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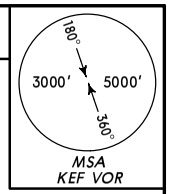
BIKF/KEF
KEFLAVIK

JEPPESEN
27 MAY 05 (10-2) Eff 9 Jun

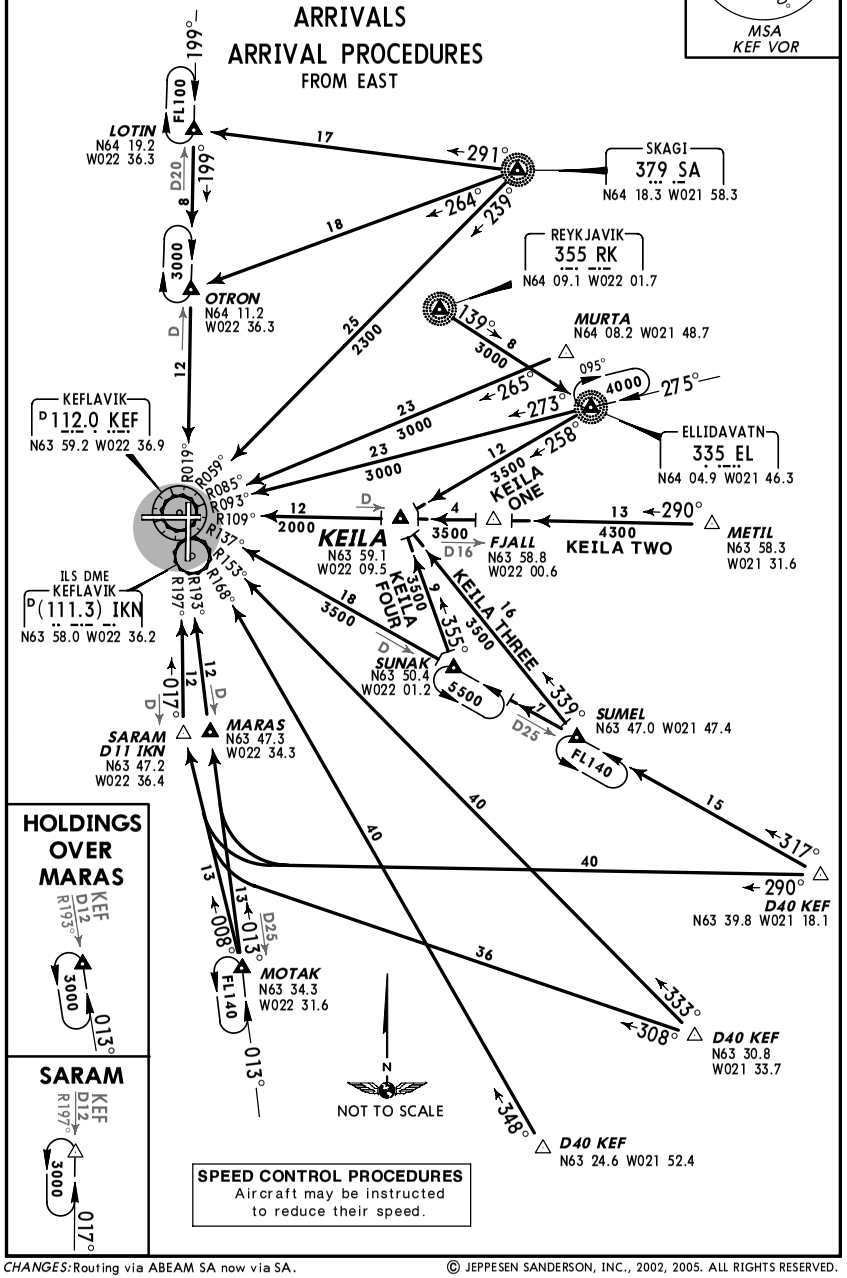
KEFLAVIK, ICELAND
STAR

ATIS	Apt Elev	
112.0 128.3	171′	Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 7000′



KEILA ONE [KEILA1], KEILA TWO [KEILA2] KEILA THREE [KEILA3], KEILA FOUR [KEILA4] ARRIVALS

ARRIVAL PROCEDURES
FROM EAST



SPEED CONTROL PROCEDURES
Aircraft may be instructed to reduce their speed.

CHANGES: Routing via ABEAM SA now via SA.

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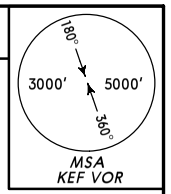
BIKF/KEF
KEFLAVIK

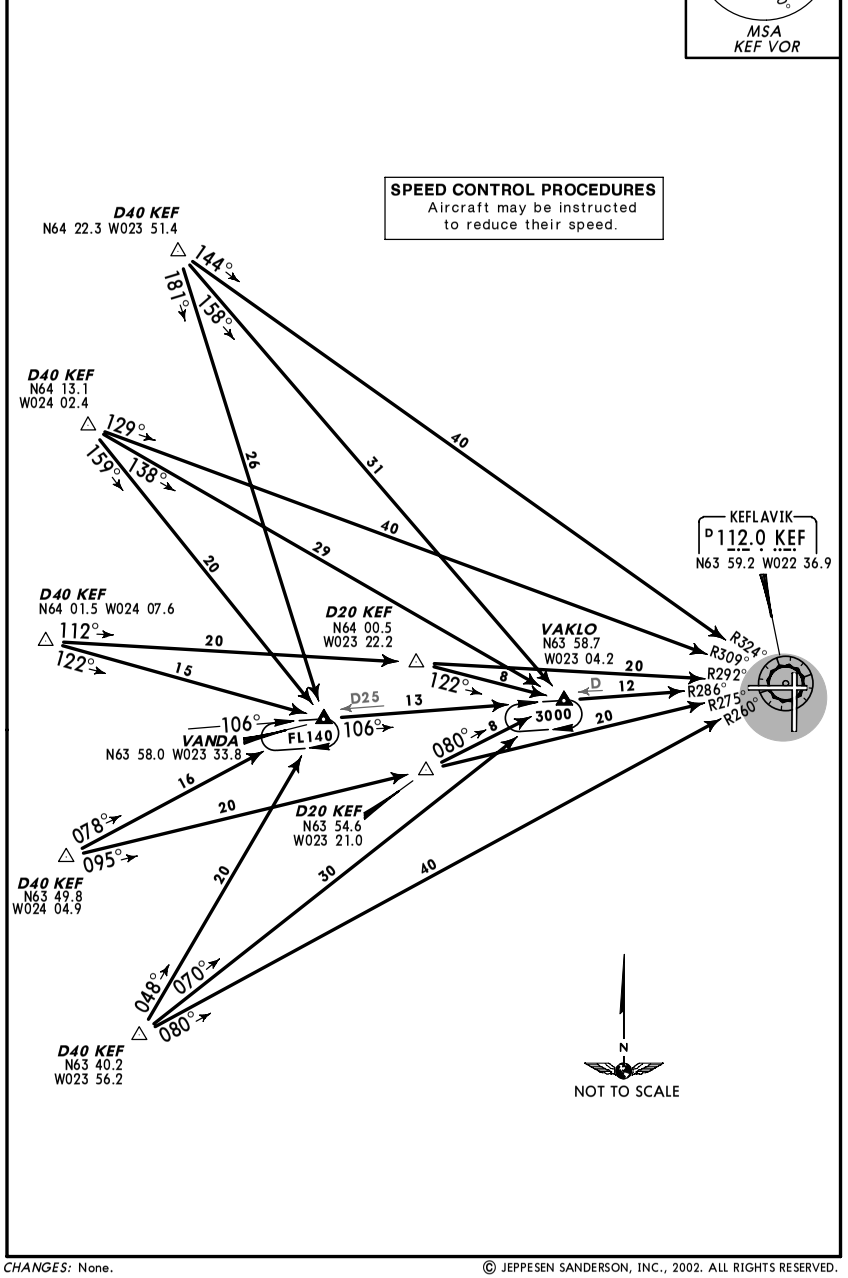
JEPPESEN
27 MAY 05 (10-2A) Eff 9 Jun

KEFLAVIK, ICELAND
ARRIVAL

ATIS	Apt Elev	
112.0 128.3	171′	Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 7000′



ARRIVAL PROCEDURES
FROM WEST



SPEED CONTROL PROCEDURES
Aircraft may be instructed to reduce their speed.

CHANGES: None.

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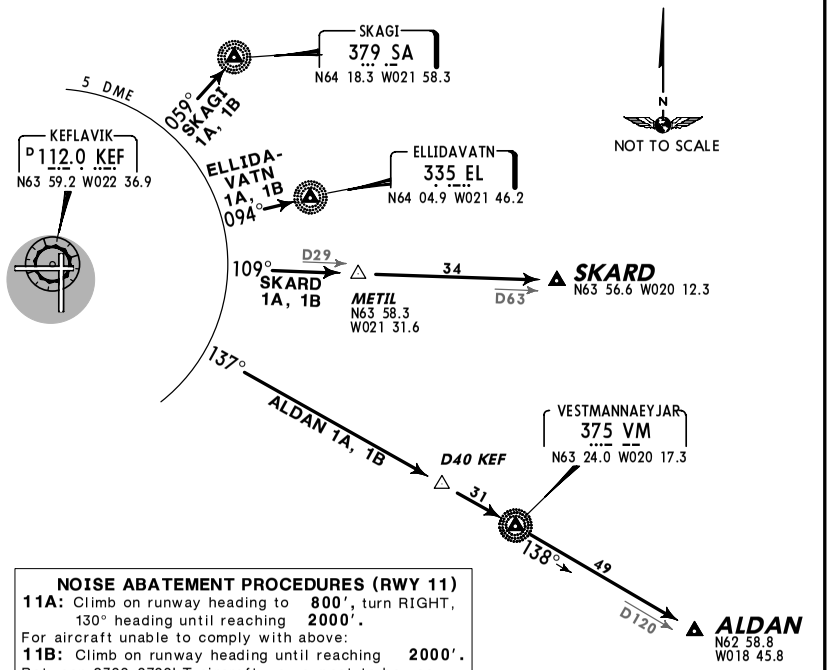
Apt Elev 171′ | Trans level: By ATC Trans alt: 7000′

MSA KEF VOR: 180° 3000′, 5000′, 360°

ALDAN 1A *[ALDA1A]*, ALDAN 1B *[ALDA1B]*
ELLIDAVATN 1A *[EL1A]*, ELLIDAVATN 1B *[EL1B]*
SKAGI 1A *[SA1A]*, SKAGI 1B *[SA1B]*
SKARD 1A *[SKAR1A]*, SKARD 1B *[SKAR1B]*
RWYS 02, 11, 20, 29 DEPARTURES
TO EAST



NOISE ABATEMENT PROCEDURES (RWY 11)
11A: Climb on runway heading to **800′**, turn RIGHT, 130° heading until reaching **2000′.**
For aircraft unable to comply with above:
11B: Climb on runway heading until reaching **2000′.**
Between 2300-0700LT aircraft may expect to be vectored away from the most densely populated areas in south-west Iceland.

SID	RWY	INITIAL CLIMB
ALDAN 1A, ELLIDAVATN 1A SKAGI 1A, SKARD 1A	02	Climb straight ahead to at least **1500′** within KEF 5 DME, turn RIGHT.
ELLIDAVATN 1A, SKAGI 1A	29	
ALDAN 1A	11	Climb according to noise abatement procedures within KEF 5 DME, turn RIGHT.
ELLIDAVATN 1B SKAGI 1B, SKARD 1B		Climb according to noise abatement procedures within KEF 5 DME, turn LEFT.
ALDAN 1B, ELLIDAVATN 1B SKAGI 1B, SKARD 1B	20	Climb straight ahead to at least **1500′** within KEF 5 DME, turn LEFT.
ALDAN 1B, SKARD 1B	29	

SID	ROUTING
ALDAN 1A, 1B	Intercept KEF R-137 to VM, 138° bearing to ALDAN.
ELLIDAVATN 1A, 1B	Intercept KEF R-094 to EL.
SKAGI 1A, 1B	Intercept KEF R-059 to SA.
SKARD 1A, 1B	Intercept KEF R-109 to SKARD.

CHANGES: Reissue.

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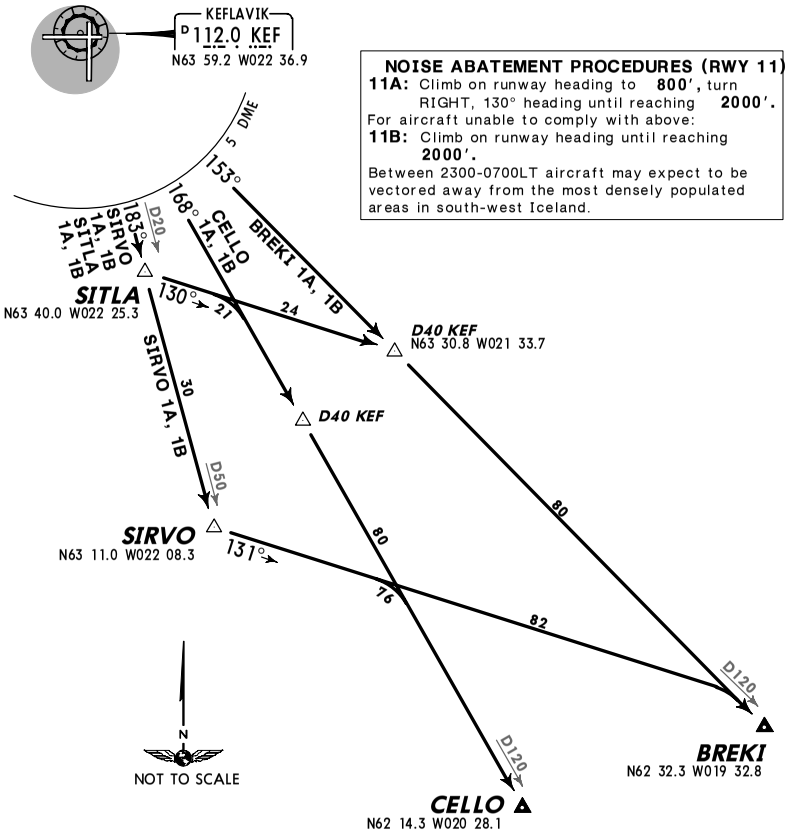
Apt Elev 171′ | Trans level: By ATC Trans alt: 7000′

MSA KEF VOR: 180° 3000′, 5000′, 360°

BREKI 1A *[BREK1A]*, BREKI 1B *[BREK1B]*
CELLO 1A *[CELO1A]*, CELLO 1B *[CELO1B]*
SIRVO 1A *[SIRV1A]*, SIRVO 1B *[SIRV1B]*
SITLA 1A *[SITL1A]*, SITLA 1B *[SITL1B]*
RWYS 02, 11, 20, 29 DEPARTURES
TO SOUTH



NOISE ABATEMENT PROCEDURES (RWY 11)
11A: Climb on runway heading to **800′**, turn RIGHT, 130° heading until reaching **2000′.**
For aircraft unable to comply with above:
11B: Climb on runway heading until reaching **2000′.**
Between 2300-0700LT aircraft may expect to be vectored away from the most densely populated areas in south-west Iceland.

SID	RWY	INITIAL CLIMB
BREKI 1A, CELLO 1A SIRVO 1A, SITLA 1A	02	Climb straight ahead to at least **1500′** within KEF 5 DME, turn RIGHT.
	11	Climb according to noise abatement procedures within KEF 5 DME, turn RIGHT.
BREKI 1B, CELLO 1B SIRVO 1B, SITLA 1B	20 29	Climb straight ahead to at least **1500′** within KEF 5 DME, turn LEFT.

SID	ROUTING
BREKI 1A, 1B	Intercept KEF R-153 to BREKI.
CELLO 1A, 1B	Intercept KEF R-168 to CELLO.
SIRVO 1A, 1B	Intercept KEF R-183 to SIRVO.
SITLA 1A, 1B	Intercept KEF R-183 to SITLA.

CHANGES: SIMBI SIDs replaced by SIRVO & SITLA SIDs.

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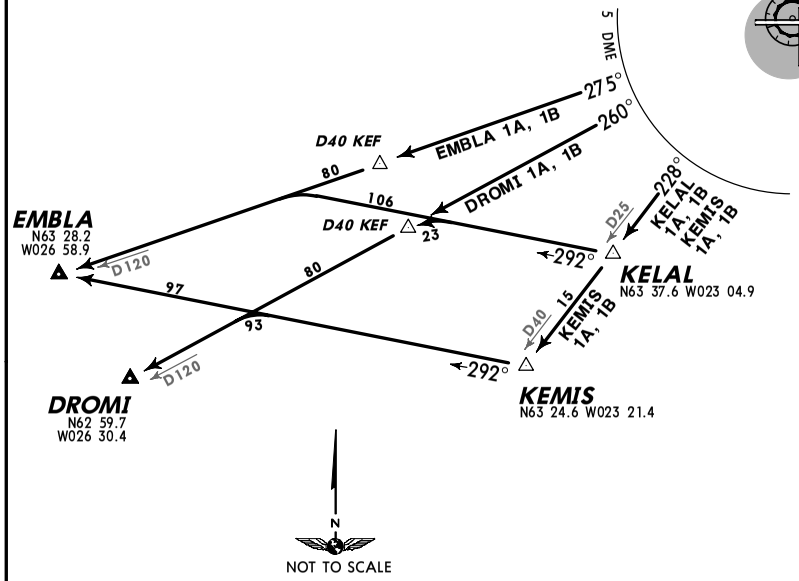
Apt Elev 171′ | Trans level: By ATC Trans alt: 7000′

MSA KEF VOR: 180° 3000′ 5000′ 360°

DROMI 1A *[DROM1A]*, DROMI 1B *[DROM1B]*
EMBLA 1A *[EMBL1A]*, EMBLA 1B *[EMBLA1B]*
KELAL 1A *[KELA1A]*, KELAL 1B *[KELA1B]*
KEMIS 1A *[KEMI1A]*, KEMIS 1B *[KEMI1B]*
RWYS 11, 20, 02, 29 DEPARTURES
TO SOUTHWEST

NOISE ABATEMENT PROCEDURES (RWY 11)
11A: Climb on runway heading to **800′**, turn RIGHT, 130° heading until reaching **2000′.**
For aircraft unable to comply with above:
11B: Climb on runway heading until reaching **2000′.**
Between 2300-0700LT aircraft may expect to be vectored away from the most densely populated areas in south-west Iceland.



SID	RWY	INITIAL CLIMB
DROMI 1A, EMBLA 1A KELAL 1A, KEMIS 1A	11	Climb according to noise abatement procedures within KEF 5 DME, turn RIGHT.
	20	Climb straight ahead to at least **1500′** within KEF 5 DME, turn RIGHT.
DROMI 1B, EMBLA 1B KELAL 1B, KEMIS 1B	02 29	Climb straight ahead to at least **1500′** within KEF 5 DME, turn LEFT.

SID	ROUTING
DROMI 1A, 1B	Intercept KEF R-260 to DROMI.
EMBLA 1A, 1B	Intercept KEF R-275 to EMBLA.
KELAL 1A, 1B	Intercept KEF R-228 to KELAL.
KEMIS 1A, 1B	Intercept KEF R-228 to KEMIS.

CHANGES: HALLI SIDs replaced by KELAL & KEMIS SIDs; SIDs transf.

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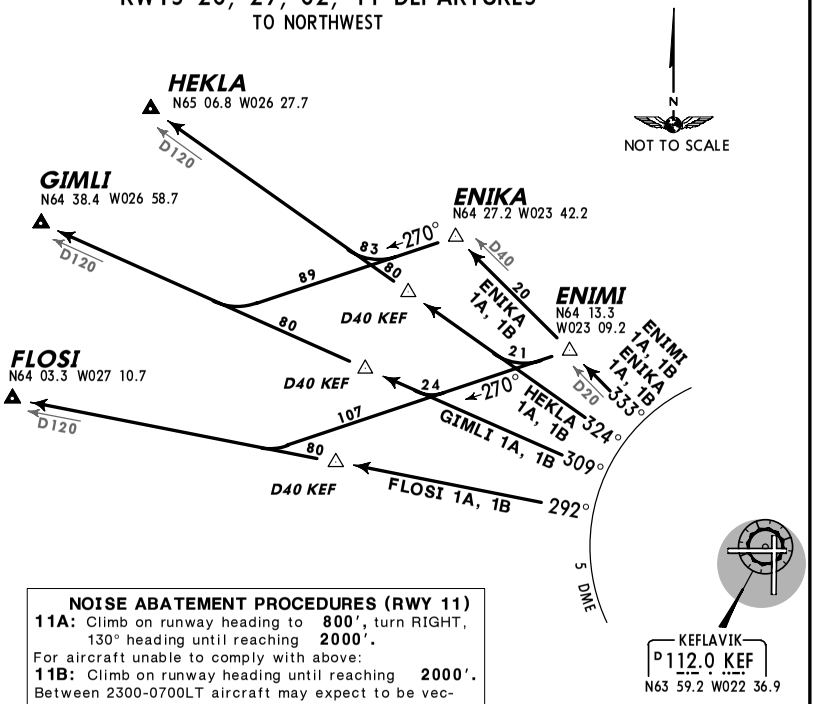
Apt Elev 171′ | Trans level: By ATC Trans alt: 7000′

MSA KEF VOR: 180° 3000′ 5000′ 360°

ENIKA 1A *[ENIK1A]*, ENIKA 1B *[ENIK1B]*
ENIMI 1A *[ENIM1A]*, ENIMI 1B *[ENIM1B]*
FLOSI 1A *[FLOS1A]*, FLOSI 1B *[FLOS1B]*
GIMLI 1A *[GIML1A]*, GIMLI 1B *[GIML1B]*
HEKLA 1A *[HEKL1A]*, HEKLA 1B *[HEKL1B]*
RWYS 20, 29, 02, 11 DEPARTURES
TO NORTHWEST



NOISE ABATEMENT PROCEDURES (RWY 11)
11A: Climb on runway heading to **800′**, turn RIGHT, 130° heading until reaching **2000′.**
For aircraft unable to comply with above:
11B: Climb on runway heading until reaching **2000′.**
Between 2300-0700LT aircraft may expect to be vectored away from the most densely populated areas in south-west Iceland.

SID	RWY	INITIAL CLIMB
ENIKA 1A, ENIMI 1A FLOSI 1A, GIMLI 1A HEKLA 1A	20 29	Climb straight ahead to at least **1500′** within KEF 5 DME, turn RIGHT.
ENIKA 1B, ENIMI 1B FLOSI 1B, GIMLI 1B HEKLA 1B	02	Climb straight ahead to at least **1500′** within KEF 5 DME, turn LEFT.
	11	Climb according to noise abatement procedures within KEF 5 DME, turn LEFT.

SID	ROUTING
ENIKA 1A, 1B	Intercept KEF R-333 to ENIKA.
ENIMI 1A, 1B	Intercept KEF R-333 to ENIMI.
FLOSI 1A, 1B	Intercept KEF R-292 to FLOSI.
GIMLI 1A, 1B	Intercept KEF R-309 to GIMLI.
HEKLA 1A, 1B	Intercept KEF R-324 to HEKLA.

CHANGES: New chart.

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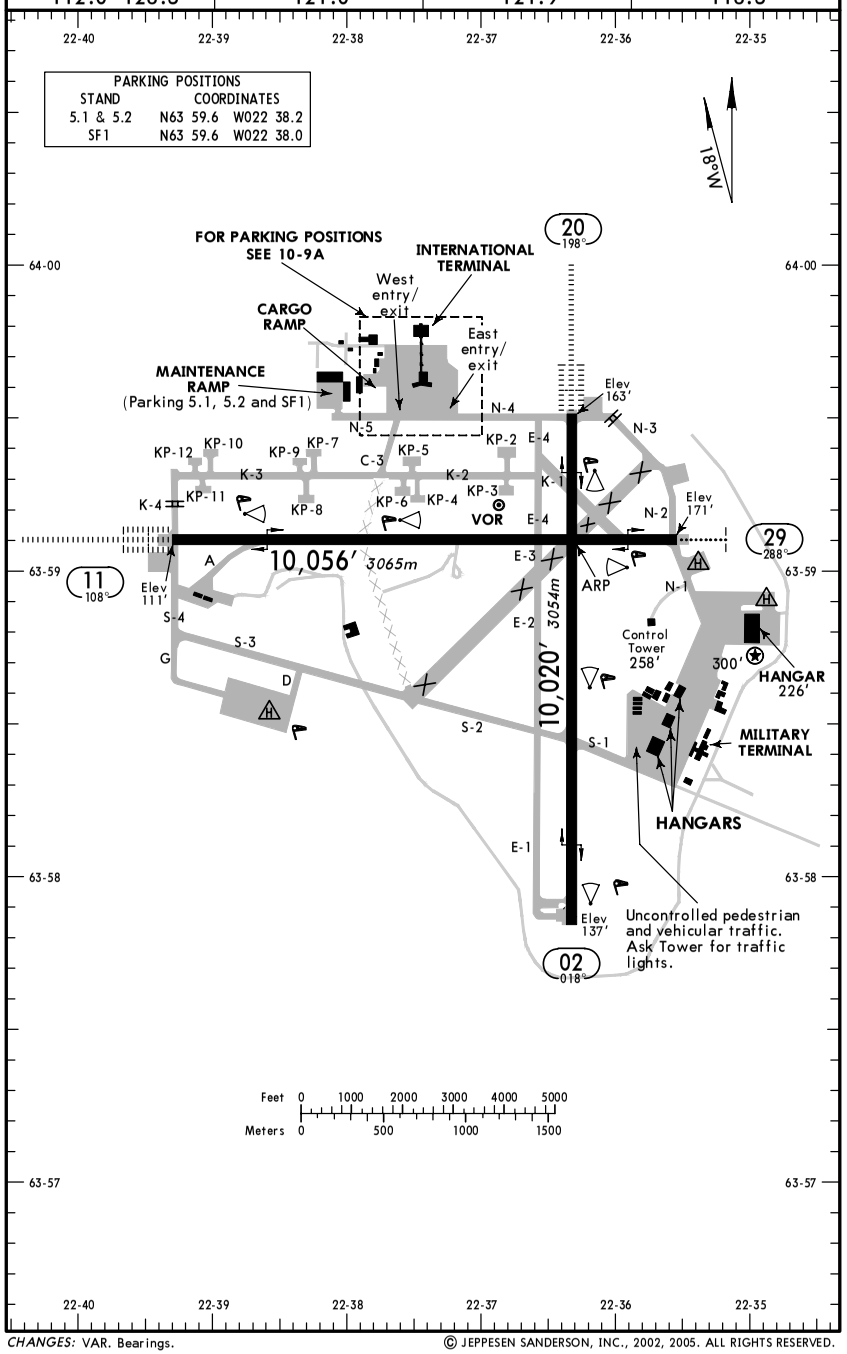
BIKF/KEF

Apt Elev **171'**
N63 59.1 W022 36.3

JEPPESEN
27 MAY 05 (10-9) Eff 9 Jun

KEFLAVIK, ICELAND
KEFLAVIK

ATIS	KEFLAVIK Delivery	KEFLAVIK Ground	Tower
112.0 128.3	121.0	121.9	118.3



CHANGES: VAR. Bearings.

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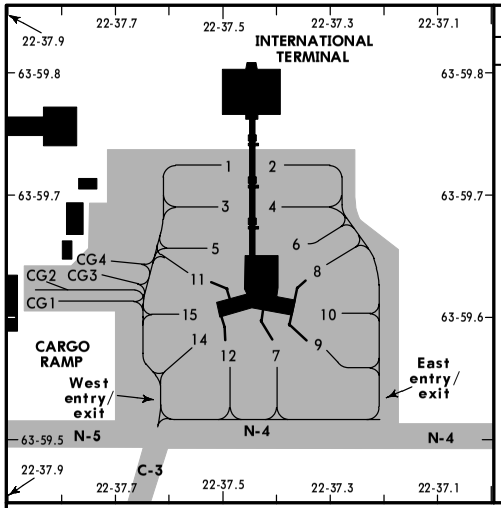
BIKF/KEF

JEPPESEN
27 MAY 05 (10-9A) Eff 9 Jun

KEFLAVIK, ICELAND
KEFLAVIK



INS COORDINATES

STAND No.	COORDINATES
1	N63 59.7 W022 37.5
2	N63 59.7 W022 37.4
3	N63 59.7 W022 37.5
4	N63 59.7 W022 37.4
5	N63 59.7 W022 37.5
6	N63 59.7 W022 37.4
7	N63 59.6 W022 37.4
8 thru 10	N63 59.6 W022 37.3
11 thru 15	N63 59.6 W022 37.5
CG1 thru CG4	N63 59.6 W022 37.8

GENERAL
Rwys 11 & 20 approved for CAT II operations, special aircrew and acft certification required.
On the manoeuvring area acft shall not be moved without coordination with Tower.
Rwys 11 & 20 right-hand circuit.

ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
02	HIRL CL REIL PAPI (3.0°)	RVR	10,000' 3048m	9036' 2754m	10,000' 3048m	197' 60m
20	HIRL CL ALSF-II TDZ PAPI (3.0°)	RVR		8891' 2710m		
11	HIRL CL ALSF-II TDZ PAPI (3.0°)	RVR	10,013' 3052m	8734' 2662m	10,013' 3052m	197' 60m
29	HIRL CL HIALS PAPI (3.0°)	RVR		8919' 2719m		

PUSH-BACK PROCEDURES

When the pilot requests push-back clearance from the ATC, the aircraft shall be ready for immediate departure from the gate.
Start up of engines are allowed as soon as push-back has commenced, providing that it has been ensured that it creater no danger.
It is recommended that the APU (Auxiliary Power Unit) shall be turned off no later than 15 minutes after the aircraft is on block and not started up earlier than 15 minutes before departure.
If the outside temperature is 0°C or lower, than use of APU is permitted in order to heat up the cabin.
Furthermore it is permitted to start up one engine at the gate, if the APU is inoperative.

LOW VISIBILITY PROCEDURES (LVP) / CAT II OPERATIONS

LVP will come into effect when the touchdown RVR for rwys 11 and 20 is less than 800m and/or ceiling is 200' or less.
When visibility is less than 550m, only one acft will be allowed to operate on the maneuvering area at a time.

JAR-OPS TAKE-OFF [1]

	All Rwys LVP must be in Force: RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	150m	200m	250m	400m	500m
B					
C					
D	200m	250m	300m		

[1] Operators applying U.S. Ops Specs: CL required below 300m.

CHANGES: Push-back procedure added.

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BIKF/KEF
KEFLAVIK

JEPPESEN
27 MAY 05 (11-1) Eff 9 Jun

KEFLAVIK, ICELAND
ILS DME Rwy 02

BRIEFING STRIP

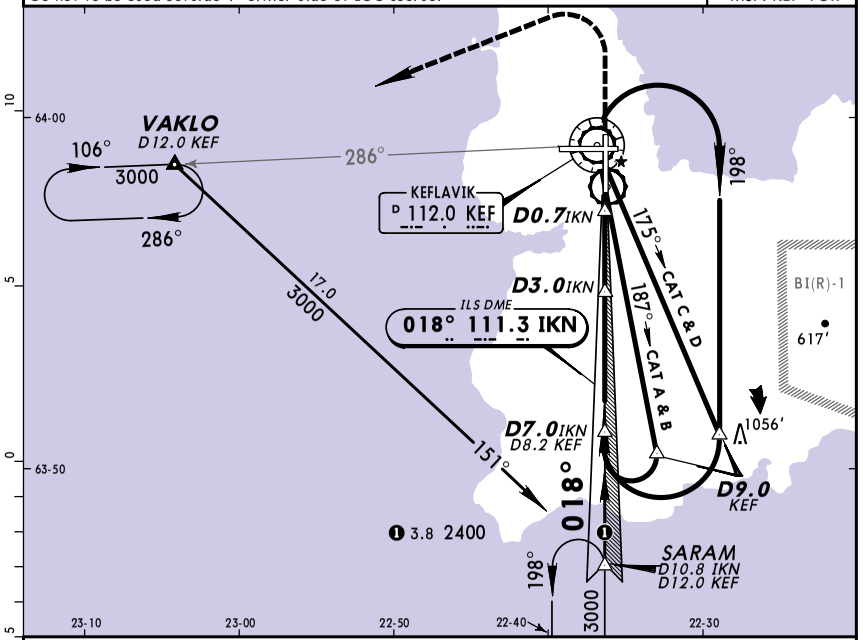
ATIS		KEFLAVIK Approach/Departure (R)	KEFLAVIK Tower	Ground
112.0	128.3	119.3	118.3	121.9

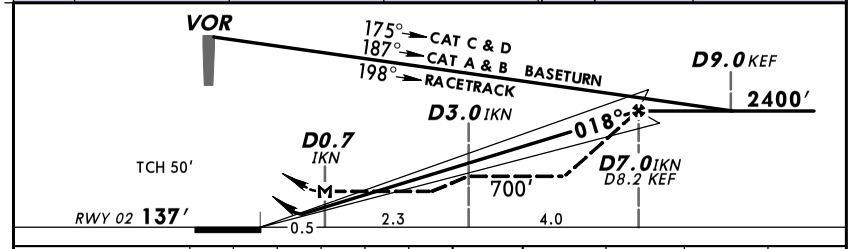
LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 171′
IKN 111.3	018°	D7.0 IKN 2400′ (2263′)	337′ (200′)	RWY 137′

MISSED APCH: Climb STRAIGHT AHEAD to 1500′, then turn LEFT to VAKLO climbing to 3000′ and hold.

Alt Set: hPa (IN on req) Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 7000′
GS not to be used outside 4° either side of LOC course.

MSA KEF VOR (180°, 3000′, 5000′, 360°)





Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00°	377	485	539	647	755	862
MAP at D0.7 IKN						

REIL PAPI | 1500′ | VAKLO LT | 3000′

JAR-OPS STRAIGHT-IN LANDING RWY 02

	ILS DA(H) 337′ (200′)	LOC (GS out) MDA(H) 390′ (253′)
A	RVR 1000m	RVR 1500m
B		
C		RVR 1600m
D		RVR 1800m

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	600′ (429′)	1500m
135	680′ (509′)	1600m
180	780′ (609′)	2400m
205	880′ (709′)	3600m

PANS OPS

CHANGES: Bearings.

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BIKF/KEF
KEFLAVIK

JEPPESEN
27 MAY 05 (11-2) Eff 9 Jun

KEFLAVIK, ICELAND
ILS DME Rwy 11

BRIEFING STRIP

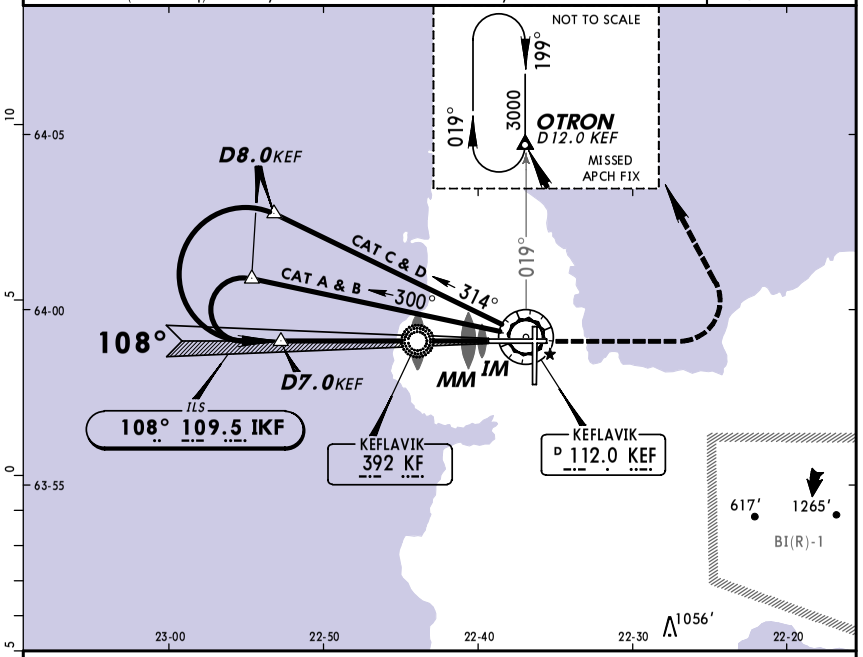
ATIS		KEFLAVIK Approach/Departure (R)	KEFLAVIK Tower	Ground
112.0	128.3	119.3	118.3	121.9

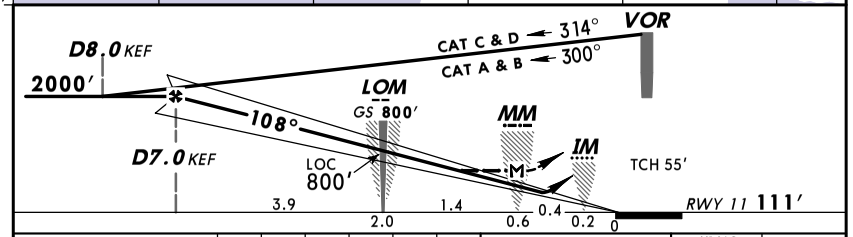
LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 171′
IKF 109.5	108°	LOM 800′ (689′)	311′ (200′)	RWY 111′

MISSED APCH: Climb STRAIGHT AHEAD to 1500′, then climbing turn LEFT to OTRON holding at 3000′.

Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 7000′

MSA KEF VOR (180°, 3000′, 5000′, 360°)





Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	484	538	646	753	861
MAP at MM						

HIALS PAPI PAPI | 1500′

JAR-OPS STRAIGHT-IN LANDING RWY 11

	ILS DA(H) 311′ (200′) FULL	ILS DA(H) 311′ (200′) ALS out	LOC (GS out) MDA(H) 370′ (259′)	MM out	ALS out
A	RVR 550m	RVR 1000m	RVR 800m	NOT AUTH	RVR 1500m
B					
C					RVR 1600m
D			RVR 1200m		RVR 1800m

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	600′ (429′)	1500m
135	680′ (509′)	1600m
180	780′ (609′)	2400m
205	880′ (709′)	3600m

PANS OPS

CHANGES: Bearings.

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BIKF/KEF
KEFLAVIK

JEPPESEN
27 MAY 05 (11-2A) Eff 9 Jun

KEFLAVIK, ICELAND
CAT II ILS DME Rwy 11

ATIS		KEFLAVIK Approach/Departure (R)	KEFLAVIK Tower	Ground
112.0	128.3	119.3	118.3	121.9

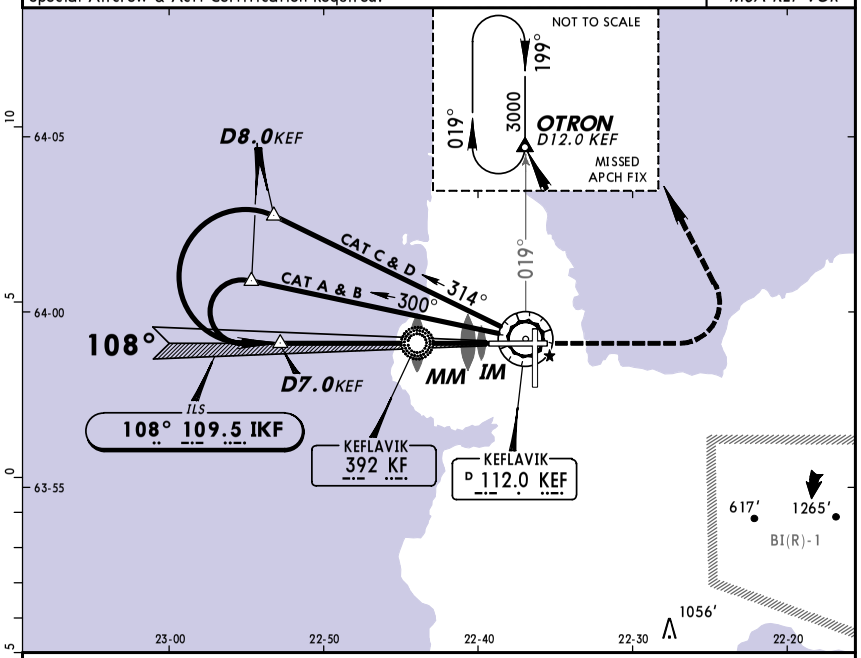
BRIEFING STRIP

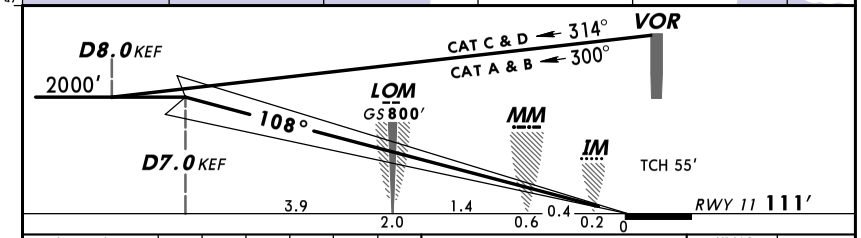
LOC	Final Apch Crs	GS	CAT II ILS	Apt Elev 171′
IKF 109.5	108°	LOM 800′ (689′)	RA 105′ DA(H) 211′ (100′)	RWY 111′

MISSED APCH: Climb STRAIGHT AHEAD to 1500′, then climbing turn LEFT to OTRON holding at 3000′.

Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 7000′
Special Aircrew & Acft Certification Required.

MSA KEF VOR: 180° 5000′ 3000′ 360°





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861

HIALS PAPI PAPI 1500′

JAR-OPS STRAIGHT-IN LANDING RWY 11
CAT II ILS
ABCD
RA 105′
DA(H) 211′ (100′)

PANS OPS: RVR 300m [1]

[1] Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

CHANGES: Bearings.

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BIKF/KEF
KEFLAVIK

JEPPESEN
27 MAY 05 (11-3) Eff 9 Jun

KEFLAVIK, ICELAND
ILS DME Rwy 20

ATIS		KEFLAVIK Approach/Departure (R)	KEFLAVIK Tower	Ground
112.0	128.3	119.3	118.3	121.9

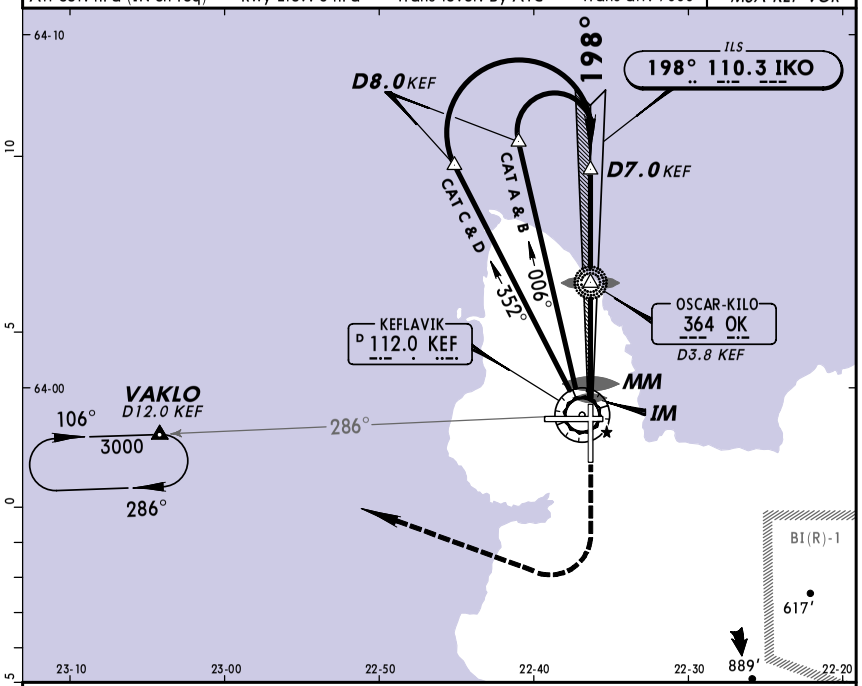
BRIEFING STRIP

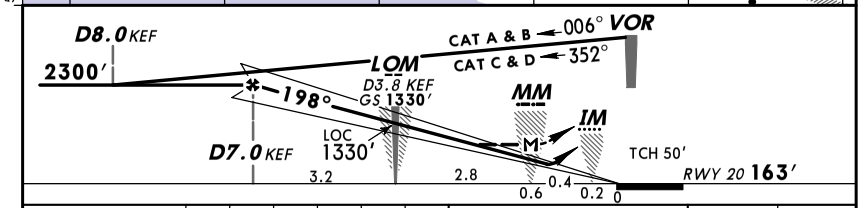
LOC	Final Apch Crs	GS	ILS	Apt Elev 171′
IKO 110.3	198°	LOM 1330′ (1167′)	DA(H) 363′ (200′)	RWY 163′

MISSED APCH: Climb STRAIGHT AHEAD to 1500′, then climbing turn RIGHT to VAKLO holding at 3000′.

Alt Set: hPa (IN on req) Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 7000′

MSA KEF VOR: 180° 5000′ 3000′ 360°





Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Desc Grad 5.2%	377	484	538	646	753	861
MAP at MM						

HIALS PAPI PAPI 1500′

JAR-OPS STRAIGHT-IN LANDING RWY 20

	ILS DA(H) 363′ (200′) FULL	ILS DA(H) 363′ (200′) ALS out	LOC (GS out) MDA(H) 450′ (287′)	MM out	ALS out
A	RVR 550m	RVR 1000m	RVR 800m	NOT AUTH	RVR 1500m
B					
C					RVR 1600m
D			RVR 1200m		RVR 1800m

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	600′ (429′)	1500m
135	680′ (509′)	1600m
180	780′ (609′)	2400m
205	880′ (709′)	3600m

PANS OPS

CHANGES: Bearings.

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BIKF/KEF
KEFLAVIK

JEPPESEN
27 MAY 05 Eff 9 Jun (11-3A)

KEFLAVIK, ICELAND
CAT II ILS DME Rwy 20

BRIEFING STRIP

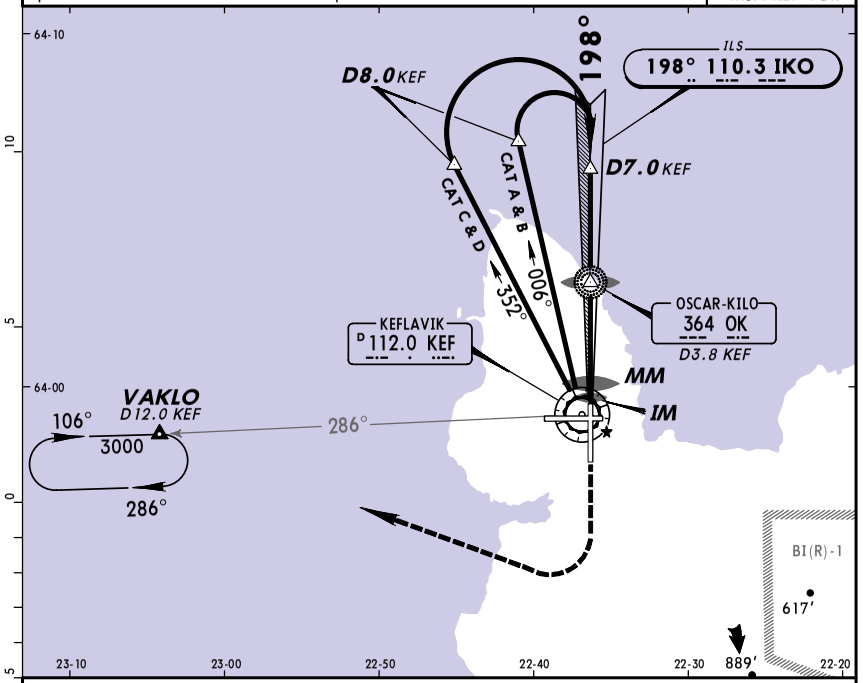
ATIS		KEFLAVIK Approach/Departure (R)	KEFLAVIK Tower	Ground
112.0	128.3	119.3	118.3	121.9

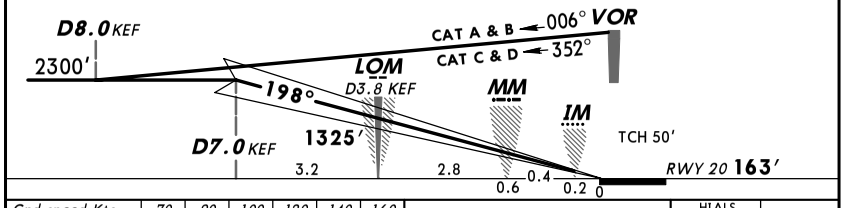
LOC	Final Apch Crs	Minimum Alt	CAT II ILS	Apt Elev 171′
IKO 110.3	198°	LOM 1325′ (1162′)	RA 125′ DA(H) 263′ (100′)	RWY 163′

MISSED APCH: Climb STRAIGHT AHEAD to 1500′, then climbing turn RIGHT to VAKLO holding at 3000′.

Alt Set: hPa (IN on req) Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 7000′
Special Aircrew & Acft Certification Required.

MSA KEF VOR: 180°, 5000′, 3000′, 360°





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861

HIALS PAPI PAPI 1500′

JAR-OPS STRAIGHT-IN LANDING RWY **20**
CAT II ILS
ABCD
RA 125′
DA(H) **263′** (100′)

PANS OPS

RVR 300m [1]

[1] Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

CHANGES: Bearings.

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BIKF/KEF
KEFLAVIK

JEPPESEN
27 MAY 05 (11-4) Eff 9 Jun

KEFLAVIK, ICELAND
ILS DME Rwy 29

BRIEFING STRIP

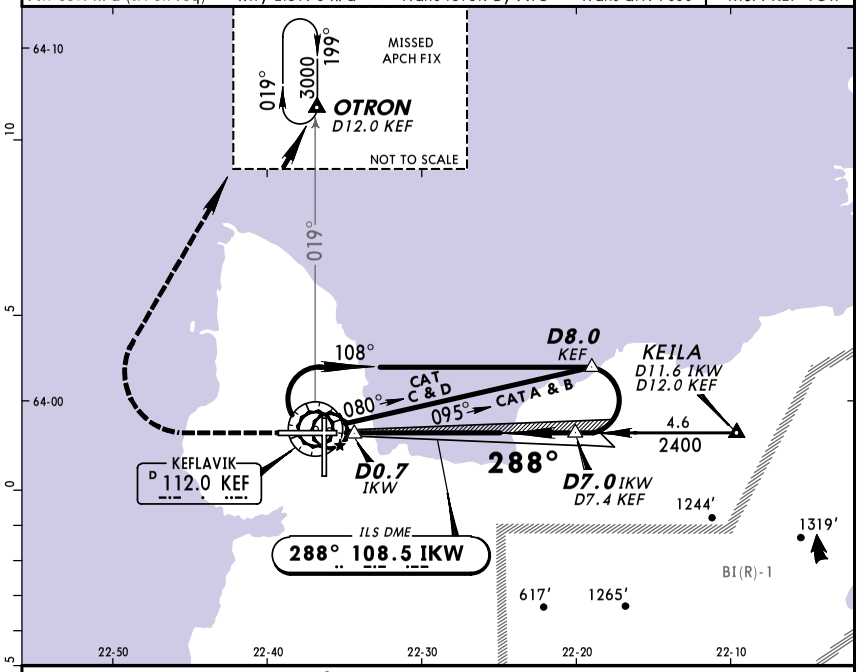
ATIS		KEFLAVIK Approach/Departure (R)	KEFLAVIK Tower	Ground
112.0	128.3	119.3	118.3	121.9

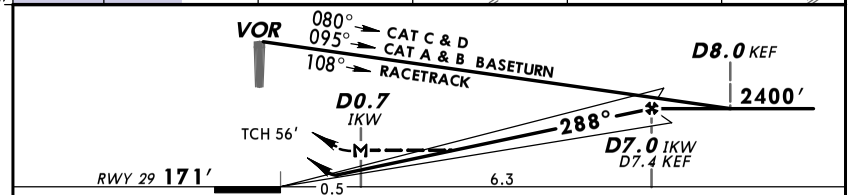
LOC	Final Apch Crs	Minimum Alt	ILS DA(H)	Apt Elev 171′
IKW 108.5	288°	D7.0 IKW 2400′ (2229′)	384′ (213′)	RWY 171′

MISSED APCH: Climb STRAIGHT AHEAD to 1500′, then climbing turn RIGHT to OTRON holding at 3000′.

Alt Set: hPa (IN on req) Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 7000′

MSA KEF VOR: 180°, 5000′, 3000′, 360°





Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	484	538	646	753	861
MAP at D0.7 IKW						

HIALS PAPI PAPI 1500′

JAR-OPS STRAIGHT-IN LANDING RWY **29**

	ILS DA(H) 384′ (213′) FULL	ILS DA(H) 384′ (213′) ALS out	LOC (GS out) MDA(H) 430′ (259′)	LOC (GS out) MDA(H) 430′ (259′) ALS out
A	RVR 800m	RVR 1000m	RVR 1200m	RVR 1500m
B			RVR 1300m	
C			RVR 1400m	RVR 1600m
D			RVR 1600m	RVR 1800m

CIRCLE-TO-LAND

Max Kts.	MDA(H)	VIS
100	600′ (429′)	1500m
135	680′ (509′)	1600m
180	780′ (609′)	2400m
205	880′ (709′)	3600m

PANS OPS

CHANGES: Bearings.

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BIKF/KEF KEFLAVIK

JEPPESEN 27 MAY 05 (13-1) Eff 9 Jun

KEFLAVIK, ICELAND VOR DME Rwy 02

BRIEFING STRIP

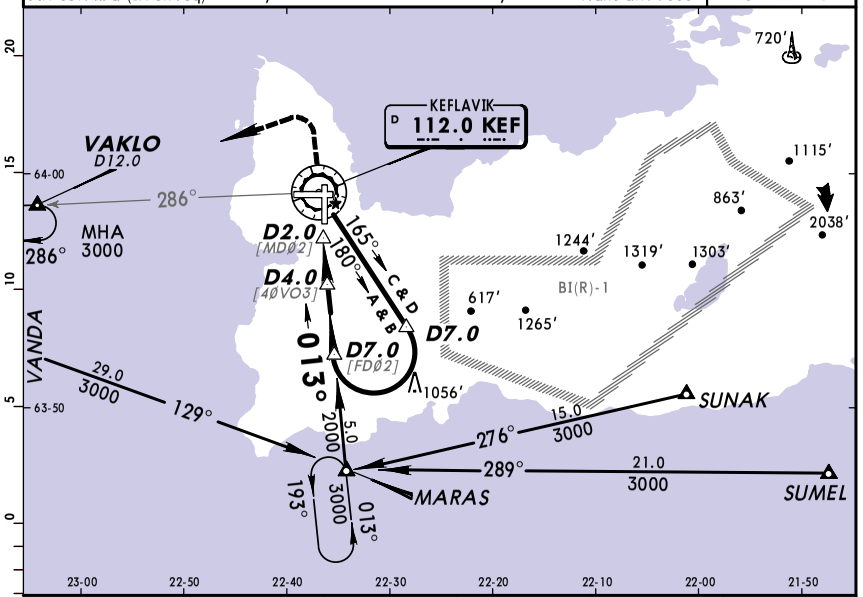
ATIS		KEFLAVIK Approach/Departure (R)	KEFLAVIK Tower	Ground
112.0	128.3	119.3	118.3	121.9

VOR	Final Apch Crs	Procedure Alt	MDA(H)	Apt Elev 171′
KEF 112.0	013°	D7.0 2000′ (1863′)	Refer to Minimums	RWY 137′

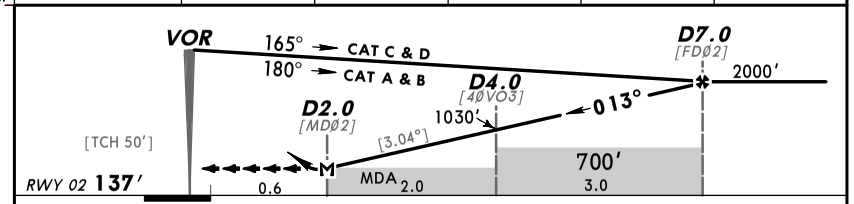
MISSED APCH: Climb STRAIGHT AHEAD to 1500′, then climbing turn LEFT to VAKLO holding at 3000′.

Alt Set: hPa (IN on req) Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 7000′

MSA KEF VOR (180° 5000′, 3000′, 360°)



KEF DME	3.0	4.0	5.0	6.0	7.0
ALTITUDE	710′	1030′	1360′	1680′	2000′



Gnd speed-Kts	70	90	100	120	140	160
Descent gradient 5.30% or Descent angle [3.04°]	376	484	538	645	753	861
MAP at D2.0						

REIL PAPI 1500′

JAR-OPS STRAIGHT-IN LANDING RWY 02

MDA(H) ABC: 400′(263′) D: 420′(283′)

		Max Kts	MDA(H)	VIS
A	RVR 1500m	100	600′ (429′)	1500m
B	RVR 1500m	135	680′ (509′)	1600m
C	RVR 1600m	180	780′ (609′)	2400m
D	RVR 1800m	205	880′ (709′)	3600m

CIRCLE-TO-LAND

PANS OPS

CHANGES: Bearings. Descent angle.

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BIKF/KEF KEFLAVIK

JEPPESEN 27 MAY 05 (13-2) Eff 9 Jun

KEFLAVIK, ICELAND VOR DME Rwy 11

BRIEFING STRIP

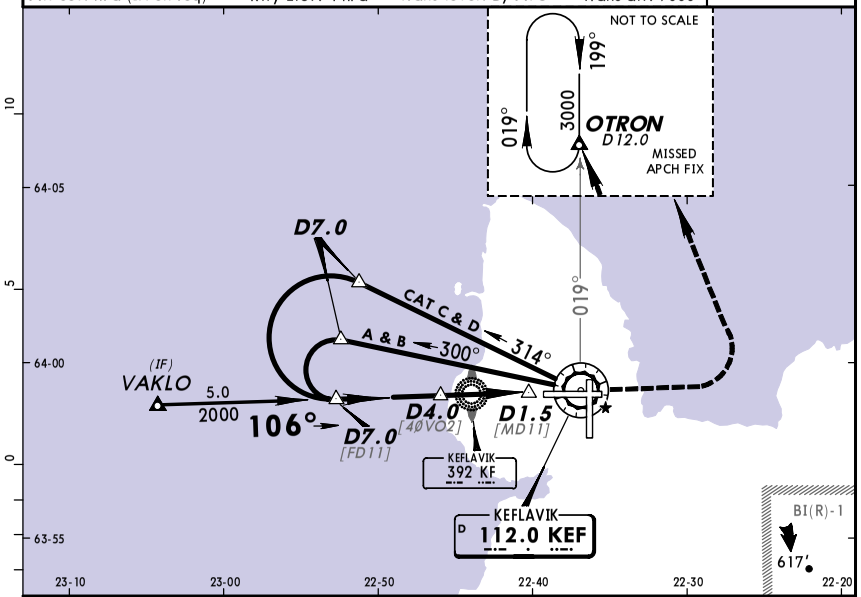
ATIS		KEFLAVIK Approach/Departure (R)	KEFLAVIK Tower	Ground
112.0	128.3	119.3	118.3	121.9

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 171′
KEF 112.0	106°	D7.0 2000′ (1889′)	Refer to Minimums	RWY 111′

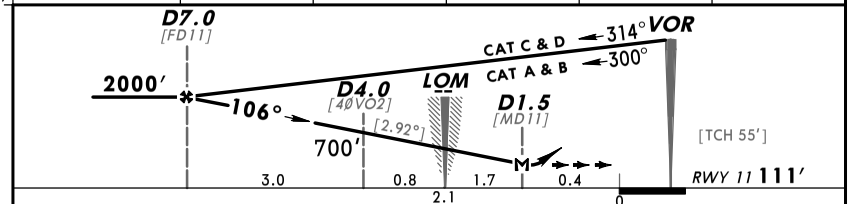
MISSED APCH: Climb STRAIGHT AHEAD to 1500′, then climbing turn LEFT to OTRON holding at 3000′.

Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 7000′

MSA KEF VOR (180° 5000′, 3000′, 360°)



KEF DME	7.0	6.0	5.0	4.0	3.0
ALTITUDE	2000′	1680′	1360′	1050′	730′



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.10% Descent angle [2.92°]	362	465	517	620	723	826
MAP at D1.5						

HIALS PAPI PAPI 1500′

JAR-OPS STRAIGHT-IN LANDING RWY 11

MDA(H) AB: 370′(259′) C: 390′(279′) D: 410′(299′)

		ALS out	Max Kts	MDA(H)	VIS
A	RVR 800m	RVR 1500m	100	600′ (429′)	1500m
B	RVR 800m	RVR 1500m	135	680′ (509′)	1600m
C	RVR 800m	RVR 1600m	180	780′ (609′)	2400m
D	RVR 1200m	RVR 1800m	205	880′ (709′)	3600m

CIRCLE-TO-LAND

PANS OPS

CHANGES: Bearings. Descent angle.

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BIKF/KEF
KEFLAVIK

JEPPESEN
27 MAY 05 (13-3) Eff 9 Jun

KEFLAVIK, ICELAND
VOR DME Rwy 20

BRIEFING STRIP

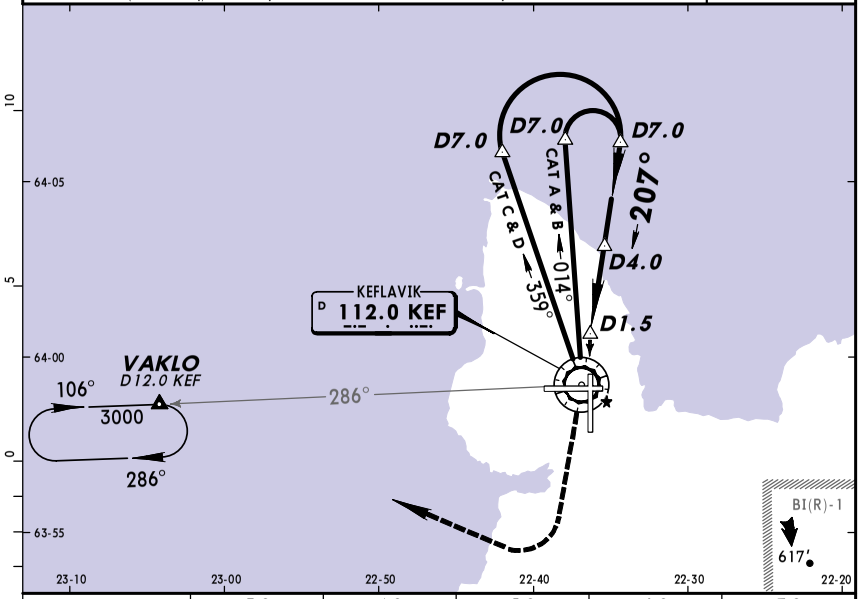
ATIS		KEFLAVIK Approach/Departure (R)	KEFLAVIK Tower	Ground
112.0	128.3	119.3	118.3	121.9

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 171′
KEF 112.0	207°	D7.0 2200′ (2037′)	Refer to Minimums	RWY 163′

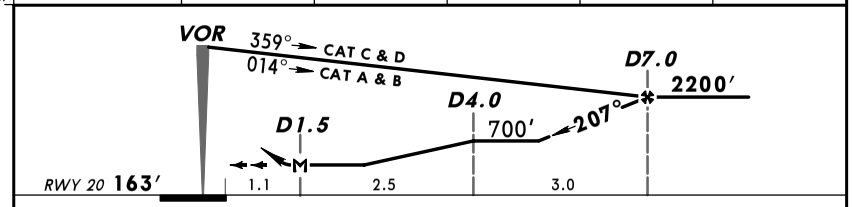
MISSED APCH: Climb STRAIGHT AHEAD to 1500′, then climbing turn RIGHT to VAKLO holding at 3000′.

Alt set: hPa (IN on req) Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 7000′

MSA KEF VOR



KEF DME	3.0	4.0	5.0	6.0	7.0
ALTITUDE	980′	1300′	1600′	1900′	2200′



HIALS PAPI PAPI 1500′

MAP at D1.5

JAR-OPS STRAIGHT-IN LANDING RWY 20

MDA(H) A: 460′(297′) B: 480′(317′) C: 500′(337′) D: 530′(367′)

		ALS out	Max Kts	MDA(H)	VIS
A	RVR 800m	RVR 1500m	100	600′ (429′)	1500m
B	RVR 1000m		135	680′ (509′)	1600m
C		RVR 1800m	180	780′ (609′)	2400m
D	RVR 1400m	RVR 2000m	205	880′ (709′)	3600m

CIRCLE-TO-LAND

PANS OPS

CHANGES: Bearings.

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BIKF/KEF
KEFLAVIK

JEPPESEN
27 MAY 05 (13-4) Eff 9 Jun

KEFLAVIK, ICELAND
VOR DME Rwy 29

BRIEFING STRIP

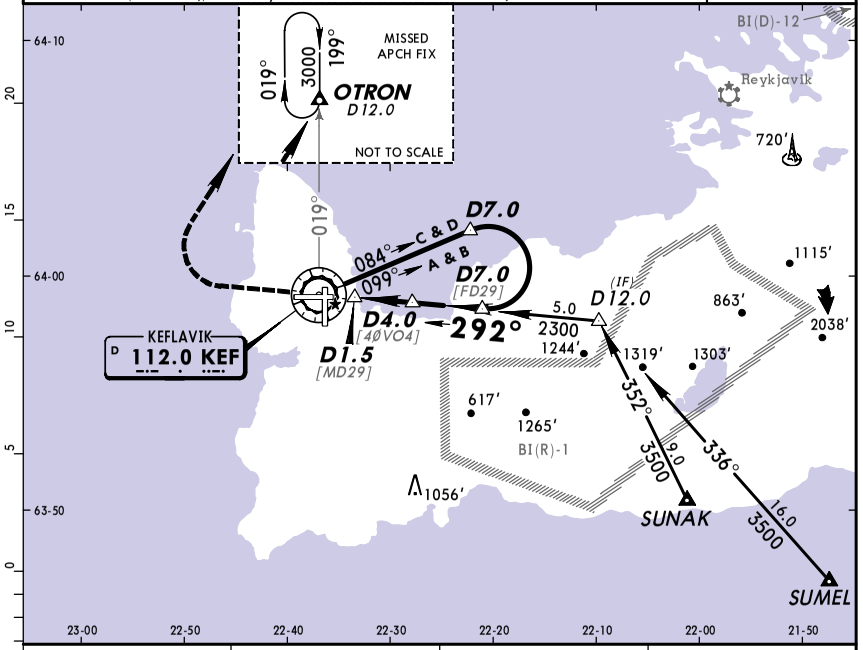
ATIS		KEFLAVIK Approach/Departure (R)	KEFLAVIK Tower	Ground
112.0	128.3	119.3	118.3	121.9

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 171′
KEF 112.0	292°	D7.0 2300′ (2129′)	Refer to Minimums	RWY 171′

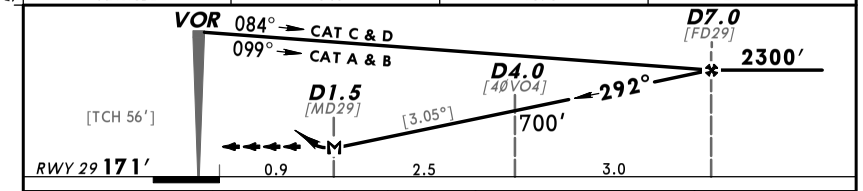
MISSED APCH: Climb STRAIGHT AHEAD to 1500′, then climbing turn RIGHT to OTRON holding at 3000′.

Alt Set: hPa (IN on req) Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 7000′

MSA KEF VOR



KEF DME	3.0	5.0	7.0
ALTITUDE	1040′	1670′	2300′



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.32% Descent angle [3.05°]	378	486	540	648	755	863

MAP at D1.5

HIALS PAPI PAPI 1500′

JAR-OPS STRAIGHT-IN LANDING RWY 29

MDA(H) A: 460′(289′) B: 480′(309′) C: 500′(329′) D: 530′(359′)

		ALS out	Max Kts	MDA(H)	VIS
A	RVR 1200m	RVR 1500m	100	600′ (429′)	1500m
B	RVR 1400m		135	680′ (509′)	1600m
C	RVR 1600m	RVR 1800m	180	780′ (609′)	2400m
D	RVR 1800m	RVR 2000m	205	880′ (709′)	3600m

CIRCLE-TO-LAND

PANS OPS

CHANGES: Bearings. Descent angle.

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BIKF/KEF
KEFLAVIK

JEPPESEN
27 MAY 05 (16-1) Eff 9 Jun

KEFLAVIK, ICELAND
NDB Rwy 11

BRIEFING STRIP

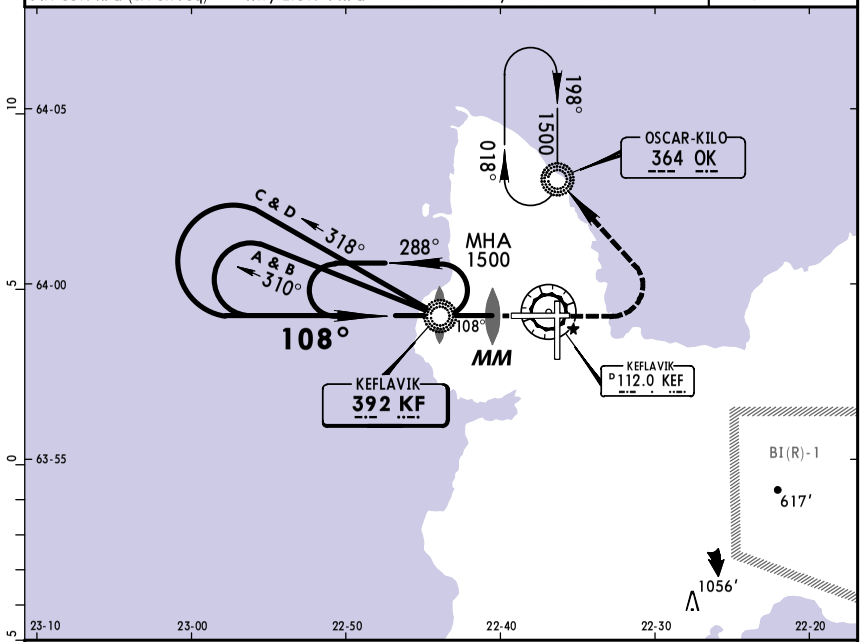
ATIS		KEFLAVIK Approach/Departure (R)	KEFLAVIK Tower	Ground
112.0	128.3	119.3	118.3	121.9

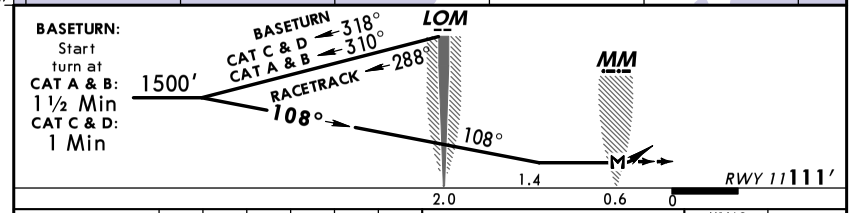
NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 171′
KF 392	108°	No FAF	Refer to Minimums	RWY 111′

MISSED APCH: Climb STRAIGHT AHEAD to 1500′, then turn LEFT to OK Lctr holding at 1500′.

Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 7000′

MSA KF NDB (180°, 5000′, 3000′, 360°)





Gnd speed-Kts	70	90	100	120	140	160
MAP at MM or NDB to MAP 1.4	1:12	0:56	0:50	0:42	0:36	0:32

HIALS PAPI PAPI 1500′

JAR-OPS STRAIGHT-IN LANDING RWY 11

MDA(H) AB: 460′(349′) CD: 510′(399′)

		ALS out
A	RVR 900m	RVR 1500m
B	RVR 1000m	
C		RVR 1800m
D	RVR 1400m	RVR 2000m

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	600′ (429′)	1500m
135	680′ (509′)	1600m
180	780′ (609′)	2400m
205	880′ (709′)	3600m

PANS OPS

CHANGES: Bearings.

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BIKF/KEF
KEFLAVIK

JEPPESEN
27 MAY 05 (16-2) Eff 9 Jun

KEFLAVIK, ICELAND
NDB Rwy 20

BRIEFING STRIP

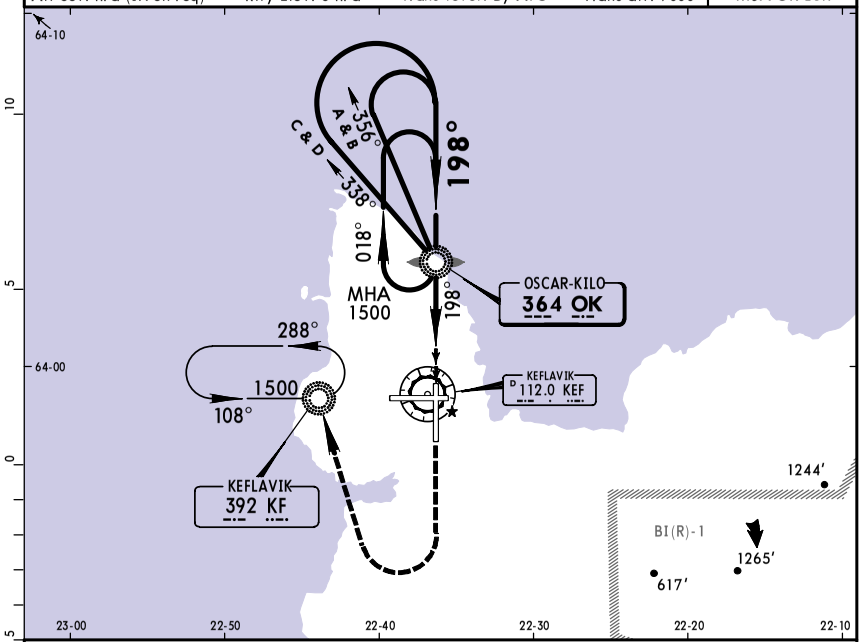
ATIS		KEVLAFIK Approach/Departure (R)	KEFLAVIK Tower	Ground
112.0	128.3	119.3	118.3	121.9

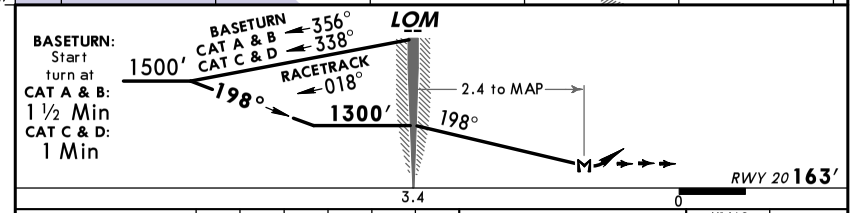
Lctr	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 171′
OK 364	198°	LOM 1300′ (1137′)	550′ (387′)	RWY 163′

MISSED APCH: Climb STRAIGHT AHEAD to 1500′, then turn RIGHT to KF NDB holding at 1500′.

Alt Set: hPa (IN on req) Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 7000′

MSA OK Lctr (180°, 5000′, 3000′, 360°)





Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.1%	362	465	516	620	723	826
Lctr to MAP 2.4	2:03	1:36	1:26	1:12	1:02	0:54

HIALS PAPI PAPI 1500′

JAR-OPS STRAIGHT-IN LANDING RWY 20

MDA(H) 550′(387′)

		ALS out
A	RVR 900m	RVR 1500m
B	RVR 1000m	
C		RVR 1800m
D	RVR 1400m	RVR 2000m

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	600′ (429′)	1500m
135	680′ (509′)	1600m
180	780′ (609′)	2400m
205	880′ (709′)	3600m

PANS OPS

CHANGES: Bearings.

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