

AIP – ÍSLAND/ICELAND

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AIP AIRAC

A 06/2026

01 MAY 2026

EFFECTIVE 11 JUN 2026



AVIANS
ICELAND

Helstu breytingar í þessari útgáfu

Skoða skal AIP-uppfærslu vegna breytinga.

Listi þessi er einungis yfirlit.

Principal changes included in this AMDT

The AIP AMDT should be referred to for exact AIP changes.

This list of principal changes is just a brief overview.

Subject	Changes	AIP pages/chapter
GEN		
Preface	The AIP structure & Service - Editorial. Spelling.	GEN 0.1.4.1 & 0.1.6
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
AIS	Area of responsibility	GEN 3.1.2
List of aeronautical charts available	List updated	GEN 3.2.5
ATS units address list	Update the e-mail and website for Reykjavik ACC	GEN 3.3.6
COM Services	Selected Radio Broadcasting Stations - Gufuskalar withdrawn	GEN 3.4.4.3
	Iceland Radio may issue frequency assignment via CPDLC to alleviate frequency congestion.	GEN 3.4.4.8.1
ENR		
Air traffic flow and airspace management	Flow Management Position (FMP) Reykjavik OAC - Isavia changed to Avians	ENR 1.9.3.6.3
Area Navigation Routes	WPT WOXPO COORD Corrected	ENR 3.2
Name-Code designators for significant points	WPT WOXPO COORD Corrected	ENR 4.4
Other activities of a dangerous nature	Editorial -Table header updated.	ENR 5.3.1
ENR Charts	West Greenland insert F195-F285 - Wrong WPT name in previous changes text, WPT WOXPO added	ENR 6.1-7
AD		
Snow plan	Editorial - Spelling	AD 1.2.2
BIAR - Akureyri	Microflight operations within BIAR CTR - Editorial	BIAR 2.20.2
BIGJ - Gjogur	New RNP RWY 22 Instrument Approach Chart	AD 2 BIGJ 6 - 5/6

SUPs - AIP Supplements	
Tímabundið bannsvæði BIP52 innan FAXI TMA / Temporary prohibited area BIP52 within FAXI TMA - Published 01 APR 2026 & and cancelled 11 JUN 2026	SUP 09/2026
Þjóðhátíð í Vestmannaeyjum / Westman Islands festival	SUP 10/2026
Tímabundið hættusvæði BID72 / Temporary Danger Area BID72	SUP 11/2026
Tímabundið hættusvæði BGD526 / Temporary Danger Area BGD526	SUP 12/2026
Drónaflug LHG í fjölþættum tilgangi / ICG multipurpose drone flight	SUP 13/2026

AICs - Aeronautical information circulars	
Flokkun atvika í almenningssflugi / Categorisation of Incidents and Occurrences in civil aviation	AIC 12/2026

GEN		GEN	
GEN 0.1 - 1	14 MAY 2026	GEN 0.1 - 1	11 JUN 2026
GEN 0.1 - 2	14 MAY 2026	GEN 0.1 - 2	11 JUN 2026
GEN 0.1 - 3	14 MAY 2026	GEN 0.1 - 3	11 JUN 2026
GEN 0.1 - 4	14 MAY 2026	GEN 0.1 - 4	11 JUN 2026
GEN 0.2 - 1	14 MAY 2026	GEN 0.2 - 1	11 JUN 2026
GEN 0.2 - 2	14 MAY 2026	GEN 0.2 - 2	11 JUN 2026
GEN 0.3 - 3	14 MAY 2026	GEN 0.3 - 3	11 JUN 2026
GEN 0.3 - 4	14 MAY 2026	GEN 0.3 - 4	11 JUN 2026
GEN 0.4 - 1	14 MAY 2026	GEN 0.4 - 1	11 JUN 2026
GEN 0.4 - 2	14 MAY 2026	GEN 0.4 - 2	11 JUN 2026
GEN 0.4 - 3	14 MAY 2026	GEN 0.4 - 3	11 JUN 2026
GEN 0.4 - 4	14 MAY 2026	GEN 0.4 - 4	11 JUN 2026
GEN 0.4 - 5	14 MAY 2026	GEN 0.4 - 5	11 JUN 2026
GEN 0.4 - 6	14 MAY 2026	GEN 0.4 - 6	11 JUN 2026
GEN 0.4 - 7	14 MAY 2026	GEN 0.4 - 7	11 JUN 2026
GEN 0.4 - 8	14 MAY 2026	GEN 0.4 - 8	11 JUN 2026
GEN 0.4 - 9	14 MAY 2026	GEN 0.4 - 9	11 JUN 2026
GEN 0.4 - 10	14 MAY 2026	GEN 0.4 - 10	11 JUN 2026
GEN 3.1 - 1	14 MAY 2026	GEN 3.1 - 1	11 JUN 2026
GEN 3.1 - 2	14 MAY 2026	GEN 3.1 - 2	11 JUN 2026
GEN 3.2 - 5	14 MAY 2026	GEN 3.2 - 5	11 JUN 2026
GEN 3.2 - 6	14 MAY 2026	GEN 3.2 - 6	11 JUN 2026
GEN 3.2 - 7	14 MAY 2026	GEN 3.2 - 7	11 JUN 2026
GEN 3.2 - 8	14 MAY 2026	GEN 3.2 - 8	11 JUN 2026
GEN 3.3 - 5	04 OCT 2024	GEN 3.3 - 5	11 JUN 2026
GEN 3.3 - 6	04 OCT 2024	GEN 3.3 - 6	11 JUN 2026
GEN 3.4 - 3	19 MAR 2026	GEN 3.4 - 3	11 JUN 2026
GEN 3.4 - 4	19 MAR 2026	GEN 3.4 - 4	11 JUN 2026
GEN 3.4 - 5	26 JAN 2024	GEN 3.4 - 5	11 JUN 2026
GEN 3.4 - 6	26 JAN 2024	GEN 3.4 - 6	11 JUN 2026
GEN 3.4 - 7	04 OCT 2024	GEN 3.4 - 7	11 JUN 2026
GEN 3.4 - 8	04 OCT 2024	GEN 3.4 - 8	11 JUN 2026
GEN 3.4 - 9	19 MAR 2026	GEN 3.4 - 9	11 JUN 2026
GEN 3.4 - 10	19 MAR 2026	GEN 3.4 - 10	11 JUN 2026
GEN 3.4 - 11	19 MAR 2026	GEN 3.4 - 11	11 JUN 2026
GEN 3.4 - 12	19 MAR 2026	GEN 3.4 - 12	11 JUN 2026
GEN 3.4 - 13	19 MAR 2026	GEN 3.4 - 13	11 JUN 2026
GEN 3.4 - 14	19 MAR 2026	GEN 3.4 - 14	11 JUN 2026
ENR		ENR	
ENR 1.9 - 3	04 OCT 2024	ENR 1.9 - 3	11 JUN 2026
ENR 1.9 - 4	04 OCT 2024	ENR 1.9 - 4	11 JUN 2026
ENR 3.2 - 13	14 MAY 2026	ENR 3.2 - 13	11 JUN 2026
ENR 3.2 - 14	14 MAY 2026	ENR 3.2 - 14	11 JUN 2026
ENR 4.4 - 11	14 MAY 2026	ENR 4.4 - 11	11 JUN 2026
ENR 4.4 - 12	14 MAY 2026	ENR 4.4 - 12	11 JUN 2026
ENR 5.3 - 1	11 AUG 2023	ENR 5.3 - 1	11 JUN 2026
ENR 5.3 - 2	11 AUG 2023	ENR 5.3 - 2	11 JUN 2026
ENR 5.3 - 3	11 AUG 2023	ENR 5.3 - 3	11 JUN 2026
ENR 5.3 - 4	11 AUG 2023	ENR 5.3 - 4	11 JUN 2026
ENR 5.3 - 5	11 AUG 2023	ENR 5.3 - 5	11 JUN 2026
ENR 5.3 - 6	11 AUG 2023	ENR 5.3 - 6	11 JUN 2026
ENR 6.1 - 7	14 MAY 2026	ENR 6.1 - 7	11 JUN 2026

Eldri síður: / Old pages:**Nýjar síður: / New pages:**

ENR 6.1 - 8	14 MAY 2026	ENR 6.1 - 8	11 JUN 2026
AD		AD	
AD 1.2 - 1	12 AUG 2022	AD 1.2 - 1	11 JUN 2026
AD 1.2 - 2	12 AUG 2022	AD 1.2 - 2	11 JUN 2026
AD 2 BIAR 1 - 17	14 MAY 2026	AD 2 BIAR 1 - 17	11 JUN 2026
AD 2 BIAR 1 - 18	14 MAY 2026	AD 2 BIAR 1 - 18	11 JUN 2026
AD 2 BIGJ 1 - 13	02 OCT 2025	AD 2 BIGJ 1 - 13	11 JUN 2026
AD 2 BIGJ 1 - 14	02 OCT 2025	AD 2 BIGJ 1 - 14	11 JUN 2026
		AD 2 BIGJ 6 - 5	11 JUN 2026
		AD 2 BIGJ 6 - 6	11 JUN 2026

VIÐBÆTUR
Nýjar viðbætur

SUP 10/2026, SUP 11/2026, SUP 12/2026

SUPPLEMENTS
New Supplements

Nýjar viðbætur - utan útgáfu

SUP 09/2026 -
Published 01 APR 2026 & and cancelled 11 JUN 2026

New Supplements - outside publication

SUP 13/2026 -
Published 30 APR 2026

Viðbætur felldar úr gildi

SUP 09/2026 -
Published 01 APR 2026 & and cancelled 11 JUN 2026

Supplements hereby cancelled

SUP 05/2026 -
Cancelled 30. apríl 2026

UPPLÝSINGABRÉF (AIC)
Ný upplýsingabréf

AIC 12/2026

AIC
New AIC

Ný upplýsingabréf - utan útgáfu

NIL

New AICs - outside publication

Upplýsingabréf felld úr gildi

NIL

AICs hereby cancelled

NOTAM

Efni eftirfarandi NOTAM skeyta birt í útgáfunni:

A0149/26, A0150/26

NOTAM

NOTAM incorporated in this amendment:

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

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

ENDIR / END

PART 1 - ALMENNT

GEN 0 FORMÁLI OG LISTAR

GEN 0.1 FORMÁLI

GEN 0.1.1 Ábyrgð útgáfu

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

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

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

GEN 0.1.2 Viðeigandi ICAO-skjöl

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

GEN 0.1.3 Útgáfumiðill

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

GEN 0.1.4 Uppbygging Flugmálahandbókar og reglulegar uppfærslur

GEN 0.1.4.1 Uppbygging Flugmálahandbókar

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 þrjú 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 - Almenn (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 Innendar 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 innendar reglugerðir og alþjóðlega samninga / samkomulög; Frávik frá stöðlum tilmælum og starfsháttum Alþjóðflugmálastofnunarinnar.

PART 1 - GENERAL

GEN 0 PREFACE AND LISTS

GEN 0.1 PREFACE

GEN 0.1.1 The publishing authority

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

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

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

GEN 0.1.2 Applicable ICAO documents

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

GEN 0.1.3 Publication media

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

GEN 0.1.4 The AIP structure and established regular amendment interval

GEN 0.1.4.1 The AIP structure

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

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

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

GEN 0.1.4.1.1 Part I - General (GEN)

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

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

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

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

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

GEN 4 Gjaldskrá flugvalla og flugleiðsöguþjónustu – Flugvallagjöld; Flugleiðsöguhjöld.

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 flugumferðaþjónustu; Biðflugs-, aðflugs- og brottflugsstarfshættir; Kögunarþjónusta og starfshættir; Starfshættir varðandi hæðarmæla-stillingar; Flugreglur og starfshættir flugumferðaþjónustu; Flæðisstjórn flugumferðaþjónustu; Flugáætlanir; Póstfang vegna skeyta er varða flugáætlanir; Einelti almennra loftfara; Ólögmæt afskipti; Flugumferðaratvik.

ENR 2 Loftrými flugumferðaþjónustu – FIR, CTA, TMA, CTR; Önnur stjórnun 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 flugleiðsöguþjónusta – Flugleiðsöguvirki flugleiða; Sérstök leiðsögukerfi; Merkikóði kennimerkja fyrir leiðarmið; Flugvallarvitar.

ENR 5 Flugleiðsöguviðvörðun – Bann-, hafta- og hættusvæði; Æfinga- og þjálfunarsvæði hersins; Önnur hættuleg starfsemi; Hindranir á flugleiðum; Flugþrótta- og tómstundastarfsemi; Farfluglar 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 Alþjóðaflugvellar – Aðrir flugvellar AD 2 International Aerodromes – Other Aerodromes

a. Nákvæmar upplýsingar um alþjóðaflugvelli, sem skilgreindir eru sem komu- og brottfararflugvellar 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 Þyrluvellar – Engir

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 0.1.5 Höfundarréttarstefna

Flugmálahandbók Íslands (AIP) er gefin út af Avians ehf. og byggir á þeim upplýsingum sem Avians hefur.

Flugmálahandbókin er eingöngu gefið út til einka- eða fyrirtækjanota.

Óheimilt er að dreifa, afrita eða framselja upplýsingarnar gegn greiðslu.

GEN 0.1.6 Tilkynningar um villur í AIP

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

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

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 with 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 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 Copyright policy

The AIP Iceland is published by Avians and is based on information available to Avians.

The AIP is only intended for non-commercial use.

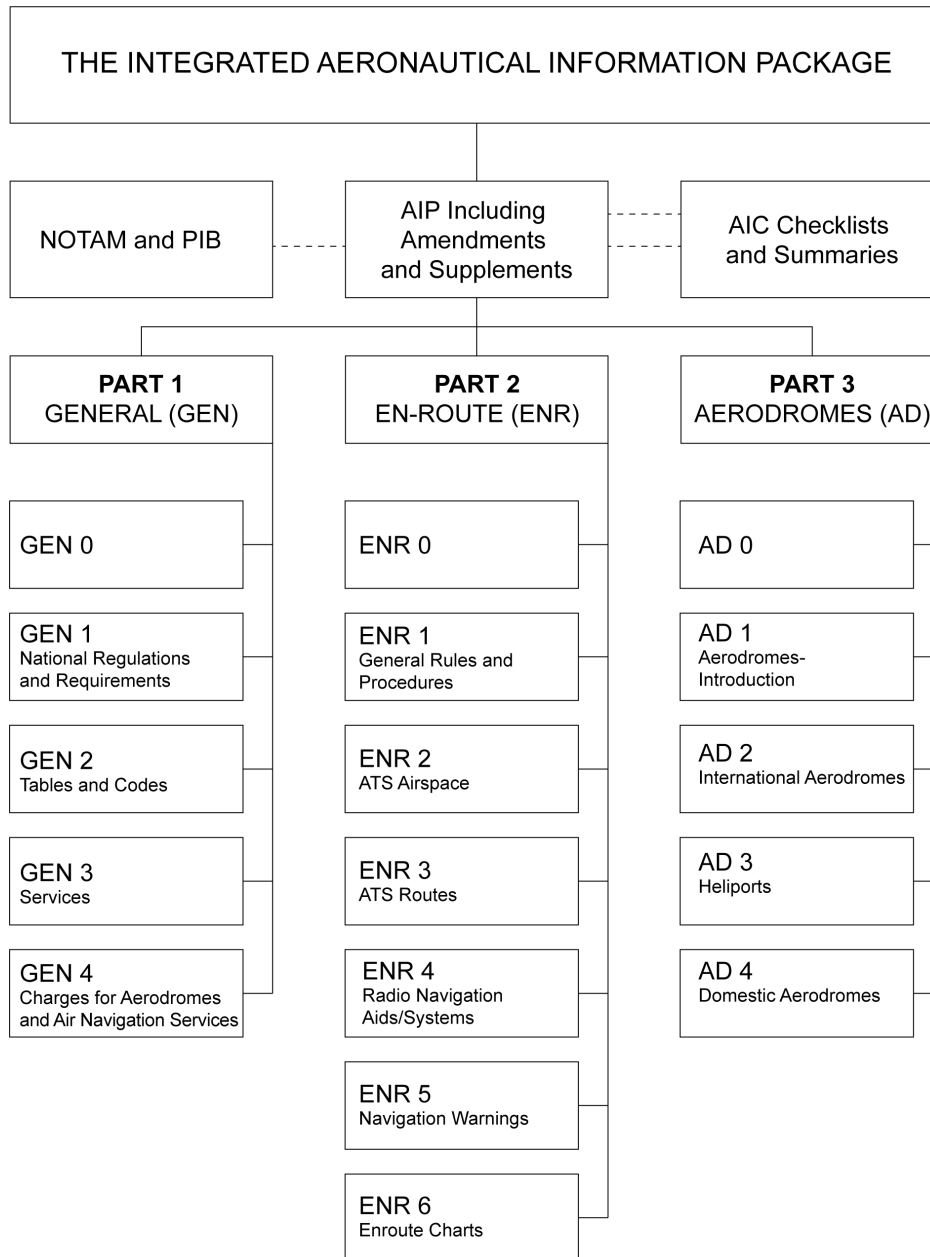
The AIP may not be distributed, reproduced or transmitted in any commercial way.

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

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

Avians
Aeronautical Information Service
Nauthólsvegi 66
IS-102 Reykjavík, Iceland
Telephone: +354 424 4000
E-mail: aip.breytingar@avians.is

GEN 0.1.7 THE INTEGRATED AERONAUTICAL INFORMATION PACKAGE



**GEN 0.2 LISTI YFIR UPPFÆRSLUR
FLUGMÁLHANDBÓKAR**

GEN 0.2 RECORD OF AIP AMENDMENTS

Fyrirvarauppfærslur Flugmálahandbókar / AIRAC AIP AMENDMENT			
Nr. / Ár / NR/Year	Útgáfudagur / Publication date	Gildisdagur / Effective Date	Sett inn af / Inserted by
A 01/2025	30 NOV 2024	23 JAN 2025	
AIRAC 02/2025	25 JAN 2025	20 MAR 2025	
A 03/2025	21 MAR 2025	17 APR 2025	
A 04/2025	18 APR 2025	15 MAY 2025	
A 05/2025	16 MAY 2025	12 JUN 2025	
A 06/2025	11 JUL 2025	07 AUG 2025	
A 07/2025	25 JUL 2025	04 SEP 2025	
A 08/2025	22 AUG 2025	02 OCT 2025	
A 09/2025	19 SEP 2025	30 OCT 2025	
A 10/2025	17 OCT 2025	27 NOV 2025	
A 01/2026	12 DEC 2025	22 JAN 2026	
A 02/2026	09 JAN 2026	19 FEB 2026	
A 03/2026	06 FEB 2026	19 MAR 2026	
A 04/2026	06 MAR 2026	16 APR 2026	
A 05/2026	03 APR 2026	14 MAY 2026	
A 06/2026	01 MAY 2026	11 JUN 2026	

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

16/2025	KEFLAVÍK - Framkvæmdir á hlaði við ITS flugskýli (Verkefni MAM25) / KEFLAVÍK - Construction work at ITS maintenance apron (Project MAM25)	BIKF AD 2	25 AUG 2025 - UFN	
17/2025	Tímabundið hættusvæði BID75 / Temporary Danger Area BID75	NA	30 OCT 2025 - 16 APR 2026	Cancelled 16 APR 2026
18/2025	Tímabundið hættusvæði BID77 / Temporary Danger Area BID77	NA	06 NOV 2025 - 19 MAR 2026	Cancelled 19 MAR 2026
01/2026	Tímabundnar hindranir sem standa lengur en þrjá mánuði / Temporary obstacles with duration longer than three months	BIAR & BIRK	22 JAN 2026 - 16 APR 2026	Replaced with SUP 03/2026 16 APR 2026
02/2026	Niðurfelling RCL / RCL Removal	NA	22 JAN 2026 - UFN	
03/2026	Tímabundnar hindranir sem standa lengur en þrjá mánuði / Temporary obstacles with duration longer than three months	BIAR & BIRK	16 APR 2026 - 14 MAY 2026	Replaced with SUP 08/2026 14 MAY 2026
04/2026	Tímabundið hættusvæði BGD526 / Temporary Danger Area BGD526	ENR 5.1	26 FEB 2026 - 14 MAY 2026	Cancelled 14 MAY 2026
05/2026	Drónaflug LHG í fjölbættum tilgangi / ICG multi purpose drone flight	NA	05 MAR 2026 - UFN	
06/2026	Upplýsingar um vindmyllur í Vaðölduveri / Information about Vaðalda Wind Farm	ENR 5.4	14 MAY 2026 - UFN	
07/2026	Endurnýjun aðflugsljósa fyrir flugbraut 10 á Keflavíkflugvelli (BIKF) / Renewal of the approach lighting system for RWY 10 Keflavik airport (BIKF)	BIKF	19 MAR 2026 - UFN	
08/2026	Tímabundnar hindranir sem standa lengur en þrjá mánuði / Temporary obstacles with duration longer than three months	BIAR, BIGR & BIRK	14 MAY 2026 - UFN	
09/2026	Tímabundið bannsvæði BIP52 innan FAXI TMA / Temporary prohibited area BIP52 within FAXI TMA	ENR 5.1	01 APR 2026 - 11 JUN 2026	Cancelled 11 JUN 2026
10/2026	Þjóðhátíð í Vestmannaeyjum / Westman Islands festival	BIVM	11 JUN 2026 - UFN	
11/2026	Tímabundið hættusvæði BID72 / Temporary Danger Area BID72	ENR 5.1	11 JUN 2026 - UFN	
12/2026	Tímabundið hættusvæði BGD526 / Temporary Danger Area BGD526	ENR 5.1	11 JUN 2026 - UFN	

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

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

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GEN 0.4 Gátlisti Flugmálahandbókar / Checklist of AIP Pages

GEN 0		1.7 - 12	17 MAY 2024	2.2 - 8	25 MAR 2021
0.1 - 1	11 JUN 2026	1.7 - 13	12 AUG 2022	2.2 - 9	25 MAR 2021
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0.2 - 2	11 JUN 2026	1.7 - 18	12 AUG 2022	2.2 - 14	25 MAR 2021
0.3 - 1	19 MAR 2026	1.7 - 19	12 AUG 2022	2.2 - 15	29 NOV 2024
0.3 - 2	19 MAR 2026	1.7 - 20	12 AUG 2022	2.2 - 16	29 NOV 2024
0.3 - 3	11 JUN 2026	1.7 - 21	12 AUG 2022	2.2 - 17	05 OCT 2023
0.3 - 4	11 JUN 2026	1.7 - 22	12 AUG 2022	2.2 - 18	05 OCT 2023
0.4 - 1	11 JUN 2026	1.7 - 23	17 MAY 2024	2.2 - 19	21 MAR 2024
0.4 - 2	11 JUN 2026	1.7 - 24	17 MAY 2024	2.2 - 20	21 MAR 2024
0.4 - 3	11 JUN 2026	1.7 - 25	12 AUG 2022	2.2 - 21	25 MAR 2021
0.4 - 4	11 JUN 2026	1.7 - 26	12 AUG 2022	2.2 - 22	25 MAR 2021
0.4 - 5	11 JUN 2026	1.7 - 27	12 AUG 2022	2.2 - 23	19 MAR 2026
0.4 - 6	11 JUN 2026	1.7 - 28	12 AUG 2022	2.2 - 24	19 MAR 2026
0.4 - 7	11 JUN 2026	1.7 - 29	12 AUG 2022	2.2 - 25	19 MAR 2026
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		3.6 - 8	18 JUN 2021	1.6 - 14	07 AUG 2025
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3.4 - 1	14 MAY 2026	ENR 1		1.8 - 22	24 JAN 2025
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1.10 - 4	09 AUG 2024	3.2 - 22	19 MAR 2026	5.3 - 6	11 JUN 2026
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1.12 - 3	18 JUN 2021	3.2 - 29	20 MAR 2025	5.6 - 1	14 MAY 2026
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1.14 - 9	18 JUN 2021			6.1 - 9	26 JAN 2023
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ENR 2		4.2 - 1	18 JUN 2021	6.1 - 13	19 FEB 2026
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2.1 - 3	09 AUG 2024	4.3 - 2	14 MAY 2026	6.1 - 16	21 MAR 2024
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2.2 - 4	02 OCT 2025	4.4 - 5	14 MAY 2026	0.4 - 1	25 MAR 2021
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ENR 3		4.4 - 7	14 MAY 2026	0.5 - 1	18 JUN 2021
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0.6 - 31	02 OCT 2025	AD 2 BIAR 1 - 21	28 NOV 2024	AD 2 BIAR 8 - 1	23 JAN 2025
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0.6 - 33	02 OCT 2025	AD 2 BIAR 1 - 23	17 APR 2025	AD 2 BIAR 8 - 3	27 NOV 2025
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0.6 - 39	02 OCT 2025	AD 2 BIAR 3 - 1	18 JUN 2021	AD 2 BIBD 1 - 3	27 JAN 2023
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0.6 - 42	02 OCT 2025	AD 2 BIAR 4 - 2	14 MAY 2026	AD 2 BIBD 1 - 6	14 MAY 2026
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		AD 2 BIAR 5 - 4	16 APR 2026	AD 2 BIBD 1 - 10	19 MAR 2026
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		AD 2 BIAR 5 - 6	16 APR 2026	AD 2 BIBD 1 - 12	27 JAN 2023
		AD 2 BIAR 6 - 1	27 NOV 2025	AD 2 BIBD 1 - 13	22 JAN 2026
		AD 2 BIAR 6 - 2	27 NOV 2025	AD 2 BIBD 1 - 14	22 JAN 2026
		AD 2 BIAR 6 - 3	14 MAY 2026	AD 2 BIBD 2 - 1	19 MAR 2026
		AD 2 BIAR 6 - 4	14 MAY 2026	AD 2 BIBD 2 - 2	19 MAR 2026
		AD 2 BIAR 6 - 5	14 MAY 2026	AD 2 BIBD 3 - 1	18 JUN 2021
		AD 2 BIAR 6 - 6	14 MAY 2026	AD 2 BIBD 3 - 2	18 JUN 2021
		AD 2 BIAR 6 - 7	14 MAY 2026	AD 2 BIBD 4 - 1	18 JUN 2021
		AD 2 BIAR 6 - 8	14 MAY 2026	AD 2 BIBD 4 - 2	18 JUN 2021
		AD 2 BIAR 6 - 9	14 MAY 2026	AD 2 BIBD 5 - 1	18 JUN 2021
		AD 2 BIAR 6 - 10	14 MAY 2026	AD 2 BIBD 5 - 2	18 JUN 2021
		AD 2 BIAR 6 - 11	14 MAY 2026	AD 2 BIBD 6 - 1	11 JUL 2024
		AD 2 BIAR 6 - 12	14 MAY 2026	AD 2 BIBD 6 - 2	11 JUL 2024
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		AD 2 BIAR 6 - 15	14 MAY 2026	AD 2 BIBD 6 - 5	19 MAR 2026
		AD 2 BIAR 6 - 16	14 MAY 2026	AD 2 BIBD 6 - 6	19 MAR 2026
		AD 2 BIAR 6 - 17	14 MAY 2026	AD 2 BIBD 7 - 1	18 JUN 2021
		AD 2 BIAR 6 - 18	14 MAY 2026	AD 2 BIBD 7 - 2	18 JUN 2021
		AD 2 BIAR 6 - 19	14 MAY 2026	AD 2 BIBD 8 - 1	18 JUN 2021
		AD 2 BIAR 6 - 20	14 MAY 2026	AD 2 BIBD 8 - 2	18 JUN 2021
		AD 2 BIAR 6 - 21	14 MAY 2026	AD 2 BIEG 1 - 1	24 MAR 2023
		AD 2 BIAR 6 - 22	14 MAY 2026	AD 2 BIEG 1 - 2	24 MAR 2023
		AD 2 BIAR 7 - 1	19 MAR 2026	AD 2 BIEG 1 - 3	17 APR 2025
		AD 2 BIAR 7 - 2	19 MAR 2026	AD 2 BIEG 1 - 4	17 APR 2025
		AD 2 BIAR 7 - 3	19 MAR 2026	AD 2 BIEG 1 - 5	02 OCT 2025
		AD 2 BIAR 7 - 4	19 MAR 2026	AD 2 BIEG 1 - 6	02 OCT 2025
		AD 2 BIAR 7 - 5	23 JAN 2025	AD 2 BIEG 1 - 7	09 AUG 2024
		AD 2 BIAR 7 - 6	23 JAN 2025	AD 2 BIEG 1 - 8	09 AUG 2024
		AD 2 BIAR 7 - 7	20 MAR 2025	AD 2 BIEG 1 - 9	18 MAY 2023
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1.1 - 1	18 JUN 2021				
1.1 - 2	18 JUN 2021				
1.1 - 3	07 OCT 2021				
1.1 - 4	07 OCT 2021				
1.2 - 1	11 JUN 2026				
1.2 - 2	11 JUN 2026				
1.2 - 3	01 DEC 2023				
1.2 - 4	01 DEC 2023				
1.2 - 5	14 MAY 2026				
1.2 - 6	14 MAY 2026				
1.2 - 7	07 OCT 2021				
1.2 - 8	07 OCT 2021				
1.3 - 1	28 NOV 2024				
1.3 - 2	28 NOV 2024				
1.3 - 3	28 NOV 2024				
1.3 - 4	28 NOV 2024				
1.4 - 1	02 OCT 2025				
1.4 - 2	02 OCT 2025				
1.5 - 1	09 AUG 2024				
1.5 - 2	09 AUG 2024				
1.5 - 3	22 JAN 2026				
1.5 - 4	22 JAN 2026				
AD 2 AERODROMES					
AD 2 BIAR 1 - 1	23 JAN 2025				
AD 2 BIAR 1 - 2	23 JAN 2025				
AD 2 BIAR 1 - 3	07 AUG 2025				
AD 2 BIAR 1 - 4	07 AUG 2025				
AD 2 BIAR 1 - 5	24 MAR 2023				
AD 2 BIAR 1 - 6	24 MAR 2023				
AD 2 BIAR 1 - 7	19 FEB 2026				

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

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AD 2 BIIS 6 - 5	07 AUG 2025	AD 2 BIKF 4 - 3	27 JAN 2023	AD 2 BIKF 7 - 1	03 OCT 2024
AD 2 BIIS 6 - 6	07 AUG 2025	AD 2 BIKF 4 - 4	27 JAN 2023	AD 2 BIKF 7 - 2	03 OCT 2024
AD 2 BIIS 7 - 1	04 SEP 2025	AD 2 BIKF 5 - 1	12 JUL 2024	AD 2 BIKF 7 - 3	03 OCT 2024
AD 2 BIIS 7 - 2	04 SEP 2025	AD 2 BIKF 5 - 2	12 JUL 2024	AD 2 BIKF 7 - 4	03 OCT 2024
AD 2 BIIS 8 - 1	18 JUN 2021	AD 2 BIKF 5 - 3	12 JUL 2024	AD 2 BIKF 7 - 5	03 OCT 2024
AD 2 BIIS 8 - 2	18 JUN 2021	AD 2 BIKF 5 - 4	12 JUL 2024	AD 2 BIKF 7 - 6	03 OCT 2024
AD 2 BIKF 1 - 1	09 AUG 2024	AD 2 BIKF 5 - 5	12 JUL 2024	AD 2 BIKF 7 - 7	03 OCT 2024
AD 2 BIKF 1 - 2	09 AUG 2024	AD 2 BIKF 5 - 6	12 JUL 2024	AD 2 BIKF 7 - 8	03 OCT 2024
AD 2 BIKF 1 - 3	15 MAY 2025	AD 2 BIKF 5 - 7	12 JUL 2024	AD 2 BIKF 7 - 9	03 OCT 2024
AD 2 BIKF 1 - 4	15 MAY 2025	AD 2 BIKF 5 - 8	12 JUL 2024	AD 2 BIKF 7 - 10	03 OCT 2024
AD 2 BIKF 1 - 5	24 MAR 2023	AD 2 BIKF 5 - 9	12 JUL 2024	AD 2 BIKF 7 - 11	03 OCT 2024
AD 2 BIKF 1 - 6	24 MAR 2023	AD 2 BIKF 5 - 10	12 JUL 2024	AD 2 BIKF 7 - 12	03 OCT 2024
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AD 2 BIKF 1 - 11	09 AUG 2024	AD 2 BIKF 5 - 15	12 JUL 2024	AD 2 BIKF 7 - 17	28 NOV 2024
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AD 2 BIKF 1 - 14	09 AUG 2024	AD 2 BIKF 5 - 18	11 JUL 2024	AD 2 BIKF 7 - 20	23 MAR 2023
AD 2 BIKF 1 - 15	04 OCT 2024	AD 2 BIKF 5 - 19	11 JUL 2024	AD 2 BIKF 7 - 21	23 MAR 2023
AD 2 BIKF 1 - 16	04 OCT 2024	AD 2 BIKF 5 - 20	11 JUL 2024	AD 2 BIKF 7 - 22	23 MAR 2023
AD 2 BIKF 1 - 17	09 AUG 2024	AD 2 BIKF 5 - 21	11 JUL 2024	AD 2 BIKF 7 - 23	23 MAR 2023
AD 2 BIKF 1 - 18	09 AUG 2024	AD 2 BIKF 5 - 22	11 JUL 2024	AD 2 BIKF 7 - 24	23 MAR 2023
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AD 2 BIKF 1 - 21	02 OCT 2025	AD 2 BIKF 6 - 1	02 OCT 2025	AD 2 BIKF 8 - 1	15 MAY 2025
AD 2 BIKF 1 - 22	02 OCT 2025	AD 2 BIKF 6 - 2	02 OCT 2025	AD 2 BIKF 8 - 2	15 MAY 2025
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AD 2 BIKF 1 - 25	23 JAN 2025	AD 2 BIKF 6 - 5	02 OCT 2025	AD 2 BIKF 8 - 5	02 OCT 2025
AD 2 BIKF 1 - 26	23 JAN 2025	AD 2 BIKF 6 - 6	02 OCT 2025	AD 2 BIKF 8 - 6	02 OCT 2025
AD 2 BIKF 1 - 27	23 JAN 2025	AD 2 BIKF 6 - 7	02 OCT 2025	AD 2 BIKF 8 - 7	14 MAY 2026
AD 2 BIKF 1 - 28	23 JAN 2025	AD 2 BIKF 6 - 8	02 OCT 2025	AD 2 BIKF 8 - 8	14 MAY 2026
AD 2 BIKF 1 - 29	23 JAN 2025	AD 2 BIKF 6 - 9	02 OCT 2025	AD 2 BIKF 8 - 9	14 MAY 2026
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AD 2 BIKF 2 - 3	15 MAY 2025	AD 2 BIKF 6 - 19	21 MAR 2024	AD 2 BIKF 8 - 19	30 OCT 2025
AD 2 BIKF 2 - 4	15 MAY 2025	AD 2 BIKF 6 - 20	21 MAR 2024	AD 2 BIKF 8 - 20	30 OCT 2025
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AD 2 BIKF 2 - 6	22 JAN 2026	AD 2 BIKF 6 - 22	21 MAR 2024	AD 2 BIRK 1 - 2	12 JUN 2025
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AD 2 BIKF 2 - 8	24 JAN 2025	AD 2 BIKF 6 - 24	02 OCT 2025	AD 2 BIRK 1 - 4	12 JUN 2025
AD 2 BIKF 3 - 1	25 MAR 2021	AD 2 BIKF 6 - 25	02 OCT 2025	AD 2 BIRK 1 - 5	12 JUN 2025
AD 2 BIKF 3 - 2	25 MAR 2021	AD 2 BIKF 6 - 26	02 OCT 2025	AD 2 BIRK 1 - 6	12 JUN 2025
AD 2 BIKF 3 - 3	25 MAR 2021	AD 2 BIKF 6 - 27	02 OCT 2025	AD 2 BIRK 1 - 7	27 NOV 2025
AD 2 BIKF 3 - 4	25 MAR 2021	AD 2 BIKF 6 - 28	02 OCT 2025	AD 2 BIRK 1 - 8	27 NOV 2025
AD 2 BIKF 3 - 5	25 MAR 2021	AD 2 BIKF 6 - 29	02 OCT 2025	AD 2 BIRK 1 - 9	27 NOV 2025
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AD 2 BIKF 3 - 7	25 MAR 2021	AD 2 BIKF 6 - 31	02 OCT 2025	AD 2 BIRK 1 - 11	27 NOV 2025
AD 2 BIKF 3 - 8	25 MAR 2021	AD 2 BIKF 6 - 32	02 OCT 2025	AD 2 BIRK 1 - 12	27 NOV 2025
AD 2 BIKF 4 - 1	27 JAN 2023	AD 2 BIKF 6 - 33	02 OCT 2025	AD 2 BIRK 1 - 13	27 NOV 2025

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

AD 2 BITN 2 - 2	18 JUN 2021	AD 2 BIFM 2 - 2	18 JUN 2021	AD 2 BIHZ 2 - 2	18 JUN 2021
AD 2 BITN 3 - 1	18 JUN 2021	AD 2 BIFL 1 - 1	18 MAY 2023	AD 2 BIHI 1 - 1	18 JUN 2021
AD 2 BITN 3 - 2	18 JUN 2021	AD 2 BIFL 1 - 2	18 MAY 2023	AD 2 BIHI 1 - 2	18 JUN 2021
AD 2 BITN 4 - 1	18 JUN 2021	AD 2 BIFL 1 - 3	14 MAY 2026	AD 2 BIHI 1 - 3	02 OCT 2025
AD 2 BITN 4 - 2	18 JUN 2021	AD 2 BIFL 1 - 4	14 MAY 2026	AD 2 BIHI 1 - 4	02 OCT 2025
AD 2 BITN 5 - 1	18 JUN 2021	AD 2 BIFL 1 - 5	05 OCT 2023	AD 2 BIHI 1 - 5	02 OCT 2025
AD 2 BITN 5 - 2	18 JUN 2021	AD 2 BIFL 1 - 6	05 OCT 2023	AD 2 BIHI 1 - 6	02 OCT 2025
AD 2 BITN 6 - 1	30 OCT 2025	AD 2 BIFL 1 - 7	02 OCT 2025	AD 2 BIHI 2 - 1	18 JUN 2021
AD 2 BITN 6 - 2	30 OCT 2025	AD 2 BIFL 1 - 8	02 OCT 2025	AD 2 BIHI 2 - 2	18 JUN 2021
AD 2 BITN 6 - 3	11 JUL 2024	AD 2 BIFL 2 - 1	18 JUN 2021	AD 2 BIKA 1 - 1	02 OCT 2025
AD 2 BITN 6 - 4	11 JUL 2024	AD 2 BIFL 2 - 2	18 JUN 2021	AD 2 BIKA 1 - 2	02 OCT 2025
AD 2 BITN 6 - 5	11 JUL 2024	AD 2 BIGS 1 - 1	18 JUN 2021	AD 2 BIKA 1 - 3	02 OCT 2025
AD 2 BITN 6 - 6	11 JUL 2024	AD 2 BIGS 1 - 2	18 JUN 2021	AD 2 BIKA 1 - 4	02 OCT 2025
AD 2 BITN 7 - 1	18 JUN 2021	AD 2 BIGS 1 - 3	14 MAY 2026	AD 2 BIKA 2 - 1	18 JUN 2021
AD 2 BITN 7 - 2	18 JUN 2021	AD 2 BIGS 1 - 4	14 MAY 2026	AD 2 BIKA 2 - 2	18 JUN 2021
AD 2 BITN 8 - 1	18 JUN 2021	AD 2 BIGS 1 - 5	02 OCT 2025	AD 2 BIKE 1 - 1	02 OCT 2025
AD 2 BITN 8 - 2	18 JUN 2021	AD 2 BIGS 1 - 6	02 OCT 2025	AD 2 BIKE 1 - 2	02 OCT 2025
		AD 2 BIGS 2 - 1	18 JUN 2021	AD 2 BIKE 1 - 3	02 OCT 2025
		AD 2 BIGS 2 - 2	18 JUN 2021	AD 2 BIKE 1 - 4	02 OCT 2025
		AD 2 BIGF 1 - 1	02 OCT 2025	AD 2 BIKE 1 - 5	01 DEC 2023
		AD 2 BIGF 1 - 2	02 OCT 2025	AD 2 BIKE 1 - 6	01 DEC 2023
		AD 2 BIGF 1 - 3	02 OCT 2025	AD 2 BIKE 2 - 1	18 JUN 2021
		AD 2 BIGF 1 - 4	02 OCT 2025	AD 2 BIKE 2 - 2	18 JUN 2021
		AD 2 BIGF 2 - 1	18 JUN 2021	AD 2 BIKL 1 - 1	14 MAY 2026
		AD 2 BIGF 2 - 2	18 JUN 2021	AD 2 BIKL 1 - 2	14 MAY 2026
		AD 2 BIHL 1 - 1	15 MAY 2025	AD 2 BIKL 1 - 3	02 OCT 2025
		AD 2 BIHL 1 - 2	15 MAY 2025	AD 2 BIKL 1 - 4	02 OCT 2025
		AD 2 BIHL 1 - 3	02 OCT 2025	AD 2 BIKL 2 - 1	18 JUN 2021
		AD 2 BIHL 1 - 4	02 OCT 2025	AD 2 BIKL 2 - 2	18 JUN 2021
		AD 2 BIHL 1 - 5	25 MAR 2021	AD 2 BIKP 1 - 1	14 MAY 2026
		AD 2 BIHL 1 - 6	25 MAR 2021	AD 2 BIKP 1 - 2	14 MAY 2026
		AD 2 BIHL 1 - 7	02 OCT 2025	AD 2 BIKP 1 - 3	02 OCT 2025
		AD 2 BIHL 1 - 8	02 OCT 2025	AD 2 BIKP 1 - 4	02 OCT 2025
		AD 2 BIHL 2 - 1	18 JUN 2021	AD 2 BIKP 1 - 5	12 JUN 2025
		AD 2 BIHL 2 - 2	18 JUN 2021	AD 2 BIKP 1 - 6	12 JUN 2025
		AD 2 BIHE 1 - 1	18 JUN 2021	AD 2 BIKP 2 - 1	18 JUN 2021
		AD 2 BIHE 1 - 2	18 JUN 2021	AD 2 BIKP 2 - 2	18 JUN 2021
		AD 2 BIHE 1 - 3	14 MAY 2026	AD 2 BIMM 1 - 1	18 JUN 2021
		AD 2 BIHE 1 - 4	14 MAY 2026	AD 2 BIMM 1 - 2	18 JUN 2021
		AD 2 BIHE 1 - 5	02 OCT 2025	AD 2 BIMM 1 - 3	14 MAY 2026
		AD 2 BIHE 1 - 6	02 OCT 2025	AD 2 BIMM 1 - 4	14 MAY 2026
		AD 2 BIHE 2 - 1	18 JUN 2021	AD 2 BIMM 1 - 5	02 OCT 2025
		AD 2 BIHE 2 - 2	18 JUN 2021	AD 2 BIMM 1 - 6	02 OCT 2025
		AD 2 BIHK 1 - 1	25 JAN 2024	AD 2 BIMM 2 - 1	18 JUN 2021
		AD 2 BIHK 1 - 2	25 JAN 2024	AD 2 BIMM 2 - 2	18 JUN 2021
		AD 2 BIHK 1 - 3	14 MAY 2026	AD 2 BIMK 1 - 1	18 JUN 2021
		AD 2 BIHK 1 - 4	14 MAY 2026	AD 2 BIMK 1 - 2	18 JUN 2021
		AD 2 BIHK 1 - 5	25 JAN 2024	AD 2 BIMK 1 - 3	02 OCT 2025
		AD 2 BIHK 1 - 6	25 JAN 2024	AD 2 BIMK 1 - 4	02 OCT 2025
		AD 2 BIHK 1 - 7	02 OCT 2025	AD 2 BIMK 1 - 5	02 OCT 2025
		AD 2 BIHK 1 - 8	02 OCT 2025	AD 2 BIMK 1 - 6	02 OCT 2025
		AD 2 BIHK 2 - 1	12 AUG 2021	AD 2 BIMK 2 - 1	18 JUN 2021
		AD 2 BIHK 2 - 2	12 AUG 2021	AD 2 BIMK 2 - 2	18 JUN 2021
		AD 2 BIHZ 1 - 1	02 OCT 2025	AD 2 BINF 1 - 1	23 MAR 2023
		AD 2 BIHZ 1 - 2	02 OCT 2025	AD 2 BINF 1 - 2	23 MAR 2023
		AD 2 BIHZ 1 - 3	16 APR 2026	AD 2 BINF 1 - 3	02 OCT 2025
		AD 2 BIHZ 1 - 4	16 APR 2026	AD 2 BINF 1 - 4	02 OCT 2025
		AD 2 BIHZ 1 - 5	02 OCT 2025	AD 2 BINF 1 - 5	14 MAY 2026
		AD 2 BIHZ 1 - 6	02 OCT 2025	AD 2 BINF 1 - 6	14 MAY 2026
		AD 2 BIHZ 2 - 1	18 JUN 2021	AD 2 BINF 1 - 7	30 NOV 2023
AD 2 LANDING STRIPS					
AD 2 BIBA 1 - 1	02 OCT 2025				
AD 2 BIBA 1 - 2	02 OCT 2025				
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AD 2 BIBA 1 - 6	02 OCT 2025				
AD 2 BIBA 2 - 1	18 JUN 2021				
AD 2 BIBA 2 - 2	18 JUN 2021				
AD 2 BIBL 1 - 1	01 DEC 2023				
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AD 2 BIBL 1 - 3	14 MAY 2026				
AD 2 BIBL 1 - 4	14 MAY 2026				
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AD 2 BIBL 1 - 6	22 APR 2021				
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AD 2 BIBL 1 - 8	02 OCT 2025				
AD 2 BIBL 2 - 1	18 JUN 2021				
AD 2 BIBL 2 - 2	18 JUN 2021				
AD 2 BIBR 1 - 1	02 OCT 2025				
AD 2 BIBR 1 - 2	02 OCT 2025				
AD 2 BIBR 1 - 3	02 OCT 2025				
AD 2 BIBR 1 - 4	02 OCT 2025				
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	14 MAY 2026				
AD 2 BIDV 1 - 4	14 MAY 2026				
AD 2 BIDV 1 - 5	05 OCT 2023				
AD 2 BIDV 1 - 6	05 OCT 2023				
AD 2 BIDV 1 - 7	22 JAN 2026				
AD 2 BIDV 1 - 8	22 JAN 2026				
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	14 MAY 2026				
AD 2 BIFM 1 - 4	14 MAY 2026				
AD 2 BIFM 1 - 5	02 OCT 2025				
AD 2 BIFM 1 - 6	02 OCT 2025				
AD 2 BIFM 2 - 1	18 JUN 2021				

AD 2 BINF 1 - 8	30 NOV 2023	AD 2 BISS 1 - 2	30 OCT 2025	AD 2 BISR 1 - 6	02 OCT 2025
AD 2 BINF 1 - 9	02 OCT 2025	AD 2 BISS 1 - 3	02 OCT 2025	AD 2 BISR 2 - 1	18 JUN 2021
AD 2 BINF 1 - 10	02 OCT 2025	AD 2 BISS 1 - 4	02 OCT 2025	AD 2 BISR 2 - 2	18 JUN 2021
AD 2 BINF 2 - 1	13 AUG 2021	AD 2 BISS 1 - 5	05 OCT 2023	AD 2 BIST 1 - 1	18 JUN 2021
AD 2 BINF 2 - 2	13 AUG 2021	AD 2 BISS 1 - 6	05 OCT 2023	AD 2 BIST 1 - 2	18 JUN 2021
AD 2 BINF 2 - 3	13 AUG 2021	AD 2 BISS 2 - 1	18 JUN 2021	AD 2 BIST 1 - 3	02 OCT 2025
AD 2 BINF 2 - 4	13 AUG 2021	AD 2 BISS 2 - 2	18 JUN 2021	AD 2 BIST 1 - 4	02 OCT 2025
AD 2 BIND 1 - 1	18 JUN 2021	AD 2 BISA 1 - 1	02 OCT 2025	AD 2 BIST 1 - 5	02 OCT 2025
AD 2 BIND 1 - 2	18 JUN 2021	AD 2 BISA 1 - 2	02 OCT 2025	AD 2 BIST 1 - 6	02 OCT 2025
AD 2 BIND 1 - 3	14 MAY 2026	AD 2 BISA 1 - 3	25 MAR 2021	AD 2 BIST 2 - 1	18 JUN 2021
AD 2 BIND 1 - 4	14 MAY 2026	AD 2 BISA 1 - 4	25 MAR 2021	AD 2 BIST 2 - 2	18 JUN 2021
AD 2 BIND 1 - 5	02 OCT 2025	AD 2 BISA 1 - 5	02 OCT 2025	AD 2 BIMS 1 - 1	02 OCT 2025
AD 2 BIND 1 - 6	02 OCT 2025	AD 2 BISA 1 - 6	02 OCT 2025	AD 2 BIMS 1 - 2	02 OCT 2025
AD 2 BIND 2 - 1	18 JUN 2021	AD 2 BISA 2 - 1	18 JUN 2021	AD 2 BIMS 1 - 3	25 MAR 2021
AD 2 BIND 2 - 2	18 JUN 2021	AD 2 BISA 2 - 2	18 JUN 2021	AD 2 BIMS 1 - 4	25 MAR 2021
AD 2 BIRG 1 - 1	18 JUN 2021	AD 2 BISF 1 - 1	20 MAY 2022	AD 2 BIMS 1 - 5	02 OCT 2025
AD 2 BIRG 1 - 2	18 JUN 2021	AD 2 BISF 1 - 2	20 MAY 2022	AD 2 BIMS 1 - 6	02 OCT 2025
AD 2 BIRG 1 - 3	14 MAY 2026	AD 2 BISF 1 - 3	02 OCT 2025	AD 2 BIMS 2 - 1	18 JUN 2021
AD 2 BIRG 1 - 4	14 MAY 2026	AD 2 BISF 1 - 4	02 OCT 2025	AD 2 BIMS 2 - 2	18 JUN 2021
AD 2 BIRG 1 - 5	02 OCT 2025	AD 2 BISF 1 - 5	02 OCT 2025	AD 2 BIVI 1 - 1	18 JUN 2021
AD 2 BIRG 1 - 6	02 OCT 2025	AD 2 BISF 1 - 6	02 OCT 2025	AD 2 BIVI 1 - 2	18 JUN 2021
AD 2 BIRG 2 - 1	18 JUN 2021	AD 2 BISF 1 - 7	05 OCT 2023	AD 2 BIVI 1 - 3	14 MAY 2026
AD 2 BIRG 2 - 2	18 JUN 2021	AD 2 BISF 1 - 8	05 OCT 2023	AD 2 BIVI 1 - 4	14 MAY 2026
AD 2 BIRE 1 - 1	04 SEP 2025	AD 2 BISF 2 - 1	18 JUN 2021	AD 2 BIVI 1 - 5	02 OCT 2025
AD 2 BIRE 1 - 2	04 SEP 2025	AD 2 BISF 2 - 2	18 JUN 2021	AD 2 BIVI 1 - 6	02 OCT 2025
AD 2 BIRE 1 - 3	14 MAY 2026	AD 2 BISL 1 - 1	02 OCT 2025	AD 2 BIVI 2 - 1	18 JUN 2021
AD 2 BIRE 1 - 4	14 MAY 2026	AD 2 BISL 1 - 2	02 OCT 2025	AD 2 BIVI 2 - 2	18 JUN 2021
AD 2 BIRE 1 - 5	02 OCT 2025	AD 2 BISL 1 - 3	02 OCT 2025	AD 2 BITE 1 - 1	07 AUG 2025
AD 2 BIRE 1 - 6	02 OCT 2025	AD 2 BISL 1 - 4	02 OCT 2025	AD 2 BITE 1 - 2	07 AUG 2025
AD 2 BIRE 2 - 1	18 JUN 2021	AD 2 BISL 2 - 1	18 JUN 2021	AD 2 BITE 1 - 3	14 MAY 2026
AD 2 BIRE 2 - 2	18 JUN 2021	AD 2 BISL 2 - 2	18 JUN 2021	AD 2 BITE 1 - 4	14 MAY 2026
AD 2 BIRL 1 - 1	18 JUN 2021	AD 2 BISL 1 - 1	18 JUN 2021	AD 2 BITE 1 - 5	04 SEP 2025
AD 2 BIRL 1 - 2	18 JUN 2021	AD 2 BISL 1 - 2	18 JUN 2021	AD 2 BITE 1 - 6	04 SEP 2025
AD 2 BIRL 1 - 3	14 MAY 2026	AD 2 BISL 1 - 3	02 OCT 2025	AD 2 BITE 1 - 7	02 OCT 2025
AD 2 BIRL 1 - 4	14 MAY 2026	AD 2 BISL 1 - 4	02 OCT 2025	AD 2 BITE 1 - 8	02 OCT 2025
AD 2 BIRL 1 - 5	12 JUN 2025	AD 2 BISL 1 - 5	02 OCT 2025	AD 2 BITE 2 - 1	18 JUN 2021
AD 2 BIRL 1 - 6	12 JUN 2025	AD 2 BISL 1 - 6	02 OCT 2025	AD 2 BITE 2 - 2	18 JUN 2021
AD 2 BIRL 1 - 7	02 OCT 2025	AD 2 BISL 2 - 1	18 JUN 2021	AD 2 BITM 1 - 1	02 OCT 2025
AD 2 BIRL 1 - 8	02 OCT 2025	AD 2 BISL 2 - 2	18 JUN 2021	AD 2 BITM 1 - 2	02 OCT 2025
AD 2 BIRL 2 - 1	25 MAR 2021	AD 2 BISV 1 - 1	18 JUN 2021	AD 2 BITM 1 - 3	02 OCT 2025
AD 2 BIRL 2 - 2	25 MAR 2021	AD 2 BISV 1 - 2	18 JUN 2021	AD 2 BITM 1 - 4	02 OCT 2025
AD 2 BIRS 1 - 1	04 SEP 2025	AD 2 BISV 1 - 3	14 MAY 2026	AD 2 BITM 2 - 1	18 JUN 2021
AD 2 BIRS 1 - 2	04 SEP 2025	AD 2 BISV 1 - 4	14 MAY 2026	AD 2 BITM 2 - 2	18 JUN 2021
AD 2 BIRS 1 - 3	14 MAY 2026	AD 2 BISV 1 - 5	02 OCT 2025		
AD 2 BIRS 1 - 4	14 MAY 2026	AD 2 BISV 1 - 6	02 OCT 2025		
AD 2 BIRS 1 - 5	02 OCT 2025	AD 2 BISV 2 - 1	18 JUN 2021		
AD 2 BIRS 1 - 6	02 OCT 2025	AD 2 BISV 2 - 2	18 JUN 2021		
AD 2 BIRS 2 - 1	18 JUN 2021	AD 2 BISK 1 - 1	18 JUN 2021		
AD 2 BIRS 2 - 2	18 JUN 2021	AD 2 BISK 1 - 2	18 JUN 2021		
AD 2 BIRF 1 - 1	27 JAN 2022	AD 2 BISK 1 - 3	02 OCT 2025		
AD 2 BIRF 1 - 2	27 JAN 2022	AD 2 BISK 1 - 4	02 OCT 2025		
AD 2 BIRF 1 - 3	02 OCT 2025	AD 2 BISK 1 - 5	02 OCT 2025		
AD 2 BIRF 1 - 4	02 OCT 2025	AD 2 BISK 1 - 6	02 OCT 2025		
AD 2 BIRF 1 - 5	07 AUG 2025	AD 2 BISK 2 - 1	18 JUN 2021		
AD 2 BIRF 1 - 6	07 AUG 2025	AD 2 BISK 2 - 2	18 JUN 2021		
AD 2 BIRF 1 - 7	02 OCT 2025	AD 2 BISR 1 - 1	18 JUN 2021		
AD 2 BIRF 1 - 8	02 OCT 2025	AD 2 BISR 1 - 2	18 JUN 2021		
AD 2 BIRF 2 - 1	18 JUN 2021	AD 2 BISR 1 - 3	02 OCT 2025		
AD 2 BIRF 2 - 2	18 JUN 2021	AD 2 BISR 1 - 4	02 OCT 2025		
AD 2 BISS 1 - 1	30 OCT 2025	AD 2 BISR 1 - 5	02 OCT 2025		

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GEN 3 ÞJÓNUSTA

GEN 3.1 UPPLÝSINGAÞJÓNUSTA FLUGMÁLA

GEN 3.1.1 Ábyrgðaraðili þjónustunnar

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

Forupplýsingaþjónustu fyrir flug lýst í GEN 3.1.5.

GEN 3.1.1.1 Upplýsingaþjónusta flugmála

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

GEN 3.1.1.2 Alþjóðleg NOTAM-skrifstofa (NOF)

Avians ehf.
NOTAM-skrifstofa
Nauthólsvegi 60-66
102 Reykjavík, Ísland
AFS: BIRKYNXX
Sími: +354 424 5190
Símbref: Á ekki við
Netfang: notam@avians.is
Heimasíða: <https://avians.is/c-forflugsupplysingar>
[NOTAM-síða](#)

Þjónustutími: H24

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

Frávík sjá: GEN 1.7.15

GEN 3.1.2 Ábyrgðarsvæði

Upplýsingaþjónusta flugmála ber ábyrgð á söfnun og miðlun flugupplýsinga fyrir Ísland og loftrýmið sem afmarkast af Flugupplýsingasvæði Reykjavíkur (BIRD FIR) og Flugstjórnarsvæði Reykjavíkur (BIRD CTA).

GEN 3 SERVICES

GEN 3.1 AERONAUTICAL INFORMATION SERVICES

GEN 3.1.1 Responsible service

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

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

GEN 3.1.1.1 AIS Headquarters

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

GEN 3.1.1.2 International NOTAM office (NOF)

Avians
NOTAM Office
Nauthólsvegi 60-66
IS-102 Reykjavík, Iceland
AFS: BIRKYNXX
Telephone: +354 424 5190
Telefax: NA
E-mail notam@avians.is
Internet: <https://avians.is/en/c-preflight-information>
[NOTAM-website](#)

Service hours: H24

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

Differences see: GEN 1.7.15

GEN 3.1.2 Area of responsibility

The Aeronautical Information Service is responsible for the collection and dissemination of aeronautical information for Iceland and the airspace within the Reykjavík Flight Information Region (BIRD FIR) and the Reykjavík Control Area (BIRD CTA).

GEN 3.1.3 Útgáfa flugmálaupplýsinga

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

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

GEN 3.1.3.2 Flugmálahandbókin (AIP)

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

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

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

Flugmálahandbókin (AIP) er gefin út rafrænt sem eAIP.

Slóðin er <https://eaip.avians.is>.

Rafræn flugmálahandbók (eAIP) er gefin út bæði sem HTML og PDF-skjöl.

GEN 3.1.3.3 Uppfærslur við Flugmálahandbók (AIP AMDT)

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

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

Þegar ákveðin uppfærsla hefur verið valin er hægt að haka við, efst í hægri horni AIP-hluta síðunnar til að skoða þær breytingar sem hafa verið gerðar.

Þegar hakað er við sjást breytingarnar, bæði nýr texti og eins texti sem hefur verið eytt.

Sjá einnig hjálparhnapp á síðunni.

GEN 3.1.3 Aeronautical publications

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

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

GEN 3.1.3.2 Aeronautical Information Publication (AIP)

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

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

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

The Icelandic AIP is published as eAIP and can be found at:

<https://eaip.avians.is>.

eAIP is published as HTML and PDF files.

GEN 3.1.3.3 Amendment to the AIP (AIP AMDT)

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

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

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

See also Help button in the eAIP.

l. Staðlað blindbrotflugskort (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 útgefinn flugkort

GEN 3.2.5 List of aeronautical charts available

Title of series	Name of Chart	Date
Flugvallakort Aerodrome Chart - ICAO	Akureyri	16 APR 2026
	Bildudalur	19 MAR 2026
	Egilsstaðir	03 OCT 2024
	Gjogur	22 JAN 2026
	Grimsey	12 AUG 2022
	Hofn Hornafirdi	02 DEC 2021
	Husavik	16 MAY 2024
	Isafjordur	07 AUG 2025
	Keflavik	20 MAR 2025
	Reykjavik	14 MAY 2026
	Saudarkrokur	13 JUL 2023
	Vestmannaeyjar	07 AUG 2025
	Vopnafjordur	27 NOV 2025
Tiltækar flugtaksvegalemdir við akbraut Intersecton Take Off Chart	Reykjavik	27 NOV 2025
Flugvallakort - CODE F flugvallaakstur Aerodrome Chart - CODE F Ground Movement	Keflavik	15 MAY 2025
Flugvélastæðiskort Aircraft Parking/Docking Chart - ICAO	Keflavik - Terminal Aprons	22 JAN 2026
	Keflavik - East Apron	24 JAN 2025
Leiðarljóskort Chart for Lead-in lights	Akureyri - Lead-in lights RWY 01	23 JAN 2025
Sjónflugsleiða- og umferðahringjakort VFR Routes and Traffic Pattern Chart	Keflavik VFR-Routes	15 MAY 2025
	Reykjavik VFR-Routes	04 OCT 2024
	Reykjavik Inbound and Outbound VFR Routes chart for single engine aircraft - RWY 01	01 DEC 2023
	Reykjavik Inbound and Outbound VFR Routes chart for single engine aircraft - RWY 13	05 OCT 2023
	Reykjavik Inbound and Outbound VFR Routes chart for single engine aircraft - RWY 19	05 OCT 2023
	Reykjavik Inbound and Outbound VFR Routes chart for single engine aircraft - RWY 31	21 MAR 2024
Nákvæmnisaðflugshindranakort Precision Approach Terrain Chart - ICAO	Keflavik - RWY 01	25 MAR 2021
	Keflavik - RWY 10	25 MAR 2021
	Keflavik - RWY 19	25 MAR 2021
	Keflavik - RWY 28	25 MAR 2021
Leiðarkort Enroute Chart - ICAO	ENROUTE CHART- ICAO Iceland	19 MAR 2026
	ENROUTE CHART- ICAO Reykjavik Control Area	14 MAY 2026
	ENROUTE CHART- ICAO West Greenland Insert	11 JUN 2026
Lágnarkshæðir við kögun ATC Surveillance Minimum Chart - ICAO	Keflavik ATC Surveillance Minimum Chart - FAXI TMA	30 OCT 2025
	Reykjavik ATC Surveillance Minimum Chart - FAXI TMA	07 AUG 2025

Title of series	Name of Chart	Date
Staðlað blindkomukort (STAR) - ICAO Standard Arrival Chart - Instrument (STAR) - ICAO	Akureyri RNP STAR RWY 19 AFPAC 1M, BEZIM 1M, CUBAS 1M, DOFRA 1M, UTISU 1M, MAMEP 1M, PEXIL 1M	16 APR 2026
	Akureyri RNP STAR RWY 19 PERUR 1N, PEXIL 1N, MAMEP 1N, UTISU 2N	16 APR 2026
	Keflavik RNAV STAR RWY 01 (East)	12 JUL 2024
	Keflavik RNAV STAR RWY 01 (West)	12 JUL 2024
	Keflavik RNAV STAR RWY 10 (East)	12 JUL 2024
	Keflavik RNAV STAR RWY 10 (West)	12 JUL 2024
	Keflavik RNAV STAR RWY 19 (East)	12 JUL 2024
	Keflavik RNAV STAR RWY 19 (West)	12 JUL 2024
	Keflavik RNAV STAR RWY 28 (East)	12 JUL 2024
	Keflavik RNAV STAR RWY 28 (West)	12 JUL 2024
	Reykjavik RNAV STAR RWY 19 VM 1N, NASBU 1V, TIBRA 1N, REKNO 1N, TERTU 2N, MYRAR 1N, INGAN 2N	05 OCT 2023
OMNI - DIRECTIONAL DEPARTURES	Keflavik OMNI-DIRECTIONAL DEPARTURES	28 NOV 2024
Staðlað blindbrotflugskort (SID)- ICAO Standard Departure Chart - Instrument (SID) - ICAO	Akureyri RNP SID RWY 01 PERUR 2A ASKUR 2A	19 MAR 2026
	Akureyri RNP SID RWY 01 PERUR 1B ASKUR 1B	19 MAR 2026
	Akureyri RNP SID RWY 01 MAMEP 1A UTISU 2A	23 JAN 2025
	Akureyri RNP SID RWY 01 CUBAS DORFA JARRI MAMEP PERUR	20 MAR 2025
	Akureyri SID RWY 01 AKI 1F	20 MAR 2025
	Akureyri RNP SID RWY 19 ASKUR 1C JARRI 1C	19 MAR 2026
	Akureyri RNP SID RWY 19 PERUR 1D ASKUR 1D JARRI 1D RETUR 1D	14 MAY 2026
	Akureyri SID RWY 19 ASKUR 1E JARRI 1E	20 MAR 2025
	Egilsstadir RNP SID RWY 03 FELLI 1B	03 OCT 2024
	Egilsstadir SID RWY 03 VAD 1A / VAD 1B	13 AUG 2021
	Egilsstadir SID RWY 21 VAD 2A ELVUR 2A BRUSI 2A FELLI 2A	25 JAN 2024
	Husavik RNP SID RWY 02 - TESSE 1A	14 MAY 2026
	Isafjordur RNP SID RWY 07 ISACI 1A, RE 1A	04 SEP 2025
	Keflavik RNAV SID RWY 01 LUTER 2A OSKUM 3A PIXUM 1A RIMUM 1A	03 OCT 2024
	Keflavik RNAV SID RWY 01 DELES 2A RALOV 3A SORIR 3A	03 OCT 2024
	Keflavik RNAV SID RWY 10 LUTER 2B, OSKUM 1B, PIXUM 3B RIMUM 1B	03 OCT 2024
	Keflavik RNAV SID RWY 10 DELES 3B, RALOV 4B, SORIR 3B	03 OCT 2024
	Keflavik RNAV SID RWY 19 LUTER 3C, OSKUM 3C, PIXUM 2C RIMUM 1C	03 OCT 2024
	Keflavik RNAV SID RWY 19 DELES 2C, RALOV 3C, SORIR 2C	03 OCT 2024
	Keflavik RNAV SID RWY 28 LUTER 3D, OSKUM 3D, PIXUM 2D RIMUM 1D	03 OCT 2024
Keflavik RNAV SID RWY 28 DELES 3D, RALOV 1D, SORIR 2D	03 OCT 2024	

Title of series	Name of Chart	Date
Blindaðflugskort Instrument Approach Chart - ICAO	Akureyri ILS RWY 01	27 NOV 2025
	Akureyri LOC RWY 01 CAT A and CAT B	14 MAY 2026
	Akureyri LOC A CAT C and CAT D	14 MAY 2026
	Akureyri RNP Y RWY 01 (AR)	14 MAY 2026
	Akureyri RNP Z RWY 01 (AR)	14 MAY 2026
	Akureyri ILS or LOC RWY 19	14 MAY 2026
	Akureyri RNP X RWY 19	14 MAY 2026
	Akureyri RNP Y RWY 19	14 MAY 2026
	Akureyri NDB RWY 19	14 MAY 2026
	Bildudalur RNP A	11 JUL 2024
	Bildudalur NDB C (Cloud break procedure)	18 MAY 2023
	Bildudalur RNP RWY 22	19 MAR 2026
	Blonduos RNP RWY 03	18 JUN 2021
	Egilsstadir ILS or LOC RWY 03	18 MAY 2023
	Egilsstadir RNP RWY 03	18 MAY 2023
	Egilsstadir RNP RWY 21	18 MAY 2023
	Egilsstadir NDB RWY 03	18 MAY 2023
	Egilsstadir NDB RWY 21	18 MAY 2023
	Gjogur RNP A	22 JAN 2026
	Gjogur NDB A	07 AUG 2025
	Gjogur RNP RWY 22	11 JUN 2026
	Grímsey RNP RWY 17	23 JAN 2025
	Grímsey RNP RWY 35	27 NOV 2025
	Hornafjordur RNP RWY 18	12 AUG 2022
	Hornafjordur RNP RWY 36	07 AUG 2025
	Husavik RNP RWY 02	14 MAY 2026
	Isafjordur RNP C	04 SEP 2025
	Isafjordur RNP D	07 AUG 2025
	Isafjordur NDB C	07 AUG 2025
	Keflavik ILS or LOC Z RWY 01	02 OCT 2025
	Keflavik ILS or LOC Y RWY 01	02 OCT 2025
	Keflavik ILS or LOC Z RWY 10	15 MAY 2025
	Keflavik ILS or LOC Y RWY 10	02 OCT 2025
	Keflavik ILS or LOC Z RWY 19	21 MAR 2024
	Keflavik ILS or LOC Y RWY 19	02 OCT 2025
	Keflavik ILS or LOC Z RWY 28	02 OCT 2025
	Keflavik ILS or LOC Y RWY 28	02 OCT 2025
	Keflavik RNP RWY 01	02 OCT 2025
	Keflavik RNP RWY 10	02 OCT 2025
	Keflavik RNP RWY 19	21 MAR 2024
	Keflavik RNP RWY 28	02 OCT 2025
	Keflavik VOR RWY 01	02 OCT 2025
Keflavik VOR RWY 10	14 MAY 2026	
Keflavik VOR RWY 19	02 OCT 2025	
Keflavik VOR RWY 28	02 OCT 2025	

GEN 3.3.6 Heimilisföng flugumferðarþjónustudeilda

GEN 3.3.6 ATS units address list

Nafn deildar Unit Name	Póstfang Postal address	Símanúmer Telephone No	FAX	Netfang E-mail	AFS	Heimasíða Website
Akureyri Turn/ TWR	Akureyrarflugvöllur 600 Akureyri	+354 424 4030	N/A	biar@isavia.is	N/A	https://www.isavia.is/en/akureyri-airport
Bíldudalur Flugradíó/ AFIS	Bíldudalsflugvöllur 465 Bíldudalur	+354 424 4085	N/A	atsairport@isavia.is	N/A	https://www.isavia.is/en/bildudalur-airport
Egilsstaðir Flugradíó/ AFIS	Egilsstaðaflugvöllur 700 Egilsstaðir	+354 424 4020	N/A	bieg@isavia.is	N/A	https://www.isavia.is/en/egilsstadir-airport
Gjögur Flugradíó/ AFIS	Gjögurflugvöllur 524 Árnesheppur	+354 424 4086	N/A	atsairport@isavia.is	N/A	https://www.isavia.is/en/gjogur-airport
Grímsey Flugradíó/ AFIS	Grímseyjarflugvöllur 611 Grímsey	+354 424 4070	N/A	atsairport@isavia.is	N/A	https://www.isavia.is/en/grimsey-airport
Hornafjörður Flugradíó/ AFIS	Hornafjarðarflugvöllur 781 Höfn í Hornafirði	+354 424 4078	N/A	atsairport@isavia.is	N/A	https://www.isavia.is/en/hornafjordur-airport
Húsavík Flugradíó/ AFIS	Húsavíkflugvöllur 641 Húsavík	+354 424 4073	N/A	atsairport@isavia.is	N/A	https://www.isavia.is/en/husavik-airport
Ísafjörður Flugradíó/ AFIS	Ísafjarðarflugvöllur 400 Ísafjörður	+354 424 4090	N/A	atsairport@isavia.is	N/A	https://www.isavia.is/en/isafjordur-airport
Keflavík Turn/ TWR	Keflavíkflugvöllur 235 Keflavíkflugvelli	+354 424 4055	N/A	atsairport@isavia.is	BIKFZTX	https://www.isavia.is/en/keflavik-airport
Reykjavík Flugstjórn/ ACC	Flugstjórnarmiðstöð, IS 102 Reykjavík	+354 424 4240	N/A	acc@avians.is	BIRDZQZX	https://www.avians.is/starfsemin/flugleidsaga
Reykjavík Turn/ TWR	Reykjavíkflugvöllur, IS 102 Reykjavík	+354 424 4040	N/A	turn@isavia.is	BIRDZQZR	https://www.isavia.is/reykjavikflugvollur
Sauðárkrókur Flugradíó/AFIS	Sauðárkróksflugvöllur 550 Sauðárkrókur	+354 453 5175	N/A	atsairport@isavia.is	N/A	https://www.isavia.is/fyrirtaekid/vidskiptavinir/innanlandsflugvellir/flugvellir-og-lendingarstadir
Vestmannaeyjar Flugradíó/AFIS	Vestmannaeyjaflugvöllur IS 900 Vestmannaeyjar	+354 424 4099	N/A	atsairport@isavia.is	N/A	https://www.isavia.is/en/vestmannaeyjar-airport
Vopnafjörður Flugradíó/AFIS	Vopnafjarðarflugvöllur 690 Vopnafjörður	+354 424 4080	N/A	atsairport@isavia.is	N/A	https://www.isavia.is/en/vopnafjordur-airport
Þórshöfn Flugradíó/AFIS	Þórshafnarflugvöllur 680 Þórshöfn	+354 424 4071	N/A	atsairport@isavia.is	N/A	https://www.isavia.is/en/thorshofn-airport

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GEN 3.4.3.2.1.2 Venjubundin fjarskipti:

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

GEN 3.4.3.2.2 Föst þjónusta

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

GEN 3.4.3.3 Útvarpsþjónusta

Eftirfarandi útvarpsþjónusta er veitt:

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

GEN 3.4.3.4 Notkun tungumáls

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

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

Flugstjórnarmiðstöðin, Reykjavík (ACC):

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

Iceland Radio:

127.850 MHz, 126.550 MHz, 129.625 MHz

(talsamband fyrir almenn flugfjarskipti), svo og allar stuttbylgjur, sem notaðar eru (Flokkar B, C og D).

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

Enska er eingöngu notuð til fjarskipta á eftirtöldum tíðnum:

Keflavík Tower: 118.300 MHz

Keflavík Ground: 121.900 MHz

Keflavík Clearance Delivery: 121.000 MHz

GEN 3.4.3.2.1.2 Routine air-ground communications:

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

GEN 3.4.3.2.2 Fixed Service

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

GEN 3.4.3.3 Broadcasting service

The following broadcasts are available for aircraft in flight:

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

GEN 3.4.3.4 Language used

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

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

Reykjavík Control:

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

Iceland Radio:

127.850 MHz, 126.550 MHz, 129.625 MHz

(General Purpose VHF) and all employed aeronautical HF frequencies (Families B, C and D).

Keflavík Approach: 119.300 MHz, 121.300 MHz.

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

Keflavík Tower: 118.300 MHz

Keflavík Ground: 121.900 MHz

Keflavík Clearance Delivery: 121.000 MHz

GEN 3.4.3.5 Hvar er hægt að fá tæmandi upplýsingar

Tæmandi upplýsingar um flugleiðsögubúnað er að finna í ENR 4.

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

GEN 3.4.4 Kröfur og skilyrði

GEN 3.4.4.1 Almenn

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

GEN 3.4.4.2 Varaafl

Varaafli fyrir fjarskiptastöðvar.

1. Fjarskiptastöðvar:

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

2. Flugupplýsingaþjónusta flugvalla:

Eftirtaldar flugupplýsingaþjónustur flugvalla hafa varaafli:

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

GEN 3.4.3.5 Where detailed information can be obtained

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

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

GEN 3.4.4 Requirements and conditions

GEN 3.4.4.1 General

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

GEN 3.4.4.2 Auxiliary Power

Auxiliary Power for Communication Stations

1. Radio communications stations:

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

2. Aerodrome Flight Information Service:

The following AFIS stations use backup power:

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

GEN 3.4.4.3 HF Fjarskipti

1. HF fjarskiptaþjónusta er veitt af Iceland Radio.
2. Listi yfir HF-tíðnir Iceland Radio og hlustunartími:

HF-tíðnir, flokkur B:

2899 KHz - 2100 - 0900 UTC
5616 KHz - H24
8864 KHz - H24
13291 KHz - 0900 - 2100 UTC

HF-tíðnir, flokkur C:

2872 KHz - 2100 - 0900 UTC
5649 KHz - H24
8879 KHz - H24
13306 KHz - 0900 - 2100 UTC

HF tíðnir, flokkur D:

2971 KHz - 2100 - 0900 UTC
4675 KHz - H24
8891 KHz - H24
11279 KHz - H24
13291 KHz - 0900 - 2100 UTC
17946 KHz - 0900 - 2100 UTC

GEN 3.4.4.3 HF Communication

1. HF communication services are provided by Iceland Radio.
2. List of Iceland Radio HF frequencies and hours of service:

HF family B freq:

2899 KHz - 2100 - 0900 UTC
5616 KHz - H24
8864 KHz - H24
13291 KHz - 0900 - 2100 UTC

HF family C freq.

2872 KHz - 2100 - 0900 UTC
5649 KHz - H24
8879 KHz - H24
13306 KHz - 0900 - 2100 UTC

HF family D freq.

2971 KHz - 2100 - 0900 UTC
4675 KHz - H24
8891 KHz - H24
11279 KHz - H24
13291 KHz - 0900 - 2100 UTC
17946 KHz - 0900 - 2100 UTC

GEN 3.4.4.4 Samskipti um gervihnött (SATVOICE)

Vélar með samþykkt SATVOICE frá ríki flugrekenda eða skráningarríki, mega nota það til samskipta við flugumferðarþjónustu, að eftirfarandi skilyrðum uppfylltum:

1. Flugmenn skulu fara eftir reglum um SELCAL í samræmi við GEN 3.4.4.10 eða halda hlustvörð á útgefinni HF tíðni; og
2. Samskipti í gegnum gervihnött skulu vera við Flugfjarskiptastöðina í Gufunesi frekar en Flugstjórnarmiðstöðina í Reykjavík nema nauðsyn beri til vegna neyðar.
3. Stytt símanúmer fyrir flugfjarskiptastöðina í Gufunesi (kallmerki Iceland Radio) er 425105 og fyrir Flugstjórnarmiðstöðina í Reykjavík (kallmerki Reykjavik Control) 425101 og 425103.

Ath. Talsamskipti um gervihnött koma ekki í staðinn fyrir ADS-C, CPDLC eða HF samskipti, heldur eiga þau að minnka hættu á sambandsleysi, auka öryggi og minnka álag á HF bylgjum.

GEN 3.4.4.5 VHF fyrir almenn viðskipti (GP VHF)

1. Aðaltilgangur með VHF-tíðnum fyrir almenn viðskipti í NAT-svæðinu er að bæta áreiðanleika og afköst fjarskiptanna og til að létta álagi af HF-tíðnum og bjóða upp á fjarskipti án truflana.
2. Fjarskiptakortin sem sýnd eru í ENR 6.1 munu aðstoða flugmenn til að ákvarða umfang svæðisins þar sem hægt er að nýta VHF-tíðnir fyrir almenn viðskipti í fjarskiptaþjónustunni.
3. Flugmenn eru beðnir að nota GP VHF tíðnir þegar hægt er til að minnka álagið á HF-tíðnum. Mögulega þarf að gera nokkrar tilraunir til að ná sambandi þegar komið er inn í GP VHF-móttökusvæðið á meðan flogið er í jaðarsvæði móttökunnar. Við brottför úr þessu svæði ætti fjarskiptum að vera komið á aftur á HF-tíðnum og helst áður en farið er út úr móttökusvæði GP VHF-tíðna.
4. Venjuleg tónkallsþjónusta er til staðar á VHF- tíðnum fyrir almenn viðskipti.
5. Aðal VHF-tíðni, fyrir almenn viðskipti, í Reykjavík FIR/CTA, er 127.850 MHz. Varatíðnir eru 129.625 og 126.550 MHz. Kallmerki : ICELAND RADIO.

GEN 3.4.4.6 VHF-tíðni flugumferðarstjóra/flugmanna

1. Til beinna sambanda flugumferðarstjóra og flugmanna er notað kerfi fjarstýrðra VHF-stöðva.
2. Beint samband flugumferðarstjóra og flugmanna er notað til að auðvelda beitingu minnkaðs aðskilnaðar með notkun kögunarþjónustu flugumferðar og/eða leiðsöguvirkja innan Íslands og Færeyja (VOR, DME, NDB).
3. Beint samband flugumferðarstjóra og flugmanna er til staðar innan VHF drægis í Austur-, Suður- og Vestur sektorum. Upplýsingar um tíðnir er að finna í kafla ENR 2.1.

GEN 3.4.4.4 Satellite voice communication (SATVOICE)

Aircraft with State of the Operator or the State of Registry approved SATVOICE, may use such equipment for additional ATS communications capability, provided the following requirements are met:

1. Pilots shall operate SELCAL in accordance with GEN 3.4.4.10 or maintain a listening watch on the assigned HF frequency; and
2. SATVOICE should be made to Iceland Radio rather than Reykjavik Control unless in case of emergency.
3. Telephone short code at Iceland radio is 425105 and Reykjavik Control 425101 and 425103.

Note. SATVOICE is not a replacement for ADS-C, CPDLC or HF communications, but rather a means of reducing the risk of communications failure, improving the safety of operations and alleviating HF congestion

GEN 3.4.4.5 General Purpose VHF (GP VHF)

1. The main purpose of General Purpose VHF in the NAT Region is to improve communication reliability, provide additional capacity to supplement HF families of frequencies, and provide static free communications.
2. The coverage charts depicted in ENR 6.1 will assist pilots in determining the approximate areas where use of General Purpose VHF Communication Service may be available.
3. In order to lessen the load on the HF frequencies, pilots are requested to use General Purpose VHF frequencies whenever possible. Several attempts to establish communication may be necessary upon entry into the GP VHF coverage area because of the possibility of being in the "fringe area" of reception. On exit, communications should be re-established on HF channels at the appropriate time, preferably before proceeding beyond normal GP VHF coverage.
4. Normal SELCAL service is available on General Purpose VHF.
5. In Reykjavik FIR/CTA the General Purpose VHF frequencies are 127.850 MHz primary and 129.625 and 126.550 MHz secondary, Callsign: ICELAND RADIO.

GEN 3.4.4.6 Controller/Pilot VHF

1. Direct Controller/Pilot communications (DCPC) utilizes a series of remotely controlled VHF stations.
2. Direct Controller/Pilot communications are used to facilitate the application of reduced separation by the use of ATS Surveillance systems and/or short range navigation aids located in Iceland or the Faeroe Islands (VOR, DME, NDB).
3. Direct Controller/Pilot communications service is provided in those portions of the East-, South- and West sectors that are within VHF range. Information on frequencies can be found in section ENR 2.1.

GEN 3.4.4.7 FANS 1/A ADS-C og CPDLC

CPDLC og ADS-C þjónustan er veitt í samræmi við ICAO, skjal nr. 10037 Global Operational Data Link (GOLD) Manual.

GEN 3.4.4.7.1 Þjónustusvæði

1. FANS 1/A ADS-C og CPDLC þjónusta er veitt í íslenska flugstjórnarsvæðinu, fyrir utan FAXI 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.
2. Þegar vél búin CPDLC búnaði flýgur í svæði utan drægis VHF bylgna, og CPDLC er til staðar, þá skal:
 - a. CPDLC vera fyrsti kostur sem samskiptamáti, og
 - b. Talsamskipti í gegnum HF, eða SATVOICE skulu vera annar valkostur.
 - c. Flugvélar sem eru búnar bæði Inmarsat (J5) og Iridium (J7) gagnasambandi skulu nota Iridium norðan við 80N.
3. Innan VHF drægis, má veitandi flugleiðsöguþjónustu veita CPDLC þjónusta sem fyrsta kost samskipta til að létta álagi á tíðnir eða til að til að nýta sjálfvirkni sem fylgir notkun CPDLC. Í þannig loftrými er VHF samskipti annar kostur til samskipta fyrir flugvélar búnar CPDLC.
4. Iceland Radio getur úthlutað viðeigandi fjarskiptatíðnum í gegnum CPDLC til þess að létta álagi á tíðnir.

GEN 3.4.4.7.2 Skráning

1. FANS gagnasambandsauðkenni flugstjórnarmiðstöðvarinnar í Reykjavík er BIRD.
2. Til að tryggja virkni FANS gagnasambandsins er nauðsynlegt að auðkenni flugs í búnaði loftfars sé nákvæmlega það sama og tilgreint var í flugáætlun. Áður en flugmaður skráir sig inn í þjónustuna skal hann staðfesta að svo sé.
3. Flugstjórnarmiðstöðin í Reykjavík getur einungis samþykkt FANS data link log-on þegar samræmd fluggögn hafa borist frá aðliggjandi svæði og flugáætlun hefur verið virkjuð í fluggagnakrefi flugstjórnarmiðstöðvarinnar. Eftirfarandi listi sýnir hversu mörgum mínútum fyrir svæðamörk flugvélin getur búist við því að geta skráð sig inn í FANS þjónustuna.

GEN 3.4.4.7 FANS 1/A ADS-C and CPDLC

The CPDLC and ADS-C service is provided in accordance with the ICAO document 10037 Global Operational Data Link (GOLD) Manual.

GEN 3.4.4.7.1 Area of applicability

1. FANS 1/A ADS-C and CPDLC service is provided in the Reykjavik CTA, excluding FAXI 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.
2. Generally, when a CPDLC aircraft is operating in an airspace beyond the range of VHF voice communications, and CPDLC is available, then:
 - a. CPDLC will be the primary means of communication, and
 - b. Voice will be used as the alternative means of communication (for example, third party HF or SATVOICE).
 - c. Aircraft that are equipped with both Inmarsat (J5) and Iridium (J7) data link capability shall use Iridium when north of 80N.
3. Within VHF coverage, an ATSU may provide CPDLC service as the primary means of communication to alleviate frequency congestion or to enable the use of automation associated with the use of CPDLC. In such airspace, VHF voice communication is the alternative means of communication for CPDLC aircraft.
4. Iceland Radio may issue frequency assignment via CPDLC to alleviate frequency congestion.

GEN 3.4.4.7.2 Logon

1. The FANS data link log-on address for the Reykjavik CTA is BIRD.
2. For correct functioning of FANS data link the aircraft identification entered into the avionics must be precisely the same as that contained in the filed flight plan. This should be confirmed by the flight crew prior to log-on.
3. Reykjavik oceanic area control centre can only accept FANS data link log-on once co-ordination data has been received from the adjacent area and the flight plan has been activated in the Reykjavik Flight Data Processing System. The following list indicates how many minutes before reaching the Reykjavik CTA boundary a successful log-on with BIRD may be expected.

Flugvél kemur inn í íslenska flugstjórnarsvæðið frá:

Bodo:	20 mínútur (tengingin er venjulega flutt sjálfvirkt frá Bodo til Reykjavíkur).
Edmonton:	30 mínútur (tengingin er venjulega flutt sjálfvirkt frá Edmonton til Reykjavíkur).
Gander:	20 mínútur (tengingin er venjulega flutt sjálfvirkt frá Gander til Reykjavíkur).
St. Petersburg:	20 mínútur ef vélin er með Iridium eða HF gagnasamband. Ef vélin er eingöngu með Inmarsat gagnasamband skal skrá inn í þjónustuna eftir að farið er yfir 82°N á suður leið.
Scottish Domestic:	15 mínútur (tengingin er venjulega flutt sjálfvirkt frá Scottish til Reykjavíkur).
Shanwick Oceanic:	30 mínútur (tengingin er venjulega flutt sjálfvirkt frá Shanwick til Reykjavíkur).
Stavanger:	15 mínútur.

Brotflug frá flugvöllum innan hliðarmarka íslenska flugstjórnarsvæðisins:

Skrá skal inn í þjónustuna eftir flugtak.

GEN 3.4.4.7.3 Uplink Message Latency Monitor Function

Sjá texta á ensku.

Entering Reykjavik CTA from:

Bodo:	20 minutes (the connection is normally transferred automatically from Bodo to Reykjavik).
Edmonton:	30 minutes (the connection is normally transferred automatically from Edmonton to Reykjavik).
Gander:	20 minutes (the connection is normally transferred automatically from Gander to Reykjavik).
St. Petersburg:	20 minutes if the aircraft is equipped with Iridium and/or HF data link. If the aircraft is only equipped with Inmarsat data link then log-on to BIRD after passing 82°N southbound.
Scottish Domestic:	15 minutes (the connection is normally transferred automatically from Scottish to Reykjavik).
Shanwick Oceanic:	30 minutes (the connection is normally transferred automatically from Shanwick to Reykjavik).
Stavanger:	15 minutes.

Departing from airports within the lateral limits of Reykjavik CTA:

Aircraft shall log-on after departure.

GEN 3.4.4.7.3 Uplink Message Latency Monitor Function

1. Set Timer

- a. The uplink message latency monitor function is designed to prevent pilots from acting on a CPDLC uplink message that has been delayed in the network. Approximately 5 minutes after entering the Reykjavik Oceanic airspace, equipped flights will receive a message advising crews to set the latency timer: "SET MAX UPLINK DELAY VALUE TO 300 SEC".
- b. When the pilot receives the uplink CPDLC message SET MAX UPLINK DELAY VALUE TO 300 SEC he/she shall;
 - i. Send a positive response to ATC as prompted by the avionics (ACCEPT [ROGER]) regardless of whether the aircraft supports the latency monitor function.

Note 1: It is important that pilots respond to the SET MAX UPLINK DELAY VALUE TO 300 SEC uplink message to avoid having open unanswered CPDLC messages in the system. This also applies to aircraft that have deficient message latency monitor functionality or no such functionality at all.

Note 2: The Global Operational Data Link Manual specifies that the pilot should append the response downlink with the free text message TIMER NOT AVAILABLE when the message latency monitor function is not available in the aircraft.

- i. If the aircraft is equipped with a correctly functioning message latency monitor, enter the specified uplink delay into the avionics in accordance with the aircraft procedures. Some avionics will automatically set the delay value in accordance with the uplink message and do not allow for a manual input.

Note 3: If an aircraft is instructed to log off and then log on again mid-flight, ATC may send the message SET MAX UPLINK DELAY VALUE TO 300 SEC again once the logon is completed.

2. Delayed CPDLC Uplink Message

- a. When a pilot receives a CPDLC uplink message with an indication that the message has been delayed the pilot shall:
 - i. Revert to voice communications to notify the ATS unit of the delayed message received and to request clarification of the intent of the CPDLC message; and
 - ii. Respond appropriately to close the message as per the instructions of the controller.
- b. The pilot must not act on the delayed uplink message until clarification has been received from the controller.

GEN 3.4.4.7.4 Heimild til lækkunar um STAR ferla

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

GEN 3.4.4.7.5 ADS-C samningar

Eftirfarandi ADS-C samningar eru gerðir við allar flugvélar með ADS-C getu sem skrá sig inn í þjónustuna:

Sjá texta á ensku.

GEN 3.4.4.7.4 Clearance for descend via STAR

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

GEN 3.4.4.7.5 ADS-C contracts

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

1. a periodic contract with 14 minute reporting interval; and
2. an event contract with the following characteristics:
 - a. waypoint change event; and
 - b. lateral deviation change event with a 5 NM threshold; and
 - c. altitude range change event with a 200 feet threshold dynamically updated with cleared level changes; and
 - d. vertical rate change event with a 5000 feet per minute descent threshold.

GEN 3.4.4.8 Fjarskipti

- Allar venjulegar staðarákvarðanir verður að senda um:
 - Iceland Radio (aðaltíðni 127.850 MHz, varatíðni 129.625 og 126.550 eða HF- tíðnum í flokkum B, C, D) sem mun koma þeim, sem og öðrum skeytum frá loftförum strax og sjálfvirkt, til viðkomandi flugstjórnarmiðstöðva, rekstraraðila loftfara og veðurstöðva eins og þurfa þykir; eða
 - ADS-C stöðutilkynningar í samræmi við aðferðir sem tilgreindar eru í ICAO skjalinu „Global Operational Data Link (GOLD) Manual, Doc 10037“.
- Öll loftför innan Reykjavíkur FIR/CTA sem ekki eru í beinu sambandi við flugumferðarstjórn verða að halda hlustvörð við ICELAND RADIO á tónkalli eða hlusta á GP VHF-tíðni 127.850 MHz (aðal), 129.625 eða 126.550 MHz (vara) eða HF flokkum B, C, D

Eftirfarandi skal áréttað til að forða misskilningi:

REYKJAVÍK FLUGSTJÓRN SÉR UM FLUGSTJÓRN INNAN REYKJAVÍK FIR/CTA.

KALLMERKI: REYKJAVÍK FLUGSTJÓRN.

ICELAND RADIO ER FLUGFJARSKIPTASTÖÐ FYRIR REYKJAVÍK FIR/CTA .

KALLMERKI: ICELAND RADIO.

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

GEN 3.4.4.9 Fjarskipti í sjónflugi innanlands

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

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

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

GEN 3.4.4.8 Communications

- All routine position reports must be transmitted via:
 - ICELAND RADIO, (primary 127.850 MHz, secondary 129.625 and 126.550 MHz or HF Families B. C. D) which delivers them as other messages from aircraft, immediately and automatically as required to the relevant OACC's, airline operators and MET offices; or
 - ADS-C waypoint reporting in accordance with procedures published in the ICAO document "Global Operational Data Link (GOLD) Manual, Doc 10037".
- All aircraft within Reykjavík CTA/FIR that are not in direct Controller/Pilot communication are required to maintain listening watch, SELCAL or aural, with ICELAND RADIO on GP VHF primary 127.850 MHz, secondary 129.625 or 126.550 MHz or HF Families B. C. D.

To prevent misunderstanding the following must be stressed:

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

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

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

GEN 3.4.4.9 Communication Domestic VFR Flights

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

Information concerning frequencies can be found in AIP AD chapters.

Further information on communication between pilot and ATS Service, see GEN 3.3.3.1.

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

GEN 3.4.4.10 Fjarskipti bregðast

ICAO skjal 7030 NAT 3.6.2.3, 6.1.2.2 og 9.3

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

GEN 3.4.4.10.1 Umferð sem fer um úthafssvæðið

GEN 3.4.4.10.1.1 Almennt

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

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

GEN 3.4.4.10.1.2 Bilun fjarskipta

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

GEN 3.4.4.10.1.3 Samskipti um gervihnött

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

GEN 3.4.4.10.2 Lent innan NAT svæðis:

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

GEN 3.4.4.10 Communication failure

ICAO Doc 7030 NAT 3.6.2.3, 6.1.2.2 and 9.3

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

GEN 3.4.4.10.1 OAC Traversing Traffic

GEN 3.4.4.10.1.1 General

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

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

GEN 3.4.4.10.1.2 Communications failure

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

GEN 3.4.4.10.1.3 The use of satellite voice communications (SATVOICE)

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

GEN 3.4.4.10.2 Landing within NAT region:

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

GEN 3.4.4.10.3 Innanlands flug

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

1. Ef sjónflugsskilyrði eru skal loftfarið:

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

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

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

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

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

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

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

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

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

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

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

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

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

GEN 3.4.4.10.3 Domestic flight

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

1. If in visual conditions:

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

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

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

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

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

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

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

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

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

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

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

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

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

GEN 3.4.4.10.4 Flug innan flugstjórnarsviðs

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

GEN 3.4.4.10.4 Flying within CTR

If aircraft experiences communication failure in Control Zone the pilot shall select 7600 on its transponder, enter traffic circuit via nearest reporting point on VFR route and follow the circuit to final approach of runway in use.

Observe other traffic and signals from the control tower. Do not land unless serious conditions exists or until a steady green signal is received from the control tower. After landing continue the landing run to the nearest exit and vacate the runway as quickly as possible. Air Traffic Control can find out if the aircraft has an operating receiver by asking the aircraft to squawk IDENT or by rocking the aircraft's wings.

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ENR 1.9.3.4 Brottfarir frá Íslandi sem fara inn í EUR svæðið

Brottfarir frá Íslandi inn í EUR svæðið fá úthlutað brottfarartíma frá NMOC. Flug sem hafa lagt inn flugáætlun með flugleið inn í svæði eða á flugvöll með takmörkunum sem NMOC hefur umsjón með, munu fá skilgreindan brottfarartíma (CTOT) sendan með skeyti (SAM).

Reglur um flugáætlanir fyrir flug frá Íslandi inn í EUR svæðið eru:

1. Flugrekstraraðilar sem leggja inn flugáætlun fyrir flug inn í svæðið sem NMOC flæðisstýrir skulu leggja inn flugáætlun að minnsta kosti 3 tímum fyrir áætlaðan hlaðfartíma;
2. Flugrekstraraðilar ættu að vera meðvitaðar um að ef flugáætlun er lögð inn of seint gæti það leitt til meiri tafa en ella;
3. Reglur um flugáætlanir innan NMOC svæðisins eru í leiðbeiningarhefti NMOC sem hægt er að nálgast í bókasafni Eurocontrol eða á netsíðu NMOC (sjá ENR 1.9.3.6);
4. Mikilvægt er að áætlaður hlaðfartími sé eins nákvæmur og hægt er. Evrópu reglur gera kröfu um að flug sem fer, kemur eða flýgur yfir Evrópu og er meira en +/- 15 mínútum frá áætluðum hlaðfarartíma skuli tilkynna breytinguna til NMOC.

Það er ávallt hagur flugrekenda sjálfra að veita sem réttastar upplýsingar um sín flug til að fyrirbyggja óþarfa tafir. Síðbúnar breytingar auka til muna líkur á töfum.

Rétt notkun STS/ATFMEXEMPTAPPROVED mun tryggja að samþykkt flug lenda ekki í óþarfa töf.

ENR 1.9.3.5 ATFM Handbækur

Sjá texta á ensku. Nákvæmir starfshættir NMOC eru gefnir út í handbók NMOC, sem hægt er að sækja í bókasafn Eurocontrol eða á vefsíðu NMOC (sjá ENR 1.9.3.6).

Upplýsingar og ráð um flæðisstjórnun innan íslenska flugstjórnarsvæðisins, þar með taldar breytingar á síðustu stundu, má fá hjá flæðisstjórn í flugstjórnarmiðstöðinni í Reykjavík.

ENR 1.9.3.4 Departures from Iceland entering the EUR region

Departures from Iceland entering the EUR region are subject to ATFM measures affecting their flight profile and managed by NMOC. Flights whose profile takes them into a regulated sector /aerodrome within the area of responsibility of the NMOC will receive a calculated take-off time (CTOT) via a slot allocation message (SAM). The ATFM rules for flight planning for flights departing Iceland and entering the EUR region, are:

1. AOs filing flight plans for flights entering the NMOC ATFM area shall submit a flight plan at least 3 hours before Estimated off-block time (EOBT);
2. AOs should be aware that late filing of a flight plan may lead to a disproportionate delay;
3. Full details of flight planning requirements within the NMOC ATFM area are included in the NMOC ATFM Users Manual which is obtainable from the Eurocontrol Library or from the NMOC website (see ENR 1.9.3.6);
4. It is important that the EOBT of a flight is as accurate as possible. It is a European requirement that all controlled flights departing, arriving or over-flying Europe subject to a change in an EOBT of more than + or - 15 minutes shall notify the change to the NMOC.

In all cases, it is in the best interest of Aircraft Operators to initiate prompt revisions or cancellations, thus permitting the system to maximise use of available capacity and minimise delay. The later the revision is made the greater the probability of a delay.

The correct application of the STS/ ATFMEXEMPTAPPROVED procedure will ensure that approved flights are not unnecessarily delayed.

ENR 1.9.3.5 ATFM Documentation

Detailed NMOC procedures are published in the "NMOC Handbook", which is obtainable from the Eurocontrol Library or from the NMOC website (see ENR 1.9.3.6).

Direct information and advice about implemented ATFM measures in the Reykjavik FIR/CTA, including last minute changes may be obtained at the Reykjavik FMP.

ENR 1.9.3.6 Tengiliðir

ENR 1.9.3.6.1 Skjalasafn Eurocontrol

Vefsíða skjalasafns Eurocontrol:

<https://www.eurocontrol.int/library>

Hægt er að hafa samband í gegnum svæði merkt Contact us á NMOC síðunni.

ENR 1.9.3.6.2 Rekstrarstöð netstjóra

Upplýsingar um tengiliði er að finna á vefsíðu

<https://www.eurocontrol.int/network-operations>

ENR 1.9.3.6.3 Flæðisstjórn Reykjavík (FMP) OAC

Telephone / Sími: + 354 424 4240

Email / Netfang: atc@avians.is

ENR 1.9.4 Umferð um Keflavík- og Reykjavíkflugvöll

Gefnir eru út reglur um flugferla fyrir flugumferð til og frá Keflavík- og Reykjavíkflugvelli og lýst í AIP ENR 1.8.3.1.3.7.

ENR 1.9.5 Stjórnun loftrýmis

(Reglugerð 1045/2007).

Sveigjanleg notkun loftrýmis er unnin í samræmi við Samkomulag um fyrirkomulag á stjórnun og sveigjanlegri notkun loftrýmis milli Samgöngustofu (SGS), Avians og Landhelgisgæslu Íslands.

ENR 1.9.5.1 Stjórnun loftrýmis á skipulagsstigi (1. stigi)

Samgöngustofa ber ábyrgð á stjórnun loftrýmis á skipulagsstigi 1.

Samgöngustofa ákvarðar skipulag loftrýmis og veitir notendum aðgang að því.

ENR 1.9.5.2 Stjórnun loftrýmis á forlausnastigi (2. stigi) og úrlausnastigi (3. stigi)

Í umboði Samgöngustofu (SGS) fer Avians sem tilnefndur veitandi flugumferðarþjónustu með forlausna- og úrlausnastig stjórnunar loftrýmis.

Avians afhendir loftrými innan fyrirfram skilgreindra og frátekinn svæða eða annarra svæða sem Avians hefur undir stjórn sinni. Hefur samráð við viðeigandi aðila. Þó er aldrei heimilt að úthluta loftrými, fyrir herflug, í lægri hæðum en í fluglagi 150 (15000 fet) yfir Íslandi, nema með sérstöku samþykki SGS.

ENR 1.9.3.6 Contacts

ENR 1.9.3.6.1 Eurocontrol Library

Eurocontrol Library website:

To address your questions or comments regarding request for information on NM Services, contact NMOC through Contact us on the NMOC site.

ENR 1.9.3.6.2 Network Manager Operations Centre (NMOC)

For contact details refer to the website:

ENR 1.9.3.6.3 Flow Management Position (FMP) Reykjavik OAC

ENR 1.9.4 Traffic via Keflavik- and Reykjavik aerodrome

Requirements for Flight Plan routing for departing and arriving flights from and to Keflavik- and Reykjavik aerodromes. See ENR 1.8.3.1.3.7.

ENR 1.9.5 Airspace management

(Regulation 1045/2007).

Flexible use of airspace is done in accordance with an agreement on airspace management between the Icelandic Transport and Aviation Authority (ICETRA), Avians and the Icelandic Coast Guard.

ENR 1.9.5.1 Strategic airspace management (level 1)

The Icelandic Transport and Aviation Authority (ICETRA) is responsible for Strategic Airspace Management (level 1).

ICETRA determine the strategic airspace management and access to it.

ENR 1.9.5.2 Pre-tactical airspace management (level 2) Tactical airspace management (level 3)

Icelandic Transport Authority (ICETRA) has appointed Avians as an airspace management cell to allocate airspace in pre-tactical and tactical airspace management.

Avians manages airspace allocation and communicate in good time the airspace availability to all affected users, partners and organisations. Allocation of airspace, for military flights, below flight level 150 (15000 feet) over Iceland is subject to approval by ICETRA.

ENR 3.2 FLUGLEIÐIR SVÆÐISLEIÐSÖGU

ENR 3.2 AREA NAVIGATION ROUTES

Route designator Navigation specification Name of Significant points Coordinates	Waypoint Formation (Angle and Distance Indication)	Track True/MAG Rev Track True/MAG Distance (NM)	Upper limit Lower limit Airspace class	Direction of cruising levels		Navigation accuracy requirements	Remarks
				Odd	Even		
1	2	3	4	5		6	7
UT599 (RNAV)		TOT DIST 307.6 NM					
Δ NUUK L 'GH' 641047N 0514459W							
		<u>076° T</u> <u>099°</u> - - 86.0 NM	<u>FL 285</u> FL 195	↓		(RNP 2 or GNSS)	Reykjavík OAC 124.400 H24 {See ENR 2.1}
Δ WOXPO 643011N 0483224W							
		<u>078° T</u> <u>102°</u> - - 40.6 NM	<u>FL 285</u> FL 195	↓		(RNP 2 or GNSS)	Reykjavík OAC 124.400 H24 {See ENR 2.1}
Δ KOGAG 643752N 0470000W							
		<u>079° T</u> <u>102°</u> - - 181.0 NM	<u>FL 285</u> FL 195	↓		(RNP 2 or GNSS)	Reykjavík OAC 124.400 H24 {See ENR 2.1}
Δ LODNO 650200N 0400000W							

ENR 3.2 FLUGLEIÐIR SVÆÐISLEIÐSÖGU

ENR 3.2 AREA NAVIGATION ROUTES

Route designator Navigation specification Name of Significant points Coordinates	Waypoint Formation (Angle and Distance Indication)	Track True/MAG Rev Track True/MAG Distance (NM)		Upper limit Lower limit Airspace class	Direction of cruising levels		Navigation accuracy requirements	Remarks
					Odd	Even		
1	2	3		4	5		6	7
UW22 (RNAV)		TOT DIST 31.4 NM						
Δ NYGAR 681356N 0521841W								
		160° T	010°	FL 285	↓	↑	(RNP 2 or GNSS)	Reykjavík OAC 124.400 H24 {See ENR 2.1}
		341° T	190°	FL 195				
		31.4 NM						
Δ AASIAAT L 'AA' 684323N 0524705W								

Merkikóði kennimerkja/ Name-code Designator	Hnit/ Coordinates	Flugþjónustuleið eða aðrar leiðir/ ATS Route or other route	Athugasemdir/ Remarks
1	2	3	4
STEFA	750600N 0650500W		BDRY Pituffik TMA
SUBAX	653326N 0513722W	Y31	See AIP Greenland
SUBUD	643400N 0521500W	UT596	See AIP Greenland
SUKED	645940N 0263710W		Outbound from BIKF/BIRK
SUXOT	654355N 0174430W		IAF BIHU
TABIT	641738N 0221123W		IAF BIRK
TADOD	643103N 0155504W		IAF BIHN
TANFU	620325N 0212700W		Outbound from BIKF/BIRK
TERTU	642603N 0214343W	Y192	
TESSE	662003N 0180150W		IAF BIGR
TESVO	665200N 0512321W	Y31, Y67	See AIP Greenland
THUNE	661315N 0151952W	Y192, Y193	
TIBRA	641734N 0205542W		STAR BIRK
TOLAN	653611N 0492055W	UT588	See AIP Greenland
TOMAS	734400N 0583500W		Pituffik Exit Entry Point
TUGNU	652642N 0194221W		IAF BIKR
TUNLI	641215N 0214500W		BID12 DANGER AREA PLANNING WP
TUTGA	634216N 0512559W	Y688	
ULKIM	652916N 0135407W		IAF BIEG
UPOKI	645752N 0485832W	UT598	
UTISU	655255N 0172030W		STAR-SID BIAR
VALDI	611252N 0000000W		BDRY Reykjavik FIR/Polaris FIR
VALGU	682906N 0512208W	Y42	See AIP Greenland
VALUX	640947N 0224703W		IAF BIKF
VAXAN	652500N 0345400W		BDRY BIRD FIR / BGGL FIR

Merkikóði kennimerkja/ Name-code Designator	Hnit/ Coordinates	Flugþjónustuleið eða aðrar leiðir/ ATS Route or other route	Athugasemdir/ Remarks
1	2	3	4
VEKAD	652714N 0234138W		IAF BIBD
VEPIR	632525N 0204212W		IAF BIVM
VESFE	632359N 0201718W	Y190	
VESOX	635902N 0231033W		IAF BIKF
VEXIN	751950N 0620000W	UT595	See AIP Greenland
VICCI	664016N 0182124W		IAF BIGR
VICOM	652831N 0151536W		IAF BIVO
VIGAZ	654727N 0211138W		IAF BIGJ
VIZZU	631810N 0195820W		IAF BIVM
WAKES	662237N 0153120W		IAF BITN
WIVVI	653337N 0524606W	Y67	See AIP Greenland
WOXPO	643011N 0483224W	UT599	
WUTAN	665116N 0490319W	UW28	See AIP Greenland

**ENR 5.3 ÖNNUR HÆTTULEG STARFSEMI OG AÐRAR
HUGSANLEGAR HÆTTUR**

**ENR 5.3 OTHER ACTIVITIES OF A DANGEROUS
NATURE AND OTHER POTENTIAL HAZARDS**

ENR 5.3.1 ÖNNUR HÆTTULEG STARFSEMI

ENR 5.3.1 OTHER ACTIVITIES OF A DANGEROUS NATURE

Lateral limits coordinates	Vertical limits	Advisory measures	Authority or service provider responsible for info	Remarks
1	2	3	4	5
Keflavik 635906N 0223620W	Up to 100 000 FT/MSL	Radiosonde Upper air radio observation / MAX LEN 30 M MAX WT 1.0 KG MAX ROC 1 400 FT/MIN	Meteorological Office Bustadavegur 9 150 Reykjavik, Iceland Phone: +354 522 6000	Daily: 1100-1115 and 2300-2315 The distance the balloons travel away from the launch site is dependent on the wind strength and the wind direction. Both can vary a lot as the balloon ascends.
Keflavik 635906N 0223620W	Up to 100 000 FT/MSL	Radiosonde OZON observation / MAX LEN 100 M MAX WT 2.0 KG MAX ROC 1 400 FT/MIN	Meteorological Office Bustadavegur 9 1 50 Reykjavik, Iceland Phone: +354 522 6000	Once a week: MID DEC to END MAR Times: Irregular The distance the balloons travel away from the launch site is dependent on the wind strength and the wind direction. Both can vary a lot as the balloon ascends.
Egilsstadir 651700N 0142405W	Up to 100 000 FT/MSL	Radiosonde Upper air radio observation / MAX LEN 100 M MAX WT 1.0 KG MAX ROC 1 400 FT/MIN	Meteorological Office Bustadavegur 9 150 Reykjavik, Iceland Phone: +354 522 6000	Daily 1100 - 1115 from 1 st of Sept. to 10 th of May. The distance the balloons travel away from the launch site is dependent on the wind strength and the wind direction. Both can vary a lot as the balloon ascends.

ENR 5.3.2 AÐRAR HUGSANLEGAR HÆTTUR

ENR 5.3.2 OTHER POTENTIAL HAZARDS

Lateral limits coordinates	Vertical limits	Advisory measures	Authority or service provider responsible for info	Remarks
1	2	3	4	5
VOLCANO 373060 ASKJA 6503N 01647W	In eruptions risk of volcanic ash up to 115 000 FT/ MSL	Avoid flying less than 4000 FT above vertical limits during eruption	Meteorological Office Bustadavegur 9 150 Reykjavik, Iceland Phone: 354 522 6000	Effusive-Explosive ASKJA last erupted 1961 http://icelandicvolcanoes.is/?volcano=ASK
VOLCANO 373030 BARDARBUNGA 6438N 01730W	In eruptions risk of volcanic ash up to 82 000 FT/ MSL	Avoid flying less than 4000 FT above vertical limits during eruption	Meteorological Office Bustadavegur 9 150 Reykjavik, Iceland Phone: 354 522 6000	Effusive-Explosive BARDARBUNGA last erupted 2014-2015 http://icelandicvolcanoes.is/?volcano=BAR
VOLCANO 371040 BRENNISTEINSFJÖLL 6357N 02145W	In eruptions risk of volcanic ash up to 16 000 FT/ MSL	Avoid flying less than 4000 FT above vertical limits during eruption	Meteorological Office Bustadavegur 9 150 Reykjavik, Iceland Phone: 354 522 6000	Effusive BRENNISTEINSFJÖLL last erupted Late 10th century CE http://icelandicvolcanoes.is/?volcano=BRE
VOLCANO 371022 ELDEY 6344N 02300W	In eruptions risk of volcanic ash up to 49 000 FT/ MSL	Avoid flying less than 4000 FT above vertical limits during eruption	Meteorological Office Bustadavegur 9 150 Reykjavik, Iceland Phone: 354 522 6000	Explosive ELDEY last erupted 1926 CE http://icelandicvolcanoes.is/?volcano=ELD
VOLCANO 374020 ESJUFJOLL 6417N 01635W	In eruptions risk of volcanic ash up to 49 000 FT/ MSL	Avoid flying less than 4000 FT above vertical limits during eruption	Meteorological Office Bustadavegur 9 150 Reykjavik, Iceland Phone: 354 522 6000	Explosive ESJUFJOLLI last erupted 1927 CE http://icelandicvolcanoes.is/?volcano=ESJ
VOLCANO 372020 EYJAFJALLAJOKULL 6338N 01938W	In eruptions risk of volcanic ash up to 82 000 FT/ MSL	Avoid flying less than 4000 FT above vertical limits during eruption	Meteorological Office Bustadavegur 9 150 Reykjavik, Iceland Phone: 354 522 6000	Explosive-Effusive EYJAFJALLAJOKULL last erupted 2010 http://icelandicvolcanoes.is/?volcano=EYJ
VOLCANO 371032 FAGRADALSFJALL 6353N 02216W	In eruptions risk of volcanic ash up to 16 000 FT/MSL	Avoid flying less than 4000 FT above vertical limits during eruption	Meteorological Office Bustadavegur 9 150 Reykjavik, Iceland Phone 354 522 6000	Effusive FAGRADALSFJALL last erupted 2022 https://icelandicvolcanoes.is/?volcano=FAG
VOLCANO 373070 FREMRINAMAR 6526N 01640W	In eruptions risk of volcanic ash up to 16 000 FT/ MSL	Avoid flying less than 4000 FT above vertical limits during eruption	Meteorological Office Bustadavegur 9 150 Reykjavik, Iceland Phone: 354 522 6000	Effusive FREMRINAMAR last erupted~1000 BCE http://icelandicvolcanoes.is/?volcano=FRE
VOLCANO 371060 GRIMSNES 6403N 02053W	In eruptions risk of volcanic ash up to 16 000 FT/ MSL	Avoid flying less than 4000 FT above vertical limits during eruption	Meteorological Office Bustadavegur 9 150 Reykjavik, Iceland Phone: 354 522 6000	Effusive GRIMSNES last erupted ~5000 BCE http://icelandicvolcanoes.is/?volcano=GRN
VOLCANO 373010 GRIMSVOTN 6425N 01720W	In eruptions risk of volcanic ash up to 82 000 FT/ MSL	Avoid flying less than 4000 FT above vertical limits during eruption	Meteorological Office Bustadavegur 9 150 Reykjavik, Iceland Phone: 354 522 6000	Explosive-Effusive GRIMSVOTN last erupted 2011 http://icelandicvolcanoes.is/?volcano=GRV

Lateral limits coordinates	Vertical limits	Advisory measures	Authority or service provider responsible for info	Remarks
VOLCANO 373082 HEIDARSPORDAR 6535N 01649W	In eruptions risk of volcanic ash up to 16 000 FT/ MSL	Avoid flying less than 4000 FT above vertical limits during eruption	Meteorological Office Bustadavegur 9 150 Reykjavik, Iceland Phone: 354 522 6000	Effusive HEIDARSPORDAR last erupted ~2000 BCE http://icelandicvolcanoes.is/?volcano=HEI
VOLCANO 372070 HEKLA 6359N 01940W	In eruptions risk of volcanic ash up to 115 000 FT/ MSL	Avoid flying less than 4000 FT above vertical limits during eruption	Meteorological Office Bustadavegur 9 150 Reykjavik, Iceland Phone: 354 522 6000	Explosive-Effusive HEKLA last erupted 2000 http://icelandicvolcanoes.is/?volcano=HEK
VOLCANO 370020 HELGRINDUR 6452N 02315W	In eruptions risk of volcanic ash up to 16 000 FT/ MSL	Avoid flying less than 4000 FT above vertical limits during eruption	Meteorological Office Bustadavegur 9 150 Reykjavik, Iceland	Effusive HELGRINDUR last eruption is unknown http://icelandicvolcanoes.is/?volcano=HEL
VOLCANO 371050 HENGILL 6405N 02118W	In eruptions risk of volcanic ash up to 16 000 FT/ MSL	Avoid flying less than 4000 FT above vertical limits during eruption	Meteorological Office Bustadavegur 9 150 Reykjavik, Iceland	Effusive HENGILL last erupted ~100 CE http://icelandicvolcanoes.is/?volcano=HEN
VOLCANO 371090 HOFJOKULL 6448N 01854W	In eruptions risk of volcanic ash is unknown	Avoid flying less than 4000 FT above vertical limits during eruption	Meteorological Office Bustadavegur 9 150 Reykjavik, Iceland	Effusive HOFJOKULL last erupted Early Holocene http://icelandicvolcanoes.is/?volcano=HOF
VOLCANO 371051 HROMUNDARTINDUR 6404N 02112W	In eruptions risk of volcanic ash up to 16 000 FT/ MSL	Avoid flying less than 4000 FT above vertical limits during eruption	Meteorological Office Bustadavegur 9 150 Reykjavik, Iceland	Effusive HROMUNDARTINDUR last erupted ~8000-9000 BCE http://icelandicvolcanoes.is/?volcano=HRO
VOLCANO 376010 JAN MAYEN (BEERENBERG) 7105N 00808W	In eruptions risk of volcanic ash up to 82 000 FT/ MSL	Avoid flying less than 4000 FT above vertical limits during eruption	Meteorological Office Bustadavegur 9 150 Reykjavik, Iceland Phone: 354 522 6000	JAN MAYEN last erupted 1985 http://volcanoes.eurovolc.eu/?volcano=BEE
VOLCANO 372030 KATLA 6338N 01907W	In eruptions risk of volcanic ash up to 115 000 FT/ MSL	Avoid flying less than 4000 FT above vertical limits during eruption	Meteorological Office Bustadavegur 9 150 Reykjavik, Iceland Phone: 354 522 6000	Explosive-Effusive KATLA last erupted 1918 http://icelandicvolcanoes.is/?volcano=KAT
VOLCANO 373080 KRAFLA 6543N 01647W	In eruptions risk of volcanic ash up to 49 000 FT/ MSL	Avoid flying less than 4000 FT above vertical limits during eruption	Meteorological Office Bustadavegur 9 150 Reykjavik, Iceland Phone: 354 522 6000	Effusive KRAFLA last erupted 1984 http://icelandicvolcanoes.is/?volcano=KRA
VOLCANO 371030 KRYSUVIK 6355N 02204W	In eruptions risk of volcanic ash up to 16 000 FT/ MSL	Avoid flying less than 4000 FT above vertical limits during eruption	Meteorological Office Bustadavegur 9 150 Reykjavik, Iceland	Effusive KRYSUVIK last erupted 1188 CE http://icelandicvolcanoes.is/?volcano=KRI
VOLCANO 373050 KVERKFJOLL 6439N 01640W	In eruptions risk of volcanic ash up to 82 000 FT/ MSL	Avoid flying less than 4000 FT above vertical limits during eruption	Meteorological Office Bustadavegur 9 150 Reykjavik, Iceland	Effusive-Explosive KVERKFJOLL last erupted ~700 CE http://icelandicvolcanoes.is/?volcano=KVE

Lateral limits coordinates	Vertical limits	Advisory measures	Authority or service provider responsible for info	Remarks
VOLCANO 370030 LJOSUFJOLL 6455N 02238W	In eruptions risk of volcanic ash up to 16 000 FT/ MSL	Avoid flying less than 4000 FT above vertical limits during eruption	Meteorological Office Bustadavegur 9 150 Reykjavik, Iceland	Effusive LJOSUFJOLL last erupted 10th century CE http://icelandicvolcanoes.is/?volcano=LJO
VOLCANO 371080 LANGJOKULL 6451N 01947W	In eruptions risk of volcanic ash is unknown	Avoid flying less than 4000 FT above vertical limits during eruption	Meteorological Office Bustadavegur 9 150 Reykjavik, Iceland	Effusive LANGJOKULL last erupted 1600 BCE http://icelandicvolcanoes.is/?volcano=LAN
VOLCANO 371070 PRESTAHNUKUR 6436N 02038W	In eruptions risk of volcanic ash up to 16 000 FT/ MSL	Avoid flying less than 4000 FT above vertical limits during eruption	Meteorological Office Bustadavegur 9 150 Reykjavik, Iceland	Effusive PRESTAHNUKUR last erupted ~900 CE http://icelandicvolcanoes.is/?volcano=PRE
VOLCANO 371020 REYKJANES 6349N 02243W	In eruptions risk of volcanic ash up to 49 000 FT/ MSL	Avoid flying less than 4000 FT above vertical limits during eruption	Meteorological Office Bustadavegur 9 150 Reykjavik, Iceland	Explosive-Effusive REYKJANES last erupted 1240 CE http://icelandicvolcanoes.is/?volcano=REY
VOLCANO 374801 SNAEFELL 6448N 01534W	In eruptions risk of volcanic ash up to 49 000 FT/ MSL	Avoid flying less than 4000 FT above vertical limits during eruption	Meteorological Office Bustadavegur 9 150 Reykjavik, Iceland	SNAEFELL has not erupted in the last 10000 years http://icelandicvolcanoes.is/?volcano=SNF
VOLCANO 370010 SNAEFELLSJOKULL 6448N 02347W	In eruptions risk of volcanic ash up to 82 000 FT/ MSL	Avoid flying less than 4000 FT above vertical limits during eruption	Meteorological Office Bustadavegur 9 150 Reykjavik, Iceland	Explosive-Effusive SNAEFELLSJOKULL last erupted ~200 BCE http://icelandicvolcanoes.is/?volcano=SNJ
VOLCANO 372040 TINDFJALLAJOKULL 6347N 01934W	In eruptions risk of volcanic ash up to 82 000 FT/ MSL	Avoid flying less than 4000 FT above vertical limits during eruption	Meteorological Office Bustadavegur 9 150 Reykjavik, Iceland	TINDFJALLAJOKULL has not erupted in the last 10000 years http://icelandicvolcanoes.is/?volcano=TIN
VOLCANO 372050 TORFAJOKULL 6356N 01906W	In eruptions risk of volcanic ash up to 82 000 FT/ MSL	Avoid flying less than 4000 FT above vertical limits during eruption	Meteorological Office Bustadavegur 9 150 Reykjavik, Iceland	Explosive-Effusive TORFAJOKULL last erupted 1477 CE http://icelandicvolcanoes.is/?volcano=TOR
VOLCANO 373040 TUNGNAFELLSJOKULL 6445N 01755W	In eruptions risk of volcanic ash is unknown	Avoid flying less than 4000 FT above vertical limits during eruption	Meteorological Office Bustadavegur 9 150 Reykjavik, Iceland	Effusive TUNGNAFELLSJOKULL last eruption is unknown http://icelandicvolcanoes.is/?volcano=TUN
VOLCANO 372010 VESTMANNAEYJAR 6325N 02021W	In eruptions risk of volcanic ash up to 49 000 FT/ MSL	Avoid flying less than 4000 FT above vertical limits during eruption	Meteorological Office Bustadavegur 9 150 Reykjavik, Iceland Phone: 354 522 6000	Explosive-Effusive VESTMANNAEYJAR last erupted 1973 http://icelandicvolcanoes.is/?volcano=VES
VOLCANO 373090 THEISTAREYKIR 6553N 01658W	In eruptions risk of volcanic ash up to 16 000 FT/ MSL	Avoid flying less than 4000 FT above vertical limits during eruption	Meteorological Office Bustadavegur 9 150 Reykjavik, Iceland	Effusive THEISTAREYKIR last erupted ~400 BCE http://icelandicvolcanoes.is/?volcano=TEY

Lateral limits coordinates	Vertical limits	Advisory measures	Authority or service provider responsible for info	Remarks
VOLCANO 373012 THORDARHYRNA 6416N 01737W	In eruptions risk of volcanic ash up to 82 000 FT/ MSL	Avoid flying less than 4000 FT above vertical limits during eruption	Meteorological Office Bustadavegur 9 150 Reykjavik, Iceland	Explosive-Effusive THORDARHYRNA last erupted 1903 CE http://icelandicvolcanoes.is/?volcano=THO
VOLCANO 374010 ORAEFAJOKULL 6400N 01639W	In eruptions risk of volcanic ash up to 115 000 FT/ MSL	Avoid flying less than 4000 FT above vertical limits during eruption	Meteorological Office Bustadavegur 9 150 Reykjavik, Iceland	Explosive ORAEFAJOKULL last erupted 1727 CE http://icelandicvolcanoes.is/?volcano=ORA

Upplýsingar um íslensk eldfjöll má finna á:

Information on Icelandic Volcanoes can be found at:

[Catalogue of Icelandic Volcanoes](http://icelandicvolcanoes.is/)
<http://icelandicvolcanoes.is/>

Tafla um íslensk eldfjöll fyrir flug

Volcano information for aviation table

<http://icelandicvolcanoes.is/data/AviationTable.pdf>

Upplýsingar um Jan Mayen má finna á síðunni:

Information on Jan Mayen volcano can be found at:

<http://volcanoes.eurovolc.eu/?volcano=BEE#>

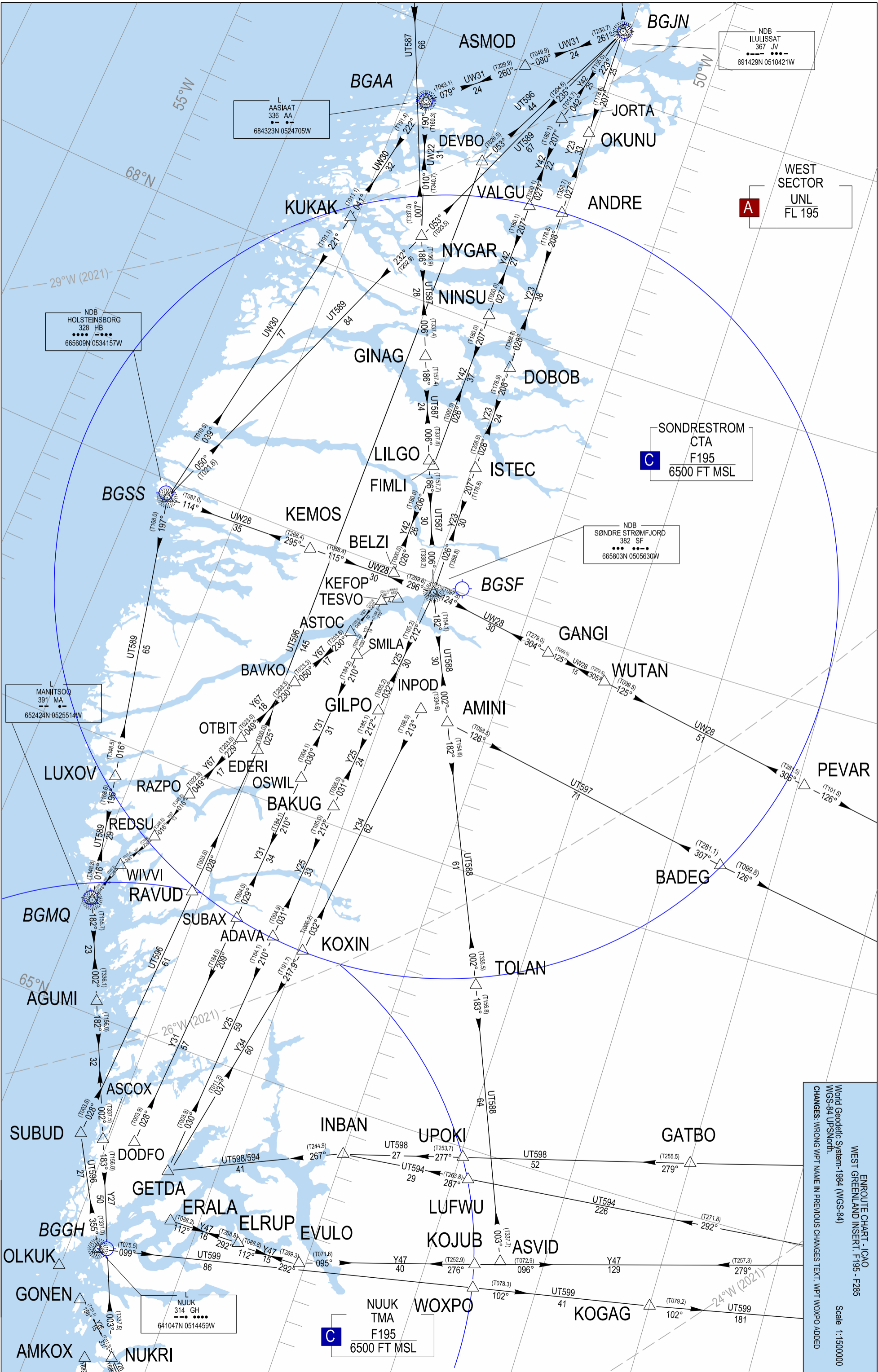
Eldfjöll - litakóði

Aviation colour code

<https://www.vedur.is/vedur/flugvedur/eldfjallava/>

<https://en.vedur.is/earthquakes-and-volcanism/volcanoes/>

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ENROUTE CHART - ICAO
WEST GREENLAND INSERT: F195 - F285
World Geodetic System-1984 (WGS-84)
WGS-84 UTM North
Scale 1:1500000
CHANGES: WRONG WPT NAME IN PREVIOUS CHANGES TEXT, WPT WOXPO ADDED

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AD 1.2 BJÖRGUNAR- OG SLÖKKVIVIÐBÚNAÐUR OG VETRARVIÐHALD

AD 1.2.1 Björgunar- og slökkviviðbúnaður

Á flugvöllum með reglubundið áætlunarflug og/eða óreglubundið áætlunarflug með farþega er björgunar- og slökkviviðbúnaður í samræmi við gildandi reglur.

Ath - Fyrir þyrluvelli gilda sérstakar reglur.

Upplýsingar um þjónustu og umfang hennar er að finna á blaðsíðu viðkomandi flugvallar.

Í reglubundnu áætlunarflugi og /eða óreglubundnu áætlunarflugi með farþega er óheimilt að nota flugvelli sem ekki hafa björgunar- og slökkviviðbúnað.

Björgunar- og slökkviviðbúnaður er flokkuð niður í töflu hér að neðan. Tímabundnar breytingar verða tilkynntar með NOTAM.

Björgunar- og slökkviviðbúnaður

Flokkun flugvallar / Nauðsynlegt vatnsmagn í lítrum til að framleiða froðu samkvæmt flokki B.

AD 1.2 RESCUE AND FIRE FIGHTING SERVICES AND SNOW PLAN

AD 1.2.1 Rescue and fire fighting services

At aerodromes approved for scheduled and/or non-scheduled traffic with aeroplanes carrying passengers, Rescue and Fire Fighting Services and are established in accordance with the regulations for civil aviation.

Note. - For heliports, special rules will apply.

Information about whether there is service and what the extent of that service is, is given on the relevant page for each aerodrome.

Scheduled or non-scheduled traffic with aeroplanes carrying passengers is not allowed to use aerodromes without Rescue and Fire Fighting Services.

Each individual service is categorized according to the table shown below. Temporary changes will be published by NOTAM.

Rescue and Fire Fighting Services

Aerodrome categories / Amounts of water in litres necessary for the production of level B foam.

Aerodrome category	Aeroplane overall length	Maximum fuselage width	Water (L)	Discharge rate foam solution / minute (L)
1	2	3	4	5
1	0m up to but not including 9m	2m	230	230
2	9m up to but not including 12m	2m	670	550
3	12m up to but not including 18m	3m	1 200	900
4	18m up to but not including 24m	4m	2 400	1 800
5	24m up to but not including 28m	4m	5 400	3 000
6	28m up to but not including 39m	5m	7 900	4 000
7	39m up to but not including 49m	5m	12 100	5 300
8	49m up to but not including 61m	7m	18 200	7 200
9	61m up to but not including 76m	7m	24 300	9 000
10	76m up to but not including 90m	8m	32 300	11 200

AD 1.2.2 Vetrarviðhald

AD 1.2.2.1 Fyrirkomulag vetrarþjónustu og tilkynninga um brautarástand

Snjóhreinsun, háلكuvarnir, ástandsmat og tilkynningar um ástand flugbrauta.

Flugvallarþjónusta neðangreindra flugvalla ber ábyrgð á eftirfarandi þjónustubáttum:

1. Eftirlit með athafnasvæði og flughlöðum til að kanna ís, snjó, krap, hrím eða vatn.
2. Flugbrautarástand metið þegar ís, snjór, vatn eða krap þekja meira en 10% af einhverjum flugbrautarþriðjung, einnig fyrir akbrautir og flughlöð ef við á.
3. Viðeigandi ráðstafanir gerðar til að halda flugbrautum, akbrautum og flughlöðum opnum.
4. Tilkynnt er um skilyrði í liðum 1. og 2. hér að ofan.

Vetrarþjónusta er á öllum áætlunarflugvöllum innanlands auk alþjóðaflugvalla.

Alþjóðaflugvellir eru:

Akureyri, Egilsstaðir, Reykjavík og Keflavík.

Áætlanflugvellir eru:

Vestmannaeyjar, Hornafjörður, Vopnafjörður, Þórshöfn, Húsavík, Gjógur, Ísafjörður, Bíldudalur og Grímsey.

■ Forgangsröðun snjóhreinsunar á athafnasvæðum:

1. Flugbraut, sem er í notkun, tengdar akbrautir og flughlöð
2. Akbrautir
3. Flughlöð og svæði við flugskýli
4. Aðrar flugbrautir
5. Önnur svæði

AD 1.2.2.2 Eftirlit á athafnasvæðum

Fylgst er með ástandi athafnasvæða og flughlöðum á auglýstum opnunartíma flugvallarins. Hægt er að veita vetrarþjónustu utan opnunartíma sé þess óskað.

AD 1.2.2 Snow plan

AD 1.2.2.1 Organization of the runway surface condition reporting and the winter service

Snow clearance, friction improving, runway condition assessment and reporting.

The Aerodrome Operational Service at the aerodromes listed below will conduct the following duties:

1. Surveillance of the manoeuvring area and apron with a view to noting the presence of ice, snow, slush, frost or water.
2. Assessment of runway condition when ice, snow, water or slush are present on more than 10% of any runway third according to Global Reporting Format, and for taxiways and aprons when relevant.
3. Implementation of measures to maintain the usability of the runway, taxiways and aprons.
4. Reporting of the conditions mentioned in 1. and 2. above.

Winter service is established at all domestic aerodromes with scheduled flight and at international aerodromes.

International aerodromes are:

Akureyri, Egilsstaðir, Reykjavík and Keflavík.

Aerodromes with scheduled flights:

Vestmannaeyjar, Hornafjörður, Vopnafjörður, Thorshöfn, Húsavík, Gjógur, Ísafjörður, Bíldudalur and Grímsey.

The following priorities have been established for the clearance of movement areas:

1. Runway in use, associated taxiways and aprons
2. Taxiways
3. Aprons and hangar areas
4. Other runways
5. Other areas

AD 1.2.2.2 Surveillance of movement areas

The Aerodrome Operational Service monitors the condition of the manoeuvring area and the apron within the published aerodrome hours of service. Snow removal is also available upon request outside opening hours.

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

BIAR AD 2.20 SVÆÐISBUNDNAR UMFERÐARREGLUR FLUGVALLAR

BIAR AD 2.20 LOCAL AERODROME REGULATIONS

2.20.1 Kröfur um fjarskiptabúnað

Sendir og móttakari

2.20.2 Flug fisa í flugstjórnarsviði BIAR

Allt flug fisa í flugstjórnarsviði BIAR og Akureyri TMA er háð undanþágu.

Sækja skal skriflega um slíka undanþágu með netpósti til ats.airports@avians.is.

Afgreiðsla beiðna getur tekið allt að þrjú virka daga.

Mögulega verður gefin undanþága bundin skilyrðum.

Gerð er krafa um talstöð og að flugmenn hafi hlotið þjálfun í talstöðvaviðskiptum við flugumferðarstjórn.

2.20.3 Takmarkanir kennslu- og æfingaflugs

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

2.20.4 Umferð á jörðu og stæði

Hafið samband við twn

Bannað er að loftaka þylrum meðfram skýlum.

2.20.5 Flugvöllur með afgreiðslutíma eftir samráði

Akureyrarflugvöllur er með skammtaðan afgreiðslutíma eftir samráði (Level 2).

Beiðni um afgreiðslutíma skal senda á stöðluðu SSIM formi á pósthfangið: scr@airportcoordination.com

SCRs verða að vera paraðar (komu- og brottfarartími í einni línu).

Flugvélar með ICAO flokkun A & B sem eru með Akureyrarflugvöll sem heimahöfn geta notað óparað SCR.

Skrifstofutími, mánud. til föstud.

Vetrartími: 0800 - 1400 UTC

Sumartími: 0700 - 1300 UTC

Skrifstofan er lokuð um helgar og alm. frídaga.

Airport Coordinator, Facilitator and Data Collector for Iceland

Vilhelm Lauritzens Alle 3

DK - 2770 Kastrup

Denmark

Sími DK +45 53 787 757 / +45 53 787 747

Fyrir beiðni í sjálfsafgreiðslu, sjá www.online-coordination.com

2.20.1 Requirement for communication equipment

Two way radio

2.20.2 Microlight operations within BIAR CTR

Microlights planning to operate within BIAR CTR and TMA require an authorization.

Applications for such authorization shall be sent in writing by e-mail to ats.airports@avians.is.

Response time is three business days.

The authorizations may be given with restrictions.

Carriage of two way radio is mandatory and pilots shall have received training in communications with ATC.

2.20.3 Training flights restrictions

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

2.20.4 Ground manoeuvring and parking

Contact TWR for instructions.

Helicopters are not allowed to air-taxi at hanger area.

2.20.5 Airport schedules facilitated

Akureyri airport is designated as shedules facilitated airport (Level 2).

A slot request must be sent in standard SSIM format to the following address: scr@airportcoordination.com

SCRs must be paired (arrival and departure in one line).

ICAO Group A & B Aircrafts with homebase in Akureyri can use unpaired SCR.

Office Hours Monday to Friday.

Winter: 0800 – 1400 UTC

Summer: 0700 – 1300 UTC

Office is closed weekends and national holidays.

Airport Coordinator, Facilitator and Data Collector for Iceland

Vilhelm Lauritzens Alle 3

DK - 2770 Kastrup

Denmark

Phone DK +45 53 787 757 / +45 53 787 747

For self-service slot request, please enter www.online-coordination.com

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 FLUGVALLAR

BIGJ AD 2.20 LOCAL AERODROME REGULATIONS

BIGJ AD 2.20.1 Umferð á jörðu og stæði

Á þjónustutíma hafa samband við flugradió.
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.

2.23.1 Birds on and around the airport

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

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 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 Instrument Approach Chart - ICAO RNP RWY 22	AD 2 BIGJ 6 - 5

BIGJ AD 2.25 HINDRANIR SEM SKERA HINDRANAFLÖT FYRIR SJÓNFLUGSHLUTA AÐFLUGS

BIGJ AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

NIL

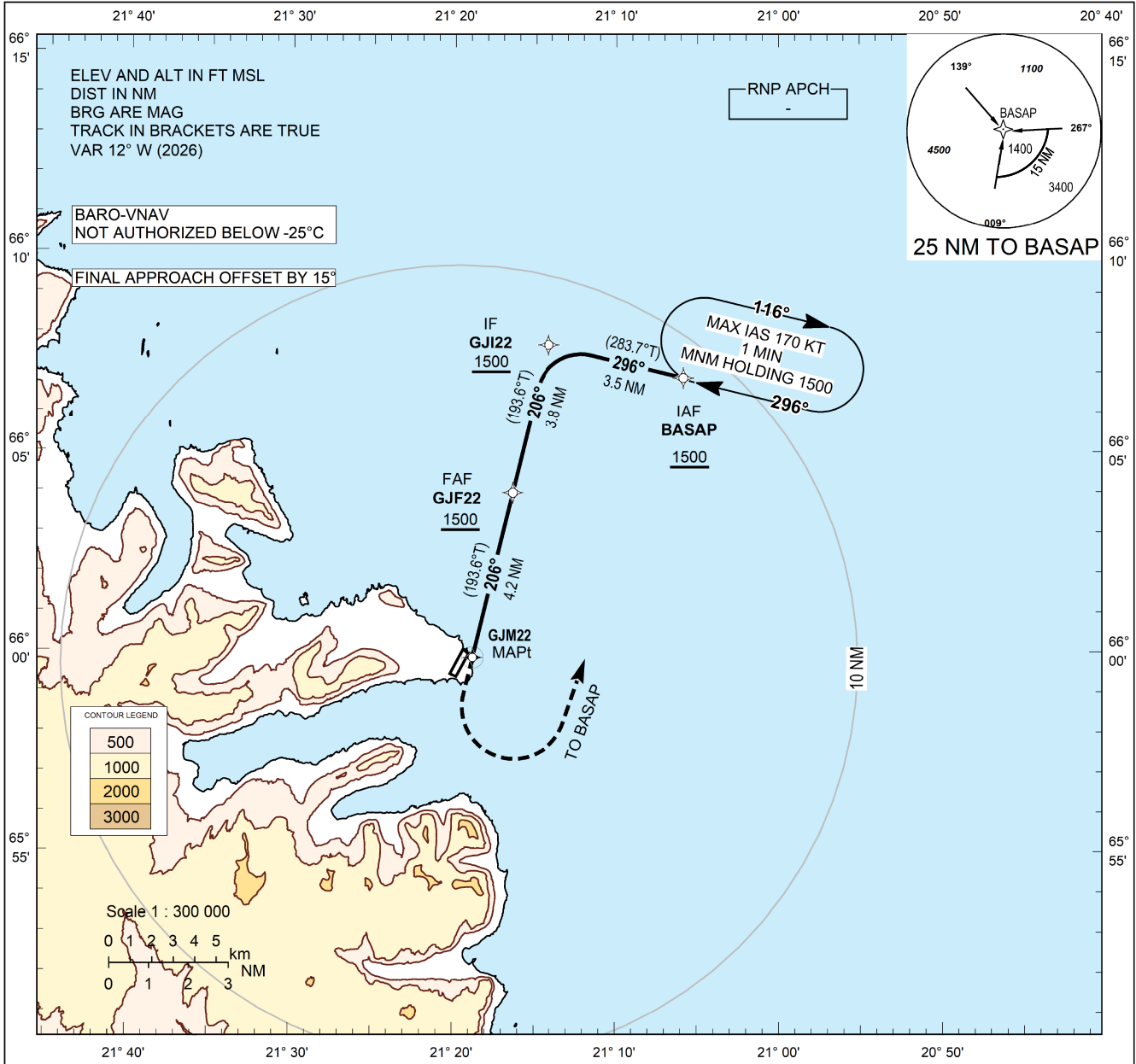
GJOGUR RNP RWY 22 Instrument Approach Chart - ICAO

INSTRUMENT
 APPROACH
 CHART - ICAO

AERODROME ELEV 90
 OCH related to THR RWY 22 - ELEV 52

Gjogur AFIS 118.600
 Reykjavik ACC 119.700 / 126.750

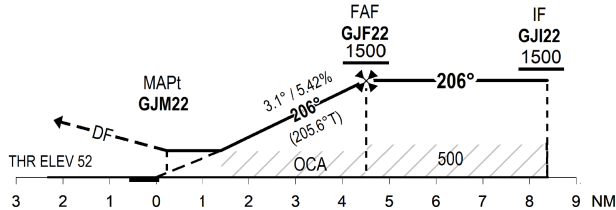
BIGJ - GJOGUR
 RNP RWY 22



CHANGES: NEW CHART

MISSED APPROACH:
 TURN LEFT DCT TO BASAP
 CLIMBING TO 1500 FT AND JOIN HOLD

TRANSITION ALT 7000



SCALE 1:300 000

OCA (H)	A	B**	B
LNAV/VNAV	480 (428)	-	480 (428)
LNAV	480 (428)	-	480 (428)
Circling*	490 (400)	590 (500)	1860 (1770)

Distance to GJM22 [NM]	4	3	2	1
Altitude [FT]	1420	1090	760	430

Timing not authorized for defining MAPt

GS [KT]	80	100	120	140	160
GJF22-GJM22 (4.2 NM)	3:11	2:33	2:07	1:49	1:36
Rate of descent 3.1° (5.4%) [FT/MIN]	440	550	660	770	880

* Only east of runway
 ** 25° bank angle required

BIGJ RNP RWY 22

Recommended Coding Table

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course / Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/TCH	Navigation Specification
010	IF	BASAP	-		+12.0			A1500+			RNP APCH
020	TF	GJI22	-	296 (283.7)	+12.0	3.5	L	A1500+			RNP APCH
030	TF	GJF22	-	206 (193.6)	+12.0	3.8		A1500+		3.10°	RNP APCH
040	TF	GJM22	Y	206 (193.6)	+12.0	4.2				3.10°/ 50	RNP APCH
050	DF	BASAP	-		+12.0		L	A1500+			RNP APCH
060	HM	BASAP	Y	296 (283.7)	+12.0		R	A1500+	-170		RNP APCH

ID	AIP		Display	
	Lat	Lon	Lat	Lon
BASAP	660652.26N	0210550.53W	N 6606.87	W 02105.84
GJI22	660741.37N	0211409.69W	N 6607.69	W 02114.16
GJF22	660358.77N	0211622.52W	N 6603.98	W 02116.38
GJM22	655951.85N	0211848.97W	N 6559.86	W 02118.82