

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
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Main Terminal Apron	1-17	International passenger operations
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.
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