

2018



Guide to Iceland

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 document is written for both controllers and pilots, so you may find that some information is not really relevant to you.

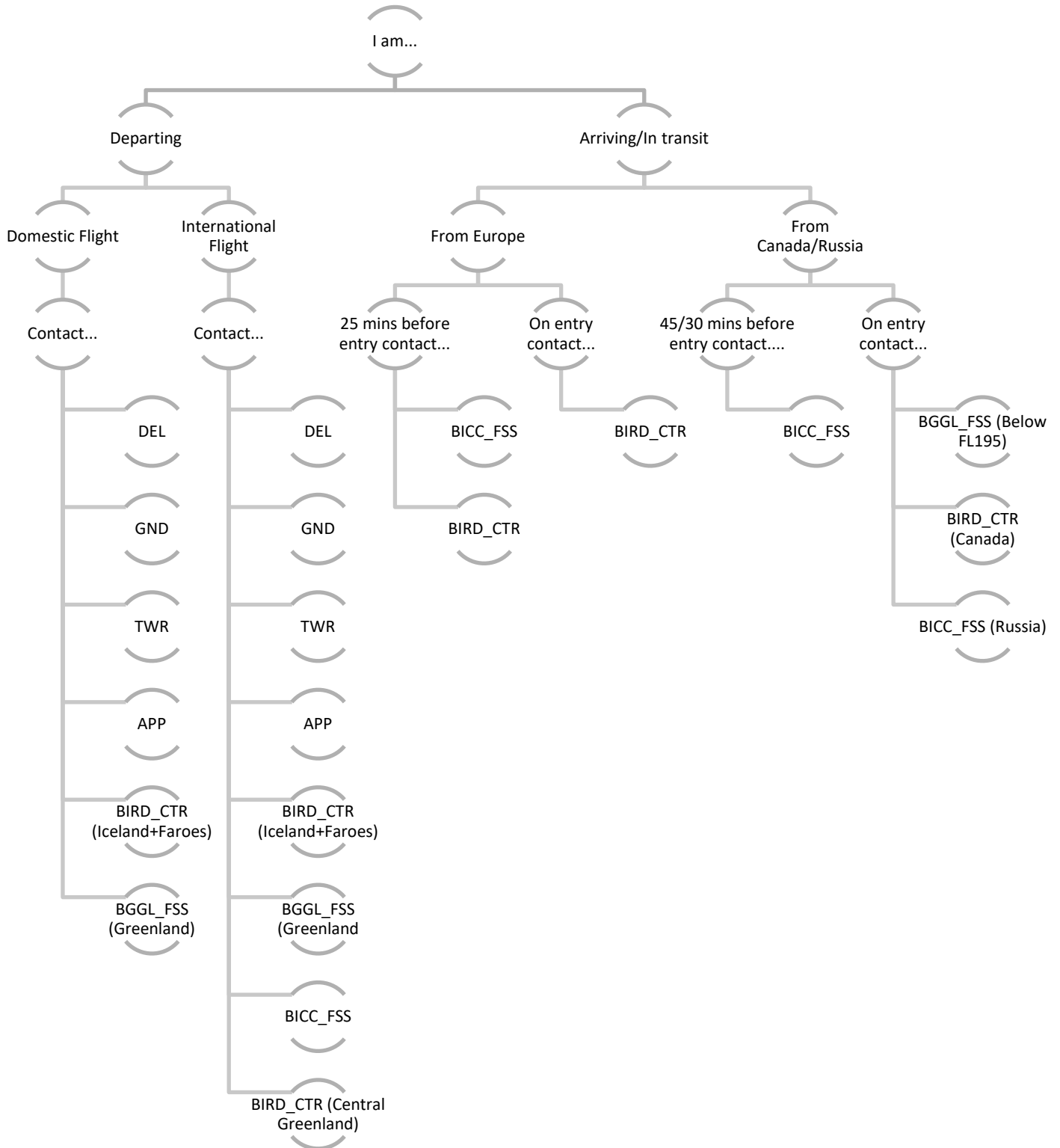
THIS GUIDE INCLUDES PDF BOOKMARKS. PLEASE USE THESE TO NAVIGATE DIRECTLY TO YOUR DESIRED SECTION.

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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.



Area Control

Area Control services are provided by the following units in Iceland:

Identifier	Callsign	Frequency
BIRD_1_CTR	Reykjavik Control South <i>(covers Iceland up to FL335)</i>	119.700
BIRD_2_CTR	Reykjavik Control South <i>(covers Iceland FL335-FL355)</i>	125.700
BIRD_3_CTR	Reykjavik Control South <i>(covers Iceland above FL355)</i>	128.600
BIRD_S_CTR	Reykjavik Control South <i>(covers all Iceland sectors)</i>	128.600
BIRD_CTR	Reykjavik Control <i>(covers all BIRD sectors including Central Greenland and the Faroe Islands)</i>	119.700
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

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.

For ATC, separation minima are as follows:

- 1000ft vertically below FL410
- 2000ft vertically above FL410
- 3nm within 30nm of KFV VOR
- 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: AVUTI, VESMI, URTAK, TOXIT, SAVRY, RADUN, PIDSO, NIFTY, MAXAR, LIBOR, KETLA, EMBOK, CLAVY, AVPUT, KENKI, NALDI, MUSVA, KAGLY, BERUS, IKMAN, GRIBS, MIBNO, MUSLO, PEPKI, SINGA, IRBIM, MOATT, PRAWN. Further step climb will be available from Edmonton Centre.

Transition altitude throughout Iceland 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 the local controller at BIKF, BIRK and BIAR airports. For all other airports in Iceland, departing oceanic clearance should be obtained from Reykjavik Control, or Iceland Radio if BIRD_CTR is offline.

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

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

Here is an example conversation between BIKF_DEL and SAS123:

- Keflavik Delivery, Scandinavian 123 is a A320 on stand 10 with information Alpha, requesting clearance to Stockholm Arlanda, FL350, Mach decimal 78
- Scandinavian 123, Keflavik Delivery. Cleared to Stockholm Arlanda Airport, runway 01, OSKUM 3A departure, direct ROSTI, VALDI. Initial climb FL290, Mach decimal 78, squawk 4127.
- Cleared to Stockholm, runway 01, OSKUM 3A, direct ROSTI, VALDI. Initial climb FL290, Mach decimal 78, squawk 4127, Scandinavian 123.
- Scandinavian 123, readback correct.

Note that the **standard climb after departure is FL290**. You will get further climb to your cruise 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. For example, flights to New York will receive an oceanic clearance from BIKF_DEL for the entire route from Keflavik to the Canadian coastline (through Gander).

BIKF – Keflavik International Airport

Iceland's main international airport and the largest airport in the Reykjavik CTA

ATC Positions

Identifier	Callsign	Frequency
BIKF_ATIS	Keflavik Information	128.300
BIKF_DEL	Keflavik Delivery	121.000
BIKF_GND	Keflavik Ground	121.900
BIKF_TWR	Keflavik Tower <i>(covers BIKF CTR up to 3000ft)</i>	118.300
BIKF_F_APP	Keflavik Approach <i>(controls transitions to ILS)</i>	119.150
BIKF_APP	Keflavik Approach <i>(covers BIKF and BIRK TMAs up to FL245)</i>	119.300
BIRD_1_CTR	Reykjavik Control South <i>(lower division of South Sector)</i>	119.700
BIRD_S_CTR	Reykjavik Control South	128.600
BIRD_CTR	Reykjavik Control	119.700
BICC_FSS	Iceland Radio <i>(provides departing oceanic clearances when no other local ATC is online)</i>	127.850

Runways

01 (ILS, RNAV, VOR, preferred runway) | 19 (ILS, RNAV, VOR) | **Note: Old runways 02/20 = 01/19.**

10 (ILS, VOR, NDB) | 28 (ILS, RNAV, VOR) | **Note: Old runways 11/29 = 10/28**

Parking

International Terminal – Stands 1-14

Terminal Remote West (Cargo) – Stands 20-24 or 40-46 | Terminal Remote East – Stands 70-79

East Apron – GA & Overflow Traffic (stand of your choice)

South-West Apron – Military & Emergency | Helipad (at N1 taxiway) – Helicopters

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. PIXUM/M078F330). SIDs are not generally issued for international flights, however, if you would like a SID, please request it from your controller.

BIKF_DEL (or whoever is covering the position top down) will edit your flight plan to show the cleared oceanic route. You do not need to do this yourself.

As you can appreciate, when Keflavik Airport is experiencing heavy traffic flow, there may be significant delays in obtaining your oceanic clearance. This is especially true when the airport is being covered top-down by a higher controllers. So please be patient and request clearance early to ensure you get to depart on time.

All domestic flights will receive a SID or a vector to first waypoint.

Taxi

For aircraft taxiing from the international terminal, please use the nearest entry/exit to your stand. Taxiways can generally accommodate all aircraft sizes, except for C2 and C1 which are only for light aircraft.

A380s cannot taxi along N4 due to the lack of wingtip clearance, and will be sent to the East Apron.

Low visibility procedures come into force when either the runway visual range (RVR) is below 800m, or the cloud ceiling is below 200ft. The primary difference with low visibility procedures is that only one aircraft will be allowed onto the manoeuvring area at a time (that is, one taxi at a time).

Departure

Follow the departure clearance.

VFR departures out of BIKF control zone are recommended to follow the standard VFR route eastbound via BIRK CTR. This is known as the Straumsvík route (a.k.a. route/leið 6) and travels between Patterson and Gardachurch. Please file "STRAUMSVIK" in your flight plan, together with further routes if desired. You will be required to report overhead certain points when requested by ATC as detailed in the charts.

If pilots are unable to follow this route, please inform ATC and you will be given instructions to "leave the control zone to the east."

For VFR circuits, the real world altitude is 1200ft. However, your departure instruction will usually be "not above 1500ft" to give further discretion to the pilot. The circuit direction will be determined by ATC based on current traffic conditions.

Arrival

The standard arrival procedure is a descent to FL100 and clearance for an arrival STAR. Pilots are to fly the STAR to the initial approach fix, after which BIKF_APP will clear you for the ILS via the published transition. If it is an event, you may also have BIKF_F_APP (Keflavik Director) online who will give this final transition clearance.

If you do not have a GPS/FMC capable of flying the STARs and transitions, please tell BIRD_CTR when he issues the clearance. You can then expect vectors for the ILS, or an NDB/VOR/visual approach.

VFR arrivals are recommended to follow the Straumsvík route, which is also used for departures.

Phraseology Example – ICE101 – European Departure – BIKF – ENGM

- Keflavik Delivery, Iceair 318 is a B38M on stand 7 with information Bravo, QNH 1032, request clearance to Oslo Gardermoen.
- Iceair 318, cleared to Oslo Gardermoen, runway 01, OSKUM 3A departure, ROSTI, VALDI. Initial climb FL290, Mach decimal 79, squawk 4412.
- Cleared to Gardermoen Airport, runway 01, OSKUM 3A, ROSTI, VALDI. Initial climb FL290, Mach decimal 79, squawk 4412, Iceair 318.
- Iceair 318, readback correct. Contact Keflavik Ground on 121.90.
- Ground on 121.90, Iceair 318.
- Keflavik Ground, Iceair 318 stand 7, ready for push and start.
- Iceair 318, Keflavik Ground, push and start approved, face East.
- Push and start approved, facing East, Iceair 318.
- *After pushback...*
- Iceair 318, ready for taxi.
- Iceair 318, taxi to holding point runway 01 via N12, N4 and E, crossing runway 10 approved.
- Taxying holding point runway 01 via N12, N4 and E, crossing runway 10 approved, Iceair 318.
- *Entering E1 taxiway...*
- Iceair 318, contact Keflavik Tower on 118.30.
- Keflavik Tower on 118.30, Iceair 318.
- Keflavik Tower, Iceair 318 approaching holding point runway 01.
- Iceair 318, Keflavik Tower, wind 010 degrees at 20 knots, maximum 30 knots, runway 01, cleared for takeoff, when airborne contact Keflavik Approach on 119.30, bye bye!
- Runway 01, cleared for takeoff, airborne Keflavik Approach on 119.30, Iceair 318.
- *Airborne, passing 1500ft...*
- Keflavik Approach, Iceair 318 passing 1500ft, OSKUM 3A.
- Iceair 318, Keflavik Approach, identified.
- *When nearing FL245/TMA boundary...*
- Iceair 318, contact Reykjavik Control on 119.70.
- Contacting Reykjavik Control on 119.70, Iceair 318.
- Reykjavik Control, Iceair 318 passing FL230 for FL290, direct OSKUM.
- Iceair 318, Reykjavik Control, identified. Climb FL350, cleared direct VALDI.
- Climbing FL350 and direct VALDI, thanks, Iceair 318.

Phraseology Example – ICE251 – North American Departure – BIKF – PANC

- Keflavik Delivery, Iceair 679 is a Boeing 757 at stand 14, clearance to Anchorage.
- Iceair 251, Keflavik Delivery, cleared to Anchorage, runway 10, SORIR 2B, 67 North 30 West, 71 North 40 West, 75 North 60 West, SINVU. Initial climb FL290, Mach decimal 83, squawk 4408, QNH 1001.
- Cleared to Anchorage, runway 10, SORIR 1C, direct, 67 North 30 West, 71 North 40 West, 75 North 60 West, SINVU. Climb FL290, Mach decimal 83, squawk 4408, QNH 1001, Iceair 679.
- Iceair 679, readback correct. Contact Keflavik Ground on 121.90.
- Keflavik Ground on 121.90, bye bye, Iceair 679.
- Keflavik Ground, Iceair 679, request pushback and start up, stand 14.
- Iceair 679, Keflavik Ground, push and start approved.
- Push and start approved, Iceair 679.

- Iceair 679 ready for taxi.
- Iceair 679, taxi to holding point runway 10 via C3 and K.
- C3 and K to holding point runway 10, Iceair 679.
- *When approaching K4...*
- Iceair 679, contact Keflavik Tower on 118.30.
- Contacting Tower on 118.30, Iceair 379.
- Keflavik Tower, Iceair 379 approaching K4.
- Iceair 379, Keflavik Tower, wind 070 degrees at 17 knots, runway 10, cleared for takeoff, when airborne contact Keflavik Approach on 119.30.
- Runway 10, cleared for takeoff, airborne Keflavik Approach 119.30, Iceair 379.
- Keflavik Approach, Iceair 379 passing 2000ft, SORIR 2B.
- Iceair 379, Keflavik Approach, identified, free speed.
- Free speed, Iceair 379.
- *When approaching FL245/TMA boundary...*
- Iceair 379, contact Reykjavik Control on 119.70.
- Reykjavik Control on 119.70, Iceair 379.
- Reykjavik Control, Iceair 379 passing FL235, climbing FL290.
- Iceair 379, Reykjavik Control, identified. Climb FL380.
- Climb FL380, Iceair 379.
- *When approaching 67N030W...*
- Iceair 679, identification terminated, contact Iceland Radio on 127.850.
- Contact Iceland Radio on 127.850, Iceair 679, bye!
- *Tunes to Iceland Radio and waits until crossing 67N030W...*
- Iceland Radio, Iceair 679 from Reykjavik with position report.
- Iceair 679, Iceland Radio, go ahead.
- Iceair 679 passed 67 North 30 West at time 1305z, FL380, Mach decimal 83, estimating 71 North 40 West at 1345z, 75 North 60 West thereafter.
- Iceair 679, roger, 67 North 30 West at time 1305z, FL380, Mach decimal 83, estimating 71 North 40 West at 1345z, 75 North 60 West thereafter.
- Readback correct, Iceair 679.
- *When crossing 71N040W...*
- Iceland Radio, Iceair 679, position report.
- Iceair 679, Iceland Radio, go ahead.
- Iceair 679 passing 71 North 40 West at time 1346z, FL380, Mach decimal 83 estimating 75 North 60 West at 1430z, SINVU thereafter.
- Iceair 251, roger, 71 North 40 West at time 1346z, FL380, Mach decimal 83, estimating 75 North 60 West at 1420z, SINVU thereafter.
- Negative, the estimate of 75 north 60 west was 1430z.
- Roger, estimating 75 North 60 West at time **1430z**.
- Readback correct, Iceair 679.
- *When crossing 75N060W...*
- Iceland Radio, Iceair 679, position report.
- Iceair 679, Iceland Radio, go ahead.
- Iceair 679 passed 75 North 60 West at time 1430z, FL380, Mach decimal 83 estimating SINVU at 1545z.

- Iceair 679, roger, 75 North 60 West at time 1430z, FL380, Mach decimal 83 estimating SINVU at 1545z.
- Readback correct, Iceair 679.
- Iceair 251, at SINVU contact Edmonton Centre on 134.30.
- Roger, at SINVU over to Edmonton on 134.300, bye bye!
- *When crossing SINVU change to Edmonton (Canada).*

Phraseology Example – FIN4XP – Standard Arrival – EFHK – BIKF

- ... *FIN4XP with BIRD_CTR, BIKF_APP, BIKF_F_APP and BIKF_TWR online...*
- Finnair 4XP, when ready, descend FL100, cleared NASBU 3N arrival runway 01.
- When ready, descend FL100, cleared NASBU 3N arrival runway 01, Finnair 4XP.
- ...
- Finnair 4XP, contact Keflavik Approach on 119.30.
- Contact Keflavik Approach on 119.30, Finnair 4XP.
- Keflavik Approach, Finnair 4XP, inbound NASBU on NASBU 3N arrival.
- Finnair 4XP, Keflavik Approach, identified. Cleared direct DEXON.
- Direct DEXON, Finnair 4XP.
- Finnair 4XP, descend to altitude 3000ft, QNH 1019.
- Descend to altitude 3000ft, QNH 1019.
- Finnair 4XP, contact Keflavik Approach on 119.150.
- Contact Keflavik Approach on 119.150, Finnair 4XP.
- ...
- Keflavik Approach, Finnair 4XP direct DEXON.
- Finnair 4XP, Keflavik Approach, identified. Reduce speed 180 knots or less [due traffic].
- Speed 180 knots or less, Finnair 4XP.
- ...
- Finnair 4XP, via DEXON transition cleared ILS runway 01 approach, report established.
- Via the DEXON transition, cleared ILS runway 01 approach, wilco, Finnair 4XP.
- ...
- Established, Finnair 4XP.
- Finnair 4XP, contact Keflavik Tower on 118.30.
- Tower 118.30, Finnair 4XP, goodbye!
- Keflavik Tower, Finnair 4XP on ILS runway 01.
- Finnair 4XP, Keflavik Tower, wind 040 degrees at 3 knots, runway 01, cleared to land.
- Runway 01, cleared to land, Finnair 4XP.

Phraseology Example – DLH2468 – Vectored Arrival – EDDM – BIKF

- *Nearing the TMA...*
- Lufthansa 2468, contact Keflavik Approach on 119.30.
- Approach on 119.30, Lufthansa 2468.
- Keflavik Approach, Lufthansa 2468, FL120 descending FL100, inbound ASRUN.
- Lufthansa 2468, Keflavik Approach, identified, expect vectors ILS approach runway 01.
- Vectors ILS approach runway 01, Lufthansa 2468.
- Lufthansa 2468, continue descent to altitude 3000ft, QNH 1012, turn left 270 degrees.

- Turning left 270 degrees and descending to altitude 3000ft, QNH 1012, Lufthansa 2468.
- ...
- Lufthansa 2468, turn right 360 degrees, cleared ILS runway 01.
- Right 360 degrees, cleared ILS approach runway 01, Lufthansa 2468.
- ...
- Lufthansa 2468, contact Keflavik Tower on 118.30.
- Keflavik Tower on 118.30, Lufthansa 2468.
- Keflavik Tower, Lufthansa 2468 established ILS runway 01.
- Lufthansa 2468, Keflavik Tower, wind calm, runway 01, cleared to land.
- Runway 01, cleared to land, Lufthansa 2468.
- ...
- Lufthansa 2468, welcome to Iceland! Vacate N4
- Vacating N4, thanks, Lufthansa 2468.
- Lufthansa 2468, taxi to stand 11 via N.
- Stand 11 via N, Lufthansa 2468.

Phraseology Example – TF-ICE – VFR Departure – BIKF – BIRK

- Keflavik Ground, TF-ICE is a C172 on the East Apron, with information A, QNH 996, request taxi for VFR departure to Reykjavik via Straumsvík.
- TF-ICE, Keflavik Ground, taxi via S to holding point runway 01.
- Taxi via S to holding point runway 01, TF-ICE.
- *Approaching the holding point...*
- TF-ICE, contact Keflavik Tower on 118.30.
- Contact Tower on 118.300, TF-ICE, bye!
- Keflavik Tower, TF-ICE holding runway 01 at S1, ready for departure.
- TF-ICE, Keflavik Tower, after departure runway 01 proceed via the Straumsvík route, not above altitude 3000ft, squawk 7125.
- After departure runway 01 proceeding via Straumsvík, not above 3000ft, squawk 7125, TF-ICE.
- TF-ICE, readback correct. Wind 070 degrees at 4 knots, runway 01, cleared for takeoff.
- Runway 01, cleared for takeoff, TF-ICE.
- Tower, TF-ICE is airborne climbing 1000ft to Patterson.
- TF-ICE, roger, report at Kuagerði.
- Wilco, TF-ICE.
- ...
- Overhead Kuagerði, TF-ICE.
- TF-ICE, roger, contact Reykjavik Tower on 118.00, bye bye!
- Contact Reykjavik Tower on 118.000, TF-ICE, bye!

Phraseology Example – TF-ABC – VFR Arrival – BIRK – BIKF

- Keflavik Tower, TF-ABC is at 1500ft just passed Aluminium Factory following Reykjanes Road to Keflavik for full stop landing.
- TF-ABC, Keflavik Tower, join right base, runway 01, QNH 996, traffic is C172 taking off runway 01 eastbound via Straumsvík.

- Joining right base runway 01, QNH 996, we have the traffic in sight, will keep right of centreline for separation, TF-ABC.
- TF-ABC, roger.
- ...
- TF-ABC is right base for runway 01 and descending 1200ft.
- TF-ABC, roger, report final.
- Wilco, TF-ABC.
- ...
- Final runway 01, TF-ABC.
- TF-ABC, wind 010 degrees at 16 knots, runway 01, cleared to land.
- Runway 01, cleared to land, TF-ABC.
- ...
- TF-ABC, welcome to Keflavik! Vacate right and taxi to the East Apron via S.
- Thank you, taxiing to East Apron via S, TF-ABC.

BIRK – Reykjavik Airport

Iceland’s main domestic and regional airport, nestled in the heart of the capital

ATC Positions

Identifier	Callsign	Frequency
BIRK_ATIS	Reykjavik Information	128.100
BIRK_GND	Reykjavik Ground	121.700
BIRK_TWR	Reykjavik Tower <i>(covers BIRK CTR up to 3000ft)</i>	118.000
BIRK_APP	Reykjavik Approach	119.000
BIKF_APP	Keflavik Approach <i>(covers BIKF and BIRK TMA's up to FL245)</i>	119.300
BIRD_1_CTR	Reykjavik Control South <i>(lower division of South Sector)</i>	119.700
BIRD_S_CTR	Reykjavik Control South	128.600
BIRD_CTR	Reykjavik Control	119.700
BICC_FSS	Iceland Radio <i>(provides departing oceanic clearances when no other local ATC is online)</i>	127.850

Runways

01 (RNAV, visual) | 19 (ILS, RNAV, NDB) | 13 (LOC, NDB) | 31 (RNAV, visual) |

Note: old runways 06/24 do not exist anymore.

The longest runway is 01/19, which can take up to a maximum of a B752. Larger aircraft should use nearby Keflavik International Airport (BIKF).

Parking

North Apron – Air Iceland & Air Greenland Scheduled Flights

East Apron – Eagle Air Scheduled Flights, GA, helicopters & overflow parking

Clearance

All domestic flights will receive a SID or a vector to first waypoint. The initial climb will be to cruise or FL240, whichever is lower.

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.

Taxi

There are no special taxi procedures, however, be prepared for runway crossings.

Departure

Follow the departure clearance. SID departures can expect further climb from BIKF_APP almost immediately on handoff from BIKF_TWR. Oceanic departures must continue on to BIRD_CTR before getting further climb above FL290.

VFR departures out of BIRK control zone are recommended to follow a number of standard VFR routes. These are named as Viðey, Gufunes, Vífilsstaðir and Straumsvík and all can be found in the aerodrome charts for BIRK. Please file the route names in your flight plan (e.g. "VIÐEY"). You will be required to report overhead certain points when requested by ATC as detailed in the charts.

If pilots are unable to follow a VFR route, please inform ATC and you will be given instructions to "leave the control zone to the north/east/south/west."

For VFR circuits, the real world altitude is 1200ft. However, your departure instruction will usually be "not above 1500ft" to give further discretion to the pilot. The circuit direction will be determined by ATC based on current traffic conditions.

Arrival

The standard arrival procedure is a descent to FL100. After that, it depends on the runway. BIRK_APP will either vector you in for an ILS, LOC or visual approach, or send you direct to an initial approach fix (IAF) for an RNAV or ILS transition approach. It is up to you what kind of approaches you can accept.

VFR arrivals are recommended to follow the standard VFR routes, which are also used for departures.

Phraseology Example – FXI36 – Domestic Departure – BIRK – BIIS

- Reykjavik Tower, Faxi 36 is a Dash 8-300 at the North Apron, with information Alpha, QNH 998, request IFR clearance to Ísafjörður.
- Faxi 36, Reykjavik Tower, cleared to Ísafjörður via the MYRAR 1 departure, runway 01, initial climb FL180 squawk 4423.
- Cleared to Ísafjörður via MYRAR 1 departure, runway 01, initial climb FL180 squawk 4423, Faxi 36.
- Faxi 36, readback correct.
- Ready for startup, Faxi 36.
- Faxi 36, startup approved.
- Startup approved, Faxi 36.
- Faxi 36 is ready to taxi.
- Faxi 36, taxi via E and backtrack runway 01.
- Taxi via E and backtrack runway 01, Faxi 36.
- When nearing threshold for turnaround...
- Faxi 36, surface winds 340 degrees at 9 knots, runway 01, cleared for takeoff.
- Runway 01, cleared for takeoff, Faxi 36.
- When airborne...
- Faxi 36, contact Keflavik Approach on 119.300, bye!
- Keflavik Approach on 119.300, Faxi 36, bye!
- Keflavik Approach, Faxi 36 at 2000ft climbing 5200ft.
- Faxi 36, Keflavik Approach, identified. Climb FL180.
- Climb FL180, Faxi 36.
- When nearing MYRAR...
- Faxi 36, contact Reykjavik Control on 119.700.
- 119.700 for Faxi 36.
- Reykjavik Control, Faxi 36 at FL180, MYRAR.

- Faxi 36, Reykjavik Control, identified.

Phraseology Example – GRL169 – Regional Departure – BIRK – BGSF

- Keflavik Approach, Greenland 169 is a Dash 8-200 at the North Apron, request clearance to Kangerlussuaq Søndre Strømfjord.
- Greenland 169, Keflavik Approach, cleared to Søndre Strømfjord, runway 19 direct SORIR, 66N030W, 67N040W, 67N050W, direct SF. Initial climb FL260, Mach decimal 52, squawk 4413, QNH 1014.
- Cleared to Kangerlussuaq, runway 19, direct SORIR, 66N030W, 67N040W, 67N050W, direct SF. Initial climb FL260, Mach decimal 52, squawk 4413, QNH 1014, Greenland 169.
- Greenland 169, readback correct. Startup at your discretion, report ready for taxi.
- Start at my discretion, wilco, Greenland 169.
- Approach, Greenland 169 is ready for taxi.
- Greenland 169, taxi via E and A to holding point runway 19. Crossing runways 19 and 24 approved.
- Taxying via E and A to holding point runway 19, cross runways 19 and 24, Greenland 169.
- *Nearing the threshold of runway 19...*
- Greenland 169, surface winds 250 degrees at 5 knots, runway 19, cleared for takeoff.
- Runway 19, cleared for takeoff, Greenland 169.
- ...
- Greenland 169 airborne passing 1500ft.
- Greenland 169, identified, free speed.
- Free speed, Greenland 169.
- *When approaching FL245...*
- Greenland 169, contact Reykjavik Control on 119.700, bye bye!
- Reykjavik Control on 119.700, bye, Greenland 169.
- Reykjavik Control, Greenland 169 FL240, climbing FL260.
- Greenland 169, Reykjavik Control, identified.

Phraseology Example – FXI53 – RNAV Arrival – BIAR – BIRK

- ... *BIKF_APP is only controller online...*
- Keflavik Approach, Faxi 53 FL160 descending FL100.
- Faxi 53, Keflavik Approach, squawk 4403.
- Squawk 4403, Faxi 53.
- Faxi 53, identified. Are you able direct KERIR?
- Affirm, Faxi 53.
- Faxi 53, cleared direct KERIR, expect RNAV approach runway 01.
- Direct KERIR, RNAV approach runway 01, Faxi 53.
- Faxi 53, descend to altitude 3000ft, QNH 995.
- Descend to altitude 3000ft, QNH 995, Faxi 53.
- Faxi 53, via KERIR transition, cleared RNAV approach runway 01, report established.
- Via KERIR transition, cleared RNAV approach runway 01, wilco, Faxi 53.
- ...
- Established, Faxi 53.
- Faxi 53, roger, wind 030 degrees at 7 knots, runway 01, cleared to land.

- Runway 01, cleared to land, Taxi 53.
- ...
- Taxi 53, velkominn heim! Taxi via E to the North Apron.
- Takk fyrir, to the North Apron via E, Taxi 53.

Phraseology Example – TF-OSK – VFR Departure – BIRK – BIRF

- Reykjavik Tower, TF-OSK is a BE60 at the East Apron, requesting taxi for VFR departure to Ríf via Viðey.
- TF-OSK, Reykjavik Tower, hello. Taxi via E to holding point runway 31.
- Taxying via E to holding point runway 31, and request met report while taxiing, TF-OSK.
- TF-OSK, readback QNH only. Weather information for Reykjavik at time 1220z. wind 270 degrees at 5 knots, visibility 9 kilometres, light snow showers. Few clouds at 3000ft, scattered at 6500ft. Temperature plus 2, dewpoint minus 1, QNH 1017.
- Roger, QNH 1017, TF-OSK.
- At the holding point...
- TF-OSK, hold position. After departure runway 31 proceed via Viðey not above 3000ft. Report overhead Tangi, squawk 4412.
- After departure runway 31 proceeding via Viðey, not above 3000ft, wilco over Akranes, squawking 4412, TF-OSK.
- TF-OSK, readback correct. No wind change, runway 31, cleared for takeoff.
- Runway 31, cleared for takeoff, TF-OSK.
- ...
- TF-OSK, overhead Tangi, 2500ft.
- TF-OSK, roger. Contact Keflavik Approach on 119.30.
- Over to Keflavik Approach, 119.30, bye bye, TF-OSK.

BIAR – Akureyri Airport

The hub airport of Northern Iceland and gateway to Eastern Greenland

ATC Positions

Identifier	Callsign	Frequency
BIAR_TWR	Akureyri Tower <i>(provides procedural approach control up to 7000ft)</i>	118.200
BIRD_1_CTR	Reykjavik Control South <i>(lower division of South Sector)</i>	119.700
BIRD_S_CTR	Reykjavik Control South	128.600
BIRD_CTR	Reykjavik Control	119.700
BICC_FSS	Iceland Radio <i>(provides departing oceanic clearances when no local ATC is online)</i>	127.850

Runways & Parking

01 (ILS, LOC) | 19 (visual, RNAV, NDB or ASR) | Terminal/Apron – All traffic

Clearance

You will receive a SID with an initial climb to cruise unless otherwise prescribed by ATC.

Taxi

Taxi will always be via apron and backtrack.

Departure

Follow the departure clearance and report passing 7000ft. BIAR_TWR will remind you to report passing 7000ft in the takeoff clearance. You will be handed off to BIRD_CTR after you report.

The VFR circuit should be flown below 1500ft and left-hand for runway 19, right-hand for runway 01.

Arrival

Expect descent to 7000ft via a STAR or a direct from BIRD_CTR, and then continue approach as directed by BIAR_TWR. You will be expected to line yourself up with the ILS/LOC for runway 01, or a visual/RNAV/NDB approach for runway 19. Tower will also ask you to report position at various flight phases. In periods of high traffic, BIAR_TWR will utilise the holds at NB NDB and AKI VOR and allow only one aircraft at a time into the approach phrase:

NB Hold (“November-Bravo” or “Botn”): Available at 7000ft, right-hand turns, 020/200 degrees

AKI Hold (“Ah-Kee” or “Akureyri”): Available at 6000ft and 7000ft, right-hand turns, 153/333 degrees

An aircraft surveillance radar (ASR) approach is available for runway 19 on request from BIAR_TWR. This approach involves radar vectoring within a restricted zone onto the final approach track, and then a surveillance service until pilot reports runway in sight. See the example and chart for details.

Phraseology Example – FXI24 – Departure – BIAR – BIRK

- Akureyri Tower, Faxi 24 is a Dash 8-400 at the terminal, request met report.
- Faxi 24, Akureyri Tower, readback QNH only. Akureyri Information at time 0200 zulu. Wind 200 degrees at 6 knots, variable between 170 and 230 degrees. Visibility 10km or more. Few clouds at 5400ft. Temperature 11, dewpoint 5, QNH 1001.
- QNH 1001, thanks and request clearance to Reykjavik, Faxi 24.
- Faxi 24, cleared to Reykjavik Airport via Botn 1A departure runway 19, initial climb FL180, squawk 4411.
- Cleared to Reykjavik via Botn 1A departure, runway 19, climbing FL180, squawk 4411, Faxi 24.
- Faxi 24, readback correct.
- ...
- Request push and start, Faxi 24.
- Faxi 24, push and start approved.
- Push and start approved, Faxi 24.
- ...
- Faxi 24 is requesting taxi.
- Faxi 24, taxi via apron and backtrack runway 19.
- Taxying via apron and backtrack, Faxi 24.
- *When beginning turn around...*
- Faxi 24, after departure report passing 7000ft, runway 19, cleared for takeoff.
- Will report passing 7000ft, runway 19, cleared for takeoff, Faxi 24.
- ...
- Passing 7000ft, Faxi 24.
- Faxi 24, contact Reykjavik Control on 119.70, bye bye!
- Reykjavik Control on 119.70, bye! Faxi 24.

Phraseology Example – FXI29 – Standard Arrival – BIRK – BIAR

- ... *with BIRD_CTR...*
- Faxi 29, cleared for AKI 1D arrival runway 01, descend 7000ft.
- Roger, descending 7000ft and cleared for AKI 1D arrival runway 01, Faxi 24.
- Faxi 24, contact Akureyri Tower on 118.20.
- Contacting Akureyri Tower on 118.20, Faxi 24.
- Akureyri Tower, Faxi 24 at FL090 descending 7000ft, on AKI 1D arrival.
- Faxi 24, Akureyri Tower, hello. Descend 6000ft and hold at AKI, traffic is Norlandair Fokker 50 leaving the hold and descending to 3000ft for ILS approach runway 01 via Botn.
- Roger, descending 6000ft and holding at AKI. We will keep an eye out for the traffic, Faxi 24.
- ...
- Faxi 24, the Norlandair traffic is established ILS approach runway 01, 3000ft. Leave AKI and descend 4000ft, cleared ILS approach runway 01, report established.
- Roger, we have the traffic in sight. Descending 4000ft and cleared ILS approach runway 01, wilco, Faxi 24.
- ...
- Faxi 24, descend 3000ft, traffic has vacated the runway.
- Descending 3000ft, Faxi 24.

- ...
- Tower, Faxi 24 is established ILS approach runway 01.
- Faxi 24, surface winds 330 degrees at 4 knots, runway 01, cleared to land.
- Runway 01, cleared to land, Faxi 24.

Phraseology Example – FXI37 – ASR Arrival with Missed Approach – BIRK – BIAR

- Faxi 37, descend 7000ft, QNH 1006 and contact Akureyri Tower on 118.20.
- Contacting Akureyri Tower on 118.20, thanks for the service Reykjavik Control, Faxi 37.
- Akureyri Tower, Faxi 37 at FL085 descending 7000ft, direct AKI from Reykjavik.
- Faxi 37, Akureyri Tower, hello. Descend 6000ft and hold at AKI, traffic is Air Iceland Fokker 50 leaving the hold for NDB approach runway 19.
- Roger, descending 6000ft and holding at AKI, Faxi 37.
- When in the hold...
- Tower, Faxi 37 requesting ASR approach runway 19.
- Faxi 37, approved. Squawk 4428 and report overhead AKI.
- Changing squawk to 4428 and wilco, Faxi 37.
- ...
- Overhead AKI, 6000ft, Faxi 37.
- Faxi 37, identified and cleared for ASR approach runway 19. Leave AKI heading 350 degrees, descend to altitude 3000ft.
- Cleared ASR approach runway 19, turning right 350 degrees, descending altitude 3000ft, Faxi 37.
- ...
- Faxi 37, turn right 190 degrees, descend 2000 feet, report runway in sight.
- Turn right 190 degrees, descend 2000ft, wilco, Faxi 37.
- Faxi 37, do not acknowledge further transmissions.
- Roger, Faxi 37.
- ...
- Faxi 37, turn right by 1 degree.
- ...
- Faxi 37, turn left by 2 degrees.
- ...
- Faxi 37, 5nm, altitude 2180ft, confirm runway in sight?
- Negative, Faxi 37.
- Faxi 37, go around. Turn right 035 degrees, climb 3000ft.
- Roger go around. Climbing 3000ft and turn right 035 degrees, Faxi 37.
- ...
- Faxi 37, cleared ASR approach runway 19, turn left 350 degrees.
- Cleared ASR approach runway 19, turn left 350 degrees, Faxi 37.
- Faxi 37, turn right 190 degrees, descend 2000ft, report runway in sight.
- Turn right 190 degrees, descend 2000ft, wilco, Faxi 37.
- Faxi 37, do not acknowledge further transmissions.
- Roger, Faxi 37.
- ...
- Faxi 37, turn right by 3 degrees.

- ...
- Faxi 37, turn left by 2 degrees.
- Runway in sight, Faxi 37.
- Faxi 37, roger, surface winds 240 degrees at 6 knots, runway 19, cleared to land.
- Runway 19, cleared to land, Faxi 37, thanks!

BIIS – Ísafjörður Airport - AFIS

Capital of the scenic Westfjords, the wildest and oldest part of Iceland

Identifier	Callsign	Frequency
BIIS_I_TWR	Ísafjörður Radio	118.800
BIRD_1_CTR	Reykjavik Control South (lower division of South Sector)	119.700
BIRD_S_CTR	Reykjavik Control South	128.600
BIRD_CTR	Reykjavik Control	119.700

Runways & Parking

08 (circling visual) | 23 (straight in visual) | Terminal/Apron: All traffic

Clearance

Your clearance will be issued by BIIS_I_TWR who will in turn request it from BIRD_CTR. There are several RNAV SIDs available, alternatively, you might just be asked to “depart at your discretion.”

Taxi

Taxi will be at your discretion, however, please request it first from BIIS_I_TWR.

Departure

Follow the departure clearance.

Arrival

Expect to be descended until RK NDB (usually 5000ft), before continuing approach at your discretion under the guidance of BIIS_I_TWR. There are RNAV STARs that terminate at the mouth of the fjord, after which you need to continue final approach visually. “Runway free” will be provided when downwind for runway 08 and when on final for runway 23.

Phraseology Example – FXI12 – Departure – BIIS – BIRK

- Ísafjörður Radio, Faxi 12 is a Dash 8-400 at the terminal, requesting IFR clearance to Reykjavik.
- Faxi 12, Ísafjörður Radio, standby.
- BIIS_I_TWR consults with BIRD_CTR...
- Faxi 12, confirm ready to copy clearance?
- Ready to copy, Faxi 12.
- Faxi 12, Reykjavik clears to Reykjavik Airport via RE 1S departure. Initial climb FL190, squawk 4401.
- Roger, cleared to Reykjavik via RE 1S departure, climbing FL190, squawk 4401, Faxi 12.
- Faxi 12, readback correct. Confirm ready to copy met report?
- Ready to copy, Faxi 12.
- Faxi 12, met report for Ísafjörður at time 1240 zulu. Wind 140 degrees at 9 knots, visibility 10km or more. Temperature 18, dewpoint 11, QNH 1014.
- QNH 1014, Faxi 12.
- Faxi 12, correct. Report ready for startup.
- Wilco, Faxi 12.
- ...
- Faxi 12 is ready for startup.

- Faxi 12, startup approved.
- Startup approved, Faxi 12.
- ...
- Ready for taxi, Faxi 12.
- Faxi 12, taxi at your discretion, preferred runway 08, no reported traffic.
- Taxi at my discretion, runway 08, Faxi 12
- Faxi 12, after departure report altitude at RE. Runway free.
- Will report at RE, runway is free, Faxi 12.
- *Takeoff and turn into Ísafjarðardjúp, following SID...*
- Faxi 12 is overhead RE at 5500ft.
- Faxi 12, roger, contact Reykjavik Control on 119.70, bye bye!
- Over to Reykjavik on 119.70, bye! Faxi 12.
- ...
- Reykjavik Control, Faxi 12 passing 6100ft, climbing FL190.
- Faxi 12, Reykjavik Control, identified.

Phraseology Example – FXI36 – Arrival – BIRK – BIIS

- *FXI36 is under BIRD_CTR and BIIS_I_TWR is offline*
- Faxi 36, identification terminated, cleared to descend below controlled airspace, preferred runway 08.
- Cleared to descend below controlled airspace, we will use runway 08, Faxi 36.
- *At RE NDB...*
- Faxi 36 passing RE NDB.
- Faxi 36, roger, traffic is Air Iceland Fokker 50 departing now out of Ísafjörður and climbing FL190. Report left downwind runway 08, full met report available on request.
- Will report left downwind runway 08, copied the company traffic, wilco, Faxi 36.
- *When downwind...*
- Faxi 36 left downwind for runway 08, 1500ft.
- Faxi 36, roger, wind 130 degrees at 4 knots, runway free.
- Runway free, Faxi 36.
- *When landed...*
- Faxi 36, taxi at your discretion to the apron, no traffic.
- Faxi 36.

BIEG – Egilsstaðir Airport - AFIS

Gateway to the sparsely populated east of Iceland, where elves and myths abound

Identifier	Callsign	Frequency
BIEG_I_TWR	Egilsstaðir Radio	119.400
BIRD_1_CTR	Reykjavik Control South (<i>lower division of South Sector</i>)	119.700
BIRD_S_CTR	Reykjavik Control South	128.600
BIRD_CTR	Reykjavik Control	119.700

Runways & Parking

04 (ILS/LOC/RNAV/NDB) | 22 (RNAV/NDB) | Terminal/Apron: All traffic

Clearance

Your clearance will be issued by BIEG_I_TWR who will in turn request it from BIRD_CTR. There are a number of SIDs available depending on direction of flight.

Taxi

Taxi will be at your discretion, however, please request it first from BIEG_I_TWR.

Departure

Follow the departure clearance.

VFR should fly the circuit right-hand for runway 22 and left-hand for runway 04.

Arrival

Traffic will typically be cleared for a STAR by BIRD_CTR. Expect to be descended to 5000ft before being handed off to BIEG_I_TWR for the final approach phases. You can pick any approach you like, see the available approaches in the runway section above.

Phraseology Examples – See BIIS

BIVM – Vestmannæyjar Airport - AFIS

Popular tourist destination just a short 25 minute hop from the capital

Identifier	Callsign	Frequency
BIVM_I_TWR	Vestmannæyjar Information	118.500
BIRD_1_CTR	Reykjavik Control South (<i>lower division of South Sector</i>)	119.700
BIRD_S_CTR	Reykjavik Control South	128.600
BIRD_CTR	Reykjavik Control	119.700

Runways & Parking

03 (NDB/visual) | 21 (visual, high terrain) | 12 (RNAV/NDB/visual) | 30 (NDB/visual)

NB: Old runways 04/22 are now 03/21.

Apron: All traffic

The Westman Islands consists of high, undulating terrain with multiple obstacles for aircraft. Pilots are advised to fly with extreme caution especially on takeoff and landing. Pilots are also recommended to avoid the airport during periods of low visibility or cloud cover.

Clearance

Your clearance will be issued by BIVM_I_TWR who will in turn request it from BIRD_CTR. Due to high traffic between BIVM and BIRK in real life, there is a special SID used by BIRD_CTR for flights to BIRK: EL1W departure.

Taxi

Taxi will be at your discretion, however, please request it first from BIVM_I_TWR.

Departure

Follow your departure clearance.

Arrival

Traffic will typically be cleared for a STAR by BIRD_CTR. Expect to be descended to 3000ft before being handed off to BIVM_I_TWR for the final approach phases.

If you are coming from BIRK, there is a special STAR used: SELVO 1E arrival.

Phraseology Examples – See BIIS

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