

AIP – ÍSLAND/ICELAND

Isavia ohf., Reykjavíkurlugvelli, 101 Reykjavík /
Isavia, Reykjavík Airport, IS-101 Reykjavík, Iceland
Sími/Telephone: + 354 424 4000 – Símbréf/Telefax: + 354 424 4001
Netfang/E-mail: isavia@isavia.is – Veffang/Internet address: http://www.isavia.is

AIP AMDT
006 / 2018
09 NOV 2018



ISAVIA

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

Subject	Changes	AIP pages/chapter
GEN		
Abbreviations	Abbreviations Used in AIS Publications - Abbreviation added.	GEN 2.2
Chart Symbols	Chart symbols redrawn.	GEN 2.3
FANS 1/A ADS-C and CPDLC	ADS-C periodic contract changed from 15 to 14 minutes.	GEN 3.4.4.8
Search and Rescue (SAR)	Updated information on adjacent RCC's and method of communication with them.	GEN 3.6.1.1.1
ENR		
Rules of the air and air traffic services procedures	Flights Allowed To Flight Plan into NAT Region DLM Airspace - Reference updated Airborne collision avoidance systems (ACAS) - New paragraph	ENR 1.8.2.3.3 ENR 1.8.11.7
Air Traffic Flow Management	Paragraph updated. CFMU changed to NMOC and information on Flow Management within BIRD added.	ENR 1.9
Repetitive flight plan system	Paragraph updated. CFMU changed to NMOC and information on Flow Management within EUR deleted	ENR 1.10.2
Air Traffic Services Airspace	Frequency VHF 124.400 MHz now HO 24H	ENR 2.1
AD		
BIIS- Isafjordur	Aerodrome Obstacles - OBST remark	BIIS AD 2.10
BIKF - Keflavik	Aprons, taxiways and check locations data - Release point P removed	BIKF AD 2.8.7
	Changes in obstacles due to coordination with data in database	BIKF AD 2.10
BIRK - Reykjavik	Local traffic regulations - RVR restriction	BIRK AD 2.20
SUP		
Ekkert / NIL		
AIC		
Ratsjársvamerki - Úthlutun / Allocated transponder codes		A 009 / 2018

GEN, ENR, AD

Eldri síður: / Old pages:

GEN

GEN 0.2 - 1/2	14 SEP 2018
GEN 0.4 - 1/2	14 SEP 2018
GEN 0.4 - 3/4	14 SEP 2018
GEN 0.4 - 5/6	14 SEP 2018
GEN 0.4 - 7/8	14 SEP 2018
GEN 2.2 - 11/12	30 MAR 2018
GEN 2.3 - 1/2	06 MAR 2015
GEN 2.3 - 3/4	06 MAR 2015
GEN 2.3 - 5/6	06 MAR 2015
GEN 3.4 - 9/10	11 DEC 2015
GEN 3.4 - 11/12	28 APR 2017
GEN 3.6 - 1/2	09 JAN 2015

ENR

ENR 1.8 - 7/8	30 MAR 2018
ENR 1.8 - 35/36	08 DEC 2017
ENR 1.8 - 37/38	29 MAR 2018
ENR 1.9 - 1/2	22 AUG 2014
ENR 1.9 - 3/4	04 FEB 2016
ENR 1.10 - 1/2	20 JUL 2018
ENR 1.10 - 3/4	08 DEC 2017
ENR 1.10 - 5/6	08 DEC 2017
ENR 2.1 - 3/4	25 MAY 2018

AD

BIIS AD 2 - 5/6	14 OCT 2016
BIKF AD 2 - 5/6	14 SEP 2018
BIKF AD 2 - 7/8	14 SEP 2018
BIRK AD 2 - 13/14	20 JUL 2018

Nýjar síður: / New pages:

GEN

GEN 0.2 - 1/2	09 NOV 2018
GEN 0.4 - 1/2	09 NOV 2018
GEN 0.4 - 3/4	09 NOV 2018
GEN 0.4 - 5/6	09 NOV 2018
GEN 0.4 - 7/8	09 NOV 2018
GEN 2.2 - 11/12	09 NOV 2018
GEN 2.3 - 1/2	09 NOV 2018
GEN 2.3 - 3/4	09 NOV 2018
GEN 2.3 - 5/6	09 NOV 2018
GEN 3.4 - 9/10	09 NOV 2018
GEN 3.4 - 11/12	09 NOV 2018
GEN 3.6 - 1/2	09 NOV 2018

ENR

ENR 1.8 - 7/8	09 NOV 2018
ENR 1.8 - 35/36	09 NOV 2018
ENR 1.8 - 37/38	09 NOV 2018
ENR 1.9 - 1/2	09 NOV 2018
ENR 1.9 - 3/4	09 NOV 2018
ENR 1.10 - 1/2	09 NOV 2018
ENR 1.10 - 3/4	09 NOV 2018
Page deleted	
ENR 2.1 - 3/4	09 NOV 2018

AD

BIIS AD 2 - 5/6	09 NOV 2018
BIKF AD 2 - 5/6	09 NOV 2018
BIKF AD 2 - 7/8	09 NOV 2018
BIRK AD 2 - 13/14	09 NOV 2018

VIÐBÆTUR / SUPPLEMENTS

Nýjar viðbætur / New Supplements
Engin / NIL

Viðbætur felldar úr gildi / Supplements hereby cancelled
Engin / NIL

UPPLÝSINGABRÉF / AIC

Ný upplýsingabréf / New AIC
A 009 / 2018

Upplýsingabréf felld úr gildi / AICs hereby cancelled
A 005/2018

Efni eftirfarandi NOTAM skeyta birt í útgáfunni:

A0360/18

NOTAM incorporated in this amendment:

Hægt er að nálgast Flugmálahandbókina (AIP)
öll AIC-upplýsingabréf og AIP-supplement sem eru í gildi á
heimasíðu Isavia ohf., <http://eaip.samgongustofa.is/>.
Skráið uppfærslu í kafla GEN 0.2

The AIP publications, all effective AICs and AIP supplements
can be accessed through the ISAVIA
webpage <http://eaip.samgongustofa.is/>.
Record entry of amendment in chapter GEN 0.2

AIC – ÍSLAND / ICELAND

Isavia ohf., Reykjavíkflugvelli, 101 Reykjavík /
Isavia, Reykjavik Airport, IS-101 Reykjavik, Iceland
Sími / Telephone: + 354 424 4000
Símbref / Telefax: + 354 424 4001
ais@isavia.is
<http://www.isavia.is/>

AIC
A 009 / 2018

09 NOV 2018

Ratsjársvamerki - Úthlutun / Allocated transponder codes



ISAVIA

Úthlutun í nóvember 2018 / Allocated in November 2018

Úthlutun annast / Allocated by: Isavia ohf.

Netfang / E-mail: ssr@isavia.is

Stafrófsröð /

Alphabetical order:

ABB	1572	C172	EGO	1613	TRIN	GIN	1502	PA12
ABC	1001	Z326	EHA	1036	ERCO	GJA	1336	C172
ABJ	1173	PTS1	EHR26	1367	B06	GMI	1071	C185
ABM	1114	PA18	EHR50	1647	AS50	HAF	1424	CH7B
AFI	1005	PA18	EHR52	1645	AS50	HAL	1524	C172
AFN27	1427	C207	EHR60	1370	AS50	HDI	1167	B06
AFN31	1430	PA31	EHR65	1646	AS65	HDU	1636	AS65
AFN35	1435	PA31	EJG	1535	C172	HDW	1637	AS50
AIB	1010	C140	ELX	1055	C185	HER	1123	PA28
AIR	1446	PA18	EOS	1513	PA28	HFN	1174	C172
AKK	1321	PA12	ESI	1044	C150	HHH	1031	B407
ALK	1322	PA18	ETT	1106	PA23	HIS	1101	C180
ALP	1012	PA12	EXI	1061	EXEC	HRB	1102	CH7A
AMBER01	1326		EXP	1514	C172	HVO	1373	C152
AMBER02	1327		FAA	1434	PA28	IAV	1650	SR22
API	1333	C152	FAB	1140	PA38	IBK	1152	C182
ARC	1014	ERCO	FAC	1133	CH8B	ICG25	1774	DH8C
ART	1602	RV6	FAD	1352	PA38	ICG27	1775	-
ASH	1057	C421	FAL	1041	D11	ICG29	1776	AS32
ASI	1432	C172	FAR	1045	VO10	ICG31	1773	-
AST	1015	C140	FBA	1161	PA28	ICG33	1772	AS32
AUR	1622	RALL	FBI	1316	C172	ICG35	1777	AS32
AVA	1127	C152	FEI185	4205	C185	IFA	1401	SIRA
BAA	1105	PA23	FEI207	4207	C207	IFB	1402	SIRA
BAY	1040	LAKE	FET	1516	PA28	IFD	1403	SIRA
BCW	1437	Y18T	FFC	1314	BE77	IFE	1411	SIRA
BCX	1631	YK52	FFH	1150	PA28	IFF	1113	C152
BCZ	1054	YK52	FFK	1570	C180	IFG	1120	SIRA
BEE	1575	GLSP	FFL	1047	C172	IFH	1422	PA28
BEZ	1016	BE77	FGA	1147	DV20	IFI	1420	PA28
BGH	1017	PA22	FGB	1461	DV20	IHS20	1501	B06
BLU	1642	PTMS	FGC	1323	DV20	IHS40	1374	B407
BMC	1550	BE23	FHB	1050	C150	ILO	1172	RV8
BMW	1473	P68	FHD	1046	C172	ISA	1137	P68
BMX	1021	C337	FHE	1051	C152	ISC	1312	C172
BON	1131	BE23	FHI	1515	C152	ISE	1536	C172
BOR	1577	PA22	FHR	1052	C172	ITJ	1545	PA18
BOY	1022	PA28	FIF	1517	C172	IVR	1126	CH7A
BTH	1023	PTS2	FIM	1104	PA18	JEG	1313	C172
BWH1	1340	AS50	FKR	1062	C206	JET	1616	C150
BWH2	1344	AS50	FLY	1070	AVID	JMH	1171	PA23
BWH3	1004	EC20	FMS	1125	BE20	JON	1154	KZ7
CCB	1475	YK55	FOX	1135	PA30	JSG	1661	PA31
CRZ	1011	PA12	FRK	1073	C172	JSO	1506	C172
CUB	1024	J3	FRU	1074	C172	JVB	1607	C402
CUP	1025	J3	FTA	1664	PA44	KAD	1511	C150
DGA	1534	C182	FTB	1075	C150	KAF	1115	C170
DHC	1027	DHC1	FTD	1330	C150	KAH	1337	C180
DIS	1413	PA28	FTF	1343	C152	KAI	1512	PA22
DJR	1345	C152	FTH	1623	H269	KAJ	1520	PA18
DNY256	1635	-	FTI	1363	C172	KAK	1356	J3
DRN	1175	WACC	FTO	1163	C172	KAO	1523	J3
DRO	1122	MCR1	FTP	1504	C172	KAP	1532	J3
DUA	1510	C172	FTZ	1311	C172	KAR	1416	S108
DUI	1560	D250	FUN	1013	CH7A	KAS	1554	J3
DVD	1462	C180	FXB	1617	DH8D	KAT	1566	J3
DYR	1032	J3	FXG	1614	DH8B	KAU	1056	ST75
			FXK	1603	DH8A	KFA	1410	DA20
			GAG	1157	PA22	KFB	1505	DA20
			GEM	1624	GEMI	KFC	1315	DA40
			GHG	1310	C152	KFD	1317	DA40

KFE	1355	DA42	NLD	1663	DHC6	SAP	1470	SVIF
KFF	1366	DA20	NPK	1116	DC3	SAR	1447	SVIF
KFG	1354	DA20	ODO	1306	PA22	SAS	1450	SVIF
KFH	1375	DA40	OGJ	1674	PZ04	SAT	1451	SVIF
KFI	1341	DA42	OII	1072	C150	SAV	1452	SVIF
KFJ	1347	DA40	OIL	1130	C185	SAX	1672	SVIF
KFK	1342	DA40	OKMMG	1440	PA34	SBF	1455	SVIF
KFL	1362	DA40	OLA	1553	PA28	SBN	1466	SVIF
KFM	1365	DA40	OMG	1334	C170	SDF	1177	SVIF
KFX	1364	DA20	OMI	1320	PA38	SEX	1562	C172
KGK	1303	C150	ONE	1555	C172	SGA	1066	RALL
KHB	1441	PA22	ORA	1634	JS32	SIK	1405	SVIF
KIK	1305	PA22	ORB	1112	C207	SIP	1406	SVIF
KING2	1767	BE20	ORC	1660	JS32	SKG	1404	SVIF
KJO	1002	PA20	ORD	1103	JS31	SKN	1543	C172
KLM	1540	C172	ORE	1673	PA31	SKO	1111	C172
KLO	1324	C172	ORF	1155	C441	SLS	1412	SVIF
KNM	1325	PA22	ORG	1655	JS32	SMA	1156	QIC2
KOZ	1350	CH7B	ORN	1143	C185	SOL	1110	SVIF
KRA	1165	C172	OSK	1121	RALL	SPA	1565	PA28
KZA	1351	KZ3	OYHIH	1643	A139	SPO	1415	SVIF
LBP	1630	AUS5	OYHIL	1644	A139	SPY	1556	C172
LDS	1124	DO27	PAA	1063	PA16	STE	1417	SVIF
LEO	1353	PA18	PAC	1527	PA18	STK	1053	SVIF
LIZ	1544	PA22	PAM	1372	PA28	STR	1525	C172
LOA	1007	AR11	PHX	1026	PA18	SVO	1142	TOBA
MAD	1020	L1P	PIA	1117	PA28	SWK	1076	SVIF
MAJ	1302	C207	PJE	1557	C172	TEN	1414	TWEN
MBJ	1166	CH7B	POF	1042	DHC6	TF136	1657	FIS
MEE	1176	KTFX	POL	1145	C172	TF146	1460	FIS
MEL	1065	PA25	POU	1332	PA28	TOB	1526	PA28
MET	1144	SVNH	PZL	1667	PZ01	TOD	1132	PA28
MEY	1467	PA28	REB	1656	D11	TOG	1421	O1
MIN	1521	PA28	REF	1576	D140	TOH	1331	PA28
MLP	1357	C172	REY	1371	PA22	TOM	1346	C170
MRS	1360	C140	RJC	1134	PA28	TOP	1666	PTS2
MYA	1170	BE20	RKH	1633	RC3	TPB	1164	C172
MYA77	4277	-	RLR	1574	C172	TUG	1423	PA25
MYA78	4270	-	ROD	1060	PA12	TWO	1471	C150
MYF	1146	C206	RPM	1376	C150	UFO	1425	CP10
MYY	1160	C206	RUT	1377	C172	ULF	1301	D140
N3294P	1561	PA23	RVA	1043	RV4	ULV	1426	DR10
N52XC	1522	CC19	RVB	1537	RV4	UNA	1567	C172
N579CD	1651	SR22	RVC	1067	RV9	UPS	1571	PA28
N72010	1407	C206	RVM	1107	PA28	VEL	1477	P68
N9843H	1003	C182	SAA	1433	SVIF	VEV	1431	PA31
N9911V	1153	C180	SAB	1442	SVIF	VEY	1507	P68
NDB	1361	PA22	SAC	1463	SVIF	VIK	1465	H295
NES	1552	C172	SAE	1443	SVIF	VIP	1151	C172
NEW	1530	C172	SAG	1444	SVIF	VOT	1077	AVTR
NLB	1035	BE20	SAJ	1445	SVIF	XXL	1030	PA12
NLC	1662	DHC6	SAL	1546	SVIF	ZZZ	1436	ERCO

**Númeraröð /
Numerical order:**

1001	ABC	Z326	1122	DRO	MCR1	1347	KFJ	DA40
1002	KJO	PA20	1123	HER	PA28	1350	KOZ	CH7B
1003	N9843H	C182	1124	LDS	DO27	1351	KZA	KZ3
1004	BWH3	EC20	1125	FMS	BE20	1352	FAD	PA38
1005	AFI	PA18	1126	IVR	CH7A	1353	LEO	PA18
1007	LOA	AR11	1127	AVA	C152	1354	KFG	DA20
1010	AIB	C140	1130	OIL	C185	1355	KFE	DA42
1011	CRZ	PA12	1131	BON	BE23	1356	KAK	J3
1012	ALP	PA12	1132	TOD	PA28	1357	MLP	C172
1013	FUN	CH7A	1133	FAC	CH8B	1360	MRS	C140
1014	ARC	ERCO	1134	RJC	PA28	1361	NDB	PA22
1015	AST	C140	1135	FOX	PA30	1362	KFL	DA40
1016	BEZ	BE77	1137	ISA	P68	1363	FTI	C172
1017	BGH	PA22	1140	FAB	PA38	1364	KFX	DA20
1020	MAD	L1P	1142	SVO	TOBA	1365	KFM	DA40
1021	BMX	C337	1143	ORN	C185	1366	KFF	DA20
1022	BOY	PA28	1144	MET	SVNH	1367	EHR26	B06
1023	BTH	PTS2	1145	POL	C172	1370	EHR60	AS50
1024	CUB	J3	1146	MYF	C206	1371	REY	PA22
1025	CUP	J3	1147	FGA	DV20	1372	PAM	PA28
1026	PHX	PA18	1150	FFH	PA28	1373	HVO	C152
1027	DHC	DHC1	1151	VIP	C172	1374	IHS40	B407
1030	XXL	PA12	1152	IBK	C182	1375	KFH	DA40
1031	HHH	B407	1153	N9911V	C180	1376	RPM	C150
1032	DYR	J3	1154	JON	KZ7	1377	RUT	C172
1035	NLB	BE20	1155	ORF	C441	1401	IFA	SIRA
1036	EHA	ERCO	1156	SMA	QIC2	1402	IFB	SIRA
1040	BAY	LAKE	1157	GAG	PA22	1403	IFD	SIRA
1041	FAL	D11	1160	MYY	C206	1404	SKG	SVIF
1042	POF	DHC6	1161	FBA	PA28	1405	SIK	SVIF
1043	RVA	RV4	1163	FTO	C172	1406	SIP	SVIF
1044	ESI	C150	1164	TPB	C172	1407	N72010	C206
1045	FAR	VO10	1165	KRA	C172	1410	KFA	DA20
1046	FHD	C172	1166	MBJ	CH7B	1411	IFE	SIRA
1047	FFL	C172	1167	HDI	B06	1412	SLS	SVIF
1050	FHB	C150	1170	MYA	BE20	1413	DIS	PA28
1051	FHE	C152	1171	JMH	PA23	1414	TEN	TWEN
1052	FHR	C172	1172	ILO	RV8	1415	SPO	SVIF
1053	STK	SVIF	1173	ABJ	PTS1	1416	KAR	S108
1054	BCZ	YK52	1174	HFN	C172	1417	STE	SVIF
1055	ELX	C185	1175	DRN	WACC	1420	IFI	PA28
1056	KAU	ST75	1176	MEE	KTFX	1421	TOG	O1
1057	ASH	C421	1177	SDF	SVIF	1422	IFH	PA28
1060	ROD	PA12	1301	ULF	D140	1423	TUG	PA25
1061	EXI	EXEC	1302	MAJ	C207	1424	HAF	CH7B
1062	FKR	C206	1303	KGK	C150	1425	UFO	CP10
1063	PAA	PA16	1305	KIK	PA22	1426	ULV	DR10
1065	MEL	PA25	1306	ODO	PA22	1427	AFN27	C207
1066	SGA	RALL	1310	GHG	C152	1430	AFN31	PA31
1067	RVC	RV9	1311	FTZ	C172	1431	VEV	PA31
1070	FLY	AVID	1312	ISC	C172	1432	ASI	C172
1071	GMI	C185	1313	JEG	C172	1433	SAA	SVIF
1072	OII	C150	1314	FFC	BE77	1434	FAA	PA28
1073	FRK	C172	1315	KFC	DA40	1435	AFN35	PA31
1074	FRU	C172	1316	FBI	C172	1436	ZZZ	ERCO
1075	FTB	C150	1317	KFD	DA40	1437	BCW	Y18T
1076	SWK	SVIF	1320	OMI	PA38	1440	OKMMG	PA34
1077	VOT	AVTR	1321	AKK	PA12	1441	KHB	PA22
1101	HIS	C180	1322	ALK	PA18	1442	SAB	SVIF
1102	HRB	CH7A	1323	FGC	DV20	1443	SAE	SVIF
1103	ORD	JS31	1324	KLO	C172	1444	SAG	SVIF
1104	FIM	PA18	1325	KNM	PA22	1445	SAJ	SVIF
1105	BAA	PA23	1326	AMBER01		1446	AIR	PA18
1106	ETT	PA23	1327	AMBER02		1447	SAR	SVIF
1107	RVM	PA28	1330	FTD	C150	1450	SAS	SVIF
1110	SOL	SVIF	1331	TOH	PA28	1451	SAT	SVIF
1111	SKO	C172	1332	POU	PA28	1452	SAV	SVIF
1112	ORB	C207	1333	API	C152	1455	SBF	SVIF
1113	IFF	C152	1334	OMG	C170	1460	TF146	FIS
1114	ABM	PA18	1336	GJA	C172	1461	FGB	DV20
1115	KAF	C170	1337	KAH	C180	1462	DVD	C180
1116	NPK	DC3	1340	BWH1	AS50	1463	SAC	SVIF
1117	PIA	PA28	1341	KFI	DA42	1465	VIK	H295
1120	IFG	SIRA	1342	KFK	DA40	1466	SBN	SVIF
1121	OSK	RALL	1343	KTF	C152	1467	MEY	PA28
			1344	BWH2	AS50	1470	SAP	SVIF
			1345	DJR	C152	1471	TWO	C150
			1346	TOM	C170	1473	BMW	P68

1475	CCB	YK55	1560	DUI	D250	1661	JSG	PA31
1477	VEL	P68	1561	N3294P	PA23	1662	NLC	DHC6
1501	IHS20	B06	1562	SEX	C172	1663	NLD	DHC6
1502	GIN	PA12	1565	SPA	PA28	1664	FTA	PA44
1504	FTP	C172	1566	KAT	J3	1666	TOP	PTS2
1505	KFB	DA20	1567	UNA	C172	1667	PZL	PZ01
1506	JSO	C172	1570	FFK	C180	1672	SAX	SVIF
1507	VEY	P68	1571	UPS	PA28	1673	ORE	PA31
1510	DUA	C172	1572	ABB	C172	1674	OGJ	PZ04
1511	KAD	C150	1574	RRL	C172	1767	KING2	BE20
1512	KAI	PA22	1575	BEE	GLSP	1772	ICG33	AS32
1513	EOS	PA28	1576	REF	D140	1773	ICG31	-
1514	EXP	C172	1577	BOR	PA22	1774	ICG25	DH8C
1515	FHI	C152	1602	ART	RV6	1775	ICG27	-
1516	FET	PA28	1603	FXX	DH8A	1776	ICG29	AS32
1517	FIF	C172	1607	JVB	C402	1777	ICG35	AS32
1520	KAJ	PA18	1613	EGO	TRIN	4205	FEI185	C185
1521	MIN	PA28	1614	FXG	DH8B	4207	FEI207	C207
1522	N52XC	CC19	1616	JET	C150	4270	MYA78	-
1523	KAO	J3	1617	FXB	DH8D	4277	MYA77	-
1524	HAL	C172	1622	AUR	RALL			
1525	STR	C172	1623	FTH	H269			
1526	TOB	PA28	1624	GEM	GEMI			
1527	PAC	PA18	1630	LBP	AUS5			
1530	NEW	C172	1631	BCX	YK52			
1532	KAP	J3	1633	RKH	RC3			
1534	DGA	C182	1634	ORA	JS32			
1535	EJG	C172	1635	DNY256	-			
1536	ISE	C172	1636	HDU	AS65			
1537	RVB	RV4	1637	HDW	AS50			
1540	KLM	C172	1642	BLU	PTMS			
1543	SKN	C172	1643	OYHIH	A139			
1544	LIZ	PA22	1644	OYHIL	A139			
1545	ITJ	PA18	1645	EHR52	AS50			
1546	SAL	SVIF	1646	EHR65	AS65			
1550	BMC	BE23	1647	EHR50	AS50			
1552	NES	C172	1650	IAV	SR22			
1553	OLA	PA28	1651	N579CD	SR22			
1554	KAS	J3	1655	ORG	JS32			
1555	ONE	C172	1656	REB	D11			
1556	SPY	C172	1657	TF136	FIS			
1557	PJE	C172	1660	ORC	JS32			

Upplýsingabréf fellt út gildi /
AIC hereby cancelled:
A 005/2018

Efni eftirfarandi NOTAM skeyta birt í
þessu upplýsingabréfi: /
NOTAM incorporated in this AIC:
Ekkert / NIL

ENDIR / END

GEN 0.2 Listi yfir uppfærslur Flugmálahandbókar
Record of AIP Amendments

Fyrirvarauppfærslur Flugmálahandbókar / AIRAC AIP AMENDMENT			
<i>Nr. / Ár</i> <i>NR/Year</i>	<i>Útgáfudagur /</i> <i>Publication date</i>	<i>Gildisdagur /</i> <i>Effective Date</i>	<i>Sett inn af /</i> <i>Inserted by</i>
001/2016	11-Dec-2015	04-Feb-2016	
002/2016	04-Mar-2016	31-Mar-2016	
003/2016	04-Mar-2016	28-Apr-2016	
004/2016	29-Apr-2016	23-Jun-2016	
005/2016	22-Jul-2016	15-Sep-2016	
006/2016	14-Oct-2016	08-Dec-2016	
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	

Uppfærslur Flugmálahandbókar / AIP AMENDMENT			
<i>Nr. / Ár</i> <i>NR/Year</i>	<i>Útgáfudagur /</i> <i>Publication date</i>	<i>Dags. inns./</i> <i>Date inserted</i>	<i>Sett inn af /</i> <i>Inserted by</i>
001/2016	04-Mar-2016	04-Mar-2016	
002/2016	29-Apr-2016	29-Apr-2016	
003/2016	22-Jul-2016	22-Jul-2016	
004/2016	14-Oct-2016	14-Oct-2016	
005/2016	09-Dec-2016	09-Dec-2016	
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	

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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	09 NOV 2018	GEN 0.5 - 1	17 AUG 2017
GEN 0.1 - 2	29 MAY 2015	GEN 0.4 - 2	09 NOV 2018	GEN 0.5 - 2	17 AUG 2017
GEN 0.1 - 3	28 APR 2017	GEN 0.4 - 3	09 NOV 2018	GEN 0.6 - 1	14 NOV 2014
GEN 0.1 - 4	28 APR 2017	GEN 0.4 - 4	09 NOV 2018	GEN 0.6 - 2	14 NOV 2014
GEN 0.2 - 1	09 NOV 2018	GEN 0.4 - 5	09 NOV 2018	GEN 0.6 - 3	14 NOV 2014
GEN 0.2 - 2	09 NOV 2018	GEN 0.4 - 6	09 NOV 2018	GEN 0.6 - 4	14 NOV 2014
GEN 0.3 - 1	03 APR 2014	GEN 0.4 - 7	09 NOV 2018	GEN 0.6 - 5	14 NOV 2014
GEN 0.3 - 2	03 APR 2014	GEN 0.4 - 8	09 NOV 2018	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 1.4 - 2	22 JUL 2016	GEN 1.7 - 9	03 APR 2014
GEN 1.1 - 2	22 JUL 2016	GEN 1.5 - 1	24 MAY 2018	GEN 1.7 - 10	03 APR 2014
GEN 1.2 - 1	22 JUL 2016	GEN 1.5 - 2	24 MAY 2018	GEN 1.7 - 11	03 APR 2014
GEN 1.2 - 2	22 JUL 2016	GEN 1.6 - 1	09 JAN 2015	GEN 1.7 - 12	03 APR 2014
GEN 1.2 - 3	30 MAR 2018	GEN 1.6 - 2	09 JAN 2015	GEN 1.7 - 13	03 APR 2014
GEN 1.2 - 4	30 MAR 2018	GEN 1.7 - 1	03 APR 2014	GEN 1.7 - 14	03 APR 2014
GEN 1.2 - 5	30 MAR 2018	GEN 1.7 - 2	03 APR 2014	GEN 1.7 - 15	02 FEB 2018
GEN 1.2 - 6	30 MAR 2018	GEN 1.7 - 3	30 MAR 2018	GEN 1.7 - 16	02 FEB 2018
GEN 1.2 - 7	03 MAR 2017	GEN 1.7 - 4	30 MAR 2018	GEN 1.7 - 17	03 MAR 2017
GEN 1.2 - 8	03 MAR 2017	GEN 1.7 - 5	13 OCT 2017	GEN 1.7 - 18	03 MAR 2017
GEN 1.3 - 1	03 APR 2014	GEN 1.7 - 6	13 OCT 2017	GEN 1.7 - 19	18 AUG 2017
GEN 1.3 - 2	03 APR 2014	GEN 1.7 - 7	03 APR 2014	GEN 1.7 - 20	18 AUG 2017
GEN 1.4 - 1	22 JUL 2016	GEN 1.7 - 8	03 APR 2014		

**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 FEB 2016	GEN 2.7 - 3	04 APR 2014
GEN 2.2 - 2	08 DEC 2017	GEN 2.3 - 8	04 FEB 2016	GEN 2.7 - 4	04 APR 2014
GEN 2.2 - 3	08 DEC 2017	GEN 2.3 - 9	06 MAR 2015	GEN 2.7 - 5	04 APR 2014
GEN 2.2 - 4	08 DEC 2017	GEN 2.3 - 10	06 MAR 2015	GEN 2.7 - 6	04 APR 2014
GEN 2.2 - 5	08 DEC 2017	GEN 2.3 - 11	14 SEP 2018	GEN 2.7 - 7	04 APR 2014
GEN 2.2 - 6	08 DEC 2017	GEN 2.3 - 12	14 SEP 2018	GEN 2.7 - 8	04 APR 2014
GEN 2.2 - 7	08 DEC 2017	GEN 2.4 - 1	08 DEC 2016	GEN 2.7 - 9	04 APR 2014
GEN 2.2 - 8	08 DEC 2017	GEN 2.4 - 2	08 DEC 2016	GEN 2.7 - 10	04 APR 2014
GEN 2.2 - 9	08 DEC 2017	GEN 2.4 - 3	08 DEC 2016	GEN 2.7 - 11	28 APR 2017
GEN 2.2 - 10	08 DEC 2017	GEN 2.4 - 4	08 DEC 2016	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	08 DEC 2017	GEN 2.6 - 1	03 APR 2014	GEN 2.7 - 15	28 APR 2017
GEN 2.2 - 14	08 DEC 2017	GEN 2.6 - 2	03 APR 2014	GEN 2.7 - 16	28 APR 2017
GEN 2.2 - 15	08 DEC 2017	GEN 2.6 - 3	03 APR 2014	GEN 2.7 - 17	28 APR 2017
GEN 2.2 - 16	08 DEC 2017	GEN 2.6 - 4	03 APR 2014	GEN 2.7 - 18	28 APR 2017
GEN 2.2 - 17	08 DEC 2017	GEN 2.6 - 5	03 APR 2014	GEN 2.8 - 1	03 APR 2014
GEN 2.2 - 18	08 DEC 2017	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	13 OCT 2017	GEN 3.6 - 1	09 NOV 2018
GEN 3.2 - 4	08 NOV 2018	GEN 3.4 - 8	13 OCT 2017	GEN 3.6 - 2	09 NOV 2018
GEN 3.2 - 5	08 NOV 2018	GEN 3.4 - 9	09 NOV 2018	GEN 3.6 - 3	06 MAR 2015
GEN 3.2 - 6	08 NOV 2018	GEN 3.4 - 10	09 NOV 2018	GEN 3.6 - 4	06 MAR 2015
GEN 3.2 - 7	08 NOV 2018	GEN 3.4 - 11	09 NOV 2018	GEN 3.6 - 5	06 MAR 2015
GEN 3.2 - 8	08 NOV 2018	GEN 3.4 - 12	09 NOV 2018	GEN 3.6 - 6	06 MAR 2015
GEN 3.2 - 9	08 NOV 2018	GEN 3.4 - 13	30 MAR 2018	GEN 3.6 - 7	06 MAR 2015
GEN 3.2 - 10	08 NOV 2018	GEN 3.4 - 14	30 MAR 2018	GEN 3.6 - 8	06 MAR 2015

GEN 4		GJALDSKRÁ FLUGVALLA OG FLUGLEIÐSÖGU-ÞJÓNUSTU CHARGES for AERODROMES and AIR NAVIGATION SERVICES			
GEN 4.1 - 1	25 MAY 2018	GEN 4.1 - 6	25 MAY 2018	GEN 4.2 - 1	18 AUG 2017
GEN 4.1 - 2	25 MAY 2018	GEN 4.1 - 7	20 JUL 2018	GEN 4.2 - 2	18 AUG 2017
GEN 4.1 - 3	25 MAY 2018	GEN 4.1 - 8	20 JUL 2018	GEN 4.2 - 3	29 MAR 2018
GEN 4.1 - 4	25 MAY 2018	GEN 4.1 - 9	20 JUL 2018	GEN 4.2 - 4	29 MAR 2018
GEN 4.1 - 5	25 MAY 2018	GEN 4.1 - 10	20 JUL 2018		

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 - 3	02 FEB 2017	ENR 1.8 - 11	08 DEC 2017
ENR 1.1 - 2	02 FEB 2018	ENR 1.6 - 4	02 FEB 2017	ENR 1.8 - 12	08 DEC 2017
ENR 1.1 - 3	02 FEB 2018	ENR 1.6 - 5	02 FEB 2017	ENR 1.8 - 13	08 DEC 2017
ENR 1.1 - 4	02 FEB 2018	ENR 1.6 - 6	02 FEB 2017	ENR 1.8 - 14	08 DEC 2017
ENR 1.1 - 5	02 FEB 2018	ENR 1.6 - 7	16 OCT 2014	ENR 1.8 - 15	24 MAY 2018
ENR 1.1 - 6	02 FEB 2018	ENR 1.6 - 8	16 OCT 2014	ENR 1.8 - 16	24 MAY 2018
ENR 1.2 - 1	08 DEC 2017	ENR 1.6 - 9	16 OCT 2014	ENR 1.8 - 17	08 DEC 2017
ENR 1.2 - 2	08 DEC 2017	ENR 1.6 - 10	16 OCT 2014	ENR 1.8 - 18	08 DEC 2017
ENR 1.2 - 3	08 DEC 2017	ENR 1.7 - 1	14 SEP 2018	ENR 1.8 - 19	08 DEC 2017
ENR 1.2 - 4	08 DEC 2017	ENR 1.7 - 2	14 SEP 2018	ENR 1.8 - 20	08 DEC 2017
ENR 1.2 - 5	08 DEC 2017	ENR 1.7 - 3	14 SEP 2018	ENR 1.8 - 21	08 DEC 2017
ENR 1.2 - 6	08 DEC 2017	ENR 1.7 - 4	14 SEP 2018	ENR 1.8 - 22	08 DEC 2017
ENR 1.3 - 1	09 DEC 2016	ENR 1.8 - 1	29 MAR 2018	ENR 1.8 - 23	08 DEC 2017
ENR 1.3 - 2	09 DEC 2016	ENR 1.8 - 2	29 MAR 2018	ENR 1.8 - 24	08 DEC 2017
ENR 1.3 - 3	15 SEP 2016	ENR 1.8 - 3	08 DEC 2017	ENR 1.8 - 25	08 DEC 2017
ENR 1.3 - 4	15 SEP 2016	ENR 1.8 - 4	08 DEC 2017	ENR 1.8 - 26	08 DEC 2017
ENR 1.4 - 1	30 APR 2015	ENR 1.8 - 5	08 DEC 2017	ENR 1.8 - 27	08 DEC 2017
ENR 1.4 - 2	30 APR 2015	ENR 1.8 - 6	08 DEC 2017	ENR 1.8 - 28	08 DEC 2017
ENR 1.5 - 1	22 AUG 2014	ENR 1.8 - 7	09 NOV 2018	ENR 1.8 - 29	29 MAR 2018
ENR 1.5 - 2	22 AUG 2014	ENR 1.8 - 8	09 NOV 2018	ENR 1.8 - 30	29 MAR 2018
ENR 1.6 - 1	22 JUL 2016	ENR 1.8 - 9	08 DEC 2017	ENR 1.8 - 31	29 MAR 2018
ENR 1.6 - 2	22 JUL 2016	ENR 1.8 - 10	08 DEC 2017	ENR 1.8 - 32	29 MAR 2018

ENR 1.8 - 33	25 MAY 2018	ENR 1.10 - 2	09 NOV 2018	ENR 1.14 - 1	25 MAY 2018
ENR 1.8 - 34	25 MAY 2018	ENR 1.10 - 3	09 NOV 2018	ENR 1.14 - 2	25 MAY 2018
ENR 1.8 - 35	09 NOV 2018	ENR 1.10 - 4	09 NOV 2018	ENR 1.14 - 3	25 MAY 2018
ENR 1.8 - 36	09 NOV 2018	ENR 1.11 - 1	08 DEC 2017	ENR 1.14 - 4	25 MAY 2018
ENR 1.8 - 37	09 NOV 2018	ENR 1.11 - 2	08 DEC 2017	ENR 1.14 - 5	25 MAY 2018
ENR 1.8 - 38	09 NOV 2018	ENR 1.12 - 1	22 JUL 2016	ENR 1.14 - 6	25 MAY 2018
ENR 1.9 - 1	09 NOV 2018	ENR 1.12 - 2	22 JUL 2016	ENR 1.14 - 7	25 MAY 2018
ENR 1.9 - 2	09 NOV 2018	ENR 1.12 - 3	22 AUG 2014	ENR 1.14 - 8	25 MAY 2018
ENR 1.9 - 3	09 NOV 2018	ENR 1.12 - 4	22 AUG 2014	ENR 1.14 - 9	25 MAY 2018
ENR 1.9 - 4	09 NOV 2018	ENR 1.13 - 1	16 OCT 2014	ENR 1.14 - 10	25 MAY 2018
ENR 1.10 - 1	09 NOV 2018	ENR 1.13 - 2	16 OCT 2014		

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	29 MAR 2018
ENR 4.1 - 2	20 JUL 2018	ENR 4.3 - 5	03 MAR 2017	ENR 4.4 - 6	29 MAR 2018
ENR 4.2 - 1	03 APR 2014	ENR 4.3 - 6	03 MAR 2017	ENR 4.4 - 7	29 MAR 2018
ENR 4.2 - 2	03 APR 2014	ENR 4.4 - 1	07 DEC 2017	ENR 4.4 - 8	29 MAR 2018
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	28 APR 2016	ENR 5.4 - 2	18 AUG 2017	ENR 5.6 - 1	28 APR 2017
ENR 5.2 - 2	28 APR 2016	ENR 5.5 - 1	08 DEC 2016	ENR 5.6 - 2	28 APR 2017
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	29 APR 2016	ENR 6.1 - 17	06 MAR 2015
ENR 6.1 - 2	29 APR 2016	ENR 6.1 - 10	29 APR 2016	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	12 NOV 2015
AD 1.1 - 2	09 DEC 2016	AD 1.2 - 5	03 MAR 2017	AD 1.3 - 4	12 NOV 2015
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	04 APR 2014
AD 1.2 - 2	03 MAR 2017	AD 1.3 - 1	08 DEC 2016	AD 1.5 - 2	04 APR 2014
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	25 MAY 2018	BIAR AD 2.24.10.2 - 4	28 APR 2016	BIEG AD 2.24.10.1 - 5	08 FEB 2013
BIAR AD 2 - 2	25 MAY 2018	BIAR AD 2.24.20.1 - 1	08 NOV 2018	BIEG AD 2.24.10.1 - 6	08 FEB 2013
BIAR AD 2 - 3	07 DEC 2017	BIAR AD 2.24.20.1 - 2	08 NOV 2018	BIEG AD 2.24.10.2 - 1	01 FEB 2018
BIAR AD 2 - 4	07 DEC 2017	BIAR AD 2.25 - 1	23 JUL 2015	BIEG AD 2.24.10.2 - 2	01 FEB 2018
BIAR AD 2 - 5	11 DEC 2015	BIAR AD 2.25 - 2	23 JUL 2015	BIEG AD 2.24.10.2 - 3	30 MAY 2014
BIAR AD 2 - 6	11 DEC 2015	BIBD AD 2 - 1	14 SEP 2018	BIEG AD 2.24.10.2 - 4	30 MAY 2014
BIAR AD 2 - 7	20 JUL 2018	BIBD AD 2 - 2	14 SEP 2018	BIEG AD 2.25 - 1	07 FEB 2013
BIAR AD 2 - 8	20 JUL 2018	BIBD AD 2 - 3	22 JUL 2016	BIEG AD 2.25 - 2	07 FEB 2013
BIAR AD 2 - 9	22 JUL 2016	BIBD AD 2 - 4	22 JUL 2016	BIGJ AD 2 - 1	14 SEP 2018
BIAR AD 2 - 10	22 JUL 2016	BIBD AD 2 - 5	04 MAR 2016	BIGJ AD 2 - 2	14 SEP 2018
BIAR AD 2 - 11	08 NOV 2018	BIBD AD 2 - 6	04 MAR 2016	BIGJ AD 2 - 3	04 MAR 2016
BIAR AD 2 - 12	08 NOV 2018	BIBD AD 2 - 7	04 MAR 2016	BIGJ AD 2 - 4	04 MAR 2016
BIAR AD 2.24.1.1 - 1	12 OCT 2017	BIBD AD 2 - 8	04 MAR 2016	BIGJ AD 2 - 5	04 MAR 2016
BIAR AD 2.24.1.1 - 2	12 OCT 2017	BIBD AD 2 - 9	13 SEP 2018	BIGJ AD 2 - 6	04 MAR 2016
BIAR AD 2.24.1.2 - 1	08 DEC 2017	BIBD AD 2 - 10	13 SEP 2018	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	30 MAR 2018	BIGJ AD 2 - 10	04 MAR 2016
BIAR AD 2.24.4.2 - 1	04 MAR 2016	BIEG AD 2 - 2	30 MAR 2018	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
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AD 4 SKRÁÐIR LENDINGARSTAÐIR
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BINF AD 4.24.10.1 - 2	29 MAY 2014	BIRF AD 4.24.1.1 - 1	24 MAY 2018	BISR AD 4 - 2	20 JUL 2018
BIND AD 4 - 1	08 JAN 2015	BIRF AD 4.24.1.1 - 2	24 MAY 2018	BIST AD 4 - 1	18 AUG 2017
BIND AD 4 - 2	08 JAN 2015	BISS AD 4 - 1	08 DEC 2017	BIST AD 4 - 2	18 AUG 2017
BIRG AD 4 - 1	08 JAN 2015	BISS AD 4 - 2	08 DEC 2017	BIMS AD 4 - 1	28 APR 2016
BIRG AD 4 - 2	08 JAN 2015	BISA AD 4 - 1	30 MAR 2018	BIMS AD 4 - 2	28 APR 2016
BIRE AD 4 - 1	14 SEP 2018	BISA AD 4 - 2	30 MAR 2018	BIMS AD 4 - 3	28 APR 2016
BIRE AD 4 - 2	14 SEP 2018	BISF AD 4 - 1	07 DEC 2017	BIMS AD 4 - 4	28 APR 2016
BIRL AD 4 - 1	03 MAR 2017	BISF AD 4 - 2	07 DEC 2017	BIVI AD 4 - 1	08 JAN 2015
BIRL AD 4 - 2	03 MAR 2017	BISF AD 4 - 3	23 JUN 2016	BIVI AD 4 - 2	08 JAN 2015
BIRL AD 4 - 3	07 DEC 2017	BISF AD 4 - 4	23 JUN 2016	BITM AD 4 - 1	08 JAN 2015
BIRL AD 4 - 4	07 DEC 2017	BISL AD 4 - 1	25 MAY 2018	BITM AD 4 - 2	08 JAN 2015
BIRL AD 4.24.10.1 - 1	04 APR 2013	BISL AD 4 - 2	25 MAY 2018		
BIRL AD 4.24.10.1 - 2	04 APR 2014	BISL AD 4 - 3	18 AUG 2017		

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N

N	North or northern latitude
NADP	Noise abatement departure procedure
NAT	North Atlantic
NAV	Navigation
NB	North bound
NC	No change
ND	I am unable to deliver message... (filing number) addressed to aircraft... (identification): please notify message originator*
NDB	‡ Non-directional radio beacon
NE	North-east
NEH	I am connecting you to a station which will accept traffic for the station you request*
NGT	Night
NIL	† None or I have nothing to send to you
NM	Nautical miles
NML	Normal
NMOC	Network Manager Operations Centre
NNE	North-north-east
NNW	North-north-west
NO	No
NOF	International NOTAM office
NOSIG	† No significant change (used in trend-type landing forecasts)
NOTAM	† A notice containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations
NOV	November
NR	Number
NS	Nimbostratus
NTL	National
NW	North-west
NXT	Next

O

OAC	Oceanic area control centre
OAS	Obstacle assessment surface
OBS	Observe or observed or observation
OBSC	Obscure or obscured or obscuring
OBST	Obstacle
OCA	Obstacle clearance altitude
OCA	Oceanic control area
OCC	Occulting (light)
OCC	The line is engaged*
OCH	Obstacle clearance height
OCL	Obstacle clearance limit*
OCNL	Occasional or occasionally
OCS	Obstacle clearance surface
OCT	October
OK	We agree or it is correct
OM	Outer marker
OPA	Opaque, white type of ice formation
OPC	Control indicated is operational control
OPMET	† Operational meteorological (information)
OPN	Open or opening or opened
OPR	Operator or operate or operative or operating or operational
OPS	† Operations

ICELANDIC

ENGLISH

O/R	On request
ORD	Order
OSV	Ocean station vessel
OTP	On top
OVC	Overcast

P







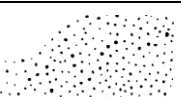
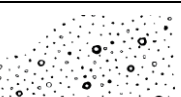
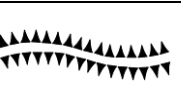
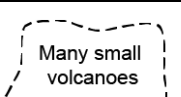
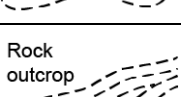
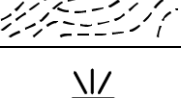
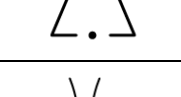
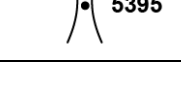
P...	Prohibited area (followed by identification)
PANS	Procedures for air navigation services
PAPI	† Precision approach path indicator
PAR	‡ Precision approach radar
PARL	Parallel
PCN	Pavement classification number
PE	Ice pellets*
PER	Performance
PERM	Permanent
PIB	Pre-flight information bulletin
PJE	Parachute jumping exercise
PLA	Practice low approach
PLN	Flight plan
PN	Prior notice required
PNR	Point to no return
PO	Dust/sand whirls (Dust devils)
POB	Persons on board
PPI	Plan position indicator
PPR	Prior permission required
PRD	Prohibited – Restricted - Danger*
PRKG	Parking
PROB	† Probability
PROC	Procedure
PROV	Provisional
PS	Plus
PSGR	Passenger*
PSN	Position
PSP	Pierced steel plank
PTN	Procedure turn
PTS	Polar track structure
PUN	Prepare a new perforated tape for message...*
PWR	Power



Q

QBI	Compulsory IFR flight*
QDM	‡ Magnetic heading (zero wind)
QDR	Magnetic bearing
QFE	‡ Atmospheric pressure at aerodrome elevation (or at runway threshold)
QFU	Magnetic orientation of runway
QNH	‡ Altimeter sub-scale setting to obtain elevation when on the ground
QTE	True bearing
QUAD	Quadrant





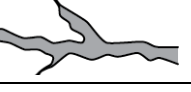
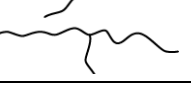

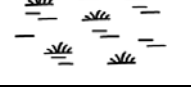

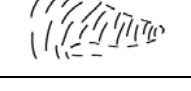

GEN 2.3 **Kortatákn**
Chart Symbols

GEN 2.3.1 **Staðfræðileg**
Topography

	Symbology	
Hæðarlínur		Contours
Ónákvæmar hæðarlínur		Approximate contours
Hæðarmunur sýndur með skyggingu		Relief shown by hachures
Hamrar, klettur eða bratti		Bluff, cliff or escarpment
Hraunstreymi		Lava flow
Sandöldur		Sand dunes
Sandsvæði		Sand area
Möl		Gravel
Stíflugarður eða malarhryggur		Levee or esker
Óvenjuleg kennileiti skýrð á viðeigandi hátt		Unusual features labelled appropriately
		
Eldfjall		Volcano
Fjallaskarð		Mountain pass
Hæsti punktur á korti		Highest elevation on chart



	Symbology	
Hæðarpunktur	<ul style="list-style-type: none"> • 6397 • 8975 	Spot elevation
Hæðarpunktur (óáreiðanlegur)	• 6390 ±	Spot elevation (of doubtful accuracy)
Bartré		Coniferous trees
Önnur tré		Other trees

**GEN 2.3.2 Vatnafræði
Hydrography**



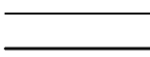

	Symbology	
Strandlína - áreiðanleg		Shore line - reliable
Strandlína - óáreiðanleg		Shore line - unreliable
Grynningar (v. sjávarfalla)		Tidal flats
Kóralrif, rif eða grynningar		Coral reefs & ledges
Stórar ár		Large river
Litlar ár		Small river
Vötn		Lakes
Fen eða mýrar		Swamp or marsh
Vatnsgeymir	■ Reservoir	Reservoir
Árframburður		Wash
Jöklar og jökulhettur		Glaciers & ice caps
Óvenjuleg vatnaséreinkenni merkt á viðeigandi hátt		Unusual water features labelled appropriately

**GEN 2.3.3 Menning
Culture**

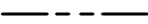
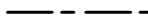


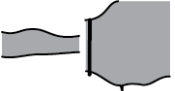

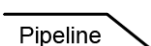

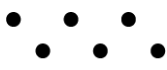


**GEN 2.3.3.1 Uppbyggð svæði
BUILT-UP AREAS**

	Symbology	
Borg eða stór bær		City or large town
Bær		Town






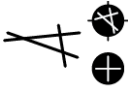
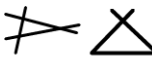

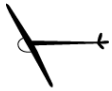


**GEN 2.3.3.2 Vegir og járnbrautir
Roads & Railways**

	Symbology	
Járnbraut (einföld)		Railroad (single track)
Tvöföld hraðbraut		Dual highway
Aðalvegir		Primary road
Brýr		Road bridge














GEN 2.3.3.3 Ýmislegt
Miscellaneous

	Symbology	
Alþjóðleg landamæri		Boundaries (international)
Önnur landamæri		Other boundaries
Girðing		Fence
Háspennulína		Transmission line
Stífla		Dam
Ferja		Ferry
Leiðslukerfi		Pipeline
Olíu- eða gassvæði		Oil or gas field
Svæði með tönkum		Tank farm
Skeiðvöllur eða leikvangur		Race track or stadium
Kirkja		Church

GEN 2.3.4 **Flugvellir**
Aerodromes

	Symbology	
Borgaralegur flugvöllur		Civil AD
Borgaralegur vatnsflugvöllur		Civil water AD
Bæði borgaralegur flugvöllur og herflugvöllur		Joint civil & military land AD
Neyðarflugvöllur		Emergency AD
Þyrluvöllur		Heliport
Ýmis flugbrautartákn		Runway pattern variant AD symbols
Flugvöllur sem hefur áhrif á umferðarhring viðkomandi flugvallar (sem flugferlar eru byggðir á)		AD affecting the traffic pattern on the AD on which the procedure is based
Flugvöllur sem flugferlar eru byggðir á		AD on which the procedure is based
Svæði fyrir flug með flugvélalíkönnum		Model flight area
Svæði fyrir svifdrekaflug		Hang gliding area
Svæði fyrir svifflug		Gliding area

**GEN 2.3.5 Leiðsöguvirki
Radio Navigation Aids**

	Symbology	
Merki fyrir grunnleiðsöguvirki		Basic radio navigation aid symbol
Hringviti - NDB, L		Non-directional radio beacon - NDB, L
Fjölstefnuviti - VOR		VHF omnidirectional radio-range - VOR
Fjarlægðarviti - DME		Distance measuring equipment - DME
Samliggjandi VOR- og DME-leiðsöguvirki VOR/DME		Collocated VOR and DME radio navigation aids - VOR/DME
Örbylgjuflugleiðsögutæki - TACAN		UHF tactical air navigation aid - TACAN
Samliggjandi VOR og TACAN leiðsöguvirki - VORTAC		Collocated VOR and TACAN radio navigation aids - VORTAC
Viðmiðunarpunktur sjónaðflugslækkunar - VDP		Visual descent point - VDP
Lokamið í blindaðflugi - FAF		Final approach fix - FAF
Áttavitarós, stillt við segulnorður		Compass rose aligned to the magnetic north
Markviti, sporöskjulagaður		Radio marker beacon - Elliptical
ILS-yfirlitsmynd		ILS plan view
ILS-þverskurðarmynd		ILS profile

Flugvél kemur inn í íslenska flugstjórnarsvæðið frá:

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

Brotflug frá flugvöllum innan hliðarmarka íslenska flugstjórnarsvæðisins:

Skrá skal inn í þjónustuna eftir flugtak.

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

Sjá texta á ensku.

Entering Reykjavik CTA from:

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

Departing from airports within the lateral limits of Reykjavik CTA:

Aircraft shall log-on after departure.

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

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

**GEN 3.4.4.9 Afgreiðsla úthafsflugheimilda um gagnasamband
Oceanic Clearance Delivery via Data Link**

Hægt er að fá úthafsflugheimildir afgreiddar í gegnum gagnasamband. Þjónustan er veitt ACARS búnum flugvélum í gegnum VHF og gervitunglanet ARINC og SITA. Þjónustan er veitt í samræmi við staðalinn „Data-Link Application System Document (DLASD) for the Oceanic Clearance Data-Link Service“ ED-106A. Þessi staðall er einnig oft kallaður „ARINC Specification 623 for Oceanic Clearance“.

Vinnureglur flugáhafna eru tilgreindar í skjalinu „Reykjavik Data Link Oceanic Clearance Delivery (OCD) Crew Procedures“. Hægt er að nálgast skjalið á vefsíðu ICAO European and North Atlantic (EUR/NAT) office <http://www.icao.int/EURNAT/Pages/welcome.aspx> (EUR/NAT Documents → NAT Documents → NAT OPS Bulletins).

Data Link Oceanic Clearance Delivery (OCD) service is provided via VHF and satellite to ACARS equipped aircraft via network service providers ARINC and SITA. The OCD service is implemented in accordance with the standard “Data-Link Application System Document (DLASD) for the Oceanic Clearance Data-Link Service” ED-106A. This standard is also frequently referred to as the ARINC Specification 623 for Oceanic Clearance.

Crew procedures are specified in the document “Reykjavik Data Link Oceanic Clearance Delivery (OCD) Crew Procedures”. The document can be obtained from the ICAO European and North Atlantic (EUR/NAT) office website <http://www.icao.int/EURNAT/Pages/welcome.aspx> (EUR/NAT Documents → NAT Documents → NAT OPS Bulletins).

**GEN 3.4.4.10 Fjarskipti
Communications**

1. Allar venjulegar staðarákvarðanir verður að senda um:
 - a. Iceland Radio (aðaltíðni 127.850 MHz, varatíðnir 129.625 og 126.550 eða HF-tíðnum í flokkum B, C, D) sem mun koma þeim, sem og öðrum skeytum frá loftförum strax og sjálfvirkt, til viðkomandi flugstjórnarmiðstöðva, rekstraraðila loftfara og veðurstöðva eins og þurfa þykir; eða
 - b. ADS-C stöðutilkynningar í samræmi við aðferðir sem tilgreindar eru í ICAO skjalinu „Global Operational Data Link (GOLD) Manual, Doc 10037“.
2. Öll loftför innan Reykjavíkur FIR/CTA sem ekki eru í beinu sambandi við flugumferðarstjórn verða að halda hlustvörð við ICELAND RADIO á tónkalli eða hlusta á GP VHF-tíðni 127.850 MHz (aðal), 129.625 eða 126.550 MHz (vara) eða HF flokkum B, C, D. Ath. - Alltaf skal vakta tónkall á útgefinni bylgju, jafnvel í svæðum þar sem VHF drægi er til staðar og notað til fjarskipta.
3. Þegar loftför eru í sambandi við Reykjavík flugstjórn eða ICELAND RADIO vegna úthafsflugheimildar verða þau jafnframt að vera í sambandi við þá flugstjórnardeild sem ber ábyrgð á því svæði er þau fljúga um.
4. Flugmenn eru áminntir um að þau skeyti, sem send eru á flugstjórnartíðni eru móttækin eingöngu af viðkomandi flugumferðarstjóra og eru ekki send áfram til rekstraraðila eða annarra. Þau skeyti sem hins vegar eru send um ICELAND RADIO eru send áfram til allra viðkomandi flugstjórnarmiðstöðva svo og annarra sem málið varða.

Eftirfarandi skal áréttað til að forða misskilningi:

**REYKJAVÍK FLUGSTJÓRN SÉR UM FLUGSTJÓRN
INNAN REYKJAVÍK FIR/CTA.
KALLMERKI: REYKJAVÍK FLUGSTJÓRN.**

**ICELAND RADIO ER FLUGFJARSKIPTASTÖÐ FYRIR
REYKJAVÍK FIR/CTA .
KALLMERKI: ICELAND RADIO.**

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

1. All routine position reports must be transmitted via:
 - a. ICELAND RADIO, (primary 127.850 MHz, secondary 129.625 and 126.550 MHz or HF Families B. C. D) which delivers them as other messages from aircraft, immediately and automatically as required to the relevant OACC's, airline operators and MET offices; or.
 - b. ADS-C waypoint reporting in accordance with procedures published in the ICAO document "Global Operational Data Link (GOLD) Manual, Doc 10037".
2. All aircraft within Reykjavík CTA/FIR that are not in direct Controller/Pilot communication are required to maintain listening watch, SELCAL or aural, with ICELAND RADIO on GP VHF primary 127.850 MHz, secondary 129.625 or 126.550 MHz or HF Families B. C. D.
Note.- A SELCAL watch on the assigned radio frequency should be maintained, even in areas of the region where VHF coverage is available and used for air-ground communications.
3. While in communication with REYKJAVÍK CONTROL or ICELAND RADIO for Oceanic Clearance, aircraft must also maintain communication with the ATC authority for the airspace within which they are operating.
4. Pilots are reminded that messages transmitted on a Controller/Pilot frequency are received only by the controller and not distributed to airline operations or others. Messages transmitted to ICELAND RADIO are however distributed to all relevant OACC's, including all other concerned.

To prevent misunderstanding the following must be stressed:

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

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

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

GEN 3.4.4.11 Fjarskipti í sjónflugi innanlands Communication Domestic VFR Flights

Öll flugfjarskipti á Íslandi eru í samræmi við reglugerð 770/2010 um flugreglur, gr. 3.6.5. Á Íslandi er almenn sjónflugsbylgja á tíðninni 118.100 MHz. Það er algöð regla flugmanna í sjónflugi að tilkynna blint á þeirri tíðni kallmerki, stöðu, hæð og fyrirætlan á um það bil hálf tíma fresti og einnig um stöðu í umferðarhring, undan vindi, á þverlegg og á lokastefnu fyrir braut á óstjórnuðum flugvelli. Flugmenn skulu einnig láta vita á tíðninni 118,100 MHz áður en ekið er út á flugbraut fyrir flugtak á óstjórnuðum flugvöllum. Aðeins einni vél er heimilt að lenda eða hefja flugtak á sömu braut í einu. Flugvél á stuttri lokastefnu skal hafa forgang til landingar áður en önnur ekur í brautarstöðu. Flugvellirnir Akureyri, Keflavík og Reykjavík hafa flugstjórnarsvið (CTR) og eigin tíðni. Flugmenn skulu fá leyfi frá viðkomandi flugturni til að koma inn í flugstjórnarsvið (CTR). Flugvellirnir á Egilsstöðum, Tungubökkum, Melgerðismelum, í Vestmannaeyjum og Akureyri utan þjónustutíma flugstjórnarþjónustu á BIAR, hafa vallarsvið (ATZ). Flugmenn hafi samband við viðkomandi flugvöll á viðeigandi tíðni. Flugradíómenn eru á öllum áætlunarflugvöllum landsins. Flugmönnum er ráðlagt að fylgja ráðleggingum flugradíómanna. Flugradíómenn hafa skipunarvald gagnvart allri umferð á athafnasvæði flugvallar utan flugbrauta og akbrauta. Umferð loftfara, ökutækja og manna á þessu svæði er því háð þeirra samþykki. Það felur m.a. í sér vald til að neita lofförum að aka inn á flugbrautir. Stjórnendur loftfara og ökutækja þurfa að afla akstursleyfis og fylgja viðeigandi leiðbeiningum frá flugradíómanni vegna aksturs utan flugbrauta og akbrauta. Fyrir fólks og ökutækja, þ.m.t. með loffför í togi, á umferðarsvæði flugvallar er háð leyfi flugradíómanns. Fólks, þ.m.t. ökumenn allra bifreiða, þarf leyfi frá flugradíómanni áður en farið er inn á umferðarsvæði flugvallar. Að auki þarf sérstakt leyfi frá flugradíómanni áður en farið er inn á flugbraut eða öryggissvæði flugbrautar eða ef þörf er á að víkja frá áður fengnu leyfi. Ökutækjum ber ávallt að víkja fyrir loffförum hvort sem þau eru í flugtaki, landingu, akstri eða drætti.

Opnunartími flugradíóþjónustunnar (AFIS) er í tengslum við áætlunarflugið og er breytilegur, upplýsingar um þjónustutíma flugradíó er að finna í AD 2.3 fyrir þá flugvelli sem hafa AFIS. Allar breytingar á flugáætlun skal tilkynna til næsta AFIS, TURN eða til Flugstjórnarmiðstöðvarinnar í Reykjavík á 119.700 MHz eða í síma 424 4141. Almenn tíðni fyrir samskipti milli loftfara er 133.500 MHz.

All air to ground communications in Iceland shall be in accordance with Flight Rules in regulation 770/2010, 3.6.5. In Iceland the general VFR frequency is 118.100. It is good operating practice in VFR operations to report blind on that frequency, every 30 minutes, callsign, position, altitude and intentions. Also position in the traffic circuit of an uncontrolled aerodrome, i.e. downwind, baseleg and final. Pilots should also report in blind on 118.100 MHz before entering a runway strip for take-off from an uncontrolled aerodrome. Only one aircraft is allowed to take-off or land from the same strip at the same time. Aircraft on short final has the priority over aircraft taxiing into position. Control Zones (CTR) are established around the aerodromes at Akureyri, Keflavík and Reykjavík. They have their own working frequencies. Pilots shall request prior clearance to enter CTR. The aerodromes at Egilsstadir, Tungubakkar, Melgerðismelar, Vestmannaeyjar and Akureyri outside hours of ATC operations at BIAR, have Aerodrome Traffic Zones (ATZ). It is expected that pilots contact the Aerodrome on the relevant frequency. AFIS service is provided at all aerodromes with scheduled flight operations. It is recommended that pilots follow the advice from AFIS personnel. AFIS controls all traffic on the movement area, outside of runways and taxiways. The movement of aircraft, vehicles and people in that area is therefore subject to the approval of AFIS personnel. This includes the authority to refuse the entry of aircraft onto runway. The pilots of aircraft and drivers of vehicles need permission for movement outside of runway and taxiways and must comply with directions from AFIS personnel. The movement of persons or vehicles including towed aircraft on the manoeuvring area shall be subject to authorization by the AFIS unit. Persons, including drivers of all vehicles, shall be required to obtain authorization from the AFIS unit before entry to the manoeuvring area. Notwithstanding such an authorization, entry to a runway or runway strip or change in the operation authorized shall be subject to a further specific authorization by the AFIS unit. Vehicles shall at all times give way to aircraft taking off, landing, taxiing or being pulled.

The operating hours for AFIS is in connections with the scheduled flight operation and is therefore variable, information on operational hours are to be found in AD 2.3 for those airports that have AFIS. All changes to VFR flight plans shall be sent to the nearest AFIS, TOWER or to Reykjavik Air Traffic Control Centre on 119.700 MHz or by telephone 424 4141. General frequency for air to air communications (chat) is 133.500 MHz.

ICELANDIC

ENGLISH

GEN 3.6 Leit og björgun Search and Rescue (SAR)

GEN 3.6.1 Ábyrgðaraðili þjónustunnar Responsible service(s)

Landhelgisgæsla Íslands ber ábyrgð á og stjórnar leit og björgun vegna loftfara sem óttast er um, lenda í flugslysum eða er saknað. Landhelgisgæslan ber ábyrgð á vettvangsstjórn ef slysstaður er á hafinu en lögregla á landi. Björgunarstjórnstöð sjófarenda og loftfara (JRCC-Ísland) er skilgreindur móttakandi (SPOC) fyrir Ísland vegna skeyta frá Cospas-/Sarsat-kerfinu.

The Icelandic Coast Guard is responsible for and supervises search and rescue of aircraft that are considered to be in danger, have crashed or are missing. The Coast Guard is responsible for on scene coordination for accidents at sea, but Icelandic Chief of Police on land. The designated COSPAS-SARSAT (SPOC) for Iceland is the JRCC (Joint Rescue Coordination Centre).

GEN 3.6.1.1 Heimilisfang Address

Heimilisfang Björgunarstjórnstöðvar sjófarenda og loftfara (JRCC):

The address for communication with the Joint Rescue Coordination Centre (JRCC):

Nafn: Björgunarstjórnstöð sjófarenda og loftfara
Póstfang: Landhelgisgæsla Íslands
Skógarhlíð 14
IS - 105 Reykjavík
Ísland
Símnafni: (AFTN) BIRKICGT
(Almennt)
LANDHELGISGÆSLA ÍSLANDS
Netfang: sar@lhg.is
Sími: +354 545 2100, +354 511 3333
Ábyrgðaraðili: Landhelgisgæsla Íslands

Name: Joint Rescue Coordination Centre (JRCC)
Postal Icelandic Coast Guard
Address: Skógarhlid 14
IS - 105 Reykjavik
Iceland
Telegraphic (AFTN) BIRK ICGT
address: (Commercial)
ICELANDIC COAST GUARD
E-mail sar@lhg.is
Telephone: +354 545 2100,+354 511 3333
Responsible ICELANDIC COAST GUARD
authority:

GEN 3.6.1.1.1 Nálægar björgunarmiðstöðvar Adjacent RCC'S

Nálægar björgunarmiðstöðvar og hvernig má hafa samband við þær:

Adjacent RCC'S and method of communication with them:

Bodo (ENBOYCYX) - AFTN fjarriti
Telex 64293 rccn n
Sími: +47 755 59 000

Bodo (ENBOYCYX) - AFTN teletype
Telex 64293 rccn n
Telephone: +47 755 59 000

Stavanger (ENZVYCYV) - AFTN fjarriti
Telex 33163 rccs n
Sími: +47 515 17 000

Stavanger (ENZVYCYV) - AFTN teletype
Telex 33163 rccs n
Telephone: +47 515 17 000

UK ARCC
Sími: +44 344 382 0807

UK ARCC
Telephone: +44 344 382 0807

UK MRCC
Sími: +44 0344 382 0025

UK MRCC
Telephone: +44 0344 382 0025

Halifax
Sími: +1 902 427 8200

Halifax
Telephone: +1 902 427 8200

Nuuk (BGGHYCYC) - AFTN fjarriti
Telex 90828
Sími: +299 363 304

Nuuk (BGGHYCYC) - AFTN teletype
Telex 90828
Telephone: +299 363 304

GEN 3.6.1.1.2 Viðeigandi skjöl Applicable Documents

Þjónustan er veitt í samræmi við ákvæði eftirfarandi skjala:

ICAO Annex 12 - *Search and Rescue*

Annex 13 - *Aircraft Accident and Incident investigation*

Doc 7030 - *Regional Supplementary*

Starfshættir fyrir viðbúnaðar-, leitar- og björgunarþjónustu sem eiga við Norður-Atlantshafssvæðið. (ENR 1.8).

The service is provided in accordance with provisions contained in the following applicable Documents:

ICAO Annex 12 - *Search and Rescue*

Annex 13 - *Aircraft Accident and Incident investigation*

Doc 7030 - *Regional Supplementary*

Procedures for Alerting and Search and Rescue Services applicable in the NAT Region. (ENR 1.8).

GEN 3.6.2 Ábyrgðarsvæði Area of responsibility

Íslenska leitar- og björgunarmiðstöðin ber ábyrgð á leitar- og björgunarþjónustu innan eftirfarandi svæðis:

Leitarsvæði:

730000N 020000W, 730000N 000000W,
610000N 000000W, 610000N 030000W,
583000N 030000W, 583000N 043000W,
633000N 039000W, 700000N 020000W,
730000N 020000W

The Icelandic SAR is responsible for SAR operations within the area defined below:

SAR Area:

730000N 020000W, 730000N 000000W,
610000N 000000W, 610000N 030000W,
583000N 030000W, 583000N 043000W,
633000N 039000W, 700000N 020000W,
730000N 020000W.

GEN 3.6.3 Tegundir þjónustu Types of service

Leitar- og björgunarstörf innanlands á Íslandi fara fram í náinni samvinnu við ýmsar vel þjálfaðar og skipulagðar björgunarsveitir svo og við staðaryfirvöld eða lögreglustjóra.

Search and rescue operations within land areas of Iceland are carried out in cooperation with various well organized and trained land rescue teams and the local magistrates or sheriffs.

GEN 3.6.3.1 Leitar- og björgunardeildir Search and Rescue Units

Nafn	Staður	Tæki	Athugasemdir
Name	Location	Facilities	Remarks
a	b	c	d
Landhelgisgæsla Íslands Iceland Coast Guard	Reykjavíkflugvelli Reykjavík Airport 640748N 0215626W	Landhelgisgæslan Icelandic Coast Guard Dash DHC 8 Q 314 2 X Super Puma AS 332 L1 (HEL-H) AWSAR 1 X Super Puma AS 332 L1 (HEL-H) LIMSAR Coast Guard vessels (4)	Ýmis björgunar- og viðlagatæki fyrir sjó- og landsvæði. Tiltæk eru ýmis varðskip og björgunarbátar. Various rescue and survival equipment for sea and land areas. Several rescue boats available. (14)

GEN 3.6.4 Leitar- og björgunarsamningar SAR agreements

Beiðnum frá öðrum þjóðum um aðgang fyrir loftför, tæki eða mannskap vegna leitar að loftfari í neyð, eða til að bjarga eftirlifandi úr flugslysi, ætti að beina til björgunarstjórnstöðvar sjófarenda og loftfara (JRCC).

Requests for entry of aircraft, equipment and personnel from other States, wishing to engage in search for aircraft in distress or to rescue survivors of aircraft accidents, should be transmitted to the Joint Rescue Coordination Centre (JRCC).

ENR 1.8.2.3 Data link mandated airspace

ENR 1.8.2.3.1 Area of applicability

The NAT Data Link Mandate (DLM) airspace is being implemented in phases. The second step of Phase 2 (Phase 2b) has already been implemented at FL350 to FL390 (inclusive) throughout the ICAO NAT region.

The phases that remains to be implemented is phase 2C, commencing 30 January 2020: FL290 and above throughout the ICAO NAT Region.

ENR 1.8.2.3.2 Airspace Not Included in NAT Region DLM Airspace

1. Airspace north of 80° North.
2. New York Oceanic East FIR.
3. Airspace where an ATS surveillance service is provided by means of radar, multilateration and/or ADS-B coupled with VHF voice communications services, provided the aircraft is suitably equipped transponder/ADS-B extended squitter transmitter.

For flight planning purposes in BIRD CTA, this exclusion area is bounded by the following coordinates:

Northern boundary: 65N000W - 67N010W - 69N020W - 68N030W - 67N040W - 69N050W - 69N060W - BOPUT.
Southern boundary: GUNPA (61N000W) - 61N007W - 6040N010W - RATSU (61N010W) - 61N020W - 63N030W - 62N040W - 61N050W - SAVRY.

Tracks wholly contained within this airspace (including its northern and southern boundaries) are excluded from the mandate.

Note 1 - The airspace west of 030W within BIRD is ADS-B only and is excluded from the Data Link Mandate only for aircraft with functioning ADS-B equipment.

Note 2 - ATS may, on a tactical basis, clear non-datalink aircraft which are being provided an ATS surveillance service to operate at DLM levels outside the exclusion area specified above.

A depiction of the estimated extent of ATS surveillance airspace considered to be exempt from the DLM in the NAT region can be found in NAT common DLM AIC (<http://www.icao.int/EURNAT/Pages/welcome.aspx> (EUR/NAT Documents → NAT Documents → NAT OPS Bulletins)).

4. Specific areas as agreed through the NAT SPG (e.g. Tango routes). Further information regarding these routes can be found in NAT common DLM AIC.

ENR 1.8.2.3.3 Flights Allowed To Flight Plan into NAT Region DLM Airspace

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

1. Flights equipped with and prepared to operate FANS 1/A (or equivalent) CPDLC and ADS-C data link systems. (NAT Regional Supplementary Procedures (ICAO Doc 7030) paragraphs 3.4.2 and 5.5.2 apply for CPDLC and ADS-C respectively.);
The appropriate equipage to be indicated in Item 10 (equipment and capabilities) of the ICAO flight plan is as follows:
 - a. D1 (ADS-C with FANS 1/A capabilities); and
 - b. J2 (CPDLC FANS 1/A HFDL); and/or
 - c. J5 (CPDLC FANS 1/A SATCOM (INMARSAT)); and/or
 - d. J7 (CPDLC FANS 1/A SATCOM (Iridium)).
2. Non-equipped flights that file STS/FFR, HOSP, HUM, MEDEVAC, SAR or STATE in Item 18 of the flight plan. (Depending on the tactical situation at the time of flight, however, such flights may not receive an ATC clearance which fully corresponds to the requested flight profile.)

ENR 1.8.2.3.4 Operational Policies Applicable To NAT Region DLM Airspace

1. Any aircraft not equipped with FANS 1/A (or equivalent) systems may request a continuous climb or descent without intermediate level off to climb or descend through the NAT DLM airspace. Such requests will be considered on a tactical basis. This provision will not be applicable after commencement of Phase 2C.
2. ALTRV requests will be considered on a case by case basis irrespective of the equipage status of the participating aircraft.
3. If a flight experiences an equipment failure PRIOR TO DEPARTURE which renders the aircraft non-DLM compliant, the flight should flight plan so as to remain clear of NAT Regional DLM Airspace.
4. If a flight experiences an equipment failure AFTER DEPARTURE which renders the aircraft unable to operate FANS 1/A (or equivalent) CPDLC and/or ADS-C systems, requests to operate in the NAT DLM Airspace will be considered on a tactical basis. Such flights must notify ATC of their status PRIOR TO ENTERING the airspace.
5. If a FANS 1/A data link equipment failure occurs while the flight is OPERATING WITHIN NAT DLM AIRSPACE, ATC must be immediately advised. Such flights may be re-cleared so as to avoid the airspace, but consideration will be given to allowing the flight to remain in the airspace, based on tactical considerations.
6. NAT DLM airspace restrictions are not applicable to aircraft experiencing a contingency situation.

Note - Additional guidance can be found in the ICAO NAT Doc 007 North Atlantic Operations and Airspace Manual on the ICAO NAT Region site <http://www.icao.int/EURNAT/Pages/welcome.aspx> (EUR/NAT Documents → NAT Documents → NAT Doc 007).

ENR 1.8.2.4 Performance Based Communication and Surveillance (PBCS)

Reykjavik applies lateral and longitudinal PBCS dependent separation minima for PBCS approved aircraft within BIRD CTA, see ENR 1.8.9.

Coverage limitations to the service are:

- Inmarsat SATCOM equipped aircraft: The service is limited to the airspace at or south of 80N.
- Iridium SATCOM equipped aircraft: There is no coverage limitation.

The PBCS services are provided in accordance with specifications in the ICAO Performance Based Communication and Surveillance Manual (ICAO Doc 9869).

Communication is by means of FANS 1/A CPDLC - RCP240 - operators shall insert FPL indicator "P2" in item 10a to indicate PBCS approval.

Surveillance is by means of FANS 1/A ADS-C - RSP 180 - operators shall insert FPL indicator "RSP180" in Item 18 SUR/ subfield to indicate PBCS approval.

Backup means of communication and surveillance are:

- HF voice or SATVOICE.
- VHF voice and ATS surveillance within coverage see coverage charts in [ENR 6.1](#).

RCP 240 and RSP 180 compliant aircraft operators must participate in the PBCS monitoring program.

ENR 1.8.2.4.1 Operational approval

Icelandic AOC holders need to obtain Operational approval for the inclusion in PBCS operations according to ICETRA FRD-042 application process.

ENR 1.8.10.2 Operation of SSR/ADS-B equipment and displays

1. SSR derived information shall be checked by use of special monitoring devices, or by correlation of an identified primary radar blip with the appropriate SSR response.
2. Downlinked ADS-B data shall not be used by the ATC system for determining aircraft position when any of the position quality indicators (NUCp, NIC, NAC or SIL) have a value of 0 (zero)
3. The "all codes" setting shall be used when it is desired to display for air traffic control purposes all aircraft in a specified area that are equipped with SSR or IFF/SIF transponders; the "all aircraft" setting shall be used when it is desired to display also aircraft equipped with basic IFF transponders.

ENR 1.8.10.3 SSR and ADS-B Phraseology (P-ATM. 12.4.3)

Phrase	
SQUAWK [(code)] [AND] IDENT	To request the operation of the ident feature
TRANSMIT ADS-B IDENT	To request the operation of the ident feature
IDENTIFIED	Identification of aircraft
IDENTIFICATION TERMINATED	Termination of radar and/or ADS-B service
RE-ENTER [ADS-B or MODE S] AIRCRAFT IDENTIFICATION	To request reselection of aircraft identification
SQUAWK LOW	Turn master control to "low" sensitivity position, retaining present mode and code.
SQUAWK NORMAL	Turn master control to "normal" position, retaining present mode and code.

ENR 1.8.11 Special Procedures Applicable in Designated Airspace

ENR 1.8.11.1 Establishment and use of organized track system (OTS)

1. When necessary in order to permit the optimum use of the airspace, the appropriate Oceanic Area Centre constructs the OTS after determination of basic minimum time tracks; with due consideration of airlines' preferred routes and taking into account airspace restrictions such as danger areas and military airspace reservations. The night-time OTS is produced by Gander OAC and the day-time OTS by Shanwick OAC (Prestwick), each incorporating any requirement for tracks within the New York, Reykjavik, Bodø and Santa Maria Oceanic Control Areas (OCAs). OAC planners co-ordinate with adjacent OACs and domestic ATC agencies to ensure that the proposed system is viable. They also take into account the requirements of opposite direction traffic and ensure that sufficient track/flight level profiles are provided to satisfy anticipated traffic demand. The impact on domestic route structures and the serviceability of transition area radars and nav aids are checked before the system is finalised.
 - a. Operators conducting scheduled or non-scheduled flight operations at or above FL 280 within Gander Oceanic, New York Oceanic, Shanwick Oceanic and Santa Maria (north of 30°N) Oceanic control areas shall provide information to the area control centres concerned regarding the tracks likely to be requested by turbo-jet aircraft during peak traffic period. Such information shall be provided as far in advance of the anticipated peak periods as practicable and as specified in appropriate aeronautical information publications.
 - b. Based on the above information an organized track system may be established. The location of the organized tracks will depend on traffic demand and other relevant factors. The related organized track messages will be disseminated to operators by Shanwick Oceanic Area Control Centre for the predominant westbound flow of air traffic and by Gander Oceanic Area Control Centre for the predominant eastbound flow of air traffic. These messages shall be disseminated at least three hours in advance of each anticipated peak traffic period. Any subsequent change made to the track system shall be notified to the operators as soon as possible.

ENR 1.8.11.2 Mandatory carriage of OTS message

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

ENR 1.8.11.3 Establishment and use of organized tracks for supersonic aircraft operations

Where appropriate, an organized track system may be promulgated for supersonic aircraft operations. When promulgating such an organized track system the requirements for position reporting and the applicability of abbreviated position reports shall be included.

ENR 1.8.11.4 Special procedures for flights along the northern or southern boundaries of Gander Oceanic and Shanwick Oceanic flight information regions

Aircraft operating along tracks through successive points situated on the northern or southern boundaries of Gander Oceanic and Shanwick Oceanic flight information regions shall be provided with air traffic services by Gander or Shanwick area control centres as appropriate.

ENR 1.8.11.5 Special procedures for flights along the southern boundary of Reykjavik FIR/CTA

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

1. *Reykjavik OACC, at and east of 10W, (except for Helicopter Operating Area),*
2. *Shanwick and Gander OACCs, as appropriate, west of 10W.*

Note - See Helicopter Operating Area, [ENR 2.2](#)

ENR 1.8.11.6 Special procedures for manned balloon flights

1. Manned balloon flights authorized to operate in the NAT Region shall operate outside NAT HLA;
2. Within the NAT Region, manned balloons shall have a communications capability in accordance with Annex 2.

ENR 1.8.11.7 Airborne collision avoidance systems (ACAS)

Turbine-engined aircraft having a maximum certificated take-off mass exceeding 5,700 kg or authorized to carry more than 19 passengers are required to carry ACAS II in the Reykjavik CTA/FIR. The technical specifications for ACAS II are contained in ICAO Annex 10 Volume IV. Compliance with this requirement can be achieved through the implementation of traffic alert and collision avoidance system (TCAS) Version 7.1 as specified in RTCA/DO-185B or EUROCAE/ED-143.

Flight crews should report all ACAS/TCAS Resolution Advisories which occur in the NAT region to the controlling authority for the airspace involved.

ENR 1.8.11.8 Strategic Lateral Offset Procedure (SLOP) within NAT airspace

The Strategic Lateral Offset Procedure is now a standard operating procedure throughout the North Atlantic (NAT) Region. This procedure mitigates collision risk and wake turbulence encounters. Pilots conducting oceanic flight within the NAT Region with automatic offset programming capability are recommended to fly centreline or 1 or 2 NM right of centre line.

Aircraft shall not apply SLOP below F285 in the Reykjavik CTA.

The introduction of very accurate aircraft navigation systems, along with sophisticated flight management systems, has drastically reduced the number of risk bearing lateral navigation errors reported in NAT airspace. Paradoxically, the capability of aircraft to navigate to such a high level of accuracy has led to a situation where aircraft on the same track but at different levels, are increasingly likely to be in lateral overlap. This results in an increased risk of collisions if an aircraft departs from its cleared level for any reason.

SLOP reduces the risk by distributing aircraft laterally. It is applicable within the New York Oceanic, Gander Oceanic, Shanwick Oceanic, Santa Maria Oceanic, Nuuk and Reykjavik flight information regions, and within the Bodo Oceanic flight information region when flights are operated more than 185 km (100 NM) seaward from the shoreline.

ENR 1.8.11.8.1

SLOP conforms to direction in the International Civil Aviation Organization's (ICAO) Procedures for Air Navigation Services - Air Traffic Management (PANS-ATM, doc 4444, 16.5) and is subject to the following guidelines:

1. Aircraft without automatic offset programming capability must fly the centre line.
2. Operators capable of programming automatic offsets may fly the centre line or offset one or two nautical miles right of centre line allowing for 3 possible positions along route. Offsets are not to exceed 2 NM right of centre line and offsets to the left of centre line are not permitted. An aircraft overtaking another aircraft should offset within the confines of this procedure, if capable, so as to create the least amount of wake turbulence for the aircraft being overtaken. The pilot should take into account wind and estimated wake vortex drift and time to descend. (Nominal descend rates for wakes are 300 - 600 fpm).
3. Pilots should use whatever means is available (e.g. TCAS, communications, visual acquisition) to determine the best flight path to fly. Pilots may contact other aircraft on frequency 123.45, as necessary, to coordinate the best wake turbulence offset option.
4. Pilots may apply an offset outbound after the oceanic entry point and must return to centre line before the oceanic exit point. Position reports transmitted via voice should be based on the waypoints of the current ATC clearance and not the offset position.
5. Aircraft transiting oceanic ATS Surveillance areas may remain on their established offset positions.
6. There is no ATC clearance required for this procedure and it is not necessary that ATC be advised.

ENR 1.8.12 Flight Information Service

ENR 1.8.12.1 Information on runway conditions

(A11 - 4.2.1; P-ATM, 6.6)

1. Unless otherwise provided, the unit providing flight information service or approach service as applicable shall have available for transmission to aircraft on request, immediately prior to descent, information on the prevailing runway conditions at the aerodrome of intended landing.

ENR 1.8.12.2 Transmission of SIGMET information

(P-ATM, 9.1.3.2)

SIGMET information shall be transmitted to aircraft by VOLMET broadcast, by a general call to a group of aircraft, or by directed transmissions to individual aircraft, as determined by the appropriate area control centre according to the circumstances, bearing in mind the need to ensure timely receipt of the information by the aircraft and to keep the load on the HF en-route communication channels to a minimum.

SIGMET information passed to aircraft shall cover a portion of the route up to two hours' flying time ahead of the aircraft.

ENR 1.8.12.3 Transmission of amended aerodrome forecast

(P-ATM, 9.1.3)

Amended aerodrome forecasts shall be passed to aircraft within 60 minutes from the aerodrome of destination, unless the information has been made available through other means.

ENR 1.8.13 Air Traffic Services Messages

ENR 1.8.13.1 Flight plan and departure messages

(P-ATM, 11.3.3 and 11.4.2.2)

Filed flight plan messages for flights intending to operate within the NAT Region at a distance of 60 NM or less from the northern and southern boundaries of Gander Oceanic and Shanwick Oceanic flight information regions, shall be addressed to the area control centres in charge of the NAT flight information regions along the route and, in addition, to the area control centres in charge of nearest adjacent NAT flight information regions.

For flights departing from points within adjacent regions and entering the NAT Region without intermediate stops, filed flight plan messages shall be transmitted to the appropriate area control centres immediately after the flight plan has been submitted.

ENR 1.8.14 Alerting and Search and Rescue Services

ENR 1.8.14.1 Routes and equipment of private aircraft

(A6, Part I - Chapter 6)

General aviation aircraft shall:

1. carry appropriate survival equipment;
2. be equipped with functioning two-way radio communications equipment except that, under special local circumstances, the appropriate authorities may grant exemption from this requirement.

ENR 1.8.14.2 Alerting services

(P-ATM, 9.2)

Alerting service is provided:

1. for all aircraft provided with air traffic control service;
2. in so far as practicable, to all other aircraft having filed a flight plan or otherwise known to the air traffic services; and
3. to any aircraft known or believed to be the subject of unlawful interference.

ENR 1.9 Flæðisstjórn flugumferðarþjónustu Air Traffic Flow Management

ENR 1.9.1 Almennt General

Flæðisstjórnun flugumferðar er þjónusta sem er veitt með það að markmiði að stuðla að öruggu, skipulegu og hröðu flæði flugumferðar með því að tryggja að geta flugumferðarstjórnar sé nýtt til hins ýtrasta og að umfang flugumferðar sé í samræmi við getuna sem viðeigandi þjónustuveitendur flugumferðar hafa gefið upp.

Flugstjórnarmiðstöðin í Reykjavík vinnur í samstarfi við Network Manager Operations Centre (NMOC) varðandi skipulag flugs milli Íslands og Evrópu.

Flæðisstjórnun er beitt:

- Þegar fyrir sé að fjöldi flugvéla mun fara yfir skilgreinda afkastagetu flugumferðarþjónustunnar;
- Vegna óvissuástands;
- Vegna meiriháttar bilunar í tækjabúnaði.

Air Traffic Flow Management is a service established with the objective of contributing to a safe, orderly and expeditious flow of air traffic by ensuring ACC capacity is utilised to the maximum extent possible and the traffic volume is compatible with the capacities declared by the appropriate ATC authority.

Reykjavik OACC (Reykjavik control) cooperates with the Network Manager Operations Centre (NMOC) concerning regulation of departures from Iceland entering the EUR region.

Flow control measures is applied :

- When traffic is planned to exceed the capacity of the air traffic service;
- In contingency situations;
- In case of major equipment failure.

ENR 1.9.2 Ábyrgð NMOC Responsibilities of the NMOC

Ábyrgð NMOC:

- Úthluta skipulögðum brottfarartímum fyrir flugvélar frá Íslandi á leið inn í EUR svæðið;
- Tryggja að flæðisstjórnun sé beitt á skilvirkan og sangjarnan hátt.

NMOC notar ákveðna starfshætti, sem kynntir eru í viðeigandi skjölum NMOC. Þessir starfshættir hafa, sama vægi og aðrir starfshættir sem birtir eru í þessari handbók.

The NMOC is responsible for:

- Allocating slot times for aircraft departing Iceland and subsequently entering the EUR region;
- Ensuring that ATFM measures are applied in the most efficient and equitable manner.

NMOC applies procedures, which are published in the corresponding NMOC documentation. These procedures have, the same status as procedures explicitly published in this AIP.

ENR 1.9.3 Ábyrgð flugumferðarþjónustu Responsibilities of the Air Traffic Services

Staða flæðisstjóra hefur verið skilgreind innan flugstjórnarmiðstöðvarinnar í Reykjavík. Hlutverk flæðisstjóra er að:

- Ákvarða breytingar á flæði umferðar;
- Eiga samráð við NMOC, aðliggjandi svæði/deildir og aðra eins og við á hverju sinni.

Flugumferðarþjónusta á flugvöllum á Íslandi mun:

- Tryggja að flugvélar fylgi úthlutuðum brottfarartímum sem gefnir hafa verið út;
- Eiga samráð við flæðisstjórn ef flugmaður óskar eftir breytingum stuttu fyrir flugtak.

A Flow Management Position (FMP) has been established in Reykjavik OACC with the objectives:

- To regulate air traffic;
- Coordinate regulations imposed by Reykjavik OACC with NMOC and other areas/units as needed;

ATS at aerodromes in Iceland will:

- Ensure that flights adhere to departure slots issued;
- Coordinate last minute changes to the applied ATFM measures with FMP, if requested by the pilot.

ENR 1.9.4 Skyldur flugrekstraraðila Responsibilities of Aircraft Operators

Flugrekstraraðilar skulu kynna sér og fylgja:

- Almennum reglum flæðisstjórnunar, þar með talið flugáætlanagerð og reglum um skeyti;
- Flæðisstjórnun í gildi hverju sinni.

Aircraft Operators (AO) shall keep themselves informed of and adhere to:

- General ATFM procedures including flight plan filing and message exchange requirements;
- Current ATFM measures - e.g. specific measures applied on the day in question.

ENR 1.9.5 Brottfarir frá Íslandi sem fara inn í EUR svæðið Departures from Iceland entering the EUR region

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

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

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

- Flugrekstraraðilar sem leggja inn flugáætlun fyrir flug inn í svæðið sem NMOC flæðisstýrir skulu leggja inn flugáætlun að minnsta kosti 3 tímum fyrir áætlaðan hlaðfartíma;
- Flugrekstraraðilar ættu að vera meðvitaðar um að ef flugáætlun er lögð inn of seint gæti það leitt til meiri tafa en ella;
- Reglur um flugáætlanir innan NMOC svæðisins eru í leiðbeiningarhefti NMOC sem hægt er að nálgast í bókasafni Eurocontrol eða á netsíðu NMOC (sjá [ENR 1.9.7](#));
- Mikilvægt er að áætlaður hlaðfartími sé eins nákvæmur og hægt er. Evrópu reglur gera kröfu um að flug sem fer, kemur eða flýgur yfir Evrópu og er meira en +/- 15 mínútum frá áætluðum hlaðfarartíma skuli tilkynna breytinguna til NMOC.

The ATFM rules for flight planning for flights departing Iceland and entering the EUR region, are:

- AOs filing flight plans for flights entering the NMOC ATFM area shall submit a flight plan at least 3 hours before Estimated off-block time (EOBT);
- AOs should be aware that late filing of a flight plan may lead to a disproportionate delay;
- Full details of flight planning requirements within the NMOC ATFM area are included in the NMOC ATFM Users Manual which is obtainable from the Eurocontrol Library or from the NMOC website (see [ENR 1.9.7](#));
- It is important that the EOBT of a flight is as accurate as possible. It is a European requirement that all controlled flights departing, arriving or over-flying Europe subject to a change in an EOBT of more than + or - 15 minutes shall notify the change to the NMOC.

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

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

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

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

ENR 1.9.6 ATFM Handbækur ATFM Documentation

Sjá texta á ensku. Nákvæmir starfshættir NMOC eru gefnir út í handbók NMOC, sem hægt er að sækja í bókasafn Eurocontrol eða á vefsíðu NMOC (sjá [ENR 1.9.7](#)).

Detailed NMOC procedures are published in the "NMOC Handbook", which is obtainable from the Eurocontrol Library or from the NMOC website (see [ENR 1.9.7](#)).

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

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

**ENR 1.9.7 Tengiliðir
Contacts**

ENR 1.9.7.1 Skjalasafn Eurocontrol / Eurocontrol Library

Vefsíða skjalasafns Eurocontrol:

Eurocontrol Library website:

<http://www.eurocontrol.int/network-operations/library>

Hægt er að hafa samband í gegnum þetta svæði:

[Beiðni um upplýsingar](#)

To address your questions or comments regarding request for information on NM Services, contact NMOC through:

[Request for Information Form.](#)

ENR 1.9.7.2 Rekstrarstöð netstjóra / Network Manager Operations Centre (NMOC)

Upplýsingar um tengiliði er að finna á vefsíðu:

For contact details refer to the website:

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

ENR 1.9.7.3 Flæðisstjórn Reykjavík (FMP) OACC / Flow Management Position (FMP) Reykjavik OACC

Telephone / Sími:

+ 354 424 4141

Email / Netfang:

atc@isavia.is

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ENR 1.10 Flugáætlanir Flight Planning

ENR 1.10.1 Starfshættir við afhendingu flugáætlana Procedures for the submission of a flight plan

Gerðar skulu flugáætlanir í samræmi við reglugerð 770/2010, áður en framkvæmt er:

1. flug eða hluti þess, sem njóta skal flugstjórnarþjónustu,
2. allt blindflug,
3. flug yfir landamæri ríkja,
4. flug sem vill njóta viðbúnaðarþjónustu.

(fyrir viðbótar upplýsingar um flug í NAT-svæðinu sjá [ENR 1.8.4](#)).

A flight plan shall be submitted in accordance with regulation 770/2010 (The Icelandic version of Annex 2, prior to operating:

1. any flight or portion thereof to be provided with air traffic control service;
2. every IFR flight;
3. any flight across international borders;
4. any flight requesting alerting service.

(for supplementary information regarding NAT operations and flight planning see [ENR 1.8.4](#)).

ENR 1.10.1.1 Afhendingatími Time of submission

Hafa skal í huga þarfir flugumferðarþjónustudeilda um tímanlegar upplýsingar í þeim loftrýmum sem flugleiðin liggur um. Að undanteknum síendurteknum flugáætlunum (RPL) skal afhenda flugáætlun með eftirfarandi lágmarksfyrirvara:

- a. 30 mínútum fyrir brottför í innanlandsflugi;
- b. 60 mínútum fyrir brottför í millilandaflugi; nema
- c. 180 mínútum fyrir brottför í millilandaflugi til Evrópu (NMOC).

The requirement of ATS units in the airspace along the route to be flown for timely information shall be taking into account. Except for repetitive flight plans, flight plans shall be submitted with the minimum prior notice:

- a. 30 minutes for domestic flights;
- b. 60 minutes for international flights; except
- c. 180 minutes for flights to Europe (NMOC).

ENR 1.10.1.2 Afhendingastaður Place of submission

Afhenda skal flugáætlanir flugumferðarþjónustudeild brottfararstaðar. Sjá [ENR 1.11](#).

The flight plan shall be submitted to the relevant ATS unit. See [ENR 1.11](#).

ENR 1.10.1.3 Viðbúnaðarþjónusta Alerting service

Þegar lögð hefur verið inn flugáætlun, er viðbúnaðarþjónusta sjálfkrafa veitt fyrir viðkomandi flug, athugið þó varðandi sjónflug þá er einungis fylgst með áætluðum lendingartíma á ákvörðunarstað.

Ef flugmaður vill loka flugáætlun fyrir landingu skal hann kalla í næstu flugumferðarþjónustudeild og segja: „LOKA PLANI“. Við það lýkur viðbúnaðarþjónustu.

By submission of a complete flight plan, alerting service is provided from the departure of an aircraft until its landing, however, as far as a VFR-flight is concerned only in case of overdue arrival at destination.

If requesting to close a flight plan during flight before the destination is reached, the following report shall be transmitted via radio to the appropriate ATS-unit: 'CLOSING MY FLIGHT PLAN'. Consequently the alerting service is terminated at the same time.

ENR 1.10.1.4 Form og innihald flugáætlana Contents and form of a flight plan

Heimilt er að leggja inn flugáætlun í gegnum síma, með netpósti eða á staðnum. Skriflega flugáætlun skal leggja fram í samræmi við staðlaða flugáætlun ICAO, eða fylgja AFTN staðli. Ef netpóstur er notaður skal sendandi leita staðfestingar á því að flugáætlunin hafi verið móttokin. Þetta er hægt að gera annaðhvort með símtali eða með því að senda flugáætlunina sem tölvupóst sem þarfnast staðfestingar.

Þegar lögð er inn flugáætlun í gegnum síma skal fylgja staðlaðri flugáætlun ICAO.

[ICAO FPL eyðublað](#) er aðgengilegt á heimasíðu Isavia.

Leggja má inn flugáætlun með því að fylla eyðublaðið út og senda síðan sem viðhengi með netpósti til:

fjarrit@isavia.is

A flight plan may be submitted by phone, or by e-mail or a personal visit on condition that the flight plan shall be forwarded on an ICAO form, or that the message complies with AFTN format. If an e-mail is used, a contact must be established to confirm reception of the FPL.

When filing a flight plan by telephone the sequence of items in the ICAO flight plan form shall be followed.

[ICAO FPL](#) form can be found at Isavia home page.

A FPL can be submitted by filling out the ICAO FPL form and send it as attachment to:

fjarrit@isavia.is

ENR 1.10.1.5 ATS-leiðum fylgt Adherence to ATS route structure

Hafi hlutaðeigandi flugumferðarþjónustuveitandi ekki heimilað annað eða hlutaðeigandi flugstjórnardeild fyrirskipað annað, skal stjórnað flug, að svo miklu leyti sem því verður við komið:

- fara eftir skilgreindri miðlínu leiðarinnar þegar flogið er á ákveðinni ATS-leið, eða
- þegar farin er önnur leið skal flogið beint á milli flugleiðsögustöðva eða staða sem ákvarða þá leið.

Unless otherwise authorized by the appropriate ATS authority, or directed by the appropriate air traffic control unit, controlled flights shall, in so far as practicable:

- when on an established ATS route, operate along the defined centre line of that route; or
- when on any other route, operate directly between the navigation facilities and/or points defining that route.

ENR 1.10.1.5.1 Skiptistaður Changeover point

Svo framarlega, sem skilyrði greinar 1.10.1.5 eiga ekki við, skal loffar á hluta ATS leiðar, sem ákveðin er af fjölstefnuvitum (VOR), skipta flugleiðsöguviðtöku frá VOR stöðinni fyrir aftan það á VOR-stöðina framundan, við eða sem næst skiptistaðnum, þar sem hann er tilgreindur.

Subject to the overriding requirement in 1.10.1.5 an aircraft operating along an ATS route segment defined by reference to very high frequency omnidirectional radio ranges shall change over for its primary navigation guidance from the facility behind the aircraft to that ahead of it at, or as close as operationally feasible to, the changeover point, where established.

ENR 1.10.1.5.2 Tilkynningar um frávik Reporting of deviations

Tilkynna skal hlutaðeigandi flugumferðarþjónustudeild frávik frá þeim skilyrðum, sem tilgreind eru í grein 1.10.1.5.

Deviation from the requirements in 1.10.1.5 shall be notified to the appropriate air traffic services unit.

ENR 1.10.1.5.3 Óviljandi frávik Inadvertent changes

Ef stjórnað flug vikur óviljandi frá gildandi flugáætlun skal brugðist við á eftirfarandi hátt:

- Frávik frá ferli: Ef lofftar hefur farið út af fyrirhuguðum ferli skulu tafarlaugar ráðstafanir gerðar til að breyta stefnu þess svo að það komist aftur inn á fyrirhugaðan feril sinn svo fljótt sem gerlegt er.
- Breyting á réttum flughraða: Ef réttur meðalflughraði í farflugshæð milli stöðumiða breytist eða búist er við að hann breytist um sem svarar til 5% þess hraða sem gefinn er upp í flugáætluninni skal það tilkynnt hlutaðeigandi flugumferðarþjónustudeild.
- Breyttur áætlaður tími: Ef áætlaður tími við næsta stöðumið, við mörk flugupplýsingasvæðis eða við áætlaðan lendarstað breytist - hvert af þessu sem fyrst kemur um meira en tvær mínútur frá því sem flugumferðarþjónusta hefur verið tjáð eða um hvern þann tíma, sem hlutaðeigandi veitandi flugumferðarþjónustu eða svæðisbundinn samningur um flugleiðsögu ákveður, þá skal svo fljótt sem verða má tilkynna hlutaðeigandi flugumferðarþjónustudeild breyttan áætlaðan tíma.

In the event that a controlled flight inadvertently deviates from its current flight plan, the following action shall be taken:

- 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.
- Variation in true airspeed: if the average true airspeed at cruising level between reporting points varies or is expected to vary by plus or minus 5 per cent of the true airspeed, from that given in the flight plan, the appropriate air traffic services unit shall be so informed.
- Change in time estimate: if the time estimate for the next applicable reporting point, flight information region boundary or destination aerodrome, whichever comes first, is found to be in error in excess of more than 2 minutes from that notified to air traffic services, or such other period of time as is prescribed by the appropriate ATS authority or on the basis of air navigation regional agreements, a revised estimated time shall be notified as soon as possible to the appropriate air traffic services unit.

ENR 1.10.1.6 Leyfi til sérstaks flugs Authorisation for special flights

Bíður hönnunar

To be developed

ENR 1.10.2 Kerfi endurtekinnna flugáætlana Repetitive flight plan system

Kerfi endurtekinnna flugáætlana (RPL) innan Reykjavík FIR er ekki notað lengur vegna krafna um einkvæmar upplýsingar sem bundnar eru búnaði loftfara, og gerðar eru kröfur um í flugáætlunum. Í boði er þó að nota þjónustu NMOC fyrir flug til/frá IFPZ, sjá NMOC Handbook - IFPS Users Manual.

Reykjavík FIR Repetitive flight plans (RPL) are no longer used due to unique equipment requirements in flight plans. Operators of flights to/from the IFPZ can however use RPL service provided by NMOC, See NMOC Handbook - IFPS Users Manual.

ENR 1.10.3 Breytingar á áður útgefnum flugáætlunum Changes to a submitted flight plan

Breytingar á flugáætlunum sem fyrirhugað er að gera meðan á flugi stendur skulu að öðru jöfnu sendar til flugumferðarþjónustudeildar þess FIR þar sem lofffarið er að fljúga eða ætlar að fljúga, eða til flugráðstöðvarinnar sem þjónar viðkomandi flugumferðarþjónustudeild. Þegar þessi háttur hentar ekki ætti að senda breytinguna til annarar flugumferðarþjónustudeildar eða flugráðstöðvar til áframsendingar til viðeigandi flugumferðarþjónustudeilda eins og þörf krefur.

Changes to a flight plan to be submitted during flight should normally be transmitted to the ATS unit in charge of the FIR, control area in which the aircraft is flying, or in or through which the aircraft wishes to fly or to the aeronautical telecommunication station serving the air traffic services unit concerned. When this is not practicable, it should be transmitted to another ATS unit or aeronautical telecommunication station for retransmission as required to the appropriate air traffic services unit.

Ath.: Ef FPL er lagt inn til að fá flugumferðarstjórnarþjónustu skal lofffarið bíða eftir flugheimild áður en flugi er haldið áfram í samræmi við breytta flugáætlun. Ef FPL er lagt inn til að fá flugupplýsingaþjónustu skal lofffarið bíða eftir staðfestingu á móttöku frá viðkomandi þjónustuaðila.

Note: If the flight plan is submitted for the purpose of obtaining air traffic control service, the aircraft is required to wait for an air traffic control clearance prior to proceeding in accordance with the amended FPL. If the flight plan is submitted for the purpose of obtaining flight information service, the aircraft is required to wait for acknowledgment of receipt by the unit providing the service.

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Name Lateral Limits Vertical Limits Class of airspace	Unit providing Service	Call Sign Languages Area and Conditions of use Hours of Service	Frequency Purpose	Remarks
<p>UNDIRDEILD ÚTHAFS OG INNANLANDSSVÆÐISINS - SUÐURSEKTOR /</p> <p>SUB-DIVISION OF OCEANIC AND DOMESTIC AREA -SOUTH SECTOR:</p> <p>610000N 0100000W dct 640000N 0120000W dct 660000N 0140000W dct 664500N 0151036W thence along 664500N to 0300000W 610000N 0300000W thence along 610000N to 0100000W.</p> <p>Efri mörk: Ótakmarkað Neðri mörk: SFC, UPPER LIMIT: Unlimited. LOWER LIMIT: SFC</p>	<p>Flugstjórnar- miðstöðin í Reykjavík / OACC Reykjavík</p>	<p>Reykjavík flugstjórn / Reykjavík Control</p> <p>Enska / English</p> <p>H24</p>	<p>Bein flugfjarskipti flug- umferðarstjóra / flug- manna: Direct controller / pilot communication:</p> <p>VHF 119,700 MHz HO 24H, 125.700 MHz, 128.600 MHz, 132.300 MHz, 123.900 MHz & 129.900 MHz.</p> <p>Tíðni fyrir almenn flug- fjarskipti á VHF/HF: / General purpose VHF/ HF:</p> <p>126.550 MHz / primary 129.625 MHz and 127.850 MHz secondary HF family D primary and family B and C secondary.</p>	
<p>UNDIRDEILD ÚTHAFSSVÆÐISINS - VESTURSEKTOR SUB-DIVISION OF OCEANIC AREA -WEST SECTOR:</p> <p>701500N 0634127W dct 650000N 0574500W dct 633000N 0554000W along 633000N to 0390000W dct 610000N 0300000W dct 664500N 0300000W dct 681500N 0400000W dct 701500N 0500000W thence along 701500N to 0634127W.</p> <p>Efri mörk: Ótakmarkað. Neðri mörk: a) Jörð utan FIR Syðri Straumfjarðar b) FL 195 innan FIR Syðri Straumfjarðar Flokkur A: Fyrir ofan FL 195 í BGGL FIR. Í BIRD FIR fyrir ofan FL 55 /</p> <p>Upper Limit: Unlimited. Lower Limit: a) GND outside Nuuk FIR b) FL 195 within Nuuk FIR Class A: Above FL 195 in BGGL FIR. In BIRD FIR Above FL 55.</p>	<p>Flugstjórnar- miðstöðin í Reykjavík / OACC Reykjavík</p>	<p>Reykjavík flugstjórn / Reykjavík Control</p> <p>Enska / English</p> <p>H24</p>	<p>Bein flugfjarskipti flug- umferðarstjóra / flug- manna: Direct controller / pilot communication: VHF124.400 MHz, HO 24H. On demand 127.500 MHz, 128.200 MHz and 126.900 MHz.</p> <p>Tíðni fyrir almenn flug- fjarskipti á VHF/HF: / General purpose VHF/ HF: 127.850 MHz.</p> <p>HF family D primary and family B and C secondary</p>	

Nafn Hliðarmörk Hæðarmörk Flokkur loftrymis /	Hver veitir þjónustuna /	Kallmerki Tungumál Notkunarskilyrði þjónustutími /	Tíðni Tilgangur /	Athugasemdir /
Name Lateral Limits Vertical Limits Class of airspace	Unit providing Service	Call Sign Languages Area and Conditions of use Hours of Service	Frequency Purpose	Remarks
<p>UNDIRDEILD ÚTHAFSSVÆÐISINS - NORÐURSECTOR / SUB-DIVISION OF OCEANIC AREA -NORTH SECTOR:</p> <p>701500N 0634127W dct 760000N 0760000W dct 780000N 0750000W dct 820000N 0600000W dct North Pole dct 820000N 0300000E along 820000N to 0000000E/W dct</p> <p>654500N 0000000E/W dct 664500N 0100000W thence along 664500N to 0300000W dct 681500N 0400000W dct 701500N 0500000W thence along 701500N to 0634127W</p> <p>Efri mörk: Ótakmarkað. Lægri mörk: Jörð nema yfir BGGL FIR FL 195. Flokkur A: Fyrir ofan FL 195 í BGGL FIR. Í BIRD FIR fyrir ofan FL 55 eða 2000 fet yfir jörðu hvort sem er hærra (Jan Mayen 8347 fet) /</p> <p>Upper Limit: Unlimited. Lower Limit: GND above BGGL FIR FL 195. Class A: Above FL 195 in BGGL FIR. In BIRD FIR above FL 55 or 2000 feet above GND whichever is higher (Jan Mayen 8347 feet).</p>	<p>Flugstjórnar- miðstöðin í Reykjavík / OACC Reykjavík</p>	<p>Reykjavík flugstjórn / Reykjavík Control</p> <p>Enska / English</p> <p>H24</p>	<p>Bein flugfjarskipti flug- umferðarstjóra / flug- manna: Direct controller / pilot communication: VHF 133.100 MHz HO 24H. 134.300 MHz and 135.250 MHz on demand.</p> <p>Tíðni fyrir almenn flug- fjarskipti á VHF/HF: General purpose VHF/ HF: 126.550 MHz. HF family D primary and family B and C secondary.</p>	
<p>INNANLANDSSVÆÐI: HLIÐARMÖRK: /</p> <p>DOMESTIC AREA: LATERAL LIMITS: 673000N 0260000W along 673000N to 0110000W dct 640000N 0110000W dct 630000N 0160000W along 630000N to 0184413W an arc of 120 NM radius from 635913N 0223652W to 652119N 0260000W dct 673000N 0260000W.</p> <p>Efri mörk: F245 Neðri mörk: GND / UPPER LIMIT: F245 LOWER LIMIT: GND</p> <p>Flokkur A fyrir ofan FL 195. Flokkur E í eða fyrir neðan FL 195 í og ofan 3000 fet eða 1000 fet GND hvort sem er hærra. Flokkur G fyrir neðan 3000 fet MSL eða 1000 fet GND hvort sem er hærra / Class A airspace above FL 195. Class E airspace at or below FL 195 at and above 3000 feet MSL or 1000 feet GND which ever is higher. (Class G airspace below 3000 feet MSL or 1000 feet GND which ever is higher.)</p>	<p>Flugstjórnar- miðstöðin í Reykjavík / ACC Reykjavík</p> <p>Flugstjórnar- miðstöðin í Reykjavík / ACC Reykjavík</p>	<p>Reykjavík flugstjórn / Reykjavík Control</p> <p>Enska / English Íslenska / Icelandic</p> <p>H24</p> <p>Reykjavík flugstjórn / Reykjavík Control</p> <p>Íslenska og enska / Icelandic and English</p> <p>H24</p>	<p>119.700 MHz HO 24H</p> <p>119.700 MHz HO 24H</p>	<p>Aircraft will receive Air Traffic Service from South Sector on 119.700 MHz west of a line from 61N010W 64N012W 66N014W 6645N 0151036W. Aircraft will receive Oceanic Air Traffic Service from East Sector on 126.750 MHz east of this line and aircraft north of 6645N will receive Oceanic Air Traffic Service from North Sector on 133.100 MHz.</p>

BIIS 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: 50x70 m
	Yfirborð hlaðs og styrkur	
2	Taxiway width, surface and strength	Asphalt stabilized gravel / Tjörubundin grús: 60 M
	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	

BIIS 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 and centreline RWY Lights: THR, END and EDGE TWY Markings: Centreline and taxihold TWY Lights: EDGE Brautarmerkingar: Brautarheiti, þröskulds og miðlínumerkingar Brautarljós: Þröskulds-, enda- og kantljós Akbrautarmerkingar: Miðlína og biðlína Akbrautarljós: Kantljós
	Flugbrautar- og akbrautarmerkingar og ljós	
3	Stop bars	NIL
	Stöðvunarljós	
4	Remarks	NIL
	Athugasemdir	

BIIS 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
Umhverfis flugvöllinn er landslag/hindrun á alla vegu upp í 2000 ft. nema (út fjörðinn) til NA, (sjá kort AD 2.24.1.1-1) The airport is surrounded with mountains/ barrier in all directions up to 2000 ft. except to NA, (see map AD 2.24.1.1-1)					

BIIS 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 Periods of validity Gildistími	Icelandic Met Office / Veðurstofa Íslands See GEN 3.5.4.1 / Sjá GEN 3.5.4.1
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 Language(s) used Tungumál	METAR, TAF, SIGMET, Flight condition over Iceland / Flugveðurskilyrði yfir Íslandi, Low Level Wind/SIGWX forecasts charts, NAT Wind/Temp/ SIGWX forecasts charts English and Icelandic / Enska og íslenska
7	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	Automatic WX InfoTel: 456 3122 or 135.000 MHz. Key Trans 3 times to start the WX transmission. Note: Automatic WX Station positioned 4 NM NE of Airport at IS NDB. / Sjálfvirk veðurstöð sími 456 3122. http://www.isavia.is/c/flugvedur
9	ATS units provided with information Flugumferðarþjónusta sem fær upplýsingarnar	Isafjörður / Ísafjörður AFIS ACC/Flugstjórnarmiðstöð
10	Additional information (limitation of service, etc.) Viðbótarupplýsingar (takmörkun þjónustu o.s.frv.)	Automatic Wx station positioned 4 NM NE of Airport at IS NDB. / Sjálfvirk veðurathugunarstöð er í Arnarnesi um 4 NM norðaustur af flugvellið við IS NDB.

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			
5	INS checkpoints	NIL		
	INS-gátunarstaðir			
6	Coordinates for aircraft stands	See Aircraft Parking/docking Chart / BIKF 2.24.2.1 - 1 and BIKF 2.24.2.2 - 1		
	Hnit lofffarastæða			

ENGLISH/ ICELANDIC	
7	<p>Remarks</p> <p>Athugasemdir</p> <p>Stands 1, 3, 5, 7 and 46 / Stæði 1, 3, 5, 7 og 46 - 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. - 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 - 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. - 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 - 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. - 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 - 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. - 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 - Aircraft on stands 62, 63 and 65 shall use tug release-point W. - 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 - 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. - 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 - 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. - 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 - 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. - 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 - Aircraft on stand 70, 71, 72, 73 shall use tug release-point O. - Flugvélar á stæði 70, 71, 72, 73 skulu nota sleppi-punkt O.</p> <p>Stand 75 / Stæði 75 - Aircraft on stand 75 shall use tug release-point O. - Flugvélar á stæði 75 skulu nota sleppi-punkt O.</p>

ENGLISH/ ICELANDIC	
	<p>Stands 55, 57, 59 and 61 / Stæði 55, 57, 59 og 61 Taxiing under own power on stands 55, 57, 59 and 61 is only permitted for direct nose-in parking. Aircraft parked on those stands shall be pushed-back or towed into TWY K-3. Engine start up with caution due to jet blast hazard. / Ekki skal aka loffförum undir eigin afli á loftfarastæði 55, 57, 59 og 61 nema þegar lagt er í beinni stefnu inn á stæðin frá akbrautinni. Ýta skal loffförum af þessum stæðum eða þau toguð inn á akbraut K-3. Sérstaka aðgát skal sýna við ræsingu hreyfla vegna hættu af þotublæstri.</p>
	<p>Rapid Exit Taxiway / Flýtiafreinar TWY A-1 and TWY B-1 are authorized as Rapid Exit Taxi way / Leyfilegt er að nota Akbrautir A-1 og B-1 sem flýtiafreinar Taxiway D-1 / Akbraut D-1 D-1 taxiway onto the "Hot cargo" pad is only 15 m wide. The Taxiway is only authorized for aircraft of category A and B or class C with a wheel base less than 18 meters. Other aircraft up to or equal to class E shall enter the "Hot cargo" pad by taxiway Golf 1 and 2. Aircraft in Class F is not intended to drive onto the "Hot cargo" pad. / D-1 akbrautin inn á „Hot-cargo“ stæðið er einungis 15 m breið. Akbrautin er einungis heimil loffförum í flokki A og B eða flokki C með bil milli hjóla minna en 18 metrar. Önnur loffför upp að eða í stærðarflokki E eiga að fara inn á „Hot-cargo“ stæðið um akbraut Golf 1 og Golf 2. Loffförum í flokki F er ekki ætlað að aka inn á „Hot-cargo“ stæðið.</p>
	<p>Terminal Remote East Apron / FLE austurhlað Taxi lane on terminal apron between stands 72 and 78 is limited to code D aircraft. Max wing span for the taxilane is 52 meters. / Akstur flugvéla á akbraut á hlaði milli stæða 72 og 78 er takmarkaður við loffför í stærðarflokki D. Hámarks vænghaf fyrir þessa akbraut á hlaði er 52 metrar.</p>

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

ENGLISH/ ICELANDIC		
1	<p>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</p>	<p>Provided / Til staðar</p>
2	<p>RWY & TWY markings and LGT Flugbrautar- og akbrautamerkingar og ljós</p>	<p>RWY Markings: Thresholds, RWY designation, aiming point and TDZ, RWY centrelines and RWY holding positions. RWY Lights: THR, TDZ, RWY centreline, EDGE, END and RWY guard lights TWY Markings: Centrelines, intermediate holding positions, taxi side stripe markings, apron safety lines and aircraft stands TWY Lights: Edge lights on TWY and apron except reflective markers on TWY A 1 and B 1, center lights on TWY A 1 and B 1 and apron flood lights. / Brautamerkingar: Þröskuldamerkingar, flugbrautanúmeramerkingar, merking miðunarpunkts og snertisvæða, miðlínúmerkingar og flugbrautarbiðstaðamerkingar Brautarljós: Þröskuldarljós, Ljós á snertisvæðum, Miðlínuljós flugbrauta, Hliðarljós flugbrauta, Endaljós og Viðvörðunarljós við flugbraut. Merkingar akbrauta og hlaða: Akbrautarmiðlínur, millibiðstaðamerkingar, akbrautarhliðarlínur, öryggismerkingar á hlaði og merkingar loftfarastæða Ljós á akbrautum og hlöðum: Akbrautahliðarljós á akbrautum nema á akbrautum A 1 og B 1 eru endurskinsstíkur, miðlínuljós á akbrautum A 1 og B 1 og flóðljósing á hlöðum.</p>

ENGLISH/ ICELANDIC		
3	Stop bars	No / Nei
	Stöðvunarslár	
4	Remarks	NIL
	Athugasemdir	

BIKF 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
BIKFOB2206	Mast	635906.09N 0224354.08W	158 / – FT	LGTD	NIL
BIRDOB1003	Antenna	635103.51N 0222706.70W	668 / 607 FT	LGTD	NIL
BIRDOB1002	Antenna	635101.32N 0222800.02W	1065 / 1028 FT	LGTD	NIL
BIKFOB2202	Antenna	635150.71N 0222620.74W	778 / – FT	NIL	NIL

BIKF 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 - Icelandic / Enska - íslenska
	Tungumál	

BIRK 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	RK	355.000 KHZ	H24	640905.3N 0220143.8W	—	Range 100 NM approx
L	GF	319.000 KHZ	H24	640858.4N 0215629.6W	—	Range 15 NM approx
NDB	EL	335.000 KHZ	H24	640452.0N 0214614.6W	—	Range 100 NM approx
RWY 13 LOC	IRE	109.100 MHZ	H24	640737.0N 0215546.4W	—	
DME	IRE	109.100 MHZ CH 28X	H24	640735.6N 0215548.0W	100 FT	Paired with LOC RWY 13 IRE
ILS 19 (CAT 1) LOC (14°2016)	IRK	109.900 MHZ	H24	640714.5N 0215609.4W	—	—
RWY 19 GP	IRK	333.800 MHZ	H24	640801.1N 0215627.3W	—	
DME	IRK	109.900 MHZ CH 36X	H24	640801.0N 0215626.8W	100 FT	
VOT	DOTS	113.000 MHZ	H24	640741.2N 0215622.5W	—	Usable only on the ground

BIRK AD 2.20 Svæðisbundnar umferðarreglur Local traffic regulations

2.20.1 Almennar takmarkanir

1. Talstöð skal vera með tíðni flugturns/flugradíós;
2. Öll umferð loftfara með massa hærra en fram kemur í tegundaskírteini er stranglega bönnuð;
3. Eftirfarandi æfingar eru bannaðar:
 - a. Æfingar með skerta flughæfni, svo sem æfingar þar sem hermt er eftir hreyfibilun við flugtak og landingar;
 - b. Marklandingar;
 - c. Snertilendingar fjölhreyfla loftfara.
 - d. Snertilendingar loftfara með vélastærð 220 hest-öfl eða meira.
4. Snertilendingar eins hreyfils loftfara eru leyfðar:
 - a. Mánudaga - föstudaga 09:00 - 17:00
 - b. Á almennum frídögum, að vetri, 1. september til 1. maí milli 11:00 og 16:00.
 - c. Snertilendingar eru ekki leyfðar á sérstökum frídögum (þ.m.t. stórhátíðardögum).
 - d. Flugumferðarstjórar í flugturni hafa ávallt heimild til að takmarka snertilendingar.
5. Flugtak er ekki heimilt þegar flugbrautarskyggni er minna en 800 m.

2.20.2 Næturetakmarkanir

Umferð um völlinn sem leyfð er:

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

Sjá einnig [AD-2.3](#) Þjónustutímar.

2.20.3 Takmarkanir kennslu- og æfingaflugs

Flugmönnum sem áætla að koma til Reykjavíkurflugvallar er bent á að vegna mikillar flugumferðar á álagstímum er ekki unnt að veita kennslu- og æfingaflugi óskerta flugumferðarþjónustu:

15. apríl - 31. október

Blindflugs- og sjónflugsæfingar kennslu- og æfingaflugs í aðflugsstjórnarsvæði Reykjavíkur eru ekki heimilar á tímabilinu frá 15:00 - 16:00.

2.20.1 General Restrictions

1. Transceiver shall have the tower's/AFIS frequency.
2. Higher overweight operations than indicated in the type certificate are strictly prohibited;
3. The following exercises are prohibited:
 - a. Exercises involving reduced performance, e.g. simulated engine failure during take-off or landing;
 - b. Spotlandings;
 - c. Touch and go landings of multi engine aircraft;
 - d. Touch and go landings of aircraft with engine rating of 220 hp or more.
4. Touch and go landings of single engine aircraft are permitted during the following times:
 - a. Monday - Fridays 09:00 -17:00
 - b. On public holidays from September 1st through May 1st between 11:00 and 16:00.
 - c. Touch and go landings are not permitted on special holidays.
 - d. Air traffic controller in tower are always authorized to limit touch and go landings.
5. Take-off is not permitted when RVR is less than 800 m.

2.20.2 Night restrictions

Traffic allowed:

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

See also [AD-2.3](#) Operational hours.

2.20.3 Training flights restrictions

Pilots intending to use Reykjavik airport are advised that due to high traffic volume during peak hours, training flights are restricted as follows:

15 April to 31 October

IFR and VFR training flights in Reykjavik approach control area are not permitted during the period from 15:00 - 16:00.