

BIKF/KEF
KEFLAVIK

JEPPESSEN
14 APR 17 (10-2) Eff 27 Apr

KEFLAVIK, ICELAND

RNAV STAR

D-ATIS
128.3

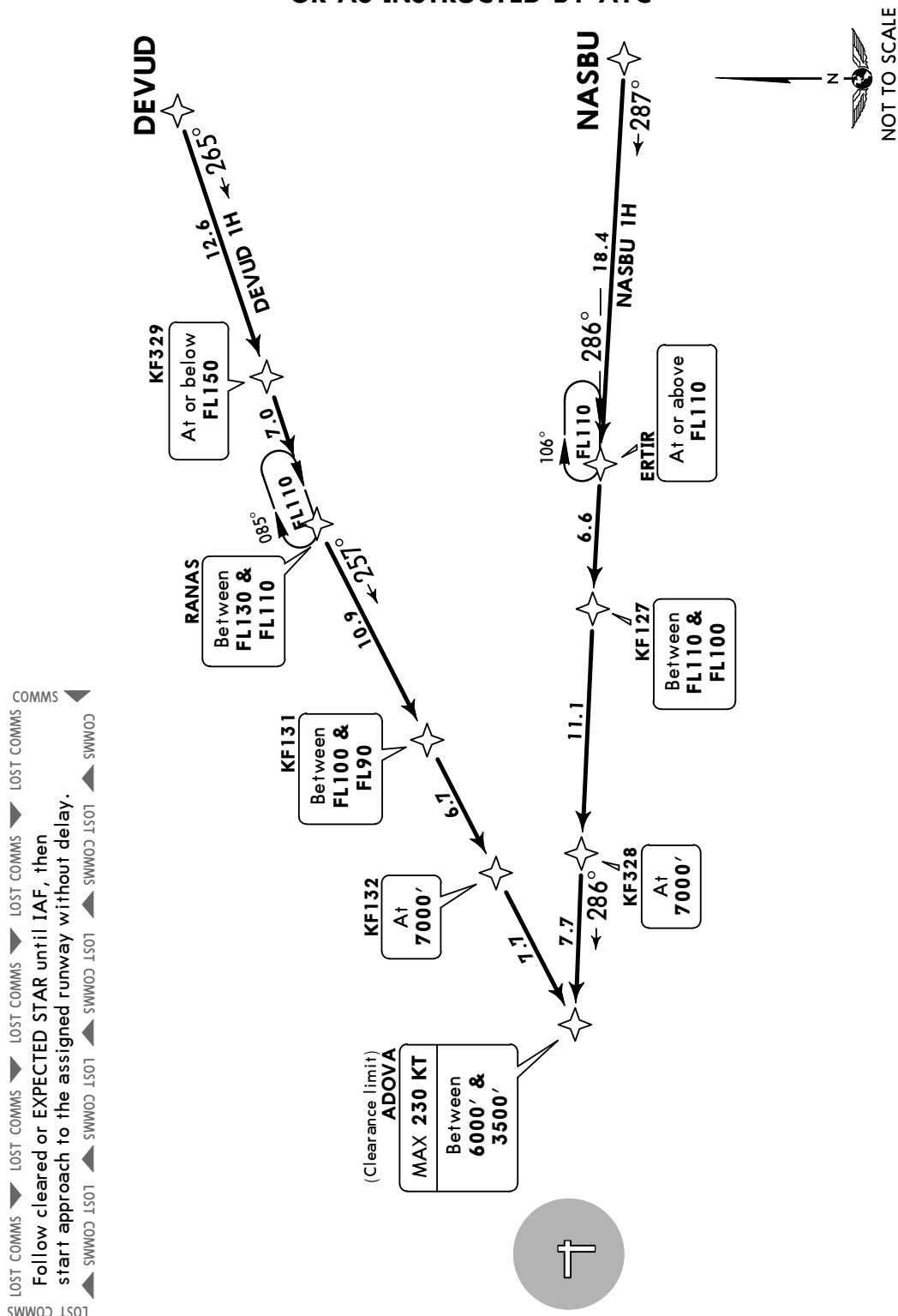
Apt Elev
169'

Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 7000'

1. **RNAV 1 (GNSS).**
2. Loss of RNAV1 capability, advise ATC.
3. Vectoring may be used when necessary.
4. Descend as cleared by ATC.
5. NON RNAV1 acft: State 'UNABLE RNAV1', EXPECT RADAR vectoring.
6. At first contact with Keflavik Approach state callsign and ATIS received only.
7. Change to Keflavik QNH at TL or when passing last FL restriction if higher.

DEVUD 1H [DEVU1H]
NASBU 1H [NASB1H]
RWY 28 RNAV ARRIVALS

**SPEED: MAX 250 KT BELOW FL100
OR AS INSTRUCTED BY ATC**



STAR	ROUTING
DEVUD 1H	To KF329, to RANAS, to KF131, to KF132, to ADOVA.
NASBU 1H	To ERTIR, to KF127, to KF328, to ADOVA.

BIKF/KEF
KEFLAVIK

JEPPESEN
14 APR 17 **10-2A** Eff 27 Apr

KEFLAVIK, ICELAND
RNAV STAR

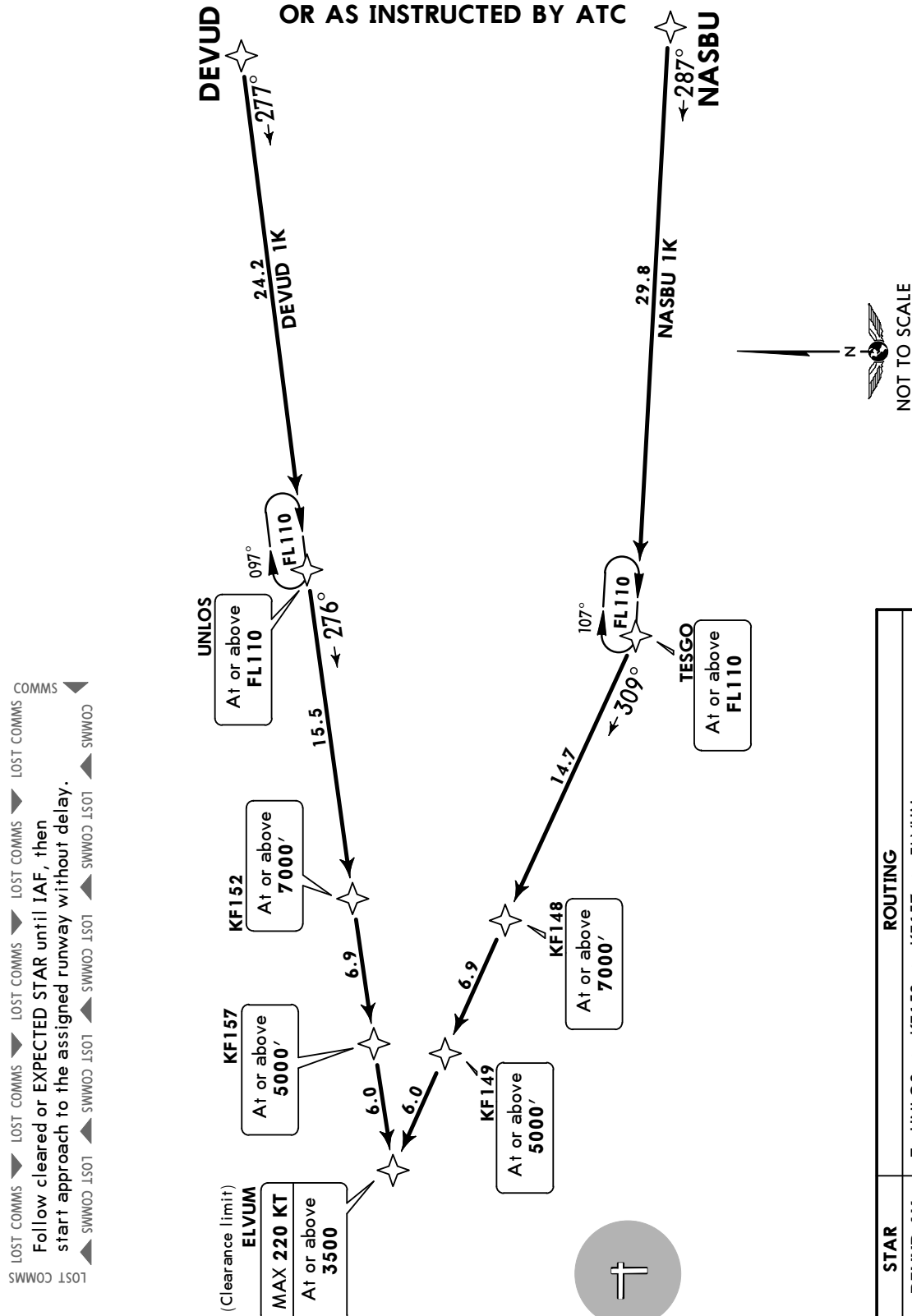
D-ATIS
128.3

Apt Elev
169'

- Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 7000'
1. RNAV 1 (GNSS).
 2. Loss of RNAV1 capability, advise ATC.
 3. Vectoring may be used when necessary.
 4. Descend as cleared by ATC.
 5. NON RNAV1 acft: State 'UNABLE RNAV1', EXPECT RADAR vectoring.
 6. At first contact with Keflavik Approach state callsign and ATIS received only.
 7. Change to Keflavik QNH at TL or when passing last FL restriction if higher.

DEVUD 1K [DEVU1K]
NASBU 1K [NASB1K]
RWY 19 RNAV ARRIVALS

SPEED: MAX 250 KT BELOW FL100
OR AS INSTRUCTED BY ATC



LOST COMMS
Follow cleared or EXPECTED STAR until IAF, then start approach to the assigned runway without delay.

STAR	ROUTING
DEVUD 1K	To UNLOS, to KF152, to KF157, to ELVUM.
NASBU 1K	To TESGO, to KF148, to KF149, to ELVUM.

BIKF/KEF
KEFLAVIK

JEPPESEN
14 APR 17 (10-2B) Eff 27 Apr

KEFLAVIK, ICELAND

RNAV STAR

D-ATIS
128.3

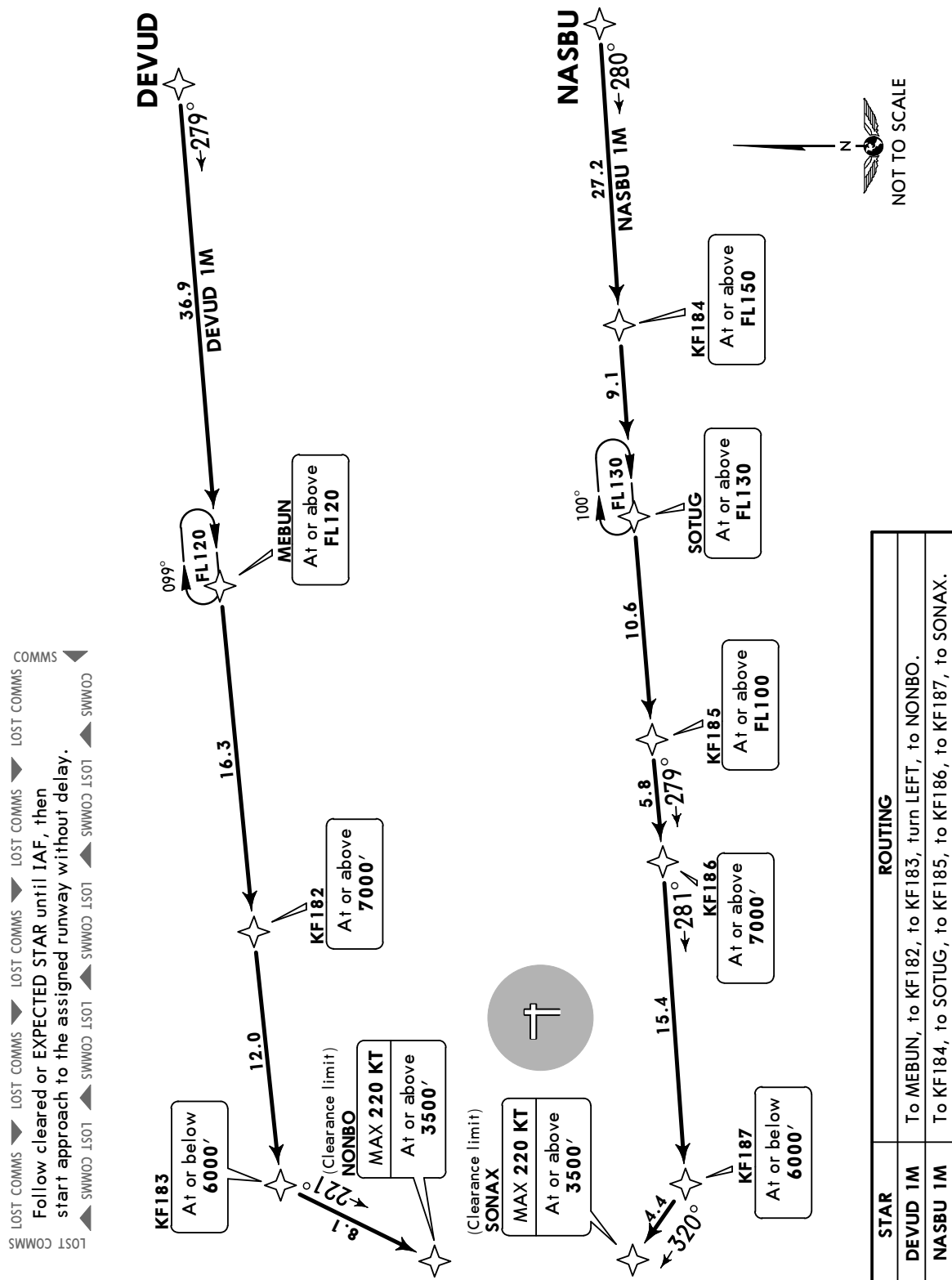
Apt Elev
169'

Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 7000'

1. **RNAV 1 (GNSS).**
2. Loss of RNAV1 capability, advise ATC.
3. Vectoring may be used when necessary.
4. Descend as cleared by ATC.
5. NON RNAV1 acft: State 'UNABLE RNAV1', EXPECT RADAR vectoring.
6. At first contact with Keflavik Approach state callsign and ATIS received only.
7. Change to Keflavik QNH at TL or when passing last FL restriction if higher.

DEVUD 1M [DEVU1M]
NASBU 1M [NASB1M]
RWY 10 RNAV ARRIVALS

**SPEED: MAX 250 KT BELOW FL100
OR AS INSTRUCTED BY ATC**



BIKF/KEF
KEFLAVÍK

14 APR 17

JEPPESEN

(10-2C)

Eff 27 Apr

KEFLAVIK, ICELAND

RNAV STAR

D-ATIS
128.3

Apt Elev
169'

Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 7000'

1. RNAV 1 (GNSS).

2. Loss of RNAV1 capability, advise ATC.

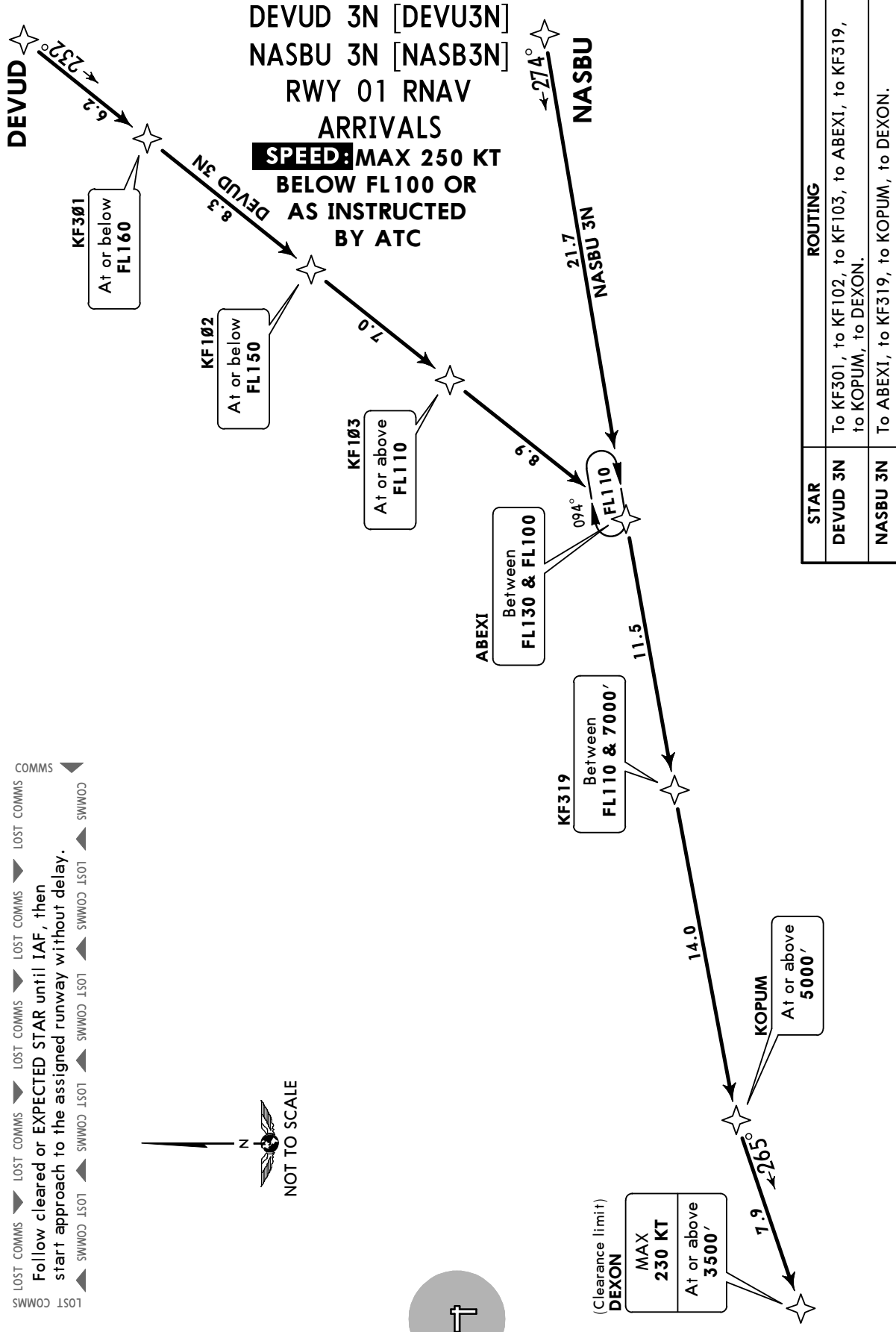
3. Vectoring may be used when necessary.

4. Descend as cleared by ATC.

5. NON RNAV1 acft: State 'UNABLE RNAV1', EXPECT RADAR vectoring.

6. At first contact with Keflavik Approach state callsign and ATIS received only.

7. Change to Keflavik QNH at TL or when passing last FL restriction if higher.



BIKF/KEF
KEFLAVÍK

JEPPESSEN
14 APR 17 (10-2D) Eff 27 Apr

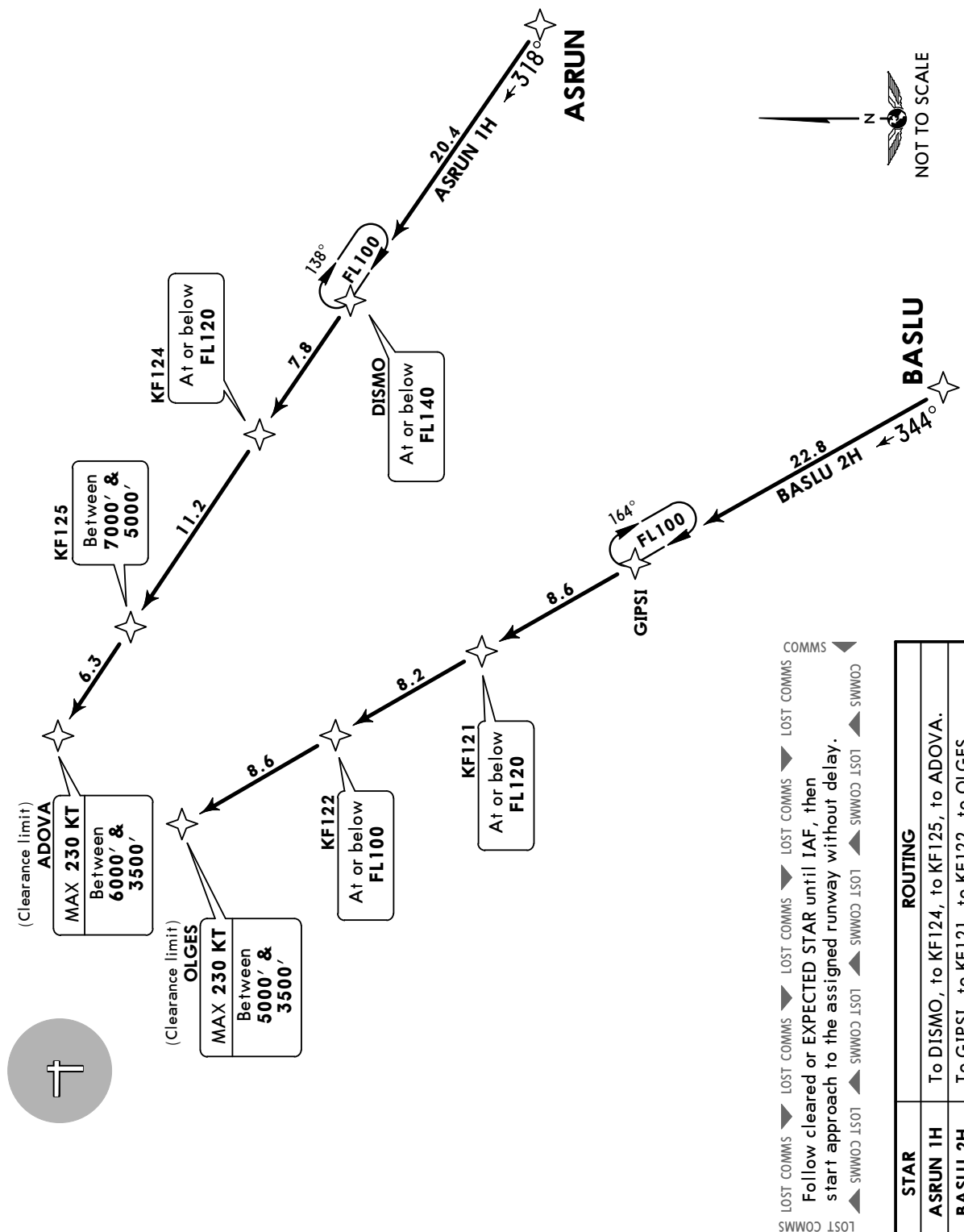
KEFLAVIK, ICELAND

RNAV STAR

D-ATIS 128.3	Apt Elev 169'	Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 7000' 1. RNAV 1 (GNSS). 2. Loss of RNAV1 capability, advise ATC. 3. Vectoring may be used when necessary. 4. Descend as cleared by ATC. 5. NON RNAV1 acft: State 'UNABLE RNAV1', EXPECT RADAR vectoring. 6. At first contact with Keflavik Approach state callsign and ATIS received only. 7. Change to Keflavik QNH at TL or when passing last FL restriction if higher.
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ASRUN 1H [ASRU1H]
BASLU 2H [BASL2H]
RWY 28 RNAV ARRIVALS

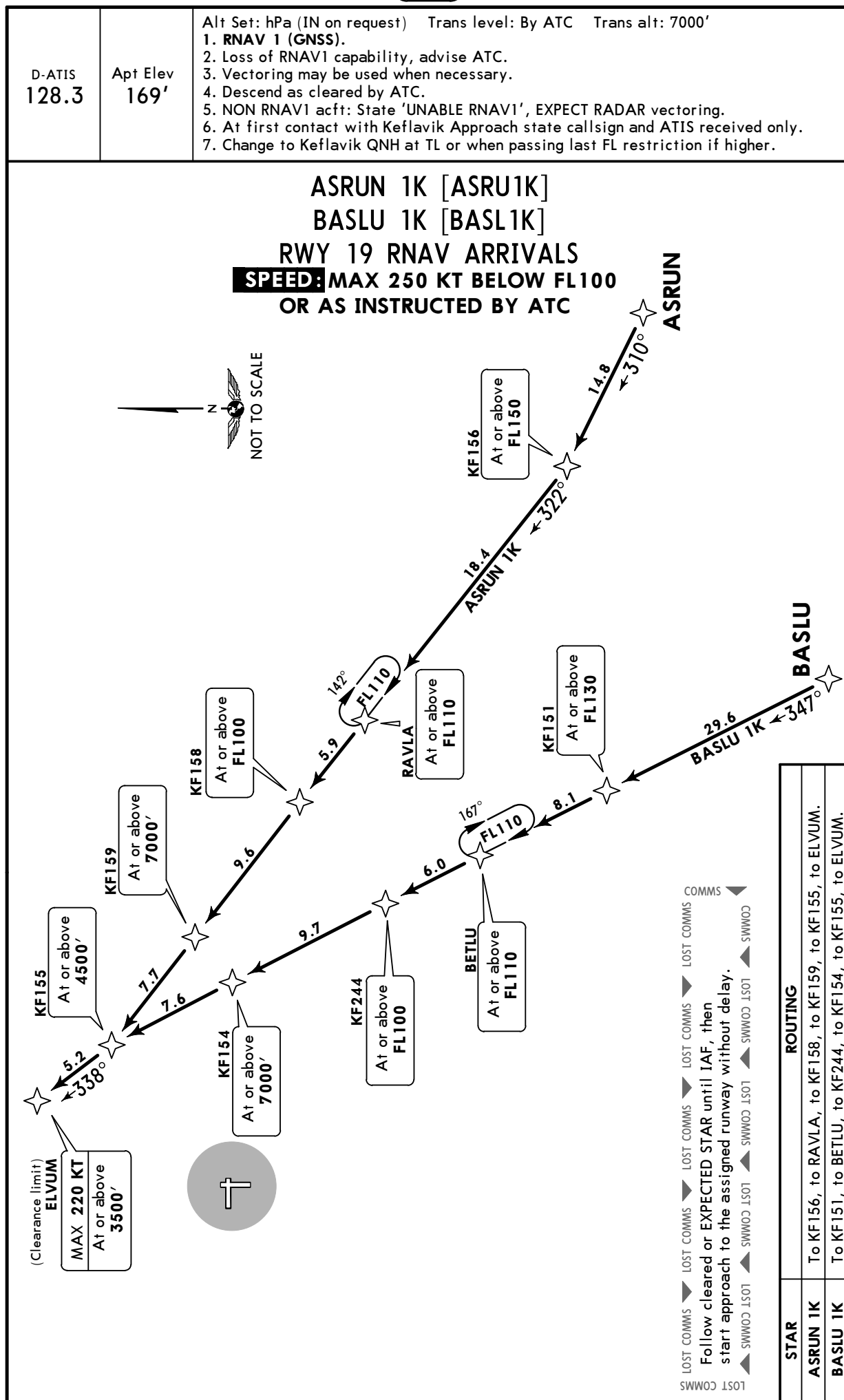
**SPEED: MAX 250 KT BELOW FL100
OR AS INSTRUCTED BY ATC**



BIKF/KEF
KEFLAVIK

JEPPESSEN
14 APR 17 **10-2E** Eff 27 Apr

KEFLAVIK, ICELAND
RNAV STAR



BIKF/KEF
KEFLAVÍK

JEPPESEN
14 APR 17 (10-2F) Eff 27 Apr

KEFLAVIK, ICELAND

RNAV STAR

ASRUN 1M [ASRU1M]
BASLU 1M [BASL1M]
RWY 10 RNAV ARRIVALS
SPEED: MAX 250 KT BELOW FL100
OR AS INSTRUCTED BY ATC

SONAX (Clearance limit)
 MAX 220 KT
 At or above 3500'

KF187
 At or below 6000'

LALTI
 At or above FL130

KF189
 At or above FL150

KF188
 At or above FL170

PEKUS
 At or above FL130

ASRUN 1M
 16.7
 303°

BASLU 1M
 28.2
 327°

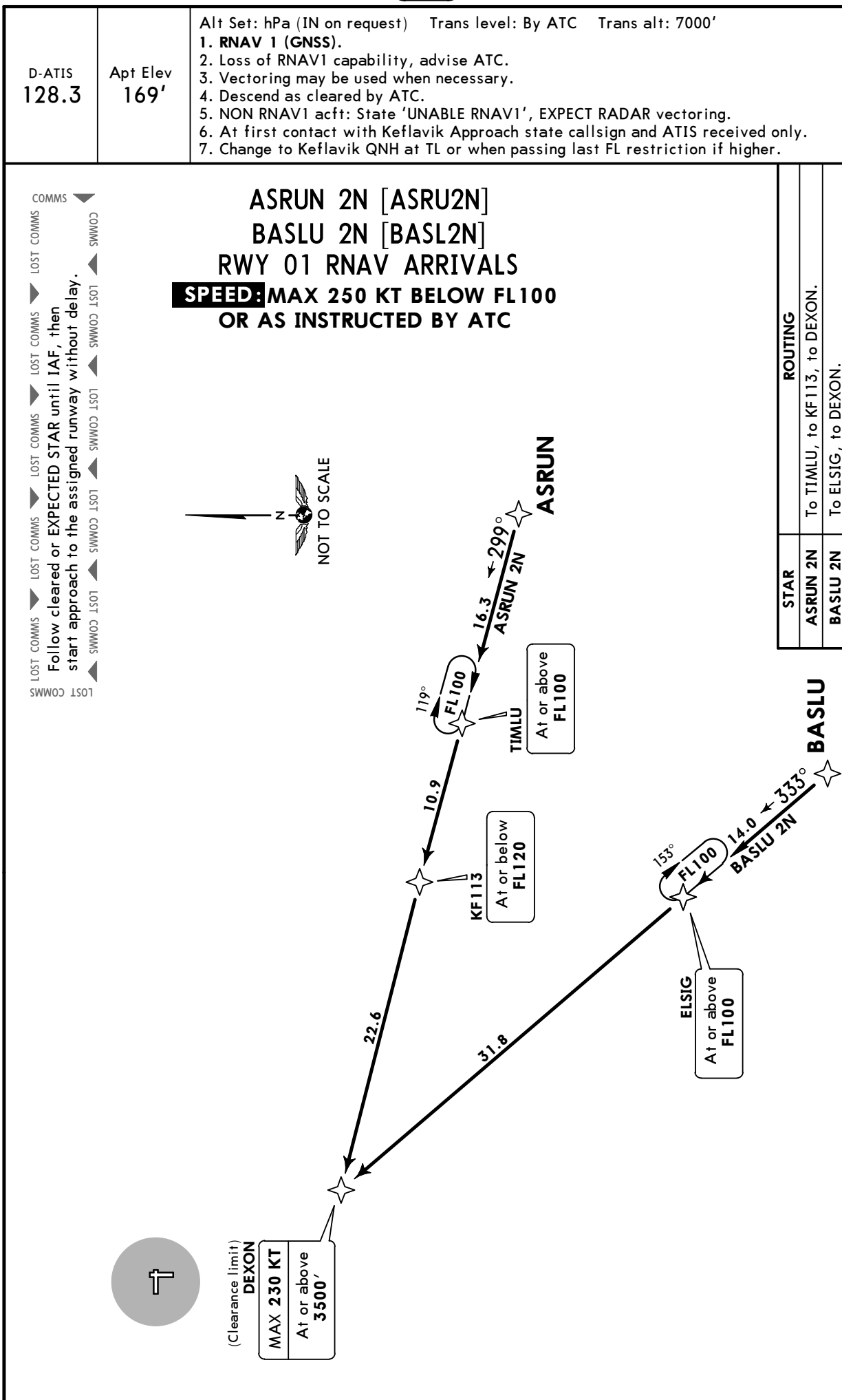
ROUTING

STAR	ROUTING
ASRUN 1M	To KF188, to KF189, to LALTI, to KF187, to SONAX.
BASLU 1M	To PEKUS, to KF187, to SONAX.

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JEPPESEN
14 APR 17 **(10-2G)** Eff 27 Apr

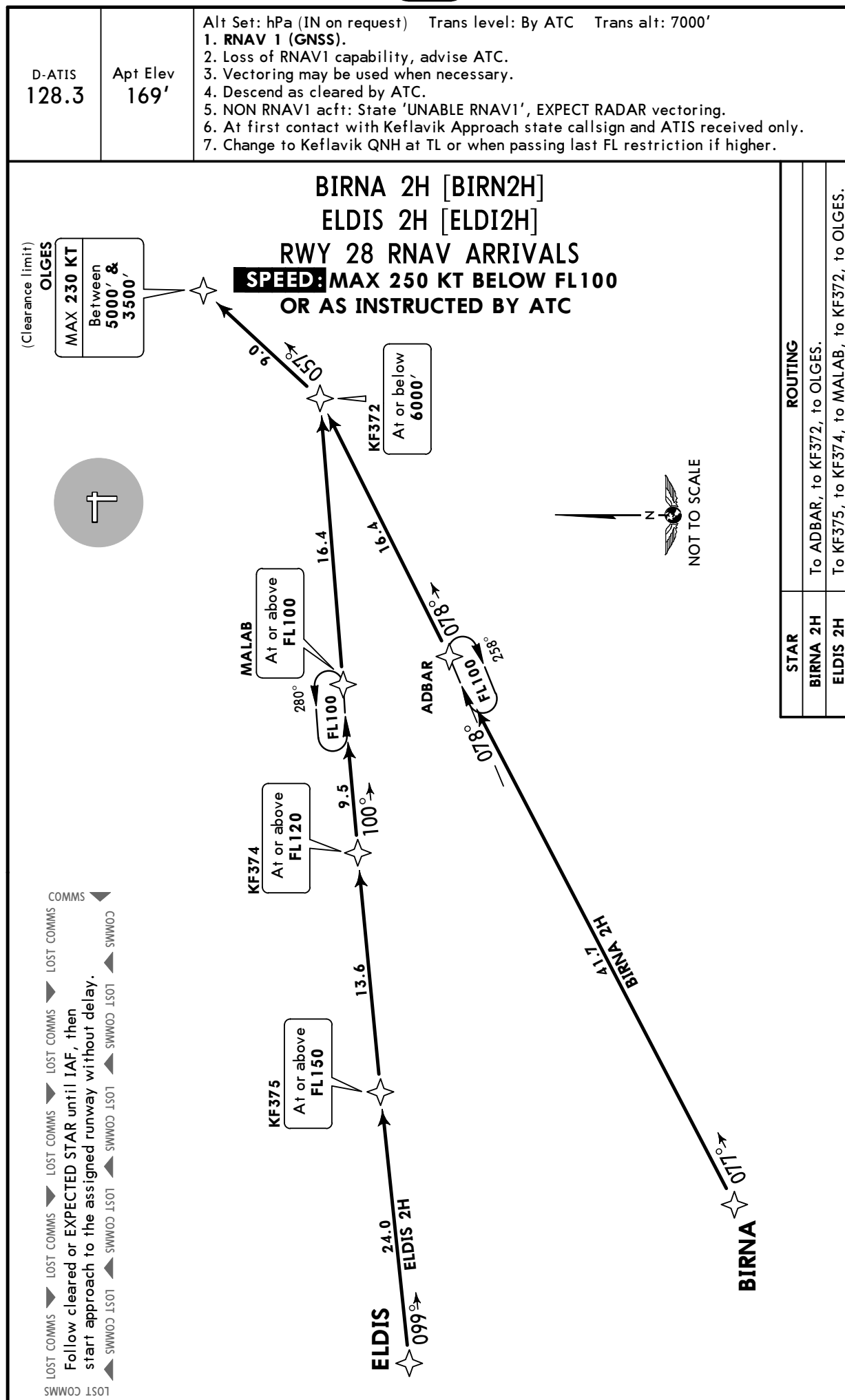
KEFLAVIK, ICELAND
RNAV STAR



BIKF/KEF
KEFLAVIK

JEPPesen
14 APR 17 **(10-2H)** Eff 27 Apr

KEFLAVIK, ICELAND
RNAV STAR



BIKF/KEF
KEFLAVIK

JEPPesen
14 APR 17 **(10-2J)** Eff 27 Apr

KEFLAVIK, ICELAND

RNAV STAR

D-ATIS
128.3

Apt Elev
169'

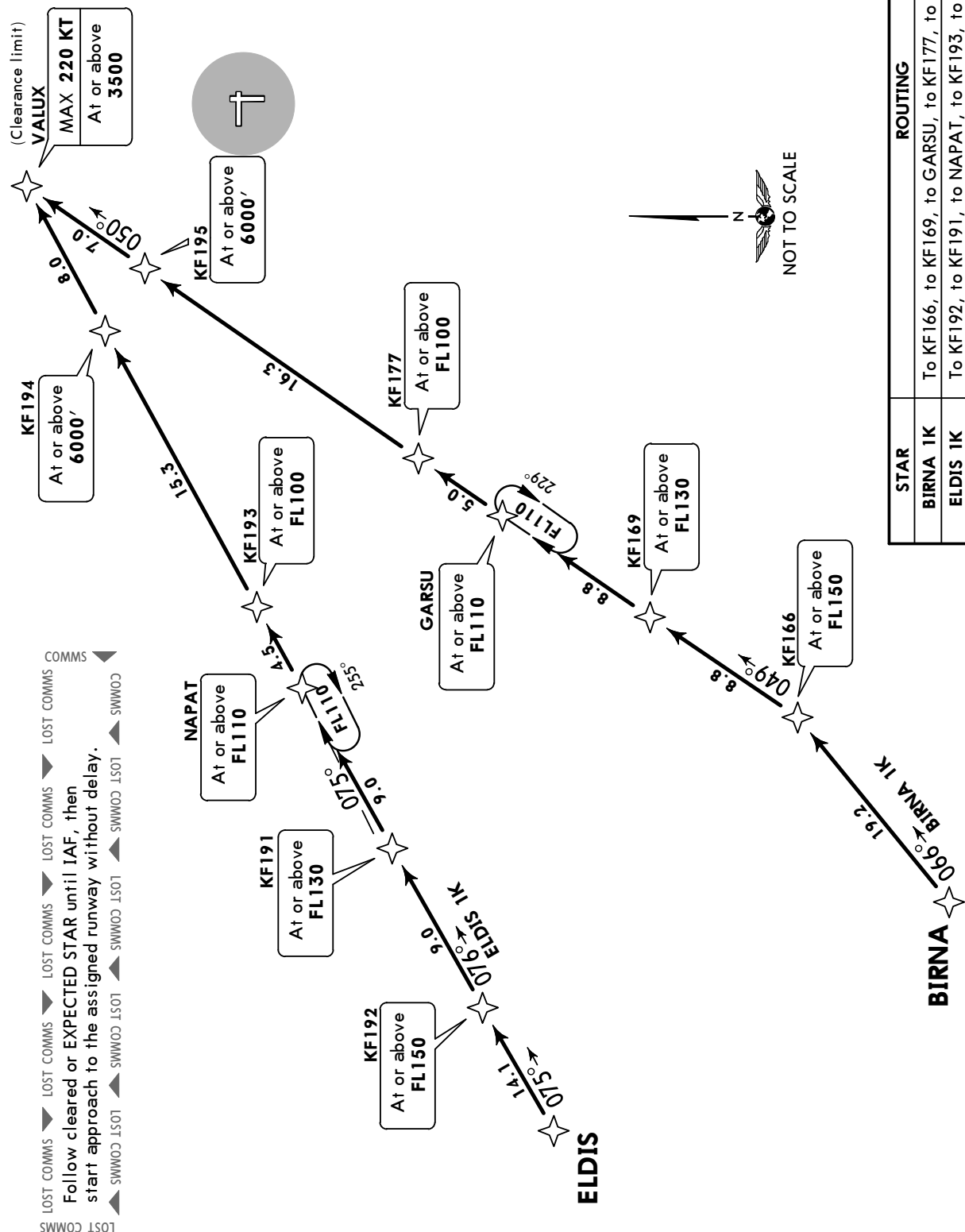
- Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 7000'
1. RNAV 1 (GNSS).
 2. Loss of RNAV1 capability, advise ATC.
 3. Vectoring may be used when necessary.
 4. Descend as cleared by ATC.
 5. NON RNAV1 acft: State 'UNABLE RNAV1', EXPECT RADAR vectoring.
 6. At first contact with Keflavik Approach state callsign and ATIS received only.
 7. Change to Keflavik QNH at TL or when passing last FL restriction if higher.

BIRNA 1K [BIRN1K]

ELDIS 1K [ELDI1K]

RWY 19 RNAV ARRIVALS

SPEED: MAX 250 KT BELOW FL100
OR AS INSTRUCTED BY ATC



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JEPPESSEN
14 APR 17 (10-2K) Eff 27 Apr

KEFLAVIK, ICELAND

RNAV STAR

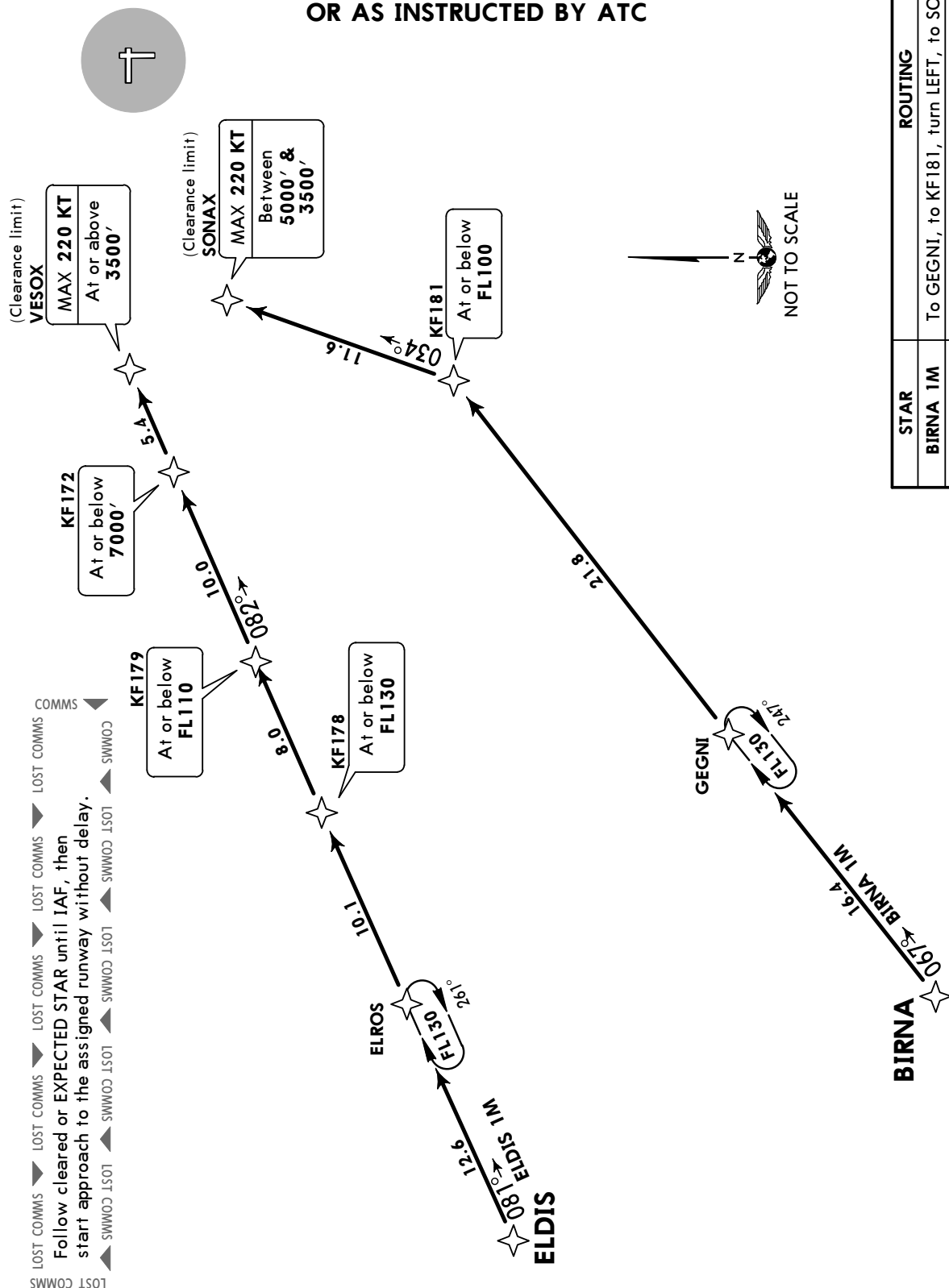
D-ATIS
128.3

Apt Elev
169'

Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 7000'

1. **RNAV 1 (GNSS).**
2. Loss of RNAV1 capability, advise ATC.
3. Vectoring may be used when necessary.
4. Descend as cleared by ATC.
5. NON RNAV1 acft: State 'UNABLE RNAV1', EXPECT RADAR vectoring.
6. At first contact with Keflavik Approach state callsign and ATIS received only.
7. Change to Keflavik QNH at TL or when passing last FL restriction if higher.

BIRNA 1M [BIRN1M]
ELDIS 1M [ELDI1M]
RWY 10 RNAV ARRIVALS
EED: MAX 250 KT BELOW FL100
OR AS INSTRUCTED BY ATC



BIKF/KEF
KEFLAVÍK

JEPPESEN
14 APR 17 **10-2L** Eff 27 Apr

KEFLAVIK, ICELAND

RNAV STAR

STAR

STAR	ROUTING
BIRNA 1N	To UMTAL, to RENDU.
ELDIS 2N	To KF165, to VIBER, to KF168 to RENDU.

COMM

COMM	COMM	COMM	COMM	COMM	COMM	COMM	COMM
SWWOC	LSOT	SWWOC	LSOT	SWWOC	LSOT	SWWOC	LSOT

Follow cleared or EXPECTED STAR until IAF, then start approach to the assigned runway without delay.

ELDIS 099° 9.3 → **ELDIS 2N** 9.1 → **KF165** At or above FL130 → **VIBER** At or above FL110 → **KF168** At or above 7000' → **RENDU** (Clearance limit) MAX 230 KT At or above 3500'

BIRNA 1N 072° 14.3 → **UMTAL** At or above FL110 → **RENDU** 33.4

NOT TO SCALE

BIKF/KEF
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JEPPESEN
14 APR 17 **10-2M** Eff 27 Apr

KEFLAVIK, ICELAND
RNAV STAR

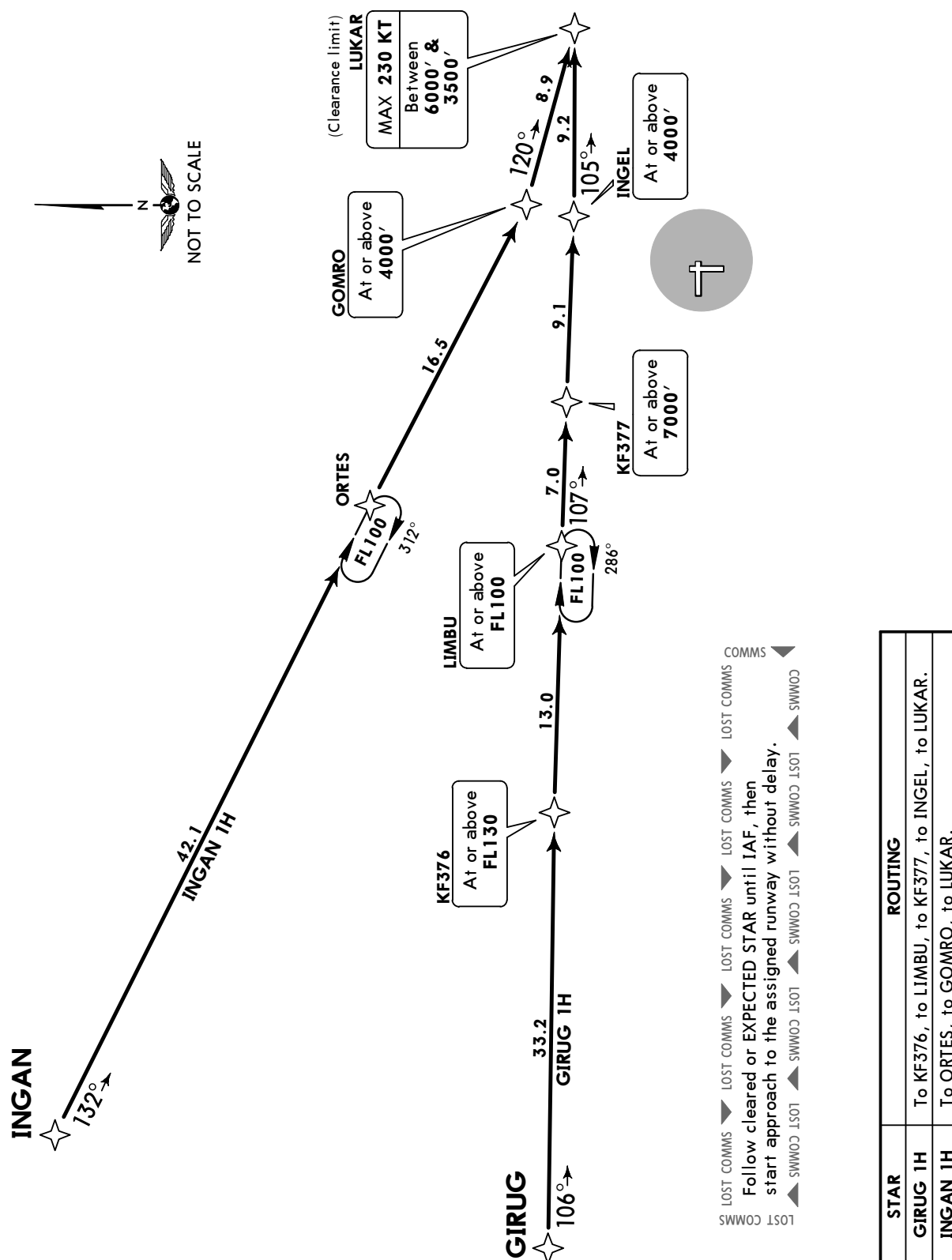
D-ATIS
128.3

Apt Elev
169'

- Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 7000'
1. RNAV 1 (GNSS).
 2. Loss of RNAV1 capability, advise ATC.
 3. Vectoring may be used when necessary.
 4. Descend as cleared by ATC.
 5. NON RNAV1 acft: State 'UNABLE RNAV1', EXPECT RADAR vectoring.
 6. At first contact with Keflavik Approach state callsign and ATIS received only.
 7. Change to Keflavik QNH at TL or when passing last FL restriction if higher.

GIRUG 1H [GIRU1H]
INGAN 1H [INGA1H]
RWY 28 RNAV ARRIVALS

SPEED: MAX 250 KT BELOW FL100 OR AS INSTRUCTED BY ATC



BIKF/KEF
KEFLAVIK

JEPPESSEN
14 APR 17 (10-2N) Eff 27 Apr

KEFLAVIK, ICELAND

RNAV STAR

D-ATIS
128.3

Apt Elev
169'

Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 7000'

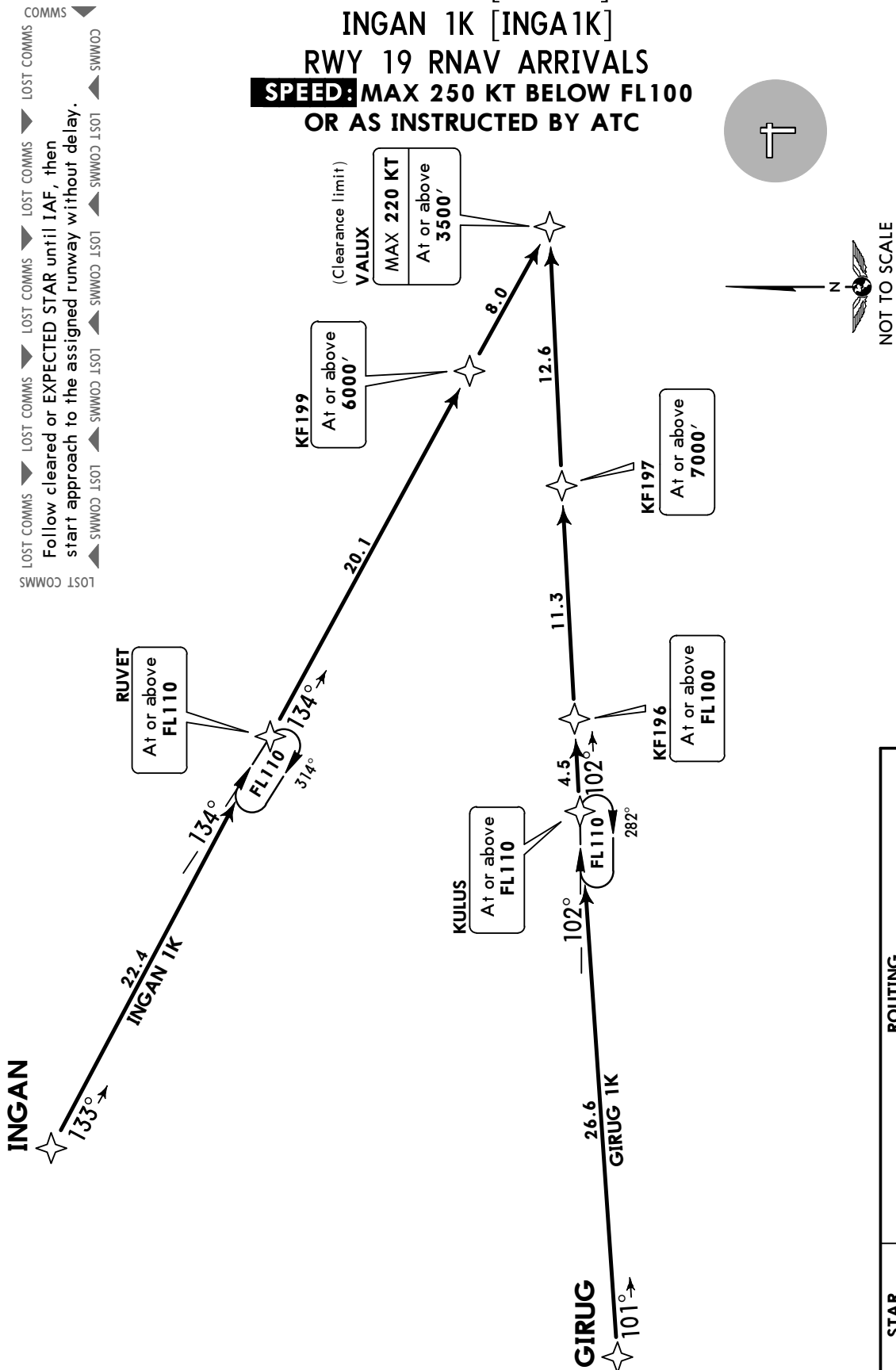
1. **RNAV 1 (GNSS).**
2. Loss of RNAV1 capability, advise ATC.
3. Vectoring may be used when necessary.
4. Descend as cleared by ATC.
5. NON RNAV1 acft: State 'UNABLE RNAV1', EXPECT RADAR vectoring.
6. At first contact with Keflavik Approach state callsign and ATIS received only.
7. Change to Keflavik QNH at TL or when passing last FL restriction if higher.

GIRUG 1K [GIRU1K]

INGAN 1K [INGA1K]

RWY 19 RNAV ARRIVALS

**SPEED: MAX 250 KT BELOW FL100
OR AS INSTRUCTED BY ATC**



STAR	ROUTING
GIRUG 1K	To KULUS, to KF196, to KF197, to VALUX.
INGAN 1K	To RUVET, to KF199, to VALUX.

BIKF/KEF
KEFLAVÍK

JEPPESSEN
14 APR 17 (10-2P) Eff 27 Apr

KEFLAVIK, ICELAND

RNAV STARD-ATIS
128.3

Apt Elev
169'

Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 7000'

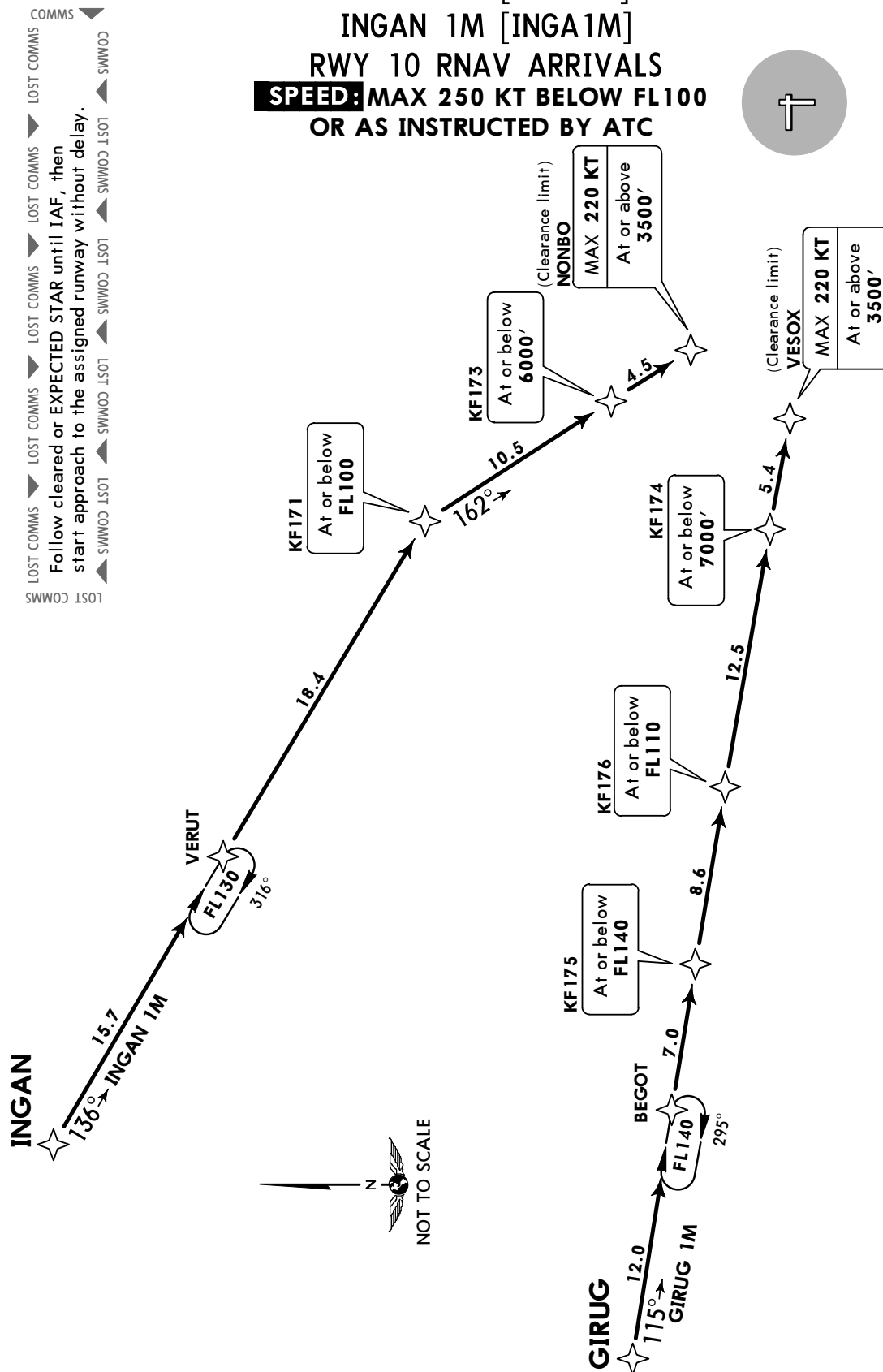
1. **RNAV 1 (GNSS).**
2. Loss of RNAV1 capability, advise ATC.
3. Vectoring may be used when necessary.
4. Descend as cleared by ATC.
5. NON RNAV1 acft: State 'UNABLE RNAV1', EXPECT RADAR vectoring.
6. At first contact with Keflavik Approach state callsign and ATIS received only.
7. Change to Keflavik QNH at TL or when passing last FL restriction if higher.

GIRUG 1M [GIRU1M]

INGAN 1M [INGA1M]

RWY 10 RNAV ARRIVALS

**SPEED: MAX 250 KT BELOW FL100
OR AS INSTRUCTED BY ATC**

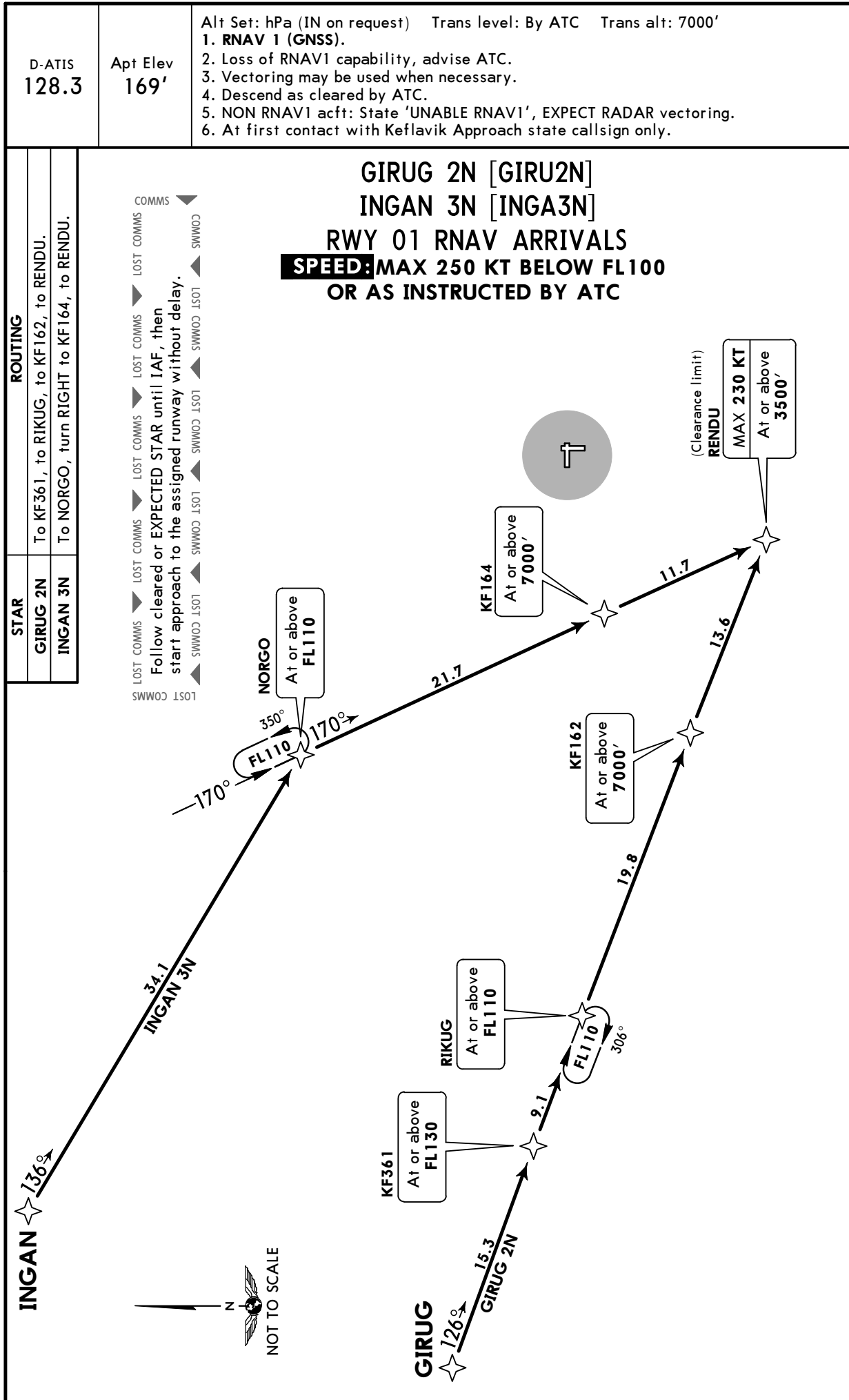


STAR	ROUTING
GIRUG 1M	To BEGOT, to KF175, to KF176, to KF174, to VESOX.
INGAN 1M	To VERUT, to KF171, turn RIGHT, to KF173, to NONBO.

BIKF/KEF
KEFLAVIK

JEPPESEN
14 APR 17 **(10-2Q)** Eff 27 Apr

KEFLAVIK, ICELAND
RNAV STAR



BIKF/KEF
KEFLAVIK

JEPPESEN
14 APR 17 **10-3** Eff 27 Apr

KEFLAVIK, ICELAND
RNAV SID

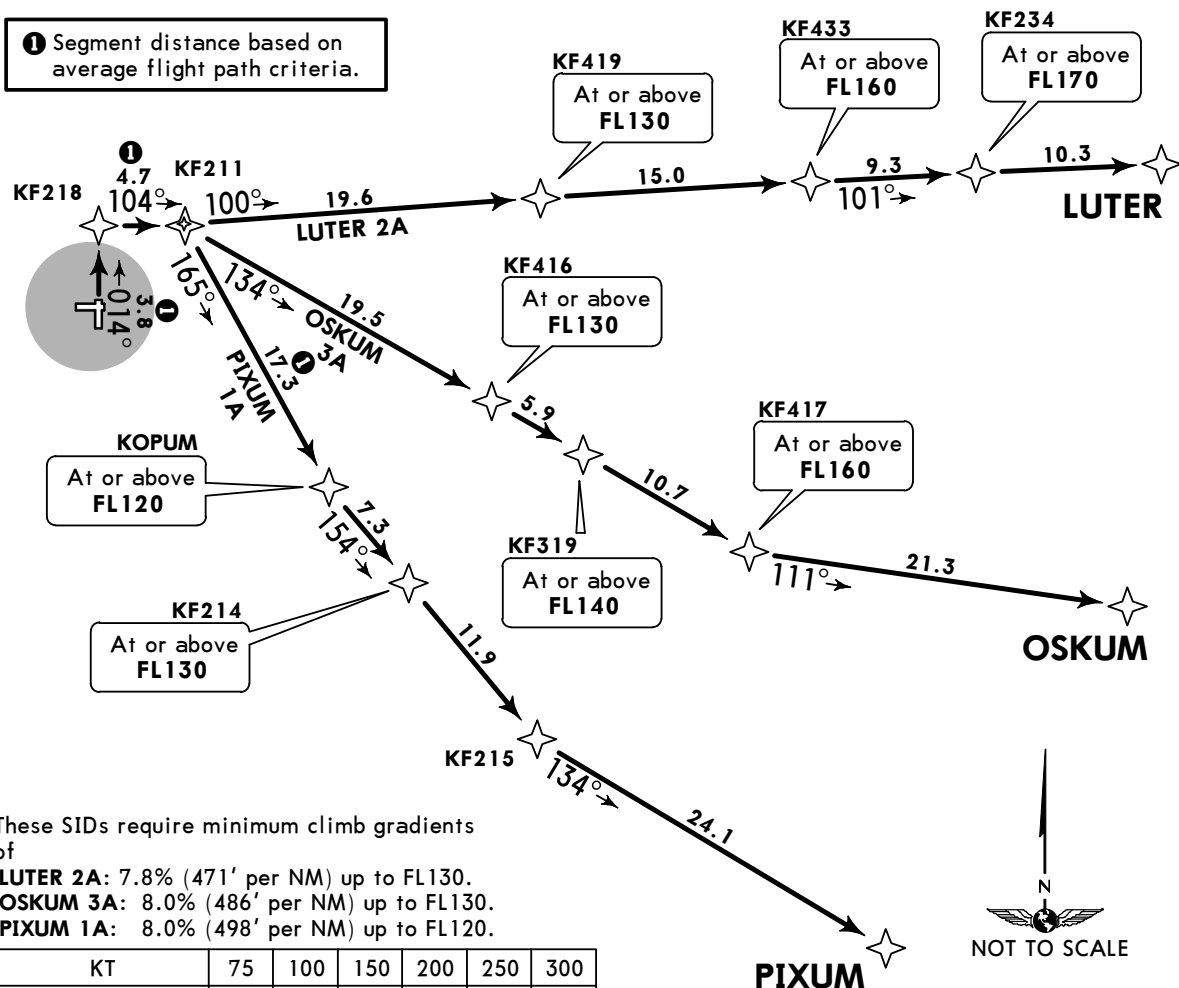
KEFLAVIK Approach 119.3	Apt Elev 169'	Trans level: By ATC Trans alt: 7000' 1. RNAV 1 (GNSS). 2. After take-off contact KEFLAVIK Approach. 3. Departure shall obtain ATC clearance from KEFLAVIK Delivery. 4. Loss of RNAV1 capability, advise ATC. 5. Vectoring may be used when necessary. 6. NON RNAV1 acft: At first contact with KEFLAVIK Delivery state 'UNABLE RNAV1', OMNIDIRECTIONAL DEPARTURE available. 7. Noise abatement: NAPD2.
KEFLAVIK Delivery 121.0		

LUTER 2A [LUTE2A]
OSKUM 3A [OSKU3A]
PIXUM 1A [PIXU1A]
RWY 01 RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED BY ATC

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
LOST COMMS
Proceed in accordance with SID clearance routing and restrictions then in accordance with oceanic/enroute clearance, including level and speed, to the last specified cleared route point, normally landfall, then continue on the filed flight plan route. ACFT under vectoring proceed in most direct manner to join the cleared route and proceed in accordance with the ATC clearance.
LOST COMMS
LOST COMMS
LOST COMMS
LOST COMMS
LOST COMMS
LOST COMMS

① Segment distance based on average flight path criteria.



KT	75	100	150	200	250	300
7.8% V/V (fpm)	592	790	1185	1580	1975	2370
8.0% V/V (fpm)	608	810	1215	1620	2025	2430

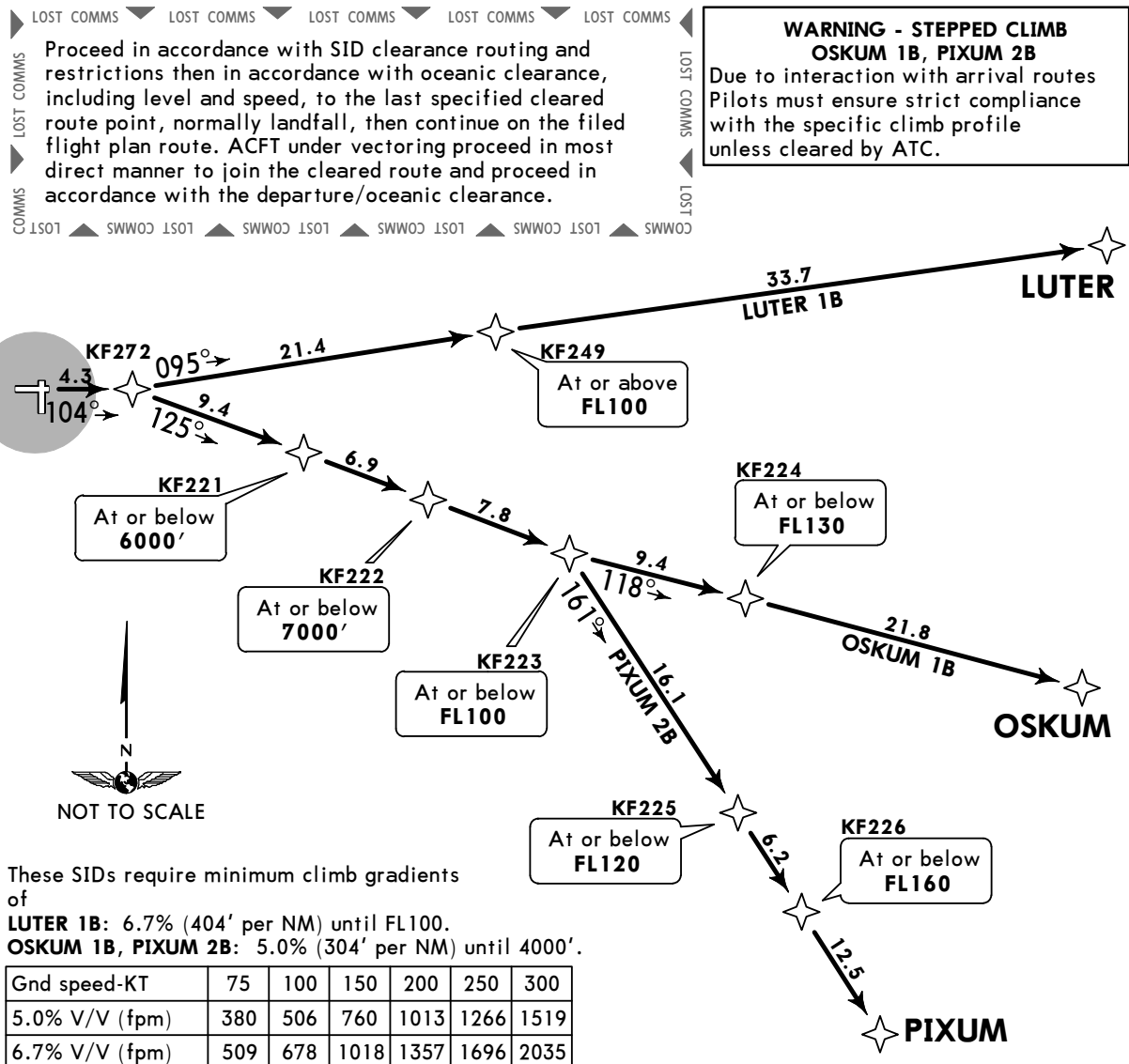
Initial climb clearance By ATC

SID	ROUTING
LUTER 2A	On 014° track to KF218, turn RIGHT to KF211, to KF419, to KF433, to KF234, to LUTER.
OSKUM 3A	On 014° track to KF218, turn RIGHT to KF211, to KF416, to KF319, to KF417, to OSKUM.
PIXUM 1A	On 014° track to KF218, turn RIGHT to KF211, to KOPUM, to KF214, to KF215, to PIXUM.

BIKF/KEF
KEFLAVIKJEPPESEN
14 APR 17 (10-3A) Eff 27 AprKEFLAVIK, ICELAND
RNAV SID

KEFLAVIK Approach 119.3	Apt Elev 169'	Trans level: By ATC Trans alt: 7000' 1. RNAV 1 (GNSS). 2. After take-off contact KEFLAVIK Approach. 3. Departure shall obtain ATC clearance from KEFLAVIK Delivery. 4. Loss of RNAV1 capability, advise ATC. 5. Vectoring may be used when necessary. 6. NON RNAV1 acft: At first contact with KEFLAVIK Delivery state 'UNABLE RNAV1', OMNIDIRECTIONAL DEPARTURE available. 7. Noise abatement: NAPD2. 8. Change to standard QNH at TA or passing last altitude restriction if lower.
KEFLAVIK Delivery 121.0		

LUTER 1B [LUTE1B]
OSKUM 1B [OSKU1B]
PIXUM 2B [PIXU2B]
RWY 10 RNAV DEPARTURES
SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED BY ATC



Initial climb clearance
LUTER 1B: By ATC
OSKUM 1B, PIXUM 2B: 6000,
 after K221 climb via SID altitude restrictions to cleared FL.

SID	ROUTING
LUTER 1B	On 104° track to KF272, to KF249, to LUTER.
OSKUM 1B	On 104° track to KF272, turn RIGHT, to KF221, to KF222, to KF223, to KF224, to OSKUM.
PIXUM 2B	On 104° track to KF272, turn RIGHT, to KF221, to KF222, to KF223, turn RIGHT, to KF225, to KF226, to PIXUM.

BIKF/KEF
KEFLAVIK





JEPPESEN
14 APR 17 **10-3B** Eff 27 Apr

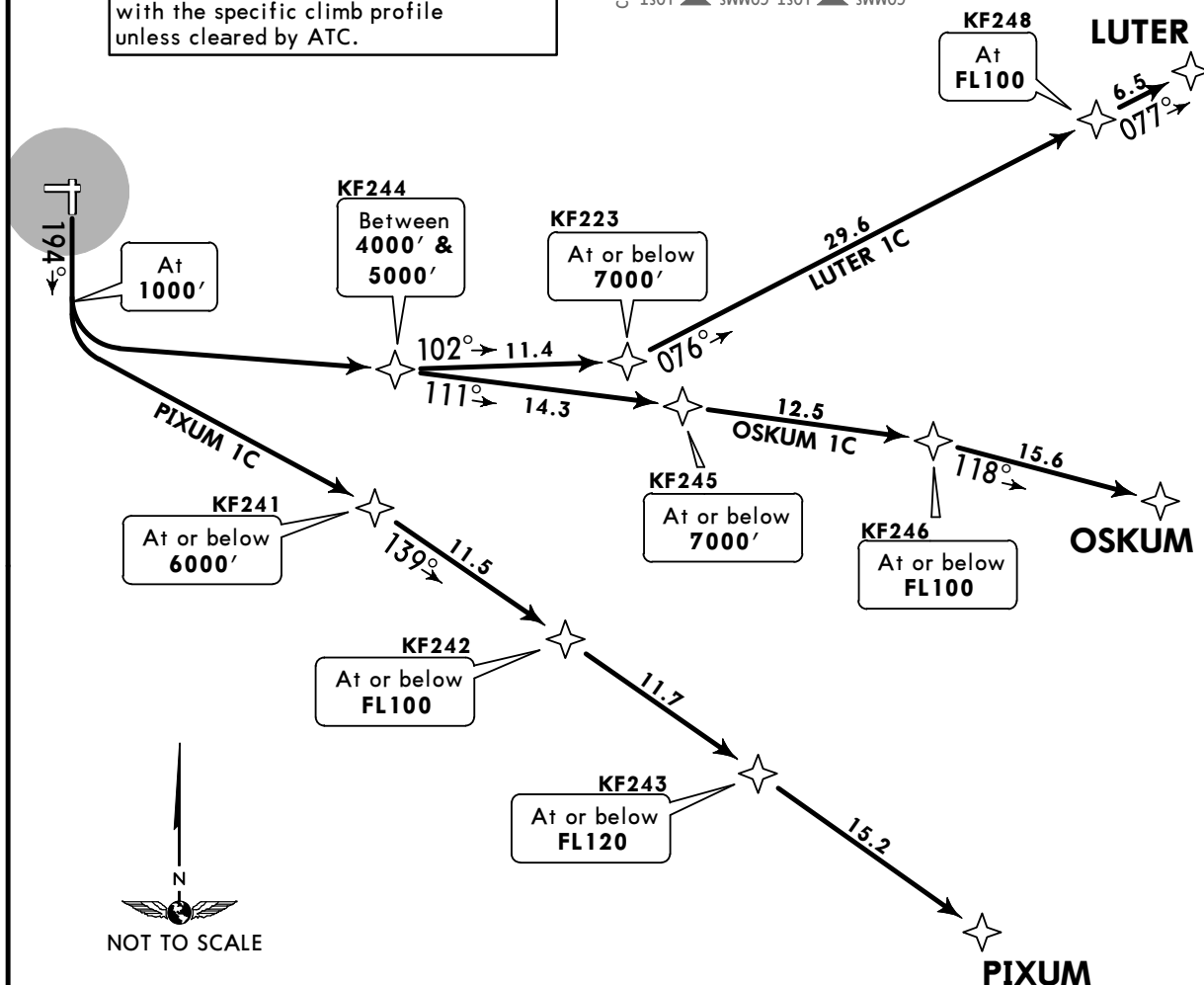
KEFLAVIK, ICELAND
RNAV SID

KEFLAVIK Approach 119.3	Apt Elev 169'	Trans level: By ATC Trans alt: 7000' 1. RNAV 1 (GNSS). 2. After take-off contact KEFLAVIK Approach. 3. Departure shall obtain ATC clearance from KEFLAVIK Delivery. 4. Loss of RNAV1 capability, advise ATC. 5. Vectoring may be used when necessary. 6. NON RNAV1 acft: At first contact with KEFLAVIK Delivery state 'UNABLE RNAV1', OMNIDIRECTIONAL DEPARTURE available. 7. Noise abatement: NAPD2. 8. Change to standard QNH at TA or passing last altitude restriction if lower.
KEFLAVIK Delivery 121.0		

LUTER 1C [LUTE1C]
OSKUM 1C [OSKU1C]
PIXUM 1C [PIXU1C]
RWY 19 RNAV DEPARTURES
SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED BY ATC

WARNING - STEPPED CLIMB
Due to interaction with arrival routes
Pilots must ensure strict compliance
with the specific climb profile
unless cleared by ATC.

LOST COMMS  LOST COMMS 
Refer to chart 10-3A.
COMMS   SWW03  LOST  SWW03



Initial climb clearance
LUTER 1C, OSKUM 1C: 5000
 after K244 climb via SID altitude restrictions to cleared FL.
PIXUM 1C: 6000,
 after K241 climb via SID altitude restrictions to cleared FL.

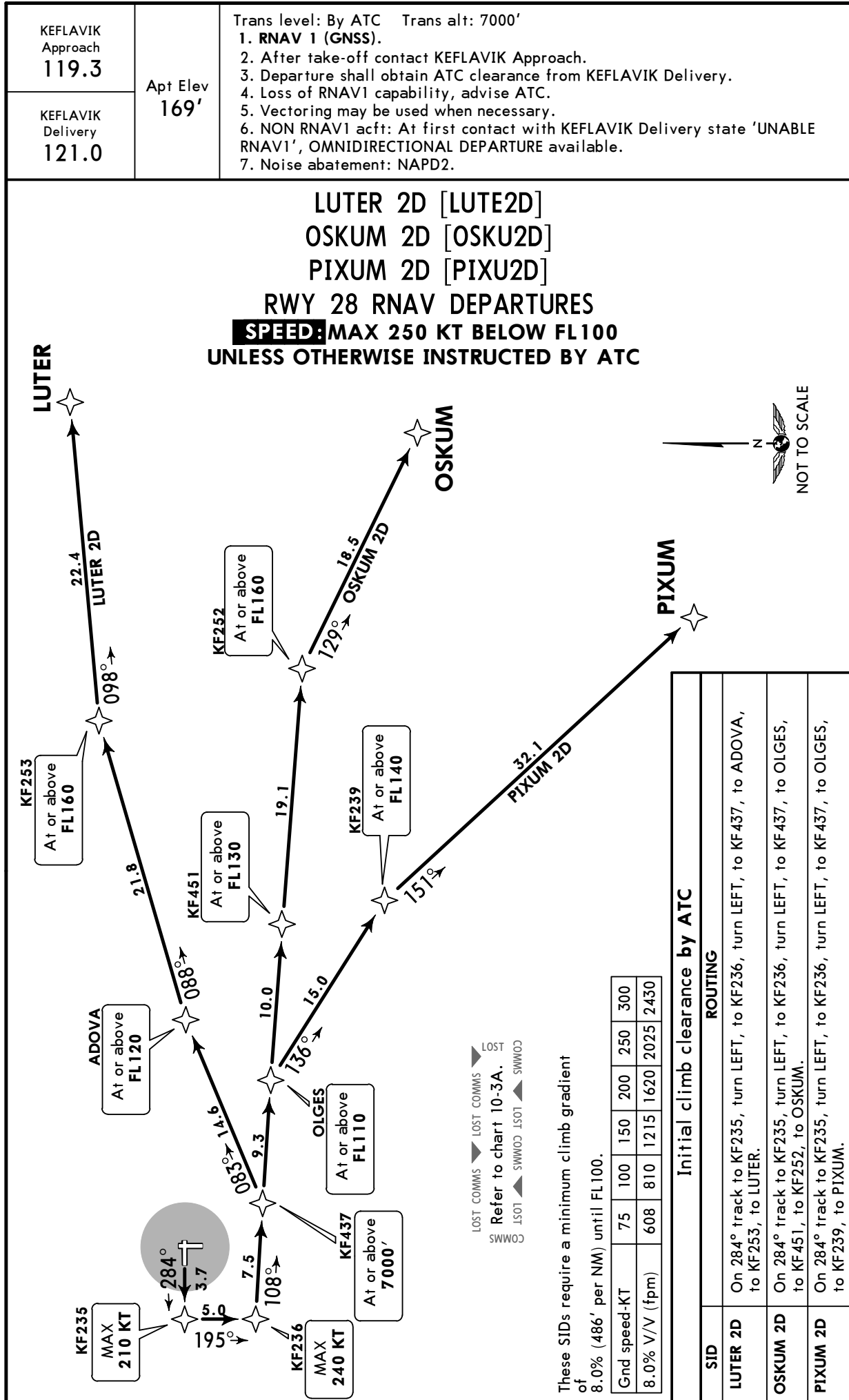
SID	ROUTING
LUTER 1C	Climb on 194° track to 1000', turn LEFT direct to KF244, to KF223, turn LEFT, to KF248, to LUTER.
OSKUM 1C	Climb on 194° track to 1000', turn LEFT direct to KF244, to KF245, to KF246, to OSKUM.
PIXUM 1C	Climb on 194° track to 1000', turn LEFT direct to KF241, to KF242, to KF243, to PIXUM.

BIKF/KEF
KEFLAVIK

JEPPESSEN
14 APR 17 **(10-3C)** **Eff 27 Apr**

KEFLAVIK, ICELAND

RNAV SID



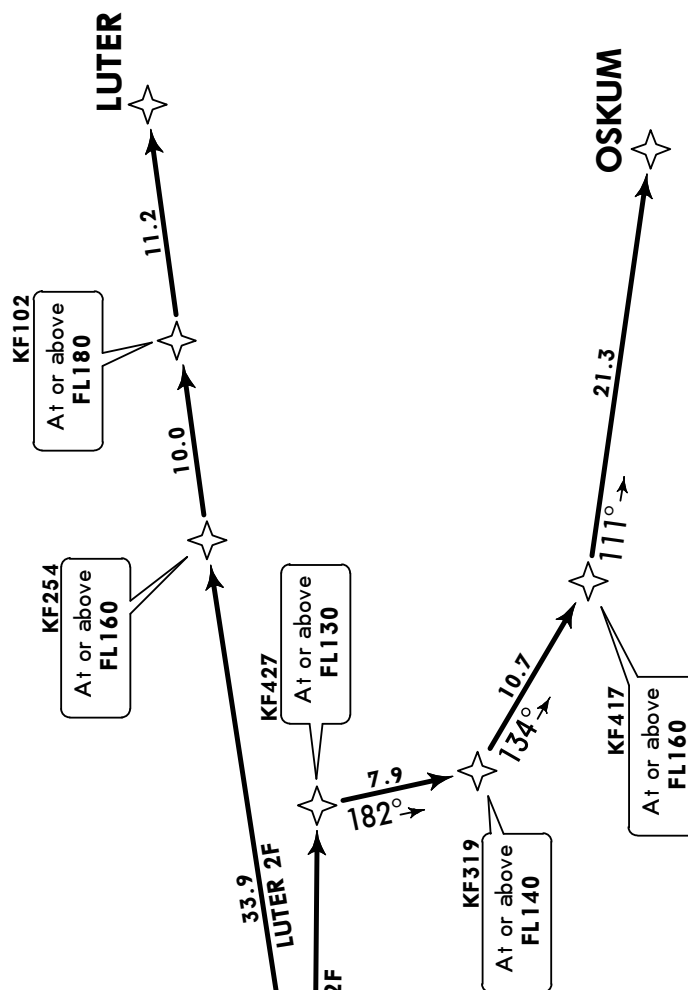
BIKF/KEF
KEFLAVIK

JEPPESEN
14 APR 17 **(10-3D)** **Eff 27 Apr**

KEFLAVIK, ICELAND
RNAV SID

KEFLAVIK Approach 119.3	Apt Elev 169'	Trans level: By ATC Trans alt: 7000' 1. RNAV 1 (GNSS) . 2. After take-off contact KEFLAVIK Approach. 3. Departure shall obtain ATC clearance from KEFLAVIK Delivery. 4. Loss of RNP capability, advise ATC. 5. Vectoring may be used when necessary. 6. NON RNAV1 acft: At first contact with KEFLAVIK Delivery state 'UNABLE RNAV1', OMNIDIRECTIONAL DEPARTURE available. 7. Noise abatement: NAPD2. 8. Change to standard QNH at TA or passing last altitude restriction if lower.
KEFLAVIK Delivery 121.0		

LUTER 2F [LUTE2F]
OSKUM 2F [OSKU2F]
RWY 10 RNAV DEPARTURES
SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED BY ATC



LOST COMMS → LOST COMMS → LOST
 Refer to chart 10-3A.
 LOST COMMS → LOST COMMS → LOST

These SIDs require minimum climb gradients of
LUTER 2F: 7.1% (432' per NM) until FL160.
OSKUM 2F: 8.8% (535' per NM) until FL130.

Gnd speed-KT	75	100	150	200	250	300
7.1% V/V (fpm)	539	719	1079	1438	1798	2157
8.8% V/V (fpm)	668	891	1337	1782	2228	2673

Initial climb clearance by ATC	
SID	ROUTING
LUTER 2F	On 104° track to KF272, to KF254, to KF102, to LUTER.
OSKUM 2F	On 104° track to KF272, to KF427, turn RIGHT, to KF319, turn LEFT, to KF417, turn LEFT, to OSKUM.

BIKF/KEF
KEFLAVIK

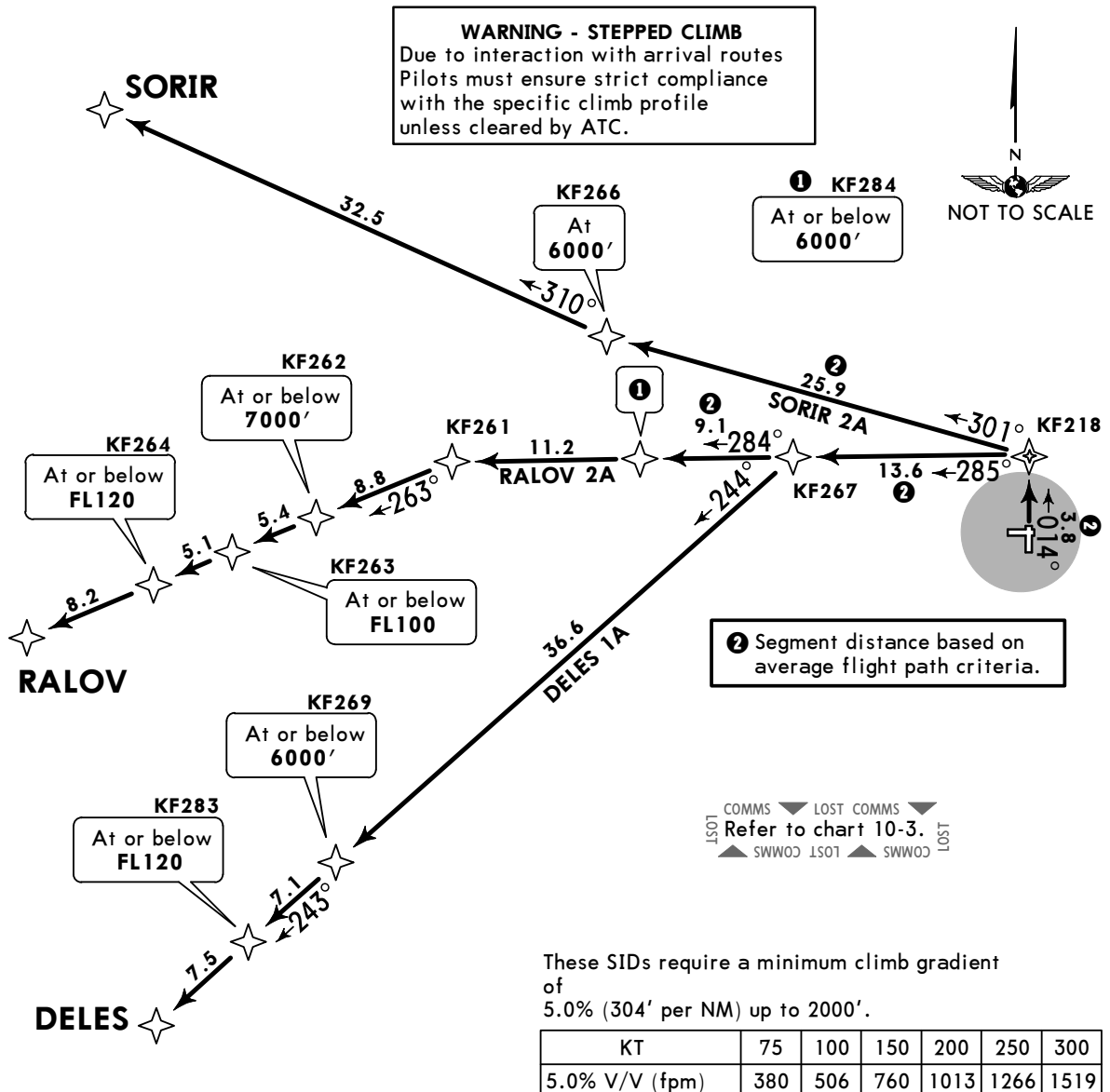
JEPPESEN
14 APR 17 **10-3E** Eff 27 Apr

KEFLAVIK, ICELAND
RNAV SID

KEFLAVIK Approach 119.3	Apt Elev 169'	Trans level: By ATC Trans alt: 7000' 1. RNAV 1 (GNSS). 2. After take-off contact KEFLAVIK Approach. 3. Departure shall obtain ATC clearance from KEFLAVIK Delivery. 4. Loss of RNAV1 capability, advise ATC. 5. Vectoring may be used when necessary. 6. NON RNAV1 acft: At first contact with KEFLAVIK Delivery state 'UNABLE RNAV1', OMNIDIRECTIONAL DEPARTURE available. 7. Noise abatement: NAPD2.
KEFLAVIK Delivery 121.0		

DELES 1A [DELE1A]
RALOV 2A [RALO2A]
SORIR 2A [SORI2A]
RWY 01 RNAV DEPARTURES

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE INSTRUCTED BY ATC



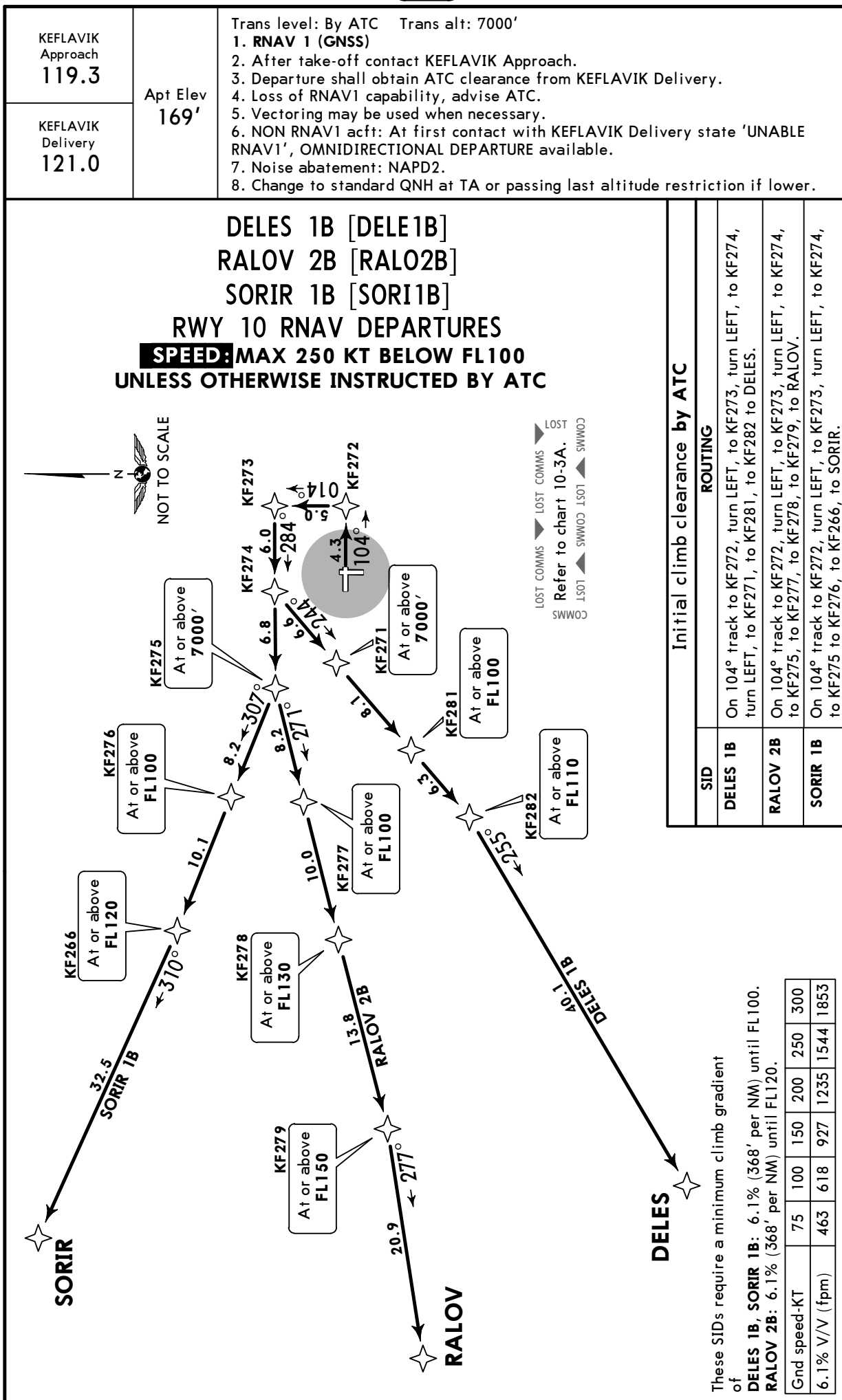
Initial climb clearance **6000**, after
DELES 1A: KF269
RALOV 2A: KF284
SORIR 2A: KF266
 climb via SID altitude restrictions to cleared FL.

SID	ROUTING
DELES 1A	On 014° track to KF218, turn LEFT to KF267, turn LEFT to KF269, to KF283, to DELES.
RALOV 2A	On 014° track to KF218, turn LEFT, to KF267, to KF284, to KF261, turn LEFT to KF262, to KF263, to KF264, to RALOV.
SORIR 2A	On 014° track to KF218, turn LEFT to KF266, to SORIR.

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JEPPESSEN
14 APR 17 10-3F Eff 27 Apr

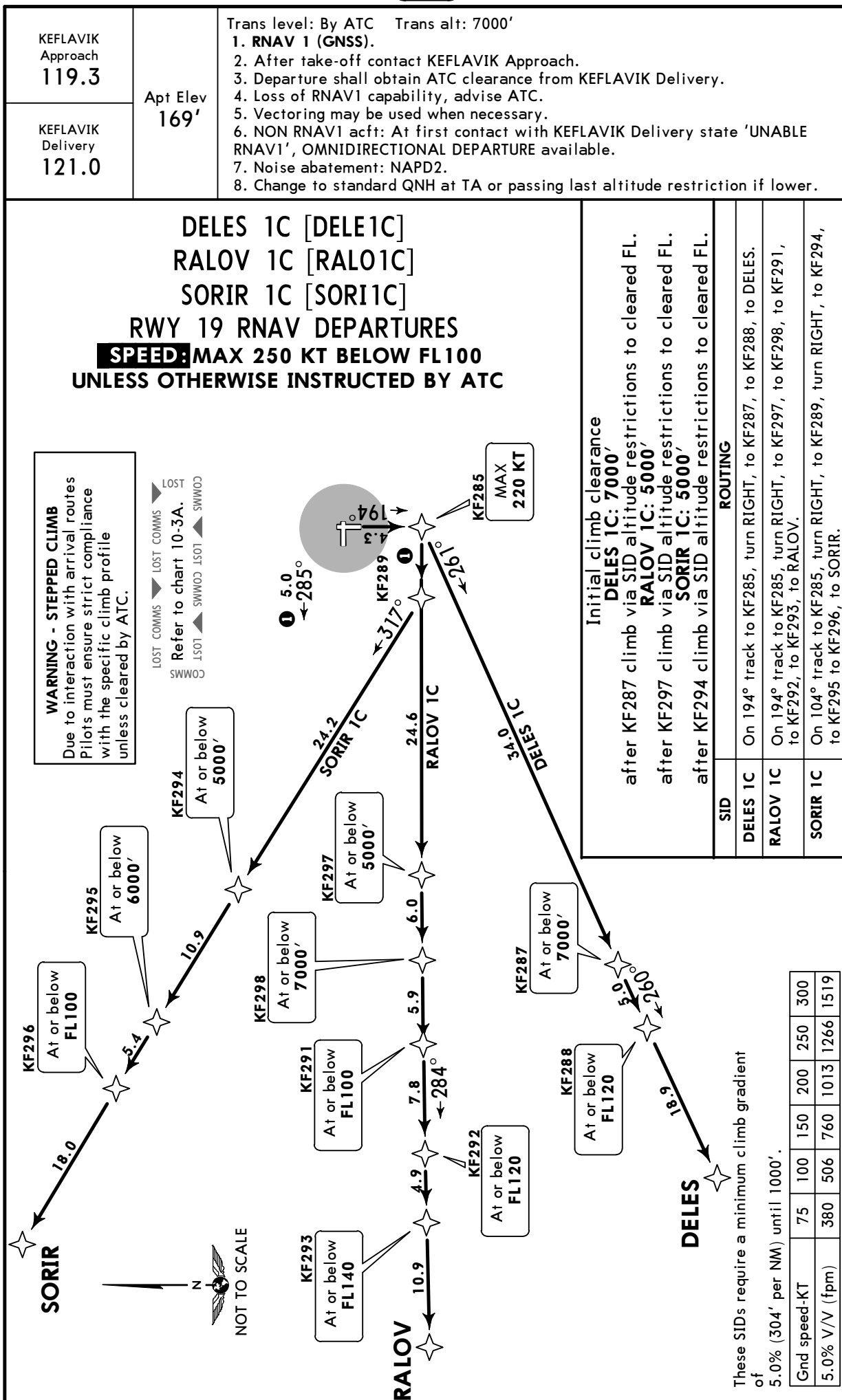
KEFLAVIK, ICELAND
RNAV SID



BIKF/KEF
KEFLAVIK

JEPPESSEN
14 APR 17 **(10-3G)** Eff 27 Apr

KEFLAVIK, ICELAND
RNAV SID

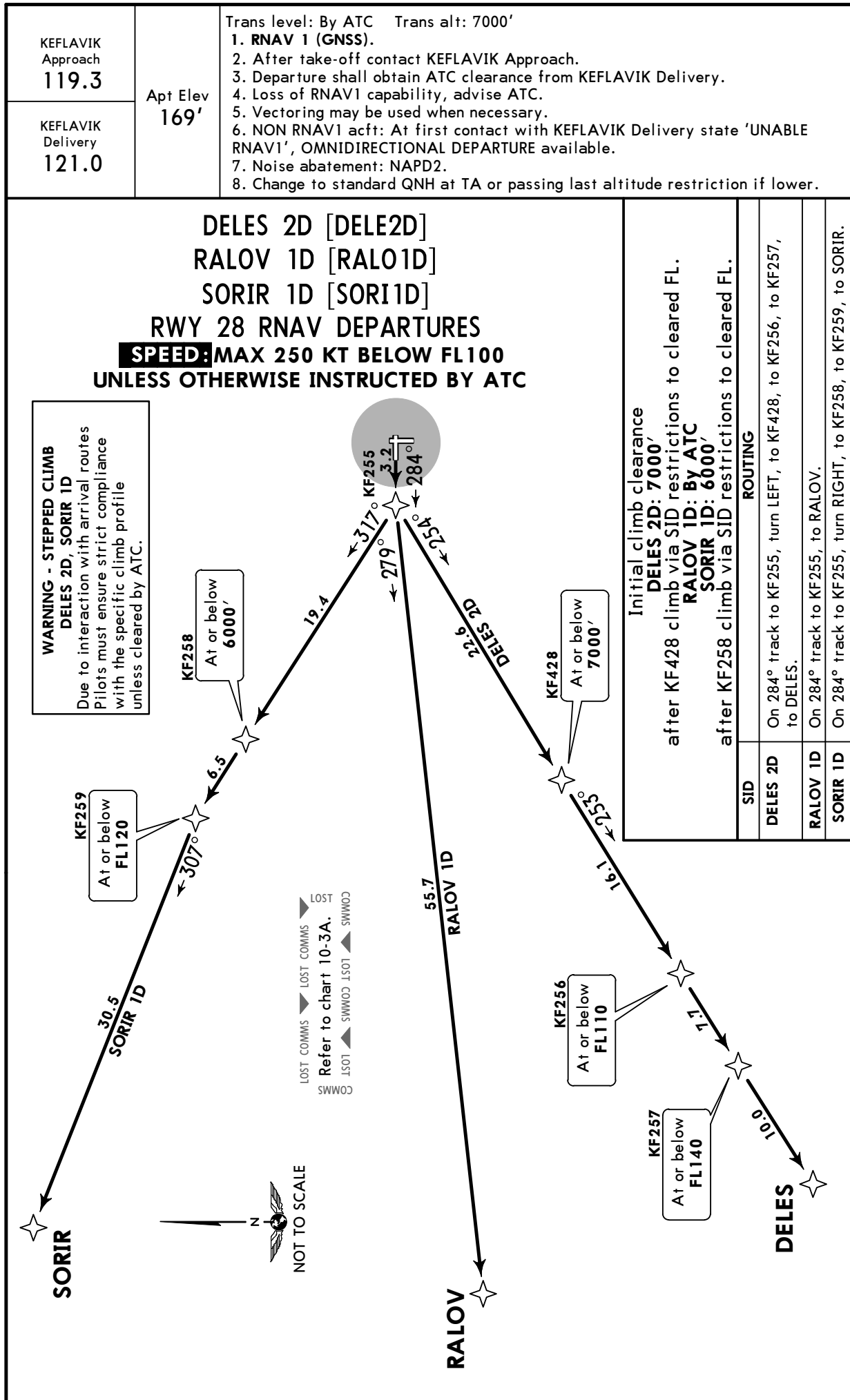


BIKF/KEF
KEFLAVIK

JEPPESSEN
14 APR 17 **(10-3H)** **Eff 27 Apr**

KEFLAVIK, ICELAND

RNAV SID



BIKF/KEF
KEFLAVIK**JEPPESEN**
14 APR 17 **10-3J** **Eff 27 Apr****KEFLAVIK, ICELAND****SID**KEFLAVIK
Approach
119.3KEFLAVIK
Delivery
121.0Apt Elev
169'Trans level: By ATC Trans alt: 7000'
1. After take-off contact KEFLAVIK Approach.
2. Departures shall obtain ATC clearance from KEFLAVIK Delivery.
3. When vectored or cleared for direct routing the omnidirectional climb gradients apply.**OMNI 3A**
OMNI 3B
OMNI 3C
OMNI 3D
OMNIDIRECTIONAL DEPARTURES

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST

OMNI 3A
Climb on 014° track to 5000', then proceed in the most direct manner possible to join the cleared route, climbing to cleared FL in the oceanic clearance.

OMNI 3B
Climb on 104° track to 5000', then proceed in the most direct manner possible to join the cleared route, climbing to cleared FL in the oceanic clearance.

OMNI 3C
Climb on 194° track to 5000', then proceed in the most direct manner possible to join the cleared route, climbing to cleared FL in the oceanic clearance.

OMNI 3D
Climb on 284° track to 5000', then proceed in the most direct manner possible to join the cleared route, climbing to cleared FL in the oceanic clearance.

under vectoring
Proceed in the most direct manner possible to join the cleared route, climbing to cleared FL in the oceanic clearance.

SWWGD 1S01 ▲ SWWGD 1S01 ▲ SWWGD 1S01 ▲ SWWGD 1S01 ▲ SWWGD 1S01 ▲ SWWGD 1S01 ▲ SWWGD 1S01

These SIDs require minimum climb gradients of
5.0% (303' per NM)
OMNI 3A, 3D: up to 3000'.
OMNI 3B, 3C: up to 4000'.

KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

If unable to comply inform ATC.

Initial climb clearance 5000'

SID	RWY	ROUTING
OMNI 3A	01	Climb on 014° track to 5000', start turn according to ATC clearance.
OMNI 3B	10	Climb on 104° track to 5000', start turn according to ATC clearance.
OMNI 3C	19	Climb on 194° track to 5000', start turn according to ATC clearance.
OMNI 3D	28	Climb on 284° track to 5000', start turn according to ATC clearance.

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14 APR 17

JEPPESEN

10-4

Eff 27 Apr

KEFLAVIK, ICELAND

NOISE

NOISE ABATEMENT

LT = UTC (Z)

PREFERENTIAL RWY SYSTEM

RWY 01/19 is designated noise preferential RWY as far as practicable taking into account safety and environmental factors.

NIGHTTIME RESTRICTION

Between 2200-0700LT touch and goes or low approaches will not be approved for RWYs 10/28.

DEPARTURES

All RWYs: Use NADP 2 during climb-out.

Between 2300-0700LT ACFT may be vectored away from the most densely populated areas in SOUTHWEST Iceland.

RUN-UP TESTS

High power run-ups shall normally be made on the closed TWY SOUTHWEST of RWY intersection. They will not be approved MON-SAT 2200-0700LT and from SAT 2200-SUN 1200LT unless in unconventional cases.

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JEPPESEN
17 MAR 17 (10-8) Eff 1 Apr

KEFLAVIK, ICELAND
KEFLAVIK

TEMPORARY CONSTRUCTION WORKS

REFER ALSO TO LATEST NOTAMS

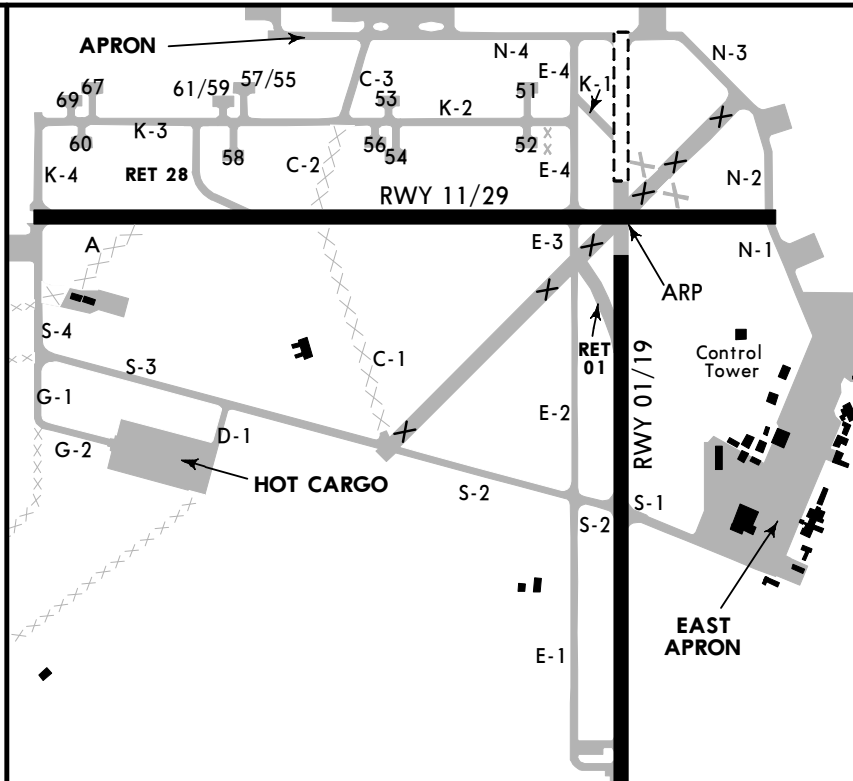
Rwy reconstruction of Rwy 01/19 and 11/29 will be continued in summer 2017.
Designators for Rwy 11/29 will be changed to 10/28.
During the reconstruction there can be inconsistency in designators.
The construction will be done in six phases with the assumed order of: 3, 5, 4, 6, 7-8 and 9.
At beginning of each phase it is expected that closing of Rwy will be necessary for approx. 2 days.

PHASE 3

FROM 1 APR 2017
TO 18 APR 2017 (EST)

RWY	LDA/TORA
01	7159' 2182m
19	7159' 2182m

Temporary lights:
Rwy 19: HIRL, REIL, PAPI.

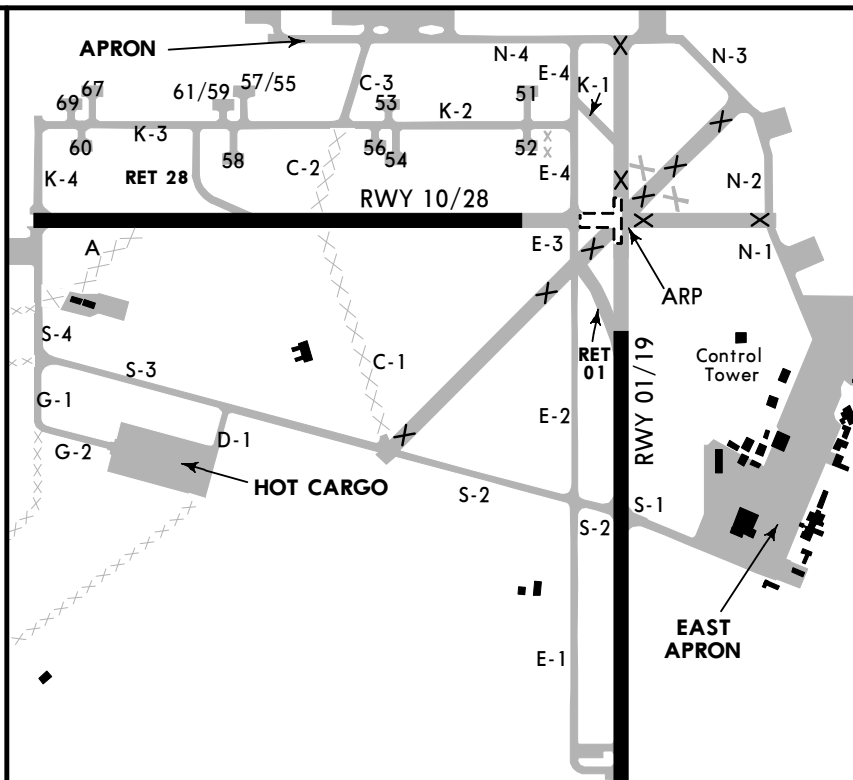


PHASE 4

FROM 10 MAY 2017
TO 29 MAY 2017 (EST)

RWY	LDA/TORA
10	6614' 2016m
28	6614' 2016m
01	6175' 1882m
19	6175' 1882m

Temporary lights:
Rwy 19: HIRL, REIL, PAPI.
Rwy 28: HIRL, REIL, PAPI.



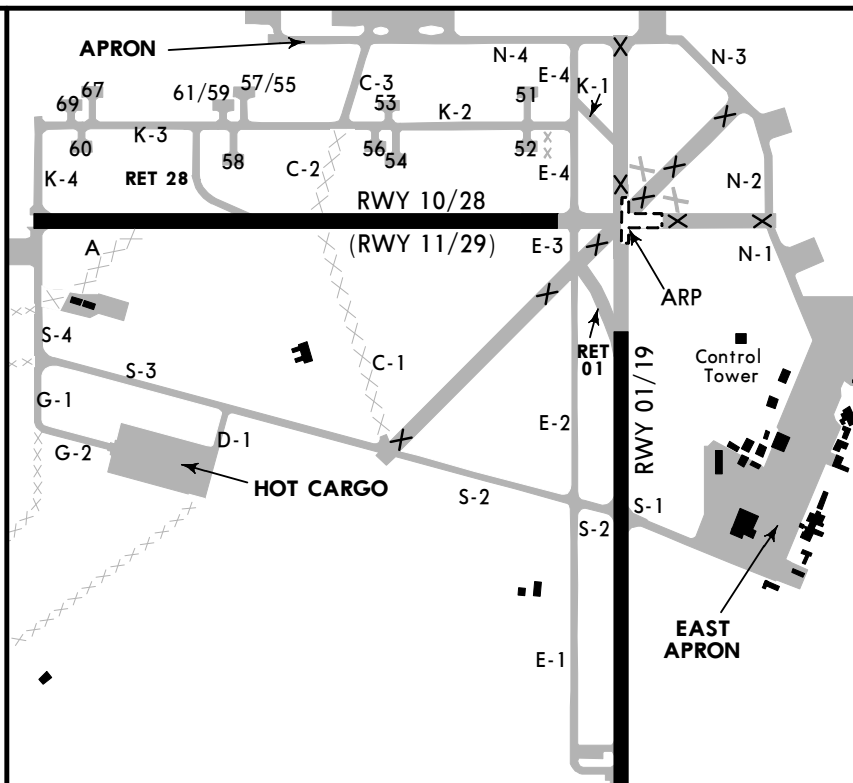
BIKF/KEF**JEPPesen**
17 MAR 17 **(10-8A)** **Eff 1 Apr****KEFLAVIK, ICELAND****KEFLAVIK****TEMPORARY CONSTRUCTION WORKS (Continued)**

REFER ALSO TO LATEST NOTAMS

PHASE 5**FROM 18 APR 2017
TO 10 MAY 2017 (EST)**

RWY	LDA	TORA
10 (11)	6614' 2016m	7106' 2166m
28 (29)	6614' 2016m	7106' 2166m
01	6175' 1882m	
19	6175' 1882m	

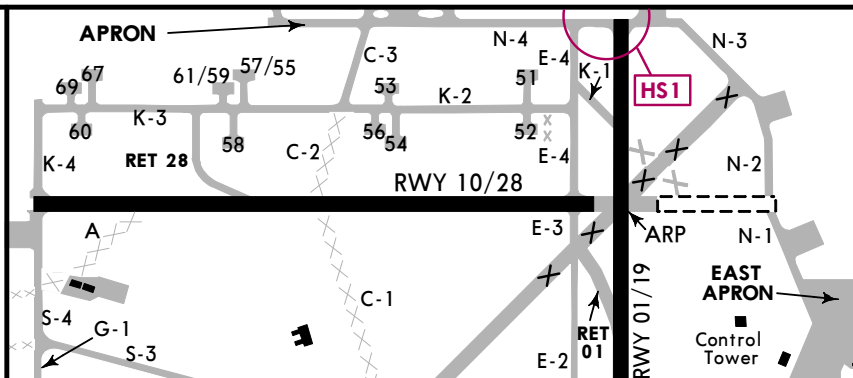
Temporary lights:
 Rwy 19: HIRL, REIL, PAPI.
 Rwy 28(29): HIRL, REIL, PAPI.

**PHASE 6**

RWY	LDA/TORA
10	7595' 2315m
28	7595' 2315m

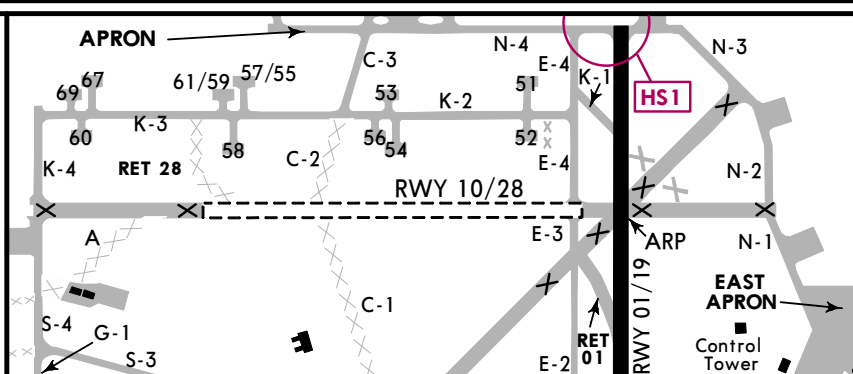
Temporary lights:
 Rwy 28: HIRL, REIL, PAPI.

LEGEND
 **HOT SPOTS**
 See 10-9
 for description

**PHASES 7 & 8**

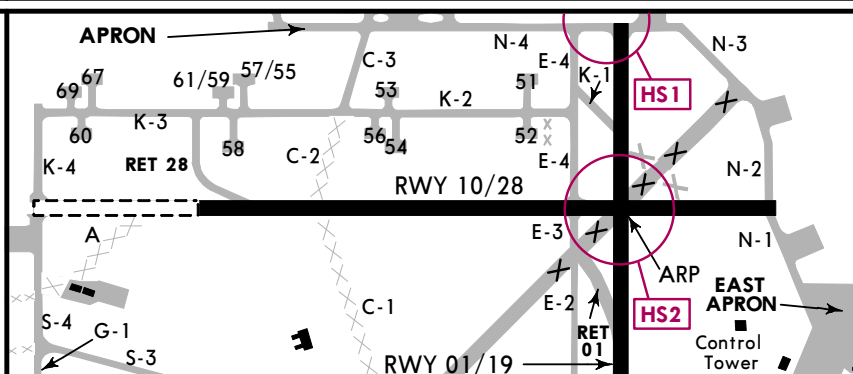
Temporary lights:
 Rwy 01/19:
 CL and TDZ not available

LEGEND
 **HOT SPOTS**
 See 10-9
 for description

**PHASE 9**

Temporary lights:
 Rwy 10: HIRL, REIL, PAPI.

LEGEND
 **HOT SPOTS**
 See 10-9
 for description



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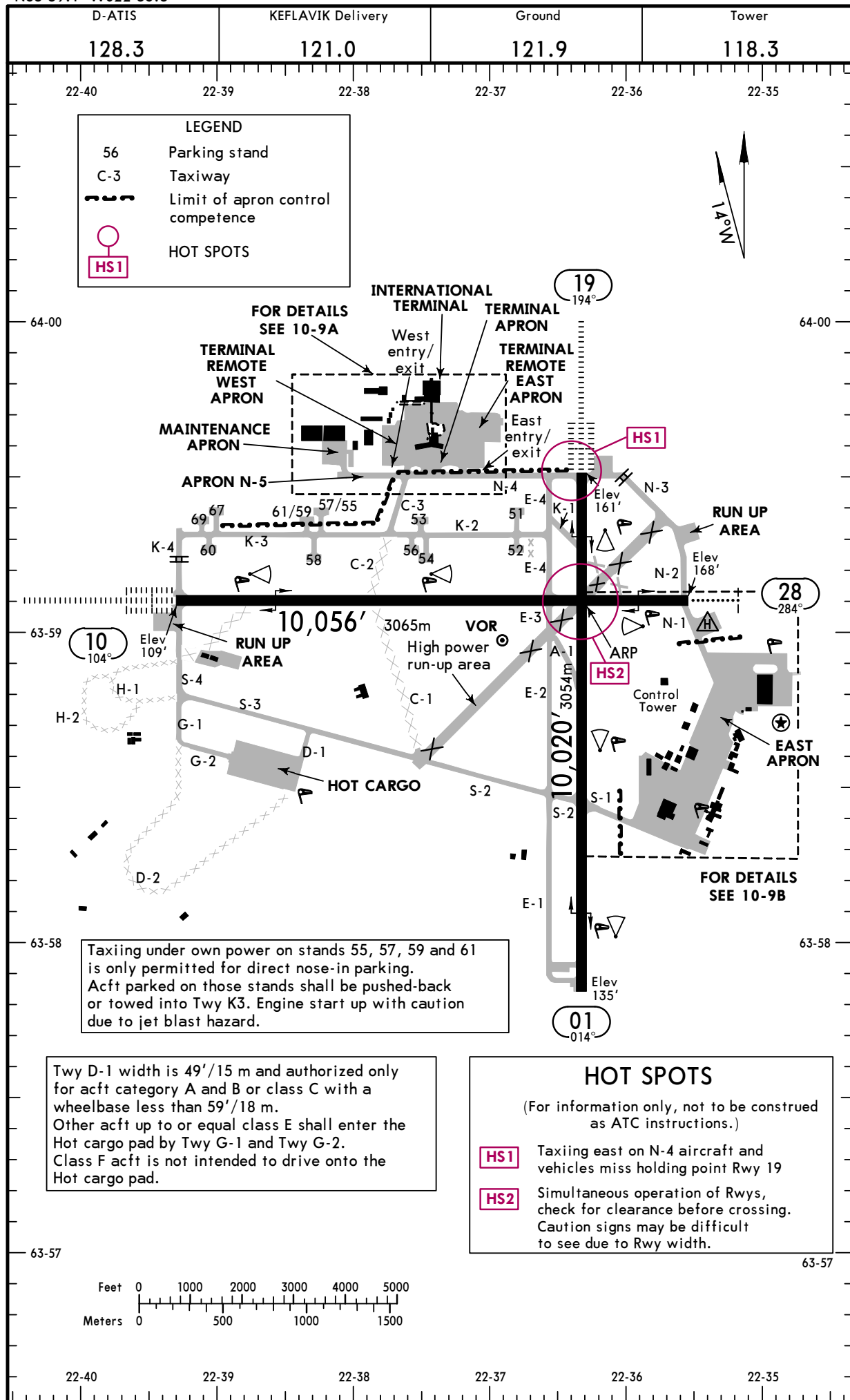
Apt Elev **169'**
N63 59.1 W022 36.3

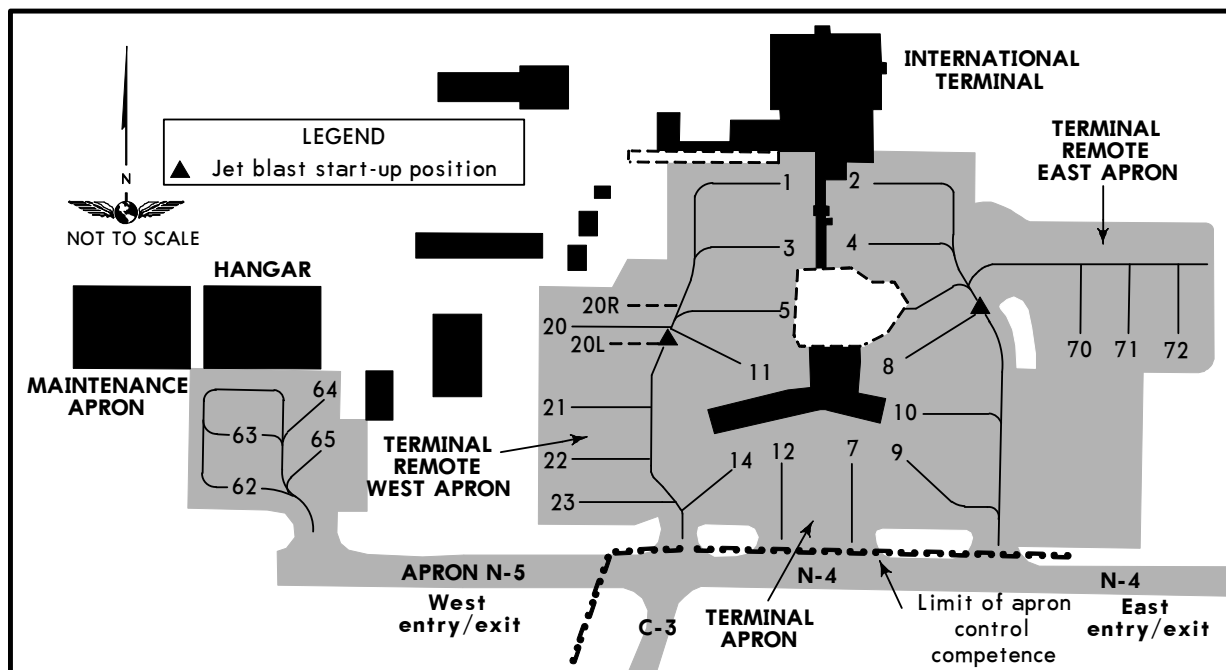
JEPPesen

14 APR 17 **(10-9)** Eff 27 Apr

KEFLAVIK, ICELAND

KEFLAVIK



BIKF/KEF**JEPPESEN**
14 APR 17 **(10-9A)** Eff 27 Apr**KEFLAVIK, ICELAND**
KEFLAVIK**GENERAL**

Rwys 10 & 19 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 10 & 19 right-hand circuit.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond Glide Slope		
01	HIRL (60m) CL (15m) REIL PAPI (3.0°) RVR		9049' 2758m		197' 60m
19	HIRL (60m) CL (15m) ALSF-II TDZ PAPI (3.0°) RVR				
10	HIRL (60m) CL (15m) ALSF-II TDZ PAPI (3.0°) RVR		8963' 2732m		197' 60m
28	HIRL (60m) CL (15m) HIALS PAPI (3.0°) RVR				

1 Rwy grooved.**PUSH-BACK PROCEDURES**

When the pilot requests push-back clearance from 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 creates 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 10 and 19 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 manoeuvring area at a time.

JET BLAST HAZARD

Due to north terminal building on terminal apron ACFT being pushed back from ACFT stands 1, 3, 5, 11, 20 and 20R are not permitted to start up engines until they have been towed to a position marked by triangle south of ACFT stand 11 on west side and north of ACFT stand 8 on east side of terminal building for stands 2, 4 and 6.

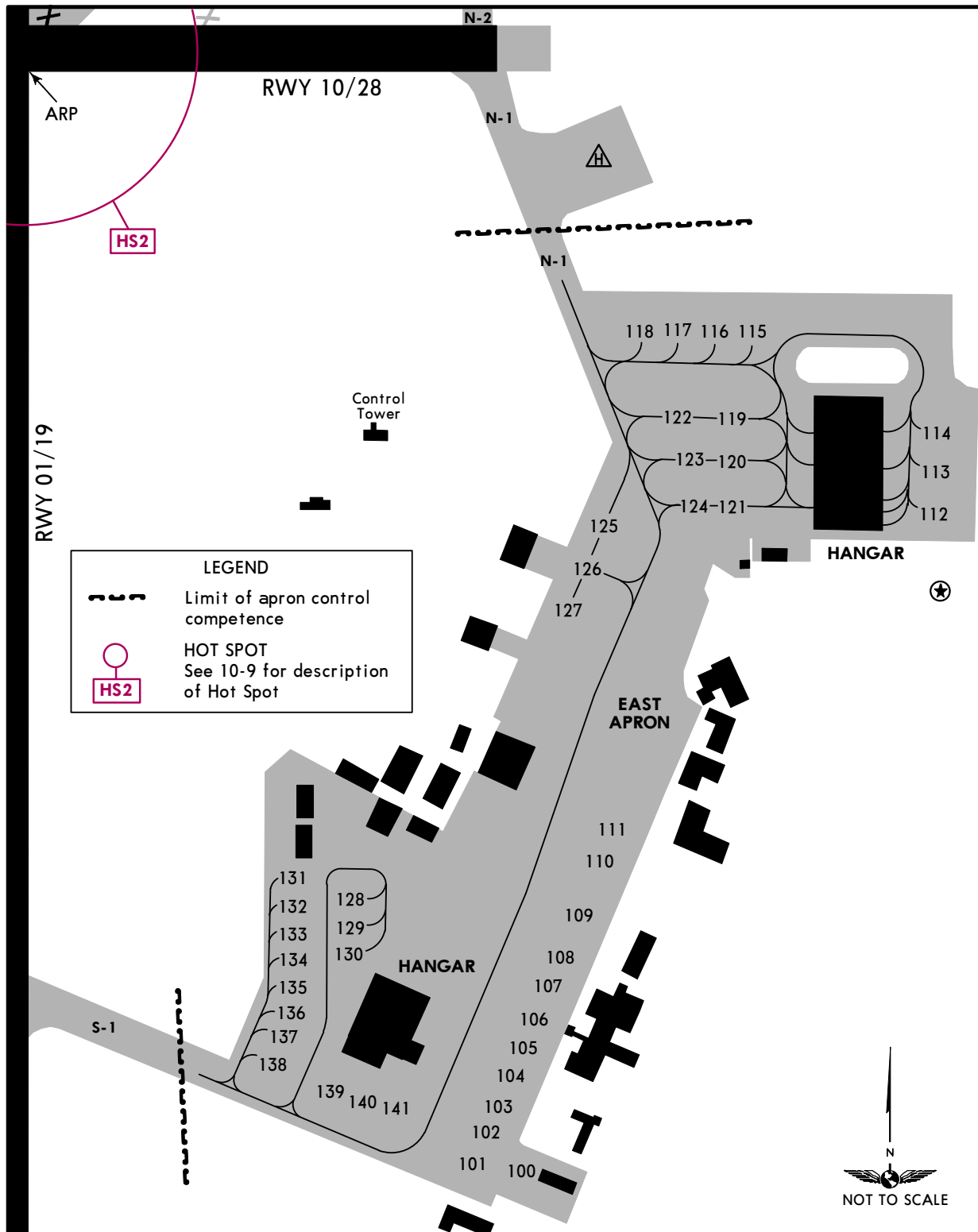
Standard**TAKE-OFF**

	Low Visibility Take-off				
	HIRL, CL & relevant RVR	RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL
A					
B	TDZ, MID, RO	TDZ, MID, RO			
C	RVR 125m	RVR 150m	RVR 200m	RVR 300m	400m
D					500m

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JEPPESEN
14 APR 17 **(10-9B)** Eff 27 Apr

KEFLAVIK, ICELAND
KEFLAVIK



BIKF/KEF

 **JEPPESEN**
14 APR 17 **(10-9C)** Eff 27 Apr

KEFLAVIK, ICELAND

KEFLAVIK

INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
1	N63 59.7 W022 37.5	100	N63 58.3 W022 35.5
2	N63 59.7 W022 37.4	101	N63 58.3 W022 35.6
3	N63 59.7 W022 37.5	102 thru 106	N63 58.4 W022 35.5
4	N63 59.7 W022 37.4	107 thru 110	N63 58.5 W022 35.4
5	N63 59.7 W022 37.5	111	N63 58.6 W022 35.3
6	N63 59.7 W022 37.4	112 thru 114	N63 58.8 W022 34.8
7	N63 59.6 W022 37.4	115, 116	N63 58.9 W022 35.2
8 thru 10	N63 59.6 W022 37.3	117, 118	N63 58.9 W022 35.3
11 thru 14	N63 59.6 W022 37.5	119 thru 121	N63 58.8 W022 35.1
20L	N63 59.6 W022 37.7	122 thru 124	N63 58.8 W022 35.2
20	N63 59.6 W022 37.8	125	N63 58.8 W022 35.4
20R	N63 59.7 W022 37.7	126, 127	N63 58.7 W022 35.4
21 thru 23	N63 59.6 W022 37.8	128 thru 135	N63 58.5 W022 35.8
51	N63 59.4 W022 36.8	136, 137	N63 58.4 W022 35.8
52	N63 59.3 W022 36.8	138	N63 58.4 W022 35.9
53	N63 59.4 W022 37.5	139	N63 58.4 W022 35.8
54	N63 59.2 W022 37.5	140, 141	N63 58.4 W022 35.7
55	N63 59.4 W022 38.2		
56	N63 59.3 W022 37.6		
57	N63 59.4 W022 38.3		
58	N63 59.2 W022 38.3		
59	N63 59.4 W022 38.3		
60	N63 59.4 W022 39.0		
61	N63 59.4 W022 38.4		
62	N63 59.5 W022 38.2		
63	N63 59.6 W022 38.2		
64	N63 59.6 W022 38.1		
65	N63 59.6 W022 38.0		
67	N63 59.4 W022 39.0		
69	N63 59.4 W022 39.1		
70	N63 59.6 W022 37.1		
71, 72	N63 59.6 W022 37.0		

BIKF/KEF
KEFLAVIK

14 APR 17

Eff 27 Apr

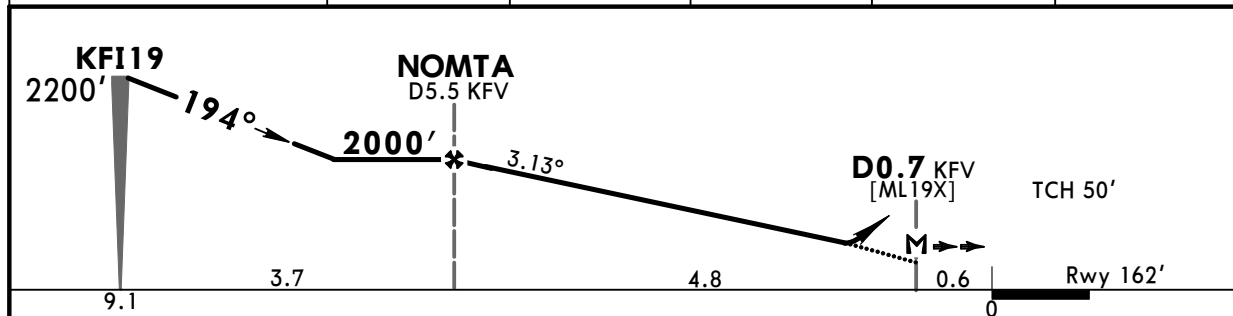
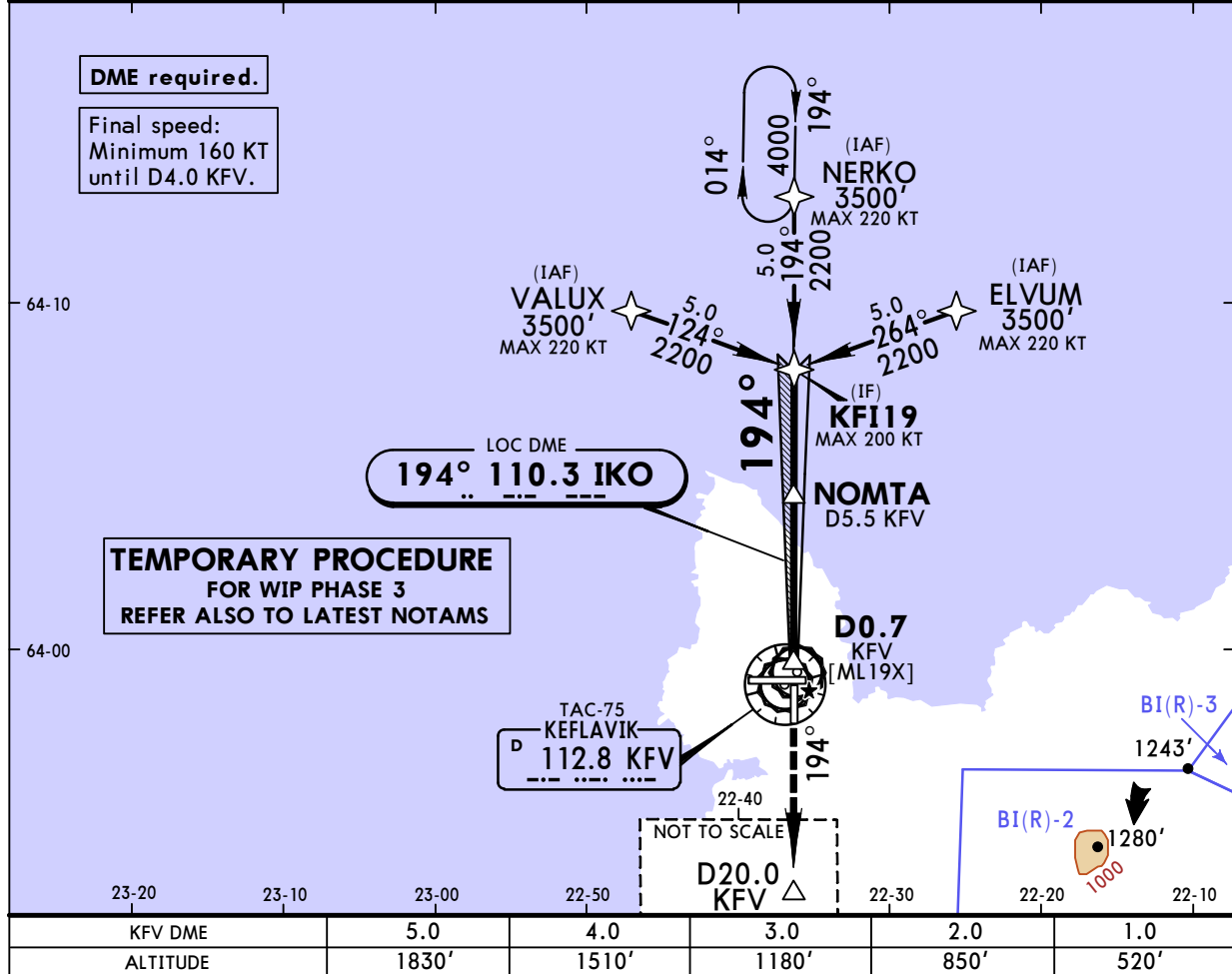
11-01

JEPPesen

KEFLAVIK, ICELAND
LOC X Rwy 19

BRIEFING STRIP™

D-ATIS 128.3		KEFLAVIK Approach 119.3		KEFLAVIK Tower 118.3		Ground 121.9	
LOC IKO 110.3	Final Apch Crs 194°	Minimum Alt NOMTA 2000' (1838')	DA/MDA(H) 450' (288')	Apt Elev 169' Rwy 162'		<div><div>4000</div><div>MSA ARP</div></div>	
MISSED APCH: Climb on 194° to D20.0 KFV climbing to 3000'. Expect vectoring by Keflavik APP. MISSED APCH WITH LOST COMM: At D20.0 KFV turn RIGHT direct to KFV for new approach.							
Alt Set: hPa (IN on req) Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 7000'							



REIL	D20.0	on	194°
PAPI	KVF		

Standard				CIRCLE-TO-LAND		
STRAIGHT-IN LANDING RWY 19						
CDFA						
DA/MDA(H) 450' (288')						
RVR 1400m				Max Kts	MDA(H)	VIS
				100	600' (431')	1500m
				135	670' (501')	1600m
				180	870' (701')	2400m
				205	940' (771')	3600m

PANS OPS

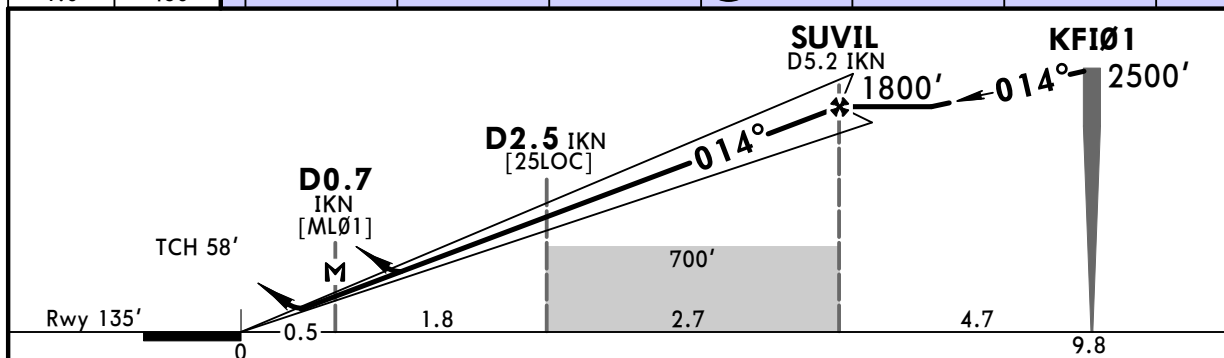
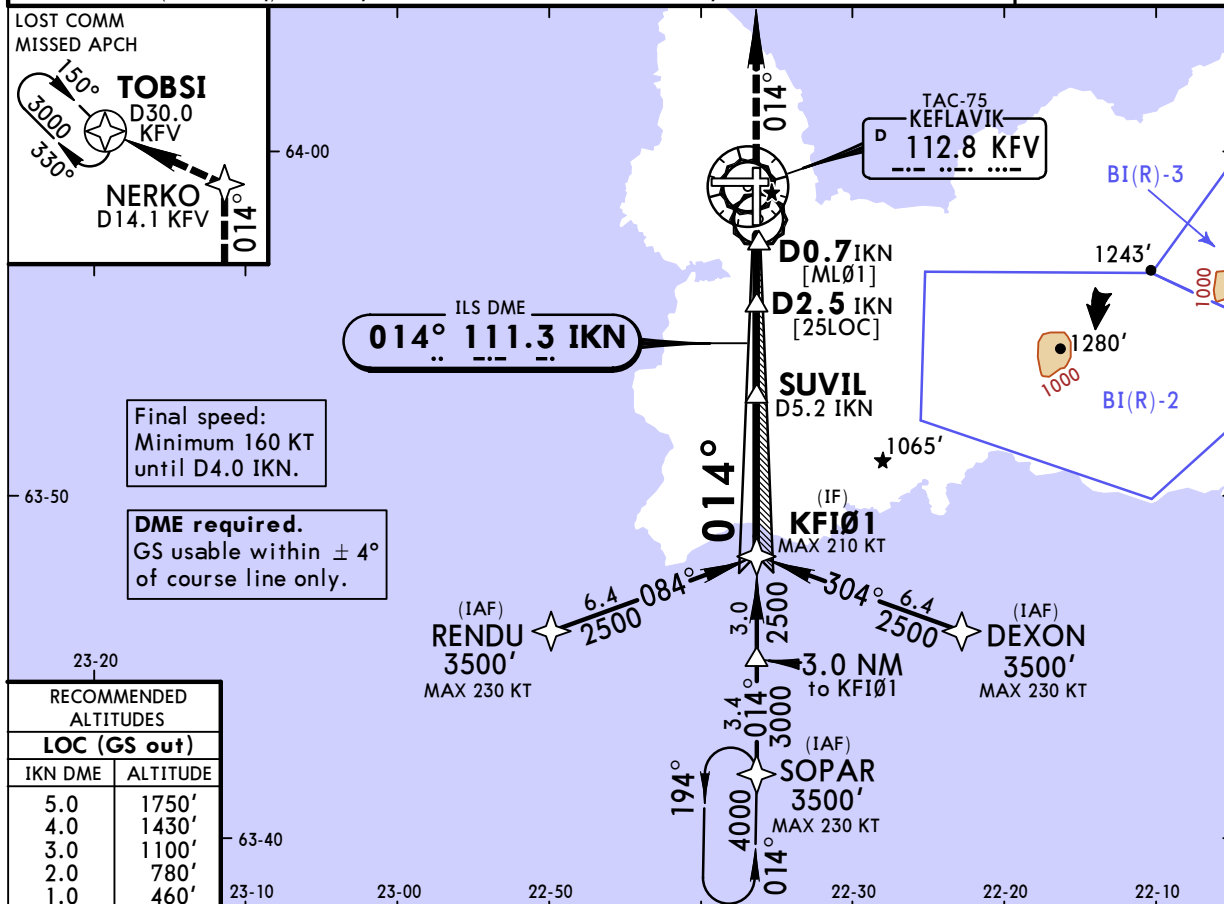
BIKF/KEF
KEFLAVIK

JEPPesen
14 APR 17
Eff 27 Apr **(11-1)**

KEFLAVIK, ICELAND
ILS Z or LOC Z Rwy 01

BRIEFING STRIP™

D-ATIS 128.3		KEFLAVIK Approach 119.3		KEFLAVIK Tower 118.3		Ground 121.9	
LOC IKN 111.3	Final Apch Crs 014°	GS SUVIL 1800' (1665')	ILS DA(H) 335' (200')	Apt Elev 169' Rwy 135'		<div>4000</div> <div>MSA ARP</div>	
MISSED APCH: Climb on 014° to 3000', expect vectoring by Keflavik APP.							
MISSED APCH WITH LOST COMM: Passing NERKO/D14.1 KfV turn LEFT direct TOBSI and hold at 3000'.							
Alt Set: hPa (IN on req)		Rwy Elev: 5 hPa		Trans level: By ATC		Trans alt: 7000'	



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI 3000' ↑ on 014°
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	
MAP at D0.7 IKN							

STRAIGHT-IN LANDING RWY 01		CIRCLE-TO-LAND	
ILS	LOC (GS out) CDFA	Max Kts	MDA(H) VIS
DA(H) 335' (200')	DA/MDA(H) 390' (255')	100	600' (431') 1500m
RVR 1200m	RVR 1300m	135	670' (501') 1600m
		180	870' (701') 2400m
		205	940' (771') 3600m


PANS OPS

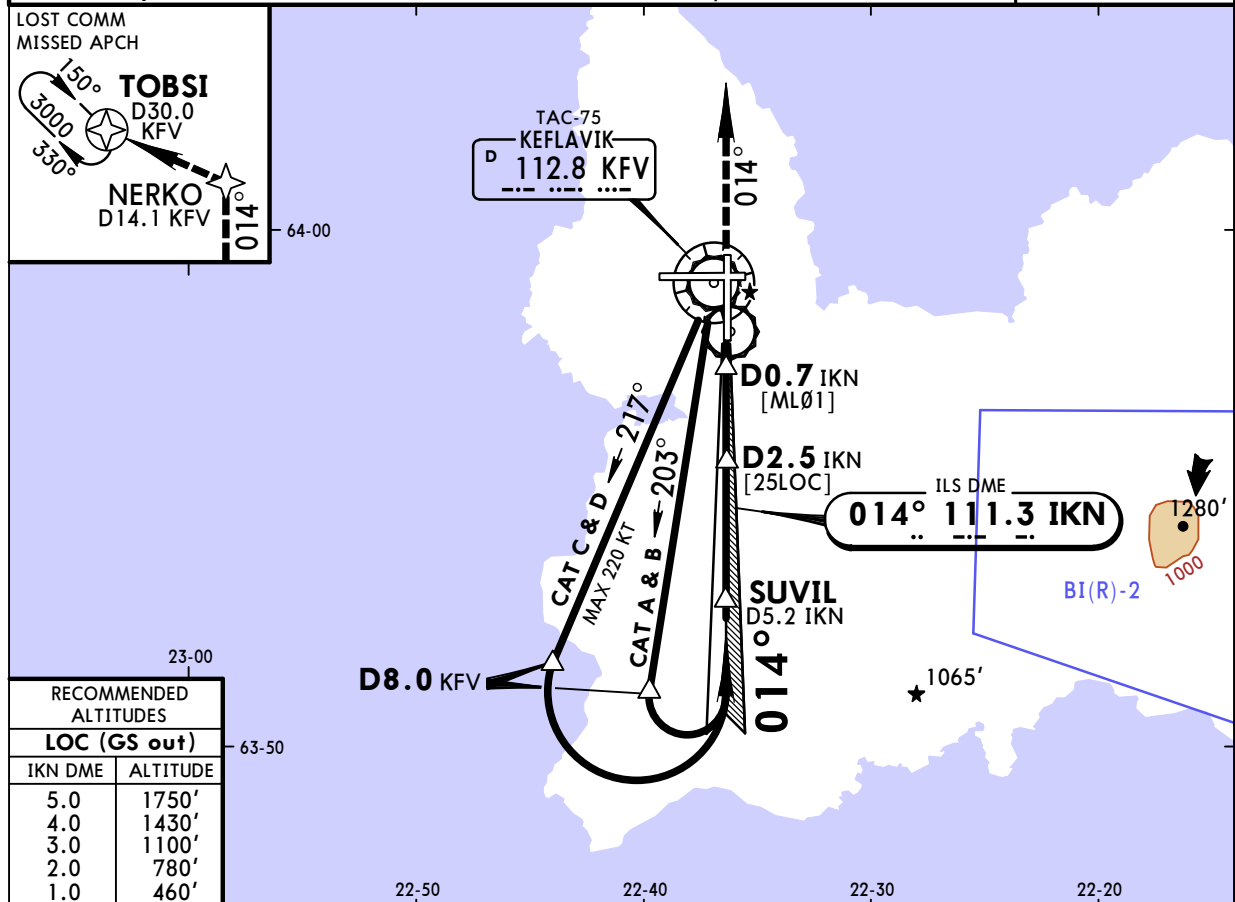
BIKF/KEF
KEFLAVIK

JEPPesen
14 APR 17
Eff 27 Apr (11-2)

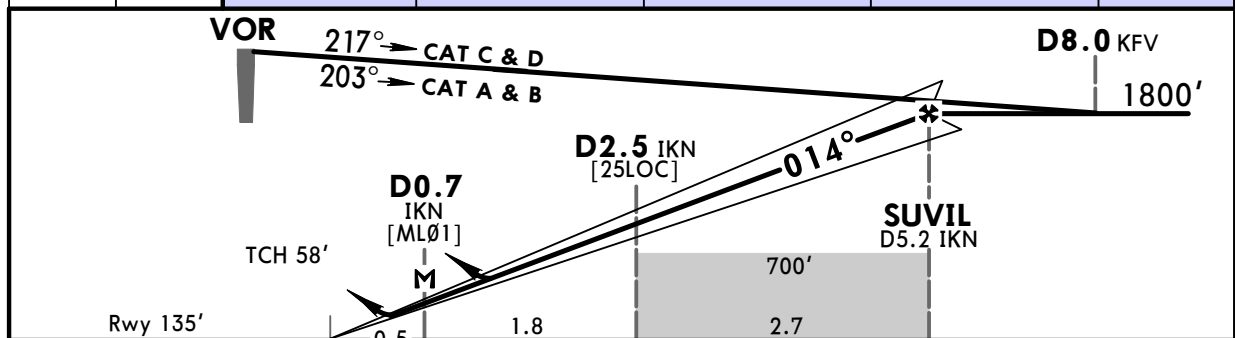
KEFLAVIK, ICELAND
ILS Y or LOC Y Rwy 01

BRIEFING STRIP™

D-ATIS 128.3		KEFLAVIK Approach 119.3		KEFLAVIK Tower 118.3		Ground 121.9	
LOC IKN 111.3	Final Apch Crs 014°	GS SUVIL 1800' (1665')	ILS DA(H) 335' (200')	Apt Elev 169' Rwy 135'		 MSA KVF VOR	
MISSED APCH: Climb on 014° to 3000', expect vectoring by Keflavik APP. MISSED APCH WITH LOST COMM: Passing NERKO/D14.1 KVF turn LEFT to intercept R-330 KVF to TOBSI at 3000'.							
Alt Set: hPa (IN on req) Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 7000' 1. DME required. 2. GS usable within ± 4° of course line only.							



RECOMMENDED ALTITUDES	
LOC (GS out)	
IKN DME	ALTITUDE
5.0	1750'
4.0	1430'
3.0	1100'
2.0	780'
1.0	460'



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI	3000' ↑ on 014°
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743		
MAP at D0.7 IKN								

STRAIGHT-IN LANDING RWY 01		CIRCLE-TO-LAND	
ILS		LOC (GS out) CDFA	
DA(H) 335' (200')		DA/MDA(H) 390' (255')	
RVR 1200m		RVR 1300m	
A	B	C	D
		Max Kts	MDA(H) VIS
		100	600' (431') 1500m
		135	670' (501') 1600m
		180	870' (701') 2400m
		205	940' (771') 3600m

PANS OPS

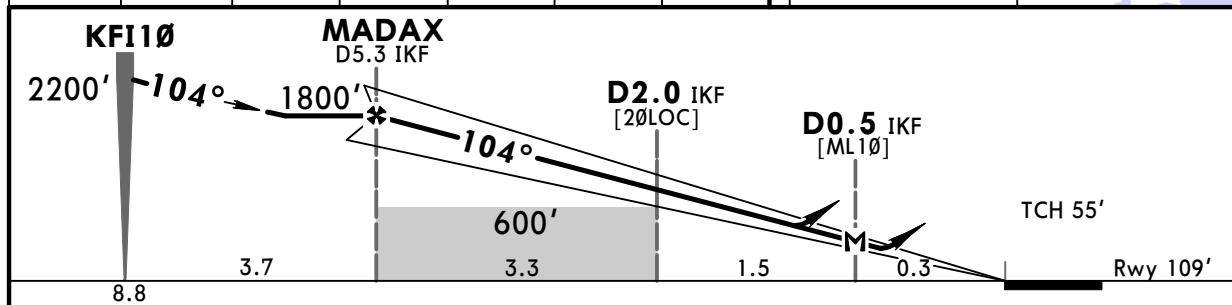
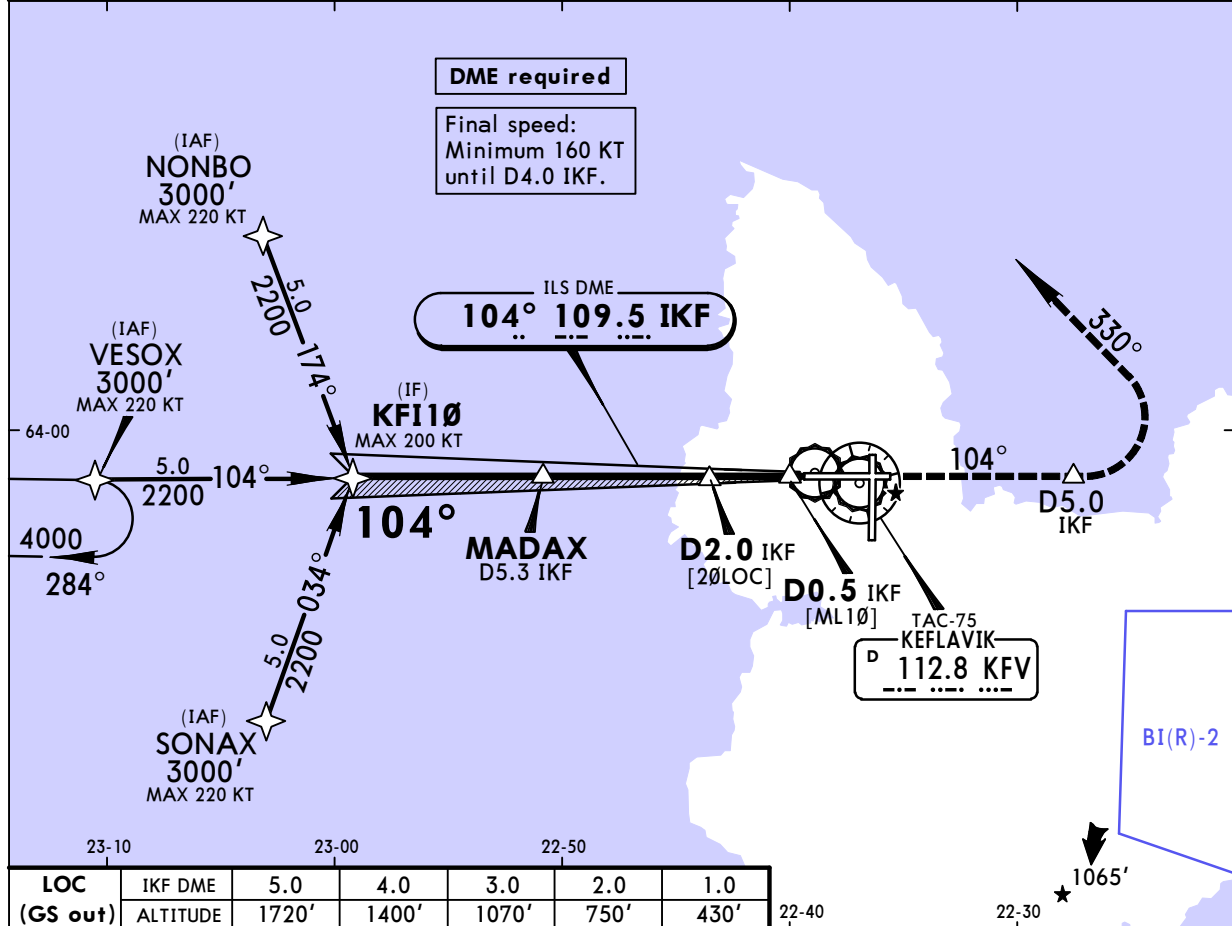
BIKF/KEF
KEFLAVIK

JEPPesen
14 APR 17
Eff 27 Apr (11-3)

KEFLAVIK, ICELAND
ILS Z or LOC Z Rwy 10

BRIEFING STRIP™

D-ATIS 128.3		KEFLAVIK Approach 119.3		KEFLAVIK Tower 118.3		Ground 121.9	
LOC IKF 109.5	Final Aptch Crs 104°	GS MADAX 1800' (1691')	ILS DA(H) 309' (200')	Apt Elev 169' Rwy 109'		<div><div>4000</div><div>MSA ARP</div></div>	
MISSED APCH: Climb on rwy track 104° to D5.0 IKF, then turn LEFT (MAX 210 KT) onto 330° climbing to 3000'. Expect vectoring by Keflavik APP. MISSED APCH WITH LOST COMM: Continue on track 330°, passing D20.0 KfV turn LEFT direct KfV at 3000' for a new approach.							
Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 7000'							



Gnd speed-Kts	70	90	100	120	140	160	<div style="display: flex; align-items: center;"> <div style="margin-right: 10px;"> ALS F-II PAPI PAPI </div> <div> D5.0 IKF on 104° </div> </div>
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	
MAP at D0.5 IKF							

STRAIGHT-IN LANDING RWY 10					CIRCLE-TO-LAND		
ILS			LOC (GS out)		Max Kts	MDA(H)	VIS
DA(H) 309' (200')			DA/MDA(H) CDFA ABC: 370' (261') D: 380' (271')				
FULL		TDZ or CL out	ALS out	ALS out			
A	RVR 550m	RVR 550m I	RVR 1200m	RVR 750m			
B							
C							
D							
					100	600' (431')	1500m
					135	670' (501')	1600m
					180	870' (701')	2400m
					205	940' (771')	3600m

I W/o HUD/AP/FD: RVR 750m

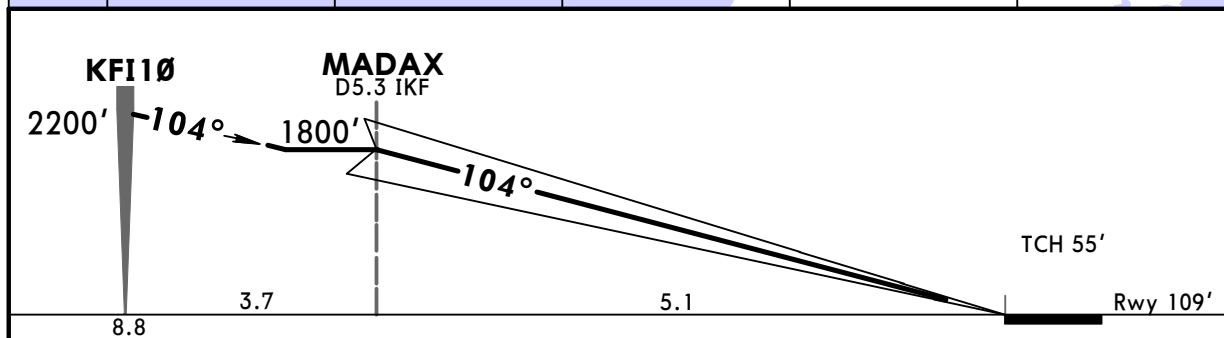
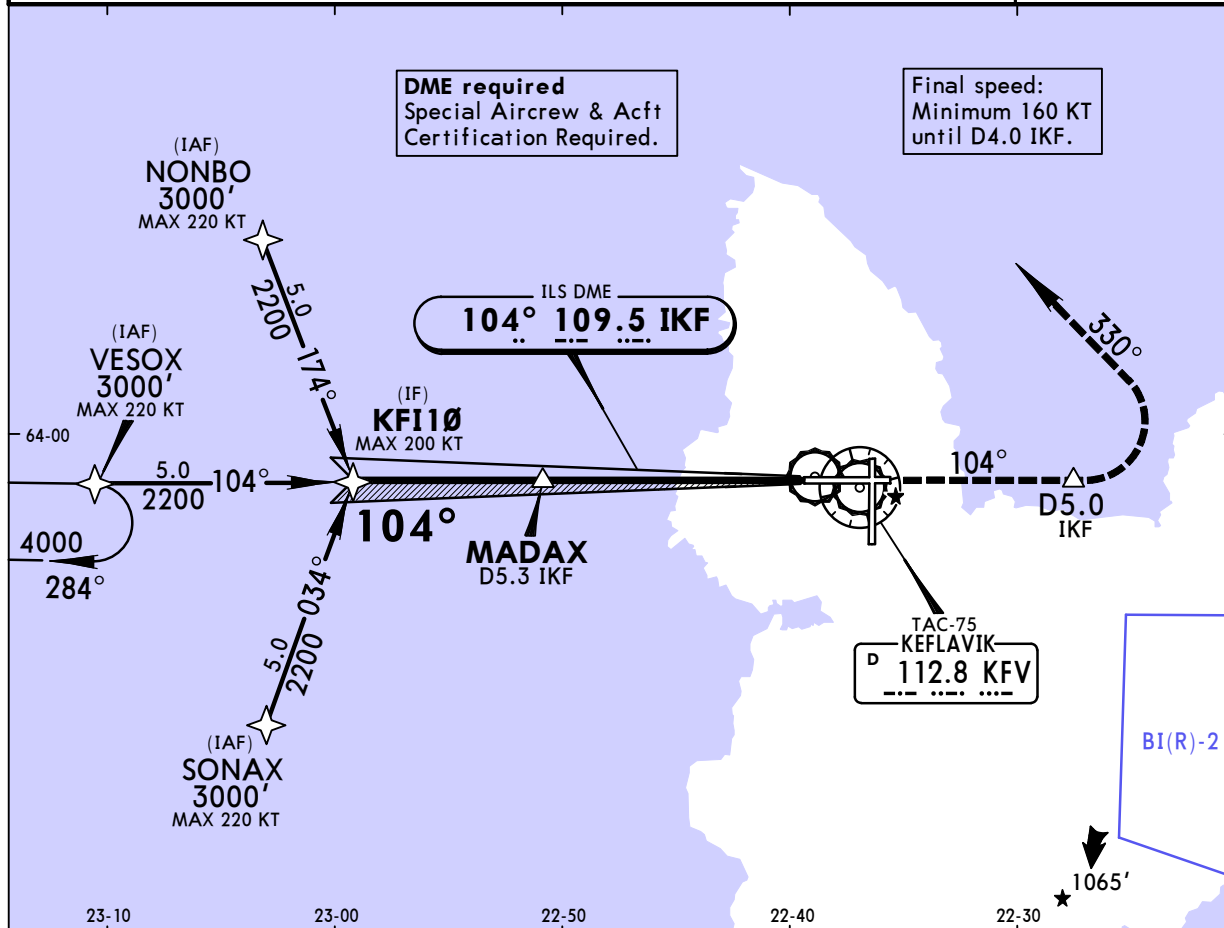
BIKF/KEF
KEFLAVIK

JEPPesen
14 APR 17
Eff 27 Apr (11-3A)

KEFLAVIK, ICELAND
CAT II ILS Z Rwy 10

BRIEFING STRIP

D-ATIS 128.3		KEFLAVIK Approach 119.3		KEFLAVIK Tower 118.3		Ground 121.9	
LOC IKF 109.5	Final Apch Crs 104°	GS MADAX 1800' (1691')	CAT II ILS RA 106' DA(H) 209' (100')	Apt Elev 169' Rwy 109'		<div>4000</div> <div>MSA ARP</div>	
<div>MISSED APCH: Climb on rwy track 104° to D5.0 IKF, then turn LEFT (MAX 210 KT) onto 330° climbing to 3000'. Expect vectoring by Keflavik APP.</div> <div>MISSED APCH WITH LOST COMM: Continue on track 330°, passing D20.0 KfV turn LEFT direct KfV at 3000' for a new approach.</div>							
Alt Set: hPa (IN on req)		Rwy Elev: 4 hPa	Trans level: By ATC		Trans alt: 7000'		



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI PAPI	D5.0 IKF on 104°
GS 3.00°	372	478	531	637	743	849		

Standard		STRAIGHT-IN LANDING RWY 10	
CAT II ILS		RA 106'	
		DA(H) 209' (100')	
		RVR 300m	

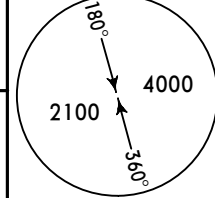
PANS OPS

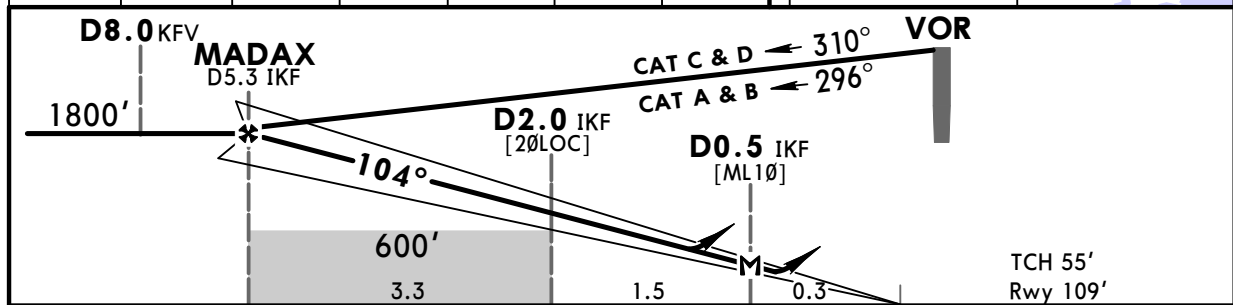
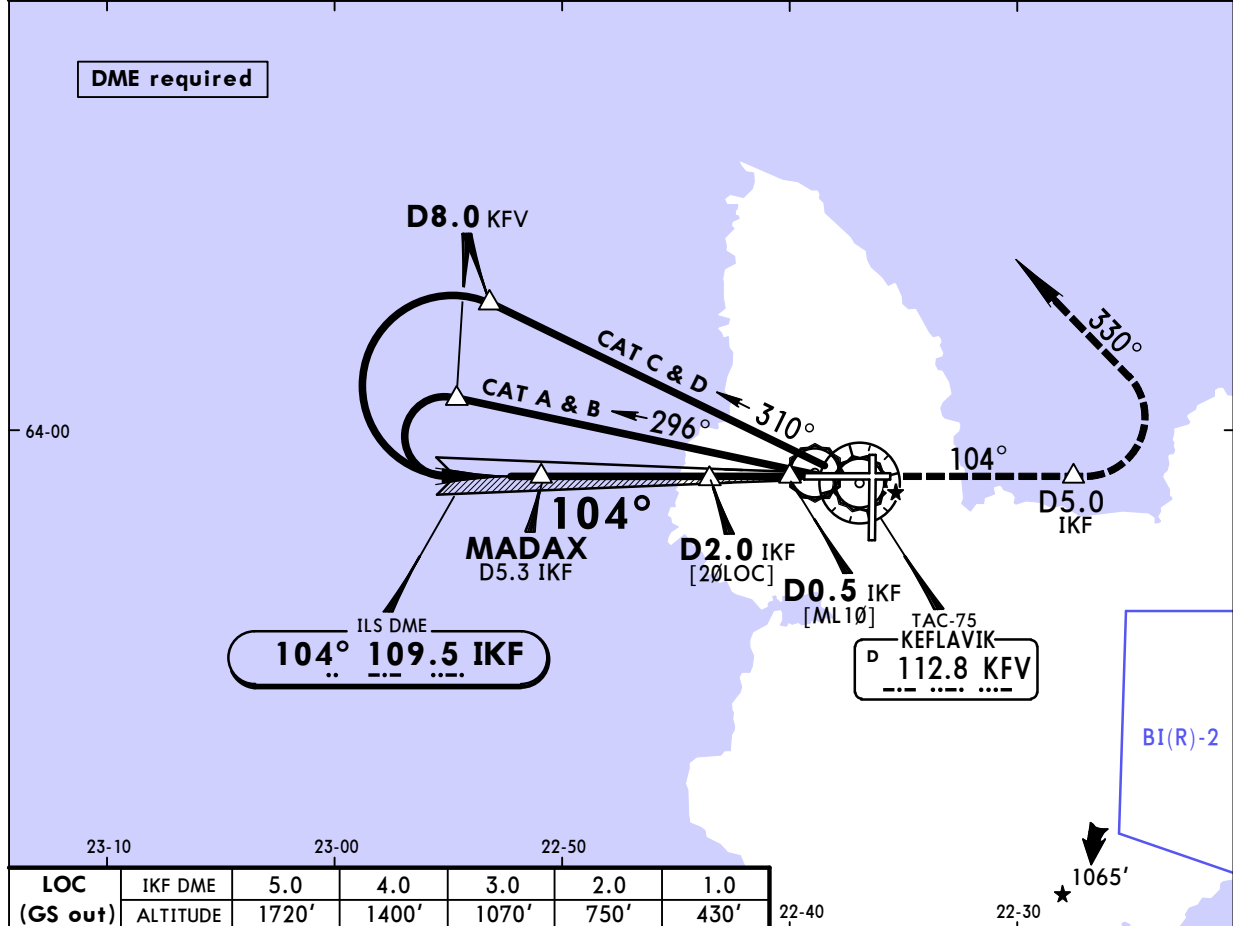
BIKF/KEF
KEFLAVIK

JEPPesen
14 APR 17
Eff 27 Apr (11-4)

KEFLAVIK, ICELAND
ILS Y or LOC Y Rwy 10

BRIEFING STRIP™

D-ATIS 128.3		KEFLAVIK Approach 119.3		KEFLAVIK Tower 118.3		Ground 121.9	
LOC IKF 109.5	Final Apch Crs 104°	GS MADAX 1800' (1691')	ILS DA(H) 309' (200')	Apt Elev 169' Rwy 109'		 MSA KVF VOR	
MISSED APCH: Climb on rwy track 104° to D5.0 IKF, then turn LEFT onto 330° climbing to 3000'. Expect vectoring by Keflavik APP. MISSED APCH WITH LOST COMM: Continue on track 330°, passing D20.0 KVF turn LEFT direct KVF at 3000' for a new approach.							
Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 7000'							



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI PAPI D5.0 IKF on 104°
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	849	
MAP at D0.5 IKF							

Standard				STRAIGHT-IN LANDING RWY 10		CIRCLE-TO-LAND	
ILS				LOC (GS out)			
DA(H) 309' (200')				DA/MDA(H) CDFA			
ABC: 370' (261')				D: 380' (271')			
FULL		TDZ or CL out	ALS out	ALS out		Max Kts	MDA(H) VIS
A	RVR 550m	RVR 550m 1	RVR 1200m	RVR 750m	RVR 1300m	100	600' (431') 1500m
B						135	670' (501') 1600m
C						180	870' (701') 2400m
D						205	940' (771') 3600m

1 W/o HUD/AP/FD: RVR 750m

CHANGES: Rwy designation. Bearings.

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BIKF/KEF
KEFLAVIK

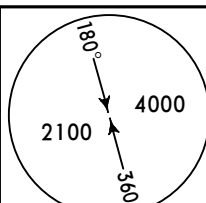
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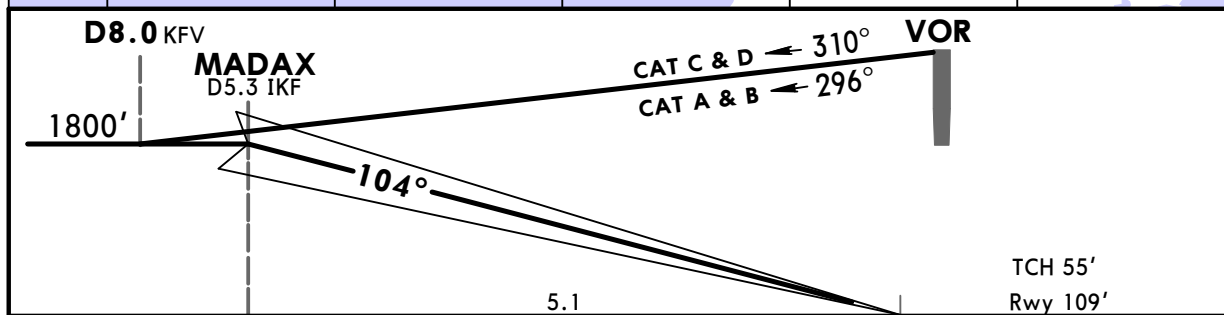
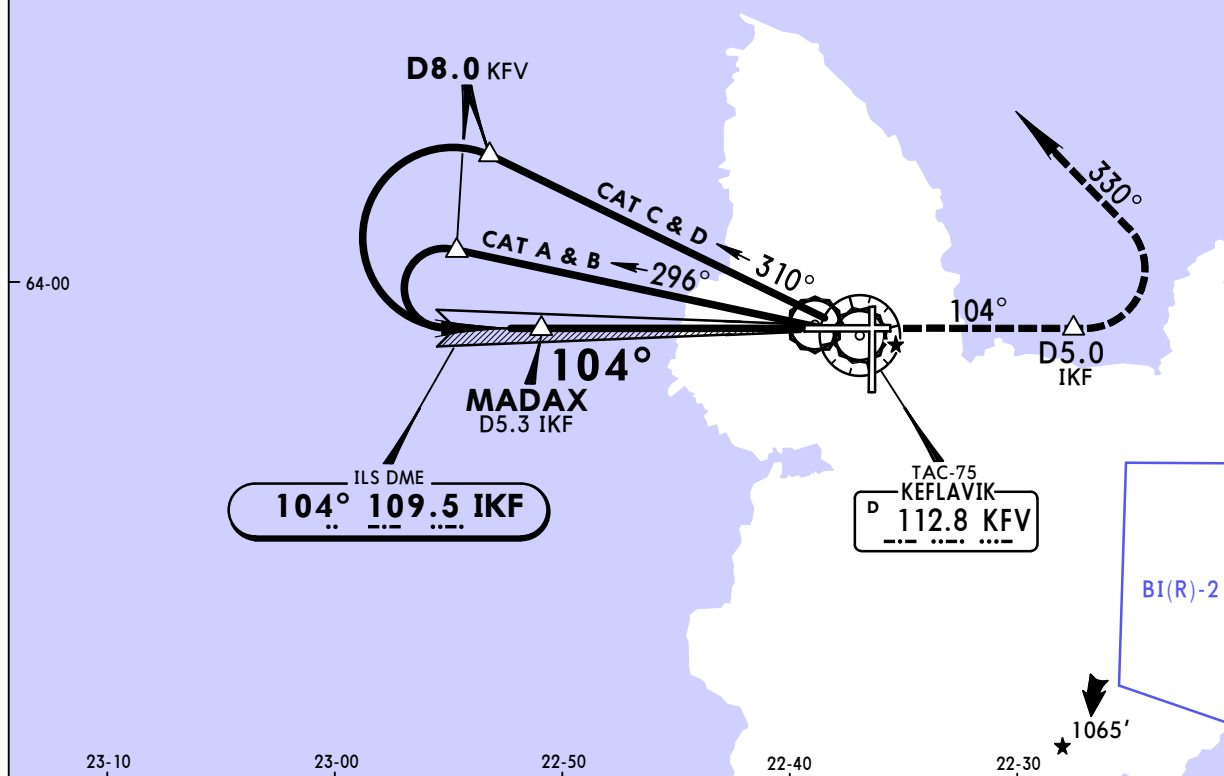
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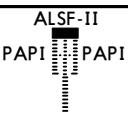
KEFLAVIK, ICELAND
CAT II ILS Y Rwy 10

BRIEFING STRIP

D-ATIS 128.3		KEFLAVIK Approach 119.3		KEFLAVIK Tower 118.3		Ground 121.9	
LOC IKF 109.5	Final Apch Crs 104°	GS MADAX 1800' (1691')	CAT II ILS RA 106' DA(H) 209' (100')	Apt Elev 169' Rwy 109'		 MSA KfV VOR	
MISSED APCH: Climb on rwy track 104° to D5.0 IKF, then turn LEFT onto 330° climbing to 3000'. Expect vectoring by Keflavik APP.							
MISSED APCH WITH LOST COMM: Continue on track 330°, passing D20.0 KfV turn LEFT direct KfV at 3000' for a new approach.							
Alt Set: hPa (IN on req)		Rwy Elev: 4 hPa		Trans level: By ATC		Trans alt: 7000'	

DME required
Special Aircrew & Acft
Certification Required.



Gnd speed-Kts	70	90	100	120	140	160		D5.0 IKF on 104°
GS	3.00°	372	478	531	637	743		

Standard

STRAIGHT-IN LANDING RWY 10

CAT II ILS
RA 106'

DA(H) **209'** (100')

RVR 300m

PANS OPS

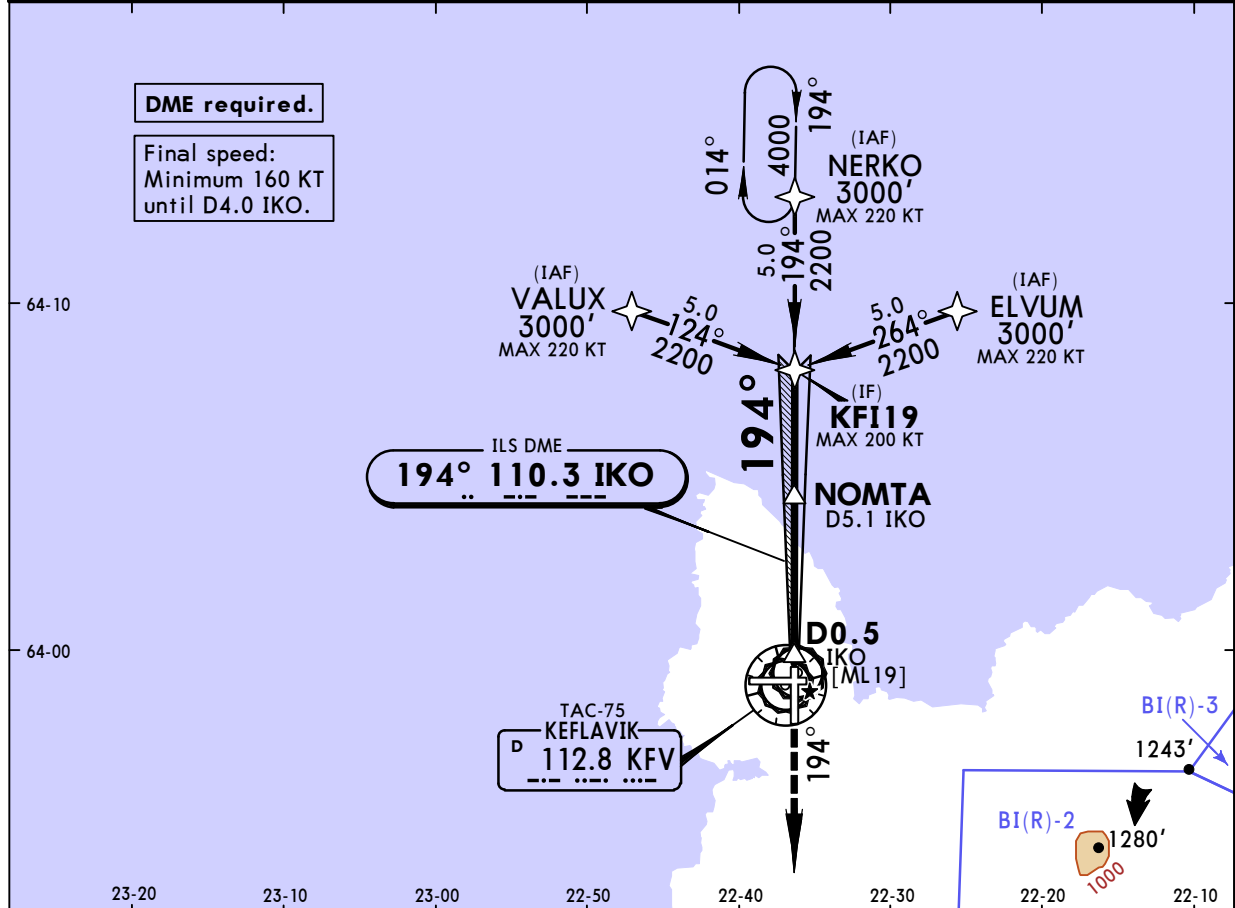
BIKF/KEF
KEFLAVIK

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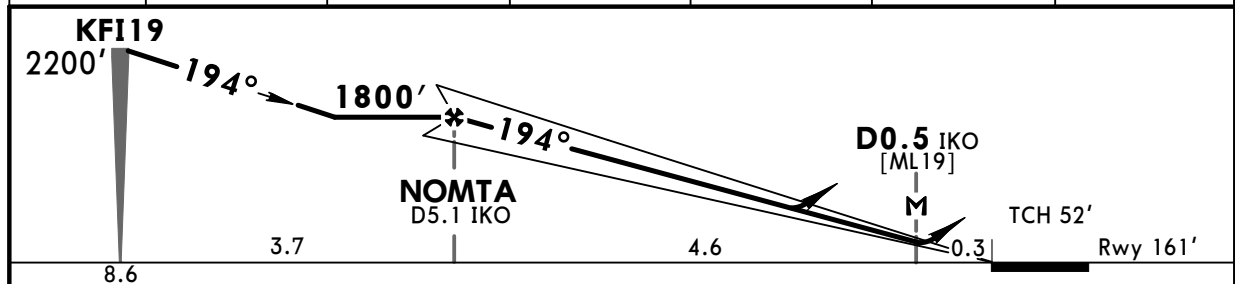
KEFLAVIK, ICELAND
ILS Z or LOC Z Rwy 19

BRIEFING STRIP™

D-ATIS 128.3		KEFLAVIK Approach 119.3		KEFLAVIK Tower 118.3		Ground 121.9	
LOC IKO 110.3	Final Apch Crs 194°	GS NOMTA 1800' (1639')	ILS DA(H) Refer to Minimums	Apt Elev 169' Rwy 161'		<div><div>4000</div><div>MSA ARP</div></div>	
<div>MISSED APCH: Climb on 194° to 3000', expect vectoring by Keflavik APP.</div> <div>MISSED APCH WITH LOST COMM: Continue on 194°, passing D20.0 KfV turn RIGHT direct KfV at 3000' for a new approach.</div>							
Alt Set: hPa (IN on req)		Rwy Elev: 6 hPa	Trans level: By ATC		Trans alt: 7000'		



LOC (GS out)	IKO DME	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	1770'	1450'	1120'	800'	480'



Gnd speed-Kts	70	90	100	120	140	160	<div style="display: flex; align-items: center;"> <div style="margin-right: 10px;">ALSIF-II PAPI PAPI</div> <div style="text-align: center;"> <div style="border: 1px solid black; width: 20px; height: 20px; margin: 0 auto;"></div> <div style="border: 1px solid black; width: 20px; height: 20px; margin: 0 auto;"></div> </div> <div style="margin-left: 10px;"> 3000' on 194° </div> </div>
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	
MAP at D0.5 IKO							

Standard				STRAIGHT-IN LANDING RWY 19		CIRCLE-TO-LAND	
ILS		LOC (GS out)		DA(MDA(H))		CDFA	
ABC: 361' (200') D: 363' (202')		ABC: 420' (259') D: 430' (269')					
FULL	TDZ or CL out	ALS out		ALS out		Max Kts	MDA(H) VIS
A						100	600' (431') 1500m
B						135	670' (501') 1600m
C	RVR 550m	RVR 550m I	RVR 1200m	RVR 750m	RVR 1300m	180	870' (701') 2400m
D						205	940' (771') 3600m

PANS OPS

I W/o HUD/AP/FD: RVR 750m

CHANGES: Bearings. Arrival altitudes.

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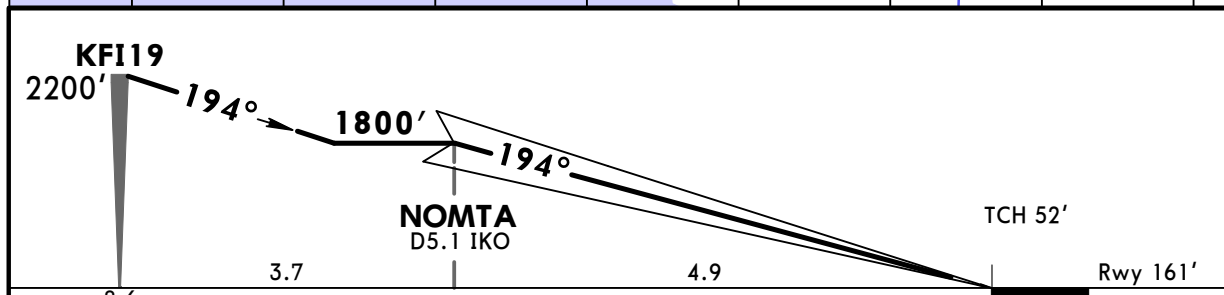
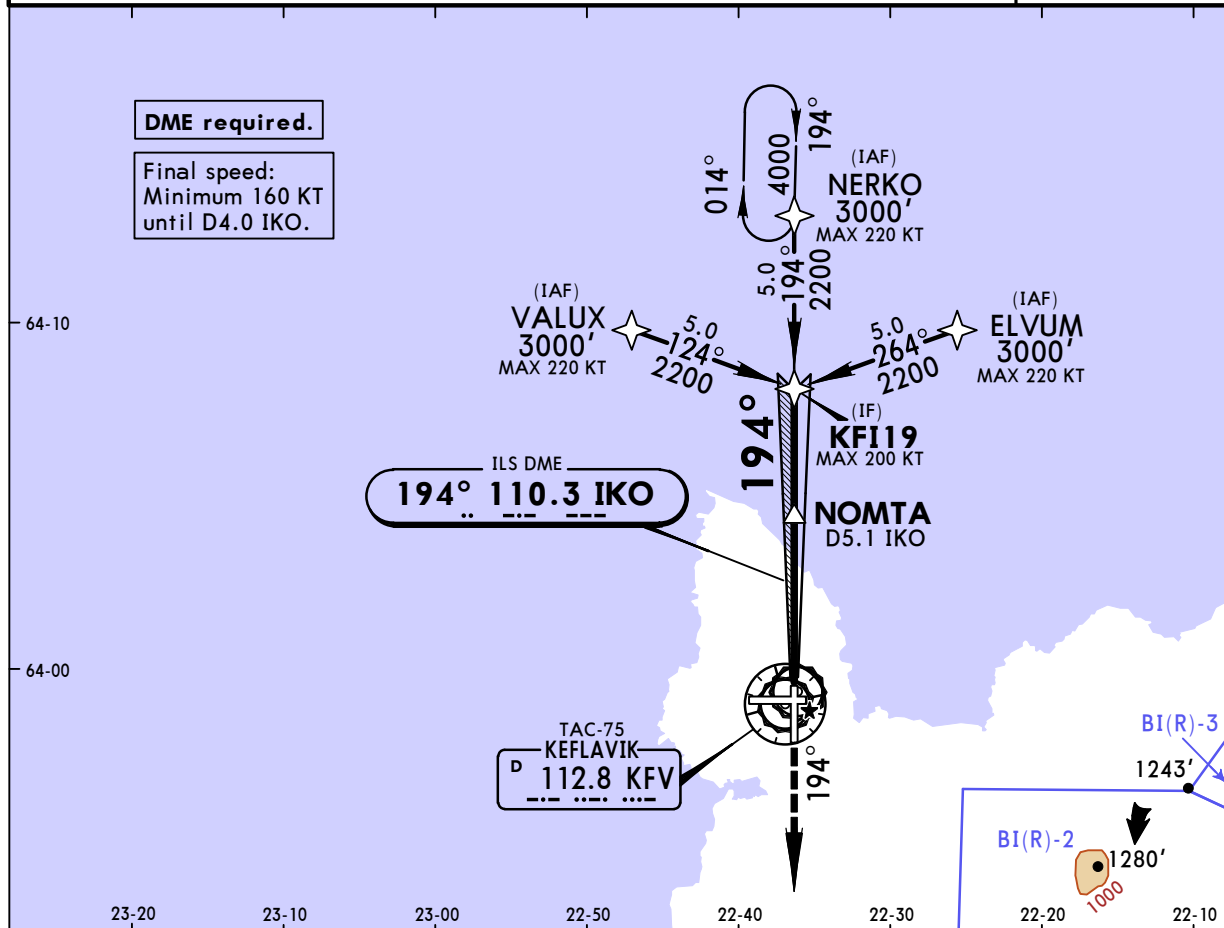
BIKF/KEF
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KEFLAVIK, ICELAND
CAT II ILS Z Rwy 19

BRIEFING STRIP

D-ATIS		KEFLAVIK Approach		KEFLAVIK Tower		Ground	
128.3		119.3		118.3		121.9	
LOC IKO 110.3	Final Apch Crs 194°	GS NOMTA 1800' (1639')	CAT II ILS RA 128' DA(H) 261' (100')		Apt Elev 169' Rwy 161'		<div><div>4000</div><div>MSA ARP</div></div>
MISSED APCH: Climb on 194° to 3000', expect vectoring by Keflavik APP.							
MISSED APCH WITH LOST COMM: Continue on 194°, passing D20.0 KfV turn RIGHT direct KfV at 3000' for a new approach.							
Alt Set: hPa (IN on req) Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 7000' Special Aircrew & Acft Certification Required.							



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

Standard		STRAIGHT-IN LANDING RWY 19	
		CAT II ILS	
		RA 128'	
		DA(H) 261' (100')	
		RVR 300m	

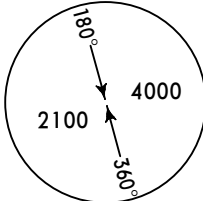
PANS OPS

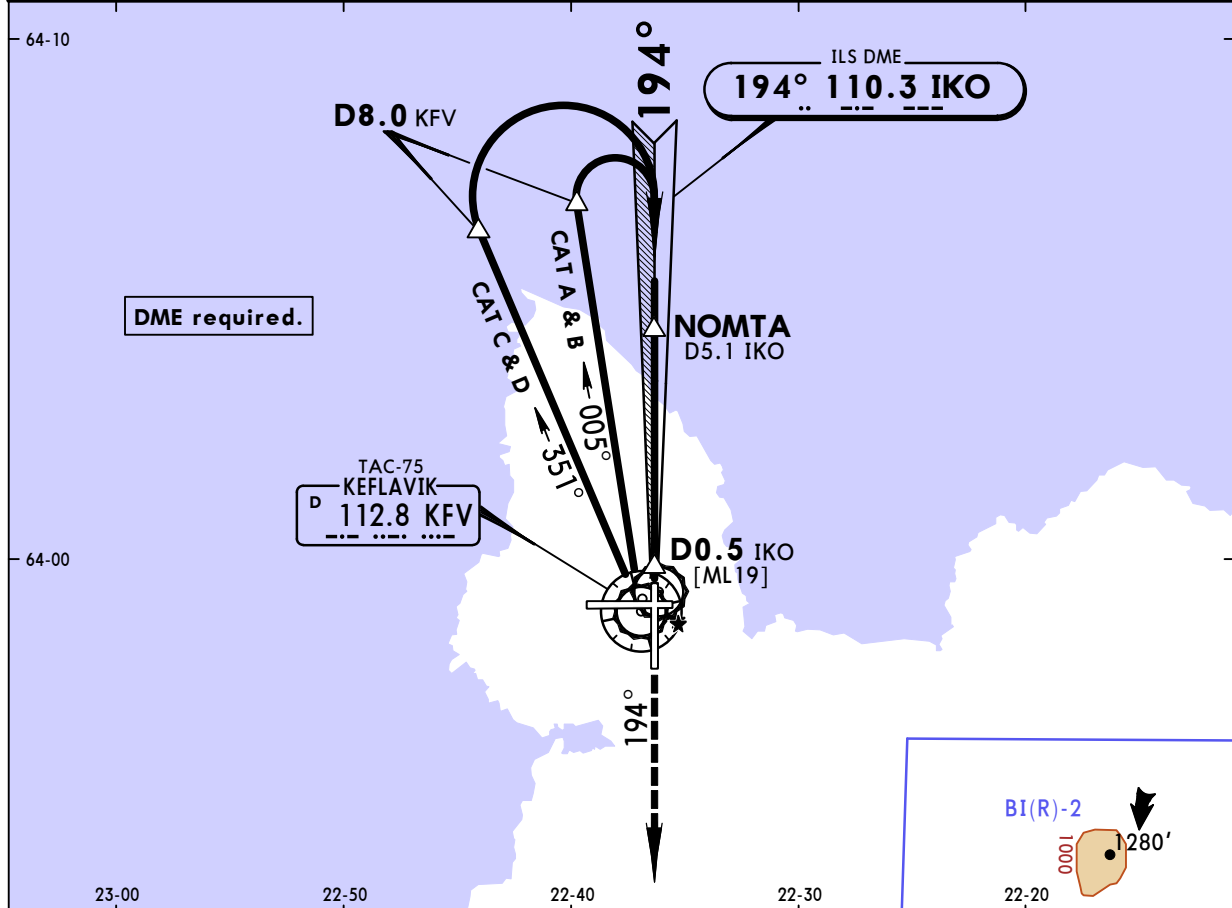
BIKF/KEF
KEFLAVIK

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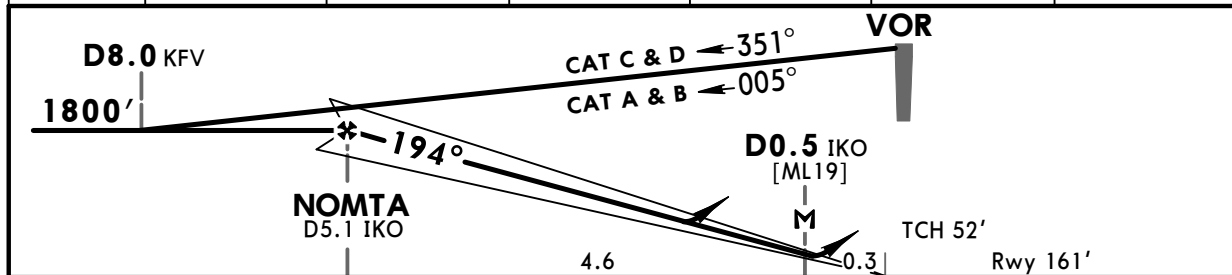
KEFLAVIK, ICELAND
ILS Y or LOC Y Rwy 19

BRIEFING STRIP™

D-ATIS 128.3		KEFLAVIK Approach 119.3		KEFLAVIK Tower 118.3		Ground 121.9	
LOC IKO 110.3	Final Apch Crs 194°	GS NOMTA 1800' (1639')	ILS DA(H) Refer to Minimums	Apt Elev 169' Rwy 161'		 MSA KfV VOR	
MISSED APCH: Climb on 194° to 3000', expect vectoring by Keflavik APP.							
MISSED APCH WITH LOST COMM: Continue on 194°, passing D20.0 KfV turn RIGHT direct KfV at 3000' for a new approach.							
Alt Set: hPa (IN on req)		Rwy Elev: 6 hPa		Trans level: By ATC		Trans alt: 7000'	



LOC (GS out)	IKO DME	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	1770'	1450'	1120'	800'	480'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI PAPI 3000' ↑ on 194°
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	
MAP at D0.5 IKO							

Standard ILS STRAIGHT-IN LANDING RWY 19				CIRCLE-TO-LAND	
DA(H) ABC: 361' (200') D: 363' (202')		DA/MDA(H) ABC: 420' (259') D: 430' (269')		Max Kts	MDA(H) VIS
FULL	TDZ or CL out	ALS out	ALS out	100	600' (431') 1500m
A				135	670' (501') 1600m
B				180	870' (701') 2400m
C	RVR 550m	RVR 550m I	RVR 1200m	205	940' (771') 3600m
D					

PANS OPS

I W/o HUD/AP/FD: RVR 750m

CHANGES: Bearings.

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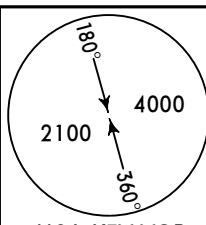
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KEFLAVIK

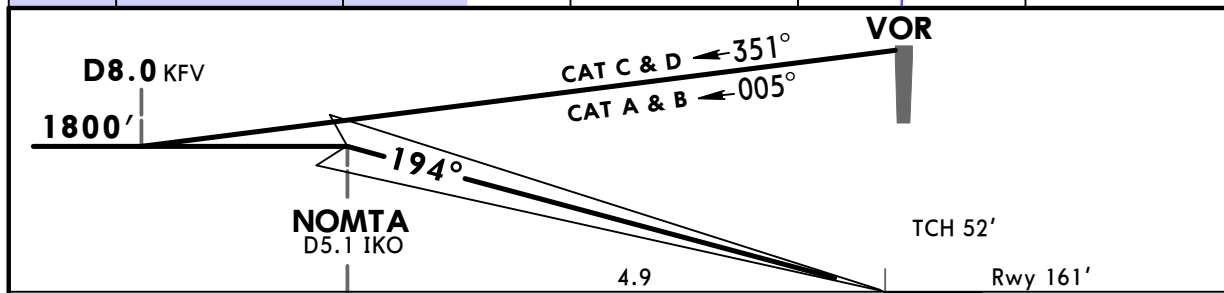
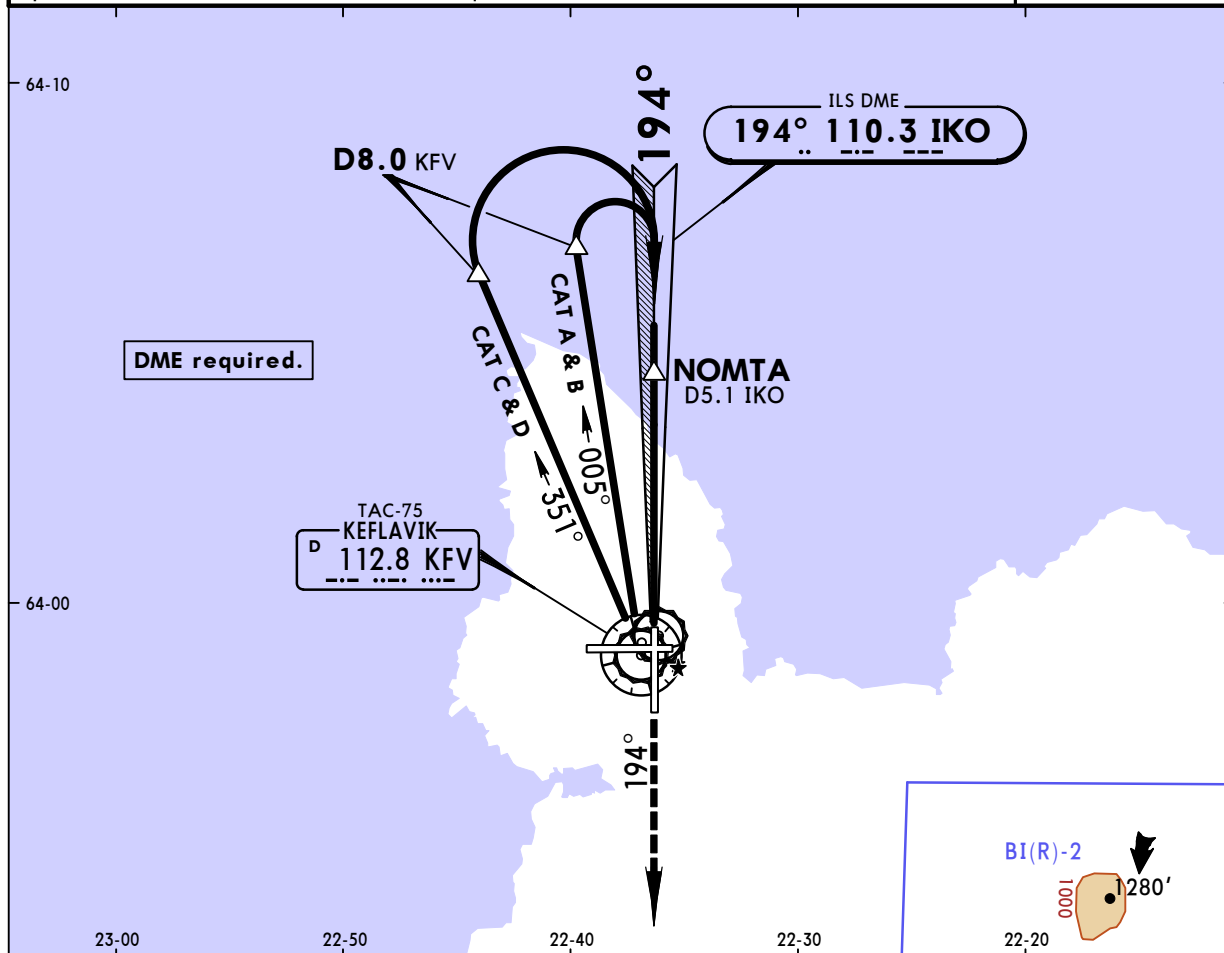
14 APR 17
Eff 27 Apr

11-6A

KEFLAVIK, ICELAND
CAT II ILS Y Rwy 19

BRIEFING STRIP

D-ATIS 128.3		KEFLAVIK Approach 119.3		KEFLAVIK Tower 118.3		Ground 121.9	
LOC IKO 110.3	Final Apch Crs 194°	GS NOMTA 1800' (1639')	CAT II ILS RA 128' DA(H) 261' (100')	Apt Elev 169' Rwy 161'		 MSA KfV VOR	
MISSED APCH: Climb on 194° to 3000', expect vectoring by Keflavik APP.							
MISSED APCH WITH LOST COMM: Continue on 194°, passing D20.0 KfV turn RIGHT direct KfV at 3000' for a new approach.							
Alt Set: hPa (IN on req)		Rwy Elev: 6 hPa		Trans level: By ATC		Trans alt: 7000'	
Special Aircrew & Acft Certification Required.							



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI PAPI	3000' ↑ on 194°
GS	3.00°	372	478	531	637	743		

Standard		STRAIGHT-IN LANDING RWY 19	
		CAT II ILS	
		RA 128'	
		DA(H) 261' (100')	
		RVR 300m	

PANS OPS

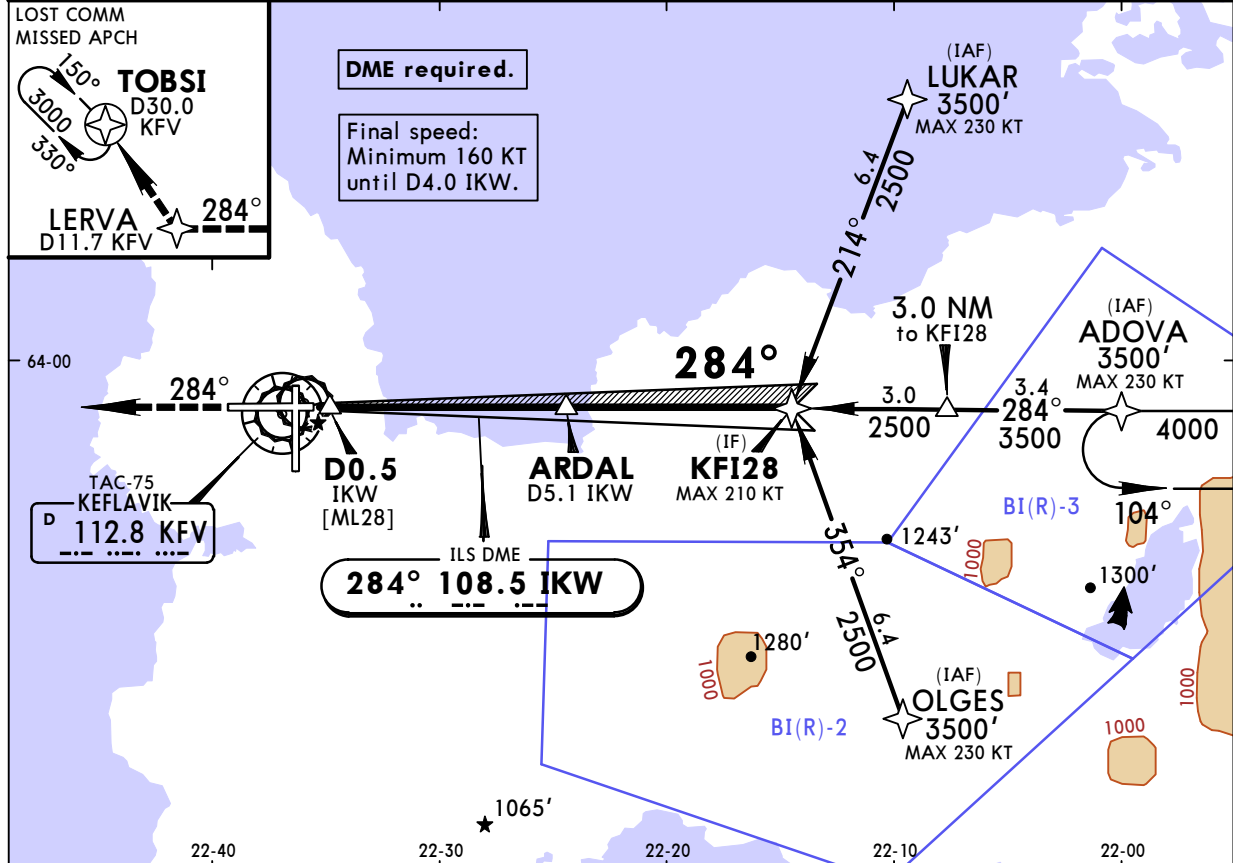
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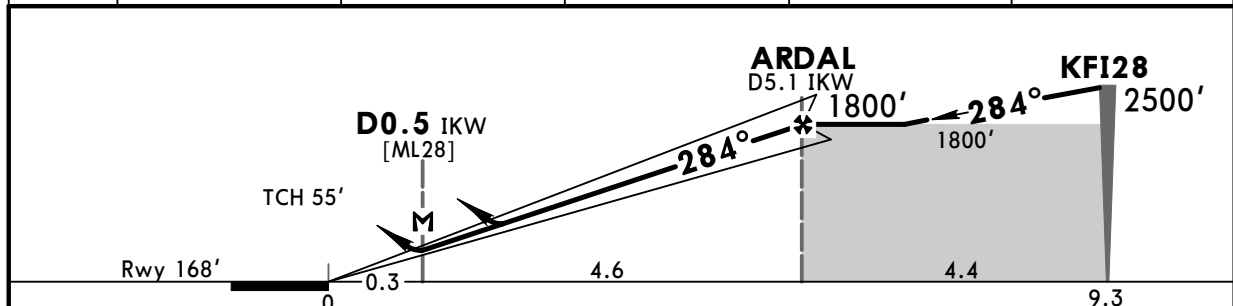
KEFLAVIK, ICELAND
ILS Z or LOC Z Rwy 28

BRIEFING STRIP

D-ATIS 128.3		KEFLAVIK Approach 119.3		KEFLAVIK Tower 118.3		Ground 121.9	
ILS IKW 108.5	Final Apch Crs 284°	GS ARDAL 1800' (1632')	ILS DA(H) 368' (200')	Apt Elev 169' Rwy 168'		<div><div></div><div>4000</div></div>	
MISSED APCH: Climb on 284° to 3000', expect vectoring by Keflavik APP. MISSED APCH WITH LOST COMM: Passing LERVA/D11.7 KfV turn RIGHT to intercept R-330 KfV and hold at TOBSI at 3000'.							
Alt Set: hPa (IN on req)		Rwy Elev: 6 hPa	Trans level: By ATC		Trans alt: 7000'		



LOC (GS out)	IKW DME	1.0	2.0	3.0	4.0
	ALTITUDE	490'	810'	1130'	1460'




Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at D0.5 IKW						

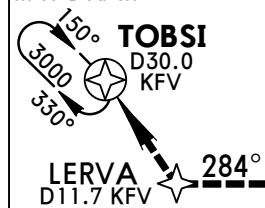
STRAIGHT-IN LANDING RWY 28				CIRCLE-TO-LAND	
ILS		LOC (GS out) CDFA		Max Kts	MDA(H) VIS
DA(H) 368' (200')		DA/MDA(H) 440' (272')			
FULL	ALS out	ALS out			
A				100	600' (431') 1500m
B				135	670' (501') 1600m
C	RVR 1000m	RVR 1200m	RVR 1100m	180	870' (701') 2400m
D			RVR 1300m	205	940' (771') 3600m

PANS OPS

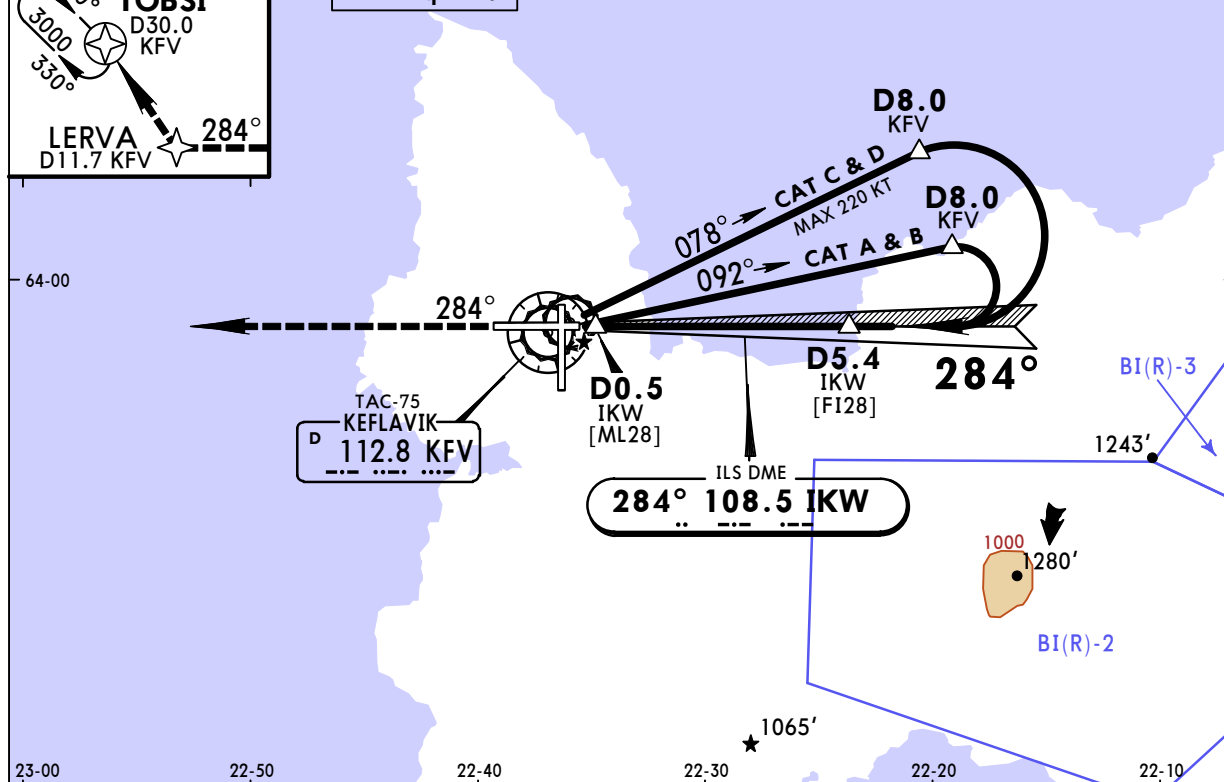
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Eff 27 Apr (11-8)KEFLAVIK, ICELAND
ILS Y or LOC Y Rwy 28

BRIEFING STRIP™

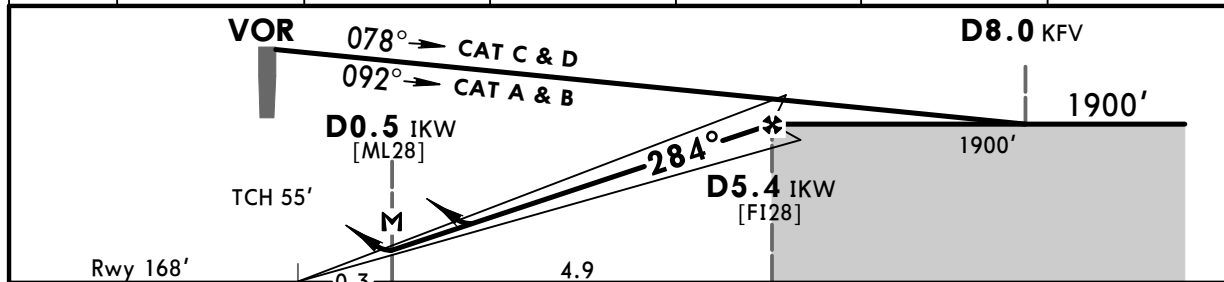
D-ATIS 128.3		KEFLAVIK Approach 119.3		KEFLAVIK Tower 118.3		Ground 121.9	
ILS IKW 108.5	Final Apch Crs 284°	GS D5.4 IKW 1900' (1732')	ILS DA(H) 368' (200')	Apt Elev 169' Rwy 168'			
MISSED APCH: Climb on 284° to 3000', expect vectoring by Keflavik APP.							
MISSED APCH WITH LOST COMM: Passing LERVA/D11.7 KfV turn RIGHT to intercept R-330 KfV and hold at TOBSI at 3000'.							
Alt Set: hPa (IN on req)		Rwy Elev: 6 hPa	Trans level: By ATC		Trans alt: 7000'		
MSA KfV VOR							

LOST COMM
MISSED APCH

DME required.



LOC (GS out)	IKW DME	1.0	2.0	3.0	4.0	5.0
	ALTITUDE	490'	810'	1130'	1460'	1780'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI 3000' on 284°
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D0.5 IKW							

PANS OPS	STRAIGHT-IN LANDING RWY 28				CIRCLE-TO-LAND	
	ILS		LOC (GS out)			
	DA(H) 368' (200')		CDFA DA/MDA(H) 440' (272')			
	FULL	ALS out	ALS out	ALS out	Max Kts	MDA(H) VIS
	A				100	600' (431') 1500m
B					135	670' (501') 1600m
C	RVR 1000m	RVR 1200m	RVR 1100m	RVR 1300m	180	870' (701') 2400m
D					205	940' (771') 3600m

CHANGES: Rwy designation. Bearings.

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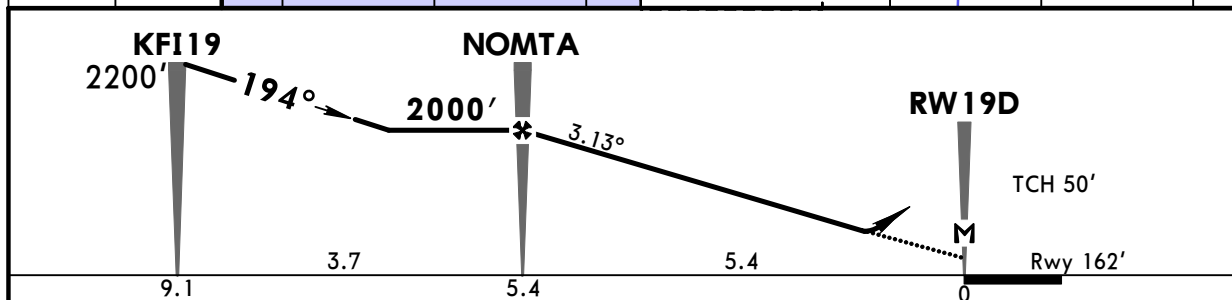
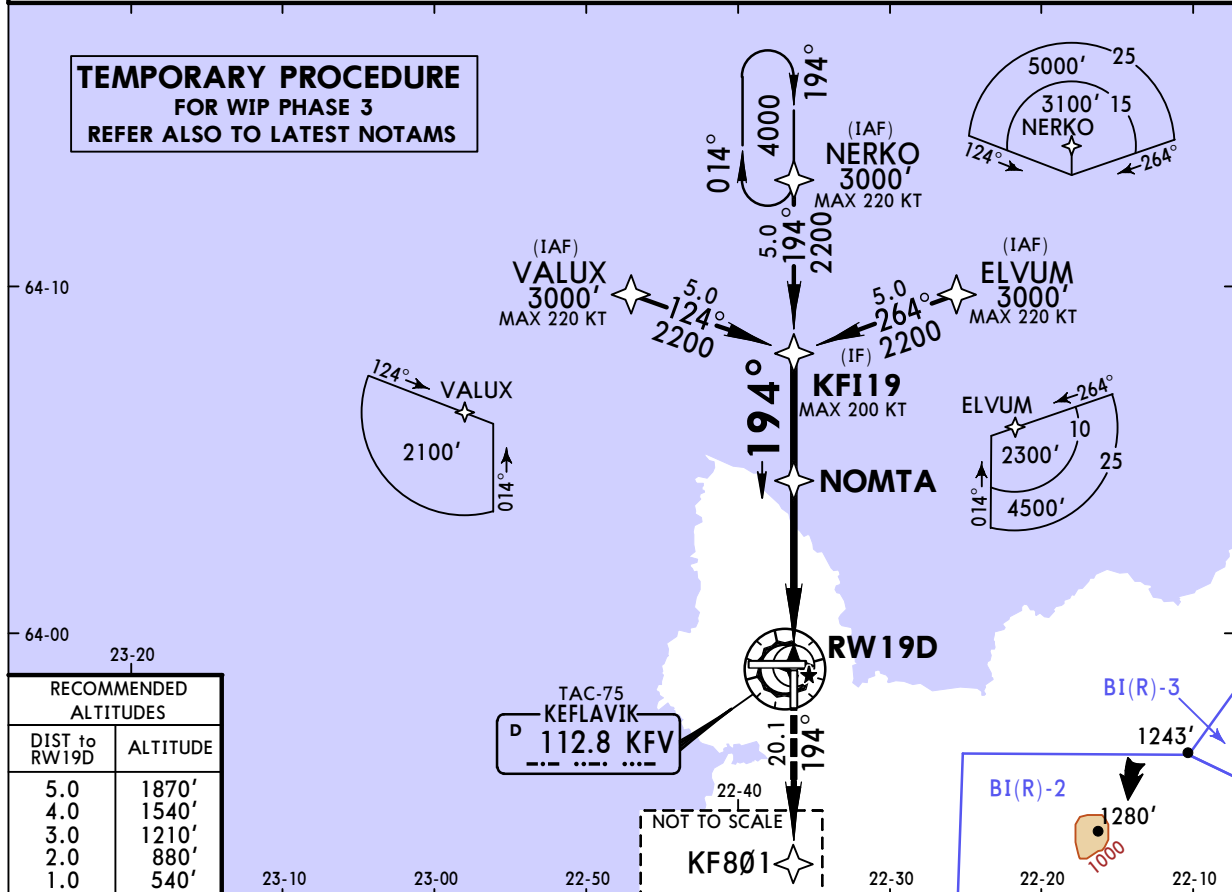
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14 APR 17
Eff 27 Apr (12-01)

KEFLAVIK, ICELAND
RNAV (GNSS) X Rwy 19

BRIEFING STRIP

D-ATIS 128.3		KEFLAVIK Approach 119.3		KEFLAVIK Tower 118.3		Ground 121.9	
RNAV	Final Apch Crs 194°	Minimum Alt NOMTA 2000' (1838')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 169' Rwy 162'	TAA 25 NM IAF		
MISSED APCH: Climb on 194° to KF801 climbing to 3000'. Expect vectoring by Keflavik APP. MISSED APCH WITH LOST COMM: At KF801 turn RIGHT direct to KFV for new approach.							
Alt Set: hPa (IN on req) Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 7000'							
1. Baro-VNAV operations not authorized below -15°C. VPA exceeds 3.5° above 50°C.							
2. Final speed: Maximum 160 KT until 4 NM to RW19D.							



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI	KF801 on 194°
Descent Angle 3.13°	388	498	554	665	775	886		
LNAV/VNAV: MAP at DA								
LNAV: MAP at RW19D								

Standard			STRAIGHT-IN LANDING RWY 19		CIRCLE-TO-LAND	
LNAV/VNAV			LNAV			
DA(H)			CDFA			
A: 420' (258') C: 440' (278')			DA/MDA(H) 530' (368')		Max Kts	MDA(H) VIS
B: 430' (268') D: 450' (288')					100	600' (431') 1500m
A	RVR 1300m		RVR 1500m		135	670' (501') 1600m
B					180	870' (701') 2400m
C			RVR 1700m		205	940' (771') 3600m
D	RVR 1400m					

PANS OPS

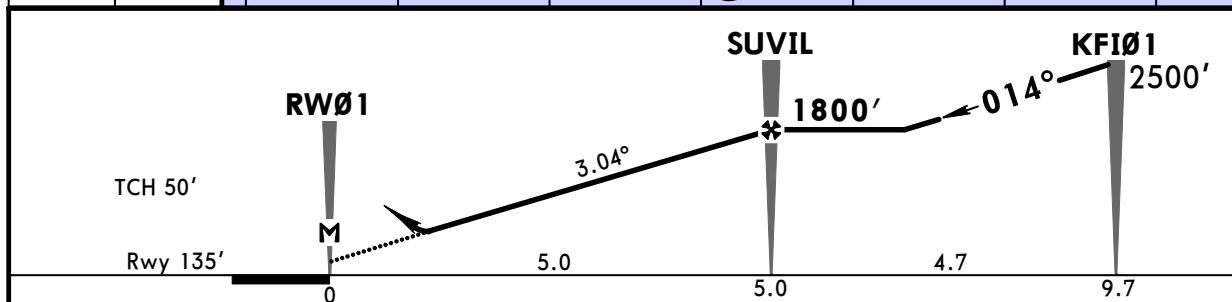
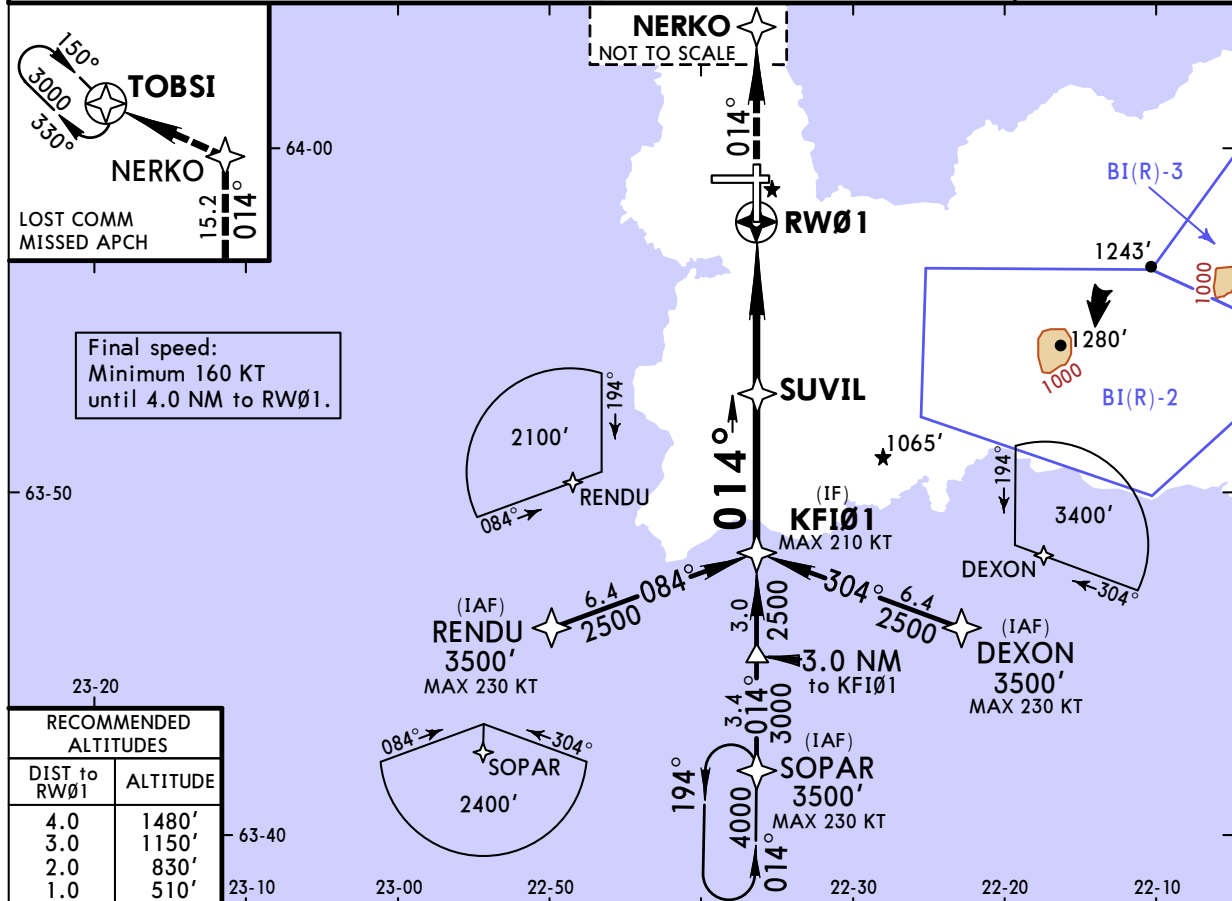
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KEFLAVIK

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14 APR 17
Eff 27 Apr (12-1)

KEFLAVIK, ICELAND
RNAV (GNSS) Z Rwy 01

BRIEFING STRIP™

D-ATIS 128.3		KEFLAVIK Approach 119.3		KEFLAVIK Tower 118.3		Ground 121.9	
RNAV	Final Apch Crs 014°	Minimum Alt SUVIL 1800' (1665')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 169' Rwy 135'		TAA 25 NM IAF	
MISSED APCH: Climb on 014° to NERKO climbing to 3000'. Expect vectoring by Keflavik APP.							
MISSED APCH WITH LOST COMM: Passing NERKO turn LEFT direct to TOBSI and hold at 3000'.							
Alt Set: hPa (IN on req) Rwy Elev: 5 hPa Trans level: By ATC Trans alt: 7000' Baro-VNAV operations not authorized below -15°C. VPA exceeds 3.5° above 50°C.							



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI	NERKO on 014°
Descent Angle 3.04°	376	484	538	645	753	861		
RNAV/VNAV: MAP at DA								
RNAV: MAP at RWY 01								

Standard				STRAIGHT-IN LANDING RWY 01				CIRCLE-TO-LAND			
RNAV/VNAV				RNAV CDFA							
DA(H) ABC: 390' (255') D: 400' (265')				DA/MDA(H) C: 460' (325') AB: 450' (315') D: 480' (345')							
A	RVR 1300m			RVR 1400m			Max Kts	MDA(H)	VIS		
B				RVR 1500m			100	600' (431')	1500m		
C				RVR 1600m			135	670' (501')	1600m		
D							180	870' (701')	2400m		
							205	940' (771')	3600m		

PANS OPS

BIKF/KEF
KEFLAVIK

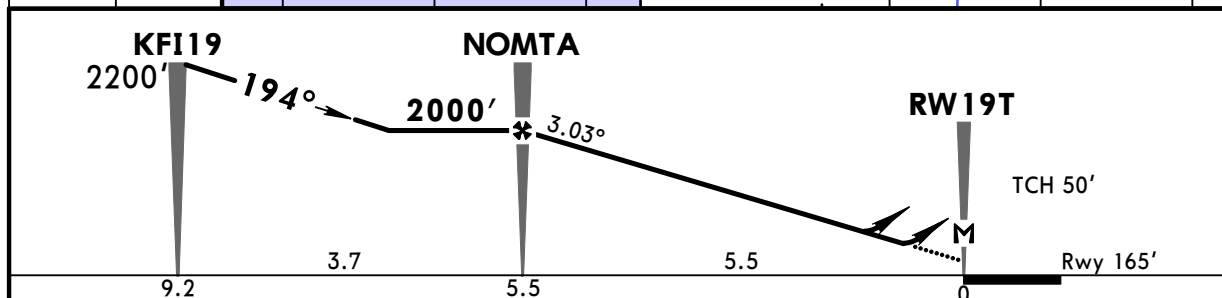
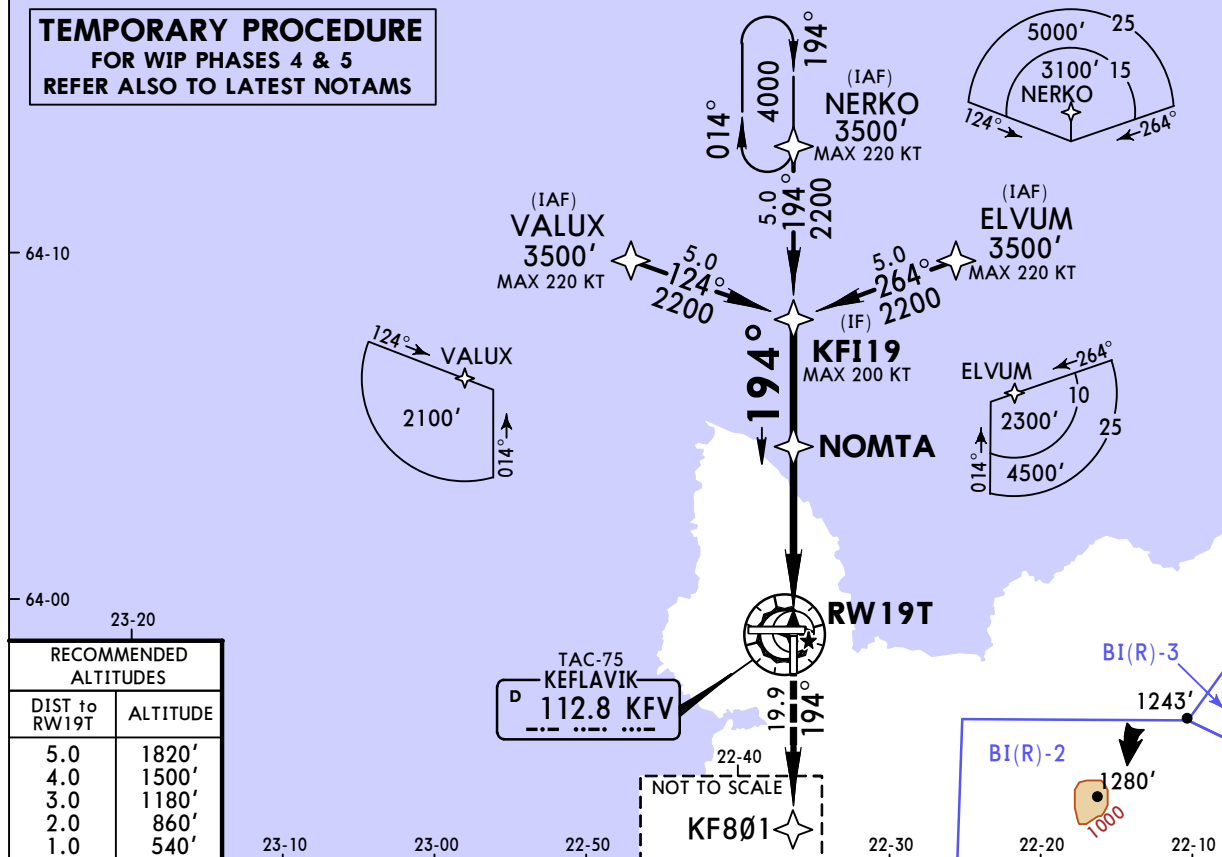
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KEFLAVIK, ICELAND
RNAV (GNSS) T Rwy 19

BRIEFING STRIP

D-ATIS 128.3		KEFLAVIK Approach 119.3		KEFLAVIK Tower 118.3		Ground 121.9	
RNAV	Final Apch Crs 194°	Minimum Alt NOMTA 2000' (1835')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 169' Rwy 165'	TAA 25 NM IAF		
MISSED APCH: Climb on 194° to KF801 climbing to 3000'. Expect vectoring by Keflavik APP. MISSED APCH WITH LOST COMM: At KF801 turn RIGHT direct to KfV for new approach.							
Alt Set: hPa (IN on req) Rwy Elev: 6 hPa Trans level: By ATC							
1. Baro-VNAV operations not authorized below -15°C. VPA exceeds 3.5° above 50°C.							Trans alt: 7000'
2. Final speed: Minimum 160 KT until 4 NM to RW19T.							

TEMPORARY PROCEDURE
FOR WIP PHASES 4 & 5
REFER ALSO TO LATEST NOTAMS



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI	KF801 ↑ on 194°
Descent Angle 3.03°	375	482	536	643	750	858		
LNAV/VNAV: MAP at DA								
LNAV: MAP at RW19T								

Standard STRAIGHT-IN LANDING RWY 19				CIRCLE-TO-LAND	
LNAV/VNAV		LNAV CDFA		Max Kts	MDA(H) VIS
A: 420'(255') C: 440'(275')		DA/MDA(H) 530'(365')		100	600'(431') 1500m
B: 430'(265') D: 450'(285')				135	670'(501') 1600m
A	RVR 1300m	RVR 1500m		180	870'(701') 2400m
B		RVR 1700m		205	940'(771') 3600m
C	RVR 1400m				
D					

PANS OPS

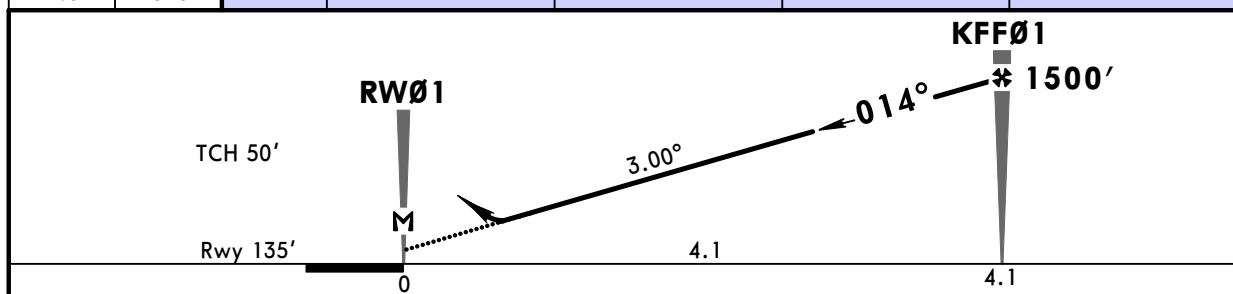
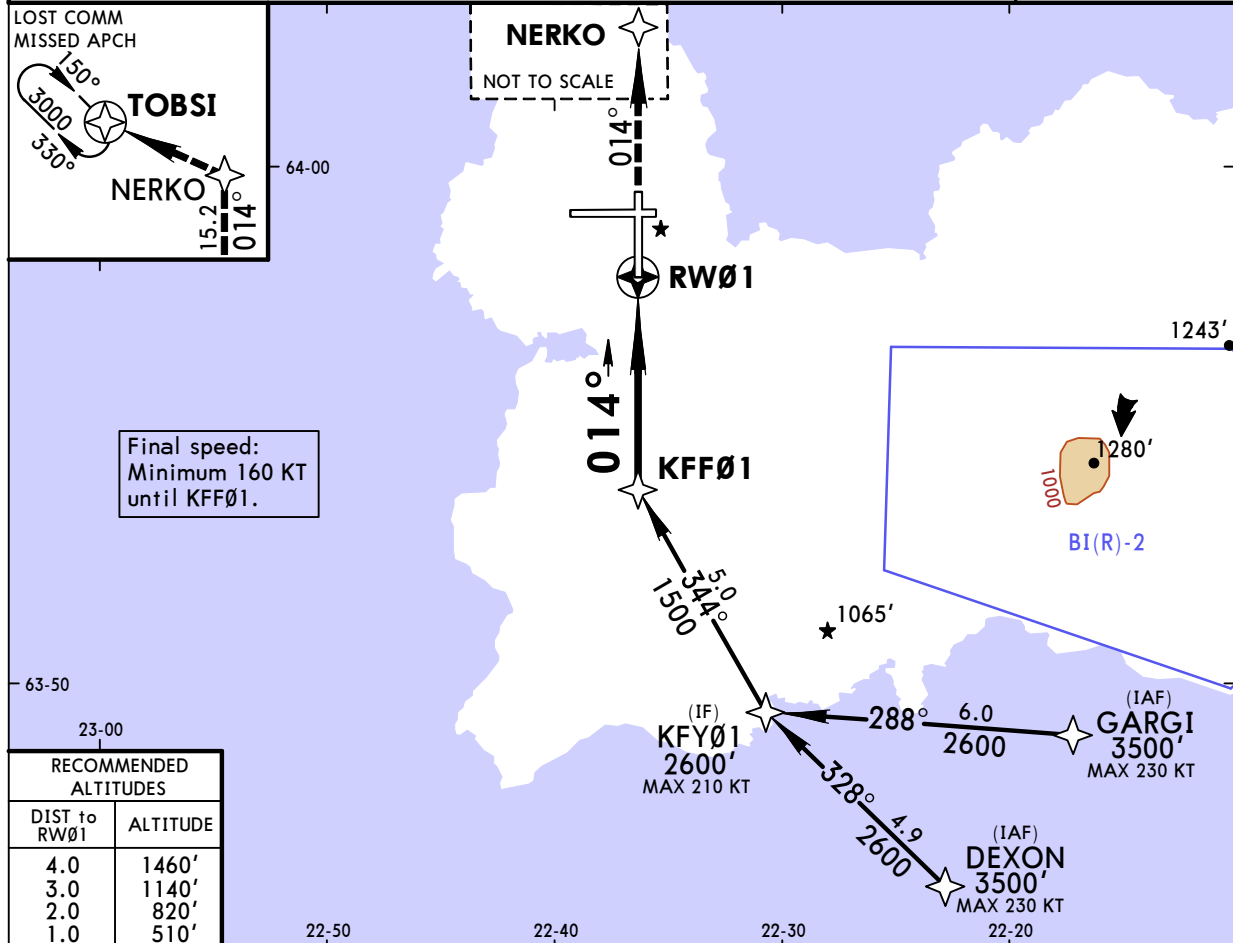
BIKF/KEF
KEFLAVIK

JEPPesen
14 APR 17
Eff 27 Apr (12-2)

KEFLAVIK, ICELAND
RNAV (GNSS) Y Rwy 01

BRIEFING STRIP

D-ATIS 128.3		KEFLAVIK Approach 119.3		KEFLAVIK Tower 118.3		Ground 121.9	
RNAV	Final Apch Crs 014°	Minimum Alt KFF01 1500' (1365')	LNAV DA/MDA(H) Refer to Minimums	Apt Elev 169' Rwy 135'		<div><div>4000</div><div>MSA ARP</div></div>	
MISSED APCH: Climb on 014° to NERKO climbing to 3000'. Expect vectoring by Keflavik APP.							
MISSED APCH WITH LOST COMM: Passing NERKO turn LEFT direct to TOBSI and hold at 3000'.							
Alt Set: hPa (IN on req)		Rwy Elev: 5 hPa	Trans level: By ATC		Trans alt: 7000'		



Gnd speed-Kts	70	90	100	120	140	160	<div style="display: flex; align-items: center;"> <div style="text-align: center;">REIL PAPI</div> <div style="margin-left: 10px;"> NERKO ↑ on 014° </div> </div>
Descent Angle	3.00°	372	478	531	637	743	
MAP at RW01							

Standard STRAIGHT-IN LANDING RWY 01				CIRCLE-TO-LAND		
LNAV CDFA				Max Kts	MDA(H)	VIS
DA/MDA(H) C: 460' (325') AB: 450' (315') D: 480' (345')						
A	RVR 1400m			100	600' (431')	1500m
B	RVR 1500m			135	670' (501')	1600m
C	RVR 1600m			180	870' (701')	2400m
D	RVR 1600m			205	940' (771')	3600m

PANS OPS

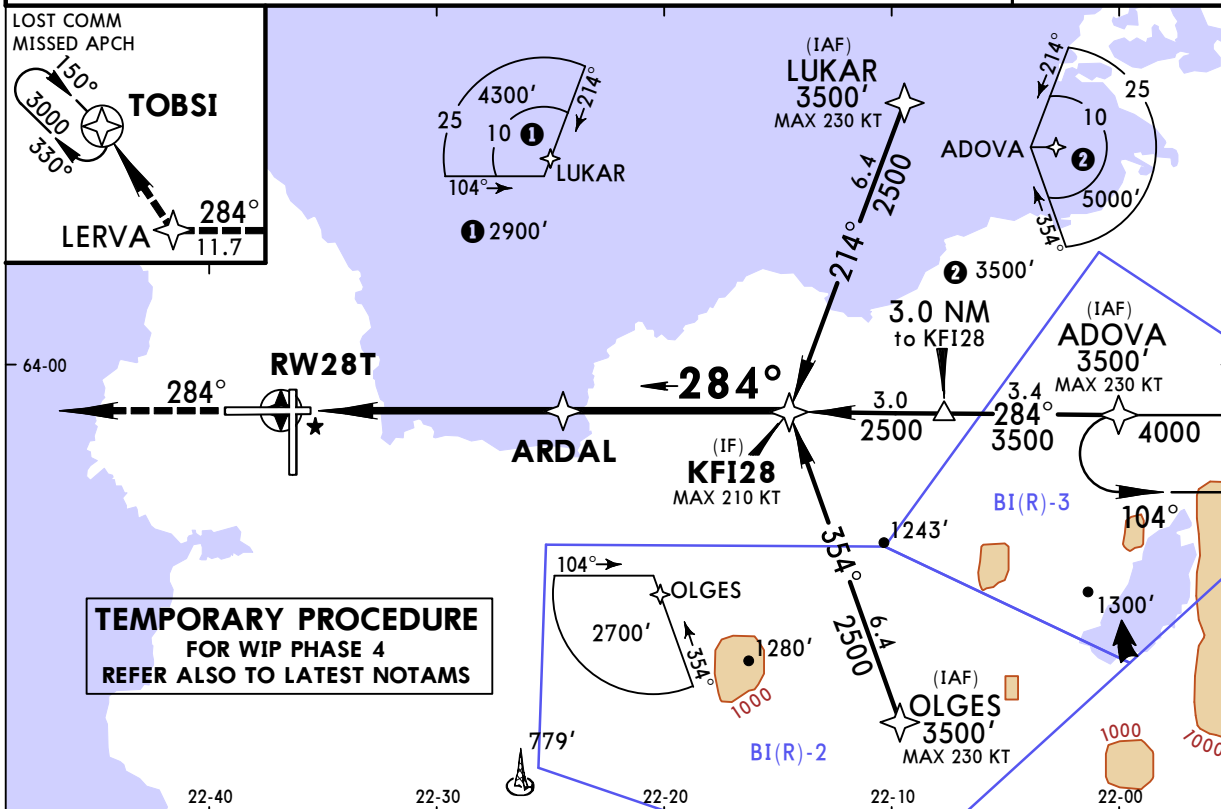
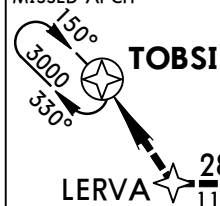
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KEFLAVIK14 APR 17
Eff 27 Apr

12-03

KEFLAVIK, ICELAND
RNAV (GNSS) T Rwy 28

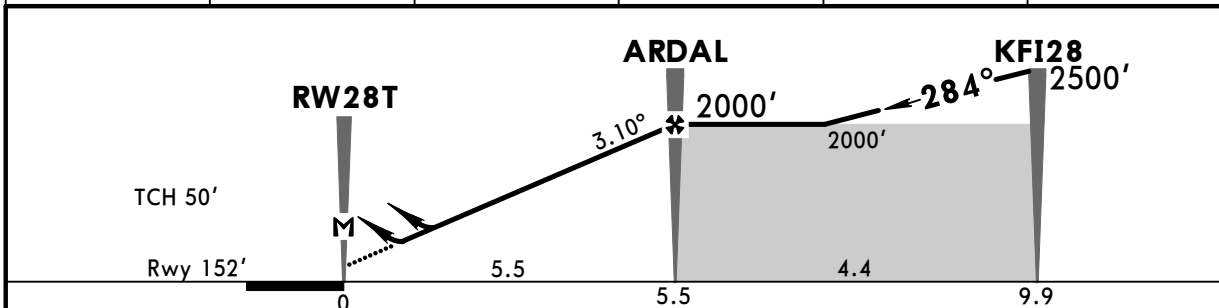
BRIEFING STRIP™

D-ATIS 128.3		KEFLAVIK Approach 119.3		KEFLAVIK Tower 118.3		Ground 121.9	
RNAV	Final Apch Crs 284°	Procedure Alt ARDAL 2000' (1848')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 169' Rwy 152'		TAA 25 NM IAF	
MISSED APCH: Climb on 284° to LERVA climbing to 3000'. Expect vectoring by Keflavik APP.							
MISSED APCH WITH LOST COMM: Passing LERVA turn RIGHT direct to TOBSI and hold at 3000'.							
Alt Set: hPa (IN on req) Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 7000'							
1. Baro-VNAV operations not authorized below -15°C. VPA exceeds 3.5° above 50°C. 2. Final speed: Minimum 160 KT until 4 NM to RW28T.							

LOST COMM
MISSED APCH

**TEMPORARY PROCEDURE
FOR WIP PHASE 4
REFER ALSO TO LATEST NOTAMS**

DIST to RW28T	1.0	2.0	3.0	4.0	5.0
ALTITUDE	530'	860'	1190'	1520'	1850'



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI	LERVA on 284°
Descent Angle	3.10°	384	494	548	658	768		
RNAV/VNAV: MAP at DA								
RNAV: MAP at RW28T								

	STRAIGHT-IN LANDING RWY 28			CIRCLE-TO-LAND		
	RNAV/VNAV			RNAV CDFA		
	DA(H)			DA/MDA(H)		
	A: 430' (278') C: 450' (298')			550' (398')		
	B: 440' (288') D: 460' (308')					
A	RVR 1300m			RVR 1500m		
B						
C	RVR 1400m			RVR 1800m		
D						
				Max Kts	MDA(H)	VIS
				100	600' (431')	1500m
				135	670' (501')	1600m
				180	870' (701')	2400m
				205	940' (771')	3600m

PANS OPS

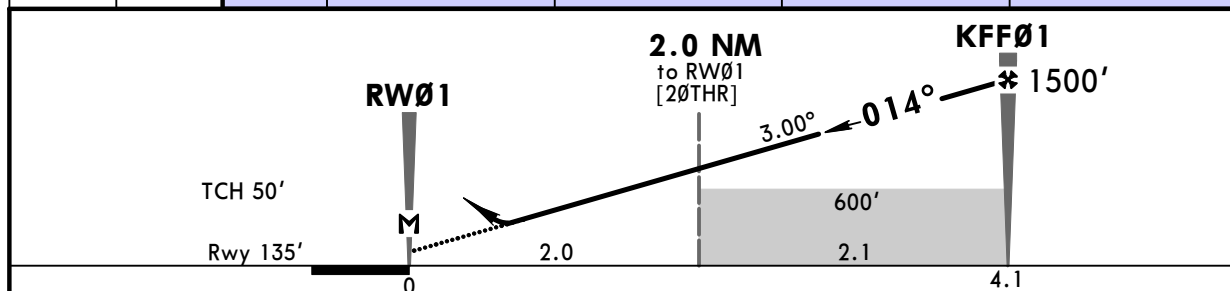
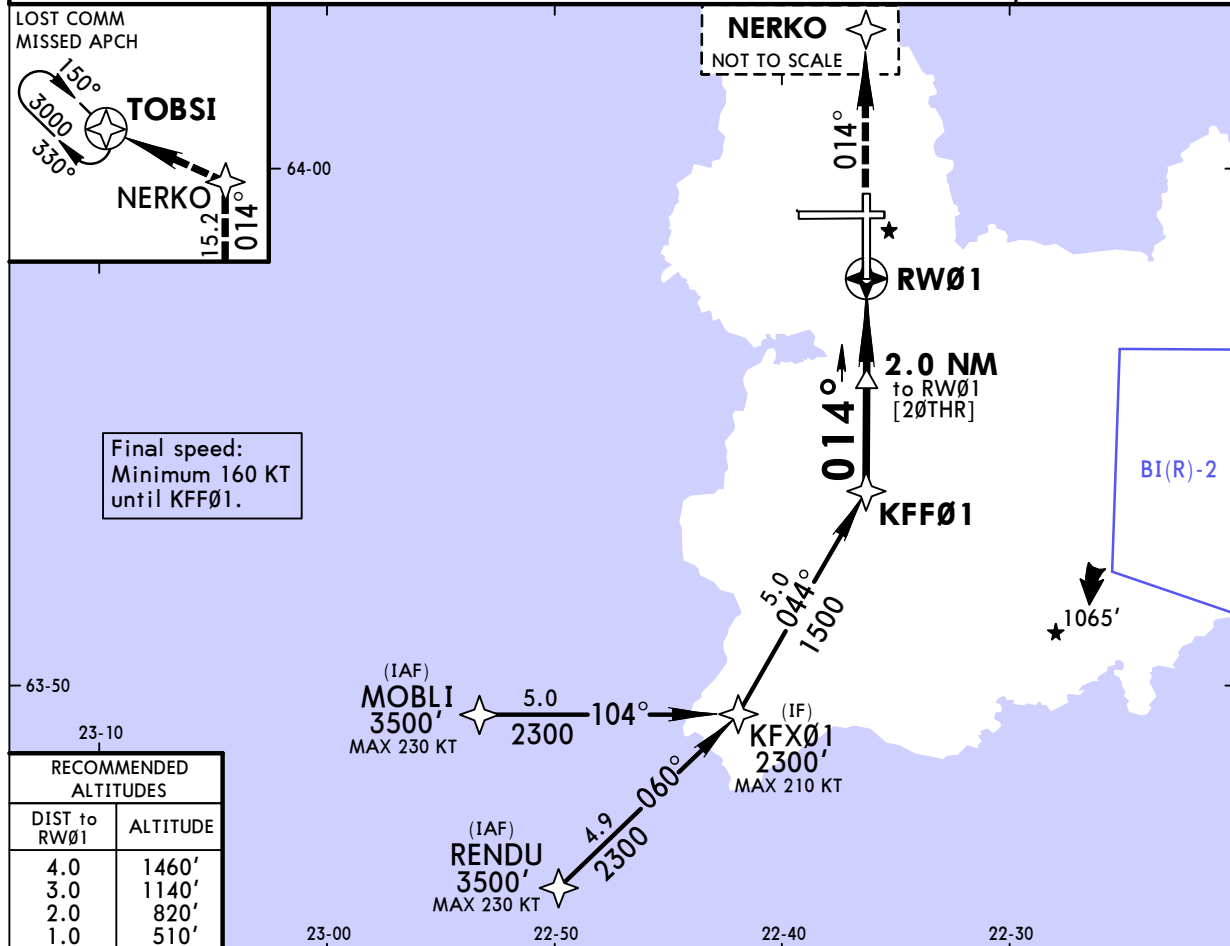
CHANGES: New temporary procedure.

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KEFLAVIKJEPPESEN
14 APR 17
Eff 27 Apr (12-3)KEFLAVIK, ICELAND
RNAV (GNSS) X Rwy 01

BRIEFING STRIP™

D-ATIS 128.3		KEFLAVIK Approach 119.3		KEFLAVIK Tower 118.3		Ground 121.9	
RNAV	Final Apch Crs 014°	Procedure Alt KFF01 1500' (1365')	LNAV DA/MDA(H) Refer to Minimums	Apt Elev 169' Rwy 135'		<div><div>4000</div><div>MSA ARP</div></div>	
MISSED APCH: Climb on 014° to NERKO climbing to 3000'. Expect vectoring by Keflavik APP.							
MISSED APCH WITH LOST COMM: Passing NERKO turn LEFT direct to TOBSI and hold at 3000'.							
Alt Set: hPa (IN on req)		Rwy Elev: 5 hPa	Trans level: By ATC		Trans alt: 7000'		



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI	NERKO on 014°
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at RW01								

Standard			CIRCLE-TO-LAND		
STRAIGHT-IN LANDING RWY 01					
LNAV CDFA					
DA/MDA(H)					
C: 460' (325')					
AB: 450' (315')					
D: 480' (345')					
			Max Kts	MDA(H)	VIS
A			100	600' (431')	1500m
B			135	670' (501')	1600m
C			180	870' (701')	2400m
D			205	940' (771')	3600m

PANS OPS

CHANGES: Bearings.

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KEFLAVIK

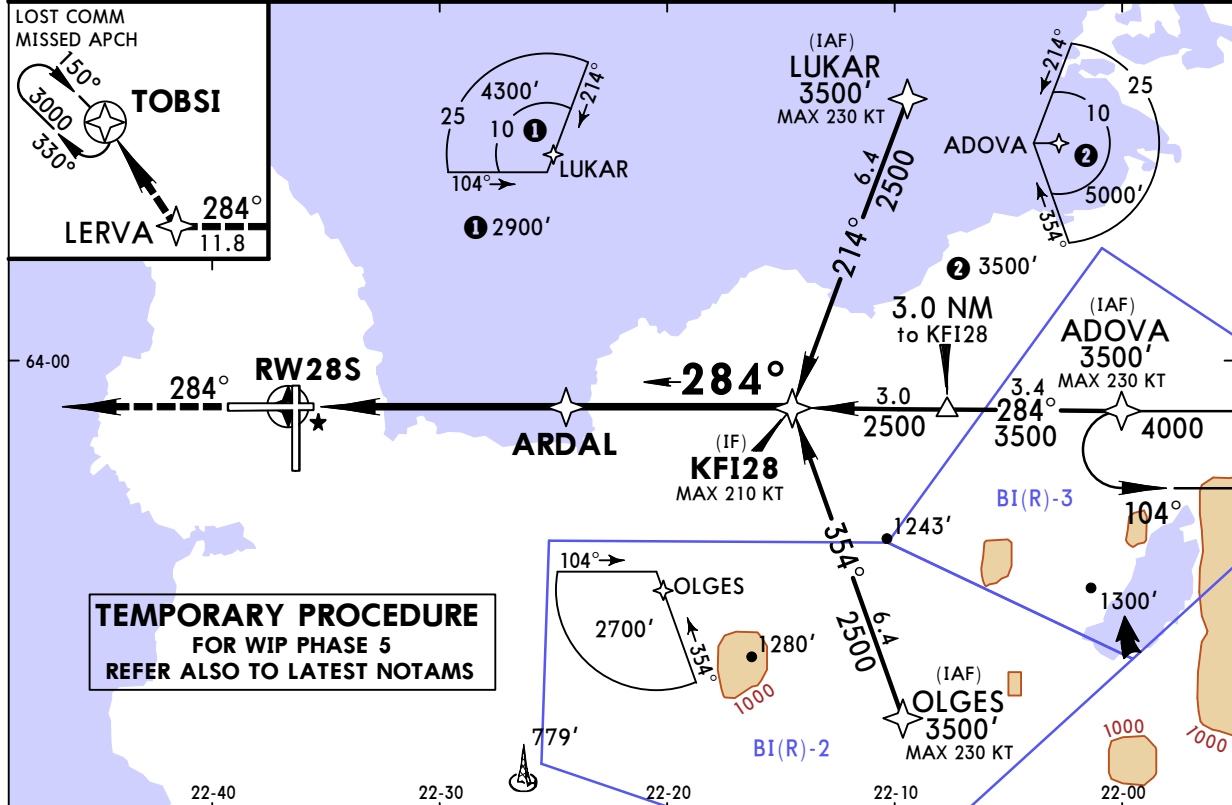
14 APR 17
Eff 27 Apr

(12-04)

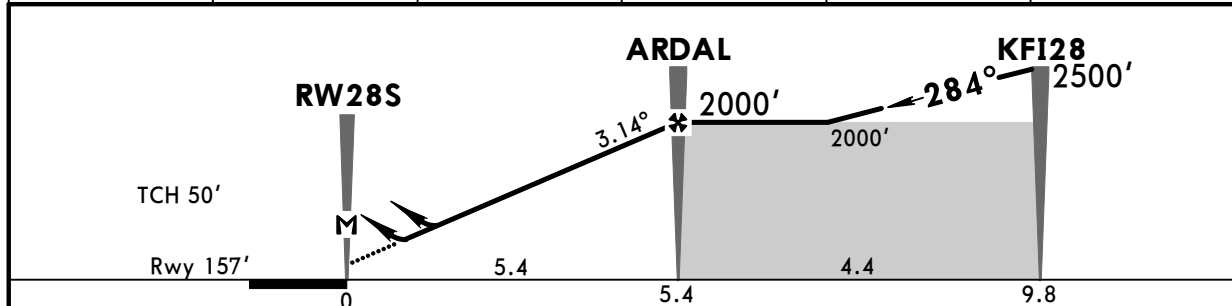
KEFLAVIK, ICELAND
RNAV (GNSS) S Rwy 28

BRIEFING STRIP

D-ATIS 128.3		KEFLAVIK Approach 119.3		KEFLAVIK Tower 118.3		Ground 121.9	
RNAV	Final Apch Crs 284°	Procedure Alt ARDAL 2000' (1843')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 169' Rwy 157'		TAA 25 NM IAF	
MISSED APCH: Climb on 284° to LERVA climbing to 3000'. Expect vectoring by Keflavik APP.							
MISSED APCH WITH LOST COMM: Passing LERVA turn RIGHT direct to TOBSI and hold at 3000'.							
Alt Set: hPa (IN on req) Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 7000'							
1. Baro-VNAV operations not authorized below -15°C. VPA exceeds 3.5° above 50°C. 2. Final speed: Minimum 160 KT until 4 NM to RW28S.							



DIST to RW28S	1.0	2.0	3.0	4.0	5.0
ALTITUDE	540'	870'	1210'	1540'	1870'



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI	LERVA on 284°
Descent Angle 3.14°	389	500	556	667	778	889		
RNAV/VNAV: MAP at DA								
RNAV: MAP at RW28S								

	STRAIGHT-IN LANDING RWY 28		CIRCLE-TO-LAND	
	RNAV/VNAV	RNAV CDFA	Max Kts	MDA(H) VIS
A	DA(H) A: 430' (273') C: 450' (293') B: 440' (283') D: 460' (303')	DA/MDA(H) 550' (393')	100	600' (431') 1500m
B		RVR 1500m	135	670' (501') 1600m
C	RVR 1400m		180	870' (701') 2400m
D		RVR 1800m	205	940' (771') 3600m

PANS OPS

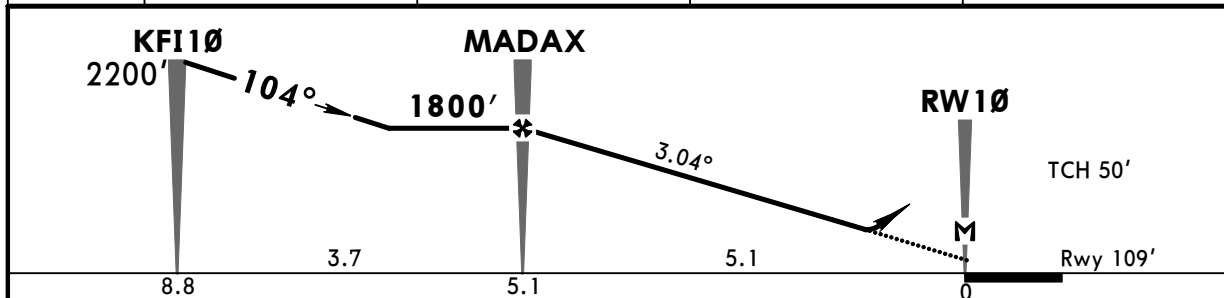
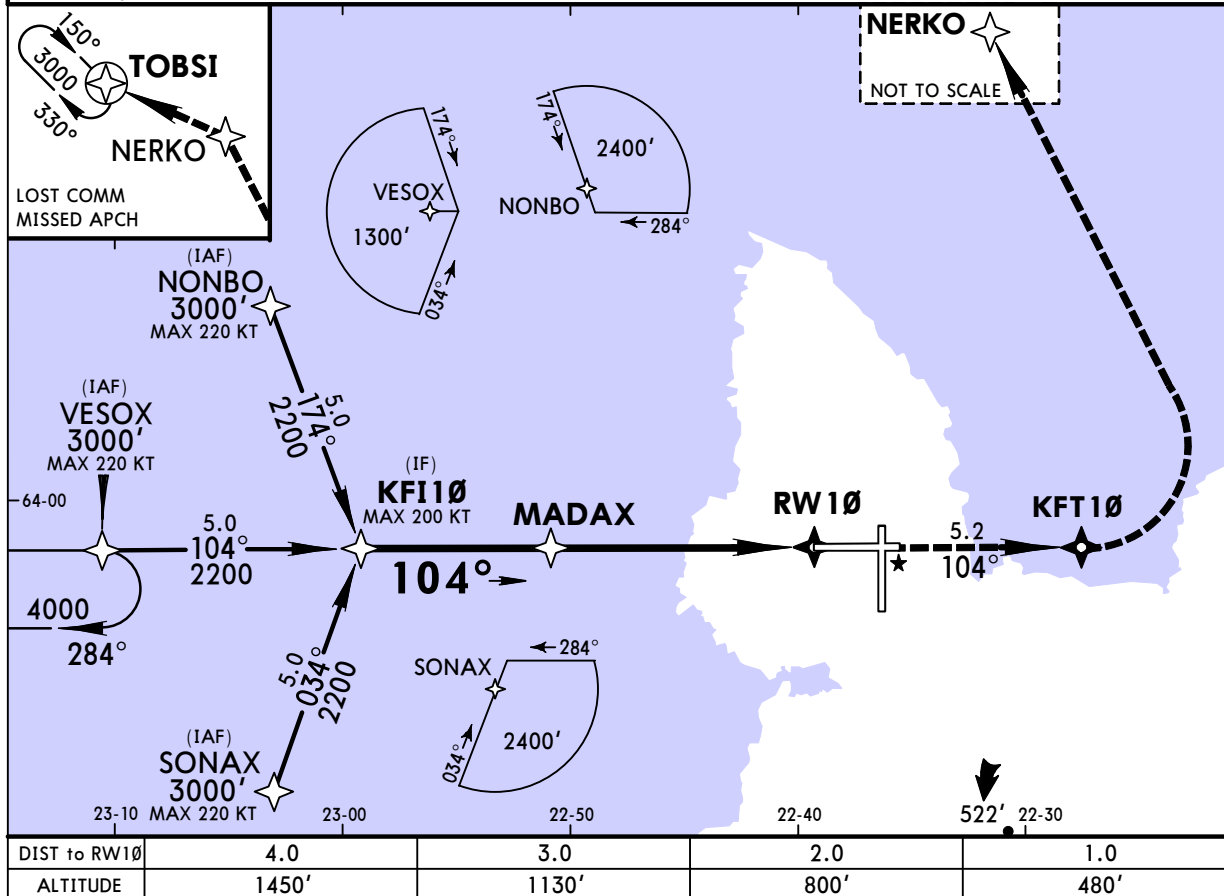
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14 APR 17
Eff 27 Apr (12-4)

KEFLAVIK, ICELAND
RNAV (GNSS) Rwy 10

BRIEFING STRIP

D-ATIS 128.3		KEFLAVIK Approach 119.3		KEFLAVIK Tower 118.3		Ground 121.9	
RNAV	Final Aptch Crs 104°	Minimum Alt MADAX 1800' (1691')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 169' Rwy 109'		TAA 25 NM IAF	
MISSED APCH: Climb on 104° to KFT10, turn LEFT (MAX 210 KT) direct to NERKO climbing to 3000'. Expect vectoring by Keflavik APP. MISSED APCH WITH LOST COMM: Passing NERKO turn LEFT direct to TOBSI and hold at 3000'.							
Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 7000'							
1. Baro-VNAV operations not authorized below -15°C. VPA exceeds 3.5° above 50°C. 2. Final speed: Minimum 160 KT until 4 NM to RW10.							



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI PAPI KFT10 on 104°
Descent Angle 3.04°	376	484	538	645	753	861	
LNAV/VNAV: MAP at DA							
LNAV: MAP at RW10							

STRAIGHT-IN LANDING RWY 10				CIRCLE-TO-LAND	
LNAV/VNAV		LNAV			
DA(H) ABC: 359' (250') D: 380' (271')		DA/MDA(H) CDFA C: 420' (311') AB: 410' (301') D: 440' (331')			
ALS out		ALS out		Max Kts	MDA(H) VIS
RVR 750m I		RVR 1300m		100	600' (431') 1500m
		RVR 750m		135	670' (501') 1600m
		RVR 1400m		180	870' (701') 2400m
		RVR 800m		205	940' (771') 3600m

I With TDZ & CL & HUD: ABC: RVR 550m, D: RVR 600m.

CHANGES: Rwy designation. Bearings. Waypoint designations.

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KEFLAVÍK

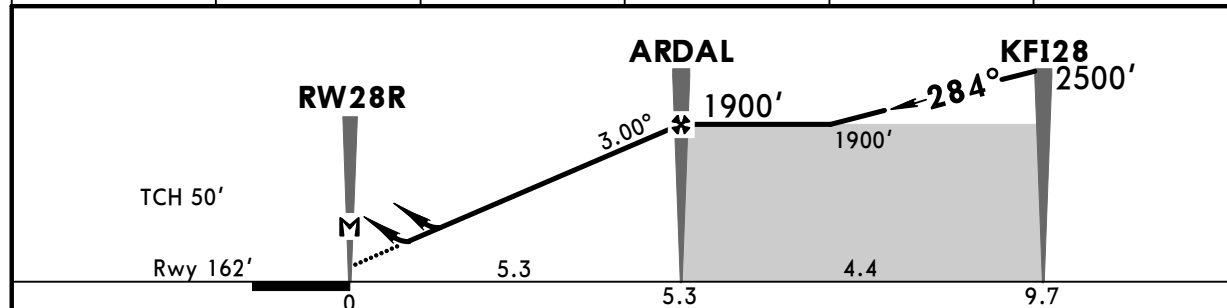
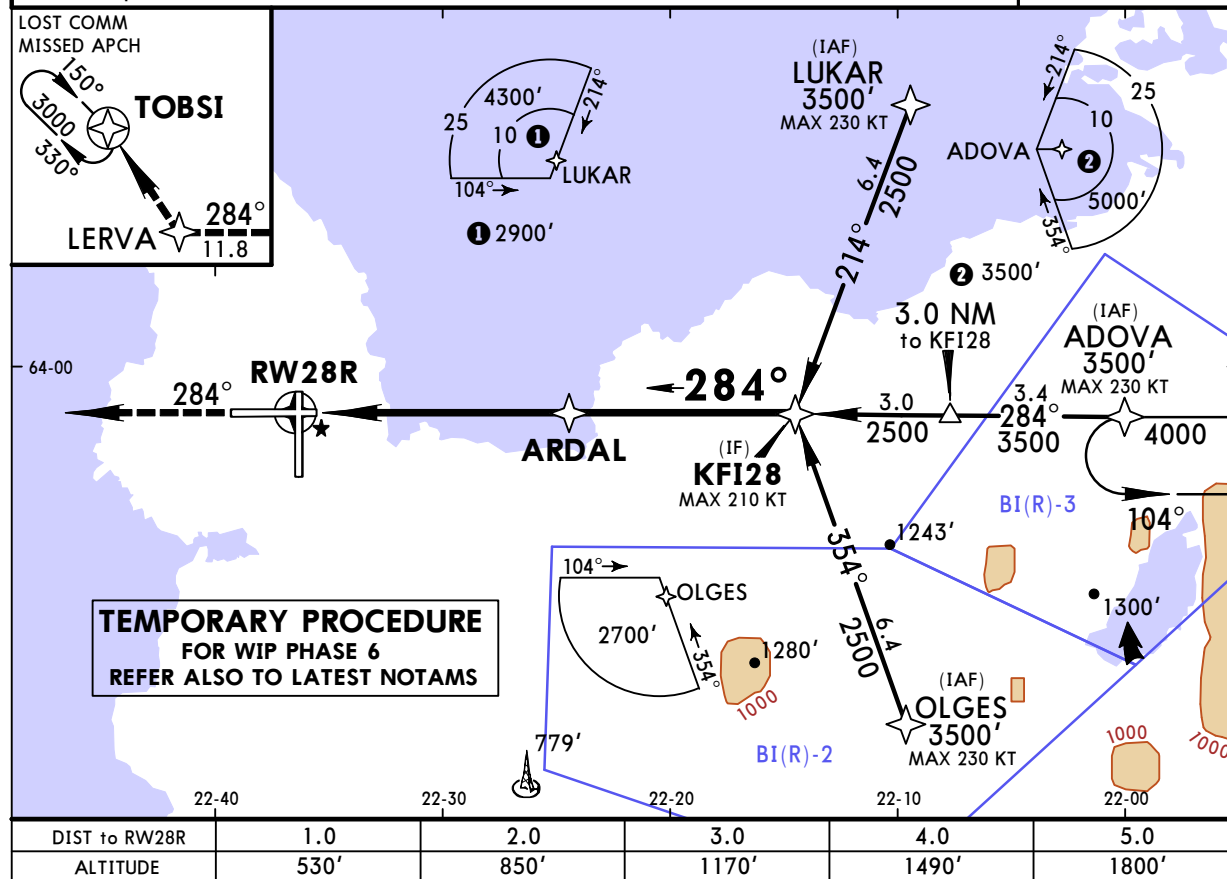
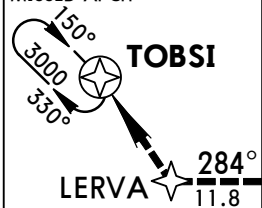
14 APR 17
Eff 27 Apr


12-05

KEFLAVIK, ICELAND
RNAV (GNSS) R Rwy 28

D-ATIS 128.3		KEFLAVIK Approach 119.3		KEFLAVIK Tower 118.3		Ground 121.9	
RNAV	Final Apch Crs 284°	Procedure Alt ARDAL 1900' (1738')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 169' Rwy 162'		TAA 25 NM IAF	
MISSED APCH: Climb on 284° to LERVA climbing to 3000'. Expect vectoring by Keflavik APP. MISSED APCH WITH LOST COMM: Passing LERVA turn RIGHT direct to TOBSI and hold at 3000'.							
Alt Set: hPa (IN on req) Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 7000' 1. Baro-VNAV operations not authorized below -15°C. VPA exceeds 3.5° above 50°C. 2. Final speed: Minimum 160 KT until 4 NM to RW28R.							

LOST COMM
MISSED APCH



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI	LERVA  on 284°
Descent Angle 3.00°	372	478	531	637	743	849		
LNAV/VNAV: MAP at DA								
LNAV: MAP at RW28R								

Standard

STRAIGHT-IN LANDING RWY 28

CIRCLE-TO-LAND

		LNAV/VNAV		LNAV CDFA		CIRCLE TO LAND
DA(H)		A: 430' (268')	C: 450' (288')			
		B: 440' (278')	D: 460' (298')	DA/MDA(H) 550' (388')	Max Kts.	MDA(H) VIS
A	RVR 1300m			RVR 1500m	100	600' (431') 1500m
B					135	670' (501') 1600m
C	RVR 1400m			RVR 1800m	180	870' (701') 2400m
D					205	940' (771') 3600m

CHANGES: New temporary procedure.

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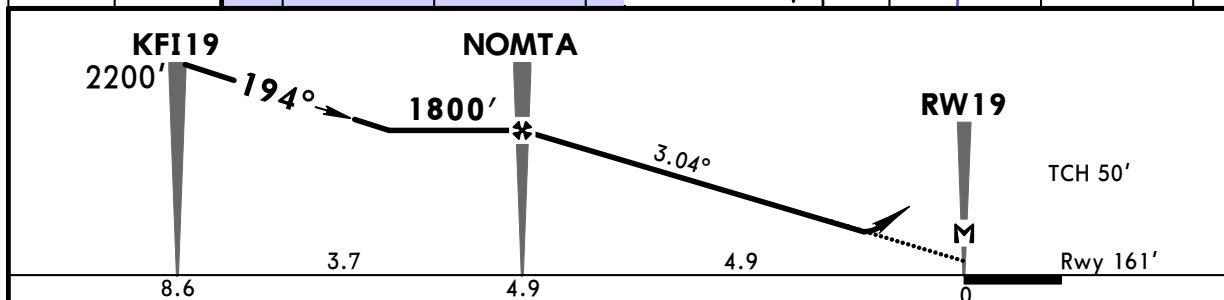
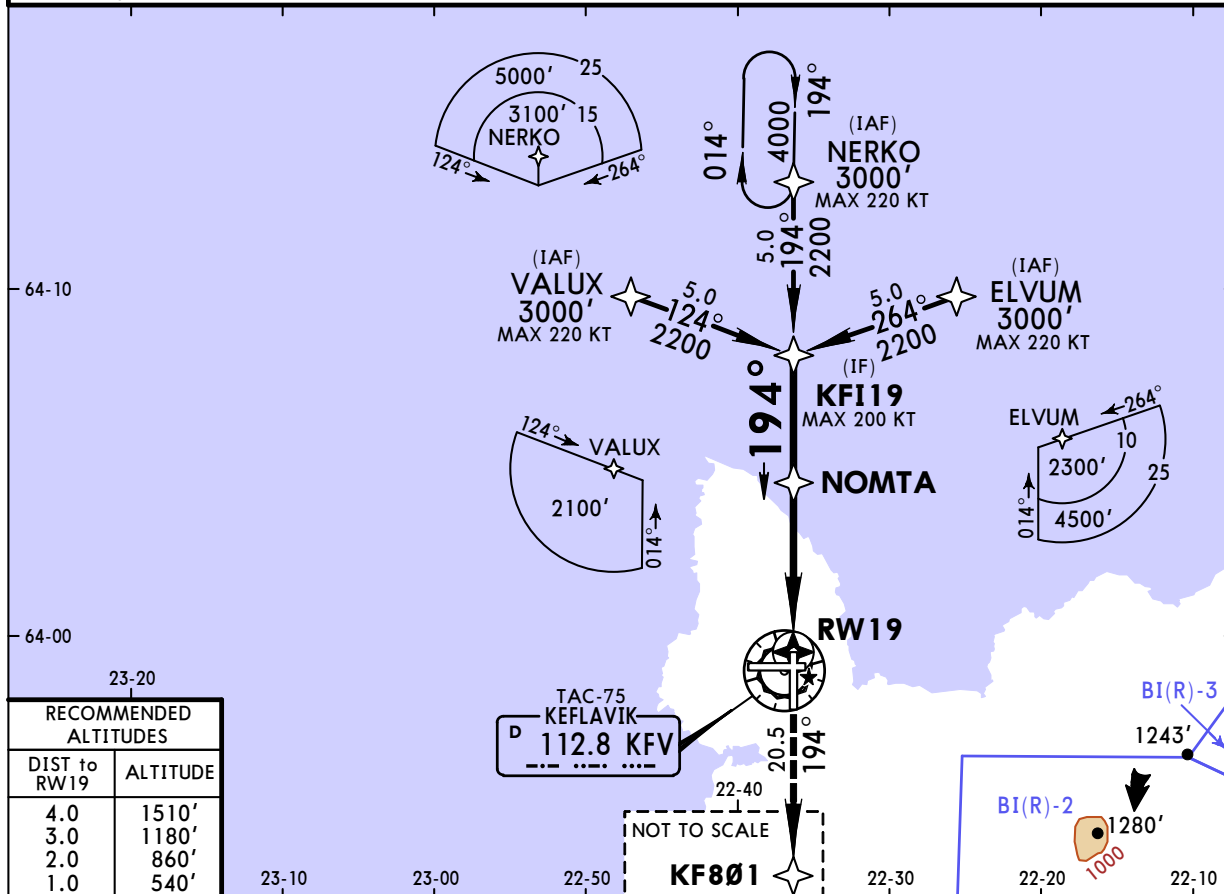
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14 APR 17
Eff 27 Apr (12-5)

KEFLAVIK, ICELAND
RNAV (GNSS) Z Rwy 19

BRIEFING STRIP™

D-ATIS 128.3		KEFLAVIK Approach 119.3		KEFLAVIK Tower 118.3		Ground 121.9	
RNAV	Final Apch Crs 194°	Minimum Alt NOMTA 1800' (1639')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 169' Rwy 161'	TAA 25 NM IAF		
MISSED APCH: Climb on 194° to KF801 climbing to 3000'. Expect vectoring by Keflavik APP. MISSED APCH WITH LOST COMM: At KF801 turn RIGHT direct to Kfv for new approach.							
Alt Set: hPa (IN on req) Rwy Elev: 6 hPa Trans level: By ATC 1. Baro-VNAV operations not authorized below -15°C. VPA exceeds 3.5° above 50°C. 2. Final speed: Minimum 160 KT until 4 NM to RW19.							



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI KF801 on 194°
Descent Angle 3.04°	376	484	538	645	753	861	
RNAV/VNAV: MAP at DA							
RNAV: MAP at RW19							

STRAIGHT-IN LANDING RWY 19				CIRCLE-TO-LAND	
RNAV/VNAV		RNAV CDFA		Max Kts	MDA(H) VIS
DA(H) A: 420' (259') C: 440' (279') B: 430' (269') D: 450' (289')		DA/MDA(H) 530' (369')			
A	RVR 750m I	ALS out	RVR 1300m	100	600' (431') 1500m
				135	670' (501') 1600m
		RVR 1000m	RVR 1700m	180	870' (701') 2400m
				205	940' (771') 3600m

I With TDZ & CL & HUD: ABC: RVR 600m, D: RVR 650m.

CHANGES: Bearings.

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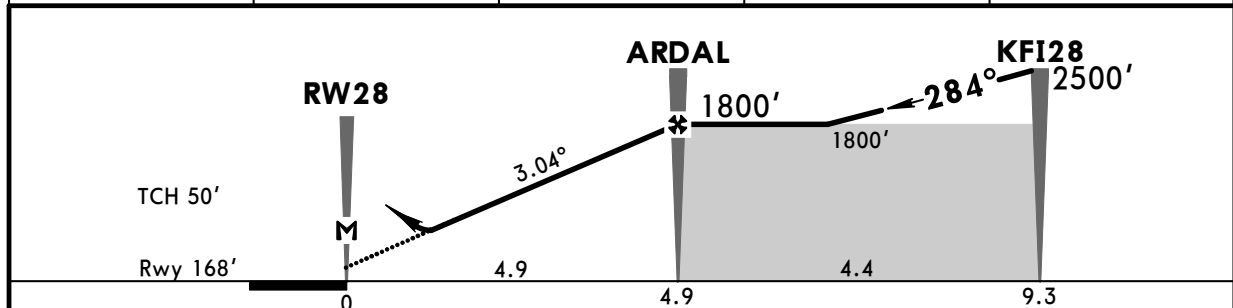
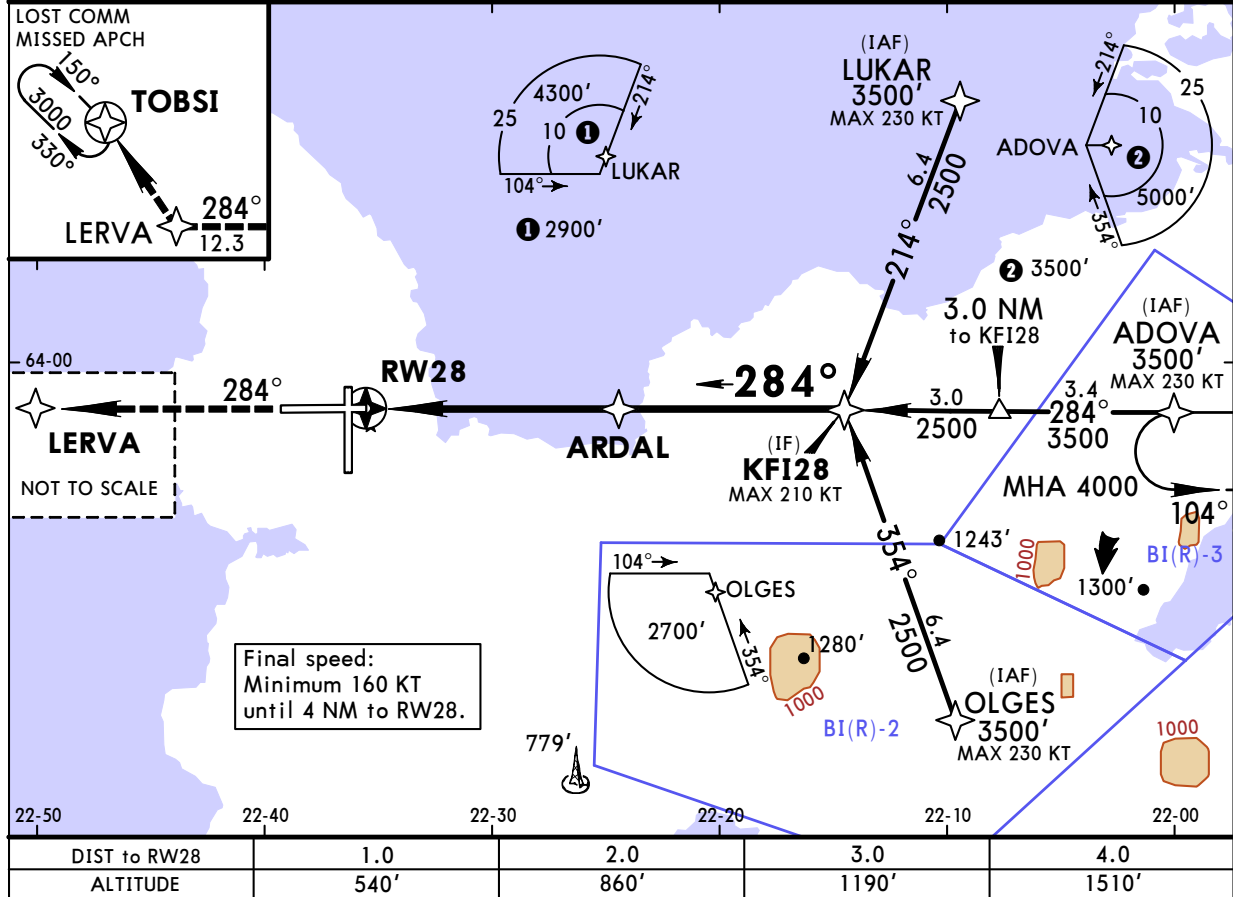
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14 APR 17
Eff 27 Apr (12-6)

KEFLAVIK, ICELAND
RNAV (GNSS) Z Rwy 28

BRIEFING STRIP™

D-ATIS		KEFLAVIK Approach		KEFLAVIK Tower		Ground	
128.3		119.3		118.3		121.9	
RNAV	Final Apch Crs 284°	Procedure Alt ARDAL 1800' (1632')	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 169' Rwy 168'		TAA 25 NM IAF	
MISSED APCH: Climb on 284° to LERVA climbing to 3000'. Expect vectoring by Keflavik APP.							
MISSED APCH WITH LOST COMM: Passing LERVA turn RIGHT direct to TOBSI and hold at 3000'.							
Alt Set: hPa (IN on req) Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 7000' Baro-VNAV operations not authorized below -15°C. VPA exceeds 3.5° above 50°C.							



Gnd speed-Kts	70	90	100	120	140	160	HIALS	
Descent Angle 3.04°	376	484	538	645	753	861	PAPI	PAPI
LNAV/VNAV: MAP at DA								
LNAV: MAP at RW28								

Standard STRAIGHT-IN LANDING RWY 28				CIRCLE-TO-LAND	
DA(H) LNAV/VNAV		LNAV CDFA			
A: 460' (292') C: 490' (322')		DA/MDA(H) 550' (382')			
B: 470' (302') D: 500' (332')					
ALS out		ALS out		Max Kts	MDA(H) VIS
A	RVR 1200m	RVR 1400m	RVR 1500m	100	600' (431') 1500m
B				135	670' (501') 1600m
C	RVR 1300m	RVR 1500m	RVR 1600m	180	870' (701') 2400m
D				205	940' (771') 3600m

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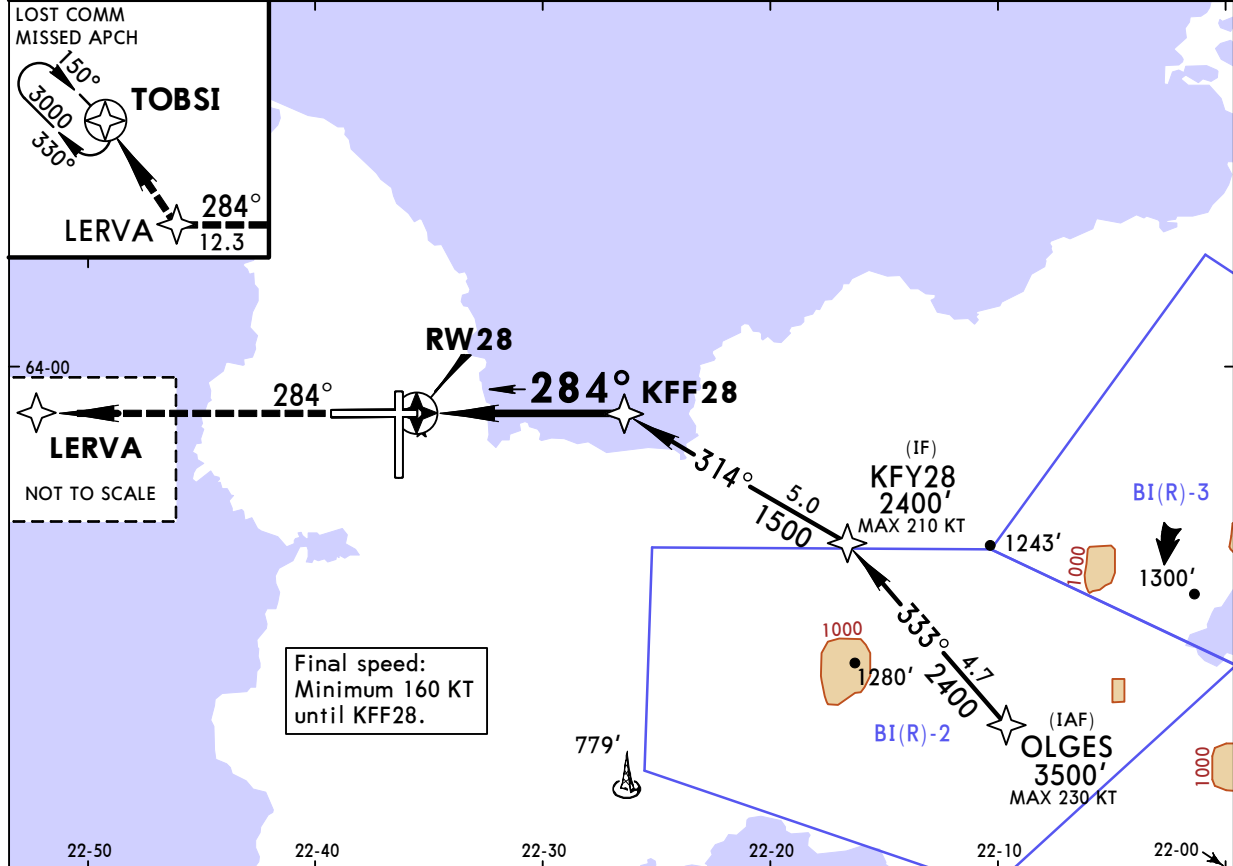
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14 APR 17
Eff 27 Apr (12-7)

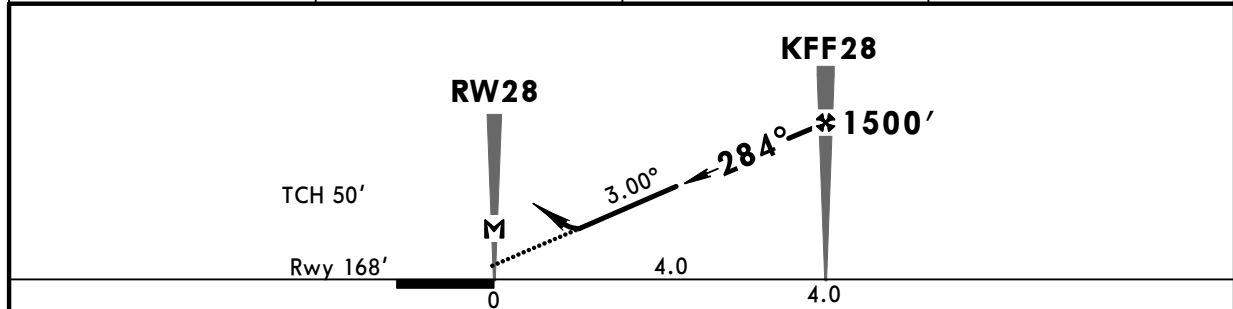
KEFLAVIK, ICELAND
RNAV (GNSS) Y Rwy 28

BRIEFING STRIP

D-ATIS		KEFLAVIK Approach		KEFLAVIK Tower		Ground	
128.3		119.3		118.3		121.9	
RNAV	Final Apch Crs 284°	Minimum Alt KFF28 1500' (1332')	LNAV DA/MDA(H) 550' (382')	Apt Elev 169' Rwy 168'		<div><div></div><div>4000</div></div> <div>MSA ARP</div>	
MISSED APCH: Climb on 284° to LERVA climbing to 3000'. Expect vectoring by Keflavik APP.							
MISSED APCH WITH LOST COMM: Passing LERVA turn RIGHT direct to TOBSI and hold at 3000'.							
Alt Set: hPa (IN on req)		Rwy Elev: 6 hPa	Trans level: By ATC		Trans alt: 7000'		



DIST to RW28	1.0	2.0	3.0
ALTITUDE	540'	860'	1180'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at RW28						

STRAIGHT-IN LANDING RWY 28			CIRCLE-TO-LAND		
LNAV CDFA DA/MDA(H) 550' (382')					
ALS out			Max Kts	MDA(H)	VIS
RVR 1500m			100	600' (431')	1500m
			135	670' (501')	1600m
RVR 1600m RVR 1800m			180	870' (701')	2400m
			205	940' (771')	3600m

PANS OPS

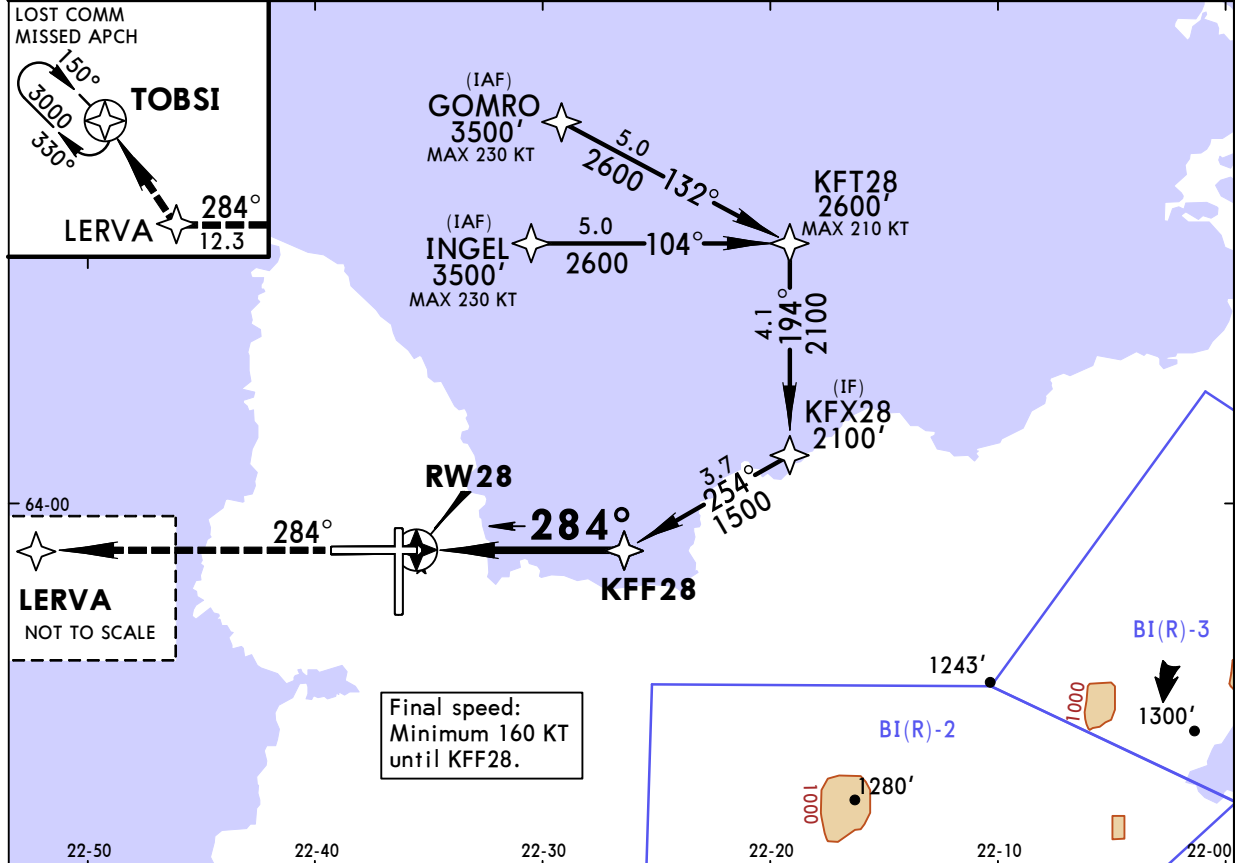
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Eff 27 Apr (12-8)

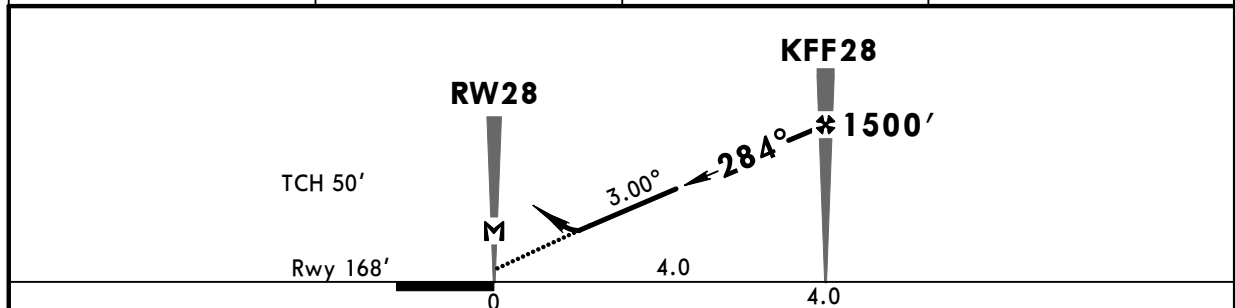
KEFLAVIK, ICELAND
RNAV (GNSS) X Rwy 28

BRIEFING STRIP

D-ATIS 128.3		KEFLAVIK Approach 119.3		KEFLAVIK Tower 118.3		Ground 121.9	
RNAV	Final Apch Crs 284°	Minimum Alt KFF28 1500' (1332')	LNAV DA/MDA(H) 550' (382')	Apt Elev 169' Rwy 168'		<div><div>4000</div><div>MSA ARP</div></div>	
<div>MISSED APCH: Climb on 284° to LERVA climbing to 3000'. Expect vectoring by Keflavik APP.</div> <div>MISSED APCH WITH LOST COMM: Passing LERVA turn RIGHT direct to TOBSI and hold at 3000'.</div>							
Alt Set: hPa (IN on req)		Rwy Elev: 6 hPa	Trans level: By ATC		Trans alt: 7000'		



DIST to RW28	1.0	2.0	3.0
ALTITUDE	540'	860'	1180'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at RW28						

STRAIGHT-IN LANDING RWY 28			CIRCLE-TO-LAND		
LNAV CDFA DA/MDA(H) 550' (382')			LERVA on 284°		
ALS out			Max Kts	MDA(H)	VIS
RVR 1500m			100	600' (431')	1500m
			135	670' (501')	1600m
			180	870' (701')	2400m
RVR 1600m RVR 1800m			205	940' (771')	3600m

PANS OPS

BIKF/KEF
KEFLAVIK


14 APR 17

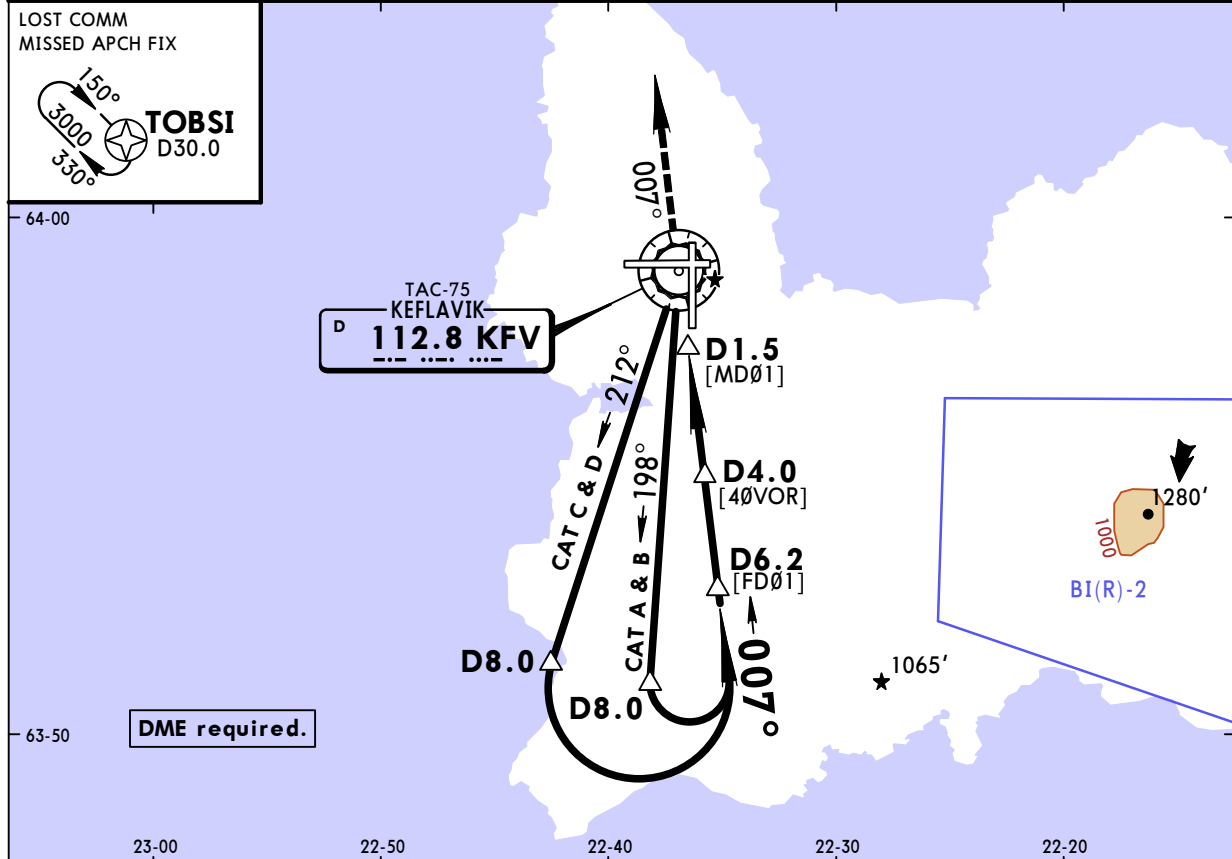
13-1

Eff 27 Apr

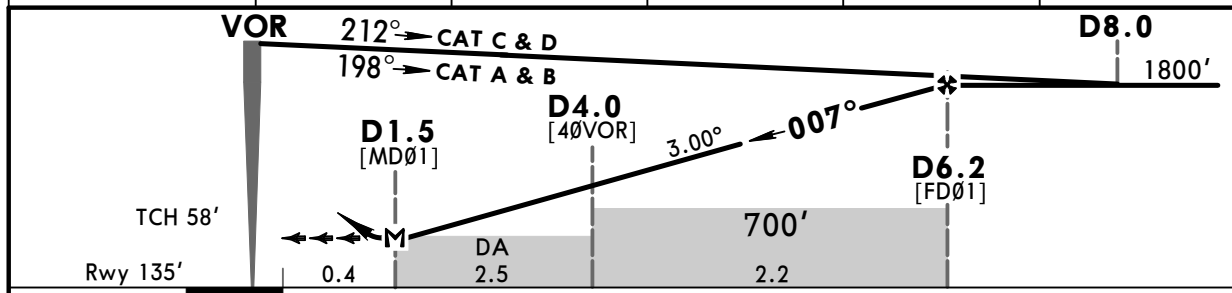
KEFLAVIK, ICELAND
VOR Rwy 01

BRIEFING STRIP

D-ATIS 128.3		KEFLAVIK Approach 119.3		KEFLAVIK Tower 118.3		Ground 121.9	
VOR KFV 112.8	Final Apch Crs 007°	Procedure Alt D6.2 1800' (1665')	DA/MDA(H) Refer to Minimums	Apt Elev 169' Rwy 135'			
MISSED APCH: Climb on 007° to 3000'. Expect vectoring by Keflavik APP.							
MISSED APCH WITH LOST COMM: At D10.0 turn LEFT on heading 290° to intercept R-330 and hold at TOBSI at 3000'.							
Alt Set: hPa (IN on req)		Rwy Elev: 5 hPa	Trans level: By ATC		Trans alt: 7000'		MSA KfV VOR



KfV DME	2.0	3.0	4.0	5.0	6.0
ALTITUDE	470'	780'	1100'	1420'	1740'



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI	3000' ↑ on 007°
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at D1.5								

Standard STRAIGHT-IN LANDING RWY 01				CIRCLE-TO-LAND		
CDFA						
DA/MDA(H)		A: 480' (345')	C: 550' (415')			
		B: 520' (385')	D: 620' (485')			
A	RVR 1500m			Max Kts	MDA(H)	VIS
B				100	600' (431')	1500m
C				135	670' (501')	1600m
D				180	870' (701')	2400m
				205	940' (771')	3600m

PANS OPS

BIKF/KEF
KEFLAVIK


14 APR 17

(13-2)

Eff 27 Apr

KEFLAVIK, ICELAND
VOR Rwy 10

BRIEFING STRIP

D-ATIS		KEFLAVIK Approach		KEFLAVIK Tower		Ground	
128.3		119.3		118.3		121.9	
VOR KfV 112.8	Final Apch Crs 108°	Procedure Alt D6.2 1800' (1691')	DA/MDA(H) Refer to Minimums	Apt Elev 169' Rwy 109'			
MISSED APCH: Climb on R-108 to D5.0, then turn LEFT on heading 335° climbing to 3000' Expect vectoring by Keflavik APP.							
MISSED APCH WITH LOST COMM: At D10.0 turn LEFT on heading 290° to intercept R-330 and hold at TOBSI at 3000'.							
Alt Set: hPa (IN on req)		Rwy Elev: 4 hPa		Trans level: By ATC		Trans alt: 7000'	
							MSA KfV VOR

LOST COMM
MISSED APCH FIX



DME required.

10

5

0

5

0

5

0

5

0

5

0

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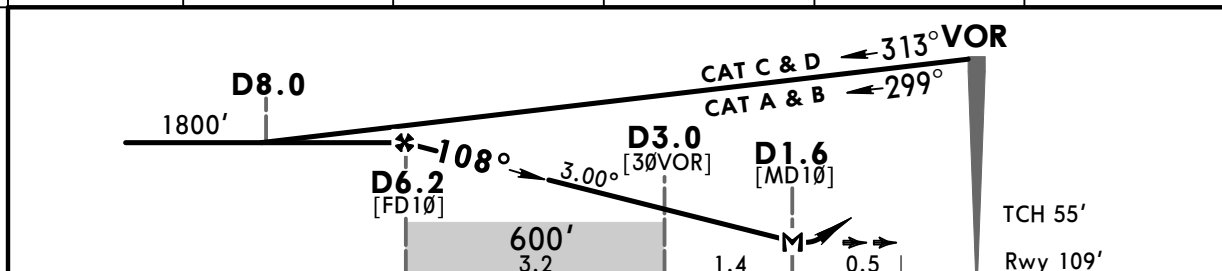
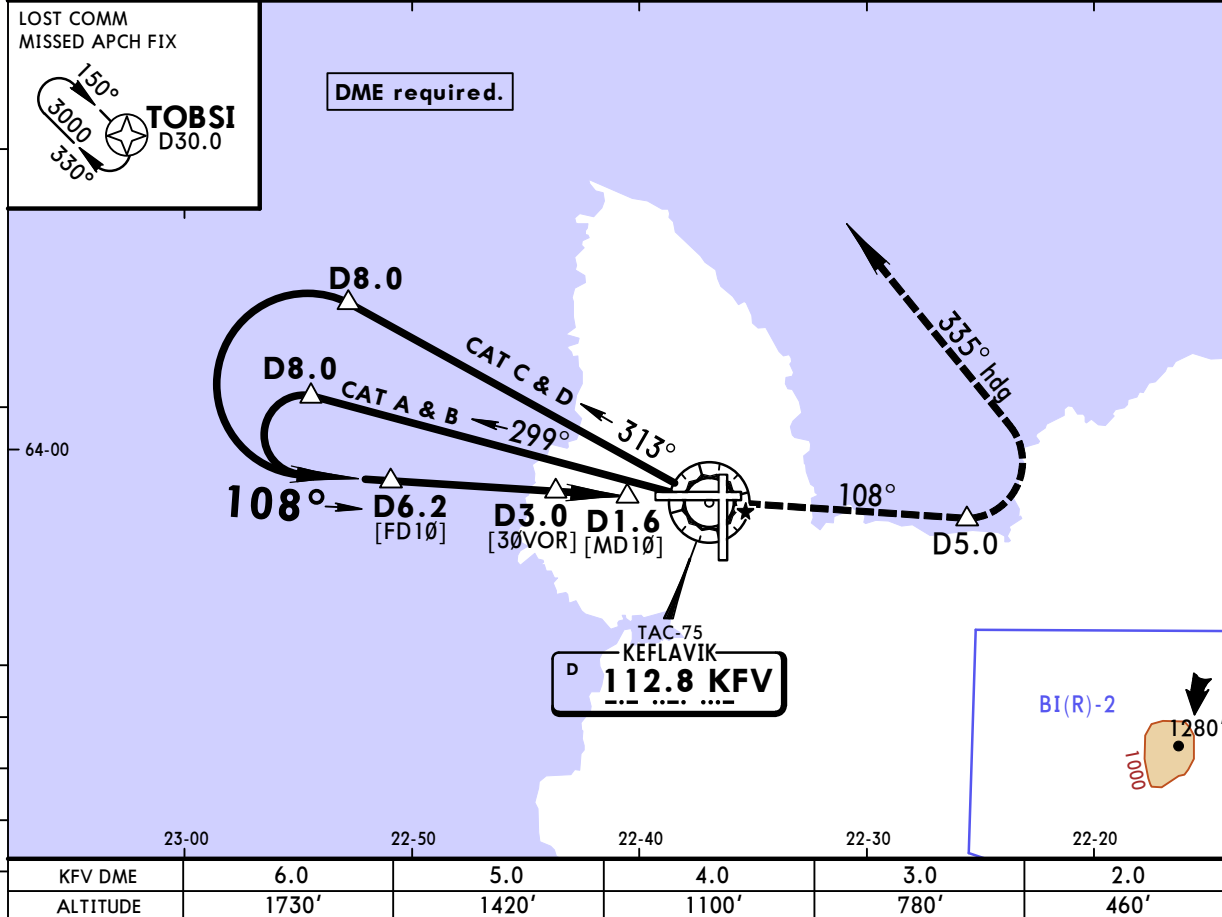
5

0

5

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5



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI PAPI	D5.0 112.8 KfV on R-108
Descent Angle 3.00°	372	478	531	637	743	849		
MAP at D1.6								

Standard				CIRCLE-TO-LAND			
STRAIGHT-IN LANDING RWY 10				CDFA			
DA/MDA(H) ABC: 360' (251') D: 380' (271')							
		ALS out		Max Kts	MDA(H)	VIS	
A	RVR 750m	RVR 1300m		100	600' (431')	1500m	
B				135	670' (501')	1600m	
C				180	870' (701')	2400m	
D				205	940' (771')	3600m	

PANS OPS

BIKF/KEF
KEFLAVIK

14 APR 17

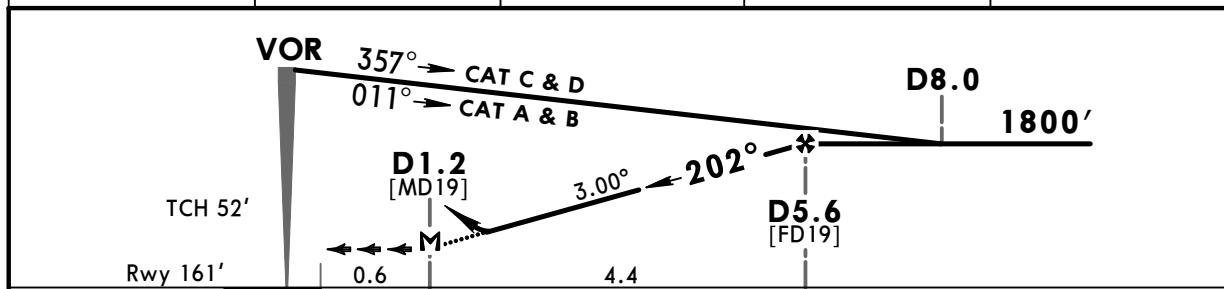
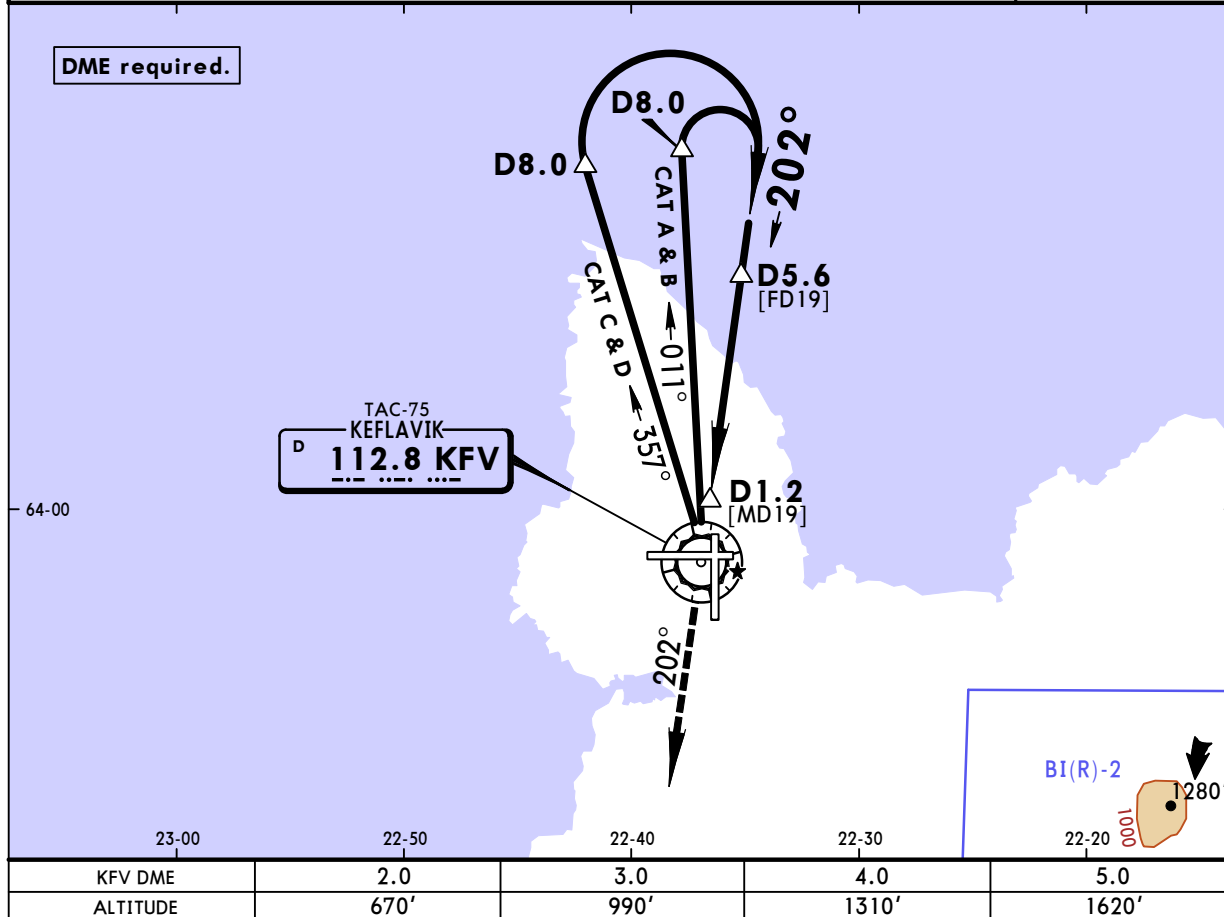
(13-3)

Eff 27 Apr

KEFLAVIK, ICELAND
VOR Rwy 19

BRIEFING STRIP

D-ATIS		KEFLAVIK Approach		KEFLAVIK Tower		Ground	
128.3		119.3		118.3		121.9	
VOR KFV 112.8	Final Apch Crs 202°	Minimum Alt D5.6 1800' (1639')	DA/MDA(H) Refer to Minimums	Apt Elev 169' Rwy 161'			
MISSED APCH: Climb direct to VOR continue on R-202 to 3000'. Expect vectoring by Keflavik APP. MISSED APCH WITH LOST COMM: Continue on 202°, passing D20.0, then turn RIGHT direct to VOR at 3000', for a new approach.							
Alt set: hPa (IN on req) Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 7000'							
MSA KFV VOR							



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI PAPI	KfV 112.8	3000'	KfV 112.8
Descent Angle 3.00°	372	478	531	637	743	849		D	↑	R-202
MAP at D1.2										

STRAIGHT-IN LANDING RWY 19				CIRCLE-TO-LAND		
DA/MDA(H)		A: 540' (379') B: 550' (389')		C: 580' (419') D: 600' (439')		
		ALS out		Max Kts	MDA(H)	VIS
A	RVR 1000m	RVR 1500m		100	600' (431')	1500m
B	RVR 1100m			135	670' (501')	1600m
C	RVR 1200m	RVR 1900m		180	870' (701')	2400m
D	RVR 1300m	RVR 2000m		205	940' (771')	3600m

PANS OPS

BIKF/KEF
KEFLAVIK


14 APR 17

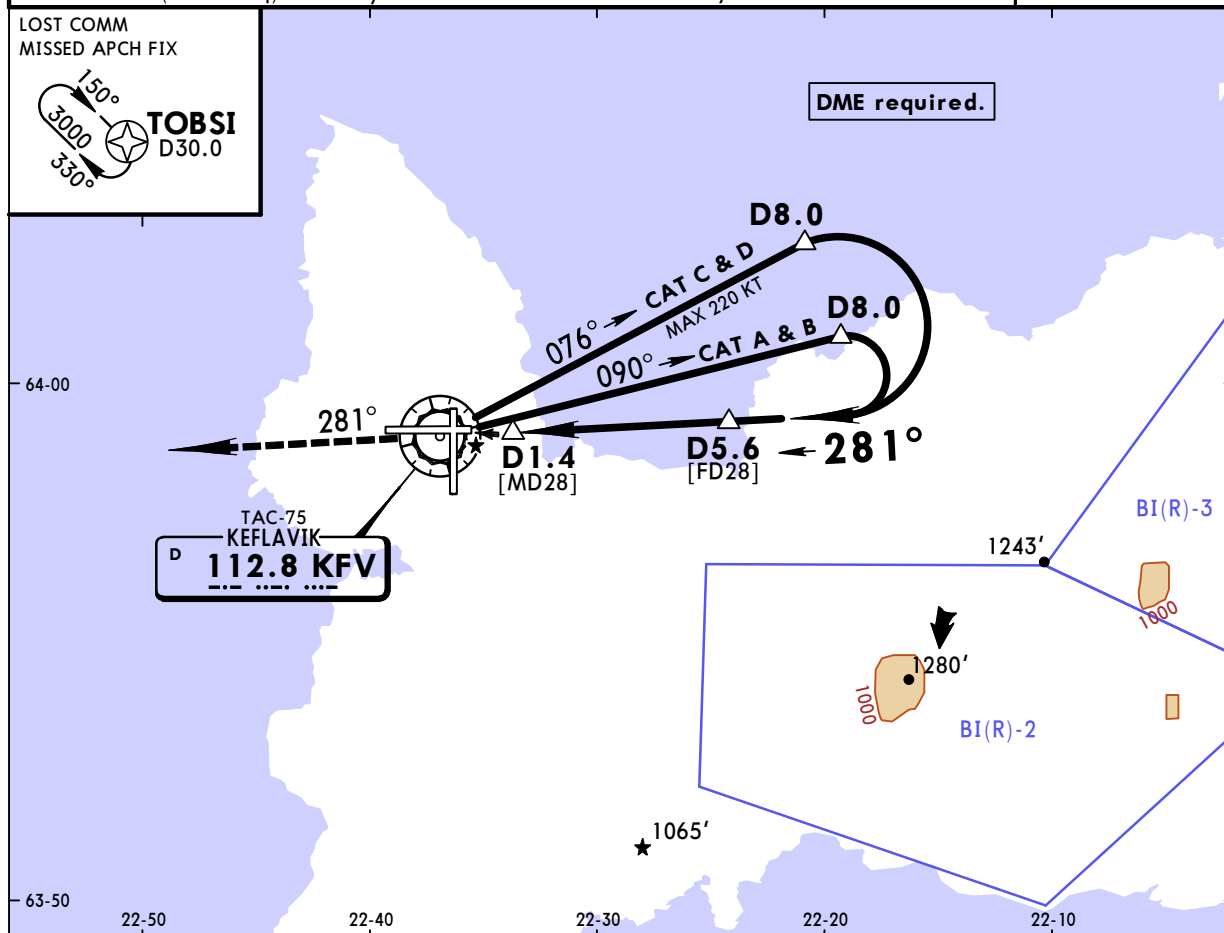
(13-4)

Eff 27 Apr

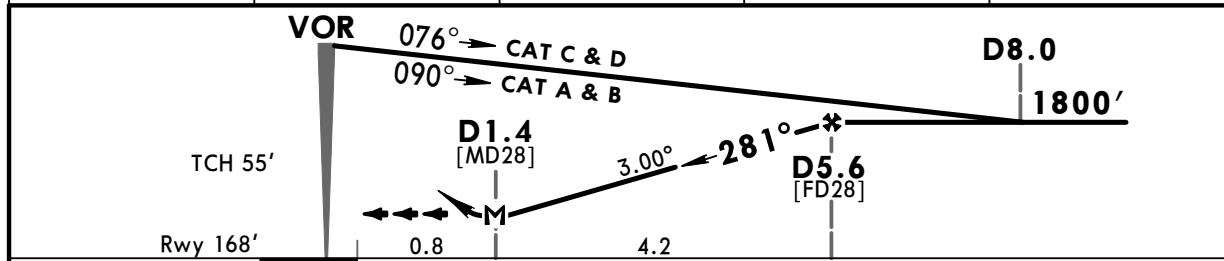
KEFLAVIK, ICELAND
VOR Rwy 28

BRIEFING STRIP

D-ATIS		KEFLAVIK Approach		KEFLAVIK Tower		Ground	
128.3		119.3		118.3		121.9	
VOR KFV 112.8	Final Apch Crs 281°	Minimum Alt D5.6 1800'(1632')	DA/MDA(H) Refer to Minimums	Apt Elev 169' Rwy 168'			
MISSED APCH: Climb on 281° to 3000'. Expect vectoring by Keflavik APP.							
MISSED APCH WITH LOST COMM: At D10.0 turn RIGHT on heading 010°, intercept R-330 and hold at TOBSI at 3000'.							
Alt Set: hPa (IN on req)		Rwy Elev: 6 hPa		Trans level: By ATC		Trans alt: 7000'	



KfV DME	2.0	3.0	4.0	5.0
ALTITUDE	670'	990'	1310'	1620'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.4						

Standard			STRAIGHT-IN LANDING RWY 28		CIRCLE-TO-LAND	
			CDFA			
			DA/MDA(H) AB: 480' (312')		C: 500' (332')	
					D: 520' (352')	
			ALS out			
A	RVR 1200m		RVR 1400m		Max Kts 100	MDA(H) 600'(431') VIS 1500m
B					135	670'(501') 1600m
C	RVR 1300m		RVR 1500m		180	870'(701') 2400m
D	RVR 1400m		RVR 1600m		205	940'(771') 3600m

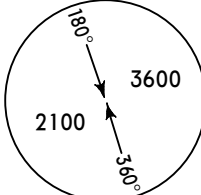
PANS OPS

BIKF/KEF
KEFLAVIK

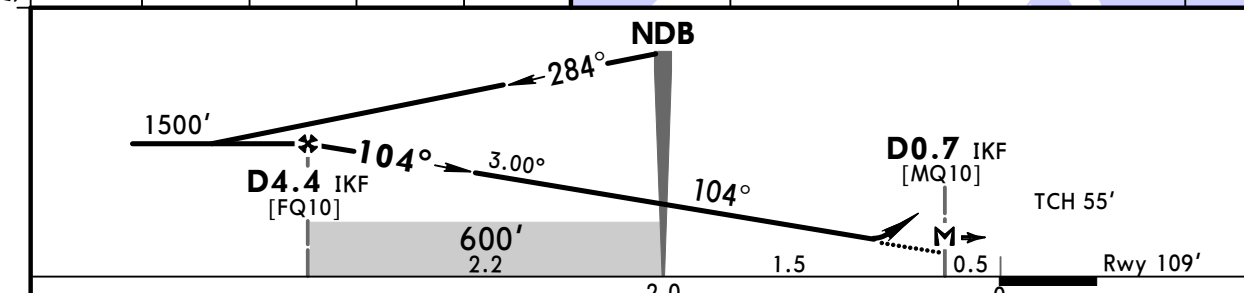
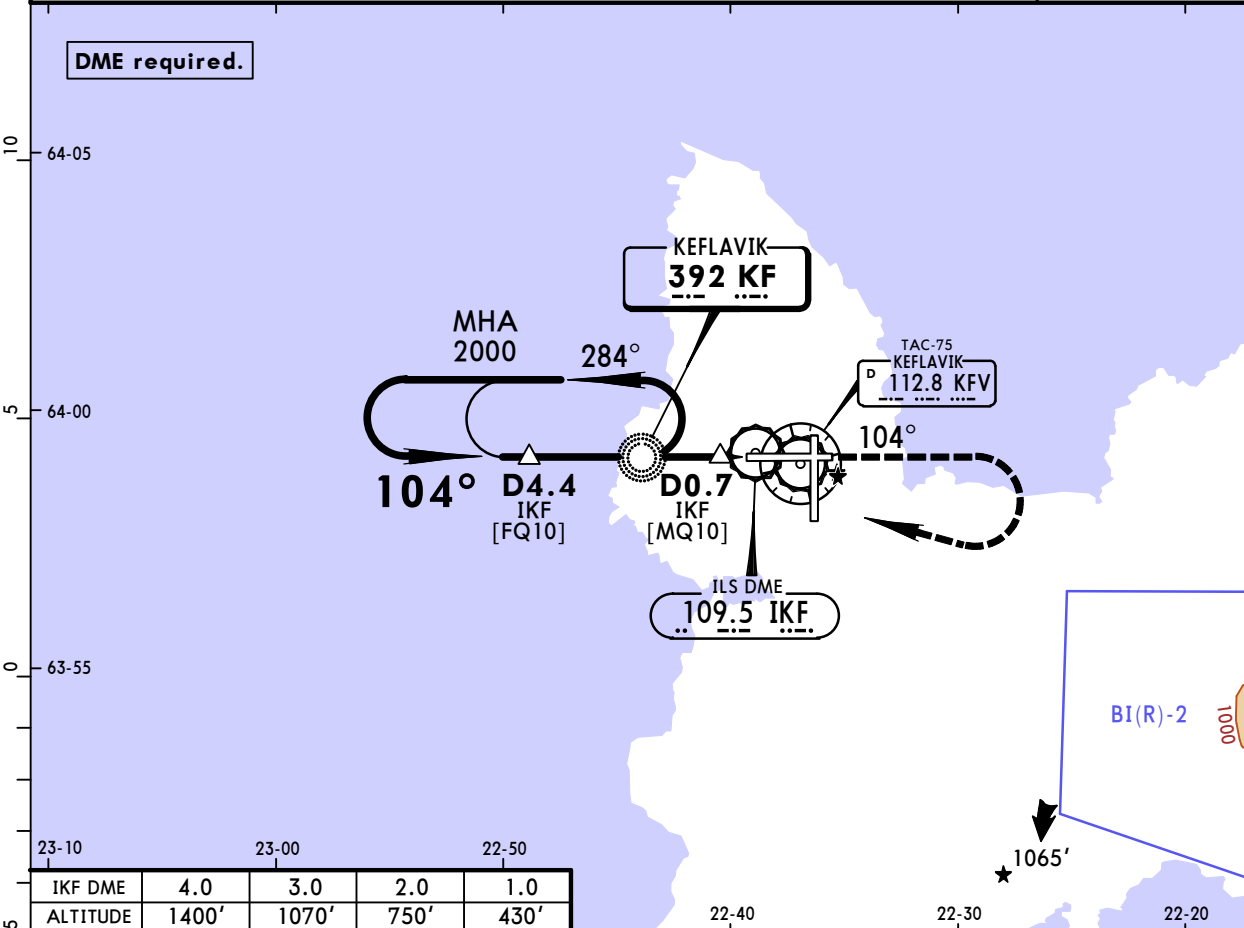
JEPPesen
14 APR 17 **(16-1)** **Eff 27 Apr**

KEFLAVIK, ICELAND
NDB Rwy 10

BRIEFING STRIP™

D-ATIS 128.3		KEFLAVIK Approach 119.3		KEFLAVIK Tower 118.3		Ground 121.9	
NDB KF 392	Final Apch Crs 104°	Procedure Alt D4.4 IKF 1500' (1391')	DA/MDA(H) 410' (301')	Apt Elev 169' Rwy 109'			
MISSED APCH: Climb on track 104° to 1500', then turn RIGHT to KF NDB and hold at 2000'.							
Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 7000'							

MSA KF NDB



Gnd speed-Kts	70	90	100	120	140	160		1500' ↑
Descent Angle	3.00°	372	478	531	637	743		
MAP at D0.7 IKF								

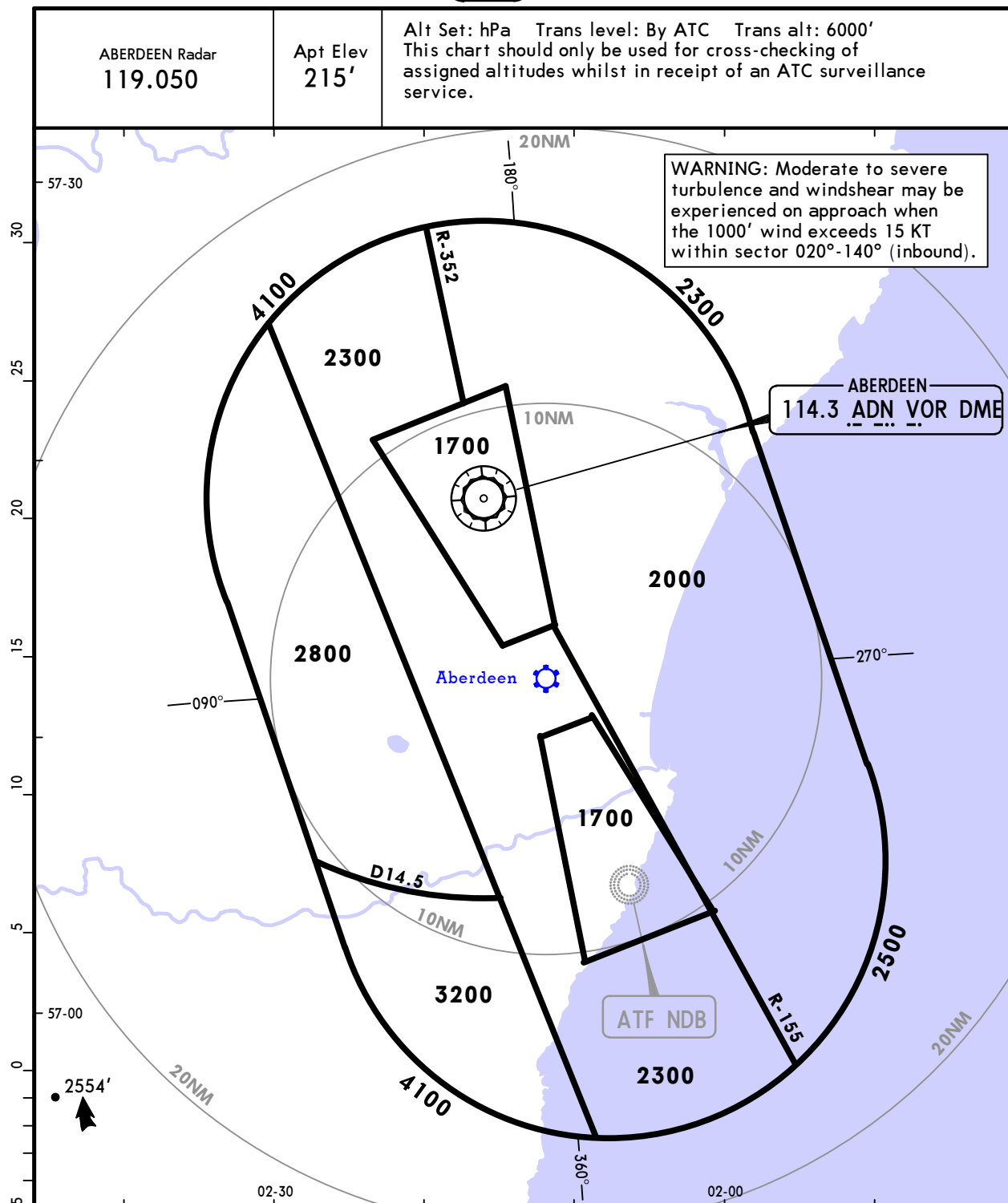
Standard		STRAIGHT-IN LANDING RWY 10		CIRCLE-TO-LAND	
		CDFA			
		DA/MDA(H) 410' (301')			
		ALS out		Max Kts	
A	RVR 750m	RVR 1400m		100	MDA(H) 600' (431') VIS 1500m
B				135	670' (501') 1600m
C				180	870' (701') 2400m
D				205	940' (771') 3600m

EGPD/ABZ
DYCEJEPPESEN
19 FEB 16 10-1R

Eff 3 Mar

RADAR MINIMUM ALTITUDES

ABERDEEN, UK

**OUTSIDE THE DESIGNATED RADAR MINIMUM ALTITUDE AREA**

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude or 1000' above any fixed obstacles:

- within 5 NM ① of the aircraft and
- within the sector 15 NM ② ahead of and within 20° either side of the aircraft's track.

3 NM ① or 10 NM ② when the aircraft is within 15 NM of the radar antennae.

PROCEDURE	LOSS OF COMMUNICATION PROCEDURE
INITIAL APPROACH	Continue visually or by means of an appropriate approved final approach aid. If not possible, proceed at 2500' or last assigned level if higher, to ADN or ATF as appropriate to the procedure being flown.
INTERMEDIATE AND FINAL APPROACH	Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to ADN or ATF as appropriate to the procedure being flown.

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JEPPesen
10 FEB 17 **10-2**

ABERDEEN, UK
COPTER ARRIVAL

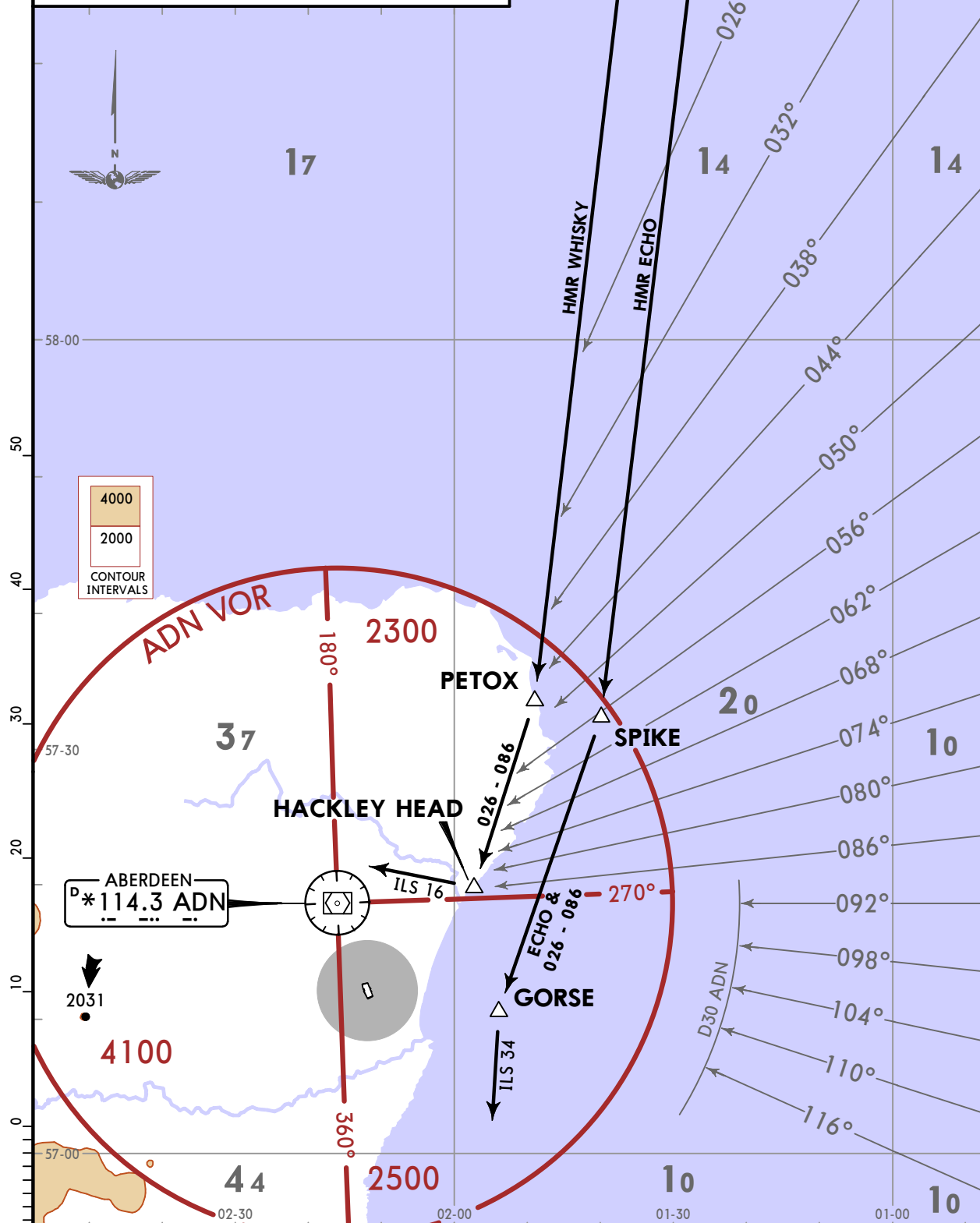
D-ATIS
114.3

Apt Elev
215

Alt Set: hPa Trans level: By ATC

RWYS 16, 34 COPTER ARRIVALS

These procedures are standard operating practice agreed with locally based helicopter operators.

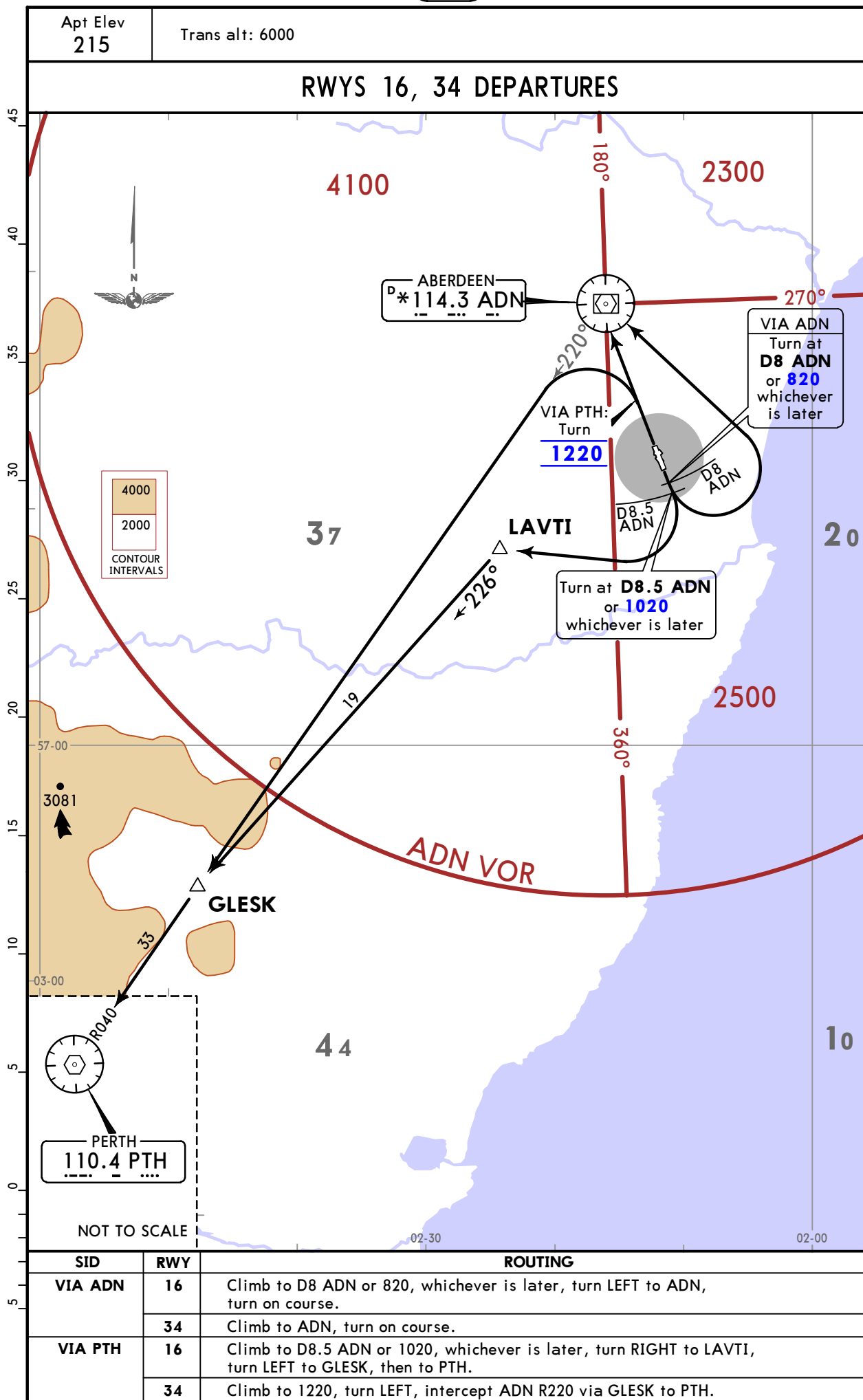


VIA	RWY	ROUTING
HMR 026 to 086	16	Track WHISKY to HACKLEY HEAD, then as directed by RADAR to ILS 16.
	34	Track ECHO to GORSE, then as directed by RADAR to ILS 34.
HMR 092 and greater	16	From D30 ADN direct to HACKLEY HEAD, then as directed by RADAR to ILS 16.
	34	From D30 ADN to GORSE, then as directed by RADAR to ILS 34.

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DYCE

JEPPESEN
10 FEB 17 **10-3**

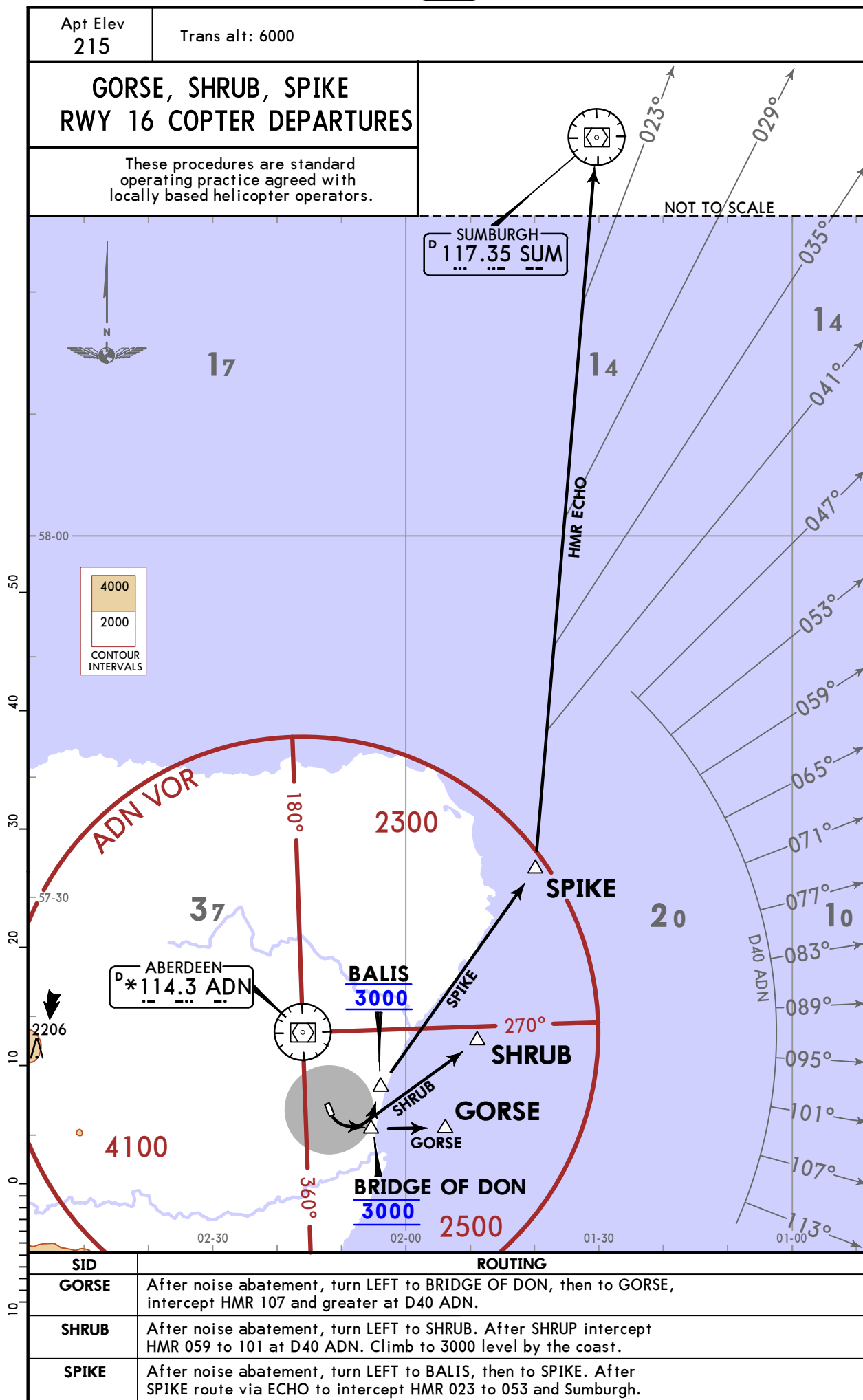
ABERDEEN, UK
DEPARTURE



EGPD/ABZ
DYCE

JEPPESEN
10 FEB 17 **(10-3B)**

ABERDEEN, UK
COPTER SID



EGPD/ABZ
DYCE

JEPPESEN
10 FEB 17 (10-3C)

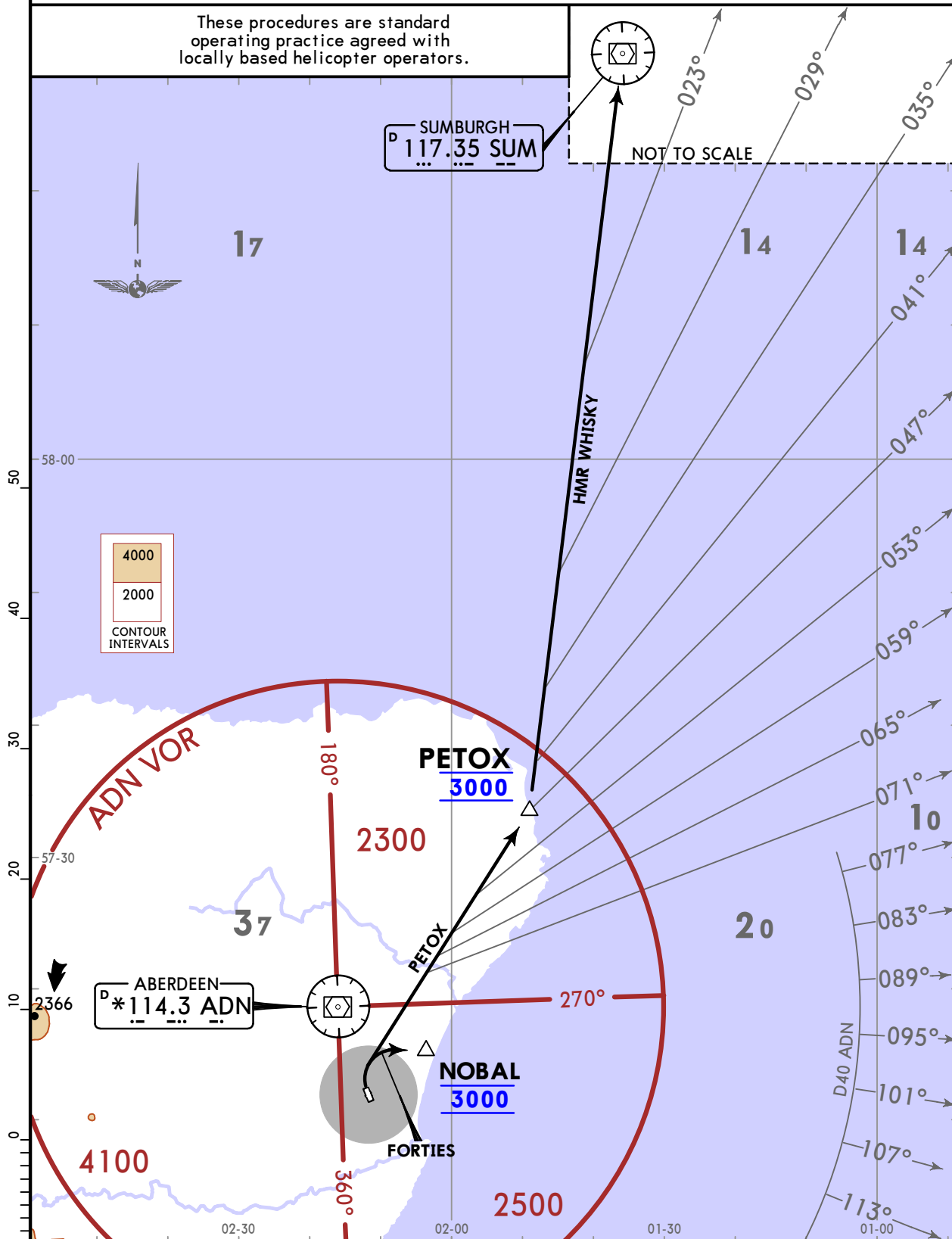
ABERDEEN, UK
COPTER SID

Apt Elev
215

Trans alt: 6000

FORTIES, PETOX **RWY 34 COPTER DEPARTURES**

These procedures are standard
operating practice agreed with
locally based helicopter operators.



SID
FORTIES

After noise abatement, turn RIGHT to NOBAL. After NOBAL intercept HMR 077 and greater at D40 ADN.

PETOX

After noise abatement, turn RIGHT to PETOX, intercept the HMR radial SOUTH of PETOX, or after PETOX track WHISKY to intercept the HMR, or continue on track to Sumburgh. Intercept HMR radial at 3000.

EGPD/ABZ
DYCE **JEPPESEN**
9 OCT 09 **10-4****ABERDEEN, UK**
NOISE

NOISE ABATEMENT

SUMMER: LT minus 1 HOUR = UTC(Z)
WINTER: LT. = UTC(Z)**GENERAL**

The following procedures may at any time be departed from to the extent necessary for avoiding immediate danger. Every operator of aircraft using the airport shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the airport.

PREFERENTIAL RUNWAY SYSTEM

Subject to ATC requirements and weather conditions departures with fixed wing aircraft should be made from runway 34. Arrivals should be on runway 16.

ARRIVALS

Do not descend below 2020' before intercepting ILS glide path nor thereafter fly below it. Aircraft landing without ILS assistance shall follow a descent path consistent with a 3° glide path. Do not join final approach at an altitude of less than 1720', except propeller driven aircraft of less than 5700 kg MTWA shall join at a minimum altitude of 1220'.

CONTINUOUS DESCENT APPROACH (CDA)

Inbound aircraft greater than 5700 kg may conduct Continuous Descent Approaches from first contact with Aberdeen ATSU to 4000'. In order to facilitate Continuous Descent Approaches, when in receipt of an Approach Radar service and when ATC workload permits controllers will attempt to provide appropriate descent instructions and distance from touchdown information on at least two occasions prior to reaching 4000'. Additional range checks may be requested by aircrew.

Actual speed control will be issued by ATC as required for separation and sequencing purposes, however pilots conducting a Continuous Descent Approach should expect speed restrictions of:

- 250KT or less below FL100,
- 210KT or less 20 NM from touchdown and
- 160KT or less 10 NM from touchdown.

DEPARTURES

Minimum noise routings depicted on Aberdeen DEPARTURE chart are compatible with ATC requirements and applicable for all jet aircraft and other aircraft of more than 5700 kg MTWA, unless otherwise instructed by ATC or unless deviations are required in the interests of safety.

REVERSE THRUST

Aircraft operating between 2330-0600 LT are requested to use minimal reverse thrust for noise abatement where this will not compromise the safe conduct of flight.

RUN-UP TESTS

Ground running of aircraft engines for test or maintenance is subject to the approval of the Managing Director, Aberdeen Airport Ltd, and shall be kept to the minimum consistent with operational needs.

EGPD/ABZ

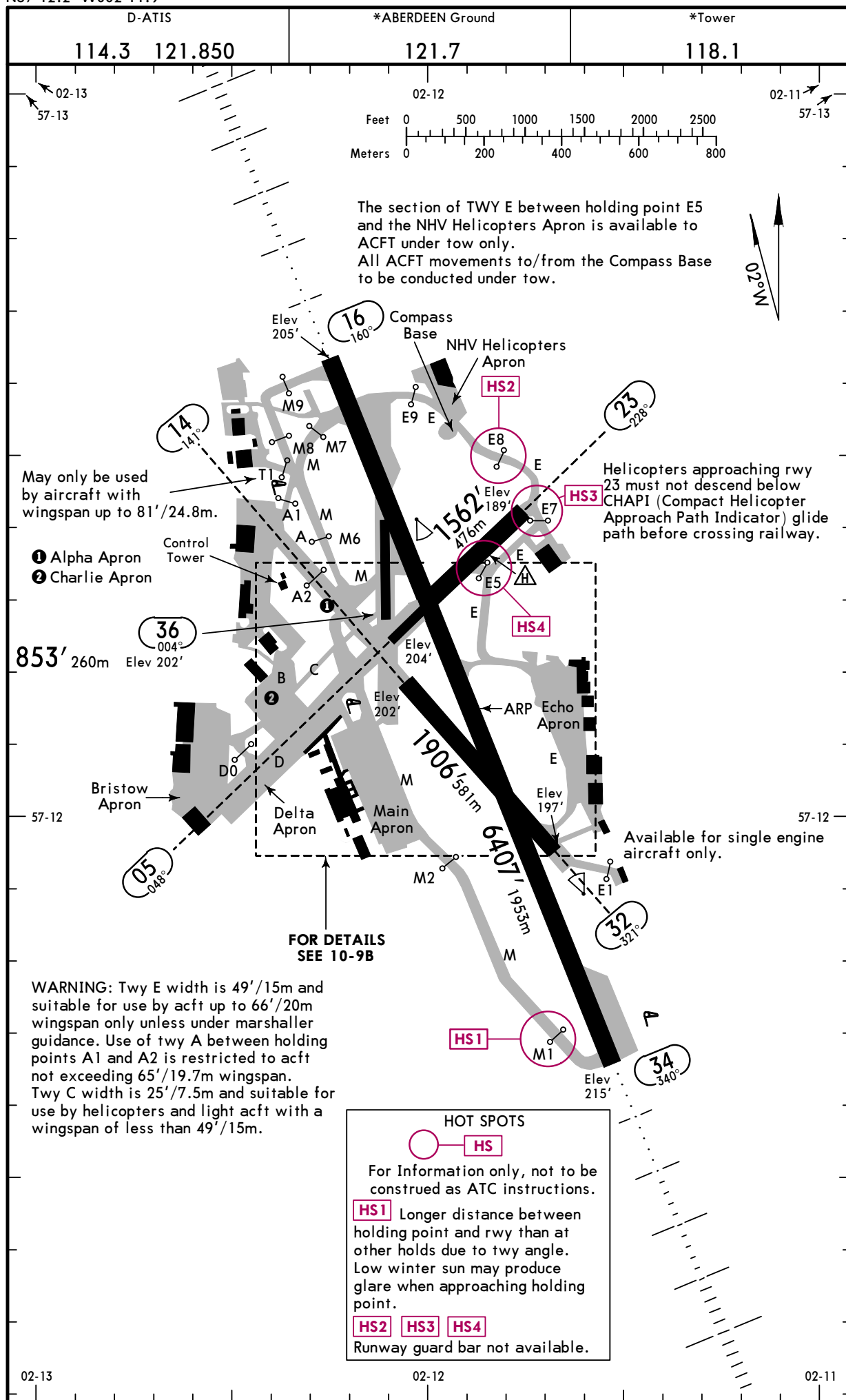
Apt Elev **215'**
N57 12.2 W002 11.9

JEPPesen

16 SEP 16 **(10-9)**

ABERDEEN, UK

DYCE



EGPD/ABZ **JEPPESEN**
16 SEP 16 **(10-9A)****ABERDEEN, UK**
DYCE**GENERAL****WARNING:** Intensive large helicopter activity.**ADDITIONAL RUNWAY INFORMATION**

ADDITIONAL RUNWAY INFORMATION						USABLE LENGTHS		TAKE-OFF	WIDTH
RWY						LANDING BEYOND			
						Threshold	Glide Slope		
16 ① 34	HIRL	CL (15m)	HIALS	② PAPI-R(3.0°)	RVR		5192' 1583m	③	151' 46m
	HIRL	CL (15m)	HIALS	PAPI-L(3.0°)	RVR				

① Runway grooved.**②** PAPI apch slope guidance rwy 16 should not be used until the acft is established on the extended RCL.**③** TAKE-OFF RUN AVAILABLE**RWY 16**

From rwy head 6407' (1953m)

holding point M7 int 6001' (1829m)

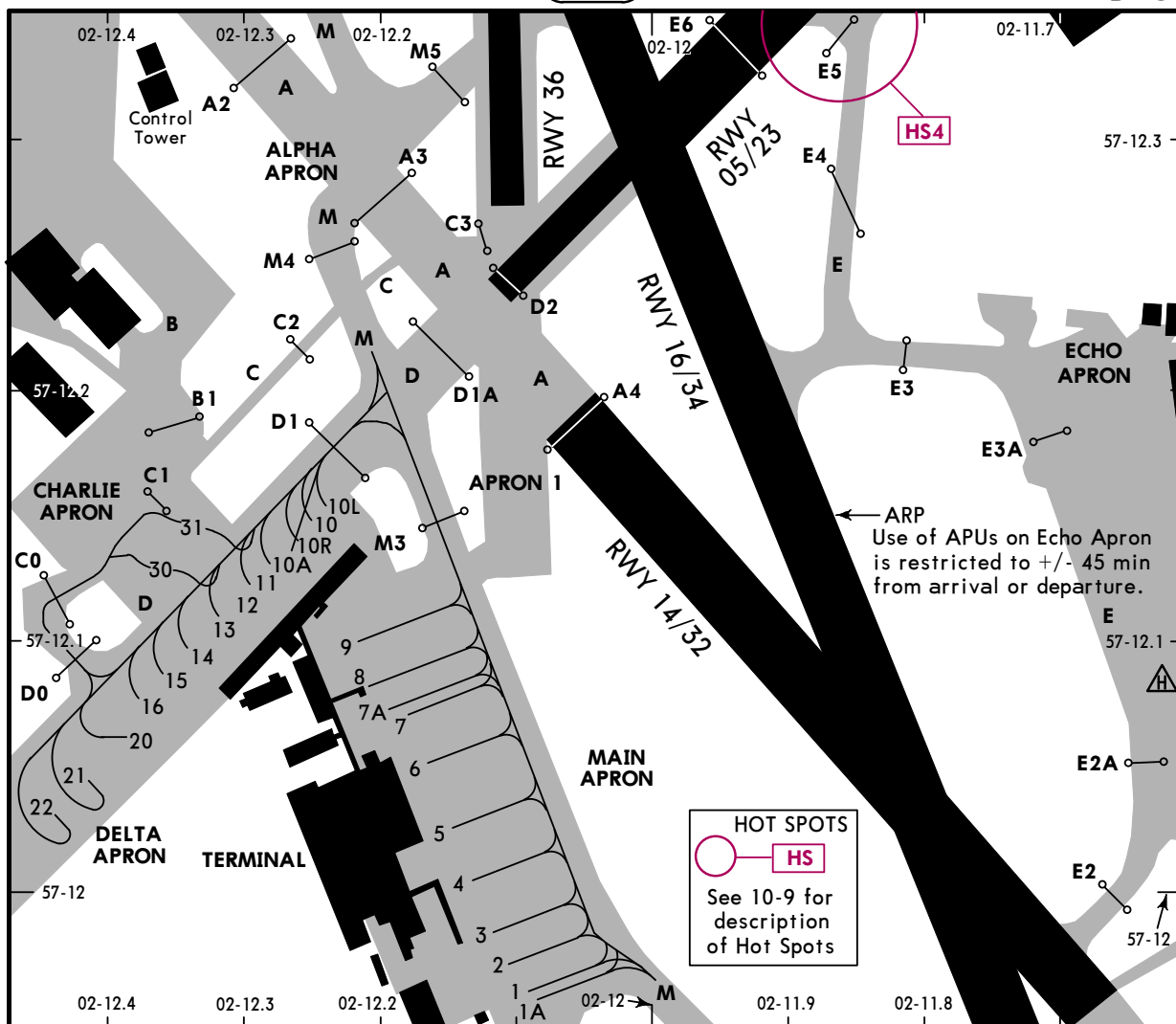
holding point E9 int 6001' (1829m)

05 ④ 23	RL	NA	⑤ 1398' 414m	⑧ 151' 46m
	RL ⑥ CHAPI-L(angle 6.0°)	⑦	NA	
14 ⑨ 32		NA	⑤ 1660' 506m	118' 36m
			NA	
⑩ 36		NA	⑤ 1903' 580m	75' 23m

④ For helicopter use only.**⑤** Take-off space available.**⑥** Compact Helicopter Approach Path Indicators.**⑦** LDA: 1562' (476m). When used independently of rwy 16 (local based operators only): 722' (220m), rwy end marked by yellow guard lights and the E6 stop bar.
NIGHT w/o CHAPI: NA.**⑧** Runway width partially reduced to 75'/23m, WEST of runway 16/34 intersection.**⑨** For helicopter use only. Not available for take-off and landing at NIGHT.**⑩** For helicopter use only. Rwy 36 and reciprocal direction to rwy 36 not available at NIGHT, except for movements between rwy 16/34 and holding point M5.**Standard****TAKE-OFF ①**

	LVP must be in force				RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL			
A							
B	125m	150m	200m	250m	400m	500m	
C							
D	150m	200m	250m	300m			

① Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.

EGPD/ABZ11 NOV 16 **JEPPESSEN**
(10-9B)**ABERDEEN, UK**
DYCE**INS COORDINATES**

STAND No.	COORDINATES	STAND No.	COORDINATES
DELTA APRON		MAIN APRON	
10 thru 10R	N57 12.1 W002 12.2	1 thru 3	N57 12.0 W002 12.1
11 thru 14	N57 12.1 W002 12.3	4, 5	N57 12.0 W002 12.2
15, 16, 20	N57 12.1 W002 12.4	6 thru 9	N57 12.1 W002 12.2
21, 22	N57 12.0 W002 12.5		
CHARLIE APRON			
30	N57 12.1 W002 12.4		
31	N57 12.2 W002 12.3		

Stands:

Only acft with a wingspan of 62'/19m or less are permitted to self-manoeuvre on Stands 1 to 16. Stands 1A, 7A, 10A, 10L, 10R, 30 & 31 available under marshaller guidance only. Stand guidance system on all other stands and stop arrows (Stands 6-14). In some strong light conditions, pilots may experience glare on Safedock system (Stands 1-5, 15 and 16). If unable to correctly interpret Safedock guidance, pilots must request marshalling assistance.

Stand entry guidance:

Acft should not enter the stand unless the AGNIS is illuminated or if advised that it is u/s, under marshaller guidance only. An emergency stop sign has also been installed on all stands equipped with stand entry guidance. When activated, an electronic red flashing "STOP" warning sign is illuminated. Acft must not enter the stand under any circumstances until the sign has been switched off.

Push-back procedures:

ATC approval for following push-back procedures must be obtained prior push-back commencing. Standard push-back procedures for stands 1 to 16 are:
 All ACFT to conduct curved push-backs from stands 1, 1A, 9, 12 to 14. ACFT with length of 144'/44m or more to conduct curved push-back from stands 7 and 7A.
 All ACFT to conduct straight push-back from stands 2 to 6, 8, 10, 10L/R, 11, 15 and 16.
 Power-back from stands 1 to 11, 15 and 16 by ACFT of Jetstream 41 or smaller.
 Power-back not permitted from stands 12 to 14.

EGPD/ABZ

JEPPESEN
 11 MAY 12 **10-9Y**
JAA COPTER MINIMUMS**ABERDEEN, UK**
DYCE

STRAIGHT-IN RWY		DA(H) / MDA(H)	RVR (ALS/ALS out)
16	ILS	405' (200')	500m / 1000m
	LOC	690' (485')	1000m / 1000m
	VOR	940' (735')	1000m / 1000m
34	ILS	415' (200')	500m / 1000m
	LOC (with IABD DME)	700' (485')	1000m / 1000m
	LOC (with ADN DME)	760' (545')	1000m / 1000m
	VOR	1050' (835')	1000m / 1000m
	NDB	1140' (925')	1000m / 1000m

CIRCLE-TO-LAND	MDA(H)	VIS
East of Rwy 16/34	720' (505') ❶❷❸❹	1000m
	1130' (915') ❹❺	1000m

- ❶ After VOR 16: 940' (725').
 ❷ After LOC 34 (with ADN DME): 760' (545').
 ❸ After VOR 34: 1050' (835').
 ❹ After NDB 34: 1140' (925').
 ❺ After ILS/LOC/VOR 16: 1150' (935').

TAKE-OFF RWY 05, 14, 16, 34, 36

LVP must be in Force ❹				
RL, FATO LTS, CL & RVR info	RL, FATO LTS & RCLM	Unlit/unmarked defined RWY/FATO	Nil Facilities DAY	Nil Facilities NIGHT
150m	200m	200m	250m ❶	800m

❹ Without LVP 400m are stipulated.

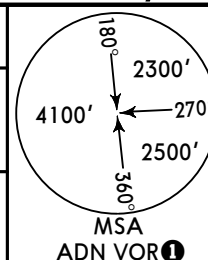
❶ Or rejected take-off distance whichever is the greater.

EGPD/ABZ
DYCE

JEPPESEN
22 JUL 16 (11-1) TJS

ABERDEEN, UK
C DME Rwy 16

D-ATIS 114.3 121.850		*ABERDEEN Approach (R) 119.050	*ABERDEEN Tower 118.1	*Ground 121.7
LOC IAX *109.9	Final Apch Crs 160°	GS D4.0 IAX 1530' (1325')	ILS DA(H) 405' (200')	Apt Elev 215' Rwy 205'



MISSSED APCH: Climb STRAIGHT AHEAD to 3000', then as directed.
MISSSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 2500', then turn LEFT to VOR at 2500'.

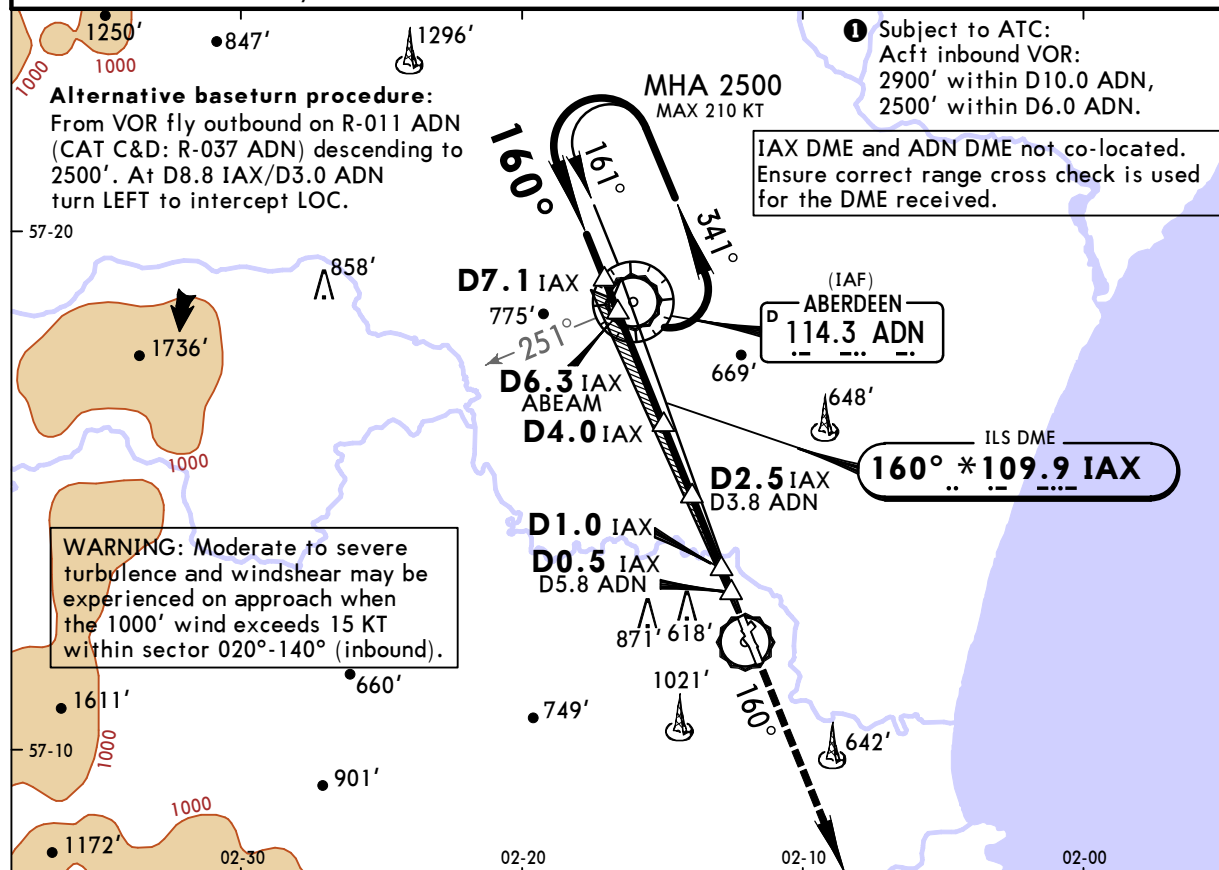
Alt Set: hPa

Rwy Elev: 8 hPa

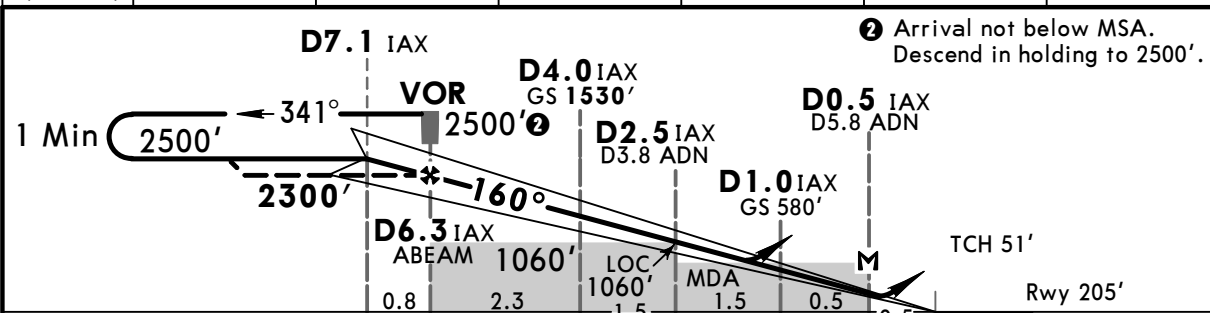
Trans level: By ATC

Trans alt: 6000'

ILS DME reads zero at rwy 16 threshold.



LOC (GS out)	IAX/ADN DME	6.0/0.5	5.0/1.4	4.0/2.4	3.0/3.4	2.0/4.3
	ALTITUDE	2170'	1850'	1530'	1210'	900'



Gnd speed-Kts	70	90	100	120	140	160		<div> <div>HIALS</div> <div> <div></div> <div>PAPI</div> </div> <div>3000</div> <div>↑</div> </div>
ILS GS or								
LOC Descent Angle 3.00°	372	478	531	637	743	849		
MAP at D0.5 IAX/D5.8 ADN								

Standard

STRAIGHT-IN LANDING RWY 16

CIRCLE-TO-LAND

ILS				LOC (GS out)		East of Rwy 16/34	
DA(H) 405' (200')				CDFA DA/MDA(H) 690' (485')			
FULL		Limited	ALS out	ALS out		Max Kts	MDA(H) _____ VIS _____
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1500m	RVR 1500m	100	720' (505') 1500m 1150' (935') 1500m
B						135	940' (725') 1600m 1320' (1105') 1600m
C					CMV 2300m	180	1050' (835') 2400m 1420' (1205') 2400m
D						205	1070' (855') 3600m 1420' (1205') 3600m

CHANGES: Bearings. Note.

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EGPD/ABZ
DYCE

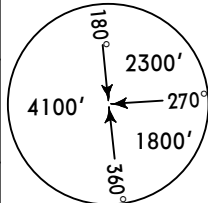
22 JUL 16

JEPPesen

ABERDEEN, UK

(11-2) ILS DME or LOC DME Rwy 34

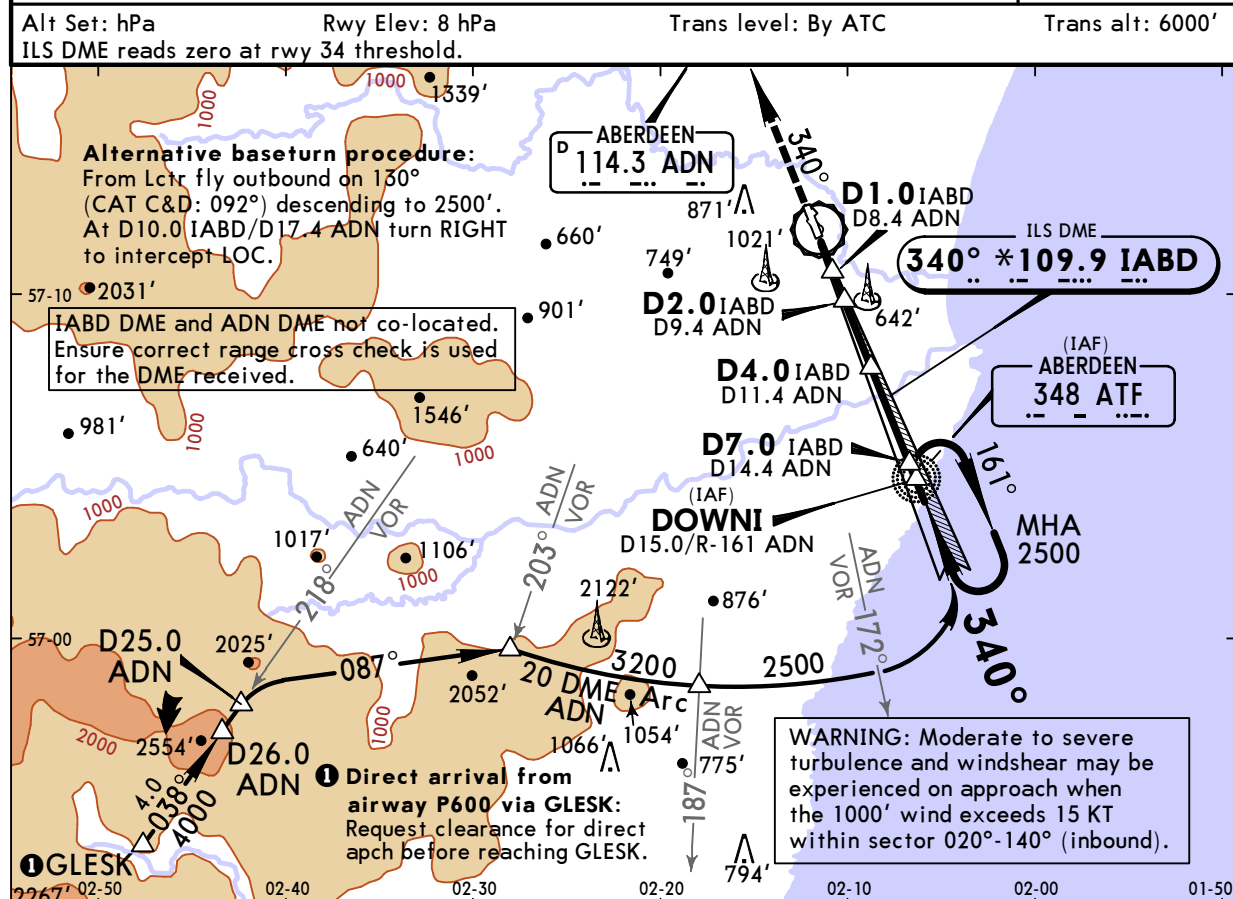
BRIEFING STRIP™

D-ATIS 114.3 121.850	*ABERDEEN Approach (R) 119.050	*ABERDEEN Tower 118.1	*Ground 121.7	
LOC IABD *109.9	Final Apch Crs 340°	GS D4.0 IABD 1540' (1325')	ILS DA(H) 415' (200')	
			Apt Elev 215' Rwy 215'	

MISSED APCH: Climb STRAIGHT AHEAD to 3000', then as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 2500', then turn RIGHT to Lctr/DOWNI at 2500'.

Alt Set: hPa Rwy Elev: 8 hPa Trans level: By ATC Trans alt: 6000'

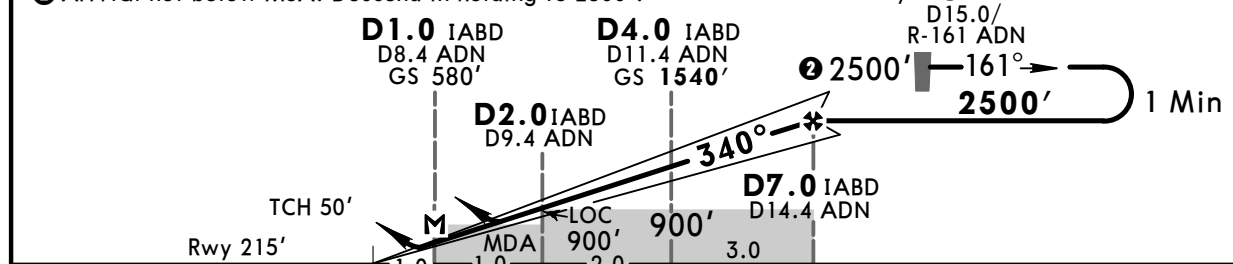
ILS DME reads zero at rwy 34 threshold.




LOC (GS out)	IABD/ADN DME	2.0/9.4	3.0/10.4	4.0/11.4	5.0/12.4	6.0/13.4	7.0/14.4
	ALTITUDE	900'	1220'	1540'	1860'	2180'	2490'

② Arrival not below MSA. Descend in holding to 2500'.

Lctr/DOWNI



Gnd speed-Kts	70	90	100	120	140	160	
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849	
MAP at D1.0 IABD/D8.4 ADN							

Standard

STRAIGHT-IN LANDING RWY 34

CIRCLE-TO-LAND

	ILS			LOC (GS out) CDFA With IABD DME		East of Rwy 16/34	
	FULL	Limited	ALS out	DA/MDA(H)	700' (485')	MDA(H)	VIS
A						100	720' (505') 1500m
B	RVR 550m	RVR 750m	RVR 1200m			135	940' (725') 1600m
C						180	1040' (825') 2400m
D						205	1050' (835') 3600m

① With ADN DME: DA/MDA(H) 760' (545'), CAT C,D RVR 1800m, ALS out CAT C,D CMV 2400m.

② After LOC (GS out) with ADN DME: MDA(H) 760' (545').

PANS OPS

CHANGES: Bearings. Note.

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EGPD/ABZ
DYCE

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15 JAN 16 **(13-1)**

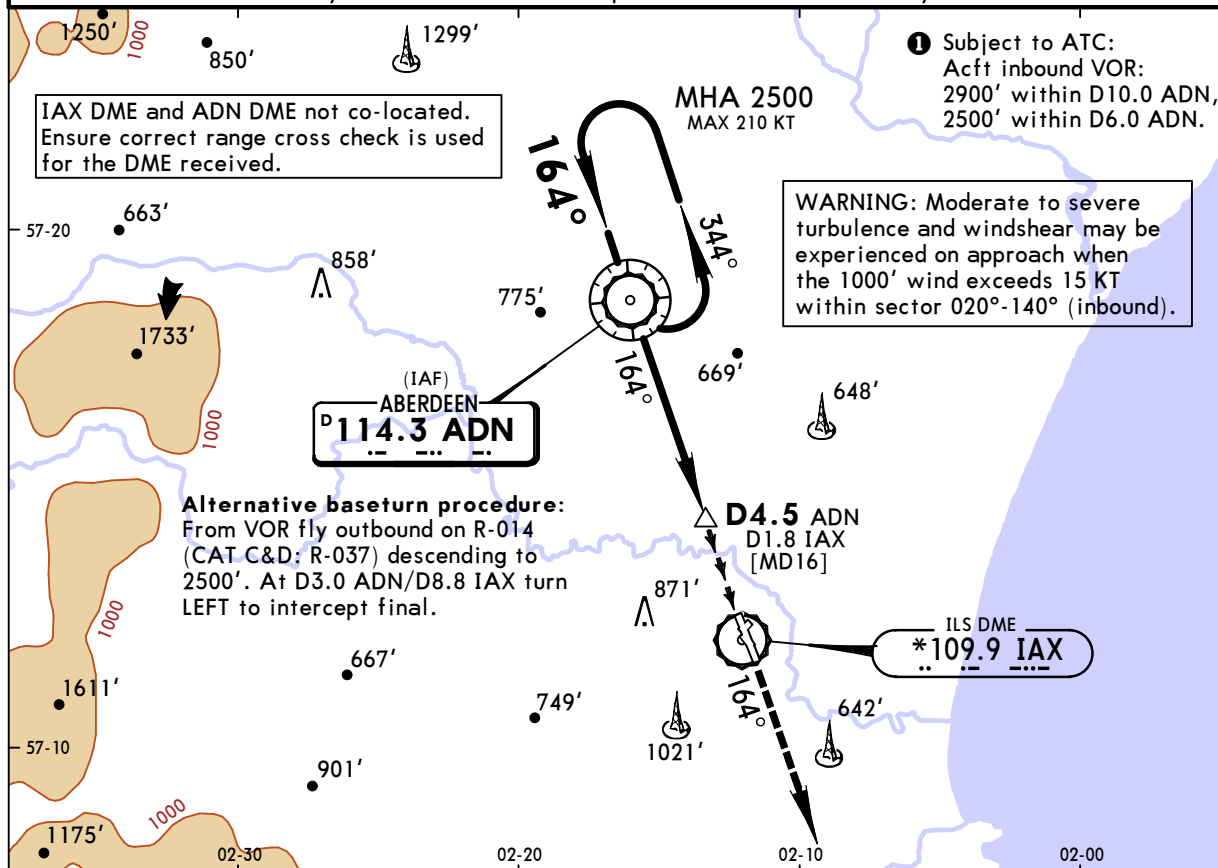
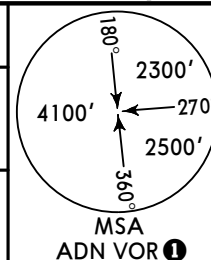
ABERDEEN, UK
VOR DME Rwy 16

BRIEFING STRIP™

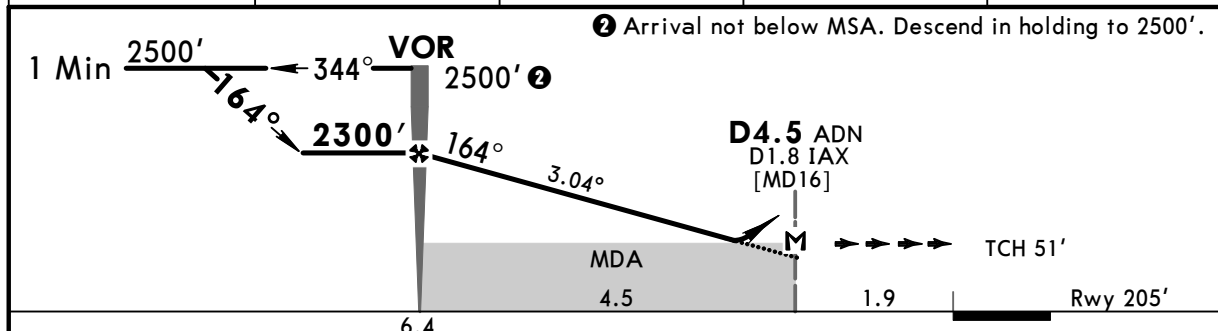
D-ATIS 114.3	121.850	*ABERDEEN Approach (R) 119.050	*ABERDEEN Tower 118.1	*Ground 121.7
VOR ADN 114.3	Final Apch Crs 164°	Minimum Alt VOR 2300' (2095')	DA/MDA(H) 940' (735')	Apt Elev 215' Rwy 205'

MISSED APCH: Climb STRAIGHT AHEAD to 3000', then as directed.
MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 2500', then turn LEFT to VOR at 2500'.

Alt Set: hPa Rwy Elev: 8 hPa Trans level: By ATC Trans alt: 6000'
1. ILS DME reads zero at rwy 16 threshold. 2. Final apch track offset 3° from Rwy centerline.



ADN/IAX DME	1.0/5.3	2.0/4.3	3.0/3.3	4.0/2.3
ALTITUDE	1980'	1660'	1340'	1020'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.04°	376	484	538	645	753	861
MAP at D4.5 ADN/D1.8 IAX						

Standard				Circle-to-Land			
STRAIGHT-IN LANDING RWY 16				East of Rwy 16/34			
CDFA DA/MDA(H) 940' (735')				Max Kts			
ALS out				100	950' (735') 1500m	1150' (935') 1500m	
RVR 1500m				135	950' (735') 1600m	1320' (1105') 1600m	
CMV 2400m				180	1050' (835') 2400m	1420' (1205') 2400m	
				205	1070' (855') 3600m	1420' (1205') 3600m	

PANS OPS

EGPD/ABZ
DYCE

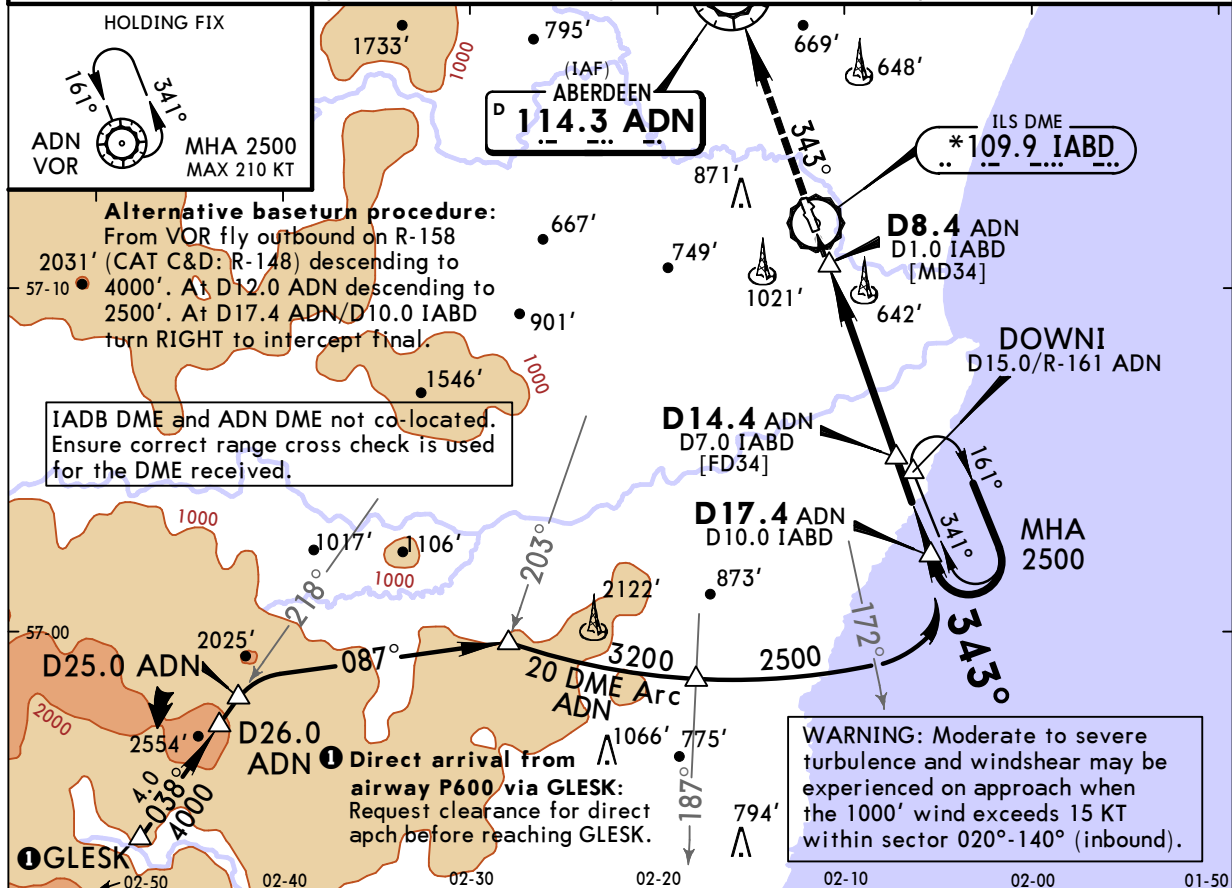
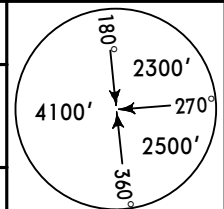
15 JAN 16

JEPPesen
13-2

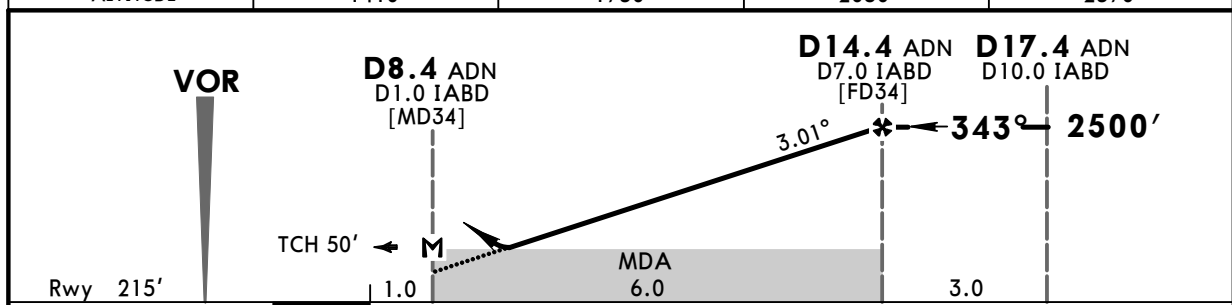
ABERDEEN, UK
VOR DME Rwy 34

BRIEFING STRIP™

D-ATIS 114.3	121.850	*ABERDEEN Approach (R) 119.050	*ABERDEEN Tower 118.1	*Ground 121.7
VOR ADN 114.3	Final Apch Crs 343°	Minimum Alt D14.4 ADN 2500' (2285')	DA/MDA(H) 1050' (835')	Apt Elev 215' Rwy 215'
MISSED APCH: Climb STRAIGHT AHEAD to 3000', then as directed. MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to VOR to hold at 2500'.				
Alt Set: hPa Rwy Elev: 8 hPa Trans level: By ATC Trans alt: 6000'				
1. ILS DME reads zero at rwy 34 threshold. 2. Final apch track offset 2° from Rwy centerline.				



ADN/IABD DME	11.0/3.6	12.0/4.6	13.0/5.6	14.0/6.6
ALTITUDE	1410'	1730'	2050'	2370'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 3000'
Descent Angle	3.01°	373	479	532	639	745	
MAP at D8.4 ADN/D1.0 IABD							

Standard				Circle-to-Land			
STRAIGHT-IN LANDING RWY 34				East of Rwy 16/34			
CDFA							
DA/MDA(H) 1050' (835')							
ALS out				Max Kts	MDA(H)	VIS	MDA(H)
A	RVR 1500m			100	1050' (835')	1500m	1130' (915')
B				135	1050' (835')	1600m	1320' (1105')
C	CMV 2400m			180	1050' (835')	2400m	1420' (1205')
D				205	1050' (835')	3600m	1420' (1205')

PANS OPS

EGPD/ABZ
DYCE

22 JUL 16

JEPPESEN
JUL 16 16-1

ABERDEEN, UK
NDB DME Rwy 34

D-ATIS		*ABERDEEN Approach (R)		*ABERDEEN Tower		*Ground	
114.3 121.850		119.050		118.1		121.7	
Lctr ATF 348	Final Apch Crs 340°	Minimum Alt Lctr 2500' (2285')	DA/MDA(H) 1140' (925')		Apt Elev 215' Rwy 215'		
<p>MISSED APCH: Climb STRAIGHT AHEAD to 3000', then as directed.</p> <p>MISSED APCH WITH COMM FAILURE: Climb STRAIGHT AHEAD to 2500', then turn RIGHT to Lctr at 2500'.</p>							

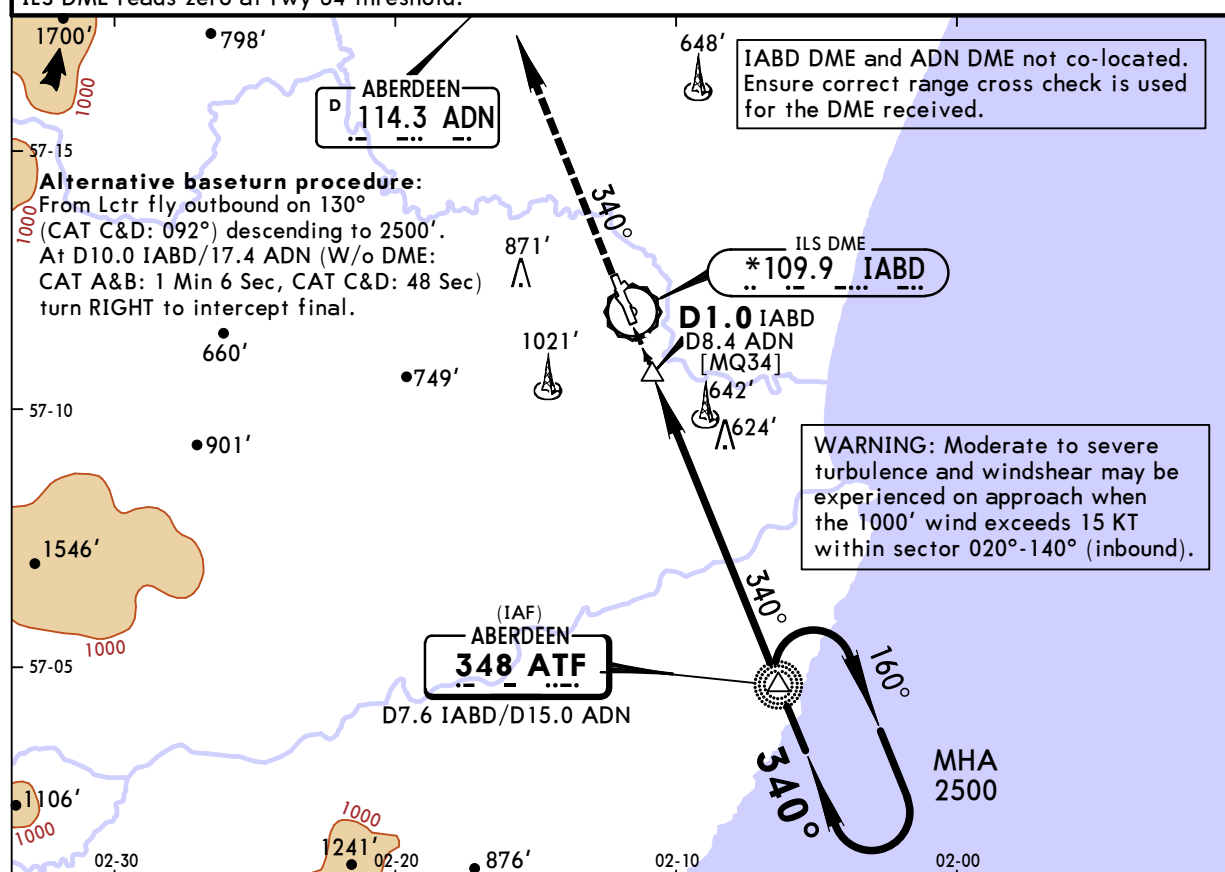
MSA
ATF Lctr

Alt Set: hPa

Rwv Elev: 8 hPa

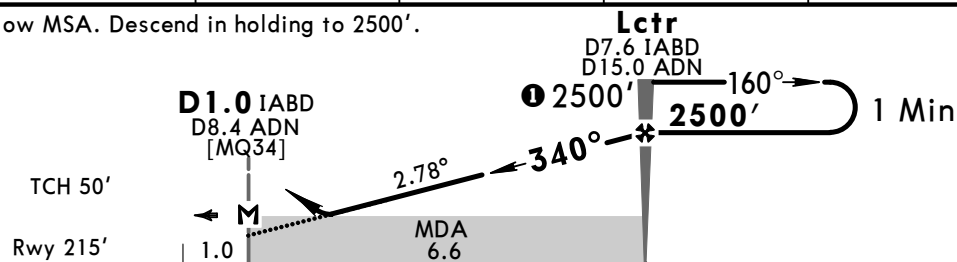
Trans level: By ATC

Trans alt: 6000'



IABD/ADN DME	3.0/10.4	4.0/11.4	5.0/12.4	6.0/13.4	7.0/14.4
ALTITUDE	1150'	1440'	1740'	2030'	2320'

➊ Arrival not below MSA. Descend in holding to 2500'.



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.78°	344	443	492	590	688	787
MAP at D1.0 IABD/D8.4 ADN						

<p>HIALS</p> <p>PAPI</p>	<p>3000'</p> <p>↑</p>
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Standard	STRAIGHT-IN LANDING RWY 34
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CIRCLE-TO-LAND

CDFA DA/MDA(H) 1140' (925')		East of rwy 16/34			
		Max Kts	MDA(H) VIS	MDA(H) VIS	
A	RVR 1500m	100	1140' (925') 1500m	1140' (925')	1500m
B		135	1140' (925') 1600m	1320' (1105')	1600m
C	CMV 2400m	180	1140' (925') 2400m	1420' (1205')	2400m
D		205	1140' (925') 3600m	1420' (1205')	3600m

PANS OPS

CHANGES: Bearings. Note.

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