BIRK | Reykjavik

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

- General
- Reykjavik GND
- Reykjavik TWR

General

Reykjavik Airport (BIRK) is the second-largest airport in Iceland. It mainly handles domestic scheduled operations, as well as general aviation.

Runway Information

Runway	RWY Dimensions (m)	Heading
01	1567 x 45	010
19	1567 x 45	190
13	1230 x 45	131
31	1230 x 45	311

List of ATS Positions

Coordination Name	VATSIM Logon	Radio Callsign	Frequency
Reykjavik Ground (RKG)	BIRK_GND	“Reykjavik Ground”	121.700
Reykjavik Tower (RKT)	BIRK_TWR	“Reykjavik Tower”	118.000
Reykjavik ATIS (/RK)	BIRK_ATIS	—	128.100

Login Priority

All positions may be opened at any time.

Reykjavik GND

Reykjavik Ground (BIRK_GND) provides clearance delivery and ground control.

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

Delivery

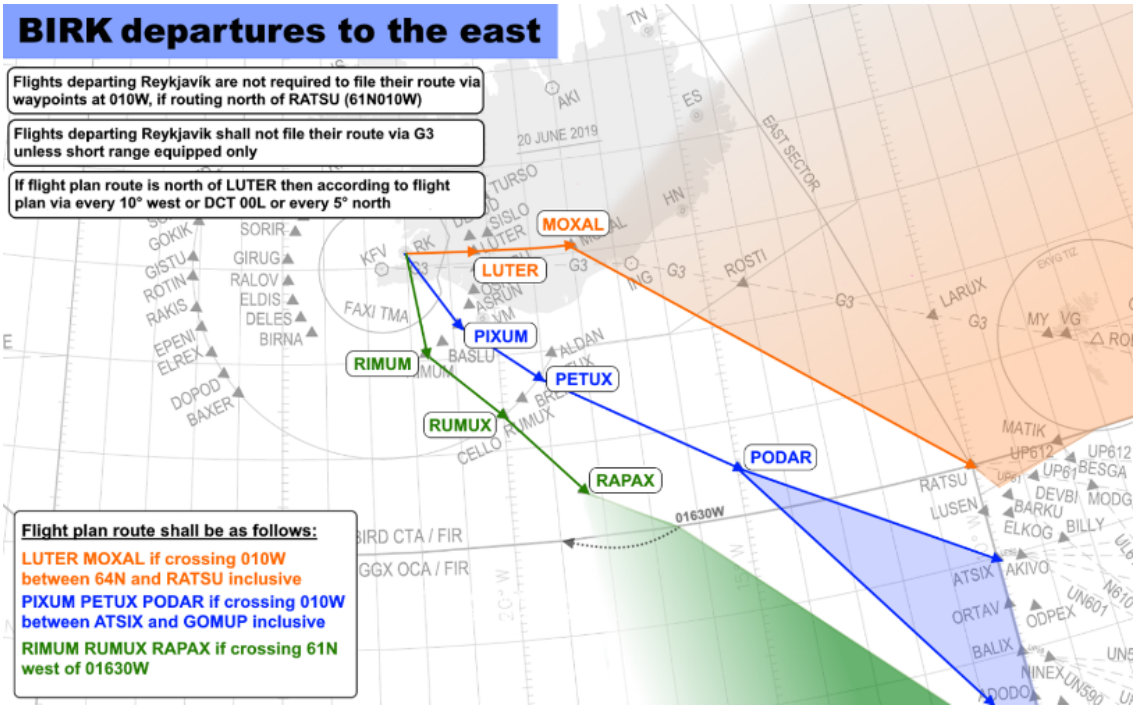
Overview of SIDs

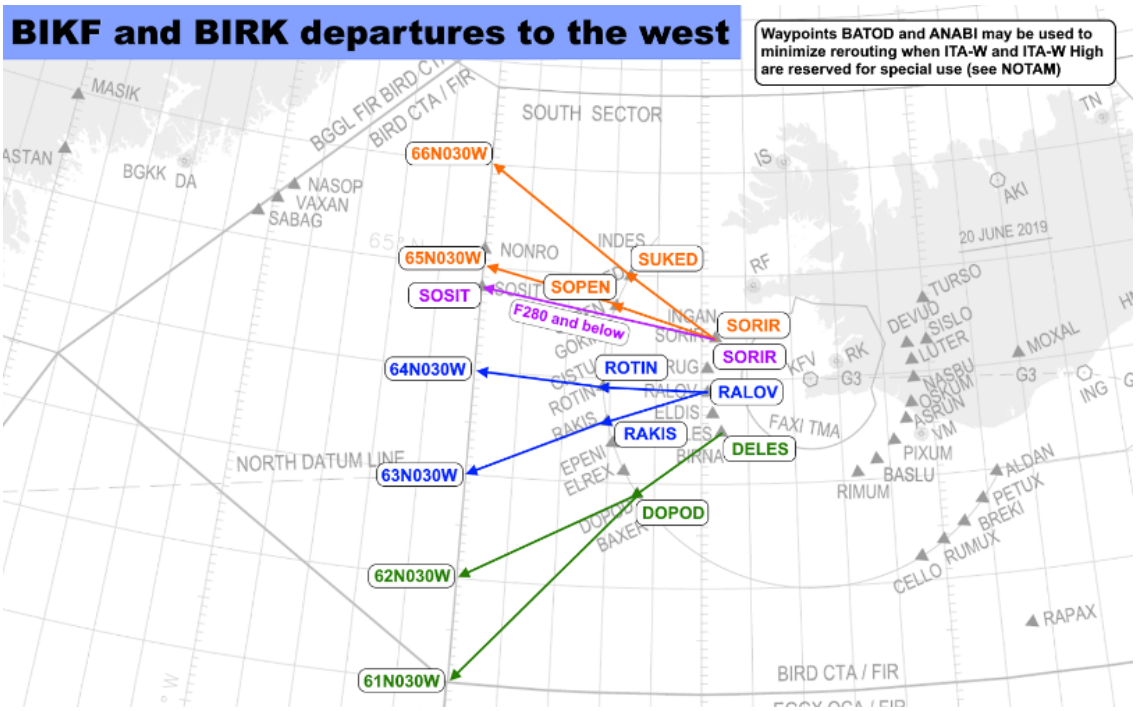
TERMINATING FIX	RUNWAY			
	01	**19**	**31**	**13**
EL ***Ellidavatn/Elliðavatn***	1	2	3	4
KFV ***Keflavik***	1	2	3	4
MYRAR	1	2	3	4
Initial Climb: FL290 *(or RFL if lower)*				

> The EL (Ellidavatn) departures may terminate at several fixes – EL, REKVA, TIBRA, LUTER, or METIL. It is not required to state the terminating fix in the IFR clearance, assuming said fix was already in the aircraft's flight plan.
>
> If one changes the terminating fix, then one should specify the new terminating fix in the clearance (e.g., "Ellidavatn 2 departure, direct LUTER.")

Standard Routings for Departures

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





G3 Airway Restriction

For aircraft departing BIRK (and BIKF), 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.

IFR Flights to BIKF

DEL shall coordinate all IFR flights from BIRK to BIKF prior to issuing the clearance. APP will provide either a direct to one of BIKF's Initial Approach Fixes (IAFs), or radar vectors, depending on the traffic situation.

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

> ICE9303, cleared to Reykjavik, after departure runway 19 direct ELVUM, initial climb 5000ft, squawk 1317.

Ground

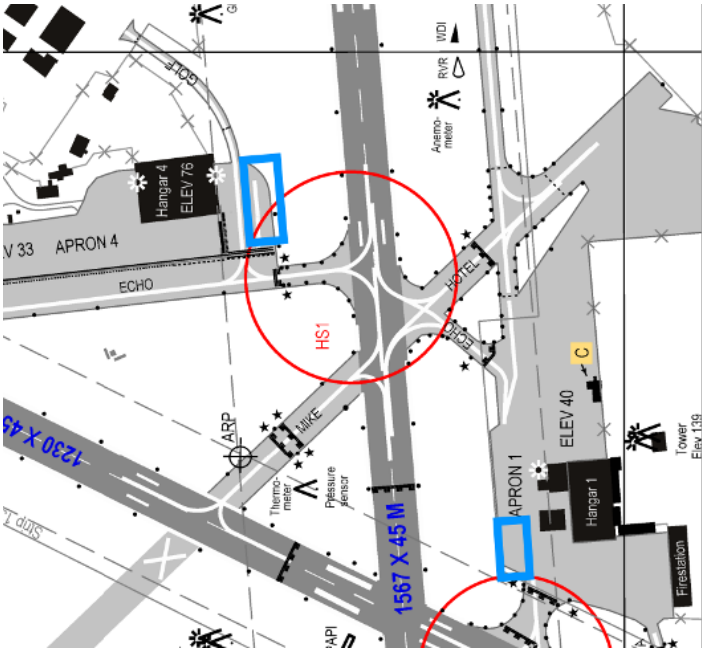
Parking Locations

Flight Type	Parking Location
Scheduled Passenger	Apron 4 ("North Apron") Apron 1 *(Arctic Eagle / FEI only)*
General Aviation / Charter Passenger	Fluggardar (Hangars 21-37) Apron 1 ("East Apron" – includes FBO) Apron 7: Icelandic Flight Academy Apron/Hangar 3 (Heli)
Coast Guard (ICG)	Apron/Hangar 2

> All aprons **EXCEPT** Fluggardar are controlled. Fluggardar is **uncontrolled.**

Run Up Areas

At BIRK, there are two unmarked run-up areas. One is located east of Hangar 4 (east of taxiway G on Apron 4), and one is located to the west of Hangar 8 (on Apron 1).



The first run-up location is generally used by aircraft coming from Fluggardar, and the second is generally used by aircraft coming from Aprons 1/7.

Aircraft requesting run-up may be taxied “to Hangar [4/8] for run-up.”

Reykjavik TWR

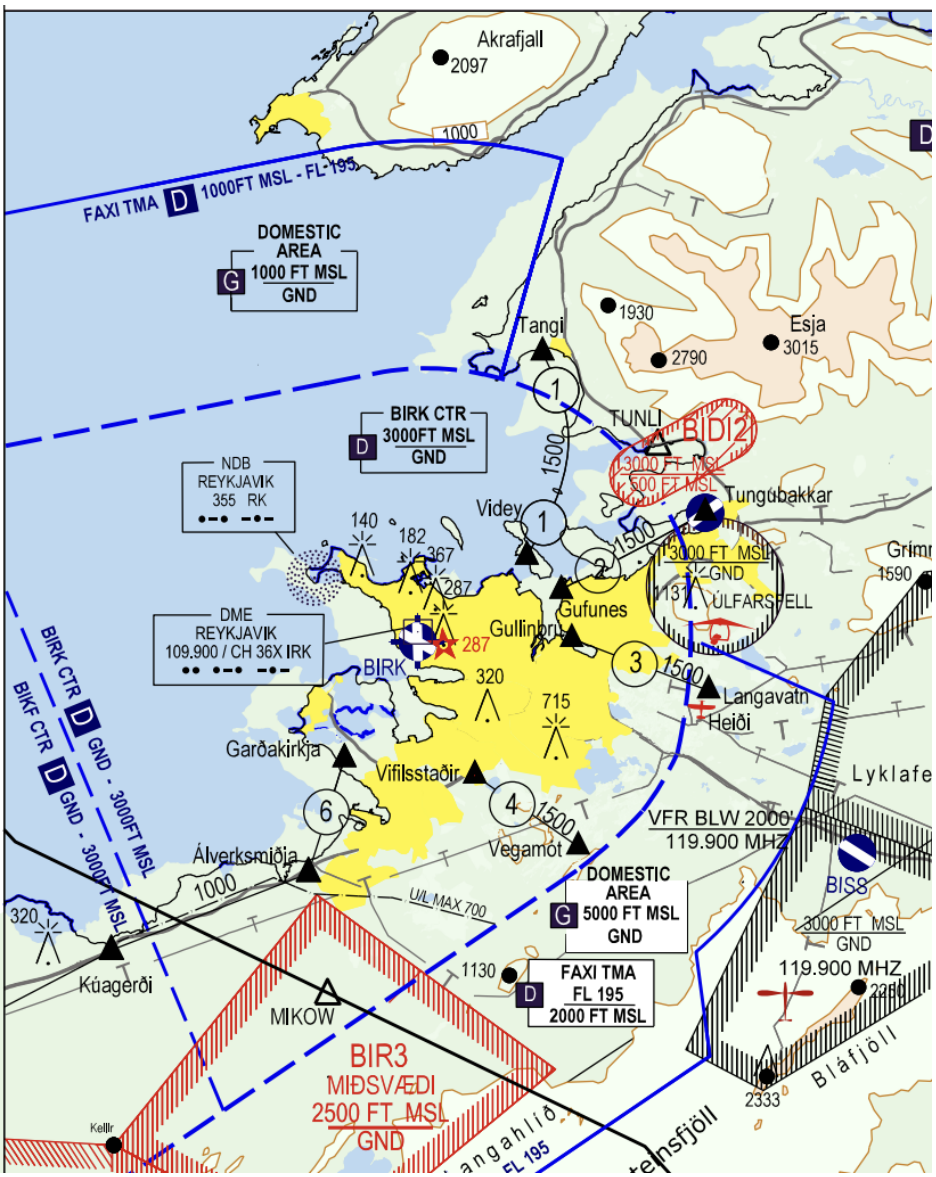
Reykjavik Tower (BIRK_TWR) is responsible for BIRK’s runways, and for providing air traffic control service within the Reykjavik Control Zone (BIRK CTR.)

Runway Configuration

Controllers should consider that RWY 01/19 is considerably longer than RWY 13/31 (1567 vs 1230m). Moreover, only RWY 19 has an ILS (RWY 13 only has a localizer, and RWYs 01 and 31 have no precision landing equipment.)

Therefore, while there is no "general" preferred runway, heavier aircraft such as turboprops and jet airliners may prefer or even require RWY 01/19, even if the winds slightly favor RWY 13/31.

Reykjavik Control Zone (BIRK CTR)



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

Traffic Circuit

The standard traffic circuit for BIRK is south of Runway 13/31, and west of Runway 01/19. Therefore, the circuit direction is Left for RWY 01 & 31, and Right for RWY 13 & 19.

VFR Routes

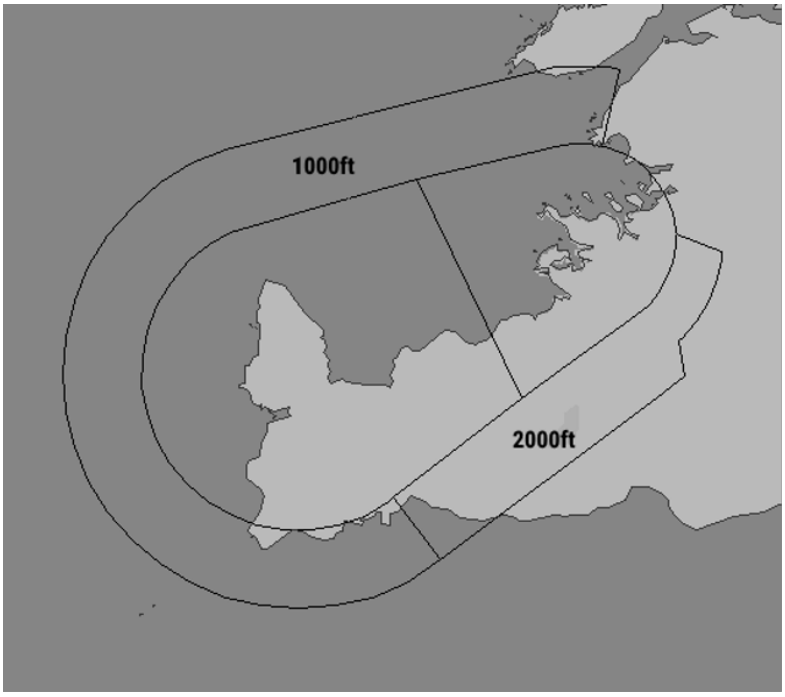
Five VFR routes are published within the CTR for single-engine VFR aircraft – routes 1, 2, 3, 4, and 6 (route 5 is not in use). See the VFR Guide for more information.

VFR departures not on a VFR route should be instructed to report **6 NM out** from BIRK. They should be coordinated with either Reykjavik Tower or Keflavik/Reykjavik Approach if they will be entering the BIRK CTR or Faxi TMA, prior to them reaching the relevant airspace boundary.

If an aircraft will not enter the BIRK 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 (Terminal Manoeuvring Area). Specifically, the Keflavik (KF) sector of the Faxi TMA directly overlies the BIRK CTR. Moreover, the Faxi TMA has “buffer zones” next to the BIRK CTR which extend down to 1000ft and 2000ft respectively. See the image below.



TWR should coordinate VFR aircraft leaving the CTR into the TMA, 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 should instruct aircraft to follow the standard missed approach. If an aircraft is not able to fly the standard missed, TWR should instruct the aircraft to climb straight ahead to 5000ft, or coordinate appropriate vectors with APP.

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

Clearance Below 2000ft (VFR / Visual App)

Twin- or multi-engine aircraft arriving BIRK which are VFR, or requesting a visual approach, **must be cleared below 2000ft by Reykjavik TWR.** APP shall coordinate all aircraft with TWR prior to transfer of control; if TWR grants the clearance below 2000ft, then APP may communicate that to the pilot.

In the rare circumstance that traffic congestion in the CTR/circuit do not permit giving clearance below 2000ft as described above, TWR must provide the aircraft alternate instructions (e.g., orbiting/holding away from the airport.) Alternatively, TWR may deny the aircraft permission to enter the CTR.

Next ATS Unit for Departures

Generally, all departures should be transferred to Keflavik APP (BIKF_APP) after departure.

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 Reykjavik APP.

Reduced Runway Separation Minima

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

> **NOTE:** Due to the airport layout at BIRK often requiring backtracks, and the shortness of the runways, controllers may find it difficult to obtain the necessary separation distances to apply RRSM.