

2017



# Guide to the Faroe Islands

## Introduction

The Reykjavik Control Area (CTA) covers over 5.4 million square kilometres of airspace between Scandinavia & Canada and the North Atlantic to the North Pole. Within this airspace lie three countries: Iceland, Greenland and the Faroe Islands. Together, they offer the VATSIM pilot limitless opportunities for flying. Whether you're an explorer, a shuttle-flyer or a long hauler, there's bound to be an airport ready to cater to your needs.

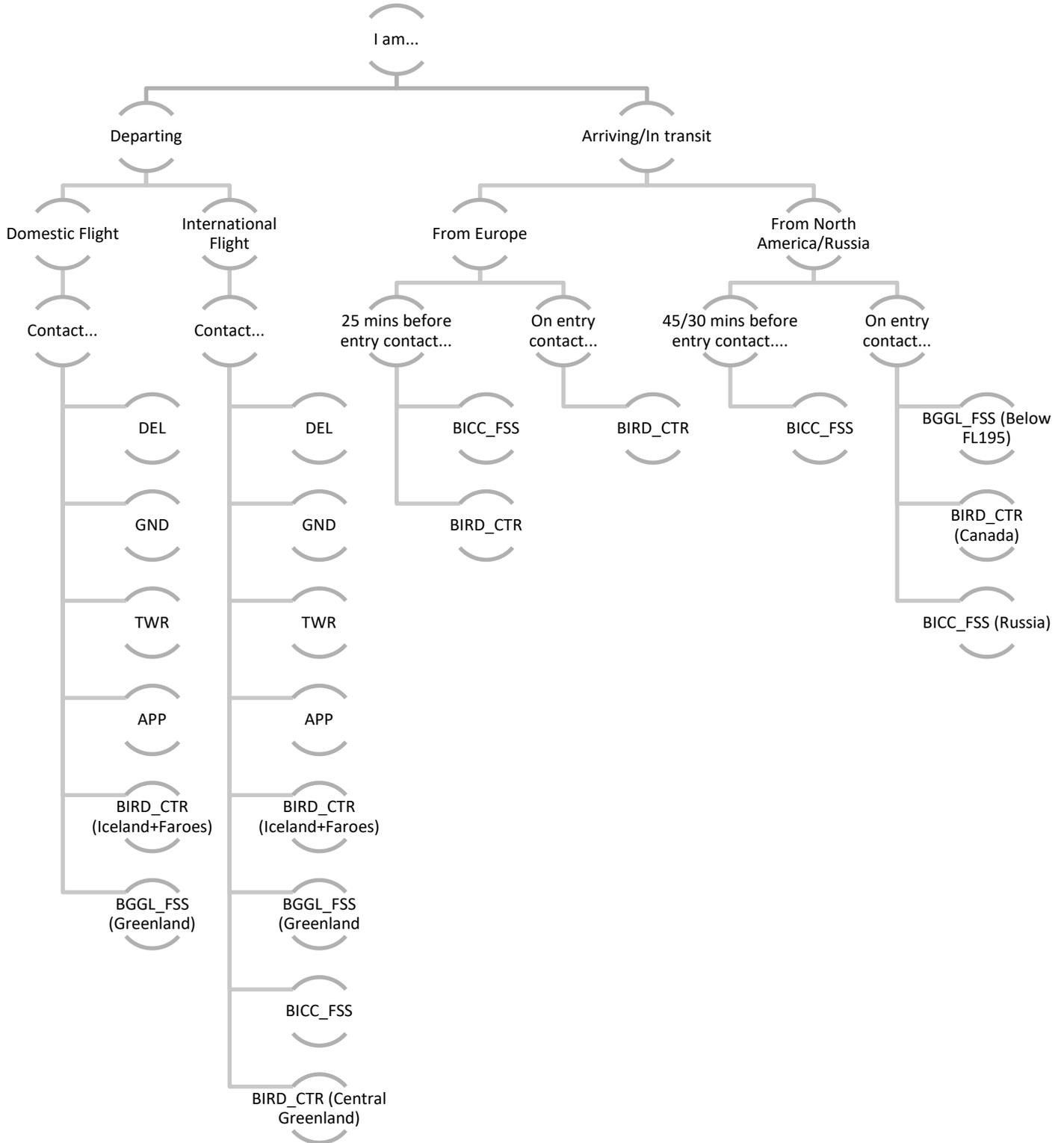
The CTA's borders running clockwise from the North Pole are Murmansk OFIR (Russia), Bodø OFIR (Norway), Norway FIR – Stavanger AoR, Scottish FIR (UK), Shanwick OFIR (UK/Ireland), Gander OFIR (Canada) and Edmonton FIR (Canada).

Phraseology examples are only provided for selected airports. If the airport you're flying to/from does not have an example, check out the phraseology in a similar airport (e.g. see another AFIS airport for AFIS phraseology).

**THIS GUIDE INCLUDES PDF BOOKMARKS. PLEASE USE THESE TO  
NAVIGATE DIRECTLY TO YOUR DESIRED SECTION.**

## Who do I talk to?

One of the most confusing things about our airspace is the problem of who to contact? Luckily for you, we've drawn up an easy-to-use diagram. Simply follow through the prompts and contact the controllers down the order listed. Note, for aircraft transiting or arriving, the "25/30/45 min before" contact is to obtain your oceanic clearance. Please ask your current controller for permission to leave frequency temporarily for oceanic clearance.



## Area Control

Area Control services are provided by the following units in the Faroe Islands:

Identifier	Callsign	Frequency
BIRD_4_CTR	Reykjavik Control East <i>(covers the Faroe Islands below FL345)</i>	126.750
BIRD_5_CTR	Reykjavik Control East <i>(covers the Faroe Islands above FL345)</i>	132.300
<b>BIRD_E_CTR</b>	<b>Reykjavik Control East</b> <b><i>(covers all Faroe Islands sectors)</i></b>	<b>126.750</b>
<b>BIRD_CTR</b>	<b>Reykjavik Control</b> <b><i>(covers all BIRD sectors including Central Greenland and Iceland)</i></b>	<b>119.700</b>
BICC_FSS	Iceland Radio <i>(provides all inbound oceanic clearances and also provides departing oceanic clearances when no local ATC is online)</i>	127.850
EURI_FSS	Eurocontrol Islands <i>(provides ATC above FL245 when local ATC is offline)</i>	135.750

Note that Reykjavik Control is a radar position and consequently position reports are not required in this airspace even though it is oceanic. You will be radar identified on first contact and may even be given a long direct through our airspace (1000+ nm directs are not uncommon).

Separation minima are as follows:

- 1000ft vertically below FL410
- 2000ft vertically above FL410
- 5nm below FL270
- 10nm above FL270

Pilots are requested to file odd flight levels for eastbound flights and even flight levels for westbound flights. Pilots who are flying westbound to North America and making landfall at the following points are requested to file FL340 as their initial cruise: ALTOD, URSAP, SAVRY, PIDSO, MAXAR, KETLA, EMBOK, CLAVY, AVPUT (or at or north of PRAWN if on old AIRAC). Further step climb will be available from Edmonton Centre.

**Transition altitude in the Faroe Islands is 7000ft.**

Transfers to neighbouring units are done in the following manner:

- Within Reykjavik:
  - Pilot to contact the frequency provided
  - Transfer of ATC tag to be accepted once pilot calls up on new frequency.
- Between Reykjavik and Norway, Scottish and Edmonton:
  - Pilot to contact the frequency provided.
  - Transfer of ATC tag to be accepted as soon as transfer of communication is initiated, in order to indicate willingness to accept control.
- From Reykjavik to Bodø, Shanwick, Gander, Murmansk and Iceland:
  - Pilot to report position at the entry point to procedural oceanic airspace.
  - ATC tag to be dropped by Reykjavik.
- From Bodø, Murmansk, Gander and Iceland Radio to Reykjavik:
  - Pilot to contact the frequency provided.
  - ATC tag to be assumed by Reykjavik.
- From Shanwick to Reykjavik:
  - Reykjavik to provide a squawk code to Shanwick by coordination.
  - Pilot to change transponder and switch frequency to Reykjavik at the entry point.
  - Reykjavik identifies aircraft at entry point when pilot calls up and assumes ATC tag.

Eurocontrol Islands provides ATC services in the Upper Information Regions of the British Isles and Iceland. Their lower limit is set at FL245. As such if BIRD\_CTR is not online, EURI\_FSS will fill that role.

- EURI\_FSS provides oceanic clearances to arrivals when BICC\_FSS is not online, or otherwise sends them to BICC\_FSS.
- EURI\_FSS provides oceanic clearances to departures when APP/TWR/GND/DEL are not online, but only when the departure has reached FL245. If, by FL245, the departure is very close to the lateral limits of EURI\_FSS, then no oceanic clearance is to be issued (common sense).
- EURI\_FSS shall handoff and coordinate directly with BIKF/BIRK\_APP when BIRD\_CTR is not online, as the upper limit for the FAXI TMA is FL245, corresponding with the lower limit of EURI\_FSS.
- EURI\_FSS does not cover BICC\_FSS or BGGL\_FSS when they are offline.
- EURI\_FSS does not cover BIRD\_W\_CTR.

## Oceanic Airspace

The entire Reykjavik CTA is classed as oceanic airspace (despite most of it actually being land!) and therefore, all flights are required to obtain an oceanic clearance. The only exception to this is domestic flights that remain within a single country. However, domestic flights that climb above the following altitudes will also require an oceanic clearance:

FL245 in Iceland | FL285 in Greenland | FL075 in the Faroe Islands

### Arrivals & Transits

Pilots should request oceanic clearance from Iceland Radio in the first instance, then Reykjavik Control if BICC\_FSS is not available. The oceanic clearance request should be made 25 minutes from entry from Europe, 45 minutes from Canada and 30 minutes from Russia. After receiving the clearance, please revert to your domestic frequency until transferred back to Reykjavik Control.

If you are contacting Reykjavik Control (BIRD\_CTR) directly, then you have the option of contacting at the above times, or just contacting 10 minutes prior to entry in order to avoid being returned to UNICOM. Traffic which has already received oceanic clearance from Shanwick, Gander, Bodø or Murmansk do not have to request it again from Iceland Radio.

Traffic flying via a NAT track who have not yet received an oceanic clearance and are requesting it from Iceland/Reykjavik should expect an Icelandic-style random route clearance. Iceland does not clear via NAT tracks on VATSIM. The route itself, however, will be unchanged (just different phraseology).

The request for oceanic clearance for **ARRIVALS/TRANSIT** should contain the following information:

- Reykjavik Entry Point (GONUT)
- ETA for Entry Point (1523)
- Requested Mach Number (Mach .82)
- Requested Flight Level (FL360)

*If the flight planned route does not contain a waypoint on the Reykjavik CTA boundary then the Entry Point should be the next flight plan waypoint before the Reykjavik CTA boundary.*

Here is an example conversation between BICC\_FSS and SAS123:

- Iceland Radio, Scandinavian 123 requesting oceanic clearance, estimate BARKU at 1722, request flight level 380, mach decimal 85
- Scandinavian 123, Iceland Radio, request received, standby.
- Controller takes 1-2 minutes to prepare clearance, longer if there are other things to do. Please be patient.
- Scandinavian 123, I have your oceanic clearance, confirm ready to copy?
- Pilot gets pen and paper ready
- Scandinavian 123 is ready to copy.
- Scandinavian 123, cleared to Boston via BARKU RATSU 63N014W 65N020W 65N040W 65N050W CLAVY. From BARKU maintain flight level 380, mach decimal 85. [Optional: cross RATSU not before 1720 for separation]

- Roger, cleared to cleared to Boston via BARKU RATSU 63N014W 65N020W 65N040W 65N050W CLAVY. From BARKU maintain flight level 380, mach decimal 85, Scandinavian 123
- Scandinavian 123, readback correct. Change back to control on 125.45.
- Back to control frequency 125.45, Scandinavian 123.

## Departures

Departures will receive their oceanic clearance from EKVG\_I\_TWR via BIRD\_CTR.

The request for oceanic clearance for **DEPARTURES** should contain the following information:

- Aircraft type
- Stand Number
- Requested Mach Number and Flight Level

Here is an example conversation between EKVG\_I\_TWR and SAS123:

- Vágar Information, Scandinavian 123 is a B757 on stand 2, requesting clearance to Stockholm Arlanda, FL350, mach decimal 78.
- Scandinavian 123, Vágar Information, request received, standby.
- EKVG\_I\_TWR liaises with BIRD\_E\_CTR for clearance...
- Scandinavian 123, Reykjavik East clears to Stockholm Arlanda Airport. After departure direct VALDI. Initial climb FL290, mach decimal 78, squawk 4127.
- Cleared to Stockholm, direct VALDI. Initial climb FL290, mach decimal 78, squawk 4127, Scandinavian 123.
- Scandinavian 123, readback correct.
- EKVG\_I\_TWR would then provide the preferred runway, met report and further information...

Note that the standard climb after departure is FL290. You will get further climb to your requested level (or some other level) from BIRD\_CTR.

The routing will tend to be all waypoints from departure to the end of oceanic airspace. This may include waypoints outside of the Reykjavik CTA.

## EKVG – Vágur Airport - AFIS

The Faroe Islands' only airport and the busiest AFIS airport in Scandinavia

Identifier	Callsign	Frequency
<b>EKVG_I_TWR</b>	<b>Vágur Information</b> <i>(provides AFIS below 7500ft in 60nm circle centred on the Faroe Islands)</i>	<b>124.850</b>
BIRD_4_CTR	Reykjavik Control East <i>(covers the Faroe Islands below FL345)</i>	126.750
<b>BIRD_E_CTR</b>	<b>Reykjavik Control East</b>	<b>126.750</b>
<b>BIRD_CTR</b>	<b>Reykjavik Control</b>	<b>119.700</b>
BICC_FSS	Iceland Radio <i>(provides departing oceanic clearances when no other local ATC is online)</i>	127.850

### Runways

12 (LOC/visual) | 30 (ILS/visual)

### Parking

Terminal – Stands 1-5 | Apron – Stands 22, 23, 24 | Hangars – All other traffic

### Clearance

All international departures will receive an IFR oceanic clearance. Please report your requested mach speed when requesting clearance, or file it in your flight plan with the format MxxxFxxx e.g. METIL/M078F330). SIDs are not generally issued for international flights, however, if you would like a SID, please request it from your controller.

Domestic flights are generally to heliports in the Faroe Islands and are flown VFR. The standard departure and arrival routes are via the waterfall at the end of Sørvágsvatn and via the town of Midvåg.

### Taxi

Taxi will be at your discretion, however, please request it first from EKVG\_I\_TWR.

### Departure

Follow the clearance and report at passing 7000ft. You will be handed off to BIRD\_CTR.

### Arrival

Expect to be descended to 7000ft by BIRD\_CTR, before being handed off to EKVG\_I\_TWR for an approach at your own discretion. In periods of busy traffic, aircraft may be asked to hold by BIRD\_CTR at MY NDB and waypoint CONNY.

### Phraseology Example – FLI123 – Departure – EKVG – BIEG

- Vagar Information, Faroeline 123 is an A319 on stand 3, requesting clearance to Egilsstaðir Airport, FL200, mach decimal 70.
- Faroeline 123, Vagar Information, request received, standby.
- EKVG\_I\_TWR consults with BIRD\_CTR...

- Faroeline 123, Reykjavik clears to Egilsstaðir Airport. After departure direct MY, ROSTI, HN. Initial climb FL200, mach decimal 70, squawk 4121.
- Cleared to Egilsstaðir Airport. After departure direct MY, ROSTI, HN. Initial climb FL200, mach .70, squawk 4121, Faroeline 123.
- Faroeline 123, readback correct, standby for met report.
- Faroeline 123, readback QNH and runway only. Vágar information at time 1050z. Winds 160 degrees at 13 knots. Visibility 3300m in light rain. Overcast clouds at 200ft. Temperature plus 11, dewpoint plus 11, QNH 1025, preferred runway is 12.
- QNH 1025 and runway 12, Faroeline 123.
- Faroeline 123, readback correct, report ready for startup.
- Wilco, Faroeline 123.
- ...
- Ready for startup, Faroeline 123.
- Startup approved and taxi at your discretion, Air Iceland Dash 8-400 on final.
- Startup approved and taxiing at our discretion, will report holding short of runway Faroeline 123.
- ...
- Faroeline 123 is holding short runway 12, we have the traffic in sight.
- Faroeline 123, roger, traffic will be turning around at the end, backtrack at your discretion, report ready for departure.
- Will taxi right onto runway and wait for traffic to vacate, Faroeline 123.
- ...
- Faroeline 123 is ready for departure.
- Faroeline 123, after departure report passing 7000ft, runway free.
- Runway free and wilco, Faroeline 123.
- FL1123 departs and flies direct MY, then direct ROSTI and passes 7000ft
- Passing 7000ft, direct ROSTI, Faroeline 123
- Faroeline 123 roger, contact Reykjavik Control on 119.700
- 119.700, Faroeline 123, bye bye!
- ...
- Reykjavik Control, Faroeline 123 passing 7500ft for FL200 direct ROSTI.
- Faroeline 123, Reykjavik Control, identified.

#### Phraseology Example – SAS541 – Arrival – ENGM – EKVG

- Reykjavik Control East, Scandinavian 541 at FL320, inbound VALDI.
- Scandinavian 541, Reykjavik Control, are you ready to copy oceanic clearance?
- Affirm, Scandinavian 541.
- Scandinavian 541, cleared to Vágar via VALDI direct MY. From VALDI maintain FL320, mach decimal 77, squawk 4273.
- Cleared to Vágar via VALDI direct MY. From VALDI maintaining FL320, mach decimal 77, squawk 4273, Scandinavian 541.
- Scandinavian 541, readback correct and identified.
- A little while after VALDI...
- Scandinavian 541, when ready, descend 7000ft, QNH 1012, expect runway 12.
- When ready descend 7000ft, QNH 1012, expecting runway 12, Scandinavian 541.

- Passing FL100...
- Scandinavian 541, identification terminated, contact Vágur Information on 124.850.
- Vágur Information on 124.850, Scandinavian 541.
- ...
- Vágur Information, Scandinavian 541 passing FL090 for 7000ft, inbound MY.
- Scandinavian 541, Vágur Information, hello. Confirm ready to copy met report?
- Ready to copy, Scandinavian 541.
- Scandinavian 541, this is Vágur information at time 1540 zulu. Surface winds 150 degrees at 8 knots, visibility 10km or more, few clouds at 5000ft. Temperature plus 21, dewpoint plus 14, QNH 1012, runway 12 in use.
- Copied QNH 1012 and runway 12 in use, we will go for the ILS approach runway 12, Scandinavian 541.
- Scandinavian 541, roger, traffic is Air Iceland Dash 8 established ILS approach runway 12, report established.
- Copied the traffic, wilco, Scandinavian 541.
- ...
- Scandinavian 541, the Air Iceland has vacated.
- Roger, thanks, Scandinavian 541.
- ...
- Scandinavian 541 is established ILS approach runway 12.
- Scandinavian 541, roger, runway free.
- Runway free, Scandinavian 541.
- ...
- Scandinavian 541, welcome to the Faroe Islands! Taxi at your discretion, caution the Air Iceland parking at stand 2 and Atlantic Airways A319 pushing back from stand 1.
- Thanks for traffic information, will taxi at our discretion, stand 5, Scandinavian 541.

#### Phraseology Example – OY-HSR – VFR Departure

- Vágur Information, hello, OY-HSR is a Bell 412 at stand 23, requesting met report.
- OY-HSR, Vágur Information, hello! Readback QNH only. Vágur information at time 1620 zulu. Surface winds 140 degrees at 3 knots. Visibility 10km or more. Few clouds at 7000ft, temperature plus 24, dewpoint plus 21, QNH 1013.
- QNH 1013, OY-HSR thanks, request startup and taxi for VFR departure to Tórshavn via Midvåg.
- OY-HSR, startup approved and taxi at your discretion, no traffic, report ready for departure.
- Startup approved and taxi at our discretion, wilco, OY-HSR.
- ...
- OY-HSR is ready for departure, runway 12.
- OY-HSR, runway free, report over Midvåg.
- Runway free, wilco, OY-HSR.
- ...
- Over Midvåg at 1200ft, OY-HSR.
- OY-HSR, roger, helipad free at Tórshavn, report landed.
- Helipad free, will report landed, OY-HSR.
- ...
- Landed at Tórshavn, OY-HSR.

## Heliports

All heliports are covered by EKVG\_I\_TWR or higher authority. However, contact with AFIS/ATC is not compulsory so you can fly without clearance. We recommend that you at least monitor the relevant frequency for traffic information.

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<b>BIRD_E_CTR</b>	<b>Reykjavik Control East</b>	<b>126.750</b>
<b>BIRD_CTR</b>	<b>Reykjavik Control</b>	<b>119.700</b>
BICC_FSS	Iceland Radio <i>(provides departing oceanic clearances when no other local ATC is online)</i>	127.850

### EKTB – Tórshavn

Bodanes Heliport is official name of the heliport of Tórshavn, the capital city of the Faroe Islands. Take the chance to explore the city from the air, admiring landmarks such as the old town, the harbour, Fort Skansin and the Tórshavn Cathedral.

### EKFA – Froðba

The village of Froðba is home to the heliport which serves the island of Suðuroy, the southernmost island of the Faroe Islands. Come and enjoy the many mountains and skerries in this remote part of the world.

### EKKV – Klasvík

From south to the north and the town of Klasvík, which is the Faroe Islands' second largest population centre and home to the largest music festival in the Faroe Islands, Summarfestivalurin.

### EKMS – Mykines

For most regular pilots to the Faroe Islands, Mykines means the MY NDB that forms a major part of the approach procedures to Vágar Airport. However, it is also a destination in itself, famous for its birds, mountain and lighthouse.

### EKSO – Svínoy

Far out to the north-east lies the island of Svínoy. Come and admire its bird cliffs and numerous peaks.

### EKSY – Skúvoy

Another remote island famous for its bird life is Skúvoy, just a short hop south of the capital.

### EKSR – Stóra Dímun

This island is one of the least populated and most inaccessible in the Faroe Islands. That is, not counting the regular helicopter service that forms a vital link for tourists and locals alike!

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