

# 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

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Most stands at Akureyri are suitable for power-out or self-manoeuving 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

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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

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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

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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

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- 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.

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