AIP – ÍSLAND/ICELAND

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AIP AIRAC
A 10/2026
18 SEP 2026

EFFECTIVE 29 OCT 2026

AVIANS
ICELAND

Helstu breytingar í þessari útgáfu

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

Principal changes included in this AMDT

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

Subject	Changes	AIP pages/chapter
GEN		
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
COM Services	Satellite voice communication (SATVOICE) - References corrected	GEN 3.4.4.4
	Landing within NAT region - References corrected	GEN 3.4.4.10.2
ENR		
Regional supplementary procedures	FPL ITEM 15: ROUTE - BIRK and BIKF - Westbound arrivals	ENR 1.8.3.1.3.7
Reykjavik flight information region (BIRD FIR)	Upper level of BIRD FIR changed to FL660	ENR 2.1
Name-Code designators for significant points	New waypoint VABAM	ENR 4.4
ENR Chart	FL UNL / GND - BIRD FIR upper limit changed to FL 660	ENR 6.1-3
	Reykjavik Control Area - ATS delegation clarified, BIRD FIR upper limit changed to FL660	ENR 6.1-5
AD		
BIHN - Hofn Hornafirdi	RWY markings	BIHN AD 2.9.2
BIKF - Keflavik	Aircraft Parking/docking Chart - Terminal aprons	AD 2 BIKF 2 - 5
	Aircraft Parking/docking Chart - East Apron	AD 2 BIKF 2 - 6

SUPs - AIP Supplements	
Innleiðing ratsjársvaraskyldu innan BIRK CTR/ Implementation of Transponder Mandate within BIRK CTR	SUP 23/2026

AICs - Aeronautical information circulars	
BIHU flugradíó fjarþjónusta frá BIEG / BIHU aerodrome flight information service remote from BIEG	AIC A 14/2026

Eldri síður: / Old pages:		Nýjar síður: / New pages:	
GEN		**GEN**	
GEN 0.2 - 1	01 OCT 2026	GEN 0.2 - 1	29 OCT 2026
GEN 0.2 - 2	01 OCT 2026	GEN 0.2 - 2	29 OCT 2026
GEN 0.3 - 3	01 OCT 2026	GEN 0.3 - 3	29 OCT 2026
GEN 0.3 - 4	01 OCT 2026	GEN 0.3 - 4	29 OCT 2026
GEN 0.4 - 1	01 OCT 2026	GEN 0.4 - 1	29 OCT 2026
GEN 0.4 - 2	01 OCT 2026	GEN 0.4 - 2	29 OCT 2026
GEN 0.4 - 3	01 OCT 2026	GEN 0.4 - 3	29 OCT 2026
GEN 0.4 - 4	01 OCT 2026	GEN 0.4 - 4	29 OCT 2026
GEN 0.4 - 5	01 OCT 2026	GEN 0.4 - 5	29 OCT 2026
GEN 0.4 - 6	01 OCT 2026	GEN 0.4 - 6	29 OCT 2026
GEN 0.4 - 7	01 OCT 2026	GEN 0.4 - 7	29 OCT 2026
GEN 0.4 - 8	01 OCT 2026	GEN 0.4 - 8	29 OCT 2026
GEN 0.4 - 9	01 OCT 2026	GEN 0.4 - 9	29 OCT 2026
GEN 0.4 - 10	01 OCT 2026	GEN 0.4 - 10	29 OCT 2026
GEN 3.2 - 5	01 OCT 2026	GEN 3.2 - 5	29 OCT 2026
GEN 3.2 - 6	01 OCT 2026	GEN 3.2 - 6	29 OCT 2026
GEN 3.4 - 3	11 JUN 2026	GEN 3.4 - 3	29 OCT 2026
GEN 3.4 - 4	11 JUN 2026	GEN 3.4 - 4	29 OCT 2026
ENR		**ENR**	
ENR 1.8 - 17	19 MAR 2026	ENR 1.8 - 17	29 OCT 2026
ENR 1.8 - 18	19 MAR 2026	ENR 1.8 - 18	29 OCT 2026
ENR 2.1 - 1	23 JAN 2025	ENR 2.1 - 1	29 OCT 2026
ENR 2.1 - 2	23 JAN 2025	ENR 2.1 - 2	29 OCT 2026
ENR 2.1 - 3	09 AUG 2024	ENR 2.1 - 3	29 OCT 2026
ENR 2.1 - 4	09 AUG 2024	ENR 2.1 - 4	29 OCT 2026
ENR 4.4 - 11	01 OCT 2026	ENR 4.4 - 11	29 OCT 2026
ENR 4.4 - 12	01 OCT 2026	ENR 4.4 - 12	29 OCT 2026
ENR 6.1 - 1	20 MAR 2025	ENR 6.1 - 1	29 OCT 2026
ENR 6.1 - 2	20 MAR 2025	ENR 6.1 - 2	29 OCT 2026
ENR 6.1 - 3	06 AUG 2026	ENR 6.1 - 3	29 OCT 2026
ENR 6.1 - 4	06 AUG 2026	ENR 6.1 - 4	29 OCT 2026
ENR 6.1 - 5	06 AUG 2026	ENR 6.1 - 5	29 OCT 2026
ENR 6.1 - 6	06 AUG 2026	ENR 6.1 - 6	29 OCT 2026
AD		**AD**	
AD 2 BIHN 1 - 5	14 MAY 2026	AD 2 BIHN 1 - 5	29 OCT 2026
AD 2 BIHN 1 - 6	14 MAY 2026	AD 2 BIHN 1 - 6	29 OCT 2026
AD 2 BIKF 1 - 33	03 SEP 2026	AD 2 BIKF 1 - 33	29 OCT 2026
AD 2 BIKF 1 - 34	03 SEP 2026	AD 2 BIKF 1 - 34	29 OCT 2026
AD 2 BIKF 2 - 5	03 SEP 2026	AD 2 BIKF 2 - 5	29 OCT 2026
AD 2 BIKF 2 - 6	03 SEP 2026	AD 2 BIKF 2 - 6	29 OCT 2026
AD 2 BIKF 2 - 7	03 SEP 2026	AD 2 BIKF 2 - 7	29 OCT 2026
AD 2 BIKF 2 - 8	03 SEP 2026	AD 2 BIKF 2 - 8	29 OCT 2026

VIÐBÆTUR

Nýjar viðbætur

SUPPLEMENTS

New Supplements

SUP 23/2026

Nýjar viðbætur - utan útgáfu

Engar

New Supplements - outside publication

NIL

Viðbætur felldar úr gildi

SUP 21/2026
SUP 13/2026
SUP 10/2026
SUP 02/2026

Supplements hereby cancelled

UPPLÝSINGABRÉF (AIC)

Ný upplýsingabréf

AIC

New AIC

AIC A 14/2026

Ný upplýsingabréf - utan útgáfu

Engin

New AICs - outside publication

NIL

Upplýsingabréf felld úr gildi

AIC A 10/2026

Engin

AICs hereby cancelled

NIL

NOTAM

Efni eftirfarandi NOTAM skeyta birt í útgáfunni:

NOTAM

NOTAM incorporated in this amendment:

NIL

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/

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GEN 0.2 LISTI YFIR UPPFÆRSLUR FLUGMÁLAHANDBÓKAR

GEN 0.2 RECORD OF AIP AMENDMENTS

Fyrirvarauppfærslur Flugmálahandbókar / AIRAC AIP AMENDMENT			
Nr. / Ár / NR/Year	**Útgáfudagur / Publication date**	**Gildisdagur / Effective Date**	**Sett inn af / Inserted by**
A 01/2025	30 NOV 2024	23 JAN 2025	
AIRAC 02/2025	25 JAN 2025	20 MAR 2025	
A 03/2025	21 MAR 2025	17 APR 2025	
A 04/2025	18 APR 2025	15 MAY 2025	
A 05/2025	16 MAY 2025	12 JUN 2025	
A 06/2025	11 JUL 2025	07 AUG 2025	
A 07/2025	25 JUL 2025	04 SEP 2025	
A 08/2025	22 AUG 2025	02 OCT 2025	
A 09/2025	19 SEP 2025	30 OCT 2025	
A 10/2025	17 OCT 2025	27 NOV 2025	
A 01/2026	12 DEC 2025	22 JAN 2026	
A 02/2026	09 JAN 2026	19 FEB 2026	
A 03/2026	06 FEB 2026	19 MAR 2026	
A 04/2026	06 MAR 2026	16 APR 2026	
A 05/2026	03 APR 2026	14 MAY 2026	
A 06/2026	01 MAY 2026	11 JUN 2026	
A 07/2026	26 JUN 2026	06 AUG 2026	
A 08/2026	24 JUL 2026	03 SEP 2026	
A 09/2026	21 AUG 2026	01 OCT 2026	
A 10/2026	18 SEP 2026	29 OCT 2026	

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

16/2025	KEFLAVÍK - Framkvæmdir á hlaði við ITS flugskýli (Verkefni MAM25) / KEFLAVIK - Construction work at ITS maintenance apron (Project MAM25)	BIKF AD 2	25 AUG 2025 - UFN	
17/2025	Tímabundið hættusvæði BID75 / Temporary Danger Area BID75	NA	30 OCT 2025 - 16 APR 2026	Cancelled 16 APR 2026
18/2025	Tímabundið hættusvæði BID77 / Temporary Danger Area BID77	NA	06 NOV 2025 - 19 MAR 2026	Cancelled 19 MAR 2026
01/2026	Tímabundnar hindranir sem standa lengur en þrjá mánuði / Temporary obstacles with duration longer than three months	BIAR & BIRK	22 JAN 2026 - 16 APR 2026	Replaced with SUP 03/2026 16 APR 2026
02/2026	Niðurfelling RCL / RCL Removal	NA	22 JAN 2026 - 29 OCT 2026	Cancelled 29 OCT 2026
03/2026	Tímabundnar hindranir sem standa lengur en þrjá mánuði / Temporary obstacles with duration longer than three months	BIAR & BIRK	16 APR 2026 - 14 MAY 2026	Replaced with SUP 08/2026 14 MAY 2026
04/2026	Tímabundið hættusvæði BGD526 / Temporary Danger Area BGD526	ENR 5.1	26 FEB 2026 - 14 MAY 2026	Cancelled 14 MAY 2026
05/2026	Drónaflug LHG í fjölþættum tilgangi/ ICG multi purpose drone flight	NA	05 MAR 2026 - 30 APR 2026	Cancelled 30 APR 2026
06/2026	Upplýsingar um vindmyllur í Vaðölduveri / Information about Vaðalda Wind Farm	ENR 5.4	14 MAY 2026 - UFN	
07/2026	Endurnýjun aðflugsljósa fyrir flugbraut 10 á Keflavíkurflugvelli (BIKF) / Renewal of the approach lighting system for RWY 10 Keflavik airport (BIKF)	BIKF	19 MAR 2026 - UFN	
08/2026	Tímabundnar hindranir sem standa lengur en þrjá mánuði / Temporary obstacles with duration longer than three months	BIAR, BIGR & BIRK	14 MAY 2026 - 06 AUG 2026	Replaced with SUP 16/2026 06 AUG 2026
09/2026	Tímabundið bannsvæði BIP52 innan FAXI TMA/ Temporary prohibited area BIP52 within FAXI TMA	ENR 5.1	01 APR 2026 - 07 MAY 2026	Replaced with SUP 14/2026 07 MAY 2026
10/2026	Þjóðhátíð í Vestmannaeyjum / Westman Islands festival	BIVM	11 JUN 2026 - 29 OCT 2026	Cancelled 29 OCT 2026
11/2026	Tímabundið hættusvæði BID72 / Temporary Danger Area BID72	ENR 5.1	11 JUN 2026 - 11 JUN 2026	Replaced with SUP 17/2026 12 JUN 2026
12/2026	Tímabundið hættusvæði BGD526 / Temporary Danger Area BGD526	ENR 5.1	11 JUN 2026 - UFN	Cancelled 03 SEP 2026
13/2026	Drónaflug LHG í fjölþættum tilgangi/ ICG multipurpose drone flight	NA	30 APR 2026 - 29 OCT 2026	Cancelled 29 OCT 2026
14/2026	Tímabundið bannsvæði BIP52 innan FAXI TMA/ Temporary prohibited area BIP52 within FAXI TMA	ENR 5.1	07 MAY 2026 - 26 JUN 2026	Replaced with SUP 21/2026 26 JUN 2026
15/2026	Keflavíkurflugvöllur BIKF - Framkvæmdir á hlaði við flugstöð og rekstrartakmarkanir / Terminal Apron Construction Works and Operational Restrictions	BIKF	14 MAY 2026 - UFN	

16/2026	Tímabundnar hindranir sem standa lengur en þrjá mánuði / Temporary obstacles with duration longer than three months	BIGR & BIRK	06 AUG 2026 - UFN	
17/2026	Tímabundið hættusvæði BID72 / Temporary Danger Area BID72	ENR 5.1	12 JUN 2026 - 26 JUN 2026	Replaced with SUP 18/2026 26 JUN 2026
18/2026	Tímabundið hættusvæði BID72 / Temporary Danger Area BID72	ENR 5.1	26 JUN 2026 - 06 AUG 2026	Cancelled 06 AUG 2026
19/2026	Tímabundið hættusvæði BID76 / Temporary Danger Area BID76	ENR 5.1	03 SEP 2026 - UFN	
20/2026	Niðurfelling kröfu um MNPS samþykki / Discontinuation of the requirement for MNPS approval	NA	03 SEP 2026 - UFN	
21/2026	Tímabundið bannsvæði BIP59 innan FAXI TMA/ Temporary prohibited area BIP59 within FAXI TMA	ENR 5.1	26 JUN 2026 - 29 OCT 2026	Cancelled 29 OCT 2026
22/2026	Tímabundið hættusvæði BID71 / Temporary Danger Area BID71	ENR 5.1	01 OCT 2026 - UFN	
23/2026	Innleiðing ratsjársvaraskyldu innan BIRK CTR/ Implementation of Transponder Mandate within BIRK CTR	NA	29 OCT 2026 - UFN	

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

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

GEN 0.4 Gátlisti Flugmálahandbókar / Checklist of AIP Pages

GEN 0		1.7 - 12	17 MAY 2024	2.2 - 8	25 MAR 2021
0.1 - 1	11 JUN 2026	1.7 - 13	12 AUG 2022	2.2 - 9	25 MAR 2021
0.1 - 2	11 JUN 2026	1.7 - 14	12 AUG 2022	2.2 - 10	25 MAR 2021
0.1 - 3	03 SEP 2026	1.7 - 15	12 AUG 2022	2.2 - 11	20 MAY 2023
0.1 - 4	03 SEP 2026	1.7 - 16	12 AUG 2022	2.2 - 12	20 MAY 2023
0.2 - 1	29 OCT 2026	1.7 - 17	12 AUG 2022	2.2 - 13	25 MAR 2021
0.2 - 2	29 OCT 2026	1.7 - 18	12 AUG 2022	2.2 - 14	25 MAR 2021
0.3 - 1	19 MAR 2026	1.7 - 19	12 AUG 2022	2.2 - 15	29 NOV 2024
0.3 - 2	19 MAR 2026	1.7 - 20	12 AUG 2022	2.2 - 16	29 NOV 2024
0.3 - 3	29 OCT 2026	1.7 - 21	12 AUG 2022	2.2 - 17	05 OCT 2023
0.3 - 4	29 OCT 2026	1.7 - 22	12 AUG 2022	2.2 - 18	05 OCT 2023
0.4 - 1	29 OCT 2026	1.7 - 23	17 MAY 2024	2.2 - 19	21 MAR 2024
0.4 - 2	29 OCT 2026	1.7 - 24	17 MAY 2024	2.2 - 20	21 MAR 2024
0.4 - 3	29 OCT 2026	1.7 - 25	12 AUG 2022	2.2 - 21	25 MAR 2021
0.4 - 4	29 OCT 2026	1.7 - 26	12 AUG 2022	2.2 - 22	25 MAR 2021
0.4 - 5	29 OCT 2026	1.7 - 27	12 AUG 2022	2.2 - 23	19 MAR 2026
0.4 - 6	29 OCT 2026	1.7 - 28	12 AUG 2022	2.2 - 24	19 MAR 2026
0.4 - 7	29 OCT 2026	1.7 - 29	12 AUG 2022	2.2 - 25	19 MAR 2026
0.4 - 8	29 OCT 2026	1.7 - 30	12 AUG 2022	2.2 - 26	19 MAR 2026
0.4 - 9	29 OCT 2026	1.7 - 31	12 AUG 2022	2.2 - 27	19 MAR 2026
0.4 - 10	29 OCT 2026	1.7 - 32	12 AUG 2022	2.2 - 28	19 MAR 2026
0.5 - 1	18 JUN 2021	1.7 - 33	17 MAY 2024	2.2 - 29	06 AUG 2026
0.5 - 2	18 JUN 2021	1.7 - 34	17 MAY 2024	2.2 - 30	06 AUG 2026
0.6 - 1	04 SEP 2025	1.7 - 35	12 AUG 2022	2.2 - 31	19 MAR 2026
0.6 - 2	04 SEP 2025	1.7 - 36	12 AUG 2022	2.2 - 32	19 MAR 2026
0.6 - 3	22 JAN 2026	1.7 - 37	12 AUG 2022	2.2 - 33	19 MAR 2026
0.6 - 4	22 JAN 2026	1.7 - 38	12 AUG 2022	2.2 - 34	19 MAR 2026
0.6 - 5	19 FEB 2026	1.7 - 39	12 AUG 2022	2.3 - 1	25 MAR 2021
0.6 - 6	19 FEB 2026	1.7 - 40	12 AUG 2022	2.3 - 2	25 MAR 2021
		1.7 - 41	12 AUG 2022	2.3 - 3	18 JUN 2021
GEN 1		1.7 - 42	12 AUG 2022	2.3 - 4	18 JUN 2021
1.1 - 1	26 JAN 2024	1.7 - 43	17 MAY 2024	2.3 - 5	25 MAR 2021
1.1 - 2	26 JAN 2024	1.7 - 44	17 MAY 2024	2.3 - 6	25 MAR 2021
1.2 - 1	04 SEP 2025	1.7 - 45	17 MAY 2024	2.3 - 7	18 JUN 2021
1.2 - 2	04 SEP 2025	1.7 - 46	17 MAY 2024	2.3 - 8	18 JUN 2021
1.2 - 3	04 SEP 2025	1.7 - 47	17 MAY 2024	2.3 - 9	18 JUN 2021
1.2 - 4	04 SEP 2025	1.7 - 48	17 MAY 2024	2.3 - 10	18 JUN 2021
1.2 - 5	04 SEP 2025	1.7 - 49	17 MAY 2024	2.3 - 11	18 JUN 2021
1.2 - 6	04 SEP 2025	1.7 - 50	17 MAY 2024	2.3 - 12	18 JUN 2021
1.3 - 1	18 JUN 2021	1.7 - 51	17 MAY 2024	2.3 - 13	18 JUN 2021
1.3 - 2	18 JUN 2021	1.7 - 52	17 MAY 2024	2.3 - 14	18 JUN 2021
1.4 - 1	18 JUN 2021	1.7 - 53	17 MAY 2024	2.4 - 1	28 NOV 2024
1.4 - 2	18 JUN 2021	1.7 - 54	17 MAY 2024	2.4 - 2	28 NOV 2024
1.5 - 1	18 JUN 2021	1.7 - 55	07 AUG 2025	2.5 - 1	06 AUG 2026
1.5 - 2	18 JUN 2021	1.7 - 56	07 AUG 2025	2.5 - 2	06 AUG 2026
1.6 - 1	22 MAR 2024			2.6 - 1	02 OCT 2025
1.6 - 2	22 MAR 2024	**GEN 2**		2.6 - 2	02 OCT 2025
1.7 - 1	17 MAY 2024	2.1 - 1	24 JAN 2025	2.6 - 3	25 MAR 2021
1.7 - 2	17 MAY 2024	2.1 - 2	24 JAN 2025	2.6 - 4	25 MAR 2021
1.7 - 3	12 AUG 2022	2.1 - 3	22 JAN 2026	2.6 - 5	25 MAR 2021
1.7 - 4	12 AUG 2022	2.1 - 4	22 JAN 2026	2.6 - 6	25 MAR 2021
1.7 - 5	17 MAY 2024	2.2 - 1	02 OCT 2025	2.6 - 7	25 MAR 2021
1.7 - 6	17 MAY 2024	2.2 - 2	02 OCT 2025	2.6 - 8	25 MAR 2021
1.7 - 7	17 MAY 2024	2.2 - 3	02 OCT 2025	2.6 - 9	25 MAR 2021
1.7 - 8	17 MAY 2024	2.2 - 4	02 OCT 2025	2.6 - 10	25 MAR 2021
1.7 - 9	17 MAY 2024	2.2 - 5	20 MAY 2023	2.7 - 1	27 JAN 2023
1.7 - 10	17 MAY 2024	2.2 - 6	20 MAY 2023	2.7 - 2	27 JAN 2023
1.7 - 11	17 MAY 2024	2.2 - 7	25 MAR 2021	2.7 - 3	27 JAN 2023

2.7 - 4	27 JAN 2023
2.7 - 5	27 JAN 2023
2.7 - 6	27 JAN 2023
2.7 - 7	27 JAN 2023
2.7 - 8	27 JAN 2023
2.7 - 9	16 APR 2026
2.7 - 10	16 APR 2026
2.7 - 11	27 JAN 2023
2.7 - 12	27 JAN 2023
2.7 - 13	27 JAN 2023
2.7 - 14	27 JAN 2023
2.7 - 15	27 JAN 2023
2.7 - 16	27 JAN 2023
2.7 - 17	27 JAN 2023
2.7 - 18	27 JAN 2023
GEN 3	
3.1 - 1	11 JUN 2026
3.1 - 2	11 JUN 2026
3.1 - 3	14 MAY 2026
3.1 - 4	14 MAY 2026
3.1 - 5	14 MAY 2026
3.1 - 6	14 MAY 2026
3.1 - 7	03 SEP 2026
3.1 - 8	03 SEP 2026
3.2 - 1	14 MAY 2026
3.2 - 2	14 MAY 2026
3.2 - 3	12 JUL 2024
3.2 - 4	12 JUL 2024
3.2 - 5	29 OCT 2026
3.2 - 6	29 OCT 2026
3.2 - 7	01 OCT 2026
3.2 - 8	01 OCT 2026
3.2 - 9	06 AUG 2026
3.2 - 10	06 AUG 2026
3.3 - 1	14 MAY 2026
3.3 - 2	14 MAY 2026
3.3 - 3	14 MAY 2026
3.3 - 4	14 MAY 2026
3.3 - 5	06 AUG 2026
3.3 - 6	06 AUG 2026
3.4 - 1	14 MAY 2026
3.4 - 2	14 MAY 2026
3.4 - 3	29 OCT 2026
3.4 - 4	29 OCT 2026
3.4 - 5	01 OCT 2026
3.4 - 6	01 OCT 2026
3.4 - 7	11 JUN 2026
3.4 - 8	11 JUN 2026
3.4 - 9	11 JUN 2026
3.4 - 10	11 JUN 2026
3.4 - 11	01 OCT 2026
3.4 - 12	01 OCT 2026
3.4 - 13	11 JUN 2026
3.4 - 14	11 JUN 2026
3.5 - 1	14 MAY 2026
3.5 - 2	14 MAY 2026
3.5 - 3	17 APR 2025
3.5 - 4	17 APR 2025
3.5 - 5	04 OCT 2024
3.5 - 6	04 OCT 2024
3.5 - 7	17 APR 2025
3.5 - 8	17 APR 2025
3.5 - 9	25 JAN 2024
3.5 - 10	25 JAN 2024
3.5 - 11	19 FEB 2026
3.5 - 12	19 FEB 2026
3.5 - 13	25 JAN 2024
3.5 - 14	25 JAN 2024
3.6 - 1	29 NOV 2024
3.6 - 2	29 NOV 2024
3.6 - 3	18 JUN 2021
3.6 - 4	18 JUN 2021
3.6 - 5	18 JUN 2021
3.6 - 6	18 JUN 2021
3.6 - 7	18 JUN 2021
3.6 - 8	18 JUN 2021
GEN 4	
4.1 - 1	02 OCT 2025
4.1 - 2	02 OCT 2025
4.2 - 1	14 MAY 2026
4.2 - 2	14 MAY 2026
ENR 0	
0.1 - 1	25 MAR 2021
0.1 - 2	25 MAR 2021
0.2 - 1	18 JUN 2021
0.2 - 2	18 JUN 2021
0.3 - 1	18 JUN 2021
0.3 - 2	18 JUN 2021
0.4 - 1	25 MAR 2021
0.4 - 2	25 MAR 2021
0.5 - 1	18 JUN 2021
0.5 - 2	18 JUN 2021
0.6 - 1	14 MAY 2026
0.6 - 2	14 MAY 2026
0.6 - 3	20 MAR 2025
0.6 - 4	20 MAR 2025
0.6 - 5	06 AUG 2026
0.6 - 6	06 AUG 2026
ENR 1	
1.1 - 1	14 MAY 2026
1.1 - 2	14 MAY 2026
1.1 - 3	14 MAY 2026
1.1 - 4	14 MAY 2026
1.1 - 5	14 MAY 2026
1.1 - 6	14 MAY 2026
1.2 - 1	19 FEB 2026
1.2 - 2	19 FEB 2026
1.2 - 3	19 FEB 2026
1.2 - 4	19 FEB 2026
1.2 - 5	19 FEB 2026
1.2 - 6	19 FEB 2026
1.3 - 1	14 MAY 2026
1.3 - 2	14 MAY 2026
1.4 - 1	25 MAR 2022
1.4 - 2	25 MAR 2022
1.4 - 3	25 MAR 2022
1.4 - 4	25 MAR 2022
1.5 - 1	18 JUN 2021
1.5 - 2	18 JUN 2021
1.6 - 1	03 SEP 2026
1.6 - 2	03 SEP 2026
1.6 - 3	09 AUG 2024
1.6 - 4	09 AUG 2024
1.6 - 5	14 MAY 2026
1.6 - 6	14 MAY 2026
1.6 - 7	27 NOV 2025
1.6 - 8	27 NOV 2025
1.6 - 9	14 MAY 2026
1.6 - 10	14 MAY 2026
1.6 - 11	14 MAY 2026
1.6 - 12	14 MAY 2026
1.6 - 13	07 AUG 2025
1.6 - 14	07 AUG 2025
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1.7 - 4	17 MAY 2024
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1.8 - 2	19 FEB 2026
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1.8 - 10	17 APR 2025
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2.2 - 4	02 OCT 2025
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3.2 - 12	14 MAY 2026
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3.2 - 14	11 JUN 2026
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3.2 - 17	04 OCT 2024
3.2 - 18	04 OCT 2024
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3.2 - 20	19 MAR 2026
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3.2 - 24	14 MAY 2026
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3.4 - 1	07 AUG 2025
3.4 - 2	07 AUG 2025
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4.4 - 9	01 OCT 2026
4.4 - 10	01 OCT 2026
4.4 - 11	29 OCT 2026
4.4 - 12	29 OCT 2026
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4.5 - 2	18 JUN 2021
ENR 5	
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5.5 - 4	05 OCT 2023
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5.6 - 2	14 MAY 2026
ENR 6	
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AD 2 BIAR 1 - 8	19 FEB 2026
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AD 2 BIBD 8 - 2	18 JUN 2021
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AD 2 BIEG 1 - 4	17 APR 2025
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AD 2 BIEG 1 - 6	02 OCT 2025
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AD 2 BIEG 1 - 9	18 MAY 2023

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AD 2 BIEG 1 - 13	16 APR 2026	AD 2 BIGJ 8 - 1	18 JUN 2021	AD 2 BIHN 1 - 3	14 MAY 2026
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AD 2 BIEG 5 - 2	17 APR 2025	AD 2 BIGR 1 - 10	01 DEC 2023	AD 2 BIHN 1 - 14	03 SEP 2026
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AD 2 BIKF 1 - 13	09 AUG 2024	AD 2 BIKF 5 - 17	11 JUL 2024	AD 2 BIKF 7 - 19	23 MAR 2023
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AD 2 LANDING STRIPS

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AD 2 BIRS 1 - 5	02 OCT 2025
AD 2 BIRS 1 - 6	02 OCT 2025
AD 2 BIRS 2 - 1	18 JUN 2021
AD 2 BIRS 2 - 2	18 JUN 2021
AD 2 BIRF 1 - 1	27 JAN 2022
AD 2 BIRF 1 - 2	27 JAN 2022
AD 2 BIRF 1 - 3	02 OCT 2025
AD 2 BIRF 1 - 4	02 OCT 2025
AD 2 BIRF 1 - 5	07 AUG 2025
AD 2 BIRF 1 - 6	07 AUG 2025
AD 2 BIRF 1 - 7	02 OCT 2025
AD 2 BIRF 1 - 8	02 OCT 2025
AD 2 BIRF 2 - 1	18 JUN 2021
AD 2 BIRF 2 - 2	18 JUN 2021
AD 2 BISS 1 - 1	30 OCT 2025
AD 2 BISS 1 - 2	30 OCT 2025
AD 2 BISS 1 - 3	02 OCT 2025
AD 2 BISS 1 - 4	02 OCT 2025
AD 2 BISS 1 - 5	05 OCT 2023
AD 2 BISS 1 - 6	05 OCT 2023
AD 2 BISS 2 - 1	18 JUN 2021
AD 2 BISS 2 - 2	18 JUN 2021
AD 2 BISA 1 - 1	02 OCT 2025
AD 2 BISA 1 - 2	02 OCT 2025
AD 2 BISA 1 - 3	25 MAR 2021
AD 2 BISA 1 - 4	25 MAR 2021
AD 2 BISA 1 - 5	02 OCT 2025
AD 2 BISA 1 - 6	02 OCT 2025
AD 2 BISA 2 - 1	18 JUN 2021
AD 2 BISA 2 - 2	18 JUN 2021
AD 2 BISF 1 - 1	20 MAY 2022
AD 2 BISF 1 - 2	20 MAY 2022
AD 2 BISF 1 - 3	02 OCT 2025
AD 2 BISF 1 - 4	02 OCT 2025
AD 2 BISF 1 - 5	02 OCT 2025
AD 2 BISF 1 - 6	02 OCT 2025
AD 2 BISF 1 - 7	05 OCT 2023
AD 2 BISF 1 - 8	05 OCT 2023
AD 2 BISF 2 - 1	18 JUN 2021
AD 2 BISF 2 - 2	18 JUN 2021
AD 2 BISI 1 - 1	02 OCT 2025
AD 2 BISI 1 - 2	02 OCT 2025
AD 2 BISI 1 - 3	02 OCT 2025
AD 2 BISI 1 - 4	02 OCT 2025
AD 2 BISI 2 - 1	18 JUN 2021
AD 2 BISI 2 - 2	18 JUN 2021
AD 2 BISL 1 - 1	18 JUN 2021
AD 2 BISL 1 - 2	18 JUN 2021
AD 2 BISL 1 - 3	02 OCT 2025
AD 2 BISL 1 - 4	02 OCT 2025
AD 2 BISL 1 - 5	02 OCT 2025
AD 2 BISL 1 - 6	02 OCT 2025
AD 2 BISL 2 - 1	18 JUN 2021
AD 2 BISL 2 - 2	18 JUN 2021
AD 2 BISV 1 - 1	18 JUN 2021
AD 2 BISV 1 - 2	18 JUN 2021
AD 2 BISV 1 - 3	14 MAY 2026
AD 2 BISV 1 - 4	14 MAY 2026
AD 2 BISV 1 - 5	02 OCT 2025
AD 2 BISV 1 - 6	02 OCT 2025
AD 2 BISV 2 - 1	18 JUN 2021
AD 2 BISV 2 - 2	18 JUN 2021
AD 2 BISK 1 - 1	18 JUN 2021
AD 2 BISK 1 - 2	18 JUN 2021
AD 2 BISK 1 - 3	02 OCT 2025
AD 2 BISK 1 - 4	02 OCT 2025
AD 2 BISK 1 - 5	02 OCT 2025
AD 2 BISK 1 - 6	02 OCT 2025
AD 2 BISK 2 - 1	18 JUN 2021
AD 2 BISK 2 - 2	18 JUN 2021
AD 2 BISR 1 - 1	06 AUG 2026
AD 2 BISR 1 - 2	06 AUG 2026
AD 2 BISR 1 - 3	02 OCT 2025
AD 2 BISR 1 - 4	02 OCT 2025
AD 2 BISR 1 - 5	02 OCT 2025
AD 2 BISR 1 - 6	02 OCT 2025
AD 2 BISR 2 - 1	18 JUN 2021
AD 2 BISR 2 - 2	18 JUN 2021
AD 2 BIST 1 - 1	18 JUN 2021
AD 2 BIST 1 - 2	18 JUN 2021
AD 2 BIST 1 - 3	02 OCT 2025
AD 2 BIST 1 - 4	02 OCT 2025
AD 2 BIST 1 - 5	02 OCT 2025
AD 2 BIST 1 - 6	02 OCT 2025
AD 2 BIST 2 - 1	18 JUN 2021
AD 2 BIST 2 - 2	18 JUN 2021
AD 2 BIMS 1 - 1	02 OCT 2025
AD 2 BIMS 1 - 2	02 OCT 2025
AD 2 BIMS 1 - 3	25 MAR 2021
AD 2 BIMS 1 - 4	25 MAR 2021
AD 2 BIMS 1 - 5	02 OCT 2025
AD 2 BIMS 1 - 6	02 OCT 2025
AD 2 BIMS 2 - 1	18 JUN 2021
AD 2 BIMS 2 - 2	18 JUN 2021
AD 2 BIVI 1 - 1	18 JUN 2021
AD 2 BIVI 1 - 2	18 JUN 2021
AD 2 BIVI 1 - 3	14 MAY 2026
AD 2 BIVI 1 - 4	14 MAY 2026
AD 2 BIVI 1 - 5	02 OCT 2025
AD 2 BIVI 1 - 6	02 OCT 2025
AD 2 BIVI 2 - 1	18 JUN 2021
AD 2 BIVI 2 - 2	18 JUN 2021
AD 2 BITE 1 - 1	07 AUG 2025
AD 2 BITE 1 - 2	07 AUG 2025
AD 2 BITE 1 - 3	14 MAY 2026
AD 2 BITE 1 - 4	14 MAY 2026
AD 2 BITE 1 - 5	04 SEP 2025
AD 2 BITE 1 - 6	04 SEP 2025
AD 2 BITE 1 - 7	02 OCT 2025
AD 2 BITE 1 - 8	02 OCT 2025
AD 2 BITE 2 - 1	18 JUN 2021
AD 2 BITE 2 - 2	18 JUN 2021
AD 2 BITM 1 - 1	02 OCT 2025
AD 2 BITM 1 - 2	02 OCT 2025
AD 2 BITM 1 - 3	02 OCT 2025
AD 2 BITM 1 - 4	02 OCT 2025
AD 2 BITM 2 - 1	18 JUN 2021
AD 2 BITM 2 - 2	18 JUN 2021

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

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

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

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

n. Sjónflugskort. Sjá texta á ensku.

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

o. Herkort. Sjá texta á ensku.

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

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

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

GEN 3.2.5 Listi yfir útgefin flugkort **GEN 3.2.5 List of aeronautical charts available**

Title of series	Name of Chart	Date
Flugvallakort Aerodrome Chart - ICAO	Akureyri	16 APR 2026
	Bildudalur	19 MAR 2026
	Egilsstaðir	03 OCT 2024
	Gjogur	22 JAN 2026
	Grimsey	12 AUG 2022
	Hofn Hornafirdi	06 AUG 2026
	Husavik	16 MAY 2024
	Isafjordur	07 AUG 2025
	Keflavik	03 SEP 2026
	Reykjavik	01 OCT 2026
	Saudarkrokur	13 JUL 2023
	Vestmannaeyjar	07 AUG 2025
	Vopnafjordur	27 NOV 2025
Tiltækar flugtaksvegalengdir við akbraut Intersecton Take Off Chart	Reykjavik	27 NOV 2025
Flugvallakort - CODE F flugvallaakstur Aerodrome Chart - CODE F Ground Movement	Keflavik	03 SEP 2026
Flugvélastæðiskort Aircraft Parking/Docking Chart - ICAO	Keflavik - Terminal Aprons	29 OCT 2026
	Keflavik - East Apron	29 OCT 2026
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	29 OCT 2026
	ENROUTE CHART- ICAO Reykjavik Control Area	29 OCT 2026
	ENROUTE CHART- ICAO West Greenland Insert	06 AUG 2026
Lágnarkshæðir við kögun ATC Surveillance Minimum Chart - ICAO	Keflavik ATC Surveillance Minimum Chart - FAXI TMA	30 OCT 2025
	Reykjavik ATC Surveillance Minimum Chart - FAXI TMA	07 AUG 2025

GEN 3.4.3.2.1.2 Venjubundin fjarskipti:

1. HF talsamband um „Iceland Radio“ (sjá GEN 3.4.4.3).
2. SATVOICE (sjá GEN 3.4.4.4).
3. VHF fyrir almenn viðskipti um „Iceland Radio“ (sjá GEN 3.4.4.5).
4. VHF tíðni flugumferðarstjóra/flugmanna (sjá GEN 3.4.4.6).
5. FANS 1/A ADS-C og CPDLC (sjá GEN 3.4.4.7).

GEN 3.4.3.2.2 Föst þjónusta

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

GEN 3.4.3.3 Útvarpsþjónusta

Eftirfarandi útvarpsþjónusta er veitt:

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

GEN 3.4.3.4 Notkun tungumáls

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

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

Flugstjórnarmiðstöðin, Reykjavík (ACC):

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

Iceland Radio:
127.850 MHz, 126.550 MHz, 129.625 MHz
(talsamband fyrir almenn flugfjarskipti), svo og allar stuttbylgjur, sem notaðar eru (Flokkar B, C og D).

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

Enska er eingöngu notuð til fjarskipta á eftirtöldum tíðnum:

Keflavík Tower: 118.300 MHz

Keflavík Ground: 121.900 MHz

Keflavík Clearance Delivery: 121.000 MHz

GEN 3.4.3.2.1.2 Routine air-ground communications:

1. HF voice normally via Iceland Radio (see GEN 3.4.4.3).
2. SATVOICE (see GEN 3.4.4.4)
3. General purpose VHF via Ic eland Radio (see GEN 3.4.4.5).
4. Direct Controller Pilot VHF voice communi-cations (see GEN 3.4.4.6).
5. FANS 1/A ADS-C and CPDLC (see GEN 3.4.4.7).

GEN 3.4.3.2.2 Fixed Service

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

GEN 3.4.3.3 Broadcasting service

The following broadcasts are available for aircraft in flight:

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

GEN 3.4.3.4 Language used

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

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

Reykjavík Control:

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

Iceland Radio:
127.850 MHz, 126.550 MHz, 129.625 MHz
(General Purpose VHF) and all employed aeronautical HF frequencies (Families B, C and D).

Keflavik Approach: 119.300 MHZ, 121.300 MHZ.

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

Keflavík Tower: 118.300 MHz

Keflavík Ground: 121.900 MHz

Keflavík Clearance Delivery: 121.000 MHz

GEN 3.4.3.5 Hvar er hægt að fá tæmandi upplýsingar

Tæmandi upplýsingar um flugleiðsögubúnað er að finna í ENR 4.

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

GEN 3.4.4 Kröfur og skilyrði

GEN 3.4.4.1 Almennt

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

GEN 3.4.4.2 Varaafl

Varaafl fyrir fjarskiptastöðvar.

1. Fjarskiptastöðvar:

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

2. Flugupplýsingaþjónusta flugvalla:

Eftirtaldar flugupplýsingaþjónustur flugvalla hafa varaafl:

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

GEN 3.4.3.5 Where detailed information can be obtained

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

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

GEN 3.4.4 Requirements and conditions

GEN 3.4.4.1 General

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

GEN 3.4.4.2 Auxiliary Power

Auxiliary Power for Communication Stations

1. Radio communications stations:

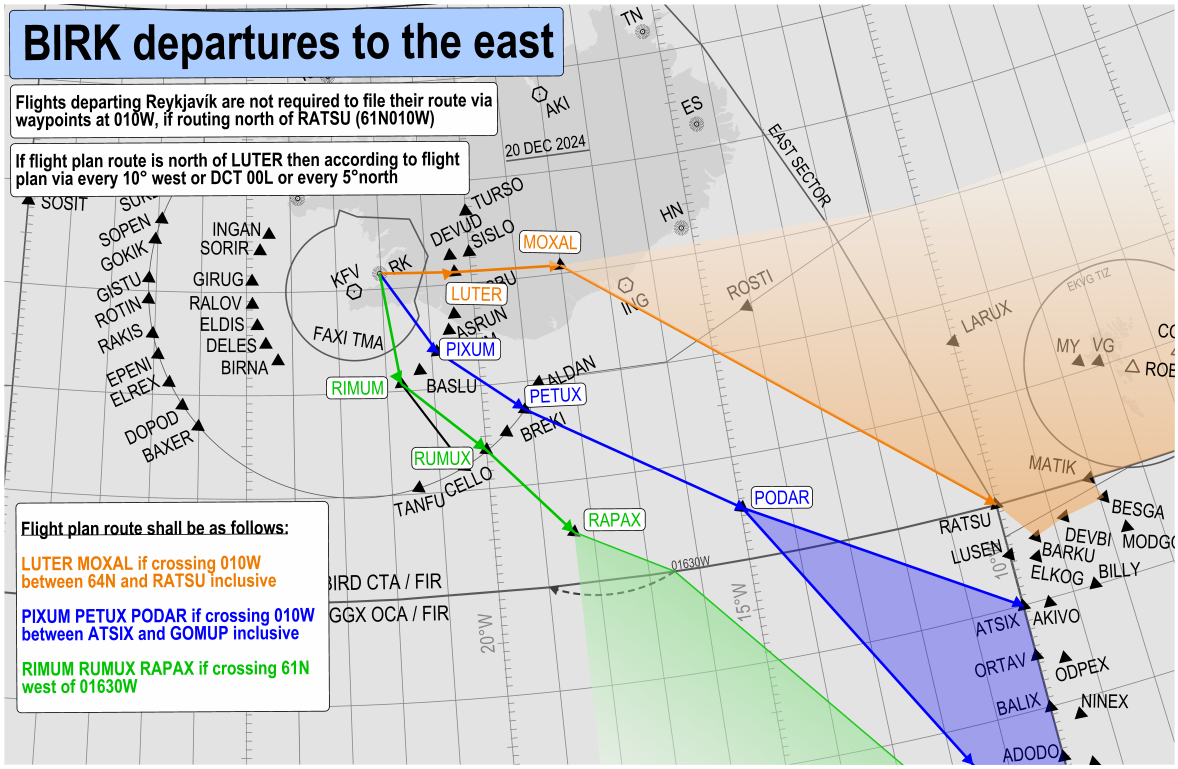
Reykjavik ACC/OAC/APP/ AFIS/ TWR Keflavik APP	Switch-over time 0 seconds
Akureyri TWR/APP/SRE	Switch-over time 15 seconds
Keflavík TWR	Switch-over time 15 seconds

2. Aerodrome Flight Information Service:

The following AFIS stations use backup power:

- Egilsstadir
- Hornafjorður
- Husavik
- Isafjordur
- Vestmannaeyjar
- Vopnafjordur

BIRK departures to the east						
Departure point	**Waypoint 60NM from BIKF**	**Waypoint 120NM from BIKF**	**Waypoint at 6130N**	**Waypoint at 010W**	**Next waypoint**	**Next waypoint**
BIRK	If FPL is north of LUTER then according to FPL via every 10° west or DCT 00L or every 5° north.					
	LUTER	MOXAL		North of RATSU	At or north of 64N000W	Waypoint at ENOB/ ENOR or ULLL domestic boundary: See ENR 6.1-5
					ISVIG BARUD IPTON ERSER VALDI GUNPA SOSAR RIXUN PEMOS OSBON NALAN	N/A
					MATIK	BESGA
				RATSU	BESGA DEVBI BARKU	N/A
	PIXUM	PETUX	PODAR	ATSIX ORTAV BALIX ADODO ERAKA ETILO GOMUP	AKIVO ODPEX NINEX AMTAP ETSOM ENVAL GINGA	N/A
	RIMUM	RUMUX	RAPAX	If crossing 61N west of 01630W	FPL route	FPL route



BIRK and BIKF - Westbound arrivals					
Destination	**Final waypoint**	**Waypoint 60NM from BIKF**	**ATS Route if applicable**	**Waypoint 120 - 150 NM**	**Waypoint at 010W**
BIKF or BIRK	KFV (or IAF for the applicable RWY) for BIKF and ELLOB (or IAF for the applicable RWY) for BIRK	NASBU	N/A	INACO	Between 64N and ATSIX inclusive
		ASRUN	N/A	ALDAN	
		BASLU		BREKI	Between 61N01236W and 61N019W

BIRK and BIKF - Eastbound arrivals				
Destination	**Final waypoint**	**Waypoint 60NM from BIKF**	**Waypoint120 - 150 NM from BIKF**	**Waypoint at 030W**
BIKF or BIRK	KFV (or IAF for the applicable RWY) for BIKF and ELLOB (or IAF for the applicable RWY) for BIRK	INGAN	INDES	66N030W
			(F280 and below only)	NONRO
		GIRUG	GOKIK (F290 and above only)	65N030W
			GISTU	64N030W
		ELDIS	EPENI	63N030W
			ELREX	62N030W
		BIRNA	BAXER	61N030W

Note: *Waypoints BATOD and ANABI may be used to minimize rerouting when ITA-W and ITA-W High are reserved for special use.*

Requirements for Flight Plans on random route segments north of 70, and at or south of 80 degrees North

The planned tracks shall normally be defined by significant points formed by the intersection of parallels of latitude expressed in degrees and minutes with meridians normally spaced at intervals of 20° from the Greenwich meridian to longitude 60W, using the longitudes 000W, 020W, 040W and 060W.

The distance between significant points shall, as far as possible, not exceed one hour's flight time. Additional significant points should be established when deemed necessary due to aircraft speed or the angle at which the meridians are crossed,
e.g. at intervals of 20° of longitude (between 10W and 50W).

However, when the flight time between successive significant points is less than 30 minutes, one of these points may be omitted.

For flights whose flight paths at or south of 80N are predominantly oriented in a north-south direction, the planned tracks shall normally be defined by significant points formed by the intersection of whole degrees of longitude with specified parallels of latitude which are spaced at 5°.

Requirements for Flight Plans on random route segments north of 80 degrees North

The planned tracks shall be defined by points of intersection of parallels of latitude expressed in degrees and minutes with meridians expressed in whole degrees. The distance between significant points shall, normally equate to not less than 30 and not more than 60 minutes of flying time.

Requirements for Flight Plans on OTS

INSERT: If (and only if) the flight is planned to operate along the whole length of one of the organized tracks as detailed in the NAT track message, the abbreviation "NAT" followed by the code letter assigned to the track. Flights wishing to join or leave an organized track at some intermediate point are considered random route aircraft and full route details must be specified in the flight plan. The track letter must not be used to abbreviate any portion of the route in these circumstances.

Note 1 - *Each point at which either a change in speed or level is requested must be specified as geographical coordinates in latitude and longitude followed, in each case, by the abbreviation "NAT" and the code letter assigned to the track.*

Requirements for Flights along designated ATS routes

INSERT: if the departure aerodrome is located on, or connected to the ATS route, the designator of the first ATS route,
or
if the departure aerodrome is not on, or connected to the ATS route, the letters DCT followed by the point of joining the first ATS route, followed by the designator of the ATS route.
THEN
INSERT: each point at which either a change of speed or level, a change of ATS route, and/or a change of flight rules is planned.

Note *- When a transition is planned between a lower and upper ATS route and the routes are oriented in the same direction, the point of transition need not be inserted.*

FOLLOWED IN EACH CASE
by the designator of the next ATS route segment, even if the same as the previous one,
or
by DCT, if the flight to the next point will be outside a designated route, unless both points are defined by geographical coordinates.

ENR 2 LOFTRÝMI FLUGUMFERÐARÞJÓNUSTU

ENR 2 AIR TRAFFIC SERVICES AIRSPACE

ENR 2.1 FIR, CTA OG TMA

ENR 2.1 FIR, CTA AND TMA

(ICAO DOC 1466, ICAO DOC 871, ICAO DOC 1277, ICAO NAT ANP (DOC 9634 VOL I))

Nafn Hliðarmörk Hæðarmörk Flokkur loftrýmis/ Name Lateral limits Vertical limits Class of Airspace	Hver veitir þjónustuna/ Unit providing service	Kallmerki Tungumál Notkunarskilyrði Þjónustutími/ Call sign Languages Area and conditions of use Hours of service	Tíðni Tilgangur/ Frequency and Purpose	Athugasemdir/ Remarks
1	2	3	4	5
FLUGUPPLÝSINGASVÆÐI REYKJAVÍKUR/ REYKJAVIK FLIGHT INFORMATION REGION (BIRD FIR) 7300N 02000W along 7300N to 7300N 00000W 6100N 00000W along 6100N to 6100N 03000W 6330N 03900W 7000N 02000W 7300N 02000W **Efri mörk: FL 660** Upper Limit: FL 660 **Neðri mörk: Jörð** Lower Limit: SFC **Flokkur A fyrir ofan FL 055** **Flokkur G í og fyrir neðan FL 055** Class A above FL 055 Class G at and below FL 055	Flugstjórnarmiðstöðin í Reykjavík / OAC Reykjavik	Reykjavík flugstjórn / Reykjavík Control **Enska /** English **H24**		**Vagar FIZ undanskilið (sjá ENR 2.2.4). Önnur hæðarmörk flokkun loftrýmis yfir og í kringum Ísland, sjá neðar.** Vagar FIZ excluded (see ENR 2.2.4). Different vertical limits of classification over and around Iceland, see below.

Nafn Hliðarmörk Hæðarmörk Flokkur loftrýmis/ Name Lateral limits Vertical limits Class of Airspace	Hver veitir þjónustuna/ Unit providing service	Kallmerki Tungumál Notkunarskilyrði Þjónustutími/ Call sign Languages Area and conditions of use Hours of service	Tíðni Tilgangur/ Frequency and Purpose	Athugasemdir/ Remarks
1	2	3	4	5
Flugstjórnarsvæði Reykjavíkur/ Reykjavik Control Area (BIRD CTA) **Flugstjórnarsvæði Reykjavíkur innan flugupplýsingasvæðis Nuuk (BGGL FIR)/** BIRD CTA within BGGL FIR 650000N 0574500W 633000N 0553551W along 633000N to 633000N 0390000W 700000N 0200000W 730000N 0200000W along 730000N to 730000N 0000000W 820000N 0000000W along 820000N to 820000N 0300000E 900000N 0000000W 820000N 0600000W 780000N 0750000W 760000N 0760000W 650000N 0574500W **Efri mörk: Ótakmarkað** Upper Limit: UNL **Neðri mörk: FL 195** Lower Limit: FL 195 **Flokkur A** Class A **Flugstjórnarsvæði Reykjavíkur innan flugupplýsingasvæðis Reykjavíkur (BIRD FIR) utan íslenska innanlandsvæðisins/** BIRD CTA within BIRD FIR excluding Domestic Area 610000N 0000000W along 610000N to 610000N 0300000W 633000N 0390000W 700000N 0200000W 730000N 0200000W along 730000N to 730000N 0000000W 610000N 0000000W **Efri mörk: FL 660** Upper Limit: FL 660 **Neðri mörk: Jörð** Lower Limit: SFC	Flugstjórnarmiðstöðin í Reykjavík / OAC Reykjavik	Reykjavík flugstjórn / Reykjavik Control **Enska /** English **H24** Frequencies 126.750 MHZ 119.700 MHZ 124.400 MHZ 133.100 MHZ 127.850 MHZ 129.625 MHZ 126.550 MHZ Other frequencies on demand	**Bein flugfjarskipti flugumferðarstjóra/ flugmanna:/** Direct controller / pilot communication: 125.500 MHZ Sector East 132.200 MHZ Sector East 128.800 MHZ Sector East 126.750 MHZ Sector East 119.700 MHZ Sector South 125.700 MHZ Sector South 128.600 MHZ Sector South 132.300 MHZ Sector South 123.900 MHZ Sector South 129.900 MHZ Sector South 124.400 MHZ Sector West 127.500 MHZ Sector West 128.200 MHZ Sector West 126.900 MHZ Sector West 133.100 MHZ Sector North 134.300 MHZ Sector North 135.250 MHZ Sector North	**Sjá VHF Coverage ENR 6.1-13** **Vagar FIZ: Fyrir þjónustutíma, sjá AIP Færeyjar** **60 NM hringur með miðju í 61572932N 006370012W** **Efri mörk: 7500 fet** **Neðri mörk: Sjávarmál** **Flokkur G.** **North Sea Area IV: Fyrir þjónustutíma, sjá AIP UK** **610000N 0000000W** **610000N 0040000W** **630000N 0012637W** **630000N 0000000W** **610000N 0000000W** **Efri mörk: F085.** **Neðri mörk: Sjávarmál.** **Flokkur G.** **LANDSTÖÐ FYRIR FLUGFJARSKIPTI UTAN ATC VHF:** **AÐAL: Ísland** **KALLMERKI: Iceland Radio (Gufunes).** **TUNGUMÁL: Enska.** **VARA: Gander Radio, Shanwick Radio og Bodo Radio.** **TUNGUMÁL: Enska** / See VHF Coverage ENR 6.1-13 Vagar FIZ: For hours of service, see AIP Faroe Islands

Nafn Hliðarmörk Hæðarmörk Flokkur loftrýmis/ Name Lateral limits Vertical limits Class of Airspace	Hver veitir þjónustuna/ Unit providing service	Kallmerki Tungumál Notkunarskilyrði Þjónustutími/ Call sign Languages Area and conditions of use Hours of service	Tíðni Tilgangur/ Frequency and Purpose	Athugasemdir/ Remarks
1	2	3	4	5
Flokkur A fyrir ofan FL 055 eða 2000 fet yfir jörð hvort sem er hærra (Jan Mayen 8347 fet). **Flokkur G í eða fyrir neðan FL 055 eða 2000 fet yfir jörð hvor sem er hærra (Jan Mayen 8347 fet).** Class A above FL 055 or 2000 feet ablove GND whichever is higher (Jan Mayen 8347 feet). Class G at or below FL 055 or 2000 feet above GND whichever is higher (Jan Mayen 8347 feet). **Flugstjórnarsvæði Reykjavíkur innan flugupplýsingasvæðis Scottish (EGPX FIR)/** BIRD CTA within EGPX FIR 610000N 0100000W 604000N 0100000W 610000N 0070000W 610000N 0100000W **Efri mörk /** Upper Limit: **F660** **(sjá ENR 2.2.3 RATSU TRIANGLE)** F660 (see ENR 2.2.3 RATSU TRIANGLE) **Neðri mörk: Jörð** Lower Limit: SFC **Flokkur C fyrir ofan FL 195.** **Flokkur G í eða fyrir neðan FL 195.** Class C above FL 195. Class G at or below FL 195. **Íslenska innanlandssvæðisins fyrir utan FAXI aðflugsstjórnununarsvæði (TMA) og BIAR TMA/** Domestic Area excluding FAXI TMA and BIAR TMA 673000N 0260000W along 673000N to 673000N 0110000W 640000N 0110000W 630000N 0160000W along 630000N to 630000N 0184413W then clockwise along an arc with 120NM radius centered on 635913N 0223652W to 652119N 0260000W 673000N 0260000W			**Neyð /** Emergency: 121.500 MHZ **Tíðni fyrir almenn flugfjarskipti á VHF/HF: /** General purpose VHF/HF: 127.850 MHZ Iceland Radio 129.625 MHZ Iceland Radio 126.550 MHZ Iceland Radio HF family D primary and family B and C secondary, see GEN 3.4.4.4 for hours of service.	A 60 NM circle with radius centered at 61572932N 006370012W Upper Limit: 7500 feet MSL. Lower Limit: MSL Class G. North Sea Area IV: For hours of service, see AIP United Kingdom 610000N 0000000W 610000N 0040000W 630000N 0012637W 630000N 0000000W 610000N 0000000W Upper Limit: F085. Lower Limit: MSL Class G. AERONAUTICAL STATIONS: PRIMARY: Iceland. CALL SIGN: Iceland Radio. LANGUAGE: English. SECONDARY: Gander Radio, Shanwick Radio and Bodo Radio. LANGUAGE: English.

Nafn Hliðarmörk Hæðarmörk Flokkur loftrýmis/ Name Lateral limits Vertical limits Class of Airspace	Hver veitir þjónustuna/ Unit providing service	Kallmerki Tungumál Notkunarskilyrði Þjónustutími/ Call sign Languages Area and conditions of use Hours of service	Tíðni Tilgangur/ Frequency and Purpose	Athugasemdir/ Remarks
1	2	3	4	5
Efri mörk: FL 660 Upper Limit: FL 660 **Neðri mörk: Jörð** Lower Limit: SFC **Flokkur A fyrir ofan FL 195** **Flokkur E í eða fyrir neðan FL 195 í og ofan 3000 fet eða 1000 fet SFC hvort sem er hærra,** **Flokkur G í eða fyrir neðan 3000 fet MSL eða 1000 fet SFC hvort sem er hærra** Class A above FL 195 Class E at or below FL 195 at and above 3000 feet MSL or 1000 feet SFC whichever is higher. Class G at or below 3000 feet MSL or 1000 feet SFC whichever is higher				
FAXI TMA FAXI TMA **BIKF Aðflug/** BIKF Approach 643100N 0224400W 641900N 0222800W 640900N 0223000W 640300N 0221600W 635700N 0214400W 634325N 0211354W then clockwise along an arc with 40NM radius centered on 635913N 0223652W to 643800N 0225800W 643100N 0224400W **Efri mörk: FL 245** Upper Limit: FL 245 **Neðri mörk /3000 fet MSL eða 1000 fet yfir jörð, hvort heldur er hærra.** Lower Limit: 3000 feet MSL or 1000 feet GND whichever is higher. **Flokkur A fyrir ofan FL 195.** **Flokkur C í eða fyrir neðan FL 195.** Class A above FL 195. Class C at or below FL 195. **BIRK Aðflug/** BIRK Approach	Flugstjórnarmiðstöðin í Reykjavík / ACC Reykjavík	Keflavík aðflug / Keflavik approach **Enska/Íslenska /** English/Icelandic **H24**	119.300 MHZ Keflavik Initial 121.300 MHZ Keflavik Final **Neyð /** Emergency: 121.500 MHZ	**FAXI TMA er skipt í fjögur undirsvæði** **Innan FAXI TMA er skilda að vera með ratsjársvara sem virkar.**
		Reykjavík aðflug / Reykjavik approach **Enska/Íslenska /** English/Icelandic **H24**	VHF 119.000 MHZ Reykjavik Approach	**Kraginn 1000** **Innan 5 NM svæðis frá 641338N 0215253W 641829N 0215018W sem umlykur flugstjórnarsvið Keflavíkur og Reykjavíkur (sjá BIKF og BIRK AD 2.17) að 634720N 0221617W 635118N 0222307W** **Kraginn 2000** **Innan 5NM svæðis umhverfis flugstjórnarsvið Keflavíkur og Reykjavíkur (sjá BIKF og BIRK AD 2.17) frá 635118N 0222307W 634720N 0221617W 635902N 0214058W beint 640118N 0214152W síðan 3 NM hringferill að**

Merkikóði kennimerkja/ Name-code Designator	Hnit/ Coordinates	Flugþjónustuleið eða aðrar leiðir/ ATS Route or other route	Athugasemdir/ Remarks
1	2	3	4
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
THUNE	661315N 0151952W	Y192, Y193	
TIBRA	641734N 0205542W		STAR BIRK
TOLAN	653611N 0492055W	UT588	See AIP Greenland
TOMAS	734400N 0583500W		Pituffik Exit Entry Point
TUGNU	652642N 0194221W		IAF BIKR
TUNLI	641215N 0214500W		BID12 DANGER AREA PLANNING WP
TUTGA	634216N 0512559W	Y688	
ULKIM	652916N 0135407W		IAF BIEG

Merkikóði kennimerkja/ Name-code Designator	Hnit/ Coordinates	Flugþjónustuleið eða aðrar leiðir/ ATS Route or other route	Athugasemdir/ Remarks
1	2	3	4
UNDIN	651055N 0130429W		IAF BINF
UPOKI	645752N 0485832W	UT598	
UTISU	655255N 0172030W		STAR-SID BIAR
VABAM	611500N 0100000W		-
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
VESFE	632359N 0201718W	Y190	
VESOX	635902N 0231033W		IAF BIKF
VEXIN	751950N 0620000W	UT595	See AIP Greenland
VICCI	664016N 0182124W		IAF BIGR
VICGA	655305N 0233558W		IAF BIBD
VICOM	652831N 0151536W		IAF BIVO
VIGAZ	654727N 0211138W		IAF BIGJ
VIZZU	631810N 0195820W		IAF BIVM
WAKES	662237N 0153120W		IAF BITN
WIVVI	653337N 0524606W	Y67	See AIP Greenland
WOXPO	643011N 0483224W	UT599	
WUTAN	665116N 0490319W	UW28	See AIP Greenland

ENR 6 FLUGLEIÐAKORT

ENR 6.1 LISTI YFIR FLUGLEIÐAKORT

ENR 6 EN-ROUTE CHARTS

ENR 6.1 LIST OF EN-ROUTE CHARTS

Kort / Charts	Blaðsíðunúmer / Page Number
ENROUTE CHART - ICAO (FL 660/GND) ICELAND	ENR 6.1 - 3
ENROUTE CHART - ICAO Reykjavik Control Area	ENR 6.1 - 5
ENROUTE CHART - West Greenland Insert. F195-F285	ENR 6.1 - 7
The North Atlantic High Level Airspace (NAT HLA)	ENR 6.1 - 9
ATS Surveillance Coverage Chart	ENR 6.1 - 11
VHF Coverage Chart	ENR 6.1 - 13
Airspace around BIKF and BIRK below FL195	ENR 6.1 - 15

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ENROUTE CHART - ICAO
(FL 660 / GND)
ICELAND

A 10/2026
Útgefið af / Published by: AVIANS

SCALE 1:1500 000

KILOMETERS 10 0 20 40 60 80 100 120 140 160 180 200 220
NAUTICAL MILES 5 0 10 20 30 40 50 60 70 80 90 100 110

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

CHANGES: BIRD FIR UPPER LIMIT CHANGED TO FL 660

LEGEND

AIRSPACE DEFINITIONS

- CTA BDRY
- TMA
- Danger Area, Restricted Area, Prohibited Area
- Division of sectors

FAXI TMA
FL 195
3000FT MSL
119.300

- Airspace Classification
- Name and Type
- Vertical limit
- Vertical limit
- Radio frequency(ies)

ATS Routes

ASKJA
645215N
0171544W

- Non Compulsory Reporting Point
- Point Name

- POSITION xxx°yy'zz" (for further information see: AIP ICELAND - ENR 4.4)

VOR/DME
INGO .057
112.4 ING
63481 1N 0163817W
CH 71X

- FACILITY
- NAME, DME ELEV
- FREQ/ID
- ID
- POSITION
- CHANNEL

(T 048.1)
114° -

- True Tracks
- ATS Air Routes with Magnetic Track

7400
Y193
71
117

- Minimum Obstacle Clearance Altitudes (MOCA) in feet MSL
- Route Designator
- Distance of Route Segment (NM)
- Distance Between Navaids (NM)

11°W

- Isogonic Lines (2023)

020°00'W 019°00'W 64°30'N
69
020°00'W 019°00'W 64°00'N

- Area Minimum Altitude
- = 6900 Feet MSL
  Area Minimum Altitudes shown within the section outlined by Latitude and Longitude lines are in hundreds of feet providing 2000 feet terrain clearance and 2000 feet obstacle clearance to obstacles known by Isavia

Aerodromes

- Civil Aerodromes
- BIRK — Aerodrome ID

Navaids

- NDB
- DME
- VORTAC
- VOR / DME

Communication Frequencies

Reykjavik Control

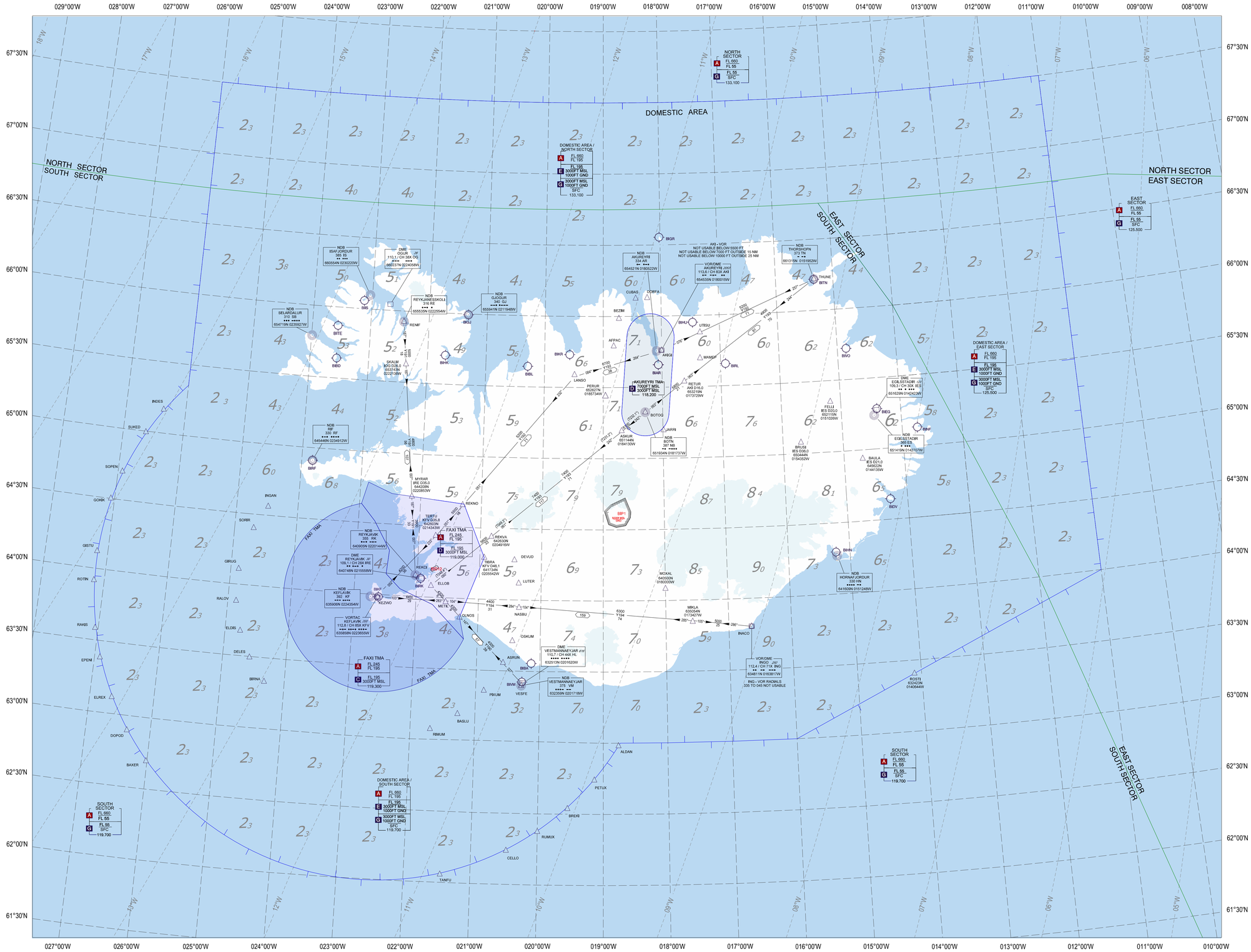
North Sector	133.100, 134.300, 135.250
South Sector	119.700, 125.700, 128.600, 132.300, 123.900, 129.900
East Sector	125.500, 132.200, 128.800, 126.750
Iceland Radio	126.650, 127.850, 129.625, SELCAL

Aerodrome Control Towers

Akureyri Tower	118.200, 121.500
Keflavik Approach	119.300, 119.150, 121.500
Keflavik Tower	118.300
Keflavik Ground	121.900, 121.500
Keflavik Clearance Delivery	121.000
Keflavik ATIS	128.300, 311.600
Reykjavik Approach	119.000
Reykjavik Tower	118.000, 121.500
Reykjavik Ground	121.700
Reykjavik ATIS	128.100

AERODROME FLIGHT INFORMATION SERVICE (AFIS)

Reykjavik	118.000
Grimsey, Norðfjordur,	118.100
Rif, Thorshofn, Vopnafjordur	118.100
Vestmannaeyjar	118.500
Blonduos, Gogur, Holmavik,	118.600
Isafjordur	118.800
Bildudalur, Hornafjordur,	119.100
Saudarkrokur, Thingeyri	119.100
Egilsstadir	119.400
Husavik	119.200



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ENROUTE CHART - ICAO
REYKJAVIK CONTROL AREA

A 10/2026
Útgefið af Avians
Published by Avians

SCALE 1:5000 000

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

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

CHANGES: ATS DELEGATION CLARIFIED, BIRD FIR UPPER LIMIT CHANGED TO FL 660

LEGEND

AIRSPACE DEFINITION

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

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

ATS Air Routes

NUTKA / 643328N 0512657W
- Compulsory Reporting Point
- Non Compulsory Reporting Point
- Point Name
- POSITION (deg,min,sec)

VOR/DME INGO 250 / 112.4 ING / 634811N 0163817W / CH 71X
- FACILITY
- NAME, DME ELEV
- FREQ.ID
- ID
- POSITION
- CHANNEL

(T091.6) 114°
- Tracks In Brackets Are True
- ATS Air Routes with Magnetic Track

UW28 / 174
- Route Designator
- Distance of Route Segment (NM)

11°W
- Isogonic Lines (2021) - Not published north of 85°N

6 1
- Area Minimum Altitude (see ENR 6.1-3 for domestic airspace, not published for BGGL FIR and VAGAR TIZ)
- 6 1 = 6100 Feet MSL

Aerodromes

- Civil
- Military
- BIRK — Aerodrome ID

Navaids

NDB or L — VORTAC — VOR / DME

Data Link

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

Communication Frequencies

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

AERODROME FLIGHT INFORMATION SERVICE (AFIS)

Egilsstadir	119.400
Reykjavik	118.000

Aerodrome Control Towers

Akureyri Tower	118.200, 121.500
Akureyri Approach	118.200, 121.500
Akureyri ATIS	136.200
Keflavik Approach	119.300, 119.150, 121.500
Keflavik Tower	118.300
Keflavik Ground	121.900, 121.500
Keflavik Clearance Delivery	121.000
Keflavik ATIS	128.300, 311.600
Reykjavik Approach	119.000
Reykjavik Tower	118.000, 121.700, 121.500
Reykjavik ATIS	128.100

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BIHN AD 2.7 ÁRSTÍÐARBUNDNAR HREINSANIR
BIHN AD 2.7 SEASONAL AVAILABILITY

1	Tegund tækja Types of clearing equipment	Snjóplógar og kústar / Snow ploughs and sweepers
2	Forgangsröð hreinsunar Clearance priorities	Sjá AD 1.2.2.1 Aðgerðir til að tryggja notkun á athafnasvæðum / See AD 1.2.2.1 Actions taken to maintain the usability of movement areas
3	Efni notuð við hálkuvarnir athafnasvæða Use of material for movement area surface treatment	Flugbrautir, akbrautir og flughlöð geta verið hálkuvarin með sandi þegar þess gerist þörf / When needed, SAND is applied on the runway, taxiway and apron for friction improvement
4	Vottun vegna þekjulýsingar (Specially Prepared Winter Runway) Certification to use contamination descriptor (Specially Prepared Winter Runway)	Ekki í gildi / Not valid
5	Athugasemdir Remarks	NIL

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

1	Yfirborð hlaðs og styrkur Designation, surface and strength of apron	TERMINAL APRON: Asphalt stabilised gravel / Tjörubundin grús: 100x40 m
2	Breidd akbrautar, yfirborð og styrkur Designation, width, surface and strength of taxiways	TWY ALPHA: 19 M breitt/wide / Asphalt stabalised gravel / Tjörubundin grús
3	Staðsetning og landhæð gátunarstaðar fyrir hæðarmælisathugun Altimeter checkpoint location and elevation	Flughlað hæð: 30 FT Apron elev: 30 FT
4	VOR-gátunarstaðir VOR checkpoints	NIL
5	INS-gátunarstaðir INS checkpoints	NIL
6	Athugasemdir Remarks	NIL

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

1	Notkun kenniskilta loftfarastæða, akbrautamerkinga og sjónrænnar stæðisleiðsögu Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Já Yes
2	Flugbrautar- og akbrautarmerkingar og ljós RWY and TWY markings and LGT	Brautarmerkingar: Brautarheiti, þröskulds og miðlínumerkingar. Brautarljós: þröskulds-, enda-, og kantljós Akbrautarmerkingar: Miðlína Akbrautarljós: kantljós / RWY Markings: Designation, THR and centreline. RWY Lights: THR, END and EDGE RWY Markings: Centreline TWY Lights: EDGE
3	Stöðvunarljós Stop bars	NIL
4	Athugasemdir Remarks	Hindranir á flugvelli eru lýstar allan sólarhringinn / Obstructions on aerodrome are lit day and night

BIHN AD 2.10 FLUGVALLARHINDRANIR
BIHN AD 2.10 AERODROME OBSTACLES

In Area 2					
OBST ID / Designation	**OBST type**	**OBST position**	**ELEV / HGT**	**Markings / Type, colour**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
BIHNOB0001	Terrain	641912.56N 0151209.81W	398 / - FT	NIL	NIL
BIHNOB0002	Terrain	642025.54N 0151252.00W	2155 / - FT	NIL	NIL
BIHNOB0003	Terrain	641933.34N 0150925.93W	1461 / - FT	NIL	NIL

In Area 3					
OBST ID / Designation	**OBST type**	**OBST position**	**ELEV / HGT**	**Markings / Type, colour**	**Remarks**
a	**b**	**c**	**d**	**e**	**f**
Athugasemdir/Notes: Hindranir á flugvelli eru lýstir allan sólarhringinn / Obstructions on aerodrome are lit day and night					

Öryggisvæði og hindranafleti fyrir lendingarstaðinn má nálgast hér https://avians.is/oryggis--og-hindranafletir

Strips and obstacle areas can be found here https://avians.is/en/c-preflight-information/condition-landing-strips

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

Kort / Charts	Blaðsíðunúmer / Page Number
BIKF Aerodrome Chart - ICAO	AD 2 BIKF 2 - 1
BIKF Aerodrome Chart - CODE F Ground Movement	AD 2 BIKF 2 - 3
BIKF Aircraft Parking/Docking Chart - ICAO Terminal Aprons	AD 2 BIKF 2 - 5
BIKF Aircraft Parking/Docking Chart - ICAO East Apron	AD 2 BIKF 2 - 7
BIKF Precision Approach Terrain Chart - ICAO RWY 01	AD 2 BIKF 3 - 1
BIKF Precision Approach Terrain Chart - ICAO RWY 10	AD 2 BIKF 3 - 3
BIKF Precision Approach Terrain Chart - ICAO RWY 19	AD 2 BIKF 3 - 5
BIKF Precision Approach Terrain Chart - ICAO RWY 28	AD 2 BIKF 3 - 7
KEFLAVIK RNAV SID and STAR - WAYPOINT COORDINATES – ALL RUNWAYS	AD 2 BIKF 4 - 1
BIKF RNAV STAR RWY 01 (East)	AD 2 BIKF 5 - 1
BIKF RNAV STAR RWY 01 (West)	AD 2 BIKF 5 - 3
BIKF RNAV STAR RWY 10 (East)	AD 2 BIKF 5 - 5
BIKF RNAV STAR RWY 10 (West)	AD 2 BIKF 5 - 7
BIKF RNAV STAR RWY 19 (East)	AD 2 BIKF 5 - 9
BIKF RNAV STAR RWY 19 (West)	AD 2 BIKF 5 - 11
BIKF RNAV STAR RWY 28 (East)	AD 2 BIKF 5 - 13
BIKF RNAV STAR RWY 28 (West)	AD 2 BIKF 5 - 15
BIKF RNAV STAR RWY 01 - Recommended Coding Tables	AD 2 BIKF 5 - 17
BIKF RNAV STAR RWY 10 - Recommended Coding Tables	AD 2 BIKF 5 - 19
BIKF RNAV STAR RWY 19 - Recommended Coding Tables	AD 2 BIKF 5 - 21
BIKF RNAV STAR RWY 28 - Recommended Coding Tables	AD 2 BIKF 5 - 23
BIKF Instrument Approach Chart - ICAO RNP RWY 01	AD 2 BIKF 6 - 1
BIKF Instrument Approach Chart - ICAO ILS or LOC Z RWY 01	AD 2 BIKF 6 - 3
BIKF Instrument Approach Chart - ICAO ILS or LOC Y RWY 01	AD 2 BIKF 6 - 5
BIKF Instrument Approach Chart - ICAO VOR RWY 01	AD 2 BIKF 6 - 7
BIKF Instrument Approach Chart - ICAO RNP RWY 10	AD 2 BIKF 6 - 9
BIKF Instrument Approach Chart - ICAO ILS or LOC Z RWY 10	AD 2 BIKF 6 - 11
BIKF Instrument Approach Chart - ICAO ILS or LOC Y RWY 10	AD 2 BIKF 6 - 13
BIKF Instrument Approach Chart - ICAO VOR RWY 10	AD 2 BIKF 6 - 15
BIKF Instrument Approach Chart - ICAO NDB RWY 10	AD 2 BIKF 6 - 17
BIKF Instrument Approach Chart - ICAO RNP RWY 19	AD 2 BIKF 6 - 19
BIKF Instrument Approach Chart - ICAO ILS or LOC Z RWY 19	AD 2 BIKF 6 - 21
BIKF Instrument Approach Chart - ICAO ILS or LOC Y RWY 19	AD 2 BIKF 6 - 23
BIKF Instrument Approach Chart - ICAO VOR RWY 19	AD 2 BIKF 6 - 25
BIKF Instrument Approach Chart - ICAO RNP RWY 28	AD 2 BIKF 6 - 27
BIKF Instrument Approach Chart - ICAO ILS or LOC Z RWY 28	AD 2 BIKF 6 - 29
BIKF Instrument Approach Chart - ICAO ILS or LOC Y RWY 28	AD 2 BIKF 6 - 31
BIKF Instrument Approach Chart - ICAO VOR RWY 28	AD 2 BIKF 6 - 33
BIKF RNAV RNAV SID RWY 01 LUTER 2A, OSKUM 3A, PIXUM 1A, RIMUM 1A Standard Departure Chart - Instrument (SID) - ICAO	AD 2 BIKF 7 - 1
BIKF RNAV RNAV SID RWY 01 DELES 2A RALOV 3A SORIR 3A Standard Departure Chart - Instrument (SID) - ICAO	AD 2 BIKF 7 - 3

Kort / Charts	Blaðsíðunúmer / Page Number
BIKF RNAV RNAV SID RWY 10 LUTER 2B, OSKUM 1B, PIXUM 3B, RIMUM 1B Standard Departure Chart - Instrument (SID) - ICAO	AD 2 BIKF 7 - 5
BIKF RNAV RNAV SID RWY 10 DELES 3B, RALOV 4B, SORIR 3B Standard Departure Chart - Instrument (SID) - ICAO	AD 2 BIKF 7 - 7
BIKF RNAV RNAV SID RWY 19 LUTER 3C, OSKUM 3C, PIXUM 2C, RIMUM 1C Standard Departure Chart - Instrument (SID) - ICAO	AD 2 BIKF 7 - 9
BIKF RNAV RNAV SID RWY 19 DELES 2C, RALOV 3C, SORIR 2C Standard Departure Chart - Instrument (SID) - ICAO	AD 2 BIKF 7 - 11
BIKF RNAV RNAV SID RWY 28 LUTER3D, OSKUM 3D, PIXUM 2D, RIMUM 1D Standard Departure Chart - Instrument (SID) - ICAO	AD 2 BIKF 7 - 13
BIKF RNAV RNAV SID RWY 28 DELES 3D, RALOV 1D, SORIR 2D Standard Departure Chart - Instrument (SID) - ICAO	AD 2 BIKF 7 - 15
BIKF OMNI-DIRECTIONAL DEPARTURES RWY 01/10/19/28	AD 2 BIKF 7 - 17
BIKF RNAV SID RWY 01 - Recommended Coding Tables	AD 2 BIKF 7 - 19
BIKF RNAV SID RWY 10 - Recommended Coding Tables	AD 2 BIKF 7 - 21
BIKF RNAV SID RWY 19 - Recommended Coding Tables	AD 2 BIKF 7 - 23
BIKF RNAV SID RWY 28 - Recommended Coding Tables	AD 2 BIKF 7 - 25
BIKF VFR Routes	AD 2 BIKF 8 - 1
BIKF Military Instrument Approach Chart - VORTAC RWY 01 (CAT A-B)	AD 2 BIKF 8 - 3
BIKF Military Instrument Approach Chart - VORTAC RWY 01 (CAT C-D)	AD 2 BIKF 8 - 5
BIKF Military Instrument Approach Chart - VORTAC RWY 10 (CAT A-B)	AD 2 BIKF 8 - 7
BIKF Military Instrument Approach Chart - VORTAC RWY 10 (CAT C-D)	AD 2 BIKF 8 - 9
BIKF Military Instrument Approach Chart - VORTAC RWY 19 (CAT A-B)	AD 2 BIKF 8 - 11
BIKF Military Instrument Approach Chart - VORTAC RWY 19 (CAT C-D)	AD 2 BIKF 8 - 13
BIKF Military Instrument Approach Chart - VORTAC RWY 28 (CAT A-B)	AD 2 BIKF 8 - 15
BIKF Military Instrument Approach Chart - VORTAC RWY 28 (CAT C-D)	AD 2 BIKF 8 - 17
ATC Surveillance Minimum Altitude Chart - FAXI TMA	AD 2 BIKF 8 - 19

AIRCRAFT PARKING/DOCKING CHART - ICAO TERMINAL APRONS

TWR 118.300 GND 121.900
ATIS 128.300 CLR DELIVERY 121.000

ELEV IN FT
DIMENSIONS IN M

APRON ELEV 131FT

ARP 635906N 0223620W
DATUM: WGS-84

BIKF - KEFLAVIK

COORDINATES FOR AIRCRAFT STANDS:

TERMINAL APRON

1.	635943.55N	0223727.73W
3.	635941.44N	0223727.92W
5.	635939.36N	0223727.59W
7.	635937.21N	0223730.94W
8.	635937.35N	0223720.19W
9.	635934.10N	0223731.67W
10.	635935.93N	0223717.10W
11.	635934.40N	0223728.40W
12.	635934.47N	0223719.87W
14.	635934.40N	0223723.08W

TERMINAL REMOTE WEST

46.	635938.70N	0223746.26W
46R.	635939.43N	0223742.30W
46L.	635938.12N	0223744.02W
44.	635935.99N	0223746.46W
42.	635934.19N	0223745.99W
40.	635933.22N	0223746.36W

MAINT. APRON

62.	635933.51N	0223813.09W
62L.	635932.83N	0223812.59W
62R.	635934.22N	0223812.93W
63.	635935.20N	0223802.92W

ACFT STANDS 51-61, 67, 69

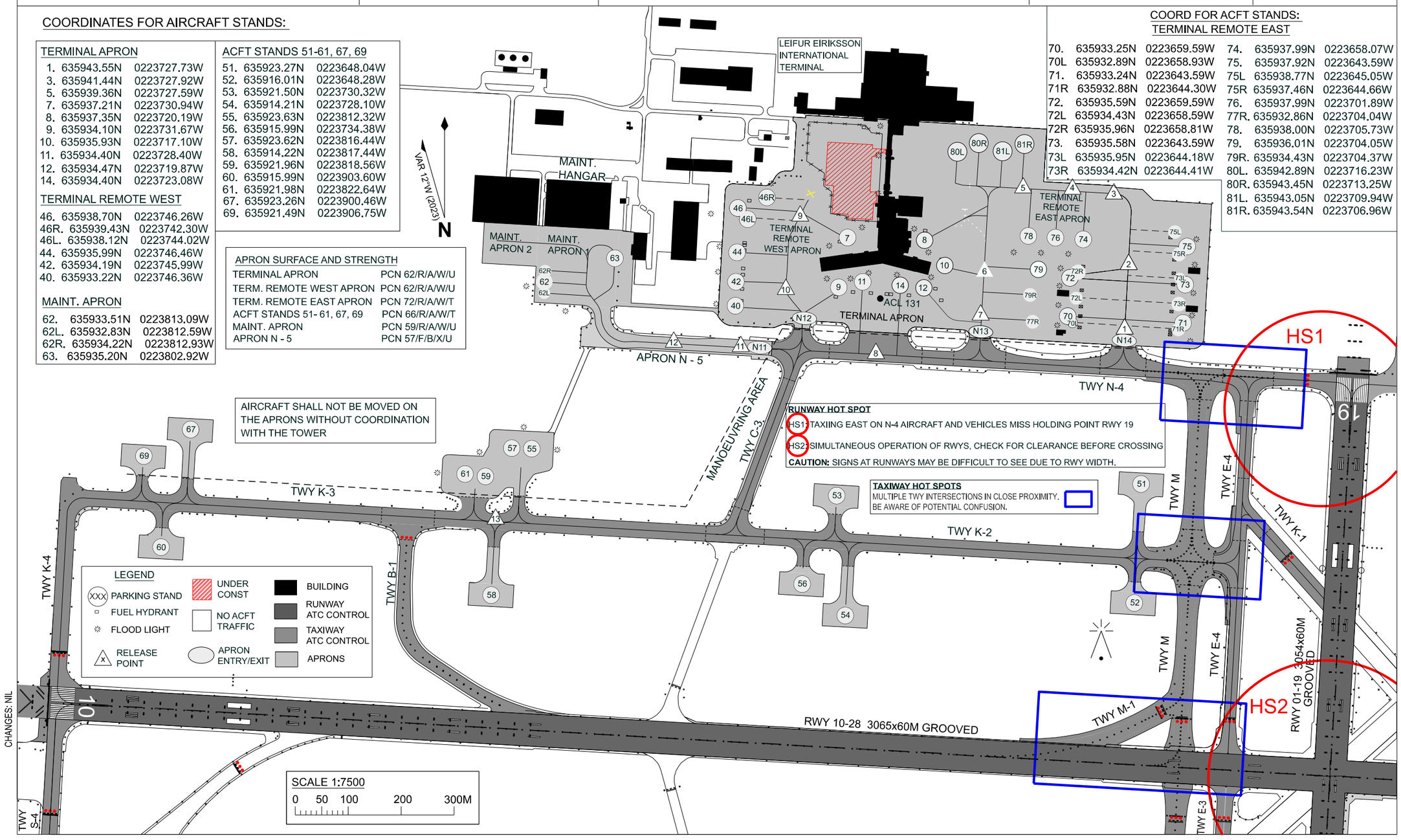
51.	635923.27N	0223648.04W
52.	635916.01N	0223648.28W
53.	635921.50N	0223730.32W
54.	635914.21N	0223728.10W
55.	635923.63N	0223812.32W
56.	635915.99N	0223734.38W
57.	635923.62N	0223816.44W
58.	635914.22N	0223817.44W
59.	635921.96N	0223818.56W
60.	635915.99N	0223903.60W
61.	635921.98N	0223822.64W
67.	635923.26N	0223900.46W
69.	635921.49N	0223906.75W

APRON SURFACE AND STRENGTH

TERMINAL APRON	PCN 62/R/A/W/U
TERM. REMOTE WEST APRON	PCN 62/R/A/W/U
TERM. REMOTE EAST APRON	PCN 72/R/A/W/T
ACFT STANDS 51- 61, 67, 69	PCN 66/R/A/W/T
MAINT. APRON	PCN 59/R/A/W/U
APRON N - 5	PCN 57/F/B/X/U

COORD FOR ACFT STANDS: TERMINAL REMOTE EAST

70.	635933.25N	0223659.59W	74.	635937.99N	0223658.07W
70L	635932.89N	0223658.93W	75.	635937.92N	0223643.59W
71.	635933.24N	0223643.59W	75L	635938.77N	0223645.05W
71R	635932.88N	0223644.30W	75R	635937.46N	0223644.66W
72.	635935.59N	0223659.59W	76.	635937.99N	0223701.89W
72L	635934.43N	0223658.59W	77R.	635932.86N	0223704.04W
72R	635935.96N	0223658.81W	78.	635938.00N	0223705.73W
73.	635935.58N	0223643.59W	79.	635936.01N	0223704.05W
73L	635935.95N	0223644.18W	79R.	635934.43N	0223704.37W
73R	635934.42N	0223644.41W	80L.	635942.89N	0223716.23W
			80R.	635943.45N	0223713.25W
			81L.	635943.05N	0223709.94W
			81R.	635943.54N	0223706.96W



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AIRCRAFT PARKING/DOCKING CHART - ICAO
EAST APRON

TWR 118.300 GND 121.900
ATIS 128.300 CLR DELIVERY 121.000

ELEVATIONS IN FEET
DIMENSIONS IN METERS

APRON ELEVATION 180FT

ARP 635906N 0223620W
DATUM: WGS-84

BIKF KEFLAVIK

AIRCRAFT SHALL NOT BE MOVED ON THE APRONS WITHOUT COORDINATION WITH GROUND

APRON SURFACE AND STRENGTH

ACFT STANDS 101-111	PCN 60/F/C/W/T
ACFT STANDS 112-121	PCN 77/R/A/W/T
ACFT STANDS 122-123	PCN 50/R/A/W/T
ACFT STANDS 128-141	PCN 52/R/A/W/T

VAR 12°W (2023)

COORDINATES FOR AIRCRAFT STANDS:

EAST APRON

101. 635819.53N 0223532.88W	110. 635832.92N 0223519.92W	120. 635849.52N 0223509.83W
101L 635819.74N 0223533.46W	111. 635834.89N 0223518.04W	120L 635850.09N 0223511.67W
102. 635820.73N 0223531.73W	112. 635846.95N 0223448.56W	120R 635848.39N 0223510.27W
102L 635820.94N 0223532.31W	112L 635847.14N 0223449.15W	121. 635846.93N 0223508.51W
103. 635821.94N 0223530.59W	113. 635848.26N 0223448.53W	121R 635846.69N 0223509.39W
103L 635822.14N 0223531.10W	113L 635848.45N 0223449.12W	122. 635844.37N 0223523.86W
104. 635823.15N 0223529.44W	114. 635849.56N 0223448.49W	123. 635841.42N 0223526.64W
104L 635823.36N 0223530.01W	114L 635849.76N 0223449.08W	134. 635829.11N 0223542.65W
105. 635824.53N 0223528.12W	115. 635850.87N 0223448.46W	135. 635831.96N 0223542.56W
105L 635824.82N 0223528.27W	115L 635851.07N 0223449.05W	136. 635831.21N 0223548.66W
106. 635826.10N 0223526.63W	116. 635855.33N 0223506.28W	137. 635829.43N 0223548.66W
106L 635826.39N 0223526.78W	116L 635854.98N 0223506.85W	139. 635822.98N 0223545.98W
107. 635827.66N 0223525.14W	117. 635855.22N 0223510.14W	140. 635822.20N 0223540.42W
107L 635827.95N 0223525.29W	117L 635854.99N 0223510.70W	
108. 635829.38N 0223523.30W	118. 635855.24N 0223514.00W	
108L 635829.69N 0223523.98W	118L 635855.01N 0223514.56W	
109. 635831.15N 0223521.61W	119. 635855.25N 0223517.86W	
109L 635831.71N 0223521.70W	119L 635855.03N 0223518.42W	

LEGEND

- XXX PARKING STAND
- FLOOD LIGHT
- BUILDING
- RUNWAY ATC CONTROL
- TAXIWAY ATC CONTROL
- APRONS
- NO AIRCRAFT TRAFFIC

RUNWAY HOT SPOTS

HS1: TAXIING EAST ON N-4, AIRCRAFT AND VEHICLES MAY MISS RUNWAY HOLDING POSITION MARKING FOR RWY 19

HS2: SIMULTANEOUS OPERATION OF RWYs. WHEN TAXIING, CHECK FOR CLEARANCE BEFORE CROSSING RWYs.

CAUTION: SIGNS AT RUNWAYS MAY BE DIFFICULT TO SEE DUE TO RWY WIDTH.

TAXIWAY HOT SPOTS

MULTIPLE TWY INTERSECTIONS IN CLOSE PROXIMITY BE AWARE OF POTENTIAL CONFUSION

WATER TOWER

ABN AT TOP OF WATER TOWER FLG G AND W

LOC

MANOEUVRING AREA

APRON

EAST APRON

RUN-UP AREA

TWY N-1

TWY N-2

TWY N-3

TWY N-4

TWY E-4

TWY K-1

TWY A-1

TWY S-1

RWY 10-28 3065x60M GROOVED

RWY 01-19 3054x60M GROOVED

28

19

TWR

ACL 180

MAINT.
Hangar 831

APRON
MANOEUVRING AREA

HS1

HS2

NOTE: AIRCRAFT LARGER THAN CODED D (WINGSPAN 52M) ARE NOT ALLOWED TO TAXI S-1 TO AND FROM EAST APRON AND SOUTH OF AIRCRAFT STAND 111 ON EAST APRON.

SCALE 1:7500
0 50 100 200 300M

CHANGES: CHART TITLE

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