AIP – ÍSLAND/ICELAND

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AIP AIRAC
A 05/2026
03 APR 2026

EFFECTIVE 14 MAY 2026

AVIANS
ICELAND

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		
AIP Iceland	Isavia ANS name changes to Avians throughout the AIP book	NA
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
Digital data sets	Area 2 - Effective date for BIRK updated	GEN 3.1.6.2
List of aeronautical charts available	List updated	GEN 3.2.5
ENR		
ATS Surveillance	MLAT, SSR and ADS-B– Operating Procedures - Reference amended	ENR 1.6.4.2
Flight planning	Introduction - Editorial	ENR 1.10.1
Area Navigation Routes	Route Y194 - MAG values update in the table. New routes Y686 and Y688 added, route Y68 withdrawn, routes UT594, UT596, UT598 UT599 and Y47 updated.	ENR 3.2
Name-Code designators for significant points	New WPTs added	ENR 4.4
Air Navigation OBST	MET MAST removed	ENR 5.4.1
Bird migration and areas with sensitive fauna	URLs updated	ENR 5.6
ENR Charts	Reykjavik Control Area - ROUTE Y194 name added, MAG TRK, NUUK TMA, ROUTE Y68 REMOVED, ROUTES Y688 and Y686 added, ROUTE Y47,WPT DEDZU,ACSUS,TUTGA,ERALA, ELRUP, KOJUB, LUFWU, RAVUD, UPOKI, WOXPO added	ENR 6.1-5
	West Greenland insert F195-F285 - ROUTE Y68 REMOVED, ROUTES Y688 and Y686 added, NUUK TMA added. WPT ERALA, ELRUP, EVULO, KOJUB, LUFWU, RAVUD, UPOKI, WOXPO added. Editorial	ENR 6.1-7
AD		
BIAR - Akureyri	Chart list related to AD updated	BIAR AD 2.24
	WPT TO Coordinates corrected	AD 2 BIAR 4 - 2
	LOC/ASR RWY 01 - INITIAL & FINAL - Completely withdrawn	AD 2 BIAR 6 - 3/4
	New page numbers	AD 2 BIAR 6 - 5 to 22
	SID RWY 19 PERUR ASKUR JARRI RETUR - Editorial, RETUR2D speed restrictions, climb gradient table	AD 2 BIAR 7 13/14
	SID RWY 19 CODING TABLE - RETUR2D speed restrictions	AD 2 BIAR 7 19/20
BIHU - Husavik	RNP RWY 02 - OBST removed	AD 2 BIHU 6 - 1/2
	RNP SID RWY 02 - OBST removed	AD 2 BIHU 7 - 1/2
BIHN - Hofn Hornafirdi	Rescue and fire fighting services - AD category for fire fighting	BIHN AD 2.6.1
BIKF - Keflavik	VOR RWY 10 - OCA raised due to temp OBST	AD 2 BIKF 6 15/16
	NDB RWY 10 - OCA raised due to temp OBST	AD 2 BIKF 6 17/18
	VORTAC CAT A-B RWY 10 - OCA raised due to temp OBST	AD 2 BIKF 8 - 7/8
	VORTAC CAT C-D RWY 10 - OCA raised due to temp OBST	AD 2 BIKF 8 - 9/10
BIRK - Reykjavik	AD chart - RWY markings	AD 2 BIRK 2 -1

SUPs - AIP Supplements	
Tímabundið hættusvæði BGD526 / Temporary Danger Area BGD526 - Effective 26 FEB 2026	SUP 04/2026
Drónaflug LHG í fjölþættum tilgangi/ ICG multi purpose drone flight - Effective 05 MAR 2026	SUP 05/2026
Upplýsingar um vindmyllur í Vaðölduveri / Information about Vadalda Wind Farm	SUP 06/2026
Endurnýjun aðflugsljósa fyrir flugbraut 10 á Keflavíkurflugvelli (BIKF) / Renewal of the approach lighting system for RWY 10 Keflavik airport (BIKF) - Effective 19 MAR 2026	SUP 07/2026
Tímabundnar hindranir sem standa lengur en þrjá mánuði / Temporary obstacles with duration longer than three months	SUP 08/2026

AICs - Aeronautical information circulars	
ISAVIA ANS verður AVIANS / ISAVIA ANS will be AVIANS - Effective 24 MAR 2026	AIC 09/2026
Innleiðing ratsjársvaraskyldu innan BIRK CTR/ Implementation of Transponder Mandate within BIRK CTR	AIC 10/2026
Sólmyrkvi 12. ágúst 2026 / Solar Eclipse 12th of August 2026 - Effective 31 MAR 2026	AIC 11/2026

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VIÐBÆTUR

Nýjar viðbætur

SUPPLEMENTS

New Supplements

SUP 06/2026, SUP 08/2026

Nýjar viðbætur - utan útgáfu

New Supplements - outside publication

SUP 04/2026, SUP 05/2026, SUP 07/2026

Viðbætur felldar úr gildi

Supplements hereby cancelled

SUP 03/2026

UPPLÝSINGABRÉF (AIC)

Ný upplýsingabréf

AIC

New AIC

AIC A 09/2026, AIC A 10/2026, AIC 11/2026

Ný upplýsingabréf - utan útgáfu

New AICs - outside publication

NIL

Upplýsingabréf felld úr gildi

AICs hereby cancelled

AIC A 06/2024

NOTAM

Efni eftirfarandi NOTAM skeyta birt í útgáfunni:

NOTAM

NOTAM incorporated in this amendment:

A0096/26, A0097/26, A0774/25
B0107/25

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

PART 1 - ALMENNT

GEN 0 FORMÁLI OG LISTAR

GEN 0.1 FORMÁLI

GEN 0.1.1 Ábyrgð útgáfu

Samgöngustofu (SGS) ber að að tryggja, fyrir hönd íslenska ríkisins, að starfrækt sé Upplýsingaþjónusta flugmála á Íslandi.

SGS hefur falið Avians ehf. ábyrgð á að veita þjónustuna.

Upplýsingaþjónusta flugmála innan Avians, er veitandi upplýsingaþjónustu flugmála (AISP) og gefur út Flugmálahandbók Íslands (AIP) í umboði Samgöngustofu.

GEN 0.1.2 Viðeigandi ICAO-skjöl

Flugmálahandbókin er unnin í samræmi við Viðauka 15 frá Alþjóðaflugmálastofnuninni og eftir *Handbók um upplýsingaþjónustu flugmála* (ICAO Doc 8126). Kort í Flugmálahandbókinni eru unnin í samræmi við staðla í Viðauka 4 frá Alþjóðaflugmálastofnuninni og *Handbók um flugkort* (ICAO Doc 8697). Frávik frá ICAO-stöðlum og viðteknum starfsháttum eru tilgreind í kafla GEN 1.7.

GEN 0.1.3 Útgáfumiðill

Flugmálahandbók Íslands (AIP) er gefin út rafræn (eAIP) á slóðinni: https://eaip.avians.is/

GEN 0.1.4 Uppbygging Flugmálahandbókar og reglulegar uppfærslur

GEN 0.1.4.1 Uppbygging Fugmálahandbókar

Flugmálahandbókin er hluti af samþættum flugupplýsingum, sjá nánari skýringar í GEN 3.1.

Uppbygging samþættra flugupplýsinga er sýnd í kafla GEN 0.1.7.

Flugmálahandbókinni er skipt í þrjá hluta. Fyrst eru almennar upplýsingar - General (GEN), síðan koma leiðarupplýsingar - Enroute (ENR) og síðast eru upplýsingar um flugvelli (AD). Þessum hlutum er skipt í kafla og undirkafla eftir efni.

GEN 0.1.4.1.1 Hluti 1 - Almennt (GEN)

Hluti 1 skiptist í fimm kafla. Lausleg lýsing á innihaldi kaflanna fer hér á eftir:

GEN 0 Efnisyfirlit / blaðsíðulisti yfir hluta 1 – Formáli; Listi yfir AIP-uppfærslur; Listi yfir AIP-viðbætur; Gátlisti fyrir AIP-blaðsíður; og listi yfir handleiðréttingar fyrir AIP.

GEN 1 Innlendar reglur og kröfur – Tilnefnd stjórnvöld; Koma, millilending og brottflug loftfara; Koma, millilending og brottflug farþega og áhafnar; Koma, millilending og brottflug vegna farms; Mælitæki, búnaður og flugskjöl loftfara; Yfirlit yfir innlendar reglugerðir og alþjóðlega samninga / samkomulög; Frávik frá stöðlum tilmælum og starfsháttum Alþjóðaflugmálastofnunarinnar.

PART 1 - GENERAL

GEN 0 PREFACE AND LISTS

GEN 0.1 PREFACE

GEN 0.1.1 The publishing authority

The Icelandic Transport Authority shall ensure, on behalf of the Icelandic state, that an aeronautical information service (AIS) is operated.

The Icelandic Transport Authority has delegated the authority for the provision of the service to Avians.

The Avians Aeronautical Information Service (AIS), is the Aeronautical Information Service Provider (AISP) and publishes AIP Iceland.

GEN 0.1.2 Applicable ICAO documents

The AIP is prepared in accordance with the Standards and Recommended Practices (SARPs) of Annex 15 to the Convention on International Civil Aviation and the *Aeronautical Information Services Manual* (ICAO Doc 8126). Charts contained in the AIP are produced in accordance with Annex 4 to the Convention on International Civil Aviation and the *Aeronautical Chart Manual (ICAO Doc 8697)*. Differences from ICAO Standards, Recommended Practices and Procedures are given in subsection GEN 1.7.

GEN 0.1.3 Publication media

AIP Iceland is published as eAIP at: https://eaip.avians.is/

GEN 0.1.4 The AIP structure and established regular amendment interval

GEN 0.1.4.1 The AIP structure

The AIP forms part of the Integrated Aeronautical Information Package, details of which are given in subsection GEN 3.1.

The structure of the Integrated Aeronautical Information Package is shown in graphic form on page GEN 0.1.7.

The AIP is made up of three Parts, General (GEN), Enroute (ENR) and Aerodromes (AD), each divided into sections and subsections as applicable, containing various types of information subjects.

GEN 0.1.4.1.1 Part I - General (GEN)

Part 1 consists of five sections containing information as briefly described hereafter.

GEN 0 Table of Contents / List of Pages to Part 1– Preface; Record of AIP Amendments; Record of AIP Supplements; Checklist of AIP pages; and the List of hand amendments to the AIP.

GEN 1 National regulations and requirements – Designated authorities; Entry, transit and departure of aircraft; Entry, transit and departure of passengers and crew; Entry, transit and departure of cargo; Aircraft instruments, equipment and flight documents; Summary of national regulations and international agreements/ conventions; Differences from ICAO Standards, Recommended Practices and Procedures.

GEN 2 Töflur og kóðar – Mælikerfi, merking loftfara, almennir frídagar; Skammstafanir notaðar í AIS-útgáfu; Kortatákn; Staðarauðkenni; Listi yfir leiðsöguvirki; Umreiknitöflur; Töflur um sólarupprás / sólsetur.

GEN 3 Þjónusta – Upplýsingaþjónusta flugmála; Flugkort; Flugumferðarþjónusta; Fjarskiptaþjónusta; Veðurþjónusta; Leit og björgun.

GEN 4 Gjaldskrá flugvalla og flugleiðsöguþjónustu – Flugvallagjöld; Flugleiðsögugjöld.

GEN 2 Tables and codes – Measuring system, aircraft markings, holidays; Abbreviations used in AIS publications; Chart symbols; Location indicators; List of radio navigation aids; Conversion tables; and Sunrise / Sunset tables.

GEN 3 Services – Aeronautical information services; Aeronautical charts; Air traffic services; Communication services; Meteorological services; and Search and rescue.

GEN 4 Charges for Aerodromes and Air Navigation Services – Aerodromes Charges; and Air navigation services charges.

GEN 0.1.4.1.2 Hluti 2 – Flugleiðir (ENR)

Hluti 2 skiptist í sjö kafla. Lausleg lýsing á innihaldi kaflanna fer hér á eftir:

ENR 0 Efnisyfirlit / blaðsíðulisti yfir hluta 2

ENR 1 Almennar reglur og starfshættir – Almennar reglur; Sjónflugsreglur; Blindflugsreglur; Flokkun loftrýmis flugumferðarþjónustu; Biðflugs-, aðflugs- og brottflugsstarfshættir; Kögunarþjónusta og starfshættir; Starfshættir varðandi hæðarmæla-stillingar; Flugreglur og starfshættir flugumferðar-þjónustu; Flæðisstjórn flugumferðarþjónustu; Flugáætlanir; Póstfang vegna skeyta er varða flugáætlanir; Einelti almennra loftfara; Ólögmæt afskipti; Flugumferðaratvik.

ENR 2 Loftrými flugumferðarþjónustu – FIR, CTA, TMA, CTR; Önnur stjórnuð loftrými.

ENR 3 Flugþjónustuleiðir – Lægri og efri flugþjónustuleiðir; Efri ATS-flugleiðir; Flugleið svæðisleiðsögu; Þyrluflugleiðir; Aðrar flugleiðir - eingöngu á ensku; Biðflug á flugleið.

Ath.- Öðrum tegundum flugleiða, sem eru tilgreindar og eiga við um starfshætti flugumferðar til og frá flugvöllum/ þyrluvöllum, er lýst í viðeigandi hlutum og undirhlutum í hluta 3 - Flugvellir.

ENR 4 Aðflugs- og flugleiðsögubúnaður – Flugleiðsöguvirki flugleiða; Sérstök leiðsögukerfi; Merkikóði kennimerkja fyrir leiðarmið; Flugvallarvitar.

ENR 5 Flugleiðsöguviðvörun – Bann-, hafta- og hættusvæði; Æfinga- og þjálfunarsvæði hersins; Önnur hættuleg starfsemi; Hindranir á flugleiðum; Flugíþrótta- og tómstundastarfsemi; Farfuglar og svæði með viðkvæmu dýralífi.

ENR 6 Flugleiðakort – Listi yfir flugleiðakort

GEN 0.1.4.1.2 Part 2 – Enroute (ENR)

Part 2 consists of seven sections containing information as briefly described hereafter.

ENR 0 Table of Contents / List of Pages to Part 2

ENR 1 General rules and procedures – General rules; Visual flight rules; Instrument flight rules; ATS airspace classification; Holding, approach and departure procedures; ATS Surveillance services and procedures; Altimeter setting procedures; Rules of the air and air traffic services procedures; Air traffic flow management; Flight planning; Addressing of flight plan messages; Interception of civil aircraft; Unlawful interference; and Air traffic incidents.

ENR 2 Air traffic services airspace – FIR, CTA, TMA, CTR; and Other regulated airspace.

ENR 3 ATS routes – Lower and upper ATS routes; Upper ATS routes; Area navigation (RNAV) routes; Helicopter routes; Other routes; and Enroute holding.

Note.- Other types of routes which are specified in connection with procedures for traffic to and from aerodromes/heliports are described in the relevant sections and subsections of Part 3 - Aerodromes.

ENR 4 Radio navigation aids/systems – Radio navigation aids - en-route; Special navigation systems; Name-code designators for significant points; and Aerodrome beacons.

ENR 5 Navigation warnings – Prohibited, restricted and danger areas; Military exercise and training areas; Other activities of a dangerous nature; Air navigation obstacles - en-route; Aerial sporting and recreational activities; and Bird migration and areas with sensitive fauna.

ENR 6 Enroute charts – List of Enroute Chart.

GEN 0.1.4.1.3 Hluti 3 – Flugvellir (AD)

Hluti 3 skiptist í fjóra kafla. Lausleg lýsing á innihaldi kaflanna fer hér á eftir:

AD 0 Efnisyfirlit / blaðsíðulisti yfir hluta 3

AD1 Flugvellir, inngangur – Flugvellir; Björgunar- og slökkvibúnaður og vetrarviðhald; Yfirlit yfir flugvelli; flokkun flugvalla.

GEN 0.1.4.1.3 Part 3 – Aerodromes (AD)

Part 3 consists of four sections containing information as briefly described hereafter.

AD 0 Table of Contents / List of Pages to Part 3

AD 1 Aerodromes - Introduction – Aerodrome availability; Rescue and fire fighting services and Snow plan; Index to aerodromes; and Grouping of aerodromes.

AD 2 Alþjóðaflugvellir – Aðrir flugvellir AD 2 International Aerodromes – Other Aerodromes

a. Nákvæmar upplýsingar um alþjóðaflugvelli, sem skilgreindir eru sem komu- og brottfararflugvellir í millilandaflugi í samræmi við ákvæði 10. greinar stofnskrár Alþjóðaflugmálastofnunarinnar (ICAO), og skiptast í 24 undirkafla

b. Nákvæmar upplýsingar um aðra flugvelli ásamt blindaðflugskortum.

Köflunum eAIP (AD 2), er skipt upp í eftirtalda hluta:
Hluti 1 --> Texti
Hluti 2 --> Flugvallakort
Hluti 3 --> Flugvallahindranakort
Hluti 4 --> Listar yfir vörður og leiðarmið
Hluti 5 --> STAR
Hluti 6 --> Aðflug
Hluti 7 --> SID
Hluti 8 --> Önnur kort

AD 3 Þyrluvellir – Engir

AD 2 International Aerodromes – Other Aerodromes

a. Detailed information regarding International aerodromes, which are defined as arrival and departure aerodromes for International flights in accordance whith paragraph 10 to the Convention of ICAO, listed under 24 subsections.

b. Detailed information on other airports with instrument approach charts

Chapters of the eAIP (AD 2) are divided into the following parts:
Part 1 --> Text
Part 2 --> Aerodrome Chart
Part 3 --> Obstacles Aerodrome Chart
Part 4 --> List of Waypoints and significant points
Part 5 --> STAR
Part 6 --> Approach
Part 7 --> SID
Part 8 --> Other Charts

AD 3 Heliports – Nil

GEN 0.1.4.2 AIP-uppfærslur, regluleg útgáfa

Uppfærslur í AIP-handbókinni eru gefnar út sex til tólf sinnum á ári.
Dagsetningar fyrirvarakerfis (AIRAC) eru notaðar þegar um mikilvægar breytingar er að ræða.

Sjá: GEN 3.1.4 Fyrirvaradreifing.

GEN 0.1.4.2 Regular amendment interval

Regular Amendments to the AIP are issued six to twelve times a year.
Significant changes will be issued in accordance with the AIRAC system.

See: GEN 3.1.4 AIRAC system.

GEN 0.1.5 Höfundarréttarstefna

Flugmálahandbók Íslands (AIP) er gefin út af Avians ehf. og byggir á þeim upplýsingum sem Avians hefur.
Flugmálahandbókin er eingöngu gefið út til einka- eða fyrirtækjanota.
Óheimilt er að að dreifa, afrita eða framselja upplýsingarnar gegn greiðslu.

GEN 0.1.5 Copyright policy

The AIP Iceland is published by Avians and is based on information available to Avians.
The AIP is only intended for non-commercial use.
The AIP may not be distributed, reproduced or transmitted in any commercial way.

GEN 0.1.6 Tilkynningar um villur í AIP

Við útgáfu Fugmálahandbókarinnar hefur þess verið gætt að allar upplýsingar séu nákvæmar og réttar. Ef villur finnast engu að síður skal haft samband við:

GEN 0.1.6 Service to contact in case of detected AIP errors or omissions

In the compilation of the AIP, care has been taken to ensure that the information contained therein is accurate and complete. Any errors and omissions which may nevertheless be detected, as well as any correspondence concerning the Integrated Aeronautical Information Package, should be referred to:

Avians
Upplýsingaþjónusta flugmála
Nauthólsvegi 66
102 Reykjavík, Ísland
Sími: +354 424 4000
Netfang: aip.breytingar@avians.is

Avians
Aeronautical Information Service
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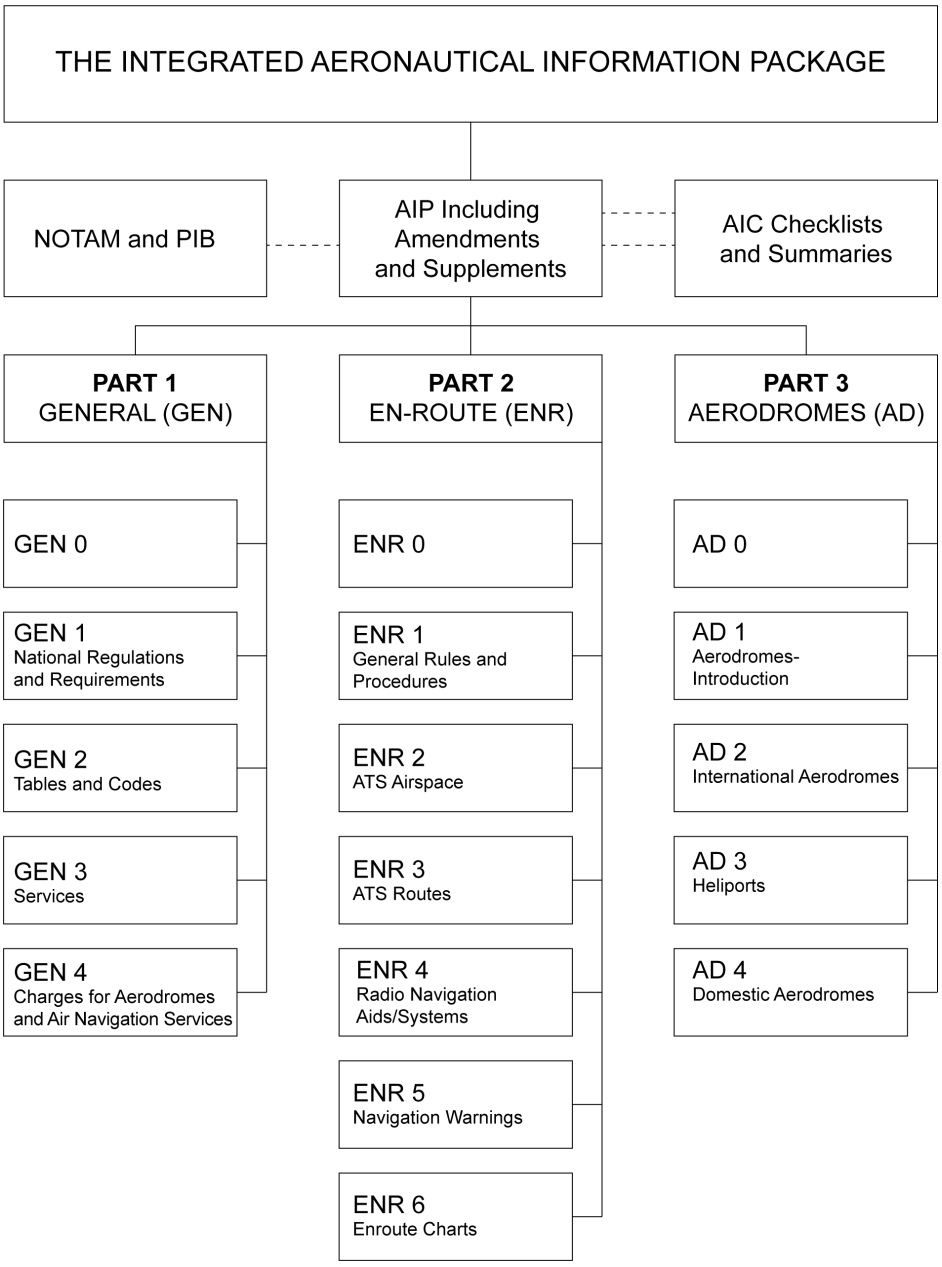
IS-102 Reykjavik, Iceland
Telephone: +354 424 4000
E-mail: aip.breytingar@avians.is

GEN 0.1.7 THE INTEGRATED AERONAUTICAL INFORMATION PACKAGE



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	
A 05/2026	03 APR 2026	14 MAY 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 - 14 MAY 2026	Replaced with SUP 08/2026 14 MAY 2026
04/2026	Tímabundið hættusvæði BGD526 / Temporary Danger Area BGD526	ENR 5.1	26 FEB 2026 - 14 MAY 2026	Cancelled 14 MAY 2026
05/2026	Drónaflug LHG í fjölþættum tilgangi/ ICG multi purpose drone flight	NA	05 MAR 2026 - UFN	
06/2026	Upplýsingar um vindmyllur í Vaðölduveri / Information about Vaðalda Wind Farm	ENR 5.4	14 MAY 2026 - UFN	
07/2026	Endurnýjun aðflugsljósa fyrir flugbraut 10 á Keflavíkurflugvelli (BIKF) / Renewal of the approach lighting system for RWY 10 Keflavik airport (BIKF)	BIKF	19 MAR 2026 - UFN	
08/2026	Tímabundnar hindranir sem standa lengur en þrjá mánuði / Temporary obstacles with duration longer than three months	BIAR, BIGR & BIRK	14 MAY 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	14 MAY 2026	1.7 - 13	12 AUG 2022	2.2 - 9	25 MAR 2021
0.1 - 2	14 MAY 2026	1.7 - 14	12 AUG 2022	2.2 - 10	25 MAR 2021
0.1 - 3	14 MAY 2026	1.7 - 15	12 AUG 2022	2.2 - 11	20 MAY 2023
0.1 - 4	14 MAY 2026	1.7 - 16	12 AUG 2022	2.2 - 12	20 MAY 2023
0.2 - 1	14 MAY 2026	1.7 - 17	12 AUG 2022	2.2 - 13	25 MAR 2021
0.2 - 2	14 MAY 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	14 MAY 2026	1.7 - 21	12 AUG 2022	2.2 - 17	05 OCT 2023
0.3 - 4	14 MAY 2026	1.7 - 22	12 AUG 2022	2.2 - 18	05 OCT 2023
0.4 - 1	14 MAY 2026	1.7 - 23	17 MAY 2024	2.2 - 19	21 MAR 2024
0.4 - 2	14 MAY 2026	1.7 - 24	17 MAY 2024	2.2 - 20	21 MAR 2024
0.4 - 3	14 MAY 2026	1.7 - 25	12 AUG 2022	2.2 - 21	25 MAR 2021
0.4 - 4	14 MAY 2026	1.7 - 26	12 AUG 2022	2.2 - 22	25 MAR 2021
0.4 - 5	14 MAY 2026	1.7 - 27	12 AUG 2022	2.2 - 23	19 MAR 2026
0.4 - 6	14 MAY 2026	1.7 - 28	12 AUG 2022	2.2 - 24	19 MAR 2026
0.4 - 7	14 MAY 2026	1.7 - 29	12 AUG 2022	2.2 - 25	19 MAR 2026
0.4 - 8	14 MAY 2026	1.7 - 30	12 AUG 2022	2.2 - 26	19 MAR 2026
0.4 - 9	14 MAY 2026	1.7 - 31	12 AUG 2022	2.2 - 27	19 MAR 2026
0.4 - 10	14 MAY 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	14 MAY 2026
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AD 2 BIGJ 1 - 8	14 MAY 2026	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
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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
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	14 MAY 2026	AD 2 BIIS 5 - 1	18 JUN 2021
AD 2 BIGJ 5 - 2	18 JUN 2021	AD 2 BIHU 6 - 2	14 MAY 2026	AD 2 BIIS 5 - 2	18 JUN 2021
AD 2 BIGJ 6 - 1	22 JAN 2026	AD 2 BIHU 7 - 1	14 MAY 2026	AD 2 BIIS 6 - 1	04 SEP 2025
AD 2 BIGJ 6 - 2	22 JAN 2026	AD 2 BIHU 7 - 2	14 MAY 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 BIIS 7 - 2	04 SEP 2025	AD 2 BIKF 5 - 2	12 JUL 2024	AD 2 BIKF 7 - 4	03 OCT 2024
AD 2 BIIS 8 - 1	18 JUN 2021	AD 2 BIKF 5 - 3	12 JUL 2024	AD 2 BIKF 7 - 5	03 OCT 2024
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AD 2 BIKF 1 - 1	09 AUG 2024	AD 2 BIKF 5 - 5	12 JUL 2024	AD 2 BIKF 7 - 7	03 OCT 2024
AD 2 BIKF 1 - 2	09 AUG 2024	AD 2 BIKF 5 - 6	12 JUL 2024	AD 2 BIKF 7 - 8	03 OCT 2024
AD 2 BIKF 1 - 3	15 MAY 2025	AD 2 BIKF 5 - 7	12 JUL 2024	AD 2 BIKF 7 - 9	03 OCT 2024
AD 2 BIKF 1 - 4	15 MAY 2025	AD 2 BIKF 5 - 8	12 JUL 2024	AD 2 BIKF 7 - 10	03 OCT 2024
AD 2 BIKF 1 - 5	24 MAR 2023	AD 2 BIKF 5 - 9	12 JUL 2024	AD 2 BIKF 7 - 11	03 OCT 2024
AD 2 BIKF 1 - 6	24 MAR 2023	AD 2 BIKF 5 - 10	12 JUL 2024	AD 2 BIKF 7 - 12	03 OCT 2024
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AD 2 BIKF 1 - 13	09 AUG 2024	AD 2 BIKF 5 - 17	11 JUL 2024	AD 2 BIKF 7 - 19	23 MAR 2023
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AD 2 BIKF 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
AD 2 BIKF 3 - 8	25 MAR 2021	AD 2 BIKF 6 - 32	02 OCT 2025	AD 2 BIRK 1 - 12	27 NOV 2025
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 - 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	14 MAY 2026	AD 2 BIKR 1 - 5	14 MAY 2026	AD 2 BIVM 6 - 9	27 JAN 2022
AD 2 BIRK 1 - 24	14 MAY 2026	AD 2 BIKR 1 - 6	14 MAY 2026	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
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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	14 MAY 2026	AD 2 BIKR 3 - 1	18 JUN 2021	AD 2 BIVO 1 - 5	02 OCT 2025
AD 2 BIRK 2 - 2	14 MAY 2026	AD 2 BIKR 3 - 2	18 JUN 2021	AD 2 BIVO 1 - 6	02 OCT 2025
AD 2 BIRK 2 - 3	27 NOV 2025	AD 2 BIKR 4 - 1	18 JUN 2021	AD 2 BIVO 1 - 7	14 MAY 2026
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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
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AD 2 BIRK 6 - 11	18 MAY 2023	AD 2 BIVM 1 - 11	07 AUG 2025	AD 2 BIVO 8 - 1	18 JUN 2021
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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
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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	14 MAY 2026
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AD 2 BIRK 8 - 6	05 OCT 2023	AD 2 BIVM 4 - 2	18 JUN 2021	AD 2 BITN 1 - 14	02 OCT 2025
AD 2 BIRK 8 - 7	05 OCT 2023	AD 2 BIVM 5 - 1	18 JUN 2021	AD 2 BITN 2 - 1	18 JUN 2021
AD 2 BIRK 8 - 8	05 OCT 2023	AD 2 BIVM 5 - 2	18 JUN 2021	AD 2 BITN 2 - 2	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 BIKE 1 - 4	02 OCT 2025
AD 2 BIKE 1 - 5	01 DEC 2023
AD 2 BIKE 1 - 6	01 DEC 2023
AD 2 BIKE 2 - 1	18 JUN 2021
AD 2 BIKE 2 - 2	18 JUN 2021
AD 2 BIKL 1 - 1	14 MAY 2026
AD 2 BIKL 1 - 2	14 MAY 2026
AD 2 BIKL 1 - 3	02 OCT 2025
AD 2 BIKL 1 - 4	02 OCT 2025
AD 2 BIKL 2 - 1	18 JUN 2021
AD 2 BIKL 2 - 2	18 JUN 2021
AD 2 BIKP 1 - 1	14 MAY 2026
AD 2 BIKP 1 - 2	14 MAY 2026
AD 2 BIKP 1 - 3	02 OCT 2025
AD 2 BIKP 1 - 4	02 OCT 2025
AD 2 BIKP 1 - 5	12 JUN 2025
AD 2 BIKP 1 - 6	12 JUN 2025
AD 2 BIKP 2 - 1	18 JUN 2021
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	14 MAY 2026
AD 2 BIMM 1 - 4	14 MAY 2026
AD 2 BIMM 1 - 5	02 OCT 2025
AD 2 BIMM 1 - 6	02 OCT 2025
AD 2 BIMM 2 - 1	18 JUN 2021
AD 2 BIMM 2 - 2	18 JUN 2021
AD 2 BIMK 1 - 1	18 JUN 2021
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	14 MAY 2026
AD 2 BINF 1 - 6	14 MAY 2026
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
AD 2 BIND 1 - 2	18 JUN 2021
AD 2 BIND 1 - 3	14 MAY 2026
AD 2 BIND 1 - 4	14 MAY 2026
AD 2 BIND 1 - 5	02 OCT 2025
AD 2 BIND 1 - 6	02 OCT 2025
AD 2 BIND 2 - 1	18 JUN 2021
AD 2 BIND 2 - 2	18 JUN 2021
AD 2 BIRG 1 - 1	18 JUN 2021
AD 2 BIRG 1 - 2	18 JUN 2021
AD 2 BIRG 1 - 3	14 MAY 2026
AD 2 BIRG 1 - 4	14 MAY 2026
AD 2 BIRG 1 - 5	02 OCT 2025
AD 2 BIRG 1 - 6	02 OCT 2025
AD 2 BIRG 2 - 1	18 JUN 2021
AD 2 BIRG 2 - 2	18 JUN 2021
AD 2 BIRE 1 - 1	04 SEP 2025
AD 2 BIRE 1 - 2	04 SEP 2025
AD 2 BIRE 1 - 3	14 MAY 2026
AD 2 BIRE 1 - 4	14 MAY 2026
AD 2 BIRE 1 - 5	02 OCT 2025
AD 2 BIRE 1 - 6	02 OCT 2025
AD 2 BIRE 2 - 1	18 JUN 2021
AD 2 BIRE 2 - 2	18 JUN 2021
AD 2 BIRL 1 - 1	18 JUN 2021
AD 2 BIRL 1 - 2	18 JUN 2021
AD 2 BIRL 1 - 3	14 MAY 2026
AD 2 BIRL 1 - 4	14 MAY 2026
AD 2 BIRL 1 - 5	12 JUN 2025
AD 2 BIRL 1 - 6	12 JUN 2025
AD 2 BIRL 1 - 7	02 OCT 2025
AD 2 BIRL 1 - 8	02 OCT 2025
AD 2 BIRL 2 - 1	25 MAR 2021
AD 2 BIRL 2 - 2	25 MAR 2021
AD 2 BIRS 1 - 1	04 SEP 2025
AD 2 BIRS 1 - 2	04 SEP 2025
AD 2 BIRS 1 - 3	14 MAY 2026
AD 2 BIRS 1 - 4	14 MAY 2026
AD 2 BIRS 1 - 5	02 OCT 2025
AD 2 BIRS 1 - 6	02 OCT 2025
AD 2 BIRS 2 - 1	18 JUN 2021
AD 2 BIRS 2 - 2	18 JUN 2021
AD 2 BIRF 1 - 1	27 JAN 2022
AD 2 BIRF 1 - 2	27 JAN 2022
AD 2 BIRF 1 - 3	02 OCT 2025
AD 2 BIRF 1 - 4	02 OCT 2025
AD 2 BIRF 1 - 5	07 AUG 2025
AD 2 BIRF 1 - 6	07 AUG 2025
AD 2 BIRF 1 - 7	02 OCT 2025
AD 2 BIRF 1 - 8	02 OCT 2025
AD 2 BIRF 2 - 1	18 JUN 2021
AD 2 BIRF 2 - 2	18 JUN 2021
AD 2 BISS 1 - 1	30 OCT 2025
AD 2 BISS 1 - 2	30 OCT 2025
AD 2 BISS 1 - 3	02 OCT 2025
AD 2 BISS 1 - 4	02 OCT 2025
AD 2 BISS 1 - 5	05 OCT 2023
AD 2 BISS 1 - 6	05 OCT 2023
AD 2 BISS 2 - 1	18 JUN 2021
AD 2 BISS 2 - 2	18 JUN 2021
AD 2 BISA 1 - 1	02 OCT 2025
AD 2 BISA 1 - 2	02 OCT 2025
AD 2 BISA 1 - 3	25 MAR 2021
AD 2 BISA 1 - 4	25 MAR 2021
AD 2 BISA 1 - 5	02 OCT 2025
AD 2 BISA 1 - 6	02 OCT 2025
AD 2 BISA 2 - 1	18 JUN 2021
AD 2 BISA 2 - 2	18 JUN 2021
AD 2 BISF 1 - 1	20 MAY 2022
AD 2 BISF 1 - 2	20 MAY 2022
AD 2 BISF 1 - 3	02 OCT 2025
AD 2 BISF 1 - 4	02 OCT 2025
AD 2 BISF 1 - 5	02 OCT 2025
AD 2 BISF 1 - 6	02 OCT 2025
AD 2 BISF 1 - 7	05 OCT 2023
AD 2 BISF 1 - 8	05 OCT 2023
AD 2 BISF 2 - 1	18 JUN 2021
AD 2 BISF 2 - 2	18 JUN 2021
AD 2 BISI 1 - 1	02 OCT 2025
AD 2 BISI 1 - 2	02 OCT 2025
AD 2 BISI 1 - 3	02 OCT 2025
AD 2 BISI 1 - 4	02 OCT 2025
AD 2 BISI 2 - 1	18 JUN 2021
AD 2 BISI 2 - 2	18 JUN 2021
AD 2 BISL 1 - 1	18 JUN 2021
AD 2 BISL 1 - 2	18 JUN 2021
AD 2 BISL 1 - 3	02 OCT 2025
AD 2 BISL 1 - 4	02 OCT 2025
AD 2 BISL 1 - 5	02 OCT 2025
AD 2 BISL 1 - 6	02 OCT 2025
AD 2 BISL 2 - 1	18 JUN 2021
AD 2 BISL 2 - 2	18 JUN 2021
AD 2 BISV 1 - 1	18 JUN 2021
AD 2 BISV 1 - 2	18 JUN 2021
AD 2 BISV 1 - 3	14 MAY 2026
AD 2 BISV 1 - 4	14 MAY 2026
AD 2 BISV 1 - 5	02 OCT 2025
AD 2 BISV 1 - 6	02 OCT 2025
AD 2 BISV 2 - 1	18 JUN 2021
AD 2 BISV 2 - 2	18 JUN 2021
AD 2 BISK 1 - 1	18 JUN 2021
AD 2 BISK 1 - 2	18 JUN 2021
AD 2 BISK 1 - 3	02 OCT 2025
AD 2 BISK 1 - 4	02 OCT 2025
AD 2 BISK 1 - 5	02 OCT 2025
AD 2 BISK 1 - 6	02 OCT 2025
AD 2 BISK 2 - 1	18 JUN 2021
AD 2 BISK 2 - 2	18 JUN 2021
AD 2 BISR 1 - 1	18 JUN 2021
AD 2 BISR 1 - 2	18 JUN 2021
AD 2 BISR 1 - 3	02 OCT 2025
AD 2 BISR 1 - 4	02 OCT 2025
AD 2 BISR 1 - 5	02 OCT 2025
AD 2 BISR 1 - 6	02 OCT 2025
AD 2 BISR 2 - 1	18 JUN 2021
AD 2 BISR 2 - 2	18 JUN 2021
AD 2 BIST 1 - 1	18 JUN 2021
AD 2 BIST 1 - 2	18 JUN 2021
AD 2 BIST 1 - 3	02 OCT 2025
AD 2 BIST 1 - 4	02 OCT 2025
AD 2 BIST 1 - 5	02 OCT 2025
AD 2 BIST 1 - 6	02 OCT 2025
AD 2 BIST 2 - 1	18 JUN 2021
AD 2 BIST 2 - 2	18 JUN 2021
AD 2 BIMS 1 - 1	02 OCT 2025
AD 2 BIMS 1 - 2	02 OCT 2025
AD 2 BIMS 1 - 3	25 MAR 2021
AD 2 BIMS 1 - 4	25 MAR 2021
AD 2 BIMS 1 - 5	02 OCT 2025
AD 2 BIMS 1 - 6	02 OCT 2025
AD 2 BIMS 2 - 1	18 JUN 2021
AD 2 BIMS 2 - 2	18 JUN 2021
AD 2 BIVI 1 - 1	18 JUN 2021
AD 2 BIVI 1 - 2	18 JUN 2021
AD 2 BIVI 1 - 3	14 MAY 2026
AD 2 BIVI 1 - 4	14 MAY 2026
AD 2 BIVI 1 - 5	02 OCT 2025
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	14 MAY 2026
AD 2 BITE 1 - 4	14 MAY 2026
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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GEN 3 ÞJÓNUSTA

GEN 3.1 UPPLÝSINGAÞJÓNUSTA FLUGMÁLA

GEN 3.1.1 Ábyrgðaraðili þjónustunnar

Upplýsingaþjónusta flugmála, sem er hluti af flugleiðsöguþjónustu, tryggir öryggi, reglufestu og skilvirkni alþjóðlegrar og innanlands flugleiðsögu innan síns ábyrgðarsvæðis, eins og bent er á í kafla GEN 3.1.2.

Forupplýsingaþjónustu fyrir flug lýst í GEN 3.1.5.

GEN 3.1.1.1 Upplýsingaþjónusta flugmála

Avians ehf.
Upplýsingaþjónusta flugmála - AIS
Nauthólsvegi 66
102 Reykjavík, Ísland
Sími: +354 424 4000
Símbréf: Á ekki við
Netfang: ais@avians.is
Heimasíða: https://avians.is/
Þjónustutími: Virka daga 9-16

GEN 3.1.1.2 Alþjóðleg NOTAM-skrifstofa (NOF)

Avians ehf.
NOTAM-skrifstofa
Nauthólsvegi 60-66
102 Reykjavík, Ísland
AFS: BIRKYNYX
Sími: +354 424 5190
Símbréf: Á ekki við
Netfang: notam@avians.is
Heimasíða: https://avians.is/c-forflugsupplysingar
NOTAM-síða
Þjónustutími: H24

Þessi þjónusta er í samræmi við skilmála ICAO Viðauka 15 - Upplýsingaþjónusta flugmála.

Frávik sjá: GEN 1.7.15

GEN 3.1.2 Ábyrgðasvæði

Upplýsingaþjónusta flugmála ber ábyrgð á söfnun og dreifingu upplýsinga fyrir flugupplýsingasvæði Reykjavíkur og fyrir flugumferð. Undanþegin eru flugumferðarsvæðin fyrir Grænland, Færeyjar og Jan Mayen. Varðandi þau svæði skal leita upplýsinga í Flugmálahandbókum (AIP) fyrir Grænland og Færeyjar (gefið út í Danmörku) og Flugmálahanbók (AIP) fyrir Noreg.

GEN 3 SERVICES

GEN 3.1 AERONAUTICAL INFORMATION SERVICES

GEN 3.1.1 Responsible service

The Aeronautical Information Service, which is a section of the Air Navigation Services, ensures the safety, regularity and efficiency of international and national air navigation within the area of responsibility as indicated under GEN 3.1.2.

Pre-flight Information Service is provided as indicated in GEN 3.1.5.

GEN 3.1.1.1 AIS Headquarters

Avians
Aeronautical Information Service
Nautholsvegi 66
IS-102 Reykjavik, Iceland
Telephone: +354 424 4000
Telefax: NA
E-mail: ais@avians.is
Website: https://avians.is/
Service hours: Working days 9-16

GEN 3.1.1.2 International NOTAM office (NOF)

Avians
NOTAM Office
Nautholsvegi 60-66
IS-102 Reykjavik, Iceland
AFS: BIRKYNYX
Telephone: +354 424 5190
Telefax: NA
E-mail notam@avians.is
Internet: https://avians.is/en/c-preflight-information
NOTAM-website
Service hours: H24

This service is provided in accordance with the provisions contained in ICAO Annex 15 - Aeronautical Information Services.

Differences see: GEN 1.7.15

GEN 3.1.2 Area of responsibility

The Aeronautical Information Service is responsible for the collection and dissemination of information for the Reykjavík FIR and for air traffic purposes, excluding territories of Greenland, Faroe Islands and Jan Mayen, for which the AIPs Greenland and Faroe Islands (issued by Denmark) and AIP Norway should be consulted.

GEN 3.1.3 Útgáfa flugmálaupplýsinga

GEN 3.1.3.1 Upplýsingar um flugmál eru gefnar út sem samþættar flugmálaupplýsingar og samanstanda af eftirfarandi einingum:

- Flugmálahandbók (AIP);
- Uppfærslur við Flugmálahandbók (AIP AMDT);
- Viðbætur við Flugmálahandbók (AIP SUP);
- Tilkynningar til flugmanna (NOTAM) og forupplýsingar fyrir flug (PIB);
- Upplýsingabréf (AIC);
- Gátlistar og yfirlit.

GEN 3.1.3.2 Flugmálahandbókin (AIP)

Flugmálahandbókin (AIP) inniheldur grunnupplýsingar um flugmál og er ætlað er að uppfylla alþjóðlegar kröfur um dreifingu varanlegra flugmálaupplýsinga og eins nauðsynlegra tímabundinna breytinga fyrir flugleiðsögu sem gilda í lengri tíma.

Flugmálahandbókin (AIP) er gefin út á tveimur tungumálum (íslensku og ensku) og er hönnuð til notkunar bæði innanlands og erlendis, hvort sem um er að ræða atvinnu- eða einkaflug.

Flugmálahandbókin (AIP) inniheldur upplýsingar sem hafa langtímagildi og er haldið við með reglulegum uppfærslum.

Flugmálahandbókin (AIP) er gefin út rafrænt sem eAIP.
Slóðin er https://eaip.avians.is.
Rafræn flugmálahandbók (eAIP) er gefin út bæði sem HTML og PDF-skjöl.

GEN 3.1.3.3 Uppfærslur við Flugmálahandbók (AIP AMDT)

Flugmálahandbókin (AIP) er uppfærð reglulega. Um tvenns konar uppfærslur getur verið að ræða:

- Uppfærsla sem gefin er út (AIP AMDT) þegar um minniháttar breytingar eða leiðréttingar er að ræða. Varanlegar breytingar sem taka gildi á tilteknum gildistökudegi.
- Fyrirvarauppfærsla (AIRAC AIP AMDT), er gefin út á fyrirfram ákveðnum dagsetningum með 28 daga millibili (fyrirvaradagsetningar).
  Rekstrarlega mikilvægar varanlegar breytingar sem taka gildi á tilteknum gildistökudegi.

Þegar ákveðin uppfærsla hefur verið valin er hægt að haka við, efst í hægra horni AIP-hluta síðunnar til að skoða þær breytingar sem hafa verið gerðar.
Þegar hakað er við sjást breytingarnar, bæði nýr texti og eins texti sem hefur verið eytt.
Sjá einnig hjálparhnapp á síðunni.

GEN 3.1.3 Aeronautical publications

GEN 3.1.3.1 The aeronautical information is provided in the form of the Integrated Aeronautical Information Package consisting of the following elements:

- Aeronautical Information Publication (AIP)
- Amendment service to the AIP (AIP AMDT);
- Supplements to the AIP (AIP SUP);
- NOTAM and Pre-flight Information Bulletins (PIB);
- Aeronautical Information Circulars (AIC);
- Checklists and summaries.

GEN 3.1.3.2 Aeronautical Information Publication (AIP)

The AIP is the basic aviation document intended primarily to satisfy international requirements for the exchange of permanent aeronautical information and long duration temporary changes essential for air navigation.

The AIP Iceland is published with bilingual text (English and Icelandic) and is designed for international and domestic operations, whether the flight is a commercial or a private one.

It contains information of lasting character essential to air navigation, and is maintained up to date by regular amendments.

The Icelandic AIP is published as eAIP and can be found at:
https://eaip.avians.is.
eAIP is published as HTML and PDF files.

GEN 3.1.3.3 Amendment to the AIP (AIP AMDT)

Amendments to the AIP are made by regularly updates. Two types of AIP Amendment are produced:

- Regular AIP Amendment (AIP AMDT), issued when minor amendments and manuscript corrections necessitate. Incorporates permanent changes into the AIP on the indicated effective date;
- AIRAC AIP Amendment (AIRAC AIP AMDT), are published on predetermined dates at 28 day intervals (AIRAC system dates). Incorporates operationally significant permanent changes into the AIP on the indicated AIRAC effective date.

When selecting a particular amendment, the AIP section has a check box in the top right corner, which allows the user to select whether to display the changes in the AIP. If the check box is ticked, the items marked as inserted and deleted are shown.
See also Help button in the eAIP.

Hægt er að nálgast hverja uppfærslu sem heildar PDF-skjali á forsíðu útgáfunnar. Stutt lýsing er gefin á því efni sem hefur breyst á yfirlitsblaði/forsíðu þegar ný uppfærsla er gefin út. Nýjar upplýsingar á PDF-síðum eru merktar með lóðréttri línu á vinstri spássíu (eða strax vinstra megin) við breytinguna.

Allar PDF-síður Flugmálahandbókar, sem gefnar eru út, þar með talið yfirlitsblað/forsíða, eru dagsettar með útgáfudagsetningu, sem sett er fram sem dagur, mánuður (heiti) og útgáfuár. Þegar um fyrirvaraútgáfu er að ræða, þá fyrirfram ákveðna dagsetningu fyrirvarakerfisins (AIRAC).

Hverri uppfærslu er úthlutað sérstöku raðnúmeri sem er samhangandi og byggt á ártali. Ártalið er hluti af raðnúmeri uppfærslunnar, t.d. 01/2024; A 01/2024.

Sé einhver hluti samþættra flugupplýsinga felldur inn í Flugmálahandbók er vísað í raðnúmer þess þáttar á forsíðu/yfirlitsblaði uppfærslu.

Gátlisti yfir PDF-síður Flugmálahandbókar, þar sem fram kemur blaðsíðunúmer og gildisdagur (dagur, mánaðarheiti og ár) er gefinn út með hverri uppfærslu og er hluti af AIP-bókinni.

Uppfærslur við Flugmálahandbók er hægt að nálgast á slóðinni: https://eaip.avians.is.

Each AMDT can be located at the AMDTs cover-page as a PDF file. A brief description of the subjects affected by the amendment is given on the AIP Amendment cover sheet. New information included on the PDF AIP pages is annotated or identified by a vertical line in the left margin (or immediately to the left) of the change/addition.

Each AIP PDF page introduced by an amendment, including the amendment cover sheet, are dated. The date consists of the day, month (by name) and year of the publication date (regular AIP AMDT) or of the AIRAC effective date (AIRAC AIP AMDT) of the information.

Each AIP AMDT and each AIRAC AIP AMDT are allocated separate serial numbers which are consecutive and based on the calendar year. The year is a part of the serial number of the amendment, e.g. 01/2024; A 01/2024.

Each AIP amendment cover sheet includes references to the serial number of those elements, if any, of the Integrated Aeronautical Information Package which have been incorporated in the AIP by the amendment and are consequently cancelled.

A checklist of AIP PDF pages containing page number and the effective date (day, month by name and year) of the information is reissued with each amendment and is an integral part of the AIP.

Amendments to the AIP are available at: https://eaip.avians.is.

GEN 3.1.3.4 Viðbætur við Flugmálahandbók (AIP SUP)

Tímabundnar breytingar, sem ná yfir lengri tíma (þrír mánuðir eða lengur), og upplýsingar sem hafa stuttan gildistíma og samanstanda af umfangsmiklum texta og/eða teikningum/myndum og eru viðbætur við langtímaupplýsingar, eru gefnar út sem viðbætur við Flugmálahandbók (AIP SUP).

Rekstrarlegar mikilvægar tímabundnar breytingar við Flugmálahandbók eru gefnar út í samræmi við fyrirvarakerfið (AIRAC) og á fyrir fram ákveðnum dagsetningum og eru greinilega merktar með skamstöfuninni AIRAC AIP SUP.

Viðbætur við Flugmálahandbók eru hafðar í handbókinni meðan einhver hluti þeirra er í gildi.

Í NOTAM gátlista sem gefinn er út um mánaðarmót er birtur listi yfir þær viðbætur við Flugmálahandbók sem eru í gildi.

Viðbætur við Flugmálahandbók er hægt að nálgast á slóðinni: https://eaip.avians.is.

GEN 3.1.3.4 Supplement to the AIP (AIP SUP)

Temporary changes of long duration (three months and longer) and information of short duration which consists of extensive text and/or graphics, supplementing the permanent information contained in the AIP, are published as AIP Supplements (AIP SUP).

Operationally significant temporary changes to the AIP are published in accordance with the AIRAC system and its established effective dates and are identified clearly by the acronym AIRAC AIP SUP.

An AIP Supplement is kept in the AIP as long as all or some of its contents remain valid.

The monthly NOTAM checklist includes a list of AIP Supplements currently in force.

Supplements are available at: https://eaip.avians.is.

GEN 3.1.3.5 NOTAM-tilkynningar og forflugsupplýsingar (PIB)

NOTAM-tilkynningar innihalda upplýsingar varðandi stofnun, ástand og breytingar á: hvers konar flugbúnaði, þjónustu, starfsháttum eða áhættu sem nauðsynlegt er að berist tímanlega til þeirra sem hafa með flugstarfsemi að gera.
NOTAM-tilkynningar eru gerðar í samræmi við ICAO Viðauka 15, skjal 8126 og PANS 10066.
Texti hvers NOTAM skeytis inniheldur upplýsingar í þeirri röð sem fram kemur í NOTAM sniðmáti ICAO. Textinn skal vera í samræmi við ICAO NOTAM-lykil að viðbættum ICAO-skammstöfunum, auðkennum, kallmerkjum, tíðnum, tölum og á hefðbundnu máli.

NOTAM í „Class one-dreifingu“ (fjarskiptaþjónustu) eru gefin út í fjórum númeraröðum:

A-númeraröð: Alþjóðleg dreifing, A NOTAM inniheldur upplýsingar fyrir alþjóðaflug varðandi:

1. Alþjóðaflugvelli (Keflavík (BIKF), Reykjavík (BIRK), Akureyri (BIAR), Egilsstaðir (BIEG));
2. Flugupplýsingasvæði (BIRD);
3. Fjarskipti og leiðsöguvirki;
4. Leiðsöguaðvaranir;
5. FIR (BGGL sem viðkemur úthafssvæði Reykjavíkur).

B-númeraröð: Alþjóðleg dreifing, B NOTAM innihalda upplýsingar fyrir flugvelli og lendingarstaði með blindaðflug að frátöldum alþjóðaflugvöllunum (BIKF, BIRK, BIAR og BIEG). B NOTAM innihalda einnig upplýsingar er varða fjarskipti, leiðsöguvirki og leiðsöguaðvaranir.

C-númeraröð: Innanlandsdreifing, C NOTAM innihalda upplýsingar um flugvelli og lendingarstaði, fjarskipti, leiðsöguvirki og leiðsöguaðvaranir sem falla ekki í flokk A og B hér að ofan.

Hvert NOTAM skeyti fær úthlutað raðnúmeri í samfelldri röð innan hverrar númeraraðar (A, B og C) sem byrjar á 0001 frá 0000 UTC 1. janúar ár hvert.

S-númeraröð: Alþjóðleg dreifing, SNOWTAM skeyta. Þessi flokkur inniheldur upplýsingar um flugbrautarástand. Hver flugvöllur hefur sína eigin númeraröð, sem byrjar á 0001 1. janúar kl 0000 UTC ár hvert. Sjá AD 1.2.2 fyrir frekari upplýsingar.

Forflugsupplýsingar fyrir flug (PIB), sem innihalda samantekt af gildandi NOTAM og öðrum áríðandi upplýsingum fyrir rekstraraðila/áhöfn flugvéla, eru fáanlegar á rafrænni vefgátt Isavia
https://avians.is/c-forflugsupplysingar.
Umfang þessara upplýsinga kemur fram í grein GEN 3.1.5.

NOTAM skeyti er hægt að nálgast á slóðinni:
https://avians.is/c-forflugsupplysingar/notam

NOTAM skeyti eru gefin út af íslensku NOTAM skrifstofunni (NOF).
NOTAM eru send í gegnum EAD í samræmi við fyrirfram ákveðið dreifikerfi.
Beiðnum vegna áskrifta NOTAM skeyta skal beint til BIRKYNYX.
Beiðnir um stök NOTAM-skeyti skulu sendar til EUECYRYX.

GEN 3.1.3.5 NOTAM and Pre-flight Information Bulletins (PIB)

NOTAM contains information concerning the establishment, condition, or change in any aeronautical facility, service, procedure, or hazard, the timely knowledge of which is essential for personnel concerned with flight operations.
NOTAM is prepared in accordance with ICAO Annex 15, DOC 8126, and PANS 10066.
The text of each NOTAM contains the information in the order shown in the ICAO NOTAM format and is composed of the significations/uniform abbreviated phraseology assigned to the ICAO NOTAM Code complemented by ICAO abbreviations, indicators, identifiers, designators, call signs, frequencies, figures and in plain language.

NOTAM given Class one distribution (by telecommunication service) are issued in four series as follows:

Series A: International distribution, the series A NOTAMs contain information of interest to international aviation regarding:

1. International aerodromes (Keflavík (BIKF), Reykjavík (BIRK), Akureyri (BIAR), Egilsstaðir (BIEG));
2. Flight information region (BIRD);
3. Radio communication and navigation aids;
4. Navigation warnings;
5. FIR (BGGL affecting Reykjavik oceanic area).

Series B: International distribution, the series contains information about airports and landing strips which have an instrument approach procedure excluding the International Airports (BIKF, BIRK, BIEG and BIAR). Series B also contain information relating to communications, navigation aids and navigation warnings.

Series C: Distributed within Iceland only, for all other aerodromes and landing strip, radio communications, navigations aids and navigation warnings not mentioned in Series A and B above.

Each NOTAM is numbered consecutively within each series.
The serial numbers start with number 0001 at 0000 UTC on 1st January every year.

Series S: International distribution, SNOWTAM messages. This Series comprises information concerning runway condition assessment. Each airport have its own individual serial numbers, starting from 0001 on 1st January at 0000 UTC every year. See AD 1.2.2 for further information.

Pre-flight Information Bulletins (PIB), which contain a recapitulation of current NOTAM and other information of urgent character for the operator/flight crews, are available on Isavia's web portal
https://avians.is/en/c-preflight-information.
The extent of this information is indicated in section GEN 3.1.5.

NOTAMs are available at:
https://avians.is/en/c-preflight-information/notam

NOTAMs are published by the Icelandic NOTAM Office (NOF).
NOTAMs are transmitted through EAD in accordance with a predetermined distribution system.
Requests concerning the NOTAM distribution shall be addressed to BIRKYNYX.
Requests for a single NOTAM shall be submitted to EUECYRYX.

GEN 3.1.3.6 Upplýsingabréf (AIC)

Upplýsingabréf (AIC) inniheldur langtímaupplýsingar um víðtækar laga-, reglugerðarbreytingar, starfshætti eða aðstöðu; upplýsingarnar eru eingöngu skýringar eða ráðgefandi sem líklegar eru til að hafi áhrif á flugöryggi; svo og samskonar upplýsingar eða tilkynningar sem eiga við um tækni-, laga- eða stjórnunarleg málefni.

Upplýsingabréf (AIC) eru flokkuð eftir efni og gefið út í tveimur flokkum (A og B).
Upplýsingabréf í flokki A, innihalda upplýsingar um alþjóðaflug.
Upplýsingabréf í flokki B, innihalda upplýsingar fyrir innanlandsflug.

Upplýsingabréf eru tölusett í samfelldri röð innan hvers flokks fyrir hvert ár. Ártalið er hluti af raðnúmeri upplýsingabréfs, t.d. AIC A 01/2024.

Í NOTAM gátlista sem gefinn er út um mánaðarmót er birtur listi yfir þau upplýsingabréf sem eru í gildi.

Upplýsingabréf (AIC) er hægt að nálgast á slóðinni:
https://eaip.avians.is.

GEN 3.1.3.7 Gátlisti og yfirlit yfir NOTAM

Gátlisti yfir NOTAM í gildi er gefinn út mánaðarlega gegnum AFS. Hann inniheldur einfalda lýsingu (á ensku) á gildandi NOTAM-skeytum og upplýsingar um útgáfu- númer; nýjustu uppfærslu við Flugmálahandbók, fyrirvarauppfærslu, viðbóta og upplýsingabréfa auk númera þeirra hluta sem falla undir AIRAC sem eiga eftir að taka gildi eða ef engin eru NIL AIRAC-tilkynningu.
Gátlisti og yfirlit yfir NOTAM er hægt að nálgast á slóðinni:
https://avians.is/c-forflugsupplysingar/notam

GEN 3.1.3.8 Sala/dreifing

Sjónflugskort er fáanleg hjá Avians.

Sjá Upplýsingabréf “Útgáfa flugmálaupplýsinga - Verðlisti”:
https://eaip.avians.is.

GEN 3.1.3.6 Aeronautical Information Circulars (AIC)

AIC contain information on the long-term forecast of any major change in legislation, regulations, procedures or facilities; information of a purely explanatory or advisory nature liable to affect flight safety; and information or notification of an explanatory or advisory nature concerning technical, legislative or purely administrative matters.

AICs are divided by subject and are issued in two series (A and B).
AIC Series A contains information affecting international civil aviation.
AIC Series B contains information affecting national aviation only.

Each AIC is numbered consecutively within each series on a calendar year basis. The year is part of the serial number of the AIC, e.g. AIC A 01/2024.

The monthly NOTAM checklist includes a list of AICs currently in force.

Aeronautical Information Circulars (AICs) are available at:
https://eaip.avians.is/.

GEN 3.1.3.7 Checklist and summary of NOTAM

A checklist of valid NOTAM is issued monthly via AFS. It contains a plain language (in English) presentation of the valid NOTAM and information about the number of the latest issued AIP AMDT, AIRAC AIP AMDT, AIP SUP and AIC as well as the numbers of the elements issued under the AIRAC that will become effective or, if none, the NIL AIRAC notification.
Checklist and summary of NOTAM are available at:
https://avians.is/en/c-preflight-information/notam

GEN 3.1.3.8 Sale of Publications

VFR Chart is available from Avians.

See AIC “Aeronautical information publication - price list”:
https://eaip.avians.is.

GEN 3.1.4 Fyrirvaradreifing (AIRAC-kerfi)

Til að hafa stjórn á mikilvægum breytingum sem krefjast lagfæringa á kortum eða texta er gefin út, þegar mögulegt er, uppfærsla með fyrirvara (AIRAC AMDT) með gildistíma á fyrirfram ákveðnum AIRAC-dagsetningum.

Ef ekki er hægt að gefa út AIRAC AMDT vegna tímaskorts skal senda út NOTAM greinilega merkt sem AIRAC og því fylgt eftir með uppfærslu (AMDT) eða viðbæti (SUP).

Taflan hér fyrir neðan sýnir dagsetningar fyrirvarakerfisins fyrir komandi ár.

Upplýsingaþjónusta flugmála gefur út fyrirvaraútgáfu með 42 daga fyrirvara með það að markmiði að upplýsingarnar berist viðtakendum ekki síðar en 28 dögum fyrir gildistöku.

Þegar um miklar breytingar er að ræða og þar sem þörf er á lengri fyrirvara tekur útgáfa ekki gildi fyrr en 56 dögum eftir útgáfudag.

GEN 3.1.4 AIRAC system

In order to control and regulate the operationally significant changes requiring amendments to charts, route-manuals etc., such changes, whenever possible, will be issued at predetermined dates, according to the AIRAC SYSTEM, and published as an AIRAC AMDT.

If an AIRAC AMDT can not be produced due to lack of time, NOTAM clearly marked AIRAC will be issued, closely followed by an AMDT or SUP.

The table below indicates AIRAC effective dates for the coming years.

AIRAC information is distributed by the AIS unit at least 42 days in advance of the AIRAC effective dates with the objective of reaching recipients at least 28 days in advance of the effective date.

Whenever major changes are planned and where advance notice is desirable and practicable, a publication date of at least 56 days in advance of the effective date will be used.

Dagsetningar fyrirvarakerfis:		Schedule of AIRAC effective dates	
2025	**2026**	**2027**	2028
23 JAN 2025*	**22 JAN 2026***	**21 JAN 2027***	**20 JAN 2028***
20 FEB 2025	**19 FEB 2026***	**18 FEB 2027***	**17 FEB 2028***
20 MAR 2025*	**19 MAR 2026***	**18 MAR 2027***	**16 MAR 2028***
17 APR 2025*	**16 APR 2026***	**15 APR 2027***	**13 APR 2028***
15 MAY 2025*	**14 MAY 2026***	**13 MAY 2027***	**11 MAY 2028***
12 JUN 2025*	**11 JUN 2026***	**10 JUN 2027***	**08 JUN 2028***
10 JUL 2025	09 JUL 2026	08 JUL 2027	06 JUL 2028
07 AUG 2025*	**06 AUG 2026***	**05 AUG 2027***	**03 AUG 2028***
04 SEP 2025*	**03 SEP 2026***	**02 SEP 2027***	**31 AUG 2028***
02 OCT 2025*	**01 OCT 2026***	**30 SEP 2027***	**28 SEP 2028***
30 OCT 2025*	**29 OCT 2026***	**28 OCT 2027***	**26 OCT 2028***
27 NOV 2025*	**26 NOV 2026***	**25 NOV 2027***	**23 NOV 2028***
25 DEC 2025	24 DEC 2026	23 DEC 2027	21 DEC 2028
* Þær dagsetningar sem eru stjörnumerktar er fyrirhugað að nýta til útgáfu.		* AIRAC dates marked with an asterisk are planned publication dates.	

GEN 3.1.5 Forupplýsingaþjónusta fyrir flug á flugvöllum / þyrluvöllum

Takmarkaðar forflugsupplýsingar er hægt að nálgast á vef Isavia, https://avians.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://avians.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://avians.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://avians.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	14 MAY 2026

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

GEN 3.2 FLUGKORT

GEN 3.2.1 Ábyrgðaraðili þjónustunnar

Samgöngustofa er ábyrg fyrir útgáfu flugkorta til nota við almenningsflug.
Kortin eru hönnuð, samkvæmt skilmálum ICAO Viðauka 4 - Flugkort.

Frávik frá þessum skilmálum eru tiltekin í kafla GEN 1.7.

Þjónusta veitt á skrifstofutíma.

Samgöngustofa
Ármúla 2
108 Reykjavík, Ísland
Sími: +354 480 6000
Símbréf: N/A
Netfang: samgongustofa@samgongustofa.is
AFS: N/A
Veffang: http://samgongustofa.is
Þjónustutími: Virka daga 9-15

GEN 3.2.2 Uppfærsla/viðhald korta

Flugkortum í Flugmálahandbókinni er viðhaldið með uppfærslum. Leiðréttingar á flugkortum, sem ekki tilheyra handbókinni, eru gefnar út með uppfærslum Flugmálahandbókar og er listi yfir þau í kafla GEN 3.2.8.

Ef rangar upplýsingar koma fram á útgefnum kortum, sem hafa mikilvægt gildi vegna flugstarfsemi, eru þau leiðrétt af upplýsingþjónustu flugmála og kortið endurútgefið eins fljótt og mögulegt er.

Regluleg endurskoðun á flugferlum fer fram á lágmarki 5 ára fresti og viðeigandi kort uppfærð til samræmis ef við á.

GEN 3.2.3 Sala korta

Avians ehf.
Upplýsingaþjónusta flugmála
Reykjavíkurflugvelli
102 Reykjavík, Ísland
Sími: +354 424 4000
Símbréf: +354 424 4001
Netfang: ais@avians.is
AFS: N/A
Veffang: https://avians.is/
Þjónustutími: Sjá GEN 3.1.1.1

Sjá upplýsingabréf: Útgáfa flugmálaupplýsinga - Verðlisti

GEN 3.2 AERONAUTICAL CHARTS

GEN 3.2.1 Responsible service(s)

The Icelandic Transport Authority is responsible for the provision of aeronautical charts for use by civil aviation. The charts are produced in accordance with the provisions contained in ICAO Annex 4 - Aeronautical Charts.

Differences to these provisions are detailed in subsection GEN 1.7.

Service provided during office hours.

Icelandic Transport Authority
Armula 2
IS-108 Reykjavik, Iceland
Telephone: +354 480 6000
Telefax: N/A
E-mail: icetra@icetra.is
AFS: N/A
Website: http://icetra.is
Service hours: Working days 9-15

GEN 3.2.2 Maintenance of charts

The aeronautical charts included in the AIP are kept up to date by amendments. Corrections to aeronautical charts not contained in the AIP are promulgated by the AIP Amendments and are listed under GEN 3.2.8 of this subsection.

If incorrect information detected on published charts is of operational significance, it is corrected by the AIS office and the chart reissued as soon as possible thereafter.

Flight procedures are regularly reviewed at least every 5 years, and maps are updated accordingly if applicable.

GEN 3.2.3 Purchase arrangements

Avians
AIS Office
Reykjavik Airport,
IS-102 Reykjavik, Iceland
Telephone: +354 424 4000
Telefax: +354 424 4001
E-mail ais@avians.is
AFS: N/A
Website: https://avians.is/en
Service hours: See GEN 3.1.1.1

See AIC: Aeronautical Information Publications - Price list

GEN 3.2.4 Útgefin flugkort

Eftirfarandi flugkortaflokkar eru gefnir út:

a. Flugvallakort - ICAO

b. Flugvallaaksturskort - ICAO

c. Flugvélastæðiskort - ICAO

d. Leiðarljóskort

e. Flugvallahindranakort - ICAO - Flokkur A

f. Flugvallahindranakort - ICAO - Flokkur B

g. Rafrænt landslags- og hindranakort - (ICAO)*

h. Nákvæmnisaðflugshindranakort - ICAO

i. Leiðarkort - ICAO

j. Staðlað blindaðflugskort (STAR) - ICAO

k. Staðlað blindbrottflugskort (SID)- ICAO

l. Blindaðflugskort - ICAO

m. Sjónflugskort*

n. Herkort

*) fylgir ekki Flugmálahandbókinni.

Kort sem nú eru gefin út eru talin upp í kafla GEN 3.2.5

GEN 3.2.4 Aeronautical chart series available

The following series of aeronautical charts are produced:

a. Aerodrome Chart - ICAO

b. Aerodrome Ground Movement Chart - ICAO

c. Aircraft Parking/Docking Chart - ICAO

d. Chart for Lead-in lights

e. Aerodrome Obstacle Chart - ICAO - Type A

f. Aerodrome Obstacle Chart - ICAO - Type B

g. Aerodrome Terrain and Obstacle Chart - ICAO (Electronic)*

h. Precision Approach Terrain Chart - ICAO

i. Enroute Chart - ICAO

j. Standard Arrival Chart - Instrument (STAR) ICAO

k. Standard Departure Chart - Instrument (SID) ICAO

l. Instrument Approach Chart - ICAO

m. Aeronautical Chart*

n. Military Chart

*) not included in AIP-Iceland

The charts currently available are listed under GEN 3.2.5 of this subsection.

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	14 MAY 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	14 MAY 2026
	ENROUTE CHART- ICAO West Greenland Insert	14 MAY 2026
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	14 MAY 2026
	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	14 MAY 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 RWY 01 CAT A and CAT B	14 MAY 2026
	Akureyri LOC A CAT C and CAT D	14 MAY 2026
	Akureyri RNP Y RWY 01 (AR)	14 MAY 2026
	Akureyri RNP Z RWY 01 (AR)	14 MAY 2026
	Akureyri ILS or LOC RWY 19	14 MAY 2026
	Akureyri RNP X RWY 19	14 MAY 2026
	Akureyri RNP Y RWY 19	14 MAY 2026
	Akureyri NDB RWY 19	14 MAY 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	14 MAY 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	14 MAY 2026
	Keflavik VOR RWY 19	02 OCT 2025
	Keflavik VOR RWY 28	02 OCT 2025

Title of series	Name of Chart	Date
Blindaðflugskort Instrument Approach Chart - ICAO	Keflavik NDB RWY 10	14 MAY 2026
	Nordfjordur RNP C	13 AUG 2021
	Nordfjordur RNP D	13 AUG 2021
	Reykjahlid RNP RWY 01	25 MAR 2021
	Reykjavik LOC Z RWY 13	21 MAR 2024
	Reykjavik LOC Y RWY 13	21 MAR 2024
	Reykjavik ILS or LOC Z RWY 19	17 MAY 2024
	Reykjavik ILS or LOC Y RWY 19	17 MAY 2024
	Reykjavik RNP RWY 01	24 MAR 2022
	Reykjavik RNP RWY 13	22 MAR 2024
	Reykjavik RNP RWY 19	18 MAY 2023
	Reykjavik RNP RWY 31	12 JUN 2025
	Reykjavik NDB RWY 13	02 OCT 2025
	Saudarkrokur RNP RWY 36	06 OCT 2023
	Thorshofn RNP RWY 01	30 OCT 2025
	Thorshofn RNP RWY 19	11 JUL 2024
	Thorshofn NDB RWY 19	11 JUL 2024
	Vestmannaeyjar RNP RWY 03	17 JUN 2021
	Vestmannaeyjar RNP RWY 12	17 JUN 2021
	Vestmannaeyjar NDB RWY 12	17 JUN 2021
	Vestmannaeyjar RNP RWY 30	27 JAN 2022
	Vestmannaeyjar NDB RWY 30	27 JAN 2022
	Vestmannaeyjar NDB C (CLOUD BREAK PROCEDURE)	27 JAN 2022
	Vopnafjordur RNP RWY 04	27 NOV 2025
Her/blindaðflugskort Military Instrument Approach Chart	Akureyri MILITARY TACAN RWY 01	27 NOV 2025
	Akureyri MILITARY TACAN RWY 19	27 NOV 2025
	Keflavik VORTAC RWY 01 (CAT A-B)	02 OCT 2025
	Keflavik VORTAC RWY 01 (CAT C-D)	02 OCT 2025
	Keflavik VORTAC RWY 10 (CAT A-B)	14 MAY 2026
	Keflavik VORTAC RWY 10 (CAT C-D)	14 MAY 2026
	Keflavik VORTAC RWY 19 (CAT A-B)	02 OCT 2025
	Keflavik VORTAC RWY 19 (CAT C-D)	02 OCT 2025
	Keflavik VORTAC RWY 28 (CAT A-B)	02 OCT 2025
	Keflavik VORTAC RWY 28 (CAT C-D)	02 OCT 2025
Sjónflugskort - ICAO Aeronautical Chart - ICAO	Sjónflugskort Aeronautical Chart - ICAO	Prentuð útgáfa 2021 Rafræn útgáfa Sjá hér / See
Rafrænt landslags- og hindranakort (ICAO) Aerodrome Terrain and Obstacle Chart - ICAO (Electronic)	Akureyri	Sjá hér / See
	Egilsstadir	Sjá hér / See
	Keflavik	Sjá hér / See
	Reykjavik	Sjá hér / See
Verðlisti sjá upplýsingabréf (AIC): Útgáfa flugmálaupplýsinga - Verðlisti Price list see AIC: Aeronautical Information Publications - Price list		

Kortaskali er gefin upp á hverju korti fyrir sig . Scale is published on each chart

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

Ekkert

GEN 3.2.7 Staðfræðileg kort

	Loftmyndir ehf. Laugavegur 13 101 Reykjavik
Sími:	540 2500
Símbréf:	N/A
Netfang:	loftmyndir@loftmyndir.is
AFS:	N/A
Veffang:	https://www.loftmyndir.is/

GEN 3.2.8 Leiðréttingar á kortum sem eru ekki í AIP

Leiðréttingar vegna sjónflugskorts má finna á https://avians.is/c-forflugsupplysingar/kort

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

NIL

GEN 3.2.7 Topographical charts

	Loftmyndir ehf. Laugavegur 13 IS-101 Reykjavik
Telephone:	+354 540 2500
Telefax:	N/A
E-mail:	loftmyndir@loftmyndir.is
AFS:	N/A
Website:	https://www.loftmyndir.is/

GEN 3.2.8 Corrections to charts not contained in the AIP

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

GEN 3.3 FLUGUMFERÐARÞJÓNUSTA

GEN 3.3.1 Ábyrgðaraðili þjónustunnar

Veitandi flugumferðarþjónustu í því svæði sem lýst er í GEN 3.3.2.1 er Avians.

Avians ehf.
Nauthólsvegur 66
102 Reykjavík, Ísland

Sími: + 354 424 5000
Símbréf: N/A
Netfang: ans@avians.is
Veffang: https://avians.is/
AFS: BIRDZQZX
Opnunartími: Virka daga 8-16 UTC

Veitandi flugumferðarþjónustu í því svæði sem lýst er í GEN 3.3.2.2 er Isavia Ohf.

Isavia Ohf.
Dalshraun 3
220 Hafnarfjörður, Ísland

Sími: + 354 424 4000
Símbréf: N/A
Netfang: isavia@isavia.is
Veffang: https://www.kefairport.is/isavia
AFS: BIKFZTZX
Opnunartími: Virka daga 8-16 UTC

Flugumferðarþjónustan er starfrækt samkvæmt reglugerðum 770/2010 og EU 2017/373 ásamt eftirfarandi handbókum ICAO:

1. Viðauki 2 - Rules of the Air
2. Viðauki 11 - Air Traffic Services
3. Procedures for Air Navigation Services - Air Traffic Management (Doc - 4444 - ATM/501)
4. DOC 8168 - Procedures for Air Navigation Services, Aircraft Operations (PANS - OPS)
5. DOC 7030 - Regional Supplementary Procedures NAT Region, (ENR 1.8, aðeins á ensku) sýnir þær reglur sem gilda fyrir Reykjavik CTA)

Frávik frá viðaukum ICAO eru tilteknar í GEN 1.7

GEN 3.3 AIR TRAFFIC SERVICES

GEN 3.3.1 Responsible service

The Air Traffic Service Provider for the overall administration of air traffic services within the area indicated in GEN 3.3.2.1 is Avians.

Avians
Nautholsvegur 66
IS 102 Reykjavík, Iceland

Telephone:: + 354 424 5000
Telefax: N/A
E-mail: ans@avians.is
Website: https://avians.is/en/
AFS: BIRDZQZX
Hours of service: Week days 8-16 UTC

The Air Traffic Service Provider for the overall administration of air traffic services within the area indicated in GEN 3.3.2.2 is Isavia Ohf.

Isavia Ohf.
Dalshraun 3
220 Hafnarfjordur, Island

Telephone:: + 354 424 4000
Telefax: N/A
E-mail: isavia@isavia.is
Website: https://www.kefairport.is/isavia
AFS: BIKFZTZX
Hours of service: Week days 8-16 UTC

The services are provided in accordance with the icelandic regulantion 770/2010 and EU 2017/373 and the provisions contained in the following ICAO documents:

1. Annex 2 - Rules of the Air
2. Annex 11 - Air Traffic Services
3. Procedures for Air Navigation Services - Air Traffic Management (Doc - 4444 - ATM/501)
4. Doc 8168 - Procedures for Air Navigation Services - Aircraft operations (PANS-OPS)
5. Doc 7030 - Regional Supplementary Procedures.
(See ENR 1.8 for rules applicalbe to Reykjavik CTA)

Differences to ICAO Annexes are detailed in GEN 1.7

GEN 3.3.2 Ábyrgðarsvæði

Flugumferðarþjónusta er veitt samkvæmt alþjóðlegum skuldbindingum og samningum.
Þjónustusvæðinu og skiptingu þess er nánar lýst í ENR 2 og AD 2.17 fyrir hvern flugvöll.

1. Avians ber ábyrgð á eftirfarandi þjónustu:

   a. Flugstjórnarmiðstöðin í Reykjavík veitir flugstjórnar-, flugupplýsinga og viðbúnaðarþjónustu innan Reykjavik FIR, íslenska innanlandssvæðisins, aðflugsstjórnarsvæðum Keflavíkur-, og Reykjavíkurflugvallar og Nuuk FIR, fyrir ofan FL 195 norðan við 63°30'N.

   b. Flugturninn á Reykjavíkurflugvelli veitir flugstjórnar-, flugupplýsinga og viðbúnaðarþjónustu innan flugstjórnarsviðs Reykjavíkurflugvallar.

   c. Flugturninn á Akureyrarflugvelli veitir flugstjórnar-, flugupplýsinga og viðbúnaðarþjónustu innan flugstjórnarsviðs og aðflugsstjórnarsvæði Akureyrarflugvallar.

   d. Flugradíó á flugvelli sem auglýsir þjónustuna í AD 2.3 veitir flugupplýsinga og viðbúnaðarþjónustu á flugvellinum og næsta nágrenni hans eins og skilgreint er í AIP.

2. Flugturninn á Keflavíkurflugvelli veitir flugstjórnar-, flugupplýsinga og viðbúnaðarþjónustu innan flugstjórnarsviðs Keflavíkurflugvallar.

GEN 3.3.3 Tegundir þjónustu

Á Íslandi er veitt eftirtalin þjónusta:

- Flugupplýsinga- og viðbúnaðarþjónusta er veitt af flugumferðarþjónustudeildum svo og flugupplýsingaþjónustu flugvalla (AFIS) á auglýstum þjónustutímum þeirra.
- Svæðisflugstjórnarþjónusta og kögunarþjónusta er veitt af flugstjórnarmiðstöðinni í Reykjavík.
- Lýsing á kögunarþjónustu er að finna í ENR 1.6.

Flugumferðarstjórn er veitt:

- innan flugstjórnarsvæðis Reykjavíkur,
- innan FAXI TMA og Akureyri TMA,
- innan flugstjórnarsviða Keflavíkur-, Reykjavíkur- og Akureyrarflugvallar

GEN 3.3.2 Area of responsibility

Air traffic services are provided in accordance with international commitments and agreements.
The service area is further detailed in ENR 2 and AD 2.17 for every airport.

1. Avians is responsible for the following service:

   a. Reykjavik ACC provides Area Control Service, Flight Information Service and Alerting Service within the Icelandic domestic area, the approach control areas for Keflavik and Reykjavik airports, Reykjavik FIR and Nuuk FIR, above FL 195 is provided by ACC Reykjavík north of 63°30'N.

   b. Reykjavik Tower provides Air Traffic Control Service, Flight Information Service and Alerting Service within the Control Zone of Reykjavik airport.

   c. Akureyri Tower provides Air Traffic Control Service, Flight Information Service and Alerting Service within the Control Zone and the approach area of Akureyri airport.

   d. Aerodrome flight information service advertised in AD 2.3 provides Flight Information Service and Alerting Service at the airport and the adjacent area as advertised in AIP.

2. Keflavik Tower provides Air Traffic Control Service, Flight Information Service and Alerting Service within the Control Zone of the Keflavik airport.

GEN 3.3.3 Types of services

In Iceland the following types of services are provided:

- Flight information service and alerting service are provided by the Air Traffic Control (ATC) units and Aerodrome Flight Information Service (AFIS) stations during published operating hours.
- Area Control (ACC) and ATS surveillance service is provided by the Reykjavík Area Control Centre.
- A description of ATS surveillance services is provided in ENR 1.6.

Air Traffic Control is exercised:

- within Reykjavík CTA,
- within FAXI TMA and Akureyri TMA,
- within control zones at Keflavík-, Reykjavík- and Akureyri airport.

Flugupplýsingaþjónustu flugvalla er veitt á áætlanaflugvöllum innanlands á þeim tíma sem áætlanaflug er auglýst, sjá nánar í AD 2.3 fyrir hvern flugvöll.

Flugupplýsingaþjónustu flugvalla er einnig veitt á Reykjavíkurflugvelli utan þjónustutíma flugstjórnarþjónustu.

Athugið þó að takmarkanir gilda um flugtök og lendingar á Reykjavíkurflugvelli utan þjónustutíma flugstjórnarþjónustu, sjá BIRK AD 2.3.

Aerodrome Flight Information Service is exercised on domestic airports with scheduled flights around the time these scheduled flights arrive, see AD 2.3 for each airport.

Aerodrome Flight Information Service is also provided at Reykjavik airport outside hours of ATC operations.

NB there are restrictions for flights via Reykjavik outside hours of ATC operations, see BIRK AD 2.3

GEN 3.3.3.1 Samskipti flugmanna og flugradíós

Flugmenn hafi samband við viðkomandi flugvöll á viðeigandi tíðni.

Flugradíómenn hafa skipunarvald gagnvart allri umferð á athafnasvæði flugvalla utan flugbrauta og akbrauta.
Umferð loftfara, ökutækja og manna á þessu svæði er því háð þeirra samþykki. Það felur m.a. í sér vald til að neita loftförum að aka inn á flugbrautir. Stjórnendur loftfara og ökutækja þurfa að afla akstursleyfis og fylgja viðeigandi leiðbeiningum frá flugradíómanni vegna aksturs utan flugbrauta og akbrauta. För fólks og ökutækja, þ.m.t. með loftför í togi, á umferðarsvæði flugvalla er háð leyfi flugradíómanns. Fólk, þ.m.t. ökumenn allra bifreiða, þarf leyfi frá flugradíómanni áður en farið er inn á umferðarsvæði flugvallar. Að auki þarf sérstakt leyfi frá flugradíómanni áður en farið er inná flugbraut eða öryggissvæði flugbrautar eða ef þörf er á að víkja frá áður fengnu leyfi. Ökutækjum ber ávallt að víkja fyrir loftförum hvort sem þau eru í flugtaki, lendingu, akstri eða drætti.

Opnunartími flugupplýsingaþjónustu flugvalla (AFIS) er í tengslum við áætlunarflug og er breytilegur, upplýsingar um þjónustutíma flugradíó er að finna í AD 2.3 fyrir þá flugvelli sem hafa AFIS. Allar breytingar á flugáætlun skal tilkynna í gegnum vefgátt eða til næsta AFIS, TURN eða til Flugstjórnarmiðstöðvarinnar í Reykjavík á 119.700 MHz eða í síma 424 4240.

GEN 3.3.3.1 Coordination between pilot and AFIS

It is expected that pilots contact the Aerodrome on the relevant frequency.

AFIS controls all traffic on the movement area, outside of runways and taxiways. The movement of aircraft, vehicles and people in that area is therefore subject to the approval of AFIS personnel. This includes the authority to refuse the entry of aircraft onto runway. The pilots of aircraft and drivers of vehicles need permission for movement outside of runway and taxiways and must comply with directions from AFIS personnel. The movement of persons or vehicles including towed aircraft on the manoeuvring area shall be subject to authorization by the AFIS unit. Persons, including drivers of all vehicles, shall be required to obtain authorization from the AFIS unit before entry to the manoeuvring area. Notwithstanding such an authorization, entry to a runway or runway strip or change in the operation authorized shall be subject to a further specific authorization by the AFIS unit. Vehicles shall give way to aircraft taking off, landing, taxiing or being pulled.

The operating hours for AFIS is in connections with the scheduled flight operation and is therefore variable, information on operational hours are to be found in AD 2.3 for those airports that have AFIS. All changes to VFR flight plans shall be sent via web portal or to the nearest AFIS, TOWER or to Reykjavik Air Traffic Control Centre on 119.700 MHz or by telephone 424 4240.

GEN 3.3.4 Samskipti milli flugrekenda og ATS

Samskipti milli flugumferðarþjónustu og flugrekenda fer fram samkvæmt ákvæðum ICAO PANS-ATM (Doc 4444).

Athugasemdir og fyrirspurnir varðandi vinnuaðferðir sendist á póstfangið procedures@avians.is.

Athugasemdir og fyrirspurnir varðandi flugáætlanagerð sendist á póstfangið flightplanning@avians.is.

GEN 3.3.4 Co-ordination between the operator and ATS

Coordination between operators and air traffic services units is effected in accordance with ICAO PANS-ATM (Doc 4444).

Enquiries and comments on procedures send e-mail to procedures@avians.is.

Enquiries and comments on flight planning send e-mail to flightplanning@avians.is.

GEN 3.3.5 Lágmarksflughæðir

Svæðislágmörk birt á Iceland Enroute Chart Area veita 2000 feta aðskilnað frá hæstu hindrun innan svæðis.

Svæðislágmörk birt á SID/STAR kortum veita 1500 feta aðskilnað frá hæstu hindrun innan svæðis á skilgreindum fjallendissvæðum og 1000 feta aðskilnað frá hæstu hindrun annarsstaðar.

Leiðarkerfi ATS er lýst í ENR 3. Það er frábrugðið venjulegum loftbrautakerfum sem algengust eru í öðrum löndum og nefnast „Airways“ á ensku, að því leyti að loftrýminu er stjórnað jafnt utan leiðanna sem innan þeirra. Lágmarkshæðir á ATS-leiðum, sem á ensku nefnast „ATS routes“ til aðgreiningar frá „airways“ kerfinu, eru miðaðar við a.m.k. 2 000 feta (600 m) hæð yfir hindrunum á jörðu innan marka leiðarinnar. Heildarbreidd RNAV-leiða eru 3,5 NM til hvorrar handar við miðlínu þeirra.

GEN 3.3.5 Minimum flight altitude

Area minimum altitude provide a minimum obstacle clearance of 2000 FT on Iceland Enroute Chart,

Area minimum altitude provide a minimum obstacle clearance of 1500 FT on Iceland SID/STAR Charts in mountainous areas and 1000 FT elsewhere.

The ATS route system as listed in ENR 3. It is different from traditional "Airway systems", whereas air traffic control is exercised outside as well as within the ATS route system. The minimum levels on ATS routes have been determined so as to ensure at least 2 000 feet (600 m) vertical clearance above the highest obstacle within the lateral limits of the route. The total width of ATS routes based on RNAV is 3.5 NM on either side of the centre line.

GEN 3.4 FJARSKIPTAÞJÓNUSTA

GEN 3.4.1 Ábyrgðaraðili þjónustunnar

Ábyrgð á fjarskiptaþjónustu í flugstjórnar- og flugupplýsingasvæði Reykjavikur og flugleiðsöguvirkjum á Íslandi er á hendi Avians Fyrirspurnum, tilmælum og kvörtunum varðandi þessa þjónustu skal beint til:

Avians
Nauthólsvegur 66
102 Reykjavík, Ísland
Sími: + 354 424 4000
Símbréf: N/A
Netfang: ais@avians.is
AFS: BICCYFYX
Veffang: http://avians.is

Ábyrgð á stuttbylgju- og almennum metrabylgjufjarskiptum á alþjóðlegum flugleiðum er á hendi Avians. Fyrirspurnum, tilmælum og kvörtunum varðandi þessa þjónustu skal beint til:

Avians
Nauthólsvegur 60-66
102 Reykjavík, Ísland
Sími: + 354 424 4000
Netfang: ais@avians.is

Fyrirspurnum, ábendingum eða kvörtunum varðandi:

1. Stuttbylgju- og almenn metrabylgju fjarskipti skal beint til deildarstjóra Flugfjarskipta hjá Avians.

2. Aðra fjarskiptaþjónustu skal beint til framkvæmda- stjóra Avians.

Þjónustan er veitt í samræmi við ákvæði í eftirtöldum skjölum Alþjóðaflugmálastofnunarinnar:

- Annex 5 Units of Measurements to be used in AIR Ground Communications
- Annex 10 Aeronautical Telecommunication
- Doc 7030 Regional Supplementary Procedures
- Doc 7910 Location Indicators
- Doc 8400 ICAO Abbreviations and Codes (PANS-ABC)
- Doc 8585 Designations for Aircraft Operating Agencies, Aeronautical Authorities and Services
- Doc 10037 Global Operational Data Link (GOLD) Manual

Frávik frá stöðlum er að finna í GEN 1.7.

GEN 3.4.2 Ábyrgðarsvæði

Fjarskiptaþjónusta er veitt í flugstjórnar- og flugupplýsingasvæði Reykjavíkur.

GEN 3.4 COMMUNICATION SERVICES

GEN 3.4.1 Responsible service(s)

Avians is responsible for the service provision of aeronautical telecommunications in Reykjavik FIR/CTA and navigation facilities in Iceland. Enquires, suggestions or complaints regarding these services should be directed to:

Avians
Nauthólsvegur 66
IS-102 Reykjavik, Iceland
Telephone: +354 424 4000
Telefax: NA
E-mail: ais@avians.is
AFS: BICCYFYX
Website: https://avians.is/en

Avians is responsible for the service provision of the HF and General Purpose-VHF aeronautical telecommunications of Iceland Radio for the international air traffic within Reykjavik FIR/CTA. Enquiries, suggestions or complaints regarding these services should be directed to:

Avians
Nauthólsvegur 60-66
IS-102 Reykjavik, Iceland
Telephone: +354 424 4000
E-mail: ais@avians.is

Inquiries, suggestions or complaints regarding:

1. HF and GP VHF services of Iceland Radio should be referred to the Operations Manager of Iceland Radio at Avians.

2. Any other telecommunication service should be referred to the Director of Avians.

The service is provided in accordance with the provisions contained in the following ICAO documents.

Differences are listed in GEN 1.7.

GEN 3.4.2 Area of responsibility

Communication services are provided for the entire Reykjavík FIR/CTA.

GEN 3.4.3 Þjónustutegundir

GEN 3.4.3.1 Fjarleiðsöguþjónusta

Eftirfarandi leiðsöguvirki eru tiltæk til flugleiðsögu:

1. LF/MF-hringviti (NDB)
2. Blindlendingarkerfi (ILS)
3. VHF-fjölstefnuviti (VOR)
4. Fjarlægðarviti (DME)
5. Gervihnattaleiðsögukerfi

Skrár um valdar útvarpsstöðvar er að finna í aðskildri töflu í GEN 3.4.4.3. Upplýsingarnar eru takmarkaðar við stöðvar sem hafa 1 KW í sendiorku eða meira.

GEN 3.4.3.2 Far-/föst þjónusta

GEN 3.4.3.2.1 Farþjónusta

GEN 3.4.3.2.1.1 Almennt

Öll loftför í íslenska flugstjórnarsvæðinu skulu halda stöðugan hlustvörð á viðeigandi tíðni „Iceland Radio“ nema að þau séu í beinu sambandi við flugumferðarstjóra í flugstjórn.

Krafist er HF RTF-fjarskiptatækis með viðeigandi radíótíðni ef flogið er utan drægis VHF-stöðva. Loftfar einungis búið VHF tækjabúnaði ætti að tryggja að það fljúgi ekki út fyrir VHF drægi viðeigandi fjarskiptastöðva.

Flug utan VHF drægis krefst þess að um borð séu tvö langdræg fjarskipta kerfi, annað þeirra skal vera HF. Annað HF, SATVOICE og CPDLC nægir til að fullnægja kröfum um seinna langdræga fjarskiptakerfið. Vegna takmarkan á drægi, dugir Inmarsat CPDLC eða SATVOICE kerfi ekki þegar flogið er norðan við 80 norður. Flugvélar sem eru búnar bæði Inmarsat (J5) og Iridium (J7) gagnatengingu ættu að nota Iridium þegar flogið er norðan við 80 norður.

Flug sem vilja fljúga utan VHF drægis geta beðið um undanþágu frá kröfum um HF, svo lengi sem flugið fellur undir eitt af eftirfarandi;

- Loftför með bilað HF sem vilja snúa aftur til heimastöðvar til viðgerðar, eða
- Ferjuflug eða afhendingarflug, eða
- Flug af sérstöku tilefni.

Hægt er að óska undanþágu a.m.k. 24 tímum áður en flugið áætlar að koma inn í flugstjórnarrými Reykjavikur með netpósti til stjórnanda flugstjórnarmiðstöðvarinnar í Reykjavik acc@avians.is að því gefnu að flugvélin hafi að minnsta kosti tvö langdræg samskiptatæki sem við eiga fyrir flugleiðina.

GEN 3.4.3 Types of service

GEN 3.4.3.1 Radio Navigation Services

The following types of radio aids to navigation are available:

1. LF/MF Non-directional Beacon (NDB)
2. Instrument Landing System (ILS)
3. VHF Omni-directional Radio range (VOR)
4. Distance Measuring Equipment (DME)
5. GNSS Fixed Services

A list of Selected Radio Broadcasting Stations is contained in separate table in GEN 3.4.4.3. The information is limited to stations with power of 1 KW or more.

GEN 3.4.3.2 Voice and/or data link services

GEN 3.4.3.2.1 Mobile Services

GEN 3.4.3.2.1.1 General

All aircraft operating within the Reykjavik CTA shall maintain continuous watch on the appropriate frequency of Iceland Radio unless engaged in direct controller pilot communications with Reykjavik Control.

When operating outside of VHF coverage the carriage of fully functioning HF is mandatory. Aircraft with only functioning VHF communications equipment should ensure that they remain within VHF coverage of appropriate ground stations throughout the flight.

Operations outside VHF coverage require the carriage of two long range communication systems, one of which must be HF. A second HF, SATVOICE and CPDLC may satisfy the requirement of the second-long range communication system. Due to coverage limitations, an Inmarsat CPDLC or SATVOICE system does not qualify as a long range communication system when operating north of 80N. Aircraft that are equipped with both Inmarsat (J5) and Iridium (J7) data link capability should use Iridium when north of 80N.

Flights planning to operate outside VHF coverage may request waivers from the HF requirement, provided the flight falls into one of the following categories:

- Air carriers with HF unserviceable wishing to return to base for repairs, or
- Ferry or delivery flights, or
- Special event flight

Relief from the HF requirement above may be applied for at least 24 hours prior to entering the BIRD CTA with an e-mail to Reykjavik OACC Supervisor at acc@avians.is provided the aircraft has at least two other long-range communication systems appropriate for route of flight.

GEN 3.5 VEÐURÞJÓNUSTA

GEN 3.5.1 Ábyrgðaraðili þjónustunnar

Samgöngustofa er veðurfræðilegt stjórnvald á Íslandi. Veðurstofa Íslands fer með hlutverk aðalveðurstofu svæðisins og sinnir hún ásamt Avians flugtengdri veðurþjónustu innan íslenska flugstjórnarsvæðisins þ.m.t. á flugvöllum. Þjónustan er veitt samkvæmt þjónustusamningi Innviðaráðuneytis við Avians um flugleiðsögu og auk þess skv. samstarfssamningi milli Avians og Veðurstofu Íslands.

Veðurstofa Íslands
Bústaðavegi 9
150 Reykjavík, Ísland
Sími: + 354 522 6000
Símbréf: N/A
AFS: BIRKYMYX
Netfang: office@vedur.is
Veffang: https://www.vedur.is/vedur/flugvedur/

Avians
Nauthólsvegur 66
102 Reykjavík, Ísland
Sími: + 354 424 4000
Símbréf: N/A
AFS: BIRKZQZQ
Netfang: ais@avians.is
Veffang: https://avians.is/c-forflugsupplysingar/vedurthjonusta-a-flugvollum

GEN 3.5.1.1 Viðeigandi skjöl

Veðurþjónusta vegna flugleiðsögu er í samræmi við alþjóðareglur sem tilgreindar eru í eftirfarandi ritum:

Reglugerð nr. 720/2019, sem er innleiðing á reglugerð (EU) 2017/373. Reglugerðin snýr að sameiginlegum kröfum fyrir veitendur þjónustu á sviði rekstrarstjórnunar flugumferðar/flugleiðsöguþjónustu og á sviði starfsemi neta fyrir rekstrarstjórnun flugumferðar og eftirlit með þeim.

ICAO Annex 3 - Meteorological Service for International Air Navigation.

ICAO DOC 014 – SIGMET and AIRMET Guide (EUR)

ICAO Doc 7030 - Regional Supplementary Procedures. ICAO Doc 8896 - Manual of Aeronautical MET Practices.

ICAO Doc 9328 - Manual of Runway Visual Range Observing and Reporting Practices.

ICAO Doc 9377 - Manual on Co-ordination between Air Traffic Services and Aeronautical Meteorological Services.

ICAO Doc 9634 eANP NAT region.

ICAO DOC 9691 – Manual on Volcanic Ash, Radioactive Material and Toxic Chemicals

GEN 3.5 METEOROLOGICAL SERVICES

GEN 3.5.1 Responsible service

The Aeronautical Meterorological Authority in Iceland is the Icelandic Transport Authority. The Icelandic Meteorological Office (IMO) is the Meteorological Watch Office (MWO) and along with Avians the meteorological service provider for aviation in Iceland. The service is provided according to a service contract between the Ministry of Infrastructure and Avians and a collaborating contract between Avians and IMO.

Icelandic Met Office
Bustadavegi 9
IS-150 Reykjavik, Iceland
Telephone: + 354 522 6000
Telefax: N/A
AFS: BIRKYMYX
E-mail: office@vedur.is
Internet: https://en.vedur.is/weather/aviation/

Avians
Nautholsvegur 60-66
IS-102 Reykjavik, Iceland
Telephone: + 354 424 4000
Telefax: N/A
AFS: BIRKZQZQ
E-mail: ais@avians.is
Internet: https://avians.is/en/c-preflight-information/aviation--weather

GEN 3.5.1.1 Appropriate Documents

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

Regulation nr. 720/2019, implements regulation (EU) 2017/373 laying down common requirements for providers of air traffic management/air navigation services and other air traffic management network functions and their oversight.

ICAO Annex 3 - Meteorological Service for International Air Navigation.

ICAO DOC 014 – SIGMET and AIRMET Guide (EUR)

ICAO Doc 7030 - Regional Supplementary Procedures. ICAO Doc 8896 - Manual of Aeronautical MET Practices.

ICAO Doc 9328 - Manual of Runway Visual Range Observing and Reporting Practices.

ICAO Doc 9377 - Manual on Co-ordination between Air Traffic Services and Aeronautical Meteorological Services.

ICAO Doc 9634 eANP NAT region.

ICAO DOC 9691 – Manual on Volcanic Ash, Radioactive Material and Toxic Chemicals

ICAO DOC 9766 – Handbook on International Airways Volcano Watch (IAVW)

ICAO DOC 10100 – Space Weather

WMO Publication Nr. 9 Weather Reports. WMO Technical Regulations Nr 49.

Frávik frá ICAO viðauka 3 eru tilgreind í GEN 1.7.

GEN 3.5.2 Ábyrgðarsvæði

Veðurstofa Íslands er hin opinbera veðurstofa landsins og útnefnd sem aðalveðurstofa gagnvart flugleiðsögu. Hún sér um vöktun veðurs og útgáfu viðvarana (SIGMET) fyrir Reykjavík FIR/CTA, ásamt söfnun og dreifingu veðurskeyta.

Avians sér um gerð og dreifingu METARa á íslenskum flugvöllum nema í Reykjavík og Keflavík sem Veðurstofan hefur umsjón með. Avians sér einnig um ýmsa vöktun og dreifingu upplýsinga um veðurfyrirbæri sem ógnað geta öryggi flugs.

ICAO DOC 9766 – Handbook on International Airways Volcano Watch (IAVW)

ICAO DOC 10100 – Space Weather

WMO Publication No. 9 Weather Reports. WMO Technical Regulations No. 49.

Differences from ICAO Annex 3 are detailed in GEN 1.7

GEN 3.5.2 Area of Responsibility

The Icelandic Meteorological Office is the official meteorological office in Iceland and is the Meteorological Watch Office in respect to air navigation services. IMO monitors and issues warnings relating to hazardous weather phenomena in Reykjavik FIR/CTA and collects and distributes meteorological information for aviation.

Avians is responsible for METAR observations and distribution in Iceland, except for Reykjavik and Keflavik which are the responsibility of IMO. Avians also monitors and distributes information about hazardous weather phenomena.

GEN 4.2 FLUGLEIÐSÖGUGJÖLD

GEN 4.2.1 Aðflugsgjöld

Kostnaður við aðflugsþjónustu á aðflugssvæði Keflavíkurflugvallar er að fullu greiddur af notendum þjónustunnar í gegnum aðflugsgjald (e. Terminal Navigation Charge (TNC)).

Aðflugsgjaldið er innheimt fyrir þau loftför sem lenda á Keflavíkurflugvelli. Gjaldið er margfeldi af einingaverði og þyngdarstuðli (MTOW = hámarksflugtaksþyngd í tonnum). Ef loftfar hefur breytilega hámarksflugtaksþyngd eða fleiri en eina skráða hámarksflugtaksþyngd er notast við hæstu skráða hámarksflugtaksþyngd.

Aðflugsgjald = Einingaverð * $(MTOW/50)^{0.7}$

Reikningar vegna aðflugsgjalds eru útgefnir af Avians ehf. Frekari upplýsingar um reikninga er hægt að fá í netfanginu innheimta@avians.is.

Nánari upplýsingar, þar með talið upplýsingar um einingaverð og undanþágur frá gjaldinu, er að finna á heimasíðu Isavia: https://www.kefairport.com/corporate/airport-charges-and-incentives

Athygli er vakin á því að breytingar á einingaverðum fylgja ekki útgáfudagsetningum Flugmálahandbókar.

GEN 4.2.2 Leiðarflugsgjald í innanlandssvæði

Avians ehf. veitir leiðarflugsþjónustu í innanlandssvæði fyrir innanlandsflug og flug til og frá Íslandi. Greiðslusvæði þjónustunnar fyrir flug til og frá Íslandi afmarkast við svæðið sem er milli 220 og 20 km fjarlægðar til/frá brottfarar-/komuflugvelli.

Stærstur hluti kostnaðar við þjónustuna er sameiginlegur með leiðarflugsþjónustu í alþjóðasvæði, og kostnaði skipt milli svæðanna sbr. ákvæði í viðauka III í samningnum “Agreement on the Joint Financing of Certain Air Navigation Services in Iceland” (ICAO Doc. 9586-JS/682), en einnig er kostnaður við leiðarflugsvita sem eingöngu eru í þágu leiðarflugs í innanlandssvæði. Kostnaður við þjónustuna er að fullu greiddur af notendum þjónustunnar í gegnum leiðarflugsgjald í innanlandssvæði.

Leiðarflugsgjaldið er innheimt fyrir hvert flug í íslensku innanlandssvæði.
Gjaldið er reiknað samkvæmt eftirfarandi reikniregla:

Einingaverð x Vegalengd x Þyngdarstuðull

Vegalengd: Vegalengd í innanlandssvæði, þó ekki í aðflugi. Deilt er með 100 í þann fjölda kílómetra sem flogið er í stórbaugsboganum milli inn- og útflugspunkta gjaldtökusvæðisins, samkvæmt nýjustu, þekktu flugáætluninni eins og hún var skráð hjá viðkomandi loftfari að því er varðar flæði flugumferðar. Vegalengdin sem hafa skal til hliðsjónar er minnkuð um 20 kílómetra fyrir hvert flugtak frá flugvelli á Íslandi og fyrir hvert flugtak frá flugvelli á Íslandi.

Þyngdarstuðull: Þyngdarstuðullinn er fundinn með því að deila hámarksflugtaksþyngd í tonnum (MTOW) með fimmtíu og taka svo kvaðratrót af þeirri tölu. Ef loftfar hefur breytilega hámarksflugtaksþyngd eða fleiri en eina skráða hámarksflugtaksþyngd er notast við hæstu skráða hámarksflugtaksþyngd.

GEN 4.2 AIR NAVIGATION SERVICES CHARGES

GEN 4.2.1 Terminal Navigation Charge

The cost of terminal navigation services (approach services) for Keflavik International Airport is paid for by its users with this Terminal Navigation Charge (TNC).

The TNC charge is calculated based on a unit rate and MTOW for each aircraft landing at Keflavik International Airport. If the aircraft has a variable maximum take-off weight or several registered maximum take-off weights, only the highest registered MTOW will be considered.

TNC = unit rate * $(MTOW/50)^{0.7}$

Invoices for the terminal navigation charge will be issued by Avians ehf. Please contact innheimta@avians.is for inquiries about invoices.

Further information, including information on unit rates and exemptions, are to be found on Isavia´s webpage: https://www.kefairport.com/corporate/airport-charges-and-incentives

Changes to unit rates do not follow the publication dates for AIP.

GEN 4.2.2 En-route Air Navigation Charge in Domestic Area

Avians ehf. provides en-route services for all domestic flights, as well as all flights to and from Iceland. The charging area for international flights to and from Iceland is defined as the area between 220 and 20 km distance to or from the departure or arrival airport.

The operating cost for the services is to be fully covered by its users. As the en-route services in the domestic area are provided jointly with en-route services provided in the international area, the largest part of the cost base for this charge is common with that of the international en-route services. Cost is divided between the two cost bases as prescribed in Annex III in the “Agreement on the Joint Financing of Certain Air Navigation Services in Iceland” (ICAO Doc. 9586-JS/682). Additionally, operating costs of en-route beacons, only used for domestic traffic, is included in the cost base for the domestic charge.

The en-route charge is levied for each flight performed in the Icelandic domestic area.
The charge is determined by the following formula:

unit rate x distance x weight factor

Distance: Distance in domestic area, excluding approach area, divided by 100 the number of kilometers flown in the great circle distance between the entry and the exit point of the domestic area, according to the latest known flight plan filed by the aircraft concerned for air traffic flow purposes. The distance is reduced by 20 kilometers for each take-off from and for each landing in an airport in the domestic area.

Weight factor: The weight factor is determined by dividing, by fifty, the Maximum Take-Off Weight (MTOW) of the aircraft (in metric tons) and subsequently taking the square root of the result. If the aircraft has a variable maximum take-off weight or several registered maximum take-off weights, only the highest registered MTOW will be considered.

$$\sqrt{\left(\frac{MTOWtn}{50}\right)}$$

Reikningar vegna leiðarflugsgjalds í innanlandssvæði eru útgefnir af Avians ehf. Frekari upplýsingar um reikninga er hægt að fá í netfanginu innheimta@avians.is.

Nánari upplýsingar, þar með talið upplýsingar um einingaverð og undanþágur frá gjaldinu, er að finna á heimasíðu Avians ehf.: https://avians.is/um-okkur/gjaldskra

Athygli er vakin á því að breytingar á einingaverðum fylgja ekki útgáfudagsetningum Flugmálahandbókar.

Invoices for the en-route air navigation charge in domestic area will be issued by Avians ehf. Please contact innheimta@avians.is for inquiries about invoices.

Further information, including information on unit rates and exemptions, are to be found on Avians´s webpage:
https://avians.is/en/about-us/air-navigation-fee

Changes to unit rates do not follow the publication dates for AIP.

GEN 4.2.3 Alþjóðleg flugleiðsöguþjónusta

Innheimt eru gjöld af almennu flugi sem fer yfir Norður-Atlantshafið, norður fyrir 45°N, í samræmi við ákvörðun Alþjóðaflugmálastofnunarinnar. Gjaldtakan er til að fjármagna þjónustu og innviði sem veitt eru af Íslandi og Danmörku samkvæmt skilyrðum sem fram koma í í samningunum „Agreement on the Joint Financing of Certain Air Navigation Services in Iceland" (ICAO Doc. 9586-JS/682) og „Agreement on the Joint Financing of Certain Air Navigation Services in Greenland" (ICAO Doc. 9585-JS/681).

Gjaldtaka fyrir ofangreinda þjónustu er í tveimur hlutum:

1. Gjald pr. flug í gegnum svæðið.
2. Gjald fyrir vegalengd sem flogin er í flugupplýsingasvæðunum Reykjavík og Nuuk, þó innan marka flugstjórnarsvæðis Reykjavíkur. Gjaldið er margfeldi af vegalengd (d) og einingaverði (t).
   Gjald fyrir vegalengd = d x t

Gjöld þessi eru innheimt fyrir Ísland og Danmörku í Bretlandi í breskum pundum (GBP).

Nánari upplýsingar, þar með talið upplýsingar um einingaverð og undanþágur frá gjaldinu, er að finna á heimasíðu Avians ehf.: https://avians.is/um-okkur/gjaldskra

Athygli er vakin á því að breytingar á einingaverðum fylgja ekki útgáfudagsetningum Flugmálahandbókar.

GEN 4.2.3 International Route Air Navigation Charges

In accordance with a decision of the ICAO Council, all civil aircraft crossing the North-Atlantic north of 45°N are charged for the use of facilities and services provided by both Iceland and Denmark under the "Agreement on the Joint Financing of Certain Air Navigation Services in Iceland" (ICAO Doc. 9586-JS/682) and the "Agreement on the Joint Financing of Certain Air Navigation Services in Greenland" (ICAO Doc. 9585-JS/681).

The charge for this service is split into two parts:

1. A charge per crossing.
2. A charge based on distance flown in the Reykjavik and Nuuk FIR´s. This charge is equal to the product of the distance factor (d) and the unit rate (t):
   Distance based charge = d x t

The United Kingdom collects these route charges on behalf of Iceland and Denmark. The charges are levied in pounds Sterling (GBP).

Further information, including information on unit rates and exemptions, are to be found on Avians´s webpage:
https://avians.is/en/about-us/air-navigation-fee

Changes to unit rates do not follow the publication dates for AIP.

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ENR 1 ALMENNAR REGLUR OG STARFSHÆTTIR

ENR 1.1 ALMENNAR REGLUR

ENR 1.1.1 Almennt

Starfsreglur og starfshættir, sem notaðir eru við flugleiðsögu innan Reykjavík FIR/CTA, í samræmi við reglugerðir 770/2010, EU 2017/373, Annex 2 og 11 eins og þeir eru samþykktir af Alþjóðaflugmálastofnuninni hvað varðar flugreglur og flugleiðsöguþjónustu svo og viðaukastarfshætti sem gilda á Norður-Atlantshafi.

Sjá **GEN 3.3** fyrir almennar upplýsingar um flugumferðarþjónustu (ATS).

Viðaukastarfshættir fyrir Reykjavik CTA sem gefnir eru út í ICAO Doc 7030, eru í **ENR 1.8**.

ENR 1.1.2 Lágmarksflughæð

Almennt:

Að frátöldu flugtaki og lendingu eða með sérstöku leyfi Samgöngustofu skal loftförum flogið í nægilegri hæð yfir þéttbýlum hlutum borga, bæja eða þorpa, eða yfir útisamkomum, sem gerir mögulegt, í neyðartilvikum, að lending eigi sér stað án þess að mönnum eða eignum á jörðu niðri sé stofnað í ótilhlýðilega hættu.

Sjónflug:

Ekki má fljúga sjónflug, nema nauðsynlegt sé vegna flugtaks og lendingar, eða með sérstöku leyfi Samgöngustofu:

1. yfir þéttbýlum hlutum borga, bæja eða þorpa eða yfir útisamkomum í minni hæð en 1.000 fetum yfir hæstu hindrun innan 600 m fjarlægðar frá loftfarinu;
2. annars staðar en getið er í a) lið þessarar greinar í minni hæð en 500 fetum (150 m) yfir láði eða legi.

Blindflug:

Að því undanskildu, þegar nauðsynlegt er við flugtök og lendingar eða þegar sérstakt leyfi hefur fengist frá Samgöngustofu, skal fljúga blindflug í lagi sem er ekki lægra en sú lágmarksflughæð sem birt er á kortum í þessari handbók.

Samgöngustofa getur veitt undanþágu fyrir framkvæmd á flugi í sérstökum tilgangi.

ENR 1.1.3 Útkast hluta

Engu skal kastað fyrir borð loftfars á flugi né úðað frá því nema með leyfi Samgöngustofu og í samræmi við skilyrði þar um og viðeigandi upplýsingar, ráðgjöf eða heimild frá Avians.

ENR 1 GENERAL RULES AND PROCEDURES

ENR 1.1 GENERAL RULES

ENR 1.1.1 General

The air traffic rules and procedures for Air Navigation Services within Reykjavík FIR/CTA that conform with regulations 770/2010, EU 2017/373, Annexes 2 and 11 to the Convention on International Civil Aviation and to those portions, applicable to aircraft, of the Procedures for Air
Navigation Services - Rules of the Air and Air Traffic Services, and the Regional Supplementary Procedures applicable to the NAT Region.

See section **GEN 3.3** for general information on Air Traffic Services (ATS) Provision.

See section **ENR 1.8** for Supplementary Information for Reykjavik CTA published in ICAO Doc 7030.

ENR 1.1.2 Minimum safe altitude

General:

Except when necessary for take-off or landing, or except by permission from The Icelandic Transport Authority, aircraft shall not be flown over the congested areas of cities, towns or settlements or over an open-air assembly of persons, unless at such a height as will permit, in the event of an emergency arising, a landing to be made without undue hazard to persons or property on the surface.

VFR:

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

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

IFR:

Except when necessary for take-off or landing, or except when specifically authorized by The Icelandic Transport Authority, an IFR flight shall be flown at a level which is not below the minimum flight altitude established on charts in this handbook.

The Icelandic Transport Authority may grant exemptions for flights conducted for special purposes.

ENR 1.1.3 Dropping of objects

Nothing shall be dropped or sprayed from an aircraft in flight except with permission from The Icelandic Transport Authority and as indicated by relevant information, advice or clearance from Avians.

ENR 1.1.4 Listflug

Listflug skal flogið í samræmi við reglugerð um flugsýningar og í samræmi við upplýsingar, ráðgjöf eða heimildir frá Avians.

ENR 1.1.5 Fallahlífastökk

Fallhlífastökk skal framkvæmt í samræmi við reglugerð um fallhlífarstökk og í samræmi við upplýsingar, ráðgjöf eða heimildir frá Avians.

ENR 1.1.6 Tog- og auglýsingaflug

Loftfar skal ekki draga annað loftfar eða hluti í flugtogi, innan stjórnaðs loftrýmis, nema með leyfi frá Avians.

Aðeins skal leyfið veitt ef:

1. flugmaðurinn hefur réttindi til slíks flugs;
2. loftfarið er útbúið leiðréttum þrýstirita til að skrá flughæðir á meðan á flugi stendur;
3. að í fylkingarflugi séu ekki fleiri en þrjú loftför í áætluðu flugi en í slíkum tilfellum verði fjarlægð aldrei minni en 60 m frá hlutnum, sem dreginn er, og loftfars, sem dregur það, og annars sem er á eftir því svo og á milli loftfara;
4. lagaleg skaðabótaskyldutrygging sé einnig augljóslega fyrir hendi vegna togs á hlutum.

Ofangreint á við um tog á hlutum til auglýsinga en undirgrein nr. 2. á ekki við verkflug þyrlna. Ekki þarf leyfi til togs á svifflugum þar sem að réttindi til togs nægja.

ENR 1.1.7 Tíma- og mælieiningar

Í flugi og flugstarfsemi á jörðu niðri er máltími (UTC) notaður og mælieiningar sem byggja á alþjóðlega SI- einingakerfinu.

ENR 1.1.8 Samsetning loftrýma

Samgöngustofa ákveður flokkun loftrýmis á grundvelli þeirrar flokkunar sem lýst er í **ENR 1.4.**

Flugumferðarþjónustan getur bannað VFR-flug algjörlega eða að hluta í stjórnuðu loftrými vegna takmarkana í rými og tíma ef nauðsyn krefur vegna mikillar umferðar sem krefst flugumferðarstjórnar.

ENR 1.1.9 Bannsvæði og flughindranir

Ef nauðsyn krefur ákveður Samgöngustofa bann- og haftasvæði til að draga úr hættu fyrir almenning og sérstaklega til öryggis fyrir flugumferð. Svæði þessi er að finna í AIP.

ENR 1.1.4 Acrobatic flying

No aircraft shall be flown acrobatically except under conditions prescribed in Icelandic regulations and as indicated by relevant information, advice or clearance from Avians.

ENR 1.1.5 Skydiving

No skydiving shall be performed except under conditions prescribed in Icelandic regulations and as indicated by relevant information, advice or clearance from Avians.

ENR 1.1.6 Towing and advertising flights

No aircraft or other object shall be towed by an aircraft, except in accordance with an approval from Avians.

Permission shall be granted only if:

1. the pilot holds the rating for towing;
2. the aircraft is equipped with a calibrated barograph for recording altitudes during flight
3. during the proposed flight not more than three aircraft are flying in formation, in which case a distance of at least 60 m shall be maintained both between the towed object of the preceding aircraft and the following aircraft, as well as between the aircraft;
4. the legal liability insurance also explicitly covers the towing of objects.

The above applies to the towing of objects for advertising purposes and subpara. 2. does not apply to aerial work of rotor-craft. Towing of gliders does not require permission, as the rating for towing will suffice.

ENR 1.1.7 Times and units of measurement

In aviation Co-ordinated Universal Time (UTC) is used and units of measurement in accordance with the International System of Units (SI).

ENR 1.1.8 Airspace structure

The Icelandic Transport Authority establishes the classification of airspace on the basis of the classification described in **ENR 1.4.**

Within controlled airspace VFR flights may be prohibited completely or partly by the air traffic services with regard to limitation of space and time if urgently required by the degree of intensity of air traffic subject to air traffic control.

ENR 1.1.9 Prohibited areas and flight restrictions

The Icelandic Transport Authority establishes prohibited and restricted areas, if necessary, for the prevention of danger to public safety or order, especially for the safety of air traffic. The areas concerned are published in the AIP.

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

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

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

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

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

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

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

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

Drónar skulu ávallt víkja fyrir allri annarri flugumferð.

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

Bannsvæði og höft fyrir flug ómannaðra loftfara eru auglýst á heimasíðu Samgöngustofu.
https://kort.gis.is/mapview/?app=dronar

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

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

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

ENR 1.1.10 Balloons, kites and unmanned aircraft (drones)

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

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

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

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

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

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

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

Drones must always give way to all other air traffic.

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

Restricted zones and limitations for unmanned aircraft are announced on the Icelandic Transportation Authority website.
https://kort.gis.is/mapview/?app=dronar

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

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

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

ENR 1.1.11 Flug fisa

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

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

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

ENR 1.1.12 Flug yfir hljóðhraða

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

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

ENR 1.1.11 Microlight operations

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

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

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

ENR 1.1.12 Supersonic flight

Supersonic flight is prohibited within BIRD FIR as follows:

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

ENR 1.1.13 Fylkingarflug og hópflug

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

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

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

1. að fylkingin fljúgi sem eitt loftfar með tilliti til flugleiðsögu og stöðu tilkynninga;

2. að aðskilnaður milli loftfaranna í fluginu skuli vera á ábyrgð fylkingarforingjans og flugstjóra hinna loftfaranna í fylkingarfluginu og skuli ná yfir þann aðlögunartíma þegar loftförin breyta af beinu og láréttu flugi til að ná aðskilnaði sín á milli í fylkingunni og þegar fylkingin sameinast og dreifist; og

3. að hvert loftfar haldi fjarlægð frá fylkingarforingjanum, sem ekki er meiri en 0,5 NM lárétt og 100 fet lóðrétt frá honum.

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

ENR 1.1.13 Formation flights

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

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

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

1. the formation operates as a single aircraft with regard to navigation and position reporting;

2. separation between aircraft in the flight shall be the responsibility of the flight leader and the pilots-in- command of the other aircraft in the flight and shall include periods of transition when aircraft are manoeuvring to attain their own separation within the formation and during join-up and breakaway; and

3. a distance not exceeding 0.5 NM laterally and longitudinally and 100 ft vertically from the flight leader shall be maintained by each aircraft.

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

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ENR 1.3 BLINDFLUGSREGLUR

ENR 1.3.1 Reglur sem gilda um allt blindflug

ENR 1.3.1.1 Búnaður loftfara

Loftför skulu búin viðeigandi mælitækjum og flugleiðsögutækjum sem þörf er á fyrir áætlaða leið.

ENR 1.3.1.2 ARINC424

Til að takmarka hættu á innsláttarvillum í fluggagnakerfi flugvéla þá gilda eftirfarandi reglur:

1. Flugagnagrunnar ættu EKKI að innihalda styttingar á staðsetningu nafnlausra varða í flugstjórnarsvæði Íslands þar sem notast er við forskrift ARINC-424 málsgreinar 7.2.5 ("Nxxxx").

2. Ef þörf er á styttingum á staðsetningu nafnlausra varða sem staðsettar eru á hálfri breiddargráðu þá er mælt með notkun líks sniðs en með öðrum upphafsstaf: "Hxxxx".

ENR 1.3.1.3 Lágmarkslög

Að því undanskildu, þegar nauðsynlegt er við flugtök og lendingar eða þegar sérstakt leyfi hefur fengist frá Samgöngustofu, skal blindflug flogið í lagi sem er að minnsta kosti 2 000 fetum (600 m) ofar hæstu hindrun innan 8 km frá áætlaðri stöðu loftfarsins.

ENR 1.3.1.4 Breytt frá blindflugi í sjónflug

Ef loftfar óskar að breyta flugi samkvæmt blindflugsreglum í flug samkvæmt sjónflugsreglum þá skal, svo fremi að flugáætlun hafi verið lögð fram, tilkynna hlutaðeigandi flugumferðarþjónustudeild sérstaklega að blindflugi sé lokið og láta vita um breytingar sem gera skuli á gildandi flugáætlun.

Þótt loftfar á flugi samkvæmt blindflugsreglum komi inn á svæði þar sem eru sjónflugsskilyrði skal það ekki tilkynna lok blindflugs nema áætlað sé og fyrirhugað að halda flugi áfram um verulegan tíma í sjónflugi.

ENR 1.3.2 Reglur um blindflug í flugstjórnarrými

ENR 1.3.2.1 Almennt

Blindflug í flugstjórnarrými er háð þeim fyrirmælum sem um getur í reglugerð 770/2010, grein 3.6.

ENR 1.3.2.2 Fluglög

Við farflug skal blindflug í flugstjórnarrými flogið í farflugslagi eða ef farflugsklifur er heimilað skal flogið milli tveggja laga eða ofar lagi sem valið er samkvæmt:

Töflu yfir farflugslög samkvæmt ENR 1.7.5.

ENR 1.3 INSTRUMENT FLIGHT RULES

ENR 1.3.1 Rules applicable to all IFR flights

ENR 1.3.1.1 Aircraft equipment

Aircraft shall be equipped with suitable instruments and with navigation equipment appropriate to the route to be flown.

ENR 1.3.1.2 ARINC424

Due to the unresolved potential for FMC insertion errors:

1. Aircraft navigation data shall NOT contain waypoints in the Reykjavik Control Area in the ARINC424 paragraph 7.2.5 format of "Nxxxx".

2. If an aircraft operator or flight planning service has an operational need to populate data bases with half-degree waypoints in the Reykjavik Control Area, they are advised to use the alternate format "Hxxxx".

ENR 1.3.1.3 Minimum levels

Except when necessary for take-off or landing, or except when specifically authorized by the Icelandic Transport Authority, an IFR flight shall be flown at a level which is at least 2 000 ft (600 m) above the highest obstacle located within 8 km of the estimated position of the aircraft;

ENR 1.3.1.4 Change from IFR flight to VFR flight

An aircraft electing to change the conduct of its flight from compliance with the instrument flight rules to compliance with the visual flight rules shall, if a flight plan was submitted, notify the appropriate air traffic services unit as soon as possible specifically that the IFR flight is cancelled and communicate thereto the changes to be made to its current flight plan.

When an aircraft operating under the instrument flight rules is flown in or encounters visual meteorological conditions, it shall not cancel its IFR flight unless it is anticipated, and intended, that the flight will be continued for a reasonable period of time in uninterrupted visual meteorological conditions.

ENR 1.3.2 Rules applicable to IFR flights within controlled airspace

ENR 1.3.2.1 General

IFR flights shall comply with the provisions of 3.6 of regulation 770/2010 when operated in controlled airspace.

ENR 1.3.2.2 Flight levels

An IFR flight operating in cruising flight in controlled airspace shall be flown at a cruising level, or, if authorized to employ cruise climb techniques, between two levels or above a level, selected from:

The Tables of cruising levels in ENR 1.7.5.

ENR 1.3.2.3 Upphafskall

Fjarskipti milli loftfars og jarðar við bylgjuskipti.

Upphafskall á tíðni flugstjórnardeildar skal innihalda:

1. kallmerki flugstjórnardeildar sem kallað er í;
2. kallmerki og auk þess orðið „Super“ eða „Heavy“ fyrir vélar í SUPER og HEAVY flugrastarflokki;
3. fluglag, auk fluglags sem klifrað/lækkað er í gegnum og þess fluglags sem heimilað hefur verið sé vélin ekki í þeirri hæð;
4. hraði, ef heimilaður af flugstjórnardeild; og
5. aðrar upplýsingar sem máli skipta.

ENR 1.3.2.3 Initial call

Radiotelephony procedures for air-ground voice communication channel changeover.

The initial call to an ATC unit shall contain the following elements:

1. designation of the station being called;
2. call sign and, for aircraft in the SUPER and HEAVY wake turbulence category, the word “Super” or “Heavy”;
3. level, including passing and cleared levels if not maintaining the cleared level;
4. speed, if assigned by ATC; and
5. additional elements.

ENR 1.3.3 Reglur um blindflug utan flugstjórnarrýmis

ENR 1.3.3.1 Farflugslög

Loftfar í láréttu farflugi samkvæmt blindflugsreglum utan flugstjórnarrýmis skal flogið í farflugslagi sem á við feril þess og tilgreint er í:

1. töflunni yfir farflugshæðir í ENR 1.7.5 nema þegar hlutaðeigandi ATS-stjórnvald tilgreinir annað fyrir flug í 3 000 fetum yfir meðalsjávarmáli eða neðar.

ENR 1.3.3.2 Fjarskipti

Loftfar á blindflugi utan flugstjórnarrýmis, en innan, eða inn í svæði, á leiðum sem Avians hefur ákveðið samkvæmt reglugerð 770/2010, grein 3.3.1.2 c) eða d), skal halda hlustvörð á viðeigandi taltíðni og koma á nauðsynlegu, gagnkvæmu talsambandi við þá deild flugumferðarþjónustu er veitir flugupplýsingaþjónustu.

ENR 1.3.3.3 Tilkynningar um staðarákvarðanir

1. Loftfar sem er á stjórnuðu flugi, skal svo fljótt sem auðið er tilkynna hlutaðeigandi flugumferðarþjónustu tíma, fluglag og aðrar nauðsynlegar upplýsingar þegar flogið er yfir hvert skyldustöðumið. Tilkynna skal á sama hátt með afstöðu til annarra staða þegar hlutaðeigandi flugumferðarþjónustudeild óskar.
2. Stjórnuð loftför sem gefa staðarákvarðanir með fjarskiptum um ADS-C skulu aðeins gefa staðarákvarðanir þegar um það er beðið.

ENR 1.3.3 Rules applicable to IFR flights outside controlled airspace

ENR 1.3.3.1 Cruising levels

An IFR flight operating in level cruising flight outside of controlled airspace shall be flown at a cruising level appropriate to its track as specified in:

1. the Tables of cruising levels in ENR 1.7.5, except when otherwise specified by the appropriate ATS authority for flight at or below 3 000 ft above mean sea level.

ENR 1.3.3.2 Communications

An IFR flight operating outside controlled airspace but within or into areas, or along routes, designated by Avians in accordance with 3.3.1.2 c) or d) of regulation 770/2010 shall maintain an air-ground voice communication watch on the appropriate communication channel and establish two-way communication, as necessary, with the air traffic services unit providing flight information service.

ENR 1.3.3.3 Position reports

1. A controlled flight shall report to the appropriate air traffic services unit, as soon as possible, the time and level of passing each designated compulsory reporting point. Position reports shall similarly be made in relation to additional points when requested by the appropriate air traffic services unit.
2. Controlled flights providing position information via ADS-C shall only provide voice position reports when requested.

ENR 1.6.2.3 Úthlutun SSR kóða fyrir ratsjársvara

Samgöngustofa annast úthlutun fastra Mode S (Hex) kóða. Til að sækja um kóða fyllið út form FO-FRD-010 APPLICATION FOR AIRCRAFT MODE "S" TRANSPONDER ICAO CODE á www.samgongustofa.is og sendið á 406@icetra.is.

Avians annast úthlutun Mode A ratsjársvarmerkja á Íslandi.

1. Föstum ratsjársvarmerkjum er almennt aðeins úthlutað til flugfara sem að fljúga alltaf á sama kallmerkinu, t.d. skráningarstöfum. Úthlutað er úr seríunni 1000-1777, með örfáum undantekningum og er úthlutunin gefin út í upplýsingabréfi (AIC) þegar breytinga er þörf.

2. Til að sækja um fastan kóða hafið sambandi við Avians með því að senda netpóst á ssr@avians.is. Frá úthlutun nýs ratsjársvarmerkis til útgáfu AIC geta liðið nokkrar vikur. Sjá úthlutaða kóða í AIC Ratsjársvarmerki - Úthlutun.

3. Öðrum ratsjársvarmerkjum er úthlutað fyrir hvert flug jafnharðan samkvæmt fyrirmælum flugleiðsöguþjónustu.

4. Flug sem hvorki eru skráð með fast ratsjársvarmerki né hafa fengið fyrirmæli frá ATS um stillingu ratsjársvara skulu stilla þá samkvæmt neðangreindu:

   - IFR flug innan Reykjavik FIR: Mode-A, kóði 2000.
   - VFR flug innan Reykjavik FIR: Mode-A, kóði 1200.

ENR 1.6.2.3 The system of SSR code assignment

The Icelandic Transport Authority is responsible for allocation of Mode S (Hex) codes. To apply for a code fil in the form FO-FRD-010 APPLICATION FOR AIRCRAFT MODE "S" TRANSPONDER ICAO CODE á www.samgongustofa.is and send to 406@icetra.is.

Avians is responsible for allocation of Mode A transponder codes in Iceland.

1. Permanent transponder codes are generally only allocated to aircraft that always operate on the same callsign, such as registration. The available codes are from 1000-1777, with a few exceptions. The allocation is published in an Aeronautical Information Circulars (AIC) when updates are required.

2. To apply for a new permanent code contact Avians by sending an e-mail to ssr@avians.is. A few weeks might pass from the initial allocation of a new transponder code until a new AIC is published. Information on permanent code applications is found in AIC - Allocated transponder codes.

3. Other transponder codes are allocated per-flight according to instructions from Air Traffic Services.

4. Flights that do not have a permanent transponder code nor an allocated transponder code from ATS shall operate the transponder as stated in the following:

   - IFR Flights within Reykjavik FIR: Mode-A, Code 2000.
   - VFR flights within Reykjavik FIR: Mode-A, Code 1200.

ENR 1.6.2.4 Tilkynningar um staðsetningu á fjarskiptatíðnum og með CPDLC

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

2. FANS 1/A ADS-C og CPDLC þjónusta er veitt í íslenska flugstjórnarsvæðinu, fyrir utan FAXI TMA og BIAR TMA, samkvæmt eftirfarandi:

   a. Í öllu loftrýminu fyrir flugvélar sem merkja Iridium (J7) og/eða HF (J2) gagnasamband í FPL reit 10a.

   b. Suður af 82N fyrir flugvélar sem merkja Inmarsat (J5) gagnasamband í FPL reit 10a.

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

ENR 1.6.2.4 Voice and CPDLC position reporting requirements

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

2. FANS 1/A ADS-C and CPDLC service is provided in the Reykjavik CTA, excluding FAXI TMA and BIAR TMA, as follows:

   a. In the whole airspace for aircraft that file Iridium (J7) and/or HF (J2) data link capability in Item 10a of the ICAO FPL.

   b. South of 82°N for aircraft that file Inmarsat (J5) data link capability in Item 10a of the ICAO FPL.

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

ENR 1.6.2.5 Langdrægi ratsjárkerfa

Flugstjórnarsvæðisþjónustan fær upplýsingar frá svarratsjárstöðvum á Íslandi, í Færeyjum og á Hjaltlandseyjum með langdrægi milli 200 NM og 250 NM sé flogið í FL 300 eða hærra.

Aðflugsstjórnardeildir Reykjavíkur- og Keflavíkurflugvalla nota svarratsjárstöð sem er á Keflavíkurflugvelli (635919N 0223513V).
Drægi hennar er 200 NM.

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

ENR 1.6.2.5 Radar coverage

The Area Control Service derives information from SSR radar stations in Iceland, the Faeroe Islands and the Shetland Island in Scotland with range varying from 200 NM to 250 NM at flight level 300 and above.

Keflavik and Reykjavik Approach Controls operate surveillance radar station at Keflavik Airport (635919N 0223513W).
The caverage is is 200 NM.

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

ENR 1.6.2.6 Notkun SSR ratsjársvara

ENR 1.6.2.6.1 Kröfur sem gilda

Eftirfarandi á aðeins við um almenna flugumferð (e. general air traffic) í blindflugi.

1. Flugrekendur skulu tryggja:

   a. að loftför séu búin starfhæfum ratsjársvörum fyrir kögunarsvarratsjá (SSR-ratsjársvörum) sem uppfylla eftirfarandi skilyrði:

      i. þeir hafi getu til grunnkögunar S-starfsháttar á flugi,

      ii. þeir hafi virknisamfellu sem er nauðsynleg til að af þeim stafi ekki rekstraráhætta,

   b. að loftför, með skráðan hámarksflugtaksmassa sem er yfir 5700 kg, eða með hámarksraunhraða í farflugi sem getur farið yfir 250 hnúta, með lofthæfivottorð sem er fyrst gefið út 7. júní 1995 eða síðar, séu búin starfhæfum SSR-ratsjársvörum sem uppfylla eftirfarandi skilyrði:

      i. þeir hafi getu til að senda út stóra gagnaskvettu á tíðninni 1090 MHz í gegnum kögunarháða leiðsögu, útvörpun (ADSB-út), til viðbótar við getuna sem um getur í i. lið a-liðar,

      ii. þeir hafi virknisamfellu sem er nauðsynleg til að af þeim stafi ekki rekstraráhætta,

   c. að fastvængjaloftför, með skráðan hámarksflugtaksmassa sem er yfir 5700 kg eða með hámarksraunhraða í farflugi sem getur farið yfir 250 hnúta, með lofthæfivottorð sem er fyrst gefið út 7. júní 1995 eða síðar, séu búin starfhæfum SSR-ratsjársvörum sem uppfylla eftirfarandi skilyrði:

      i. þeir hafi getu til bættrar kögunar S-starfsháttar á flugi, til viðbótar við getuna sem um getur í i. lið a-liðar og i. lið b-liðar,

      ii. þeir hafi virknisamfellu sem er nauðsynleg til að af þeim stafi ekki rekstraráhætta.

   d. að öll loftför með skráðan hámarksflugtaksmassa 5700 kg eða minna sem fljúga í samræmi við blindflugsreglur innan BIRD FIR (herflug undanþegið), skal búið starfhæfum SSR-ratsjársvörum sem uppfylla skilyrði um 1 090 MHz Extended Squitter (ES) ADS-B út, til viðbótar við getu sem talin er upp í lið (a).

2. Ákvæði b-, c- og d-liðar 1. liðar eiga ekki við um loftför sem tilheyra einum af eftirfarandi flokkum:

   a. loftförum sem er flogið til að koma þeim í viðhald,

   b. loftförum sem er flogið vegna útflutnings þeirra,

   c. loftförum þar sem starfrækslu þeirra mun verða hætt eigi síðar en 31. október 2025.

ENR 1.6.2.6 Operation of SSR transponders

ENR 1.6.2.6.1 Requirements on aircraft equipment

The following applies only to general air traffic operating in accordance with instrument flight rules.

1. Aircraft operators shall ensure that:

   a. aircraft are equipped with serviceable secondary surveillance radar transponders that comply with the following conditions:

      i. they have the capabilities for airborne Mode S Elementary Surveillance (ELS);

      ii. (they have sufficient continuity to avoid presenting an operational risk;

   b. aircraft of a maximum certified take-off mass exceeding 5 700 kg or that have a maximum cruising true airspeed capability greater than 250 kt, with an individual certificate of airworthiness first issued on or after 7 June 1995, are equipped with serviceable secondary surveillance radar transponders that comply with the following conditions:

      i. they have the capabilities for 1 090 MHz Extended Squitter (ES) automatic dependent surveillance-broadcast (ADS-B) Out, in addition to capabilities referred to in point (a)(i);

      ii. they have sufficient continuity to avoid presenting an operational risk;

   c. fixed-wing aircraft of a maximum certified take-off mass exceeding 5 700 kg or that have a maximum cruising true airspeed capability greater than 250 kt, with an individual certificate of airworthiness first issued on or after 7 June 1995, are equipped with serviceable secondary surveillance radar transponders that comply with the following conditions:

      i. they have the capabilities for airborne Mode S Enhanced Surveillance (EHS), in addition to capabilities referred to in points (a)(i) and (b)(i);

      ii. they have the continuity sufficient to avoid presenting an operational risk.

   d. all aircraft with a maximum certified take-off mass of 5 700 kg or less, operating in accordance with instrument flight rules in BIRD FIR (military exempted), shall be equipped with serviceable secondary surveillance radar transponders that have the capabilities for 1 090 MHz Extended Squitter (ES) ADS-B Out, in addition to the capabilities referred to in point (a).

2. Points 1(b), (c) and (d) shall not apply to aircraft that belong to one of the following categories:

   a. aircraft being flown to undergo maintenance;

   b. aircraft being flown for export;

   c. aircraft whose operation will cease by 31st of October 2025.

ENR 1.6.3.3 Auðkenningar loftfara

1. Loftfar búið ADS-B með auðkenningar einkenni skal senda út auðkenni flugvélar eins og skráð er í svæði 7 í ICAO flugáætlun eða, þegar ekki hefur verið lögð inn flugáætlun, einkennisstafi loftfars.

2. Ef sést á kögunarskjá að auðkenni sem loftfar sendir út með ADS-B er ekki í samræmi við það sem búist var við, mun flugmaður verða beðinn að staðfesta og, ef nauðsyn krefur endursetja kallmerki loftfarsins.

3. Ef ADS-B búnaður B1 eða B2 hefur verið skráður í svæði 10b í ICAO FPL, skal flugmaður álykta sem svo að flugvélin sé auðkennd þegar hún er fyrir ofan FL285 innan Reykjavík CTA.
   Flugumferðarstjóri mun ekki tilkynna flugmanni um auðkenninguna.
   Flugumferðarstjóri mun tilkynna flugmanni ef flugvélin er ekki auðkennd.

Auðkenning er samkvæmt ákvæðum Alþjóðaflugmálastofnunarinnar.

ENR 1.6.3.4 Tilkynningar um staðsetningu á fjarskiptatíðnum og með CPDLC

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

2. FANS 1/A ADS-C og CPDLC þjónusta er veitt í íslenska flugstjórnarsvæðinu, fyrir utan FAXI TMA og BIAR TMA, samkvæmt eftirfarandi:

   a. Í öllu loftrýminu fyrir flugvélar sem merkja Iridium (J7) og/eða HF (J2) gagnasamband í FPL reit 10a

   b. Suður af 82N fyrir flugvélar sem merkja Inmarsat (J5) gagnasamband í FPL reit 10a

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

ENR 1.6.3.5 Langdrægi ADS-B kerfa

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

Flugstjórnarsvæðisþjónustan notar einnig ADS-B geimkögun. Lóðrétt drægi ADS-B geimkögunar innan BGGL FIR og BIRD FIR er FL180 – FL 600 nema innan BIRD FIR norðan við 70N þar sem það er er FL000 – FL600.

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

ENR 1.6.3.3 Aircraft identification

1. Aircraft equipped with ADS-B having an aircraft identification feature shall transmit the aircraft identification as specified in Item 7 of the ICAO flight plan or, when no flight plan has been filed, the aircraft registration.

2. Whenever it is observed on the situation display that the aircraft identification transmitted by an ADS-B equipped aircraft is different from that expected from the aircraft, the pilot shall be requested to confirm and, if necessary, re- enter the correct aircraft identification.

3. If ADS-B equipment B1 or B2 has been filed in Item 10b of the ICAO FPL, the pilot shall consider that the aircraft is identified when the aircraft is operating above FL285 in the Reykjavik CTA.
   The controller will not inform the pilot of the identification.
   The controller will inform the pilot if the aircraft is not identified.

Identification is achieved according to the provisions specified by ICAO.

ENR 1.6.3.4 Voice and CPDLC position reporting requirements

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

2. FANS 1/A ADS-C and CPDLC service is provided in the Reykjavik CTA, excluding FAXI TMA and BIAR TMA, as follows:

   a. In the whole airspace for aircraft that file Iridium (J7) and/or HF (J2) data link capability in Item 10a of the ICAO FPL.

   b. South of 82°N for aircraft that file Inmarsat (J5) data link capability in Item 10a of the ICAO FPL.

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

ENR 1.6.3.5 ADS-B coverage

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

The Area Control Service also uses Space-based ADS-B.
Vertical limits of space-based ADS-B within BGGL FIR and BIRD FIR are FL180 - FL 600 except within BIRD FIR north of 70N where it is FL000 - FL600.

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

ENR 1.6.3.6 Gæði ADS-B gagna og undanþágur

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

a. loftfarið sendi frá sér áreiðanlegar og nákvæmar staðsetningarupplýsingar til samræmis við gæðastuðla sem sendir eru út með gögnunum; eða

b. loftfarið sendir frá sér gæðastuðla með gildinu 0 (núll) fyrir einn eða fleiri gæðastuðla (NUCp, NIC, NAC eða SIL) sé ekki unnt að uppfylla kröfu a) hér fyrir ofan; eða

c. flugrekandi hafi fengið undanþágu frá viðeigandi yfirvöldum.

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

Undanþágur skulu sendar Avians á netfangið acc@avians.is.

ENR 1.6.3.6 ADS-B quality and exemption

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

a. the aircraft emits position information of an accuracy and integrity consistent with the transmitted values of the position quality indicator; or

b. the aircraft always transmits a value of 0 (zero) for one or more of the position quality indicators (NUCp, NIC, NAC or SIL), when the requirements of a) above cannot be met; or

c. the operator has received an exemption granted by the appropriate ATS authority.

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

Applications for exemptions shall be sent to Avians at e-mail address acc@avians.is.

ENR 1.6.4 AÐRAR UPPLÝSINGAR OG VERKLAG

ENR 1.6.4.1 FJÖLVÍSUN

ENR 1.6.4.1.1 Neyðarviðbrögð

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

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

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

ENR 1.6.4.1.2 Bilun fjölvísunarkerfis eða talsambands

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

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

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

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

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

ENR 1.6.4.1.3 Auðkenningar loftfara

Auðkenning er samkvæmt ákvæðum Alþjóðaflugmálastofnunarinnar.

ENR 1.6.4.1.4 Tilkynningar um staðsetningu á fjarskiptatíðnum og með CPDLC

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

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

ENR 1.6.4 OTHER RELEVANT INFORMATION AND PROCEDURES

ENR 1.6.4.1 MULTILATERATION (MLAT)

ENR 1.6.4.1.1 Emergency procedures

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

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

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

ENR 1.6.4.1.2 MLAT and air-ground communication failure procedures

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

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

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

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

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

ENR 1.6.4.1.3 Aircraft identification

Identification is achieved according to the provisions specified by ICAO.

ENR 1.6.4.1.4 Voice and CPDLC position reporting requirements

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

2. CPDLC service is not available within FAXI TMA.

ENR 1.6.4.1.5 Langdrægi fjölvísunarkerfa

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

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

ENR 1.6.4.1.5 MLAT coverage

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

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

ENR 1.6.4.2 Verklag við notkunMLAT, SSR og ADS-B

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

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

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

4. Auðkenningar

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

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

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

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

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

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

4. Identifications

   a. Before providing ATS Surveillance service, ATC will establish identification in accordance with ICAO PANS ATM (Doc 4444) Chapter 8. Pilots will be notified whenever identification is established, or lost, except for ADS-B equipped aircraft at FL285 or above as described in ENR 1.6.3.3-3.

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

ENR 1.10 FLUGÁÆTLANIR

ENR 1.10.1 Inngangur

Ísland er þátttökuríki í notkun á fluggagnavinnslukerfi, IFPS, sem er hluti af miðlægum kerfum Eurocontrol.

IFPS er eini dreifingaraðili blindflugsflugáætlana (IFR) til flugumferðarþjónustueininga þeirra sem saman mynda IFPS svæðið.

IFPS tekur ekki við sjónflugsáætlunum (VFR).

Avians sér um vinnslu sjónflugs- og ríkisflugsáætlana.

ENR 1.10.1.1 IFPS

Senda skal allar flugáætlanir og viðeigandi skeyti fyrir flugreglur I, Y og Z, þ.e. öll flug fyrir utan sjónflug, sem ætla að starfrækja sitt flug í íslenska flugstjórnarsvæðinu (Reykjavik CTA) til tveggja IFPS starfseininga, þ.e. Haren (Brussel) og Bretigny (París), sjá ENR 1.11.

ENR 1.10 FLIGHT PLANNING

ENR 1.10.1 Introduction

Iceland is a participating State in the Initial Flight Plan Processing System (IFPS), which is an integral part of the EUROCONTROL centralized Air Traffic Flow Management (ATFM) system.

IFPS is the sole source for the distribution of IFR FPL information to ATSUs within the participating States, which collectively comprise the IFPS Zone.

IFPS does not process VFR flight plans.

Avians processes VFR flight plans and State Operational Air Traffic (OAT) flight plans.

ENR 1.10.1.1 IFPS

Flight plan and associated messages for flight rules I, Y and Z, that is all flight rules except VFR, intending to operate within the Reykjavik CTA shall be addressed to the two IFPS Units at Haren (Brussels) and Bretigny (Paris), see ENR 1.11.

Network	IFPS Unit Addresses	
	IFPU1 Haren, Belgium	IFPU2 Brétigny, France
AFTN	EUCHZMFP	EUCBZMFP
SITA	BRUEP7X	PAREP7X

Þegar flugáætlanir eru sendar til IFPS skulu flugmenn og flugrekendur uppfylla þær kröfur sem settar eru fram í Eurocontrol IFPS Users Manual.

Flugmenn og flugrekendur eru ábyrgir fyrir því að leggja inn fullnægjandi flugáætlanir sem og önnur tengd skilaboð. Þar með talið samantekt efnis (líka heimilisföng), nákvæmni og innlögn flugáætlana og tengdra skeyta. Þessir aðilar bera einnig ábyrgð á viðtöku svarskeyta frá IFPS.

Svarskeyti sem IFPS sendir eru eftirfarandi:

1. Samþykki flugáætlunar (ACK)
2. Vísað til handvirkrar vinnslu (MAN)
3. Höfnun flugáætlunar (REJ)

IFPS ber ábyrgð á því að samþykkja og dreifa IFR/GAT flugáætlunum fyrir flug innan IFPS svæðisins. Sendandi flugáætlunar og annarra tengdra skeyta fær upplýsingar um að vinnsla flugáætlunar eða breytingarskeyta sé fullnægjandi með ACK skeyti frá IFPS. Flugáætlanir sem ekki er hægt að vinna hjá IFPS eru sendar í leiðréttingarferli hjá IFPS þar sem þeim er breytt handvirkt (MAN). Ef flugáætlun eða tengd skeyti eru leiðrétt handvirkt er sendanda gert tilkynnt um það með „Long ACK“ skeyti. Ef ekki er hægt að leiðrétta skeytið handvirkt þá er sendandi upplýstur (REJ) svo hann geti leiðrétt skeytið.

Flugáætlun telst ekki frágengin fyrr en að skeyti með samþykki (ACK) hefur borist sendanda.

When submitting flight plans to IFPS, pilots and operators shall comply with the procedures introduced in Eurocontrol IFPS Users Manual.

Pilots and operators are ultimately responsible for the complete filing of their flight plans and all associated messages. This encompasses compilation (including addressing), accuracy and submission of flight plan messages and also for the reception of the operational reply messages from IFPS.

Operational reply messages delivered by IFPS are the following:

1. The FPL Acceptance Acknowledgement Message (ACK);
2. Referred for Manual Treatment (MAN);
3. Message Rejected (REJ).

IFPS is the responsible unit for accepting and distributing IFR/GAT flight plans for flights conducted within the IFPS Zone. The originator of a flight plan message will be informed of the successful processing of flight plans and flight plan associated messages within IFPS by an ACK message. Flight plans, which cannot be processed by IFPS, will be passed on to the IFPS correction unit to be corrected manually (MAN). If flight plan and associated messages can be corrected manually, the originator will be informed of this by a Long ACK message. If not, they will be returned to the originator to be corrected (REJ).

A flight plan is considered as filed only if the flight plan message originator has received Acknowledge message (ACK).

ENR 1.10.1.2 Vefgátt - Cronos

Avians heldur úti vefgátt fyrir sjónflugsáætlanir. Hægt er að leggja inn flugáætlun í gegnum vefgáttina.
Til að nota vefgátt skal sækja um aðgang, sjá nánari upplýsingar á https://avians.is/c-forflugsupplysingar
Ef vefgátt er notuð skal sendandi leita staðfestingar á því að flugáætlunin hafi verið samþykkt.

Svarskeyti sem Cronos sendir eru eftirfarandi:

1. Samþykki flugáætlunar (ACK)
2. Höfnun flugáætlunar (REJ)

Flugáætlun telst ekki frágengin fyrr en að skeyti með samþykki (ACK) hefur borist sendanda.

ENR 1.10.1.2 Web Portal - Cronos

Avians maintains a web portal intended for VFR FPLs. It is possible to use web portal for submitting flight plans.
For access to the web portal, see further information at:
https://avians.is/en/c-preflight-information
If the web portal is used, a contact must be established to confirm approval of the FPL.

Operational reply messages delivered by Cronos web portal are the following:

1. The FPL Acceptance Acknowledgement Message (ACK);
2. Message Rejected (REJ).

A flight plan is considered as filed only if the flight plan message originator has received Acknowledge message (ACK).

ENR 1.10.2 Starfshættir við afhendingu flugáætlana

Gerðar skulu flugáætlanir í samræmi við reglugerð 770/2010, áður en framkvæmt er:

1. flug eða hluti þess, sem njóta skal flugstjórnar- þjónustu,
2. allt blindflug,
3. flug yfir landamæri ríkja,
4. flug sem vill njóta viðbúnaðarþjónustu.

(fyrir viðbótar upplýsingar um flugáætlanir sjá ENR 1.8.3).

ENR 1.10.2 Procedures for the submission of a flight plan

A flight plan shall be submitted in accordance with regulation 770/2010 prior to operating:

1. any flight or portion thereof to be provided with air traffic control service;
2. every IFR flight;
3. any flight across international borders;
4. any flight requesting alerting service.

(for supplementary information regarding FPL see ENR 1.8.3).

ENR 1.10.2.1 Afhendingatími

Flugáætlun skal ekki leggja inn með meiri fyrirvara en 120 klukkustundum fyrir áætlaðan hlaðfaratíma flugsins. Ef flugáætlun er lögð inn meira en 24 klukkustundum fyrir brottför, skal setja dagsetningu í item 18 með forskeytinu DOF/.

Afhenda skal flugáætlun með eftirfarandi lágmarksfyrirvara:

1. Sjónflug (V) í innanlandsflugi;
   a. 30 mínútum fyrir brottför ef lagt er inn í vefgátt eða með AFTN, en
   b. 60 mínútur ef lagt er inn í síma.
2. Sjónflug í millilandaflugi (V) skal leggja inn flugáætlun að lágmarki 60 mínútum fyrir áætlaðan hlaðfarartíma.
3. Blindflug (I, Y og Z) skal leggja inn flugáætlun að lágmarki 60 mínútum fyrir áætlaðan hlaðfarartíma.
4. Blindflug (I, Y og Z) sem gæti verið háð flæðisstýringu flugumferðar skal leggja inn flugáætlun að minnsta kosti 3 klukkustundum fyrir áætlaðan hlaðfarartíma.
5. Bráðaflug (t.d. björgunarleiðangur eða sjúkraflug), má leggja inn flugáætlun með styttri fyrirvara. Þó skal, ef mögulegt er, leggja inn flugáætlunina minnst 30 mínútum fyrir áætlaðan hlaðfarartíma.

ENR 1.10.2.1 Time of submission

Flight plans shall not be submitted more than 120 hours before the estimated off-block time of a flight. If the flight plan is submitted earlier than 24 hours before the EOBT, insert the date of flight in item 18 preceded by DOF/.

The flight plans shall be submitted with minimum prior notice:

1. Domestic VFR flights (V);
   a. 30 minutes if the Web Portal is used or submitted via AFTN, but
   b. 60 minutes if submitted via telephone.
2. International VFR flights (VFR) shall be submitted no later than 60 minutes before the EOBT.
3. IFR flights (I, Y and Z) shall be submitted no later than 60 minutes before the EOBT.
4. IFR flights (I, Y and Z) which may be subject to air traffic flow and capacity management (ATFCM) shall be submitted no later than 3 hours before EOBT.
5. Urgent flight (e.g., a rescue mission, or an urgent hospital flight), the flight plan may be submitted later. However, if practicable, the flight plan should be submitted at least 30 minutes before the EOBT.

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
UT593 **(RNAV)**		**TOT DIST 188.6 NM**					
▲SOSIT 644900N 0300000W							
		284° T 301° - - 137.0 NM	FL 285 FL 055		↓	(RNP 2 or GNSS)	Reykjavik OAC 119.700 H24
▲SABAG 651600N 0351700W							
		292° T 312° - - 51.6 NM	FL 285 FL 195		↓	(RNP 2 or GNSS)	Reykjavík OAC 124.400 H24 {See ENR 2.1}
∆ KULUSUK L 'DA' 653413N 0371225W							

ENR 3.2 FLUGLEIÐIR SVÆÐISLEIÐSÖGU

ENR 3.2 AREA NAVIGATION ROUTES

Route designator Navigation specification Name of Significant points Coordinates	Waypoint Formation (Angle and Distance Indication)	Track True/MAG Rev Track True/MAG Distance (NM)	Upper limit Lower limit Airspace class	Direction of cruising levels		Navigation accuracy requirements	Remarks
				Odd	Even		
1	2	3	4	5		6	7
UT594 **(RNAV)**		**TOT DIST 551.5 NM**					
Δ GETDA 643223N 0512515W							
		- / 245° T - / 267° 40.6 NM	FL 285 FL 195		↑	(RNP 2 or GNSS)	Reykjavík OAC 124.400 H24 {See ENR 2.1}
Δ INBAN 645000N 0500000W							
		- / 264° T - / 287° 29.1 NM	FL 285 FL 195		↑	(RNP 2 or GNSS)	Reykjavik OAC 124.400 H24 {See ENR 2.1}
Δ LUFWU 645323N 0485217W							
		- / 272° T - / 292° 226.3 NM	FL 285 FL 195		↑	(RNP 2 or GNSS)	Reykjavík OAC 124.400 H24 {See ENR 2.1}
Δ LODNO 650200N 0400000W							
		089° T / 109° 273° T / 291° 104.9 NM	FL 285 FL 195	↓	↑	(RNP 2 or GNSS)	Reykjavík OAC 124.400 H24 {See ENR 2.1}
▲ DEVNU 650017N 0355247W							
		092° T / 110° 277° T / 293° 150.6 NM	FL 285 FL 195	↓	↑	(RNP 2 or GNSS)	Reykjavík OAC 124.400 H24 {See ENR 2.1}
▲ SOSIT 644900N 0300000W							

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
UT595 **(RNAV)**		**TOT DIST 582.4 NM**					
Δ ILULISSAT NDB 'JV' 691429N 0510421W							
		337° T 007° 155° T 188° 115.6 NM	FL 285 FL 195	↓	↑	(RNP 2 or GNSS)	Reykjavík OAC 124.400 H24 {See ENR 2.1}
Δ KELUX 710000N 0532011W							
		335° T 008° 153° T 188° 120.1 NM	FL 285 FL 195	↓	↑	(RNP 2 or GNSS)	Reykjavík OAC 124.400 H24 {See ENR 2.1}
Δ NIVIQ 724733N 0560845W							
		330° T 005° 145° T 184° 180.9 NM	FL 285 FL 195	↓	↑	(RNP 2 or GNSS)	Reykjavík OAC 124.400 H24 {See ENR 2.1}
Δ VEXIN 751950N 0620000W							
		325° T 004° 138° T 181° 165.8 NM	FL 285 FL 195	↓	↑	(RNP 2 or GNSS)	Reykjavík OAC 124.400 H24 {See ENR 2.1}
Δ QAANAAQ L 'QQ' 772845N 0691933W							

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
UT596 **(RNAV)**		**TOT DIST 313.1 NM**					
Δ NUUK L 'GH' 641047N 0514459W							
		331° T 355° - - 26.7 NM	FL 285 FL 195		↓	(RNP 2 or GNSS)	Reykjavík OAC 124.400 H24 {See ENR 2.1}
Δ SUBUD 643400N 0521500W							
		004° T 028° - - 60.8 NM	FL 285 FL 195	↓		(RNP 2 or GNSS)	Reykjavík OAC 124.400 H24 {See ENR 2.1}
Δ RAVUD 653430N 0520543W							
		004° T 029° - - 35.8 NM	FL 285 FL 195	↓		(RNP 2 or GNSS)	Reykjavík OAC 124.400 H24 {See ENR 2.1}
Δ EDERI 661007N 0515955W							
		360° T 025° - - 145.4 NM	FL 285 FL 195	↓		(RNP 2 or GNSS)	Reykjavík OAC 124.400 H24 {See ENR 2.1}
Δ DEVBO 683500N 0520000W							
		027° T 053° - - 44.4 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 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
UT597 **(RNAV)**		**TOT DIST 328.7 NM**					
Δ KULUSUK L 'DA' 653413N 0371225W							
		277° T 299° 094° T 117° 94.7 NM	FL 285 FL 195	↑	↓	(RNP 2 or GNSS)	Reykjavík OAC 124.400 H24 {See ENR 2.1}
Δ EBEXI 654300N 0410000W							
		286° T 309° 100° T 126° 163.2 NM	FL 285 FL 195	↑	↓	(RNP 2 or GNSS)	Reykjavík OAC 124.400 H24 {See ENR 2.1}
Δ BADEG 661900N 0473000W							
		281° T 307° 099° T 126° 70.8 NM	FL 285 FL 195	↑	↓	(RNP 2 or GNSS)	Reykjavík OAC 124.400 H24 {See ENR 2.1}
Δ AMINI 663101N 0502342W							

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
UT598 **(RNAV)**		**TOT DIST 368.2 NM**					
Δ KULUSUK L 'DA' 653413N 0371225W							
		277° T 296° - - 94.7 NM	FL 285 FL 195		↓	(RNP 2 or GNSS)	Reykjavík OAC 124.400 H24 {See ENR 2.1}
Δ EBEXI 654300N 0410000W							
		261° T 282° - - 153.4 NM	FL 285 FL 195		↓	(RNP 2 or GNSS)	Reykjavík OAC 124.400 H24 {See ENR 2.1}
Δ GATBO 651140N 0470000W							
		256° T 279° - - 52.0 NM	FL 285 FL 195		↓	(RNP 2 or GNSS)	Reykjavík OAC 124.400 H24 {See ENR 2.1}
Δ UPOKI 645752N 0485832W							
		254° T 277° - - 27.4 NM	FL 285 FL 195		↓	(RNP 2 or GNSS)	Reykjavík OAC 124.400 H24 {See ENR 2.1}
Δ INBAN 645000N 0500000W							
		245° T 267° - - 40.7 NM	FL 285 FL 195		↓	(RNP 2 or GNSS)	Reykjavík OAC 124.400 H24 {See ENR 2.1}
Δ GETDA 643223N 0512515W							

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 Odd	 Even	Navigation accuracy requirements	Remarks
1	2	3	4	5		6	7
UT599 **(RNAV)**		**TOT DIST 307.6 NM**					
Δ NUUK L 'GH' 641047N 0514459W							
		076° T 099° - - 86.0 NM	FL 285 FL 195	↓		(RNP 2 or GNSS)	Reykjavík OAC 124.400 H24 {See ENR 2.1}
Δ WOXPO 643411N 0483224W							
		078° T 102° - - 40.6 NM	FL 285 FL 195	↓		(RNP 2 or GNSS)	Reykjavík OAC 124.400 H24 {See ENR 2.1}
Δ KOGAG 643752N 0470000W							
		079° T 102° - - 181.0 NM	FL 285 FL 195	↓		(RNP 2 or GNSS)	Reykjavík OAC 124.400 H24 {See ENR 2.1}
Δ LODNO 650200N 0400000W							

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
UW22 **(RNAV)**		**TOT DIST 31.4 NM**					
Δ NYGAR 681356N 0521841W							
		160° T / 341° T 010° / 190° 31.4 NM	FL 285 / FL 195	↓	↑	(RNP 2 or GNSS)	Reykjavík OAC 124.400 H24 {See ENR 2.1}
Δ AASIAAT L 'AA' 684323N 0524705W							

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 285° 096° T 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 285° 093° T 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 284° 092° T 103° 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 283° 091° T 102° 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 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
Y47 **(RNAV)**		**TOT DIST 365.4 NM**					
Δ ERALA 642229N 0511429W							
		088° T 112° 269° T 292° 16.2 NM	FL 285 FL 195	↓	↑	(RNP 2 or GNSS)	Reykjavík OAC 124.400 H24 {See ENR 2.1}
Δ ELRUP 642254N 0503706W							
		089° T 112° 269° T 292° 14.7 NM	FL 285 FL 195	↓	↑	(RNP 2 or GNSS)	Reykjavik OAC 124.400 H24 {See ENR 2.1}
Δ EVULO 642309N 0500321W							
		072° T 095° 253° T 276° 40.0 NM	FL 285 FL 195	↓	↑	(RNP 2 or GNSS)	Reykjavík OAC 124.400 H24 {See ENR 2.1}
Δ KOJUB 643520N 0483514W							
		073° T 096° 257° T 279° 128.6 NM	FL 285 FL 195	↓	↑	(RNP 2 or GNSS)	Reykjavík OAC 124.400 H24 {See ENR 2.1}
Δ NAPIB 650823N 0434351W							
		078° T 100° 262° T 282° 95.6 NM	FL 285 FL 195	↓	↑	(RNP 2 or GNSS)	Reykjavík OAC 124.400 H24 {See ENR 2.1}
Δ ASTAN 652504N 0395944W							
		081° T 102° 264° T 283° 70.3 NM	FL 285 FL 195	↓	↑	(RNP 2 or GNSS)	Reykjavík OAC 124.400 H24 {See ENR 2.1}

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
Δ KULUSUK L 'DA' 653413N 0371225W							

ENR 3.2 FLUGLEIÐIR SVÆÐISLEIÐSÖGU — ENR 3.2 AREA NAVIGATION ROUTES

Route designator Navigation specification Name of Significant points Coordinates	Waypoint Formation (Angle and Distance Indication)	Track True/MAG Rev Track True/MAG Distance (NM)	Upper limit Lower limit Airspace class	Direction of cruising levels		Navigation accuracy requirements	Remarks
				Odd	Even		
1	2	3	4	5		6	7
Y67 **(RNAV)**		**TOT DIST 99.35 NM**					
Δ KEFOP 665350N 0511455W							
		241° T 268° 061° T 088° 3.8 NM	FL 285 FL 195	↑	↓	(RNP 2 or GNSS)	Reykjavík OAC 124.400 H24 {See ENR 2.1}
Δ TESVO 665200N 0512321W							
		204° T 230° 024° T 050° 10.0 NM	FL 285 FL 195	↑	↓	(RNP 2 or GNSS)	Reykjavík OAC 124.400 H24 {See ENR 2.1}
Δ ASTOC 664252N 0513329W							
		204° T 230° 023° T 050° 17.0 NM	FL 285 FL 195	↑	↓	(RNP 2 or GNSS)	Reykjavík OAC 124.400 H24 {See ENR 2.1}
Δ BAVKO 662720N 0515025W							
		203° T 230° 023° T 049° 18.0 NM	FL 285 FL 195	↑	↓	(RNP 2 or GNSS)	Reykjavík OAC 124.400 H24 {See ENR 2.1}
Δ OTBIT 661052N 0520756W							
		203° T 229° 023° T 049° 16.9 NM	FL 285 FL 195	↑	↓	(RNP 2 or GNSS)	Reykjavík OAC 124.400 H24 {See ENR 2.1}
Δ RAZPO 655523N 0522404W							
		203° T 229° 023° T 049° 13.0 NM	FL 285 FL 195	↑	↓	(RNP 2 or GNSS)	Reykjavík OAC 124.400 H24 {See ENR 2.1}
Δ REDSU 654325N 0523616W							

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
		203° T 229° 022° T 048° 10.7 NM	FL 285 FL 195	↑	↓	(RNP 2 or GNSS)	Reykjavík OAC 124.400 H24 {See ENR 2.1}
Δ WIVVI 653337N 0524606W							
		202° T 228° 022° T 048° 10.0 NM	FL 285 FL 195	↑	↓	(RNP 2 or GNSS)	Reykjavík OAC 124.400 H24 {See ENR 2.1}
Δ MANIITSOQ L 'MA' 652424N 0525514W							

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
Y686 **(RNAV)**		**TOT DIST 23.9 NM**					
Δ ACSUS 633000N 0504524W							
		322° T 345° 141° T 165° 18.6 NM	FL 285 FL 195	↑	↓	(RNP 2 or GNSS)	Reykjavik OAC 124.400 H24 {See ENR 2.1}
Δ DEDZU 634430N 0511114W							
		321° T 345° 141° T 165° 5.3 NM	FL 285 FL 195	↑	↓	(RNP 2 or GNSS)	Reykjavik OAC 124.400 H24 {See ENR 2.1}
Δ NUKRI 634835N 0511838W							

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
Y688 **(RNAV)**		**TOT DIST 19 NM**					
Δ EZVIL 633000N 0511225W							
		334° T — 357° 154° T — 177° 13.7 NM	FL 285 FL 195	↑	↓	(RNP 2 or GNSS)	Reykjavik OAC 124.400 H24 {See ENR 2.1}
Δ TUTGA 634216N 0512559W							
		334° T — 357° 154° T — 177° 5.3 NM	FL 285 FL 195	↑	↓	(RNP 2 or GNSS)	Reykjavik OAC 124.400 H24 {See ENR 2.1}
Δ AMKOX 634659N 0513116W							

ENR 4.3 GERVIHNATTALEIÐSÖGUKERFI (GNSS)

ENR 4.3.1 GNSS kerfi í notkun fyrir flugleiðsögu í BIRD FIR

ENR 4.3 GLOBAL NAVIGATION SATELLITE SYSTEM (GNSS)

ENR 4.3.1 GNSS systems in use for air navigation in BIRD FIR

Nafn gervihnattaleiðsögukerfis/ Name of GNSS element	Tíðni/ Frequency	Útbreiðslusvæði/ Coordinates Nominal SVC area Coverage area	Athugasemdir/ Remarks
1	2	3	4
European Geostationary Navigation Overlay Service (EGNOS)	1575.42 KHZ	650453.51N 0191411.12W LPV and enroute Iceland domestic ---	Operated by European Union
GLOBAL POSITIONING SYSTEM (GPS)	1575.42 KHZ	640728.80N 0215615.60W BIRD FIR	Operated by USA

ENR 4.3.2 WGS-84

ENR 4.3.2.1 Inngangur

Árið 1989 ákvað ICAO að nota skyldi eitt alheimshnitakerfi fyrir alla flugleiðsögu. Það hnitakerfi er kallað „World Geodetic System 1984“ (WGS-84). Notkun WGS-84 var æskileg vegna tilkomu GPS-grunnaðfluga árið 1998 og nauðsynlegur undanfari nákvæmnisaðflugs- og farflugsleiðsögu byggðri á gervihnattaleiðsögu.
ICAO setti sem skilyrði að öll hnit fyrir flugleiðsögu yrðu færð yfir í WGS-84 og gefin út fyrir 1. janúar 1998. Síðan þá hafa öll hnit notuð í flugi verið sett fram á LAT/LON formi í WGS-84.

Framkvæmd WGS-84 áætlunarinnar fyrir Evrópu var stýrt af EUROCONTROL. Stofnunin veitti leiðsögn en ábyrgð framkvæmdarinnar lá hjá hverju ríki fyrir sig.

Flugmálastjórn og Landmælingar Íslands sáu um mælingar á hnitum í WGS-84 fyrir flug á Íslandi á sínum tíma en nú fer Avians með þessa ábyrgð. Öll aðflugstæki, flugvellir og vörður hérlendis hafa verið mældar inn í WGS-84 hnitkerfið, í flestum tilvikum með GPS tækni.

ENR 4.3.2.2 Hvað er WGS-84?

WGS-84 (World Geodetic System 84) er alheimshnitakerfi sem var upprunalega hannað fyrir GPS notkun.
Upphafspunktur WGS-84 hnitakerfisins er í massamiðju jarðar. Z-ás hnitakerfisins hefur sömu stefnu og snúningsás jarðar. En X og Y-ásar eru hornréttir á hann og skilgreina miðbaug með Y-ás hornréttan á X-ás til að uppfylla „hægri handar reglu“. XZ planið skilgreinir síðan 0° lengdarbauginn sem fer í gegnum bæinn Greenwich í Englandi. Sporvala var skilgreind til að auðvelda reikninga eftir yfirborði jarðar. Miðja sporvölunnar er í massamiðju jarðar og líkir hún eins vel og hægt er eftir yfirborði jarðar. Lengd, breidd og hæð eru síðan reiknuð út frá henni. Með því að nota WGS-84 hnitakefið fást hnit í sama hnitakerfi alls staðar á jörðinni. Þetta er mikilvægt í alþjóðlegri flugstarfsemi þar sem staðsetning kemur við sögu.

ENR 4.3.2 WGS-84

ENR 4.3.2.1 Introduction

In 1989, ICAO decided a single global coordinate system for all navigation should be used. This coordinate system is called "World Geodetic System 1984" (WGS-84). Using the WGS-84 was preferred because of the introduction of GPS- basic approaches in 1998 as a necessary precursor to precision approaches and en-route flight based on of satellite navigation. ICAO set the conditions for all coordinates for navigation would be transferred to the WGS-84 coordinate system and published before 1 January 1998. Since then, all coordinates used in aviation are presented in LAT / LON form in WGS-84.

Implementation of the WGS-84 program in Europe was led by EUROCONTROL. The agency provided guidance while responsibility of the change lay with each national state.

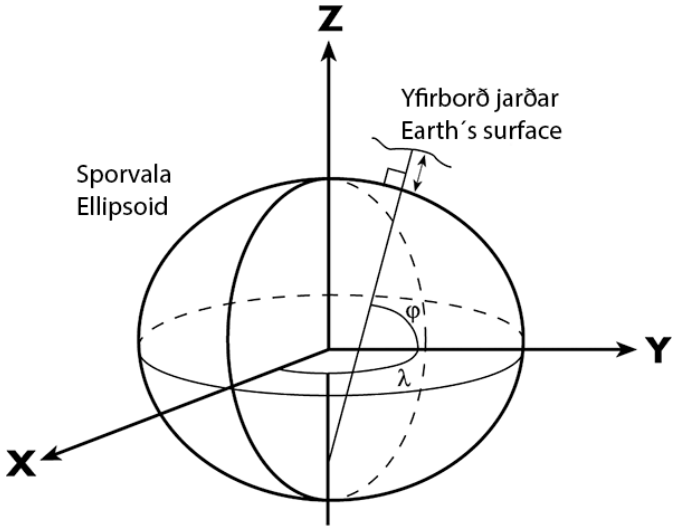
Icelandic Civil Aviation Administration and the National Land Survey of Iceland oversaw at the time measurements of coordinates into WGS-84 for aviation in Iceland but Avians now carries this responsibility. All navigation systems, airports and en-route fixes in Iceland have been measured in the WGS-84 coordinate system, in most cases by using GPS technology.

ENR 4.3.2.2 What is WGS-84?

WGS-84 (World Geodetic System 84) is a global coordinate system originally designed for use with GPS. Point of origin in WGS-84 is Earth's centre of mass. Z-axis has same direction as the rotational axis of Earth. X and Y- axis are orthogonal to Z-axis and together define the Earth's Equator with the Y-axis orthogonal to the X-axis, according to the mathematical “right hand rule of axis”.
The plane of XZ defines the longitude that draws through the town of Greenwich in the United Kingdom. Ellipsoid is defined to simplify calculations to Earth’s surface. The centre of the ellipsoid is same as Earth's centre of mass, and the surface of the Ellipsoid is optimized as close to the Earth's surface as is best possible. Longitude, latitude and elevation are calculation from the Ellipsoid. Thus coordinates can be calculated at every point on earth from the same reference by the use of WGS-84 coordinate system. This global application is an important benefit for air navigation users, who's position is in the same reference system world wide.

Skýringarmynd 1

Figure 1



Myndskýring: Sporvala með hnitakerfi í (X, Y, Z).
Algeng framsetning á þessum hnitum er að gefa staðsetningu út frá yfirborði sporvölunar með lengd, breidd og hæð (j, l, h).

Þegar talað er um hæð (e.elevation) punkts eða hlutar miðað við WGS-84 hnitkerfið er því lýst hæð yfir stærðfræðilegri sporvölu sem fylgir skilgreiningu hnitakerfisins. Þessi sporvala er besta stærðfræðilega námundun að yfirborði jarðar sem hægt er að lýsa í einföldu sporvöluformi. Þetta leiðir af sér að sums staðar á jörðinni er hæð við sjávarmál ýmist undir yfirborði sporvölunnar (við miðbaug) eða yfir yfirborði sporvölunnar (á norður og suðurhveli).

Til að lýsa nánar hæð punkts eða hlutar yfir meðalsjávaryfirborði er útbúin svokölluð geóíða eða jafnmáttarflötur, sem er stærðfræðilegur flötur sem tekur mið af breytingum í aðdráttarafli jarðar á hverju landssvæði. Earth Gravity Model 1996, eða EGM96 sem var mælt upp með gervihnöttum árið 1996 er alheimsmódel sem notað er í fluginu til að lýsa hæð yfir meðalsjávarmáli (MYS=metrar yfir sjó eða MSL=mean sea level).

Hæð punkts eða hlutar er því hægt að gefa upp á nokkra mismunandi vegu.
Dæmi um það er að finna á næstu mynd.

Legend: Ellipsoid with coordinates represented in (X, Y, Z).
A common re-representation of these coordinates is to describe a location from a defined ellipsoid surface with latitude, longitude and elevation (j, l, h).

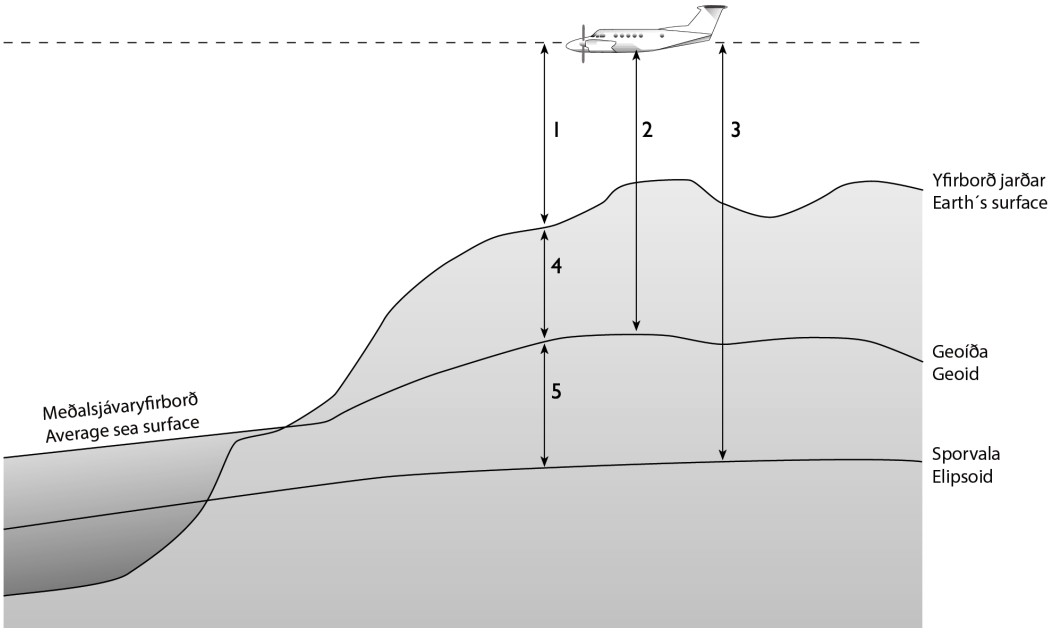
When talking about elevation of a point or object in the WGS-84 coordinate system, this is described as elevation over a mathematical elliptical surface included the definition of the coordinate system. The ellipsoid is the best elliptical mathematical fit to the earth's surface. This implies that in some places the local sea level is either below the surface of the WGS-84 ellipsoid (at the equator) or above the surface (on the northern and southern hemispheres).

To describe in more detail the height of a point or an object above the average sea surface used so called geoid or equipotential surface, which is a mathematical surface which takes into account changes in the Earth's gravity field in different regions of earth. Earth Gravity Model 1996 or EGM96 was measured through satellites in 1996, and the global model used to describe the height above mean sea level in aviation (MSL = mean sea level).

Height of a point or an object can be given in different manner.
Examples can be found in the next picture.

Skýringarmynd 2

Figure 2



Skýringar:

1. *Hæð flugvélar yfir jörðu.*
2. *Hæð flugvélar yfir meðal sjávaryfirborði/geoíðu (MSL).*
3. *Hæð flugvélar yfir sporvölu (ellipsoid).*
4. *Hæð jarðar yfir geoíðu.*
5. *Hæð geoíðu yfir/undir sporvölu.*

Ath.: *Meðalsjávaryfirborð er einnig kallað geoíða en það er útvíkkun þess undir landi.*

Algengt er í flugtengdri starfsemi að báðar þessar hæðir séu gefnar upp fyrir punkta í WGS-84 hnitum, yfir ellipsu og MSL (þá átt við WGS-84 ellipsu og EGM96 geóíðu), og auk þess sé tilgreindur mismunur milli geoíðu og sporvölu fyrir hvern punkt. Á Íslandi er þessi mismunur að jafnaði rúmlega 60 m.

Legend:

1. *The height of the aircraft above the ground.*
2. *The height of the aircraft above mean sea surface / geoid (MSL).*
3. *Height of aircraft over ellipsoid (elliptical surface).*
4. *Height ground of geoid.*
5. *Geoid height over ellipsoid (difference of reference systems).*

Note: *Sea level surface is also called geoid and is equipotential surface extension over landmasses*

It is common in aviation related activities that both these height references are provided for points in WGS-84 coordinates, the ellipsis and the MSL (refering to the WGS- 84 Ellipoid and EGM96 geoid), as well as a specify the difference between the geoid and the ellipsoid for individual point. In Iceland, this difference is commonly over 60 m.

ENR 4.3.2.3 Nákvæmni

Þau hnit sem gefin voru út fyrir 1998 voru mis nákvæm. Sum voru tekin af kortum, önnur mæld út frá gamla landskerfinu (HJÖ-55) og enn önnur út frá staðbundnum hnitakerfum sveitafélaga. Auk þess er svo um 40 m skekkja á milli Hjörsey-55 (gamla landskerfið og kort) og WGS-84. Við mælingar inn í WGS-84 var m.a. Ísnet-93 landshnitakerfið notað til að tengja inn eldri mælingar við WGS-84 kerfið ásamt því að nýmælingar voru framkvæmdar í báðum þessum kerfum. Í flugleiðsögu er miðað við EGM 96 geóíðu fyrir mælda hæð yfir meðalsjávarmáli eins og áður er lýst.

Gerð er krafa um að nákvæmni mælinga í WGS-84 fyrir flugleiðsögu sé að lágmarki skv. eftirfarandi töflu:

ENR 4.3.2.3 Precision

Many coordinates issued before 1998 were accurate. Some were drawn from maps, other measured in older national reference system (Hjörsey-55) and others from local coordinate systems of municipalities. Moreover, there was a 40 m error between Hjörsey-55 and WGS-84. While measuring into WGS-84 the updated national coordinate system Isnet-93 was used to connect the earlier observations into the WGS-84 system and new measurements were conducted in both systems. In air navigation, EGM 96 geoid is referred to when describing measurements above mean sea level as previously stated.

The following requirements are set for the accuracy of measurements in WGS-84 for navigation, collected in the following table:

	Notkun staðsetninga **Use in phase of flight**	**Hlutir sem þarfnast nákvæmra útgefina gagna** [(1)] **Facilities requiring aeronautical data quality** [(1)]	**Nákvæmni** **Accuracy**
1	Leiðarflug Enroute	NDB	100 m
2	Að- og fráflug grunnaðflug Terminal area and departure, non augmented GNSS	DME/N, TACAN, VOR, VORTAC, VOR/DME, LOCATOR, ILS Localizer þar sem það er notað fyrir hliðrað aðflug. (1) DME/N, TACAN, VOR, VORTAC, VOR/DME,LOCATOR, ILS Localizer where used for offset flight	30 m
3	Leiðareftirlit Lokaaðflug Enroute surveillance	Radar	10 m
4	(Nákvæmnis, allar tegundir) Precision approach	DME/P ILS Localizer, Glide Slope	3 m
5	Lendingar og flugtök Landing and takeoff	Miðlína og þröskuldar flugbrautar Runway centre line and thresholds	1 m
6	Hnitavarpanir innbyrðis Coordinate system transformations	Landmælinganet flugvallar Airport reference system	10 cm

Athugasemdir / Comments:
[1)] Sjá nánar gögn Alþjóða flugmálastofnunarinnar ICAO Doc 9674: WGS-84 manual
See also International Civil Aviation Organization ICAO Doc 9674: WGS-84 manual

Avians hefur kosið að mæla öll flugleiðsöguvirki með mestri mögulegri nákvæmni á hverjum tíma og eins og aðstæður leyfa hverju sinni og því er nákvæmni staðsetninga ofangreinds búnaðar nokkuð meiri hérlendis en taflan að ofan tilgreinir.

Avians has chosen to exceed accuracy requirements for all air navigation facilities with the best possible accuracy available at any time and as circumstances permit each time. Therefore accuracy air navigation is somewhat higher in Iceland than the table above requires.

ENR 4.3.3 RAIM spár

RNAV(GNSS) grunnaðflug hafa verið gefin út fyrir marga flugvelli á Íslandi og til að nýta sér þessi aðflug þarf flugrekandi að vera meðvitaður um spáupplýsingar um heilleika GPS kerfisins (Receiver Autonomous Integrity Monitoring, RAIM) skv. viðmiðunarreglum ICAO.

Avians nýtir sér AUGUR þjónustu EUROCONTROL fyrir RAIM spár fyrir íslenska flugvelli. Ef Avians berst spá um að nákvæmni sé ábótavant verður gefið út NOTAM. AUGUR þjónustan hefur verið sett upp fyrir eftirfarandi flugvelli:

ENR 4.3.3 RAIM Prediction

RNAV(GNSS) non-precision approach (NPA) have been introduced for several airports in Iceland and more GNSS procedures are expected. Avians provides pilots with RAIM (Receiver Autonomous Integrity Monitoring) forecasts for GPS according to the guidelines of ICAO.

Avians uses EUROCONTROL's AUGUR service for RAIM Prediction for Icelandic airports. If Avians receives a prediction that accuracy is lacking, a NOTAM will be issued. The AUGUR service has been set up for the following airports:

BIAR	BIBD	BIDV	BIEG	BIGJ	BIGR	BIHK	BIHN	BIHU
BIIS	BIKF	BIKR	BINF	BIRK	BIRL	BITN	BIVM	BIVO

Einstaklingar geta einnig nýtt sér þjónustu AUGUR í gegnum vefsíðu EUROCONTROL.

Note, the AUGUR's RAIM prediction services are publicly available at the EUROCONTROL website.

ENR 4.3.4 EGNOS (e. European Geostationary Navigation Overlay Service)

ENR 4.3.4.1 Inngangur

RNAV aðflugsferlar með LPV lágmörkum sem byggja á APV-1 hönnun fer fjölgandi á Íslandi og hafa verið birtir fyrir allnokkrar flugbrautir á austari hluta Íslands.
RNAV aðflug með LPV lágmarki af þessu tagi byggja á SBAS (e. space-based augmentation system) leiðsögutækni þar sem EGNOS leiðréttir GPS leiðsögumerki og bætir við eftirlitsstuðlum þar sem sjálfvirkt eftirlit fylgist með merkisgæðum í rauntíma frá þessum kerfum fyrir öruggari notkun í flugi.
EGNOS er einnig hæft til stuðnings leiðarleiðsögu (e. enroute navigation) innan marka þjónustusvæðis kerfisins.
Það er áætlun Avians að fjölga valkostum með þessari tegund flugleiðsögu á næstkomandi árum.

ENR 4.3.4.2 EGNOS

EGNOS aðflugslágmörkin byggja á SBAS leiðréttingarmerkjum frá EGNOS kerfinu til að auka nákvæmni gervihnattaleiðsögu og veita áreiðanleikaeftirlit (e. integrity monitoring) í flugi. Ísland liggur á vestur mörkum þjónustusvæðis EGNOS.
Samgöngustofa hefur heimilað, að undangengnum rannsóknum á gæðum EGNOS leiðréttingarmerkja og áhættumati, að hönnun og notkun APV-1 aðfluga byggt á EGNOS aðflugsleiðsögu austan 019°vestlægrar lengdar.
Merkjafræðilegar úttektir á gæðum EGNOS voru framkvæmdar fyrir APV-1 leiðsögu á Íslandi og leggja grunninn að ákvörðun um APV-1 þjónustusvæði EGNOS hérlendis.

ENR 4.3.4.3 Aðgengileiki

Hafa ber í huga að aðgengileiki (e. availability) EGNOS merkisins á Íslandi er lægri en víða í Evrópulöndum. Þetta þýðir að gildi aðgengileika fyrir aðflugsleiðsögu fara lækkandi til vesturs yfir Íslandi.
Því við flugáætlunargerð er mikilvægt að flugmenn kanni hvort spáð sé að EGNOS merki verði óaðgengileg á áfangastað, ýmist í gegnum SBAS spáveitur eða gegnum NOTAM þjónustu á heimasíðu Avians:
https://avians.is/c-forflugsupplysingar/notam
Flugáhafnir þurfa að gera ráð fyrir því í sínum áætlunum við undirbúning LPV aðflugs að EGNOS merki gætu reynst óaðgengileg á staðnum og gætu því þurft að velja önnur aðflugslágmörk (RNAV-LNAV, RNAV-LNAV/VNAV eða aðrar flugleiðsöguaðferðir) eða snúa þurfi til varaflugvallar.

ENR 4.3.4.4 Tengiliðir

Flugmenn eru hvattir til að tilkynna hvers konar afbrigðileika (merki ekki nægjanlega góð, skipt um aðflugslágmörk, hætt við aðflug o.s.frv.) eða koma á framfæri öðrum athugasemdum sem fram koma við notkun EGNOS á tölvupóstfangið:

ENR 4.3.4 EGNOS (European Geostationary Navigation Overlay Service)

ENR 4.3.4.1 Introduction

Design of RNAV approaches with LPV minimum based on APV-1 procedure design standards has been increasing in Iceland. Several such approaches have been published for runways on the eastern part of Iceland.
RNAV approaches with LPV minimums are based on space-based augmentation system (SBAS) where EGNOS enhances accuracy and integrity of GPS navigation by adding real-time signals quality monitoring, increasing safety for air navigation. Additionally, EGNOS can be used for enroute navigation within the service area of the system.
Avians has plans to increase options with this type of air navigation in the coming years.

ENR 4.3.4.2 EGNOS

The EGNOS approach minimum are based on the SBAS correction signals from the EGNOS system to enhance the accuracy of satellite navigation and integrity monitoring with in-flight satellite navigation. Iceland is located on the western boundaries of the service area of EGNOS.
The Icelandic Transport Authority has authorized, following studies on the quality of the EGNOS correction signal and risk assessment, the design of the APV-1 approach and allows the use of EGNOS for the SBAS approach navigation east of 019° west longitude.
Signal-in-space qualifications were conducted for EGNOS APV-1 approach navigation within Iceland and give the foundation for the decision on qualified EGNOS APV-1 service volume in Iceland.

ENR 4.3.4.3 Availability

It should be kept in mind that availability of the EGNOS signal in Iceland is less than in many European countries. This results in indicators of availability reduce as we move westwards over Iceland. Thus when preparing a flight plan it is important that pilots check whether availability of the signal is predicted to be unsatisfactory at the destination, either through SBAS prediction services or through Avians NOTAM services, available on Avians webpage:
https://avians.is/en/c-preflight-information/notam
Flight crews must be prepared in their plans for LPV approach, that EGNOS signals may not be available at destination and therefore other approach minimum may apply (RNAV-LNAV, RNAV-LNAV/VNAV or other navigational methods) or diversion to alternate airport.

ENR 4.3.4.4 Contact

Pilots are encouraged to report any abnormalities (poor signal quality, change to approach minimums, go around etc.) or make other comments on the use of EGNOS to:

AIS.LPV@avians.is

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
ACSUS	633000N 0504524W	Y686	
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	Y688	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

Merkikóði kennimerkja/ Name-code Designator	Hnit/ Coordinates	Flugþjónustuleið eða aðrar leiðir/ ATS Route or other route	Athugasemdir/ Remarks
1	2	3	4
ASVID	643749N 0482244W	UT588	See AIP Greenland
BABTU	635124N 0215311W		IAF BIRK
BADEG	661900N 0473000W	UT597	See AIP Greenland
BAKUG	660407N 0510835W	Y25	See AIP Greenland
BAMAM	641206N 0511316W		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

Merkikóði kennimerkja/ Name-code Designator	Hnit/ Coordinates	Flugþjónustuleið eða aðrar leiðir/ ATS Route or other route	Athugasemdir/ Remarks
1	2	3	4
CUBAS	660736N 0182626W		STAR BIAR
CURAN	795500N 0603500W		Pituffik Exit Entry Point
DAPAK	734500N 0700000W		BDRY Reykjavik CTA/Edmonton FIR
DEDZU	634430N 0511114W	Y686	
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

Merkikóði kennimerkja/ Name-code Designator	Hnit/ Coordinates	Flugþjónustuleið eða aðrar leiðir/ ATS Route or other route	Athugasemdir/ Remarks
1	2	3	4
EGGUR	640057N 0212517W		IAF BIRK
ELDIS	634034N 0244538W		STAR BIKF
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
ELRUP	642254N 0503706W	Y47	
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
ERALA	642229N 0511429W	Y47	
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	Y688	See AIP Greenland
FELLI	652115N 0151026W		IAF BIEG
FIMLI	672515N 0512215W	Y42	See AIP Greenland
FRINI	781200N 0674200W		BDRY Pituffik TMA

Merkikóði kennimerkja/ Name-code Designator	Hnit/ Coordinates	Flugþjónustuleið eða aðrar leiðir/ ATS Route or other route	Athugasemdir/ Remarks
1	2	3	4
FUZZO	635814N 0213645W		IAF BIRK
GANGI	665340N 0494051W	UW28	See AIP Greenland
GATBO	651140N 0470000W	UT598	See AIP Greenland
GEKLO	653715N 0140054W		IAF BIEG
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	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	

Merkikóði kennimerkja/ Name-code Designator	Hnit/ Coordinates	Flugþjónustuleið eða aðrar leiðir/ ATS Route or other route	Athugasemdir/ Remarks
1	2	3	4
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
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
KOJUB	643520N 0483514W	Y47	
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	

Merkikóði kennimerkja/ Name-code Designator	Hnit/ Coordinates	Flugþjónustuleið eða aðrar leiðir/ ATS Route or other route	Athugasemdir/ Remarks
1	2	3	4
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
LUFWU	645323N 0485217W	UT594	
LUKAR	640502N 0220926W		IAF BIKF
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

Merkikóði kennimerkja/ Name-code Designator	Hnit/ Coordinates	Flugþjónustuleið eða aðrar leiðir/ ATS Route or other route	Athugasemdir/ Remarks
1	2	3	4
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
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, Y686	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

Merkikóði kennimerkja/ Name-code Designator	Hnit/ Coordinates	Flugþjónustuleið eða aðrar leiðir/ ATS Route or other route	Athugasemdir/ Remarks
1	2	3	4
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
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
RAVUD	653430N 0520543W	UT596	
RAZPO	655523N 0522404W	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
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	
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	

Merkikóði kennimerkja/ Name-code Designator	Hnit/ Coordinates	Flugþjónustuleið eða aðrar leiðir/ ATS Route or other route	Athugasemdir/ Remarks
1	2	3	4
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
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
TUTGA	634216N 0512559W	Y688	
ULKIM	652916N 0135407W		IAF BIEG
UPOKI	645752N 0485832W	UT598	
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

Merkikóði kennimerkja/ Name-code Designator	Hnit/ Coordinates	Flugþjónustuleið eða aðrar leiðir/ ATS Route or other route	Athugasemdir/ Remarks
1	2	3	4
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
WAKES	662237N 0153120W		IAF BITN
WIVVI	653337N 0524606W	Y67	See AIP Greenland
WOXPO	643411N 0483224W	UT599	
WUTAN	665116N 0490319W	UW28	See AIP Greenland

ENR 5.4 HINDRANIR Á FLUGLEIÐUM

ENR 5.4.1 FLUGLEIÐSÖGUHINDRANIR

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

ENR 5.4 AIR NAVIGATION OBSTACLES - EN-ROUTE

ENR 5.4.1 AIR NAVIGATION OBSTRUCTIONS

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

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

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ENR 5.6 FARFUGLAR OG SVÆÐI MEÐ VIÐKVÆMU DÝRALÍFI

ENR 5.6.1 Almennt

Loftför á flugi geta haft áhrif á hegðun fugla og dýra sem og á upplifun fólks af náttúru landsins.

Þegar varptími fugla stendur sem hæst þarf að sýna sérstaka aðgát þannig að ekki hljótist truflun af á þekktum varpsvæðum, t.d. í nágrenni við fuglabjörg. Þetta er mikilvægt, bæði til að tryggja öryggi flugs og koma í veg fyrir skaða eða truflun á dýralífi.

Þeim tilmælum er beint til flugmanna að fljúga ekki neðar en 1000 fet yfir fjölförnum ferðamannastöðum.

Umhverfisstofnun kann að gefa út sérstakar reglur og tilmæli varðandi flug yfir friðlýstum svæðum og fjölförnum ferðamannastöðum.

Slíkt er að finna á heimasíðu Umhverfisstofnunar:

https://www.nattura.is/stofnunin/reglur-um-notkun-drona-i-afthreyingarskyni

ENR 5.6.2 BIP1 Bannsvæði Þjórsárvera

Bannsvæði Þjórsárvera er í gildi frá 10. maí til 10. ágúst þar sem flug loftfara er bannað neðan við 5000 fet MSL.
Sjá ENR 5.1.

ENR 5.6.3 Helstur reglur um friðlýst svæði og varpsvæði fugla

1. Óheimilt er að fljúga flugvélum að óþörfu í grennd við fuglabjörg sbr. 4. mgr. 17. gr. laga nr. 64/1994 um vernd, friðun og veiðar á villtum fuglum og villtum spendýrum.

2. Aðgát skal höfð í nánd við varplönd fugla skv. 4. mgr. 17. gr. náttúruverndarlaga nr. 60/2013.

3. Auk laga og reglugerða er mælt fyrir um reglur og tilmæli á friðlýstum svæðum í friðlýsingarskilmálum og/eða stjórnunar- og verndaráætlun á hverju svæði fyrir sig. Upplýsingar um þessar reglur er að finna á heimasíðu Umhverfisstofnunar:

https://www.nattura.is/stofnunin/reglur-um-notkun-drona-i-afthreyingarskyni

ENR 5.6.4 Friðlýst svæði með viðkvæmu dýralífi

Friðlýst búsvæði fugla eru auðkennd á korti á heimasíðu Umhverfisstofnunar og eru eftirfarandi:

ENR 5.6 BIRD MIGRATION AND AREAS WITH SENSITIVE FAUNA

ENR 5.6.1 General

Aircraft in flight can affect the behaviour of birds and animals as well as peoples' experience of the country's nature.

During nesting season, special care needs to be taken so that known nesting areas are not disturbed, for example near bird cliffs. This is important, both to ensure safety of the flight and to prevent harm or disturbance on wildlife.

Pilots are kindly requested not to fly below 1000 feet over busy tourist destinations.

The Environment Agency of Iceland may publish specific rules and guidance concerning flight over protected areas and busy tourist destinations.

Such information is available on the agency's website:

https://www.nattura.is/stofnunin/reglur-um-notkun-drona-i-afthreyingarskyni

ENR 5.6.2 BIP1 Þjórsárver Prohibited Area

Þjórsárver Prohibited Area is active 10th May to 10th August, flight of aircraft is prohibited below 5000 feet MSL. Refer to ENR 5.1.

ENR 5.6.3 Rules regarding protected areas and areas with sensitive fauna

1. Unnecessary flight of aircraft is prohibited near bird cliffs in accordance with law No. 64/1994 on protection, preservation and hunting of wild birds and mammals, sentence 4 of paragraph 17.

2. Care should be taken near areas where birds lay their eggs in accordance with the Nature preservation law no. 60/2013, paragraph 17, sentence 4.

3. In addition to laws and regulations, each protected area has its own rules and recommended practices in regards to protection terms. Information on those rules can be found on The Environment Agency's website:

https://www.nattura.is/stofnunin/reglur-um-notkun-drona-i-afthreyingarskyni

ENR 5.6.4 Protected areas with sensitive fauna

Protected birds' habitats are marked on this map on The Environment Agency's website and are as follows:

Andakíll	Dyrhólaey	Eldey	Flatey
Friðland Svarfdæla	Grunnafjörður	Guðlaugstungur	Hornstrandir
Hrísey í Reykhólahreppi	Ingólfshöfði	Kringilsárrani	Látrabjarg
Melrakkaey	Mývatn	Oddaflóð	Pollengi og Tunguey
Salthöfði og Salthöfðamýrar	Skrúður	Snæfellsjökulsþjóðgarður	Ströndin við Stapa og Hellna
Surtsey	Vestmannavatn	Þjórsárver, lögmæltar takmarkanir	

ENR 5.6.5 Tilkynningaskylda vegna árekstra við fugla eða hættu á árekstri

Árekstur við villtar lífverur, þ.m.t. fugla sem veldur tjóni á loftfari eða því að mikilvæg þjónusta tapast eða raskast, skal tilkynntur í samræmi við reglugerð um tilkynningu atvika í almenningsflugi sem og greiningu á og eftirfylgni með þeim.

Eyðublöð fyrir slíkar tilkynningar er að finna á vefsíðu Samgöngustofu:

http://www.samgongustofa.is/eydublod/#q=bird+strike Senda skal tilkynninguna til Samgöngustofu eða á netfangið mandatory.reporting@icetra.is.

ENR 5.6.5 Reporting of bird strikes and bird strike risks

A wildlife strike including bird strikes which resulted in damage to the aircraft or loss or malfunction of any essential service shall be reported according to the Icelandic regulation on the reporting, analysis and follow- up of occurrences in civil aviation.

Forms for such reports can be found on the ICETRA website:

http://www.samgongustofa.is/eydublod/#q=bird+strike. The report shall be sent to ICETRA or via email: mandatory.reporting@icetra.is.

ENR 5.6.6 Þjóðgarðar og friðlýst svæði

Þrír þjóðgarðar eru á Íslandi; Þjóðgarðurinn Snæfellsjökull, Þingvallaþjóðgarður og Vatnajökulsþjóðgarður og yfir 100 önnur friðlýst svæði.

Upplýsingar um mörk garðanna og annara friðlýstra svæða er að finna á heimasíðu Umhverfisstofnunar.

Þeim tilmælum er beint til flugmanna að fljúga ekki neðar en 1000 fet yfir fjölförnum ferðamannastöðum.

ENR 5.6.6 National parks and protected areas

Three national parks are in Iceland; Snæfellsjökull National Park, Þingvellir National Park, Vatnajökull National Park and over 100 other protected areas.

Information about the parks' boundaries and other protected areas can be found on The Environment Agency's website.

Pilots are kindly requested not to fly below 1000 feet over busy tourist destinations.

ENROUTE CHART - ICAO
REYKJAVIK CONTROL AREA

A 05/2026
Útgefið af Avians
Published by Avians

SCALE 1:5000 000

KILOMETERS 50 0 50 100 150 200 250 300 350
NAUTICAL MILES 30 0 30 60 90 120 150 180

World Geodetic System-1984 (WGS-84), WGS-84 UPSNorth,
Polar Stereographic

CHANGES: ROUTE Y194 NAME ADDED, MAG TRK, NUUK TMA, ROUTE Y68 REMOVED, ROUTES Y688 AND Y686 ADDED, ROUTE Y47, WP1 DEDZU, ACSUS, TUTGA, ERALA, ELRUP, KOJUB, LUFWU, RAVUD, UPOKI, WOXPO ADDED

LEGEND

AIRSPACE DEFINITION

- FIR / CTA BDRY
- CTA, TMA, TIZ, DELAGATED AIRSPACE
- Division of sectors

NORTH SECTOR / EL 55 / SFC / 133.100
- Airspace Classification
- Name and Type
- Vertical limit - higher
- Vertical limit - lower
- Primary Radio Frequency

ATS Air Routes

- Compulsory Reporting Point
- Non Compulsory Reporting Point
- NUTKA / 643326N 0512657W — Point Name / POSITION (deg,min,sec)
- VOR/DME INGO 112.4 ING / 634811N 0163817W CH 71X — FACILITY / NAME, DME ELEV / FREQ,ID / ID / POSITION / CHANNEL
- (T091.6) 114° — Tracks In Brackets Are True / ATS Air Routes with Magnetic Track
- UW28 / 174 — Route Designator / Distance of Route Segment (NM)
- 11°W — Isogonic Lines (2021) - Not published north of 85°N
- 6 1 — Area Minimum Altitude (see ENR 6.1-3 for domestic airspace, not published for BGGL FIR and VAGAR TIZ)
- 6 1 = 6100 Feet MSL

Aerodromes

- Civil
- Military
- BIRK — Aerodrome ID

Navaids

NDB or L — VORTAC — VOR / DME

Data Link

FANS-1/A DATALINK SERVICES ARE AVAILABLE IN REYKJAVIK CTA. THE LOGON ADDRESS IS 'BIRD'

Communication Frequencies

Reykjavik Control North Sector	133.100, 134.300, 135.250
Reykjavik Control South Sector	119.700, 125.700, 128.600, 132.300, 123.900, 129.900
Reykjavik Control East Sector	125.500, 132.200, 128.800, 126.750
Reykjavik Control West Sector	124.400, 127.500, 128.200, 126.900
Reykjavik Control All Sectors	SATCOM (EMERG ONLY) 425101, 425103
Iceland Radio	126.550, 127.850, 129.625, SELCAL HF FAM B 2899, 5616, 8864, 13291 HF FAM C 2872, 5649, 8879, 13306 HF FAM D 2971, 4675, 8891, 11279, 17946 SATCOM 425105

AERODROME FLIGHT INFORMATION SERVICE (AFIS)

Egilsstadir	119.400
Reykjavik	118.000

Aerodrome Control Towers

Akureyri Tower	118.200, 121.500
Akureyri Approach	118.200, 121.500
Akureyri ATIS	136.200
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, 121.700, 121.500
Reykjavik ATIS	128.100

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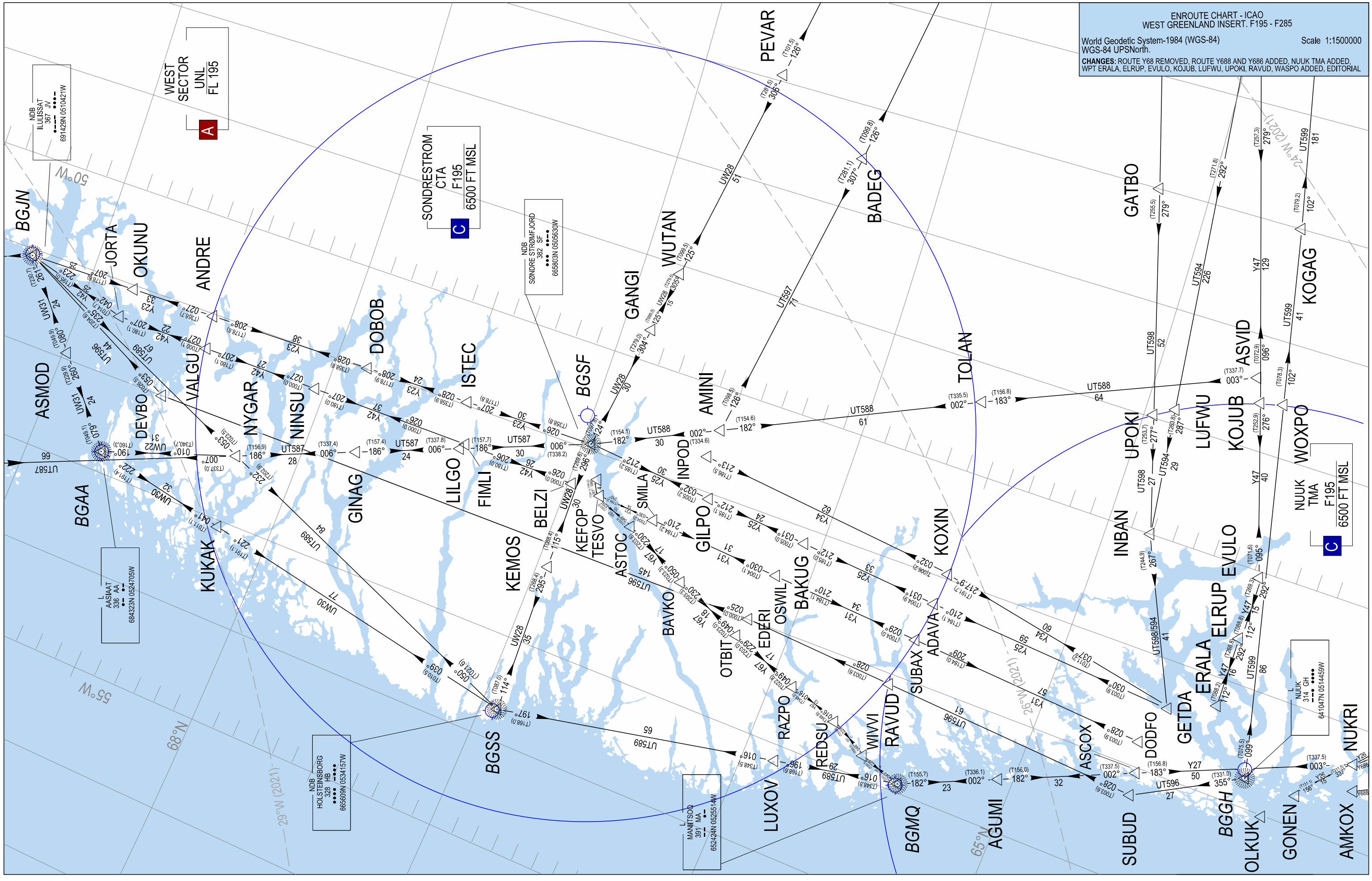
ENROUTE CHART - ICAO
WEST GREENLAND INSERT. F195 - F285
World Geodetic System-1984 (WGS-84)
WGS-84 UPSNorth.
Scale 1:1500000
CHANGES: ROUTE Y68 REMOVED, ROUTE Y688 AND Y686 ADDED, NUUK TMA ADDED, WPT ERALA, ELRUP, EVULO, KOJUB, LUFWU, UPOKI, RAVUD, WASPO ADDED, EDITORIAL
WEST SECTOR UNL FL 195
A
SONDRESTROM CTA F195 6500 FT MSL
C
NUUK TMA F195 6500 FT MSL
C
NDB ILULISSAT 367 JV 691429N 0510421W
NDB SØNDRE STRØMFJORD 382 SF 665803N 0505630W
L AASIAAT 336 AA 684323N 0524705W
NDB HOLSTEINSBORG 328 HB 665609N 0534157W
L MANIITSOQ 391 MA 652424N 0525514W
L NUUK 314 GH 641047N 0514459W
BGJN
BGAA
BGSS
BGSF
BGMQ
BGGH
ASMOD
JORTA
OKUNU
ANDRE
DEVBO
VALGU
NYGAR
NINSU
GINAG
LILGO
FIMLI
ISTEC
DOBOB
KUKAK
KEMOS
BELZI
KEFOP
TESVO
ASTOC
BAVKO
GANGI
WUTAN
AMINI
INPOD
SMILA
GILPO
OTBIT
EDERI
OSWIL
BAKUG
RAZPO
REDSU
WIVVI
RAVUD
SUBAX
ADAVA
KOXIN
LUXOV
AGUMI
SUBUD
ASCOX
DODFO
GETDA
ERALA
ELRUP
EVULO
INBAN
UPOKI
LUFWU
KOJUB
ASVID
KOGAG
WOXPO
GATBO
BADEG
PEVAR
TOLAN
OLKUK
GONEN
AMKOX
NUKRI
50°W
55°W
68°N
29°W (2021)
24°W (2021)
26°W (2021)
65°N

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AD 1.2.2.7 Dreifing upplýsinga um brautarástand

Á flugvöllunum á Akureyri, Egilsstöðum, Keflavík, Reykjavík, Vestmannaeyjum, Hornafirði, Vopnafirði, Þórshöfn, Húsavík, Gjögur, Ísafirði, Bíldudal og Grímsey er upplýsingum um ástand flugbrauta dreift með SNOWTAM.

Ástandsmat flugbrauta er sent út með ATIS fyrir Keflavíkur-, Akureyrar- og Reykjavíkur flugvöll og undir forflugsupplýsingar á heimasíðu Avians https://avians.is/c-forflugsupplysingar, hjá flugturni eða flugradíó.

Upplýsingar um brautarástand eru einungis gefnar á ensku.
Upplýsingar um aðra flugvelli eru veittar á skrifstofu upplýsingaþjónustu flugmála en þær gætu verið ónákvæmar. Það er ábyrgð flugstjóra eða flugrekstraraðila að afla nauðsynlegra upplýsinga áður en lending eða flugtak á sér stað á þessum flugvöllum.

SNOWTAM gildir í 8 klst frá útgáfu eða þar til nýtt skeyti er gefið út. Nýtt skeyti er gefið út við markverðar breytingar. Athygli er vakin á því að innihald SNOWTAM sem enn er í gildi eftir að auglýstum þjónustutíma flugvallar líkur getur verið úrelt og misvísandi hafi markverðar breytingar átt sér stað á ástandi.

AD 1.2.2.7.1 SNOWTAM

RUNWAY CONDITION ASSESSMENT MATRIX (RCAM), er notuð til að tilkynna yfirborðsskilyrði flugbrautar þegar þekja er til staðar.

AD 1.2.2.7 Dissemination of information about runway surface condition

For aerodromes at Akureyri, Egilsstadir, Keflavik, Reykjavik, Vestmannaeyjar, Hornafjordur, Vopnafjordur, Thorshofn, Husavik, Gjogur, Isafjordur, Bildudalur and Grimsey information on surface conditions is transmitted with SNOWTAM.

RWY Condition Report is broadcasted through ATIS at Keflavik, Akureyri and Reykjavik airport and available in the preflight information section on the Avians home page https://avians.is/en/c-preflight-information, in the Control Tower or AFIS office.

Runway condition assessment is only available in English.
Information concerning other aerodromes may be available at the AIS office but may not be actual. It will therefore remain the responsibility of the pilot-in-command or operator to obtain the necessary information before take-off or landing at such aerodromes.

SNOWTAMS are valid for 8 hours from the time of issue or until a new message is issued. A new SNOWTAM is issued when significant changes occur. Be advised that within the validity period of a SNOWTAM, the information may be outdated and inaccurate outside aerodrome opening hours if significant changes have occurred.

AD 1.2.2.7.1 SNOWTAM

RUNWAY CONDITION ASSESSMENT MATRIX (RCAM) is used to report runway conditions on a contaminated runway.

Runway condition assessment matrix (RCAM)

Assessment		Downgrade assessment criteria	
Runway condition code	Runway surface description	Aeroplane deceleration or directional control observation	Pilot report of runway braking action
6	•DRY	---	---
5	•FROST •WET (The runway surface is covered by any visible dampness or water up to and including 3 mm depth) ***Up to and including 3 mm depth:*** •SLUSH •DRY SNOW •WET SNOW	Braking deceleration is normal for the wheel braking effort applied AND directional control is normal.	GOOD
4	***−15°C and Lower outside air temperature:*** •COMPACTED SNOW	Braking deceleration OR directional control is between Good and Medium.	GOOD TO MEDIUM
3	•SLIPPERY WET •DRY SNOW or WET SNOW (any depth) ON TOP OF COMPACTED SNOW ***More than 3 mm depth:*** •DRY SNOW •WET SNOW ***Higher than −15°C outside air temperature:*** •COMPACTED SNOW	Braking deceleration is noticeably reduced for the wheel braking effort applied OR directional control is noticeably reduced.	MEDIUM
2	***More than 3 mm depth of water or slush:*** •STANDING WATER •SLUSH	Braking deceleration OR directional control is between Medium and Poor.	MEDIUM TO POOR
1	•ICE	Braking deceleration is significantly reduced for the wheel braking effort applied OR directional control is significantly reduced.	POOR
0	•WET ICE •WATER ON TOP OF COMPACTED SNOW •DRY SNOW or WET SNOW ON TOP OF ICE	Braking deceleration is minimal to non- existent for the wheel braking effort applied OR directional control is uncertain.	LESS THAN POOR

Tegundir þekju

Þær tegundir þekju sem heimilt er að tilgreina í ástandsskýrslu flugbrautar koma fram í RCAM-töflunni, en þær eru eftirfarandi:

Contaminant / runway surface condition descriptors

All permitted runway surface condition descriptors for the runway condition report are presented in the RCAM table:

- STANDING WATER
- WATER ON TOP OF COMPACTED SNOW
- WET
- WET ICE
- WET SNOW
- WET SNOW ON TOP OF COMPACTED SNOW
- WET SNOW ON TOP OF ICE
- COMPACTED SNOW
- DRY SNOW
- DRY SNOW ON TOP OF COMPACTED SNOW
- DRY SNOW ON TOP OF ICE
- FROST (ísl: hrím/héla)
- ICE
- SLIPPERY WET
- SLUSH
- DRY

Íslenskir flugvellir njóta ekki vottunar til útgáfu ástandslýsingar með þekjunni SPECIALLY PREPARED WINTER RUNWAY.

Icelandic aerodromes are not certified for reporting runway condition descriptor SPECIALLY PREPARED WINTER RUNWAY.

Dýpt

Dýpt þekju er aðeins metin og skráð fyrir eftirfarandi tegundir þekju og skal hún skráð í millimetrum. Ef dýpt þekju er metin jafnmikil eða minni en eftirfarandi mörk er þessi lágmarkstala gefin upp fyrir viðkomandi brautarþriðjung:

Depth

Contaminant depth is only assessed and reported for the following contaminants. Assessed depth up to and including the following values is reported as this minimum value for the particular runway third:

• DRY SNOW	03
• WET SNOW	03
• SLUSH	03
• STANDING WATER	04

Krítísk breyting á dýpt þekju sem leiðir til útgáfu nýrrar ástandsskýrslu er eftirfarandi:

Significant change in depth that initiates a new Runway Condition Report is:

• DRY SNOW	20 mm
• WET SNOW	5 mm
• SLUSH	3 mm
• STANDING WATER	3 mm

Type of aid, CAT of ILS/MLS (For VOR/ILS/MLS, give VAR)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Service volume radius from GBAS reference Point	Remarks
1	2	3	4	5	6	7	8
NDB	NB	387 KHZ	H24	651934.0N 0181736.9W	—	NIL	Range 50 NM approx Monitored during airports opening hours
L	OE	415 KHZ	During ATC service hours	654111.3N 0180439.5W	—	NIL	Range 15 NM approx Monitored during airports opening hours
L	TO	324 KHZ	During ATC service hours	653001.5N 0180903.4W	—	NIL	Range 15 NM approx Monitored during airports opening hours

BIAR AD 2.20 SVÆÐISBUNDNAR UMFERÐARREGLUR FLUGVALLAR
BIAR AD 2.20 LOCAL AERODROME REGULATIONS

2.20.1 Kröfur um fjarskiptabúnað

Sendir og móttakari

2.20.2 Flug fisa í flugstjórnarsviði BIAR

Allt flug fisa í flugstjórnarsviði BIAR og Akureyri TMA er háð undanþágu. Sækja skal skriflega um slíka undanþágu með netpósti til ats.airports@avians.is. Afgreiðsla beiðna getur tekið allt að þrjá virka daga. Mögulega verður gefin undanþága bundin skilyrðum.
Gerð er krafa um talstöð og að flugmenn hafi hlotið þjálfun í talstöðvaviðskiptum við flugumferðarstjórn.

2.20.3 Takmarkanir kennslu- og æfingaflugs

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

2.20.4 Umferð á jörðu og stæði

Hafið samband við turn
Bannað er að loftaka þyrlum meðfram skýlum.

2.20.5 Flugvöllur með afgreiðslutíma eftir samráði

Akureyrarflugvöllur er með skammtaðan afgreiðslutíma eftir samráði (Level 2).
Beiðni um afgreiðslutíma skal senda á stöðluðu SSIM formi á póstfangið: scr@airportcoordination.com
SCRs verða að vera paraðar (komu- og brottfarartími í einni línu).
Flugvélar með ICAO flokkun A & B sem eru með Akureyrarflugvöll sem heimahöfn geta notað óparað SCR.

Skrifstofutími, mánud. til föstud.
Vetrartími: 0800 - 1400 UTC
Sumartími: 0700 - 1300 UTC
Skrifstofan er lokuð um helgar og alm. frídaga.

Airport Coordinator, Facilitator and Data Collector for Iceland
Vilhelm Lauritzens Alle 3
DK - 2770 Kastrup
Denmark
Sími DK + 45 53 787 757 / +45 53 787 747
Fyrir beiðni í sjálfsafgreiðslu, sjá www.online-coordination.com

2.20.1 Requirement for communication equipment

Two way radio

2.20.2 Microlight operations within BIAR CTR

Microlights planning to operate within BIAR CTR and TMA require an authorization. Applications for such authorization shall be sent in writing by e-mail to ats.airports@avians.is. Response time is three business days. The authorizations may be given with restrictions.
Carriage of two way radio is mandatory and pilots shall have received training in communications with ATC.

2.20.3 Training flights restrictions

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

2.20.4 Ground manoeuvring and parking

Contact TWR for instructions.
Helicopters are not allowed to air-taxi at hanger area.

2.20.5 Airport schedules facilitated

Akureyri airport is designated as shedules facilitated airport (Level 2).
A slot request must be sent in standard SSIM format to the following address: scr@airportcoordination.com
SCRs must be paired (arrival and departure in one line).
ICAO Group A & B Aircrafts with homebase in Akureyri can use unpaired SCRs.

Office Hours Monday to Friday.
Winter: 0800 – 1400 UTC
Summer: 0700 – 1300 UTC
Office is closed weekends and national holidays.

Airport Coordinator, Facilitator and Data Collector for Iceland
Vilhelm Lauritzens Alle 3
DK - 2770 Kastrup
Denmark
Phone DK + 45 53 787 757 / +45 53 787 747
For self-service slot request, please enter www.online-coordination.com

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

Kort / Charts	Blaðsíðunúmer / Page Number
BIAR Aerodrome Chart - ICAO	AD 2 BIAR 2 - 1
BIAR WAYPOINT COORDINATES	AD 2 BIAR 4 - 1
BIAR Standard Arrival Chart - Instrument (STAR) ICAO - RNP STAR RWY 19 M	AD 2 BIAR 5 - 1
BIAR Standard Arrival Chart - Instrument (STAR) ICAO - RNP STAR RWY 19 N	AD 2 BIAR 5 - 3
BIAR RNP STAR RWY 19 - Recommended Coding Tables	AD 2 BIAR 5 - 5
BIAR Instrument Approach Chart - ICAO ILS RWY 01	AD 2 BIAR 6 - 1
BIAR Instrument Approach Chart - ICAO LOC RWY 01 CAT A and CAT B	AD 2 BIAR 6 - 3
BIAR Instrument Approach Chart - ICAO LOC A RWY 01 CAT C and CAT D	AD 2 BIAR 6 - 5
BIAR Instrument Approach Chart - RNP Y RWY 01 (AR)	AD 2 BIAR 6 - 7
BIAR Instrument Approach Chart - RNP Z RWY 01 (AR)	AD 2 BIAR 6 - 11
BIAR Instrument Approach Chart - ICAO ILS or LOC RWY 19	AD 2 BIAR 6 - 15
BIAR Instrument Approach Chart - RNP X RWY 19	AD 2 BIAR 6 - 17
BIAR Instrument Approach Chart - RNP Y RWY 19	AD 2 BIAR 6 - 19
BIAR Instrument Approach Chart - ICAO NDB RWY 19	AD 2 BIAR 6 - 21
BIAR Standard Departure Chart - Instrument (SID) - ICAO RNP SID RWY 01 PERUR A ASKUR A	AD 2 BIAR 7 - 1
BIAR Standard Departure Chart - Instrument (SID) - ICAO RNP SID RWY 01 PERUR B ASKUR B	AD 2 BIAR 7 - 3
BIAR Standard Departure Chart - Instrument (SID) - ICAO RNP SID RWY 01 MAMEP A UTISU A	AD 2 BIAR 7 - 5
BIAR Standard Departure Chart - Instrument (SID) - ICAO RNP SID RWY 01 CUBAS F DORFA F JARRI F MAMEP F PERUR F	AD 2 BIAR 7 - 7
BIAR Standard Departure Chart - Instrument (SID) - ICAO SID RWY 01 AKI F	AD 2 BIAR 7 - 9
BIAR Standard Departure Chart - Instrument (SID) - ICAO RNP SID RWY 19 ASKUR C JARRI C	AD 2 BIAR 7 - 11
BIAR Standard Departure Chart - Instrument (SID) - ICAO RNP SID RWY 19 PERUR D ASKUR D JARRI D RETUR D	AD 2 BIAR 7 - 13
BIAR Standard Departure Chart - Instrument (SID) - ICAO SID RWY 19 ASKUR E JARRI E	AD 2 BIAR 7 - 15
BIAR RNP SID RWY 01 - Recommended Coding Tables	AD 2 BIAR 7 - 17
BIAR RNP SID RWY 19 - Recommended Coding Tables	AD 2 BIAR 7 - 19
BIAR Lead-in lights RWY 01	AD 2 BIAR 8 - 1
Akureyri MILITARY TACAN RWY 01	AD 2 BIAR 8 - 3
Akureyri MILITARY TACAN RWY 19	AD 2 BIAR 8 - 5

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

NIL

AKUREYRI

WAYPOINT COORDINATES

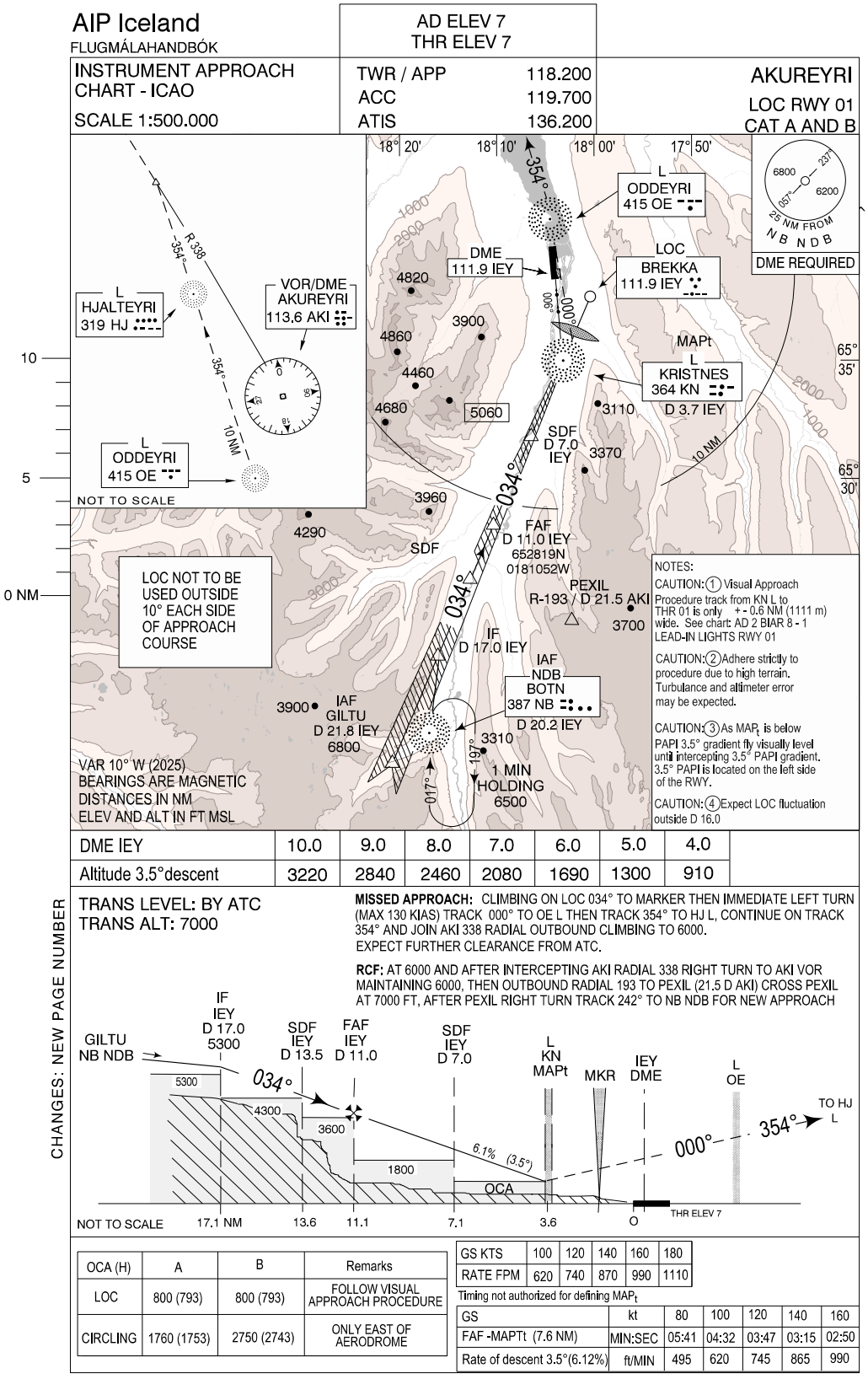
Waypoint coordinates

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 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 01.54 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 LOC RWY 01 CAT A and B



DME IEY	10.0	9.0	8.0	7.0	6.0	5.0	4.0
Altitude 3.5°descent	3220	2840	2460	2080	1690	1300	910

OCA (H)	A	B	Remarks
LOC	800 (793)	800 (793)	FOLLOW VISUAL APPROACH PROCEDURE
CIRCLING	1760 (1753)	2750 (2743)	ONLY EAST OF AERODROME

GS KTS	100	120	140	160	180
RATE FPM	620	740	870	990	1110

Timing not authorized for defining MAPt

GS	kt	80	100	120	140	160
FAF -MAPTt (7.6 NM)	MIN:SEC	05:41	04:32	03:47	03:15	02:50
Rate of descent 3.5°(6.12%)	ft/MIN	495	620	745	865	990

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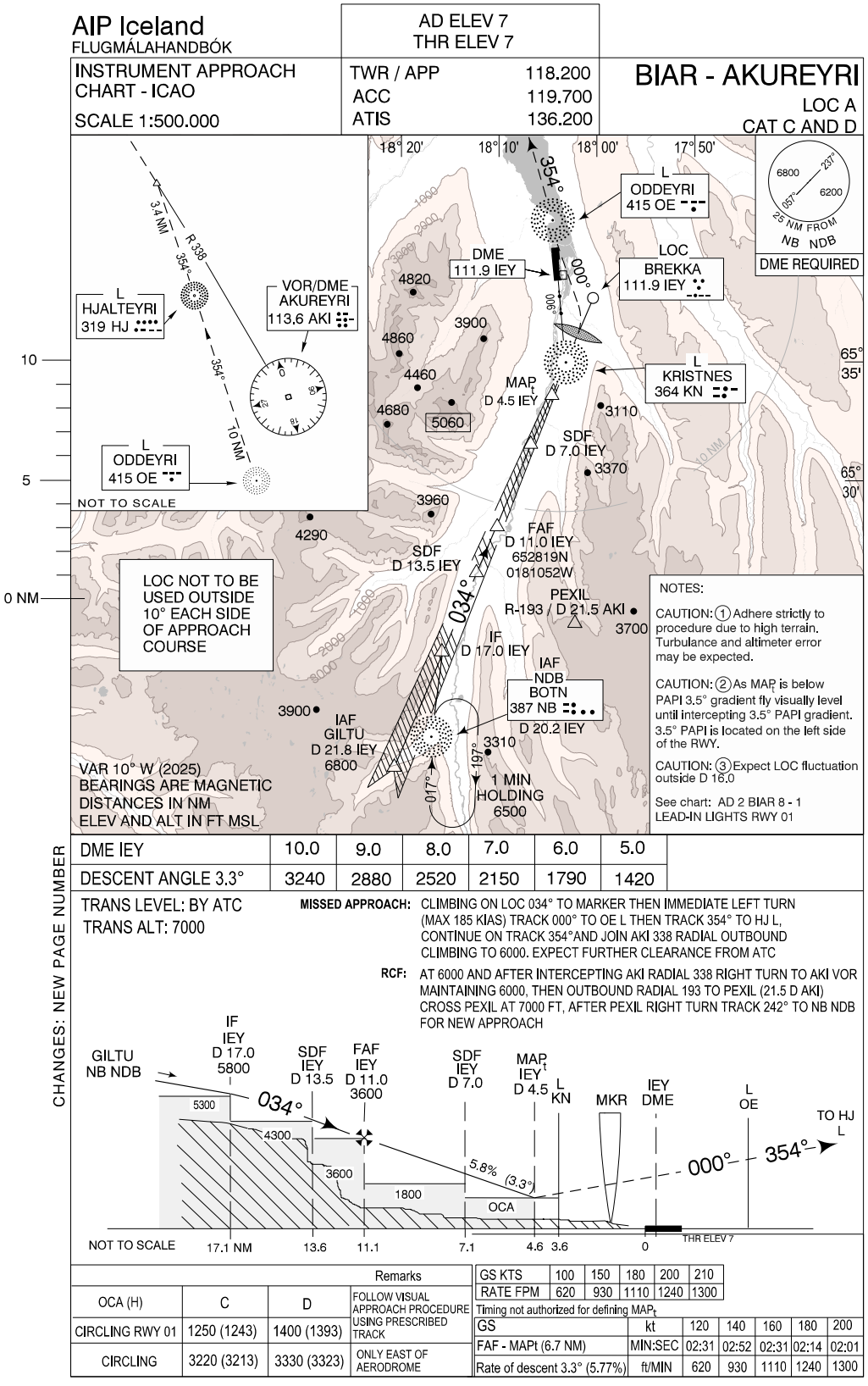
Akureyri LOC A CAT C and D



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Akureyri RNP Y RWY 01 (AR)

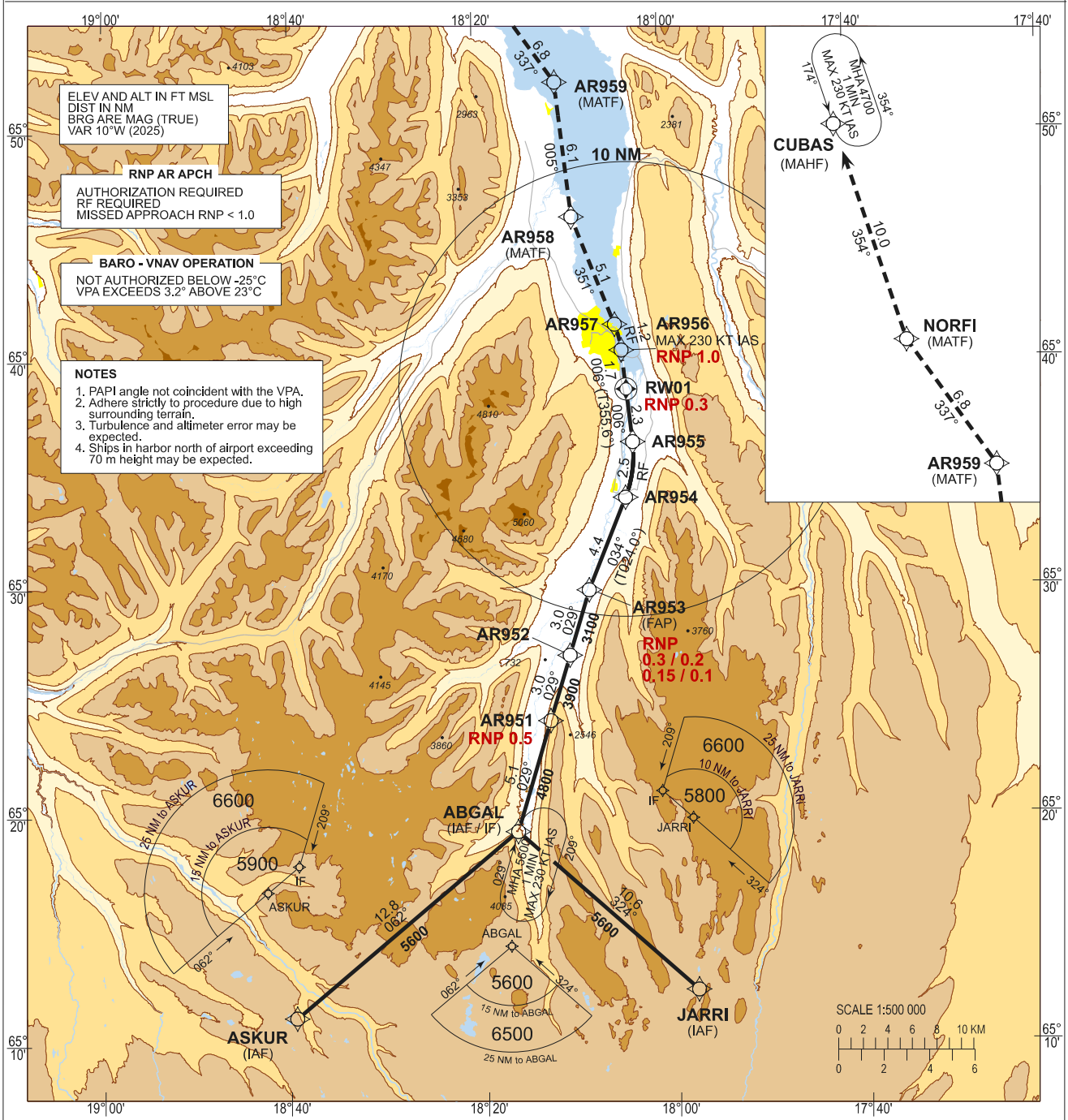
INSTRUMENT APPROACH CHART - ICAO

TRANSITION ALTITUDE 7000

AD ELEV 7

AKUREYRI TWR / APP	118.200
REYKJAVIK ACC	119.700
ATIS	136.200

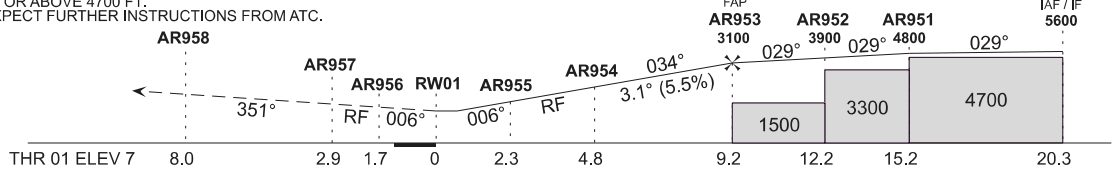
BIAR - Akureyri
RNP Y RWY 01 (AR)



CHANGES: NEW PAGE NUMBER

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)

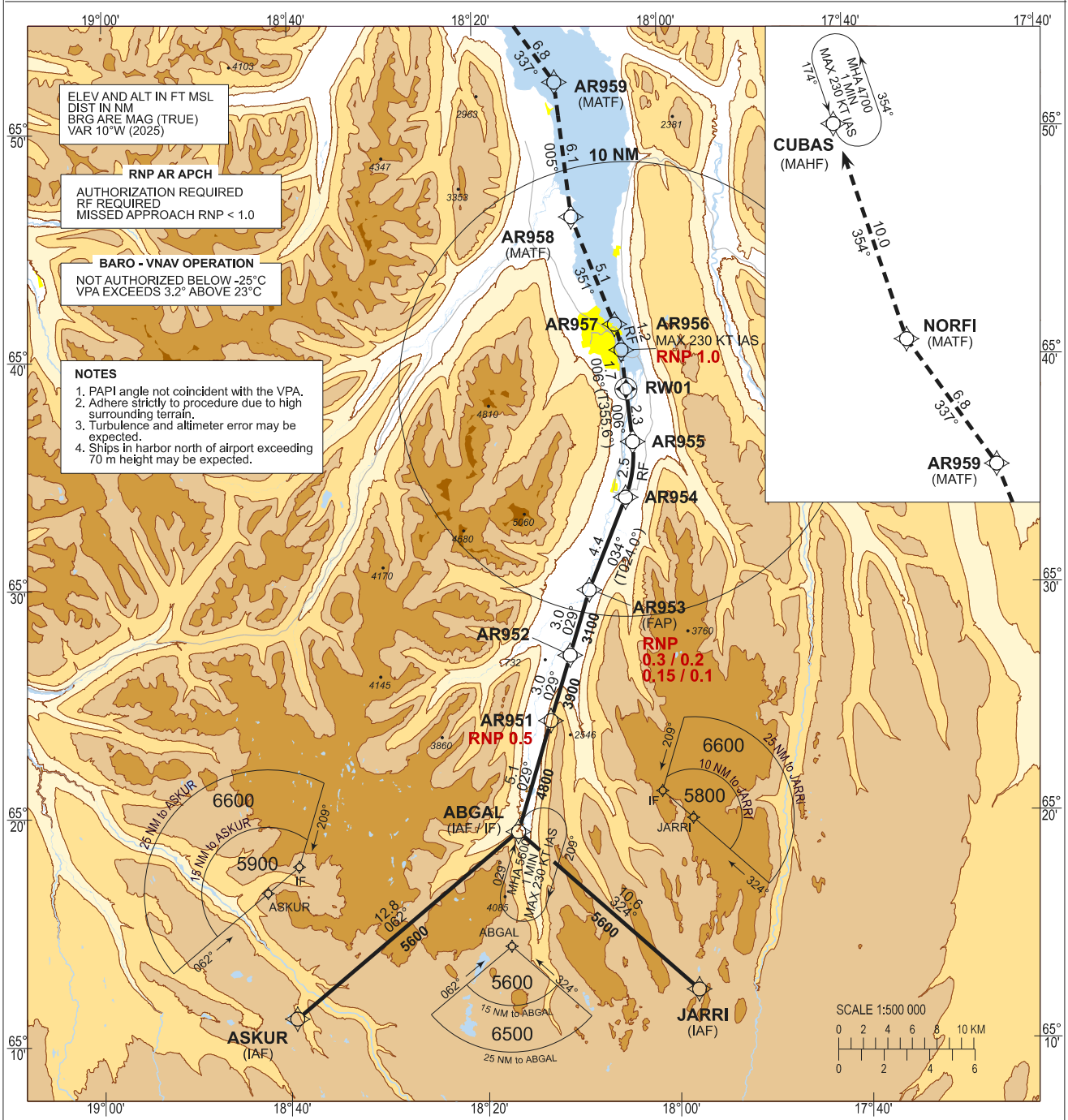
INSTRUMENT APPROACH CHART - ICAO

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)

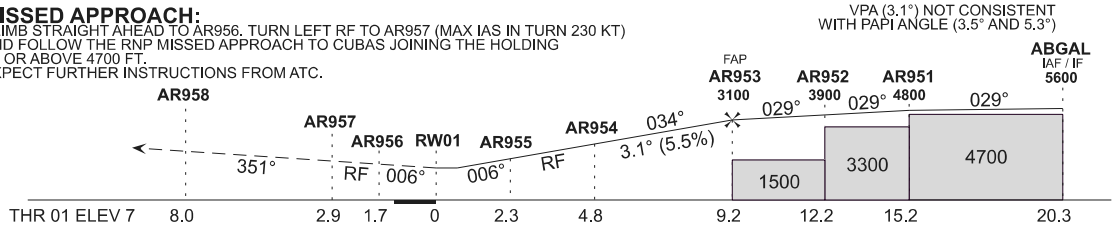


CHANGES: NEW PAGE NUMBER

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

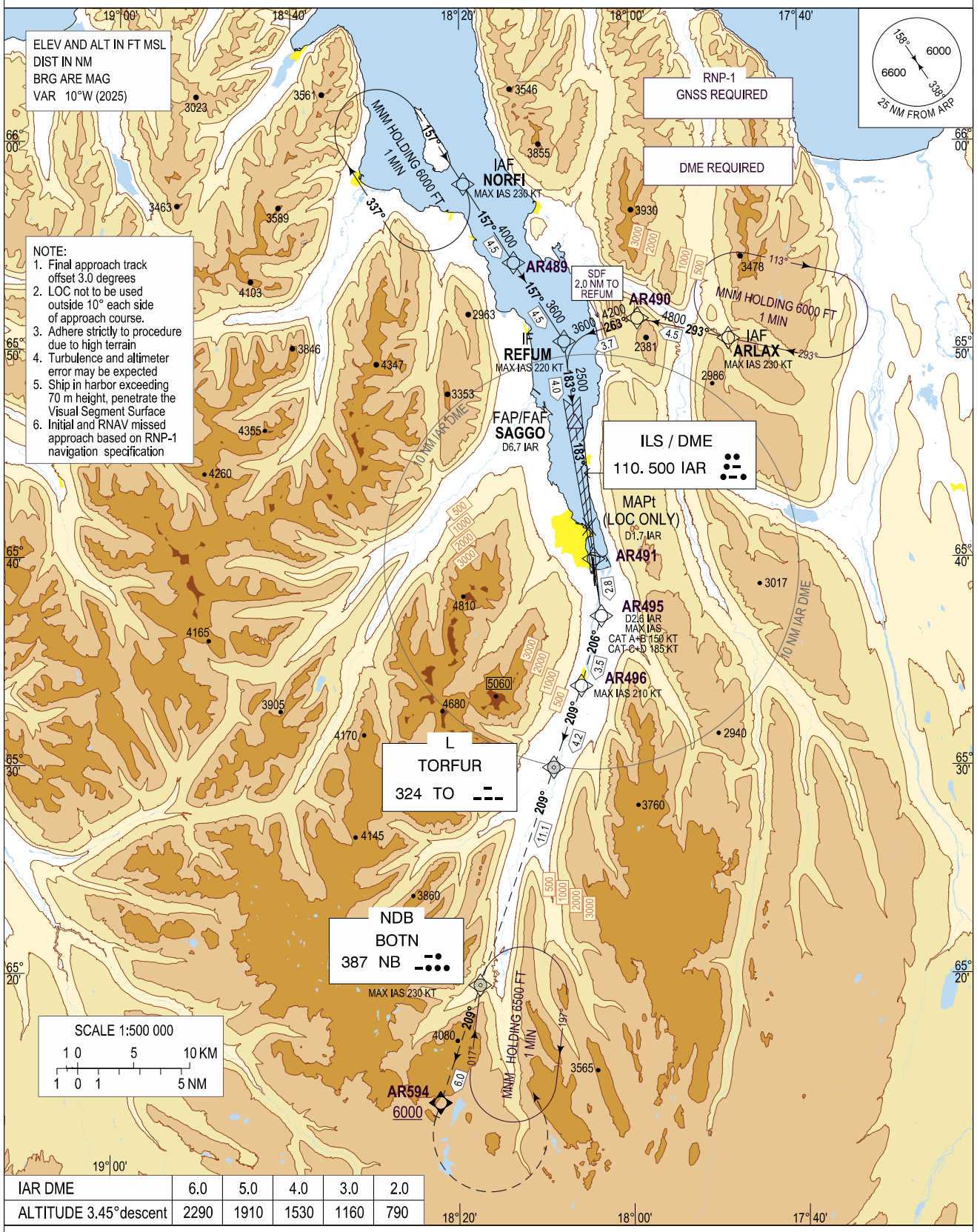
TRANSITION ALTITUDE 7000

AD ELEV 7

AKUREYRI TWR / APP	118.200
REYKJAVIK ACC	119.700
ATIS	136.200

BIAR - AKUREYRI

ILS or LOC RWY 19

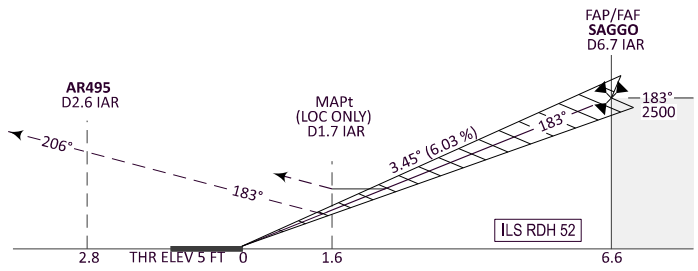


IAR DME	6.0	5.0	4.0	3.0	2.0
ALTITUDE 3.45°descent	2290	1910	1530	1160	790

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

INSTRUMENT APPROACH CHART - ICAO

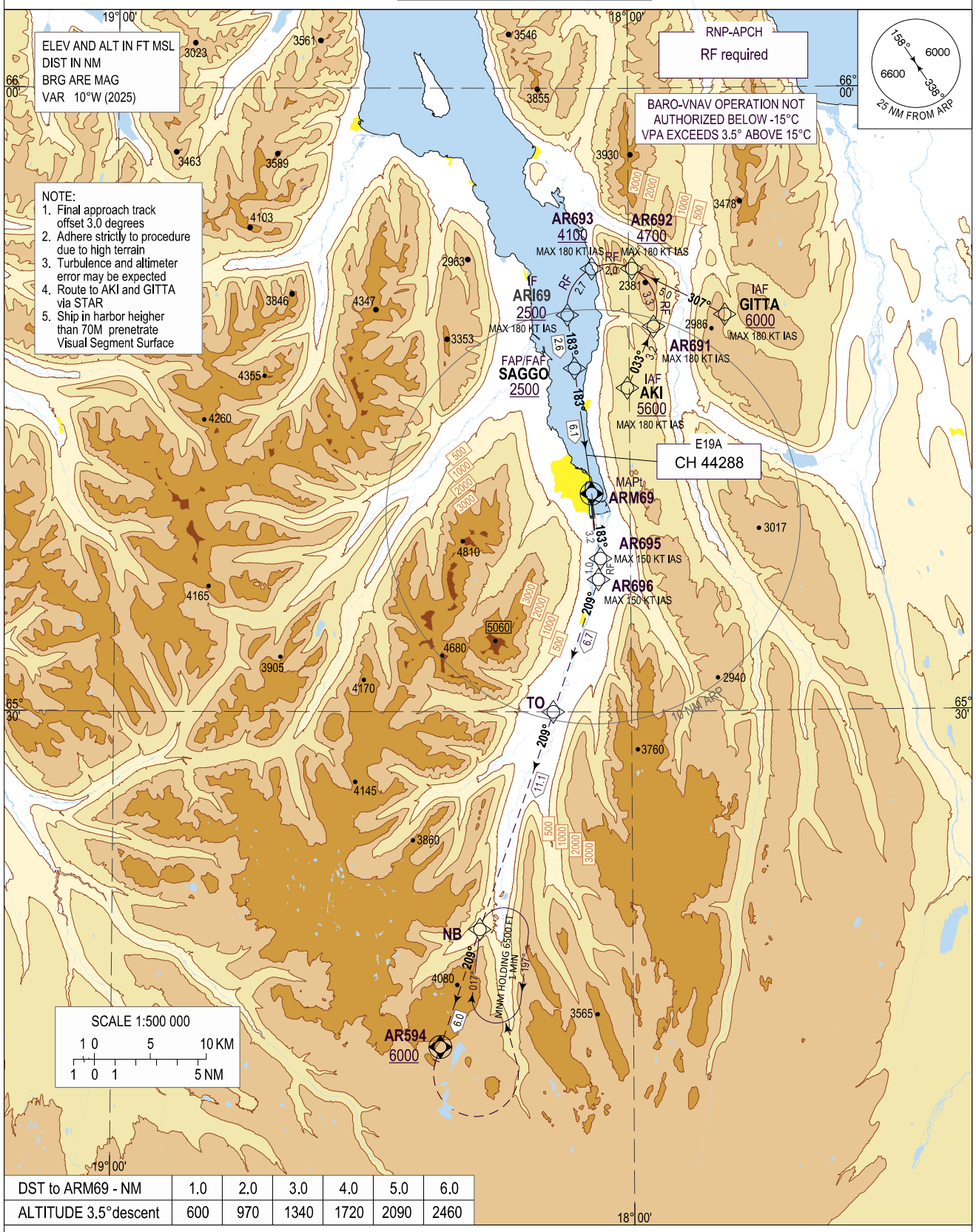
TRANSITION ALTITUDE 7000

AD ELEV 7

AKUREYRI TWR / APP	118.200
REYKJAVIK ACC	119.700
ATIS	136.200

BIAR - AKUREYRI

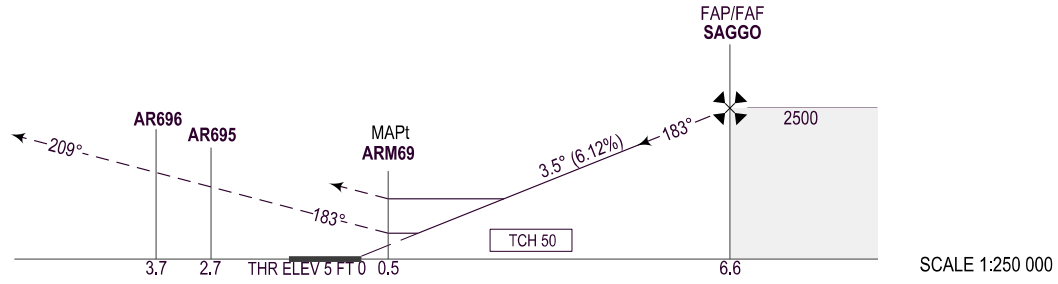
RNP X RWY 19



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

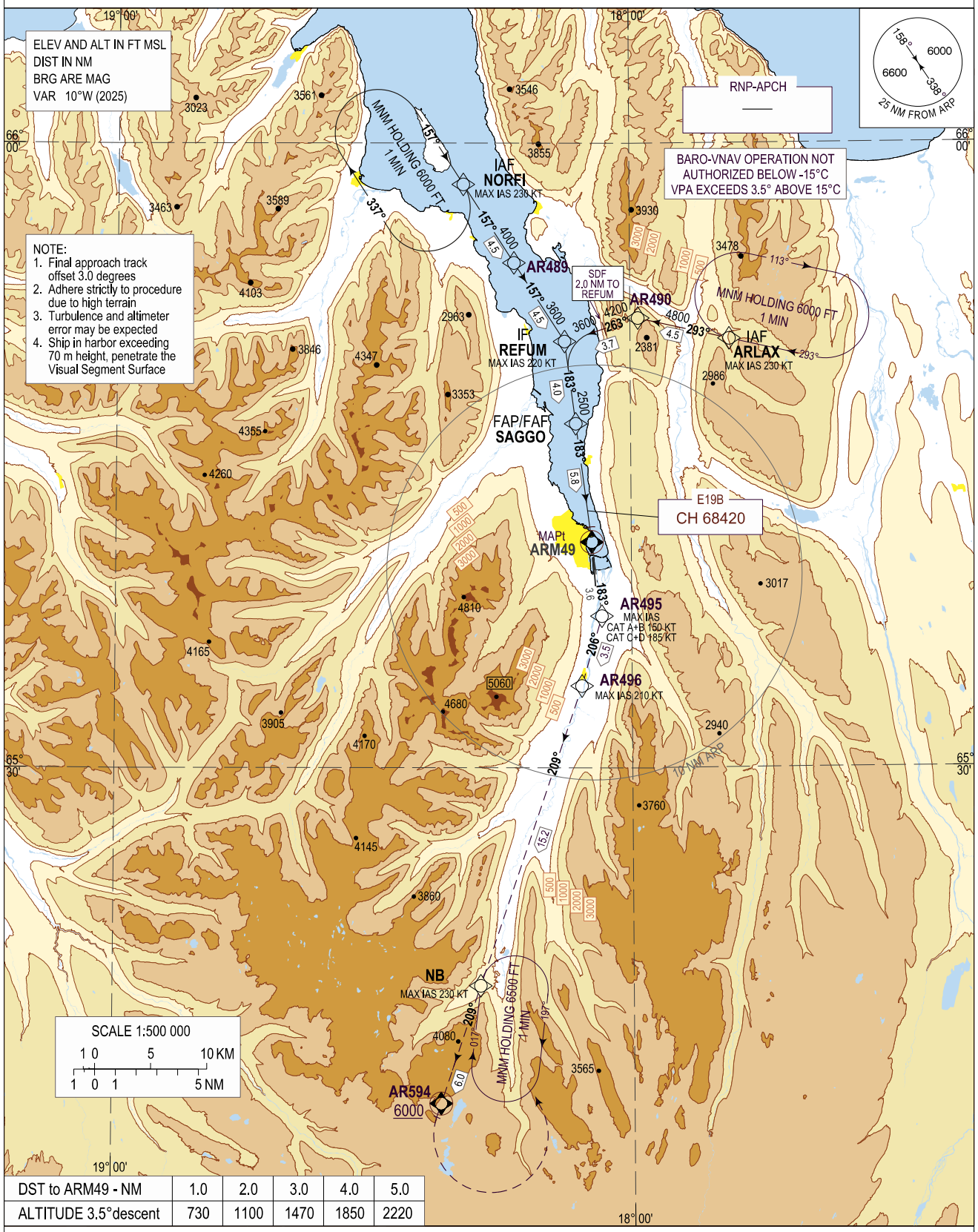
TRANSITION ALTITUDE 7000

AD ELEV 7

AKUREYRI TWR / APP	118.200
REYKJAVIK ACC	119.700
ATIS	136.200

BIAR - AKUREYRI

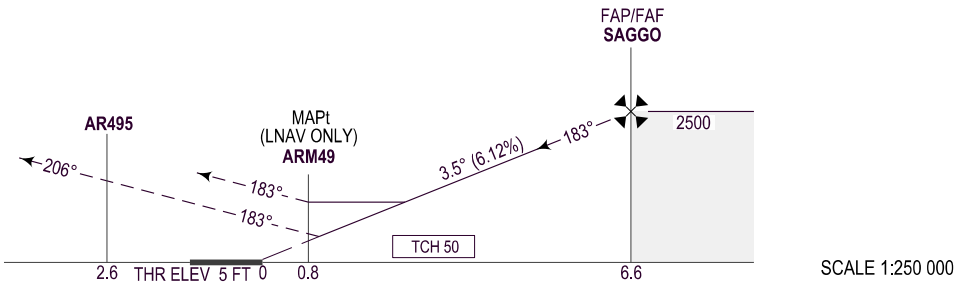
RNP Y RWY 19



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

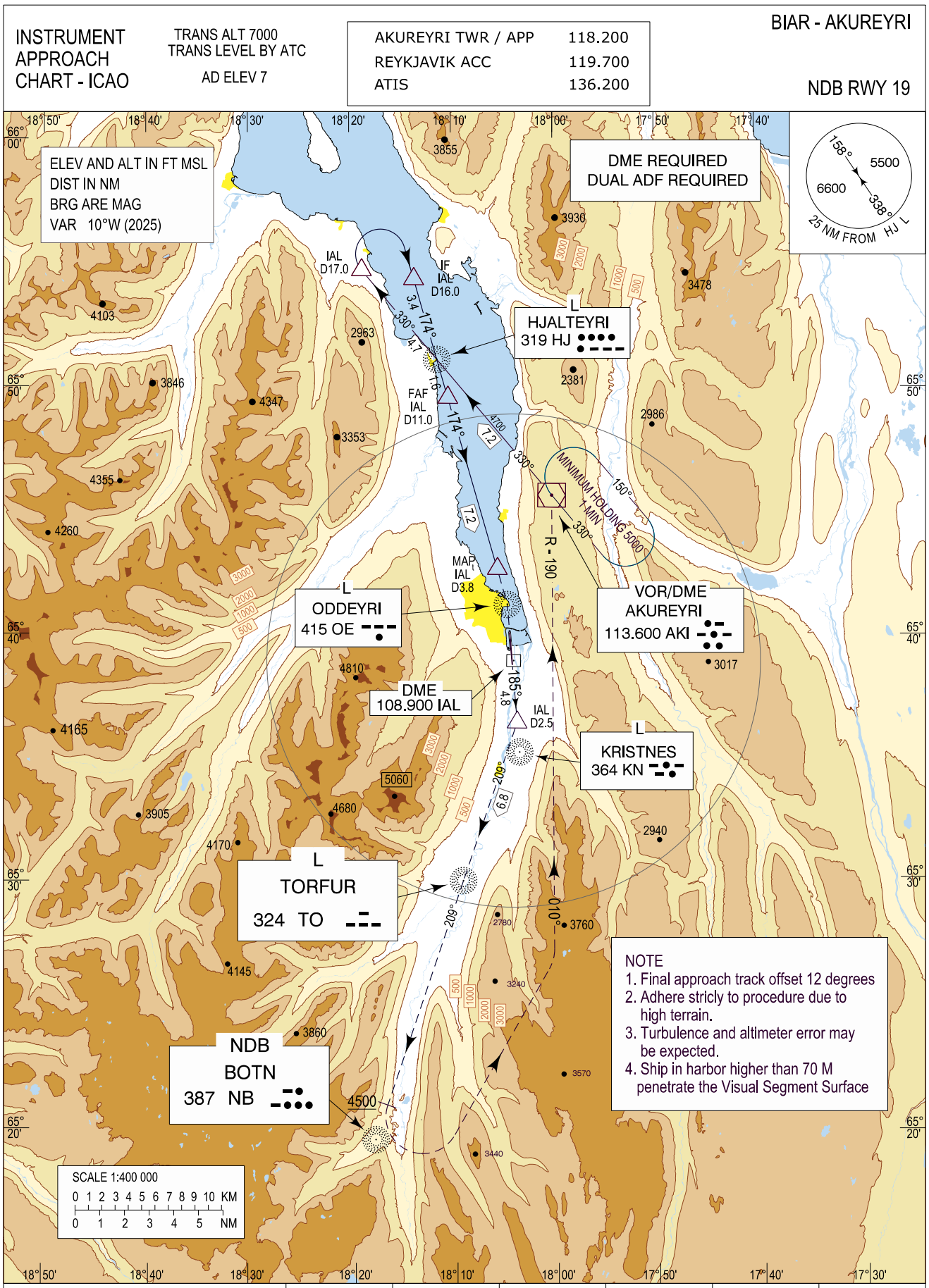
FAS DATA BLOCK

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

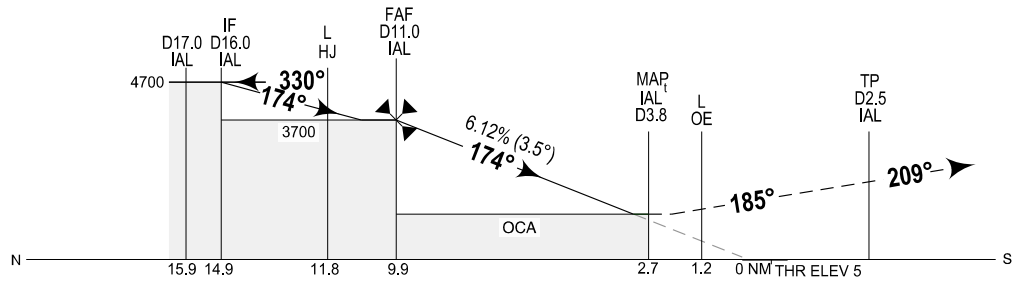
ICAO Code	BI
LTP/FTP Orthometric Height (metres)	1.1

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

Akureyri RNP SID RWY 19 - PERUR 1D, ASKUR 1D, JARRI 1D, RETUR 2D

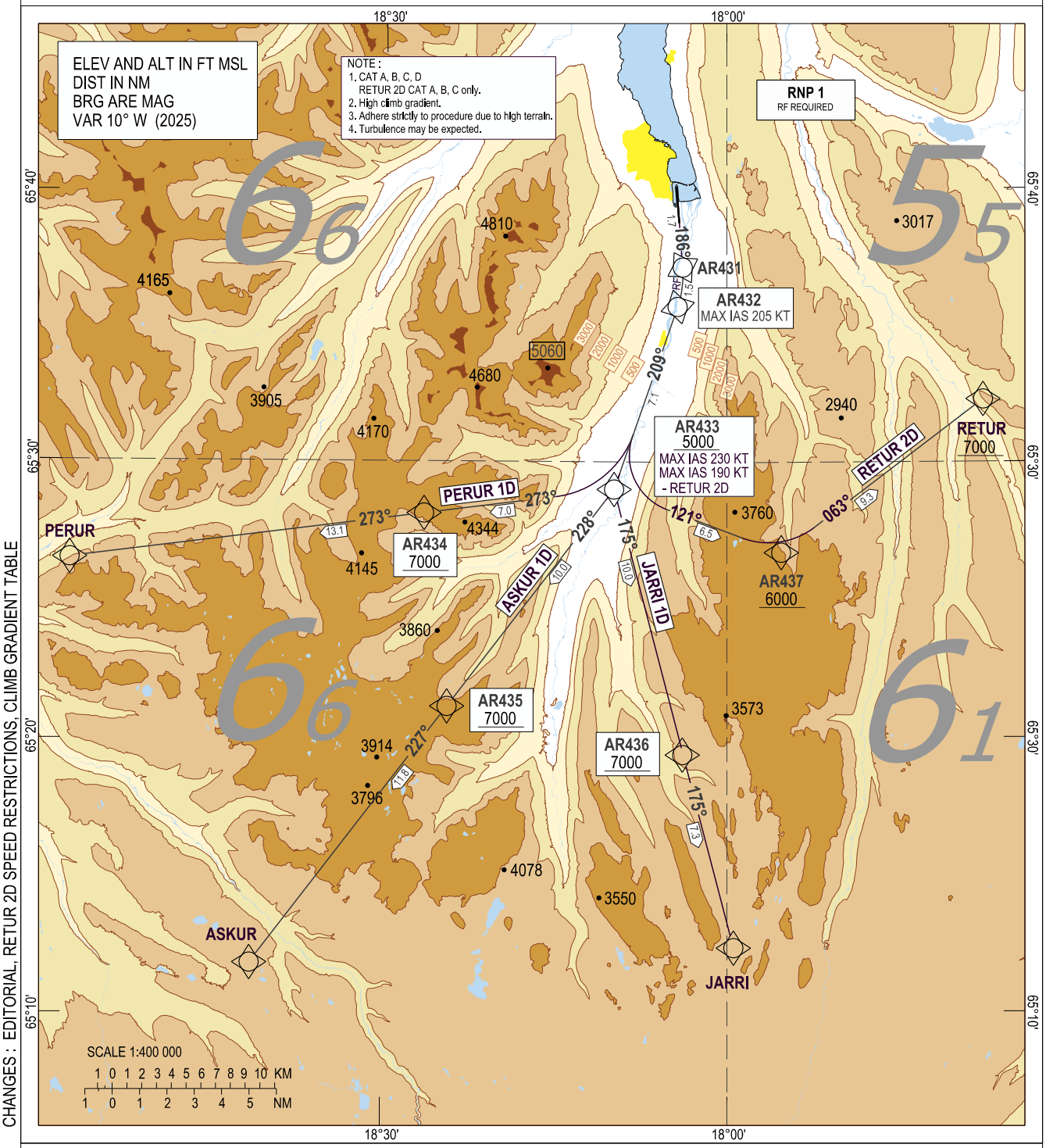
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE 7000

AERODROME ELEV 7

AKUREYRI TWR / APP	118.200
REYKJAVIK ACC	119.700
ATIS	136.200

BIAR - AKUREYRI
RNP SID RWY 19
PERUR 1D,ASKUR 1D,
JARRI 1D,RETUR 2D



GS KT	75	100	125	150	175	200	225	250	275
8.3% Climb Gradient	640	850	1060	1270	1480	1690	1900	2110	2320
8.1% Climb Gradient	620	820	1030	1230	1440	1640	1850	2050	2260
3.3% Climb Gradient	260	340	420	510	590	670	760	840	920

BIAR - AKUREYRI

STANDARD DEPARTURE ROUTES-
INSTRUMENT (SID) – ICAO

RNP SID RWY 19

REMARKS: High initial climb gradient. CAT A, B, C, D. RETUR 2D CAT A, B, C.

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 1D	To AR431 on course 186°, right RF turn to AR432, to AR433, right turn to AR435, to ASKUR.	A MNM climb gradient of **8.1%** i.e. 492 FT/NM is required up to **5000 FT**, thereafter MNM climb gradient of 3.3% i.e 201 FT/NM MAX IAS 205 KT until AR432 MAX IAS 230 KT until AR433 Cross AR433 at 5000 FT or above. Cross AR435 at 7000 FT or above.	As cleared by ATC	Reykjavik Control 119.700 when instructed
JARRI 1D	To AR431 on course 186°, right RF turn to AR432, to AR433,left turn to AR436, to JARRI.	A MNM climb gradient of **8.1%** i.e. 492 FT/NM is required up to **5000 FT**, thereafter MNM climb gradient of 3.3% i.e 201 FT/NM MAX IAS 205 KT until AR432 MAX IAS 230 KT until AR433 Cross AR433 at 5000 FT or above. Cross AR436 at 7000 FT or above.	As cleared by ATC	Reykjavik Control 119.700 when instructed
PERUR 1D	To AR431 on course 186°, right RF turn to AR432, to AR433, right turn to AR434, to PERUR.	A MNM climb gradient of **8.3%** i.e. 504 FT/NM is required up to **6000 FT**, thereafter MNM climb gradient of 3.3% i.e 201 FT/NM MAX IAS 205 KT until AR432 MAX IAS 230 KT until AR433 Cross AR433 at 5000 FT or above. Cross AR434 at 7000 FT or above.	As cleared by ATC	Reykjavik Control 119.700 when instructed
RETUR 2D	To AR431 on course 186°,, right RF turn to AR432, to AR433, left turn to AR437 to RETUR.	Cat A, B and C aircraft only A MNM climb gradient **8.3%** i.e. 504 FT/NM is required up to **5000 FT**, thereafter MNM climb gradient of 3.3% i.e 201 FT/NM MAX IAS 190 KT until AR433 Cross AR433 at 5000 FT or above. Cross AR437 at 6000 FT or above. Cross RETUR at 7000 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 AD 2 BIAR 4 - 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 (165.4)	+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 2D

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+	K190-		RNP 1
040	TF	AR437	-	121 (110.6)	+9.8	6.5	L	A6000+			RNP 1
050	TF	RETUR	-	063 (052.7)	+9.7	9.3	L	A7000+			RNP 1

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

1	Yfirborð hlaðs og styrkur Designation, surface and strength of apron	TERMINAL APRON: Asphalt stabilized gravel / Tjörubundin grús
2	Breidd akbrautar, yfirborð og styrkur Designation, width, surface and strength of taxiways	TWY ALPHA: 25 M breitt/wide / Asphalt stabilized gravel / Tjörubundin grús
3	Staðsetning og landhæð gátunarstaðar fyrir hæðarmælisathugun Altimeter checkpoint location and elevation	NIL
4	VOR-gátunarstaðir VOR checkpoints	NIL
5	INS-gátunarstaðir INS checkpoints	NIL
6	Athugasemdir Remarks	NIL

BIBD AD 2.9 LEIÐSAGA OG STJÓRNKERFI FYRIR HREYFINGAR Á JÖRÐU NIÐRI OG MERKINGAR
BIBD 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	NIL
2	Flugbrautar- og akbrautarmerkingar og ljós RWY and TWY markings and LGT	Brautarmerkingar: Brautarheiti, þröskulds og miðlínumerkingar Brautarljós: Þröskulds-, enda- og kantljós Akbrautarmerkingar: NIL Akbrautarljós: Kantljós / RWY Markings: Designation, THR and centreline RWY Lights: THR, END and EDGE TWY Markings: NIL TWY Lights: EDGE
3	Stöðvunarljós Stop bars	NIL
4	Athugasemdir Remarks	NIL

BIBD AD 2.10 FLUGVALLARHINDRANIR
BIBD 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**
BIBDOB0001	Terrain	653653.86N 0233423.76W	1072 / - FT	NIL	NIL
BIBDOB0002	Terrain	653655.10N 0233424.49W	996 / - FT	NIL	NIL
BIBDOB0003	Terrain	653657.77N 0233423.99W	763 / - FT	NIL	NIL
BIBDOB0004	Terrain	653654.21N 0233418.05W	1059 / - FT	NIL	NIL
BIBDOB0005	Terrain	653654.81N 0233419.36W	1045 / - FT	NIL	NIL
BIBDOB0006	Terrain	653656.36N 0233416.76W	936 / - FT	NIL	NIL

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

Hindranakort og loftmynd af lendingastaðnum má nálgast hér:

https://avians.is/c-forflugsupplysingar/astand-lendingastada

An obstacle Chart and aerial photograph of the landing site can be accessed here:

https://avians.is/en/c-preflight-information/condition-landing-strip

BIGJ AD 2.10 FLUGVALLARHINDRANIR
BIGJ 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**
BIGJOB0001	OTHER	660014.71N 0212036.89W	244 / - FT	NIL	NIL
BIGJOB0002	OTHER	660104.53N 0212247.72W	372 / - FT	NIL	NIL
BIGJOB0003	OTHER	660009.97N 0212318.86W	237 / - FT	NIL	NIL
BIGJOB0004	OTHER	655934.09N 0212324.16W	708 / - FT	NIL	NIL
BIGJOB0005	OTHER	655736.41N 0212250.20W	369 / - FT	NIL	NIL
BIGJOB0006	OTHER	655728.13N 0212338.45W	1527 / - FT	NIL	NIL
BIGJOB0007	OTHER	655931.37N 0212549.62W	2095 / - FT	NIL	NIL
BIGJOB0008	OTHER	655945.25N 0212458.32W	1350 / - FT	NIL	NIL
BIGJOB0009	OTHER	660126.40N 0212357.12W	1076 / - FT	NIL	NIL
BIGJOB0010	OTHER	660030.67N 0212359.51W	232 / - FT	NIL	NIL

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

Hindranakort og loftmynd af lendingastaðnum má nálgast hér:

https://avians.is/c-forflugsupplysingar/astand-lendingastada

An obstacle Chart and aerial photograph of the landing site can be accessed here:

https://avians.is/en/c-preflight-information/condition-landing-strips

BIGJ AD 2.11 VEITTAR VEÐURUPPLÝSINGAR
BIGJ AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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

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

1	Yfirborð hlaðs og styrkur Designation, surface and strength of apron	TERMINAL APRON: Asphalt stabilized gravel / Tjörubundin grús
2	Breidd akbrautar, yfirborð og styrkur Designation, width, surface and strength of taxiways	TWY ALPHA: 12 M breitt/wide / Asphalt Stabilized Gravel / Tjörubundin grús
3	Staðsetning og landhæð gátunarstaðar fyrir hæðarmælisathugun Altimeter checkpoint location and elevation	NIL
4	VOR-gátunarstaðir VOR checkpoints	NIL
5	INS-gátunarstaðir INS checkpoints	NIL
6	Athugasemdir Remarks	NIL

BIGR AD 2.9 LEIÐSAGA OG STJÓRNKERFI FYRIR HREYFINGAR Á JÖRÐU NIÐRI OG MERKINGAR
BIGR 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	NIL
2	Flugbrautar- og akbrautarmerkingar og ljós RWY and TWY markings and LGT	Brautarmerkingar: Brautarheiti, þröskulds og miðlínu Brautarljós: þröskulds-, enda- og kantljós Akbrautarmerkingar: Miðlína og biðlína Akbrautarljós: kantljós / RWY Markings: Designation, THR and centreline RWY Lights: THR, END and EDGE TWY Markings: Centreline and taxyhold TWY Lights: EDGE
3	Stöðvunarljós Stop bars	NIL
4	Athugasemdir Remarks	NIL

BIGR AD 2.10 FLUGVALLARHINDRANIR
BIGR 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**
BIGROB2001	Antenna	663245.28N 0175933.18W	412 / - FT	NIL	NIL
BIGROB2002	Antenna	663244.85N 0175933.90W	370 / - FT	NIL	NIL
BIGROB2003	Antenna	663244.59N 0175931.59W	372 / - FT	NIL	NIL
BIGROB2004	Antenna	663245.55N 0175932.77W	384 / - FT	NIL	NIL
BIGROB2005	Antenna	663246.56N 0175932.05W	370 / - FT	NIL	NIL
BIGROB2006	Antenna	663246.11N 0175933.82W	367 / - FT	NIL	NIL
BIGROB2007	Antenna	663237.59N 0180100.32W	97 / - FT	NIL	NIL
BIGROB2008	WDI	663301.79N 0180122.16W	93 / - FT	NIL	NIL
BIGROB2009	WDI	663254.74N 0180105.36W	99 / - FT	NIL	NIL
BIGROB2010	WDI	663229.96N 0180040.83W	101 / - FT	NIL	NIL
BIGROB2011	Building	663252.39N 0180114.65W	97 / - FT	NIL	NIL
BIGROB2012	Mast	663224.86N 0180051.75W	125 / - FT	NIL	NIL
BIGROB2014	Pole	663251.94N 0180114.30W	93 / - FT	NIL	NIL

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

Hindranakort og loftmynd af lendingastaðnum má nálgast hér:

https://avians.is/c-forflugsupplysingar/astand-lendingastada

An obstacle Chart and aerial photograph of the landing site can be accessed here:

https://avians.is/en/c-preflight-information/condition-landing-strips

BIHU AD 2.9 LEIÐSAGA OG STJÓRNKERFI FYRIR HREYFINGAR Á JÖRÐU NIÐRI OG MERKINGAR
BIHU 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	NIL
2	Flugbrautar- og akbrautarmerkingar og ljós RWY and TWY markings and LGT	Brautarmerkingar: Brautarheiti, þröskulds og miðlínu Brautarljós: Þröskulds-, enda- og kantljós Akbrautarmerkingar: Miðlína og biðlína Akbrautarljós: Kantljós / RWY Markings: Designation, THR and centreline RWY Lights: THR, END and EDGE TWY Markings: Centreline and taxihold TWY Lights: EDGE
3	Stöðvunarljós Stop bars	NIL
4	Athugasemdir Remarks	NIL

BIHU AD 2.10 FLUGVALLARHINDRANIR
BIHU 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**
BIHUOB0001	Terrain	655519.00N 0172617.89W	204 / - FT	NIL	NIL
BIHUOB0002	Terrain	655519.48N 0172435.10W	358 / - FT	NIL	NIL
BIHUOB0003	Terrain	655509.37N 0172411.32W	375 / - FT	NIL	NIL
BIHUOB0004	Terrain	655705.93N 0172314.34W	358 / - FT	NIL	NIL
BIHUOB0005	Terrain	655721.86N 0172324.40W	334 / - FT	NIL	NIL
BIHUOB0006	Terrain	655801.91N 0172051.78W	320 / - FT	NIL	NIL
BIHUOB0007	Terrain	655806.57N 0172100.70W	312 / - FT	NIL	NIL
BIHUOB0008	Terrain	655921.16N 0172205.01W	349 / - FT	NIL	NIL
BIHUOB0009	Terrain	655925.35N 0172217.60W	327 / - FT	NIL	NIL

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

Hindranakort og loftmynd af lendingastaðnum má nálgast hér:

https://avians.is/c-forflugsupplysingar/astand-lendingastada

An obstacle Chart and aerial photograph of the landing site can be accessed here:

https://avians.is/en/c-preflight-information/condition-landing-strips

Husavik RNP RWY 02 Instrument Approach Chart - ICAO

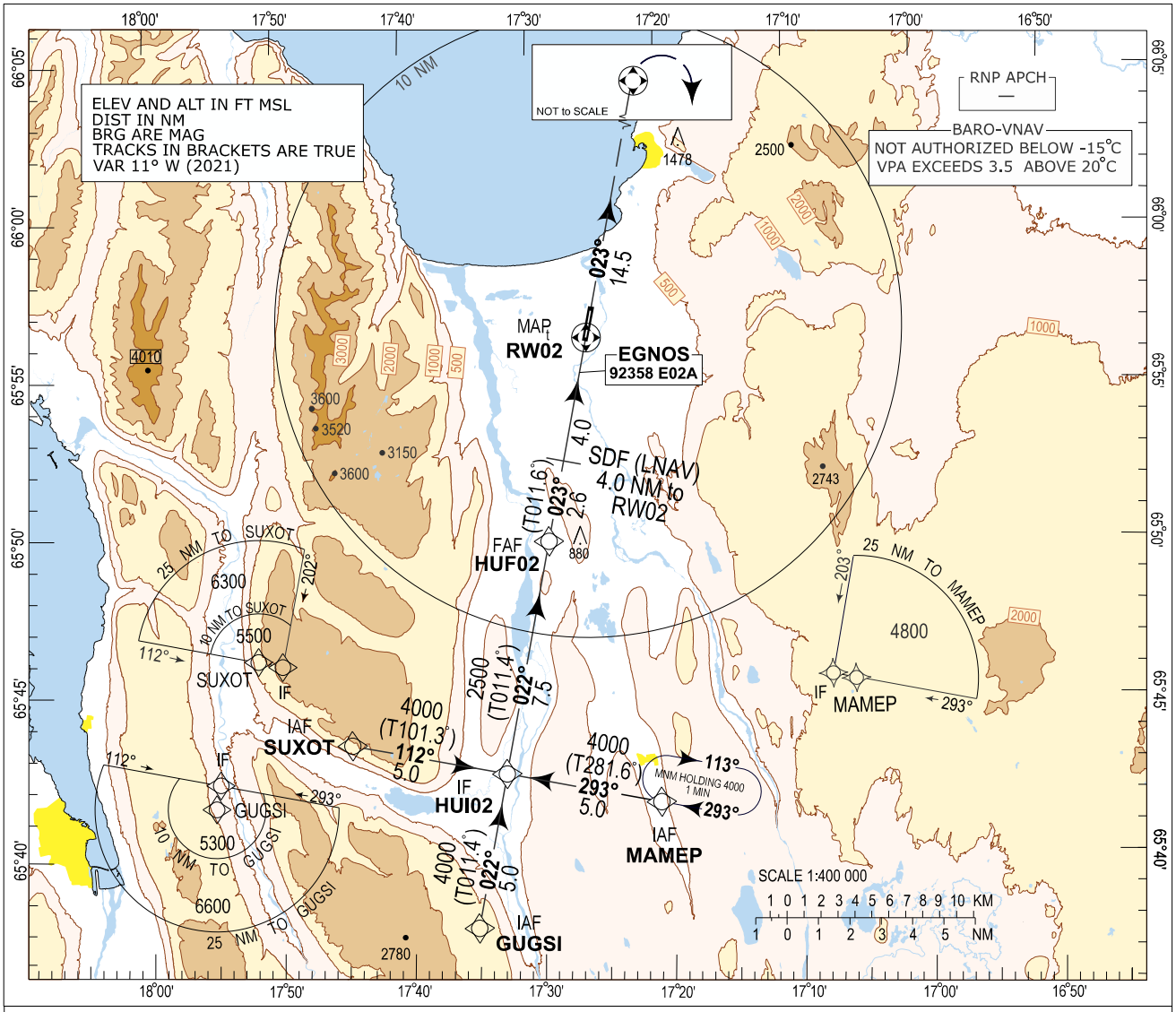
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 50

HUSAVIK AFIS	119.200
REYKJAVIK ACC	119.700/ 126.750

BIHU - HUSAVIK

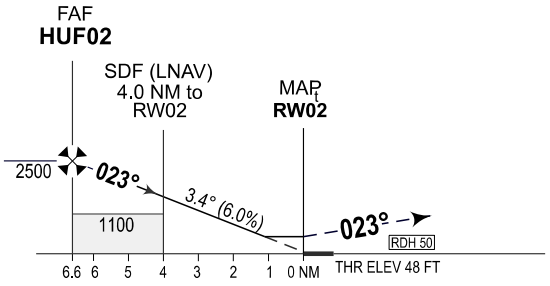
RNP RWY 02



TRANSITION ALT 7000

CHANGES: OBST REMOVED

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



SCALE 1:400 000

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

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

Timing not authorized for defining MAPt

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

BIHU RNP RWY 02

Recommended Coding Table

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

Waypoint coordinates

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

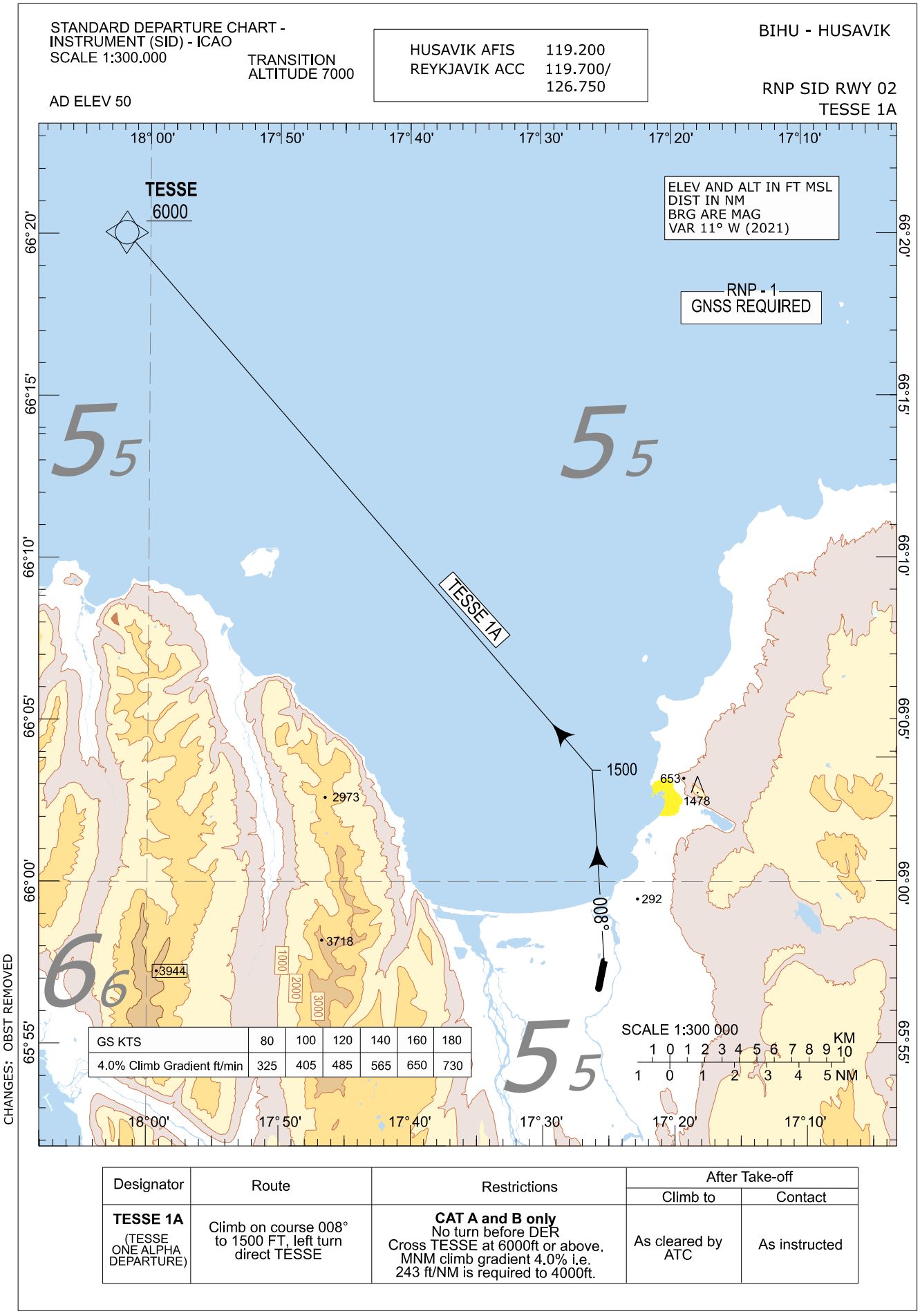
FAS DATA BLOCK

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

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

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

HUSAVIK RNP SID RWY 02 - TESSE 1A



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

BIHU RNP SID RWY 02

Recommended Coding Table

TESSE 1A

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

Waypoint coordinates

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

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

1	Fraktmeðhöndlun Cargo-handling facilities	Takmörkuð - Með fyrirfram beiðni Limited - PN
2	Eldsneytistegundir / olíur Fuel / oil types	Fuel: Jet A-1 Með fyrirfram beiðni / PN Oil: NIL
3	Eldsneytisbúnaður / magn Fuelling facilities / capacity	170 L per min
4	Afísingarbúnaður De-icing facilities	NIL
5	Flugskýlispláss fyrir aðkomuvélar Hangar space for visiting aircraft	NIL
6	Viðhaldsmöguleikar fyrir aðkomuvélar Repair facilities for visiting aircraft	NIL
7	Athugasemdir Remarks	Ekkert súrefni eða skyld þjónusta / No oxygen or related service. Eldsneytisafgreiðsla/ Fuel Service: Friðrik Jónas Friðriksson. Sími / Phone: 478 1859, Gsm: 893 0693, netfang / email: jonas@rafhorn.is

BIHN AD 2.5 AÐSTAÐA FARÞEGA
BIHN AD 2.5 PASSENGER FACILITIES

1	Hótel Hotels	Í bænum og í nágrenni / In town and in the vicinity
2	Veitingastaðir á flugvelli Restaurants	Veitingastaðir í bænum / Restaurants in town
3	Fólksflutningar Transportation	Leigubílar/rútur skv. beiðni / Taxi/bus available on-request
4	Hjúkrunaraðstaða Medical facilities	Í bænum / In Town
5	Banki og pósthús Bank and Post Office	Í bænum / In Town
6	Ferðaskrifstofa Tourist Office	Upplýsingamiðstöð í bænum / Tourist Inf. in Town
7	Athugasemdir Remarks	NIL

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

1	Flokkur slökkviþjónustu AD category for fire fighting	CAT III á þjónustutíma Fyrir áætlunarflug CAT IV Utan þjónustutíma CAT III (AD 2.3.7) / CAT III during operational hours For scheduled flights CAT IV Outside operational hours CAT III (AD 2.3.7)
2	Björgunartæki Rescue equipment	Slökkvibíll - Vatn (2.400L), léttvatn (290L) og duft (135kg) / Fire truck – Water (2.400L), Foam B (290L) and powder (135kg)
3	Möguleiki á að fjarlægja bilaðar flugvélar Capability for removal of disabled aircraft	Krani fáanlegur í bænum / Crane available in town
4	Athugasemdir Remarks	Þjónustutímar, sjá Flugumferðarþjónusta (ATS) í AD 2.3 For hours of operation, see ATS in AD 2.3

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://avians.is/oryggis--og-hindranafletir

Strips and obstacle areas can be found here https://avians.is/en/c-preflight-information/condition-landing-strips

BIIS AD 2.9 LEIÐSAGA OG STJÓRNKERFI FYRIR HREYFINGAR Á JÖRÐU NIÐRI OG MERKINGAR
BIIS 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, þröskulds og miðlínumerkingar Brautarljós: Þröskulds-, enda- og kantljós Akbrautarmerkingar: Miðlína og biðlína Akbrautarljós: Kantljós / RWY Markings: Designation, THR and centreline RWY Lights: THR, END and EDGE TWY Markings: Centreline and taxihold TWY Lights: EDGE
3	Stöðvunarljós Stop bars	NIL
4	Athugasemdir Remarks	NIL

BIIS AD 2.10 FLUGVALLARHINDRANIR
BIIS AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID / Designation	**OBST type**	**OBST position**	**ELEV / HGT**	**Markings / Type, colour**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
Athugasemdir/Notes: Umhverfis flugvöllinn er landslag/hindrun á alla vegu upp í 2000 ft. nema (út fjörðinn) til NA The airport is surrounded with mountains/obstacles in all directions up to 2000 ft. except to NA					

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

Hindranakort og loftmynd af lendingastaðnum má nálgast hér:

https://avians.is/c-forflugsupplysingar/astand-lendingastada

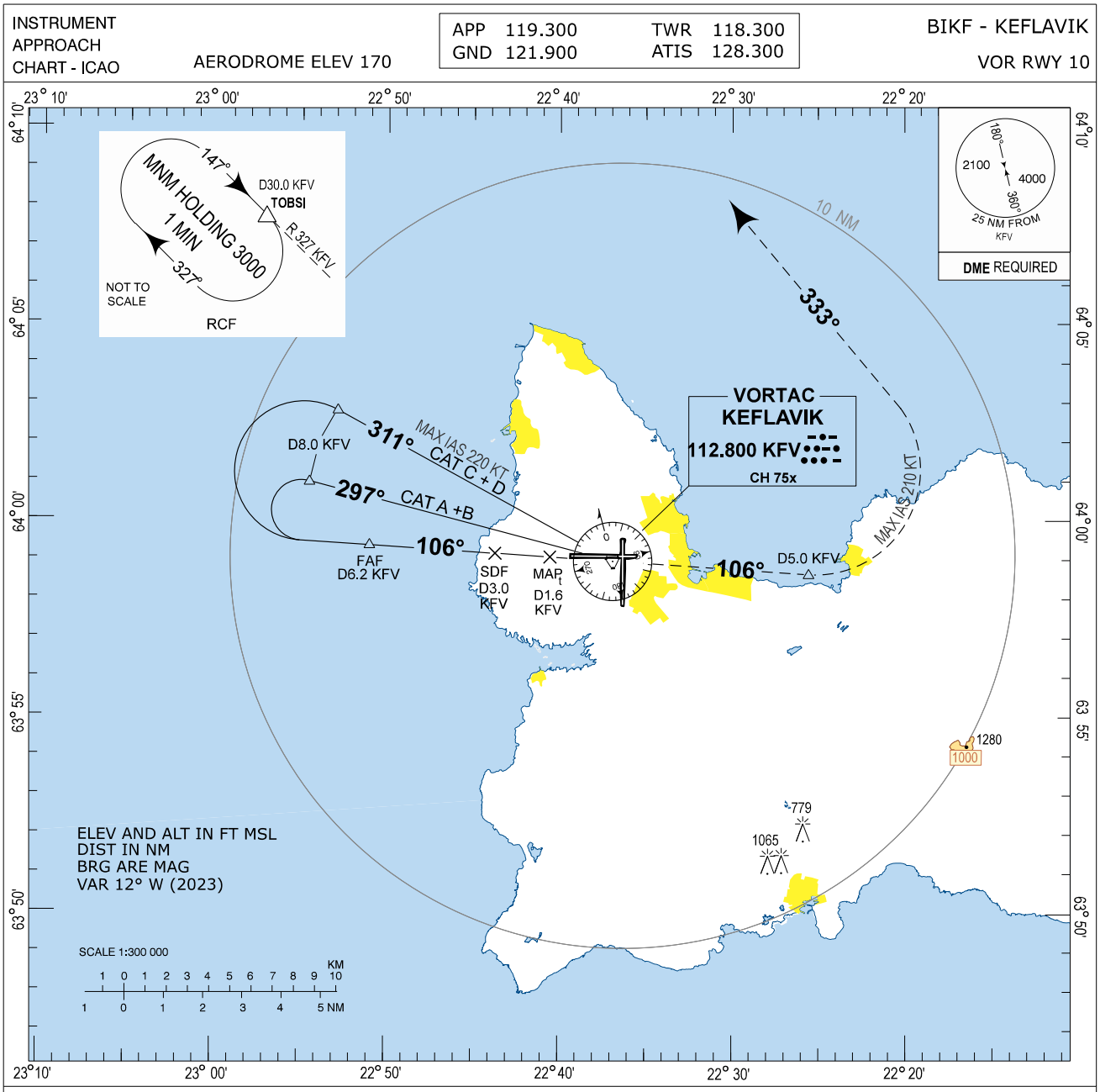
An obstacle Chart and aerial photograph of the landing site can be accessed here:

https://avians.is/en/c-preflight-information/condition-landing-strips

BIIS AD 2.11 VEITTAR VEÐURUPPLÝSINGAR
BIIS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Aðalveðurstofa Associated MET Office	Veðurstofa Íslands / Icelandic Met Office
2	Þjónustutími Veðurstofa utan þjónustutíma Hours of service MET Office outside hours	H24 / Allan sólarhringinn
3	Skrifstofa ábyrg fyrir TAF Gildistími Office responsible for TAF preparation Period of validity	Veðurstofa Íslands / Icelandic Met Office Sjá GEN 3.5.4.1 See GEN 3.5.4.1
4	Leitnispá Tímalengd milli spáa Trend forecast Interval of issuance	NIL
5	Veðurkynning/ráðfærsla veitt Briefing/consultation provided	Veðurstofa Íslands. Sími: + 354 522 6000 Icelandic Met Office. Telephone: + 354 522 6000
6	Fluggögn Tungumál Flight documentation Language(s) used	METAR, TAF, SIGMET, Flight condition over Iceland / Flugveðurskilyrði yfir Íslandi, Low Level Wind/SIGWX forecasts charts, NAT Wind/Temp/ SIGWX forecasts charts English and Icelandic / Enska og íslenska
7	Kort og aðrar upplýsingar tiltækar fyrir veðurkynningu eða ráðfærslu Charts and other information available for briefing or consultation	Ref:/Tilv.: GEN 3.1, GEN 3.5 http://en.vedur.is/weather/aviation/ http://www.vedur.is/vedur/flugvedur/
8	Önnur tæki til upplýsingaöflunar Supplementary equipment available for providing information	Veðurupplýsingar/Weather information: https://iws.isavia.is
9	Flugumferðarþjónusta sem fær upplýsingarnar ATS units provided with information	Isafjordur AFIS / Ísafjörður Flugradíó ACC/ Flugstjórnarmiðstöð
10	Viðbótarupplýsingar (takmörkun þjónustu o.s.frv.) Additional information (limitation of service, etc.)	Sjálfvirk veðurathugunarstöð er í Arnarnesi um 4 NM norðaustur af flugvellinum við IS NDB. / Automatic Wx station positioned 4 NM NE of Airport at IS NDB.

Keflavik VOR RWY 10 Instrument Approach Chart - ICAO



CHANGES: OCA RAISED DUE TO TEMP OBST

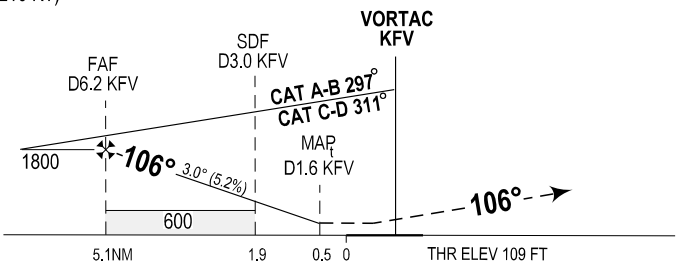
MISSED APPROACH:

Climb on Radial 106° to D5.0 KFV, turn left (MAX IAS 210 KT) on HDG 333° climbing to 3000.
Expect vectoring by KEFLAVIK APP.

RCF:

At D10.0 KFV turn left on HDG 290°
intercept radial 327 and hold TOBSI at 3000.

TRANSITION ALT 7000



OCA (H)	A	B	C	D	Remarks
VOR - DME	390 (281)	390 (281)	390 (281)	390 (281)	
CIRCLING	600 (430)	670 (500)	870 (700)	940 (770)	

DIST TO KFV	6	5	4	3	2
ALTITUDE	1730	1415	1095	780	460

Timing not authorized for defining MAPt

GS	kt	80	100	120	140	160	180
FAF-D1.6 KFV (4.6 NM)	MIN:SEC	3:27	2:46	2:18	1:58	1:43	1:32
Rate of descent (5.2%)	ft/MIN	420	530	640	740	850	960

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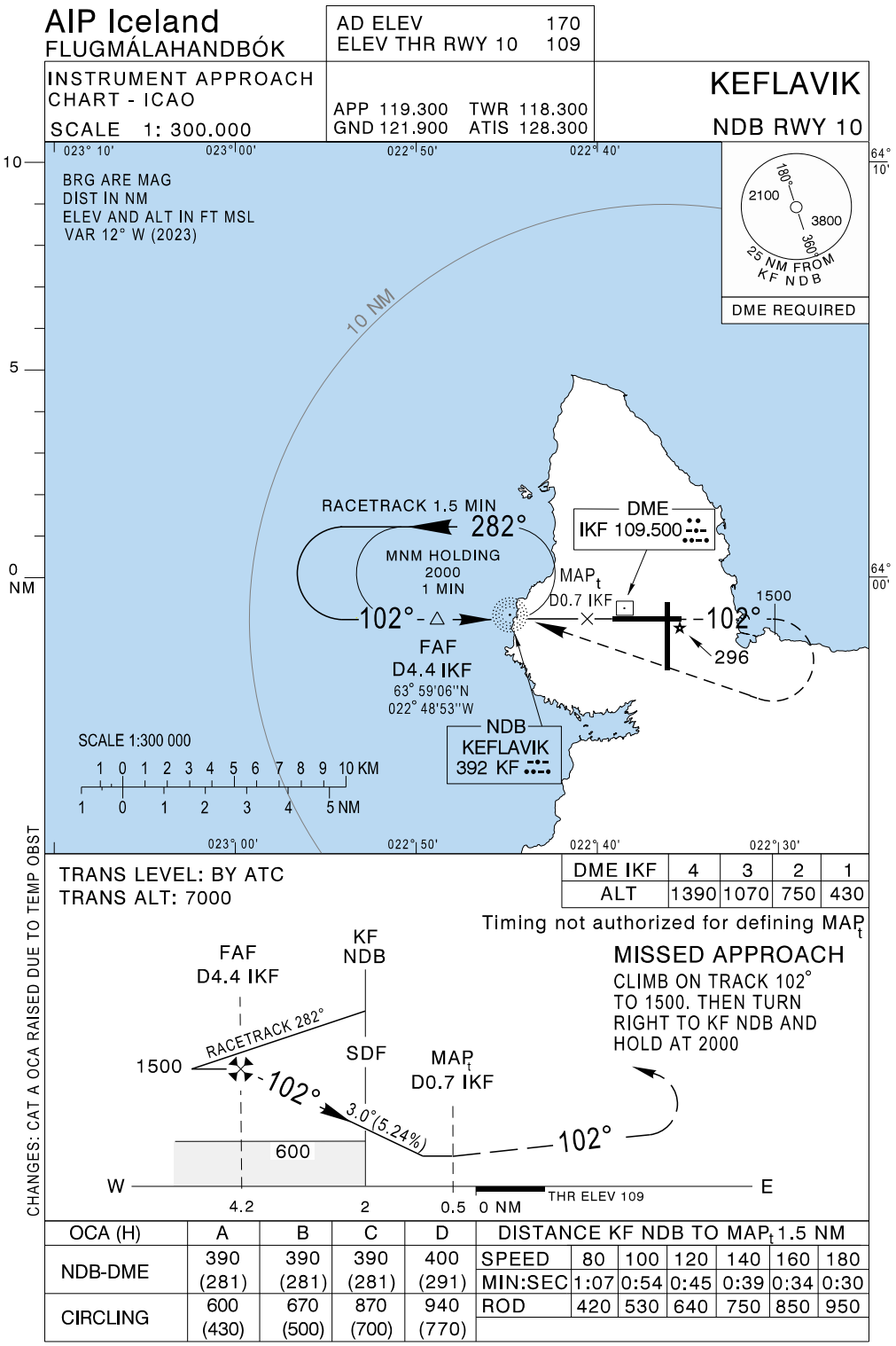
Keflavik NDB RWY 10 Instrument Approach Chart - ICAO



OCA (H)	A	B	C	D
NDB-DME	390 (281)	390 (281)	390 (281)	400 (291)
CIRCLING	600 (430)	670 (500)	870 (700)	940 (770)

DISTANCE KF NDB TO MAPt 1.5 NM						
SPEED	80	100	120	140	160	180
MIN:SEC	1:07	0:54	0:45	0:39	0:34	0:30
ROD	420	530	640	750	850	950

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Keflavik MILITARY VORTAC RWY 10 (CAT A-B)

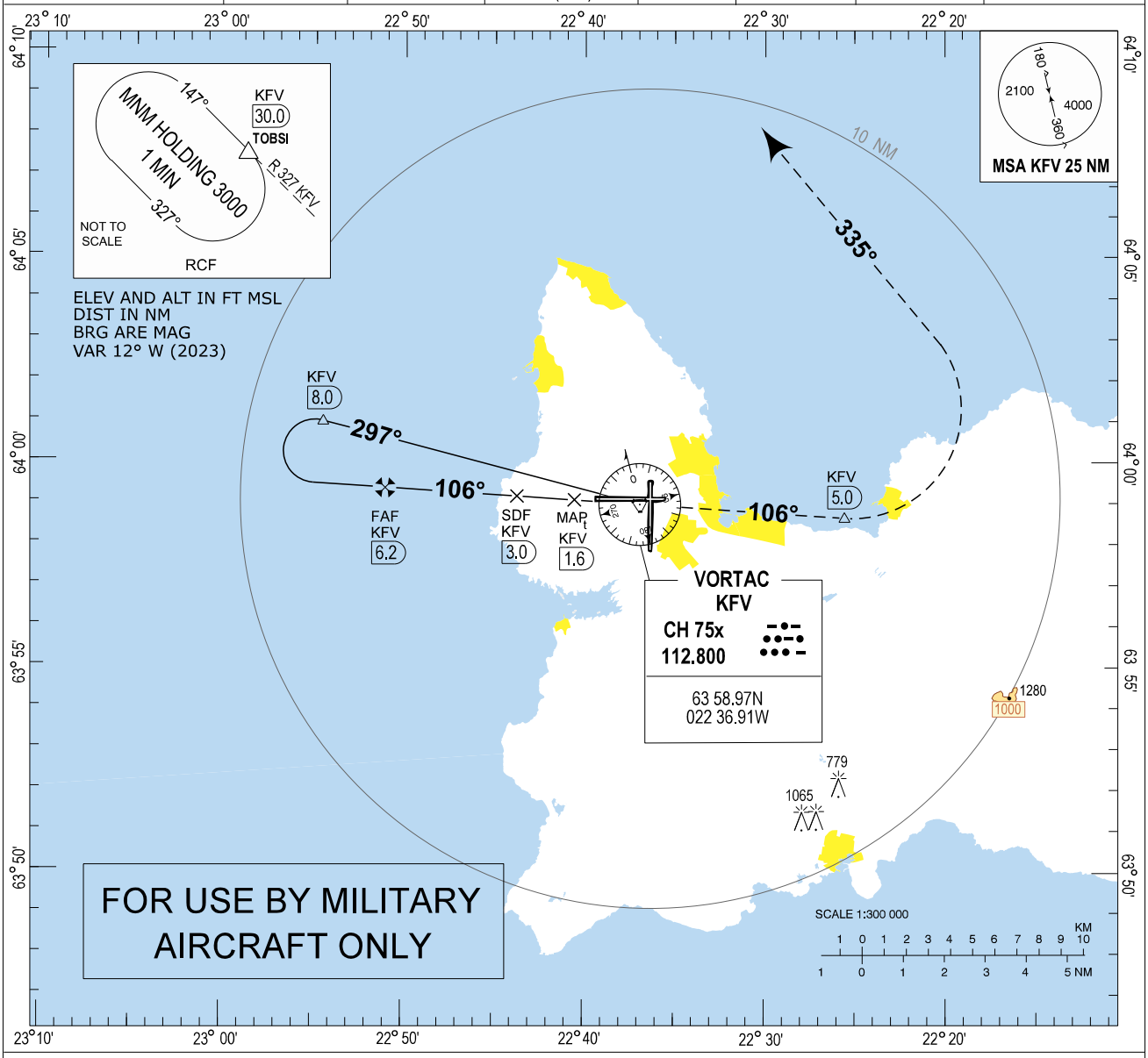
MIPS
INSTRUMENT APPROACH CHART

AD ELEV 170

VORTAC RWY 10 (CAT A-B)
KEFLAVIK (BIKF)

REYKJAVIK CONTROL	KEFLAVIK ATIS	KEFLAVIK APPROACH	KEFLAVIK TOWER	KEFLAVIK GND
119.700	128.300 311.600	119.300	118.300	121.900

VORTAC	APP CRS	FAF ALT	Descent GR	MDA	THR ELEV	ALS length	LDA
KFV CH 75x/112.800	106°	1800 FT	3.0% (5.2°)	**360 / 360**	109 FT	900 M	10057 FT



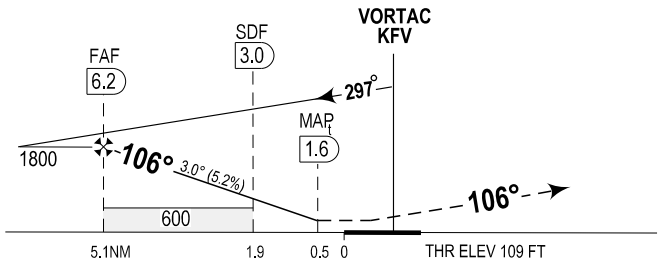
MISSED APPROACH:
Climb on Radial 106° to KFV 5 DME, turn left on heading 335° climbing to 3000.
Expect vectoring by KEFLAVIK APP.

RCF:
At KFV 10 DME turn left on heading 290° intercept radial 327 and hold TOBSI at 3000.

DIST TO KFV	6	5	4	3	2
ALTITUDE	1730	1415	1095	780	460

Timing not authorized for defining MAP$_t$

TA 7000



CHANGES: OCA RAISED DUE TO TEMP OBST

MIPS	CATEGORY	A	B
	VORTAC 10	**390** -0.8 281 (300-0.8/1.3)	**390** -0.8 281 (300-0.8/1.3)
	CIRCLING	**600** -2.0 431 (500-2.0)	**670** -2.3 501 (600-2.3)

VORTAC RWY 10 (CAT A-B) **KEFLAVIK (BIKF)**

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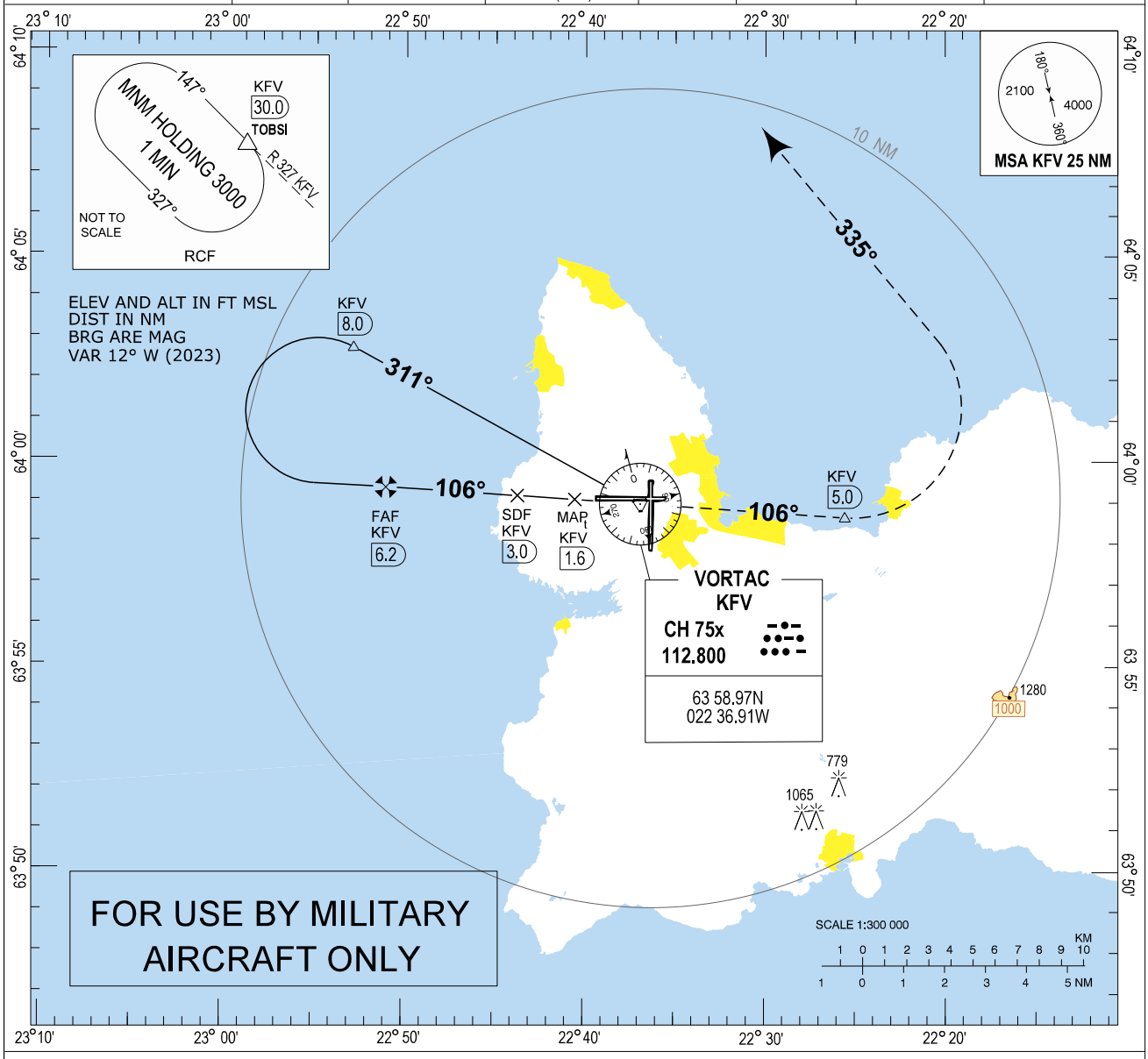
MIPS
INSTRUMENT APPROACH CHART

Keflavik MILITARY VORTAC RWY 10 (CAT C-D)
AD ELEV 170

VORTAC RWY 10 (CAT C-D)
KEFLAVIK (BIKF)

REYKJAVIK CONTROL	KEFLAVIK ATIS	KEFLAVIK APPROACH	KEFLAVIK TOWER	KEFLAVIK GND
119.700	128.300 311.600	119.300	118.300	121.900

VORTAC	APP CRS	FAF ALT	Descent GR	MDA	THR ELEV	ALS length	LDA
KFV CH 75x/112.800	106°	1800 FT	3.0% (5.2°)	**360 / 380**	109 FT	900 M	10057 FT



MISSED APPROACH:

Climb on Radial 106° to KFV 5 DME, turn left on heading 335° climbing to 3000.
Expect vectoring by KEFLAVIK APP.

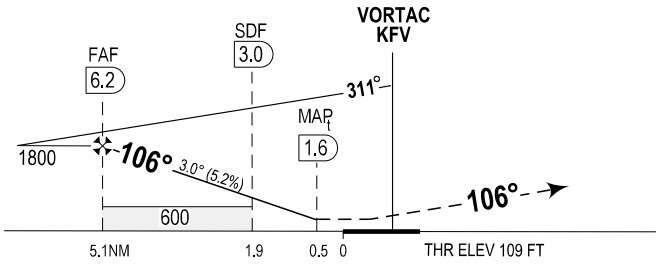
RCF:

At KFV 10 DME turn left on heading 290° intercept radial 327 and hold TOBSI at 3000.

DIST TO KFV	6	5	4	3	2
ALTITUDE	1730	1415	1095	780	460

Timing not authorized for defining MAP.

TA 7000



CHANGES: RAISED OCA DUE TO TEMP OBST

	CATEGORY	C	D
MIPS	VORTAC 10	**390** -0.8 281 (300-0.8/1.3)	**390** -0.8 281 (300-0.8/1.3)
	CIRCLING	**870** -3.3 701 (800-3.3)	**940** -3.6 771 (800-3.6)

VORTAC RWY 10 (CAT C-D) **KEFLAVIK (BIKF)**

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2.20.5 Flug fisa í flugstjórnarsviði BIRK

Fisum er einungis heimilt að fljúga gegnum flugstjórnarsvið BIRK á leið til og frá æfingasvæðinu Sletta. Öll önnur flug fisa í flugstjórnarsviði BIRK er háð undanþágu.

Sækja skal skriflega um slíka undanþágu með netpósti til ats.airports@avians.is.

Afgreiðsla beiðna getur tekið allt að þrjá virka daga.

Mögulega verður gefin undanþága bundin skilyrðum.

Gerð er krafa um talstöð og að flugmenn hafi hlotið þjálfun í talstöðvaviðskiptum við flugumferðarstjórn.

2.20.6 Gangsetning

Óskað skal eftir samþykki fyrir gangsetningu vegna blindflugs hjá BIRK Grund (121.700 MHz).

2.20.7 Akstursaðferðir

Við flugbrautarbiðstaði:

Hafi flug-/ökumenn ekki fengið heimild til að aka inn á eða þvera braut, skulu þeir stöðva við flugbrautarbiðstað og óska eftir heimild.

2.20.5 Microlight operations within BIRK CTR

Microlights are only permitted to operate within BIRK CTR when enroute to/from training area Sletta.

Other operations require authorization.

Applications for such authorization shall be sent in writing by e-mail to ats.airports@avians.is.

Response time is three business days.

The authorizations may be given with restrictions.

Carriage of a two-way radio is mandatory, and pilots shall have received training in communications with ATC.

2.20.6 Start-up

Start-up approval for an IFR flight shall be requested from BIRK GND (121.700 MHz).

2.20.7 Taxi procedures

For all holding points:

If not cleared to enter or cross, pilots/drivers must stop at the runway holding points and request clearance.

2.20.8 Minnkaður brautaraðskilnaður

Minnkaður brautaraðskilnaður er notaður að degi til, 30 mínútum eftir sólarupprás þar til 30 mínútum fyrir sólsetur.

Minnkaðan brautaraðskilnað má ekki nota ef fyrra loftfar er að lenda og seinni loftfar er að taka á loft.

2.20.8.1 Flokkun loftfara

Við notkun á minnkuðum brautaraðskilnaði gildir eftirfarandi skilgreining loftfara:

1. Flokkur 1: Einshreyfils skrúfuloftfar með hámarksflugtaksmassa 2000 kg eða minna;

2. Flokkur 2: Einshreyfils skrúfuloftfar með hámarksflugtaksmassa meiri en 2000 kg en minni en 7000 kg og tveggja hreyfla skrúfuloftfar með hámark flugtaksmassa undir 7000 kg;

3. Flokkur 3: Öll önnur loftför.

2.20.8.2 Skilyrði

Notkun á minnkuðum brautaraðskilnaði er háð eftirfarandi skilyrðum:

1. Hvirfilsflokks aðskilnaður skal vera til staðar;

2. Skyggni skal vera að lágmarki 5 km og skýjahæð ekki undir 300 m (1000ft);

3. Meðvindsþáttur skal ekki vera meiri en 5 kt;

4. Til staðar skulu vera sjónræn kennileiti fyrir flugumferðarstjóra til að meta fjarlægð milli loftfara t.d. þekkt auðkenni á flugvellinum.
   Ef flugvöllur er útbúinn eftirlitskerfi sem sýnir stöðu loftfara á flugvellinum er hægt að nota slíkt kerfi að undangengnu öryggismati;

5. Lágmarksaðskilnaður sé til staðar milli tveggja brottflugs loftfara um leið og seinna loftfarið er komið á loft;

6. Umferðarupplýsingar skulu gefnar seinna loftfarinu;

7. Ástandskóði flugbrautar er nota á skal hvergi vera lægri en 5.

2.20.8 Reduced runway separation

Reduced runway separation minima is only applied during the hours of daylight from 30 minutes after local sunrise to 30 minutes before local sunset.

Reduced runway separation minima shall not apply between a departing aircraft and a preceding landing aircraft.

2.20.8.1 Aircraft Category

For the purpose of reduced runway separation, aircraft shall be classified as follows:

1. Category 1 aircraft: Single-engine propeller aircraft with a maximum certificated take-off mass of 2 000 kg or less;

2. Category 2 aircraft: Single-engine propeller aircraft with a maximum certificated take-off mass of more than 2 000 kg but less than 7 000 kg; and twin-engine propeller aircraft with a maximum certificated take-off mass of less than 7 000 kg;

3. Category 3 aircraft: All other aircraft.

2.20.8.2 Conditions

Reduced runway separation minima shall be subject to the following conditions:

1. Wake turbulence separation minima shall be applied;

2. Visibility shall be at least 5 km and ceiling shall not be lower than 300 m (1 000 ft);

3. Tailwind component shall not exceed 5 kt;

4. There shall be available means, such as suitable landmarks, to assist the controller in assessing the distances between aircraft. A surface surveillance system that provides the air traffic controller with position information on aircraft may be utilized, provided that approval for operational use of such equipment includes a safety risk assessment to ensure that all requisite operational and performance requirements are met;

5. Minimum separation continues to exist between two departing aircraft immediately after take-off of the second aircraft;

6. Traffic information shall be provided to the flight crew of the succeeding aircraft concerned; and

7. The Runway Condition Code shall not be lower than 5 on any part of the runway.

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

CHANGES: RWY MARKINGS

SCALE 1:7000
0 100 200 300 400 500 m

64°07' 64°07'30" 64°08'
21° 57' 21° 56'

RESA 90 x 90 M
ELEV 21
ELEV 23
ELEV 33
ELEV 38
ELEV 29
ELEV 40
1567 X 45 M
1230 X 45 M
Strip 1687 x 300
Strip 1350 x 150
APRON 1
APRON 2
APRON 3
APRON 4
APRON 7
Hangar 1
Hangar 2 ELEV 71
Hangar 2B
Hangar 3 ELEV 62
Hangar 4 ELEV 76
Hangar 6
Hangar 7
Terminal
Cargo
HANGARS 21 - 37
Tower Elev 139 Isavia
Firestation
Border Patrol and Customs
1 Center
1 South
1 North
PAPI
WDI
LOC
DME
ARP
GP/DME
Thermo-meter
Anemo-meter
Pressure sensor
RVR
TWY G
TWY H
TWY K
TWY L
TWY M
TWY M1
TWY R
TXL J
HS1
HS2
HS3

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

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BIKR AD 2.9 LEIÐSAGA OG STJÓRNKERFI FYRIR HREYFINGAR Á JÖRÐU NIÐRI OG MERKINGAR
BIKR 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	NIL
2	Flugbrautar- og akbrautarmerkingar og ljós RWY and TWY markings and LGT	Brautarmerkingar: Brautarheiti, þröskulds og miðlínu Brautarljós: þröskulds-, enda og kantljós Akbrautarmerkingar: NIL Akbrautarljós: NIL / RWY Markings: Designation, THR and centreline RWY Lights: THR, END and EDGE TWY Markings: NIL TWY Lights: NIL
3	Stöðvunarljós Stop bars	NIL
4	Athugasemdir Remarks	NIL

BIKR AD 2.10 FLUGVALLARHINDRANIR
BIKR 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**
BIKROB0001	Mast	654447.40N 0193136.15W	243 / - FT	NIL	Stekkjarborg
BIKROB0002	Terrain	654245.21N 0193023.87W	249 / - FT	NIL	Hegranes 1
BIKROB0003	Terrain	654230.68N 0193001.75W	339 / - FT	NIL	Hegranes 2
BIKROB0004	Terrain	654245.84N 0193016.25W	344 / - FT	NIL	Hegranes 3
BIKROB0005	Building	654210.77N 0193648.07W	158 / - FT	NIL	Bergstaðir
BIKROB0006	Building	654352.76N 0193903.56W	236 / - FT	NIL	Kvistahlíð 1
BIKROB0007	Terrain	654401.51N 0193909.84W	225 / - FT	NIL	Kvistahlíð 2

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

Hindranakort og loftmynd af lendingastaðnum má nálgast hér:

https://avians.is/c-forflugsupplysingar/astand-lendingastada

An obstacle Chart and aerial photograph of the landing site can be accessed here:

https://avians.is/en/c-preflight-information/condition-landing-strips

BIVM AD 2.10 FLUGVALLARHINDRANIR
BIVM AD 2.10 AERODROME OBSTACLES

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

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

Öryggisvæði og hindranafleti fyrir lendingarstaðinn má nálgast hér https://avians.is/oryggis--og-hindranafletir

Strips and obstacle areas can be found here https://avians.is/en/oryggis--og-hindranafletir

BIVM AD 2.11 VEITTAR VEÐURUPPLÝSINGAR
BIVM AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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

BIVO AD 2.10 FLUGVALLARHINDRANIR
BIVO 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**
BIVOOB0001	Terrain	654423.35N 0145156.40W	677 / - FT	NIL	NIL
BIVOOB0002	Terrain	654356.64N 0145237.26W	615 / - FT	NIL	NIL
BIVOOB0003	Terrain	654339.59N 0145334.61W	556 / - FT	NIL	NIL
BIVOOB0004	Terrain	654319.94N 0145411.75W	503 / - FT	NIL	NIL
BIVOOB0005	Terrain	654234.66N 0145543.57W	576 / - FT	NIL	NIL
BIVOOB0006	Terrain	654231.78N 0145542.94W	576 / - FT	NIL	NIL
BIVOOB0007	Terrain	654146.34N 0144923.68W	232 / - FT	NIL	NIL
BIVOOB0008	Terrain	654336.15N 0144643.54W	233 / - FT	NIL	NIL

Öryggisvæði og hindranafleti fyrir lendingarstaðinn má nálgast hér
https://avians.is/oryggis--og-hindranafletir

Strips and obstacle areas can be found here
https://avians.is/en/c-preflight-information/condition-landing-strips

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

BIVO AD 2.11 VEITTAR VEÐURUPPLÝSINGAR
BIVO AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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

BITN AD 2.10 FLUGVALLARHINDRANIR
BITN 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**
BITNOB0001	Terrain	661314.30N 0151537.40W	263 / - FT	NIL	NIL
BITNOB0002	Terrain	661220.77N 0151623.01W	301 / - FT	NIL	NIL
BITNOB0003	Terrain	661224.20N 0151724.20W	225 / - FT	NIL	NIL
BITNOB0004	Terrain	661113.44N 0151835.87W	275 / - FT	NIL	NIL
BITNOB0005	Terrain	661008.55N 0151854.41W	412 / - FT	NIL	NIL
BITNOB0006	Terrain	661107.83N 0151400.72W	515 / - FT	NIL	NIL
BITNOB0007	Terrain	661147.44N 0151341.00W	415 / - FT	NIL	NIL

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

Hindranakort og loftmynd af lendingastaðnum má nálgast hér:

https://avians.is/c-forflugsupplysingar/astand-lendingastada

An obstacle Chart and aerial photograph of the landing site can be accessed here:

https://avians.is/en/c-preflight-information/condition-landing-strips

BITN AD 2.11 VEITTAR VEÐURUPPLÝSINGAR
BITN AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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

BIBL AD 2.5 AÐSTAÐA FARÞEGA
BIBL AD 2.5 PASSENGER FACILITIES

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

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

NIL

BIBL AD 2.7 ÁRSTÍÐARBUNDNAR HREINSANIR
BIBL AD 2.7 SEASONAL AVAILABILITY

NIL

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

NIL

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

NIL

BIBL AD 2.10 FLUGVALLARHINDRANIR
BIBL AD 2.10 AERODROME OBSTACLES

Hindranakort og loftmynd af lendingastaðnum má nálgast hér:

https://avians.is/c-forflugsupplysingar/astand-lendingastada

An obstacle Chart and aerial photograph of the landing site can be accessed here:

https://avians.is/en/c-preflight-information/condition-landing-strips

BIBL AD 2.11 VEITTAR VEÐURUPPLÝSINGAR
BIBL AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

NIL

BIDV AD 2.5 AÐSTAÐA FARÞEGA
BIDV AD 2.5 PASSENGER FACILITIES

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

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

NIL

BIDV AD 2.7 ÁRSTÍÐARBUNDNAR HREINSANIR
BIDV AD 2.7 SEASONAL AVAILABILITY

NIL

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

Þar sem hvorki akbraut né hlað eru fyrir hendi við lendingarstaðinn, er einungis leyfilegt að hafa eina flugvél staðsetta þar hverju sinni.

Due to no taxiway or apron, the landing strip is restricted to only one aircraft at a time.

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

NIL

BIDV AD 2.10 FLUGVALLARHINDRANIR
BIDV AD 2.10 AERODROME OBSTACLES

Hæðótt vestan brautar	Hills west of RWY
Mastur 1 NM fyrir norðan völlinn, 230 fet yfir sjó	Mast 1 NM north of airport 230 FT MSL
Öryggisvæði og hindranafleti fyrir lendingarstaðinn má nálgast hér https://avians.is/oryggis--og-hindranafletir	Strips and obstacle areas can be found here https://avians.is/en/c-preflight-information/condition-landing-strips

BIDV AD 2.11 VEITTAR VEÐURUPPLÝSINGAR
BIDV AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

NIL

BIFM AD 2.7 ÁRSTÍÐARBUNDNAR HREINSANIR
BIFM AD 2.7 SEASONAL AVAILABILITY

NIL

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

NIL

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

NIL

BIFM AD 2.10 FLUGVALLARHINDRANIR
BIFM AD 2.10 AERODROME OBSTACLES

Öryggisvæði og hindranafleti fyrir lendingarstaðinn má nálgast hér
https://avians.is/oryggis--og-hindranafletir

Strips and obstacle areas can be found here
https://avians.is/en/c-preflight-information/condition-landing-strips

BIFM AD 2.11 VEITTAR VEÐURUPPLÝSINGAR
BIFM AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

NIL

BIFM AD 2.12 SÉRKENNI FLUGBRAUTA
BIFM 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
09	—	794 x 28	RWY PCN: — RWY: GRAVEL SWY PCN: — SWY: —	— — GUND: —	— —
27	—	794 x 28	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
09	—	—	—	—	—	—	—
27	—	—	—	—	—	—	—

RWY Designator	Remarks
1	14
09	Brautin er gljúp á köflum RWY partly soft
27	Brautin er gljúp á köflum RWY partly soft

BIFM AD 2.13 TILGREINDAR VIÐMIÐUNARVEGALENGDIR
BIFM AD 2.13 DECLARED DISTANCES

NIL

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

NIL

BIFL AD 2.5 AÐSTAÐA FARÞEGA
BIFL AD 2.5 PASSENGER FACILITIES

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

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

NIL

BIFL AD 2.7 ÁRSTÍÐARBUNDNAR HREINSANIR
BIFL AD 2.7 SEASONAL AVAILABILITY

NIL

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

NIL

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

NIL

BIFL AD 2.10 FLUGVALLARHINDRANIR
BIFL AD 2.10 AERODROME OBSTACLES

Öryggisvæði og hindranafleti fyrir lendingarstaðinn má nálgast hér:
https://avians.is/oryggis--og-hindranafletir

Strips and obstacle areas can be found here:
https://avians.is/en/c-preflight-information/condition-landing-strips

BIFL AD 2.11 VEITTAR VEÐURUPPLÝSINGAR
BIFL AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

NIL

BIGS AD 2.7 ÁRSTÍÐARBUNDNAR HREINSANIR
BIGS AD 2.7 SEASONAL AVAILABILITY

NIL

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

NIL

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

NIL

BIGS AD 2.10 FLUGVALLARHINDRANIR
BIGS AD 2.10 AERODROME OBSTACLES

Hindranakort og loftmynd af lendingastaðnum má nálgast hér:

https://avians.is/c-forflugsupplysingar/astand-lendingastada

An obstacle Chart and aerial photograph of the landing site can be accessed here:

https://avians.is/en/c-preflight-information/condition-landing-strips

BIGS AD 2.11 VEITTAR VEÐURUPPLÝSINGAR
BIGS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

NIL

BIGS AD 2.12 SÉRKENNI FLUGBRAUTA
BIGS 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
01	—	635 x 35	RWY PCN: — RWY: GRAVEL SWY PCN: — SWY: —	— — GUND: —	— —
19	—	635 x 35	RWY PCN: — RWY: GRAVEL SWY PCN: — SWY: —	— — GUND: —	— —

RWY Designator	Slope of RWY and SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	Location/ description of arresting system	OFZ
1	7	8	9	10	11	12	13
01	—	—	—	—	—	—	—
19	—	—	—	—	—	—	—

RWY Designator	Remarks
1	14
01	—
19	—

BIGS AD 2.13 TILGREINDAR VIÐMIÐUNARVEGALENGDIR
BIGS AD 2.13 DECLARED DISTANCES

NIL

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

NIL

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

NIL

BIHE AD 2.7 ÁRSTÍÐARBUNDNAR HREINSANIR
BIHE AD 2.7 SEASONAL AVAILABILITY

NIL

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

NIL

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

NIL

BIHE AD 2.10 FLUGVALLARHINDRANIR
BIHE AD 2.10 AERODROME OBSTACLES

Hindranakort og loftmynd af lendingastaðnum má nálgast hér:

https://avians.is/c-forflugsupplysingar/astand-lendingastada

An obstacle Chart and aerial photograph of the landing site can be accessed here:

https://avians.is/en/c-preflight-information/condition-landing-strips

BIHE AD 2.11 VEITTAR VEÐURUPPLÝSINGAR
BIHE AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

NIL

BIHE AD 2.12 SÉRKENNI FLUGBRAUTA
BIHE 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
01	—	799 x 19	RWY PCN: — RWY: GRAVEL SWY PCN: — SWY: —	— — GUND: —	— —
19	—	799 x 19	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
01	—	—	—	—	—	—	—
19	—	—	—	—	—	—	—

RWY Designator	Remarks
1	14
01	—
19	—

BIHE AD 2.13 TILGREINDAR VIÐMIÐUNARVEGALENGDIR
BIHE AD 2.13 DECLARED DISTANCES

NIL

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

NIL

BIHK AD 2.5 AÐSTAÐA FARÞEGA
BIHK AD 2.5 PASSENGER FACILITIES

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

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

NIL

BIHK AD 2.7 ÁRSTÍÐARBUNDNAR HREINSANIR
BIHK AD 2.7 SEASONAL AVAILABILITY

NIL

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

1	Yfirborð hlaðs og styrkur Designation, surface and strength of apron	APRON ALPHA: Möl/GRAVEL
2	Breidd akbrautar, yfirborð og styrkur Designation, width, surface and strength of taxiways	TWY ALPHA: Möl/GRAVEL 23 M breitt/wide
3	Staðsetning og landhæð gátunarstaðar fyrir hæðarmælisathugun Altimeter checkpoint location and elevation	RWY 90 FT
4	VOR-gátunarstaðir VOR checkpoints	NIL
5	INS-gátunarstaðir INS checkpoints	NIL
6	Athugasemdir Remarks	NIL

BIHK AD 2.9 LEIÐSAGA OG STJÓRNKERFI FYRIR HREYFINGAR Á JÖRÐU NIÐRI OG MERKINGAR
BIHK 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	NIL
2	Flugbrautar- og akbrautarmerkingar og ljós RWY and TWY markings and LGT	Edge markers Yellow/blue
3	Stöðvunarljós Stop bars	NIL
4	Athugasemdir Remarks	NIL

BIHK AD 2.10 FLUGVALLARHINDRANIR
BIHK AD 2.10 AERODROME OBSTACLES

Girðing við suðurenda brautar	Fence south of RWY
Hindranakort og loftmynd af lendingastaðnum má nálgast hér: https://avians.is/c-forflugsupplysingar/astand-lendingastada	An obstacle Chart and aerial photograph of the landing site can be accessed here: https://avians.is/en/c-preflight-information/condition-landing-strips

BIHK AD 2.11 VEITTAR VEÐURUPPLÝSINGAR
BIHK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

NIL

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

BIKL - KIRKJUBÆJARKLAUSTUR / KIRKJUBAEJARKLAUSTUR

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

1	Hnattstaða flugvallar ARP coordinates and site at AD	634734N 0180014W
2	Stefna og fjarlægð frá (borg) Direction and distance from (city)	—
3	Landhæð / viðmiðunarhitastig Elevation / Reference temperature	71 FT
4	Bylgjulögun jarðsporvölu (frá WGS-84 viðmiðunarsporvölu) í hæðarviðmiðunarpunkti flugvallar Geoid undulation at AD ELEV PSN	—
5	Misvísun / árleg breyting MAG VAR / Annual change	—
6	Rekstraraðili flugvallar Heimilisfang, sími, símbréf, netfang, AFS AD Administration Address, telephone, telefax, telex, AFS	Umdæmi 1 / District 1: Isavia Innanlandsflugvellir ehf. Reykjavíkurflugvelli 102 Reykjavík Iceland Tel: +354 424 4000 Tel: +354 424 5387 Helgi Bjarnason AFS: —
7	Leyfð flugumferð Types of traffic permitted (IFR/VFR)	VFR
8	Athugasemdir Remarks	NIL

BIKL AD 2.3 ÞJÓNUSTUTÍMAR
BIKL AD 2.3 OPERATIONAL HOURS

NIL

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

NIL

BIKL AD 2.5 AÐSTAÐA FARÞEGA
BIKL AD 2.5 PASSENGER FACILITIES

NIL

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

NIL

BIKL AD 2.7 ÁRSTÍÐARBUNDNAR HREINSANIR
BIKL AD 2.7 SEASONAL AVAILABILITY

NIL

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

NIL

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

NIL

BIKL AD 2.10 FLUGVALLARHINDRANIR
BIKL AD 2.10 AERODROME OBSTACLES

Öryggisvæði og hindranafleti fyrir lendingarstaðinn má nálgast hér https://avians.is/oryggis--og-hindranafletir

Strips and obstacle areas can be found here https://avians.is/en/c-preflight-information/condition-landing-strips

BIKL AD 2.11 VEITTAR VEÐURUPPLÝSINGAR
BIKL AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

NIL

BIKL AD 2.12 SÉRKENNI FLUGBRAUTA
BIKL AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

RWY Designator	TRUE BRG	Dimension of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
08	—	799 x 26	RWY PCN: — RWY: GRAVEL SWY PCN: — SWY: —	— — GUND: —	— —
26	—	799 x 26	RWY PCN: — RWY: GRAVEL SWY PCN: — SWY: —	— — GUND: —	— —

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

BIKP - KÓPASKER / KOPASKER

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

1	Hnattstaða flugvallar ARP coordinates and site at AD	661839N 0162800W
2	Stefna og fjarlægð frá (borg) Direction and distance from (city)	—
3	Landhæð / viðmiðunarhitastig Elevation / Reference temperature	36 FT
4	Bylgjulögun jarðsporvölu (frá WGS-84 viðmiðunarsporvölu) í hæðarviðmiðunarpunkti flugvallar Geoid undulation at AD ELEV PSN	—
5	Misvísun / árleg breyting MAG VAR / Annual change	—
6	Rekstraraðili flugvallar Heimilisfang, sími, símbréf, netfang, AFS AD Administration Address, telephone, telefax, telex, AFS	District 3 / Umdæmi 3: ISAVIA OHF. Akureyrarflugvelli 600 Akureyri, Iceland Tel: +354 860 5634 email: biar@isavia.is AFS: —
7	Leyfð flugumferð Types of traffic permitted (IFR/VFR)	VFR
8	Athugasemdir Remarks	NIL

BIKP AD 2.3 ÞJÓNUSTUTÍMAR
BIKP AD 2.3 OPERATIONAL HOURS

NIL

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

NIL

BIKP AD 2.5 AÐSTAÐA FARÞEGA
BIKP AD 2.5 PASSENGER FACILITIES

NIL

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

NIL

BIKP AD 2.7 ÁRSTÍÐARBUNDNAR HREINSANIR
BIKP AD 2.7 SEASONAL AVAILABILITY

NIL

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

NIL

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

NIL

BIKP AD 2.10 FLUGVALLARHINDRANIR
BIKP AD 2.10 AERODROME OBSTACLES

Hindranakort og loftmynd af lendingastaðnum má nálgast hér:

https://avians.is/c-forflugsupplysingar/astand-lendingastada

An obstacle Chart and aerial photograph of the landing site can be accessed here:

https://avians.is/en/c-preflight-information/condition-landing-strips

BIMM AD 2.7 ÁRSTÍÐARBUNDNAR HREINSANIR
BIMM AD 2.7 SEASONAL AVAILABILITY

NIL

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

NIL

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

NIL

BIMM AD 2.10 FLUGVALLARHINDRANIR
BIMM AD 2.10 AERODROME OBSTACLES

Hindranakort og loftmynd af lendingastaðnum má nálgast hér:

https://avians.is/c-forflugsupplysingar/astand-lendingastada

An obstacle Chart and aerial photograph of the landing site can be accessed here:

https://avians.is/en/c-preflight-information/condition-landing-strips

BIMM AD 2.11 VEITTAR VEÐURUPPLÝSINGAR
BIMM AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

NIL

BIMM AD 2.12 SÉRKENNI FLUGBRAUTA
BIMM 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
04	—	671 x 22	RWY PCN: — RWY: GRASS Gras SWY PCN: — SWY: —	— — GUND: —	— —
22	—	671 x 22	RWY PCN: — RWY: GRASS Gras 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
04	—	—	—	—	—	—	—
22	—	—	—	—	—	—	—

RWY Designator	Remarks
1	14
04	—
22	—

BIMM AD 2.13 TILGREINDAR VIÐMIÐUNARVEGALENGDIR
BIMM AD 2.13 DECLARED DISTANCES

NIL

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

NIL

BINF AD 2.10 FLUGVALLARHINDRANIR
BINF AD 2.10 AERODROME OBSTACLES

Öryggisvæði og hindranafleti fyrir lendingarstaðinn má nálgast hér https://avians.is/oryggis--og-hindranafletir

Strips and obstacle areas can be found here https://avians.is/en/c-preflight-information/condition-landing-strips

BINF AD 2.11 VEITTAR VEÐURUPPLÝSINGAR
BINF AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

NIL

BINF AD 2.12 SÉRKENNI FLUGBRAUTA
BINF AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

RWY Designator	TRUE BRG	Dimension of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
08	067.36	970 x 23	RWY PCN: — RWY: ASPH Asphalt Stabilized Gravel/Tjörubundin grús SWY PCN: — SWY: —	650747.77N 0134524.97W 650759.82N 0134416.31W GUND: 210 FT	THR 5 FT —
26	247.38	970 x 23	RWY PCN: — RWY: ASPH Asphalt Stabilized Gravel/Tjörubundin grús SWY PCN: — SWY: —	650759.82N 0134416.31W 650747.77N 0134524.97W GUND: 210 FT	THR 6 FT —

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
08	—	—	—	—	—	—	—
26	—	—	—	—	—	—	—

RWY Designator	Remarks
1	14
08	—
26	—

BINF AD 2.13 TILGREINDAR VIÐMIÐUNARVEGALENGDIR
BINF AD 2.13 DECLARED DISTANCES

NIL

BIND AD 2.7 ÁRSTÍÐARBUNDNAR HREINSANIR
BIND AD 2.7 SEASONAL AVAILABILITY

NIL

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

NIL

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

NIL

BIND AD 2.10 FLUGVALLARHINDRANIR
BIND AD 2.10 AERODROME OBSTACLES

Öryggisvæði og hindranafleti fyrir lendingarstaðinn má nálgast hér https://avians.is/oryggis--og-hindranafletir	Strips and obstacle areas can be found here https://avians.is/en/c-preflight-information/condition-landing-strips

BIND AD 2.11 VEITTAR VEÐURUPPLÝSINGAR
BIND AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

NIL

BIND AD 2.12 SÉRKENNI FLUGBRAUTA
BIND AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

RWY Designator	TRUE BRG	Dimension of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
05	—	830 x 45	RWY PCN: — RWY: GRAVEL SWY PCN: — SWY: —	— — GUND: —	— —
23	—	830 x 45	RWY PCN: — RWY: GRAVEL SWY PCN: — SWY: —	— — GUND: —	— —

RWY Designator	Slope of RWY and SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	Location/ description of arresting system	OFZ
1	7	8	9	10	11	12	13
05	—	—	—	—	—	—	—
23	—	—	—	—	—	—	—

RWY Designator	Remarks
1	14
05	—
23	—

BIND AD 2.13 TILGREINDAR VIÐMIÐUNARVEGALENGDIR
BIND AD 2.13 DECLARED DISTANCES

NIL

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

NIL

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

NIL

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

NIL

BIRG AD 2.7 ÁRSTÍÐARBUNDNAR HREINSANIR
BIRG AD 2.7 SEASONAL AVAILABILITY

NIL

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

NIL

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

NIL

BIRG AD 2.10 FLUGVALLARHINDRANIR
BIRG AD 2.10 AERODROME OBSTACLES

Hindranakort og loftmynd af lendingastaðnum má nálgast hér:

https://avians.is/c-forflugsupplysingar/astand-lendingastada

An obstacle Chart and aerial photograph of the landing site can be accessed here:

https://avians.is/en/c-preflight-information/condition-landing-strips

BIRG AD 2.11 VEITTAR VEÐURUPPLÝSINGAR
BIRG AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

NIL

BIRG AD 2.12 SÉRKENNI FLUGBRAUTA
BIRG AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

RWY Designator	TRUE BRG	Dimension of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
06	—	1077 x 33	RWY PCN: — RWY: GRAVEL SWY PCN: — SWY: —	— — GUND: —	— —
24	—	1077 x 33	RWY PCN: — RWY: GRAVEL SWY PCN: — SWY: —	— — GUND: —	— —

RWY Designator	Slope of RWY and SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	Location/ description of arresting system	OFZ
1	7	8	9	10	11	12	13
06	—	—	—	—	—	—	—
24	—	—	—	—	—	—	—

RWY Designator	Remarks
1	14
06	—
24	—

BIRG AD 2.13 TILGREINDAR VIÐMIÐUNARVEGALENGDIR
BIRG AD 2.13 DECLARED DISTANCES

NIL

BIRE AD 2.7 ÁRSTÍÐARBUNDNAR HREINSANIR
BIRE AD 2.7 SEASONAL AVAILABILITY

NIL

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

NIL

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

NIL

BIRE AD 2.10 FLUGVALLARHINDRANIR
BIRE AD 2.10 AERODROME OBSTACLES

Rafmagnslína 300 m frá austurenda.	Electr. line 300 m from E-end.
Hindranakort og loftmynd af lendingastaðnum má nálgast hér:	An obstacle Chart and aerial photograph of the landing site can be accessed here:
https://avians.is/c-forflugsupplysingar/astand-lendingastada	https://avians.is/en/c-preflight-information/condition-landing-strips

BIRE AD 2.11 VEITTAR VEÐURUPPLÝSINGAR
BIRE AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

NIL

BIRE AD 2.12 SÉRKENNI FLUGBRAUTA
BIRE AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

RWY Designator	TRUE BRG	Dimension of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
08	081.91	720 x 27	RWY PCN: — RWY: GRAVEL Möl SWY PCN: — SWY: —	— — GUND: —	— —
26	262.52	720 x 27	RWY PCN: — RWY: GRAVEL Möl 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
08	—	—	—	—	—	—	—
26	—	—	—	—	—	—	—

RWY Designator	Remarks
1	14
08	Öryggissvæði takmörkuð til beggja hliða við vesturhluta brautar / Safety area limited on both sides of RWY at western part of runway
26	Öryggissvæði takmörkuð til beggja hliða við vesturhluta brautar / Safety area limited on both sides of RWY at western part of runway

BIRL AD 2.5 AÐSTAÐA FARÞEGA
BIRL AD 2.5 PASSENGER FACILITIES

1	Hótel Hotels	Hótel við Mývatn / Hotels by lake Myvatn
2	Veitingastaðir á flugvelli Restaurants	NIL
3	Fólksflutningar Transportation	Leigubílar / rútur samkvæmt beiðni / Taxi / bus available on-request
4	Hjúkrunaraðstaða Medical facilities	NIL
5	Banki og pósthús Bank and Post Office	Í þorpi / In village
6	Ferðaskrifstofa Tourist Office	NIL
7	Athugasemdir Remarks	Farþegaskýli / Passenger shelter

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

1	Flokkur slökkviþjónustu AD category for fire fighting	NIL
2	Björgunartæki Rescue equipment	NIL
3	Möguleiki á að fjarlægja bilaðar flugvélar Capability for removal of disabled aircraft	Krani og tengivagn í þorpi / Crane and trailer in village
4	Athugasemdir Remarks	NIL

BIRL AD 2.7 ÁRSTÍÐARBUNDNAR HREINSANIR
BIRL AD 2.7 SEASONAL AVAILABILITY

NIL

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

NIL

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

NIL

BIRL AD 2.10 FLUGVALLARHINDRANIR
BIRL AD 2.10 AERODROME OBSTACLES

Landslag upp úr hindranaflötum flugvallar 2 km norðan flugvallarins	Terrain penetrates aerodrome obstacle surfaces 2 km north of aerodrome
Hindranakort og loftmynd af lendingastaðnum má nálgast hér:	An obstacle Chart and aerial photograph of the landing site can be accessed here:
https://avians.is/c-forflugsupplysingar/astand-lendingastada	https://avians.is/en/c-preflight-information/condition-landing-strips

BIRL AD 2.11 VEITTAR VEÐURUPPLÝSINGAR
BIRL AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

NIL

BIRS AD 2.7 ÁRSTÍÐARBUNDNAR HREINSANIR
BIRS AD 2.7 SEASONAL AVAILABILITY

NIL

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

NIL

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

NIL

BIRS AD 2.10 FLUGVALLARHINDRANIR
BIRS AD 2.10 AERODROME OBSTACLES

Hindranir rétt við báða enda	Obstacles close to both ends
Hindranakort og loftmynd af lendingastaðnum má nálgast hér:	An obstacle Chart and aerial photograph of the landing site can be accessed here:
https://avians.is/c-forflugsupplysingar/astand-lendingastada	https://avians.is/en/c-preflight-information/condition-landing-strips

BIRS AD 2.11 VEITTAR VEÐURUPPLÝSINGAR
BIRS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

NIL

BIRS AD 2.12 SÉRKENNI FLUGBRAUTA
BIRS 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
01	000.68	780 x 18	RWY PCN: — RWY: GRAVEL SWY PCN: — SWY: —	— — GUND: —	— —
19	180.68	780 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
01	—	—	—	—	—	—	—
19	—	—	—	—	—	—	—

RWY Designator	Remarks
1	14
01	Flugbrautin er án öryggissvæða til beggja hliða. No safety area on both sides of RWY.
19	Flugbrautin er án öryggissvæða til beggja hliða. No safety area on both sides of RWY.

BIRS AD 2.13 TILGREINDAR VIÐMIÐUNARVEGALENGDIR
BIRS AD 2.13 DECLARED DISTANCES

NIL

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

NIL

BISV AD 2.7 ÁRSTÍÐARBUNDNAR HREINSANIR
BISV AD 2.7 SEASONAL AVAILABILITY

NIL

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

NIL

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

NIL

BISV AD 2.10 FLUGVALLARHINDRANIR
BISV AD 2.10 AERODROME OBSTACLES

Öryggisvæði og hindranafleti fyrir lendingarstaðinn má nálgast hér https://avians.is/oryggis--og-hindranafletir	Strips and obstacle areas can be found here https://avians.is/en/c-preflight-information/condition-landing-strips

BISV AD 2.11 VEITTAR VEÐURUPPLÝSINGAR
BISV AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

NIL

BISV AD 2.12 SÉRKENNI FLUGBRAUTA
BISV AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

RWY Designator	TRUE BRG	Dimension of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
06	—	700 x 35	RWY PCN: — RWY: GRAVEL SWY PCN: — SWY: —	— — GUND: —	— —
24	—	700 x 35	RWY PCN: — RWY: GRAVEL SWY PCN: — SWY: —	— — GUND: —	— —

RWY Designator	Slope of RWY and SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	Location/ description of arresting system	OFZ
1	7	8	9	10	11	12	13
06	—	—	—	—	—	—	—
24	—	—	—	—	—	—	—

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

BISV AD 2.13 TILGREINDAR VIÐMIÐUNARVEGALENGDIR
BISV AD 2.13 DECLARED DISTANCES

NIL

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

NIL

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

NIL

BIVI AD 2.7 ÁRSTÍÐARBUNDNAR HREINSANIR
BIVI AD 2.7 SEASONAL AVAILABILITY

NIL

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

NIL

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

NIL

BIVI AD 2.10 FLUGVALLARHINDRANIR
BIVI AD 2.10 AERODROME OBSTACLES

Öryggisvæði og hindranafleti fyrir lendingarstaðinn má nálgast hér https://avians.is/oryggis--og-hindranafletir	Strips and obstacle areas can be found here https://avians.is/en/c-preflight-information/condition-landing-strips

BIVI AD 2.11 VEITTAR VEÐURUPPLÝSINGAR
BIVI AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

NIL

BIVI AD 2.12 SÉRKENNI FLUGBRAUTA
BIVI AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

RWY Designator	TRUE BRG	Dimension of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
07	—	712 x 25	RWY PCN: — RWY: GRAVEL SWY PCN: — SWY: —	— — GUND: —	— —
25	—	712 x 25	RWY PCN: — RWY: GRAVEL SWY PCN: — SWY: —	— — GUND: —	— —

RWY Designator	Slope of RWY and SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	Location/ description of arresting system	OFZ
1	7	8	9	10	11	12	13
07	—	—	—	—	—	—	—
25	—	—	—	—	—	—	—

RWY Designator	Remarks
1	14
07	—
25	—

BIVI AD 2.13 TILGREINDAR VIÐMIÐUNARVEGALENGDIR
BIVI AD 2.13 DECLARED DISTANCES

NIL

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

NIL

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

1	Yfirborð hlaðs og styrkur Designation, surface and strength of apron	TERMINAL APRON: Möl/GRAVEL 50x60 M
2	Breidd akbrautar, yfirborð og styrkur Designation, width, surface and strength of taxiways	TWY ALPHA: 23 M breitt/wide
3	Staðsetning og landhæð gátunarstaðar fyrir hæðarmælisathugun Altimeter checkpoint location and elevation	Apron RWY
4	VOR-gátunarstaðir VOR checkpoints	NIL
5	INS-gátunarstaðir INS checkpoints	NIL
6	Athugasemdir Remarks	NIL

BITE AD 2.9 LEIÐSAGA OG STJÓRNKERFI FYRIR HREYFINGAR Á JÖRÐU NIÐRI OG MERKINGAR
BITE 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	Brautarmerkingar: Brautarheiti, þröskulds- og miðlínumerkingar / RWY Markings: Designation, THR point and centreline
2	Flugbrautar- og akbrautarmerkingar og ljós RWY and TWY markings and LGT	NIL
3	Stöðvunarljós Stop bars	NIL
4	Athugasemdir Remarks	NIL

BITE AD 2.10 FLUGVALLARHINDRANIR
BITE AD 2.10 AERODROME OBSTACLES

8m há háspennulína 1000 m frá suðaustur-enda flugbrautar.

Hindranakort og loftmynd af lendingastaðnum má nálgast hér:

https://avians.is/c-forflugsupplysingar/astand-lendingastada

Elect. line 8 m high 1000 m from South-east end of RWY.

An obstacle Chart and aerial photograph of the landing site can be accessed here:

https://avians.is/en/c-preflight-information/condition-landing-strips

BITE AD 2.11 VEITTAR VEÐURUPPLÝSINGAR
BITE AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

NIL

BITE AD 2.12 SÉRKENNI FLUGBRAUTA
BITE 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
13	115.46	799 x 24	RWY PCN: — RWY: Other Asphalt Stabilized Gravel / Tjörubundin grús SWY PCN: — SWY: —	655216.63N 0233353.33W — GUND: 211 FT	THR 34 FT —
31	295.48	799 x 24	RWY PCN: — RWY: Other Asphalt Stabilized Gravel / Tjörubundin grús SWY PCN: — SWY: —	655205.54N 0233256.45W — GUND: 211 FT	THR 34 FT —

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
13	0.1%	—	—	—	—	—	—
31	0.1%	—	—	—	—	—	—

RWY Designator	Remarks
1	14
13	—
31	—