

AERODROME CHART - ICAO

BIRK - REYKJAVIK

ARP 64°07'48"N  
021°56'26"W  
AERODROME ELEV 45  
  
ELEV AND ALT IN FT MSL  
DIST IN NM  
VAR 12° W 2022 (Annual change -0,3° W)

APP 119.000    TWR/AFIS 118.000  
GND 121.700    ATIS 128.100

| RWY DESIGNATOR NR | TRUE & MAG BRG          | THR PSN Geoid undulation                 | Bearing strength        | THR ELEV and hightest ELEV of TDZ of precision APCH RWY | Declared distances |      |      |      | Remarks                                                                                                                                      | Approach and runway lighting                                   |       |                       |       |       |
|-------------------|-------------------------|------------------------------------------|-------------------------|---------------------------------------------------------|--------------------|------|------|------|----------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------|-------|-----------------------|-------|-------|
|                   |                         |                                          |                         |                                                         | TORA               | TODA | ASDA | LDA  |                                                                                                                                              | APCH                                                           | THR   | VASIS (MEHT)          | Edge  | End   |
| 01                | 355.27° GEO<br>007° MAG | 640721.64N<br>0215610.82W<br>GUND 217 ft | PCN 35 /F/A/X/T<br>ASPH | THR 23 ft<br>-                                          | 1677               | 1677 | 1677 | 1487 | The paved area in front of THR (190 M) is available for take-off and the length is included in the declared distances for take-off on RWY 01 | THR ID LGT FLG WHITE                                           | LIH G | PAPI 3.5° (47.83 ft)  | LIH W | LIH R |
| 19                | 175.27° GEO<br>187° MAG | 640809.50N<br>0215619.89W<br>GUND 217ft  | PCN 35 /F/A/X/T<br>ASPH | THR 29 ft<br>TDZ 42 ft                                  | 1567               | 1567 | 1567 | 1567 | TWY ALFA 120 m from RWY centerline                                                                                                           | B - BARETTE<br>LIH W Crossbar 300 m<br>THR ID LGT FLG WHITE    | LIH G | PAPI 3.5° (47.87 ft)  | LIH W | LIH R |
| 13                | 116.29° GEO<br>128° MAG | 640757.10N<br>0215719.29W<br>GUND 217 ft | PCN 25 /F/A/X/T<br>ASPH | THR 21 ft<br>-                                          | 1375               | 1375 | 1375 | 1230 | The paved area in front of THR (145 M) is available for take-off and the length is included in the declared distances for take-off on RWY 13 | RWY alignment beacon<br>200 m from THR<br>THR ID LGT FLG WHITE | LIH G | PAPI 3.1° (48.23 ft)  | LIH W | LIH R |
| 31                | 296.31° GEO<br>308° MAG | 640740.43N<br>0215602.09W<br>GUND 217 ft | PCN 25 /F/A/X/T<br>ASPH | THR 38 ft<br>-                                          | 1349               | 1349 | 1349 | 1165 | The paved area in front of THR (184 M) is available for take-off and the length is included in the declared distances for take-off on RWY 31 | THR ID LGT FLG WHITE                                           | LIH G | PAPI 4.45° (58.59 ft) | LIH W | LIH R |

\* TKOF from paved end inside RESA

| TWY NAME | WIDTH  | Surface Bearing strength | Day marking        | Taxiway lighting |             | Remarks                                |
|----------|--------|--------------------------|--------------------|------------------|-------------|----------------------------------------|
|          |        |                          | Centerline Holding | Edge Centerline  | RGL Stopbar |                                        |
| ALPHA    | 15 m   | ASPH<br>PCN 25 F/A/X/T   | NO<br>YES          | YES<br>NO        | YES<br>NO   |                                        |
| BRAVO    | 15 m   | ASPH<br>PCN 10 F/A/X/T   | NO<br>YES          | YES<br>NO        | NO<br>NO    |                                        |
| CHARLIE  | 18 m   | ASPH<br>PCN 35 F/A/X/T   | NO<br>YES          | YES<br>NO        | YES<br>NO   |                                        |
| DELTA    | 10.5 m | ASPH<br>PCN 10 F/A/X/T   | NO<br>YES          | YES<br>NO        | NO<br>NO    | Helicopters not permitted on TWY DELTA |
| ECHO     | 15 m   | ASPH<br>PCN 15 F/A/X/T   | NO<br>YES          | YES<br>NO        | YES<br>NO   |                                        |
| GOLF     | 8 m    | ASPH<br>PCN 15 F/A/X/T   | NO<br>YES          | NO<br>NO         | NO<br>NO    |                                        |
| HOTEL    | 30 m   | ASPH<br>PCN 15 F/A/X/T   | NO<br>YES          | YES<br>NO        | YES<br>NO   |                                        |
| MIKE     | 30 m   | ASPH<br>PCN 15 F/A/X/T   | NO<br>YES          | YES<br>NO        | YES<br>NO   |                                        |

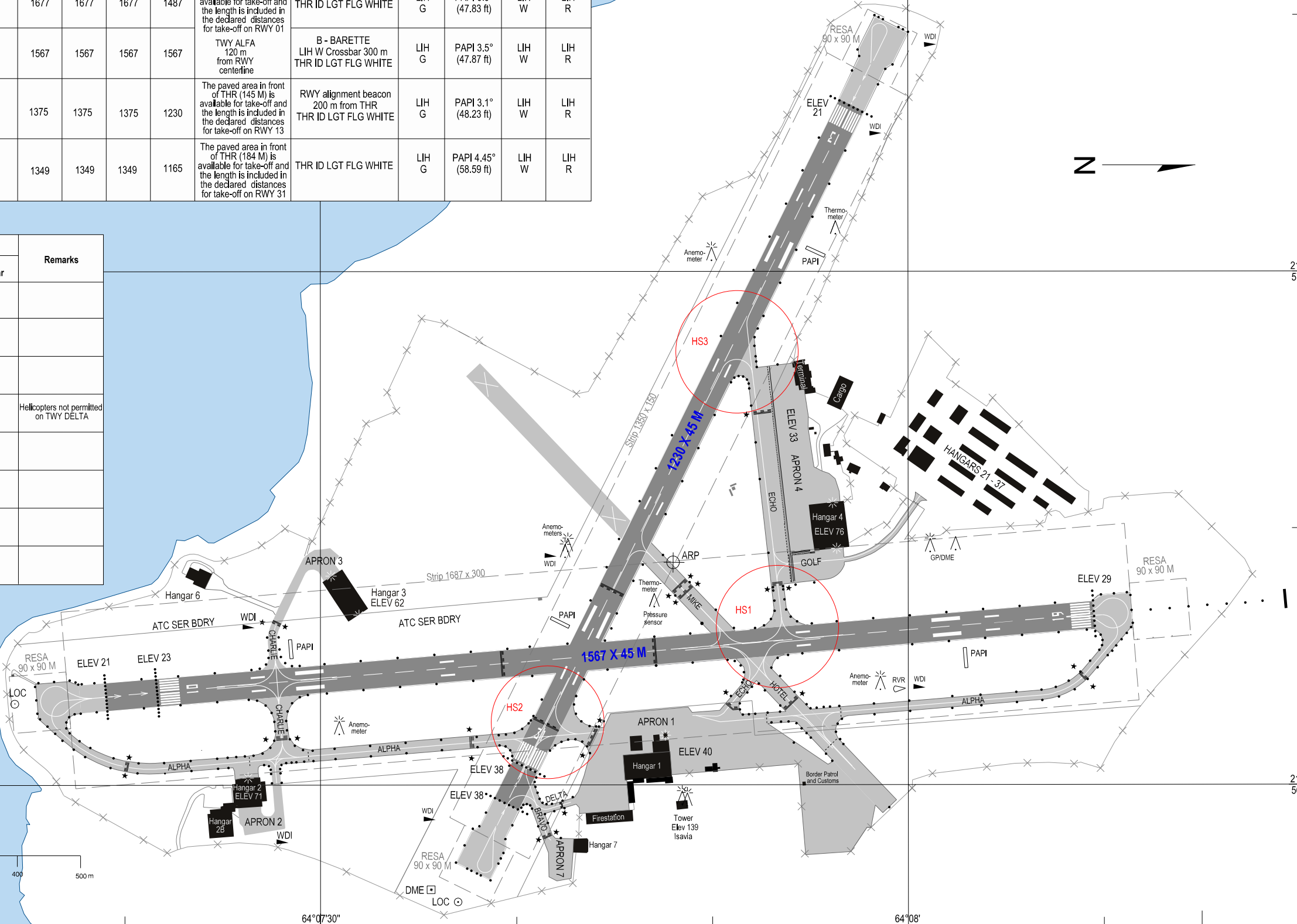
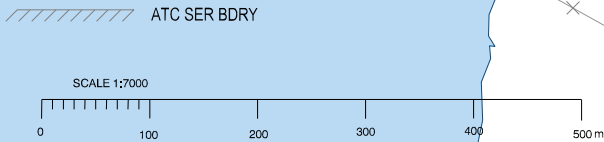
- HS1

Taxing east on E aircraft miss holding point RWY19. Check for clearance before crossing.
- HS2

Check for clearance before crossing or entering RWY31. Blindspot for TWR north of RWY.
- HS3

Holding point RWY 13 on ECHO is confusing. Aircraft and vehicle tend to miss the holding point.

CAUTION: Bird concentration in the vicinity of the aerodrome.  
For further information see AD 2.23



CHANGES: BORDER PATROL AND CUSTOMS BUILDING ADDED, ANTENNA REMOVED, EDITORIAL

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