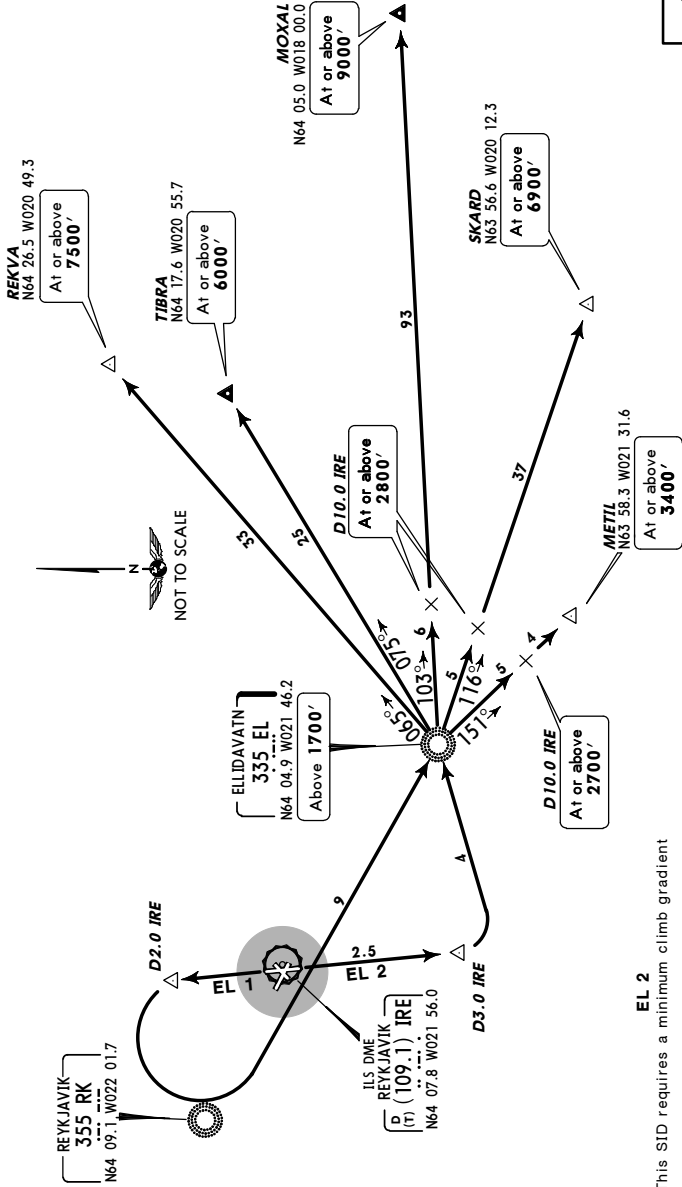
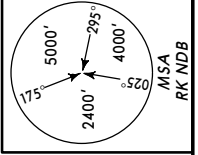


Apt Elev
45'

- Trans level: By ATC Trans alt: 7000'
1. Strict adherence within the limits of aircraft performance is mandatory.
 2. The routes may additionally be supplemented by altitude and/or flight level restrictions.
 3. If unable to comply with SID, advise ATC prior to take-off.

EL 1, EL 2
RWYS 01, 19 DEPARTURES



EL 2
This SID requires a minimum climb gradient of 292' per NM (4.8%) up to 1700'.

Gnd speed-KT	75	100	150	200	250	300
292' per NM	365	486	729	972	1215	1458

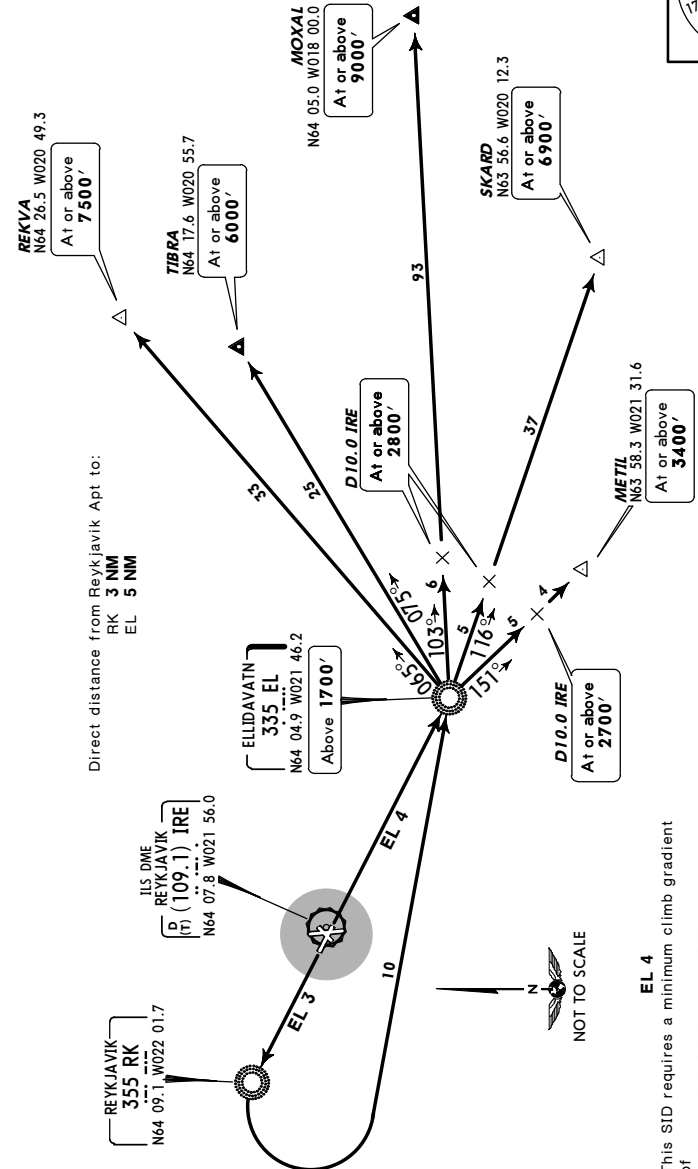
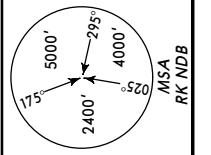
ROUTING

SID	RWY	Routing
EL 1	01	Climb straight ahead to D2.0 IRE, turn LEFT to EL, continue climb via assigned route.
EL 2	19	Climb straight ahead to D3.0 IRE, turn LEFT to EL, continue climb via assigned route.

Apt Elev
45'

- Trans level: By ATC Trans alt: 7000'
1. Strict adherence within the limits of aircraft performance is mandatory.
 2. The routes may additionally be supplemented by altitude and/or flight level restrictions.
 3. If unable to comply with SID, advise ATC prior to take-off.
 4. Rwy 13: EXPECT close-in obstacles. Hill and trees up to 235', 500 - 800m from end of runway.

EL 3, EL 4
RWYS 31, 13 DEPARTURES



EL 4
This SID requires a minimum climb gradient of 322' per NM (5.3%) up to 1700'.

Gnd speed-KT	75	100	150	200	250	300
322' per NM	403	537	805	1073	1342	1610

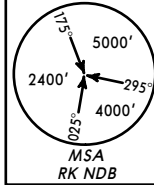
ROUTING

SID	RWY	Routing
EL 3	31	Climb straight ahead to RK, turn LEFT to EL, continue climb via assigned route.
EL 4	13	Climb straight ahead to EL, continue climb via assigned route.

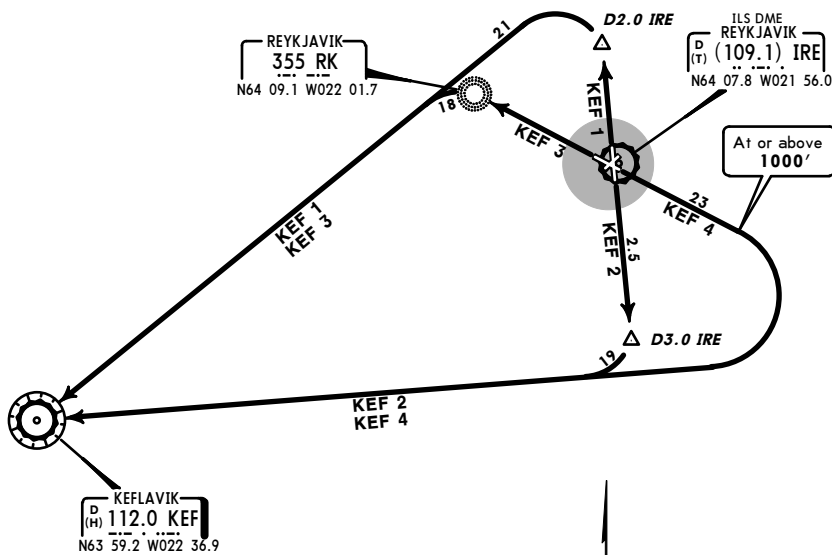
Apt Elev
45'

- Trans level: By ATC Trans alt: 7000'
1. Strict adherence within the limits of aircraft performance is mandatory.
 2. The routes may additionally be supplemented by altitude and/or flight level restrictions.
 3. If unable to comply with SID, advise ATC prior to take-off.
 4. Rwy 13: EXPECT close-in obstacles. Hill and trees up to 235', 500 - 800m from end of runway.

KEF 1, KEF 2, KEF 3, KEF 4
RWYS 01, 19, 31, 13 DEPARTURES



Direct distance from Reykjavik Apt to:
RK 3 NM



KEF 4

This SID requires a minimum climb gradient of 322' per NM (5.3%) up to 1000'.

Gnd speed-KT	75	100	150	200	250	300
322' per NM	403	537	805	1073	1342	1610

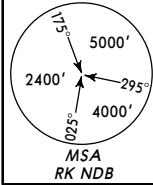
SID	RWY	ROUTING
KEF 1	01	Climb straight ahead to D2.0 IRE, turn LEFT to KEF, continue climb via assigned route.
KEF 2	19	Climb straight ahead to D3.0 IRE, turn RIGHT to KEF, continue climb via assigned route.
KEF 3	31	Climb straight ahead to RK, turn LEFT to KEF, continue climb via assigned route.
KEF 4	13	Climb straight ahead to 1000', turn RIGHT to KEF, continue climb via assigned route.

CHANGES: MSA; SIDs completely revised.

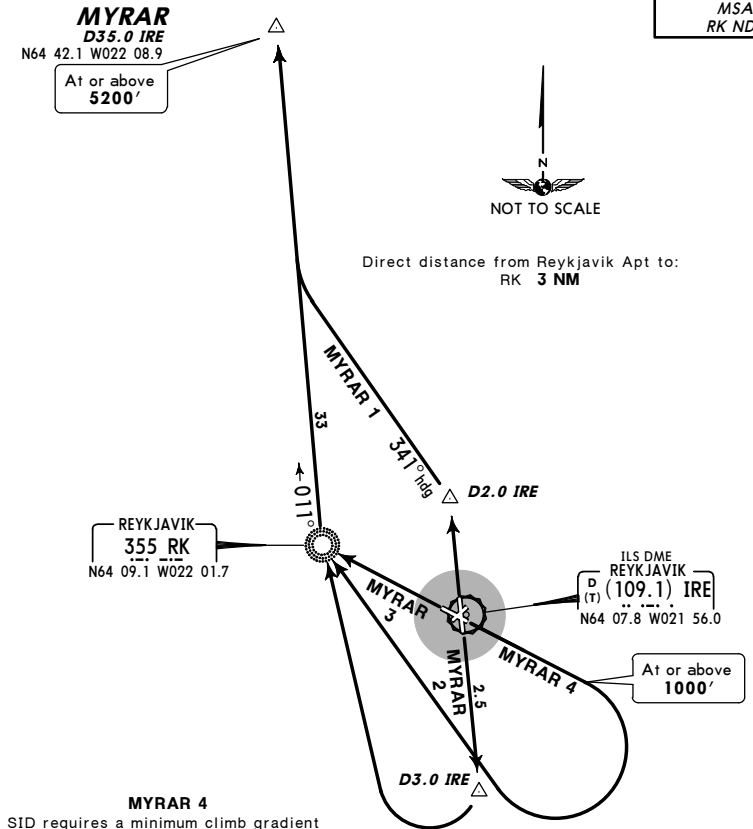
Apt Elev
45'

- Trans level: By ATC Trans alt: 7000'
1. Strict adherence within the limits of aircraft performance is mandatory.
 2. The routes may additionally be supplemented by altitude and/or flight level restrictions.
 3. If unable to comply with SID, advise ATC prior to take-off.
 4. Rwy 13: EXPECT close-in obstacles. Hill and trees up to 235', 500 - 800m from end of runway.

MYRAR 1 [MYRA1], MYRAR 2 [MYRA2]
MYRAR 3 [MYRA3], MYRAR 4 [MYRA4]
RWYS 01, 19, 31, 13 DEPARTURES



Direct distance from Reykjavik Apt to:
RK 3 NM



MYRAR 4

This SID requires a minimum climb gradient of 322' per NM (5.3%) up to 1000'.

Gnd speed-KT	75	100	150	200	250	300
322' per NM	403	537	805	1073	1342	1610

SID	RWY	ROUTING
MYRAR 1	01	Climb straight ahead to D2.0 IRE, turn LEFT, 341° heading, intercept 011° bearing from RK, continue climb via assigned route.
MYRAR 2	19	Climb straight ahead to D3.0 IRE, turn RIGHT to RK, 011° bearing, continue climb via assigned route.
MYRAR 3	31	Climb straight ahead to RK, turn RIGHT, 011° bearing, continue climb via assigned route.
MYRAR 4	13	Climb straight ahead to 1000', turn RIGHT to RK, turn RIGHT, 011° bearing, continue climb via assigned route.

CHANGES: MSA; PA SIDs replaced by MYRAR.

NOISE ABATEMENT

REVERSE THRUST

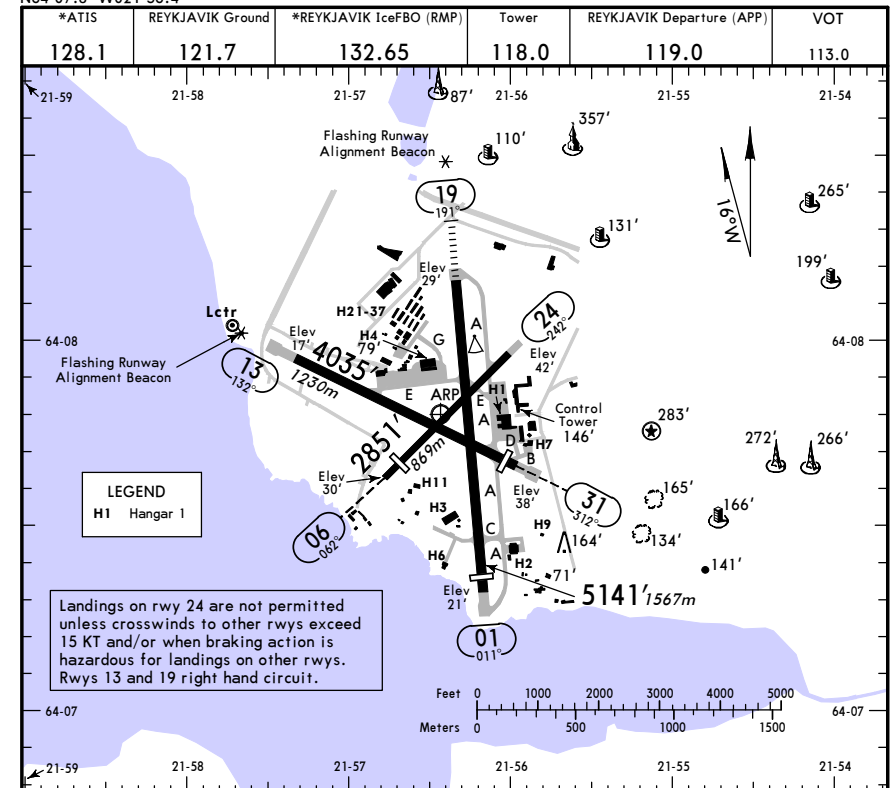
The use of reverse thrust or ground fine pitch operations should be kept to a minimum during landing.

RUN-UP TESTS

Engine test runs shall only take place during the following hours: MON-FRI 0800-2200LT, SAT, SUN and public holidays 1000-1800LT. Engine test runs are restricted on public holidays. The Icelandic Civil Aviation Administration will permit engine test runs from 0745LT during weekdays if necessary.

AUXILIARY POWER UNIT (APU)

APU must be shut down promptly, as soon as alternate power is available. Continuous use of APU for more than 30 minutes before take-off or after landing is prohibited.



RWY	USABLE LENGTHS	LANDING BEYOND		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
01	HIRL REIL PAPI-L (3.5°)	4879'	1487m		148' 45m
19	HIRL REIL ① HIALS PAPI-L (3.5°) RVR	4290'	1307m		
06	HIRL REIL PAPI-L (3.5°)	2510'	765m	NA	98' 30m
24	HIRL REIL PAPI-R (4.0°)			②	
13	HIRL (90m) REIL ① PAPI-L (3.0°)			③	148' 45m
31	HIRL (90m) REIL PAPI-L (4.45°)	3822'	1165m		

① Flashing runway alignment beacon. ② From paved end: TORA 3048' 929m.
③ From paved end: TORA rwy 13 4511' 1375m, TORA rwy 31 4426' 1349m.

Standard TAKE-OFF ①		
Rwys 01, 13, 19, 24, 31		
LVP must be in Force	RCLM (DAY only) or RL	NIL (DAY only)
A	250m	500m
B	400m	
C		
D	NOT APPLICABLE	

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

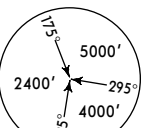
CHANGES: Twys. PAPI angle.

BIRK/RKV
REYKJAVIK

REYKJAVIK, ICELAND
LOC Rwy 13

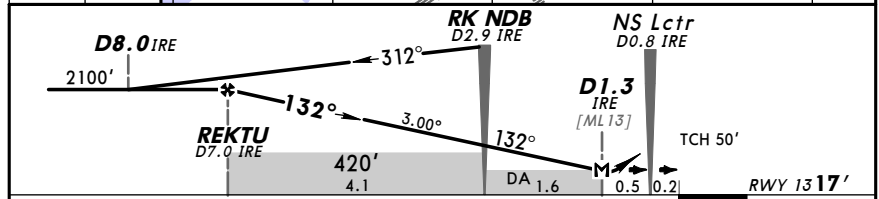
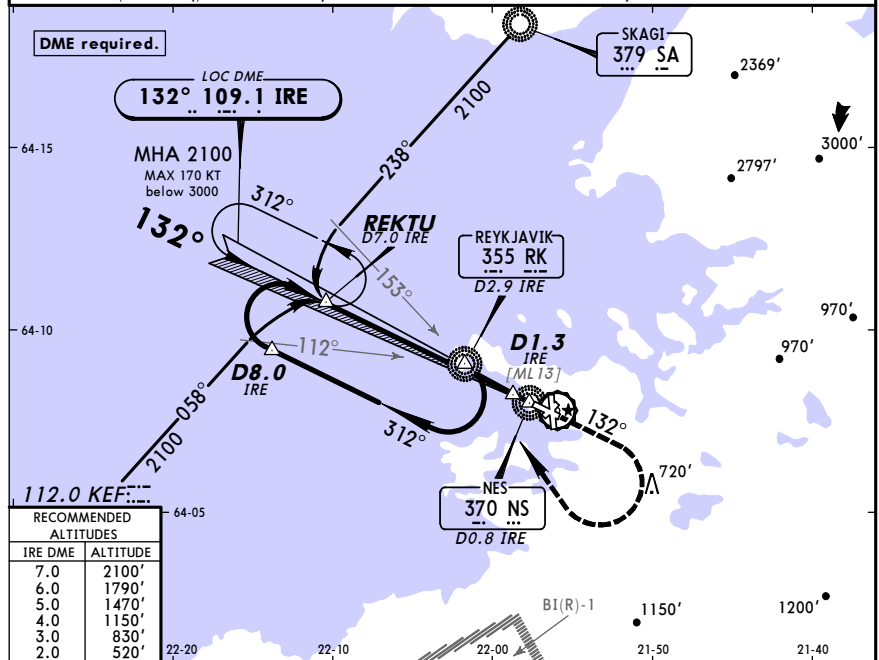
22 APR 11
Eff 5 May (11-1) CAT A, B & C

*ATIS	REYKJAVIK Approach	REYKJAVIK Tower	Ground
128.1	119.0	118.0	121.7
LOC IRE	Final Apch Crs	Procedure Alt	DA(H) Refer to Minimums
109.1	132°	2100' (2083')	Apt Elev 45'
			RWY 17'



MISSED APCH: Climb on 132°. At 1000' turn RIGHT to RK NDB, then turn LEFT to REKTU and hold at 2100'.

Alt Set: hPa (IN on req) Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 7000'



IRE DME	ALTITUDE
7.0	2100'
6.0	1790'
5.0	1470'
4.0	1150'
3.0	830'
2.0	520'

REIL PAPI-L	1000'	on 132°
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Standard STRAIGHT-IN LANDING RWY 13		CIRCLE-TO-LAND	
A: 270' (253')		South of rwy 13/31	
DA(H) B: 290' (273')		North of rwy 13/31	
C: 320' (303')			
	Max Kts	MDA(H)	VIS
A	100	600' (555')	1500m
B	135	600' (555')	1600m
C	180	1200' (1155')	2400m
D		NOT APPLICABLE	NOT APPLICABLE

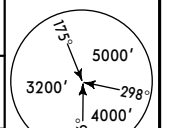
CHANGES: None.

BIRK/RKV
REYKJAVIK

REYKJAVIK, ICELAND
ILS or LOC Rwy 19

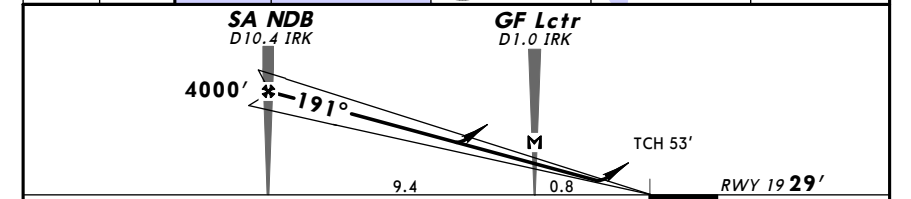
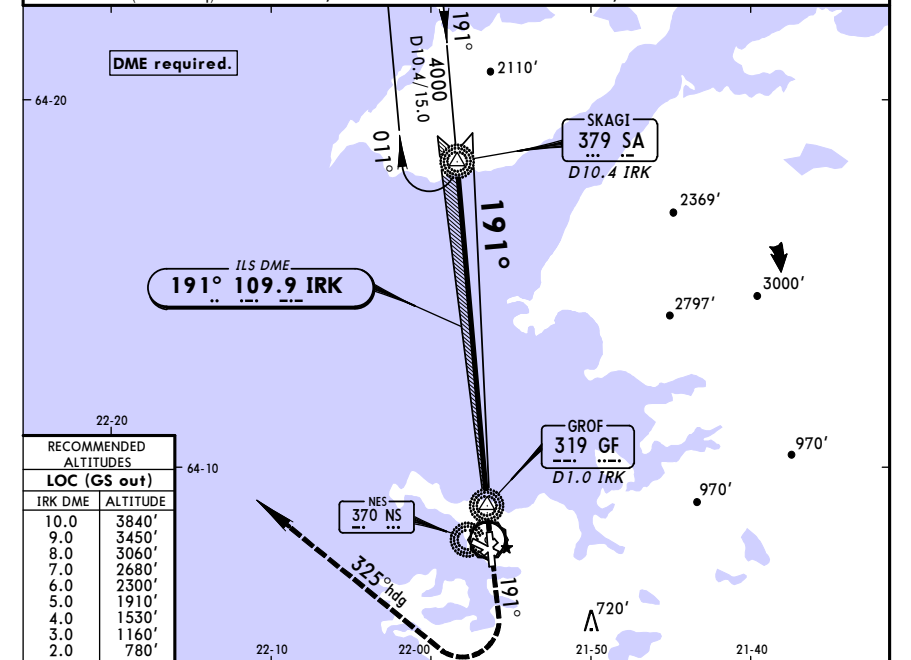
23 MAR 12
Eff 5 Apr (11-2) CAT A, B & C

*ATIS	REYKJAVIK Approach	REYKJAVIK Tower	Ground
128.1	119.0	118.0	121.7
LOC IRK	Final Apch Crs	GS LOM	ILS DA(H)
109.9	191°	4000' (3971')	229' (200')
			Apt Elev 45'
			RWY 29'



MISSED APCH: Climb on 191° to 1000', then turn RIGHT onto heading 325° climbing to 4000', then as directed.
MISSED APCH WITH LOST COMM: At 4000' turn RIGHT to SA NDB.

Alt Set: hPa (IN on req) Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 7000'



IRK DME	ALTITUDE
10.0	3840'
9.0	3450'
8.0	3060'
7.0	2680'
6.0	2300'
5.0	1910'
4.0	1530'
3.0	1160'
2.0	780'

REIL PAPI-L	1000'	on 191°
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Standard STRAIGHT-IN LANDING RWY 19		CIRCLE-TO-LAND	
ILS		LOC (GS out)	
DA(H) 229' (200')		DA(H) 390' (361')	
FULL/Limited	ALS out	ALS out	ALS out
RVR 1000m		RVR 1500m	
RVR 1200m		RVR 1700m	
RVR 1500m		RVR 2400m	
NOT APPLICABLE		NOT APPLICABLE	

CHANGES: Missed approach.

BIRK/RKV
REYKJAVIK

23 MAR 12
Eff 5 Apr

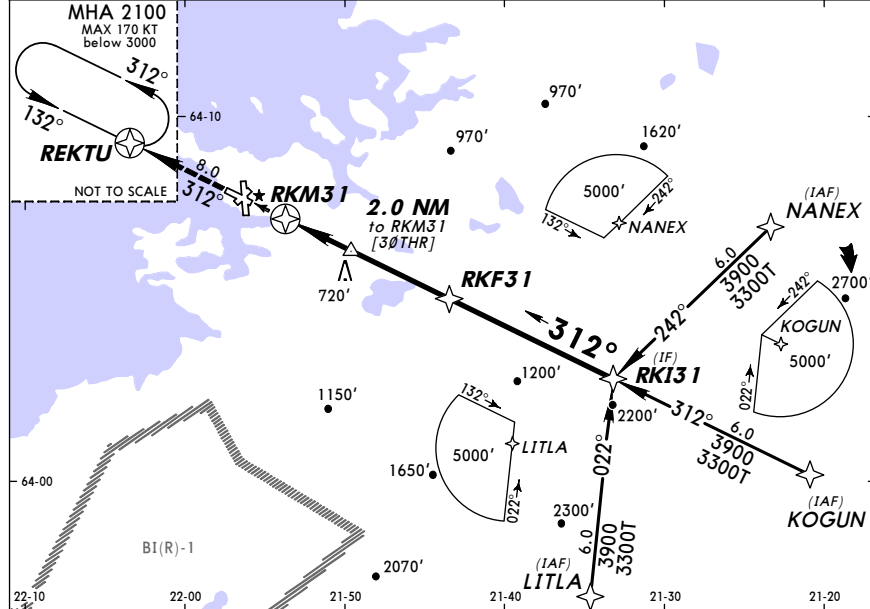
(12-1)

CAT
A & B

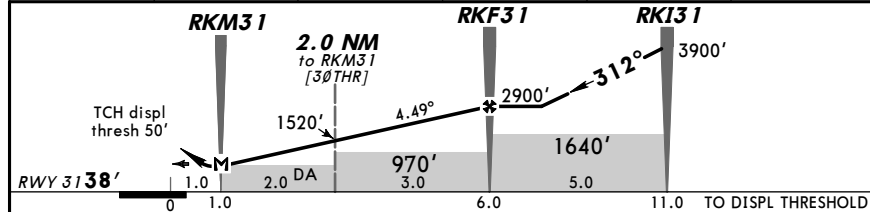
REYKJAVIK, ICELAND
RNAV (GNSS) Rwy 31

*ATIS	REYKJAVIK Approach	REYKJAVIK Tower	Ground	
128.1	119.0	118.0	121.7	
RNAV	Final ApcH Crs 312°	Procedure Alt RKF31 2900' (2862')	DA(H) 580' (542')	Apt Elev 45' RWY 38'
MISSED APCH: Climb on 312° to REKTU and hold at 3000'.				TAA 25 NM IAF

Alt Set: hPa (IN on req) Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 7000'



DIST to RKM31	1.0	2.0	3.0	4.0	5.0
ALTITUDE	1050'	1520'	2000'	2470'	2900'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 4.49°	557	716	795	954	1113	1272

Standard STRAIGHT-IN LANDING RWY 31		CIRCLE-TO-LAND	
DA(H) 580' (542')		South of rwy 13/31	North of rwy 13/31
A	RVR 1500m	Max Kts 100 600' (555') 1500m	700' (655') 1500m
B		135 600' (555') 1600m	700' (655') 1600m
C	NOT APPLICABLE	C	NOT APPLICABLE
D	NOT APPLICABLE	D	NOT APPLICABLE

CHANGES: None.

BIRK/RKV
REYKJAVIK

23 MAR 12

(16-1)

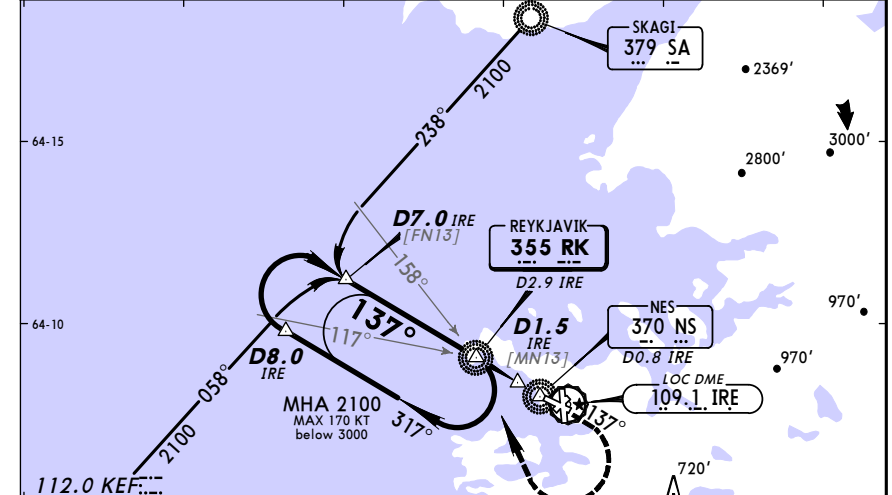
Eff 5 Apr

CAT
A, B & C

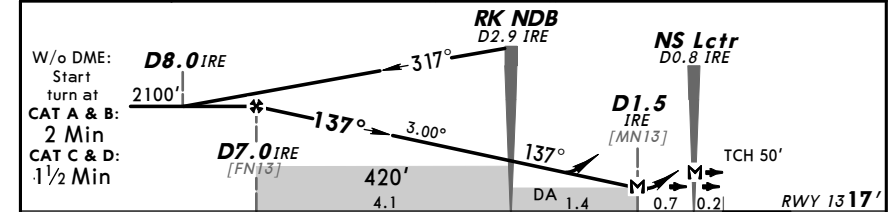
REYKJAVIK, ICELAND
NDB Rwy 13

*ATIS	REYKJAVIK Approach	REYKJAVIK Tower	Ground	
128.1	119.0	118.0	121.7	
NDB RK 355	Final ApcH Crs 137°	Procedure Alt D7.0 IRE 2100' (2083')	DA(H) Refer to Minimums	Apt Elev 45' RWY 17'
MISSED APCH: Climb on 137° to 1000', then turn RIGHT to RK NDB and hold at 2100'.				MSA RK NDB

Alt Set: hPa (IN on req) Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 7000'



RECOMMENDED ALTITUDES	
IRE DME	ALTITUDE
7.0	2100'
6.0	1790'
5.0	1470'
4.0	1150'
3.0	830'
2.0	520'



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

Standard STRAIGHT-IN LANDING RWY 13		CIRCLE-TO-LAND	
With DME		W/o DME	
AB: 390' (373') C: 410' (393')		A: 440' (423') DA(H) B: 470' (453') C: 490' (473')	
A	RVR 1500m	South of rwy 13/31	North of rwy 13/31
B		Max Kts 100 600' (555') 1500m	700' (655') 1500m
C	RVR 1800m	135 600' (555') 1600m	700' (655') 1600m
D	NOT APPLICABLE	180 1200' (1155') 2400m	800' (755') 2400m

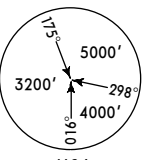
CHANGES: Fix designations.

BIRK/RKV
REYKJAVIK

23 MAR 12 (16-2) Eff 5 Apr

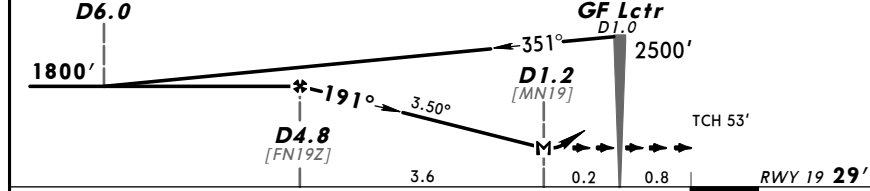
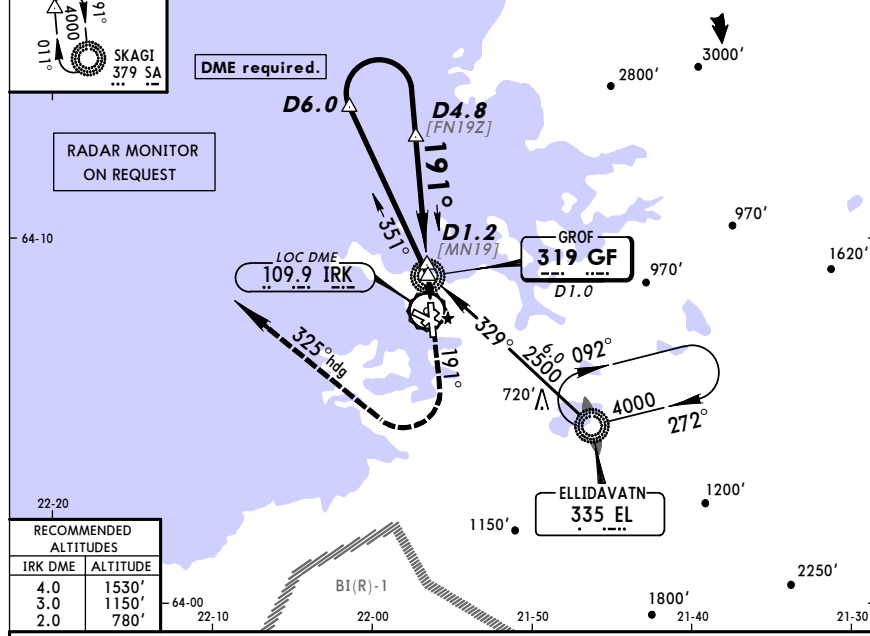
REYKJAVIK, ICELAND
NDB Z Rwy 19

*ATIS 128.1	REYKJAVIK Approach 119.0	REYKJAVIK Tower 118.0	Ground 121.7
Lctr GF 319	Final Apch Crs 191°	Minimum Alt D4.8 1800' (1771')	DA(H) Refer to Minimums Apt Elev 45' RWY 29'



MISSED APCH: Climb on 191° to 1000', then turn RIGHT onto heading 325° climbing to 4000', then as directed.
MISSED APCH WITH LOST COMM: At 4000' turn RIGHT to SA NDB.

Alt Set: hPa (IN on req) Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 7000'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	1000'	on 191°
Descent Angle	3.50°	434	557	619	743	867	REIL		
MAP at D1.2							PAPI		

Standard	STRAIGHT-IN LANDING RWY 19	CIRCLE-TO-LAND
	DA(H) A: 480' (451') B: 500' (471')	West of rwy 01/19 East of rwy 01/19
	ALS out	Max Kts MDA(H) VIS MDA(H) VIS
A	RVR 1500m	100 600' (555') 1500m 700' (655') 1500m
B		135 600' (555') 1600m 700' (655') 1600m
C	NOT APPLICABLE	C NOT APPLICABLE
D		D NOT APPLICABLE

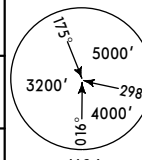
CHANGES: Procedure.

BIRK/RKV
REYKJAVIK

23 MAR 12 (16-3) Eff 5 Apr

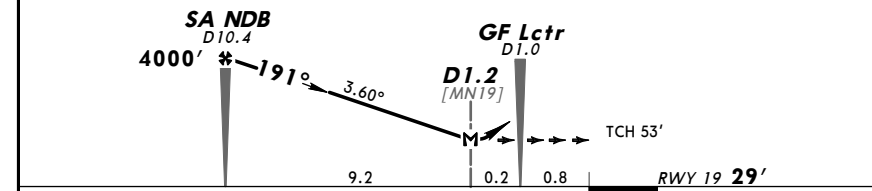
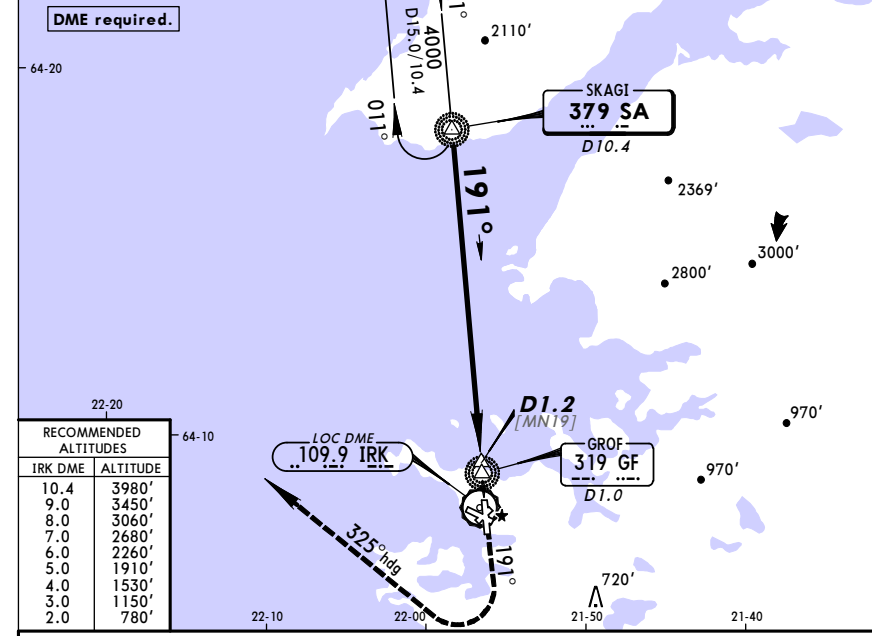
REYKJAVIK, ICELAND
NDB Y Rwy 19

*ATIS 128.1	REYKJAVIK Approach 119.0	REYKJAVIK Tower 118.0	Ground 121.7
NDB SA 379	Final Apch Crs 191°	Minimum Alt SA NDB 4000' (3971')	DA(H) Refer to Minimums Apt Elev 45' RWY 29'



MISSED APCH: Climb on 191° to 1000', then turn RIGHT onto heading 325° climbing to 4000', then as directed.
MISSED APCH WITH LOST COMM: At 4000' turn RIGHT to SA NDB.

Alt Set: hPa (IN on req) Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 7000'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	1000'	on 191°
Descent Angle	3.60°	446	573	637	765	892	REIL		
MAP at D1.2							PAPI		

Standard	STRAIGHT-IN LANDING RWY 19	CIRCLE-TO-LAND
	DA(H) A: 480' (451') B: 500' (471') C: 520' (491')	West of rwy 01/19 East of rwy 01/19
	ALS out	Max Kts MDA(H) VIS MDA(H) VIS
A	RVR 1500m	100 600' (555') 1500m 700' (655') 1500m
B		135 600' (555') 1600m 700' (655') 1600m
C	CMV 2100m CMV 2300m	180 700' (655') 2400m 1200' (1155') 2400m
D	NOT APPLICABLE	D NOT APPLICABLE

CHANGES: Missed approach. Fix designation.