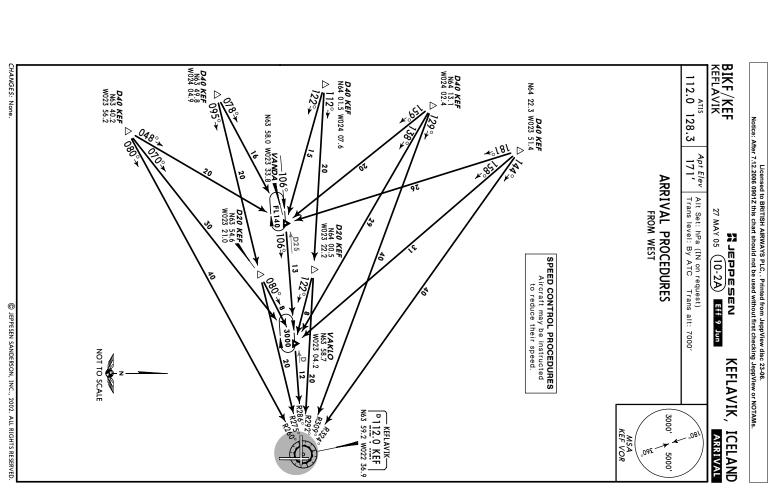
BIKF/KEF KEFLAVIK F(111.3) IKN F112.0 KEF N63 59.2 W022 36.9 HOLDINGS N63 58.0 W022 36.2 ATIS 112.0 128.3 2000 MARAS DIT HHX HHX SARAM 2000 OVER 616₹ **015 KEE** 1071N N04 19:2 W022 36:3 KEILA THREE [KEILA3], KEILA FOUR [KEILA4] SARAM D11 IKN N63 47.2 W022 36.4 KEILA ONE [KEILA 1], KEILA TWO [KEILA2] Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.

Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs. 3000 Apt Elev 171' SPEED CONTROL PROCEDURES
Air craft may be instructed to reduce their speed. MARAS N63 47.3 W022 34.3 **←**199 OTRON N64 11.2 W022 36.3 **₹** 0 07173 2+012 ARRIVAL PROCEDURES MOTAK N63 34.3 W022 31.6 Alt Set: hPa (IN on request)
Trans level: By ATC Trans alt: 7000' 2000 ARRIVALS 27 MAY 05 (10-2) Eff 9 Jun FROM EAST **KEILA** N63 59.1 W022 09.5 NOT TO SCALE PEPPESEN N63 50.4 W022 01.2 \$500 D16 N63 58.8 W022 00.6 ÷291° ਨੂੰ ∆ D40 KEF ∆ N63 24.6 W021 52.4 REYKJAVIK 355 RK 350 N64 09.1 W022 01.7 F1140 KEILA TWO N63 47.0 W021 47.4 095° **MURTA** N64 08.2 W021 48.7 379 SA N64 18.3 W021 58.3 KEFLAVIK, ICELAND <u>→290°</u> △ 335 EL | N63 30.8 W021 33.7 ELLIDAVATN-**D40 KEF** N63 39.8 W021 18.1 3000′ METIL N63 58.3 W021 31.6 MSA KEF VOR , 5000′ STAR

CHANGES:Routing via ABEAM SA now via SA.

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 \triangleright



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Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs

BIKF/KEF KEFLAVIK

Nasaddar 1 10-3) Eff 9 Jun

KEFLAVIK, ICELAND SID

27 MAY 05

Apt Elev 171' KEFLAVIK D 112.0 KEF N63 59.2 W022 36.9 tored away from the most densely populated areas in south-west Iceland. Between 2300-0700LT aircraft may expect to be vec-11B: Climb on runway heading until reaching For aircraft unable to comply with above: 11A: ELLIDAVATN 1A [EL 1A], ELLIDAVATN 1B [EL 1B] NOISE ABATEMENT PROCEDURES (RWY 11)
I: Climb on runway heading to 800', turn RIGHT, ALDAN 1A [ALDAIA], ALDAN 1B [ALDAIB] 130° heading until reaching 2000'. SKARD 1A [SKAR1A], SKARD 1B [SKAR1B] Trans level: By ATC SKAGI 1A [SA1A], SKAGI 1B [SA1B] RWYS 02, 11, 20, 29 DEPARTURES 109° SKARD 1A, 1B Trans alt: 7000 TO EAST 379.SA N64 18.3 W021 58.3 **METIL** N63 58.3 W021 31.6 SK AGI-N64 04.9 W021 46. 335 EL D D40 KEF ► **SKARD**N63 56.6 W020 12.3 NOT TO SCALE 3000′ **ALDAN** N62 58.8 W018 45.8 5000′

ELLIDAVATN 1A, 1B ALDAN 1B, ELLIDAVATN 1B SKAGI 1B, SKARD 1B ELLIDAVATN 1A, SKAGI 1A ALDAN 1A, ELLIDAVATN 1A SKAGI 1A, SKARD 1A SKARD 1A, 1B ALDAN 1A, 1B ELLIDAVATN 1B SKAGI 1B, SKARD 1B SKAGI 1A, 1B ALDAN 1B, SKARD 1B ALDAN 1A SID Intercept KEF R-109 to SKARD. Intercept KEF R-059 to SA. Intercept KEF R-094 to EL. Intercept KEF R-137 to VM, 138° bearing to ALDAN R₩Y 29 29 20 02 ⇉ Climb straight ahead to at least 5 DME, turn LEFT. Climb according to noise abatement procedures within KEF 5 DME, turn LEFT. Climb straight ahead to at least 5 DME, turn RIGHT. Climb according to noise abatement procedures within KEF 5 DME, turn RIGHT. ROUTING INITIAL CLIMB 1500' within KEF 1500' within KEF

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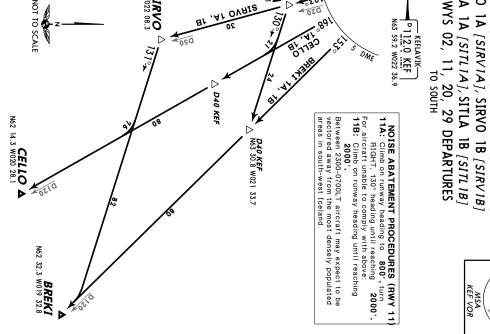
Notice: After 7.12.2006 09012 this chart should not be used without first checking JeppView or NOTAMs Masadar KEFLAVIK, ICELAND

27 MAY 05 (10-3A) Eff 9 Jun

SID

BIKF/KEF

Apt Elev Trans level: By ATC CELLO 1A [CELOIA], CELLO SIRVO 1A [SIRVIA], SIRVO BREKI 1A [BREKIA], BREKI SITLA 1A [SITLIA], SITLA 1B [SITLIB] RWYS 02, 11, 20, 29 DEPARTURES Trans alt: 7000' HTUOS OT 퓽 1B [SIRV1B] 1B [CELOIB [BREK1B 3000′ 5000'



SITLA \
N63 40.0 W022 25.3

1300

SIRVO N63 11.0 W022 08.3

OVAIR OVAIR Br AlTIR Br Al

CHANGES: SIMBI SIDs replaced by SIRVO & SITLA SIDs © JEPPESEN SANDERSON, INC., 2005. ALL RIGHTS RESERVED

SITLA 1A, 1B CELLO 1A, 1B SIRVO 1A, 1B BREKI 1A,

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

SID

RWY 2

BREKI 1B, CELLO SIRVO 1B, SITLA

##

20 29 ⇉

Climb straight ahead to at least turn LEFT.

1500′

within KEF 5 DME

ROUTING

Climb according to noise abatement procedures within KEF 5 DME, turn RIGHT.

Climb straight ahead to at least turn RIGHT.

INITIAL CLIMB

1500' within KEF 5 DME

₽

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BIKF/KEF

27 MAY 05 (10-3B) Eff 9 Jun PEDDESEN

KEFLAVIK, ICELAND SID

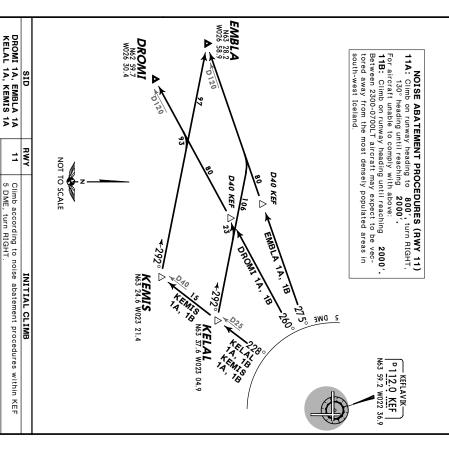
Apt Elev 171' DROMI 1A [DROMIA], DROMI 1B [DROMIB] EMBLA 1A [EMBL1A], EMBLA 1B [EMBLA1B] Trans level: By ATC KELAL 1A [KELAIA], KELAL 1B [KELAIB] Trans alt: 7000'

KEMIS 1A [KEMI1A], KEMIS 1B [KEMI1B]

RWYS 11, 20, 02, 29 DEPARTURES

TO SOUTHWEST





HANGES: HALLI SIDs replaced by KELAL & KEMIS SIDs; SIDs transf KEMIS 1A, 1B Intercept KEF R-228 to KEMIS © JEPPESEN SANDERSON, INC., 2005. ALL RIGHTS RESERVED

Intercept KEF R-228 to KELAL Intercept KEF R-275 to EMBLA Intercept KEF R-260 to DROMI

EMBLA 1A, 1B DROMI 1A, 1B KELAL 1A, 1B

DROMI 1B, EMBLA 1B KELAL 1B, KEMIS 1B

29 20

Climb straight ahead to at least turn LEFT. Climb straight ahead to at least

ROUTING

turn RIGHT

1500' within KEF 5 DME, 1500' within KEF 5 DME,

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27 MAY 05 (10-3C) Eff 9 Jun

PEPPESEN

KEFLAVIK, ICELAND

SID

BIKF/KEF

Apt Elev 171' FLOSI 1A, 1B ENIKA 1A, 1B ENIMI 1A, FLOSI N64 03.3 W027 10.7 ENIKA 1B, ENIMI 1B FLOSI 1B, GIMLI 1B ENIKA 1A, ENIMI 1A FLOSI 1A, GIMLI 1A Between 2300-0700LT aircraft may expect to be vectored away from the most densely populated areas in For aircraft unable to comply with above:
11B: Climb on runway heading until reaching NOISE ABATEMENT PROCEDURES (RWY 11) 11A: Climb on runway heading to 800', turn RIGHT, south-west Iceland. **GIMLI** N64 38.4 W026 58.7 SID HEKLA 1A HEKLA 1B GIMLI 1A HEKLA 1A [HEKLIA], HEKLA 1B [HEKLIB] ENIMI 1A [ENIMIA], ENIMI 1B [ENIMIB] Trans level: By ATC FLOSI 1A [FLOSIA], FLOSI 1B [FLOSIB] ENIKA 1A [ENIKIA], ENIKA SID 130° heading until reaching 2000 RWYS 20, 29, 02, 11 DEPARTURES Intercept KEF R-333 to ENIKA Intercept KEF R-333 to ENIMI
Intercept KEF R-292 to FLOSI **HEKLA** N65 06.8 W026 27.7 [GIML1A], GIMLI R₩Y 02 ⇉ 20 29 TO NORTHWEST Trans alt: 7000' D40 KEF D40 KEF J₈ Climb according to noise abatement procedures within KEF 5 DME, turn LEFT. Climb straight ahead to at least turn LEFT. Climb straight ahead to at least turn RIGHT. D40 KEF \triangleright FLOSI 1A, 1B 292° В 1B [GIML 1B] 2000 GIMLT 1A, 1B 309°/ [ENIK1B] ROUTING **ENIKA** N64 27.2 W023 42.2 INITIAL CLIMB 45° **ENIMI** W023 09.2 DWE 1500' within KEF 5 DME, 1500' within KEF 5 DME NOT TO SCALE D 112.0 KEF N63 59.2 W022 36.9 3000′ 5000'

HANGES: New chart Intercept KEF R-324 to HEKLA © JEPPESEN SANDERSON, INC., 2005. ALL RIGHTS RESERVED

Intercept KEF R-309 to GIMLI

HEKLA 1A, 1B GIMLI 1A, 1B

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BIKF/KEF

Apt Elev 171'
N63 59.1 W022 36. -63-59 63-57 63-58 64-00 112.0 128.3 STAND 5.1 & 5.2 SF1 22-40 22-40 PARKING POSITIONS
AND COORDINATES
& 5.2 N63 59.6 W022 38.2
F1 N63 59.6 W022 38.0 (Parking 5.1, 5.2 and SF1 KP-11 KP-12_KP-10 MAINTENANCE RAMP FOR PARKING POSITIONS
SEE 10-9A 22-39 22-39 Meters KP-9 ₩P-7 CARGO RAMP Feet 0 KEFLAVIK Delivery 10,056′ <u>|2</u> 27 MAY 05 (10-9) 22-38 22-38 3065m 500 KP-6 KP-4 KP-INTERNATIONAL TERMINAL S-2 Eff 9 Jun Š -LKP-2 E-4 22-37 KEFLAVIK Ground 121.9 Ξ ™ + 3054m 10,020 (20 22-36 Uncontrolled pedestrian and vehicular traffic.
Ask Tower for traffic lights. HANGARS W°81 3000,⊕ 118.3 Tower 22-35 22-35 MILITARY TERMINAL KEFLAVIK 63-58 — 64-00 -63-57 -

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BIKF/KEF

Masadar

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

KEFLAVIK, ICELAND KEFLAVIK

22-37.7 22-37.5	SNI	INS COORDINATES
22-37.9 INTERNATIONAL TERMINAL	STAND No.	COORDINATES
-63-59.8 63-59.8-	_	N63 59.7 W022 37.5
	2	59.7
	3	W022
	4	W022
	5	N63 59.7 W022 37.5
63-59.7	6	N63 59.7 W022 37.4
	7	W023
CG4 5	8 thru 10	W02
	11 thru 15 CG1 thru	N63 59.6 W022 37.5 N63 59.6 W022 37.8
63-59.6	CG4	
CARGO 14 1 7 9 East		
13/ 13/ 13/		
-63-59.5 N-5 N-4 N-4 -		
C-3		
22-37.7 22-37.5 22-37.3 22-37.1		

GENRAL
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.

		<i>S</i>	OCEDURE	PUSH-BACK PROCEDURES	
	8919' 2719m 10',013 3032m	8919' 2719m	10,010 0052111	29 HIRL CL HIALS PAPI (3.0°) RVR	29
197'	10 013, 2052-	8734' 2662m	RVR 10 013' 3052m	HIRL CL ALSF-II TDZ PAPI (3.0°) RVR	11
60m	10,000 004011	8891' 2710m	10,000 0000	20 HIRL CL ALSF-II TDZ PAPI (3.0°) RVR	20
197'	RVR 10 000' 30 48m 9036' 2754m 10 000' 30 48m	9036' 2754m	10 000' 3048	HIRL CL REIL PAPI (3.0°) RVR	02
WIDTH	TAKE-OFF	Threshold Glide Slope TAKE-OFF	Threshold		RWY
		— LANDING BEYOND——	LANDING		
	-S	N USABLE LENGTHS	INFORMATION	ADDITIONAL RUNWAY INFORMATION U	
				Kwys II & Zo IIgiii-lialia ciicoli.	rwys I I

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

Furthermore it is permitted to start up one engine at the gate, if the APU is inoperative.

LOW VISIBILITY PROCEDURES (LVP) / CAT II OPERATIONS

L/P 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.

C	0	₿	Þ				JAR
200m		150m		RL, CL & mult. RVR req			JAR-OPS
250m		200m		RL & CL	LVP must be in Force		
300m		250m		RCLM (DAY only) or RL	— 6	All Rwys	TAKE-OFF
	400m			RCLM (DAY only) or RL			
	300m	600		NIL (DAY only)			

CHANGES: Push-back procedure added

CHANGES: VAR. Bearings.

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IKN
O18°

2400′(2263′)

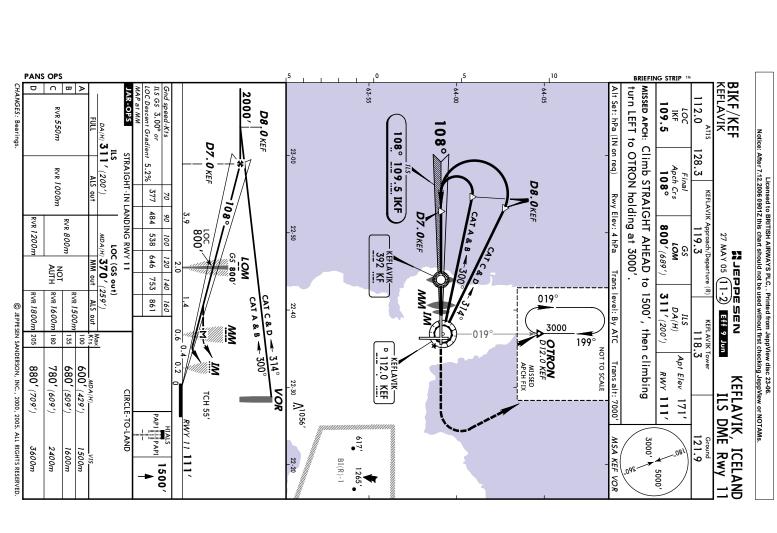
337 (200)

| Missed Apch: Climb STRAIGHT AHEAD to 1500′, then turn LEFT to BR VAKLO climbing to 3000′ and hold.

| Rwy Elev: 5 hPa | Trans level: By ATC | Trans alt: 7000′ | Trans level: By ATC | Trans alt: 7000′ | Trans level: By ATC | Trans alt: 7000′ | Trans level: By ATC | Trans alt: 7000′ | Trans level: By ATC | Trans alt: 7000′ | Trans level: By ATC | Trans alt: 7000′ | Trans level: By ATC | Trans alt: 7000′ | Trans level: By ATC | Trans alt: 7000′ | Trans level: By ATC | Trans alt: 7000′ | Trans level: By ATC | Trans alt: 7000′ BIKF/KEF KEFLAVIK - 63-50 3nd speed-Kts JAR-OPS 112.0 106° RWY 02 137' DA(H) **337′** (200′, ATIS 3000 RVR 1000m VAKLO D12.0 KEF 286° TCH 50' ᄗ 3.00° 28 ઠ્ઠ 377 23-00 KEFLAVIK Approach/Departure (R) 119.3 485 539 мра(н) 390′ (253′) 647 755 27 MAY 05 (11-1) LOC (GS out) RVR R R RVR 286 175° - CAT C & D 187° - CAT A & B B 198° - RACETRACK BJEPPESEN P 112.0 KEF 22-50 1800m 1600m 1500m **0** 3.8 2400 2.3 018° 160 862 D3.0 IKN 111.3 IKN Eff 9 Jun KEFLAVIK Tower 118.3 **D7.0**IKN D8.2 KEF 700' DO. 7IKN Max K†s D3.01KN 205 180 198° 018° PAPI 780′ 680′ 880' (709') 600' (429') 3000 < KEFLAVIK, MDA(H) (609') (509') 1500′ °78 CIRCLE-TO-LAND SARAM D10.8 IKN D12.0 KEF ILS DME Rwy 02 22-30 **VAKLO 3000** D9.0KEF 5, 198° 3000′ 121.9 MSA KEF VOR 3600m 2400m 1600m 1500m 2400′ **ICELAND** BI(R)-1 5000′ 617'

CHANGES: Bearings.

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PANS OPS BIKF/KEF KEFLAVIK ■Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

CHANGES: Bearings.

© JEPPESEN SANDERSON, INC. - 64-05 Gnd speed-Kts 70
GS 3.00° 377 Alt Set: hPa (IN on req) pecial Aircrew & Acft Certification Required IAR-OPS 2000′ 112.0 100 1K∓ 109.5 D8, OKEF 108% ATIS 108° D7.0 KEF 128. 109.5 IKF 484 90 D8. OKEF Rwy Elev: 4 hPa 100 120 140 160 538 646 753 861 108° D7. OKEF GS LOM 8 00' (689') 119.3 STRAIGHT-IN LANDING RW' KEFLAVIK-*€*8800′ **7**00/ PEDDESEN RA 105' DA(H) 211'(100') RVR 300m (11-2A)Trans level: By ATC 019° CAT A & B - 300° CAT C & D - 314° P_112.0 KEF 22-40 × 3000 į≷ 118.3 OTRON D12.0 KEF 199 CAT II ILS DME Rwy 1 NOT TO SCALE Apt Elev 171' Trans alt: 7000 ░⋛ MISSED APCH FIX RWY 111' KEFLAVIK, 22-30 A VOR TCH 55' 1056′ PAPI PAPI RWY 11 111' 3000′ MSA KEF VOR **ICELAND** BI(R)-1 1500 1265 5000′

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CHANGES: Bearings

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PANS OPS BIKF/KEF KEFLAVIK р С в MISSED APCH: Climb STRAIGHT AHEAD to 1500', then climbing turn RIGHT to VAKLO holding at 3000'. ILS GS 3.00° or Alt Set: hPa (IN on req) AR-OPS 2300′ 112.0 106° 100 110.3 D8.0 KEF RVR 550m 3000 DA(H) 363' (200') 286° STRAIGHT-IN LANDING RWY 20 RVR 1000m Apch Crs 377 D7.0 KEF 23-00 484 KEFLAVIK Approach/Departure (R)
119.3 *-1980 Rwy Elev: 6 hPa 100 538 GS LOM 1330' (1167') RVR 1200m RVR 800m MDA(H) **450'** (287') 120 27 MAY 05 (11-3) 646 1330 286 P 112.0 KEF PEPPESEN 140 753 22-50 HIN Trans level: By ATC 160 861 DA(H) **363**′ (200′) RVR 1600m RVR 1800m ALS out RVR 1500m CAT A & B ___ 006° VOR CAT C & D - 352° Eff 9 Jun KEFLAVIK Tower 22-40 205 180 135 00 Apt Elev 171' 198 600' (429') 880' (709') 780' (609') Trans alt: 7000' 680' (509') RWY 163' D7.0 KEF KEFLAVIK, TCH 50' CIRCLE-TO-LAND 198° 110.3 IKO ILS DME Rwy 20 - OSCAR-KILO-D3.8 KEF RWY 20 163' PAPI HI ALS 3000′ MSA KEF VOR 3600m 2400m 1600m 1500m **ICELAND** 1500 BI(R)-1 5000′

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PANS OPS BIKF/KEF KEFLAVIK ■Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m. Alt Set: hPa (IN on req) Rwy Elev: 6 hPa Special Aircrew & Acft Certification Required. 64-00 IAR-OPS 112.0 2300′ و 10% 100 110.3 D8.0KEF 3.00° ATIS VAKLO D12.0 KEF 286° 28. 70 90 100 120 140 160 484 538 646 753 861 D7.0 KEF 1980 3.2 Minimum Alt 1325′ 119.3 STRAIGHT-IN LANDING RWY 20
CAT II ILS 286° P112.0 KEF PLEDDESEN 22-50 RA 125' DA(H) 263' (100') RVR 300m (11-3A)Trans level: By ATC CAT C & D -- 352° CAT A & B ___ 006° VOR KEFLAVIK Tower 118.3 CAT II ILS DME Rwy 20 Apt Elev 171' 198° Trans alt: 7000 RWY 163' KEFLAVIK, D7.0 KEF TCH 50' 198° 110.3 IKO 364 OK 36.8 KEF PAPI PAPI RWY 20 163' 3000′ 121.9 MSA KEF VOR **ICELAND** 1500 BI (R) - 1 5000′

CHANGES: Bearings.

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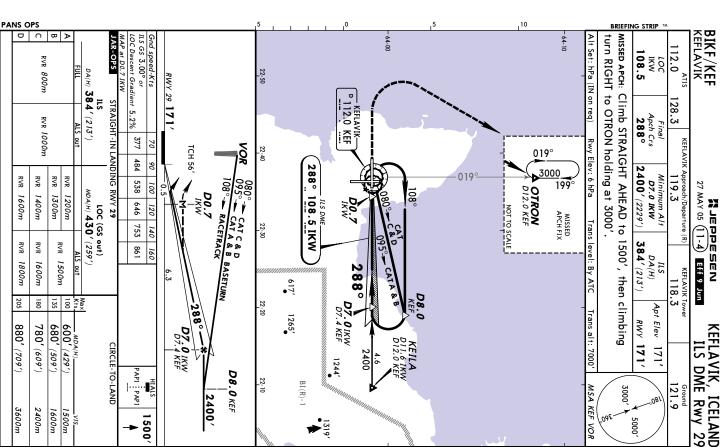
CHANGES: Bearings

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BIKF/KEF KEFLAVIK 112.0 19.3 27 MAY 05 (11-4) Eff 9 Jun M JEDDESEN KEFLAVIK Tower 118.3 Apt Elev 171' KEFLAVIK, 121.9

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PANS OPS BRIEFING STRIP BIKF/KEF KEFLAVIK 0 0 VANDA MISSED APCH: Climb STRAIGHT AHEAD to 1500', then climbing Descent gradient 5.30% or Descent angle [3.04°] turn LEFT to VAKLO holding at 3000'. Alt Set: hPa (IN on req) RWY 02 137' JAR-OPS nd speed-Kts 112.0 VOR KEF **112.0** 3000 ALTITUDE KEF DME DI2.0 [TCH 50'] ATIS 286 128.3 હ્ર STRAIGHT-IN LANDING RWY 02 Apch Crs MDA(H) Final 376 Rwy Elev: 5 hPa ABC: **400**′(263′) D: **420**′(283′) 70 3.0 710' RVR 1800m RVR 1600m RVR 1500m D2.0 22-40 165° - CAT C & D 484 90 100 120 162، 20 2000' (1863') Procedure Alt **D7.0** 119.3 CAT A & B 538 27 MAY 05 (13-1) 0002 012 MDA 2.0 Masaddar 645 22-30 4.0 Trans level: By ATC NEFLAVIK 753 140 160 MARAS 1056 1030 861 MDA(H) Refer to Minimums -276° -289° Eff 9 Jun KEFLAVIK Tower 1360 118.3 300 BI(R)-1 1244 180 135 Max Kts Apt Elev 171' -013°-700' 3.0 Trans alt: 7000' 600' (429') 680' (509') RWY 137' 780' (609') KEFLAVIK, 880' (709') •1319′ 3000 VOR DME Rwy 02 1680 CIRCLE-TO-LAND SUNAK 1303 D7.0 863′ PAPI 3000′ 121.9 2000′ 720′ ICELAND KEF VOR 3600m 2400m 2000 SUMEL 1600m 1500m 1500 1115′ 5000′

CHANGES: Bearings. Descent angle.

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CHANGES: Bearings. Descent angle

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BIKF/KEF KEFLAVIK MISSED APCH: Climb STRAIGHT AHEAD to 1500', then climbing 112.0 VOR KEF **112.0** 128 Apch Crs Final D7.0 2000' (1889') Minimum Alt 119.3 27 MAY 05 (13-2) NED DE SEN MDA(H) Refer to Minimums Eff 9 Jun KEFLAVIK Tower 118.3 Apt Elev 171' RWY 111' KEFLAVIK,

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PANS OPS - 64-05 - 63-55 - 64-00 Gnd speed-Kts

Descent Gradient Descent angle [Alt Set: hPa (IN on req) turn LEFT to OTRON holding at 3000'. AR-OPS мDA(H) AB: **370'**(259') ALTITUDE 2000′ RVR 1200m RVR 800m 5.10% STRAIGHT-IN LANDING RWY 11 2000 _106°_ 362 70 106°-Rwy Elev: 4 hPa 465 90 C: 390' (279') 517 100 120 700 620 6.0 1680 140 723 RVR 1800m RVR 1500m RVR 1600m D: 410'(299', 826 KEFLAVIK CAT C & D 314° VOR CAT A & B D1.5 019° 5.0 1360' 22-40 180 135 K+s 100 3000 07RON 199° Trans alt: 7000 600' (429') 680' (509') 880' (709') 780' (609') NOT TO SCALE VOR DME Rwy MISSED APCH FIX 4.0 1050' CIRCLE-TO-LAND 22-30 PAPI RWY 11 111' [TCH 55'] 3000′ 121.9 **ICELAND** KEF VOR 2400m 3600m 1600m 1500m 3.0 730' 1500 5000′ BI(R)-1

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PANS OPS BRIEFING STRIP BIKF/KEF KEFLAVIK D СВ MISSED APCH: Climb STRAIGHT AHEAD to 1500', then climbing - 64-05 64-00 Alt set: hPa (IN on req) turn RIGHT to VAKLO holding at 3000'. JAR-OPS 106° VAKLO D12.0 KEF RWY 20 163' 112.0 VOR KEF **112.0** KEF DME ALTITUDE 3000 ATIS 286 RVR 1400m RVR 1000m RVR 800m 128.3 9 A: 460'(297') B: 480'/37" Apch Crs 207° STRAIGHT-IN LANDING RWY 20 Final 480'(317') KEFLAVIK Approach/Departure (R) 3.0 980' Rwy Elev: 6 hPa 359° - CAT C & D 014° __ CAT A & B 2200' (2037') Minimum Alt D7.0 119.3 27 MAY 05 (13-3) C: **500'**(337') D: **530'**(367') 286 Masadar 4.0 1300' 2.5 RVR 2000m RVR 1800m RVR 1500m Trans level: By ATC ALS out D7.0 MDA(H) Refer to Minimums D4.0 Eff 9 Jun KEFLAVIK Tower 5.0 1600 118.3 3.0 180 Apt Elev 171' Trans alt: 7000 600' (429') 680' (509') RWY 163' 880' (709') 780' (609') KEFLAVIK, 2070 D7.0 VOR DME Rwy 20 1900' CIRCLE-TO-LAND 2200′ PAPI PAPI 121.9 MSA KEF VOR ICELAND 2400m 1600m 7.0 3600m 1500m 1500 BI(R)-5000'

CHANGES: Bearings.

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CHANGES: Bearings. Descent angle

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PANS OPS BIKF/KEF KEFLAVIK - 63-50 - 64-10 MISSED APCH: Climb STRAIGHT AHEAD to 1500', then climbing turn RIGHT to OTRON holding at 3000'. RWY 29 171' escent Gradient 112.0 t Set: hPa (IN on req) VOR KEF **112.0** 23-00 [TCH 56'] MDA(H) B: **460'**(289') B: **480'**(309') 112.0 KEF RVR 1800m RVR 1600m RVR 1400m RVR 1200m 128.3 Final Apch Crs **292**° STRAIGHT-IN LANDING RWY 29 378 486 084° -- CAT C & D 099° - CAT A & B KEFLAVIK Approach/Departure (R) Rwy Elev: 6 hPa 019° Minimum Alt D7.0 2300' (2129') 3000 540 100 **D1.5** 1040′ 119.3 OTRON D12.0 199° 27 MAY 05 (13-4) C: **500'**(329') D: **530'**(359') 648 120 NOT TO SCALE PEPPESEN APCH FIX RVR 2000m RVR RVR 1500m 755 140 160 Trans 1800m 863 292° MDA(H) Refer to Minimums • 617′ 22-20 Eff 9 Jun **D4.0** KEFLAVIK Tower BI (R)-1 1265′ 118.3 2300 205 135 Max Kts Apt Elev 171' 22-10 0 -292°-RWY 171' 600' (429') 680' (509') 880' (709') KEFLAVIK, 780' (609') VOR DME Rwy 29 CIRCLE-TO-LAND (429') 22-00 PAPI : PAPI 3000′ 2300 121.9 2300′ BI(D)-12~ NSA KEF VOR **ICELAND** 3600m 2400m 1600m 1500m 21-50 1500 SUMEL 1115′ 5000′

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PANS OPS BIKF/KEF KEFLAVIK - 64-05 MAP at MM or NDB to MAP turn at
CAT A & B:
1½ Min
CAT C & D:
1 Min 23-10 MISSED APCH: Climb STRAIGHT AHEAD to 1500', then turn LEFT Alt Set: hPa (IN on req) to OK Lctr holding at 1500'. AR-OPS Start 112.0 NDB K∓ **392** ATIS R√R RVR 1400m RVR 900m 1500' 128.3 1000m 1:12 0:56 0:50 0:42 0:36 0:32 23-00 Apch Crs STRAIGHT-IN LANDING RWY 11 MDA(H) AB: **460'**(349') CD: **510'**(399') Final BASETURN 318° CAT C & B 310° 90 KEFLAVIK Approach/Departure (R) Rwy Elev: 4 hPa RACETRACK 120 Minimum Alt 119.3 27 MAY 05 (16-1 No FAF 140 392 KF MIEDDESEN RVR 1500m 160 RVR 2000m RVR 1800m Trans level: By ATC 10 MDA(H) Refer to Minimums 1500 .8L0 ğ Eff 9 Jun 22-40 KEFLAVIK Towe 118.3 1200 180 135 Kts. .86L Apt Elev 171' Trans alt: 7000' RWY 111' 600' (429') 680' (509') Σį 880' (709') 780' (609') KEFLAVIK, NX T OSCAR-KILO 364 OK CIRCLE-TO-LAND NDB Rwy 1 PAPI 121.9 ICELAND BI (R)-1 617' 2400m 1600m KF NDB 3600m 1500m 5000'

CHANGES: Bearings.

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BIKF/KEF

REFLAVIK

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REFLAVIK

