BIKF | Keflavik Int'l

Local operating procedures for BIKF. (Aerodrome only – see Faxi TMA chapter for APP procedures.)

- General
- Keflavik DEL
- Keflavik GND
- Keflavik TWR
- Low Visibility Procedures

General

Keflavik Int'l Airport (BIKF) is the main international airport serving Iceland. The gateway to Iceland, it receives a wide variety of international traffic, as well as some domestic traffic. As a result, it is the most heavily trafficked airport in Iceland, both in real life and on VATSIM.

Runway Information

Runway	RWY Dimensions	Heading	Approach Rating
10	3065 x 60	104	CAT II
28	3065 x 60	284	CAT I
01	3054 x 60	014	CAT I
19	3054 x 60	194	CAT II

List of ATS Positions

Coordination Name	VATSIM Logon	Radio Callsign	Frequency
Keflavik Delivery (KFD)	BIKF_DEL	“Keflavik Delivery”	121.000
Keflavik Ground (KFG)	BIKF_GND	“Keflavik Ground”	121.900
Keflavik Ground/Tower 2 (KFX)	BIKF_2_GND	“Keflavik Ground/Tower”	126.200
Keflavik Tower (KFT)	BIKF_TWR	“Keflavik Tower”	118.300

Keflavik ATIS (/KF)	BIKF_ATIS	—	128.300

Login Priority

All positions may be opened at any time, **except** BIKF_2_GND, which may only be opened with the permission of BIKF_GND or BIKF_TWR (depending on if BIKF_2_GND is performing Tower or Ground responsibilities.)

Keflavik DEL

Keflavik Delivery (BIKF_DEL) shall provide clearance delivery to departing IFR aircraft.

> As of 20th March 2024, all departing aircraft shall receive a **standard IFR clearance**; no oceanic clearances are to be issued.

Overview of SIDs

All SIDs below require RNAV 1 capability.

TERMINATING FIX	RUNWAY			
	01	**10**	**19**	**28**
LUTER	2A	2B	3C	3D
OSKUM	3A	1B	3C	3D
PIXUM	1A	1B	2C	2D
RIMUM	1A	3B	1C	1D
DELES	2A	3B	2C	3D
SORIR	3A	3B	2C	2D
RALOV	3A	4B	3C	1D
Initial Climb: FL290 *(or RFL if lower)*				

Omnidirectional Departures

Aircraft which are non-RNAV may be cleared on the Omnidirectional (OMNI) departures. There are four OMNI departures – one for each runway. These departures essentially have the aircraft fly runway track to 5000ft, after which they will proceed as instructed by ATC. The initial climb is **5000ft.**

RWY	OMNI	TRK
01	4A	014
10	4B	104
19	4C	194
28	4D	284

When assigning an Omnidirectional departure, DEL shall notify APP (no prior approval from APP is required), and change the SID item in the Departure list to the appropriate OMNI SID, overriding Euroscope’s automatic SID selection.

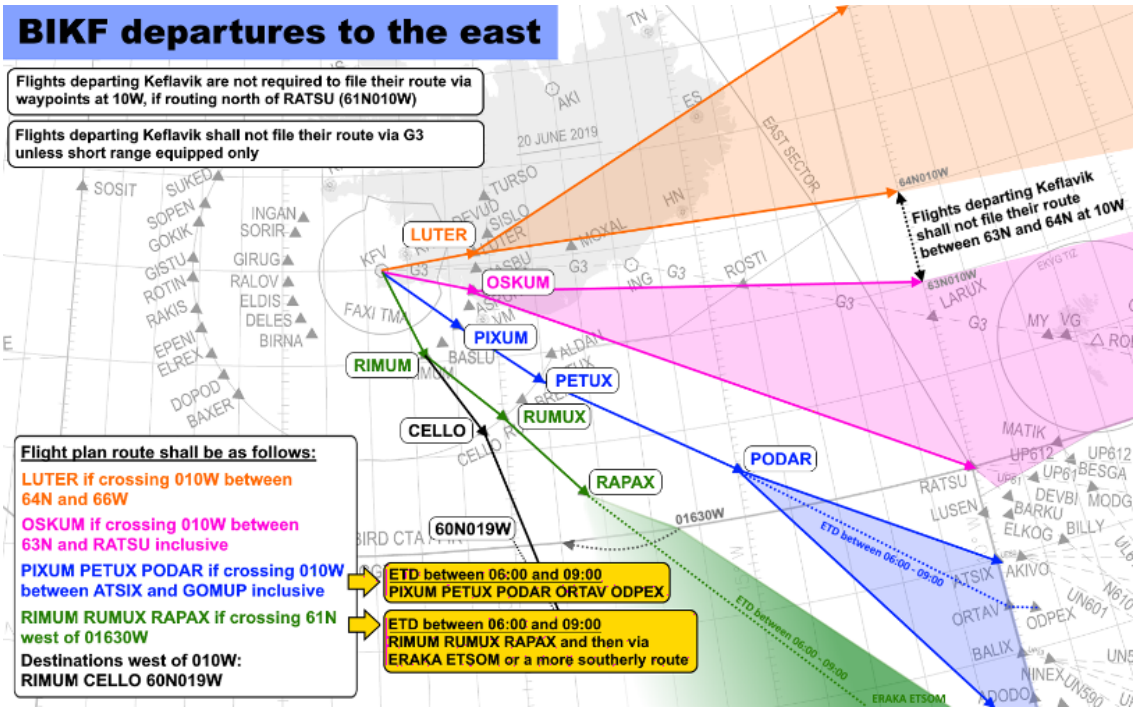
An example of a clearance via an OMNI departure is as follows:

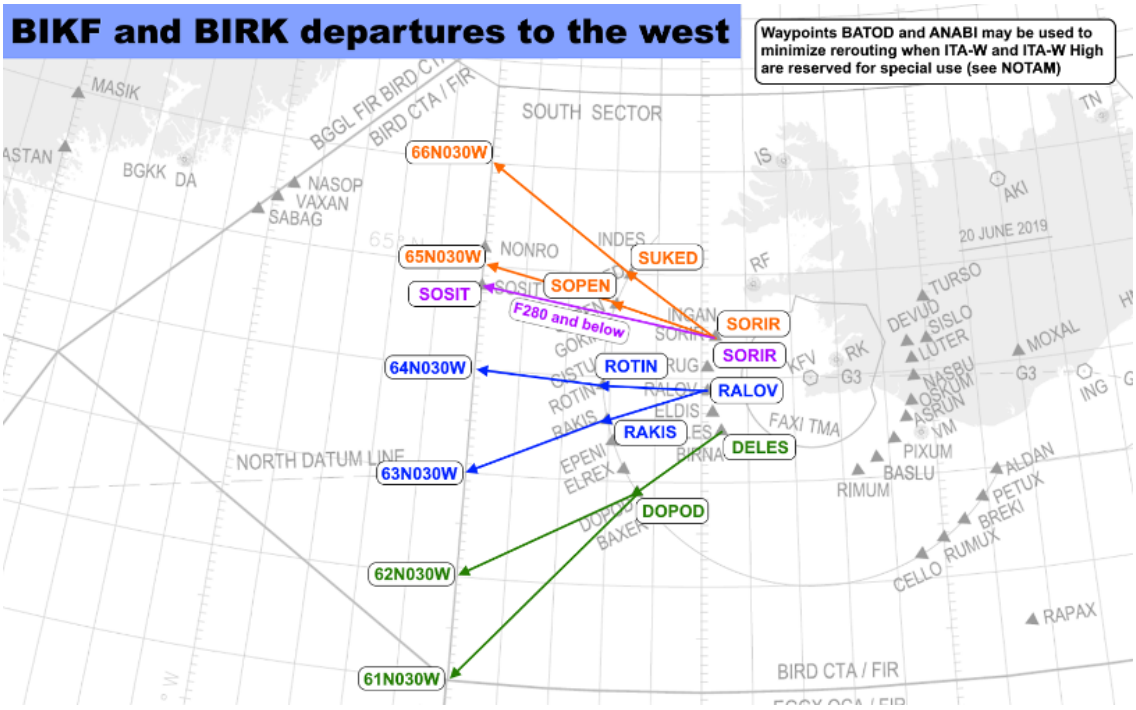
> “ BAW80KA, cleared to London Heathrow via the Omnidirectional 4A departure, initial climb 5000ft, Mach .78, squawk 4301.

If the pilot appears unfamiliar with the OMNI departures, the alternative phraseology "after departure runway XX fly runway heading" may be used.

Standard Routings for Departures

Iceland AIP ENR 1.8.3.1.3.7 defines standard routing requirements for departures from BIKF. For ease of reference, they are summarized in the following images:





G3 Airway Restriction

For aircraft departing BIKF (and BIRK), the G3 airway is not available, except to aircraft with short-range navigational equipment only (e.g., VOR navigation.)

If an aircraft has filed a flight plan routing via G3, they should be rerouted as per the standard routings above.

> Generally speaking, most aircraft may be rerouted from the last waypoint of their SID direct to either LUTER or PIXUM, followed by their final waypoint in the Reykjavik CTA.
>
> For flights remaining in the Reykjavik CTA for their entire flight, such as those going to EKVG, the "final waypoint in the Reykjavik CTA" is simply the final waypoint of their flight plan.

IFR Flights to BIRK

DEL shall coordinate all IFR flights from BIKF to BIRK prior to issuing the clearance. APP should provide either a direct to one of BIRK's Initial Approach Fixes (IAFs), or radar vectors, as appropriate for the traffic situation. Generally, such flights will rarely climb higher than 5000ft.

Such clearances follow the general format of non-standard clearances (see Delivery SOP page.) For example:

> ICE9302, cleared to Reykjavik, after departure runway 19 proceed direct MIKVU, initial climb 5000ft, squawk 1371.

IFR Circuits/Crosswind Testing

In real life, BIKF is a common destination for aircraft manufacturers to test their aircraft's heavy crosswind capabilities.

DEL must coordinate all such aircraft with APP prior to issuing any clearance. The flight may be issued a clearance with the clearance limit of "Keflavik," specifying that the flight is performing IFR circuits (or crosswind testing), with any relevant departure instructions as coordinated with APP. For example:

> BOE1, cleared to Keflavik, IFR circuits, after departure runway 19 climb straight ahead to 5000ft, squawk 1322.

Keflavik GND

Keflavik Ground (BIKF_GND, as well as BIKF_2_GND if online) is responsible for controlling the aprons and taxiways at BIKF.

Parking Locations

There are two main distinct parking areas on the aerodrome:

- **Terminal Apron**, also known as the "North Apron." There are two distinct sub-areas of the Terminal Apron:
  - *Maintenance Area* – This is a separate small apron on the Western end of the complex.
  - *Terminal Remote East Apron* - This recently opened remote parking expansion consists of the area east of N13 holding point.
- **East Apron** - Primarily a freight and large aircraft apron, also used for business jets (the Southern end of the East Apron hosts the FBOs) and helicopters.

> Not all sceneries will have the Terminal Remote East Apron, or some of BIKF's newer taxiways such as Taxiway M and M1.

There is also the Western Complex, which is used exclusively by military fast jets operating in support of the Icelandic Air Policing mission.

The following table describes specific parking locations for specific types of flights.

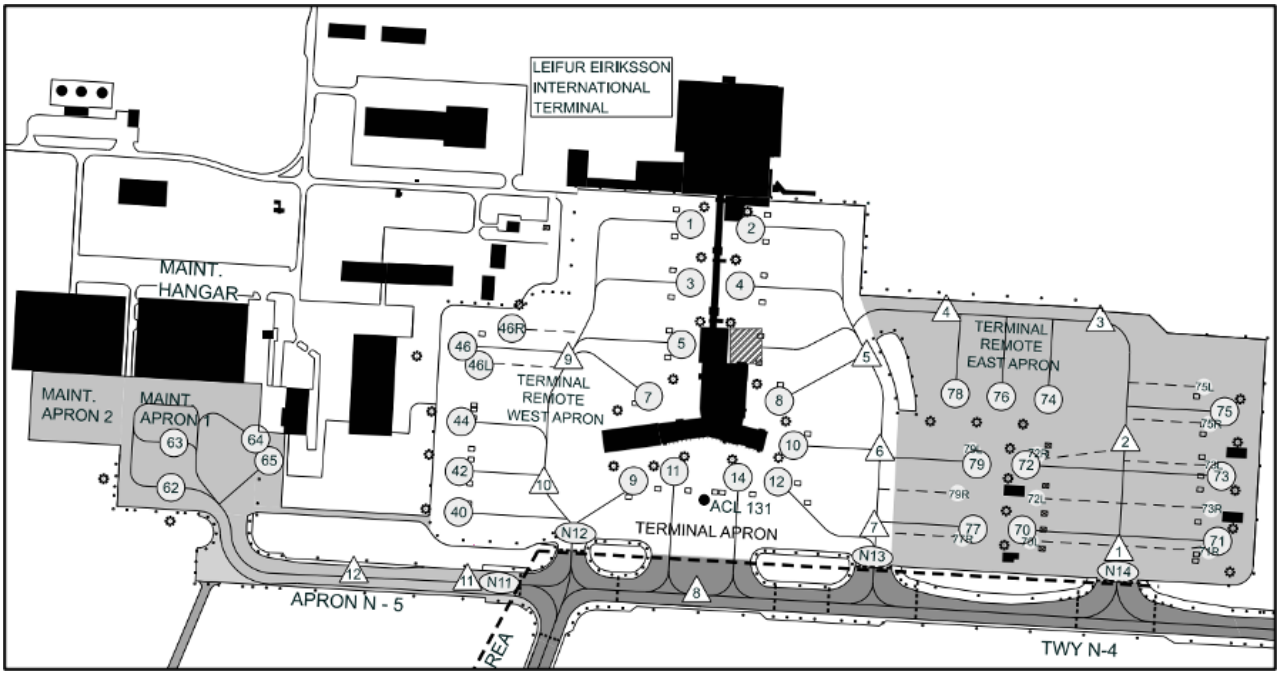
Flight Type	Parking Location
Scheduled Passenger *(Schengen Area)*	Stands 1-6 (Terminal Apron)

Scheduled Passenger *(Other)*	Stands 7-14 (Terminal Apron)* Terminal Remote East Apron
Cargo	Terminal Remote West Apron East Apron
General Aviation	East Apron
Military	Western Complex

Note:

- Aircraft larger than Class D with a wingspan of 171’/52m or more are not allowed to taxi via S1 to and from the East Apron, and south of stand 111 on the East Apron.
- Aircraft parked on stands 11 & 14 must push back onto taxiway N.
- De-icing, if required, takes place on stand.
  - There is a run-up area on a pad connected to taxiway N3/N2.

Terminal Apron



Entry Points

There are three entry points into the Terminal Apron – N12, N13, and N14. For aircraft entering the Terminal Apron, GND may specify which entry point the aircraft should leave or enter the apron from – e.g., “taxi via N12, N...” (can be helpful, but is not required.)

Departing aircraft leaving the apron should be instructed to hold short of N12/13/14 if N itself is occupied by conflicting taxiing traffic. Similarly, arriving aircraft may be instructed to give way to aircraft entering N from N12/13/14.

Tug Release Points

The Terminal (North) Apron uses **tug release points** for pushback. Aircraft pushing back on the North Apron will be towed to their designated tug release points.

Stand(s)	Release Point	Overflow Release Point
1, 3, 5, 7, 44, 46	9	10
9, 40, 42	10	9 or 11
11, 14	8* **Aircraft may be instructed to face East or West depending on expected taxi route after pushback.*	
8	6	4 *(size category C only)*
62, 63, 65	12 or 11	
10, 79	6	7
12, 77	7	6
76, 78	4	3 or 2
74	3	2 or 4
70, 71, 72, 73	1	2
75	2	1
55, 57, 59, 61	13	*n/a*

Aircraft must not be cleared to push to a tug release point that is occupied. If the standard release point is occupied, GND should use the overflow release points in the order listed above.

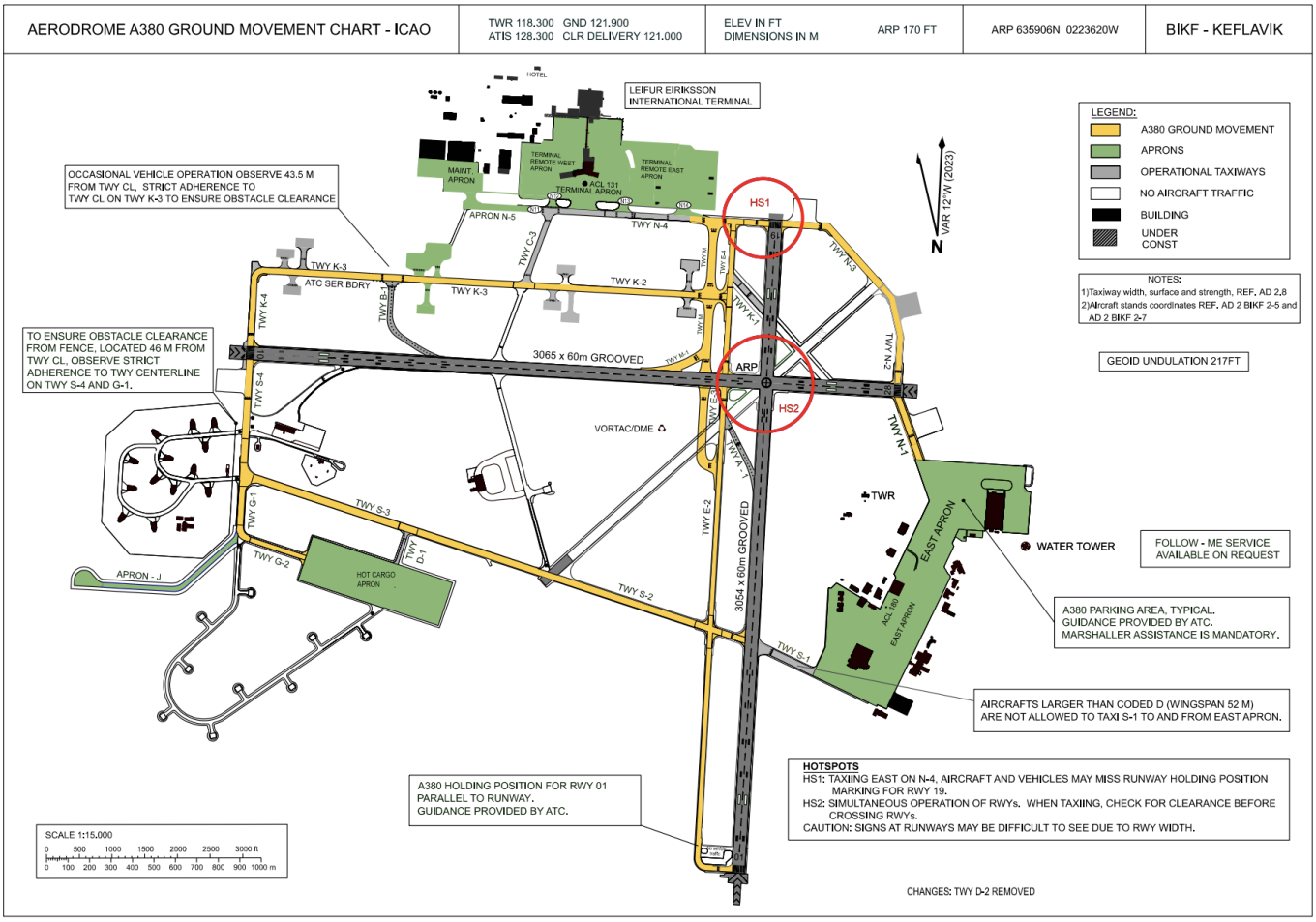
GND should state the tug release point in the push & start clearance. For example:

> “ICE502, push & start approved, release point 5, QNH 1024.

> **NOTE:** Some pilots, particularly in older simulators, may not have the ability to push to a specific release point. If this is the case, then GND may clear the aircraft for pushback without specifying a tug release point. GND should be cautious of other traffic that is taxiing or pushing back.

A380 Ground Movement

Due to the massive size & wingspan of A380s, specific taxiways have been designated for A380 ground movement.



A380s may only be taxied on the yellow taxiways marked above, and should only be parked at the A380 parking area on the East Apron (stand 120.) A380s are also

expected to use the A380 holding position for RWY 01, parallel to the typical E1 holding point for RWY 01 (see bottom of the chart).

> Controllers may also consider strategically taxiing or backtracking aircraft via the runways to shorten A380s' taxi distance.

Secondary GND Position

BIKF has an overflow aerodrome frequency, which for VATSIM purposes has the login callsign BIKF_2_GND.

BIKF_2_GND may relieve any of the responsibilities of either BIKF_GND or BIKF_TWR. E.g., it may take over apron control while BIKF_GND controls the taxiways. BIKF_2_GND may only be opened with the approval of the existing BIKF_GND (if performing Ground responsibilities) or BIKF_TWR (if performing Tower responsibilities) controllers.

BIKF_2_GND may adopt the callsign "Keflavik Ground" or "Keflavik Tower," depending on whether it is performing Ground or Tower responsibilities.

Keflavik TWR

Keflavik Tower (BIKF_TWR) is responsible for BIKF’s runways, and for providing ATC service in the Keflavik Control Zone (BIKF CTR.)

Runway Configuration

Preferred Runways

RWY 01/19 is preferred for noise abatement. Therefore, if the tailwind component for RWY 01 or 19 is less than 5 KTS, TWR shall designate RWY 01 or 19 as the active runway.

When the tailwind component exceeds 5 KTS for RWY 01 or 19, TWR shall revise the runway configuration to use whichever runway has the strongest headwind component as the active runway.

Additionally, **landing RWY 10** and **departing RWY 28** may be approved at pilot request (traffic permitting) for noise abatement.

Low Visibility Runways

Additionally, note that RWYs 10 & 19 are CAT II equipped, and therefore they are the only runways usable for landing when Low Visibility Procedures (LVP) are in effect. See the Low Visibility Procedures page for more information.

Dual Runway Operations

During periods of heavy traffic, Keflavik Tower may, in coordination with Keflavik Approach, implement dual runway operations at BIKF. There are two variations of dual runway operations:

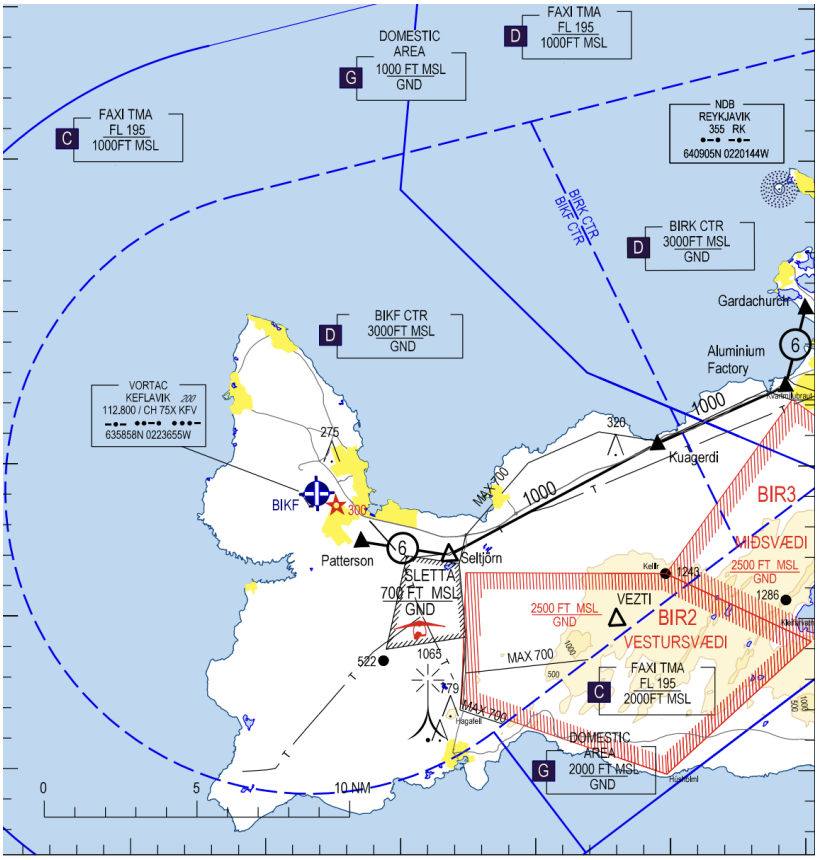
- **Upon Request:** Designating one runway as the active runway, but permitting departures/arrivals on the other runway on request.

- **Dual Operations:** Using one runway for all arrivals, and the other for all departures.

During such operations, Keflavik Tower & Keflavik Ground shall keep in mind the following:

- Whenever both runways are active (whether for a one-off departure or arrival, or indefinitely), any blanket crossing clearances automatically become invalid. GND must not instruct aircraft to cross any runway if TWR has not cleared that individual aircraft to do so.
- Departing aircraft must not be cleared to take off until any landing aircraft on the intersecting runway have cleared the departing runway fully.
  - TWR may verify this visually without coordinating with GND.

Keflavik Control Zone (BIKF CTR)



The BIKF CTR ranges from GND – 3000ft. It is directly bordered by the Reykjavik Control Zone (BIRK CTR) to the east, and is surrounded by the Faxi TMA above and to the sides.

Traffic Circuit

The standard traffic circuit for BIKF is west of RWY 01/19, and south of RWY 10/28. In other words, the turn direction of the circuit is Left for RWY 01 & 28, and Right for RWY 10 & 19.

The standard circuit altitude is 1200ft.

VFR Route 6

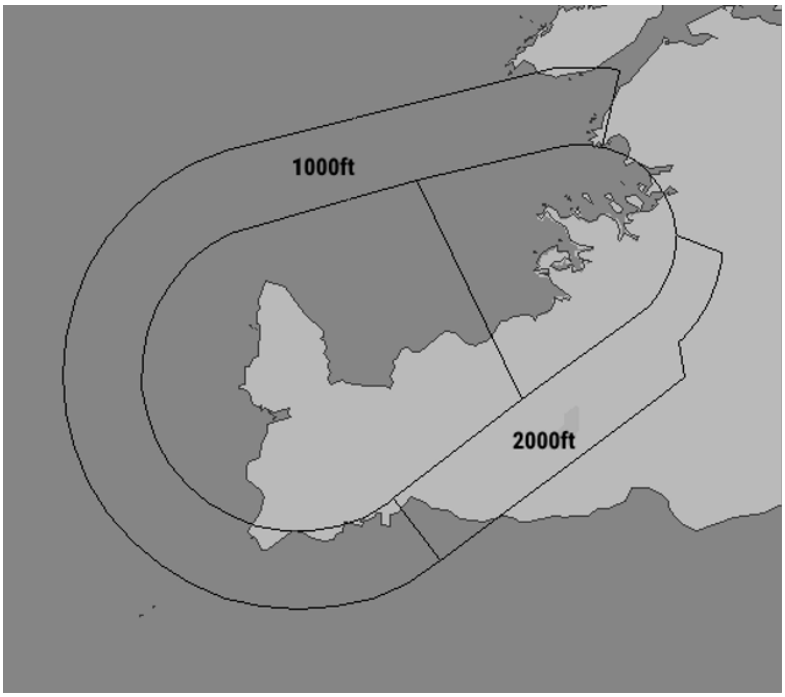
There is only one VFR route in the BIKF CTR for single-engine aircraft – **route 6** to/from BIRK (named “Straumsvik”) at 1000ft. See the VFR Guide for more information.

VFR departures not on a VFR route should be instructed to report **12 NM out** from BIKF. They should be coordinated with either Reykjavik Tower or Keflavik/Reykjavik Approach if they will be entering the BIKF CTR or Faxi TMA, prior to them reaching the relevant airspace boundary.

If an aircraft will not enter the BIKF CTR, and will remain below the Faxi TMA, it may be released to UNICOM without coordination.

Overlying Airspace: The Faxi TMA

The airspace directly overlying the BIKF CTR is the Faxi TMA. The Faxi TMA has “collars” (formerly known as "buffer zones") next to the BIKF CTR which extend down to 1000ft and 2000ft respectively – see the image below:



TWR should coordinate VFR aircraft leaving the CTR, including the collars, with APP. If a departing aircraft will only briefly enter the buffer zone without entering the TMA itself, and there is no conflicting IFR traffic, APP may simply have TWR release the aircraft to UNICOM.

Special Airspace

Neighboring restricted & training areas include Sandskeid, Sletta, and for the duration of the volcanic eruption on Reykjanes Peninsula, danger area BIR4. When there is activity in these areas, Tower should notify aircraft in the vicinity and add appropriate text to the ATIS, e.g., "GLIDERS OPERATING AT SANDSKEID."

Missed Approach

TWR shall instruct aircraft to follow the standard missed approach. If an aircraft is unable to fly the standard missed, TWR shall instruct them to climb straight ahead to 3000ft.

TWR shall coordinate all missed approaches with APP prior to transferring them to APP.

Next ATS Unit for Departures

Generally, all IFR departures should be transferred to Keflavik APP (BIKF_APP), or whoever is covering it top-down.

If both Keflavik and Reykjavik APP are online, then TWR should transfer the aircraft to whichever APP sector the aircraft will be entering the airspace of first. If in doubt, confirm with Keflavik APP.

Reduced Runway Separation Minima

The use of reduced runway separation minima (RRSM) is permitted at BIKF, subject to the conditions outlined in the Tower SOP.

Low Visibility Procedures

At BIKF, Low Visibility Procedures (LVP) come into effect when either the ceiling or the touchdown RVR have reduced to the point that ground visibility is affected.

The touchdown RVR for each runway may be found at the BIKF AWOS (Automated Weather Observing System) webpage, here: awos.kefairport.is/Map.aspx

LVP is enacted in four phases.

1. Preparation Phase

When the touchdown RVR reaches 800m and/or the ceiling is 300ft or less.

- TWR and APP shall coordinate to revise the runway configuration to land on either RWY 10 or 19 (only those two runways are CAT II equipped.)
  - Departures may continue on RWY 01 or 28.
- ATC may not give conditional taxi instructions.
- Increased separation (at least +2nm) should be given between all departures and arrivals.

2. Activation Phase

When the touchdown RVR is less than 550m and/or the ceiling is 200ft or less.

GND & TWR should notify all aircraft upon first contact that low visibility procedures are in effect. The following text should also be added to the ATIS: “LOW VISIBILITY PROCEDURES IN EFFECT.” *(The Euroscope ATIS generator set up in the sector file should do this automatically.)*

> When RVR is less than 550m, only **one aircraft** is allowed to move in the maneuvering area at once. This will severely limit airport capacity, to around 10 movements per hour.

3. Deactivation Phase

When touchdown RVR increases to 550m or more and ceiling is higher than 200ft.

- TWR & APP should coordinate to determine if the runway configuration should be revised when the visibility has improved.

4. Termination Phase

When touchdown RVR is 800m or more, the ceiling is above 200ft, and the conditions are expected to continue to improve.

At this point, LVP is no longer in effect, and normal operations may resume.