02 OCT 2025
AD 2 BIKA 2 - 1	18 JUN 2021
AD 2 BIKA 2 - 2	18 JUN 2021
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AD 2 BIKE 1 - 2	02 OCT 2025
AD 2 BIKE 1 - 3	02 OCT 2025
AD 2 BIKE 1 - 4	02 OCT 2025
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AD 2 BIKE 1 - 6	01 DEC 2023
AD 2 BIKE 2 - 1	18 JUN 2021
AD 2 BIKE 2 - 2	18 JUN 2021
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AD 2 BIKL 1 - 4	02 OCT 2025
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AD 2 BIKP 2 - 2	18 JUN 2021
AD 2 BIMM 1 - 1	18 JUN 2021
AD 2 BIMM 1 - 2	18 JUN 2021
AD 2 BIMM 1 - 3	02 OCT 2025
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AD 2 BIMM 2 - 2	18 JUN 2021
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AD 2 BIMK 1 - 2	18 JUN 2021
AD 2 BIMK 1 - 3	02 OCT 2025
AD 2 BIMK 1 - 4	02 OCT 2025
AD 2 BIMK 1 - 5	02 OCT 2025
AD 2 BIMK 1 - 6	02 OCT 2025
AD 2 BIMK 2 - 1	18 JUN 2021
AD 2 BIMK 2 - 2	18 JUN 2021
AD 2 BINF 1 - 1	23 MAR 2023
AD 2 BINF 1 - 2	23 MAR 2023
AD 2 BINF 1 - 3	02 OCT 2025
AD 2 BINF 1 - 4	02 OCT 2025
AD 2 BINF 1 - 5	27 NOV 2025
AD 2 BINF 1 - 6	27 NOV 2025
AD 2 BINF 1 - 7	30 NOV 2023
AD 2 BINF 1 - 8	30 NOV 2023
AD 2 BINF 1 - 9	02 OCT 2025

AD 2 BINF 1 - 10	02 OCT 2025
AD 2 BINF 2 - 1	13 AUG 2021
AD 2 BINF 2 - 2	13 AUG 2021
AD 2 BINF 2 - 3	13 AUG 2021
AD 2 BINF 2 - 4	13 AUG 2021
AD 2 BIND 1 - 1	18 JUN 2021
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AD 2 BIRE 1 - 1	04 SEP 2025
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AD 2 BIRL 1 - 6	12 JUN 2025
AD 2 BIRL 1 - 7	02 OCT 2025
AD 2 BIRL 1 - 8	02 OCT 2025
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AD 2 BIRL 2 - 2	25 MAR 2021
AD 2 BIRS 1 - 1	04 SEP 2025
AD 2 BIRS 1 - 2	04 SEP 2025
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AD 2 BIRS 1 - 4	02 OCT 2025
AD 2 BIRS 1 - 5	02 OCT 2025
AD 2 BIRS 1 - 6	02 OCT 2025
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AD 2 BIRS 2 - 2	18 JUN 2021
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AD 2 BIRF 1 - 2	27 JAN 2022
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AD 2 BIRF 1 - 4	02 OCT 2025
AD 2 BIRF 1 - 5	07 AUG 2025
AD 2 BIRF 1 - 6	07 AUG 2025
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AD 2 BISA 1 - 4	25 MAR 2021
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AD 2 BISK 1 - 1	18 JUN 2021
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AD 2 BISK 1 - 4	02 OCT 2025
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AD 2 BIMS 1 - 6	02 OCT 2025
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AD 2 BIMS 2 - 2	18 JUN 2021
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AD 2 BIVI 1 - 6	02 OCT 2025
AD 2 BIVI 2 - 1	18 JUN 2021
AD 2 BIVI 2 - 2	18 JUN 2021
AD 2 BITE 1 - 1	07 AUG 2025
AD 2 BITE 1 - 2	07 AUG 2025
AD 2 BITE 1 - 3	02 OCT 2025
AD 2 BITE 1 - 4	02 OCT 2025
AD 2 BITE 1 - 5	04 SEP 2025
AD 2 BITE 1 - 6	04 SEP 2025
AD 2 BITE 1 - 7	02 OCT 2025
AD 2 BITE 1 - 8	02 OCT 2025
AD 2 BITE 2 - 1	18 JUN 2021
AD 2 BITE 2 - 2	18 JUN 2021
AD 2 BITM 1 - 1	02 OCT 2025
AD 2 BITM 1 - 2	02 OCT 2025
AD 2 BITM 1 - 3	02 OCT 2025
AD 2 BITM 1 - 4	02 OCT 2025
AD 2 BITM 2 - 1	18 JUN 2021
AD 2 BITM 2 - 2	18 JUN 2021

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

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

RIF	Reclearance in flight
RIME	† Rime (used in aerodrome warnings)
RITE	Right (direction of turn)
RL	Report leaving
RLA	Relay to
RLCE	Request level change en route
RLLS	Runway lead-in lighting system
RLNA	Requested level not available
RMK	Remark
RNAV	† Area navigation (to be pronounced “AR-NAV”)
RNG	Radio range
RNP	‡ Required navigation performance
ROBEX	† Regional OPMET bulletin exchange (scheme)
ROC	Rate of climb
ROD	Rate of descent
ROFOR	Route forecast (in aeronautical meteorological code)
RON	Receiving only
ROT	Runway Occupancy Time*
RPDS	Reference path data selector
RPI	‡ Radar position indicator
RPL	Repetitive flight plan
RPLC	Replace or replaced
RPS	Radar position symbol
RPT	Repeat or I repeat
RQ	Request
RQMNTS	Requirements
RQP	Request flight plan (message type indicator)
RQS	Request supplementary flight plan (message type indicator)
RR	Report reaching
RRA	(or RRB, RRC... etc., in sequence) Delayed meteorological message (message type designator)
RSC	Rescue sub-centre
RSCD	Runway surface condition
RSP	Responder beacon
RSP	‡ Required surveillance performance
RSR	En-route surveillance radar
RSS	Root sum square
RTD	Delayed (used to indicate delayed meteorological message; message type designator)
RTE	Route
RTF	Radiotelephone
RTG	Radiotelegraph
RTHL	Runway threshold light(s)
RTN	Return or returned or returning
RTODAH	Rejected take-off distance available, helicopter
RTS	Return to service
RTT	Radioteletypewriter
RTZL	Runway touchdown zone light(s)
RUT	Standard regional route transmitting frequencies
RV	Rescue vessel
RVA	Radar vectoring area
RVR	‡ Runway visual range
RVSM	‡ Reduced vertical separation minimum [300 m (1 000 ft) between FL 290 and FL 410]
RWY	Runway

S	
S...	State of the sea (followed by figures in METAR/SPECI)
SA	Sand
SA	Dust-storm, sand-storm, rising dust or rising sand*
SALS	Simple approach lighting system
SAN	Sanitary
SAP	As soon as possible*
SAR	Search and rescue
SARPS	Standards and Recommended Practices (ICAO)
SAT	Saturday
SATCOM	† Satellite communication (used only when referring generally to both voice and data satellite communication or only data satellite communication)
SATVOICE	† Satellite voice communication
SB	South bound
SBAS	† Satellite-based augmentation system (to be pronounced “ESS-BAS”)
SC	Stratocumulus
SCT	Scattered
SDBY	Stand by
SDF	Step down fix
SE	South-east
SEA	Sea (used in connection with sea-surface temperature and state of the sea)
SEB	South-eastbound
SEC	Seconds
SECN	Section
SECT	Sector
SELCAL	† Selective calling system
SEP	September
SER	Service or servicing or served
SEV	Severe (used e.g. to qualify icing and turbulence reports)
SFC	Surface
SG	Snow grains
SGL	Signal
SH...	Shower (followed by RA = rain, SN = snow, PL = ice pellets, GR = hail, GS = small hail and/or snow pellets or combinations thereof, e.g. SHRASN = showers of rain and snow)
SHF	Super high frequency (3 000 to 30 000 MHz)
SI	International system of units
SID	† Standard instrument departure
SIF	Selective identification feature
SIG	Significant
SIGMET	† Information concerning en-route weather and other phenomena in the atmosphere that may affect the safety of aircraft operations
SIGWX	Significant weather*
SIMUL	Simultaneous or simultaneously
SIWL	Single isolated wheel load
SKC	Sky clear*
SKED	Schedule or scheduled
SLOP	Strategic Lateral Offset Procedure*
SLW	Slow
SMC	Surface movement control
SMR	Surface movement radar
SN	Snow

SNOWTAM	† A special series NOTAM given in a standard format providing a surface condition report notifying the presence or cessation of hazardous conditions due to snow, ice, slush, frost, standing water or water associated with snow, slush, ice or frost on the movement area
SNSH	Snow showers*
SOC	Start of climb
SPECI	† Aerodrome special meteorological report (in meteorological code)
SPECIAL	† Local special meteorological report (in abbreviated plain language)
SPI	Special position indicator
SPL	Supplementary flight plan (message type designator)
SPOC	SAR point of contact
SPOT	† Spot wind
SQ	Squall
SQL	Squall line
SR	Sunrise
SRA	Surveillance radar approach
SRE	Surveillance radar element of precision approach radar system
SRG	Short range
SRR	Search and rescue region
SRY	Secondary
SS	Sandstorm
SS	Sunset
SSB	Single sideband
SSE	South-south-east
SSR	‡ Secondary surveillance radar
SST	Supersonic transport
SSW	South-south-west
ST	Stratus
STA	Straight-in approach
STAR	† Standard instrument arrival
STD	Standard
STF	Stratiform
STN	Station
STNR	Stationary
STOL	Short take-off and landing
STS	Status
STWL	Stopway light(s)
SUBJ	Subject to
SUN	Sunday
SUP	Supplement (AIP supplement)
SUPPS	Regional supplementary procedures
SVC	Service (message type only)
SVCBL	Serviceable
SW	South-west
SWB	South-westbound
SWC	Significant Weather Chart*
SWX	Space weather
SWXC	Space weather centre
SWY	Stopway

T	
T	Temperature
T	True (preceded by a bearing to indicate reference to True North (...T))
TA	Traffic advisory
TA	Transition altitude
TA/H	Turn at an altitude/height
TAA	Terminal Arrival Altitude
TACAN	† UHF tactical air navigation aid
TAF	† Aerodrome forecast (in meteorological code)
TAIL	† Tail wind
TAR	Terminal area surveillance radar
TAS	True airspeed
TAX	Taxiing or taxi
TC	Tropical cyclone
TCAC	Tropical cyclone advisory centre
TCAS RA	† Traffic alert and collision avoidance system resolution advisory (to be pronounced “TEE-CAS-AR-AY”)
TCH	Threshold Crossing Height
TCU	Towering cumulus
TDO	Tornado
TDZ	Touchdown zone
TECR	Technical reason
TEL	Telephone
TEMPO	† Temporary or temporarily
TEND	Trend or tending to*
TF	Track to fix
TFC	Traffic
TGL	Touch-and-go landing
TGS	Taxiing guidance system
THR	Threshold
THRU	Through
THU	Thursday
TIBA	† Traffic information broadcast by aircraft
TIL	† Until
TIP...	Until past (followed by place)
TIZ	Traffic information zone*
TKOF	Take off
TL...	Till (followed by time by which weather change is forecast to end)
TLOF	Touchdown and lift-off area
TMA	‡ Terminal control area
TN...	Minimum temperature (followed by figures in TAF)
TNA	Turn altitude
TNC	Terminal Navigation Charge*
TNH	Turn height
TO...	To (followed by place)
TOC	Top of climb
TODA	Take-off distance available
TODAH	Take-off distance available, helicopter
TOP	† Cloud top
TORA	Take-off run available
TOX	Toxic
TP	Turning point
TR	Track

TRA	Temporary Reserved Area
TRANS	Transmits or transmitter
TREND	† Trend forecast
TRG	Training
TRL	Transition level
TROP	Tropopause
TS	Thunderstorm (in aerodrome reports and forecasts, TS used alone means thunder heard but no precipitation at the aerodrome)
TS...	Thunderstorm (followed by RA = rain, SN = snow, PL = ice pellets, GR = hail, GS = small hail and/or snow pellets or combinations thereof, e.g. TSRASN = thunderstorm with rain and snow)
TSA	Temporary Segregated Area*
TSGR	Thunderstorm with hail*
TSSA	Thunderstorm with duststorm or sandstorm*
TSUNAMI	† Tsunami (used in aerodrome warnings)
TT	Teletype-writer
TUE	Tuesday
TURB	Turbulence
T-VASIS	† T visual approach slope indicator system (to be pronounced “TEE-VASIS”)
TVOR	Terminal VOR
TWIL	Twilight*
TWR	Aerodrome control tower or aerodrome control
TWY	Taxiway
TWYL	Taxiway-link*
TX...	Maximum temperature (followed by figures in TAF)
TXL	Taxilane
TXT	Text (when the abbreviation is used to request a repetition, the question mark (IMI) precedes the abbreviation, e.g. IMI TXT) (to be used in AFS as a procedure signal)
TYP	Type of aircraft
TYPH	Typhoon

U	
U	Upward (tendency in RVR during previous 10 minutes)
UA	Unmanned aircraft
UAB	Until advised by...
UAC	Upper area control centre
UAR	Upper air route
UAS	Unmanned aircraft system
UDF	Ultra high frequency direction-finding station
UFN	Until further notice
UHDT	Unable higher due traffic
UHF	‡ Ultra high frequency (300 to 3000 MHz)
UIC	Upper information centre
UIR	‡ Upper flight information region
ULM	Ultra light motorized aircraft
ULR	Ultra long range
UNA	Unable
UNAP	Unable to approve
UNL	Unlimited
UNREL	Unreliable
UP	Unidentified precipitation (used in automated METAR/SPECI)
U/S	Unserviceable
UTA	Upper control area
UTC	‡ Coordinated universal time

V	
V	Variations from the mean wind direction (preceded and followed by figures in METAR/SPECI (...V...), e.g. 350V070)
VA	Heading to an altitude
VA	Volcanic ash
VAAC	Volcanic ash advisory centre
VAC...	Visual approach chart (followed by name/title)
VAL	In valleys
VAL	Visual approach and landing chart*
VAN	Runway control van
VAR	Magnetic variation
VAR	Visual-aural radio range
VASIS	Visual approach slope indicator system
VC...	Vicinity of the aerodrome (followed by FG = fog, FC = funnel cloud, SH = shower, PO = dust/sand whirls, BLDU = blowing dust, BLSA = blowing sand, BLSN = blowing snow, DS = duststorm, SS = sandstorm, TS = thunderstorm or VA = volcanic ash, e.g. VCFG = vicinity fog)
VCY	Vicinity
VDF	Very high frequency direction-finding station
VER	Vertical
VFR	‡ Visual flight rules
VHF	‡ Very high frequency (30 to 300 MHz)
VI	Heading to an intercept
VIA	By way of...*
VIO	Heavy (used to qualify interference or static reports)*
VIP	‡ Very important person
VIS	Visibility
VLF	Very low frequency (3 to 30 kHz)
VLR	Very long range
VM	Heading to a manual termination
VMC	‡ Visual meteorological conditions
VNAV	† Vertical navigation (to be pronounced “VEE-NAV”)
VOL...	Volume (followed by I, II...)
VOLMET	† Meteorological information for aircraft in flight
VOR	‡ VHF omnidirectional radio range
VORTAC	† VOR and TACAN combination
VOT	VOR airborne equipment test facility
VPA	Vertical path angle
VPT	Visual manoeuvre with prescribed track
VRB	Variable
VSA	By visual reference to the ground
VSP	Vertical speed
VTF	Vector to final
VTOL	Vertical take-off and landing
VV...	Vertical visibility (followed by figures in METAR/SPECI and TAF)
VVV	Retransmit this message to all addressees mentioned in the line-following-the-heading, as though it had been filed locally at your centre (group used in a diversion indicator)*
VVV..VVV	Marking or test transmission (sent in a series)*

W	
W	West or western longitude
W	White
W...	Sea-surface temperature (followed by figures in METAR/SPECI)
WA	Word after... *
WAAS	† Wide area augmentation system
WAC...	World Aeronautical Chart - ICAO 1:1 000 000 (followed by name/title)
WAFC	World area forecast centre
WAFS	World area forecast system*
WB	Westbound
WBAR	Wing bar lights
WD	Words or groups*
WDI	Wind direction indicator
WDSPR	Widespread
WED	Wednesday
WEF	With effect from or effective from
WGS-84	World Geodetic System — 1984
WHI	White*
WI	Within
WID	Width or wide
WIE	With immediate effect or effective immediately
WILCO	† Will comply
WIND	Wind
WIP	Work in progress
WKN	Weaken or weakening
WNW	West-north-west
WO	Without
WPT	Way-point
WRNG	Warning
WS	Wind shear
WSPD	Wind speed
WSW	West-south-west
WT	Weight
WTSPT	Waterspout
WWW	Worldwide web
WX	Weather
WXR	Weather radar

X	
X	Cross
XBAR	Crossbar (of approach lighting system)
XNG	Crossing
XS	Atmospherics
XX	Heavy (used to qualify weather phenomena such as rain, e.g. heavy rain = XXRA)*

Y	
Y	Yellow
YCZ	Yellow caution zone (runway lighting)
YD	Yards*
YES	Yes (affirmative) (to be used in AFS as a procedure signal)
YR	Your

Z	
Z	Coordinated Universal Time (in meteorological messages)

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GEN 2.7.3.8 BIIS - Ísafjörður

Hnattstaða flugvallar:

GEN 2.7.3.8 BIIS - Isafjordur

ARP coordinates:

6603N 02308W

Dagur	Birting	Sólar-upprás	Sól-setur	Myrkur		Dagur	Birting	Sólar-upprás	Sól-setur	Myrkur		Dagur	Birting	Sólar-upprás	Sól-setur	Myrkur
Date	TWIL from	SR	SS	TWIL to		Date	TWIL from	SR	SS	TWIL to		Date	TWIL from	SR	SS	TWIL to
JAN						MAY						SEP				
1	1026	1201	1511	1646		4	0307	0437	2224	2358		1	0508	0607	2056	2154
5	1023	1153	1523	1653		8	0234	0421	2240	0033		5	0524	0062	0204	2136
9	1018	1143	1536	1702		12	----	0405	2255	----		9	0538	0633	2025	2119
13	1011	1132	1551	1711		16	----	0349	2312	----		13	0552	0646	2009	2102
17	1004	0112	1606	1722		20	----	0333	2329	----		17	0606	0658	1954	2046
21	0955	1107	1621	1733		24	----	0317	2346	----		21	0619	0711	1938	0203
25	0945	1054	1637	1745		28	----	0300	0004	----		25	0633	0724	1923	2014
29	0935	0104	1652	1757								29	0645	0736	1908	1958
FEB						JUN						OCT				
2	0924	1026	1707	1810		1	----	0242	0023	----		3	0658	0749	1852	1943
6	0912	1012	1723	1822		5	----	0223	0044	----		7	0711	0802	1837	1928
10	0009	0957	1738	1835		9	----	0200	0111	----		11	0724	0815	1822	1913
14	0847	0942	1752	1848		13	----	----	----	----		15	0736	0828	1807	1859
18	0833	0928	1807	1901		17	----	----	----	----		19	0749	0842	1752	1845
22	0082	0913	1821	1914		21	----	----	----	----		23	0801	0856	1737	1831
26	0806	0858	1835	1927		25	----	----	----	----		27	0814	0910	1722	1818
						29	----	----	----	----		31	0826	0924	1707	1805
MAR						JUL						NOV				
1	0754	0845	1846	1938		3	----	0200	0107	----		4	0839	0939	1653	1752
5	0739	0083	1859	1951		7	----	0226	0044	----		8	0851	0953	1638	1740
9	0724	0815	1913	2004		11	----	0247	0025	----		12	0904	1008	1624	1729
13	0709	0008	1926	2017		15	----	0305	0008	----		16	0916	1024	0161	1718
17	0654	0744	1939	2030		19	----	0323	2351	----		20	0927	1039	1557	1708
21	0638	0729	1952	2044		23	----	0034	2334	----		24	0938	1054	1544	1659
25	0622	0714	2005	2057		27	----	0357	2318	----		28	0949	1109	1532	1652
29	0605	0658	2018	2112		31	----	0413	2302	----						
APR						AUG						DEC				
2	0549	0643	2032	2126		4	0235	0428	2246	0033		2	0958	1123	1520	1645
6	0532	0627	2045	2141		8	0031	0443	0223	0024		6	1007	1137	1510	1640
10	0514	0612	2058	2157		12	0336	0458	2214	2334		10	1014	1149	1502	1636
14	0456	0556	2112	2213		16	0358	0512	2159	2312		14	1020	1158	1456	1634
18	0437	0054	2126	2230		20	0417	0526	2143	2251		18	1025	1205	1453	1633
22	0417	0525	2140	2249		24	0436	0054	2127	2231		22	1027	1208	1454	1635
26	0356	0509	2154	2309		28	0452	0554	2112	2212		26	1028	1208	1458	1638
30	0333	0453	2209	2331								30	1027	1204	1506	1643

GEN 2.7.3.9 BIKF - Keflavík

Hnattstaða flugvallar:

GEN 2.7.3.9 BIKF - Keflavik

ARP coordinates:

6359N 02236W

Dagur	Birting	Sólar-upprás	Sól-setur	Myrkur		Dagur	Birting	Sólar-upprás	Sól-setur	Myrkur		Dagur	Birting	Sólar-upprás	Sól-setur	Myrkur
Date	TWIL from	SR	SS	TWIL to		Date	TWIL from	SR	SS	TWIL to		Date	TWIL from	SR	SS	TWIL to
JAN						MAY						SEP				
1	1005	1119	1549	1704		4	0342	0454	2203	2317		1	0520	0613	2046	2138
5	1002	1114	1557	1710		8	0321	0440	2216	2337		5	0533	0624	2032	2123
9	0958	1108	1607	1718		12	0259	0427	2229	0000		9	0546	0636	2018	2107
13	0953	1100	1618	1726		16	0232	0414	2242	0029		13	0558	0647	2004	2052
17	0946	1051	1630	1735		20	0146	0402	2255	----		17	0611	0659	1949	2037
21	0939	1041	1643	1745		24	----	0350	2307	----		21	0622	0710	1935	2023
25	0930	1030	1656	1756		28	----	0338	2319	----		25	0634	0721	1921	2008
29	0921	1019	1709	1807								29	0646	0733	1907	1954
FEB						JUN						OCT				
2	0911	1007	1722	1818		1	----	0328	2331	----		3	0657	0744	1853	1940
6	0901	0955	1735	1829		5	----	0319	2341	----		7	0709	0756	1839	1926
10	0850	0942	1748	1841		9	----	0311	2350	----		11	0720	0808	1825	1913
14	0838	0929	1801	1852		13	----	0305	2357	----		15	0732	0820	1811	1859
18	0826	0916	1814	1904		17	----	0302	0001	----		19	0743	0832	1758	1847
22	0814	0902	1827	1916		21	----	0301	0003	----		23	0754	0844	1744	1834
26	0801	0849	1839	1927		25	----	0303	0002	----		27	0805	0856	1731	1822
						29	----	0308	2359	----		31	0817	0909	1718	1810
MAR						JUL						NOV				
1	0750	0838	1849	1937		3	----	0315	2353	----		4	0828	0922	1705	1759
5	0737	0824	1901	1949		7	----	0324	2345	----		8	0839	0935	1653	1748
9	0723	0810	1914	2001		11	----	0334	2336	----		12	0850	0947	1641	1738
13	0709	0756	1925	2012		15	----	0345	2325	----		16	0901	1000	1629	1729
17	0655	0742	1937	2024		19	----	0357	2314	----		20	0911	1013	1618	1720
21	0641	0728	1949	2037		23	----	0410	2302	0115		24	0921	1025	1608	1713
25	0626	0714	2001	2049		27	0235	0422	2249	0031		28	0930	1037	1559	1706
29	0611	0659	2013	2101		31	0304	0435	2236	0004						
APR						AUG						DEC				
2	0556	0645	2025	2114		4	0327	0448	2223	2342		2	0939	1048	1551	1700
6	0541	0631	2036	2127		8	0347	0500	2210	2322		6	0946	1059	1544	1656
10	0525	0617	2048	2141		12	0405	0513	2156	2303		10	0953	1107	1539	1653
14	0509	0603	2101	2155		16	0421	0525	2142	2245		14	0958	1114	1536	1652
18	0453	0549	2113	2210		20	0437	0537	2128	2227		18	1002	1119	1535	1652
22	0436	0535	2125	2225		24	0452	0549	2114	2211		22	1005	1122	1536	1653
26	0419	0521	2138	2241		28	0506	0601	2100	2154		26	1006	1123	1540	1656
30	0401	0507	2150	2258								30	1005	1121	1545	1701

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	19 MAR 2026
	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	19 MAR 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	19 MAR 2026
	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 2A ASKUR 2A	19 MAR 2026
	Akureyri RNP SID RWY 01 PERUR 1B ASKUR 1B	19 MAR 2026
	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	19 MAR 2026
	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 RNP Y RWY 01 (AR)	19 MAR 2026
	Akureyri RNP Z RWY 01 (AR)	19 MAR 2026
	Akureyri ILS or LOC RWY 19	19 MAR 2026
	Akureyri RNP X RWY 19	19 MAR 2026
	Akureyri RNP Y RWY 19	19 MAR 2026
	Akureyri NDB RWY 19	19 MAR 2026
	Bildudalur RNP A	11 JUL 2024
	Bildudalur NDB C (Cloud break procedure)	18 MAY 2023
	Bildudalur RNP RWY 22	19 MAR 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 3.4.3.2.1.2 Venjubundin fjarskipti:

1. HF talsamband um „Iceland Radio“ (sjá GEN 3.4.4.4).
2. SATVOICE (sjá GEN 3.4.4.5).
3. VHF fyrir almenn viðskipti um „Iceland Radio“ (sjá GEN 3.4.4.6).
4. VHF tíðni flugumferðarstjóra/flugmanna (sjá GEN 3.4.4.7).
5. FANS 1/A ADS-C og CPDLC (sjá GEN 3.4.4.8).

GEN 3.4.3.2.2 Föst þjónusta

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

GEN 3.4.3.3 Útvarpsþjónusta

Eftirfarandi útvarpsþjónusta er veitt:

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

GEN 3.4.3.4 Notkun tungumáls

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

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

Flugstjórnarmiðstöðin, Reykjavík (ACC):

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

Iceland Radio:
127.850 MHz, 126.550 MHz, 129.625 MHz
(talsamband fyrir almenn flugfjarskipti), svo og allar stuttbylgjur, sem notaðar eru (Flokkar B, C og D).

Aðflugstjórn, Keflavík (APP): 119.300 MHZ, 121.300 MHZ.

Enska er eingöngu notuð til fjarskipta á eftirtöldum tíðnum:

Keflavík Tower: 118.300 MHz

Keflavík Ground: 121.900 MHz

Keflavík Clearance Delivery: 121.000 MHz

GEN 3.4.3.2.1.2 Routine air-ground communications:

1. HF voice normally via Iceland Radio (see GEN 3.4.4.4).
2. SATVOICE (see GEN 3.4.4.5)
3. General purpose VHF via Ic eland Radio (see GEN 3.4.4.6).
4. Direct Controller Pilot VHF voice communi-cations (see GEN 3.4.4.7).
5. FANS 1/A ADS-C and CPDLC (see GEN 3.4.4.8).

GEN 3.4.3.2.2 Fixed Service

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

GEN 3.4.3.3 Broadcasting service

The following broadcasts are available for aircraft in flight:

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

GEN 3.4.3.4 Language used

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

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

Reykjavík Control:

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

Iceland Radio:
127.850 MHz, 126.550 MHz, 129.625 MHz
(General Purpose VHF) and all employed aeronautical HF frequencies (Families B, C and D).

Keflavik Approach: 119.300 MHZ, 121.300 MHZ.

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

Keflavík Tower: 118.300 MHz

Keflavík Ground: 121.900 MHz

Keflavík Clearance Delivery: 121.000 MHz

GEN 3.4.3.5 Hvar er hægt að fá tæmandi upplýsingar

Tæmandi upplýsingar um flugleiðsögubúnað er að finna í ENR 4.

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

GEN 3.4.4 Kröfur og skilyrði

GEN 3.4.4.1 Almennt

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

GEN 3.4.4.2 Varaafl

Varaafl fyrir fjarskiptastöðvar.

1. Fjarskiptastöðvar:

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

2. Flugupplýsingaþjónusta flugvalla:

Eftirtaldar flugupplýsingaþjónustur flugvalla hafa varaafl:

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

GEN 3.4.3.5 Where detailed information can be obtained

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

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

GEN 3.4.4 Requirements and conditions

GEN 3.4.4.1 General

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

GEN 3.4.4.2 Auxiliary Power

Auxiliary Power for Communication Stations

1. Radio communications stations:

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

2. Aerodrome Flight Information Service:

The following AFIS stations use backup power:

- Egilsstadir
- Hornafjorður
- Husavik
- Isafjordur
- Vestmannaeyjar
- Vopnafjordur

2. Delayed CPDLC Uplink Message

a. When a pilot receives a CPDLC uplink message with an indication that the message has been delayed the pilot shall:

i. Revert to voice communications to notify the ATS unit of the delayed message received and to request clarification of the intent of the CPDLC message; and

ii. Respond appropriately to close the message as per the instructions of the controller.

b. The pilot must not act on the delayed uplink message until clarification has been received from the controller.

GEN 3.4.4.8.4 Heimild til lækkunar um STAR ferla

Varðandi heimild á CPDLC til lækkunar um STAR ferla inn til BIKF, sjá texta á ensku.

GEN 3.4.4.8.4 Clearance for descend via STAR

Clearance for descend via STAR into BIKF is now available through CPDLC. The phraseology used is: Descend via STAR to F100.
There is however not a corresponding clearance for CPDLC. Therefore, the CPDLC clearance with the same meaning is: “DESCEND VIA STAR. DESCEND TO AND MAINTAIN F100”.

GEN 3.4.4.8.5 ADS-C samningar

Eftirfarandi ADS-C samningar eru gerðir við allar flugvélar með ADS-C getu sem skrá sig inn í þjónustuna:
Sjá texta á ensku.

GEN 3.4.4.8.5 ADS-C contracts

The following ADS-C contracts are by default set up with each ADS-C capable aircraft that logs on to BIRD:

1. a periodic contract with 14 minute reporting interval; and

2. an event contract with the following characteristics:

a. waypoint change event; and

b. lateral deviation change event with a 5 NM threshold; and

c. altitude range change event with a 200 feet threshold dynamically updated with cleared level changes; and

d. vertical rate change event with a 5000 feet per minute descent threshold.

GEN 3.4.4.9 Fjarskipti

1. Allar venjulegar staðarákvarðanir verður að senda um:

   a. Iceland Radio (aðaltíðni 127.850 MHz, varatíðnir 129.625 og 126.550 eða HF- tíðnum í flokkum B, C, D) sem mun koma þeim, sem og öðrum skeytum frá loftförum strax og sjálfvirkt, til viðkomandi flugstjórnarmiðstöðva, rekstraraðila loftfara og veðurstöðva eins og þurfa þykir; eða

   b. ADS-C stöðutilkynningar í samræmi við aðferðir sem tilgreindar eru í ICAO skjalinu „Global Operational Data Link (GOLD) Manual, Doc 10037“.

2. Öll loftför innan Reykjavíkur FIR/CTA sem ekki eru í beinu sambandi við flugumferðarstjórn verða að halda hlustvörð við ICELAND RADIO á tónkalli eða hlusta á GP VHF-tíðni 127.850 MHz (aðal), 129.625 eða 126.550 MHz (vara) eða HF flokkum B, C, D

Eftirfarandi skal áréttað til að forða misskilningi:

REYKJAVÍK FLUGSTJÓRN SÉR UM FLUGSTJÓRN INNAN REYKJAVÍK FIR/CTA.
KALLMERKI: REYKJAVÍK FLUGSTJÓRN.

ICELAND RADIO ER FLUGFJARSKIPTASTÖÐ FYRIR REYKJAVÍK FIR/ CTA .
KALLMERKI: ICELAND RADIO.

Ath. Vegna tæknilegra takmarkana er Iceland radio kallað „Iceland Radio Center“ í CPDLC samskiptum. Þetta er til þess að gera flugmanni kleift að hlaða fjarskiptatíðni sjálfvirkt inn í fjarskiptabúnað flugvélarinnar.

GEN 3.4.4.10 Fjarskipti í sjónflugi innanlands

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

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

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

GEN 3.4.4.9 Communications

1. All routine position reports must be transmitted via:

   a. ICELAND RADIO, (primary 127.850 MHz, secondary 129.625 and 126.550 MHz or HF Families B. C. D) which delivers them as other messages from aircraft, immediately and automatically as required to the relevant OACC´s, airline operators and MET offices; or.

   b. ADS-C waypoint reporting in accordance with procedures published in the ICAO document “Global Operational Data Link (GOLD) Manual, Doc 10037”.

2. All aircraft within Reykjavík CTA/FIR that are not in direct Controller/Pilot communication are required to maintain listening watch, SELCAL or aural, with ICELAND RADIO on GP VHF primary 127.850 MHz, secondary 129.625 or 126.550 MHz or HF Families B. C. D.

To prevent misunderstanding the following must be stressed:

REYKJAVÍK CONTROL IS THE CONTROLLING AUTHORITY WITHIN REYKJAVÍK FIR/CTA. RADIO CALLSIGN: REYKJAVÍK CONTROL.

ICELAND RADIO IS THE AERONAUTICAL COMMUNICATION STATION FOR REYKJAVÍK FIR/ CTA.
RADIO CALLSIGN: ICELAND RADIO.

Note. Due to technical data link interoperability requirements uplink CPDLC messages will refer to Iceland Radio as "Iceland Radio Center". This is done in order to enable the pilot to automatically load the specified frequency into the aircraft communication system.

GEN 3.4.4.10 Communication Domestic VFR Flights

All air to ground communications in Iceland shall be in accordance with Flight Rules in regulation 770/2010, 3.6.5. Frequencies used for VFR communication in uncontrolled airspace are 118.100 and 118.400. When flying east of Þjórsá and Hofsjökull, south of 65N the frequency is
118.400. Outside that area, 118.100 shall be used. It is good operating practice in VFR operations to report blind, every 30 minutes, callsign, position, altitude and intentions. Also position in the traffic circuit of an uncontrolled aerodrome, i.e. downwind, baseleg and final. Pilots should also report in blind on the appropriate frequency before entering a runway strip for take-off from an uncontrolled aerodrome.

Information concerning frequencies can be found in AIP AD chapters.
Further information on communication between pilot and ATS Service, see GEN 3.3.3.1.

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

GEN 3.4.4.11 Fjarskipti bregðast

ICAO skjal 7030 NAT 3.6.2.3, 6.1.2.2 og 9.3

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

GEN 3.4.4.11 Communication failure

ICAO Doc 7030 NAT 3.6.2.3, 6.1.2.2 and 9.3

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

GEN 3.4.4.11.1 Umferð sem fer um úthafssvæðið

GEN 3.4.4.11.1 OAC Traversing Traffic

GEN 3.4.4.11.1.1 Almennt

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

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

GEN 3.4.4.11.1.1 General

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

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

GEN 3.4.4.11.1.2 Bilun fjarskipta

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

GEN 3.4.4.11.1.2 Communications failure

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

GEN 3.4.4.11.1.3 Samskipti um gervihnött

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

GEN 3.4.4.11.1.3 The use of satellite voice communications (SATVOICE)

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

GEN 3.4.4.11.2 Lent innan NAT svæðis:

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

GEN 3.4.4.11.2 Landing within NAT region:

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

GEN 3.4.4.11.3 Innanlands flug

Þegar loftfar í blindflugi innanlands verður fyrir því að fjarskipti bregðast skal það:

1. Ef sjónflugsskilyrði eru skal loftfarið:

   a. Fljúga áfram samkvæmt sjónflugsskilyrðum, lenda á næsta hentuga flugvelli, og tilkynna hlutaðeigandi flugstjórnardeild lendingu sína sem allra fyrst;

   b. Ef talið ráðlegt, ljúka fluginu í blindflugi í samræmi við grein 2.

2. Ef blindflugsskilyrði eru eða veðurskilyrði eru þannig, að ekki virðist ráðlegt að ljúka fluginu í sjónflugs-skilyrðum, skal loftfarið:

2a. Halda síðast heimilaða hraða og lagi, eða lágmarkshæð ef hærri, í 20 mínútur í kjölfar þess að loftfarið gat ekki tilkynnt stöðu sína yfir skyldustöðumiði og eftir það skal laga hraða og lag að skráðri flugáætlun;

2b. Í loftrými þar sem kögunarkerfi eru notuð við veitingu flugstjórnarþjónustu, halda síðast heimilaða hraða og lagi, eða lágmarkshæð ef hærri, í 7 mínútur frá þeim tíma:

- sem síðast heimilaða lagi eða lágmarkshæð er náð, eða
- sem kögunarsvari var stilltur á 7600, eða
- sem vélin gat ekki tilkynnt stöðu sína yfir skyldustöðumiði,

hver sem síðar er, og eftir það laga hraða og lag að skráðri flugáætlun;

Ath. Takmörkun margra ADS-B senda varðandi merki 7600. Sjá ENR 1.6.3.

2c. þegar stefning er notuð eða þegar flugumferðarstjórn hefur gefið fyrirmæli um að halda áfram á hliðraðri leið með því að nota svæðisleiðsögu (RNAV) án tiltekinna marka skal fara aftur á flugleið gildandi flugáætlunar eigi síðar en við næsta leiðarmið, að teknu tilliti til gildandi lágmarksflughæðar;

2d. halda skal áfram samkvæmt gildandi flugáætlun að viðeigandi tilgreindum leiðsöguvita eða stöðumiði sem þjónar ákvörðunarflugvelli og, þegar þess er krafist, að tryggja að farið sé að e-lið hér að neðan, fljúga biðflug yfir þessum leiðsöguvita eða stöðumiði þar til byrjað er að lækka flugið;

2e. hefja lækkun frá þeirri flugleiðsögustöð, sem tilgreind er í d), á eða sem næst áætluðum aðflugstíma sem síðast var móttekinn og staðfestur, eða - ef enginn áætlaður aðflugstími hefur verið móttekinn og staðfestur - á eða sem næst þeim áætlaða komutíma sem tilgreindur er í gildandi flugáætlun og breytt hefur verið samkvæmt gildandi flugáætlun;

2f. ljúka venjulegu blindaðflugi á þann hátt sem gildir fyrir hina tilgreindu flugleiðsögustöð; og

2g. lenda, ef unnt er, innan 30 mínútna frá áætluðum komutíma sem tiltekinn er í e) eða síðasta staðfesta aðflugstíma eftir því hvor er seinna í röðinni.

GEN 3.4.4.11.3 Domestic flight

An IFR aircraft, on domestic flight, experiencing a communication failure shall:

1. If in visual conditions:

   a. Continue to fly in visual meteorological conditions; land at the nearest suitable aerodrome; and report its arrival by the most expeditious means to the appropriate air traffic services unit;

   b. If considered advisable, complete an IFR flight in accordance with 2.

2. If in instrument meteorological conditions or when weather conditions are such that it does not appear feasible to complete the flight in accordance with visual flight rules:

2a. Maintain the last assigned speed and level, or minimum flight altitude if higher, for a period of 20 minutes following the aircraft's failure to report its position over a compulsory reporting point and thereafter adjust level and speed in accordance with the filed flight plan;

2b. In airspace where ATS surveillance is used in the provision of air traffic control, maintain the last assigned speed and level, or minimum flight altitude if higher, for a period of 7 minutes following:

- the time the last assigned level or minimum flight altitude is reached; or
- the time the transponder is set to Code 7600; or
- the aircraft's failure to report its position over a compulsory reporting point;

whichever is later, and thereafter adjust level and speed in accordance with the filed flight plan;

Note. ADS-B Transmitters limitations in sending squawk 7600: See ENR 1.6.3.

2c. when being vectored or having been directed by ATC to proceed offset using area navigation (RNAV) without a specified limit, rejoin the current flight plan route no later than the next significant point, taking into consideration the applicable minimum flight altitude;

2d. proceed according to the current flight plan route to the appropriate designated navigation aid or fix serving the destination aerodrome and, when required to ensure compliance with e) below, hold over this aid or fix until commencement of descent;

2e. commence descent from the navigation aid or fix specified in d) at, or as close as possible to, the expected approach time last received and acknowledged; or, if no expected approach time has been received and acknowledged, at, or as close as possible to, the estimated time of arrival resulting from the current flight plan;

2f. complete a normal instrument approach procedure as specified for the designated navigation aid or fix; and

2g. land, if possible, within 30 minutes after the estimated time of arrival specified in e) or the last acknowledged expected approach time, whichever is later.

GEN 3.4.4.11.4 Flug innan flugstjórnarsviðs

Ef fjarskipti bregðast í flugvél í flugstjórnarsviði skal flugmaður setja ratsjársvara á 7600 og koma inn í umferðarhring um næsta stöðumið samkvæmt sjónflugs- leiðum og fylgja umferðarhring að lokastefnu flugbrautar í notkun. Fylgjast vel með annarri umferð og ljósmerkjum frá flugturni. Ekki skal lent nema um alvarlegt neyðarástand sé að ræða, fyrr en stöðugt grænt ljósmerki hefur verið gefið frá flugturni. Eftir lendingu skal flugvél með talstöðvarbilun halda áfram lendingarbruni að næstu útkeyrslu og rýma braut svo fljótt sem auðið er. Flugumferðarstjórn getur kannað hvort viðkomandi flugvél hafi móttakara í lagi með því að biðja vélina að kvaka auðkenni eða vagga vængjum.

GEN 3.4.4.11.4 Flying within CTR

If aircraft experiences communication failure in Control Zone the pilot shall select 7600 on its transponder, enter traffic circuit via nearest reporting point on VFR route and follow the circuit to final approach of runway in use.
Observe other traffic and signals from the control tower. Do not land unless serious conditions exists or until a steady green signal is received from the control tower. After landing continue the landing run to the nearest exit and vacate the runway as quickly as possible.
Air Traffic Control can find out if the aircraft has an operating receiver by asking the aircraft to squawk IDENT or by rocking the aircraft’s wings.

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ENR 1.8.2.2.2 Method of application

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

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

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

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

5. **NON-RVSM approved aircraft**
   Special arrangements for NON-RVSM approved aircraft

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

   b. **To Operate at RVSM Levels**
      ATC may provide special approval for a NAT HLA approved aircraft that is not approved for RVSM operation to fly in NAT HLA provided that the aircraft:

      I. is on a delivery flight; or

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

      III. is on a mercy or humanitarian flight.

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

ENR 1.8.2.2.3 Indication of RVSM approval in FPL

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

ENR 1.8.2.3 Data link mandated airspace

ENR 1.8.2.3.1 Area of applicability

(ICAO DOC 7030, NAT Doc 007, NAT OPS Bulletin)
The NAT Data Link Mandate (DLM) airspace is the volume of airspace between FL290 and FL410 (inclusive) within Reykjavik CTA.

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

1. Airspace north of 80° North.

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

ENR 1.8.2.3.3 Flights Allowed

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

1. Flights equipped with and prepared to operate FANS 1/A (or equivalent) CPDLC and ADS-C data link systems over Inmarsat or Iridium SATCOM. (NAT Regional Supplementary Procedures (ICAO Doc 7030));
   The appropriate equipage to be indicated in Item 10 (equipment and capabilities) of the ICAO flight plan is as follows:

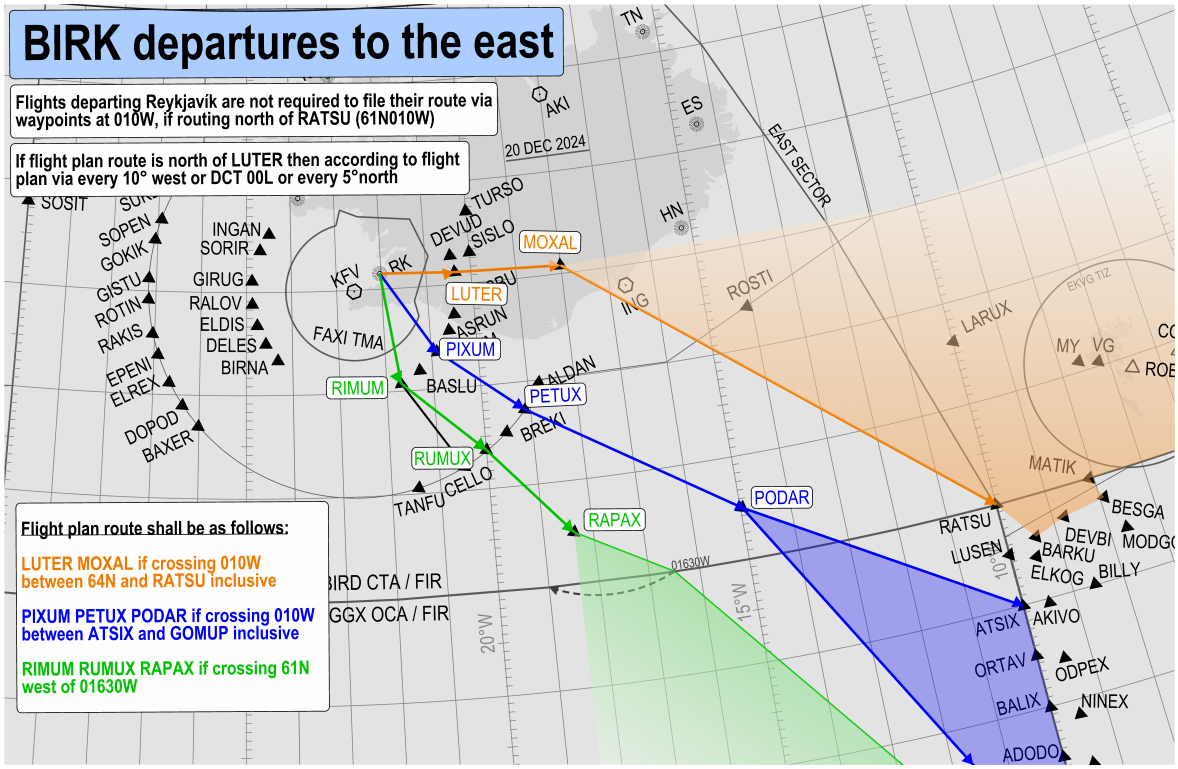
   a. D1 (ADS-C with FANS 1/A capabilities); and

   b. J5 (CPDLC FANS 1/A SATCOM (INMARSAT)); and/or

   c. J7 (CPDLC FANS 1/A SATCOM (Iridium)).

2. Non-equipped flights that file STS/FFR, HOSP, HUM, MEDEVAC, SAR or STATE in Item 18 of the flight plan. (Depending on the tactical situation at the time of flight, however, such flights may not receive an ATC clearance which fully corresponds to the requested flight profile.)

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



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

BIRK and BIKF - Eastbound arrivals				
Destination	**Final waypoint**	**Waypoint 60NM from BIKF**	**Waypoint120 - 150 NM from BIKF**	**Waypoint at 030W**
BIKF or BIRK	KFV (or IAF for the applicable RWY) for BIKF and EL (or IAF for the applicable RWY) for BIRK	INGAN	INDES	66N030W
			(F280 and below only)	NONRO
		GIRUG	GOKIK (F290 and above only)	65N030W
			GISTU	64N030W
		ELDIS	EPENI	63N030W
			ELREX	62N030W
		BIRNA	BAXER	61N030W

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

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

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

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

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

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

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

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

Requirements for Flight Plans on OTS

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

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

Requirements for Flights along designated ATS routes

INSERT: if the departure aerodrome is located on, or connected to the ATS route, the designator of the first ATS route,
or
if the departure aerodrome is not on, or connected to the ATS route, the letters DCT followed by the point of joining the first ATS route, followed by the designator of the ATS route.
THEN
INSERT: each point at which either a change of speed or level, a change of ATS route, and/or a change of flight rules is planned.

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

FOLLOWED IN EACH CASE
by the designator of the next ATS route segment, even if the same as the previous one,
or
by DCT, if the flight to the next point will be outside a designated route, unless both points are defined by geographical coordinates.

ENR 1.8.8 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 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 1.8.8.4.1 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
Y190 **(RNAV)**		**TOT DIST 57 NM**					
Δ VESFE 632359N 0201718W							
		317° T / 327° 136° T / 147° 39.0 NM	FL 245 4300 FT AMSL	↑	↓	(RNAV 5)	Reykjavik ACC 119.700 H24 {See ENR 2.1}
Δ OLNOS 635203N 0211739W							
		316° T / 327° 136° T / 147° 8.8 NM	FL 245 4300 FT AMSL	↑	↓	(RNAV 5)	Reykjavik ACC 119.7 H24 {See ENR 2.1}
Δ METIL 635819N 0213134W							
		316° T / 327° 135° T / 147° 9.2 NM	FL 245 4300 FT AMSL	↑	↓	(RNAV 5)	Reykjavik ACC 119.700 H24 {See ENR 2.1}
Δ ELLOB 640452N 0214615W							

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
Y191 **(RNAV)**		**TOT DIST 107.3 NM**					
Δ REKCI 640905N 0220144W							
		355° T — 007° 175° T — 187° 33.3 NM	FL 245 3900 FT AMSL	↓	↑	(RNAV 5)	Reykjavik ACC 119.700 H24 {See ENR 2.1}
Δ MYRAR 644208N 0220853W							
		355° T — 007° 174° T — 187° 56.0 NM	FL 245 4800 FT AMSL	↓	↑	(RNAV 5)	Reykjavik ACC 119.700 H24 {See ENR 2.1}
Δ SKALM 653743N 0222136W							
		354° T — 007° 174° T — 187° 18.0 NM	FL 245 5000 FT AMSL	↓	↑	(RNAV 5)	Reykjavik ACC 119.700 H24 {See ENR 2.1}
Δ RENIF 655535N 0222554W							

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
Y192 **(RNAV)**		**TOT DIST 234.9 NM**					
Δ KEZWO 635858N 0223655W							
		040° T / 221° T 052° / 233° 35.8 NM	FL 245 4200 FT AMSL	↓	↑	(RNAV 5)	Reykjavik ACC 119.700 H24 {See ENR 2.1}
Δ TERTU 642603N 0214343W							
		039° T / 220° T 051° / 232° 18.0 NM	FL 245 5500 FT AMSL	↓	↑	(RNAV 5)	Reykjavik ACC 119.700 H24 {See ENR 2.1}
Δ REKNO 643951N 0211711W							
		039° T / 221° T 051° / 232° 71.4 NM	FL 245 5200 FT AMSL	↓	↑	(RNAV 5)	Reykjavik ACC 119.700 H24 {See ENR 2.1}
Δ LANSO 653436N 0192918W							
		073° T / 254° T 084° / 264° 38.5 NM	FL 245 6700 FT AMSL	↓	↑	(RNAV 5)	Reykjavik ACC 119.700 H24 {See ENR 2.1}
Δ AKIGI 654535N 0180015W							
		066° T / 248° T 076° / 257° 71.2 NM	FL 245 5200 FT AMSL	↓	↑	(RNAV 5)	Reykjavik ACC 119.700 H24 {See ENR 2.1}
Δ THUNE 661315N 0151952W							

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
Y193 **(RNAV)**		**TOT DIST 207.7 NM**					
Δ ELLOB 640452N 0214615W							
		048° T / 230° T 060° / 241° 33.0 NM	FL 245 5600 FT AMSL	↓	↑	(RNAV 5)	Reykjavik ACC 119.700 H24 {See ENR 2.1}
Δ REKVA 642630N 0204916W							
		049° T / 231° T 061° / 242° 71.0 NM	FL 245 7400 FT AMSL	↓	↑	(RNAV 5)	Reykjavik ACC 119.700 H24 {See ENR 2.1}
Δ ASKUR 651144N 0184130W							
		052° T / 232° T 062° / 242° 12.8 NM	FL 245 6100 FT AMSL	↓	↑	(RNAV 5)	Reykjavik ACC 119.700 H24 {See ENR 2.1}
Δ BOTOQ 651934N 0181737W							
		052° T / 233° T 063° / 243° 21.1 NM	FL 245 5800 FT AMSL	↓	↑	(RNAV 5)	Reykjavik ACC 119.700 H24 {See ENR 2.1}
Δ RETUR 653219N 0173729W							
		053° T / 235° T 063° / 244° 69.8 NM	FL 245 4900 FT AMSL	↓	↑	(RNAV 5)	Reykjavik ACC 119.700 H24 {See ENR 2.1}
Δ THUNE 661315N 0151952W							

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
Y194 **(RNAV)**		**TOT DIST 158.8 NM**					
Δ INACO 634811N 0163817W							
		277° T / 096° T 286° / 105° 25.0 NM	FL 245 5000 FT AMSL	↑	↓	(RNAV 5)	Reykjavik OAC 119.700 H24 {See ENR 2.1}
Δ MIKLA 635054N 0173427W							
		276° T / 093° T 286° / 104° 73.8 NM	FL 245 6300 FT AMSL	↑	↓	(RNAV 5)	Reykjavik OAC 119.700 H24 {See ENR 2.1}
Δ NASBU 635648N 0202053W							
		273° T / 092° T 284° / 104° 31.2 NM	FL 245 4400 FT AMSL	↑	↓	(RNAV 5)	Reykjavik OAC 119.700 H24 {See ENR 2.1}
Δ METIL 635819N 0213134W							
		272° T / 091° T 283° / 103° 28.8 NM	FL 245 4400 FT AMSL	↑	↓	(RNAV 5)	Reykjavik OAC 119.700 H24 {See ENR 2.1}
Δ KEZWO 635858N 0223655W							

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
Y23 **(RNAV)**		**TOT DIST 137 NM**					
Δ SØNDRE STRØMFJORD NDB 'SF' 665803N 0505630W							
		359° T 026° 179° T 207° 30.2 NM	FL 285 FL 195	↓	↑	(RNP 2 or GNSS)	Reykjavík OAC 124.400 H24 {See ENR 2.1}
Δ ISTEC 672807N 0505803W							
		359° T 027° 179° T 207° 24.4 NM	FL 285 FL 195	↓	↑	(RNP 2 or GNSS)	Reykjavík OAC 124.400 H24 {See ENR 2.1}
Δ DOBOB 675224N 0505922W							
		359° T 027° 179° T 207° 37.9 NM	FL 285 FL 195	↓	↑	(RNP 2 or GNSS)	Reykjavík OAC 124.400 H24 {See ENR 2.1}
Δ ANDRE 683009N 0510127W							
		359° T 028° 179° T 209° 19.6 NM	FL 285 FL 195	↓	↑	(RNP 2 or GNSS)	Reykjavík OAC 124.400 H24 {See ENR 2.1}
Δ OKUNU 684941N 0510242W							
		359° T 028° 179° T 209° 24.9 NM	FL 285 FL 195	↓	↑	(RNP 2 or GNSS)	Reykjavík OAC 124.400 H24 {See ENR 2.1}
Δ ILULISSAT NDB 'JV' 691429N 0510421W							

ENR 4.4 MERKIKÓÐI KENNIMERKJA FYRIR LEIÐARMIÐ

ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS

Merkikóði kennimerkja/ Name-code Designator	Hnit/ Coordinates	Flugþjónustuleið eða aðrar leiðir/ ATS Route or other route	Athugasemdir/ Remarks
1	2	3	4
ABETU	661910N 0230938W		IAF BIIS
ABIBA	720000N 0571052W	UT587	See AIP Greenland
ABTAR	655118N 0205557W		IAF BIGJ
ADAVA	653125N 0511527W	Y25	See AIP Greenland
ADOVA	635901N 0220000W		IAF BIKF
ADSAM	695516N 0631312W		BDRY Reykjavik CTA/Edmonton FIR
AFPAC	654735N 0184916W		STAR BIAR
AGUMI	650317N 0523242W	Y27	See AIP Greenland
AKIGI	654535N 0180015W	Y192	
ALDAN	625849N 0184550W		Inbound to BIKF/BIRK
AMINI	663101N 0502342W	UT588, UT597	See AIP Greenland
AMKIN	655700N 0223938W		IAF BIIS
AMKOX	634659N 0513116W	Y68	See AIP Greenland
ANABI	641800N 0300000W		BDRY BIRD South and West Sector
ANDRE	683009N 0510127W	Y23	See AIP Greenland
APSIN	810000N 0651600W		BDRY Reykjavik CTA/Edmonton FIR
ARLAX	655037N 0174824W		IAF BIAR
ASCOX	643427N 0520255W	Y27	See AIP Greenland
ASKUR	651144N 0184130W	Y193	
ASMOD	685909N 0515603W	UW31	See AIP Greenland
ASRUN	633327N 0203454W		STAR BIKF
ASTAN	652504N 0395944W	Y47	See AIP Greenland
ASTOC	664252N 0513329W	Y67	See AIP Greenland
ASVID	643749N 0482244W	UT588, Y47	See AIP Greenland

Merkikóði kennimerkja/ Name-code Designator	Hnit/ Coordinates	Flugþjónustuleið eða aðrar leiðir/ ATS Route or other route	Athugasemdir/ Remarks
1	2	3	4
BABTU	635124N 0215311W		IAF BIRK
BADEG	661900N 0473000W	UT597	See AIP Greenland
BAKUG	660407N 0510835W	Y25	See AIP Greenland
BAMAM	641206N 0511316W	Y47	See AIP Greenland
BANLA	661241N 0232825W		IAF BIIS
BARUD	623000N 0000000W		BDRY Reykjavik FIR/Polaris FIR
BASLU	631119N 0211620W		STAR BIKF
BATOD	655500N 0245830W		Used to minimize rerouting when ITA-W and ITA-W High are reserved for special use (See ENR 1.8)
BAULA	645622N 0144135W		STAR-SID BIEG
BAVKO	662720N 0515025W	Y67	See AIP Greenland
BAXER	624148N 0260053W		Inbound to BIKF/BIRK
BELZI	665904N 0512218W	Y42	See AIP Greenland
BEZIM	655906N 0184349W		STAR BIAR
BIDLU	652248N 0232829W		IAF BIBD
BIRNA	631959N 0241858W		STAR BIKF
BOPUT	685734N 0615628W		BDRY Reykjavik CTA/Edmonton FIR
BORCE	660020N 0153419W		IAF BITN
BOTOQ	651934N 0181737W	Y193	
BREKI	623218N 0193248W		Inbound to BIKF/BIRK
BRUSI	650444N 0154352W		IAF BIEG
BUDUM	800000N 0691500W		BDRY Reykjavik CTA/Edmonton FIR
CANEL	675902N 0604550W		BDRY Reykjavik CTA/Edmonton FIR
CELLO	621418N 0202806W		Outbound from BIKF/BIRK
CUBAS	660736N 0182626W		STAR BIAR

Merkikóði kennimerkja/ Name-code Designator	Hnit/ Coordinates	Flugþjónustuleið eða aðrar leiðir/ ATS Route or other route	Athugasemdir/ Remarks
1	2	3	4
CURAN	795500N 0603500W		Pituffik Exit Entry Point
DAPAK	734500N 0700000W		BDRY Reykjavik CTA/Edmonton FIR
DELES	632941N 0243435W		SID BIKF
DENOK	640745N 0150826W		IAF BIHN
DEVBO	683500N 0520000W	UT596	See AIP Greenland
DEVNU	650017N 0355247W	UT594	BDRY BIRD FIR / BGGL FIR
DEVUD	641651N 0202615W		STAR BIKF
DEXON	634603N 0222249W		IAF BIKF
DEXUN	790000N 0722400W		BDRY Reykjavik CTA/Edmonton FIR
DISGU	691438N 0533141W	UT587	See AIP Greenland
DISSA	655630N 0152207W		IAF BITN
DIZMA	640636N 0212709W		IAF BIRK
DOBOB	675224N 0505922W	Y23	See AIP Greenland
DOCMA	662315N 0173955W		IAF BIGR
DODFO	643622N 0514643W	Y31	See AIP Greenland
DOGGY	762100N 0755000W		BDRY Pituffik TMA
DOPOD	625350N 0262138W		Outbound from BIKF/BIRK
DORFA	660748N 0181427W		STAR BIAR
EBARA	664344N 0175748W		IAF BIGR
EBBUM	655950N 0150903W		IAF BITN
EBESA	662207N 0150632W		IAF BITN
EBEXI	654300N 0410000W	UT597, UT598	See AIP Greenland
EDERI	661007N 0515955W	UT596	See AIP Greenland
EGGUR	640057N 0212517W		IAF BIRK
ELDIS	634034N 0244538W		STAR BIKF

Merkikóði kennimerkja/ Name-code Designator	Hnit/ Coordinates	Flugþjónustuleið eða aðrar leiðir/ ATS Route or other route	Athugasemdir/ Remarks
1	2	3	4
ELGOS	643806N 0155409W		IAF BIHN
ELGUT	660511N 0222827W		IAF BIIS
ELKIL	653426N 0142010W		IAF BIEG
ELLAL	633000N 0503154W	Y26	See AIP Greenland
ELLOB	640452N 0214615W	Y190, Y193	
ELNIG	640746N 0222225W		IAF BIRK
ELNUS	780000N 0750000W		BDRY Reykjavik CTA/Edmonton FIR
ELREX	630700N 0263912W		Inbound to BIKF/BIRK
ELTEK	640654N 0145331W		IAF BIHN
ELVOR	661942N 0232707W		IAF BIIS
ELVUM	640947N 0222535W		IAF BIKF
ELVUR	650613N 0145015W		SID BIEG
EPENI	632300N 0265442W		Inbound to BIKF/BIRK
ERPOX	652816N 0231748W		IAF BIBD
ERSER	613000N 0000000W		BDRY Reykjavik FIR/Polaris FIR
EVULO	642309N 0500321W	Y47	See AIP Greenland
EXITA	760000N 0000000W		BDRY Reykjavik FIR/Bodo
EZVIL	633000N 0511225W	Y68	See AIP Greenland
FELLI	652115N 0151026W		IAF BIEG
FIMLI	672515N 0512215W	Y42	See AIP Greenland
FRINI	781200N 0674200W		BDRY Pituffik TMA
FUZZO	635814N 0213645W		IAF BIRK
GANGI	665340N 0494051W	UW28	See AIP Greenland
GATBO	651140N 0470000W	UT598	See AIP Greenland
GEKLO	653715N 0140054W		IAF BIEG

Merkikóði kennimerkja/ Name-code Designator	Hnit/ Coordinates	Flugþjónustuleið eða aðrar leiðir/ ATS Route or other route	Athugasemdir/ Remarks
1	2	3	4
GELBO	744726N 0723209W		BDRY Reykjavik CTA/Edmonton FIR
GETDA	643223N 0512515W	UT594, UT598, Y25, Y34	See AIP Greenland
GILPO	662817N 0510319W	Y25	See AIP Greenland
GILTU	651821N 0182120W		IAF BIAR
GINAG	674822N 0514955W	UT587	See AIP Greenland
GIRUG	640630N 0245226W		STAR BIKF
GISTU	640720N 0271010W		Inbound to BIKF/BIRK
GITTA	654906N 0174846W		IAF BIAR
GOKIK	643005N 0270325W		Inbound to BIKF/BIRK
GONEN	635832N 0514420W	Y26, Y68	See AIP Greenland
GORBI	780400N 0654000W		BDRY Pituffik TMA
GUGSI	653803N 0173502W		IAF BIHU
GUNPA	610000N 0000000W		BDRY Reykjavik FIR/Polaris FIR/ Scottish FIR
HAFKE	640535N 0151842W		IAF BIHN
HAKOF	654708N 0210031W		IAF BIGJ
HARVE	775000N 0732800W		BDRY Pituffik TMA
HENRY	801500N 0655500W		Pituffik Exit Entry Point
HETJA	632538N 0195205W		IAF BIVM
IDNIR	643739N 0153743W		IAF BIHN
IKNOG	655416N 0583501W		BDRY Reykjavik CTA/Edmonton FIR
INACO	634811N 0163817W	Y194	
INBAN	645000N 0500000W	UT594, UT598	See AIP Greenland
INDES	651000N 0262206W		Inbound to BIKF/BIRK
INGAN	643344N 0242915W		STAR BIKF & BIRK
INGUM	715252N 0661654W		BDRY Reykjavik CTA/Edmonton FIR

Merkikóði kennimerkja/ Name-code Designator	Hnit/ Coordinates	Flugþjónustuleið eða aðrar leiðir/ ATS Route or other route	Athugasemdir/ Remarks
1	2	3	4
INPOD	663148N 0504035W	Y34	See AIP Greenland
IPTON	620000N 0000000W		BDRY Reykjavik FIR/Polaris FIR
ISTEC	672807N 0505803W	Y23	See AIP Greenland
ISVIG	630000N 0000000W		BDRY Reykjavik FIR/Bodo/Polaris FIR
JARRI	651219N 0175926W		SID BIAR
JORTA	685035N 0512205W	Y42	See AIP Greenland
KAYAK	641330N 0395944W	UT591	See AIP Greenland
KEFOP	665350N 0511455W	Y31, Y67	See AIP Greenland
KELUX	710000N 0532011W	UT595	See AIP Greenland
KEMOS	665732N 0521314W	UW28	See AIP Greenland
KERIR	635651N 0214034W		IAF BIRK
KEZWO	635858N 0223655W	Y192, Y194	
KOGAG	643752N 0470000W	UT599	See AIP Greenland
KOXIN	653035N 0505723W	Y34	See AIP Greenland
KUKAK	681159N 0530403W	UW30	See AIP Greenland
KUMUX	655930N 0222659W		IAF BIIS
KUSUR	642043N 0214603W		IAF BIRK
LALPO	662315N 0175220W		IAF BIGR
LANAN	745000N 0683400W		BDRY Pituffik TMA
LANSO	653436N 0192918W	Y192	
LAPLU	652209N 0143432W		IAF BIEG
LILGO	672611N 0512553W	UT587	See AIP Greenland
LODNO	650200N 0400000W	UT594, UT599	See AIP Greenland
LUCIE	745500N 0664800W		BDRY Pituffik TMA
LUKAR	640502N 0220926W		IAF BIKF

Merkikóði kennimerkja/ Name-code Designator	Hnit/ Coordinates	Flugþjónustuleið eða aðrar leiðir/ ATS Route or other route	Athugasemdir/ Remarks
1	2	3	4
LUNDI	633843N 0204917W		BIVM cloud break
LUSUG	642514N 0215936W		IAF BIRK
LUTER	640705N 0202140W		SID BIKF
LUXOV	655239N 0530859W	UT589	See AIP Greenland
LUZOR	631837N 0203334W		IAF BIVM
MAMEP	654156N 0172047W		RNP APP BIHU STAR-SID BIAR
MANSE	725300N 0645500W		Pituffik Exit Entry Point
MASIK	655804N 0395943W	UW28	See AIP Greenland
MATIK	610000N 0080400W		BDRY Reykjavik FIR/Scottish FIR
MEDPA	723940N 0674248W		BDRY Reykjavik CTA/Edmonton FIR
METIL	635819N 0213134W	Y190, Y194	
MIDAF	632029N 0194654W		IAF BIVM
MIDJA	631702N 0202303W		IAF BIVM
MIKLA	635054N 0173427W	Y194	
MIKVU	641948N 0221114W		IAF BIRK
MIRRE	664200N 0180937W		IAF BIGR
MODET	754938N 0752711W		BDRY Reykjavik CTA/Edmonton FIR
MOXAL	640500N 0180000W		SID BIRK
MYRAR	644208N 0220853W	Y191	STAR BIRK
NADMA	710402N 0645535W		BDRY Reykjavik CTA/Edmonton FIR
NALAN	610000N 0060000W		BDRY Reykjavik FIR/Scottish FIR
NAPIB	650823N 0434351W	Y47	See AIP Greenland
NARMO	641400N 0222539W		IAF BIRK
NASBU	635648N 0202053W	Y194	STAR BIKF & BIRK
NASOP	653400N 0343500W	UT592	BDRY BIRD FIR / BGGL FIR

Merkikóði kennimerkja/ Name-code Designator	Hnit/ Coordinates	Flugþjónustuleið eða aðrar leiðir/ ATS Route or other route	Athugasemdir/ Remarks
1	2	3	4
NATNO	660000N 0260000W		Entry point into a military exercise area
NAXAN	751000N 0724500W		BDRY Pituffik TMA
NERKO	641304N 0223619W		IAF BIKF
NEXEM	635552N 0220739W		IAF BIRK
NILAT	653407N 0152247W		IAF BIVO
NINSU	680216N 0512211W	Y42	See AIP Greenland
NIVIQ	724733N 0560845W	UT595	See AIP Greenland
NOBVI	644245N 0222500W		Entry point into a military exercise area
NOHEL	662223N 0151855W		IAF BITN
NONBO	640345N 0230310W		IAF BIKF
NONRO	651100N 0300000W	UT592	
NOPOL	900000N 0000000W		BDRY Reykjavik FIR
NORFI	655803N 0181930W		IAF BIAR
NORNU	632910N 0203909W		IAF BIVM
NUKRI	634835N 0511838W	Y26, Y27	See AIP Greenland
NYGAR	681356N 0521841W	UT587, UT589, UW22	See AIP Greenland
OGMOR	652834N 0191356W		IAF BIKR
OKUNU	684941N 0510242W	Y23	See AIP Greenland
OLGES	635305N 0220938W		IAF BIKF
OLKUK	640412N 0520047W		See AIP Greenland
OLNOS	635203N 0211739W	Y190	
OSBON	610000N 0050000W		BDRY Reykjavik FIR/Scottish FIR
OSKUM	634244N 0202634W		SID BIKF
OSWIL	660719N 0513130W	Y31	See AIP Greenland
OTBIT	661052N 0520756W	Y67	See AIP Greenland

Merkikóði kennimerkja/ Name-code Designator	Hnit/ Coordinates	Flugþjónustuleið eða aðrar leiðir/ ATS Route or other route	Athugasemdir/ Remarks
1	2	3	4
OVBES	870000N 0600000W		BDRY Reykjavik CTA/Edmonton FIR
PAMLA	772400N 0750500W		BDRY Pituffik TMA
PELRI	850000N 0600000W		BDRY Reykjavik CTA/Edmonton FIR
PEMOS	610000N 0040000W		BDRY Reykjavik FIR/Scottish FIR
PENUM	633255N 0203606W		IAF BIVM
PERUR	652627N 0185734W		STAR-SID BIAR
PETUX	624400N 0190700W		Outbound from BIKF/BIRK
PEVAR	664157N 0465623W	UW28	AIP Greenland
PEVAX	652144N 0192555W		IAF BIKR
PEXIL	652414N 0180304W		STAR-SID BIAR
PIXUM	632130N 0205222W		SID BIKF
PODAR	613000N 0145800W		Outbound from BIKF/BIRK
RAFGO	631527N 0201234W		IAF BIVM
RAKIS	633505N 0270241W		Outbound from BIKF/BIRK
RALOV	635259N 0245204W		SID BIKF
RAPAX	613000N 0182300W		Outbound from BIKF/BIRK
RATSU	610000N 0100000W		BDRY Reykjavik FIR/Scottish FIR/ Shanwick
RAZPO	655523N 0522404W	Y67	See AIP Greenland
REDSU	654325N 0523616W	Y67	See AIP Greenland
REKCI	640905N 0220144W	Y191	
REKNO	643951N 0211711W	Y192	STAR BIRK
REKVA	642630N 0204916W	Y193	
RENDU	634603N 0224951W		IAF BIKF
RENIF	655535N 0222554W	Y191	
RETUR	653219N 0173729W	Y193	

Merkikóði kennimerkja/ Name-code Designator	Hnit/ Coordinates	Flugþjónustuleið eða aðrar leiðir/ ATS Route or other route	Athugasemdir/ Remarks
1	2	3	4
RIMUM	630433N 0214122W		Outbound from BIKF/BIRK
RIXUN	610000N 0030000W		BDRY Reykjavik FIR/Scottish FIR
ROSTI	632423N 0140644W		-
ROTIN	635500N 0270937W		Outbound from BIKF/BIRK
RUMUX	622227N 0200000W		Outbound from BIKF/BIRK
SABAG	651600N 0351700W	UT593	BDRY BIRD FIR / BGGL FIR
SAVIS	752100N 0634000W	UT587	BDRY Pituffik TMA See AIP Greenland
SINVU	765133N 0753626W		BDRY Reykjavik CTA/Edmonton FIR
SIZIN	652745N 0150028W		IAF BIVO
SKALM	653743N 0222136W	Y191	
SMILA	663830N 0512552W	Y31	See AIP Greenland
SONAX	635423N 0230301W		IAF BIKF
SOPAR	634153N 0223620W		IAF BIKF
SOPEN	644200N 0265530W		Outbound from BIKF/BIRK
SORIR	642413N 0244132W		SID BIKF
SOROX	630000N 0230000W		Entry point into a military exercise area
SOSAR	610000N 0020000W		BDRY Reykjavik FIR/Scottish FIR
SOSIT	644900N 0300000W	UT593, UT594	
STEFA	750600N 0650500W		BDRY Pituffik TMA
SUBAX	653326N 0513722W	Y31	See AIP Greenland
SUBUD	643400N 0521500W	UT596	See AIP Greenland
SUKED	645940N 0263710W		Outbound from BIKF/BIRK
SUXOT	654355N 0174430W		IAF BIHU
TABIT	641738N 0221123W		IAF BIRK
TADOD	643103N 0155504W		IAF BIHN

Merkikóði kennimerkja/ Name-code Designator	Hnit/ Coordinates	Flugþjónustuleið eða aðrar leiðir/ ATS Route or other route	Athugasemdir/ Remarks
1	2	3	4
TANFU	620325N 0212700W		Outbound from BIKF/BIRK
TERTU	642603N 0214343W	Y192	
TESSE	662003N 0180150W		IAF BIGR
TESVO	665200N 0512321W	Y31, Y67	See AIP Greenland
THUNE	661315N 0151952W	Y192, Y193	
TIBRA	641734N 0205542W		STAR BIRK
TOLAN	653611N 0492055W	UT588	See AIP Greenland
TOMAS	734400N 0583500W		Pituffik Exit Entry Point
TUGNU	652642N 0194221W		IAF BIKR
TUNLI	641215N 0214500W		BID12 DANGER AREA PLANNING WP
ULKIM	652916N 0135407W		IAF BIEG
UTISU	655255N 0172030W		STAR-SID BIAR
VALDI	611252N 0000000W		BDRY Reykjavik FIR/Polaris FIR
VALGU	682906N 0512208W	Y42	See AIP Greenland
VALUX	640947N 0224703W		IAF BIKF
VAXAN	652500N 0345400W		BDRY BIRD FIR / BGGL FIR
VEKAD	652714N 0234138W		IAF BIBD
VEPIR	632525N 0204212W		IAF BIVM
VESFE	632359N 0201718W	Y190	
VESOX	635902N 0231033W		IAF BIKF
VEXIN	751950N 0620000W	UT595	See AIP Greenland
VICCI	664016N 0182124W		IAF BIGR
VICOM	652831N 0151536W		IAF BIVO
VIGAZ	654727N 0211138W		IAF BIGJ
VIZZU	631810N 0195820W		IAF BIVM

Merkikóði kennimerkja/ Name-code Designator	Hnit/ Coordinates	Flugþjónustuleið eða aðrar leiðir/ ATS Route or other route	Athugasemdir/ Remarks
1	2	3	4
WAKES	662237N 0153120W		IAF BITN
WIVVI	653337N 0524606W	Y67	See AIP Greenland
WUTAN	665116N 0490319W	UW28	See AIP Greenland

ENR 5 FLUGLEIÐSÖGUVIÐVARANIR
ENR 5.1 BANN-, HAFTA- OG HÆTTUSVÆÐI

ENR 5 NAVIGATION WARNINGS
ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS

ENR 5.1.1

Bannsvæði

ENR 5.1.1

Prohibited Areas

Auðkenning, nafn og hliðarmörk/ Identification, Name & Lateral Limits	Efri mörk Neðri mörk/ Upper Limit Lower Limit	Athugasemdir (Tímabil, tegund hömlunar, eðli áhættu, hætta á einelti)/ Remarks (Time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
BIP1 Þjórsárver 643752N 0185852W 644033N 0185241W 644329N 0183824W 643742N 0183255W 643509N 0183314W 643145N 0183755W 643103N 0184712W 643215N 0185445W 643752N 0185852W	5000 FT AMSL SFC	Tímabil: 10. maí til 10. ágúst. Ath.: Hægt er að fá undanþágu til að fljúga í gegnum svæðið fyrir vísindarannsóknir. Period of activity: 10th May to 10th August Note. - It is possible to obtain exemption to fly through this area for scientific research. See ENR 6.1-3

ENR 5.1.2

Hættusvæði

ENR 5.1.2

Danger Areas

Auðkenning, nafn og hliðarmörk/ Identification, Name & Lateral Limits	Efri mörk Neðri mörk/ Upper Limit Lower Limit	Athugasemdir (Tímabil, tegund hömlunar, eðli áhættu, hætta á einelti)/ Remarks (Time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
BID12 Mosfellsbær 641213N 0214627W 641318N 0214217W then clockwise along an arc with 0.67NM radius centered on 641244N 0214130W to 641210N 0214043W 641105N 0214453W then clockwise along an arc with 0.67NM radius centered on 641139N 0214540W to 641213N 0214627W	3000 FT AMSL 500 FT AMSL	Tímabil: Svæðið er einungis virkt þegar flugturninn í Reykjavík hefur samþykkt listflug í svæðinu. Virkjun svæðisins er auglýst með BIRK ATIS á 128.100 MHZ eða í síma +354 424 4049. Flugmenn skulu leggja inn FPL með vörðuna TUNLI á 641215N 0214500W. Fjarskipti: Hlustvörður skal vera 118.0 MHz. Svæðið er ætlað til listflugs. Period of activity: The area is only active when Reykjavik Tower has approved an aerobatic flight to operate within the area. For information on the activation of the area listen to BIRK ATIS frequency 128.100 MHZ or Tel: +354 424 4049. Pilot shall FPL via the waypoint TUNLI at 641215N 0214500W. Communication: Listening watch on 118.0 MHz. The area is for aerobatic flight.

ENR 5.1.3

Haftasvæði

Ekkert

ENR 5.1.3

Restricted area

NIL

ENROUTE CHART - ICAO
(FL UNL / GND)
ICELAND

A 03/2026
Útgefið af / Published by: ISAVIA ANS

SCALE 1:1500 000

KILOMETERS 20 0 20 40 60 80 100 120 140 160 180 200 220
NAUTICAL MILES 10 0 10 20 30 40 50 60 70 80 90 100 110

World Geodetic System-1984 (WGS-84), WGS-84 Spheroid.
Lambert Projection, Conic projection.

CHANGES: WPT AKIGI, BOTOQ, ELLOB, INACO, KEZWO, REKCI, RENIF, THUNE AND VESFE ADDED

LEGEND

AIRSPACE DEFINITIONS

- CTA BDRY
- TMA
- Danger Area, Restricted Area, Prohibited Area
- Division of sectors

FAXI TMA
FL 195
3000FT MSL
119.300

- Airspace Classification
- Name and Type
- Vertical limit
- Vertical limit
- Radio frequency(ies)

ATS Routes

ASKJA
645215N
0171544W

- Non Compulsory Reporting Point
- Point Name

- POSITION xxx°yy'zz" (for further information see: AIP ICELAND - ENR 4.4)

VOR/DME
INGO Ⅱ267
112.4 ING
63481 1N 0163817W
CH 71X

- FACILITY
- NAME, DME ELEV
- FREQ/ID
- ID
- POSITION
- CHANNEL

(T 048.1)
114° -

- True Tracks
- ATS Air Routes with Magnetic Track

7400
Y193
71
117

- Minimum Obstacle Clearance Altitudes (MOCA) in feet MSL
- Route Designator
- Distance of Route Segment (NM)
- Distance Between Navaids (NM)

11°W

- Isogonic Lines (2023)

020°00'W 019°00'W 64°30'N
69
020°00'W 019°00'W 64°00'N

- Area Minimum Altitude
- = 6900 Feet MSL Area Minimum Altitudes shown within the section outlined by Latitude and Longitude lines are in hundreds of feet providing 2000 feet terrain clearance and 2000 feet obstacle clearance to obstacles known by Isavia

Aerodromes

- Civil Aerodromes

BIRK

- Aerodrome ID

Navaids

- NDB
- DME
- VORTAC
- VOR / DME

Communication Frequencies

Reykjavik Control

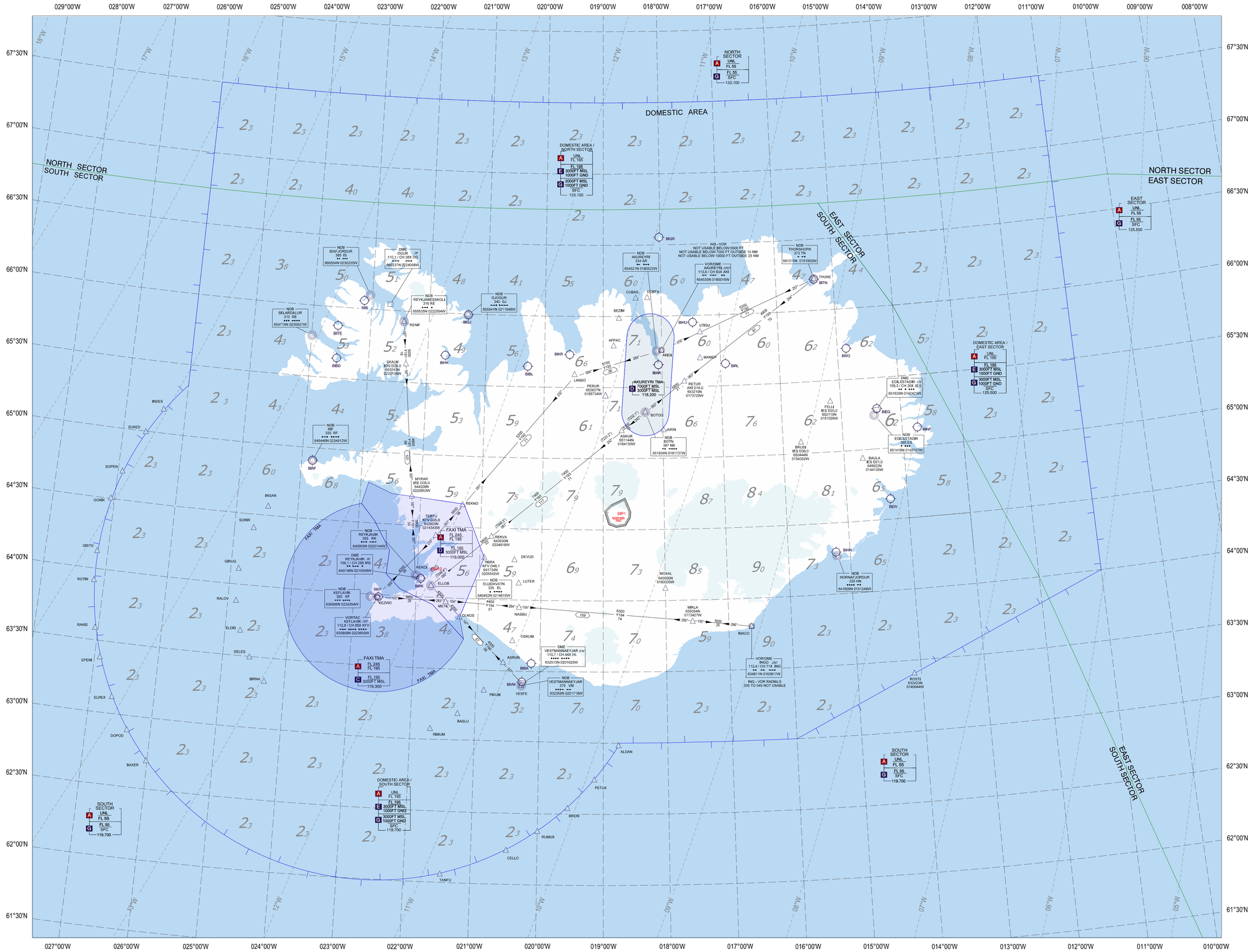
North Sector	133.100, 134.300, 135.250
South Sector	119.700, 125.700, 128.600, 132.300, 123.900, 129.900
East Sector	125.500, 132.200, 128.800, 126.750
Iceland Radio	126.650, 127.850, 129.625, SELCAL

Aerodrome Control Towers

Akureyri Tower	118.200, 121.500
Keflavik Approach	119.300, 119.150, 121.500
Keflavik Tower	118.300
Keflavik Ground	121.900, 121.500
Keflavik Clearance Delivery	121.000
Keflavik ATIS	128.300, 311.600
Reykjavik Approach	119.000
Reykjavik Tower	118.000, 121.500
Reykjavik Ground	121.700
Reykjavik ATIS	128.100

AERODROME FLIGHT INFORMATION SERVICE (AFIS)

Reykjavik	118.000
Grimsey, Nordfjordur,	118.100
Rif, Thorshofn, Vopnafjordur	118.100
Vestmannaeyjar	118.500
Blonduos, Gogur, Holmavik,	118.600
Isafjordur	118.800
Bildudalur, Hornafjordur,	119.100
Saudarkrokur, Thingeyri	119.100
Egilsstadir	119.400
Husavik	119.200



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

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

NIL

AKUREYRI

WAYPOINT COORDINATES

Waypoint coordinates

Waypoint Identifier	Coordinates		Display	
	LAT	LON	LAT	LON
ABGAL	65 19 33.99N	018 17 36.92W	N 6519.57	W 01817.62
AFPAC	65 47 35.13 N	018 49 16.10 W	N 6547.59	W 01849.27
AKI	65 45 35.32 N	018 00 14.81 W	N 6545.59	W 01800.25
ARLAX	65 50 36.89 N	017 48 24.42 W	N 6550.61	W 01748.41
ARI69	65 49 06.74 N	018 07 13.92 W	N 6549.11	W 01807.24
ARM49	65 40 51.22 N	018 04 35.65 W	N 6540.85	W 01804.59
ARM69	65 40 30.70 N	018 04 29.13 W	N 6540.51	W 01804.49
AR401	65 51 14.58 N	018 07 32.27 W	N 6551.24	W 01807.54
AR410	65 45 02.65 N	018 04 19.54 W	N 6545.04	W 01804.33
AR411	65 45 04.32 N	018 12 17.53 W	N 6545.07	W 01812.29
AR412	65 40 14.00 N	018 25 00.28 W	N 6540.23	W 01825.00
AR421	65 37 24.47 N	017 55 24.32 W	N 6537.41	W 01755.41
AR422	65 30 45.11 N	017 58 24.97 W	N 6530.75	W 01758.42
AR431	65 37 06.55 N	018 03 53.23 W	N 6537.11	W 01803.89
AR432	65 35 40.48 N	018 04 19.86 W	N 6535.67	W 01804.33
AR433	65 29 01.17 N	018 09 53.51 W	N 6529.02	W 01809.89
AR434	65 28 09.06 N	018 26 33.00 W	N 6528.15	W 01826.55
AR435	65 21 06.76 N	018 24 27.63 W	N 6522.11	W 01824.46
AR436	65 19 22.72 N	018 03 49.61 W	N 6519.38	W 01803.83
AR437	65 26 43.30 N	017 55 14.59 W	N 6526.72	W 01755.24
AR439	65 36 49.77 N	018 12 27.20 W	N 6536.83	W 01812.45
AR441	65 36 03.96 N	018 03 41.45 W	N 6536.07	W 01803.69
AR442	65 30 01.56 N	018 09 03.68 W	N 6530.03	W 01809.06
AR443	65 25 49.71 N	018 13 29.77 W	N 6525.83	W 01813.50
AR489	65 54 16.52 N	018 13 34.38 W	N 6554.28	W 01813.57
AR490	65 51 36.05 N	017 59 05.29 W	N 6551.60	W 01759.09
AR491	65 40 02.56 N	018 04 20.20 W	N 6540.04	W 01804.34
AR495	65 37 17.77 N	018 03 28.00” W	N 6537.30	W 01803.47
AR496	65 33 56.80 N	018 05 49.19” W	N 6533.95	W 01805.82
AR594	65 13 54.89 N	018 22 10.56 W	N 6513.91	W 01822.18
AR691	65 48 32.37 N	017 57 08.54 W	N 6548.54	W 01757.14
AR692	65 51 19.95 N	017 59 38.39 W	N 6551.33	W 01759.64
AR693	65 51 19.88 N	018 04 21.34 W	N 6551.33	W 01804.36
AR694	65 49 23.62 N	018 01 59.70 W	N 6549.39	W 01801.99
AR695	65 37 23.35 N	018 03 29.76 W	N 6537.39	W 01803.50
AR696	65 36 22.79 N	018 03 44.76 W	N 6536.38	W 01803.75
AR697	65 37 06.10 N	018 08 47.37 W	N 6537.10	W 01808.79
AR701	65 42 39.11 N	017 49 20.81 W	N 6542.65	W 01749.35
AR702	65 56 30.57 N	018 29 49.25 W	N 6556.51	W 01829.82
AR703	65 32 42.55 N	017 56 47.71 W	N 6532.71	W 01756.80
AR705	65 47 53.87 N	017 39 42.40 W	N 6547.90	W 01739.71
AR706	65 42 29.15 N	018 09 42.50 W	N 6542.49	W 01809.71
AR707	65 47 00.18 N	017 40 30.63 W	N 6547.00	W 01740.51
AR708	65 50 40.33 N	017 37 13.52 W	N 6550.67	W 01737.23
AR709	65 39 38.62 N	017 58 38.26 W	N 6539.64	W 01758.64
AR951	65 24 22.01N	018 13 42.15W	N 6524.37	W 01813.70
AR952	65 27 11.79N	018 11 23.04W	N 6527.20	W 01811.38
AR953	65 30 01.54N	018 09 03.43W	N 6530.03	W 01809.06

Waypoint Identifier	Coordinates		Display	
	LAT	LON	LAT	LON
AR954	65 34 00.56N	018 04 46.28W	N 6534.01	W 01804.77
AR955	65 36 25.77N	018 03 45.58W	N 6536.43	W 01803.76
AR956	65 40 27.98N	018 04 31.26W	N 6540.47	W 01804.52
AR957	65 41 36.61N	018 05 06.50W	N 6541.61	W 01805.11
AR958	65 46 23.87N	018 09 13.46W	N 6546.40	W 01809.22
AR959	65 52 25.66N	018 10 24.82W	N 6552.43	W 01810.41
ASKUR	65 11 44.00 N	018 41 30.00 W	N 6511.73	W 01841.50
BEZIM	65 59 05.59 N	018 43 48.79 W	N 6559.09	W 01843.81
BIBTO	65 18 37.87 N	018 13 58.54 W	N 6518.63	W 01813.98
CAINA	65 23 30.47 N	018 11 31.28 W	N 6523.51	W 01811.52
CUBAS	66 07 36.46 N	018 26 26.48 W	N 6607.61	W 01826.44
DORFA	66 07 48.15 N	018 14 27.32 W	N 6607.80	W 01814.46
DETIX	65 28 46.42 N	018 08 51.20 W	N 6528.77	W 01808.85
EBOLU	65 59 56.10 N	018 09 41.64 W	N 6559.94	W 01809.69
FERAS	65 55 58.29 N	018 08 39.51 W	N 6555.97	W 01808.66
GELPA	65 50 07.49 N	018 07 08.49 W	N 6550.12	W 01807.14
GILTU	65 18 21.27 N	018 21 20.35 W	N 6518.35	W 01821.34
GITTA	65 49 06.28 N	017 48 45.86 W	N 6549.10	W 01748.76
JARRI	65 12 18.96 N	017 59 25.92 W	N 6512.32	W 01759.43
KOMIK	65 40 30.70 N	018 04 40.34 W	N 6540.51	W 01804.67
LISNO	65 36 11.45 N	018 02 58.91 W	N 6536.19	W 01802.98
MADUB	65 19 03.68 N	018 18 00.31 W	N 6519.06	W 01818.01
MAMEP	65 41 55.73 N	017 20 46.71 W	N 6541.93	W 01720.78
NB	65 19 33.99 N	018 17 36.92 W	N 6519.57	W 01817.62
NORFI	65 58 03.08 N	018 19 29.89 W	N 6558.05	W 01819.50
PERUR	65 26 27.24 N	018 57 33.83 W	N 6526.45	W 01857.56
PEXIL	65 24 14.00 N	018 03 04.00 W	N 6524.23	W 01803.07
REFUM	65 50 29.73 N	018 07 40.59 W	N 6550.50	W 01807.68
RETUR	65 32 19.00 N	017 37 29.00 W	N 6532.32	W 01737.48
SAGGO	65 46 32.61 N	018 06 24.51 W	N 6546.54	W 01806.41
TO	65 30 01.56 N	018 09 03.43 W	N 6530.03	W 01809.06
UTISU	65 52 54.80 N	017 20 29.96 W	N 6552.91	W 01720.50

RF arc center identifiers	**Coordinates**		**Display**	
	LAT	**LON**	**LAT**	**LON**
ARC01	653602.12N	0181546.31W	N 6536.04	W 01815.77
ARC02	654006.67N	0181521.60W	N 6540.11	W 01815.36

Akureyri RNP Y RWY 01 (AR)

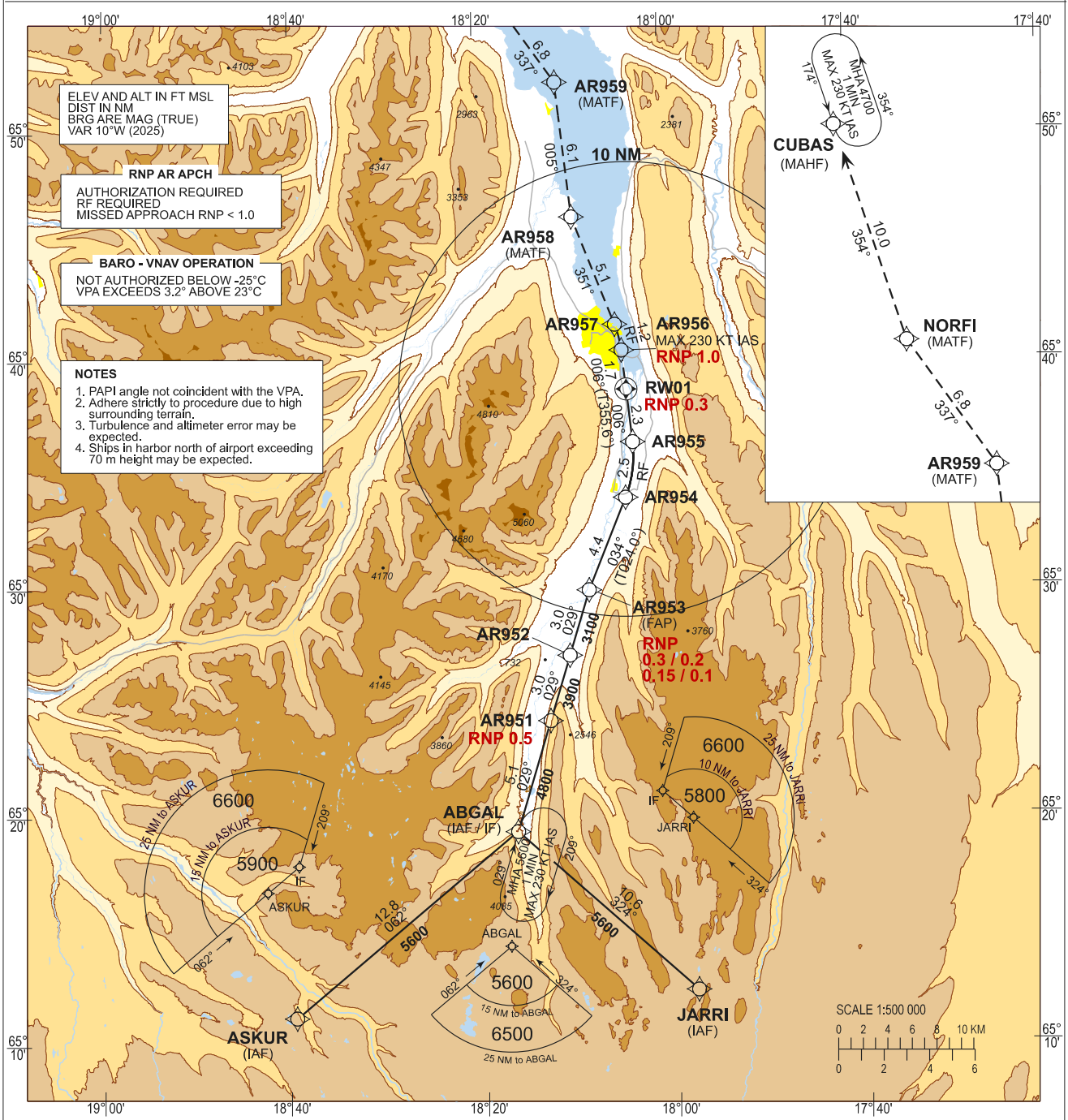
INSTRUMENT APPROACH CHART - ICAO

TRANSITION ALTITUDE 7000

AD ELEV 7

AKUREYRI TWR / APP	118.200
REYKJAVIK ACC	119.700
ATIS	136.200

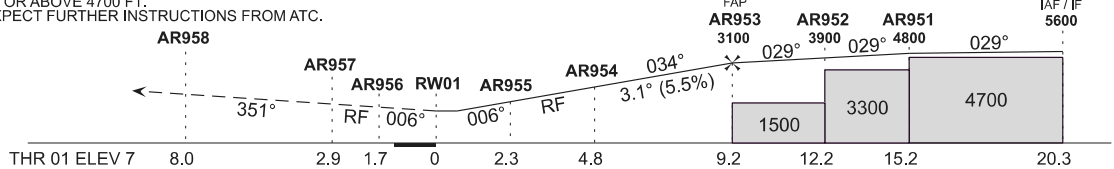
BIAR - Akureyri
RNP Y RWY 01 (AR)



CHANGES: NEW PROCEDURE

MISSED APPROACH:
CLIMB STRAIGHT AHEAD TO AR956. TURN LEFT RF TO AR957 (MAX IAS IN TURN 230 KT) AND FOLLOW THE RNP MISSED APPROACH TO CUBAS JOINING THE HOLDING AT OR ABOVE 4700 FT.
EXPECT FURTHER INSTRUCTIONS FROM ATC.

VPA (3.1°) NOT CONSISTENT WITH PAPI ANGLE (3.5° AND 5.3°)



OCA (H)	A	B	C	D	REMARKS
RNP 0.30	590 (583)	600 (593)	610 (603)	620 (613)	
RNP 0.20	440 (433)	450 (443)	460 (453)	470 (463)	
RNP 0.15	400 (393)	420 (413)	430 (423)	440 (433)	
RNP 0.10	340 (333)	370 (363)	390 (383)	400 (393)	
CIRCLING	1610 (1603)	2750 (2743)	3220 (3213)	3330 (3323)	ONLY EAST OF AD

GS	KT	80	100	120	140	160	180
RoD (5.5%)	FT/MIN	440	550	660	770	880	990

BIAR RNP Y RWY 01 (AR)

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	Arc centre Radius (NM)	Navigation Specification
010	IF	ASKUR	-		+10.0			A5900+				RNP 1.0 NM
020	TF	ABGAL	-	062 (051.8)	+10.0	12.8	L	A5600+				RNP 1.0 NM
010	IF	JARRI	-		+10.0			A5800+				RNP 1.0 NM
020	TF	ABGAL	-	324 (313.7)	+10.0	10.6	R	A5600+				RNP 1.0 NM
010	IF	ABGAL	-		+10.0			A5600+				RNP 1.0 NM
020	TF	AR951	-	029 (018.8)	+10.0	5.1		A4800+				RNP 1.0 NM
030	TF	AR952	-	029 (018.8)	+10.0	3.0		A3900+				RNP 0.5 NM
040	TF	AR953	-	029 (018.8)	+10.0	3.0		A3100+				RNP 0.5 NM
050	TF	AR954	-	034 (024.0)	+10.0	4.4				3.12°		RNP 0.3 NM *
060	RF	AR955	-		+10.0	2.5	L			3.12°	ARC01 R = 5.00	RNP 0.3 NM *
070	TF	RW01	Y	006 (355.6)	+10.0	2.3				3.12°/ 50		RNP 0.3 NM *
080	TF	AR956	-	006 (355.6)	+10.0	1.7			-230			RNP 0.3 NM
090	RF	AR957	-		+10.0	1.2	L		-230		ARC02 R = 4.50	RNP 1.0 NM
100	TF	AR958	-	351 (340.6)	+10.0	5.1	R					RNP 1.0 NM
110	TF	AR959	-	005 (355.4)	+10.0	6.1	L					RNP 1.0 NM
120	TF	NORFI	-	337 (326.7)	+10.0	6.8	R					RNP 1.0 NM
130	TF	CUBAS	-	354 (343.6)	+10.0	10.0						RNP 1.0 NM
140	HM	CUBAS	-	174 (163.6)	+10.0		L	A4700+	-230			RNP APCH

* RNP value can be lower (see minima box in chart)

BIAR RNP Y RWY 01 (AR)
Waypoint coordinates

Waypoint Identifier	Coordinates		Display	
	LAT	LON	LAT	LON
ASKUR	651144.00N	0184130.00W	N 6511.73	W 01841.50
JARRI	651218.96N	0175925.92W	N 6512.32	W 01759.43
ABGAL	651933.99N	0181736.92W	N 6519.57	W 01817.62
AR951	652422.01N	0181342.15W	N 6524.37	W 01813.70
AR952	652711.79N	0181123.04W	N 6527.20	W 01811.38
AR953	653001.54N	0180903.43W	N 6530.03	W 01809.06
AR954	653400.56N	0180446.28W	N 6534.01	W 01804.77
AR955	653625.77N	0180345.58W	N 6536.43	W 01803.76
RW01	653845.03N	0180411.81W	N 6538.75	W 01804.20
AR956	654027.98N	0180431.26W	N 6540.47	W 01804.52
AR957	654136.61N	0180506.50W	N 6541.61	W 01805.11
AR958	654623.87N	0180913.46W	N 6546.40	W 01809.22
AR959	655225.66N	0181024.82W	N 6552.43	W 01810.41
NORFI	655803.08N	0181929.89W	N 6558.05	W 01819.50
CUBAS	660736.46N	0182626.48W	N 6607.61	W 01826.44
RF arc center identifiers	**Coordinates**		**Display**	
	LAT	LON	LAT	LON
ARC01	653602.12N	0181546.31W	N 6536.04	W 01815.77
ARC02	654006.67N	0181521.60W	N 6540.11	W 01815.36

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Akureyri RNP Z RWY 01 (AR)

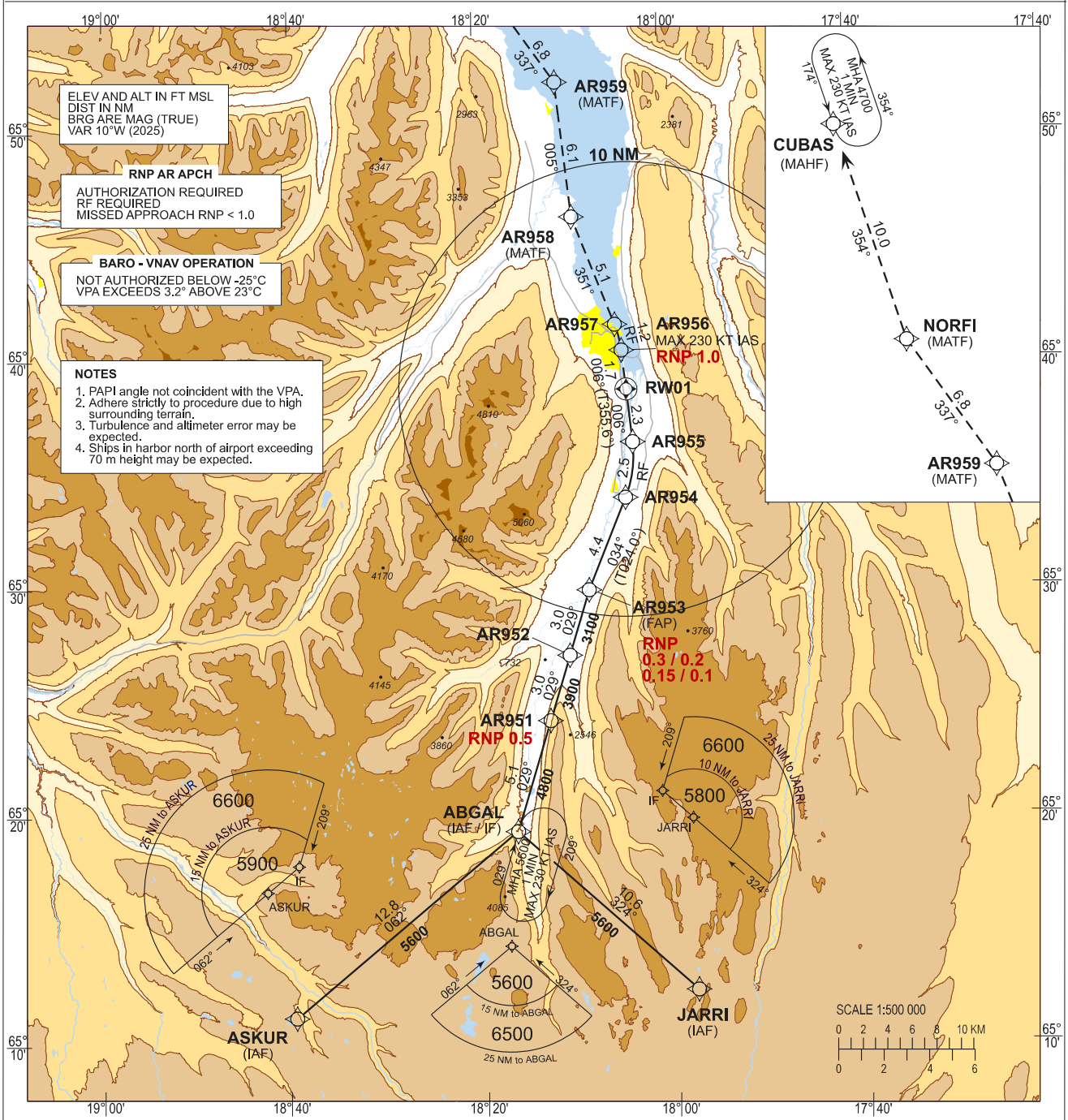
INSTRUMENT APPROACH CHART - ICAO

TRANSITION ALTITUDE 7000

AD ELEV 7

AKUREYRI TWR / APP	118.200
REYKJAVIK ACC	119.700
ATIS	136.200

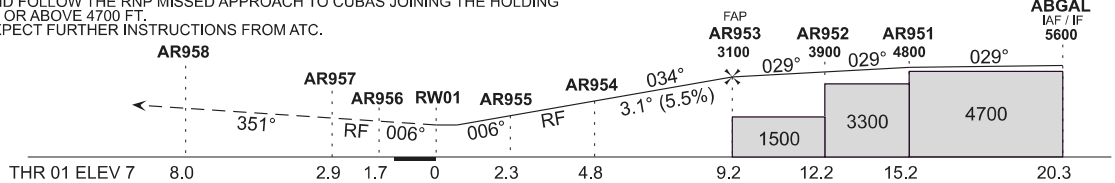
BIAR - Akureyri
RNP Z RWY 01 (AR)



CHANGES: NEW PROCEDURE

MISSED APPROACH:
CLIMB STRAIGHT AHEAD TO AR956. TURN LEFT RF TO AR957 (MAX IAS IN TURN 230 KT) AND FOLLOW THE RNP MISSED APPROACH TO CUBAS JOINING THE HOLDING AT OR ABOVE 4700 FT.
EXPECT FURTHER INSTRUCTIONS FROM ATC.

VPA (3.1°) NOT CONSISTENT WITH PAPI ANGLE (3.5° AND 5.3°)



OCA (H)	A	B	C	D	REMARKS
RNP 0.30	590 (583)	600 (593)	610 (603)	620 (613)	
RNP 0.20	440 (433)	450 (443)	460 (453)	470 (463)	
RNP 0.15	390 (383)	400 (393)	410 (403)	420 (413)	
RNP 0.10	300 (293)	310 (303)	320 (313)	330 (323)	
CIRCLING	1610 (1603)	2750 (2743)	3220 (3213)	3330 (3323)	ONLY EAST OF AD

GS	KT	80	100	120	140	160	180
RoD (5.5%)	FT/MIN	440	550	660	770	880	990

BIAR RNP Z RWY 01 (AR)

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	Arc center Radius (NM)	Navigation Specification
010	IF	ASKUR	-		+10.0			A5900+				RNP 1.0 NM
020	TF	ABGAL	-	062 (051.8)	+10.0	12.8	L	A5600+				RNP 1.0 NM
010	IF	JARRI	-		+10.0			A5800+				RNP 1.0 NM
020	TF	ABGAL	-	324 (313.7)	+10.0	10.6	R	A5600+				RNP 1.0 NM
010	IF	ABGAL	-		+10.0			A5600+				RNP 1.0 NM
020	TF	AR951	-	029 (018.8)	+10.0	5.1		A4800+				RNP 1.0 NM
030	TF	AR952	-	029 (018.8)	+10.0	3.0		A3900+				RNP 0.5 NM
040	TF	AR953	-	029 (018.8)	+10.0	3.0		A3100+				RNP 0.5 NM
050	TF	AR954	-	034 (024.0)	+10.0	4.4				3.12°		RNP 0.3 NM *
060	RF	AR955	-		+10.0	2.5	L			3.12°	ARC01 R = 5.00	RNP 0.3 NM *
070	TF	RW01	Y	006 (355.6)	+10.0	2.3				3.12°/ 50		RNP 0.3 NM *
080	TF	AR956	-	006 (355.6)	+10.0	1.7			-230			RNP 0.3 NM *
090	RF	AR957	-		+10.0	1.2	L		-230		ARC02 R = 4.50	RNP 1.0 NM
100	TF	AR958	-	351 (340.6)	+10.0	5.1	R					RNP 1.0 NM
110	TF	AR959	-	005 (355.4)	+10.0	6.1	L					RNP 1.0 NM
120	TF	NORFI	-	337 (326.7)	+10.0	6.8	R					RNP 1.0 NM
130	TF	CUBAS	-	354 (343.6)	+10.0	10.0						RNP 1.0 NM
140	HM	CUBAS	-	174 (163.6)	+10.0		L	A4700+	-230			RNP APCH

* RNP value can be lower (see minima box in chart)

BIAR RNP Z RWY 01 (AR)
Waypoint coordinates

Waypoint Identifier	Coordinates		Display	
	LAT	LON	LAT	LON
ASKUR	651144.00N	0184130.00W	N 6511.73	W 01841.50
JARRI	651218.96N	0175925.92W	N 6512.32	W 01759.43
ABGAL	651933.99N	0181736.92W	N 6519.57	W 01817.62
AR951	652422.01N	0181342.15W	N 6524.37	W 01813.70
AR952	652711.79N	0181123.04W	N 6527.20	W 01811.38
AR953	653001.54N	0180903.43W	N 6530.03	W 01809.06
AR954	653400.56N	0180446.28W	N 6534.01	W 01804.77
AR955	653625.77N	0180345.58W	N 6536.43	W 01803.76
RW01	653845.03N	0180411.81W	N 6538.75	W 01804.20
AR956	654027.98N	0180431.26W	N 6540.47	W 01804.52
AR957	654136.61N	0180506.50W	N 6541.61	W 01805.11
AR958	654623.87N	0180913.46W	N 6546.40	W 01809.22
AR959	655225.66N	0181024.82W	N 6552.43	W 01810.41
NORFI	655803.08N	0181929.89W	N 6558.05	W 01819.50
CUBAS	660736.46N	0182626.48W	N 6607.61	W 01826.44
RF arc center identifiers	**Coordinates**		**Display**	
	LAT	LON	LAT	LON
ARC01	653602.12N	0181546.31W	N 6536.04	W 01815.77
ARC02	654006.67N	0181521.60W	N 6540.11	W 01815.36

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Akureyri ILS or LOC RWY 19 Instrument Approach Chart - ICAO

INSTRUMENT APPROACH CHART - ICAO

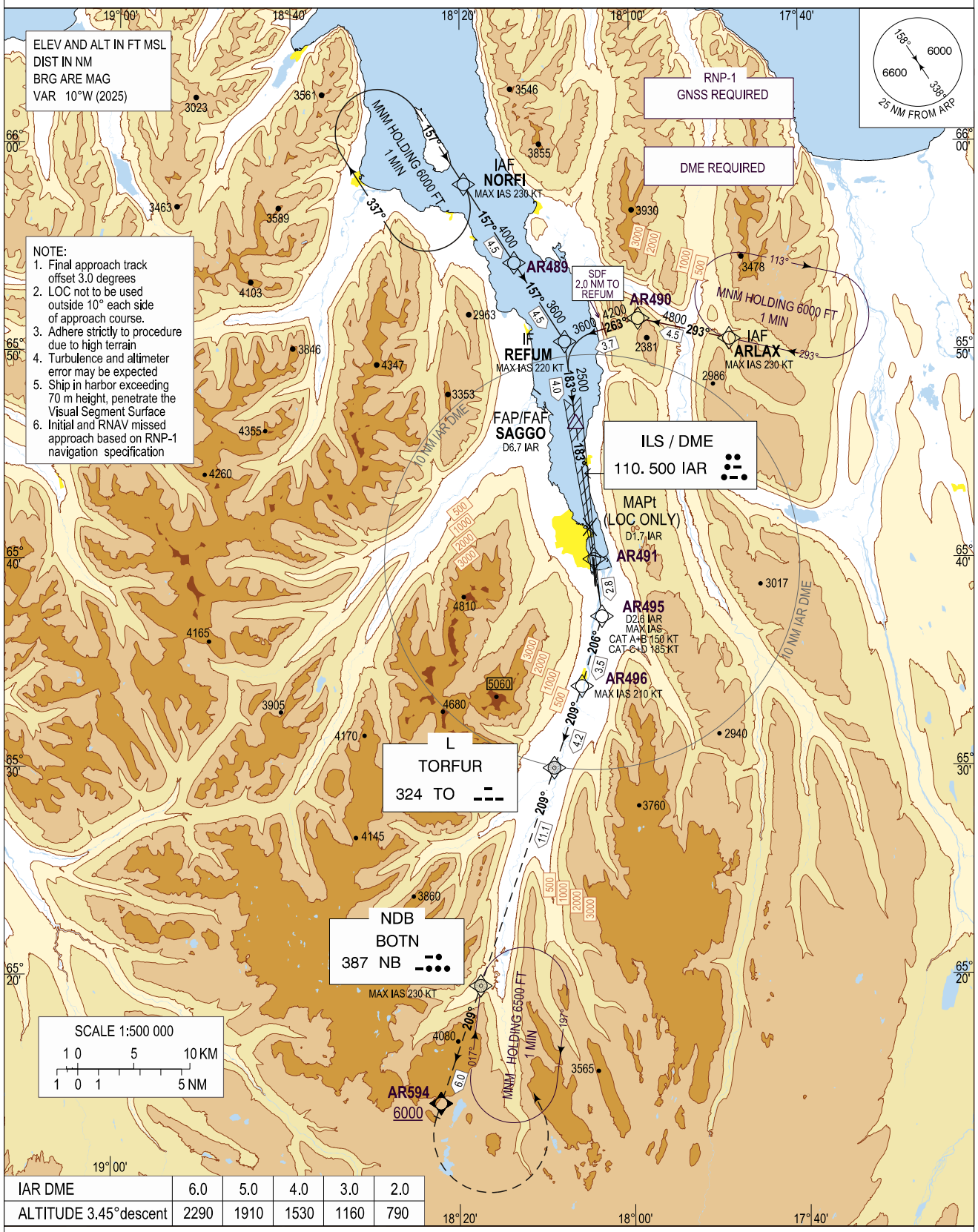
TRANSITION ALTITUDE 7000

AD ELEV 7

AKUREYRI TWR / APP	118.200
REYKJAVIK ACC	119.700
ATIS	136.200

BIAR - AKUREYRI

ILS or LOC RWY 19

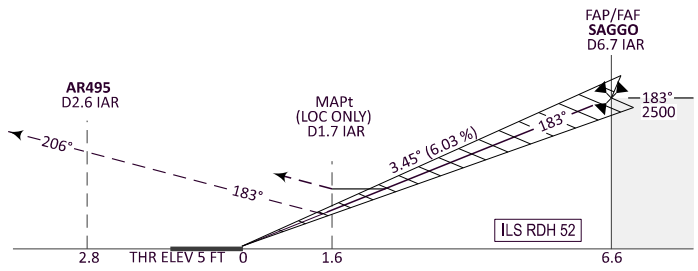


IAR DME	6.0	5.0	4.0	3.0	2.0
ALTITUDE 3.45°descent	2290	1910	1530	1160	790

CHANGES : NEW PAGE NUMBER

MISSED APPROACH:
RNAV:
Climb on track 183° to AR495, right turn to AR496 (max IAS in turn-CAT A and B 150 KT, CAT C and D 185 KT), to TO, to NB, to AR594, continue on course 209° until passing 6000 FT then turn LEFT to NB and hold at 7000 FT.

NON-RNAV:
Climb on track 183° to D2.6 IAR, right turn (max IAS in turn- CAT A and B 150 KT, CAT C and D 185 KT) on track 206° to intercept 209° QDM to TO , track 209° to NB, continue on NB QDR 209° until passing 6000 FT, then turn left to NB and hold at 7000 FT.



SCALE 1:250 000

TIMING NOT AUTHORIZED FOR DEFINING MAPt

GS	KT	80	100	120	140	160	180
FAF - D1.7 IAR (5.02 NM)	MIN:SEC	03:46	03:01	02:31	02:09	01:53	01:40
Rate of descent (6.03%)	FT/MIN	490	610	730	850	980	1100

OCA(H)		A	B	C	D	REMARKS
ILS - CAT I	CG 2.5%	1170 (1165)	1180 (1175)	1490 (1485)	1510 (1505)	
	CG 4.0%	860 (855)	880 (875)	890 (885)	900 (895)	
	CG 5.0%	680 (675)	700 (695)	710 (705)	720 (715)	
LOC	CG 2.5%	1280 (1275)	1300 (1295)	1740 (1735)	1760 (1755)	
	CG 4.0%	910 (905)	940 (935)	980 (975)	1020 (1015)	
	CG 5.0%	730 (725)	780 (775)	820 (815)	870 (865)	
CIRCLING		1610 (1603)	2750 (2743)	3220 (3213)	3330 (3323)	Only EAST of aerodrome

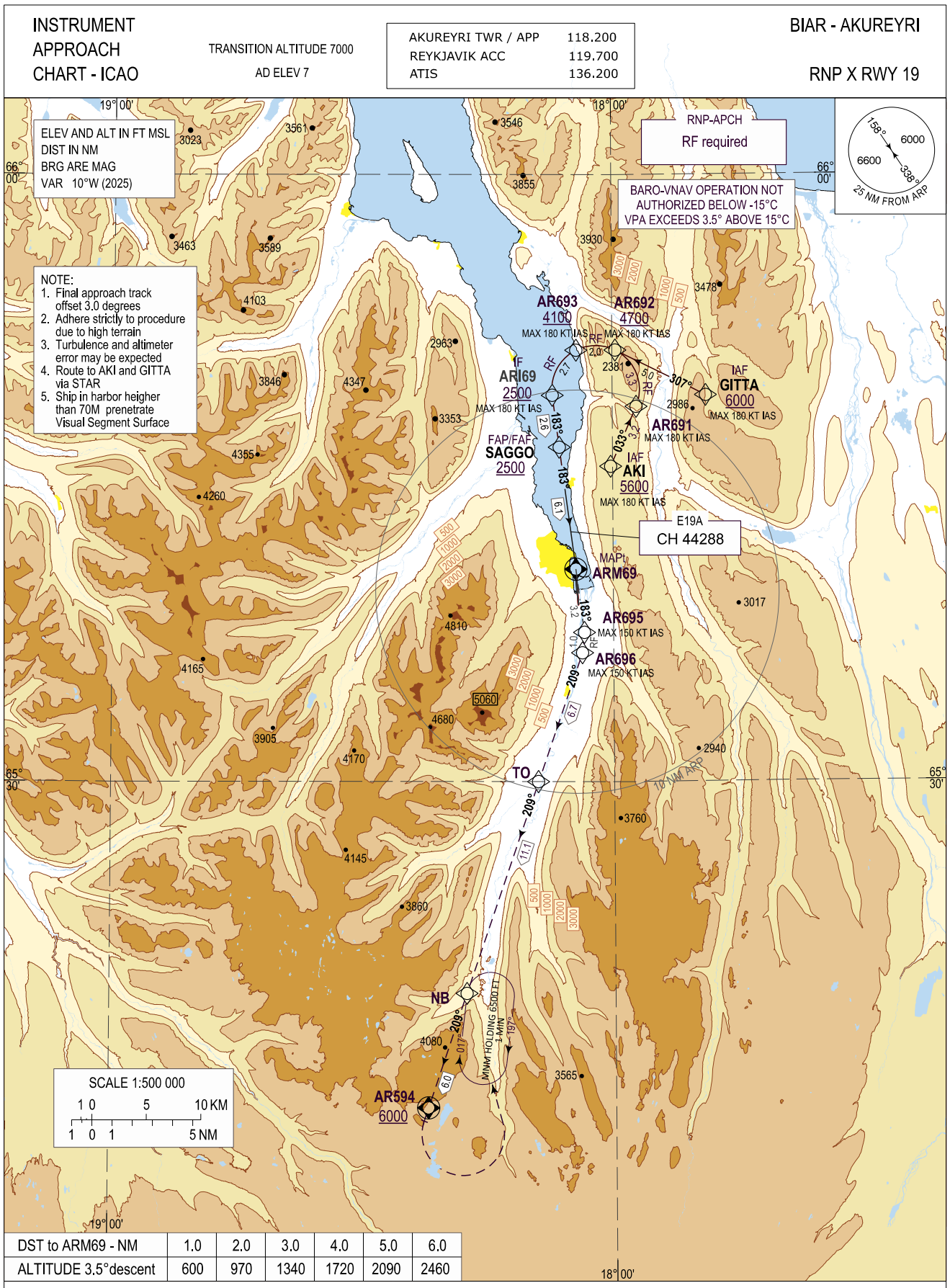
Recommended Coding Tables

BIAR ILS or LOC RWY 19

Serial Number	Path De-scriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance	Turn Direction	Altitude (FT)	Speed (KT)	Navigation Specification
010	IF	NORFI	-		+10.0			A6000+	-230	RNP 1
020	TF	AR489	-	157/ (147.3)	+10.0	4.5		A4000+		RNP 1
030	TF	REFUM	-	157/ (147.4)	+10.0	4.5		A3600+	-220	RNP 1
010	IF	ARLAX	-		+10.0			A6000+	-230	RNP 1
020	TF	AR490	-	293/ (282.8)	+10.0	4.5		A4800+		RNP 1
030	TF	REFUM	-	263/ (252.6)	+10.0	3.7		A3600+	-220	RNP 1
040	TF	SAGGO	-	183/ (172.5)	+10.0	4.0		A2500+		RNP 1
050	TF	AR491	-	183/ (172.5)	+10.0					RNP 1
060	TF	AR495	-	183/ (172.5)	+10.0	2.8			-185	RNP1
070	TF	AR496	-	206/ (196.2)	+10.0	3.5			-210	RNP 1
080	TF	TO	-	209 (198.9)	+10.0	4.2				RNP 1
090	TF	NB	-	209 (198.9)	+10.0	11.1			-230	RNP 1
100	TF	AR594	Y	209 (198.7)	+10.0	6.0				RNP 1
110	CA		-	209 (198.7)	+10.0			A6000+		RNP 1
120	DF	NB	-		+10.0		L			RNP 1
130	HM	NB	Y	017/ (006.6)	+10.0		R	A7000	-230	RNP 1

For WAYPOINT COORDINATES see AD 2 BIAR 4 - 1

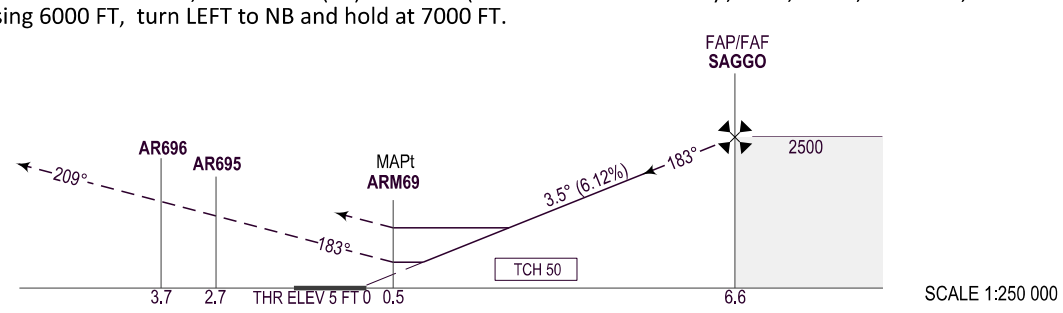
Akureyri RNP X RWY 19 Instrument Approach Chart - ICAO



CHANGES : PAGE NUMBER

DST to ARM69 - NM	1.0	2.0	3.0	4.0	5.0	6.0
ALTITUDE 3.5°descent	600	970	1340	1720	2090	2460

MISSED APPROACH:
Climb on track 183° to AR695, RIGHT turn (RF) to AR696 (max IAS in turn 150 KT) ,to TO, to NB, to AR594, continue on course 209°, passing 6000 FT, turn LEFT to NB and hold at 7000 FT.



TIMING NOT AUTHORIZED FOR DEFINING MAPt

GS	KT	80	100	120	140	160	180
SAGGO - ARM49 (6.1 NM)	MIN:SEC	04:35	03:40	03:03	02:37	02:17	02:02
Rate of descent (6.12%)	FT/MIN	500	620	740	870	990	1110

OCA (H)	CLIMB GRAD	CAT A	CAT B	REMARKS
LPV	2.5%	1020 (1015)	1040 (1035)	
	4.0%	430 (425)	430 (425)	
LNAV/VNAV	2.5%	1080 (1075)	1090 (1085)	
	4.0%	830 (825)	840 (835)	
	5.0%	700 (695)	720 (715)	
LNAV	2.5%	1290 (1285)	1320 (1315)	
	4.0%	1100 (1095)	1140 (1135)	
	5.0%	970 (965)	1020 (1015)	
CIRCLING		1610 (1603)	2750 (2743)	ONLY EAST OF AERODROME

BIAR RNP X RWY 19

Recommended Coding Table

Serial Number	Path De-scriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	MAG VAR	DST (NM)	Turn Dir	ALT (FT)	Speed (KT)	VPA°/ TCH (FT)	ARC centre Radius (NM)	Navigation Specification
010	IF	AKI	-		+10.0			A5600+	-180			RNP APCH
015	TF	AR691	-	033/ (023.2)	+10.0	3.2			-180			RNP APCH
020	RF	AR692	-		+10.0	3.3	L	A4700+	-180		AR694 R = 2.17	RNP APCH
010	IF	GITTA	-		+10.0			A6000+	-180			RNP APCH
020	TF	AR692	-	307/ (296.6)	+10.0	5.0		A4700+	-180			RNP APCH
030	RF	AR693	-		+10.0	2.0	L	A4100+	-180		AR694 R = 2.17	RNP APCH
040	RF	ARI69	-		+10.0	2.7	L		-180		AR694 R = 2.17	RNP APCH
050	TF	SAGGO	-	183/ (172.5)	+10.0	2.6		A2500+		3.5°/ 50		RNP APCH
060	TF	ARM69	Y	183/ (172.5)	+10.0	6.1				3.5°/ 50		RNP APCH
070	TF	AR695	-	183/ (172.5)	+10.0	3.2			-150			RNP APCH
080	RF	AR696	-		+10.0	1.0	R		-150		AR697 R = 2.21	RNP APCH
090	TF	TO	-	209/ (199.2)	+10.0	6.7						RNP APCH
100	TF	NB	-	209/ (198.9)	+10.0	11.1						RNP APCH
110	TF	AR594	Y	209/ (198.7)	+10.0	6.0						RNP APCH
120	CA		-	209/ (198.7)	+10.0			A6000+				RNP APCH
130	DF	NB	-		+10.0		L					RNP APCH
140	HM	NB	Y	017/ (006.6)	+10.0		R	A7000				RNP APCH

FAS DATA BLOCK

Operation Type	0	**FPAP Latitude**	653845.7180N
SBAS Provider	1	**Delta FPAP Latitude (seconds)**	-76.8370
Airport Identifier	BIAR	**FPAP Longitude**	0180355.8350W
Runway	19	**Delta FPAP Longitude (seconds)**	24.3645
Runway Direction	0	**Threshold Crossing Height**	50.0
Approach Performance Designator	0	**TCH Units Selector**	0
Route Indicator	X	**Glidepath Angle (degrees)**	3.50
Reference Path Data Selector	0	**Course Width (metres)**	105.00
Reference Path Identifier	E19A	**Length Offset (metres)**	0
LTP/FTP Latitude	654002.5550N	**HAL (metres)**	40.0
LTP/FTP Longitude	0180420.1995W	**VAL (metres)**	50.0
LTP/FTP Ellipsoidal Height (metres)	67.7	**CRC**	**CACFF83B**
		EGNOS CHANNEL	**44288 E19A**

NON FAS DATA BLOCK FIELDS

ICAO Code	BI
LTP/FTP Orthometric Height (metres)	1.1

For WAYPOINT COORDINATES see AD 2 BIAR 4 - 1

Akureyri RNP Y RWY 19 Instrument Approach Chart - ICAO

INSTRUMENT APPROACH CHART - ICAO

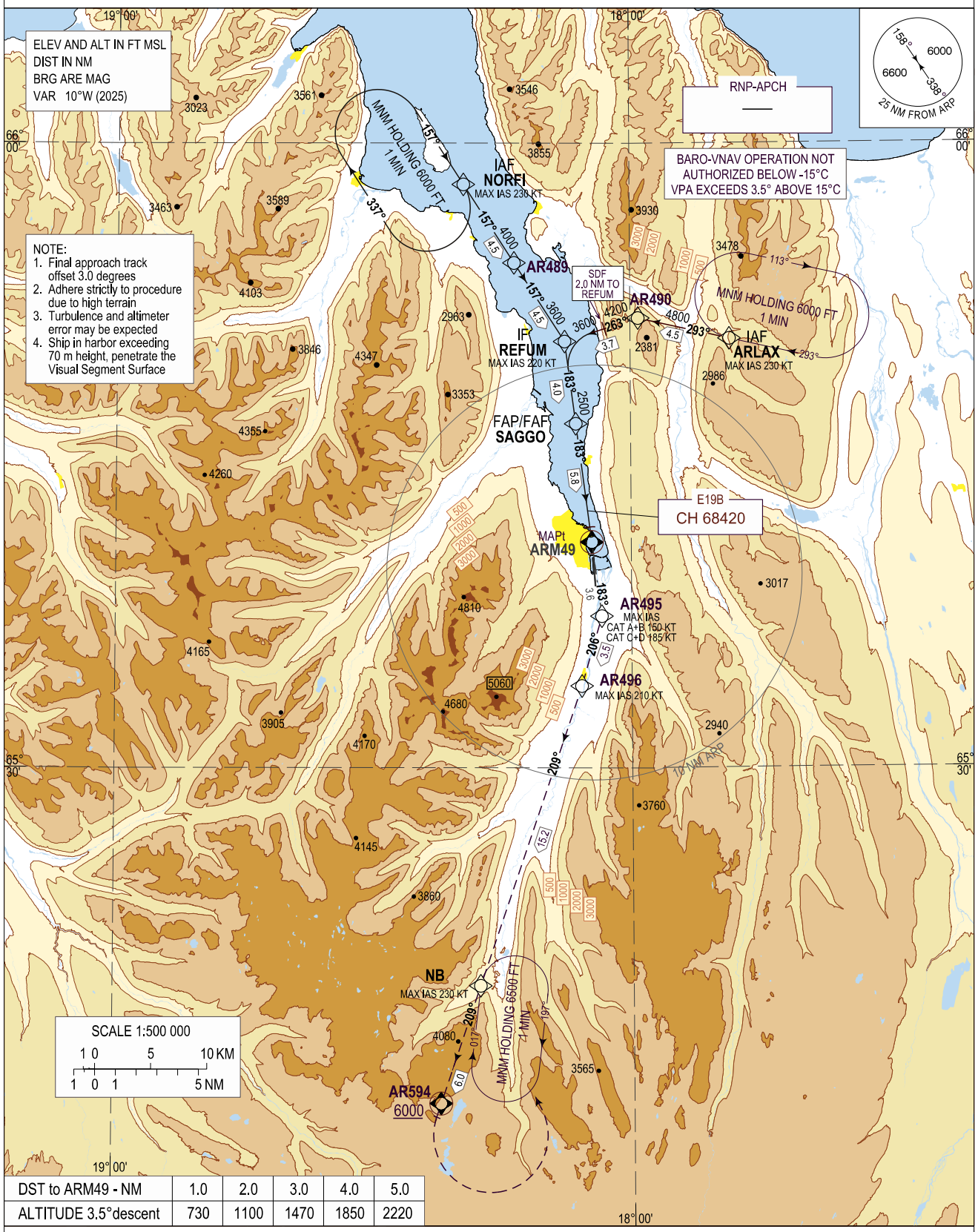
TRANSITION ALTITUDE 7000

AD ELEV 7

AKUREYRI TWR / APP	118.200
REYKJAVIK ACC	119.700
ATIS	136.200

BIAR - AKUREYRI

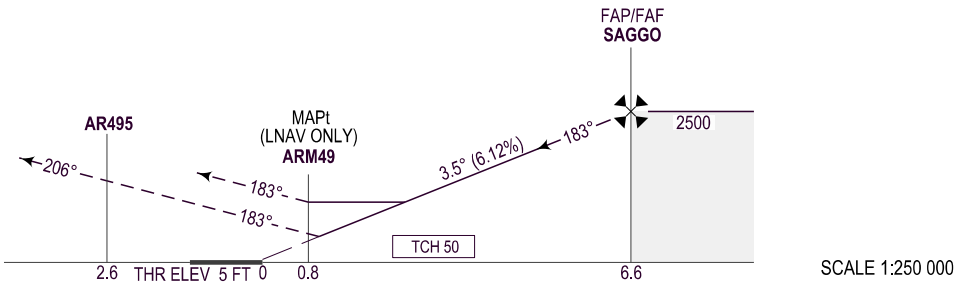
RNP Y RWY 19



DST to ARM49 - NM	1.0	2.0	3.0	4.0	5.0
ALTITUDE 3.5°descent	730	1100	1470	1850	2220

CHANGES : NEW PAGE NUMBER

MISSED APPROACH:
Climb on course 183° to AR495 (CAT A-B max IAS 150 KT, CAT C-D max IAS 185 KT) turn right to AR496 (max IAS 210 KT) , to NB, to AR594, on course 209° until passing 6000 FT, turn left to NB and hold at 7000 FT.



TIMING NOT AUTHORIZED FOR DEFINING MAPt

GS	KT	80	100	120	140	160	180
SAGGO - ARM49 (5.8 NM)	MIN:SEC	04:19	03:27	02:53	02:28	02:10	01:55
Rate of descent (6.12%)	FT/MIN	495	620	745	865	990	1115

OCA (H)	CLIMB GRAD	CAT A	CAT B	CAT C	CAT D	REMARKS
LPV	2.5%	1030 (1025)	1050 (1045)	1060 (1055)	1070 (1065)	
	4.0%	540 (535)	560 (555)	640 (635)	660 (655)	
	5.0%	430 (425)	430 (425)	490 (485)	500 (495)	
LNAV/VNAV	2.5%	1260 (1255)	1270 (1265)	1450 (1445)	1480 (1475)	
	4.0%	880 (875)	900 (895)	940 (935)	980 (975)	
	5.0%	770 (765)	790 (785)	820 (815)	860 (855)	
LNAV	2.5%	1500 (1495)	1530 (1525)	1770 (1765)	1790 (1785)	
	4.0%	1120 (1115)	1150 (1145)	1210 (1205)	1240 (1235)	
	5.0%	1000 (995)	1050 (1045)	1090 (1085)	1140 (1135)	
CIRCLING		1610 (1603)	2750 (2743)	3220 (3213)	3330 (3323)	ONLY EAST OF AERODROME

Recommended Coding Table

BIAR RNP Y RWY 19

Serial Number	Path De-scriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
010	IF	NORFI	-		+10.0			A6000+	-230		RNP APCH
020	TF	AR489	-	157/ (147.3)	+10.0	4.5		A4000+			RNP APCH
030	TF	REFUM	-	157/ (147.4)	+10.0	4.5		A3600+	-220		RNP APCH
010	IF	ARLAX	-		+10.0			A6000+	-230		RNP APCH
020	TF	AR490	-	293/ (282.8)	+10.0	4.5		A4800+			RNP APCH
030	TF	REFUM	-	263/ (252.6)	+10.0	3.7	L	A3600+	-220		RNP APCH
040	TF	SAGGO	-	183/ (172.5)	+10.0	4.0		A2500+		3.50°/50	RNP APCH
050	TF	ARM49	Y	183/ (172.5)	+10.0	5.8				3.50°/50	RNP APCH
060	TF	AR495	-	183/ (172.5)	+10.0	3.6			-185		RNP APCH
070	TF	AR496	-	206/ (196.2)	+10.0	3.5			-210		RNP APCH
080	TF	NB	-	209/ (198.7)	+10.0	15.2					RNP APCH
090	TF	AR594	-	209/ (198.7)	+10.0	6.0					RNP APCH
100	CA		-	209/ (198.7)	+10.0			A6000+			RNP APCH
110	DF	NB	-		+10.0		L				RNP APCH
120	HM	NB	Y	017/ (006.6)	+10.0		R	A7000	-230		RNP APCH

FAS DATA BLOCK

Operation Type	0	**FPAP Latitude**	653845.7180N
SBAS Provider	1	**Delta FPAP Latitude (seconds)**	-76.8370
Airport Identifier	BIAR	**FPAP Longitude**	0180355.8350W
Runway	19	**Delta FPAP Longitude (seconds)**	24.3645
Runway Direction	0	**Threshold Crossing Height**	50.0
Approach Performance Designator	0	**TCH Units Selector**	0
Route Indicator	Y	**Glidepath Angle (degrees)**	3.50
Reference Path Data Selector	0	**Course Width (metres)**	105.00
Reference Path Identifier	E19B	**Length Offset (metres)**	0
LTP/FTP Latitude	654002.5550N	**HAL (metres)**	40.0
LTP/FTP Longitude	0180420.1995W	**VAL (metres)**	50.0
LTP/FTP Ellipsoidal Height (metres)	67.7	**CRC**	**D7D074DE**
		EGNOS CHANNEL	**68420 E19B**

NON FAS DATA BLOCK FIELDS

ICAO Code	BI
LTP/FTP Orthometric Height (metres)	1.1

INSTRUMENT APPROACH CHART - ICAO

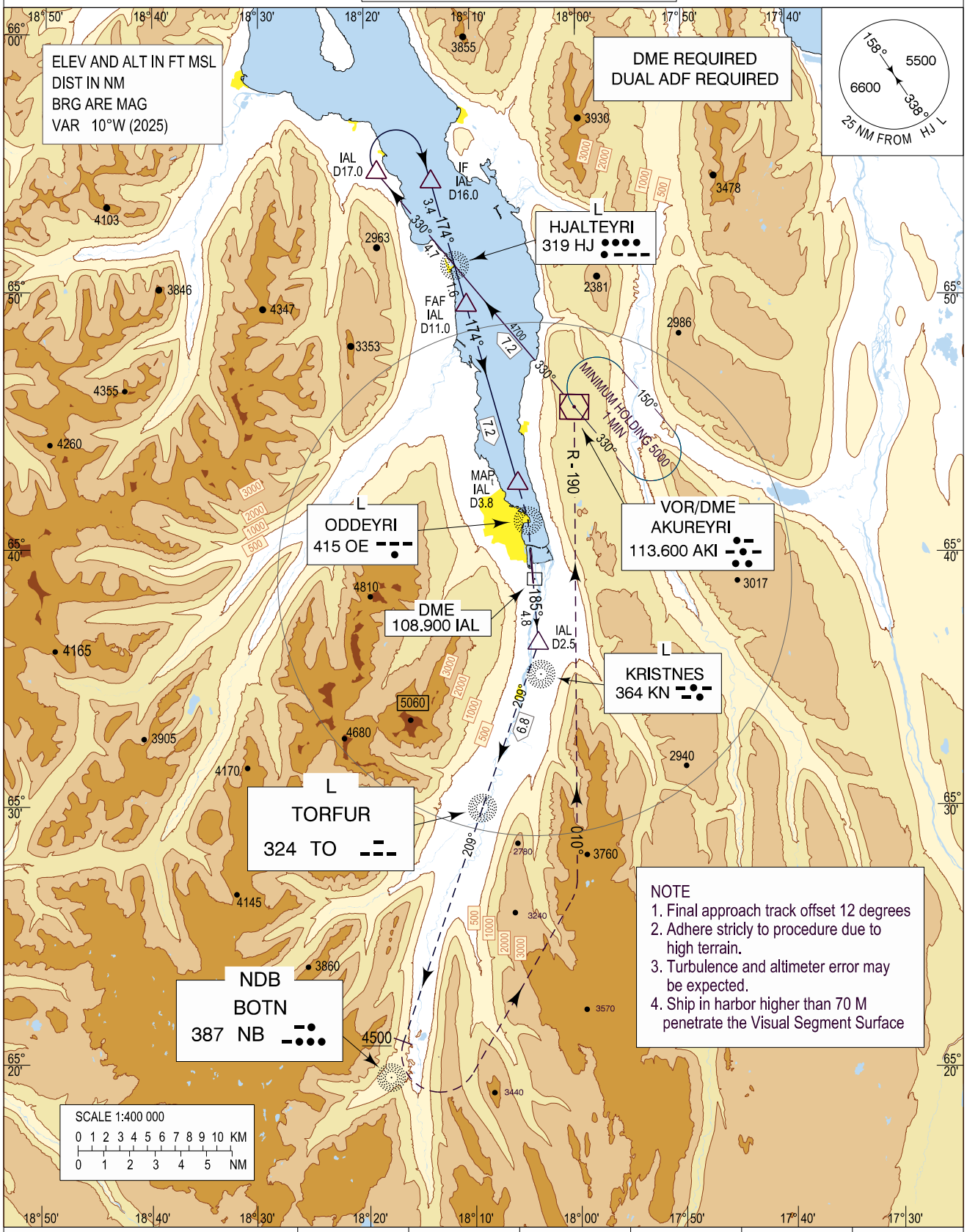
TRANS ALT 7000
TRANS LEVEL BY ATC

AD ELEV 7

AKUREYRI TWR / APP	118.200
REYKJAVIK ACC	119.700
ATIS	136.200

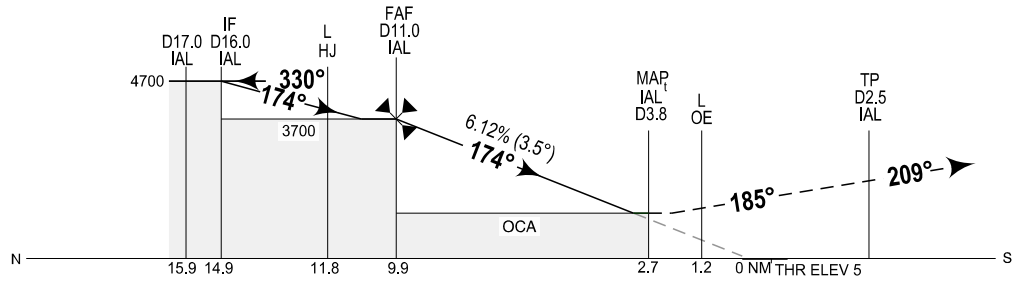
BIAR - AKUREYRI

NDB RWY 19



IAL DME	10	9	8	7	6	5
ALTITUDE 6.12% (3.5°)	3350	2980	2610	2240	1860	1500

MISSED APPROACH:
Climb direct OE L, turn right track 185° from OE L towards KN L, at 2.5 IAL DME turn right to track 209° to TO L, continue on track 209° towards NB NDB. Passing 4500 feet turn left intercept R190 to AKI VOR and hold at 5000.



Timing not authorized for defining the MAP_t

GS	kt	80	100	120	140	160
FAF - MAP_t (7.2 NM)	MIN:SEC	5:24	4:19	3:36	3:05	2:42
Rate of descent (6.12%)	Ft/MIN	500	620	740	860	990

OCA (H)	CAT A	CAT B	Remarks:
Straight - in	1210 (1203)	1210 (1203)	
CIRCLING	1610 (1603)	2750 (2743)	CIRCLE ONLY EAST OF RUNWAY

CHANGES: NEW PAGE NUMBER

Recommended Coding Table

BIAR NDB RWY 19

Akureyri NDB RWY 19 from AKI VOR

Serial Number	Path Termi-inator	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Mag. VAR	Distance	Turn Direct-ion	Altitude (ft)	Speed (KT)	VPA/ TCH	Navigation Specification
010		AKI			+10.0			A5000+			
020		HJ L		330/ (320.1)	+10.0	7.2		A4700+			
030		D17.0		330/ (320.1)	+10.0	4.7		A4700+			
040		D16.0			+10.0		R	A4700+			
050		HJ L		174/ (164.2)	+10.0	3.4		A3700+			
060		D11.0		174/ (164.1)	+10.0	1.6		A3700+		3.50°/	
070		D3.8		174/ (164.1)	+10.0	7.2				3.50°/ 62	
080		OE L		174/ (164.2)	+10.0	1.5					
090		D2.5		185/ (175.4)	+10.0	4.8					
100		TO L		209/ (199.0)	+10.0	6.8					
110		NB NDB		209/ (198.9)	+10.0	11.1		A4500+			
120		AKI			+10.0			A5000			

Waypoint Coordinates

Waypoint	***Coordinates***		***Display***	
	LAT	*LON*	*LAT*	*LON*
AKI	654535.32N	0180014.81W	N6545.59	W01800.25
HJ L	655105.99N	0181129.76W	N6551.10	W01811.50
IAL D17.0	655443.10N	0181854.02W	N6554.72	W01818.90
IAL D16.0	655421.11N	0181344.50W	N6554.35	W01813.74
IAL D11.0	654933.11N	0181025.32W	N6549.55	W01810.42
IAL D3.8	654238.41N	0180539.22W	N6542.64	W01805.65
OE L	654111.30N	0180439.50W	N6541.19	W01804.66
IAL D2.5	653625.25N	0180344.98W	N6536.42	W01803.75
TO L	653001.54N	0180903.43W	N6530.03	W01809.06
NB	651933.99N	0181736.92W	N6519.57	W01817.62

Akureyri RNP SID RWY 01 - PERUR 2A, ASKUR 2A

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

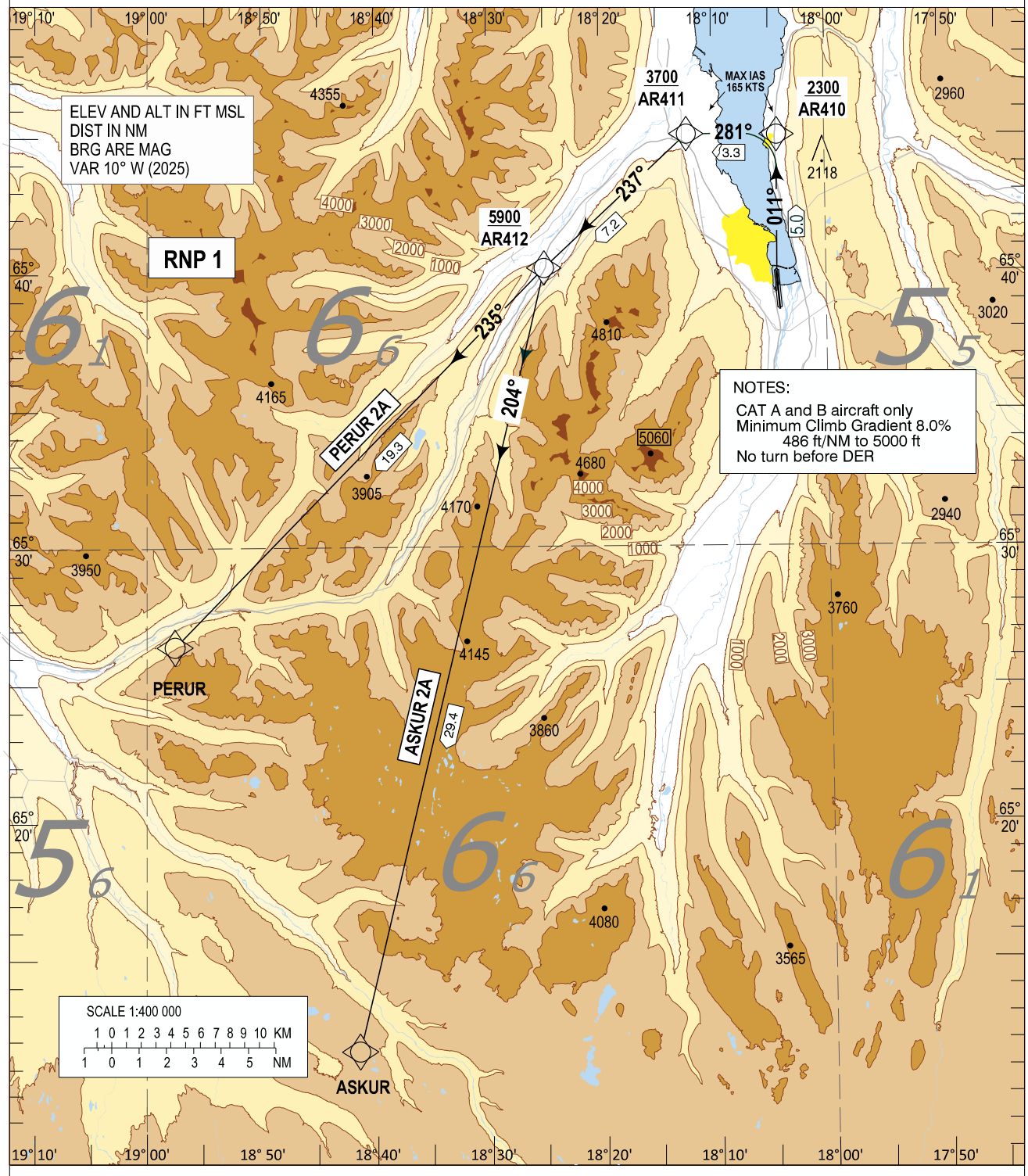
TRANSITION ALTITUDE 7000

AD ELEV 7

AKUREYRI TWR / APP	118.200
REYKJAVIK ACC	119.700
ATIS	136.200

BIAR - AKUREYRI

RNP SID RWY 01
PERUR 2A
ASKUR 2A



CHANGES : EDITORIAL, NOTES, ALT RESTRICTION, CLIMB GRADIENT TABLE, DESIGNATOR NAME

GS KTS	75	100	125	150	175
8.0% Climb Gradient (ft/min)	610	810	1010	1215	1420
3.3% Climb Gradient (ft/min)	250	335	420	500	585

STANDARD DEPARTURE ROUTES-
INSTRUMENT (SID) – ICAO

BIAR - AKUREYRI

RNP SID RWY 01

REMARKS: High initial climb gradient. Aircraft CAT A and B only.

GENERAL: RNP 1 required.
Loss of RNP 1 capability – Advise ATC
Maximum speed below FL100; 250 KT IAS unless otherwise stated under RESTRICTIONS or instructed by ATC.

RADIO COMMUNICATION FAILURE: Set transponder to A 7600
Proceed in accordance with GEN 3.4.4.12.

NOTE: Change to STANDARD QNH at Transition Altitude or passing last altitude restriction if lower.

DESIGNATOR	ROUTE	RESTRICTIONS	After Take-Off	
			CLIMB TO	Contact
PERUR 2A	To AR410 on course 011°, left turn to AR411, left turn to AR412, to PERUR	A MNM climb gradient of **8.0%** (486 FT/NM) is required to **5000 FT,** thereafter MNM climb gradient of 3.3% (201 FT/NM). MAX IAS 165 KT until passing AR411 No turn before DER Cross AR410 at or above 2300 FT, Cross AR411 at or above 3700 FT, Cross AR412 at or above 5900 FT.	As cleared by ATC	Reykjavik Control 119.700 when instructed
ASKUR 2A	To AR410 on course 011°, left turn to AR411, left turn to AR412, left turn to ASKUR	A MNM climb gradient of **8.0%** 486 FT/NM is required to **5000 FT,** thereafter MNM climb gradient of 3.3% (201 FT/NM). MAX IAS 165 KT until passing AR411. No turn before DER Cross AR410 at or above 2300 FT, Cross AR411 at or above 3700 FT, Cross AR412 at or above 5900 FT.	As cleared by ATC	Reykjavik Control 119.700 when instructed

For RECOMMENDED CODING TABLE see AD 2 BIAR 7 - 17

For WAYPOINT COORDINATES see AD 2 BIAR 4 - 1

Akureyri RNP SID RWY 01 - PERUR 1B, ASKUR 1B

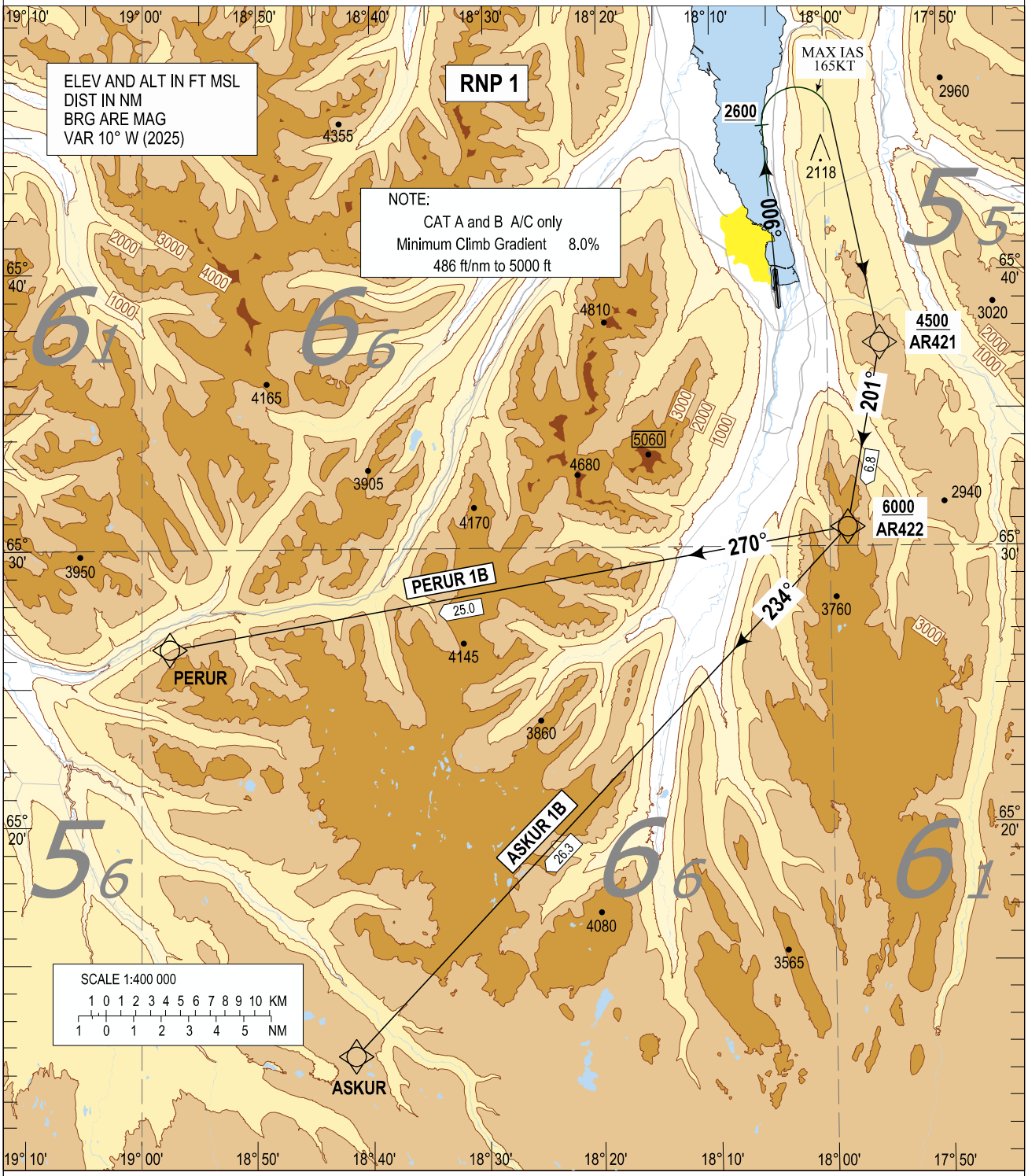
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE 7000

AD ELEV 7

AKUREYRI TWR / APP	118.200
REYKJAVIK ACC	119.700
ATIS	136.200

BIAR - AKUREYRI
RNP SID RWY 01
PERUR 1B
ASKUR 1B



GS KTS	75	100	125	150	175
8.0% Climb Gradient (ft/min)	610	810	1010	1215	1420
3.3% Climb Gradient (ft/min)	250	335	420	500	585

CHANGES : EDITORIAL, CLIMB GRADIENT TABLE

STANDARD DEPARTURE ROUTES-
INSTRUMENT (SID) – ICAO

BIAR - AKUREYRI

RNP SID RWY 01

REMARKS: High initial climb gradient. Aircraft CAT A and B only.

GENERAL: RNP 1 required.
Loss of RNP 1 capability – Advise ATC
Maximum speed below FL100; 250 KT IAS unless otherwise stated under RESTRICTIONS or instructed by ATC.

RADIO COMMUNICATION FAILURE: Set transponder to A 7600
Proceed in accordance with GEN 3.4.4.12.

NOTE: Change to STANDARD QNH at Transition Altitude or passing last altitude restriction if lower.

DESIGNATOR	ROUTE	RESTRICTIONS	After Take-Off	
			CLIMB TO	Contact
PERUR 1B	Climb on course 006°, passing 2600 FT turn right to AR421, to AR422, right turn to PERUR	A MNM climb gradient of **8.0%** (486 FT/NM) is required to **5000 FT,** thereafter MNM climb gradient of 3.3% (201 FT/NM). MAX IAS 165 KT until AR421. Cross AR421 at or above 4500 FT, Cross AR422 at or above 6000 FT.	As cleared by ATC	Reykjavik Control 119.700 when instructed
ASKUR 1B	Climb on course 006°, passing 2600 FT turn right to AR421, to AR422, right turn to ASKUR	A MNM climb gradient of **8.0%** 486 FT/NM is required to **5000 FT,** thereafter MNM climb gradient of 3.3% (201 FT/NM). MAX IAS 165 KT until AR421. Cross AR421 at or above 4500 FT, Cross AR422 at or above 6000 FT,	As cleared by ATC	Reykjavik Control 119.700 when instructed

For RECOMMENDED CODING TABLE see AD 2 BIAR 7 - 17

For WAYPOINT COORDINATES see AD 2 BIAR 4 -1

Akureyri RNP SID RWY 19 - ASKUR 1C, JARRI 1C

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

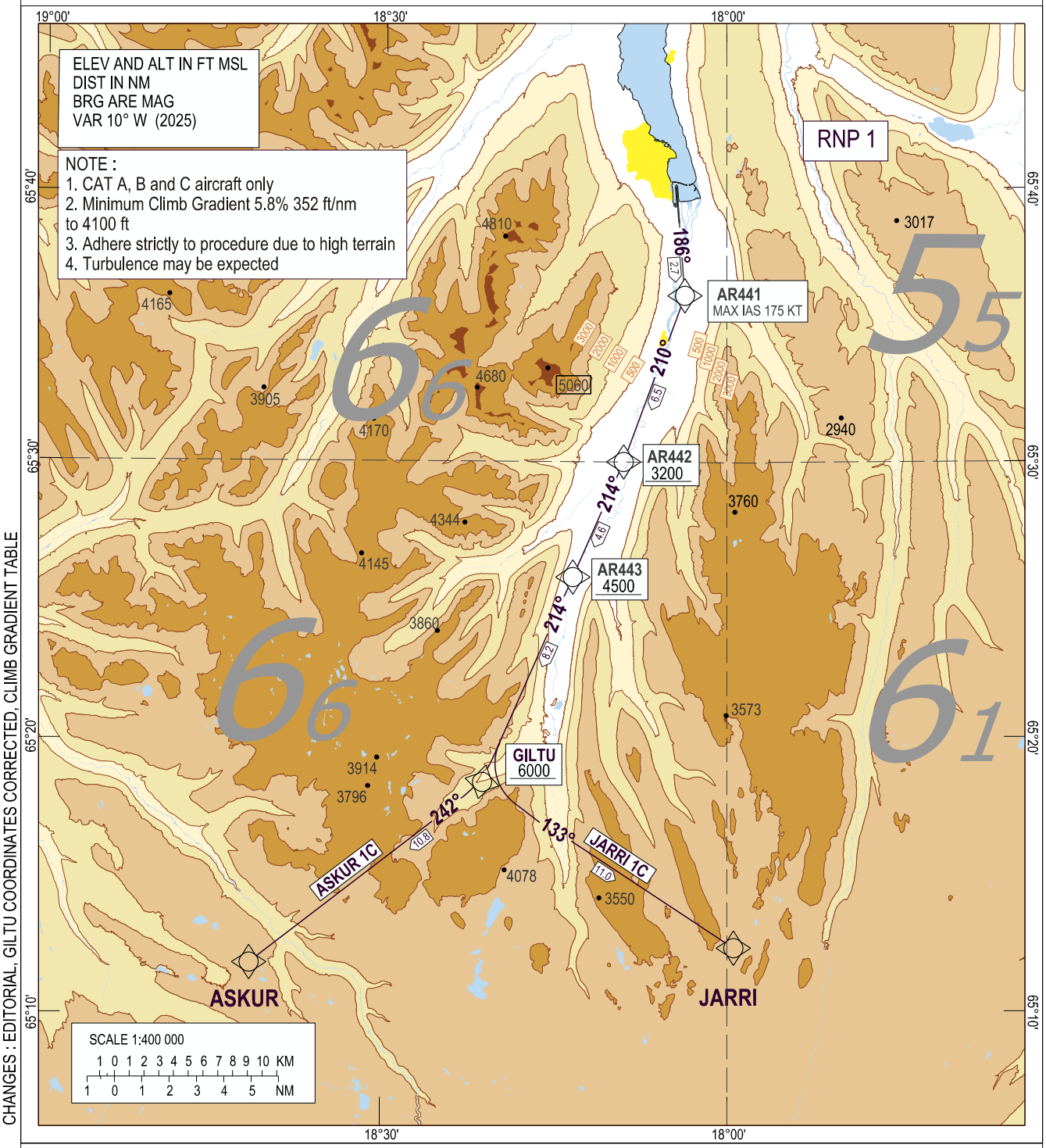
TRANSITION ALTITUDE 7000

AERODROME ELEV 7

AKUREYRI TWR / APP	118.200
REYKJAVIK ACC	119.700
ATIS	136.200

BIAR - AKUREYRI

RNP SID RWY 19
ASKUR 1C,JARRI 1C



CHANGES : EDITORIAL, GILTU COORDINATES CORRECTED, CLIMB GRADIENT TABLE

GS KT	75	100	125	150	175	200	225	250	275
5.8% Climb Gradient	450	590	740	890	1030	1180	1330	1470	1620
3.3% Climb Gradient	260	340	420	510	590	670	760	840	920

STANDARD DEPARTURE ROUTES-
INSTRUMENT (SID) – ICAO

BIAR - AKUREYRI

RNP SID RWY 19

REMARKS: Aircraft CAT A, B and C only

GENERAL: RNP 1 required.
Loss of RNP 1 capability – Advise ATC
Maximum speed below FL100; 250 KT IAS unless otherwise stated under RESTRICTIONS or instructed by ATC.

RADIO COMMUNICATION FAILURE: Set transponder to A 7600
Proceed in accordance with GEN 3.4.4.12.

NOTE: Change to STANDARD QNH at Transition Altitude or passing last altitude restriction if lower.

DESIGNATOR	ROUTE	RESTRICTIONS	After Take-Off	
			CLIMB TO	Contact
ASKUR 1C	To AR441 on course 186°, right turn to AR442, to AR443, to GILTU, right turn to ASKUR.	A MNM climb gradient of **5.8%** i.e. 352 FT/NM is required up to **4100** FT, thereafter MNM climb gradient of 3.3% i.e 201 FT/NM MAX IAS 175 KT until AR441 Cross AR442 at 3200 FT or above. Cross AR443 at 4500 FT or above. Cross GILTU at 6000 FT or above,	As cleared by ATC	Reykjavik Control 119.700 when instructed.
JARRI 1C	To AR441 on course 186°, right turn to AR442, to AR443, to GILTU, left turn to JARRI.	A MNM climb gradient of **5.8%** i.e. 352 FT/NM is required up to **4100** FT, thereafter MNM climb gradient of 3.3% i.e 201 FT/NM MAX IAS 175 KT until AR441 Cross AR442 at 3200 FT or above. Cross AR443 at 4500 FT or above. Cross GILTU at 6000 FT or above	As cleared by ATC	Reykjavik Control 119.700 when instructed

For RECOMMENDED CODING TABLE see AD 2 BIAR 7 - 19

For WAYPOINT COORDINATES see BIAR AD 4 - 1

BIAR RNP SID RWY 01

Recommended Coding Tables

PERUR 2A

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	CF	AR410	-	011 (000.5)	+10.0	5.0		A2300+	-165 KT	RNP 1
020	TF	AR411	-	281 (270.5)	+10.1	3.3	L	A3700+	-165 KT	RNP 1
030	TF	AR412	-	237 (227.4)	+10.2	7.2	L	A5900+		RNP 1
040	TF	PERUR	-	235 (224.6)	+10.4	19.3				RNP 1

ASKUR 2A

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	CF	AR410	-	011 (000.5)	+10.0	5.0		A2300+	-165 KT	RNP 1
020	TF	AR411	-	281 (270.5)	+10.1	3.3	L	A3700+	-165 KT	RNP 1
030	TF	AR412	-	237 (227.4)	+10.2	7.2	L	A5900+		RNP 1
040	TF	ASKUR	-	204 (193.7)	+10.2	29.4	L			RNP 1

PERUR 1B

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		-	006 (355.5)	+10.0			A2600+	-165 KT	RNP 1
020	DF	AR421	-		+9.9		R	A4500+	-165 KT	RNP 1
030	TF	AR422	-	201 (190.6)	+9.9	6.8		A6000+		RNP 1
040	TF	PERUR	-	270 (260.5)	+10.4	25.0	R			RNP 1

ASKUR 1B

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		-	006 (355.5)	+10.0			A2600+	-165 KT	RNP 1
020	DF	AR421	-		+9.9		R	A4500+	-165 KT	RNP 1
030	TF	AR422	-	201 (190.6)	+9.9	6.8		A6000+		RNP 1
040	TF	ASKUR	-	234 (223.7)	+10.2	26.3				RNP 1

UTISU 2A

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	CF	AR401	-	004 (353.5)	+10.1	11.3		A6500+		RNP 1
020	TF	UTISU	-	095 (084.7)	+9.7	19.4	R			RNP 1

MAMEP 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		-	004 (353.5)	+10	-	-	A2600+		RNP 1
020	DF	MAMEP	-	-	+9.6	-	R	A6000+		RNP 1

CUBAS 1F

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		-	358 (348.0)	+10	-	-	A5000+		RNP 1
020	DF	CUBAS	-	-	+10	-	L			RNP 1

DORFA 1F

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		-	358 (348.0)	+10	-	-	A5000+		RNP 1
020	DF	DORFA	-	-	+10	-	R			RNP 1

JARRI 1F

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		-	358 (348.0)	+10	-	-	A5000+		RNP 1
020	DF	JARRI	-	-	+10	-	L			RNP 1

MAMEP 1F

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		-	358 (348.0)	+10	-	-	A5000+		RNP 1
020	DF	MAMEP	-	-	+10	-	R			RNP 1

PERUR 1F

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		-	358 (348.0)	+10	-	-	A5000+		RNP 1
020	DF	PERUR	-	-	+10	-	L			RNP 1

BIAR RNP SID RWY 19

Recommended Coding Tables

ASKUR 1C

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	CF	AR441	-	186 (175.5)	+10.0	2.7			-175	RNP 1
020	TF	AR442	-	210 (200.3)	+10.0	6.5	R	A3200+		RNP 1
030	TF	AR443	-	214 (203.7)	+10.0	4.6		A4500+		RNP 1
040	TF	GILTU	-	214 (203.7)	+10.0	8.2		A6000+		RNP 1
050	TF	ASKUR	-	242 (232.1)	+10.2	10.8	R			RNP 1

ASKUR 1D

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	MAG VAR	DIST (NM)	Turn Dir	ALT (FT)	Speed (KT)	ARC Centre Radius (NM)	Navigation Specification
010	CF	AR431	-	186 (175.5)	+10.0	1.7					RNP 1
020	RF	AR432	-		+10.0	1.5	R		K205-	AR439 (3.564)	RNP 1
030	TF	AR433	-	209 (199.1)	+10.0	7.1		A5000+	K230-		RNP 1
040	TF	AR435	-	228 (217.6)	+10.1	10.0		A7000+			RNP 1
050	TF	ASKUR	-	227 (217.4)	+10.2	11.8					RNP 1

JARRI 1C

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	CF	AR441	-	186 (175.5)	+10.0	2.7			-175	RNP 1
020	TF	AR442	-	210 (200.3)	+10.0	6.5	R	A3200+		RNP 1
030	TF	AR443	-	214 (203.7)	+10.0	4.6		A4500+		RNP 1
040	TF	GILTU	-	214 (203.7)	+10.0	8.2		A6000+		RNP 1
050	TF	JARRI	-	133 (123.2)	+9.8	11.0	L			RNP 1

JARRI 1D

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	MAG VAR	DIST (NM)	Turn Dir	ALT (FT)	Speed (KT)	ARC Centre Radius (NM)	Navigation Specification
010	CF	AR431	-	186 (175.5)	+10.0	1.7					RNP 1
020	RF	AR432	-		+10.0	1.5	R		K205-	AR439 (3.564)	RNP 1
030	TF	AR433	-	209 (199.1)	+10.0	7.1		A5000+	K230-		RNP 1
040	TF	AR436	-	175 (165.3)	+9.9	10.0		A7000+			RNP 1
050	TF	JARRI	-	175 (165.3)	+9.8	7.3					RNP 1

PERUR 1D

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	MAG VAR	DIST (NM)	Turn Dir	ALT (FT)	Speed (KT)	ARC Centre Radius (NM)	Navigation Specification
010	CF	AR431	-	186 (175.5)	+10.0	1.7					RNP 1
020	RF	AR432	-		+10.0	1.5	R		K205-	AR439 (3.564)	RNP 1
030	TF	AR433	-	209 (199.1)	+10.0	7.1		A5000+	K230-		RNP 1
040	TF	AR434	-	273 (263.0)	+10.1	7.0	R	A7000+			RNP 1
050	TF	PERUR	-	273 (262.7)	+10.4	13.1					RNP 1

RETUR 1D

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course °M (°T)	MAG VAR	DIST (NM)	Turn Dir	ALT (FT)	Speed (KT)	ARC Centre Radius (NM)	Navigation Specification
010	CF	AR431	-	186 (175.5)	+10.0	1.7					RNP 1
020	RF	AR432	-		+10.0	1.5	R			AR439 (3.564)	RNP 1
030	TF	AR433	-	209 (199.1)	+10.0	7.1		A5000+	K180-		RNP 1
040	TF	AR437	-	121 (110.6)	+9.8	6.5	L	A6000+	K200-		RNP 1
050	TF	RETUR	-	063 (052.7)	+9.7	9.3	L	A7000+			RNP 1

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

BIBD - BÍLDUDALUR / BILDUDALUR

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

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

BIBD AD 2.3 ÞJÓNUSTUTÍMAR
BIBD AD 2.3 OPERATIONAL HOURS

1	Rekstraraðili flugvallar AD Administration	Á skrifstofutíma During Office Hours
2	Tollur og útlendingaeftirlit Customs and immigration	NIL
3	Heilsugæsla Health and sanitation	NIL
4	Kynningarstofa upplýsingaþjónustu AIS Briefing Office	NIL
5	Flugvarðstofa ATS Reporting Office (ARO)	NIL
6	Kynningastofa veðurþjónustu MET Briefing Office	H24 Sími Veðurstofu Íslands: + 354 522 6310 IMO telephone: + 354 522 6310
7	Flugumferðarþjónusta ATS	AFIS: Sumartími 1. maí til 30. september/ Summer 1. May to 30. September Mán., Þri., mið., fim., fös./ Mon., Tue., Wed., Thu., Fri. : 0800-1600 Lau./ Sat.: Lokað/ Closed Sun./ Sun.: 1000-16000 AFIS: Vetrartími 1. október til 30. apríl/ Winter 1. October to 30. April Mán., Þri., mið., fim., fös./ Mon., Tue., Wed., Thu., Fri. : 0800-1600 Lau./ Sat.: Lokað/ Closed Sun./ Sun.: 1000-1600 Engin þjónusta eftir kl. 1200 á aðfangadag og gamlársdag. Lokað nýársdag, föstudaginn langa, páskadag og jóladag./ No service Christmas Eve and New Year's Eve after 1200. Closed at New Year's Day, Good Friday, Easter Sunday and Christmas Day.
8	Eldsneyti Fuelling	NIL
9	Afgreiðsla Handling	Skv. beiðni (0800-1600) O/R (0800-1600)
10	Flugvernd Security	NIL
11	Afísing De-icing	NIL
12	Athugasemdir Remarks	Flugumferðarþjónusta veitt utan þjónustutíma, gegn gjaldi samkvæmt gjaldskrá, svo fremi sem starfsmaður sé tiltækur. Óskið þjónustu, með að lágmarki 1 klst. fyrirvara að sumri og 2 klst. fyrirvara að vetri, í síma +354 424 4085. Gjaldskrá Isavia: Sjá GEN 4.1 FLUGVALLAGJÖLD. ATS available on request outside operational hours, if personnel is available. Surcharge applies. Request service, with a minimum of 1 hour's notice during summer and 2 hour's notice during winter, via Tel +354 424 4085. Isavia user charges: See GEN 4.1 AERODROME CHARGES.

BIBD AD 2.14 AÐFLUGS- OG FLUGBRAUTARLJÓS
BIBD AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST
1	2	3	4	5	6
04	NIL	LIH GRN WBAR (1)	APAPI 3.00°	NIL	NIL
22	NIL	LIH GRN WBAR (1)	APAPI 3.40°	NIL	NIL

RWY Designator	RWY edge LGT LEN, spacing, colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	7	8	9	10
04	WHI 940 m, 60 m LIH	RED WBAR (2)	NIL	APAPI fyrir flugbraut 04 eru hliðarsett/hliðruð aðeins til austurs og veita ekki hindrunaraðskilnað utan við 1 NM frá brautarenda / APAPI for runway 04 slightly offset to the east and does not provide obstacle clearance outside 1 NM from threshold (1)Takmarkaður WBAR, 4 ljós utan hliðarbrúna / Reduced WBAR, 4 ea. LGT on each side of RWY edge Þröskuldarkenniljós / RWY THR ID LGT (2)Brautarendaljós, 4 ljós utan hliðarbrúna / RWY end LGT, 4 ea. LGT on each side of RWY edge
22	WHI 940 m, 60 m LIH	RED WBAR (2)	NIL	(1)Takmarkaður WBAR, 4 ljós utan hliðarbrúna / Reduced WBAR, 4 ea. LGT on each side of RWY edge Þröskuldarkenniljós / RWY THR ID LGT (2)Brautarendaljós, 4 ljós utan hliðarbrúna / RWY end LGT, 4 ea. LGT on each side of RWY edge

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

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

BIBD AD 2.16 LENDINGARSVÆÐI FYRIR ÞYRLUR
BIBD AD 2.16 HELICOPTER LANDING AREA

1	Staðsetning lendingarsvæðis Bylgjulögun jarðsporvölu Coordinates TLOF or THR of FATO Geoid undulation	Sjá/See AD 2.16.7 —
2	Hæð á lendingarstað FT TLOF and/or FATO elevation FT	25 FT
3	Stærð, yfirborð, styrkleiki, merking TLOF and FATO area dimensions, surface, strength, marking	Tjörubundin grús Runway Asphalt stabilized gravel
4	Réttstefna á FATO True BRG of FATO	NIL
5	Skilgreind lengd Declared distance available	—
6	Aðflugs og lendingarljós APP and FATO lighting	NIL
7	Athugasemdir Remarks	Flugbrautarendi 22 Landing area at end of RWY 22

Bildudalur Aerodrome Chart

AERODROME CHART - ICAO

ARP 65°38'29"N
023°32'46"W
ARP ELEV 25 FT

AFIS 119.100

BIBD - BILDUDALUR

RWY DESIGNATOR NR	MAG BRG	Dimensions of RWY (M)	Surface of RWY and SWY	THR PSN THR geoid undulation	THR ELEV and hightest ELEV of TDZ of precision APCH RWY	Declared distances			
						TORA	TODA	ASDA	LDA
04	041	940 x 30	Asphalt stabilized gravel	653815.18N 0233303.14W GUND 211 FT	THR 11 ft	1000	1200	1000	940
22	221	940 x 30	Asphalt stabilized gravel	653842.04N 0233228.93W GUND 211 FT	THR 25 ft	1000	1200	1000	940

CHANGES: APAPI ANGLE

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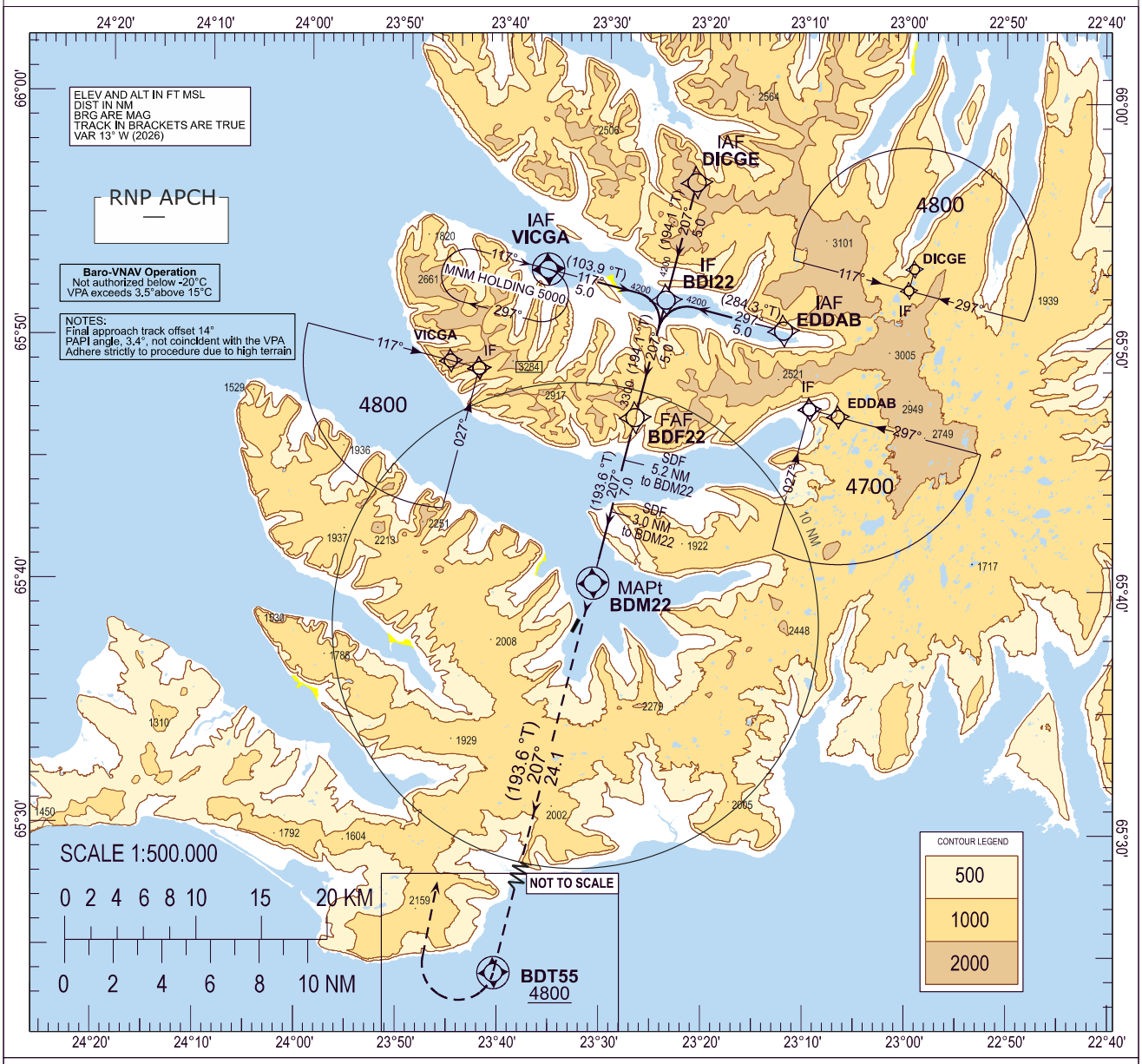
Bildudalur RNP RWY 22

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 25

BILDUDALUR AFIS	119.100
REYKJAVÍK ACC	119.700

BIBD - BILDUDALUR
RNP RWY 22

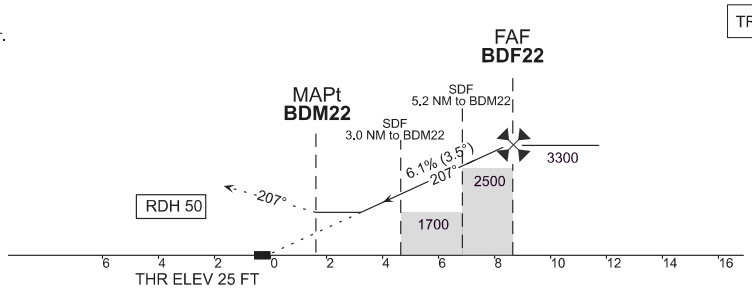


CHANGES : EDITORIAL

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



SCALE : 1:500 000

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

GS	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 2.20 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 eru háðar undaþágu. Sækja skal skriflega um undanþágu með netpósti til BIEG@isavia.is.
Afgreiðsla beiðna getur tekið allt að þrjá virka daga.
Mögulega verður gefin undanþága bundin skilyrðum.

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 require authorization.
Applications for such authorization shall be sent in writing by e-mail to BIEG@isavia.is.
Response time is three business days.
The authorizations may be given with restrictions.

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

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

NIL

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

BIGJ - GJÖGUR / GJOGUR

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

1	Hnattstaða flugvallar ARP coordinates and site at AD	655943N 0211937W
2	Stefna og fjarlægð frá (borg) Direction and distance from (city)	Norðurfjörður: 250° GEO, 12 KM (6.5 NM)
3	Landhæð / viðmiðunarhitastig Elevation / Reference temperature	90 FT / 11.3° C
4	Bylgjulögun jarðsporvölu (frá WGS-84 viðmiðunarsporvölu) í hæðarviðmiðunarpunkti flugvallar Geoid undulation at AD ELEV PSN	214 FT
5	Misvísun / árleg breyting MAG VAR / Annual change	12° W (2026) / - 0.32°
6	Rekstraraðili flugvallar Heimilisfang, sími, símbréf, netfang, AFS AD Administration Address, telephone, telefax, telex, AFS	Umdæmi 2 / District 2: Ísafjarðarflugvelli 400 Ísafirði, Iceland Tel: +354 424 4086 AFIS Tel: +354 424 5660 District manager / Umdæmisstjóri AFS: —
7	Leyfð flugumferð Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Athugasemdir Remarks	NIL

BIGJ AD 2.3 ÞJÓNUSTUTÍMAR
BIGJ AD 2.3 OPERATIONAL HOURS

1	Rekstraraðili flugvallar AD Administration	NIL
2	Tollur og útlendingaeftirlit Customs and immigration	NIL
3	Heilsugæsla Health and sanitation	NIL
4	Kynningarstofa upplýsingaþjónustu AIS Briefing Office	NIL
5	Flugvarðstofa ATS Reporting Office (ARO)	NIL
6	Kynningastofa veðurþjónustu MET Briefing Office	H24 Sími Veðurstofu Íslands: + 354 522 6310 IMO telephone: + 354 522 6310
7	Flugumferðarþjónusta ATS	AFIS: Sumartími 1. júní til 31. ágúst. Fös. 0900-1600 AFIS: Vetrartími 1. sep. til 31. maí Mán., fös. 1000-1600 Engin þjónusta gamlársdag, nýársdag, föstudaginn langa, páskadag, aðfangadag og jóladag / AFIS: Summer 01 June to 31 august Fri. 0900-1600 AFIS: Winter 01 Sept. to 31 May Mon., Fri. 1000-1600 No service New Year's Eve, New Year's Day, Good Friday, Easter Sunday, Christmas Eve and Christmas Day
8	Eldsneyti Fuelling	NIL
9	Afgreiðsla Handling	Skv. beiðni O/R
10	Flugvernd Security	NIL
11	Afísing De-icing	NIL

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

1	Flugvallarviti - staðsetning ABN/IBN location, characteristics and hours of operation	ABN FLG G and W on top of pole / í staur PSN 655943N 0211952W
2	Vindpoki staðsetning og lýsing Vindmælir staðsetning og lýsing LDI location and LGT Anemometer location and LGT	NIL
3	Akbrautarhliðarljós og miðlínuljós TWY edge and centre line lighting	Hliðar / Edge: TWY ALPHA Miðlína / Centre line: NIL
4	Vararafmagn / skiptitími Secondary power supply / switch-over time	Vararafmagn, skiptitími 10 sekúndur Secondary power, switchover time 10 seconds
5	Athugasemdir Remarks	NIL

BIGJ AD 2.16 LENDINGARSVÆÐI FYRIR ÞYRLUR
BIGJ AD 2.16 HELICOPTER LANDING AREA

1	Staðsetning lendingarsvæðis Bylgjulögun jarðsporvölu Coordinates TLOF or THR of FATO Geoid undulation	Sjá/See AD 2.16.7 —
2	Hæð á lendingarstað FT TLOF and/or FATO elevation FT	—
3	Stærð, yfirborð, styrkleiki, merking TLOF and FATO area dimensions, surface, strength, marking	NIL
4	Réttstefna á FATO True BRG of FATO	NIL
5	Skilgreind lengd Declared distance available	—
6	Aðflugs og lendingarljós APP and FATO lighting	NIL
7	Athugasemdir Remarks	Flugbraut framan við flugstöð Runway in front of Terminal

BIGJ AD 2.17 LOFTRÝMI FLUGUMFERÐARÞJÓNUSTU
BIGJ AD 2.17 ATS AIRSPACE

1	Heiti og útlínur Designation and lateral limits	Óstjórnað loftrými/ UNCONTROLLED AIRSPACE
2	Hæðarmörk Vertical limits	NIL
3	Flokkun loftrýmis Airspace classification	Flokkur / Class G
4	Kallmerki flugumferðarþjónustu og tungumál ATS unit call sign Language(s)	Gjögur flugradíó/Gjogur information - Enska/English, Íslenska/Icelandic
5	Skiptihæð Transition altitude	7000 FT MSL
6	Gildistími Hours of applicability	H24
7	Athugasemdir Remarks	NIL

BIGJ AD 2.18 ATS FJARSKIPTABÚNAÐUR
BIGJ 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	Gjögur flugradíó/ Gjogur information	118.600 MHZ	NIL	NIL	AFIS: Summer 01 June to 31 august Fri. 0900-1600 AFIS: Winter 01 Sept. to 31 May Mon., Fri. 1000-1600 No service New Year's Eve, New Year's Day, Good Friday, Easter Sunday, Christmas Eve and Christmas Day	NIL

BIHN AD 2.7 ÁRSTÍÐARBUNDNAR HREINSANIR
BIHN AD 2.7 SEASONAL AVAILABILITY

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

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

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

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

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

BIHN AD 2.10 FLUGVALLARHINDRANIR
BIHN AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID / Designation	**OBST type**	**OBST position**	**ELEV / HGT**	**Markings / Type, colour**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
BIHNOB0001	Terrain	641912.56N 0151209.81W	398 / - FT	NIL	NIL
BIHNOB0002	Terrain	642025.54N 0151252.00W	2155 / - FT	NIL	NIL
BIHNOB0003	Terrain	641933.34N 0150925.93W	1461 / - FT	NIL	NIL

In Area 3					
OBST ID / Designation	**OBST type**	**OBST position**	**ELEV / HGT**	**Markings / Type, colour**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
Athugasemdir/Notes: Hindranir á flugvelli eru lýstir allan sólarhringinn / Obstructions on aerodrome are lit day and night					

Öryggisvæði og hindranafleti fyrir 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

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

BIIS - ÍSAFJÖRÐUR / ISAFJORDUR

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

1	Hnattstaða flugvallar ARP coordinates and site at AD	660329N 0230807W
2	Stefna og fjarlægð frá (borg) Direction and distance from (city)	Ísafjörður: 200° GEO, 4.3 KM (2.3 NM) frá Ísafirði
3	Landhæð / viðmiðunarhitastig Elevation / Reference temperature	8 FT / 12.3° C
4	Bylgjulögun jarðsporvölu (frá WGS-84 viðmiðunarsporvölu) í hæðarviðmiðunarpunkti flugvallar Geoid undulation at AD ELEV PSN	211 FT
5	Misvísun / árleg breyting MAG VAR / Annual change	12.8° W (2025) / - 0.3°
6	Rekstraraðili flugvallar Heimilisfang, sími, símbréf, netfang, AFS AD Administration Address, telephone, telefax, telex, AFS	Umdæmi 2 / District 2: Isavia Innanlandsflugvellir ehf. Ísafjarðarflugvelli 400 Ísafirði Iceland Tel: +354 424 5660 District manager / Umdæmisstjóri Tel: +354 424 4090 AFIS email: biistwr@isavia.is AFS: —
7	Leyfð flugumferð Types of traffic permitted (IFR/VFR)	VFR
8	Athugasemdir Remarks	NIL

BIIS AD 2.3 ÞJÓNUSTUTÍMAR
BIIS AD 2.3 OPERATIONAL HOURS

1	Rekstraraðili flugvallar AD Administration	Á skrifstofutíma 0900-1600 During Office Hours 0900-1600
2	Tollur og útlendingaeftirlit Customs and immigration	NIL
3	Heilsugæsla Health and sanitation	NIL
4	Kynningarstofa upplýsingaþjónustu AIS Briefing Office	NIL
5	Flugvarðstofa ATS Reporting Office (ARO)	NIL
6	Kynningastofa veðurþjónustu MET Briefing Office	H24 Sími Veðurstofu Íslands: 522 6310 IMO telephone: +354 522 6310
7	Flugumferðarþjónusta ATS	AFIS: Sumartími / Summer 1. júní til 31. ágúst. / 1. June to 31. August. Mán. - fös./ Mon. - Fri.: 0700-1845 Lau./Sat.: 0800-1815 Sun./Sun.: 0800-1845 AFIS: Vetrartími / Winter 1. sept. til 31. maí. / 1. September to 31. May Mán., Þri., Mið., fim., fös./Mon., Tue., Wed., Thu., Fri.: 0800-1800 Lau./Sat.: 0900-1500 Sun./Sun.: 0900-1800 Engin þjónusta, eftir kl. 1200, á föstudaginn langa, aðfangadag og gamlársdag. Lokað páskadag, jóladag og nýársdag. / No service, after 1200, Good Friday, Christmas Eve and New Year's Eve. Closed Easter Sunday, Christmas Day and New Year's Day.
8	Eldsneyti Fuelling	AVGAS 100LL : Alla daga, pöntun í síma 892-3923 / 844-8500 JET A-1 : Alla daga: 0900 - 1800 (Þjónusta skv. beiðni takmörkuð) Ekki er þjónusta á nýársdag, páskadag og jóladag. / AVGAS 100LL 24/7 on request, phone 892-3923 /844-8500 JET A-1 All days: 0900 - 1800 (O/R Limited) No service New Year's Day, Easter Sunday and Christmas Day.

AERODROME CHART - ICAO

BIRK - REYKJAVIK

ARP 64°07'48"N
021°56'26"W

AERODROME ELEV 45

ELEV AND ALT IN FT MSL
DIST IN NM
VAR 12° W 2022 (Annual change -0,3° W)

APP 119.000	TWR/AFIS 118.000
GND 121.700	ATIS 128.100

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				Remarks	Approach and runway lighting				
					TORA	TODA	ASDA	LDA		APCH	THR	VASIS (MEHT)	Edge	End
01	355.27° GEO 007° MAG	640721.64N 0215610.82W GUND 217 ft	PCN 35 /F/A/X/T ASPH	THR 23 ft -	1677	1677	1677	1487	The paved area in front of THR (190 M) is available for take-off and the length is included in the declared distances for take-off on RWY 01	THR ID LGT FLG WHITE	LIH G	PAPI 3.5° (47.83 ft)	LIH W	LIH R
19	175.27° GEO 187° MAG	640809.50N 0215619.89W GUND 217ft	PCN 35 /F/A/X/T ASPH	THR 29 ft TDZ 42 ft	1567	1567	1567	1567	TWY K AND H 120 m from RWY centerline	B - BARETTE LIH W Crossbar 300 m THR ID LGT FLG WHITE	LIH G	PAPI 3.5° (47.87 ft)	LIH W	LIH R
13	116.29° GEO 128° MAG	640757.10N 0215719.29W GUND 217 ft	PCN 25 /F/A/X/T ASPH	THR 21 ft -	1375	1375	1375	1230	The paved area in front of THR (145 M) is available for take-off and the length is included in the declared distances for take-off on RWY 13	RWY alignment beacon 200 m from THR THR ID LGT FLG WHITE	LIH G	PAPI 3.1° (48.23 ft)	LIH W	LIH R
31	296.31° GEO 308° MAG	640740.43N 0215602.09W GUND 217 ft	PCN 25 /F/A/X/T ASPH	THR 38 ft -	1349	1349	1349	1165	The paved area in front of THR (184 M) is available for take-off and the length is included in the declared distances for take-off on RWY 31	THR ID LGT FLG WHITE	LIH G	PAPI 4.45° (58.59 ft)	LIH W	LIH R

* TKOF from paved end inside RESA

TWY NAME	WIDTH [M]	Surface Bearing Strength	Dry Marking	Taxiway lighting		Remarks
			Centerline Holding	Edge Centerline	RGL Stopbar	
TWY G	8	ASPH PCN 15 F/A/X/T	NO YES	NO YES	NO YES	
TWY H1	15	ASPH PCN 25 F/A/X/T	NO YES	YES NO	YES NO	
TWY H2	30	ASPH PCN 15 F/A/X/T	NO YES	YES NO	YES NO	
TXL J1	15	ASPH PCN 10 F/A/X/T	NO YES	YES NO	YES NO	
TXL J2	10.5	ASPH PCN 10 F/A/X/T	NO YES	YES NO	NO NO	Helicopters not permitted on TXL J2
TXL J3	26	ASPH PCN 25 F/A/X/T	NO YES	YES NO	YES NO	
TXL J4	15	ASPH PCN 15 F/A/X/T	NO YES	YES NO	YES NO	
TWY K1, K3	15	ASPH PCN 25 F/A/X/T	NO YES	YES NO	YES NO	
TWY K2	18	ASPH PCN 35 F/A/X/T	NO YES	YES NO	YES NO	
TWY L1	15	ASPH PCN 25 F/A/X/T	NO YES	YES NO	YES NO	
TWY M1, M2	30	ASPH PCN 15 F/A/X/T	NO YES	YES NO	YES NO	
TWY R1, R2	15	ASPH PCN 15 F/A/X/T	NO YES	YES NO	YES NO	

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

ATC SER BDRY

RWY guard lights and sign only on the left side for traffic holding at R1. For all holding points: If not cleared to enter or cross, pilots must stop at the runway holding points and request clearance

Taxi line from J3 known to be misleading and can lead pilot beyond holding line on RWY 31.

Ground vehicle traffic crossing RWY. Multiple RWY exit/entry points on both sides of RWY 01/19

1567 X 45 M

1230 X 45 M

Strip 1350 x 150

Strip 1687 x 300

RESA 90 x 90 M

ELEV 21

ELEV 23

ELEV 38

ELEV 33

ELEV 29

ELEV 40

ELEV 76

ELEV 62

ELEV 71

APRON 1

APRON 2

APRON 3

APRON 4

APRON 7

Hangar 1

Hangar 2

Hangar 3

Hangar 4

Hangar 6

Hangar 7

Hangar 2B

Terminal

Cargo

HANGARS 21 - 37

Firestation

Tower
Elev 139
Isavia

Border Patrol and Customs

1 Center

1 South

1 North

HS1

HS2

HS3

PAPI

LOC

DME

ARP

GP/DME

WDI

RVR

Anemo-meter

Anemo-meters

Thermo-meter

Pressure sensor

TWY G

TWY H

TWY K

TWY L

TWY M

TWY R

TXL J

SCALE 1:7000

0 100 200 300 400 500 m

64°07'

64°07'30"

64°08'

21° 57'

21° 56'

CHANGES: APRON NAMES, LIGHTS ADDED, EDITORIAL

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