General Info
Akureyri, ISL
N 65° 39.5’ W 18° 04.3’ Mag Var: 17.8°W
Elevation: 7’
Public, Control Tower, IFR, Landing Fee,
Customs available on a restricted basis
Fuel: 100LL, Jet A-1
Repairs: Minor Airframe, Minor Engine
Time Zone Info: GMT no DST

Runway Info
Runway 01-19  6365’ x 148’ asphalt
Runway 01  (12.0°M)  TDZE 7’
   Lights: Edge, ALS, REIL
   Right Traffic
Runway 19  (192.0°M)  TDZE 5’
   Lights: Edge, REIL

Communications Info
Akureyri Tower 118.2
Akureyri Tower 292.70 Military
Akureyri Approach Control 118.2
Akureyri Approach Control 292.70
Akureyri Radar 118.7

Notebook Info
**AKI 2A, AKI 2B RWY 01 DEPARTURES**

When passing 5500'...

These SIDs require minimum climb gradients of:
- AKI 2A: 365' per NM (6%), 219' per NM (3.6%).
- AKI 2B: 365' per NM (6%), 219' per NM (3.6%).

<table>
<thead>
<tr>
<th>Gnd speed-KT</th>
<th>75</th>
<th>100</th>
<th>150</th>
<th>200</th>
<th>250</th>
<th>300</th>
</tr>
</thead>
<tbody>
<tr>
<td>365' per NM</td>
<td>456</td>
<td>608</td>
<td>911</td>
<td>1215</td>
<td>1518</td>
<td>1823</td>
</tr>
<tr>
<td>219' per NM</td>
<td>273</td>
<td>365</td>
<td>547</td>
<td>729</td>
<td>911</td>
<td>1094</td>
</tr>
</tbody>
</table>

If unable to comply with SID, advise ATC prior to take-off.

**ROUTING**
- To D3.4 IAR (D4.5 AKI), turn LEFT, 360° bearing to HJ, turn RIGHT to AKI, climbing to cleared altitude/FL.
- To D3.4 IAR (D4.5 AKI), turn LEFT, 360° bearing to HJ, continue on 360° bearing, intercept AKI R-345, when passing 5500', turn RIGHT to AKI, climbing to cleared altitude/FL.

**CHANGES:**
- Revise.
- Radar monitored on request. Minimum ceiling 1000'.

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**BOTN 3A RWY 19 DEPARTURE**

This SID requires minimum climb gradients of:
- 316' per NM (5.2%) until D2 IAR, then 243' per NM (4%) until reaching 6500'.

<table>
<thead>
<tr>
<th>Gnd speed-KT</th>
<th>75</th>
<th>100</th>
<th>150</th>
<th>200</th>
<th>250</th>
<th>300</th>
</tr>
</thead>
<tbody>
<tr>
<td>316' per NM</td>
<td>395</td>
<td>527</td>
<td>790</td>
<td>1053</td>
<td>1317</td>
<td>1580</td>
</tr>
<tr>
<td>243' per NM</td>
<td>304</td>
<td>405</td>
<td>608</td>
<td>819</td>
<td>1013</td>
<td>1215</td>
</tr>
</tbody>
</table>

If unable to comply with SID, advise ATC prior to take-off.

**ROUTING**
- On 193° bearing via HV to D2 IAR, turn RIGHT, 218° bearing to TO, turn LEFT, 216° bearing to NB, climbing to 6500'.
**MISSED APCH FIX:**

Climb on LOC crs 037° to MKR, then turn LEFT (MAX 180 KT) to OE Lctr, then track 360° to HJ Lctr and join HJ Lctr/AR NDB holding at 6000'.

If unable to reach 5000' at HJ Lctr continue on track 360° and intercept R-344 AKI outbound. Passing 5500' turn RIGHT to AR NDB and join HJ Lctr/AR NDB holding at 6000'.

**MISSED APCH:**

Climb on LOC crs 037° to MKR, then turn LEFT (MAX 180 KT) to OE Lctr, then track 360° to HJ Lctr and join HJ Lctr/AR NDB holding at 6000'.

**Using LOC crs 037° HJLCTR:**

Climb on LOC crs 037° to MKR, then turn LEFT (MAX 180 KT) to OE Lctr, then track 360° to HJ Lctr and join HJ Lctr/AR NDB holding at 6000'.

**PAPI-L:**

PAPI-L is not to be used beyond 4 NM from threshold and more than 10° either side of RCL due to obstacles. PAPI-L is not to be used beyond 4 NM from threshold due to obstacles.

**CLIMB ALT:**

Climb to 2500' at OE Lctr and join HJ Lctr/AR NDB holding at 6000'.
BIAR/AEY
AKUREYRI, ICELAND
NDB 191°

LOC: NDB AR 334
Final Apch Crs: 191°
Minimum Alt: No FAF
MDA(H) Refer to Minimums
Apt Elev: 7'

MISSED APCH: Turn RIGHT onto 011° to HJ Lctr and climb to reach HJ Lctr at 3000' or above, then climb in holding to 5000'.

MIN ALT: 6000'

172° 118.2

AKUREYRI 16-1
AKUREYRI 18-1

APCH

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LOC DME ASR RWY 01 MINIMUMS
BASED ON MISSED APCH CLIMB GRADIENT MIM
2.5%

<table>
<thead>
<tr>
<th>STRAIGHT IN LANDING RWY 01</th>
</tr>
</thead>
<tbody>
<tr>
<td>AB: 640' (653')</td>
</tr>
<tr>
<td>MDA(H)</td>
</tr>
<tr>
<td>C: 660' (553')</td>
</tr>
<tr>
<td>D: 690' (683')</td>
</tr>
</tbody>
</table>

RVR 1400m RVR 1500m
RVR 1800m RVR 2000m

MISSED APCH:
Turn RIGHT and climb on heading 036° to intercept 352° from AR NDB. Continue on 352° to HJ Lctr, then climb in holding to 5000'.
MAX 160 KT.

LOSS OF COMMUNICATION PROCEDURES
On outbound leg: Continue approach visually or proceed to holding at 5000' and perform NDB approach.

On final approach: Continue approach visually or climb to AR NDB and perform missed approach.