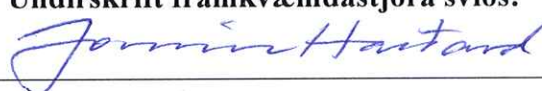


Útreikningar á fræðilegum nothæfisstuðlum og áhrif flughamlandi veðurs fyrir veðurstöðvarnar Hólmsheiði, Hvassahraun og Reykjavíkurflugvöll

Guðrún Nína Petersen, Veðurstofu Íslands

Greinargerð nr.: GNP/2014-05	Dags.: Desember 2014	Dreifing: Opin <input type="checkbox"/> Lokuð <input checked="" type="checkbox"/>
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Lykilorð: Hólmsheiði, Hvassahraun, Reykjavíkurflugvöllur, veðurmælingar, vindhraði, vindátt, vindhviður, flughamlandi veður		Undirskrift framkvæmdastjóra sviðs:  Undirskrift verkefnisstjóra:
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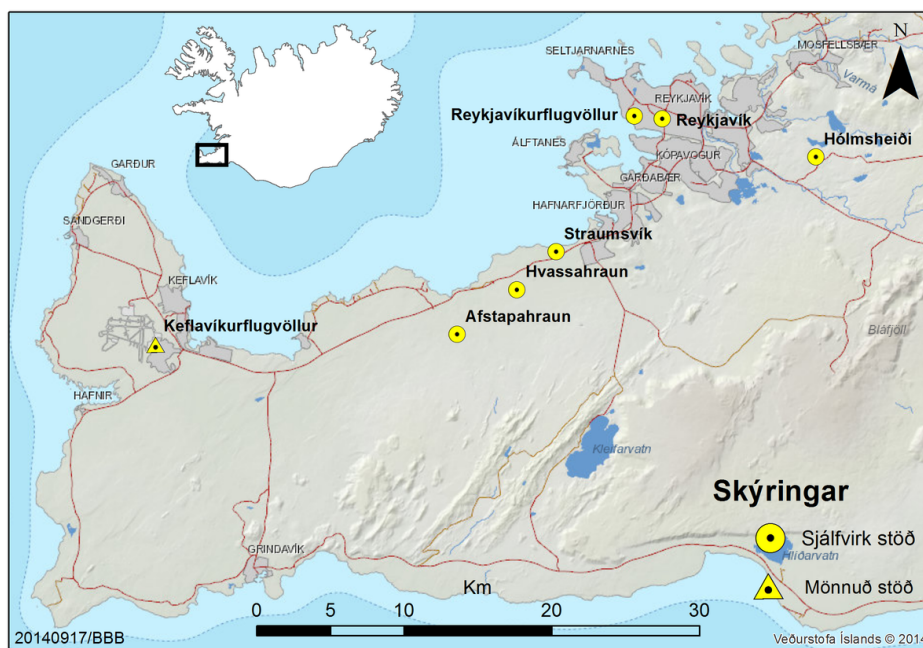
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1 Inngangur

Stýrihópur stjórnvalda, Reykjavíkurborgar og Icelandair group óskaði eftir því, í framhaldi af fundi 16. desember 2014, að rituð yrði stutt greinagerð með helstu niðurstöðum sem kynntar voru á fundinum. Um er að ræða útreikninga á fræðilegum nothæfisstuðlum út frá veðurgögnum á veðurstöðvunum Hólmsheiði, Hvassahrauni og Reykjavíkflugvelli, sjá yfirlitskort á mynd 1. Að auki var óskað eftir umfjöllun um hvaða ályktanir megi draga af fyrirliggjandi skýrslum um annað veður sem hamlar flugi, þ.e. áhrifa vindhviða, skyggnis og skýjahæðar.



Mynd 1. Yfirlitskort yfir veðurstöðvar í og í nágrenni höfurborgarsvæðisins. Gögn frá veðurstöðvunum Hvassahrauni, Reykjavíkflugvelli og Hólmsheiði eru nýtt til útreikninga í þessari greinagerð.

2 Útreikningar á fræðilegum nothæfisstuðlum

Alþjóðlega flugmálastofnunin (ICAO) leggur til í leiðbeiningum sínum varðandi hönnun flugvalla (ICAO, 2013) að nothæfisstuðullinn sé ekki undir 95% fyrir þær flugvélar sem að völlum er á að þjóna. Nothæfisstuðull er skilgreindur sem hlutfall þess tíma sem styrkur hliðarvinds takmarkar ekki notkun flugbrauta eða kerfi flugbrauta. Hvorki er í þessari skilgreiningu nefnt hvað átt er við með vindhraða, þ.e. hvort um sé að ræða t.d. 2-mín eða 10-mín meðalvindhraða, né annað flughamlandi veður, s.s. vindhviður, takmarkandi skýjahæð og skyggni. Í útreikningum hér er stuðst við klukkustundargildi 10-mín meðalvindhraða.

2.1 Veðurgögn

Veðurgögn nýtt við útreikninga eru klukkustundargildi 10-mín meðalvindhraða og vindáttar frá veðurstöðvunum Hólmsheiði, Hvassahrauni og Reykjavíkflugvelli, sjá töflu 1. Veðurmælingum í Hvassahrauni lauk árið 2009 en þær hófust á Hólmsheiði árið 2006. Samtíma veðurmælingar

á Hólmsheiði og í Hvassahrauni stóðu eingöngu yfir í um það bil 2.5 ár, og því eru útreikningar gerðir fyrir bæði tímabilin á Reykjavíkurflogvelli svo hægt sé að sjá hvort tímabil útreikninga hafi áhrif á niðurstöður. Nánari útlitun á veðurgögnum má finna í t.d. greinagerð Guðrúnar Nína Petersen (2014).

Tafla 1. Tímabil vindhraðagagna sem notuð eru í útreikningum. Öll gögn eru klukku-stundargögn.

Veðurstöð	Númer	Tímabil
Hólmsheiði	1481	01.05. 2006 – 30.04. 2014
Hvassahraun	1370	20.07. 2001 – 19.07. 2009
Reykjavíkurflogvöllur I	1477	20.07. 2001 – 19.07. 2009
Reykjavíkurflogvöllur II	–	01.05. 2006 – 30.04. 2014

2.2 Niðurstöður

Útreikningar á fræðilegum nothæfisstuðlum voru gerðir fyrir allar mögulegar legur tveggja til þriggja flugbrauta með 10° bili, réttvísandi. Þar sem einungis er litið til hliðarvindstakmarkana, þ.e. ekki meðvindstakmarkana, speglast niðurstöðurnar fyrir flugbrautaenda. Það þýðir að nóg er að sýna niðurstöður fyrir réttvísandi legu flugbrauta frá $000-170^\circ$, þar sem útreikningar fyrir t.d. 180° eru þeir sömu og fyrir 000° . Töflur 3–38 í viðauka sýna útreiknaða fræðilega nothæfisstuðla. Fyrir tvær flugbrautir eru sýndar niðurstöður fyrir allar samsetningar miðað við hliðarvindstakmarkanirnar 10 kt, 13 kt og 20 kt. Fyrir þriggja flugbrauta samsetningu er sýnt hvaða þriðja flugbraut, í viðbót við þær tvær sem eru gefnar upp á ásunum, gefur hæsta fræðilega nothæfisstuðulinn og gildi hans. Tafla 2 sýnir samantekt á helstu niðurstöðum úr þessum töflum.

Í töflunni sést skýrt að

- fræðilegir nothæfisstuðlar eru nokkuð lægri fyrir Hólmsheiði en Hvassahraun og Reykjavíkurflogvöll, sér í lagi fyrir 10 kt hliðarvindstakmörkun.
- fræðilegir nothæfisstuðlar eru hæstir fyrir Reykjavíkurflogvöll, en lítill munur er á niðurstöðum fyrir Reykjavíkurflogvöll og Hvassahraun fyrir tvær flugbrautir og 20 kt hliðarvindstakmörkun sem og fyrir þrjár flugbrautir og alla hliðarvindstakmörkun.
- besta lega tveggja flugbrauta er hornrétt og þriggja flugbrauta með u.þ.b. 60° á milli flugbrauta.
- allir mögulegir þriggja brauta flugvellir eru með fræðilegan nothæfisstuðul yfir 97% óháð hliðarvindstakmörkunum.

3 Áhrif annars flughamlandi veðurs

ICAO gefur ekki skýrar ráðleggingar um hvernig skuli taka tillit til upplýsinga um annað flughamlandi veður inn í útreikninga á fræðilegum nothæfisstuðlum. Í leiðbeiningum er þó tekið

Tafla 2. Samantekt á helstu niðurstöðum úr eftirfarandi töflum. Veðurstöð, vindhraðatakmarkanir, fjöldi flugbrauta, sú samsetning flugbrauta sem gefa hæstan nothæfisstuðul, hæsti nothæfisstuðullinn og athugasemdir.

Veðurstöð	Vindhraði	Fj. brauta	Flugbrautir	Noth.stl	Athugasemdir
Hólmsheiði	10 kt	2	020/100	90.4	
	13 kt		020/110	95.3	
	20 kt		000-010/110	98.9	
	10 kt	3	020/090/140	97.4	
	13 kt		020/090/140	98.8	
	20 kt		020/100/150	99.4	
			030/100/150		
Hvassahraun	10 kt	2	020/120	92.6	
	13 kt		030/130	97.2	
	20 kt		010-040/110-140	99.8	90-100° horn
	10 kt	3	010/070/130	98.2	
	13 kt		000/060/130	99.6	
			000/070/130		
			010/070/130		
	20 kt	Allar	≥99.7		
Reykjavíkurlflugvöllur I (Hólmsheiðar tímabil)	10 kt	2	010/100	94.9	
	13 kt		010-020/100-110	98.0	
	20 kt		Allar	99.8	80-100° horn
	10 kt	3	010/070/130	98.8	
	13 kt		010/070/130	99.8	
	20 kt		Allar	≥99.8	
Reykjavíkurlflugvöllur II (Hvassahraun tímabil)	10 kt	2	010/100	94.3	
	13 kt		010/110	97.8	
	20 kt		000-090/100-170	99.8	90-100° horn
	10 kt	3	010/070/130	98.7	
	13 kt		010/070/130	99.7	
	20 kt		Allar	≥99.8	

fram að í sumum tilfellum þurfi m.a. að taka tillit til tíðni og eðli vindhviða og ókyrrð yfir flugvelli. Að auki skuli tekið tillit til tíðni lélegs skyggis og/eða lágrar skýjahæðar.

3.1 Vindhviður

Ísland er vindasamt land en mestu vindhviðurnar eru við fjöll í hvassviðri, s.s. á Kjalarnesi, Snæfellsnesi, undir Eyjafjöllum og sunnan Vatnajökuls. Það má finna samanburð á tíðni meðalvindhraða og vindhviða á Hólmsheiði, Reykjavíkurlflugvelli og Keflavíkurlflugvelli í skýrslum Guðrúnar Nínu Petersen (2009, 2012). Þar kemur skýrt fram að fyrir meðalvindhraða yfir 10 m/s og vindhviðu yfir 20 m/s svipar dreifingunni fyrir Hólmsheiði til þeirrar á Keflavíkurlflugvelli, þ.e. tíðnin er nokkuð meiri en á Reykjavíkurlflugvelli. Í greinagerð um veðurfar í Hvassahrauni (Guðrún Nína Petersen, 2014) kemur fram að tíðnidreifing meðalvindhraða og vindhviðu þar svipar aftur á móti nokkuð til dreifingarinnar á Reykjavíkurlflugvelli.

3.2 Ókyrrð

Ókyrrð, eða kvika, er af tvennum toga. Í fyrsta lagi er það jaðarlagskvika sem myndast nálægt yfirborði vegna t.d. snöggra breytinga á hryfi yfirborðs eða landslagi, t.d. þegar loft streymir yfir og framhjá fjöllum. Í öðru lagi getur kvika myndast hærra í lofthjúpnunum, fjarri yfirborði, t.d. þar sem er krappur vindskurður með hæð. Þekkt dæmi um slíkt er heiðkvika (e. clear air turbulence (CAT)). Jaðarlagskvika var mæld í Keilisnesi tvo sumarmánuði, árið 1990 (Ragnar Sigbjörnsson ofl., 1990). Þær mælingar gefa litla sem enga mynd af ókyrrð á svæðinu þar sem mælitímabil er mjög stutt. Þörf er á greiningu háupplausnarveðurreikninga sem og fjarmælingum með t.d. agnasjá (e. lidar) svo hægt sé að gera grein fyrir áhrifum kviku á loftrými. Líklegt er þó að nokkuð meiri ókyrrð sé að finna í loftrýminu í nágrenni Hólmsheiðar en Hvassahrauns og Reykjavíkurborgar vegna nálægðar Hólmsheiðar við fjalllendi.

3.3 Skyggni og skýjahæð

Í skýrslu Guðrúnar Nínu Petersen (2009) voru mælingar á skýjahæð og skyggni á Hólmsheiði (1. mars 2008 – 31. október 2009) teknar með í mati á nothæfisstuðli fyrir hugsanlegan flugvöll með tveimur flugbrautum, réttvísandi norður-suður og austur-vestur. Skilyrði um skyggni >800 m og skýjahæð >200 fet skertu nothæfisstuðul hugsanlegs flugvallar um að meðaltali tæplega 2 prósentustig og skilyrði um skyggni >1200 m og skýjahæð >400 fet um 3.5 prósentustig. Útreikningar voru uppfærðir og gerðir fyrir tveggja flugbrauta flugvöll, allar hugsanlegar legur flugbrauta með 10° bili, birt í skýrslu Guðrúnar Nínu Petersen (2012), og voru niðurstöður svipaðar.

Verkfræðistofan Efla (2014) gerði úttekt á nothæfisstuðli fyrir Reykjavíkurlflugvöll auk samanburðar við eldri útreikninga. Þeirra niðurstöður, þar sem notast er við mismunandi takmarkanir fyrir flugbrautir (skyggnistakmörkun 1200–1600 m og skýjahæðartakmörkun 200–700 fet), gefa til kynna að takmarkandi skyggni og skýjahæð skerði nothæfisstuðul um 1.1–1.5 prósentustig. Þetta er í samræmi við eldri skýrslur, s.s. skýrslu Línuhönnunar (2000).

Ekki hafa farið fram neinar mælingar eða athuganir á skyggni og skýjahæð í Hvassahrauni. Á síðari hluta síðustu aldar var þó veðurfarsstöð í Straumsvík en á slíkum stöðvum voru gerðar mjög grófar skyggnisathuganir en engar skýjahæðathuganir. Það er ekkert í landslagi eða staðsetningu Hvassahrauns sem gefur til kynna önnur skyggis- og skýjahæðarskilyrði þar en á Reykjavíkurlflugvelli. Báðar veðurstöðvar liggja lágt, Reykjavíkurlflugvöllur í 12 m hæð og Hvassahraun

í 20 m hæð yfir sjávarmáli. Helsti munur á milli veðurfars á þessum tveimur veðurstöðvum er, eins og fram kemur í greinargerð Guðrúnar Nínu Petersen (2014), að heldur kaldara er yfir vetrarmánuðina í Hvassahrauni en á Reykjavíkurflugvelli og frosttíðni meiri. Hér er líklega um staðbundin áhrif yfir hrauninu að ræða, einkum kuldapolla, og það eru einhverjar líkur á að í hægviðri gæti þoku orðið vart við slíkar aðstæður. Það hefur þó ekki verið kannað.

4 Heimildir

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Viðaukar

I Töflur - fræðilegir nothæfisstuðlar

Eftirfarandi töflur sýna útreikninga á fræðilegum nothæfisstuðli fyrir Hólmsheiði, tafla 3–11, Hvassahraun 12–20 og Reykjavíkurlflugvöll 21–38. Athugið að útreikningar eru gerðir fyrir tvö tímabil á Reykjavíkurlflugvelli, sjá töflu 1. Fyrir hverja tveggja réttvísandi flugbrautasamsetningu, með 10° bili, eru sýndir útreiknaðir nothæfisstuðlar. Fyrir þriggja réttvísandi flugbrautasamsetningu er sýndur hámarks útreiknaður nothæfisstuðull og hvaða flugbraut, í viðbót við þær tvær sem koma fram á ásunum, gefur þá niðurstöðu.

I.1 Fræðilegir nothæfisstuðlar - Hólmsheiði

Tafla 3. Hólmsheiði: Mat á nothæfisstuðli með tilliti til hliðarvinds á tvær flugbrautir. Hámarkshliðarvindur 10 kt. Réttvísandi flugbrautir.

	000	010	020	030	040	050	060	070	080	090	100	110	120	130	140	150	160	170
000	–	66.9	69.8	72.2	75.0	78.3	81.9	84.7	86.5	87.7	88.4	87.5	84.6	81.4	78.2	74.5	70.3	66.5
010	66.9	–	67.3	69.7	72.7	76.5	80.8	84.6	87.1	88.9	90.0	89.5	87.0	84.2	81.3	77.8	73.8	70.1
020	69.8	67.3	–	67.8	70.8	74.9	79.7	84.0	87.1	89.2	90.6	90.4	88.3	85.8	83.2	80.1	76.4	72.9
030	72.2	69.7	67.8	–	69.1	73.2	78.2	82.7	86.0	88.4	90.1	90.2	88.4	86.3	84.2	81.6	78.3	75.1
040	75.0	72.7	70.8	69.1	–	71.5	76.5	81.1	84.6	87.2	89.1	89.6	88.1	86.6	85.2	83.1	80.3	77.6
050	78.3	76.5	74.9	73.2	71.5	–	74.5	79.1	82.6	85.3	87.5	88.4	87.7	87.2	86.4	84.9	82.7	80.5
060	81.9	80.8	79.7	78.2	76.5	74.5	–	76.3	79.8	82.5	84.9	86.6	87.2	87.6	87.6	86.6	84.8	83.2
070	84.7	84.6	84.0	82.7	81.1	79.1	76.3	–	77.0	79.8	82.3	84.7	86.4	87.5	88.0	87.5	86.1	85.2
080	86.5	87.1	87.1	86.0	84.6	82.6	79.8	77.0	–	77.5	80.1	82.7	84.9	86.6	87.5	87.3	86.6	86.2
090	87.7	88.9	89.2	88.4	87.2	85.3	82.5	79.8	77.5	–	78.1	80.8	83.1	85.0	86.2	86.6	86.4	86.8
100	88.4	90.0	90.6	90.1	89.1	87.5	84.9	82.3	80.1	78.1	–	78.6	81.0	83.0	84.5	85.3	85.8	86.8
110	87.5	89.5	90.4	90.2	89.6	88.4	86.6	84.7	82.7	80.8	78.6	–	77.6	79.7	81.4	82.6	83.8	85.5
120	84.6	87.0	88.3	88.4	88.1	87.7	87.2	86.4	84.9	83.1	81.0	77.6	–	74.8	76.5	78.2	80.0	82.2
130	81.4	84.2	85.8	86.3	86.6	87.2	87.6	87.5	86.6	85.0	83.0	79.7	74.8	–	72.0	73.8	75.9	78.5
140	78.2	81.3	83.2	84.2	85.2	86.4	87.6	88.0	87.5	86.2	84.5	81.4	76.5	72.0	–	70.0	72.2	75.0
150	74.5	77.8	80.1	81.6	83.1	84.9	86.6	87.5	87.3	86.6	85.3	82.6	78.2	73.8	70.0	–	68.2	71.1
160	70.3	73.8	76.4	78.3	80.3	82.7	84.8	86.1	86.6	86.4	85.8	83.8	80.0	75.9	72.2	68.2	–	66.8
170	66.5	70.1	72.9	75.1	77.6	80.5	83.2	85.2	86.2	86.8	86.8	85.5	82.2	78.5	75.0	71.1	66.8	–

Tafla 4. Hólmsheiði: Mat á nothæfisstuðli með tilliti til hliðarvinds á tvær flugbrautir. Hámarksfliðarvindur 13 kt. Réttvísandi flugbrautir.

	000	010	020	030	040	050	060	070	080	090	100	110	120	130	140	150	160	170
000	–	77.6	79.4	81.5	84.1	87.1	89.8	91.6	92.6	93.5	94.3	94.4	92.9	90.0	87.2	84.3	81.1	78.1
010	77.6	–	77.3	79.4	82.1	85.3	88.4	90.8	92.3	93.6	94.8	95.1	94.0	91.5	88.8	86.2	83.1	80.2
020	79.4	77.3	–	77.8	80.6	83.9	87.2	89.8	91.7	93.3	94.6	95.3	94.4	92.1	89.8	87.4	84.7	81.9
030	81.5	79.4	77.8	–	79.3	82.6	86.0	88.8	90.8	92.6	94.1	95.0	94.4	92.5	90.6	88.8	86.4	83.9
040	84.1	82.1	80.6	79.3	–	81.4	84.8	87.6	89.7	91.6	93.3	94.4	94.2	92.8	91.8	90.5	88.6	86.3
050	87.1	85.3	83.9	82.6	81.4	–	83.5	86.3	88.5	90.4	92.2	93.6	94.0	93.5	93.2	92.5	91.0	89.1
060	89.8	88.4	87.2	86.0	84.8	83.5	–	84.7	86.8	88.8	90.6	92.4	93.5	93.9	94.1	93.9	92.8	91.4
070	91.6	90.8	89.8	88.8	87.6	86.3	84.7	–	84.6	86.6	88.5	90.4	91.9	93.0	93.6	93.8	93.2	92.4
080	92.6	92.3	91.7	90.8	89.7	88.5	86.8	84.6	–	84.5	86.4	88.4	90.1	91.4	92.3	92.8	92.8	92.6
090	93.5	93.6	93.3	92.6	91.6	90.4	88.8	86.6	84.5	–	84.6	86.6	88.4	89.8	91.0	91.9	92.4	92.9
100	94.3	94.8	94.6	94.1	93.3	92.2	90.6	88.5	86.4	84.6	–	85.2	87.0	88.5	89.8	91.0	92.1	93.2
110	94.4	95.1	95.3	95.0	94.4	93.6	92.4	90.4	88.4	86.6	85.2	–	85.1	86.6	88.0	89.5	91.1	92.9
120	92.9	94.0	94.4	94.4	94.2	94.0	93.5	91.9	90.1	88.4	87.0	85.1	–	83.8	85.2	86.9	88.9	91.1
130	90.0	91.5	92.1	92.5	92.8	93.5	93.9	93.0	91.4	89.8	88.5	86.6	83.8	–	81.7	83.4	85.6	88.0
140	87.2	88.8	89.8	90.6	91.8	93.2	94.1	93.6	92.3	91.0	89.8	88.0	85.2	81.7	–	80.3	82.5	84.9
150	84.3	86.2	87.4	88.8	90.5	92.5	93.9	93.8	92.8	91.9	91.0	89.5	86.9	83.4	80.3	–	79.5	82.0
160	81.1	83.1	84.7	86.4	88.6	91.0	92.8	93.2	92.8	92.4	92.1	91.1	88.9	85.6	82.5	79.5	–	78.7
170	78.1	80.2	81.9	83.9	86.3	89.1	91.4	92.4	92.6	92.9	93.2	92.9	91.1	88.0	84.9	82.0	78.7	–

Tafla 5. Hólmsheiði: Mat á nothæfisstuðli með tilliti til hliðarvinds á tvær flugbrautir. Hámarksfliðarvindur 20 kt. Réttvísandi flugbrautir.

	000	010	020	030	040	050	060	070	080	090	100	110	120	130	140	150	160	170
000	–	91.7	92.6	93.7	95.0	96.2	96.9	97.4	97.8	98.2	98.6	98.9	98.7	97.9	96.7	95.3	93.9	92.6
010	91.7	–	91.3	92.6	93.9	95.1	96.0	96.6	97.3	97.9	98.5	98.9	98.8	98.1	96.9	95.6	94.4	93.2
020	92.6	91.3	–	91.5	92.8	94.1	95.1	95.9	96.7	97.5	98.2	98.7	98.8	98.2	97.1	96.1	95.0	93.9
030	93.7	92.6	91.5	–	92.0	93.4	94.4	95.3	96.2	97.1	97.9	98.6	98.7	98.3	97.5	96.8	96.0	95.1
040	95.0	93.9	92.8	92.0	–	92.8	93.9	94.8	95.7	96.7	97.6	98.3	98.6	98.4	98.1	97.6	97.1	96.3
050	96.2	95.1	94.1	93.4	92.8	–	93.4	94.3	95.3	96.3	97.3	98.1	98.5	98.6	98.5	98.4	98.0	97.3
060	96.9	96.0	95.1	94.4	93.9	93.4	–	93.8	94.8	95.9	96.8	97.7	98.2	98.5	98.7	98.8	98.6	98.0
070	97.4	96.6	95.9	95.3	94.8	94.3	93.8	–	94.1	95.2	96.2	97.1	97.7	98.1	98.4	98.7	98.6	98.2
080	97.8	97.3	96.7	96.2	95.7	95.3	94.8	94.1	–	94.4	95.4	96.3	96.9	97.4	97.9	98.3	98.5	98.3
090	98.2	97.9	97.5	97.1	96.7	96.3	95.9	95.2	94.4	–	94.5	95.4	96.1	96.6	97.2	97.8	98.2	98.4
100	98.6	98.5	98.2	97.9	97.6	97.3	96.8	96.2	95.4	94.5	–	94.6	95.3	95.9	96.6	97.4	98.0	98.5
110	98.9	98.9	98.7	98.6	98.3	98.1	97.7	97.1	96.3	95.4	94.6	–	94.6	95.4	96.2	97.0	97.9	98.6
120	98.7	98.8	98.8	98.7	98.6	98.5	98.2	97.7	96.9	96.1	95.3	94.6	–	94.8	95.7	96.6	97.5	98.3
130	97.9	98.1	98.2	98.3	98.4	98.6	98.5	98.1	97.4	96.6	95.9	95.4	94.8	–	94.7	95.7	96.7	97.4
140	96.7	96.9	97.1	97.5	98.1	98.5	98.7	98.4	97.9	97.2	96.6	96.2	95.7	94.7	–	94.4	95.4	96.2
150	95.3	95.6	96.1	96.8	97.6	98.4	98.8	98.7	98.3	97.8	97.4	97.0	96.6	95.7	94.4	–	93.9	94.7
160	93.9	94.4	95.0	96.0	97.1	98.0	98.6	98.6	98.5	98.2	98.0	97.9	97.5	96.7	95.4	93.9	–	93.3
170	92.6	93.2	93.9	95.1	96.3	97.3	98.0	98.2	98.3	98.4	98.5	98.6	98.3	97.4	96.2	94.7	93.3	–

Tafla 6. Hólmsheiði: Mat á nothæfisstuðli með tilliti til hlíðarvinds á þrjár flugbrautir. Hámarksnothæfstuðull og sú flugbraut sem í viðbót við þær sem koma fram á ásunum sem gefur þá niðurstöðu. Hámarks hlíðarvindur 10 kt - fyrri hluti. Réttvísandi flugbrautir.

	000	010	020	030	040	050	060	070	080
000	-	(91.1,100)	(92.8,100)	(93.4,100)	(93.7,100)	(93.8,110)	(93.7,110)	(94.4,130)	(94.5,130)
010	(91.1,100)	-	(91.6,100)	(92.3,100)	(92.8,110)	(93.3,110)	(93.9,120)	(95.6,130)	(96.3,140)
020	(92.8,100)	(91.6,100)	-	(91.3,100)	(92.0,110)	(92.6,110)	(93.7,120)	(96.0,130)	(97.1,140)
030	(93.4,100)	(92.3,100)	(91.3,100)	-	(90.9,110)	(91.5,110)	(92.9,130)	(95.4,140)	(96.8,140)
040	(93.7,100)	(92.8,110)	(92.0,110)	(90.9,110)	-	(90.2,110)	(91.8,130)	(94.5,140)	(96.0,140)
050	(93.8,110)	(93.3,110)	(92.6,110)	(91.5,110)	(90.2,110)	-	(90.2,130)	(92.9,140)	(94.5,140)
060	(93.7,110)	(93.9,120)	(93.7,120)	(92.9,130)	(91.8,130)	(90.2,130)	-	(90.5,140)	(92.0,140)
070	(94.4,130)	(95.6,130)	(96.0,130)	(95.4,140)	(94.5,140)	(92.9,140)	(90.5,140)	-	(89.6,140)
080	(94.5,130)	(96.3,140)	(97.1,140)	(96.8,140)	(96.0,140)	(94.5,140)	(90.5,140)	(89.6,140)	-
090	(94.0,140)	(96.3,140)	(97.4,140)	(97.2,140)	(96.5,140)	(95.0,140)	(92.6,140)	(90.3,150)	(89.5,020)
100	(93.7,040)	(95.5,140)	(96.8,140)	(96.8,140)	(96.3,150)	(95.2,150)	(93.1,150)	(92.2,010)	(91.8,020)
110	(93.8,050)	(94.0,070)	(94.6,150)	(95.0,150)	(94.9,150)	(94.2,160)	(93.8,010)	(94.1,020)	(94.0,020)
120	(94.2,070)	(95.3,080)	(95.8,080)	(95.2,080)	(94.2,090)	(92.7,170)	(93.9,010)	(95.3,020)	(95.8,020)
130	(94.5,080)	(96.3,080)	(97.0,080)	(96.6,090)	(95.7,090)	(94.1,090)	(93.7,010)	(96.0,020)	(97.0,020)
140	(94.4,080)	(96.3,090)	(97.4,090)	(97.2,090)	(96.5,090)	(95.0,090)	(93.1,020)	(95.8,020)	(97.1,020)
150	(93.0,090)	(95.4,090)	(96.7,090)	(96.8,090)	(96.3,100)	(95.2,100)	(93.1,100)	(94.4,020)	(96.0,020)
160	(91.1,090)	(93.8,100)	(95.3,100)	(95.8,100)	(95.6,100)	(94.7,100)	(93.1,110)	(92.0,120)	(94.1,030)
170	(89.7,100)	(92.5,100)	(94.1,100)	(94.7,100)	(94.8,100)	(94.2,100)	(93.5,110)	(93.1,120)	(92.7,130)

Tafla 7. Hólmshéiði: Mat á nothæfisstuðli með tilliti til hlíðarvinds á þrjár flugbrautir. Hámarksnothæfisstuðull og sú flugbraut sem í viðbót við þær tvær sem koma fram á ásunum sem gefur þá niðurstöðu. Hámarkshlíðarvindur 10 kt - seinni hluti. Réttvísandi flugbrautir.

	090	100	110	120	130	140	150	160	170
000	(94.0,140)	(93.7,040)	(93.8,050)	(94.2,070)	(94.5,080)	(94.4,080)	(93.0,090)	(91.1,090)	(89.7,100)
010	(96.3,140)	(95.5,140)	(94.0,070)	(95.3,080)	(96.3,080)	(96.3,090)	(95.4,090)	(93.8,100)	(92.5,100)
020	(97.4,140)	(96.8,140)	(94.6,150)	(95.8,080)	(97.0,080)	(97.4,090)	(96.7,090)	(95.3,100)	(94.1,100)
030	(97.2,140)	(96.8,140)	(95.0,150)	(95.2,080)	(96.6,090)	(97.2,090)	(96.8,090)	(95.8,100)	(94.7,100)
040	(96.5,140)	(96.3,150)	(94.9,150)	(94.2,090)	(95.7,090)	(96.5,090)	(96.3,100)	(95.6,100)	(94.8,100)
050	(95.0,140)	(95.2,150)	(94.2,160)	(92.7,170)	(94.1,090)	(95.0,090)	(95.2,100)	(94.7,100)	(94.2,100)
060	(92.6,140)	(93.1,150)	(93.8,010)	(93.9,010)	(93.7,010)	(93.1,020)	(93.1,100)	(93.1,110)	(93.5,110)
070	(90.3,150)	(92.2,010)	(94.1,020)	(95.3,020)	(96.0,020)	(95.8,020)	(94.4,020)	(92.0,120)	(93.1,120)
080	(89.5,020)	(91.8,020)	(94.0,020)	(95.8,020)	(97.0,020)	(97.1,020)	(96.0,020)	(94.1,030)	(92.7,130)
090	-	(91.5,020)	(93.7,020)	(95.7,020)	(96.9,020)	(97.4,020)	(96.8,030)	(95.3,030)	(93.8,030)
100	(91.5,020)	-	(92.9,020)	(94.8,020)	(96.2,020)	(96.8,030)	(96.7,030)	(95.8,030)	(94.8,040)
110	(93.7,020)	(92.9,020)	-	(92.4,020)	(93.8,030)	(94.7,030)	(95.0,030)	(94.7,040)	(94.4,040)
120	(95.7,020)	(94.8,020)	(92.4,020)	-	(89.9,030)	(90.9,040)	(91.7,040)	(92.3,060)	(93.1,070)
130	(96.9,020)	(96.2,020)	(93.8,030)	(89.9,030)	-	(89.0,070)	(90.2,070)	(91.6,070)	(93.0,070)
140	(97.4,020)	(96.8,030)	(94.7,030)	(90.9,040)	(89.0,070)	-	(89.3,070)	(90.7,070)	(92.3,070)
150	(96.8,030)	(96.7,030)	(95.0,030)	(91.7,040)	(90.2,070)	(89.3,070)	-	(88.9,080)	(90.8,080)
160	(95.3,030)	(95.8,030)	(94.7,040)	(92.3,060)	(91.6,070)	(90.7,070)	(88.9,080)	-	(88.5,090)
170	(93.8,030)	(94.8,040)	(94.4,040)	(93.1,070)	(93.0,070)	(92.3,070)	(90.8,080)	(88.5,090)	-

Tafla 8. Hólmshéiði: Mat á nothæfisstuðli með tilliti til hlíðarvinds á þrjár flugbrautir. Hámarksnothæfstuðull og sú flugbraut sem í viðbót við þær sem koma fram á ásunum sem gefur þá niðurstöðu. Hámarks hlíðarvindur 13 kt - fyrri hluti. Réttvísandi flugbrautir.

	000	010	020	030	040	050	060	070	080
000	-	(95.9,110)	(96.5,110)	(96.9,110)	(97.1,110)	(97.3,110)	(97.7,120)	(97.8,130)	(97.6,130)
010	(95.9,110)	-	(95.8,110)	(96.2,110)	(96.4,110)	(96.7,110)	(97.5,120)	(98.2,130)	(98.5,140)
020	(96.5,110)	(95.8,110)	-	(95.6,110)	(95.9,110)	(96.2,120)	(97.2,120)	(98.3,140)	(98.7,140)
030	(96.9,110)	(96.2,110)	(95.6,110)	-	(95.2,110)	(95.7,120)	(96.7,130)	(98.0,140)	(98.5,140)
040	(97.1,110)	(96.4,110)	(95.9,110)	(95.2,110)	-	(95.0,120)	(96.1,130)	(97.6,140)	(98.1,140)
050	(97.3,110)	(96.7,110)	(96.2,120)	(95.7,120)	(95.0,120)	-	(95.3,140)	(96.8,140)	(97.3,150)
060	(97.7,120)	(97.5,120)	(97.2,120)	(96.7,130)	(96.1,130)	(95.3,140)	-	(95.5,140)	(96.2,150)
070	(97.8,130)	(98.2,130)	(98.3,140)	(98.0,140)	(97.6,140)	(96.8,140)	(95.5,140)	-	(94.5,150)
080	(97.6,130)	(98.5,140)	(98.7,140)	(98.5,140)	(98.1,140)	(97.3,150)	(96.2,150)	(94.5,150)	-
090	(97.3,140)	(98.5,140)	(98.8,140)	(98.6,140)	(98.3,150)	(97.7,150)	(96.6,150)	(94.9,150)	(93.9,000)
100	(96.9,140)	(98.2,140)	(98.6,150)	(98.7,150)	(98.5,150)	(97.9,150)	(96.9,160)	(95.8,000)	(95.3,010)
110	(97.3,060)	(97.2,150)	(97.8,150)	(98.0,150)	(97.9,160)	(97.8,160)	(97.4,170)	(97.0,000)	(96.7,010)
120	(97.7,060)	(97.9,070)	(97.8,080)	(97.4,080)	(96.7,090)	(97.1,170)	(97.7,000)	(97.9,010)	(97.8,010)
130	(97.8,070)	(98.4,080)	(98.5,080)	(98.2,090)	(97.6,090)	(96.8,090)	(97.3,010)	(98.2,010)	(98.5,020)
140	(97.6,070)	(98.5,080)	(98.8,090)	(98.6,090)	(98.2,090)	(97.5,100)	(96.9,010)	(98.3,020)	(98.7,020)
150	(97.0,080)	(98.2,090)	(98.6,100)	(98.7,100)	(98.5,100)	(97.9,100)	(96.8,100)	(97.7,020)	(98.3,020)
160	(96.0,100)	(97.4,100)	(98.0,100)	(98.2,100)	(98.1,100)	(97.8,110)	(97.3,110)	(96.2,120)	(97.0,030)
170	(95.1,100)	(96.5,100)	(97.1,100)	(97.5,110)	(97.6,110)	(97.6,110)	(97.5,120)	(97.1,120)	(96.3,130)

Tafla 9. Hólmsheiði: Mat á nothæfisstuðli með tilliti til hlíðarvinds á þrjár flugbrautir. Hámarksnothæfisstuðull og sú flugbraut sem í viðbót við þær tvær sem koma fram á ásunum sem gefur þá niðurstöðu. Hámarkshlíðarvindur 13 kt - seinni hluti. Réttvísandi flugbrautir.

	090	100	110	120	130	140	150	160	170
000	(97.3,140)	(96.9,140)	(97.3,060)	(97.7,060)	(97.8,070)	(97.6,070)	(97.0,080)	(96.0,100)	(95.1,100)
010	(98.5,140)	(98.2,140)	(97.2,150)	(97.9,070)	(98.4,080)	(98.5,080)	(98.2,090)	(97.4,100)	(96.5,100)
020	(98.8,140)	(98.6,150)	(97.8,150)	(97.8,080)	(98.5,080)	(98.8,090)	(98.6,100)	(98.0,100)	(97.1,100)
030	(98.6,140)	(98.7,150)	(98.0,150)	(97.4,080)	(98.2,090)	(98.6,090)	(98.7,100)	(98.2,100)	(97.5,110)
040	(98.3,150)	(98.5,150)	(97.9,160)	(96.7,090)	(97.6,090)	(98.2,090)	(98.5,100)	(98.1,100)	(97.6,110)
050	(97.7,150)	(97.9,150)	(97.8,160)	(97.1,170)	(96.8,090)	(97.5,100)	(97.9,100)	(97.8,110)	(97.6,110)
060	(96.6,150)	(96.9,160)	(97.4,170)	(97.7,000)	(97.3,010)	(96.9,010)	(96.8,100)	(97.3,110)	(97.5,120)
070	(94.9,150)	(95.8,000)	(97.0,000)	(97.9,010)	(98.2,010)	(98.3,020)	(97.7,020)	(96.2,120)	(97.1,120)
080	(93.9,000)	(95.3,010)	(96.7,010)	(97.8,010)	(98.5,020)	(98.7,020)	(98.3,020)	(97.0,030)	(96.3,130)
090	–	(95.1,010)	(96.5,010)	(97.7,020)	(98.5,020)	(98.8,020)	(98.6,020)	(97.7,030)	(96.5,030)
100	(95.1,010)	–	(96.2,020)	(97.5,020)	(98.3,020)	(98.6,020)	(98.7,030)	(98.2,030)	(97.4,040)
110	(96.5,010)	(96.2,020)	–	(96.6,020)	(97.3,020)	(97.8,030)	(98.0,030)	(97.9,040)	(97.6,050)
120	(97.7,020)	(97.5,020)	(96.6,020)	–	(95.3,030)	(95.8,050)	(96.4,050)	(97.1,060)	(97.5,060)
130	(98.5,020)	(98.3,020)	(97.3,020)	(95.3,030)	–	(94.7,060)	(95.5,060)	(96.3,060)	(97.0,070)
140	(98.8,020)	(98.6,020)	(97.8,030)	(95.3,030)	–	–	(94.9,060)	(95.7,060)	(96.7,070)
150	(98.6,020)	(98.7,030)	(98.0,030)	(95.8,050)	(95.5,060)	(94.9,060)	–	(94.8,070)	(95.9,070)
160	(97.7,030)	(98.2,030)	(97.9,040)	(97.1,060)	(96.3,060)	(95.7,060)	(94.8,070)	–	(94.3,070)
170	(96.5,030)	(97.4,040)	(97.6,050)	(97.5,060)	(97.0,070)	(96.7,070)	(95.9,070)	(94.3,070)	–

Tafla 10. Hólmshéiði: Mat á nothæfissstuðli með tilliti til hlíðarvinds á þrjár flugbrautir: Hámarksnothæfisstuðull og sú flugbraut sem í viðbót við þær tvær sem koma fram á ásunum sem gefur þá niðurstöðu. Hámarkshliðarvindur 20 kt - fyrri hluti. Réttvísandi flugbrautir.

	000	010	020	030	040	050	060	070	080
000	-	(99.1,110)	(99.1,110)	(99.2,110)	(99.2,110)	(99.2,120)	(99.3,120)	(99.3,130)	(99.3,130)
010	(99.1,110)	-	(99.0,110)	(99.0,110)	(99.1,120)	(99.2,120)	(99.3,130)	(99.3,130)	(99.3,140)
020	(99.1,110)	(99.0,110)	-	(98.8,120)	(98.9,120)	(99.0,120)	(99.2,130)	(99.3,140)	(99.3,150)
030	(99.2,110)	(99.0,110)	(98.8,120)	-	(98.8,120)	(98.9,130)	(99.1,130)	(99.2,140)	(99.3,150)
040	(99.2,110)	(99.1,120)	(98.9,120)	(98.8,120)	-	(98.8,130)	(99.0,140)	(99.2,150)	(99.3,150)
050	(99.2,120)	(99.2,120)	(99.0,120)	(98.9,130)	(98.8,130)	-	(98.9,140)	(99.1,150)	(99.2,150)
070	(99.3,130)	(99.3,130)	(99.3,140)	(99.2,140)	(99.2,150)	(99.1,150)	-	(98.7,150)	(98.8,160)
080	(99.3,130)	(99.3,140)	(99.3,150)	(99.3,150)	(99.3,150)	(99.2,150)	(99.0,150)	-	(98.5,160)
090	(99.2,130)	(99.3,140)	(99.3,150)	(99.3,150)	(99.3,150)	(99.2,150)	(99.1,150)	(98.9,160)	-
100	(99.1,140)	(99.3,150)	(99.4,150)	(99.4,150)	(99.3,150)	(99.2,150)	(99.2,160)	(99.0,170)	(98.8,170)
110	(99.2,060)	(99.2,150)	(99.3,150)	(99.3,150)	(99.3,160)	(99.3,160)	(99.3,170)	(99.2,170)	(99.1,000)
120	(99.3,060)	(99.2,070)	(99.1,080)	(99.1,160)	(99.2,160)	(99.3,170)	(99.3,170)	(99.3,000)	(99.2,010)
130	(99.3,070)	(99.3,080)	(99.2,080)	(99.2,090)	(99.1,090)	(99.1,000)	(99.3,000)	(99.3,010)	(99.3,010)
140	(99.3,070)	(99.3,080)	(99.3,090)	(99.3,100)	(99.2,100)	(99.1,100)	(99.1,010)	(99.3,010)	(99.3,010)
150	(99.2,080)	(99.3,090)	(99.4,100)	(99.4,100)	(99.3,100)	(99.2,100)	(99.1,110)	(99.2,020)	(99.3,020)
160	(99.1,100)	(99.2,100)	(99.3,110)	(99.3,110)	(99.3,110)	(99.3,110)	(99.2,120)	(99.1,120)	(99.1,020)
170	(99.0,110)	(99.2,110)	(99.3,110)	(99.3,110)	(99.3,110)	(99.3,110)	(99.3,120)	(99.2,120)	(99.1,120)

Tafla 11. Hólmsheiði: Mat á nothæfisstuðli með tilliti til hlíðarvinds á þrjár flugbrautir. Hámarksnothæfisstuðull og sú flugbraut sem í viðbót við þær tvær sem koma fram á ásunum sem gefur þá niðurstöðu. Hámarkshliðarvindur 20 kt - seinni hluti. Réttvísandi flugbrautir.

	090	100	110	120	130	140	150	160	170
000	(99.2,130)	(99.1,140)	(99.2,060)	(99.3,060)	(99.3,070)	(99.3,070)	(99.2,080)	(99.1,100)	(99.0,110)
010	(99.3,140)	(99.3,150)	(99.2,150)	(99.2,070)	(99.3,080)	(99.3,080)	(99.3,090)	(99.2,100)	(99.2,110)
020	(99.3,150)	(99.4,150)	(99.3,150)	(99.1,080)	(99.2,080)	(99.3,090)	(99.4,100)	(99.3,110)	(99.3,110)
030	(99.3,150)	(99.4,150)	(99.3,150)	(99.1,160)	(99.2,090)	(99.3,100)	(99.4,100)	(99.3,110)	(99.3,110)
040	(99.3,150)	(99.3,150)	(99.3,160)	(99.2,160)	(99.1,090)	(99.2,100)	(99.3,100)	(99.3,110)	(99.3,110)
050	(99.2,150)	(99.2,150)	(99.3,160)	(99.3,170)	(99.1,000)	(99.1,100)	(99.2,100)	(99.3,110)	(99.3,110)
060	(99.1,150)	(99.2,160)	(99.3,170)	(99.3,170)	(99.3,000)	(99.1,010)	(99.1,110)	(99.2,120)	(99.3,120)
070	(98.9,160)	(99.0,170)	(99.2,170)	(99.3,000)	(99.3,010)	(99.3,010)	(99.2,020)	(99.1,120)	(99.2,120)
080	(98.6,170)	(98.8,170)	(99.1,000)	(99.2,010)	(99.3,010)	(99.3,010)	(99.3,020)	(99.1,020)	(99.1,120)
090	-	(98.7,000)	(99.0,000)	(99.2,010)	(99.3,010)	(99.3,010)	(99.3,020)	(99.2,030)	(98.9,130)
100	(98.7,000)	-	(99.0,000)	(99.2,010)	(99.3,010)	(99.3,020)	(99.4,030)	(99.3,030)	(99.1,040)
110	(99.0,000)	(99.0,000)	-	(99.1,010)	(99.2,010)	(99.3,020)	(99.3,030)	(99.3,040)	(99.3,040)
120	(99.2,010)	(99.2,010)	(99.1,010)	-	(98.9,020)	(99.0,030)	(99.1,050)	(99.2,060)	(99.3,060)
130	(99.3,010)	(99.3,010)	(99.2,010)	(98.9,020)	-	(98.8,060)	(99.0,060)	(99.2,060)	(99.3,060)
140	(99.3,010)	(99.3,020)	(99.3,020)	(98.9,020)	(98.8,060)	-	(98.9,060)	(99.0,060)	(99.2,070)
150	(99.3,020)	(99.4,030)	(99.3,030)	(99.1,050)	(99.0,060)	(98.9,060)	-	(98.9,070)	(99.1,070)
160	(99.2,030)	(99.3,030)	(99.3,040)	(99.2,060)	(99.2,060)	(99.0,060)	(98.9,070)	-	(98.8,070)
170	(98.9,130)	(99.1,040)	(99.3,040)	(99.3,060)	(99.3,060)	(99.2,070)	(99.1,070)	(98.8,070)	-

I.2 Fræðilegir nothæfisstuðlar - Hvassahraun

Tafla 12. Hvassahraun: Mat á nothæfisstuðli með tilliti til hliðarvinds á tverr flugbrautir. Hámarkshliðarvindur 10 kt. Réttvísandi flugbrautir.

	000	010	020	030	040	050	060	070	080	090	100	110	120	130	140	150	160	170
000	–	80.8	83.0	84.9	86.9	88.4	89.5	90.4	90.8	91.3	91.8	91.7	91.1	89.9	88.1	85.9	83.5	80.9
010	80.8	–	80.7	82.6	84.7	86.5	88.0	89.3	90.1	91.1	91.9	92.4	92.2	91.5	90.1	88.1	85.8	83.3
020	83.0	80.7	–	80.1	82.1	84.0	85.7	87.3	88.6	90.0	91.4	92.3	92.6	92.4	91.4	89.8	87.8	85.4
030	84.9	82.6	80.1	–	79.5	81.4	83.2	85.0	86.5	88.2	90.0	91.4	92.2	92.5	92.0	91.0	89.5	87.3
040	86.9	84.7	82.1	79.5	–	78.1	80.0	81.8	83.6	85.5	87.7	89.6	91.0	91.9	91.9	91.5	90.6	89.0
050	88.4	86.5	84.0	81.4	78.1	–	75.8	77.6	79.4	81.6	84.0	86.4	88.4	89.8	90.4	90.6	90.4	89.6
060	89.5	88.0	85.7	83.2	80.0	75.8	–	73.9	75.8	78.0	80.7	83.4	85.8	87.7	88.9	89.7	90.2	90.1
070	90.4	89.3	87.3	85.0	81.8	77.6	73.9	–	72.8	75.0	77.9	80.8	83.5	85.9	87.7	89.0	90.0	90.4
080	90.8	90.1	88.6	86.5	83.6	79.4	75.8	72.8	–	72.5	75.3	78.4	81.4	84.1	86.2	88.1	89.5	90.4
090	91.3	91.1	90.0	88.2	85.5	81.6	78.0	75.0	72.5	–	73.2	76.3	79.4	82.3	84.9	87.1	89.1	90.5
100	91.8	91.9	91.4	90.0	87.7	84.0	80.7	77.9	75.3	73.2	–	74.2	77.4	80.4	83.3	86.1	88.5	90.4
110	91.7	92.4	92.3	91.4	89.6	86.4	83.4	80.8	78.4	76.3	74.2	–	75.2	78.3	81.3	84.5	87.4	89.9
120	91.1	92.2	92.6	92.2	91.0	88.4	85.8	83.5	81.4	79.4	77.4	75.2	–	76.0	79.1	82.4	85.8	88.7
130	89.9	91.5	92.4	92.5	91.9	89.8	87.7	85.9	84.1	82.3	80.4	78.3	76.0	–	76.8	80.3	83.8	87.1
140	88.1	90.1	91.4	92.0	91.9	90.4	88.9	87.7	86.2	84.9	83.3	81.3	79.1	76.8	–	77.9	81.5	85.0
150	85.9	88.1	89.8	91.0	91.5	90.6	89.7	89.0	88.1	87.1	86.1	84.5	82.4	80.3	77.9	–	79.1	82.6
160	83.5	85.8	87.8	89.5	90.6	90.4	90.2	90.0	89.5	89.1	88.5	87.4	85.8	83.8	81.5	79.1	–	80.1
170	80.9	83.3	85.4	87.3	89.0	89.6	90.1	90.4	90.4	90.5	90.4	89.9	88.7	87.1	85.0	82.6	80.1	–

Tafla 13. Hvassahraun: Mat á nothæfisstuðli með tilliti til hliðarvinds á tvær flugbrautir. Hámarkshliðarvindur 13 kt. Réttvísandi flugbrautir.

	000	010	020	030	040	050	060	070	080	090	100	110	120	130	140	150	160	170
000	–	88.1	89.5	91.0	92.2	93.3	94.2	94.9	95.5	96.1	96.6	96.7	96.3	95.4	94.0	92.4	90.5	88.6
010	88.1	–	87.7	89.1	90.4	91.6	92.7	93.6	94.5	95.5	96.4	96.9	96.9	96.4	95.2	93.7	91.9	90.1
020	89.5	87.7	–	87.4	88.7	89.9	91.1	92.2	93.3	94.6	95.9	96.7	97.1	97.0	96.1	94.9	93.2	91.4
030	91.0	89.1	87.4	–	86.9	88.1	89.4	90.6	91.9	93.4	95.0	96.2	96.9	97.2	96.8	95.9	94.5	92.8
040	92.2	90.4	88.7	86.9	–	86.2	87.5	88.8	90.2	91.9	93.6	95.1	96.2	96.9	97.0	96.6	95.5	94.0
050	93.3	91.6	89.9	88.1	86.2	–	85.1	86.5	88.0	89.7	91.6	93.4	94.8	95.8	96.4	96.5	95.9	94.8
060	94.2	92.7	91.1	89.4	87.5	85.1	–	83.6	85.1	86.9	88.9	90.8	92.5	93.9	95.0	95.6	95.7	95.3
070	94.9	93.6	92.2	90.6	88.8	86.5	83.6	–	82.5	84.4	86.5	88.5	90.4	92.1	93.7	94.8	95.4	95.6
080	95.5	94.5	93.3	91.9	90.2	88.0	85.1	82.5	–	82.4	84.5	86.6	88.7	90.7	92.6	94.2	95.2	95.8
090	96.1	95.5	94.6	93.4	91.9	89.7	86.9	84.4	82.4	–	82.8	84.9	87.2	89.3	91.4	93.5	95.0	96.0
100	96.6	96.4	95.9	95.0	93.6	91.6	88.9	86.5	84.5	82.8	–	83.5	85.8	88.0	90.4	92.7	94.6	96.1
110	96.7	96.9	96.7	96.2	95.1	93.4	90.8	88.5	86.6	84.9	83.5	–	84.4	86.7	89.1	91.6	93.9	95.8
120	96.3	96.9	97.1	96.9	96.2	94.8	92.5	90.4	88.7	87.2	85.8	84.4	–	85.3	87.8	90.4	92.9	95.0
130	95.4	96.4	97.0	97.2	96.9	95.8	93.9	92.1	90.7	89.3	88.0	86.7	85.3	–	86.3	88.9	91.4	93.8
140	94.0	95.2	96.1	96.8	97.0	96.4	95.0	93.7	92.6	91.4	90.4	89.1	87.8	86.3	–	87.3	89.9	92.3
150	92.4	93.7	94.9	95.9	96.6	96.5	95.6	94.8	94.2	93.5	92.7	91.6	90.4	88.9	87.3	–	88.1	90.6
160	90.5	91.9	93.2	94.5	95.5	95.9	95.7	95.4	95.2	95.0	94.6	93.9	92.9	91.4	89.9	88.1	–	88.6
170	88.6	90.1	91.4	92.8	94.0	94.8	95.3	95.6	95.8	96.0	96.1	95.8	95.0	93.8	92.3	90.6	88.6	–

Tafla 14. Hvassahraun: Mat á nothæfisstuðli með tilliti til hliðarvinds á tvær flugbrautir. Hámarkshliðarvindur 20 kt. Réttvísandi flugbrautir.

	000	010	020	030	040	050	060	070	080	090	100	110	120	130	140	150	160	170
000	–	96.9	97.3	97.6	97.9	98.2	98.5	98.8	99.2	99.5	99.7	99.7	99.6	99.4	99.1	98.7	98.1	97.4
010	96.9	–	96.4	96.7	97.1	97.4	97.8	98.3	98.8	99.2	99.6	99.8	99.8	99.6	99.4	99.0	98.5	97.8
020	97.3	96.4	–	95.9	96.3	96.6	97.1	97.6	98.2	98.8	99.4	99.7	99.8	99.8	99.6	99.3	98.8	98.1
030	97.6	96.7	95.9	–	95.5	96.0	96.5	97.1	97.7	98.4	99.1	99.5	99.8	99.8	99.7	99.5	99.0	98.4
040	97.9	97.1	96.3	95.5	–	95.2	95.8	96.4	97.2	98.0	98.7	99.3	99.6	99.7	99.8	99.7	99.3	98.7
050	98.2	97.4	96.6	96.0	95.2	–	95.1	95.8	96.6	97.4	98.2	98.9	99.3	99.6	99.8	99.7	99.4	98.9
060	98.5	97.8	97.1	96.5	95.8	95.1	–	95.0	95.9	96.8	97.6	98.3	98.9	99.3	99.7	99.7	99.6	99.1
070	98.8	98.3	97.6	97.1	96.4	95.8	95.0	–	95.0	95.9	96.8	97.6	98.3	98.9	99.3	99.5	99.6	99.3
080	99.2	98.8	98.2	97.7	97.2	96.6	95.9	95.0	–	95.0	95.9	96.8	97.5	98.2	98.9	99.3	99.6	99.5
090	99.5	99.2	98.8	98.4	98.0	97.4	96.8	95.9	95.0	–	95.0	95.9	96.8	97.6	98.5	99.2	99.6	99.6
100	99.7	99.6	99.4	99.1	98.7	98.2	97.6	96.8	95.9	95.0	–	95.2	96.2	97.1	98.1	98.9	99.4	99.6
110	99.7	99.8	99.7	99.5	99.3	98.9	98.3	97.6	96.8	95.9	95.2	–	95.8	96.8	97.8	98.7	99.2	99.5
120	99.6	99.8	99.8	99.8	99.6	99.3	98.9	98.3	97.5	96.8	96.2	95.8	–	96.4	97.5	98.4	99.0	99.3
130	99.4	99.6	99.8	99.8	99.7	99.6	99.3	98.9	98.2	97.6	97.1	96.8	96.4	–	97.2	98.1	98.7	99.1
140	99.1	99.4	99.6	99.7	99.8	99.7	99.7	99.3	98.9	98.5	98.1	97.8	97.5	97.2	–	97.7	98.3	98.7
150	98.7	99.0	99.3	99.5	99.7	99.7	99.7	99.5	99.3	99.2	98.9	98.7	98.4	98.1	97.7	–	97.8	98.3
160	98.1	98.5	98.8	99.0	99.3	99.4	99.6	99.6	99.6	99.6	99.4	99.2	99.0	98.7	98.3	97.8	–	97.7
170	97.4	97.8	98.1	98.4	98.7	98.9	99.1	99.3	99.5	99.6	99.6	99.5	99.3	99.1	98.7	98.3	97.7	–

Tafla 15. Hvassahraun: Mat á nothæfisstuðli með tilliti til hlíðarvinds á þrjár flugbrautir. Hámarksnothæfistuðull og sú flugbraut sem í viðbót við þær sem koma fram á ásunum sem gefur þá niðurstöðu. Hámarkshliðarvindur 10 kt - fyrri hluti. Réttvísandi flugbrautir.

	000	010	020	030	040	050	060	070	080
000	-	(93.5,110)	(94.9,110)	(95.8,110)	(97.0,120)	(97.6,120)	(97.9,130)	(97.8,130)	(97.3,130)
010	(93.5,110)	-	(93.8,120)	(95.0,120)	(96.2,130)	(97.3,130)	(98.0,130)	(98.2,130)	(98.0,140)
020	(94.9,110)	(93.8,120)	-	(93.9,130)	(95.3,130)	(96.4,130)	(97.2,130)	(97.7,140)	(97.9,140)
030	(95.8,110)	(95.0,120)	(93.9,130)	-	(93.9,130)	(95.0,130)	(96.0,140)	(96.8,140)	(97.2,140)
040	(97.0,120)	(96.2,130)	(95.3,130)	(93.9,130)	-	(93.2,140)	(94.3,140)	(95.2,150)	(95.9,150)
050	(97.6,120)	(97.3,130)	(96.4,130)	(93.9,130)	(93.2,140)	-	(91.8,150)	(92.9,160)	(93.8,160)
060	(97.9,130)	(98.0,130)	(97.2,130)	(96.0,140)	(94.3,140)	(91.8,150)	-	(91.4,170)	(92.5,170)
070	(97.8,130)	(98.2,130)	(97.7,140)	(96.8,140)	(95.2,150)	(92.9,160)	(91.4,170)	-	(91.7,000)
080	(97.3,130)	(98.0,140)	(97.9,140)	(97.2,140)	(95.9,150)	(93.8,160)	(92.5,170)	(91.7,000)	-
090	(96.5,140)	(97.6,140)	(97.9,140)	(97.4,150)	(96.4,160)	(94.7,160)	(93.7,170)	(93.1,000)	(92.3,000)
100	(95.6,040)	(96.9,140)	(97.4,150)	(97.5,150)	(97.2,160)	(96.0,170)	(95.3,000)	(94.8,000)	(93.9,000)
110	(96.9,050)	(96.2,060)	(96.7,150)	(97.4,160)	(97.5,160)	(96.9,170)	(96.7,000)	(96.3,000)	(95.4,010)
120	(97.7,060)	(97.5,060)	(96.6,070)	(96.6,160)	(97.3,170)	(97.6,000)	(97.7,000)	(97.4,010)	(97.0,010)
130	(97.9,060)	(98.2,070)	(97.6,080)	(96.5,080)	(96.7,170)	(97.5,000)	(98.0,010)	(98.2,010)	(97.9,010)
140	(97.4,070)	(98.0,070)	(97.9,080)	(97.3,090)	(95.9,100)	(96.6,010)	(97.5,010)	(98.0,010)	(98.0,010)
150	(96.1,070)	(97.1,080)	(97.6,090)	(97.5,100)	(96.8,100)	(95.1,010)	(96.2,010)	(96.9,010)	(97.4,020)
160	(94.5,080)	(95.8,100)	(96.9,100)	(97.4,100)	(97.5,110)	(96.2,110)	(95.1,120)	(95.5,020)	(96.2,030)
170	(93.1,100)	(94.7,100)	(95.9,110)	(96.8,110)	(97.4,110)	(97.2,120)	(96.7,120)	(96.1,130)	(95.2,130)

Tafla 16. Hvassahraun: Mat á nothæfisstuðli með tilliti til hlíðarvinds á þrjár flugbrautir. Hámarksnothæfisstuðull og sú flugbraut sem í viðbót við þær tvær sem koma fram á ásunum sem gefur þá niðurstöðu. Hámarkshlíðarvindur 10 kt - seinni hluti. Réttvísandi flugbrautir.

	090	100	110	120	130	140	150	160	170
000	(96.5,140)	(95.6,040)	(96.9,050)	(97.7,060)	(97.9,060)	(97.4,070)	(96.1,070)	(94.5,080)	(93.1,100)
010	(97.6,140)	(96.9,140)	(96.2,060)	(97.5,060)	(98.2,070)	(98.0,070)	(97.1,080)	(95.8,100)	(94.7,100)
020	(97.9,140)	(97.4,150)	(96.7,150)	(96.6,070)	(97.6,080)	(97.9,080)	(97.6,090)	(96.9,100)	(95.9,110)
030	(97.4,150)	(97.5,150)	(97.4,160)	(96.6,160)	(96.5,080)	(97.3,090)	(97.5,100)	(97.4,100)	(96.8,110)
040	(96.4,160)	(97.2,160)	(97.5,160)	(97.3,170)	(96.7,170)	(95.9,100)	(96.8,100)	(97.5,110)	(97.4,110)
050	(94.7,160)	(96.0,170)	(96.9,170)	(97.6,000)	(97.5,000)	(96.6,010)	(95.1,010)	(96.2,110)	(97.2,120)
060	(93.7,170)	(95.3,000)	(96.7,000)	(97.7,000)	(98.0,010)	(97.5,010)	(96.2,010)	(95.1,120)	(96.7,120)
070	(93.1,000)	(94.8,000)	(96.3,000)	(97.4,010)	(98.2,010)	(98.0,010)	(96.9,010)	(95.5,020)	(96.1,130)
080	(92.3,000)	(93.9,000)	(95.4,010)	(97.0,010)	(97.9,010)	(98.0,010)	(97.4,020)	(96.2,030)	(95.2,130)
090	–	(93.0,000)	(94.8,010)	(96.3,010)	(97.4,010)	(97.9,020)	(97.6,020)	(96.9,030)	(95.7,030)
100	(93.0,000)	–	(93.8,010)	(95.3,010)	(96.6,020)	(97.4,020)	(97.5,030)	(97.4,030)	(96.7,040)
110	(94.8,010)	(93.8,010)	–	(94.1,020)	(95.5,020)	(96.4,020)	(97.1,030)	(97.5,040)	(97.4,040)
120	(96.3,010)	(95.3,010)	(94.1,020)	–	(94.0,020)	(95.0,030)	(96.0,030)	(97.1,040)	(97.3,040)
130	(97.4,010)	(96.6,020)	(95.5,020)	(94.0,020)	–	(93.7,030)	(94.8,040)	(96.1,040)	(96.8,050)
140	(97.9,020)	(97.4,020)	(96.4,020)	(94.0,020)	(93.7,030)	–	(93.3,040)	(94.6,040)	(95.6,060)
150	(97.6,020)	(97.5,030)	(97.1,030)	(96.0,030)	(94.8,040)	(93.3,040)	–	(92.7,040)	(94.1,070)
160	(96.9,030)	(97.4,030)	(97.5,040)	(97.1,040)	(96.1,040)	(94.6,040)	(92.7,040)	–	(92.4,070)
170	(95.7,030)	(96.7,040)	(97.4,040)	(97.3,040)	(96.8,050)	(95.6,060)	(94.1,070)	(92.4,070)	–

Tafla 17. Hvassahraun: Mat á nothæfisstuðli með tilliti til hlíðarvinds á þrjár flugbrautir. Hámarksnothæfistuðull og sú flugbraut sem í viðbót við þær sem koma fram á ásunum sem gefur þá niðurstöðu. Hámarkshliðarvindur 13 kt - fyrri hluti. Réttvísandi flugbrautir.

	000	010	020	030	040	050	060	070	080
000	-	(97.5,110)	(98.1,110)	(98.7,120)	(99.1,120)	(99.4,120)	(99.6,130)	(99.6,130)	(99.3,130)
010	(97.5,110)	-	(97.7,120)	(98.3,120)	(98.8,130)	(99.3,130)	(99.5,130)	(99.6,130)	(99.5,130)
020	(98.1,110)	(97.7,120)	-	(97.8,130)	(98.5,130)	(98.9,130)	(99.2,130)	(99.4,130)	(99.5,140)
030	(98.7,120)	(98.3,120)	(97.8,130)	-	(97.8,130)	(98.3,130)	(98.7,140)	(99.0,140)	(99.1,140)
040	(99.1,120)	(98.8,130)	(98.5,130)	(97.8,130)	-	(97.6,140)	(98.0,140)	(98.4,150)	(98.8,150)
050	(99.4,120)	(99.3,130)	(98.9,130)	(98.3,130)	(97.6,140)	-	(97.1,150)	(97.6,150)	(97.9,150)
060	(99.6,130)	(99.5,130)	(99.2,130)	(98.7,140)	(98.0,140)	(97.1,150)	-	(96.3,160)	(96.8,160)
070	(99.6,130)	(99.6,130)	(99.4,130)	(99.0,140)	(98.4,150)	(97.6,150)	(96.3,160)	-	(96.3,170)
080	(99.3,130)	(99.5,130)	(99.5,140)	(99.1,140)	(98.8,150)	(97.9,150)	(96.8,160)	(96.3,170)	-
090	(98.8,130)	(99.3,140)	(99.5,140)	(99.4,150)	(99.1,150)	(98.4,160)	(97.6,170)	(97.2,170)	(96.7,170)
100	(98.4,140)	(99.0,140)	(99.3,150)	(99.5,150)	(99.3,160)	(98.8,160)	(98.4,170)	(98.0,170)	(97.6,000)
110	(98.9,050)	(98.4,150)	(99.0,150)	(99.3,160)	(99.5,160)	(99.3,170)	(99.0,170)	(98.8,000)	(98.4,000)
120	(99.5,060)	(99.2,060)	(98.7,070)	(99.0,160)	(99.4,170)	(99.5,170)	(99.5,000)	(99.3,000)	(99.0,000)
130	(99.6,060)	(99.6,070)	(99.4,070)	(98.8,080)	(99.0,170)	(99.4,000)	(99.6,000)	(99.6,010)	(99.5,010)
140	(99.3,070)	(99.5,080)	(99.5,080)	(99.2,090)	(98.6,100)	(98.8,000)	(99.3,010)	(99.5,010)	(99.5,020)
150	(98.7,080)	(99.1,090)	(99.4,090)	(99.5,100)	(99.3,100)	(98.5,110)	(98.5,010)	(98.9,020)	(99.2,020)
160	(97.9,090)	(98.6,100)	(99.0,100)	(99.3,110)	(99.5,110)	(99.1,110)	(98.3,120)	(97.9,020)	(98.4,030)
170	(97.4,100)	(98.1,100)	(98.6,110)	(99.1,110)	(99.4,120)	(99.5,120)	(99.2,120)	(98.9,130)	(98.5,130)

Tafla 18. Hvassahraun: Mat á nothæfissuðli með tilliti til hlíðarvinds á þrjár flugbrautir. Hámarksnothæfisstuðull og sú flugbraut sem í viðbót við þær tvær sem koma fram á ásunum sem gefur þá niðurstöðu. Hámarkshlíðarvindur 13 kt - seinni hluti. Réttvísandi flugbrautir.

	090	100	110	120	130	140	150	160	170
000	(98.8,130)	(98.4,140)	(98.9,050)	(99.5,060)	(99.6,060)	(99.3,070)	(98.7,080)	(97.9,090)	(97.4,100)
010	(99.3,140)	(99.0,140)	(98.4,150)	(99.2,060)	(99.6,070)	(99.5,080)	(99.1,090)	(98.6,100)	(98.1,100)
020	(99.5,140)	(99.3,150)	(99.0,150)	(98.7,070)	(99.4,070)	(99.5,080)	(99.4,090)	(99.0,100)	(98.6,110)
030	(99.4,150)	(99.5,150)	(99.3,160)	(99.0,160)	(98.8,080)	(99.2,090)	(99.5,100)	(99.3,110)	(99.1,110)
040	(99.1,150)	(99.3,160)	(99.5,160)	(99.4,170)	(99.0,170)	(98.6,100)	(99.3,100)	(99.5,110)	(99.4,120)
050	(98.4,160)	(98.8,160)	(99.3,170)	(99.5,170)	(99.4,000)	(98.8,000)	(98.5,110)	(99.1,110)	(99.5,120)
060	(97.6,170)	(98.4,170)	(99.0,170)	(99.5,000)	(99.6,000)	(99.3,010)	(98.5,010)	(98.3,120)	(99.2,120)
070	(97.2,170)	(98.0,170)	(98.8,000)	(99.3,000)	(99.6,010)	(99.5,010)	(98.9,020)	(97.9,020)	(98.9,130)
080	(96.7,170)	(97.6,000)	(98.4,000)	(99.0,000)	(99.5,010)	(99.5,020)	(99.2,020)	(98.4,030)	(98.5,130)
090	–	(97.1,000)	(97.9,000)	(98.7,010)	(99.2,010)	(99.5,020)	(99.4,030)	(98.9,030)	(98.2,040)
100	(97.1,000)	–	(97.5,010)	(98.4,010)	(99.0,020)	(99.3,020)	(99.5,030)	(99.3,040)	(98.9,040)
110	(97.9,000)	(97.5,010)	–	(97.8,020)	(98.5,020)	(98.9,030)	(99.3,030)	(99.5,040)	(99.3,040)
120	(98.7,010)	(98.4,010)	(97.8,020)	–	(97.8,020)	(98.4,030)	(98.9,040)	(99.3,040)	(99.5,050)
130	(99.2,010)	(99.0,020)	(98.5,020)	(97.8,020)	–	(97.7,040)	(98.4,040)	(98.9,040)	(99.2,050)
140	(99.5,020)	(99.3,020)	(98.9,030)	(98.4,030)	(97.7,040)	–	(97.7,040)	(98.2,050)	(98.7,060)
150	(99.4,030)	(99.5,030)	(99.3,030)	(98.9,040)	(98.4,040)	(97.7,040)	–	(97.3,050)	(98.0,070)
160	(98.9,030)	(99.3,040)	(99.5,040)	(99.3,040)	(98.9,040)	(98.2,050)	(97.3,050)	–	(96.9,080)
170	(98.2,040)	(98.9,040)	(99.3,040)	(99.5,050)	(99.2,050)	(98.7,060)	(98.0,070)	(96.9,080)	–

Tafla 19. Hvassahraun: Mat á nothæfssstuðli með tilliti til hlíðarvinds á þrjár flugbrautir. Hámarksnothæfistuðull og sú flugbraut sem í viðbót við þær sem koma fram á ásunum sem gefur þá niðurstöðu. Hámarkshliðarvindur 20 kt - fyrri hluti. Réttvísandi flugbrautir.

	000	010	020	030	040	050	060	070	080
000	-	(99,8,110)	(99,9,110)	(100,0,110)	(100,0,120)	(100,0,120)	(100,0,120)	(100,0,120)	(100,0,120)
010	(99,8,110)	-	(99,9,120)	(99,9,120)	(100,0,120)	(100,0,120)	(100,0,130)	(100,0,130)	(100,0,130)
020	(99,9,110)	(99,9,120)	-	(99,9,120)	(99,9,130)	(100,0,130)	(100,0,130)	(100,0,130)	(100,0,130)
030	(100,0,110)	(99,9,120)	(99,9,120)	-	(99,9,130)	(99,9,130)	(99,9,140)	(100,0,140)	(100,0,140)
040	(100,0,120)	(100,0,120)	(99,9,130)	(99,9,130)	-	(99,9,140)	(99,9,140)	(99,9,140)	(99,9,150)
050	(100,0,120)	(100,0,120)	(100,0,130)	(99,9,130)	(99,9,140)	-	(99,8,140)	(99,9,150)	(99,9,150)
060	(100,0,120)	(100,0,130)	(100,0,130)	(99,9,140)	(99,9,140)	(99,8,140)	-	(99,8,150)	(99,8,150)
070	(100,0,120)	(100,0,130)	(100,0,130)	(100,0,140)	(99,9,140)	(99,9,150)	(99,8,150)	-	(99,7,160)
080	(100,0,120)	(100,0,130)	(100,0,130)	(100,0,140)	(99,9,150)	(99,9,150)	(99,8,150)	(99,7,160)	-
090	(99,9,120)	(100,0,130)	(100,0,140)	(100,0,150)	(100,0,150)	(99,9,150)	(99,9,160)	(99,8,160)	(99,7,160)
100	(99,8,120)	(99,9,130)	(100,0,150)	(100,0,150)	(100,0,150)	(100,0,160)	(99,9,170)	(99,9,170)	(99,8,170)
110	(100,0,060)	(99,9,060)	(99,9,150)	(100,0,150)	(100,0,160)	(100,0,170)	(100,0,170)	(100,0,000)	(99,9,000)
120	(100,0,060)	(100,0,060)	(99,9,060)	(99,9,000)	(100,0,000)	(100,0,000)	(100,0,000)	(100,0,000)	(100,0,010)
130	(100,0,060)	(100,0,060)	(100,0,080)	(99,9,080)	(99,9,000)	(100,0,000)	(100,0,000)	(100,0,010)	(100,0,010)
140	(100,0,060)	(100,0,080)	(100,0,090)	(100,0,090)	(99,9,090)	(99,9,000)	(100,0,000)	(100,0,020)	(100,0,020)
150	(99,9,080)	(100,0,090)	(100,0,090)	(100,0,100)	(100,0,100)	(100,0,100)	(99,9,000)	(99,9,020)	(100,0,020)
160	(99,8,090)	(99,9,100)	(100,0,100)	(100,0,100)	(100,0,110)	(100,0,110)	(99,9,110)	(99,9,110)	(99,8,020)
170	(99,8,100)	(99,9,100)	(99,9,110)	(100,0,110)	(100,0,110)	(100,0,120)	(100,0,120)	(100,0,120)	(99,9,120)

Tafla 20. Hvassahraun: Mat á nothæfissuðli með tilliti til hlíðarvinds á þrjár flugbrautir. Hámarksnothæfistuðull og sú flugbraut sem í viðbót við þær tvær sem koma fram á ásunum sem gefur þá niðurstöðu. Hámarkshlíðarvindur 20 kt - seinni hluti. Réttvísandi flugbrautir.

	090	100	110	120	130	140	150	160	170
000	(99.9,120)	(99.8,120)	(100.0,060)	(100.0,060)	(100.0,060)	(100.0,060)	(99.9,080)	(99.8,090)	(99.8,100)
010	(100.0,130)	(99.9,130)	(99.9,060)	(100.0,060)	(100.0,060)	(100.0,080)	(100.0,090)	(99.9,100)	(99.9,100)
020	(100.0,140)	(100.0,150)	(99.9,150)	(99.9,060)	(100.0,080)	(100.0,090)	(100.0,090)	(100.0,100)	(99.9,110)
030	(100.0,150)	(100.0,150)	(100.0,150)	(99.9,000)	(99.9,080)	(100.0,090)	(100.0,100)	(100.0,100)	(100.0,110)
040	(100.0,150)	(100.0,150)	(100.0,160)	(100.0,000)	(99.9,000)	(99.9,090)	(100.0,100)	(100.0,110)	(100.0,110)
050	(99.9,150)	(100.0,160)	(100.0,170)	(100.0,000)	(100.0,000)	(99.9,000)	(100.0,100)	(100.0,110)	(100.0,120)
060	(99.9,160)	(99.9,170)	(100.0,170)	(100.0,000)	(100.0,000)	(100.0,000)	(99.9,000)	(99.9,110)	(100.0,120)
070	(99.8,160)	(99.9,170)	(100.0,000)	(100.0,000)	(100.0,010)	(100.0,020)	(99.9,020)	(99.9,110)	(100.0,120)
080	(99.7,160)	(99.8,170)	(99.9,000)	(100.0,010)	(100.0,010)	(100.0,020)	(100.0,020)	(99.8,020)	(99.9,120)
090	-	(99.8,170)	(99.9,000)	(100.0,010)	(100.0,020)	(100.0,020)	(100.0,030)	(99.9,030)	(99.8,120)
100	(99.8,170)	-	(99.8,010)	(99.9,020)	(100.0,020)	(100.0,020)	(100.0,030)	(100.0,040)	(99.9,040)
110	(99.9,000)	(99.8,010)	-	(99.9,020)	(99.9,020)	(100.0,030)	(100.0,040)	(100.0,040)	(100.0,050)
120	(100.0,010)	(99.9,010)	(99.9,020)	-	(99.9,020)	(99.9,030)	(100.0,040)	(100.0,040)	(100.0,050)
130	(100.0,020)	(100.0,020)	(99.9,020)	(99.9,020)	-	(99.9,040)	(99.9,040)	(100.0,050)	(100.0,060)
140	(100.0,020)	(100.0,020)	(100.0,030)	(99.9,030)	(99.9,040)	-	(99.9,050)	(99.9,060)	(100.0,060)
150	(100.0,030)	(100.0,030)	(100.0,040)	(100.0,040)	(99.9,040)	(99.9,050)	-	(99.8,060)	(99.9,070)
160	(99.9,030)	(100.0,040)	(100.0,040)	(100.0,050)	(100.0,050)	(99.9,060)	(99.8,060)	-	(99.8,090)
170	(99.8,120)	(99.9,040)	(100.0,050)	(100.0,050)	(100.0,060)	(100.0,060)	(99.9,070)	(99.8,090)	-

I.3 Fræðilegir nothæfisstuðlar - Reykjavíkurlflugvöllur

Tafla 21. Reykjavíkurluguvöllur I: Mat á nothæfisstuðli með tilliti til hlíðarvinds á tvær flugbrautir. Hámarks hlíðarvindur 10 kt. Réttvísandi flugbrautir.

	000	010	020	030	040	050	060	070	080	090	100	110	120	130	140	150	160	170
000	–	79.0	81.3	83.8	86.7	89.6	91.8	93.2	93.9	94.4	94.6	94.0	92.3	89.6	86.6	83.9	81.4	79.0
010	79.0	–	79.3	81.9	84.9	88.0	90.7	92.5	93.6	94.4	94.9	94.7	93.3	91.0	88.3	85.8	83.5	81.2
020	81.3	79.3	–	80.0	83.1	86.3	89.1	91.1	92.6	93.7	94.6	94.6	93.6	91.7	89.6	87.6	85.5	83.4
030	83.8	81.9	80.0	–	81.0	84.3	87.1	89.3	90.9	92.3	93.5	93.9	93.3	92.1	90.6	89.1	87.5	85.7
040	86.7	84.9	83.1	81.0	–	81.5	84.4	86.6	88.5	90.1	91.6	92.4	92.4	91.9	91.2	90.3	89.5	88.3
050	89.6	88.0	86.3	84.3	81.5	–	81.1	83.4	85.3	87.1	88.8	90.1	90.9	91.1	91.1	91.0	91.1	90.7
060	91.8	90.7	89.1	87.1	84.4	81.1	–	80.4	82.3	84.2	86.1	87.8	89.2	90.1	90.8	91.4	92.0	92.3
070	93.2	92.5	91.1	89.3	86.6	83.4	80.4	–	79.7	81.6	83.6	85.6	87.3	88.8	90.1	91.2	92.3	93.1
080	93.9	93.6	92.6	90.9	88.5	85.3	82.3	79.7	–	79.5	81.6	83.6	85.5	87.3	89.1	90.6	92.1	93.4
090	94.4	94.4	93.7	92.3	90.1	87.1	84.2	81.6	79.5	–	79.9	82.0	83.9	85.9	88.0	89.8	91.8	93.5
100	94.6	94.9	94.6	93.5	91.6	88.8	86.1	83.6	81.6	79.9	–	80.4	82.4	84.5	86.8	89.0	91.3	93.4
110	94.0	94.7	94.6	93.9	92.4	90.1	87.8	85.6	83.6	82.0	80.4	–	80.4	82.5	84.9	87.3	90.0	92.4
120	92.3	93.3	93.6	93.3	92.4	90.9	89.2	87.3	85.5	83.9	82.4	80.4	–	79.9	82.3	84.8	87.6	90.4
130	89.6	91.0	91.7	92.1	91.9	91.1	90.1	88.8	87.3	85.9	84.5	82.5	79.9	–	79.1	81.6	84.6	87.5
140	86.6	88.3	89.6	90.6	91.2	91.1	90.8	90.1	89.1	88.0	86.8	84.9	82.3	79.1	–	78.3	81.3	84.3
150	83.9	85.8	87.6	89.1	90.3	91.0	91.4	91.2	90.6	89.8	89.0	87.3	84.8	81.6	78.3	–	78.4	81.4
160	81.4	83.5	85.5	87.5	89.5	91.1	92.0	92.3	92.1	91.8	91.3	90.0	87.6	84.6	81.3	78.4	–	78.8
170	79.0	81.2	83.4	85.7	88.3	90.7	92.3	93.1	93.4	93.5	93.4	92.4	90.4	87.5	84.3	81.4	78.8	–

Tafla 22. Reykjavíkurlflugvöllur I: Mat á nothæfisstuðli með tilliti til hlíðarvinds á tvær flugbrautir. Hámarks hlíðarvindur 13 kt. Réttvísandi flugbrautir.

	000	010	020	030	040	050	060	070	080	090	100	110	120	130	140	150	160	170
000	–	88.0	89.5	91.3	93.2	94.9	96.1	96.9	97.5	97.7	97.9	97.7	96.8	95.4	93.5	91.5	89.7	88.0
010	88.0	–	88.2	90.0	91.9	93.7	95.1	96.1	96.9	97.5	98.0	98.0	97.4	96.1	94.5	92.7	91.0	89.4
020	89.5	88.2	–	88.8	90.8	92.6	94.1	95.2	96.2	97.0	97.7	98.0	97.6	96.7	95.3	93.8	92.3	90.9
030	91.3	90.0	88.8	–	89.5	91.4	92.9	94.1	95.2	96.2	97.1	97.6	97.5	97.1	96.2	95.1	93.9	92.6
040	93.2	91.9	90.8	89.5	–	89.9	91.5	92.7	93.9	95.0	96.1	96.9	97.1	97.2	96.9	96.2	95.4	94.4
050	94.9	93.7	92.6	91.4	89.9	–	89.6	90.8	92.1	93.3	94.5	95.5	96.1	96.7	96.8	96.7	96.5	95.9
060	96.1	95.1	94.1	92.9	91.5	89.6	–	88.6	89.8	91.1	92.4	93.5	94.4	95.4	96.1	96.7	97.1	96.9
070	96.9	96.1	95.2	94.1	92.7	90.8	88.6	–	87.7	89.0	90.4	91.6	92.7	94.0	95.1	96.3	97.1	97.3
080	97.5	96.9	96.2	95.2	93.9	92.1	89.8	87.7	–	87.1	88.6	89.9	91.2	92.6	94.0	95.6	96.8	97.5
090	97.7	97.5	97.0	96.2	95.0	93.3	91.1	89.0	87.1	–	87.1	88.4	89.8	91.4	93.0	94.8	96.4	97.5
100	97.9	98.0	97.7	97.1	96.1	94.5	92.4	90.4	88.6	87.1	–	87.3	88.7	90.4	92.1	94.2	96.0	97.4
110	97.7	98.0	98.0	97.6	96.9	95.5	93.5	91.6	89.9	88.4	87.3	–	87.7	89.4	91.2	93.4	95.4	96.9
120	96.8	97.4	97.6	97.5	97.1	96.1	94.4	92.7	91.2	89.8	88.7	87.7	–	88.0	89.8	92.0	94.1	95.8
130	95.4	96.1	96.7	97.1	97.2	96.7	95.4	94.0	92.6	91.4	90.4	89.4	88.0	–	88.1	90.4	92.5	94.3
140	93.5	94.5	95.3	96.2	96.9	96.8	96.1	95.1	94.0	93.0	92.1	91.2	89.8	88.1	–	88.3	90.5	92.3
150	91.5	92.7	93.8	95.1	96.2	96.7	96.7	96.3	95.6	94.8	94.2	93.4	92.0	90.4	88.3	–	88.4	90.2
160	89.7	91.0	92.3	93.9	95.4	96.5	97.1	97.1	96.8	96.4	96.0	95.4	94.1	92.5	90.5	88.4	–	88.3
170	88.0	89.4	90.9	92.6	94.4	95.9	96.9	97.3	97.5	97.5	97.4	96.9	95.8	94.3	92.3	90.2	88.3	–

Tafla 23. Reykjavíkurflygsvöllur I: Mat á nothæfisstuðli með tilliti til hliðarvinds á tvær flugbrautir. Hámarksfliðarvindur 20 kt. Réttvísandi flugbrautir.

	000	010	020	030	040	050	060	070	080	090	100	110	120	130	140	150	160	170
000	–	97.4	97.9	98.4	98.8	99.1	99.3	99.5	99.7	99.8	99.8	99.7	99.6	99.4	99.0	98.6	98.1	97.6
010	97.4	–	97.5	98.0	98.4	98.7	98.9	99.2	99.5	99.7	99.8	99.8	99.8	99.6	99.3	98.9	98.4	97.9
020	97.9	97.5	–	97.5	97.9	98.3	98.6	98.9	99.2	99.5	99.7	99.8	99.8	99.7	99.5	99.2	98.9	98.4
030	98.4	98.0	97.5	–	97.5	97.9	98.2	98.6	99.0	99.3	99.6	99.8	99.8	99.8	99.7	99.5	99.2	98.9
040	98.8	98.4	97.9	97.5	–	97.5	97.8	98.2	98.6	99.0	99.4	99.6	99.7	99.8	99.8	99.7	99.5	99.2
050	99.1	98.7	98.3	97.9	97.5	–	97.4	97.8	98.3	98.7	99.1	99.4	99.6	99.7	99.8	99.8	99.7	99.4
060	99.3	98.9	98.6	98.2	97.8	97.4	–	97.3	97.7	98.2	98.6	99.0	99.3	99.5	99.7	99.8	99.8	99.6
070	99.5	99.2	98.9	98.6	98.2	97.8	97.3	–	97.1	97.6	98.0	98.4	98.8	99.1	99.5	99.7	99.8	99.7
080	99.7	99.5	99.2	99.0	98.6	98.3	97.7	97.1	–	96.9	97.4	97.8	98.2	98.7	99.2	99.6	99.8	99.8
090	99.8	99.7	99.5	99.3	99.0	98.7	98.2	97.6	96.9	–	96.7	97.2	97.7	98.3	99.0	99.4	99.7	99.8
100	99.8	99.8	99.7	99.6	99.4	99.1	98.6	98.0	97.4	96.7	–	96.7	97.3	98.0	98.7	99.2	99.6	99.8
110	99.7	99.8	99.8	99.8	99.6	99.4	99.0	98.4	97.8	97.2	96.7	–	96.9	97.7	98.4	99.0	99.4	99.6
120	99.6	99.8	99.8	99.8	99.7	99.6	99.3	98.8	98.2	97.7	97.3	96.9	–	97.3	98.1	98.7	99.2	99.5
130	99.4	99.6	99.7	99.8	99.8	99.7	99.5	99.1	98.7	98.3	98.0	97.7	97.3	–	97.8	98.4	98.9	99.2
140	99.0	99.3	99.5	99.7	99.8	99.8	99.7	99.5	99.2	99.0	98.7	98.4	98.1	97.8	–	98.0	98.5	98.8
150	98.6	98.9	99.2	99.5	99.7	99.8	99.8	99.7	99.6	99.4	99.2	99.0	98.7	98.4	98.0	–	98.1	98.4
160	98.1	98.4	98.9	99.2	99.5	99.7	99.8	99.8	99.8	99.7	99.6	99.4	99.2	98.9	98.5	98.1	–	97.8
170	97.6	97.9	98.4	98.9	99.2	99.4	99.6	99.7	99.8	99.8	99.6	99.6	99.5	99.2	98.8	98.4	97.8	–

Tafla 24. Reykjavíkurlflugvöllur II: Mat á nothæfisstuðli með tilliti til hliðarvinds á tvær flugbrautir. Hámarksfliðarvindur 10 kt. Réttvísandi flugbrautir.

	000	010	020	030	040	050	060	070	080	090	100	110	120	130	140	150	160	170
000	–	79.0	81.1	83.3	85.9	88.5	90.5	92.0	92.9	93.4	93.8	93.6	92.5	90.5	87.7	84.9	82.1	79.4
010	79.0	–	78.8	81.1	83.8	86.6	89.1	91.1	92.3	93.3	94.1	94.3	93.5	91.9	89.5	86.8	84.2	81.6
020	81.1	78.8	–	78.9	81.7	84.6	87.3	89.5	91.0	92.3	93.5	94.0	93.6	92.5	90.5	88.3	86.0	83.5
030	83.3	81.1	78.9	–	79.3	82.3	85.0	87.3	89.1	90.7	92.2	93.1	93.2	92.6	91.2	89.5	87.7	85.6
040	85.9	83.8	81.7	79.3	–	79.2	82.0	84.4	86.4	88.2	90.0	91.3	91.9	92.0	91.3	90.3	89.2	87.8
050	88.5	86.6	84.6	82.3	79.2	–	78.7	81.2	83.3	85.2	87.3	89.0	90.4	91.1	91.1	90.9	90.6	90.0
060	90.5	89.1	87.3	85.0	82.0	78.7	–	78.1	80.2	82.3	84.5	86.6	88.5	89.9	90.6	91.0	91.4	91.4
070	92.0	91.1	89.5	87.3	84.4	81.2	78.1	–	77.5	79.6	81.9	84.2	86.4	88.4	89.8	90.8	91.7	92.3
080	92.9	92.3	91.0	89.1	86.4	83.3	80.2	77.5	–	77.3	79.7	82.1	84.5	86.8	88.7	90.2	91.5	92.7
090	93.4	93.3	92.3	90.7	88.2	85.2	82.3	79.6	77.3	–	77.8	80.3	82.8	85.3	87.5	89.4	91.3	92.9
100	93.8	94.1	93.5	92.2	90.0	87.3	84.5	81.9	79.7	77.8	–	78.7	81.3	83.9	86.4	88.6	90.9	92.9
110	93.6	94.3	94.0	93.1	91.3	89.0	86.6	84.2	82.1	80.3	78.7	–	79.5	82.2	84.7	87.2	89.9	92.3
120	92.5	93.5	93.6	93.2	91.9	90.4	88.5	86.4	84.5	82.8	81.3	79.5	–	79.8	82.5	85.1	87.9	90.7
130	90.5	91.9	92.5	92.6	92.0	91.1	89.9	88.4	86.8	85.3	83.9	82.2	79.8	–	79.7	82.4	85.3	88.4
140	87.7	89.5	90.5	91.2	91.3	91.1	90.6	89.8	88.7	87.5	86.4	84.7	82.5	79.7	–	79.3	82.3	85.4
150	84.9	86.8	88.3	89.5	90.3	90.9	91.0	90.8	90.2	89.4	88.6	87.2	85.1	82.4	79.3	–	79.3	82.4
160	82.1	84.2	86.0	87.7	89.2	90.6	91.4	91.7	91.5	91.3	90.9	89.9	87.9	85.3	82.3	79.3	–	79.6
170	79.4	81.6	83.5	85.6	87.8	90.0	91.4	92.3	92.7	92.9	92.9	92.3	90.7	88.4	85.4	82.4	79.6	–

Tafla 25. Reykjavíkurlflugvöllur II: Mat á nothæfisstuðli með tilliti til hliðarvinds á tvær flugbrautir. Hámarksfliðarvindur 13 kt. Réttvísandi flugbrautir.

	000	010	020	030	040	050	060	070	080	090	100	110	120	130	140	150	160	170
000	–	87.9	89.3	90.9	92.6	94.2	95.5	96.3	96.9	97.2	97.6	97.5	97.0	95.8	94.2	92.2	90.2	88.3
010	87.9	–	87.6	89.3	91.1	92.8	94.3	95.3	96.2	96.9	97.5	97.8	97.5	96.6	95.1	93.3	91.5	89.6
020	89.3	87.6	–	87.9	89.7	91.5	93.0	94.3	95.3	96.2	97.1	97.6	97.7	97.1	95.9	94.3	92.6	90.9
030	90.9	89.3	87.9	–	88.1	89.9	91.5	92.8	94.1	95.2	96.3	97.1	97.4	97.3	96.6	95.4	94.0	92.4
040	92.6	91.1	89.7	88.1	–	88.2	89.8	91.2	92.6	93.8	95.2	96.2	96.9	97.2	97.0	96.2	95.3	94.0
050	94.2	92.8	91.5	89.9	88.2	–	87.8	89.2	90.6	91.9	93.4	94.7	95.7	96.5	96.7	96.6	96.3	95.5
060	95.5	94.3	93.0	91.5	89.8	87.8	–	87.0	88.4	89.8	91.4	92.8	94.1	95.3	96.0	96.6	96.9	96.5
070	96.3	95.3	94.3	92.8	91.2	89.2	87.0	–	86.3	87.7	89.4	90.9	92.4	93.9	95.0	96.1	96.8	96.9
080	96.9	96.2	95.3	94.1	92.6	90.6	88.4	86.3	–	85.9	87.6	89.2	90.8	92.5	93.9	95.3	96.5	97.1
090	97.2	96.9	96.2	95.2	93.8	91.9	89.8	87.7	85.9	–	86.1	87.7	89.4	91.2	92.8	94.6	96.2	97.1
100	97.6	97.5	97.1	96.3	95.2	93.4	91.4	89.4	87.6	86.1	–	86.5	88.3	90.2	91.9	93.9	95.8	97.1
110	97.5	97.8	97.6	97.1	96.2	94.7	92.8	90.9	89.2	87.7	86.5	–	87.2	89.2	91.0	93.2	95.3	96.8
120	97.0	97.5	97.7	97.4	96.9	95.7	94.1	92.4	90.8	89.4	88.3	87.2	–	88.0	89.8	92.1	94.3	96.0
130	95.8	96.6	97.1	97.3	97.2	96.5	95.3	93.9	92.5	91.2	90.2	89.2	88.0	–	88.3	90.6	92.9	94.6
140	94.2	95.1	95.9	96.6	97.0	96.7	96.0	95.0	93.9	92.8	91.9	91.0	89.8	88.3	–	88.8	91.1	92.9
150	92.2	93.3	94.3	95.4	96.2	96.6	96.6	96.1	95.3	94.6	93.9	93.2	92.1	90.6	88.8	–	89.0	90.9
160	90.2	91.5	92.6	94.0	95.3	96.3	96.9	96.8	96.5	96.2	95.8	95.3	94.3	92.9	91.1	89.0	–	88.8
170	88.3	89.6	90.9	92.4	94.0	95.5	96.5	96.9	97.1	97.1	97.1	96.8	96.0	94.6	92.9	90.9	88.8	–

Tafla 26. Reykjavíkurlflugvöllur II: Mat á nothæfisstuðli með tilliti til hliðarvinds á tvær flugbrautir. Hámarksfliðarvindur 20 kt. Réttvísandi flugbrautir.

	000	010	020	030	040	050	060	070	080	090	100	110	120	130	140	150	160	170
000	–	97.4	97.8	98.2	98.6	98.9	99.1	99.3	99.6	99.7	99.8	99.7	99.6	99.4	99.1	98.8	98.3	97.6
010	97.4	–	97.2	97.7	98.1	98.4	98.7	99.0	99.3	99.5	99.7	99.8	99.7	99.5	99.3	99.0	98.6	98.0
020	97.8	97.2	–	97.0	97.5	97.9	98.2	98.6	98.9	99.3	99.6	99.8	99.8	99.7	99.5	99.3	98.9	98.3
030	98.2	97.7	97.0	–	96.9	97.4	97.8	98.2	98.6	99.1	99.5	99.7	99.8	99.8	99.7	99.6	99.3	98.8
040	98.6	98.1	97.5	96.9	–	96.8	97.3	97.7	98.2	98.7	99.2	99.5	99.7	99.8	99.8	99.7	99.5	99.1
050	98.9	98.4	97.9	97.4	96.8	–	96.7	97.2	97.8	98.3	98.8	99.2	99.5	99.7	99.8	99.8	99.7	99.3
060	99.1	98.7	98.2	97.8	97.3	96.7	–	96.6	97.1	97.7	98.3	98.8	99.2	99.4	99.7	99.8	99.8	99.5
070	99.3	99.0	98.6	98.2	97.7	97.2	96.6	–	96.4	97.0	97.6	98.1	98.6	99.0	99.4	99.7	99.8	99.6
080	99.6	99.3	98.9	98.6	98.2	97.8	97.1	96.4	–	96.3	97.0	97.5	98.1	98.7	99.2	99.6	99.8	99.7
090	99.7	99.5	99.3	99.1	98.7	98.3	97.7	97.0	96.3	–	96.3	96.9	97.6	98.2	98.9	99.4	99.7	99.8
100	99.8	99.7	99.6	99.5	99.2	98.8	98.3	97.6	97.0	96.3	–	96.3	97.0	97.8	98.5	99.1	99.5	99.7
110	99.7	99.8	99.8	99.7	99.5	99.2	98.8	98.1	97.5	96.9	96.3	–	96.7	97.5	98.3	98.9	99.3	99.6
120	99.6	99.7	99.8	99.8	99.7	99.5	99.2	98.6	98.1	97.6	97.0	96.7	–	97.2	98.0	98.6	99.1	99.4
130	99.4	99.5	99.7	99.8	99.8	99.7	99.4	99.0	98.7	98.2	97.8	97.5	97.2	–	97.7	98.3	98.9	99.2
140	99.1	99.3	99.5	99.7	99.8	99.8	99.7	99.4	99.2	98.9	98.5	98.3	98.0	97.7	–	98.0	98.6	98.9
150	98.8	99.0	99.3	99.6	99.7	99.8	99.8	99.7	99.6	99.4	99.1	98.9	98.6	98.3	98.0	–	98.2	98.5
160	98.3	98.6	98.9	99.3	99.5	99.7	99.8	99.8	99.7	99.5	99.3	99.1	98.9	98.6	98.2	–	98.0	–
170	97.6	98.0	98.3	98.8	99.1	99.3	99.5	99.6	99.7	99.8	99.7	99.6	99.4	99.2	98.9	98.5	98.0	–

Tafla 27. Reykjavíkurflugvöllur I: Mat á nothæfisstuðli með tilliti til hlíðarvinds á þrjár flugbrautir. Hámarksnothæfisstuðull og sú flugbraut sem í viðbót við þær tvær sem koma fram á ásunum sem gefur þá niðurstöðu. Hámarkshlíðarvindur 10 kt - fyrri hluti. Réttvísandi flugbrautir.

	000	010	020	030	040	050	060	070	080
000	–	(95.9,100)	(96.6,100)	(97.1,100)	(97.6,110)	(98.2,110)	(98.5,120)	(98.4,130)	(98.0,130)
010	(95.9,100)	–	(95.7,100)	(96.3,110)	(97.0,110)	(97.6,120)	(98.4,120)	(98.8,130)	(98.7,130)
020	(96.6,100)	(95.7,100)	–	(95.3,110)	(96.0,110)	(96.9,120)	(97.8,130)	(98.4,130)	(98.7,140)
030	(97.1,100)	(96.3,110)	(95.3,110)	–	(94.6,110)	(95.6,120)	(96.8,130)	(97.7,140)	(98.1,140)
040	(97.6,110)	(97.0,110)	(96.0,110)	(94.6,110)	–	(93.6,120)	(95.1,140)	(96.2,150)	(97.0,150)
050	(98.2,110)	(97.6,120)	(96.9,120)	(95.6,120)	(93.6,120)	–	(93.3,160)	(94.9,170)	(96.1,170)
060	(98.5,120)	(98.4,120)	(97.8,130)	(96.8,130)	(95.1,140)	(93.3,160)	–	(94.0,170)	(95.3,170)
070	(98.4,130)	(98.8,130)	(98.4,130)	(97.7,140)	(96.2,150)	(94.9,170)	(94.0,170)	–	(94.6,000)
080	(98.0,130)	(98.7,130)	(98.7,140)	(98.1,140)	(97.0,150)	(96.1,170)	(95.3,170)	(94.6,000)	–
090	(97.4,130)	(98.3,140)	(98.6,140)	(98.4,150)	(97.6,160)	(97.1,170)	(96.3,000)	(95.8,000)	(95.1,000)
100	(97.6,050)	(97.7,140)	(98.3,150)	(98.3,160)	(98.1,170)	(97.9,170)	(97.4,000)	(96.9,000)	(96.2,010)
110	(98.2,060)	(97.9,060)	(97.2,150)	(97.6,160)	(98.0,170)	(98.2,000)	(98.2,000)	(97.8,010)	(97.4,010)
120	(98.5,060)	(98.5,070)	(98.0,070)	(96.8,080)	(97.0,170)	(98.0,000)	(98.5,000)	(98.5,010)	(98.2,010)
130	(98.4,070)	(98.8,070)	(98.5,080)	(97.7,080)	(96.0,080)	(97.2,000)	(98.3,010)	(98.8,010)	(98.7,010)
140	(97.9,070)	(98.6,080)	(98.7,080)	(98.2,090)	(96.9,090)	(95.9,000)	(97.6,010)	(98.5,010)	(98.7,020)
150	(97.2,080)	(98.1,080)	(98.5,090)	(98.4,090)	(97.5,100)	(96.0,100)	(96.6,010)	(97.8,020)	(98.4,020)
160	(96.3,090)	(97.4,090)	(98.1,100)	(98.3,100)	(98.0,100)	(97.1,100)	(96.3,110)	(96.8,020)	(97.6,020)
170	(95.4,100)	(96.7,100)	(97.5,100)	(97.9,100)	(98.1,100)	(98.1,110)	(97.7,120)	(97.2,120)	(96.7,030)

Tafla 28. Reykjavíkurflugvöllur I: Mat á nothæfisstuðli með tilliti til hlíðarvinds á þrjár flugbrautir. Hámarksnothæfisstuðull og sú flugbraut sem í viðbót við þær tvær sem koma fram á ásunum sem gefur þá niðurstöðu. Hámarkshlíðarvindur 10 kt - seinni hluti. Réttvísandi flugbrautir.

	090	100	110	120	130	140	150	160	170
000	(97.4,130)	(97.6,050)	(98.2,060)	(98.5,060)	(98.4,070)	(97.9,070)	(97.2,080)	(96.3,090)	(95.4,100)
010	(98.3,140)	(97.7,140)	(97.9,060)	(98.5,070)	(98.8,070)	(98.6,080)	(98.1,080)	(97.4,090)	(96.7,100)
020	(98.6,140)	(98.3,150)	(97.2,150)	(98.0,070)	(98.5,080)	(98.7,080)	(98.5,090)	(98.1,100)	(97.5,100)
030	(98.4,150)	(98.3,160)	(97.6,160)	(96.8,080)	(97.7,080)	(98.2,090)	(98.4,090)	(98.3,100)	(97.9,100)
040	(97.6,160)	(98.1,170)	(98.0,170)	(97.0,170)	(96.0,080)	(96.9,090)	(97.5,100)	(98.0,100)	(98.1,100)
050	(97.1,170)	(97.9,170)	(98.2,000)	(98.0,000)	(97.2,000)	(95.9,000)	(96.0,100)	(97.1,100)	(98.1,110)
060	(96.3,000)	(97.4,000)	(98.2,000)	(98.5,000)	(98.3,010)	(97.6,010)	(96.6,010)	(96.3,110)	(97.7,120)
070	(95.8,000)	(96.9,000)	(97.8,010)	(98.5,010)	(98.8,010)	(98.5,010)	(97.8,020)	(96.8,020)	(97.2,120)
080	(95.1,000)	(96.2,010)	(97.4,010)	(98.2,010)	(98.7,010)	(98.7,020)	(98.4,020)	(97.6,020)	(96.7,030)
090	-)	(95.7,010)	(96.8,010)	(97.7,010)	(98.2,020)	(98.6,020)	(98.5,020)	(98.1,030)	(97.5,040)
100	(95.7,010)	-	(96.1,010)	(96.9,020)	(97.7,020)	(98.2,020)	(98.3,030)	(98.3,030)	(98.1,040)
110	(96.8,010)	(96.1,010)	-	(95.6,020)	(96.3,020)	(96.9,020)	(97.4,030)	(97.6,030)	(98.1,050)
120	(97.7,010)	(96.9,020)	(95.6,020)	-	(94.3,020)	(95.1,030)	(95.7,030)	(96.5,050)	(97.7,060)
130	(98.2,020)	(97.7,020)	(96.3,020)	(94.3,020)	-	(93.0,040)	(93.9,040)	(95.5,060)	(97.2,060)
140	(98.6,020)	(98.2,020)	(96.9,020)	(94.3,020)	(93.0,040)	-	(92.5,060)	(94.5,060)	(96.5,070)
150	(98.5,020)	(98.3,030)	(97.4,030)	(95.7,030)	(93.9,040)	(92.5,060)	-	(93.4,070)	(95.6,070)
160	(98.1,030)	(98.3,030)	(97.6,030)	(96.5,050)	(95.5,060)	(94.5,060)	(93.4,070)	-	(94.5,080)
170	(97.5,040)	(98.1,040)	(98.1,050)	(97.7,060)	(97.2,060)	(96.5,070)	(95.6,070)	(94.5,080)	-

Tafla 29. Reykjavíkurflugvöllur I: Mat á nothæfisstuðli með tilliti til hlíðarvinds á þrjár flugbrautir. Hámarksnothæfisstuðull og sú flugbraut sem í viðbót við þær tvær sem koma fram á ásunum sem gefur þá niðurstöðu. Hámarkshlíðarvindur 13 kt - fyrri hluti. Réttvísandi flugbrautir.

	000	010	020	030	040	050	060	070	080
000	–	(98.5,100)	(98.8,100)	(99.1,110)	(99.3,110)	(99.6,120)	(99.7,120)	(99.7,130)	(99.5,130)
010	(98.5,100)	–	(98.4,110)	(98.8,110)	(99.0,110)	(99.4,120)	(99.6,130)	(99.8,130)	(99.7,130)
020	(98.8,100)	(98.4,110)	–	(98.3,110)	(98.6,120)	(99.1,130)	(99.5,130)	(99.6,140)	(99.7,140)
030	(99.1,110)	(98.8,110)	(98.3,110)	–	(98.1,120)	(98.7,130)	(99.1,140)	(99.4,140)	(99.5,140)
040	(99.3,110)	(99.0,110)	(98.6,120)	(98.1,120)	–	(98.0,130)	(98.5,140)	(98.9,150)	(99.2,150)
050	(99.6,120)	(99.4,120)	(99.1,130)	(98.7,130)	(98.0,130)	–	(97.7,150)	(98.3,160)	(98.7,160)
060	(99.7,120)	(99.6,130)	(99.5,130)	(99.1,140)	(98.5,140)	(97.7,150)	–	(97.7,160)	(98.3,170)
070	(99.7,130)	(99.8,130)	(99.6,140)	(99.4,140)	(98.9,150)	(98.3,160)	(97.7,160)	–	(98.0,170)
080	(99.5,130)	(99.7,130)	(99.7,140)	(99.5,140)	(99.2,150)	(98.7,160)	(98.3,170)	(98.0,170)	–
090	(99.1,130)	(99.5,140)	(99.6,140)	(99.6,150)	(99.3,160)	(99.1,170)	(98.8,170)	(98.5,170)	(98.1,000)
100	(99.2,050)	(99.2,140)	(99.5,150)	(99.6,150)	(99.6,160)	(99.5,170)	(99.3,170)	(99.0,000)	(98.8,000)
110	(99.5,060)	(99.3,060)	(99.1,150)	(99.4,160)	(99.6,170)	(99.6,170)	(99.5,000)	(99.4,000)	(99.1,000)
120	(99.7,060)	(99.6,070)	(99.3,070)	(98.7,080)	(99.2,170)	(99.6,170)	(99.7,000)	(99.6,000)	(99.5,010)
130	(99.7,070)	(99.8,070)	(99.6,080)	(99.3,080)	(98.6,000)	(99.3,000)	(99.7,000)	(99.8,010)	(99.7,010)
140	(99.5,070)	(99.7,080)	(99.7,080)	(99.5,090)	(99.1,090)	(98.8,000)	(99.4,010)	(99.7,010)	(99.7,020)
150	(99.2,080)	(99.5,080)	(99.6,090)	(99.6,100)	(99.4,100)	(98.7,100)	(98.9,010)	(99.3,020)	(99.6,020)
160	(98.7,080)	(99.1,090)	(99.4,100)	(99.6,100)	(99.6,100)	(99.4,110)	(98.9,110)	(98.7,020)	(99.1,030)
170	(98.3,100)	(98.8,100)	(99.2,100)	(99.4,100)	(99.6,110)	(99.6,110)	(99.5,120)	(99.3,120)	(98.9,130)

Tafla 30. Reykjavíkurflugvöllur I: Mat á nothæfisstuðli með tilliti til hlíðarvinds á þrjár flugbrautir. Hámarksnothæfisstuðull og sú flugbraut sem í viðbót við þær tvær sem koma fram á ásunum sem gefur þá niðurstöðu. Hámarkshlíðarvindur 13 kt - seinni hluti. Réttvísandi flugbrautir.

	090	100	110	120	130	140	150	160	170
000	(99.1,130)	(99.2,050)	(99.5,060)	(99.7,060)	(99.7,070)	(99.5,070)	(99.2,080)	(98.7,080)	(98.3,100)
010	(99.5,140)	(99.2,140)	(99.3,060)	(99.6,070)	(99.8,070)	(99.7,080)	(99.5,080)	(99.1,090)	(98.8,100)
020	(99.6,140)	(99.5,150)	(99.1,150)	(99.3,070)	(99.6,080)	(99.7,080)	(99.6,090)	(99.4,100)	(99.2,100)
030	(99.6,150)	(99.6,150)	(99.4,160)	(98.7,080)	(99.3,080)	(99.5,090)	(99.6,100)	(99.6,100)	(99.4,100)
040	(99.3,160)	(99.6,160)	(99.6,170)	(99.2,170)	(98.6,000)	(99.1,090)	(99.4,100)	(99.6,100)	(99.6,110)
050	(99.1,170)	(99.5,170)	(99.6,170)	(99.6,170)	(99.3,000)	(98.8,000)	(98.7,100)	(99.4,110)	(99.6,110)
060	(98.8,170)	(99.3,170)	(99.5,000)	(99.7,000)	(99.7,000)	(99.4,010)	(98.9,010)	(98.9,110)	(99.5,120)
070	(98.5,170)	(99.0,000)	(99.4,000)	(99.6,000)	(99.8,010)	(99.7,010)	(99.3,020)	(98.7,020)	(99.3,120)
080	(98.1,000)	(98.8,000)	(99.1,000)	(99.5,010)	(99.7,010)	(99.7,020)	(99.6,020)	(99.1,030)	(98.9,130)
090	–	(98.3,000)	(98.8,010)	(99.2,010)	(99.5,020)	(99.6,020)	(99.6,030)	(99.4,030)	(99.1,040)
100	(98.3,000)	–	(98.5,010)	(98.9,010)	(99.3,020)	(99.4,020)	(99.6,030)	(99.6,040)	(99.5,040)
110	(98.8,010)	(98.5,010)	–	(98.5,020)	(98.8,020)	(99.1,030)	(99.3,030)	(99.5,040)	(99.6,050)
120	(99.2,010)	(98.9,010)	(98.5,020)	–	(98.1,030)	(98.4,030)	(98.8,040)	(99.2,050)	(99.6,050)
130	(99.5,020)	(99.3,020)	(98.8,020)	(98.1,030)	–	(97.8,040)	(98.2,040)	(98.9,050)	(99.4,060)
140	(99.6,020)	(99.4,020)	(99.1,030)	(97.8,040)	(97.8,040)	–	(97.5,050)	(98.4,060)	(99.1,060)
150	(99.6,030)	(99.6,030)	(99.3,030)	(98.8,040)	(98.2,040)	(97.5,050)	–	(97.8,060)	(98.7,070)
160	(99.4,030)	(99.6,040)	(99.5,040)	(99.2,050)	(98.9,050)	(98.4,060)	(97.8,060)	–	(98.1,070)
170	(99.1,040)	(99.5,040)	(99.6,050)	(99.6,050)	(99.4,060)	(99.1,060)	(98.7,070)	(98.1,070)	–

Tafla 31. Reykjavíkurlflugvöllur I: Mat á nothæfisstuðli með tilliti til hlíðarvinds á þrjár flugbrautir. Hámarksnothæfisstuðull og sú flugbraut sem í viðbót við þær tvær sem koma fram á ásunum sem gefur þá niðurstöðu. Hámarkshlíðarvindur 20 kt - fyrri hluti. Réttvísandi flugbrautir.

	000	010	020	030	040	050	060	070	080
000	–	(99.9,100)	(99.9,110)	(100.0,110)	(100.0,110)	(100.0,120)	(100.0,130)	(100.0,130)	(100.0,130)
010	(99.9,100)	–	(99.9,110)	(99.9,110)	(100.0,120)	(100.0,120)	(100.0,130)	(100.0,130)	(100.0,130)
020	(99.9,110)	(99.9,110)	–	(99.9,120)	(99.9,120)	(100.0,120)	(100.0,130)	(100.0,140)	(100.0,140)
030	(100.0,110)	(99.9,110)	(99.9,120)	–	(99.9,130)	(99.9,130)	(100.0,140)	(100.0,140)	(100.0,140)
040	(100.0,110)	(100.0,120)	(99.9,120)	(99.9,130)	–	(99.9,140)	(99.9,140)	(99.9,140)	(99.9,150)
050	(100.0,120)	(100.0,120)	(100.0,120)	(99.9,130)	(99.9,140)	–	(99.9,150)	(99.9,150)	(99.9,150)
060	(100.0,130)	(100.0,130)	(100.0,130)	(100.0,140)	(99.9,140)	(99.9,150)	–	(99.8,150)	(99.9,160)
070	(100.0,130)	(100.0,130)	(100.0,140)	(100.0,140)	(99.9,140)	(99.9,150)	(99.8,150)	–	(99.9,160)
080	(100.0,130)	(100.0,130)	(100.0,140)	(100.0,140)	(99.9,150)	(99.9,150)	(99.9,160)	(99.9,160)	–
090	(99.9,130)	(100.0,130)	(100.0,140)	(100.0,150)	(100.0,160)	(100.0,160)	(99.9,160)	(99.9,170)	(99.9,170)
100	(99.9,040)	(99.9,130)	(100.0,150)	(100.0,160)	(100.0,160)	(100.0,160)	(100.0,170)	(100.0,170)	(99.9,170)
110	(100.0,060)	(99.9,060)	(99.9,150)	(100.0,160)	(100.0,160)	(100.0,170)	(100.0,170)	(100.0,170)	(100.0,000)
120	(100.0,060)	(100.0,060)	(100.0,060)	(99.9,160)	(100.0,170)	(100.0,170)	(100.0,170)	(100.0,000)	(100.0,010)
130	(100.0,070)	(100.0,070)	(100.0,070)	(100.0,070)	(99.9,000)	(100.0,000)	(100.0,000)	(100.0,010)	(100.0,010)
140	(100.0,070)	(100.0,070)	(100.0,080)	(100.0,080)	(99.9,080)	(99.9,000)	(100.0,000)	(100.0,010)	(100.0,020)
150	(100.0,080)	(100.0,080)	(100.0,090)	(100.0,090)	(100.0,100)	(99.9,100)	(99.9,000)	(99.9,020)	(100.0,020)
160	(99.9,090)	(99.9,090)	(100.0,100)	(100.0,100)	(100.0,100)	(100.0,100)	(100.0,110)	(99.9,110)	(99.9,030)
170	(99.9,090)	(99.9,090)	(100.0,100)	(100.0,110)	(100.0,110)	(100.0,120)	(100.0,120)	(100.0,130)	(99.9,130)

Tafla 32. Reykjavíkurlflugvöllur I: Mat á nothæfisstuðli með tilliti til hlíðarvinds á þrjár flugbrautir. Hámarksnothæfisstuðull og sú flugbraut sem í viðbót við þær tvær sem koma fram á ásunum sem gefur þá niðurstöðu. Hámarkshlíðarvindur 20 kt - seinni hluti. Réttvísandi flugbrautir.

	090	100	110	120	130	140	150	160	170
000	(99.9,130)	(99.9,040)	(100.0,060)	(100.0,060)	(100.0,070)	(100.0,070)	(100.0,080)	(99.9,090)	(99.9,090)
010	(100.0,130)	(99.9,130)	(99.9,060)	(100.0,060)	(100.0,070)	(100.0,070)	(100.0,080)	(99.9,090)	(99.9,090)
020	(100.0,140)	(100.0,150)	(99.9,150)	(100.0,060)	(100.0,070)	(100.0,080)	(100.0,090)	(100.0,100)	(100.0,100)
030	(100.0,150)	(100.0,160)	(100.0,160)	(99.9,160)	(100.0,070)	(100.0,080)	(100.0,090)	(100.0,100)	(100.0,110)
040	(100.0,160)	(100.0,160)	(100.0,160)	(100.0,170)	(99.9,000)	(99.9,080)	(100.0,100)	(100.0,100)	(100.0,110)
050	(100.0,160)	(100.0,160)	(100.0,170)	(100.0,170)	(100.0,000)	(99.9,000)	(99.9,100)	(100.0,100)	(100.0,120)
060	(99.9,160)	(100.0,170)	(100.0,170)	(100.0,170)	(100.0,000)	(100.0,000)	(99.9,000)	(100.0,110)	(100.0,120)
070	(99.9,170)	(100.0,170)	(100.0,170)	(100.0,000)	(100.0,010)	(100.0,010)	(99.9,020)	(99.9,110)	(100.0,130)
080	(99.9,170)	(99.9,170)	(100.0,000)	(100.0,010)	(100.0,010)	(100.0,020)	(100.0,020)	(99.9,030)	(99.9,130)
090	–	(99.9,000)	(99.9,000)	(100.0,010)	(100.0,020)	(100.0,020)	(100.0,030)	(100.0,030)	(99.9,030)
100	(99.9,000)	–	(99.9,010)	(99.9,020)	(100.0,020)	(100.0,030)	(100.0,030)	(100.0,030)	(100.0,040)
110	(99.9,000)	(99.9,010)	–	(99.9,020)	(99.9,030)	(100.0,030)	(100.0,030)	(100.0,040)	(100.0,050)
120	(100.0,010)	(99.9,020)	(99.9,020)	–	(99.9,030)	(99.9,030)	(99.9,040)	(100.0,050)	(100.0,050)
130	(100.0,020)	(100.0,020)	(99.9,030)	(99.9,030)	–	(99.9,040)	(99.9,050)	(100.0,060)	(100.0,060)
140	(100.0,020)	(100.0,030)	(100.0,030)	(99.9,030)	(99.9,040)	–	(99.9,050)	(99.9,060)	(100.0,070)
150	(100.0,030)	(100.0,030)	(100.0,030)	(99.9,040)	(99.9,050)	(99.9,050)	–	(99.9,070)	(99.9,070)
160	(100.0,030)	(100.0,030)	(100.0,040)	(100.0,050)	(100.0,060)	(99.9,060)	(99.9,070)	–	(99.9,080)
170	(99.9,030)	(100.0,040)	(100.0,050)	(100.0,050)	(100.0,060)	(100.0,070)	(99.9,070)	(99.9,080)	–

Tafla 33. Reykjavíkurlflugvöllur II: Mat á nothæfisstuðli með tilliti til hliðarvinds á þrjár flugbrautir. Hámarksnothæfistuðull og sú flugbraut sem í viðbót við þær tvær sem koma fram á ásunum sem gefur þá niðurstöðu. Hámarkshliðarvindur 10 kt - fyrri hluti. Réttvísandi flugbrautir.

	000	010	020	030	040	050	060	070	080
000	–	(95.2,100)	(96.1,110)	(96.7,110)	(97.3,110)	(97.9,120)	(98.2,120)	(98.2,130)	(97.8,130)
010	(95.2,100)	–	(95.2,110)	(95.9,110)	(96.5,110)	(97.5,120)	(98.2,130)	(98.7,130)	(98.5,140)
020	(96.1,110)	(95.2,110)	–	(94.7,110)	(95.5,120)	(96.5,120)	(97.6,130)	(98.2,130)	(98.6,140)
030	(96.7,110)	(95.9,110)	(94.7,110)	–	(94.1,120)	(95.4,130)	(96.5,130)	(97.4,140)	(97.9,140)
040	(97.3,110)	(96.5,110)	(95.5,120)	(94.1,120)	–	(93.4,130)	(94.7,140)	(95.8,140)	(96.6,150)
050	(97.9,120)	(97.5,120)	(96.5,120)	(95.4,130)	(93.4,130)	–	(92.7,150)	(94.4,160)	(95.6,170)
060	(98.2,120)	(98.2,130)	(97.6,130)	(96.5,130)	(94.7,140)	(92.7,150)	–	(93.3,170)	(94.7,170)
070	(98.2,130)	(98.7,130)	(98.2,130)	(97.4,140)	(95.8,140)	(94.4,160)	(93.3,170)	–	(93.7,170)
080	(97.8,130)	(98.5,140)	(98.6,140)	(97.9,140)	(96.6,150)	(95.6,170)	(94.7,170)	(93.7,170)	–
090	(97.2,130)	(98.3,140)	(98.5,140)	(98.1,150)	(97.2,160)	(96.6,170)	(95.8,170)	(94.8,000)	(94.1,000)
100	(97.0,050)	(97.7,140)	(98.2,150)	(98.2,150)	(97.7,160)	(97.5,170)	(96.7,170)	(96.1,000)	(95.4,000)
110	(97.8,050)	(97.3,060)	(97.4,150)	(97.7,160)	(97.8,170)	(97.9,170)	(97.7,000)	(97.2,000)	(96.7,010)
120	(98.2,060)	(98.1,070)	(97.5,070)	(96.5,160)	(97.2,170)	(97.9,000)	(98.2,000)	(98.1,010)	(97.8,010)
130	(98.2,070)	(98.7,070)	(98.3,080)	(97.4,080)	(96.1,000)	(97.4,000)	(98.2,010)	(98.7,010)	(98.5,010)
140	(97.7,070)	(98.5,080)	(98.6,080)	(98.0,090)	(96.5,090)	(96.1,000)	(97.5,010)	(98.3,010)	(98.6,020)
150	(96.9,080)	(97.9,080)	(98.3,090)	(98.2,100)	(97.2,100)	(95.8,100)	(96.3,010)	(97.5,020)	(98.2,020)
160	(95.8,090)	(97.1,100)	(97.9,100)	(98.1,100)	(97.7,100)	(97.1,110)	(96.1,110)	(96.3,020)	(97.2,020)
170	(94.9,100)	(96.3,100)	(97.1,100)	(97.6,100)	(97.8,110)	(97.9,110)	(97.6,120)	(97.0,130)	(96.3,130)

Tafla 34. Reykjavíkurlflugvöllur II: Mat á nothæfisstuðli með tilliti til hliðarvinds á þrjár flugbrautir. Hámarksnothæfistuðull og sú flugbraut sem í viðbót við þær tvær sem koma fram á ásunum sem gefur þá niðurstöðu. Hámarkshliðarvindur 10 kt - seinni hluti. Réttvísandi flugbrautir.

	090	100	110	120	130	140	150	160	170
000	(97.2,130)	(97.0,050)	(97.8,050)	(98.2,060)	(98.2,070)	(97.7,070)	(96.9,080)	(95.8,090)	(94.9,100)
010	(98.3,140)	(97.7,140)	(97.3,060)	(98.1,070)	(98.7,070)	(98.5,080)	(97.9,080)	(97.1,100)	(96.3,100)
020	(98.5,140)	(98.2,150)	(97.4,150)	(97.5,070)	(98.3,080)	(98.6,080)	(98.3,090)	(97.9,100)	(97.1,100)
030	(98.1,150)	(98.2,150)	(97.7,160)	(96.5,160)	(97.4,080)	(98.0,090)	(98.2,100)	(98.1,100)	(97.6,100)
040	(97.2,160)	(97.7,160)	(97.8,170)	(97.2,170)	(96.1,000)	(96.5,090)	(97.2,100)	(97.7,100)	(97.8,110)
050	(96.6,170)	(97.5,170)	(97.9,170)	(97.9,000)	(97.4,000)	(96.1,000)	(95.8,100)	(97.1,110)	(97.9,110)
060	(95.8,170)	(96.7,170)	(97.7,000)	(98.2,000)	(98.2,010)	(97.5,010)	(96.3,010)	(96.1,110)	(97.6,120)
070	(94.8,000)	(96.1,000)	(97.2,000)	(98.1,010)	(98.7,010)	(98.3,010)	(97.5,020)	(96.3,020)	(97.0,130)
080	(94.1,000)	(95.4,000)	(96.7,010)	(97.8,010)	(98.5,010)	(98.6,020)	(98.2,020)	(97.2,020)	(96.3,130)
090	-	(94.8,010)	(96.2,010)	(97.3,010)	(98.1,010)	(98.5,020)	(98.3,020)	(97.8,030)	(97.0,030)
100	(94.8,010)	-	(95.5,010)	(96.6,010)	(97.5,020)	(98.1,020)	(98.2,020)	(98.1,030)	(97.7,040)
110	(96.2,010)	(95.5,010)	-	(95.4,010)	(96.4,020)	(97.1,020)	(97.5,030)	(97.7,030)	(97.9,050)
120	(97.3,010)	(96.6,010)	(95.4,010)	-	(94.7,020)	(95.4,030)	(96.1,030)	(96.7,040)	(97.8,050)
130	(98.1,010)	(97.5,020)	(96.4,020)	(94.7,020)	-	(93.5,030)	(94.3,040)	(95.7,050)	(97.3,060)
140	(98.5,020)	(98.1,020)	(97.1,020)	(94.7,020)	(93.5,030)	-	(92.5,050)	(94.4,060)	(96.3,070)
150	(98.3,020)	(98.2,020)	(97.5,030)	(96.1,030)	(94.3,040)	(92.5,050)	-	(93.0,070)	(95.3,070)
160	(97.8,030)	(98.1,030)	(97.7,030)	(96.7,040)	(95.7,050)	(94.4,060)	(93.0,070)	-	(94.0,080)
170	(97.0,030)	(97.7,040)	(97.9,050)	(97.8,050)	(97.3,060)	(96.3,070)	(95.3,070)	(94.0,080)	-

Tafla 35. Reykjavíkurflugvöllur II: Mat á nothæfisstuðli með tilliti til hliðarvinds á þrjár flugbrautir. Hámarksnothæfisstuðull og sú flugbraut sem í viðbót við þær tvær sem koma fram á ásunum sem gefur þá niðurstöðu. Hámarkshliðarvindur 13 kt - fyrri hluti. Réttvísandi flugbrautir.

	000	010	020	030	040	050	060	070	080
000	–	(98.2,110)	(98.6,110)	(98.9,110)	(99.2,120)	(99.5,120)	(99.7,130)	(99.7,130)	(99.4,130)
010	(98.2,110)	–	(98.1,110)	(98.5,120)	(99.0,120)	(99.3,120)	(99.7,130)	(99.8,130)	(99.7,130)
020	(98.6,110)	(98.1,110)	–	(98.1,120)	(98.6,120)	(99.1,130)	(99.5,130)	(99.7,140)	(99.7,140)
030	(98.9,110)	(98.5,120)	(98.1,120)	–	(98.0,130)	(98.6,130)	(99.1,140)	(99.4,140)	(99.5,140)
040	(99.2,120)	(99.0,120)	(98.6,120)	(98.0,130)	–	(97.8,140)	(98.4,140)	(98.7,150)	(99.0,150)
050	(99.5,120)	(99.3,120)	(99.1,130)	(98.6,130)	(97.8,140)	–	(97.5,150)	(98.1,160)	(98.5,160)
060	(99.7,130)	(99.7,130)	(99.5,130)	(99.1,140)	(98.4,140)	(98.7,150)	–	(97.5,160)	(98.0,160)
070	(99.7,130)	(99.8,130)	(99.7,140)	(99.4,140)	(98.7,150)	(98.1,160)	(97.5,160)	–	(97.6,170)
080	(99.4,130)	(99.7,130)	(99.7,140)	(99.5,140)	(99.0,150)	(98.5,160)	(98.0,160)	(97.6,170)	–
090	(99.0,130)	(99.5,140)	(99.6,140)	(99.5,150)	(99.2,150)	(98.9,160)	(98.6,170)	(98.2,170)	(97.7,170)
100	(98.9,050)	(99.2,140)	(99.5,150)	(99.6,150)	(99.5,160)	(99.3,170)	(99.1,170)	(98.7,170)	(98.4,000)
110	(99.3,050)	(98.9,060)	(99.1,150)	(99.4,160)	(99.5,160)	(99.5,170)	(99.4,170)	(99.1,000)	(98.8,000)
120	(99.6,060)	(99.5,070)	(99.2,070)	(98.9,160)	(99.3,170)	(99.6,170)	(99.6,000)	(99.5,000)	(99.4,010)
130	(99.7,060)	(99.8,070)	(99.6,070)	(99.2,080)	(98.8,000)	(99.4,000)	(99.7,010)	(99.8,010)	(99.7,010)
140	(99.5,070)	(99.7,070)	(99.7,080)	(99.5,080)	(98.9,090)	(98.8,000)	(99.4,010)	(99.7,010)	(99.7,020)
150	(99.0,080)	(99.4,080)	(99.5,090)	(99.6,100)	(99.3,100)	(98.6,100)	(98.8,010)	(99.2,020)	(99.5,020)
160	(98.5,080)	(99.0,100)	(99.3,100)	(99.5,100)	(99.5,100)	(99.3,110)	(98.9,120)	(98.6,020)	(99.0,030)
170	(98.1,100)	(98.7,100)	(99.0,100)	(99.2,110)	(99.4,110)	(99.6,120)	(99.5,120)	(99.2,130)	(98.7,130)

Tafla 36. Reykjavíkurlflugvöllur II: Mat á nothæfisstuðli með tilliti til hliðarvinds á þrjár flugbrautir. Hámarksnothæfisstuðull og sú flugbraut sem í viðbót við þær tvær sem koma fram á ásunum sem gefur þá niðurstöðu. Hámarkshliðarvindur 13 kt - seinni hluti. Réttvísandi flugbrautir.

	090	100	110	120	130	140	150	160	170
000	(99.0,130)	(98.9,050)	(99.3,050)	(99.6,060)	(99.7,060)	(99.5,070)	(99.0,080)	(98.5,080)	(98.1,100)
010	(99.5,140)	(99.2,140)	(98.9,060)	(99.5,070)	(99.8,070)	(99.7,070)	(99.4,080)	(99.0,100)	(98.7,100)
020	(99.6,140)	(99.5,150)	(99.1,150)	(99.2,070)	(99.6,070)	(99.7,080)	(99.5,090)	(99.3,100)	(99.0,100)
030	(99.5,150)	(99.6,150)	(99.4,160)	(98.9,160)	(99.2,080)	(99.5,080)	(99.6,100)	(99.5,100)	(99.2,110)
040	(99.2,150)	(99.5,160)	(99.5,160)	(99.3,170)	(98.8,000)	(98.9,090)	(99.3,100)	(99.5,100)	(99.4,110)
050	(98.9,160)	(99.3,170)	(99.5,170)	(99.6,170)	(99.4,000)	(98.8,000)	(98.6,100)	(99.3,110)	(99.6,120)
060	(98.6,170)	(99.1,170)	(99.4,170)	(99.6,000)	(99.7,010)	(99.4,010)	(98.8,010)	(98.9,120)	(99.5,120)
070	(98.2,170)	(98.7,170)	(99.1,000)	(99.5,000)	(99.8,010)	(99.7,010)	(99.2,020)	(98.6,020)	(99.2,130)
080	(97.7,170)	(98.4,000)	(98.8,000)	(99.4,010)	(99.7,010)	(99.7,020)	(99.5,020)	(99.0,030)	(98.7,130)
090	–	(98.0,000)	(98.5,010)	(99.1,010)	(99.5,010)	(99.6,020)	(99.5,030)	(99.3,030)	(98.9,040)
100	(98.0,000)	–	(98.2,010)	(98.8,010)	(99.2,020)	(99.4,020)	(99.6,030)	(99.5,030)	(99.3,040)
110	(98.5,010)	(98.2,010)	–	(98.4,010)	(98.9,020)	(99.1,030)	(99.3,030)	(99.5,040)	(99.5,050)
120	(99.1,010)	(98.8,010)	(98.4,010)	–	(98.1,020)	(98.5,030)	(98.8,040)	(99.2,050)	(99.6,050)
130	(99.5,010)	(99.2,020)	(98.9,020)	(98.1,020)	–	(97.8,040)	(98.3,040)	(98.9,050)	(99.5,060)
140	(99.6,020)	(99.4,020)	(99.1,030)	(98.1,020)	(97.8,040)	–	(97.5,050)	(98.4,060)	(99.1,060)
150	(99.5,030)	(99.6,030)	(99.3,030)	(98.5,030)	(98.3,040)	(97.5,050)	–	(97.7,060)	(98.6,070)
160	(99.3,030)	(99.5,030)	(99.5,040)	(99.2,050)	(98.9,050)	(98.4,060)	(97.7,060)	–	(97.8,070)
170	(98.9,040)	(99.3,040)	(99.5,050)	(99.6,050)	(99.5,060)	(99.1,060)	(98.6,070)	(97.8,070)	–

Tafla 37. Reykjavíkurflugvöllur II: Mat á nothæfisstuðli með tilliti til hliðarvinds á þrjár flugbrautir. Hámarksnothæfistuðull og sú flugbraut sem í viðbót við þær tvær sem koma fram á ásunum sem gefur þá niðurstöðu. Hámarkshliðarvindur 20 kt - fyrri hluti. Réttvísandi flugbrautir.

	000	010	020	030	040	050	060	070	080
000	–	(99.8,100)	(99.9,110)	(99.9,110)	(100.0,120)	(100.0,120)	(100.0,130)	(100.0,130)	(100.0,130)
010	(99.8,100)	–	(99.8,110)	(99.9,120)	(100.0,120)	(100.0,120)	(100.0,130)	(100.0,130)	(100.0,130)
020	(99.9,110)	(99.8,110)	–	(99.9,120)	(99.9,120)	(100.0,130)	(100.0,140)	(100.0,140)	(100.0,140)
030	(99.9,110)	(99.9,120)	(99.9,120)	–	(99.9,130)	(99.9,130)	(100.0,140)	(100.0,140)	(100.0,150)
040	(100.0,120)	(100.0,120)	(99.9,120)	(99.9,130)	–	(99.9,140)	(99.9,150)	(99.9,150)	(100.0,150)
050	(100.0,120)	(100.0,120)	(100.0,130)	(99.9,130)	(99.9,140)	–	(99.9,150)	(99.9,150)	(99.9,160)
060	(100.0,130)	(100.0,130)	(100.0,140)	(100.0,140)	(99.9,150)	(99.9,150)	–	(99.8,160)	(99.9,160)
070	(100.0,130)	(100.0,130)	(100.0,140)	(100.0,140)	(99.9,150)	(99.9,150)	(99.8,160)	–	(99.9,160)
080	(100.0,130)	(100.0,130)	(100.0,140)	(100.0,150)	(100.0,150)	(99.9,160)	(99.9,160)	(99.9,160)	–
090	(99.9,130)	(100.0,130)	(100.0,140)	(100.0,150)	(100.0,160)	(100.0,160)	(99.9,160)	(99.9,160)	(99.8,170)
100	(99.9,040)	(99.9,130)	(100.0,150)	(100.0,160)	(100.0,160)	(100.0,160)	(100.0,160)	(99.9,170)	(99.9,170)
110	(100.0,060)	(99.9,060)	(99.9,150)	(100.0,160)	(100.0,160)	(100.0,170)	(100.0,170)	(100.0,170)	(100.0,000)
120	(100.0,060)	(100.0,060)	(100.0,060)	(99.9,160)	(100.0,170)	(100.0,170)	(100.0,000)	(100.0,000)	(100.0,010)
130	(100.0,060)	(100.0,060)	(100.0,060)	(99.9,060)	(99.9,000)	(100.0,000)	(100.0,000)	(100.0,010)	(100.0,010)
140	(100.0,060)	(100.0,080)	(100.0,080)	(100.0,080)	(99.9,080)	(100.0,000)	(100.0,000)	(100.0,010)	(100.0,020)
150	(100.0,080)	(100.0,080)	(100.0,090)	(100.0,090)	(100.0,100)	(99.9,100)	(99.9,000)	(100.0,020)	(100.0,020)
160	(99.9,080)	(100.0,090)	(100.0,090)	(100.0,100)	(100.0,100)	(100.0,110)	(100.0,110)	(99.9,110)	(99.9,030)
170	(99.8,090)	(99.9,100)	(99.9,100)	(100.0,110)	(100.0,110)	(100.0,120)	(100.0,130)	(100.0,130)	(99.9,130)

Tafla 38. Reykjavíkurflugvöllur II: Mat á nothæfisstuðli með tilliti til hlíðarvinds á þrjár flugbrautir. Hámarksnothæfistuðull og sú flugbraut sem í viðbót við þær tvær sem koma fram á ásunum sem gefur þá niðurstöðu. Hámarksahlíðarvindur 20 kt - seinni hluti. Réttvísandi flugbrautir.

	090	100	110	120	130	140	150	160	170
000	(99.9,130)	(99.9,040)	(100.0,060)	(100.0,060)	(100.0,060)	(100.0,060)	(100.0,080)	(99.9,080)	(99.8,090)
010	(100.0,130)	(99.9,130)	(99.9,060)	(100.0,060)	(100.0,060)	(100.0,080)	(100.0,080)	(100.0,090)	(99.9,100)
020	(100.0,140)	(100.0,150)	(99.9,150)	(100.0,060)	(100.0,060)	(100.0,080)	(100.0,090)	(100.0,090)	(99.9,100)
030	(100.0,150)	(100.0,160)	(100.0,160)	(99.9,160)	(99.9,060)	(100.0,080)	(100.0,090)	(100.0,100)	(100.0,110)
040	(100.0,160)	(100.0,160)	(100.0,160)	(100.0,170)	(99.9,000)	(99.9,080)	(100.0,100)	(100.0,100)	(100.0,110)
050	(100.0,160)	(100.0,160)	(100.0,170)	(100.0,170)	(100.0,000)	(100.0,000)	(99.9,100)	(100.0,110)	(100.0,120)
060	(99.9,160)	(100.0,160)	(100.0,170)	(100.0,000)	(100.0,000)	(100.0,000)	(99.9,000)	(100.0,110)	(100.0,130)
070	(99.9,160)	(99.9,170)	(100.0,170)	(100.0,000)	(100.0,010)	(100.0,010)	(100.0,020)	(99.9,110)	(100.0,130)
080	(99.8,170)	(99.9,170)	(100.0,000)	(100.0,010)	(100.0,010)	(100.0,020)	(100.0,020)	(99.9,030)	(99.9,130)
090	-	(99.8,000)	(99.9,000)	(100.0,010)	(100.0,020)	(100.0,020)	(100.0,020)	(100.0,030)	(99.9,030)
100	(99.8,000)	-	(99.8,010)	(99.9,020)	(99.9,020)	(100.0,030)	(100.0,030)	(100.0,040)	(100.0,040)
110	(99.9,000)	(99.8,010)	-	(99.9,020)	(99.9,030)	(99.9,030)	(100.0,030)	(100.0,040)	(100.0,050)
120	(100.0,010)	(99.9,020)	(99.9,030)	-	(99.9,030)	(99.9,030)	(99.9,040)	(100.0,050)	(100.0,050)
130	(100.0,020)	(99.9,020)	(99.9,030)	(99.9,030)	-	(99.9,040)	(99.9,050)	(100.0,050)	(100.0,060)
140	(100.0,020)	(100.0,030)	(99.9,030)	(99.9,030)	(99.9,040)	-	(99.9,050)	(100.0,060)	(100.0,060)
150	(100.0,020)	(100.0,030)	(100.0,030)	(99.9,040)	(99.9,050)	(99.9,050)	-	(99.9,060)	(99.9,060)
160	(100.0,030)	(100.0,040)	(100.0,040)	(100.0,050)	(100.0,050)	(100.0,060)	(99.9,060)	-	(99.9,080)
170	(99.9,030)	(100.0,040)	(100.0,050)	(100.0,050)	(100.0,060)	(100.0,060)	(99.9,060)	(99.9,080)	-