AIP – ÍSLAND/ICELAND

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AIP AIRAC
A 04/2026
06 MAR 2026

EFFECTIVE 16 APR 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
Sunrise / sunset tables	BIIS - Isafjordur - Editorial	GEN 2.7.3.8
Digital data sets	Area 2 - Effective date Area 3 - Editorial	GEN 3.1.6.2, GEN 3.1.6.3
List of aeronautical charts available	List updated	GEN 3.2.5
ENR		
Altimeter settings procedures	Editorial	ENR 1.7.2.1.2
AD		
BIAR - Akureyri	Aerodrome Chart - Stand 4 removed	AD 2 BIAR 2 - 1
	WPT litst - Coordinates changed	AD 2 BIAR 4 - 1/2
	RNP STAR RWY 19 - M - Editorial	AD 2 BIAR 5 -1/2
	RNP STAR RWY 19 - N - Editorial, ALT restriction at UTISU	AD 2 BIAR 5 - 3/4
	RNP STAR RWY 19 - Recommended Coding Tables - Magnetic and true tracks, ALT restrictions	AD 2 BIAR 5 - 5/6
	NDB RWY 19 - Chart title	AD 2 BIAR 6 - 23/24
BIEG - Egilsstadir	Editorial	AD 2 BIEG 1 - 13 to 16
BIHU - Husavik	Operational hours	BIHU AD 2.3.7 & 12
BIRK - Reykjavik	Noise abatement procedures - Procedure amended	BIRK AD 2.21.1
BIHZ - Husafell	RWY Physical Characteristics - OBST remark	BIHZ AD 2.12.14

SUPs - AIP Supplements	
Tímabundnar hindranir sem standa lengur en þrjá mánuði / Temporary obstacles with duration longer than three months	SUP 03/2026

AICs - Aeronautical information circulars	
NIL	

Eldri síður: / Old pages:		Nýjar síður: / New pages:	
GEN		**GEN**	
GEN 0.2 - 1	19 MAR 2026	GEN 0.2 - 1	16 APR 2026
GEN 0.2 - 2	19 MAR 2026	GEN 0.2 - 2	16 APR 2026
GEN 0.3 - 3	19 MAR 2026	GEN 0.3 - 3	16 APR 2026
GEN 0.3 - 4	19 MAR 2026	GEN 0.3 - 4	16 APR 2026
GEN 0.4 - 1	19 MAR 2026	GEN 0.4 - 1	16 APR 2026
GEN 0.4 - 2	19 MAR 2026	GEN 0.4 - 2	16 APR 2026
GEN 0.4 - 3	19 MAR 2026	GEN 0.4 - 3	16 APR 2026
GEN 0.4 - 4	19 MAR 2026	GEN 0.4 - 4	16 APR 2026
GEN 0.4 - 5	19 MAR 2026	GEN 0.4 - 5	16 APR 2026
GEN 0.4 - 6	19 MAR 2026	GEN 0.4 - 6	16 APR 2026
GEN 0.4 - 7	19 MAR 2026	GEN 0.4 - 7	16 APR 2026
GEN 0.4 - 8	19 MAR 2026	GEN 0.4 - 8	16 APR 2026
GEN 0.4 - 9	19 MAR 2026	GEN 0.4 - 9	16 APR 2026
GEN 0.4 - 10	19 MAR 2026	GEN 0.4 - 10	16 APR 2026
GEN 2.7 - 9	19 MAR 2026	GEN 2.7 - 9	16 APR 2026
GEN 2.7 - 10	19 MAR 2026	GEN 2.7 - 10	16 APR 2026
GEN 3.1 - 7	22 JAN 2026	GEN 3.1 - 7	16 APR 2026
GEN 3.1 - 8	22 JAN 2026	GEN 3.1 - 8	16 APR 2026
GEN 3.2 - 5	19 MAR 2026	GEN 3.2 - 5	16 APR 2026
GEN 3.2 - 6	19 MAR 2026	GEN 3.2 - 6	16 APR 2026
GEN 3.2 - 7	19 MAR 2026	GEN 3.2 - 7	16 APR 2026
GEN 3.2 - 8	19 MAR 2026	GEN 3.2 - 8	16 APR 2026
ENR		**ENR**	
ENR 1.7 - 1	18 JUN 2021	ENR 1.7 - 1	16 APR 2026
ENR 1.7 - 2	18 JUN 2021	ENR 1.7 - 2	16 APR 2026
AD		**AD**	
AD 0.6 - 3	19 MAR 2026	AD 0.6 - 3	16 APR 2026
AD 0.6 - 4	19 MAR 2026	AD 0.6 - 4	16 APR 2026
AD 2 BIAR 2 - 1	19 FEB 2026	AD 2 BIAR 2 - 1	16 APR 2026
AD 2 BIAR 2 - 2	19 FEB 2026	AD 2 BIAR 2 - 2	16 APR 2026
AD 2 BIAR 4 - 1	19 MAR 2026	AD 2 BIAR 4 - 1	16 APR 2026
AD 2 BIAR 4 - 2	19 MAR 2026	AD 2 BIAR 4 - 2	16 APR 2026
AD 2 BIAR 5 - 1	23 JAN 2025	AD 2 BIAR 5 - 1	16 APR 2026
AD 2 BIAR 5 - 2	23 JAN 2025	AD 2 BIAR 5 - 2	16 APR 2026
AD 2 BIAR 5 - 3	23 JAN 2025	AD 2 BIAR 5 - 3	16 APR 2026
AD 2 BIAR 5 - 4	23 JAN 2025	AD 2 BIAR 5 - 4	16 APR 2026
AD 2 BIAR 5 - 5	20 MAR 2025	AD 2 BIAR 5 - 5	16 APR 2026
AD 2 BIAR 5 - 6	20 MAR 2025	AD 2 BIAR 5 - 6	16 APR 2026
AD 2 BIAR 6 - 23	19 MAR 2026	AD 2 BIAR 6 - 23	16 APR 2026
AD 2 BIAR 6 - 24	19 MAR 2026	AD 2 BIAR 6 - 24	16 APR 2026
AD 2 BIEG 1 - 13	19 MAR 2026	AD 2 BIEG 1 - 13	16 APR 2026
AD 2 BIEG 1 - 14	19 MAR 2026	AD 2 BIEG 1 - 14	16 APR 2026
AD 2 BIEG 1 - 15	19 MAR 2026	AD 2 BIEG 1 - 15	16 APR 2026
AD 2 BIEG 1 - 16	19 MAR 2026	AD 2 BIEG 1 - 16	16 APR 2026
AD 2 BIHU 1 - 1	17 APR 2025	AD 2 BIHU 1 - 1	16 APR 2026
AD 2 BIHU 1 - 2	17 APR 2025	AD 2 BIHU 1 - 2	16 APR 2026
AD 2 BIRK 1 - 27	27 NOV 2025	AD 2 BIRK 1 - 27	16 APR 2026
AD 2 BIRK 1 - 28	27 NOV 2025	AD 2 BIRK 1 - 28	16 APR 2026

Eldri síður: / Old pages:		Nýjar síður: / New pages:	
LS		**LS**	
AD 2 BIHZ 1 - 3	05 OCT 2023	AD 2 BIHZ 1 - 3	16 APR 2026
AD 2 BIHZ 1 - 4	05 OCT 2023	AD 2 BIHZ 1 - 4	16 APR 2026

VIÐBÆTUR

Nýjar viðbætur

SUPPLEMENTS

New Supplements

SUP 03/2026

Nýjar viðbætur - utan útgáfu

New Supplements - outside publication

NIL

Viðbætur felldar úr gildi

Supplements hereby cancelled

SUP 01/2026, SUP 17/2025

UPPLÝSINGABRÉF (AIC)

Ný upplýsingabréf

AIC

New AIC

NIL

Ný upplýsingabréf - utan útgáfu

New AICs - outside publication

NIL

Upplýsingabréf felld úr gildi

AICs hereby cancelled

NIL

NOTAM

Efni eftirfarandi NOTAM skeyta birt í útgáfunni:

NOTAM

NOTAM incorporated in this amendment:

C0002/26

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	
A 04/2026	06 MAR 2026	16 APR 2026	

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

16/2025	KEFLAVÍK - Framkvæmdir á hlaði við ITS flugskýli (Verkefni MAM25) / KEFLAVIK - Construction work at ITS maintenance apron (Project MAM25)	BIKF AD 2	25 AUG 2025 - UFN	
17/2025	Tímabundið hættusvæði BID75 / Temporary Danger Area BID75	NA	30 OCT 2025 - 16 APR 2026	Cancelled 16 APR 2026
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 - 16 APR 2026	Replaced with SUP 03/2026 16 APR 2026
02/2026	Niðurfelling RCL / RCL Removal	NA	22 JAN 2026 - UFN	
03/2026	Tímabundnar hindranir sem standa lengur en þrjá mánuði / Temporary obstacles with duration longer than three months	BIAR & BIRK	16 APR 2026 - UFN	

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

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

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GEN 0.4 Gátlisti Flugmálahandbókar / Checklist of AIP Pages

GEN 0		1.7 - 12	17 MAY 2024	2.2 - 8	25 MAR 2021
0.1 - 1	07 AUG 2025	1.7 - 13	12 AUG 2022	2.2 - 9	25 MAR 2021
0.1 - 2	07 AUG 2025	1.7 - 14	12 AUG 2022	2.2 - 10	25 MAR 2021
0.1 - 3	07 AUG 2025	1.7 - 15	12 AUG 2022	2.2 - 11	20 MAY 2023
0.1 - 4	07 AUG 2025	1.7 - 16	12 AUG 2022	2.2 - 12	20 MAY 2023
0.2 - 1	16 APR 2026	1.7 - 17	12 AUG 2022	2.2 - 13	25 MAR 2021
0.2 - 2	16 APR 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	16 APR 2026	1.7 - 21	12 AUG 2022	2.2 - 17	05 OCT 2023
0.3 - 4	16 APR 2026	1.7 - 22	12 AUG 2022	2.2 - 18	05 OCT 2023
0.4 - 1	16 APR 2026	1.7 - 23	17 MAY 2024	2.2 - 19	21 MAR 2024
0.4 - 2	16 APR 2026	1.7 - 24	17 MAY 2024	2.2 - 20	21 MAR 2024
0.4 - 3	16 APR 2026	1.7 - 25	12 AUG 2022	2.2 - 21	25 MAR 2021
0.4 - 4	16 APR 2026	1.7 - 26	12 AUG 2022	2.2 - 22	25 MAR 2021
0.4 - 5	16 APR 2026	1.7 - 27	12 AUG 2022	2.2 - 23	19 MAR 2026
0.4 - 6	16 APR 2026	1.7 - 28	12 AUG 2022	2.2 - 24	19 MAR 2026
0.4 - 7	16 APR 2026	1.7 - 29	12 AUG 2022	2.2 - 25	19 MAR 2026
0.4 - 8	16 APR 2026	1.7 - 30	12 AUG 2022	2.2 - 26	19 MAR 2026
0.4 - 9	16 APR 2026	1.7 - 31	12 AUG 2022	2.2 - 27	19 MAR 2026
0.4 - 10	16 APR 2026	1.7 - 32	12 AUG 2022	2.2 - 28	19 MAR 2026
0.5 - 1	18 JUN 2021	1.7 - 33	17 MAY 2024	2.2 - 29	19 MAR 2026
0.5 - 2	18 JUN 2021	1.7 - 34	17 MAY 2024	2.2 - 30	19 MAR 2026
0.6 - 1	04 SEP 2025	1.7 - 35	12 AUG 2022	2.2 - 31	19 MAR 2026
0.6 - 2	04 SEP 2025	1.7 - 36	12 AUG 2022	2.2 - 32	19 MAR 2026
0.6 - 3	22 JAN 2026	1.7 - 37	12 AUG 2022	2.2 - 33	19 MAR 2026
0.6 - 4	22 JAN 2026	1.7 - 38	12 AUG 2022	2.2 - 34	19 MAR 2026
0.6 - 5	19 FEB 2026	1.7 - 39	12 AUG 2022	2.3 - 1	25 MAR 2021
0.6 - 6	19 FEB 2026	1.7 - 40	12 AUG 2022	2.3 - 2	25 MAR 2021
		1.7 - 41	12 AUG 2022	2.3 - 3	18 JUN 2021
GEN 1		1.7 - 42	12 AUG 2022	2.3 - 4	18 JUN 2021
1.1 - 1	26 JAN 2024	1.7 - 43	17 MAY 2024	2.3 - 5	25 MAR 2021
1.1 - 2	26 JAN 2024	1.7 - 44	17 MAY 2024	2.3 - 6	25 MAR 2021
1.2 - 1	04 SEP 2025	1.7 - 45	17 MAY 2024	2.3 - 7	18 JUN 2021
1.2 - 2	04 SEP 2025	1.7 - 46	17 MAY 2024	2.3 - 8	18 JUN 2021
1.2 - 3	04 SEP 2025	1.7 - 47	17 MAY 2024	2.3 - 9	18 JUN 2021
1.2 - 4	04 SEP 2025	1.7 - 48	17 MAY 2024	2.3 - 10	18 JUN 2021
1.2 - 5	04 SEP 2025	1.7 - 49	17 MAY 2024	2.3 - 11	18 JUN 2021
1.2 - 6	04 SEP 2025	1.7 - 50	17 MAY 2024	2.3 - 12	18 JUN 2021
1.3 - 1	18 JUN 2021	1.7 - 51	17 MAY 2024	2.3 - 13	18 JUN 2021
1.3 - 2	18 JUN 2021	1.7 - 52	17 MAY 2024	2.3 - 14	18 JUN 2021
1.4 - 1	18 JUN 2021	1.7 - 53	17 MAY 2024	2.4 - 1	28 NOV 2024
1.4 - 2	18 JUN 2021	1.7 - 54	17 MAY 2024	2.4 - 2	28 NOV 2024
1.5 - 1	18 JUN 2021	1.7 - 55	07 AUG 2025	2.5 - 1	27 NOV 2025
1.5 - 2	18 JUN 2021	1.7 - 56	07 AUG 2025	2.5 - 2	27 NOV 2025
1.6 - 1	22 MAR 2024			2.6 - 1	02 OCT 2025
1.6 - 2	22 MAR 2024	**GEN 2**		2.6 - 2	02 OCT 2025
1.7 - 1	17 MAY 2024	2.1 - 1	24 JAN 2025	2.6 - 3	25 MAR 2021
1.7 - 2	17 MAY 2024	2.1 - 2	24 JAN 2025	2.6 - 4	25 MAR 2021
1.7 - 3	12 AUG 2022	2.1 - 3	22 JAN 2026	2.6 - 5	25 MAR 2021
1.7 - 4	12 AUG 2022	2.1 - 4	22 JAN 2026	2.6 - 6	25 MAR 2021
1.7 - 5	17 MAY 2024	2.2 - 1	02 OCT 2025	2.6 - 7	25 MAR 2021
1.7 - 6	17 MAY 2024	2.2 - 2	02 OCT 2025	2.6 - 8	25 MAR 2021
1.7 - 7	17 MAY 2024	2.2 - 3	02 OCT 2025	2.6 - 9	25 MAR 2021
1.7 - 8	17 MAY 2024	2.2 - 4	02 OCT 2025	2.6 - 10	25 MAR 2021
1.7 - 9	17 MAY 2024	2.2 - 5	20 MAY 2023	2.7 - 1	27 JAN 2023
1.7 - 10	17 MAY 2024	2.2 - 6	20 MAY 2023	2.7 - 2	27 JAN 2023
1.7 - 11	17 MAY 2024	2.2 - 7	25 MAR 2021	2.7 - 3	27 JAN 2023

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

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

AD 2 BIEG 1 - 10	18 MAY 2023	AD 2 BIGJ 7 - 2	18 JUN 2021	AD 2 BIHN 1 - 2	22 JAN 2026
AD 2 BIEG 1 - 11	19 FEB 2026	AD 2 BIGJ 8 - 1	18 JUN 2021	AD 2 BIHN 1 - 3	22 JAN 2026
AD 2 BIEG 1 - 12	19 FEB 2026	AD 2 BIGJ 8 - 2	18 JUN 2021	AD 2 BIHN 1 - 4	22 JAN 2026
AD 2 BIEG 1 - 13	16 APR 2026	AD 2 BIGR 1 - 1	17 APR 2025	AD 2 BIHN 1 - 5	19 MAR 2026
AD 2 BIEG 1 - 14	16 APR 2026	AD 2 BIGR 1 - 2	17 APR 2025	AD 2 BIHN 1 - 6	19 MAR 2026
AD 2 BIEG 1 - 15	16 APR 2026	AD 2 BIGR 1 - 3	01 DEC 2023	AD 2 BIHN 1 - 7	09 AUG 2024
AD 2 BIEG 1 - 16	16 APR 2026	AD 2 BIGR 1 - 4	01 DEC 2023	AD 2 BIHN 1 - 8	09 AUG 2024
AD 2 BIEG 2 - 1	03 OCT 2024	AD 2 BIGR 1 - 5	02 OCT 2025	AD 2 BIHN 1 - 9	05 OCT 2023
AD 2 BIEG 2 - 2	03 OCT 2024	AD 2 BIGR 1 - 6	02 OCT 2025	AD 2 BIHN 1 - 10	05 OCT 2023
AD 2 BIEG 3 - 1	18 JUN 2021	AD 2 BIGR 1 - 7	09 AUG 2024	AD 2 BIHN 1 - 11	13 JUL 2023
AD 2 BIEG 3 - 2	18 JUN 2021	AD 2 BIGR 1 - 8	09 AUG 2024	AD 2 BIHN 1 - 12	13 JUL 2023
AD 2 BIEG 4 - 1	18 JUN 2021	AD 2 BIGR 1 - 9	01 DEC 2023	AD 2 BIHN 1 - 13	02 OCT 2025
AD 2 BIEG 4 - 2	18 JUN 2021	AD 2 BIGR 1 - 10	01 DEC 2023	AD 2 BIHN 1 - 14	02 OCT 2025
AD 2 BIEG 5 - 1	17 APR 2025	AD 2 BIGR 1 - 11	02 OCT 2025	AD 2 BIHN 2 - 1	02 DEC 2021
AD 2 BIEG 5 - 2	17 APR 2025	AD 2 BIGR 1 - 12	02 OCT 2025	AD 2 BIHN 2 - 2	02 DEC 2021
AD 2 BIEG 6 - 1	18 MAY 2023	AD 2 BIGR 2 - 1	12 AUG 2022	AD 2 BIHN 3 - 1	18 JUN 2021
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AD 2 BIEG 6 - 4	18 MAY 2023	AD 2 BIGR 3 - 2	18 JUN 2021	AD 2 BIHN 4 - 2	18 JUN 2021
AD 2 BIEG 6 - 5	18 MAY 2023	AD 2 BIGR 4 - 1	18 JUN 2021	AD 2 BIHN 5 - 1	18 JUN 2021
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AD 2 BIEG 6 - 7	18 MAY 2023	AD 2 BIGR 5 - 1	18 JUN 2021	AD 2 BIHN 6 - 1	12 AUG 2022
AD 2 BIEG 6 - 8	18 MAY 2023	AD 2 BIGR 5 - 2	18 JUN 2021	AD 2 BIHN 6 - 2	12 AUG 2022
AD 2 BIEG 6 - 9	18 MAY 2023	AD 2 BIGR 6 - 1	23 JAN 2025	AD 2 BIHN 6 - 3	07 AUG 2025
AD 2 BIEG 6 - 10	18 MAY 2023	AD 2 BIGR 6 - 2	23 JAN 2025	AD 2 BIHN 6 - 4	07 AUG 2025
AD 2 BIEG 7 - 1	03 OCT 2024	AD 2 BIGR 6 - 3	27 NOV 2025	AD 2 BIHN 7 - 1	18 JUN 2021
AD 2 BIEG 7 - 2	03 OCT 2024	AD 2 BIGR 6 - 4	27 NOV 2025	AD 2 BIHN 7 - 2	18 JUN 2021
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AD 2 BIEG 7 - 4	13 AUG 2021	AD 2 BIGR 7 - 2	18 JUN 2021	AD 2 BIHN 8 - 2	18 JUN 2021
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AD 2 BIEG 8 - 2	18 JUN 2021	AD 2 BIHU 1 - 2	16 APR 2026	AD 2 BIIS 1 - 4	17 APR 2025
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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
AD 2 BIGJ 1 - 3	17 APR 2025	AD 2 BIHU 1 - 5	12 JUN 2025	AD 2 BIIS 1 - 7	12 JUN 2025
AD 2 BIGJ 1 - 4	17 APR 2025	AD 2 BIHU 1 - 6	12 JUN 2025	AD 2 BIIS 1 - 8	12 JUN 2025
AD 2 BIGJ 1 - 5	02 OCT 2025	AD 2 BIHU 1 - 7	09 AUG 2024	AD 2 BIIS 1 - 9	07 AUG 2025
AD 2 BIGJ 1 - 6	02 OCT 2025	AD 2 BIHU 1 - 8	09 AUG 2024	AD 2 BIIS 1 - 10	07 AUG 2025
AD 2 BIGJ 1 - 7	12 JUN 2025	AD 2 BIHU 1 - 9	25 MAR 2021	AD 2 BIIS 1 - 11	27 JAN 2023
AD 2 BIGJ 1 - 8	12 JUN 2025	AD 2 BIHU 1 - 10	25 MAR 2021	AD 2 BIIS 1 - 12	27 JAN 2023
AD 2 BIGJ 1 - 9	17 APR 2025	AD 2 BIHU 1 - 11	15 MAY 2025	AD 2 BIIS 1 - 13	22 JAN 2026
AD 2 BIGJ 1 - 10	17 APR 2025	AD 2 BIHU 1 - 12	15 MAY 2025	AD 2 BIIS 1 - 14	22 JAN 2026
AD 2 BIGJ 1 - 11	19 MAR 2026	AD 2 BIHU 1 - 13	02 OCT 2025	AD 2 BIIS 1 - 15	07 AUG 2025
AD 2 BIGJ 1 - 12	19 MAR 2026	AD 2 BIHU 1 - 14	02 OCT 2025	AD 2 BIIS 1 - 16	07 AUG 2025
AD 2 BIGJ 1 - 13	02 OCT 2025	AD 2 BIHU 2 - 1	16 MAY 2024	AD 2 BIIS 1 - 17	04 SEP 2025
AD 2 BIGJ 1 - 14	02 OCT 2025	AD 2 BIHU 2 - 2	16 MAY 2024	AD 2 BIIS 1 - 18	04 SEP 2025
AD 2 BIGJ 2 - 1	22 JAN 2026	AD 2 BIHU 3 - 1	18 JUN 2021	AD 2 BIIS 2 - 1	07 AUG 2025
AD 2 BIGJ 2 - 2	22 JAN 2026	AD 2 BIHU 3 - 2	18 JUN 2021	AD 2 BIIS 2 - 2	07 AUG 2025
AD 2 BIGJ 3 - 1	18 JUN 2021	AD 2 BIHU 4 - 1	18 JUN 2021	AD 2 BIIS 3 - 1	18 JUN 2021
AD 2 BIGJ 3 - 2	18 JUN 2021	AD 2 BIHU 4 - 2	18 JUN 2021	AD 2 BIIS 3 - 2	18 JUN 2021
AD 2 BIGJ 4 - 1	18 JUN 2021	AD 2 BIHU 5 - 1	18 JUN 2021	AD 2 BIIS 4 - 1	18 JUN 2021
AD 2 BIGJ 4 - 2	18 JUN 2021	AD 2 BIHU 5 - 2	18 JUN 2021	AD 2 BIIS 4 - 2	18 JUN 2021
AD 2 BIGJ 5 - 1	18 JUN 2021	AD 2 BIHU 6 - 1	19 FEB 2026	AD 2 BIIS 5 - 1	18 JUN 2021
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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
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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 BIIS 7 - 2	04 SEP 2025	AD 2 BIKF 5 - 2	12 JUL 2024	AD 2 BIKF 7 - 4	03 OCT 2024
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AD 2 BIKF 1 - 2	09 AUG 2024	AD 2 BIKF 5 - 6	12 JUL 2024	AD 2 BIKF 7 - 8	03 OCT 2024
AD 2 BIKF 1 - 3	15 MAY 2025	AD 2 BIKF 5 - 7	12 JUL 2024	AD 2 BIKF 7 - 9	03 OCT 2024
AD 2 BIKF 1 - 4	15 MAY 2025	AD 2 BIKF 5 - 8	12 JUL 2024	AD 2 BIKF 7 - 10	03 OCT 2024
AD 2 BIKF 1 - 5	24 MAR 2023	AD 2 BIKF 5 - 9	12 JUL 2024	AD 2 BIKF 7 - 11	03 OCT 2024
AD 2 BIKF 1 - 6	24 MAR 2023	AD 2 BIKF 5 - 10	12 JUL 2024	AD 2 BIKF 7 - 12	03 OCT 2024
AD 2 BIKF 1 - 7	02 OCT 2025	AD 2 BIKF 5 - 11	12 JUL 2024	AD 2 BIKF 7 - 13	03 OCT 2024
AD 2 BIKF 1 - 8	02 OCT 2025	AD 2 BIKF 5 - 12	12 JUL 2024	AD 2 BIKF 7 - 14	03 OCT 2024
AD 2 BIKF 1 - 9	04 OCT 2024	AD 2 BIKF 5 - 13	12 JUL 2024	AD 2 BIKF 7 - 15	03 OCT 2024
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AD 2 BIKF 1 - 11	09 AUG 2024	AD 2 BIKF 5 - 15	12 JUL 2024	AD 2 BIKF 7 - 17	28 NOV 2024
AD 2 BIKF 1 - 12	09 AUG 2024	AD 2 BIKF 5 - 16	12 JUL 2024	AD 2 BIKF 7 - 18	28 NOV 2024
AD 2 BIKF 1 - 13	09 AUG 2024	AD 2 BIKF 5 - 17	11 JUL 2024	AD 2 BIKF 7 - 19	23 MAR 2023
AD 2 BIKF 1 - 14	09 AUG 2024	AD 2 BIKF 5 - 18	11 JUL 2024	AD 2 BIKF 7 - 20	23 MAR 2023
AD 2 BIKF 1 - 15	04 OCT 2024	AD 2 BIKF 5 - 19	11 JUL 2024	AD 2 BIKF 7 - 21	23 MAR 2023
AD 2 BIKF 1 - 16	04 OCT 2024	AD 2 BIKF 5 - 20	11 JUL 2024	AD 2 BIKF 7 - 22	23 MAR 2023
AD 2 BIKF 1 - 17	09 AUG 2024	AD 2 BIKF 5 - 21	11 JUL 2024	AD 2 BIKF 7 - 23	23 MAR 2023
AD 2 BIKF 1 - 18	09 AUG 2024	AD 2 BIKF 5 - 22	11 JUL 2024	AD 2 BIKF 7 - 24	23 MAR 2023
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AD 2 BIKF 1 - 20	02 OCT 2025	AD 2 BIKF 5 - 24	11 JUL 2024	AD 2 BIKF 7 - 26	23 MAR 2023
AD 2 BIKF 1 - 21	02 OCT 2025	AD 2 BIKF 6 - 1	02 OCT 2025	AD 2 BIKF 8 - 1	15 MAY 2025
AD 2 BIKF 1 - 22	02 OCT 2025	AD 2 BIKF 6 - 2	02 OCT 2025	AD 2 BIKF 8 - 2	15 MAY 2025
AD 2 BIKF 1 - 23	12 JUN 2025	AD 2 BIKF 6 - 3	02 OCT 2025	AD 2 BIKF 8 - 3	02 OCT 2025
AD 2 BIKF 1 - 24	12 JUN 2025	AD 2 BIKF 6 - 4	02 OCT 2025	AD 2 BIKF 8 - 4	02 OCT 2025
AD 2 BIKF 1 - 25	23 JAN 2025	AD 2 BIKF 6 - 5	02 OCT 2025	AD 2 BIKF 8 - 5	02 OCT 2025
AD 2 BIKF 1 - 26	23 JAN 2025	AD 2 BIKF 6 - 6	02 OCT 2025	AD 2 BIKF 8 - 6	02 OCT 2025
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AD 2 BIKF 1 - 32	30 OCT 2025	AD 2 BIKF 6 - 12	15 MAY 2025	AD 2 BIKF 8 - 12	02 OCT 2025
AD 2 BIKF 1 - 33	30 OCT 2025	AD 2 BIKF 6 - 13	02 OCT 2025	AD 2 BIKF 8 - 13	02 OCT 2025
AD 2 BIKF 1 - 34	30 OCT 2025	AD 2 BIKF 6 - 14	02 OCT 2025	AD 2 BIKF 8 - 14	02 OCT 2025
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AD 2 BIKF 2 - 2	20 MAR 2025	AD 2 BIKF 6 - 18	23 MAR 2023	AD 2 BIKF 8 - 18	02 OCT 2025
AD 2 BIKF 2 - 3	15 MAY 2025	AD 2 BIKF 6 - 19	21 MAR 2024	AD 2 BIKF 8 - 19	30 OCT 2025
AD 2 BIKF 2 - 4	15 MAY 2025	AD 2 BIKF 6 - 20	21 MAR 2024	AD 2 BIKF 8 - 20	30 OCT 2025
AD 2 BIKF 2 - 5	22 JAN 2026	AD 2 BIKF 6 - 21	21 MAR 2024	AD 2 BIRK 1 - 1	12 JUN 2025
AD 2 BIKF 2 - 6	22 JAN 2026	AD 2 BIKF 6 - 22	21 MAR 2024	AD 2 BIRK 1 - 2	12 JUN 2025
AD 2 BIKF 2 - 7	24 JAN 2025	AD 2 BIKF 6 - 23	02 OCT 2025	AD 2 BIRK 1 - 3	12 JUN 2025
AD 2 BIKF 2 - 8	24 JAN 2025	AD 2 BIKF 6 - 24	02 OCT 2025	AD 2 BIRK 1 - 4	12 JUN 2025
AD 2 BIKF 3 - 1	25 MAR 2021	AD 2 BIKF 6 - 25	02 OCT 2025	AD 2 BIRK 1 - 5	12 JUN 2025
AD 2 BIKF 3 - 2	25 MAR 2021	AD 2 BIKF 6 - 26	02 OCT 2025	AD 2 BIRK 1 - 6	12 JUN 2025
AD 2 BIKF 3 - 3	25 MAR 2021	AD 2 BIKF 6 - 27	02 OCT 2025	AD 2 BIRK 1 - 7	27 NOV 2025
AD 2 BIKF 3 - 4	25 MAR 2021	AD 2 BIKF 6 - 28	02 OCT 2025	AD 2 BIRK 1 - 8	27 NOV 2025
AD 2 BIKF 3 - 5	25 MAR 2021	AD 2 BIKF 6 - 29	02 OCT 2025	AD 2 BIRK 1 - 9	27 NOV 2025
AD 2 BIKF 3 - 6	25 MAR 2021	AD 2 BIKF 6 - 30	02 OCT 2025	AD 2 BIRK 1 - 10	27 NOV 2025
AD 2 BIKF 3 - 7	25 MAR 2021	AD 2 BIKF 6 - 31	02 OCT 2025	AD 2 BIRK 1 - 11	27 NOV 2025
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AD 2 BIKF 4 - 1	27 JAN 2023	AD 2 BIKF 6 - 33	02 OCT 2025	AD 2 BIRK 1 - 13	27 NOV 2025
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AD 2 BIRK 1 - 16	27 NOV 2025	AD 2 BIRK 8 - 10	21 MAR 2024	AD 2 BIVM 6 - 2	17 JUN 2021
AD 2 BIRK 1 - 17	27 NOV 2025	AD 2 BIRK 8 - 11	07 AUG 2025	AD 2 BIVM 6 - 3	17 JUN 2021
AD 2 BIRK 1 - 18	27 NOV 2025	AD 2 BIRK 8 - 12	07 AUG 2025	AD 2 BIVM 6 - 4	17 JUN 2021
AD 2 BIRK 1 - 19	27 NOV 2025	AD 2 BIKR 1 - 1	17 APR 2025	AD 2 BIVM 6 - 5	17 JUN 2021
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AD 2 BIRK 1 - 22	27 NOV 2025	AD 2 BIKR 1 - 4	02 OCT 2025	AD 2 BIVM 6 - 8	27 JAN 2022
AD 2 BIRK 1 - 23	27 NOV 2025	AD 2 BIKR 1 - 5	12 JUN 2025	AD 2 BIVM 6 - 9	27 JAN 2022
AD 2 BIRK 1 - 24	27 NOV 2025	AD 2 BIKR 1 - 6	12 JUN 2025	AD 2 BIVM 6 - 10	27 JAN 2022
AD 2 BIRK 1 - 25	27 NOV 2025	AD 2 BIKR 1 - 7	12 JUN 2025	AD 2 BIVM 6 - 11	27 JAN 2022
AD 2 BIRK 1 - 26	27 NOV 2025	AD 2 BIKR 1 - 8	12 JUN 2025	AD 2 BIVM 6 - 12	27 JAN 2022
AD 2 BIRK 1 - 27	16 APR 2026	AD 2 BIKR 1 - 9	12 JUN 2025	AD 2 BIVM 7 - 1	18 JUN 2021
AD 2 BIRK 1 - 28	16 APR 2026	AD 2 BIKR 1 - 10	12 JUN 2025	AD 2 BIVM 7 - 2	18 JUN 2021
AD 2 BIRK 1 - 29	27 NOV 2025	AD 2 BIKR 1 - 11	02 OCT 2025	AD 2 BIVM 8 - 1	24 MAR 2022
AD 2 BIRK 1 - 30	27 NOV 2025	AD 2 BIKR 1 - 12	02 OCT 2025	AD 2 BIVM 8 - 2	24 MAR 2022
AD 2 BIRK 1 - 31	27 NOV 2025	AD 2 BIKR 1 - 13	12 JUN 2025	AD 2 BIVO 1 - 1	27 NOV 2025
AD 2 BIRK 1 - 32	27 NOV 2025	AD 2 BIKR 1 - 14	12 JUN 2025	AD 2 BIVO 1 - 2	27 NOV 2025
AD 2 BIRK 1 - 33	27 NOV 2025	AD 2 BIKR 2 - 1	13 JUL 2023	AD 2 BIVO 1 - 3	07 AUG 2025
AD 2 BIRK 1 - 34	27 NOV 2025	AD 2 BIKR 2 - 2	13 JUL 2023	AD 2 BIVO 1 - 4	07 AUG 2025
AD 2 BIRK 2 - 1	19 MAR 2026	AD 2 BIKR 3 - 1	18 JUN 2021	AD 2 BIVO 1 - 5	02 OCT 2025
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AD 2 BIRK 4 - 2	18 JUN 2021	AD 2 BIKR 6 - 2	06 OCT 2023	AD 2 BIVO 1 - 12	12 JUN 2025
AD 2 BIRK 5 - 1	05 OCT 2023	AD 2 BIKR 7 - 1	18 JUN 2021	AD 2 BIVO 1 - 13	02 OCT 2025
AD 2 BIRK 5 - 2	05 OCT 2023	AD 2 BIKR 7 - 2	18 JUN 2021	AD 2 BIVO 1 - 14	02 OCT 2025
AD 2 BIRK 5 - 3	05 OCT 2023	AD 2 BIKR 8 - 1	18 JUN 2021	AD 2 BIVO 2 - 1	27 NOV 2025
AD 2 BIRK 5 - 4	05 OCT 2023	AD 2 BIKR 8 - 2	18 JUN 2021	AD 2 BIVO 2 - 2	27 NOV 2025
AD 2 BIRK 6 - 1	24 MAR 2022	AD 2 BIVM 1 - 1	27 NOV 2025	AD 2 BIVO 3 - 1	18 JUN 2021
AD 2 BIRK 6 - 2	24 MAR 2022	AD 2 BIVM 1 - 2	27 NOV 2025	AD 2 BIVO 3 - 2	18 JUN 2021
AD 2 BIRK 6 - 3	22 MAR 2024	AD 2 BIVM 1 - 3	17 APR 2025	AD 2 BIVO 4 - 1	18 JUN 2021
AD 2 BIRK 6 - 4	22 MAR 2024	AD 2 BIVM 1 - 4	17 APR 2025	AD 2 BIVO 4 - 2	18 JUN 2021
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AD 2 BIRK 6 - 6	21 MAR 2024	AD 2 BIVM 1 - 6	02 OCT 2025	AD 2 BIVO 5 - 2	18 JUN 2021
AD 2 BIRK 6 - 7	21 MAR 2024	AD 2 BIVM 1 - 7	19 FEB 2026	AD 2 BIVO 6 - 1	27 NOV 2025
AD 2 BIRK 6 - 8	21 MAR 2024	AD 2 BIVM 1 - 8	19 FEB 2026	AD 2 BIVO 6 - 2	27 NOV 2025
AD 2 BIRK 6 - 9	02 OCT 2025	AD 2 BIVM 1 - 9	17 MAY 2024	AD 2 BIVO 7 - 1	18 JUN 2021
AD 2 BIRK 6 - 10	02 OCT 2025	AD 2 BIVM 1 - 10	17 MAY 2024	AD 2 BIVO 7 - 2	18 JUN 2021
AD 2 BIRK 6 - 11	18 MAY 2023	AD 2 BIVM 1 - 11	07 AUG 2025	AD 2 BIVO 8 - 1	18 JUN 2021
AD 2 BIRK 6 - 12	18 MAY 2023	AD 2 BIVM 1 - 12	07 AUG 2025	AD 2 BIVO 8 - 2	18 JUN 2021
AD 2 BIRK 6 - 13	17 MAY 2024	AD 2 BIVM 1 - 13	22 MAR 2024	AD 2 BITN 1 - 1	11 JUL 2024
AD 2 BIRK 6 - 14	17 MAY 2024	AD 2 BIVM 1 - 14	22 MAR 2024	AD 2 BITN 1 - 2	11 JUL 2024
AD 2 BIRK 6 - 15	17 MAY 2024	AD 2 BIVM 1 - 15	02 OCT 2025	AD 2 BITN 1 - 3	17 APR 2025
AD 2 BIRK 6 - 16	17 MAY 2024	AD 2 BIVM 1 - 16	02 OCT 2025	AD 2 BITN 1 - 4	17 APR 2025
AD 2 BIRK 6 - 17	12 JUN 2025	AD 2 BIVM 1 - 17	07 AUG 2025	AD 2 BITN 1 - 5	02 OCT 2025
AD 2 BIRK 6 - 18	12 JUN 2025	AD 2 BIVM 1 - 18	07 AUG 2025	AD 2 BITN 1 - 6	02 OCT 2025
AD 2 BIRK 7 - 1	28 NOV 2024	AD 2 BIVM 1 - 19	07 AUG 2025	AD 2 BITN 1 - 7	12 JUN 2025
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AD 2 BIRK 8 - 1	04 OCT 2024	AD 2 BIVM 2 - 1	07 AUG 2025	AD 2 BITN 1 - 9	12 JUN 2025
AD 2 BIRK 8 - 2	04 OCT 2024	AD 2 BIVM 2 - 2	07 AUG 2025	AD 2 BITN 1 - 10	12 JUN 2025
AD 2 BIRK 8 - 3	01 DEC 2023	AD 2 BIVM 3 - 1	18 JUN 2021	AD 2 BITN 1 - 11	12 JUN 2025
AD 2 BIRK 8 - 4	01 DEC 2023	AD 2 BIVM 3 - 2	18 JUN 2021	AD 2 BITN 1 - 12	12 JUN 2025
AD 2 BIRK 8 - 5	05 OCT 2023	AD 2 BIVM 4 - 1	18 JUN 2021	AD 2 BITN 1 - 13	02 OCT 2025
AD 2 BIRK 8 - 6	05 OCT 2023	AD 2 BIVM 4 - 2	18 JUN 2021	AD 2 BITN 1 - 14	02 OCT 2025
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AD 2 BIRK 8 - 8	05 OCT 2023	AD 2 BIVM 5 - 2	18 JUN 2021	AD 2 BITN 2 - 2	18 JUN 2021
AD 2 BIRK 8 - 9	21 MAR 2024	AD 2 BIVM 6 - 1	17 JUN 2021	AD 2 BITN 3 - 1	18 JUN 2021

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

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AD 2 BIDV 1 - 8	22 JAN 2026
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AD 2 BISV 1 - 6	02 OCT 2025
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AD 2 BITE 1 - 6	04 SEP 2025
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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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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	0620	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	1120	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	1040	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	0900	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	0820	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	0830	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	0800	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	----	0340	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	0310	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	0540	2126	2230		20	0417	0526	2143	2251		18	1025	1205	1453	1633
22	0417	0525	2140	2249		24	0436	0540	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
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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

GEN 3.1.5 Forupplýsingaþjónusta fyrir flug á flugvöllum / þyrluvöllum

Takmarkaðar forflugsupplýsingar er hægt að nálgast á vef Isavia, https://ans.isavia.is/c-forflugsupplysingar

Þar er að finna:

- Flugmálahandbók Íslands (AIP);
- NOTAM skeyti;
- SNOWTAM skeyti;
- Ástand lendingarstaða;
- Flugveður;
- Upplýsingar um kort;
- Flugáætlun.

Ennfremur er bent á samevrópska fluggagnagrunninn EAD sem er öllum opinn gegnum vefinn.

Takmarkaðar forupplýsingar fyrir flug fást einnig hjá Icelandair í Keflavík.
Svæðið takmarkast af leiðarkerfi Icelandair.

GEN 3.1.6 Stafrænt gagnamengi

Fyrir upplýsingar um rafræn landslags- og hindranagögn, þar á meðal vegna gagna úr gagnagrunni, hafið samband við Upplýsingaþjónustu flugmála:

Hægt er að óska eftir rafrænum hindranagögnum á AIXM sniðmáti hjá Upplýsingaþjónustu flugmála:

Sjá: GEN 3.1.1.1 Upplýsingaþjónusta flugmála.

GEN 3.1.6.1 Svæði 1

Rafræn hindranagögn eru aðgengileg fyrir svæði 1.

GEN 3.1.6.1.1 Rafrænt landlíkan

Loftmyndir ehf. hafa útbúið rafrænt landlíkan.
Frekari upplýsingar um módelið, upplausn og aðgengi má finna á heimasíðu þeirra:

Loftmyndir ehf.
Laugarvegur 13
101 Reykjavík, Ísland
Sími: +354 540 2500
Símbréf: Á ekki við
Netfang: loftmyndir@loftmyndir.is
Heimasíða: http://www.loftmyndir.is/
https://www.map.is/
Þjónustutími: Hafið samband við Loftmyndir

GEN 3.1.5 Pre-flight Information Service at Aerodromes/ Heliports

Limited pre-flight Information can be found at,
https://ans.isavia.is/en/c-preflight-information

There are access to:

- Icelandic AIP;
- NOTAMs;
- SNOWTAMs;
- Condition of landing strips;
- Aviation Weather
- Information about charts;
- Flight plan form.

It is also pointed out that European AIS Database - EAD allows users to browse the database via the web - with instant access.

Limited pre-flight information service is also available from Icelandair at Keflavík Airport with coverage in accordance with Icelandair Route structure.

GEN 3.1.6 Digital data sets

For information regarding digital terrain and obstacle data, including information regarding the extraction of data from the database, please contact the AIS department:

Digital obstacle data sets can be requested on AIXM format from the AIS department:

See: GEN 3.1.1.1 AIS Headquarters.

GEN 3.1.6.1 Area 1

Digital obstacle data sets are available for Area 1.

GEN 3.1.6.1.1 Digital terrain model

Loftmyndir ehf. have prepared an electronic land model.
More information about the model, resolution and availability can be found on their website:

Loftmyndir ehf.
Laugarvegur 13
IS-101 Reykjavik, Iceland
Telephone: +354 540 2500
Telefax: NA
E-mail: loftmyndir@loftmyndir.is
Website: http://www.loftmyndir.is/
https://www.map.is/
Service hours: Contact Loftmyndir

GEN 3.1.6.2 Svæði 2

Rafræn hindranagögn fyrir svæði 2 eru aðgengileg fyrir Akureyri (BIAR), Egilsstaði (BIEG), Keflavík (BIKF) og Reykjavík (BIRK).

Rafræn landslags og hindranakort má nálgast á: https://ans.isavia.is/c-forflugsupplysingar/kort

GEN 3.1.6.2 Area 2

Digital obstacle data sets for Area 2 are available for Akureyri (BIAR), Egilsstadir (BIEG), Keflavik (BIKF) and Reykjavik (BIRK).

Aerodrome Terrain and Obstacle Charts – ICAO (Electronic) can be found at: https://ans.isavia.is/en/c-preflight-information/kort

Rafræn landslags og hindranakort - Svæði 2 / Aerodrome Terrain and Obstacle Charts - Area 2		
Flugvöllur / Airport	**Vefsíða / Website**	**Gildistökudagur / Effective date**
BIAR - Akureyri	https://www.map.is/area2/biar	16 APR 2026
BIEG - Egilsstadir	https://www.map.is/area2/bieg	16 APR 2026
BIKF - Keflavik	https://www.map.is/area2/bikf	01 JUN 2021
BIRK - Reykjavik	https://www.map.is/area2/birk	19 OCT 2020

GEN 3.1.6.3 Svæði 3

Rafræn hindranagögn fyrir svæði 3 eru aðgengileg fyrir Akureyrarflugvöll (BIAR), Keflavíkurflugvöll (BIKF), Reykjavíkurflugvöll (BIRK) og Egilsstaðaflugvöll (BIEG).

GEN 3.1.6.3 Area 3

Digital obstacle data sets for area 3 are available for Akureyri Airport (BIAR), Keflavik Airport (BIKF), Reykjavik Airport (BIRK) and Egilsstadir Airport (BIEG).

Rafræn hindranagögn - Svæði 3 / Digital obstacle data - Area 3	
Flugvöllur / Airport	**Gildistökudagur / Effective date**
BIAR - Akureyri	22 JAN 2026
BIEG - Egilsstadir	09 AUG 2024
BIKF- Keflavik	27 JAN 2022
BIRK - Reykjavik	04 SEP 2025

Upplýsingaþjónusta flugmála veitir nánari upplýsingar um AREA 3 hindranagögn, sjá GEN 3.1.1.1.

Aeronautical Information Services provides further information on AREA 3 obstacle data, see GEN 3.1.1.1.

GEN 3.1.6.4 Svæði 4

Rafræn hindranagögn eru aðgengileg fyrir svæði 4, flugbraut 10 og 19, á Keflavíkurflugvelli (BIKF).

GEN 3.1.6.4 Area 4

Digital obstacle data are available for area 4, RWY 10 and 19, at Keflavik Airport (BIKF).

Rafræn hindranagögn - Svæði 4 / Digital obstacle data - Area 4		
Flugvöllur / Airport	**RWY**	**Gildistökudagur / Effective date**
BIKF- Keflavik	10 & 19	31 JAN 2020

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	16 APR 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	16 APR 2026
	Akureyri RNP STAR RWY 19 PERUR 1N, PEXIL 1N, MAMEP 1N, UTISU 2N	16 APR 2026
	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	16 APR 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

ENR 1.7 STARFSHÆTTIR VARÐANDI STILLINGU HÆÐARMÆLA

ENR 1.7.1 Inngangur

Starfshættir varðandi stillingu hæðarmæla eru í samræmi við reglur ICAO og eru í Doc 8168-OPS/611 og fara hér á eftir. Til tryggingar tilskildum hæðaraðskilnaði loftfara frá jörðu í farflugi er spáð landshæðarmæli (Regional QNH). Landshæðarmælir er lægsti spáði loftþrýstingur hvar sem er yfir Íslandi. Hann er gefinn í heilum hektópaskal.

ENR 1.7.2 Grundvallar starfshættir

ENR 1.7.2.1 Almennt

ENR 1.7.2.1.1 .

Skiptihæð á Íslandi er 7000 fet.

ENR 1.7.2.1.2 .

Lóðrétt staða loftfars skal tjáð í flughæðum á flugi í eða undir skiptihæð og í fluglögum í og ofan skiptilags. Á meðan flogið er í gegnum skiptibil skal lóðrétt staða loftfars tjáð í fluglögum í klifri og í flughæð í lækkun.

ENR 1.7.2.1.3 .

Fluglag núll miðast við málþrýsting 1013,2 hPa (29.92 tommur). Önnur fluglög skulu aðskilin með þrýstibili er samsvarar að minnsta kosti 500 fetum (152,4 metrum) í staðallofthjúpi.

Ath.*Í eftirfarandi töflu er dæmi um tengsl milli fluglaga og þess sem hæðarmælir sýnir. Jafngildi í metrum er ekki nákvæmt:*

ENR 1.7 ALTIMETER SETTINGS PROCEDURES

ENR 1.7.1 Introduction

The altimeter settings procedures in use conform to those contained in ICAO Doc 8168-OPS/611 and are detailed below. For terrain clearance purposes during en-route flight a forecast Regional QNH value is made available. This Regional QNH is calculated as the lowest possible value on the ground anywhere in Iceland. QNH values are given in whole hectopascals.

ENR 1.7.2 Basic Procedures

ENR 1.7.2.1 General

ENR 1.7.2.1.1 .

The transition altitude for Iceland is 7000 feet.

ENR 1.7.2.1.2 .

The vertical position of the aircraft shall be expressed in terms of altitudes at or below the transition altitude and in terms of flight levels at or above the transition level. While passing through the transition layer, the vertical position shall be expressed in terms of flight levels when climbing and in terms of altitudes when descending.

ENR 1.7.2.1.3 .

Flight level zero is located at the atmospheric pressure level of 1013.2 hPa (29.92 INS). Consecutive flight levels are separated by pressure interval corresponding to 500 feet (152,4 meters) in the Standard Atmosphere.

Note. *Examples of the relationship between flight level and altimeter indications are given in the following table, the metric equivalent being approximate:*

Flight Level Number	Altimeter Indication	
	Feet	Metres
10	1000	300
15	1500	450
20	2000	600
50	5000	1500
100	10000	3050
150	15000	4550
200	20000	6100

ENR 1.7.2.2 Flugtak og klifur

Fyrir flugtak fá loftför viðeigandi QNH-hæðarmæli-stillingu.

ENR 1.7.2.2 Takeoff and climb

A QNH altimeter setting is made available to aircraft prior to takeoff.

ENR 1.7.2.3 Hæðaraðskilnaður – leiðarflug

Hæðaraðskilnaður í leiðarflugi er í fluglögum í eða ofar skiptilagi en í flughæðum í eða neðan skiptihæðar.

Loftfari skal flogið í flughæðum eða fluglögum tilsvarandi ferli þess og sem er í samræmi við eftirfarandi töflu:

ENR 1.7.2.3 Vertical Separation – En-Route

Vertical separation during en-route flight shall be expressed in terms of flight levels during an IFR flight, when operating at or above the transition level, but altitudes if operated at or below the transition altitude.

When complying with the table of cruising levels an aircraft shall be flown at altitudes or flight levels corresponding to its magnetic track in accordance with the following table:

	TRACK			
	From 000 degrees to 179 degrees		**From 180 degrees to 359 degrees**	
	IFR flights	**VFR flights**	**IFR flights**	**VFR flights**
	Altitude		**Altitude**	
Flughæð/Altitude	1 000		2 000	
	3 000	3 500	4 000	4 500
	5 000	5 500	6 000	6 500
	etc.	etc.	etc.	etc.

ENR 1.7.2.4 Aðflug og lending

ENR 1.7.2.4.1 .

Loftförum er gefin QNH-hæðarmælistilling í aðflugsheimildum og þegar þeim er gefin heimild til að koma í umferðarhring.

ENR 1.7.2.4.2 .

Lóðrétt staða loftfara í aðflugi skal tjáð í fluglögum í eða ofan við skiptilag en þar fyrir neðan í flughæðum.

ENR 1.7.2.4 Approach and Landing

ENR 1.7.2.4.1 .

A QNH altimeter setting is made available in approach clearances and in clearances to enter the traffic circuit.

ENR 1.7.2.4.2 .

Vertical positioning of aircraft during approach is expressed by reference to flight levels until reaching the transition level below which vertical positioning is expressed by reference to altitudes.

ENR 1.7.2.5 Fráflug

ENR 1.7.2.5.1 .

Í fráflugi skal beita viðeigandi hlutum greina ENR 1.7.2.1.2, ENR 1.7.2.2 og ENR 1.7.2.4.

ENR 1.7.2.5 Missed approach

ENR 1.7.2.5.1 .

The relevant portions of ENR 1.7.2.1.2, ENR 1.7.2.2 and ENR 1.7.2.4 shall be applied in the event of a missed approach.

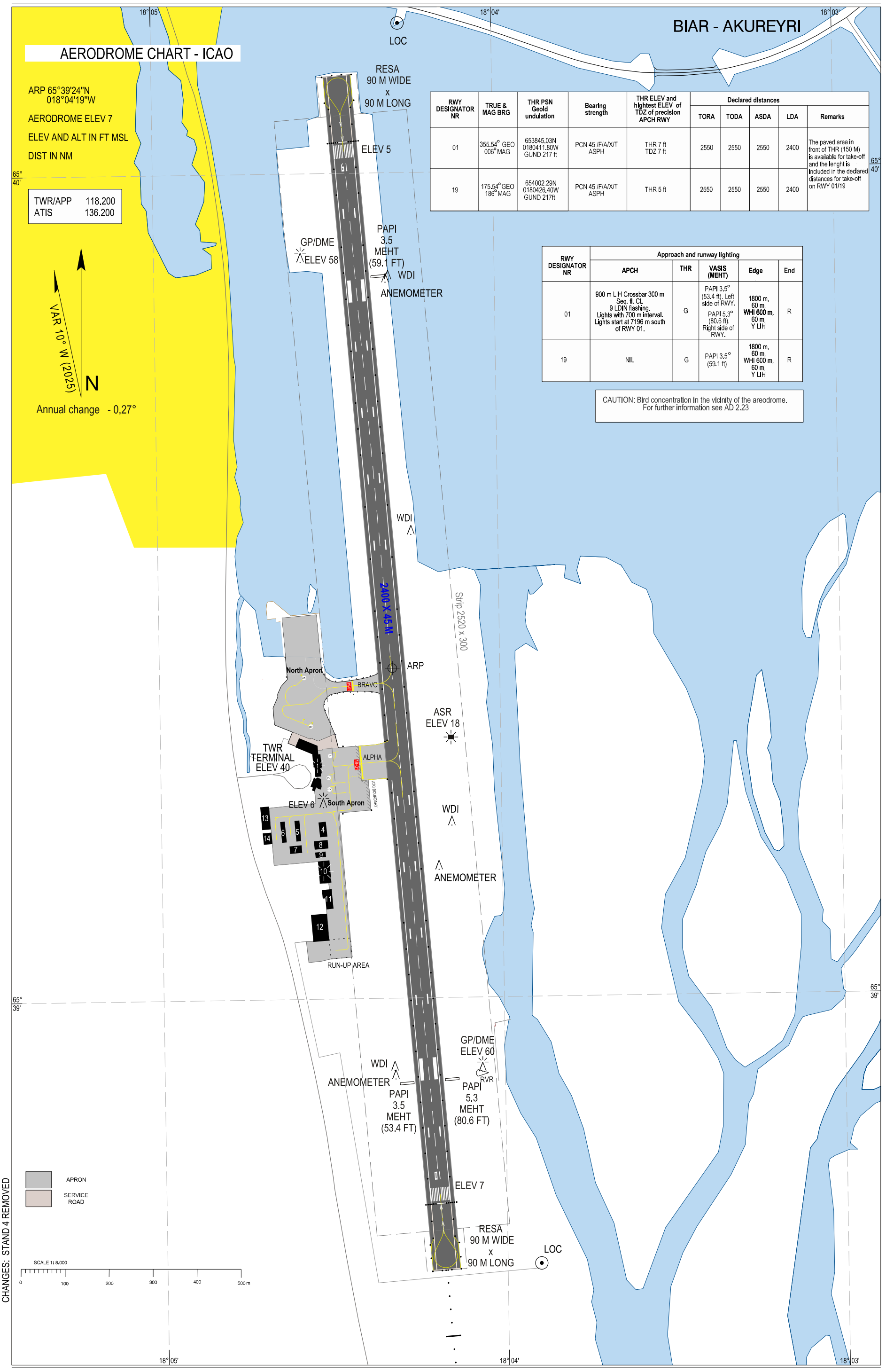
ENR 1.7.3 Lýsing svæðis fyrir hæðarmælisstillingar

Afmörkuð svæði vegna hæðarmælisstillingar hafa ekki verið útgefin í íslenska flugstjórnarsvæðinu. Vél sem flýgur neðan skiptihæðar (7000 fet) skal nota staðar loftþrýsting brottfararstaðar sem fengið er frá viðeigandi flugumferðarþjónustudeild og skipta miðja vegu yfir á staðar loftþrýsting áfangastaðar.

ENR 1.7.3 Description of altimeter setting region

QNH setting areas have not been established in BIRD area. Aircraft flying below transition altitude (7000 feet) shall use local QNH received from the appropriate ATS Unit and change midway to the QNH of the destination aerodrome.

Akureyri Aerodrome Chart



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

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

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

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AKUREYRI

WAYPOINT COORDINATES

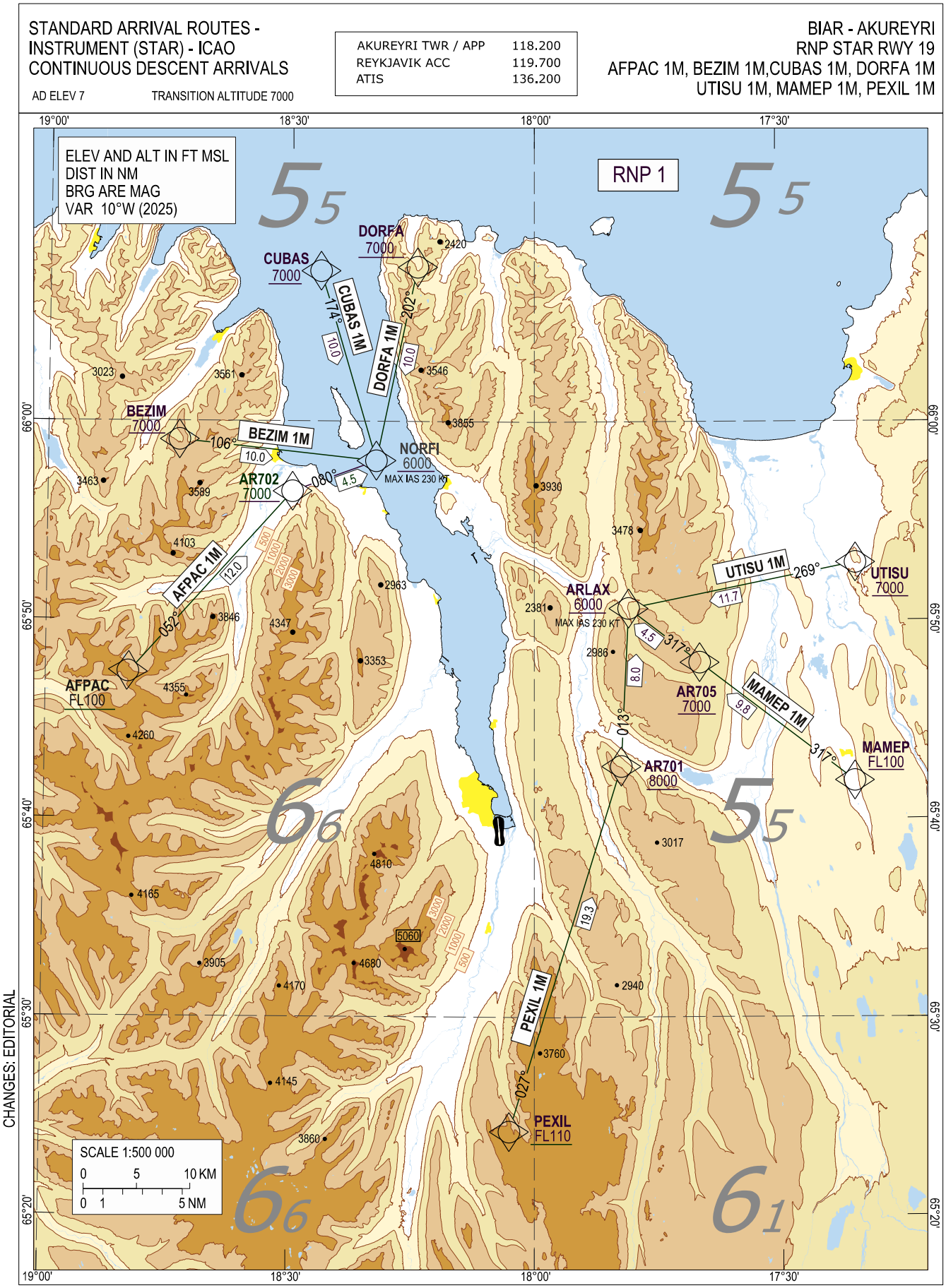
Waypoint coordinates

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 6521.11	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 6547.02	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 STAR RWY 19 - AFPAC 1M, BEZIM 1M,CUBAS 1M, DORFA 1M UTISU 1M, MAMEP 1M, PEXIL 1M



CHANGES: EDITORIAL

STANDARD ARRIVAL ROUTES - INSTRUMENT (STAR) - ICAO CONTINUOUS DESCENT ARRIVALS

BIAR - AKUREYRI
RNP STAR RWY 19

GENERAL: RNP 1 required.
Vectoring may be used when necessary.
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.
Follow cleared or expected STAR until IAF, then start approach to assigned runway without delay.

NON RNP 1 ACFT: State "UNABLE RNP 1"

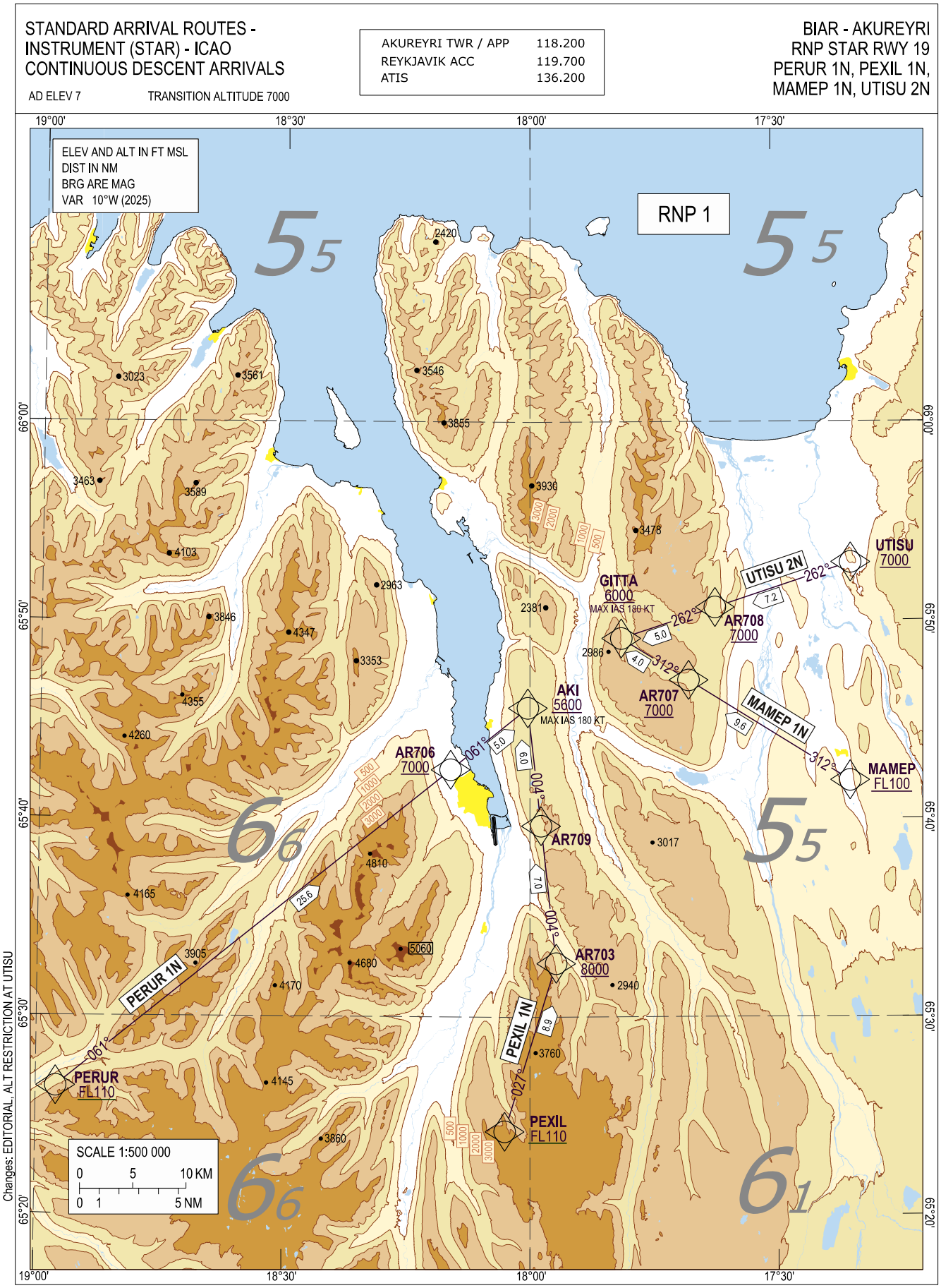
NOTE: Change to Akureyri QNH at Transition Level or when passing last Flight Level restriction if higher.

DESIGNATOR	ROUTE	RESTRICTIONS	DESCEND	CLEARANCE LIMIT
AFPAC 1M	From AFPAC to AR702 to NORFI.	Cross AFPAC at FL100 or above, cross AR702 at 7000 FT or above, cross NORFI at 6000 FT or above, speed 230 KT IAS or less at NORFI.	As cleared by ATC	NORFI
BEZIM 1M	From BEZIM to NORFI.	Cross BEZIM at 7000 FT or above, cross NORFI at 6000 FT or above, speed 230 KT IAS or less at NORFI.	As cleared by ATC	NORFI
CUBAS 1M	From CUBAS to NORFI.	Cross CUBAS at 7000 FT or above, cross NORFI at 6000 FT or above, speed 230 KT IAS or less at NORFI.	As cleared by ATC	NORFI
DORFA 1M	From DORFA to NORFI.	Cross DORFA at 7000 FT or above, cross NORFI at 6000 FT or above, speed 230 KT IAS or less at NORFI.	As cleared by ATC	NORFI
MAMEP 1M	From MAMEP to AR705 to ARLAX.	Cross MAMEP at FL100 or above, cross AR705 at 7000 FT or above, cross ARLAX at 6000 FT or above, speed 230 KT IAS or less at ARLAX.	As cleared by ATC	ARLAX
PEXIL 1M	From PEXIL to AR701 to ARLAX.	Cross PEXIL at FL110 or above, cross AR701 at 8000 FT or above, cross ARLAX at 6000 FT or above, speed 230 KT IAS or less at ARLAX.	As cleared by ATC	ARLAX
UTISU 1M	From UTISU to ARLAX.	Cross UTISU at 7000 FT or above, cross ARLAX at 6000 FT or above, speed 230 KT IAS or less at ARLAX.	As cleared by ATC	ARLAX

For RECOMMENDED CODING TABLE see AD 2 BIAR 5 - 5

For WAYPOINT COORDINATES see AD 2 BIAR 4 - 1

Akureyri RNP STAR RWY 19 - PERUR 1N, PEXIL 1N, MAMEP 1N, UTISU 2N



STANDARD ARRIVAL ROUTES - INSTRUMENT (STAR) - ICAO CONTINUOUS DESCENT ARRIVALS

BIAR - AKUREYRI
RNP STAR RWY 19

GENERAL: RNP 1 required.
Vectoring may be used when necessary.
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.
Follow cleared or expected STAR until IAF, then start approach to assigned runway without delay.

NON RNP 1 ACFT: State "UNABLE RNP 1"

NOTE: Change to Akureyri QNH at Transition Level or when passing last Flight Level restriction if higher.

DESIGNATOR	ROUTE	RESTRICTIONS	DESCEND	CLEARANCE LIMIT
MAMEP 1N	From MAMEP to AR707 to GITTA.	Cross MAMEP at FL100 or above, cross AR707 at 7000 FT or above, cross GITTA at 6000 FT or above, speed 180 KT IAS or less at GITTA.	As cleared by ATC	GITTA
PEXIL 1N	From PEXIL to AR703 to AR709 to AKI.	Cross PEXIL at FL110 or above, cross AR703 at 8000 FT or above, cross AKI at 5600 FT or above, speed 180 KT IAS or less at AKI.	As cleared by ATC	AKI
PERUR 1N	From PERUR to AR706 to AKI.	Cross PERUR at FL110 or above, cross AR706 at 7000 FT or above, cross AKI at 5600 ft or above, speed 180 KT IAS or less at AKI.	As cleared by ATC	AKI
UTISU 2N	From UTISU to AR708 to GITTA.	Cross UTISU at 7000 FT or above, cross AR708 at 7000 FT or above, cross GITTA at 6000 FT or above, speed 180 KT IAS or less at GITTA.	As cleared by ATC	GITTA

For RECOMMENDED CODING TABLE see AD 2 BIAR 5 - 5

For WAYPOINT COORDINATES see AD 2 BIAR 4 - 1

BIAR RNP STAR RWY 19

Recommended Coding Tables

AFPAC 1M

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	IF	AFPAC	-		+10.4			F100+		RNP 1
020	TF	AR702	-	052 (041.6)	+10.3	12.0		A7000+		RNP 1
030	TF	NORFI	-	080 (069.8)	+10.2	4.5		A6000+	-230	RNP 1

BEZIM 1M

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	IF	BEZIM	-		+10.5			A7000+		RNP 1
020	TF	NORFI	-	106 (095.8)	+10.2	10.0		A6000+	-230	RNP 1

CUBAS 1M

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	IF	CUBAS	-		+10.3			A7000+		RNP 1
020	TF	NORFI	-	174 (163.5)	+10.2	10.0		A6000+	-230	RNP 1

DORFA 1M

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	IF	DORFA	-		+10.2			A7000+		RNP 1
020	TF	NORFI	-	202 (191.9)	+10.2	10.0		A6000+	-230	RNP 1

PERUR 1N

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	IF	PERUR	-		+10.4			F110+		RNP 1
020	TF	AR706	-	061 (050.7)	+10.1	25.6		A7000+		RNP 1
030	TF	AKI	-	061 (051.4)	+10.0	5.0		A5600+	-180	RNP 1

PEXIL 1M

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	IF	PEXIL	-		+9.9			F110+		RNP 1
020	TF	AR701	-	027 (017.0)	+9.9	19.3		A8000+		RNP 1
030	TF	ARLAX	-	013 (002.8)	+9.9	8.0		A6000+	-230	RNP 1

PEXIL 1N

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	IF	PEXIL	-		+9.9			F110+		RNP 1
020	TF	AR703	-	027 (017.0)	+9.9	8.9		A8000+		RNP 1
030	TF	AR709	-	004 (353.7)	+9.9	7.0				RNP 1
040	TF	AKI	-	004 (353.7)	+10	6.0		A5600+	-180	RNP 1

MAMEP 1M

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	IF	MAMEP	-		+9.6			F100+		RNP 1
020	TF	AR705	-	317 (307.6)	+9.8	9.8		A7000+		RNP 1
030	TF	ARLAX	-	317 (307.4)	+9.9	4.5		A6000+	-230	RNP 1

MAMEP 1N

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	IF	MAMEP	-		+9.6			F100+		RNP 1
020	TF	AR707	-	312 (302.2)	+9.8	9.6		A7000+		RNP 1
030	TF	GITTA	-	312 (301.9)	+9.9	4.0		A6000+	-180	RNP 1

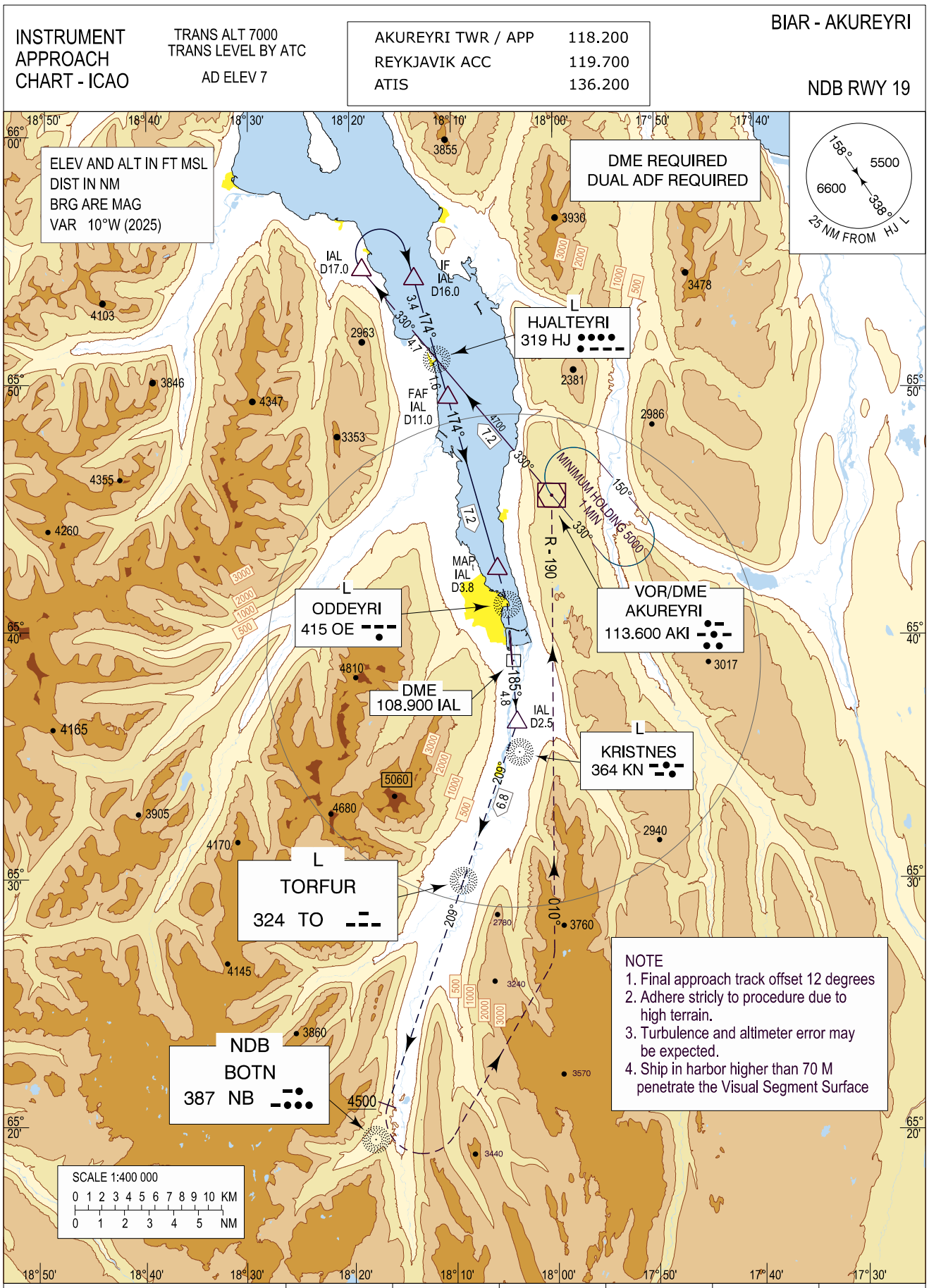
UTISU 1M

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	IF	UTISU	-		+9.7			A7000+		RNP 1
020	TF	ARLAX	-	269 (258.8)	+9.9	11.7		A6000+	-230	RNP 1

UTISU 2N

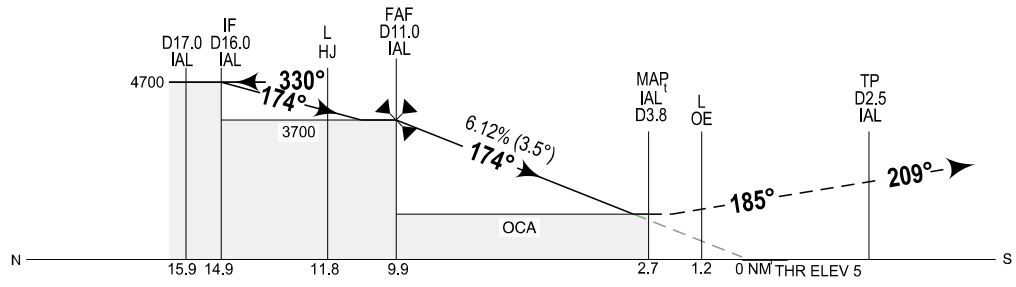
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course / Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt/h)	Navigation Specification
010	IF	UTISU	-		+9.7			A7000+		RNP 1
020	TF	AR708	-	262 (252.0)	+9.8	7.2		A7000+		RNP 1
030	TF	GITTA	-	262 (251.8)	+9.9	5.0		A6000+	-180	RNP 1

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

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

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

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

BIHU - HÚSAVÍK / HUSAVIK

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

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

BIHU AD 2.3 ÞJÓNUSTUTÍMAR
BIHU AD 2.3 OPERATIONAL HOURS

1	Rekstraraðili flugvallar AD Administration	Á skrifstofutíma 09:00-16:00 During Office Hours 09:00-16:00
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 Skv. beiðni Sjúkra- og neyðarflug / AFIS Available on request Ambulance and emergency flights
8	Eldsneyti Fuelling	NIL
9	Afgreiðsla Handling	Skv. beiðni O/R
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 +354 896 1270. 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 1 hour notice during summer and 2 hours notice during winter, via Tel +354 896 1270. Isavia user charges: See GEN 4.1 AERODROME CHARGES.

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

2.21.1. Almennt

1. Eftirfarandi loftförum er óheimilt að nota flugvöllinn:

   a. Öllum þotum sem ekki uppfylla kröfur fyrir stig 3, í samræmi við ICAO Viðauka 16, bindi 1, kafla 3;

   b. Skrúfuloftförum með hámarksflugtaksmassa yfir 5700 kg og sem hafa ekki hávaðavottorð eða uppfylla ekki skilyrði ICAO Viðauka 16, bindi 1, kafla 3, 5, 6 eða 10.

2. Viðhaldsuppkeyrslur (viðhaldsprófanir hreyfla), eru leyfðar á eftirtöldum tímabilum:
   - Mánudaga - föstudaga 0800 - 2200
   - Helgar og almennir frídagar 1000 - 1800.

   Leitast skal við að takmarka viðhaldsuppkeyrslur á almennum frídögum.

Viðhaldsuppkeyrslur undir auknu afli skulu fara fram á umferðarsvæðum, með samþykki flugumferðarstjórnar og að undangenginni skoðun á yfirborði ef nauðsynlegt þykir.
Beiðnir skulu berast flugumferðarstjórn með minnst 15 mínútna fyrirvara.

- Hlað 1 (viðkvæmt svæði gagnavart blæstri hreyfla):
  Viðhaldsuppkeyrslur ekki leyfðar.

- Hlað 2:
  Viðhaldsuppkeyrslur aðeins leyfðar á lágmarksafli, hlaðstjóri skal vera á staðnum til að tryggja öryggi.

- Hlað 3:
  Viðhaldsuppkeyrslur aðeins leyfðar á lágmarksafli, hlaðstjóri skal vera á staðnum til að tryggja öryggi.

- Hlað 4:
  Viðhaldsuppkeyrslur aðeins leyfðar á lágmarksafli, hlaðstjóri skal vera á staðnum til að tryggja öryggi.

- Hlað 7:
  Viðhaldsuppkeyrslur aðeins leyfðar á lágmarksafli, hlaðstjóri skal vera á staðnum til að tryggja öryggi.

3. Notkun á aukaaflstöð í meira en 20 mínútur fyrir flugtak eða eftir lendingu er bönnuð.
   Slökkt verður á aukaaflstöð um leið og vararafmagn fæst.

2.21.1 General

1. Following types of aircraft are not permitted to use the aerodrome:

   a. All jet aircraft that do not comply with the noise certification requirements of ICAO Annex 16, Volume 1, Chapter 3 (Stage 3;

   b. Propeller aircraft with a maximum take-off mass exeeding 5700 kg that are not noise certificate, or that do not comply with the applicable noise certification requirements ICAO Annex 16, Volume I, Chapters 3, 5, 6, or 10.

2. Maintenance engine tests are permitted during the following periods:
   - Mondays - Fridays 0800 - 2200
   - Weekends and public holidays 1000 - 1800.

   Engine test runs shall be kept to an absolute minimum on public holidays.

Maintenance engine tests shall be conducted on manouvering areas, approved by ATC and, if needed, after surface inspections.
ATC approval shall be requested at least 15 minutes in advance.

- Apron 1 (jet blast sensitive area):
  Engine tests: prohibited

- Apron 2:
  Engine tests: permitted at idle power only. A marshaller shall be present to ensure safety.

- Apron 3:
  Engine tests: permitted at idle power only. A marshaller shall be present to ensure safety.

- Apron 4:
  Engine tests: permitted at idle power only. A marshaller shall be present to ensure safety.

- Apron 7:
  Engine tests permitted at idle power only. A marshaller shall be present to ensure safety.

3. Operation of APU for more than 20 minutes before departure or after arrival is prohibited.
   APU shall be shut down without delay once an alternate power source is available.

2.21.2 Brottflug

Braut 01:
Loftför skulu leitast við að ná sem mestri hæð yfir brautarenda miðað við venjulegar flugtaksaðferðir. Loftför sem ætlar að taka hægri beygju eftir flugtak skulu halda brautarstefnu í 1000 fet yfir meðalsjárvarmáli (MSL) áður en beygt er.

Braut 13:
Fjölhreyfla loftför í sjónflugi skulu, eftir flugtak, halda brautarstefnu í 1 000 yfir meðalsjárvarmáli (MSL) fet áður en beygt er á stefnu.

Braut 31:
Loftför sem ætla að taka hægri beygju eftir flugtak skulu halda brautarstefnu í 800 fet yfir meðalsjárvarmáli (MSL) áður en beygt er á stefnu

2.21.3 Aðflug

1. Aðflug neðan aðflugshallaljósa (PAPI) innan 2.5 DME eru óheimil.

2. Braut 31:
   Fjölhreyfla loftför í sjón- eða sjónaðflugi skulu fljúga um hliðraða lokastefnu (u.þ.b. 25° norður/til hægri) og skulu fara framhjá 3.5 DME IRE í 1 500 fetum yfir meðalsjárvarmáli (MSL) eða hærra.

2.21.2 Departures

Runway 01:
Aircraft shall plan to reach the highest possible altitude over RWY end, using normal take-off procedures. Aircraft planning a right turn after take-off shall maintain RWY heading to 1000 ft MSL before initiating the turn.

Runway 13:
Multi-engine VFR aircraft shall, after take-off, climb on the runway heading to 1 000 ft MSL before turning on track.

Runway 31:
Aircraft planning a right turn after take-off shall maintain RWY heading to 800 ft MSL before initiating the turn.

2.21.3 Approach

1. Flying below the PAPI lights within 2.5 NM is not allowed

2. RWY 31:
   Multi-engine aircraft flying VFR or Visual approach shall fly offset final (about 25° north/to the right) and be at or above 1 500 ft MSL when passing 3.5 DME IRE.

BIHZ AD 2.12 SÉRKENNI FLUGBRAUTA
BIHZ AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

RWY Designator	TRUE BRG	Dimension of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
10	—	740 x 18	RWY PCN: — RWY: GRAVEL SWY PCN: — SWY: —	— — GUND: —	— —
28	—	740 x 18	RWY PCN: — RWY: GRAVEL SWY PCN: — SWY: —	— — GUND: —	— —

RWY Designator	Slope of RWY and SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	Location/ description of arresting system	OFZ
1	7	8	9	10	11	12	13
10	—	—	—	—	—	—	—
28	—	—	—	—	—	—	—

RWY Designator	Remarks
1	14
10	Öryggissvæði takmarkað, að hluta, til norðurs. Yfirborð öryggissvæðis lækkar frá flugbraut með skarpri hallabreytingu við virkjun. Hindranir inn á öryggissvæði norðvestan við flugbraut 10/28 / Safety area partially limited north of RWY. The surface has a steep transverse slope adjacent to small power station. Obstacles within safety area northwest of RWY 10/28
28	Öryggissvæði takmarkað, að hluta, til norðurs. Yfirborð öryggissvæðis lækkar frá flugbraut með skarpri hallabreytingu við virkjun. Hindranir inn á öryggissvæði norðvestan við flugbraut 10/28 / Safety area partially limited north of RWY. The surface has a steep transverse slope adjacent to small power station. Obstacles within safety area northwest of RWY 10/28.

BIHZ AD 2.13 TILGREINDAR VIÐMIÐUNARVEGALENGDIR
BIHZ AD 2.13 DECLARED DISTANCES

NIL

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

NIL

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

NIL

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

NIL

BIHZ AD 2.17 LOFTRÝMI FLUGUMFERÐARÞJÓNUSTU
BIHZ AD 2.17 ATS AIRSPACE

NIL

BIHZ AD 2.18 ATS FJARSKIPTABÚNAÐUR
BIHZ AD 2.18 ATS COMMUNICATION FACILITIES

NIL

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

NIL