

AIP – ÍSLAND/ICELAND

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AIP AMDT
002 / 2019
01 MAR 2019



ISAVIA

Helstu breytingar í þessari útgáfu: / Principal changes included in this AMDT:

Subject	Changes	AIP pages/chapter
GEN		
Differences	Differences from ANNEX 1 article 4.4: Air traffic controller licence updated with regard to EU regulation 2015/340.	GEN 1.7
ENR		
Rules of the air and air traffic services procedures	FPL, ITEM 15: ROUTE: Example removed	ENR 1.8
	Special Procedures for In-flight Contingencies: Change in contingency procedures in the NAT Region	
Air traffic incidents	Place of submission, contents and form of a report: Text adjusted	ENR 1.14
Military Exercise and training Areas	Coordinates for ITA NW Tanker corrected	ENR 5.2
Bird migration and areas with sensitive fauna	Reporting of bird strikes and bird strike risks: Editorial changes and a new e-mail	ENR 5.6
AD		
Status of certification of aerodromes	Status of certification of aerodromes published	AD 1.5
Charges for AD and air navigation service	Reference changed from GEN 4 to Isavias website	BIAR, BIBD, BIEG, BIGJ, BIGR, BIHN, BIHU, BIIS, BIKF, BIKR, BIRK, BITE, BITN, BIVM, BIVO
Handling agents	Information from GEN 4,1 moved to AD 2	BIAR, BIKF, BIRK
Operational hour	Operational hours changed - AFIS	BIBD, BIGJ, BIIS
BIKR Saudarkrokur	Aerodrome Obstacles, remarks	BIKR AD 2.10
BISF Selfoss	Email changed	BISF AD 4.
SUP		
Akureyri - Loftrými flugumferðarþjónustu og þjónustutími flugstjórnarþjónustu / Akureyri - ATS airspace and hours of service		SUP 002/2019
AIC		
LHG tilraunaflug dróna / ICG trial on Drone flights		A 004/2019

GEN, ENR, AD

Eldri síður: / Old pages:

GEN

GEN 0.2 - 1/2	28 FEB 2019
GEN 0.4 - 1/2	03 JAN 2019
GEN 0.4 - 3/4	03 JAN 2019
GEN 0.4 - 5/6	03 JAN 2019
GEN 0.4 - 7/8	03 JAN 2019
GEN 1.7 - 1/2	03 APR 2014
GEN 1.7 - 3/4	30 MAR 2018
GEN 1.7 - 5/6	13 OCT 2017
GEN 1.7 - 7/8	03 APR 2014
GEN 1.7 - 9/10	04 JAN 2019
GEN 1.7 - 11/12	04 JAN 2019
GEN 1.7 - 13/14	03 APR 2014
GEN 1.7 - 15/16	02 FEB 2018
GEN 1.7 - 17/18	03 MAR 2017
GEN 1.7 - 19/20	04 JAN 2019
GEN 1.7 - 21/22	04 JAN 2019
GEN 3.2 - 5/6	28 FEB 2019
GEN 4.1 - 1/2	04 JAN 2019
GEN 4.2 - 1/2	04 JAN 2019

ENR

ENR 1.8 - 15/16	03 JAN 2019
ENR 1.8 - 25/26	08 DEC 2017
ENR 1.8 - 27/28	08 DEC 2017
ENR 1.14 - 3/4	25 MAY 2018
ENR 5.2 - 1/2	28 FEB 2019
ENR 5.6 - 1/2	28 APR 2017

Nýjar síður: / New pages:

GEN

GEN 0.2 - 1/2	01 MAR 2019
GEN 0.4 - 1/2	01 MAR 2019
GEN 0.4 - 3/4	01 MAR 2019
GEN 0.4 - 5/6	01 MAR 2019
GEN 0.4 - 7/8	01 MAR 2019
GEN 1.7 - 1/2	01 MAR 2019
GEN 1.7 - 3/4	01 MAR 2019
GEN 1.7 - 5/6	01 MAR 2019
GEN 1.7 - 7/8	01 MAR 2019
GEN 1.7 - 9/10	01 MAR 2019
GEN 1.7 - 11/12	01 MAR 2019
GEN 1.7 - 13/14	01 MAR 2019
GEN 1.7 - 15/16	01 MAR 2019
GEN 1.7 - 17/18	01 MAR 2019
GEN 1.7 - 19/20	01 MAR 2019
GEN 1.7 - 21/22	01 MAR 2019
GEN 3.2 - 5/6	01 MAR 2019
GEN 4.1 - 1/2	01 MAR 2019
GEN 4.2 - 1/2	01 MAR 2019

ENR

ENR 1.8 - 15/16	01 MAR 2019
ENR 1.8 - 25/26	01 MAR 2019
ENR 1.8 - 27/28	01 MAR 2019
ENR 1.14 - 3/4	01 MAR 2019
ENR 5.2 - 1/2	01 MAR 2019
ENR 5.6 - 1/2	01 MAR 2019

AD

AD 1.5 - 1/2	04 APR 2014
BIAR AD 2 - 1/2	25 MAY 2018
BIAR AD 2 - 3/4	07 DEC 2017
BIAR AD 2 - 5/6	11 DEC 2015
BIAR AD 2 - 7/8	20 JUL 2018
BIAR AD 2 - 9/10	22 JUL 2016
BIAR AD 2 - 11/12	08 NOV 2018
BIBD AD 2 - 1/2	14 SEP 2018
BIBD AD 2 - 3/4	22 JUL 2016
BIBD AD 2 - 5/6	04 MAR 2016
BIBD AD 2 - 7/8	04 MAR 2016
BIBD AD 2 - 9/10	13 SEP 2018
BIEG AD 2 - 1/2	30 MAR 2018
BIEG AD 2 - 9/10	19 JUL 2018
BIGJ AD 2 - 1/2	14 SEP 2018
BIGR AD 2 - 3/4	30 MAR 2018
BIGR AD 2 - 5/6	30 MAR 2018
BIHN AD 2 - 3/4	14 OCT 2016
BIHU AD 2 - 1/2	02 FEB 2018
BIIS AD 2 - 1/2	14 SEP 2018
BIIS AD 2 - 3/4	30 MAR 2018
BIKF AD 2 - 3/4	25 MAY 2018
BIKF AD 2 - 5/6	09 NOV 2018
BIKR AD 2 - 1/2	19 JUL 2018
BIKR AD 2 - 5/6	09 DEC 2016
BIRK AD 2 - 1/2	04 JAN 2019
BIRK AD 2 - 3/4	30 MAR 2018
BIRK AD 2 - 5/6	20 JUL 2018
BIRK AD 2.24.1.2 - 1/2	28 FEB 2019
BITE AD 2 - 1/2	14 SEP 2018
BITN AD 2 - 1/2	20 JUL 2018
BIVM AD 2 - 1/2	20 JUL 2018
BIVO AD 2 - 1/2	01 FEB 2018
BISF AD 4 - 1/2	04 JAN 2019

AD

AD 1.5 - 1/2	01 MAR 2019
BIAR AD 2 - 1/2	01 MAR 2019
BIAR AD 2 - 3/4	01 MAR 2019
BIAR AD 2 - 5/6	01 MAR 2019
BIAR AD 2 - 7/8	01 MAR 2019
BIAR AD 2 - 9/10	01 MAR 2019
BIAR AD 2 - 11/12	01 MAR 2019
BIBD AD 2 - 1/2	01 MAR 2019
BIBD AD 2 - 3/4	01 MAR 2019
BIBD AD 2 - 5/6	01 MAR 2019
BIBD AD 2 - 7/8	01 MAR 2019
BIBD AD 2 - 9/10	01 MAR 2019
BIEG AD 2 - 1/2	01 MAR 2019
BIEG AD 2 - 9/10	01 MAR 2019
BIGJ AD 2 - 1/2	01 MAR 2019
BIGR AD 2 - 3/4	01 MAR 2019
BIGR AD 2 - 5/6	01 MAR 2019
BIHN AD 2 - 3/4	01 MAR 2019
BIHU AD 2 - 1/2	01 MAR 2019
BIIS AD 2 - 1/2	01 MAR 2019
BIIS AD 2 - 3/4	01 MAR 2019
BIKF AD 2 - 3/4	01 MAR 2019
BIKF AD 2 - 5/6	01 MAR 2019
BIKR AD 2 - 1/2	01 MAR 2019
BIKR AD 2 - 5/6	01 MAR 2019
BIRK AD 2 - 1/2	01 MAR 2019
BIRK AD 2 - 3/4	01 MAR 2019
BIRK AD 2 - 5/6	01 MAR 2019
BIRK AD 2.24.1.2 - 1/2	01 MAR 2019
BITE AD 2 - 1/2	01 MAR 2019
BITN AD 2 - 1/2	01 MAR 2019
BIVM AD 2 - 1/2	01 MAR 2019
BIVO AD 2 - 1/2	01 MAR 2019
BISF AD 4 - 1/2	01 MAR 2019

VIÐBÆTUR / SUPPLEMENTS

Nýjar viðbætur / New Supplements
SUP 002/2019

Viðbætur felldar úr gildi / Supplements hereby cancelled
Ekkert / NIL

UPPLÝSINGABRÉF / AIC

Ný upplýsingabréf / New AIC
A 004/2019

Upplýsingabréf felld úr gildi / AICs hereby cancelled
A 007/2012

Efni eftirfarandi NOTAM skeyta birt í útgáfunni:

NOTAM incorporated in this amendment:

Ekkert / NIL

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

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

Skráðið uppfærslu í kafla GEN 0.2

Record entry of amendment in chapter GEN 0.2

AIP Supplement – ÍSLAND / ICELAND

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AIP SUP nr
002 / 2019

24 JAN 2019

Akureyri - ATS airspace and hours of service / Loftrými flugumferðarþjónustu og þjónustutími flugstjórnarþjónustu

ICELANDIC



ENGLISH

Efnisleg ábyrgð: Isavia, Flugleiðsögusvið - FLS og Flugvallasvið
Content Responsibility: Isavia, Air Navigation Services Division and Regional Airports

1. Airspace classification and extended ATC service hours at Akureyri airport / Skilgreining loftrýma ásamt lengingu þjónustutíma flugstjórnarþjónustu við Akureyrarflugvöll

Frá og með 1. febrúar eru loftrými flugstjórnarsviðs og Akureyri TMA í flokki D, daglega 07:00 - 23:00.

Þjónustutíma flugstjórnarþjónustu hefur verið breytt til samræmis.

Breytingin verður birt, í Flugmálahandbók (AIP) BIAR AD 2.3 þjónustutímar, eins fljótt og auðið er.

As from February 1st. Akureyri CTR and TMA airspace classification type D, daily from 07:00-23:00.

ATC service hours has been changed accordingly.

The change will be published, in AIP BIAR AD 2.3 operational hours, as soon as possible.

Viðbætur við Flugmálahandbók felldar út gildi:

Engar / NIL

AIP Supplement cancelled:

Efni eftirfarandi NOTAM skeyta birt í þessum viðauka:

Engin / NIL

NOTAM incorporated in this Supplement:

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**GEN 0.2 Listi yfir uppfærslur Flugmáláhandbókar
Record of AIP Amendments**

Fyrirvarauppfærslur Flugmáláhandbókar / AIRAC AIP AMENDMENT			
<i>Nr. / Ár NR/Year</i>	<i>Útgáfudagur / Publication date</i>	<i>Gildisdagur / Effective Date</i>	<i>Sett inn af / Inserted by</i>
001/2017	09-Dec-2016	02-Feb-2017	
002/2017	16-Feb-2017	30-Mar-2017	
003/2017	03-Mar-2017	27-Apr-2017	
004/2017	28-Apr-2017	22-Jun-2017	
005/2017	23-Jun-2017	17-Aug-2017	
006/2017	21-Jul-2017	14-Sep-2017	
007/2017	18-Aug-2017	12-Oct-2017	
008/2017	13-Oct-2017	07-Dec-2017	
001/2018	08-Dec-2017	01-Feb-2018	
002/2018	02-Feb-2018	29-Mar-2018	
003/2018	30-Mar-2018	24-May-2018	
004/2018	25-May-2018	19-Jul-2018	
005/2018	20-Jul-2018	13-Sep-2018	
006/2018	14-Sep-2018	08-Nov-2018	
001/2019	09-Nov-2018	03-Jan-2019	
002/2019	04-Jan-2019	28-Feb-2019	

Uppfærslur Flugmáláhandbókar / AIP AMENDMENT			
<i>Nr. / Ár NR/Year</i>	<i>Útgáfudagur / Publication date</i>	<i>Dags. inns./ Date inserted</i>	<i>Sett inn af / Inserted by</i>
001/2017	03-Mar-2017	03-Mar-2017	
002/2017	28-Apr-2017	28-Apr-2017	
003/2017	23-Jun-2017	23-Jun-2017	
004/2017	18-Aug-2017	18-Aug-2017	
005/2017	13-Oct-2017	13-Oct-2017	
006/2017	08-Dec-2017	08-Dec-2017	
001/2018	02-Feb-2018	02-Feb-2018	
002/2018	30-Mar-2018	30-Mar-2018	
003/2018	25-May-2018	25-May-2018	
004/2018	20-Jul-2018	20-Jul-2018	
005/2018	14-Sep-2018	14-Sep-2018	
006/2018	09-Nov-2018	09-Nov-2018	
001/2019	04-Jan-2019	04-Jan-2019	
002/2019	01-Mar-2019	01-Mar-2019	

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**GEN 0.4 Gátlisti Flugmáláhandbókar
Checklist of AIP Pages**

**PART 1 - ALMENNT
GENERAL**

**GEN 0 FORMÁLI OG LISTAR
PREFACE AND LISTS**

GEN 0.1 - 1	29 MAY 2015	GEN 0.4 - 1	01 MAR 2019	GEN 0.5 - 1	17 AUG 2017
GEN 0.1 - 2	29 MAY 2015	GEN 0.4 - 2	01 MAR 2019	GEN 0.5 - 2	17 AUG 2017
GEN 0.1 - 3	28 APR 2017	GEN 0.4 - 3	01 MAR 2019	GEN 0.6 - 1	14 NOV 2014
GEN 0.1 - 4	28 APR 2017	GEN 0.4 - 4	01 MAR 2019	GEN 0.6 - 2	14 NOV 2014
GEN 0.2 - 1	01 MAR 2019	GEN 0.4 - 5	01 MAR 2019	GEN 0.6 - 3	14 NOV 2014
GEN 0.2 - 2	01 MAR 2019	GEN 0.4 - 6	01 MAR 2019	GEN 0.6 - 4	14 NOV 2014
GEN 0.3 - 1	03 APR 2014	GEN 0.4 - 7	01 MAR 2019	GEN 0.6 - 5	14 NOV 2014
GEN 0.3 - 2	03 APR 2014	GEN 0.4 - 8	01 MAR 2019	GEN 0.6 - 6	14 NOV 2014

**GEN 1 INNLENDAR REGLUR OG KRÖFUR
NATIONAL REGULATIONS AND REQUIREMENTS**

GEN 1.1 - 1	22 JUL 2016	GEN 1.5 - 1	24 MAY 2018	GEN 1.7 - 11	01 MAR 2019
GEN 1.1 - 2	22 JUL 2016	GEN 1.5 - 2	24 MAY 2018	GEN 1.7 - 12	01 MAR 2019
GEN 1.2 - 1	22 JUL 2016	GEN 1.6 - 1	09 JAN 2015	GEN 1.7 - 13	01 MAR 2019
GEN 1.2 - 2	22 JUL 2016	GEN 1.6 - 2	09 JAN 2015	GEN 1.7 - 14	01 MAR 2019
GEN 1.2 - 3	30 MAR 2018	GEN 1.7 - 1	01 MAR 2019	GEN 1.7 - 15	01 MAR 2019
GEN 1.2 - 4	30 MAR 2018	GEN 1.7 - 2	01 MAR 2019	GEN 1.7 - 16	01 MAR 2019
GEN 1.2 - 5	30 MAR 2018	GEN 1.7 - 3	01 MAR 2019	GEN 1.7 - 17	01 MAR 2019
GEN 1.2 - 6	30 MAR 2018	GEN 1.7 - 4	01 MAR 2019	GEN 1.7 - 18	01 MAR 2019
GEN 1.2 - 7	03 MAR 2017	GEN 1.7 - 5	01 MAR 2019	GEN 1.7 - 19	01 MAR 2019
GEN 1.2 - 8	03 MAR 2017	GEN 1.7 - 6	01 MAR 2019	GEN 1.7 - 20	01 MAR 2019
GEN 1.3 - 1	03 APR 2014	GEN 1.7 - 7	01 MAR 2019	GEN 1.7 - 21	01 MAR 2019
GEN 1.3 - 2	03 APR 2014	GEN 1.7 - 8	01 MAR 2019	GEN 1.7 - 22	01 MAR 2019
GEN 1.4 - 1	22 JUL 2016	GEN 1.7 - 9	01 MAR 2019		
GEN 1.4 - 2	22 JUL 2016	GEN 1.7 - 10	01 MAR 2019		

**GEN 2 TÖFLUR og KÓÐAR
TABLES and CODES**

GEN 2.1 - 1	16 OCT 2014	GEN 2.3 - 3	09 NOV 2018	GEN 2.6 - 9	03 APR 2014
GEN 2.1 - 2	16 OCT 2014	GEN 2.3 - 4	09 NOV 2018	GEN 2.6 - 10	03 APR 2014
GEN 2.1 - 3	03 APR 2014	GEN 2.3 - 5	09 NOV 2018	GEN 2.7 - 1	28 APR 2017
GEN 2.1 - 4	03 APR 2014	GEN 2.3 - 6	09 NOV 2018	GEN 2.7 - 2	28 APR 2017
GEN 2.2 - 1	08 DEC 2017	GEN 2.3 - 7	04 JAN 2019	GEN 2.7 - 3	04 APR 2014
GEN 2.2 - 2	08 DEC 2017	GEN 2.3 - 8	04 JAN 2019	GEN 2.7 - 4	04 APR 2014
GEN 2.2 - 3	03 JAN 2019	GEN 2.3 - 9	04 JAN 2019	GEN 2.7 - 5	04 APR 2014
GEN 2.2 - 4	03 JAN 2019	GEN 2.3 - 10	04 JAN 2019	GEN 2.7 - 6	04 APR 2014
GEN 2.2 - 5	08 DEC 2017	GEN 2.3 - 11	04 JAN 2019	GEN 2.7 - 7	04 APR 2014
GEN 2.2 - 6	08 DEC 2017	GEN 2.3 - 12	04 JAN 2019	GEN 2.7 - 8	04 APR 2014
GEN 2.2 - 7	08 DEC 2017	GEN 2.4 - 1	04 JAN 2019	GEN 2.7 - 9	04 APR 2014
GEN 2.2 - 8	08 DEC 2017	GEN 2.4 - 2	04 JAN 2019	GEN 2.7 - 10	04 APR 2014
GEN 2.2 - 9	08 DEC 2017	GEN 2.4 - 3	04 JAN 2019	GEN 2.7 - 11	28 APR 2017
GEN 2.2 - 10	08 DEC 2017	GEN 2.4 - 4	04 JAN 2019	GEN 2.7 - 12	28 APR 2017
GEN 2.2 - 11	09 NOV 2018	GEN 2.5 - 1	02 FEB 2018	GEN 2.7 - 13	28 APR 2017
GEN 2.2 - 12	09 NOV 2018	GEN 2.5 - 2	02 FEB 2018	GEN 2.7 - 14	28 APR 2017
GEN 2.2 - 13	04 JAN 2019	GEN 2.6 - 1	03 APR 2014	GEN 2.7 - 15	28 APR 2017
GEN 2.2 - 14	04 JAN 2019	GEN 2.6 - 2	03 APR 2014	GEN 2.7 - 16	28 APR 2017
GEN 2.2 - 15	04 JAN 2019	GEN 2.6 - 3	03 APR 2014	GEN 2.7 - 17	28 APR 2017
GEN 2.2 - 16	04 JAN 2019	GEN 2.6 - 4	03 APR 2014	GEN 2.7 - 18	28 APR 2017
GEN 2.2 - 17	04 JAN 2019	GEN 2.6 - 5	03 APR 2014	GEN 2.8 - 1	03 APR 2014
GEN 2.2 - 18	04 JAN 2019	GEN 2.6 - 6	03 APR 2014	GEN 2.8 - 2	03 APR 2014
GEN 2.3 - 1	09 NOV 2018	GEN 2.6 - 7	03 APR 2014	GEN 2.8 - 3	03 APR 2014
GEN 2.3 - 2	09 NOV 2018	GEN 2.6 - 8	03 APR 2014	GEN 2.8 - 4	03 APR 2014

GEN 3		ÞJÓNUSTA SERVICES			
GEN 3.1 - 1	08 DEC 2017	GEN 3.3 - 1	29 MAR 2018	GEN 3.5 - 1	14 SEP 2018
GEN 3.1 - 2	08 DEC 2017	GEN 3.3 - 2	29 MAR 2018	GEN 3.5 - 2	14 SEP 2018
GEN 3.1 - 3	08 DEC 2017	GEN 3.3 - 3	18 SEP 2015	GEN 3.5 - 3	18 AUG 2017
GEN 3.1 - 4	08 DEC 2017	GEN 3.3 - 4	18 SEP 2015	GEN 3.5 - 4	18 AUG 2017
GEN 3.1 - 5	14 SEP 2018	GEN 3.4 - 1	29 MAR 2018	GEN 3.5 - 5	18 AUG 2017
GEN 3.1 - 6	14 SEP 2018	GEN 3.4 - 2	29 MAR 2018	GEN 3.5 - 6	18 AUG 2017
GEN 3.1 - 7	08 DEC 2017	GEN 3.4 - 3	19 JUL 2018	GEN 3.5 - 7	18 AUG 2017
GEN 3.1 - 8	08 DEC 2017	GEN 3.4 - 4	19 JUL 2018	GEN 3.5 - 8	18 AUG 2017
GEN 3.2 - 1	08 NOV 2018	GEN 3.4 - 5	23 JUN 2017	GEN 3.5 - 9	18 AUG 2017
GEN 3.2 - 2	08 NOV 2018	GEN 3.4 - 6	23 JUN 2017	GEN 3.5 - 10	18 AUG 2017
GEN 3.2 - 3	08 NOV 2018	GEN 3.4 - 7	04 JAN 2019	GEN 3.6 - 1	09 NOV 2018
GEN 3.2 - 4	08 NOV 2018	GEN 3.4 - 8	04 JAN 2019	GEN 3.6 - 2	09 NOV 2018
GEN 3.2 - 5	01 MAR 2019	GEN 3.4 - 9	09 NOV 2018	GEN 3.6 - 3	06 MAR 2015
GEN 3.2 - 6	01 MAR 2019	GEN 3.4 - 10	09 NOV 2018	GEN 3.6 - 4	06 MAR 2015
GEN 3.2 - 7	28 FEB 2019	GEN 3.4 - 11	09 NOV 2018	GEN 3.6 - 5	04 JAN 2019
GEN 3.2 - 8	28 FEB 2019	GEN 3.4 - 12	09 NOV 2018	GEN 3.6 - 6	04 JAN 2019
GEN 3.2 - 9	08 NOV 2018	GEN 3.4 - 13	30 MAR 2018	GEN 3.6 - 7	04 JAN 2019
GEN 3.2 - 10	08 NOV 2018	GEN 3.4 - 14	30 MAR 2018	GEN 3.6 - 8	04 JAN 2019

GEN 4 GJALDSKRÁ FLUGVALLA OG FLUGLEIÐSÖGU-ÞJÓNUSTU
CHARGES for AERODROMES and AIR NAVIGATION SERVICES

GEN 4.1 - 1	01 MAR 2019	GEN 4.2 - 1	01 MAR 2019
GEN 4.1 - 2	01 MAR 2019	GEN 4.2 - 2	01 MAR 2019

**PART 2 - FLUGLEIÐIR
EN-ROUTE**

ENR 0 FORMÁLI OG LISTAR
PREFACE AND LISTS

ENR 0.1 - 1	30 MAY 2014	ENR 0.3 - 2	03 APR 2014	ENR 0.6 - 1	14 NOV 2014
ENR 0.1 - 2	30 MAY 2014	ENR 0.4 - 1	03 APR 2014	ENR 0.6 - 2	14 NOV 2014
ENR 0.2 - 1	03 APR 2014	ENR 0.4 - 2	03 APR 2014	ENR 0.6 - 3	14 NOV 2014
ENR 0.2 - 2	03 APR 2014	ENR 0.5 - 1	03 APR 2014	ENR 0.6 - 4	14 NOV 2014
ENR 0.3 - 1	03 APR 2014	ENR 0.5 - 2	03 APR 2014		

ENR 1 ALMENNAR REGLUR OG STARFSHÆTTIR
GENERAL RULES AND PROCEDURES

ENR 1.1 - 1	02 FEB 2018	ENR 1.6 - 6	02 FEB 2017	ENR 1.8 - 17	08 DEC 2017
ENR 1.1 - 2	02 FEB 2018	ENR 1.6 - 7	16 OCT 2014	ENR 1.8 - 18	08 DEC 2017
ENR 1.1 - 3	02 FEB 2018	ENR 1.6 - 8	16 OCT 2014	ENR 1.8 - 19	08 DEC 2017
ENR 1.1 - 4	02 FEB 2018	ENR 1.6 - 9	16 OCT 2014	ENR 1.8 - 20	08 DEC 2017
ENR 1.1 - 5	02 FEB 2018	ENR 1.6 - 10	16 OCT 2014	ENR 1.8 - 21	08 DEC 2017
ENR 1.1 - 6	02 FEB 2018	ENR 1.7 - 1	14 SEP 2018	ENR 1.8 - 22	08 DEC 2017
ENR 1.2 - 1	08 DEC 2017	ENR 1.7 - 2	14 SEP 2018	ENR 1.8 - 23	08 DEC 2017
ENR 1.2 - 2	08 DEC 2017	ENR 1.7 - 3	14 SEP 2018	ENR 1.8 - 24	08 DEC 2017
ENR 1.2 - 3	08 DEC 2017	ENR 1.7 - 4	14 SEP 2018	ENR 1.8 - 25	01 MAR 2019
ENR 1.2 - 4	08 DEC 2017	ENR 1.8 - 1	29 MAR 2018	ENR 1.8 - 26	01 MAR 2019
ENR 1.2 - 5	08 DEC 2017	ENR 1.8 - 2	29 MAR 2018	ENR 1.8 - 27	01 MAR 2019
ENR 1.2 - 6	08 DEC 2017	ENR 1.8 - 3	08 DEC 2017	ENR 1.8 - 28	01 MAR 2019
ENR 1.3 - 1	09 DEC 2016	ENR 1.8 - 4	08 DEC 2017	ENR 1.8 - 29	29 MAR 2018
ENR 1.3 - 2	09 DEC 2016	ENR 1.8 - 5	08 DEC 2017	ENR 1.8 - 30	29 MAR 2018
ENR 1.3 - 3	15 SEP 2016	ENR 1.8 - 6	08 DEC 2017	ENR 1.8 - 31	29 MAR 2018
ENR 1.3 - 4	15 SEP 2016	ENR 1.8 - 7	09 NOV 2018	ENR 1.8 - 32	29 MAR 2018
ENR 1.4 - 1	04 JAN 2019	ENR 1.8 - 8	09 NOV 2018	ENR 1.8 - 33	25 MAY 2018
ENR 1.4 - 2	04 JAN 2019	ENR 1.8 - 9	08 DEC 2017	ENR 1.8 - 34	25 MAY 2018
ENR 1.5 - 1	22 AUG 2014	ENR 1.8 - 10	08 DEC 2017	ENR 1.8 - 35	09 NOV 2018
ENR 1.5 - 2	22 AUG 2014	ENR 1.8 - 11	08 DEC 2017	ENR 1.8 - 36	09 NOV 2018
ENR 1.6 - 1	22 JUL 2016	ENR 1.8 - 12	08 DEC 2017	ENR 1.8 - 37	09 NOV 2018
ENR 1.6 - 2	22 JUL 2016	ENR 1.8 - 13	08 DEC 2017	ENR 1.8 - 38	09 NOV 2018
ENR 1.6 - 3	02 FEB 2017	ENR 1.8 - 14	08 DEC 2017	ENR 1.9 - 1	09 NOV 2018
ENR 1.6 - 4	02 FEB 2017	ENR 1.8 - 15	01 MAR 2019	ENR 1.9 - 2	09 NOV 2018
ENR 1.6 - 5	02 FEB 2017	ENR 1.8 - 16	01 MAR 2019	ENR 1.9 - 3	09 NOV 2018

ENR 1.9 - 4	09 NOV 2018	ENR 1.12 - 2	22 JUL 2016	ENR 1.14 - 4	01 MAR 2019
ENR 1.10 - 1	09 NOV 2018	ENR 1.12 - 3	22 AUG 2014	ENR 1.14 - 5	25 MAY 2018
ENR 1.10 - 2	09 NOV 2018	ENR 1.12 - 4	22 AUG 2014	ENR 1.14 - 6	25 MAY 2018
ENR 1.10 - 3	09 NOV 2018	ENR 1.13 - 1	16 OCT 2014	ENR 1.14 - 7	25 MAY 2018
ENR 1.10 - 4	09 NOV 2018	ENR 1.13 - 2	16 OCT 2014	ENR 1.14 - 8	25 MAY 2018
ENR 1.11 - 1	08 DEC 2017	ENR 1.14 - 1	25 MAY 2018	ENR 1.14 - 9	25 MAY 2018
ENR 1.11 - 2	08 DEC 2017	ENR 1.14 - 2	25 MAY 2018	ENR 1.14 - 10	25 MAY 2018
ENR 1.12 - 1	22 JUL 2016	ENR 1.14 - 3	01 MAR 2019		

ENR 2 LOFTRÝMI FLUGUMFERÐARÞJÓNUSTU AIR TRAFFIC SERVICES AIRSPACE

ENR 2.1 - 1	30 MAR 2018	ENR 2.1 - 5	13 OCT 2017	ENR 2.1 - 9	22 JUN 2017
ENR 2.1 - 2	30 MAR 2018	ENR 2.1 - 6	13 OCT 2017	ENR 2.1 - 10	22 JUN 2017
ENR 2.1 - 3	09 NOV 2018	ENR 2.1 - 7	13 OCT 2017	ENR 2.2 - 1	25 MAY 2018
ENR 2.1 - 4	09 NOV 2018	ENR 2.1 - 8	13 OCT 2017	ENR 2.2 - 2	25 MAY 2018

ENR 3 FLUGÞJÓNUSTULEIÐIR ATS ROUTES

ENR 3.1 - 1	07 DEC 2017	ENR 3.3 - 2	13 OCT 2017	ENR 3.3 - 15	13 OCT 2017
ENR 3.1 - 2	07 DEC 2017	ENR 3.3 - 3	13 OCT 2017	ENR 3.3 - 16	13 OCT 2017
ENR 3.1 - 3	02 FEB 2017	ENR 3.3 - 4	13 OCT 2017	ENR 3.3 - 17	13 OCT 2017
ENR 3.1 - 4	02 FEB 2017	ENR 3.3 - 5	13 OCT 2017	ENR 3.3 - 18	13 OCT 2017
ENR 3.1 - 5	02 FEB 2017	ENR 3.3 - 6	13 OCT 2017	ENR 3.3 - 19	13 OCT 2017
ENR 3.1 - 6	02 FEB 2017	ENR 3.3 - 7	13 OCT 2017	ENR 3.3 - 20	13 OCT 2017
ENR 3.1 - 7	02 FEB 2017	ENR 3.3 - 8	13 OCT 2017	ENR 3.4 - 1	03 APR 2014
ENR 3.1 - 8	02 FEB 2017	ENR 3.3 - 9	13 OCT 2017	ENR 3.4 - 2	03 APR 2014
ENR 3.1 - 9	17 AUG 2017	ENR 3.3 - 10	13 OCT 2017	ENR 3.5 - 1	03 APR 2014
ENR 3.1 - 10	17 AUG 2017	ENR 3.3 - 11	13 OCT 2017	ENR 3.5 - 2	03 APR 2014
ENR 3.2 - 1	03 APR 2014	ENR 3.3 - 12	13 OCT 2017	ENR 3.6 - 1	03 APR 2014
ENR 3.2 - 2	03 APR 2014	ENR 3.3 - 13	13 OCT 2017	ENR 3.6 - 2	03 APR 2014
ENR 3.3 - 1	13 OCT 2017	ENR 3.3 - 14	13 OCT 2017		

ENR 4 FLUGLEIÐSÖGUVIRKI RADIO NAVIGATION AIDS/SYSTEMS

ENR 4.1 - 1	20 JUL 2018	ENR 4.3 - 4	03 MAR 2017	ENR 4.4 - 5	04 JAN 2019
ENR 4.1 - 2	20 JUL 2018	ENR 4.3 - 5	03 MAR 2017	ENR 4.4 - 6	04 JAN 2019
ENR 4.2 - 1	03 APR 2014	ENR 4.3 - 6	03 MAR 2017	ENR 4.4 - 7	04 JAN 2019
ENR 4.2 - 2	03 APR 2014	ENR 4.4 - 1	07 DEC 2017	ENR 4.4 - 8	04 JAN 2019
ENR 4.3 - 1	03 MAR 2017	ENR 4.4 - 2	07 DEC 2017	ENR 4.5 - 1	03 APR 2014
ENR 4.3 - 2	03 MAR 2017	ENR 4.4 - 3	07 DEC 2017	ENR 4.5 - 2	03 APR 2014
ENR 4.3 - 3	03 MAR 2017	ENR 4.4 - 4	07 DEC 2017		

ENR 5 FLUGLEIÐSÖGUVIÐVARANIR NAVIGATION WARNINGS

ENR 5.1 - 1	02 FEB 2018	ENR 5.3 - 2	08 DEC 2017	ENR 5.5 - 3	03 APR 2014
ENR 5.1 - 2	02 FEB 2018	ENR 5.4 - 1	18 AUG 2017	ENR 5.5 - 4	03 APR 2014
ENR 5.2 - 1	01 MAR 2019	ENR 5.4 - 2	18 AUG 2017	ENR 5.6 - 1	01 MAR 2019
ENR 5.2 - 2	01 MAR 2019	ENR 5.5 - 1	08 DEC 2016	ENR 5.6 - 2	01 MAR 2019
ENR 5.3 - 1	08 DEC 2017	ENR 5.5 - 2	08 DEC 2016		

ENR 6 FLUGLEIÐAKORT EN-ROUTE CHARTS

ENR 6.1 - 1	29 APR 2016	ENR 6.1 - 9	04 JAN 2019	ENR 6.1 - 17	06 MAR 2015
ENR 6.1 - 2	29 APR 2016	ENR 6.1 - 10	04 JAN 2019	ENR 6.1 - 18	06 MAR 2015
ENR 6.1 - 3	30 MAR 2018	ENR 6.1 - 11	30 MAR 2018	ENR 6.1 - 19	06 MAR 2015
ENR 6.1 - 4	30 MAR 2018	ENR 6.1 - 12	30 MAR 2018	ENR 6.1 - 20	06 MAR 2015
ENR 6.1 - 5	30 MAR 2018	ENR 6.1 - 13	06 MAR 2015	ENR 6.1 - 21	06 MAR 2015
ENR 6.1 - 6	30 MAR 2018	ENR 6.1 - 14	06 MAR 2015	ENR 6.1 - 22	06 MAR 2015
ENR 6.1 - 7	29 APR 2016	ENR 6.1 - 15	30 MAR 2018		
ENR 6.1 - 8	29 APR 2016	ENR 6.1 - 16	30 MAR 2018		

**PART 3 - FLUGVELLIR
AD**

**AD 0 FORMÁLI OG LISTAR
PREFACE AND LISTS**

AD 0.1 - 1	30 MAY 2014	AD 0.3 - 2	03 APR 2014	AD 0.6 - 1	14 OCT 2016
AD 0.1 - 2	30 MAY 2014	AD 0.4 - 1	03 APR 2014	AD 0.6 - 2	14 OCT 2016
AD 0.2 - 1	03 APR 2014	AD 0.4 - 2	03 APR 2014	AD 0.6 - 3	14 OCT 2016
AD 0.2 - 2	03 APR 2014	AD 0.5 - 1	03 APR 2014	AD 0.6 - 4	14 OCT 2016
AD 0.3 - 1	03 APR 2014	AD 0.5 - 2	03 APR 2014		

**AD 1 FLUGVELLIR - INNGANGUR
AERODROMES - INTRODUCTION**

AD 1.1 - 1	09 DEC 2016	AD 1.2 - 4	03 MAR 2017	AD 1.3 - 3	03 JAN 2019
AD 1.1 - 2	09 DEC 2016	AD 1.2 - 5	03 MAR 2017	AD 1.3 - 4	03 JAN 2019
AD 1.1 - 3	18 SEP 2015	AD 1.2 - 6	03 MAR 2017	AD 1.4 - 1	08 DEC 2017
AD 1.1 - 4	18 SEP 2015	AD 1.2 - 7	03 APR 2014	AD 1.4 - 2	08 DEC 2017
AD 1.2 - 1	03 MAR 2017	AD 1.2 - 8	03 APR 2014	AD 1.5 - 1	01 MAR 2019
AD 1.2 - 2	03 MAR 2017	AD 1.3 - 1	08 DEC 2016	AD 1.5 - 2	01 MAR 2019
AD 1.2 - 3	03 MAR 2017	AD 1.3 - 2	08 DEC 2016		

**AD 2 ALÞJÓÐAFLUGVELLIR OG AÐRIR FLUGVELLIR
INTERNATIONAL AERODROMES AND OTHER AERODROMES**

BIAR AD 2 - 1	01 MAR 2019	BIAR AD 2.24.10.2 - 4	28 APR 2016	BIEG AD 2.24.10.1 - 5	08 FEB 2013
BIAR AD 2 - 2	01 MAR 2019	BIAR AD 2.24.20.1 - 1	08 NOV 2018	BIEG AD 2.24.10.1 - 6	08 FEB 2013
BIAR AD 2 - 3	01 MAR 2019	BIAR AD 2.24.20.1 - 2	08 NOV 2018	BIEG AD 2.24.10.2 - 1	01 FEB 2018
BIAR AD 2 - 4	01 MAR 2019	BIAR AD 2.25 - 1	23 JUL 2015	BIEG AD 2.24.10.2 - 2	01 FEB 2018
BIAR AD 2 - 5	01 MAR 2019	BIAR AD 2.25 - 2	23 JUL 2015	BIEG AD 2.24.10.2 - 3	30 MAY 2014
BIAR AD 2 - 6	01 MAR 2019	BIBD AD 2 - 1	01 MAR 2019	BIEG AD 2.24.10.2 - 4	30 MAY 2014
BIAR AD 2 - 7	01 MAR 2019	BIBD AD 2 - 2	01 MAR 2019	BIEG AD 2.25 - 1	07 FEB 2013
BIAR AD 2 - 8	01 MAR 2019	BIBD AD 2 - 3	01 MAR 2019	BIEG AD 2.25 - 2	07 FEB 2013
BIAR AD 2 - 9	01 MAR 2019	BIBD AD 2 - 4	01 MAR 2019	BIGJ AD 2 - 1	01 MAR 2019
BIAR AD 2 - 10	01 MAR 2019	BIBD AD 2 - 5	01 MAR 2019	BIGJ AD 2 - 2	01 MAR 2019
BIAR AD 2 - 11	01 MAR 2019	BIBD AD 2 - 6	01 MAR 2019	BIGJ AD 2 - 3	04 MAR 2016
BIAR AD 2 - 12	01 MAR 2019	BIBD AD 2 - 7	01 MAR 2019	BIGJ AD 2 - 4	04 MAR 2016
BIAR AD 2.24.1.1 - 1	12 OCT 2017	BIBD AD 2 - 8	01 MAR 2019	BIGJ AD 2 - 5	04 MAR 2016
BIAR AD 2.24.1.1 - 2	12 OCT 2017	BIBD AD 2 - 9	01 MAR 2019	BIGJ AD 2 - 6	04 MAR 2016
BIAR AD 2.24.1.2 - 1	08 DEC 2017	BIBD AD 2 - 10	01 MAR 2019	BIGJ AD 2 - 7	14 SEP 2018
BIAR AD 2.24.1.2 - 2	08 DEC 2017	BIBD AD 2.24.10.1 - 1	13 SEP 2018	BIGJ AD 2 - 8	14 SEP 2018
BIAR AD 2.24.4.1 - 1	12 NOV 2015	BIBD AD 2.24.10.1 - 2	13 SEP 2018	BIGJ AD 2 - 9	04 MAR 2016
BIAR AD 2.24.4.1 - 2	12 NOV 2015	BIEG AD 2 - 1	01 MAR 2019	BIGJ AD 2 - 10	04 MAR 2016
BIAR AD 2.24.4.2 - 1	04 MAR 2016	BIEG AD 2 - 2	01 MAR 2019	BIGJ AD 2.24.1.1 - 1	12 NOV 2015
BIAR AD 2.24.4.2 - 2	04 MAR 2016	BIEG AD 2 - 3	02 FEB 2018	BIGJ AD 2.24.1.1 - 2	12 NOV 2015
BIAR AD 2.24.7.1 - 1	28 APR 2016	BIEG AD 2 - 4	02 FEB 2018	BIGJ AD 2.24.10.1 - 1	12 NOV 2015
BIAR AD 2.24.7.1 - 2	28 APR 2016	BIEG AD 2 - 5	02 FEB 2018	BIGJ AD 2.24.10.1 - 2	12 NOV 2015
BIAR AD 2.24.7.1 - 3	28 APR 2016	BIEG AD 2 - 6	02 FEB 2018	BIGJ AD 2.24.10.1 - 3	12 NOV 2015
BIAR AD 2.24.7.1 - 4	28 APR 2016	BIEG AD 2 - 7	20 JUL 2018	BIGJ AD 2.24.10.1 - 4	12 NOV 2015
BIAR AD 2.24.7.1 - 5	28 APR 2016	BIEG AD 2 - 8	20 JUL 2018	BIGR AD 2 - 1	30 MAR 2018
BIAR AD 2.24.7.1 - 6	28 APR 2016	BIEG AD 2 - 9	01 MAR 2019	BIGR AD 2 - 2	30 MAR 2018
BIAR AD 2.24.7.1 - 7	28 APR 2016	BIEG AD 2 - 10	01 MAR 2019	BIGR AD 2 - 3	01 MAR 2019
BIAR AD 2.24.7.1 - 8	28 APR 2016	BIEG AD 2.24.1.1 - 1	20 JUL 2018	BIGR AD 2 - 4	01 MAR 2019
BIAR AD 2.24.7.1 - 9	28 APR 2016	BIEG AD 2.24.1.1 - 2	20 JUL 2018	BIGR AD 2 - 5	01 MAR 2019
BIAR AD 2.24.7.1 - 10	28 APR 2016	BIEG AD 2.24.4.1 - 1	07 FEB 2013	BIGR AD 2 - 6	01 MAR 2019
BIAR AD 2.24.9.1 - 1	28 APR 2016	BIEG AD 2.24.4.1 - 2	07 FEB 2013	BIGR AD 2 - 7	30 MAR 2018
BIAR AD 2.24.9.1 - 2	28 APR 2016	BIEG AD 2.24.4.2 - 1	08 JUN 2006	BIGR AD 2 - 8	30 MAR 2018
BIAR AD 2.24.10.1 - 1	24 MAY 2018	BIEG AD 2.24.4.2 - 2	08 JUN 2006	BIGR AD 2 - 9	30 MAR 2018
BIAR AD 2.24.10.1 - 2	24 MAY 2018	BIEG AD 2.24.7.1 - 1	04 MAR 2016	BIGR AD 2 - 10	30 MAR 2018
BIAR AD 2.24.10.1 - 3	28 APR 2016	BIEG AD 2.24.7.1 - 2	04 MAR 2016	BIGR AD 2.24.10.1 - 1	14 NOV 2014
BIAR AD 2.24.10.1 - 4	28 APR 2016	BIEG AD 2.24.7.1 - 3	04 MAR 2016	BIGR AD 2.24.10.1 - 2	14 NOV 2014
BIAR AD 2.24.10.1 - 5	28 APR 2016	BIEG AD 2.24.7.1 - 4	04 MAR 2016	BIGR AD 2.24.10.1 - 3	16 OCT 2014
BIAR AD 2.24.10.1 - 6	28 APR 2016	BIEG AD 2.24.9.1 - 1	03 MAY 2013	BIGR AD 2.24.10.1 - 4	16 OCT 2014
BIAR AD 2.24.10.1 - 7	28 APR 2016	BIEG AD 2.24.9.1 - 2	03 MAY 2013	BIHU AD 2 - 1	01 MAR 2019
BIAR AD 2.24.10.1 - 8	28 APR 2016	BIEG AD 2.24.10.1 - 1	07 FEB 2013	BIHU AD 2 - 2	01 MAR 2019
BIAR AD 2.24.10.2 - 1	28 APR 2016	BIEG AD 2.24.10.1 - 2	07 FEB 2013	BIHU AD 2 - 3	03 MAR 2017
BIAR AD 2.24.10.2 - 2	28 APR 2016	BIEG AD 2.24.10.1 - 3	03 MAY 2013	BIHU AD 2 - 4	03 MAR 2017
BIAR AD 2.24.10.2 - 3	28 APR 2016	BIEG AD 2.24.10.1 - 4	03 MAY 2013	BIHU AD 2 - 5	03 MAR 2017

BIHU AD 2 - 6	03 MAR 2017	BIKF AD 2 - 21	08 NOV 2018	BIKF AD 2.24.10.5 - 6	27 APR 2017
BIHU AD 2 - 7	03 MAR 2017	BIKF AD 2 - 22	08 NOV 2018	BIKF AD 2.24.10.5 - 9	07 DEC 2017
BIHU AD 2 - 8	03 MAR 2017	BIKF AD 2.24.1.2 - 1	14 SEP 2018	BIKF AD 2.24.10.5 - 10	07 DEC 2017
BIHU AD 2 - 9	15 SEP 2016	BIKF AD 2.24.1.2 - 2	14 SEP 2018	BIKF AD 2.24.10.5 - 13	07 DEC 2017
BIHU AD 2 - 10	15 SEP 2016	BIKF AD 2.24.1.3 - 1	14 SEP 2018	BIKF AD 2.24.10.5 - 14	07 DEC 2017
BIHU AD 2.24.1.1 - 1	08 DEC 2016	BIKF AD 2.24.1.3 - 2	14 SEP 2018	BIKF AD 2.24.10.5 - 19	20 JUL 2018
BIHU AD 2.24.1.1 - 2	08 DEC 2016	BIKF AD 2.24.2.1 - 1	14 SEP 2018	BIKF AD 2.24.10.5 - 20	07 DEC 2017
BIHU AD 2.24.10.1 - 1	04 JAN 2019	BIKF AD 2.24.2.1 - 2	14 SEP 2018	BIKF AD 2.24.10.5 - 21	27 APR 2017
BIHU AD 2.24.10.1 - 2	04 JAN 2019	BIKF AD 2.24.2.2 - 1	03 JAN 2019	BIKF AD 2.24.10.5 - 22	27 APR 2017
BIHU AD 2.24.10.1 - 3	15 SEP 2016	BIKF AD 2.24.2.2 - 2	03 JAN 2019	BIKF AD 2.24.10.5 - 23	27 APR 2017
BIHU AD 2.24.10.1 - 4	15 SEP 2016	BIKF AD 2.24.5.1 - 1	27 APR 2017	BIKF AD 2.24.10.5 - 24	27 APR 2017
BIHN AD 2 - 1	01 FEB 2018	BIKF AD 2.24.5.1 - 2	27 APR 2017	BIKF AD 2.24.10.6 - 1	28 APR 2016
BIHN AD 2 - 2	01 FEB 2018	BIKF AD 2.24.5.2 - 1	20 JUL 2018	BIKF AD 2.24.10.6 - 2	28 APR 2016
BIHN AD 2 - 3	01 MAR 2019	BIKF AD 2.24.5.2 - 2	20 JUL 2018	BIKF AD 2.24.10.6 - 3	27 APR 2017
BIHN AD 2 - 4	01 MAR 2019	BIKF AD 2.24.5.3 - 1	27 APR 2017	BIKF AD 2.24.10.6 - 4	27 APR 2017
BIHN AD 2 - 5	14 OCT 2016	BIKF AD 2.24.5.3 - 2	27 APR 2017	BIKF AD 2.24.10.6 - 5	28 APR 2016
BIHN AD 2 - 6	14 OCT 2016	BIKF AD 2.24.5.4 - 1	27 APR 2017	BIKF AD 2.24.10.6 - 6	28 APR 2016
BIHN AD 2 - 7	14 OCT 2016	BIKF AD 2.24.5.4 - 2	27 APR 2017	BIKF AD 2.24.10.6 - 7	27 APR 2017
BIHN AD 2 - 8	14 OCT 2016	BIKF AD 2.24.6.1 - 1	30 MAR 2017	BIKF AD 2.24.10.6 - 8	27 APR 2017
BIHN AD 2 - 9	14 OCT 2016	BIKF AD 2.24.6.1 - 2	30 MAR 2018	BIKF AD 2.24.10.7 - 1	27 APR 2017
BIHN AD 2 - 10	14 OCT 2016	BIKF AD 2.24.6.1 - 3	04 JAN 2019	BIKF AD 2.24.10.7 - 2	27 APR 2017
BIHN AD 2.24.1.1 - 1	09 JAN 2015	BIKF AD 2.24.6.1 - 4	30 MAR 2018	BIKF AD 2.24.11.1 - 1	29 APR 2016
BIHN AD 2.24.1.1 - 2	09 JAN 2015	BIKF AD 2.24.6.2 - 1	04 JAN 2019	BIKF AD 2.24.11.1 - 2	29 APR 2016
BIHN AD 2.24.10.1 - 1	28 JUN 2012	BIKF AD 2.24.6.2 - 2	19 JUL 2018	BIKF AD 2.24.20.1 - 1	04 JAN 2019
BIHN AD 2.24.10.1 - 2	28 JUN 2012	BIKF AD 2.24.6.2 - 3	01 FEB 2018	BIKF AD 2.24.20.1 - 2	04 JAN 2019
BIHN AD 2.24.10.1 - 3	20 SEP 2012	BIKF AD 2.24.6.2 - 4	30 MAR 2018	BIKF AD 2.24.20.1 - 3	04 JAN 2019
BIHN AD 2.24.10.1 - 4	20 SEP 2012	BIKF AD 2.24.6.3 - 1	04 JAN 2019	BIKF AD 2.24.20.1 - 4	04 JAN 2019
BIHN AD 2.24.10.1 - 5	20 SEP 2012	BIKF AD 2.24.6.3 - 2	30 MAR 2018	BIKF AD 2.24.20.1 - 5	08 NOV 2018
BIHN AD 2.24.10.1 - 6	20 SEP 2012	BIKF AD 2.24.6.3 - 3	04 JAN 2019	BIKF AD 2.24.20.1 - 6	08 NOV 2018
BIHN AD 2.25 - 1	05 APR 2012	BIKF AD 2.24.6.3 - 4	30 MAR 2018	BIKF AD 2.24.20.1 - 7	08 NOV 2018
BIHN AD 2.25 - 2	05 APR 2012	BIKF AD 2.24.6.4 - 1	01 FEB 2018	BIKF AD 2.24.20.1 - 8	08 NOV 2018
BIIS AD 2 - 1	01 MAR 2019	BIKF AD 2.24.6.4 - 2	30 MAR 2018	BIKF AD 2.24.20.1 - 9	04 JAN 2019
BIIS AD 2 - 2	01 MAR 2019	BIKF AD 2.24.6.4 - 3	04 JAN 2019	BIKF AD 2.24.20.1 - 10	04 JAN 2019
BIIS AD 2 - 3	01 MAR 2019	BIKF AD 2.24.6.4 - 4	30 MAR 2018	BIKF AD 2.24.20.1 - 11	04 JAN 2019
BIIS AD 2 - 4	01 MAR 2019	BIKF AD 2.24.7.1 - 1	27 APR 2017	BIKF AD 2.24.20.1 - 12	04 JAN 2019
BIIS AD 2 - 5	09 NOV 2018	BIKF AD 2.24.7.1 - 2	27 APR 2017	BIKF AD 2.24.20.1 - 13	04 JAN 2019
BIIS AD 2 - 6	09 NOV 2018	BIKF AD 2.24.8.1 - 1	30 MAR 2017	BIKF AD 2.24.20.1 - 14	04 JAN 2019
BIIS AD 2 - 7	14 OCT 2016	BIKF AD 2.24.8.1 - 2	30 MAR 2017	BIKF AD 2.24.20.1 - 15	04 JAN 2019
BIIS AD 2 - 8	14 OCT 2016	BIKF AD 2.24.8.1 - 3	30 MAR 2017	BIKF AD 2.24.20.1 - 16	04 JAN 2019
BIIS AD 2 - 9	14 OCT 2016	BIKF AD 2.24.8.1 - 4	30 MAR 2017	BIKF AD 2.25.1 - 1	30 MAR 2017
BIIS AD 2 - 10	14 OCT 2016	BIKF AD 2.24.8.2 - 1	01 FEB 2018	BIKF AD 2.25.1 - 2	30 MAR 2017
BIIS AD 2 - 11	12 NOV 2015	BIKF AD 2.24.8.2 - 2	01 FEB 2018	BIKF AD 2.25.1 - 3	30 MAR 2017
BIIS AD 2 - 12	12 NOV 2015	BIKF AD 2.24.8.2 - 3	01 FEB 2018	BIKF AD 2.25.1 - 4	30 MAR 2017
BIIS AD 2.24.1.1 - 1	14 NOV 2014	BIKF AD 2.24.8.2 - 4	01 FEB 2018	BIKF AD 2.25.2 - 1	20 JUL 2018
BIIS AD 2.24.1.1 - 2	14 NOV 2014	BIKF AD 2.24.8.3 - 1	01 FEB 2018	BIKF AD 2.25.2 - 2	20 JUL 2018
BIIS AD 2.24.7.1 - 1	22 AUG 2013	BIKF AD 2.24.8.3 - 2	01 FEB 2018	BIKF AD 2.25.2 - 3	01 FEB 2018
BIIS AD 2.24.7.1 - 2	22 AUG 2013	BIKF AD 2.24.8.3 - 3	01 FEB 2018	BIKF AD 2.25.2 - 4	01 FEB 2018
BIIS AD 2.24.10.2 - 1	30 MAY 2014	BIKF AD 2.24.8.3 - 4	01 FEB 2018	BIKF AD 2.25.3 - 1	22 JUN 2017
BIIS AD 2.24.10.2 - 2	30 MAY 2014	BIKF AD 2.24.8.4 - 1	27 APR 2017	BIKF AD 2.25.3 - 2	22 JUN 2017
BIIS AD 2.24.10.2 - 3	29 MAY 2014	BIKF AD 2.24.8.4 - 2	27 APR 2017	BIKF AD 2.25.3 - 3	01 FEB 2018
BIIS AD 2.24.10.2 - 4	29 MAY 2014	BIKF AD 2.24.8.4 - 3	27 APR 2017	BIKF AD 2.25.3 - 4	01 FEB 2018
BIIS AD 2.24.10.3 - 1	29 MAY 2014	BIKF AD 2.24.8.4 - 4	27 APR 2017	BIKF AD 2.25.4 - 1	01 FEB 2018
BIIS AD 2.24.10.3 - 2	29 MAY 2014	BIKF AD 2.24.10.1 - 1	13 OCT 2017	BIKF AD 2.25.4 - 2	01 FEB 2018
BIKF AD 2 - 1	20 JUL 2018	BIKF AD 2.24.10.1 - 2	13 OCT 2017	BIKF AD 2.25.4 - 3	27 APR 2017
BIKF AD 2 - 2	20 JUL 2018	BIKF AD 2.24.10.1 - 3	27 APR 2017	BIKF AD 2.25.4 - 4	27 APR 2017
BIKF AD 2 - 3	01 MAR 2019	BIKF AD 2.24.10.1 - 4	27 APR 2017	BIKF AD 2.25.5 - 1	20 JUL 2018
BIKF AD 2 - 4	01 MAR 2019	BIKF AD 2.24.10.2 - 1	27 APR 2017	BIKF AD 2.25.5 - 2	20 JUL 2018
BIKF AD 2 - 5	01 MAR 2019	BIKF AD 2.24.10.2 - 2	27 APR 2017	BIKF AD 2.25.5 - 3	20 JUL 2018
BIKF AD 2 - 6	01 MAR 2019	BIKF AD 2.24.10.2 - 3	27 APR 2017	BIKF AD 2.25.5 - 4	20 JUL 2018
BIKF AD 2 - 7	09 NOV 2018	BIKF AD 2.24.10.2 - 4	27 APR 2017	BIRK AD 2 - 1	01 MAR 2019
BIKF AD 2 - 8	09 NOV 2018	BIKF AD 2.24.10.3 - 1	27 APR 2017	BIRK AD 2 - 2	01 MAR 2019
BIKF AD 2 - 9	14 SEP 2018	BIKF AD 2.24.10.3 - 2	27 APR 2017	BIRK AD 2 - 3	01 MAR 2019
BIKF AD 2 - 10	14 SEP 2018	BIKF AD 2.24.10.3 - 3	27 APR 2017	BIRK AD 2 - 4	01 MAR 2019
BIKF AD 2 - 11	08 NOV 2018	BIKF AD 2.24.10.3 - 4	27 APR 2017	BIRK AD 2 - 5	01 MAR 2019
BIKF AD 2 - 12	08 NOV 2018	BIKF AD 2.24.10.4 - 1	20 JUL 2018	BIRK AD 2 - 6	01 MAR 2019
BIKF AD 2 - 13	14 SEP 2018	BIKF AD 2.24.10.4 - 2	27 APR 2017	BIRK AD 2 - 7	08 DEC 2017
BIKF AD 2 - 14	14 SEP 2018	BIKF AD 2.24.10.4 - 3	27 APR 2017	BIRK AD 2 - 8	08 DEC 2017
BIKF AD 2 - 15	03 JAN 2019	BIKF AD 2.24.10.4 - 4	27 APR 2017	BIRK AD 2 - 9	28 FEB 2019
BIKF AD 2 - 16	03 JAN 2019	BIKF AD 2.24.10.5 - 1	27 APR 2017	BIRK AD 2 - 10	28 FEB 2019
BIKF AD 2 - 17	25 MAY 2018	BIKF AD 2.24.10.5 - 2	27 APR 2017	BIRK AD 2 - 11	08 DEC 2017
BIKF AD 2 - 18	25 MAY 2018	BIKF AD 2.24.10.5 - 3	27 APR 2017	BIRK AD 2 - 12	08 DEC 2017
BIKF AD 2 - 19	20 JUL 2018	BIKF AD 2.24.10.5 - 4	27 APR 2017	BIRK AD 2 - 13	03 JAN 2019
BIKF AD 2 - 20	20 JUL 2018	BIKF AD 2.24.10.5 - 5	27 APR 2017	BIRK AD 2 - 14	03 JAN 2019

BIRK AD 2 - 15	20 JUL 2018	BIRK AD 2.24.10.7 - 4	19 JUL 2018	BITN AD 2.24.10.2 - 1	19 JUL 2018
BIRK AD 2 - 16	20 JUL 2018	BIRK AD 2.24.11.1 - 1	20 JUL 2018	BITN AD 2.24.10.2 - 2	19 JUL 2018
BIRK AD 2 - 17	02 FEB 2018	BIRK AD 2.24.11.1 - 2	20 JUL 2018	BIVM AD 2 - 1	01 MAR 2019
BIRK AD 2 - 18	02 FEB 2018	BIRK AD 2.24.11.2 - 1	23 JUN 2017	BIVM AD 2 - 2	01 MAR 2019
BIRK AD 2 - 19	02 FEB 2018	BIRK AD 2.24.11.2 - 2	23 JUN 2017	BIVM AD 2 - 3	08 DEC 2017
BIRK AD 2 - 20	02 FEB 2018	BIRK AD 2.24.11.2 - 3	23 JUN 2017	BIVM AD 2 - 4	08 DEC 2017
BIRK AD 2 - 21	19 JUL 2018	BIRK AD 2.24.11.2 - 4	23 JUN 2017	BIVM AD 2 - 5	08 DEC 2017
BIRK AD 2 - 22	19 JUL 2018	BIRK AD 2.25 - 1	27 JUN 2013	BIVM AD 2 - 6	08 DEC 2017
BIRK AD 2.24.1.2 - 1	01 MAR 2019	BIRK AD 2.25 - 2	27 JUN 2013	BIVM AD 2 - 7	08 DEC 2017
BIRK AD 2.24.1.2 - 2	01 MAR 2019	BIKR AD 2 - 1	01 MAR 2019	BIVM AD 2 - 8	08 DEC 2017
BIRK AD 2.24.4.1 - 1	28 SEP 2006	BIKR AD 2 - 2	01 MAR 2019	BIVM AD 2 - 9	08 DEC 2017
BIRK AD 2.24.4.1 - 2	28 SEP 2006	BIKR AD 2 - 3	08 NOV 2018	BIVM AD 2 - 10	08 DEC 2017
BIRK AD 2.24.4.2 - 1	03 AUG 2007	BIKR AD 2 - 4	08 NOV 2018	BIVM AD 2 - 11	08 DEC 2017
BIRK AD 2.24.4.2 - 2	03 AUG 2007	BIKR AD 2 - 5	01 MAR 2019	BIVM AD 2 - 12	08 DEC 2017
BIRK AD 2.24.4.5 - 1	08 JUN 2006	BIKR AD 2 - 6	01 MAR 2019	BIVM AD 2 - 13	08 DEC 2017
BIRK AD 2.24.4.5 - 2	08 JUN 2006	BIKR AD 2 - 7	13 OCT 2017	BIVM AD 2 - 14	08 DEC 2017
BIRK AD 2.24.6.1 - 1	20 JUL 2018	BIKR AD 2 - 8	13 OCT 2017	BIVM AD 2.24.1.1 - 1	18 AUG 2017
BIRK AD 2.24.6.1 - 2	20 JUL 2018	BIKR AD 2 - 9	17 AUG 2017	BIVM AD 2.24.1.1 - 2	18 AUG 2017
BIRK AD 2.24.6.1 - 3	20 JUL 2018	BIKR AD 2 - 10	17 AUG 2017	BIVM AD 2.24.7.1 - 1	23 JUN 2017
BIRK AD 2.24.6.1 - 4	20 JUL 2018	BIKR AD 2.24.1.1 - 1	17 AUG 2017	BIVM AD 2.24.7.1 - 2	23 JUN 2017
BIRK AD 2.24.7.1 - 1	24 MAY 2018	BIKR AD 2.24.1.1 - 2	17 AUG 2017	BIVM AD 2.24.10.1 - 1	21 OCT 2011
BIRK AD 2.24.7.1 - 2	24 MAY 2018	BIKR AD 2.24.10.1 - 1	12 OCT 2017	BIVM AD 2.24.10.1 - 2	21 OCT 2011
BIRK AD 2.24.7.2 - 1	24 MAY 2018	BIKR AD 2.24.10.1 - 2	12 OCT 2017	BIVM AD 2.24.10.1 - 3	28 JUN 2013
BIRK AD 2.24.7.2 - 2	24 MAY 2018	BITE AD 2 - 1	01 MAR 2019	BIVM AD 2.24.10.1 - 4	28 JUN 2013
BIRK AD 2.24.7.3 - 1	24 MAY 2018	BITE AD 2 - 2	01 MAR 2019	BIVM AD 2.24.10.1 - 5	15 SEP 2016
BIRK AD 2.24.7.3 - 2	24 MAY 2018	BITE AD 2 - 3	20 JUL 2018	BIVM AD 2.24.10.1 - 6	15 SEP 2016
BIRK AD 2.24.7.4 - 1	24 MAY 2018	BITE AD 2 - 4	20 JUL 2018	BIVM AD 2.24.10.2 - 1	21 OCT 2011
BIRK AD 2.24.7.4 - 2	24 MAY 2018	BITE AD 2 - 5	20 JUL 2018	BIVM AD 2.24.10.2 - 2	21 OCT 2011
BIRK AD 2.24.7.5 - 1	23 JUN 2017	BITE AD 2 - 6	20 JUL 2018	BIVM AD 2.24.10.2 - 3	15 SEP 2016
BIRK AD 2.24.7.5 - 2	23 JUN 2017	BITE AD 2 - 7	20 JUL 2018	BIVM AD 2.24.10.2 - 4	15 SEP 2016
BIRK AD 2.24.10.2 - 1	02 FEB 2018	BITE AD 2 - 8	20 JUL 2018	BIVM AD 2.25 - 1	25 AUG 2011
BIRK AD 2.24.10.2 - 2	17 AUG 2017	BITE AD 2 - 9	20 JUL 2018	BIVM AD 2.25 - 2	25 AUG 2011
BIRK AD 2.24.10.2 - 3	17 AUG 2017	BITE AD 2 - 10	20 JUL 2018	BIVO AD 2 - 1	01 MAR 2019
BIRK AD 2.24.10.2 - 4	17 AUG 2017	BITE AD 2.24.10.1 - 1	05 APR 2012	BIVO AD 2 - 2	01 MAR 2019
BIRK AD 2.24.10.3 - 1	19 JUL 2018	BITE AD 2.24.10.1 - 2	05 APR 2012	BIVO AD 2 - 3	22 AUG 2014
BIRK AD 2.24.10.3 - 2	19 JUL 2018	BITE AD 2.25 - 1	05 MAY 2011	BIVO AD 2 - 4	22 AUG 2014
BIRK AD 2.24.10.3 - 3	19 JUL 2018	BITE AD 2.25 - 2	05 MAY 2011	BIVO AD 2 - 5	03 MAR 2017
BIRK AD 2.24.10.3 - 4	19 JUL 2018	BITN AD 2 - 1	01 MAR 2019	BIVO AD 2 - 6	03 MAR 2017
BIRK AD 2.24.10.5 - 1	28 FEB 2019	BITN AD 2 - 2	01 MAR 2019	BIVO AD 2 - 7	20 JUL 2018
BIRK AD 2.24.10.5 - 2	28 FEB 2019	BITN AD 2 - 3	28 APR 2017	BIVO AD 2 - 8	20 JUL 2018
BIRK AD 2.24.10.5 - 3	23 JUN 2017	BITN AD 2 - 4	28 APR 2017	BIVO AD 2 - 9	03 MAR 2017
BIRK AD 2.24.10.5 - 4	23 JUN 2017	BITN AD 2 - 5	28 APR 2017	BIVO AD 2 - 10	03 MAR 2017
BIRK AD 2.24.10.5 - 5	19 JUL 2018	BITN AD 2 - 6	28 APR 2017	BIVO AD-2.24.1.1 - 1	27 JUN 2013
BIRK AD 2.24.10.5 - 6	20 JUL 2018	BITN AD 2 - 7	19 JUL 2018	BIVO AD-2.24.1.1 - 2	27 JUN 2013
BIRK AD 2.24.10.5 - 7	23 JUN 2017	BITN AD 2 - 8	19 JUL 2018	BIVO AD 2.24.10.1 - 1	06 MAR 2015
BIRK AD 2.24.10.5 - 8	23 JUN 2017	BITN AD 2 - 9	19 JUL 2018	BIVO AD 2.24.10.1 - 2	06 MAR 2015
BIRK AD 2.24.10.7 - 1	17 AUG 2017	BITN AD 2 - 10	19 JUL 2018	BIVO AD 2.24.10.1 - 3	14 NOV 2014
BIRK AD 2.24.10.7 - 2	17 AUG 2017	BITN AD 2.24.10.1 - 1	20 JUL 2018	BIVO AD 2.24.10.1 - 4	14 NOV 2014
BIRK AD 2.24.10.7 - 3	19 JUL 2018	BITN AD 2.24.10.1 - 2	19 JUL 2018		

AD 4 SKRÁÐIR LENDINGARSTAÐIR
LANDING STRIPS

BIBA AD 4 - 1	09 DEC 2016	BIFL AD 4 - 2	08 JAN 2015	BIHK AD 4.24.10.1 - 1	06 FEB 2014
BIBA AD 4 - 2	09 DEC 2016	BIFL AD 4 - 3	03 APR 2014	BIHK AD 4.24.10.1 - 2	06 FEB 2014
BIBL AD 4 - 1	08 JAN 2015	BIFL AD 4 - 4	03 APR 2014	BIHZ AD 4 - 1	25 MAY 2018
BIBL AD 4 - 2	08 JAN 2015	BIGS AD 4 - 1	08 JAN 2015	BIHZ AD 4 - 2	25 MAY 2018
BIBL AD 4 - 3	14 NOV 2014	BIGS AD 4 - 2	08 JAN 2015	BIHI AD 4 - 1	08 JAN 2015
BIBL AD 4 - 4	14 NOV 2014	BIHL AD 4 - 1	03 MAR 2017	BIHI AD 4 - 2	08 JAN 2015
BIBL AD 4.24.10.1 - 1	14 NOV 2014	BIHL AD 4 - 2	03 MAR 2017	BIKA AD 4 - 1	12 NOV 2015
BIBL AD 4.24.10.1 - 2	14 NOV 2014	BIHL AD 4 - 3	03 MAR 2017	BIKA AD 4 - 2	12 NOV 2015
BIBR AD 4 - 1	08 JAN 2015	BIHL AD 4 - 4	03 MAR 2017	BIKE AD 4 - 1	08 JAN 2015
BIBR AD 4 - 2	08 JAN 2015	BIHE AD 4 - 1	08 JAN 2015	BIKE AD 4 - 2	08 JAN 2015
BIDV AD 4 - 1	12 OCT 2017	BIHE AD 4 - 2	08 JAN 2015	BIKL AD 4 - 1	08 JAN 2015
BIDV AD 4 - 2	12 OCT 2017	BIHK AD 4 - 1	14 SEP 2018	BIKL AD 4 - 2	08 JAN 2015
BIDV AD 4.24.10.1 - 1	08 DEC 2016	BIHK AD 4 - 2	14 SEP 2018	BIKP AD 4 - 1	08 JAN 2015
BIDV AD 4.24.10.1 - 2	08 DEC 2016	BIHK AD 4 - 3	29 APR 2016	BIKP AD 4 - 2	08 JAN 2015
BIEH AD 4 - 1	02 FEB 2018	BIHK AD 4 - 4	29 APR 2016	BIMM AD 4 - 1	08 JAN 2015
BIEH AD 4 - 2	02 FEB 2018	BIHK AD 4 - 5	29 APR 2016	BIMM AD 4 - 2	08 JAN 2015
BIFM AD 4 - 1	08 JAN 2015	BIHK AD 4 - 6	29 APR 2016	BIMK AD 4 - 1	08 JAN 2015
BIFM AD 4 - 2	08 JAN 2015	BIHK AD 4.24.1.1 - 1	11 MAR 2011	BIMK AD 4 - 2	08 JAN 2015
BIFL AD 4 - 1	08 JAN 2015	BIHK AD 4.24.1.1 - 2	11 MAR 2011	BINF AD 4 - 1	25 MAY 2018

BINF AD 4 - 2	25 MAY 2018	BIRS AD 4 - 1	14 SEP 2018	BISL AD 4 - 2	25 MAY 2018
BINF AD 4 - 3	17 AUG 2017	BIRS AD 4 - 2	14 SEP 2018	BISL AD 4 - 3	18 AUG 2017
BINF AD 4 - 4	17 AUG 2017	BIRF AD 4 - 1	03 JAN 2019	BISL AD 4 - 4	18 AUG 2017
BINF AD 4.24.1.1 - 1	04 JAN 2019	BIRF AD 4 - 2	03 JAN 2019	BISV AD 4 - 1	08 JAN 2015
BINF AD 4.24.1.1 - 2	04 JAN 2019	BIRF AD 4 - 3	03 JAN 2019	BISV AD 4 - 2	08 JAN 2015
BINF AD 4.24.10.1 - 1	07 DEC 2017	BIRF AD 4 - 4	03 JAN 2019	BISK AD 4 - 1	08 JAN 2015
BINF AD 4.24.10.1 - 2	29 MAY 2014	BIRF AD 4.24.1.1 - 1	03 JAN 2019	BISK AD 4 - 2	08 JAN 2015
BIND AD 4 - 1	08 JAN 2015	BIRF AD 4.24.1.1 - 2	03 JAN 2019	BISR AD 4 - 1	20 JUL 2018
BIND AD 4 - 2	08 JAN 2015	BISS AD 4 - 1	08 DEC 2017	BISR AD 4 - 2	20 JUL 2018
BIRG AD 4 - 1	08 JAN 2015	BISS AD 4 - 2	08 DEC 2017	BIST AD 4 - 1	18 AUG 2017
BIRG AD 4 - 2	08 JAN 2015	BISA AD 4 - 1	30 MAR 2018	BIST AD 4 - 2	18 AUG 2017
BIRE AD 4 - 1	14 SEP 2018	BISA AD 4 - 2	30 MAR 2018	BIMS AD 4 - 1	28 APR 2016
BIRE AD 4 - 2	14 SEP 2018	BISF AD 4 - 1	01 MAR 2019	BIMS AD 4 - 2	28 APR 2016
BIRL AD 4 - 1	03 MAR 2017	BISF AD 4 - 2	01 MAR 2019	BIMS AD 4 - 3	28 APR 2016
BIRL AD 4 - 2	03 MAR 2017	BISF AD 4 - 3	04 JAN 2019	BIMS AD 4 - 4	28 APR 2016
BIRL AD 4 - 3	07 DEC 2017	BISF AD 4 - 4	04 JAN 2019	BIVI AD 4 - 1	08 JAN 2015
BIRL AD 4 - 4	07 DEC 2017	BISI AD 4 - 1	03 JAN 2019	BIVI AD 4 - 2	08 JAN 2015
BIRL AD 4.24.10.1 - 1	04 APR 2013	BISI AD 4 - 2	03 JAN 2019	BITM AD 4 - 1	08 JAN 2015
BIRL AD 4.24.10.1 - 2	04 APR 2014	BISL AD 4 - 1	25 MAY 2018	BITM AD 4 - 2	08 JAN 2015

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GEN 1.7 Frávik frá stöðlum, tilmælum og starfsháttum ICAO
Differences from ICAO Standards, Recommended Practices and Procedures

GEN 1.7.1 Viðauki 1 - Flugstarfaskírteini
Annex 1 - Personnel Licensing

10. útgáfa, júlí 2006

10th edition, July 2006

Reference	Difference Category*	Details of Differences	Remarks
2.1.9.2	C	The aircraft shall be certified for 2 pilots. This is not a requirement for full credit of co-pilot time for higher license.	JAR-FCL
2.3.2.2	A	Night rating. 5 additional night hours' incl. 3 dual hours incl. 5 solo take-offs and landings required and 1 hour cross country.	Part-FCL
2.3.3.1	A	PPL(A) experience 45 hours (not 40) required	Part-FCL
2.3.4.1.1	A	PPL (H) experience 45 hours (not 35) and supervised solo x-country flight 185 km (not 180).	Part-FCL
2.3.4.2	A	25 hrs dual instruction required (not 20) and 5 hrs IR. Training on same type as skill test required	Part-FCL
2.4.4.1.1	A	CPL (H) experience req. 185 hrs on modular course (ICAO 150) or 135 on integrated course. (ICAO 100).	Part-FCL
2.4.4.1.1.1	A	a) 50 hrs PIC in helicopter (not 35). 5 hrs night flight incl. 3 dual. b) x-country 185 km. (ICAO not specified).	Part-FCL
2.6.3.1.1	A	ATPL(A) 500 hrs exp. in multi-pilot aero planes required.	Part-FCL
2.6.4.1.1	A	ATPL (H) Experience in STD is specified and 350 hrs in multi-pilot (H) is required. Applicant shall hold CPL	Part-FCL
2.7.3	A	Experience: 50 hrs (not 40) instrument time req. for single engine and 55 for multi engine IR.	Part-FCL
2.8	A	FI (A) 7 different categories: FI, TRI, CRI, IRI, SFI, MCCI and STI. FI (H) 5 different categories: FI, TRI, IRI, SFI and STI and different requirements for issue, revalidation and renewal.	Part-FCL
2.9	A		
3.3	A	Flight Engineer: 1st class Medical required (Not 2nd class). Additional req. concerning citizenship, language and for revalidation and renewal.	Special Icelandic requirements
4.4.1	A	ATCOs must hold a license	Regulation (EU) 2015/340
4.4.1.1	B	No established age limit for applicants of ATCO licences (However applicants for student ATCO licences must be at least 18 year old)	Regulation (EU) 2015/340
4.4.1.4	A	3rd class Medical Certificate valid for 24 months and 12 when 40 years old.	Regulation (EU) 2015/340
<p>* Difference Category A - National regulation is more demanding B - Different in character or other means of compliance C - Less protective or partially implemented/not implemented</p>			

Reference	Difference Category*	Details of Differences	Remarks
4.5	B	Rating categories are different: Aerodrome Control Visual (ADV), Aerodrome Control Instrument (ADI), Approach Control Procedural (APP), Approach Control Surveillance (APS), Area control Procedural (APC), Area Control Surveillance (ACS), Different endorsements shall be added to the ratings. There are also language endorsements, unit endorsements, instructor and assessor endorsements.	Regulation (EU) 2015/340
6.2.5.5	C	Test by pure tone- audiometer for 2nd class Medical is only for IR holders	Part-MED
6.3.2.6.2	A	ECG req. annually from age 40, not age 50. Notes not included.	Part-MED
6.3.2.9.1	A	Chest radiography is required (shall not should) at initial examination.	Part-MED
6.3.2.14.1	A	Unfit for a minimum of 3 months	Part-MED
6.3.4.1	A	Hearing req. more stringent in FCL 3 than in Annex 1.	
6.4.1.2	A	Flight Engineers must have Class 1 Medical, (not class 2) but no restrictions re. age.	Special Icelandic requirement
6.4.2.6	A	ECG more requirements and also req. every examination after age 40.	Part-MED
6.4.2.6.1	A	ECG more requirements	Part-MED
6.4.2.9.1	C	Chest radiography, less req. in FCL 3 only req. on clinical or epidemiological grounds. (ICAO initial and periodic.)	Part-MED
6.4.2.11	C	Astma. Fit assessment possible	Part-MED
6.4.2.14.1	A	Unfit for 3 months in FCL 3.	Part-MED
6.4.3.2	B	ICAO Binocular vision 6/9. a) Correction defined but not mentioned that it has to be worn.	Part-MED 3 6/6
6.4.3.6.1	C	No stereoscopic req. in.	Part-MED
6.4.4.2	C	Pure tone-audiometer only for IR.	Part-MED
6.5.1.2	C	Intervals not according to 1.2.5.2. Certificate valid for 24 months until age 40 and then for 12 months. (ICAO 12 months and 6 after age 40)	EUROCONTROL and Directive 2006/23/EC
6.5.1.3 – 6.5.4.1.2	A	In accordance with Annex 1 except requirements of more examination frequency concerning vision and electrocardiography.	EUROCONTROL and Directive 2006/23/EC
<p>* Difference Category A - National regulation is more demanding B - Different in character or other means of compliance C - Less protective or partially implemented/not implemented</p>			

**GEN 1.7.2 Viðauki 2 - Flugreglur
Annex 2 - Rules of the Air**

10. útgáfa, júlí 2005

10th edition, July 2005

Reference	Difference Category*	Details of Differences	Remarks
3.1.9	B	National regulation No 990/2017 is applicable for all RPAS operating in Iceland and within Icelandic territory. Technical and operational requirements depend on the weight of the RPAS, intended operations and location. For RPAS heavier than 25 kg an authorization from the Icelandic Transport Authority is required.	ICAO Annex 2 provisions apply over high seas within the Icelandic FIR.
3.2.2.3	A	Additional requirements concerning converging microlights in the Icelandic flight rules (No 770/2010).	
3.3.1.2	A	Icelandic flight rules No 770/2010 contain an additional item (f): All flights requesting to be provided with alerting service shall file a flight plan with the ANSP.	
3.3.5.4	A	Icelandic flight rules No 770/2010 state that a transmission shall be made to the appropriate air traffic services unit.	
3.6.2.2	B	The Icelandic flight rules No 770/2010 contain the following provisions concerning deviations from the current flight plan. Deviations from the current flight plan. In the event that a controlled flight deviates from its current flight plan, the following action shall be taken: a) Deviation from track: if the aircraft is off track, action shall be taken forthwith to adjust the heading of the aircraft to regain track as soon as practicable. c) Deviation from true airspeed: if the sustained true airspeed at cruising level varies or is expected to vary by 5% or more from the current flight plan, the appropriate air traffic services unit shall be so informed. d) Change in time estimate: if the time estimate for the next applicable reporting point, flight information region boundary or destination aerodrome, whichever comes first, changes in excess of 2 minutes from that previously notified to air traffic services, or such other period of time as is prescribed by the appropriate ATS authority or on the basis of regional air navigation agreements, the flight crew shall notify the appropriate air traffic services unit as soon as possible.	
3.6.2.3	B	The Icelandic regulation No 770/2010 does not include specific provisions concerning the change of Mach number/true airspeed.	ICAO Annex 2 is more detailed than the Icelandic Flight Rules.
<p>* Difference Category A - National regulation is more demanding B - Different in character or other means of compliance C - Less protective or partially implemented/not implemented</p>			

**GEN 1.7.3 Viðauki 3 - Veðurfræðileg þjónusta fyrir alþjóðaflug
Annex 3 - Meteorological Service for International Air Navigation**

17. útgáfa, júlí 2010

17th edition, July 2010

Reference	Difference Category*	Details of Differences	Remarks
1.1	C	Not used in Iceland	The forecast used deviates from GAMET to some extent
1.2	C	All terms not explained in reg. No. 771/2010	The term "service" is discussed in art. 3
2.1.1	A	The Annex refers to "international air navigation" but the Icelandic regulation "air navigation"	National regulation
3.3.2	C	The IMO is not required to supply flight documentation	IMO has thus far not supplied flight documentation; no requests to that effect have been put forward.
4.6.7	C	QFE values are only reported if specifically requested	The need to compute and report QFE values has not been identified
6.2.5	C	TAF for international aerodromes that cannot be kept under continuous review shall be cancelled; no cancellation requirement is set for TAF for domestic aerodromes	Low traffic numbers at domestic aerodromes; need for cancellation procedure has not been identified
6.2.6	C	Partially implemented. The period of validity of a routine TAF shall not be less than 6 hours nor more than 30 hours. Routine TAF valid for 9 hours are issued every 3 hours between 0730 and 1630 UTC. Routine TAF valid for 24 hours are issued every 3 hours.	
6.4.1	C	Not implemented	Need for specific take-off forecasts has not been identified for Icelandic aerodromes
6.5.1	A	More exact. The IMO shall publish a forecast for flight conditions over Iceland. The forecast shall be prepared as an area forecast, employing approved ICAO abbreviations and numerical values; when chart form is used, the forecast shall be prepared as a combination of forecasts of upper wind and upper-air temperature, and of SIGWX phenomena	Due to Iceland being mountainous it is considered necessary to provide such MET info
6.5.2	B	The area forecast shall cover the area between the surface of the earth and F180 and shall contain information on weather as well as en-route weather phenomena hazardous to low-level flights	See above
6.5.3	B	The area forecast shall be published every day of the year, and as often as is stated in an agreement between METP and the appropriate ATSP/operator. The area forecast shall at least contain the following information.....[see MET No. 771/2010 reg. art 5.4.3 of for listing info]	See above
<p>* Difference Category A - National regulation is more demanding B - Different in character or other means of compliance C - Less protective or partially implemented/not implemented</p>			

Reference	Difference Category*	Details of Differences	Remarks
7.1.4	C	Reg. No. 771/2010 art 6.1.4 only applies to volcanic ash clouds and the VAAC as tropical cyclones do not occur in Iceland	Tropical cyclones are not experienced in Iceland
7.1.6	C	Reg. No. 771/2010 art 6.1.5 does not cover tropical cyclones	See remark abv.
7.3.1	C	Aerodrome warnings are not a requirement. If aerodrome warnings are issued they shall be in accordance with Art. 7.3.1	
9.3.1	C	Reg. No. 771/2010 art 8.1.3 does not require MET information to include: forecasts for take-off; aerodrome warnings for the local aerodrome and GAMET area forecast (note that RANA does not req. GAMET area forecast)	
<p>* Difference Category A - National regulation is more demanding B - Different in character or other means of compliance C - Less protective or partially implemented/not implemented</p>			

**GEN 1.7.4 Viðauki 4 - Flugkort
Annex 4 - Aeronautical Charts**

11. útgáfa, júlí 2009

11th edition, July 2009

Reference	Difference Category*	Details of Differences	Remarks
1.1	A	Icelandic regulation includes air taxiing of helicopters	The definition is in concordance with the reg. No. 694/2010
2.3.3	C	1.3.3 A legend shall be published in the GEN chapter of AIP	Has hereto been considered to be more practical, not least for reasons of space
2.8.2	A	ANC reg 1.8.2 Icelandic letters can be used but warning shall be taken when using Icelandic letters on charts intended for international aviation	
2.11	C	Less protective. Colour consistency shall be kept between charts	Recommendation; full implementations has not been determined
16	C	Not been implemented	Iceland does not publish the World Aeronautical Chart - ICAO 1:1 000 000.
17.1	C	Less protective. The chart shall provide information for VFR flights, for low speed and low altitudes	Full implementation has not been determined
17.2	B	VFR chart shall be made available for territorial airspace	
18	C	Not implemented	Iceland does not publish the AERONAUTICAL NAVIGATION CHART — ICAO SMALL SCALE
19	C	Not implemented	Iceland does not publish the PLOTTING CHART
21	C	Not implemented	Iceland does not publish the ATC SURVEILLANCE MINIMUM ALTITUDE CHART
<p>* Difference Category A - National regulation is more demanding B - Different in character or other means of compliance C - Less protective or partially implemented/not implemented</p>			

GEN 1.7.5 Viðauki 5 - Mælieiningar sem nota skal í starfsemi á lofti og láði
Annex 5 - Units of Measurement to be Used in Air and Ground Operations

5. útgáfa, júlí 2010

5th edition, July 2010

Reference	Difference Category*	Details of Differences	Remarks
1	C	Siemens (S). Insufficient definition In Icelandic regulations	Although insufficient however a part of the SI-Units, published by the Icelandic Standards (IST) 2007
1 Tesla (T)	C	Tesla. Insufficient definition in Icelandic regulations	Although insufficient however a part of the SI-Units, published by the Icelandic Standards (IST) 2007
3.3.1	C	Less demanding in regulations	However in SI- Units Guide published by the Icelandic Standards (IST) 2007
4.1	C	Not in regulation	
<p>* Difference Category A - National regulation is more demanding B - Different in character or other means of compliance C - Less protective or partially implemented/not implemented</p>			

**GEN 1.7.6 Viðauki 6 - Starfsemi loftfara
Annex 6 - Operation of Aircraft**

**GEN 1.7.6.1 I. hluti Alþjóða flutningaflug - Flugvélar
Part I International Commercial Air Transport - Aeroplanes.**

9. útgáfa, Júlí 2010

9th edition, July 2010

Reference	Difference Category*	Details of Differences	Remarks
Chapter 1 definitions	A	For CAT IIIA operations, a runway visual range of not less than 200 m required	EU-OPS: Appendix 1 to OPS 1.430(e)
Chapter 1 definitions	A	For CAT IIIB operations, runway visual range less than 200 m but not less than 75 m required (ICAO 175m/50m)	EU-OPS: Appendix 1 to OPS 1.430(e)
Chapter 1 definitions	C	CAT IIIC not defined	
4.5.1	A	Pilot in command is responsible of all crew members, passengers and cargo on board, as soon as he/she arrives on board, until he/she leaves the aeroplane at the end of the flight	
6.3.3	C	Not implemented	
6.5.2.1	A	Life jackets are required on board all Icelandic registered a/c	
6.15.6	C	No requirements for GPWS for piston aircraft more than 5700 kg or authorised to carry more than 9 passengers.	Awaiting European regulations
6.19.2 / 6.19.3	C	Not implemented	Awaiting European regulations
7.1.3	C	Not implemented	Awaiting European regulations
8.3.2	B	Not regulated but done in practice and put in the contract between AOC holders and maintenance organisations	Part-M
8.7.2.1	B	Not regulated but common practice due to requirement for a quality system	Part-145
8.7.2.3	B	Not regulated but common practice due to requirement for a quality system	Part-145
8.7.3.3	C	Maintenance organisations are not required to establish full SMS programme	Awaiting European regulation
9.4.1	B	The 90 day period can be extended to 120 days max by line flying under the supervision of a TRI or TRE	
13.2.3	B	Flight compartment door must be closed prior to engine start until engine shut down after landing	
13.2.3	B	Cameras not required / procedures considered satisfactory	

* Difference Category

A - National regulation is more demanding

B - Different in character or other means of compliance

C - Less protective or partially implemented/not implemented

GEN 1.7.6.2 II. hluti Almennt alþjóðaflug - Flugvélar
Part II International General Aviation - Aeroplanes.

7. útgáfa, júlí 2008

7th edition, July 2008

Reference	Difference Category*	Details of Differences	Remarks
Chapter 1, Definitions	C	Airworthy not defined in regulation for general aviation, No 694/2010	
Chapter 1, Definitions	A	CAT II RVR not less than 300m, CATIIIB RVR less than 200 m but not less than 75 m.	
Chapter 1 Definitions	C	Continuing airworthiness not defined in regulation for general aviation, No 694/2010	
Chapter 1 Definitions	C	Engine not defined in regulation for general aviation, No. 694/2010	
Chapter 1 Definitions	C	Enhanced vision system (EVS) not defined in Regulation for general aviation, No 694/2010	
Chapter 1 Definitions	C	Head up display (HUD) not defined In regulation for general aviation, No 694/2010	
2.1.1.2	C	Not specified in regulation on General Aviation, No 694/2010	
2.1.1.3	C	Responsibility for operational control is not specified	
2.2.3.4.1	B	Not applicable for local flights	
2.4.4.3.2	B	Always required when operating more than 50 NM from suitable emergency landing site.	
2.4.11.7	C	Not implemented	
2.4.13.2	C	VFR flights not required to be equipped with pressure altitude reporting transponders	
2.6.2.2	A	Regulation demands longer period of file keeping	
2.8.1	C	Not specified in regulation for general aviation, No 694/2010	
2.8.3	C	Not specified in regulation for general aviation, No 694/2010	
Section 3	C	No specific regulation for large and turbojet aeroplanes. Current legislation covers all categories of aeroplanes.	Awaiting European regulations
<p>* Difference Category A - National regulation is more demanding B - Different in character or other means of compliance C - Less protective or partially implemented/not implemented</p>			

GEN 1.7.6.3 III hluti. Alþjóðleg starfsemi - Þyrlur
Part III International Operations -Helicopters.

7. útgáfa, júlí 2010

7th edition, July 2010

Reference	Difference Category*	Details of Differences	Remarks
Chapter 1 Definitions	A	CAT IIIB RVR not less than 75m	JAR-OPS 3 definition
Chapter 1 Definitions	C	CAT IIIC not defined	
Chapter 1 Definitions	C	Congested hostile environment not defined in regulation No 695/2010	
Chapter 1 Definitions	C	En-route phase not defined	
Chapter 1 Definitions	C	Flight operations officer/flight dispatcher not defined in regulation No 695/2010 and not required in JAR-OPS 3	
Chapter 1 Definitions	C	Flight safety document system not defined in regulation No 695/2010	
Chapter 1 Definitions	C	Ground handling not defined in regulation No 695/2010	
Chapter 1 Definitions	C	Hostile environment not defined in regulation No 695/2010	
Chapter 1 Definitions	C	Integrated survival suit not defined in regulation No 695/2010	
Chapter 1 Definitions	C	Non-congested hostile environment not defined in regulation No 695/2010	
Chapter 1 Definitions	C	Non-hostile environment not defined in regulation No 695/2010	
Chapter 1 Definitions	C	Offshore operations not defined in regulation No 695/2010	
Chapter 1 Definitions	C	Operation not defined in regulation No 695/2010	
Chapter 1 Definitions	C	Operation specification not defined in regulation No 695/2010	
Chapter 1 Definitions	C	Operator's maintenance control manual not defined in regulation No 695/2010	
Chapter 1 Definitions	C	Required communication performance (RCP)not defined in regulation No 695/2010	
Chapter 1 Definitions	C	Required communication performance type (RCP type not defined in regulation No 695/2010	
Chapter 1 Definitions	C	Safe forced landing not defined in regulation No 695/2010	
Chapter 1 Definitions	C	Safety programme not defined in regulation No 695/2010	

* Difference Category

A - National regulation is more demanding

B - Different in character or other means of compliance

C - Less protective or partially implemented/not implemented

Reference	Difference Category*	Details of Differences	Remarks
Chapter 1 Definitions	C	Series of flight not defined in regulation No 695/2010	
Chapter 1 Definitions	C	Take-off and initial climb phase not defined in regulation No 695/2010	
1.1.5	B	JAR-OPS 3 requires operational control, there is no specific statement regarding delegation of ops control.	
1.3.3	C	Operators are not required to establish full SMS programme, only required to establish accident prevention and flight safety programme	Awaiting European regulation
2.3.6.2	B	JAR-OPS 3 states that taxi, trip, contingency (non-hostile 5% of planned trip fuel/ 10% for hostile and VFR) and final reserve fuel (20 minutes best range speed) is required	JAR-OPS 3 requirement
2.3.6.3.2	B	JAR-OPS 3 states that 30 minutes is always required over destination	JAR-OPS 3 requirement
2.4.4.4	A	During take-off and landing, and whenever deemed necessary by the commander in the interest of safety, each crew member shall be properly secured by all safety belts and harnesses provided. Using harness is a requirement during take-off and landing in all cases	
2.5.1	B	Pilot-in-command is responsible when rotors are turning	JAR-OPS 3 requirement
3.2.7.1	C	Not implemented	
3.2.7.3.1	B	Three or more power units not stated in JAR-OPS 3.	JAR-OPS 3
<p>* Difference Category A - National regulation is more demanding B - Different in character or other means of compliance C - Less protective or partially implemented/not implemented</p>			

Reference	Difference Category*	Details of Differences	Remarks
3.4.1	A	Operation in IMC for class 3 helicopters is not authorized	
4.2.2	C	Spare electrical fuses not required in JAR-OPS 3	JAR-OPS 3
4.3.1.5	C	Not implemented	
4.3.2	C	FDR must record at least the last 8 and 5 hours of operation depending of issue of airworthiness certification	JAR-OPS 3
4.3.3.1	B	Different classification, but complied with.	JAR-OPS 3
4.3.4	B	The FDR records last 8 hours of operation	JAR-OPS 3
5.1.3	C	Not implemented	
5.2.2	C	Not implemented	Awaiting European regulation
6.2.1	B	Due to Regulation 612/2005 (EC 1592/2002 now 216/2008), compliance with EU rules is mandatory in case of state of Operator is different from State of registry.	Due to Regulation 612/2005 (EC 1592/2002 now 216/2008), compliance with EU rules is mandatory in case of state of Operator is different from State of registry
6.2.3	B	Common practice as the ICAA have a requirement for quality system	PART-M
6.3.2	B	Not regulated but done in practice and put in the contract between AOC Holders and maintenance organisations	PART-M
6.4.2	A	More requirements	PART-M
6.8.2	A	More strict	PART-M
7.1.2	A	All flight crew member have radio licence	
7.4.1.1	B	The 90 day period can be extended to 120 days max. by line flying under the supervision of a nominated commander	JAR-OPS 3
7.4.3.1	B	Twice a year. The period between proficiency checks can be from 3 to 9 months.	JAR-OPS 3
Section III			
4.8.1-4.8.4	A	Always required for Icelandic helicopters, not only when operating over water	
4.9.1, 4.9.2	B	Required for IFR operations, and specifically designated airspaces by Authority	
6.2.2	A	Kept for 120 days	PART M
<p>* Difference Category A - National regulation is more demanding B - Different in character or other means of compliance C - Less protective or partially implemented/not implemented</p>			

GEN 1.7.7 Viðauki 7 - Þjóðerni lofffara og skrásetningarmarki
Annex 7 - Aircraft Nationality and Registration Marks

5. útgáfa, júlí 2003

5th edition, July 2003

Reference	Difference Category*	Details of Differences	Remarks
2.5	A	Iceland doesn't permit mixing of letters and numbers in registration marks unless the aircraft has no type certificate.	None.
7.1	A	„Holder“ is also included in the CoR.	None
7.2	C	Missing.	CoR's in Iceland are both in Icelandic and English, even though it is not mentioned in the Icelandic regulation.
General comment:		In articles 2.1, 2.2, 2.5, 3.1, 6 and 8 both “Registration Mark” and “Common Mark” are mentioned. In Iceland only “Registration Mark” is being used.	
<p>* Difference Category A - National regulation is more demanding B - Different in character or other means of compliance C - Less protective or partially implemented/not implemented</p>			

GEN 1.7.8 Viðauki 8 - Lofthæfi lofffara
Annex 8 - Airworthiness of Aircraft

10. útgáfa, apríl 2005

10.th edition, April 2005

Reference	Difference Category*	Details of Differences	Remarks
NIL	NIL	NIL	NIL
General remark:		The responsibility of Annex 8 is with EASA. Please refer to EASA for list of differences	

GEN 1.7.9 Viðauki 9 - Flugvallarvirkt
Annex 9 - Facilitation

12. útgáfa, júlí 2005

12th edition, July 2005

Reference	Difference Category*	Details of Differences	Remarks
NIL	NIL	NIL	NIL

**GEN 1.7.10 Viðauki 10 - Flugfjarskipti
Annex 10 - Aeronautical Telecommunications**

**GEN 1.7.10.1 I. bindi ((Leiðsöguvirki)
Volume I (Radio Navigation Aids).**

5. útgáfa, júlí 1996

5th edition, July 1996

Reference	Difference Category*	Details of Differences	Remarks
NIL	NIL	NIL	NIL

**GEN 1.7.10.2 II. bindi Verklagsreglur um fjarskipti
Volume II Aeronautical Telecommunications**

Reference	Difference Category*	Details of Differences	Remarks
5.2.2.1.3	B	Reykjavik Control Centre maintains a continuous watch on VHF emergency channel.	NIL

**GEN 1.7.11 Viðauki 11 - Flugstjórnarþjónusta, flugupplýsingaþjónusta, viðbúnaðarþjónusta
Annex 11 - Air Traffic Control Service, Flight Information Service, Alerting Service**

13. útgáfa, júlí 2001

13th edition, July 2001

Reference	Difference Category*	Details of Differences	Remarks
2.4.2	C	Not stated in ATS regulation No. 787/2010	The state determines if ATS shall be provided in any given airspace, the state is bound by Annex 11.
2.10.3.3	C	No upper limit is established for the oceanic control area	
2.18.4	C	Not implemented	ICAA and Iceland Defence Agency have an agreement concerning adequate coordination; IDA and Isavia (ANSP) have established common procedures (MATAP) ensuring efficient and adequate coordination and cooperation
2.24.1.1.1	C	Less detailed requirement, stating that strayed a/c shall be given priority and all necessary assistance	
2.14.1.1.2	C	Not implemented	
2.27.2	C	The acceptable level of safety has not been defined	The target level of safety has been set for the NAT region and is applied
2.29.2	B	The primary language used in A/G communications is English for International flights. For Domestic flights either Icelandic or English is used. When English is not available at an A/G facility it will be indicated in AD BIXX 2.18 remarks column by "IC only".	

* Difference Category

A - National regulation is more demanding

B - Different in character or other means of compliance

C - Less protective or partially implemented/not implemented

Reference	Difference Category*	Details of Differences	Remarks
3.7.2.1	A	Req. concerning clearances make no exceptions for supersonic flights	
3.7.2.2	C	Not implemented regulation	No specific requirements set for supersonic flights
3.10	C	Not implemented	
4.2.3	C	The procedures only state that air-reports shall be forwarded to the MET office, not to other aircraft concerned	
4.3.1.4	C	Not implemented	Regional air navigation agreement does not require OFIS
4.3.4.8	C	Not implemented	Isavia's procedures state that messages shall be kept brief and concise but do not set a 30 second time limit
4.4.1	C	HF and/or VHF VOLMET broadcasts and/or D-VOLMET service is not provided	RANA does not require such service
4.4.2	C	Not applicable	
5.1.1	A	Alerting service is provided to all known aircraft	
5.2.2.1	C	Not implemented in regulation	
5.4	C	Not implemented in regulation	Has been practiced
5.6.2	C	The requirement is not stated explicitly	
6.1.1.2	C	Not applicable	RCP types have not been prescribed
6.2.1.2	C	Not applicable	RCP types have not been prescribed by the state.
6.2.2.3.4	C	Not implemented	
7.1.3.5	C	Not implemented	
7.1.3.6	C	Not implemented	Equipment to detect wind shear is not used in Iceland; wind shear information is available only from PIREPs and weather forecasts
7.1.4.5	C	Not implemented	
7.1.4.6	C	Not implemented	Equipment to detect wind shear is not used in Iceland; wind shear information is available only from PIREPs and weather forecasts
7.1.4.7	C	Not implemented	
<p>* Difference Category A - National regulation is more demanding B - Different in character or other means of compliance C - Less protective or partially implemented/not implemented</p>			

**GEN 1.7.12 Viðauki 12 - Leit og björgun
Annex 12 - Search and Rescue**

8. útgáfa, júlí 2004

8th edition, July 2004

Reference	Difference Category*	Details of Differences	Remarks
1 definitions	C	Not all definitions are in Icelandic regulation on SAR. No. 71/2011	All items/concepts used in Icelandic regulation on SAR are defined or are defined in other Icelandic regulations
2.1.4	C	Not applicable, one combined coordination centre	In Iceland one coordinated rescue centre is operated and there are no subcenters
2.3.1	C	Not applicable, one combined coordination centre	In Iceland one coordinated rescue centre is operated which is responsible for the whole region and there are no sub-centres
3.3.1	B	Different in characted	Contact The Icelandic Coast Guard on this item www.lhg.is
5.3	C	Not applicable	Not considered applicable for Iceland because of position
* Difference Category A - National regulation is more demanding B - Different in character or other means of compliance C - Less protective or partially implemented/not implemented			

**GEN 1.7.13 Viðauki 13 - Flugslys og atvikarannsókn
Annex 13 - Aircraft Accident and Incident Investigation**

13. útgáfa, júlí 2010

13th edition, July 2010

Reference	Difference Category*	Details of Differences	Remarks
NIL	NIL	NIL	NIL

**GEN 1.7.14 Viðauki 14 - Flugvellir
Annex 14 - Aerodromes**

**GEN 1.7.14.1 I. bindi Hönnun og rekstur flugvalla.
Volume I Aerodrome Design and Operations.**

5. útgáfa, júlí 2009

5th edition, July 2009

Reference	Difference Category*	Details of Differences	Remarks
NIL	NIL	NIL	NIL

**GEN 1.7.14.2 II. bindi Þyrluvellir.
Volume II Heliports.**

3. útgáfa, júlí 2009

3rd edition, July 2009

Reference	Difference Category*	Details of Differences	Remarks
NIL	NIL	NIL	NIL

GEN 1.7.15 Viðauki 15 - Upplýsingaþjónusta flugmála
Annex 15 - Aeronautical Information Services

13. útgáfa, júlí 2010

13th edition, July 2010

Reference	Difference Category*	Details of Differences	Remarks
2 Precision	C	Not implemented in regulation No. 772/2010	
3.1.2	C	If AIS provides pre-flight information service it shall...	Pre-flight information service has not been provided by the AIS
3.6.1	A	AIP, AIP SUP and AIC shall be published in Icelandic and English.	
3.7.1.2	B	Included in art. 3.7.1.1 is the requirement that aeronautical geographical coordinates shall be expressed in accordance with Annex 15 art. 3.7.1	
3.7.1.3	B	Included in art. 3.7.1.1 is the requirement that aeronautical geographical coordinates shall be expressed in accordance with Annex 15 art. 3.7.1	
3.7.1.4	B	Included in art. 3.7.1.1 is the requirement that aeronautical geographical coordinates shall be expressed in accordance with Annex 15 art. 3.7.1	
3.7.2.2	B	Included in art. 3.7.2.1 is the requirement that the vertical reference system shall be in accordance with Annex 15, art. 3.7.2	
3.7.2.3	B	Included in art. 3.7.2.1 is the requirement that the vertical reference system shall be in accordance with Annex 15, art. 3.7.2	
3.7.2.4	B	Included in art. 3.7.2.1 is the requirement that the vertical reference system shall be in accordance with Annex 15, art. 3.7.2	
3.7.2.5	B	Included in art. 3.7.2.1 is the requirement that the vertical reference system shall be in accordance with Annex 15, art. 3.7.2	
3.7.3.2	A	Regulation No. 772/2010 does not allow for a different temporal reference system to be used in any applications	
4.3.7	C	Not implemented	
4.4.5	C	Not implemented	
5.1.1.4	C	Less protective: 24 hrs. permitted when the restriction will have small effect on general air traffic	
5.2.5	A	Letters A to Z, with the exception of S, T and V may be used to identify a NOTAM series	
5.2.12	B	For internationally distributed NOTAMs the checklist shall be sent via AFS; for domestically distributed NOTAMs (C-NOTAMs) it need only be sent via electronic means.	
5.2.13.3	C	Not implemented	
<p>* Difference Category A - National regulation is more demanding B - Different in character or other means of compliance C - Less protective or partially implemented/not implemented</p>			

Reference	Difference Category*	Details of Differences	Remarks
7.1.1.2	C	Partially implemented.	Temporary supplements or diversions from AIP (AD 1.2.2), winter plan of aerodromes/ heliports shall be published.

* Difference Category

A - National regulation is more demanding

B - Different in character or other means of compliance

C - Less protective or partially implemented/not implemented

**GEN 1.7.16 Viðauki 16 - Umhverfisverndun
Annex 16 - Environmental Protection**

**GEN 1.7.16.1 I. bindi Hávaði loftfara
Volume I Aircraft Noise.**

5. útgáfa, júlí 2008

5th edition, July 2008

Reference	Difference Category*	Details of Differences	Remarks
NIL	NIL	NIL	NIL

**GEN 1.7.16.2 II. bindi Loftmengun hreyfla loftfara.
Volume II Aircraft Engine Emissions.**

3. útgáfa, júlí 2008

3rd edition, July 2008

Reference	Difference Category*	Details of Differences	Remarks
NIL	NIL	NIL	NIL

**GEN 1.7.17 Viðauki 17 - Flugvernd í alþjóðlegu almenningssflugi gegn ólögðum aðgerðum
Annex 17 - Security Safeguarding International Civil Aviation against Acts of Unlawful Interference**

8. útgáfa, júlí 2006

8th edition, July 2006

Reference	Difference Category*	Details of Differences	Remarks
NIL	NIL	NIL	NIL

GEN 1.7.18 Viðauki 18 - Öruggur flutningur í lofti á hættulegum varningi
Annex 18 - The Safe Transport of Dangerous Goods by Air

3. útgáfa, júlí 2001, 4. útgáfa júlí 2011

3rd edition, July 2001, 4th edition, July 2011

Reference	Difference Category*	Details of Differences	Remarks
1.2.3	C	Not in regulation	Requirement has not been implemented in regulation
2.5.1	C	Regulation 322/1990 has reference to Technical Instructions for the Safe Transport of Dangerous Goods by Air.	Iceland has not informed ICAO as of now.

* Difference Category

A - National regulation is more demanding

B - Different in character or other means of compliance

C - Less protective or partially implemented/not implemented

GEN 1.7.19 Viðauki 19 - Viðauki 19 Öryggisstjórnun
Annex 19 - Safety Management

1. útgáfa, júlí 2013

1st edition, July 2013

Reference	Difference Category*	Details of Differences	Remarks
NIL	NIL	NIL	Development in progress

* Difference Category

A - National regulation is more demanding

B - Different in character or other means of compliance

C - Less protective or partially implemented/not implemented

GEN 1.7.20 ICAO skjal 8168, hluti II - Flugaðferðir, hönnun sjón- og blindflugsferla
ICAO Doc 8168, Volume II - Aircraft Operations, Construction of Visual and Instrument Flight Procedures

6. útgáfa, 2014 (með uppfærslum 1 til 8).

6th edition, 2014 (amendments 1 to 8 incorporated).

Reference	Difference Category*	Details of Differences	Remarks
I-2-2-5 2.6.4.2	B	Marker beacons are sometimes used as turning points in missed approach procedures.	BIAR
I-3-3-3 3.3.1.2	C	Departure turns sometimes occur below the minimum value of 120 meters (394 FT) above DER.	BIEG RWY 04
I-3-3	B	SID starting by a visual part.	BIIS
I-4-3-6 3.5.4.4	C	Iceland permits different outbound tracks and/or timing for different categories of aircraft in a racetrack/reversal procedure published on a common instrument approach chart.	BIEG BIKF BIRK
I-4-4-2 4.3.1.1.1	C	Several approach procedures have intermediate approach segments shorter than 5 NM.	Aerodromes where base turn or racetrack is used
I-4-4-2 4.3.3.1	C	A flat part is not always present in the intermediate approach segment	BIAR LOC and LOC-RADAR and some RNAV APP
I-4-4-2 4.3.3.2	C	Descent gradient in the intermediate approach segment sometimes exceeds 3.0° (5.24%).	BIAR LOC and LOC-RADAR
I-4-5-1 5.2.2.2	C	Some instrument approach procedures do not meet the criteria for straight-in approaches as the final track intersects the extended runway centreline inside 1400 meters from the runway threshold.	BIHN RNAV GNSS RWY 18, intersection is 900 m from threshold
I-4-5-3 5.3.1.2 a)	C	Iceland permits descent gradients up to 5.3° (9.3%) in the final approach segment.	BIAR ILS RWY 01
I-4-5-3 5.3.2 b)	B	Descent gradients for approach to circling procedures are calculated from the altitude of the FAF to the lowest OCA(H) value at the MAPt.	Standard
I-4-5-4 5.4.1.3 b)	A	OCH for non-precision approaches is always referenced to the threshold elevation, even when the difference between AD elevation and threshold elevation is less than 2 meters.	
I-4-5-1 5.1.2 and I-4-5-4 5.4.1.1	B	Procedures for aircraft to descend below cloud (cloud break procedure/cloud penetration) and to complete their flight in accordance with VFR have been designed for various airports in Iceland. This only applies to Category A and B aircraft. Minimum Obstacle Clearance Altitude (OCA) is 500 ft and lower limit for OCH above aerodrome elevation is 300 ft. For minimum visibility see AIP ENR 1.2 Visual Flight rules. These procedures are identified by the navigational aid type used for the final approach lateral guidance, followed by a single letter suffix C or D (RNAV C, NDB D).	BIDV, BIIS, BINF, BITE and BIVM

* Difference Category

A - National regulation is more demanding

B - Different in character or other means of compliance

C - Less protective or partially implemented/not implemented

Reference	Difference Category*	Details of Differences	Remarks
I-4-5-2 5.2.3	C	Some final approach track are more than 1 NM from the runway.	BIHK
I-4-7-2 7.2.2	A	Circling at some aerodromes require specific authorization due to increased bank angles. This is indicated in a note beneath the circling values on the instrument approach chart.	BIHN, BIGJ
I-4-7-App-3 Table 1-4-7- App-1	C	The semi-width of the corridor is reduced at some airports to a maximum reduction of 50%.	BIAR

* Difference Category

A - National regulation is more demanding

B - Different in character or other means of compliance

C - Less protective or partially implemented/not implemented

**GEN 1.7.21 Gögn sem fylgja ekki gæðakröfum Evrópureglugerð (EU) 73/2010 (ADQ).
Data not compliant with data quality requirements of Commission Regulation (EU) 73/2010 (ADQ)**

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

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

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GEN 3.2.4 Listi yfir útgefin flugkort
List of aeronautical charts available

Title of series	Name of Chart	Date
Flugvallakort Aerodrome Chart - ICAO	Akureyri	08 DEC 2017
	Egilsstaðir	20 JUL 2018
	Keflavik	14 SEP 2018
	Reykjavik	01 MAR 2019
Flugvallakort - A380 flugvallaakstur Aerodrome Chart - A380 Ground Movement	Keflavik	14 SEP 2018
Flugvallaaksturskort Aerodrome Ground Movement Chart	Gjogur	12 NOV 2015
	Holmavik	11 MAR 2011
	Hornafjordur	09 JAN 2015
	Husavik	08 DEC 2016
	Isafjordur	14 NOV 2014
	Nordfjordur	04 JAN 2019
	Rif	03 JAN 2019
	Saudarkrokur	17 AUG 2017
	Vestmannaeyjar	18 AUG 2017
Lendingakort Landing Chart - ICAO	Vopnafjordur	27 JUN 2013
Flugvélastæðiskort Aircraft Parking/Docking Chart - ICAO	Keflavik - Terminal Aprons	14 SEP 2018
	Keflavik - East Apron	03 JAN 2019
Leiðarljóskort Chart for Lead-in lights	Akureyri - Lead-in lights RWY 01	12 OCT 2017
Sjónflugsleiða- og umferðahringjakort VFR Routes and Traffic Pattern Chart	Keflavik VFR Routes	29 APR 2016
	Reykjavik VFR Routes	20 JUL 2018
	Reykjavik INBOUND VFR-ROUTES FOR SINGLE ENGINE AIRCRAFT	23 JUN 2017
	Reykjavik OUTBOUND VFR-ROUTES FOR SINGLE ENGINE AIRCRAFT	23 JUN 2017
Flugvallahindranakort Aerodrome Obstacle Chart - ICAO Type A	Akureyri - TYPE A RWY 01/19	12 NOV 2015
	Egilsstaðir - TYPE A RWY 22/04	07 FEB 2013
	Reykjavik - TYPE A RWY 19/01	28 SEP 2006
	Reykjavik - TYPE A RWY 13/31	03 AUG 2007
Flugvallahindranakort Aerodrome Obstacle Chart - ICAO Type B	Akureyri - TYPE B	12 NOV 2015
	Egilsstaðir - TYPE B	08 JUN 2006
	Reykjavik - TYPE B	08 JUN 2006
Nákvæmnisaðflugshindranakort Precision Approach Terrain Chart -ICAO	Keflavik - RWY 01	27 APR 2017
	Keflavik - RWY 10	20 JUL 2018
	Keflavik - RWY 19	27 APR 2017
	Keflavik - RWY 28	27 APR 2017
Leiðarkort Enroute Chart - ICAO	ENROUTE CHART- ICAO Iceland	30 MAR 2018
	ENROUTE CHART- ICAO Reykjavik Control Area	30 MAR 2018
	ENROUTE CHART- ICAO West Greenland Insert	29 APR 2016

ICELANDIC

ENGLISH

Title of series	Name of Chart	Date
Staðlað blindkomukort (STAR) - ICAO Standard Arrival Chart - Instrument (STAR) - ICAO	Akureyri ARRIVAL PROCEDURES	28 APR 2016
	Egilsstadir ARRIVAL PROCEDURES	03 MAY 2013
	Keflavik RNAV STAR RWY 01 DEVUD 3N, NASBU 3N, ASRUN 2N, BASLU 2N	30 MAR 2017
	Keflavik RNAV STAR RWY 01 BIRNA 1N, ELDIS 2N, GIRUG 2N, INGAN 3N	30 MAR 2017
	Keflavik RNAV STAR RWY 10 DEVUD 2M, NASBU 2M, ASRUN 2M, BASLU 2M	01 FEB 2018
	Keflavik RNAV STAR RWY 10 BIRNA 2M, ELDIS 2M, GIRUG 2M, INGAN 2M	01 FEB 2018
	Keflavik RNAV STAR RWY 19 DEVUD 2K, NASBU 2K, ASRUN 2K, BASLU 2K	01 FEB 2018
	Keflavik RNAV STAR RWY 19 BIRNA 2K, ELDIS 2K, GIRUG 2K, INGAN 2K	01 FEB 2018
	Keflavik RNAV STAR RWY 28 DEVUD 1H, NASBU 1H, ASRUN 1H, BASLU 2H	27 APR 2017
	Keflavik RNAV STAR RWY 28 BIRNA 2H, ELDIS 2H, GIRUG 1H, INGAN 1H	27 APR 2017
	Reykjavik RNAV STAR RWY 19 VM 1N, NASBU 1V, TIBRA 1N, RH 2N, TERTU 2N, MYRAR 1N, INGAN 2N	20 JUL 2018
OMNI - DIRECTIONAL DEPARTURES	Keflavik OMNI-DIRECTIONAL DEPARTURES RWY 01/10/19/28 OMNI 3A, OMNI 3B, OMNI 3C, OMNI 3D	27 APR 2017
Staðlað blindbrotflugskort (SID)- ICAO Standard Departure Chart - Instrument (SID) - ICAO	Akureyri RNAV(RNP) SID RWY 01 PERUR1S ASKUR 1S	28 APR 2016
	Akureyri RNAV(RNP) SID RWY 01 PERUR 2S ASKUR 2S	28 APR 2016
	Akureyri SID RWY 01 AKI - 2A AKI - 2B	28 APR 2016
	Akureyri SID RWY 01 AR - 1	28 APR 2016
	Akureyri SID RWY 19 BOTN 1A	28 APR 2016
	Egilsstadir SID RWY 04 VAD 1A / VAD 1B BRUSI 1 FELLI 1	04 MAR 2016
	Egilsstadir SID RWY 22 VAD 2 ELVUR 2 BRUSI 2 FELLI 2	04 MAR 2016
	Isafjordur RNAV(RNP) SID RWY 08 MYRAR 1S NOBVI 1S RE 1S	22 AUG 2013
	Keflavik RNAV SID RWY 01 LUTER 2A OSKUM 3A PIXUM 1A	30 MAR 2018
	Keflavik RNAV SID RWY 01 DELES 1A RALOV 2A SORIR 2A	04 JAN 2019
	Keflavik RNAV SID RWY 10 LUTER 2B, OSKUM 1B, PIXUM 2B	04 JAN 2019
	Keflavik RNAV SID RWY 10 DELES 2B, RALOV 3B, SORIR 2B	30 MAR 2018
	Keflavik RNAV SID RWY 19 LUTER 2C, OSKUM 2C, PIXUM 1C	04 JAN 2019
	Keflavik RNAV SID RWY 19 DELES 1C, RALOV 2C, SORIR 1C	04 JAN 2019
	Keflavik RNAV SID RWY 28 LUTER 3D, OSKUM 3D, PIXUM 2D	30 MAR 2018
	Keflavik RNAV SID RWY 28 DELES 2D, RALOV 1D, SORIR 1D	04 JAN 2019
	Reykjavik SID RWY 01 EL-1 KfV-1 MYRAR-1 RH-1A Departures	24 MAY 2018
	Reykjavik SID RWY 19 EL-2 KfV-2 MYRAR-2 RH-2A Departures	24 MAY 2018
	Reykjavik SID RWY 31 EL-3 KfV-3 MYRAR-3 RH-3A Departures	24 MAY 2018
	Reykjavik SID RWY 13 EL-4 KfV-4 MYRAR-4 RH-4A Departures	24 MAY 2018
	Reykjavik - Vestmanneyjar SID / STAR	23 JUN 2017

GEN 4 **GJALDSKRÁ FLUGVALLA OG FLUGLEIÐSÖGU- ÞJÓNUSTU**
CHARGES for AERODROMES and AIR NAVIGATION SERVICES

GEN 4.1 **Flugvallagjöld**
Aerodrome Charges

Upplýsingar um flugvallagjöld og innheimtu þeirra er að finna á heimasíðu Isavia:

<https://www.isavia.is/fyrirtaekid/vidskiptavinir/gjaldskrar-isavia>

Information regarding Aerodrome Charges can be found on Isavia's webpage:

<https://www.isavia.is/en/corporate/business/user-charges>

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GEN 4.2 **Flugleiðsögugjöld**
Air Navigation Services Charges

Upplýsingar um flugleiðsögugjöld og innheimtu þeirra er að finna á heimasíðu Isavia:

<https://www.isavia.is/fyrirtaekid/vidskiptavinir/gjaldskrar-isavia>

Information regarding Air Navigation Services Charges can be found on Isavia's webpage:

<https://www.isavia.is/en/corporate/business/user-charges>

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Data convention for the various conventions in item 15

USE ONLY: the conventions in (1) to (5) below and SEPARATE each sub-item by a SPACE.

1. ATS ROUTE (2 to 7 characters).
The coded designator assigned to the route or route segment (e.g. G3, G11, UB10, KODAP2A).
2. SIGNIFICANT POINT (2 to 11 characters).
The coded designator (2 to 5 characters) assigned to the point (e.g. MY, ING, LARUX),
or
if no coded designator has been assigned, one of the following ways:
Degrees only (7 characters)
2 figures describing latitude in degrees, followed by "N" (North) or "S" (South), followed by 3 figures describing longitude in degrees, followed by "E" (East) or "W" (West). Make up the correct number of figures, where necessary, by insertion of zeros, e.g. 46N078W.
Degrees and minutes (11 characters)
4 figures describing latitude in degrees and tens and units of minutes followed by "N" (North) or "S" (South), followed by 5 figures describing longitude in degrees and tens and units of minutes, followed by "E" (East) or "W" (West).
Make up the correct number of figures, where necessary, by insertion of zeros, e.g. 4620N07805W.
INSERT: DCT between successive points unless both points are defined by geographical coordinates.
Note Points defined by a bearing and distance from a significant point are not allowed in the Reykjavik FIR/CTA due to the discrepancy that can exist between the actual positions derived from such points by aircraft and flight data processing systems.
3. CHANGE OF SPEED OR LEVEL (maximum 21 characters).
The point at which a change of speed (5% TAS or 0.01 Mach or more) or change of level is planned, expressed exactly as in (2) above, followed by an oblique stroke and both the cruising speed and the cruising level, WITHOUT A SPACE between them, even when only one of those quantities will be changed.
Examples:
LN/N0284A045
MAY/N0305F180
HADDY/N0420F330
4602N07805W/M082F350
4. CHANGE OF FLIGHT RULES (maximum 3 characters).
The point at which the change of flight rules is planned, expressed exactly as in (2) or (3) above as appropriate, FOLLOWED BY A SPACE and one of the following:
VFR if from IFR to VFR, IFR if from VFR to IFR.
Examples:
LN VFR, LN/N0284A050 IFR
5. CRUISE CLIMB (maximum 28 characters)
The letter C followed by an oblique stroke then the point at which cruise climb is planned to start, expressed exactly as in (2) above, followed by an oblique stroke, then the speed to be maintained during cruise climb, followed by the two levels defining the layer to be occupied during cruise climb, or the level at which cruise climb is planned followed by the letters PLUS, WITHOUT A SPACE between them.
Examples:
C/48N050W/M082F290F350, C/48N050W/M082F290PLUS, C/52N050W/M220F580F620.

Requirements for Flight Plans on random route segments

Flights conducted wholly or partly outside the organized tracks shall be planned along great circle tracks joining successive significant points and flight plans shall be made in accordance with the following:

1. Flights operating between North America and Europe shall generally be considered as operating in a predominantly east-west direction. However, flights planned between these two continents via the North Pole shall be considered as operating in predominantly north-south direction.
2. For flights conducted along one of the organized tracks from the entry point into the NAT flight information regions to the exit point, the organized track shall be defined in the flight plan by the abbreviation "NAT" followed by the code letter assigned to the track.

Requirements for Flight Plans entering the Reykjavik CTA from the Edmonton CTA

Flight plans shall contain entry points as follows:

1. at or north of 82N, a boundary position at 060W
2. south of 82N, one of the following waypoints: APSIN, BUDUM, DEXUN, ELNUS, PAMLA, SINVU, DOGGY, LENIM, GELBO, DAPAK, MEDPA, INGUM, NADMA, ADSAM, BOPUT, CANEL, DARUB, EPMAN
3. Flights entering Gander Oceanic and then proceeding either through Montreal airspace and Edmonton airspace, or directly into Edmonton before entering Reykjavik Oceanic shall file as follows:
 - a. Aircraft routing over 65N, at or east of 060W, shall file a waypoint at 65N;
 - b. Aircraft routing over 65N, west of 060W, shall file via named waypoint by the boundary between Edmonton and Reykjavik.

Requirements for Flight Plans on random route segments at or south of 70N

For flights operating at or south of 70N, the planned tracks shall normally be defined by significant points formed by the intersection of half or whole degrees of latitude with meridians spaced at intervals of 10° from the Greenwich meridian to longitude 70W.

The distance between significant points shall, as far as possible, not exceed one hour's flight time.

Additional significant points should be established when deemed necessary due to aircraft speed or the angle at which the meridians are crossed, e.g. at intervals of 10° of longitude (between 5W and 65W).

1. Aircraft operating across the boundary between Reykjavik (BIRD) and Scottish (EGPX) shall file through one of the named points BARKU, DEVBI, BESGA, NALAN, OSBON, PEMOS, RIXUN or SOSAR as appropriate.
2. Flights routing between RATSU and GUNPA in either direction shall operate direct (DCT) between those points.
3. Eastbound flights routing across the boundary between BIRD and Stavanger (ENSV) shall file their route via one of the following waypoints: GUNPA, VALDI, ERSER, IPTON, BARUD or ISVIG.

Requirements for Flight Plans departing/arriving at Keflavik or Reykjavik.

Flights with Keflavik or Reykjavik as Departure point or Destination are not required to file their route via waypoints at 010W, if routing north of RATSU (61N010W).

1. Eastbound departures:
 - a. Flights departing Reykjavik shall file their route via:
 - i. LUTER MOXAL if crossing 010W between 64N and RATSU inclusive;
 - ii. PIXUM PETUX PODAR if crossing 010W between ATSIX and GOMUP inclusive;
 - iii. RIMUM RUMUX RAPAX if crossing 61N west of 01630W.
 - b. Flights departing Keflavik shall file their route via:
 - i. LUTER if crossing 010W between 64N and 66N;
 - ii. OSKUM if crossing 010W between 63N and RATSU inclusive;
 - iii. PIXUM PETUX PODAR if crossing 010W between ATSIX and GOMUP inclusive
 - iv. RIMUM RUMUX RAPAX if crossing 61N west of 01630W.
 - v. Flight planning for eastbound departures with ETD between 0600 and 0900 and entering SHANWICK OCA shall be filed via:
 1. PIXUM PETUX PODAR ORTAV ODPEX or;
 2. RIMUM RUMUX RAPAX and then via ERAKA ETSOM or more southerly route.
 - c. Flights departing Keflavik shall not file their route between 63N and 64N at 10W.
2. Westbound departures, for flights crossing 030W at:
 - a. 66N shall file their route via SORIR SUKED
 - b. 65N shall file their route via SORIR SOPEN (F290 and above only)
 - c. SOSIT (F280 and below only) shall file their route via SORIR
 - d. 64N shall file their route via RALOV ROTIN
 - e. 63N shall file their route via RALOV RAKIS
 - f. 62N or 61N shall file their route via DELES DOPOD
3. Westbound arrivals:
 - a. Flights crossing 010W between 64N and ATSIX inclusive shall file their route via:
 - i. ING G3 NASBU KFV/EL, or
 - ii. ALDAN ASRUN KFV/EL.
 - b. Flights entering BIRD between 61N 01236W and 61N019W shall file their route via BREKI BASLU KFV/EL.
4. Eastbound arrivals, for flights crossing 030W at:
 - a. 66N shall file their route via INDES INGAN
 - b. NONRO (F280 and below only) shall file their route via INGAN
 - c. 65N shall file their route via GOKIK GIRUG (F290 and above only)
 - d. 64N shall file their route via GISTU GIRUG
 - e. 63N shall file their route via EPENI ELDIS
 - f. 62N shall file their route via ELREX ELDIS
 - g. 61N shall file their route via BAXER BIRNA

ENR 1.8.7 Special Procedures for In - Flight Contingencies

ENR 1.8.7.1 General

The following procedures are intended for guidance only. Although all possible contingencies cannot be covered, they provide for the more frequent cases, such as:

1. inability to comply with assigned clearance due to meteorological conditions;
2. en-route diversion across the prevailing NAT traffic flow; and
3. loss of, or significant reduction, in required navigation capability.

With regard to 1. and 2. above, the procedures are applicable primarily when rapid descent and/or turnback or diversion is required. The pilot's judgment shall determine the sequence of actions taken, having regard to the prevailing circumstances.

ENR 1.8.7.2 General procedures

The following general procedures apply;

If an aircraft is unable to continue flight in accordance with its air traffic control clearance, a revised clearance shall be obtained, whenever possible, prior to initiating any action.

Use whatever means is appropriate (i.e. voice and/or CPDLC) to communicate during a contingency or emergency.

The radiotelephony distress signal (MAYDAY, MAYDAY, MAYDAY) or urgency signal (PAN PAN, PAN PAN, PAN PAN) shall be used as appropriate.

If these contingency procedures are employed, the pilot shall advise air traffic control as soon as practicable, reminding them of the type of aircraft involved and the nature of the problem.

If prior clearance cannot be obtained, the pilot shall:

1. establish communications with and alert nearby aircraft by broadcasting, at suitable intervals on 121.5 MHz (or, as a backup, on the inter-pilot air-to-air frequency 123.45 MHz) and where appropriate on the frequency in use: aircraft identification, the nature of the distress condition, intention of the person in command, position (including the ATS route designator or the track code, as appropriate) and flight level;
2. turn on all aircraft exterior lights; and
3. maintain a watch for conflicting traffic both visually and by reference to ACAS (if equipped) leaving ACAS in RA mode at all times, unless aircraft operating limitations dictate otherwise.

Aircraft should be flown at a flight level and/or on offset track where other aircraft are least likely to be encountered.

ENR 1.8.7.3 The following guidance is recommended for aircraft operating within NAT airspace.

ENR 1.8.7.3.1 Initial action

If unable to obtain prior air traffic control clearance, the aircraft should leave its assigned route or track by initially turning 30 degrees to the right or left to acquire on offset track of 5 NM (9.3 km). The direction of the turn should, where possible, be determined by the position of the aircraft relative to any organized route or track system (e.g. whether the aircraft is outside, at the edge of, or within the organized track system (OTS)). Other factors which may affect the direction of the turn are the location of an alternate airport, terrain clearance, levels allocated on adjacent routes or tracks and any known SLOP offsets adopted by other nearby traffic.

ENR 1.8.7.3.2 Actions to be taken once offset from track

1. An aircraft that is able to maintain its assigned flight level, once the aircraft has deviated 5 NM (9.3 km) from the assigned track centerline, climb or descend to select a flight level which differs from those normally used by 500 ft (150 m), if at or below FL 410, or by 1 000 ft (300 m) if above FL 410.
2. An aircraft that is unable to maintain its assigned flight level should:
 - a. initially minimize its descent rate to the extent possible;
 - b. take account of other aircraft possibly being laterally offset from its track;
 - c. select a flight level which differs from those normally used by 500 ft (150 m) if at or below FL410, or by 1000 ft (300 m) if above F410;
 - d. contact ATC as soon as practicable and request a revised ATC clearance.

ENR 1.8.7.3.3 En-route diversion across the prevailing NAT air traffic flow

Before diverting across the flow of adjacent traffic, the aircraft should climb above FL 410 or descend below FL 290 using the procedures specified in 1.8.7.3.2. However, if the pilot is unable or unwilling to do so, the aircraft should be flown at a level as defined in 1.8.7.3.2.1. for the diversion until a revised ATC clearance is obtained.

ENR 1.8.7.4 Weather deviation procedures for oceanic-controlled airspace (NAT Doc007 13.4)

ENR 1.8.7.4.1 General

1. The following procedures are intended to provide guidance for deviations around thunderstorms. All possible circumstances cannot be covered. The pilot's judgement shall ultimately determine the sequence of actions taken. ATC shall render all possible assistance.
2. If the aircraft is required to deviate from track to avoid weather and prior clearance cannot be obtained, an ATC clearance shall be obtained at the earliest possible time. Until an ATC clearance is received, the aircraft shall follow the procedures detailed in 1.8.7.4.4.
3. The pilot shall inform ATC when weather deviation is no longer required, or when a weather deviation has been completed and the aircraft has returned to the centre line of its cleared route.

ENR 1.8.7.4.2 Obtaining priority from ATC when weather deviation is required

1. When the pilot initiates communications with ATC, rapid response may be obtained by stating "WEATHER DEVIATION REQUIRED" to indicate that priority is desired on the frequency and for ATC response, or requesting a weather deviation using a CPDLC lateral downlink message.
2. When necessary, the pilot should initiate the communications using the urgency call "PAN PAN" (preferably spoken three times) or by using a CPDLC urgency downlink message.

ENR 1.8.7.4.3 Actions to be taken when controller-pilot communications are established

1. The pilot notifies ATC and requests clearance to deviate from track, advising, when possible, the extent of the deviation expected. The flight crew will use whatever means is appropriate (i.e. voice and/or CPDLC) to communicate during a weather deviation.
Note.- Pilots are advised to contact ATC as soon as possible with requests for clearance in order to provide time for the request to be assessed and acted upon.
2. ATC takes one of the following actions:
 - a. if there is no conflicting traffic in the horizontal plane ATC will issue clearance to deviate from track; or
 - b. if there is conflicting traffic in the horizontal plane ATC separates aircraft by establishing appropriate separation; or
 - c. if there is conflicting traffic in the horizontal plane and ATC is unable to establish appropriate separation, ATC shall:
 - i. advise the pilot of inability to issue clearance for requested deviation;
 - ii. advise the pilot of conflicting traffic; and
 - iii. request the pilot's intentions.
SAMPLE PHRASEOLOGY
"UNABLE (requested deviation),
TRAFFIC IS (call sign, position, altitude, direction),
ADVISE INTENTIONS."
3. The pilot will take the following actions:
 - a. advise ATC of intentions; and
 - i. comply with the ATC clearance issued; or
 - ii. execute the procedures detailed in 1.8.7.4.4; and
 - b. if necessary, establish voice communications with ATC to expedite dialogue on the situation.

ENR 1.8.7.4.4 Actions to be taken if a revised ATC clearance cannot be obtained

1. The provisions of this section apply to situations where a pilot has the need to exercise the authority of a pilot-in-command under the provisions of Annex 2, 2.3.1.
2. If a revised ATC clearance cannot be obtained and deviation from track is required to avoid weather, the pilot shall take the following actions:
 - a. if possible, deviate away from the organized track or route system;
 - b. establish communications with and alert nearby aircraft by broadcasting, at suitable intervals: aircraft identification, flight level, aircraft position (including ATS route designator or the track code) and intentions, on the frequency in use and on frequency 121.5 MHz (or, as a back-up, on the VHF inter-pilot air -to-air frequency 123.45 MHz;
 - c. watch for conflicting traffic both visually and by reference to ACAS (if equipped);
Note - If, as a result of actions taken under the provisions of 1.8.7.4.4. 2 b. and c., the pilot determines that there is another aircraft at or near the same flight level with which a conflict may occur, then the pilot is expected to adjust the path of the aircraft, as necessary, to avoid conflict.
 - d. turn on all aircraft exterior lights (commensurate with appropriate operating limitations);
 - e. for deviations of less than 5 NM (9.3 km), aircraft should remain at a level assigned by ATC;
 - f. for deviations of greater than 5 NM (9.3 km), when the aircraft is approximately 5 NM (9.3 km) from track, initiate a level change based on the following criteria: *
 - g. when returning to track, be at its assigned flight level, when the aircraft is within approximately 5 NM (9.3 km) of centre line; and
 - h. if contact was not established prior to deviating, continue to attempt to contact ATC to obtain a clearance. If contact was established, continue to keep ATC advised of intentions and obtain essential traffic information.

*Originally cleared track or route centre line track	Deviations > 5 NM (9.3 km)	Level change
EAST 000° - 179° magnetic	LEFT	DESCEND 90 m (300 ft)
	RIGHT	CLIMB 90 m (300 ft)
WEST 180° - 359° magnetic	LEFT	CLIMB 90 m (300 ft)
	RIGHT	DESCEND 90 m (300 ft)

ENR 1.8.8 Air Traffic Control Clearances

ENR 1.8.8.1 Contents of clearances (A11 - 3.7; P-ATM, 4.5.4,4.5.7 AND 11.4.2.5.2)

An abbreviated clearance shall only be issued by ATS when clearing an aircraft to follow one of the organized tracks throughout its flight within the NAT control areas, or when clearing an aircraft to follow its flight plan route. In all other circumstances, full details of the cleared track shall be specified in the clearance message.

1. When an abbreviated clearance is issued to follow one of the organized tracks it shall include:
 - a. cleared track specified by the track code;
 - b. cleared flight level(s);
 - c. cleared Mach Number (if required);
 - d. if the aircraft is designated to report meteorological information in flight, the phrase "SEND MET REPORTS".
2. On receipt of an abbreviated clearance the pilot shall read back the contents of the clearance message. In addition, when cleared to follow one of the organized tracks, the pilot shall read back full details of the track specified by the code letter, except where alternative procedures using VHF techniques exist which include provision for the confirmation of cleared track by the pilot.

When an abbreviated clearance is issued to follow the flight plan route, it shall only be issued using direct controller/pilot communication, and shall include:

1. the expression "cleared via flight planned route";
2. cleared flight level(s);
3. cleared Mach Number (if required).

On receipt of an abbreviated clearance, the pilot shall read back the contents of the clearance message. In addition, when cleared via "flight planned route", the pilot shall read back full details of the flight plan route.

A pilot-in-command shall, if at any time in doubt, request a detailed description of the route from ATS.

The ATC-approved Mach number shall be included in each clearance given to subsonic turbo-jet aircraft operating within Bodö Oceanic, Gander Oceanic New York Oceanic, Reykjavik, Santa Maria Oceanic and Shanwick Oceanic areas.

ENR 1.8.8.2 Adherence to ATC approved route

(A2 - 3.6.2)

If an aircraft has inadvertently deviated from the route specified in its ATC clearance it shall forthwith take action to regain such route within 100 NM (185 km) from the position at which the deviation was observed

ENR 1.8.8.3 Adherence to ATC approved Mach number

(A2 - 3.6.2)

Turbo-jet aircraft operating within controlled airspace shall adhere to the Mach number approved by ATC and shall request ATC approval before making any change thereto. If essential to make an immediate temporary change to the Mach number (e.g. due to turbulence), ATC shall be notified as soon as possible that such a change has been made.

If it is not feasible, due to aircraft performance, to maintain the last assigned Mach number during en-route climbs and descents, pilots of aircraft concerned shall advise ATC at the time of the climb/descent request.

ENR 1.8.8.4 Clearances relating to flights subject to maintaining own separation and remaining in visual meteorological conditions (VMC) (A11 - 3.3; P-ATM, 5.9)

Clearances to climb or descend maintaining own separation while in VMC shall not be granted

ENR 1.8.8.5 Oceanic Clearance

A clearance issued by Reykjavik Centre to an aircraft entering Reykjavik CTA becomes effective only at the Reykjavik CTA boundary. It is the responsibility of the pilot to obtain from the appropriate ATC authority any necessary clearance or reclearance to enable him to comply with the oceanic clearance.

Tilkynningaeyðublað má m.a. nálgast á heimasíðu nefndarinnar, slóð hennar er <http://www.rnsa.is>.

Þó spurningar á eyðublaðinu virðist óviðkomandi í tilteknu tilvik, skal samt fylla það sem ítarlegast út.

Reporting forms are available on the home page of the ITSB, <http://www.rnsa.is>.

Answer all questions on the reporting forms even though it doesn't seem relevant.

ENR 1.14.3.3 Afhendingatími Time of submission

Öll tilkynningaskyld flugatvik sbr. reglugerð nr. 900/2017 (EU 376/2014) ber að tilkynna, innan 72 tíma, til Samgöngustofu í gegnum Íslandsgátt á heimasíðunni <http://www.aviationreporting.eu>.

All incidents which are mandatory to report according to regulation no. 900/2017 (EU 376/2014), on mandatory reporting, shall be reported, within 72 hours, to the Icelandic Transport Authority through the website <http://www.aviationreporting.eu> by selecting the Icelandic flag.

ENR 1.14.3.4 Afhendingastaður, form og innihald tilkynninga Place of submission, contents and form of a report

Hægt er að vista og senda eyðublaðið:

- Með tölvupósti á mandatory.reporting@icetra.is;
- Með símbrefi í síma 480-6003;
- Með pósti (og gildir þá póststimpill) eða beint til:

Samgöngustofa
Samhæfingarsvið –
Mandatory Reporting
Ármúla 2
108 Reykjavík, Ísland

Tilkynningin skal innihalda eins mikið af eftirtöldum upplýsingum og tiltækar eru. Ekki skal draga að tilkynna um atvik, þótt nákvæmar upplýsingar séu ekki fyrir hendi.

- Tegund loftfars, gerð og skrásetningarkerki;
- Dagsetningu og tíma flugslyssins/flugatviksins;
- Síðasta brottfarastað og næsta áformaðan landingarstað;
- Slysstað/atviksstað;
- Fjöldi flugverja og farþega um borð;
- Fjöldi flugverja og farþega sem fórust eða meiddust;
- Fjöldi annarra sem fórust eða meiddust;
- Stutta lýsingu í tímaröð á flugslysinu eða flugatvikinu;
- Stutta lýsingu á aðstæðum á slysstað/atviksstað s.s. veðurskilyrðum og landslagi
- Skemmdir á loftfarinu.

Þeim sem tilkynnir um flugatvik skv reglugerð nr. 900/2017 (EU 376/2014) verður ekki refsáð eða hann beittur viðurlögum þótt um sé að ræða brot gegn ákvæðum laganna eða á reglum settum á grundvelli þeirra, skv. 141. gr. laga um loftferðir. Slíkt refsileyi gildir þó ekki sé brot framíð af ásetningi, stórfelldu gáleysi, undir neyslu áfengis, örvandi eða deyfandi lyfja.

Skv. sömu lagagrein verður tilkynningu ekki beitt sem sönnunargagn í opinberu máli varðandi atvik sem ekki verður refsáð fyrir.

The occurrence report can be saved and sent:

- By e-mail to mandatory.reporting@icetra.is;
- By telefax to 480-6003;
- By mail (the post stamp is valid) or directly to:

Icelandic Transport Authority
Division of Coordination and Facilitation –
Mandatory Reporting
Armula 2
IS-108 Reykjavík, Iceland

The occurrence report shall include as much of the following information's as possible. Do not delay reporting an incident, even though precise information are not available.

- Type of aircraft and registration;
- Date and time of the accident/incident;
- Last departure point and next destination;
- Place of the accident/incident;
- Number of crew members and passengers on board;
- Number of injured or deceased crew members and passengers;
- Number of others injured or deceased;
- Short description of the accident or incident in chronological order;
- Short description on conditions at the location of the accident/incident for example weather and landscape;
- Damages on the aircraft.

According to Article 141 of the Aviation Act no. 60/1998, a party giving notice pursuant to regulations no. 900/2017 (EU 376/2014) will not be punished or subjected to sanctions even in the event of violation of the provisions of the Act or rules grounded in the Act, except in the case of intent, gross negligence or use of alcohol, stimulants or depressants.

Notices of incidents which do not give rise to sanctions shall not be used as evidence in public proceedings, cf. Article 141(3) of the same Act.

Samkvæmt lögum um Samgöngustofu nr. 119/2012, 19 gr. eru starfsmenn bundnir þagnarskyldu. Ennfremur eru þeir sem, skv. 15 gr. reglugerðar nr. 900/2017 (EU 376/2014) eru þeir sem taka við tilkynningum skv. reglugerðinni bundnir þagnarskyldu um það sem þeir komast að í starfi sínu og leynt á að fara um efni tilkynninga og úrvinnslu og tilkynnanda hverju sinni. Þagnarskyldan helst þótt látið sé af starfi.

According to Article 19 of the Icelandic Transport Authority Act no. 119/2012 I cetra personnel are bound to secrecy. Furthermore, according to Article 15 of the regulation no. 900/2017 (EU 376/2014) personnel who receive these reports are bound to secrecy on whatever they learn, and should be discreet, on the content and process of a report and/or the reporter. The secrecy is maintained even though the personnel quits his job.

ENR 1.14.3.5 Sérákvæði fyrir flugmenn Special provision for pilots

Flugmenn fylgi eftirfarandi starfsháttum eigi eða hafi þeir átt þátt í atviki:

The following are the procedures to be followed by a pilot who is or has been involved in an incident:

- a. á flugi, nota viðeigandi fjarskiptatíðni við jarðstöð ef tilkynna á mjög alvarlegt atvik sérstaklega ef annað lofffar á þátt í því þannig að staðreyndir berist sem fyrst;
- b. afhenda útfyllt tilkynningaeyðublað um flugumferðaratvikíð eins fljótt og auðið er eftir landingu:
 - i. til staðfestingar á fyrstu skýrslu sem afhent var samkvæmt a. hér að ofan, eða til fyrstu atvika skýrslugerðar ef ekki reyndist auðið að tilkynna hana um talstöð;
 - ii. til að tilkynna atvik sem ekki þarfnaðist tilkynningar strax þegar það átti sér stað.

- a. during flight, use the appropriate air/ground frequency for reporting an incident of major significance, particularly if it involves other aircraft, so as to permit the facts to be ascertained immediately;
- b. as promptly as possible after landing, submit a completed Air Traffic Incident Report Form;
 - i. for confirming a report of an incident made initially as in a. above, or for making the initial report on such an incident if it had not been possible to report it by radio;
 - ii. for reporting an incident which did not require immediate notification at the time of occurrence.

ENR 1.14.3.6 Fyrsta skýrsla Initial report

Eftirfarandi upplýsingar eiga að vera í fyrstu skýrslu sem gefin er um talstöð:

An initial report made by radio should contain the following information:

- a. auðkenni loftfars;
- b. tegund atviks, t.d. nálægð loftfara;
- c. atvikið;
 1. a) og b);
 2. a), b), c), d), n);
 3. a), b), c), i);
 4. a), b);
- d. ýmislegt:
 1. e).

- a. aircraft identification;
- b. type of incident, e.g. aircraft proximity;
- c. the incident;
 1. a) and b);
 2. a), b), c), d), n);
 3. a), b), c), i);
 4. a), b);
- d. miscellaneous:
 1. e).

ENR 1.14.3.7 Staðfestingarskýrsla Confirmatory report_

Staðfestingarskýrslu um mjög alvarlegt atvik sem fyrst var tilkynnt um í talstöð eða fyrstu skýrslu á eitthvert annað atvik, ætti að afhenda ATS-tilkynningastöð eftir landingu á fyrsta flugvelli svo hægt sé að koma henni til Rannsóknarnefndar Samgönguslysa - flugslys. Flugmaðurinn ætti að fylla út eyðublað vegna flugumferðaratvika til uppfyllingar fyrstu skýrslu eins og nauðsynlegt þykir.

The confirmatory report on an incident of major significance initially reported by radio or the initial report on any other incident should be submitted to the ATS Reporting Office of the aerodrome of first landing for submission to The Icelandic Transportation Safety Board. The pilot should complete the Air Traffic Incident Report Form, supplementing the details of the initial reports as necessary.

Ath.: Þar sem engin ATS-tilkynningastöð er fyrir hendi má afhenda skýrsluna annarri flugumferðarþjónustudeild.

Note: Where there is no ATS Reporting Office, the report may be submitted to another ATS unit.

ENR 5.2 Heræfinga- og herþjálfunarsvæði
Military Exercise and training Areas

Nafn og hliðarmörk	Efri / neðri mörk	Athugasemdir Tími á starfsemi
Name & Lateral Limits	Upper / lower limits	Remarks Time of activity
1	2	3
TRAINING AREAS		
Air training operations conducted under instrument flight rules and under CRC radar surveillance within Reykjavík Control Area will be accomplished within one or more of the following designated areas. Military exercise area. High speed maneuvering aircraft. Information regarding activity in the areas are available from the Oceanic Area Control Centre.		
ITA NW		
Coordinates: 6548N03000W 6645N03000W 6645N02800W 6645N02600W 6645N02400W 6545N02510W 6548N02800W 6548N03000W	Levels: 3000 feet AMSL up to FL290 (lower limit FL055 west of 026W)	
ITA NW - Tanker		
Coordinates: 6548N02800W 6613N02800W 6613N02510W 6545N02510W	Levels: FL180 up to FL260	
ITA W		
Coordinates: 6430N03000W 6548N03000W 6548N02800W 6545N02510W 6445N02430W 6430N02335W 6417N02357W 6419N02709W 6430N03000W	Levels: 3000 feet AMSL up to FL290 (lower limit FL055 outside 120NM from KFV VOR)	
ITA W-Tanker		
Coordinates: 6523N02800W 6548N02800W 6545N02510W 6523N02510W	Levels: FL180 up to FL260	
ITA W HIGH		
Coordinates: 6548N03000W 6548N02800W 6545N02510W 6445N02430W 6430N02500W 6419N02709W 6430N03000W	Levels: 3000 feet AMSL up to FL600 (lower limit FL055 outside 120NM from KFV VOR)	
ITA S		
Coordinates: 6200N02700W 6300N02600W 6324N02320W 6319N02232W 6300N02207W 6200N02100W 6200N02400W 6200N02700W	Levels: 3000 feet AMSL up to FL290 (lower limit FL055 outside 120NM from KFV VOR)	
ITA S-Tanker		
Coordinates: 6200N02400W 6200N02100W 6135N02100W 6135N02400W 6200N02400W	Levels: FL180 up to FL260	
ITA N		
Coordinates: 6430N02335W 6445N02430W 6545N02510W 6645N02400W 6645N02200W 6645N02100W 6525N02100W 6441N02140W 6443N02229W 6447N02252W 6438N02258W 6430N02335W	Levels: FL180 up to FL290	

Nafn og hliðarmörk Name & Lateral Limits	Efri / neðri mörk Upper / lower limits	Athugasemdir Tími á starfsemi Remarks Time of activity
1	2	3
ITA NE		
Coordinates: 6600N01430W 6700N01430W 6700N01000W	Levels: 3000 feet AMSL up to FL290 (lower limit FL55 east of 011W)	
ITA SE		
SE-a Coordinates: 6350N01550W 6400N01500W 6431N01400W 6500N01300W 6500N01200W 6310N01200W	Levels: 3000 feet AMSL up to FL290 (East of 013W and south of 64N the lower limit is FL055).	
SE-b Coordinate: 6338N01629W 6350N01550W 6310N01200W 6252N01200W	Levels: FL240 up to FL290 (Area SE-b is intended as corridor and users can expect level changes on tactical bases)	
SE-c Coordinate: 6200N01800W 6315N01800W 6338N01629W 6252N01200W 6200N01200W	Levels: 3000 feet AMSL up to FL290 (South of 64N and east of 015W the lower limit is FL055)	
ITA C		
Coordinates: 6411N02101W 6418N02056W 6533N01710W 6515N01515W 6410N01600W	Levels: FL180 up to FL290	
AREA F		
Coordinates: 6423N02350W 6542N02502W 6642N02304W 6642N01236W 6432N01236W 6342N01600W 6412N01700W 6445N01500W 6600N01530W 6510N02224W 6447N02252W along FAXI TMA boundary to 6423N02350W	Levels: FL200 up to FL270	

Nafn og hliðarmörk Name & Lateral Limits	Efri / neðri mörk Upper / lower limits	Athugasemdir Tími á starfsemi Remarks Time of activity
1	2	3
EXERCISES AREAS		
<p>During exercises with more than 12 aircraft, larger areas might be required due to the number of aircraft involved. Following are definitions of additional areas available for exercises with more than 12 aircraft. Information regarding activity in the areas are available from the Oceanic Area Control Centre.</p>		
NV-1		
Coordinate: 6441N02140W 6525N02100W 6450N01924W 6418N02056W 6440N02117W	Levels: FL200 up to FL290	
NV-2		
Coordinate: 6411N02101W 6418N02056W 6430N02107W 6516N01913W 6555N01546W 6521N01510W 6458N01507W 6439N01417W 6431N01400W 6400N01500W 6410N01600W	Levels: FL200 up to FL290	

ENR 5.6 Farfluglar og svæði með viðkvæmu dýralífi Bird migration and areas with sensitive fauna

ENR 5.6.1 Almennt / General

Löftför á flugi geta haft áhrif á hegðun fugla og dýra sem og á upplifun fólks af náttúru landsins.

Þegar varptími fugla stendur sem hæst þarf að sýna sérstaka aðgát þannig að ekki hljóttist truflun af á þekktum varpsvæðum, t.d. í nágrenni við fuglabjörg. Þetta er mikilvægt, bæði til að tryggja öryggi flugs og koma í veg fyrir skaða eða truflun á dýralífi.

Þeim tilmælum er beint til flugmanna að fljúga ekki neðar en 1000 fet yfir fjölförnum ferðamannastöðum.

Umhverfisstofnun kann að gefa út sérstakar reglur og tilmæli varðandi flug yfir friðlýstum svæðum og fjölförnum ferðamannastöðum.

Slíkt er að finna á heimasíðu Umhverfisstofnunar:
<http://ust.is/einstaklingar/nattura/flug-a-fridlystum-svaedum/>

Aircraft in flight can affect the behaviour of birds and animals as well as peoples' experience of the country's nature.

During nesting season, special care needs to be taken so that known nesting areas are not disturbed, for example near bird cliffs. This is important, both to ensure safety of the flight and to prevent harm or disturbance on wildlife.

Pilots are kindly requested not to fly below 1000 feet over busy tourist destinations.

The Environment Agency of Iceland may publish specific rules and guidance concerning flight over protected areas and busy tourist destinations.

Such information is available on the agency's website:
<http://ust.is/einstaklingar/nattura/flug-a-fridlystum-svaedum/>

ENR 5.6.2 BIP1 Bannsvæði Þjórsárvera / BIP1 Þjórsárver Prohibited Area

Bannsvæði Þjórsárvera er í gildi frá 10. maí til 10. ágúst þar sem flug löftfara er bannað neðan við 5000 fet MSL. Sjá [ENR 5.1](#).

Þjórsárver Prohibited Area is active 10th May to 10th August, flight of aircraft is prohibited below 5000 feet MSL. Refer to [ENR 5.1](#).

ENR 5.6.3 Helstur reglur um friðlýst svæði og varpsvæði fugla / Rules regarding protected areas and areas with sensitive fauna

1. Óheimilt er að fljúga flugvélum að óþörfu í grennd við fuglabjörg sbr. 4. mgr. 17. gr. laga nr. 64/1994 um vernd, friðun og veiðar á villtum fuglum og villtum spendýrum.
2. Aðgát skal höfð í nánd við varplönd fugla skv. 4. mgr. 17. gr. náttúruverndarlaga nr. 60/2013.
3. Auk laga og reglugerða er mælt fyrir um reglur og tilmæli á friðlýstum svæðum í friðlýsingarskilmálum og/eða stjórnunar- og vermdaráætlun á hverju svæði fyrir sig. Upplýsingar um þessar reglur er að finna á heimasíðu Umhverfisstofnunar
<http://ust.is/einstaklingar/nattura/flug-a-fridlystum-svaedum/>

1. Unnecessary flight of aircraft is prohibited near bird cliffs in accordance with law No. 64/1994 on protection, preservation and hunting of wild birds and mammals, sentence 4 of paragraph 17.
2. Care should be taken near areas where birds lay their eggs in accordance with the Nature preservation law no. 60/2013, paragraph 17, sentence 4.
3. In addition to laws and regulations, each protected area has its own rules and recommended practices in regards to protection terms. Information on those rules can be found on The Environment Agency's website:
<http://ust.is/einstaklingar/nattura/flug-a-fridlystum-svaedum/>

ENR 5.6.4 Friðlýst svæði með viðkvæmu dýralífi / Protected areas with sensitive fauna

Friðlýst búsvæði fugla eru auðkennd á korti á heimasíðu Umhverfisstofnunar http://ust.is/library/Skrar/Einstaklingar/Nattura/fridland_flug_hildur.pdf og eru eftirfarandi:

Protected birds' habitats are marked on this map on The Environment Agency's website: http://ust.is/library/Skrar/Einstaklingar/Nattura/fridland_flug_hildur.pdf and are as follows:

Andakíll	Dyrhólaey	Eldey	Flatey
Friðland Svarfdæla	Grunnafjörður	Guðlaugstungur	Hornstrandir
Hrísey í Reykhólahreppi	Ingólfshöfði	Kringilsárrani	Látrabjarg
Melrakkaey	Mývatn	Oddaflóð	Pollengi og Tunguey
Salthöfði og Salthöfðamýrar	Skrúður	Snæfellsjökulsþjóðgarður	Ströndin við Stapa og Hellna
Surtsey	Vestmannavatn	Þjórsárver, lögmaeltar takmarkanir	

ENR 5.6.5 Tilkynningaskylda vegna árekstra við fugla eða hættu á árekstri / Reporting of bird strikes and bird strike risks

Árekstur við villtar lífverur, þ.m.t. fugla sem veldur tjóni á loftfari eða því að mikilvæg þjónusta tapast eða raskast, skal tilkynntur í samræmi við reglugerð um tilkynningu atvika í almenningsskiptum og greiningu á og eftirfylgni með þeim.

A wildlife strike including bird strikes which resulted in damage to the aircraft or loss or malfunction of any essential service shall be reported according to the Icelandic regulation on the reporting, analysis and follow-up of occurrences in civil aviation.

Eyðublöð fyrir slíkar tilkynningar er að finna á vefsíðu Samgöngustofu: <http://www.samgongustofa.is/eydublod/#q=bird+strike>
Senda skal tilkynninguna til Samgöngustofu eða á netfangið mandatory.reporting@icetra.is.

Forms for such reports can be found on the ICETRA website: <http://www.samgongustofa.is/eydublod/#q=bird+strike>.
The report shall be sent to ICETRA or via email: mandatory.reporting@icetra.is.

ENR 5.6.6 Þjóðgarðar / National parks

Þrjú þjóðgarðar eru á Íslandi; Þjóðgarðurinn Snæfellsjökull, Þingvallabjörggarður og Vatnajökulsþjóðgarður.

Three national parks are in Iceland; Snæfellsjökull National Park, Þingvellir National Park, Vatnajökull National Park.

Upplýsingar um mörk garðanna er að finna á heimasíðu Umhverfisstofnunar: http://ust.is/library/Skrar/Einstaklingar/Fridlyst-svaedi/ust_mork_fridlyst_svaedi_20130212_web.pdf.

Information about the parks' boundaries can be found on The Environment Agency's website: http://ust.is/library/Skrar/Einstaklingar/Fridlyst-svaedi/ust_mork_fridlyst_svaedi_20130212_web.pdf.

Þeim tilmælum er beint til flugmanna að fljúga ekki neðar en 1000 fet yfir fjölförnum ferðamannastöðum.

Pilots are kindly requested not to fly below 1000 feet over busy tourist destinations.

AD 1.5 **Vottun flugvalla - staða**
Status of certification of aerodromes

Aerodrome name Location indicator	Date of certification	Validity of certification ¹	Remark
1	2	3	4
AKUREYRI BIAR	22 DEC 2017	—	
EGILSSTADIR BIEG	22 DEC 2017	—	
KEFLAVIK BIKF	22 DEC 2017	—	
REYKJAVIK BIRK	22 DEC 2017	—	

1. In column 3, the dash (—) indicates that the certificate does not have an end of validity; the certificate is perpetual. /
Þankastrik (—) merkir að vottunin rennur ekki út; er varanleg.

* Location indicators marked with an asterisk (*) cannot be used in the address component of AFS messages. /
Ekki er hægt að senda AFS skeyti á þá staði sem eru stjörnumerktir (*)

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BIAR — AKUREYRI / AKUREYRI

Note: The following sections in this chapter are intentionally left blank: AD-2.21, AD-2.22, AD-2.23

BIAR AD 2.1 Staðarauðkenni og heiti flugvallar Aerodrome location indicator and name

BIAR — AKUREYRI / AKUREYRI

BIAR AD 2.2 Landfræðilegar og stjórnunarupplýsingar flugvallar Aerodrome geographical and administrative data

ENGLISH/ ICELANDIC		
1	ARP coordinates and site at Aerodrome	653924N 0180419W Centre of RWY / Miðja flugbrautar
	Hnattstaða flugvallar	
2	Direction and distance from (city)	160° GEO, 2.8 KM (1.5 NM) from/frá Akureyri
	Stefna og fjarlægð frá (borg)	
3	Elevation / Reference temperature	7 FT / 14° C (July)
	Landhæð / viðmiðunarhitastig	
4	Geoid undulation at AD ELEV PSN	217 FT
	Bylgjulögun jarðsporvölu (frá WGS-84 viðmiðunarsporvölu) í hæðarviðmiðunarpunkti flugvallar	
5	MAG VAR / Annual change	13°W (2015) / 0.27° decreasing / minnkandi
	Misvísun / árleg breyting	
6	AD Administration / Rekstraraðili flugvallar	District 3 / Umdæmi 3:
	address / heimilisfang:	ISAVIA OHF. Akureyrarflugvelli 600 Akureyri, Iceland
	telephone / sími:	+354 424 4370 +354 424 4360 Control tower / Flugturn
	telefax / símbréf:	+354 424 4390
	email / netfang:	biar@isavia.is
	AFS:	—
7	Types of traffic permitted	IFR-VFR
	Leyfð flugumferð	
8	Remarks	NIL
	Athugasemdir	

**BIAR AD 2.3 Þjónustutímar
Operational hours**

ENGLISH/ ICELANDIC		
1	AD Administration	During office hours / Á skrifstofutíma
	Rekstraraðili flugvallar	
2	Customs and immigration	O/R Skv. beiðni
	Tollur og útlendingaefirlit	
3	Health and sanitation	NIL
	Heilsugæsla	
4	AIS Briefing Office	NIL
	Kynningarstofa upplýsingaþjónustu	
5	ATS Reporting Office (ARO)	NIL
	Flugvarðstofa	
6	MET Briefing Office	H24 - IMO telephone / Sími Veðurstofu Íslands + 354 522 6000
	Kynningastofa veðurþjónustu	
7	ATS	ATC: Daily 0700-1700 AFIS: Daily 1700-2300 Christmas Eve and New Year's Eve ATC until 1600 No service New Year's Day, Easter Sunday and Christmas Day / Flugstjórnarþjónusta: Daglega 0700-1700 Flugradíóþjónusta: Daglega 1700-2300 Aðfangadag og gamlársdag flugstjórnarþjónusta til 1600 Ekki þjónusta nýársdag, páskadag og jóladag
	Flugumferðarþjónusta	
8	Fuelling	All days: 0900 - 1800; Holidays: O/R Alla daga: 0900 - 1800; Helgidaga: Skv. beiðni
	Eldsneyti	
9	Handling	O/R Skv. beiðni
	Afgreiðsla	
10	Security	H24
	Flugvernd	
11	De-icing	Air Iceland Connect O/R Air Iceland Connect, skv. beiðni
	Afising	
12	Remarks	ATS (AFIS/ATC) available on request outside operational hours, surcharge applies. Request service, 1st of May to 30th of September with a minimum of 30 minutes notice and 1st of October to 30th of April with a minimum of 45 minutes notice, via tel. +354 896 1270 Isavia user charges: https://www.isavia.is/en/corporate/business/user-charges/ Flugumferðarþjónusta (AFIS/ATC) er veitt utan þjónustutíma gegn gjaldi samkvæmt gjaldskrá. Óskið þjónustu, 1. maí til 30. september með að lágmarki 30 mínútna fyrirvara og 1. október til 30. apríl með að lágmarki 45 mínútna fyrirvara, í síma +354 896 1270. Gjaldskrá Isavia: https://www.isavia.is/fyrirtaekid/vidskiptavinir/gjaldskrar-isavia
	Athugasemdir	

BIAR AD 2.4 Afgreiðsla og tæki
Handling services and facilities

ENGLISH/ ICELANDIC		
1	Cargo handling facilities	Normal facilities available O/R / Venjulegur búnaður fyrir hendi skv. beiðni
	Fraktmeðhöndlun	
2	Fuel / oil types	AVGAS 100LL, Jet A1 / NIL
	Eldsneytistegundir / olíur	
3	Fuelling facilities / capacity	Delivery rate 150 liters per minute AVGAS / Afköst 150 lítrar á mínútu AVGAS
	Eldsneytisbúnaður / magn	Delivery rate 650 liters per minute JET A1 / Afköst 650 lítrar á mínútu JET A1
4	De-icing facilities	O/R / Samkvæmt beiðni
	Afísingarbúnaður	
5	Hangar space for visiting aircraft	NIL
	Flugskýlispláss fyrir aðkomuvélar	
6	Repair facilities for visiting aircraft	Major, light aircraft. Minor, large aircraft /
	Viðhaldsmöguleikar fyrir aðkomuvélar	Góðir fyrir minni vélar. Takmarkaðir fyrir stærri vélar
7	Remarks	No oxygen or related service / Ekkert súrefni eða hliðstæð þjónusta
	Athugasemdir	
		Umboðsaðilar á Akureyrarflugvelli eru: / The authorized handling agents at Akureyri Airport are:
	Phone / Sími: Fax: Email / Netfang:	Air Iceland Connect 101 Reykjavik Airport, Iceland / 101 Reykjavíkurlugvelli +354 570 3000 / +354 460 7023 / +354 570 3540 +354 570 3555 websales@airicelandconnect.is
	Phone / Sími: Fax: Email / Netfang: AFS: Web / Veffang:	FBO SouthAir Iceland / FBO Suðurflug: Building 810 / Bygging 810 235 Keflavik Airport, Iceland / 235 Keflavíkurlugvelli +354 425 5520 +354 425 5521 ops@southair.is BIKF S FKO http://www.southair.is/

**BIAR AD 2.5 Aðstaða farþega
Passenger facilities**

ENGLISH/ ICELANDIC		
1	Hotels	In town / Í bænum
	Hótel	
2	Airport Restaurant	Light refreshments at the aerodrome, restaurants in town Léttar veitingar á flugvelli, veitingahús í bænum
	Veitingastaðir á flugvelli	
3	Transportation	Taxi/bus available on-request Leigubílar/rútur samkvæmt beiðni
	Fólksflutningar	
4	Medical facilities	Hospital and ambulances in town Sjúkrahús og sjúkrabílar í bænum
	Hjúkrunaraðstaða	
5	Bank and Post Office	In Town / Í bænum
	Banki og pósthús	
6	Tourist Office	In Town / Í bænum
	Ferðaskrifstofa	
7	Remarks	NIL
	Athugasemdir	

**BIAR AD 2.6 Björgun og eldvarnir
Rescue and fire fighting services**

ENGLISH/ ICELANDIC		
1	AD category for fire fighting	CAT VI CAT VII PN 10 min / með 10 mín fyrirvara. Upplýsingar í síma / Information tel: +354 424 4360 / +354 424 4380 Netfang / E-mail: biar@isavia.is
	Flokkur slökkviþjónustu	
2	Rescue equipment	Yes / Já
	Björgunartæki	
3	Capability for removal of disabled aircraft	Crane, up to 60 tons and trailer / Krani, allt að 60 tonn og tengivagn
	Möguleiki á að fjarlægja bilaðar flugvélar	
4	Remarks	For hours of operation, see ATS in AD 2.3 / Þjónustutímar, sjá Flugumferðarþjónusta (ATS) í AD 2.3
	Athugasemdir	

BIAR AD 2.7 Árstíðarbundnar hreinsanir
Seasonal Availability - Clearing

ENGLISH/ ICELANDIC		
1	Types of clearing equipment	See snow plan AD 1.2.2
	Tegund tækja	Sjá kafla um vetrarviðhald: AD 1.2.2
2	Clearance priorities	See snow plan AD 1.2.2
	Forgangsröð hreinsunar	Sjá kafla um vetrarviðhald: AD 1.2.2
3	Remarks	All seasons, winter conditions from Oct. to Apr. / Allt árið, vetrartími frá okt. til apr
	Athugasemdir	

BIAR AD 2.8 Hlað, akbrautir og staðsetning gátstaða
Aprons, taxiways and check locations data

ENGLISH/ ICELANDIC		
1	Apron surface and strength	Asphalt 88,5x147 m / PCN 45 / F/A/X/T
	Yfirborð hlaðs og styrkur	Malbik 88,5x147 m / PCN 45 / F/A/X/T
2	Taxiway width, surface and strength	Asphalt 78 m wide / PCN 45 / F/A/X/T
	Breidd akbrautar, yfirborð og styrkur	Malbik 78 m breitt / PCN 45 / F/A/X/T
3	Altimeter checkpoint location and elevation	Apron elev. 6 FT / Flughlað hæð 6 FT
	Staðsetning og landhæð gátunarstaðar fyrir hæðarmælisathugun	
4	VOR checkpoints	NIL
	VOR-gátunarstaðir	
5	INS checkpoints	See Coordinates for aircraft stands, AD 2.8.6 / Sjá Hnit loftfarastæða, AD 2.8.6
	INS-gátunarstaðir	
6	Coordinates for aircraft stands	CAT B: 653914.67N 0180429.29W 653917.66N 0180429.86W 653916.16N 0180429.57W CAT C / D: 653916.99N 0180428.76W
	Hnit loftfarastæða	
7	Remarks	NIL
	Athugasemdir	

BIAR AD 2.9 Leiðsaga og stjórnkerfi fyrir hreyfingar á jörðu niðri og merkingar
Surface movement guidance and control system and markings

ENGLISH/ ICELANDIC		
1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands Notkun kenniskilta lofffarastæða, akbrautamerkinga og sjónrænnar stæðisleiðsögu	Provided / Til staðar
2	RWY & TWY markings and LGT Flugbrautar- og akbrautamerkingar og ljós	RWY Markings: Designation, THR, aiming point and centreline RWY Lights: THR, END and EDGE TWY Markings: Centreline and taxihold TWY Lights: EDGE Brautarmerkingar: Brautarheiti, þröskulds, miðlínu og miðunarpunktur. Brautarljós: Þröskulds-, enda- og kantljós Akbrautamerkingar: Miðlína og biðlína Akbrautarljós: Kantljós
3	Stop bars Stöðvunarljós	NIL
4	Remarks Athugasemdir	Obstacles on aerodrome are lit day and night / Hindranir á flugvelli eru lýstar allan sólarhringinn

BIAR AD 2.10 Flugvallarhindranir
Aerodrome Obstacles

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		3
RWY/ Area affected	Obstacle type Elevation Markings/LGT	Coordinates	Obstacle type Elevation Markings/ LGT	Coordinates	OBSTRUCTIONS IN PAPI APPROACH SECTORS.
a	b	c	d	e	
					<p>Runway 01 Papi lights are not to be used beyond 4 NM from threshold and more than 10° either side of centerline due to obstacles.</p> <p>Runway 19 Papi lights are not to be used beyond 4 NM from threshold due to obstacles.</p> <p>Braut 01 Aðflugshallaljós Papi á ekki að nota í meira en 4 NM fjarlægð frá þröskuldi eða í meira en 10° til hliðar við miðlínu vegna hindrana.</p> <p>Braut 19 Aðflugshallaljós Papi á ekki að nota í meira en 4 NM frá þröskuldi vegna hindrana.</p>
See / Sjá:		BIAR AD 2.24.4.1- 1		Aerodrome Obstacle Chart - ICAO, Type A and	
		BIAR AD 2.24.4.2- 1		Aerodrome Obstacle Chart - ICAO, Type B	

BIAR AD 2.11 Veittar veðurupplýsingar
Meteorological information provided

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

BIAR AD 2.12 Sérkenni flugbrauta Runway physical characteristics

Designations RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) & surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation & highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
01	355.54	2400x45	45 / F/A/X/T ASPH	653845.03N 0180411.80W — GUND 217 FT	THR 7 FT TDZ 7 FT
19	175.54	2400x45	45 / F/A/X/T ASPH	654002.29N 0180426.40W — GUND 217 FT	THR 5 FT —

Designations RWY NR	Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ
1	7	8	9	10	11
01	0%	NIL	NIL	2520x300	NIL
19	0%	NIL	NIL	2520x300	NIL

Designations RWY NR	Remarks
1	12
01	61 m wide 58 m long asphalt turning area on each end inside RESA. RESA is 90 m.
19	

BIAR AD 2.13 Tilgreindar viðmiðunarvegalengdir Declared distances

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
01	2550	2550	2550	2400	TKOF from paved end inside RESA
19	2550	2550	2550	2400	

BIAR AD 2.14 Aðflugs- og flugbrautarljós 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	RWY edge LGT LEN, spacing, colour, INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
01	900 m LIH Crossbar 300 M Seq. fl. CL 9 LDIN Flashing. Lights with 700 m interval. Lights start at 7196 m south of RWY 01	GRN	PAPI 3.5° (53.4 FT) and PAPI 5.3° (80.6 FT)	NIL	NIL	1800 m, 60 m, WHI 600 m, 60 m, Y LIH	RED	NIL	RWY 01: PAPI lights 3.5° left side of RWY. PAPI lights 5.3° right side of RWY. TWY - Apron LIL B
19	NIL	GRN	PAPI 3.5° (59.1 FT)	NIL	NIL	1800 m, 60 m, WHI 600m, 60 m, Y LIH	RED	NIL	THR ID LGT RWY 01/19 FLG WHITE

BIAR AD 2.15 Önnur lýsing og vararafmagn
Other lighting, secondary power supply

ENGLISH/ ICELANDIC		
1	ABN/IBN location, characteristics and hours of operation	NIL
	Flugvallarviti - staðsetning	
2	WDI location and LGT Anemometer location and LGT	See Aerodrome Chart / Sjá Flugvallarkort BIAR AD 2.24.1.2 - 1
	Vindpoki staðsetning og lýsing Vindmælir staðsetning og lýsing	
3	TWY edge and centre line lighting	Edge / Hliðar: All TWY / Allar akbrautir Centre line / Miðlína: NIL
	Akbrautarhliðarljós og miðlínuljós	
4	Secondary power supply / switch-over time	Switch-over time 1 sec at RVR below 800 M. Otherwise Max 10 sec / Skiptitími 1 sek. ef RVR er lægra en 800 m. Annars hámark 10 sek.
	Vararafmagn / skiptitími	
5	Remarks:	NIL
	Athugasemdir	

BIAR AD 2.16 Lendingarsvæði fyrir þyrlur
Helicopter landing area

ENGLISH/ ICELANDIC		
1	Coordinates TLOF or THR of FATO	Runway in front of terminal / Flugbraut framan við flugstöð
	Staðsetning landingarsvæðis	
2	TLOF and/or FATO elevation M/FT	1,8 m / 6 ft
	Hæð á landingarstað M/FT	
3	TLOF and FATO area dimensions, surface, strength, marking	RWY - ASPH PCN 45 / NONE Flugbraut - Malbik PCN 45 / ÓMERKT
	Stærð, yfirborð, styrkleiki, merking	
4	True and MAG BRG of FATO	NIL
	Réttstefna og segulstefna á FATO	
5	Declared distance available	NIL
	Skilgreind lengd	
6	Remarks	NIL
	Athugasemdir	

**BIAR AD 2.17 Loftrými flugumferðarþjónustu
ATS airspace**

ENGLISH/ ICELANDIC		
1	Designation and lateral limits	AKUREYRI CTR / ATZ straight lines joining following points / beinar línur milli eftirtalinna punkta: 655257N 0175633W 653858N 0174833W 652522N 0175556W 652756N 0182620W 653923N 0181956W 654927N 0182638W
	Heiti og útlínur	
2	Vertical limits	UPPER LIMIT: 3000 FT MSL / Lower limit of the control area outside hours of operation LOWER LIMIT: GND
	Hæðarmörk	EFRI MÖRK: 3000 FT MSL / Lægri mörk flugstjórnarsvæðis utan þjónustutíma NEÐRI MÖRK: Jörð
3	Airspace classification	CTR Class D - ATZ Class G outside hours of ATC operations at BIAR
	Flokkun loftrýmis	CTR Flokkur D - ATZ Flokkur G utan þjónustutíma flugstjórnarþjónustu á BIAR
4	ATS unit call sign and Language(s)	AKUREYRI TOWER - Icelandic / English AKUREYRI INFORMATION - Icelandic / English
	Kallmerki flugumferðarþjónustu og tungumál	AKUREYRI TURN - Íslenska / Enska AKUREYRI FLUGRADÍÓ - Íslenska / Enska
5	Transition altitude	7000 FT MSL
	Skiptihæð	
6	Remarks	Akureyri CTR/ATZ/TMA for details see ENR 2.1
	Athugasemdir	

**BIAR AD 2.18 ATS fjarskiptabúnaður
ATS communication facilities**

Service designation	Call sign	Frequency		Hours of Operation	Remarks
		Transmit	Receives		
1	2	3		4	5
Akureyri TWR	Akureyri Tower/Approach Akureyri Turn / Aðflug	118.200		0700-1700	121.5 (Emergency)
Akureyri ASR	Akureyri Radar	118.700		0700-1700	121.5 (Emergency)
AFIS	Akureyri Radio	118.200		1700-2300	

BIAR AD 2.19 Flugleiðsögu- og aðflugsbúnaður
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	Remarks
1	2	3	4	5	6	7
VOR/DME (13°W / 2015)	AKI	113.600 MHZ CH 83X	H24	654535.3N 0180014.8W	2100 FT	
NDB	AR	334.000 KHZ	H24	654521.4N 0180522.6W		Range 25 NM Approx less in S & W
LOC 01 (13°W / 2015)	IEY	111.900 MHZ	H24	653753.2N 0180040.3W		LOC usable only within ±10° of course line
Z		75.000 MHZ		653604.1N 0180237.0W		Cont. 3000 Hz tone
DME	IEY	111.900 MHZ CH 56X		653854.6N 0180404.1W	0 FT	Freq paired with LOC
ILS 01(CAT I) LOC (13°W / 2015)	IAL	108.900 MHZ	H24	654010.9N 0180416.5W		LOC usable only within ±10° of course line
GP 01		329.300 MHZ		653854.6N 0180404.1W		The glide path angle is 5.3°
DME	IAL	108.900 MHZ CH 26X		653854.6N 0180404.1W	0 FT	
NDB	NB	387.000 KHZ	H24	651934.0N 0181736.9W		Range 50 NM approx
L	HJ	319.000 KHZ	H24	655106.0N 0181129.8W		Range 15 NM approx
L	KN	364.000 KHZ	H24	653513.0N 0180331.8W		
L	OE	415.000 KHZ	H24	654111.3N 0180439.5W		
L	TO	324.000 KHZ	H24	653001.5N 0180903.4W		Range 15 NM approx
TACAN	MOB	CH 95X	H24	653808.1N 0180403.8W		MILITARY USE ONLY

BIAR AD 2.20 Svæðisbundnar umferðarreglur Local traffic regulations

2.20.1 Kröfur um fjarskiptabúnað

Skilyrði - Sendir og móttakari

2.20.2 Umferðarhringur

Hægri handar umferðarhringur fyrir braut 01

Vinstri handar umferðarhringur fyrir braut 19

2.20.3 Flug fisa í flugstjórnarsviði BIAR

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

Beiðni fyrir undanþágu skal berast með 24 tíma fyrirvara milli 08:00 og 16:00 virka daga.

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

2.20.1 Requirement for communication equipment

Requirement - Two way radio

2.20.2 Traffic pattern

Right hand circuit for RWY 01

Left hand circuit for RWY 19

2.20.3 Microlight operations within BIAR CTR

Microlights planning to operate within BIAR CTR require an authorization from Chief Controller.

Request for such an authorization is required with 24 hours prior notice weekdays between 08:00 and 16:00.

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

BIAR AD 2.24 Kort sem tilheyra flugvelli Charts Related to Aerodrome

Kort / Chart	Blaðsíðunúmer / Page Number
Chart for Lead-in lights RWY 01	BIAR AD 2.24.1.1 - 1
Aerodrome Chart - ICAO	BIAR AD 2.24.1.2 - 1
Aerodrome Obstacle Chart - ICAO - Type A RWY 01/19	BIAR AD 2.24.4.1 - 1
Aerodrome Obstacle Chart - ICAO - Type B	BIAR AD 2.24.4.2 - 1
Standard Departure Chart - Instrument (SID) - ICAO RWY 01 AKI - 2A, AKI - 2B	BIAR AD 2.24.7.1 - 1
Standard Departure Chart - Instrument (SID) - ICAO RWY 19 BOTN 1A	BIAR AD 2.24.7.1 - 3
Standard Departure Chart - Instrument (SID) - ICAO RNAV(RNP) SID RWY 01 PERUR 1S ASKUR 1S	BIAR AD 2.24.7.1 - 5/6
Standard Departure Chart - Instrument (SID) - ICAO RNAV(RNP) SID RWY 01 PERUR 2S ASKUR 2S	BIAR AD 2.24.7.1 - 7/8
Standard Departure Chart - Instrument (SID) - ICAO RWY 01 AR - 1	BIAR AD 2.24.7.1 - 9
Standard Arrival Chart - Instrument (STAR) ICAO Arrival Procedures	BIAR AD 2.24.9.1 - 1
Instrument Approach Chart - ICAO ILS RWY 01	BIAR AD 2.24.10.1 - 1
Instrument Approach Chart - ICAO LOC/RADAR RWY 01 INITIAL	BIAR AD 2.24.10.1 - 3
Instrument Approach Chart - ICAO LOC/RADAR RWY 01 FINAL	BIAR AD 2.24.10.1 - 4
Instrument Approach Chart - ICAO LOC RWY 01 CAT A and B	BIAR AD 2.24.10.1 - 5
Instrument Approach Chart - ICAO LOC B CAT C and D	BIAR AD 2.24.10.1 - 7
Instrument Approach Chart - ICAO RNAV(GNSS) RWY 19	BIAR AD 2.24.10.2 - 1
Instrument Approach Chart - ICAO NDB RWY 19	BIAR AD 2.24.10.2 - 3
Military Instrument Approach CHART - TACAN RWY 01	BIAR AD 2.24.20.1 - 1

BIBD — BÍLDUDALUR / BILDUDALUR

Note: The following sections in this chapter are intentionally left blank: AD-2.20, AD-2.21, AD-2.22, AD-2.23

BIBD AD 2.1 Staðarauðkenni og heiti flugvallar Aerodrome location indicator and name

BIBD — BÍLDUDALUR / BILDUDALUR

BIBD AD 2.2 Landfræðilegar og stjórnunarupplýsingar flugvallar Aerodrome geographical and administrative data

ENGLISH/ ICELANDIC		
1	ARP coordinates and site at Aerodrome	653829N 0233246W
	Hnattstaða flugvallar	
2	Direction and distance from (city)	140° GEO, 8.3 KM (4.5 NM) from Bíldudalur
	Stefna og fjarlægð frá (borg)	
3	Elevation / Reference temperature	26 FT / 14.9° C (July)
	Landhæð / viðmiðunarhitastig	
4	Geoid undulation at AD ELEV PSN	211 FT
	Bylgjulögun jarðsporvölu (frá WGS-84 viðmiðunarsporvölu) í hæðarviðmiðunarpunkti flugvallar	
5	MAG VAR / Annual change	16°W (2015) / 0.28° decreasing
	Misvísun / árleg breyting	
6	AD Administration / Rekstraraðili flugvallar	District 2 / Umdæmi 2:
	address / heimilisfang	ISAVIA OHF. Ísafjarðarflugvelli 400 Ísafirði, Iceland
	telephone / sími:	+354 456 2266 AFIS +354 456 3640 District manager / Umdæmisstjóri
	telefax / símbréf:	—
	email / netfang:	finnbjorn.bjarnason@isavia.is
	AFS:	—
7	Types of traffic permitted	VFR
	Leyfð flugumferð	
8	Remarks	NIL
	Athugasemdir	

**BIBD AD 2.3 Þjónustutímar
Operational hours**

ENGLISH/ ICELANDIC		
1	AD Administration	During Office Hours / Á skrifstofutíma
	Rekstraraðili flugvallar	
2	Customs and immigration	NIL
	Tollur og útlendingaefirlit	
3	Health and sanitation	NIL
	Heilsugæsla	
4	AIS Briefing Office	NIL
	Kynningarstofa upplýsingaþjónustu	
5	ATS Reporting Office (ARO)	NIL
	Flugvarðstofa	
6	MET Briefing Office	H24 - IMO telephone / Sími Veðurstofu Íslands: + 354 522 6000
	Kynningastofa veðurþjónustu	
7	ATS	AFIS: Summer and winter / Sumar- og vetrartími Mon.-Fri. / Mán. - föst.: 0830-1600 Sun. / Sun.: 1030-1400 No service Christmas Eve and New Year's Eve after 1200 or at New Year's Day, Easter Sunday and Christmas Day / Engin þjónusta eftir kl. 1200 á aðfangadag og gamlársgang eða á nýársdag, páskadag og jóladag.
	Flugumferðarþjónusta	
8	Fuelling	NIL
	Eldsneyti	
9	Handling	O/R (0800-1600) / Skv. beiðni (0800-1600)
	Afgreiðsla	
10	Security	NIL
	Flugvernd	
11	De-icing	NIL
	Afising	
12	Remarks	ATS available on request outside operational hours, if personnel is available. Surcharge applies. Request service, with a minimum of 1 hour's notice during summer and 2 hour's notice during winter, via Tel +354 456 2266. Isavia user charges: https://www.isavia.is/en/corporate/ business/user-charges
	Athugasemdir	
		Flugumferðarþjónusta veitt utan þjónustutíma, gegn gjaldi samkvæmt gjaldskrá, svo fremi sem starfsmaður sé tiltækur. Óskið þjónustu, með að lágmarki 1 klst. fyrirvara að sumri og 2 klst. fyrirvara að vetri, í síma +354 456 2266. Gjaldskrá Isavia: https://www.isavia.is/fyrirtaekid/ vidskiptavinir/gjaldskrar-isavia

**BIBD AD 2.4 Afgreiðsla og tæki
Handling services and facilities**

ENGLISH/ ICELANDIC		
1	Cargo handling facilities	Normal facilities available O/R / Venjulegur búnaður fyrir hendi skv. beiðni
	Fraktmeðhöndlun	
2	Fuel / oil types	NIL
	Eldsneytistegundir / olíur	
3	Fuelling facilities / capacity	NIL
	Eldsneytisbúnaður / magn	
4	De-icing facilities	NIL
	Afísingarbúnaður	
5	Hangar space for visiting aircraft	NIL
	Flugskýlispláss fyrir aðkomuvélar	
6	Repair facilities for visiting aircraft	NIL
	Viðhaldsmöguleikar fyrir aðkomuvélar	
7	Remarks	No oxygen or related service / Ekkert súrefni eða hliðstæð þjónusta
	Athugasemdir	

**BIBD AD 2.5 Aðstaða farþega
Passenger facilities**

ENGLISH/ ICELANDIC		
1	Hotels	In town / Í bænum
	Hótel	
2	Airport Restaurant	NIL
	Veitingastaðir á flugvelli	
3	Transportation	Taxi/bus available on-request / Leigubílar/rútur samkvæmt beiðni
	Fólksflutningar	
4	Medical facilities	In town / Í bænum
	Hjúkrunaraðstaða	
5	Bank and Post Office	In Town / Í bænum
	Banki og pósthús	
6	Tourist Office	NIL
	Ferðaskrifstofa	
7	Remarks	NIL
	Athugasemdir	

**BIBD AD 2.6 Björgun og eldvarnir
Rescue and fire fighting services**

ENGLISH/ ICELANDIC		
1	AD category for fire fighting	CAT III
	Flokkur slökkviþjónustu	
2	Rescue equipment	Yes / Já
	Björgunartæki	
3	Capability for removal of disabled aircraft	Crane and trailer in town / Krani og tengivagn í þorpi
	Möguleiki á að fjarlægja bilaðar flugvélar	
4	Remarks	For hours of operation, see ATS in AD 2.3 / Þjónustutímar, sjá Flugumferðarþjónusta (ATS) í AD 2.3
	Athugasemdir	

**BIBD AD 2.7 Árstíðarbundnar hreinsanir
Seasonal Availability - Clearing**

ENGLISH/ ICELANDIC		
1	Types of clearing equipment	See snow plan AD 1.2.2 Sjá kafla um vetrarviðhald: AD 1.2.2
	Tegund tækja	
2	Clearance priorities	See snow plan AD 1.2.2 Sjá kafla um vetrarviðhald: AD 1.2.2
	Forgangsröð hreinsunar	
3	Remarks	All seasons, winter conditions from Oct. to Apr. / Allt árið, vetrartími frá okt. til apr.
	Athugasemdir	

**BIBD AD 2.8 Hlað, akbrautir og staðsetning gátstaða
Aprons, taxiways and check locations data**

ENGLISH/ ICELANDIC		
1	Apron surface and strength	Asphalt stabilized gravel / Tjörubundin grús
	Yfirborð hlaðs og styrkur	
2	Taxiway width, surface and strength	25 M, Asphalt stabilized gravel / Tjörubundin grús
	Breidd akbrautar, yfirborð og styrkur	
3	Altimeter checkpoint location and elevation	NIL
	Staðsetning og landhæð gátunarstaðar fyrir hæðarmælisathugun	
4	VOR checkpoints	NIL
	VOR-gátunarstaðir	
5	INS checkpoints	NIL
	INS-gátunarstaðir	
6	Remarks	NIL
	Athugasemdir	

BIBD AD 2.9 Leiðsaga og stjórnkerfi fyrir hreyfingar á jörðu niðri og merkingar
Surface movement guidance and control system and markings

ENGLISH/ ICELANDIC		
1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands Notkun kenniskilta loftfarastæða, akbrautamerkinga og sjónrænnar stæðisleiðsögu	NIL
2	RWY & TWY markings and LGT Flugbrautar- og akbrautarmerkingar og ljós	RWY Markings: Designation, THR and centreline RWY Lights: THR, END and EDGE TWY Markings: NIL TWY Lights: EDGE Brautarmerkingar: Brautarheiti, þröskulds og miðlínúmerkingar Brautarljós: Þröskulds-, enda- og kantljós Akbrautarmerkingar: NIL Akbrautarljós: Kantljós
3	Stop bars Stöðvunarljós	NIL
4	Remarks Athugasemdir	NIL

BIBD AD 2.10 Flugvallarhindranir
Aerodrome Obstacles

OBST ID / Designation	OBST type	OBST position	ELEV / HGT	Markings / Type, colour	Remarks
a	b	c	d	e	f
BIBDOB0001	Terrain	653653.86N 0233423.76W	1072 / - FT	NIL	NIL
BIBDOB0002	Terrain	653655.10N 0233424.49W	996 / - FT	NIL	NIL
BIBDOB0003	Terrain	653657.77N 0233423.99W	763 / - FT	NIL	NIL
BIBDOB0004	Terrain	653654.21N 0233418.05W	1059 / - FT	NIL	NIL
BIBDOB0005	Terrain	653654.81N 0233419.36W	1045 / - FT	NIL	NIL
BIBDOB0006	Terrain	653656.36N 0233416.76W	936 / - FT	NIL	NIL

BIBD AD 2.11 Veittar veðurupplýsingar
Meteorological information provided

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

BIBD AD 2.12 Sérkenni flugbrauta Runway physical characteristics

Designations RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) & surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation & highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
04	027.74	940X30	— Asphalt stabilized gravel	653815.20N 0233303.10W — GUND 211 FT	THR 11 FT —
22	207.75	940X30	— Asphalt stabilized gravel	653842.06N 0233228.89W — GUND 211 FT	THR 26 FT —

Designations RWY NR	Slope of RWY-SWY	SWY dimensions (M)	CWY dimensions (M)	Strip dimensions (M)	OFZ
1	7	8	9	10	11
04	+ 0.4%	NIL	200	1060X60	NIL
22	- 0.4%	NIL	200	1060X60	NIL

Designations RWY NR	Remarks
1	12
04	NIL
22	

BIBD AD 2.13 Tilgreindar viðmiðunarvegalengdir Declared distances

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
04	1000	1200	1000	940	TKOF from paved end
22	1000	1200	1000	940	

BIBD AD 2.14 Aðflugs- og flugbrautarljós 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	RWY edge LGT LEN, spacing, colour, INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
04	NIL	LIH, GRN, WBAR ^{1, 2}	APAPI 3.0°	NIL	NIL	940 m, 60 m, WHI, LIH	RED ³ WBAR	NIL	
22	NIL	LIH, GRN, WBAR ^{1, 2}	APAPI 3.0°	NIL	NIL	940 m, 60 m, WHI, LIH	RED ³ WBAR	NIL	

1. Reduced WBAR, 4 ea. LGT on each side of RWY edge / Takmarkaður WBAR, 4 ljós utan hliðarbrúna
2. RWY THR ID LGT / Þröskuldarkenniljós
3. RWY end LGT, 4 ea. LGT on each side of RWY edge / Brautarendaljšs, 4 ljós utan hliðarbrúna

BIBD AD 2.15 Önnur lýsing og vararafmagn
Other lighting, secondary power supply

ENGLISH/ ICELANDIC		
1	ABN/IBN location, characteristics and hours of operation	NIL
	Flugvallarviti - staðsetning	
2	WDI location and LGT Anemometer location and LGT	At TDZ / Við snertisvæði brautar
	Vindpoki staðsetning og lýsing Vindmælir staðsetning og lýsing	
3	TWY edge and centre line lighting	NIL
	Akbrautarhliðarljós og miðlínuljós	
4	Secondary power supply / switch-over time	Secondary power supply, switch-over time 3-5 min / Vararafmagn, skiptitími 3-5 mín
	Vararafmagn / skiptitími	
5	Remarks	NIL
	Athugasemdir	

BIBD AD 2.16 Lendingarsvæði fyrir þyrlur
Helicopter landing area

ENGLISH/ ICELANDIC		
1	Coordinates TLOF or THR of FATO	Landing area at end of RWY 22 / Flugbrautarendi 22
	Staðsetning landingarsvæðis	
2	TLOF and/or FATO elevation M/FT	26 FT
	Hæð á landingarstað M/FT	
3	TLOF and FATO area dimensions, surface, strength, marking	Runway Asphalt stabilized gravel / Tjörubundin grús
	Stærð, yfirborð, styrkleiki, merking	
4	True and MAG BRG of FATO	NIL
	Réttstefna og segulstefna á FATO	
5	Declared distance available	NIL
	Skilgreind lengd	
6	Remarks	NIL
	Athugasemdir	

BIBD AD 2.17 Loftrými flugumferðarþjónustu ATS airspace

ENGLISH/ ICELANDIC		
1	Designation and lateral limits	UNCONTROLLED AIRSPACE Area of responsibility is the aerodrome and all aircraft flying in the vicinity of an aerodrome. An aircraft is in the vicinity of an aerodrome when it is in, entering or leaving an aerodrome traffic circuit. ÓSTJÓRNAÐ LOFTRÝMI: Ábyrgðarsvæði flugupplýsingaþjónustu er flugvöllurinn og næsta nágrenni hans. Næsta nágrenni flugvallar er skilgreint svæði þar sem flugvél er í umferðarhring, að koma í eða fara úr umferðarhring flugvallar.
	Heiti og útlínur	
2	Vertical limits	NIL
	Hæðarmörk	
3	Airspace classification	Class G / Flokkur G
	Flokkun loftrýmis	
4	ATS unit call sign and language(s)	Bildudalur Radio – Íslenska / Icelandic
	Kallmerki flugumferðarþjónustu og tungumál	
5	Transition altitude	7000 FT MSL
	Skiptihæð	
6	Remarks	NIL
	Athugasemdir	

BIBD AD 2.18 ATS fjarskiptabúnaður ATS communication facilities

Service designation	Call sign	Frequency		Hours of Operation	Remarks
		Transmit	Receives		
1	2	3		4	5
AFIS	Bildudalur Radio	119.100		See AD 2.3.7	Reykjavik Control 119.700

BIBD AD 2.19 Flugleiðsögu- og aðflugsbúnaður 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	Remarks
1	2	3	4	5	6	7
NDB / MKR	SB	310 KHZ	H24	654718.6N 0235927.1W		

BIBD AD 2.24 Kort sem tilheyra flugvelli Charts Related to Aerodrome

Kort / Chart	Blaðsíðunúmer / Page Number
Instrument Approach Chart - ICAO RNAV(GNSS) A	BIBD AD 2.24.10.1 - 1

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BIEG — EGILSSTAÐIR / EGILSSTAÐIR

Note: The following sections in this chapter are intentionally left blank: AD-2.21, AD-2.22, AD-2.23

**BIEG AD 2.1 Staðarauðkenni og heiti flugvallar
Aerodrome location indicator and name**

BIEG — EGILSSTAÐIR / EGILSSTAÐIR

**BIEG AD 2.2 Landfræðilegar og stjórnunarupplýsingar flugvallar
Aerodrome geographical and administrative data**

ENGLISH/ ICELANDIC		
1	ARP coordinates and site at Aerodrome	651700N 0142405W Centre of Runway
	Hnattstaða flugvallar	
2	Direction and distance from (city)	005° GEO, 1.5 KM (0.8 NM) from Egilsstaðir
	Stefna og fjarlægð frá (borg)	
3	Elevation / Reference temperature	76 FT / 15.1°C (July)
	Landhæð / viðmiðunarhitastig	
4	Geoid undulation at AD ELEV PSN	212 FT
	Bylgjulögun jarðsporvölu (frá WGS-84 viðmiðunarsporvölu) í hæðarviðmiðunarpunkti flugvallar	
5	MAG VAR / Annual change	11°W (2013) / 0.27°
	Misvísun / árleg breyting	
6	AD Administration / Rekstraraðili flugvallar	District 4 / Umdæmi 4:
	address / heimilisfang	ISAVIA OHF. Egilsstaðaflugvelli 701 Egilsstöðum, Iceland
	telephone / sími:	+354 424 4040 District manager / Umdæmisstjóri +354 424 4020 AFIS
	telefax / símbréf:	+354 471 2607 AFIS
	email / netfang:	biegtwr@isavia.is AFIS
	AFS:	—
7	Types of traffic permitted	IFR-VFR
	Leyfð flugumferð	
8	Remarks	NIL
	Athugasemdir	

**BIEG AD 2.3 Þjónustutímar
Operational hours**

ENGLISH/ ICELANDIC		
1	AD Administration	During office hour / Á skrifstofutíma
	Rekstraraðili flugvallar	
2	Customs and immigration	OR / Skv. beiðni
	Tollur og útlendingaefirlit	
3	Health and sanitation	NIL
	Heilsugæsla	
4	AIS Briefing Office	NIL
	Kynningarstofa upplýsingaþjónustu	
5	ATS Reporting Office (ARO)	NIL
	Flugvarðstofa	
6	MET Briefing Office	H24- IMO telephone / Sími Veðurstofu Íslands: + 354 522 6000
	Kynningastofa veðurþjónustu	
7	ATS	AFIS: Daily / Daglega 0700 - 2300
	Flugumferðarþjónusta	
8	Fuelling	All days: 0900 - 1800; – Holidays: PN - AVGAS Automat / Alla daga: 0900 - 1800; – Helgidaga: Fyrirfram beiðni - AVGAS sjálfsali
	Eldsneyti	
9	Handling	Limited – PN / Takmörkuð – Fyrirfram beiðni
	Afgreiðsla	
10	Security	H24
	Flugvernd	
11	De-icing	Air Iceland Connect O/R Limited / Air Iceland Connect, takmörkuð með fyrirfram beiðni
	Afísing	
12	Remarks	<p>ATS available on request outside operational hours. Surcharge applies. Request service, 1st of May to 30th of September with a minimum of 15 minutes notice and 1st of October to 30th of April with a minimum of 30 minutes notice, via Tel. +354 424 4020</p> <p>Isavia user charges: https://www.isavia.is/en/corporate/business/user-charges/</p> <p>Flugumferðarþjónusta er veitt utan þjónustutíma gegn gjaldi samkvæmt gjaldskrá.</p> <p>Óskið þjónustu, 1. maí til 30. september með að lágmarki 15 mínútna fyrirvara og 1. október til 30. apríl með að lágmarki 30 mínútna fyrirvara, í síma +354 424 4020</p> <p>Gjaldskrá Isavia: https://www.isavia.is/fyrirtaekid/vidskiptavinir/gjaldskrar-isavia</p>
	Athugasemdir	

ENGLISH/ ICELANDIC		
4	True and MAG BRG of FATO	NIL
	Réttstefna og segulstefna á FATO	
5	Declared distance available	NIL
	Skilgreind lengd	
6	Remarks	NIL
	Athugasemdir	

**BIEG AD 2.17 Loftrými flugumferðarþjónustu
ATS airspace**

ENGLISH/ ICELANDIC		
1	Designation and lateral limits	EGILSSTADIR AERODROME TRAFFIC ZONE / Egilsstaðir Vallarsvið A circle of 10 NM from BIEG ARP (651700N 0142405W) / 10 NM hringur frá BIEG ARP (651700N 0142405W)
	Heiti og útlínur	
2	Vertical limits	Upper limit / Efri mörk: 3000 FT MSL Lower limit / Neðri mörk: GND / Jörð
	Hæðarmörk	
3	Airspace classification	Class G Flokkur G
	Flokkun loftrýmis	
4	ATS unit call sign and language(s)	EGILSSTADIR INFORMATION – Icelandic / English Egilsstaðir flugradíó – Íslenska / Enska
	Kallmerki flugumferðarþjónustu og tungumál	
5	Transition altitude	7000 FT MSL
	Skiptihæð	
6	Remarks	NIL
	Athugasemdir	

**BIEG AD 2.18 ATS fjarskiptabúnaður
ATS communication facilities**

Service designation	Call sign	Frequency		Hours of Operation	Remarks
		Transmit	Receives		
1	2	3		4	5
AFIS	Egilsstaðir Radio	119.400		H24	NIL

BIEG AD 2.19 Flugleiðsögu- og aðflugsbúnaður 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	Remarks
1	2	3	4	5	6	7
ILS 04(CAT I) LOC (11°W 2013)	IES	109.300 MHZ	H24	651733.0N 0142328.1W		GP 3° LLZ usable only within 10°E and 35°W of centreline
GP 04		332.000 MHZ	H24	651644.8N 0142434.0W		3° RDH 53 FT
DME	IES	109.300 MHZ CH 30X	H24	651629.1N 0142423.0W	100 FT	Freq paired with LLZ
NDB	ES	365.000 KHZ	H24	651418.5N 0142707.3W		Range 50 NM approx
L	MN	382.000 KHZ	H24	651808.2N 0142248.3W		
NDB	VA	335.000 KHZ	H24	650634.3N 0143546.1W		Range 50 NM approx unreliable in QDR 090-100

BIEG AD 2.20 Svæðisbundnar umferðarreglur Local traffic regulations

Skilyrði - Sendir og móttakari.

Hægri handar umferðarhringur fyrir braut 22,
vinstri handar umferðarhringur fyrir braut 04.

Fylgið fyrirmælum flugradíós.

Requirement - Two way radio.

Right hand circuit for RWY 22,
left hand circuit for RWY 04.

Follow AFIS instructions.

BIEG AD 2.24 Kort sem tilheyra flugvelli Charts Related to Aerodrome

Kort / Chart	Blaðsíðunúmer / Page Number
Aerodrome Chart - ICAO	BIEG AD 2.24.1.1 - 1
Aerodrome Obstacle Chart - ICAO - Type A RWY 22/04	BIEG AD 2.24.4.1 - 1
Aerodrome Obstacle Chart - ICAO - Type B	BIEG AD 2.24.4.2 - 1
Standard Departure Chart - Instrument (SID) - ICAO SID RWY 04 VAD 1A / VAD 1B BRUSI 1 FELLI 1	BIEG AD 2.24.7.1 - 1
Standard Departure Chart - Instrument (SID) - ICAO SID RWY 22 VAD 2 ELVUR 2 BRUSI 2 FELLI 2	BIEG AD 2.24.7.1 - 3
Standard Arrival Chart - Instrument (STAR) - ICAO Arrival Procedures	BIEG AD 2.24.9.1 - 1
Instrument Approach Chart - ICAO ILS or LOC RWY 04	BIEG AD 2.24.10.1 - 1
Instrument Approach Chart - ICAO RNAV(GNSS) RWY 04	BIEG AD 2.24.10.1 - 3
Instrument Approach Chart - ICAO RNAV(GNSS) RWY 22	BIEG AD 2.24.10.1 - 5
Instrument Approach Chart - ICAO NDB RWY 04	BIEG AD 2.24.10.2 - 1
Instrument Approach Chart - ICAO NDB RWY 22	BIEG AD 2.24.10.2 - 3

BIGJ — GJÖGUR / GJOGUR

Note: The following sections in this chapter are intentionally left blank: AD-2.20, AD-2.21, AD-2.22, AD-2.23

BIGJ AD 2.1 Staðarauðkenni og heiti flugvallar Aerodrome location indicator and name

BIGJ — GJÖGUR / GJOGUR

BIGJ AD 2.2 Landfræðilegar og stjórnunarupplýsingar flugvallar Aerodrome geographical and administrative data

ENGLISH/ ICELANDIC		
1	ARP coordinates and site at Aerodrome	655943N 0211937W
	Hnattstaða flugvallar	
2	Direction and distance from (city)	250° GEO, 12 KM (6.5 NM) from Norðurfjörður
	Stefna og fjarlægð frá (borg)	
3	Elevation / Reference temperature	90 FT / 11.3°C (August)
	Landhæð / viðmiðunarhitastig	
4	Geoid undulation at AD ELEV PSN	214 FT
	Bylgjulögun jarðsporvölu (frá WGS-84 viðmiðunarsporvölu) í hæðarviðmiðunarpunkti flugvallar	
5	MAG VAR / Annual change	15°W (2015) / 0.28° decreasing
	Misvísun / árleg breyting	
6	AD Administration / Rekstraraðili flugvallar	District 2 / Umdæmi 2:
	address / heimilisfang	ISAVIA OHF. Ísafjarðarflugvelli 400 Ísafirði, Iceland
	telephone / sími:	+354 451 4033 AFIS +354 456 3640 District manager / Umdæmisstjóri
	telefax / símbréf:	—
	email / netfang:	—
	AFS:	—
7	Types of traffic permitted	IFR-VFR
	Leyfð flugumferð	
8	Remarks	NIL
	Athugasemdir	

**BIGJ AD 2.3 Þjónustutímar
Operational hours**

ENGLISH/ ICELANDIC		
1	AD Administration	NIL
	Rekstraraðili flugvallar	
2	Customs and immigration	NIL
	Tollur og útlendingaefirlit	
3	Health and sanitation	NIL
	Heilsugæsla	
4	AIS Briefing Office	NIL
	Kynningarstofa upplýsingaþjónustu	
5	ATS Reporting Office (ARO)	NIL
	Flugvarðstofa	
6	MET Briefing Office	H24 - IMO telephone / Sími Veðurstofu Íslands: + 354 522 6000
	Kynningastofa veðurþjónustu	
7	ATS	<p>AFIS: Summer / Sumartími 01 June to 30 Sept. / 1. júní til 30. sept. Fri. / Fös. 1130-1530</p> <p>AFIS: Winter / Vetrartími 01 Oct. to 31 May / 1. okt. til 31. maí Mon., Fri / Mán., fös. 1130-1530</p> <p>No service New Year's Eve, New Year's Day, Easter Sunday, Christmas Eve and Christmas Day / Engin þjónusta gamlársdag, nýársdag, páskadag, aðfangadag og jóladag</p>
	Flugumferðarþjónusta	
8	Fuelling	NIL
	Eldsneyti	
9	Handling	O/R / Skv. beiðni
	Afgreiðsla	
10	Security	NIL
	Flugvernd	
11	De-icing	NIL
	Affsing	
12	Remarks	<p>ATS available on request outside operational hours, if personnel is available. Surcharge applies. Request service, with a minimum of 1 hour notice during summer and 2 hours notice during winter, via tel. +354 456 3640 or +354 451 4033</p> <p>Isavia user charges: https://www.isavia.is/en/corporate/business/user-charges/</p> <p>Flugumferðarþjónusta er veitt utan þjónustutíma gegn gjaldi samkvæmt gjaldskrá, svo fremi sem starfsmaður sé tiltækur. Óskið þjónustu, með að lágmarki 1 klst. fyrirvara að sumri og 2 klst. fyrirvara að vetri, í síma +354 456 3640 eða +354 451 4033</p> <p>Gjaldskrá Isavia: https://www.isavia.is/fyrirtaekid/vidskiptavinir/gjaldskrar-isavia</p>
	Athugasemdir	

ENGLISH/ ICELANDIC		
12	Remarks	ATS available on request outside operational hours, if personnel is available. Surcharge applies. Request service, with a minimum 1 hour's notice during summer and 2 hour's notice during winter, via Tel +354 467 3130 Isavia user charges: https://www.isavia.is/en/corporate/business/user-charges/
	Athugasemdir	Flugumferðarþjónusta veitt utan þjónustutíma gegn gjaldi samkvæmt gjaldskrá, svo fremi sem starfsmaður sé tiltækur. Óskið þjónustu, með að lágmarki 1 klst. fyrirvara að sumri og 2 klst. fyrirvara að vetri, í síma +354 467 3130 Gjaldskrá Isavia: https://www.isavia.is/fyrirtaekid/vidskiptavinir/gjaldskrar-isavia

BIGR AD 2.4 Afgreiðsla og tæki Handling services and facilities

ENGLISH/ ICELANDIC		
1	Cargo handling facilities:	Limited - PN / Takmörkuð - Með fyrirfram beiðni
	Fraktmeðhöndlun	
2	Fuel / oil types	NIL
	Eldsneytistegundir / olíur	
3	Fuelling facilities / capacity	NIL
	Eldsneytisbúnaður / magn	
4	De-icing facilities	NIL
	Affsingarbúnaður	
5	Hangar space for visiting aircraft	NIL
	Flugskýlispláss fyrir aðkomuvélar	
6	Repair facilities for visiting aircraft	NIL
	Viðhaldsmöguleikar fyrir aðkomuvélar	
7	Remarks	No oxygen or related service / Ekkert súrefni eða hliðstæð þjónusta
	Athugasemdir	

**BIGR AD 2.5 Aðstaða farþega
Passenger facilities**

ENGLISH/ ICELANDIC		
1	Hotels	In town / Í bænum
	Hótel	
2	Airport Restaurant	NIL
	Veitingastaðir á flugvelli	
3	Transportation	Taxi/bus available on-request / Leigubílar/rútur samkvæmt beiðni
	Fólksflutningar	
4	Medical facilities	NIL
	Hjúkrunaraðstaða	
5	Bank and Post Office	NIL and YES
	Banki og pósthús	
6	Tourist Office	NIL
	Ferðaskrifstofa	
7	Remarks	NIL
	Athugasemdir	

**BIGR AD 2.6 Björgun og eldvarnir
Rescue and fire fighting services**

ENGLISH/ ICELANDIC		
1	AD category for fire fighting	CAT III
	Flokkur slökkviþjónustu	
2	Rescue equipment	Yes / Já
	Björgunartæki	
3	Capability for removal of disabled aircraft	Crane in town / Krani í þorpi
	Möguleiki á að fjarlægja bilaðar flugvélar	
4	Remarks	For hours of operation, see ATS in AD-2.3 / Þjónustutímar, sjá Flugumferðarþjónusta (ATS) í AD-2.3
	Athugasemdir	

**BIGR AD 2.7 Árstíðarbundnar hreinsanir
Seasonal Availability - Clearing**

ENGLISH/ ICELANDIC		
1	Types of clearing equipment	See snow plan AD 1.2.2 Sjá kafla um vetrarviðhald AD 1.2.2
	Tegund tækja	
2	Clearance priorities	See snow plan AD 1.2.2 Sjá kafla um vetrarviðhald AD 1.2.2
	Forgangsröð hreinsunar	
3	Remarks	All seasons, winter conditions from Oct. to Apr. / Allt árið, vetrartími frá okt. til apr.
	Athugasemdir	

BIGR AD 2.8 Hlað, akbrautir og staðsetning gátstaða
Aprons, taxiways and check locations data

ENGLISH/ ICELANDIC		
1	Apron surface and strength	Asphalt Stabilized Gravel / Tjörubundin grús
	Yfirborð hlaðs og styrkur	
2	Taxiway width, surface and strength	20 M -Asphalt Stabilized Gravel / Tjörubundin grús
	Breidd akbrautar, yfirborð og styrkur	
3	Altimeter checkpoint location and elevation	NIL
	Staðsetning og landhæð gátunarstaðar fyrir hæðarmælisathugun	
4	VOR checkpoints	NIL
	VOR-gátunarstaðir	
5	INS checkpoints	NIL
	INS-gátunarstaðir	
6	Remarks	NIL
	Athugasemdir	

BIGR AD 2.9 Leiðsaga og stjórnkerfi fyrir hreyfingar á jörðu niðri og merkingar
Surface movement guidance and control system and markings

ENGLISH/ ICELANDIC		
1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Provided / Til staðar
	Notkun kenniskilta loftfarastæða, akbrautamerkinga og sjónrænnar stæðisleiðsögu	
2	RWY & TWY markings and LGT	RWY Markings: Designation, THR and centreline RWY Lights: THR, END and EDGE TWY Markings: Centreline and taxihold TWY Lights: EDGE Brautamerkingar: Brautarheiti, þröskulds og miðlínu Brautarljós: þröskulds-, enda- og kantljós Akbrautamerkingar: Miðlína og biðlína Akbrautarljós: kantljós
	Flugbrautar- og akbrautamerkingar og ljós	
3	Stop bars	NIL
	Stöðvunarljós	
4	Remarks	NIL
	Athugasemdir	

**BIGR AD 2.10 Flugvallarhindranir
Aerodrome Obstacles**

OBST ID / Designation	OBST type	OBST position	ELEV / HGT	Markings / Type, colour	Remarks
a	b	c	d	e	f
To be notified / Verður tilkynnt					

**BIGR AD 2.11 Veittar veðurupplýsingar
Meteorological information provided**

ENGLISH/ ICELANDIC		
1	Associated MET Office Aðalveðurstofa	Icelandic Met Office, see GEN 3.5 - / Veðurstofa Íslands, sjá GEN 3.5 -
2	Hours of service Þjónustutími	H24 / Allan sólarhringinn
3	Office responsible for TAF preparation Skrifstofa ábyrg fyrir TAF	TAF not AVBL
	Periods of validity Gildistími	NIL
4	Trend forecast / Interval of issuance Leitnisþá / Tímalengd milli spáa	NIL
5	Briefing/consultation provided Veðurkynning/ráðfærsla veitt	Icelandic Met Office / Veðurstofa Íslands Telephone / sími: + 354 522 6000
6	Flight documentation Fluggögn	METAR, SIGMET, Flight condition over Iceland / Flugveðurskilyrði yfir Íslandi, Low Level Wind/SIGWX forecasts charts, NAT Wind/Temp/ SIGWX forecasts charts.
	Language(s) used Tungumál	English and Icelandic / Enska og íslenska
7	Charts and other information available for briefing or consultation Kort og aðrar upplýsingar tiltækar fyrir veðurkynningu eða ráðfærslu	Ref:/Tilv.: GEN 3.1 - , GEN 3.5 - http://en.vedur.is/weather/aviation/ http://www.vedur.is/vedur/flugvedur/
8	Supplementary equipment available for providing information Önnur tæki til upplýsingaöflunar	NIL
9	ATS units provided with information Flugumferðarþjónusta sem fær upplýsingarnar	Grimsey AFIS / Grímsey Flugradió ACC / Flugstjórnarmiðstöð
10	Additional information (limitation of service, etc.) Viðbótarupplýsingar (takmörkun þjónustu o.s.frv.)	NIL

BIHU — HÚSAVÍK / HUSAVIK

Note: The following sections in this chapter are intentionally left blank: AD-2.20, AD-2.21, AD-2.22, AD-2.23

BIHU AD 2.1 Staðarauðkenni og heiti flugvallar Aerodrome location indicator and name

BIHU — HÚSAVÍK / HUSAVIK

BIHU AD 2.2 Landfræðilegar og stjórnunarupplýsingar flugvallar Aerodrome geographical and administrative data

ENGLISH/ ICELANDIC		
1	ARP coordinates and site at Aerodrome	655709N 0172533W
	Hnattstaða flugvallar	
2	Direction and distance from (city)	—
	Stefna og fjarlægð frá (borg)	
3	Elevation / Reference temperature	48 FT / 14° C (August)
	Landhæð / viðmiðunarhitastig	
4	Geoid undulation at AD ELEV PSN	—
	Bylgjulögun jarðspurvölu (frá WGS-84 viðmiðunarspurvölu) í hæðarviðmiðunarpunkti flugvallar	
5	MAG VAR / Annual change	12°W (2016) / 0.28°
	Misvísun / árleg breyting	
6	AD Administration / Rekstraraðili flugvallar	District 3 / Umdæmi 3:
	address / heimilisfang	ISAVIA OHF. Akureyrarflugvelli 600 Akureyri, Iceland
	telephone / sími:	+354 424 4370 +354 464 1253 / +354 894 3677 AFIS
	telefax / símbréf:	—
	email / netfang:	biar@isavia.is
	AFS:	—
7	Types of traffic permitted	IFR-VFR
	Leyfð flugumferð	
8	Remarks	—
	Athugasemdir	

**BIHU AD 2.3 Þjónustutímar
Operational hours**

ENGLISH/ ICELANDIC		
1	AD Administration	During Office Hours 09:00-16:00 / Á skrifstofutíma 09:00-16:00
	Rekstraraðili flugvallar	
2	Customs and immigration	NIL
	Tollur og útlendingaeftirlit	
3	Health and sanitation	NIL
	Heilsugæsla	
4	AIS Briefing Office	NIL
	Kynningarstofa upplýsingaþjónustu	
5	ATS Reporting Office (ARO)	NIL
	Flugvarðstofa	
6	MET Briefing Office	H24 - IMO telephone / Sími Veðurstofu Íslands: + 354 522 6000
	Kynningastofa veðurþjónustu	
7	ATS	<p>AFIS:</p> <p>Mon. - Fri / Mán. - Fös. 0630-1730</p> <p>Sat. / Lau. 1230-1530</p> <p>Sun. / Sun. 1200-1800</p> <p>No service Christmas Eve and New Year's Eve after 1600, or at New Year's Day, Easter Sunday and Christmas Day. Ekki þjónusta eftir 1600 aðfangadag og gamlársmorgun eða á nýársdag, páskadag og jóladag</p>
	Flugumferðarþjónusta	
8	Fuelling	NIL
	Eldsneyti	
9	Handling	O/R / Skv. beiðni
	Afgreiðsla	
10	Security	NIL
	Flugvernd	
11	De-icing	NIL
	Afísing	
12	Remarks	<p>ATS available on request outside operational hours, if personnel is available. Surcharge applies. Request service with a minimum 1 hour's notice during summer and 2 hour's notice during winter, via Tel +354 464 1253</p> <p>Isavia user charges: https://www.isavia.is/fyrirtaekid/vidskiptavinir/gjaldskrar-isavia</p> <p>Flugumferðarþjónusta veitt utan þjónustutíma gegn gjaldi samkvæmt gjaldskrá, svo fremi sem starfsmaður sé tiltækur. Óskið þjónustu með að lágmarki 1 klst. fyrirvara að sumri og 2 klst. fyrirvara að vetri, í síma +354 464 1253</p> <p>Gjaldskrá Isavia: https://www.isavia.is/fyrirtaekid/vidskiptavinir/gjaldskrar-isavia</p>
	Athugasemdir	

ENGLISH/ ICELANDIC		
12	Remarks	ATS available on request outside operational hours, if personnel is available. Surcharge applies. Request service with minimum 1 hours notice during summer and 2 hours notice during winter, via tel. +354 478 1290. Isavia user charges: https://www.isavia.is/en/corporate/business/user-charges/
	Athugasemdir	Flugumferðarþjónusta veitt utan þjónustutíma gegn gjaldi samkvæmt gjaldskrá, svo fremi sem starfsmaður sé tiltækur. Óskið þjónustu, með að lágmarki 1 klst. fyrirvara að sumri og 2 klst. fyrirvara að vetri, í síma +354 478 1290. Gjaldskrá Isavia: https://www.isavia.is/fyrirtaekid/vidskiptavinir/gjaldskrar-isavia

BIHN AD 2.4 Afgreiðsla og tæki Handling services and facilities

ENGLISH/ ICELANDIC		
1	Cargo handling facilities:	Limited - PN
	Fraktmeðhöndlun	Takmörkuð - Með fyrirfram beiðni
2	Fuel / oil types	JET A1 - PN / JET A1 - Með fyrirfram beiðni
	Eldsneytistegundir	
3	Fuelling facilities / capacity	170 L per min
	Eldsneytisbúnaður / magn	
4	De-icing facilities	NIL
	Afisingarbúnaður	
5	Hangar space for visiting aircraft	NIL
	Flugskýlispláss fyrir aðkomuvélar	
6	Repair facilities for visiting aircraft	NIL
	Viðhaldsmöguleikar fyrir aðkomuvélar	
7	Remarks	No oxygen or related service / Ekkert súrefni eða skyld þjónusta
	Athugasemdir	Fuel Service / Eldsneytisafgreiðsla: Friðrik Jónas Friðriksson. Phone / Sími: 478 1859, Gsm: 893 0693, email / netfang: jonas@rafhorn.is

**BIHN AD 2.5 Aðstaða farþega
Passenger facilities**

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

**BIHN AD 2.6 Björgun og eldvarnir
Rescue and fire fighting services**

ENGLISH/ ICELANDIC		
1	AD category for fire fighting	CAT III
	Flokkur slökkviþjónustu	
2	Rescue equipment	Yes / Já
	Björgunartæki	
3	Capability for removal of disabled aircraft	Crane available in town / Krani fánlegur í bænum
	Möguleiki á að fjarlægja bilaðar flugvélar	
4	Remarks	For hours of operation, see ATS in AD 2.3 / Þjónustutímar, sjá Flugumferðarþjónusta (ATS) í AD 2.3
	Athugasemdir	

**BIHN AD 2.7 Árstíðarbundnar hreinsanir
Seasonal Availability - Clearing**

ENGLISH/ ICELANDIC		
1	Types of clearing equipment	See snow plan AD 1.2.2 Sjá kafla um vetrarviðhald AD 1.2.2
	Tegund tækja	
2	Clearance priorities	See snow plan AD 1.2.2 Sjá kafla um vetrarviðhald AD 1.2.2
	Forgangsröð hreinsunar	
3	Remarks	All seasons, winter conditions from Oct. to Apr. / Allt árið, vetrartími frá okt. til apr.
	Athugasemdir	

BIIS — ÍSAFJÖRÐUR / ISAFJORDUR

Note: The following sections in this chapter are intentionally left blank: AD-2.20, AD-2.21, AD-2.22

BIIS AD 2.1 Staðarauðkenni og heiti flugvallar Aerodrome location indicator and name

BIIS — ÍSAFJÖRÐUR / ISAFJORDUR

BIIS AD 2.2 Landfræðilegar og stjórnunarupplýsingar flugvallar Aerodrome geographical and administrative data

ENGLISH/ ICELANDIC		
1	ARP coordinates and site at Aerodrome	660329N 0230807W
	Hnattstaða flugvallar	
2	Direction and distance from (city)	200° GEO, 4.3 KM (2.3 NM) from Isafjordur
	Stefna og fjarlægð frá (borg)	
3	Elevation / Reference temperature	8 FT / 12.3° C (July)
	Landhæð / viðmiðunarhitastig	
4	Geoid undulation at AD ELEV PSN	211 FT
	Bylgjulögun jarðsporvölu (frá WGS-84 viðmiðunarsporvölu) í hæðarviðmiðunarpunkti flugvallar	
5	MAG VAR / Annual change	17°W (2010) / 0.3°
	Misvísun / árleg breyting	
6	AD Administration / Rekstraraðili flugvallar	District 2 / Umdæmi 2:
	address / heimilisfang	ISAVIA OHF. Ísafjarðarflugvelli 400 Ísafirði, Iceland
	telephone / sími:	+354 456 3450 AFIS BIIS +354 456 3640 District manager / Umdæmisstjóri +354 456 4151 Emergency tel. / Neyðarnúmer
	telefax / símbref:	—
	email / netfang:	biistwr@isavia.is
	AFS:	—
7	Types of traffic permitted	VFR
	Leyfð flugumferð	
8	Remarks	NIL
	Athugasemdir	

**BIIS AD 2.3 Þjónustutímar
Operational hours**

ENGLISH/ ICELANDIC		
1	AD Administration	During Office Hours 0900-1600 / Á skrifstofutíma 0900-1600
	Rekstraraðili flugvallar	
2	Customs and immigration	NIL
	Tollur og útlendingaefirlit	
3	Health and sanitation	NIL
	Heilsugæsla	
4	AIS Briefing Office	NIL
	Kynningarstofa upplýsingaþjónustu	
5	ATS Reporting Office (ARO)	NIL
	Flugvarðstofa	
6	MET Briefing Office	H24 - IMO telephone / Sími Veðurstofu Íslands: + 354 522 6000
	Kynningastofa veðurþjónustu	
7	ATS	<p>AFIS: Summer / Sumartími 01 June to 31 August / 1. júní til 31. Ágúst Mon.-Fri. / Mán.- fös. 0650-2030 Sat. / Lau. 0800-1930 Sun. / sun. 0900-2030</p> <p>AFIS: Winter I / Vetrartími I 01 Apr to 31 May and 1 Sept. to 30 Sept. / 1.apríl til 31. maí og 1. sept. til 30. sept. Mon.-Fri. / Mán.-fös. 0650-1820 Sat. / Lau. 0800-1820 Sun. / Sun. 0900-1820</p> <p>AFIS: Winter II / Vetrartími II 01 Oct. to 31 March / 1. okt. til 31. mars. Mon.-Fri. / Mán.-fös. 0700-1800 Sat., Sun. / Lau., sun. 0900-1800</p> <p>No service Christmas Eve, New Year's Eve and Good Friday after 1200 or at New Year's Day, Easter Sunday and Christmas Day. / Engin þjónusta eftir kl. 1200 á aðfangadag, gamlársgdag og föstudaginn langa eða á nýársdag, páskadag og jóladag.</p>
	Flugumferðarþjónusta	
8	Fuelling	<p>All days except Sundays / Alla daga nema sunnudaga: 0900-1800 Sundays / Sunnudaga: 1.6.-31.8.: 0930-1800 Sundays / Sunnudaga: 1.9-31.5.: 1130-1800</p>
	Eldsneyti	
9	Handling	O/R Skv. beiðni
	Afgreiðsla	
10	Security	<p>All days except Sundays / Alla daga nema sunnudaga: 0700-1800 Sundays / Sunnudaga: 0900-1800</p>
	Flugvernd	

ENGLISH/ ICELANDIC		
11	De-icing	Air Iceland Connect O/R /
	Affsing	Air Iceland Connect, með fyrirfram beiðni
12	Remarks	ATS available on request outside operational hours, if personnel is available. Surcharge applies. Request service, with minimum 1 hour's notice during summer and 2 hour's notice during winter, via +354 456 3450. Isavia user charges: https://www.isavia.is/en/corporate/business/user-charges
	Athugasemdir	Flugumferðarþjónusta veitt utan þjónustutíma gegn gjaldi samkvæmt gjaldskrá, svo fremi sem starfsmaður sé tiltækur. Óskið þjónustu, með að lágmarki 1 klst. fyrirvara að sumri og 2 klst. fyrirvara að vetri í síma +354 456 3450 Gjaldskrá Isavia: https://www.isavia.is/fyrirtaekid/vidskiptavinir/gjaldskrar-isavia

BIIS AD 2.4 Afgreiðsla og tæki Handling services and facilities

ENGLISH/ ICELANDIC		
1	Cargo handling facilities:	Normal facilities available O/R / Venjulegur búnaður fyrir hendi skv. beiðni
	Fraktmeðhöndlun	
2	Fuel / oil types	AVGAS 100LL, JET A1 / NIL
	Eldsneytistegundir / olíur	
3	Fuelling facilities / capacity	170 L pr. min / 170 L á mín
	Eldsneytisbúnaður / magn	
4	De-icing facilities	O/R / Samkvæmt beiðni
	Afisingarbúnaður	
5	Hangar space for visiting aircraft	NIL
	Flugskýlispláss fyrir aðkomuvélar	
6	Repair facilities for visiting aircraft	NIL
	Viðhaldsmöguleikar fyrir aðkomuvélar	
7	Remarks	No oxygen or related service / Ekkert súrefni eða hliðstæð þjónusta
	Athugasemdir	

**BIIS AD 2.5 Aðstaða farþega
Passenger facilities**

ENGLISH/ ICELANDIC		
1	Hotels	In town / í bænum
	Hótel	
2	Airport Restaurant	Restaurants in town / Veitingahús í bænum
	Veitingastaðir á flugvelli	
3	Transportation	Taxi/bus available on-request / Leigubílar/rútur samkvæmt beiðni
	Fólksflutningar	
4	Medical facilities	Hospital and ambulances in town / Sjúkrahús og sjúkrahús í bænum
	Hjúkrunaraðstaða	
5	Bank and Post Office	In Town / í bænum
	Banki og pósthús	
6	Tourist Office	In Town / í bænum
	Ferðaskrifstofa	
7	Remarks	NIL
	Athugasemdir	

**BIIS AD 2.6 Björgun og eldvarnir
Rescue and fire fighting services**

ENGLISH/ ICELANDIC		
1	AD category for fire fighting	CAT IV
	Flokkur slökkviþjónustu	
2	Rescue equipment	Yes / Já
	Björgunartæki	
3	Capability for removal of disabled aircraft	Crane, up to 60 tons and trailer / Krani, upp að 60 tonnum og tengivagn.
	Möguleiki á að fjarlægja bilaðar flugvélar	
4	Remarks	For hours of operation, see ATS in AD 2.3 / Þjónustutímar, sjá Flugumferðarþjónusta (ATS) í AD 2.3
	Athugasemdir	

**BIIS AD 2.7 Árstíðarbundnar hreinsanir
Seasonal Availability - Clearing**

ENGLISH/ ICELANDIC		
1	Types of clearing equipment	See snow plan AD 1.2.2 Sjá kafla um vetrarviðhald AD 1.2.2
	Tegund tækja	
2	Clearance priorities	See snow plan AD 1.2.2 Sjá kafla um vetrarviðhald AD 1.2.2
	Forgangsröð hreinsunar	
3	Remarks	All seasons, winter conditions from Oct. to Apr. / Allt árið, vetrartími frá okt. til apr.
	Athugasemdir	

BIKF AD 2.4 Afgreiðsla og tæki
Handling services and facilities

ENGLISH/ ICELANDIC		
1	Cargo handling facilities	Normal at airport (cargo loader, high loader, fork lifts and conveyor belt loader) /
	Fraktmeðhöndlun	Venjuleg á flugvelli (færibandabíll, háir kranar og gaffallyftarar)
2	Fuel / oil types	AVGAS 100LL, JET A-1/
	Eldsneytistegundir / olíur	Turbo oils - AEROSHELL 15 W 50 multigrade
3	Fuelling facilities / capacity	H24 / Delivery rate up to 3500 litres per minute per fuelling unit from the aviation fuel hydrant system and up to 2000 litres per minute from refuellers.
	Eldsneytisbúnaður / magn	Allan sólarhringinn / Hámarks afköst á hvert tæki: 3500 l/mín úr eldsneytis tengibrunni og 2000 l/mín úr tankbíl.
4	De-icing facilities	O/R
	Afísingarbúnaður	Skv. beiðni
5	Hangar space for visiting aircraft	Most aircraft types on request /
	Flugskýlispláss fyrir aðkomuvélar	Flestar tegundir loftfara skv. beiðni
6	Repair facilities for visiting aircraft	Most aircraft types on request /
	Viðhaldsmöguleikar fyrir aðkomuvélar	Flestar tegundir loftfara skv. beiðni
7	Remarks	Oxygen or related service on request /
	Athugasemdir	Súrefni eða hliðstæð þjónusta skv. beiðni
		Flugafgreiðsluaðilar á Keflavíkurflugvelli eru: / The authorized handling agents at Keflavík Airport are:
	Phone / Sími: Email / Netfang: SITA: AFS: Web / Veffang:	ACE FBO KEFLAVÍK Building 835, 235 Keflavík Airport, Iceland / Bygging 835, 235 Keflavíkurflugvelli +354 424 6400 opskef@acefbo.is KEF64XH BIKFXHAK www.acefbo.com
Phone / Sími: Fax: Email / Netfang: SITA: AFS: Web / Veffang:	Airport Associates Building 10, 235 Keflavík Airport, Iceland / Bygging 10, 235 Keflavíkurflugvelli +354 420 0700 +354 420 0707 ops@airportassociates.com KEFOOXH BIKFCLXX http://www.airportassociates.com/	
Phone / Sími: Fax: Email / Netfang: AFS: Web / Veffang:	FBO SouthAir Iceland / FBO Suðurflug Building 810, 235 Keflavík Airport, Iceland Bygging 810, 235 Keflavíkurflugvelli +354 425 5520 +354 425 5521 ops@southair.is BIKF SFKO http://www.southair.is/	

ENGLISH/ ICELANDIC	
	<p>IGS Ground Services / IGS Flugþjónustan Keflavíkflugvelli ehf. Building 11, 235 Keflavik Airport, Iceland Bygging 11, 235 Keflavíkflugvelli IGS Ground Services: Phone / Sími: +354 425 0277 Fax: + 354 425 0275 Email / Netfang: igs@igs.is SITA: KEFKSFI AFS: BIKFXHAX Web / Veffang: http://www.igs.is/</p>

BIKF AD 2.5 Aðstaða farþega Passenger facilities

ENGLISH/ ICELANDIC		
1	Hotels Hótel	Hotels by the airport, in nearest towns, and in Reykjavik City / Hótel á flugvelli, í næstu bæjum og í Reykjavík
2	Airport Restaurant Veitingastaðir á flugvelli	Yes / Já
3	Transportation Fólksflutningar	Taxis and buses available for near towns and Reykjavik City / Leigubílar og rútur til næstu bæja og til Reykjavíkur
4	Medical facilities Hjúkrunaraðstaða	Hospital in town / Sjúkrahús í bænum
5	Bank and Post Office Banki og pósthús	Bank and Post Box at AD / Banki og póstkassi á flugvelli
6	Tourist Office Ferðaskrifstofa	Yes / Já
7	Remarks Athugasemdir	Duty Free shopping at Leifur Eiríksson Air Terminal at the Airport / Fríhöfn og verslanir í flugstöðinni

BIKF AD 2.6 Björgun og eldvarnir Rescue and fire fighting services

ENGLISH/ ICELANDIC		
1	AD category for fire fighting Flokkur slökkviþjónustu	CAT IX from hrs. 04:00-19:00 CAT VII from hrs. 19:00-04:00 / Slökkviflokkur IX (CAT-9) milli kl. 04:00 og 19:00 Slökkviflokkur VII (CAT-7) milli kl. 19:00 og 04:00
2	Rescue equipment Björgunartæki	Yes / Já
3	Capability for removal of disabled aircraft Möguleiki á að fjarlægja bilaðar flugvélar	Crane, up to 40 tons O/R / Krani, allt að 40 tonn samkvæmt beiðni

ENGLISH/ ICELANDIC		
4	Remarks	Foaming of runways is not available / Eldvarnarfroða á flugbrautir ekki fáanleg
	Athugasemdir	

BIKF AD 2.7 Árstíðarbundnar hreinsanir Seasonal Availability - Clearing

ENGLISH/ ICELANDIC		
1	Types of clearing equipment	See snow plan AD 1.2.2 / Sjá kafla um vetrarviðhald AD 1.2.2
	Tegund tækja	
2	Clearance priorities	See snow plan AD 1.2.2 / Sjá kafla um vetrarviðhald AD 1.2.2
	Forgangsröð hreinsunar	
3	Remarks	All seasons, winter conditions from Oct. to Apr. / Allt árið, vetrartími frá okt. til apr.
	Athugasemdir	

BIKF AD 2.8 Flughlöð, akbrautir og staðsetning gátstaða Aprons, taxiways and check locations data

ENGLISH/ ICELANDIC				
1	Apron surface and strength	See Aircraft Parking/docking Chart, BIKF 2.24.2.1-1, BIKF 2.24.2.2-1 and BIKF AD 2.24.1.3 - 1		
	Yfirborð hlaðs og styrkur			
2	Taxiway width, surface and strength	TWY N 1-3	30 M	PCN 60/F/A/W/T
		TWY N 4	23 M	PCN 50/F/A/W/T
		TWY K 1	30 M	PCN 36/F/B/W/T
		TWY K 2	30 M	PCN 32/F/A/W/T
		TWY K 3-4	30 M	PCN 43/F/A/X/T
	Breidd akbrautar, yfirborð og styrkur	TWY D 1	15 M	PCN 78/F/B/W/T
		TWY C 3	23 M	PCN 58/F/A/W/T
		TWY S 1-4	30 M	PCN 65/F/A/W/T
		TWY E 1-4	23 M	PCN 68/F/B/W/T
		TWY G 1	23 M	PCN 50/F/A/W/T
		TWY G 2	23 M	PCN 53/R/A/W/T
		TWY A 1	23 M	PCN 80/F/A/X/T
		TWY B 1	23 M	PCN 80/F/A/X/T
3	Altimeter checkpoint location and elevation	Terminal apron, elevation 131 FT / Á flughlaði flugstöðvar Leifs Eiríkssonar, landhæð 131 FT		
	Staðsetning og landhæð gátunarstaðar fyrir hæðarmælisathugun			
4	VOR checkpoints	NIL		
	VOR-gátunarstaðir			

ENGLISH/ ICELANDIC		
5	<p>INS checkpoints</p> <p>INS-gátunarstaðir</p>	NIL
6	<p>Coordinates for aircraft stands</p> <p>Hnit loftfarastæða</p>	See Aircraft Parking/docking Chart / BIKF 2.24.2.1 - 1 and BIKF 2.24.2.2 - 1
7	<p>Remarks</p> <p>Athugasemdir</p>	<p>Stands 1, 3, 5, 7 and 46 / Stæði 1, 3, 5, 7 og 46</p> <p>- Stands 1, 3, 5, 7 and 46 shall use tug release-point Y. If needed due to traffic ATC might request aircraft to push and pull to tug release-point Z.</p> <p>- Stæði 1, 3, 5, 7 og 46 skulu nota sleppi-punkt Y. Ef þörf krefur vegna umferðar getur ATC krafist þess að loftfar verði ýtt og dregið í sleppi-punkt Z.</p> <p>Stands 9, 40, 42 and 44 / Stæði 9, 40, 42 og 44</p> <p>- Stands 9, 40, 42 and 44 shall use tug release-point Z. If needed due to traffic ATC might request aircraft to push further back to tug release-point Y. Furthermore all aircraft on these stand might be requested to push long to tug release-point W on N5.</p> <p>- Stæði 9, 40, 42 og 44 skulu nota sleppi-punkt Z. Ef þörf krefur vegna umferðar getur ATC krafist þess að loftfari sé ýti aftur til sleppi-punkt Y. Enn fremur gæti verið um langa ýtingu á þessum stað að sleppi-punkt W á N5.</p> <p>Stands 11 and 14 / Stæði 11 og 14</p> <p>- Aircraft on stand 11 and 14 shall use tug release-point V. Aircraft will be instructed to face east or west depending on expected taxi route after pushback. Aircraft can also expect to be pushed long to tug release-point W on N5.</p> <p>- Flugvélar á stæði 11 og 14 skulu nota sleppi-punkt V. Flugvélar verða beðnir um að vísa í austur eða vestur eftir áætlaðri akstursleið. Flugvélar geta einnig búist við því að fá langa ýtingu að sleppi-punkt W á N5.</p> <p>Stands 2, 4, 6 and 8 / Stæði 2, 4, 6 og 8</p> <p>- Aircraft on stand 2, 4, 6, 8 shall use tug release-point T. If needed due to traffic ATC might request aircraft to push and pull to tug release-point R to exit via N14. A pushback towards tug release-point R can also be expected, aircraft will be instructed to face west and expect exit via N13.</p> <p>- Flugvélar á stæði 2, 4, 6, 8 skulu nota sleppi-punkt T. Ef þörf krefur vegna umferðar getur ATC krafist þess að loftfar verði ýtt eða dregið á sleppi-punkt R og aka um útkeyrslu N14. Einnig er hægt að búast við ýtingu í átt að sleppi-punkt R, flugvél verður beðin um að vísa í vestur og búast við brottför um útkeyrslu N13.</p> <p>Stands 62, 63 and 65 / Stæði 62, 63 og 65</p> <p>- Aircraft on stands 62, 63 and 65 shall use tug release-point W.</p> <p>- Flugvélar á stæði nr. 62, 63 og 65 skulu nota sleppi-punkt W.</p> <p>Stands 10, 12, 77 and 79 / Stæði 10, 12, 77, 79</p> <p>- Aircraft on stand 10, 12, 77, 79 shall use tug release-point U. If needed due to traffic ATC might request aircraft to push to tug release-point T.</p> <p>- Flugvélar á stæði 10, 12, 77, 79 skulu nota sleppi-punkt U. Ef þörf krefur vegna umferðar getur ATC krafist þess að flugvélar ýti á sleppi-punkt T.</p> <p>Stands 76 and 78 / Stæði 76 og 78</p> <p>- Aircraft on stand 78, 76 shall use tug release-point R. If needed due to traffic ATC might request aircraft to push to tug release-point Q.</p> <p>- Flugvélar á stæði 78, 76 skulu nota sleppi-punkt R. Ef þörf krefur vegna umferðar getur ATC krafist þess að loftfar fari á punkt Q.</p> <p>Stands 74 / Stæði 74</p> <p>- Aircraft on stand 74 shall use tug release-point Q. If needed due to traffic ATC might request aircraft to push to tug release-point R.</p> <p>- Flugvélar á stæði 74 skulu nota sleppi-punkt Q. Ef þörf krefur vegna umferðar getur ATC krafist þess að flugvélar ýti á R.</p> <p>Stands 70, 71, 72 and 73 / Stæði 70, 71, 72 og 73</p> <p>- Aircraft on stand 70, 71, 72, 73 shall use tug release-point O.</p> <p>- Flugvélar á stæði 70, 71, 72, 73 skulu nota sleppi-punkt O.</p> <p>Stand 75 / Stæði 75</p> <p>- Aircraft on stand 75 shall use tug release-point O.</p> <p>- Flugvélar á stæði 75 skulu nota sleppi-punkt O.</p>

BIRK — REYKJAVÍK / REYKJAVIK

**BIRK AD 2.1 Staðarauðkenni og heiti flugvallar
Aerodrome location indicator and name**

BIRK — REYKJAVÍK / REYKJAVIK

**BIRK AD 2.2 Landfræðilegar og stjórnunarupplýsingar flugvallar
Aerodrome geographical and administrative data**

ENGLISH		
ICELANDIC		
1	ARP coordinates and site at Aerodrome	640748N 0215626W Centre of airport / Miðja flugvallar
	Hnattstaða flugvallar	
2	Direction and distance from (city)	173° GEO, 1.3 KM (0.7 NM) from lake in the city / frá Reykjavíkurtjörn
	Stefna og fjarlægð frá (borg)	
3	Elevation / Reference temperature	45 FT / 15.4°C (July)
	Landhæð / viðmiðunarhitastig	
4	Geoid undulation at AD ELEV PSN	217 FT
	Bylgjulögun jarðsporvölu (frá WGS-84 viðmiðunarsporvölu) í hæðarviðmiðunarpunkti flugvallar	
5	MAG VAR / Annual change	14°W (2016) / 0.27°
	Misvísun / árleg breyting	
6	AD Administration / Rekstraraðili flugvallar	District 1 / Umdæmi 1:
	address / heimilisfang	ISAVIA OHF. Reykjavíkflugvelli 101 Reykjavík, Iceland
	telephone / sími:	+354 424 4000
	telefax / símbréf:	+354 424 4001
	email / netfang:	birk@isavia.is
	AFS:	—
7	Types of traffic permitted	IFR-VFR
	Leyfð flugumferð	
8	Remarks	NIL
	Athugasemdir	

**BIRK AD 2.3 Þjónustutímar
Operational hours**

ENGLISH/ ICELANDIC		
1	AD Administration	During office hours / Á skrifstofutíma
	Rekstraraðili flugvallar	
2	Customs and immigration	H24
	Tollur og útlendingaefirlit	
3	Health and sanitation	H24
	Heilsugæsla	
4	AIS Briefing Office	Limited pre-flight information service is available during normal office hours. / Takmarkaðar forupplýsingar mögulegar á skrifstofutíma.
	Kynningarstofa upplýsingaþjónustu	
5	ATS Reporting Office (ARO)	H24
	Flugvarðstofa	
6	MET Briefing Office	H24 - IMO telephone / Sími Veðurstofu Íslands: + 354 522 6000
	Kynningastofa veðurþjónustu	
7	ATS	<p>ATC: Daily: 07:00 - 23:00 Weekends and public holidays: 08:00 – 23:00 Christmas Eve and New Year's Eve: 07:00 – 16:00 No service New Year's Day, Easter Sunday and Christmas Day. /</p> <p>Daglega: 07:00 - 23:00 Um helgar og á almennum frídögum: 08:00 – 23:00 Aðfangadagur og gamlársgitur: 07:00 – 16:00 Ekki þjónusta á nýársdag, páskadag og jóladag</p> <p>AFIS: Available outside operational hours of ATC with 15 minutes' prior notice for: • Ambulance- and emergency flights • The Icelandic Coastguard • International flights that use BIRK as alternate airport • Landings of scheduled flight subject to unforeseen delays • Humanitarian flights /</p> <p>Til staðar utan þjónustutíma ATC með 15 mínútna fyrirvara fyrir: • Sjúkra og neyðarflug • Flug Landhelgisgæslu Íslands • Millilandaflug sem notar flugvöllinn sem varaflugvöll • Lendingar áætlunarflugs sem hefur orðið fyrir ófyrirséðum töfum • Flug vegna mannúðarmála</p> <p>Reykjavík Airport is closed for all other traffic outside operational hours of ATC. / Reykjavíkflugvöllur er lokaður annarri umferð utan þjónustutíma ATC.</p>
	Flugumferðarþjónusta	

ENGLISH/ ICELANDIC		
8	Fuelling	Summer / sumartími Daily / daglega 0700-2100 (O/R / skv. beiðni 2100-0700)
	Eldsneyti	Winter / vetrartími Daily / daglega 0700-2000 (O/R / skv. beiðni 2000-0700)
9	Handling	H24
	Afgreiðsla	
10	Security	H24
	Flugvernd	
11	De-icing	H24
	Afising	
12	Remarks	AFIS available on request outside operational hours of ATC, surcharge / Flugupplýsingaþjónusta er veitt utan þjónustutíma flugstjórnarþjónustu gegn gjaldi samkvæmt gjaldskrá Isavia user charges: https://www.isavia.is/en/corporate/business/user-charges/ / Gjaldskrá Isavia: https://www.isavia.is/fyrirtaekid/vidskiptavinir/gjaldskrar-isavia
	Athugasemdir	

BIRK AD 2.4 Afgreiðsla og tæki Handling services and facilities

ENGLISH/ ICELANDIC		
1	Cargo handling facilities:	Normal, PN
	Fraktmeðhöndlun	Venjulegur búnaður fyrir hendi, skv. beiðni
2	Fuel / oil types	AVGAS 100LL, Jet A1 / 15, 50, 65, 80, 100, 120 and Turbo oils
	Eldsneytistegundir / olíur	
3	Fuelling facilities / capacity	Delivery rate 200 liters per minute AVGAS Delivery rate 2000 liters per minute JET A1
	Eldsneytisbúnaður / magn	Afköst 200 lítrar á mínútu AVGAS Afköst 2000 lítrar á mínútu JET A1
4	De-icing facilities	Flight Service Ltd. and Air Iceland Connect / Flugþjónustan hf. og Air Iceland Connect
	Afisingarbúnaður	
5	Hangar space for visiting aircraft	Limited / Takmarkað
	Flugskýlispláss fyrir aðkomuvélar	
6	Repair facilities for visiting aircraft	PN / Skv. beiðni
	Viðhaldsmöguleikar fyrir aðkomuvélar	

ENGLISH/ ICELANDIC		
7	Remarks	Oxygen or related service by prior arrangement / Súrefni og hliðstæð þjónusta - með fyrirvara
	Athugasemdir	
		The authorized handling agents at Reykjavík Airport are: Umboðsaðilar á Reykjavíkflugvelli eru:
	Phone / Sími: Fax: Email / Netfang:	ACE FBO Reykjavík 101 Reykjavík Airport, Iceland / 101 Reykjavíkflugvelli +354 552 1611 +354 552 9221 opsrek@acefbo.is
	Phone / Sími: Fax: Email / Netfang:	Air Iceland Connect 101 Reykjavík Airport, Iceland / 101 Reykjavíkflugvelli +354 570 3000 / +354 570 3540 +354 570 3555 websales@airicelandconnect.is
Phone / Sími: Email / Netfang: AFS: Web / Veffang:	Reykjavík FBO Terminal 2, 101 Reykjavík Airport, Iceland / Flugstöðvar á svæði 2, 101 Reykjavíkflugvelli +354 551 1022 ops@reykjavikfbo.is BIRKXHAR www.reykjavikfbo.is	

**BIRK AD 2.5 Aðstaða farþega
Passenger facilities**

ENGLISH/ ICELANDIC		
1	Hotels	Hotel at airport and in city / Hótel við flugvöll og í bænum
	Hótel	
2	Airport Restaurant	Restaurants at airport and in city / Veitingastaðir á flugvelli og í bænum
	Veitingastaðir á flugvelli	
3	Transportation	Taxis and buses available / Leigubílar og rútur fánlegar
	Fólksflutningar	
4	Medical facilities	Hospital in city Sjúkrahús í bænum
	Hjúkrunaraðstaða	
5	Bank and Post Office	In city / í bænum
	Banki og pósthús	
6	Tourist Office	In city / í bænum
	Ferðaskrifstofa	
7	Remarks	NIL
	Athugasemdir	

BIRK AD 2.6 Björgun og eldvarnir Rescue and fire fighting services

ENGLISH/ ICELANDIC		
1	AD category for fire fighting	CAT VI O/R CAT VII PN 30-60 min. / Skv. beiðni CAT VII með 30-60 mín. fyrirvara Information tel. / Upplýsingar í síma: +354 424 4133 / +354 894 3201 Email / Netfang: birk@isavia.is
	Flokkur slökkviþjónustu	
2	Rescue equipment	Available / Til staðar
	Björgunartæki	
3	Capability for removal of disabled aircraft	CAT VII
	Möguleiki á að fjarlægja bilaðar flugvélar	
4	Remarks	For hours of operation, see ATS in AD 2.3 / Þjónustutímar, sjá Flugumferðarþjónusta (ATS) í AD 2.3 For CAT VII a surcharge based on actual cost applies / Fyrir hækkun í CAT VII er tekið gjald á kostnaðargrunni Isavia user charges: https://www.isavia.is/en/corporate/business/user-charges/ Gjaldskrá Isavia: https://www.isavia.is/fyrirtaekid/vidskiptavinir/gjaldskrar-isavia
	Athugasemdir	

BIRK AD 2.7 Árstíðarbundnar hreinsanir Seasonal Availability - Clearing

ENGLISH/ ICELANDIC		
1	Types of clearing equipment	See snow plan AD 1.2.2 Sjá kafla um vetrarviðhald AD 1.2.2
	Tegund tækja	
2	Clearance priorities	See snow plan AD 1.2.2 Sjá kafla um vetrarviðhald AD 1.2.2
	Forgangsröð hreinsunar	
3	Remarks	Winter conditions from Oct. to Apr. / Vetrarími frá okt. til apr.
	Athugasemdir	

BIRK AD 2.8 Hlað, akbrautir og staðsetning gátstaða Aprons, taxiways and check locations data

ENGLISH/ ICELANDIC		
1	Apron surface and strength	Asphalt / Malbik PCN 15
	Yfirborð hlaðs og styrkur	
2	Taxiway width, surface and strength	TWY ALFA 15 M wide/breiður asphalt / malbik PCN 25 F/A/X/T
		TWY BRAVO 15 M wide/breiður asphalt / malbik PCN 10 F/A/X/T
		TWY CHARLIE 18 M wide/breiður asphalt / malbik PCN 35 F/A/X/T
	Breidd akbrautar, yfirborð og styrkur	TWY DELTA 10.5 M wide/breiður asphalt / malbik PCN 10 F/A/X/T
		TWY ECHO 15 M wide/breiður asphalt / malbik PCN 15 F/A/X/T
		TWY GOLF 8 M wide/breiður asphalt / malbik PCN 15 F/A/X/T

ENGLISH/ ICELANDIC		
3	Altimeter checkpoint location and elevation	i. In front of old control tower / Framan við gamla flugturninn: 43 FT ii. In front of Air Iceland Connect terminal / Framan við flugstöð Air Iceland Connect: 37 FT
	Staðsetning og landhæð gátunarstaðar fyrir hæðarmælisathugun	
4	VOR checkpoints	NIL
	VOR-gátunarstaðir	
5	INS checkpoints	NIL
	INS-gátunarstaðir	
6	Coordinates for aircraft stands	FI - apron / FI - fluglað 640753.48N 0215646.20W
	Hnit loftfarastæða	
7	Remarks	Standind water after rainfall on apron / Pollar eftir rigninga á fluglaði TWY GOLF is only authorized for aircrafts with OMGWS less than 5 m and MAX wingspan 15 m / Akbraut GOLF er einungis heimil loftförum með mesta bil á milli aðalhjóla 5 m og stærsta vænghaf 15 m
	Athugasemdir	

BIRK AD 2.9 Leiðsaga og stjórnkerfi fyrir hreyfingar á jörðu niðri og merkingar Surface movement guidance and control system and markings

ENGLISH/ ICELANDIC		
1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Yes / Já
	Notkun kenniskilta loftfarastæða, akbrautamerkinga og sjónrænnar stæðisleiðsögu	
2	RWY & TWY markings and LGT	RWY Markings: Designation, THR, aiming point and TDZ, centrelines and RWY holding positions RWY Lights: THR, END and EDGE TWY Markings: Centerline and taxihold TWY Lights: EDGE Brautamerkingar: Brautarheiti, þröskulds, miðunarpunktur og snertisvæði, miðlína og flugbrautarbiðstaðamerkingar Brautarljós: Þröskulds-, enda- og kantljós Akbrautamerkingar: Miðlína og biðlína Akbrautarljós: kantljós
	Flugbrautar- og akbrautamerkingar og ljós	
3	Stop bars	NIL
	Stöðvunarljós	
4	Remarks	Runway guard lights / Viðvörunarljós við flugbraut
	Athugasemdir	

AERODROME CHART - ICAO

RWY DESIGNATOR NR	TRUE & MAG BRG	THR PSN Geoid undulation	Bearing strength	THR ELEV and highest ELEV of TDZ of precision APCH RWY	Declared distances				Remarks	Approach and runway lighting				
					TORA	TODA	ASDA	LDA		APCH	THR	VASIS (MEHT)	Edge	End
01	355.27° GEO 010° MAG	640721.63N 0215610.80W GUND 217 ft	PCN 35 F/A/X/T ASPH	THR 23 ft	1567	1567	1567	1487	TWY ALFA 120 m from RWY centerline	THR ID LGT FLG WHITE	LIH G	PAPI 3.5° (47.83 ft)	LIH W	LIH R
19	175.27° GEO 190° MAG	640809.48N 0215619.87W GUND 217ft	PCN 35 F/A/X/T ASPH	THR 29 ft TDZ 42 ft	1567	1567	1567	1567		B - BARETTE LIH W Crossbar 300 m THR ID LGT FLG WHITE 5 LDIN Flashing lights Dist from THR 19: 734 m, 1279 m, 1659 m 2110 m and 2753 m	LIH G	PAPI 3.5° (47.87 ft)	LIH W	LIH R
13	116.29° GEO 131° MAG	640757.09N 0215719.28W GUND 217 ft	PCN 25 F/A/X/T ASPH	THR 21 ft	1230 1375*	1230 1375*	1230 1375*	1230		RWY alignment beacon 200 m from THR THR ID LGT FLG WHITE	LIH G	PAPI 3.1° (48.23 ft)	LIH W	LIH R
31	296.31° GEO 311° MAG	640740.42N 0215602.07W GUND 217 ft	PCN 25 F/A/X/T ASPH	THR 38 ft	1230 1349*	1230 1349*	1230 1349*	1165		THR ID LGT FLG WHITE	LIH G	PAPI 4.45° (58.59 ft)	LIH W	LIH R

* TKOF from paved end inside RESA

TWY NAME	WIDTH	Surface Bearing strength	Day marking		Taxiway lighting		Remarks
			Centerline Holding	Edge Centerline	RGL Stopbar		
ALFA	15 m	ASPH PCN 25 F/A/X/T	NO YES	YES NO	YES NO		
BRAVO	15 m	ASPH PCN 10 F/A/X/T	NO YES	YES NO	NO NO		
CHARLIE	18 m	ASPH PCN 35 F/A/X/T	NO YES	YES NO	YES YES		
DELTA	10.5 m	ASPH PCN 10 F/A/X/T	NO YES	YES NO	NO NO		
ECHO	15 m	ASPH PCN 15 F/A/X/T	NO YES	YES NO	YES YES		
GOLF	8 m	ASPH PCN 15 F/A/X/T	NO YES	NO NO	NO NO		

- HS1 Taxing east on E aircraft miss holding point RWY19. Check for clearance before crossing.
- HS2 Check for clearance before crossing or entering RWY31. Blindspot for TWR north of RWY. Holding line for RWY intersection is confusing.
- HS3 Holding point RWY 13 on ECHO is confusing. Aircraft and vehicle tend to miss the holding point.

ARP 64°07'48"N
021°56'26"W

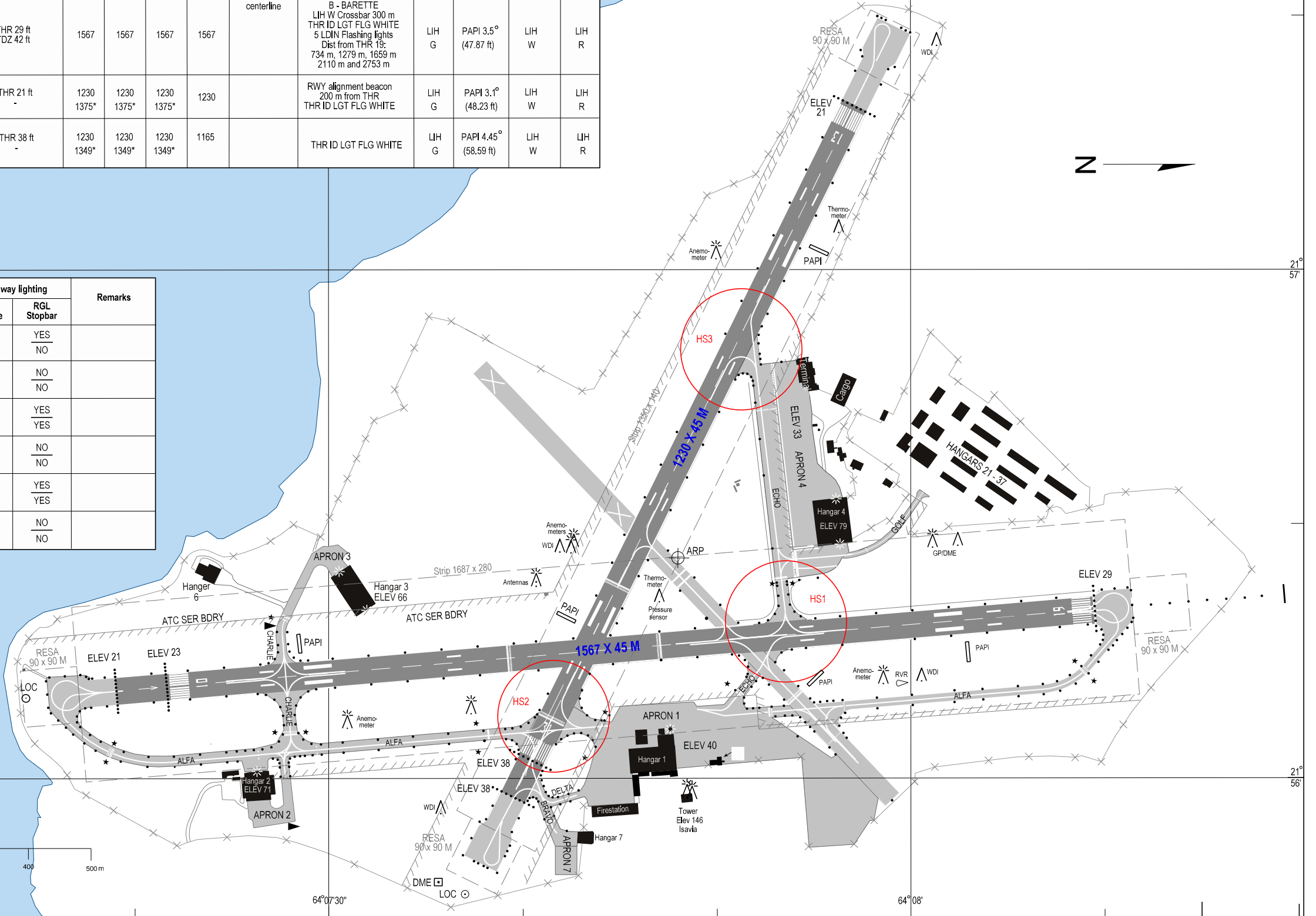
AERODROME ELEV 45

ELEV AND ALT IN FT MSL
DIST IN NM

VAR 14°W 2016 (Annual change -0,3°W)

APP 119.000	TWR/AFIS 118.000
GND 121.700	ATIS 128.100

BIRK - REYKJAVIK



CHANGES: Editorial

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BIKR — SAUÐÁRKRÓKUR / SAUDARKROKUR

Note: The following sections in this chapter are intentionally left blank: AD-2.20, AD-2.21, AD-2.22, AD-2.23

BIKR AD 2.1 Staðarauðkenni og heiti flugvallar Aerodrome location indicator and name

BIKR — SAUÐÁRKRÓKUR / SAUDARKROKUR

BIKR AD 2.2 Landfræðilegar og stjórnunarupplýsingar flugvallar Aerodrome geographical and administrative data

ENGLISH/ ICELANDIC		
1	ARP coordinates and site at Aerodrome	654354N 0193422W
	Hnattstaða flugvallar	
2	Direction and distance from (city)	120° GEO, 4.1 KM (2.2 NM) from Sauðárkrókur
	Stefna og fjarlægð frá (borg)	
3	Elevation / Reference temperature	9 FT / 14.3° C (July)
	Landhæð / viðmiðunarhitastig	
4	Geoid undulation at AD ELEV PSN	216 FT
	Bylgjulögun jarðsporvölu (frá WGS-84 viðmiðunarsporvölu) í hæðarviðmiðunarpunkti flugvallar	
5	MAG VAR / Annual change	13°W (2017) / 0.3°
	Misvísun / árleg breyting	
6	AD Administration / Rekstraraðili flugvallar	District 3 / Umdæmi 3:
	address / heimilisfang	ISAVIA OHF. Akureyrarflugvelli 600 Akureyri, Iceland
	telephone / sími:	+354 424 4370 +354 453 5175 AFIS +354 894 9688 AFIS
	telefax / símbref:	—
	email / netfang:	biar@isavia.is
	AFS:	—
7	Types of traffic permitted	IFR-VFR
	Leyfð flugumferð	
8	Remarks	NIL
	Athugasemdir	

**BIKR AD 2.3 Þjónustutímar
Operational hours**

ENGLISH/ ICELANDIC		
1	AD Administration	During office hours / Á skrifstofutíma
	Rekstraraðili flugvallar	
2	Customs and immigration	NIL
	Tollur og útlendingaefirlit	
3	Health and sanitation	NIL
	Heilsugæsla	
4	AIS Briefing Office	NIL
	Kynningarstofa upplýsingaþjónustu	
5	ATS Reporting Office (ARO)	NIL
	Flugvarðstofa	
6	MET Briefing Office	H24 - IMO telephone / Sími Veðurstofu Íslands: + 354 522 6000
	Kynningastofa veðurþjónustu	
7	ATS	AFIS Available on request / Skv. beiðni Ambulance and emergency flights / Sjúkra- og neyðarflug
	Flugumferðarþjónusta	
8	Fuelling	PN / Fyrirfram beiðni
	Eldsneyti	
9	Handling	O/R / Skv. beiðni
	Afgreiðsla	
10	Security	NIL
	Flugvernd	
11	De-icing	NIL
	Affsing	
12	Remarks	AFIS available on request, if personnel is available. Surcharge applies. Request service with minimum 1 hour's notice during summer and 2 hour's notice during winter, via tel. +354 453 5175 or +354 894 9688 (Sigurður Frostason) Isavia user charges: https://www.isavia.is/en/corporate/business/user-charges/ AFIS þjónusta veitt gegn gjaldi samkvæmt gjaldskrá, svo fremi sem starfsmaður sé tiltækur. Óskið þjónustu, með að lágmarki 1 klst. fyrirvara að sumri og 2 klst. fyrirvara að vetri, í síma +354 453 5175 eða +354 894 9688 (Sigurður Frostason) Gjaldskrá Isavia: https://www.isavia.is/fyrirtaekid/vidskiptavinir/gjaldskrar-isavia
	Athugasemdir	

BIKR AD 2.9 Leiðsaga og stjórnkerfi fyrir hreyfingar á jörðu niðri og merkingar
Surface movement guidance and control system and markings

ENGLISH/ ICELANDIC		
1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands Notkun kenniskilta loftfarastæða, akbrautamerkinga og sjónrænnar stæðisleiðsögu	NIL
2	RWY & TWY markings and LGT Flugbrautar- og akbrautamerkingar og ljós	RWY Markings: Designation, THR and centreline RWY Lights: THR, END and EDGE TWY Markings: NIL TWY Lights: NIL Brautarmerkingar: Brautarheiti, þröskulds og miðlínu Brautarljós: þröskulds-, enda og kantljós Akbrautamerkingar: NIL Akbrautarljós: NIL
3	Stop bars Stöðvunarljós	NIL
4	Remarks Athugasemdir	NIL

BIKR AD 2.10 Flugvallarhindranir
Aerodrome Obstacles

OBST ID / Designation	OBST type	OBST position	ELEV / HGT	Markings / Type, colour	Remarks
a	b	c	d	e	f
BIKROB0001	Mast	654447.40N 0193136.15W	243 / - FT	NIL	Stekkjargborg
BIKROB0002	Terrain	654245.21N 0193023.87W	249 / - FT	NIL	Hegranes 1
BIKROB0003	Terrain	654230.68N 0193001.75W	339 / - FT	NIL	Hegranes 2
BIKROB0004	Terrain	654245.84N 0193016.25W	344 / - FT	NIL	Hegranes 3
BIKROB0005	Building	654210.77N 0193648.07W	158 / - FT	NIL	Bergstaðir
BIKROB0006	Building	654352.76N 0193903.56W	236 / - FT	NIL	Kvistahlíð 1
BIKROB0007	Terrain	654401.51N 0193909.84W	225 / - FT	NIL	Kvistahlíð 2

BIKR AD 2.11 Veittar veðurupplýsingar
Meteorological information provided

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

BITE — ÞINGEYRI / THINGEYRI

Note: The following sections in this chapter are intentionally left blank: AD-2.6, AD-2.20, AD-2.21, AD-2.22, AD-2.23

BITE AD 2.1 Staðarauðkenni og heiti flugvallar Aerodrome location indicator and name

BITE — ÞINGEYRI / THINGEYRI

BITE AD 2.2 Landfræðilegar og stjórnunarupplýsingar flugvallar Aerodrome geographical and administrative data

ENGLISH/ ICELANDIC		
1	ARP coordinates and site at Aerodrome	655213N 0233335W
	Hnattstaða flugvallar	
2	Direction and distance from (city)	270° GEO - 3.3 KM (1.8 NM) from Þingeyri
	Stefna og fjarlægð frá (borg)	
3	Elevation / Reference temperature	28 FT / 14.4° C (August)
	Landhæð / viðmiðunarhitastig	
4	Geoid undulation at AD ELEV PSN	211 FT
	Bylgjulögun jarðsporvölu (frá WGS-84 viðmiðunarsporvölu) í hæðarviðmiðunarpunkti flugvallar	
5	MAG VAR / Annual change	15°W (2018) / 0.3°
	Misvísun / árleg breyting	
6	AD Administration / Rekstraraðili flugvallar	District 2 / Umdæmi 2:
	address / heimilisfang	ISAVIA OHF. Ísafjarðarflugvelli 400 Ísafirði, Iceland
	telephone / sími:	+354 456 8282 AFIS +354 456 3640 District manager / Umdæmisstjóri +354 456 3450 AFIS BIIS
	telefax / símbréf:	—
	email / netfang:	—
	AFS:	—
7	Types of traffic permitted	VFR
	Leyfð flugumferð	
8	Remarks	NIL
	Athugasemdir	

**BITE AD 2.3 Þjónustutímar
Operational hours**

ENGLISH/ ICELANDIC		
1	AD Administration	NIL
	Rekstraraðili flugvallar	
2	Customs and immigration	NIL
	Tollur og útlendingaæftirlit	
3	Health and sanitation	NIL
	Heilsugæsla	
4	AIS Briefing Office	NIL
	Kynningarstofa upplýsingaþjónustu	
5	ATS Reporting Office (ARO)	NIL
	Flugvarðstofa	
6	MET Briefing Office	H24 - IMO telephone / Sími Veðurstofu Íslands: + 354 522 6000
	Kynningastofa veðurþjónustu	
7	ATS	AFIS Service on request for scheduled flights / Útköll v/áætlunarflugs Daily on request / Daglega skv. beiðni: 0800-1800
	Flugumferðarþjónusta	
8	Fuelling	NIL
	Eldsneyti	
9	Handling	O/R / Samkvæmt beiðni
	Afgreiðsla	
10	Security	NIL
	Flugvernd	
11	De-icing	NIL
	Afísing	
12	Remarks	<p>ATS available on request outside operational hours, if personnel is available. Surcharge applies. Request service, with minimum 1 hours' notice during summer, via tel. +354 456 3450 Isavia user charges: https://www.isavia.is/en/corporate/business/user-charges</p> <p>Flugumferðarþjónusta veitt gegn gjaldi utan þjónustutíma samkvæmt gjaldskrá, svo fremi sem starfsmaður sé tiltækur. Óskið þjónustu, með að lágmarki 1 klst. fyrirvara að sumri, í síma +354 456 3450 Gjaldskrá Isavia: https://www.isavia.is/fyrirtaekid/vidskiptavinir/gjaldskrar-isavia</p> <p>The Aerodrome is closed 15 Oct. - 01 Jun Flugvöllurinn er lokaður 15. okt. til 1. júní</p>
	Athugasemdir	

BITN — ÞÓRSHÖFN / THORSHOFN

Note: The following sections in this chapter are intentionally left blank: AD-2.20, AD-2.21, AD-2.22, AD-2.23

**BITN AD 2.1 Staðarauðkenni og heiti flugvallar
Aerodrome location indicator and name**

BITN — ÞÓRSHÖFN / THORSHOFN

**BITN AD 2.2 Landfræðilegar og stjórnunarupplýsingar flugvallar
Aerodrome geographical and administrative data**

ENGLISH / ICELANDIC		
1	ARP coordinates and site at Aerodrome	661306N 0152005W
	Hnattstaða flugvallar	
2	Direction and distance from (city)	360° GEO, 3.7 KM (2 NM) from Þórshöfn
	Stefna og fjarlægð frá (borg)	
3	Elevation / Reference temperature	64 FT / 13.2° C (August)
	Landhæð / viðmiðunarhitastig	
4	Geoid undulation at AD ELEV PSN	209 FT
	Bylgjulögun jarðsporvölu (frá WGS-84 viðmiðunarsporvölu) í hæðarviðmiðunarpunkti flugvallar	
5	MAG VAR / Annual change	11°W (2018) / 0.27°
	Misvísun / árleg breyting	
6	AD Administration / Rekstraraðili flugvallar	District 3 / Umdæmi 3:
	address / heimilisfang	ISAVIA OHF. Akureyrarflugvelli 600 Akureyri, Iceland
	telephone / sími:	+354 424 4370 +354 468 1422 AFIS +354 895 1422 AFIS
	telefax / símbréf:	+354 468 1353 AFIS
	email / netfang:	—
	AFS:	—
7	Types of traffic permitted	IFR-VFR
	Leyfð flugumferð	
8	Remarks	NIL
	Athugasemdir	

**BITN AD 2.3 Þjónustutímar
Operational hours**

ENGLISH / ICELANDIC		
1	AD Administration	During Office Hours / Á skrifstofutíma
	Rekstraraðili flugvallar	
2	Customs and immigration	NIL
	Tollur og útlendingaefirlit	
3	Health and sanitation	NIL
	Heilsugæsla	
4	AIS Briefing Office	NIL
	Kynningarstofa upplýsingaþjónustu	
5	ATS Reporting Office (ARO)	NIL
	Flugvarðstofa	
6	MET Briefing Office	H24 - IMO telephone / Sími Veðurstofu Íslands: + 354 522 6000
	Kynningastofa veðurþjónustu	
7	ATS	<p>AFIS: Sumartími / Summer 1 June to 31 August / 1. júní til 31. ágúst Weekdays / Virka daga: 0800-1200</p> <p>AFIS: Winter / Vetrartími 01 Sept. to 31 May / 1. sept. til 31. maí Weekdays / Virka daga: 0800-1200</p> <p>No service Christmas Eve and New Year's Eve after 1600 or at New Year's Day, Easter Sunday and Christmas Day. / Ekki þjónusta eftir 1600 aðfangadag og gamlársdag eða á nýársdag, páskadag og jóladag.</p>
	Flugumferðarþjónusta	
8	Fuelling	NIL
	Eldsneyti	
9	Handling	O/R Skv. beiðni
	Afgreiðsla	
10	Security	NIL
	Flugvernd	
11	De-icing	NIL
	Afísing	
12	Remarks	<p>ATS available on request outside operational hours, if personnel is available. Surcharge applies. Request service with minimum 1 hour's notice during summer and 2 hour's notice during winter, via tel. +354 468 1422. Isavia user charges: https://www.isavia.is/en/corporate/ business/user-charges</p> <p>Flugumferðarþjónusta veitt utan þjónustutíma gegn gjaldi samkvæmt gjaldskrá, svo fremi sem starfsmaður sé tiltækur. Óskið þjónustu með að lágmarki 1 klst. fyrirvara að sumri og 2 klst. fyrirvara að vetri, í síma +354 468 1422. Gjaldskrá Isavia: https://www.isavia.is/fyrirtaekid/ vidskiptavinir/gjaldskrar-isavia</p>
	Athugasemdir	

BIVM — VESTMANNAEYJAR / VESTMANNAEYJAR

Note: The following sections in this chapter are intentionally left blank: AD-2.22

BIVM AD 2.1 Staðarauðkenni og heiti flugvallar Aerodrome location indicator and name

BIVM — VESTMANNAEYJAR / VESTMANNAEYJAR

BIVM AD 2.2 Landfræðilegar og stjórnunarupplýsingar flugvallar Aerodrome geographical and administrative data

ENGLISH/ ICELANDIC		
1	ARP coordinates and site at Aerodrome	632530N 0201645W Centre of Runway
	Hnattstaða flugvallar	
2	Direction and distance from (city)	180° GEO, 1.9 KM (NM) from Vestmannaeyjabær
	Stefna og fjarlægð frá (borg)	
3	Elevation / Reference temperature	326 FT / 12.9° C (July)
	Landhæð / viðmiðunarhitastig	
4	Geoid undulation at AD ELEV PSN	214 FT
	Bylgjulögun jarðsporvölu (frá WGS-84 viðmiðunarsporvölu) í hæðarviðmiðunarpunkti flugvallar	
5	MAG VAR / Annual change	15°W (2010) / 0.3°
	Misvísun / árleg breyting	
6	AD Administration / Rekstraraðili flugvallar	District 1 / Umdæmi 1:
	address / heimilisfang	ISAVIA OHF. Reykjavíkflugvelli 101 Reykjavík, Iceland
	telephone / sími:	+354 424 4000 +354 481 1209
	telefax / símbréf:	+354 424 4001
	email / netfang:	—
	AFS:	—
7	Types of traffic permitted	IFR-VFR
	Leyfð flugumferð	
8	Remarks	NIL
	Athugasemdir	

**BIVM AD 2.3 Þjónustutímar
Operational hours**

ENGLISH/ ICELANDIC		
1	AD Administration	During office hours / Á skrifstofutíma
	Rekstraraðili flugvallar	
2	Customs and immigration	NIL
	Tollur og útlendingaeftirlit	
3	Health and sanitation	NIL
	Heilsugæsla	
4	AIS Briefing Office	NIL
	Kynningarstofa upplýsingaþjónustu	
5	ATS Reporting Office (ARO)	NIL
	Flugvarðstofa	
6	MET Briefing Office	H24 - IMO telephone / Sími Veðurstofu Íslands: + 354 522 6000
	Kynningastofa veðurþjónustu	
7	ATS	<p>AFIS: Summer/Sumartími 01 May to 30 Sept / 01. maí til 30. sept. Weekdays / Virka daga 0630-1830 Sat., Sun. and public holidays / Lau., sun. og alm. frídaga 0900 -1900</p> <p>AFIS: Winter / Vetrartími 01 Oct. to 30 Apr. / 01. okt. til 30. Apríl Weekdays / Virka daga 0630-1730 Sat., Sun. and public holidays / Lau., sun. og alm. frídaga 1000-1900</p> <p>No service Christmas Eve and New Year's Eve after 1600 or at New Year's Day, Easter Sunday and Christmas Day. / Engin þjónusta eftir kl. 1600 á aðfangadag og gamlársdag eða á nýársdag, páskadag og jóladag.</p>
	Flugumferðarþjónusta	
8	Fuelling	O/R
	Eldsneyti	Skv. beiðni
9	Handling	O/R
	Afgreiðsla	Skv. beiðni
10	Security	NIL
	Flugvernd	
11	De-icing	O/R Limited
	Afising	Skv. beiðni, takmarkað
12	Remarks	<p>ATS available on request outside operational hours. Surcharge applies. Request service, with minimum 1 hours' notice during summer and 2 hours' notice during winter, via Tel+354 481 1209 or+354 894 8474 Isavia user charges: https://www.isavia.is/en/corporate/business/user-charges</p>
	Athugasemdir	<p>Flugumferðarþjónusta veitt utan þjónustutíma gegn gjaldi samkvæmt gjaldskrá. Óskið þjónustu, með að lágmarki 1 klst. fyrirvara að sumri og 2. klst. fyrirvara að vetri, í síma +354 481 1209 eða +354 894 8474 Gjaldskrá Isavia: https://www.isavia.is/fyrirtaekid/vidskiptavinir/gjaldskrar-isavia</p>

BIVO — VOPNAFJÖRÐUR / VOPNAFJORDUR

Note: The following sections in this chapter are intentionally left blank: AD-2.20, AD-2.21, AD-2.22, AD-2.23

BIVO AD 2.1 Staðarauðkenni og heiti flugvallar Aerodrome location indicator and name

BIVO — VOPNAFJÖRÐUR / VOPNAFJORDUR

BIVO AD 2.2 Landfræðilegar og stjórnunarupplýsingar flugvallar Aerodrome geographical and administrative data

ENGLISH/ ICELANDIC		
1	ARP coordinates and site at Aerodrome	654314N 0145102W
	Hnattstaða flugvallar	
2	Direction and distance from (city)	220° GEO, 4.6 KM (2.5 NM) from Vopnafjörður
	Stefna og fjarlægð frá (borg)	
3	Elevation / Reference temperature	10 FT / 13.7° C (August)
	Landhæð / viðmiðunarhitastig	
4	Geoid undulation at AD ELEV PSN	212 FT
	Bylgjulögun jarðsporvölu (frá WGS-84 viðmiðunarsporvölu) í hæðarviðmiðunarpunkti flugvallar	
5	MAG VAR / Annual change	11°W (2017) / 0.3°
	Misvísun / árleg breyting	
6	AD Administration / Rekstraraðili flugvallar	District 4 / Umdæmi 4:
	address / heimilisfang	ISAVIA OHF. Egilsstaðaflugvelli 701 Egilsstöðum, Iceland
	telephone / sími:	+354 424 4040 District manager / Umdæmisstjóri +354 473 1521 AFIS
	telefax / símbréf:	—
	email / netfang:	bivo@isavia.is
	AFS:	—
7	Types of traffic permitted	IFR-VFR
	Leyfð flugumferð	
8	Remarks	NIL
	Athugasemdir	

**BIVO AD 2.3 Þjónustutímar
Operational hours**

ENGLISH/ ICELANDIC		
1	AD Administration	During Office Hours / Á skrifstofutíma
	Rekstraraðili flugvallar	
2	Customs and immigration	NIL
	Tollur og útlendingaefirlit	
3	Health and sanitation	NIL
	Heilsugæsla	
4	AIS Briefing Office	NIL
	Kynningarstofa upplýsingaþjónustu	
5	ATS Reporting Office (ARO)	NIL
	Flugvarðstofa	
6	MET Briefing Office	H24 - IMO telephone / Sími Veðurstofu Íslands: + 354 522 6000
	Kynningastofa veðurþjónustu	
7	ATS	<p>AFIS: Summer / Sumartími 1 June to 31 August / 1. júní til og með 31. ágúst Weekdays / Virka daga 0800-1600</p> <p>AFIS: Winter / Vetrartími 1 Sept. to 31 May / 1. sept. til og með 31. maí Weekdays / Virka daga 0800-1200</p> <p>No service Christmas Eve and New Year's Eve after 1600 or at New Year's Day, Easter Sunday and Christmas Day. / Ekki þjónusta eftir 1600 aðfangadag og gamlársdag eða á nýjárðag, páskadag og jóladag.</p>
	Flugumferðarþjónusta	
8	Fuelling	NIL
	Eldsneyti	
9	Handling	O/R Skv. beiðni
	Afgreiðsla	
10	Security	NIL
	Flugvernd	
11	De-icing	NIL
	Afísing	
12	Remarks	<p>ATS available on request outside operational hours, if personnel is available. Surcharge applies. Request service with a minimum 1 hour's notice during summer and 2 hour's notice during winter, via Tel. +354 473 1521 Isavia user charges: https://www.isavia.is/en/corporate/business/user-charges</p>
	Athugasemdir	<p>Flugumferðarþjónusta er veitt utan þjónustutíma gegn gjaldi samkvæmt gjaldskrá, svo fremi sem starfsmaður sé tiltækur. Óskið þjónustu með að lágmarki 1 klst. fyrirvara að sumri og 2 klst. fyrirvara að vetri, í síma +354 473 1521 Gjaldskrá Isavia: https://www.isavia.is/fyrirtaekid/vidskiptavinir/gjaldskrar-isavia</p>

BISF — SELFOSS / SELFOSS

Note: The following sections in this chapter are intentionally left blank: AD-4.3, AD-4.6, AD-4.7, AD-4.8, AD-4.9, AD-4.10, AD-4.11, AD-4.13, AD-4.14, AD-4.15, AD-4.16, AD-4.17, AD-4.22, AD-4.24

BISF AD 4.1 Staðarauðkenni og heiti landingarstaðar Landing strip location indicator and name

BISF — SELFOSS / SELFOSS

BISF AD 4.2 Landfræðilegar og stjórnunarupplýsingar landingarstaðar Landing strip geographical and administrative data

ENGLISH/ ICELANDIC		
1	ARP coordinates and site at Aerodrome	635545N 0210216W
	Hnattstaða flugvallar	
2	Direction and distance from (city)	—
	Stefna og fjarlægð frá (borg)	
3	Elevation / Reference temperature	47 FT
	Landhæð / viðmiðunarhitastig	
4	Geoid undulation at AD ELEV PSN	—
	Bylgjulögun jarðsporvölu (frá WGS-84 viðmiðunarsporvölu) í hæðarviðmiðunarpunkti flugvallar	
5	MAG VAR / Annual change	—
	Misvísun / árleg breyting	
6	AD Administration / Rekstraraðili flugvallar	Private / Einkavöllur - Flugklúbbur Selfoss
	address / heimilisfang	Selfossflugvelli, 800 Selfossi, Iceland
	telephone / sími:	+354 892 3957 Þórir Tryggvason
	telefax / símbréf:	—
	email / netfang:	flugklubbur@flugklubbur.is
AFS:	—	
7	Types of traffic permitted	VFR
	Leyfð flugumferð	
8	Remarks	See more information / Sjá ítarlegri upplýsingar: www.flugklubbur.is
	Athugasemdir	

BISF AD 4.4 Afgreiðsla og tæki Handling services and facilities

ENGLISH/ ICELANDIC		
1	Cargo handling facilities:	—
	Fraktmeðhöndlun	
2	Fuel / oil types	AVGAS 100 LL, MOGAS 98 okt
	Eldsneytistegundir / olíur	
3	Fuelling facilities / capacity	—
	Eldsneytisbúnaður / magn	
4	De-icing facilities	—
	Affsingarbúnaður	
5	Hangar space for visiting aircraft	—
	Flugskýlispláss fyrir aðkomuvélar	
6	Repair facilities for visiting aircraft	—
	Viðhaldsmöguleikar fyrir aðkomuvélar	
7	Remarks	—
	Athugasemdir	

BISF AD 4.5 Aðstaða farþega Passenger facilities

Farþegaskýli

Passenger shelter

BISF AD 4.12 Sérkenni flugbrauta Runway physical characteristics

Designations RWY NR	TRUE BRG	Dimensions of RWY (M)	Strength (PCN) & surface of RWY and SWY	THR coordinates RWY end coordinates THR geoid undulation	THR elevation & highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
05	—	798 x30	— Gravel and grass / Möl og gras	635529.22N 0210240.24W — —	— —
23	—	798 x30	— Gravel and grass / Möl og gras	635550.60N 0210207.55W — —	— —
14	—	794x30	— Gravel and grass / Möl og gras	635558.70N 0210253.00W — —	— —
32	—	794x30	— Gravel and grass / Möl og gras	635542.16N 0210208.51W — —	— —