AIP – ÍSLAND/ICELAND

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AIP AIRAC
A 06/2025
11 JUL 2025

EFFECTIVE 07 AUG 2025

isavia ANS
Air Navigation Services

Helstu breytingar í þessari útgáfu

Skoða skal AIP-uppfærslu vegna breytinga.
Listi þessi er einungis yfirlit.

Principal changes included in this AMDT

The AIP AMDT should be referred to for exact AIP changes.
This list of principal changes is just a brief overview.

Subject	Changes	AIP pages/chapter
GEN		
The AIP structure	Chapters of the eAIP (AD 2)	GEN 0.1.4.1.3
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
Differences from ICAO standards, recommended practices and procedures	ICAO Doc 8168, Volume II - Aircraft Operations, Construction of Visual and Instrument Flight Procedures	GEN 1.7.20
Aeronautical Information Services	AIRAC system	GEN 3.1.4
	Editorial	GEN 3.1.6.3
List of aeronautical charts available	List updated	GEN 3.2.5
Air Traffic Services	Minimum flight altitude - Paraghraph updated	GEN 3.3.5
ENR		
ATS Surveillance Services and Procedures	ADS-B and Mode S Transponder Mandate published in AIC A 01/2025 added to the chapter	ENR 1.6.2
	ADS-B coverage - Lower limit of space based ADS-B in BIRD FIR changed to FL255	ENR 1.6.3.5
Regional Supplementary Procedures	Special application of instrument flight rules - The words, below F195, added	ENR 1.8.1.1.1
	Separation of Aircraft in Reykjavík Control Area (BIRD CTA) - Paraghraph updated	ENR 1.8.7
Air Traffic Services Airspace	FIR, CTA and TMA - Editorial	ENR 2.1
ATS Routes	Other Routes - Editorial	ENR 3.3
	EN-Route Holding - Editorial	ENR 3.4
Prohibited, Restricted and Danger Areas	Danger area over Kárhóll in Reykjadal due to Lidar Measurements project	ENR 5.1
	Danger areas for the Directorate of Fisheries drone moved from SUP 16/2024	
ATS Surveillance Coverage Chart	Space-based ADS-B at and above FL255 within BIRD-FIR	ENR 6.1 - 11
AD		
BIAR - Akureyri	The authorized handling agent FREQ, web site and email	BIAR AD 2.4.7
	Akureyri Aerodrome Chart - RWY MAG BEARING	AD 2 BIAR 2 - 1
BIGJ - Gjogur	Additional information - Bank angle in circling	BIGJ AD 2.23.2
	RNP A Instrument Approach Chart - Auth. Required removed, Warning text	AD 2 BIGJ 6 - 1
	NDB A Instrument Approach Chart - Auth. Required removed, warning text	AD 2 BIGJ 6 - 3

BIHN - Hofn Hornafirdi	Additional information - Bank angle in circling	BIHN AD 2.23.2
	RNP RWY 36 Instrument Approach Chart - Auth. Required removed, Warning text	AD 2 BIHN 6 - 3
BIIS - Isafjordur	MAG VAR Annual change	BIIS AD 2.2.5
	RWY Designator	BIIS AD 2.12, AD 2.13, AD 2.14, AD 2.23
	AD Chart - RWY Designator, MAG VAR	AD 2 BIIS 2 -1
	RNP C, RNP D, NDB C Instrument Approach Charts - MAG VAR, TRK BRGS	AD 2 BIIS 6 - 1/2, 3/4, 5/6
	RNP SID RWY 07 - MAG VAR, TRK BRGS	AD 2 BIIS 7 - 1/2
BIKF - Keflavik & BIRK - Reykjavik	ATC Surveillance Minimum Altitude Chart - FAXI TMA - New Chart	AD 2 BIKF 8 - 19 AD 2 BIRK 8 - 11
BIRK - Reykjavik	Editorial Page break	AD 2 BIRK 1 - 15/16
BIVM - Vestmannaeyjar	Approach and RWY Lighting - MEHT added	BIVM AD 2.14.4
	Wind-visibility and ceiling - day-time operation - Editorial diagram moved to the correct place	BIVM AD 2.23.1
	AD Chart - MEHT added	AD 2 BIVM 2 - 1
BIVO - Vopnafjordur	Editorial Page break	AD 2 BIVO 1 - 3/4
BITN - Thorshofn	RNP RWY 01 - Instrument Approach Chart - Coding table	AD 2 BITN 6 - 1/2
BITE - Thingeyri	MAG VAR Annual change	BITE AD 2.2. 5
	RWY Designator	BITE AD 2.12, AD 2.13
BIRF - Rif	Editorial, Page break	AD 2 BIRF 1 - 5/6

SUPs - AIP Supplements	
BIAR – Nýir RNP AR aðflugsferlar fyrir Akureyrarflugvöll / New RNP AR approach procedures for Akureyri airport Effective from 12 JUN 2025	SUP 12/2025
Skipulag vegna útsýnisflugs yfir Reykjanesi / Procedures due to sightseeing over Reykjanes peninsula Effective from 18 JUN 2025	SUP 13/2025
Þjóðhátíð í Vestmannaeyjum / Westman Islands festival	SUP 14/2025

AICs - Aeronautical information circulars

Engin / NIL	

Eldri síður: / Old pages:		Nýjar síður: / New pages:	
GEN		**GEN**	
GEN 0.1 - 1	18 JUN 2021	GEN 0.1 - 1	07 AUG 2025
GEN 0.1 - 2	18 JUN 2021	GEN 0.1 - 2	07 AUG 2025
GEN 0.1 - 3	13 AUG 2021	GEN 0.1 - 3	07 AUG 2025
GEN 0.1 - 4	13 AUG 2021	GEN 0.1 - 4	07 AUG 2025
GEN 0.2 - 1	12 JUN 2025	GEN 0.2 - 1	07 AUG 2025
GEN 0.2 - 2	12 JUN 2025	GEN 0.2 - 2	07 AUG 2025
GEN 0.3 - 1	17 APR 2025	GEN 0.3 - 1	07 AUG 2025
GEN 0.3 - 2	17 APR 2025	GEN 0.3 - 2	07 AUG 2025
GEN 0.3 - 3	12 JUN 2025	GEN 0.3 - 3	07 AUG 2025
GEN 0.3 - 4	12 JUN 2025	GEN 0.3 - 4	07 AUG 2025
GEN 0.4 - 1	12 JUN 2025	GEN 0.4 - 1	07 AUG 2025
GEN 0.4 - 2	12 JUN 2025	GEN 0.4 - 2	07 AUG 2025
GEN 0.4 - 3	12 JUN 2025	GEN 0.4 - 3	07 AUG 2025
GEN 0.4 - 4	12 JUN 2025	GEN 0.4 - 4	07 AUG 2025
GEN 0.4 - 5	12 JUN 2025	GEN 0.4 - 5	07 AUG 2025
GEN 0.4 - 6	12 JUN 2025	GEN 0.4 - 6	07 AUG 2025
GEN 0.4 - 7	12 JUN 2025	GEN 0.4 - 7	07 AUG 2025
GEN 0.4 - 8	12 JUN 2025	GEN 0.4 - 8	07 AUG 2025
GEN 0.4 - 9	12 JUN 2025	GEN 0.4 - 9	07 AUG 2025
GEN 0.4 - 10	12 JUN 2025	GEN 0.4 - 10	07 AUG 2025
GEN 1.7 - 55	12 AUG 2022	GEN 1.7 - 55	07 AUG 2025
GEN 1.7 - 56	12 AUG 2022	GEN 1.7 - 56	07 AUG 2025
GEN 3.1 - 5	17 APR 2025	GEN 3.1 - 5	07 AUG 2025
GEN 3.1 - 6	17 APR 2025	GEN 3.1 - 6	07 AUG 2025
GEN 3.1 - 7	04 OCT 2024	GEN 3.1 - 7	07 AUG 2025
GEN 3.1 - 8	04 OCT 2024	GEN 3.1 - 8	07 AUG 2025
GEN 3.2 - 5	12 JUN 2025	GEN 3.2 - 5	07 AUG 2025
GEN 3.2 - 6	12 JUN 2025	GEN 3.2 - 6	07 AUG 2025
GEN 3.2 - 7	12 JUN 2025	GEN 3.2 - 7	07 AUG 2025
GEN 3.2 - 8	12 JUN 2025	GEN 3.2 - 8	07 AUG 2025
GEN 3.2 - 9	12 JUN 2025	GEN 3.2 - 9	07 AUG 2025
GEN 3.2 - 10	12 JUN 2025	GEN 3.2 - 10	07 AUG 2025
GEN 3.3 - 3	23 MAR 2023	GEN 3.3 - 3	07 AUG 2025
GEN 3.3 - 4	23 MAR 2023	GEN 3.3 - 4	07 AUG 2025
ENR		**ENR**	
ENR 0.6 - 1	24 JAN 2025	ENR 0.6 - 1	07 AUG 2025
ENR 0.6 - 2	24 JAN 2025	ENR 0.6 - 2	07 AUG 2025
ENR 0.6 - 5	20 MAR 2025	ENR 0.6 - 5	07 AUG 2025
ENR 0.6 - 6	20 MAR 2025	ENR 0.6 - 6	07 AUG 2025
ENR 1.6 - 1	22 MAR 2024	ENR 1.6 - 1	07 AUG 2025
ENR 1.6 - 2	22 MAR 2024	ENR 1.6 - 2	07 AUG 2025
ENR 1.6 - 5	22 MAR 2024	ENR 1.6 - 5	07 AUG 2025
ENR 1.6 - 6	22 MAR 2024	ENR 1.6 - 6	07 AUG 2025
ENR 1.6 - 7	15 MAY 2025	ENR 1.6 - 7	07 AUG 2025
ENR 1.6 - 8	15 MAY 2025	ENR 1.6 - 8	07 AUG 2025
ENR 1.6 - 9	22 MAR 2024	ENR 1.6 - 9	07 AUG 2025
ENR 1.6 - 10	22 MAR 2024	ENR 1.6 - 10	07 AUG 2025
ENR 1.6 - 11	22 MAR 2024	ENR 1.6 - 11	07 AUG 2025
ENR 1.6 - 12	22 MAR 2024	ENR 1.6 - 12	07 AUG 2025
		ENR 1.6 - 13	07 AUG 2025
		ENR 1.6 - 14	07 AUG 2025
ENR 1.8 - 1	15 MAY 2025	ENR 1.8 - 1	07 AUG 2025

Eldri síður: / Old pages:		Nýjar síður: / New pages:	
ENR 1.8 - 2	15 MAY 2025	ENR 1.8 - 2	07 AUG 2025
ENR 1.8 - 27	15 MAY 2025	ENR 1.8 - 27	07 AUG 2025
ENR 1.8 - 28	15 MAY 2025	ENR 1.8 - 28	07 AUG 2025
ENR 3.3 - 1	06 OCT 2023	ENR 3.3 - 1	07 AUG 2025
ENR 3.3 - 2	06 OCT 2023	ENR 3.3 - 2	07 AUG 2025
ENR 3.4 - 1	05 OCT 2023	ENR 3.4 - 1	07 AUG 2025
ENR 3.4 - 2	05 OCT 2023	ENR 3.4 - 2	07 AUG 2025
ENR 5.1 - 1	22 MAR 2024	ENR 5.1 - 1	07 AUG 2025
ENR 5.1 - 2	22 MAR 2024	ENR 5.1 - 2	07 AUG 2025
		ENR 5.1 - 3	07 AUG 2025
		ENR 5.1 - 4	07 AUG 2025
		ENR 5.1 - 5	07 AUG 2025
		ENR 5.1 - 6	07 AUG 2025
		ENR 5.1 - 7	07 AUG 2025
		ENR 5.1 - 8	07 AUG 2025
		ENR 5.1 - 9	07 AUG 2025
		ENR 5.1 - 10	07 AUG 2025
ENR 6.1 - 11	15 MAY 2025	ENR 6.1 - 11	07 AUG 2025
ENR 6.1 - 12	15 MAY 2025	ENR 6.1 - 12	07 AUG 2025
AD		**AD**	
AD 0.6 - 9	15 MAY 2025	AD 0.6 - 9	07 AUG 2025
AD 0.6 - 10	15 MAY 2025	AD 0.6 - 10	07 AUG 2025
AD 0.6 - 11	12 JUN 2025	AD 0.6 - 11	07 AUG 2025
AD 0.6 - 12	12 JUN 2025	AD 0.6 - 12	07 AUG 2025
AD 0.6 - 33	12 JUN 2025	AD 0.6 - 33	07 AUG 2025
AD 0.6 - 34	12 JUN 2025	AD 0.6 - 34	07 AUG 2025
AD 2 BIAR 1 - 3	17 APR 2025	AD 2 BIAR 1 - 3	07 AUG 2025
AD 2 BIAR 1 - 4	17 APR 2025	AD 2 BIAR 1 - 4	07 AUG 2025
AD 2 BIAR 2 - 1	24 JAN 2025	AD 2 BIAR 2 - 1	07 AUG 2025
AD 2 BIAR 2 - 2	24 JAN 2025	AD 2 BIAR 2 - 2	07 AUG 2025
AD 2 BIGJ 1 - 13	13 JUL 2023	AD 2 BIGJ 1 - 13	07 AUG 2025
AD 2 BIGJ 1 - 14	13 JUL 2023	AD 2 BIGJ 1 - 14	07 AUG 2025
AD 2 BIGJ 6 - 1	25 MAR 2021	AD 2 BIGJ 6 - 1	07 AUG 2025
AD 2 BIGJ 6 - 2	25 MAR 2021	AD 2 BIGJ 6 - 2	07 AUG 2025
AD 2 BIGJ 6 - 3	24 MAR 2022	AD 2 BIGJ 6 - 3	07 AUG 2025
AD 2 BIGJ 6 - 4	24 MAR 2022	AD 2 BIGJ 6 - 4	07 AUG 2025
AD 2 BIHN 1 - 13	20 MAR 2025	AD 2 BIHN 1 - 13	07 AUG 2025
AD 2 BIHN 1 - 14	20 MAR 2025	AD 2 BIHN 1 - 14	07 AUG 2025
AD 2 BIHN 6 - 3	16 MAY 2024	AD 2 BIHN 6 - 3	07 AUG 2025
AD 2 BIHN 6 - 4	16 MAY 2024	AD 2 BIHN 6 - 4	07 AUG 2025
AD 2 BIIS 1 - 1	29 NOV 2024	AD 2 BIIS 1 - 1	07 AUG 2025
AD 2 BIIS 1 - 2	29 NOV 2024	AD 2 BIIS 1 - 2	07 AUG 2025
AD 2 BIIS 1 - 9	27 JAN 2023	AD 2 BIIS 1 - 9	07 AUG 2025
AD 2 BIIS 1 - 10	27 JAN 2023	AD 2 BIIS 1 - 10	07 AUG 2025
AD 2 BIIS 1 - 15	27 JAN 2023	AD 2 BIIS 1 - 15	07 AUG 2025
AD 2 BIIS 1 - 16	27 JAN 2023	AD 2 BIIS 1 - 16	07 AUG 2025
AD 2 BIIS 2 - 1	25 MAR 2021	AD 2 BIIS 2 - 1	07 AUG 2025
AD 2 BIIS 2 - 2	25 MAR 2021	AD 2 BIIS 2 - 2	07 AUG 2025
AD 2 BIIS 6 - 1	25 MAR 2021	AD 2 BIIS 6 - 1	07 AUG 2025
AD 2 BIIS 6 - 2	25 MAR 2021	AD 2 BIIS 6 - 2	07 AUG 2025
AD 2 BIIS 6 - 3	25 MAR 2021	AD 2 BIIS 6 - 3	07 AUG 2025
AD 2 BIIS 6 - 4	25 MAR 2021	AD 2 BIIS 6 - 4	07 AUG 2025
AD 2 BIIS 6 - 5	25 MAR 2021	AD 2 BIIS 6 - 5	07 AUG 2025

Eldri síður: / Old pages:		Nýjar síður: / New pages:	
AD 2 BIIS 6 - 6	25 MAR 2021	AD 2 BIIS 6 - 6	07 AUG 2025
AD 2 BIIS 7 - 1	25 MAR 2021	AD 2 BIIS 7 - 1	07 AUG 2025
AD 2 BIIS 7 - 2	25 MAR 2021	AD 2 BIIS 7 - 2	07 AUG 2025
AD 2 BIKF 1 - 35	15 MAY 2025	AD 2 BIKF 1 - 35	07 AUG 2025
AD 2 BIKF 1 - 36	15 MAY 2025	AD 2 BIKF 1 - 36	07 AUG 2025
		AD 2 BIKF 8 - 19	07 AUG 2025
		AD 2 BIKF 8 - 20	07 AUG 2025
AD 2 BIRK 1 - 15	12 JUN 2025	AD 2 BIRK 1 - 15	07 AUG 2025
AD 2 BIRK 1 - 16	12 JUN 2025	AD 2 BIRK 1 - 16	07 AUG 2025
AD 2 BIRK 1 - 31	12 JUN 2025	AD 2 BIRK 1 - 31	07 AUG 2025
AD 2 BIRK 1 - 32	12 JUN 2025	AD 2 BIRK 1 - 32	07 AUG 2025
		AD 2 BIRK 8 - 11	07 AUG 2025
		AD 2 BIRK 8 - 12	07 AUG 2025
AD 2 BIVM 1 - 11	02 DEC 2021	AD 2 BIVM 1 - 11	07 AUG 2025
AD 2 BIVM 1 - 12	02 DEC 2021	AD 2 BIVM 1 - 12	07 AUG 2025
AD 2 BIVM 1 - 15	15 MAY 2025	AD 2 BIVM 1 - 15	07 AUG 2025
AD 2 BIVM 1 - 16	15 MAY 2025	AD 2 BIVM 1 - 16	07 AUG 2025
AD 2 BIVM 1 - 17	15 MAY 2025	AD 2 BIVM 1 - 17	07 AUG 2025
AD 2 BIVM 1 - 18	15 MAY 2025	AD 2 BIVM 1 - 18	07 AUG 2025
AD 2 BIVM 1 - 19	24 MAR 2023	AD 2 BIVM 1 - 19	07 AUG 2025
AD 2 BIVM 1 - 20	24 MAR 2023	AD 2 BIVM 1 - 20	07 AUG 2025
AD 2 BIVM 2 - 1	17 JUN 2021	AD 2 BIVM 2 - 1	07 AUG 2025
AD 2 BIVM 2 - 2	17 JUN 2021	AD 2 BIVM 2 - 2	07 AUG 2025
AD 2 BIVO 1 - 3	12 JUN 2025	AD 2 BIVO 1 - 3	07 AUG 2025
AD 2 BIVO 1 - 4	12 JUN 2025	AD 2 BIVO 1 - 4	07 AUG 2025
AD 2 BIVO 1 - 5	12 JUN 2025	AD 2 BIVO 1 - 5	07 AUG 2025
AD 2 BIVO 1 - 6	12 JUN 2025	AD 2 BIVO 1 - 6	07 AUG 2025
AD 2 BITN 6 - 1	12 JUN 2025	AD 2 BITN 6 - 1	07 AUG 2025
AD 2 BITN 6 - 2	12 JUN 2025	AD 2 BITN 6 - 2	07 AUG 2025
LS		**LS**	
AD 2 BIRF 1 - 5	12 JUN 2025	AD 2 BIRF 1 - 5	07 AUG 2025
AD 2 BIRF 1 - 6	12 JUN 2025	AD 2 BIRF 1 - 6	07 AUG 2025
AD 2 BITE 1 - 1	08 OCT 2021	AD 2 BITE 1 - 1	07 AUG 2025
AD 2 BITE 1 - 2	08 OCT 2021	AD 2 BITE 1 - 2	07 AUG 2025
AD 2 BITE 1 - 3	12 JUN 2025	AD 2 BITE 1 - 3	07 AUG 2025
AD 2 BITE 1 - 4	12 JUN 2025	AD 2 BITE 1 - 4	07 AUG 2025
AD 2 BITE 1 - 5	21 MAR 2024	AD 2 BITE 1 - 5	07 AUG 2025
AD 2 BITE 1 - 6	21 MAR 2024	AD 2 BITE 1 - 6	07 AUG 2025

VIÐBÆTUR

SUPPLEMENTS

Nýjar viðbætur

New Supplements

Engar / NIL

Nýjar viðbætur - utan útgáfu

New Supplements - outside publication

SUP 12/2025 Effective from 12 JUN 2025
SUP 13/2025 Effective from 18 JUN 2025

Viðbætur felldar úr gildi

Supplements hereby cancelled

SUP 16/2024, SUP 10/2024
SUP 10/2025 Cancelled from 12 JUN 2025
SUP 02/2025 Cancelled from 18 JUN 2025

UPPLÝSINGABRÉF (AIC)

AIC

Ný upplýsingabréf

New AIC

Engin / NIL

Ný upplýsingabréf - utan útgáfu

New AICs - outside publication

Engin / NIL

Upplýsingabréf felld úr gildi

AICs hereby cancelled

Engin / NIL

Efni eftirfarandi NOTAM skeyta birt í útgáfunni:

NOTAM incorporated in this amendment:

A0404/25 A0307/25,
B0040/25

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 Isavia ANS ehf. ábyrgð á að veita þjónustuna.

Upplýsingaþjónusta flugmála innan Isavia ANS, 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.isavia.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 Isavia ANS.

The Isavia ANS 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.isavia.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 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 0.1.4.1.3 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 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 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 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 Isavia ANS ehf. og byggir á þeim upplýsingum sem Isavia ANS 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 Isavia ANS and is based on information available to Isavia ANS.

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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:

Isavia ANS
Upplýsingaþjónusta flugmála
Nauthólsvegi 60-66
102 Reykjavík, Ísland
Sími: +354 424 4000
Netfang: aip.breytingar@isavia.is

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:

Isavia ANS
Aeronautical Information Service
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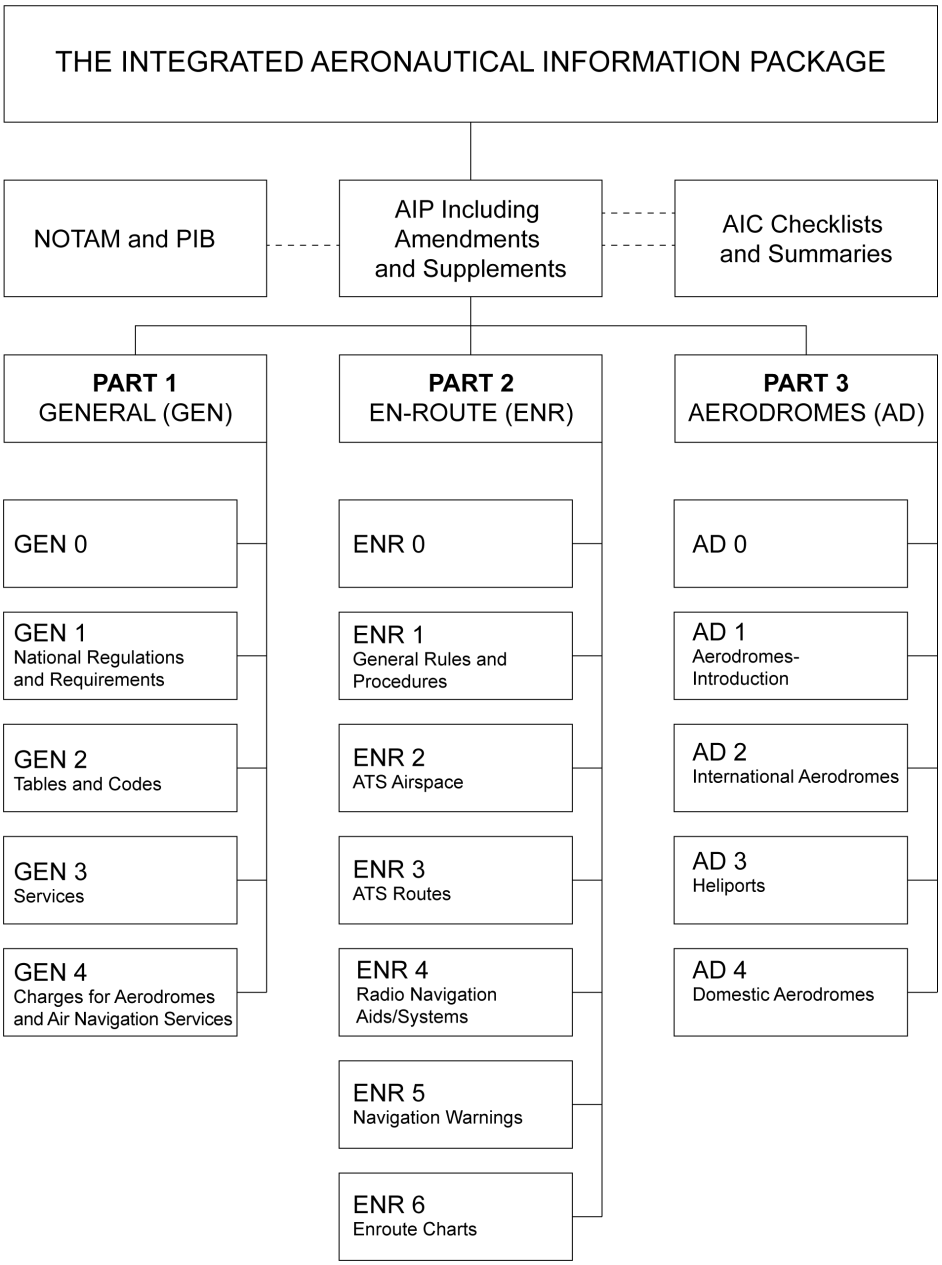
Telephone: +354 424 4000
E-mail: aip.breytingar@isavia.is

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**
AIRAC 001/22	03 DEC 2021	27 JAN 2022	
AIRAC 002/22	29 JAN 2022	24 MAR 2022	
AIRAC 003/22	26 MAR 2022	19 MAY 2022	
AIRAC 004/22	21 MAY 2022	14 JUL 2022	
AIRAC 005/22	13 AUG 2022	06 OCT 2022	
AIRAC 006/22	08 OCT 2022	01 DEC 2022	
AIRAC 001/23	03 DEC 2022	26 JAN 2023	
AIRAC 02/23	28 JAN 2023	23 MAR 2023	
AIRAC 03/23	25 MAR 2023	18 MAY 2023	
A 04/2023	19 MAY 2023	15 JUN 2023	
A 05/2023	21 MAY 2023	13 JUL 2023	
A 06/2023	12 AUG 2023	05 OCT 2023	
A 07/2023	07 OCT 2023	30 NOV 2023	
A 01/2024	02 DEC 2023	25 JAN 2024	
A 02/2024	27 JAN 2024	21 MAR 2024	
A 03/2024	23 MAR 2024	16 MAY 2024	
A 04/2024	18 MAY 2024	11 JUL 2024	
A 05/2024	10 AUG 2024	03 OCT 2024	
A 06/2024	05 OCT 2024	28 NOV 2024	
A 01/2025	30 NOV 2024	23 JAN 2025	
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	

Uppfærslur Flugmálahandbókar / AIP AMENDMENT			
Nr. / Ár / NR/Year	Útgáfudagur / Publication date	Dags. inns. / Date inserted	Sett inn af / Inserted by
AMDT 001/22	28 JAN 2022	28 JAN 2022	
AMDT 002/22	25 MAR 2022	25 MAR 2022	
AMDT 003/22	20 MAY 2022	20 MAY 2022	
AMDT 004/22	12 AUG 2022	12 AUG 2022	
AMDT 005/22	07 OCT 2022	07 OCT 2022	
AMDT 006/22	02 DEC 2022	02 DEC 2022	
AMDT 01/23	27 JAN 2023	27 JAN 2023	
AMDT 02/23	24 MAR 2023	24 MAR 2023	
03/2023	20 MAY 2023	20 MAY 2023	
04/2023	11 AUG 2023	11 AUG 2023	
05/2023	06 OCT 2023	06 OCT 2023	
06/2023	01 DEC 2023	01 DEC 2023	
01/2024	26 JAN 2024	26 JAN 2024	
02/2024	22 MAR 2024	22 MAR 2024	
03/2024	17 MAY 2024	17 MAY 2024	
04/2024	12 JUL 2024	12 JUL 2024	
05/2024	09 AUG 2024	09 AUG 2024	
06/2024	04 OCT 2024	04 OCT 2024	
07/2024	29 NOV 2024	29 NOV 2024	
AMDT 01/2025	24 JAN 2025	24 JAN 2025	

GEN 0.3 LISTI YFIR VIÐBÆTUR VIÐ FLUGMÁLAHANDBÓK

GEN 0.3 RECORD OF AIP SUPPLEMENTS

Númer/Ár / No/Year	Viðfangsefni / Subject	Viðeigandi hluti/hlutar Flugmálahandbókar / AIP section(s) affected	Gildistími / Period of validity	Fellt úr gildi / Cancellation record
018/2022	BIKF KEFLAVÍK – Bráðabirgðabygging á stæði 6 / BIKF KEFLAVIK – Temporary building on stand 6	BIKF AD 2	07 OCT 2022 - EST Year 2026	
019/2022	BIKF KEFLAVÍK - Framkvæmdir við Stæði 10 / BIKF KEFLAVIK - Construction work at Stand 10	BIKF AD 2	07 OCT 2022 - 24 MAR 2023	Replaced with SUP 03/23
020/2022	KEFLAVÍK - Nýframkvæmd – Ný akbraut og hraðakstursbraut / KEFLAVIK – New Construction - New taxiway and rapid exit taxiway (RET)	BIKF AD 2	02 DEC 2022 - EST June 2023	Cancelled 06 OCT 2023
01/2023	Minnkaður brautaraðskilnaður / Reduced Runway Separation	BIAR AD 2 BIKF AD 2 BIRK AD 2	26 JAN 2023 11 AUG 2023	Cancelled 11 AUG 2023
02/2023	Tímabundnar hindranir sem standa lengur en þrjá mánuði / Temporary obstacles with duration longer than three months	BIAR AD 2.10 BIRK AD 2.10	24 MAR 2023 - 15 JUN 2023	Replaced with SUP 05/2023
03/2023	BIKF KEFLAVÍK - Framkvæmdir við Stæði 10 / BIKF KEFLAVIK - Construction work at Stand 10	BIKF AD 2	24 MAR 2023 - 31 MAR 2023	Canceled 31st of March 2023
04/2023	Þjóðhátíð í Vestmannaeyjum Westman Islands festival	BIVM AD 2	20 MAY 2023 - EST Autumn 2023	Replaced with SUP 10/2023 18 JUL 2023
05/2023	Tímabundnar hindranir sem standa lengur en þrjá mánuði / Temporary obstacles with duration longer than three months	BIAR AD 2.10 BIRK AD 2.10	15 JUN 2023 - 06 OCT 2023	Cancelled 06 OCT 2023
06/2023	BIRK Reykjavík - Leiðtogafundur Evrópuráðs í Reykjavík 16-17. maí 2023 / BIRK Reykjavik - Council of Europe Summit 16-17 May 2023 in Reykjavik	BIRK AD 2	04 MAY 2023 - 19 MAY 2023	Cancelled 19 MAY 2023
07/2023	Skipulag vegna mögulegra eldsumbrota á Reykjanesi / Procedures due to possible eruption on Reykjanes	NA	07 JUN 2023 - 01 AUG 2023	Replaced with SUP 13/2023 01 AUG 2023
08/2023	BIKF Keflavik - Framkvæmdir við Austurvæng og flughlaðið / BIKF Keflavik - Construction work at East wing and apron	BIKF AD 2	11 AUG 2023 - 12 SEP 2023	Replaced with SUP 14/2023 12 SEP 2023
09/2023	BIAR Akureyri – Nýtt flughlað / BIAR Akureyri – New apron	BIAR AD 2	11 AUG 2023 - 26 JAN 2024	Cancelled 26 JAN 2024
10/2023	Þjóðhátíð í Vestmannaeyjum Westman Islands festival	BIVM AD 2	18 JUL 2023 - 19 JUL 2023	Cancelled 19 JUL 2023
11/2023	Þjóðhátíð í Vestmannaeyjum Westman Islands festival	BIVM AD 2	20 JUL 2023 - 25 JUL 2023	Cancelled 25 JUL 2023
12/2023	Þjóðhátíð í Vestmannaeyjum Westman Islands festival	BIVM AD 2	26 JUL 2023 - 11 AUG 2023	Cancelled 11 AUG 2023

13/2023	Skipulag vegna eldsumbrota á Reykjanesi / Procedures due to eruption on Reykjanes	NA	02 AUG 2023 - 16 AUG 2023	Cancelled 16 AUG 2023
14/2023	KEFLAVÍK - Framkvæmdir við Austurvæng og flughlaðið (SLN18 & NTA22) / KEFLAVIK - Construction work at East wing and apron (SLN18 & NTA22)	BIKF AD 2	12 SEP 2023 - 17 MAY 2024	Replaced with SUP 07/2024 17 MAY 2024
15/2023	Tímabundnar hindranir sem standa lengur en þrjá mánuði / Temporary obstacles with duration longer than three months	BIAR AD 2.10 BIRK AD 2.10	06 OCT 2023 - 01 DEC 2023	Replaced with SUP 16/2023 01 DEC 2023
16/2023	Tímabundnar hindranir sem standa lengur en þrjá mánuði / Temporary obstacles with duration longer than three months	BIAR AD 2.10 BIRK AD 2.10	01 DEC 2023 - 26 JAN 2024	Replaced with SUP 01/2024 26 JAN 2024
17/2023	Loftrýmishöft - vegna árásar Rússa á Úkraínu Airspace restrictions - due to the Russian invasion of Ukraine	NA	14 NOV 2023 - UFN	
18/2023	Skipulag vegna eldsumbrota við Grindavík / Procedures due to eruption near Grindavík	NA	19 DEC 2023 - 22 DEC 2023	Cancelled 22 DEC 2023
19/2023	Aðaltíðni fyrir almenn flugfjarskipti yfir Grænlandi / The primary general purpose VHF frequency over Greenland	GEN 3.4 ENR 2.1 ENR 2.2 ENR 6.1	01 DEC 2023 - 30 APR 2024	Cancelled 30 APR 2024
01/2024	Tímabundnar hindranir sem standa lengur en þrjá mánuði / Temporary obstacles with duration longer than three months	BIAR AD 2.10 BIRK AD 2.10	26 JAN 2024 - 29 JAN 2024	Replaced with SUP 15/2024 29 JAN 2024
02/2024	Dróni Fiskistofu / Directorate of Fisheries drone	NA	26 JAN 2024 - 17 MAY 2024	Replaced with SUP 08/2024 17 MAY 2024
03/2024	Skipulag vegna eldsumbrota við Grindavík / Procedures due to eruption near Grindavík	NA	14 JAN 2024 - 22 JAN 2024	Cancelled 22 JAN 2024
04/2024	Keflavík (BIKF) – framkvæmdir við stæði 10 / Construction work at stand 10	BIKF AD 2	26 JAN 2024 - 20 MAR 2025	Cancelled 20 MAR 2025
05/2024	Skipulag vegna mögulegra eldsumbrota við Grindavík / Procedures due to possible eruption near Grindavik	NA	05 FEB 2024 - 14 FEB 2024	Cancelled 14 FEB 2024
06/2024	Skipulag vegna Reykjaneselda / Procedures due to Volcanic activity at Reykjanes peninsula	NA	29 FEB 2024 - 30 MAY 2024	Replaced with SUP 11/2024 30 MAY 2024
07/2024	KEFLAVÍK - Framkvæmdir við Austurvæng og flughlaðið / Construction work at East wing and apron	BIKF AD 2	17 MAY 2024 - UFN	
08/2024	Dróni Fiskistofu / Directorate of Fisheries drone	NA	17 MAY 2024 - 09 AUG 2024	Replaced with SUP 14/2024 09 AUG 2024
09/2024	Þjóðhátíð í Vestmannaeyjum / Westman Islands festival	BIVM AD 2	11 JUL 2024 - 09 AUG 2024	Cancelled 09 AUG 2024
10/2024	Breyting á svari við RCL-skeyti / Amendment to RCL response messages	NA	23 MAY 2024 - 07 AUG 2025	Cancelled 07 AUG 2025
11/2024	Skipulag vegna Reykjaneselda / Procedures due to Volcanic activity at Reykjanes peninsula	NA	30 MAY 2024 - 12 FEB 2025	Replaced with SUP 02/2025 12 FEB 2025

12/2024	Viðhaldsframkvæmdir á akbraut E-1 og útgáfa auka viðmiðunarvegalengda / Maintenance on TWY E-1 and publishing of additional declared distances	BIKF AD 2	13 JUN 2024 - 13 JUN 2024	Replaced with SUP 13/2024 13 JUN 2024
13/2024	BIKF Keflavík - Viðhaldsframkvæmdir á akbraut E-1 og útgáfa auka viðmiðunarvegalengda / Maintenance on TWY E-1 and publishing of additional declared distances	BIKF AD 2	13 JUN 2024 - 04 OCT 2024	Cancelled 04 OCT 2024
14/2024	Dróni Fiskistofu / Directorate of Fisheries drone	NA	09 AUG 2024 - 29 NOV 2024	Replaced with SUP 16/2024 29 NOV 2024
15/2024	Tímabundnar hindranir sem standa lengur en þrjá mánuði / Temporary obstacles with duration longer than three months	BIAR AD 2.10 BIRK AD 2.10	29 NOV 2024 - 17 APR 2025	Replaced with SUP 04/2025 17 APR 2025
16/2024	Dróni Fiskistofu / Directorate of Fisheries drone	NA	29 NOV 2024 - UFN	Cancelled 07 AUG 2025
01/2025	Framkvæmdir á flugbraut 10/28 á Keflavíkurflugvelli / Construction work on RWY 10/28 at Keflavik Airport	BIKF AD 2	24 JAN 2025 - UFN	Cancelled 17 APR 2025
02/2025	Skipulag vegna Reykjaneselda / Procedures due to Volcanic activity at Reykjanes peninsula	NA	12 FEB 2025 - 18 JUN 2025	Replaced with SUP 13/2025 18 JUN 2025
03/2025	Dróni á vegum bandaríska flughersins / US Airforce UAV	NA	17 APR 2025 - UFN	Cancelled 12 JUN 2025
04/2025	Tímabundnar hindranir sem standa lengur en þrjá mánuði / Temporary obstacles with duration longer than three months	BIAR AD 2.10 BIRK AD 2.10	17 APR 2025 - 15 MAY 2025	Replaced with SUP 08/2025 05 MAR 2025
05/2025	Tímabundið hættusvæði BGD522 / Temporary Danger Area BGD522	ENR 5.1	21 FEB 2025 - 05 MAR 2025	Replaced with SUP 07/2025 05 MAR 2025
06/2025	Tré í hindranfleti flugvallar / Trees in Obstacle Limitation surfaces	BIRK AD 2	28 FEB 2025 - MAY 2025	Replaced with SUP 11/2025 12 JUN 2025
07/2025	Tímabundið hættusvæði BGD522 / Temporary Danger Area BGD522	ENR 5.1	05 MAR 2025 - APR 2025	
08/2025	Tímabundnar hindranir sem standa lengur en þrjá mánuði / Temporary obstacles with duration longer than three months	BIRK AD 2.10	15 MAY 2025 - 12 JUN 2025	Replaced with SUP 09/2025 12 JUN 2025
09/2025	Tímabundnar hindranir sem standa lengur en þrjá mánuði / Temporary obstacles with duration longer than three months	BIRK AD 2.10	12 JUN 2025 - UFN	
10/2025	BIAR – Nýir RNP AR aðflugsferlar fyrir Akureyrarflugvöll / New RNP AR procedures for Akureyri airport	BIAR AD 2	12 JUN 2025 - 12 JUN 2025	Replaced with SUP 12/2025 12 JUN 2025
11/2025	Tré í hindranfleti flugvallar / Trees in Obstacle Limitation surfaces	BIRK AD 2	12 JUN 2025 - UFN	
12/2025	BIAR - Nýr RNP AR aðflugferill fyrir Akureyrarflugvöll / BIAR – New RNP AR procedures for Akureyri airport	BIAR AD 2	12 JUN 2025 - UFN	
13/2025	Skipulag vegna Reykjaneselda / Procedures due to Volcanic activity at Reykjanes peninsula	NA	18 JUN 2025 - UFN	

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

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

GEN 0.4 Gátlisti Flugmálahandbókar / Checklist of AIP Pages

GEN 0		1.7 - 12	17 MAY 2024	2.2 - 8	25 MAR 2021
0.1 - 1	07 AUG 2025	1.7 - 13	12 AUG 2022	2.2 - 9	25 MAR 2021
0.1 - 2	07 AUG 2025	1.7 - 14	12 AUG 2022	2.2 - 10	25 MAR 2021
0.1 - 3	07 AUG 2025	1.7 - 15	12 AUG 2022	2.2 - 11	20 MAY 2023
0.1 - 4	07 AUG 2025	1.7 - 16	12 AUG 2022	2.2 - 12	20 MAY 2023
0.2 - 1	07 AUG 2025	1.7 - 17	12 AUG 2022	2.2 - 13	25 MAR 2021
0.2 - 2	07 AUG 2025	1.7 - 18	12 AUG 2022	2.2 - 14	25 MAR 2021
0.3 - 1	07 AUG 2025	1.7 - 19	12 AUG 2022	2.2 - 15	29 NOV 2024
0.3 - 2	07 AUG 2025	1.7 - 20	12 AUG 2022	2.2 - 16	29 NOV 2024
0.3 - 3	07 AUG 2025	1.7 - 21	12 AUG 2022	2.2 - 17	05 OCT 2023
0.3 - 4	07 AUG 2025	1.7 - 22	12 AUG 2022	2.2 - 18	05 OCT 2023
0.4 - 1	07 AUG 2025	1.7 - 23	17 MAY 2024	2.2 - 19	21 MAR 2024
0.4 - 2	07 AUG 2025	1.7 - 24	17 MAY 2024	2.2 - 20	21 MAR 2024
0.4 - 3	07 AUG 2025	1.7 - 25	12 AUG 2022	2.2 - 21	25 MAR 2021
0.4 - 4	07 AUG 2025	1.7 - 26	12 AUG 2022	2.2 - 22	25 MAR 2021
0.4 - 5	07 AUG 2025	1.7 - 27	12 AUG 2022	2.2 - 23	29 NOV 2024
0.4 - 6	07 AUG 2025	1.7 - 28	12 AUG 2022	2.2 - 24	29 NOV 2024
0.4 - 7	07 AUG 2025	1.7 - 29	12 AUG 2022	2.2 - 25	29 NOV 2024
0.4 - 8	07 AUG 2025	1.7 - 30	12 AUG 2022	2.2 - 26	29 NOV 2024
0.4 - 9	07 AUG 2025	1.7 - 31	12 AUG 2022	2.2 - 27	07 OCT 2021
0.4 - 10	07 AUG 2025	1.7 - 32	12 AUG 2022	2.2 - 28	07 OCT 2021
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1.3 - 1	18 JUN 2021	1.7 - 51	17 MAY 2024	2.3 - 13	18 JUN 2021
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AD 2 BITN 7 - 1	18 JUN 2021
AD 2 BITN 7 - 2	18 JUN 2021
AD 2 BITN 8 - 1	18 JUN 2021
AD 2 BITN 8 - 2	18 JUN 2021

AD 2 LANDING STRIPS

AD 2 BIBA 1 - 1	20 MAY 2023
AD 2 BIBA 1 - 2	20 MAY 2023
AD 2 BIBA 1 - 3	03 DEC 2021
AD 2 BIBA 1 - 4	03 DEC 2021
AD 2 BIBA 1 - 5	05 OCT 2023
AD 2 BIBA 1 - 6	05 OCT 2023
AD 2 BIBA 2 - 1	18 JUN 2021
AD 2 BIBA 2 - 2	18 JUN 2021
AD 2 BIBL 1 - 1	01 DEC 2023
AD 2 BIBL 1 - 2	01 DEC 2023
AD 2 BIBL 1 - 3	12 JUN 2025
AD 2 BIBL 1 - 4	12 JUN 2025
AD 2 BIBL 1 - 5	22 APR 2021
AD 2 BIBL 1 - 6	22 APR 2021
AD 2 BIBL 1 - 7	05 OCT 2023
AD 2 BIBL 1 - 8	05 OCT 2023
AD 2 BIBL 2 - 1	18 JUN 2021
AD 2 BIBL 2 - 2	18 JUN 2021
AD 2 BIBR 1 - 1	18 JUN 2021
AD 2 BIBR 1 - 2	18 JUN 2021
AD 2 BIBR 1 - 3	05 OCT 2023
AD 2 BIBR 1 - 4	05 OCT 2023
AD 2 BIBR 2 - 1	18 JUN 2021
AD 2 BIBR 2 - 2	18 JUN 2021
AD 2 BIDV 1 - 1	18 JUN 2021
AD 2 BIDV 1 - 2	18 JUN 2021
AD 2 BIDV 1 - 3	25 MAR 2021
AD 2 BIDV 1 - 4	25 MAR 2021
AD 2 BIDV 1 - 5	05 OCT 2023
AD 2 BIDV 1 - 6	05 OCT 2023
AD 2 BIDV 1 - 7	05 OCT 2023
AD 2 BIDV 1 - 8	05 OCT 2023
AD 2 BIDV 2 - 1	18 JUN 2021
AD 2 BIDV 2 - 2	18 JUN 2021
AD 2 BIFM 1 - 1	18 JUN 2021
AD 2 BIFM 1 - 2	18 JUN 2021
AD 2 BIFM 1 - 3	25 MAR 2021
AD 2 BIFM 1 - 4	25 MAR 2021
AD 2 BIFM 1 - 5	05 OCT 2023
AD 2 BIFM 1 - 6	05 OCT 2023
AD 2 BIFM 2 - 1	18 JUN 2021
AD 2 BIFM 2 - 2	18 JUN 2021
AD 2 BIFL 1 - 1	18 MAY 2023
AD 2 BIFL 1 - 2	18 MAY 2023
AD 2 BIFL 1 - 3	24 JAN 2025
AD 2 BIFL 1 - 4	24 JAN 2025
AD 2 BIFL 1 - 5	05 OCT 2023
AD 2 BIFL 1 - 6	05 OCT 2023
AD 2 BIFL 1 - 7	05 OCT 2023
AD 2 BIFL 1 - 8	05 OCT 2023
AD 2 BIFL 2 - 1	18 JUN 2021
AD 2 BIFL 2 - 2	18 JUN 2021
AD 2 BIGS 1 - 1	18 JUN 2021
AD 2 BIGS 1 - 2	18 JUN 2021
AD 2 BIGS 1 - 3	12 JUN 2025
AD 2 BIGS 1 - 4	12 JUN 2025
AD 2 BIGS 1 - 5	05 OCT 2023
AD 2 BIGS 1 - 6	05 OCT 2023
AD 2 BIGS 2 - 1	18 JUN 2021
AD 2 BIGS 2 - 2	18 JUN 2021
AD 2 BIGF 1 - 1	18 JUN 2021
AD 2 BIGF 1 - 2	18 JUN 2021
AD 2 BIGF 1 - 3	05 OCT 2023
AD 2 BIGF 1 - 4	05 OCT 2023
AD 2 BIGF 2 - 1	18 JUN 2021
AD 2 BIGF 2 - 2	18 JUN 2021
AD 2 BIHL 1 - 1	15 MAY 2025
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AD 2 BIHL 1 - 3	25 MAR 2021
AD 2 BIHL 1 - 4	25 MAR 2021
AD 2 BIHL 1 - 5	25 MAR 2021
AD 2 BIHL 1 - 6	25 MAR 2021
AD 2 BIHL 1 - 7	05 OCT 2023
AD 2 BIHL 1 - 8	05 OCT 2023
AD 2 BIHL 2 - 1	18 JUN 2021
AD 2 BIHL 2 - 2	18 JUN 2021
AD 2 BIHE 1 - 1	18 JUN 2021
AD 2 BIHE 1 - 2	18 JUN 2021
AD 2 BIHE 1 - 3	12 JUN 2025
AD 2 BIHE 1 - 4	12 JUN 2025
AD 2 BIHE 1 - 5	05 OCT 2023
AD 2 BIHE 1 - 6	05 OCT 2023
AD 2 BIHE 2 - 1	18 JUN 2021
AD 2 BIHE 2 - 2	18 JUN 2021
AD 2 BIHK 1 - 1	25 JAN 2024
AD 2 BIHK 1 - 2	25 JAN 2024
AD 2 BIHK 1 - 3	12 JUN 2025
AD 2 BIHK 1 - 4	12 JUN 2025
AD 2 BIHK 1 - 5	25 JAN 2024
AD 2 BIHK 1 - 6	25 JAN 2024
AD 2 BIHK 1 - 7	05 OCT 2023
AD 2 BIHK 1 - 8	05 OCT 2023
AD 2 BIHK 2 - 1	12 AUG 2021
AD 2 BIHK 2 - 2	12 AUG 2021
AD 2 BIHZ 1 - 1	13 AUG 2021
AD 2 BIHZ 1 - 2	13 AUG 2021
AD 2 BIHZ 1 - 3	05 OCT 2023
AD 2 BIHZ 1 - 4	05 OCT 2023
AD 2 BIHZ 1 - 5	05 OCT 2023
AD 2 BIHZ 1 - 6	05 OCT 2023
AD 2 BIHZ 2 - 1	18 JUN 2021
AD 2 BIHZ 2 - 2	18 JUN 2021
AD 2 BIHI 1 - 1	18 JUN 2021
AD 2 BIHI 1 - 2	18 JUN 2021
AD 2 BIHI 1 - 3	01 DEC 2023
AD 2 BIHI 1 - 4	01 DEC 2023
AD 2 BIHI 1 - 5	05 OCT 2023
AD 2 BIHI 1 - 6	05 OCT 2023
AD 2 BIHI 2 - 1	18 JUN 2021
AD 2 BIHI 2 - 2	18 JUN 2021
AD 2 BIKA 1 - 1	18 JUN 2021
AD 2 BIKA 1 - 2	18 JUN 2021
AD 2 BIKA 1 - 3	05 OCT 2023
AD 2 BIKA 1 - 4	05 OCT 2023
AD 2 BIKA 2 - 1	18 JUN 2021
AD 2 BIKA 2 - 2	18 JUN 2021
AD 2 BIKE 1 - 1	18 JUN 2021
AD 2 BIKE 1 - 2	18 JUN 2021
AD 2 BIKE 1 - 3	01 DEC 2023
AD 2 BIKE 1 - 4	01 DEC 2023
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	24 JAN 2025
AD 2 BIKL 1 - 2	24 JAN 2025
AD 2 BIKL 1 - 3	05 OCT 2023
AD 2 BIKL 1 - 4	05 OCT 2023
AD 2 BIKL 2 - 1	18 JUN 2021
AD 2 BIKL 2 - 2	18 JUN 2021
AD 2 BIKP 1 - 1	12 JUN 2025
AD 2 BIKP 1 - 2	12 JUN 2025
AD 2 BIKP 1 - 3	12 JUN 2025
AD 2 BIKP 1 - 4	12 JUN 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	12 JUN 2025
AD 2 BIMM 1 - 4	12 JUN 2025
AD 2 BIMM 1 - 5	05 OCT 2023
AD 2 BIMM 1 - 6	05 OCT 2023
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	25 MAR 2021
AD 2 BIMK 1 - 4	25 MAR 2021
AD 2 BIMK 1 - 5	05 OCT 2023
AD 2 BIMK 1 - 6	05 OCT 2023
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	30 NOV 2023
AD 2 BINF 1 - 4	30 NOV 2023
AD 2 BINF 1 - 5	30 NOV 2023
AD 2 BINF 1 - 6	30 NOV 2023
AD 2 BINF 1 - 7	30 NOV 2023
AD 2 BINF 1 - 8	30 NOV 2023
AD 2 BINF 1 - 9	30 NOV 2023
AD 2 BINF 1 - 10	30 NOV 2023
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	24 JAN 2025
AD 2 BIND 1 - 4	24 JAN 2025
AD 2 BIND 1 - 5	05 OCT 2023
AD 2 BIND 1 - 6	05 OCT 2023
AD 2 BIND 2 - 1	18 JUN 2021
AD 2 BIND 2 - 2	18 JUN 2021
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AD 2 BIRG 1 - 2	18 JUN 2021
AD 2 BIRG 1 - 3	12 JUN 2025
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AD 2 BIRG 1 - 6	05 OCT 2023
AD 2 BIRG 2 - 1	18 JUN 2021
AD 2 BIRG 2 - 2	18 JUN 2021
AD 2 BIRE 1 - 1	18 JUN 2021
AD 2 BIRE 1 - 2	18 JUN 2021
AD 2 BIRE 1 - 3	12 JUN 2025
AD 2 BIRE 1 - 4	12 JUN 2025
AD 2 BIRE 1 - 5	05 OCT 2023
AD 2 BIRE 1 - 6	05 OCT 2023
AD 2 BIRE 2 - 1	18 JUN 2021
AD 2 BIRE 2 - 2	18 JUN 2021
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AD 2 BIRL 1 - 3	12 JUN 2025
AD 2 BIRL 1 - 4	12 JUN 2025
AD 2 BIRL 1 - 5	12 JUN 2025
AD 2 BIRL 1 - 6	12 JUN 2025
AD 2 BIRL 1 - 7	12 JUN 2025
AD 2 BIRL 1 - 8	12 JUN 2025
AD 2 BIRL 2 - 1	25 MAR 2021
AD 2 BIRL 2 - 2	25 MAR 2021
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AD 2 BIRS 1 - 2	18 JUN 2021
AD 2 BIRS 1 - 3	12 JUN 2025
AD 2 BIRS 1 - 4	12 JUN 2025
AD 2 BIRS 1 - 5	05 OCT 2023
AD 2 BIRS 1 - 6	05 OCT 2023
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	25 MAR 2021
AD 2 BIRF 1 - 4	25 MAR 2021
AD 2 BIRF 1 - 5	07 AUG 2025
AD 2 BIRF 1 - 6	07 AUG 2025
AD 2 BIRF 1 - 7	05 OCT 2023
AD 2 BIRF 1 - 8	05 OCT 2023
AD 2 BIRF 2 - 1	18 JUN 2021
AD 2 BIRF 2 - 2	18 JUN 2021
AD 2 BISS 1 - 1	05 OCT 2023
AD 2 BISS 1 - 2	05 OCT 2023
AD 2 BISS 1 - 3	05 OCT 2023
AD 2 BISS 1 - 4	05 OCT 2023
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	11 AUG 2023
AD 2 BISA 1 - 2	11 AUG 2023
AD 2 BISA 1 - 3	25 MAR 2021
AD 2 BISA 1 - 4	25 MAR 2021
AD 2 BISA 1 - 5	05 OCT 2023
AD 2 BISA 1 - 6	05 OCT 2023
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	20 MAY 2022
AD 2 BISF 1 - 4	20 MAY 2022
AD 2 BISF 1 - 5	05 OCT 2023
AD 2 BISF 1 - 6	05 OCT 2023
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	11 JUL 2024
AD 2 BISI 1 - 2	11 JUL 2024
AD 2 BISI 1 - 3	11 JUL 2024
AD 2 BISI 1 - 4	11 JUL 2024
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	25 MAR 2021
AD 2 BISL 1 - 4	25 MAR 2021
AD 2 BISL 1 - 5	05 OCT 2023
AD 2 BISL 1 - 6	05 OCT 2023
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	24 JAN 2025
AD 2 BISV 1 - 4	24 JAN 2025
AD 2 BISV 1 - 5	05 OCT 2023
AD 2 BISV 1 - 6	05 OCT 2023
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	25 MAR 2021
AD 2 BISK 1 - 4	25 MAR 2021
AD 2 BISK 1 - 5	05 OCT 2023
AD 2 BISK 1 - 6	05 OCT 2023
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	18 JUN 2021
AD 2 BISR 1 - 4	18 JUN 2021
AD 2 BISR 1 - 5	05 OCT 2023
AD 2 BISR 1 - 6	05 OCT 2023
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	25 MAR 2022
AD 2 BIST 1 - 4	25 MAR 2022
AD 2 BIST 1 - 5	28 NOV 2024
AD 2 BIST 1 - 6	28 NOV 2024
AD 2 BIST 2 - 1	18 JUN 2021
AD 2 BIST 2 - 2	18 JUN 2021
AD 2 BIMS 1 - 1	05 OCT 2023
AD 2 BIMS 1 - 2	05 OCT 2023
AD 2 BIMS 1 - 3	25 MAR 2021
AD 2 BIMS 1 - 4	25 MAR 2021
AD 2 BIMS 1 - 5	05 OCT 2023
AD 2 BIMS 1 - 6	05 OCT 2023
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	24 JAN 2025
AD 2 BIVI 1 - 4	24 JAN 2025
AD 2 BIVI 1 - 5	05 OCT 2023
AD 2 BIVI 1 - 6	05 OCT 2023
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	07 AUG 2025
AD 2 BITE 1 - 4	07 AUG 2025
AD 2 BITE 1 - 5	07 AUG 2025
AD 2 BITE 1 - 6	07 AUG 2025
AD 2 BITE 1 - 7	05 OCT 2023
AD 2 BITE 1 - 8	05 OCT 2023
AD 2 BITE 2 - 1	18 JUN 2021
AD 2 BITE 2 - 2	18 JUN 2021
AD 2 BITM 1 - 1	12 JUL 2024
AD 2 BITM 1 - 2	12 JUL 2024
AD 2 BITM 1 - 3	05 OCT 2023
AD 2 BITM 1 - 4	05 OCT 2023
AD 2 BITM 2 - 1	18 JUN 2021
AD 2 BITM 2 - 2	18 JUN 2021

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Reference	Difference Category*	Details of Differences	Remarks
I-4-5-1 5.1.2 and I-4-5-4 5.4.1.1	B	Procedures for aircraft to descend below cloud (cloud break procedure/cloud penetration) and to complete their flight in accordance with VFR have been designed for various airports in Iceland. This only applies to Category A and B aircraft. Minimum Obstacle Clearance Altitude (OCA) is 500 ft and lower limit for OCH above aerodrome elevation is 300 ft. For minimum visibility see AIP ENR 1.2 Visual Flight rules. These procedures are identified by the navigational aid type used for the final approach lateral guidance, followed by a single letter suffix C or D (RNAV C, NDB D).	BIIS, BINF, BIBD and BIVM
I-4-7-2 7.2.2	A	Circling at some aerodromes require 25° bank angles. This is indicated in a note beneath the circling values on the instrument approach chart.	BIHN, BIGJ
I-4-7-App-3 Table 1-4-7- App-1	C	The semi-width of the corridor is reduced at some airports to a maximum reduction of 50%	BIAR
* Difference Category A - National regulation is more demanding B - Different in character or other means of compliance C - Less protective or partially implemented/not implemented			

GEN 1.7.21 Gögn sem fylgja ekki gæðakröfum Evrópureglugerð (EU) 73/2010 (ADQ)

Efni Flugmálahandbókar Íslands (AIP) fylgir ekki gæðakröfum um gögn sem fram koma í Evrópureglugerð (EU) 73/2010 (ADQ).

GEN 1.7.21 Data not compliant with data quality requirements of Commission Regulation (EU) 73/ 2010 (ADQ)

AIP Iceland is not compliant with data quality requirements of Commission Regulation (EU) 73/2010 (ADQ).

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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.isavia.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://ans.isavia.is/c-forflugsupplysingar/notam

GEN 3.1.3.8 Sala/dreifing

Sjónflugskort er fáanleg hjá Isavia ANS.

Sjá Upplýsingabréf “Útgáfa flugmálaupplýsinga - Verðlisti”:
https://eaip.isavia.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.isavia.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://ans.isavia.is/en/c-preflight-information/notam

GEN 3.1.3.8 Sale of Publications

VFR Chart is available from Isavia ANS.

See AIC “Aeronautical information publication - price list”:
https://eaip.isavia.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://ans.isavia.is/c-forflugsupplysingar
Þar er að finna:

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

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

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

GEN 3.1.5 Pre-flight Information Service at Aerodromes/ Heliports

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

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

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

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

GEN 3.1.6 Rafræn landslags- og hindranagögn

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

Hægt er að fá rafræn hindranagögn á AIXM sniðmáti. Fyrir frekari upplýsingar hafið samband við Upplýsingaþjónustu flugmála:

Sjá: GEN 3.1.1.1 Upplýsingaþjónusta flugmála.

GEN 3.1.6.1 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 3.1.6 Electronic terrain and obstacle data

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 can be made available on AIXM format. Please contact the AIS department for further information:

See: GEN 3.1.1.1 AIS Headquarters.

GEN 3.1.6.1 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 landslags og hindranakort má nálgast á: https://ans.isavia.is/c-forflugsupplysingar/kort

GEN 3.1.6.2 Area 2

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

Rafræn landslags og hindranakort - Svæði 2 / Aerodrome Terrain and Obstacle Charts - Area 2		
Flugvöllur / Airport	**Vefsíða / Website**	**Gildistökudagur / Effective date**
BIAR - Akureyrari	https://www.map.is/area2/biar	06 JAN 2020
BIEG - Egilsstadir	https://www.map.is/area2/bieg	06 JAN 2020
BIEG - Keflavik	https://www.map.is/area2/bikf	01 JUN 2021
BIRK - Reykjavik	https://www.map.is/area2/birk	19 OCT 2020

GEN 3.1.6.3 Svæði 3

Rafræn hindranagögn fyrir svæði 3 eru aðgengileg fyrir Keflavíkurflugvöll (BIKF) og Egilsstaðaflugvöll (BIEG).

GEN 3.1.6.3 Area 3

Digital obstacle data for area 3 are available for Keflavik Airport (BIKF) and Egilsstadir Airport (BIEG).

Rafræn hindranagögn - Svæði 3 / Digital obstacle data - Area 3	
Flugvöllur / Airport	**Gildistökudagur / Effective date**
BIEG - Egilsstadir	09 AUG 2024
BIKF- Keflavik	27 JAN 2022

GEN 3.1.6.4 Svæði 4

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

GEN 3.1.6.4 Area 4

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

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

l. Staðlað blindbrottflugskort (SID)- ICAO. Sjá texta á ensku.

l. Standard Departure Chart - Instrument (SID) ICAO. This chart is produced whenever a standard departure route - instrument has been established and cannot be shown with sufficient clarity on the Area Chart - ICAO.
The aeronautical data shown include the aerodrome of departure, aerodrome(s) which affect the designated standard departure route instrument, prohibited, restricted and danger areas and the air traffic services system.
This chart provides the flight crew with information that will enable them to comply with the designated standard departure route - instrument from the takeoff phase to the Enroute phase.

m. Blindaðflugskort- ICAO (fyrir hverja flugbraut og tegund aðflugs). Sjá texta á ensku.

m. Instrument Approach Chart - ICAO.
This chart is produced for all aerodromes used by civil aviation where instrument approach procedures have been established. A separate Instrument Approach Chart - ICAO has been provided for each approach procedure.
The aeronautical data shown include information on aerodromes, prohibited, restricted and danger areas, radio communication facilities and navigation aids, minimum sector altitude, procedure track portrayed in plan and profile view, aerodrome operating minima, etc.
This chart provides the flight crew with information that will enable them to perform an approved instrument approach procedure to the runway of intended landing including the missed approach procedure and where applicable, associated holding patterns.

n. Sjónflugskort. Sjá texta á ensku.

n. Aeronautical Chart - ICAO 1:500 000 (ANC)
This chart is designed to serve the requirements of visual air navigation for low speed, short and medium range operations and to provide a suitable medium for basic pilotage and navigation training. The chart is constructed on the Lambert conformal conical projection and it conforms to the ICAO specifications included in Annex 4.

o. Herkort. Sjá texta á ensku.

o. Military Chart.
This chart is produced for aerodromes used by military aviation where instrument approach procedures have been established.

p. Kort sem eru ekki gefin út: Sjá texta á ensku.

p. Charts not available.
Area chart – ICAO, Visual approach chart – ICAO, WAC, Aeronautical Navigation chart – ICAO small scale, Plotting chart og ATC surveillance Minimum Altitude chart – ICAO.

GEN 3.2.5 Listi yfir útgefin flugkort

GEN 3.2.5 List of aeronautical charts available

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

Title of series	Name of Chart	Date
Staðlað blindkomukort (STAR) - ICAO Standard Arrival Chart - Instrument (STAR) - ICAO	Akureyri RNP STAR RWY 19 AFPAC 1M, BEZIM 1M, CUBAS 1M, DOFRA 1M, UTISU 1M, MAMEP 1M, PEXIL 1M	23 JAN 2025
	Akureyri RNP STAR RWY 19 PERUR 1N, PEXIL 1N, MAMEP 1N, UTISU 1N	23 JAN 2025
	Keflavik RNAV STAR RWY 01 (East)	12 JUL 2024
	Keflavik RNAV STAR RWY 01 (West)	12 JUL 2024
	Keflavik RNAV STAR RWY 10 (East)	12 JUL 2024
	Keflavik RNAV STAR RWY 10 (West)	12 JUL 2024
	Keflavik RNAV STAR RWY 19 (East)	12 JUL 2024
	Keflavik RNAV STAR RWY 19 (West)	12 JUL 2024
	Keflavik RNAV STAR RWY 28 (East)	12 JUL 2024
	Keflavik RNAV STAR RWY 28 (West)	12 JUL 2024
	Reykjavik RNAV STAR RWY 19 VM 1N, NASBU 1V, TIBRA 1N, REKNO 1N, TERTU 2N, MYRAR 1N, INGAN 2N	05 OCT 2023
OMNI - DIRECTIONAL DEPARTURES	Keflavik OMNI-DIRECTIONAL DEPARTURES	28 NOV 2024
Staðlað blindbrottflugskort (SID)- ICAO Standard Departure Chart - Instrument (SID) - ICAO	Akureyri RNP SID RWY 01 PERUR 1A ASKUR 1A	23 JAN 2025
	Akureyri RNP SID RWY 01 PERUR 1B ASKUR 1B	23 JAN 2025
	Akureyri RNP SID RWY 01 MAMEP 1A UTISU 2A	23 JAN 2025
	Akureyri RNP SID RWY 01 CUBAS DORFA JARRI MAMEP PERUR	20 MAR 2025
	Akureyri SID RWY 01 AKI 1F	20 MAR 2025
	Akureyri RNP SID RWY 19 ASKUR 1C JARRI 1C	23 JAN 2025
	Akureyri RNP SID RWY 19 PERUR 1D ASKUR 1D JARRI 1D RETUR 1D	23 JAN 2025
	Akureyri SID RWY 19 ASKUR 1E JARRI 1E	20 MAR 2025
	Egilsstadir RNP SID RWY 03 FELLI 1B	03 OCT 2024
	Egilsstadir SID RWY 03 VAD 1A / VAD 1B	13 AUG 2021
	Egilsstadir SID RWY 21 VAD 2A ELVUR 2A BRUSI 2A FELLI 2A	25 JAN 2024
	Husavik RNP SID RWY 02 - TESSE 1A	17 MAY 2024
	Isafjordur RNP SID RWY 07 ISACI 1A, RE 1A	07 AUG 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	23 JAN 2025
	Akureyri LOC/ASR RWY 01 INITIAL	23 JAN 2025
	Akureyri LOC/ASR RWY 01 FINAL	23 JAN 2025
	Akureyri LOC RWY 01 CAT A and CAT B	23 JAN 2025
	Akureyri LOC A CAT C and CAT D	24 JAN 2025
	Akureyri ILS or LOC RWY 19	23 JAN 2025
	Akureyri RNP X RWY 19	23 JAN 2025
	Akureyri RNP Y RWY 19	23 JAN 2025
	Akureyri NDB RWY 19	20 MAR 2025
	Bildudalur RNP A	11 JUL 2024
	Bildudalur NDB C (Cloud break procedure)	18 MAY 2023
	Blonduos RNP RWY 03	18 JUN 2021
	Egilsstadir ILS or LOC RWY 03	18 MAY 2023
	Egilsstadir RNP RWY 03	18 MAY 2023
	Egilsstadir RNP RWY 21	18 MAY 2023
	Egilsstadir NDB RWY 03	18 MAY 2023
	Egilsstadir NDB RWY 21	18 MAY 2023
	Gjogur RNP A	07 AUG 2025
	Gjogur NDB A	07 AUG 2025
	Grímsey RNP RWY 17	23 JAN 2025
	Grímsey RNP RWY 35	23 JAN 2025
	Hornafjordur RNP RWY 18	12 AUG 2022
	Hornafjordur RNP RWY 36	07 AUG 2025
	Husavik RNP RWY 02	17 MAY 2024
	Isafjordur RNP C	07 AUG 2025
	Isafjordur RNP D	07 AUG 2025
	Isafjordur NDB C	07 AUG 2025
	Keflavik ILS or LOC Z RWY 01	12 JUN 2025
	Keflavik ILS or LOC Y RWY 01	12 JUN 2025
	Keflavik ILS or LOC Z RWY 10	15 MAY 2025
	Keflavik ILS or LOC Y RWY 10	15 MAY 2025
	Keflavik ILS or LOC Z RWY 19	21 MAR 2024
	Keflavik ILS or LOC Y RWY 19	21 MAR 2024
	Keflavik ILS or LOC Z RWY 28	21 MAR 2024
	Keflavik ILS or LOC Y RWY 28	21 MAR 2024
	Keflavik RNP RWY 01	12 JUN 2025
	Keflavik RNP RWY 10	20 MAR 2025
	Keflavik RNP RWY 19	21 MAR 2024
	Keflavik RNP RWY 28	21 MAR 2024
	Keflavik VOR RWY 01	12 JUN 2025
	Keflavik VOR RWY 10	21 MAR 2024
	Keflavik VOR RWY 19	21 MAR 2024
	Keflavik VOR RWY 28	21 MAR 2024

Title of series	Name of Chart	Date
Blindaðflugskort Instrument Approach Chart - ICAO	Keflavik NDB RWY 10	23 MAR 2023
	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	21 MAR 2024
	Saudarkrokur RNP RWY 36	06 OCT 2023
	Thorshofn RNP RWY 01	07 AUG 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	12 AUG 2021
Her/blindaðflugskort Military Instrument Approach Chart	Akureyri MILITARY TACAN RWY 01	28 JAN 2022
	Akureyri MILITARY TACAN RWY 19	12 AUG 2022
	Keflavik VORTAC RWY 01 (CAT A-B)	12 JUN 2025
	Keflavik VORTAC RWY 01 (CAT C-D)	21 MAR 2024
	Keflavik VORTAC RWY 10 (CAT A-B)	21 MAR 2024
	Keflavik VORTAC RWY 10 (CAT C-D)	21 MAR 2024
	Keflavik VORTAC RWY 19 (CAT A-B)	21MAR 2024
	Keflavik VORTAC RWY 19 (CAT C-D)	21 MAR 2024
	Keflavik VORTAC RWY 28 (CAT A-B)	21 MAR 2024
	Keflavik VORTAC RWY 28 (CAT C-D)	21 MAR 2024
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://ans.isavia.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://ans.isavia.is/en/c-preflight-information/kort

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.

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 3.3.4 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@isavia.is.

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

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 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 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@isavia.is.

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

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

ENR 1.6 KÖGUNARÞJÓNUSTA OG STARFSHÆTTIR

(ICAO PANS ATM (DOC 4444), ICAO DOC 7030, NAT DOC 007, EU 1207/2011, EU 2023/1770)

1. Kögunarþjónusta er hluti flugumferðarþjónustunnar og stuðlar að öryggi og hagkvæmni flugs. Notkun kögunarkerfa flugumferðarþjónustu er í samræmi við reglur og ákvæði ICAO en langdrægi, vinnuálag og tæknibúnaður hafa áhrif á veitingu kögunarþjónustu. Flugumferðarstjórar ákveða hvort eða hve ítarlega kögunarþjónustu sé unnt að veita hverju sinni.

2. Kögunarþjónusta eykur nýtingu loftrýmisins með minni aðskilnaði ATC milli loftfara. Auk þess eykur kögunarþjónustan möguleika á upplýsingum um umferð og aðstoð til loftfara, svo sem leiðsögn. Vegna takmarkana kögunarbúnaðar er mögulegt að sjá varhugavert veður á frumratsjá eða veðurratsjá.

Kögunarþjónusta er frumþjónusta innan FAXI TMA. Huglæg flugumferðarstjórn er nýtt þar sem viðbót við þá kögunarþjónustu sem í boði er sem og sem viðbrögð til að viðhalda aðskilnaði við útfalli kögunnar innan FAXI TMA.

ENR 1.6.1 Frumratsjá

ENR 1.6.1.1 Viðbótarþjónusta

1. Líta skal á kögun sem viðbót við huglæga flugumferðarstjórn í aðflugssvæði BIAR. Kögun er notuð við aðskilnað á loftförum því að hún er til hagsbóta, öryggis og til að flýta fyrir flugumferð.

2. Aðflugssvæði BIKF og BIRK er nú með gögn úr veðurratjsá Veðurstofu Íslands. Veðurratsjáin skilar nýrri mynd á 5 mínútna fresti. Þessi gögn munu gefa bætta mynd af veðrinu og mun skila sér í bættri þjónustu við krefjandi veðuraðstæður.

ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES

(ICAO PANS ATM (DOC 4444), ICAO DOC 7030, NAT DOC 007, EU 1207/2011, EU 2023/1770)

1. A part of the Air Traffic Services is ATS Surveillance services which enhances safety and efficiency to aviation. ATS Surveillance service is provided in accordance with ICAO rules and regulations but coverage, controller workload and equipment capabilities, may effect the service. The controller shall determine whether he is able to provide, or continue to provide ATS Surveillance service in any specific area.

2. ATS Surveillance service increases airspace utilization by allowing ATC to reduce separation between aircraft. In addition, ATS Surveillance permits provision of flight information services, such as traffic information, and ATS Surveillance navigation assistance. Due to limitations inherent in all ATS Surveillance systems, it is possible to detect weather disturbance on primary radar or dedicated weather radars.

ATS Surveillance service is the primary service provided within FAXI TMA. Procedural service is considered a support feature to the ATS Surveillance service available and as a reaction to maintain separation in the event of the Surveillance system failure within FAXI TMA.

ENR 1.6.1 Primary Radar

ENR 1.6.1.1 Supplementary services

1. The ATS Surveillance systems are to be considered as a supplement to the basic procedural system in the approach area for BIAR. Primary radar is used to provide separation where benefits to aircraft, safety or expedition can be obtained.

2. The approach areas for BIKF and BIRK have access to dedicated weather radars from the Icelandic MET office. The dedicated weather radar system delivers a new image every 5 minutes. This will improve weather surveillance for controllers and will result in improved service in severe weather conditions.

ENR 1.6.1.2 Veiting ratsjárþjónustu

Auðkenning er samkvæmt ákvæðum Alþjóðaflugmálastofnunarinnar, sjá ENR 1.6.3.3.

1. Kögunarþjónusta með frumratsjá er veitt innan:

   a. Akureyri TMA, innan drægis frumratsjár á Akureyrarflugvell; og

   b. FAXI TMA (Aðflugssvæði Reykjavíkurflugvallar og Keflavíkurflugvallar).

Í þessari þjónustu felst m.a.:

a. kögunaraðskilnaður við komu, brottför og í leiðarflugi;

b. kögunarvöktun loftfara skv. a. til að láta vita ef um frávik er að ræða frá gildandi flugáætlun;

c. stefning þegar nauðsynlegt er;

d. aðstoð ef loftfar er í nauðum statt;

e. tilkynning um staðsetningu annarra loftfara ef nálgun gefur ástæðu til;

f. upplýsingar um varhugavert veður.

2. Varhugaverð veðurskilyrði

Flugstjórardeildir með frumratsjá, eða aðgang að gögnum úr veðurratsjá, geta oft veitt upplýsingar um stöðu og hreyfingar skýja með mikla úrkomu. Ef flugmenn óska og flugumferð leyfir munu flugumferðarstjórar veita flugmönnum ítarlegar upplýsingar um staðsetningu úrkomusvæða.

ENR 1.6.1.2 The application of radar control service

Identification is achieved according to the provisions specified by ICAO, see ENR 1.6.3.3.

1. ATS Surveillance service based on primary radar is provided within:

   a. Akureyri TMA, within coverage of primary radar situated at Akureyri Aerodrome; and

   b. FAXI TMA (the approach areas for Reykjavik and Keflavik).

This service may include:

a. ATS surveillance separation of arriving, departing and en-route aircraft;

b. ATS Surveillance monitoring of aircraft in accordance with a. to provide information on deviation from current flight plan;

c. vectoring when required;

d. assistance to aircraft in emergency;

e. warning and position information on other aircraft considered to constitute a hazard;

f. information on observed weather.

2. Severe Weather Information

Primary radar-equipped ATC units, or those with access to weather radars, can often provide information on the location and movement of areas of heavy precipitation. When requested by a pilot, and provided traffic conditions permit, controllers will provide the pilot with detailed information on the location of heavy precipitation areas.

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.

Isavia ANS 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 Isavia ANS með því að senda netpóst á ssr@isavia.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.

Isavia ANS 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 Isavia ANS by sending an e-mail to ssr@isavia.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.

2. Ákvæði b- og c-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.

3. Umráðendur loftfara með lofthæfivottorð, sem er gefið út í fyrsta sinn fyrir 7. desember 2020, skulu uppfylla kröfurnar sem settar eru fram í b- og c-lið 1. liðar, að uppfylltum eftirfarandi skilyrðum:

   a. að þeir hafi, fyrir 7. desember 2020, komið á fót áætlun um ísetningu endurbótarhlutar sem sýnir fram á að kröfur b- og cliðar 1. liðar hafi verið uppfylltar,

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 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.

2. Points 1(b) and (c) 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.

3. Operators of aircraft with an individual certificate of airworthiness first issued before 7th of December 2020 shall comply with points 1(b) and (c), subject to the following conditions:

   a. they have established before 7 December 2020 a retrofit programme demonstrating compliance with points 1(b) and (c);

b. að þessi loftför hafi ekki notið góðs af neinni fjármögnun frá Sambandinu sem veitt er til að færa slík loftför til samræmis við kröfurnar sem settar eru fram í b- og c-lið 1. liðar.

b. those aircraft have not benefitted from any Union funding granted to bring such aircraft in compliance with the requirements set out in points 1(b) and (c).

4. Umráðendur loftfara skulu sjá til þess að loftför, sem eru búin í samræmi við 1., 2. og 3. lið og með skráðan hámarksflugtaksmassa sem er yfir 5700 kg eða með hámarksraunhraða í farflugi sem getur farið yfir 250 hnúta, séu starfrækt með fjölþættum loftnetum.

4. Aircraft operators shall ensure that aircraft equipped in accordance with points 1, 2 and 3 and of a maximum certified take-off mass exceeding 5700 kg or that have a maximum cruising true airspeed capability greater than 250 kt, operate with antenna diversity.

Umráðendur loftfara, þar sem geta ratsjársvaranna til að uppfylla kröfurnar sem mælt er fyrir um í b- og c-lið 1. liðar AUR.SUR.2005 er tímabundið óvirk, skulu eiga rétt á því að starfrækja þessi loftför í að hámarki þrjá daga samfellt.

For aircraft where the capability of the transponders to comply with the requirements laid down in points 1(b) and (c) is temporarily inoperative, aircraft operators shall be entitled to operate those aircraft for a maximum of 3 consecutive days.

ENR 1.6.2.6.2 Eftirfarandi á við alla almenna flugumferð (e. general air traffic).

Ratsjársvari með 24 bita ICAO-vistfangi loftfars

Umráðendur loftfara skulu tryggja að allir ratsjársvarar sem nota S starfsháttt (e. Mode S transponder), sem eru um borð í loftfarinu sem þeir starfrækja, hafi 24 bita ICAO-vistfang loftfars sem samsvari skráningarnúmerinu sem hefur verið úthlutað af aðildarríkinu þar sem loftfarið er skráð.

ENR 1.6.2.6.2 The following applies to all flights operating as general air traffic.

Transponder 24-bit ICAO aircraft address

Aircraft operators shall ensure that on board the aircraft they are operating, any Mode S transponder operates with a 24-bit ICAO aircraft address that corresponds to the registration that has been assigned by the State in which the aircraft is registered.

ENR 1.6.2.6.3 Viðbótar sveigjanleikaákvæði

Umráðendur loftfara sem óska eftir undanþágu frá kröfum þessum, skulu senda undanþágubeiðni til Samgöngustofu, ásamt áætlun um ísetningu endurbótarhlutar eða áætlun um að starfrækslu loftfars verði hætt.

Ef ratsjársvari loftfars verður tímabundið óvirkur er heimilt að starfrækja loftfarið í allt að þrjá samfellda daga án ADS-B út eða Mode S starfsháttar, að því gefnu að unnið sé að úrbótum og að flugáætlun innihaldi viðeigandi upplýsingar.

Samskiptaupplýsingar

Fyrir spurningar eða frekari skýringar, vinsamlegast hafið samband við Samgöngustofu á: ans@icetra.is.

ENR 1.6.2.6.3 Additional flexibility provisions

Operators seeking exemptions shall submit an exemption request to ICETRA, including retrofit or decommissioning plans.

In the event of temporary transponder failure, aircraft may operate for up to three consecutive days without ADS-B Out or Mode S compliance, provided corrective action is being taken and that the flight plan includes all relevant information.

Contact Information.

For any questions or further clarifications, contact ICETRA at: ans@icetra.is.

ENR 1.6.2.6.4

Flugstjórnarmiðstöðin í Reykjavík veitir ratsjárþjónustu í suð-austur hluta svæðisins, þess vegna skal halda þeim ratsjárkóðar sem Reykjavik Control gefur út alla leið í gegnum úthafssvæði Reykjavikur nema flugumferðarstjórn gefi fyrirmæli um annað.

Ath.: - *þessi vinnuregla hefur ekki áhrif á kröfur um stanslausa notkun háttar C eða notkun sérstöku kóðanna (7500, 7600, 7700) ef um ólögmæt afskipti, missi talsambands, einelti eða neyð er að ræða.*

ENR 1.6.2.6.4

Reykjavik ACC provides a radar control service in the south-eastern part of its area and consequently transponder codes issued by Reykjavik Control must be retained throughout the Reykjavik OCA until otherwise advised by ATC.

Note: - *This procedure does not affect the requirement for continuous operation of Mode C or the use of the special purpose codes (7500, 7600, 7700) in cases of unlawful interference, radio failure, interception or emergency.*

ENR 1.6.3 LEIÐSÖGUBÚNAÐARHÁÐ KÖGUN - ÚTSENDINGA

ICAO SKJAL 7030.

ENR 1.6.3.1 Neyðarviðbrögð

1. Tilkynning um hættuástand (merki 7500, 7600 og 7700) með ADS-B sendi.

2. Sumir ADS-B sendar (DO-260) innihalda eina útsendingu fyrir kvakkóðana 7500, 7600 og 7700 og sýna því ekki hvers eðlis neyðin er. Þess vegna þurfa flugmenn, þegar kveikt hefur verið á neyðarútsendingu, að hafa samband við flugstjórn og tilkynna um eðli neyðar.

ENR 1.6.3 AUTOMATIC DEPENDENT SURVEILLANCE - BROADCAST (ADS-B)

ICAO DOC 7030.

ENR 1.6.3.1 Emergency procedures

1. Transmit emergency alert (squawk codes 7500, 7600 and 7700) with ADS-B transmitter.

2. Some ADS-B transmitters (DO-260 compliant ADS-B transmitters) incorporate a single emergency bit for the squawk codes 7500, 7600 and 7700 and therefore do not indicate the nature of the emergency. Thus when activated, the pilot will need to contact ATC to communicate the type of emergency.

3. Slíkir ADS-B sendar geta heldur ekki kvakað auðkenni þegar almenn neyðarútsending er í gangi. Aðrir ADS-B sendar senda út neyðarauðkenni á eftirfarandi hátt:

   a. neyð;

   b. sambandsleysi;

   c. ólögmæt afskipti;

   d. lágmarks eldsneyti eða sjúklingur um borð.

3. Such ADS-B transmitters are also unable to squawk ident while the general emergency mode is being transmitted. Other ADS-B transmitters operate the emergency and/or urgency mode as follows:

   a. emergency;

   b. communication failure;

   c. unlawful interference;

   d. minimum fuel; and/or medical.

ENR 1.6.3.2 Notkun fjarskiptatíðna og verklag við ólögmæt afskipti

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 GEN 3.4.4.12. Loftför í innanlandsflugi skulu fara eftir reglum um fjarskipti eins og birtar eru í GEN 3.4.4.12.4. Hafi loftfarið verið auðkennt skal flugumferðarstjórinn stefna öðrum auðkenndum loftförum frá leið þess meðan það sést á ADS-B.

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.

ENR 1.6.3.2 Air-ground communication failure and unlawful interference 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 GEN 3.4.4.12. Domestic flights shall adhere to procedures as published in GEN 3.4.4.12.4. 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.

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

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

ENR 1.6.3.3 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 1.6.3.3 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 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 1.6.3.4 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 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 innan BIRD FIR fyrir ofan FL 255.

Drægi innan BGGL FIR er fyrir ofan FL 180.

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

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 within BIRD FIR above FL 255.

Coverage within BGGL FIR is above FL 180.

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

ENR 1.6.3.6 Gæði ADS-B gagna og undanþágur

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

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 Isavia ANS með a.m.k. 5 daga fyrirvara. Undanþága kann að vera háð skilyrðum s.s. flugleið, flughæð eða tíma dags.

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

ENR 1.6.3.6 ADS-B quality and exemption

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

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 Isavia ANS at least 5 days in advance of the flight. Any approvals for such exemptions may be contingent on specific conditions such as routing, flight level and time of day.

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

ENR 1.6.4 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 1.6.4.2 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.

   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 1.6.4.1.5 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 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.

   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.

5. Stefningar

a. Stefning er notuð, þegar nauðsyn krefur, til aðskilnaðar loftfara, þegar þörf er vegna hávaðavarna, ef flugmenn óska, eða ef flugumferðarstjóra eða flugmanni virðist stefning hagkvæm. Sé stefning notuð er flugmanni sagt hvert honum er stefnt eða tilgang stefningarinnar, t.d. til aðskilnaðar eða til að forðast slæmt veður.

b. Loftför í aðflugi geta fengið stefningu að auglýstum blindaðflugsvita, stefnugeisla, VOR-geisla/DME, NDB til lokaaðflugs eða inn á staðsetningu fyrir sjónaðflug.

c. Stefning fyrir loftför niður í gegnum ský (cloud break procedure) er ekki veitt. Flugmenn geta lokið blindflugi hvenær sem er við stefningu í innanlandssvæði flugstjórnarsvæðisins í lægri hæð en FL 200.

d. Flugumferðarstjórar munu veita stefningu inn á lokastefnu, miðlínugeisla eða VOR-geisla/DME, á eftirfarandi hátt:

- Keflavík:
  Venjulega ekki nær en 10 NM frá öllum flugbrautum (nema flugmenn óski þess sérstaklega).

- Reykjavík:
  Venjulega ekki nær en 7 NM frá flugbraut 13 (nema flugmenn óski þess sérstaklega).

e. ATC getur beðið loftfar að beygja til auðkenningar. Sjáist fleiri en eitt loftfar beygja getur auðkenning orðið erfið eða ómöguleg. Ef fleiri en eitt loftfar fylgja fyrirmælum flugumferðarstjórnar gæti ruglingur reynst hlutaðeigandi loftförum hættulegur.

6. Venjulega mun kögunarþjónusta verða veitt þar til loftfarið fer úr drægi, fer inn í óstjórnað loftrými eða er afhent ATC sem beitir huglægri flugumferðarstjórn. Flugmönnum mun tilkynnt þegar kögunarþjónustu lýkur.

5. Vectoring

a. Vectoring is used when necessary for separation purposes, when required by noise abatement procedures, when requested by the pilot, or whenever vectoring will offer operational advantages to the pilot or the controller. When vectoring is initiated, the pilot will be informed of the location to which the aircraft is being vectored, or the purpose of the vector, e.g. for spacing.

b. Aircraft on vector can be vectored to a published instrument approach aid, a Localizer (LOC) course, a VOR Radial/DME, NDB for final approach or to a position for visual approach.

c. Vectors for cloud break procedures are not available. Pilots may cancel IFR at any time while being vectored within the Domestic Area below FL 200.

d. Approach controllers will provide vectors onto final, onto LOC course or Radial/DME as follows:

- Keflavík:
  Normally not closer than 10 NM, all runways (or as requested by pilots).

- Reykjavík:
  Normally not closer than 7 NM for runway 13 (or as requested by pilots).

e. ATC may require aircraft to make turns for identification. However, when more than one aircraft target is observed making turn, identification becomes difficult or impossible. Should misidentification be the result of more than one aircraft following the instructions issued by ATC it could be hazardous to the aircraft involved.

6. Normally ATS Surveillance service will be continued until an aircraft leaves the area of ATS Surveillance coverage, enters uncontrolled airspace, or is transferred to an ATC unit not equipped with ATS Surveillance. When ATS Surveillance service is terminated the pilot will be informed accordingly.

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ENR 1.8 SVÆÐISBUNDNIR VIÐAUKASTARFSHÆTTIR

Viðaukastarfshættir (ICAO Doc 7030), flugreglur, flugumferðarþjónusta og leit og björgun á Norður-Atlantshafi sem eiga við í Reykjavík CTA. Skjöl NAT svæðisins eru aðgengileg á síðu Alþjóðaflugmálastofunarinnar fyrir Evrópu og Norður Atlantshaf
https://www.icao.int/EURNAT/Pages/welcome.aspx
(EUR/NAT Documents → NAT Documents).

Þessir starfshættir eru til fyllingar þeim reglum sem eru í reglugerð um flugumferðarþjónustu EU 2017/373, reglugerð um flugreglur 770/2010, ICAO Viðauka 6, I. og II. hluta, ICAO PANS-ATM (Doc 4444) og ICAO PANS-OPS (Doc 8168).

ENR 1.8 REGIONAL SUPPLEMENTARY PROCEDURES

NAT Regional Supplementary Procedures (ICAO Doc 7030), Rules of the Air, Air Traffic Services and Search and Rescue applicable in the Reykjavik CTA. NAT Region documents can be obtained from the ICAO European and North Atlantic (EUR/NAT) office website
https://www.icao.int/EURNAT/Pages/welcome.aspx
(EUR/NAT Documents → NAT Documents).

These Procedures are supplementary to the provisions contained in regulation on Air Traffic Managament EU 2017/373, regulation on rules of the air 770/2010, ICAO Annex 6, Parts I and II, ICAO Annex 11, ICAO PANS-ATM (Doc 4444) and ICAO PANS-OPS (Doc 8168).

ENR 1.8.1 Flugreglur - eingöngu á ensku

Textinn hér á eftir er eingöngu á ensku.

ENR 1.8.1 Flight rules

The text herafter is only in english.

ENR 1.8.1.1 Instrument flight rules (IFR)

(Regulation 770/2010 Flight Rules, paragraph 2.2 and Chapter 5)
Note - *Regulation 770/2010, 2.2 permits a choice for a flight to comply with either the instrument flight rules or the visual flight rules when operated in visual meteorological conditions subject to certain limitations in Chapter 4 of the regulation. The following indicates certain further restrictions to that choice.*

ENR 1.8.1.1.1 Special application of instrument flight rules

Flights shall be conducted in accordance with the instrument flight rules (even when not operating in instrument meteorological conditions) when operated at or above FL 60 or 2 000 feet above ground, whichever is the higher, within the Reykjavik Flight Information Region (FIR) excluding the domestic area below F195, EKVG FIZ and North Sea Area IV during the published hours of operation of Aberdeen ATSU.

ENR 1.8.2 Airspaces with special requirements

ENR 1.8.2.1 High Level Airspace (HLA)

ENR 1.8.2.1.1 Area of applicability

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

ENR 1.8.2.1.2 Method of application

ENR 1.8.2.1.2.1 MNPS Approval for operation in the NAT HLA

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

1. The airspace between FLs 285 and 420 inclusive, is designated as the NAT HLA. Within this airspace a formal MNPS Approval Process by the State of Registry of the aircraft or the State of the Operator ensures that aircraft meet defined NAT Standards and that appropriate crew procedures and training have been adopted.

2. Aircraft not meeting these requirements will not be allowed to operate in HLA unless the following conditions are satisfied:

   a. The aircraft is being provided with ATS surveillance service;

   b. Direct controller-pilot VHF voice communication is maintained; and

   c. The aircraft has a certified installation of equipment providing it the ability to navigate along the cleared track.

3. An operator who experiences reduced navigation performance shall inform air traffic control (ATC) as soon as practicable.

4. Only aircraft approved for RNP 4 or RNAV 10 (RNP 10) is eligible for a NAT MNPS approval.

ENR 1.8.2.1.2.2 Monitoring

Adequate monitoring of flight operations in the Reykjavik CTA is conducted in order to assist in the assessment of continuing compliance of aircraft with the lateral navigation capabilities specified in NAT Doc 007.
Note - *Monitoring is conducted in accordance with the appropriate guidance material issued by ICAO*.

ENR 1.8.2.1.2.3 None MNPS approved aircraft

1. Aircraft not certified for operation in NAT HLA Airspace may be cleared by ATC to climb or descend through the NAT HLA provided:

   a. the climb or descent is completed within reception range of KFV, ING, AKI VOR/DMEs and/or within ATS Surveillance coverage of the ATC unit issuing such clearance and the aircraft is able to maintain Direct Controller/Pilot Communication (DCPC) on VHF, and

   b. NAT HLA MNPS aircraft operating in that part of the NAT HLA affected by such climbs or descents are not penalised.

2. Non-NAT HLA MNPS certified aircraft may also be cleared to climb or descend through the NAT HLA for the sole purpose of landing at or departing from an airport which underlies the NAT HLA but which does not have serviceable short range navaids, ATS Surveillance or DCPC.

ENR 1.8.2.1.2.4 Emergency Locator Transmitters (ELTs)

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

ENR 1.8.2.1.2.5 Indication of MNPS approval in FPL

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

ENR 1.8.6 Air Traffic Control Clearances

(Regulation EU 2017/373 ATS.TR.235; ICAO PANS-ATM, 4.5.4, 4.5.7 and 11.4.2.6.2)

ENR 1.8.6.1 Adherence to current flight plan

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

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

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

ENR 1.8.7.1.1 Minimum lateral separation shall be:

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

ENR 1.8.7.1.2 Use of latitude

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

ENR 1.8.7.1.3 Lateral separation at FL285 and below

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

1. Communicating directly with ATC on VHF:
   a. 15 NM between aircraft in level flight
   b. 7 NM lateral separation between aircraft that are climbing/descending through the level of the other aircraft
2. Any types of communication:
   Lateral separation of 20 NM while one aircraft climbs/descends through the level of another aircraft operating on intersecting and non-intersecting tracks

ENR 3.3 AÐRAR FLUGLEIÐIR

ENR 3.3 OTHER ROUTES

NIL

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ENR 3.4 BIÐFLUG Á FLUGLEIÐUM

ENR 3.4 EN-ROUTE HOLDING

NIL

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

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

ENR 5.1.1
Bannsvæði

ENR 5.1.1
Prohibited Areas

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

ENR 5.1.2
Hættusvæði

ENR 5.1.2
Danger Areas

Auðkenning, nafn og hliðarmörk/ Identification, Name & Lateral Limits	Efri mörk Neðri mörk/ Upper Limit Lower Limit	Athugasemdir (Tímabil, tegund hömlunar, eðli áhættu, hætta á einelti)/ Remarks (Time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
LIDAR Lidar Measurements project at Kárhóll in Reykjadalur **Hringur með .001 NM radius með miðju á 654226N 0172255W** / Circle with .001 NM radius centered on 654226N 0172255W.	FL 195 GND	Háskóli Íslands (HÍ) vinnur í samvinnu við Polar Research Institute of China - PRIC, rannsóknina Detecting the Polar Middle-and Upper-Atmosphere with Lidars. Rannsóknin er unnin frá Kárhóli í Reykjadal (rétt sunnan við Lauga, 654226N0172255W). https://karholl.is/is/. Sjá ENR 5.1.2.1: Athugasemdir vegna Lidar Measurements verkefnis. The University of Iceland in cooperation with Polar Research Institude of China – PRIC, will perform a research project named Detecting the Polar Middle- and Upper-Atmosphere with Lidars. The location of the research project is Kárhóll in Reykjadalur (just south of Laugar, 654226N172255W). https://karholl.is/en/. See ENR 5.1.2.1: Remarks regarding Lidar Measurements project.

Auðkenning, nafn og hliðarmörk/ Identification, Name & Lateral Limits	Efri mörk Neðri mörk/ Upper Limit Lower Limit	Athugasemdir (Tímabil, tegund hömlunar, eðli áhættu, hætta á einelti)/ Remarks (Time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
BID12 Mosfellsbær 641213N 0214627W 641318N 0214217W then clockwise along an arc with 0.67NM radius centered on 641244N 0214130W to 641210N 0214043W 641105N 0214453W then clockwise along an arc with 0.67NM radius centered on 641139N 0214540W to 641213N 0214627W	3000 FT AMSL 500 FT AMSL	Tímabil: Svæðið er einungis virkt þegar flugturninn í Reykjavík hefur samþykkt listflug í svæðinu. Virkjun svæðisins er auglýst með BIRK ATIS á 128.100 MHZ eða í síma +354 424 4049. Flugmenn skulu leggja inn FPL með vörðuna TUNLI á 641215N 0214500W. Fjarskipti: Hlustvörður skal vera 118.0 MHz. Svæðið er ætlað til listflugs. Period of activity: The area is only active when Reykjavik Tower has approved an aerobatic flight to operate within the area. For information on the activation of the area listen to BIRK ATIS frequency 128.100 MHZ or Tel: +354 424 4049. Pilot shall FPL via the waypoint TUNLI at 641215N 0214500W. Communication: Listening watch on 118.0 MHz. The area is for aerobatic flight.
BID-20 Dróni fiskistofu 635000N 0204000W 633000N 0193000W 630000N 0193000W 631000N 0204000W 635000N 0204000W	2000 FT AMSL MSL	Sjá ENR 5.1.2.2: Athugasemdir vegna dróna fiskistofu og skýringarmynd. See ENR 5.1.2.2: Remarks regarding drone from Directorate of Fisheries and explanatory figure.
BID-21 Dróni fiskistofu 641600N 0153000W 644000N 0144000W 640000N 0144000W 634000N 0153000W 641600N 0153000W	2000 FT AMSL MSL	Sjá ENR 5.1.2.2: Athugasemdir vegna dróna fiskistofu og skýringarmynd. See ENR 5.1.2.2: Remarks regarding drone from Directorate of Fisheries and explanatory figure.
BID-22 Dróni fiskistofu 650000N 0140000W 652000N 0140000W 652000N 0122000W 650000N 0122000W 650000N 0140000W	2000 FT AMSL MSL	Sjá ENR 5.1.2.2: Athugasemdir vegna dróna fiskistofu og skýringarmynd. See ENR 5.1.2.2: Remarks regarding drone from Directorate of Fisheries and explanatory figure.
BID-23 Dróni fiskistofu 654000N 0144500W 660000N 0144500W 660000N 0124000W 654000N 0124000W 654000N 0144500W	2000 FT AMSL MSL	Sjá ENR 5.1.2.2: Athugasemdir vegna dróna fiskistofu og skýringarmynd. See ENR 5.1.2.2: Remarks regarding drone from Directorate of Fisheries and explanatory figure.

Auðkenning, nafn og hliðarmörk/ Identification, Name & Lateral Limits	Efri mörk Neðri mörk/ Upper Limit Lower Limit	Athugasemdir (Tímabil, tegund hömlunar, eðli áhættu, hætta á einelti)/ Remarks (Time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
BID-24 Dróni fiskistofu 660000N 0150000W 661000N 0155000W 665000N 0155000W 663000N 0150000W 660000N 0150000W	2000 FT AMSL MSL	Sjá ENR 5.1.2.2: Athugasemdir vegna dróna fiskistofu og skýringarmynd. See ENR 5.1.2.2: Remarks regarding drone from Directorate of Fisheries and explanatory figure.
BID-25 Dróni fiskistofu 661000N 0171000W 660000N 0180000W 662000N 0180000W 662000N 0190000W 664500N 0190000W 665000N 0171000W 661000N 0171000W	2000 FT AMSL MSL	Sjá ENR 5.1.2.2: Athugasemdir vegna dróna fiskistofu og skýringarmynd. See ENR 5.1.2.2: Remarks regarding drone from Directorate of Fisheries and explanatory figure.
BID-26 Dróni fiskistofu 662000N 0240000W 662000N 0231500W 661000N 0231500W 661000N 0240000W 662000N 0240000W	2000 FT AMSL MSL	Sjá ENR 5.1.2.2: Athugasemdir vegna dróna fiskistofu og skýringarmynd. See ENR 5.1.2.2: Remarks regarding drone from Directorate of Fisheries and explanatory figure.
BID-27 Dróni fiskistofu 654500N 0233000W 654500N 0250000W 660000N 0250000W 660000N 0233000W 654500N 0233000W	2000 FT AMSL MSL	Sjá ENR 5.1.2.2: Athugasemdir vegna dróna fiskistofu og skýringarmynd. See ENR 5.1.2.2: Remarks regarding drone from Directorate of Fisheries and explanatory figure.
BID-28 Dróni fiskistofu 635000N 0221000W 635000N 0212000W 633000N 0212000W 633000N 0221000W 635000N 0221000W	2000 FT AMSL MSL	Sjá ENR 5.1.2.2: Athugasemdir vegna dróna fiskistofu og skýringarmynd. See ENR 5.1.2.2: Remarks regarding drone from Directorate of Fisheries and explanatory figure.
BID-29 Dróni fiskistofu 635000N 0212000W 635000N 0204000W 631000N 0204000W 633000N 0212000W 635000N 0212000W	2000 FT AMSL MSL	Sjá ENR 5.1.2.2: Athugasemdir vegna dróna fiskistofu og skýringarmynd. See ENR 5.1.2.2: Remarks regarding drone from Directorate of Fisheries and explanatory figure.

Auðkenning, nafn og hliðarmörk/ Identification, Name & Lateral Limits	Efri mörk Neðri mörk/ Upper Limit Lower Limit	Athugasemdir (Tímabil, tegund hömlunar, eðli áhættu, hætta á einelti)/ Remarks (Time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
BID-30 Dróni fiskistofu 633000N 0193000W 633000N 0182000W 630000N 0182000W 630000N 0193000W 633000N 0193000W	2000 FT AMSL MSL	Sjá ENR 5.1.2.2: Athugasemdir vegna dróna fiskistofu og skýringarmynd. See ENR 5.1.2.2: Remarks regarding drone from Directorate of Fisheries and explanatory figure.
BID-31 Dróni fiskistofu 633000N 0182000W 635000N 0170000W 630000N 0170000W 630000N 0182000W 633000N 0182000W	2000 FT AMSL MSL	Sjá ENR 5.1.2.2: Athugasemdir vegna dróna fiskistofu og skýringarmynd. See ENR 5.1.2.2: Remarks regarding drone from Directorate of Fisheries and explanatory figure.
BID-32 Dróni fiskistofu 635500N 0170000W 635500N 0163000W 632000N 0163000W 632000N 0170000W 635500N 0170000W	2000 FT AMSL MSL	Sjá ENR 5.1.2.2: Athugasemdir vegna dróna fiskistofu og skýringarmynd. See ENR 5.1.2.2: Remarks regarding drone from Directorate of Fisheries and explanatory figure.
BID-33 Dróni fiskistofu 635500N 0163000W 641600N 0153000W 634000N 0153000W 634000N 0163000W 635500N 0163000W	2000 FT AMSL MSL	Sjá ENR 5.1.2.2: Athugasemdir vegna dróna fiskistofu og skýringarmynd. See ENR 5.1.2.2: Remarks regarding drone from Directorate of Fisheries and explanatory figure.
BID-34 Dróni fiskistofu 644000N 0144000W 644000N 0140000W 640000N 0140000W 640000N 0144000W 644000N 0144000W	2000 FT AMSL MSL	Sjá ENR 5.1.2.2: Athugasemdir vegna dróna fiskistofu og skýringarmynd. See ENR 5.1.2.2: Remarks regarding drone from Directorate of Fisheries and explanatory figure.
BID-35 Dróni fiskistofu 644000N 0142000W 650000N 0142000W 650000N 0122000W 644000N 0122000W 644000N 0142000W	2000 FT AMSL MSL	Sjá ENR 5.1.2.2: Athugasemdir vegna dróna fiskistofu og skýringarmynd. See ENR 5.1.2.2: Remarks regarding drone from Directorate of Fisheries and explanatory figure.

Auðkenning, nafn og hliðarmörk/ Identification, Name & Lateral Limits	Efri mörk Neðri mörk/ Upper Limit Lower Limit	Athugasemdir (Tímabil, tegund hömlunar, eðli áhættu, hætta á einelti)/ Remarks (Time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
BID-36 Dróni fiskistofu 652000N 0140000W 654000N 0140000W 654000N 0122000W 652000N 0122000W 652000N 0140000W	2000 FT AMSL MSL	Sjá ENR 5.1.2.2: Athugasemdir vegna dróna fiskistofu og skýringarmynd. See ENR 5.1.2.2: Remarks regarding drone from Directorate of Fisheries and explanatory figure.
BID-37 Dróni fiskistofu 660000N 0150000W 663000N 0150000W 663000N 0133000W 660000N 0133000W 660000N 0150000W	2000 FT AMSL MSL	Sjá ENR 5.1.2.2: Athugasemdir vegna dróna fiskistofu og skýringarmynd. See ENR 5.1.2.2: Remarks regarding drone from Directorate of Fisheries and explanatory figure.
BID-38 Dróni fiskistofu 661000N 0171000W 665000N 0171000W 665000N 0155000W 661000N 0155000W 661000N 0171000W	2000 FT AMSL MSL	Sjá ENR 5.1.2.2: Athugasemdir vegna dróna fiskistofu og skýringarmynd. See ENR 5.1.2.2: Remarks regarding drone from Directorate of Fisheries and explanatory figure.
BID-39 Dróni fiskistofu 660000N 0180000W 660000N 0193000W 662000N 0193000W 662000N 0180000W 660000N 0180000W	2000 FT AMSL MSL	Sjá ENR 5.1.2.2: Athugasemdir vegna dróna fiskistofu og skýringarmynd. See ENR 5.1.2.2: Remarks regarding drone from Directorate of Fisheries and explanatory figure.
BID-40 Dróni fiskistofu 660000N 0193000W 660000N 0204500W 662000N 0204500W 662000N 0193000W 660000N 0193000W	2000 FT AMSL MSL	Sjá ENR 5.1.2.2: Athugasemdir vegna dróna fiskistofu og skýringarmynd. See ENR 5.1.2.2: Remarks regarding drone from Directorate of Fisheries and explanatory figure.
BID-41 Dróni fiskistofu 661000N 0204500W 661000N 0220000W 664500N 0220000W 664500N 0204500W 661000N 0204500W	2000 FT AMSL MSL	Sjá ENR 5.1.2.2: Athugasemdir vegna dróna fiskistofu og skýringarmynd. See ENR 5.1.2.2: Remarks regarding drone from Directorate of Fisheries and explanatory figure.

Auðkenning, nafn og hliðarmörk/ Identification, Name & Lateral Limits	Efri mörk Neðri mörk/ Upper Limit Lower Limit	Athugasemdir (Tímabil, tegund hömlunar, eðli áhættu, hætta á einelti)/ Remarks (Time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
BID-42 Dróni fiskistofu 662000N 0220000W 662000N 0231500W 665200N 0231500W 665200N 0220000W 662000N 0220000W	2000 FT AMSL MSL	Sjá ENR 5.1.2.2: Athugasemdir vegna dróna fiskistofu og skýringarmynd. See ENR 5.1.2.2: Remarks regarding drone from Directorate of Fisheries and explanatory figure.
BID-43 Dróni fiskistofu 660000N 0233000W 660000N 0250000W 662000N 0250000W 662000N 0240000W 661000N 0240000W 661000N 0233000W 660000N 0233000W	2000 FT AMSL MSL	Sjá ENR 5.1.2.2: Athugasemdir vegna dróna fiskistofu og skýringarmynd. See ENR 5.1.2.2: Remarks regarding drone from Directorate of Fisheries and explanatory figure.
BID-44 Dróni fiskistofu 650000N 0240000W 650000N 0253000W 654500N 0253000W 654500N 0240000W 650000N 0240000W	2000 FT AMSL MSL	Sjá ENR 5.1.2.2: Athugasemdir vegna dróna fiskistofu og skýringarmynd. See ENR 5.1.2.2: Remarks regarding drone from Directorate of Fisheries and explanatory figure.
BID-45 Dróni fiskistofu 653000N 0240000W 653000N 0220000W 645000N 0220000W 645000N 0240000W 653000N 0240000W	2000 FT AMSL MSL	Sjá ENR 5.1.2.2: Athugasemdir vegna dróna fiskistofu og skýringarmynd. See ENR 5.1.2.2: Remarks regarding drone from Directorate of Fisheries and explanatory figure.
BID-46 Dróni fiskistofu 643000N 0253000W 650000N 0253000W 650000N 0240000W 643000N 0240000W 643000N 0253000W	2000 FT AMSL MSL	Sjá ENR 5.1.2.2: Athugasemdir vegna dróna fiskistofu og skýringarmynd. See ENR 5.1.2.2: Remarks regarding drone from Directorate of Fisheries and explanatory figure.
BID-47 Dróni fiskistofu 643000N 0240000W 645000N 0240000W 645000N 0220000W 643000N 0220000W 643000N 0240000W	2000 FT AMSL MSL	Sjá ENR 5.1.2.2: Athugasemdir vegna dróna fiskistofu og skýringarmynd. See ENR 5.1.2.2: Remarks regarding drone from Directorate of Fisheries and explanatory figure.

ENR 5.1.2.1 Athugasemdir vegna Lidar Measurements verkefnis

Lidarinn sendir upp lóðréttan geisla (Lazer) beint upp í loftið.
Stefnt er á að senda upp laser geislann þegar heiðskýrt er og getur það verið hvenær sem er ársins, bæði að degi og nóttu í um 1000 klst á ári – sem er um 2 mánuðir á ári.

Ef einstaklingur horfir beint niður á Laser sendinn og fær geislann í augun getur það skemmt sjónina. Engin áhrif ættu að vera á yfirflug þar eð það er svo til ómögulegt að flugmaður geti horft beint niður á geislann en möguleg áhrif á sjónflug í nágrenni Kárhóls ef teknar eru krappar beygjur. Laser geislinn er ekki sjáanlegur með berum augum og hefur engin önnur áhrif á flug.

Áhrifasvæði afmarkast af staðsetningu Lidar (latitude/longitude á Kárhóli) með útvíkkun geislans (geislinn er ½ milliradian þegar hann fer af stað og víkkar svo í ½ meter í þvermál í eins km hæð (1.640 fet) um 5 metrar í þvermál í 10 km hæð (32.808 fet) í 10 metra í þvermál í 20 km (65.617 fet)). Geislinn nær upp í 120 – 130 km hæð.

ENR 5.1.2.2 Athugasemdir vegna dróna fiskistofu og skýringarmynd

ENR 5.1.2.2.1 Inngangur

1. Fiskistofa notar dróna til fiskveiðieftirlits við Ísland. Dróninn flýgur frá mismunandi stöðum við strendur Íslands.

2. Tegund drónans er DeltaQuad EVO BETA og er hann búinn margskonar hátæknibúnaði og mælitækjum svo hægt sé að koma auga á og skoða nánar það sem Fiskveiðistofu er skylt til að fylgjast með.

ENR 5.1.2.2.2 Hættusvæði

Vegna þessa hafa verið útbúin hættusvæði fyrir flug drónans frá sjávarmáli upp í 2000 fet.
Svæðin eru teiknuð þannig að þau fylgja norður hnitum en ekki er notuð stórbaugsleið.

ENR 5.1.2.2.3 Notkun svæðanna

Virkjun svæðanna gerir drónanum kleift að fljúga óhindrað innan þeirra. Fyrir nánari upplýsingar um svæði í notkun hafið samband við næstu flugumferðarþjónustudeild eða Flugstjórnarmiðstöðina í Reykjavík ACC í síma: 4244240.

ENR 5.1.2.2.4 Tengiliðir

Ef óskað er frekari upplýsinga vinsamlegast hafið samband með því að senda póst á netfangið procedures@isavia.is.

ENR 5.1.2.1 Remarks regarding Lidar Measurements project

The Lidar will send a vertical beam (Lazer) straight up.
The laser will be operated when the sky is clear and can be operational at any time within the year, at day or at night. Total duration about 1000 hours per year which is close to 2 months per year.

If an individual looks direct down to the Laser transmitter and the laser beam hits the eyes it can result in damage made to the eyesight. No negative effects are expected to flights overflying the area as it is highly improbable that the pilot can look direct down to the laser beam. However, if a pilot is on a VFR flight close to the Kárhóll area and makes a sharp turn then negative effects are possible. The laser beam is not visible to the naked eye and should have any other negative effects on flights.

The affected area is from the location of the Lidar (latitude/ longitude at Kárhóll) and the laser beam widens with altitude. The laser beam is ½ milliradial wide at ground level and widens to ½ meter at one km altitude (1640 feet), around 5 metres at 10 km altitude (32.808 feet) and 10 metres at 20 km altitude (65.617 feet). The laser beam extends to approximately 120-130 km altitude.

ENR 5.1.2.2 Remarks regarding drone from Directorate of Fisheries and explanatory figure

ENR 5.1.2.2.1 Introduction

1. The Directorate of Fisheries uses an Unmanned Aircraft System (UAS) to perform surveillance of fishing along the Icelandic Coast. The UAS is operated from the various places along the coast of Iceland.

2. The UAS is a DeltaQuad EVO BETA equipped with a variety of high-performance sensors, allowing it to detect maritime targets, over a wide spectral range.

ENR 5.1.2.2.2 Danger Areas

For that purpose, Danger Areas have been prepared for the use of the UAS at 2000 feet and below. All areas are drawn with the line following the north coordinate line and not using great circle.

ENR 5.1.2.2.3 Use of the areas

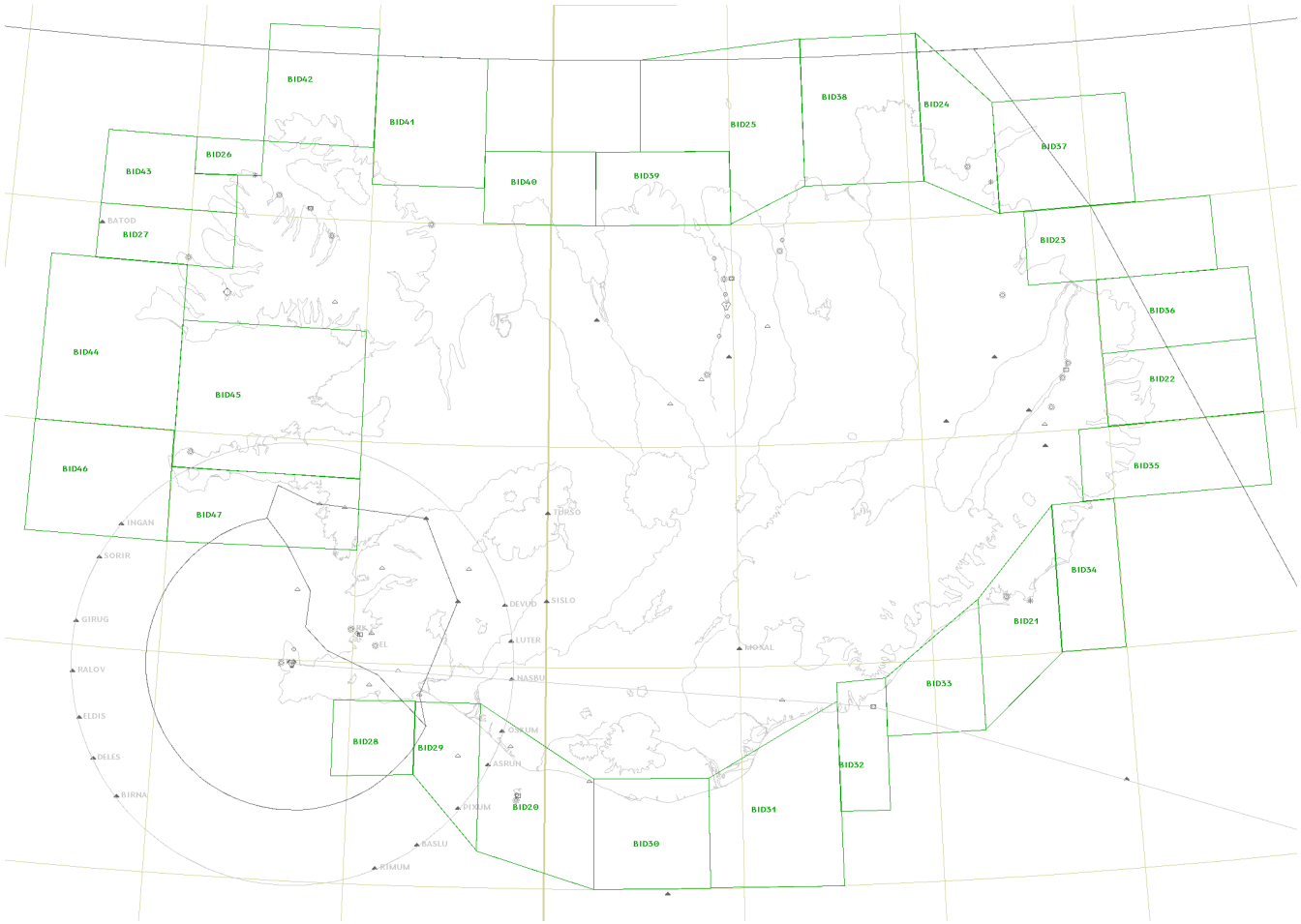
Activation of these areas allows the UAS to manoeuvre freely within the constraints of the areas. For further information on active areas contact the
nearest ATS unit or Reykjavik ACC tel: 4244240.

ENR 5.1.2.2.4 Contacts

In case more information is needed please send e-mail to procedures@isavia.is.

ENR 5.1.2.2.5 Hættusvæði vegna dróna fiskistofu - skýringarmynd

ENR 5.1.2.2.5 Danger areasregarding drone from Directorate of Fisheries - explanatory figure



ENR 5.1.3

Haftasvæði

Ekkert

ENR 5.1.3

Restricted area

NIL

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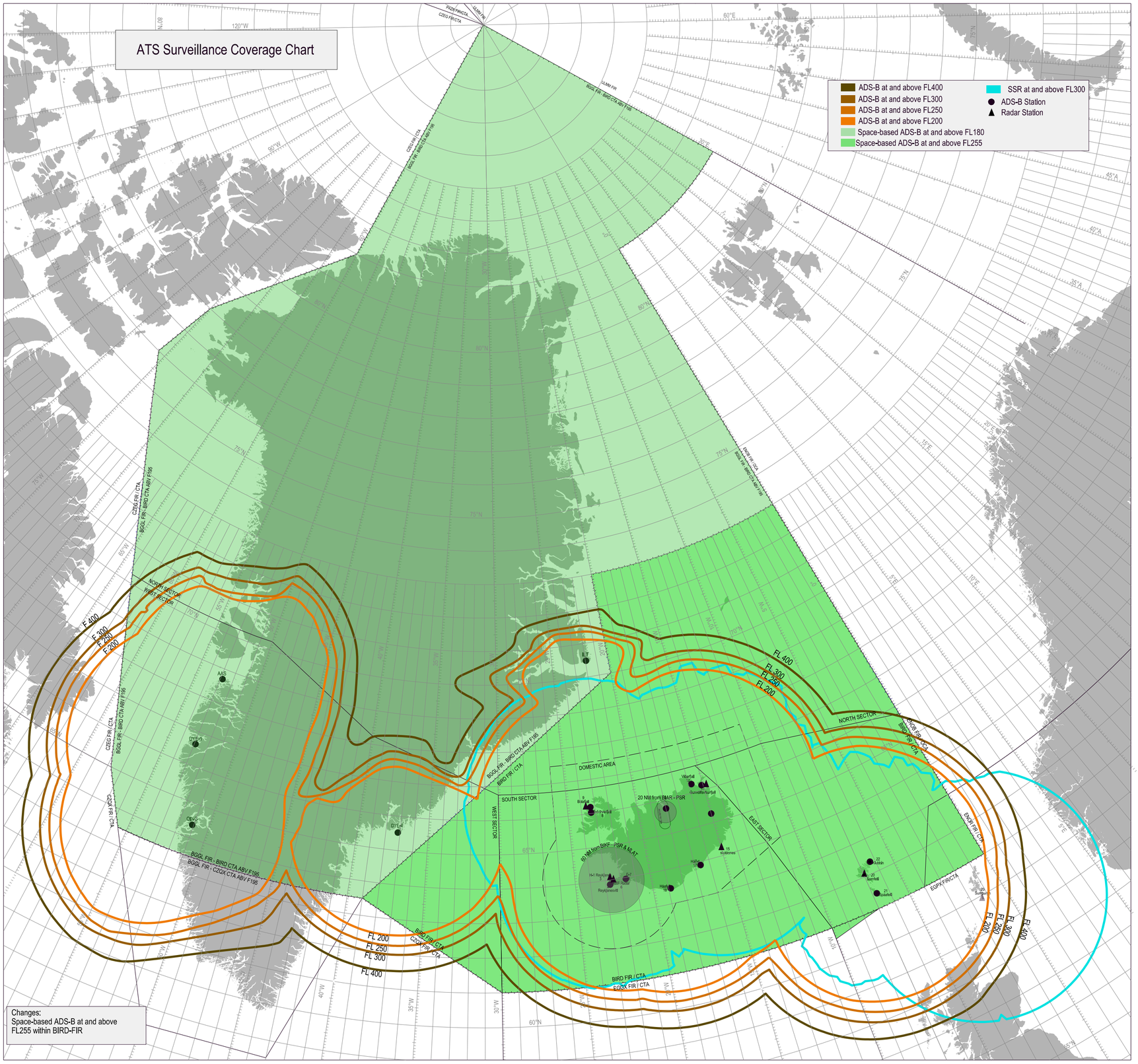
ATS Surveillance Coverage Chart
ADS-B at and above FL400
ADS-B at and above FL300
ADS-B at and above FL250
ADS-B at and above FL200
Space-based ADS-B at and above FL180
Space-based ADS-B at and above FL255
SSR at and above FL300
ADS-B Station
Radar Station
FL 400
FL 300
FL 250
FL 200
NORTH SECTOR
WEST SECTOR
SOUTH SECTOR
EAST SECTOR
DOMESTIC AREA
20 NM from DMAR - PSR
60 NM from BIKF - PSR & MLAT
BIRD FIR / CTA
EGPX FIR/CTA
EGGX FIR / CTA
BGGL FIR - BIRD CTA ABV F195
BGGL FIR - CZQX CTA ABV F195
Changes:
Space-based ADS-B at and above
FL255 within BIRD-FIR

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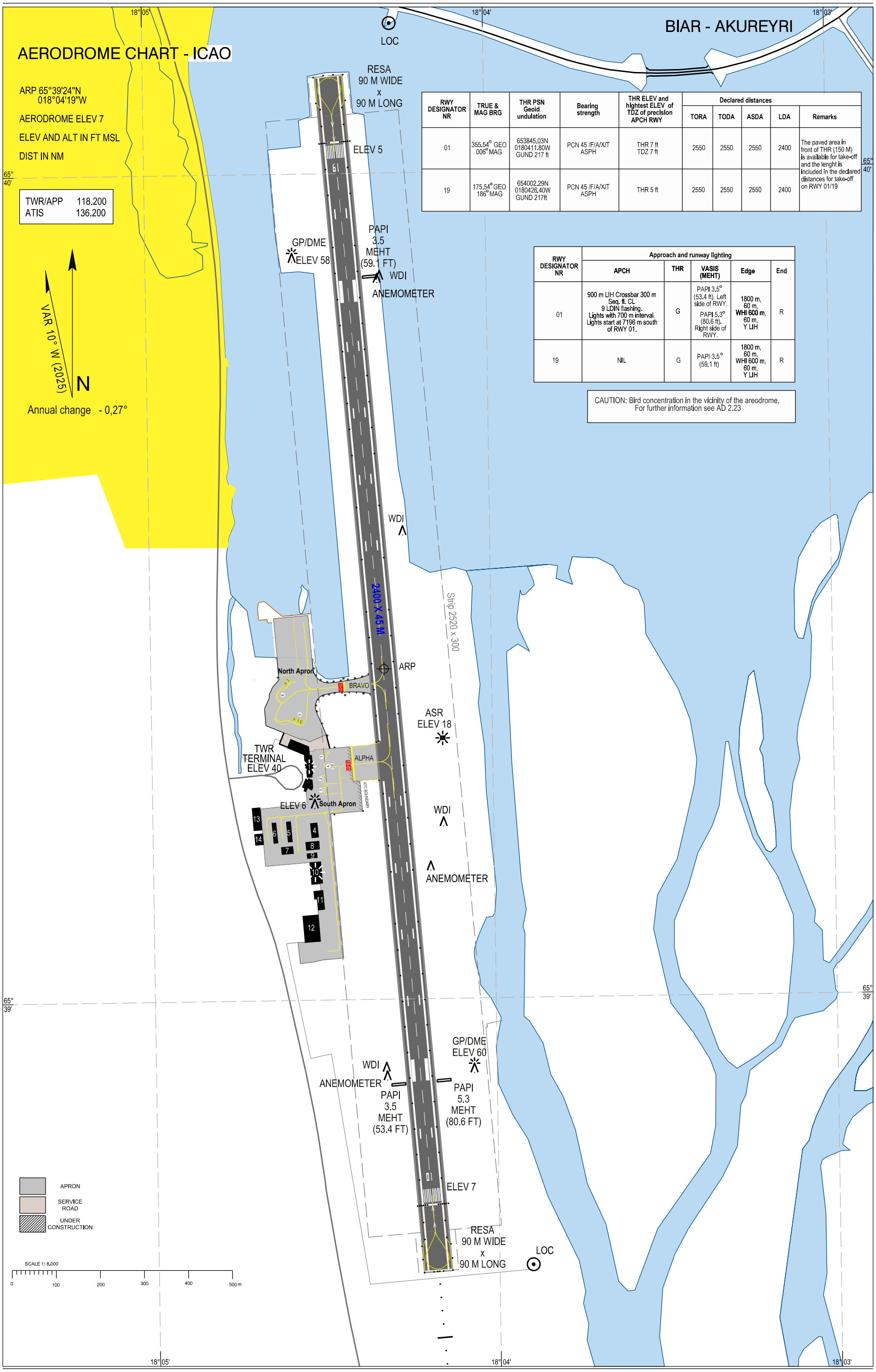
11	Afísing De-icing	Mán.-fös.: 07:40 - 18:40 Lau., sun.: 08:30 - 18:30 (Þjónusta skv. beiðni takmörkuð) Ekki er þjónusta á nýársdag, páskadag og jóladag. / Mon.,- Fri.: 07:40 - 18:40 Sat., Sun.: 08:30 - 18:30 (O/R Limited / Þjónusta skv. beiðni takmörkuð) No service New Year's Day, Easter Sunday and Christmas Day.
12	Athugasemdir Remarks	Flugstjórnarþjónusta er veitt samkvæmt beiðni utan þjónustutíma gegn gjaldi samkvæmt gjaldskrá. Óskið þjónustu, 1. maí til 30. september með að lágmarki 30 mínútna fyrirvara og 1. október til 30. apríl með að lágmarki 45 mínútna fyrirvara, í síma +354 896 1270. Gjaldskrá Isavia: Sjá GEN 4.1 FLUGVALLAGJÖLD. ATC is available on request outside operational hours, surcharge applies. Request service, 1st of May to 30th of September with a minimum of 30 minutes notice and 1st of October to 30th of April with a minimum of 45 minutes notice, via tel. +354 896 1270. Isavia user charges: See GEN 4.1 AERODROME CHARGES. Isavia tekur aðeins við greiðslum gegnum umboðsaðila / Isavia only accepts payments via Ground handling Agent

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

1	Fraktmeðhöndlun Cargo-handling facilities	Venjulegur búnaður fyrir hendi skv. beiðni Normal facilities available O/R
2	Eldsneytistegundir / olíur Fuel / oil types	Fuel: AVGAS 100LL Fuel: Jet A-1 Oil: NIL
3	Eldsneytisbúnaður / magn Fuelling facilities / capacity	Afköst 150 lítrar á mínútu AVGAS / Afköst 650 lítrar á mínútu JET A1 Delivery rate 150 liters per minute AVGAS / Delivery rate 650 liters per minute JET A1
4	Afísingarbúnaður De-icing facilities	Samkvæmt beiðni O/R
5	Flugskýlispláss fyrir aðkomuvélar Hangar space for visiting aircraft	NIL
6	Viðhaldsmöguleikar fyrir aðkomuvélar Repair facilities for visiting aircraft	Góðir fyrir minni vélar. Takmarkaðir fyrir stærri vélar Major, light aircraft. Minor, large aircraft
7	Athugasemdir Remarks	Ekkert súrefni eða hliðstæð þjónusta / No oxygen or related service **Umboðsaðilar á Akureyrarflugvelli eru: /** **The authorized handling agent at Akureyri Airport are:** Icelandair Akureyri 102 Reykjavíkurflugvelli / 102 Reykjavik Airport, Iceland BIAR Sími / Phone: +354 570 3823 / +354 5050 100 Handling Sími / Phone: +354 425 0933 Netfang / Email: aeyap@icelandair.is / jetcenter@icelandair.is Tíðni/Frequency: 131.400 MHZ Akureyri FBO Skýli 13, 600 Akureyrarflugvelli / Hangar 13, 600 Akureyri Airport, Iceland Sími/Phone: +354 551 1022 Netfang/Email: ops@akureyrifbo.is, ops@iaa.is AFS: BIRKXHAR Veffang/Web: www.akureyrifbo.is, www.iaa.is Tíðni/Frequency: 132.900 MHZ



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
					TORA	TODA	ASDA	LDA	
01	355.54° GEO 006° MAG	653845.03N 0180411.80W GUND 217 ft	PCN 45 /F/A/X/T ASPH	THR 7 ft TDZ 7 ft	2550	2550	2550	2400	The paved area in front of THR (150 M) is available for take-off and the lenght is included in the declared distances for take-off on RWY 01/19
19	175.54° GEO 186° MAG	654002.29N 0180426.40W GUND 217ft	PCN 45 /F/A/X/T ASPH	THR 5 ft	2550	2550	2550	2400	

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

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

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

Type of aid, CAT of ILS/MLS (For VOR/ILS/MLS, give VAR)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Service volume radius from GBAS reference Point	Remarks
1	2	3	4	5	6	7	8
NDB	GJ	340 KHZ	H24	655941.3N 0211948.3W	—	NIL	Range 40-50 NM APPROX Monitored during airports opening hours
MARKER		75 MHZ	H24	655941.3N 0211948.3W	—	NIL	NIL

BIGJ AD 2.20 SVÆÐISBUNDNAR UMFERÐARREGLUR
BIGJ AD 2.20 LOCAL TRAFFIC REGULATIONS

BIGJ AD 2.20.1 Umferð á jörðu og stæði

Á þjónustutíma hafa samband við flugradíó.
Utan þjónustutíma, taka tillit til áætlunar og neyðarflugs.

BIGJ AD 2.20.1 Ground manoeuvring and parking

At service hours contact AFIS for instructions.
Off-hours, consider commercial and emergency flights.

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

NIL

BIGJ AD 2.22 FLUGAÐFERÐIR
BIGJ AD 2.22 FLIGHT PROCEDURES

NIL

BIGJ AD 2.23 VIÐBÓTARUPPLÝSINGAR
BIGJ AD 2.23 ADDITIONAL INFORMATION

2.23.1 Fuglar á og við flugvöllinn

Lítið sem ekkert er um fugl á ferð um eða við flugvöllinn.
Ekkert varpland er við völlinn.

2.23.2 Beygjuhalli í hringaðflugi

BIGJ RNP A - lægra lágmark fyrir CAT B krefst 25° beygjuhalla í hringaðflugi
BIGJ NDB A - lægra lágmark fyrir CAT B krefst 25° beygjuhalla í hringaðflugi

2.23.1 Birds on and around the airport

Birds are not a problem around the airport.
No birds nest near the airport.

2.23.1 Bank angle in circling

BIGJ RNP A - CAT B lower OCA(H) requires a 25° bank angle in circling.
BIGJ NDB A - CAT B lower OCA(H) requires a 25° bank angle in circling.

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

Kort / Charts	Blaðsíðunúmer / Page Number
BIGJ Aerodrome Chart	AD 2 BIGJ 2 - 1
BIGJ Instrument Approach Chart - ICAO RNP A	AD 2 BIGJ 6 - 1
BIGJ Instrument Approach Chart - ICAO NDB A	AD 2 BIGJ 6 - 3

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

NIL

Gjogur RNP A Instrument Approach Chart

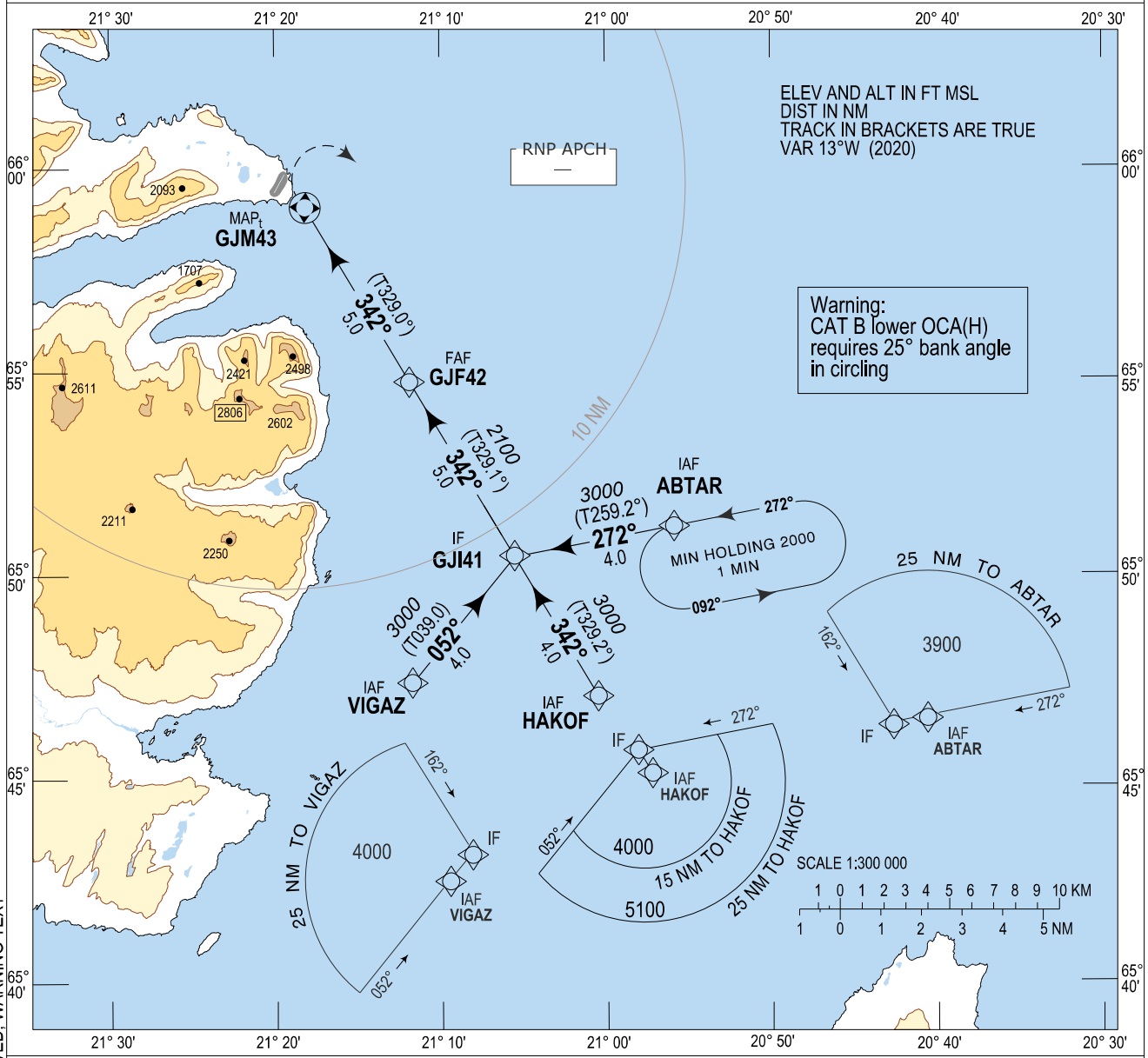
INSTRUMENT APPROACH CHART - ICAO

AD ELEV 90 FT

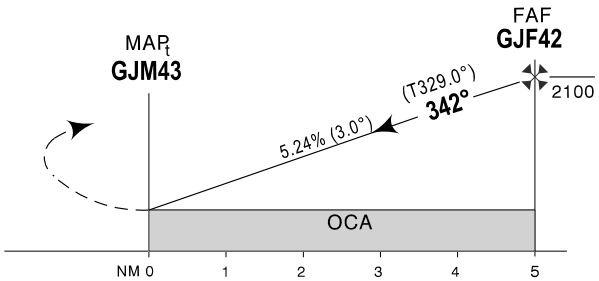
GJOGUR AFIS	118.600
ACC	119.700

BIGJ - GJOGUR

RNP A



MISSED APPROACH:
RIGHT TURN DIRECT ABTAR AND HOLD AT 3000ft.



TRANS ALT 7000

PROFILE SCALE 1:300 000

OCA (H)	A	B*	B
CIRCLING	510 (420)	590 (500)	1840 (1750)

REMARKS:
CIRCLE ONLY EAST OF RWY.
*25° BANK REQUIRED

DISTANCE TO GJM43 IN NM	5	4	3	2	1
ALTITUDE	2100	1780	1460	1150	830

Timing not authorized for defining MAPt

GS	kt	80	100	120	140	160
GJF42 - GJM43 (5.0NM)	MIN:SEC	3:45	3:00	2:30	2:09	1:52
Rate of descent (5.24%)	ft/MIN	420	530	640	740	850

CHANGES: AUTH. REQUIRED REMOVED, WARNING TEXT

BIGJ RNP A

Recommended Coding Table

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course / Track °M(°T)	Magnetic Variation	Distance	Turn Direction	Altitude (ft)	Speed (kt/h)	VPA/ TCH	Navigation Specification
010	IF	VIGAZ	-		+13.0			A4000+			RNP APCH
020	TF	GJI41	-	052 (039.0)	+13.0	4.0	L	A3000+			RNP APCH
010	IF	HAKOF	-		+13.0			A4000+			RNP APCH
020	TF	GJI41	-	342 (329.2)	+13.0	4.0		A3000+			RNP APCH
010	IF	ABTAR	-		+13.0			A3400+			RNP APCH
020	TF	GJI41	-	272 (259.2)	+13.0	4.0	R	A3000+			RNP APCH
030	TF	GJF42	-	342 (329.1)	+13.0	5.0		A2100+		3.00°	RNP APCH
040	TF	GJM43	Y	342 (329.0)	+13.0	5.0				3.00°	RNP APCH
050	DF	ABTAR	-		+13.0		R				RNP APCH
060	HM	ABTAR	Y	272 (259.2)	+13.0		L	A3000			RNP APCH

Waypoint coordinates

Waypoint Identifier	Coordinates		Display	
	LAT	LON	LAT	LON
VIGAZ	654727.12N	0211137.55W	N 6547.45	W 02111.63
HAKOF	654707.53N	0210031.02W	N 6547.13	W 02100.52
ABTAR	655117.75N	0205556.60W	N 6551.30	W 02055.94
GJI41	655032.84N	0210530.10W	N 6550.55	W 02105.50
GJF42	655449.25N	0211145.81W	N 6554.82	W 02111.76
GJM43	655905.39N	0211803.59W	N 6559.09	W 02118.06

Gjogur NDB A Instrument Approach Chart - ICAO

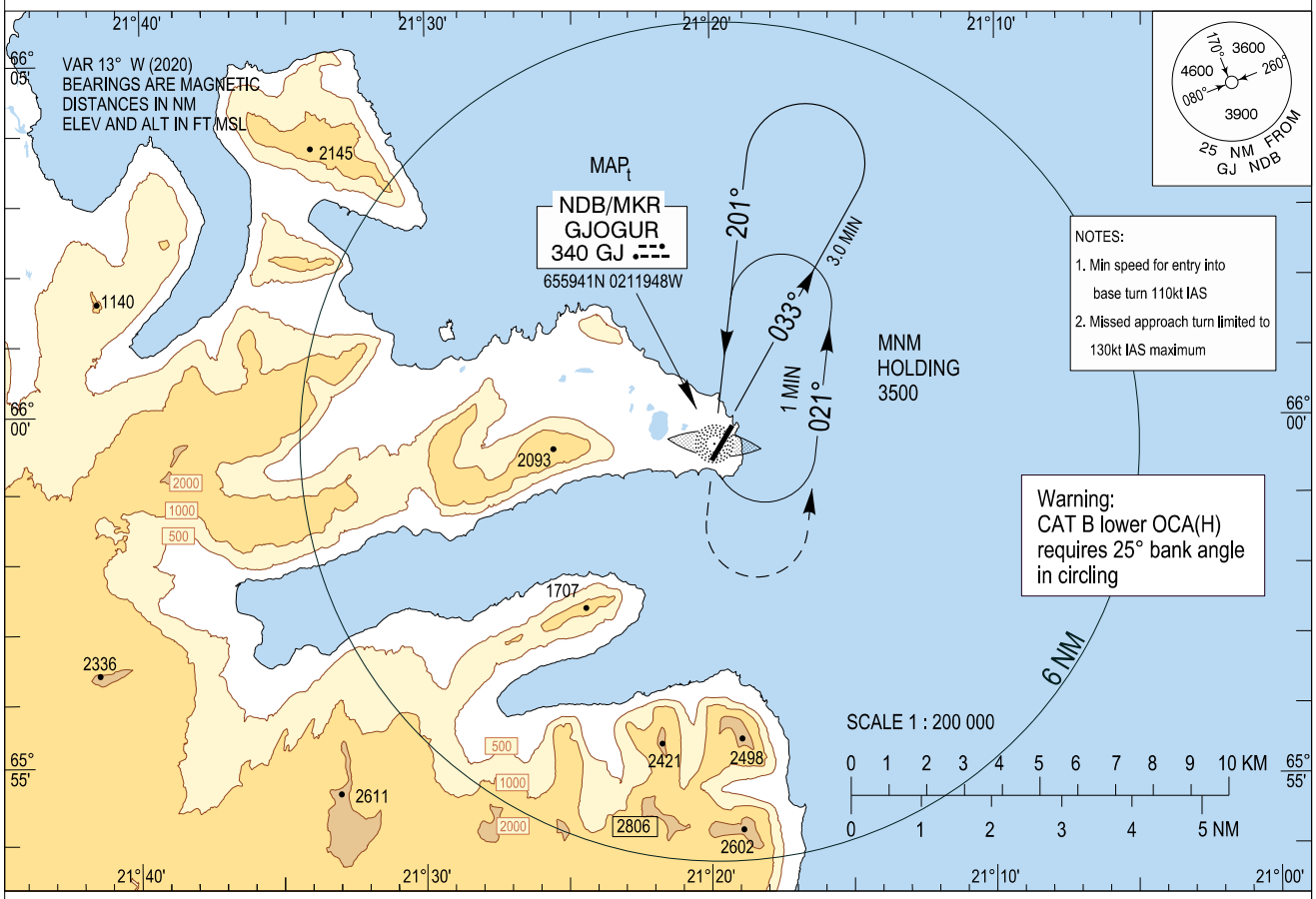
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 90 FT

GJOGUR AFIS	118.600
ACC	119.700

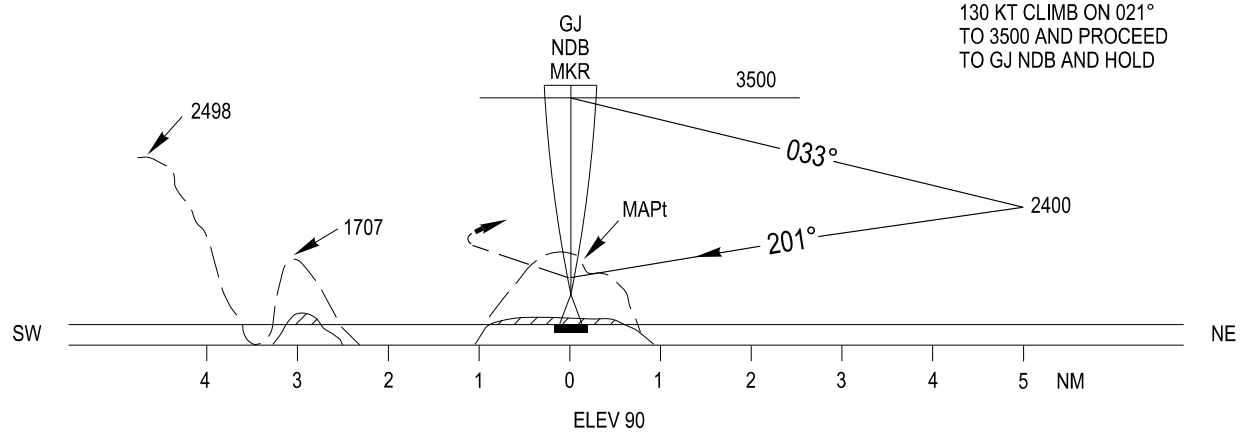
BIGJ - GJOGUR

NDB A



TRANSITON ALT 7000

MISSED APPROACH:
LEFT TURN AS SOON AS OPERATIONALLY PRACTICABLE MAX IAS 130 KT CLIMB ON 021° TO 3500 AND PROCEED TO GJ NDB AND HOLD



CHANGES: AUTH. REQUIRED REMOVED, WARNING TEXT

OCA (H)	A	B✳	B	REMARKS
CIRCLING	560 (470)	590 (500)	1840 (1750)	CIRCLE ONLY EAST OF RWY ✳ 25° BANK REQUIRED

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BIHN AD 2.20 SVÆÐISBUNDNAR UMFERÐARREGLUR
BIHN AD 2.20 LOCAL TRAFFIC REGULATIONS

2.20.1 Kröfur um fjarskiptabúnað

Sendir og móttakari

2.20.2 Flug fisa

Flug fisa er heimilt.

2.20.3 Takmarkanir kennslu-og æfingaflugs

NIL

2.20.4 Umferð á jörðu og stæði

Hafið samband við flugradíó

2.20.1 Requirement for communication equipment

Two way radio

2.20.2 Microlight operations

Microlights are accepted

2.20.3 Training flights restrictions

NIL

2.20.4 Ground manoeuvring and parking

Contact AFIS for instructions

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

NIL

BIHN AD 2.22 FLUGAÐFERÐIR
BIHN AD 2.22 FLIGHT PROCEDURES

2.22.1 Almennt

Hægri handar umferðarhringur fyrir braut 18 Vinstri handar umferðarhringur fyrir braut 36.

2.22.1 General

Right hand circuit for RWY 18 Left hand circuit for RWY 36.

BIHN AD 2.23 VIÐBÓTARUPPLÝSINGAR
BIHN AD 2.23 ADDITIONAL INFORMATION

2.23.1 Fuglar á og við flugvöllinn

Mest er af gæs við flugvöllinn og þá aðallega austan við flugbrautina. Fyrstu fuglarnir koma í lok mars og byrjun apríl og fara aftur í lok október. Ekki er um mikið varpland hjá gæsum á og við flugvöllinn og af þeim sökum fækkar henni mikið í júní og fram í ágúst en þá eykst ásóknin á nýjan leik.

2.23.2 Beygjuhalli í hringaðflugi

BIHN RNP RWY 36 - lægra lágmark fyrir CAT B krefst 25° beygjuhalla í hringaðflugi.

2.23.1 Birds on and around the airport

Greylag goose is the most common bird at the airport, mostly east of the runway and during the migration perods in the end of Mars, beginning of April and August until the end of October. Greylag geese do not nest close to the airport.

2.23.2 Bank angle in circling

BIHN RNP RWY 36 - CAT B lower OCA(H) requires a 25° bank angle in circling.

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

Kort / Charts	Blaðsíðunúmer / Page Number
BIHN Aerodrome Chart	AD 2 BIHN 2 - 1
BIHN Instrument Approach Chart - ICAO RNP RWY 18	AD 2 BIHN 6 - 1
BIHN Instrument Approach Chart - ICAO RNP RWY 36	AD 2 BIHN 6 - 3

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

NIL

Hornafjörður RNP RWY 36 Instrument Approach Chart - ICAO

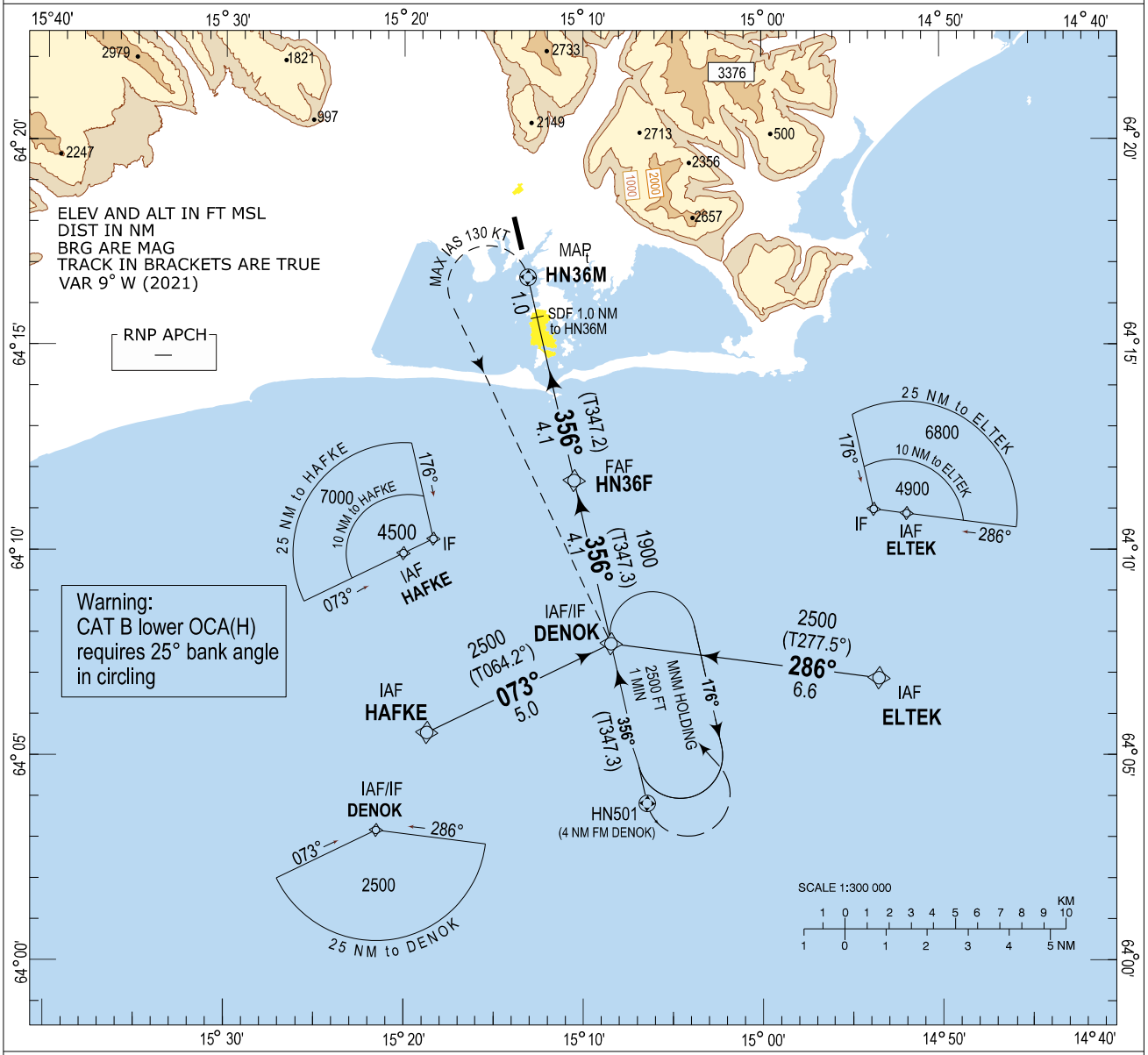
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 24

HORNAFJORDUR AFIS	119.100
ACC	119.700

BIHN - HORNAFJORDUR

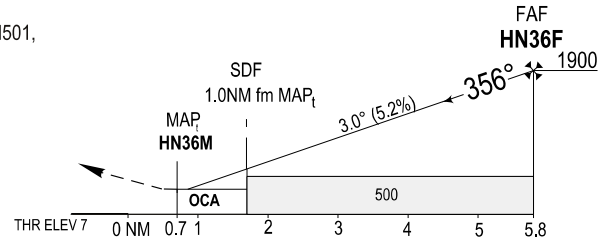
RNP RWY 36



MISSED APPROACH:

Turn left climbing direct to DENOK, to HN501, left turn to DENOK and hold at 2500 FT.
(Max 130 KIAS during initial turn)

TRANSITION ALT 7000



OCA (H)	A	B	Remarks
LNAV	320 (313)	330 (323)	
CIRCLING	550 (526)	1160 (1136) *800 (776)	Circling only west of runway

*25° BANK REQUIRED

Dist to HN36M in NM	1	2	3	4	5
ALTITUDE	600	920	1240	1550	1870

Timing not authorized for defining MAP_t

GS	kt	80	100	120	140	160	180
HN36F-HN36M (5.1 NM)	MIN:SEC	3:50	3:04	2:33	2:11	1:55	1:42
Rate of descent 3.0° (5,2%)	ft/MIN	425	531	637	743	850	956

CHANGES: AUTH. REQUIRED REMOVED, WARNING TEXT

BIHN RNP RWY 36

Recommended Coding Table

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course / Track °M(°T)	Magnetic Variation	Distance	Turn Direction	Altitude (ft)	Speed (kt/h)	VPA/ TCH	Navigation Specification
010	IF	HAFKE	-		+9.0			A4500+			RNP APCH
020	TF	DENOK	-	073 (064.2)	+9.0	5.0	L	A2500+			RNP APCH
010	IF	ELTEK	-		+9.0			A4900+			RNP APCH
020	TF	DENOK	-	286 (277.5)	+9.0	6.6	R	A2500+			RNP APCH
010	IF	DENOK	-	-	+9.0			A2500+			RNP APCH
030	TF	HN36F	-	356 (347.3)	+9.0	4.1		A1900+		3.00°	RNP APCH
040	TF	HN36M	Y	356 (347.2)	+9.0	5.1			-130	3.00°/ 50	RNP APCH
050	DF	DENOK	-	-	+9.0		L		-130		RNP APCH
060	TF	HN501	Y	176 (167.3)	+9.0	4.0					RNP APCH
070	DF	DENOK	-	-	+9.0		L	A2500			RNP APCH
080	HM	DENOK	Y	356 (347.3)	+9.0		R	A2500			RNP APCH

Waypoint coordinates

Waypoint Identifier	Coordinates		Display	
	LAT	LON	LAT	LON
HAFKE	640534.87N	0151842.33W	N 6405.58	W 01518.71
ELTEK	640654.15N	0145330.56W	N 6406.90	W 01453.51
DENOK	640744.79N	0150826.33W	N 6407.75	W 01508.44
HN36F	641143.13N	0151029.92W	N 6411.72	W 01510.50
HN36M	641640.03N	0151304.73W	N 6416.67	W 01513.08
HN501	640351.44N	0150625.91W	N 6403.86	W 01506.43

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

BIIS - ÍSAFJÖRÐUR / ISAFJORDUR

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

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

BIIS AD 2.3 ÞJÓNUSTUTÍMAR
BIIS AD 2.3 OPERATIONAL HOURS

1	Rekstraraðili flugvallar AD Administration	Á skrifstofutíma 0900-1600 During Office Hours 0900-1600
2	Tollur og útlendingaeftirlit Customs and immigration	NIL
3	Heilsugæsla Health and sanitation	NIL
4	Kynningarstofa upplýsingaþjónustu AIS Briefing Office	NIL
5	Flugvarðstofa ATS Reporting Office (ARO)	NIL
6	Kynningastofa veðurþjónustu MET Briefing Office	H24 Sími Veðurstofu Íslands: 522 6310 IMO telephone: +354 522 6310
7	Flugumferðarþjónusta ATS	AFIS: Sumartími / Summer 1. maí til 30. sept. / 1 May to 30 Sept. Mán. - fös./ Mon. - Fri.: 0700-1845 Lau./Sat.: 0800-1815 Sun./Sun.: 0800-1845 AFIS: Vetrartími / Winter 1. okt. til 30. apríl. / 1 Oct. to 30. April Mán., Þri., Mið., fim., fös./Mon., Tue., Wed., Thu., Fri.: 0800-1800 Lau./Sat.: 1000-1630 Sun./Sun.: 1000-1800 Engin þjónusta, eftir kl. 1200, á aðfangadag og gamlársdag. Lokað föstudaginn langa, páskadag, jóladag og nýársdag. / No service, after 1200, Christmas Eve and New Year's Eve. Closed Good Friday, Easter Sunday, Christmas Day and New Year's Day.
8	Eldsneyti Fuelling	AVGAS 100LL : Alla daga, pöntun í síma 892-3923 / 844-8500 JET A-1 : Alla daga: 0900 - 1800 (Þjónusta skv. beiðni takmörkuð) Ekki er þjónusta á nýársdag, páskadag og jóladag. / AVGAS 100LL 24/7 on request, phone 892-3923 /844-8500 JET A-1 All days: 0900 - 1800 (O/R Limited) No service New Year's Day, Easter Sunday and Christmas Day.

BIIS AD 2.12 SÉRKENNI FLUGBRAUTA
BIIS 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	061.86	1400 x 42.5	RWY PCN: — Asphalt Stabilized Gravel / Tjörubundin grús SWY PCN: — SWY: —	660318.51N 0230855.77W — GUND: 211 FT	THR 8 FT —
25	241.88	1400 x 42.5	RWY PCN: — Asphalt Stabilized Gravel / Tjörubundin grús SWY PCN: — SWY: —	660339.81N 0230717.70W — GUND: 211 FT	THR 8 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
07	0%	—	—	1520 x 80	—	—	—
25	0%	—	—	1520 x 80	—	—	—

RWY Designator	Remarks
1	14
07	Strip dimension is 80 m at end 07 but narrows to 60 m at end 25 / Öryggissvæði er 80 m við enda brautar 07 en þrengist í 60 m við enda brautar 25
25	Strip dimension is 80 m at end 07 but narrows to 60 m at end 25 / Öryggissvæði er 80 m við enda brautar 07 en þrengist í 60 m við enda brautar 25

BIIS AD 2.13 TILGREINDAR VIÐMIÐUNARVEGALENGDIR
BIIS AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
07	1400	1400	1400	1400	NIL
25	1400	1400	1400	1400	NIL

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

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST
1	2	3	4	5	6
07	NIL	LIH GRN	NIL	NIL	NIL
25	NIL	LIH GRN	NIL	NIL	NIL

RWY Designator	RWY edge LGT LEN, spacing, colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	7	8	9	10
07	980 M, 60 M WHI 420 m, 60 m, Y LIH	RED	NIL	NIL
25	980 M, 60 M WHI 420 m, 60 m, Y LIH	RED	NIL	NIL

BIIS AD 2.23 VIÐBÓTARUPPLÝSINGAR
BIIS AD 2.23 ADDITIONAL INFORMATION

3 rauð hindranaljós eru í Kirkjubólshlíð og 5 hindranaljós í Hafrafellshálsi, auk þess er hvítt leifturljós á Arnarnesi, við IS NDB. Einnig er hvítt leifturljós í Hnífsdal.
Eftirfarandi reglur gilda:

There are 3 red obstruction lights in the hill east of the runway and 5 obstruction lights on Hafrafellshals. There is also a white flashing light at Arnarnes by the IS NDB and a white flashing light at Hnífsdalur.
The following rules apply:

Lending og flugtak á brautum 07/25 eru ekki leyfð innan skilgreindra marka næturflugs, þ.e. þegar sól er meira en 6° undir sjóndeildarhring, nema fyrir leitar-, björgunar- og sjúkraflug.

Take off and landing on RWY 07/25 are not allowed at night. The only exeptions are search-, rescue and ambulance flights.

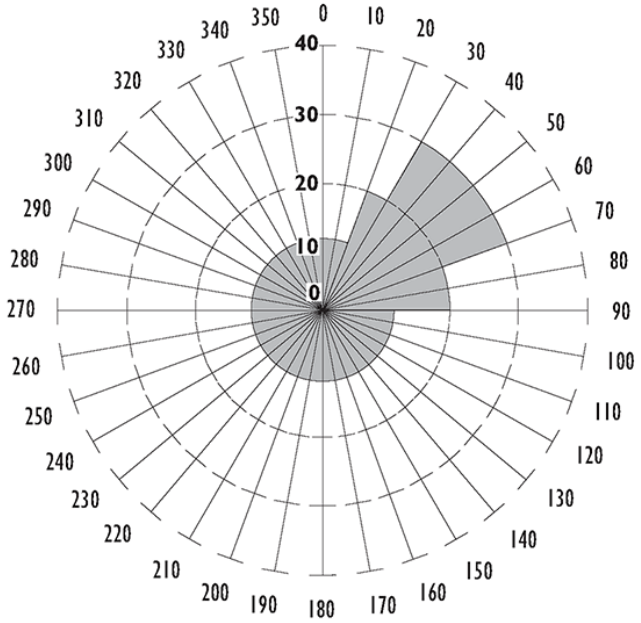
Flugtak á braut 07 er undanþegið framangreindum takmörkunum og heimilt, með eftirtöldum skilyrðum:

1. Skyggni skal vera að minnsta kosti 7 km
2. Skýjahæð skal vera 1500 ft eða hærri
3. Eftirfarandi vindtakmarkanir gilda:

Take off RWY 07 is exempt the above restriction and is allowed, with the following conditions:

1. Visibility 7 km or more
2. Ceiling is at least 1500 feet
3. The following wind restriction apply:

Vindáttir (segulstefna) Wind direction (magnetic)	Hámarksvindhraði (hnútar) Maximum wind (Kts)
20° - 30°	20
30° - 70°	30
70° - 90°	20
90° - 20°	10



Flugmenn gæti sérstakrar varúðar vegna hugsanlegra vindsveipa þegar vindur stendur af Kirkjubólshlíð eða Eyrarfjalli.

Caution should be used because of possible gust of wind when the wind direction is from the south east or north west.

4. Ef hindranaljós eru biluð, skip í rennunni eða við Sundabakka við innsiglingu Ísafjarðarhafnar mun flugradíómaður í flugturni gefa upplýsingar þar um.
5. Flugtak að næturlagi á braut 07 er takmarkað við leigu- og áætlunarflug og auk þess við loftför í eigu íslenska ríkisins eða rekin af því. Skilyrði er að tveir flugmenn séu í áhöfn.

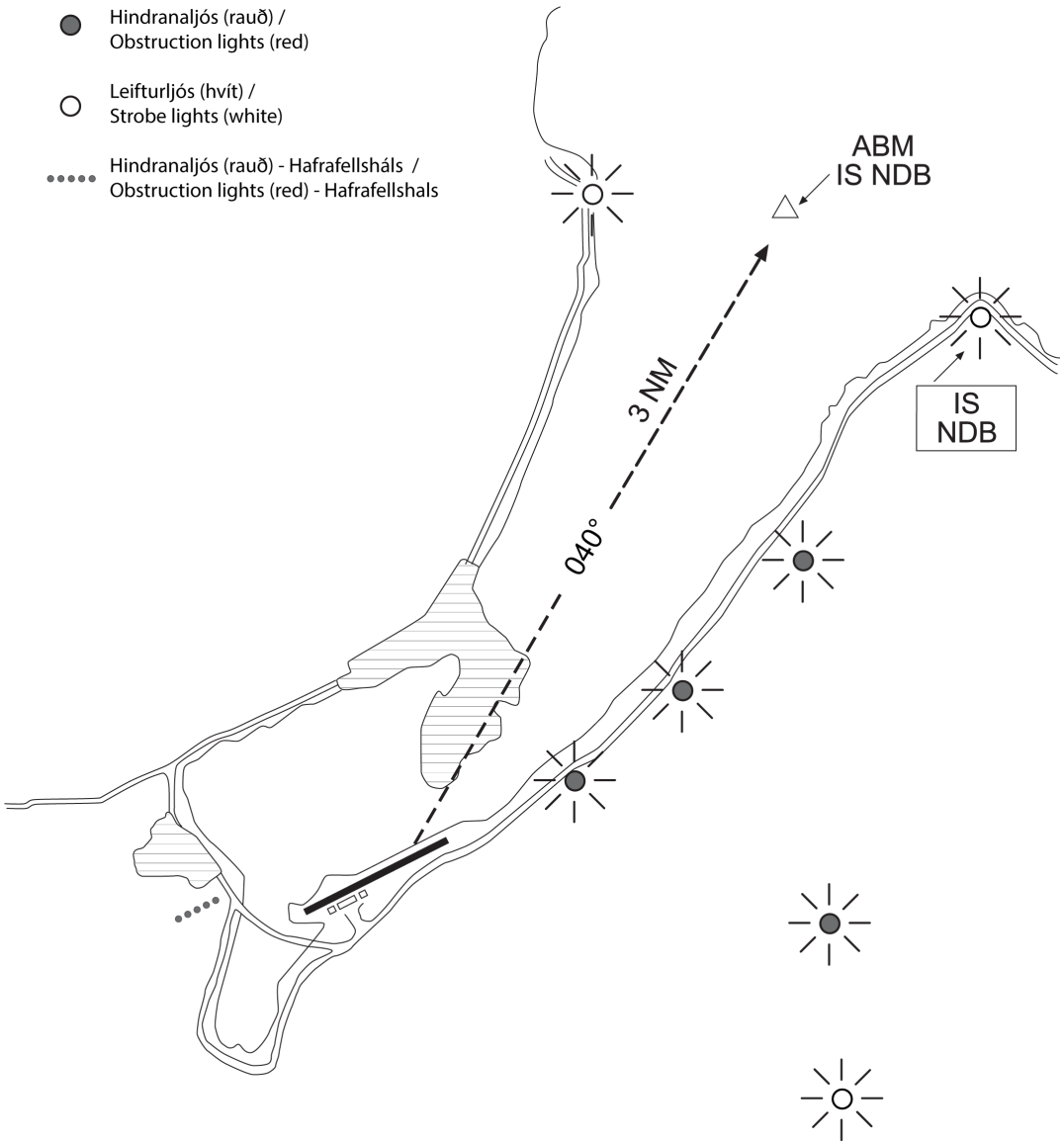
4. The AFIS at BIIS will give applicable information if the obstruction lights are unserviceable, a ship is in the channel or at Sundabakki at Ísafjörður harbour.
5. Take off at night RWY 07 is restricted to state aircraft, charter- and scheduled flights. Two pilots are required.

6. Flugmenn skulu vera kunnugir staðarháttum. Þeir skulu hafa framkvæmt flugtak af braut 07 að degi til áður en brautin er notuð að nóttu. Skal það staðfest af flugrekanda til Samgöngustofu.

Æskilegur ferill flugvélar eftir flugtak á braut 07 er sýndur á meðfylgjandi teikningu:

6. Pilots must be familiar with local conditions and have departed from runway 07 at daytime before using the runway at night. This shall be confirmed by the operator to the Icelandic Transport Authority.

The recommended track after departure RWY 07 is shown on the drawing below:



Fuglar á og við flugvöllin

Tjörnin fyrir ofan flugbrautina hefur mikið aðdráttarafl fyrir fugla og er þar varpstæði fyrir 15-25 fuglategundir.

Einnig er varpstæði sunnan við vestari helming flugbrautar, aðallega er um að ræða æðarfugl og kríu, gæs og aðrar tegundir í mun minna mæli.

Eitthvað er af öðrum fugli innan 3 km radíus frá flugvellinum.

Tímabil fugla er frá miðjum apríl til loka ágúst, lítið um fugl á öðrum tíma árs.

Birds on and around the airport

About 15-25 species of birds nest near the pond located east of the airport.

There is also a nesting ground south of the western part of the runway, mostly eider and tern, also a little bit of Graylag goose and other species.

Within a radius of 3 km around the airport there are some other species.

The birds arrive in the beginning of April and stay until the end of August, in other months of the year there are not many birds in the vicinity of the airport.

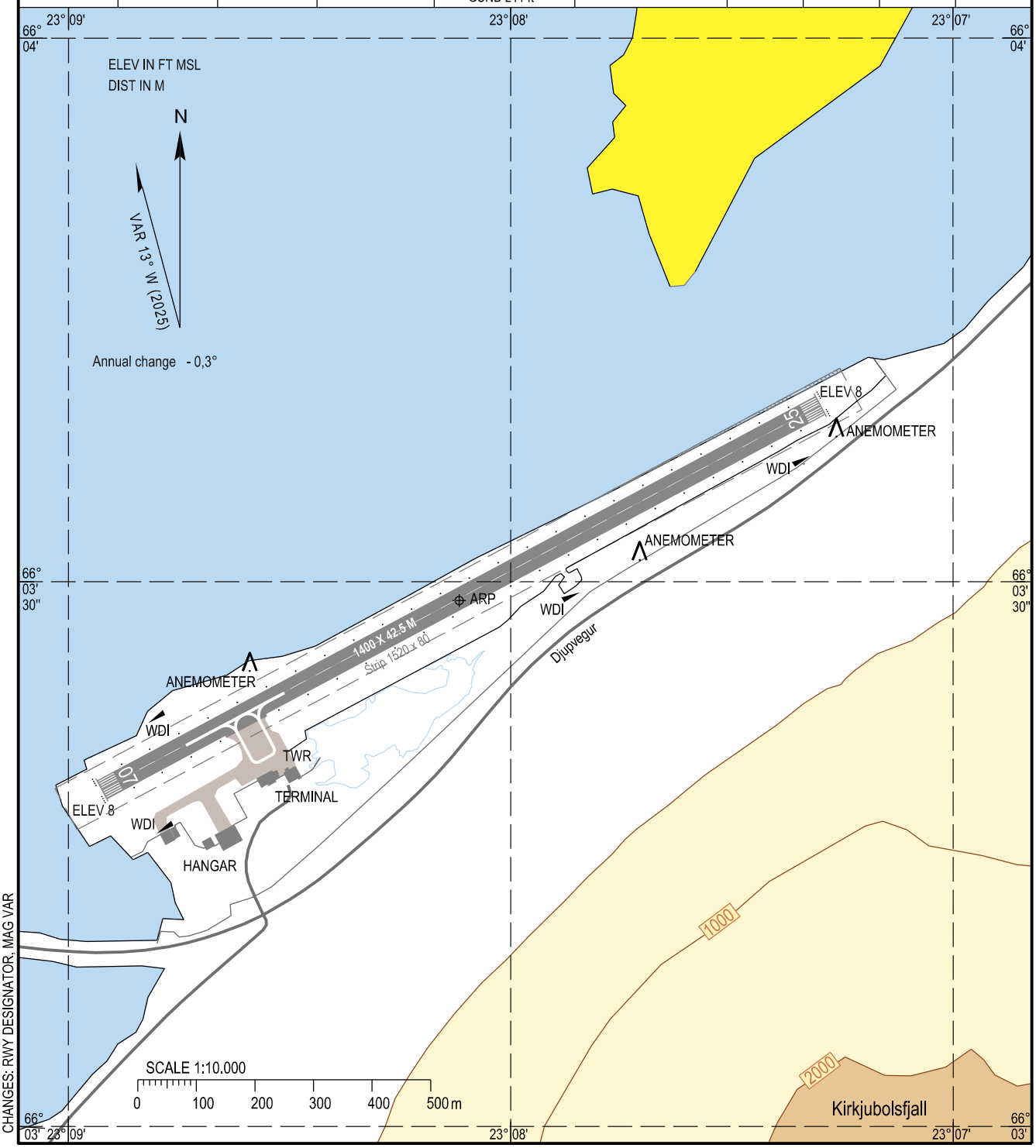
AERODROME CHART - ICAO

ARP 66°03'29"N
023°08'07"W
ELEV 8 ft

AFIS 118.800

BIIS - ISAFJORDUR

RWY DESIGNATOR NR	TRUE BRG	Dimensions of RWY (M)	Surface of RWY	THR PSN RWY end coordinates THR geoid undulation	THR ELEV and hightest ELEV of TDZ of precision APCH RWY	Declared distances			
						TORA	TODA	ASDA	LDA
07	061.86	1400 x 42.5	Asphalt stabilized gravel	660318N 0230856W – GUND 211 ft	THR 8 ft ——	1400	1400	1400	1400
25	241.88	1400 x 42.5	Asphalt stabilized gravel	660340N 0230718W – GUND 211 ft	THR 8 ft ——	1400	1400	1400	1400



CHANGES: RWY DESIGNATOR, MAG VAR

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Isafjordur RNP C Instrument Approach Chart - ICAO

INSTRUMENT APPROACH CHART - ICAO

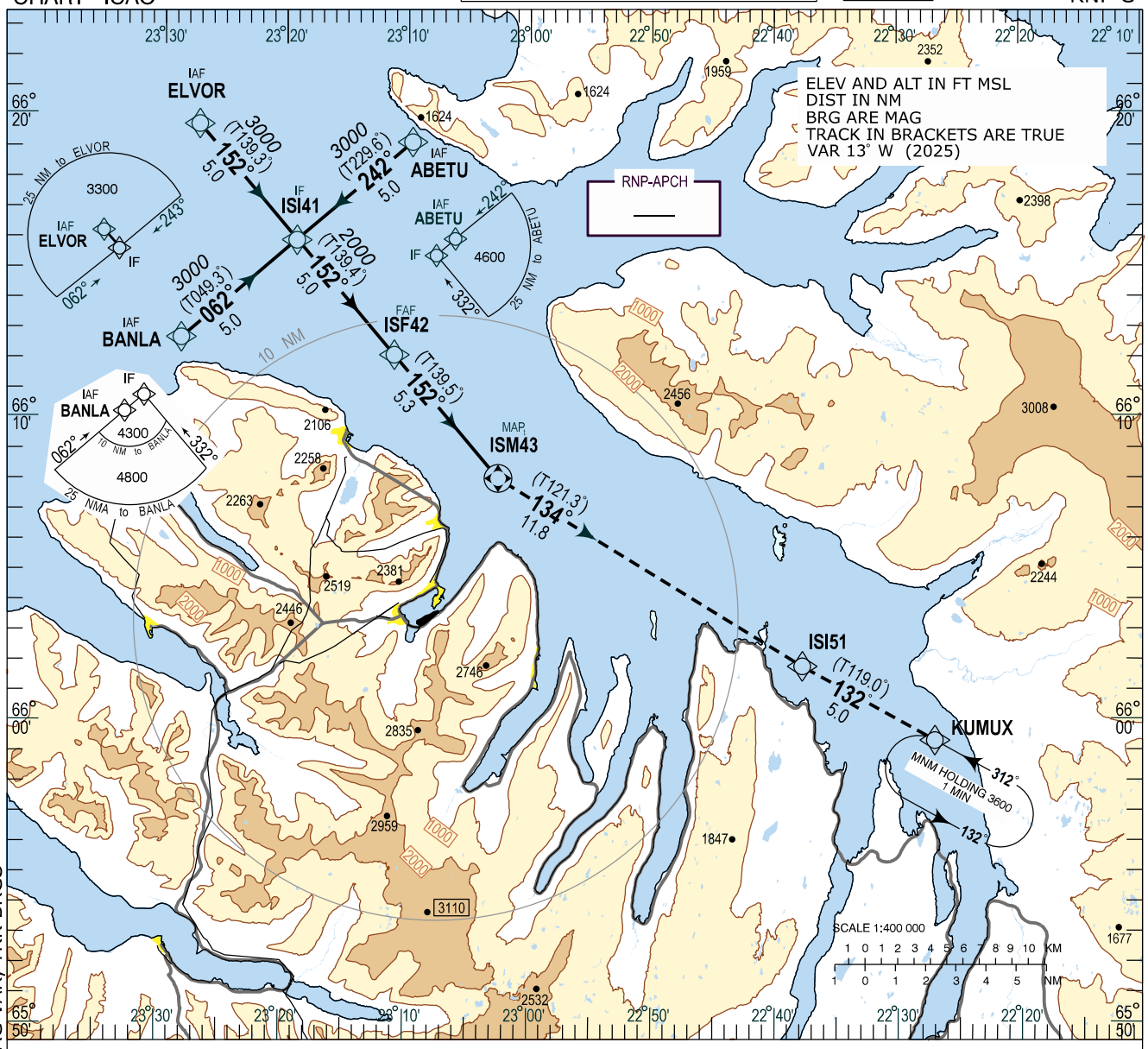
AERODROME ELEV 8

ISAFJORDUR AFIS	118.800
REYKJAVIK ACC	119.700

CLOUD BREAK PROCEDURE

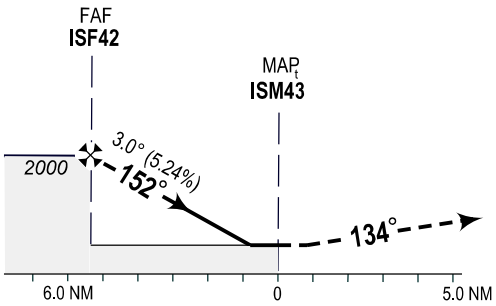
BIIS - ISAFJORDUR

RNP C



CHANGES: MAG VAR, TRK BRGS

TRANSITION ALT 7000



MISSED APPROACH:
CLIMB ON COURSE 134° TO ISI51,
TO KUMUX AND HOLD AT 4000.
NO TURN BEFORE MAP

PROFILE SCALE 1:400 000

OCA (H)	Climb grad	A	B	REMARKS
LNAV CLOUD PENETRATION	2,5%	1200 (1192)	1200 (1192)	PROCEED VFR FROM ISM43 TO ISAFJORDUR AIRPORT, 219° - 5.2 NM
LNAV CLOUD PENETRATION	4,0%	500 (492)	500 (492)	PROCEED VFR FROM ISM43 TO ISAFJORDUR AIRPORT, 219° - 5.2 NM

DIST to ISM43	5	4	3	2	1
ALTITUDE	1890	1570	1260	940	620

Timing not authorized for defining MAP

GS	kt	80	100	120	140	160
ISF42 - ISM43 (5.3 NM)	MIN:SEC	3:58	3:11	2:39	2:16	1:59
Rate of descent 3.0° (5.2%)	ft/MIN	420	530	640	750	850

BIIS RNP C

Recommended Coding Table

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course / Track °M(°T)	Magnetic Variation	Distance	Turn Direction	Altitude (ft)	Speed (kt/h)	VPA/ TCH	Navigation Specification
010	IF	BANLA			+13.0			A4400+			RNP APCH
020	TF	ISI41		062 (049.3)	+13.0	5.0	R	A3000+			RNP APCH
010	IF	ELVOR			+13.0			A3300+			RNP APCH
020	TF	ISI41		152 (139.3)	+13.0	5.0		A3000+			RNP APCH
010	IF	ABETU			+13.0			A4600+			RNP APCH
020	TF	ISI41		242 (229.6)	+13.0	5.0	L	A3000+			RNP APCH
030	TF	ISF42		152 (139.4)	+13.0	5.0		A2000+			RNP APCH
040	TF	ISM43	Y	152 (139.5)	+13.0	5.3	L				RNP APCH
050	TF	ISI51		134 (121.3)	+13.0	11.8					RNP APCH
060	TF	KUMUX		312 (299.2)	+13.0	5.0					RNP APCH
070	HM	KUMUX	Y	312 (319.2)	+13.0		L	A4000			RNP APCH

Waypoint coordinates

Waypoint Identifier	Coordinates		Display	
	LAT	LON	LAT	LON
BANLA	661240.86 N	0232824.96 W	N 6612.68	W02328.42
ELVOR	661942.38 N	0232706.57 W	N 6619.71	W02327.11
ABETU	661909.76 N	0230938.23 W	N 6619.16	W02309.64
ISI41	661555.59 N	0231902.79 W	N 6615.93	W02319.05
ISF42	661208.39 N	0231101.40 W	N 6612.14	W02311.02
ISM43	660805.33 N	0230230.02 W	N 6608.09	W02302.50
ISI51	660155.54 N	0223743.45 W	N 6601.93	W02237.72
KUMUX	655929.51 N	0222658.86 W	N 6559.49	W02226.98

Isafjordur RNP D Instrument Approach Chart - ICAO

INSTRUMENT APPROACH CHART - ICAO

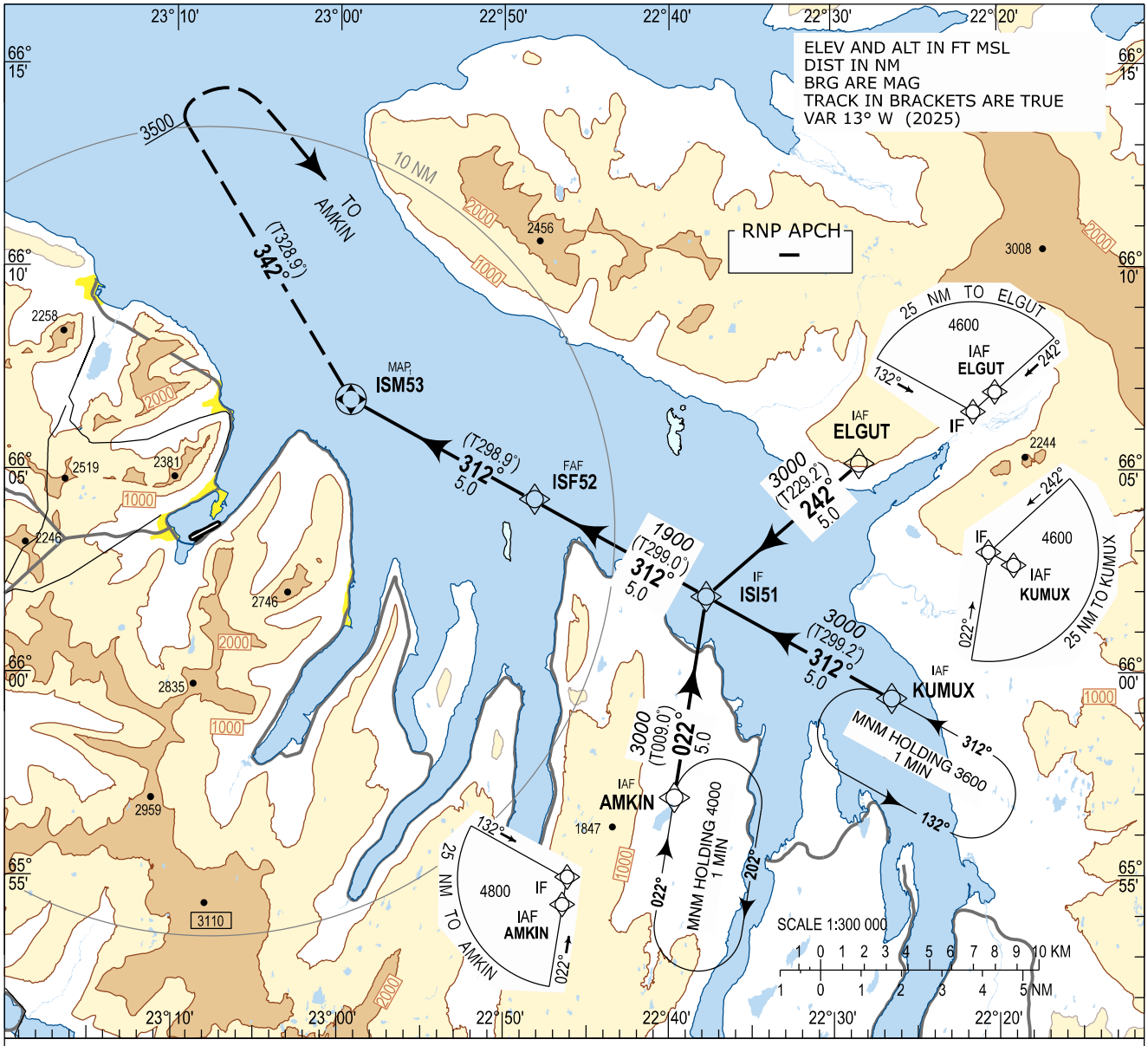
AERODROME ELEV 8

ISAFJORDUR AFIS	118.800
REYKJAVIK ACC	119.700

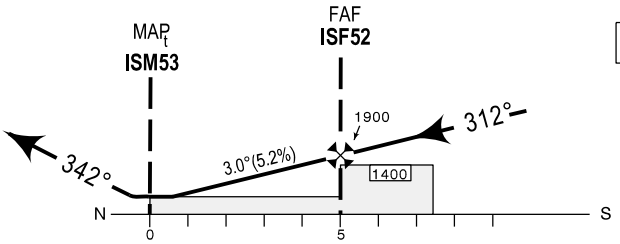
CLOUD BREAK PROCEDURE

BIIS - ISAFJORDUR

RNP D



MISSED APPROACH:
RIGHT CLIMBING TURN ON COURSE 342°
PASSING 3500 RIGHT TURN DIRECT TO
AMKIN AND HOLD AT 4000.
NO TURN BEFORE MAPt



TRANSITION ALT 7000

PROFILE SCALE 1:300 000

CHANGES: MAG VAR, TRK BRGS

OCA (H)	A	B	REMARKS
LNAV CLOUD PENETRATION	500 (492)	500 (492)	PROCEED VFR FROM ISM53 TO ISAFJORDUR AIRPORT, 240°- 4.9NM

DIST to ISM53	1	2	3	4	5
ALTITUDE	620	940	1260	1580	1900

Timing not authorized for defining MAPt

GS	kt	75	100	150	180
ISF52 - ISM53 (5.0 NM)	MIN:SEC	4:00	3:00	2:00	1:40
Rate of descent 3.0° (5.2%)	ft/MIN	395	527	790	948

BIIS RNP D

Recommended Coding Table

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course / Track °M(°T)	Magnetic Variation	Distance	Turn Direction	Altitude (ft)	Speed (kt/h)	VPA/ TCH	Navigation Specification
010	IF	AMKIN	-		+13.0			A4800+			RNP APCH
020	TF	ISI51	-	022 (009.0)	+13.0	5.0	L	A3000+			RNP APCH
010	IF	KUMUX	-		+13.0			A4600+			RNP APCH
020	TF	ISI51	-	312 (299.2)	+13.0	5.0		A3000+			RNP APCH
010	IF	ELGUT	-		+13.0			A4600+			RNP APCH
020	TF	ISI51	-	242 (229.2)	+13.0	5.0	R	A3000+			RNP APCH
030	TF	ISF52	-	312 (299.0)	+13.0	5.0		A1900+			RNP APCH
040	TF	ISM53	Y	312 (298.9)	+13.0	5.0					RNP APCH
050	CA		-	342 (328.9)	+13.0		R	A3500+			RNP APCH
060	DF	AMKIN	-		+13.0		R				RNP APCH
070	HM	AMKIN	Y	022 (009.0)	+13.0		R	A4000			RNP APCH

Waypoint coordinates

Waypoint Identifier	Coordinates		Display	
	LAT	LON	LAT	LON
AMKIN	655700.29N	0223938.40W	N 6557.00	W02238.64
KUMUX	655929.51N	0222658.86W	N 6559.49	W02226.98
ELGUT	660511.30N	0222827.34W	N 6605.19	W02228.46
ISI51	660155.54N	0223743.45W	N 6601.93	W02237.72
ISF52	660420.81N	0224830.09W	N 6604.35	W02248.50
ISM53	660645.35N	0225918.78W	N 6606.76	W02259.31

Isafjordur NDB C Instrument Approach Chart - ICAO

INSTRUMENT APPROACH CHART - ICAO

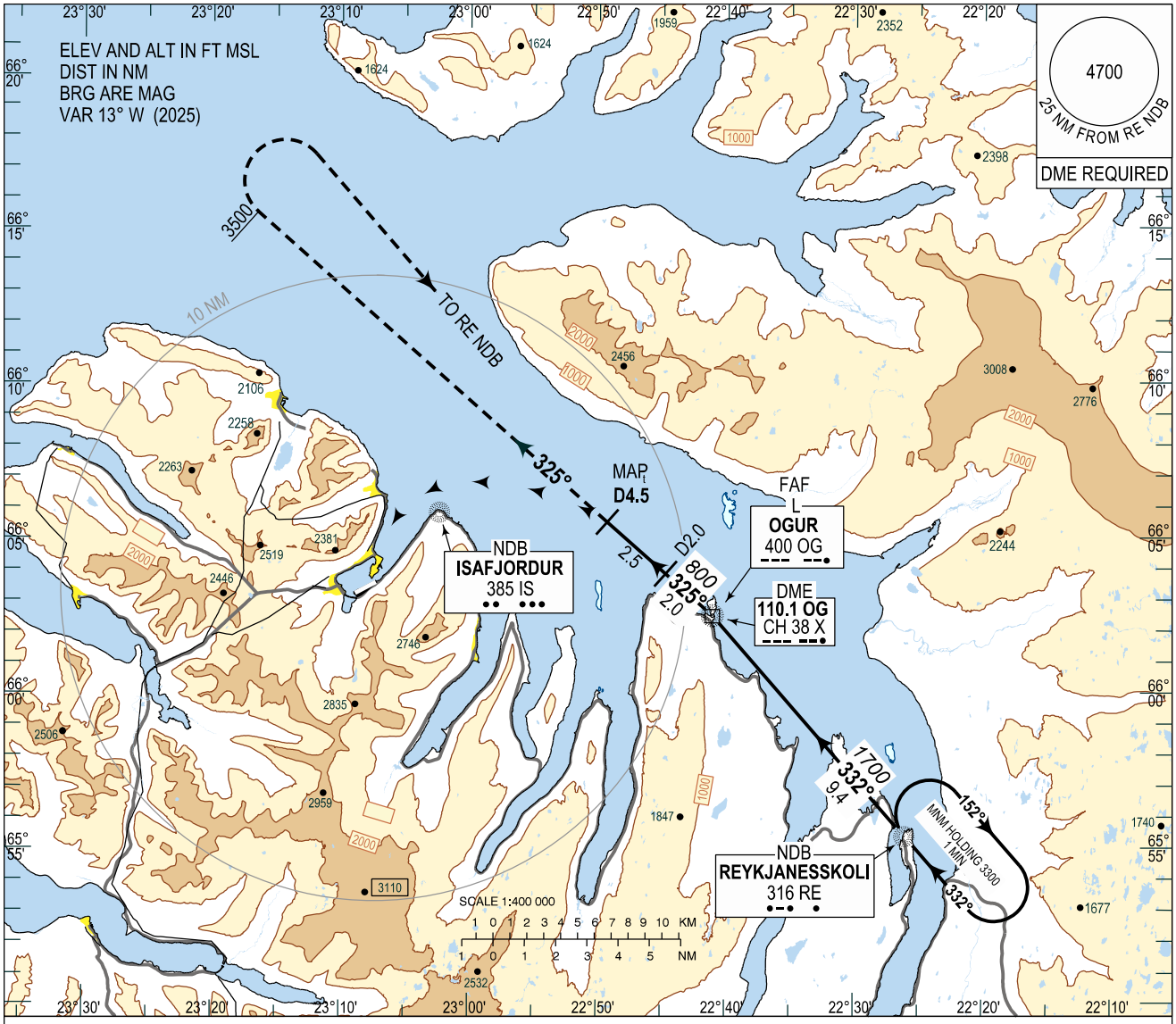
AERODROME ELEV 8

ISAFJORDUR AFIS	118.800
REYKJAVIK ACC	119.700

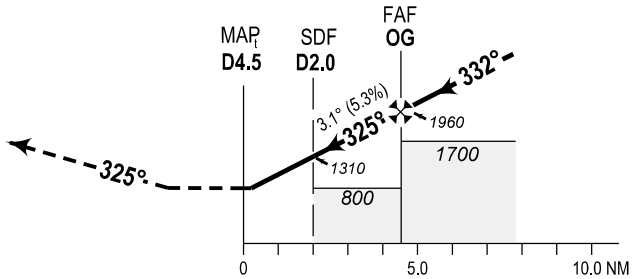
CLOUD BREAK PROCEDURE

BIIS - ISAFJORDUR

NDB C



TRANSITION ALT 7000



MISSED APPROACH:
CLIMB ON TRACK 325°TO 3500
TURN RIGHT TO RE NDB
AND HOLD AT 4500.

PROFILE SCALE 1:400 000

CHANGES : MAG VAR, TRK BRGS

OCA (H)		CAT A	CAT B	REMARKS
	Climb gradient			
NDB DME	2.5%	890 (882)	910 (902)	PROCEED VFR TO ISAFJORDUR (BIIS)
NDB DME	4.0%	600 (592)	600 (592)	
NDB DME	5.0%	500 (492)	500 (492)	

OG DME	4	3	2	1
ALTITUDE	660	990	1310	1640

Timing not authorized for defining MAPt

GS	kt	80	100	120	140	160
OG - MAPt (4.5NM)	MIN:SEC	3:22	2:42	2:15	1:56	1:41
Rate of descent 3.1° (5.3%)	ft/MIN	435	540	650	755	865

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Isafjordur RNP SID RWY 07 - ISACI 1A, RE 1A

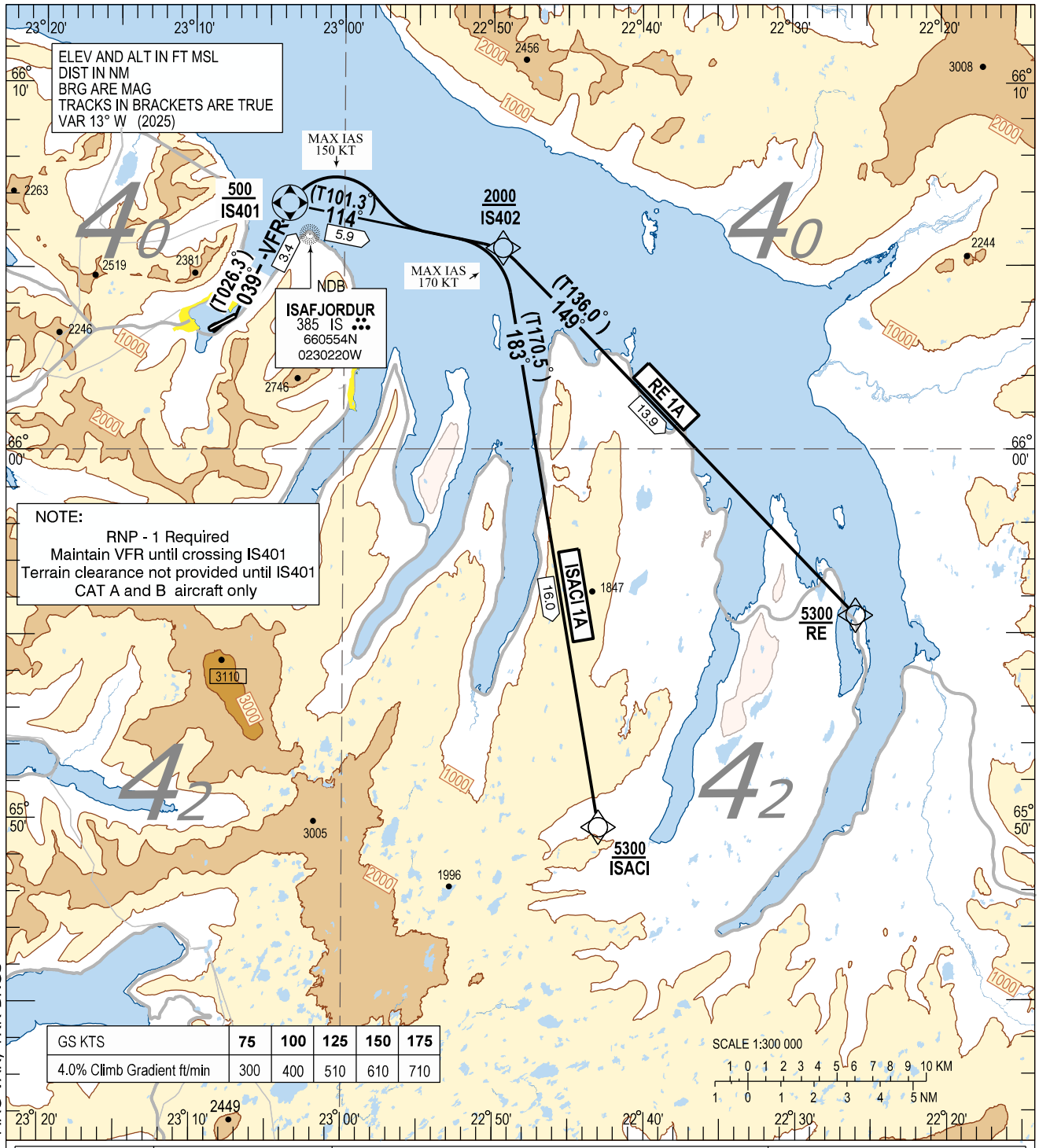
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANSITION ALTITUDE 7000

AD ELEV 8

ISAFJORDUR AFIS	118.800
REYKJAVIK ACC	119.700

BIIS - ISAFJORDUR
RNP SID RWY 07
ISACI 1A, RE 1A



GS KTS	75	100	125	150	175
4.0% Climb Gradient ft/min	300	400	510	610	710

CHANGES: MAG VAR, TRK BRGS

Designator	Route	Restrictions	After Take-Off	
			CLIMB TO	Contact
ISACI 1A (ISACI ONE ALPHA DEPARTURE)	To IS401 on course 039°, right turn to IS402, right turn to ISACI.	MNM climb gradient of 4.0% i.e. 243 FT/NM is required to **3000** FT, thereafter climb gradient of 3.3% i.e. 201 FT/NM MAINTAIN VFR UNTIL IS401 MAX IAS 150 KT at IS401, Cross IS401 at 500 FT or above. MAX IAS 170 KT at IS402, Cross IS402 at 2000 FT or above. Cross ISACI at 5300 FT or above.	As cleared by ATC	Reykjavik Control 119.700 when instructed.
RE 1A (RE ONE ALPHA DEPARTURE)	To IS401 on course 039°, right turn to IS402, to RE.	MNM climb gradient of 4.0% i.e. 243 FT/NM is required to **5300** FT, thereafter climb gradient of 3.3% i.e. 201 FT/NM MAINTAIN VFR UNTIL IS401 MAX IAS 150 KT at IS401, Cross IS401 at 500 FT or above. MAX IAS 170 KT at IS402, Cross IS402 at 2000 FT or above. Cross RE at 5300 FT or above.	As cleared by ATC	Reykjavik Control 119.700 when instructed.

BIIS RNP SID RWY 07

Recommended Coding Table

ISACI 1A

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course / Track °M(°T)	Magnetic Variation	Distance	Turn Direction	Altitude (ft)	Speed (kt/h)	Navigation Specification
010	CF	IS401	Y	039 (026.3)	+12.7			A0500+	-150	RNP 1
020	TF	IS402	-	114 (101.3)	+12.6	5.9	R	A2000+	-170	RNP 1
030	TF	ISACI	-	183 (170.5)	+12.4	16.0	R	A5300+		RNP 1

RE 1A

Serial Number	Path Descriptor	Waypoint Identifier	Fly- over	Course / Track °M(°T)	Magnetic Variation	Distance	Turn Direction	Altitude (ft)	Speed (kt/h)	Navigation Specification
010	CF	IS401	Y	039 (026.3)	+12.7			A0500+	-150	RNP 1
020	TF	IS402	-	114 (101.3)	+12.6	5.9	R	A2000+	-170	RNP 1
030	TF	RE	-	149 (136.0)	+12.3	13.9		A5300+		RNP 1

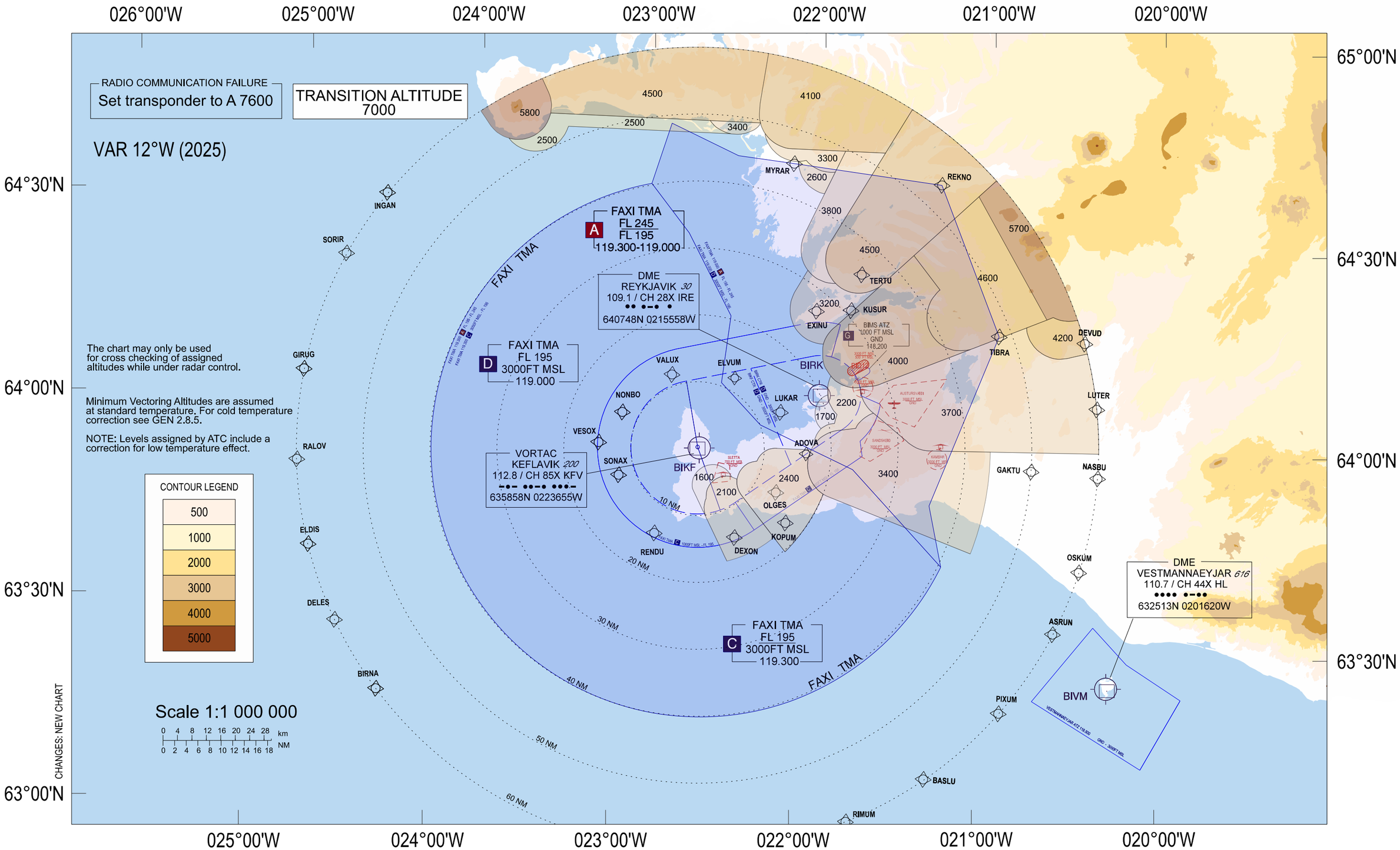
Waypoint coordinates

Waypoint Identifier	Coordinates		Display	
	LAT	LON	LAT	LON
IS401	660643.53 N	0230333.57 W	N 6606.72	W 02303.56
IS402	660533.81 N	0224923.15 W	N 6605.56	W 02249.39
ISACI	654950.09 N	0224259.35 W	N 6549.83	W 02242.99
RE	655535.35 N	0222553.54 W	N 6555.59	W 02225.89

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

NIL

ATC Surveillance Minimum Altitude Chart - FAXI TMA



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

1	Flugvallarviti - staðsetning ABN/IBN location, characteristics and hours of operation	ABN Flugvallarviti blikkandi grænt og hvítt - á Perlunni. Vitinn er stöðvaður ef vindhraði fer yfir 50 hnúta. Á þjónustutíma. / ABN FLG G and W - on Perlan. The beacon will be secured if wind exceeds 50 knots. During operational hours. PSN 640745N 0215508W
2	Vindpoki staðsetning og lýsing Vindmælir staðsetning og lýsing LDI location and LGT Anemometer location and LGT	Vindmælir/Anemometer: Öll vindmælamöstur eru hindranalýst. Staðsetning skv. flugvallarkorti AD 2 BIRK 2-1./ All aneometer masts lighted. Location see aerodrome chart AD 2 BIRK 2-1.
3	Akbrautarhliðarljós og miðlínuljós TWY edge and centre line lighting	Hliðar / Edge: TWY G Hliðar / Edge: TWY H1 Hliðar / Edge: TWY H2 Hliðar / Edge: TWY J2 Hliðar / Edge: TWY K1 Hliðar / Edge: TWY K2 Hliðar / Edge: TWY L1 Hliðar / Edge: TWY M1-2 Hliðar / Edge: TWY R1-2 Miðlína / Centre line: NIL
4	Vararafmagn / skiptitími Secondary power supply / switch-over time	Vararafmagn, skiptitimi 10 sekúndur. Flytjanleg neyðarljós fáanleg fyrir allar brautir Secondary power switchover time 10 seconds. Portable emergency lights available for all runways.
5	Athugasemdir Remarks	NIL

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

1	Staðsetning lendingarsvæðis Bylgjulögun jarðsporvölu	Sjá/See AD 2.16.7
	Coordinates TLOF or THR of FATO Geoid undulation	—
2	Hæð á lendingarstað FT	43 FT
	TLOF and/or FATO elevation FT	
3	Stærð, yfirborð, styrkleiki, merking	NIL
	TLOF and FATO area dimensions, surface, strength, marking	
4	Réttstefna á FATO	NIL
	True BRG of FATO	
5	Skilgreind lengd	—
	Declared distance available	
6	Aðflugs og lendingarljós	NIL
	APP and FATO lighting	
7	Athugasemdir	Flugtök og lendingar loftfara fara einungis fram á flugbrautum. Þyrlur Landhelgisgæslu Íslands eru undanþegnar þessari reglu og geta óskað flugtaks og lendingar á hlaði 2. Aircraft take off and landing only on runways. Icelandic Coast Guard helicopters are exempted and can request take off and landing on apron 2.
	Remarks	

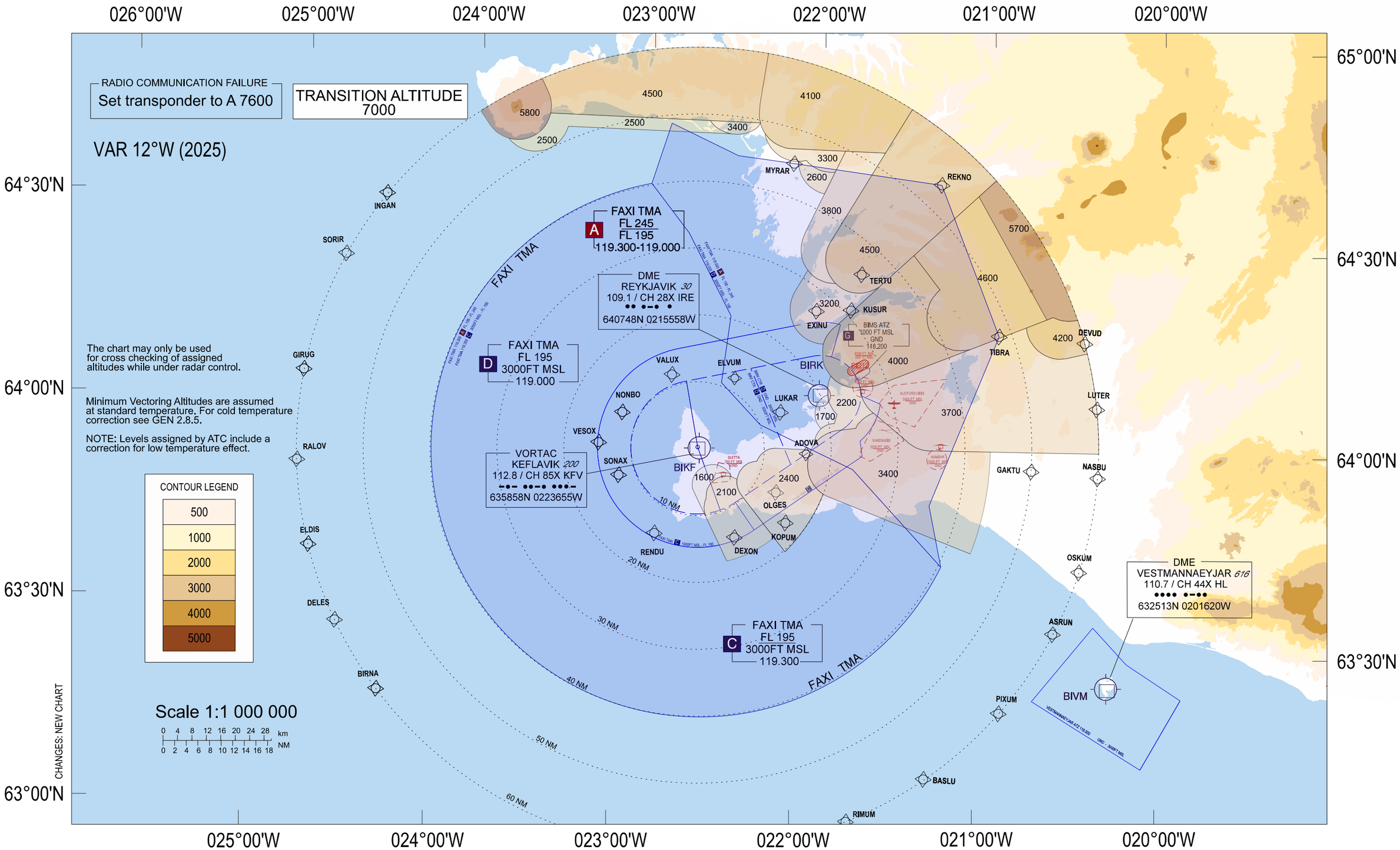
BIRK AD 2.24 KORT SEM TILHEYRA FLUGVELLI
BIRK AD 2.24 CHARTS RELATED TO AERODROME

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

RNP RWY 19
Gróður og loftnet innan við 0.2NM frá þröskuldi brautar 19, austan megin við framlengda miðlínu, skera hindranaflöt fyrir sjónflugshluta aðflugsins

RNP RWY 19
Vegetation and antennas within 0.2NM prior to THR 19, on the E side of extended CL, penetrate the visual segment surface.

ATC Surveillance Minimum Altitude Chart - FAXI TMA



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

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST
1	2	3	4	5	6
03	NIL	GRN WBAR (2)	PAPI 3.00° (45.5 FT)	NIL	NIL
21	NIL	GRN WBAR (1)	PAPI 3.00° (43.9 FT)	NIL	NIL
12	LDIN 450 m before THR	GRN WBAR (1)	PAPI 3.00° (42.2 FT)	NIL	NIL
30	NIL	GRN WBAR (1)	PAPI 3.50° (47.9 FT)	NIL	NIL

RWY Designator	RWY edge LGT LEN, spacing, colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	7	8	9	10
03	1160 M, 60 M WHI	RED WBAR (3)	NIL	(2)Takmarkaður WBAR, 4 ljós utan hliðarbrúna / Reduced WBAR, 4 ea. LGT on each side of RWY edge Þröskuldskenniljós / RWY THR ID LGT (3)Brautarendaljós, 4 ljós utan hliðarbrúna / RWY end LGT, 4 ea. LGT on each side of RWY edge
21	1160 M, 60 M WHI	RED WBAR (3)	NIL	PAPI: 3.0° RWY 21 usable only within 1 NM (1)Takmarkaður WBAR, 4 ljós utan hliðarbrúna / Reduced WBAR, 4 ea. LGT on each side of RWY edge Þröskuldskenniljós / RWY THR ID LGT (3)Brautarendaljós, 4 ljós utan hliðarbrúna / RWY end LGT, 4 ea. LGT on each side of RWY edge
12	1199 M, 60 M WHI	RED WBAR (3)	NIL	(1)Takmarkaður WBAR, 4 ljós utan hliðarbrúna / Reduced WBAR, 4 ea. LGT on each side of RWY edge Þröskuldskenniljós / RWY THR ID LGT (3)Brautarendaljós, 4 ljós utan hliðarbrúna / RWY end LGT, 4 ea. LGT on each side of RWY edge
30	60 KM WHI 1199 m, 60 m	RED WBAR (4)	NIL	(1)Takmarkaður WBAR, 4 ljós utan hliðarbrúna / Reduced WBAR, 4 ea. LGT on each side of RWY edge Þröskuldskenniljós / RWY THR ID LGT (4)RWY end LGT, 4 ea. LGT on each side of RWY edge / Brautarendaljós, 4 ljós utan hliðarbrúna

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

1	Flugvallarviti - staðsetning ABN/IBN location, characteristics and hours of operation	NIL
2	Vindpoki staðsetning og lýsing Vindmælir staðsetning og lýsing LDI location and LGT Anemometer location and LGT	Vindmælir/Anemometer: Við snertisvæði brauta og brautamót, ekki lýstir/ At TDZ and intersection NO LGT
3	Akbrautarhliðarljós og miðlínuljós TWY edge and centre line lighting	Hliðar / Edge: TWY ALPHA Miðlína / Centre line: NIL
4	Vararafmagn / skiptitími Secondary power supply / switch-over time	Vararafmagn, skiptitími 10 sekúndur Secondary power, switchover time 10 seconds
5	Athugasemdir Remarks	NIL

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

1	Staðsetning lendingarsvæðis Bylgjulögun jarðsporvölu Coordinates TLOF or THR of FATO Geoid undulation	Sjá/See AD 2.16.7 —
2	Hæð á lendingarstað FT TLOF and/or FATO elevation FT	326 FT
3	Stærð, yfirborð, styrkleiki, merking TLOF and FATO area dimensions, surface, strength, marking	Tjörubundin grús Asphalt stabilized gravel
4	Réttstefna á FATO True BRG of FATO	NIL
5	Skilgreind lengd Declared distance available	—
6	Aðflugs og lendingarljós APP and FATO lighting	NIL
7	Athugasemdir Remarks	Flugbrautir 12/30 og 03/21 Runways 12/30 and 03/21

BIVM AD 2.20 SVÆÐISBUNDNAR UMFERÐARREGLUR
BIVM AD 2.20 LOCAL TRAFFIC REGULATIONS

2.20.1 Almennar takmarkanir
Flugtök og lendingar á Vestmannaeyjaflugvelli að nóttu eru samkvæmt BIVM AD 2.23 hér á eftir og eru háðar eftirfarandi:

a. Flugradíómaður skal nota hindranaljós á Heimakletti til viðmiðunar um skýjahæð, þannig að ef hindranaljósið sést er skýjahæð 700 fet eða meira.

b. Ef hindranaljósið á Heimakletti er bilað og flugradíómaður getur staðfest meiri skýjahæð en 700 fet, er einungis heimilt að nota flugbraut 12/30 til flugtaks og lendingar, og braut 21 til flugtaks en braut 03 er lokuð bæði fyrir flugtak og lendingu og braut 21 fyrir lendingu. Þá er ekki heimilt hringflug norður fyrir eyjarnar. Hringflug norður fyrir er háð því að öll hindranaljós séu í lagi.

c. Að auki, skal flugradíómaður fullvissa sig um að eftirtalin hindranaljós sjáist við lendingu og flugtak á eftirtöldum brautum:
Sjá töflu í hér að neðan.

2.20.1 General Restrictions
Takeoff and landings at Vestmann Islands during night are in accordance with AD 2.23 below with following conditions:

a. The AFIS shall use the obstruction light at Heimaklettur to determine the ceiling and when the obstruction light is visible the ceiling is 700 feet or more.

b. If the obstruction light at Heimaklettur is inoperative and the AFIS can confirm the ceiling is more than 700 feet, only runways 12/30 are permitted for takeoff and landing, and runway 21 for takeoff but runway 03 is closed both for takeoff and landing and runway 21 for landing. circling north of the islands is prohibited. Circling north of the islands are only permitted if all the obstruction lights are functioning.

c. Further more the AFIS shall make sure that the following obstruction lights are visible on the following runways:
See table below.

Hindranaljós fyrir flugtak og lendingu í Vestmannaeyjum að nóttu /
Obstruction lights required for takeoff and landing in Vestmann Islands at night

	BRAUT / RWY	Lending / Landing	Flugtak / Takeoff
a	03	Öll hindranaljós / All obstruction lights	Öll hindranaljós, nema á Sæfjalli og Blátindi / All obstruction lights except Sæfjall and Blátindur
b	12	Á Blátindi, Helgafelli og Sæfjalli / At Blátindur, Helgafell and Sæfjall	Helgafell og Sæfjalli, ásamt flóðlýsingu við brautarenda 30 / Helgafell and Sæfjall plus floodlights at the touchdown end of RWY 30
c	21	Öll hindranaljós / All obstruction lights	Hindranaljós ekki nauðsynleg / No obstruction lights needed
d	30	Á Sæfjalli, Helgafelli og Blátindi ásamt flóðlýsingu umhverfis brautarenda brautar 30 / At Sæfjall, Helgafell and Blátindur plus flood- lights at the touchdown end of runway 30	Hindranaljós ekki nauðsynleg / No obstruction lights needed

Ath.: Hindranaljós fyrir flugtak og lendingu í Vestmannaeyjum að nóttu sjá: AD 2 BIVM 8 - 1 /
Note: Obstruction lights required for takeoff and landing in Vestmann Islands at night see: AD 2 BIVM 8 - 1

2.20.2 Takmarkanir kennslu- og æfingaflugs
Til að viðhalda öryggi getur flugleiðsöguþjónusta þurft að draga úr álagi án fyrirvara með því að takmarka þjálfunarflug.

2.20.3 Flug fisa
Flug fisa er heimilt.

2.20.4 Umferð á jörðu og stæði
Hafið samband við flugradíó

2.20.2 Training flights restrictions
Air Navigation Services may without prior notice need to restrict training flights in order to decrease workload and maintain safety.

2.20.3 Microlight operations
Microlights are accepted

2.20.4 Ground manoeuvring and parking
Contact AFIS for instructions

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

Eftirfarandi flugaðferðir hafa verið þróaðar til að minnka líkur á að hávaði frá flugi hafi áhrif á íbúa í nágrenni flugvallarins

1. Uppkeyrslur á fullu afli verða ekki samþykktar milli klukkan 22:00 og 07:00 mánudaga til sunnudaga og til klukkan 12:00 á sunnudögum nema í undantekningartilfellum.

The following noise abatement operating procedures have been developed in order to reduce aircraft noise affecting communities in the vicininty of the aerodrome.

1. High power run-ups will not be approved from 22:00 to 07:00 Mondays through Saturdays and to 12:00 on Sundays, unless in unconventional cases.

BIVM AD 2.22 FLUGAÐFERÐIR
BIVM AD 2.22 FLIGHT PROCEDURES

2.22.1 Almennt
Umferðarhringir fyrir braut 03/21 austur af brautinni. Umferðarhringir fyrir braut 12/30 suður af brautinni.

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

2.22.1.2 Hringflug á lokastefnu er ekki æskilegt nema í neyðartilfellum. Fara skal annan umferðarhring verði aðskilnaður milli loftfara of lítill til lendingar.

2.22.1 General
Traffic circuit for runway 03/21 east of runway. Traffic circuit for runway 12/30 south of runway.

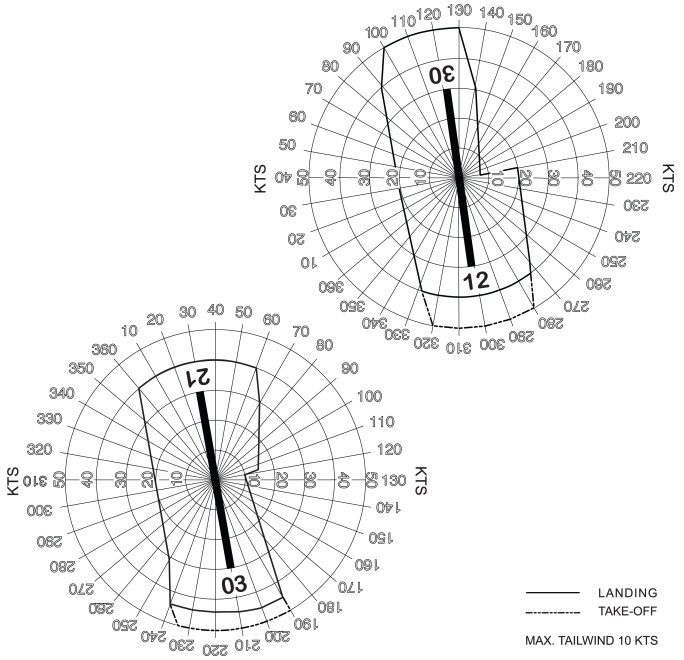
2.22.1.1 Pilots shall endeavour to enter and leave the traffic circuit at a 45° angle.

2.22.1.2 Circling on final is not preferable, unless in an emergency. If spacing between aircraft is insufficient, another circuit shall be made.

BIVM AD 2.23 VIÐBÓTARUPPLÝSINGAR
BIVM AD 2.23 ADDITIONAL INFORMATION

2.23.1 Vinda-skyggnis og skýjatakmörk að degi til
Þeir flugmenn sem ekki hafa flugrekstrarbók skulu hafa eftirfarandi gildi til viðmiðunar þegar fundin eru veðurmörk til lendingar og flugtaks á Vestmannaeyjaflugvelli:

2.23.1 Wind-visibility and ceiling - day-time operation
Pilots are to observe wind limitations for take-off and landing as published in their operations manual. Where no such limitations are published the following may be used for guidance.



Ef vindhraði er meiri en uppgefið er í vindrósum þá er búist við mikilli ókyrrð í aðflugi og brottflugi

Wind speeds in excess of the figures quoted are likely to cause severe turbulence and/or wind shear on final or takeoff.

Minimum ceiling and visibility for takeoff:		
RWY	**Ceiling**	**Visibility**
03	700 FT	4 km
12	300 FT	1.5 km
21	100 FT	1.5 km
30	100 FT	1.5 km

2.23.2 Vinda-skyggnis og skýjatakmörk að nóttu til

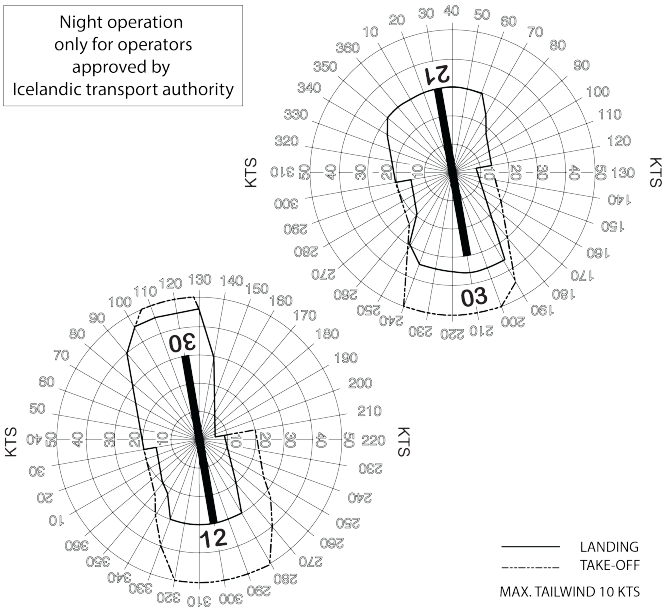
Þegar lent er á brautum 21 eða 30 skal vera úrkomulaust.

Þeir flugmenn sem ekki hafa flugrekstrarbók skulu hafa eftirfarandi veðurmark sem hámark til flugtaks eða lendingar á Vestmannaeyjaflugvelli að nóttu til.
Yfir þessi hámörk skal ekki fara.

2.23.2 Wind-visibility and ceiling - night-time operation

There shall be no precipitation when landing on RWY 21 and 30 at night.

Pilots are to observe wind limitations for take-off and landing as published in their operations manual. Where no such limitations are published the following are the maximum allowable wind-direction/ speed in night-time operation and must not be exceeded.



Ef vindhraði er meiri en uppgefið er í vindrósum þá er búist við mikilli ókyrrð í aðflugi og brottflugi.

Wind speeds in excess of the figures quoted are likely to cause severe turbulence and/or wind shear on final or takeoff.

Minimum ceiling and visibility:						
For landing:				For takeoff:		
RWY	Ceiling	Visibility		RWY	Ceiling	Visibility
03	700 FT	5 km		03	700 FT	4 km
12	600 FT	5 km		12	450 FT	1.5 km
21	900 FT	7 km		21	100 FT	1.5 km
30	600 FT	4 km		30	100 FT	1.5 km

2.23.3 Fuglar á og við flugvöllinn

Í maí verpir mófugl í nágrenni flugvallarins og er viðloðandi í nágrenninu fram í lok september.

Mávar eru við flugvöllinn í apríl og maí og aftur í júlí og ágúst.

Lítið er um fugl frá janúar til maí og er fjöldi fugla mest um þrjátíu stykki. Þeir eru á mismunandi stöðum á flugvellinum en þó mest á endunum og framan við vélageymslu sem er um miðja braut 12/30.

2.23.3 Birds on and around the airport

In May sparrows nest close to the aerodrome and stay until the end of September.

Seagulls are around the aerodrome in April and May and again in July and August.

Not many birds are seen from January until May, about thirty birds at the most. They stay on different places of the aerodrome but mostly on the runway ends and in front of the machinery shed at the middle of runway 12/30.

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

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

NIL

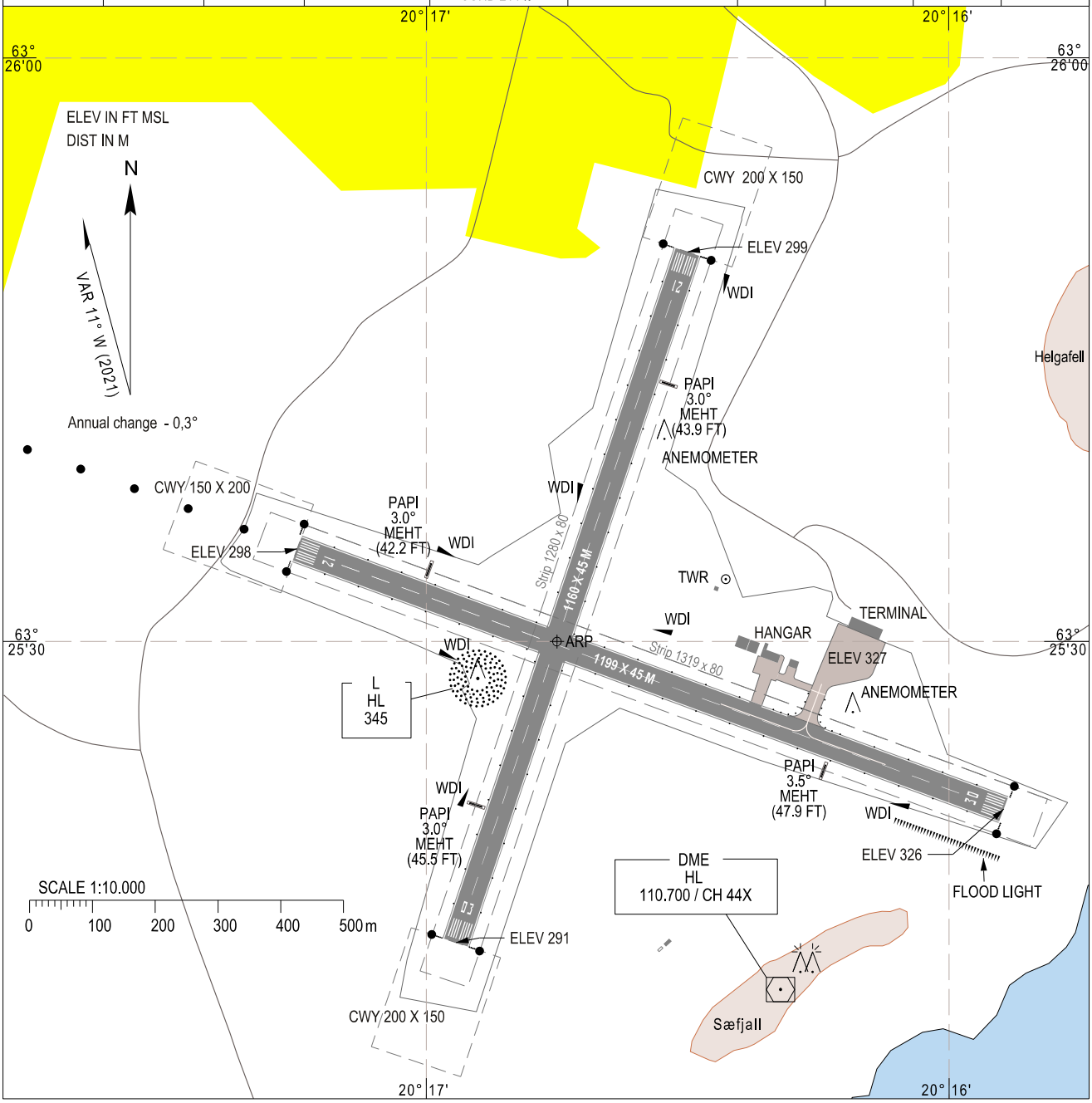
AERODROME CHART - ICAO

ARP 63°25'30"N
020°16'45"W
ARP ELEV 326 FT

AFIS 118.500

BIVM - VESTMANNAEYJAR

RWY DESIGNATOR NR	MAG BRG	Dimensions of RWY (M)	Surface of RWY and SWY	THR PSN RWY end coordinates THR geoid undulation	THR ELEV and hightest ELEV of TDZ of precision APCH RWY	Declared distances			
						TORA	TODA	ASDA	LDA
03	30°	1160 x 45	Asphalt stabilized gravel	632515N 0201657W – GUND 214 ft	THR 291 ft ——	1160	1360	1160	1160
21	209°	1160 x 45	Asphalt stabilized gravel	632550N 0201630W – GUND 214 ft	THR 299 ft ——	1160	1360	1160	1160
12	121°	1199 x 45	Asphalt stabilized gravel	632535N 0201715W – GUND 214 ft	THR 298 ft ——	1199	1199	1199	1199
30	301°	1199 x 45	Asphalt stabilized gravel	632521N 0201554W – GUND 214 ft	THR 326 ft ——	1199	1399	1199	1199



CHANGES: MEHT ADDED

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BIVO AD 2.4 AFGREIÐSLA OG TÆKI
BIVO 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: NIL Oil: NIL
3	Eldsneytisbúnaður / magn Fuelling facilities / capacity	NIL
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 hliðstæð þjónusta / No oxygen or related service

BIVO AD 2.5 AÐSTAÐA FARÞEGA
BIVO AD 2.5 PASSENGER FACILITIES

1	Hótel Hotels	Fáanleg í bænum / Available in town
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 bænum / In Town
6	Ferðaskrifstofa Tourist Office	NIL
7	Athugasemdir Remarks	Flugstöð / Terminal

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

1	Flokkur slökkviþjónustu AD category for fire fighting	CAT III Vegna áætlunar- og leiguflugs. / CAT III Available for scheduled and charter flights.
2	Björgunartæki Rescue equipment	Búnaður til björgunar á fastklemmdu fólki / Equipment for extraction of victims
3	Möguleiki á að fjarlægja bilaðar flugvélar Capability for removal of disabled aircraft	Krani og tengivagn í þorpi / Crane and trailer in town
4	Athugasemdir Remarks	Þjónustutímar, sjá Flugumferðarþjónusta (ATS) í AD-2.3 For hours of operation, see ATS in AD-2.3

BIVO AD 2.7 ÁRSTÍÐARBUNDNAR HREINSANIR
BIVO 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

BIVO AD 2.8 HLAÐ, AKBRAUTIR OG STAÐSETNING GÁTSTAÐA
BIVO AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS 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: 20 M breitt/wide / – Asphalt stabilized gravel / Tjörubundin grús
3	Staðsetning og landhæð gátunarstaðar fyrir hæðarmælisathugun Altimeter checkpoint location and elevation	Flughlað 10 FT Apron 10 FT
4	VOR-gátunarstaðir VOR checkpoints	NIL
5	INS-gátunarstaðir INS checkpoints	NIL
6	Athugasemdir Remarks	NIL

BIVO AD 2.9 LEIÐSAGA OG STJÓRNKERFI FYRIR HREYFINGAR Á JÖRÐU NIÐRI OG MERKINGAR
BIVO 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: Engar Akbrautarljós: Engar / RWY Markings: Designation, THR point and centreline RWY Lights: THR, END and EDGE TWY Marking: NIL TWY Lights: NIL
3	Stöðvunarljós Stop bars	NIL
4	Athugasemdir Remarks	NIL

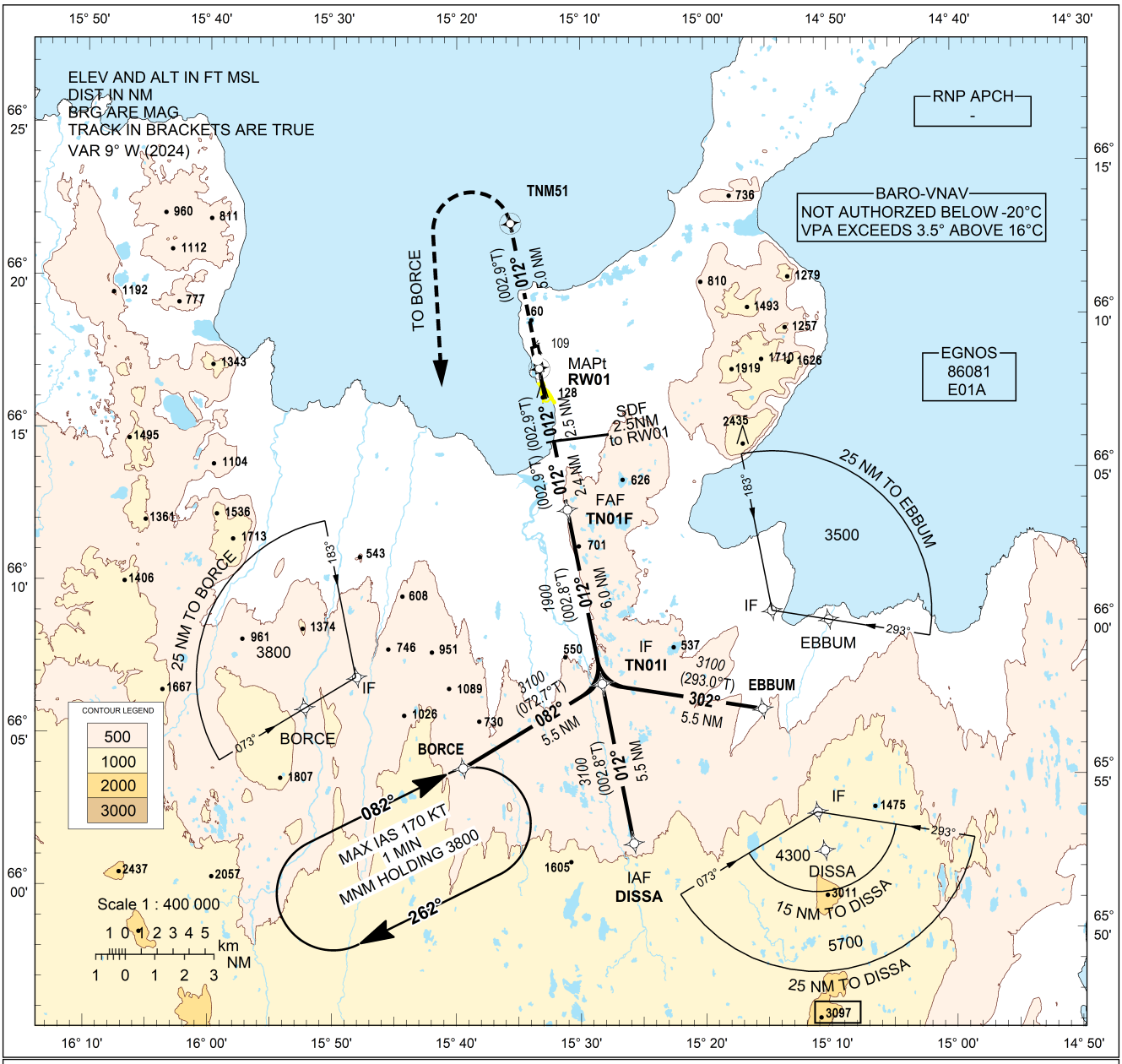
THORSHOFN RNP RWY 01 Instrument Approach Chart - ICAO

INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV 64

AFIS	118.100
Reykjavik ACC	119.700 / 126.750

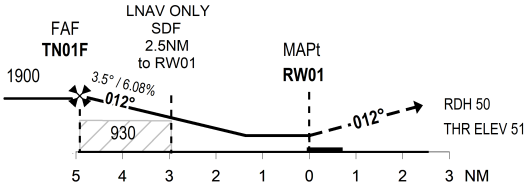
BITN - THORSHOFN
RNP RWY 01



CHANGES: CODING TABLE

TRANSITION ALT 7000

MISSED APPROACH:
CLIMB ON TRACK 012° TO TNM51
LEFT TURN DIRECT BORCE AND
HOLD AT 3800.



SCALE 1:300 000

OCA (H)	A	B	Remarks
LPV	250 (199)	270 (219)	
LNAV/VNAV	280 (229)	290 (239)	
LNAV	600 (549)	600 (549)	
CIRCLING	600 (536)	680 (616)	Only west of AD

Distance to RWY01 [NM]	1	2	3	4
Altitude [FT]	470	840	1210	1580

Timing not authorized for defining MAPt

GS [KT]	80	100	120	140	160	180
TN01F - RWY01 (4.9 NM) [MIN:SEC]	3:39	2:55	2:26	2:05	1:50	1:37
Rate of descent 3.5° (6.1%) [FT/MIN]	490	620	740	860	990	1110

BITN RNP RWY 01

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	BORCE	-		+9.0			A3800+			RNP APCH
020	TF	TN01I	-	082 (072.7)	+9.0	5.5	L	A3100+			RNP APCH
010	IF	DISSA	-		+9.0			A4300+			RNP APCH
020	TF	TN01I	-	012 (002.8)	+9.0	5.5		A3100+			RNP APCH
010	TF	EBBUM	-		+9.0			A3500+			RNP APCH
020	TF	TN01I	-	302 (293.0)	+9.0	5.5	R	A3100+			RNP APCH
030	TF	TN01F	-	012 (002.8)	+9.0	6.0		A1900+		3.48°	RNP APCH
040	TF	RW01	Y	012 (002.9)	+9.0	4.87				3.48/ 50	RNP APCH
050	TF	TNM51	Y	012 (002.9)	+9.0	5.0					RNP APCH
060	DF	BORCE	-		+9.0		L	A3800			RNP APCH
070	HM	BORCE	Y	082 (072.6)	+9.0		R	A3800			RNP APCH

Waypoint coordinates

Waypoint Identifier	Coordinates		Display	
	LAT	LON	LAT	LON
BORCE	660020.46N	0153419.27W	N 6600.34	W 01534.32
DISSA	655629.52N	0152207.45W	N 6556.49	W 01522.12
EBBUM	655949.81N	0150903.48W	N 6559.83	W 01509.06
TN01I	660157.97N	0152127.40W	N 6601.97	W 01521.46
TN01F	660756.35N	0152043.36W	N 6607.94	W 01520.72
TNM51	661745.65N	0151930.19W	N 6617.76	W 01519.50
RW01	661247.08N	0152007.38W	N 6612.78	W 01520.12

FAS DATA BLOCK

Operation Type	0	**FPAP Latitude**	661341.7965N
SBAS Provider	1	**Delta FPAP Latitude (seconds)**	54.7140
Airport Identifier	BITN	**FPAP Longitude**	0152000.5830W
Runway	01	**Delta FPAP Longitude (seconds)**	6.7970
Runway Direction	0	**Threshold Crossing Height**	50.0
Approach Performance Designator	0	**TCH Units Selector**	0
Route Indicator	-	**Glidepath Angle (degrees)**	3.48
Reference Path Data Selector	0	**Course Width (metres)**	105.00
Reference Path Identifier	E01A	**Length Offset (metres)**	496
LTP/FTP Latitude	661247.0825N	**HAL (metres)**	40.0
LTP/FTP Longitude	0152007.3800W	**VAL (metres)**	50.0
LTP/FTP Ellipsoidal Height (metres)	79.8	**CRC**	6D9FA38E
		EGNOS CHANNEL	86081 E01A

Required Additional Data	**ICAO Code**	BI
	LTP/FTP Orthometric Height (metres)	15.5

BIRF AD 2.12 SÉRKENNI FLUGBRAUTA
BIRF 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	039.15	983 x 27	RWY PCN: — RWY: Other Tjörubundin grús 18 m breið. / Asphalt Stabilized Gravel 18 m wide SWY PCN: — SWY: —	645434.06N 0234918.24W — GUND: —	— —
23	219.16	983 x 27	RWY PCN: — RWY: Other Tjörubundin grús 18 m breið. / Asphalt Stabilized Gravel 18 m wide SWY PCN: — SWY: —	645454.49N 0234839.05W — 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	—

BIRF AD 2.13 TILGREINDAR VIÐMIÐUNARVEGALENGDIR
BIRF AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
05	983	983	983	816	NIL
23	983	983	983	983	NIL

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

NIL

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

NIL

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

NIL

BIRF AD 2.17 LOFTRÝMI FLUGUMFERÐARÞJÓNUSTU
BIRF AD 2.17 ATS AIRSPACE

NIL

BIRF AD 2.18 ATS FJARSKIPTABÚNAÐUR
BIRF AD 2.18 ATS COMMUNICATION FACILITIES

NIL

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

BITE - ÞINGEYRI / THINGEYRI

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

1	Hnattstaða flugvallar ARP coordinates and site at AD	655213N 0233335W
2	Stefna og fjarlægð frá (borg) Direction and distance from (city)	Þingeyri: 270° GEO - 3.3 KM (1.8 NM)
3	Landhæð / viðmiðunarhitastig Elevation / Reference temperature	28 FT / 14.4° C
4	Bylgjulögun jarðsporvölu (frá WGS-84 viðmiðunarsporvölu) í hæðarviðmiðunarpunkti flugvallar Geoid undulation at AD ELEV PSN	211 FT
5	Misvísun / árleg breyting MAG VAR / Annual change	13° W (2025) / - 0.3°
6	Rekstraraðili flugvallar Heimilisfang, sími, símbréf, netfang, AFS AD Administration Address, telephone, telefax, telex, AFS	Umdæmi 2 / District 2: Isavia Innanlandsflugvellir ehf. Ísafjarðarflugvelli 400 Ísafirði Iceland Tel: +354 424 4090 AFIS BIIS Tel: +354 424 5660 District manager / Umdæmisstjóri AFS: —
7	Leyfð flugumferð Types of traffic permitted (IFR/VFR)	VFR
8	Athugasemdir Remarks	NIL

BITE AD 2.3 ÞJÓNUSTUTÍMAR
BITE AD 2.3 OPERATIONAL HOURS

NIL

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

NIL

BITE AD 2.5 AÐSTAÐA FARÞEGA
BITE 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	NIL

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

NIL

BITE AD 2.7 ÁRSTÍÐARBUNDNAR HREINSANIR
BITE AD 2.7 SEASONAL AVAILABILITY

NIL

BITE AD 2.8 HLAÐ, AKBRAUTIR OG STAÐSETNING GÁTSTAÐA
BITE AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS 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://ans.isavia.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://ans.isavia.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: GRAVEL SWY PCN: — SWY: —	655216.63N 0233353.33W — GUND: 211 FT	THR 34 FT —
31	295.48	799 x 24	RWY PCN: — RWY: GRAVEL 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	—

BITE AD 2.13 TILGREINDAR VIÐMIÐUNARVEGALENGDIR
BITE AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
13	799	799	799	799	TKOF from paved end inside RESA
31	799	799	799	799	TKOF from paved end inside RESA

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

NIL

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

NIL

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

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