

AIP – ÍSLAND/ICELAND

Isavia ANS ehf., Reykjavíkurlugvelli, 102 Reykjavík /

Isavia ANS, Reykjavik Airport, IS-102 Reykjavik, Iceland

Sími/Telephone: + 354 424 4000

Netfang/E-mail: ais@isavia.is – Veffang/Internet address: <http://www.isavia.is>

AIP AIRAC

A 10/2025

17 OCT 2025

EFFECTIVE 27 NOV 2025



Helstu breytingar í þessari útgáfu

Skoða skal AIP-uppfærslu vegna breytinga.

Listi þessi er einungis yfirlit.

Principal changes included in this AMDT

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

This list of principal changes is just a brief overview.

Subject	Changes	AIP pages/chapter
GEN		
Record of AIP Amendments	List updated	GEN 0.2
Record of AIP Supplements	List updated	GEN 0.3
Checklist of AIP Pages	List updated	GEN 0.4
List of aeronautical charts available	List updated	GEN 3.2.5
ENR		
ATS surveillance services and procedures	Requirements on aircraft equipment -Chapter updated with ADS-B requirement for IFR aircraft within BIRD FIR in accordance with NOTAM A0576/25	ENR 1.6.2.6.1
	ADS-B coverage - Vertical limits of ADS-B coverage within BIRD CTA (BGGL FIR and BIRD FIR) updated	ENR 1.6.3.5
Area navigation routes	UT595 - WPT NIVIQ instead of UPERNARVIK (UP NDB)	ENR 3.2
Radio navigation AIDS-Enroute	AKI VOR/DME - VAR changed from 12° to 10°W UPERNARVIK (UP NDB) Removed	ENR 4.1
Name-Code designators for significant points	Name-Code Designators for Significant Points - New point NIVIQ	ENR 4.4
ENR chart - Iceland	Radial and distance towards ING VOR by MOXAL WPT removed	ENR 6.1-3
ENR chart - Reykjavik Control Area	UPERNARVIK NDB (UP) removed, WPT NIVIQ added	ENR 6.1-5
ATS Surveillance Coverage Chart	Vertical limits of ADS-B coverage within BIRD CTA (BGGL FIR and BIRD FIR) updated	ENR 6.1-11
AD		
BIAR - Akureyri	RADIO navigation and landing aids - AKI VOR/DME - VAR changed from 12° to 10°W	BIAR AD 2.19.1
	Instrument Approach Chart - ILS RWY 01 - AKI VOR RADIAL	AD 2 BIAR 6 - 1
	LOC/ASR RWY 01 - INITIAL - AKI VOR RADIAL, PEXIL DME DIST, RCF TEXT, Editorial	AD 2 BIAR 6 - 3
	LOC/ASR RWY 01 - FINAL - AKI VOR RADIAL, RCF TEXT	AD 2 BIAR 6 - 4
	LOC RWY 01 CAT A and B - AKI VOR RADIAL, PEXIL DME DIST, RCF TEXT, Editorial	AD 2 BIAR 6 - 5
	LOC A CAT C and D - AKI VOR RADIAL, PEXIL DME DIST, RCF TEXT, Editorial	AD 2 BIAR 6 - 7
	NDB RWY 19 - AKI VOR RADIAL	AD 2 BIAR 6 - 15
	MILITARY TACAN RWY 01	AD 2 BIAR 8 - 3
	MILITARY TACAN RWY 19	AD 2 BIAR 8 - 5
BIGR - Grimsey	RNP RWY 35 - Note added	AD 2 BIGR 6 - 3
BIHN - Hofn Hornafirdi	Rescue and fire fighting services - Rescue equipment added	BIHN AD 2.6.2
BIKF - Keflavik	Parking / Docking Chart - TERMINAL APRONS - STAND 10 COORDINATES	AD 2 BIKF 2 - 5

BIRK - Reykjavik	Aprons, TWYs and check locations/positions data - Remark on APU's and helicopters	BIRK AD 2.8.6
	TWY J changed to TXL J	BIRK AD 2.8.2, 2.13.7, 2.15.3
	Noise abatement procedures - Information on engine testing and run-up areas added	BIRK AD 2.21
	Aerodrome Chart - TWY J changed to TXL J	AD 2 BIRK 2 - 1
	Intersection Take Off Chart - TWY J changed to TXL J	AD 2 BIRK 2 - 3
BIVO - Vopnafjordur	AD geographical and administrative data - MAG VAR / Annual change	BIVO AD 2.2.5
	AD OBST - Remark added	BIHN AD 2.10
	Aerodrome Chart - MAG VAR	AD 2 BIVO 2 - 1
	RNP RWY 04 Instrument Approach Chart - MAG VAR	AD 2 BIVO 6 - 1
BIVM - Vestmannaeyjar	AD Administration - New Phone no. added	BIVM AD 2.2.6
LS BIDV - Djupivogur	AD OBST - Remark added	BIDV AD 2.10
LS BIFM - Fagurholsmyri	AD OBST - Remark added	BIFM AD 2.10
LS BINF - Nordfjordur	AD OBST - Remark added	BINF AD 2.10

SUPs - AIP Supplements	
Engin / NIL	
AICs - Aeronautical information circulars	
Áform um að leggja niður Elliðavatn (EL) NDB / Decommission of Elliðavatn (EL) NDB	A 09/2025
Áform um að leggja niður Akureyri (AR) NDB / Decommission of Akureyri (AR) NDB	A 10/2025
Áform um að leggja niður Vestmannaeyjar HL NDB og HL DME / Decommission of Vestmannaeyjar HL NDB and HL DME	A 11/2025

GEN

GEN 0.2 - 1	30 OCT 2025
GEN 0.2 - 2	30 OCT 2025
GEN 0.3 - 1	30 OCT 2025
GEN 0.3 - 2	30 OCT 2025
GEN 0.3 - 3	30 OCT 2025
GEN 0.3 - 4	30 OCT 2025
GEN 0.4 - 1	30 OCT 2025
GEN 0.4 - 2	30 OCT 2025
GEN 0.4 - 3	30 OCT 2025
GEN 0.4 - 4	30 OCT 2025
GEN 0.4 - 5	30 OCT 2025
GEN 0.4 - 6	30 OCT 2025
GEN 0.4 - 7	30 OCT 2025
GEN 0.4 - 8	30 OCT 2025
GEN 0.4 - 9	30 OCT 2025
GEN 0.4 - 10	30 OCT 2025
GEN 2.5 - 1	15 MAY 2025
GEN 2.5 - 2	15 MAY 2025
GEN 3.2 - 5	30 OCT 2025
GEN 3.2 - 6	30 OCT 2025
GEN 3.2 - 7	02 OCT 2025
GEN 3.2 - 8	02 OCT 2025
GEN 3.2 - 9	30 OCT 2025
GEN 3.2 - 10	30 OCT 2025

ENR

ENR 1.6 - 5	02 OCT 2025
ENR 1.6 - 6	02 OCT 2025
ENR 1.6 - 7	02 OCT 2025
ENR 1.6 - 8	02 OCT 2025
ENR 1.6 - 9	02 OCT 2025
ENR 1.6 - 10	02 OCT 2025
ENR 3.2 - 9	04 OCT 2024
ENR 3.2 - 10	04 OCT 2024
ENR 4.1 - 1	02 OCT 2025
ENR 4.1 - 2	02 OCT 2025
ENR 4.4 - 7	30 OCT 2025
ENR 4.4 - 8	30 OCT 2025
ENR 4.4 - 9	30 OCT 2025
ENR 4.4 - 10	30 OCT 2025
ENR 4.4 - 11	30 OCT 2025
ENR 4.4 - 12	30 OCT 2025
ENR 6.1 - 3	15 MAY 2025
ENR 6.1 - 4	15 MAY 2025
ENR 6.1 - 5	04 SEP 2025
ENR 6.1 - 6	04 SEP 2025
ENR 6.1 - 11	04 SEP 2025
ENR 6.1 - 12	04 SEP 2025

AD

AD 0.6 - 9	30 OCT 2025
AD 0.6 - 10	30 OCT 2025
AD 2 BIAR 1 - 15	23 JAN 2025
AD 2 BIAR 1 - 16	23 JAN 2025

GEN

GEN 0.2 - 1	27 NOV 2025
GEN 0.2 - 2	27 NOV 2025
GEN 0.3 - 1	27 NOV 2025
GEN 0.3 - 2	27 NOV 2025
GEN 0.3 - 3	27 NOV 2025
GEN 0.3 - 4	27 NOV 2025
GEN 0.4 - 1	27 NOV 2025
GEN 0.4 - 2	27 NOV 2025
GEN 0.4 - 3	27 NOV 2025
GEN 0.4 - 4	27 NOV 2025
GEN 0.4 - 5	27 NOV 2025
GEN 0.4 - 6	27 NOV 2025
GEN 0.4 - 7	27 NOV 2025
GEN 0.4 - 8	27 NOV 2025
GEN 0.4 - 9	27 NOV 2025
GEN 0.4 - 10	27 NOV 2025
GEN 2.5 - 1	27 NOV 2025
GEN 2.5 - 2	27 NOV 2025
GEN 3.2 - 5	27 NOV 2025
GEN 3.2 - 6	27 NOV 2025
GEN 3.2 - 7	27 NOV 2025
GEN 3.2 - 8	27 NOV 2025
GEN 3.2 - 9	27 NOV 2025
GEN 3.2 - 10	27 NOV 2025

ENR

ENR 1.6 - 5	27 NOV 2025
ENR 1.6 - 6	27 NOV 2025
ENR 1.6 - 7	27 NOV 2025
ENR 1.6 - 8	27 NOV 2025
ENR 1.6 - 9	27 NOV 2025
ENR 1.6 - 10	27 NOV 2025
ENR 3.2 - 9	27 NOV 2025
ENR 3.2 - 10	27 NOV 2025
ENR 4.1 - 1	27 NOV 2025
ENR 4.1 - 2	27 NOV 2025
ENR 4.4 - 7	27 NOV 2025
ENR 4.4 - 8	27 NOV 2025
ENR 4.4 - 9	27 NOV 2025
ENR 4.4 - 10	27 NOV 2025
ENR 4.4 - 11	27 NOV 2025
ENR 4.4 - 12	27 NOV 2025
ENR 6.1 - 3	27 NOV 2025
ENR 6.1 - 4	27 NOV 2025
ENR 6.1 - 5	27 NOV 2025
ENR 6.1 - 6	27 NOV 2025
ENR 6.1 - 11	27 NOV 2025
ENR 6.1 - 12	27 NOV 2025

AD

AD 0.6 - 9	27 NOV 2025
AD 0.6 - 10	27 NOV 2025
AD 2 BIAR 1 - 15	27 NOV 2025
AD 2 BIAR 1 - 16	27 NOV 2025

Eldri síður: / Old pages:

Nýjar síður: / New pages:

AD 2 BIAR 6 - 1	23 JAN 2025	AD 2 BIAR 6 - 1	27 NOV 2025
AD 2 BIAR 6 - 2	23 JAN 2025	AD 2 BIAR 6 - 2	27 NOV 2025
AD 2 BIAR 6 - 3	23 JAN 2025	AD 2 BIAR 6 - 3	27 NOV 2025
AD 2 BIAR 6 - 4	23 JAN 2025	AD 2 BIAR 6 - 4	27 NOV 2025
AD 2 BIAR 6 - 5	23 JAN 2025	AD 2 BIAR 6 - 5	27 NOV 2025
AD 2 BIAR 6 - 6	23 JAN 2025	AD 2 BIAR 6 - 6	27 NOV 2025
AD 2 BIAR 6 - 7	24 JAN 2025	AD 2 BIAR 6 - 7	27 NOV 2025
AD 2 BIAR 6 - 8	24 JAN 2025	AD 2 BIAR 6 - 8	27 NOV 2025
AD 2 BIAR 6 - 15	20 MAR 2025	AD 2 BIAR 6 - 15	27 NOV 2025
AD 2 BIAR 6 - 16	20 MAR 2025	AD 2 BIAR 6 - 16	27 NOV 2025
AD 2 BIAR 8 - 3	28 JAN 2022	AD 2 BIAR 8 - 3	27 NOV 2025
AD 2 BIAR 8 - 4	28 JAN 2022	AD 2 BIAR 8 - 4	27 NOV 2025
AD 2 BIAR 8 - 5	12 AUG 2022	AD 2 BIAR 8 - 5	27 NOV 2025
AD 2 BIAR 8 - 6	12 AUG 2022	AD 2 BIAR 8 - 6	27 NOV 2025
AD 2 BIGH 6 - 3	23 JAN 2025	AD 2 BIGH 6 - 3	27 NOV 2025
AD 2 BIGH 6 - 4	23 JAN 2025	AD 2 BIGH 6 - 4	27 NOV 2025
AD 2 BIHN 1 - 3	17 APR 2025	AD 2 BIHN 1 - 3	27 NOV 2025
AD 2 BIHN 1 - 4	17 APR 2025	AD 2 BIHN 1 - 4	27 NOV 2025
AD 2 BIKF 2 - 5	30 OCT 2025	AD 2 BIKF 2 - 5	27 NOV 2025
AD 2 BIKF 2 - 6	30 OCT 2025	AD 2 BIKF 2 - 6	27 NOV 2025
AD 2 BIRK 1 - 7	02 OCT 2025	AD 2 BIRK 1 - 7	27 NOV 2025
AD 2 BIRK 1 - 8	02 OCT 2025	AD 2 BIRK 1 - 8	27 NOV 2025
AD 2 BIRK 1 - 9	04 SEP 2025	AD 2 BIRK 1 - 9	27 NOV 2025
AD 2 BIRK 1 - 10	04 SEP 2025	AD 2 BIRK 1 - 10	27 NOV 2025
AD 2 BIRK 1 - 11	15 MAY 2025	AD 2 BIRK 1 - 11	27 NOV 2025
AD 2 BIRK 1 - 12	15 MAY 2025	AD 2 BIRK 1 - 12	27 NOV 2025
AD 2 BIRK 1 - 13	04 SEP 2025	AD 2 BIRK 1 - 13	27 NOV 2025
AD 2 BIRK 1 - 14	04 SEP 2025	AD 2 BIRK 1 - 14	27 NOV 2025
AD 2 BIRK 1 - 15	07 AUG 2025	AD 2 BIRK 1 - 15	27 NOV 2025
AD 2 BIRK 1 - 16	07 AUG 2025	AD 2 BIRK 1 - 16	27 NOV 2025
AD 2 BIRK 1 - 17	15 MAY 2025	AD 2 BIRK 1 - 17	27 NOV 2025
AD 2 BIRK 1 - 18	15 MAY 2025	AD 2 BIRK 1 - 18	27 NOV 2025
AD 2 BIRK 1 - 19	02 OCT 2025	AD 2 BIRK 1 - 19	27 NOV 2025
AD 2 BIRK 1 - 20	02 OCT 2025	AD 2 BIRK 1 - 20	27 NOV 2025
AD 2 BIRK 1 - 21	04 SEP 2025	AD 2 BIRK 1 - 21	27 NOV 2025
AD 2 BIRK 1 - 22	04 SEP 2025	AD 2 BIRK 1 - 22	27 NOV 2025
AD 2 BIRK 1 - 23	15 MAY 2025	AD 2 BIRK 1 - 23	27 NOV 2025
AD 2 BIRK 1 - 24	15 MAY 2025	AD 2 BIRK 1 - 24	27 NOV 2025
AD 2 BIRK 1 - 25	15 MAY 2025	AD 2 BIRK 1 - 25	27 NOV 2025
AD 2 BIRK 1 - 26	15 MAY 2025	AD 2 BIRK 1 - 26	27 NOV 2025
AD 2 BIRK 1 - 27	15 MAY 2025	AD 2 BIRK 1 - 27	27 NOV 2025
AD 2 BIRK 1 - 28	15 MAY 2025	AD 2 BIRK 1 - 28	27 NOV 2025
AD 2 BIRK 1 - 29	15 MAY 2025	AD 2 BIRK 1 - 29	27 NOV 2025
AD 2 BIRK 1 - 30	15 MAY 2025	AD 2 BIRK 1 - 30	27 NOV 2025
AD 2 BIRK 1 - 31	07 AUG 2025	AD 2 BIRK 1 - 31	27 NOV 2025
AD 2 BIRK 1 - 32	07 AUG 2025	AD 2 BIRK 1 - 32	27 NOV 2025
		AD 2 BIRK 1 - 33	27 NOV 2025
		AD 2 BIRK 1 - 34	27 NOV 2025
AD 2 BIRK 2 - 1	04 SEP 2025	AD 2 BIRK 2 - 1	27 NOV 2025
AD 2 BIRK 2 - 2	04 SEP 2025	AD 2 BIRK 2 - 2	27 NOV 2025
AD 2 BIRK 2 - 3	12 JUN 2025	AD 2 BIRK 2 - 3	27 NOV 2025
AD 2 BIRK 2 - 4	12 JUN 2025	AD 2 BIRK 2 - 4	27 NOV 2025
AD 2 BIVM 1 - 1	17 MAY 2024	AD 2 BIVM 1 - 1	27 NOV 2025

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

AD 2 BIVM 1 - 2	17 MAY 2024
AD 2 BIVO 1 - 1	17 APR 2025
AD 2 BIVO 1 - 2	17 APR 2025
AD 2 BIVO 1 - 7	12 JUN 2025
AD 2 BIVO 1 - 8	12 JUN 2025
AD 2 BIVO 2 - 1	15 MAY 2025
AD 2 BIVO 2 - 2	15 MAY 2025
AD 2 BIVO 6 - 1	12 AUG 2021
AD 2 BIVO 6 - 2	12 AUG 2021

LS

AD 2 BIDV 1 - 3	02 OCT 2025
AD 2 BIDV 1 - 4	02 OCT 2025
AD 2 BIFM 1 - 3	02 OCT 2025
AD 2 BIFM 1 - 4	02 OCT 2025
AD 2 BINF 1 - 5	30 NOV 2023
AD 2 BINF 1 - 6	30 NOV 2023

AD 2 BIVM 1 - 2	27 NOV 2025
AD 2 BIVO 1 - 1	27 NOV 2025
AD 2 BIVO 1 - 2	27 NOV 2025
AD 2 BIVO 1 - 7	27 NOV 2025
AD 2 BIVO 1 - 8	27 NOV 2025
AD 2 BIVO 2 - 1	27 NOV 2025
AD 2 BIVO 2 - 2	27 NOV 2025
AD 2 BIVO 6 - 1	27 NOV 2025
AD 2 BIVO 6 - 2	27 NOV 2025

LS

AD 2 BIDV 1 - 3	27 NOV 2025
AD 2 BIDV 1 - 4	27 NOV 2025
AD 2 BIFM 1 - 3	27 NOV 2025
AD 2 BIFM 1 - 4	27 NOV 2025
AD 2 BINF 1 - 5	27 NOV 2025
AD 2 BINF 1 - 6	27 NOV 2025

VIÐBÆTUR
Nýjar viðbætur

SUPPLEMENTS
New Supplements

Engar / NIL

Nýjar viðbætur - utan útgáfu

New Supplements - outside publication

Engar / NIL

Viðbætur felldar úr gildi

Supplements hereby cancelled

Engar / NIL

UPPLÝSINGABRÉF (AIC)
Ný upplýsingabréf

AIC
New AIC

A 09/2025, A 10/2025, A 11/2025

Ný upplýsingabréf - utan útgáfu

New AICs - outside publication

Engin / NIL

Upplýsingabréf felld úr gildi

AICs hereby cancelled

Engin / NIL

Efni eftirfarandi NOTAM skeyta birt í útgáfunni:

NOTAM incorporated in this amendment:

A0663/25

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

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

ENDIR / END

**GEN 0.2 LISTI YFIR UPPFÆRSLUR
FLUGMÁLAHANDBÓKAR**

GEN 0.2 RECORD OF AIP AMENDMENTS

Fyrirvarauppfærslur Flugmálahandbókar / AIRAC AIP AMENDMENT			
Nr. / Ár / NR/Year	Útgáfudagur / Publication date	Gildisdagur / Effective Date	Sett inn af / Inserted by
AIRAC 001/22	03 DEC 2021	27 JAN 2022	
AIRAC 002/22	29 JAN 2022	24 MAR 2022	
AIRAC 003/22	26 MAR 2022	19 MAY 2022	
AIRAC 004/22	21 MAY 2022	14 JUL 2022	
AIRAC 005/22	13 AUG 2022	06 OCT 2022	
AIRAC 006/22	08 OCT 2022	01 DEC 2022	
AIRAC 001/23	03 DEC 2022	26 JAN 2023	
AIRAC 02/23	28 JAN 2023	23 MAR 2023	
AIRAC 03/23	25 MAR 2023	18 MAY 2023	
A 04/2023	19 MAY 2023	15 JUN 2023	
A 05/2023	21 MAY 2023	13 JUL 2023	
A 06/2023	12 AUG 2023	05 OCT 2023	
A 07/2023	07 OCT 2023	30 NOV 2023	
A 01/2024	02 DEC 2023	25 JAN 2024	
A 02/2024	27 JAN 2024	21 MAR 2024	
A 03/2024	23 MAR 2024	16 MAY 2024	
A 04/2024	18 MAY 2024	11 JUL 2024	
A 05/2024	10 AUG 2024	03 OCT 2024	
A 06/2024	05 OCT 2024	28 NOV 2024	
A 01/2025	30 NOV 2024	23 JAN 2025	
AIRAC 02/2025	25 JAN 2025	20 MAR 2025	
A 03/2025	21 MAR 2025	17 APR 2025	
A 04/2025	18 APR 2025	15 MAY 2025	
A 05/2025	16 MAY 2025	12 JUN 2025	
A 06/2025	11 JUL 2025	07 AUG 2025	
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	

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

GEN 0.3 LISTI YFIR VIÐBÆTUR VIÐ
FLUGMÁLAHANDBÓK

GEN 0.3 RECORD OF AIP SUPPLEMENTS

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

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

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	
---------	---	-----------	-------------------------	--

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](#).

THIS PAGE INTENTIONALLY LEFT BLANK

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

2.7 - 4	27 JAN 2023	3.5 - 2	04 OCT 2024	1.4 - 2	25 MAR 2022
2.7 - 5	27 JAN 2023	3.5 - 3	17 APR 2025	1.4 - 3	25 MAR 2022
2.7 - 6	27 JAN 2023	3.5 - 4	17 APR 2025	1.4 - 4	25 MAR 2022
2.7 - 7	27 JAN 2023	3.5 - 5	04 OCT 2024	1.5 - 1	18 JUN 2021
2.7 - 8	27 JAN 2023	3.5 - 6	04 OCT 2024	1.5 - 2	18 JUN 2021
2.7 - 9	27 JAN 2023	3.5 - 7	17 APR 2025	1.6 - 1	07 AUG 2025
2.7 - 10	27 JAN 2023	3.5 - 8	17 APR 2025	1.6 - 2	07 AUG 2025
2.7 - 11	27 JAN 2023	3.5 - 9	25 JAN 2024	1.6 - 3	09 AUG 2024
2.7 - 12	27 JAN 2023	3.5 - 10	25 JAN 2024	1.6 - 4	09 AUG 2024
2.7 - 13	27 JAN 2023	3.5 - 11	01 DEC 2023	1.6 - 5	27 NOV 2025
2.7 - 14	27 JAN 2023	3.5 - 12	01 DEC 2023	1.6 - 6	27 NOV 2025
2.7 - 15	27 JAN 2023	3.5 - 13	25 JAN 2024	1.6 - 7	27 NOV 2025
2.7 - 16	27 JAN 2023	3.5 - 14	25 JAN 2024	1.6 - 8	27 NOV 2025
2.7 - 17	27 JAN 2023	3.6 - 1	29 NOV 2024	1.6 - 9	27 NOV 2025
2.7 - 18	27 JAN 2023	3.6 - 2	29 NOV 2024	1.6 - 10	27 NOV 2025
2.8 - 1	25 MAR 2021	3.6 - 3	18 JUN 2021	1.6 - 11	07 AUG 2025
2.8 - 2	25 MAR 2021	3.6 - 4	18 JUN 2021	1.6 - 12	07 AUG 2025
2.8 - 3	25 MAR 2021	3.6 - 5	18 JUN 2021	1.6 - 13	07 AUG 2025
2.8 - 4	25 MAR 2021	3.6 - 6	18 JUN 2021	1.6 - 14	07 AUG 2025
		3.6 - 7	18 JUN 2021	1.7 - 1	18 JUN 2021
		3.6 - 8	18 JUN 2021	1.7 - 2	18 JUN 2021
GEN 3				1.7 - 3	17 MAY 2024
3.1 - 1	04 OCT 2024			1.7 - 4	17 MAY 2024
3.1 - 2	04 OCT 2024	GEN 4		1.8 - 1	07 AUG 2025
3.1 - 3	04 OCT 2024	4.1 - 1	02 OCT 2025	1.8 - 2	07 AUG 2025
3.1 - 4	04 OCT 2024	4.1 - 2	02 OCT 2025	1.8 - 3	20 MAR 2025
3.1 - 5	07 AUG 2025	4.2 - 1	02 DEC 2022	1.8 - 4	20 MAR 2025
3.1 - 6	07 AUG 2025	4.2 - 2	02 DEC 2022	1.8 - 5	20 MAR 2025
3.1 - 7	02 OCT 2025			1.8 - 6	20 MAR 2025
3.1 - 8	02 OCT 2025	ENR 0		1.8 - 7	24 JAN 2025
3.2 - 1	02 OCT 2025	0.1 - 1	25 MAR 2021	1.8 - 8	24 JAN 2025
3.2 - 2	02 OCT 2025	0.1 - 2	25 MAR 2021	1.8 - 9	17 APR 2025
3.2 - 3	12 JUL 2024	0.2 - 1	18 JUN 2021	1.8 - 10	17 APR 2025
3.2 - 4	12 JUL 2024	0.2 - 2	18 JUN 2021	1.8 - 11	17 APR 2025
3.2 - 5	27 NOV 2025	0.3 - 1	18 JUN 2021	1.8 - 12	17 APR 2025
3.2 - 6	27 NOV 2025	0.3 - 2	18 JUN 2021	1.8 - 13	15 MAY 2025
3.2 - 7	27 NOV 2025	0.4 - 1	25 MAR 2021	1.8 - 14	15 MAY 2025
3.2 - 8	27 NOV 2025	0.4 - 2	25 MAR 2021	1.8 - 15	20 MAR 2025
3.2 - 9	27 NOV 2025	0.5 - 1	18 JUN 2021	1.8 - 16	20 MAR 2025
3.2 - 10	27 NOV 2025	0.5 - 2	18 JUN 2021	1.8 - 17	20 MAR 2025
3.3 - 1	15 MAY 2025	0.6 - 1	02 OCT 2025	1.8 - 18	20 MAR 2025
3.3 - 2	15 MAY 2025	0.6 - 2	02 OCT 2025	1.8 - 19	24 JAN 2025
3.3 - 3	07 AUG 2025	0.6 - 3	20 MAR 2025	1.8 - 20	24 JAN 2025
3.3 - 4	07 AUG 2025	0.6 - 4	20 MAR 2025	1.8 - 21	24 JAN 2025
3.3 - 5	04 OCT 2024	0.6 - 5	07 AUG 2025	1.8 - 22	24 JAN 2025
3.3 - 6	04 OCT 2024	0.6 - 6	07 AUG 2025	1.8 - 23	02 OCT 2025
3.4 - 1	02 OCT 2025			1.8 - 24	02 OCT 2025
3.4 - 2	02 OCT 2025	ENR 1		1.8 - 25	02 OCT 2025
3.4 - 3	24 JAN 2025	1.1 - 1	15 MAY 2025	1.8 - 26	02 OCT 2025
3.4 - 4	24 JAN 2025	1.1 - 2	15 MAY 2025	1.8 - 27	07 AUG 2025
3.4 - 5	26 JAN 2024	1.1 - 3	17 APR 2025	1.8 - 28	07 AUG 2025
3.4 - 6	26 JAN 2024	1.1 - 4	17 APR 2025	1.8 - 29	17 APR 2025
3.4 - 7	04 OCT 2024	1.1 - 5	24 JAN 2025	1.8 - 30	17 APR 2025
3.4 - 8	04 OCT 2024	1.1 - 6	24 JAN 2025	1.8 - 31	24 JAN 2025
3.4 - 9	20 MAR 2025	1.2 - 1	01 DEC 2023	1.8 - 32	24 JAN 2025
3.4 - 10	20 MAR 2025	1.2 - 2	01 DEC 2023	1.8 - 33	24 JAN 2025
3.4 - 11	04 OCT 2024	1.2 - 3	08 OCT 2021	1.8 - 34	24 JAN 2025
3.4 - 12	04 OCT 2024	1.2 - 4	08 OCT 2021	1.8 - 35	24 JAN 2025
3.4 - 13	17 MAY 2024	1.3 - 1	28 JAN 2022	1.8 - 36	24 JAN 2025
3.4 - 14	17 MAY 2024	1.3 - 2	28 JAN 2022	1.9 - 1	15 MAY 2025
3.5 - 1	04 OCT 2024	1.4 - 1	25 MAR 2022		

1.9 - 2	15 MAY 2025	3.2 - 16	04 OCT 2024	5.1 - 10	07 AUG 2025
1.9 - 3	04 OCT 2024	3.2 - 17	04 OCT 2024	5.2 - 1	05 OCT 2023
1.9 - 4	04 OCT 2024	3.2 - 18	04 OCT 2024	5.2 - 2	05 OCT 2023
1.10 - 1	22 MAR 2024	3.2 - 19	21 MAR 2024	5.2 - 3	06 OCT 2023
1.10 - 2	22 MAR 2024	3.2 - 20	21 MAR 2024	5.2 - 4	06 OCT 2023
1.10 - 3	09 AUG 2024	3.2 - 21	21 MAR 2024	5.2 - 5	06 OCT 2023
1.10 - 4	09 AUG 2024	3.2 - 22	21 MAR 2024	5.2 - 6	06 OCT 2023
1.10 - 5	09 AUG 2024	3.2 - 23	20 MAR 2025	5.3 - 1	11 AUG 2023
1.10 - 6	09 AUG 2024	3.2 - 24	20 MAR 2025	5.3 - 2	11 AUG 2023
1.11 - 1	26 JAN 2024	3.2 - 25	20 MAR 2025	5.3 - 3	11 AUG 2023
1.11 - 2	26 JAN 2024	3.2 - 26	20 MAR 2025	5.3 - 4	11 AUG 2023
1.12 - 1	24 MAR 2023	3.2 - 27	20 MAR 2025	5.3 - 5	11 AUG 2023
1.12 - 2	24 MAR 2023	3.2 - 28	20 MAR 2025	5.3 - 6	11 AUG 2023
1.12 - 3	18 JUN 2021	3.2 - 29	20 MAR 2025	5.4 - 1	30 OCT 2025
1.12 - 4	18 JUN 2021	3.2 - 30	20 MAR 2025	5.4 - 2	30 OCT 2025
1.13 - 1	18 JUN 2021	3.2 - 31	20 MAR 2025	5.5 - 1	05 OCT 2023
1.13 - 2	18 JUN 2021	3.2 - 32	20 MAR 2025	5.5 - 2	05 OCT 2023
1.14 - 1	18 JUN 2021	3.2 - 33	20 MAR 2025	5.5 - 3	05 OCT 2023
1.14 - 2	18 JUN 2021	3.2 - 34	20 MAR 2025	5.5 - 4	05 OCT 2023
1.14 - 3	18 JUN 2021	3.3 - 1	07 AUG 2025	5.6 - 1	18 JUN 2021
1.14 - 4	18 JUN 2021	3.3 - 2	07 AUG 2025	5.6 - 2	18 JUN 2021
1.14 - 5	18 JUN 2021	3.4 - 1	07 AUG 2025		
1.14 - 6	18 JUN 2021	3.4 - 2	07 AUG 2025	ENR 6	
1.14 - 7	25 MAR 2021			6.1 - 1	20 MAR 2025
1.14 - 8	25 MAR 2021	ENR 4		6.1 - 2	20 MAR 2025
1.14 - 9	18 JUN 2021	4.1 - 1	27 NOV 2025	6.1 - 3	27 NOV 2025
1.14 - 10	18 JUN 2021	4.1 - 2	27 NOV 2025	6.1 - 4	27 NOV 2025
		4.2 - 1	18 JUN 2021	6.1 - 5	27 NOV 2025
ENR 2		4.2 - 2	18 JUN 2021	6.1 - 6	27 NOV 2025
2.1 - 1	23 JAN 2025	4.3 - 1	08 OCT 2021	6.1 - 7	17 APR 2025
2.1 - 2	23 JAN 2025	4.3 - 2	08 OCT 2021	6.1 - 8	17 APR 2025
2.1 - 3	09 AUG 2024	4.3 - 3	18 JUN 2021	6.1 - 9	26 JAN 2023
2.1 - 4	09 AUG 2024	4.3 - 4	18 JUN 2021	6.1 - 10	26 JAN 2023
2.1 - 5	01 DEC 2023	4.3 - 5	04 OCT 2024	6.1 - 11	27 NOV 2025
2.1 - 6	01 DEC 2023	4.3 - 6	04 OCT 2024	6.1 - 12	27 NOV 2025
2.1 - 7	17 MAY 2024	4.4 - 1	30 OCT 2025	6.1 - 13	03 OCT 2024
2.1 - 8	17 MAY 2024	4.4 - 2	30 OCT 2025	6.1 - 14	03 OCT 2024
2.2 - 1	04 OCT 2024	4.4 - 3	30 OCT 2025	6.1 - 15	21 MAR 2024
2.2 - 2	04 OCT 2024	4.4 - 4	30 OCT 2025	6.1 - 16	21 MAR 2024
2.2 - 3	02 OCT 2025	4.4 - 5	30 OCT 2025		
2.2 - 4	02 OCT 2025	4.4 - 6	30 OCT 2025	AD 0	
		4.4 - 7	27 NOV 2025	0.1 - 1	25 MAR 2021
ENR 3		4.4 - 8	27 NOV 2025	0.1 - 2	25 MAR 2021
3.1 - 1	20 MAR 2025	4.4 - 9	27 NOV 2025	0.2 - 1	18 JUN 2021
3.1 - 2	20 MAR 2025	4.4 - 10	27 NOV 2025	0.2 - 2	18 JUN 2021
3.2 - 1	04 OCT 2024	4.4 - 11	27 NOV 2025	0.3 - 1	18 JUN 2021
3.2 - 2	04 OCT 2024	4.4 - 12	27 NOV 2025	0.3 - 2	18 JUN 2021
3.2 - 3	04 OCT 2024	4.5 - 1	18 JUN 2021	0.4 - 1	25 MAR 2021
3.2 - 4	04 OCT 2024	4.5 - 2	18 JUN 2021	0.4 - 2	25 MAR 2021
3.2 - 5	04 OCT 2024			0.5 - 1	18 JUN 2021
3.2 - 6	04 OCT 2024	ENR 5		0.5 - 2	18 JUN 2021
3.2 - 7	04 OCT 2024	5.1 - 1	04 SEP 2025	0.6 - 1	02 OCT 2025
3.2 - 8	04 OCT 2024	5.1 - 2	04 SEP 2025	0.6 - 2	02 OCT 2025
3.2 - 9	27 NOV 2025	5.1 - 3	04 SEP 2025	0.6 - 3	02 OCT 2025
3.2 - 10	27 NOV 2025	5.1 - 4	04 SEP 2025	0.6 - 4	02 OCT 2025
3.2 - 11	04 OCT 2024	5.1 - 5	04 SEP 2025	0.6 - 5	02 OCT 2025
3.2 - 12	04 OCT 2024	5.1 - 6	04 SEP 2025	0.6 - 6	02 OCT 2025
3.2 - 13	04 OCT 2024	5.1 - 7	04 SEP 2025	0.6 - 7	02 OCT 2025
3.2 - 14	04 OCT 2024	5.1 - 8	04 SEP 2025	0.6 - 8	02 OCT 2025
3.2 - 15	04 OCT 2024	5.1 - 9	07 AUG 2025	0.6 - 9	27 NOV 2025

0.6 - 10	27 NOV 2025	AD 2 AERODROMES		AD 2 BIAR 7 - 6	23 JAN 2025
0.6 - 11	02 OCT 2025	AD 2 BIAR 1 - 1	23 JAN 2025	AD 2 BIAR 7 - 7	20 MAR 2025
0.6 - 12	02 OCT 2025	AD 2 BIAR 1 - 2	23 JAN 2025	AD 2 BIAR 7 - 8	20 MAR 2025
0.6 - 13	02 OCT 2025	AD 2 BIAR 1 - 3	07 AUG 2025	AD 2 BIAR 7 - 9	20 MAR 2025
0.6 - 14	02 OCT 2025	AD 2 BIAR 1 - 4	07 AUG 2025	AD 2 BIAR 7 - 10	20 MAR 2025
0.6 - 15	02 OCT 2025	AD 2 BIAR 1 - 5	24 MAR 2023	AD 2 BIAR 7 - 11	23 JAN 2025
0.6 - 16	02 OCT 2025	AD 2 BIAR 1 - 6	24 MAR 2023	AD 2 BIAR 7 - 12	23 JAN 2025
0.6 - 17	02 OCT 2025	AD 2 BIAR 1 - 7	02 OCT 2025	AD 2 BIAR 7 - 13	23 JAN 2025
0.6 - 18	02 OCT 2025	AD 2 BIAR 1 - 8	02 OCT 2025	AD 2 BIAR 7 - 14	23 JAN 2025
0.6 - 19	02 OCT 2025	AD 2 BIAR 1 - 9	09 AUG 2024	AD 2 BIAR 7 - 15	20 MAR 2025
0.6 - 20	02 OCT 2025	AD 2 BIAR 1 - 10	09 AUG 2024	AD 2 BIAR 7 - 16	20 MAR 2025
0.6 - 21	02 OCT 2025	AD 2 BIAR 1 - 11	01 DEC 2022	AD 2 BIAR 7 - 17	20 MAR 2025
0.6 - 22	02 OCT 2025	AD 2 BIAR 1 - 12	01 DEC 2022	AD 2 BIAR 7 - 18	20 MAR 2025
0.6 - 23	02 OCT 2025	AD 2 BIAR 1 - 13	01 DEC 2023	AD 2 BIAR 7 - 19	23 JAN 2025
0.6 - 24	02 OCT 2025	AD 2 BIAR 1 - 14	01 DEC 2023	AD 2 BIAR 7 - 20	23 JAN 2025
0.6 - 25	02 OCT 2025	AD 2 BIAR 1 - 15	27 NOV 2025	AD 2 BIAR 8 - 1	23 JAN 2025
0.6 - 26	02 OCT 2025	AD 2 BIAR 1 - 16	27 NOV 2025	AD 2 BIAR 8 - 2	23 JAN 2025
0.6 - 27	02 OCT 2025	AD 2 BIAR 1 - 17	02 OCT 2025	AD 2 BIAR 8 - 3	27 NOV 2025
0.6 - 28	02 OCT 2025	AD 2 BIAR 1 - 18	02 OCT 2025	AD 2 BIAR 8 - 4	27 NOV 2025
0.6 - 29	02 OCT 2025	AD 2 BIAR 1 - 19	01 DEC 2023	AD 2 BIAR 8 - 5	27 NOV 2025
0.6 - 30	02 OCT 2025	AD 2 BIAR 1 - 20	01 DEC 2023	AD 2 BIAR 8 - 6	27 NOV 2025
0.6 - 31	02 OCT 2025	AD 2 BIAR 1 - 21	28 NOV 2024	AD 2 BIBD 1 - 1	17 APR 2025
0.6 - 32	02 OCT 2025	AD 2 BIAR 1 - 22	28 NOV 2024	AD 2 BIBD 1 - 2	17 APR 2025
0.6 - 33	02 OCT 2025	AD 2 BIAR 1 - 23	17 APR 2025	AD 2 BIBD 1 - 3	27 JAN 2023
0.6 - 34	02 OCT 2025	AD 2 BIAR 1 - 24	17 APR 2025	AD 2 BIBD 1 - 4	27 JAN 2023
0.6 - 35	02 OCT 2025	AD 2 BIAR 1 - 25	20 MAR 2025	AD 2 BIBD 1 - 5	02 OCT 2025
0.6 - 36	02 OCT 2025	AD 2 BIAR 1 - 26	20 MAR 2025	AD 2 BIBD 1 - 6	02 OCT 2025
0.6 - 37	02 OCT 2025	AD 2 BIAR 2 - 1	07 AUG 2025	AD 2 BIBD 1 - 7	09 AUG 2024
0.6 - 38	02 OCT 2025	AD 2 BIAR 2 - 2	07 AUG 2025	AD 2 BIBD 1 - 8	09 AUG 2024
0.6 - 39	02 OCT 2025	AD 2 BIAR 3 - 1	18 JUN 2021	AD 2 BIBD 1 - 9	18 MAY 2023
0.6 - 40	02 OCT 2025	AD 2 BIAR 3 - 2	18 JUN 2021	AD 2 BIBD 1 - 10	18 MAY 2023
0.6 - 41	02 OCT 2025	AD 2 BIAR 4 - 1	24 JAN 2025	AD 2 BIBD 1 - 11	27 JAN 2023
0.6 - 42	02 OCT 2025	AD 2 BIAR 4 - 2	24 JAN 2025	AD 2 BIBD 1 - 12	27 JAN 2023
0.6 - 43	02 OCT 2025	AD 2 BIAR 5 - 1	23 JAN 2025	AD 2 BIBD 1 - 13	02 OCT 2025
0.6 - 44	02 OCT 2025	AD 2 BIAR 5 - 2	23 JAN 2025	AD 2 BIBD 1 - 14	02 OCT 2025
AD 1		AD 2 BIAR 5 - 3	23 JAN 2025	AD 2 BIBD 2 - 1	25 JAN 2024
		AD 2 BIAR 5 - 4	23 JAN 2025	AD 2 BIBD 2 - 2	25 JAN 2024
		AD 2 BIAR 5 - 5	20 MAR 2025	AD 2 BIBD 3 - 1	18 JUN 2021
		AD 2 BIAR 5 - 6	20 MAR 2025	AD 2 BIBD 3 - 2	18 JUN 2021
		AD 2 BIAR 6 - 1	27 NOV 2025	AD 2 BIBD 4 - 1	18 JUN 2021
		AD 2 BIAR 6 - 2	27 NOV 2025	AD 2 BIBD 4 - 2	18 JUN 2021
		AD 2 BIAR 6 - 3	27 NOV 2025	AD 2 BIBD 5 - 1	18 JUN 2021
		AD 2 BIAR 6 - 4	27 NOV 2025	AD 2 BIBD 5 - 2	18 JUN 2021
		AD 2 BIAR 6 - 5	27 NOV 2025	AD 2 BIBD 6 - 1	11 JUL 2024
		AD 2 BIAR 6 - 6	27 NOV 2025	AD 2 BIBD 6 - 2	11 JUL 2024
1.1 - 1	18 JUN 2021	AD 2 BIAR 6 - 7	27 NOV 2025	AD 2 BIBD 6 - 3	18 MAY 2023
1.1 - 2	18 JUN 2021	AD 2 BIAR 6 - 8	27 NOV 2025	AD 2 BIBD 6 - 4	18 MAY 2023
1.1 - 3	07 OCT 2021	AD 2 BIAR 6 - 9	23 JAN 2025	AD 2 BIBD 7 - 1	18 JUN 2021
1.1 - 4	07 OCT 2021	AD 2 BIAR 6 - 10	23 JAN 2025	AD 2 BIBD 7 - 2	18 JUN 2021
1.2 - 1	12 AUG 2022	AD 2 BIAR 6 - 11	23 JAN 2025	AD 2 BIBD 8 - 1	18 JUN 2021
1.2 - 2	12 AUG 2022	AD 2 BIAR 6 - 12	23 JAN 2025	AD 2 BIBD 8 - 2	18 JUN 2021
1.2 - 3	01 DEC 2023	AD 2 BIAR 6 - 13	23 JAN 2025	AD 2 BIEG 1 - 1	24 MAR 2023
1.2 - 4	01 DEC 2023	AD 2 BIAR 6 - 14	23 JAN 2025	AD 2 BIEG 1 - 2	24 MAR 2023
1.2 - 5	17 APR 2025	AD 2 BIAR 6 - 15	27 NOV 2025	AD 2 BIEG 1 - 3	17 APR 2025
1.2 - 6	17 APR 2025	AD 2 BIAR 6 - 16	27 NOV 2025	AD 2 BIEG 1 - 4	17 APR 2025
1.2 - 7	07 OCT 2021	AD 2 BIAR 7 - 1	23 JAN 2025	AD 2 BIEG 1 - 5	02 OCT 2025
1.2 - 8	07 OCT 2021	AD 2 BIAR 7 - 2	23 JAN 2025	AD 2 BIEG 1 - 6	02 OCT 2025
1.3 - 1	28 NOV 2024	AD 2 BIAR 7 - 3	23 JAN 2025	AD 2 BIEG 1 - 7	09 AUG 2024
1.3 - 2	28 NOV 2024	AD 2 BIAR 7 - 4	23 JAN 2025	AD 2 BIEG 1 - 8	09 AUG 2024
1.3 - 3	28 NOV 2024	AD 2 BIAR 7 - 5	23 JAN 2025	AD 2 BIEG 1 - 9	18 MAY 2023
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	09 AUG 2024				
1.5 - 4	09 AUG 2024				

AD 2 BIEG 1 - 10	18 MAY 2023	AD 2 BIGJ 7 - 2	18 JUN 2021	AD 2 BIHN 1 - 2	24 JAN 2025
AD 2 BIEG 1 - 11	22 MAR 2024	AD 2 BIGJ 8 - 1	18 JUN 2021	AD 2 BIHN 1 - 3	27 NOV 2025
AD 2 BIEG 1 - 12	22 MAR 2024	AD 2 BIGJ 8 - 2	18 JUN 2021	AD 2 BIHN 1 - 4	27 NOV 2025
AD 2 BIEG 1 - 13	02 OCT 2025	AD 2 BIGR 1 - 1	17 APR 2025	AD 2 BIHN 1 - 5	02 OCT 2025
AD 2 BIEG 1 - 14	02 OCT 2025	AD 2 BIGR 1 - 2	17 APR 2025	AD 2 BIHN 1 - 6	02 OCT 2025
AD 2 BIEG 1 - 15	24 MAR 2023	AD 2 BIGR 1 - 3	01 DEC 2023	AD 2 BIHN 1 - 7	09 AUG 2024
AD 2 BIEG 1 - 16	24 MAR 2023	AD 2 BIGR 1 - 4	01 DEC 2023	AD 2 BIHN 1 - 8	09 AUG 2024
AD 2 BIEG 2 - 1	03 OCT 2024	AD 2 BIGR 1 - 5	02 OCT 2025	AD 2 BIHN 1 - 9	05 OCT 2023
AD 2 BIEG 2 - 2	03 OCT 2024	AD 2 BIGR 1 - 6	02 OCT 2025	AD 2 BIHN 1 - 10	05 OCT 2023
AD 2 BIEG 3 - 1	18 JUN 2021	AD 2 BIGR 1 - 7	09 AUG 2024	AD 2 BIHN 1 - 11	13 JUL 2023
AD 2 BIEG 3 - 2	18 JUN 2021	AD 2 BIGR 1 - 8	09 AUG 2024	AD 2 BIHN 1 - 12	13 JUL 2023
AD 2 BIEG 4 - 1	18 JUN 2021	AD 2 BIGR 1 - 9	01 DEC 2023	AD 2 BIHN 1 - 13	02 OCT 2025
AD 2 BIEG 4 - 2	18 JUN 2021	AD 2 BIGR 1 - 10	01 DEC 2023	AD 2 BIHN 1 - 14	02 OCT 2025
AD 2 BIEG 5 - 1	17 APR 2025	AD 2 BIGR 1 - 11	02 OCT 2025	AD 2 BIHN 2 - 1	02 DEC 2021
AD 2 BIEG 5 - 2	17 APR 2025	AD 2 BIGR 1 - 12	02 OCT 2025	AD 2 BIHN 2 - 2	02 DEC 2021
AD 2 BIEG 6 - 1	18 MAY 2023	AD 2 BIGR 2 - 1	12 AUG 2022	AD 2 BIHN 3 - 1	18 JUN 2021
AD 2 BIEG 6 - 2	18 MAY 2023	AD 2 BIGR 2 - 2	12 AUG 2022	AD 2 BIHN 3 - 2	18 JUN 2021
AD 2 BIEG 6 - 3	18 MAY 2023	AD 2 BIGR 3 - 1	18 JUN 2021	AD 2 BIHN 4 - 1	18 JUN 2021
AD 2 BIEG 6 - 4	18 MAY 2023	AD 2 BIGR 3 - 2	18 JUN 2021	AD 2 BIHN 4 - 2	18 JUN 2021
AD 2 BIEG 6 - 5	18 MAY 2023	AD 2 BIGR 4 - 1	18 JUN 2021	AD 2 BIHN 5 - 1	18 JUN 2021
AD 2 BIEG 6 - 6	18 MAY 2023	AD 2 BIGR 4 - 2	18 JUN 2021	AD 2 BIHN 5 - 2	18 JUN 2021
AD 2 BIEG 6 - 7	18 MAY 2023	AD 2 BIGR 5 - 1	18 JUN 2021	AD 2 BIHN 6 - 1	12 AUG 2022
AD 2 BIEG 6 - 8	18 MAY 2023	AD 2 BIGR 5 - 2	18 JUN 2021	AD 2 BIHN 6 - 2	12 AUG 2022
AD 2 BIEG 6 - 9	18 MAY 2023	AD 2 BIGR 6 - 1	23 JAN 2025	AD 2 BIHN 6 - 3	07 AUG 2025
AD 2 BIEG 6 - 10	18 MAY 2023	AD 2 BIGR 6 - 2	23 JAN 2025	AD 2 BIHN 6 - 4	07 AUG 2025
AD 2 BIEG 7 - 1	03 OCT 2024	AD 2 BIGR 6 - 3	27 NOV 2025	AD 2 BIHN 7 - 1	18 JUN 2021
AD 2 BIEG 7 - 2	03 OCT 2024	AD 2 BIGR 6 - 4	27 NOV 2025	AD 2 BIHN 7 - 2	18 JUN 2021
AD 2 BIEG 7 - 3	13 AUG 2021	AD 2 BIGR 7 - 1	18 JUN 2021	AD 2 BIHN 8 - 1	18 JUN 2021
AD 2 BIEG 7 - 4	13 AUG 2021	AD 2 BIGR 7 - 2	18 JUN 2021	AD 2 BIHN 8 - 2	18 JUN 2021
AD 2 BIEG 7 - 5	25 JAN 2024	AD 2 BIGR 8 - 1	18 JUN 2021	AD 2 BIIS 1 - 1	07 AUG 2025
AD 2 BIEG 7 - 6	25 JAN 2024	AD 2 BIGR 8 - 2	18 JUN 2021	AD 2 BIIS 1 - 2	07 AUG 2025
AD 2 BIEG 8 - 1	18 JUN 2021	AD 2 BIHU 1 - 1	17 APR 2025	AD 2 BIIS 1 - 3	17 APR 2025
AD 2 BIEG 8 - 2	18 JUN 2021	AD 2 BIHU 1 - 2	17 APR 2025	AD 2 BIIS 1 - 4	17 APR 2025
AD 2 BIGJ 1 - 1	16 MAY 2024	AD 2 BIHU 1 - 3	02 OCT 2025	AD 2 BIIS 1 - 5	02 OCT 2025
AD 2 BIGJ 1 - 2	16 MAY 2024	AD 2 BIHU 1 - 4	02 OCT 2025	AD 2 BIIS 1 - 6	02 OCT 2025
AD 2 BIGJ 1 - 3	17 APR 2025	AD 2 BIHU 1 - 5	12 JUN 2025	AD 2 BIIS 1 - 7	12 JUN 2025
AD 2 BIGJ 1 - 4	17 APR 2025	AD 2 BIHU 1 - 6	12 JUN 2025	AD 2 BIIS 1 - 8	12 JUN 2025
AD 2 BIGJ 1 - 5	02 OCT 2025	AD 2 BIHU 1 - 7	09 AUG 2024	AD 2 BIIS 1 - 9	07 AUG 2025
AD 2 BIGJ 1 - 6	02 OCT 2025	AD 2 BIHU 1 - 8	09 AUG 2024	AD 2 BIIS 1 - 10	07 AUG 2025
AD 2 BIGJ 1 - 7	12 JUN 2025	AD 2 BIHU 1 - 9	25 MAR 2021	AD 2 BIIS 1 - 11	27 JAN 2023
AD 2 BIGJ 1 - 8	12 JUN 2025	AD 2 BIHU 1 - 10	25 MAR 2021	AD 2 BIIS 1 - 12	27 JAN 2023
AD 2 BIGJ 1 - 9	17 APR 2025	AD 2 BIHU 1 - 11	15 MAY 2025	AD 2 BIIS 1 - 13	02 OCT 2025
AD 2 BIGJ 1 - 10	17 APR 2025	AD 2 BIHU 1 - 12	15 MAY 2025	AD 2 BIIS 1 - 14	02 OCT 2025
AD 2 BIGJ 1 - 11	16 MAY 2024	AD 2 BIHU 1 - 13	02 OCT 2025	AD 2 BIIS 1 - 15	07 AUG 2025
AD 2 BIGJ 1 - 12	16 MAY 2024	AD 2 BIHU 1 - 14	02 OCT 2025	AD 2 BIIS 1 - 16	07 AUG 2025
AD 2 BIGJ 1 - 13	02 OCT 2025	AD 2 BIHU 2 - 1	16 MAY 2024	AD 2 BIIS 1 - 17	04 SEP 2025
AD 2 BIGJ 1 - 14	02 OCT 2025	AD 2 BIHU 2 - 2	16 MAY 2024	AD 2 BIIS 1 - 18	04 SEP 2025
AD 2 BIGJ 2 - 1	17 APR 2025	AD 2 BIHU 3 - 1	18 JUN 2021	AD 2 BIIS 2 - 1	07 AUG 2025
AD 2 BIGJ 2 - 2	17 APR 2025	AD 2 BIHU 3 - 2	18 JUN 2021	AD 2 BIIS 2 - 2	07 AUG 2025
AD 2 BIGJ 3 - 1	18 JUN 2021	AD 2 BIHU 4 - 1	18 JUN 2021	AD 2 BIIS 3 - 1	18 JUN 2021
AD 2 BIGJ 3 - 2	18 JUN 2021	AD 2 BIHU 4 - 2	18 JUN 2021	AD 2 BIIS 3 - 2	18 JUN 2021
AD 2 BIGJ 4 - 1	18 JUN 2021	AD 2 BIHU 5 - 1	18 JUN 2021	AD 2 BIIS 4 - 1	18 JUN 2021
AD 2 BIGJ 4 - 2	18 JUN 2021	AD 2 BIHU 5 - 2	18 JUN 2021	AD 2 BIIS 4 - 2	18 JUN 2021
AD 2 BIGJ 5 - 1	18 JUN 2021	AD 2 BIHU 6 - 1	17 MAY 2024	AD 2 BIIS 5 - 1	18 JUN 2021
AD 2 BIGJ 5 - 2	18 JUN 2021	AD 2 BIHU 6 - 2	17 MAY 2024	AD 2 BIIS 5 - 2	18 JUN 2021
AD 2 BIGJ 6 - 1	07 AUG 2025	AD 2 BIHU 7 - 1	17 MAY 2024	AD 2 BIIS 6 - 1	04 SEP 2025
AD 2 BIGJ 6 - 2	07 AUG 2025	AD 2 BIHU 7 - 2	17 MAY 2024	AD 2 BIIS 6 - 2	04 SEP 2025
AD 2 BIGJ 6 - 3	07 AUG 2025	AD 2 BIHU 8 - 1	18 JUN 2021	AD 2 BIIS 6 - 3	07 AUG 2025
AD 2 BIGJ 6 - 4	07 AUG 2025	AD 2 BIHU 8 - 2	18 JUN 2021	AD 2 BIIS 6 - 4	07 AUG 2025
AD 2 BIGJ 7 - 1	18 JUN 2021	AD 2 BIHN 1 - 1	24 JAN 2025	AD 2 BIIS 6 - 5	07 AUG 2025

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
AD 2 BIKF 1 - 7	02 OCT 2025	AD 2 BIKF 5 - 11	12 JUL 2024	AD 2 BIKF 7 - 13	03 OCT 2024
AD 2 BIKF 1 - 8	02 OCT 2025	AD 2 BIKF 5 - 12	12 JUL 2024	AD 2 BIKF 7 - 14	03 OCT 2024
AD 2 BIKF 1 - 9	04 OCT 2024	AD 2 BIKF 5 - 13	12 JUL 2024	AD 2 BIKF 7 - 15	03 OCT 2024
AD 2 BIKF 1 - 10	04 OCT 2024	AD 2 BIKF 5 - 14	12 JUL 2024	AD 2 BIKF 7 - 16	03 OCT 2024
AD 2 BIKF 1 - 11	09 AUG 2024	AD 2 BIKF 5 - 15	12 JUL 2024	AD 2 BIKF 7 - 17	28 NOV 2024
AD 2 BIKF 1 - 12	09 AUG 2024	AD 2 BIKF 5 - 16	12 JUL 2024	AD 2 BIKF 7 - 18	28 NOV 2024
AD 2 BIKF 1 - 13	09 AUG 2024	AD 2 BIKF 5 - 17	11 JUL 2024	AD 2 BIKF 7 - 19	23 MAR 2023
AD 2 BIKF 1 - 14	09 AUG 2024	AD 2 BIKF 5 - 18	11 JUL 2024	AD 2 BIKF 7 - 20	23 MAR 2023
AD 2 BIKF 1 - 15	04 OCT 2024	AD 2 BIKF 5 - 19	11 JUL 2024	AD 2 BIKF 7 - 21	23 MAR 2023
AD 2 BIKF 1 - 16	04 OCT 2024	AD 2 BIKF 5 - 20	11 JUL 2024	AD 2 BIKF 7 - 22	23 MAR 2023
AD 2 BIKF 1 - 17	09 AUG 2024	AD 2 BIKF 5 - 21	11 JUL 2024	AD 2 BIKF 7 - 23	23 MAR 2023
AD 2 BIKF 1 - 18	09 AUG 2024	AD 2 BIKF 5 - 22	11 JUL 2024	AD 2 BIKF 7 - 24	23 MAR 2023
AD 2 BIKF 1 - 19	02 OCT 2025	AD 2 BIKF 5 - 23	11 JUL 2024	AD 2 BIKF 7 - 25	23 MAR 2023
AD 2 BIKF 1 - 20	02 OCT 2025	AD 2 BIKF 5 - 24	11 JUL 2024	AD 2 BIKF 7 - 26	23 MAR 2023
AD 2 BIKF 1 - 21	02 OCT 2025	AD 2 BIKF 6 - 1	02 OCT 2025	AD 2 BIKF 8 - 1	15 MAY 2025
AD 2 BIKF 1 - 22	02 OCT 2025	AD 2 BIKF 6 - 2	02 OCT 2025	AD 2 BIKF 8 - 2	15 MAY 2025
AD 2 BIKF 1 - 23	12 JUN 2025	AD 2 BIKF 6 - 3	02 OCT 2025	AD 2 BIKF 8 - 3	02 OCT 2025
AD 2 BIKF 1 - 24	12 JUN 2025	AD 2 BIKF 6 - 4	02 OCT 2025	AD 2 BIKF 8 - 4	02 OCT 2025
AD 2 BIKF 1 - 25	23 JAN 2025	AD 2 BIKF 6 - 5	02 OCT 2025	AD 2 BIKF 8 - 5	02 OCT 2025
AD 2 BIKF 1 - 26	23 JAN 2025	AD 2 BIKF 6 - 6	02 OCT 2025	AD 2 BIKF 8 - 6	02 OCT 2025
AD 2 BIKF 1 - 27	23 JAN 2025	AD 2 BIKF 6 - 7	02 OCT 2025	AD 2 BIKF 8 - 7	02 OCT 2025
AD 2 BIKF 1 - 28	23 JAN 2025	AD 2 BIKF 6 - 8	02 OCT 2025	AD 2 BIKF 8 - 8	02 OCT 2025
AD 2 BIKF 1 - 29	23 JAN 2025	AD 2 BIKF 6 - 9	02 OCT 2025	AD 2 BIKF 8 - 9	02 OCT 2025
AD 2 BIKF 1 - 30	23 JAN 2025	AD 2 BIKF 6 - 10	02 OCT 2025	AD 2 BIKF 8 - 10	02 OCT 2025
AD 2 BIKF 1 - 31	30 OCT 2025	AD 2 BIKF 6 - 11	15 MAY 2025	AD 2 BIKF 8 - 11	02 OCT 2025
AD 2 BIKF 1 - 32	30 OCT 2025	AD 2 BIKF 6 - 12	15 MAY 2025	AD 2 BIKF 8 - 12	02 OCT 2025
AD 2 BIKF 1 - 33	30 OCT 2025	AD 2 BIKF 6 - 13	02 OCT 2025	AD 2 BIKF 8 - 13	02 OCT 2025
AD 2 BIKF 1 - 34	30 OCT 2025	AD 2 BIKF 6 - 14	02 OCT 2025	AD 2 BIKF 8 - 14	02 OCT 2025
AD 2 BIKF 1 - 35	30 OCT 2025	AD 2 BIKF 6 - 15	02 OCT 2025	AD 2 BIKF 8 - 15	02 OCT 2025
AD 2 BIKF 1 - 36	30 OCT 2025	AD 2 BIKF 6 - 16	02 OCT 2025	AD 2 BIKF 8 - 16	02 OCT 2025
AD 2 BIKF 2 - 1	20 MAR 2025	AD 2 BIKF 6 - 17	23 MAR 2023	AD 2 BIKF 8 - 17	02 OCT 2025
AD 2 BIKF 2 - 2	20 MAR 2025	AD 2 BIKF 6 - 18	23 MAR 2023	AD 2 BIKF 8 - 18	02 OCT 2025
AD 2 BIKF 2 - 3	15 MAY 2025	AD 2 BIKF 6 - 19	21 MAR 2024	AD 2 BIKF 8 - 19	30 OCT 2025
AD 2 BIKF 2 - 4	15 MAY 2025	AD 2 BIKF 6 - 20	21 MAR 2024	AD 2 BIKF 8 - 20	30 OCT 2025
AD 2 BIKF 2 - 5	27 NOV 2025	AD 2 BIKF 6 - 21	21 MAR 2024	AD 2 BIRK 1 - 1	12 JUN 2025
AD 2 BIKF 2 - 6	27 NOV 2025	AD 2 BIKF 6 - 22	21 MAR 2024	AD 2 BIRK 1 - 2	12 JUN 2025
AD 2 BIKF 2 - 7	24 JAN 2025	AD 2 BIKF 6 - 23	02 OCT 2025	AD 2 BIRK 1 - 3	12 JUN 2025
AD 2 BIKF 2 - 8	24 JAN 2025	AD 2 BIKF 6 - 24	02 OCT 2025	AD 2 BIRK 1 - 4	12 JUN 2025
AD 2 BIKF 3 - 1	25 MAR 2021	AD 2 BIKF 6 - 25	02 OCT 2025	AD 2 BIRK 1 - 5	12 JUN 2025
AD 2 BIKF 3 - 2	25 MAR 2021	AD 2 BIKF 6 - 26	02 OCT 2025	AD 2 BIRK 1 - 6	12 JUN 2025
AD 2 BIKF 3 - 3	25 MAR 2021	AD 2 BIKF 6 - 27	02 OCT 2025	AD 2 BIRK 1 - 7	27 NOV 2025
AD 2 BIKF 3 - 4	25 MAR 2021	AD 2 BIKF 6 - 28	02 OCT 2025	AD 2 BIRK 1 - 8	27 NOV 2025
AD 2 BIKF 3 - 5	25 MAR 2021	AD 2 BIKF 6 - 29	02 OCT 2025	AD 2 BIRK 1 - 9	27 NOV 2025
AD 2 BIKF 3 - 6	25 MAR 2021	AD 2 BIKF 6 - 30	02 OCT 2025	AD 2 BIRK 1 - 10	27 NOV 2025
AD 2 BIKF 3 - 7	25 MAR 2021	AD 2 BIKF 6 - 31	02 OCT 2025	AD 2 BIRK 1 - 11	27 NOV 2025
AD 2 BIKF 3 - 8	25 MAR 2021	AD 2 BIKF 6 - 32	02 OCT 2025	AD 2 BIRK 1 - 12	27 NOV 2025
AD 2 BIKF 4 - 1	27 JAN 2023	AD 2 BIKF 6 - 33	02 OCT 2025	AD 2 BIRK 1 - 13	27 NOV 2025
AD 2 BIKF 4 - 2	27 JAN 2023	AD 2 BIKF 6 - 34	02 OCT 2025	AD 2 BIRK 1 - 14	27 NOV 2025
AD 2 BIKF 4 - 3	27 JAN 2023	AD 2 BIKF 7 - 1	03 OCT 2024	AD 2 BIRK 1 - 15	27 NOV 2025

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
AD 2 BIRK 1 - 20	27 NOV 2025	AD 2 BIKR 1 - 2	17 APR 2025	AD 2 BIVM 6 - 6	17 JUN 2021
AD 2 BIRK 1 - 21	27 NOV 2025	AD 2 BIKR 1 - 3	02 OCT 2025	AD 2 BIVM 6 - 7	27 JAN 2022
AD 2 BIRK 1 - 22	27 NOV 2025	AD 2 BIKR 1 - 4	02 OCT 2025	AD 2 BIVM 6 - 8	27 JAN 2022
AD 2 BIRK 1 - 23	27 NOV 2025	AD 2 BIKR 1 - 5	12 JUN 2025	AD 2 BIVM 6 - 9	27 JAN 2022
AD 2 BIRK 1 - 24	27 NOV 2025	AD 2 BIKR 1 - 6	12 JUN 2025	AD 2 BIVM 6 - 10	27 JAN 2022
AD 2 BIRK 1 - 25	27 NOV 2025	AD 2 BIKR 1 - 7	12 JUN 2025	AD 2 BIVM 6 - 11	27 JAN 2022
AD 2 BIRK 1 - 26	27 NOV 2025	AD 2 BIKR 1 - 8	12 JUN 2025	AD 2 BIVM 6 - 12	27 JAN 2022
AD 2 BIRK 1 - 27	27 NOV 2025	AD 2 BIKR 1 - 9	12 JUN 2025	AD 2 BIVM 7 - 1	18 JUN 2021
AD 2 BIRK 1 - 28	27 NOV 2025	AD 2 BIKR 1 - 10	12 JUN 2025	AD 2 BIVM 7 - 2	18 JUN 2021
AD 2 BIRK 1 - 29	27 NOV 2025	AD 2 BIKR 1 - 11	02 OCT 2025	AD 2 BIVM 8 - 1	24 MAR 2022
AD 2 BIRK 1 - 30	27 NOV 2025	AD 2 BIKR 1 - 12	02 OCT 2025	AD 2 BIVM 8 - 2	24 MAR 2022
AD 2 BIRK 1 - 31	27 NOV 2025	AD 2 BIKR 1 - 13	12 JUN 2025	AD 2 BIVO 1 - 1	27 NOV 2025
AD 2 BIRK 1 - 32	27 NOV 2025	AD 2 BIKR 1 - 14	12 JUN 2025	AD 2 BIVO 1 - 2	27 NOV 2025
AD 2 BIRK 1 - 33	27 NOV 2025	AD 2 BIKR 2 - 1	13 JUL 2023	AD 2 BIVO 1 - 3	07 AUG 2025
AD 2 BIRK 1 - 34	27 NOV 2025	AD 2 BIKR 2 - 2	13 JUL 2023	AD 2 BIVO 1 - 4	07 AUG 2025
AD 2 BIRK 2 - 1	27 NOV 2025	AD 2 BIKR 3 - 1	18 JUN 2021	AD 2 BIVO 1 - 5	02 OCT 2025
AD 2 BIRK 2 - 2	27 NOV 2025	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	27 NOV 2025
AD 2 BIRK 2 - 4	27 NOV 2025	AD 2 BIKR 4 - 2	18 JUN 2021	AD 2 BIVO 1 - 8	27 NOV 2025
AD 2 BIRK 3 - 1	18 JUN 2021	AD 2 BIKR 5 - 1	18 JUN 2021	AD 2 BIVO 1 - 9	12 JUN 2025
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
AD 2 BIRK 5 - 1	05 OCT 2023	AD 2 BIKR 7 - 1	18 JUN 2021	AD 2 BIVO 1 - 13	02 OCT 2025
AD 2 BIRK 5 - 2	05 OCT 2023	AD 2 BIKR 7 - 2	18 JUN 2021	AD 2 BIVO 1 - 14	02 OCT 2025
AD 2 BIRK 5 - 3	05 OCT 2023	AD 2 BIKR 8 - 1	18 JUN 2021	AD 2 BIVO 2 - 1	27 NOV 2025
AD 2 BIRK 5 - 4	05 OCT 2023	AD 2 BIKR 8 - 2	18 JUN 2021	AD 2 BIVO 2 - 2	27 NOV 2025
AD 2 BIRK 6 - 1	24 MAR 2022	AD 2 BIVM 1 - 1	27 NOV 2025	AD 2 BIVO 3 - 1	18 JUN 2021
AD 2 BIRK 6 - 2	24 MAR 2022	AD 2 BIVM 1 - 2	27 NOV 2025	AD 2 BIVO 3 - 2	18 JUN 2021
AD 2 BIRK 6 - 3	22 MAR 2024	AD 2 BIVM 1 - 3	17 APR 2025	AD 2 BIVO 4 - 1	18 JUN 2021
AD 2 BIRK 6 - 4	22 MAR 2024	AD 2 BIVM 1 - 4	17 APR 2025	AD 2 BIVO 4 - 2	18 JUN 2021
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	09 AUG 2024	AD 2 BIVO 6 - 1	27 NOV 2025
AD 2 BIRK 6 - 8	21 MAR 2024	AD 2 BIVM 1 - 8	09 AUG 2024	AD 2 BIVO 6 - 2	27 NOV 2025
AD 2 BIRK 6 - 9	02 OCT 2025	AD 2 BIVM 1 - 9	17 MAY 2024	AD 2 BIVO 7 - 1	18 JUN 2021
AD 2 BIRK 6 - 10	02 OCT 2025	AD 2 BIVM 1 - 10	17 MAY 2024	AD 2 BIVO 7 - 2	18 JUN 2021
AD 2 BIRK 6 - 11	18 MAY 2023	AD 2 BIVM 1 - 11	07 AUG 2025	AD 2 BIVO 8 - 1	18 JUN 2021
AD 2 BIRK 6 - 12	18 MAY 2023	AD 2 BIVM 1 - 12	07 AUG 2025	AD 2 BIVO 8 - 2	18 JUN 2021
AD 2 BIRK 6 - 13	17 MAY 2024	AD 2 BIVM 1 - 13	22 MAR 2024	AD 2 BITN 1 - 1	11 JUL 2024
AD 2 BIRK 6 - 14	17 MAY 2024	AD 2 BIVM 1 - 14	22 MAR 2024	AD 2 BITN 1 - 2	11 JUL 2024
AD 2 BIRK 6 - 15	17 MAY 2024	AD 2 BIVM 1 - 15	02 OCT 2025	AD 2 BITN 1 - 3	17 APR 2025
AD 2 BIRK 6 - 16	17 MAY 2024	AD 2 BIVM 1 - 16	02 OCT 2025	AD 2 BITN 1 - 4	17 APR 2025
AD 2 BIRK 6 - 17	12 JUN 2025	AD 2 BIVM 1 - 17	07 AUG 2025	AD 2 BITN 1 - 5	02 OCT 2025
AD 2 BIRK 6 - 18	12 JUN 2025	AD 2 BIVM 1 - 18	07 AUG 2025	AD 2 BITN 1 - 6	02 OCT 2025
AD 2 BIRK 7 - 1	28 NOV 2024	AD 2 BIVM 1 - 19	07 AUG 2025	AD 2 BITN 1 - 7	12 JUN 2025
AD 2 BIRK 7 - 2	28 NOV 2024	AD 2 BIVM 1 - 20	07 AUG 2025	AD 2 BITN 1 - 8	12 JUN 2025
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 BIRK 8 - 8	05 OCT 2023	AD 2 BIVM 5 - 2	18 JUN 2021	AD 2 BITN 2 - 2	18 JUN 2021
AD 2 BIRK 8 - 9	21 MAR 2024	AD 2 BIVM 6 - 1	17 JUN 2021	AD 2 BITN 3 - 1	18 JUN 2021

AD 2 BITN 3 - 2	18 JUN 2021	AD 2 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	02 OCT 2025	AD 2 BIHI 1 - 3	02 OCT 2025
AD 2 BITN 4 - 2	18 JUN 2021	AD 2 BIFL 1 - 4	02 OCT 2025	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	02 OCT 2025	AD 2 BIKA 2 - 1	18 JUN 2021
AD 2 BITN 7 - 2	18 JUN 2021	AD 2 BIGS 1 - 4	02 OCT 2025	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 LANDING STRIPS		AD 2 BIGS 2 - 1	18 JUN 2021	AD 2 BIKE 1 - 3	02 OCT 2025
AD 2 BIBA 1 - 1	02 OCT 2025	AD 2 BIGS 2 - 2	18 JUN 2021	AD 2 BIKE 1 - 4	02 OCT 2025
AD 2 BIBA 1 - 2	02 OCT 2025	AD 2 BIGF 1 - 1	02 OCT 2025	AD 2 BIKE 1 - 5	01 DEC 2023
AD 2 BIBA 1 - 3	03 DEC 2021	AD 2 BIGF 1 - 2	02 OCT 2025	AD 2 BIKE 1 - 6	01 DEC 2023
AD 2 BIBA 1 - 4	03 DEC 2021	AD 2 BIGF 1 - 3	02 OCT 2025	AD 2 BIKE 2 - 1	18 JUN 2021
AD 2 BIBA 1 - 5	02 OCT 2025	AD 2 BIGF 1 - 4	02 OCT 2025	AD 2 BIKE 2 - 2	18 JUN 2021
AD 2 BIBA 1 - 6	02 OCT 2025	AD 2 BIGF 2 - 1	18 JUN 2021	AD 2 BIKL 1 - 1	02 OCT 2025
AD 2 BIBA 2 - 1	18 JUN 2021	AD 2 BIGF 2 - 2	18 JUN 2021	AD 2 BIKL 1 - 2	02 OCT 2025
AD 2 BIBA 2 - 2	18 JUN 2021	AD 2 BIHL 1 - 1	15 MAY 2025	AD 2 BIKL 1 - 3	02 OCT 2025
AD 2 BIBL 1 - 1	01 DEC 2023	AD 2 BIHL 1 - 2	15 MAY 2025	AD 2 BIKL 1 - 4	02 OCT 2025
AD 2 BIBL 1 - 2	01 DEC 2023	AD 2 BIHL 1 - 3	02 OCT 2025	AD 2 BIKL 2 - 1	18 JUN 2021
AD 2 BIBL 1 - 3	02 OCT 2025	AD 2 BIHL 1 - 4	02 OCT 2025	AD 2 BIKL 2 - 2	18 JUN 2021
AD 2 BIBL 1 - 4	02 OCT 2025	AD 2 BIHL 1 - 5	25 MAR 2021	AD 2 BIKP 1 - 1	02 OCT 2025
AD 2 BIBL 1 - 5	22 APR 2021	AD 2 BIHL 1 - 6	25 MAR 2021	AD 2 BIKP 1 - 2	02 OCT 2025
AD 2 BIBL 1 - 6	22 APR 2021	AD 2 BIHL 1 - 7	02 OCT 2025	AD 2 BIKP 1 - 3	02 OCT 2025
AD 2 BIBL 1 - 7	02 OCT 2025	AD 2 BIHL 1 - 8	02 OCT 2025	AD 2 BIKP 1 - 4	02 OCT 2025
AD 2 BIBL 1 - 8	02 OCT 2025	AD 2 BIHL 2 - 1	18 JUN 2021	AD 2 BIKP 1 - 5	12 JUN 2025
AD 2 BIBL 2 - 1	18 JUN 2021	AD 2 BIHL 2 - 2	18 JUN 2021	AD 2 BIKP 1 - 6	12 JUN 2025
AD 2 BIBL 2 - 2	18 JUN 2021	AD 2 BIHE 1 - 1	18 JUN 2021	AD 2 BIKP 2 - 1	18 JUN 2021
AD 2 BIBR 1 - 1	02 OCT 2025	AD 2 BIHE 1 - 2	18 JUN 2021	AD 2 BIKP 2 - 2	18 JUN 2021
AD 2 BIBR 1 - 2	02 OCT 2025	AD 2 BIHE 1 - 3	02 OCT 2025	AD 2 BIMM 1 - 1	18 JUN 2021
AD 2 BIBR 1 - 3	02 OCT 2025	AD 2 BIHE 1 - 4	02 OCT 2025	AD 2 BIMM 1 - 2	18 JUN 2021
AD 2 BIBR 1 - 4	02 OCT 2025	AD 2 BIHE 1 - 5	02 OCT 2025	AD 2 BIMM 1 - 3	02 OCT 2025
AD 2 BIBR 2 - 1	18 JUN 2021	AD 2 BIHE 1 - 6	02 OCT 2025	AD 2 BIMM 1 - 4	02 OCT 2025
AD 2 BIBR 2 - 2	18 JUN 2021	AD 2 BIHE 2 - 1	18 JUN 2021	AD 2 BIMM 1 - 5	02 OCT 2025
AD 2 BIDV 1 - 1	18 JUN 2021	AD 2 BIHE 2 - 2	18 JUN 2021	AD 2 BIMM 1 - 6	02 OCT 2025
AD 2 BIDV 1 - 2	18 JUN 2021	AD 2 BIHK 1 - 1	25 JAN 2024	AD 2 BIMM 2 - 1	18 JUN 2021
AD 2 BIDV 1 - 3	27 NOV 2025	AD 2 BIHK 1 - 2	25 JAN 2024	AD 2 BIMM 2 - 2	18 JUN 2021
AD 2 BIDV 1 - 4	27 NOV 2025	AD 2 BIHK 1 - 3	02 OCT 2025	AD 2 BIMK 1 - 1	18 JUN 2021
AD 2 BIDV 1 - 5	05 OCT 2023	AD 2 BIHK 1 - 4	02 OCT 2025	AD 2 BIMK 1 - 2	18 JUN 2021
AD 2 BIDV 1 - 6	05 OCT 2023	AD 2 BIHK 1 - 5	25 JAN 2024	AD 2 BIMK 1 - 3	02 OCT 2025
AD 2 BIDV 1 - 7	02 OCT 2025	AD 2 BIHK 1 - 6	25 JAN 2024	AD 2 BIMK 1 - 4	02 OCT 2025
AD 2 BIDV 1 - 8	02 OCT 2025	AD 2 BIHK 1 - 7	02 OCT 2025	AD 2 BIMK 1 - 5	02 OCT 2025
AD 2 BIDV 2 - 1	18 JUN 2021	AD 2 BIHK 1 - 8	02 OCT 2025	AD 2 BIMK 1 - 6	02 OCT 2025
AD 2 BIDV 2 - 2	18 JUN 2021	AD 2 BIHK 2 - 1	12 AUG 2021	AD 2 BIMK 2 - 1	18 JUN 2021
AD 2 BIFM 1 - 1	18 JUN 2021	AD 2 BIHK 2 - 2	12 AUG 2021	AD 2 BIMK 2 - 2	18 JUN 2021
AD 2 BIFM 1 - 2	18 JUN 2021	AD 2 BIHZ 1 - 1	02 OCT 2025	AD 2 BINF 1 - 1	23 MAR 2023
AD 2 BIFM 1 - 3	27 NOV 2025	AD 2 BIHZ 1 - 2	02 OCT 2025	AD 2 BINF 1 - 2	23 MAR 2023
AD 2 BIFM 1 - 4	27 NOV 2025	AD 2 BIHZ 1 - 3	05 OCT 2023	AD 2 BINF 1 - 3	02 OCT 2025
AD 2 BIFM 1 - 5	02 OCT 2025	AD 2 BIHZ 1 - 4	05 OCT 2023	AD 2 BINF 1 - 4	02 OCT 2025
AD 2 BIFM 1 - 6	02 OCT 2025	AD 2 BIHZ 1 - 5	02 OCT 2025	AD 2 BINF 1 - 5	27 NOV 2025
AD 2 BIFM 2 - 1	18 JUN 2021	AD 2 BIHZ 1 - 6	02 OCT 2025	AD 2 BINF 1 - 6	27 NOV 2025
AD 2 BIFM 2 - 2	18 JUN 2021	AD 2 BIHZ 2 - 1	18 JUN 2021	AD 2 BINF 1 - 7	30 NOV 2023
AD 2 BIFL 1 - 1	18 MAY 2023	AD 2 BIHZ 2 - 2	18 JUN 2021	AD 2 BINF 1 - 8	30 NOV 2023
		AD 2 BIHI 1 - 1	18 JUN 2021	AD 2 BINF 1 - 9	02 OCT 2025

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	02 OCT 2025	AD 2 BISA 1 - 3	25 MAR 2021	AD 2 BIST 2 - 1	18 JUN 2021
AD 2 BIND 1 - 4	02 OCT 2025	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	02 OCT 2025	AD 2 BISF 1 - 3	02 OCT 2025	AD 2 BIMS 2 - 1	18 JUN 2021
AD 2 BIRG 1 - 4	02 OCT 2025	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	02 OCT 2025
AD 2 BIRG 2 - 2	18 JUN 2021	AD 2 BISF 1 - 8	05 OCT 2023	AD 2 BIVI 1 - 4	02 OCT 2025
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	02 OCT 2025	AD 2 BISI 1 - 1	02 OCT 2025	AD 2 BIVI 2 - 1	18 JUN 2021
AD 2 BIRE 1 - 4	02 OCT 2025	AD 2 BISI 1 - 2	02 OCT 2025	AD 2 BIVI 2 - 2	18 JUN 2021
AD 2 BIRE 1 - 5	02 OCT 2025	AD 2 BISI 1 - 3	02 OCT 2025	AD 2 BITE 1 - 1	07 AUG 2025
AD 2 BIRE 1 - 6	02 OCT 2025	AD 2 BISI 1 - 4	02 OCT 2025	AD 2 BITE 1 - 2	07 AUG 2025
AD 2 BIRE 2 - 1	18 JUN 2021	AD 2 BISI 2 - 1	18 JUN 2021	AD 2 BITE 1 - 3	02 OCT 2025
AD 2 BIRE 2 - 2	18 JUN 2021	AD 2 BISI 2 - 2	18 JUN 2021	AD 2 BITE 1 - 4	02 OCT 2025
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	02 OCT 2025	AD 2 BISL 1 - 3	02 OCT 2025	AD 2 BITE 1 - 7	02 OCT 2025
AD 2 BIRL 1 - 4	02 OCT 2025	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	02 OCT 2025	AD 2 BITM 2 - 1	18 JUN 2021
AD 2 BIRS 1 - 2	04 SEP 2025	AD 2 BISV 1 - 4	02 OCT 2025	AD 2 BITM 2 - 2	18 JUN 2021
AD 2 BIRS 1 - 3	02 OCT 2025	AD 2 BISV 1 - 5	02 OCT 2025		
AD 2 BIRS 1 - 4	02 OCT 2025	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		
AD 2 BISS 1 - 2	30 OCT 2025	AD 2 BISR 1 - 6	02 OCT 2025		
AD 2 BISS 1 - 3	02 OCT 2025	AD 2 BISR 2 - 1	18 JUN 2021		

THIS PAGE INTENTIONALLY LEFT BLANK

GEN 2.5 LISTI YFIR LEIÐSÖGUVIRKI

Kóða / Encode			
Auðkenni/ Ident	Stöðvarheiti/ Station name	Búnaður/ Facility	Tilgangur/ Purpose
AA	AASIAAT	L	E
AKI	AKUREYRI	VOR/DME	AE
AR	AKUREYRI	NDB	A
DA	KULUSUK	L	E
EL	ELLIDAVATN	NDB	AE
ES	EGILSSTADIR	NDB	A
GH	NUUK	L	E
GJ	GJOGUR	MARKER	A
GJ	GJOGUR	NDB	A
HB	HOLSTEINSBORG	NDB	E
HJ	HJALTEYRI	L	A
HL	HELGAPELL	DME	AE
HL	HELGAPELL	L	A
HN	HORNAFJORDUR	MARKER	A
HN	HORNAFJORDUR	NDB	A
IAL	AKUREYRI	DME	A
IAL	AKUREYRI	ILS/LOC	A
IAR	AKUREYRI	DME	A
IAR	AKUREYRI	ILS/LOC	A
IES	EGILSSTADIR	DME	AE
IES	EGILSSTADIR	ILS/LOC	A
IEY	AKUREYRI	DME	A
IEY	AKUREYRI	LOC	A
IEY	AKUREYRI	MARKER	A
IKF	KEFLAVIK	DME	A
IKF	KEFLAVIK	ILS/LOC	A
IKN	KEFLAVIK	DME	A
IKN	KEFLAVIK	ILS/LOC	A
IKO	KEFLAVIK	DME	A
IKO	KEFLAVIK	ILS/LOC	A
IKW	KEFLAVIK	DME	A
IKW	KEFLAVIK	ILS/LOC	A
ING	INGO	VOR/DME	E
IRE	REYKJAVIK	DME	AE
IRE	REYKJAVIK	LOC	A
IRK	REYKJAVIK	DME	A
IRK	REYKJAVIK	ILS/LOC	A
IS	ISAFJORDUR	NDB	A
JV	ILULISSAT	NDB	E
KF	KEFLAVIK	NDB	A
KFV	KEFLAVIK	DME	A
KFV	KEFLAVIK	VOR/TACAN	AE
KN	KRISTNES	L	A
MA	MANIITSOQ	L	E

GEN 2.5 LIST OF RADIO NAVIGATION AIDS

Afkóða / Decode			
Stöðvarheiti/ Station name	Búnaður/ Facility	Auðkenni/ Ident	Tilgangur/ Purpose
AASIAAT	L	AA	E
AKUREYRI	VOR/DME	AKI	AE
AKUREYRI	NDB	AR	A
AKUREYRI	DME	IAL	A
AKUREYRI	ILS/LOC	IAL	A
AKUREYRI	DME	IAR	A
AKUREYRI	ILS/LOC	IAR	A
AKUREYRI	DME	IEY	A
AKUREYRI	LOC	IEY	A
AKUREYRI	MARKER	IEY	A
BOTN	NDB	NB	AE
EGILSSTADIR	NDB	ES	A
EGILSSTADIR	DME	IES	AE
EGILSSTADIR	ILS/LOC	IES	A
ELLIDAVATN	NDB	EL	AE
GJOGUR	MARKER	GJ	A
GJOGUR	NDB	GJ	A
HELGAPELL	DME	HL	AE
HELGAPELL	L	HL	A
HJALTEYRI	L	HJ	A
HOLSTEINSBORG	NDB	HB	E
HORNAFJORDUR	MARKER	HN	A
HORNAFJORDUR	NDB	HN	A
ILULISSAT	NDB	JV	E
INGO	VOR/DME	ING	E
ISAFJORDUR	NDB	IS	A
KEFLAVIK	DME	IKF	A
KEFLAVIK	ILS/LOC	IKF	A
KEFLAVIK	DME	IKN	A
KEFLAVIK	ILS/LOC	IKN	A
KEFLAVIK	DME	IKO	A
KEFLAVIK	ILS/LOC	IKO	A
KEFLAVIK	DME	IKW	A
KEFLAVIK	ILS/LOC	IKW	A
KEFLAVIK	NDB	KF	A
KEFLAVIK	DME	KFV	A
KEFLAVIK	VOR/TACAN	KFV	AE
KRISTNES	L	KN	A
KULUSUK	L	DA	E
MANIITSOQ	L	MA	E
MYGGENES	NDB	MY	E
MYNES	L	MN	A
NUUK	L	GH	E
ODDEYRI	L	OE	A

Kóða / Encode				Afkóða / Decode			
Auðkenni/ Ident	Stöðvarheiti/ Station name	Búnaður/ Facility	Tilgangur/ Purpose	Stöðvarheiti/ Station name	Búnaður/ Facility	Auðkenni/ Ident	Tilgangur/ Purpose
MN	MYNES	L	A	OGUR	DME	OG	AE
MOB	TACAN MOB	TACAN	A	OGUR	L	OG	A
MY	MYGGENES	NDB	E	QAANAAQ	L	QQ	E
NB	BOTN	NDB	AE	REYKJANESSKOLI	NDB	RE	AE
OE	ODDEYRI	L	A	REYKJAVIK	DME	IRE	AE
OG	OGUR	DME	AE	REYKJAVIK	LOC	IRE	A
OG	OGUR	L	A	REYKJAVIK	DME	IRK	A
QQ	QAANAAQ	L	E	REYKJAVIK	ILS/LOC	IRK	A
RE	REYKJANESSKOLI	NDB	AE	REYKJAVIK	NDB	RK	AE
RF	RIF	NDB	A	RIF	NDB	RF	A
RK	REYKJAVIK	NDB	AE	SELARDALUR	NDB/MKR	SB	A
SB	SELARDALUR	NDB/MKR	A	SØNDRE STRØMFJORD	NDB	SF	E
SF	SØNDRE STRØMFJORD	NDB	E	TACAN MOB	TACAN	MOB	A
TN	THORSHOFN	NDB	AE	THORSHOFN	NDB	TN	AE
TO	TORFUR	L	A	TORFUR	L	TO	A
VA	VAD	NDB	A	VAD	NDB	VA	A
VM	VESTMANNAEYJAR	NDB	AE	VESTMANNAEYJAR	NDB	VM	AE
Purpose: A Aerodrome radio navigation aid E En-route radio navigation aid AE Dual							

l. Staðlað blindbrottflygskort (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. Blindaðflygskort- 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. Sjónflygskort. Sjá texta á ensku.

n. Aeronautical Chart - ICAO 1:500 000 (ANC)

This chart is designed to serve the requirements of visual air navigation for low speed, short and medium range operations and to provide a suitable medium for basic pilotage and navigation training. The chart is constructed on the Lambert conformal conical projection and it conforms to the ICAO specifications included in Annex 4.

o. Herkort. Sjá texta á ensku.

o. Military Chart.

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

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

p. Charts not available.

Area chart – ICAO, Visual approach chart – ICAO, WAC, Aeronautical Navigation chart – ICAO small scale, Plotting chart og ATC surveillance Minimum Altitude chart – ICAO.

GEN 3.2.5 Listi yfir útgefin flugkort

GEN 3.2.5 List of aeronautical charts available

Title of series	Name of Chart	Date
Flugvallakort Aerodrome Chart - ICAO	Akureyri	07 AUG 2025
	Bildudalur	25 JAN 2024
	Egilsstaðir	03 OCT 2024
	Gjogur	17 APR 2025
	Grimsey	12 AUG 2022
	Hofn Hornafirdi	02 DEC 2021
	Husavik	16 MAY 2024
	Isafjordur	07 AUG 2025
	Keflavik	20 MAR 2025
	Reykjavik	27 NOV 2025
	Saudarkrokur	13 JUL 2023
	Vestmannaeyjar	07 AUG 2025
	Vopnafjordur	27 NOV 2025
Tiltækar flugtaksvegalengdir við akbraut Intersection 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	27 NOV 2025
	Keflavik - East Apron	24 JAN 2025
Leiðarljóskort Chart for Lead-in lights	Akureyri - Lead-in lights RWY 01	23 JAN 2025
Sjónflugsleiða- og umferðahringjakort VFR Routes and Traffic Pattern Chart	Keflavik VFR-Routes	15 MAY 2025
	Reykjavik VFR-Routes	04 OCT 2024
	Reykjavik Inbound and Outbound VFR Routes chart for single engine aircraft - RWY 01	01 DEC 2023
	Reykjavik Inbound and Outbound VFR Routes chart for single engine aircraft - RWY 13	05 OCT 2023
	Reykjavik Inbound and Outbound VFR Routes chart for single engine aircraft - RWY 19	05 OCT 2023
	Reykjavik Inbound and Outbound VFR Routes chart for single engine aircraft - RWY 31	21 MAR 2024
Nákvæmnisaðflugshindranakort Precision Approach Terrain Chart - ICAO	Keflavik - RWY 01	25 MAR 2021
	Keflavik - RWY 10	25 MAR 2021
	Keflavik - RWY 19	25 MAR 2021
	Keflavik - RWY 28	25 MAR 2021
Leiðarkort Enroute Chart - ICAO	ENROUTE CHART- ICAO Iceland	27 NOV 2025
	ENROUTE CHART- ICAO Reykjavik Control Area	27 NOV 2025
	ENROUTE CHART- ICAO West Greenland Insert	17 APR 2025
Lágnarkshæðir við kögun ATC Surveillance Minimum Chart - ICAO	Keflavik ATC Surveillance Minimum Chart - FAXI TMA	30 OCT 2025
	Reykjavik ATC Surveillance Minimum Chart - FAXI TMA	07 AUG 2025

Title of series	Name of Chart	Date
Staðlað blindkomukort (STAR) - ICAO Standard Arrival Chart - Instrument (STAR) - ICAO	Akureyri RNP STAR RWY 19 AFPAC 1M, BEZIM 1M, CUBAS 1M, DOFRA 1M, UTISU 1M, MAMEP 1M, PEXIL 1M	23 JAN 2025
	Akureyri RNP STAR RWY 19 PERUR 1N, PEXIL 1N, MAMEP 1N, UTISU 1N	23 JAN 2025
	Keflavik RNAV STAR RWY 01 (East)	12 JUL 2024
	Keflavik RNAV STAR RWY 01 (West)	12 JUL 2024
	Keflavik RNAV STAR RWY 10 (East)	12 JUL 2024
	Keflavik RNAV STAR RWY 10 (West)	12 JUL 2024
	Keflavik RNAV STAR RWY 19 (East)	12 JUL 2024
	Keflavik RNAV STAR RWY 19 (West)	12 JUL 2024
	Keflavik RNAV STAR RWY 28 (East)	12 JUL 2024
	Keflavik RNAV STAR RWY 28 (West)	12 JUL 2024
	Reykjavik RNAV STAR RWY 19 VM 1N, NASBU 1V, TIBRA 1N, REKNO 1N, TERTU 2N, MYRAR 1N, INGAN 2N	05 OCT 2023
OMNI - DIRECTIONAL DEPARTURES	Keflavik OMNI-DIRECTIONAL DEPARTURES	28 NOV 2024
Staðlað blindbrottflygskort (SID)- ICAO Standard Departure Chart - Instrument (SID) - ICAO	Akureyri RNP SID RWY 01 PERUR 1A ASKUR 1A	23 JAN 2025
	Akureyri RNP SID RWY 01 PERUR 1B ASKUR 1B	23 JAN 2025
	Akureyri RNP SID RWY 01 MAMEP 1A UTISU 2A	23 JAN 2025
	Akureyri RNP SID RWY 01 CUBAS DORFA JARRI MAMEP PERUR	20 MAR 2025
	Akureyri SID RWY 01 AKI 1F	20 MAR 2025
	Akureyri RNP SID RWY 19 ASKUR 1C JARRI 1C	23 JAN 2025
	Akureyri RNP SID RWY 19 PERUR 1D ASKUR 1D JARRI 1D RETUR 1D	23 JAN 2025
	Akureyri SID RWY 19 ASKUR 1E JARRI 1E	20 MAR 2025
	Egilsstadir RNP SID RWY 03 FELLI 1B	03 OCT 2024
	Egilsstadir SID RWY 03 VAD 1A / VAD 1B	13 AUG 2021
	Egilsstadir SID RWY 21 VAD 2A ELVUR 2A BRUSI 2A FELLI 2A	25 JAN 2024
	Husavik RNP SID RWY 02 - TESSE 1A	17 MAY 2024
	Isafjordur RNP SID RWY 07 ISACI 1A, RE 1A	04 SEP 2025
	Keflavik RNAV SID RWY 01 LUTER 2A OSKUM 3A PIXUM 1A RIMUM 1A	03 OCT 2024
	Keflavik RNAV SID RWY 01 DELES 2A RALOV 3A SORIR 3A	03 OCT 2024
	Keflavik RNAV SID RWY 10 LUTER 2B, OSKUM 1B, PIXUM 3B RIMUM 1B	03 OCT 2024
	Keflavik RNAV SID RWY 10 DELES 3B, RALOV 4B, SORIR 3B	03 OCT 2024
	Keflavik RNAV SID RWY 19 LUTER 3C, OSKUM 3C, PIXUM 2C RIMUM 1C	03 OCT 2024
	Keflavik RNAV SID RWY 19 DELES 2C, RALOV 3C, SORIR 2C	03 OCT 2024
	Keflavik RNAV SID RWY 28 LUTER 3D, OSKUM 3D, PIXUM 2D RIMUM 1D	03 OCT 2024
	Keflavik RNAV SID RWY 28 DELES 3D, RALOV 1D, SORIR 2D	03 OCT 2024

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

Title of series	Name of Chart	Date
Blindaðflugskort Instrument Approach Chart - ICAO	Keflavik NDB RWY 10	23 MAR 2023
	Nordfjordur RNP C	13 AUG 2021
	Nordfjordur RNP D	13 AUG 2021
	Reykjahlid RNP RWY 01	25 MAR 2021
	Reykjavik LOC Z RWY 13	21 MAR 2024
	Reykjavik LOC Y RWY 13	21 MAR 2024
	Reykjavik ILS or LOC Z RWY 19	17 MAY 2024
	Reykjavik ILS or LOC Y RWY 19	17 MAY 2024
	Reykjavik RNP RWY 01	24 MAR 2022
	Reykjavik RNP RWY 13	22 MAR 2024
	Reykjavik RNP RWY 19	18 MAY 2023
	Reykjavik RNP RWY 31	12 JUN 2025
	Reykjavik NDB RWY 13	02 OCT 2025
	Saudarkrokur RNP RWY 36	06 OCT 2023
	Thorshofn RNP RWY 01	30 OCT 2025
	Thorshofn RNP RWY 19	11 JUL 2024
	Thorshofn NDB RWY 19	11 JUL 2024
	Vestmannaeyjar RNP RWY 03	17 JUN 2021
	Vestmannaeyjar RNP RWY 12	17 JUN 2021
	Vestmannaeyjar NDB RWY 12	17 JUN 2021
	Vestmannaeyjar RNP RWY 30	27 JAN 2022
	Vestmannaeyjar NDB RWY 30	27 JAN 2022
	Vestmannaeyjar NDB C (CLOUD BREAK PROCEDURE)	27 JAN 2022
	Vopnafjordur RNP RWY 04	27 NOV 2025
Her/blindaðflugskort Military Instrument Approach Chart	Akureyri MILITARY TACAN RWY 01	27 NOV 2025
	Akureyri MILITARY TACAN RWY 19	27 NOV 2025
	Keflavik VORTAC RWY 01 (CAT A-B)	02 OCT 2025
	Keflavik VORTAC RWY 01 (CAT C-D)	02 OCT 2025
	Keflavik VORTAC RWY 10 (CAT A-B)	02 OCT 2025
	Keflavik VORTAC RWY 10 (CAT C-D)	02 OCT 2025
	Keflavik VORTAC RWY 19 (CAT A-B)	02 OCT 2025
	Keflavik VORTAC RWY 19 (CAT C-D)	02 OCT 2025
	Keflavik VORTAC RWY 28 (CAT A-B)	02 OCT 2025
	Keflavik VORTAC RWY 28 (CAT C-D)	02 OCT 2025
Sjónflugskort - ICAO Aeronautical Chart - ICAO	Sjónflugskort Aeronautical Chart - ICAO	Prentuð útgáfa 2021 Rafræn útgáfa Sjá hér / See
Rafrænt landslags- og hindranakort (ICAO) Aerodrome Terrain and Obstacle Chart - ICAO (Electronic)	Akureyri	Sjá hér / See
	Egilsstadir	Sjá hér / See
	Keflavik	Sjá hér / See
	Reykjavik	Sjá hér / See
Verðlisti sjá upplýsingabréf (AIC): Útgáfa flugmálaupplýsinga - Verðlisti Price list see AIC: Aeronautical Information Publications - Price list		

Kortaskali er gefin upp á hverju korti fyrir sig .

Scale is published on each chart

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

Ekkert

GEN 3.2.7 Staðfræðileg kort

Loftmyndir ehf.
Laugavegur 13
101 Reykjavík
Sími: 540 2500
Símbref: N/A
Netfang: loftmyndir@loftmyndir.is
AFS: N/A
Veffang: <https://www.loftmyndir.is/>

GEN 3.2.8 Leiðréttingar á kortum sem eru ekki í AIP

Leiðréttingar vegna sjónflugskorts má finna á
<https://ans.isavia.is/c-forflugsupplysingar/kort>

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

NIL

GEN 3.2.7 Topographical charts

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

GEN 3.2.8 Corrections to charts not contained in the AIP

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

ENR 1.6.2.3 Úthlutun SSR kóða fyrir ratsjársvara

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

Isavia ANS annast úthlutun Mode A ratsjársvamerkja á Íslandi.

1. Föstum ratsjársvarkerkjum er almennt aðeins úthlutað til flugfara sem að fljúga alltaf á sama kallmerkinu, t.d. skráningarstöfum. Úthlutað er úr seríunni 1000-1777, með örfáum undantekningum og er úthlutunin gefin út í upplýsingabréfi (AIC) þegar breytinga er þörf.
2. Til að sækja um fastan kóða hafið sambandi við Isavia ANS með því að senda netpóst á ssr@isavia.is. Frá úthlutun nýs ratsjársvarkerkis til útgáfu AIC geta liðið nokkrar vikur. Sjá úthlutaða kóða í AIC Ratsjársvarkerki - Úthlutun.
3. Öðrum ratsjársvarkerkjum er úthlutað fyrir hvert flug jafnharðan samkvæmt fyrirmælum flugleiðsöguþjónustu.
4. Flug sem hvorki eru skráð með fast ratsjársvarkerki né hafa fengið fyrirmæli frá ATS um stillingu ratsjársvara skulu stilla þá samkvæmt neðangreindu:
 - IFR flug innan Reykjavík FIR: Mode-A, kóði 2000.
 - VFR flug innan Reykjavík FIR: Mode-A, kóði 1200.

ENR 1.6.2.4 Tilkynningar um staðsetningu á fjarskiptatíðnum og með CPDLC

1. Loftför skulu hafa hlustvörð á viðeigandi tíðnum flugumferðarstjóra/flugmanna innan kögunardrægis. Uppýsingar um tíðnir er að finna í kafla ENR 2.1.
2. FANS 1/A ADS-C og CPDLC þjónusta er veitt í íslenska flugstjórnarsvæðinu, fyrir utan FAXI TMA og BIAR TMA, samkvæmt eftirfarandi:
 - a. Í öllu loftrýminu fyrir flugvélar sem merkja Iridium (J7) og/eða HF (J2) gagnasamband í FPL reit 10a.
 - b. Suður af 82N fyrir flugvélar sem merkja Inmarsat (J5) gagnasamband í FPL reit 10a.

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

ENR 1.6.2.5 Langdrægi ratsjárkerfa

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

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

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

ENR 1.6.2.3 The system of SSR code assignment

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

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

1. Permanent transponder codes are generally only allocated to aircraft that always operate on the same callsign, such as registration. The available codes are from 1000-1777, with a few exceptions. The allocation is published in an Aeronautical Information Circulars (AIC) when updates are required.
2. To apply for a new permanent code contact Isavia ANS by sending an e-mail to ssr@isavia.is. A few weeks might pass from the initial allocation of a new transponder code until a new AIC is published. Information on permanent code applications is found in AIC - Allocated transponder codes.
3. Other transponder codes are allocated per-flight according to instructions from Air Traffic Services.
4. Flights that do not have a permanent transponder code nor an allocated transponder code from ATS shall operate the transponder as stated in the following:
 - IFR Flights within Reykjavík FIR: Mode-A, Code 2000.
 - VFR flights within Reykjavík FIR: Mode-A, Code 1200.

ENR 1.6.2.4 Voice and CPDLC position reporting requirements

1. Flights shall monitor the appropriate controller/pilot frequency when within surveillance coverage. Information on frequencies can be found in section ENR 2.1.
2. FANS 1/A ADS-C and CPDLC service is provided in the Reykjavík CTA, excluding FAXI TMA and BIAR TMA, as follows:
 - a. In the whole airspace for aircraft that file Iridium (J7) and/or HF (J2) data link capability in Item 10a of the ICAO FPL.
 - b. South of 82°N for aircraft that file Inmarsat (J5) data link capability in Item 10a of the ICAO FPL.

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

ENR 1.6.2.5 Radar coverage

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

Keflavík and Reykjavík Approach Controls operate surveillance radar station at Keflavík Airport (635919N 0223513W).

The coverage is 200 NM.

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

ENR 1.6.2.6 Notkun SSR ratsjársvara

ENR 1.6.2.6.1 Kröfur sem gilda

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

1. Flugrekendur skulu tryggja:

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

- i. þeir hafi getu til grunnkögunar S-starfsháttar á flugi,
- ii. þeir hafi virknisamfellu sem er nauðsynleg til að af þeim stafi ekki rekstraráhætta,

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

- i. þeir hafi getu til að senda út stóra gagnaskvettu á tíðninni 1090 MHz í gegnum kögunarháða leiðsögu, útvörpun (ADSB-út), til viðbótar við getuna sem um getur í i. lið a-liðar,
- ii. þeir hafi virknisamfellu sem er nauðsynleg til að af þeim stafi ekki rekstraráhætta,

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

- i. þeir hafi getu til bættrar kögunar S-starfsháttar á flugi, til viðbótar við getuna sem um getur í i. lið a-liðar og i. lið b-liðar,
- ii. þeir hafi virknisamfellu sem er nauðsynleg til að af þeim stafi ekki rekstraráhætta.

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

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

- a. loftförum sem er flogið til að koma þeim í viðhald,
- b. loftförum sem er flogið vegna útflutnings þeirra,
- c. loftförum þar sem starfrækslu þeirra mun verða hætt eigi síðar en 31. október 2025.

ENR 1.6.2.6 Operation of SSR transponders

ENR 1.6.2.6.1 Requirements on aircraft equipment

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

1. Aircraft operators shall ensure that:

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

- i. they have the capabilities for airborne Mode S Elementary Surveillance (ELS);
- ii. (they have sufficient continuity to avoid presenting an operational risk;

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

- i. they have the capabilities for 1 090 MHz Extended Squitter (ES) automatic dependent surveillance-broadcast (ADS-B) Out, in addition to capabilities referred to in point (a)(i);
- ii. they have sufficient continuity to avoid presenting an operational risk;

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

- i. they have the capabilities for airborne Mode S Enhanced Surveillance (EHS), in addition to capabilities referred to in points (a)(i) and (b)(i);
- ii. they have the continuity sufficient to avoid presenting an operational risk.

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

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

- a. aircraft being flown to undergo maintenance;
- b. aircraft being flown for export;
- c. aircraft whose operation will cease by 31st of October 2025.

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

- a. að þeir hafi, fyrir 7. desember 2020, komið á fót áætlun um ísetningu endurbótarhlutar sem sýnir fram á að kröfur b- og c-liðar 1. liðar hafi verið uppfylltar,
- b. að þessi loftför hafi ekki notið góðs af neinni fjármögnun frá Sambandinu sem veitt er til að færa slík loftför til samræmis við kröfurnar sem settar eru fram í b- og c-lið 1. liðar.

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

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

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

Ratsjársvari með 24 bita ICAO-vistfangi loftfars

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

ENR 1.6.2.6.3 Viðbótar sveigjanleikaákvæði

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

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

Samskiptaupplýsingar

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

ENR 1.6.2.6.4

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

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

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

- a. they have established before 7 December 2020 a retrofit programme demonstrating compliance with points 1(b) and (c);
- b. those aircraft have not benefitted from any Union funding granted to bring such aircraft into compliance with the requirements set out in points 1(b) and (c).

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

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

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

Transponder 24-bit ICAO aircraft address

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

ENR 1.6.2.6.3 Additional flexibility provisions

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

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

Contact Information.

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

ENR 1.6.2.6.4

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

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

ENR 1.6.3 LEIÐSÖGUBÚNAÐARHÁÐ KÖGUN - ÚTSENDINGA

ICAO SKJAL 7030.

ENR 1.6.3.1 Neyðarviðbrögð

1. Tilkynning um hættuástand (merki 7500, 7600 og 7700) með ADS-B sendi.
2. Sumir ADS-B sendar (DO-260) innihalda eina útsendingu fyrir kvakkóðana 7500, 7600 og 7700 og sýna því ekki hvers eðlis neyðin er. Þess vegna þurfa flugmenn, þegar kveikt hefur verið á neyðarútsendingu, að hafa samband við flugstjórn og tilkynna um eðli neyðar.
3. Slíkir ADS-B sendar geta heldur ekki kvakað auðkenni þegar almenn neyðarútsending er í gangi. Aðrir ADS-B sendar senda út neyðarauðkenni á eftirfarandi hátt:
 - a. neyð;
 - b. sambandsleysi;
 - c. ólögmat afskipti;
 - d. lágmarks eldsneyti eða sjúklingur um borð.

ENR 1.6.3.2 Notkun fjarskiptatíðna og verklag við ólögmat afskipti

1. Ef talsamband bregst skulu flugumferðarstjórar kanna hvort viðtæki loftfars virkar með því að segja loftfari að breyta stefnu sinni eða kvaki. Verði vart breytingar á stefnu/ kvaki mun flugumferðarstjórinn halda áfram að veita loftfarinu kögunarþjónustu.
2. Ef talstöð loftfars er óvirk ber flugmanni að fylgja reglum ICAO um sambandsleysi, sjá GEN 3.4.4.12. Loftför í innanlandsflugi skulu fara eftir reglum um fjarskipti eins og birtar eru í GEN 3.4.4.12.4. Hafi loftfarið verið auðkennt skal flugumferðarstjórinn stefna öðrum auðkenndum loftförum frá leið þess meðan það sést á ADS-B.
3. Um leið og flugmaður, sem hefur verið á stefningu, verður þess var að hann er sambandslaus skal hann fara beint á næsta NAVAID/-stöðumið/flugleið sem tiltekin var í síðustu flugheimild.

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

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

ICAO DOC 7030.

ENR 1.6.3.1 Emergency procedures

1. Transmit emergency alert (squawk codes 7500, 7600 and 7700) with ADS-B transmitter.
2. Some ADS-B transmitters (DO-260 compliant ADS-B transmitters) incorporate a single emergency bit for the squawk codes 7500, 7600 and 7700 and therefore do not indicate the nature of the emergency. Thus when activated, the pilot will need to contact ATC to communicate the type of emergency.
3. Such ADS-B transmitters are also unable to squawk ident while the general emergency mode is being transmitted. Other ADS-B transmitters operate the emergency and/or urgency mode as follows:
 - a. emergency;
 - b. communication failure;
 - c. unlawful interference;
 - d. minimum fuel; and/or medical.

ENR 1.6.3.2 Air-ground communication failure and unlawful interference procedures

1. The controller will establish whether the aircraft radio receiver is working by instructing the pilot to carry out a turn or a squawk. If the turns / squawks are observed, the controller will continue to provide surveillance service to the aircraft.
2. If the aircraft's radio is completely unserviceable, the pilot should carry out the procedures for radio failure in accordance with ICAO provisions, see GEN 3.4.4.12. Domestic flights shall adhere to procedures as published in GEN 3.4.4.12.4. If identification has already been established, the controller will vector other identified aircraft clear of its track until such time as the aircraft leaves surveillance coverage.
3. If communication is lost with an aircraft being vectored the pilot is expected to proceed by the most direct route practicable to the NAVAID/position/route as specified in the last clearance.

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

ENR 1.6.3.3 Auðkenningar loftfara

1. Loftfar búið ADS-B með auðkenningar einkenni skal senda út auðkenni flugvélar eins og skráð er í svæði 7 í ICAO flugáætlun eða, þegar ekki hefur verið lögð inn flugáætlun, einkennisstafi loftfars.
2. Ef sést á kögunarskjá að auðkenni sem loftfar sendir út með ADS-B er ekki í samræmi við það sem búist var við, mun flugmaður verða beðinn að staðfesta og, ef nauðsyn krefur endursetja kallmerki loftfarsins.
3. Ef ADS-B búnaður B1 eða B2 hefur verið skráður í svæði 10b í ICAO FPL, skal flugmaður álykta sem svo að flugvélin sé auðkennd þegar hún er fyrir ofan FL285 innan Reykjavík CTA. Flugumferðarstjóri mun ekki tilkynna flugmanni um auðkenninguna. Flugumferðarstjóri mun tilkynna flugmanni ef flugvélin er ekki auðkennd.

Auðkenning er samkvæmt ákvæðum Alþjóðaflugmálastofnunarinnar.

ENR 1.6.3.4 Tilkynningar um staðsetningu á fjarskiptatiðnum og með CPDLC

1. Loftför skulu hafa hlustvörð á viðeigandi tíðnum flugumferðarstjóra/flugmanna innan kögunardrægis. Uppýsingar um tíðnir er að finna í kafla ENR 2.1.
2. FANS 1/A ADS-C og CPDLC þjónusta er veitt í íslenska flugstjórnarsvæðinu, fyrir utan FAXI TMA og BIAR TMA, samkvæmt eftirfarandi:
 - a. Í öllu lofttrýminu fyrir flugvélar sem merkja Iridium (J7) og/eða HF (J2) gagnasamband í FPL reit 10a
 - b. Suður af 82N fyrir flugvélar sem merkja Inmarsat (J5) gagnasamband í FPL reit 10a

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

ENR 1.6.3.5 Langdrægi ADS-B kerfa

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

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

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

ENR 1.6.3.3 Aircraft identification

1. Aircraft equipped with ADS-B having an aircraft identification feature shall transmit the aircraft identification as specified in Item 7 of the ICAO flight plan or, when no flight plan has been filed, the aircraft registration.
2. Whenever it is observed on the situation display that the aircraft identification transmitted by an ADS-B equipped aircraft is different from that expected from the aircraft, the pilot shall be requested to confirm and, if necessary, re- enter the correct aircraft identification.
3. If ADS-B equipment B1 or B2 has been filed in Item 10b of the ICAO FPL, the pilot shall consider that the aircraft is identified when the aircraft is operating above FL285 in the Reykjavik CTA. The controller will not inform the pilot of the identification. The controller will inform the pilot if the aircraft is not identified.

Identification is achieved according to the provisions specified by ICAO.

ENR 1.6.3.4 Voice and CPDLC position reporting requirements

1. Flights shall monitor the appropriate controller/pilot frequency when within surveillance coverage. Information on frequencies can be found in section ENR 2.1.
2. FANS 1/A ADS-C and CPDLC service is provided in the Reykjavik CTA, excluding FAXI TMA and BIAR TMA, as follows:
 - a. In the whole airspace for aircraft that file Iridium (J7) and/or HF (J2) data link capability in Item 10a of the ICAO FPL.
 - b. South of 82°N for aircraft that file Inmarsat (J5) data link capability in Item 10a of the ICAO FPL.

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

ENR 1.6.3.5 ADS-B coverage

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

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

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

ENR 1.6.3.6 Gæði ADS-B gagna og undanþágur

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

- loftfarið sendi frá sér áreiðanlegar og nákvæmar staðsetningarupplýsingar til samræmis við gæðastuðla sem sendir eru út með gögnunum; eða
- loftfarið sendir frá sér gæðastuðla með gildinu 0 (núll) fyrir einn eða fleiri gæðastuðla (NUCp, NIC, NAC eða SIL) sé ekki unnt að uppfylla kröfu a) hér fyrir ofan; eða
- flugrekandi hafi fengið undanþágu frá viðeigandi yfirvöldum.

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

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

ENR 1.6.3.6 ADS-B quality and exemption

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

- the aircraft emits position information of an accuracy and integrity consistent with the transmitted values of the position quality indicator; or
- the aircraft always transmits a value of 0 (zero) for one or more of the position quality indicators (NUCp, NIC, NAC or SIL), when the requirements of a) above cannot be met; or
- the operator has received an exemption granted by the appropriate ATS authority.

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

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

ENR 3.2 FLUGLEIÐIR SVÆÐISLEIÐSÖGU

ENR 3.2 AREA NAVIGATION ROUTES

Route designator Navigation specification Name of Significant points Coordinates	Waypoint Formation (Angle and Distance Indication)	Track True/MAG Rev Track True/MAG Distance (NM)		Upper limit Lower limit Airspace class	Direction of cruising levels		Navigation accuracy requirements	Remarks
					Odd	Even		
1	2	3		4	5		6	7
UT595 (RNAV)		TOT DIST 582.4 NM						
Δ ILULISSAT NDB 'JV' 691429N 0510421W								
		337° T007° 155° T188° 115.6 NM	FL 285 FL 195	↓	↑	(RNP 2 or GNSS)	Reykjavík OAC 124.400 H24 {See ENR 2.1}	
Δ KELUX 710000N 0532011W								
		335° T008° 153° T188° 120.1 NM	FL 285 FL 195	↓	↑	(RNP 2 or GNSS)	Reykjavík OAC 124.400 H24 {See ENR 2.1}	
Δ NIVIQ 734733N 0560845W								
		330° T005° 145° T184° 180.9 NM	FL 285 FL 195	↓	↑	(RNP 2 or GNSS)	Reykjavík OAC 124.400 H24 {See ENR 2.1}	
Δ VEXIN 751950N 0620000W								
		325° T004° 138° T181° 165.8 NM	FL 285 FL 195	↓	↑	(RNP 2 or GNSS)	Reykjavík OAC 124.400 H24 {See ENR 2.1}	
Δ QAANAAQ L 'QQ' 772845N 0691933W								

ENR 3.2 FLUGLEIÐIR SVÆÐISLEIÐSÖGU

ENR 3.2 AREA NAVIGATION ROUTES

Route designator Navigation specification Name of Significant points Coordinates	Waypoint Formation (Angle and Distance Indication)	Track True/MAG Rev Track True/MAG Distance (NM)	Upper limit Lower limit Airspace class	Direction of cruising levels		Navigation accuracy requirements	Remarks
				Odd	Even		
1	2	3	4	5		6	7
UT596 (RNAV)		TOT DIST 313.1 NM					
Δ NUUK L 'GH' 641047N 0514459W							
		331° T - 357° - 26.7 NM	FL 285 FL 195		↓	(RNP 2 or GNSS)	Reykjavík OAC 124.400 H24 {See ENR 2.1}
Δ SUBUD 643400N 0521500W							
		004° T - 030° - 96.6 NM	FL 285 FL 195	↓		(RNP 2 or GNSS)	Reykjavík OAC 124.400 H24 {See ENR 2.1}
Δ EDERI 661007N 0515955W							
		360° T - 028° - 145.4 NM	FL 285 FL 195	↓		(RNP 2 or GNSS)	Reykjavík OAC 124.400 H24 {See ENR 2.1}
Δ DEVBO 683500N 0520000W							
		027° T - 056° - 44.4 NM	FL 285 FL 195	↓		(RNP 2 or GNSS)	Reykjavík OAC 124.400 H24 {See ENR 2.1}
Δ ILULISSAT NDB 'JV' 691429N 0510421W							

ENR 4 FLUGLEIÐSÖGUVIRKI

ENR 4 RADIO NAVIGATION AIDS/SYSTEMS

ENR 4.1 FLUGLEIÐSÖGUBÚNAÐUR - LEIÐARFLUG

ENR 4.1 RADIO NAVIGATION AIDS -ENROUTE

Nafn stöðvar/ Name of station (VAR)	Kennimerkja/ Ident	Tíðni/ Frequency (CH)	Vinnutími/ Hours of operation	Hnit/ Coordinates	Hækkun DME loftnet/ Elevation DME Antenna	Umfjöllun Athugasemdir/ Coverage Remarks
1	2	3	4	5	6	7
AASIAAT L (30° W / 2019)	AA	336 KHZ	H24	684323N 0524705W		See AIP Greenland
AKUREYRI VOR/DME (decl.: 10°W)	AKI	113.600 MHZ (CH83X)	H24	654535N 0180015W	2100 FT	Not usable below 5500 FT Not usable below 7000 FT outside 15 NM Not usable below 10000 FT outside 25 NM Monitored during airports opening hours
BOTN NDB	NB	387 KHZ	H24	651934N 0181737W		Range 50 NM approx Monitored during airports opening hours
EGILSSTADIR DME	IES	109.300 MHZ (CH30X)	H24	651629N 0142423W	100 FT	Freq paired with LLZ Constantly monitored
ELLIDAVATN NDB	EL	335 KHZ	H24	640452N 0214615W		Range 100 NM approx Monitored during airports opening hours
HELGAFELL DME	HL	110.700 MHZ (CH44X)	H24	632513N 0201620W	600 FT	Monitored during airports opening hours
HOLSTEINSBORG NDB	HB	328 KHZ	H24	665609N 0534157W		See AIP Greenland
ILULISSAT NDB	JV	367 KHZ	H24	691429N 0510421W		See AIP Greenland
INGO VOR/DME (decl.: 11°W)	ING	112.400 MHZ (CH71X)	H24	634811N 0163817W	200 FT	Radials 335 to 045 unusable Irregular monitoring
KEFLAVIK VOR/TACAN (decl.: 12°W)	KFV	112.800 MHZ (CH75X)	H24	635858.4N 0223654.5W		For ATIS see BIKF AD 2.18 above. Constantly monitored
KULUSUK L (21° W / 2019)	DA	377 KHZ	H24	653413N 0371225W		See AIP Greenland
MANIITSOQ L (27° W / 2019)	MA	391 KHZ	H24	652424N 0525514W		See AIP Greenland
MYGGENES NDB	MY	337 KHZ	H24	620625N 0073516W		See AIP Faeroe Islands
NUUK L (26° W / 2019)	GH	314 KHZ	H24	641047N 0514459W		See AIP Greenland
OGUR DME	OG	110.100 MHZ (CH38X)	H24	660237N 0224058W	0 FT	Monitored during airports opening hours
QAANAAQ L (44° W / 2019)	QQ	336 KHZ	H24	772845N 0691933W		See AIP Greenland

Nafn stöðvar/ Name of station (VAR)	Kennimerkja/ Ident	Tíðni/ Frequency (CH)	Vinnutími/ Hours of operation	Hnit/ Coordinates	Hækkun DME loftnet/ Elevation DME Antenna	Umfjöllun Athugasemdir/ Coverage Remarks
1	2	3	4	5	6	7
REYKJANESSKOLI NDB	RE	316 KHZ	H24	655535N 0222554W		Range 50 NM approx Monitored during airports opening hours
REYKJAVIK DME	IRE	109.100 MHZ (CH28X)	H24	640736N 0215548W	100 FT	Paired with LOC RWY 13 IRE Monitored during airports opening hours
REYKJAVIK NDB	RK	355 KHZ	H24	640905N 0220144W		Range 100 NM approx Monitored during airports opening hours
SØNDRE STRØMFJORD NDB	SF	382 KHZ	H24	665803N 0505630W		See AIP Greenland
THORSHOFN NDB	TN	373 KHZ	H24	661315N 0151952W		Range 25 NM approx. Monitored during airports opening hours
VESTMANNAEYJAR NDB	VM	375 KHZ	H24	632359N 0201718W		Range 100 NM approx Monitored during airports opening hours

Merkikóði kennimerkja/ Name-code Designator	Hnit/ Coordinates	Flugþjónustuleið eða aðrar leiðir/ ATS Route or other route	Athugasemdir/ Remarks
1	2	3	4
MAMEP	654156N 0172047W		RNP APP BIHU STAR-SID BIAR
MANSE	725300N 0645500W		Pituffik Exit Entry Point
MASIK	655804N 0395943W	UW28	See AIP Greenland
MATIK	610000N 0080400W		BDRY Reykjavik FIR/Scottish FIR
MEDPA	723940N 0674248W		BDRY Reykjavik CTA/Edmonton FIR
METIL	635819N 0213134W	Y190, Y194	
MIDAF	632029N 0194654W		IAF BIVM
MIDJA	631702N 0202303W		IAF BIVM
MIKLA	635054N 0173427W	Y194	
MIKVU	641948N 0221114W		IAF BIRK
MIRRE	664200N 0180937W		IAF BIGH
MODET	754938N 0752711W		BDRY Reykjavik CTA/Edmonton FIR
MOXAL	640500N 0180000W		SID BIRK
MYRAR	644208N 0220853W	Y191	STAR BIRK
NADMA	710402N 0645535W		BDRY Reykjavik CTA/Edmonton FIR
NALAN	610000N 0060000W		BDRY Reykjavik FIR/Scottish FIR
NAPIB	650823N 0434351W	Y47	See AIP Greenland
NARMO	641400N 0222539W		IAF BIRK
NASBU	635648N 0202053W	Y194	STAR BIKF & BIRK
NASOP	653400N 0343500W	UT592	BDRY BIRD FIR / BGGL FIR
NATNO	660000N 0260000W		Entry point into a military exercise area
NAXAN	751000N 0724500W		BDRY Pituffik TMA
NERKO	641304N 0223619W		IAF BIKF
NEXEM	635552N 0220739W		IAF BIRK
NILAT	653407N 0152247W		IAF BIVO

Merkikóði kennimerkja/ Name-code Designator	Hnit/ Coordinates	Flugþjónustuleið eða aðrar leiðir/ ATS Route or other route	Athugasemdir/ Remarks
1	2	3	4
NINSU	680216N 0512211W	Y42	See AIP Greenland
NIVIQ	734733N 0560845W	UT595	See AIP Greenland
NOBVI	644245N 0222500W		Entry point into a military exercise area
NOHEL	662223N 0151855W		IAF BITN
NONBO	640345N 0230310W		IAF BIKF
NONRO	651100N 0300000W	UT592	
NOPOL	900000N 0000000W		BDRY Reykjavik FIR
NORFI	655803N 0181930W		IAF BIAR
NORNU	632910N 0203909W		IAF BIVM
NUKRI	634835N 0511838W	Y26, Y27	See AIP Greenland
NYGAR	681356N 0521841W	UT587, UT589, UW22	See AIP Greenland
OGMOR	652834N 0191356W		IAF BIKR
OKUNU	684941N 0510242W	Y23	See AIP Greenland
OLGES	635305N 0220938W		IAF BIKF
OLKUK	640412N 0520047W		See AIP Greenland
OLNOS	635203N 0211739W	Y190	
OSBON	610000N 0050000W		BDRY Reykjavik FIR/Scottish FIR
OSKUM	634244N 0202634W		SID BIKF
OSWIL	660719N 0513130W	Y31	See AIP Greenland
OTBIT	661052N 0520756W	Y67	See AIP Greenland
OVBES	870000N 0600000W		BDRY Reykjavik CTA/Edmonton FIR
PAMLA	772400N 0750500W		BDRY Pituffik TMA
PELRI	850000N 0600000W		BDRY Reykjavik CTA/Edmonton FIR
PEMOS	610000N 0040000W		BDRY Reykjavik FIR/Scottish FIR
PENUM	633255N 0203606W		IAF BIVM

Merkikóði kennimerkja/ Name-code Designator	Hnit/ Coordinates	Flugþjónustuleið eða aðrar leiðir/ ATS Route or other route	Athugasemdir/ Remarks
1	2	3	4
PERUR	652627N 0185734W		STAR-SID BIAR
PETUX	624400N 0190700W		Outbound from BIKF/BIRK
PEVAR	664157N 0465623W	UW28	AIP Greenland
PEVAX	652144N 0192555W		IAF BIKR
PEXIL	652414N 0180304W		STAR-SID BIAR
PIXUM	632130N 0205222W		SID BIKF
PODAR	613000N 0145800W		Outbound from BIKF/BIRK
RAFGO	631527N 0201234W		IAF BIVM
RAKIS	633505N 0270241W		Outbound from BIKF/BIRK
RALOV	635259N 0245204W		SID BIKF
RAPAX	613000N 0182300W		Outbound from BIKF/BIRK
RATSU	610000N 0100000W		BDRY Reykjavik FIR/Scottish FIR/ Shanwick
RAZPO	655523N 0522404W	Y67	See AIP Greenland
REDSU	654325N 0523616W	Y67	See AIP Greenland
REKNO	643951N 0211711W	Y192	STAR BIRK
REKVA	642630N 0204916W	Y193	
RENDU	634603N 0224951W		IAF BIKF
RETUR	653219N 0173729W	Y193	
RIMUM	630433N 0214122W		Outbound from BIKF/BIRK
RIXUN	610000N 0030000W		BDRY Reykjavik FIR/Scottish FIR
ROSTI	632423N 0140644W		-
ROTIN	635500N 0270937W		Outbound from BIKF/BIRK
RUMUX	622227N 0200000W		Outbound from BIKF/BIRK
SABAG	651600N 0351700W	UT593	BDRY BIRD FIR / BGGL FIR
SAVIS	752100N 0634000W	UT587	BDRY Pituffik TMA See AIP Greenland

Merkikóði kennimerkja/ Name-code Designator	Hnit/ Coordinates	Flugþjónustuleið eða aðrar leiðir/ ATS Route or other route	Athugasemdir/ Remarks
1	2	3	4
SINVU	765133N 0753626W		BDRY Reykjavik CTA/Edmonton FIR
SIZIN	652745N 0150028W		IAF BIVO
SKALM	653743N 0222136W	Y191	
SMILA	663830N 0512552W	Y31	See AIP Greenland
SONAX	635423N 0230301W		IAF BIKF
SOPAR	634153N 0223620W		IAF BIKF
SOPEN	644200N 0265530W		Outbound from BIKF/BIRK
SORIR	642413N 0244132W		SID BIKF
SOROX	630000N 0230000W		Entry point into a military exercise area
SOSAR	610000N 0020000W		BDRY Reykjavik FIR/Scottish FIR
SOSIT	644900N 0300000W	UT593, UT594	
STEFA	750600N 0650500W		BDRY Pituffik TMA
SUBAX	653326N 0513722W	Y31	See AIP Greenland
SUBUD	643400N 0521500W	UT596	See AIP Greenland
SUKED	645940N 0263710W		Outbound from BIKF/BIRK
SUXOT	654355N 0174430W		IAF BIHU
TABIT	641738N 0221123W		IAF BIRK
TADOD	643103N 0155504W		IAF BIHN
TANFU	620325N 0212700W		Outbound from BIKF/BIRK
TERTU	642603N 0214343W	Y192	
TESSE	662003N 0180150W		IAF BIGR
TESVO	665200N 0512321W	Y31, Y67	See AIP Greenland
TIBRA	641734N 0205542W		STAR BIRK
TOLAN	653611N 0492055W	UT588	See AIP Greenland
TOMAS	734400N 0583500W		Pituffik Exit Entry Point

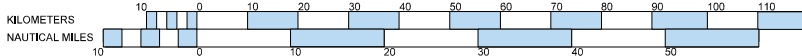
Merkikóði kennimerkja/ Name-code Designator	Hnit/ Coordinates	Flugþjónustuleið eða aðrar leiðir/ ATS Route or other route	Athugasemdir/ Remarks
1	2	3	4
TUGNU	652642N 0194221W		IAF BIKR
TUNLI	641215N 0214500W		BID12 DANGER AREA PLANNING WP
ULKIM	652916N 0135407W		IAF BIEG
UTISU	655255N 0172030W		STAR-SID BIAR
VALDI	611252N 0000000W		BDRY Reykjavik FIR/Polaris FIR
VALGU	682906N 0512208W	Y42	See AIP Greenland
VALUX	640947N 0224703W		IAF BIKF
VAXAN	652500N 0345400W		BDRY BIRD FIR / BGGL FIR
VEKAD	652714N 0234138W		IAF BIBD
VEPIR	632525N 0204212W		IAF BIVM
VESOX	635902N 0231033W		IAF BIKF
VEXIN	751950N 0620000W	UT595	See AIP Greenland
VICCI	664016N 0182124W		IAF BIGH
VICOM	652831N 0151536W		IAF BIVO
VIGAZ	654727N 0211137W		IAF BIGJ
VIZZU	631810N 0195820W		IAF BIVM
WAKES	662237N 0153120W		IAF BITN
WIVVI	653337N 0524606W	Y67	See AIP Greenland
WUTAN	665116N 0490319W	UW28	See AIP Greenland

THIS PAGE INTENTIONALLY LEFT BLANK

ENROUTE CHART - ICAO (FL UNL / GND) ICELAND

A 10/2025
Útgefið af / Published by: ISAVIA ANS

SCALE 1:1500 000

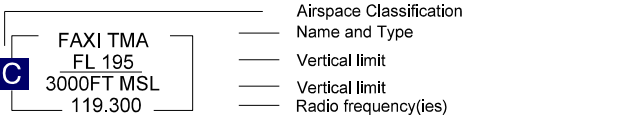
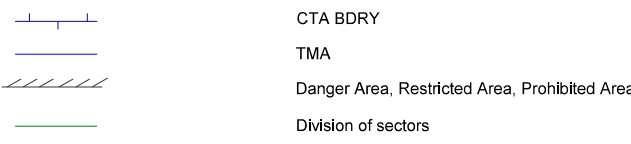


World Geodetic System-1984 (WGS-84). WGS-84 Spheroid.
Lambert Projection, Conic projection.

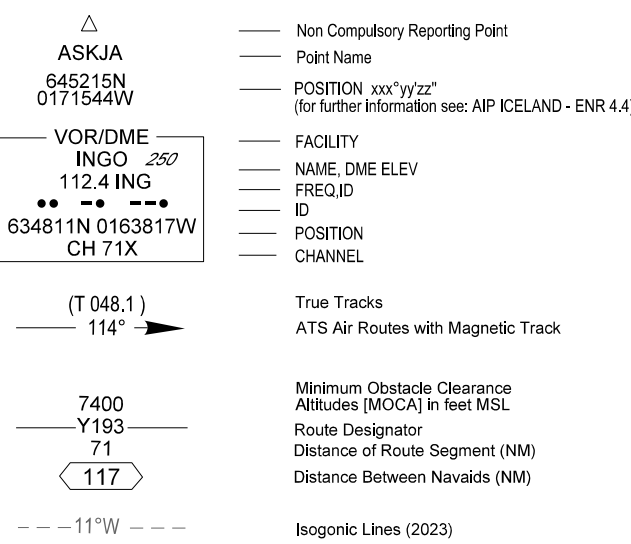
CHANGES: RACIAL AND DISTANCE TOWARDS ING VOR BY MOXAL WPT REMOVED

LEGEND

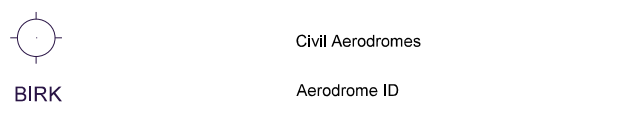
AIRSPACE DEFINITIONS



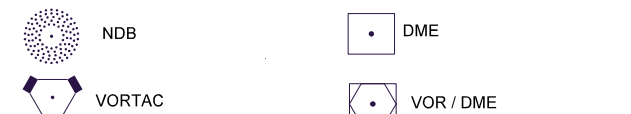
ATS Routes



Aerodromes



Navats



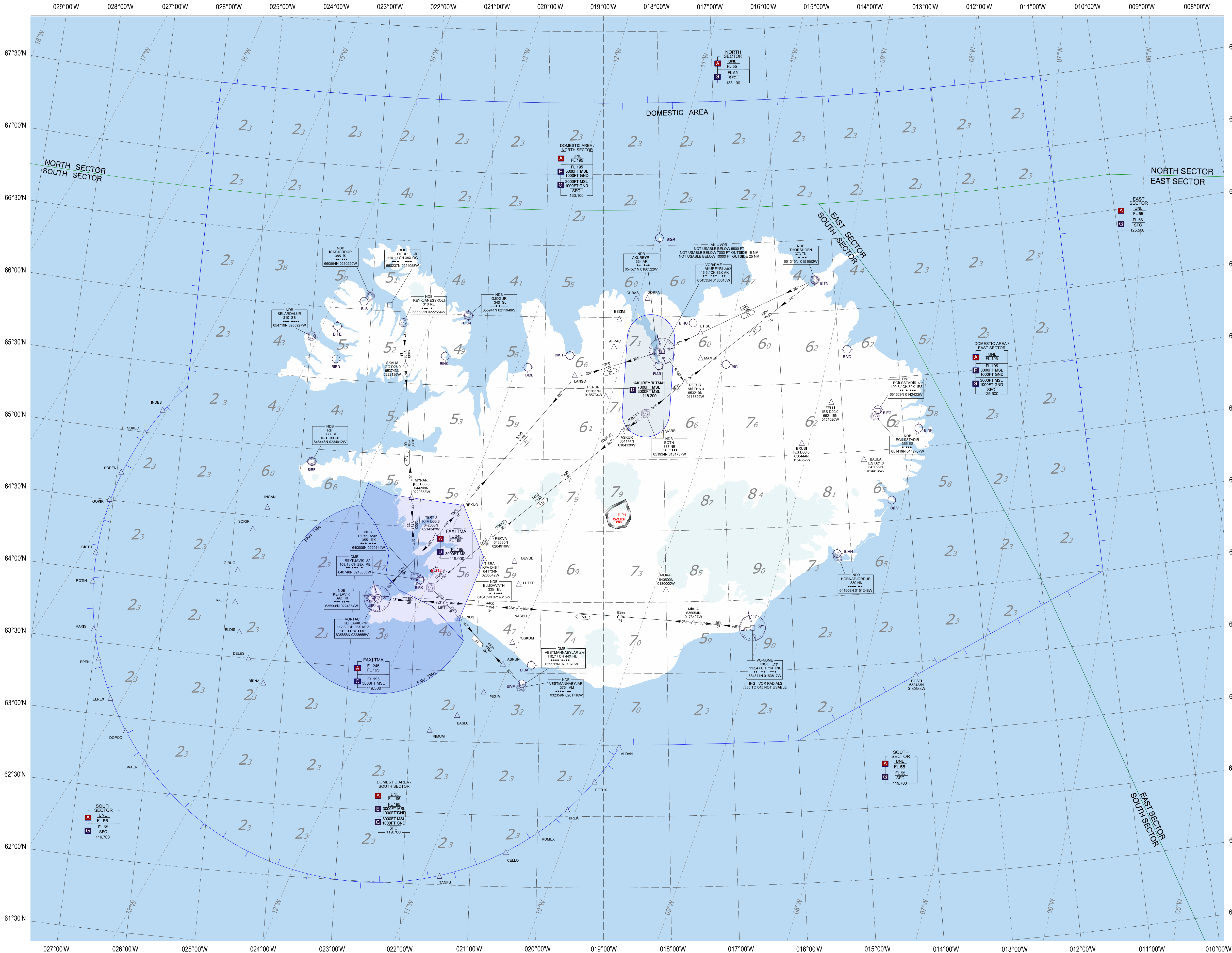
Communication Frequencies

Reykjavík Control	
North Sector	133.100, 134.300, 135.250
South Sector	119.700, 125.700, 128.600, 132.300, 123.800, 128.800
East Sector	125.600, 132.200, 128.800, 128.750
Iceland Radio	126.550, 127.850, 128.625, SELCAL

Aerodrome Control Towers	
Akureyri Tower	118.200, 121.500
Keflavík Approach	119.300, 119.150, 121.500
Keflavík Tower	119.300
Keflavík Ground	121.900, 121.500
Keflavík Clearance Delivery	121.000
Keflavík ATIS	128.300, 311.600
Reykjavík Approach	119.000
Reykjavík Tower	119.000, 121.500
Reykjavík Ground	121.700
Reykjavík ATIS	128.100

AERODROME FLIGHT INFORMATION SERVICE (AFIS)

Reykjavík	118.000
Grimsey, Norðfjörður	118.100
Rif, Þorshöfn, Vopnafjörður	118.100
Vestmannaeyjar	118.500
Blönduós, Gopur, Holmavík	118.600
Ísafjörður	118.800
Bláskógur, Hornafjörður	119.100
Sauðárkrúkur, Þingeyri	119.100
Egilsstaðir	119.400
Ísuaavík	119.200

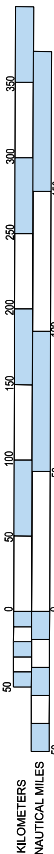


THIS PAGE INTENTIONALLY LEFT BLANK

ENROUTE CHART - ICAO
REYKJAVIK CONTROL AREA

A 10/2025
Útgafið af Ísavia ANS
Published by Ísavia ANS

SCALE 1:5000 000



World Geodetic System 1984 (WGS-84), WGS-84 UPS North.
Polar Stereographic

CHANGES: UPPERMARK NDB (UP) REMOVED, WPT NWD ADDED

LEGEND

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

ATS Air Routes
Airspace Classification
Airspace Sector
Vertical limit - higher
Vertical limit - lower
Primary Radio Frequency

ATS Air Routes
Compulsory Reporting Point
Non Compulsory Reporting Point
Point Name
POSITION (deg/min/sec)
FIDUITY
NAME DME ELEV
FREQ
POSITION
CHANNEL

ATS Air Routes
VOR/DME
INCO 250
14.4 ING
63481N 0163817W
CH 17X

ATS Air Routes
Tracks in Brackets Are True
ATS Air Routes with Magnetic Track
Route Designator
Distance of Route Segment (NM)
174
174

Isogonic Lines (2021) - Not published north of 85°N

See Magnetic Variation
for ENR E-1.5 for magnetic airspace,
not published for BGGL FIR and VAGAR TIZ

61
= 6100 Feet MSL

Aerodromes

Civil
Military
Aerodrome ID

Nav aids

NDB
VORTAC
VOR / DME

Data Link

FANS / A DATA LINK SERVICES ARE AVAILABLE IN REYKJAVIK CTA. THE LOGON ADDRESS IS 'BIRD'

Communication Frequencies

Reykjavik Control
North Sector
Reykjavik Control
South Sector
Reykjavik Control
East Sector
Reykjavik Control
West Sector
Reykjavik Control
All Sectors
Iceland Radio
133.100, 134.300, 135.250
119.700, 123.700, 128.800, 132.300
123.900, 125.900
125.500, 132.200, 128.800, 126.750
124.400, 127.500, 128.200, 128.900
SATCOM (EMERG ONLY)
420.07, 420.03
126.550, 127.850, 128.625, SELCAL
HF F4M B 8894, 13201
HF F4M C 8876, 13306
HF F4M D 8891, 11276, 17946
2971, 8976, 8891, 11276, 17946
420.05

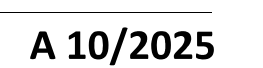
AERODROME FLIGHT INFORMATION SERVICE (AFIS)

Egilsstaðir
Reykjavik
119.400
119.300

Aerodrome Control Towers

Alureyri Tower
Alureyri Approach
Alureyri ATIS
Keflavik Tower
Keflavik Ground
Keflavik ATIS
119.200, 121.500
119.200, 121.500
119.300, 119.100, 121.500
119.300, 121.500
121.000, 121.500
128.300, 311.600
119.000, 121.000, 121.500
128.100
Reykjavik ATIS

This page intentionally left blank



THIS PAGE INTENTIONALLY LEFT BLANK

BIKF AD 2.1 AERODROME LOCATION INDICATOR AND NAME	AD 2 BIKF 1 - 1
BIKF AD 2.2 LANDFRÆÐILEGAR OG STJÓRNUNARUPPLÝSINGAR FLUGVALLAR	AD 2 BIKF 1 - 1
BIKF AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA	AD 2 BIKF 1 - 1
BIKF AD 2.3 ÞJÓNUSTUTÍMAR	AD 2 BIKF 1 - 2
BIKF AD 2.3 OPERATIONAL HOURS	AD 2 BIKF 1 - 2
BIKF AD 2.4 AFGREIÐSLA OG TÆKI	AD 2 BIKF 1 - 2
BIKF AD 2.4 HANDLING SERVICES AND FACILITIES	AD 2 BIKF 1 - 2
BIKF AD 2.5 AÐSTAÐA FARPEGA	AD 2 BIKF 1 - 4
BIKF AD 2.5 PASSENGER FACILITIES	AD 2 BIKF 1 - 4
BIKF AD 2.6 BJÖRGUN OG ELDVARNIR	AD 2 BIKF 1 - 5
BIKF AD 2.6 RESCUE AND FIRE FIGHTING SERVICES	AD 2 BIKF 1 - 5
BIKF AD 2.7 ÁRSTÍÐARBUNDNAR HREINSANIR	AD 2 BIKF 1 - 6
BIKF AD 2.7 SEASONAL AVAILABILITY	AD 2 BIKF 1 - 6
BIKF AD 2.8 HLAÐ, AKBRAUTIR OG STAÐSETNING GÁTSTAÐA	AD 2 BIKF 1 - 7
BIKF AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA	AD 2 BIKF 1 - 7
BIKF AD 2.9 LEIÐSAGA OG STJÓRNKERFI FYRIR HREYFINGAR Á JÖRÐU NIÐRI OG MERKINGAR	AD 2 BIKF 1 - 9
BIKF AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS	AD 2 BIKF 1 - 9
BIKF AD 2.10 FLUGVALLARHINDRANIR	AD 2 BIKF 1 - 10
BIKF AD 2.10 AERODROME OBSTACLES	AD 2 BIKF 1 - 10
BIKF AD 2.11 VEITTAR VEÐURUPPLÝSINGAR	AD 2 BIKF 1 - 11
BIKF AD 2.11 METEOROLOGICAL INFORMATION PROVIDED	AD 2 BIKF 1 - 11
BIKF AD 2.12 SÉRKENNI FLUGBRAUTA	AD 2 BIKF 1 - 12
BIKF AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS	AD 2 BIKF 1 - 12
BIKF AD 2.13 TILGREINDAR VIÐMIÐUNARVEGALENGDIR	AD 2 BIKF 1 - 14
BIKF AD 2.13 DECLARED DISTANCES	AD 2 BIKF 1 - 14
BIKF AD 2.14 AÐFLUGS- OG FLUGBRAUTARLJÓS	AD 2 BIKF 1 - 15
BIKF AD 2.14 APPROACH AND RUNWAY LIGHTING	AD 2 BIKF 1 - 15
BIKF AD 2.15 ÖNNUR LÝSING OG VARARAFMAGN	AD 2 BIKF 1 - 16
BIKF AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY	AD 2 BIKF 1 - 16
BIKF AD 2.16 LENDINGARSVÆÐI FYRIR ÞYRLUR	AD 2 BIKF 1 - 17
BIKF AD 2.16 HELICOPTER LANDING AREA	AD 2 BIKF 1 - 17
BIKF AD 2.17 LOFTRÝMI FLUGUMFERÐARÞJÓNUSTU	AD 2 BIKF 1 - 17
BIKF AD 2.17 ATS AIRSPACE	AD 2 BIKF 1 - 17
BIKF AD 2.18 ATS FJARSKIPTABÚNAÐUR	AD 2 BIKF 1 - 18
BIKF AD 2.18 ATS COMMUNICATION FACILITIES	AD 2 BIKF 1 - 18
BIKF AD 2.19 FLUGLEIÐSÖGU- OG AÐFLUGSBÚNAÐUR	AD 2 BIKF 1 - 19
BIKF AD 2.19 RADIO NAVIGATION AND LANDING AIDS	AD 2 BIKF 1 - 19
BIKF AD 2.20 SVÆÐISBUNDNAR UMFERÐARREGLUR FLUGVALLAR	AD 2 BIKF 1 - 21
BIKF AD 2.20 LOCAL AERODROME REGULATIONS	AD 2 BIKF 1 - 21
BIKF AD 2.21 FLUGAÐFERÐIR TIL HÁVAÐAMILDUNAR	AD 2 BIKF 1 - 27
BIKF AD 2.21 NOISE ABATEMENT PROCEDURES	AD 2 BIKF 1 - 27
BIKF AD 2.22 FLUGAÐFERÐIR	AD 2 BIKF 1 - 28
BIKF AD 2.22 FLIGHT PROCEDURES	AD 2 BIKF 1 - 28
BIKF AD 2.23 VIÐBÓTARUPPLÝSINGAR	AD 2 BIKF 1 - 30
BIKF AD 2.23 ADDITIONAL INFORMATION	AD 2 BIKF 1 - 30
BIKF AD 2.24 KORT SEM TILHEYRA FLUGVELLI	AD 2 BIKF 1 - 33
BIKF AD 2.24 CHARTS RELATED TO AERODROME	AD 2 BIKF 1 - 33
BIKF AD 2.25 HINDRANIR SEM SKERA HINDRANAFLÖT FYRIR SJÓNFLUGSHLUTA AÐFLUGS	AD 2 BIKF 1 - 35
BIKF AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION	AD 2 BIKF 1 - 35
AD BIKF KEFLAVÍK - KEFLAVÍK 2	AD 2 BIKF 2 - 1
AD BIKF KEFLAVÍK - KEFLAVÍK 3	AD 2 BIKF 3 - 1
AD BIKF KEFLAVÍK - KEFLAVÍK 4	AD 2 BIKF 4 - 1
AD BIKF KEFLAVÍK - KEFLAVÍK 5	AD 2 BIKF 5 - 1
AD BIKF KEFLAVÍK - KEFLAVÍK 6	AD 2 BIKF 6 - 1
AD BIKF KEFLAVÍK - KEFLAVÍK 7	AD 2 BIKF 7 - 1
AD BIKF KEFLAVÍK - KEFLAVÍK 8	AD 2 BIKF 8 - 1
AD BIRK REYKJAVÍK - REYKJAVÍK 1	AD 2 BIRK 1 - 1
BIRK AD 2.1 STAÐARAUÐKENNI OG HEITI FLUGVALLAR	AD 2 BIRK 1 - 1
BIRK AD 2.1 AERODROME LOCATION INDICATOR AND NAME	AD 2 BIRK 1 - 1
BIRK AD 2.2 LANDFRÆÐILEGAR OG STJÓRNUNARUPPLÝSINGAR FLUGVALLAR	AD 2 BIRK 1 - 1
BIRK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA	AD 2 BIRK 1 - 1
BIRK AD 2.3 ÞJÓNUSTUTÍMAR	AD 2 BIRK 1 - 2
BIRK AD 2.3 OPERATIONAL HOURS	AD 2 BIRK 1 - 2
BIRK AD 2.4 AFGREIÐSLA OG TÆKI	AD 2 BIRK 1 - 4
BIRK AD 2.4 HANDLING SERVICES AND FACILITIES	AD 2 BIRK 1 - 4
BIRK AD 2.5 AÐSTAÐA FARPEGA	AD 2 BIRK 1 - 5

BIRK AD 2.5 PASSENGER FACILITIES	AD 2 BIRK 1 - 5
BIRK AD 2.6 BJÖRGUN OG ELDVARNIR	AD 2 BIRK 1 - 5
BIRK AD 2.6 RESCUE AND FIRE FIGHTING SERVICES	AD 2 BIRK 1 - 5
BIRK AD 2.7 ÁRSTÍÐARBUNDNAR HREINSANIR	AD 2 BIRK 1 - 6
BIRK AD 2.7 SEASONAL AVAILABILITY	AD 2 BIRK 1 - 6
BIRK AD 2.8 HLAÐ, AKBRAUTIR OG STAÐSETNING GÁTSTAÐA	AD 2 BIRK 1 - 7
BIRK AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA	AD 2 BIRK 1 - 7
BIRK AD 2.9 LEIÐSAGA OG STJÓRNKERFI FYRIR HREYFINGAR Á JÖRÐU NIÐRI OG MERKINGAR	AD 2 BIRK 1 - 9
BIRK AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS	AD 2 BIRK 1 - 9
BIRK AD 2.10 FLUGVALLARHINDRANIR	AD 2 BIRK 1 - 10
BIRK AD 2.10 AERODROME OBSTACLES	AD 2 BIRK 1 - 10
BIRK AD 2.11 VEITTAR VEÐURUPPLÝSINGAR	AD 2 BIRK 1 - 11
BIRK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED	AD 2 BIRK 1 - 11
BIRK AD 2.12 SÉRKENNI FLUGBRAUTA	AD 2 BIRK 1 - 12
BIRK AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS	AD 2 BIRK 1 - 12
BIRK AD 2.13 TILGREINDAR VIÐMIÐUNARVEGALENGDIR	AD 2 BIRK 1 - 14
BIRK AD 2.13 DECLARED DISTANCES	AD 2 BIRK 1 - 14
BIRK AD 2.14 AÐFLUGS- OG FLUGBRAUTARLJÓS	AD 2 BIRK 1 - 15
BIRK AD 2.14 APPROACH AND RUNWAY LIGHTING	AD 2 BIRK 1 - 15
BIRK AD 2.15 ÖNNUR LÝSING OG VARARAFMAGN	AD 2 BIRK 1 - 16
BIRK AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY	AD 2 BIRK 1 - 16
BIRK AD 2.16 LENDINGARSVÆÐI FYRIR ÞYRLUR	AD 2 BIRK 1 - 17
BIRK AD 2.16 HELICOPTER LANDING AREA	AD 2 BIRK 1 - 17
BIRK AD 2.17 LOFTRÝMI FLUGUMFERÐARÞJÓNUSTU	AD 2 BIRK 1 - 18
BIRK AD 2.17 ATS AIRSPACE	AD 2 BIRK 1 - 18
BIRK AD 2.18 ATS FJARSKIPTABÚNAÐUR	AD 2 BIRK 1 - 19
BIRK AD 2.18 ATS COMMUNICATION FACILITIES	AD 2 BIRK 1 - 19
BIRK AD 2.19 FLUGLEIÐSÖGU- OG AÐFLUGSBÚNAÐUR	AD 2 BIRK 1 - 20
BIRK AD 2.19 RADIO NAVIGATION AND LANDING AIDS	AD 2 BIRK 1 - 20
BIRK AD 2.20 SVÆÐISBUNDNAR UMFERÐARREGLUR FLUGVALLAR	AD 2 BIRK 1 - 21
BIRK AD 2.20 LOCAL AERODROME REGULATIONS	AD 2 BIRK 1 - 21
BIRK AD 2.21 FLUGAÐFERÐIR TIL HÁVAÐAMILDUNAR	AD 2 BIRK 1 - 27
BIRK AD 2.21 NOISE ABATEMENT PROCEDURES	AD 2 BIRK 1 - 27
BIRK AD 2.22 FLUGAÐFERÐIR	AD 2 BIRK 1 - 29
BIRK AD 2.22 FLIGHT PROCEDURES	AD 2 BIRK 1 - 29
BIRK AD 2.23 VIÐBÓTARUPPLÝSINGAR	AD 2 BIRK 1 - 32
BIRK AD 2.23 ADDITIONAL INFORMATION	AD 2 BIRK 1 - 32
BIRK AD 2.24 KORT SEM TILHEYRA FLUGVELLI	AD 2 BIRK 1 - 33
BIRK AD 2.24 CHARTS RELATED TO AERODROME	AD 2 BIRK 1 - 33
BIRK AD 2.25 HINDRANIR SEM SKERA HINDRANAFLÖT FYRIR SJÓNFLUGSHLUTA AÐFLUGS	AD 2 BIRK 1 - 34
BIRK AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION	AD 2 BIRK 1 - 34
AD BIRK REYKJAVÍK - REYKJAVÍK 2	AD 2 BIRK 2 - 1
AD BIRK REYKJAVÍK - REYKJAVÍK 3	AD 2 BIRK 3 - 1
AD BIRK REYKJAVÍK - REYKJAVÍK 4	AD 2 BIRK 4 - 1
AD BIRK REYKJAVÍK - REYKJAVÍK 5	AD 2 BIRK 5 - 1
AD BIRK REYKJAVÍK - REYKJAVÍK 6	AD 2 BIRK 6 - 1
AD BIRK REYKJAVÍK - REYKJAVÍK 7	AD 2 BIRK 7 - 1
AD BIRK REYKJAVÍK - REYKJAVÍK 8	AD 2 BIRK 8 - 1
AD BIKR SAUÐÁRKROKUR - SAUÐARKROKUR 1	AD 2 BIKR 1 - 1
BIKR AD 2.1 STAÐARAÚÐKENNI OG HEITI FLUGVALLAR	AD 2 BIKR 1 - 1
BIKR AD 2.1 AERODROME LOCATION INDICATOR AND NAME	AD 2 BIKR 1 - 1
BIKR AD 2.2 LANDFRÆÐILEGAR OG STJÓRNUNARUPPLÝSINGAR FLUGVALLAR	AD 2 BIKR 1 - 1
BIKR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA	AD 2 BIKR 1 - 1
BIKR AD 2.3 ÞJÓNUSTUTÍMAR	AD 2 BIKR 1 - 2
BIKR AD 2.3 OPERATIONAL HOURS	AD 2 BIKR 1 - 2
BIKR AD 2.4 AFGREIÐSLA OG TÆKI	AD 2 BIKR 1 - 3
BIKR AD 2.4 HANDLING SERVICES AND FACILITIES	AD 2 BIKR 1 - 3
BIKR AD 2.5 AÐSTAÐA FARPEGA	AD 2 BIKR 1 - 3
BIKR AD 2.5 PASSENGER FACILITIES	AD 2 BIKR 1 - 3
BIKR AD 2.6 BJÖRGUN OG ELDVARNIR	AD 2 BIKR 1 - 4
BIKR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES	AD 2 BIKR 1 - 4
BIKR AD 2.7 ÁRSTÍÐARBUNDNAR HREINSANIR	AD 2 BIKR 1 - 4
BIKR AD 2.7 SEASONAL AVAILABILITY	AD 2 BIKR 1 - 4
BIKR AD 2.8 HLAÐ, AKBRAUTIR OG STAÐSETNING GÁTSTAÐA	AD 2 BIKR 1 - 4
BIKR AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA	AD 2 BIKR 1 - 4
BIKR AD 2.9 LEIÐSAGA OG STJÓRNKERFI FYRIR HREYFINGAR Á JÖRÐU NIÐRI OG MERKINGAR	AD 2 BIKR 1 - 5

BIAR AD 2.18 ATS FJARSKIPTABÚNAÐUR
BIAR AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency and Channel(s)	SATVOICE	Logon address	Hours of operation	Remarks
1	2	3	4	5	6	7
Akureyri TWR	Akureyri turn / Akureyri Tower	118.200 MHZ 121.500 MHZ ⁽¹⁾	NIL	NIL	Daily 07:00 - 23:00. Christmas Eve and New Year's Eve 07:00 – 16:00. No service New Year's Day, Easter Sunday and Christmas Day. ATC available outside operational hours. Further information see AD 2.3.12 remarks. (1) Emergency: H24	NIL ⁽¹⁾ Emergency
ATIS	Akureyri ATIS	136.200 MHZ	NIL	NIL	0700-2300	Also outside published hours when operationally desirable. Telephone: +354 424 4039

BIAR AD 2.19 FLUGLEIÐSÖGU- OG AÐFLUGSBÚNAÐUR
BIAR 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
VOR/DME (decl.: 10°W)	AKI	113.600 MHZ (CH83X)	H24	654535.3N 0180014.8W	2100 FT	NIL	Not usable below 5500 FT Not usable below 7000 FT outside 15 NM Not usable below 10000 FT outside 25 NM Monitored during airports opening hours
NDB	AR	334 KHZ	H24	654521.4N 0180522.6W	—	NIL	Range 25 NM Approx less in S & W Monitored during airports opening hours
L	HJ	319 KHZ	During ATC service hours	655106.0N 0181129.8W	—	NIL	Range 15 NM approx. Monitored during airports opening hours.
LOC 01 ILS CAT I (10° W 2025)	IAL	108.900 MHZ	H24	654010.9N 0180416.5W	—	NIL	LOC usable only within ±10° of course line. Monitored during airports opening hours.
GP 01 ILS CAT I		329.300 MHZ	H24	653854.4N 0180405.0W	—	NIL	The glide path angle is 5.3° Monitored during airports opening hours.
DME 01 ILS CAT I	IAL	108.900 MHZ (CH26X)	H24	653854.4N 0180405.0W	0 FT	NIL	Monitored during airports opening hours
LOC 19 ILS CAT I (10° W 2025)	IAR	110.500 MHZ	H24	653840.6N 0180354.2W	—	NIL	LOC offset 3°
GP 19 ILS CAT I		329.600 MHZ	H24	653953.6N 0180434.2W	—	NIL	GP angle 3.45°
DME 19 ILS CAT I	IAR	110.500 MHZ (CH42X)	H24	653953.6N 0180434.2W	58 FT	NIL	Freq paired with LOC. Offset 3°
MARKER		75 MHZ	H24	653602.7N 0180238.6W	—	NIL	Cont. 3000 Hz tone. Monitored during airports opening hours
LOC 01 (10° W 2025)	IEY	111.900 MHZ	H24	653753.2N 0180040.3W	—	NIL	LOC usable only within ±10° of course line. Monitored during airports opening hours
DME	IEY	111.900 MHZ (CH56X)	H24	653854.6N 0180404.1W	0 FT	NIL	Freq paired with LOC Monitored during airports opening hours
L	KN	364 KHZ	During ATC service hours	653513.0N 0180331.8W	—	NIL	Range 15 NM approx Monitored during airports opening hours
TACAN (decl.: 13°W)	MOB	(CH95X)	H24	653808.0N 0180404.0W	—	NIL	MILITARY USE ONLY

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 7

APP/TWR	118.200
ACC	119.700
ATIS	136.200

BIAR - AKUREYRI
ILS RWY 01



MISSED APPROACH:

Climb straight ahead, from OE L to HJ L, to intercept AKI VOR R

At 5500 ft or passing H turn right direct AR ND

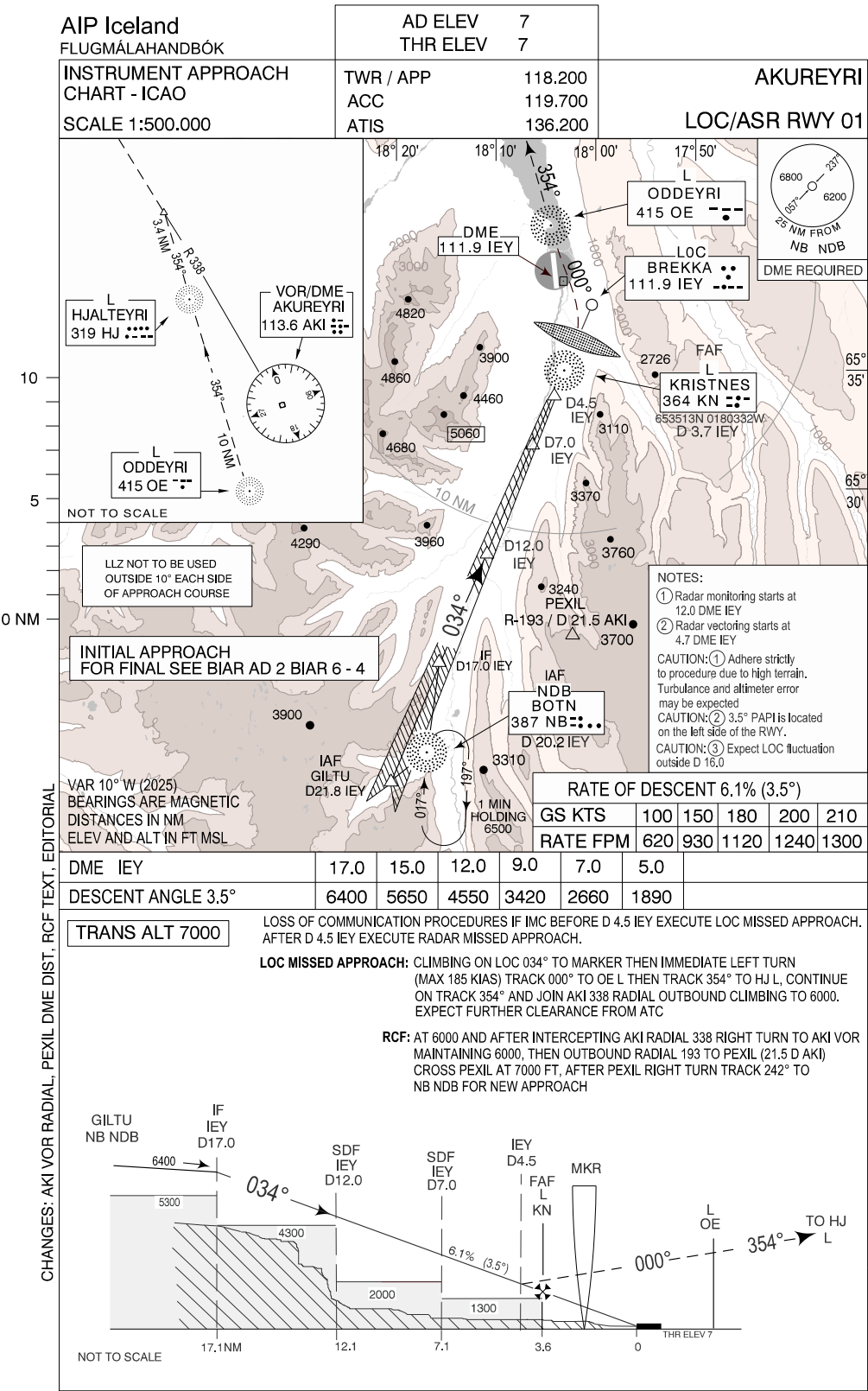
OCA (H)		A	B	C	Remarks
ILS CAT I	2.5% *	690 (683)	720 (713)	740 (733)	* MNM MISSED APCH CLIMB GRADIENT
	4.0% *	380 (373)	410 (403)	430 (423)	
	5.0% *	320 (313)	320 (313)	320 (313)	

DME IAL	2	3	4	5	6	7	8
ALTITUDE	1130	1700	2270	2840	3420	3990	4570

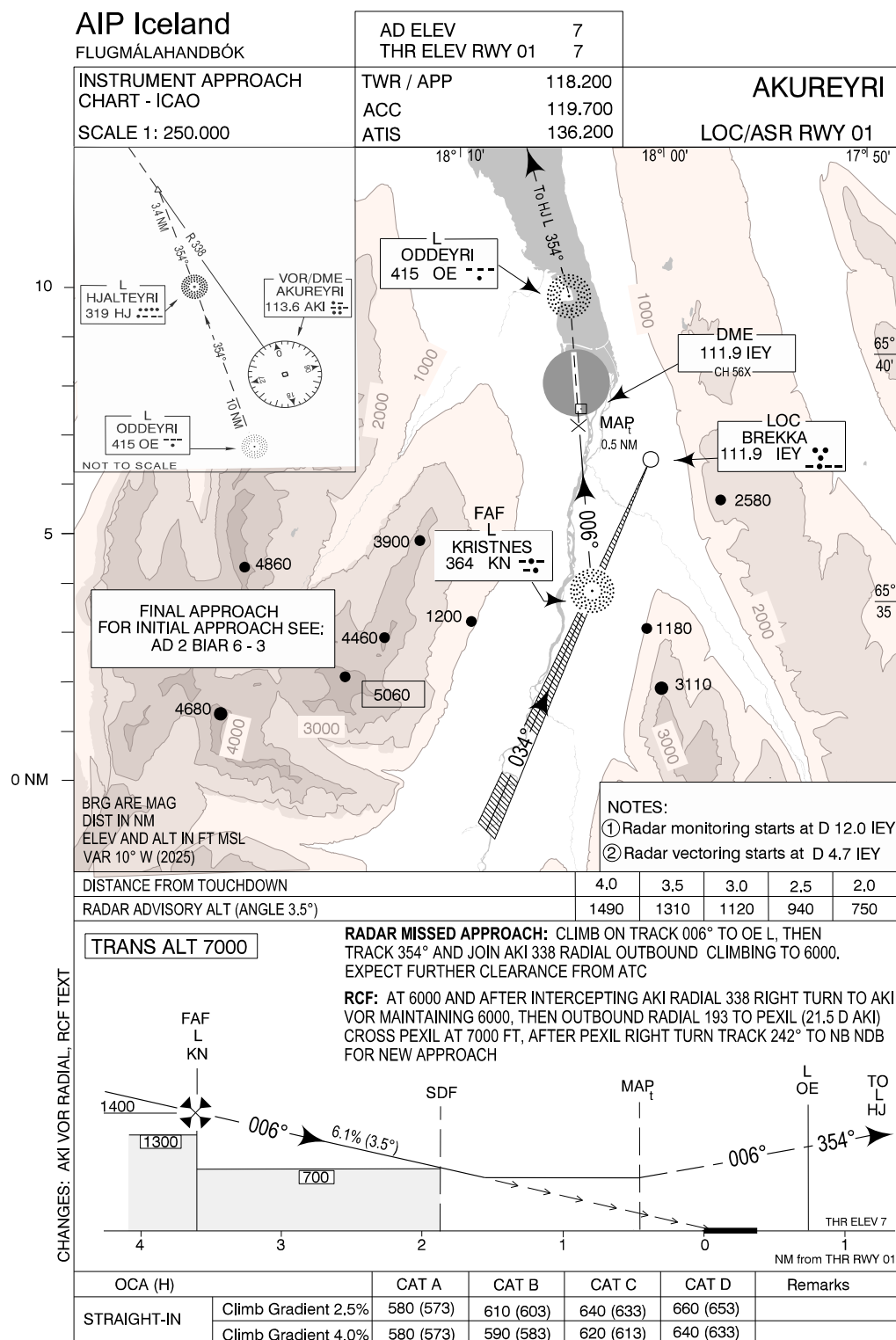
GS	kt	80	100	120	140	160
Rate of descent (9.3%)	ft/MIN	752	940	1127	1315	1503

THIS PAGE INTENTIONALLY LEFT BLANK

Akureyri LOC/ASR RWY 01 - INITIAL



Akureyri LOC/ASR RWY 01 - FINAL



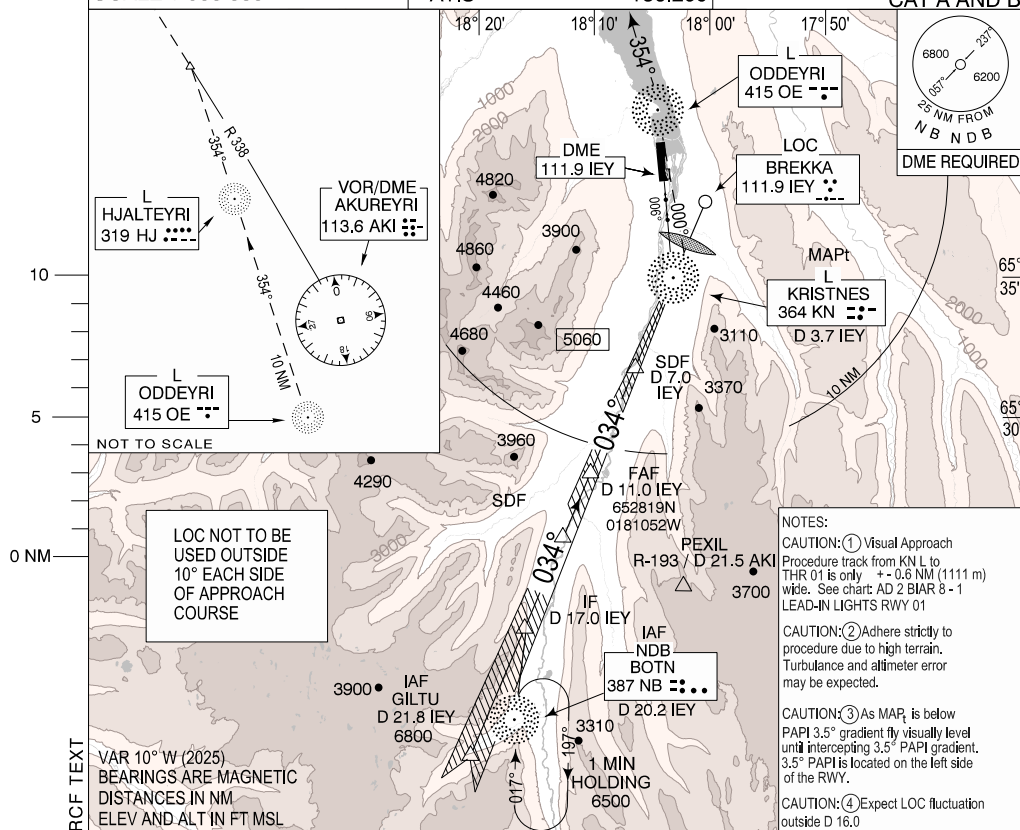
AIP Iceland
FLUGMÁLAHANDBÓK

INSTRUMENT APPROACH
CHART - ICAO
SCALE 1:500,000

AD ELEV 7
THR ELEV 7

TWR / APP	118.200
ACC	119.700
ATIS	136.200

AKUREYRI
LOC RWY 01
CAT A AND B

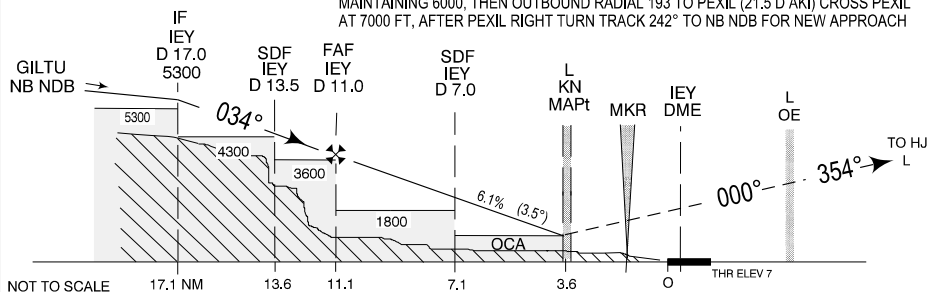


DME IEY	10.0	9.0	8.0	7.0	6.0	5.0	4.0
Altitude 3.5°descent	3220	2840	2460	2080	1690	1300	910

TRANS LEVEL: BY ATC
TRANS ALT: 7000

MISSED APPROACH: CLIMBING ON LOC 034° TO MARKER THEN IMMEDIATE LEFT TURN (MAX 130 KIAS) TRACK 000° TO OE L THEN TRACK 354° TO HJ L, CONTINUE ON TRACK 354° AND JOIN AKI 338 RADIAL OUTBOUND CLIMBING TO 6000.
EXPECT FURTHER CLEARANCE FROM ATC.

RCF: AT 6000 AND AFTER INTERCEPTING AKI RADIAL 338 RIGHT TURN TO AKI VOR MAINTAINING 6000, THEN OUTBOUND RADIAL 193 TO PEXIL (21.5 D AKI) CROSS PEXIL AT 7000 FT. AFTER PEXIL RIGHT TURN TRACK 242° TO NB NDB FOR NEW APPROACH



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

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

Timing not authorized for defining MAP.

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

CHANGES: AKI VOR RADIAL, PEXIL DME DIST, EDITORIAL, RCF TEXT

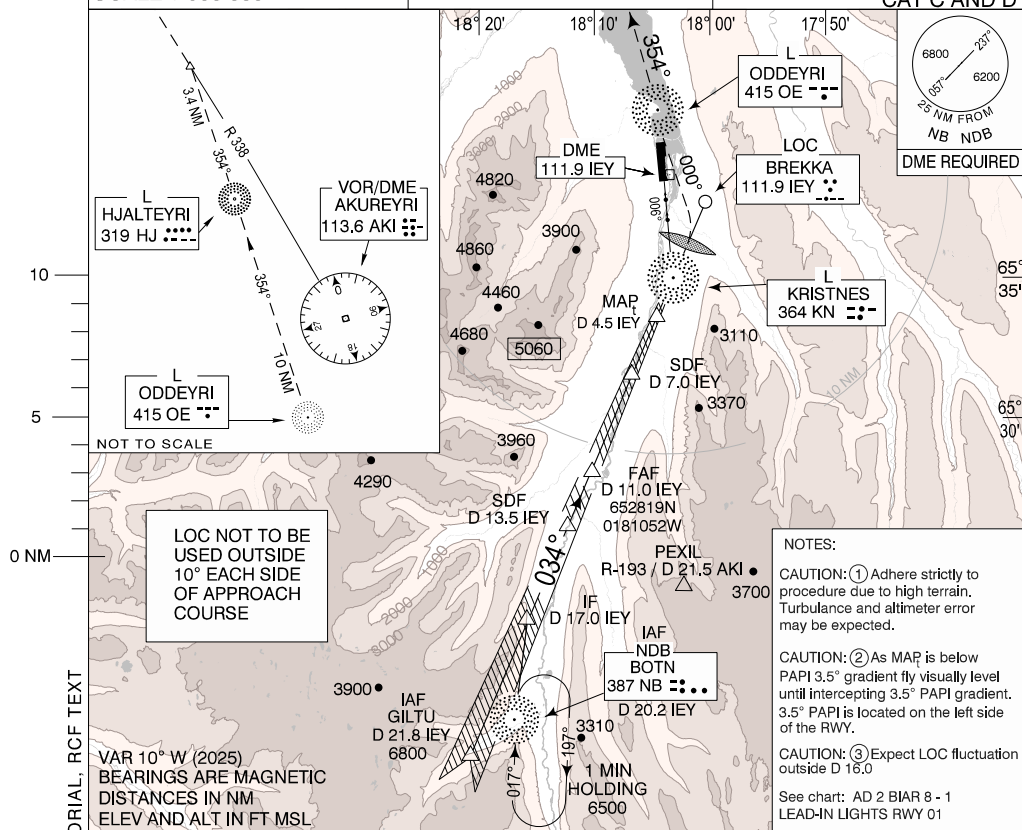
THIS PAGE INTENTIONALLY LEFT BLANK

AIP Iceland
FLUGMÁLAHANDBÓK

AD ELEV 7
THR ELEV 7

INSTRUMENT APPROACH
CHART - ICAO
SCALE 1:500,000

TWR / APP	118.200
ACC	119.700
ATIS	136.200

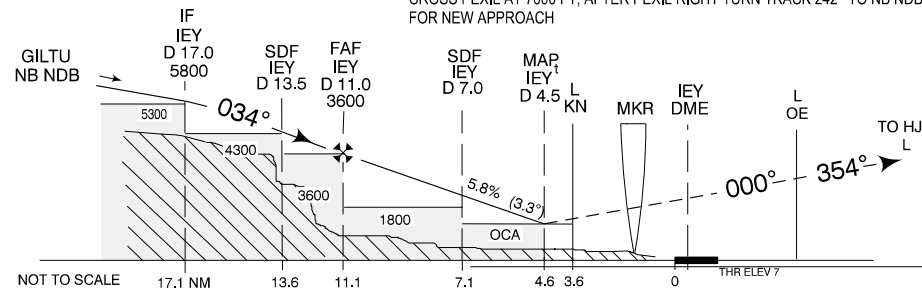
BIAR - AKUREYRI
LOC A
CAT C AND D

DME IEY	10.0	9.0	8.0	7.0	6.0	5.0
DESCENT ANGLE 3.3°	3240	2880	2520	2150	1790	1420

TRANS LEVEL: BY ATC
TRANS ALT: 7000

MISSED APPROACH: CLIMBING ON LOC 034° TO MARKER THEN IMMEDIATE LEFT TURN (MAX 185 KIAS) TRACK 000° TO OE L THEN TRACK 354° TO HJ L, CONTINUE ON TRACK 354° AND JOIN AKI 338 RADIAL OUTBOUND CLIMBING TO 6000. EXPECT FURTHER CLEARANCE FROM ATC

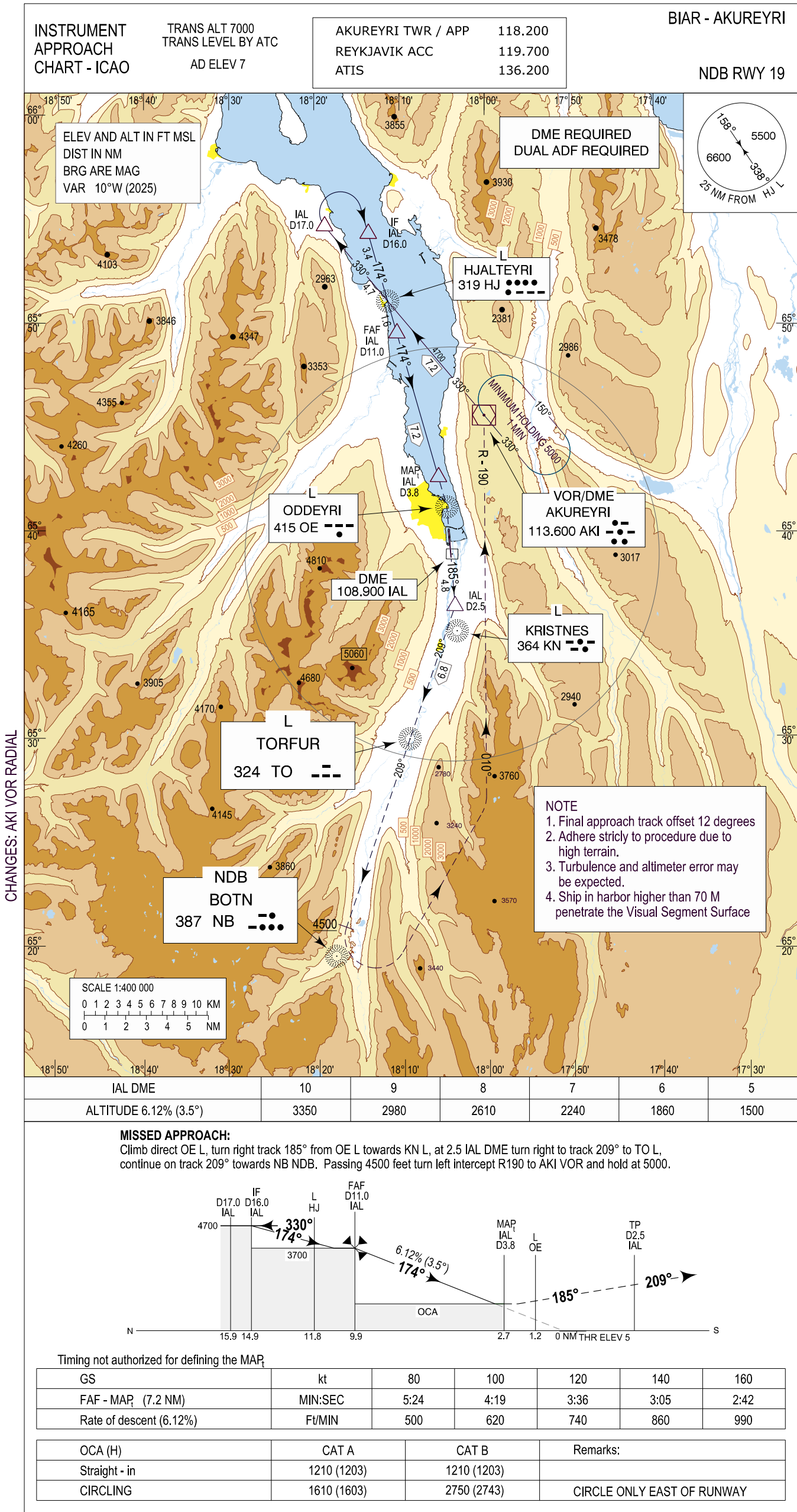
RCF: AT 6000 AND AFTER INTERCEPTING AKI RADIAL 338 RIGHT TURN TO AKI VOR
MAINTAINING 6000, THEN OUTBOUND RADIAL 193 TO PEXIL (21.5 D AKI)
CROSS PEXIL AT 7000 FT, AFTER PEXIL RIGHT TURN TRACK 242° TO NB NDB
FOR NEW APPROACH



			Remarks	GS KTS	100	150	180	200	210		
OCA (H)	C	D	FOLLOW VISUAL APPROACH PROCEDURE USING PRESCRIBED TRACK	RATE FPM	620	930	1110	1240	1300		
CIRCLING RWY 01	1250 (1243)	1400 (1393)		Timing not authorized for defining MAPt GS							
				kt	120	140	160	180	200		
CIRCLING	3220 (3213)	3330 (3323)	ONLY EAST OF AERODROME	FAF - MAPt (6.7 NM)	MIN:SEC		02:31	02:52	02:31	02:14	02:00
				Rate of descent 3.3° (5.77%)	f/MIN	620	930	1110	1240	1300	

THIS PAGE INTENTIONALLY LEFT BLANK

Akureyri NDB RWY 19



Recommended Coding Table											
BIAR NDB RWY 19											
Akureyri NDB RWY 19 from AKI VOR											
Serial Number	Path Terminator	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Mag. VAR	Distance	Turn Direction	Altitude (ft)	Speed (KT)	VPA/TCH	Navigation Specification
010		AKI			+10.0			A5000+			
020		HJ L		330/(320.1)	+10.0	7.2		A4700+			
030		D17.0		330/(320.1)	+10.0	4.7		A4700+			
040		D16.0			+10.0		R	A4700+			
050		HJ L		174/(164.2)	+10.0	3.4		A3700+			
060		D11.0		174/(164.1)	+10.0	1.6		A3700+		3.50°/	
070		D3.8		174/(164.1)	+10.0	7.2				3.50°/62	
080		OE L		174/(164.2)	+10.0	1.5					
090		D2.5		185/(175.4)	+10.0	4.8					
100		TO L		209/(199.0)	+10.0	6.8					
110		NB NDB		209/(198.9)	+10.0	11.1		A4500+			
120		AKI			+10.0			A5000			
Waypoint Coordinates											
Waypoint	Coordinates					Display					
	LAT		LON			LAT		LON			
AKI	654535.32N		0180014.81W			N6545.59		W01800.25			
HJ L	655105.99N		0181129.76W			N6551.10		W01811.50			
IAL D17.0	655443.10N		0181854.02W			N6554.72		W01818.90			
IAL D16.0	655421.11N		0181344.50W			N6554.35		W01813.74			
IAL D11.0	654933.11N		0181025.32W			N6549.55		W01810.42			
IAL D3.8	654238.41N		0180539.22W			N6542.64		W01805.65			
OE L	654111.30N		0180439.50W			N6541.19		W01804.66			
IAL D2.5	653625.25N		0180344.98W			N6536.42		W01803.75			
TO L	653001.54N		0180903.43W			N6530.03		W01809.06			
NB	651933.99N		0181736.92W			N6519.57		W01817.62			

TACAN RWY 01

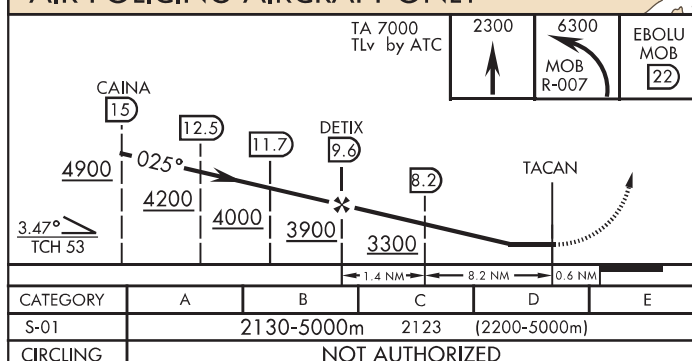
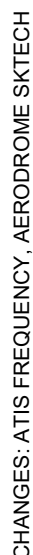
TACAN	MOB	APCH CRS	Rwy Idg	7874
Chan	95	025°	THRE	7
			Arpt Elev	7

AKUREYRI (B|AR)

ALSF-1

† MISSED APPROACH: Climbing to 6300, upon leaving 2300 turn left to intercept MOB TACAN R-007 outbound to EBOLU (MOB R-007/22 DME) and hold.

TOWER ★
118.2

[illegible]

65°39'N-18°04'W

AKUREYRI (BIAR)

TACAN RWY 01

Amdt 1 04NOV21
MIPS

THIS PAGE INTENTIONALLY LEFT BLANK

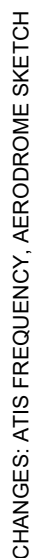
AKUREYRI, ICELAND

AKUREYRI (BIAR)

[USAF]

	MISSED APPROACH: Climbing to 6300, proceed direct MOB TACAN, depart outbound on MOB R-180 to LISNO (MOB R-180/2 DME), then turn right to intercept MOB R-210 outbound to MADUB (MOB R-210/20 DME) and contact ATC.
---	---

%	Knots	60	120	180	240	300	360
4.3	V/V(fpm)	262	524	786	1048	1310	1572
Min climb of 4.3% (262 ft/NM) to 6300 - Controlling Obstacle Unknown							



The diagram illustrates the layout of the HIRL Rwy 01-19. The runway is oriented vertically, with the 01 end at the bottom and the 19 end at the top. A taxiway, labeled '61', runs horizontally across the runway. The runway width is indicated as '8856 x 148'. The runway is flanked by 'Rwy 01 Idg 7874' on the left and 'Rwy 19 Idg 7874' on the right. A 'TWR' (Tower) is located to the left of the runway. The diagram also shows 'ELEV 7' and 'THRE 5' at the top, and a '187°' heading indicator. The runway is marked with 'P' (Paved) and 'A1' (Asphalt) at the 01 end.

AKUREYRI, ICELAND

65°39'N-18°04'W

AKUREYRI (B|AR)

TACAN RWY 19

Amdt 1 21APR22
MIPS

THIS PAGE INTENTIONALLY LEFT BLANK

Grimsey RNP RWY 35 Instrument Approach Chart - ICAO

INSTRUMENT
APPROACH
CHART - ICAO

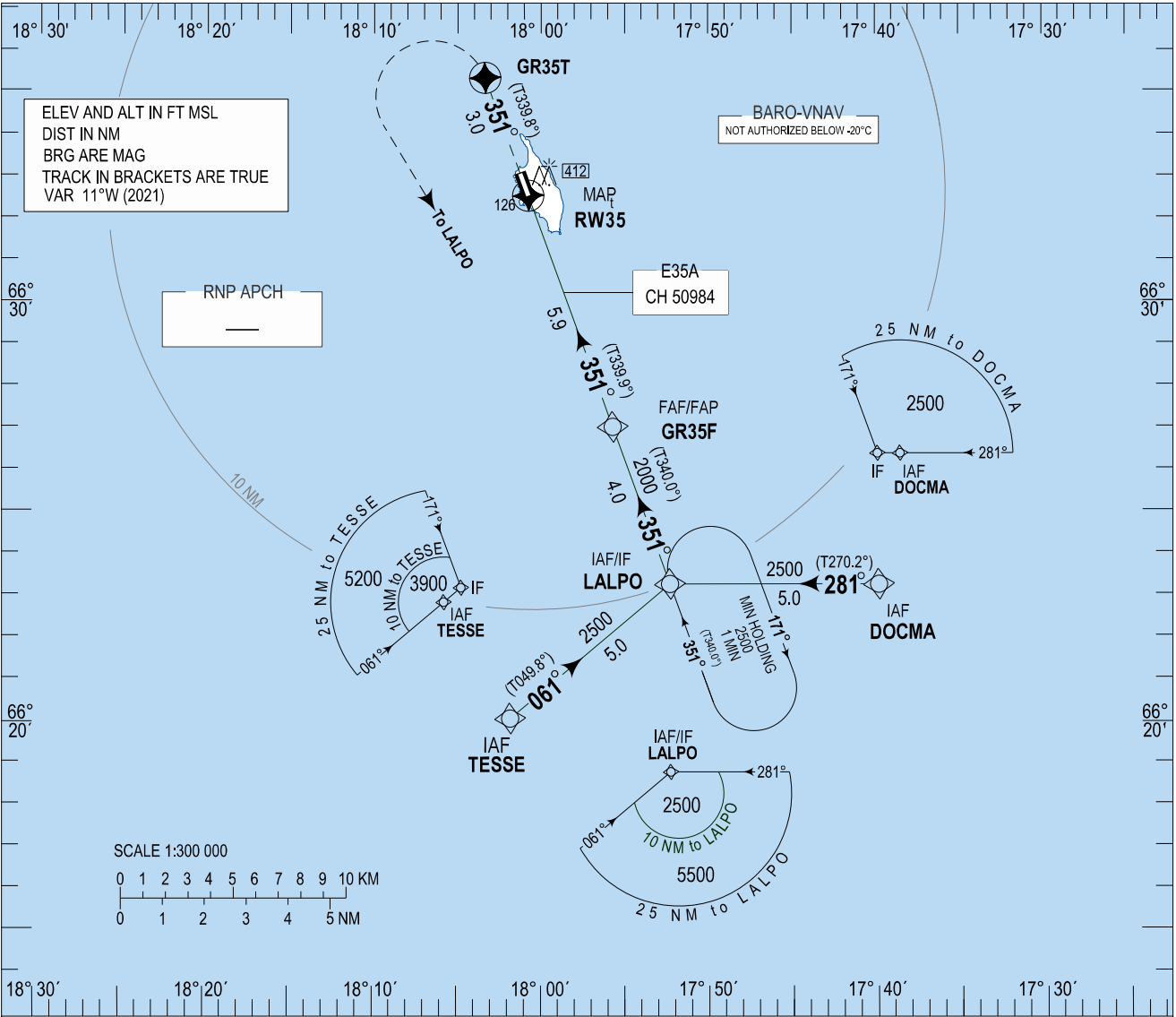
AERODROME ELEV 81

GRIMSEY AFIS
REYKJAVIK ACC

118.100
119.700 /
126.750

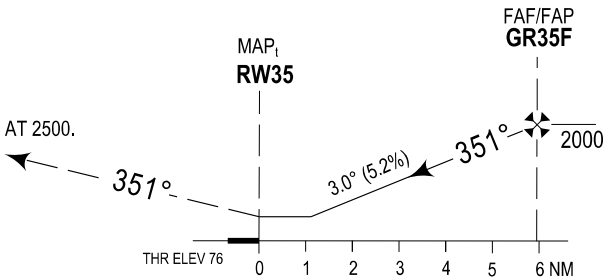
BIGR - GRIMSEY

RNP RWY 35



TRANSITION ALT 7000

MISSED APPROACH:
CLIMB ON TRACK 351° TO GR35T,
TURN LEFT DIRECT LALPO AND HOLD AT 2500.



OCA (H)	A	B	REMARKS
LPV	410 (334)	420 (344)	
LNAV/VNAV	480 (404)	490 (414)	
LNAV	650 (574)	650 (574)	
CIRCLING	650 (569)	650 (569)	ONLY WEST OF AERODROME

DIST to RW35 - NM	1.0	2.0	3.0	4.0	5.0
ALTITUDE	440	760	1080	1400	1720

Timing not authorized for defining MAPt

GS	KT	80	100	120	140	160	180
GR35F to RW35 (5.9 NM)	MIN:SEC	04:25	03:32	02:57	02:31	02:13	01:58
Rate of descent 3.0 (5.2%)	FT/MIN	420	530	640	740	850	960

BIGR RNP RWY 35

Recommended Coding Table

Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course / Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt/h)	VPA/ TCH	Navigation Specification
010	IF	TESSE	-		+11.0			A3900+			RNP APCH
020	TF	LALPO	-	061/ (049.8)	+11.0	5.0	L	A2500+			RNP APCH
010	IF	DOCMA	-		+11.0			A2500+			RNP APCH
020	TF	LALPO	-	281/ (270.2)	+11.0	5.0	R	A2500+			RNP APCH
015	IF	LALPO	-		+11.0			A2500+			RNP APCH
030	TF	GR35F	-	351/ (340.0)	+11.0	4.0		A2000+		3.00°/-	RNP APCH
040	TF	RW35	Y	351/ (339.9)	+11.0	5.9				3.00°/ 50	RNP APCH
050	TF	GR35T	Y	351/ (339.8)	+11.0	3.0					RNP APCH
070	DF	LALPO	-		+11.0		L				RNP APCH
080	HM	LALPO	Y	351/ (340.0)	+11.0		R	A2500			RNP APCH

Waypoint coordinates

Waypoint Identifier	Coordinates		Display	
	LAT	LON	LAT	LON
DOCMA	662314.93 N	0173954.89 W	N6623.25	W01739.91
TESSE	662002.78 N	0180149.84 W	N6620.05	W01801.83
LALPO	662315.29 N	0175220.26 W	N6623.25	W01752.34
GR35F	662659.81N	0175544.88W	N6627.00	W01755.75
RW35	663230.21N	0180047.96W	N6632.50	W01800.80
GR35T	663518.51N	0180323.28W	N6635.31	W01803.39

FAS DATA BLOCK

Operation Type	0	FPAP Latitude	663321.5310N
SBAS Provider	1	Delta FPAP Latitude (seconds)	51.3270
Airport Identifier	BIGR	FPAP Longitude	0180135.2670W
Runway	35	Delta FPAP Longitude (seconds)	-47.2995
Runway Direction	0	Threshold Crossing Height	50.0
Approach Performance Designator	0	TCH Units Selector	0
Route Indicator	-	Glidepath Angle (degrees)	3.00
Reference Path Data Selector	0	Course Width (meters)	105.00
Reference Path Identifier	E35A	Length Offset (meters)	968
LTP/FTP Latitude	663230.2040N	HAL (meters)	40.0
LTP/FTP Longitude	0180047.9675W	VAL (meters)	50.0
LTP/FTP Ellipsoidal Height (meters)	87.1	CRC	963C1C23
		EGNOS CHANNEL	50984

Required Additional Data	ICAO Code	BI
	LTP/FTP Orthometric Height (meters)	23.0
	FPAP Orthometric Height (meters)	23.0

12	Athugasemdir	Flugumferðarþjónusta veitt utan þjónustutíma gegn gjaldi samkvæmt gjaldskrá, svo fremi sem starfsmaður sé tiltækur. Óskið þjónustu, með að lágmarki 1 klst. fyrirvara að sumri og 2 klst. fyrirvara að vetri, í síma +354 424 4078 . Gjaldskrá Isavia: Sjá GEN 4.1 FLUGVALLAGJÖLD. ATS available on request outside operational hours, if personnel is available. Surcharge applies. Request service with minimum 1 hours notice during summer and 2 hours notice during winter, via tel. +354 424 4078 . Isavia user charges: See GEN 4.1 AERODROME CHARGES.
	Remarks	

BIHN AD 2.4 AFGREIÐSLA OG TÆKI

BIHN AD 2.4 HANDLING SERVICES AND FACILITIES

1	Fraktmeðhöndlun	Takmörkuð - Með fyrirfram beiðni
	Cargo-handling facilities	
2	Eldsneytistegundir / olíur	Fuel: Jet A-1 Með fyrirfram beiðni / PN Oil: NIL
	Fuel / oil types	
3	Eldsneytisbúnaður / magn	170 L per min
	Fuelling facilities / capacity	
4	Afísingarbúnaður	NIL
	De-icing facilities	
5	Flugskýlispláss fyrir aðkomuvélar	NIL
	Hangar space for visiting aircraft	
6	Viðhaldsmöguleikar fyrir aðkomuvélar	NIL
	Repair facilities for visiting aircraft	
7	Athugasemdir	Ekkert súrefni eða skyld þjónusta / No oxygen or related service. Eldsneytisafgreiðsla/ Fuel Service: Friðrik Jónas Friðriksson. Sími / Phone: 478 1859, Gsm: 893 0693, netfang / email: jonas@rafhorn.is
	Remarks	

BIHN AD 2.5 AÐSTAÐA FARÞEGA

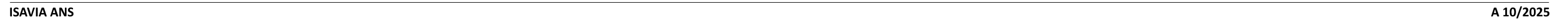
BIHN AD 2.5 PASSENGER FACILITIES

1	Hótel	Í bænum og í nágrenni / In town and in the vicinity
	Hotels	
2	Veitingastaðir á flugvelli	Veitingastaðir í bænum / Restaurants in town
	Restaurants	
3	Fólksflutningar	Leigubílar/rútur skv. beiðni / Taxi/bus available on-request
	Transportation	
4	Hjúkrunaraðstaða	Í bænum / In Town
	Medical facilities	
5	Banki og pósthús	Í bænum / In Town
	Bank and Post Office	
6	Ferðaskrifstofa	Upplýsingamiðstöð í bænum / Tourist Inf. in Town
	Tourist Office	
7	Athugasemdir	NIL
	Remarks	

BIHN AD 2.6 BJÖRGUN OG ELDVARNIR

BIHN AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	Flokkur slökkviþjónustu	CAT III
	AD category for fire fighting	
2	Björgunartæki	Slökkvibíll - Vatn (2.400L), léttvatn (290L) og duft (135kg). / Fire truck – Water (2.400L), Foam B (290L) and powder (135kg).
	Rescue equipment	
3	Möguleiki á að fjarlægja bilaðar flugvélar	Krani fánlegur í bænum / Crane available in town
	Capability for removal of disabled aircraft	
4	Athugasemdir	Þjónustutímar, sjá Flugumferðarþjónusta (ATS) í AD 2.3 For hours of operation, see ATS in AD 2.3
	Remarks	



THIS PAGE INTENTIONALLY LEFT BLANK

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

1	Yfirborð hlaðs og styrkur	TERMINAL APRON: Malbik/ASPH / PCN 15
	Designation, surface and strength of apron	
2	Breidd akbrautar, yfirborð og styrkur	TWY G: Malbik/ASPH 8 M breitt/wide / PCN 15/F/A/X/T TWY H1: Malbik/ASPH 15 M breitt/wide / PCN 25/F/A/X/T TWY H2: Malbik/ASPH 30 M breitt/wide / PCN 15/F/A/X/T TWY K1: Malbik/ASPH 15 M breitt/wide / PCN 25/F/A/X/T TWY K2: Malbik/ASPH 18 M breitt/wide / PCN 35/F/A/X/T TWY K3: Malbik/ASPH 15 M breitt/wide / PCN 25/F/A/X/T TWY L1: Malbik/ASPH 15 M breitt/wide / PCN 25/F/A/X/T TWY M1-2: Malbik/ASPH 30 M breitt/wide / PCN 15/F/A/X/T TWY R1-2: Malbik/ASPH 15 M breitt/wide / PCN 15/F/A/X/T TXL J1: Malbik/ASPH 15 M breitt/wide / PCN 10/F/A/X/T TXL J2: Malbik/ASPH 10.5 M breitt/wide / PCN 10/F/A/X/T TXL J3: Malbik/ASPH 26 M breitt/wide / PCN 25/F/A/X/T TXL J4: Malbik/ASPH 15 M breitt/wide / PCN 15/F/A/X/T
	Designation, width, surface and strength of taxiways	
3	Staðsetning og landhæð gátunarstaðar fyrir hæðarmælisathugun	i. Framan við gamla flugturninn: 43 FT ii. Framan við flugstöð Air Iceland Connect: 37 FT i. In front of old control tower: 43 FT ii. In front of Air Iceland Connect terminalt: 37 FT
	Altimeter checkpoint location and elevation	
4	VOR-gátunarstaðir	NIL
	VOR checkpoints	
5	INS-gátunarstaðir	NIL
	INS checkpoints	

6	Athugasemdir	Hnit loftfarastæða / Coordinates for aircraft stands: FI - flughlað / FI - apron 640753.48N 0215646.20W Pollar eftir rigninga á flughlaði / Standing water after rainfall on apron Þyrlur óheimilar á TXL J2 / Helicopters not permitted on TXL J2 Akbraut G er einungis heimil loftförum með mesta bil á milli aðalhjóla 5 m og stærsta vænghaf 15 m. Loftför sem eru þjónustuð í flugskýli 4 eru undanþegin. / TWY G is only authorized for aircraft with OMGWS 5 m or less and MAX wingspan 15 m. Aircraft being serviced in hangar 4 are exempted. Óheimilt er að ræsa þyrlur á hlaði 1 (norður) - Norðan við hótélbyggingu (áður Básar) / Not permitted to start helicopters on apron 1 (north) - north of hotel-building (previously Básar). Öll notkun APU er bönnuð á hlaði 1 (norður) - Norðan við hótélbyggingu (áður Básar) / All usage of APU's is not permitted on apron 1 (north) - north of hotel-building (previously Básar).
	Remarks	

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

1	Notkun kenniskilta loftfarastæða, akbrautamerkinga og sjónrænnar stæðisleiðsögu	Já
	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Yes
2	Flugbrautar- og akbrautarmerkingar og ljós	Brautarmerkingar: Brautarheiti, þröskulds, miðunarpunktur og snertisvæði, miðlína og flugbrautarbiðstaðamerkingar Brautarljós: Þröskulds-, enda- og kantljós Akbrautarmerkingar: Miðlína og biðlína Akbrautarljós: kantljós / RWY Markings: Designation, THR, aiming point and TDZ, centrelines and RWY holding positions RWY Lights: THR, END and EDGE TWY Markings: Centerline and taxihold TWY Lights: EDGE
	RWY and TWY markings and LGT	
3	Stöðvunarljós	NIL
	Stop bars	
4	Athugasemdir	Viðvörðunarljós við flugbraut Flugbrautarljós eru LED, ljós á akvegum eru halogen, mörg RGL eru LED önnur halogen / Runway guard lights RWY ligths are LED, TWY lights are halogen, many RGL are LED - others are halogen.
	Remarks	

BIRK AD 2.10 FLUGVALLARHINDRANIR
BIRK AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID / Designation	OBST type	OBST position	ELEV / HGT	Markings / Type, colour	Remarks
a	b	c	d	e	f
Athugasemdir/Notes: See Electronic aerodrome terrain and obstacle chart http://www.map.is/area2/birk					

In Area 3					
OBST ID / Designation	OBST type	OBST position	ELEV / HGT	Markings / Type, colour	Remarks
a	b	c	d	e	f
Athugasemdir/Notes: See information in GEN 3.1.6.3					

BIRK AD 2.11 VEITTAR VEÐURUPPLÝSINGAR

BIRK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Aðalveðurstofa	Veðurstofa Íslands / Icelandic Met Office
	Associated MET Office	
2	Þjónustutími	H24 / Allan sólarhringinn
	Veðurstofa utan þjónustutíma	
3	Hours of service	Veðurstofa Íslands / Icelandic Met Office Sjá GEN 3.5.4.1 See GEN 3.5.4.1
	MET Office outside hours	
4	Skrifstofa ábyrg fyrir TAF	Veðurstofa Íslands / Icelandic Met Office Sjá GEN 3.5.4.1 See GEN 3.5.4.1
	Gildistími	
5	Office responsible for TAF preparation	Veðurstofa Íslands. Sími: + 354 522 6000 Icelandic Met Office. Telephone: + 354 522 6000
	Period of validity	
6	Leitnisþá	NIL
	Tímalengd milli spáa	
7	Trend forecast	METAR, TAF, SIGMET, Flight condition over Iceland / Flugveðurskilyrði yfir Íslandi, Low Level Wind/SIGWX forecasts charts, NAT Wind/Temp/ SIGWX forecasts charts. Enska og íslenska / English and Icelandic
	Interval of issuance	
8	Veðurkynning/ráðfærsla veitt	Ref:/Tilv.: GEN 3.1.3 , GEN 3.5.3 http://en.vedur.is/weather/aviation/ http://www.vedur.is/vedur/flugvedur/
	Briefing/consultation provided	
9	Fluggögn	Reykjavík AFIS / Flugradió Reykjavík APP / Aðflug Reykjavík TWR / Turn ACC/ Flugstjórnarmiðstöð
	Tungumál	
10	Flight documentation	NIL
	Language(s) used	
11	Kort og aðrar upplýsingar tiltækar fyrir veðurkynningu eða ráðfærslu	Flugvallarútvarp sími: 424 4049 eða 128.1 MHz ATIS info tel: 424 4049 or 128.1 MHz
	Charts and other information available for briefing or consultation	
12	Önnur tæki til upplýsingaöflunar	Reykjavík AFIS / Flugradió Reykjavík APP / Aðflug Reykjavík TWR / Turn ACC/ Flugstjórnarmiðstöð
	Supplementary equipment available for providing information	
13	Flugumferðarþjónusta sem fær upplýsingarnar	Reykjavík AFIS / Flugradió Reykjavík APP / Aðflug Reykjavík TWR / Turn ACC/ Flugstjórnarmiðstöð
	ATS units provided with information	
14	Viðbótarupplýsingar (takmörkun þjónustu o.s.frv.)	NIL
	Additional information (limitation of service, etc.)	

BIRK AD 2.12 SÉRKENNI FLUGBRAUTA

BIRK AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

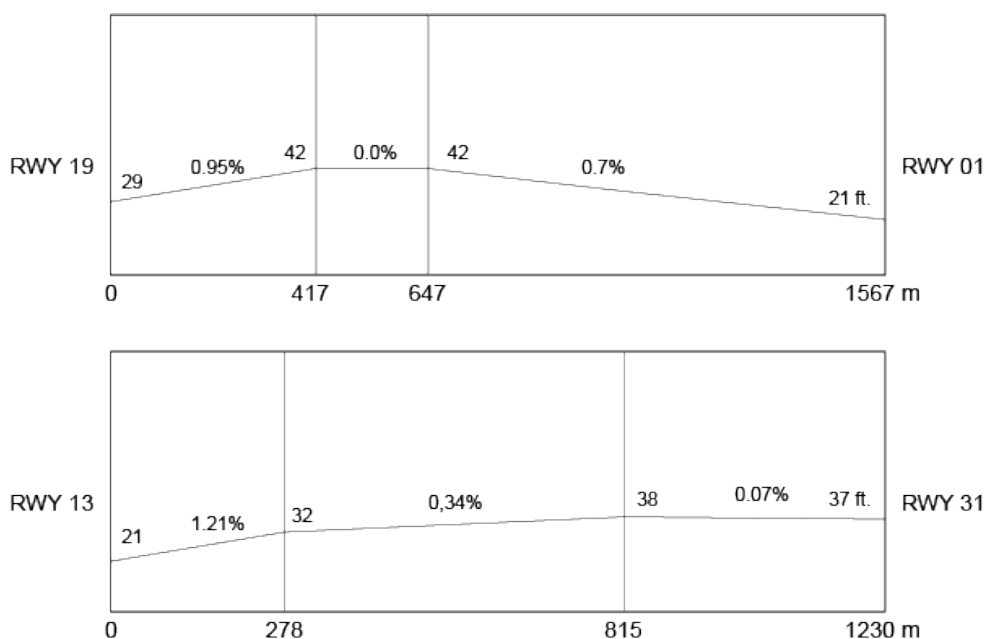
RWY Designator	TRUE BRG	Dimension of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
01	355.27	1567 x 45	RWY PCN: 35/F/A/X/T RWY: ASPH SWY PCN: — SWY: —	640721.64N 0215610.82W 640809.50N 0215619.89W GUND: 217 FT	THR 23 FT —
19	175.27	1567 x 45	RWY PCN: 35/F/A/X/T RWY: ASPH SWY PCN: — SWY: —	640809.50N 0215619.89W 640719.06N 0215610.33W GUND: 217.0 FT	THR 29.3 FT TDZ 42.0 FT
13	116.29	1230 x 45	RWY PCN: 25/F/A/X/T RWY: ASPH SWY PCN: — SWY: —	640757.10N 0215719.29W 640739.50N 0215557.78W GUND: 217 FT	THR 21 FT —
31	296.31	1230 x 45	RWY PCN: 25/F/A/X/T RWY: ASPH SWY PCN: — SWY: —	640740.43N 0215602.09W 640757.10N 0215719.29W GUND: 217 FT	THR 38 FT —

RWY Designator	Slope of RWY and SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	Location/description of arresting system	OFZ
1	7	8	9	10	11	12	13
01	0.16%	—	—	1687 x 300	90 x 90	—	—
19	-0.16%	—	—	1687 x 300	90 x 90	—	—
13	0.4%	—	—	1350 x 150	90 x 90	—	—
31	-0.4%	—	—	1350 x 150	90 x 90	—	—

RWY Designator	Remarks
1	14
01	Akbraut H er innan flugbrautaröryggissvæðis (area a2), 120 m frá miðlínu flugbrautar Hindranir (byggingar) eru staðsettar innan flugbrautaröryggissvæðis (area a2) Nánar á rafrænu landslags- og hindranakorti - http://www.map.is/area2/birk/ TWY H is within runway strip (area a2), 120 m from RWY centerline Obstacles (buildings) situated within runway strip (area 2a) See Electronic aerodrome terrain and obstacle chart - http://www.map.is/area2/birk/

RWY Designator	Remarks
1	14
19	Akbraut K er innan flugbrautaröryggissvæðis (area a2), 120 m frá miðlínu flugbrautar Hindranir (byggingar) eru staðsettar innan flugbrautaröryggissvæðis (area a2) Nánar á rafrænu landslags- og hindranakorti - http://www.map.is/area2/birk/ TWY K is within runway strip (area a2), 120 m from RWY centerline Obstacles (buildings) situated within runway strip (area 2a) See Electronic aerodrome terrain and obstacle chart - http://www.map.is/area2/birk
13	Stærð flugbrautaröryggissvæðis (area a2) er takmörkuð - http://www.map.is/area2/birk/ Vaxandi hindranir (trjágróður) fer upp úr Annex 14 hindranaflötum (bæði brottflugs- og aðflugs) suðaustur af flugbraut 13/31 – u.þ.b. 490-890m til austurs frá þröskuld 31. The strip dimension (area a2) is limited - http://www.map.is/area2/birk Growing obstacles (vegetations) penetrate the Annex 14 obstacle limitation surfaces (approach and departure surfaces) southeast of runway 13/31, approx 490 m to 890m east of threshold 31.
31	Stærð flugbrautaröryggissvæðis (area a2) er takmörkuð - http://www.map.is/area2/birk/ Vaxandi hindranir (trjágróður) fer upp úr Annex 14 hindranaflötum (bæði brottflugs- og aðflugs) suðaustur af flugbraut 13/31 – u.þ.b. 490-890m til austurs frá þröskuld 31. The strip dimension (area a2) is limited.- http://www.map.is/area2/birk Growing obstacles (vegetations) penetrate the Annex 14 obstacle limitation surfaces (approach and departure surfaces) southeast of runway 13/31, approx 490 m to 890m east of threshold 31.

Slope of RWY-SWY



BIRK AD 2.13 TILGREINDAR VIÐMIÐUNARVEGALENGDIR

BIRK AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
01	1677	1677	1677	1487	The paved area in front of THR (190 M) is available for take-off and the length is included in the declared distances for take-off on RWY 01
19	1567	1567	1567	1567	NIL
13	1375	1375	1375	1230	The paved area in front of THR (145 M) is available for take-off and the length is included in the declared distances for take-off on RWY 13
31	1349	1349	1349	1165	The paved area in front of THR (184 M) is available for take-off and the length is included in the declared distances for take-off on RWY 31

TAKE-OFF INTERSECTIONS					
RWY Designator	TKOF PSN (INTERSECTION)	TORA (M)	TODA (M)	ASDA (M)	Remarks for take-off intersections
1	7	8	9	10	11
01	TWY K2	1304	1304	1304	
01	TWY L1	1304	1304	1304	
19	TWY R2	1081	1081	1081	
13	TWY R1	794	794	794	
31	TXL J3	1090	1090	1090	TKOF from north side of RWY
See AD 2 BIRK 2 - 3 Reykjavik Aerodrome Chart - Declared distances					

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

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST
1	2	3	4	5	6
01	NIL	GRN (1)	PAPI 3.50° (47.83 FT)	NIL	NIL
19	OTHER LIH W Crossbar Seq. FLG CL 300 M	GRN (1)	PAPI 3.50° (47.87 FT)	NIL	NIL
13	OTHER RWY Alignment beacon 200 m from THR	GRN (1)	PAPI 3.10° (48.23 FT)	NIL	NIL
31	OTHER THR ID LGT FLG WHI	GRN (1)	PAPI 4.45° (58.59 FT)	NIL	NIL

RWY Designator	RWY edge LGT LEN, spacing, colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	7	8	9	10
01	1147 m, 60 m, WHI 420 m, 60 m, Y LIH	RED	NIL	⁽¹⁾ THR ID LGT FLG WHI
19	1147 m, 60 m, WHI 420 m, 60 m, Y LIH	RED	NIL	Type B- Barrette reduced to 300 m from THR ⁽¹⁾ THR ID LGT FLG WHI
13	870 M, 60 M WHI 360 m, 60 m, Y LIH	RED	NIL	⁽¹⁾ THR ID LGT FLG WHI
31	870 M, 60 M WHI 360 m, 60 m, Y LIH	RED	NIL	⁽¹⁾ THR ID LGT FLG WHI

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

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

BIRK AD 2.16 LENDINGARSVÆÐI FYRIR ÞYRLUR

BIRK AD 2.16 HELICOPTER LANDING AREA

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

BIRK AD 2.17 LOFTRÝMI FLUGUMFERÐARÞJÓNUSTU

BIRK AD 2.17 ATS AIRSPACE

1	Heiti og útlínur	Reykjavík CTR flugstjórnarsvið, ATZ vallarsvið / Reykjavík CTR Control Zone, ATZ Aerodrome Traffic Zone 641119N 0222023W 641337N 0215913W then clockwise along an arc with 6NM radius centered on 640748N 0215558W to 640255N 0214804W 635722N 0220454W 641119N 0222023W
	Designation and lateral limits	
2	Hæðarmörk	Efri mörk / Upper Limit: 3000 FT AMSL Neðri mörk: Jörð / Lower Limit: SFC
	Vertical limits	
3	Flokkun loftrýmis	Flokkur D - ATZ Flokkur G utan flugstjórnarþjónustu á BIRK. Sjá BIRK AD 2.3. Sjá ENR 2.1 fyrir FIR og TMA Class D - ATZ Class G outside hours of ATC operations at BIRK. See BIRK AD 2.3. See ENR 2.1 for FIR and TMA.
	Airspace classification	
4	Kallmerki flugumferðarþjónustu og tungumál	Reykjavík turn/tower - Enska/English, Íslenska/Icelandic Reykjavík flugradíó/ Reykjavík Information - Enska/English, Íslenska/Icelandic
	ATS unit call sign Language(s)	
5	Skiptihæð	7000 FT MSL
	Transition altitude	
6	Gildistími	H24
	Hours of applicability	
7	Athugasemdir	Utan þjónustutíma flugstjórnarþjónustu á BIRK, er FIS veitt af Flugstjórnarmiðstöðinni í Reykjavík og AFIS þjónusta með bakvakt Reykjavík AFIS fyrir landingar og flugtök. / Outside hours of ATC operations at BIRK, FIS is provided by ACC Reykjavík and AFIS for departure and arriving with prior notice. FAXI TMA & REYKJAVÍK APPROACH Area. Sjá nánar í kafla / For details see ENR 2.1.
	Remarks	

BIRK AD 2.18 ATS FJARSKIPTABÚNAÐUR
BIRK AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency and Channel(s)	SATVOICE	Logon address	Hours of operation	Remarks
1	2	3	4	5	6	7
Reykjavik TWR	Reykjavik turn/tower	118.000 MHZ	NIL	NIL	ATC provided daily between: 07:00 - 23:00 Weekends and public holidays: 08:00 – 23:00 Christmas Eve and New Year's Eve: 07:00 – 16:00 No service New Year's Day, Easter Sunday and Christmas Day. Reykjavik City Airport is closed for all traffic outside operational hours of ATC. -----	NIL
Reykjavik AFIS	Reykjavík flugradió/ Reykjavík Information	118.000 MHZ	NIL	NIL	See AD 2.3.7	NIL
Reykjavík APP	Reykjavík Approach	119.000 MHZ 121.500 MHZ ⁽¹⁾	NIL	NIL	H24	NIL ⁽¹⁾ Emergency
Reykjavík ATIS	Reykjavik Information	128.100 MHZ	NIL	NIL	0630-2300	Also outside published hours when operationally desirable. Telephone: +354 424 4049
Reykjavík GND	Reykjavík GND	121.700 MHZ	NIL	NIL	Daily: 07:00 - 23:00 Weekends and public holidays: 08:00 – 23:00 Christmas Eve and New Year's Eve: 07:00 – 16:00 No service New Year's Day, Easter Sunday and Christmas Day.	Ground movement control

BIRK AD 2.19 FLUGLEIÐSÖGU- OG AÐFLUGSBÚNAÐUR
BIRK 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	EL	335 KHZ	H24	640452.0N 0214614.6W	—	NIL	Range 100 NM approx Monitored during airports opening hours
LOC 13 LOC/DME CAT OTHER	IRE	109.100 MHZ	H24	640737.0N 0215546.4W	—	NIL	Paired with LOC RWY 13 IRE Monitored during airports opening hours
DME 13 LOC/DME CAT OTHER	IRE	109.100 MHZ (CH28X)	H24	640735.6N 0215548.0W	100 FT	NIL	Paired with LOC RWY 13 IRE Monitored during airports opening hours
LOC 19 ILS CAT I (14° W 2016)	IRK	109.900 MHZ	H24	640714.5N 0215609.4W	—	NIL	Paired with LOC GP DME Monitored during airports opening hours
GP 19 ILS CAT I		333.800 MHZ	H24	640801.1N 0215627.3W	—	NIL	Paired with LOC GP DME Monitored during airports opening hours
DME 19 ILS CAT I	IRK	109.900 MHZ (CH36X)	H24	640801.0N 0215626.8W	100 FT	NIL	Paired with LOC GP DME Monitored during airports opening hours
NDB	RK	355 KHZ	H24	640905.3N 0220143.8W	—	NIL	Range 100 NM approx Monitored during airports opening hours
VOT	DOTS	113.000 MHZ	H24	640741.2N 0215622.5W	—	NIL	Usable only on the ground

BIRK AD 2.20 SVÆÐISBUNDNAR UMFERÐARREGLUR FLUGVALLAR

BIRK AD 2.20 LOCAL AERODROME REGULATIONS

2.20.1 Almennar takmarkanir

1. Öll umferð loftfara með hærri hámarksflugtaksmassa (MTOW) en fram kemur í tegundaskírteini er stranglega bönnuð.
2. Varðstjóri flugturns getur takmarkað flugumferð um flugstjórnarsvið BIRK ef nauðsyn krefur.
3. Öll loftför sem fljúga innan FAXI TMA skulu búin ratsjársvara.
4. Lágt aðflug loftfara, verður ekki leyft fyrir flugvélar í þyngri flokki en léttar (Light), neðar en 250 fetum yfir meðalsjárvarmáli (MSL).

2.20.2 Takmarkanir á þjónustu utan þjónustutíma ATC

Leyfð umferð:

1. Sjúkra- og neyðarflug
2. Flug Landhelgisgæslu Íslands
3. Millilandaflug sem notar flugvöllinn sem varaflugvöll
4. Landingar áætlanarflugs sem hefur orðið fyrir ófyrirséðum töfum
5. Flug vegna mannúðarmála

Sjá einnig AD-2.3 Þjónustutímar.

2.20.1 General Restrictions

1. Operations with higher MTOW than indicated in the type certificate are strictly prohibited.
2. Tower supervisor can, if necessary, restrict the number of aircraft operating in BIRK CTR.
3. All aircraft flying in FAXI TMA shall be equipped with a transponder.
4. Low approach below 250 ft MSL, will not be authorized for aircraft heavier than category light.

2.20.2 Restrictions outside of ATC operational hours

Traffic allowed:

1. Ambulance and emergency flight
2. The Icelandic Coastguard
3. International flights that use BIRK as alternate aerodrome
4. Landings of scheduled flight subject to unforeseen delays
5. Humanitarian flight

See also AD-2.3 Operational hours

2.20.3 Notkun ratsjársvara á jörðu niðri

Áhöfn loftfars skal, frá þeim tíma sem að óskað er eftir heimild til að aka eða ýta frá, hvort sem kemur fyrir, eða stanslaust þar til að loftfari er lagt á stæði:

- Stilla ratsjársvara á AUTO auk úthlutaðs ratsjársvarkóða (Mode A). Ef AUTO er ekki í boði, skal stilla á XPNDR, eða sambærilega stillingu viðeigandi fyrir þann búnað sem er um borð, auk úthlutaðs ratsjársvarkóða.
- Stilla auðkenni loftfars ef flugfarið er útbúið Mode S ratsjársvara. Auðkenni loftfars skal vera í samræmi við reit 7 í ICAO flugáætlun.
- Ekki er heimilt að kveikja á ratsjársvara án þess að hafa fengið úthlutaðan ratsjársvarkóða.

2.20.4 Takmarkanir kennslu- og æfingaflugs

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

1. Eftirfarandi æfingar eru bannaðar:

- Æfingar með skerta flughæfni, svo sem æfingar þar sem hermt er eftir hreyfibilun við flugtak og landingar,
- Marklandingar,
- Snertilendingar fjölhreyfla loftfara,
- Snertilendingar loftfara með vélasterð 220 hestöfl eða meira.

2. Snertilendingar eins hreyfils loftfara eru leyfðar á eftirtöldum tímabilum:

- Vetur (16. september - 15. apríl)
 - Mánudaga – föstudaga 10:00 – 17:00,
 - Helgar og almennir frídagar 11:00 – 16:00.
- Sumar (16. apríl - 15. september)
 - Mánudaga – föstudaga 10:00 – 17:00.

3. Snertilendingar eru ekki leyfðar á sérstökum frídögum (þ.m.t. stórhátíðardögum).

4. Lágmarks skýjahæð fyrir snertilendingar er 2 000 fet yfir meðalsjárvarmáli (MSL).

5. Fjöldi loftfara í snertilendingum skal að hámarki vera þrjár hverju sinni.

6. Flugumferðarstjórar í flugturni hafa ávallt heimild til að takmarka snertilendingar.

7. Kennsluflug skal hafa forgang til landingaræfinga.

2.20.3 Transponder settings on ground

Flight crew shall from the request for push back or taxi, whichever is earlier, and after landing, continuously until the aircraft is fully parked on stand:

- Select AUTO mode and the assigned Mode A code. If AUTO mode is not available, the pilots shall select XPNDR or the equivalent depending on installed equipment, and the assigned Mode A code.
- Set the aircraft identification if the aircraft is equipped with Mode S transponder. The aircraft identification to be used is specified in Item 7 of the ICAO ATC Flight plan.
- Operation of transponder without an assigned Mode A code is not allowed.

2.20.4 Training flights restrictions

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

1. The following exercises are prohibited:

- Exercises involving reduced performance, e.g. simulated engine failure during take-off or landing,
- Spot landings,
- Touch-and-go landings of multi-engine aircraft,
- Touch-and-go landings of aircraft with an engine rating of 220 hp or more.

2. Touch-and-go landings of single-engine aircraft are permitted during the following times:

- Winter (16. September - 15. April)
 - Mondays - Fridays 10:00 -17:00,
 - Weekends and public holidays 11:00 - 16:00.
- Summer (16. April - 15. September)
 - Mondays - Fridays 10:00 -17:00.

3. Touch-and-go landings are not permitted on special holidays.

4. The minimum cloud base for touch-and-go landings is 2 000 ft MSL.

5. The maximum number of aircraft doing touch and goes are three at a time.

6. Air traffic controllers in BIRK TWR are always authorized to limit touch-and-go landings.

7. Training flights shall have priority over other flights requesting landing practices.

2.20.5 Flug fisa í flugstjórnarsviði BIRK

Fisum er einungis heimilt að fljúga gegnum flugstjórnarsvið BIRK á leið til og frá æfingasvæðinu Sletta. Öll önnur flug fisa í flugstjórnarsviði BIRK er háð undanþágu.

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

Afgreiðsla beiðna getur tekið allt að þrjá virka daga.

Mögulega verður gefin undanþága bundin skilyrðum.

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

2.20.6 Gangsetning

Óskað skal eftir samþykki fyrir gangsetningu vegna blindflugs hjá BIRK Grund (121.700 MHz).

2.20.7 Akstursaðferðir

Við flugbrautarbiðstaði:

Hafi flug-/ökumenn ekki fengið heimild til að aka inn á eða þvera braut, skulu þeir stöðva við flugbrautarbiðstað og óska eftir heimild.

2.20.5 Microlight operations within BIRK CTR

Microlights are only permitted to operate within BIRK CTR when enroute to/from training area Sletta.

Other operations require authorization.

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

Response time is three business days.

The authorizations may be given with restrictions.

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

2.20.6 Start-up

Start-up approval for an IFR flight shall be requested from BIRK GND (121.700 MHz).

2.20.7 Taxi procedures

For all holding points:

If not cleared to enter or cross, pilots/drivers must stop at the runway holding points and request clearance.

2.20.8 Minnkaður brautaraðskilnaður

Minnkaður brautaraðskilnaður er notaður að degi til, 30 mínútum eftir sólarupprás þar til 30 mínútum fyrir sólsetur.

Minnkaðan brautaraðskilnað má ekki nota ef fyrra loftfar er að lenda og seinni loftfar er að taka á loft.

2.20.8.1 Flokkun loftfara

Við notkun á minnkuðum brautaraðskilnaði gildir eftirfarandi skilgreining loftfara:

1. Flokkur 1: Einshreyfils skráfulloftfar með hámarksflugtaksmassa 2000 kg eða minna;
2. Flokkur 2: Einshreyfils skráfulloftfar með hámarksflugtaksmassa meiri en 2000 kg en minni en 7000 kg og tveggja hreyfla skráfulloftfar með hámark flugtaksmassa undir 7000 kg;
3. Flokkur 3: Öll önnur loftför.

2.20.8.2 Skilyrði

Notkun á minnkuðum brautaraðskilnaði er háð eftirfarandi skilyrðum:

1. Hvirfilsflokks aðskilnaður skal vera til staðar;
2. Skyggni skal vera að lágmarki 5 km og skýjahæð ekki undir 300 m (1000ft);
3. Meðvindspáttur skal ekki vera meiri en 5 kt;
4. Til staðar skulu vera sjónræn kennileiti fyrir flugumferðarstjóra til að meta fjarlægð milli loftfara t.d. þekkt auðkenni á flugvellinum.
Ef flugvöllur er útbúinn eftirlitskerfi sem sýnir stöðu loftfara á flugvellinum er hægt að nota slíkt kerfi að undangengnu öryggismati;
5. Lágmarksaðskilnaður sé til staðar milli tveggja brottflugs loftfara um leið og seinna loftfarið er komið á loft;
6. Umferðarupplýsingar skulu gefnar seinna loftfarinu;
7. Ástandskóði flugbrautar er nota á skal hvergi vera lægri en 5.

2.20.8 Reduced runway separation

Reduced runway separation minima is only applied during the hours of daylight from 30 minutes after local sunrise to 30 minutes before local sunset.

Reduced runway separation minima shall not apply between a departing aircraft and a preceding landing aircraft.

2.20.8.1 Aircraft Category

For the purpose of reduced runway separation, aircraft shall be classified as follows:

1. Category 1 aircraft: Single-engine propeller aircraft with a maximum certificated take-off mass of 2 000 kg or less;
2. Category 2 aircraft: Single-engine propeller aircraft with a maximum certificated take-off mass of more than 2 000 kg but less than 7 000 kg; and twin-engine propeller aircraft with a maximum certificated take-off mass of less than 7 000 kg;
3. Category 3 aircraft: All other aircraft.

2.20.8.2 Conditions

Reduced runway separation minima shall be subject to the following conditions:

1. Wake turbulence separation minima shall be applied;
2. Visibility shall be at least 5 km and ceiling shall not be lower than 300 m (1 000 ft);
3. Tailwind component shall not exceed 5 kt;
4. There shall be available means, such as suitable landmarks, to assist the controller in assessing the distances between aircraft. A surface surveillance system that provides the air traffic controller with position information on aircraft may be utilized, provided that approval for operational use of such equipment includes a safety risk assessment to ensure that all requisite operational and performance requirements are met;
5. Minimum separation continues to exist between two departing aircraft immediately after take-off of the second aircraft;
6. Traffic information shall be provided to the flight crew of the succeeding aircraft concerned; and
7. The Runway Condition Code shall not be lower than 5 on any part of the runway.

2.20.8.3 Aðskilnaður

Minnkaður brautaraðskilnaður sem nota á skal vera skilgreindur fyrir hverja flugbraut fyrir sig.

Sá aðskilnaður skal ekki vera minni en neðangreind lágmark:

1. Loftför í lendingu:

- a. Seinna loftfar í flokki 1 má fara yfir þröskuld flugbrautar ef fyrra loftfar í flokki 1 eða 2 hefur annaðhvort:
 - i. Lent og komin að lágmarki 600m frá þröskuldi flugbrautar, er á hreyfingu og mun rýma flugbraut án þess að aka til baka; eða
 - ii. er komin á loft og komin að lágmarki 600 m frá þröskuldi flugbrautar.
- b. Seinna loftfar í flokki 2 má fara yfir þröskuld flugbrautar ef fyrra loftfar úr flokki 1 eða 2 hefur annaðhvort:
 - i. Lent og komin að lágmarki 1500 m að lágmarki frá þröskuldi flugbrautar, er á hreyfingu og mun rýma flugbraut án þess að aka til baka; eða
 - ii. er komin á loft og komin að lágmarki 1500 m frá þröskuldi flugbrautar.
- c. Seinna loftfar má fara yfir þröskuld flugbrautar ef fyrra loftfar úr flokki 3 er:
 - i. Lent og komin að lágmarki 2400 m að lágmarki frá þröskuldi flugbrautar, er á hreyfingu og mun rýma flugbraut án þess að bakaka; eða
 - ii. er komin á loft og komin að lágmarki 2400 m frá þröskuldi flugbrautar.

2. Loftför í brottflugi:

- a. Loftfar í flokki 1 má fá flugtaksheimild þegar loftfar á undan í flokki 1 eða 2 er komið á loft og komið að minnsta kosti 600 m frá staðsetningu seinna loftfars;
- b. Loftfar í flokki 2 má fá flugtaksheimild þegar loftfar á undan í flokki 1 eða 2 er komið á loft og komið að minnsta kosti 1500 m frá staðsetningu seinna loftfars; og
- c. Loftfar má fá flugtaksheimild þegar loftfar á undan í flokki 3 er komið á loft og komið að minnsta kosti 2400 m frá staðsetningu seinna loftfars.

Huga skal að auknum aðskilnaði ef seinna loftfar er afkastameira en fyrra loftfar í flokki 1 eða 2.

2.20.8.3 Separation

Reduced runway separation minima which may be applied at an aerodrome shall be determined for each separate runway.

The separation to be applied shall in no case be less than the following minima:

1. Landing aircraft:

- a. A succeeding landing Category 1 aircraft may cross the runway threshold when the preceding aircraft is a Category 1 or 2 aircraft which either:
 - i. Has landed and has passed a point at least 600 m from the threshold of the runway, is in motion and will vacate the runway without backtracking; or
 - ii. is airborne and has passed a point at least 600 m from the threshold of the runway.
- b. A succeeding landing Category 2 aircraft may cross the runway threshold when the preceding aircraft is a Category 1 or 2 aircraft which either:
 - i. Has landed and has passed a point at least 1 500 m from the threshold of the runway, is in motion and will vacate the runway without backtracking; or
 - ii. is airborne and has passed a point at least 1 500 m from the threshold of the runway.
- c. A succeeding landing aircraft may cross the runway threshold when a preceding Category 3 aircraft:
 - i. Has landed and has passed a point at least 2 400 m from the threshold of the runway, is in motion and will vacate the runway without backtracking; or
 - ii. is airborne and has passed a point at least 2 400 m from the threshold of the runway.

2. Departing aircraft:

- a. A Category 1 aircraft may be cleared for take-off when the preceding departing aircraft is a Category 1 or 2 aircraft which is airborne and has passed a point at least 600 m from the position of the succeeding aircraft;
- b. A Category 2 aircraft may be cleared for take-off when the preceding departing aircraft is a Category 1 or 2 aircraft which is airborne and has passed a point at least 1 500 m from the position of the succeeding aircraft; and
- c. An aircraft may be cleared for take-off when a preceding departing Category 3 aircraft is airborne and has passed a point at least 2 400 m from the position of the succeeding aircraft.

Consideration should be given to increased separation between high performance single-engine aircraft and preceding Category 1 or 2 aircraft.

2.20.9 Skráning einka- og kennsluflugvéla

Allar einka- og kennsluflugvélar sem koma inn á þjónustusvæði Reykjavíkurlugvallar skulu skráðar í gagnagrunn flugvallarins (VEOVO).

Flugmaður/flugrekandi skal í samræmi við reglu þessa hafa samráð við afgreiðsluaðila á Reykjavíkurlugvelli (sjá 2.4.7) sem síðan sér um að skrá flugvélina í gagnagrunn flugvallarins (VEOVO).

Til að forðast misskilning skal tekið fram að reglur þessar eiga ekki við um einka- og kennsluflugvélar sem æfa snertilendingar eða aðflug og koma ekki inn á ofangreint þjónustusvæði.

2.20.9 Registration of private and trainer aircraft

All private and trainer aircraft arriving at the service area of Reykjavik City airport shall be registered into the Airports Operational Database (VEOVO).

The pilot/operator shall in accordance with this rule be in contact with a handling agent at Reykjavik City Airport (see 2.4.7) who will register the aircraft into the Airports Operational Database (VEOVO).

To avoid misunderstanding please note that these rules do not apply to private and/or trainer aircraft which practice touch and go landings and/or approaches and do not come into the above mentioned service area.

BIRK AD 2.21 FLUGAÐFERÐIR TIL HÁVAÐAMILDUNAR

BIRK AD 2.21 NOISE ABATEMENT PROCEDURES

2.21.1. Almennt

1. Eftirfarandi loftförum er óheimilt að nota flugvöllinn:

- Öllum þotum sem ekki uppfylla kröfur fyrir stig 3, í samræmi við ICAO Viðauka 16, bindi 1, kafla 3;
- Skrúfuloftförum með hámarksflugtaksmassa yfir 5700 kg og sem hafa ekki hávaðavottorð eða uppfylla ekki skilyrði ICAO Viðauka 16, bindi 1, kafla 3, 5, 6 eða 10.

2. Uppkeyrslur, eftir viðhald, eru leyfðar á eftirtöldum tímabilum:

- Mánudaga - föstudaga 0800 - 2200
- Helgar og almennir frídagar 1000 - 1800.

Viðhaldsuppkeyrslur eru takmarkaðar eins og unnt er á almennum frídögum.

Viðhaldsprófanir hreyfla og uppkeyrslur:

- Hlað 1, viðkvæmt svæði gagnavart blæstri hreyfla, viðhaldsprófanir og uppkeyrslur eru ekki leyfðar.

- Hlað 2, hreyfilprófanir og uppkeyrslur aðeins leyfðar á lágmarksafli, fyrir loftför á vegum Landhelgisgæslu Íslands, hlaðstjóri skal vera á staðnum til að tryggja öryggi.

- Hlað 3, hreyfilprófanir og uppkeyrslur aðeins leyfðar á lágmarksafli, hlaðstjóri skal vera á staðnum til að tryggja öryggi.

- Hlað 4, hreyfilprófanir og uppkeyrslur aðeins leyfðar á lágmarksafli, fyrir loftför á vegum Icelandair, hlaðstjóri skal vera til að tryggja öryggi.

Flugvélar búnar stimpilhreyflum mega búast við uppkeyrslum við flugbrautarbiðstaði.

Viðhaldsprófanir sem fara fram með auknu afli hreyfla skulu eiga sér stað á tilgreindum svæðum á brautum 01/19 eða 13/31, beiðnir skulu berast flugumferðarstjórn í síma með minnst 15 mínútna fyrirvara.

3. Notkun á aukaafstöð í meira en 20 mínútur fyrir flugtak eða eftir landingu er bönnuð. Slökkva verður á aukaafstöð um leið og vararafmagn fæst.

2.21.1 General

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

- All jets which do not fulfill the provision for Stage 3 in accordance with ICAO Annex 16, Volume 1, Chapter 3;
- Propeller aircraft with a maximum take-off mass more than 5700 kg which do not have noise certificate or which do not fulfill the provisions in accordance with ICAO Annex 16, Volume I, Chapters 3, 5, 6, or 10.

2. Engine test runs, after maintenance, are permitted during the following times:

- Mondays - Fridays 0800 - 2200
- Weekends and public holidays 1000 - 1800.

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

Engine testing and run-up areas:

- Apron 1, jet blast sensitive area, engine testing and run-ups not allowed.

- Apron 2, engine testing and run-ups minimum thrust only, restricted to coast guard aircraft. Marshall required to ensure safety.

- Apron 3, engine testing and run-ups minimum thrust only. Marshall required to ensure safety.

- Apron 4, engine testing and run-ups minimum thrust only, restricted to Icelandair maintenance. Marshall required to ensure safety.

Piston engine aircraft can expect run-ups at runway holding points.

High power engine testing will be on designated areas on RWY01/19 or 13/31, requests shall be made to ATC by phone at least 15 minutes prior.

3. APU must be shut down promptly, as soon as alternate power is available.

Use of APU for more than 20 minutes before take-off or after landing is prohibited.

2.21.2 Brottflog

Braut 01:

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

Braut 13:

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

Braut 31:

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

2.21.3 Aðflug

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

2. Braut 31:

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

2.21.2 Departures

Runway 01:

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

Runway 13:

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

Runway 31:

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

2.21.3 Approach

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

2. RWY 31:

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

BIRK AD 2.22 FLUGAÐFERÐIR

BIRK AD 2.22 FLIGHT PROCEDURES

2.22.1 Almennt

2.22.1.1 Staðlaður vinstri handar umferðarhringur gildir fyrir brautir 01 og 31, hægri handar umferðarhringur gildir fyrir brautir 13 og 19.

Klifra skal á brautarstefnu að lágmarki að brautarenda áður en beygt er á krossvindlegg.

Umferðarhring skal fljúga í 1000 fetum yfir meðalsjávarmáli (MSL).

2.22.1.2 Að jafnaði skal nota braut í notkun til flugtaks og landingar.

2.22.2 Tilhögun flugs einshreyfils loftfara í sjónflugi

1. Brottflug

- Verið tilbúin til flugtaks þegar komið er til biðstaðar flugbrautar,
- Loftförum skal klifrað í 1500 fet yfir meðalsjávarmáli (MSL), nema fyrir sjónflugsleið 6 þá skal klifra í 1000 fet, nema flugturn gefi fyrirmæli um annað.
- Loftför skulu fylgja innri og ytri sjónflugsleiðum til og frá BIRK, sjá BIRK AD 8, nema turn gefi fyrirmæli um annað.

2. Aðflug

- Þegar loftrýmið við BIRK er flugstjórnarsvið (CTR) og loftrýmisflokkur D skulu loftför fá heimild frá flugturni áður en komið er inn í flugstjórnarsvið og kalla skal ekki seinna en 3NM frá mörkum flugstjórnarsviðs.
- Loftför skulu fylgja innri og ytri sjónflugsleiðum til og frá BIRK, sjá BIRK AD 8, nema turn gefi fyrirmæli um annað.
- Loftför skulu tilkynna sig við innra stöðumið sjónflugsleiða.
- Eftir landingu skal loftfar rýma flugbraut eins fljótt og aðstæður leyfa.

2.22.1 General

2.22.1.1 A standard left-hand traffic circuit applies for runways 01 and 31, right-hand traffic circuit applies for runways 13 and 19. Climb on RWY heading to at least the runway end before initiating a turn to the crosswind leg.

Traffic circuit shall be flown at 1000 feet AMSL.

2.22.1.2 Normally only runway in use should be used for take-offs and landings.

2.22.2 Arrangement of VFR single engine aircraft

1. Departures

- Be prepared for take off when reaching runway holding point.
- Aircraft shall climb to 1500 ft (MSL), except for VFR Route 6 where aircraft shall climb to 1000 ft (MSL), unless otherwise authorized by Tower.
- Aircraft shall follow the inner and outer VFR routes to and from BIRK, see AD 2 BIRK 8, unless otherwise authorized by Tower.

2. Approach

- When the airspace around BIRK is CTR and class of airspace is D a clearance from Tower is needed before entering CTR, aircraft shall contact Tower no later than 3 NM from CTR boundary.
- Aircraft shall follow the inner and outer VFR routes to and from BIRK, see AD 2 BIRK 8, unless otherwise authorized by Tower.
- Aircraft shall report over inner fix of VFR routes.
- After landing vacate the runway without unnecessary delay.

2.22.3 Tilhögun flugs fjölhreyfla loftfara í sjónflugi

1. Brottflog

- a. Verið tilbúin til flugtaks þegar komið er til biðstaðar flugbrautar.
- b. Loftförum skal klifrað í 2 000 fet yfir meðalsjárvarmáli (MSL) að lágmarki nema flugturn gefi fyrirmæli um annað.

2. Aðflug

- a. Þegar loftrýmið við BIRK er flugstjórnarsvið (CTR) og loftrýmisflokkur D skulu loftför fá heimild frá flugturni áður en komið er inn í flugstjórnarsvið og kalla skal ekki seinna en 3NM frá mörkum flugstjórnarsviðs.
- b. Fjölhreyfla loftförum skal ekki flogið neðar en 2 000 fet yfir meðalsjárvarmáli (MSL) innan flugstjórnarsviðs BIRK án heimildar frá flugturni.
- c. Loftför skulu vera staðföst á lokastefnu eigi síðar en 2.5 NM frá þröskuldi. Undantekning fyrir braut 31; (sjá kafla 2.21 – 3.2)
- d. Eftir landingu skal loftfar rýma flugbraut eins fljótt og aðstæður leyfa.

2.22.4 Tilhögun flugs þyrlna í sjónflugi

1. Brottflog

- a. Þyrlum skal klifrað í 2 000 fet yfir meðalsjárvarmáli (MSL) að lágmarki nema flugturn gefi fyrirmæli um annað.
- b. Þyrlur skulu fylgja innri og ytri sjónflugsleiðum til og frá BIRK, sjá BIRK AD 8, nema turn gefi fyrirmæli um annað.

2. Aðflug

- a. Þegar loftrýmið við BIRK er flugstjórnarsvið (CTR) og loftrýmisflokkur D skulu þyrlur fá heimild frá flugturni áður en komið er inn í flugstjórnarsvið og kalla skal ekki seinna en 3NM frá mörkum flugstjórnarsviðs.
- b. Þyrlum skal ekki flogið neðar en 2 000 fet yfir meðalsjárvarmáli (MSL) innan flugstjórnarsviðs BIRK án heimildar frá flugturni.
- c. Þyrlur skulu fylgja innri og ytri sjónflugsleiðum til og frá BIRK, sjá BIRK AD 8, nema turn gefi fyrirmæli um annað.
- d. Eftir landingu skal loftfar rýma flugbraut eins fljótt og aðstæður leyfa.

2.22.3 Arrangement of multi engine aircraft flying VFR

1. Departures

- a. Be prepared for take-off when reaching runway holding point.
- b. Aircraft shall climb to a minimum of 2 000 ft (MSL) unless otherwise authorized by Tower.

2. Approach

- a. When the airspace around BIRK is CTR and the class of airspace is D a clearance from Tower is needed before entering CTR, aircraft shall contact Tower no later than 3 NM from the CTR boundary.
- b. Multi-engine aircraft shall not descend below 2 000 ft (MSL) within BIRK CTR without clearance from Tower.
- c. Aircraft shall be established on final no later than 2.5 NM from the threshold. Exception is for RWY 31; see 2.21-3.2.
- d. After landing vacate the runway without unnecessary delay.

2.22.4 Arrangement of helicopters flying VFR

1. Departures

- a. Helicopters shall climb to a minimum of 2 000 ft (MSL) unless otherwise authorized by Tower.
- b. Helicopters shall follow the inner and outer VFR routes to and from BIRK, see AD2 BIRK 8, unless otherwise authorized by Tower.

2. Approach

- a. When the airspace around BIRK is CTR and the class of airspace is D a clearance from Tower is needed before entering CTR, helicopter shall contact Tower no later than 3 NM from the CTR boundary.
- b. Helicopters shall not descend below 2 000 ft (MSL) within BIRK CTR without clearance from Tower.
- c. Helicopters shall follow the inner and outer VFR routes to and from BIRK, see AD 2 BIRK 8, unless otherwise authorized by Tower.
- d. After landing vacate the runway without unnecessary delay.

2.22.5 Tilhögun blindflugs

1. Brottflyg

- a. Ef óskað er eftir flugtaki af annarri flugbraut en er í notkun skal þess óskað eigi síðar en þegar blindflugsheimildar er aflað.
- b. Verið tilbúin til flugtaks þegar komið er til biðstaðar flugbrautar.

2. Aðflug

- a. Eftir landingu skal loftfar rýma flugbraut eins fljótt og aðstæður leyfa.
- b. Loftför í sjónaðflugi skulu ekki lækka undir 2 000 fet yfir meðalsjárvarmáli (MSL) nema með leyfi flugturns.

2.22.6 Fjarskipti

Krafa er gerð um talstöð í flugstjórnarsviði/vallarsviði (CTR/ATZ) BIRK með tíðni flugturns/flugráðs (118.000 MHz).

2.22.6.1 Sjónflugsloftför á leið til og frá BIRK sem ætla að fljúga í gegnum aðflugsstjórnarsvæði BIRK (FAXI TMA) (í 3 000 fetum yfir meðalsjárvarmáli (MSL) eða ofar (eða í 1 000 / 2 000 fetum yfir meðalsjárvarmáli (MSL) eftir því sem við á)) skulu óska eftir heimild inn í FAXI TMA.

2.22.6.2 Loftför í æfingum við Sandskeið og í Austursvæði skulu nota 119.900 MHz til samskipta sín á milli.

2.22.6.3 Upphafskall á tíðni BIRK turn 118.000 MHz skal innihalda, kallmerki, staðsetningu, fyrirætlanir og að auki ATIS auðkenni ef á leið til landingar.

2.22.6.4 Upphafskall á tíðni BIRK grund 121.700 MHz skal innihalda, kallmerki, staðsetningu, fyrirætlanir og að auki ATIS auðkenni, sé brottflug fyrirhugað.

2.22.6.5 Loftför í sjónflugi skulu tilkynna sig út úr flugstjórnarsviði.

2.22.5 Arrangement of IFR flights

1. Departures

- a. If requesting a different RWY than RWY in use that request shall be made no later than when obtaining ATC/IFR clearance.
- b. Be prepared for take-off when reaching runway holding point.

2. Approach

- a. After landing vacate the runway without unnecessary delay.
- b. Aircraft on visual approach shall not descend below 2 000 ft. without clearance from Tower.

2.22.6 Communications

A two-way radio is required in BIRK CTR/ATZ. The transceiver shall have Tower/AFIS frequency (118.000MHz).

2.22.6.1 VFR aircraft to and from BIRK, planning to fly through FAXI TMA (at 3 000 ft MSL or above (or 1 000 / 2 000 ft MSL as applicable)) shall obtain clearance to enter FAXI TMA.

2.22.6.2 Aircraft in training area Sandskeið and East training area (Austursvæði) shall use 119.900 MHz for air-to-air communication.

2.22.6.3 Initial call to BIRK TWR on 118.000 MHz shall contain call sign, present position, intentions and in addition ATIS information received if coming in for landing.

2.22.6.4 Initial call to BIRK Ground 121.700 MHz shall contain call sign, present position, intentions and in addition ATIS information received if departure is intended.

2.22.6.5 VFR aircraft shall report leaving CTR.

BIRK AD 2.23 VIÐBÓTARUPPLÝSINGAR

BIRK AD 2.23 ADDITIONAL INFORMATION

2.23.1 Loftrými sem hafa áhrif á flugstjórnarsvið/vallarsvið BIRK (CTR/ATZ)

1. BID12 hættusvæði sjá ENR 5.1.
2. Úlfarsfell svífdrekaflug, sjá ENR 5.5.

2.23.2 Fuglar á og við flugvöllin

Staðbundinn hópur Grágæsa sem telur um 2-300 fugla á sér náttstað allt árið við tjörnina í Reykjavík og í Vatnsmýrinni norðvestur af flugvelli. Yfirflug yfir brautir er helst í morgunflugi á leið til fæðustöðva og að kvöldi frá sendinni fjörunni í Skerjafirði til náttstaðar. Mest álag Grágæsa í vorfari er 1. apríl til 15. maí. Mest álag Grágæsa í haustfari er 15. ágúst til 31. október. Minnsta álagið er í varpi sem er frá miðjum maí og út júní.

Margæs á venjulega stutta viðkomu á svæðinu og þá eingöngu í vorfari frá maí - júní. Þetta eru tiltölulega fáir fuglar 30-100 stk. er halda til á Hlíðsnesi suðvestur af velli.

Aðrar algengar tegundir fugla á og í nágrenni flugvallar eru m.a. Sílamávur, Hettumávur og Tjaldur. Álag þessara tegunda er mest yfir sumartímann frá maí - september.

2.23.1 Areas affecting BIRK CTR/ATZ

1. BID12 Danger Area, see ENR 5.1.
2. Úlfarsfell Hang gliding, see ENR 5.5.

2.23.2 Birds on and around the aerodrome

A residential group of Greylag geese counting 2-300 birds has a night resting area all year round northwest of the aerodrome at the Reykjavík pond and in Vatnsmýri. The most significant daily movement and crossing runway's is during the morning (Dawn) heading to feeding areas and late in the evening (Dusk) heading back to the night resting area. The most concentration of Greylags in spring is from April 1st - May 15th and in autumn from August 15th - October 31st. The least pressure from Greylags is during the nesting season from mid May throughout June.

The Brent goose occasionally visit's the area during the spring migration from May - June. This is only a few birds 30-100 e.a. from Hlíðsnes southwest of the aerodrome.

Other common bird species on and in the surrounding area are the Lesser Black-Backed gull, the Oystercatcher and the Black Headed gull. Most concentration is during the summer from May - September.

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

Kort / Charts	Blaðsíðunúmer / Page Number
BIRK Aerodrome Chart - ICAO	AD 2 BIRK 2 - 1
BIRK Intersection Take Off Chart	AD 2 BIRK 2 - 3
BIRK Standard Arrival Chart - Instrument (STAR) - ICAO RNAV STAR RWY 19	AD 2 BIRK 5 - 1
Waypoint coordinates / Route descriptions	AD 2 BIRK 5 - 3
BIRK Instrument Approach Chart - ICAO RNP RWY 01	AD 2 BIRK 6 - 1
BIRK Instrument Approach Chart - ICAO RNP RWY 13	AD 2 BIRK 6 - 3
BIRK Instrument Approach Chart - ICAO LOC Z RWY 13	AD 2 BIRK 6 - 5
BIRK Instrument Approach Chart - ICAO LOC Y RWY 13	AD 2 BIRK 6 - 7
BIRK Instrument Approach Chart - ICAO NDB RWY 13	AD 2 BIRK 6 - 9
BIRK Instrument Approach Chart - ICAO RNP RWY 19	AD 2 BIRK 6 - 11
BIRK Instrument Approach Chart - ICAO ILS or LOC Z RWY 19	AD 2 BIRK 6 - 13
BIRK Instrument Approach Chart - ICAO ILS or LOC Y RWY 19	AD 2 BIRK 6 - 15
BIRK Instrument Approach Chart - ICAO RNP RWY 31	AD 2 BIRK 6 - 17
BIRK VFR Routes	AD 2 BIRK 8 - 1
Reykjavik Inbound and Outbound VFR Routes chart for single engine aircraft - RWY 01	AD 2 BIRK 8 - 3
Reykjavik Inbound and Outbound VFR Routes chart for single engine aircraft - RWY 13	AD 2 BIRK 8 - 5
Reykjavik Inbound and Outbound VFR Routes chart for single engine aircraft - RWY 19	AD 2 BIRK 8 - 7
Reykjavik Inbound and Outbound VFR Routes chart for single engine aircraft - RWY 31	AD 2 BIRK 8 - 9
ATC Surveillance Minimum Altitude Chart - FAXI TMA	AD 2 BIRK 8 - 11

BIRK AD 2.25 HINDRANIR SEM SKERA HINDRANAFLÖT FYRIR SJÓNFLUGSHLUTA AÐFLUGS

BIRK AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

RNP RWY 19

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

RNP RWY 19

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

AERODROME CHART - ICAO

ARP 64°07'48"N
021°56'26"W
AERODROME ELEV 45
ELEV AND ALT IN FT MSL
DIST IN NM
VAR 12° W 2022 (Annual change -0,3° W)

APP 119.000 TWR/AFIS 118.000
GND 121.700 ATIS 128.100

BIRK - REYKJAVIK

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

* TKOF from paved end inside RESA

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

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

ATC SER BDRY

SCALE 1:7000

0 100 200 300 400 500 m

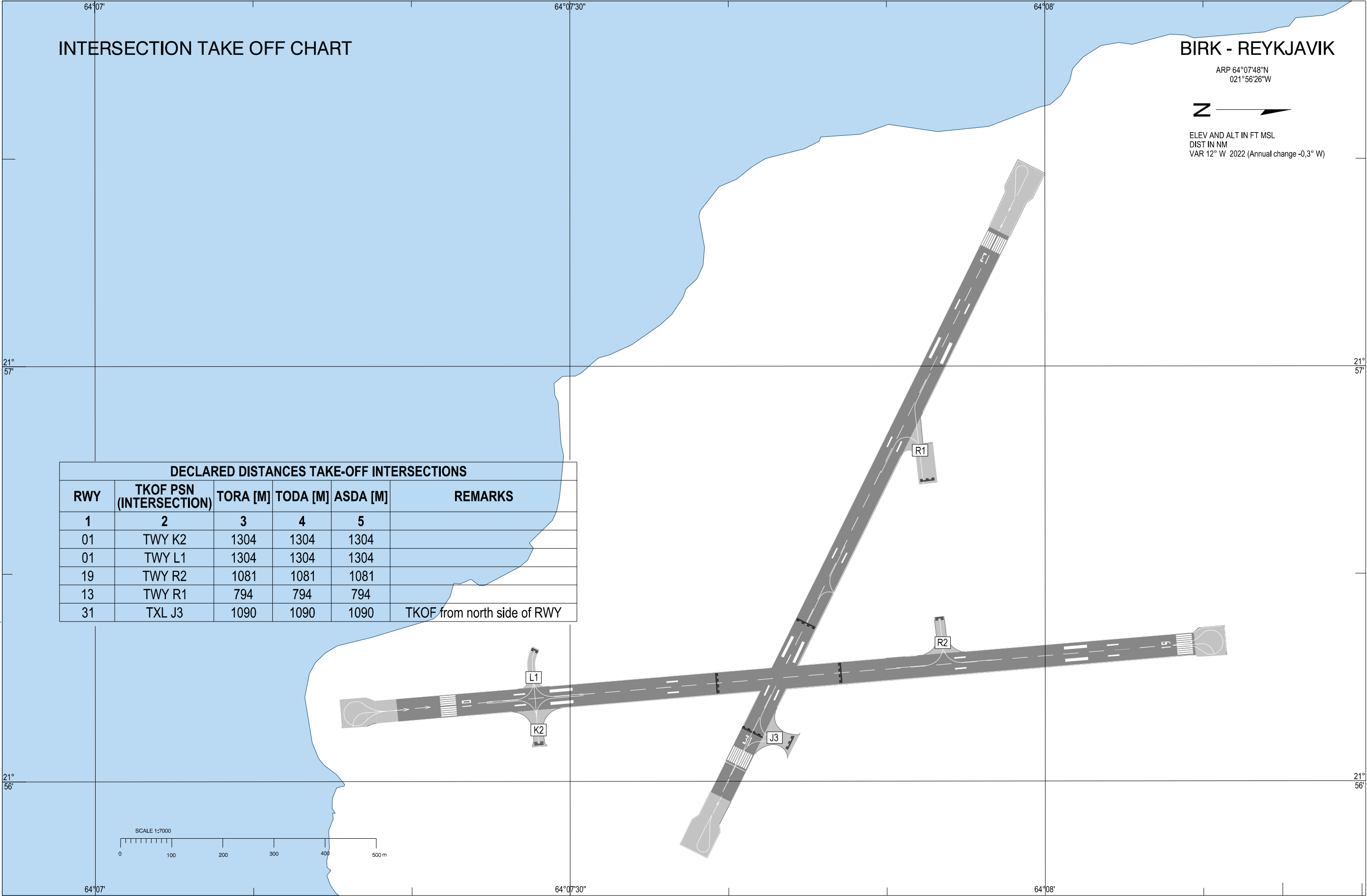
RWY guard lights and sign only on the left side for traffic holding at R1. For all holding points: If not cleared to enter or cross, pilots must stop at the runway holding points and request clearance

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

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

CHANGES: TWY J CHANGED TO TXL J

THIS PAGE INTENTIONALLY LEFT BLANK



THIS PAGE INTENTIONALLY LEFT BLANK

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

BIVM - VESTMANNAEYJAR / VESTMANNAEYJAR

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

1	Hnattstaða flugvallar	632530N 0201645W
	ARP coordinates and site at AD	Centre of Runway
2	Stefna og fjarlægð frá (borg)	Vestmannaeyjabær: 180° GEO, 1.9 KM (NM)
	Direction and distance from (city)	
3	Landhæð / viðmiðunarhitastig	326 FT / 12.9° C
	Elevation / Reference temperature	
4	Bylgjulögun jarðsporvölu (frá WGS-84 viðmiðunarsporvölu) í hæðarviðmiðunarpunkti flugvallar	214 FT
	Geoid undulation at AD ELEV PSN	
5	Misvísun / árleg breyting	11° W (2021) / - 0.3°
	MAG VAR / Annual change	
6	Rekstraraðili flugvallar Heimilisfang, sími, símbréf, netfang, AFS	Umdæmi 1 / District 1: Isavia Innanlandsflugvelli ehf. Reykjavíkurlugvelli 102 Reykjavík Iceland Tel: +354 424 4000 Tel: +354 424 4099 Tel: +354 615 1545 AFS: —
	AD Administration Address, telephone, telefax, telex, AFS	
7	Leyfð flugumferð	IFR/VFR
	Types of traffic permitted (IFR/VFR)	
8	Athugasemdir	NIL
	Remarks	

BIVM AD 2.3 ÞJÓNUSTUTÍMAR

BIVM AD 2.3 OPERATIONAL HOURS

1	Rekstraraðili flugvallar	Á skrifstofutíma
	AD Administration	During office hours
2	Tollur og útlendingaeftirlit	NIL
	Customs and immigration	
3	Heilsugæsla	NIL
	Health and sanitation	
4	Kynningarstofa upplýsingaþjónustu	NIL
	AIS Briefing Office	
5	Flugvarðstofa	NIL
	ATS Reporting Office (ARO)	
6	Kynningastofa veðurþjónustu	H24
	MET Briefing Office	Sími Veðurstofu Íslands: + 354 522 6310 IMO telephone : + 354 522 6310
7	Flugumferðarþjónusta	AFIS: Sumartími / Summer Mai-ágúst / May-August Mán./Mon. 8:00-19:00 Þri./Tue. 8:00-19:00 Mið./Wed. 8:00-19:00 Fim./Thu. 8:00-19:00 Fös./Fri. 8:00-19:00 Lau./Sat. 9:00-17:00 Sun./Sun. 9:00-18:00 Vetrartími / Winter September-apríl / September-April Mán./Mon. 8:00-18:00 Þri./Tue. 8:00-18:00 Mið./Wed. 8:00-18:00 Fim./Thu. 8:00-18:00 Fös./Fri. 8:00-18:00 Lau./Sat. 9:00-18:00 Sun./Sun. 9:00-18:00 Aðfangadagur og gamlársdagur: Engin þjónusta eftir kl. 16:00. Ekki þjónusta á nýársdag, páskadag og jóladag. / Christmas Eve and New Year's Eve: No service after 16:00. No service New Year's Day, Easter Sunday and Christmas Day.
	ATS	
8	Eldsneyti	Skv. beiðni: +354 515-1100 og/eða +354 840 1720
	Fuelling	O/R: tel.+ 354 515-1100 and/or +354 840 1720
9	Afgreiðsla	Skv. beiðni
	Handling	O/R
10	Flugvernd	NIL
	Security	
11	Afísing	Skv. beiðni, takmarkað
	De-icing	O/R Limited

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

BIVO - VOPNAFJÖRÐUR / VOPNAFJORDUR

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

1	Hnattstaða flugvallar	654314N 0145102W
	ARP coordinates and site at AD	
2	Stefna og fjarlægð frá (borg)	220° GEO, 4.6 KM (2.5 NM) from Vopnafjörður
	Direction and distance from (city)	
3	Landhæð / viðmiðunarhitastig	10 FT / 13.7° C
	Elevation / Reference temperature	
4	Bylgjulögun jarðsporvölu (frá WGS-84 viðmiðunarsporvölu) í hæðarviðmiðunarpunkti flugvallar	212 FT
	Geoid undulation at AD ELEV PSN	
5	Misvísun / árleg breyting	8° W (2025) / - 0.3°
	MAG VAR / Annual change	
6	Rekstraraðili flugvallar Heimilisfang, sími, símbréf, netfang, AFS	Umdæmi 4 / District 4: Isavia Innanlandsflugvelli ehf. Egilsstaðaflugvelli 701 Egilsstöðum Iceland Tel: +354 424 4080 AFIS Tel: +354 424 5639 District manager / Umdæmisstjóri email: bivo@isavia.is AFS: —
	AD Administration Address, telephone, telefax, telex, AFS	
7	Leyfð flugumferð	IFR/VFR
	Types of traffic permitted (IFR/VFR)	
8	Athugasemdir	NIL
	Remarks	

BIVO AD 2.3 ÞJÓNUSTUTÍMAR

BIVO AD 2.3 OPERATIONAL HOURS

1	Rekstraraðili flugvallar	Á skrifstofutíma
	AD Administration	During Office Hours
2	Tollur og útlendingaeftirlit	NIL
	Customs and immigration	
3	Heilsugæsla	NIL
	Health and sanitation	
4	Kynningarstofa upplýsingaþjónustu	NIL
	AIS Briefing Office	
5	Flugvarðstofa	NIL
	ATS Reporting Office (ARO)	
6	Kynningastofa veðurþjónustu	H24
	MET Briefing Office	Sími Veðurstofu Íslands: + 354 522 6310 IMO telephone : + 354 522 6310
7	Flugumferðarþjónusta	AFIS: Mán, þri, fim/Mon, Tue, Thu: 08:00 -15:00 Fös, sun/Fri, Sun: 13:00-17:00 Mið, lau/ Wed, Sat: Closed Aðfangadagur og gamlársdagur: Engin þjónusta eftir kl. 16:00. Ekki þjónusta á nýársdag, páskadag og jóladag. / Christmas Eve and New Year's Eve: No service after 16:00. No service New Year's Day, Easter Sunday and Christmas Day.
	ATS	
8	Eldsneyti	NIL
	Fuelling	
9	Afgreiðsla	Skv. beiðni
	Handling	O/R
10	Flugvernd	NIL
	Security	
11	Afising	NIL
	De-icing	
12	Athugasemdir	Flugumferðarþjónusta er veitt utan þjónustutíma gegn gjaldi samkvæmt gjaldskrá, svo fremi sem starfsmaður sé tiltækur. Óskið þjónustu með að lágmarki 1 klst. fyrirvara að sumri og 2 klst. fyrirvara að vetri, í síma +354 424 4080 . Gjaldskrá Isavia: Sjá GEN 4.1 FLUGVALLAGJÖLD. ATS available on request outside operational hours, if personnel is available. Surcharge applies. Request service with a minimum 1 hour's notice during summer and 2 hour's notice during winter, via Tel. +354 424 4080 . Isavia user charges: See GEN 4.1 AERODROME CHARGES.
	Remarks	

BIVO AD 2.10 FLUGVALLARHINDRANIR
BIVO AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID / Designation	OBST type	OBST position	ELEV / HGT	Markings / Type, colour	Remarks
a	b	c	d	e	f
BIVOOB0001	Terrain	654423.35N 0145156.40W	677 / - FT	NIL	NIL
BIVOOB0002	Terrain	654356.64N 0145237.26W	615 / - FT	NIL	NIL
BIVOOB0003	Terrain	654339.59N 0145334.61W	556 / - FT	NIL	NIL
BIVOOB0004	Terrain	654319.94N 0145411.75W	503 / - FT	NIL	NIL
BIVOOB0005	Terrain	654234.66N 0145543.57W	576 / - FT	NIL	NIL
BIVOOB0006	Terrain	654231.78N 0145542.94W	576 / - FT	NIL	NIL
BIVOOB0007	Terrain	654146.34N 0144923.68W	232 / - FT	NIL	NIL
BIVOOB0008	Terrain	654336.15N 0144643.54W	233 / - FT	NIL	NIL

Öryggisvæði og hindranafleti fyrir landingarstaðinn má nálgast hér
<https://ans.isavia.is/oryggis--og-hindranafletir>

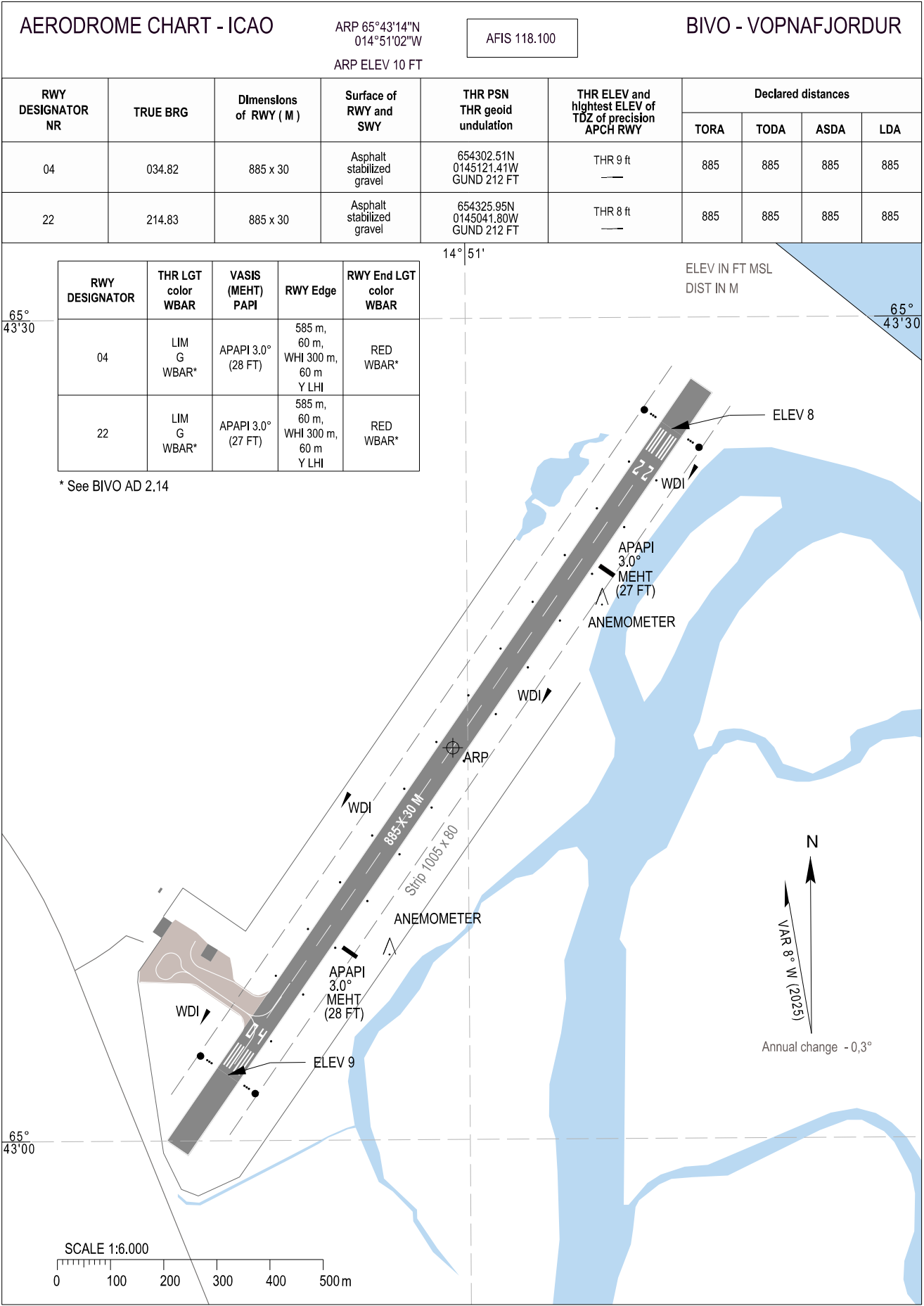
Strips and obstacle areas can be found here
<https://ans.isavia.is/en/oryggis--og-hindranafletir>

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

BIVO AD 2.11 VEITTAR VEÐURUPPLÝSINGAR

BIVO AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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



THIS PAGE INTENTIONALLY LEFT BLANK

INSTRUMENT APPROACH CHART - ICAO

VOPNAFJORDUR AFIS 118.100
REYKJAVIK ACC 119.700

BIVO - VOPNAFJORDUR

RNP RWY 04

AERODROME ELEV 10

ELEV AND ALT IN FT MSL
DIST IN NM
BRG ARE MAG
TRACKS IN BRACKETS ARE TRUE
VAR 8° W (2025)

RNP APCH

BARO-VNAV
NOT AUTHORIZED BELOW -20°C
VPA EXCEEDS 3.5° ABOVE 50°C

VO704
(T218.0) 226°
(T304.9) 4.5 313°
(T304.8) 6.0 043°

VO604

MAP RW04
E04A
CH 58584

VOI04
(T034.7) 043°
(LNAV ONLY)
4.0 SDP
NM to RW04

VICOM
(T034.4) 042°
SDP
3.0 NM to VOI04

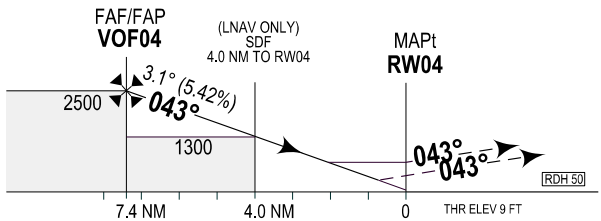
SIZIN
(T324.7) 333°
SDP
3.0 NM to VOI04

NILAT
(T104.3) 112°
MNM HOLDING 4700
1 MIN

Scale: 1:400 000
0 1 2 3 4 5 6 7 8 9 10 KM
0 1 2 3 4 5 NM

CHANGES: MAG VAR

MISSED APPROACH:
CLIMB ON TRACK 043° TO VO604,
TURN LEFT TO VO704,
TURN LEFT TO NILAT
AND HOLD AT 4700 FT.



OCA (H)	A	B	REMARKS
LPV	310 (301)	320 (311)	
LNAV/VNAV	550 (541)	560 (551)	
LNAV	750 (741)	770 (761)	
CIRCLING	1140 (1130)	1140 (1130)	Only north of aerodrome

DIST to RW04 - NM	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	2360	2030	1710	1380	1050	720	390

Timing not authorized for defining MAPt

GS	KT	80	100	120	140	160
VOF04 - RW04 (7,4 NM)	MIN:SEC	05:34	04:27	03:43	03:11	02:47
Rate of descent (5.42%)	FT/MIN	440	550	660	770	880

BIVO RNP RWY 04

Recommended Coding Tables

Serial Number	Path De-scriptor	Waypoint Identifier	Fly-over	Course/Track °M(°T)	Mag Var	Dst	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
010	IF	NILAT	-		+8.0			A5300+			RNP APCH
020	TF	VOI04	-	112/(104.3)	+8.0	6.0		A3800+			RNP APCH
010	IF	VICOM	-		+8.0			A5200+			RNP APCH
020	TF	VOI04	-	042/(034.4)	+8.0	5.0		A3800+			RNP APCH
010	IF	SIZIN	-		+8.0			A5700+			RNP APCH
020	TF	VOI04	-	333/(324.7)	+8.0	6.0		A3800+			RNP APCH
030	TF	VOF04	-	043/(034.5)	+8.0	5.3		A2500+		3.10°/50	RNP APCH
040	TF	RW04	Y	043/(034.7)	+8.0	7.4				3.10°/50	RNP APCH
050	TF	VO604	-	043/(034.8)	+8.0	6.0					RNP APCH
060	TF	VO704	-	313/(304.9)	+8.0	4.5	L				RNP APCH
070	TF	NILAT	-	226/(218.0)	+8.0	20.8	L				RNP APCH
080	HM	NILAT	Y	112/(104.3)	+8.0			A4700			RNP APCH

Waypoint coordinates

Waypoint	Coordinates		Display	
	LAT	LON	LAT	LON
NILAT	653407.26 N	0152246.72 W	N 6534.12	W 01522.78
VICOM	652831.34 N	0151536.13 W	N 6528.52	W 01515.60
SIZIN	652745.22 N	0150027.59 W	N 6527.75	W 01500.46
VOI04	653237.74 N	0150848.06 W	N 6532.63	W 01508.80
VOF04	653658.01 N	0150134.13 W	N 6536.97	W 01501.57
RW04	654302.51 N	0145121.41 W	N 6543.04	W 01451.36
VO604	654756.82 N	0144302.30 W	N 6547.95	W 01443.04
VO704	655030.67 N	0145200.62 W	N 6550.51	W 01452.01

FAS DATA BLOCK

Operation Type	0	FPAP Latitude	654347.4325N
SBAS Provider	1	Delta FPAP Latitude (seconds)	44.9230
Airport Identifier	BIVO	FPAP Longitude	0145005.4775W
Runway	04	Delta FPAP Longitude (seconds)	75.9285
Runway Direction	0	Threshold Crossing Height	50.0
Approach Performance Designator	0	TCH Units Selector	0
Route Indicator	-	Glidepath Angle (degrees)	3.10
Reference Path Data Selector	0	Course Width (metres)	105.00
Reference Path Identifier	E04A	Length Offset (metres)	808
LTP/FTP Latitude	654302.5095N	HAL (metres)	40.0
LTP/FTP Longitude	0145121.4060W	VAL (metres)	50.0
LTP/FTP Ellipsoidal Height (metres)	67.4	CRC	7AF6E12B
		EGNOS CHANNEL	58584

NON FAS DATA BLOCK FIELDS

ICAO Code	BI
LTP/FTP Orthometric Height (metres)	2.8

BIDV AD 2.5 AÐSTAÐA FARÞEGA

BIDV AD 2.5 PASSENGER FACILITIES

1	Hótel	Hotel in village / Hótel í þorpi
	Hotels	
2	Veitingastaðir á flugvelli	NIL
	Restaurants	
3	Fólksflutningar	NIL
	Transportation	
4	Hjúkrunaraðstaða	NIL
	Medical facilities	
5	Banki og pósthús	NIL
	Bank and Post Office	
6	Ferðaskrifstofa	NIL
	Tourist Office	
7	Athugasemdir	NIL
	Remarks	

BIDV AD 2.6 BJÖRGUN OG ELDVARNIR

BIDV AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

NIL

BIDV AD 2.7 ÁRSTÍÐARBUNDNAR HREINSANIR

BIDV AD 2.7 SEASONAL AVAILABILITY

NIL

BIDV AD 2.8 HLAÐ, AKBRAUTIR OG STAÐSETning GÁTSTAÐA

BIDV AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

Þar sem hvorki akbraut né hlað eru fyrir hendi við landingarstaðinn, er einungis leyfilegt að hafa eina flugvél staðsetta þar hverju sinni.

Due to no taxiway or apron, the landing strip is restricted to only one aircraft at a time.

BIDV AD 2.9 LEIÐSAGA OG STJÓRNKERFI FYRIR HREYFINGAR Á JÖRÐU NIÐRI OG MERKINGAR

BIDV AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

NIL

BIDV AD 2.10 FLUGVALLARHINDRANIR
BIDV AD 2.10 AERODROME OBSTACLES

Hæðótt vestan brautar
Mastur 1 NM fyrir norðan völinn, 230 fet yfir sjó
Öryggisvæði og hindranafleti fyrir landingarstaðinn má nálgast hér
<https://ans.isavia.is/oryggis--og-hindranafletir>

Hills west of RWY
Mast 1 NM north of airport 230 FT MSL
Strips and obstacle areas can be found here
<https://ans.isavia.is/en/oryggis--og-hindranafletir>

BIDV AD 2.11 VEITTAR VEÐURUPPLÝSINGAR
BIDV AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

NIL

BIFM AD 2.7 ÁRSTÍÐARBUNDNAR HREINSANIR

BIFM AD 2.7 SEASONAL AVAILABILITY

NIL

BIFM AD 2.8 HLAÐ, AKBRAUTIR OG STAÐSETNING GÁTSTAÐA

BIFM AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

NIL

BIFM AD 2.9 LEIÐSAGA OG STJÓRNKERFI FYRIR HREYFINGAR Á JÖRÐU NIÐRI OG MERKINGAR

BIFM AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

NIL

BIFM AD 2.10 FLUGVALLARHINDRANIR

BIFM AD 2.10 AERODROME OBSTACLES

Öryggisvæði og hindranafleti fyrir landingarstaðinn má nálgast hér
<https://ans.isavia.is/oryggis--og-hindranafletir>

Strips and obstacle areas can be found here
<https://ans.isavia.is/en/oryggis--og-hindranafletir>

BIFM AD 2.11 VEITTAR VEÐURUPPLÝSINGAR

BIFM AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

NIL

BIFM AD 2.12 SÉRKENNI FLUGBRAUTA

BIFM AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

RWY Designator	TRUE BRG	Dimension of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
09	—	794 x 28	RWY PCN: — RWY: GRAVEL SWY PCN: — SWY: —	— — GUND: —	— —
27	—	794 x 28	RWY PCN: — RWY: GRAVEL SWY PCN: — SWY: —	— — GUND: —	— —

RWY Designator	Slope of RWY and SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	Location/ description of arresting system	OFZ
1	7	8	9	10	11	12	13
09	—	—	—	—	—	—	—
27	—	—	—	—	—	—	—

RWY Designator	Remarks
1	14
09	Brautin er gljúp á köflum RWY partly soft
27	Brautin er gljúp á köflum RWY partly soft

BIFM AD 2.13 TILGREINDAR VIÐMIÐUNARVEGALENGDIR

BIFM AD 2.13 DECLARED DISTANCES

NIL

BIFM AD 2.14 AÐFLUGS- OG FLUGBRAUTARLJÓS

BIFM AD 2.14 APPROACH AND RUNWAY LIGHTING

NIL

BINF AD 2.10 FLUGVALLARHINDRANIR

BINF AD 2.10 AERODROME OBSTACLES

Öryggisvæði og hindranafleti fyrir landingarstaðinn má nálgast hér
<https://ans.isavia.is/oryggis--og-hindranafletir>

Strips and obstacle areas can be found here
<https://ans.isavia.is/en/oryggis--og-hindranafletir>

BINF AD 2.11 VEITTAR VEÐURUPPLÝSINGAR

BINF AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

NIL

BINF AD 2.12 SÉRKENNI FLUGBRAUTA

BINF AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

RWY Designator	TRUE BRG	Dimension of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
08	067.36	970 x 23	RWY PCN: — RWY: ASPH Asphalt Stabilized Gravel/Tjörubundin grús SWY PCN: — SWY: —	650747.77N 0134524.97W 650759.82N 0134416.31W GUND: 210 FT	THR 5 FT —
26	247.38	970 x 23	RWY PCN: — RWY: ASPH Asphalt Stabilized Gravel/Tjörubundin grús SWY PCN: — SWY: —	650759.82N 0134416.31W 650747.77N 0134524.97W GUND: 210 FT	THR 6 FT —

RWY Designator	Slope of RWY and SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	RESA dimensions (M)	Location/ description of arresting system	OFZ
1	7	8	9	10	11	12	13
08	—	—	—	—	—	—	—
26	—	—	—	—	—	—	—

RWY Designator	Remarks
1	14
08	—
26	—

BINF AD 2.13 TILGREINDAR VIÐMIÐUNARVEGALENGDIR

BINF AD 2.13 DECLARED DISTANCES

NIL