

**GENERAL****Operational Hours****ATS Hours**

0700-2300

SAT, SUN, HOL 0800-2300

24 DEC and 31 DEC 0700-1600

25 DEC and 01 JAN and Easter SUN CLSD

Other times AD closed, exception: AFIS AVBL O/R with 15min PN for:

- Ambulance and EMERG FLTs
- ALTN LDG
- Delayed LDG of commercial FLTs
- Humanitarian FLTs

**Airport Information****RFF:** CAT 6, CAT 7 30-60min PN**Fuel:** Winter: 0700-2000

Summer: 0700-2100

**PCN:** RWY 01/19: 35/F/A/X/T

RWY 13/31: 25F/A/X/T

**Operation****RWY Restrictions**

No TKOF: MON-FRI 2330-0700 and SAT, SUN, HOL 2300-0800.

No LDG: MON-FRI 0100-0700 and SAT, SUN, HOL 0100-0800.

RWY 13/31 in use when crosswind component 10KT or below.

**TWY Restrictions**

TWY C width 18m / 59ft.

TWY A, B, E width 15m / 49ft.

TWY D width 10.5m / 34ft.

TWY G width 8m / 26ft.

**APU**

APU must be shut down promptly as soon as alternate PWR is AVBL. Use of APU restricted to MAX 30min after LDG and before TKOF.

**Warnings**

Standing water on APN and TWYs after rainfall.

## RKV-BIRK

1-20

A01

## ARRIVAL

## Communication

## COM Failure

## RWY 19

**ILS or LOC Z, RNAV (GNSS):** At 3500ft direct MIKVU for another APCH.

**ILS or LOC Y:** Right turn arc D12.5 IRK to intercept IRK LOC for another APCH.

## NDB RWY 13

Continue direct RK NDB for new APCH.

## Arrival Procedure

**Reverse:** Do not use more than idle reverse if possible.

## Visual APCH

ACFT conducting a visual APCH into BIRK shall not descend below 2000ft until so cleared specifically. Clearance for visual APCH does not include a descend clearance below 2000ft, unless specifically stated.

## Warnings

**PAPI RWY 19:** Note that "on GP" indications may sometimes be seen at locations where high terrain or other obstacles penetrate above obstacles CLR SFC, particularly when flying considerably to either side of extended CL within 10° up to 6NM.

**RWY 19:** Buildings in the city of Reykjavik between 370-740m from THR on left (east) side of centerline.

## DEPARTURE

## Take-off Minima

| RWY     |           | 19             |         |
|---------|-----------|----------------|---------|
| A, B, C | ft - m/km | 0 - 400R/400v  | HJ only |
|         |           | 0 - 800R/800v  | HN      |
| D       |           | Not applicable | -       |
| RWY     |           | 01, 13/31      |         |
| A, B, C | ft - m/km | 0 - 400v       | HJ only |
|         |           | 0 - 800v       | HN      |
| D       |           | Not applicable | -       |

## Departure Procedures

## Noise Abatement Procedures

## RWY 01:

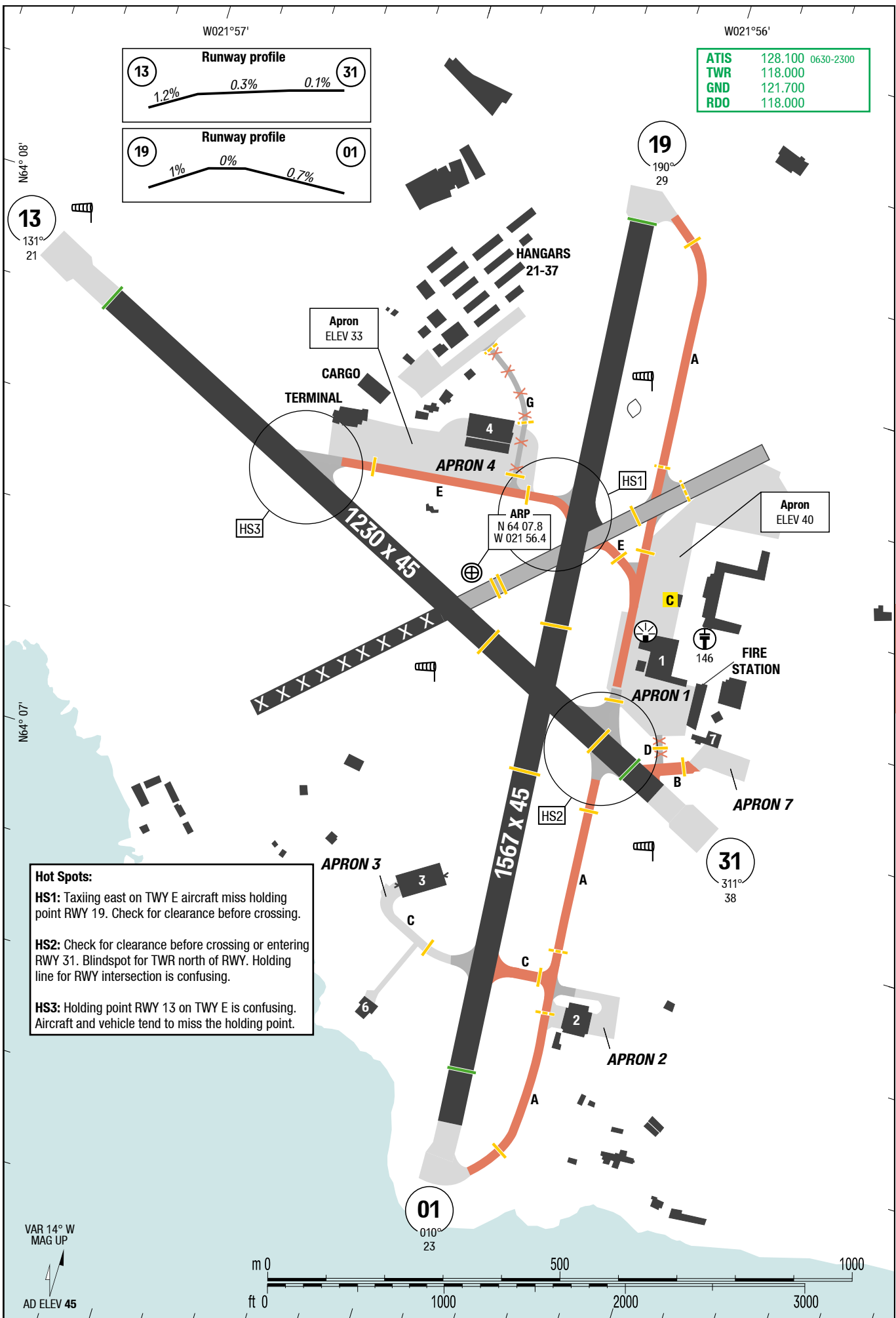
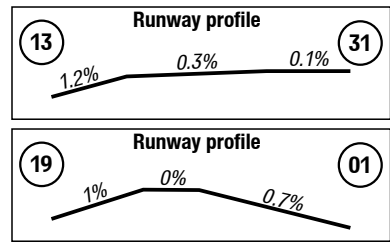
- All ACFT shall plan to reach highest possible ALT over DEP RWY end, using normal TKOF PROC.
- TFC planning to make a right turn after TKOF shall continue climb on RWY HDG to 1000ft, or until passing Reykjavik harbour (Fuel tanks) before proceeding on course.

## De-Icing

AVBL.



|      |         |           |
|------|---------|-----------|
| ATIS | 128.100 | 0630-2300 |
| TWR  | 118.000 |           |
| GND  | 121.700 |           |
| RDO  | 118.000 |           |



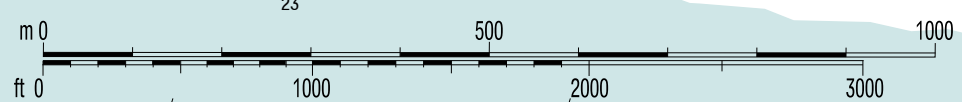
**Hot Spots:**

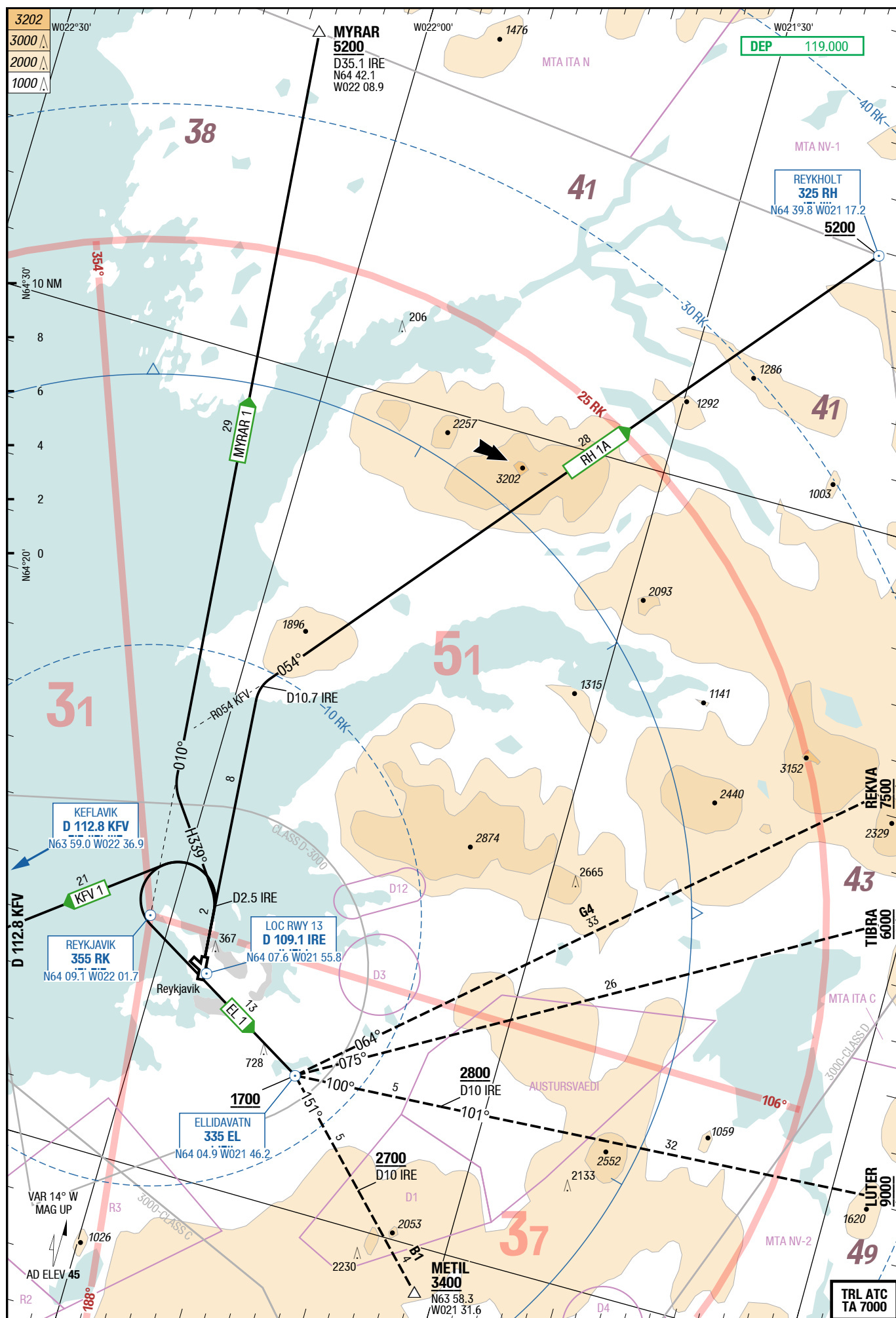
**HS1:** Taxiing east on TWY E aircraft miss holding point RWY 19. Check for clearance before crossing.

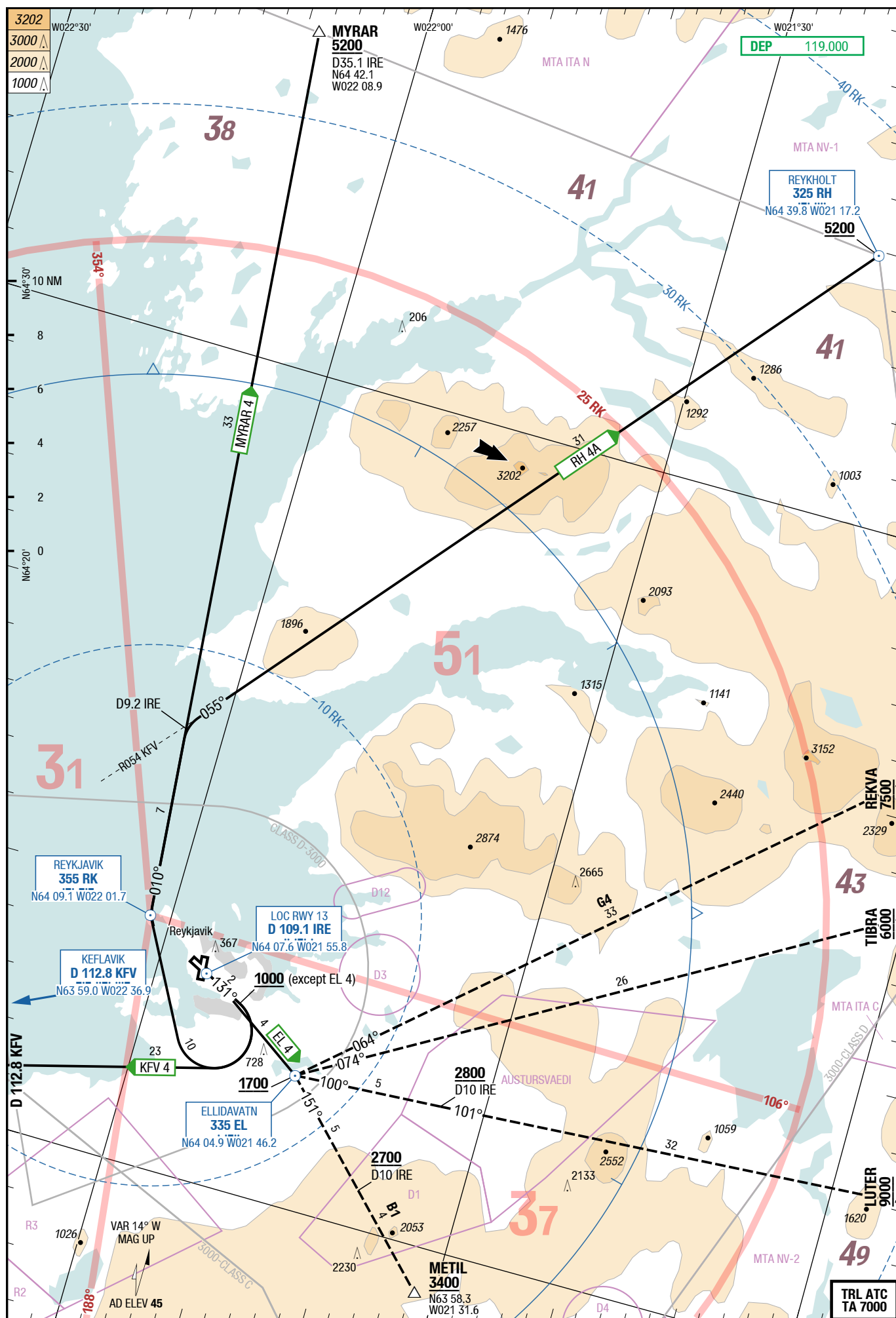
**HS2:** Check for clearance before crossing or entering RWY 31. Blindspot for TWR north of RWY. Holding line for RWY intersection is confusing.

**HS3:** Holding point RWY 13 on TWY E is confusing. Aircraft and vehicle tend to miss the holding point.

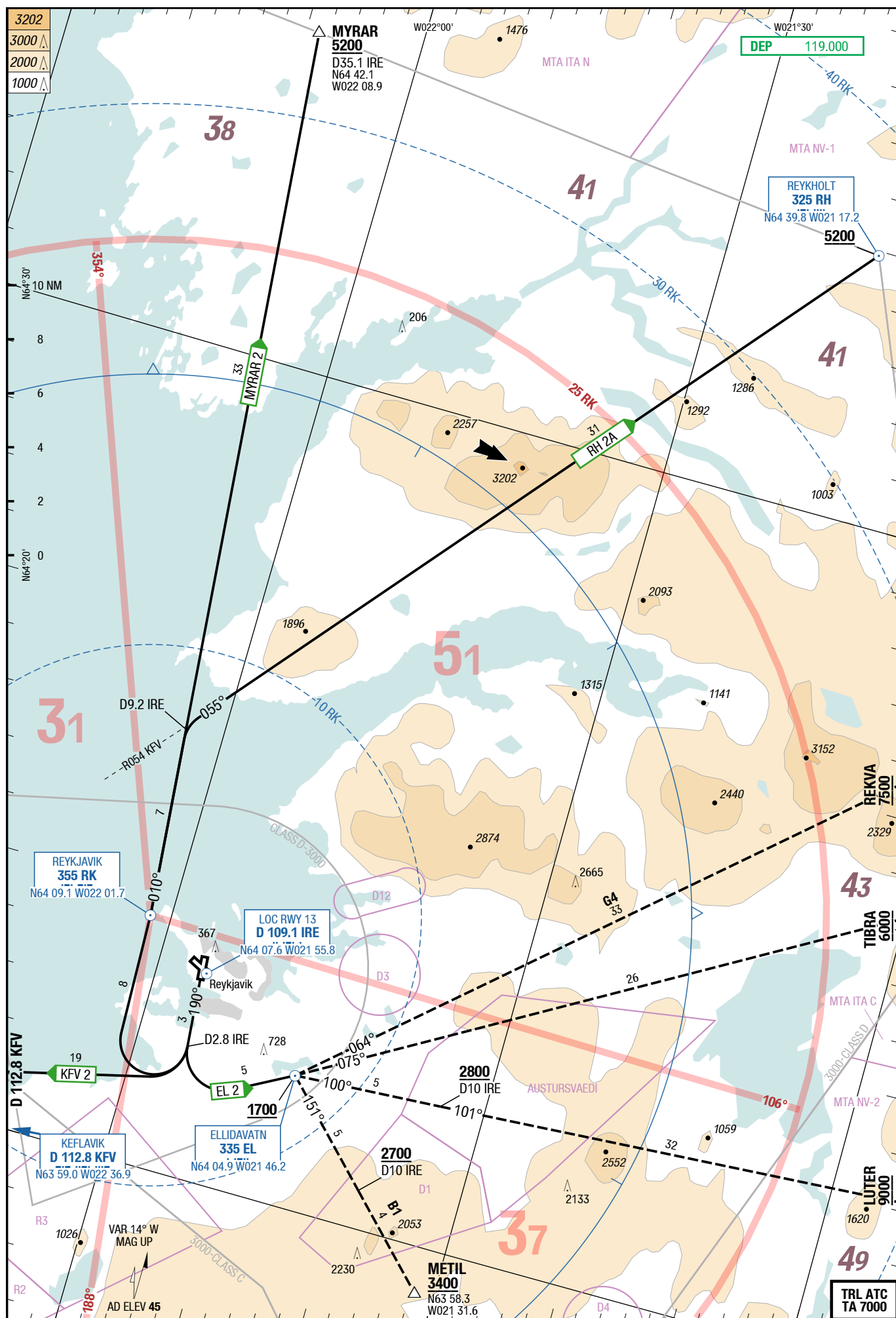
VAR 14° W  
MAG UP  
AD ELEV 45

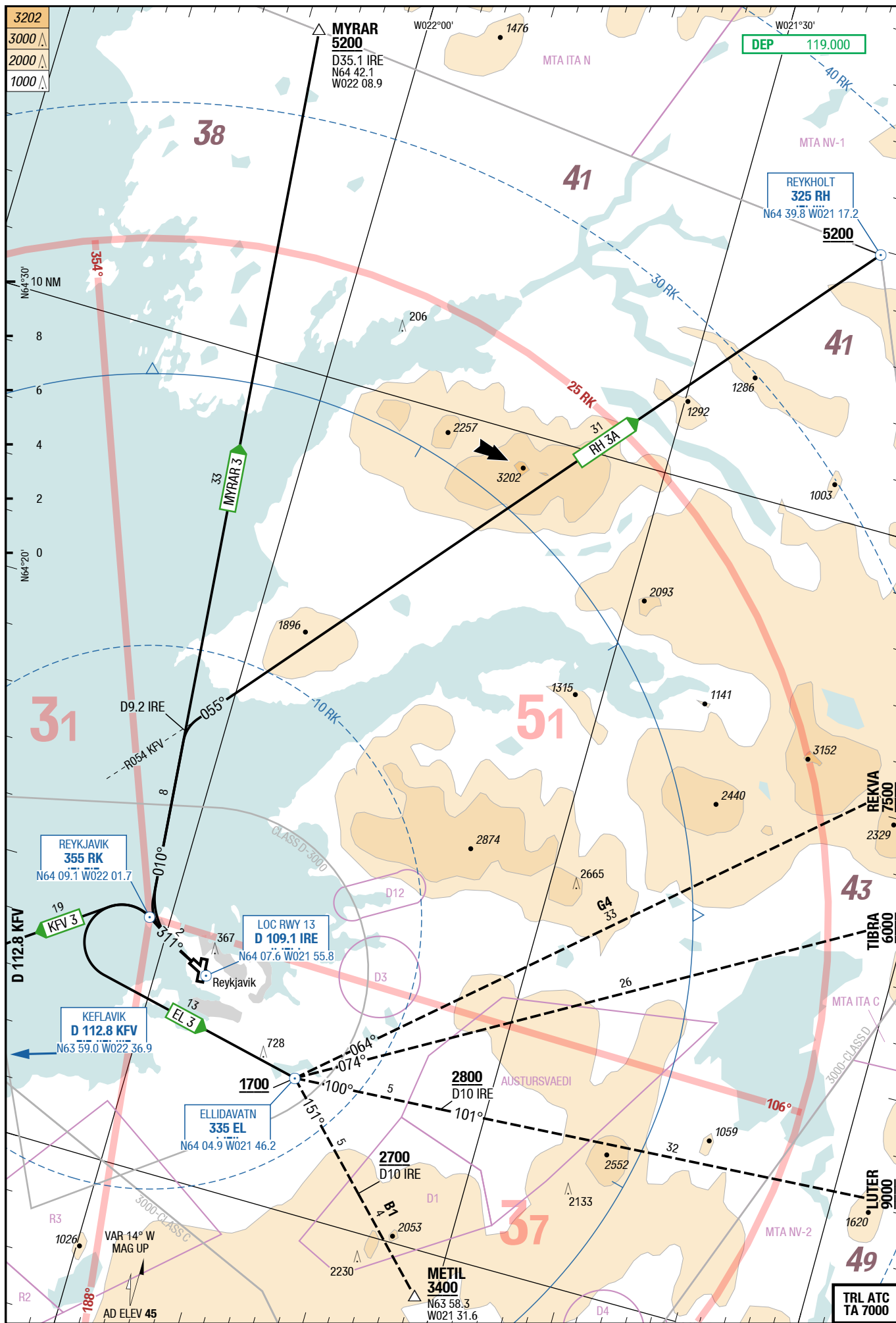














## ELLIDAVATN 1 / KEFLAVIK 1 / MYRAR 1 / REYKHOLT 1A

RWY 01 (010°)

|      |        |     |     |     |     |      |      |
|------|--------|-----|-----|-----|-----|------|------|
|      | GS     | 120 | 150 | 180 | 210 | 240  | 270  |
| 4.0% | ft/MIN | 500 | 700 | 800 | 900 | 1000 | 1100 |

| DESIGNATOR   | ROUTING  | ALTITUDES   |
|--|--|---|
|  | <b>Runway 01</b>   |   |
| <b>ELLIDAVATN 1</b><br><b>EL 1</b><br><b>119.000</b><br><b>①②</b>                | at D2.5 IRE LT direct <b>EL</b>  | <b>EL MNM 1700</b>                                  |
|  | <b>TRANSITION</b>  |   |
|  | <b>LUTER</b><br>EL - LUTER   | MNM <b>2800</b> at D10 IRE<br>LUTER MNM <b>9000</b> |
|  | <b>METIL</b><br>EL - METIL   | MNM <b>2700</b> at D10 IRE<br>METIL MNM <b>3400</b> |
|  | <b>REKVA</b><br>EL - REKVA   | REKVA MNM <b>7500</b>                               |
|  | <b>TIBRA</b><br>EL - TIBRA   | TIBRA MNM <b>6000</b>                               |
| <b>KEFLAVIK 1</b><br><b>KFV 1</b><br><b>119.000</b><br><b>①②</b>                 | at D2.5 IRE LT direct <b>KFV</b>   |   |
| <b>MYRAR 1</b><br><b>119.000</b><br><b>①②</b>                                    | at D2.5 IRE LT HDG 339° - <b>RT</b> intercept QDR 010 <b>RK</b> to MYRAR | MYRAR MNM <b>5200</b>                               |
| <b>REYKHOLT 1A</b><br><b>RH 1A</b><br>4.0% to 4000<br><b>119.000</b><br><b>②</b> | at D10.7 IRE RT intercept QDM 054 <b>RH</b> to <b>RH</b>                 | <b>RH MNM 5200</b>                                  |

① Continue via assigned route.

② Close-in OBST - obstacles up to 190ft HGT, 500m - 1500m from RWY end, right of RCL.

## ELLIDAVATN 4 / KEFLAVIK 4 / MYRAR 4 / REYKHOLT 4A

RWY 13 (131°)

|      |        |     |     |      |      |      |      |
|------|--------|-----|-----|------|------|------|------|
|      | GS     | 120 | 150 | 180  | 210  | 240  | 270  |
| 5.3% | ft/MIN | 700 | 900 | 1000 | 1200 | 1300 | 1500 |

| DESIGNATOR   | ROUTING  | ALTITUDES   |
|--|--|---|
|  | <b>Runway 13</b>   |   |
| <b>ELLIDAVATN 4</b><br><b>EL 4</b><br>5.3% to 1700<br><b>119.000</b><br>①② | direct <b>EL</b>   | <b>EL MNM 1700</b>                                  |
|  | <b>TRANSITION</b>  |   |
|  | <b>LUTER</b><br>EL - LUTER   | MNM <b>2800</b> at D10 IRE<br>LUTER MNM <b>9000</b> |
|  | <b>METIL</b><br>EL - METIL   | MNM <b>2700</b> at D10 IRE<br>METIL MNM <b>3400</b> |
|  | <b>REKVA</b><br>EL - REKVA   | REKVA MNM <b>7500</b>                               |
|  | <b>TIBRA</b><br>EL - TIBRA   | TIBRA MNM <b>6000</b>                               |
| <b>KEFLAVIK 4</b><br><b>KFV 4</b><br>5.3% to 1000<br><b>119.000</b><br>①②  | at <b>1000 RT</b> direct <b>KFV</b>  |   |
| <b>MYRAR 4</b><br>5.3% to 1000<br><b>119.000</b><br>①②                     | at <b>1000 RT</b> direct <b>RK</b> - QDR 010 <b>RK</b> to MYRAR  | MYRAR MNM <b>5200</b>                               |
| <b>REYKHOLT 4A</b><br><b>RH 4A</b><br>5.3% to 1000<br><b>119.000</b><br>②  | at <b>1000 RT</b> direct <b>RK</b> - QDR 010 <b>RK</b> - at D9.2 IRE RT intercept QDM 055 <b>RH</b> to <b>RH</b> | <b>RH MNM 5200</b>                                  |

① Continue via assigned route.

② Close-in obstacles. RWY 13: Hill and trees up to 190ft HGT 500-800m from RWY end.

## ELLIDAVATN 2 / KEFLAVIK 2 / MYRAR 2 / REYKHOLT 2A

RWY 19 (190°)

|      |        |     |     |     |      |      |      |
|------|--------|-----|-----|-----|------|------|------|
|      | GS     | 120 | 150 | 180 | 210  | 240  | 270  |
| 4.8% | ft/MIN | 600 | 800 | 900 | 1100 | 1200 | 1400 |

| DESIGNATOR  | ROUTING  | ALTITUDES   |
|---|--|---|
|   | <b>Runway 19</b>   |   |
| <b>ELLIDAVATN 2</b><br><b>EL 2</b><br>4.8% to 1700<br><b>119.000</b><br>① | at D2.8 IRE LT direct <b>EL</b>  | <b>EL MNM 1700</b>                                  |
|   | <b>TRANSITION</b>  |   |
|   | <b>LUTER</b><br>EL - LUTER   | MNM <b>2800</b> at D10 IRE<br>LUTER MNM <b>9000</b> |
|   | <b>METIL</b><br>EL - METIL   | MNM <b>2700</b> at D10 IRE<br>METIL MNM <b>3400</b> |
|   | <b>REKVA</b><br>EL - REKVA   | REKVA MNM <b>7500</b>                               |
|   | <b>TIBRA</b><br>EL - TIBRA   | TIBRA MNM <b>6000</b>                               |
| <b>KEFLAVIK 2</b><br><b>KFV 2</b><br><b>119.000</b><br>①                  | at D2.8 IRE RT direct <b>KFV</b>   |   |
| <b>MYRAR 2</b><br><b>119.000</b><br>①                                     | at D2.8 IRE RT direct <b>RK</b> - QDR 010 <b>RK</b> to MYRAR   | MYRAR MNM <b>5200</b>                               |
| <b>REYKHOLT 2A</b><br><b>RH 2A</b><br><b>119.000</b>                      | at D2.8 IRE RT direct <b>RK</b> - QDR 010 <b>RK</b> - at D9.2 IRE RT intercept<br>QDM 055 <b>RH</b> to <b>RH</b> | <b>RH MNM 5200</b>                                  |

① Continue via assigned route.

Changes: WPT LUTER, Track, Transition

## ELLIDAVATN 3 / KEFLAVIK 3 / MYRAR 3 / REYKHOLT 3A

RWY 31 (311°)

|      |        |     |     |     |     |     |      |
|------|--------|-----|-----|-----|-----|-----|------|
|      | GS     | 120 | 150 | 180 | 210 | 240 | 270  |
| 3.6% | ft/MIN | 500 | 600 | 700 | 800 | 900 | 1000 |

| DESIGNATOR   | ROUTING   | ALTITUDES   |
|--|---|---|
|  | <b>Runway 31</b>  |   |
| <b>ELLIDAVATN 3</b><br><b>EL 3</b><br><b>119.000</b><br>①            | direct <b>RK</b> - LT direct <b>EL</b>  | <b>EL MNM 1700</b>                                  |
|  | <b>TRANSITION</b>   |   |
|  | <b>LUTER</b><br>EL - LUTER  | MNM <b>2800</b> at D10 IRE<br>LUTER MNM <b>9000</b> |
|  | <b>METIL</b><br>EL - METIL  | MNM <b>2700</b> at D10 IRE<br>METIL MNM <b>3400</b> |
|  | <b>REKVA</b><br>EL - REKVA  | REKVA MNM <b>7500</b>                               |
|  | <b>TIBRA</b><br>EL - TIBRA  | TIBRA MNM <b>6000</b>                               |
| <b>KEFLAVIK 3</b><br><b>KFV 3</b><br><b>119.000</b><br>①             | direct <b>RK</b> - LT direct <b>KFV</b>   |   |
| <b>MYRAR 3</b><br><b>119.000</b><br>①                                | direct <b>RK</b> - QDR 010 <b>RK</b> to MYRAR   | MYRAR MNM <b>5200</b>                               |
| <b>REYKHOLT 3A</b><br><b>RH 3A</b><br>3.6% to 4000<br><b>119.000</b> | direct <b>RK</b> - QDR 010 <b>RK</b> - at D9.2 IRE RT intercept QDM 055<br><b>RH</b> to <b>RH</b> | <b>RH MNM 5200</b>                                  |

① Continue via assigned route.

Changes: WPT LUTER, Track, Transition

## RKV-BIRK

NIL

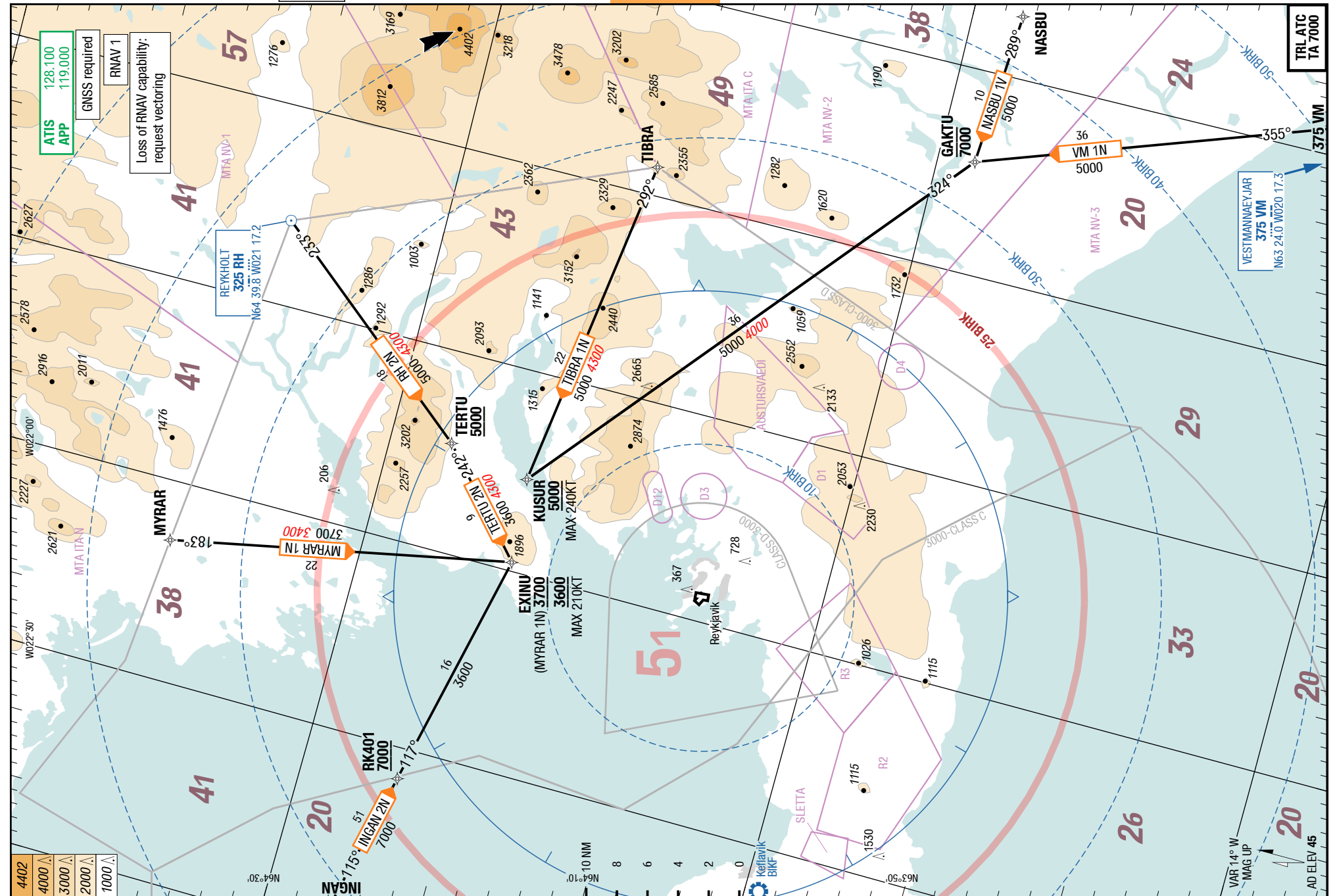
## RNAV STARs RWY 19

# STAR

# STAR

NIL

## RNAV STARs RWY 19

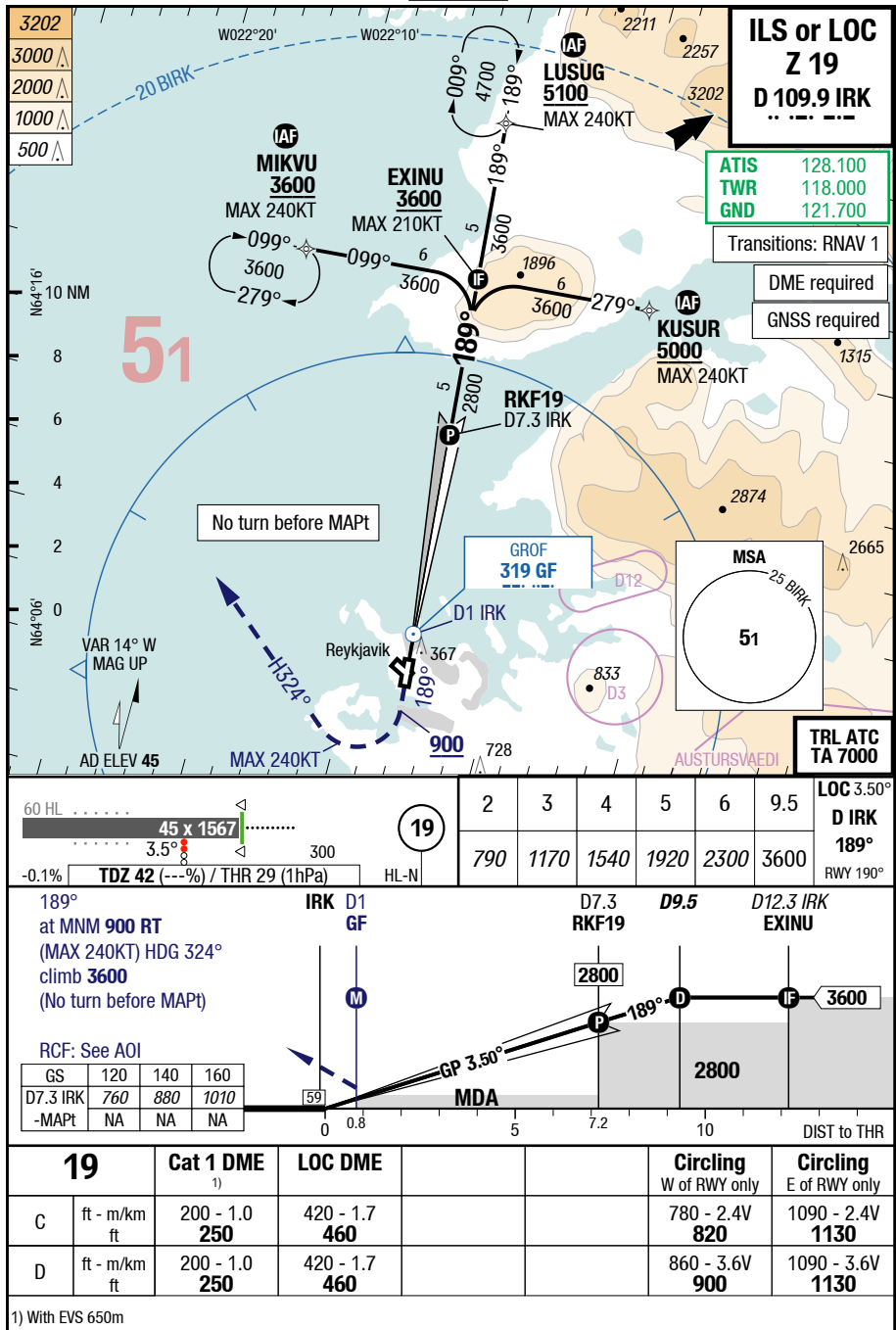


Changes: Track, PROC, ALT, Note, VAR

## RKV-BIRK

7-10

ILS or LOC Z 19



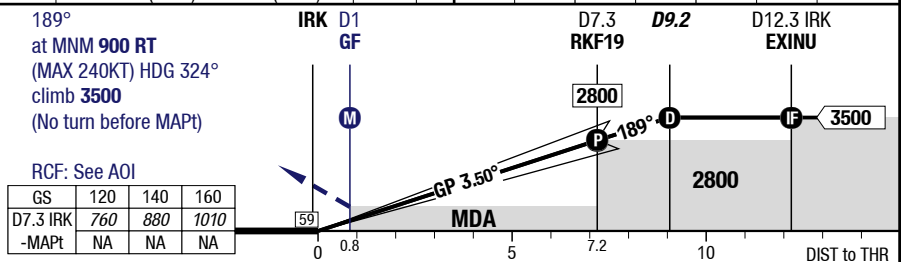
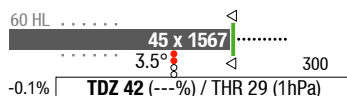
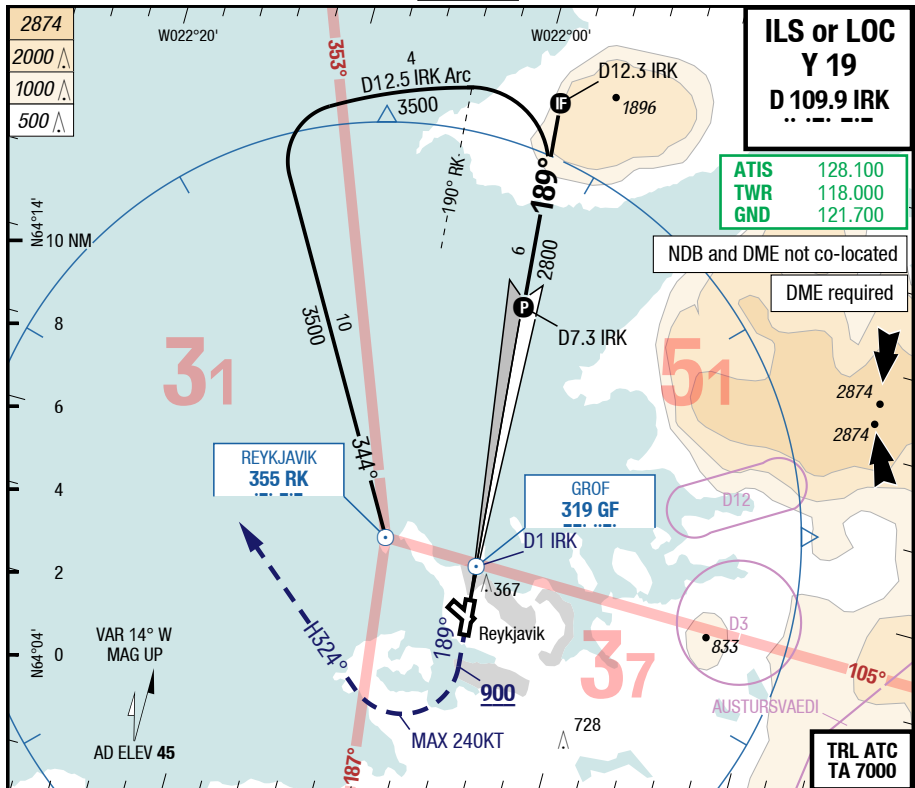
Changes: Completely revised



## RKV-BIRK

7-20

## ILS or LOC Y 19



| 19 | Cat 1 DME<br>1) | LOC DME          |                  |  | Circling<br>W of RWY only | Circling<br>E of RWY only |
|----|-----------------|------------------|------------------|--|---------------------------|---------------------------|
| C  | ft - m/km<br>ft | 200 - 1.0<br>250 | 420 - 1.7<br>460 |  | 780 - 2.4V<br>820         | 1090 - 2.4V<br>1130       |
| D  | ft - m/km<br>ft | 200 - 1.0<br>250 | 420 - 1.7<br>460 |  | 860 - 3.6V<br>900         | 1090 - 3.6V<br>1130       |

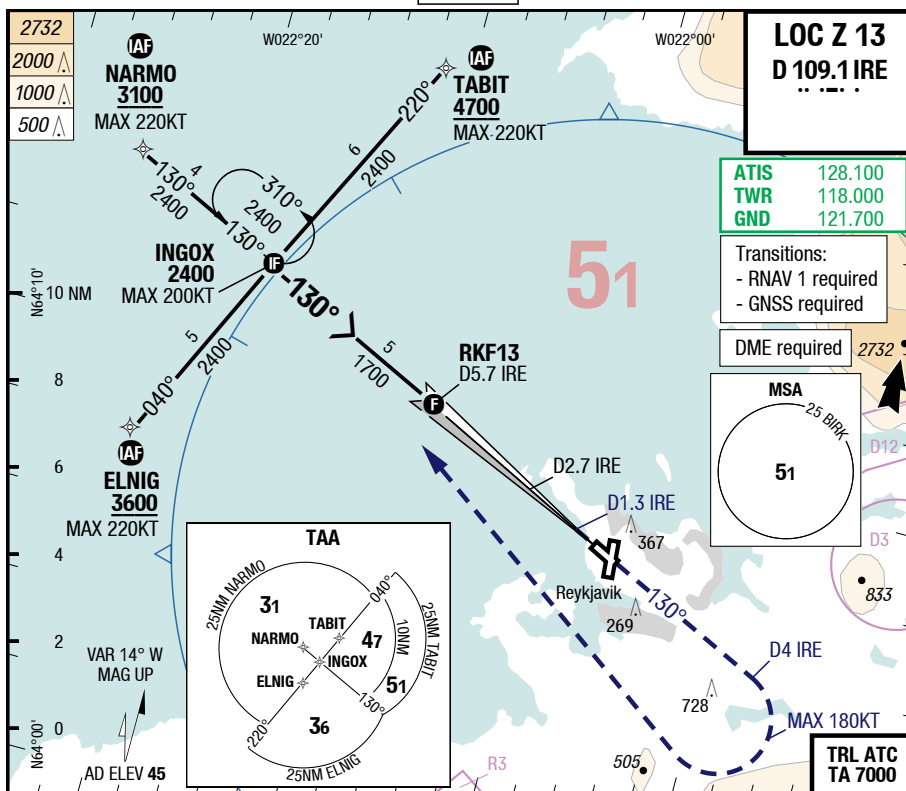
1) With EVS 650m

Changes: Completely revised

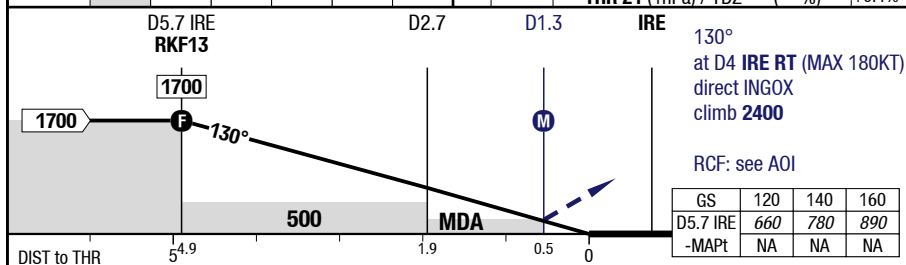
## RKV-BIRK

7-30

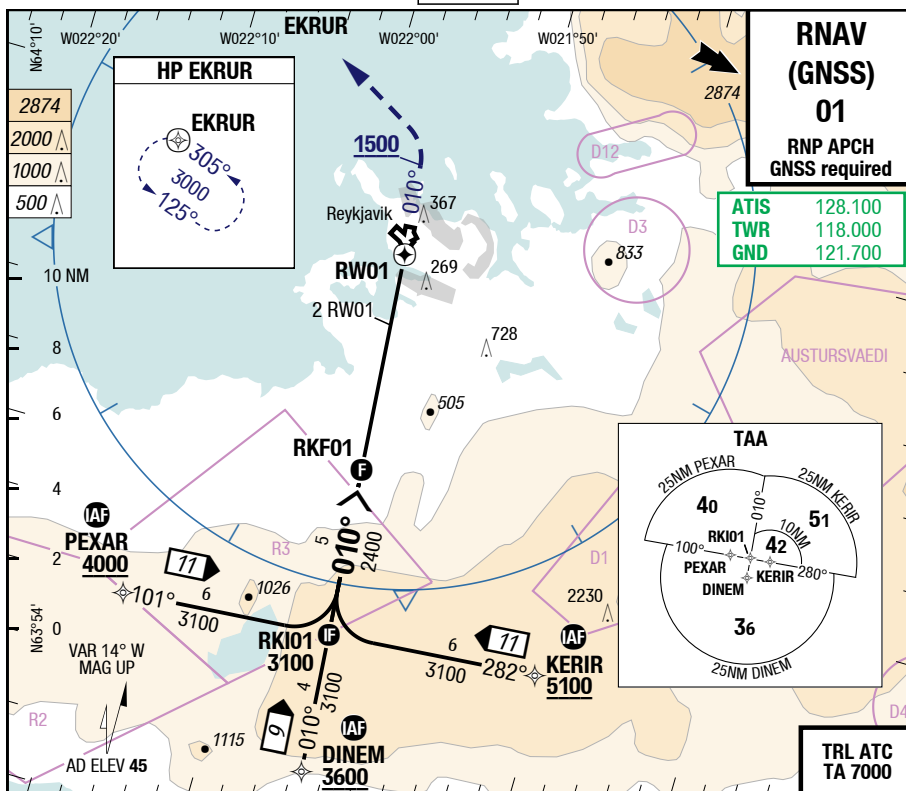
**LOC Z 13**



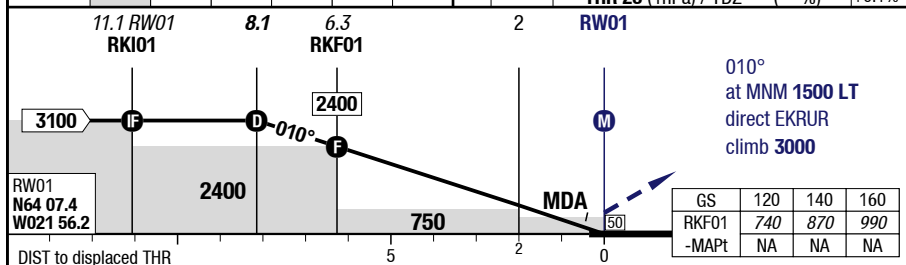
|               |  |      |      |      |     |     |    |                                |                              |
|---------------|--|------|------|------|-----|-----|----|--------------------------------|------------------------------|
| 3.10°         |  | 5.7  | 5    | 4    | 3   | 2   | 13 | 83.1°                          | 60 HL                        |
| D IRE<br>130° |  | 1700 | 1490 | 1150 | 820 | 490 |    | 1230 x 45                      | Alignment beacon 200m fm THR |
| RWY 131°      |  |      |      |      |     |     |    | THR 21 (hPa) / TDZ --- (+0.4%) |                              |



|           |                 |                           |                           |  |  |  |                            |
|-----------|-----------------|---------------------------|---------------------------|--|--|--|----------------------------|
| <b>13</b> |                 | <b>LOC DME</b><br>GA 4.0% | <b>LOC DME</b><br>GA 2.5% |  |  |  | <b>Circling</b>            |
| C         | ft - m/km<br>ft | 290 - 1.4<br><b>310</b>   | 320 - 1.4<br><b>340</b>   |  |  |  | 1090 - 2.4V<br><b>1130</b> |
| D         | ft - m/km<br>ft | Not published             | Not published             |  |  |  | Not published              |



|               |      |      |      |      |      |    |                                      |
|---------------|------|------|------|------|------|----|--------------------------------------|
| 3.50°<br>RW01 | 8.1  | 7    | 5    | 4    | 3    | 01 | 8.3.5° 60 HL                         |
|               | 3100 | 2680 | 1940 | 1560 | 1190 |    | 80 1487 x 45                         |
|               |      |      |      |      |      |    | THR 23 (1hPa) / TDZ --- (---%) +0.1% |



| 01 |                 | RNAV GNSS<br>VNAV 1)       | RNAV GNSS<br>LNAV       |  |  | Circling<br>W of RWY only | Circling<br>E of RWY only  |
|----|-----------------|----------------------------|-------------------------|--|--|---------------------------|----------------------------|
| C  | ft - m/km<br>ft | 360 - 1.6<br><b>380</b> 2) | 480 - 2.2<br><b>500</b> |  |  | 780 - 2.4V<br><b>820</b>  | 1090 - 2.4V<br><b>1130</b> |
| D  | ft - m/km<br>ft | Not published              | Not published           |  |  | Not published             | Not published              |

1) Uncompensated BARO VNAV NA below -15°C ( 5°F)

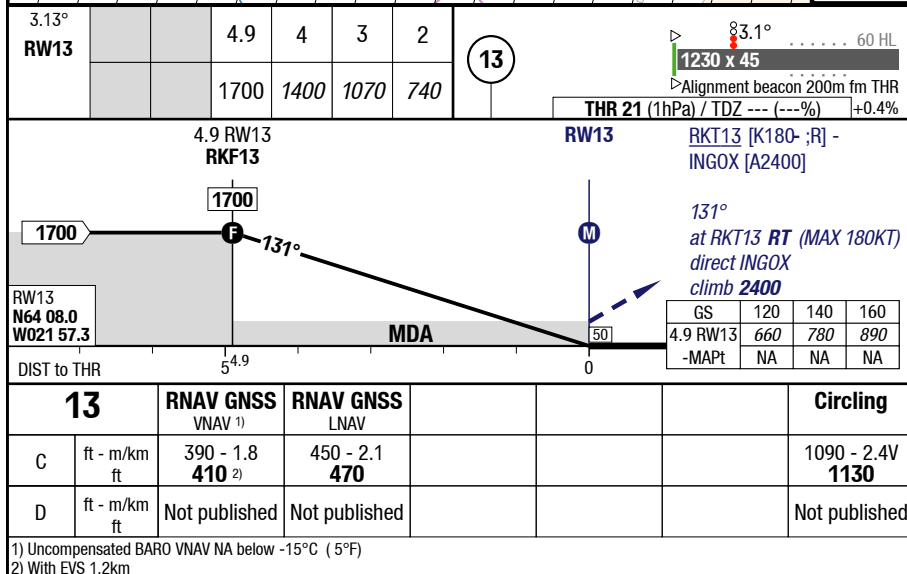
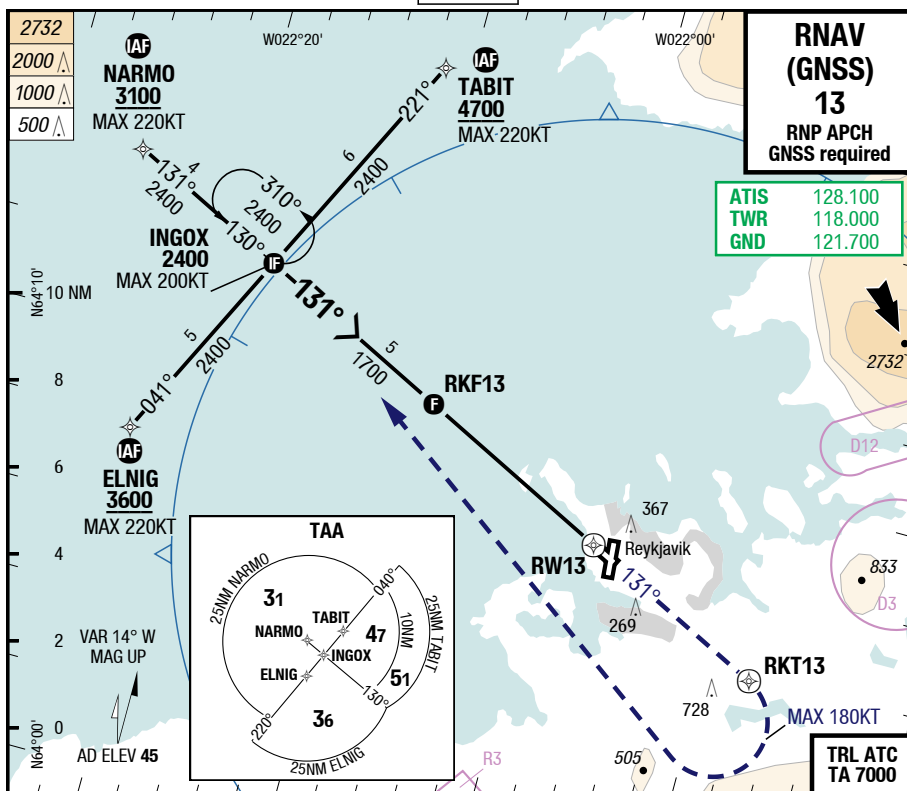
2) With EVS 1.1km

Changes: ALT, MIN, APL, VAR, MISAP text

## RKV-BIRK

7-60

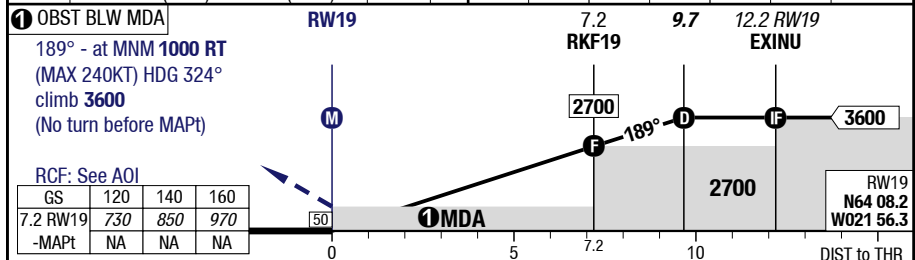
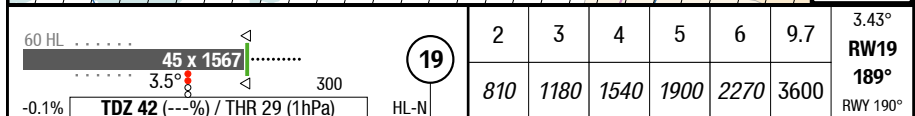
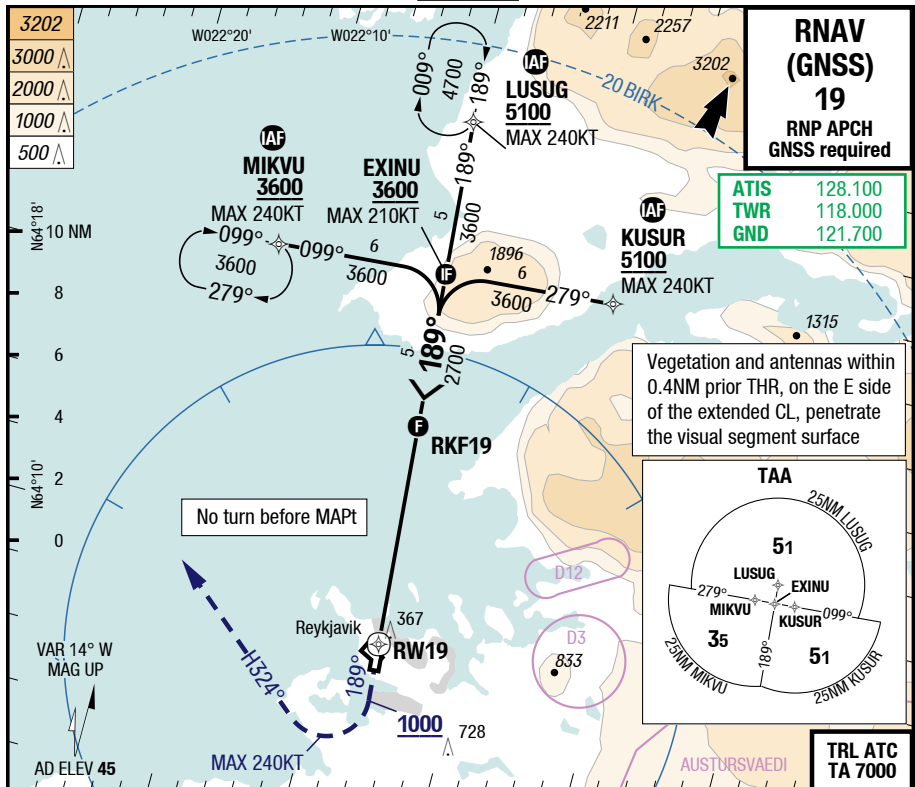
## RNAV (GNSS) 13



## RKV-BIRK

7-70

## RNAV (GNSS) 19



| 19 | RNAV GNSS<br>VNAV 1)                   | RNAV GNSS<br>LNAV |  | Circling<br>W of RWY only | Circling<br>E of RWY only |
|----|--|-------------------|--|---------------------------|---------------------------|
| C  | ft - m/km<br>ft<br>480 - 2.0<br>520 2) | 570 - 2.4<br>610  |  | 780 - 2.4V<br>820         | 1090 - 2.4V<br>1130       |
| D  | ft - m/km<br>ft<br>500 - 2.1<br>540 3) | 570 - 2.4<br>610  |  | 860 - 3.6V<br>900         | 1090 - 3.6V<br>1130       |

1) Uncompensated BARO VNAV NA below -15°C ( 5°F)

3) With EVS 1.4km

2) With EVS 1.3km

Changes: Completely revised