General Info
Keflavik, ISL
N 63° 59.1’ W 22° 36.3’ Mag Var: 19.6°W
Elevation: 171’

Public, Control Tower, IFR, Landing Fee, Rotating Beacon, Customs
Fuel: 100LL, Jet A-1

Time Zone Info: GMT no DST

Runway Info
Runway 02-20 10020’ x 197’ asphalt
Runway 11-29 10056’ x 197’ asphalt

Runway 02 (18.0°M) TDZE 137’
  Lights: Edge, Centerline, REIL
Runway 11 (108.0°M) TDZE 111’
  Lights: Edge, ALS, Centerline, REIL, TDZ
Right Traffic
Runway 20 (198.0°M) TDZE 163’
  Lights: Edge, ALS, Centerline, REIL, TDZ
Right Traffic
Runway 29 (288.0°M) TDZE 171’
  Lights: Edge, ALS, Centerline, REIL

Communications Info
ATIS 128.3
ATIS 311.60 Military
Keflavik Tower 118.3
Keflavik Tower 257.80 Military
Keflavik Ground Control 121.9
Keflavik Ground Control 359.80 Military
Keflavik Clearance Delivery 121.0
Keflavik Clearance Delivery 359.80
Keflavik Approach Control 119.3
Keflavik Approach Control 377.20 Military
Keflavik Departure Control 119.3
Keflavik Departure Control 377.20 Military
South Air Operations Radio 132.15
Icelandair Operations Radio 131.9
Airport Associates Operat Radio 131.775
Keflavik Operations 131.9 Air-Ground

Notebook Info
ARRIVAL PROCEDURES
FROM EAST

ARRIVAL PROCEDURES
FROM WEST

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

Changes: None.
**NOISE ABATEMENT PROCEDURES (RWY 11)**

**11A:** Climb on runway heading to 800', turn RIGHT. 130° heading until reaching 2000'.

For aircraft unable to comply with above:

**11B:** Climb on runway heading until reaching 2000', 130° heading until reaching 2000'. Between 2300-0700LT aircraft may expect to be vectored away from the most densely populated areas in south-west Iceland.

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SID RWY INITIAL CLimb

ENIKA 1A, ENIKA 1A 20 Climb straight ahead to at least 1500' within KEF 5 DME, turn RIGHT.

FLOSI 1A, GIMLI 1A, 29

HEKLA 1A

ENIMI 1A, 1B 02 Climb straight ahead to at least 1500' within KEF 5 DME, turn LEFT.

FLOSI 1B, GIMLI 1B, 40

HEKLA 1B

ENIKA 1A, 1B, 11 Climb according to noise abatement procedures within KEF 5 DME, turn LEFT.

SID ROUTING

ENIKA 1A, 1B Intersect KEF R-333 to ENIKA.

ENIKA 1A, 1B Intersect KEF R-333 to ENIMI.

FLOSI 1A, 1B Intersect KEF R-292 to FLOSI.

GIMLI 1A, 1B Intersect KEF R-309 to GIMLI.

HEKLA 1A, 1B Intersect KEF R-324 to HEKLA.
JeppView 3.5.2.0

INS COORDINATES

<table>
<thead>
<tr>
<th>STAND No.</th>
<th>COORDINATES</th>
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<tr>
<td>1</td>
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<tr>
<td>2</td>
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<tr>
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JEPPESEN

KEFLAVIK, ICELAND

30 MAR 07

KEFLAVIK

JeppView 3.5.2.0

KEFLAVIK

ATIS

KEFLAVIK Approach/Departure (R)

KEFLAVIK Tower

Ground

27 MAY 05

Eff. 9 Jun.

11-1

10-9A

Eff. 12 Apr.

PUSH-BACK PROCEDURES

When the pilot requests push-back clearance from the ATC, the aircraft shall be ready for immediate departure from the gate.

Start up of engines is allowed as soon as push-back has commenced, providing that it has been ensured that it creates no danger.

11 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 start up earlier than 15 minutes before departure.

12 If the outside temperature is 0°C or lower, use of APU is permitted in order to heat up the cabin.

13 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 Rwy 11 and 20 is less than 800m and/or ceiling is 200' or less. When visibility is less than 550m, only one acft will be allowed to operate on the maneuvering area at a time.

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JAR-OPS

TAKE-OFF

All Rwy

LVP must be in Force

RL, CL & mult. RVR req

RL & CL

RCLM (DAY only)

RCLM (DAY only) or RL

NIL (DAY only)

A

150m

200m

250m

400m

500m

B

200m

250m

300m

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

CHANGES: Additional rwy info.
KEFLAVIK, ICELAND

KEFLAVIK Approach/Departure (R)

119.3

KEFLAVIK Tower

118.3

Ground

121.9

NOT AUTH

MISSED APCH

Climb STRAIGHT AHEAD to 1500', then climbing turn LEFT to OTRON holding at 3000'.

Gnd speed-Kts 70 90 100 120 140 160

ILS GS 3.00°

LOC Descent Gradient 5.2%

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

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

Operators applying U.S. Ops Spec: Autoland or HGS required below RVR 350m.

Special Aircrew & Actt Certification Required.

CHANGES: Bearings.
BIKF/KEF

KEFLAVIK, ICELAND

Gnd speed-Kts 70 90 100 120 140 160

KEFLAVIK Approach/Departure (R)

BIKF/KEF

turn RIGHT to VAKLO holding at 3000'.

At 900 ft: 450 fpm. Trans level: By ATC. Trans alt: 7000'.

Special Aircrew & Act Certification Required.

Operators applying U.S. Ops Spec: Autoland or HGS required below RVR 350m.

Chances of Lclr removed. Lighting.

JAR-OPS. STRAIGHT-IN LANDING RWY 20

PANS-OPS
BIKF/KEF
KEFLAVIK

VOR DME Rwy 11

ATIS KEFLAVIK Approach/Departure (R)
KEFLAVIK Tower

112.0 128.3 119.3 118.3 121.9

VOR KEF
Final Apch Crs
Minimum Alt
MDA(H)
Apt Elev

112.0
106°
2000' (1889')
D7.0
171°
RWY 111°

2000'
171°

BI(R)-1
VO2
TCH 55°
2.92°
FD11
MD11

BIKF/KEF

turn LEFT to OTRON holding at 3000'.

Climb STRAIGHT AHEAD to 1500', then climbing
turn LEFT to OTRON holding at 3000'.