

BIRK REYKJAVIK AIRPORT QUICK REFERENCE SHEET

Reykjavik Ground (BIRK_GND | RKG | 121.700)

Area of responsibility: Departure clearances, all aprons and taxiways.

IFR Clearance Delivery:

- **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.**

Movements:

- 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.**
- **Push and start:** *Stand XX, [push/startup/push and start] approved, [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.

Reykjavik Tower (BIRK_TWR | RKT | 118.000)

Area of responsibility: All runways and BIRK 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 a VFR route:** *Proceed via route X, winds XXX degrees XX knots, runway XX, cleared for takeoff.*
 - Standard altitude for routes 1-4 **1,500ft**. Altitude **1,000ft** for route 6.
 - Coordinate if required, then: *Report 6 miles from Reykjavik.*

- **Departure NOT via a VFR route:** *[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 if required, then: *Report 6 miles from Reykjavik.*
- **Circuits:** *[Left/right] hand circuits, winds XXX degrees XX knots, runway XX, cleared for takeoff.*
 - **Right** circuits for **13** and **19**. **Left** circuits for **01** and **31**.
 - Standard pattern altitude is **1,000ft**.
- **Arrival via a VFR route:** *Route X for runway XX, QNH XXXX, squawk XXXX, report [...].*
- **Arrival NOT via a VFR route:** *Join [left/right downwind/base OR final] runway XX, you are number X, QNH XXXX, squawk XXXX.*
- Multi-engine aircraft which are VFR or on a visual approach require **clearance to operate below 2,000ft in the CTR:** *Cleared to operate below 2,000ft.*
- VFR aircraft inbound to Keflavik should be coordinated with Keflavik Tower.

Reykjavik Approach (BIRK_APP | RKA | 119.000)

Area of responsibility: BIRK's approach sector (covered by BIKF_APP if 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.
- Arrivals that are vectored should join the ILS/LOC **no closer than 7nm out**.
- Arrivals should be instructed to report their position in the arrival sequence to TWR.
- Aircraft on the ILS/RNP approach transitions **must cross the IAF at:**

RWY 01 (RNP)	NEXEM	4,000ft	RWY 13 (LOC Z, RNP)	NARMO	2,400ft
	BABTU	3,300ft		ELNIG	
	KERIR	5,100ft		TABIT	
RWY 19 (ILSZ, RNP)	MIKVU	3,600ft	RWY 31 (RNP A)	FUZZO	3,500ft
	LUSUG	5,100ft		EGGUR	
	KUSUR	5,000ft		DIZMA	
	EXINU (INGAN 2N) (RH 2N)	3,600ft			
	EXINU (MYRAR 1N)	3,700ft			

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Standard Instrument Departures (SIDs)

End Fix	Runway			
	01	19	31	13
EL Ellidavatn	1	2	3	4
KFV Keflavik				
MYRAR				
Initial climb: FL290 or RFL, whichever is lower				

Aircraft that are unable to accept a SID should be instructed to climb straight ahead (on runway heading) to 5,000ft, then expect vectors from APP. In this case, GND must coordinate with APP.

Standard Instrument Arrival Procedures (STARs)

Initial Fix	Runway			
	01	19	31	13
INGAN	/	2N	/	/
MYRAR		1N		
REKNO		2N		
VM Vestmannaeyjar		1N		
NASBU		1V		
TIBRA		1N		
TERTU		2N		

Only runway 19 has published STARs. APP should either route aircraft DCT to their IAF or vector them onto the approach.

Nav aids

Ident.	Freq.	Name	Type
KF	392	Keflavik	NDB
KFV	112.800	Keflavik	VORTAC
RK	355	Reykjavik	NDB
IRE	109.100	Reykjavik	DME
EL	335	Ellidavatn	NDB
VM	375	Vestmannaeyjar	NDB

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. VFR not permitted.
Faxi TMA (A)	FL195 – FL245	RKA	Reykjavik's upper TMA. VFR not permitted.