## GENERAL

### Operational Hours

**ATS Hours:** H24

**AD ADMIN Hours:** 0800-1600

### Airport Information

**RFF:** CAT 9 0400-1900, CAT 7 1900-0400

**PCN:** RWY 01/19: 73/F/A/W/T Grooved, RWY 10/28: 80/F/A/W/T Grooved

### Operation

**Low Visibility Procedure**
In force when VIS at TDZ of RWYs 10 and 19 is below 800m and/or ceiling is 200ft or below.
When RVR VIS below 550m, only one ACFT at the time allowed to operate on maneuvering area.

**TWY Restriction**
TWY D1 width 15m / 49ft.

ACFT larger than code letter D are not allowed to taxi TWY S1 to and from East APN.

**APU:** Restricted to 15min after block on and 15min prior DEP. If outside temperature lower than 0°C, APU can be used to heat up cabin.

**Taxi/Parking**
Stands 55, 57, 59, 61 taxiing under own PWR only for direct nose-in parking. ACFT shall be pushed-back or towed into TWY K3. ENG start-up with caution due to jet blast hazard.

ACFT up to code letter C with MAX wheelbase 18m / 59ft shall enter Hot Cargo Pad via TWY D1.
Other ACFT up to code letter E shall enter Hot Cargo Pad via TWY G1, G2. Code letter F ACFT are not intended on Hot Cargo Pad.

**Noise Abatement Procedure**
RWY 01/19 designated noise preferential RWY.

Between 2300-0700 ACFT may be vectored around of most dense populated areas in SW Iceland.

**Engine Run-up Areas**
High power run-ups must be made on designated area SW of intersection.
Not approved MON-SAT : 2200-0700 and SUN: 2200-1200.
Run-up area north of RWY 28 suitable for ACFT code letter A-D.
Run-up area south of RWY 10 suitable for ACFT code letter C.

### Warning

**KEF VOR/DME** unusable: R065-R075 beyond 20NM.

## ARRIVAL

### Speed

MAX IAS 250KT below FL100.

MNM IAS 160KT until APROX 4NM for all ILS Z and RNAV approaches.

### Communication

Initial call on 119.150 state call sign only.

**COM Failure**
**RNAV RWY 01/19, 10/28**
Follow cleared or expected STAR until IAF, then start APCH to assigned without delay.

**MISAP COM Failure**
ILS or LOC Z RWY 01:
Passing D14.1 KFV (NERKO) turn left direct TOBSI at 3000ft.

ILS or LOC Y RWY 01:
Passing D14.1 KFV (NERKO) turn left intercept R330 KFV and hold at TOBSI at 3000ft.

ILS or LOC Z/Y RWY 10:
Continue on track 330°, passing D20 KFV, turn left direct KFV at 3000ft for new APCH.

ILS or LOC Z/Y RWY 19:
Continue on course 194°, passing D20 KFV (KF801), turn right direct KFV at 3000ft for new APCH.

LOC X RWY 19:
At D20 KFV turn right direct FKV VOR for new APCH.

ILS or LOC Z/Y RWY 28:
Passing D11.7 KFV (LERVA), turn right intercept R330 KFV, hold at D30 (TOBSI) at 3000ft.

RNAV Z/Y/X RWY 01, RNAV RWY 10:
Passing NERKO, turn left direct TOBSI and hold at 3000ft.

RNAV Z/X RWY 19:
At KF801 turn right direct KFV for new APCH.

RNAV Z/Y/X/T/S/R RWY 28:
Passing LERVA, turn right direct TOBSI and hold at 3000ft.

VOR RWY 10
At D10 KFV turn left on HDG 290°, intercept R330 and hold TOBSI at 3000ft.

VOR RWY 28
At D10 KFV turn right on HDG 010°, intercept R330 KFV and hold at TOBSI at 3000ft.

### Arrival Procedure

SRE/PAR AVBL O/R; 15min PN.

**Noise Abatement Procedure**
For RWYs 10 and 19 right-hand traffic pattern is mandatory.

## ARRIVAL

**Non-standard GP Intercept Position on RWY 01**

GP intercept RWY 01 at *337m / 1107ft* after landing threshold.
Remaining DIST beyond GP is *2717m / 8913ft*.

**RWY 10**

GP intercept RWY 10 at *320m / 1049ft* after landing threshold.
Remaining DIST beyond GP is *2745m / 9007ft*.

**RWY 28**

GP intercept RWY 28 at *320m / 1049ft* after landing threshold.
Remaining DIST beyond GP is *2745m / 9007ft*.

### Warnings

RWY 01: GP not to be used 4° either side of LOC course.

## DEPARTURE

**Take-off Minima**

| RWY | | 01/19, 10/28 | |
|---|---|---|---|
| All ACFT | ft - m/km | 0 - 125R | - |

### Communication

**COM Failure**
**RNAV RWY 01**

Proceed in accordance with the departure CLR routing and restrictions then in accordance with oceanic/enroute CLR, including LVL and speed, to the last specified cleared route point, normally landfall, then continue on the filed FPL. If under vectoring proceed in the most direct manner to join the cleared route and proceed in accordance with ATC CLR.

**RNAV RWY 10/28 RWY 19**

Proceed in accordance with the departure CLR routing and restrictions then in accordance with oceanic CLR, including LVL and speed, to the last specified oceanic route point, normally landfall, then continue on the filed FPL. If under vectoring proceed in the most direct manner to join the cleared route and proceed in accordance with the DEP/oceanic CLR.

**Omnidirectional Departure RWY 01/19, 10/28**

Climb on track 014° (OMNI 3A) / 104° (OMNI 3B) / 194° (OMNI 3C) / 284° (OMNI 3D) to 5000ft, then proceed in the most direct manner possible to join the cleared route, climbing to the cleared FL in the oceanic CLR. If under vectoring proceed in the most direct manner to join the cleared route, climbing to the cleared FL in the oceanic CLR.

### Departure Procedure

**Start-up/Push-back**

Do not REQ push-back until ACFT is fully ready for start-up. Permission for push-back/taxi out must not be requested unless the tractor/ACFT is ready to perform the manoeuvre immerdiately.

Start-up of one ENG is permitted on Gate if APU inoperative.

Stands 1, 3, 5, 7, 46R, 46: ENG start-up for pushed back ACFT prohibited before reaching position marked by a triangle south of stand 7 on west side and north of stand 8 on east side of terminal building for stands 2, 4 and 6.

Be prepared for TKOF when reaching RWY, expect rolling departure.

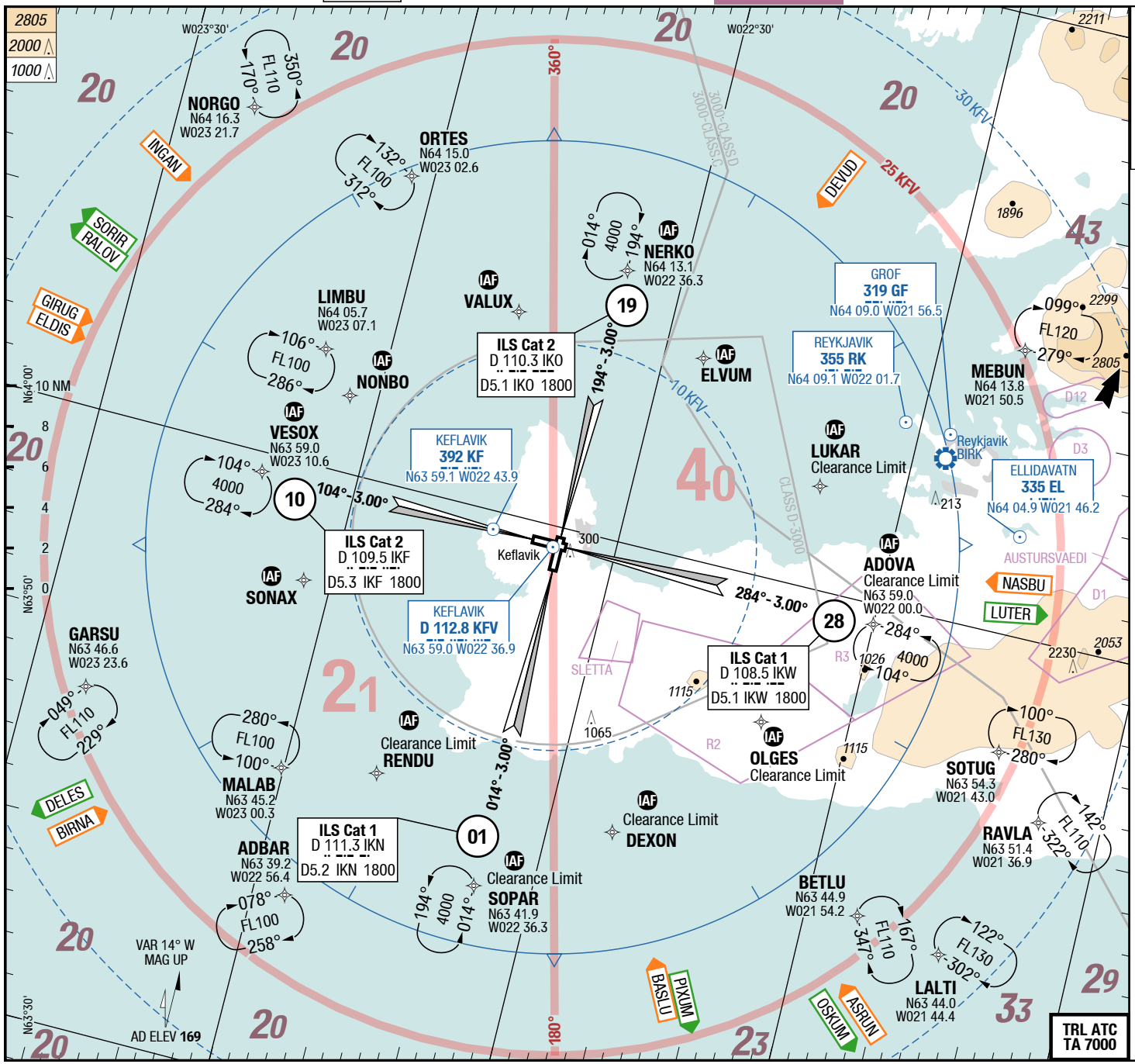
**DEPARTURE**

Stands 1, 3, 5, 7 and 46 shall use tug release point Y. By ATC, push and pull to tug release point Z.
Stands 9, 40, 42 and 44 shall use tug release point Z. By ATC, push to tug release point Y or W
Stands 11 and 14 shall use tug release point V. By ATC, push to tug release point W.
Stands 2, 4, 6 and 8 shall use tug release point T. By ATC, push and pull to tug release point R.
Stands 62, 63 and 65 shall use tug release point W.
Stands 10, 12, 77 and 79 shall use tug release point U. By ATC push to tug to release point T.
Stands 76 and 78 shall use tug release point R. By ATC , push to tug release point Q.
Stands 74 shall use tug release point Q. By ATC, push to tug release point R or P.
Stands 70, 71, 72 and 73 shall use tug release point O. By ATC, push to tug release point P.
Stands 75 shall use tug release point P. By ATC, push and pull to tug release point O.

**Noise Abatement Procedure**
Use ICAO Standard NADP 2.

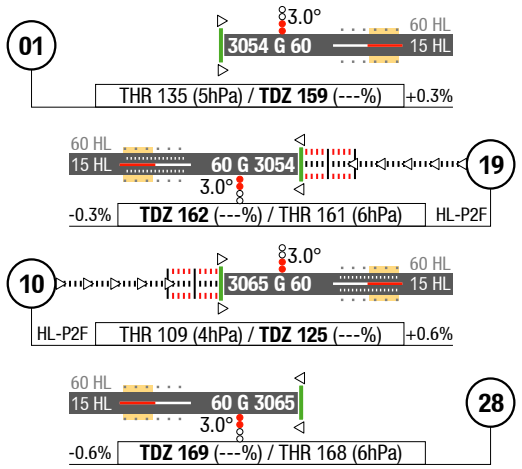
**De-Icing**

AVBL.



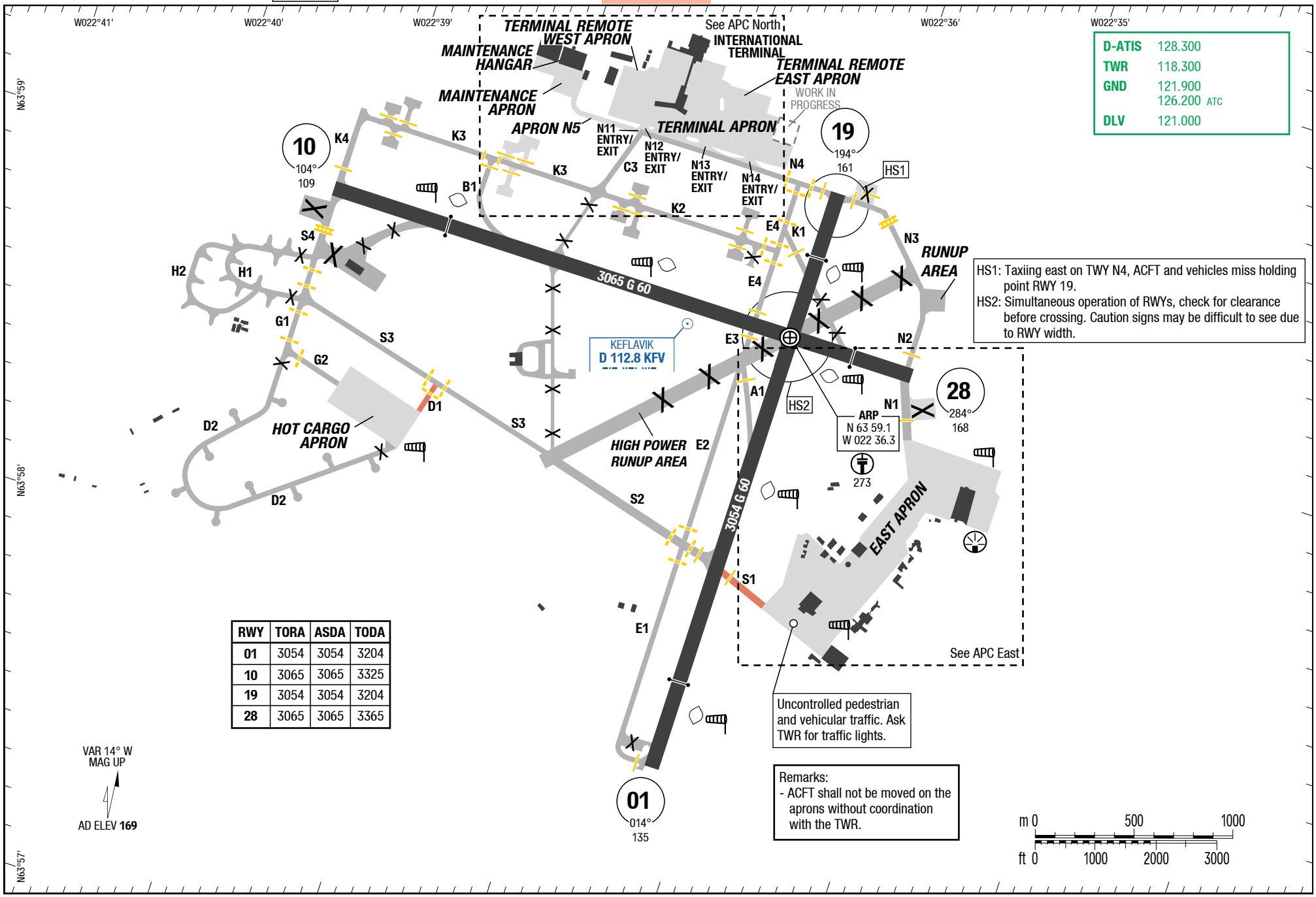

| | |
|---|---|
| D-ATIS | 128.300 |
| APP | 119.300<br>119.150 |
| TWR | 118.300 |
| GND | 121.900<br>126.200 ATC |
| DLV | 121.000 |

**Landing RWY system:**






Changes: APL




| RWY | TORA | ASDA | TODA |
|---|---|---|---|
| 01 | 3054 | 3054 | 3204 |
| 10 | 3065 | 3065 | 3325 |
| 19 | 3054 | 3054 | 3204 |
| 28 | 3065 | 3065 | 3365 |



Changes: RWY , APN

# Iceland Keflavik

NIL

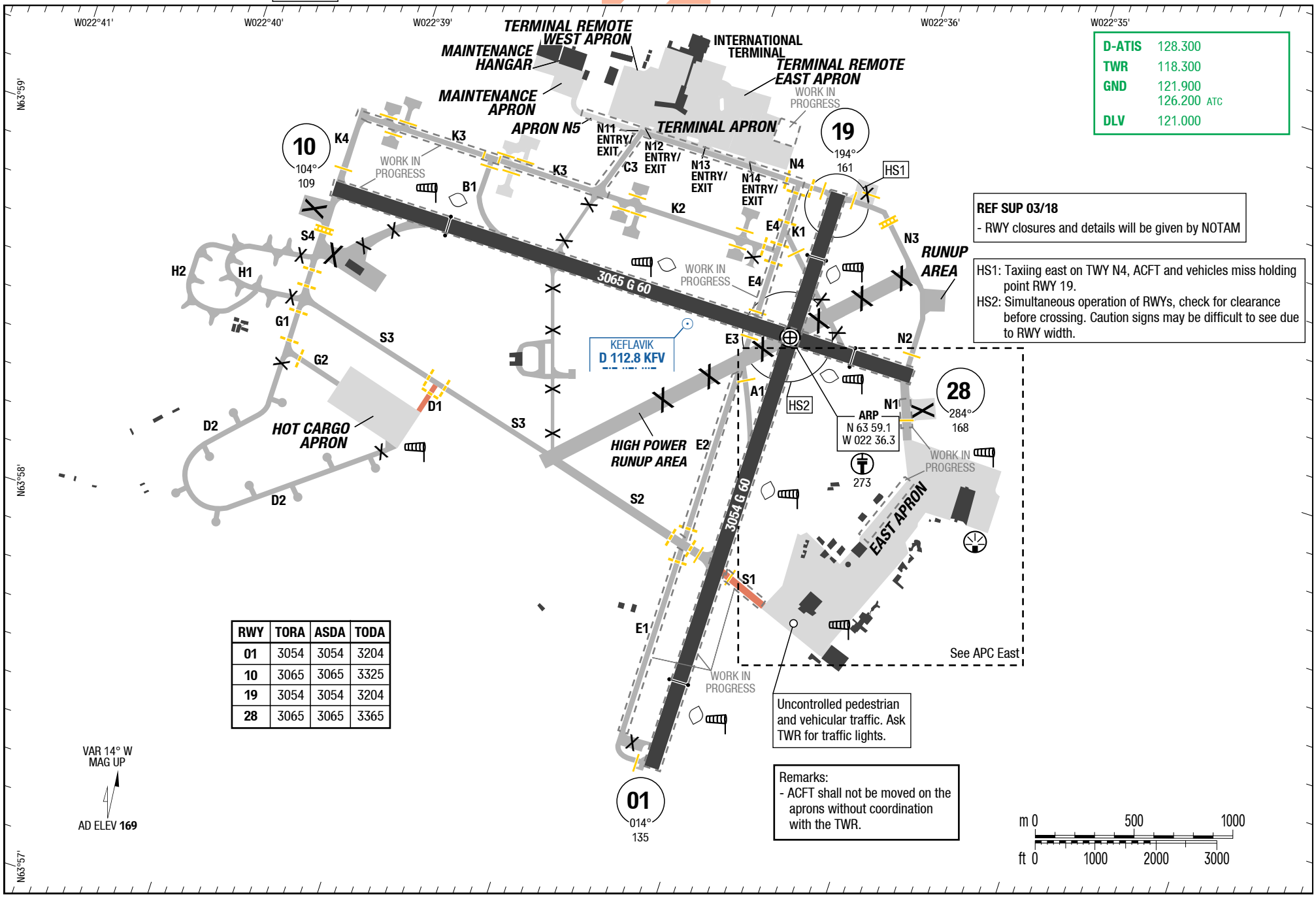
3-21 Tempo AGC WIP Overview

AGC AGC

# Keflavik Iceland

NIL

Tempo AGC WIP Overview




| D-ATIS | 128.300 |
|---|---|
| TWR | 118.300 |
| GND | 121.900<br>126.200 ATC |
| DLV | 121.000 |

**REF SUP 03/18**
- RWY closures and details will be given by NOTAM

HS1: Taxiing east on TWY N4, ACFT and vehicles miss holding point RWY 19.
HS2: Simultaneous operation of RWYs, check for clearance before crossing. Caution signs may be difficult to see due to RWY width.

| RWY | TORA | ASDA | TODA |
|---|---|---|---|
| 01 | 3054 | 3054 | 3204 |
| 10 | 3065 | 3065 | 3325 |
| 19 | 3054 | 3054 | 3204 |
| 28 | 3065 | 3065 | 3365 |

Uncontrolled pedestrian and vehicular traffic. Ask TWR for traffic lights.

Remarks:
- ACFT shall not be moved on the aprons without coordination with the TWR.



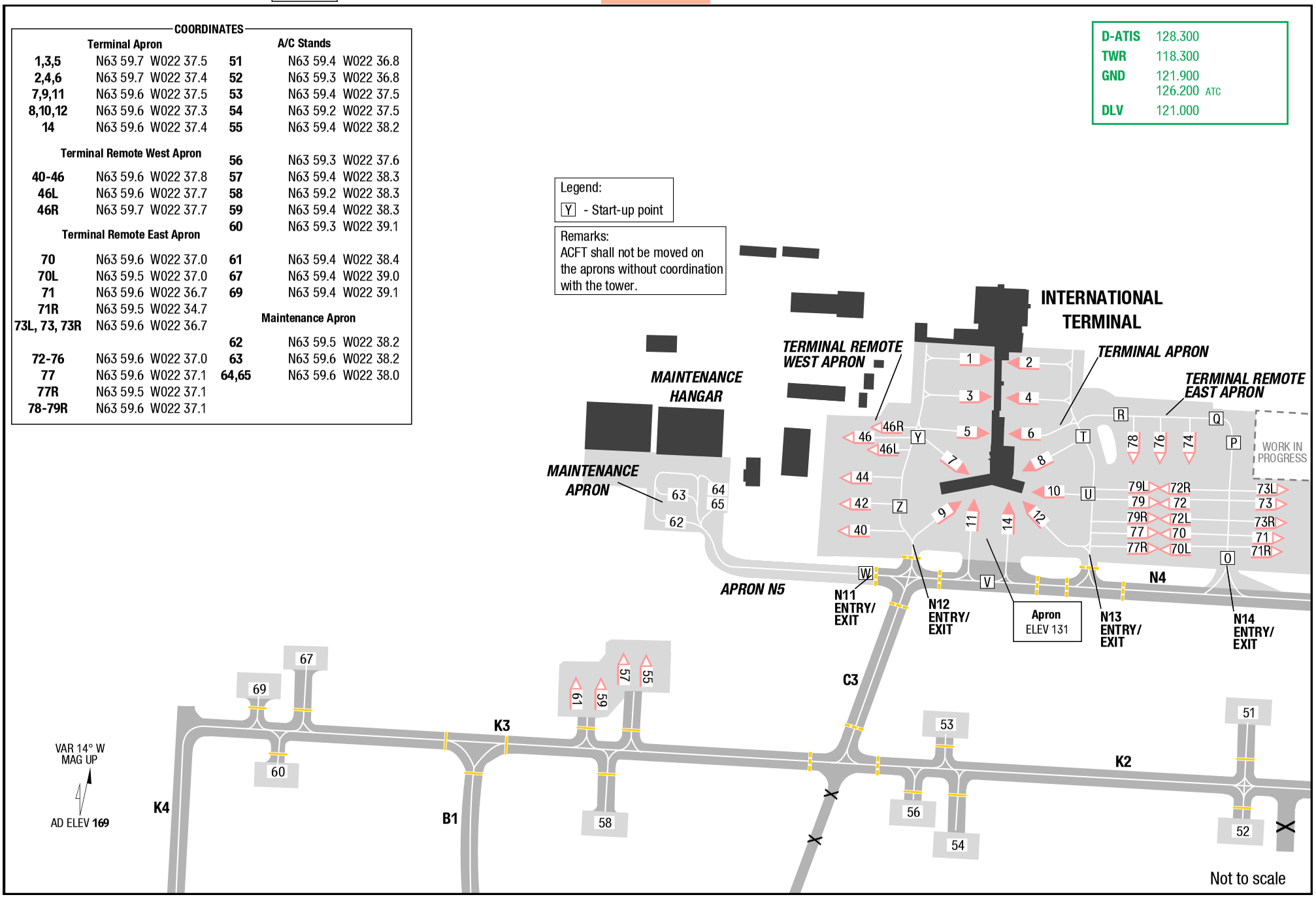
Changes: RWY , APN

| COORDINATES | | | |
|---|---|---|---|
| **Terminal Apron** | | **A/C Stands** | |
| 1,3,5 | N63 59.7 W022 37.5 | 51 | N63 59.4 W022 36.8 |
| 2,4,6 | N63 59.7 W022 37.4 | 52 | N63 59.3 W022 36.8 |
| 7,9,11 | N63 59.6 W022 37.5 | 53 | N63 59.4 W022 37.5 |
| 8,10,12 | N63 59.6 W022 37.3 | 54 | N63 59.2 W022 37.5 |
| 14 | N63 59.6 W022 37.4 | 55 | N63 59.4 W022 38.2 |
| **Terminal Remote West Apron** | | 56 | N63 59.3 W022 37.6 |
| 40-46 | N63 59.6 W022 37.8 | 57 | N63 59.4 W022 38.3 |
| 46L | N63 59.6 W022 37.7 | 58 | N63 59.2 W022 38.3 |
| 46R | N63 59.7 W022 37.7 | 59 | N63 59.4 W022 38.3 |
| | | 60 | N63 59.3 W022 39.1 |
| **Terminal Remote East Apron** | | | |
| 70 | N63 59.6 W022 37.0 | 61 | N63 59.4 W022 38.4 |
| 70L | N63 59.5 W022 37.0 | 67 | N63 59.4 W022 39.0 |
| 71 | N63 59.6 W022 36.7 | 69 | N63 59.4 W022 39.1 |
| 71R | N63 59.5 W022 34.7 | **Maintenance Apron** | |
| 73L, 73, 73R | N63 59.6 W022 36.7 | | |
| | | 62 | N63 59.5 W022 38.2 |
| 72-76 | N63 59.6 W022 37.0 | 63 | N63 59.6 W022 38.2 |
| 77 | N63 59.6 W022 37.1 | 64,65 | N63 59.6 W022 38.0 |
| 77R | N63 59.5 W022 37.1 | | |
| 78-79R | N63 59.6 W022 37.1 | | |

| | |
|---|---|
| D-ATIS | 128.300 |
| TWR | 118.300 |
| GND | 121.900<br>126.200 ATC |
| DLV | 121.000 |

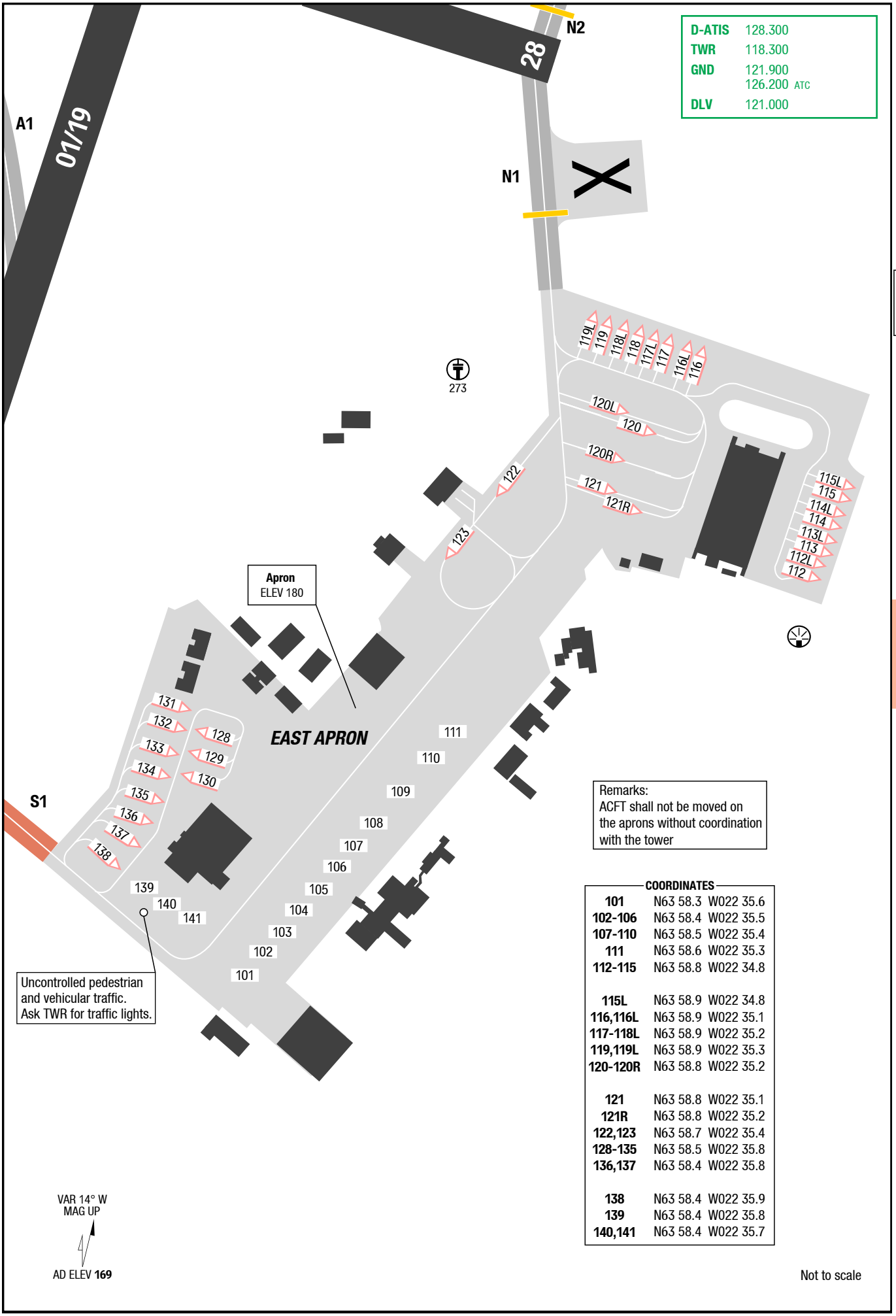
Legend:
Y - Start-up point

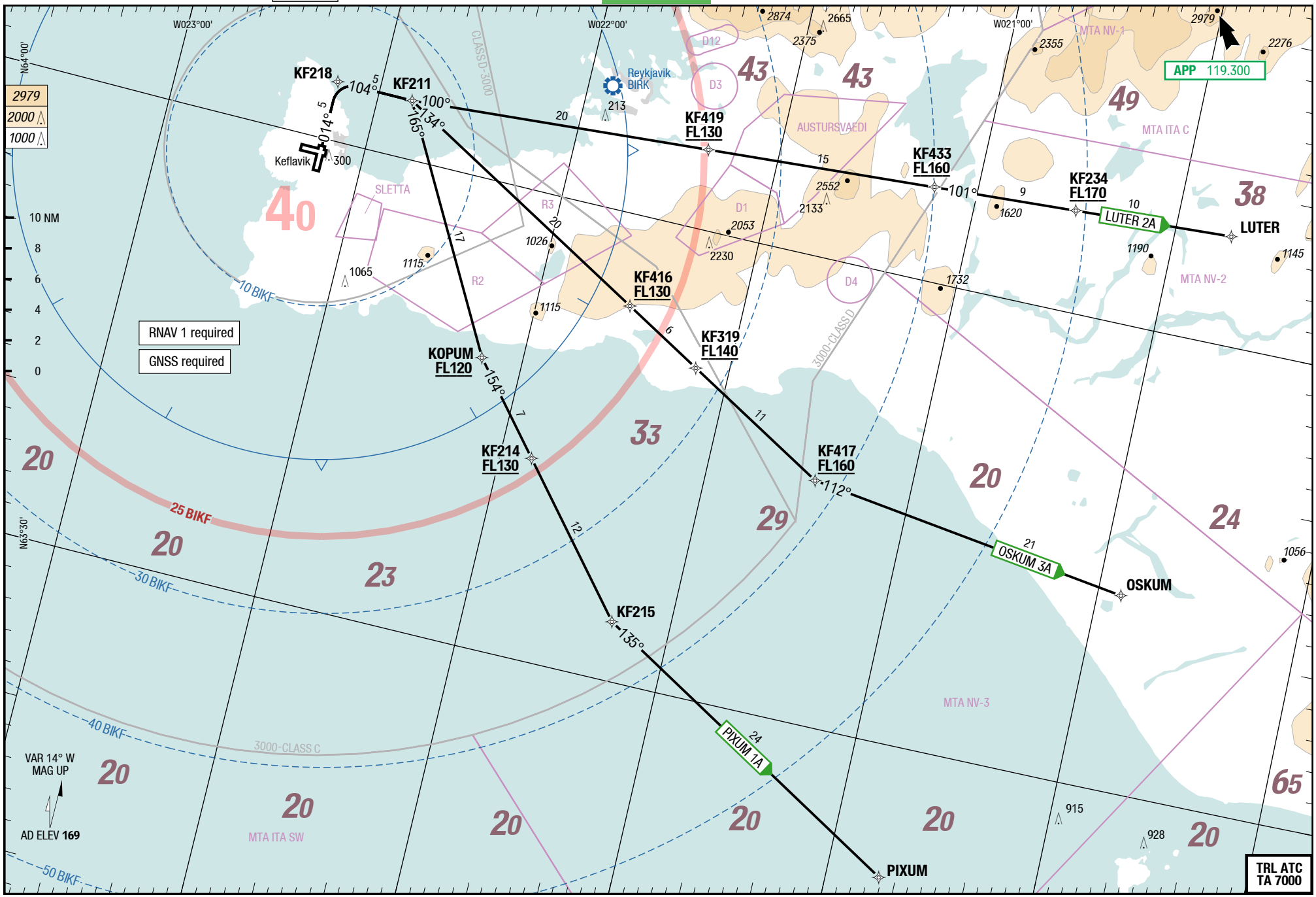
Remarks:
ACFT shall not be moved on the aprons without coordination with the tower.



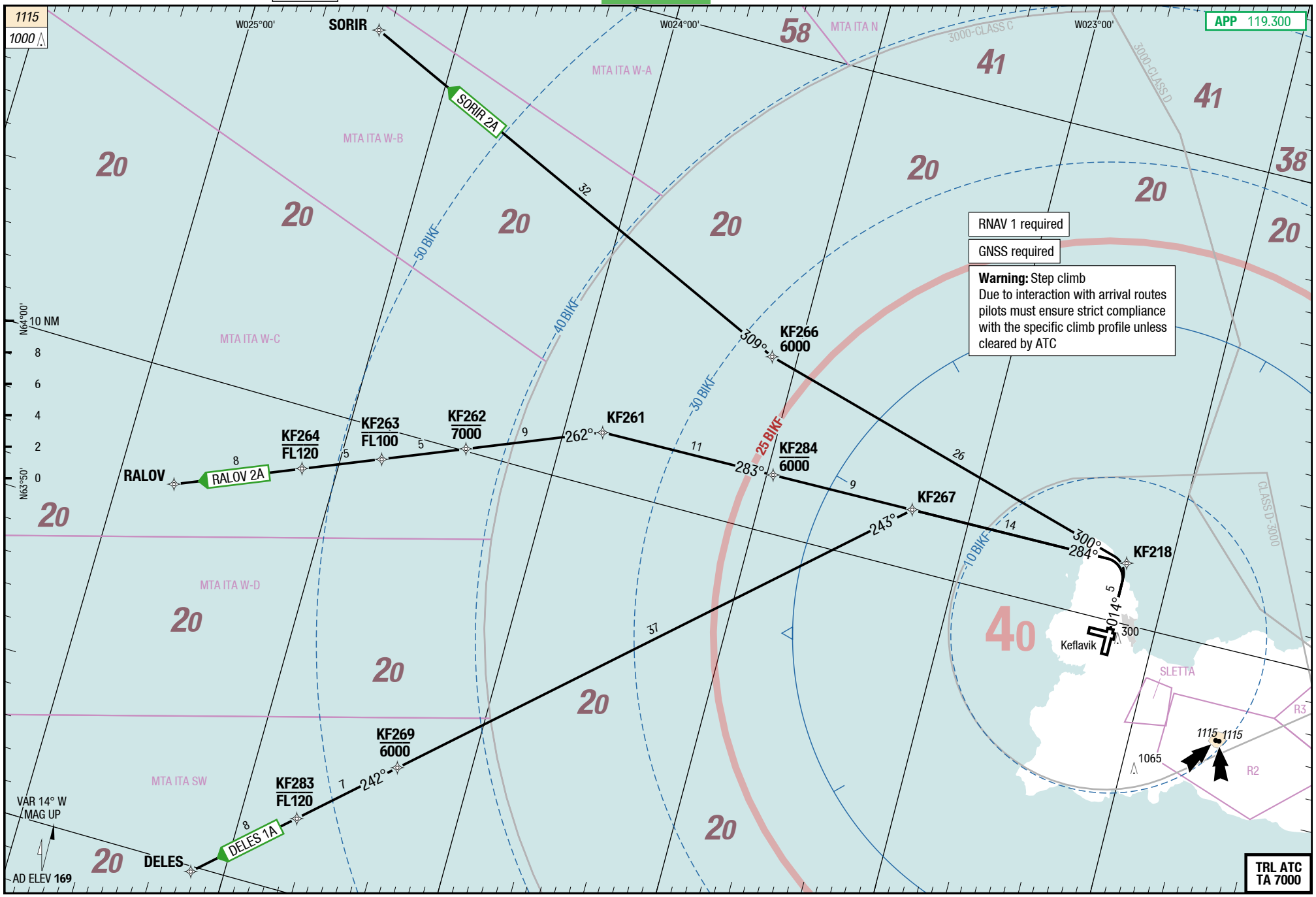



Changes: APN, Start-up point, Parking Stands COORD


D-ATIS 128.300
TWR 118.300
GND 121.900
126.200 ATC
DLV 121.000
A1
01/19
28
N2
N1
273
Apron
ELEV 180
EAST APRON
S1
119L
119
118L
118
117L
117
116L
116
120L
120
120R
121
121R
122
123
115L
115
114L
114
113L
113
112L
112
131
132
133
134
135
136
137
138
128
129
130
139
140
141
111
110
109
108
107
106
105
104
103
102
101
Uncontrolled pedestrian and vehicular traffic. Ask TWR for traffic lights.
Remarks:
ACFT shall not be moved on the aprons without coordination with the tower
COORDINATES
101 N63 58.3 W022 35.6
102-106 N63 58.4 W022 35.5
107-110 N63 58.5 W022 35.4
111 N63 58.6 W022 35.3
112-115 N63 58.8 W022 34.8
115L N63 58.9 W022 34.8
116,116L N63 58.9 W022 35.1
117-118L N63 58.9 W022 35.2
119,119L N63 58.9 W022 35.3
120-120R N63 58.8 W022 35.2
121 N63 58.8 W022 35.1
121R N63 58.8 W022 35.2
122,123 N63 58.7 W022 35.4
128-135 N63 58.5 W022 35.8
136,137 N63 58.4 W022 35.8
138 N63 58.4 W022 35.9
139 N63 58.4 W022 35.8
140,141 N63 58.4 W022 35.7
VAR 14° W
MAG UP
AD ELEV 169
Not to scale

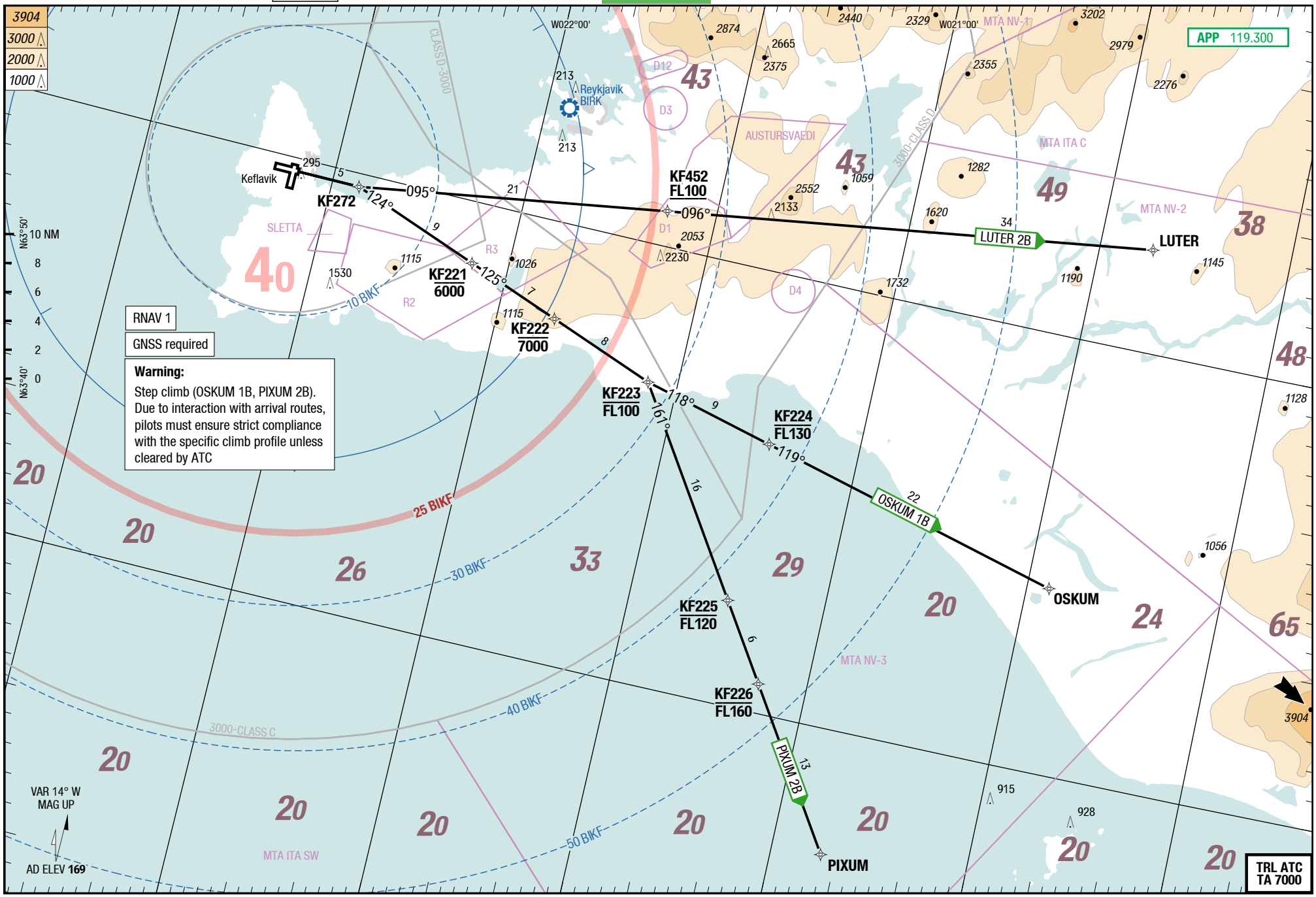



Changes: PROC, PROC renumbered

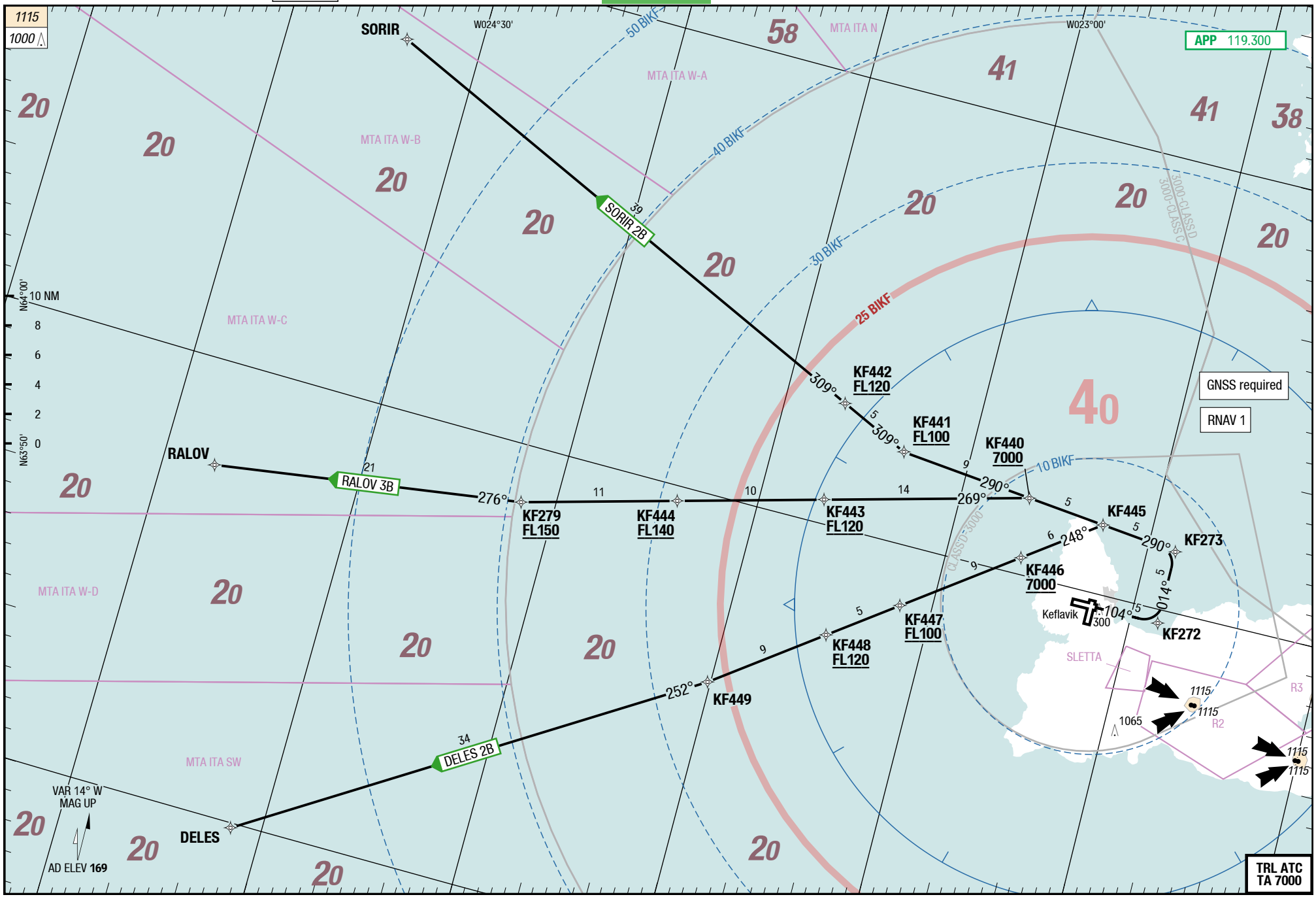





Changes: Nil

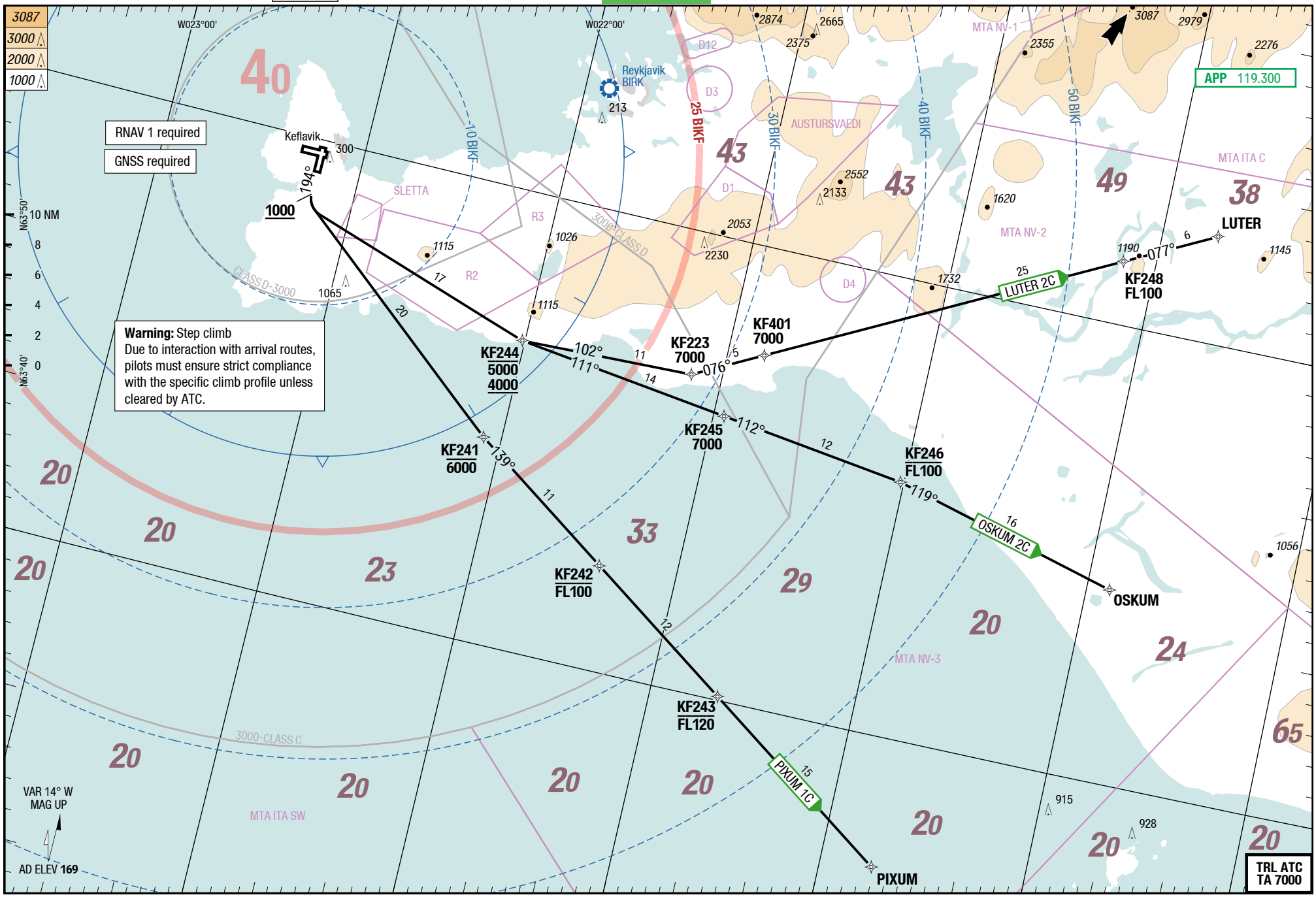



Changes: PROC, WPT , OBST, PROC renumbered

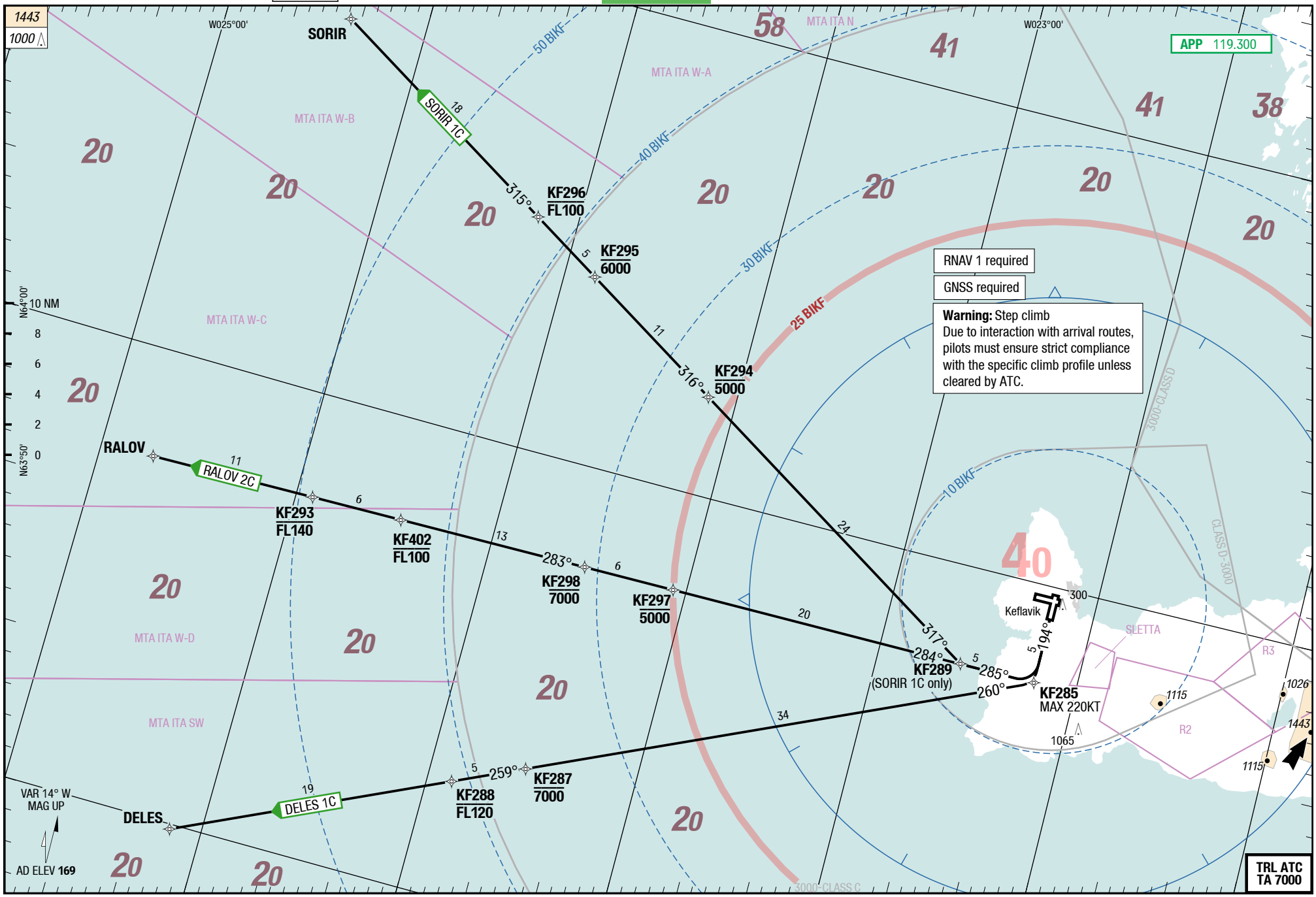





Changes: Nil

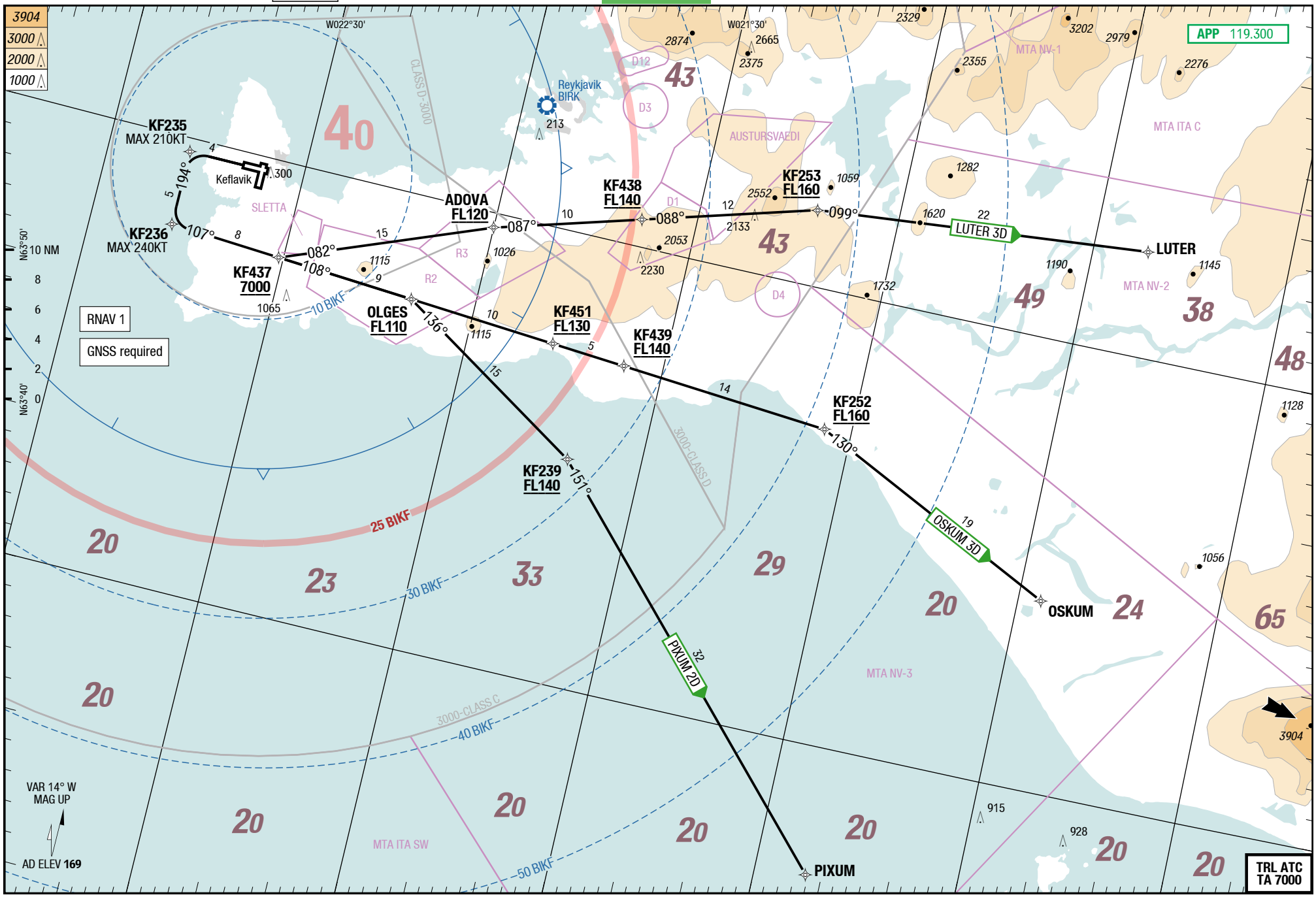



Changes: ALT, PROC

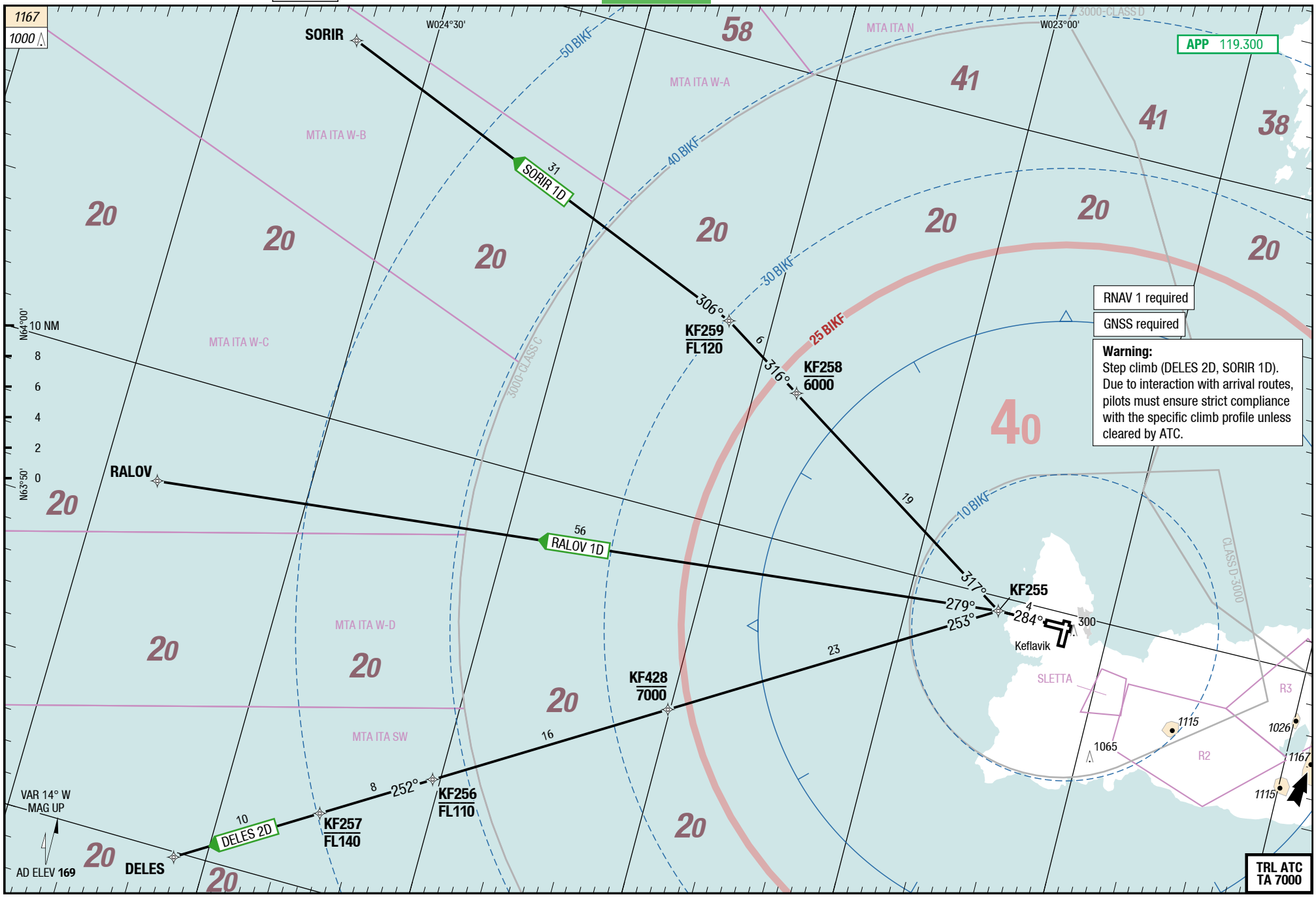





Changes: PROC




Changes: WPT new, OBST, PROC renumbered


1167
1000
SORIR
W024°30'
50 BIKF
MTA ITA W-A
MTA ITA N
W023°00'
3000-CLASS D
APP 119.300
MTA ITA W-B
31
SORIR 1D
40 BIKF
30 BIKF
25 BIKF
MTA ITA W-C
3000-CLASS C
306°
KF259
FL120
6
316°
KF258
6000
RNAV 1 required
GNSS required
Warning:
Step climb (DELES 2D, SORIR 1D).
Due to interaction with arrival routes, pilots must ensure strict compliance with the specific climb profile unless cleared by ATC.
N64°00'
10 NM
8
6
4
2
0
N63°50'
RALOV
56
RALOV 1D
19
10 BIKF
317°
KF255
279°
4
284°
300
253°
Keflavik
CLASS D-3000
MTA ITA W-D
23
KF428
7000
SLETTA
R3
1115
1026
1065
R2
1167
1115
MTA ITA SW
16
8
252°
KF256
FL110
VAR 14° W
MAG UP
10
DELES 2D
KF257
FL140
AD ELEV 169
DELES
TRL ATC
TA 7000
© Lido 2018

Changes: Nil

**LUTER 2A / OSKUM 3A / PIXUM 1A**

RWY 01 (014°)

**After take-off, contact Keflavik APP.**

| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
|---|---|---|---|---|---|---|---|
| 7.8% | ft/MIN | 1000 | 1200 | 1500 | 1700 | 1900 | 2200 |
| 8.0% | ft/MIN | 1000 | 1300 | 1500 | 1800 | 2000 | 2200 |

| DESIGNATOR | ROUTING | ALTITUDES |
|---|---|---|
| | **Runway 01** | |
| **LUTER 2A**<br>7.8% to FL130<br>**119.300**<br>①②③ | KF218 [R] - KF211 - KF419 - KF433 - KF234 - LUTER | KF419 MNM **FL130**<br>KF433 MNM **FL160**<br>KF234 MNM **FL170**<br><br>Initial climb by ATC |
| **OSKUM 3A**<br>8.0% to FL130<br>**119.300**<br>①②③ | KF218 [R] - KF211 - KF416 - KF319 - KF417- OSKUM | KF416 MNM **FL130**<br>KF319 MNM **FL140**<br>KF417 MNM **FL160**<br><br>Initial climb by ATC |
| **PIXUM 1A**<br>8.0% to FL120<br>**119.300**<br>①②③ | KF218 [R] - KF211 - KOPUM - KF214 - KF215 - PIXUM | KOPUM MNM **FL120**<br>KF214 MNM **FL130**<br><br>Initial climb by ATC |

① Departing IFR flights shall obtain ATC clearance from "Keflavik Delivery" 121.000 MHz.

② Non RNAV 1 ACFT: At first contact with "Keflavik Delivery" state "UNABLE RNAV 1", refer to "DEPARTUREs" chart.

③ Expect first CPDLC Data Link Authority to be BIRD.

**DELES 1A / RALOV 2A / SORIR 2A**

RWY 01 (014°)

**After take-off, contact Keflavik APP.**

| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
|---|---|---|---|---|---|---|---|
| 5.0% | ft/MIN | 700 | 800 | 1000 | 1100 | 1300 | 1400 |

| DESIGNATOR | ROUTING | ALTITUDES |
|---|---|---|
| | **Runway 01** | |
| **DELES 1A**<br>5.0% to 2000<br>**119.300**<br>①②③ | KF218 [L] - KF267 [L] - KF269 - KF283 - DELES | KF269 MAX **6000**<br>KF283 MAX **FL120**<br><br>Initial climb by ATC |
| **RALOV 2A**<br>5.0% to 2000<br>**119.300**<br>①②③ | KF218 [L] - KF267 - KF284 - KF261 [L] - KF262 - KF263 - KF264 - RALOV | KF284 MAX **6000**<br>KF262 MAX **7000**<br>KF263 MAX **FL100**<br>KF264 MAX **FL120**<br><br>Initial climb by ATC |
| **SORIR 2A**<br>5.0% to 2000<br>**119.300**<br>①②③ | KF218 [L] - KF266 - SORIR | KF266 at **6000**<br><br>Initial climb by ATC |

① Step climb - due to interaction with arrival routes pilots must ensure strict compliance with the specific climb profile unless cleared by ATC.

② Departing IFR flights shall obtain ATC clearance from "Keflavik Delivery" 121.000 MHz.

③ Non RNAV 1 ACFT: At first contact with "Keflavik Delivery" state "UNABLE RNAV 1", refer to "DEPARTUREs" chart.

**LUTER 2B / OSKUM 1B / PIXUM 2B**

RWY 10 (104°)

**After take-off, contact Keflavik APP**

| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
|---|---|---|---|---|---|---|---|
| 5.0% | ft/MIN | 700 | 800 | 1000 | 1100 | 1300 | 1400 |
| 6.7% | ft/MIN | 900 | 1100 | 1300 | 1500 | 1700 | 1900 |

| DESIGNATOR | ROUTING | ALTITUDES |
|---|---|---|
| | **Runway 10** | |
| **LUTER 2B**<br>6.7% to FL100<br>**119.300**<br>①②④ | DCT KF272 - KF452 - LUTER | KF452 MNM **FL100**<br><br>Initial climb by ATC |
| **OSKUM 1B**<br>5.0% to 4000<br>**119.300**<br>①②③④ | DCT KF272 - KF221 - KF222 - KF223 - KF224 - OSKUM | KF221 MAX **6000**<br>KF222 MAX **7000**<br>KF223 MAX **FL100**<br>KF224 MAX **FL130**<br><br>Initial climb by ATC |
| **PIXUM 2B**<br>5.0% to 4000<br>**119.300**<br>①②③④ | DCT KF272 - KF221 - KF222 - KF223 - KF225 - KF226 - PIXUM | KF221 MAX **6000**<br>KF222 MAX **7000**<br>KF223 MAX **FL100**<br>KF225 MAX **FL120**<br>KF226 MAX **FL160**<br><br>Initial climb by ATC |

① Departing IFR flights shall obtain ATC clearance from "Keflavik Delivery" 121.000 MHz.

② Non RNAV 1 ACFT: At first contact with "Keflavik Delivery" state "Unable RNAV 1", refer to "DEPARTUREs" chart.

③ Step climb - due to interaction with arrival routes, pilots must ensure strict compliance with the specific climb profile unless cleared by ATC.

④ Expect first CPDLC Data Link Authority to be BIRD.



Changes: WPT , PROC, PROC renumbered

**DELES 2B / RALOV 3B / SORIR 2B**

RWY 10 (104°)

**After take-off, contact Keflavik APP**

| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
|---|---|---|---|---|---|---|---|
| 6.5% | ft/MIN | 800 | 1000 | 1200 | 1400 | 1600 | 1800 |

| DESIGNATOR | ROUTING | ALTITUDES |
|---|---|---|
| | **Runway 10** | |
| **DELES 2B**<br>6.5% to FL120<br>**119.300**<br>①② | DCT KF272 - KF273 - KF445 - KF446 - KF447 - KF448 - KF449 - DELES | KF446 MNM **7000**<br>KF447 MNM **FL100**<br>KF448 MNM **FL120**<br><br>Initial climb by ATC |
| **RALOV 3B**<br>6.5% to FL120<br>**119.300**<br>①② | DCT KF272 - KF273 - KF445 - KF440 - KF443 - KF444 - KF279 - RALOV | KF440 MNM **7000**<br>KF443 MNM **FL120**<br>KF444 MNM **FL140**<br>KF279 MNM **FL150**<br><br>Initial climb by ATC |
| **SORIR 2B**<br>6.5% to FL120<br>**119.300**<br>①② | DCT KF272 - KF273 - KF445 - KF440 - KF441 - KF442 - SORIR | KF440 MNM **7000**<br>KF441 MNM **FL100**<br>KF442 MNM **FL120**<br><br>Initial climb by ATC |

① Departing IFR flights shall obtain ATC clearance from "Keflavik Delivery" 121.000 MHz.

② Non RNAV 1 ACFT: At first contact with "Keflavik Delivery" state "Unable RNAV 1", refer to "DEPARTUREs" chart.

**LUTER 2C / OSKUM 2C / PIXUM 1C**
RWY 19 (194°)

**After take-off, contact Keflavik APP**

| DESIGNATOR | ROUTING | ALTITUDES |
|---|---|---|
| | **Runway 19** | |
| **LUTER 2C**<br>**119.300**<br>①②③④ | MNM 1000 [L] - KF244 - KF223 - KF401 - KF248 - LUTER | KF244 between **4000** and **5000**<br>KF223 at **7000**<br>KF401 at **7000**<br>KF248 at **FL100**<br><br>Initial climb by ATC |
| **OSKUM 2C**<br>**119.300**<br>①②③④ | MNM 1000 [L] - KF244 - KF245 - KF246 - OSKUM | KF244 between **4000** and **5000**<br>KF245 at **7000**<br>KF246 MAX **FL100**<br><br>Initial climb by ATC |
| **PIXUM 1C**<br>**119.300**<br>①②③④ | MNM 1000 [L] - KF241 - KF242 - KF243 - PIXUM | KF241 MAX **6000**<br>KF242 MAX **FL100**<br>KF243 MAX **FL120**<br><br>Initial climb by ATC |

① Departing IFR flights shall obtain ATC clearance from "Keflavik Delivery" 121.000 MHz.

② Non RNAV 1 ACFT: At first contact with "Keflavik Delivery" state "Unable RNAV 1", refer to "DEPARTUREs" chart.

③ Step climb - due to interaction with arrival routes, pilots must ensure strict compliance with the specific climb profile unless cleared by ATC.

④ Expect first CPDLC Data Link Authority to be BIRD.

# KEF-BIKF

5-60

## RNAV SIDs RWY 19 West

**DELES 1C / RALOV 2C / SORIR 1C**

RWY 19 (194°)

**After take-off, contact Keflavik APP**

| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
|---|---|---|---|---|---|---|---|
| 5.0% | ft/MIN | 700 | 800 | 1000 | 1100 | 1300 | 1400 |

| DESIGNATOR | ROUTING | ALTITUDES |
|---|---|---|
| | **Runway 19** | |
| **DELES 1C**<br>5.0% to 1000<br>**119.300**<br>①②③④ | KF285 [K220- ;R] - KF287 - KF288 - DELES | KF287 MAX **7000**<br>KF288 MAX **FL120**<br><br>Initial climb by ATC |
| **RALOV 2C**<br>5.0%to 1000<br>**119.300**<br>①②③④ | KF285 [K220- ;R] - KF297 - KF298 - KF402 - KF293 - RALOV | KF297 MAX **5000**<br>KF298 MAX **7000**<br>KF402 MAX **FL100**<br>KF293 MAX **FL140**<br><br>Initial climb by ATC |
| **SORIR 1C**<br>5.0% to 1000<br>**119.300**<br>①②③④ | KF285 [K220- ;R] - KF289 [R] - KF294 - KF295 - KF296 - SORIR | KF294 MAX **5000**<br>KF295 MAX **6000**<br>KF296 MAX **FL100**<br><br>Initial climb by ATC |

① Departing IFR flights shall obtain ATC clearance from "Keflavik Delivery" 121.000 MHz.

② Non RNAV 1 ACFT: At first contact with "Keflavik Delivery" state "Unable RNAV 1", refer to "DEPARTUREs" chart.

③ Step climb - due to interaction with arrival routes, pilots must ensure strict compliance with the specific climb profile unless cleared by ATC.

④ Expect first CPDLC Data Link Authority to be BIRD.

**LUTER 3D / OSKUM 3D / PIXUM 2D**

RWY 28 (284°)

**After take-off, contact Keflavik APP.**

| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
|---|---|---|---|---|---|---|---|
| 8.0% | ft/MIN | 1000 | 1300 | 1500 | 1800 | 2000 | 2200 |

| DESIGNATOR | ROUTING | ALTITUDES |
|---|---|---|
| | **Runway 28** | |
| **LUTER 3D**<br>8.0% to FL110<br>**119.300**<br>①② | DCT KF235 [K210-] - KF236 [K240-] - KF437 - ADOVA - KF438 - KF253 - LUTER | KF437 MNM **7000**<br>ADOVA MNM **FL120**<br>KF438 MNM **FL140**<br>KF253 MNM **FL160**<br><br>Initial climb by ATC |
| **OSKUM 3D**<br>8.0% to FL110<br>**119.300**<br>①② | DCT KF235 [K210-] - KF236 [K240-] - KF437 - OLGES - KF451 - KF439 - KF252 - OSKUM | KF437 MNM **7000**<br>OLGES MNM **FL110**<br>KF451 MNM **FL130**<br>KF439 MNM **FL140**<br>KF252 MNM **FL160**<br><br>Initial climb by ATC |
| **PIXUM 2D**<br>8.0% to FL110<br>**119.300**<br>①② | DCT KF235 [K210-] - KF236 [K240-] - KF437 - OLGES - KF239 - PIXUM | KF437 MNM **7000**<br>OLGES MNM **FL110**<br>KF239 MNM **FL140**<br><br>Initial climb by ATC |

① Departing IFR flights shall obtain ATC clearance from "Keflavik Delivery" 121.000 MHz.

② Non RNAV 1 ACFT: At first contact with "Keflavik Delivery" state "Unable RNAV 1", refer to "DEPARTUREs" chart.

# KEF-BIKF

5-80

## RNAV SIDs RWY 28 West

**DELES 2D / RALOV 1D / SORIR 1D**

RWY 28 (284°)

**After take-off, contact Keflavik APP.**

| DESIGNATOR | ROUTING | ALTITUDES |
|---|---|---|
| | **Runway 28** | |
| **DELES 2D**<br>**119.300**<br>①②③④ | KF255 [L] - KF428 - KF256 - KF257 - DELES | KF428 MAX **7000**<br>KF256 MAX **FL110**<br>KF257 MAX **FL140**<br><br>Initial climb by ATC |
| **RALOV 1D**<br>**119.300**<br>①②④ | KF255 - RALOV | <br><br>Initial climb by ATC |
| **SORIR 1D**<br>**119.300**<br>①②③④ | KF255 [R] - KF258 - KF259 - SORIR | KF258 MAX **6000**<br>KF259 MAX **FL120**<br><br>Initial climb by ATC |

① Departing IFR flights shall obtain ATC clearance from "Keflavik Delivery" 121.000 MHz.

② Non RNAV ACFT: At first contact with "Keflavik Delivery" state "Unable RNAV 1", refer to "DEPARTUREs" chart.

③ Step climb - due to interaction with arrival routes, pilots must ensure strict compliance with the specific climb profile unless cleared by ATC.

④ Expect first CPDLC Data Link Authority to be BIRD.

## DEPARTUREs

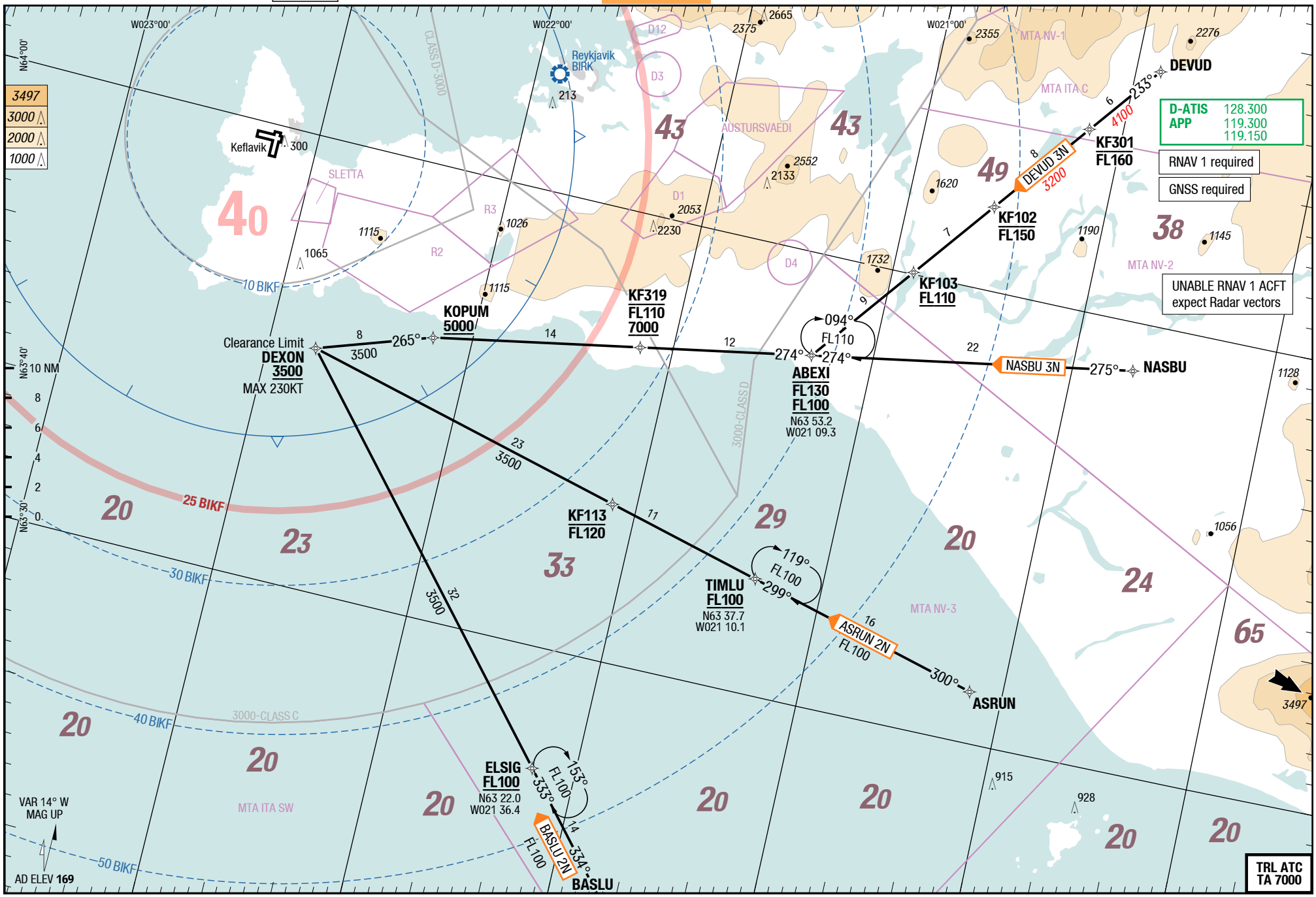
| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
|---|---|---|---|---|---|---|---|
| 5.0% | ft/MIN | 700 | 800 | 1000 | 1100 | 1300 | 1400 |

| RWY | Routing |
|---|---|
| **OMNI 3a** | **RWY 01**<br>5.0% to **3000**<br>(If unable to comply, inform ATC)<br><br>014° to **5000**<br>initial climb **5000** |
| **OMNI 3b** | **RWY 10**<br>5.0% to **4000**<br>(If unable to comply, inform ATC)<br><br>104° to **5000**<br>initial climb **5000** |
| **OMNI 3c** | **RWY 19**<br>5.0% to **4000**<br>(If unable to comply, inform ATC)<br><br>194° to **5000**<br>initial climb **5000** |
| **OMNI 3d** | **RWY 28**<br>5.0% to **3000**<br>(If unable to comply, inform ATC)<br><br>284° to **5000**<br>initial climb **5000** |

| RWY | Notes |
|---|---|
| **01 / 10 / 19 / 28** | 1. Start turn according to ATC.<br>2. Contact Keflavik APP. |

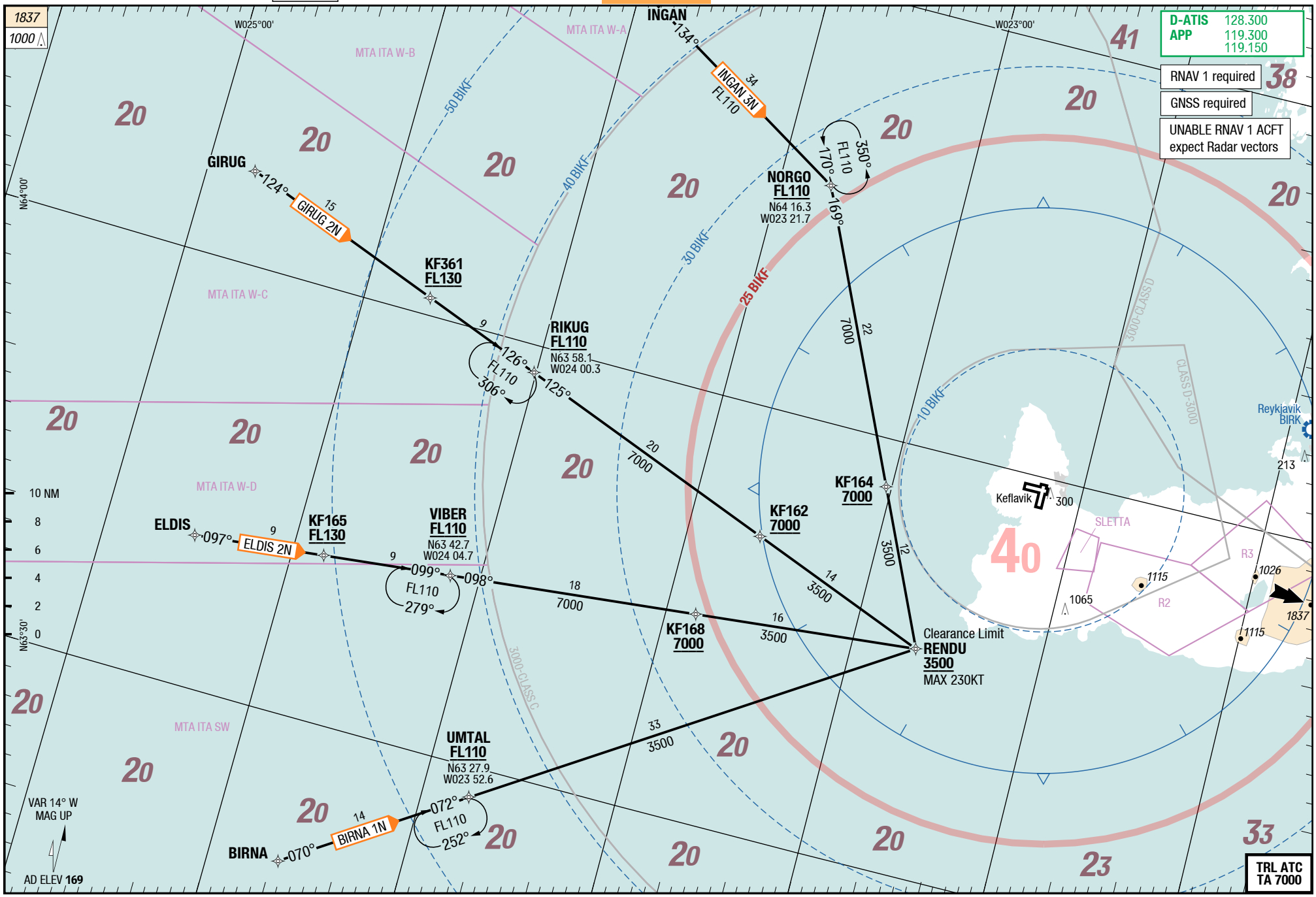


Changes: Track, RWY Designator



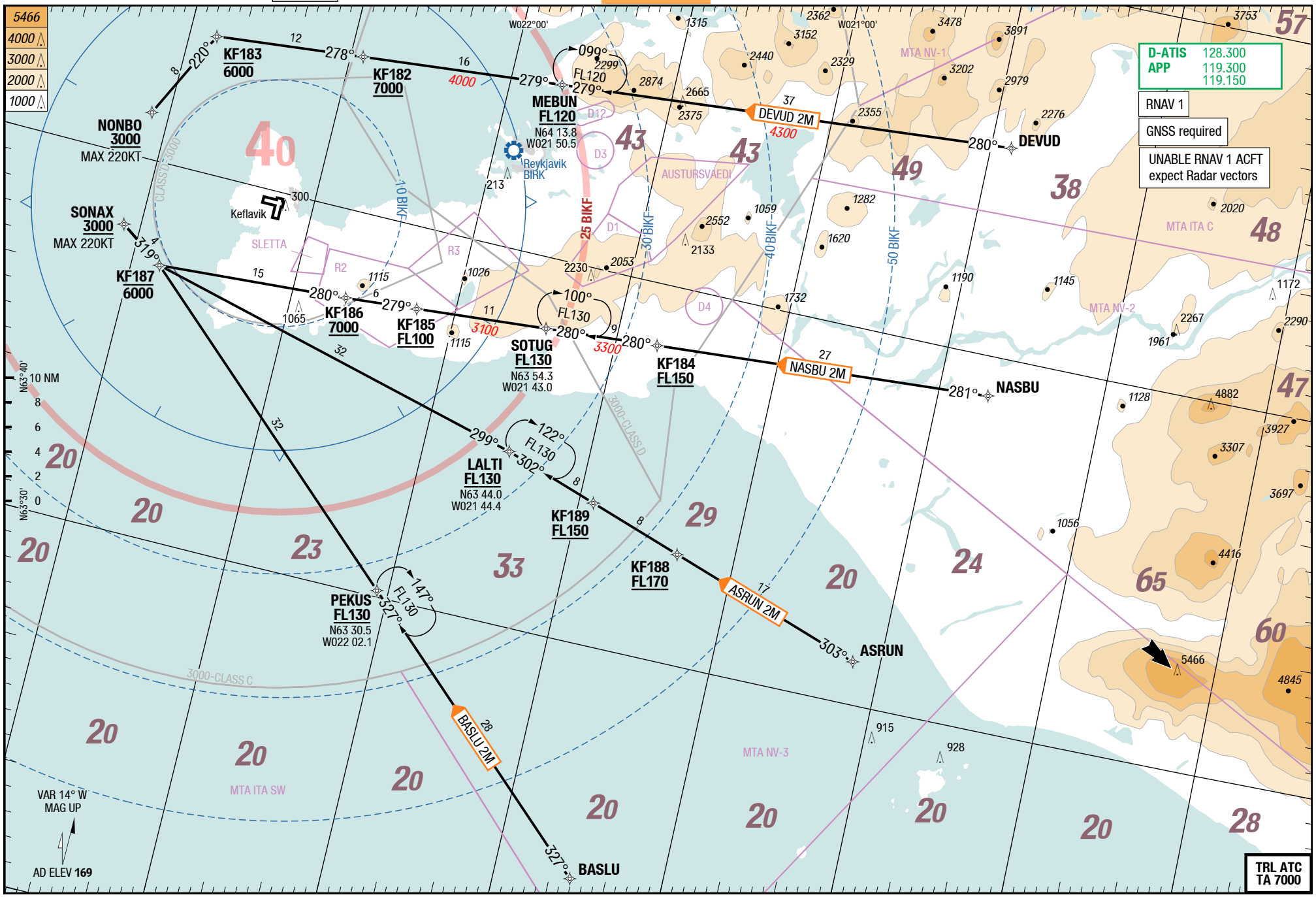



Changes: FREQ

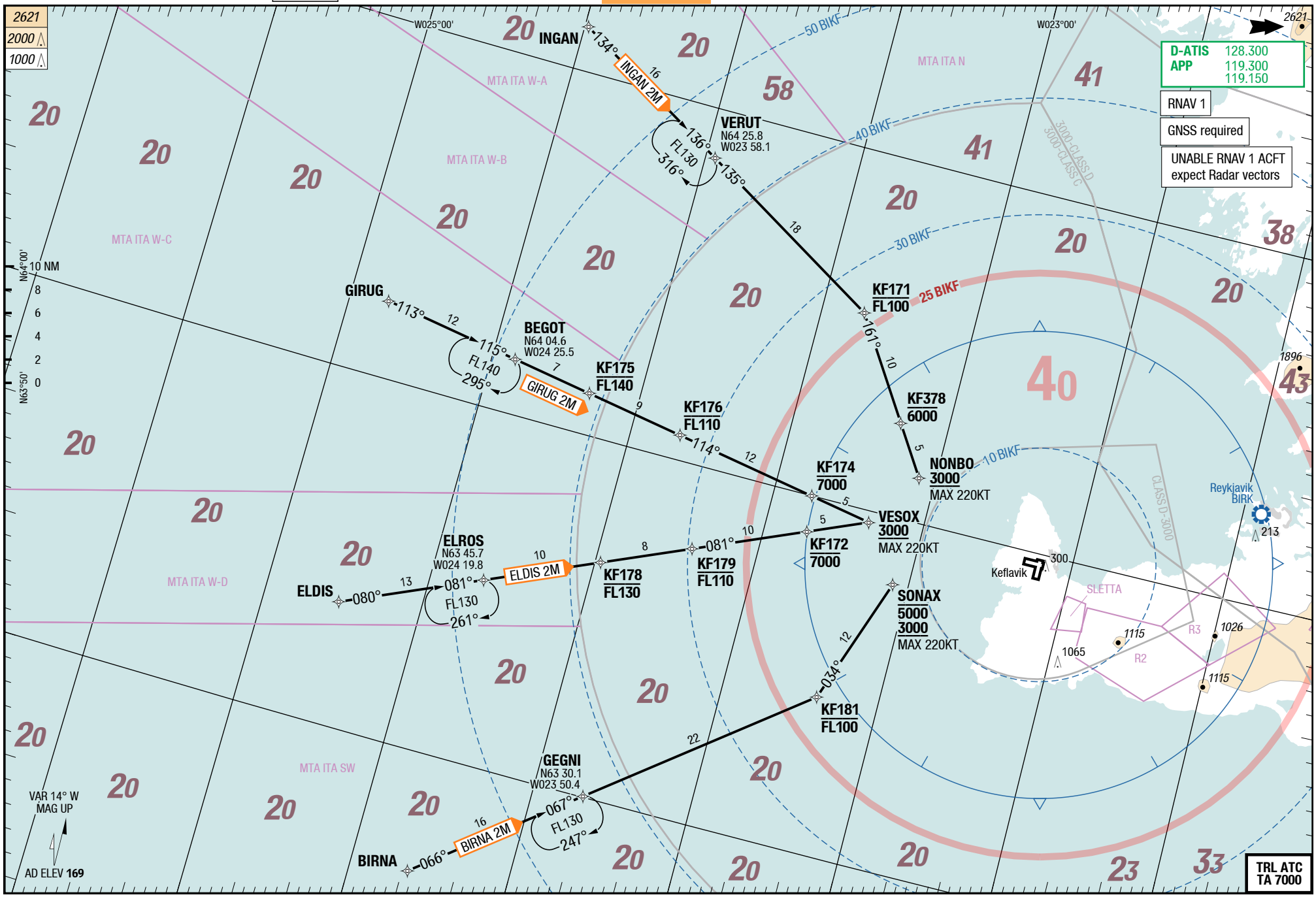




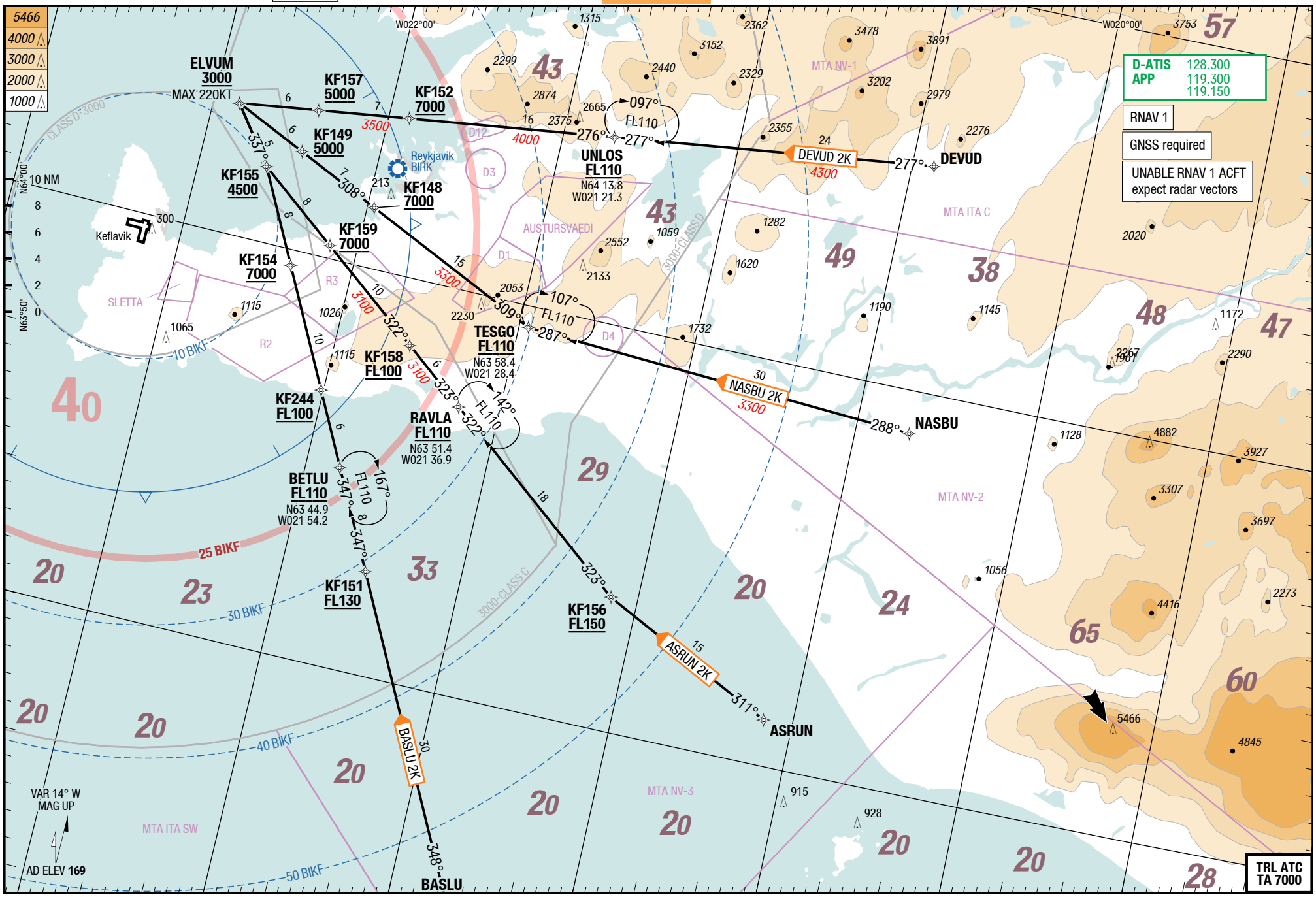

Changes: FREQ



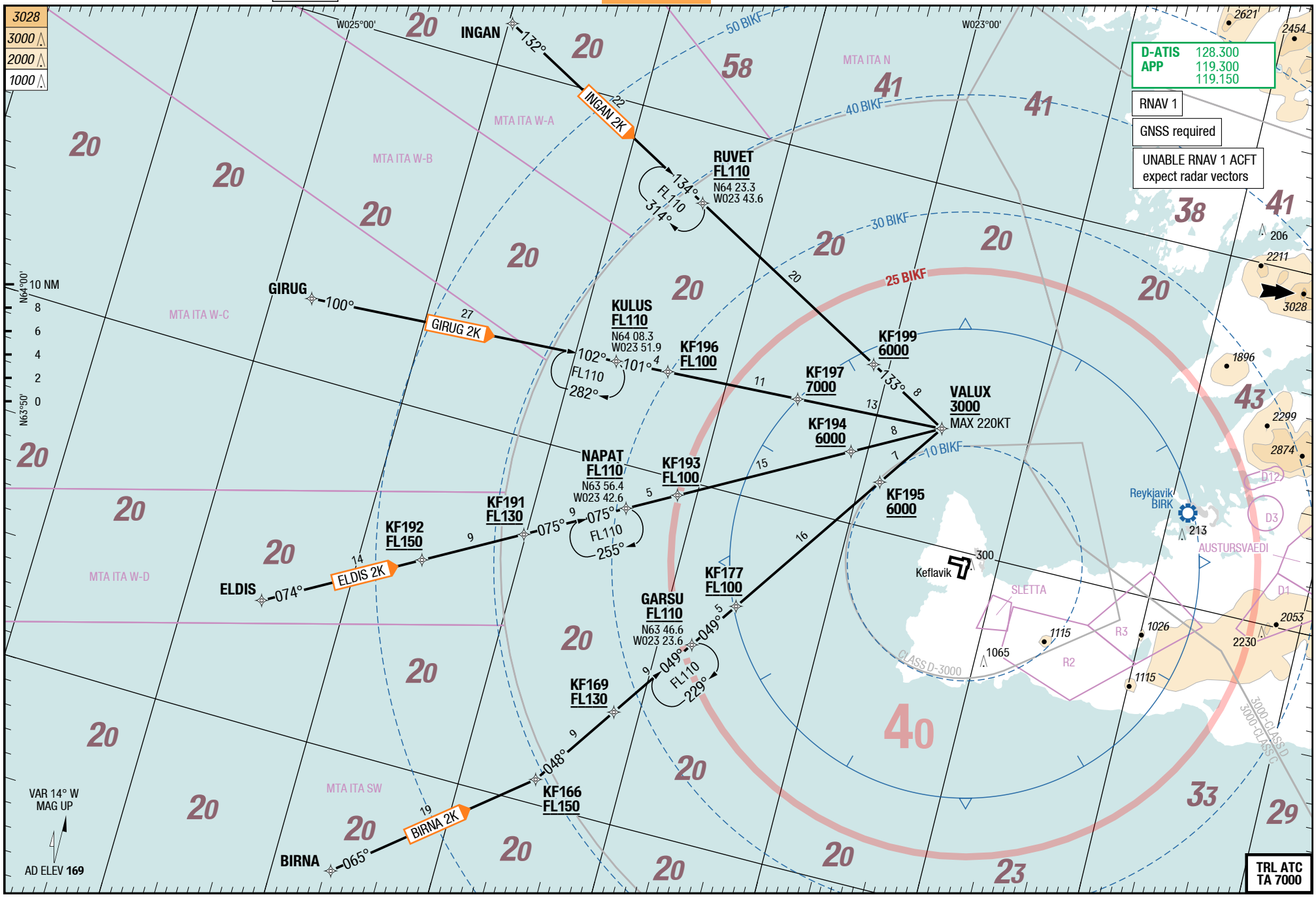

Changes: ALT, OBST, PROC renumbered




Changes: ALT, PROC renumbered, OBST




Changes: ALT, PROC renumbered, OBST






Changes: ALT, PROC renumbered, OBST

18-MAY-2017

KEF-BIKF

6-70

Iceland **Keflavik**

RNAV STARs RWY 28 West

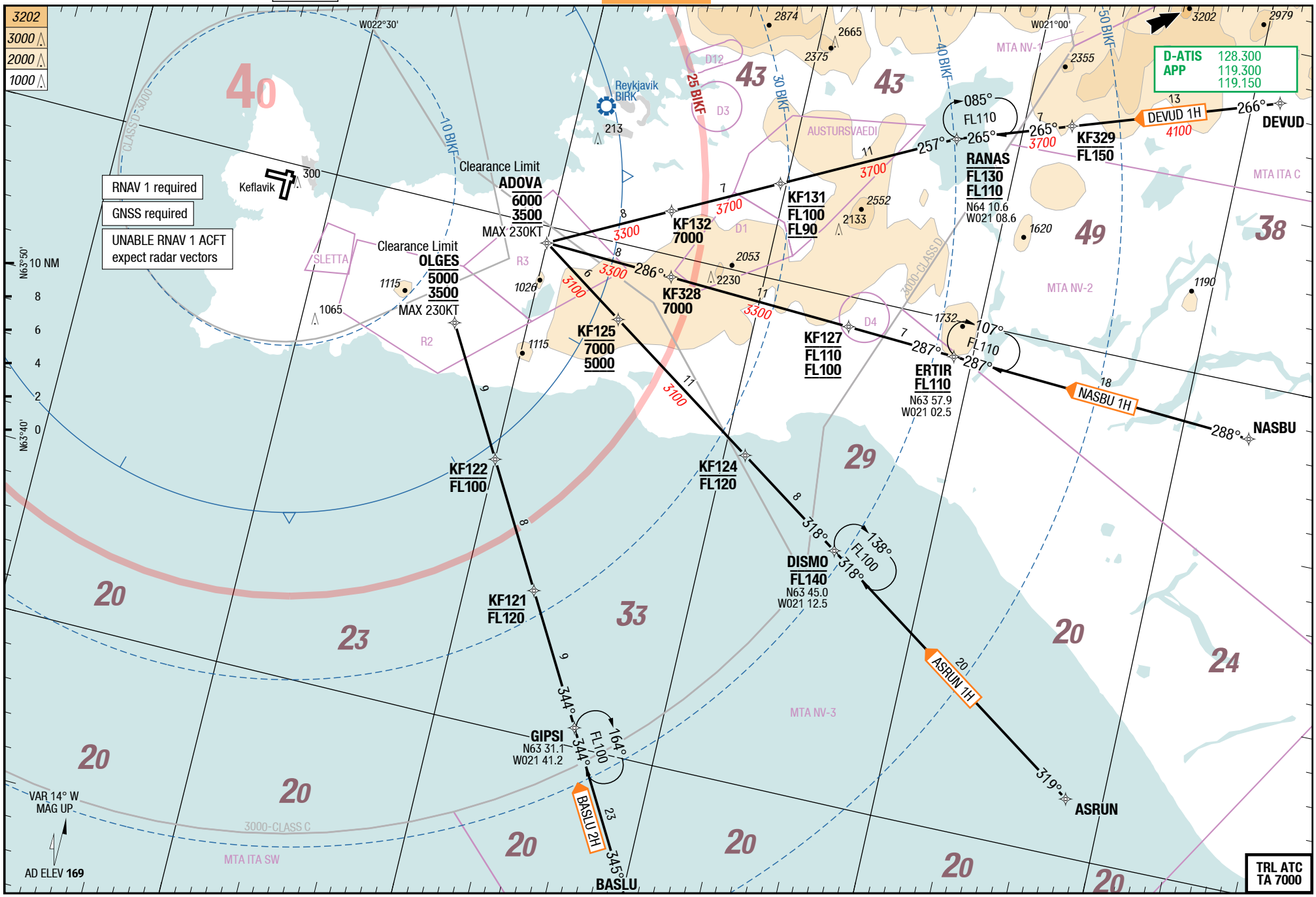
## RNAV STARs RWY 28 East

STAR STAR

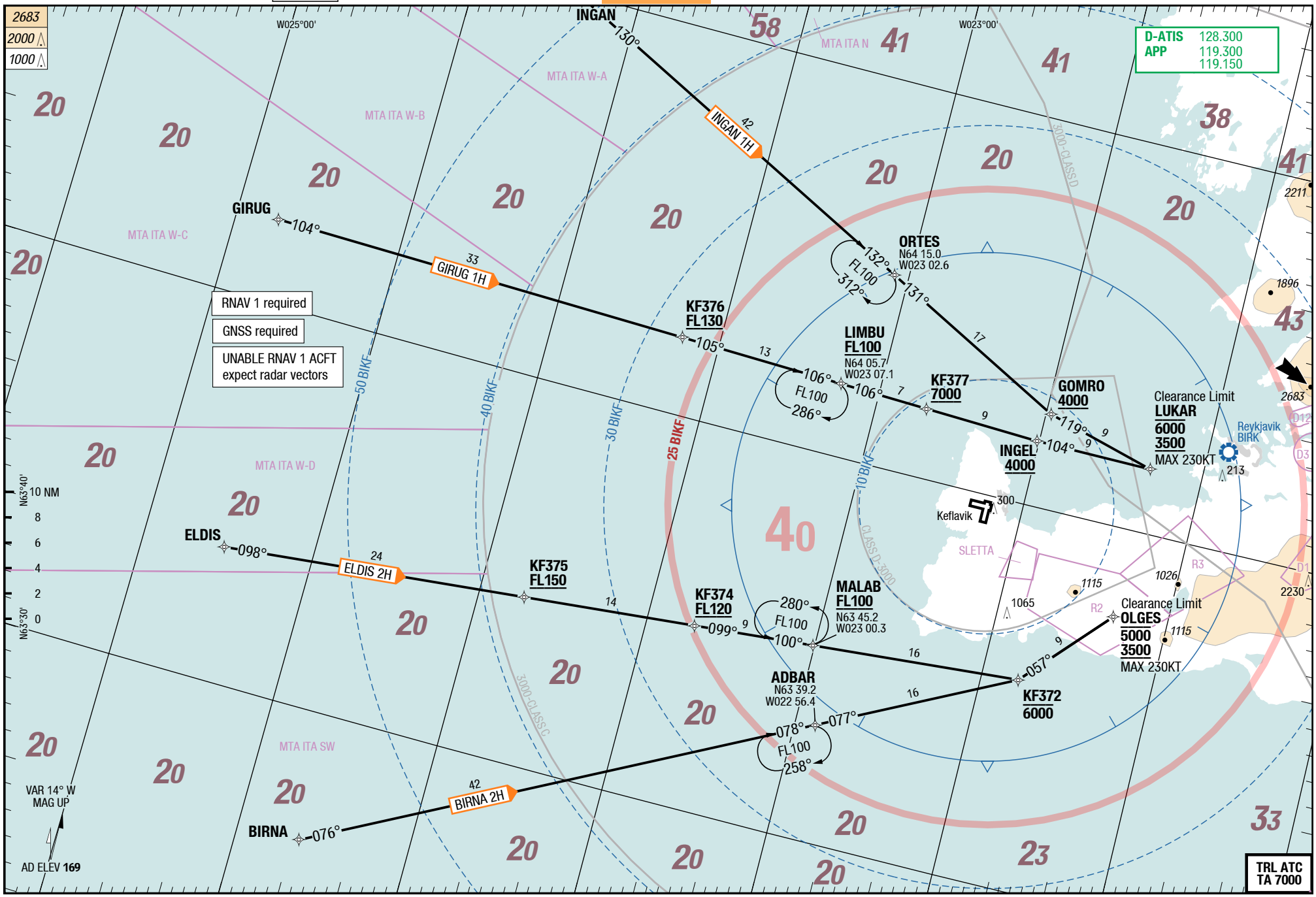
**Keflavik** Iceland

RNAV STARs RWY 28 West

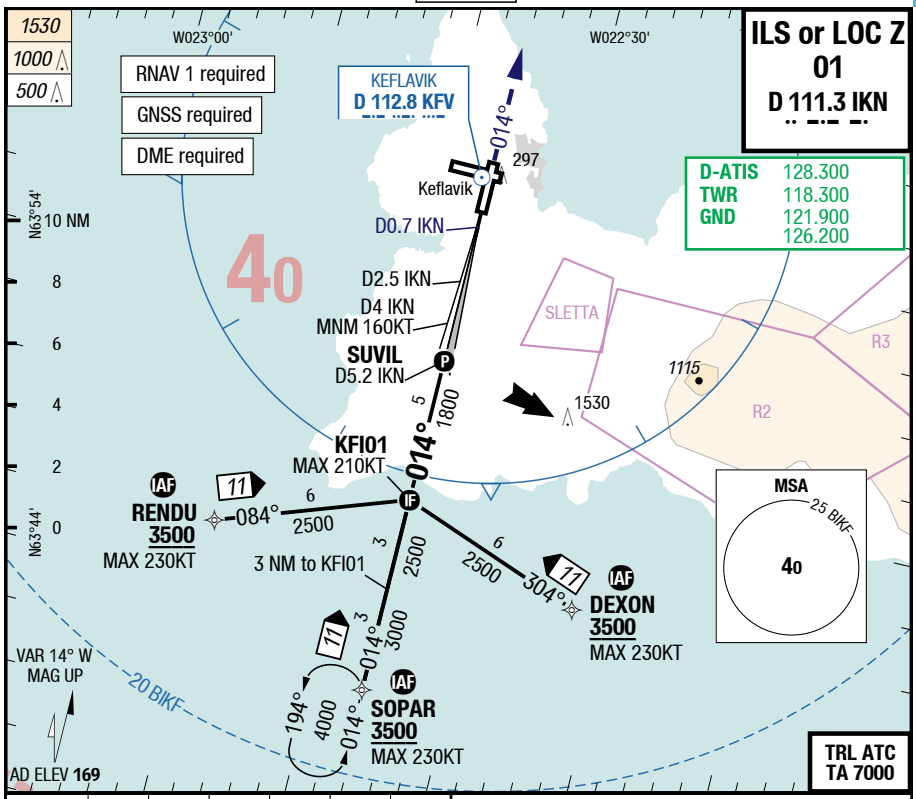
## RNAV STARs RWY 28 East




Changes: FREQ




Changes: FREQ

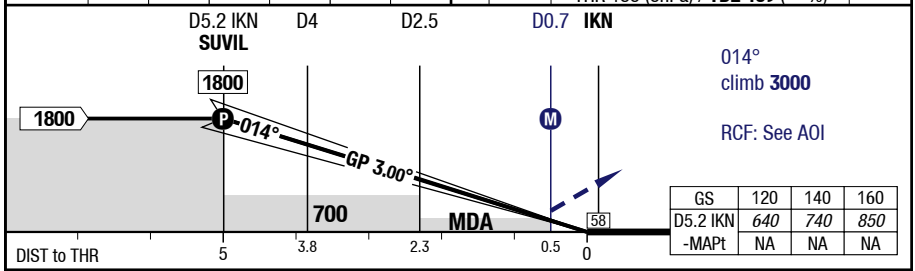



| LOC 3.00° D IKN | 5.2 | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|---|
| | 1800 | 1760 | 1430 | 1110 | 780 | 460 |

01

3.0°
60 HL
3054 G 60
15 HL

THR 135 (5hPa) / **TDZ 159** (---%) +0.3%

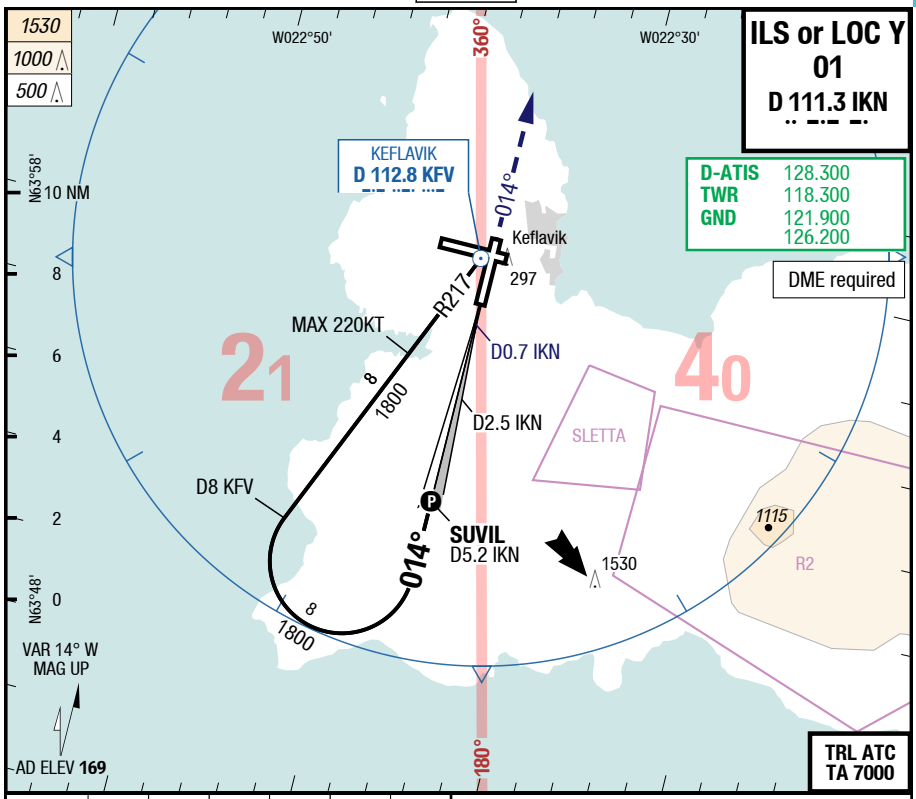



| GS | 120 | 140 | 160 |
|---|---|---|---|
| D5.2 IKN -MAPt | 640 NA | 740 NA | 850 NA |

| 01 | | Cat 1 DME 1) | LOC DME | | | | Circling |
|---|---|---|---|---|---|---|---|
| C | ft - m/km ft | 200 - 1.2 **360** | 250 - 1.3 **410** | | | | 710 - 2.4V **870** |
| D | ft - m/km ft | 200 - 1.2 **360** | 250 - 1.3 **410** | | | | 780 - 3.6V **940** |

1) With EVS 800m

Changes: APL

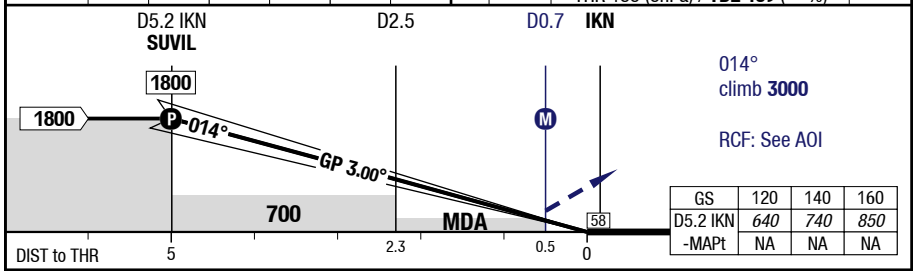



| LOC 3.00° D IKN | 5.2 | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|---|
| | 1800 | *1760* | *1430* | *1110* | *780* | *460* |

01

3.0°
3054 G 60
60 HL
15 HL

THR 135 (5hPa) / **TDZ 159** (---%) +0.3%




| GS | 120 | 140 | 160 |
|---|---|---|---|
| D5.2 IKN -MAPt | *640* NA | *740* NA | *850* NA |

| **01** | | Cat 1 DME 1) | LOC DME | | | | Circling |
|---|---|---|---|---|---|---|---|
| C | ft - m/km ft | 200 - 1.2 **360** | 250 - 1.3 **410** | | | | 710 - 2.4V **870** |
| D | ft - m/km ft | 200 - 1.2 **360** | 250 - 1.3 **410** | | | | 780 - 3.6V **940** |

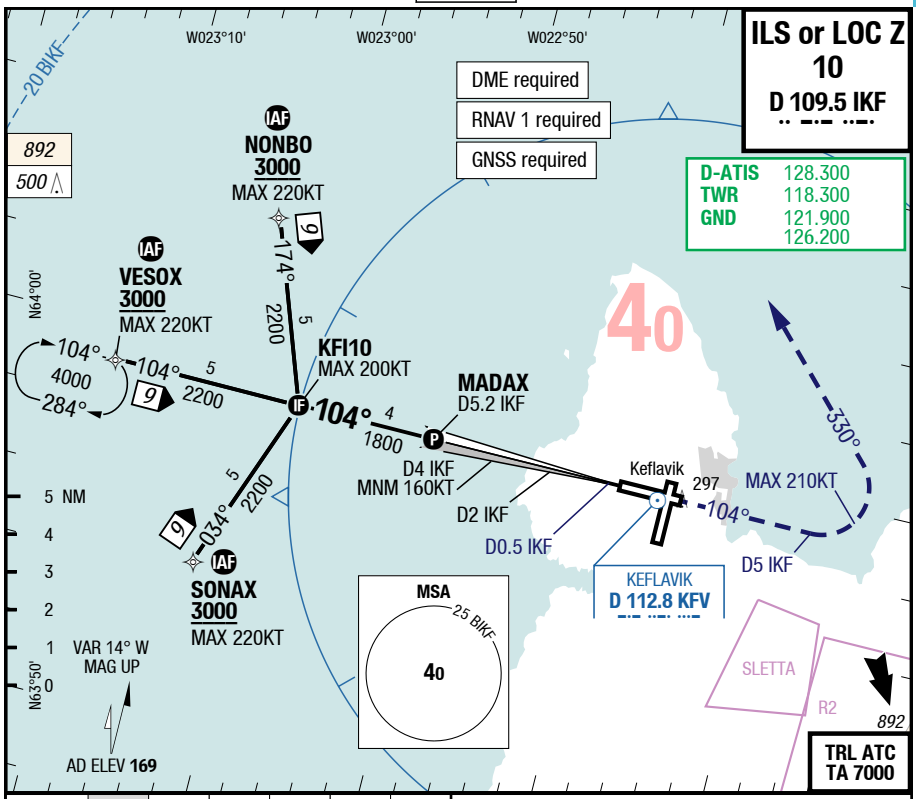
1) With EVS 800m

Changes: APL

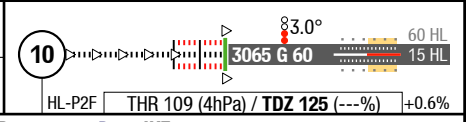
# KEF-BIKF

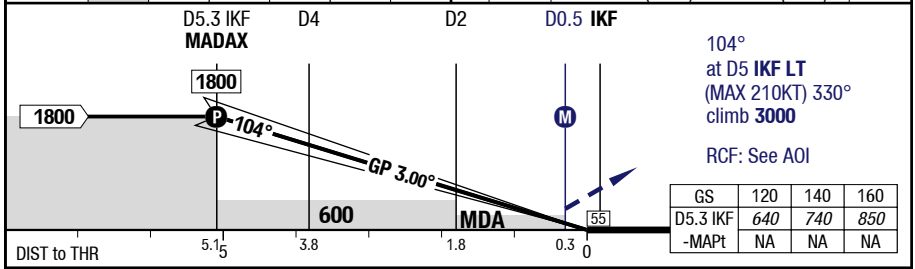
7-30

# ILS or LOC Z 10




| LOC 3.00° D IKF | | 5.3 | 5 | 3 | 2 | 1 |
|---|---|---|---|---|---|---|
| | | 1800 | *1720* | *1070* | *750* | *430* |



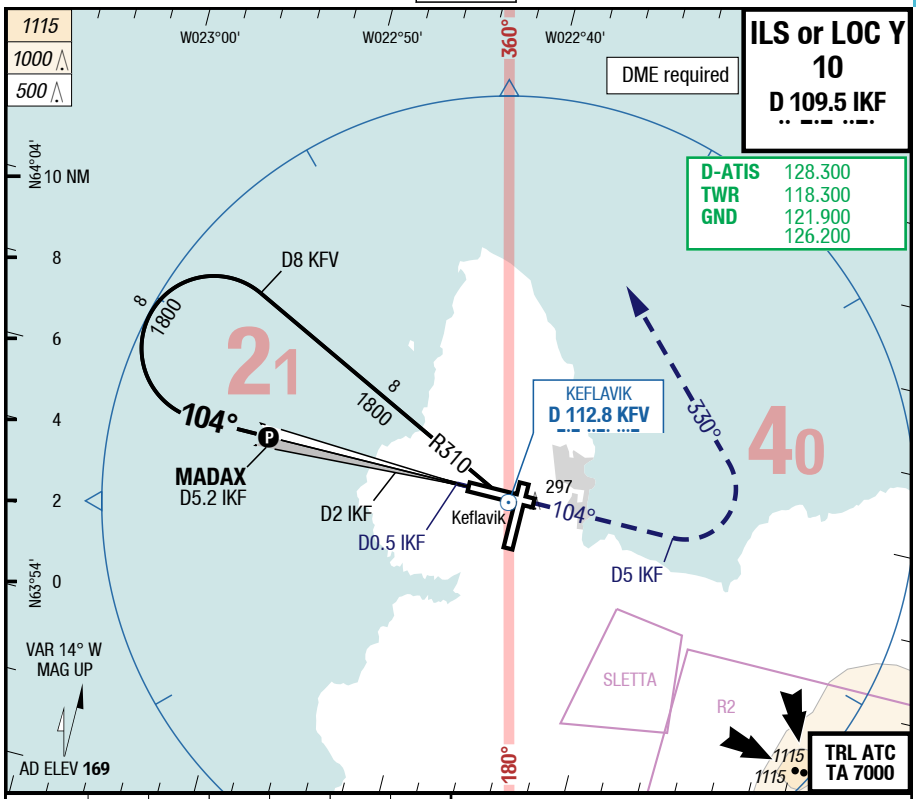




| GS | 120 | 140 | 160 |
|---|---|---|---|
| D5.3 IKF | *640* | *740* | *850* |
| -MAPt | NA | NA | NA |

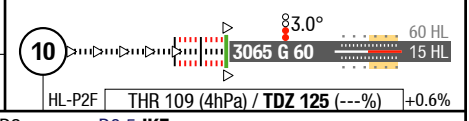
| 10 | | Cat 2 DME | Cat 1 DME 1) | LOC DME | | | Circling |
|---|---|---|---|---|---|---|---|
| C | ft - m/km ft | 100 - 300R **105** RA | 200 - 550 **330** | 250 - 750 **380** | | | 710 - 2.4V **870** |
| D | ft - m/km ft | 100 - 300R **105** RA 2) | 200 - 550 **330** | 260 - 750 **380** | | | 780 - 3.6V **940** |

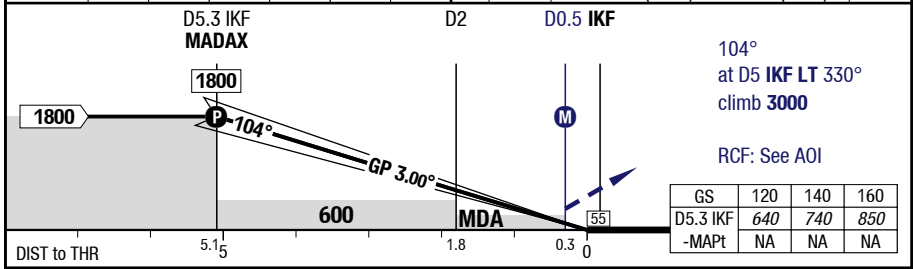
1) With EVS 350m
2) If not conducting autoland RVR 350m required

Changes: APL




| LOC 3.00° D IKF | 5.3 | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|---|
| | 1800 | 1720 | 1400 | 1070 | 750 | 430 |




| GS | 120 | 140 | 160 |
|---|---|---|---|
| D5.3 IKF | 640 | 740 | 850 |
| -MAPt | NA | NA | NA |

| 10 | | Cat 2 DME | Cat 1 DME 1) | LOC DME | | | Circling |
|---|---|---|---|---|---|---|---|
| C | ft - m/km ft | 100 - 300R **105** RA | 200 - 550 **330** | 250 - 750 **380** | | | 710 - 2.4V **870** |
| D | ft - m/km ft | 100 - 300R **105** RA 2) | 200 - 550 **330** | 260 - 750 **380** | | | 780 - 3.6V **940** |

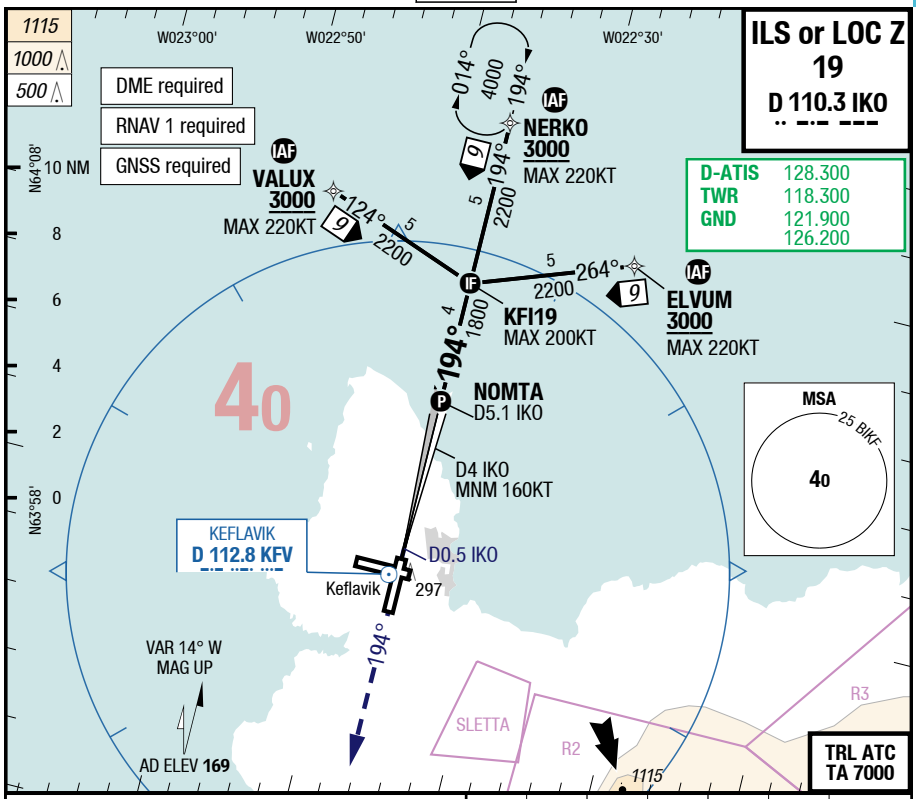
1) With EVS 350m
2) If not conducting autoland RVR 350m required

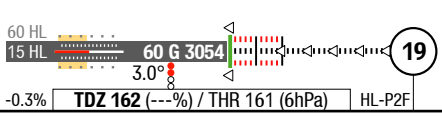
Changes: APL

# KEF-BIKF

7-50

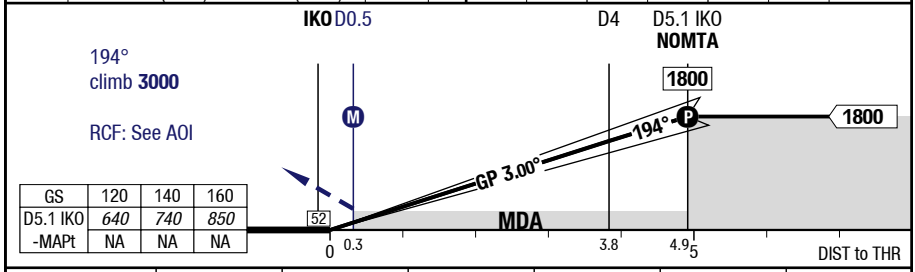
# ILS or LOC Z 19




| 1 | 2 | 3 | 4 | 5 | 5.1 |
|---|---|---|---|---|---|
| *480* | *810* | *1130* | *1450* | *1780* | 1800 |

LOC 3.00°
D IKO

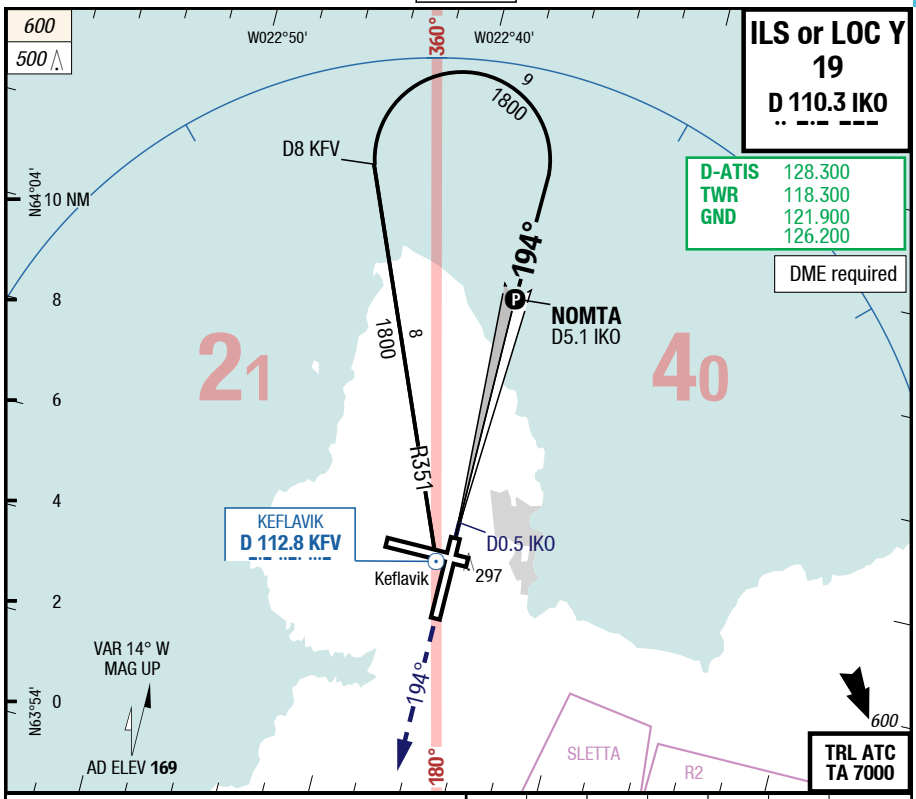


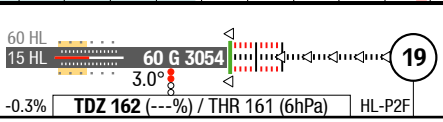

| GS | 120 | 140 | 160 |
|---|---|---|---|
| D5.1 IKO | *640* | *740* | *850* |
| -MAPt | NA | NA | NA |

| 19 | | Cat 2 DME | Cat 1 DME 1) | LOC DME | | | Circling |
|---|---|---|---|---|---|---|---|
| C | ft - m/km<br>ft | 100 - 300R<br>**127** RA | 200 - 550<br>**370** | 260 - 750<br>**420** | | | 710 - 2.4V<br>**870** |
| D | ft - m/km<br>ft | 100 - 300R<br>**127** RA 2) | 210 - 550<br>**370** | 270 - 750<br>**430** | | | 780 - 3.6V<br>**940** |

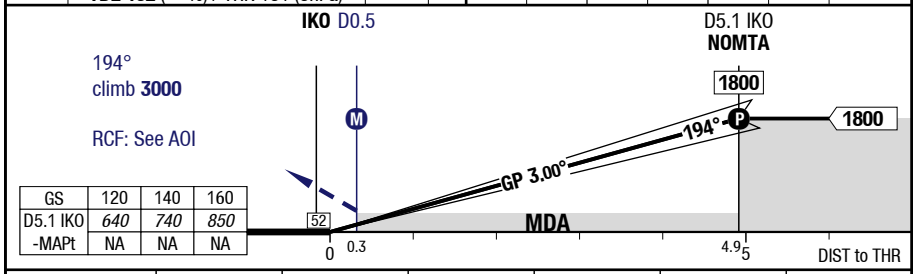
1) With EVS 350m
2) If not conducting autoland RVR 350m required

Changes: APL




| 1 | 2 | 3 | 4 | 5 | 5.1 | LOC 3.00° D IKO |
|---|---|---|---|---|---|---|
| 480 | 810 | 1130 | 1450 | 1780 | 1800 | |




| GS | 120 | 140 | 160 |
|---|---|---|---|
| D5.1 IKO | 640 | 740 | 850 |
| -MAPt | NA | NA | NA |

| 19 | | Cat 2 DME | Cat 1 DME 1) | LOC DME | | | Circling |
|---|---|---|---|---|---|---|---|
| C | ft - m/km<br>ft | 100 - 300R<br>**127** RA | 200 - 550<br>**370** | 260 - 750<br>**420** | | | 710 - 2.4V<br>**870** |
| D | ft - m/km<br>ft | 100 - 300R<br>**127** RA 2) | 210 - 550<br>**370** | 270 - 750<br>**430** | | | 780 - 3.6V<br>**940** |

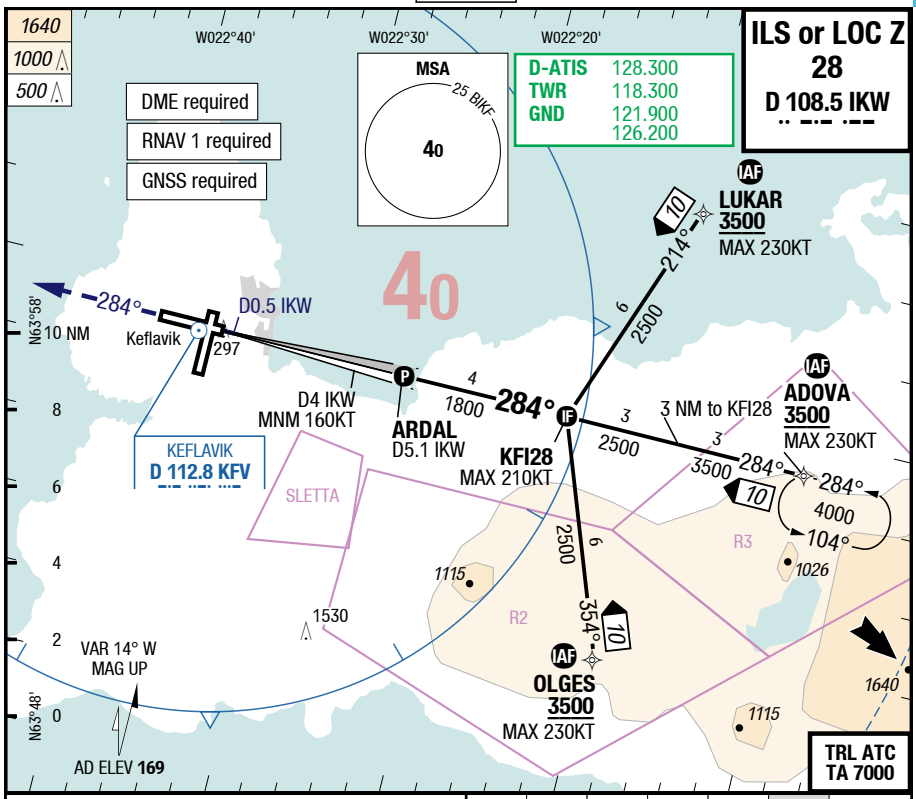
1) With EVS 350m
2) If not conducting autoland RVR 350m required

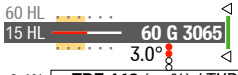
Changes: APL

# KEF-BIKF

7-70

# ILS or LOC Z 28



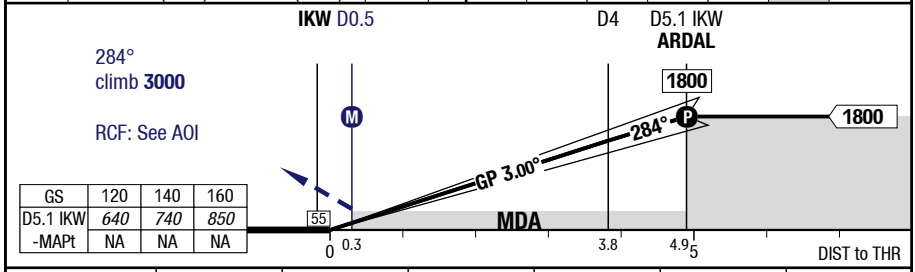




28

-0.6% **TDZ 169** (---%) / THR 168 (6hPa)

| 1 | 2 | 3 | 5 | 5.1 | |
|---|---|---|---|---|---|
| *490* | *810* | *1130* | *1780* | 1800 | |

**LOC** 3.00°
**D IKW**

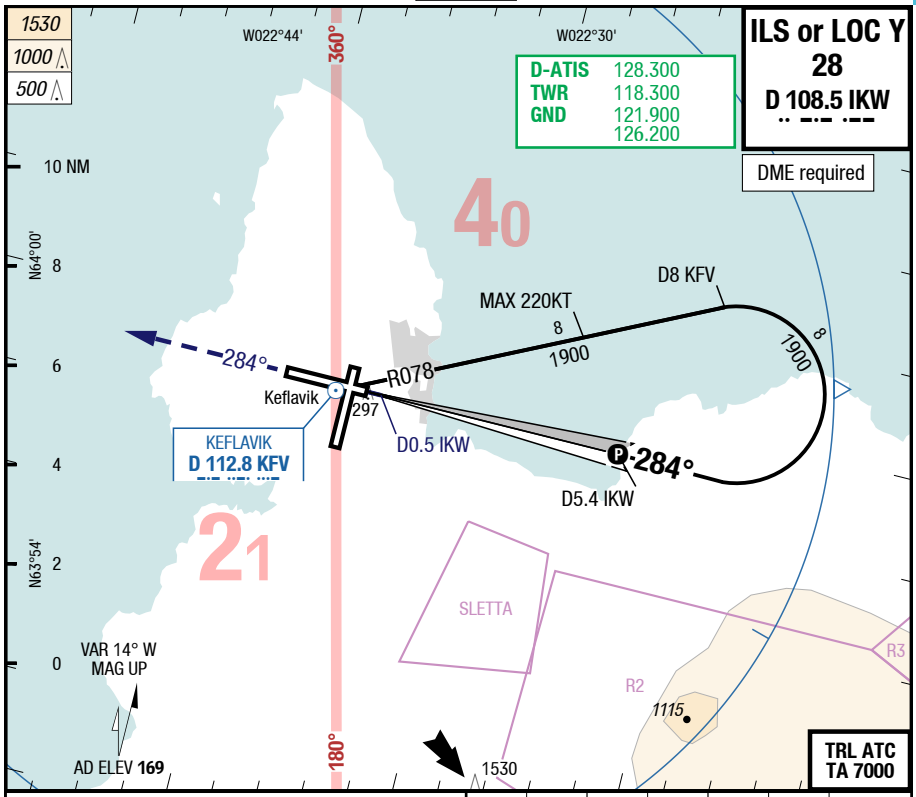


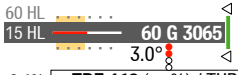

| GS | 120 | 140 | 160 |
|---|---|---|---|
| D5.1 IKW | *640* | *740* | *850* |
| -MAPt | NA | NA | NA |

| 28 | | Cat 1 DME 1) | LOC DME | | | | Circling |
|---|---|---|---|---|---|---|---|
| C | ft - m/km<br>ft | 200 - 1.2<br>**370** | 280 - 1.3<br>**440** | | | | 710 - 2.4V<br>**870** |
| D | ft - m/km<br>ft | 200 - 1.2<br>**370** | 280 - 1.3<br>**440** | | | | 780 - 3.6V<br>**940** |

1) With EVS 800m

Changes: APL

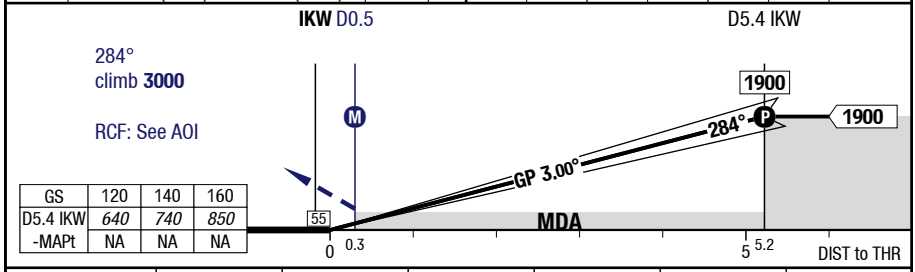



-0.6% **TDZ 169** (---%) / THR 168 (6hPa)

28

| 1 | 2 | 3 | 4 | 5 | 5.4 | LOC 3.00° D IKW |
|---|---|---|---|---|---|---|
| 490 | 810 | 1130 | 1450 | 1780 | 1900 | |




| GS | 120 | 140 | 160 |
|---|---|---|---|
| D5.4 IKW | 640 | 740 | 850 |
| -MAPt | NA | NA | NA |

| 28 | | Cat 1 DME 1) | LOC DME | | | | Circling |
|---|---|---|---|---|---|---|---|
| C | ft - m/km ft | 200 - 1.2 **370** | 280 - 1.3 **440** | | | | 710 - 2.4V **870** |
| D | ft - m/km ft | 200 - 1.2 **370** | 280 - 1.3 **440** | | | | 780 - 3.6V **940** |

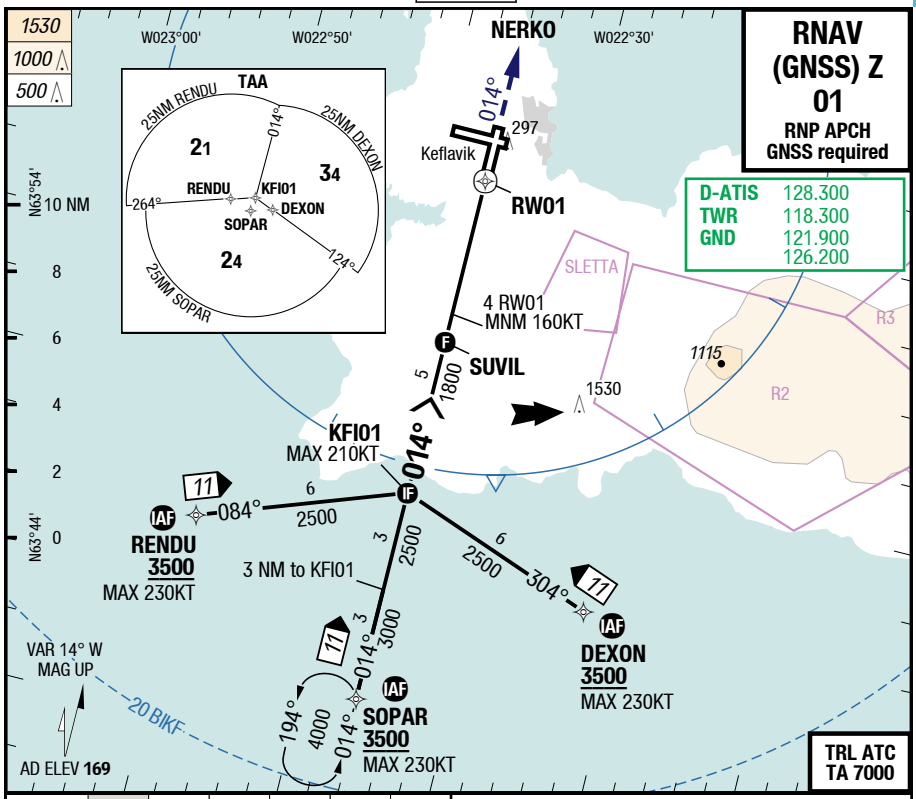
1) With EVS 800m

Changes: APL

# KEF-BIKF

7-90

# RNAV (GNSS) Z 01

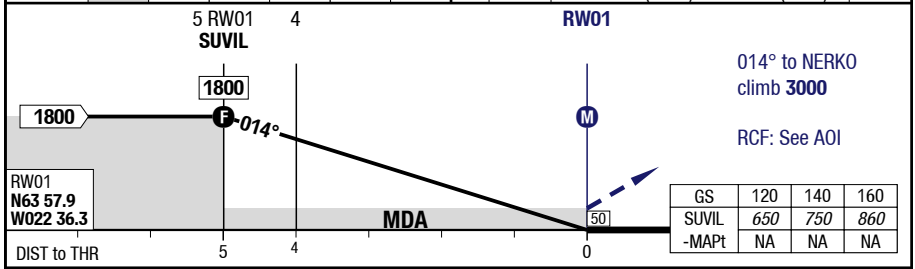



| 3.04° RW01 | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|
| | 1800 | *1480* | *1160* | *840* | *510* |

01

3.0°
3054 G 60
60 HL
15 HL

THR 135 (5hPa) / **TDZ 159** (---%) +0.3%




| GS | 120 | 140 | 160 |
|---|---|---|---|
| SUVIL | *650* | *750* | *860* |
| -MAPt | NA | NA | NA |

| 01 | | RNAV GNSS VNAV 1) 2) | RNAV GNSS LNAV | | | | Circling |
|---|---|---|---|---|---|---|---|
| C | ft - m/km ft | 250 - 1.3 **410** | 310 - 1.4 **460** | | | | 710 - 2.4V **870** |
| D | ft - m/km ft | 250 - 1.3 **410** | 330 - 1.5 **480** | | | | 780 - 3.6V **940** |

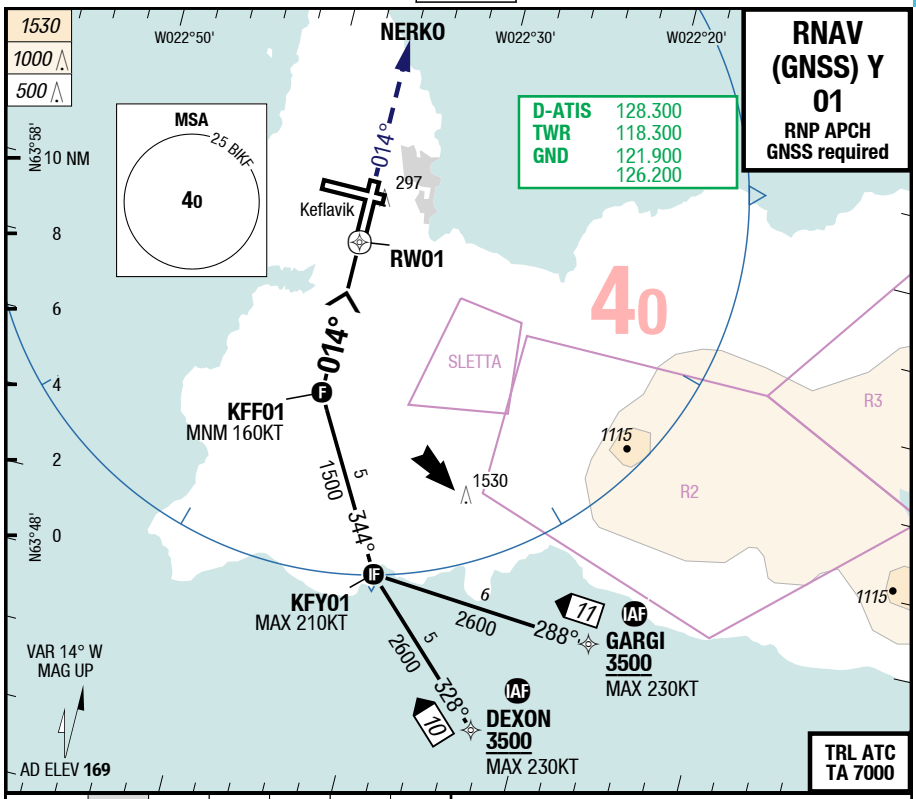
1) Uncompensated BARO VNAV NA below -15°C (5°F)
2) With EVS 900m

Changes: APL

# KEF-BIKF

7-100

# RNAV (GNSS) Y 01

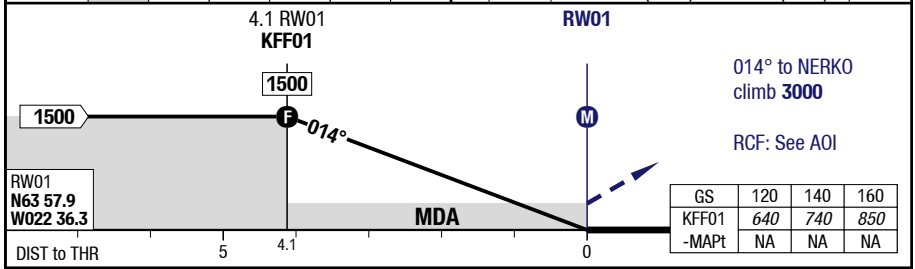



| 3.00° RW01 | | 4.1 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|---|
| | | 1500 | *1460* | *1150* | *830* | *510* |

01

3.0°
3054 G 60
60 HL
15 HL

THR 135 (5hPa) / **TDZ 159** (---%) +0.3%




| GS | 120 | 140 | 160 |
|---|---|---|---|
| KFF01 | *640* | *740* | *850* |
| -MAPt | NA | NA | NA |

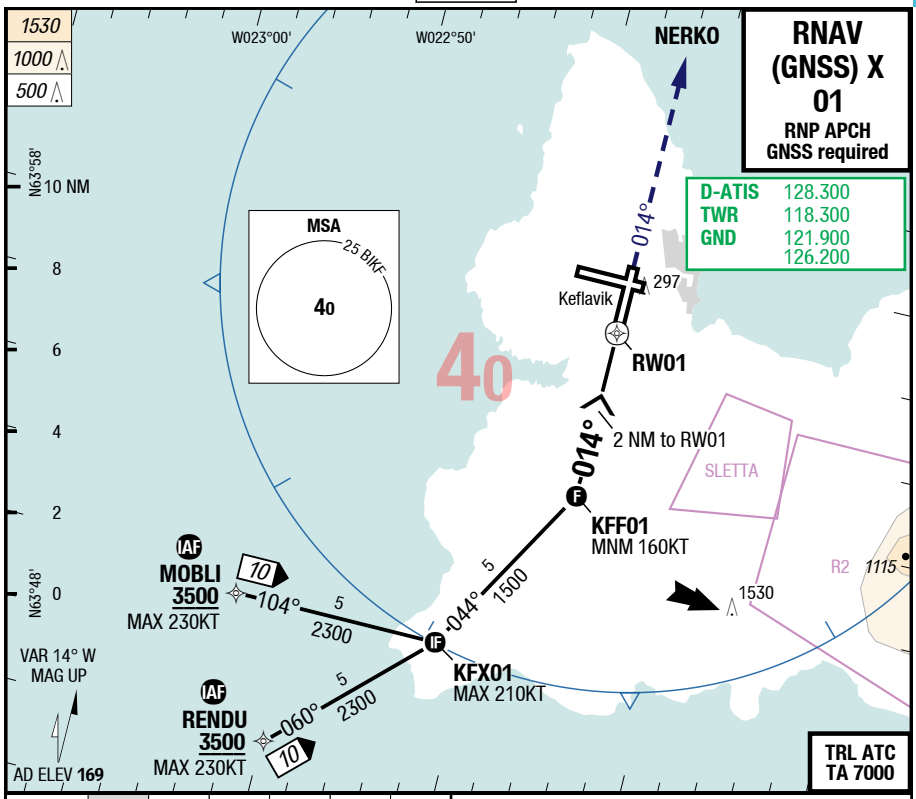
| 01 | | RNAV GNSS LNAV | | | | | Circling |
|---|---|---|---|---|---|---|---|
| C | ft - m/km ft | 310 - 1.4 **460** | | | | | 710 - 2.4V **870** |
| D | ft - m/km ft | 330 - 1.5 **480** | | | | | 780 - 3.6V **940** |

Changes: APL

# KEF-BIKF

7-110

# RNAV (GNSS) X 01

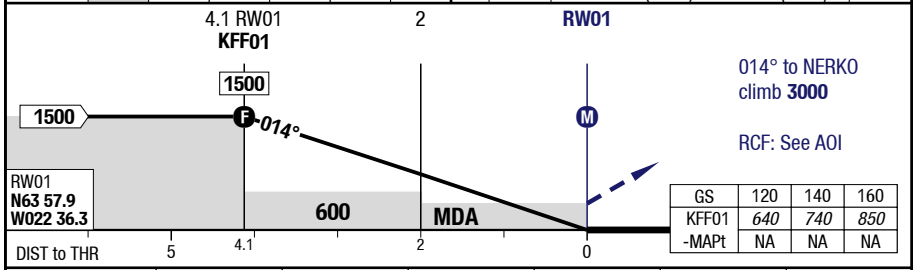



| 3.00° RW01 | | 4.1 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|---|
| | | 1500 | *1460* | *1150* | *830* | *510* |

01

3.0°
3054 G 60
60 HL
15 HL

THR 135 (5hPa) / **TDZ 159** (---%) +0.3%




| GS | 120 | 140 | 160 |
|---|---|---|---|
| KFF01 | *640* | *740* | *850* |
| -MAPt | NA | NA | NA |

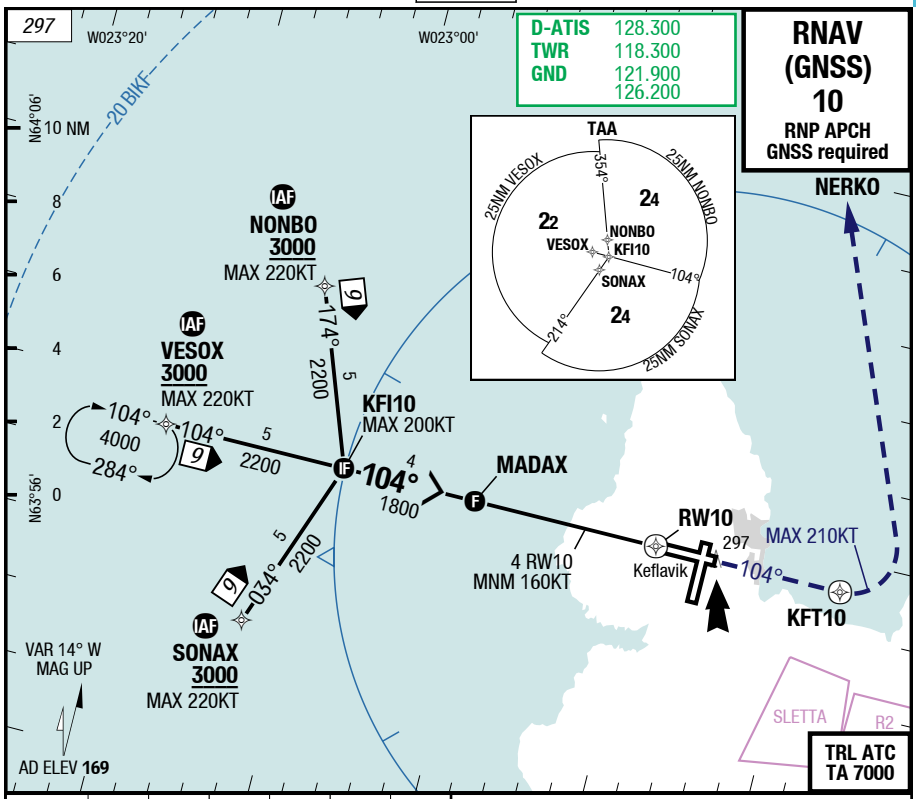
| 01 | | RNAV GNSS LNAV | | | | | Circling |
|---|---|---|---|---|---|---|---|
| C | ft - m/km ft | 310 - 1.4 **460** | | | | | 710 - 2.4V **870** |
| D | ft - m/km ft | 330 - 1.5 **480** | | | | | 780 - 3.6V **940** |

Changes: APL

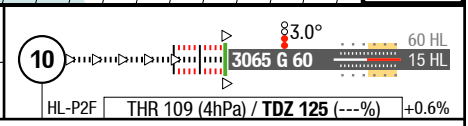
# KEF-BIKF

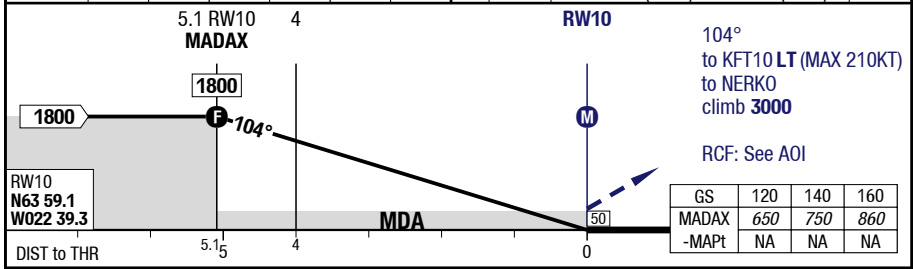
7-120

# RNAV (GNSS) 10




| 3.04° RW10 | 5.1 | 5 | 4 | 3 | 2 | 1 |
|---|---|---|---|---|---|---|
| | 1800 | *1780* | *1450* | *1130* | *810* | *490* |




| GS | 120 | 140 | 160 |
|---|---|---|---|
| MADAX | *650* | *750* | *860* |
| -MAPt | NA | NA | NA |

| 10 | | RNAV GNSS VNAV 1) 2) 3) | RNAV GNSS LNAV | | | | Circling |
|---|---|---|---|---|---|---|---|
| C | ft - m/km ft | 250 - 600 **380** | 300 - 750 **420** | | | | 710 - 2.4V **870** |
| D | ft - m/km ft | 260 - 600 **380** | 320 - 750 **440** | | | | 780 - 3.6V **940** |

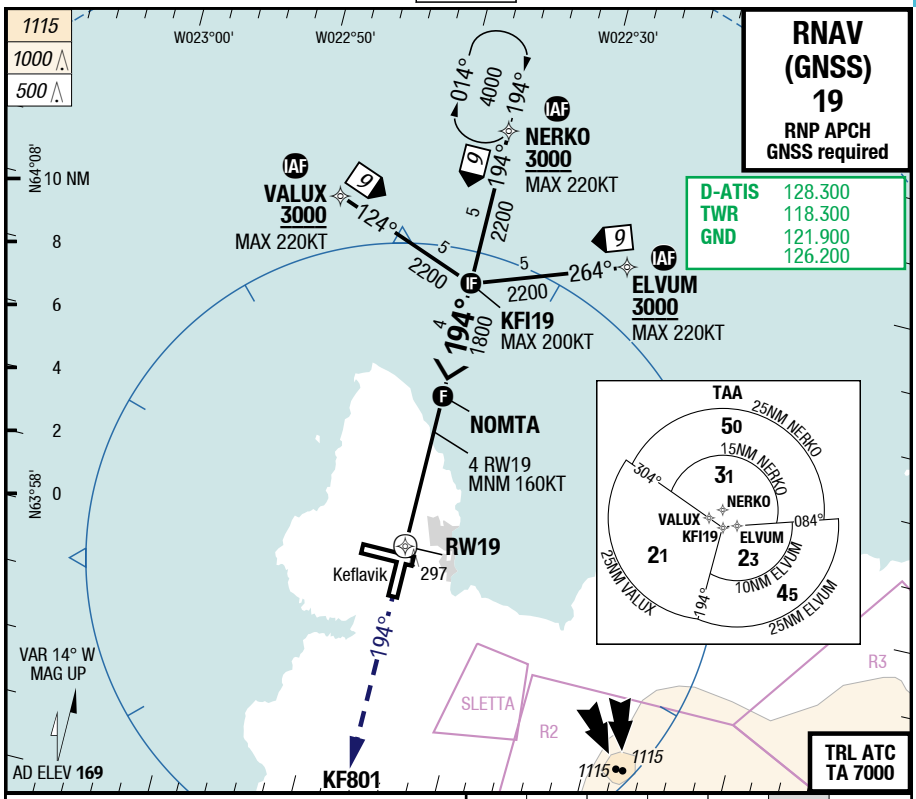
1) Uncompensated BARO VNAV NA below -15°C (5°F)
2) wo HGS RVR 750m required
3) With EVS 400m

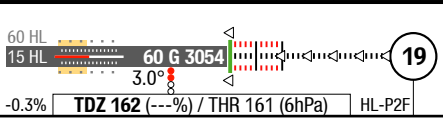
Changes: APL

# KEF-BIKF

7-130

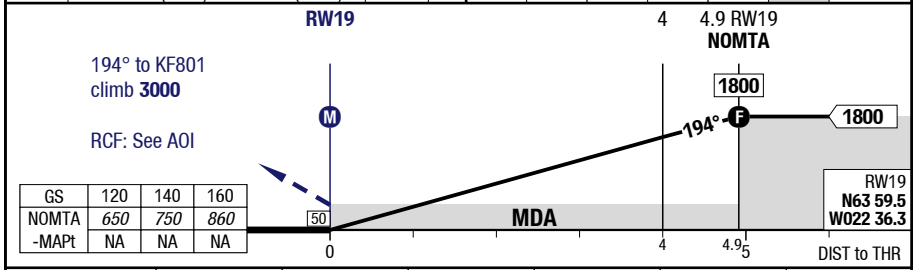
# RNAV (GNSS) 19




| 1 | 2 | 3 | 4 | 4.9 | |
|---|---|---|---|---|---|
| *540* | *860* | *1180* | *1510* | 1800 | |

3.04°
RW19




| GS | 120 | 140 | 160 |
|---|---|---|---|
| NOMTA | *650* | *750* | *860* |
| -MAPt | NA | NA | NA |

| 19 | | RNAV GNSS VNAV 1) 2) | RNAV GNSS LNAV | | | | Circling |
|---|---|---|---|---|---|---|---|
| C | ft - m/km ft | 280 - 600 **440** 3) | 370 - 1.0 **530** | | | | 710 - 2.4V **870** |
| D | ft - m/km ft | 290 - 650 **450** 4) | 370 - 1.0 **530** | | | | 780 - 3.6V **940** |

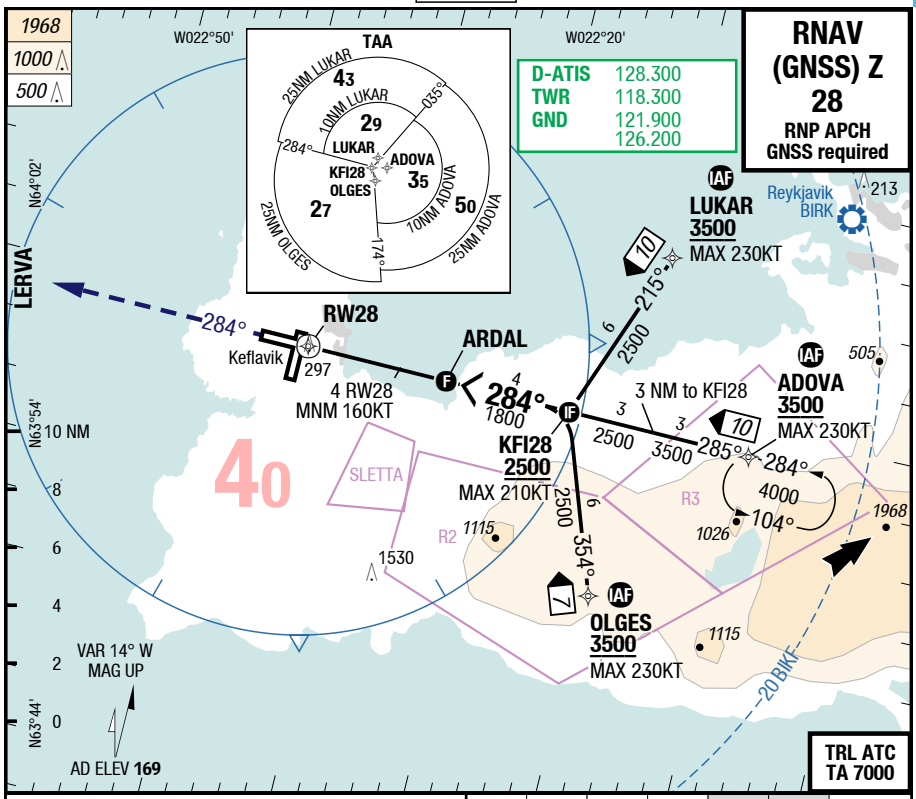
1) Uncompensated BARO VNAV NA below -15°C (5°F)
2) wo HGS RVR 750m required
3) With EVS 400m
4) With EVS 450m

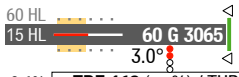
Changes: APL

# KEF-BIKF

7-140

# RNAV (GNSS) Z 28

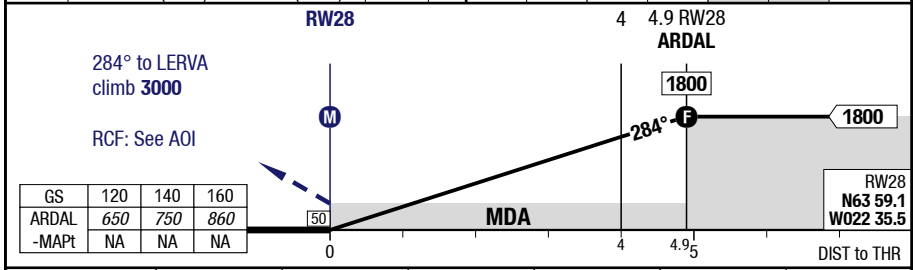



-0.6% **TDZ 169** (---%) / THR 168 (6hPa)

28

| 2 | 3 | 4 | 4.9 | | | 3.04° |
|---|---|---|---|---|---|---|
| 870 | 1190 | 1510 | 1800 | | | RW28 |




| GS | 120 | 140 | 160 |
|---|---|---|---|
| ARDAL | 650 | 750 | 860 |
| -MAPt | NA | NA | NA |

| 28 | | RNAV GNSS VNAV 1) 2) | RNAV GNSS LNAV | | | | Circling |
|---|---|---|---|---|---|---|---|
| C | ft - m/km ft | 290 - 1.4 **450** | 390 - 1.8 **550** | | | | 710 - 2.4V **870** |
| D | ft - m/km ft | 300 - 1.4 **460** | 390 - 1.8 **550** | | | | 780 - 3.6V **940** |

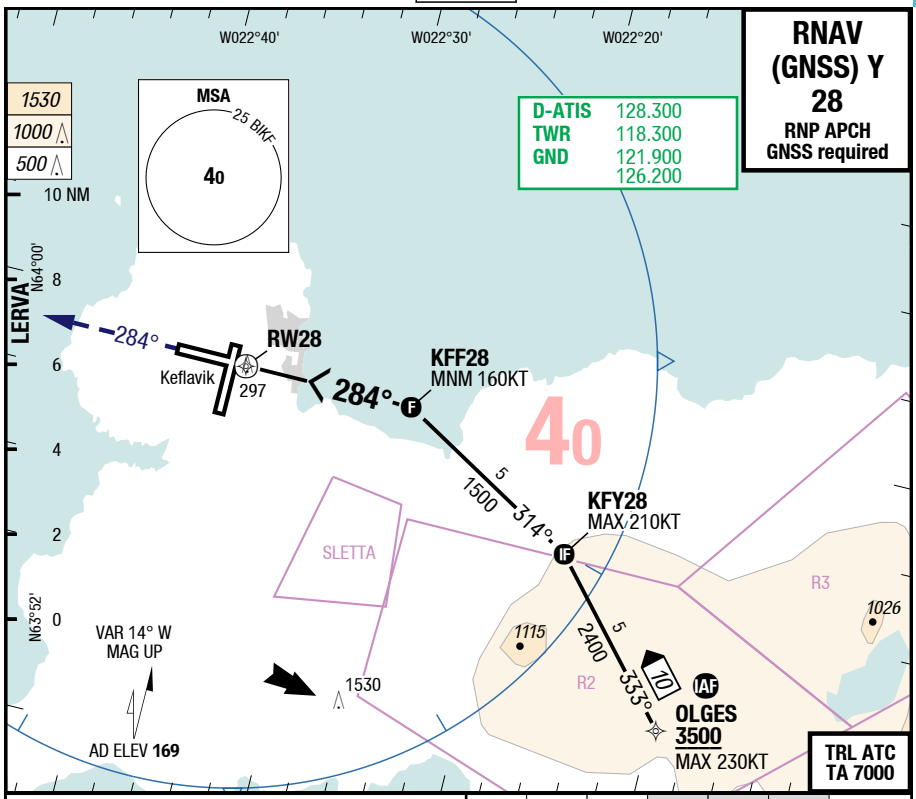
1) Uncompensated BARO VNAV NA below -15°C (5°F)
2) With EVS 900m

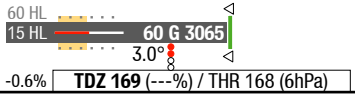
Changes: APL

# KEF-BIKF

7-150

# RNAV (GNSS) Y 28

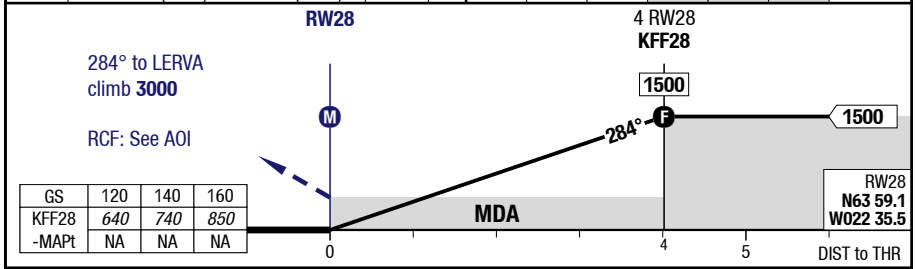



28

| 2 | 3 | 4 | | | | 3.00° |
|---|---|---|---|---|---|---|
| *860* | *1180* | 1500 | | | | RW28 |

-0.6% **TDZ 169** (---%) / THR 168 (6hPa)




| GS | 120 | 140 | 160 |
|---|---|---|---|
| KFF28 | *640* | *740* | *850* |
| -MAPt | NA | NA | NA |

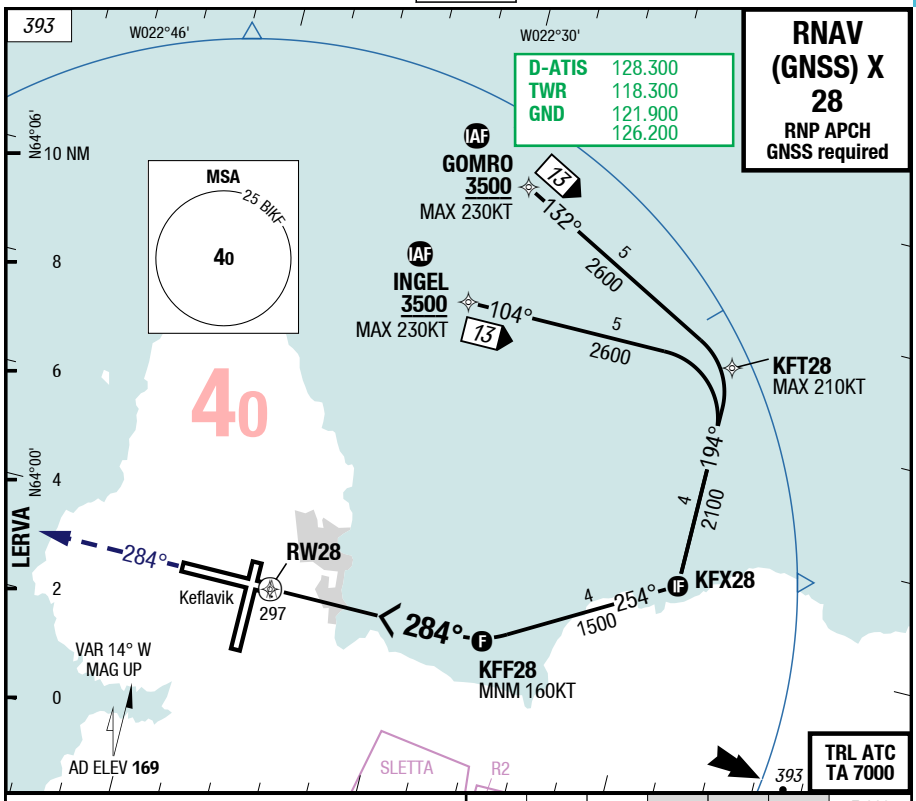
| 28 | | RNAV GNSS LNAV | | | | | Circling |
|---|---|---|---|---|---|---|---|
| C | ft - m/km ft | 390 - 1.8 **550** | | | | | 710 - 2.4V **870** |
| D | ft - m/km ft | 390 - 1.8 **550** | | | | | 780 - 3.6V **940** |

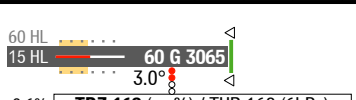
Changes: APL

# KEF-BIKF

7-160

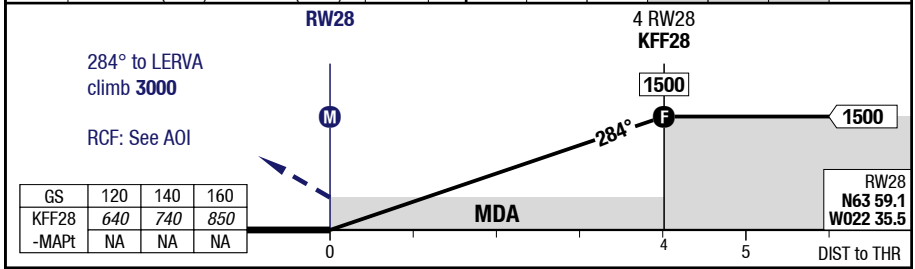
# RNAV (GNSS) X 28




28

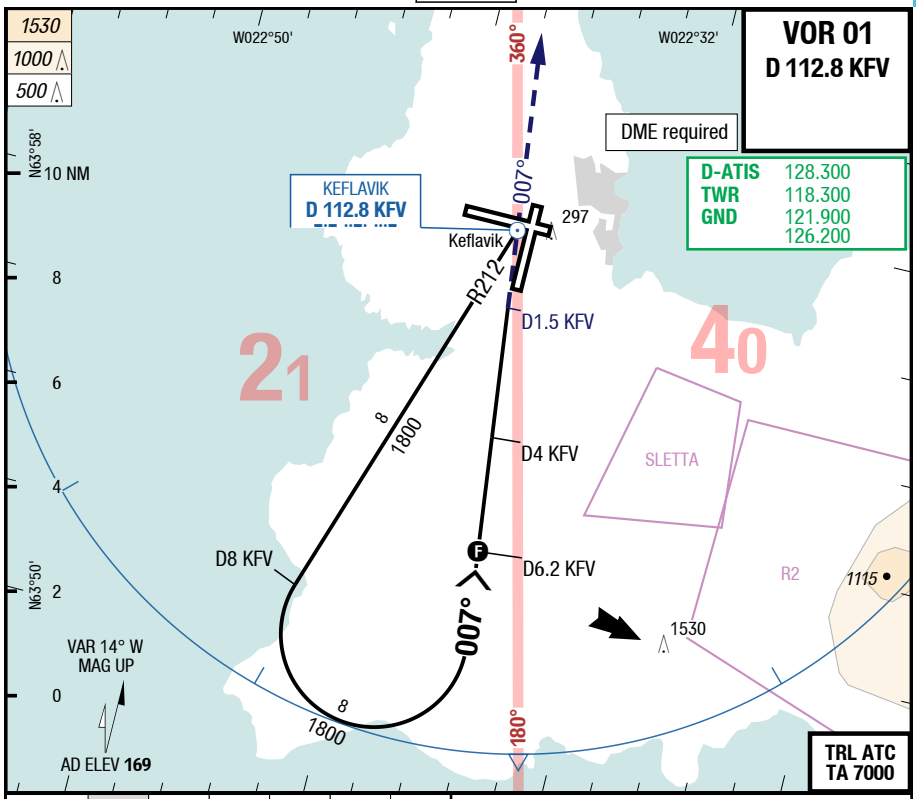
| 2 | 3 | 4 | | | | 3.00° |
|---|---|---|---|---|---|---|
| *860* | *1180* | 1500 | | | | RW28 |




| GS | 120 | 140 | 160 |
|---|---|---|---|
| KFF28 | *640* | *740* | *850* |
| -MAPt | NA | NA | NA |

| 28 | | RNAV GNSS LNAV | | | | | Circling |
|---|---|---|---|---|---|---|---|
| C | ft - m/km ft | 390 - 1.8 **550** | | | | | 710 - 2.4V **870** |
| D | ft - m/km ft | 390 - 1.8 **550** | | | | | 780 - 3.6V **940** |

Changes: APL



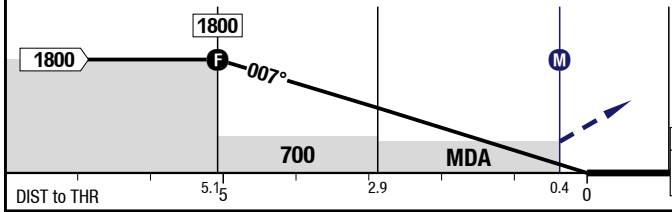

| 3.00° | | 6.2 | 6 | 5 | 4 | 3 |
|---|---|---|---|---|---|---|
| **D KFV** | | | | | | |
| **007°** | | 1800 | *1750* | *1430* | *1110* | *790* |
| RWY 014° | | | | | | |

01

3.0°
60 HL
3054 G 60
15 HL

THR 135 (5hPa) / **TDZ 159** (---%) +0.3%

D6.2 KFV D4 D1.5 **KFV**



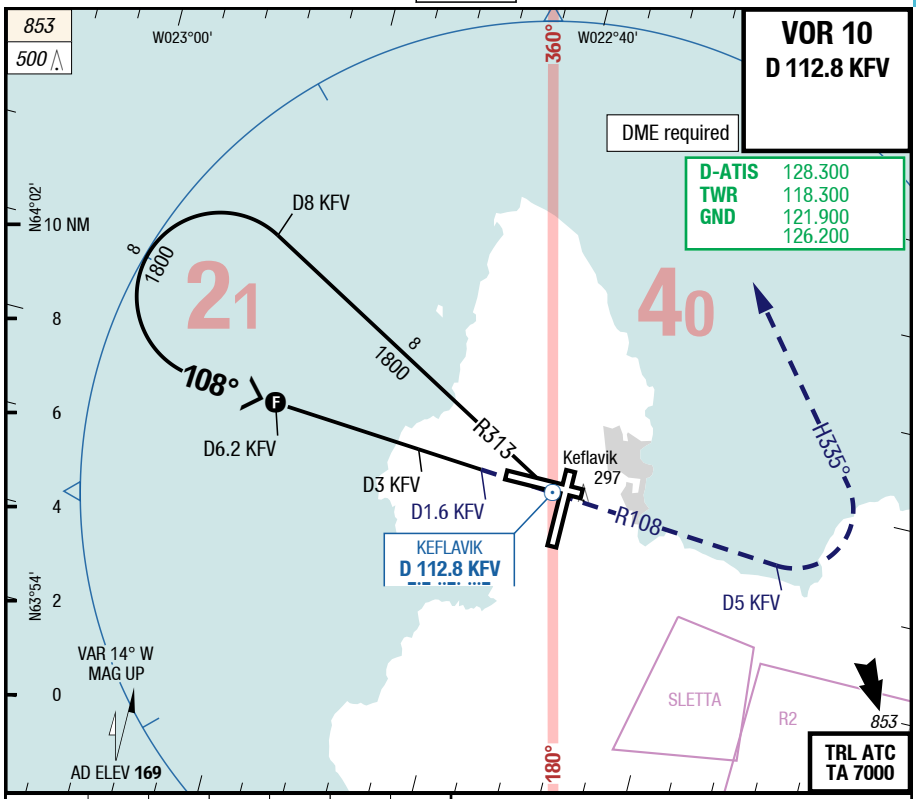

007°
climb **3000**

RCF: See AOI

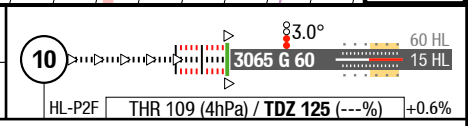
| GS | 120 | 140 | 160 |
|---|---|---|---|
| D6.2 KFV | *640* | *740* | *850* |
| -MAPt | NA | NA | NA |

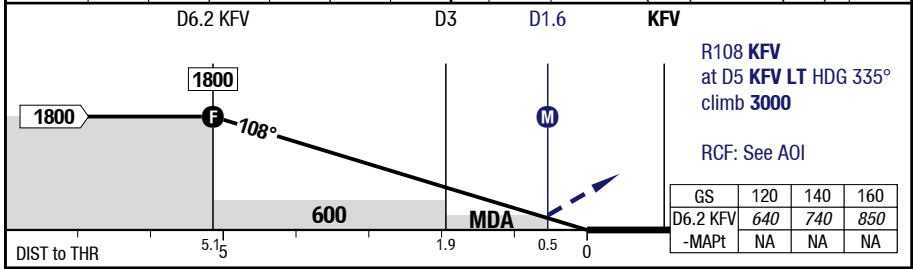
| **01** | | **VOR DME** | | | | | **Circling** |
|---|---|---|---|---|---|---|---|
| C | ft - m/km<br>ft | 400 - 1.8<br>**550** | | | | | 710 - 2.4V<br>**870** |
| D | ft - m/km<br>ft | 470 - 2.2<br>**620** | | | | | 780 - 3.6V<br>**940** |

Changes: APL




| 3.00° D KFV 108° RWY 104° | 6.2 | 6 | 5 | 4 | 3 | 2 |
|---|---|---|---|---|---|---|
| | 1800 | 1740 | 1420 | 1100 | 780 | 460 |




| GS | 120 | 140 | 160 |
|---|---|---|---|
| D6.2 KFV | *640* | *740* | *850* |
| -MAPt | NA | NA | NA |

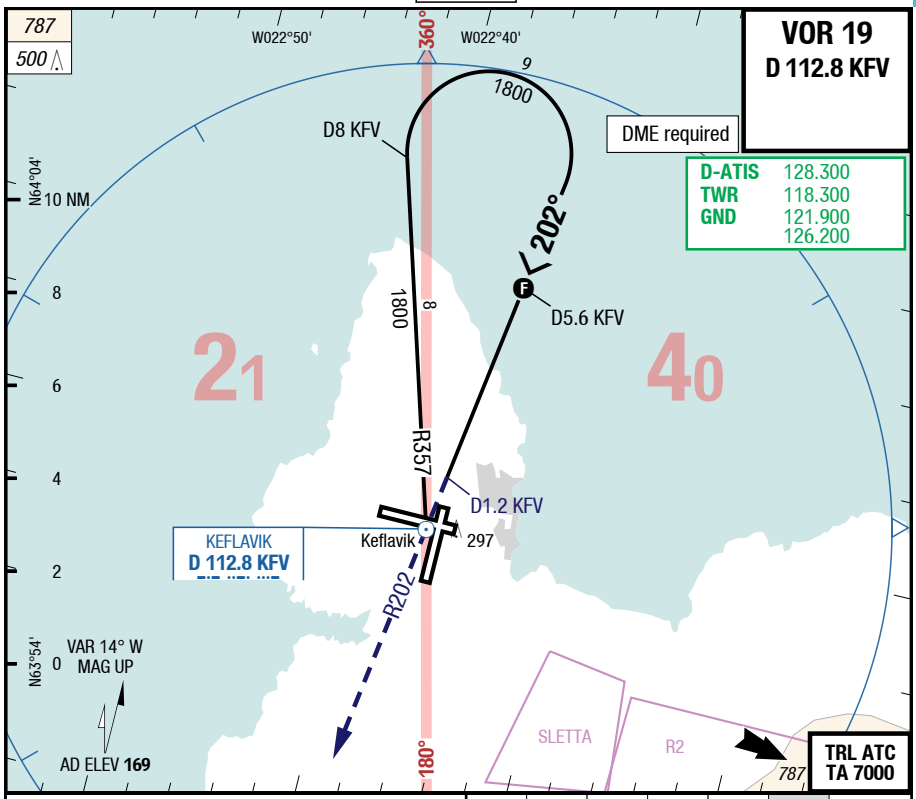
| 10 | | VOR DME | | | | | Circling |
|---|---|---|---|---|---|---|---|
| C | ft - m/km ft | 250 - 750 **380** | | | | | 710 - 2.4V **870** |
| D | ft - m/km ft | 260 - 750 **380** | | | | | 780 - 3.6V **940** |

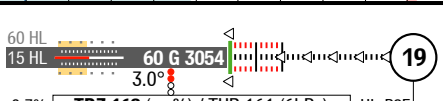
Changes: APL

# KEF-BIKF

7-190

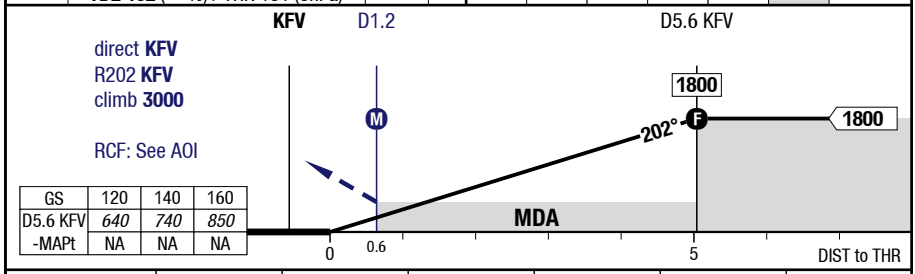
# VOR 19




| 2 | 3 | 4 | 5 | 5.6 | |
|---|---|---|---|---|---|
| *670* | *990* | *1310* | *1630* | 1800 | |

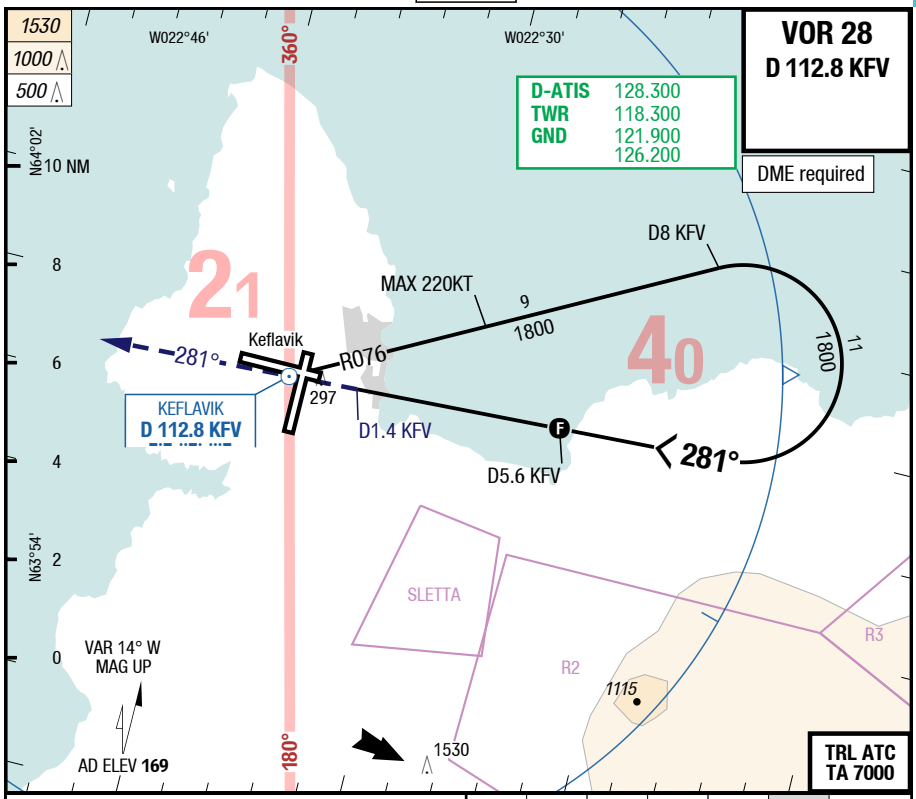
3.00°
**D KFV**
**202°**
RWY 194°

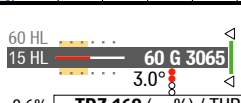



| GS | 120 | 140 | 160 |
|---|---|---|---|
| D5.6 KFV | *640* | *740* | *850* |
| -MAPt | NA | NA | NA |

| **19** | | **VOR DME** | | | | | **Circling** |
|---|---|---|---|---|---|---|---|
| C | ft - m/km<br>ft | 420 - 1.2<br>**580** | | | | | 710 - 2.4V<br>**870** |
| D | ft - m/km<br>ft | 440 - 1.3<br>**600** | | | | | 780 - 3.6V<br>**940** |

Changes: APL



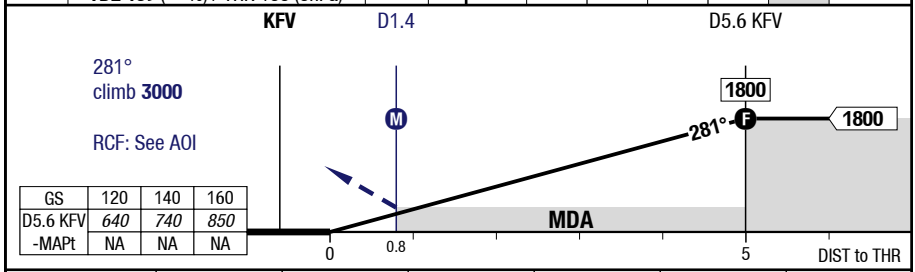




28

| 2 | 3 | 4 | 5 | 5.6 | |
|---|---|---|---|---|---|
| 670 | 990 | 1300 | 1620 | 1800 | |

3.00°
D KFV
281°
RWY 284°

-0.6% **TDZ 169** (---%) / THR 168 (6hPa)




| GS | 120 | 140 | 160 |
|---|---|---|---|
| D5.6 KFV | 640 | 740 | 850 |
| -MAPt | NA | NA | NA |

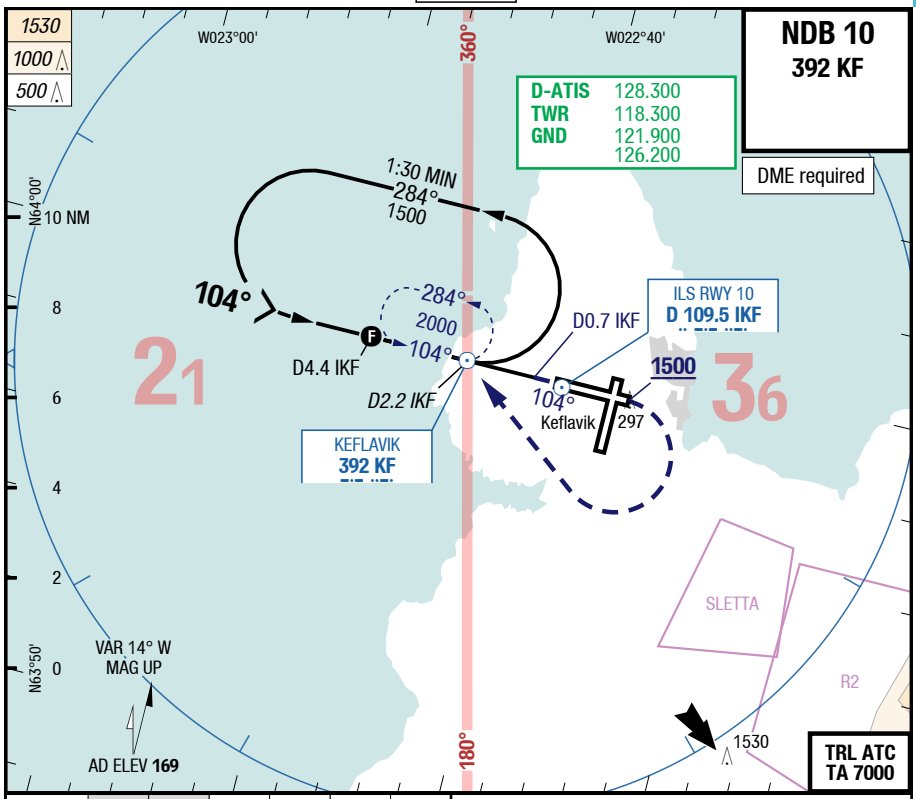
| 28 | | VOR DME | | | | | Circling |
|---|---|---|---|---|---|---|---|
| C | ft - m/km<br>ft | 340 - 1.5<br>**500** | | | | | 710 - 2.4V<br>**870** |
| D | ft - m/km<br>ft | 360 - 1.6<br>**520** | | | | | 780 - 3.6V<br>**940** |

Changes: APL

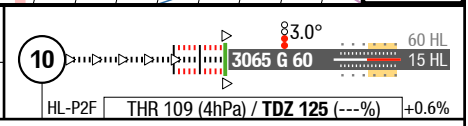
# KEF-BIKF

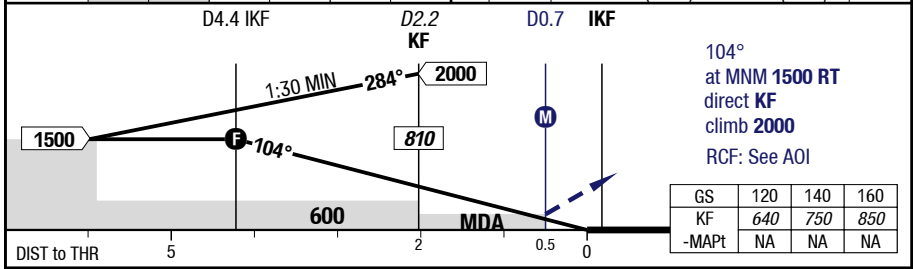
7-210

# NDB 10




| 3.00° D IKF | | | 4.4 | 4 | 3 | 2 |
|---|---|---|---|---|---|---|
| | | | 1500 | *1380* | *1060* | *740* |




| GS | 120 | 140 | 160 |
|---|---|---|---|
| KF | *640* | *750* | *850* |
| -MAPt | NA | NA | NA |

| 10 | | NDB DME IKF | | | | | Circling |
|---|---|---|---|---|---|---|---|
| C | ft - m/km ft | 300 - 750 **430** | | | | | 710 - 2.4V **870** |
| D | ft - m/km ft | 300 - 750 **430** | | | | | 780 - 3.6V **940** |

Changes: APL