

# BIKF KEFLAVIK INTL AIRPORT QUICK REFERENCE SHEET

## General Information

- **Noise preferential runway:** 01 / 19. Landing requests for runway 10 and departure requests for 28 may be approved.
- **Low Visibility Procedures** become active when touchdown RVR for runway 10 and 19 is <800m or if ceiling is <200ft.
  - LVP takeoff on all runways. Landing on **10** and **19** (CAT II/III).

## Keflavik Delivery (BIKF\_DEL | KFD | 128.300)

Area of responsibility: Departure clearances on the ground.

- **Oceanic clearance (OCL) is no longer required.**
- Check aircrafts' **SID, flight plan route** and **requested flight level** (RFL). Re-route if necessary. **Assign squawk code** and **set cleared flight level** (CFL) to the initial climb (FL290 or the RFL, whichever is lower).
- Note that only aircraft with limited RNAV equipment may follow the **G3 airway**. Re-route all 'modern' aircraft via **ING, ROSTI, LARUX** or **MY**.
- VFR aircraft are to 'expect clearance at the hold' and will be cleared by TWR.
- **Clearance:** Cleared to [DEST], [SID] departure, climb via SID [CFL], squawk XXXX.
- Note that 'climb via SID FL290' and 'climb FL290' are two very different instructions with two different meanings. **You cannot abbreviate the departure clearance.**

## Keflavik Ground (BIKF\_GND | KFG | 121.900)

Area of responsibility: All aprons and taxiways. BIKF\_2\_GND overflow.

Schengen	Non-Schengen	Cargo	Cargo, GA, Other
1-6 Terminal Apron	7-14, 70-79 Terminal Apron & Terminal East Remote	40-46 Terminal West Remote	East Apron

- Aircraft **must be squawking correctly** and have **mode C set** before push or taxi.
- VFR aircraft are to be given a squawk code with startup or taxi clearance.
- Local QNH should be provided **no later than startup clearance**.
- VFR single engine piston aircraft do not require start clearance; all other aircraft do.
- **Push and start:** Stand XX, [push/startup/push and start] approved, release point X, [face N/E/S/W].
- **Taxi:** Taxi holding point runway XX via X, [cross/hold short runway XX].
- GND requests crossing clearance from TWR. Aircraft must contact TWR to backtrack.
- BIKF\_2\_GND is available as an event overflow position with no set responsibilities.

## Keflavik Tower (BIKF\_TWR | KFT | 118.300)

Area of responsibility: All runways and BIKF CTR.

IFR:

- **Takeoff:** When airborne [contact XXX/monitor UNICOM] on XXX.XX, winds XXX degrees XX knots, runway XX, cleared for takeoff.
- **Landing:** Winds XXX degrees XX knots, runway XX, cleared to land.
- **Go-arounds:** Follow standard missed approach.
  - **Coordinate with APP** then transfer the aircraft to APP.

VFR:

- **Departure via route 6:** Proceed via route 6, winds XXX degrees XX knots, runway XX, cleared for takeoff.
  - Standard altitude for route 6 is **1,000ft**.
  - **Coordinate with BIRK\_TWR**, then: Report passing Kuagerdi.
- **Departure NOT via route 6:** [Left/right] turn [N/E/S/W]-bound, at XXXX ft, winds XXX degrees XX knots, runway XX, cleared for takeoff.
  - **1,500ft** for single engine piston, otherwise **2,500ft**.
  - **Coordinate with BIRK\_TWR**, then: Report 12 miles from Keflavik.
- **Circuits:** [Left/right] hand circuits, winds XXX degrees XX knots, runway XX, cleared for takeoff.
  - **Right** circuits for **10** and **19**. **Left** circuits for **01** and **28**.
  - Standard pattern altitude is **1,200ft**.
- **Arrival via route 6:** Route 6 for runway XX, QNH XXXX, squawk XXXX, report passing Patterson.
- **Arrival NOT via route 6:** Join [left/right downwind/base OR final] runway XX, you are number X, QNH XXXX, squawk XXXX.

## Keflavik Approach (BIKF\_APP | KFA | 119.300)

Area of responsibility: BIKF's approach sector. Covers BIRK when BIRK\_APP is offline.

- APP may DCT aircraft to the last waypoint of their SID without coordinating with BIRD.
- BIRD will clear arrivals onto the STAR and descend them **via the STAR** to **FL100**. APP may pick up aircraft early and clear them onto the STAR if BIRD is offline.
- BIRD hands off aircraft within 60nm from BIKF. These arrivals are fully released.
- **TA 7,000ft.** Recommended stepped descent is **FL100, 5,000ft**, then **3,000ft/3,500ft**.
- Published speed restriction for the ILS/RNP is **minimum 160kts until 4 DME**.
- RNP/ILS aircraft are to pass the IAF at **3,000ft** for 10 and 19, or **3,500ft** for 01 and 28.
- Arrivals that are vectored should join the ILS **no closer than 10nm out**.

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## Standard Instrument Departures (SIDs)

End Fix	Runway			
	01	10	19	28
LUTER	2A	2B	3C	3D
OSKUM	3A	1B	3C	3D
PIXUM	1A	1B	2C	2D
RIMUM	1A	3B	1C	1D
DELES	2A	3B	2C	3D
SORIR	3A	3B	2C	2D
RALOV	3A	4B	3C	1D
OMNI Non-RNAV SID	4A	4B	4C	4D
Initial climb: FL290 or RFL, whichever is lower				

**OMNI Departures:** Where aircraft are unable to accept an RNAV SID, an omnidirectional (OMNI) departure may be used. The OMNI departure is climb straight ahead on **runway heading to 5,000ft**, then **DCT the first filed waypoint**. APP should provide a DCT as soon as possible.

## Standard Instrument Arrival Procedures (STARs)

Initial Fix	Runway			
	01	10	19	28
DEVUD	4N	4M	2K	1H
NASBU	4N	2M	3K	1H
ASRUN	3N	2M	2K	1H
BASLU	3N	3M	2K	2H
BIRNA	2N	3M	3K	2H
ELDIS	3N	3M	3K	3H
GIRUG	3N	3M	2K	2H
INGAN	5N	3M	2K	2H

## Tug Release Points

Stands	Standard	Overflow	Stands	Standard	Overflow
1, 3, 5, 7, 46	9	10	12, 77	7	5, 6
9, 40, 42, 44	10	9, 11	76, 78	4	3, 2
11, 14	8	11	74	3	2, 4
2, 4, 6, 8	5	4, 6	70, 71, 72, 73	2	2
62, 63, 65	12, 11		75	1	1
10, 79	6	5, 7	55, 57, 59, 61	13	

These are **preferred assignments**. Use the standard release point wherever possible. If unavailable, use the overflow points **in the order they are listed**.

## Airspace

Name (Class)	Boundaries	Owner	Remarks
KEFCTR (D)	SFC – A030	KFT	Spans approximately 12 miles from KEF.
RKVCTR (D)	SFC – A030	RKT	Spans approximately 8 miles from RKV.
Faxi TMA (C)	A030 – FL195	KFA	Keflavik's section of the Faxi TMA.
Faxi TMA (D)	A030 – FL195	RKA	Reykjavik's section of the Faxi TMA.
Faxi TMA (A)	FL195 – FL245	KFA	Keflavik's upper TMA. <b>VFR not permitted.</b>
Faxi TMA (A)	FL195 – FL245	RKA	Reykjavik's upper TMA. <b>VFR not permitted.</b>

## Nav aids

Ident.	Freq.	Name	Type
KF	392	Keflavik	NDB
KFV	112.800	Keflavik	VORTAC
RK	355	Reykjavik	NDB
IRE	109.100	Reykjavik	DME

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## Published RNAV Holding Patterns

Waypoint (STAR)	Inbound Course	Turns (LegTime)	Permitted Levels
<b>RUNWAY 01 STARs</b>			
<b>ABEXI</b> DEVUD & NASBU	2° / 4°	RIGHT (1 min)	FL110+
<b>ELSIG</b> BASLU	333°	RIGHT (1 min)	FL100+
<b>RIKUG</b> GIRUG	124°	RIGHT (1 min)	FL110+
<b>UMTAL</b> BIRNA	070°	RIGHT (1 min)	FL110+
<b>TIMLU</b> ASRUN	299°	RIGHT (1 min)	FL100+
<b>ELSIG</b> INGAN	349°	LEFT (1 min)	FL110+
<b>VIBER</b> ELDIS	097°	RIGHT (1 min)	FL110+
<b>RUNWAY 10 STARs</b>			
<b>MEBUN</b> DEVUD	279°	RIGHT (1 min)	FL120+
<b>LALTI</b> ASRUN	302°	RIGHT (1 min)	FL130+
<b>VERUT</b> INGAN	135°	RIGHT (1 min)	FL130+
<b>ELROS</b> ELDIS	080°	RIGHT (1 min)	FL130+
<b>SOTUG</b> NASBU	280°	RIGHT (1 min)	FL130+
<b>ELSIG</b> BASLU	327°	RIGHT (1 min)	FL130+
<b>VIBER</b> GIRUG	113°	RIGHT (1 min)	FL130+
<b>GEGNI</b> BIRNA	065°	RIGHT (1 min)	FL130+

Waypoint (STAR)	Inbound Course	Turns (LegTime)	Permitted Levels
<b>RUNWAY 19 STARs</b>			
<b>UNLOS</b> DEVUD	227°	RIGHT (1 min)	FL110+
<b>RAVLA</b> ASRUN	322°	RIGHT (1 min)	FL110+
<b>RUVET</b> INGAN	132°	RIGHT (1 min)	FL110+
<b>NAPAT</b> ELDIS	074°	RIGHT (1 min)	FL110+
<b>TESGO</b> NASBU	287°	RIGHT (1 min)	FL110+
<b>BETLU</b> BASLU	347°	RIGHT (1 min)	FL110+
<b>KULUS</b> GIRUG	100°	RIGHT (1 min)	FL110+
<b>GARSU</b> BIRNA	048°	RIGHT (1 min)	FL110+
<b>RUNWAY 28 STARs</b>			
<b>RANAS</b> DEVUD	265°	RIGHT (1 min)	FL110+
<b>DISMO</b> ASRUN	318°	RIGHT (1 min)	FL100+
<b>ORTES</b> INGAN	130°	RIGHT (1 min)	FL100+
<b>MALAB</b> ELDIS	098°	LEFT (1 min)	FL100+
<b>ERTIR</b> NASBU	287°	RIGHT (1 min)	FL110+
<b>GIPSI</b> BASLU	344°	RIGHT (1 min)	FL100+
<b>LIMBU</b> GIRUG	105°	RIGHT (1 min)	FL100+
<b>ADBAR</b> BIRNA	076°	RIGHT (1 min)	FL100+