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BGSF/SFJ

Apt Elev **165'**
N67 01.0 W050 41.4

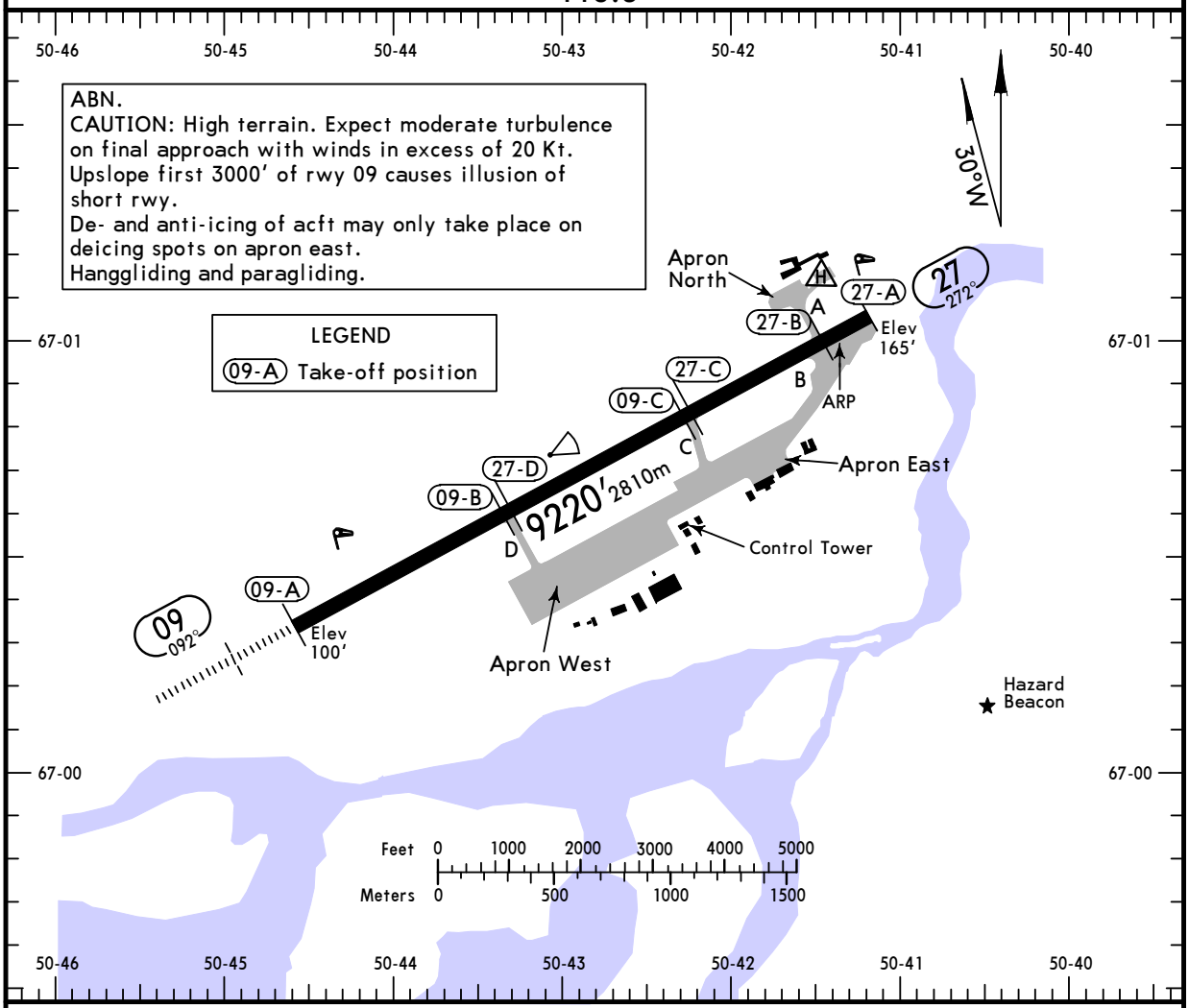
JEPPESEN 4 DEC 15 (10-9) **Eff 10 Dec**

KANGERLUSSUAQ, GREENLAND

KANGERLUSSUAQ

*SONDRESTROM Tower

118.3



ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
09	HIRL	HIALS	PAPI-L (angle 3.2°)	RVR			❶	197' 60m
27	HIRL			RVR				

❶ TAKE-OFF RUN AVAILABLE

RWY 09:
From posn 09-A 9220' (2810m)
09-B 5850' (1783m)
09-C 2933' (894m)

RWY 27:
From posn 27-A 9220' (2810m)
27-B 8462' (2579m)
27-C 6385' (1946m)
27-D 3442' (1049m)

Standard TAKE-OFF ❶ & DEPARTURE PROCEDURE

	LVP must be in Force	All Rwys	
	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C			
D	300m		

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

IFR DEPARTURE PROCEDURE (SID)

RWY 27: Climb STRAIGHT AHEAD to Minimum Sector Altitude 5300'.
Minimum net climb gradient until SF NDB 371' per NM (6.1%).

CHANGES: Variation. Bearings.

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JEPPESEN
JeppView 3.6.2.0

BGSF/SFJ KANGERLUSSUAQ

JEPPESEN 7 APR 17 (11-1)

MISSED APCH CLIMB GRAD MIM 5.0%

KANGERLUSSUAQ, GREENLAND

❶ LOC Z or Y Rwy 09

BRIEFING STRIP ™

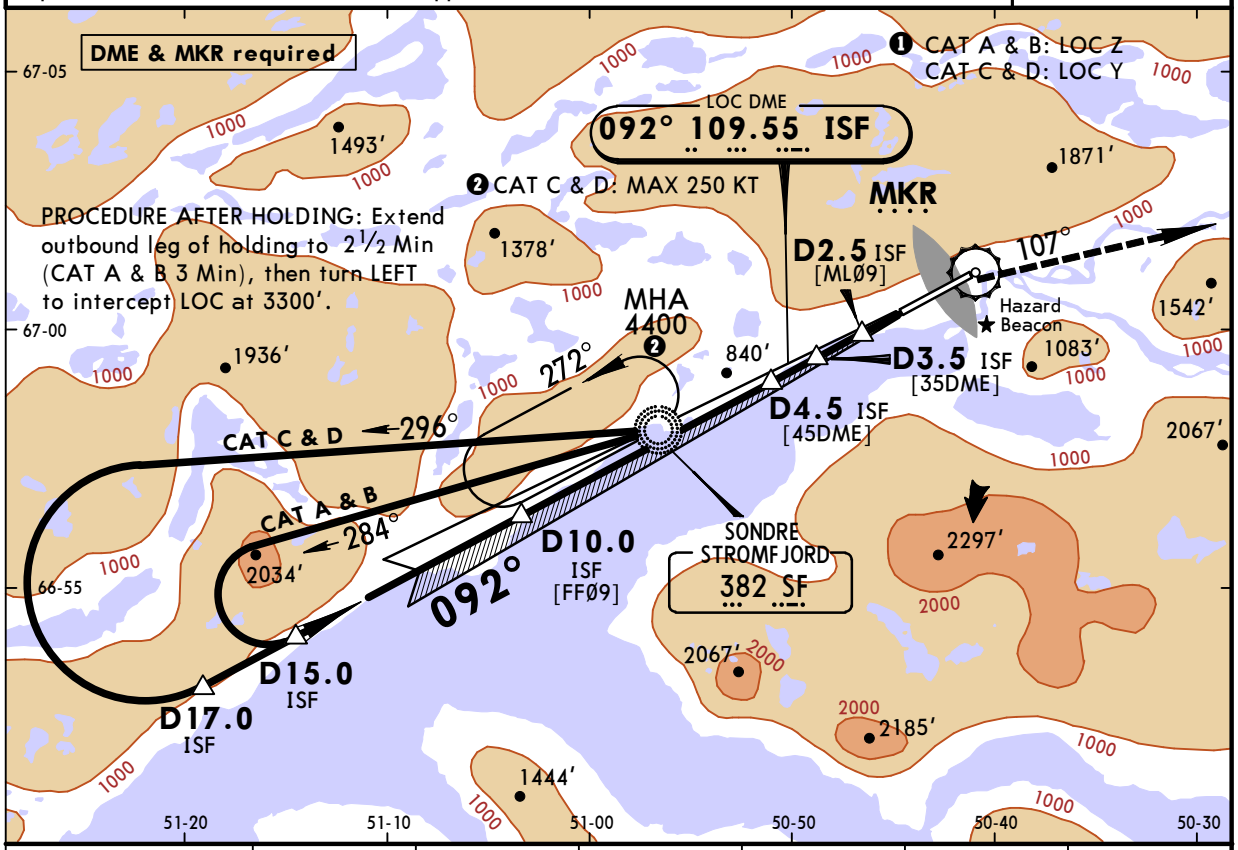
*SONDRESTROM Approach (R)	*SONDRESTROM Tower
126.2	118.3

LOC ISF	Final Apch Crs	Minimum Alt	DA/MDA(H)	Apt Elev 165′
109.55	092°	D10.0 ISF 3100′ (3000′)	450′ (350′)	Rwy 100′

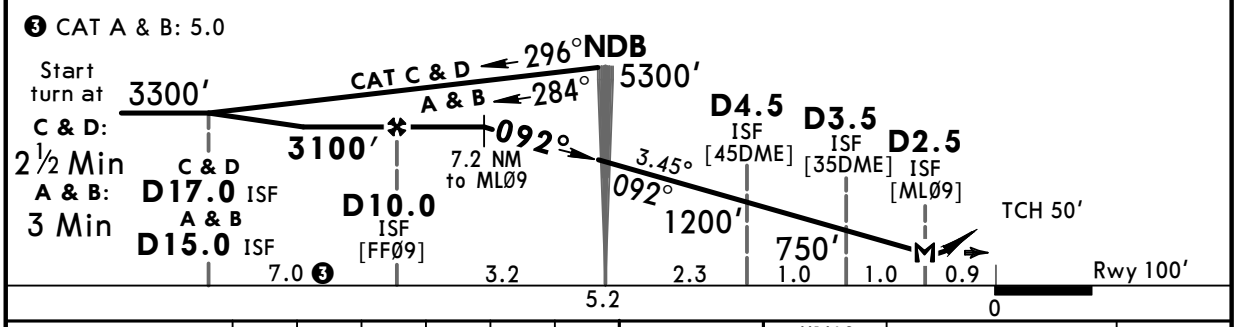
MISSED APCH: Climb on LOC course until MKR, then immediately turn RIGHT on track 107° climbing to 4000′, then turn RIGHT to NDB climbing to 4400′ and join holding.

Alt Set: hPa & IN Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 7000′
CAUTION: Adhere strictly to the prescribed procedure due to high surrounding terrain.
Expect moderate turbulence on final approach with winds in excess of 20 KT.

MSA SF NDB: 5300′



ISF DME	9.0	7.0	6.0	5.0	4.0	3.0
ALTITUDE	2750′	2050′	1700′	1350′	1000′	650′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.45°	427	549	611	733	855	977
MAP at D2.5 ISF						

HIALS
PAPI

MKR on LOC course

107° RT

PANS OPS

Standard STRAIGHT-IN LANDING RWY 09
Missed apch climb gradient mim 5.0%
CDFA
DA/MDA(H) **450′ (350′)**

		ALS out
A	RVR 1200m	RVR 1500m
B		
C		RVR 1600m
D		

CIRCLE-TO-LAND

Not authorized North of airport

Max Kts	MDA(H)	VIS
100	1500′ (1335′)	1500m
135	1900′ (1735′)	1600m
180	2500′ (2335′)	2400m
205	2800′ (2635′)	3600m

CHANGES: Reissue.

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BGSF/SFJ KANGERLUSSUAQ

JEPPESEN 7 APR 17 (16-1)

KANGERLUSSUAQ, GREENLAND NDB DME or NDB Rwy 09

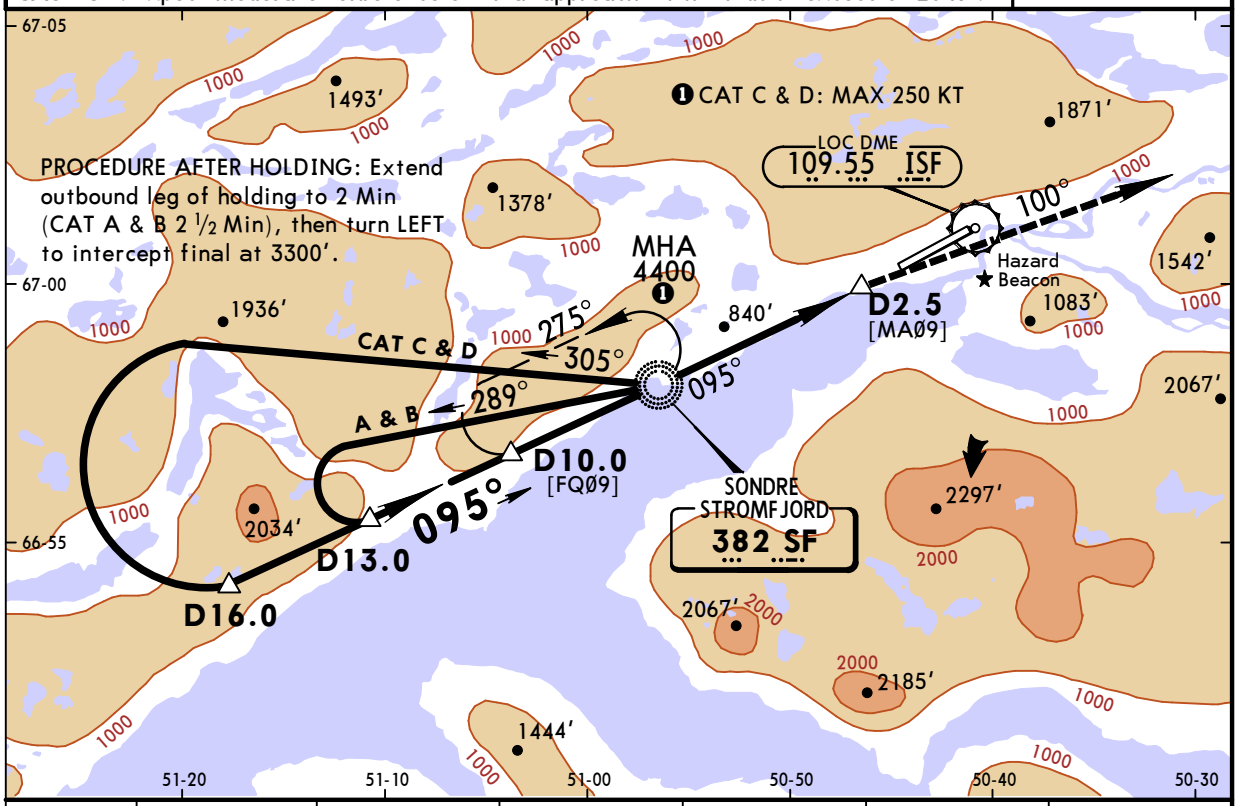
BRIEFING STRIP ™

*SONDRESTROM Approach (R)	*SONDRESTROM Tower
126.2	118.3

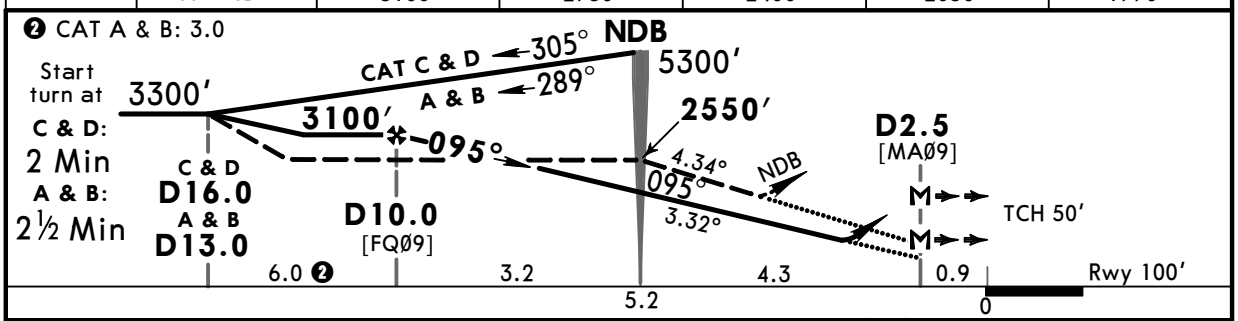
NDB SF	Final Apch Crs	NDB DME Minimum Alt	NDB DME DA/MDA(H)		
382	095°	D10.0 3100′ (3000′)	1770′ (1670′)	Apt Elev 165′	5300′
		NDB Minimum Alt NDB 2550′ (2450′)	NDB DA/MDA(H) 1880′ (1780′)	Rwy 100′	MSA SF NDB

MISSED APCH: Climb to 3000′ on track 100°, then turn RIGHT to NDB climbing to 4400′ and join holding.

Alt Set: hPa & IN Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 7000′
CAUTION: Expect moderate turbulence on final approach with winds in excess of 20 KT.



NDB DME	ISF DME	10.0	9.0	8.0	7.0	6.0
	ALTITUDE	3100′	2750′	2400′	2050′	1770′



Gnd speed-Kts		70	90	100	120	140	160
NDB DME: Descent Angle	3.32°	411	529	587	705	822	940
NDB: Descent Angle	4.34°	538	692	769	922	1076	1230
NDB DME: MAP at D2.5 / NDB: NDB to MAP	4.3	3:41	2:52	2:35	2:09	1:51	1:37

HIALS PAPI 3000′ on 100°

PANS OPS

Standard STRAIGHT-IN LANDING RWY 09

NDB DME CDFA	NDB CDFA
DA/MDA(H) 1770′ (1670′)	DA/MDA(H) 1880′ (1780′)
ALS out	ALS out

CIRCLE-TO-LAND

Not authorized North of airport

		Max Kts	MDA(H)	VIS
A	RVR 5000m	100	1950′ (1785′)	1 1500m
B		135	1950′ (1785′)	1 1600m
C		180	2500′ (2335′)	1 2400m
D		205	2800′ (2635′)	1 3600m

1 or higher straight-in minimums

CHANGES: None.

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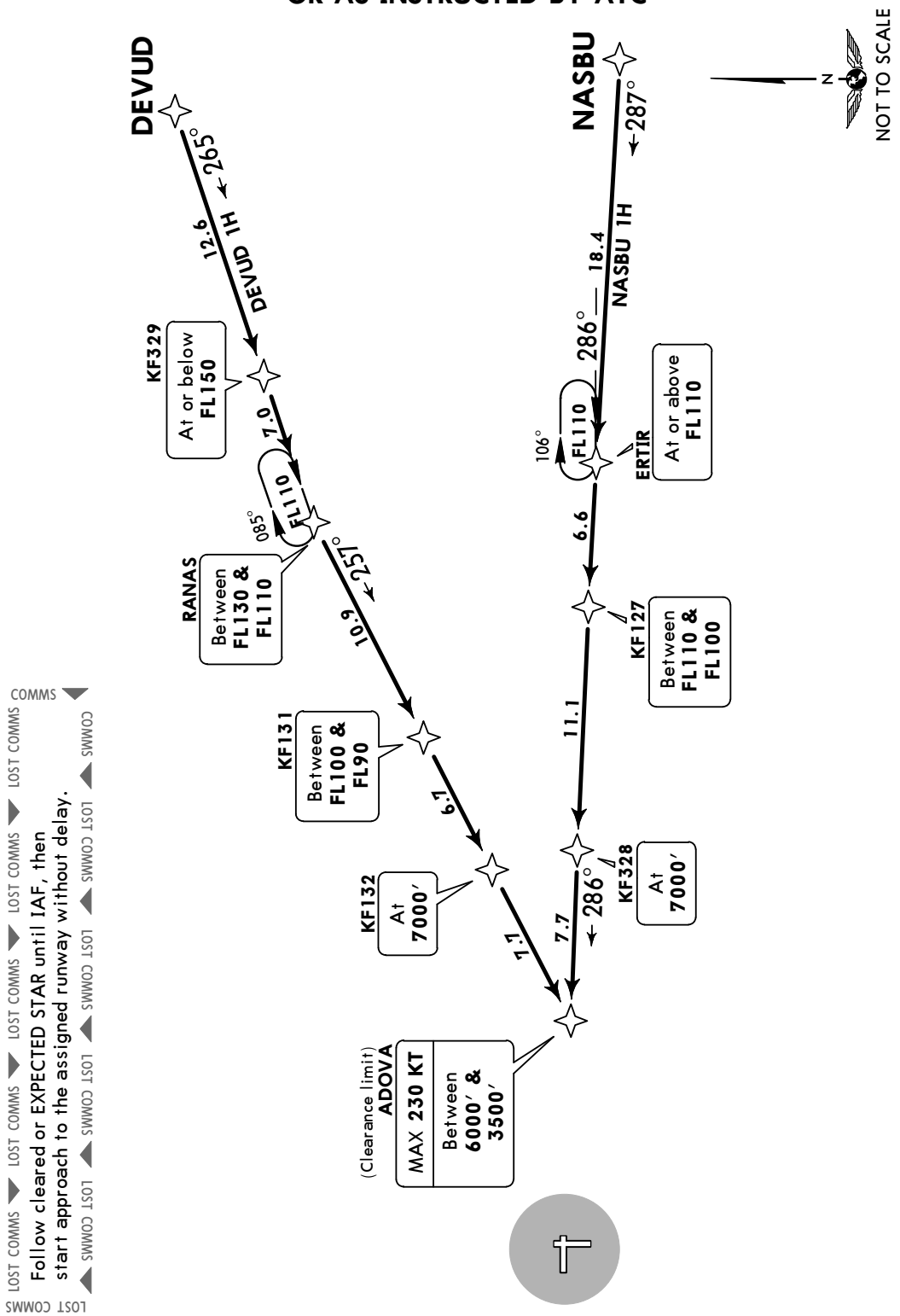
D-ATIS	Apt Elev	
128.3	169′	Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 7000′ 1. **RNAV 1 (GNSS).** 2. Loss of RNAV1 capability, advise ATC. 3. Vectoring may be used when necessary. 4. Descend as cleared by ATC. 5. NON RNAV1 acft: State 'UNABLE RNAV1', EXPECT RADAR vectoring. 6. At first 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.

CHANGES: RWY 29 redesignated 28.

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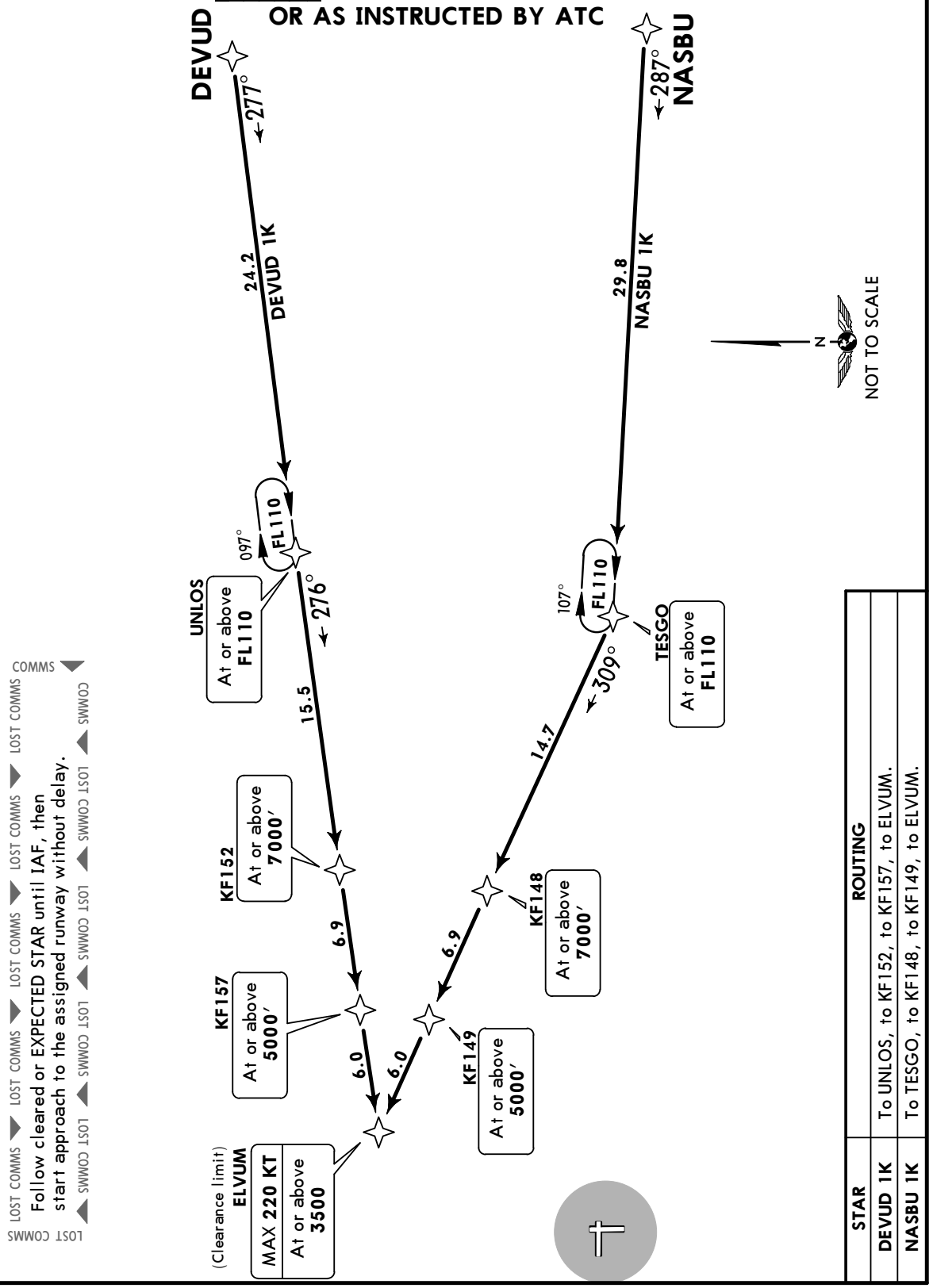
D-ATIS	Apt Elev	
128.3	169′	Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 7000′ 1. **RNAV 1 (GNSS).** 2. Loss of RNAV1 capability, advise ATC. 3. Vectoring may be used when necessary. 4. Descend as cleared by ATC. 5. NON RNAV1 acft: State 'UNABLE RNAV1', EXPECT RADAR vectoring. 6. At first 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



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

CHANGES: None.

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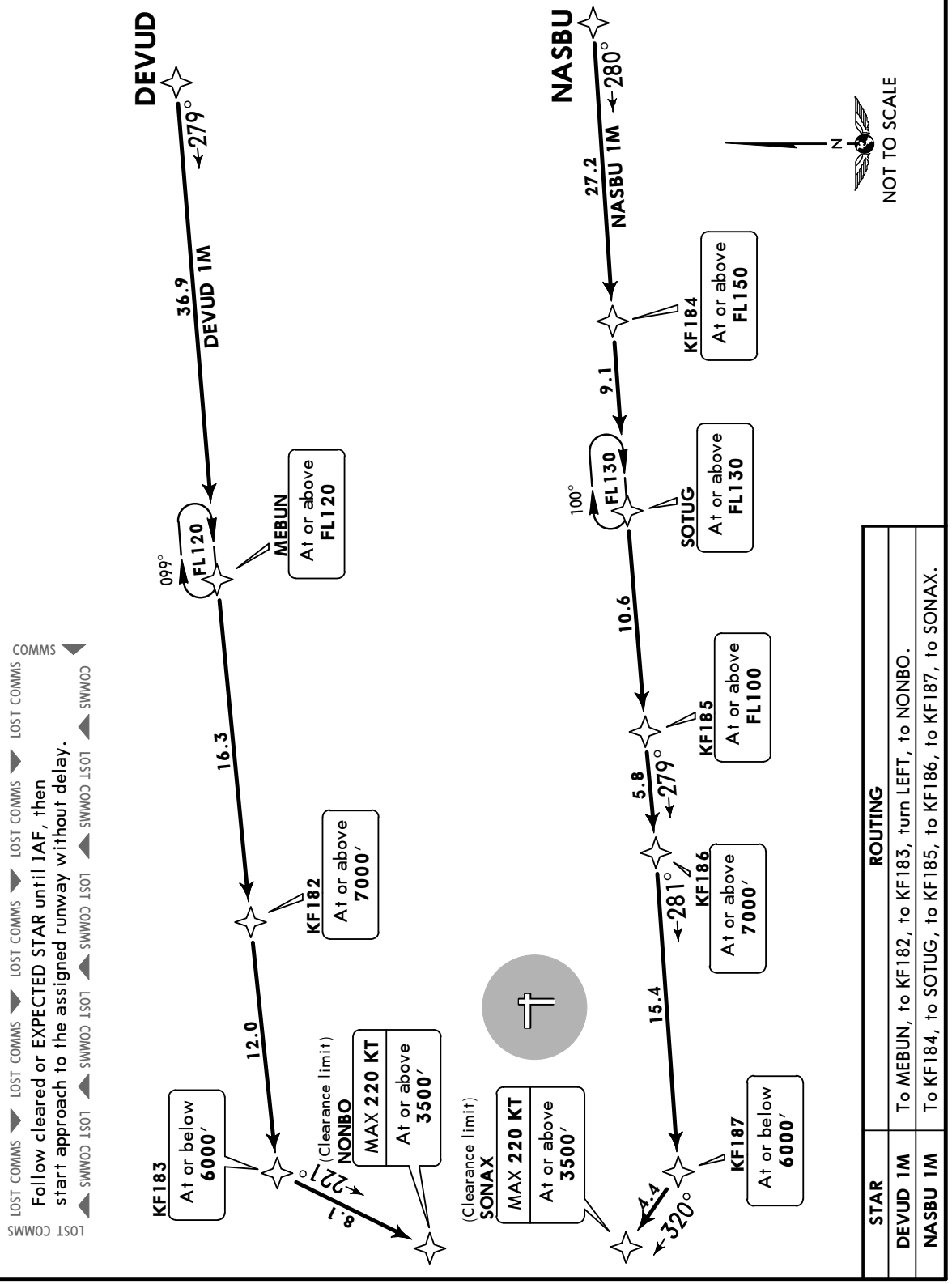
D-ATIS	Apt Elev	
128.3	169′	Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 7000′ 1. **RNAV 1 (GNSS).** 2. Loss of RNAV1 capability, advise ATC. 3. Vectoring may be used when necessary. 4. Descend as cleared by ATC. 5. NON RNAV1 acft: State 'UNABLE RNAV1', EXPECT RADAR vectoring. 6. At first 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



STAR	ROUTING
DEVUD 1M	To MEBUN, to KF182, to KF183, turn LEFT, to NONBO.
NASBU 1M	To KF184, to SOTUG, to KF185, to KF186, to KF187, to SONAX.

CHANGES: RWY 11 redesignated 10.

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BIKF/KEF
KEFLAVIK

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

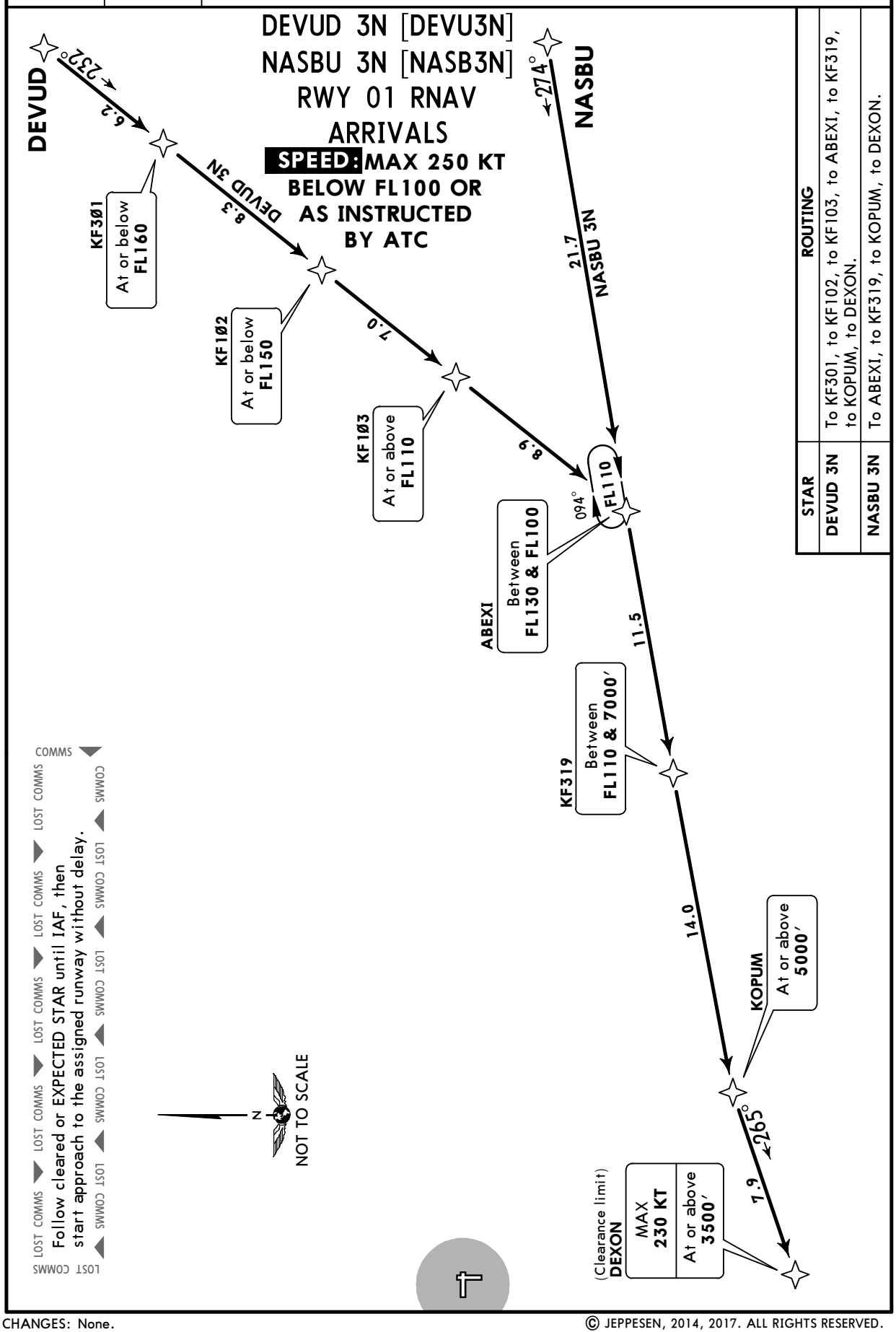
KEFLAVIK, ICELAND

RNAV STAR

D-ATIS	Apt Elev
128.3	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.



STAR	ROUTING
DEVUD 3N	To KF301, to KF102, to KF103, to ABEXI, to KF319, to KOPUM, to DEXON.
NASBU 3N	To ABEXI, to KF319, to KOPUM, to DEXON.

CHANGES: None.

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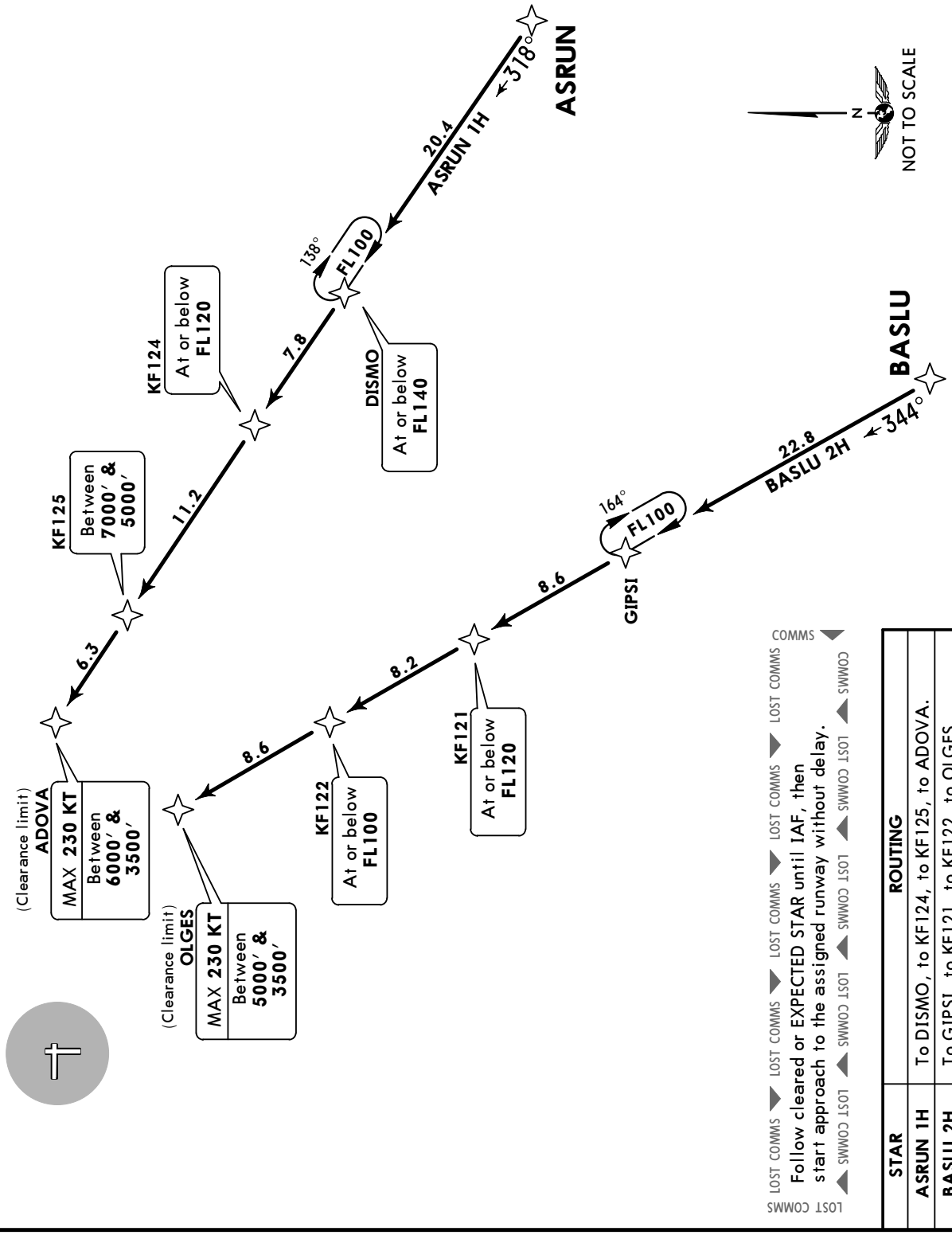
D-ATIS	Apt Elev	
128.3	169′	Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 7000′ 1. **RNAV 1 (GNSS).** 2. Loss of RNAV1 capability, advise ATC. 3. Vectoring may be used when necessary. 4. Descend as cleared by ATC. 5. NON RNAV1 acft: State 'UNABLE RNAV1', EXPECT RADAR vectoring. 6. At first 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.

ASRUN 1H [ASRU1H]
BASLU 2H [BASL2H]
RWY 28 RNAV ARRIVALS

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



STAR	ROUTING
ASRUN 1H	To DISMO, to KF124, to KF125, to ADOVA.
BASLU 2H	To GIPSI, to KF121, to KF122, to OLGES.

CHANGES: RWY 29 redesignated 28.

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BIKF/KEF
KEFLAVIK

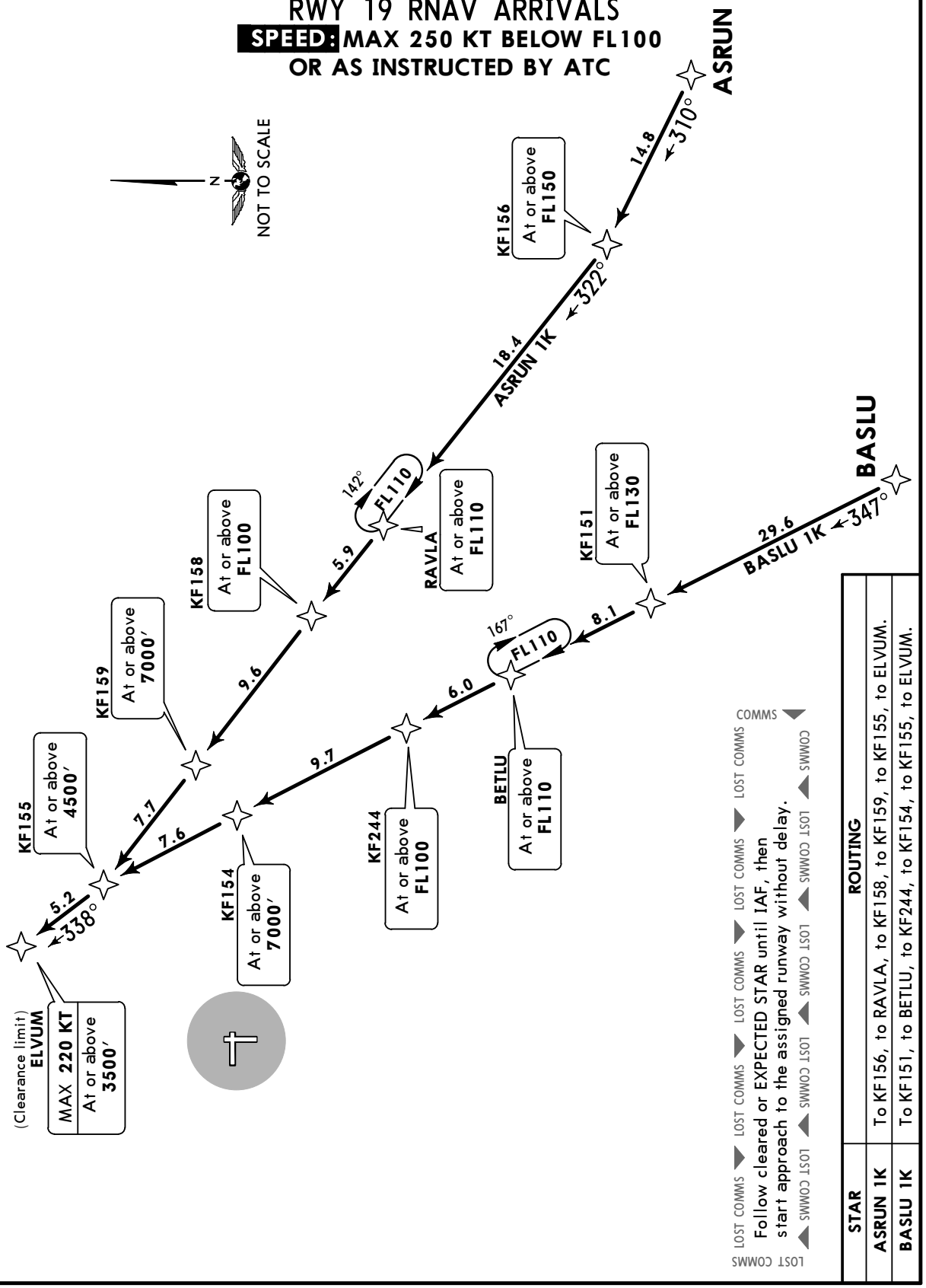
JEPPESEN
14 APR 17 (10-2E) Eff 27 Apr

KEFLAVIK, ICELAND
RNAV STAR

D-ATIS	Apt Elev	
128.3	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.

ASRUN 1K [ASRU1K]
BASLU 1K [BASL1K]
RWY 19 RNAV ARRIVALS

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



STAR	ROUTING
ASRUN 1K	To KF156, to RAVLA, to KF158, to KF159, to KF155, to ELVUM.
BASLU 1K	To KF151, to BETLU, to KF244, to KF154, to KF155, to ELVUM.

CHANGES: None.

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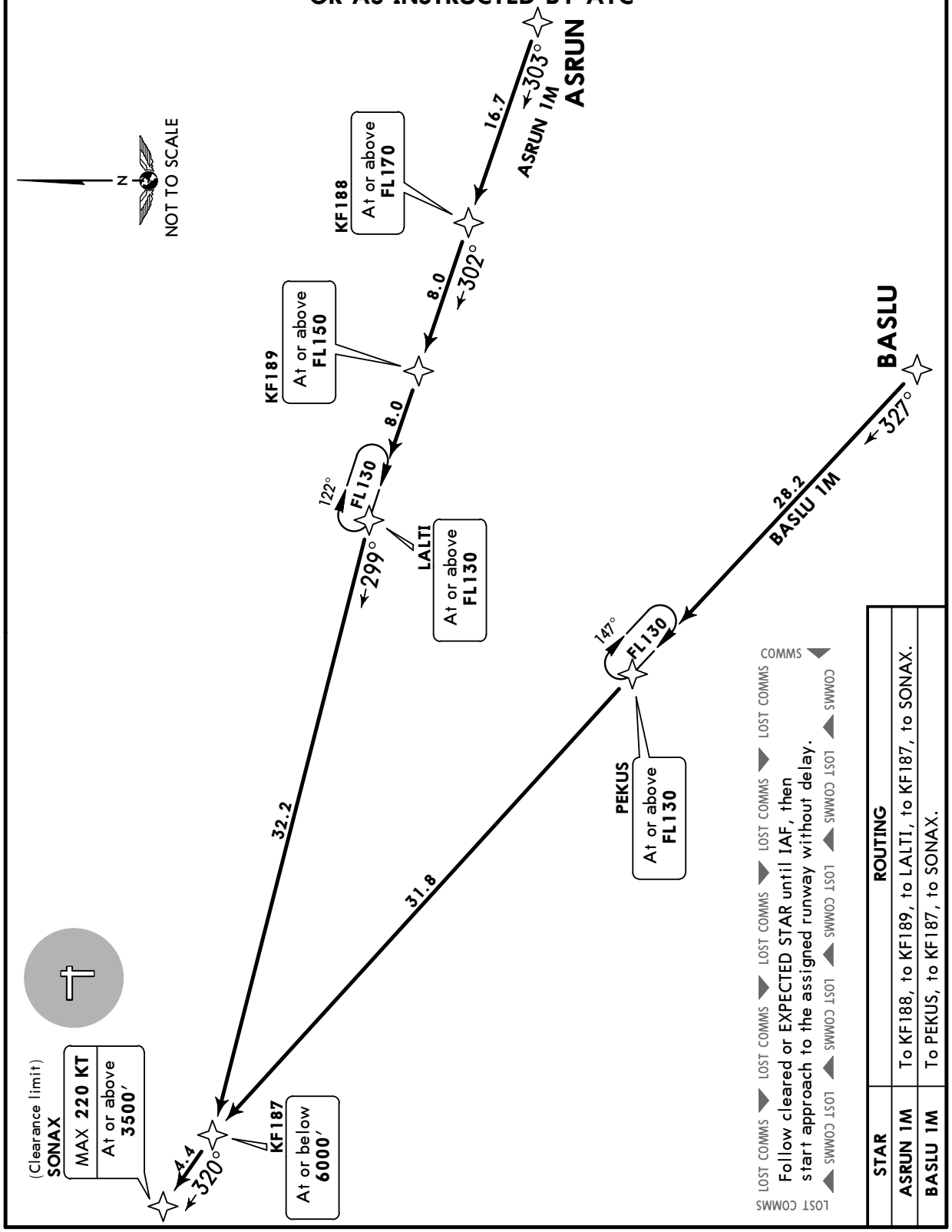
D-ATIS	Apt Elev	
128.3	169′	Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 7000′ 1. **RNAV 1 (GNSS).** 2. Loss of RNAV1 capability, advise ATC. 3. Vectoring may be used when necessary. 4. Descend as cleared by ATC. 5. NON RNAV1 acft: State 'UNABLE RNAV1', EXPECT RADAR vectoring. 6. At first 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.

ASRUN 1M [ASRU1M]
BASLU 1M [BASL1M]
RWY 10 RNAV ARRIVALS

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



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

CHANGES: RWY 11 redesignated 10.

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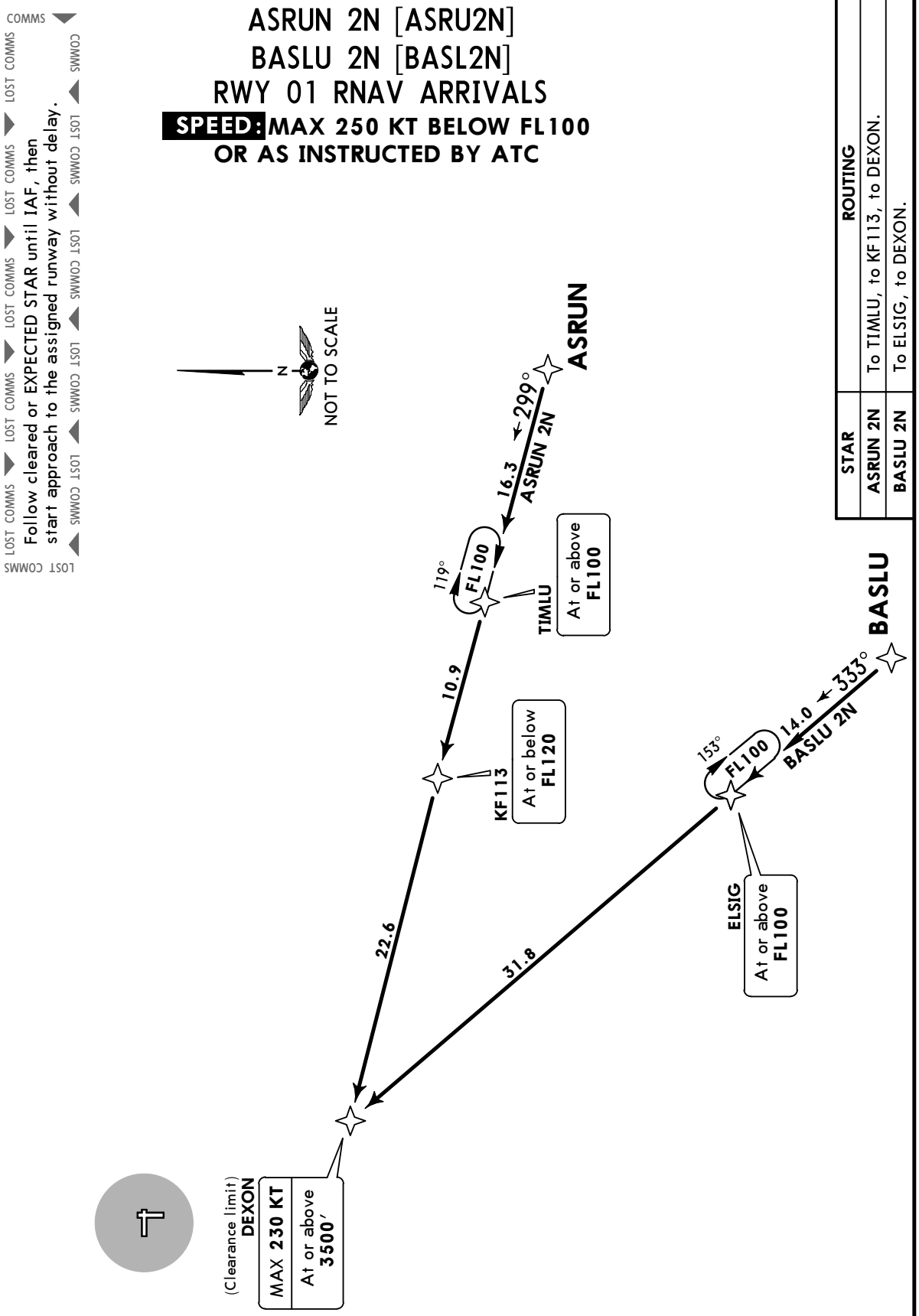
D-ATIS	Apt Elev
128.3	169′

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.

ASRUN 2N [ASRU2N]
BASLU 2N [BASL2N]
RWY 01 RNAV ARRIVALS

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



STAR	ROUTING
ASRUN 2N	To TIMLU, to KF113, to DEXON.
BASLU 2N	To ELSIG, to DEXON.

CHANGES: None.

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BIKF/KEF
KEFLAVIK

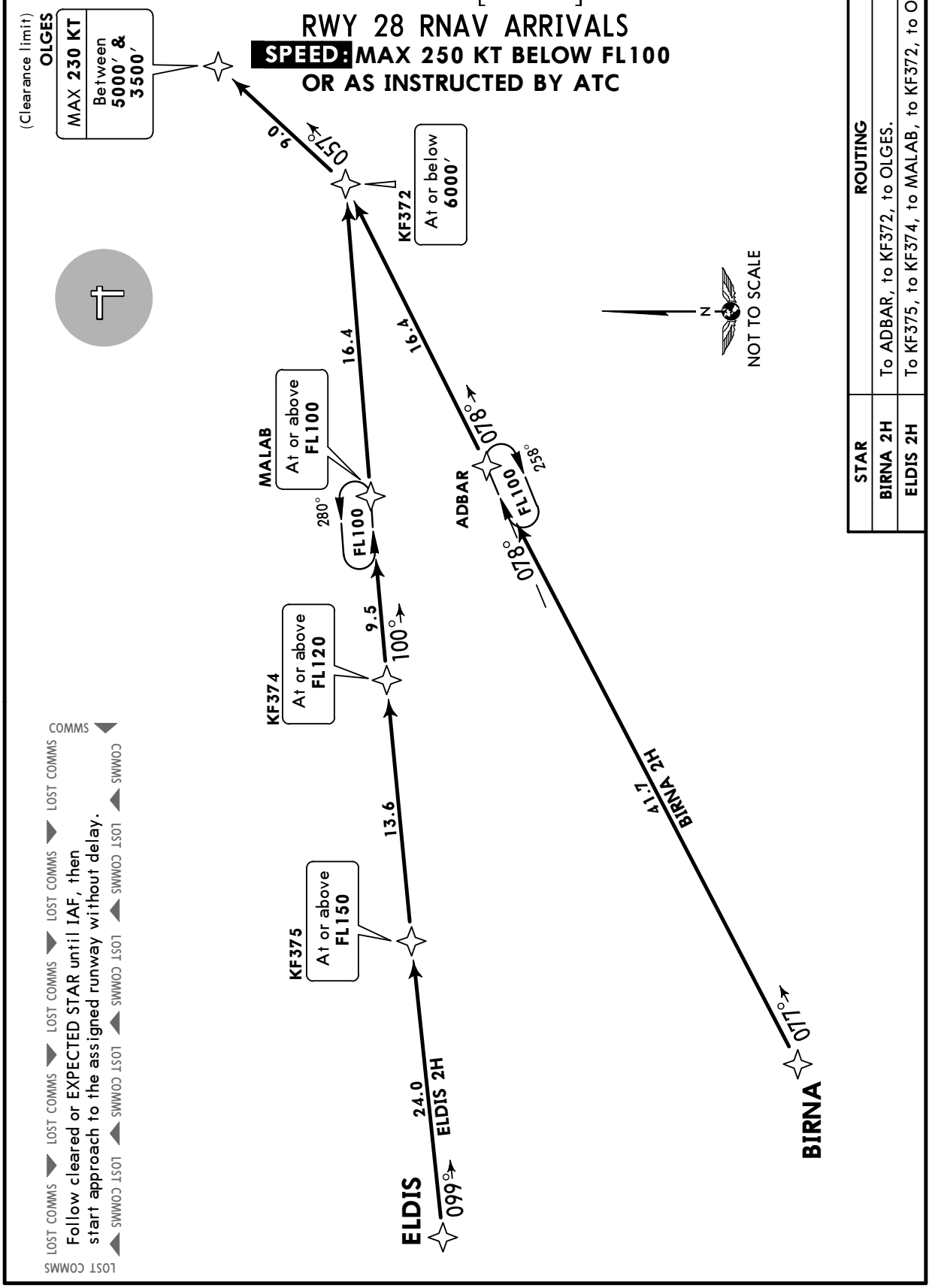
JEPPESEN
14 APR 17 (10-2H) Eff 27 Apr

KEFLAVIK, ICELAND
RNAV STAR

D-ATIS	Apt Elev	
128.3	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 2H [BIRN2H]
ELDIS 2H [ELDI2H]
RWY 28 RNAV ARRIVALS

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



STAR	ROUTING
BIRNA 2H	To ADBAR, to KF372, to OLGES.
ELDIS 2H	To KF375, to KF374, to MALAB, to KF372, to OLGES.

CHANGES: RWY 29 redesignated 28.

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BIKF/KEF
KEFLAVIK

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

KEFLAVIK, ICELAND

RNAV STAR

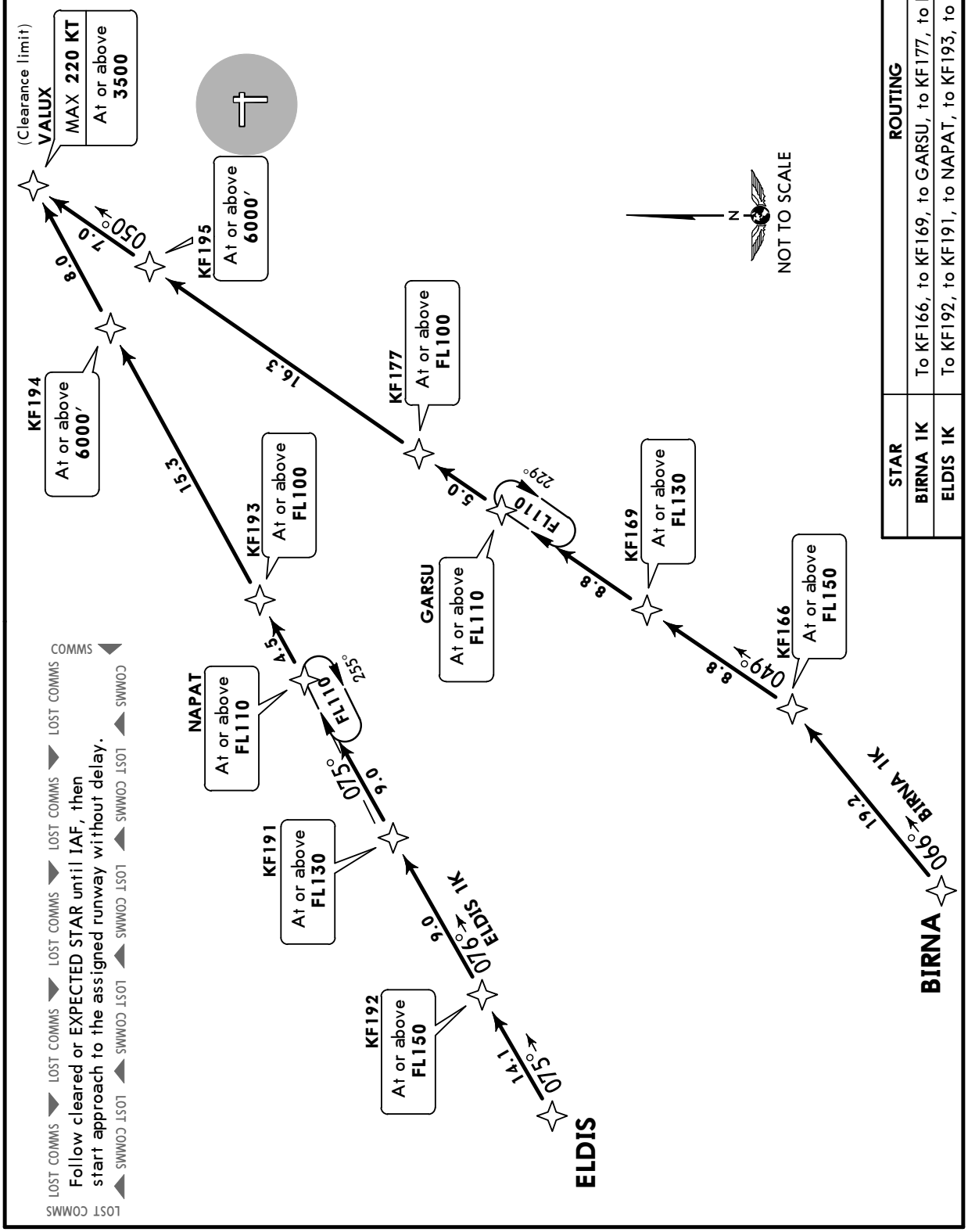
D-ATIS	Apt Elev
128.3	169′

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



ROUTING	
STAR	
BIRNA 1K	To KF166, to KF169, to GARSU, to KF177, to KF195, to VALUX.
ELDIS 1K	To KF192, to KF191, to NAPAT, to KF193, to KF194, to VALUX.

CHANGES: None.

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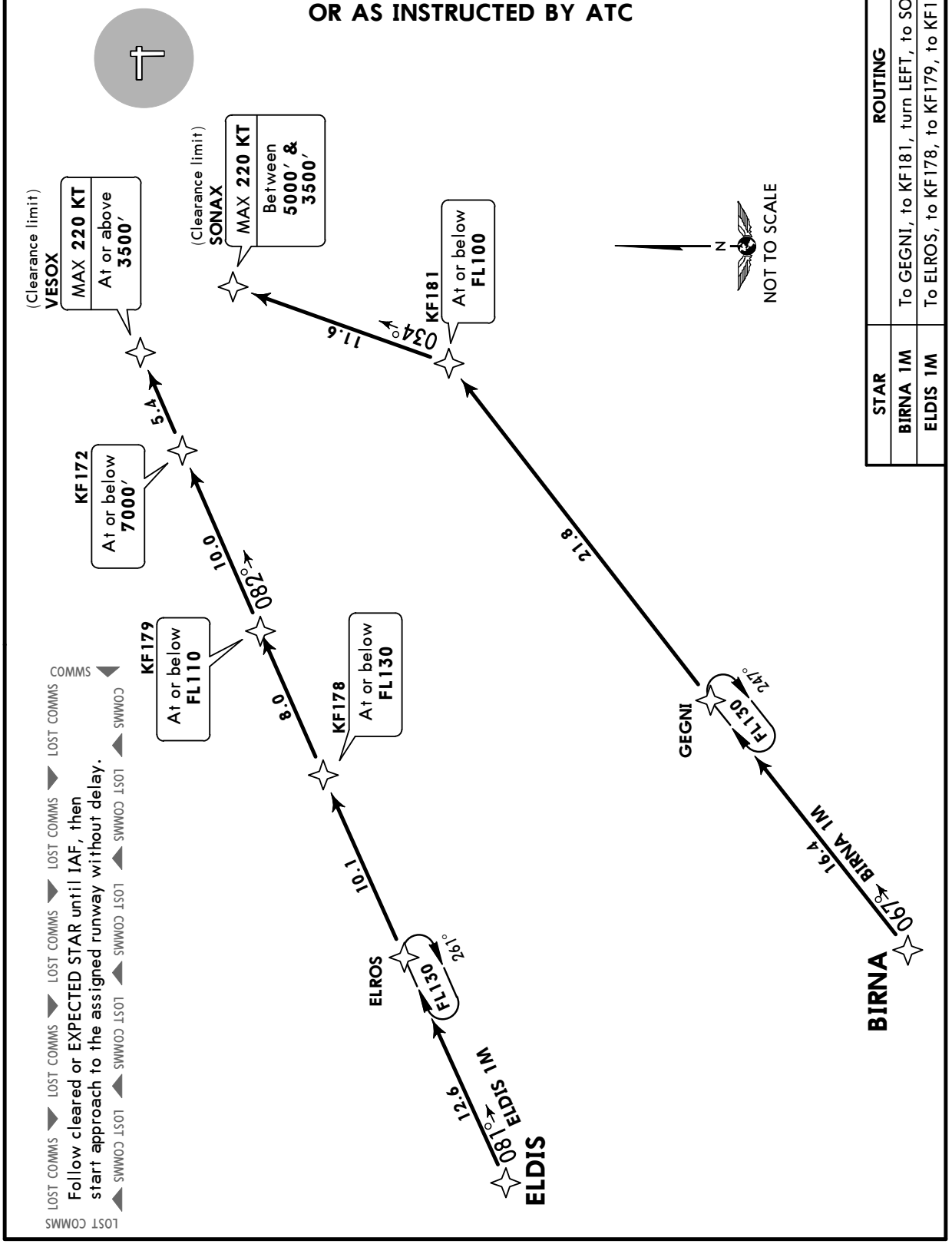
D-ATIS	Apt Elev	
128.3	169′	Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 7000′ 1. **RNAV 1 (GNSS).** 2. Loss of RNAV1 capability, advise ATC. 3. Vectoring may be used when necessary. 4. Descend as cleared by ATC. 5. NON RNAV1 acft: State 'UNABLE RNAV1', EXPECT RADAR vectoring. 6. At first 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

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



STAR	ROUTING
BIRNA 1M	To GEGNI, to KF181, turn LEFT, to SONAX.
ELDIS 1M	To ELROS, to KF178, to KF179, to KF172, to VESOX.

CHANGES: RWY 11 redesignated 10.

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D-ATIS	Apt Elev
128.3	169′

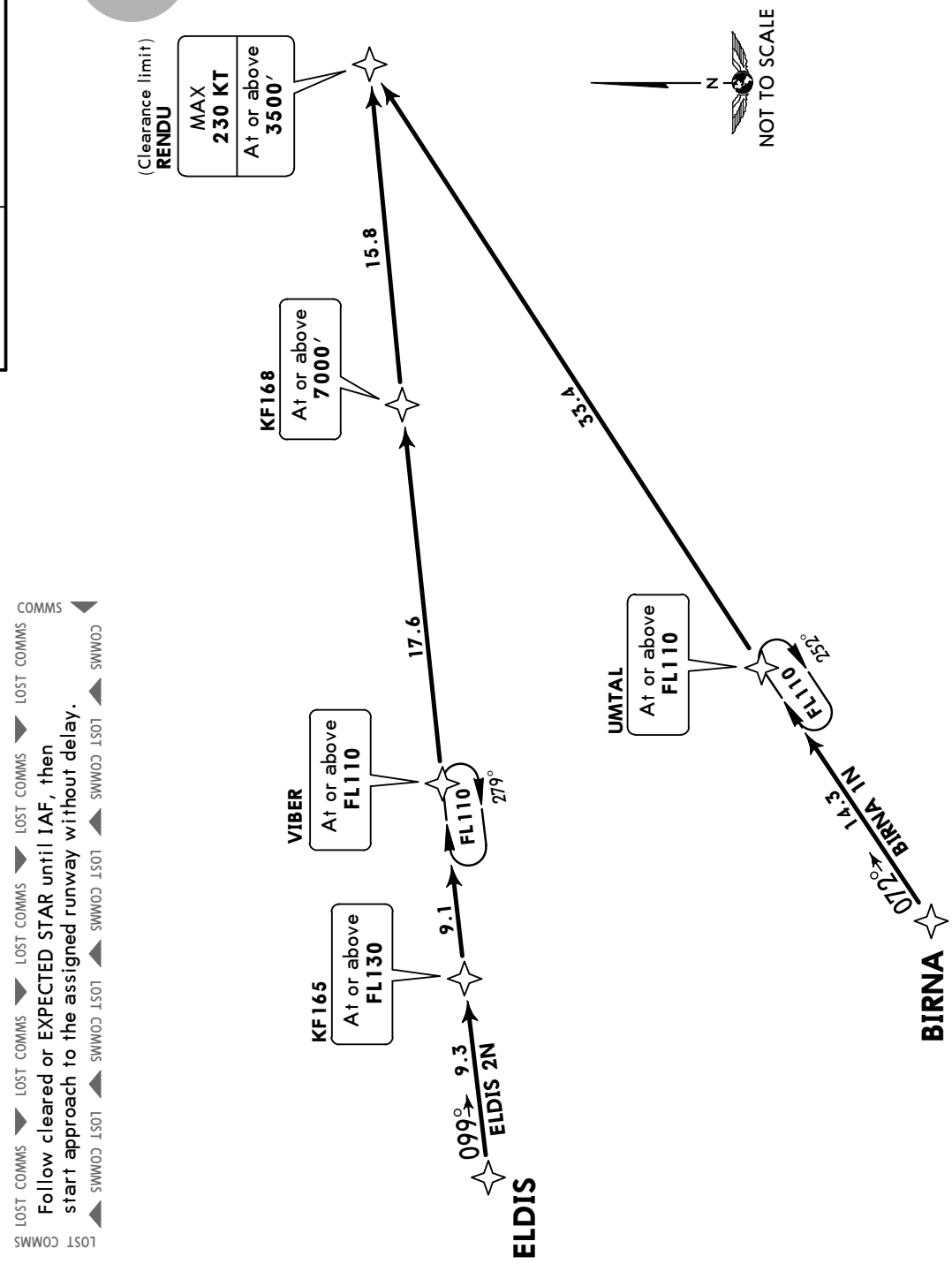
Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 7000′

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 only.

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

BIRNA 1N [BIRN1N]
ELDIS 2N [ELDI2N]
RWY 01 RNAV ARRIVALS

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



CHANGES: None.

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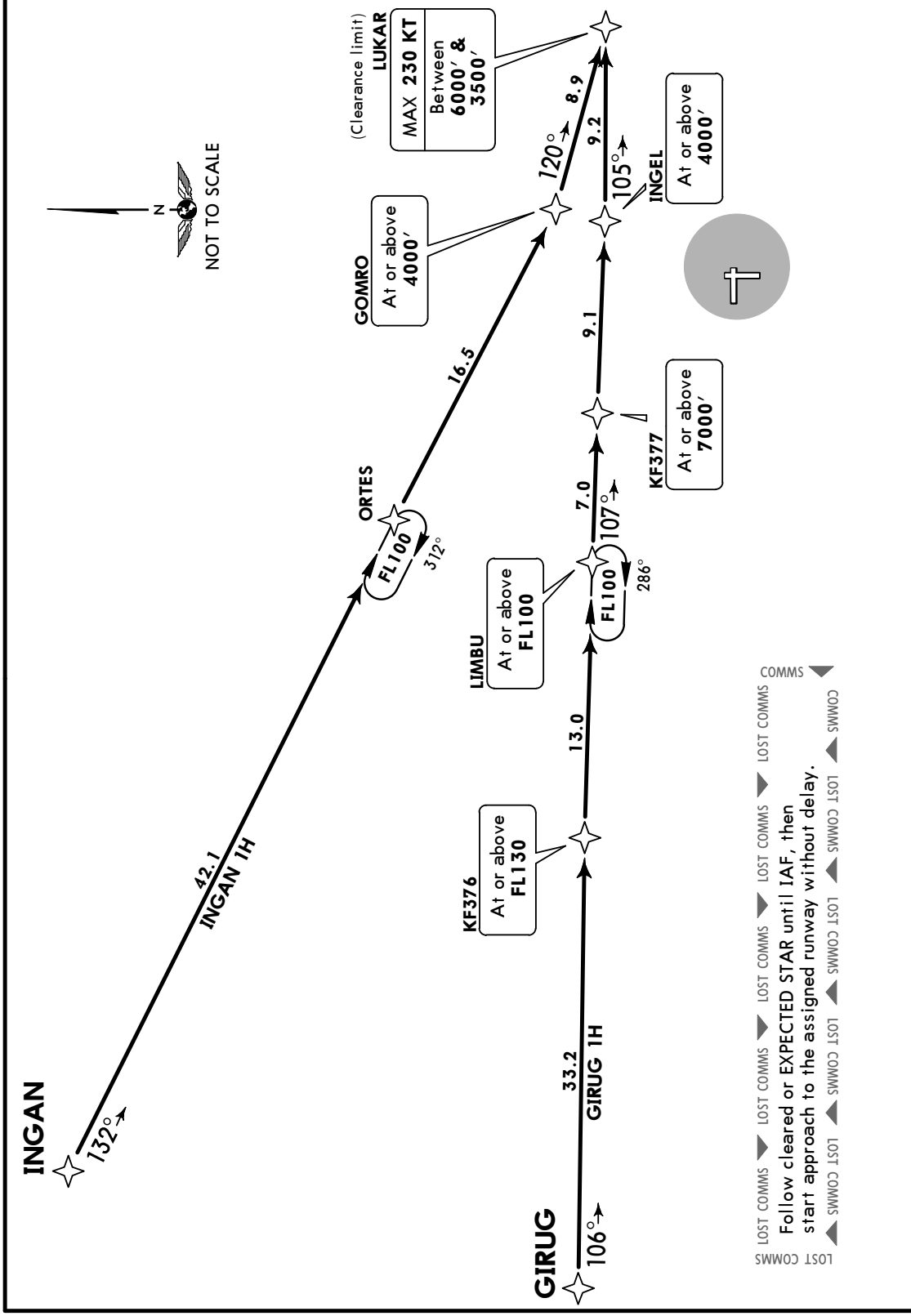
D-ATIS	Apt Elev	
128.3	169′	Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 7000′ 1. **RNAV 1 (GNSS).** 2. Loss of RNAV1 capability, advise ATC. 3. Vectoring may be used when necessary. 4. Descend as cleared by ATC. 5. NON RNAV1 acft: State 'UNABLE RNAV1', EXPECT RADAR vectoring. 6. At first 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



STAR	ROUTING
GIRUG 1H	To KF376, to LIMBU, to KF377, to INGEL, to LUKAR.
INGAN 1H	To ORTES, to GOMRO, to LUKAR.

CHANGES: RWY 29 redesignated 28.

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BIKF/KEF
KEFLAVIK

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

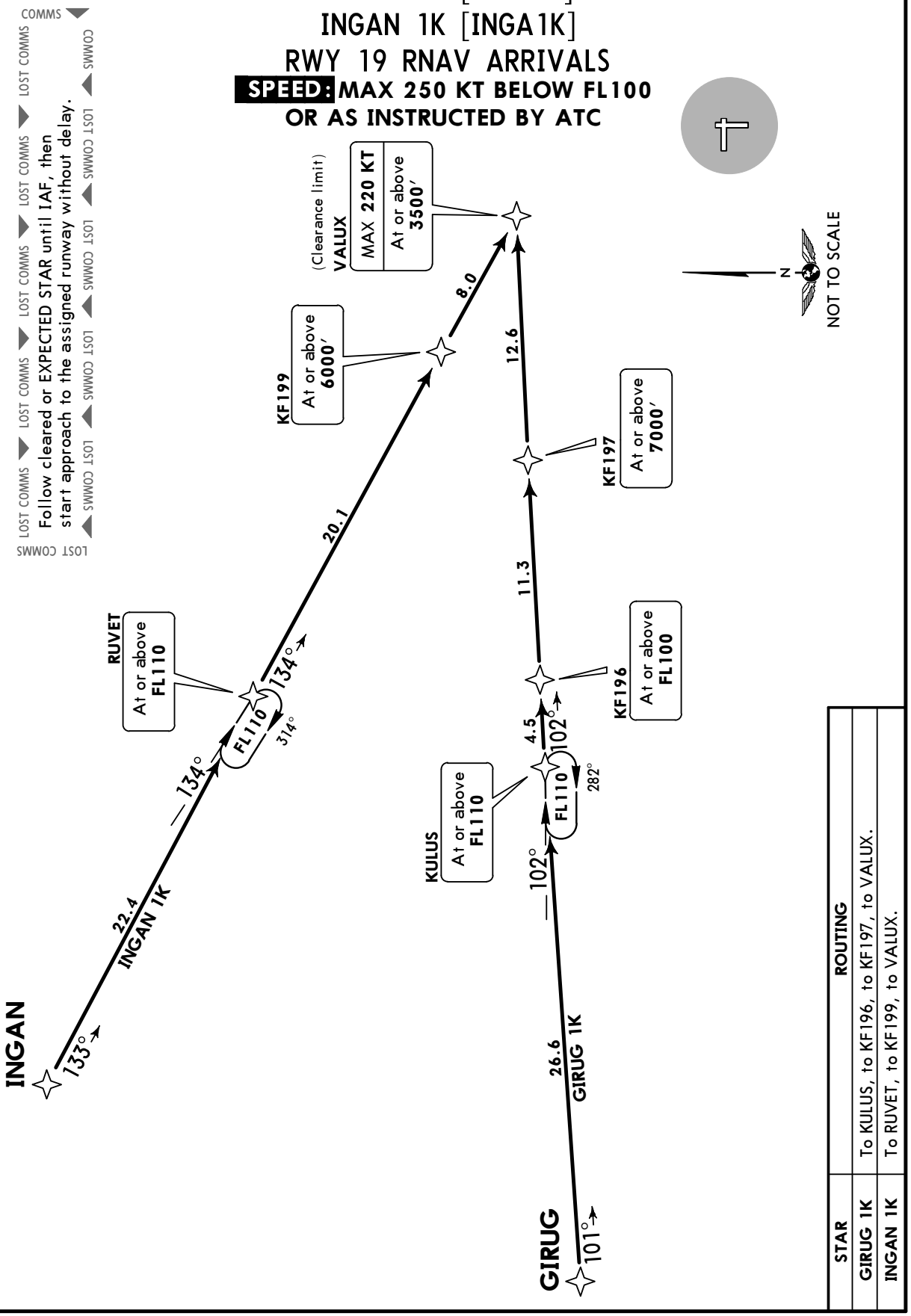
KEFLAVIK, ICELAND

RNAV STAR

D-ATIS	Apt Elev	
128.3	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.

CHANGES: None.

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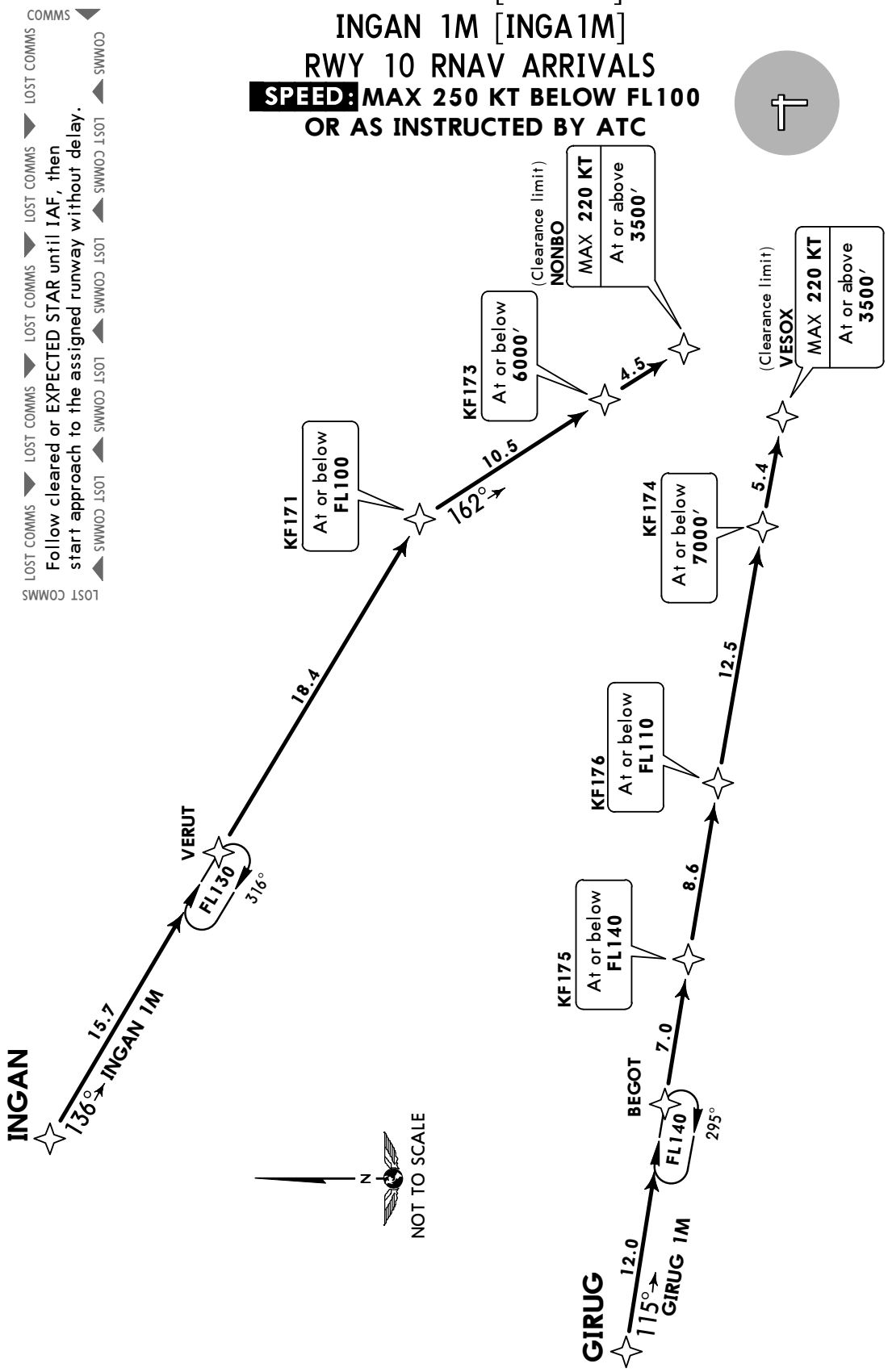
D-ATIS	Apt Elev	
128.3	169′	Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 7000′ 1. **RNAV 1 (GNSS).** 2. Loss of RNAV1 capability, advise ATC. 3. Vectoring may be used when necessary. 4. Descend as cleared by ATC. 5. NON RNAV1 acft: State 'UNABLE RNAV1', EXPECT RADAR vectoring. 6. At first 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.

CHANGES: RWY 11 redesignated 10.

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D-ATIS	Apt Elev
128.3	169′

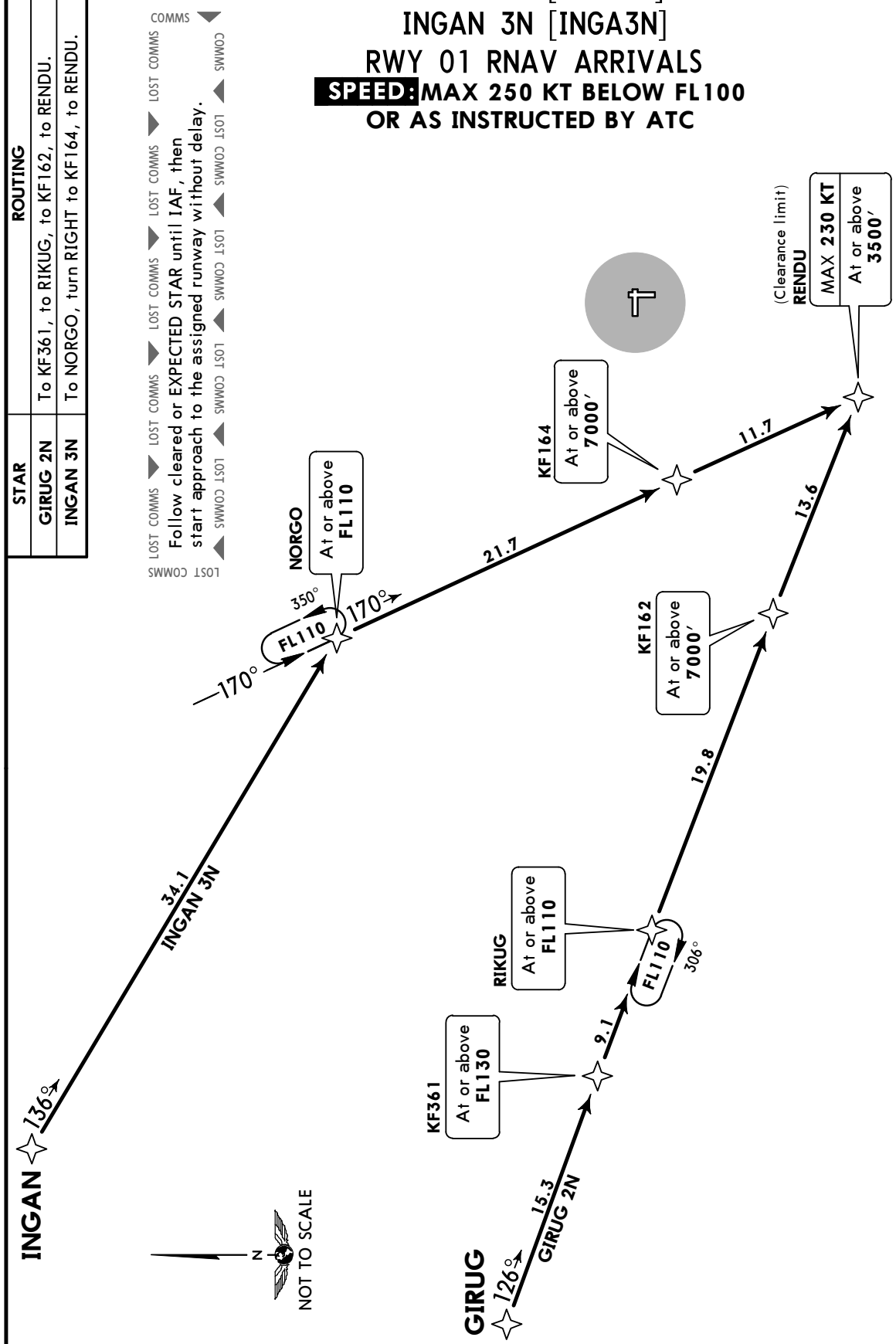
Alt Set: hPa (IN on request) Trans level: By ATC Trans alt: 7000′

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 only.

ROUTING	
STAR	
GIRUG 2N	To KF361, to RIKUG, to KF162, to RENDU.
INGAN 3N	To NORGO, turn RIGHT to KF164, to RENDU.

GIRUG 2N [GIRU2N]
INGAN 3N [INGA3N]
RWY 01 RNAV ARRIVALS

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



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JEPPESEN
JeppView 3.6.2.0

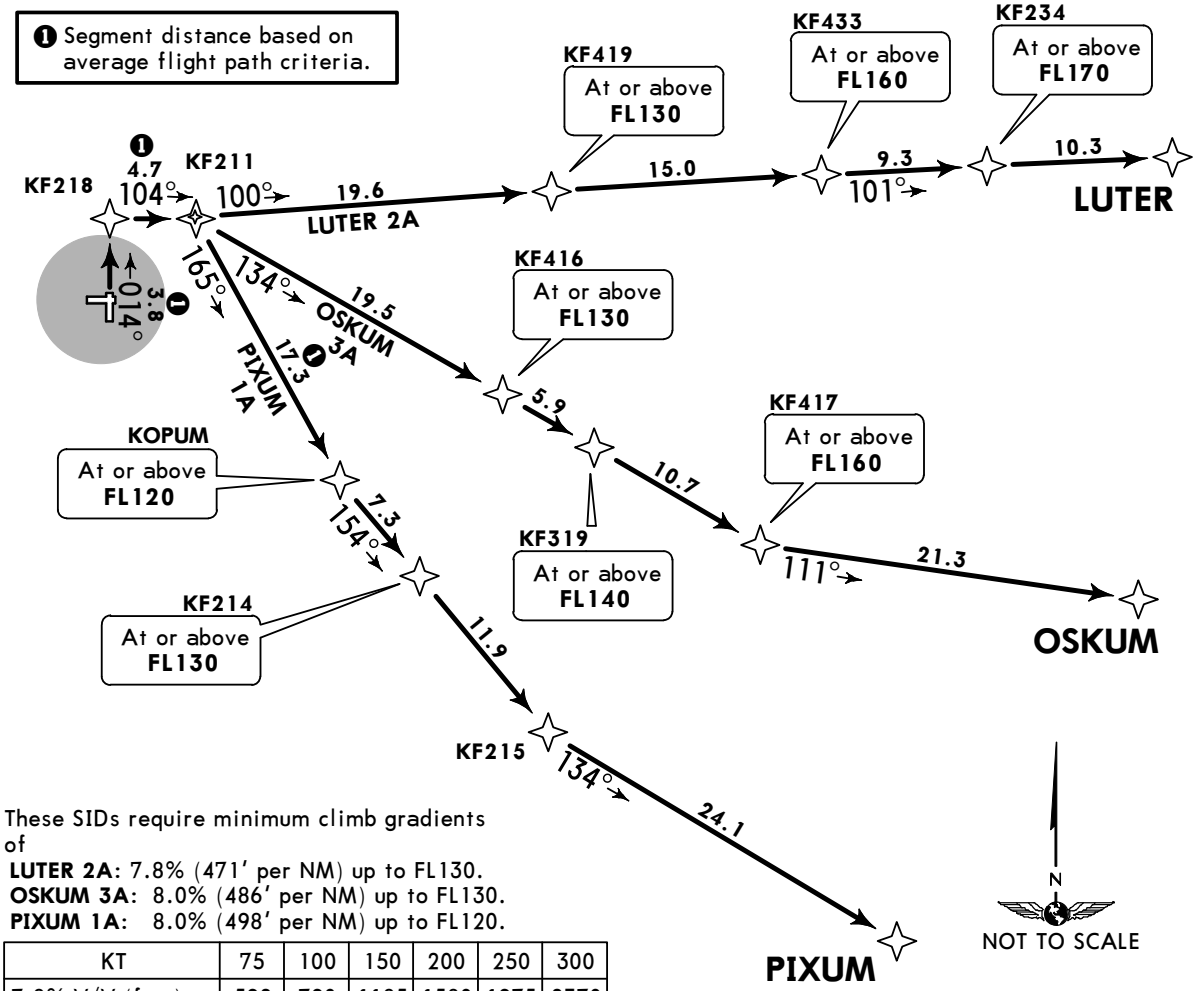
KEFLAVIK Approach 119.3	Apt Elev 169′	Trans level: By ATC Trans alt: 7000′
KEFLAVIK Delivery 121.0		1. **RNAV 1 (GNSS).** 2. After take-off contact KEFLAVIK Approach. 3. Departure shall obtain ATC clearance from KEFLAVIK Delivery. 4. Loss of RNAV1 capability, advise ATC. 5. Vectoring may be used when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

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

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.



These SIDs require minimum climb gradients of
LUTER 2A: 7.8% (471′ per NM) up to FL130.
OSKUM 3A: 8.0% (486′ per NM) up to FL130.
PIXUM 1A: 8.0% (498′ per NM) up to FL120.

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.

CHANGES: None.

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JEPPESEN
JeppView 3.6.2.0

KEFLAVIK Approach 119.3	Apt Elev 169′	Trans level: By ATC Trans alt: 7000′
KEFLAVIK Delivery 121.0		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.

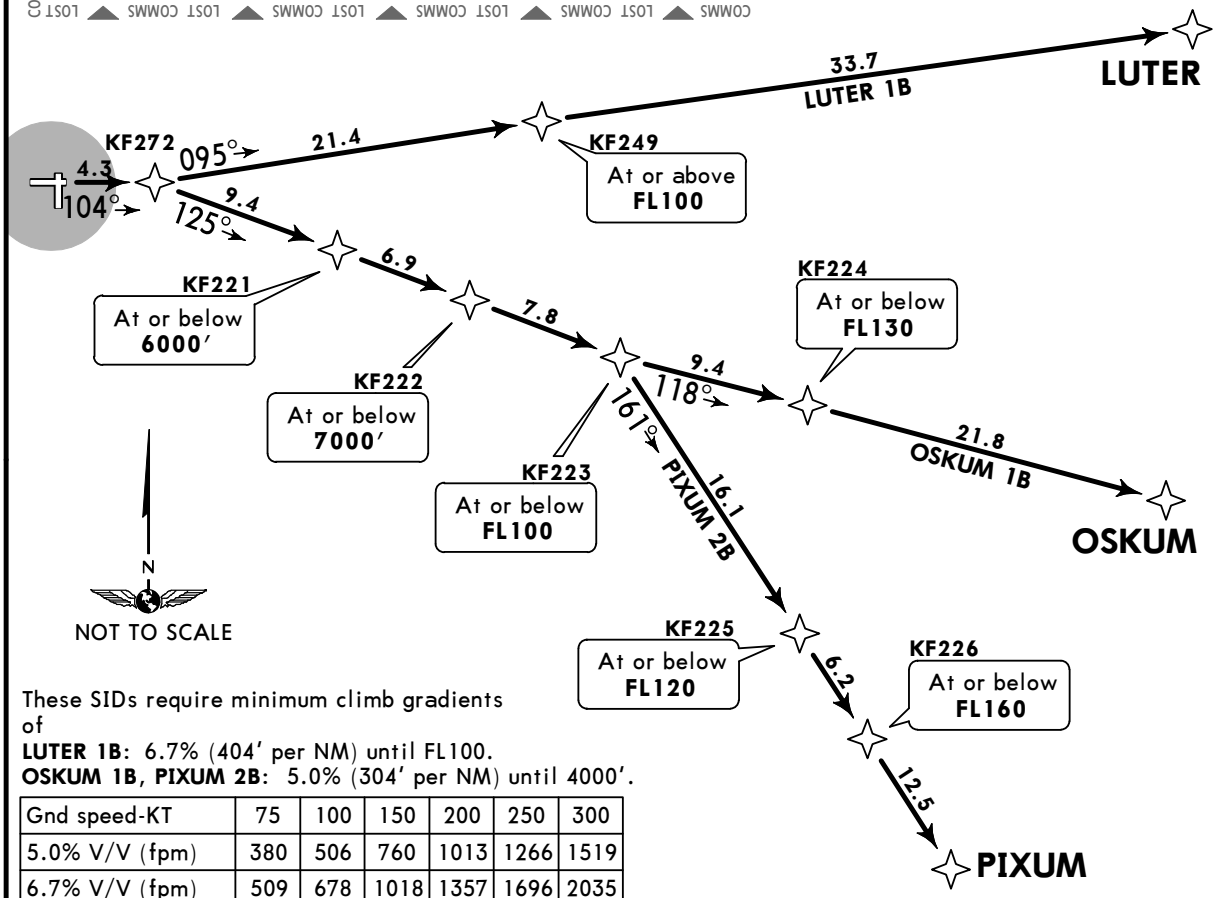
LUTER 1B [LUTE1B]
OSKUM 1B [OSKU1B]
PIXUM 2B [PIXU2B]
RWY 10 RNAV DEPARTURES

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

LOST COMMS

Proceed in accordance with SID clearance routing and restrictions then in accordance with oceanic 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 departure/oceanic clearance.

WARNING - STEPPED CLIMB
OSKUM 1B, PIXUM 2B
Due to interaction with arrival routes Pilots must ensure strict compliance with the specific climb profile unless cleared by ATC.



These SIDs require minimum climb gradients of
LUTER 1B: 6.7% (404′ per NM) until FL100.
OSKUM 1B, PIXUM 2B: 5.0% (304′ per NM) until 4000′.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
6.7% V/V (fpm)	509	678	1018	1357	1696	2035

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.

CHANGES: RWY 11 redesignated 10.

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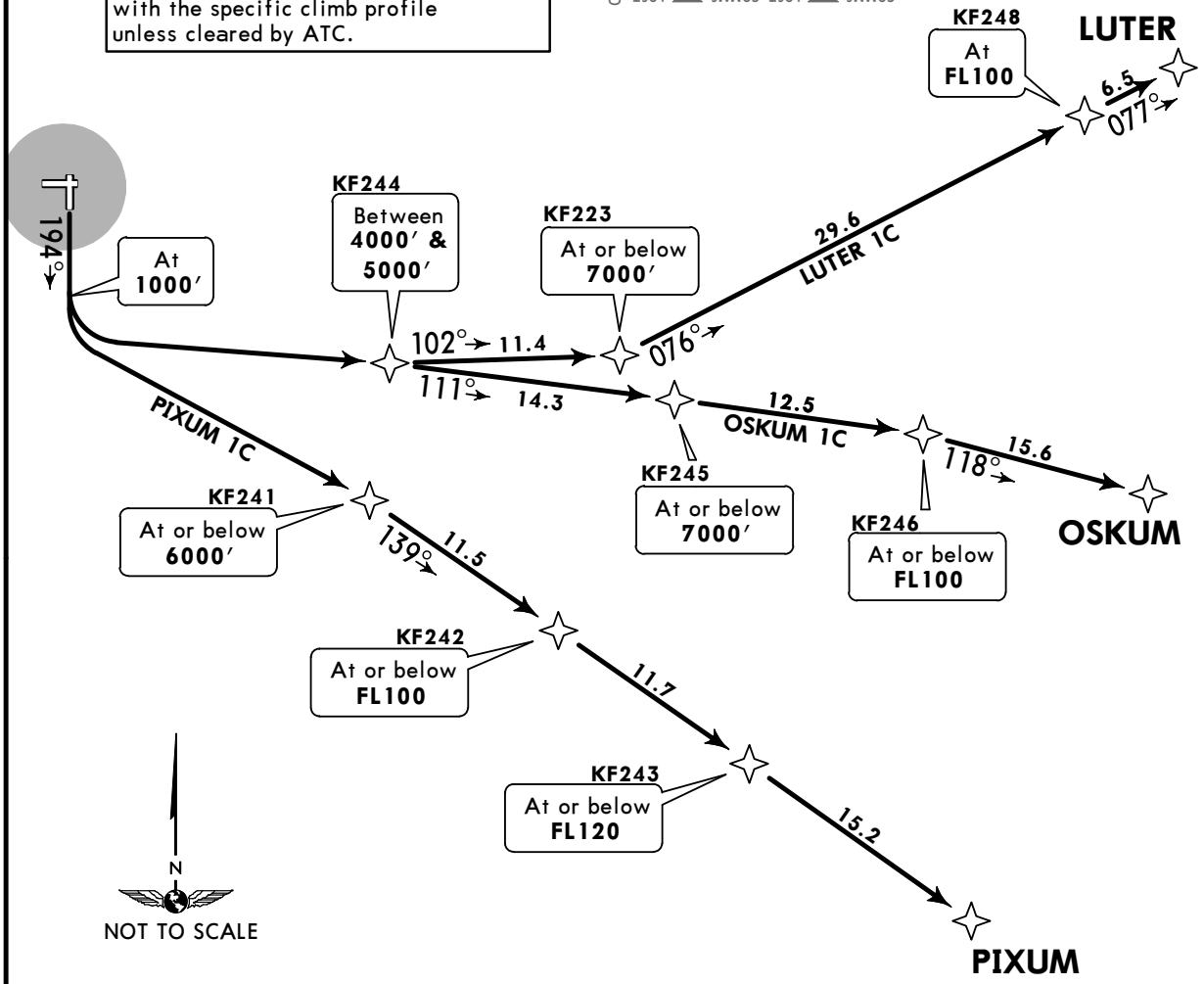
KEFLAVIK Approach 119.3	Apt Elev 169′	Trans level: By ATC Trans alt: 7000′ 1. **RNAV 1 (GNSS).** 2. After take-off contact KEFLAVIK Approach. 3. Departure shall obtain ATC clearance from KEFLAVIK Delivery. 4. Loss of RNAV1 capability, advise ATC. 5. Vectoring may be used when necessary. 6. NON RNAV1 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 LOST ▲ COMMS LOST ▲ COMMS LOST



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.

CHANGES: None.

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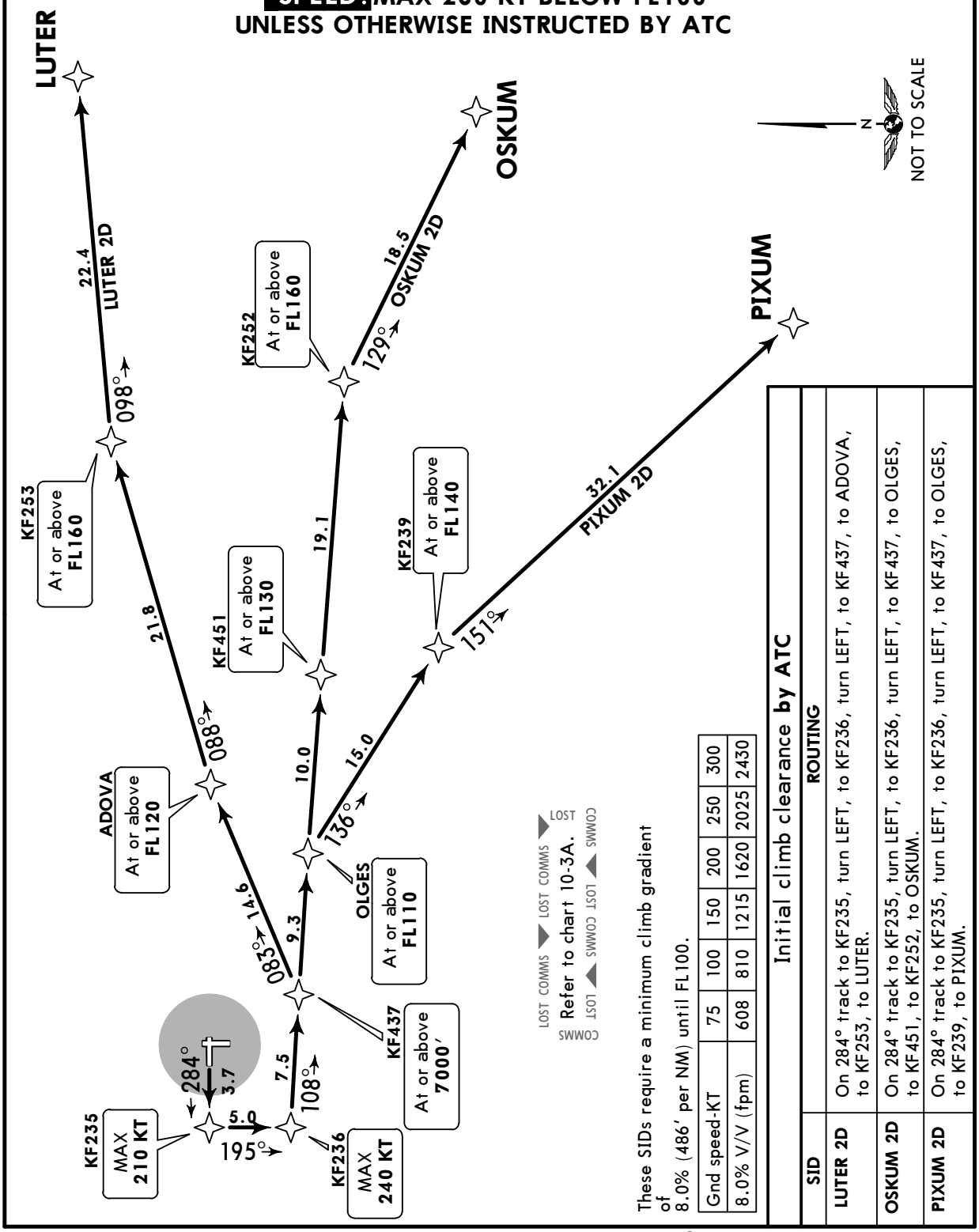
KEFLAVIK Approach 119.3	Apt Elev 169′	Trans level: By ATC Trans alt: 7000′
KEFLAVIK Delivery 121.0		1. **RNAV 1 (GNSS).** 2. After take-off contact KEFLAVIK Approach. 3. Departure shall obtain ATC clearance from KEFLAVIK Delivery. 4. Loss of RNAV1 capability, advise ATC. 5. Vectoring may be used when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

LUTER 2D [LUTE2D]
OSKUM 2D [OSKU2D]
PIXUM 2D [PIXU2D]
RWY 28 RNAV DEPARTURES

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



Gnd speed-KT	75	100	150	200	250	300
8.0% V/V (fpm)	608	810	1215	1620	2025	2430

Initial climb clearance by ATC

SID	ROUTING
LUTER 2D	On 284° track to KF235, turn LEFT, to KF236, turn LEFT, to KF437, to ADOVA, to KF253, to LUTER.
OSKUM 2D	On 284° track to KF235, turn LEFT, to KF236, turn LEFT, to KF437, to OLGES, to KF451, to KF252, to OSKUM.
PIXUM 2D	On 284° track to KF235, turn LEFT, to KF236, turn LEFT, to KF437, to OLGES, to KF239, to PIXUM.

CHANGES: RWY 29 redesignated 28.

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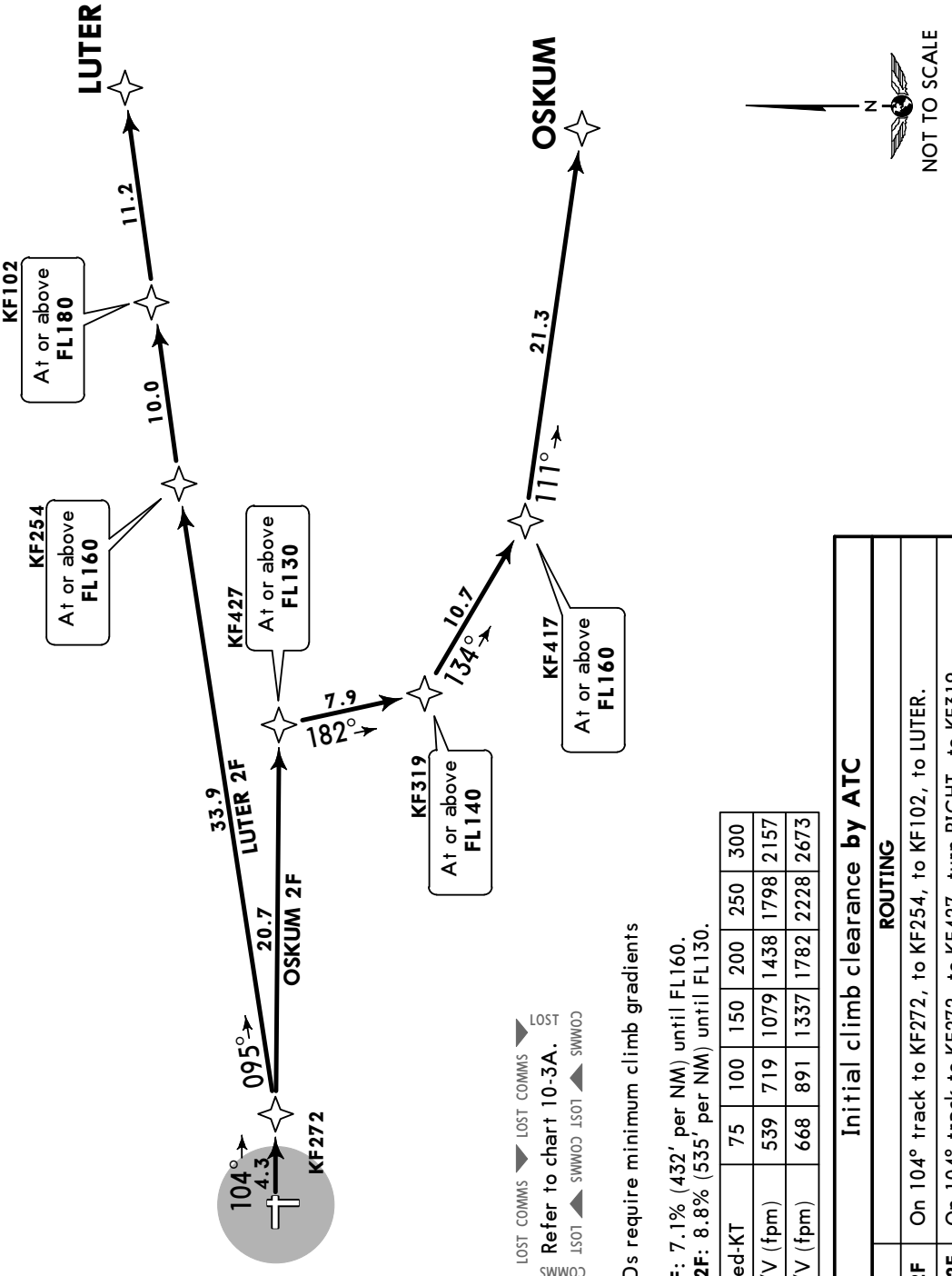
KEFLAVIK Approach 119.3	Apt Elev 169′	Trans level: By ATC Trans alt: 7000′ 1. **RNAV 1 (GNSS).** 2. After take-off contact KEFLAVIK Approach. 3. Departure shall obtain ATC clearance from KEFLAVIK Delivery. 4. Loss of RNP capability, advise ATC. 5. Vectoring may be used when necessary. 6. NON RNAV1 acft: 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



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.
Refer to chart 10-3A.

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.

CHANGES: RWY 11 redesignated 10.

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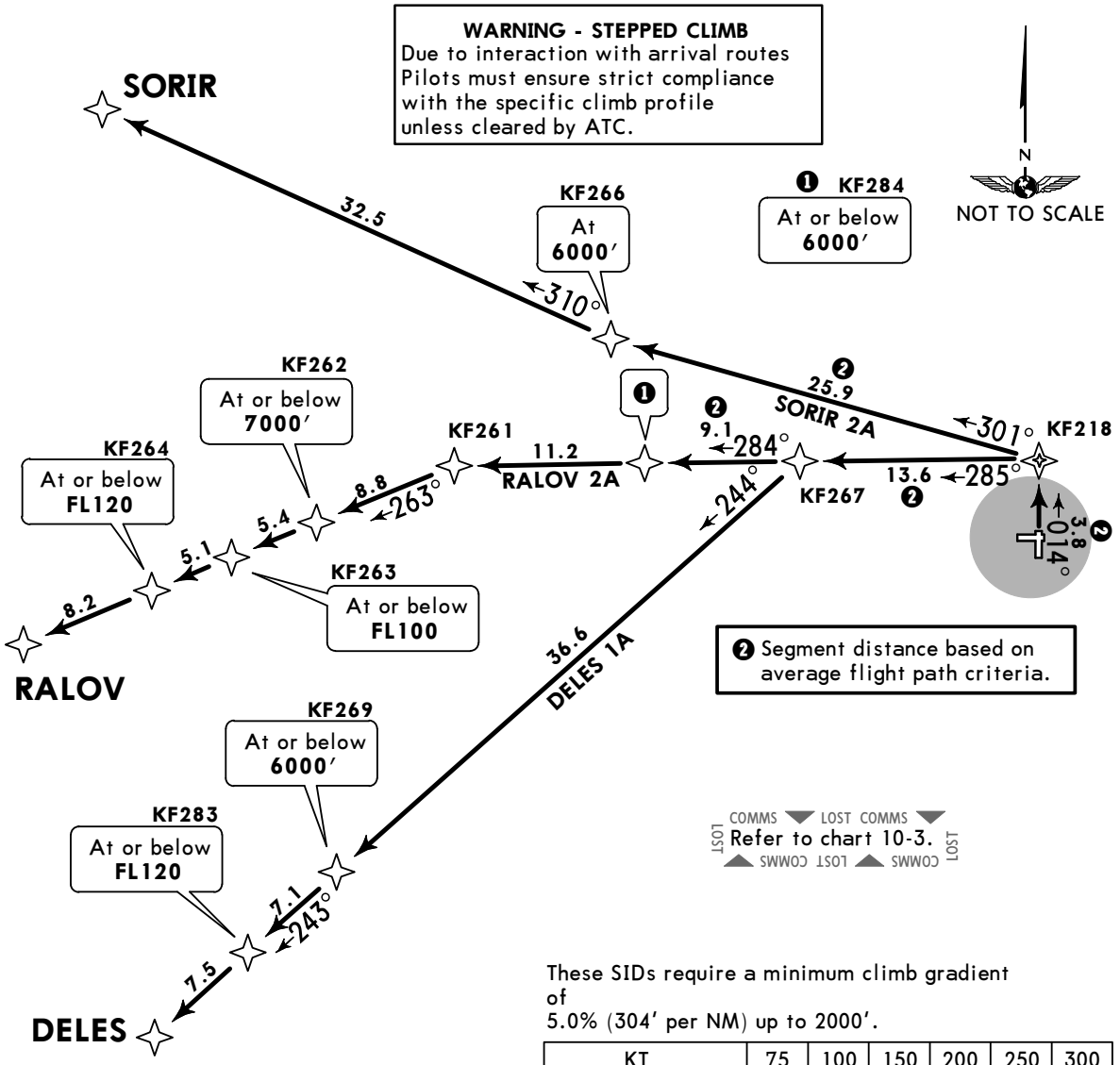
JEPPESEN
JeppView 3.6.2.0

KEFLAVIK Approach 119.3	Apt Elev 169′	Trans level: By ATC Trans alt: 7000′
KEFLAVIK Delivery 121.0		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.

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

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



These SIDs require a minimum climb gradient of
5.0% (304′ per NM) up to 2000′.

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

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 KF 264, to RALOV.
SORIR 2A	On 014° track to KF218, turn LEFT to KF266, to SORIR.

CHANGES: None.

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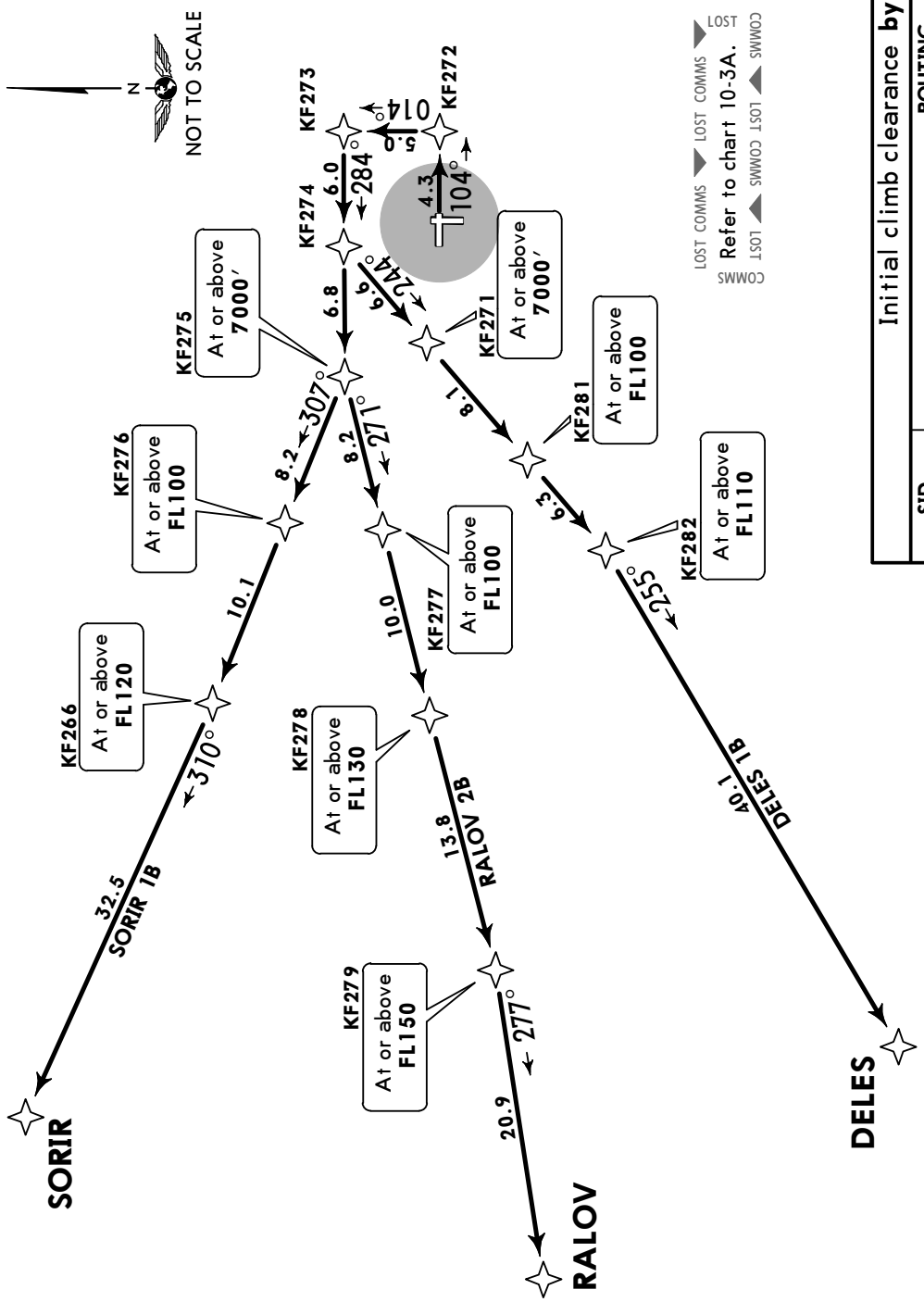
KEFLAVIK Approach 119.3	Apt Elev 169′	Trans level: By ATC Trans alt: 7000′
KEFLAVIK Delivery 121.0		1. **RNAV 1 (GNSS)** 2. After take-off contact KEFLAVIK Approach. 3. Departure shall obtain ATC clearance from KEFLAVIK Delivery. 4. Loss of RNAV1 capability, advise ATC. 5. Vectoring may be used when 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.

DELES 1B [DELE1B]
RALOV 2B [RALO2B]
SORIR 1B [SORI1B]
RWY 10 RNAV DEPARTURES

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



Initial climb clearance **by ATC**	
SID	**ROUTING**
DELES 1B	On 104° track to KF272, turn LEFT, to KF273, turn LEFT, to KF274, turn LEFT, to KF271, to KF281, to KF282 to DELES.
RALOV 2B	On 104° track to KF272, turn LEFT, to KF273, turn LEFT, to KF274, to KF275, to KF277, to KF278, to KF279, to RALOV.
SORIR 1B	On 104° track to KF272, turn LEFT, to KF273, turn LEFT, to KF274, to KF275 to KF276, to KF266, to SORIR.

These SIDs require a minimum climb gradient of
DELES 1B, SORIR 1B: 6.1% (368′ per NM) until FL100.
RALOV 2B: 6.1% (368′ per NM) until FL120.

Gnd speed-KT	75	100	150	200	250	300
6.1% V/V (fpm)	463	618	927	1235	1544	1853

CHANGES: RWY 11 redesignated 10.

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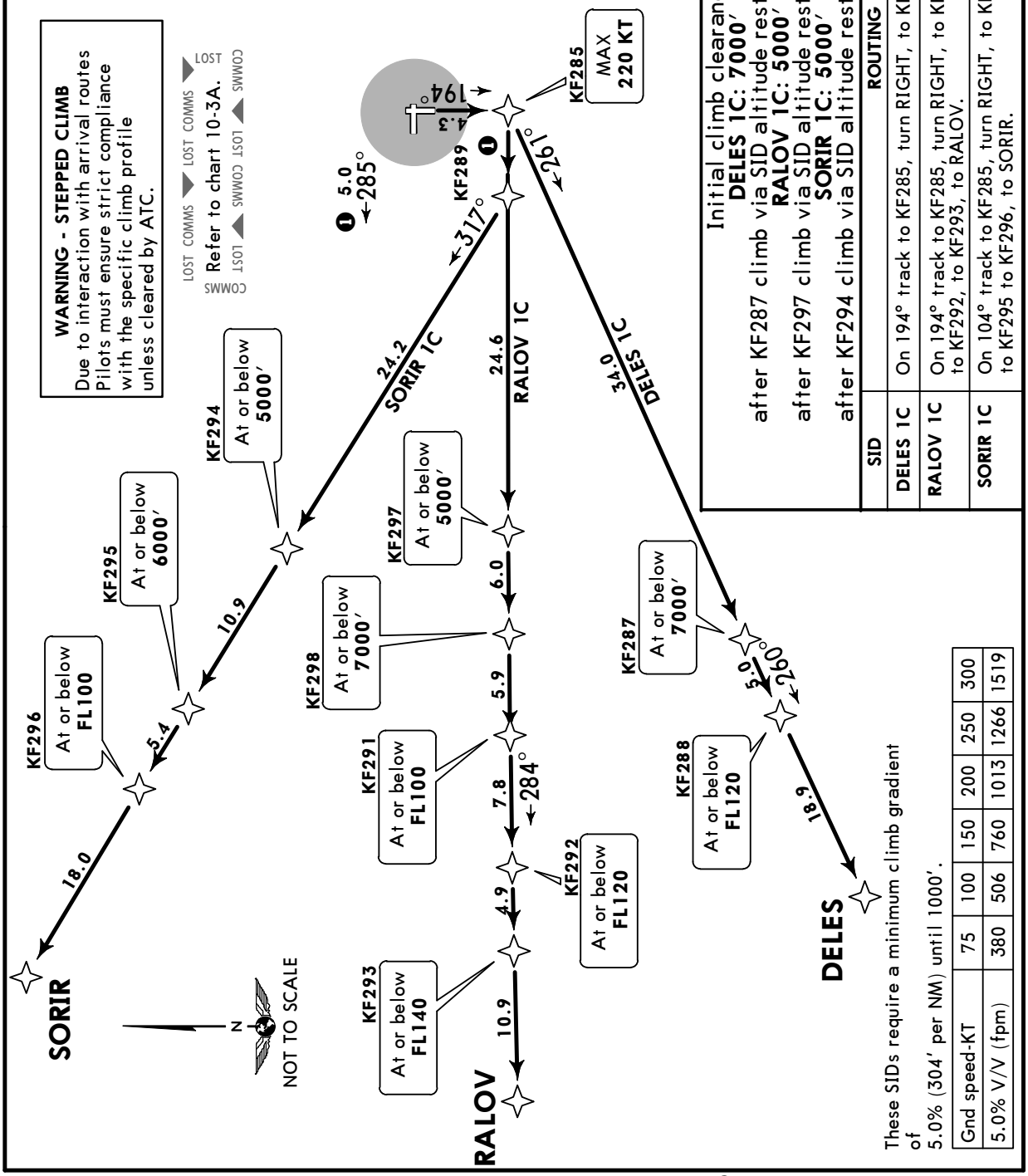
KEFLAVIK Approach 119.3	Apt Elev 169′	Trans level: By ATC Trans alt: 7000′
KEFLAVIK Delivery 121.0		1. **RNAV 1 (GNSS).** 2. After take-off contact KEFLAVIK Approach. 3. Departure shall obtain ATC clearance from KEFLAVIK Delivery. 4. Loss of RNAV1 capability, advise ATC. 5. Vectoring may be used when 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.

DELES 1C [DELE1C]
RALOV 1C [RALO1C]
SORIR 1C [SORI1C]
RWY 19 RNAV DEPARTURES

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



Initial climb clearance
DELES 1C: 7000′
after KF287 climb via SID altitude restrictions to cleared FL.
RALOV 1C: 5000′
after KF297 climb via SID altitude restrictions to cleared FL.
SORIR 1C: 5000′
after KF294 climb via SID altitude restrictions to cleared FL.

SID	ROUTING
DELES 1C	On 194° track to KF285, turn RIGHT, to KF287, to KF288, to DELES.
RALOV 1C	On 194° track to KF285, turn RIGHT, to KF297, to KF298, to KF291, to KF292, to KF293, to RALOV.
SORIR 1C	On 104° track to KF285, turn RIGHT, to KF289, turn RIGHT, to KF294, to KF295 to KF296, to SORIR.

These SIDs require a minimum climb gradient of 5.0% (304′ per NM) until 1000′.

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

CHANGES: None.

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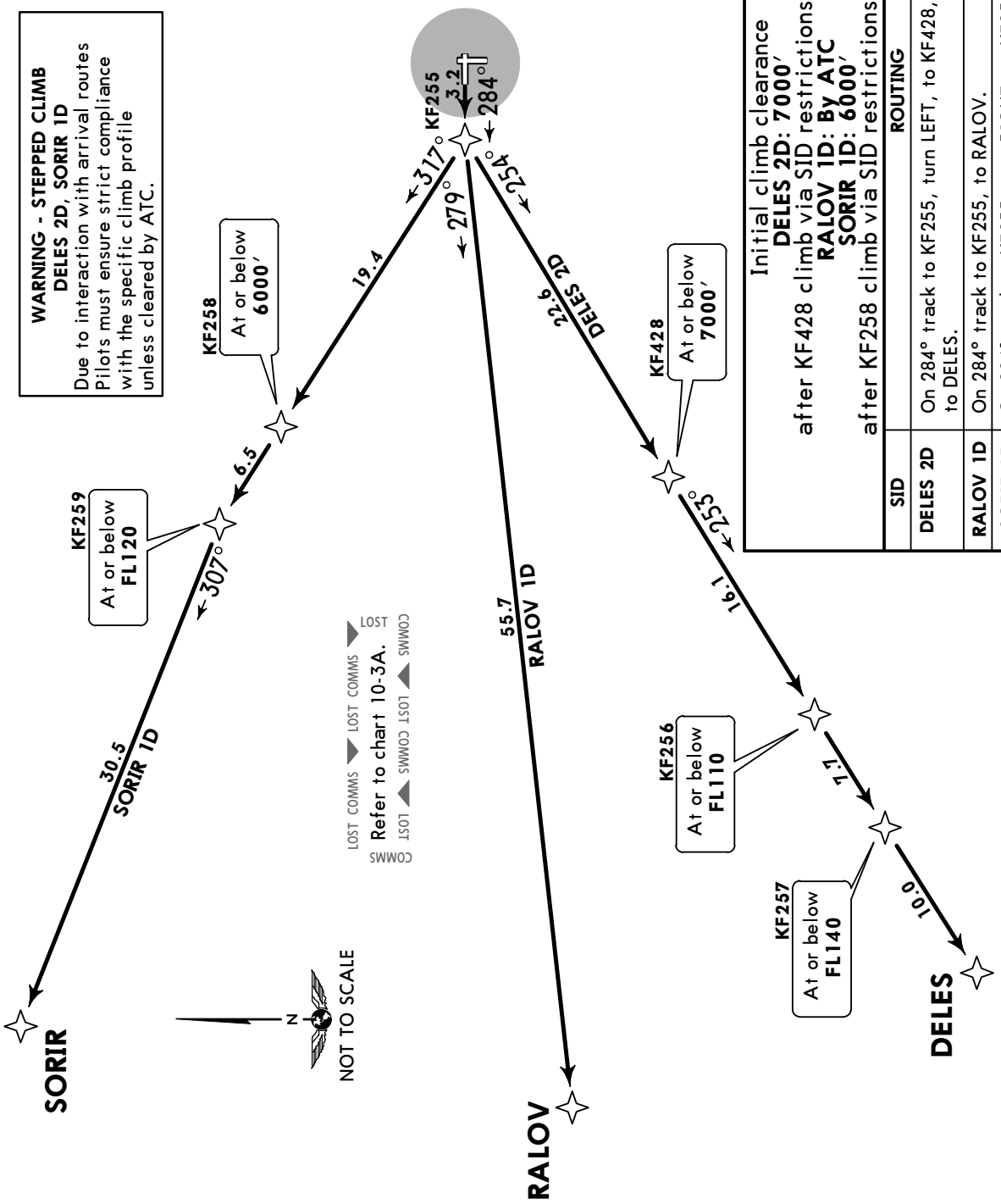
KEFLAVIK Approach 119.3	Apt Elev 169′	Trans level: By ATC Trans alt: 7000′
KEFLAVIK Delivery 121.0		1. **RNAV 1 (GNSS).** 2. After take-off contact KEFLAVIK Approach. 3. Departure shall obtain ATC clearance from KEFLAVIK Delivery. 4. Loss of RNAV1 capability, advise ATC. 5. Vectoring may be used when 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.

DELES 2D [DELE2D]
RALOV 1D [RALO1D]
SORIR 1D [SORI1D]
RWY 28 RNAV DEPARTURES

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



Initial climb clearance
DELES 2D: 7000′
after KF428 climb via SID restrictions to cleared FL.
RALOV 1D: By ATC
SORIR 1D: 6000′
after KF258 climb via SID restrictions to cleared FL.

SID	ROUTING
DELES 2D	On 284° track to KF255, turn LEFT, to KF428, to KF256, to KF257, to DELES.
RALOV 1D	On 284° track to KF255, to RALOV.
SORIR 1D	On 284° track to KF255, turn RIGHT, to KF258, to KF259, to SORIR.

CHANGES: RWY 29 redesignated 28.

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KEFLAVIK Approach	KEFLAVIK Delivery	Apt Elev	
119.3	121.0	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

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.

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.

CHANGES: OMNI DEPS renumbered; RWYs redesignated.

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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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TEMPORARY CONSTRUCTION WORKS

REFER ALSO TO LATEST NOTAMS

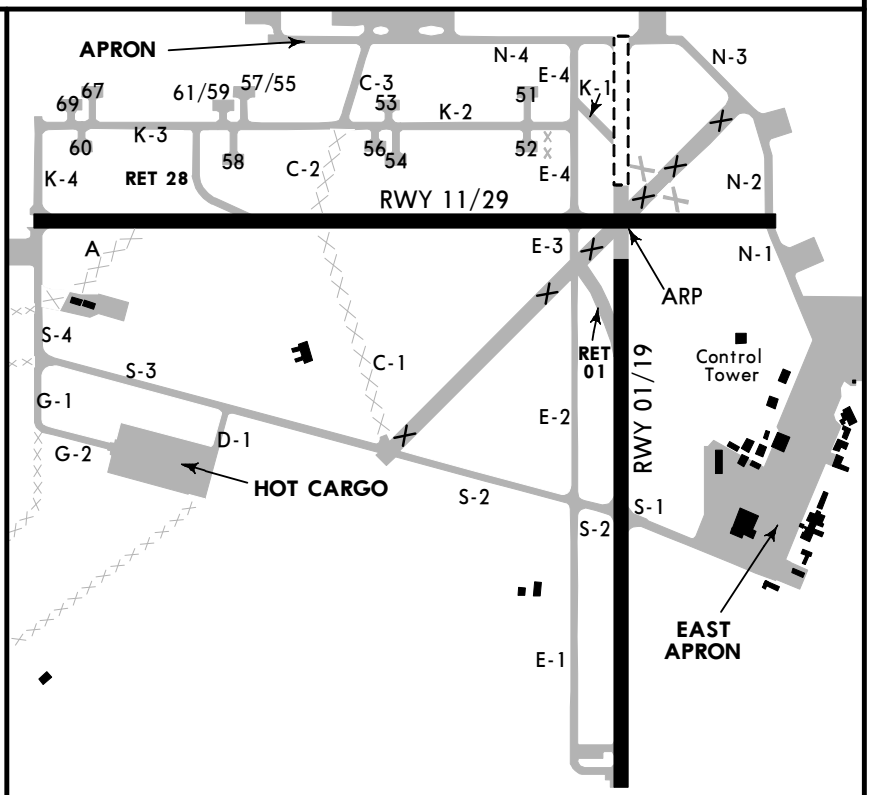
Rwy reconstruction of Rwys 01/19 and 11/29 will be continued in summer 2017.
Designators for Rwy 11/29 will be changed to 10/28.
During the reconstruction there can be inconsistency in designators.
The construction will be done in six phases with the assumed order of: 3, 5, 4, 6, 7-8 and 9.
At beginning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

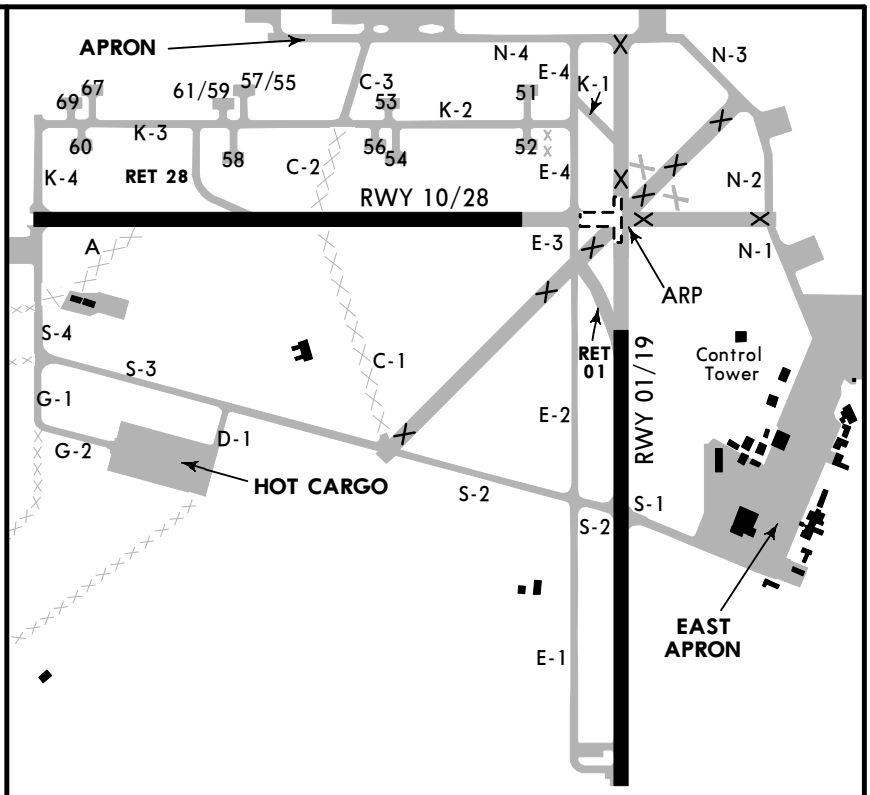


PHASE 4

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.



CHANGES: New temporary chart.

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TEMPORARY CONSTRUCTION WORKS (Continued)

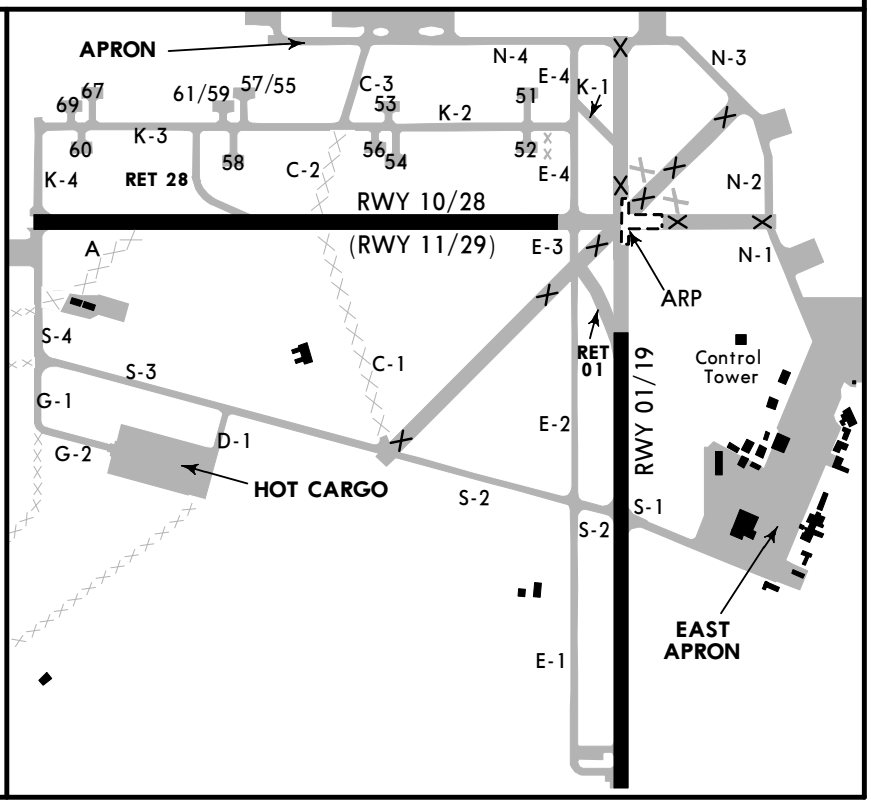
REFER ALSO TO LATEST NOTAMS

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.

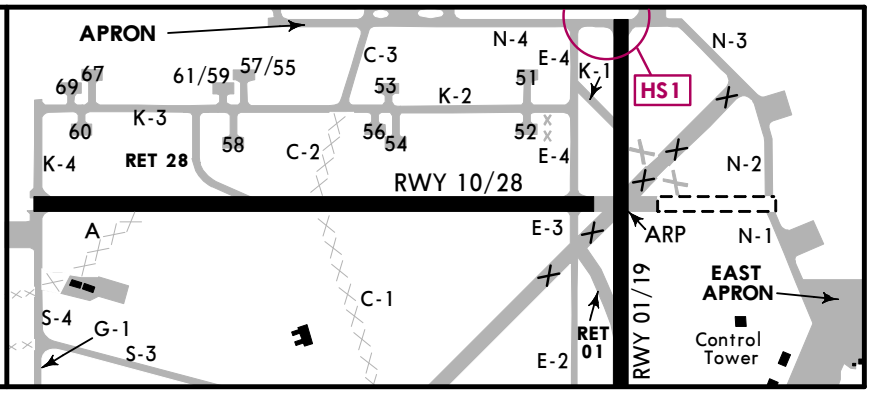


PHASE 6

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

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

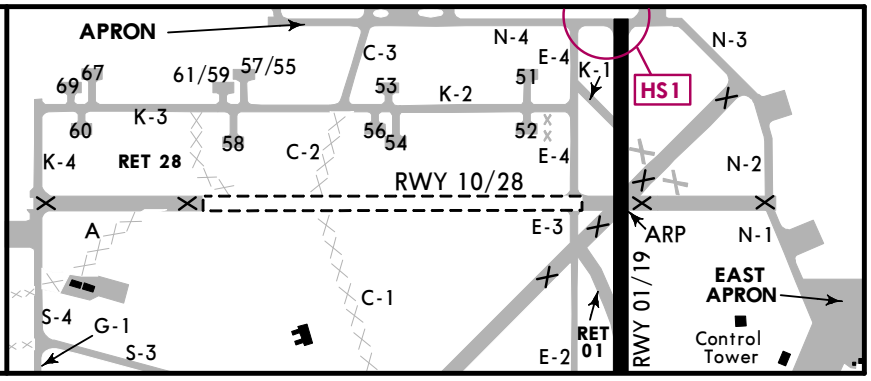
LEGEND
HS1 HOT SPOTS See 10-9 for description



PHASES 7 & 8

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

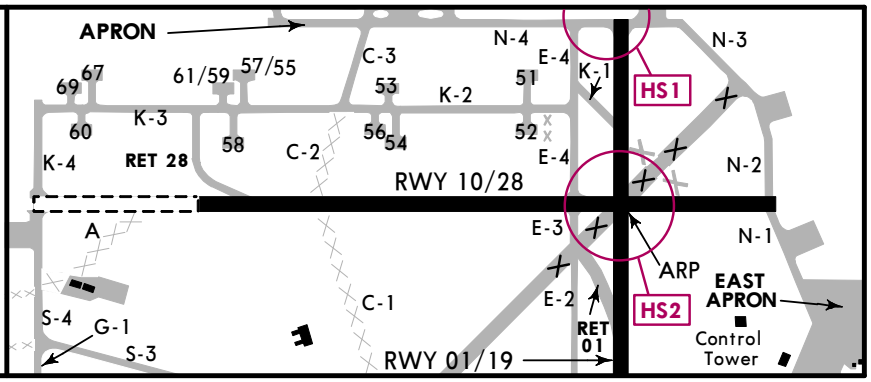
LEGEND
HS1 HOT SPOTS See 10-9 for description



PHASE 9

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

LEGEND
HS1 HOT SPOTS See 10-9 for description



CHANGES: New temporary chart.

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BIKF/KEF

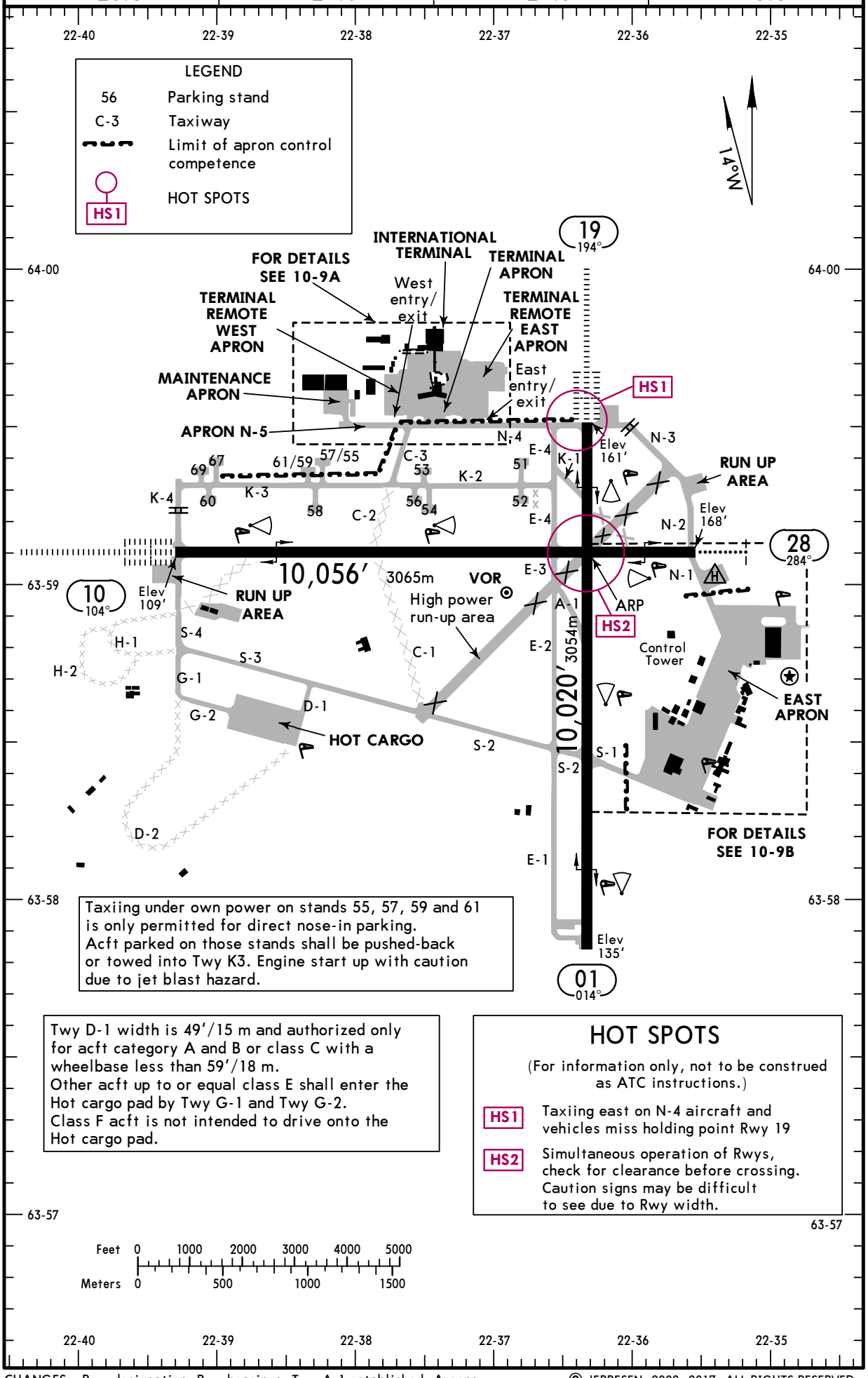
Apt Elev **169′**
N63 59.1 W022 36.3

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

KEFLAVIK, ICELAND

KEFLAVIK

D-ATIS	KEFLAVIK Delivery	Ground	Tower
128.3	121.0	121.9	118.3



Taxiing under own power on stands 55, 57, 59 and 61 is only permitted for direct nose-in parking.
Acft parked on those stands shall be pushed-back or towed into Twy K3. Engine start up with caution due to jet blast hazard.

Twy D-1 width is 49′/15 m and authorized only for acft category A and B or class C with a wheelbase less than 59′/18 m.
Other acft up to or equal class E shall enter the Hot cargo pad by Twy G-1 and Twy G-2.
Class F acft is not intended to drive onto the Hot cargo pad.

HOT SPOTS

(For information only, not to be construed as ATC instructions.)

HS1 Taxiing east on N-4 aircraft and vehicles miss holding point Rwy 19

HS2 Simultaneous operation of Rwys, check for clearance before crossing. Caution signs may be difficult to see due to Rwy width.

CHANGES: Rwy designation. Rwy bearings. Twy A-1 established. Aprons.

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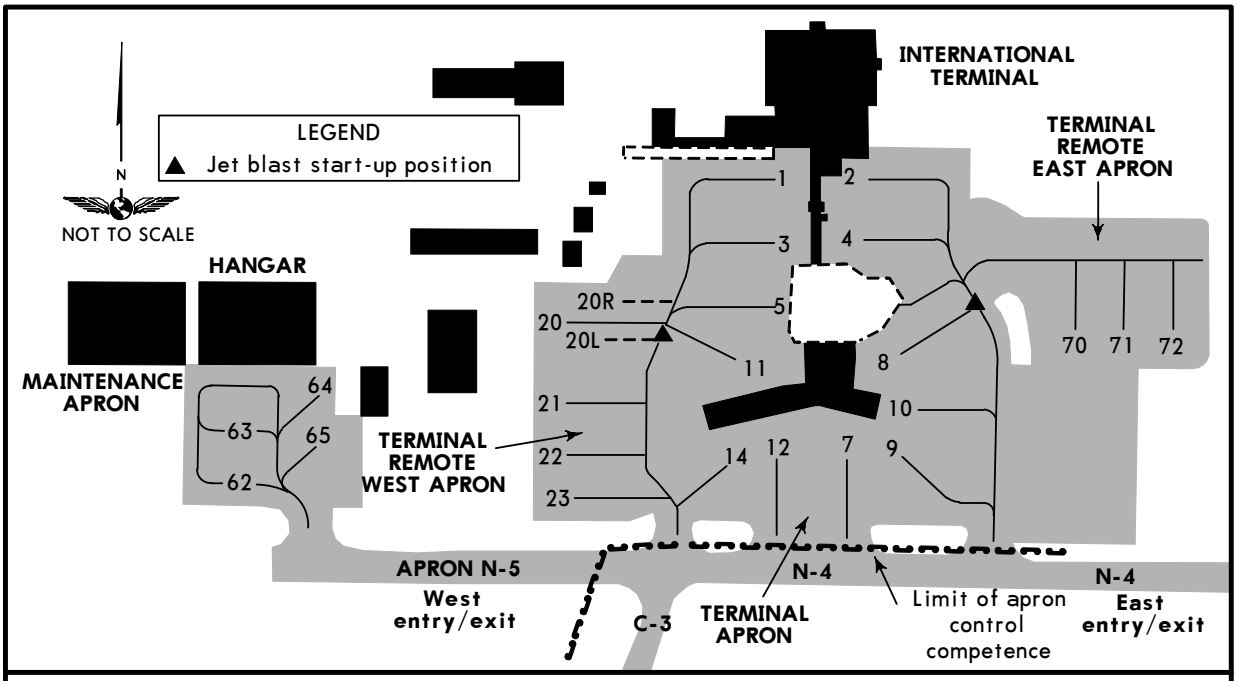

GENERAL
Rwys 10 & 19 approved for CAT II operations, special aircrew and acft certification required.
On the manoeuvring area acft shall not be moved without coordination with Tower.
Rwys 10 & 19 right-hand circuit.

ADDITIONAL RUNWAY INFORMATION

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

❶ 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	Adequate vis ref (Day only)
A B C D	TDZ, MID, RO RVR 125m	TDZ, MID, RO RVR 150m	RVR 200m	RVR 300m	400m	500m

CHANGES: Aprons. Rwy designation. Jet blast hazard.

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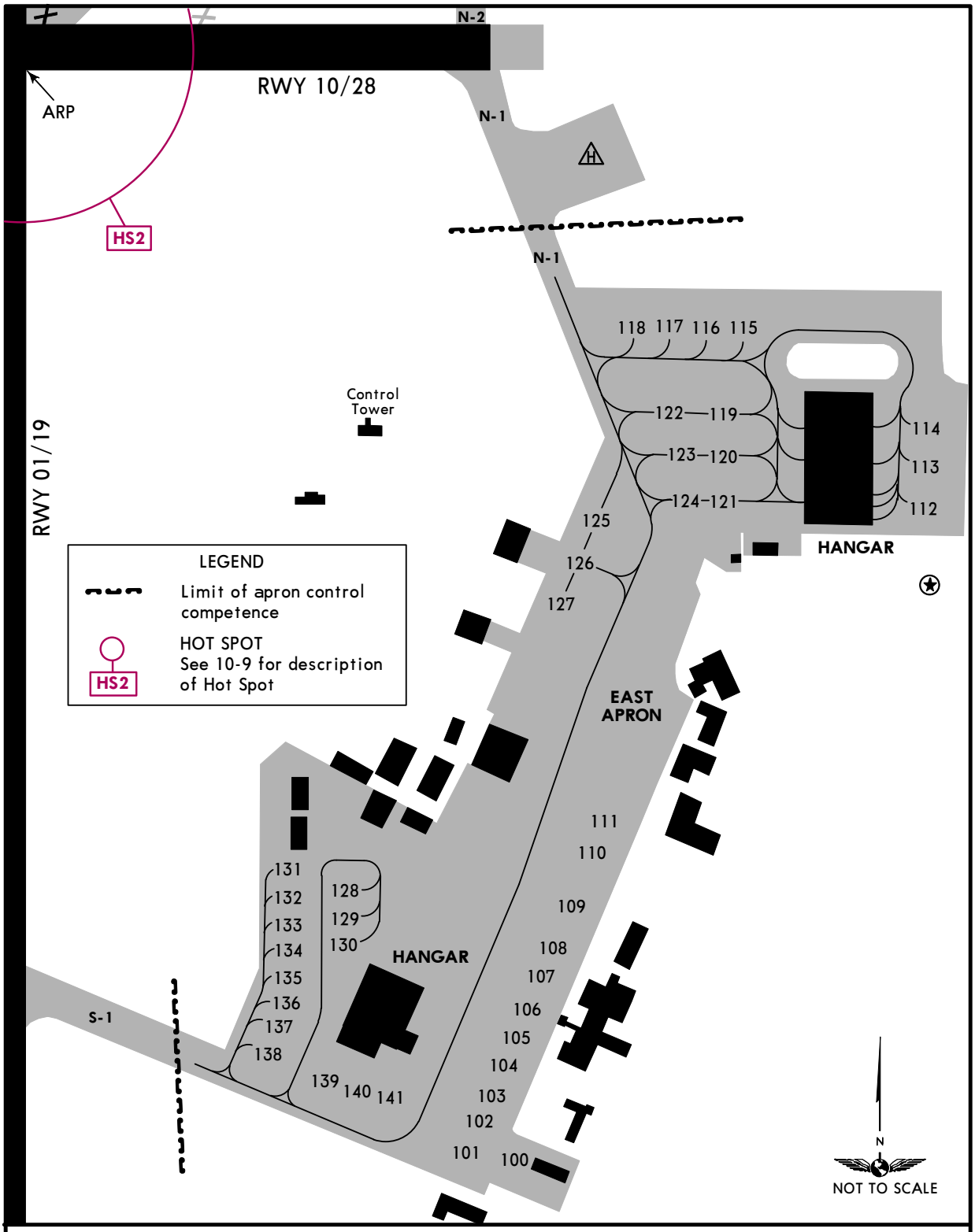
BIKF/KEF

JEPPESEN

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

KEFLAVIK, ICELAND

KEFLAVIK



CHANGES: Rwy designation.

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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		

CHANGES: Stand 65 coords.

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BIKF/KEF
KEFLAVIK

JEPPESEN
14 APR 17
Eff 27 Apr
11-01

KEFLAVIK, ICELAND
LOC X Rwy 19

BRIEFING STRIP ™

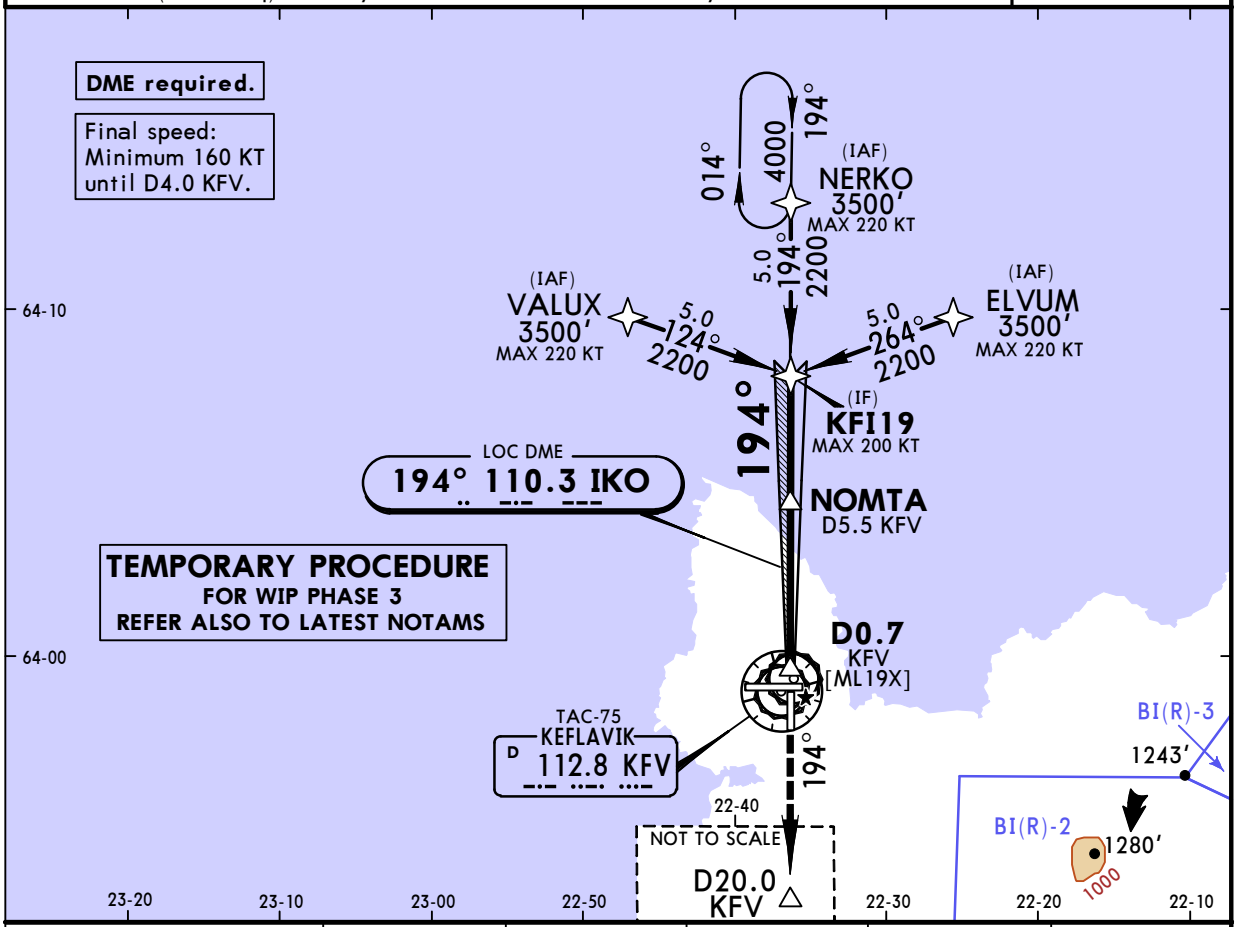
D-ATIS	KEFLAVIK Approach	KEFLAVIK Tower	Ground
128.3	119.3	118.3	121.9

LOC IKO	Final Apch Crs	Minimum Alt NOMTA	DA/MDA(H)	Apt Elev 169′ Rwy 162′
110.3	194°	2000′(1838′)	450′(288′)	

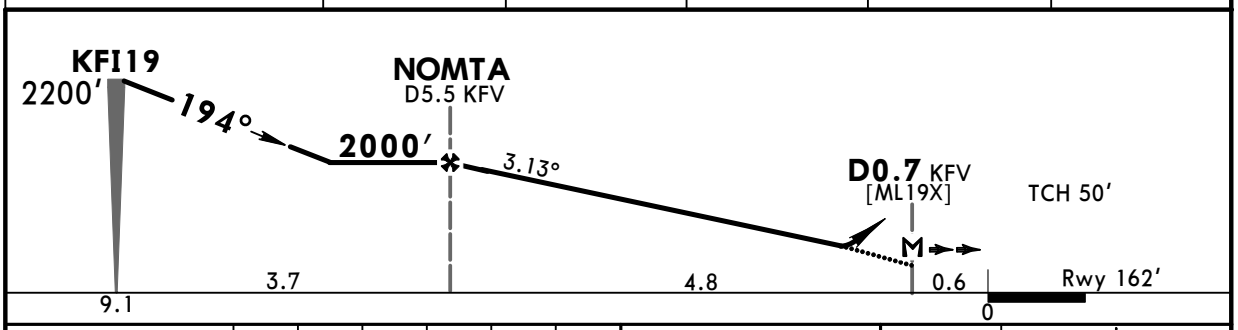
MISSED APCH: Climb on 194° to D20.0 KFV climbing to 3000′. Expect vectoring by Keflavik APP.
MISSED APCH WITH LOST COMM: At D20.0 KFV turn RIGHT direct to KFV for new approach.

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

4000
MSA ARP



KFV DME	5.0	4.0	3.0	2.0	1.0
ALTITUDE	1830′	1510′	1180′	850′	520′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.13°	388	498	554	665	775	886
MAP at D0.7 KFV							

REIL
PAPI

D20.0 KFV on 194°

PANS OPS

Standard STRAIGHT-IN LANDING RWY 19

CDFA

DA/MDA(H) 450′(288′)

A	RVR 1400m
B	
C	
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	600′(431′)	1500m
135	670′(501′)	1600m
180	870′(701′)	2400m
205	940′(771′)	3600m

CHANGES: Bearings.

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BIKF/KEF
KEFLAVIK

JEPPESEN
14 APR 17
Eff 27 Apr
(11-1)

KEFLAVIK, ICELAND
ILS Z or LOC Z Rwy 01

BRIEFING STRIP ™

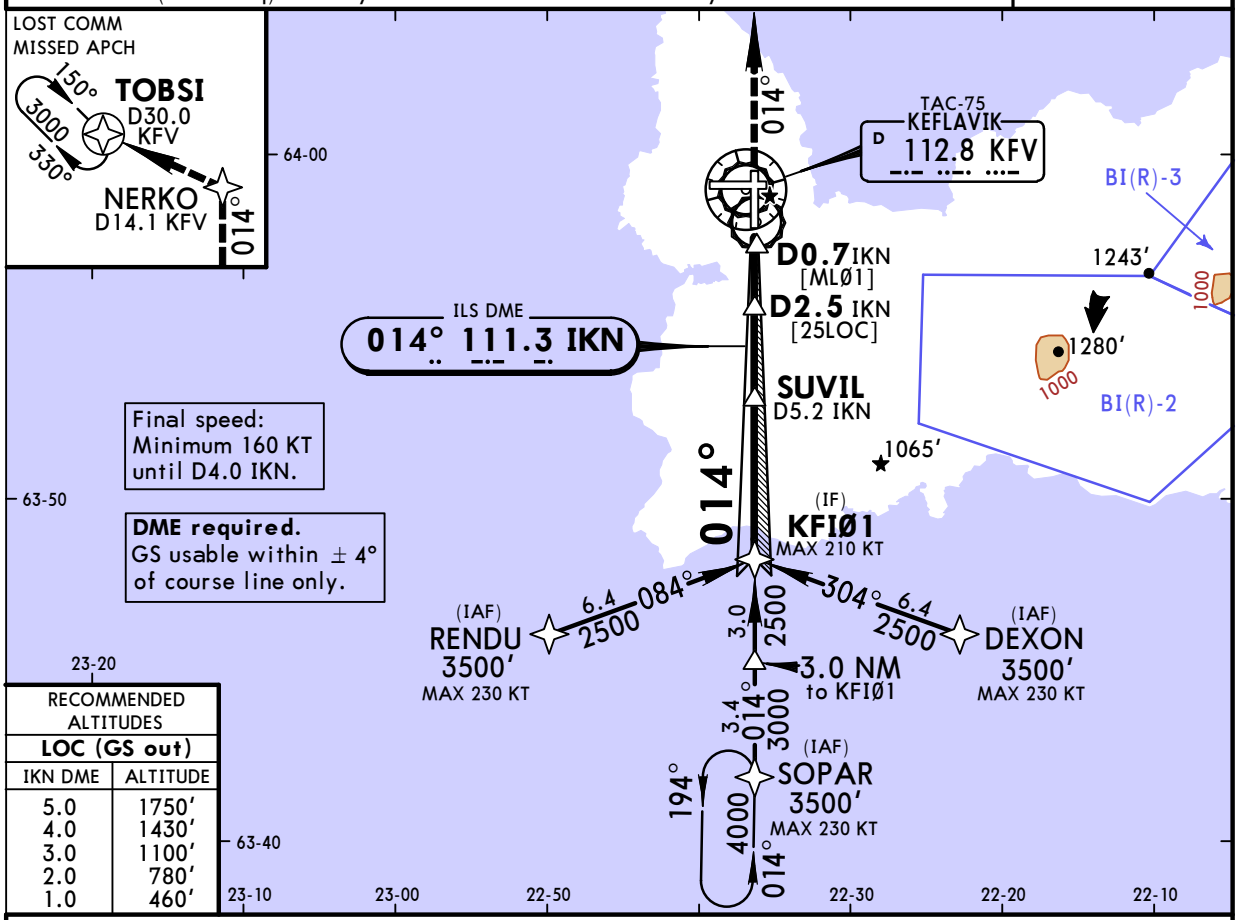
D-ATIS	KEFLAVIK Approach	KEFLAVIK Tower	Ground
128.3	119.3	118.3	121.9

LOC IKN	Final Apch Crs	GS SUVIL	ILS DA(H)	Apt Elev 169′ Rwy 135′
111.3	014°	1800′ (1665′)	335′ (200′)	

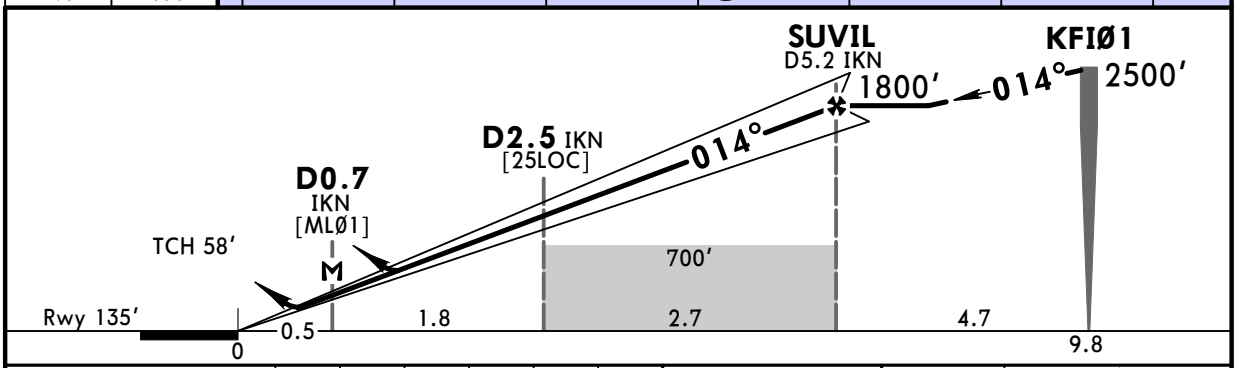
MISSED APCH: Climb on 014° to 3000′, expect vectoring by Keflavik APP.
MISSED APCH WITH LOST COMM: Passing NERKO/D14.1 KFV turn LEFT direct TOBSI and hold at 3000′.

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

MSA ARP: 4000



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
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.7 IKN							

REIL
PAPI
3000′ on 014°

Standard STRAIGHT-IN LANDING RWY 01

	ILS DA(H) 335′ (200′)	LOC (GS out) CDFA DA/MDA(H) 390′ (255′)
A	RVR 1200m	RVR 1300m
B		
C		
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	600′ (431′)	1500m
135	670′ (501′)	1600m
180	870′ (701′)	2400m
205	940′ (771′)	3600m

PANS OPS

CHANGES: Missed apch with lost comm. Bearings.

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BIKF/KEF
KEFLAVIK

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

KEFLAVIK, ICELAND
ILS Y or LOC Y Rwy 01

BRIEFING STRIP ™

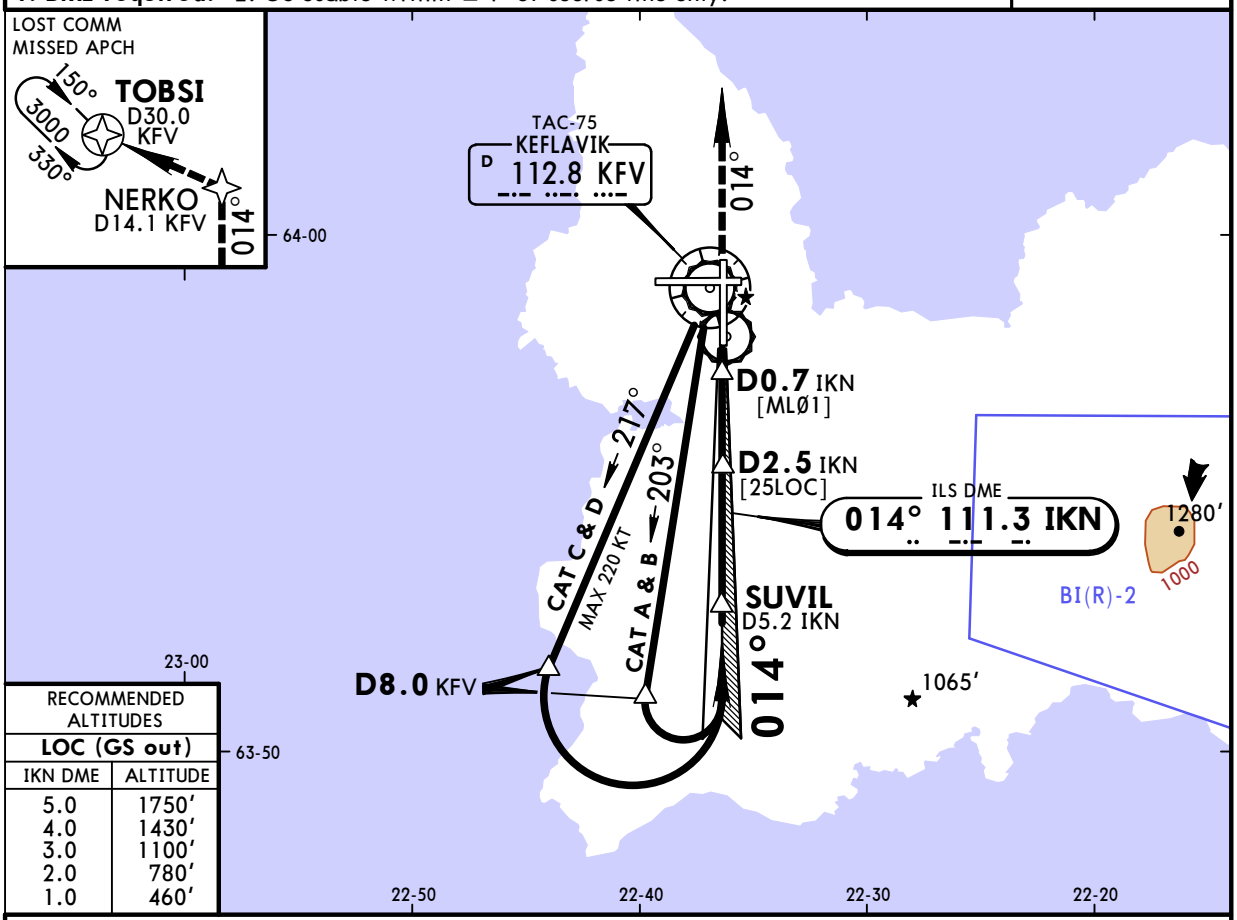
D-ATIS	KEFLAVIK Approach	KEFLAVIK Tower	Ground
128.3	119.3	118.3	121.9

LOC IKN	Final Apch Crs	GS SUVIL	ILS DA(H)	Apt Elev 169′ Rwy 135′
111.3	014°	1800′ (1665′)	335′ (200′)	

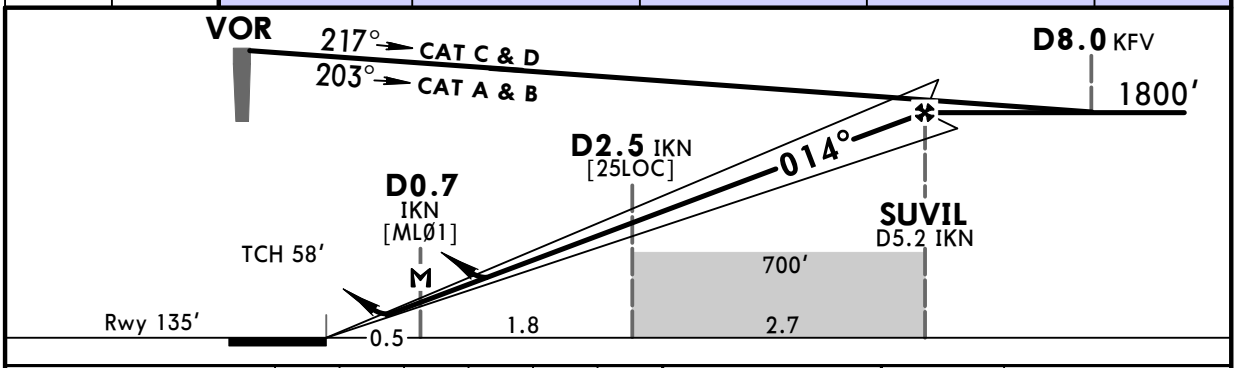
MISSED APCH: Climb on 014° to 3000′, expect vectoring by Keflavik APP.
MISSED APCH WITH LOST COMM: Passing NERKO/D14.1 KFV turn LEFT to intercept R-330 KFV to TOBSI at 3000′.

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.

MSA KFV VOR: 180° 4000; 2100; 360°



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
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.7 IKN							

REIL
PAPI
3000′ on 014°

PANS OPS

Standard STRAIGHT-IN LANDING RWY **01**

	ILS DA(H) 335′ (200′)	LOC (GS out) CDFA DA/MDA(H) 390′ (255′)
A	RVR 1200m	RVR 1300m
B		
C		
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	600′ (431′)	1500m
135	670′ (501′)	1600m
180	870′ (701′)	2400m
205	940′ (771′)	3600m

CHANGES: Bearings.

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BIKF/KEF
KEFLAVIK

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

KEFLAVIK, ICELAND
ILS Z or LOC Z Rwy 10

BRIEFING STRIP ™

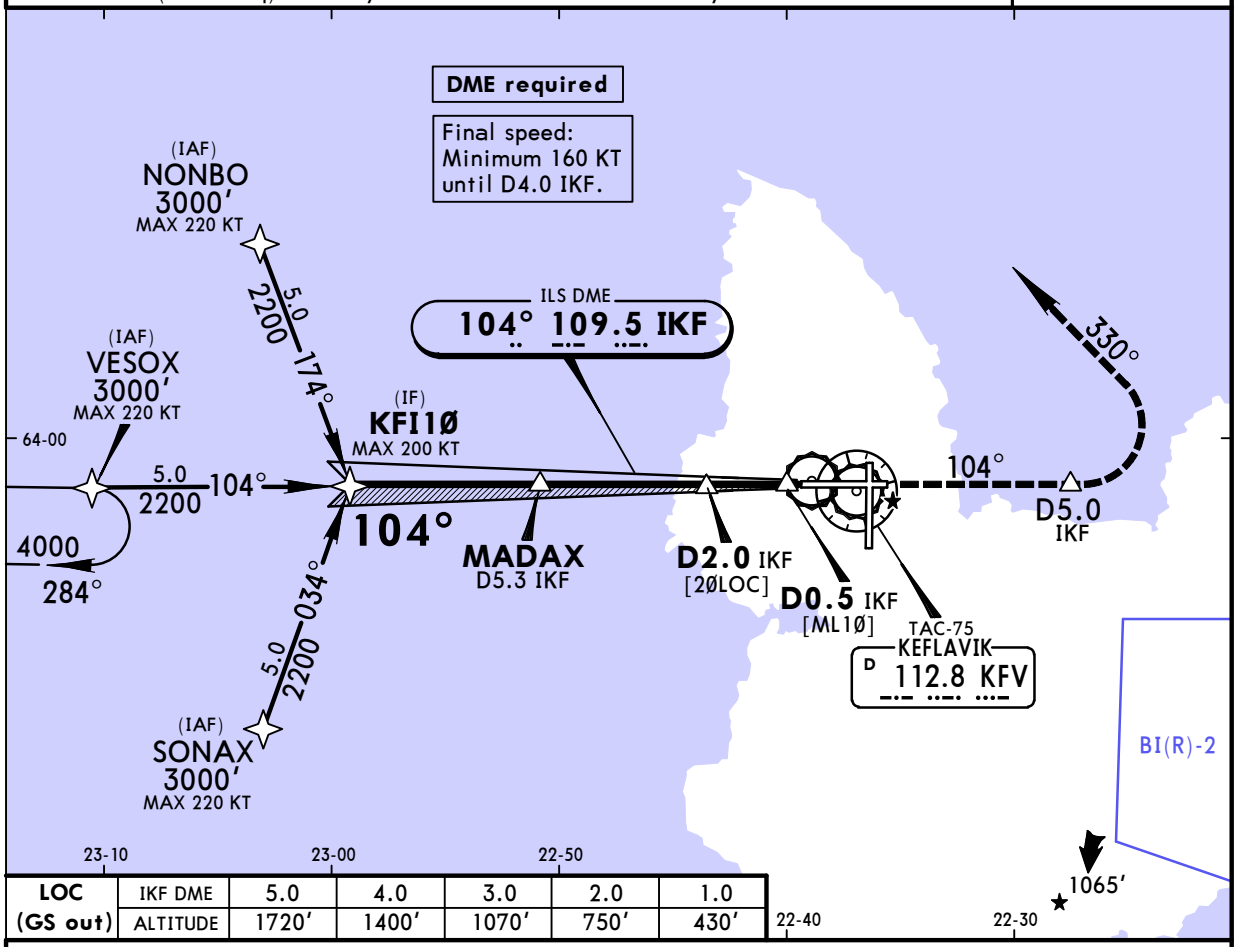
D-ATIS	KEFLAVIK Approach	KEFLAVIK Tower	Ground
128.3	119.3	118.3	121.9

LOC IKF	Final Apch Crs	GS MADAX	ILS DA(H)	Apt Elev 169'
109.5	104°	1800'(1691')	309'(200')	Rwy 109'

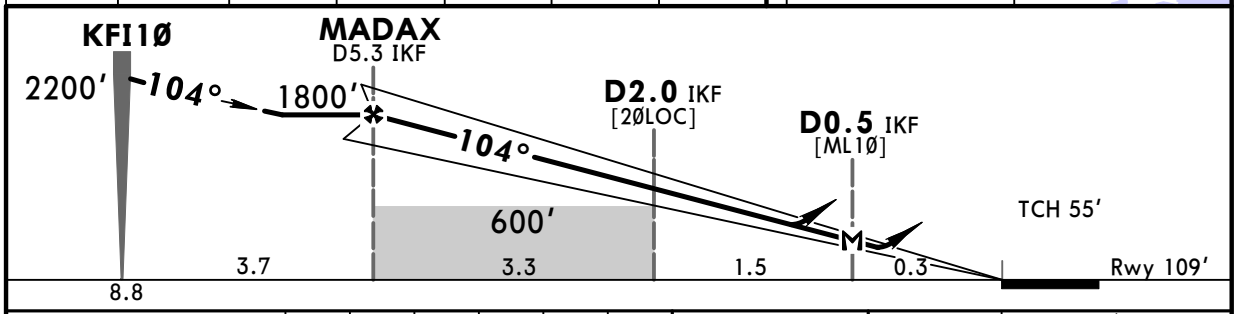
MISSED APCH: Climb on rwy track 104° to D5.0 IKF, then turn LEFT (MAX 210 KT) onto 330° climbing to 3000'. Expect vectoring by Keflavik APP.
MISSED APCH WITH LOST COMM: Continue on track 330°, passing D20.0 KFV turn LEFT direct KFV at 3000' for a new approach.

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

4000
MSA ARP



LOC (GS out)	IKF DME	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	1720'	1400'	1070'	750'	430'



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 IKF							

ALSF-II
PAPI PAPI
D5.0 IKF on 104°

PANS OPS

Standard STRAIGHT-IN LANDING RWY 10

	ILS DA(H) 309'(200') FULL	TDZ or CL out	ALS out	LOC (GS out) DA/MDA(H) ABC: 370'(261') CDFA D: 380'(271')	ALS out
A	RVR 550m	RVR 550m [1]	RVR 1200m	RVR 750m	RVR 1300m
B					
C					
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	600'(431')	1500m
135	670'(501')	1600m
180	870'(701')	2400m
205	940'(771')	3600m

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

CHANGES: Rwy designation. Arrival altitudes. Bearings. Waypoint designation.

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JEPPESEN
JeppView 3.6.2.0

BIKF/KEF
KEFLAVIK

JEPPESEN
14 APR 17
Eff 27 Apr
11-3A

KEFLAVIK, ICELAND
CAT II ILS Z Rwy 10

BRIEFING STRIP ™

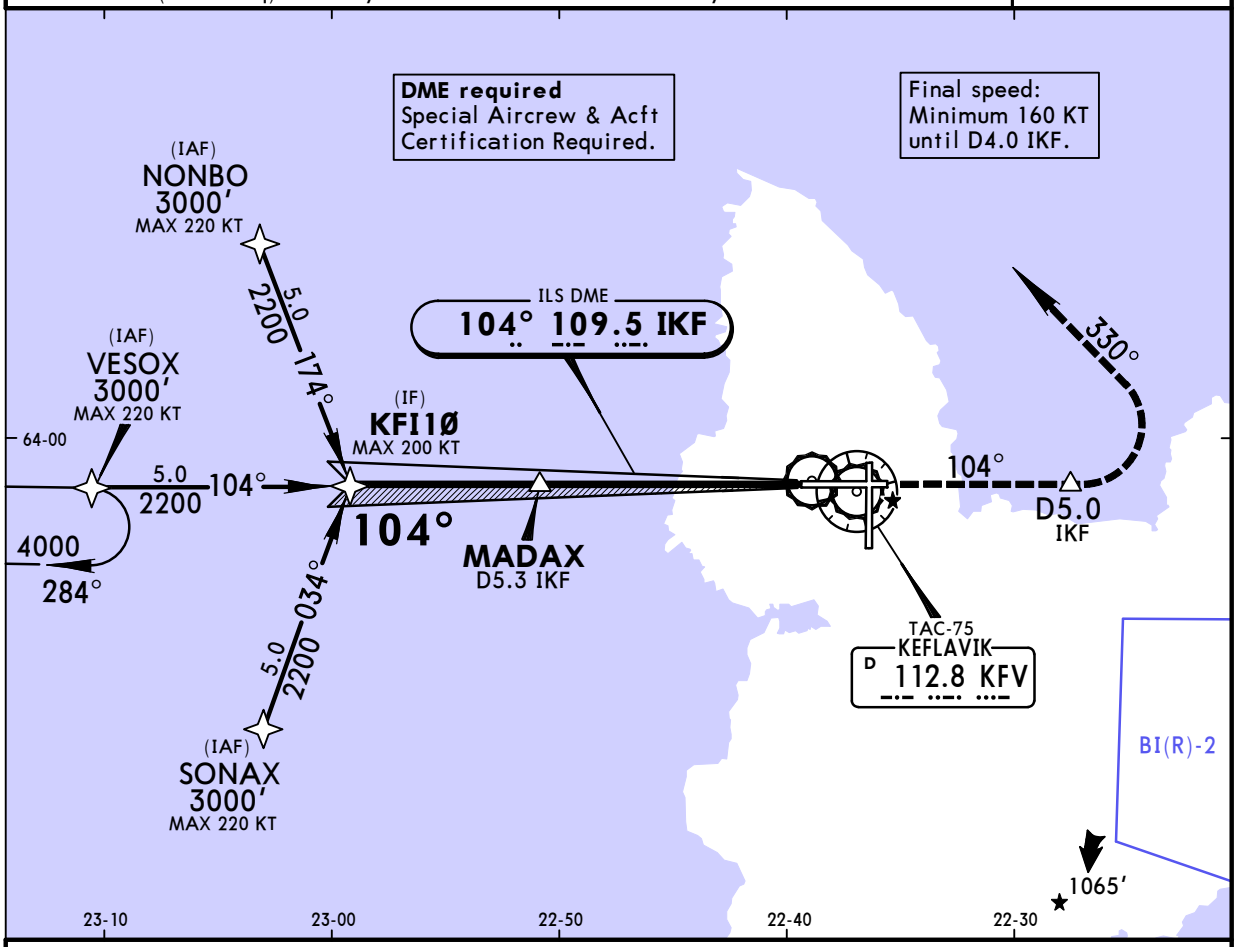
D-ATIS	KEFLAVIK Approach	KEFLAVIK Tower	Ground
128.3	119.3	118.3	121.9

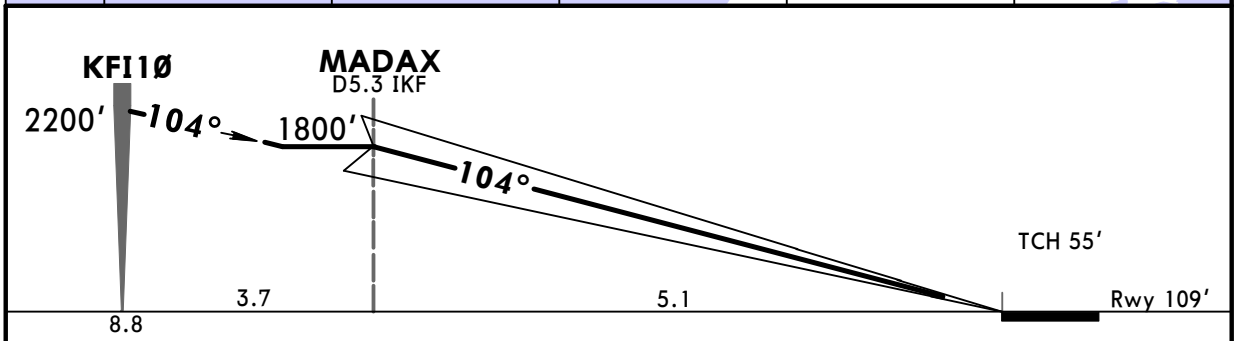
LOC IKF	Final Apch Crs	GS MADAX	CAT II ILS	Apt Elev 169′
109.5	104°	1800′ (1691′)	RA 106′ DA(H) 209′ (100′)	Rwy 109′

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′

4000
MSA ARP





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

ALSF-II
PAPI PAPI

D5.0 IKF on 104°

Standard

STRAIGHT-IN LANDING RWY 10

CAT II ILS

RA 106′

DA(H) **209′** (100′)

PANS OPS

RVR 300m

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BIKF/KEF
KEFLAVIK

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

KEFLAVIK, ICELAND
ILS Y or LOC Y Rwy 10

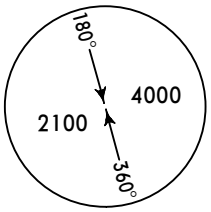
D-ATIS	KEFLAVIK Approach	KEFLAVIK Tower	Ground
128.3	119.3	118.3	121.9

BRIEFING STRIP ™

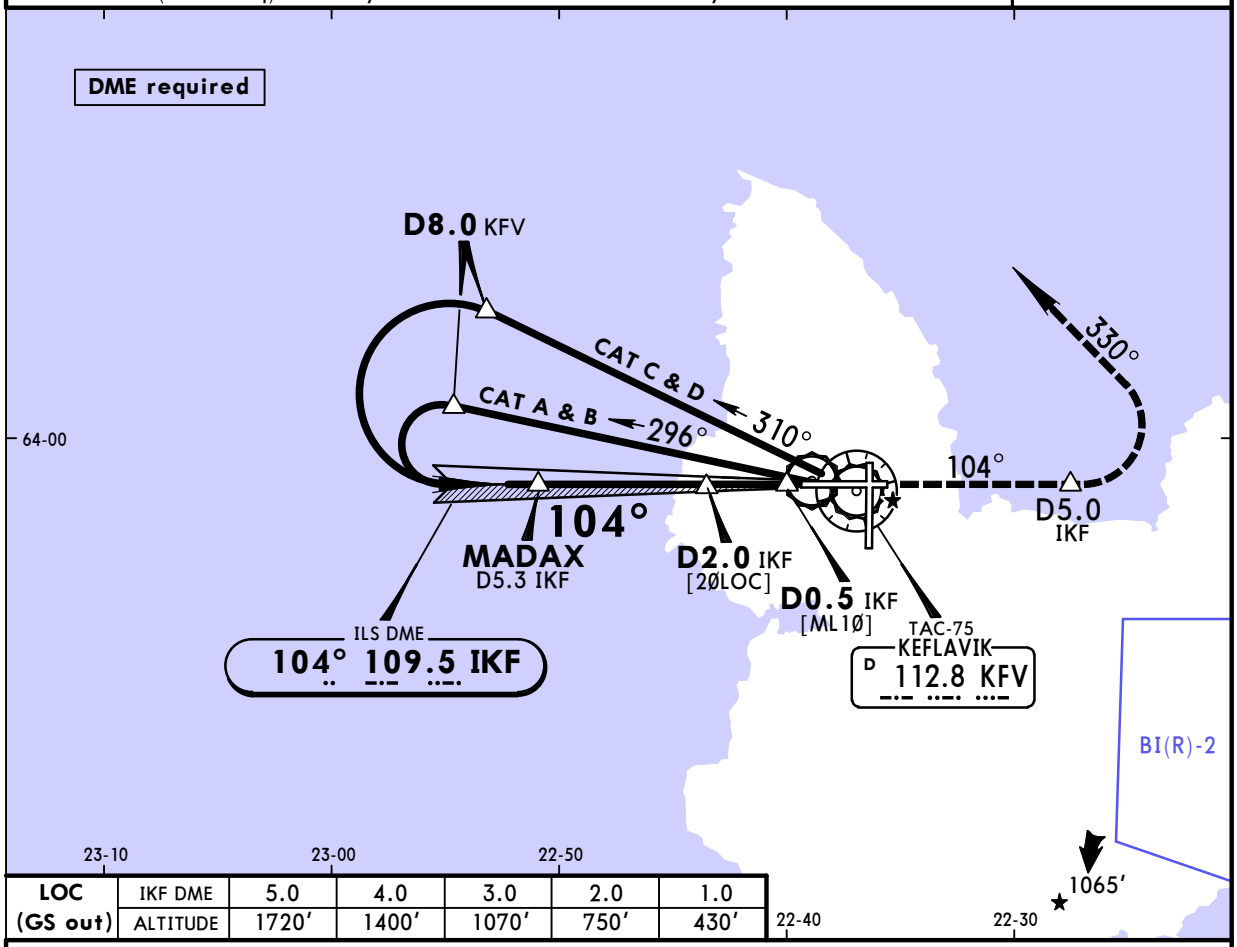
LOC IKF	Final Apch Crs	GS MADAX	ILS DA(H)	Apt Elev 169′
109.5	104°	1800′(1691′)	309′(200′)	Rwy 109′

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.

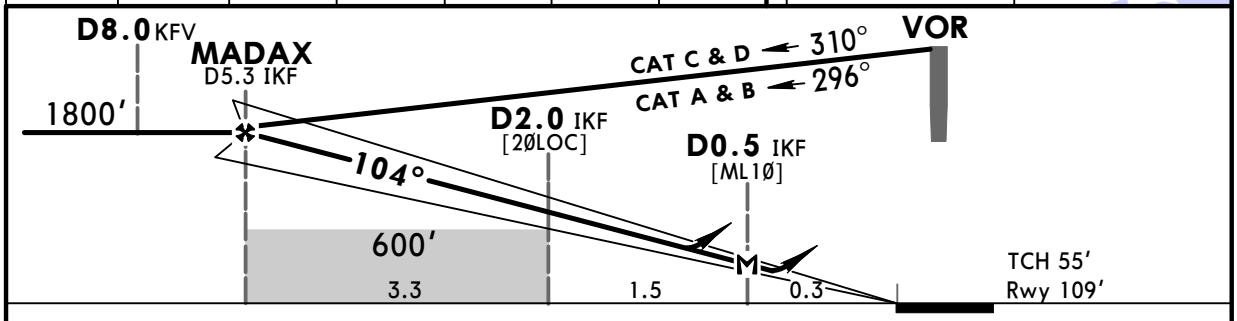
Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 7000′



MSA KFV VOR



LOC (GS out)	IKF DME	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	1720′	1400′	1070′	750′	430′



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 IKF							

ALSF-II PAPI PAPI D5.0 IKF on 104°

Standard STRAIGHT-IN LANDING RWY 10

	ILS DA(H) 309′(200′) FULL	TDZ or CL out	ALS out	LOC (GS out) DA/MDA(H) CDFA ABC: 370′(261′)	D: 380′(271′) ALS out
A	RVR 550m	RVR 550m [1]	RVR 1200m	RVR 750m	RVR 1300m
B					
C					
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	600′(431′)	1500m
135	670′(501′)	1600m
180	870′(701′)	2400m
205	940′(771′)	3600m

PANS OPS

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

CHANGES: Rwy designation. Bearings.

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BIKF/KEF
KEFLAVIK

JEPPESEN 14 APR 17 (11-4A) Eff 27 Apr

KEFLAVIK, ICELAND
CAT II ILS Y Rwy 10

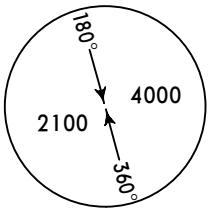
BRIEFING STRIP ™

D-ATIS	KEFLAVIK Approach	KEFLAVIK Tower	Ground
128.3	119.3	118.3	121.9

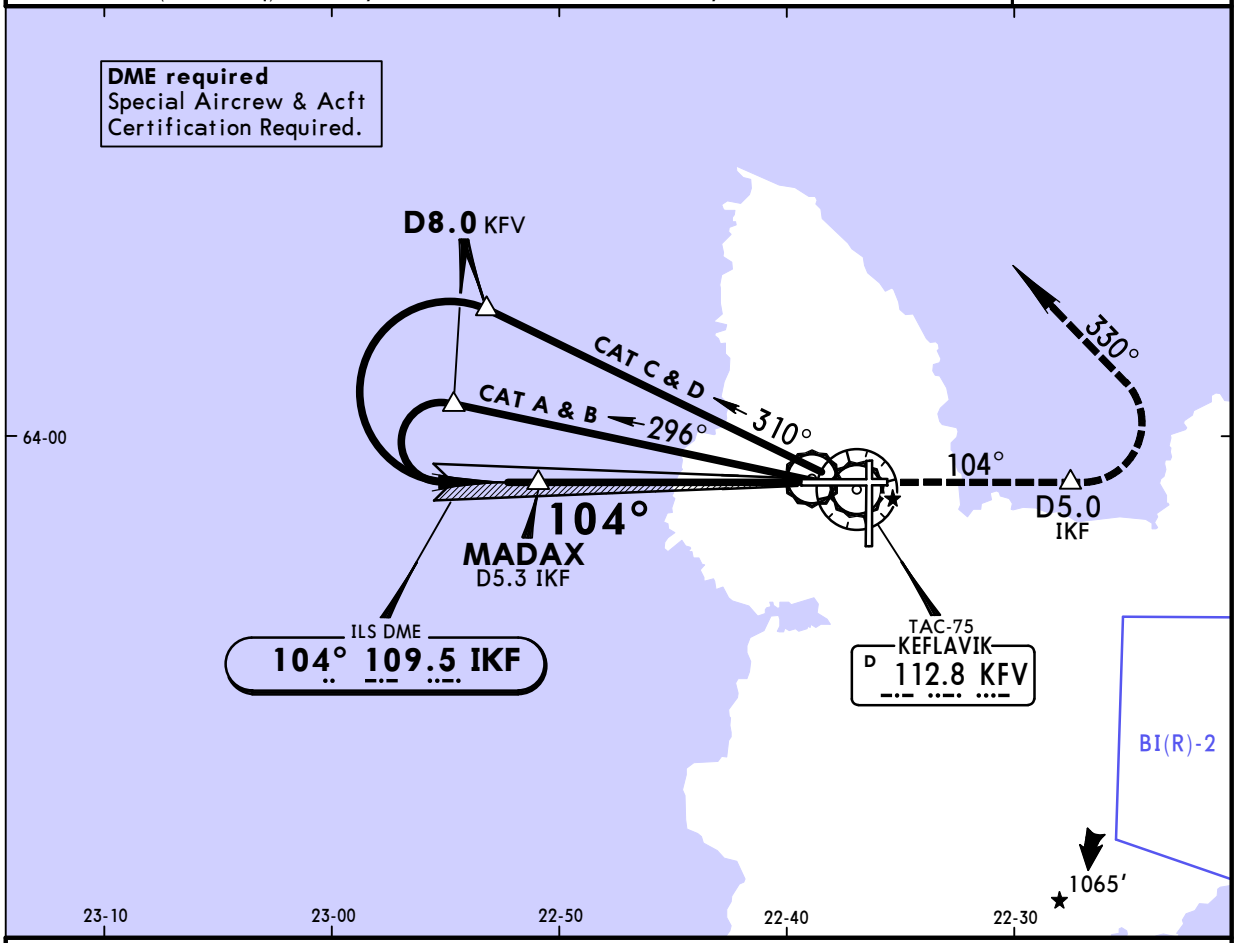
LOC IKF	Final Apch Crs	GS MADAX	CAT II ILS RA 106′ DA(H) 209′(100′)	Apt Elev 169′ Rwy 109′
109.5	104°	1800′(1691′)		

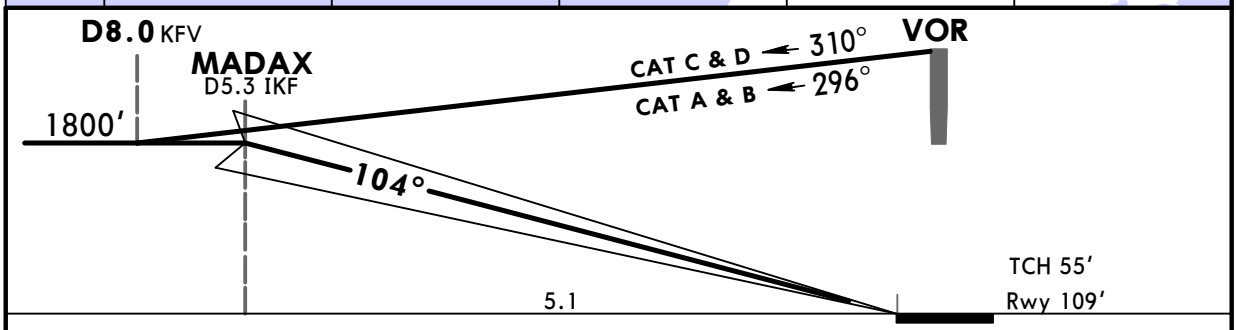
MISSED APCH: Climb on rwy track 104° to D5.0 IKF, then turn LEFT onto 330° climbing to 3000′. Expect vectoring by Keflavik APP.
MISSED APCH WITH LOST COMM: Continue on track 330°, passing D20.0 KFV turn LEFT direct KFV at 3000′ for a new approach.

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



MSA KFV VOR





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

ALSF-II
PAPI PAPI
D5.0 IKF on 104°

Standard

STRAIGHT-IN LANDING RWY 10

CAT II ILS

RA 106′

DA(H) **209′**(100′)

PANS OPS

RVR 300m

CHANGES: Rwy designation. Bearings.

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BIKF/KEF
KEFLAVIK

JEPPESEN
14 APR 17
Eff 27 Apr
(11-5)

KEFLAVIK, ICELAND
ILS Z or LOC Z Rwy 19

BRIEFING STRIP ™

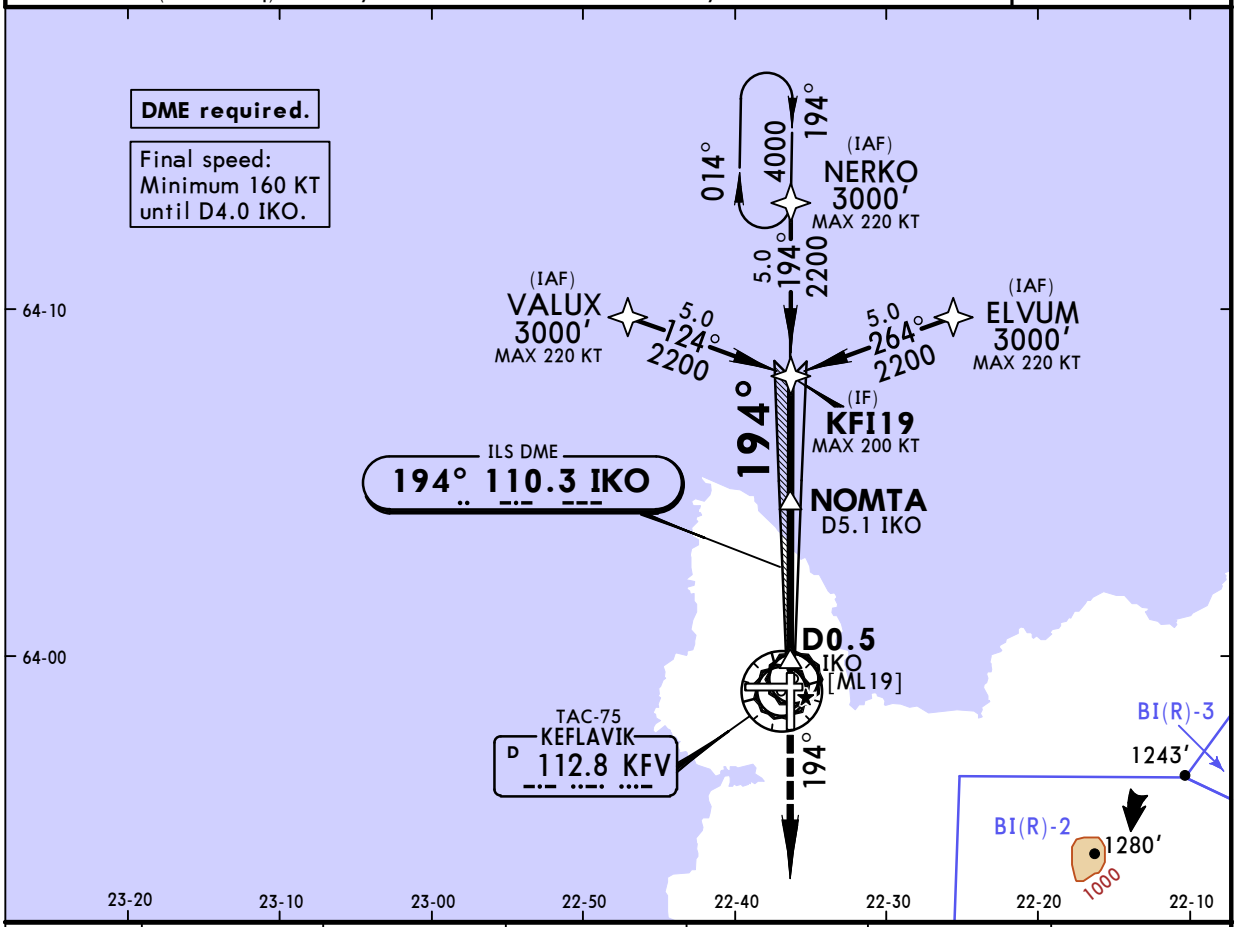
D-ATIS	KEFLAVIK Approach	KEFLAVIK Tower	Ground
128.3	119.3	118.3	121.9

LOC IKO	Final Apch Crs	GS NOMTA	ILS DA(H) Refer to Minimums	Apt Elev 169′ Rwy 161′
110.3	194°	1800′(1639′)		

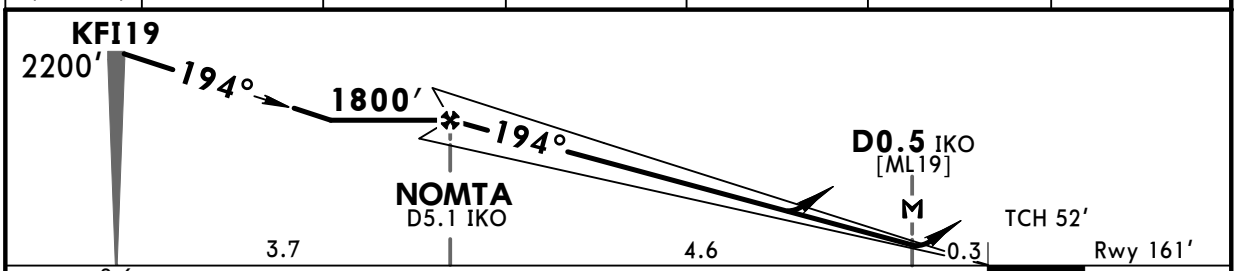
MISSED APCH: Climb on 194° to 3000′, expect vectoring by Keflavik APP.
MISSED APCH WITH LOST COMM: Continue on 194°, passing D20.0 KFV turn RIGHT direct KFV at 3000′ for a new approach.

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

4000
MSA ARP



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
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.5 IKO							

ALSF-II
PAPI PAPI
3000′ on 194°

PANS OPS

Standard STRAIGHT-IN LANDING RWY 19

	ILS DA(H) ABC: 361′(200′) D: 363′(202′) FULL	TDZ or CL out	ALS out	LOC (GS out) DA/MDA(H) ABC: 420′(259′) D: 430′(269′) CDFA	ALS out
A	RVR 550m	RVR 550m [1]	RVR 1200m	RVR 750m	RVR 1300m
B					
C					
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	600′(431′)	1500m
135	670′(501′)	1600m
180	870′(701′)	2400m
205	940′(771′)	3600m

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

CHANGES: Bearings. Arrival altitudes.

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BIKF/KEF
KEFLAVIK

JEPPESEN
14 APR 17
Eff 27 Apr
11-5A

KEFLAVIK, ICELAND
CAT II ILS Z Rwy 19

BRIEFING STRIP ™

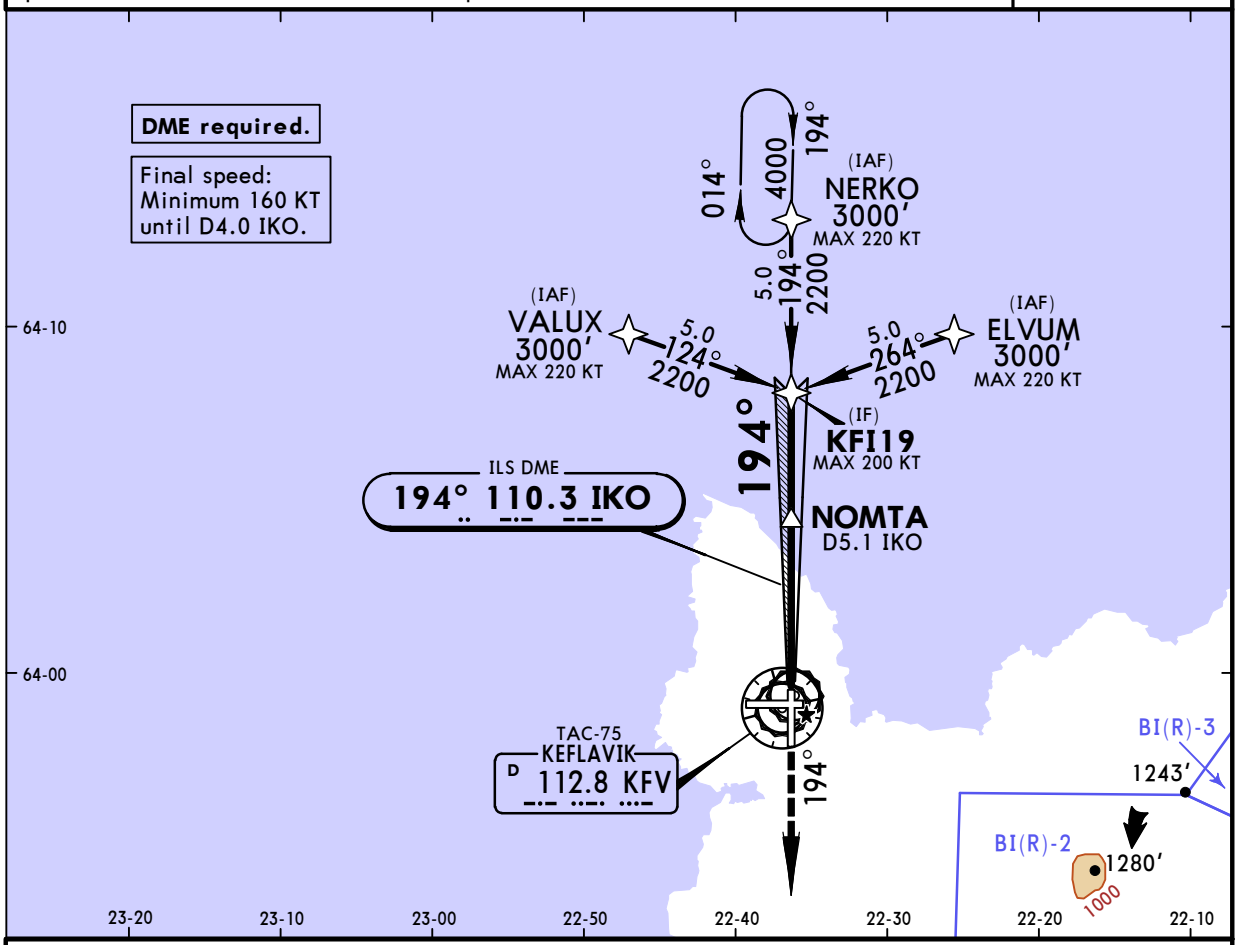
D-ATIS	KEFLAVIK Approach	KEFLAVIK Tower	Ground
128.3	119.3	118.3	121.9

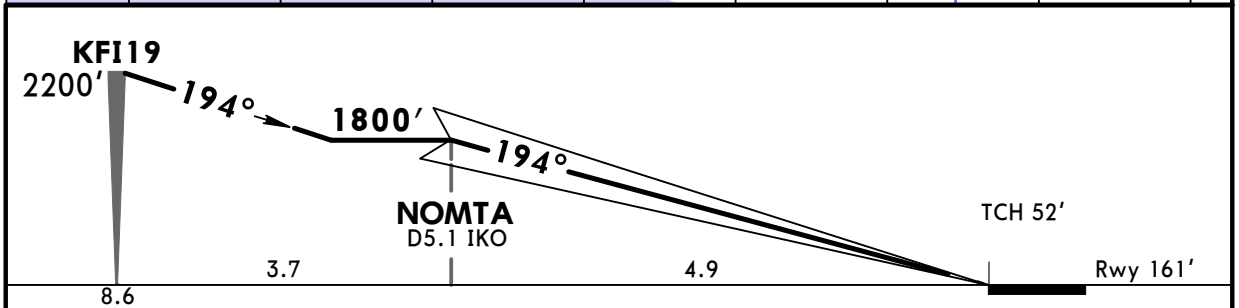
LOC IKO	Final Apch Crs	GS NOMTA	CAT II ILS RA 128′ DA(H) 261′(100′)	Apt Elev 169′ Rwy 161′
110.3	194°	1800′(1639′)		

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.

4000
MSA ARP





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

ALSF-II
PAPI PAPI
3000′ on 194°

PANS OPS

Standard

STRAIGHT-IN LANDING RWY 19
CAT II ILS

RA 128′
DA(H) **261′**(100′)

RVR 300m

CHANGES: Bearings. Arrival altitudes.

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BIKF/KEF
KEFLAVIK

JEPPESEN
14 APR 17
Eff 27 Apr
(11-6)

KEFLAVIK, ICELAND
ILS Y or LOC Y Rwy 19

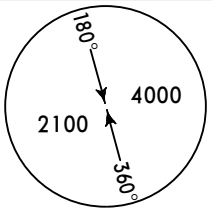
D-ATIS	KEFLAVIK Approach	KEFLAVIK Tower	Ground
128.3	119.3	118.3	121.9

BRIEFING STRIP ™

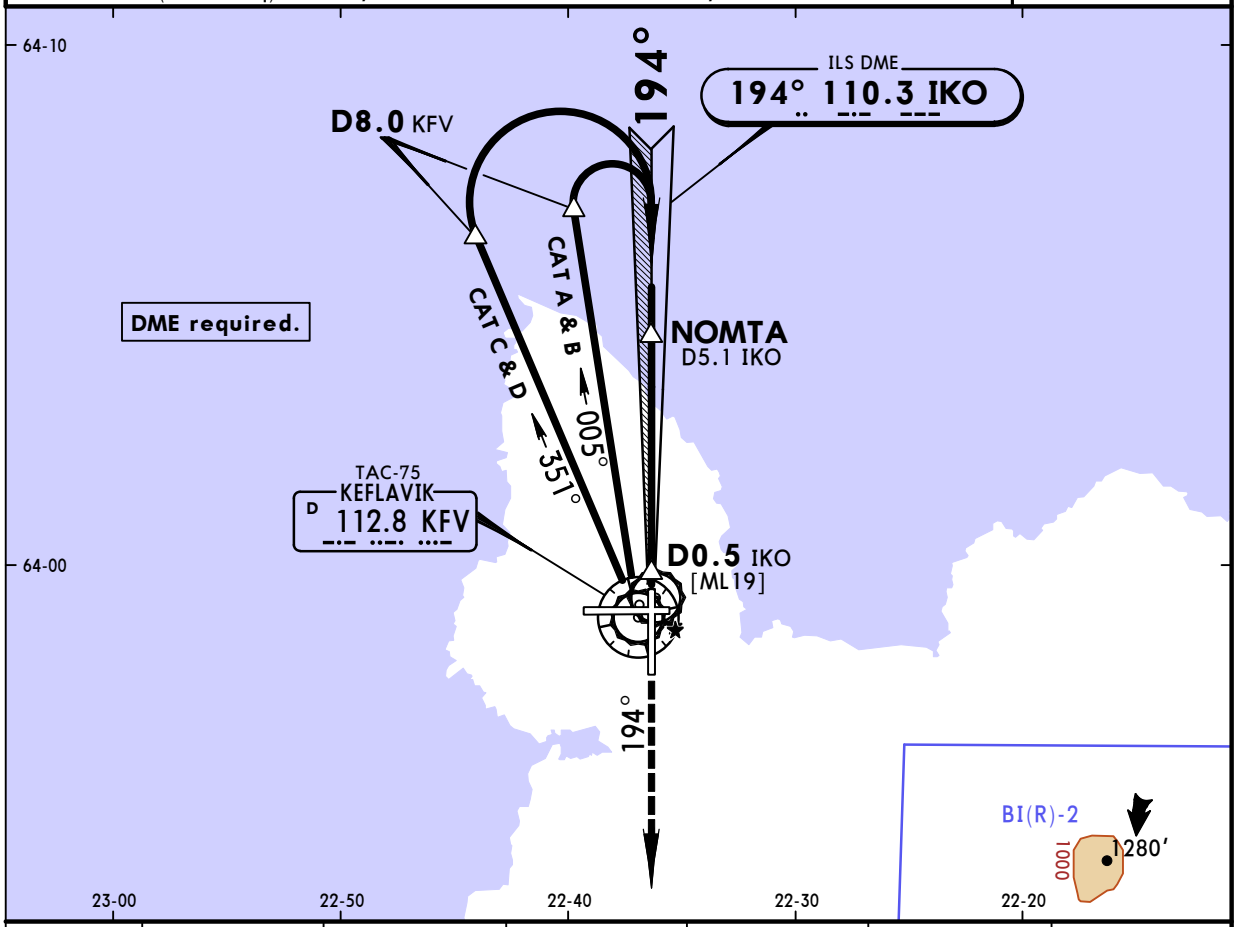
LOC IKO	Final Apch Crs	GS NOMTA	ILS DA(H) Refer to Minimums	Apt Elev 169′ Rwy 161′
110.3	194°	1800′(1639′)		

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.

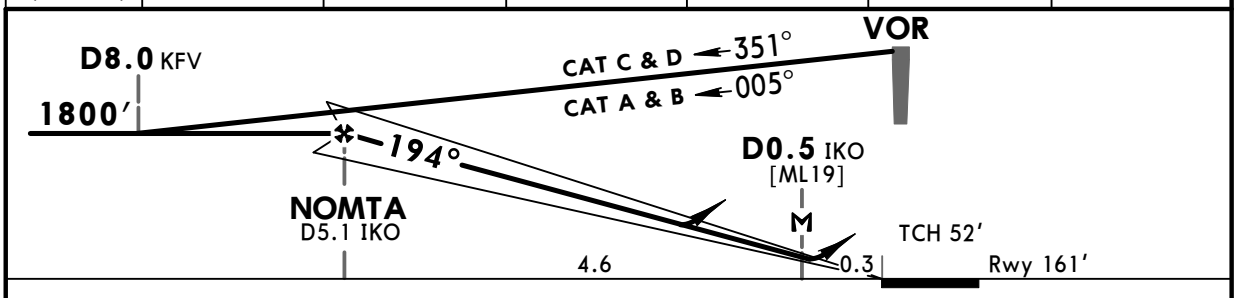
Alt Set: hPa (IN on req) Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 7000′



MSA KFV VOR



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
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.5 IKO							

ALSF-II
PAPI PAPI
3000′ on 194°

PANS OPS

Standard STRAIGHT-IN LANDING RWY 19

	ILS DA(H) ABC: 361′(200′) D: 363′(202′) FULL	TDZ or CL out	ALS out	LOC (GS out) DA/MDA(H) ABC: 420′(259′) CDFA D: 430′(269′)	ALS out
A	RVR 550m	RVR 550m [1]	RVR 1200m	RVR 750m	RVR 1300m
B					
C					
D					

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

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	600′(431′)	1500m
135	670′(501′)	1600m
180	870′(701′)	2400m
205	940′(771′)	3600m

CHANGES: Bearings.

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JEPPESEN
JeppView 3.6.2.0

BIKF/KEF
KEFLAVIK

JEPPESEN
14 APR 17
Eff 27 Apr
11-6A

KEFLAVIK, ICELAND
CAT II ILS Y Rwy 19

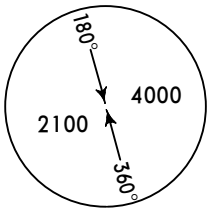
BRIEFING STRIP ™

D-ATIS	KEFLAVIK Approach	KEFLAVIK Tower	Ground
128.3	119.3	118.3	121.9

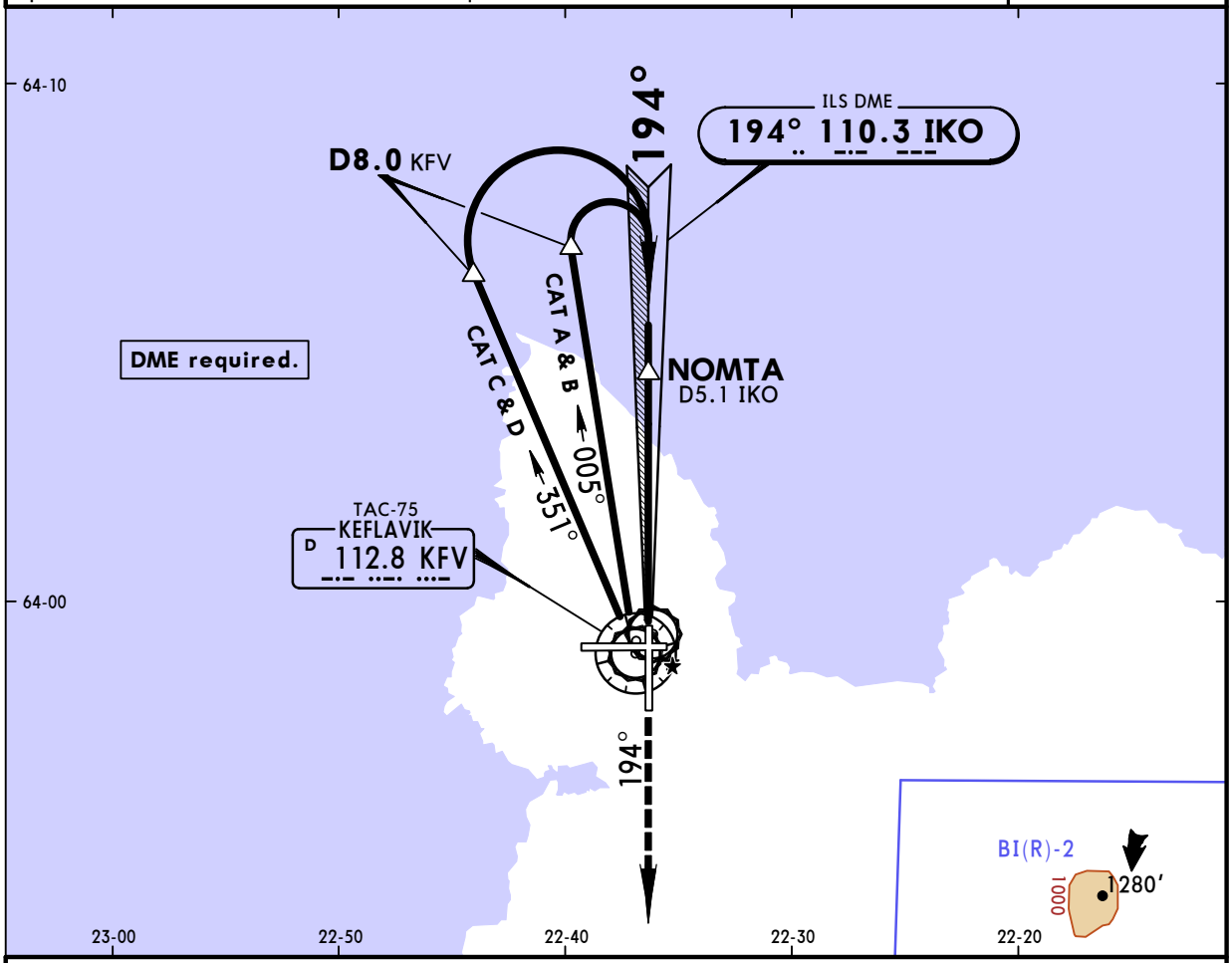
LOC IKO	Final Apch Crs	GS	CAT II ILS	Apt Elev 169′
110.3	194°	NOMTA 1800′ (1639′)	RA 128′ DA(H) 261′ (100′)	Rwy 161′

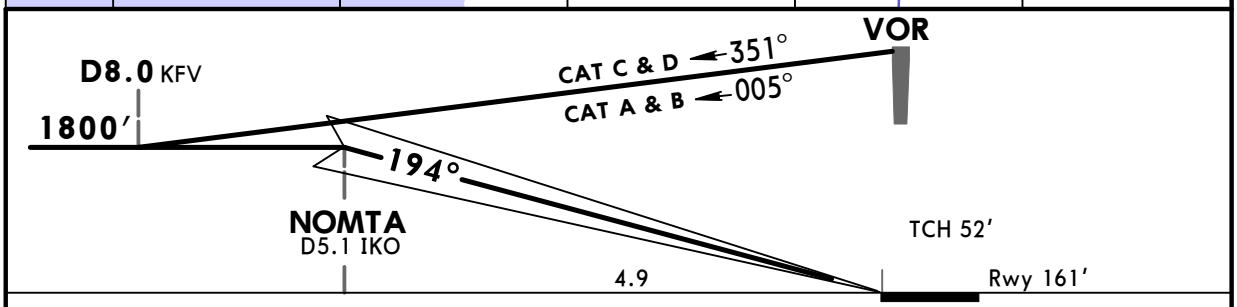
MISSED APCH: Climb on 194° to 3000′, expect vectoring by Keflavik APP.
MISSED APCH WITH LOST COMM: Continue on 194°, passing D20.0 KFV turn RIGHT direct KFV at 3000′ for a new approach.

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



MSA KFV VOR





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

ALSF-II
PAPI PAPI
3000′ on 194°

PANS OPS

Standard

STRAIGHT-IN LANDING RWY 19
CAT II ILS

RA 128′
DA(H) **261′** (100′)

RVR 300m

CHANGES: Bearings.

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JEPPESEN
JeppView 3.6.2.0

BIKF/KEF
KEFLAVIK

JEPPESEN
14 APR 17
Eff 27 Apr
(11-7)

KEFLAVIK, ICELAND
ILS Z or LOC Z Rwy 28

BRIEFING STRIP ™

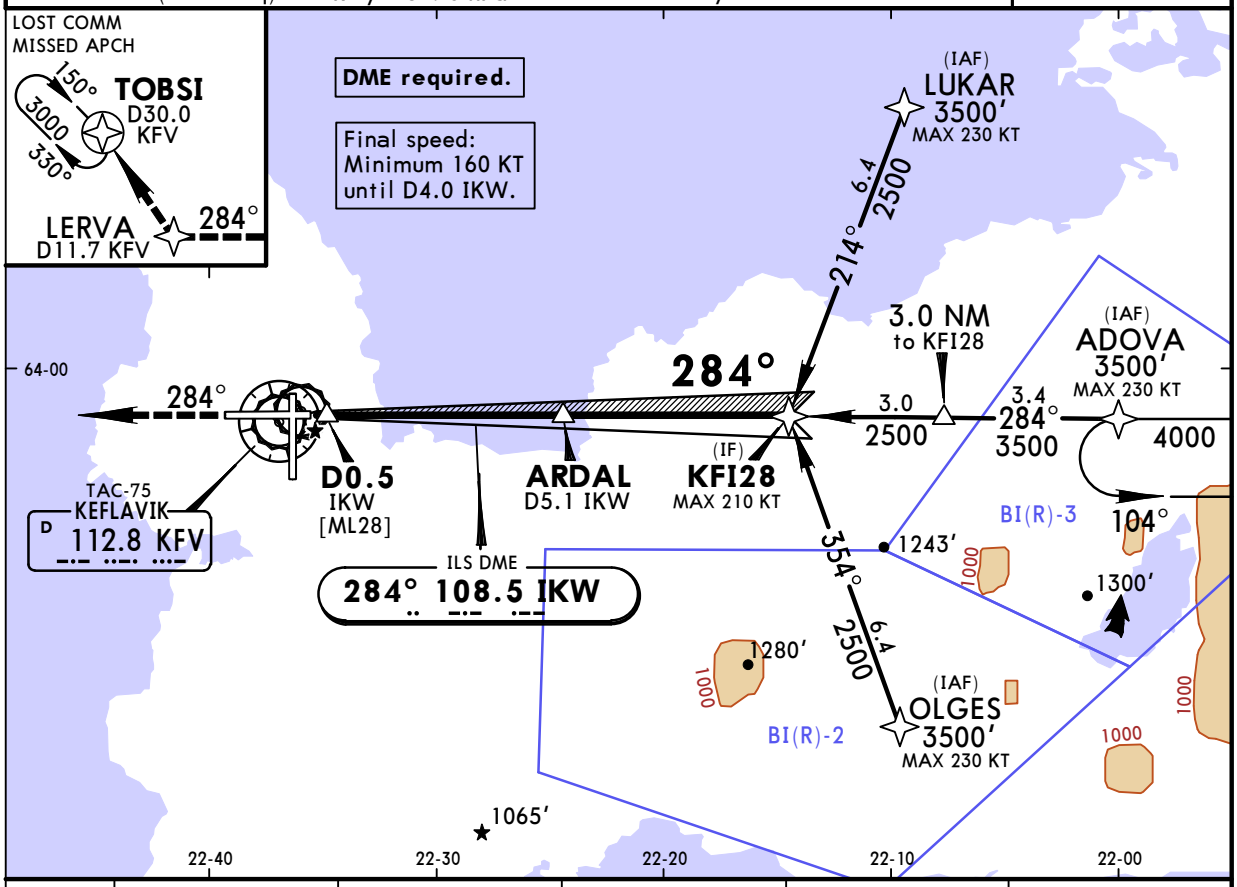
D-ATIS	KEFLAVIK Approach	KEFLAVIK Tower	Ground
128.3	119.3	118.3	121.9

ILS IKW	Final Apch Crs	GS ARDAL	ILS DA(H)	Apt Elev 169′ Rwy 168′
108.5	284°	1800′(1632′)	368′(200′)	

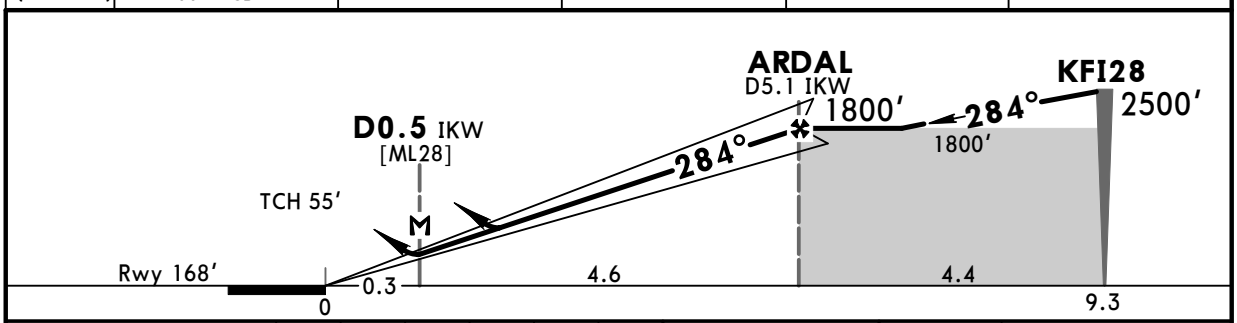
MISSED APCH: Climb on 284° to 3000′, expect vectoring by Keflavik APP.
MISSED APCH WITH LOST COMM: Passing LERVA/D11.7 KFV turn RIGHT to intercept R-330 KFV and hold at TOBSI at 3000′.

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

4000
MSA ARP



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						

HIALS
PAPI PAPI
3000′ on 284°

Standard STRAIGHT-IN LANDING RWY 28

	ILS DA(H) 368′(200′) FULL	ILS DA(H) 368′(200′) ALS out	LOC (GS out) CDFA DA/MDA(H) 440′(272′)	LOC (GS out) CDFA DA/MDA(H) 440′(272′) ALS out
A	RVR 1000m	RVR 1200m	RVR 1100m	RVR 1300m
B				
C				
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	600′(431′)	1500m
135	670′(501′)	1600m
180	870′(701′)	2400m
205	940′(771′)	3600m

PANS OPS

CHANGES: Rwy designation. Bearings. Waypoint designation.

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JEPPESEN
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BIKF/KEF
KEFLAVIK

JEPPESEN
14 APR 17
Eff 27 Apr
(11-8)

KEFLAVIK, ICELAND
ILS Y or LOC Y Rwy 28

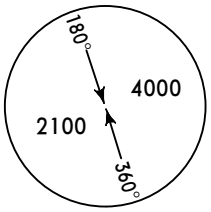
BRIEFING STRIP ™

D-ATIS	KEFLAVIK Approach	KEFLAVIK Tower	Ground
128.3	119.3	118.3	121.9

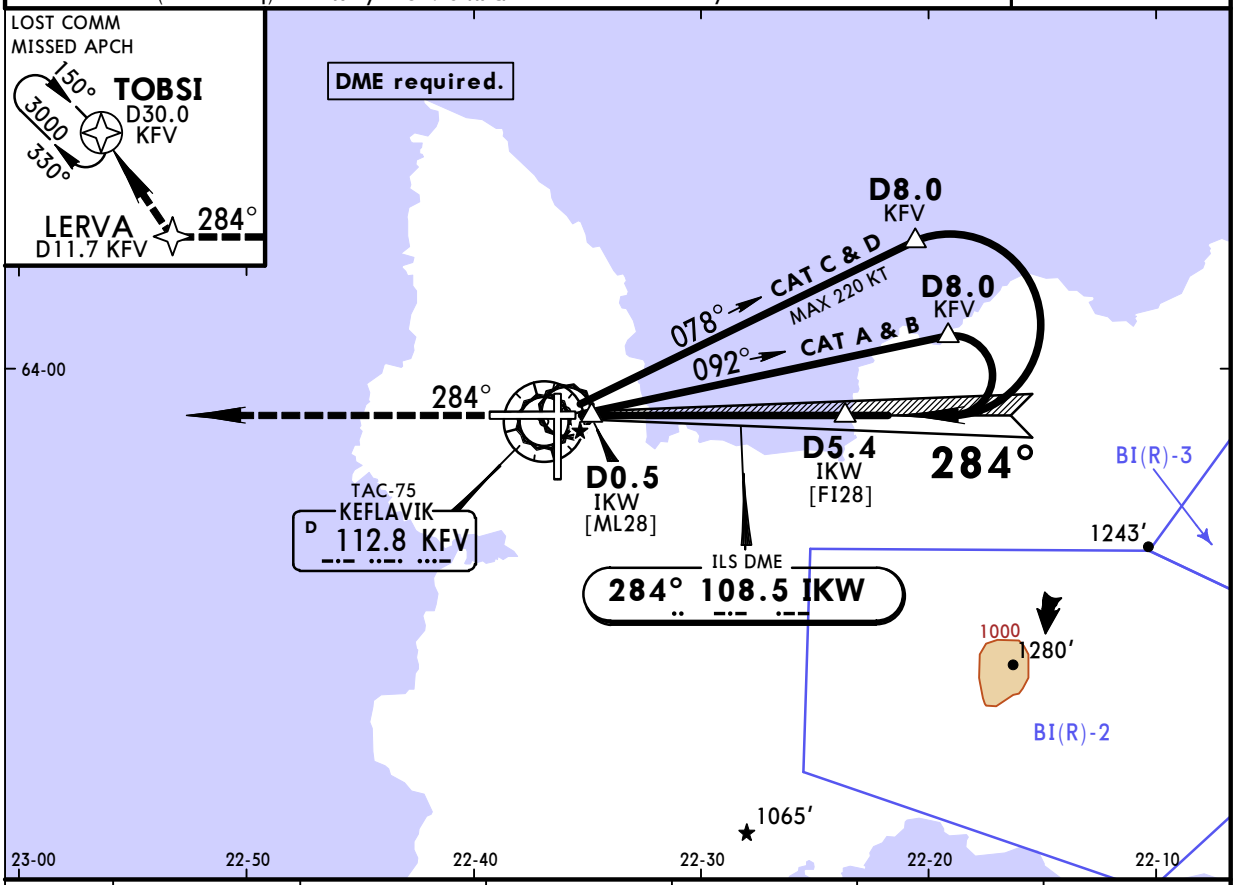
ILS IKW	Final Apch Crs	GS	ILS DA(H)	Apt Elev 169′
108.5	**284°**	**D5.4 IKW** **1900′**(1732′)	**368′**(200′)	Rwy 168′

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′.

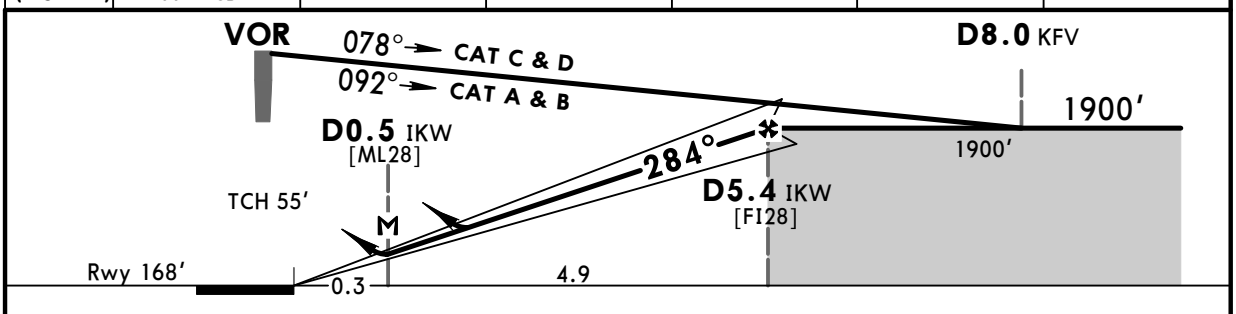
Alt Set: hPa (IN on req) Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 7000′



MSA KFV VOR



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
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.5 IKW							

HIALS
PAPI PAPI
3000′ on 284°

Standard STRAIGHT-IN LANDING RWY 28

	ILS DA(H) 368′(200′) FULL	ILS DA(H) 368′(200′) ALS out	LOC (GS out) CDFA DA/MDA(H) 440′(272′)	LOC (GS out) CDFA DA/MDA(H) 440′(272′) ALS out
A	RVR 1000m	RVR 1200m	RVR 1100m	RVR 1300m
B				
C				
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	600′(431′)	1500m
135	670′(501′)	1600m
180	870′(701′)	2400m
205	940′(771′)	3600m

PANS OPS

CHANGES: Rwy designation. Bearings.

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BIKF/KEF
KEFLAVIK

JEPPESEN
14 APR 17
Eff 27 Apr
(12-01)

KEFLAVIK, ICELAND
RNAV (GNSS) X Rwy 19

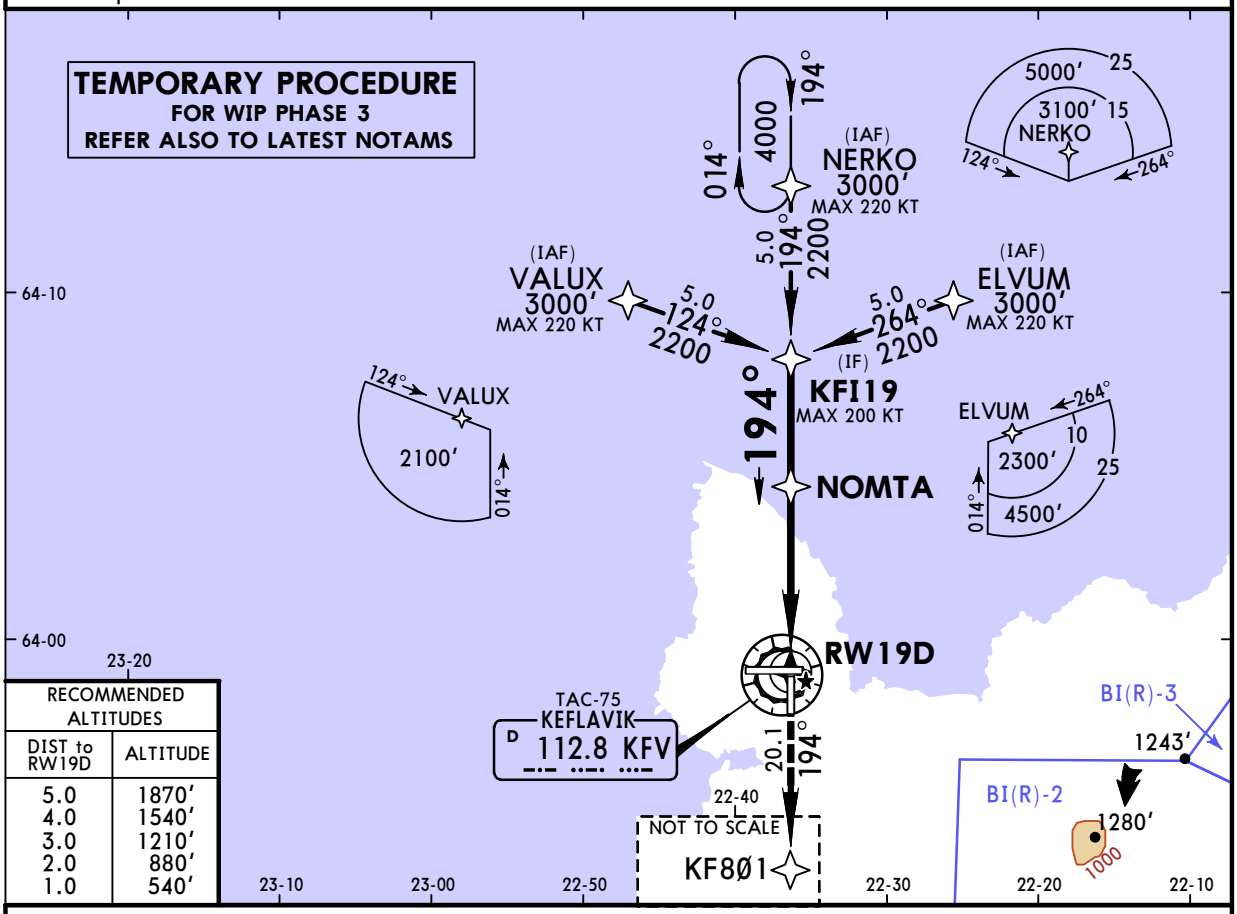
BRIEFING STRIP ™

D-ATIS	KEFLAVIK Approach	KEFLAVIK Tower	Ground
128.3	119.3	118.3	121.9

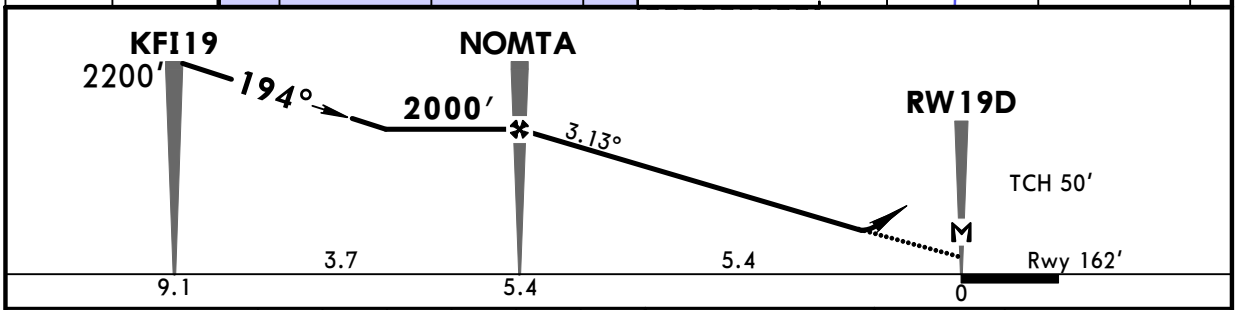
RNAV	Final Apch Crs	Minimum Alt	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 169′	TAA 25 NM IAF
	194°	NOMTA 2000′ (1838′)		Rwy 162′	

MISSED APCH: Climb on 194° to KF8Ø1 climbing to 3000′. Expect vectoring by Keflavik APP.
MISSED APCH WITH LOST COMM: At KF8Ø1 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.



RECOMMENDED ALTITUDES	
DIST to RW19D	ALTITUDE
5.0	1870′
4.0	1540′
3.0	1210′
2.0	880′
1.0	540′



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

REIL
PAPI
KF8Ø1 on 194°

PANS OPS

Standard STRAIGHT-IN LANDING RWY 19

	LNAV/VNAV	LNAV
DA(H)	A: 420′(258′) C: 440′(278′) B: 430′(268′) D: 450′(288′)	CDFA DA/MDA(H) 530′(368′)
A	RVR 1300m	RVR 1500m
B		
C		RVR 1700m
D	RVR 1400m	

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	600′(431′)	1500m
135	670′(501′)	1600m
180	870′(701′)	2400m
205	940′(771′)	3600m

CHANGES: Bearings.

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BIKF/KEF
KEFLAVIK

JEPPESEN
14 APR 17
Eff 27 Apr
(12-1)

KEFLAVIK, ICELAND
RNAV (GNSS) Z Rwy 01

BRIEFING STRIP ™

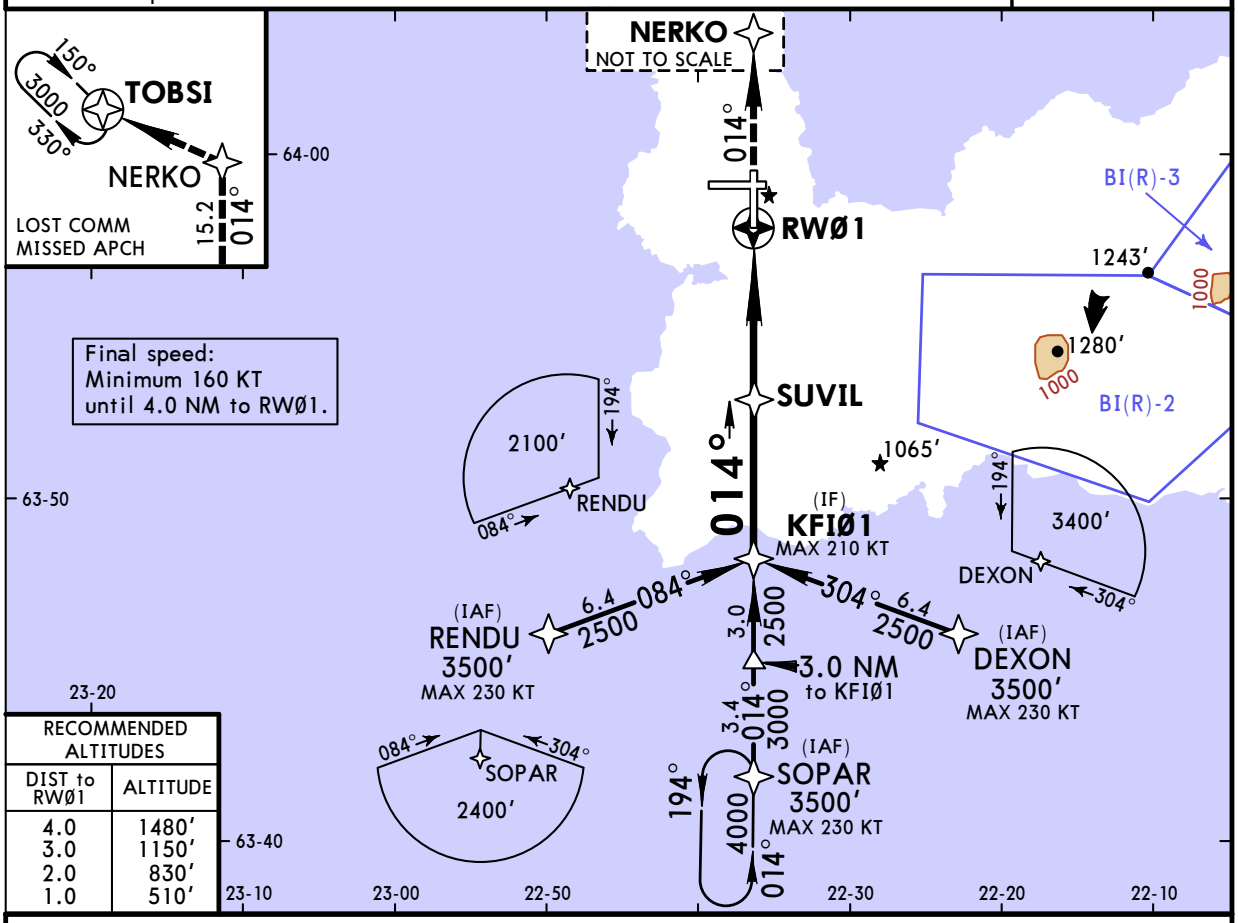
D-ATIS	KEFLAVIK Approach	KEFLAVIK Tower	Ground
128.3	119.3	118.3	121.9

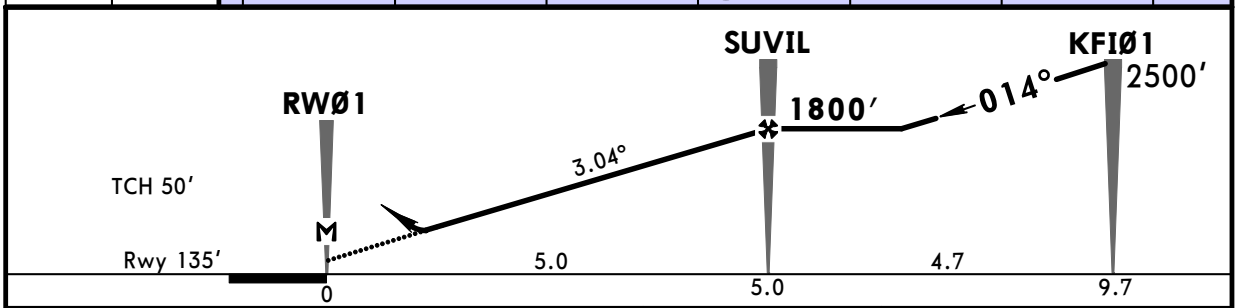
RNAV	Final Apch Crs	Minimum Alt	LNAV/VNAV DA(H)	Apt Elev 169′
	014°	SUVIL 1800′ (1665′)	Refer to Minimums	Rwy 135′

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′.

TAA 25 NM IAF

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
Descent Angle	3.04°	376	484	538	645	753	861
LNAV/VNAV: MAP at DA							
LNAV: MAP at RWØ1							

REIL
PAPI

NERKO on 014°

PANS OPS

Standard STRAIGHT-IN LANDING RWY 01

	LNAV/VNAV DA(H)	LNAV CDFA DA/MDA(H)	CIRCLE-TO-LAND Max Kts	MDA(H)	VIS
A	ABC: 390′(255′) D: 400′(265′)	RVR 1400m	100	600′(431′)	1500m
B	RVR 1300m		135	670′(501′)	1600m
C		RVR 1500m	180	870′(701′)	2400m
D		RVR 1600m	205	940′(771′)	3600m

AB: 450′(315′) D: 480′(345′) C: 460′(325′)

CHANGES: Bearings.

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BIKF/KEF
KEFLAVIK

JEPPESEN
14 APR 17
Eff 27 Apr
(12-02)

KEFLAVIK, ICELAND
RNAV (GNSS) T Rwy 19

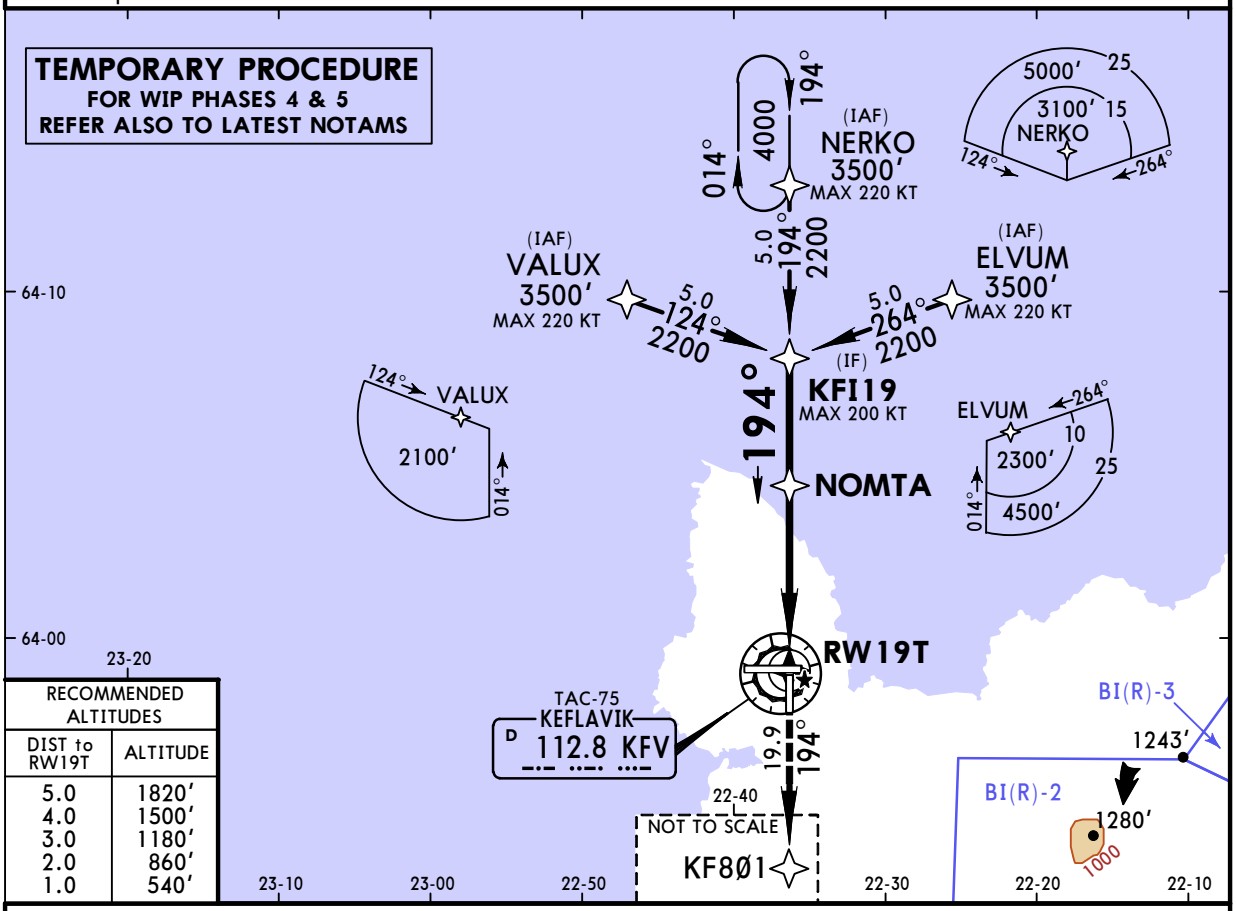
BRIEFING STRIP ™

D-ATIS	KEFLAVIK Approach	KEFLAVIK Tower	Ground
128.3	119.3	118.3	121.9

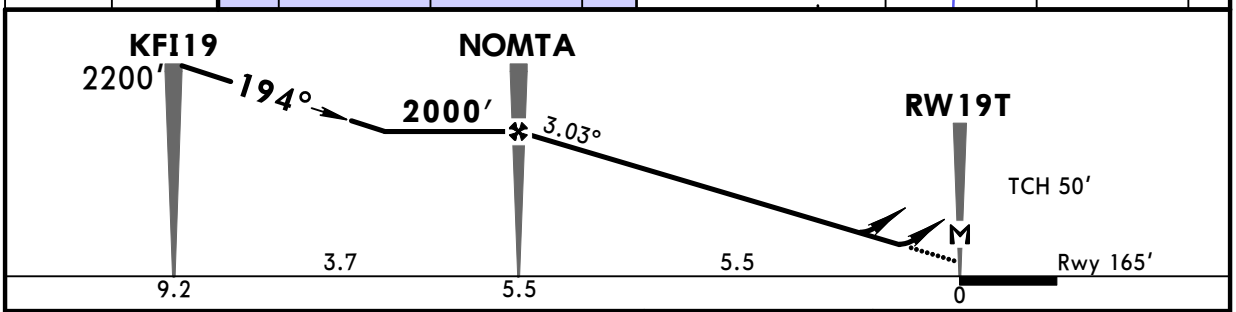
RNAV	Final Apch Crs	Minimum Alt	LNAV/VNAV DA(H)	Apt Elev 169'	TAA
	194°	NOMTA 2000' (1835')	Refer to Minimums	Rwy 165'	25 NM IAF

MISSED APCH: Climb on 194° to KF8Ø1 climbing to 3000'. Expect vectoring by Keflavik APP.
MISSED APCH WITH LOST COMM: At KF8Ø1 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: Minimum 160 KT until 4 NM to RW19T.



RECOMMENDED ALTITUDES	
DIST to RW19T	ALTITUDE
5.0	1820'
4.0	1500'
3.0	1180'
2.0	860'
1.0	540'



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

REIL
PAPI
KF8Ø1 on 194°

PANS OPS

Standard STRAIGHT-IN LANDING RWY 19

	LNAV/VNAV	LNAV
DA(H)	A: 420'(255') C: 440'(275') B: 430'(265') D: 450'(285')	CDFA DA/MDA(H) 530'(365')
A	RVR 1300m	RVR 1500m
B		
C		RVR 1700m
D	RVR 1400m	

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	600'(431')	1500m
135	670'(501')	1600m
180	870'(701')	2400m
205	940'(771')	3600m

CHANGES: None.

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JEPPESEN
JeppView 3.6.2.0

BIKF/KEF
KEFLAVIK

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

KEFLAVIK, ICELAND
RNAV (GNSS) Y Rwy 01

BRIEFING STRIP ™

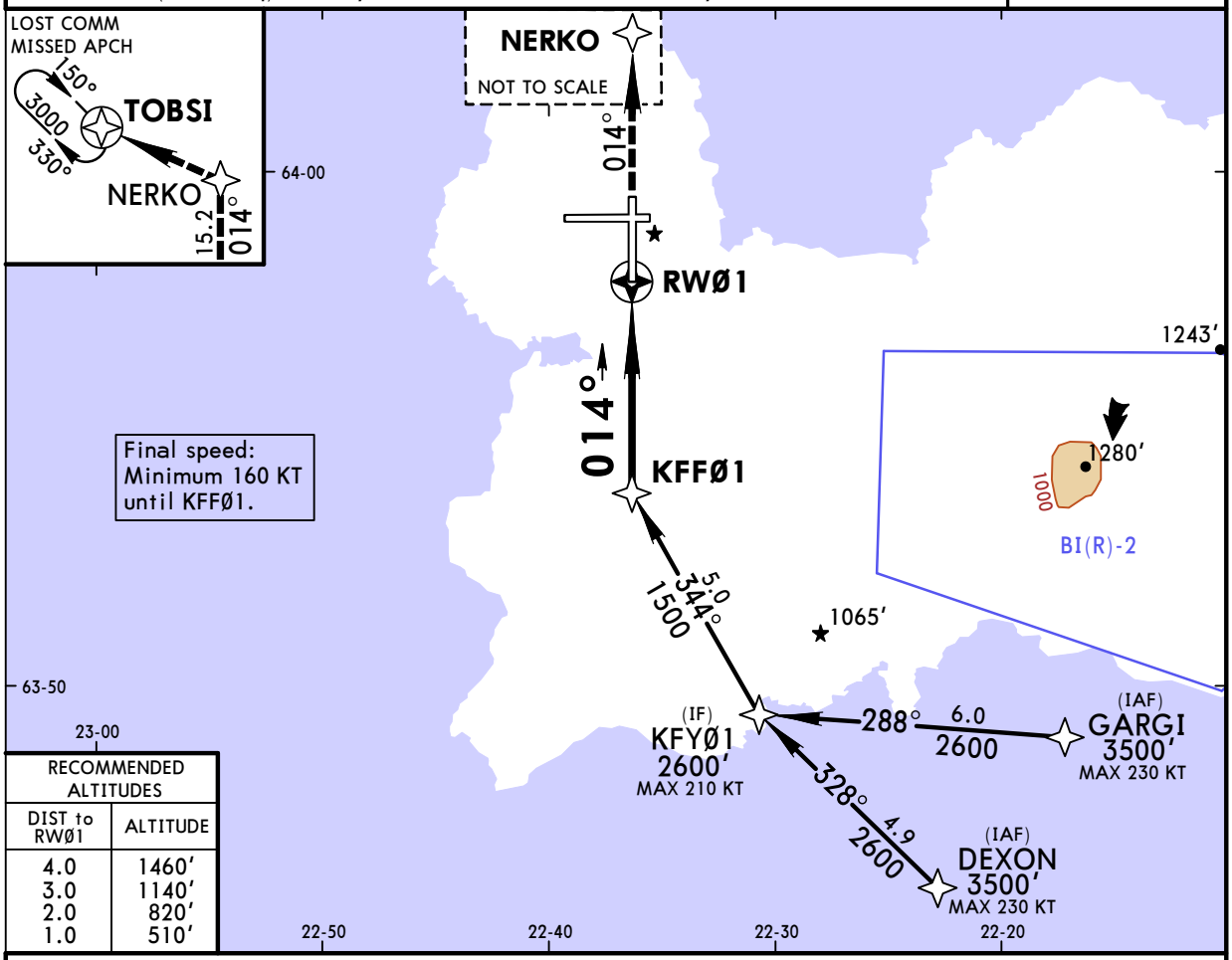
D-ATIS	KEFLAVIK Approach	KEFLAVIK Tower	Ground
128.3	119.3	118.3	121.9

RNAV	Final Apch Crs	Minimum Alt	LNAV DA/MDA(H)	Apt Elev 169′
	014°	KFFØ1 1500′(1365′)	Refer to Minimums	Rwy 135′

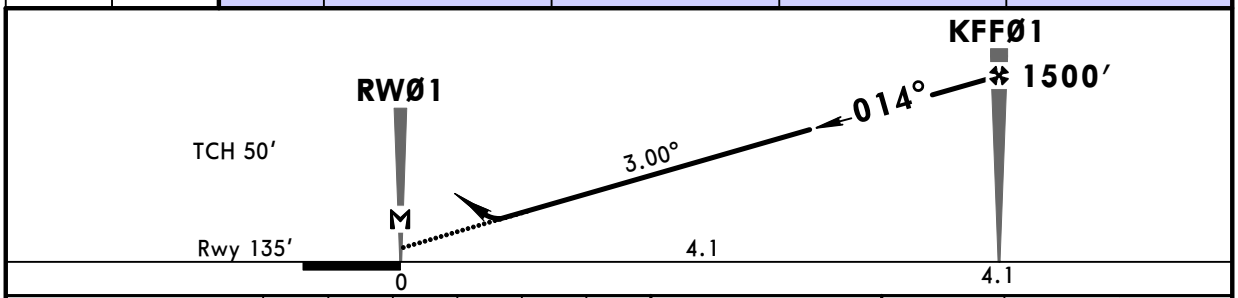
MISSED APCH: Climb on 014° to NERKO climbing to 3000′. Expect vectoring by Keflavik APP.
MISSED APCH WITH LOST COMM: Passing NERKO turn LEFT direct to TOBSI and hold at 3000′.

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

4000
MSA ARP



RECOMMENDED ALTITUDES	
DIST to RWØ1	ALTITUDE
4.0	1460′
3.0	1140′
2.0	820′
1.0	510′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RWØ1							

REIL
PAPI

NERKO on 014°

PANS OPS

Standard STRAIGHT-IN LANDING RWY **01**
LNAV
CDFA
DA/MDA(H) C: **460′**(325′)
AB: **450′**(315′) D: **480′**(345′)

		CIRCLE-TO-LAND		
		Max Kts	MDA(H)	VIS
A	RVR 1400m	100	600′(431′)	1500m
B		135	670′(501′)	1600m
C	RVR 1500m	180	870′(701′)	2400m
D	RVR 1600m	205	940′(771′)	3600m

CHANGES: Bearings.

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JEPPESEN
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BIKF/KEF
KEFLAVIK

JEPPESEN
14 APR 17
Eff 27 Apr
(12-03)

KEFLAVIK, ICELAND
RNAV (GNSS) T Rwy 28

BRIEFING STRIP ™

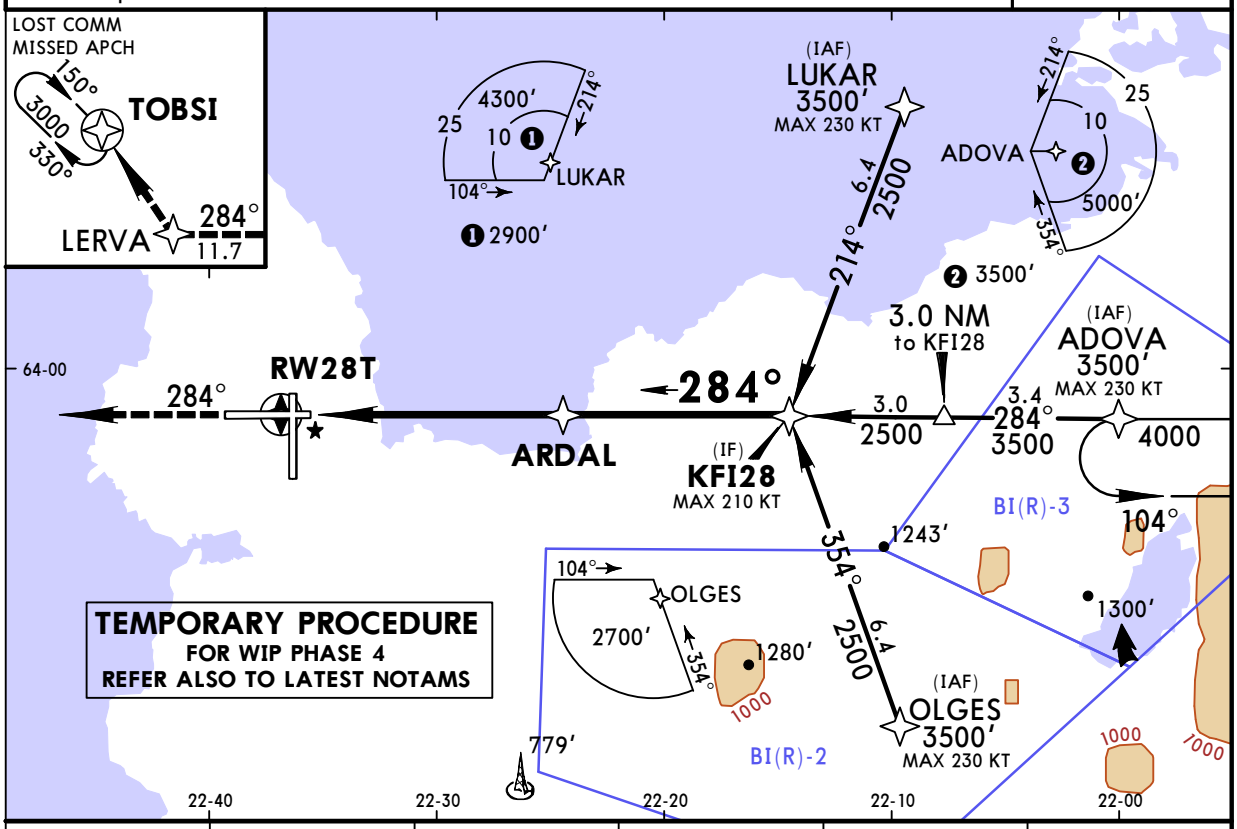
D-ATIS	KEFLAVIK Approach	KEFLAVIK Tower	Ground
128.3	119.3	118.3	121.9

RNAV	Final Apch Crs	Procedure Alt	LNAV/VNAV DA(H)	Apt Elev 169'
	284°	ARDAL 2000' (1848')	Refer to Minimums	Rwy 152'

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'.

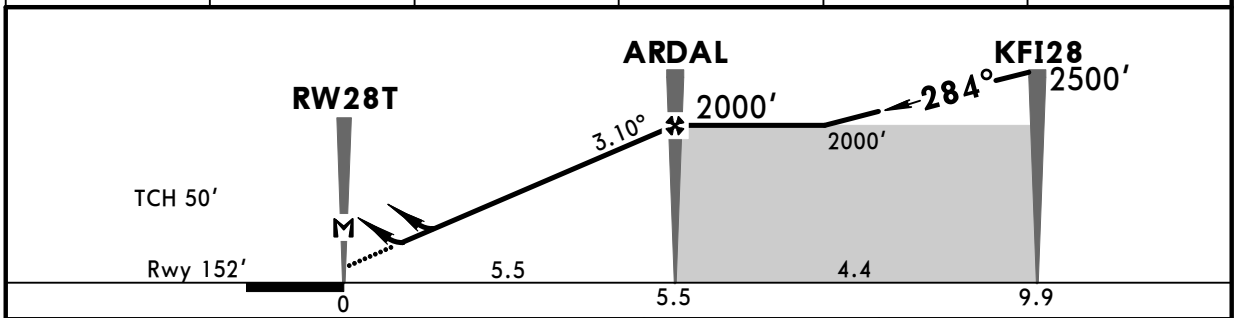
TAA 25 NM IAF

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.



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
Descent Angle	3.10°	384	494	548	658	768	878
LNAV/VNAV: MAP at DA							
LNAV: MAP at RW28T							

REIL
PAPI
LERVA on 284°

PANS OPS

Standard STRAIGHT-IN LANDING RWY 28

LNAV/VNAV DA(H)		LNAV CDFA
A: 430'(278')	C: 450'(298')	DA/MDA(H) 550'(398')
B: 440'(288')	D: 460'(308')	

	LNAV/VNAV	LNAV
A	RVR 1300m	RVR 1500m
B	RVR 1400m	
C		RVR 1800m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	600'(431')	1500m
135	670'(501')	1600m
180	870'(701')	2400m
205	940'(771')	3600m

CHANGES: New temporary procedure.

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BIKF/KEF
KEFLAVIK

JEPPESEN
14 APR 17
Eff 27 Apr
(12-3)

KEFLAVIK, ICELAND
RNAV (GNSS) X Rwy 01

BRIEFING STRIP ™

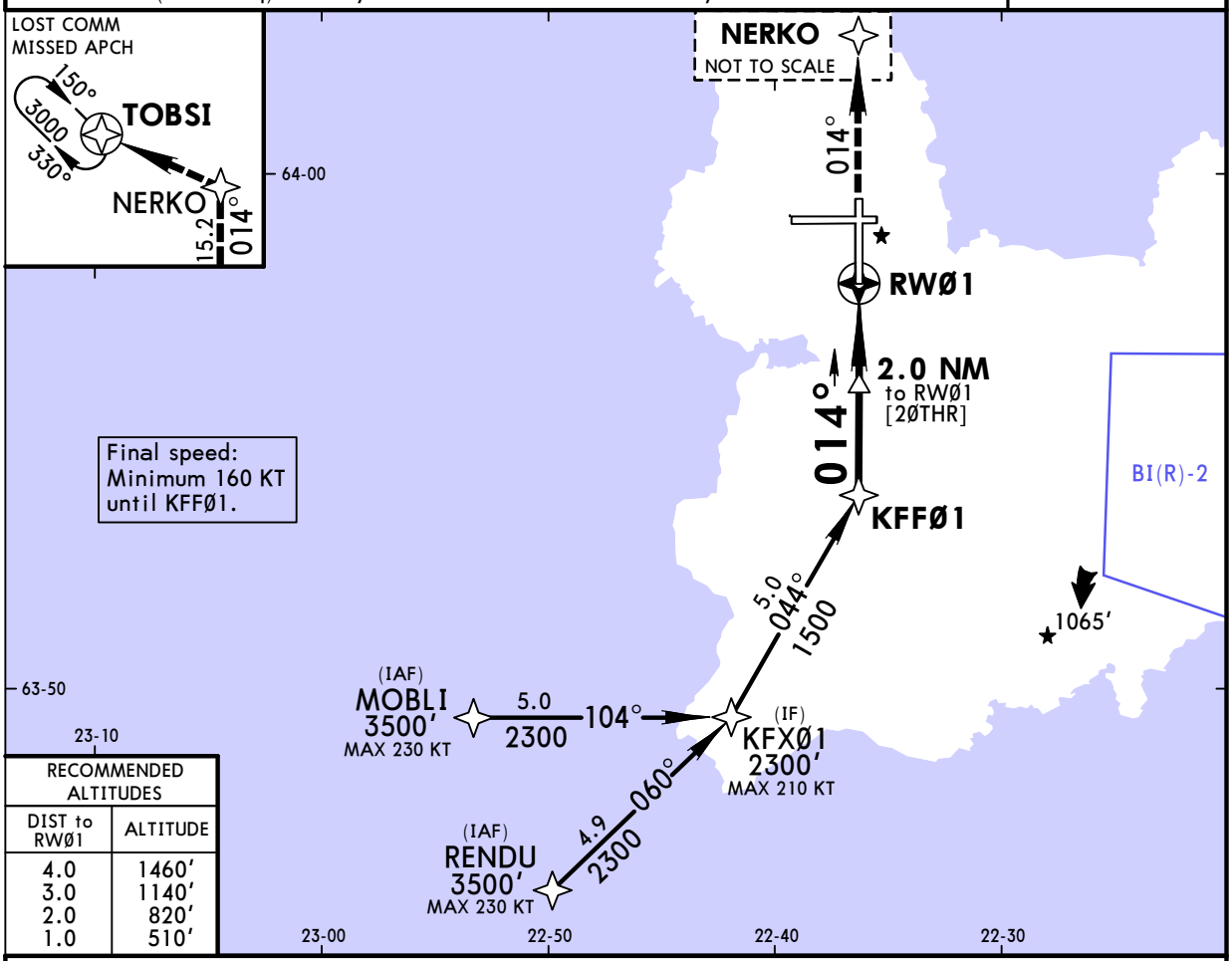
D-ATIS	KEFLAVIK Approach	KEFLAVIK Tower	Ground
128.3	119.3	118.3	121.9

RNAV	Final Apch Crs	Procedure Alt	LNAV DA/MDA(H)	Apt Elev 169'
	014°	KFFØ1 1500' (1365')	Refer to Minimums	Rwy 135'

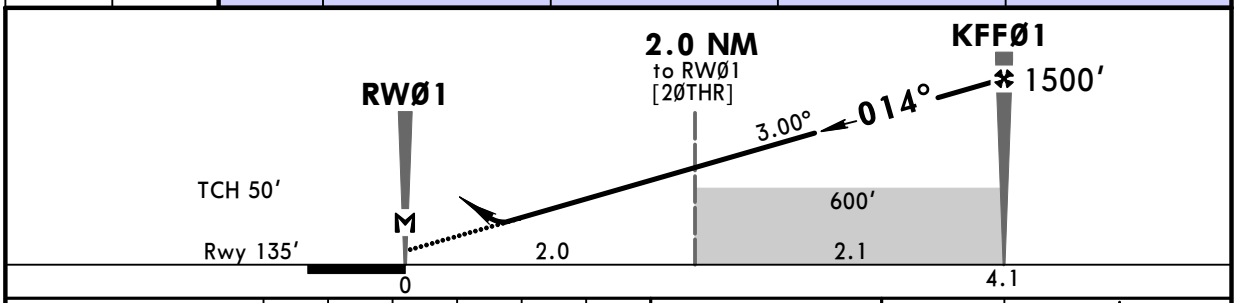
MISSED APCH: Climb on 014° to NERKO climbing to 3000'. Expect vectoring by Keflavik APP.
MISSED APCH WITH LOST COMM: Passing NERKO turn LEFT direct to TOBSI and hold at 3000'.

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

4000
MSA ARP



RECOMMENDED ALTITUDES	
DIST to RWØ1	ALTITUDE
4.0	1460'
3.0	1140'
2.0	820'
1.0	510'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RWØ1							

REIL
PAPI

NERKO on 014°

PANS OPS

Standard 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	RVR 1400m	100	600'(431')	1500m
B		135	670'(501')	1600m
C	RVR 1500m	180	870'(701')	2400m
D	RVR 1600m	205	940'(771')	3600m

CIRCLE-TO-LAND

CHANGES: Bearings.

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JEPPESEN
JeppView 3.6.2.0

BIKF/KEF
KEFLAVIK

JEPPESEN
14 APR 17
Eff 27 Apr
(12-04)

KEFLAVIK, ICELAND
RNAV (GNSS) S Rwy 28

BRIEFING STRIP ™

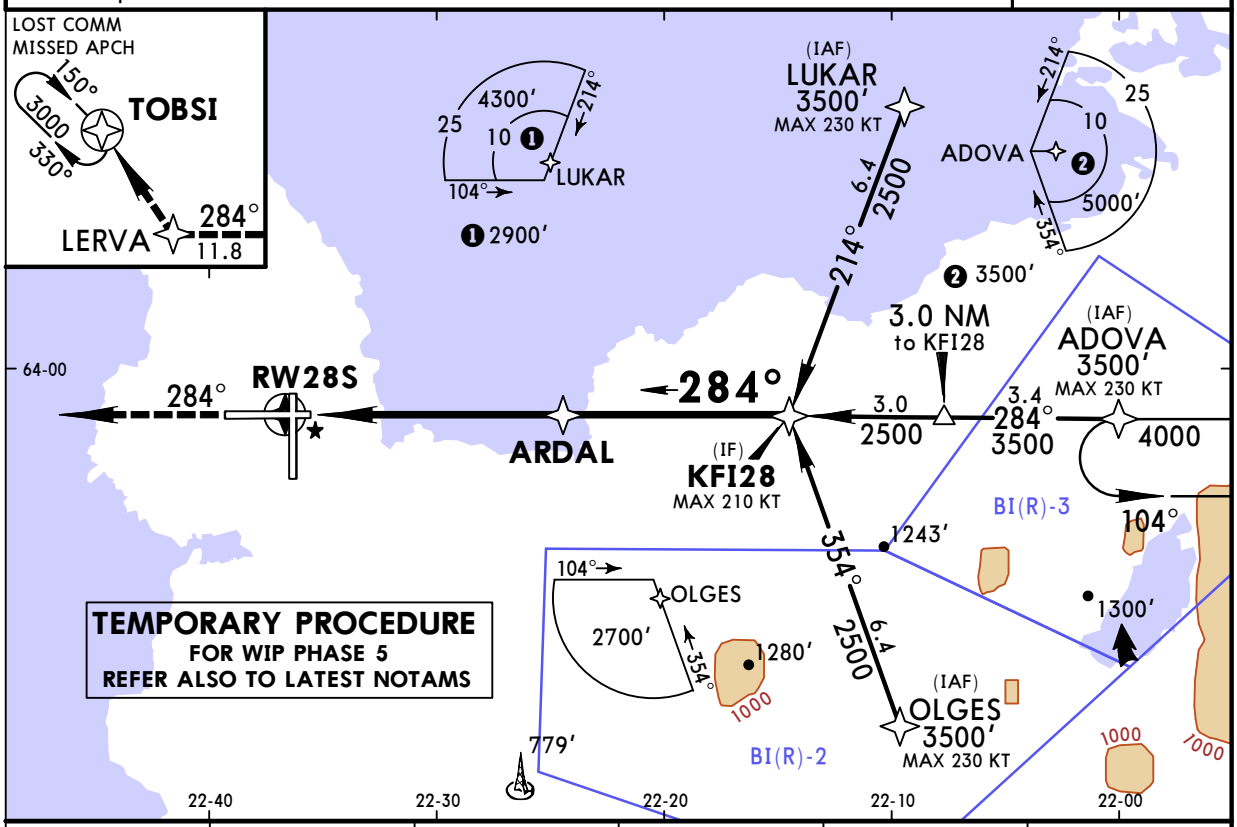
D-ATIS	KEFLAVIK Approach	KEFLAVIK Tower	Ground
128.3	119.3	118.3	121.9

RNAV	Final Apch Crs	Procedure Alt	LNAV/VNAV DA(H)	Apt Elev 169'
	284°	ARDAL 2000' (1843')	Refer to Minimums	Rwy 157'

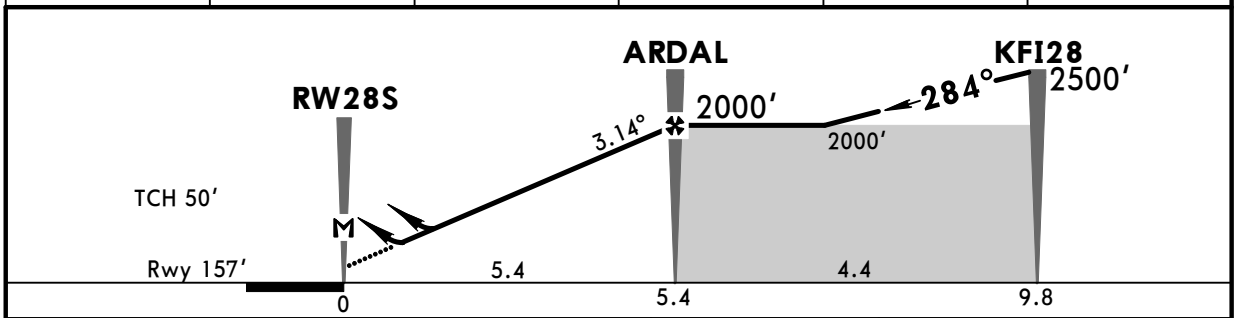
MISSED APCH: Climb on 284° to LERVA climbing to 3000'. Expect vectoring by Keflavik APP.
MISSED APCH WITH LOST COMM: Passing LERVA turn RIGHT direct to TOBSI and hold at 3000'.

TAA 25 NM IAF

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
Descent Angle	3.14°	389	500	556	667	778	889
LNAV/VNAV: MAP at DA							
LNAV: MAP at RW28S							

REIL
PAPI
LERVA on 284°

PANS OPS

Standard STRAIGHT-IN LANDING RWY **28**

	LNAV/VNAV	LNAV
DA(H)	A: **430'**(273') C: **450'**(293') B: **440'**(283') D: **460'**(303')	CDFA DA/MDA(H) **550'**(393')
A	RVR 1300m	RVR 1500m
B	RVR 1400m	
C		RVR 1800m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	600' (431')	1500m
135	670' (501')	1600m
180	870' (701')	2400m
205	940' (771')	3600m

CHANGES: Chart reindexed. Rwy & waypoint designations.

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BIKF/KEF
KEFLAVIK

JEPPESEN
14 APR 17
Eff 27 Apr
(12-4)

KEFLAVIK, ICELAND
RNAV (GNSS) Rwy 10

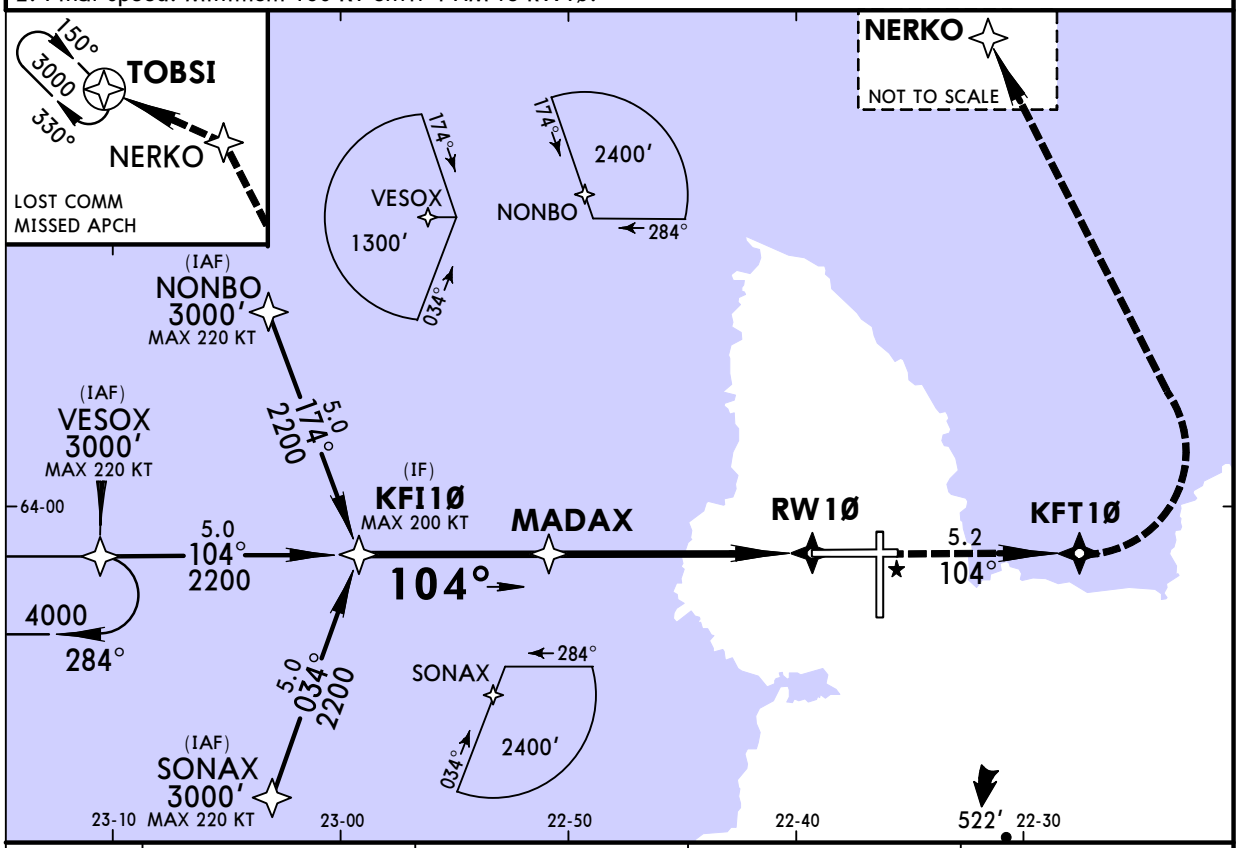
BRIEFING STRIP ™

D-ATIS	KEFLAVIK Approach	KEFLAVIK Tower	Ground
128.3	119.3	118.3	121.9

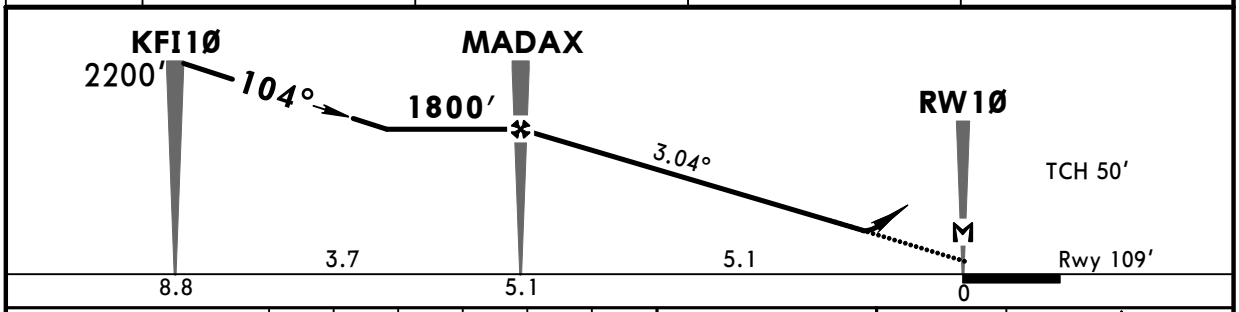
RNAV	Final Apch Crs	Minimum Alt MADAX	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 169′ Rwy 109′	TAA 25 NM IAF
	104°	1800′ (1691′)			

MISSED APCH: Climb on 104° to KFT1Ø, 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 RW1Ø.



DIST to RW1Ø	4.0	3.0	2.0	1.0
ALTITUDE	1450′	1130′	800′	480′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.04°	376	484	538	645	753	861
LNAV/VNAV: MAP at DA							
LNAV: MAP at RW1Ø							

ALSF-II
PAPI PAPI
KFT1Ø on 104°

Standard STRAIGHT-IN LANDING RWY 10

	LNAV/VNAV DA(H) ABC: 359′(250′) D: 380′(271′)		LNAV DA/MDA(H) CDFA AB: 410′(301′) C: 420′(311′) D: 440′(331′)	
		ALS out		ALS out
A	RVR 750m [1]	RVR 1300m	RVR 750m	RVR 1400m
B				
C				
D			RVR 800m	RVR 1500m

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	600′(431′)	1500m
135	670′(501′)	1600m
180	870′(701′)	2400m
205	940′(771′)	3600m

PANS OPS

[1] With TDZ & CL & HUD: ABC: RVR 550m, D: RVR 600m.

CHANGES: Rwy designation. Bearings. Waypoint designations.

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BIKF/KEF
KEFLAVIK

JEPPESEN
14 APR 17
Eff 27 Apr
(12-05)

KEFLAVIK, ICELAND
RNAV (GNSS) R Rwy 28

BRIEFING STRIP ™

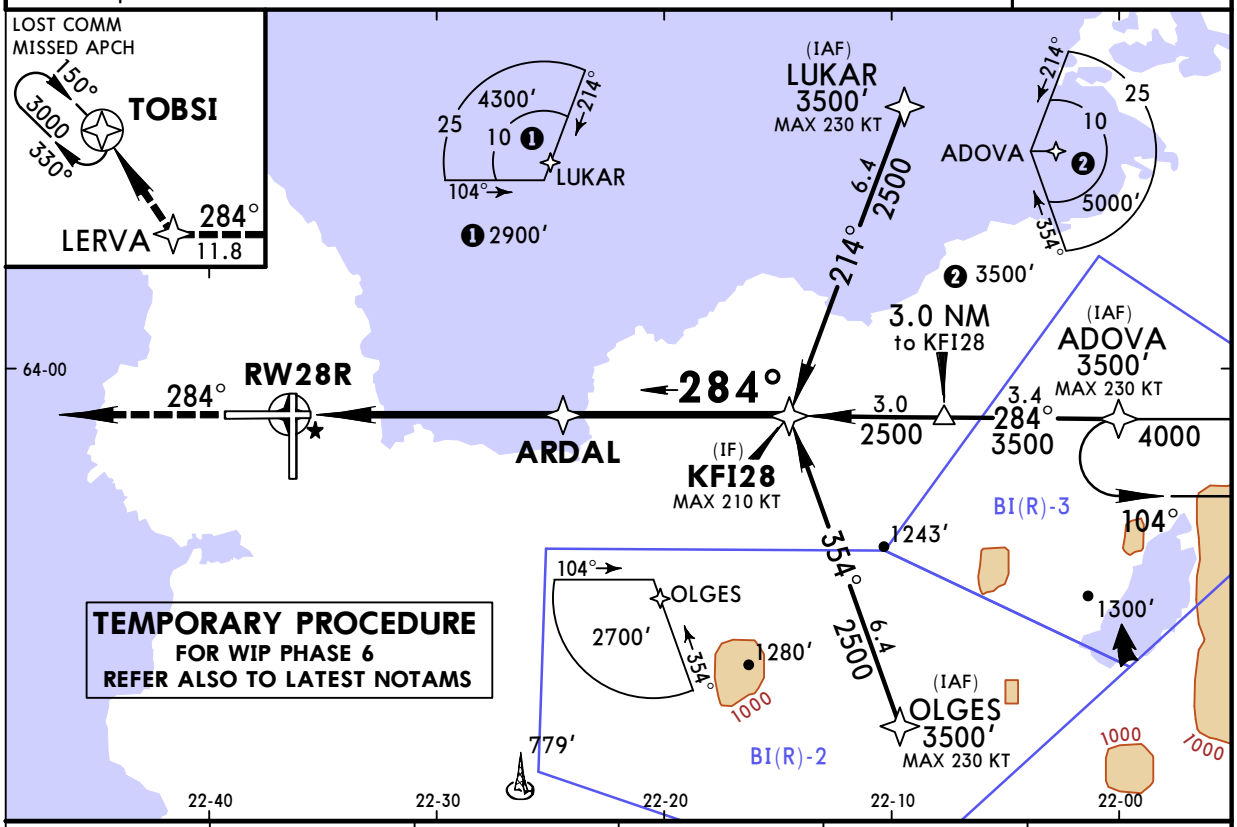
D-ATIS	KEFLAVIK Approach	KEFLAVIK Tower	Ground
128.3	119.3	118.3	121.9

RNAV	Final Apch Crs	Procedure Alt	LNAV/VNAV DA(H)	Apt Elev 169'
	284°	**ARDAL** **1900'** (1738')	Refer to Minimums	Rwy 162'

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'.

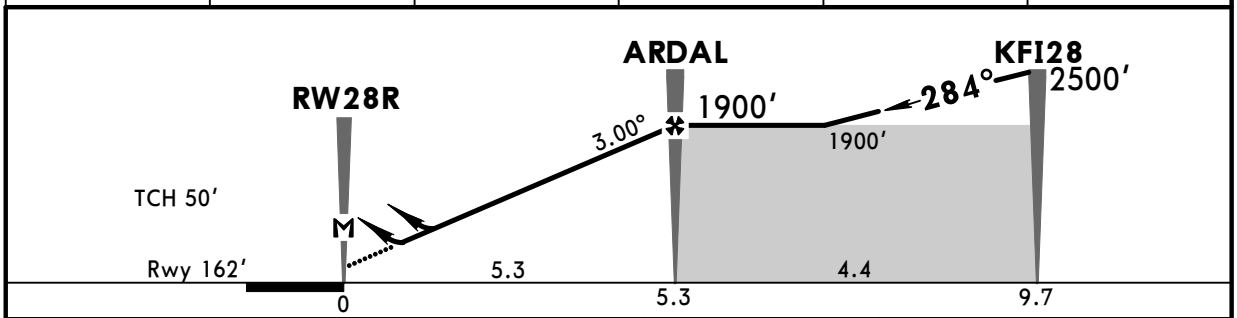
TAA
25 NM
IAF

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.



TEMPORARY PROCEDURE
FOR WIP PHASE 6
REFER ALSO TO LATEST NOTAMS

DIST to RW28R	1.0	2.0	3.0	4.0	5.0
ALTITUDE	530'	850'	1170'	1490'	1800'



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

REIL
PAPI
LERVA on 284°

PANS OPS

Standard STRAIGHT-IN LANDING RWY **28**

	LNAV/VNAV	LNAV
DA(H)	A: **430'**(268') C: **450'**(288') B: **440'**(278') D: **460'**(298')	CDFA DA/MDA(H) **550'**(388')
A	RVR 1300m	RVR 1500m
B		
C	RVR 1400m	RVR 1800m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	600' (431')	1500m
135	670' (501')	1600m
180	870' (701')	2400m
205	940' (771')	3600m

CHANGES: New temporary procedure.

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BIKF/KEF
KEFLAVIK

JEPPESEN
14 APR 17
Eff 27 Apr
(12-5)

KEFLAVIK, ICELAND
RNAV (GNSS) Z Rwy 19

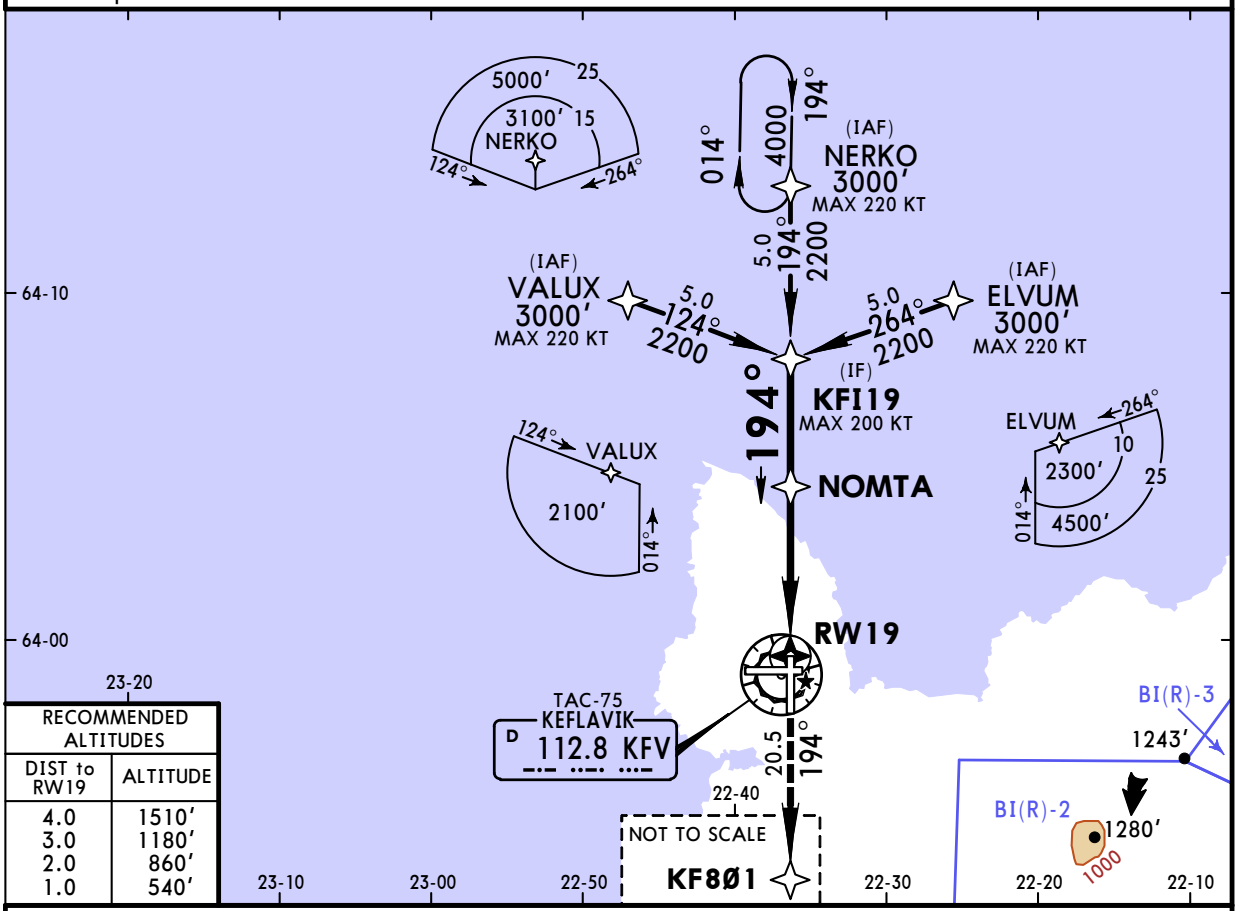
BRIEFING STRIP ™

D-ATIS	KEFLAVIK Approach	KEFLAVIK Tower	Ground
128.3	119.3	118.3	121.9

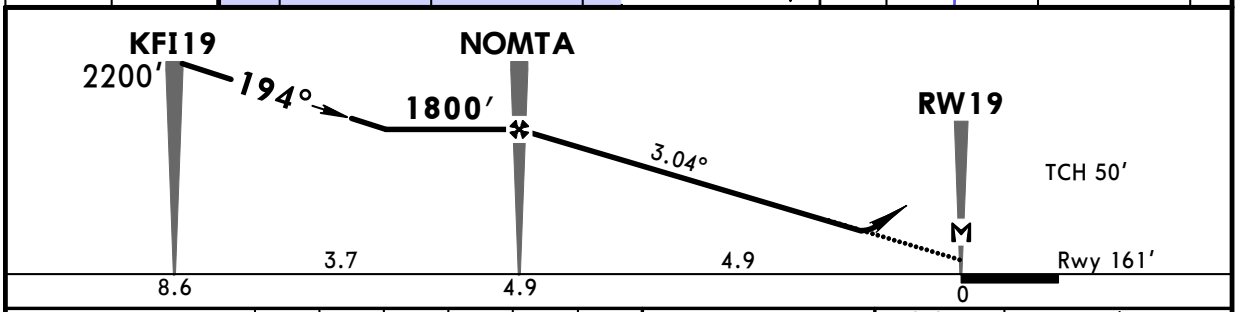
RNAV	Final Apch Crs	Minimum Alt	LNAV/VNAV DA(H)	Apt Elev 169′	TAA
	194°	NOMTA 1800′(1639′)	Refer to Minimums	Rwy 161′	25 NM IAF

MISSED APCH: Climb on 194° to KF8Ø1 climbing to 3000′. Expect vectoring by Keflavik APP.
MISSED APCH WITH LOST COMM: At KF8Ø1 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: Minimum 160 KT until 4 NM to RW19.



RECOMMENDED ALTITUDES	
DIST to RW19	ALTITUDE
4.0	1510′
3.0	1180′
2.0	860′
1.0	540′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.04°	376	484	538	645	753	861
LNAV/VNAV: MAP at DA							
LNAV: MAP at RW19							

ALSF-II
PAPI PAPI
KF8Ø1 on 194°

PANS OPS

Standard STRAIGHT-IN LANDING RWY 19

	LNAV/VNAV		LNAV
DA(H)	A: 420′(259′) C: 440′(279′) B: 430′(269′) D: 450′(289′)		CDFA DA/MDA(H) 530′(369′)
	ALS out		ALS out
A	RVR 750m [1]	RVR 1300m	RVR 1000m / RVR 1500m
B			
C			RVR 1700m
D		RVR 1400m	

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	600′(431′)	1500m
135	670′(501′)	1600m
180	870′(701′)	2400m
205	940′(771′)	3600m

[1] With TDZ & CL & HUD: ABC: RVR 600m, D: RVR 650m.

CHANGES: Bearings.

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BIKF/KEF
KEFLAVIK

JEPPESEN
14 APR 17
Eff 27 Apr
(12-6)

KEFLAVIK, ICELAND
RNAV (GNSS) Z Rwy 28

BRIEFING STRIP ™

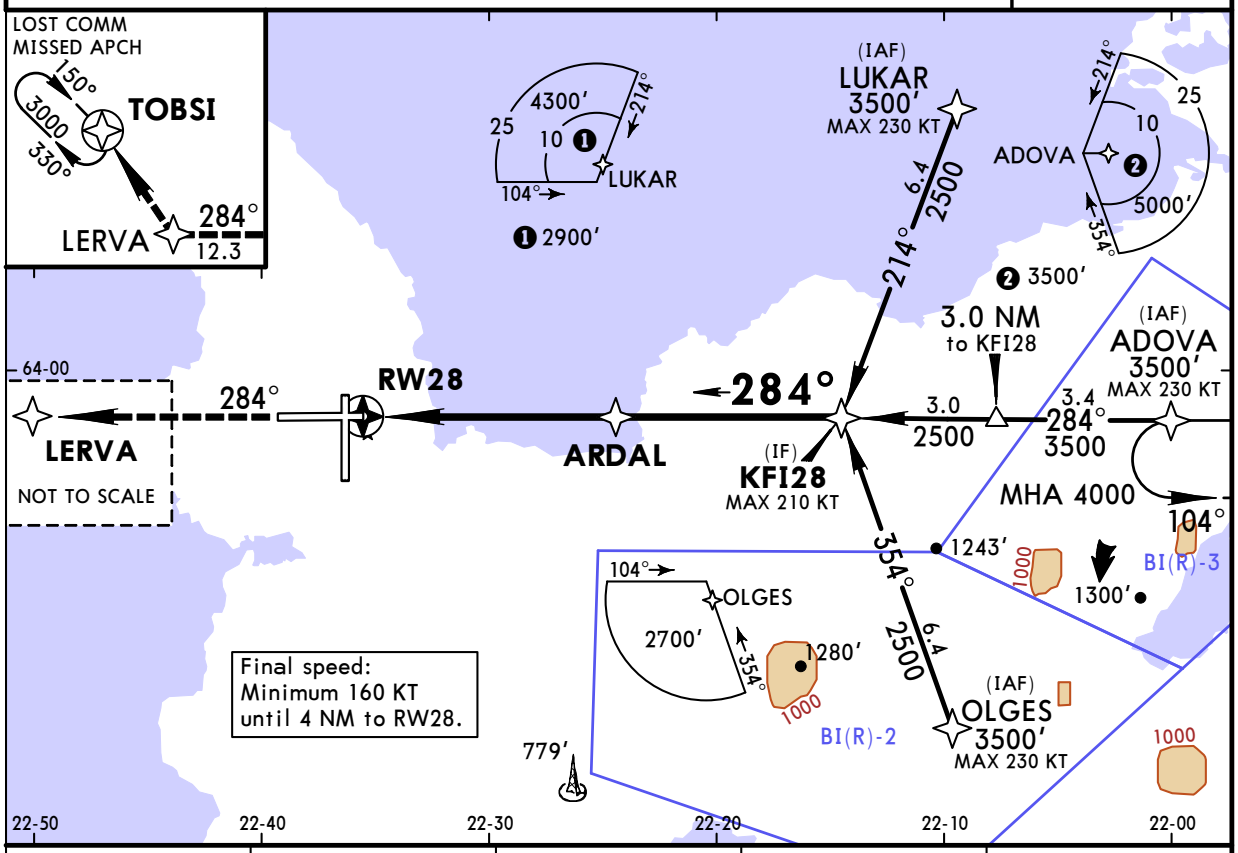
D-ATIS	KEFLAVIK Approach	KEFLAVIK Tower	Ground
128.3	119.3	118.3	121.9

RNAV	Final Apch Crs	Procedure Alt	LNAV/VNAV DA(H)	Apt Elev 169′
	284°	**ARDAL** **1800′** (1632′)	Refer to Minimums	Rwy 168′

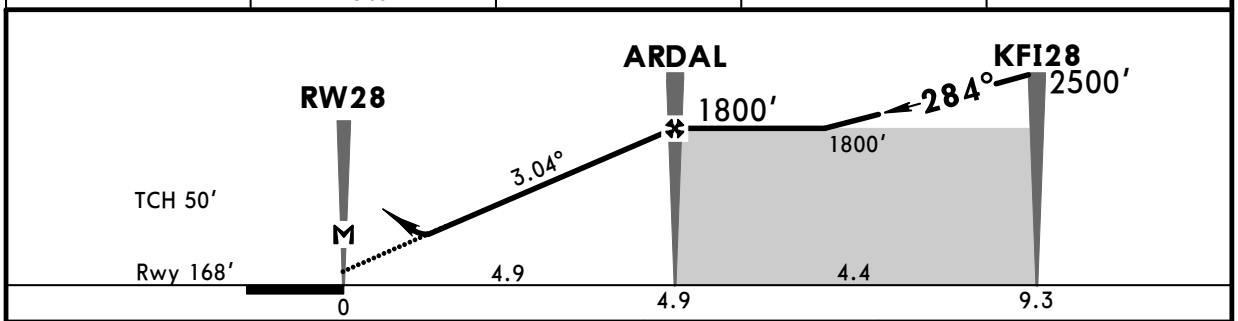
MISSED APCH: Climb on 284° to LERVA climbing to 3000′. Expect vectoring by Keflavik APP.
MISSED APCH WITH LOST COMM: Passing LERVA turn RIGHT direct to TOBSI and hold at 3000′.

TAA 25 NM IAF

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.



DIST to RW28	1.0	2.0	3.0	4.0
ALTITUDE	540′	860′	1190′	1510′



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

HIALS
PAPI PAPI
LERVA on 284°

Standard STRAIGHT-IN LANDING RWY 28

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
A, B	RVR 1200m	RVR 1400m	RVR 1500m
C, D	RVR 1300m	RVR 1500m	RVR 1600m	RVR 1800m

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	600′ (431′)	1500m
135	670′ (501′)	1600m
180	870′ (701′)	2400m
205	940′ (771′)	3600m

PANS OPS

CHANGES: Rwy & Waypoint designations. Holding established. Bearings.

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BIKF/KEF
KEFLAVIK

JEPPESEN
14 APR 17
Eff 27 Apr
(12-7)

KEFLAVIK, ICELAND
RNAV (GNSS) Y Rwy 28

BRIEFING STRIP ™

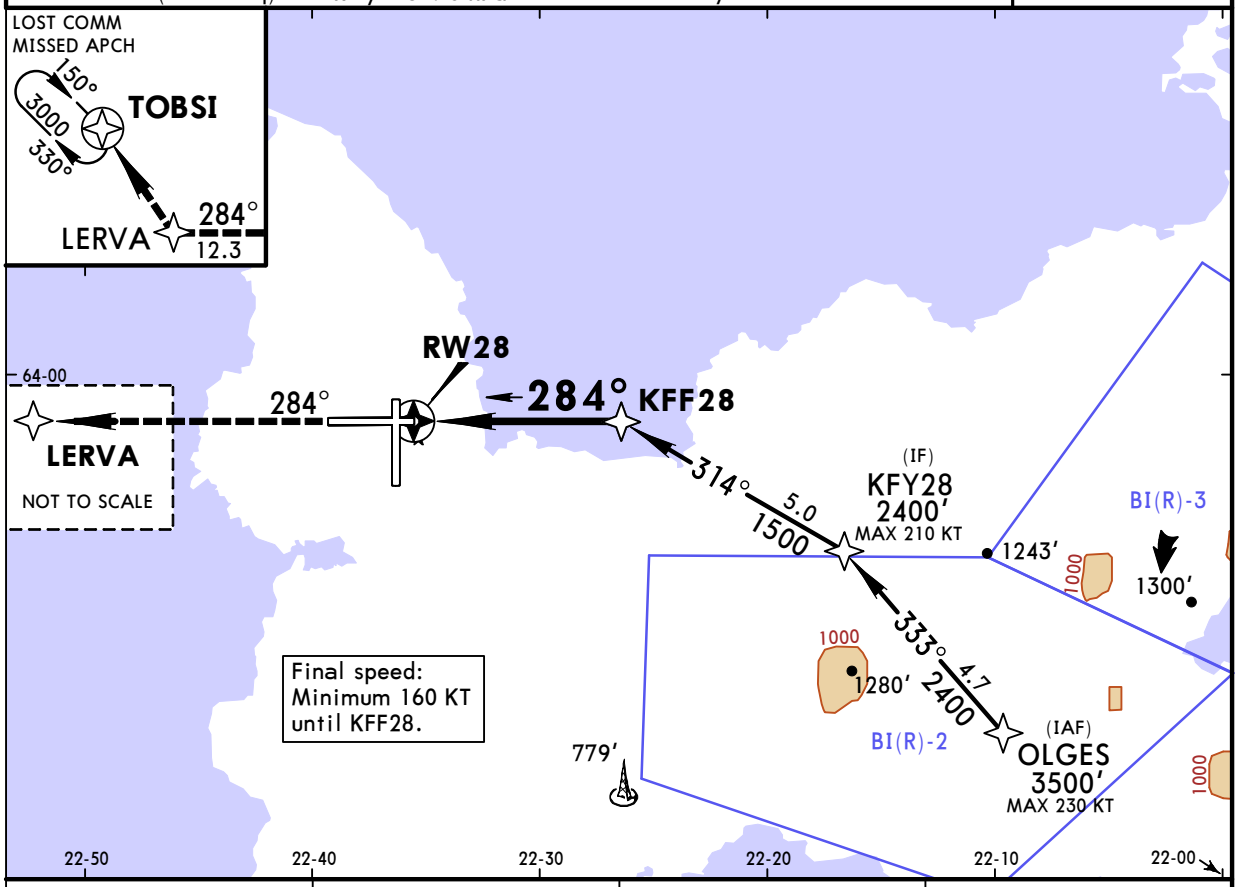
D-ATIS	KEFLAVIK Approach	KEFLAVIK Tower	Ground
128.3	119.3	118.3	121.9

RNAV	Final Apch Crs	Minimum Alt	LNAV DA/MDA(H)	Apt Elev 169′
	284°	**KFF28** **1500′** (1332′)	**550′** (382′)	Rwy 168′

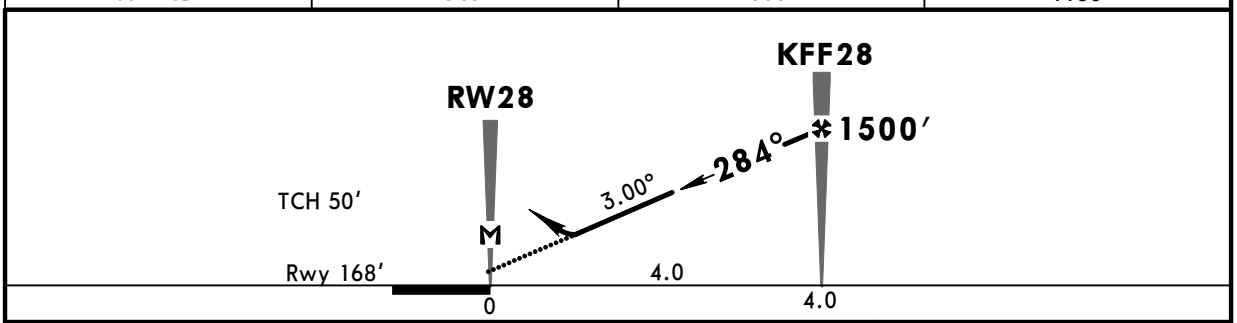
MISSED APCH: Climb on 284° to LERVA climbing to 3000′. Expect vectoring by Keflavik APP.
MISSED APCH WITH LOST COMM: Passing LERVA turn RIGHT direct to TOBSI and hold at 3000′.

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

4000
MSA ARP



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							

HIALS
PAPI PAPI

LERVA on 284°

Standard STRAIGHT-IN LANDING RWY **28**

LNAV
CDFA
DA/MDA(H) **550′** (382′)

ALS out

PANS OPS

			Max Kts	MDA(H)	VIS
A	RVR 1500m		100	**600′** (431′)	1500m
B			135	**670′** (501′)	1600m
C	RVR 1600m	RVR 1800m	180	**870′** (701′)	2400m
D			205	**940′** (771′)	3600m

CIRCLE-TO-LAND

CHANGES: Rwy designation. Bearings. Waypoint designations.

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BIKF/KEF
KEFLAVIK

JEPPESEN
14 APR 17
Eff 27 Apr
(12-8)

KEFLAVIK, ICELAND
RNAV (GNSS) X Rwy 28

BRIEFING STRIP ™

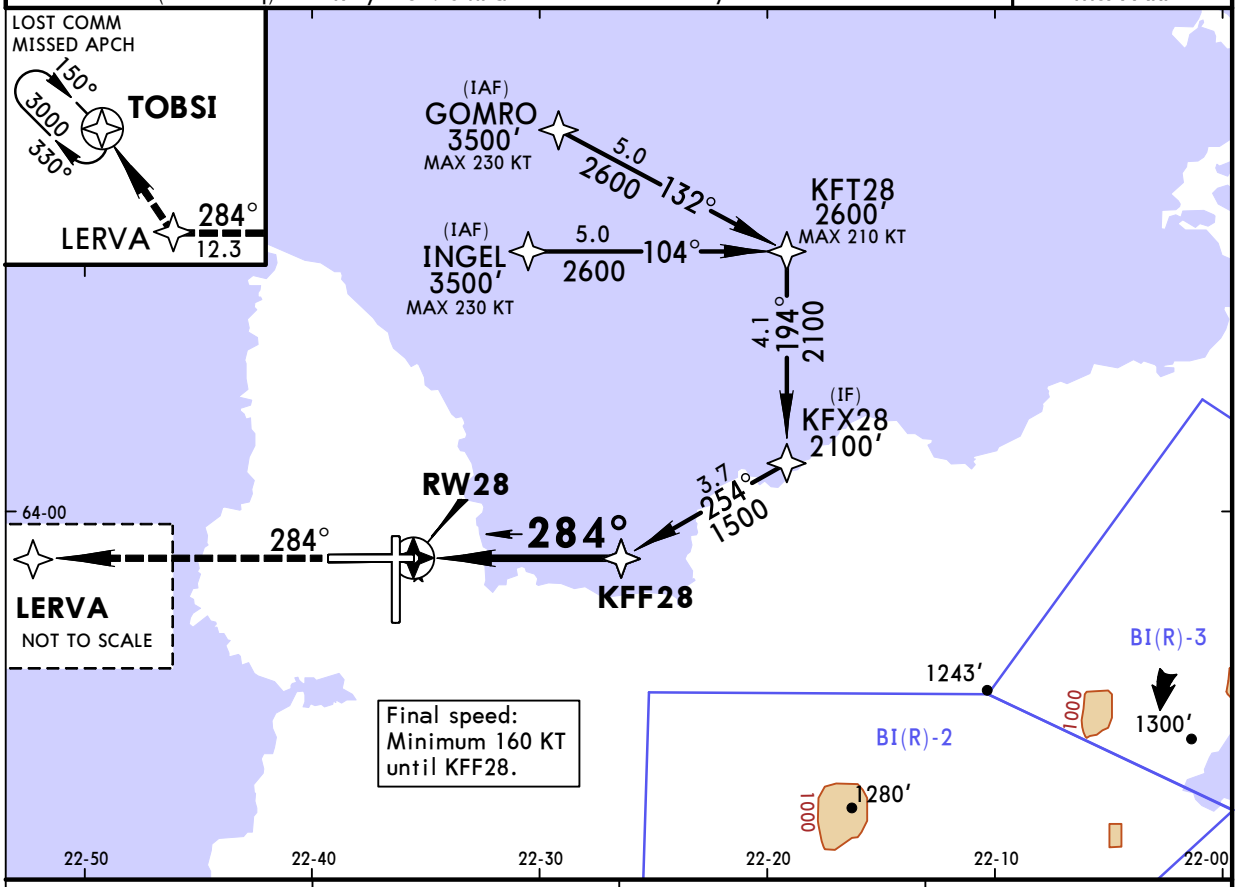
D-ATIS	KEFLAVIK Approach	KEFLAVIK Tower	Ground
128.3	119.3	118.3	121.9

RNAV	Final Apch Crs	Minimum Alt	LNAV DA/MDA(H)	Apt Elev 169′
	284°	**KFF28** **1500′** (1332′)	**550′** (382′)	Rwy 168′

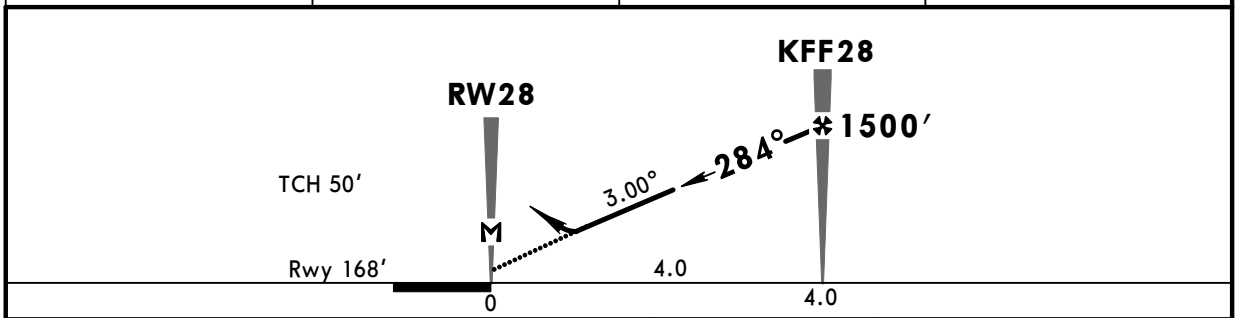
MISSED APCH: Climb on 284° to LERVA climbing to 3000′. Expect vectoring by Keflavik APP.
MISSED APCH WITH LOST COMM: Passing LERVA turn RIGHT direct to TOBSI and hold at 3000′.

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

4000
MSA ARP



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							

HIALS
PAPI PAPI
LERVA on 284°

Standard STRAIGHT-IN LANDING RWY **28**

LNAV
CDFA
DA/MDA(H) **550′** (382′)

ALS out

PANS OPS

A	RVR 1500m	
B		
C	RVR 1600m	RVR 1800m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	**600′** (431′)	1500m
135	**670′** (501′)	1600m
180	**870′** (701′)	2400m
205	**940′** (771′)	3600m

CHANGES: Rwy designation. Bearings. Waypoint designations.

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BIKF/KEF
KEFLAVIK

JEPPESEN
14 APR 17 (13-1) Eff 27 Apr

KEFLAVIK, ICELAND
VOR Rwy 01

BRIEFING STRIP ™

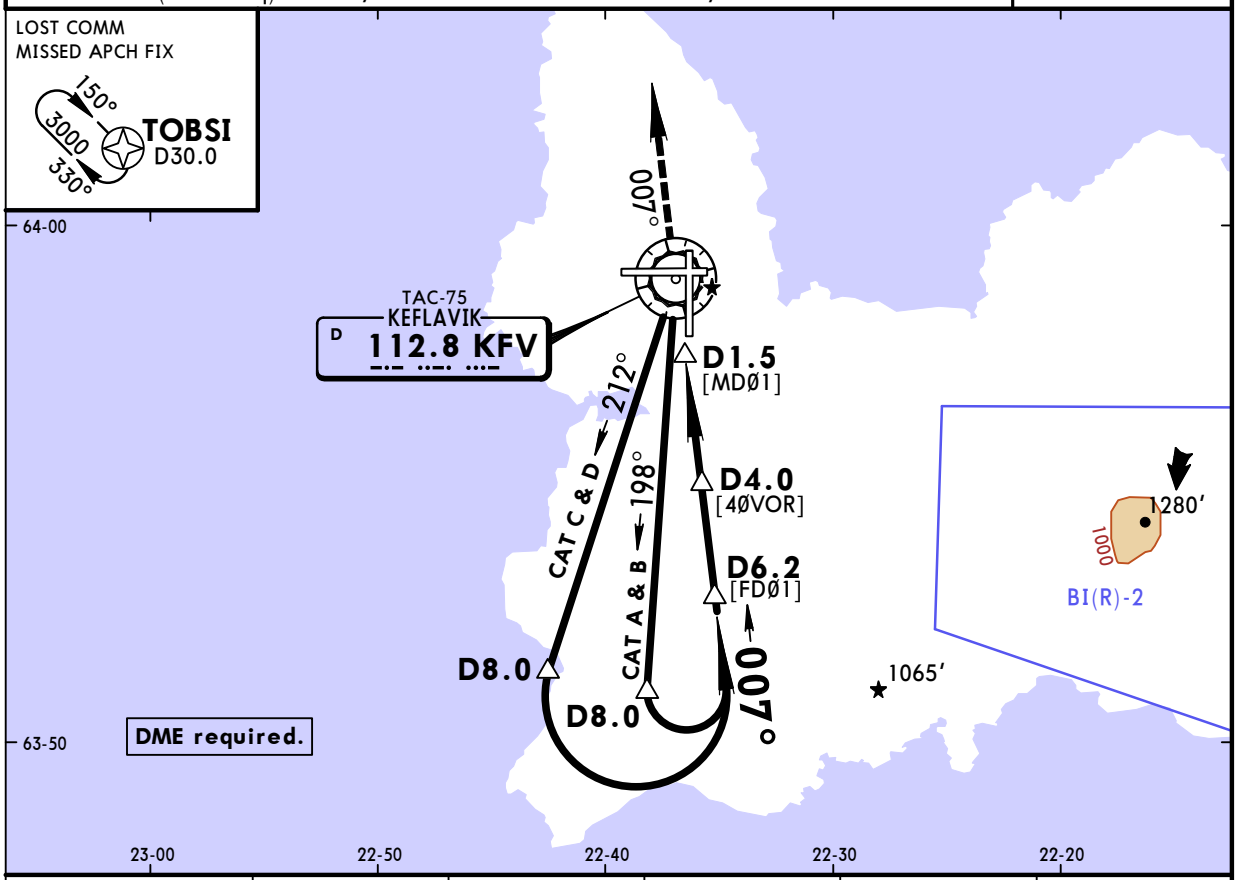
D-ATIS	KEFLAVIK Approach	KEFLAVIK Tower	Ground
128.3	119.3	118.3	121.9

VOR KFV	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev 169′
112.8	**007°**	D6.2 **1800′** (1665′)	Refer to Minimums	Rwy 135′

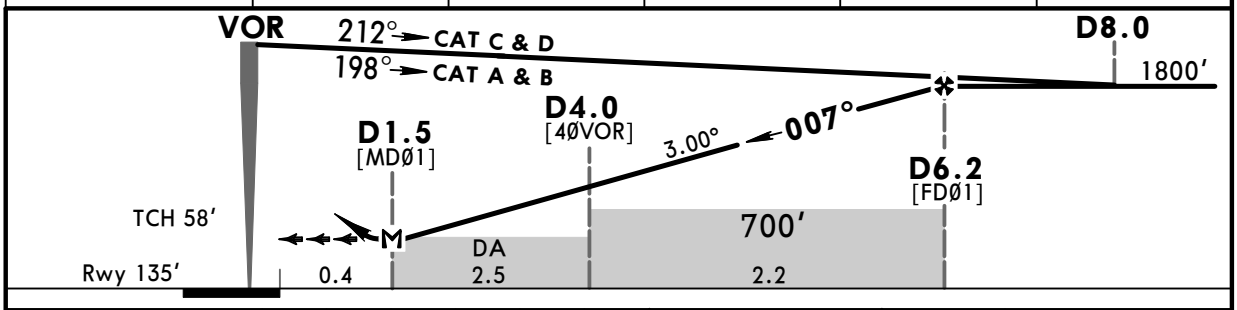
MISSED APCH: Climb on 007° to 3000′. Expect vectoring by Keflavik APP.
MISSED APCH WITH LOST COMM: At D10.0 turn LEFT on heading 290° to intercept R-330 and hold at TOBSI at 3000′.

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

MSA KFV VOR: 180° 4000, 2100, 360°



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
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.5							

REIL
PAPI

3000′ on 007°

PANS OPS

Standard STRAIGHT-IN LANDING RWY **01**

CDFA DA/MDA(H)
A: **480′**(345′) C: **550′**(415′)
B: **520′**(385′) D: **620′**(485′)

A	RVR 1500m	CIRCLE-TO-LAND	Max Kts	MDA(H)	VIS
B			100	600′(431′)	1500m
C	RVR 1900m		135	670′(501′)	1600m
D	RVR 2300m		180	870′(701′)	2400m
			205	940′(771′)	3600m

CHANGES: None.

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BIKF/KEF
KEFLAVIK

JEPPESEN
14 APR 17 (13-2) Eff 27 Apr

KEFLAVIK, ICELAND
VOR Rwy 10

BRIEFING STRIP ™

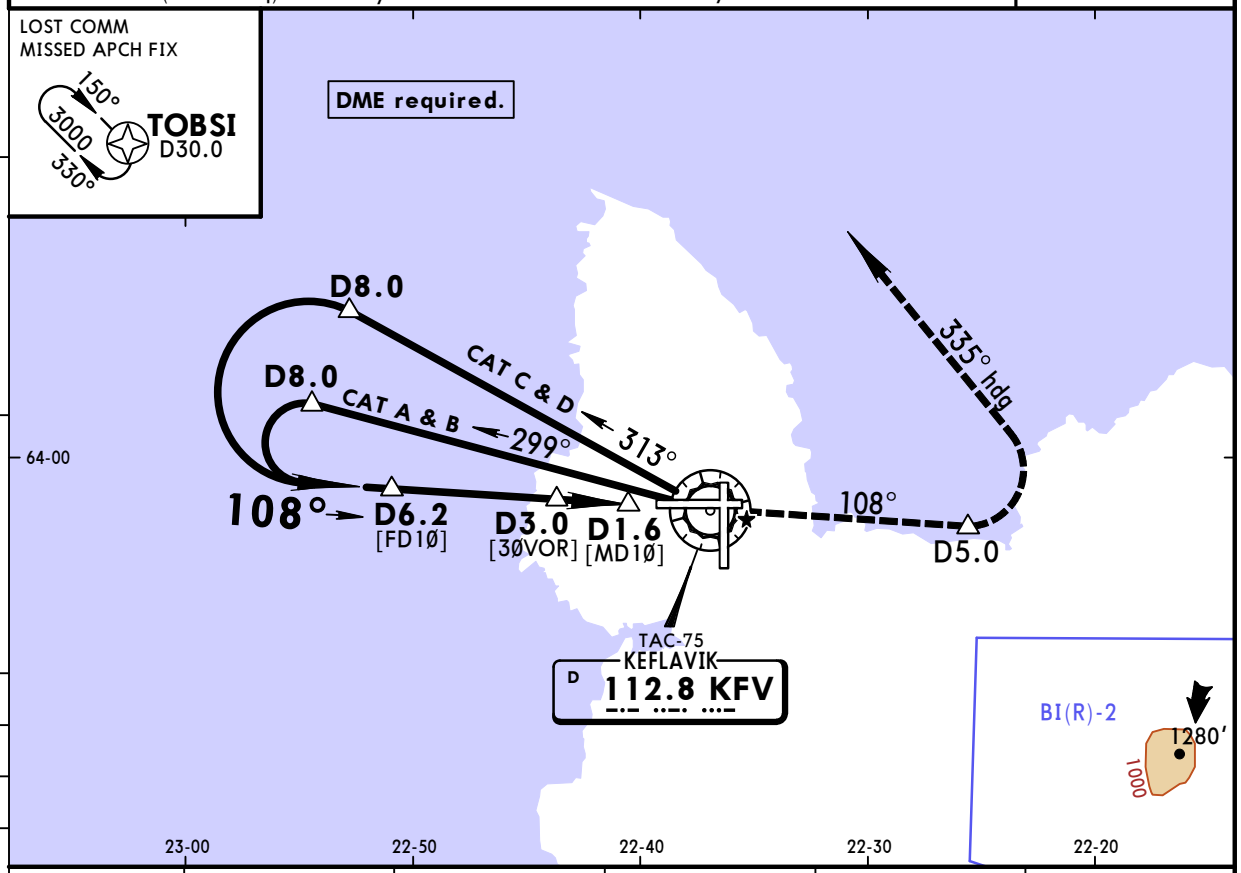
D-ATIS	KEFLAVIK Approach	KEFLAVIK Tower	Ground
128.3	119.3	118.3	121.9

VOR KFV	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev 169′
112.8	**108°**	**D6.2** **1800′**(1691′)	Refer to Minimums	Rwy 109′

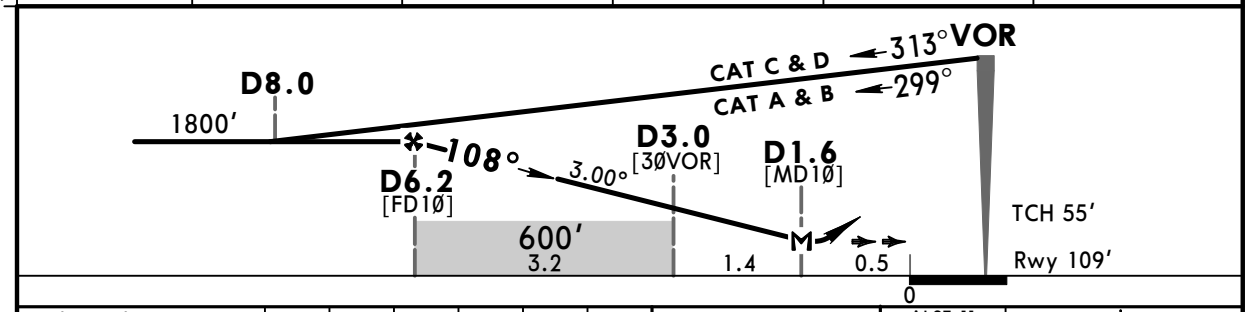
MISSED APCH: Climb on R-108 to D5.0, then turn LEFT on heading 335° climbing to 3000′ Expect vectoring by Keflavik APP.
MISSED APCH WITH LOST COMM: At D10.0 turn LEFT on heading 290° to intercept R-330 and hold at TOBSI at 3000′.

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

MSA KFV VOR: 180° 4000 2100 360°



KFV DME	6.0	5.0	4.0	3.0	2.0
ALTITUDE	1730′	1420′	1100′	780′	460′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.6							

ALSF-II PAPI PAPI

D5.0 on 112.8 KFV R-108

PANS OPS

Standard STRAIGHT-IN LANDING RWY 10

CDFA

DA/MDA(H) ABC: **360′**(251′) D: **380′**(271′)

		ALS out
A	RVR 750m	RVR 1300m
B		
C		
D		

CIRCLE-TO-LAND

Max Kts.	MDA(H)	VIS
100	600′(431′)	1500m
135	670′(501′)	1600m
180	870′(701′)	2400m
205	940′(771′)	3600m

CHANGES: Rwy designation.

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BIKF/KEF
KEFLAVIK

JEPPESEN
14 APR 17 (13-3) Eff 27 Apr

KEFLAVIK, ICELAND
VOR Rwy 19

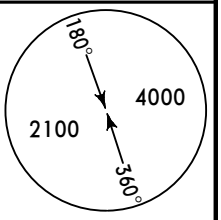
BRIEFING STRIP

D-ATIS	KEFLAVIK Approach	KEFLAVIK Tower	Ground
128.3	119.3	118.3	121.9

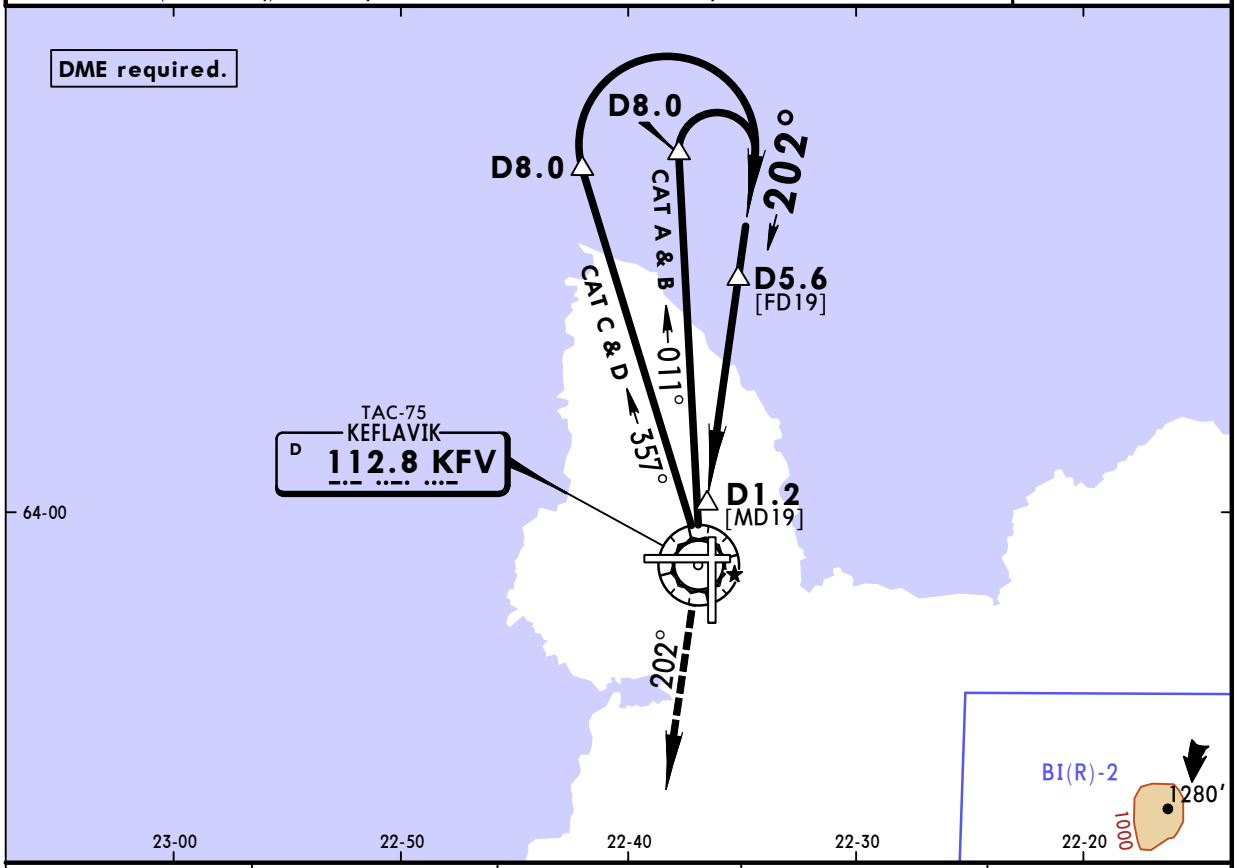
VOR KFV	Final Apch Crs	Minimum Alt D5.6	DA/MDA(H) Refer to Minimums	Apt Elev 169′ Rwy 161′
112.8	202°	1800′(1639′)		

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.

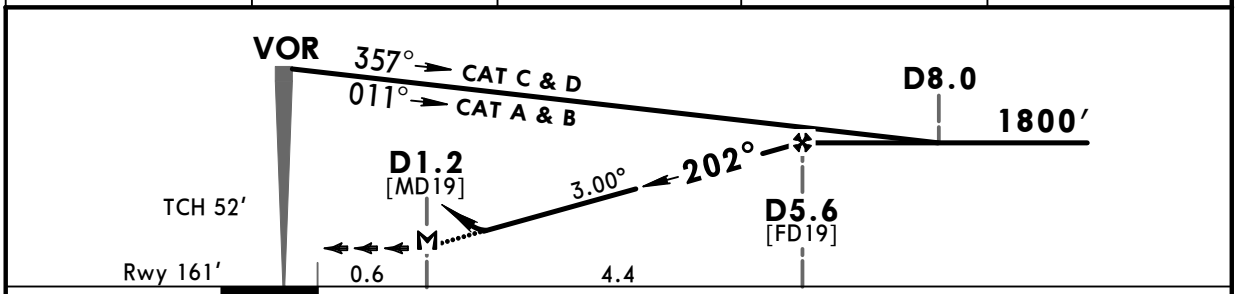
Alt set: hPa (IN on req) Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 7000′



MSA KFV VOR



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 D1.2							

ALSF-II PAPI PAPI

KFV 112.8 D

3000′ on KFV 112.8 R-202

PANS OPS

Standard STRAIGHT-IN LANDING RWY 19

DA/MDA(H) A: **540′**(379′) B: **550′**(389′) CDFA C: **580′**(419′) D: **600′**(439′)

		ALS out
A	RVR 1000m	RVR 1500m
B	RVR 1100m	
C	RVR 1200m	RVR 1900m
D	RVR 1300m	RVR 2000m

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	600′(431′)	1500m
135	670′(501′)	1600m
180	870′(701′)	2400m
205	940′(771′)	3600m

CHANGES: None.

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BIKF/KEF
KEFLAVIK

JEPPESEN 14 APR 17 (13-4) Eff 27 Apr

KEFLAVIK, ICELAND
VOR Rwy 28

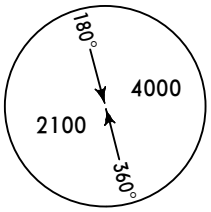
BRIEFING STRIP ™

D-ATIS	KEFLAVIK Approach	KEFLAVIK Tower	Ground
128.3	119.3	118.3	121.9

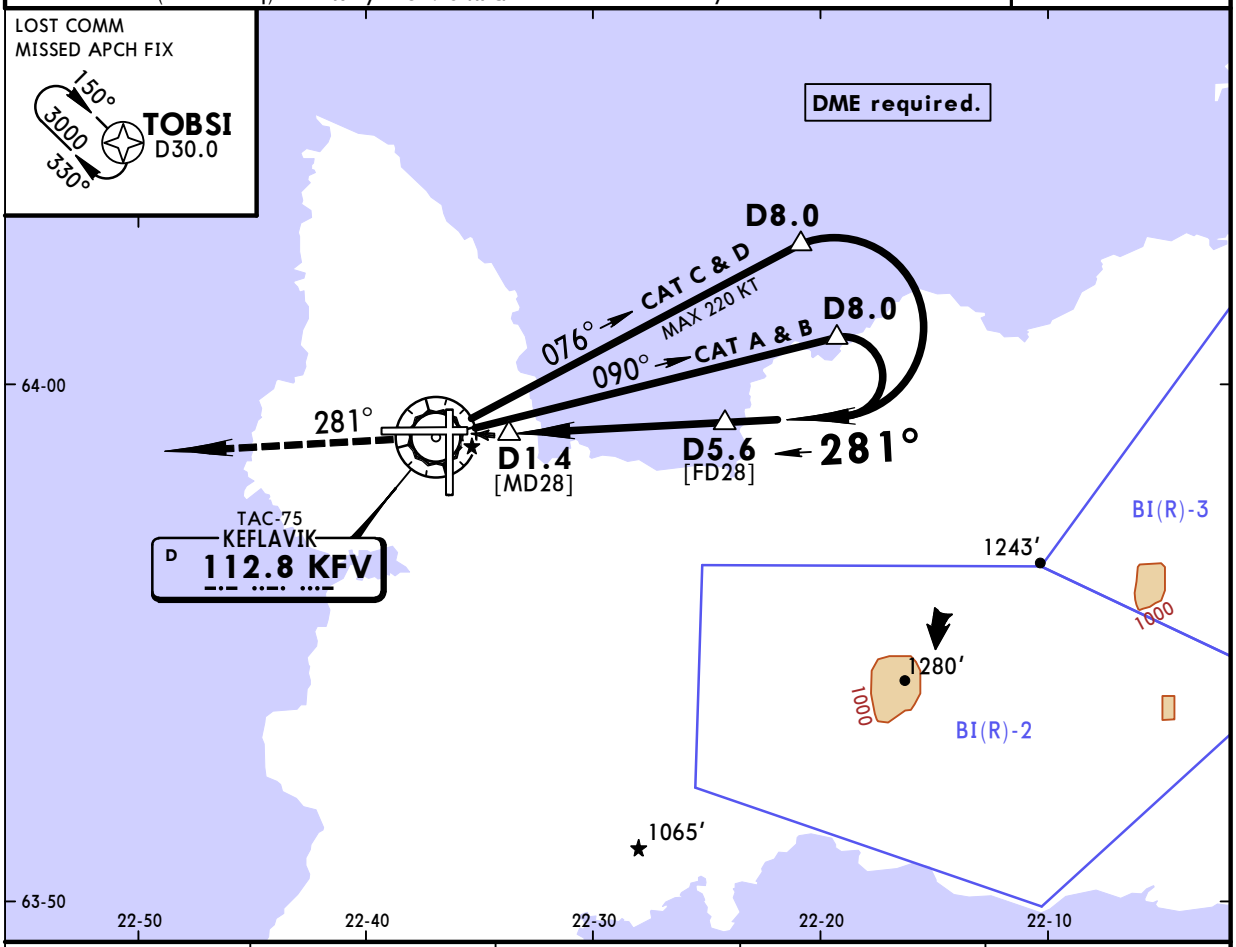
VOR KFV	Final Apch Crs	Minimum Alt D5.6	DA/MDA(H) Refer to Minimums	Apt Elev 169′ Rwy 168′
112.8	281°	1800′(1632′)		

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′.

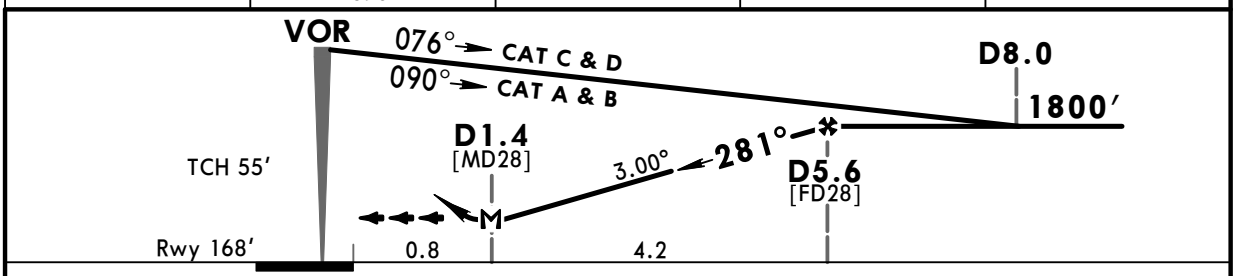
Alt Set: hPa (IN on req) Rwy Elev: 6 hPa Trans level: By ATC Trans alt: 7000′



MSA KFV VOR



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							

HIALS
PAPI PAPI
3000′ on 281°

PANS OPS

Standard STRAIGHT-IN LANDING RWY 28

DA/MDA(H) AB: **480′**(312′)
CDFA C: **500′**(332′) D: **520′**(352′)

		ALS out
A	RVR 1200m	RVR 1400m
B		
C	RVR 1300m	RVR 1500m
D	RVR 1400m	RVR 1600m

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	600′(431′)	1500m
135	670′(501′)	1600m
180	870′(701′)	2400m
205	940′(771′)	3600m

CHANGES: Rwy designation.

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BIKF/KEF
KEFLAVIK

JEPPESEN
14 APR 17 (16-1) Eff 27 Apr

KEFLAVIK, ICELAND
NDB Rwy 10

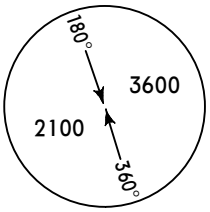
BRIEFING STRIP ™

D-ATIS	KEFLAVIK Approach	KEFLAVIK Tower	Ground
128.3	119.3	118.3	121.9

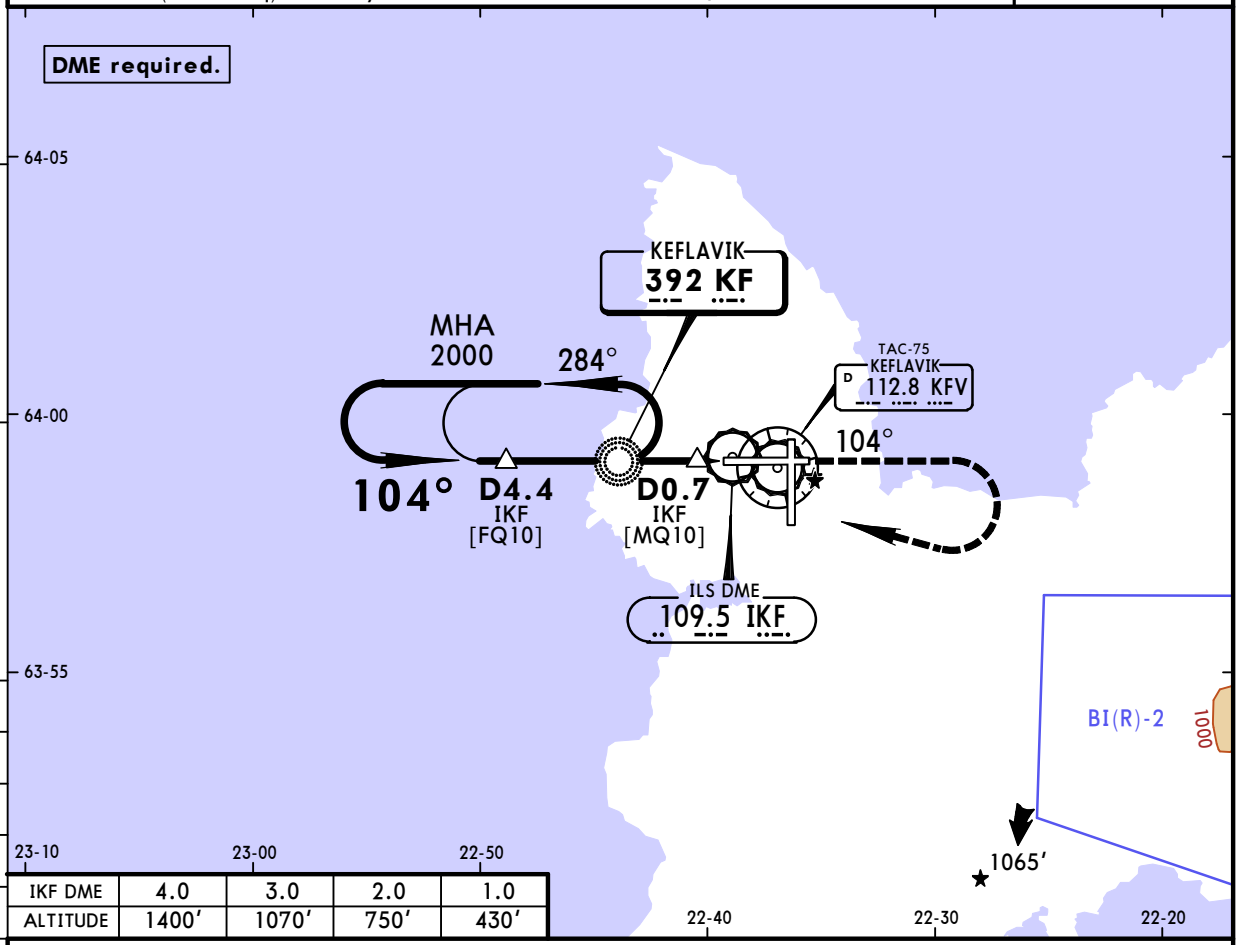
NDB KF	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev 169′
392	104°	D4.4 IKF 1500′ (1391′)	410′ (301′)	Rwy 109′

MISSED APCH: Climb on track 104° to 1500′, then turn RIGHT to KF NDB and hold at 2000′.

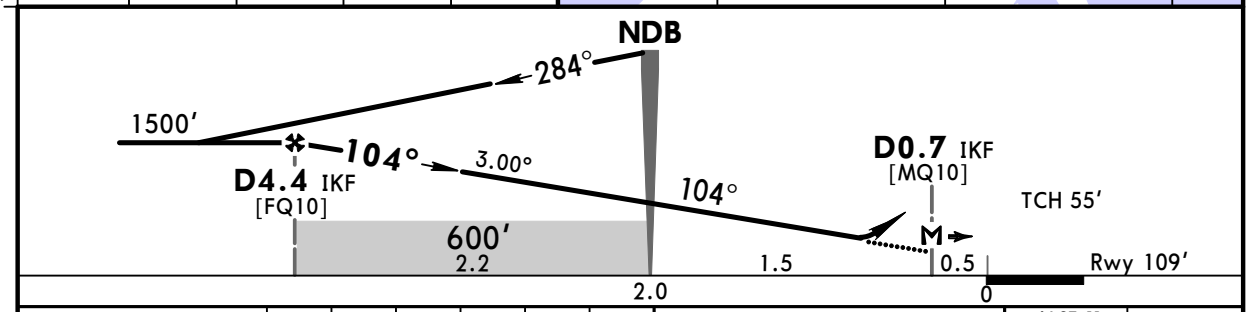
Alt Set: hPa (IN on req) Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 7000′



MSA KF NDB



IKF DME	4.0	3.0	2.0	1.0
ALTITUDE	1400′	1070′	750′	430′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.7 IKF							

ALSF-II
PAPI PAPI
1500′

PANS OPS

Standard STRAIGHT-IN LANDING RWY 10
CDFA
DA/MDA(H) 410′ (301′)

		ALS out
A	RVR 750m	RVR 1400m
B		
C		
D		

CIRCLE-TO-LAND

Max Kts.	MDA(H)	VIS
100	600′ (431′)	1500m
135	670′ (501′)	1600m
180	870′ (701′)	2400m
205	940′ (771′)	3600m

CHANGES: Rwy designation. Bearings.

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