

# 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.

---

Revision #1

Created 7 May 2026 22:06:26 by Mickey Champion (1317411)

Updated 7 May 2026 22:49:04 by Mickey Champion (1317411)