Airport Briefings

Airport specified briefings for aerodromes within BIRD FIR

- BIKF – Keflavík International Airport
- BIRK - Reykjavík Airport
- BIAR - Akureyri Airport
- EKVG - Vágar Airport

BIKF – Keflavík International Airport

Overview

Keflavík International Airport is Iceland’s primary international gateway and the main hub for long-haul and transatlantic operations across the North Atlantic. Located approximately 50 km southwest of Reykjavík, Keflavík serves as a strategic midpoint between Europe and North America and handles a high volume of oceanic, ETOPS, cargo, military, and international passenger traffic.

The airport is dominated by international operations, with Icelandair operating an extensive route network to Europe and North America. Cargo flights, NATO-related traffic, and business aviation are also common. Domestic traffic generally operates from Reykjavík Airport (BIRK), though some regional and positioning flights may use Keflavík.

Weather conditions at Keflavík can be highly dynamic throughout the year. Strong winds, low visibility, icing, turbulence, and rapidly changing cloud bases are common and require careful planning and aircraft handling.

Available Stands

https://stands.vatsim-scandinavia.org/?icao=BIKFframeless=true

Use of stands

Area	Stands	Assigned to
Main Terminal Apron	1-17	International passenger operations

Area	Stands	Assigned to
Terminal Remote East Apron	71-78	International passenger operations
Terminal Remote West Apron	40-46	International passenger operations
West Apron		Military Operations
East Apron		Private / Cargo Operations

Widebody aircraft are commonly assigned to suitable terminal stands or remote stands depending on availability. Remote stand operations are frequent during peak traffic periods.

IFR Clearance

Initial contact is with Clearance Delivery, reporting:

- Callsign
- Stand number
- ATIS identification letter
- Destination

> Example: “Keflavík Delivery, ICE6MC stand 12, Airbus A320 with information Bravo, request IFR clearance to London Heathrow.”

Pilots unable to comply with published SIDs due to aircraft or navigation limitations should advise ATC immediately on first contact.

Oceanic clearances for westbound NAT operations are normally obtained prior to departure and pilots should ensure route uplinks and flight plans are verified before pushback.

Push-back

Most terminal stands require pushback procedures due to apron layout constraints.

ATC may issue:

- Straight-back push

- Tail east/west push
- Face north/south push instructions
- TRP (Tug Release Point) instructions

Where a TRP (Tug Release Point) is assigned, aircraft should continue pushback or towing procedures until reaching the instructed release point before disconnecting the tug, unless otherwise instructed by ATC or ground handling personnel.

During high traffic periods, expect delayed push approvals due to limited taxiway availability and crossing traffic.

Pilots should remain on stand until pushback clearance has been received from Ground.

Taxi

Taxi instructions normally include the full taxi route.

Pilots are expected to:

- Read back all hold short instructions
- Exercise caution during low visibility operations
- Monitor for de-icing traffic during winter operations

Intersection departures may be offered during busy periods if operationally suitable.

Heavy jet and long-haul aircraft generally taxi for full-length departures.

Runways

Keflavík International Airport operates two primary runways:

Runway	Length	Common Use
10/28	10,056 ft	Primary arrival/departure runway
01/19	10,020 ft	Secondary runway / crosswind operations

Runway selection depends heavily on:

- Wind conditions

- Crosswind limitations
- Traffic flow

Low visibility procedures (LVP) are frequently used during winter months.

SIDs

Standard Instrument Departures from Keflavík are heavily integrated into Icelandic and North Atlantic airspace structures.

Initial climb altitudes are assigned by ATC and must not be exceeded unless cleared.

Pilots should:

- Verify SID routing before taxi
- Ensure oceanic routes match filed flight plans
- Expect directs when traffic permits

If unable to comply with RNAV procedures, advise ATC for radar vectors or alternative departure instructions.

Important Note When Departing

Keflavík IFR departures are frequently handed over shortly before departure.

> Example: ICE6MC, When airborne [contact XXX/monitor UNICOM] on XXX.XX, winds XXX
> degrees XX knots, runway XX, cleared for takeoff

Arrival and STARs

Keflavík arrivals frequently involve:

- Oceanic inbound transitions
- RNAV STARs
- Radar vectoring during peak operations

Pilots should preload expected arrivals and transitions before descent.

>

> Do not descend unless explicitly cleared by ATC. Receiving an arrival or STAR clearance does not automatically mean descent is approved.

Due to Icelandic terrain and rapidly changing weather, strict adherence to altitude restrictions is essential.

Direct routings are common when traffic conditions permit.

Approach

Expect ILS approaches during normal operations.

Available approach types include:

Runway	Approach Types	Frequency	Course
10	ILS/LOC, RNP, VOR, NDB	109.50	102
28	ILS/LOC, RNP, VOR	108.50	282
01	ILS/LOC, RNP, VOR	111.30	012
19	ILS/LOC, RNP, VOR	110.30	192

ILS Categories

Keflavík supports low visibility operations with multiple ILS-equipped runways. The available ILS categories are:

Runway	ILS Category
01	CAT I
28	CAT I
10	CAT II
19	CAT II

Navigation Aids

Keflavík is equipped with several navigation aids used for arrivals, departures, oceanic transitions, and non-precision approaches.

Navaid	Type	Frequency	Usage
KFV	VOR/DME	112.80	Primary navigation aid for arrivals, departures and approach procedures

The KFV VOR/DME is located on the airfield and is widely used throughout published SIDs, STARs, approach procedures, and oceanic transition routing within Icelandic airspace.

Pilots should verify correct tuning and identification of the KFV VOR prior to conducting VOR-based procedures.

> **KFV VOR/DME** Frequency: **112.80** Identifier: **KFV**

Low Visibility Procedures (LVP)

LVPs are commonly used during winter operations due to fog, snow, strong winds, and rapidly changing weather conditions.

> Pilots conducting CAT II approaches must ensure both aircraft and crew are certified and capable of CAT II operations prior to commencing the approach.

Visual approaches may be used during good weather conditions.

Strong crosswinds are common at Keflavík and pilots should be prepared for:

- Gusting winds
- Moderate turbulence
- Wind shear
- Rapid runway changes

Unless otherwise instructed, pilots should maintain approach speeds to ensure efficient sequencing.

Direct Routings

In Icelandic airspace, direct routings are extremely common.

Pilots should be prepared for:

- Directs to oceanic entry points
- STAR shortcuts
- Vectoring around weather systems

Keep the waypoint page and flight plan readily available for quick modifications.

Communications

You can always check online positions and sectors by visiting VATSIM Radar

Callsign	Description	Frequency
BIKF_ATIS	Keflavík ATIS	128.300
BIKF_DEL	Keflavík Delivery	121.000
BIKF_GND	Keflavík Ground	121.900
BIKF_TWR	Keflavík Tower	118.300
BIKF_APP	Keflavík Approach	119.300
BIRD_S1_CTR	Reykjavík Control	119.700

Additional frequencies and sector splits may be used during major events or periods of high traffic.

Notes

- Keflavík is a major North Atlantic ETOPS diversion airport.
- De-icing operations are frequent during winter months.
- Volcanic ash advisories may impact operations across Icelandic airspace.
- Strong winds and rapidly changing meteorological conditions are common year-round.
- Pilots should ensure adequate fuel planning for weather diversions and oceanic contingency procedures.

BIRK - Reykjavík Airport

Overview

Reykjavík Airport (BIRK) is Iceland’s primary domestic airport and serves as a major hub for regional operations across Iceland, Greenland, and the North Atlantic region. Located close to central Reykjavík, BIRK handles domestic scheduled services, air ambulance flights, Coast Guard operations, general aviation, business aviation, helicopter traffic, and occasional international regional flights.

The airport is operated in a highly dynamic environment with a mixture of turboprop, helicopter, training, and business aviation traffic. Due to its proximity to Reykjavík city and surrounding terrain/water, pilots should expect visual manoeuvring, rapidly changing weather conditions, and short-notice runway changes.

Weather conditions at Reykjavík can change rapidly throughout the day. Strong winds, low cloud, turbulence, snow showers, icing, and reduced visibility are common, particularly during winter operations.

Use of Aprons

Area	Assigned to
Apron 1	General Aviation
Apron 2	Coast Guard
Apron 3	General Aviation
Apron 4	Domestic / Scheduled Passenger
Apron 7	Icelandic Flight Academy

IFR Clearance

Initial contact is with Clearance Delivery, reporting:

- Callsign
- Stand number
- ATIS identification letter
- Destination

> Example: “Reykjavík Delivery, ICE1DC stand 4, Dash 8 with information Charlie, request IFR clearance to Akureyri.”

Pilots unable to comply with published SIDs due to aircraft or navigation limitations should advise ATC immediately on first contact.

Push-back

Some terminal stands require pushback procedures due to apron layout constraints, although many domestic stands allow power-out departures.

ATC may issue:

- Straight-back push
- Tail east/west push
- Face north/south push instructions

Pilots should remain on stand until pushback clearance has been received from Ground.

Taxi

Taxi instructions normally include the full taxi route.

Pilots are expected to:

- Read back all hold short instructions
- Exercise caution during low visibility operations
- Monitor for helicopter and GA traffic

Runways

Reykjavík Airport operates three intersecting runways:

Runway	Length	Common Use
01/19	5,156 ft	Primary domestic operations
13/31	4,734 ft	Regional & crosswind operations

Runway selection depends heavily on:

- Wind conditions
- Traffic flow
- Crosswind limitations
- Weather conditions

SIDs

Standard Instrument Departures from Reykjavík integrate into Icelandic domestic and regional airspace structures.

Initial climb altitudes are assigned by ATC and must not be exceeded unless cleared.

If unable to comply with RNAV procedures, advise ATC for radar vectors or alternative departure instructions.

Arrival and STARs

Reykjavík arrivals frequently involve:

- RNAV arrivals
- Visual approaches
- Radar vectoring
- Short-notice runway changes

> Do not descend unless explicitly cleared by ATC.

Approach

Expect visual or RNAV approaches during normal operations depending on runway configuration and weather conditions.

Runway	Approach Types	Frequency	Course

01	RNP		007
19	ILS, LOC, RNP	109.90	187
13	LOC, RNP, NDB	109.10	128
31	RNP		308

Strong crosswinds are common at Reykjavík and pilots should be prepared for:

- Gusting winds
- Moderate turbulence
- Wind shear
- Rapid runway changes

Navigation Aids

Reykjavík is equipped with navigation aids supporting domestic, regional, and instrument operations.

Navaid	Type	Frequency	Usage
RK	NDB	355	Primary navigation aid for arrivals and departures

> **RK NDB**
> Frequency: **355**
> Identifier: **RK**

Low Visibility Procedures (LVP)

LVPs may be implemented during periods of reduced visibility, snowfall, or fog.

Direct Routings

Direct routings are common within Icelandic domestic airspace.

Pilots should be prepared for:

- Directs to enroute fixes

- Shortened arrivals
- Vectoring around weather systems

Communications

You can always check online positions and sectors by visiting VATSIM Radar

Callsign	Description	Frequency
BIRK_ATIS	Reykjavík ATIS	128.100
BIRK_GND	Reykjavík Ground	121.700
BIRK_TWR	Reykjavík Tower	118.000
BIRK_APP	Reykjavík Approach	119.300
BIRD_S1_CTR	Reykjavík Control	119.700

Additional frequencies and sector splits may be used during major events or periods of high traffic.

Notes

- Reykjavík is Iceland’s primary domestic airport.
- Helicopter traffic is frequent throughout the day.
- Rapid weather changes are common year-round.
- Visual manoeuvring is frequently required.
- Crosswind operations are common due to Icelandic weather patterns.

BIAR - Akureyri Airport

Overview

Akureyri Airport (BIAR) is the main airport serving Akureyri and northern Iceland. The airport supports domestic scheduled flights, regional services, general aviation, air ambulance operations, training flights, and occasional international or charter traffic.

Akureyri is an important regional airport in Iceland, with traffic often operating to and from Reykjavík, Greenland, and smaller Icelandic communities. Due to its northern location and surrounding terrain, pilots should expect challenging weather, turbulence, icing conditions, and close attention to published procedures.

Weather conditions at Akureyri can change rapidly. Low cloud, snow showers, strong winds, reduced visibility, and winter contamination are common, particularly during the colder months.

Use of stands

Area	Stands	Assigned to
Main Apron - North & South	1-6	Domestic passenger operations
Remote / GA Apron	7-12	General aviation, business aviation & overflow parking
Helicopter / Special Operations	As assigned	Helicopter, ambulance and special operations

Regional turboprop aircraft commonly operate from the main apron, while general aviation, business aviation, and special operations may be positioned on remote or dedicated apron areas depending on traffic levels.

IFR Clearance

Initial contact is with Akureyri Tower, reporting:

- Callsign
- Stand number or parking position
- ATIS identification letter
- Destination

> Example: “Akureyri Tower, ICE4AH stand 2, Dash 8 with information Alpha, request IFR clearance to Reykjavík.”

Pilots unable to comply with published SIDs due to aircraft or navigation limitations should advise ATC immediately on first contact.

Push-back

Most stands at Akureyri are suitable for power-out or self-manoeuvring operations, depending on aircraft type and traffic situation.

ATC may issue:

- Power-out approved
- Straight-back push
- Tail east/west push
- Face north/south push instructions

Pilots should remain on stand until pushback, taxi or power-out clearance has been received from ATC.

Taxi

Taxi instructions normally include the full taxi route. Pilots should use caution due to the compact apron layout and mixed traffic environment.

- Read back all hold short instructions
- Monitor for GA, ambulance and regional traffic
- Exercise caution in winter conditions

Runways

Akureyri Airport operates a single runway:

Runway	Length	Common Use
01/19	2,400 m / 7,874 ft	Primary arrival and departure runway

Runway selection depends heavily on:

- Wind conditions
- Visibility
- Traffic flow
- Runway condition
- Aircraft performance

SIDs

Standard Instrument Departures from Akureyri integrate into Icelandic domestic and regional airspace.

Initial climb altitudes are assigned by ATC and must not be exceeded unless cleared.

Pilots should:

- Verify SID routing before taxi
- Ensure the filed route matches the expected departure routing
- Expect directs when traffic permits

If unable to comply with RNAV procedures, advise ATC for radar vectors or alternative departure instructions.

Important Note When Departing

Akureyri IFR departures may be handed over shortly before or after departure depending on ATC coverage.

> Example: “ICE4AH, when airborne contact Reykjavík Control on XXX.XXX, wind XXX degrees XX knots, runway XX, cleared for takeoff.”

Arrival and STARs

Akureyri arrivals may involve:

- RNAV arrivals
- VOR/NDB-based procedures
- Radar vectoring when available
- Visual approaches when conditions permit

Pilots should preload expected arrivals and approaches before descent where possible.

> Do not descend unless explicitly cleared by ATC. Receiving an arrival or approach clearance does not automatically mean unrestricted descent unless the procedure and clearance allow it.

Approach

Expect an instrument approach during poor weather, with visual approaches available when conditions permit.

Runway	Approach Types	Frequency	Course
01	ILS/LOC, RNP	108.90	008
19	RNP, VOR, NDB	110.50	183

ILS Categories

Akureyri has an ILS/LOC approach available for runway 01.

Runway	ILS Category
01	CAT I

Navigation Aids

Akureyri is supported by navigation aids used for arrivals, departures and instrument approach procedures.

Navaid	Type	Frequency	Usage
AKI	VOR/DME	113.60	Primary navigation aid for Akureyri procedures

The AKI VOR/DME is used for published arrivals, departures and non-precision approach procedures serving Akureyri.

Pilots should verify correct tuning and identification of the AKI VOR prior to conducting VOR-based procedures.

> **AKI VOR/DME** Frequency: **113.60** Identifier: **AKI**

Low Visibility Procedures (LVP)

Reduced visibility operations may occur during fog, snow, blowing snow, or low cloud. Pilots should ensure they are familiar with the published approach minima and runway condition reports.

> Pilots conducting low visibility or winter operations should confirm runway condition, braking action, approach minima and aircraft capability before commencing the approach.

Visual approaches may be used during good weather conditions.

Strong crosswinds and challenging weather are common at Akureyri and pilots should be prepared for:

- Gusting winds
- Moderate turbulence
- Wind shear
- Rapid runway changes
- Winter contamination

Direct Routings

Direct routings are common within Icelandic domestic airspace when traffic and ATC workload permit.

- Directs to enroute fixes
- Shortened arrivals
- Vectoring around weather systems

Keep the waypoint page and flight plan readily available for quick modifications.

Communications

You can always check online positions and sectors by visiting VATSIM Radar.

Callsign	Description	Frequency
BIAR_ATIS	Akureyri ATIS	136.200
BIAR_TWR	Akureyri Tower	118.200
BIRD_S1_CTR	Reykjavík Control	119.700

Additional frequencies and sector splits may be used during major events or periods of high traffic.

Notes

- Akureyri is a key airport for northern Iceland domestic operations.
- Terrain and weather can make approaches challenging.
- Winter runway conditions should be carefully checked before departure and arrival.
- Regional turboprop and ambulance traffic are common.
- Pilots should be prepared for visual manoeuvring when weather permits.

EKVG - Vágar Airport

Overview

Vágar Airport (EKVG) is the main airport serving the Faroe Islands. Located on the island of Vágar, the airport supports scheduled passenger flights, regional services, business aviation, helicopter operations, search and rescue activity, and occasional charter traffic.

Vágar is a challenging North Atlantic airport due to surrounding terrain, rapidly changing weather, sea winds, turbulence, and low cloud. Pilots should expect close attention to published procedures, approach minima, and runway conditions.

Weather conditions at Vágar can change quickly. Strong winds, low visibility, rain, fog, turbulence, wind shear, and rapidly lowering cloud bases are common throughout the year.

Available Stands

https://stands.vatsim-scandinavia.org/?icao=EKVGframeless=true

Use of stands

Area	Stands	Assigned to
Main Apron	1-5	Passenger operations
GA / Remote Apron	As assigned	General aviation, business aviation & overflow parking
Helicopter Area	As assigned	Helicopter, SAR and special operations

IFR Clearance

Vágar is normally operated as an AFIS / information service environment. Initial contact is with Vágar Information, reporting:

- Callsign
- Stand number or parking position
- ATIS / information received, if available
- Destination
- Requested clearance or intentions

> Example: “Vágar Information, FLI55AW stand 2, Airbus A320 with information Alpha, request IFR clearance to Copenhagen.”

> **Information Service:** Vágar operates as an AFIS / Information service. Pilots remain responsible for terrain clearance, runway separation, and sequencing unless otherwise coordinated. Expect advisory information rather than full ATC separation services.

Push-back

Most stands at Vágar may require pushback or careful manoeuvring due to the compact apron layout.

Vágar Information may issue:

- Straight-back push
- Face east/west push instructions
- Power-out approved where suitable

Taxi

Taxi instructions normally include the full taxi route. Pilots should use caution due to the compact apron, terrain, and possible strong wind conditions.

- Read back all hold short instructions
- Monitor for helicopter and regional traffic
- Exercise caution during strong wind or low visibility conditions
- Expect backtracking depending on traffic and runway in use

Runways

Vágar Airport operates a single runway:

Runway	Length	Common Use
12/30	1,799 m / 5,902 ft	Primary arrival and departure runway

Runway selection depends heavily on wind, visibility, traffic flow, runway condition and aircraft performance.

SIDs

Standard Instrument Departures from Vágar route aircraft safely away from surrounding terrain and into North Atlantic regional airspace.

Initial climb altitudes are assigned by ATC and must not be exceeded unless cleared.

If unable to comply with RNAV procedures, advise ATC for alternative departure instructions.

Important Note When Departing

Vágar departures are frequently handed over shortly after departure depending on ATC coverage and traffic levels.

> **AFIS Operations:** Vágar operates as an Information / AFIS service rather than a fully controlled aerodrome. Pilots are responsible for ensuring runway separation and determining whether it is safe to depart based on the information provided.

> Example: “FLI55AW, runway 30 is free, surface wind 310 degrees 18 knots, when airborne contact Reykjavík Control on XXX.XXX.”

Under AFIS procedures, Vágar Information will provide runway, traffic, weather and operational information, however formal takeoff clearances are not issued. Pilots should acknowledge the information and commence departure when safe to do so.

Arrival and STARs

Vágar arrivals may involve:

- RNAV arrivals
- Radar vectoring when available
- Visual approaches when conditions permit
- Short-notice runway changes due to wind

> Do not descend unless explicitly cleared by ATC. Receiving an arrival or approach clearance does not automatically mean unrestricted descent unless the procedure and clearance allow it.

Approach

Expect an instrument approach during poor weather, with visual approaches available when conditions permit.

Runway	Approach Types	Frequency	Course
12	LOC, RNP	109.10	109
30	ILS, RNP	110.30	302

ILS Categories

Runway	ILS Category
30	CAT I

Navigation Aids

Vágar is supported by navigation aids used for arrivals, departures and instrument approach procedures.

Navaid	Type	Frequency	Usage
VG	NDB	348	Non-precision approach and missed approach reference
MY	NDB	337	Non-precision approach and missed approach reference

Low Visibility Procedures (LVP)

Reduced visibility operations may occur during fog, rain, low cloud or poor weather. Pilots should ensure they are familiar with the published approach minima and runway condition reports.

> Pilots conducting instrument approaches into Vágar should closely monitor terrain clearance and weather conditions due to the surrounding mountainous terrain and rapidly changing visibility.

Direct Routings

Direct routings may be issued when traffic and workload permit.

- Directs to enroute fixes
- Shortened arrivals
- Vectoring around weather systems

Communications

You can always check online positions and sectors by visiting VATSIM Radar.

Callsign	Description	Frequency
EKVG_I_TWR	Vágar Information / AFIS	124.850
BIRD_S1_CTR	Reykjavík Control	119.700

> When Vágar Information is online, pilots should treat the service as AFIS rather than full tower control. Expect traffic information, runway information, weather information and advisory instructions rather than full radar or tower control separation.

Notes

- Vágar is the main airport serving the Faroe Islands.
- Terrain, sea winds and rapidly changing weather make operations challenging.
- Low cloud, turbulence and wind shear are common.

- Helicopter and special operations traffic may be active.
- Pilots should review published procedures carefully before arrival or departure.