

AERODROME CHART - ICAO

BIRK - REYKJAVIK

RWY DESIGNATOR NR	TRUE & MAG BRG	THR PSN Geoid undulation	Bearing strength	THR ELEV and highest ELEV of TDZ of precision APCH RWY	Declared distances				Remarks	Approach and runway lighting				
					TORA	TODA	ASDA	LDA		APCH	THR	VASIS (MEHT)	Edge	End
01	355.2° GEO 010° MAG	640721.63N 0215610.80W GUND 217 ft	PCN 35 /F/A/X/T ASPH	THR 23 ft	1567	1567	1567	1487	TWY ALFA 120 m from RWY centerline	THR ID LGT FLG WHITE	LIH G	PAPI 3.5° (47.83 ft)	LIH W	LIH R
19	175.2° GEO 190° MAG	640809.48N 0215619.87W GUND 217ft	PCN 35 /F/A/X/T ASPH	THR 29 ft TDZ 42 ft	1567	1567	1567	1567		B - BARETTE LIH W Crossbar 300 m THR ID LGT FLG WHITE 5 LDIN Flashing lights Dist from THR 13: 734 m, 1279 m, 1659 m 2110 m and 2753 m	LIH G	PAPI 3.5° (47.87 ft)	LIH W	LIH R
13	116.29° GEO 131° MAG	640757.09N 0215719.28W GUND 217 ft	PCN 25 /F/A/X/T ASPH	THR 21 ft	1230 1375*	1230 1375*	1230 1375*	1230		RWY alignment beacon 200 m from THR THR ID LGT FLG WHITE	LIH G	PAPI 3.1° (48.23 ft)	LIH W	LIH R
31	296.31° GEO 311° MAG	640740.42N 0215602.07W GUND 217 ft	PCN 25 /F/A/X/T ASPH	THR 38 ft	1230 1349*	1230 1349*	1230 1349*	1165		THR ID LGT FLG WHITE	LIH G	PAPI 4.45° (58.59 ft)	LIH W	LIH R

ARP 64°07'48"N
021°56'26"W

APP 119.000 TWR/AFIS 118.000
GND 121.700 ATIS 128.100

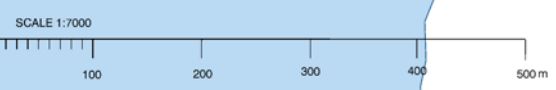
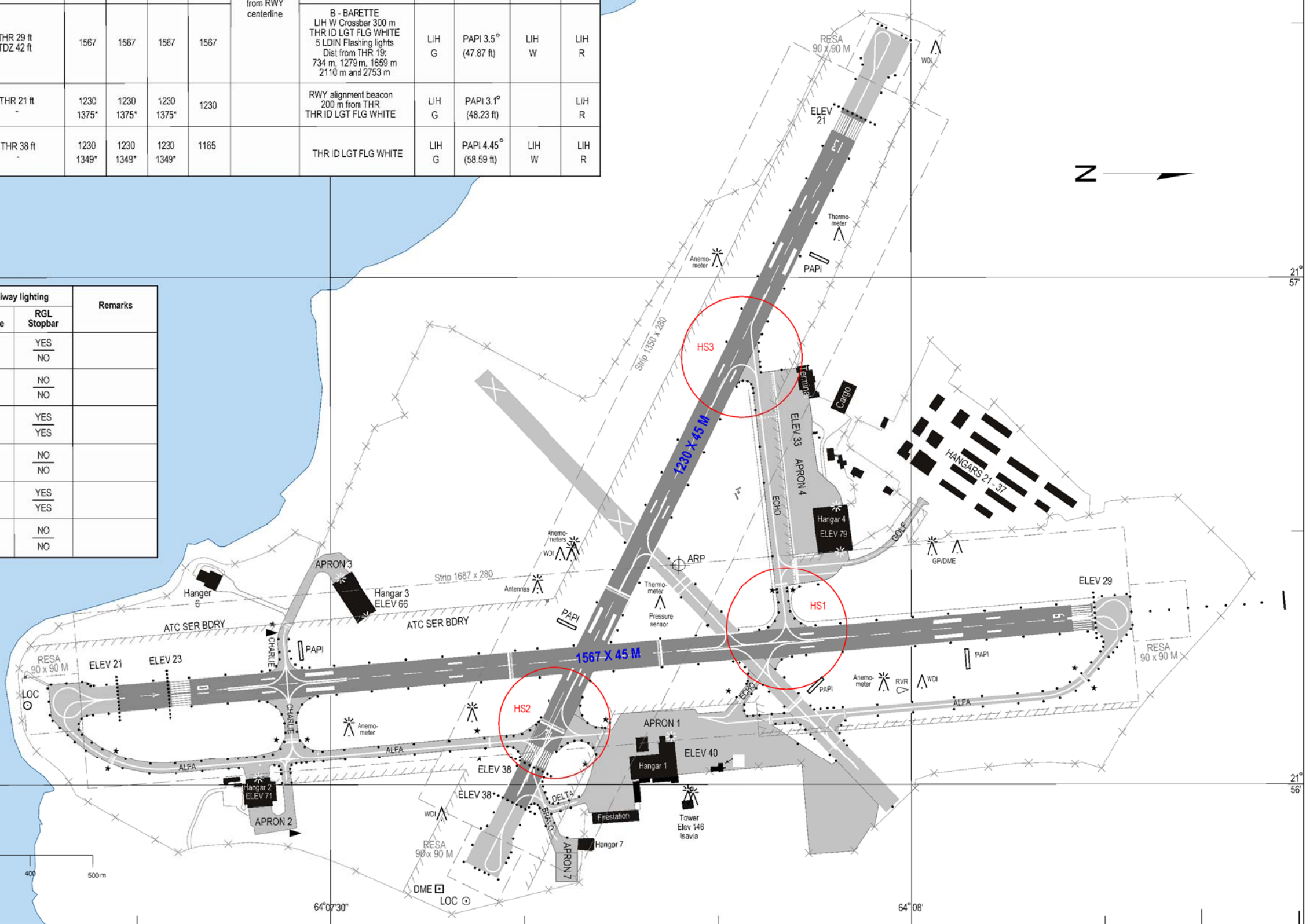
AERODROME ELEV 45

ELEV AND ALT IN FT MSL
DIST IN NM
VAR 14°W 2016 (Annual change -0.3°W)

* TKOF from paved end inside RESA

TWY NAME	WIDTH	Surface Bearing strength	Day marking		Taxiway lighting		Remarks
			Centerline Holding	Edge Centerline	RGL Stopbar		
ALFA	15 m	ASPH PCN 25 F/A/X/T	NO YES	YES NO	YES NO		
BRAVO	15 m	ASPH PCN 10 F/A/X/T	NO YES	YES NO	NO NO		
CHARLIE	18 m	ASPH PCN 35 F/A/X/T	NO YES	YES NO	YES YES		
DELTA	10.5 m	ASPH PCN 10 F/A/X/T	NO YES	YES NO	NO NO		
ECHO	15 m	ASPH PCN 15 F/A/X/T	NO YES	YES NO	YES YES		
GOLF	3 m	ASPH PCN 15 F/A/X/T	NO YES	NO NO	NO NO		

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



CHANGES: Windscocks added

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