AIP – ÍSLAND/ICELAND

Avians ehf., Nauthólsvegi 66, 102 Reykjavík /
Avians, Nautholsvegi 66, IS-102 Reykjavik, Iceland
Sími/Telephone: + 354 424 4000
Netfang/E-mail: ais@avians.is – Veffang/Internet address: https://www.avians.is/

AIP AIRAC
A 11/2026
16 OCT 2026

EFFECTIVE 26 NOV 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
ENR		
Operation of SSR transponders	Implementation of Transponder Mandate within BIRK CTR	ENR 1.6.2.6.2
Regional supplementary procedures	MNPS certification is no longer required in BIRD CTA. For operating within BIRD CTA between FLs 285 and 420 inclusive (HLA), aircraft are required to meet RNP 4 or RNAV 10 navigation specifications, consistent with ICAO PBN provisions	ENR 1.8.2.1
	MNPS approval no longer required in BIRD CTA.	ENR 1.8.3.1.3.5
AD		
BIAR - Akureyri	Radio navigation and landing aids - TACAN VAR	BIAR AD 2.19.1
	RNP Z RWY 19	AD 2 BIAR 6 - 23/24
	TACAN RWY 01 - APCH angle, radials, MSA	AD 2 BIAR 8 - 3
	TACAN RWY 19 - Radials, MSA	AD 2 BIAR 8 - 5
BIGJ - Gjogur	NDB A - Procedure withdrawn	AD 2 BIGJ 6 - 3/4
	RNP RWY 22 - New page number	AD 2 BIGJ 6 - 3/4
BIKF - Keflavik	RWY physical characteristics - Slopes per third of RWY-SWY	BIKF AD 2.12
BIRK - Reykjavik	Remarks on aprons	BIRK AD 2.8.6
	Local AD regulations - Implementation of Transponder Mandate within BIRK CTR	BIRK AD 2.20.1
BIBA - Bakki	RWY physical characteristics - RWY markings are partially missing	BIBA AD 2.12.14

SUPs - AIP Supplements	
Tímabundið hættusvæði BID70/ Temporary Danger Area BID70	SUP 24/2026

AICs - Aeronautical information circulars	
Notkun evrópska AIS gagnagrunnsins (EAD) / Operation of the Eurocontrol European AIS Database (EAD)	AIC A 15/2026
Hæðarmælisleiðrétting í köldu lofti / Altimeter correction in cold air	AIC A 16/2026
Ratsjársvarmerki - Úthlutun / Allocated transponder codes	AIC A 17/2026

Eldri síður: / Old pages:		Nýjar síður: / New pages:	
GEN		**GEN**	
GEN 0.2 - 1	29 OCT 2026	GEN 0.2 - 1	26 NOV 2026
GEN 0.2 - 2	29 OCT 2026	GEN 0.2 - 2	26 NOV 2026
GEN 0.3 - 3	29 OCT 2026	GEN 0.3 - 3	26 NOV 2026
GEN 0.3 - 4	29 OCT 2026	GEN 0.3 - 4	26 NOV 2026
GEN 0.4 - 1	29 OCT 2026	GEN 0.4 - 1	26 NOV 2026
GEN 0.4 - 2	29 OCT 2026	GEN 0.4 - 2	26 NOV 2026
GEN 0.4 - 3	29 OCT 2026	GEN 0.4 - 3	26 NOV 2026
GEN 0.4 - 4	29 OCT 2026	GEN 0.4 - 4	26 NOV 2026
GEN 0.4 - 5	29 OCT 2026	GEN 0.4 - 5	26 NOV 2026
GEN 0.4 - 6	29 OCT 2026	GEN 0.4 - 6	26 NOV 2026
GEN 0.4 - 7	29 OCT 2026	GEN 0.4 - 7	26 NOV 2026
GEN 0.4 - 8	29 OCT 2026	GEN 0.4 - 8	26 NOV 2026
GEN 0.4 - 9	29 OCT 2026	GEN 0.4 - 9	26 NOV 2026
GEN 0.4 - 10	29 OCT 2026	GEN 0.4 - 10	26 NOV 2026
GEN 3.2 - 7	01 OCT 2026	GEN 3.2 - 7	26 NOV 2026
GEN 3.2 - 8	01 OCT 2026	GEN 3.2 - 8	26 NOV 2026
GEN 3.2 - 9	06 AUG 2026	GEN 3.2 - 9	26 NOV 2026
GEN 3.2 - 10	06 AUG 2026	GEN 3.2 - 10	26 NOV 2026
ENR		**ENR**	
ENR 0.6 - 1	14 MAY 2026	ENR 0.6 - 1	26 NOV 2026
ENR 0.6 - 2	14 MAY 2026	ENR 0.6 - 2	26 NOV 2026
ENR 1.6 - 7	27 NOV 2025	ENR 1.6 - 7	26 NOV 2026
ENR 1.6 - 8	27 NOV 2025	ENR 1.6 - 8	26 NOV 2026
ENR 1.6 - 9	14 MAY 2026	ENR 1.6 - 9	26 NOV 2026
ENR 1.6 - 10	14 MAY 2026	ENR 1.6 - 10	26 NOV 2026
ENR 1.6 - 11	14 MAY 2026	ENR 1.6 - 11	26 NOV 2026
ENR 1.6 - 12	14 MAY 2026	ENR 1.6 - 12	26 NOV 2026
ENR 1.6 - 13	07 AUG 2025	ENR 1.6 - 13	26 NOV 2026
ENR 1.6 - 14	07 AUG 2025	ENR 1.6 - 14	26 NOV 2026
ENR 1.8 - 1	19 FEB 2026	ENR 1.8 - 1	26 NOV 2026
ENR 1.8 - 2	19 FEB 2026	ENR 1.8 - 2	26 NOV 2026
ENR 1.8 - 5	19 MAR 2026	ENR 1.8 - 5	26 NOV 2026
ENR 1.8 - 6	19 MAR 2026	ENR 1.8 - 6	26 NOV 2026
ENR 1.8 - 9	17 APR 2025	ENR 1.8 - 9	26 NOV 2026
ENR 1.8 - 10	17 APR 2025	ENR 1.8 - 10	26 NOV 2026
ENR 1.8 - 21	24 JAN 2025	ENR 1.8 - 21	26 NOV 2026
ENR 1.8 - 22	24 JAN 2025	ENR 1.8 - 22	26 NOV 2026
ENR 1.8 - 33	19 MAR 2026	ENR 1.8 - 33	26 NOV 2026
ENR 1.8 - 34	19 MAR 2026	ENR 1.8 - 34	26 NOV 2026
ENR 1.8 - 35	24 JAN 2025	ENR 1.8 - 35	26 NOV 2026
ENR 1.8 - 36	24 JAN 2025	ENR 1.8 - 36	26 NOV 2026
AD		**AD**	
AD 0.6 - 13	02 OCT 2025	AD 0.6 - 13	26 NOV 2026
AD 0.6 - 14	02 OCT 2025	AD 0.6 - 14	26 NOV 2026
AD 2 BIAR 1 - 15	27 NOV 2025	AD 2 BIAR 1 - 15	26 NOV 2026
AD 2 BIAR 1 - 16	27 NOV 2025	AD 2 BIAR 1 - 16	26 NOV 2026
AD 2 BIAR 1 - 25	14 MAY 2026	AD 2 BIAR 1 - 25	26 NOV 2026
AD 2 BIAR 1 - 26	14 MAY 2026	AD 2 BIAR 1 - 26	26 NOV 2026
		AD 2 BIAR 6 - 23	26 NOV 2026
		AD 2 BIAR 6 - 24	26 NOV 2026
AD 2 BIAR 8 - 3	27 NOV 2025	AD 2 BIAR 8 - 3	26 NOV 2026
AD 2 BIAR 8 - 4	27 NOV 2025	AD 2 BIAR 8 - 4	26 NOV 2026

Eldri síður: / Old pages:		Nýjar síður: / New pages:	
AD 2 BIAR 8 - 5	27 NOV 2025	AD 2 BIAR 8 - 5	26 NOV 2026
AD 2 BIAR 8 - 6	27 NOV 2025	AD 2 BIAR 8 - 6	26 NOV 2026
AD 2 BIGJ 1 - 13	11 JUN 2026	AD 2 BIGJ 1 - 13	26 NOV 2026
AD 2 BIGJ 1 - 14	11 JUN 2026	AD 2 BIGJ 1 - 14	26 NOV 2026
AD 2 BIGJ 6 - 3	07 AUG 2025	AD 2 BIGJ 6 - 3	26 NOV 2026
AD 2 BIGJ 6 - 4	07 AUG 2025	AD 2 BIGJ 6 - 4	26 NOV 2026
AD 2 BIGJ 6 - 5	11 JUN 2026		
AD 2 BIGJ 6 - 6	11 JUN 2026		
AD 2 BIKF 1 - 13	09 AUG 2024	AD 2 BIKF 1 - 13	26 NOV 2026
AD 2 BIKF 1 - 14	09 AUG 2024	AD 2 BIKF 1 - 14	26 NOV 2026
AD 2 BIRK 1 - 7	27 NOV 2025	AD 2 BIRK 1 - 7	26 NOV 2026
AD 2 BIRK 1 - 8	27 NOV 2025	AD 2 BIRK 1 - 8	26 NOV 2026
AD 2 BIRK 1 - 21	27 NOV 2025	AD 2 BIRK 1 - 21	26 NOV 2026
AD 2 BIRK 1 - 22	27 NOV 2025	AD 2 BIRK 1 - 22	26 NOV 2026
LS		**LS**	
AD 2 BIBA 1 - 3	03 DEC 2021	AD 2 BIBA 1 - 3	26 NOV 2026
AD 2 BIBA 1 - 4	03 DEC 2021	AD 2 BIBA 1 - 4	26 NOV 2026
AD 2 BIBA 1 - 5	02 OCT 2025	AD 2 BIBA 1 - 5	26 NOV 2026
AD 2 BIBA 1 - 6	02 OCT 2025	AD 2 BIBA 1 - 6	26 NOV 2026
		AD 2 BIBA 1 - 7	26 NOV 2026
		AD 2 BIBA 1 - 8	26 NOV 2026

VIÐBÆTUR

Nýjar viðbætur

SUPPLEMENTS

New Supplements

SUP 24/2026

Nýjar viðbætur - utan útgáfu

Engar

New Supplements - outside publication

NIL

Viðbætur felldar úr gildi

Engar

Supplements hereby cancelled

NIL

UPPLÝSINGABRÉF (AIC)

Ný upplýsingabréf

AIC

New AIC

AIC A 15/2026
AIC A 16/2026
AIC A 17/2026

Ný upplýsingabréf - utan útgáfu

Engin

New AICs - outside publication

NIL

Upplýsingabréf felld úr gildi

AICs hereby cancelled

AIC A 05/2026, A 05/2025, A 01/23

Engin

NIL

NOTAM

Efni eftirfarandi NOTAM skeyta birt í útgáfunni:

NOTAM

NOTAM incorporated in this amendment:

B0077/26

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**
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	
A 11/2026	16 OCT 2026	26 NOV 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	
24/2026	Tímabundið hættusvæði BID70/ Temporary Danger Area BID70	ENR 5.1	26 NOV 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	26 NOV 2026	1.7 - 17	12 AUG 2022	2.2 - 13	25 MAR 2021
0.2 - 2	26 NOV 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	26 NOV 2026	1.7 - 21	12 AUG 2022	2.2 - 17	05 OCT 2023
0.3 - 4	26 NOV 2026	1.7 - 22	12 AUG 2022	2.2 - 18	05 OCT 2023
0.4 - 1	26 NOV 2026	1.7 - 23	17 MAY 2024	2.2 - 19	21 MAR 2024
0.4 - 2	26 NOV 2026	1.7 - 24	17 MAY 2024	2.2 - 20	21 MAR 2024
0.4 - 3	26 NOV 2026	1.7 - 25	12 AUG 2022	2.2 - 21	25 MAR 2021
0.4 - 4	26 NOV 2026	1.7 - 26	12 AUG 2022	2.2 - 22	25 MAR 2021
0.4 - 5	26 NOV 2026	1.7 - 27	12 AUG 2022	2.2 - 23	19 MAR 2026
0.4 - 6	26 NOV 2026	1.7 - 28	12 AUG 2022	2.2 - 24	19 MAR 2026
0.4 - 7	26 NOV 2026	1.7 - 29	12 AUG 2022	2.2 - 25	19 MAR 2026
0.4 - 8	26 NOV 2026	1.7 - 30	12 AUG 2022	2.2 - 26	19 MAR 2026
0.4 - 9	26 NOV 2026	1.7 - 31	12 AUG 2022	2.2 - 27	19 MAR 2026
0.4 - 10	26 NOV 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	26 NOV 2026
3.2 - 8	26 NOV 2026
3.2 - 9	26 NOV 2026
3.2 - 10	26 NOV 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
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AD 2 BIGJ 1 - 11	19 MAR 2026	AD 2 BIHU 1 - 13	02 OCT 2025	AD 2 BIIS 1 - 15	07 AUG 2025
AD 2 BIGJ 1 - 12	19 MAR 2026	AD 2 BIHU 1 - 14	02 OCT 2025	AD 2 BIIS 1 - 16	07 AUG 2025
AD 2 BIGJ 1 - 13	26 NOV 2026	AD 2 BIHU 2 - 1	16 MAY 2024	AD 2 BIIS 1 - 17	04 SEP 2025
AD 2 BIGJ 1 - 14	26 NOV 2026	AD 2 BIHU 2 - 2	16 MAY 2024	AD 2 BIIS 1 - 18	04 SEP 2025
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AD 2 BIGJ 2 - 2	22 JAN 2026	AD 2 BIHU 3 - 2	18 JUN 2021	AD 2 BIIS 2 - 2	07 AUG 2025
AD 2 BIGJ 3 - 1	18 JUN 2021	AD 2 BIHU 4 - 1	18 JUN 2021	AD 2 BIIS 3 - 1	18 JUN 2021
AD 2 BIGJ 3 - 2	18 JUN 2021	AD 2 BIHU 4 - 2	18 JUN 2021	AD 2 BIIS 3 - 2	18 JUN 2021
AD 2 BIGJ 4 - 1	18 JUN 2021	AD 2 BIHU 5 - 1	18 JUN 2021	AD 2 BIIS 4 - 1	18 JUN 2021
AD 2 BIGJ 4 - 2	18 JUN 2021	AD 2 BIHU 5 - 2	18 JUN 2021	AD 2 BIIS 4 - 2	18 JUN 2021
AD 2 BIGJ 5 - 1	18 JUN 2021	AD 2 BIHU 6 - 1	14 MAY 2026	AD 2 BIIS 5 - 1	18 JUN 2021
AD 2 BIGJ 5 - 2	18 JUN 2021	AD 2 BIHU 6 - 2	14 MAY 2026	AD 2 BIIS 5 - 2	18 JUN 2021
AD 2 BIGJ 6 - 1	22 JAN 2026	AD 2 BIHU 7 - 1	14 MAY 2026	AD 2 BIIS 6 - 1	04 SEP 2025
AD 2 BIGJ 6 - 2	22 JAN 2026	AD 2 BIHU 7 - 2	14 MAY 2026	AD 2 BIIS 6 - 2	04 SEP 2025
AD 2 BIGJ 6 - 3	26 NOV 2026	AD 2 BIHU 8 - 1	18 JUN 2021	AD 2 BIIS 6 - 3	07 AUG 2025

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AD 2 BIIS 6 - 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
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AD 2 BIKF 1 - 2	09 AUG 2024	AD 2 BIKF 5 - 6	12 JUL 2024	AD 2 BIKF 7 - 8	03 OCT 2024
AD 2 BIKF 1 - 3	15 MAY 2025	AD 2 BIKF 5 - 7	12 JUL 2024	AD 2 BIKF 7 - 9	03 OCT 2024
AD 2 BIKF 1 - 4	15 MAY 2025	AD 2 BIKF 5 - 8	12 JUL 2024	AD 2 BIKF 7 - 10	03 OCT 2024
AD 2 BIKF 1 - 5	24 MAR 2023	AD 2 BIKF 5 - 9	12 JUL 2024	AD 2 BIKF 7 - 11	03 OCT 2024
AD 2 BIKF 1 - 6	24 MAR 2023	AD 2 BIKF 5 - 10	12 JUL 2024	AD 2 BIKF 7 - 12	03 OCT 2024
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AD 2 BIKF 1 - 11	09 AUG 2024	AD 2 BIKF 5 - 15	12 JUL 2024	AD 2 BIKF 7 - 17	28 NOV 2024
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	26 NOV 2026	AD 2 BIKF 5 - 17	11 JUL 2024	AD 2 BIKF 7 - 19	23 MAR 2023
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AD 2 BIKF 1 - 16	04 OCT 2024	AD 2 BIKF 5 - 20	11 JUL 2024	AD 2 BIKF 7 - 22	23 MAR 2023
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AD 2 BIKF 1 - 28	23 JAN 2025	AD 2 BIKF 6 - 8	02 OCT 2025	AD 2 BIKF 8 - 8	14 MAY 2026
AD 2 BIKF 1 - 29	23 JAN 2025	AD 2 BIKF 6 - 9	02 OCT 2025	AD 2 BIKF 8 - 9	14 MAY 2026
AD 2 BIKF 1 - 30	23 JAN 2025	AD 2 BIKF 6 - 10	02 OCT 2025	AD 2 BIKF 8 - 10	14 MAY 2026
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AD 2 BIKF 2 - 2	03 SEP 2026	AD 2 BIKF 6 - 18	14 MAY 2026	AD 2 BIKF 8 - 18	02 OCT 2025
AD 2 BIKF 2 - 3	03 SEP 2026	AD 2 BIKF 6 - 19	21 MAR 2024	AD 2 BIKF 8 - 19	30 OCT 2025
AD 2 BIKF 2 - 4	03 SEP 2026	AD 2 BIKF 6 - 20	21 MAR 2024	AD 2 BIKF 8 - 20	30 OCT 2025
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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	26 NOV 2026
AD 2 BIKF 3 - 4	25 MAR 2021	AD 2 BIKF 6 - 28	02 OCT 2025	AD 2 BIRK 1 - 8	26 NOV 2026
AD 2 BIKF 3 - 5	25 MAR 2021	AD 2 BIKF 6 - 29	02 OCT 2025	AD 2 BIRK 1 - 9	27 NOV 2025
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AD 2 BIKF 3 - 7	25 MAR 2021	AD 2 BIKF 6 - 31	02 OCT 2025	AD 2 BIRK 1 - 11	27 NOV 2025
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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	06 AUG 2026	AD 2 BIKR 1 - 1	17 APR 2025	AD 2 BIVM 6 - 5	17 JUN 2021
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AD 2 BIRK 1 - 23	14 MAY 2026	AD 2 BIKR 1 - 5	14 MAY 2026	AD 2 BIVM 6 - 9	27 JAN 2022
AD 2 BIRK 1 - 24	14 MAY 2026	AD 2 BIKR 1 - 6	14 MAY 2026	AD 2 BIVM 6 - 10	27 JAN 2022
AD 2 BIRK 1 - 25	27 NOV 2025	AD 2 BIKR 1 - 7	12 JUN 2025	AD 2 BIVM 6 - 11	27 JAN 2022
AD 2 BIRK 1 - 26	27 NOV 2025	AD 2 BIKR 1 - 8	12 JUN 2025	AD 2 BIVM 6 - 12	27 JAN 2022
AD 2 BIRK 1 - 27	16 APR 2026	AD 2 BIKR 1 - 9	12 JUN 2025	AD 2 BIVM 7 - 1	18 JUN 2021
AD 2 BIRK 1 - 28	16 APR 2026	AD 2 BIKR 1 - 10	12 JUN 2025	AD 2 BIVM 7 - 2	18 JUN 2021
AD 2 BIRK 1 - 29	27 NOV 2025	AD 2 BIKR 1 - 11	02 OCT 2025	AD 2 BIVM 8 - 1	24 MAR 2022
AD 2 BIRK 1 - 30	27 NOV 2025	AD 2 BIKR 1 - 12	02 OCT 2025	AD 2 BIVM 8 - 2	24 MAR 2022
AD 2 BIRK 1 - 31	27 NOV 2025	AD 2 BIKR 1 - 13	12 JUN 2025	AD 2 BIVO 1 - 1	27 NOV 2025
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AD 2 BIRK 1 - 33	27 NOV 2025	AD 2 BIKR 2 - 1	13 JUL 2023	AD 2 BIVO 1 - 3	07 AUG 2025
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AD 2 BIRK 6 - 8	21 MAR 2024	AD 2 BIVM 1 - 8	03 SEP 2026	AD 2 BIVO 6 - 2	27 NOV 2025
AD 2 BIRK 6 - 9	02 OCT 2025	AD 2 BIVM 1 - 9	17 MAY 2024	AD 2 BIVO 7 - 1	18 JUN 2021
AD 2 BIRK 6 - 10	02 OCT 2025	AD 2 BIVM 1 - 10	17 MAY 2024	AD 2 BIVO 7 - 2	18 JUN 2021
AD 2 BIRK 6 - 11	18 MAY 2023	AD 2 BIVM 1 - 11	07 AUG 2025	AD 2 BIVO 8 - 1	18 JUN 2021
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AD 2 BIRK 6 - 13	17 MAY 2024	AD 2 BIVM 1 - 13	22 MAR 2024	AD 2 BITN 1 - 1	11 JUL 2024
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AD 2 BIRK 6 - 15	17 MAY 2024	AD 2 BIVM 1 - 15	02 OCT 2025	AD 2 BITN 1 - 3	17 APR 2025
AD 2 BIRK 6 - 16	17 MAY 2024	AD 2 BIVM 1 - 16	02 OCT 2025	AD 2 BITN 1 - 4	17 APR 2025
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AD 2 BIRK 6 - 18	12 JUN 2025	AD 2 BIVM 1 - 18	07 AUG 2025	AD 2 BITN 1 - 6	02 OCT 2025
AD 2 BIRK 7 - 1	28 NOV 2024	AD 2 BIVM 1 - 19	07 AUG 2025	AD 2 BITN 1 - 7	14 MAY 2026
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AD 2 BIRK 8 - 4	01 DEC 2023	AD 2 BIVM 3 - 2	18 JUN 2021	AD 2 BITN 1 - 12	12 JUN 2025
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AD 2 LANDING STRIPS

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AD 2 BIKL 2 - 2	18 JUN 2021
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Staðlað blindkomukort (STAR) - ICAO Standard Arrival Chart - Instrument (STAR) - ICAO	Akureyri RNP STAR RWY 19 AFPAC 1M, BEZIM 1M, CUBAS 1M, DOFRA 1M, UTISU 1M, MAMEP 1M, PEXIL 1M	16 APR 2026
	Akureyri RNP STAR RWY 19 PERUR 1N, PEXIL 1N, MAMEP 1N, UTISU 2N	16 APR 2026
	Keflavik RNAV STAR RWY 01 (East)	12 JUL 2024
	Keflavik RNAV STAR RWY 01 (West)	12 JUL 2024
	Keflavik RNAV STAR RWY 10 (East)	12 JUL 2024
	Keflavik RNAV STAR RWY 10 (West)	12 JUL 2024
	Keflavik RNAV STAR RWY 19 (East)	12 JUL 2024
	Keflavik RNAV STAR RWY 19 (West)	12 JUL 2024
	Keflavik RNAV STAR RWY 28 (East)	12 JUL 2024
	Keflavik RNAV STAR RWY 28 (West)	12 JUL 2024
	Reykjavik RNAV STAR RWY 19 VM 1N, NASBU 1V, TIBRA 1N, REKNO 1N, TERTU 2N, MYRAR 1N, INGAN 2N	05 OCT 2023
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	Akureyri RNP SID RWY 01 PERUR 1B ASKUR 1B	19 MAR 2026
	Akureyri RNP SID RWY 01 MAMEP 1A UTISU 2A	23 JAN 2025
	Akureyri RNP SID RWY 01 CUBAS DORFA JARRI MAMEP PERUR	20 MAR 2025
	Akureyri SID RWY 01 AKI 1F	20 MAR 2025
	Akureyri RNP SID RWY 19 ASKUR 1C JARRI 1C	19 MAR 2026
	Akureyri RNP SID RWY 19 PERUR 1D ASKUR 1D JARRI 1D RETUR 1D	14 MAY 2026
	Akureyri SID RWY 19 ASKUR 1E JARRI 1E	20 MAR 2025
	Egilsstadir RNP SID RWY 03 FELLI 1B	03 OCT 2024
	Egilsstadir SID RWY 03 VAD 1A / VAD 1B	13 AUG 2021
	Egilsstadir SID RWY 21 VAD 2A ELVUR 2A BRUSI 2A FELLI 2A	25 JAN 2024
	Husavik RNP SID RWY 02 - TESSE 1A	14 MAY 2026
	Isafjordur RNP SID RWY 07 ISACI 1A, RE 1A	04 SEP 2025
	Keflavik RNAV SID RWY 01 LUTER 2A OSKUM 3A PIXUM 1A RIMUM 1A	03 OCT 2024
	Keflavik RNAV SID RWY 01 DELES 2A RALOV 3A SORIR 3A	03 OCT 2024
	Keflavik RNAV SID RWY 10 LUTER 2B, OSKUM 1B, PIXUM 3B RIMUM 1B	03 OCT 2024
	Keflavik RNAV SID RWY 10 DELES 3B, RALOV 4B, SORIR 3B	03 OCT 2024
	Keflavik RNAV SID RWY 19 LUTER 3C, OSKUM 3C, PIXUM 2C RIMUM 1C	03 OCT 2024
	Keflavik RNAV SID RWY 19 DELES 2C, RALOV 3C, SORIR 2C	03 OCT 2024
	Keflavik RNAV SID RWY 28 LUTER 3D, OSKUM 3D, PIXUM 2D RIMUM 1D	03 OCT 2024
	Keflavik RNAV SID RWY 28 DELES 3D, RALOV 1D, SORIR 2D	03 OCT 2024

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	Akureyri LOC A CAT C and CAT D	14 MAY 2026
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	Akureyri RNP Z RWY 01 (AR)	01 OCT 2026
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	Akureyri RNP X RWY 19	01 OCT 2026
	Akureyri RNP Y RWY 19	01 OCT 2026
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	Akureyri RNP Z RWY 19	26 NOV 2026
	Bildudalur RNP A	11 JUL 2024
	Bildudalur NDB C (Cloud break procedure)	18 MAY 2023
	Bildudalur RNP RWY 22	06 AUG 2026
	Blonduos RNP RWY 03	06 AUG 2026
	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
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	Gjogur RNP RWY 22	26 NOV 2026
	Grímsey RNP RWY 17	06 AUG 2026
	Grímsey RNP RWY 35	27 NOV 2025
	Hornafjordur RNP RWY 17	03 SEP 2026
	Hornafjordur RNP RWY 35	03 SEP 2026
	Husavik RNP RWY 02	14 MAY 2026
	Isafjordur RNP C	04 SEP 2025
	Isafjordur RNP D	07 AUG 2025
	Isafjordur NDB C	07 AUG 2025
	Keflavik ILS or LOC Z RWY 01	02 OCT 2025
	Keflavik ILS or LOC Y RWY 01	02 OCT 2025
	Keflavik ILS or LOC Z RWY 10	15 MAY 2025
	Keflavik ILS or LOC Y RWY 10	02 OCT 2025
	Keflavik ILS or LOC Z RWY 19	21 MAR 2024
	Keflavik ILS or LOC Y RWY 19	02 OCT 2025
	Keflavik ILS or LOC Z RWY 28	02 OCT 2025
	Keflavik ILS or LOC Y RWY 28	02 OCT 2025
	Keflavik RNP RWY 01	02 OCT 2025
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	Keflavik VOR RWY 28	02 OCT 2025

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	Nordfjordur RNP C	06 AUG 2026
	Nordfjordur RNP D	06 AUG 2026
	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
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	Saudarkrokur RNP RWY 36	06 OCT 2023
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	Thorshofn RNP RWY 19	11 JUL 2024
	Thorshofn NDB RWY 19	11 JUL 2024
	Vestmannaeyjar RNP RWY 03	17 JUN 2021
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	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	26 NOV 2026
	Akureyri MILITARY TACAN RWY 19	26 NOV 2026
	Keflavik VORTAC RWY 01 (CAT A-B)	02 OCT 2025
	Keflavik VORTAC RWY 01 (CAT C-D)	02 OCT 2025
	Keflavik VORTAC RWY 10 (CAT A-B)	14 MAY 2026
	Keflavik VORTAC RWY 10 (CAT C-D)	14 MAY 2026
	Keflavik VORTAC RWY 19 (CAT A-B)	02 OCT 2025
	Keflavik VORTAC RWY 19 (CAT C-D)	02 OCT 2025
	Keflavik VORTAC RWY 28 (CAT A-B)	02 OCT 2025
	Keflavik VORTAC RWY 28 (CAT C-D)	02 OCT 2025
Sjónflugskort - ICAO Aeronautical Chart - ICAO	Sjónflugskort Aeronautical Chart - ICAO	Prentuð útgáfa 2021 Rafræn útgáfa Sjá hér / See
Rafrænt landslags- og hindranakort (ICAO) Aerodrome Terrain and Obstacle Chart - ICAO (Electronic)	Akureyri	Sjá hér / See
	Egilsstadir	Sjá hér / See
	Keflavik	Sjá hér / See
	Reykjavik	Sjá hér / See
Verðlisti sjá upplýsingabréf (AIC): Útgáfa flugmálaupplýsinga - Verðlisti Price list see AIC: Aeronautical Information Publications - Price list		

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

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

Ekkert

GEN 3.2.7 Staðfræðileg kort

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

GEN 3.2.8 Leiðréttingar á kortum sem eru ekki í AIP

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

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

NIL

GEN 3.2.7 Topographical charts

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

GEN 3.2.8 Corrections to charts not contained in the AIP

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

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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.

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 in compliance with the requirements set out in points 1(b) and (c).

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

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

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

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

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

Ratsjársvari með 24 bita ICAO-vistfangi loftfars

Umráðendur loftfara skulu tryggja að allir ratsjársvarar sem nota S starfsháttar (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.

Ratsjársvaraskylda innan BIRK CTR

Öll loftför innan BIRK CTR skulu vera búin mode A, mode C eða mode S ratsjársvara.

Undanþágur verða veittar samkvæmt beiðnum sem hægt verður að sækja um á vefsíðu Avians eða með því að senda tölvupóst á birktwr@avians.is.

Undanþágur verða afgreiddar af flugturni, eins fljótt og mögulegt er innan dagsins.

Flugmenn mega búast við að fá úthlutað brottfarar- og/eða komutíma svo hægt sé að stýra álagi og fjölda loftfara með undanþágu hverju sinni.

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.

Transponder Mandate within BIRK CTR

All aircraft within BIRK CTR shall be equipped with an operational mode A, mode C or mode S transponder.

Exemptions will be granted according to requests that can be applied for on the Avians website or via email to birktwr@avians.is.

Exceptions will be processed by BIRK TWR as quickly as possible, within the day.

Pilots can expect to be assigned departure and/or arrival times to manage load and the number of exempt aircraft at any given time.

ENR 1.6.2.6.3 Viðbótar sveigjanleikaákvæði

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

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

Samskiptaupplýsingar

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

ENR 1.6.2.6.3 Additional flexibility provisions

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

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

Contact Information.

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

ENR 1.6.2.6.4

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

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

ENR 1.6.2.6.4

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

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

ENR 1.6.3 LEIÐSÖGUBÚNAÐARHÁÐ KÖGUN - ÚTSENDINGA

ICAO SKJAL 7030.

ENR 1.6.3.1 Neyðarviðbrögð

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

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

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

   a. neyð;

   b. sambandsleysi;

   c. ólögmæt afskipti;

   d. lágmarks eldsneyti eða sjúklingur um borð.

ENR 1.6.3.2 Notkun fjarskiptatíðna og verklag við ólögmæt afskipti

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

2. Ef talstöð loftfars er óvirk ber flugmanni að fylgja reglum ICAO um sambandsleysi, sjá GEN 3.4.4.12. Loftför í innanlandsflugi skulu fara eftir reglum um fjarskipti eins og birtar eru í GEN 3.4.4.12.4. Hafi loftfarið verið auðkennt skal flugumferðarstjórinn stefna öðrum auðkenndum loftförum frá leið þess meðan það sést á ADS-B.

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

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 unservicable, f.ex. via CPDLC if possible. Follow established procedures, subsequent control of the aircraft will be based on those procedures.

ENR 1.6.3.3 Auðkenningar loftfara

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

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

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

Auðkenning er samkvæmt ákvæðum Alþjóðaflugmálastofnunarinnar.

ENR 1.6.3.3 Aircraft identification

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

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

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

Identification is achieved according to the provisions specified by ICAO.

ENR 1.6.3.4 Tilkynningar um staðsetningu á fjarskiptatíðnum og með CPDLC

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

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

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

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

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

ENR 1.6.3.4 Voice and CPDLC position reporting requirements

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

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

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

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

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

ENR 1.6.3.5 Langdrægi ADS-B kerfa

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

Flugstjórnarsvæðisþjónustan notar einnig ADS-B geimkögun. 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 1.6.3.5 ADS-B coverage

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

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

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

ENR 1.6.3.6 Gæði ADS-B gagna og undanþágur

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

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

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

c. flugrekandi hafi fengið undanþágu frá viðeigandi yfirvöldum.

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

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

ENR 1.6.3.6 ADS-B quality and exemption

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

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

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

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

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

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

ENR 1.6.4 AÐRAR UPPLÝSINGAR OG VERKLAG

ENR 1.6.4.1 FJÖLVÍSUN

ENR 1.6.4.1.1 Neyðarviðbrögð

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

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

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

ENR 1.6.4.1.2 Bilun fjölvísunarkerfis eða talsambands

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

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

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

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

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

ENR 1.6.4.1.3 Auðkenningar loftfara

Auðkenning er samkvæmt ákvæðum Alþjóðaflugmálastofnunarinnar.

ENR 1.6.4.1.4 Tilkynningar um staðsetningu á fjarskiptatíðnum og með CPDLC

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

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

ENR 1.6.4 OTHER RELEVANT INFORMATION AND PROCEDURES

ENR 1.6.4.1 MULTILATERATION (MLAT)

ENR 1.6.4.1.1 Emergency procedures

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

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

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

ENR 1.6.4.1.2 MLAT and air-ground communication failure procedures

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

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

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

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

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

ENR 1.6.4.1.3 Aircraft identification

Identification is achieved according to the provisions specified by ICAO.

ENR 1.6.4.1.4 Voice and CPDLC position reporting requirements

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

2. CPDLC service is not available within FAXI TMA.

ENR 1.6.4.1.5 Langdrægi fjölvísunarkerfa

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

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

ENR 1.6.4.2 Verklag við notkunMLAT, SSR og ADS-B

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

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

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

4. Auðkenningar

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

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

ENR 1.6.4.1.5 MLAT coverage

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

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

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

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

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

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

4. Identifications

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

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

5. Stefningar

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

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

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

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

- Keflavík:
  Venjulega ekki nær en 10 NM frá öllum flugbrautum (nema flugmenn óski þess sérstaklega).
- Reykjavík:
  Venjulega ekki nær en 7 NM frá flugbraut 13 (nema flugmenn óski þess sérstaklega).

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

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

5. Vectoring

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

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

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

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

- Keflavík:
  Normally not closer than 10 NM, all runways (or as requested by pilots).
- Reykjavík:
  Normally not closer than 7 NM for runway 13 (or as requested by pilots).

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

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

ENR 1.8 SVÆÐISBUNDNIR VIÐAUKASTARFSHÆTTIR

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

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

ENR 1.8 REGIONAL SUPPLEMENTARY PROCEDURES

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

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

ENR 1.8.1 Flugreglur - eingöngu á ensku

Textinn hér á eftir er eingöngu á ensku.

ENR 1.8.1 Flight rules

The text herafter is only in english.

ENR 1.8.1.1 Instrument flight rules (IFR)

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

ENR 1.8.1.1.1 Special application of instrument flight rules

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

ENR 1.8.2 Airspaces with special requirements

ENR 1.8.2.1 High Level Airspace (HLA)

ENR 1.8.2.1.1 Area of applicability

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

ENR 1.8.2.1.2 Method of application

ENR 1.8.2.1.2.1 HLA requirements within BIRD CTA

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

1. MNPS certification is no longer required in BIRD CTA.
2. For operating within BIRD CTA between FLs 285 and 420 inclusive (HLA), aircraft are required to meet RNP 4 or RNAV 10 navigation specifications, consistent with ICAO PBN provisions.
3. Aircraft not meeting these requirements will not be allowed to operate in HLA unless the following conditions are satisfied:
   a. The aircraft is being provided with ATS surveillance service;
   b. Direct controller-pilot VHF voice communication is maintained; and
   c. The aircraft has a certified installation of equipment providing it the ability to navigate along the cleared track.
4. An operator who experiences reduced navigation performance shall inform air traffic control (ATC) as soon as practicable.
5. Flight crews of all NAT flights at or above FL 290 must carry a copy of the NAT OTS message, including any amendments.
6. Aircraft not meeting the provisions above may be cleared to climb or descend through HLA while within DCPC VHF Coverage, traffic permitting.

ENR 1.8.2.1.2.2 Monitoring

Adequate monitoring of flight operations in the Reykjavik CTA is conducted in order to assist in the assessment of continuing compliance of aircraft with the lateral navigation capabilities specified in NAT Doc 007.

Note - *Monitoring is conducted in accordance with the appropriate guidance material issued by ICAO*.

ENR 1.8.2.1.2.3 Emergency Locator Transmitters (ELTs)

Pilots and operators are reminded that for flights over the NAT, ICAO SARPS Annex 6, Part 1, Chapter 6, requires carriage of Emergency Locator Transmitters (ELTs).

ENR 1.8.2.2.2 Method of application

1. **RVSM Approval**
   Pilots intending to fly within RVSM Airspace shall be in possession of the appropriate RVSM Approval issued by the State of Registry of the aircraft or by the State of the Operator.

2. **Equipment**
   The aircraft shall be equipped with altimetry and height-keeping systems which meet RVSM Minimum Aircraft System Performance Specifications (MASPS). RVSM MASPS are contained in ICAO Doc 9574.

3. **Responsibility**
   The above referenced Documents, are provided to assist States of Registry, operators, owners and planning staff who are responsible for issuing or obtaining RVSM approvals for aircraft. However, the ultimate responsibility for checking that a NAT RVSM flight has the necessary approval(s) rests with the pilot in command. In the case of most regular scheduled flights this check is a matter of simple routine but pilots of special charter flights, private flights, ferry and delivery flights are advised to pay particular attention to this matter. Routine monitoring of NAT traffic regularly reveals examples of pilots of non-approved flights, from within these user groups, flight planning or requesting clearance within RVSM Airspace. All such instances are prejudicial to safety and are referred to relevant State Authorities for further action. Aircraft not meeting these requirements shall not be allowed to operate in airspace where reduced vertical separation minimum is being applied.

4. **Monitoring**
   Adequate monitoring of flight operations in the Reykjavik CTA is conducted in order to assist in the assessment of continuing compliance of aircraft with height-keeping capabilities.

5. **NON-RVSM approved aircraft**
   Special arrangements for NON-RVSM approved aircraft

   a. **To Climb/Descend Through RVSM Levels**
      Aircraft that are not approved for RVSM operation will be permitted, subject to traffic, to climb/descend through RVSM levels in order to attain cruising levels above or below RVSM airspace. Flights should climb/ descend continuously through the RVSM levels without stopping at any intermediate level and should "Report leaving" current level and "Report reaching" cleared level. Such aircraft are also permitted to flight plan and operate at FL430 either Eastbound or Westbound above the NAT HLA.

   b. **To Operate at RVSM Levels**
      ATC may provide special approval for a NAT HLA approved aircraft that is not approved for RVSM operation to fly in NAT HLA provided that the aircraft:

      I. is on a delivery flight; or

      II. was RVSM approved but has suffered an equipment failure and is being returned to its base for repair and/or re-approval; or

      III. is on a mercy or humanitarian flight.

   c. **Request prior approval**
      Operators requiring such special approval should request prior approval by contacting the initial Oceanic Area Control Centre (OAC), normally not more than 12 hours and not less than 4 hours prior to the intended departure time, giving as much detail as possible regarding acceptable flight levels and routings. Operators should be aware, due to the requirements to provide non-RVSM separation, that requested levels and/or routes may not always be available (especially when infringing active OTS systems). The special approval, if and when received, should be clearly indicated in Item 18 of the ICAO flight plan. The service will not be provided to aircraft that are not approved for NAT HLA operations.

ENR 1.8.2.2.3 Indication of RVSM approval in FPL

All RVSM approved aircraft intending to operate in the NAT Region, regardless of the requested flight level, shall insert the letter W in Item 10a of the flight plan.

ENR 1.8.2.3 Data link mandated airspace

ENR 1.8.2.3.1 Area of applicability

(ICAO Doc 7030, NAT Doc 007, NAT OPS Bulletin)
The NAT Data Link Mandate (DLM) airspace is the volume of airspace between FL290 and FL410 (inclusive) within Reykjavik CTA.

ENR 1.8.2.3.2 Airspace Not Included in DLM Airspace that affect Reykjavik CTA

1. Airspace north of 80° North.

2. Airspace where an ATS surveillance service is provided by means of radar, multilateration and/or ADS-B coupled with VHF voice communications services, provided the aircraft is suitably equipped (transponder/ADS-B extended squitter transmitter).
   For flight planning purposes in BIRD CTA, this exclusion area is bounded by the following coordinates:
   Northern boundary: 65N000W - 67N010W - 69N020W - 68N030W - 67N040W - 69N050W - 69N060W - BOPUT. Southern boundary: GUNPA (61N000W) - 61N007W - 6040N010W - RATSU (61N010W) - 61N020W - 63N030W - 6330N040W – 6330N050W – EMBOK.
   Tracks wholly contained within this airspace (including its northern and southern boundaries) are excluded from the mandate.
   Note 1 - *The airspace west of 030W within BIRD is ADS-B only and is excluded from the Data Link Mandate only for aircraft with functioning ADS-B equipment.*
   Note 2 - *ATC may, on a tactical basis, clear non-datalink aircraft which are being provided an ATS surveillance service to operate at DLM levels outside the exclusion area specified above.*
   A depiction of the exempt from the DLM is shown in ENR 6.1-9.
   Note 3 - This area, which is within direct controller pilot VHF voice coverage, offers a solution for suitably equipped aircraft (transponder with ADS-B extended squitter transmitter) that are equipped with a single or no Long Range Communication System, to cross the North Atlantic at or above FL290.

ENR 1.8.2.3.3 Flights Allowed

The following flights are permitted to flight plan to enter the NAT DLM airspace:

1. Flights equipped with and prepared to operate FANS 1/A (or equivalent) CPDLC and ADS-C data link systems over Inmarsat or Iridium SATCOM. (NAT Regional Supplementary Procedures (ICAO Doc 7030));
   The appropriate equipage to be indicated in Item 10 (equipment and capabilities) of the ICAO flight plan is as follows:

   a. D1 (ADS-C with FANS 1/A capabilities); and

   b. J5 (CPDLC FANS 1/A SATCOM (INMARSAT)); and/or

   c. J7 (CPDLC FANS 1/A SATCOM (Iridium)).

2. Non-equipped flights that file STS/FFR, HOSP, HUM, MEDEVAC, SAR or STATE in Item 18 of the flight plan. (Depending on the tactical situation at the time of flight, however, such flights may not receive an ATC clearance which fully corresponds to the requested flight profile.)

ENR 1.8.3.1.3.3 ITEM 8: FLIGHT RULES AND TYPE OF FLIGHT

FLIGHT RULES
INSERT: one of the following letters to denote the category of flight rules with which the pilot intends to comply: I if it is intended that the entire flight will be operated under the IFR
V if it is intended that the entire flight will be operated under the VFR
Y if the flight initially will be operated under the IFR, followed by one or more subsequent changes of flight rules or Z if the flight initially will be operated under the VFR, followed by one or more subsequent changes of flight rules
Specify in Item 15 the point or points at which a change of flight rules is planned.

TYPE OF FLIGHT
INSERT: one of the following letters to denote the type of flight:
S if Scheduled Air Transport
N if Non-scheduled Air Transport
G if General Aviation
M if Military
X if other than any of the defined categories above
Specify status of a flight following the indicator STS in Item 18, or when necessary to denote other reasons for specific handling by ATS, indicate the reason following the indicator RMK in Item 18.

ENR 1.8.3.1.3.4 ITEM 9: NUMBER AND TYPE OF AIRCRAFT AND WAKE TURBULENCE CATEGORY

NUMBER OF AIRCRAFT.
INSERT: the number of aircraft, if more than one.

TYPE OF AIRCRAFT.
INSERT: the appropriate designator as specified in ICAO Doc 8643, "Aircraft Type Designators".
or, if no such designator has been assigned or in case of formation flights comprising more than one type, INSERT: ZZZZ, and SPECIFY in Item 18, the (numbers and) type(s) of aircraft preceded by TYP/.

WAKE TURBULENCE CATEGORY.
INSERT: an oblique stroke followed by one of the following letters to indicate the wake turbulence category of the aircraft:
J - SUPER, to indicate an aircraft type specified as such in Doc 8643, Aircraft Type Designators.
H - HEAVY, to indicate an aircraft type with maximum certificated take-off mass of 136 000 kg or more.
M - MEDIUM, to indicate an aircraft type with a maximum certificated take-off mass of less than 136 000 kg but more than 7000 kg.
L - LIGHT, to indicate an aircraft type with a maximum certificated take-off mass of 7 000 kg or less.

ENR 1.8.3.1.3.5 ITEM 10: EQUIPMENT AND CAPABILITIES

Capabilities comprise the following elements:

1. presence of relevant serviceable equipment on board the aircraft;

2. equipment and capabilities commensurate with flight crew qualifications; and

3. where applicable, authorization from the appropriate authority

Radio communication, navigation and approach aid equipment and capabilities. INSERT: one letter as follows:
N if no COM/NAV/Approach aid equipment for the route to be flown is carried, or the equipment is unserviceable, or
S if standard COM/NAV/Approach aid equipment for the route to be flown is carried and serviceable and/or
INSERT: one or more of the following letters to indicate the serviceable COM/NAV/Approach aid equipment and capabilities available:
A - GBAS landing system
B - LPV (APV with SBAS)
C - LORAN C
D - DME
E1- FMC WPR ACARS
E2 -D-FIS ACARS
E3 - PDC ACARS
F - ADF
G - GNSS If any portion of the flight is planned to be conducted under IFR it refers to GNSS receivers that comply with the requirements of Annex 10, Volume I (See Note 2)
H - HF RTF
I - INERTIAL NAVIGATION
J1 - CPDLC ATN VDL Mode 2 (See Note 3)
J2 - CPDLC FANS 1/A HFDL
J3 - CPDLC FANS 1/A VDL Mode A
J4 - CPDLC FANS 1/A VDL Mode 2
J5 - CPDLC FANS 1/A SATCOM (INMARSAT) J6 - CPDLC FANS 1/A SATCOM (MTSAT)
J7 - CPDLC FANS 1/A SATCOM (Iridium)

Note - *All aircraft planning to operate in the Reykjavik Oceanic Area and intending to use data link services shall insert the appropriate descriptor (J2, J5 or J7) in Item 10a.*

K - MLS
L - ILS
M1 - ATC SATVOICE (INMARSAT)
M2 - ATC SATVOICE (MTSAT)
M3 - ATC SATVOICE (Iridium)
O - VOR
P1 CPDLC RCP 400 (see Note 7)
P2 CPDLC RCP 240 (see Note 7)
P3 SATVOICE RCP 400 (see Note 7)
P4-P9 Reserved for RCP
R - PBN approved (see Note 4) - all RNAV 10 (RNP 10) and/or RNP 4 approved aircraft intending to operate in the Reykjavik HLA Area shall insert the letter R in Item 10a of the flight plan.
T - TACAN
U - UHF RTF
V - VHF RTF
W - RVSM approved - all RVSM-approved aircraft intending to operate in the Reykjavik HLA Area regardless of the requested flight level shall insert the letter "W" in item 10a of the flight plan.
Y - VHF with 8.33 KHz channel spacing capability
Z - other equipment carried or other capabilities (see Note 5) Any alphanumeric characters not indicated above are reserved.
X - MNPS approved

Note 1 - *If a letter S is used, standard equipment is considered to be VHF RTF, VOR and ILS.*
Note 2 - *If the letter G is used, the types of external GNSS augmentation, if any, are specified in Item 18 following the indicator NAV/ and separated by a space.*
When the letter G is filed, the pilot has the obligation to check RAIM prediction for the filed route before departure. Furthermore the pilot is obliged to report to ATC as soon as possible if receiving RAIM warning.
Note 3 - *See RTCA/EUROCAE Interoperability Requirements Standard For ATN Baseline 1 (ATN B1 INTEROP Standard*
- DO-280B/ED-110B) for data link services air traffic control clearance and information/air traffic control communications management/air traffic control microphone check.
Note 4 - *If the letter R is used, the performance based navigation levels that can be met are specified in Item 18 following the indicator PBN/. Guidance material on the application of performance based navigation to a specific route segment, route or area is contained in the Performance-Based Navigation Manual (ICAO Doc 9613).*

ENR 1.8.3.1.3.10 ITEM 19: SUPPLEMENTARY INFORMATION

ENDURANCE.
After E/ INSERT a 4-figure group giving the fuel endurance in hours and minutes.
PERSONS ON BOARD.
After P/ INSERT the total number of persons (passengers and crew) on board, when required by the appropriate ATS authority. INSERT TBN (to be notified) if the total number of persons is not known at the time of filing.
EMERGENCY AND SURVIVAL EQUIPMENT
R/ (RADIO).
CROSS OUT U if UHF on frequency 243.0 MHz is not available.
CROSS OUT V if VHF on frequency 121.5 MHz is not available.
CROSS OUT E if emergency location transmitter (ELT) is not available.
S/ (SURVIVAL EQUIPMENT).
CROSS OUT all indicators if survival equipment is not carried.
CROSS OUT P if polar survival equipment is not carried.
CROSS OUT D if desert survival equipment is not carried.
CROSS OUT M if maritime survival equipment is not carried.
CROSS OUT J if jungle survival equipment is not carried.
J/ (JACKETS).
CROSS OUT all indicators if life jackets are not carried.
CROSS OUT L if life jackets are not equipped with lights.
CROSS OUT F if life jackets are not equipped with fluorescein.
CROSS OUT U or V or both as in R/ above to indicate radio capability of jackets, if any.
D/ (DINGHIES).
(NUMBER) - CROSS OUT indicators D and C if no dinghies are carried, or INSERT number of dinghies carried, and
(CAPACITY) INSERT total capacity, in persons, of all dinghies carried, and
(COVER) CROSS OUT indicator C if dinghies are not covered; and
(COLOUR) - INSERT colour of dinghies if carried.
A/ (AIRCRAFT COLOUR AND MARKINGS).
INSERT colour of aircraft and significant markings.
N/ (REMARKS).
CROSS OUT indicator N if no remarks, or INDICATE any other survival equipment carried and any other remarks regarding survival equipment.
C/ (PILOT).
INSERT name of pilot-in-command.

ENR 1.8.4 Air-Ground Communications and in-Flight Reporting

An aircraft operated as a controlled flight, or an IFR flight operating outside controlled airspace, shall maintain continuous air-ground voice communication watch on the appropriate communication channel of, and establish two-way communication as necessary with, the appropriate air traffic control unit.

Note 1 - *SELCAL or similar automatic signaling devices satisfy the requirement to maintain an air-ground voice communication watch.*

Note 2*- The requirement for an aircraft to maintain an air-ground voice communication watch remains in effect after CPDLC has been established.*

Note 3 - *Additional information on Air-Ground Communication and in-Flight Reporting is contained in GEN 3.4.*

Note 4 - *Information on frequencies can be found in section ENR 2.1.*

ENR 1.8.4.1 Position reports

(ICAO PANS-ATM (Doc 4444) 4.11 and 4.12)

Controlled flights providing position information to Reykjavik OAC via ADS-C shall only provide voice position reports when requested, see ENR 1.3.3.3.

ENR 1.8.8 Special Procedures Applicable in Designated Airspace

ENR 1.8.8.1 Establishment and use of organized track system (OTS) (NAT Doc 007, chapter 2)

1. Much of the air traffic in the North Atlantic (NAT) contributes to two major alternating flows: a westbound flow departing Europe in the morning, and an eastbound flow departing North America in the evening. When necessary in order to permit the optimum use of the airspace, OTS tracks are published.

2. The OTS is promulgated by means of the NAT track message via the AFTN to all interested addressees. A typical time of publication of the day-time OTS is 2200 UTC and of the night-time OTS is 1400 UTC.

3. All aircraft operating in or above NAT HLA shall carry a copy of the current OTS message.

ENR 1.8.8.2 Special procedures for flights along the southern boundary of Reykjavík FIR/CTA

Aircraft operating along tracks through successive points situated on the southern boundary of Reykjavík FIR/CTA shall be provided with air traffic services by:

1. Reykjavik OAC, at and east of 10W, (except for North Sea Area IV),

2. Shanwick and Gander OACs, as appropriate, west of 10W.

Note - *See North Sea Area IV,* ***ENR 2.2.***

ENR 1.8.8.3 Special procedures for manned balloon flights

1. Manned balloon flights authorized to operate in the Reykjavik CTA shall operate outside NAT HLA;

2. Within the Reykjavik CTA, manned balloons shall have a communications capability in accordance with Annex 2.

ENR 1.8.8.4 Strategic Lateral Offset Procedure (SLOP)

The Strategic Lateral Offset Procedure is now a standard operating procedure in the Reykjavik CTA and flight crews are required to adopt this procedure as is appropriate. The procedure mitigates collision risk and wake turbulence encounters.
The introduction of very accurate aircraft navigation systems, along with sophisticated flight management systems, has drastically reduced the number of reported risk bearing lateral navigation errors. Paradoxically, the capability of aircraft to navigate to such a high level of accuracy has led to a situation where aircraft on the same track but at different levels, are increasingly likely to be in lateral overlap. This results in an increased risk of collisions if an aircraft departs from its cleared level for any reason.
SLOP reduces the risk by distributing aircraft laterally. It is applicable within Reykjavik CTA at and above FL 285.

ENR 1.8.8.4.1 Guidelines

SLOP conforms to direction in the ICAO PANS-ATM, Doc 4444, 16.5 and is subject to the following guidelines:

1. Aircraft without automatic offset programming capability must fly the centre line.
2. Operators capable of programming automatic offsets should fly offsets right of centreline up to a maximum of 2 NM.
3. Aircraft capable of flying offsets in tenths of a nautical mile should do so as it contributes to risk reduction by increasing the lateral distribution.
4. Offsets are not to exceed 2 NM right of centre line and offsets to the left of centre line are not permitted.
5. Aircraft shall not apply SLOP below F285 in the Reykjavik CTA and Bodo OCA.
6. Pilots should randomly select their offset position.
7. For wake turbulence purposes, pilots should select a position within the confines specified above. Flight crews should use whatever means is available (e.g. TCAS, communications, visual acquisition) to determine the best flight path to fly. Pilots may contact other aircraft on the air-to-air channel 123.450 MHz, as necessary, to coordinate the best wake turbulence offset option.
8. Pilots may apply an offset outbound at the oceanic entry point and must return to centre line prior to the oceanic exit point unless otherwise authorized by the appropriate authority or directed by the appropriate ATC unit.
9. The offset should be applied from the time the aircraft reaches its cruising level until top of descent.
10. Voice Position reports should be based on the waypoints of the current ATC clearance and not the offset position.
11. There is no ATC clearance required for this procedure and it is not necessary that ATC be advised.

ENR 1.8.9 Routes and equipment of private aircraft

(ICAO Annex 6, Part I - Chapter 6, NAT Doc 007) General aviation aircraft shall:

1. carry appropriate survival equipment;

2. be equipped with functioning two-way radio communications equipment.

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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 operationaly desireble. 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.: 10°W)	MOB	(CH95X)	H24	653808.0N 0180404.0W	—	NIL	MILITARY USE ONLY

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

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BIAR Aerodrome Chart - ICAO	AD 2 BIAR 2 - 1
BIAR WAYPOINT COORDINATES	AD 2 BIAR 4 - 1
BIAR Standard Arrival Chart - Instrument (STAR) ICAO - RNP STAR RWY 19 M	AD 2 BIAR 5 - 1
BIAR Standard Arrival Chart - Instrument (STAR) ICAO - RNP STAR RWY 19 N	AD 2 BIAR 5 - 3
BIAR RNP STAR RWY 19 - Recommended Coding Tables	AD 2 BIAR 5 - 5
BIAR Instrument Approach Chart - ICAO ILS RWY 01	AD 2 BIAR 6 - 1
BIAR Instrument Approach Chart - ICAO LOC RWY 01 CAT A and CAT B	AD 2 BIAR 6 - 3
BIAR Instrument Approach Chart - ICAO LOC A RWY 01 CAT C and CAT D	AD 2 BIAR 6 - 5
BIAR Instrument Approach Chart - RNP Y RWY 01 (AR)	AD 2 BIAR 6 - 7
BIAR Instrument Approach Chart - RNP Z RWY 01 (AR)	AD 2 BIAR 6 - 11
BIAR Instrument Approach Chart - ICAO ILS or LOC RWY 19	AD 2 BIAR 6 - 15
BIAR Instrument Approach Chart - RNP X RWY 19	AD 2 BIAR 6 - 17
BIAR Instrument Approach Chart - RNP Y RWY 19	AD 2 BIAR 6 - 19
BIAR Instrument Approach Chart - ICAO NDB RWY 19	AD 2 BIAR 6 - 21
BIAR Instrument Approach Chart - RNP Z RWY 19	AD 2 BIAR 6 - 23
BIAR Standard Departure Chart - Instrument (SID) - ICAO RNP SID RWY 01 PERUR A ASKUR A	AD 2 BIAR 7 - 1
BIAR Standard Departure Chart - Instrument (SID) - ICAO RNP SID RWY 01 PERUR B ASKUR B	AD 2 BIAR 7 - 3
BIAR Standard Departure Chart - Instrument (SID) - ICAO RNP SID RWY 01 MAMEP A UTISU A	AD 2 BIAR 7 - 5
BIAR Standard Departure Chart - Instrument (SID) - ICAO RNP SID RWY 01 CUBAS F DORFA F JARRI F MAMEP F PERUR F	AD 2 BIAR 7 - 7
BIAR Standard Departure Chart - Instrument (SID) - ICAO SID RWY 01 AKI F	AD 2 BIAR 7 - 9
BIAR Standard Departure Chart - Instrument (SID) - ICAO RNP SID RWY 19 ASKUR C JARRI C	AD 2 BIAR 7 - 11
BIAR Standard Departure Chart - Instrument (SID) - ICAO RNP SID RWY 19 PERUR D ASKUR D JARRI D RETUR D	AD 2 BIAR 7 - 13
BIAR Standard Departure Chart - Instrument (SID) - ICAO SID RWY 19 ASKUR E JARRI E	AD 2 BIAR 7 - 15
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BIAR Lead-in lights RWY 01	AD 2 BIAR 8 - 1
Akureyri MILITARY TACAN RWY 01	AD 2 BIAR 8 - 3
Akureyri MILITARY TACAN RWY 19	AD 2 BIAR 8 - 5

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

NIL

Akureyri RNP Z RWY 19 Instrument Approach Chart - ICAO

INSTRUMENT APPROACH CHART - ICAO

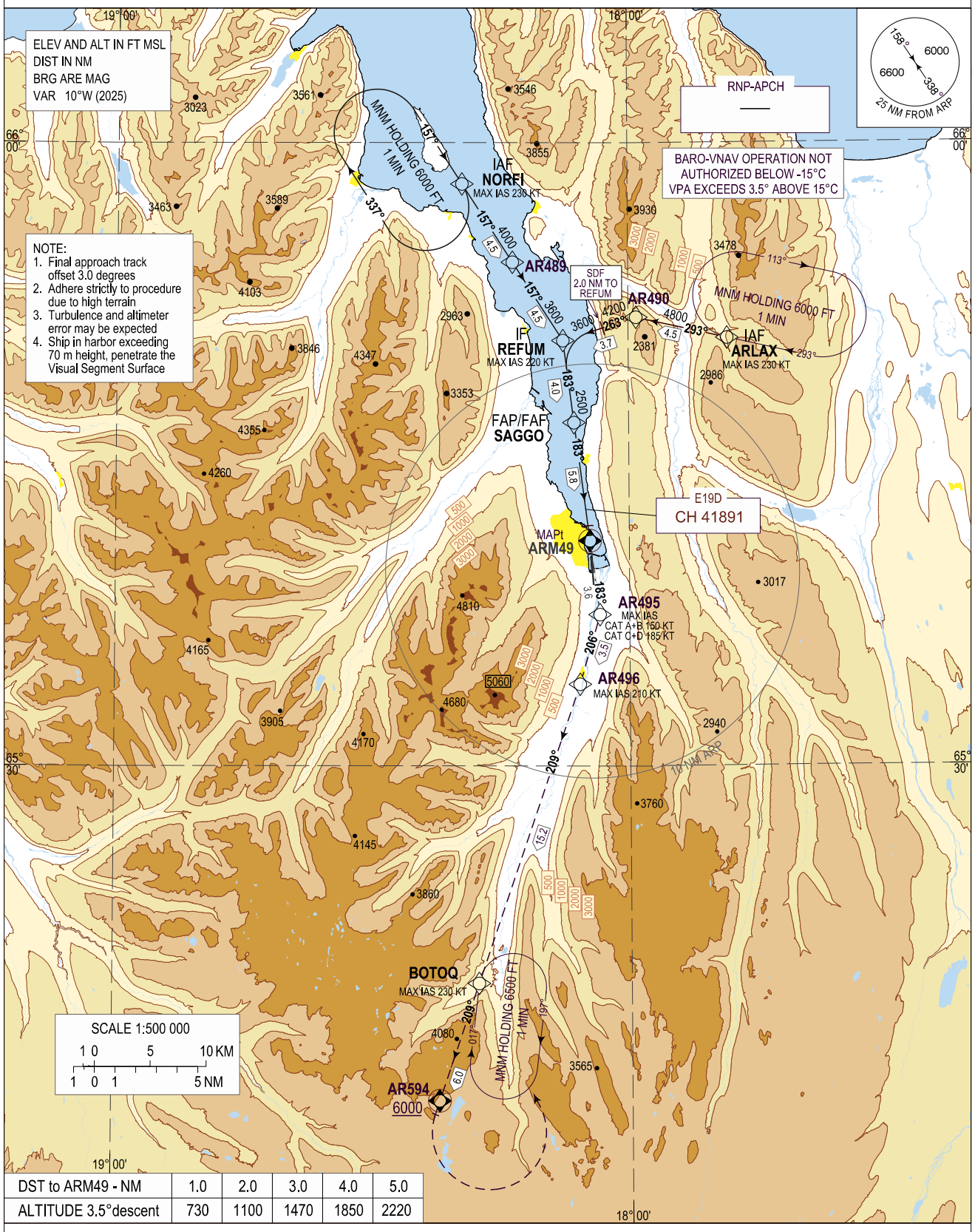
TRANSITION ALTITUDE 7000

AD ELEV 7

AKUREYRI TWR / APP	118.200
REYKJAVIK ACC	119.700
ATIS	136.200

BIAR - AKUREYRI

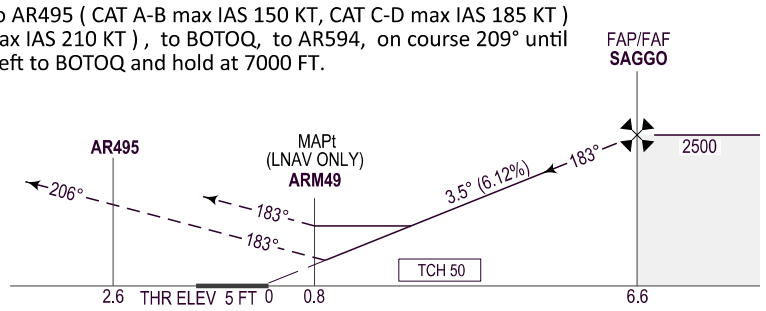
RNP Z RWY 19



DST to ARM49 - NM	1.0	2.0	3.0	4.0	5.0
ALTITUDE 3.5°descent	730	1100	1470	1850	2220

CHANGES : NEW CHART

MISSED APPROACH:
Climb on course 183° to AR495 (CAT A-B max IAS 150 KT, CAT C-D max IAS 185 KT) turn right to AR496 (max IAS 210 KT) , to BOTOQ, to AR594, on course 209° until passing 6000 FT, turn left to BOTOQ and hold at 7000 FT.



SCALE 1:250 000

TIMING NOT AUTHORIZED FOR DEFINING MAPt

GS	KT	80	100	120	140	160	180
SAGGO - ARM49 (5.8 NM)	MIN:SEC	04:19	03:27	02:53	02:28	02:10	01:55
Rate of descent (6.12%)	FT/MIN	495	620	745	865	990	1115

OCA (H)	CLIMB GRAD	CAT A	CAT B	CAT C	CAT D	REMARKS
LPV	2.5%	1160 (1155)	1190 (1185)	1210 (1205)	1220 (1215)	RESTRICTED USE ONLY. ONLY FOR ACFT EQUIPPED WITH RTCA DO-229 CLASS GAMMA COMPLIANT RECEIVERS
	4.0%	840 (835)	860 (855)	890 (885)	900 (895)	
	5.0%	670 (665)	690 (685)	720 (715)	730 (725)	
LNAV/VNAV	2.5%	1260 (1255)	1270 (1265)	1450 (1445)	1480 (1475)	
	4.0%	880 (875)	900 (895)	940 (935)	980 (975)	
	5.0%	770 (765)	790 (785)	820 (815)	860 (855)	
LNAV	2.5%	1500 (1495)	1530 (1525)	1770 (1765)	1790 (1785)	
	4.0%	1120 (1115)	1150 (1145)	1210 (1205)	1240 (1235)	
	5.0%	1000 (995)	1050 (1045)	1090 (1085)	1140 (1135)	
CIRCLING		1610 (1603)	2750 (2743)	3220 (3213)	3330 (3323)	ONLY EAST OF AERODROME

Recommended Coding Table

BIAR RNP Z RWY 19

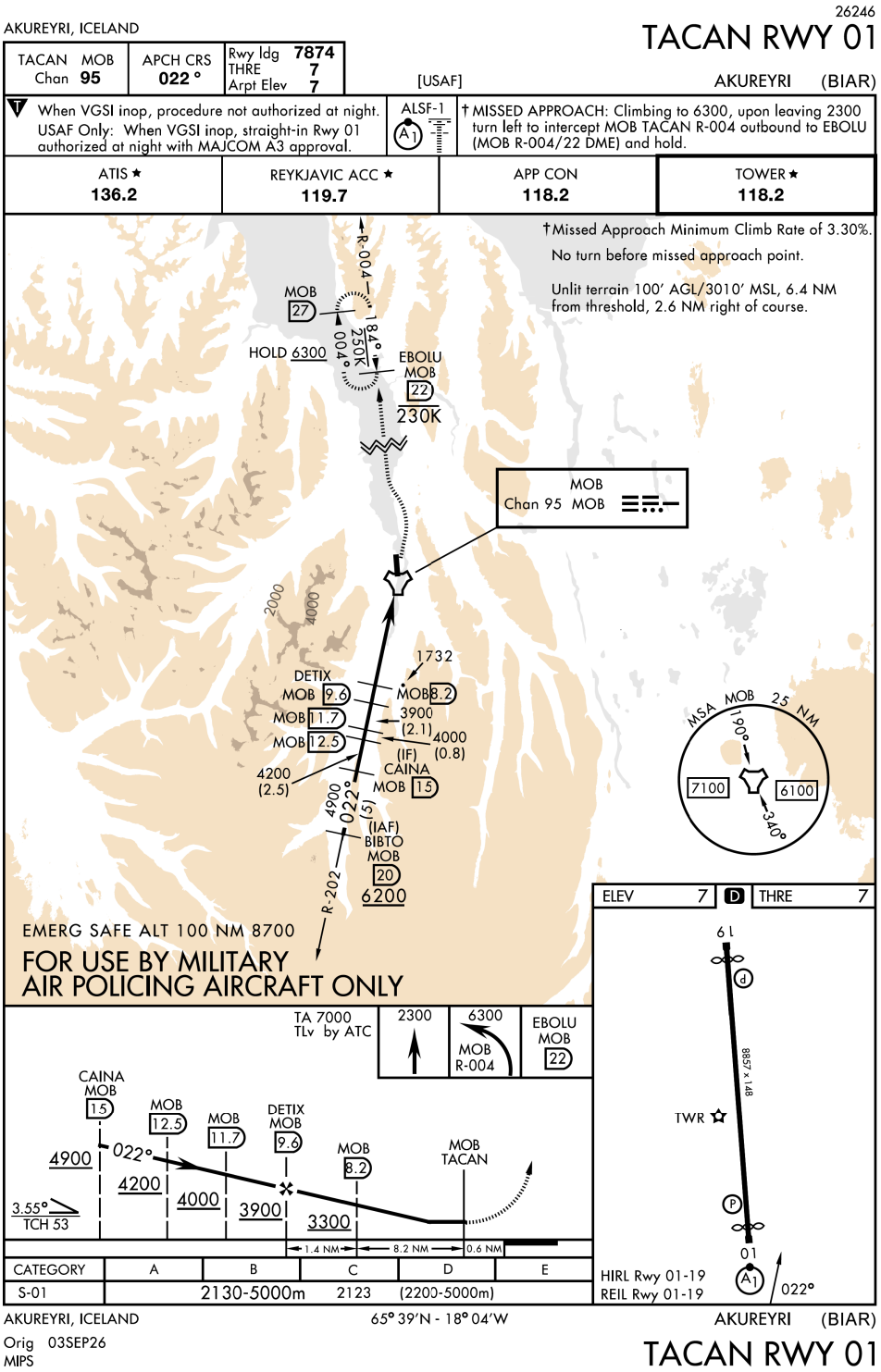
Serial Number	Path De-scriptor	Waypoint Identifier	Fly-over	Course/ Track °M(°T)	Magnetic Variation	Distance	Turn Direction	Altitude (FT)	Speed (KT)	VPA/ TCH	Navigation Specification
010	IF	NORFI	-		+10.0			A6000+	-230		RNP APCH
020	TF	AR489	-	157/ (147.3)	+10.0	4.5		A4000+			RNP APCH
030	TF	REFUM	-	157/ (147.4)	+10.0	4.5		A3600+	-220		RNP APCH
010	IF	ARLAX	-		+10.0			A6000+	-230		RNP APCH
020	TF	AR490	-	293/ (282.8)	+10.0	4.5		A4800+			RNP APCH
030	TF	REFUM	-	263/ (252.6)	+10.0	3.7	L	A3600+	-220		RNP APCH
040	TF	SAGGO	-	183/ (172.5)	+10.0	4.0		A2500+		3.50°/50	RNP APCH
050	TF	ARM49	Y	183/ (172.5)	+10.0	5.8				3.50°/50	RNP APCH
060	TF	AR495	-	183/ (172.5)	+10.0	3.6			-185		RNP APCH
070	TF	AR496	-	206/ (196.2)	+10.0	3.5			-210		RNP APCH
080	TF	BOTOQ	-	209/ (198.7)	+10.0	15.2					RNP APCH
090	TF	AR594	-	209/ (198.7)	+10.0	6.0					RNP APCH
100	CA		-	209/ (198.7)	+10.0			A6000+			RNP APCH
110	DF	BOTOQ	-		+10.0		L				RNP APCH
120	HM	BOTOQ	Y	017/ (006.6)	+10.0		R	A7000	-230		RNP APCH

FAS DATA BLOCK

Operation Type	0	**FPAP Latitude**	653845.7180N
SBAS Provider	1	**Delta FPAP Latitude (seconds)**	-76.8370
Airport Identifier	BIAR	**FPAP Longitude**	0180355.8350W
Runway	19	**Delta FPAP Longitude (seconds)**	24.3645
Runway Direction	0	**Threshold Crossing Height**	50.0
Approach Performance Designator	0	**TCH Units Selector**	0
Route Indicator	Z	**Glidepath Angle (degrees)**	3.50
Reference Path Data Selector	0	**Course Width (metres)**	105.00
Reference Path Identifier	E19D	**Length Offset (metres)**	0
LTP/FTP Latitude	654002.5550N	**HAL (metres)**	40.0
LTP/FTP Longitude	0180420.1995W	**VAL (metres)**	50.0
LTP/FTP Ellipsoidal Height (metres)	67.7	**CRC**	**CD7EF33A**
		EGNOS CHANNEL	**41891 E19D**

NON FAS DATA BLOCK FIELDS

ICAO Code	BI
LTP/FTP Orthometric Height (metres)	1.5


26246
AKUREYRI, ICELAND
TACAN RWY 01
TACAN MOB Chan 95
APCH CRS 022°
Rwy Idg 7874
THRE 7
Arpt Elev 7
[USAF]
AKUREYRI (BIAR)
When VGSI inop, procedure not authorized at night.
USAF Only: When VGSI inop, straight-in Rwy 01 authorized at night with MAJCOM A3 approval.
ALSF-1
† MISSED APPROACH: Climbing to 6300, upon leaving 2300 turn left to intercept MOB TACAN R-004 outbound to EBOLU (MOB R-004/22 DME) and hold.
ATIS ★ 136.2
REYKJAVIC ACC ★ 119.7
APP CON 118.2
TOWER ★ 118.2
†Missed Approach Minimum Climb Rate of 3.30%.
No turn before missed approach point.
Unlit terrain 100' AGL/3010' MSL, 6.4 NM from threshold, 2.6 NM right of course.
R-004
MOB 27
184°
550K
004°
HOLD 6300
EBOLU MOB 22
230K
MOB Chan 95 MOB
2000
4000
1732
DETIX
MOB 9.6
MOB 11.7
MOB 12.5
MOB 8.2
3900
(2.1)
4000
(0.8)
(IF)
CAINA
MOB 15
4200
(2.5)
4900
022°
(5)
(IAF)
BIBTO
MOB 20
6200
R-202
MSA MOB 25 NM
090°
7100
6100
340°
EMERG SAFE ALT 100 NM 8700
FOR USE BY MILITARY
AIR POLICING AIRCRAFT ONLY
ELEV 7
D
THRE 7
6 L
d
8857 x 148
TWR
P
01
HIRL Rwy 01-19
REIL Rwy 01-19
022°
TA 7000
TLv by ATC
2300
6300
MOB R-004
EBOLU MOB 22
CAINA MOB 15
MOB 12.5
MOB 11.7
DETIX MOB 9.6
MOB 8.2
MOB TACAN
4900
022°
4200
4000
3900
3300
3.55°
TCH 53
1.4 NM
8.2 NM
0.6 NM
CATEGORY A B C D E
S-01 2130-5000m 2123 (2200-5000m)
AKUREYRI, ICELAND
65° 39'N - 18° 04'W
AKUREYRI (BIAR)
Orig 03SEP26
MIPS
TACAN RWY 01
CHANGES: APCH ANGLE, RADIALS, MSA

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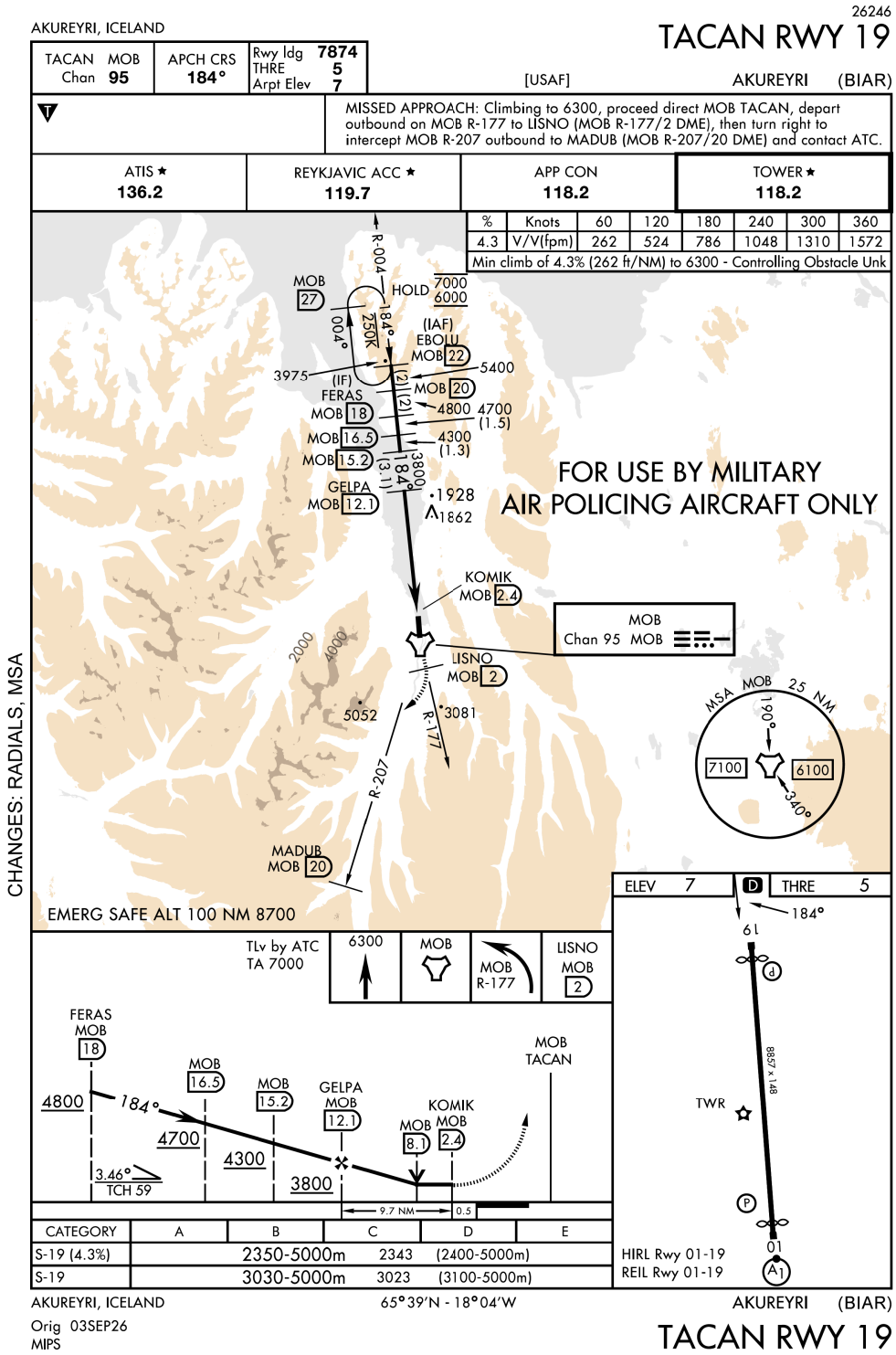
26246
AKUREYRI, ICELAND
TACAN RWY 19
TACAN MOB Chan 95
APCH CRS 184°
Rwy Idg 7874
THRE 5
Arpt Elev 7
[USAF]
AKUREYRI (BIAR)
MISSED APPROACH: Climbing to 6300, proceed direct MOB TACAN, depart outbound on MOB R-177 to LISNO (MOB R-177/2 DME), then turn right to intercept MOB R-207 outbound to MADUB (MOB R-207/20 DME) and contact ATC.
ATIS ★ 136.2
REYKJAVIC ACC ★ 119.7
APP CON 118.2
TOWER ★ 118.2
% 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 Unk
FOR USE BY MILITARY AIR POLICING AIRCRAFT ONLY
CHANGES: RADIALS, MSA
EMERG SAFE ALT 100 NM 8700
HOLD 7000 6000
(IAF) EBOLU MOB 22
(IF) FERAS MOB 18
MOB 27
MOB 20
MOB 16.5
MOB 15.2
GELPA MOB 12.1
KOMIK MOB 2.4
LISNO MOB 2
MADUB MOB 20
MOB Chan 95 MOB
MSA MOB 25 NM
7100
6100
TLv by ATC TA 7000
6300
MOB
MOB R-177
LISNO MOB 2
FERAS MOB 18
MOB TACAN
4800
4700
4300
3800
3.46°
TCH 59
9.7 NM
0.5
ELEV 7
D
THRE 5
184°
61
8857 x 148
TWR
01
HIRL Rwy 01-19
REIL Rwy 01-19
CATEGORY A B C D E
S-19 (4.3%) 2350-5000m 2343 (2400-5000m)
S-19 3030-5000m 3023 (3100-5000m)
AKUREYRI, ICELAND
65°39'N - 18°04'W
AKUREYRI (BIAR)
Orig 03SEP26
MIPS
TACAN RWY 19

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

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

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

BIGJ AD 2.20.1 Umferð á jörðu og stæði

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

BIGJ AD 2.20.1 Ground manoeuvring and parking

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

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

NIL

BIGJ AD 2.22 FLUGAÐFERÐIR
BIGJ AD 2.22 FLIGHT PROCEDURES

NIL

BIGJ AD 2.23 VIÐBÓTARUPPLÝSINGAR
BIGJ AD 2.23 ADDITIONAL INFORMATION

2.23.1 Fuglar á og við flugvöllinn

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

2.23.1 Birds on and around the airport

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

2.23.2 Beygjuhalli í hringaðflugi

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

2.23.1 Bank angle in circling

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

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

Kort / Charts	Blaðsíðunúmer / Page Number
BIGJ Aerodrome Chart	AD 2 BIGJ 2 - 1
BIGJ Instrument Approach Chart - ICAO RNP A	AD 2 BIGJ 6 - 1
BIGJ Instrument Approach Chart - ICAO RNP RWY 22	AD 2 BIGJ 6 - 3

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

NIL

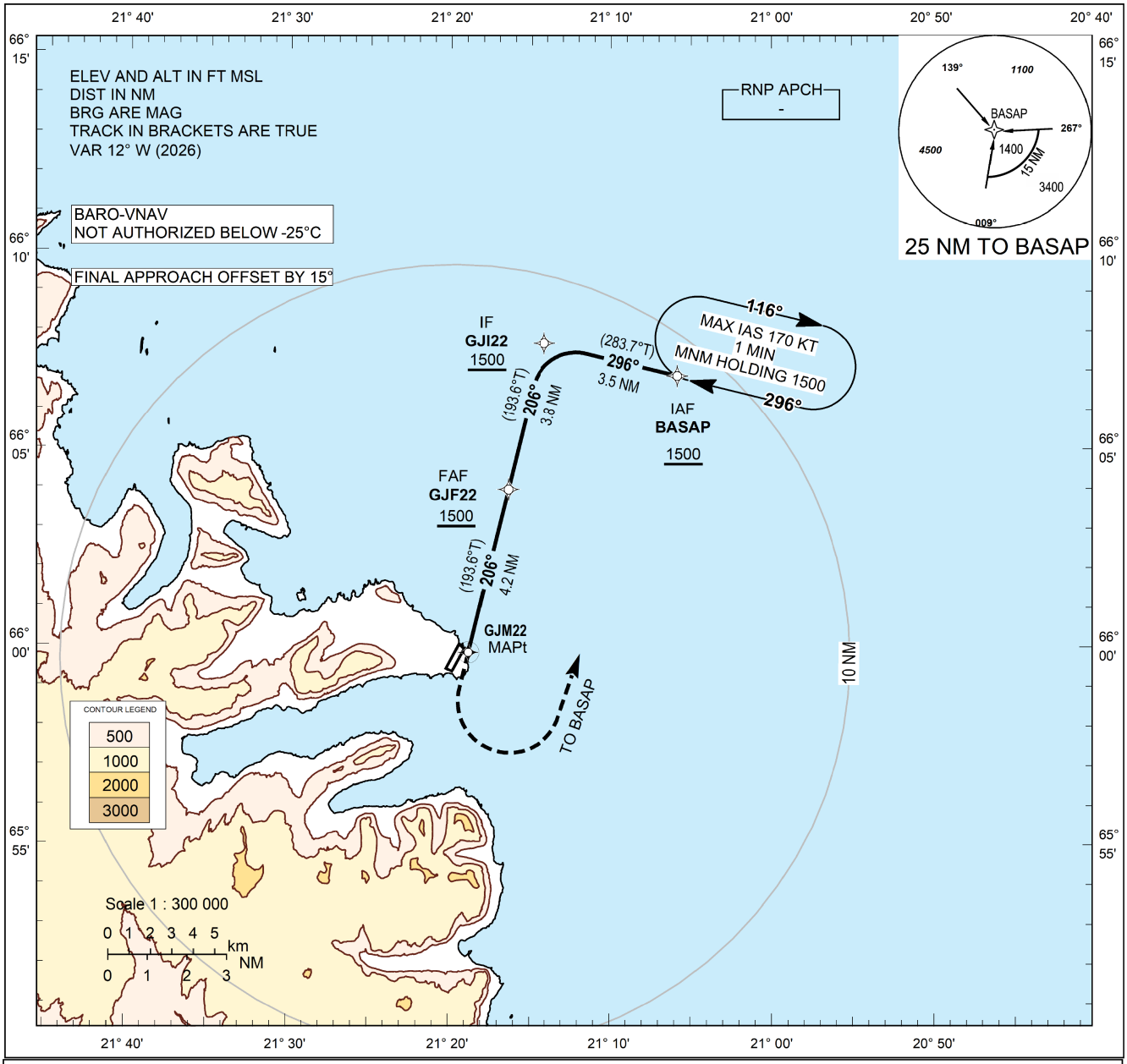
GJOGUR RNP RWY 22 Instrument Approach Chart - ICAO

INSTRUMENT APPROACH CHART - ICAO

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

Gjogur AFIS	118.600
Reykjavik ACC	119.700 / 126.750

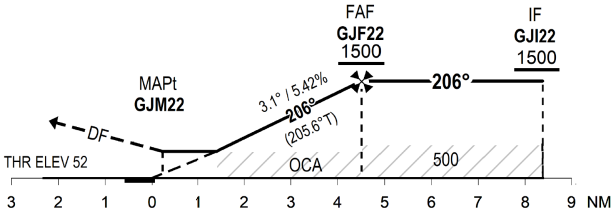
BIGJ - GJOGUR
RNP RWY 22



CHANGES: NEW PAGE NUMBER

TRANSITION ALT 7000

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



SCALE 1:300 000

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

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

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

Timing not authorized for defining MAPt

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

BIGJ RNP RWY 22

Recommended Coding Table

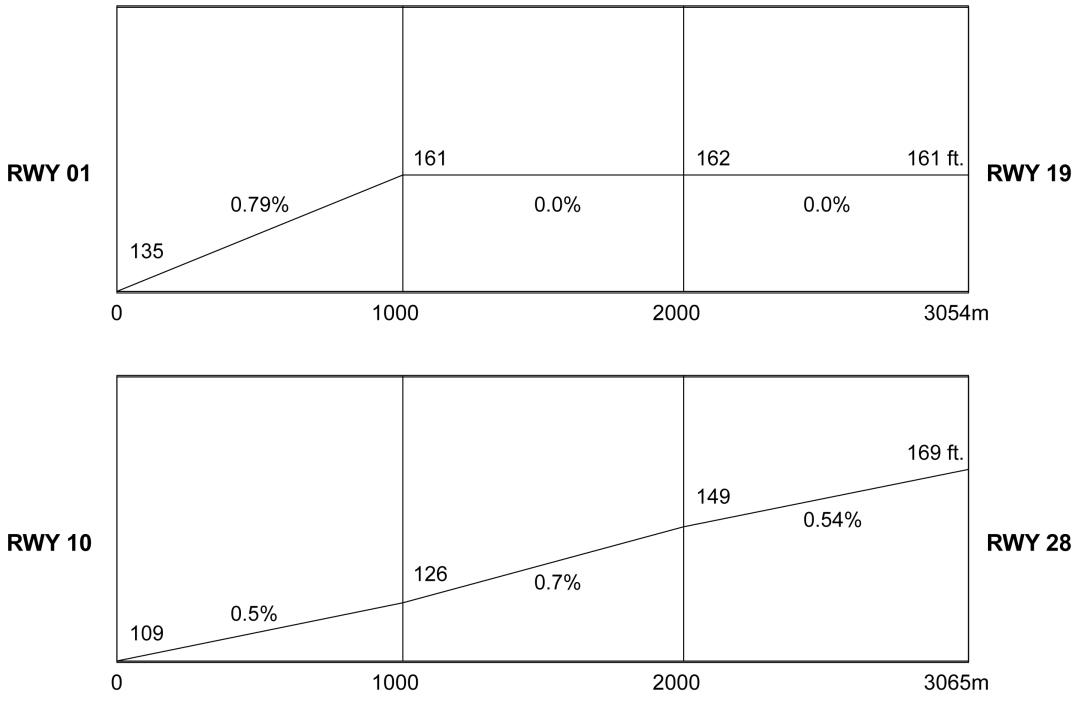
Serial Number	Path Descriptor	Waypoint Identifier	Fly-over	Course / Track °M(°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed (kt)	VPA/ TCH	Navigation Specification
010	IF	BASAP	-		+12.0			A1500+			RNP APCH
020	TF	GJI22	-	296 (283.7)	+12.0	3.5	L	A1500+			RNP APCH
030	TF	GJF22	-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

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

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
10	0.59%	—	260 x 150	3185 x 300	90 x 120	Arresting gear NR 4 605M from RWY THR. Located approx. 30M from RWY CL.	—
28	-0.59%	—	300 x 150	3185 x 300	90 x 120	Arresting gear NR 2 305M from RWY THR. Located approx. 30M from RWY CL.	—

RWY Designator	Remarks
1	14
01	Arresting gears are available
19	Arresting gears are available. Slope change on RWY 19 for Radio Altimeter Operating Area is exceeding the slope requirement of 2% per 30 meters. For further details see chart AD 2.24.5.3-1.
10	Arresting gears are available
28	Arresting gears are available

Slopes per third of RWY-SWY



BIKF AD 2.13 TILGREINDAR VIÐMIÐUNARVEGALENGDIR
BIKF AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
01	3054	3204	3054	3054	See chart AD 2 BIKF 2-1 for alternative take-off distance
19	3054	3204	3054	3054	NIL
10	3065	3325	3065	3065	NIL
28	3065	3365	3065	3065	NIL

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 Designation, surface and strength of apron	TERMINAL APRON: Malbik/ASPH / PCN 15
2	Breidd akbrautar, yfirborð og styrkur Designation, width, surface and strength of taxiways	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
3	Staðsetning og landhæð gátunarstaðar fyrir hæðarmælisathugun Altimeter checkpoint location and elevation	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
4	VOR-gátunarstaðir VOR checkpoints	NIL
5	INS-gátunarstaðir INS checkpoints	NIL

6	Athugasemdir Remarks	**Hnit loftfarastæða / Coordinates for aircraft stands:** Flughlað 4 (flugstöð Icelandair) / Apron 4 (Icelandair terminal) - 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 hótelbyggingu (áður Básar) / Not permitted to start helicopters on apron 1 (north) - north of hotel-building (previously Básar) Loftför útbúin aukaaflstöð (APU - Auxiliary power unit) skal fyrst og fremst leggja á flughlaði 1 (miðja). Loftför í langtímadvöl (+48 klst) skal vera lagt á flughlaði 1 (norður), þar sem öllum loftförum án aukaaflstöðvar skal einnig vera lagt / All aircraft equipped with APUs (Auxiliary power unit) should primarily be parked on Apron 1 (center). For long-term parking (+48 hours); they should be parked on Apron 1 (north) which should host all non-APU aircraft Öll notkun aukaaflstöðva (APU) er bönnuð á hlaði 1 (norður) - Norðan við hótelbyggingu (áður Básar) / All usage of APU´s is not permitted on apron 1 (north) - north of hotel-building (previously Básar).

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 innan BIRK CTR skulu vera búin mode A, mode C eða mode S ratsjársvara.
4. Lágt aðflug loftfara, verður ekki leyft fyrir flugvélar í þyngri flokki en léttar (Light), neðar en 250 fetum yfir meðalsjárvarmáli (MSL).

2.20.1 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 within BIRK CTR shall be equipped with an operational mode A, mode C or mode S transponder.
4. Low approach below 250 ft MSL, will not be authorized for aircraft heavier than category light.

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. Lendingar áætlunarflugs sem hefur orðið fyrir ófyrirséðum töfum
5. Flug vegna mannúðarmála

Sjá einnig AD-2.3 Þjónustutímar.

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 fyrr, 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:
   a. Æfingar með skerta flughæfni, svo sem æfingar þar sem hermt er eftir hreyfilbilun við flugtak og lendingar,
   b. Marklendingar,
   c. Snertilendingar fjölhreyfla loftfara,
   d. Snertilendingar loftfara með vélastærð 220 hestöfl eða meira.
2. Snertilendingar eins hreyfils loftfara eru leyfðar á eftirtöldum tímabilum:
   a. Vetur (16. september - 15. apríl)
      - Mánudaga – föstudaga 10:00 – 17:00,
      - Helgar og almennir frídagar 11:00 – 16:00.
   b. 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 meðalsjávarmáli (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 lendingaræfinga.

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:
   a. Exercises involving reduced performance, e.g. simulated engine failure during take-off or landing,
   b. Spot landings,
   c. Touch-and-go landings of multi-engine aircraft,
   d. 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:
   a. Winter (16. September - 15. April)
      - Mondays - Fridays 10:00 -17:00,
      - Weekends and public holidays 11:00 - 16:00.
   b. 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.

BIBA AD 2.10 FLUGVALLARHINDRANIR
BIBA AD 2.10 AERODROME OBSTACLES

NIL

BIBA AD 2.11 VEITTAR VEÐURUPPLÝSINGAR
BIBA AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

NIL

BIBA AD 2.12 SÉRKENNI FLUGBRAUTA
BIBA 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
03	—	800 x 30	RWY PCN: — RWY: GRASS SWY PCN: — SWY: —	— — GUND: —	— —
21	—	800 x 30	RWY PCN: — RWY: GRASS SWY PCN: — SWY: —	— — GUND: —	— —
12	—	1000 x 30	RWY PCN: — Asphalt Stabilized Gravel / Tjörubundin grús SWY PCN: — SWY: —	— — GUND: —	— —
30	—	1000 x 30	RWY PCN: — Asphalt Stabilized Gravel / Tjörubundin grús 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
03	—	—	—	—	—	—	—
21	—	—	—	—	—	—	—
12	—	—	—	—	—	—	—
30	—	—	—	—	—	—	—

RWY Designator	Remarks
1	14
03	—
21	—
12	Gróft yfirborð getur valdið skemmdum á hjólbörðum. Flugbrautarmerkingar vantar að hluta. Coarse surface can cause damage to tires. Runway markings are partially missing.

RWY Designator	Remarks
1	14
30	Gróft yfirborð getur valdið skemmdum á hjólbörðum. Flugbrautarmerkingar vantar að hluta. Coarse surface can cause damage to tires. Runway markings are partially missing.

BIBA AD 2.13 TILGREINDAR VIÐMIÐUNARVEGALENGDIR
BIBA AD 2.13 DECLARED DISTANCES

NIL

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

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST
1	2	3	4	5	6
03	NIL	NIL	NIL	NIL	NIL
21	NIL	NIL	NIL	NIL	NIL
12	NIL	Takmarkaður WBAR, 4 ljós utan hliðarbrúna / Reduced WBAR, 4 ea. LGT on each side of RWY edge	NIL	NIL	NIL
30	NIL	Takmarkaður WBAR, 4 ljós utan hliðarbrúna / Reduced WBAR, 4 ea. LGT on each side of RWY edge	NIL	NIL	NIL

RWY Designator	RWY edge LGT LEN, spacing, colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	7	8	9	10
03	NIL	NIL	NIL	NIL
21	NIL	NIL	NIL	NIL
12	NIL	Brautarendaljós, 4 ljós utan hliðarbrúna / RWY end LGT, 4 ea. lights on each side of RWY edge	NIL	Til að kveikja á brautarljósum lyklið 122.8 Mhz (þrisvar): Ljós slokkna eftir 18 mín. / For RWY LGT key on 122.8 Mhz (three times): Lights turn off after 18 min.
30	NIL	Brautarendaljós, 4 ljós utan hliðarbrúna / RWY end LGT, 4 ea. lights on each side of RWY edge	NIL	Til að kveikja á brautarljósum lyklið 122.8 Mhz (þrisvar): Ljós slokkna eftir 18 mín. / For RWY LGT key on 122.8 Mhz (three times): Lights turn off after 18 min.

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

NIL

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

NIL

BIBA AD 2.17 LOFTRÝMI FLUGUMFERÐARÞJÓNUSTU
BIBA AD 2.17 ATS AIRSPACE

NIL

BIBA AD 2.18 ATS FJARSKIPTABÚNAÐUR
BIBA AD 2.18 ATS COMMUNICATION FACILITIES

NIL

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

NIL

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

Bakkaflugvöllur er opinn öllu flugi sem getur nýtt hann og fer eftir þeim reglum sem um hann gilda.
Flugmenn sem nota flugvöllinn gera það á eigin ábyrgð.
Flugumferð í nágrenni vallarins, undir 2000 feta hæð, er hvött til að kalla á 118.400 MHZ „Bakki umferð“ og tilkynna sig.

Bakki Airport is open to all flights which are able to use it provided that pilots adhere to the local rules.
Pilots using the airport do so at their own risk.
Aircraft flying close to the airport, below 2000 feet, should call "Bakki traffic" on 118.400 MHZ with relevant information.

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

NIL

BIBA AD 2.22 FLUGAÐFERÐIR
BIBA AD 2.22 FLIGHT PROCEDURES

NIL

BIBA AD 2.23 VIÐBÓTARUPPLÝSINGAR
BIBA AD 2.23 ADDITIONAL INFORMATION

NIL

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

NIL

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