Reykjavik ACC/OAC

Local operating procedures for Reykjavik ACC/OAC positions.

- General
- South Sector
- East Sector
- West Sector
- Iceland Radio (North Sector)

General

Full List of ATS Positions

Coordination Name	VATSIM Logon	Radio Callsign	Frequency
South 1 (S1)	BIRD_S1_CTR	Reykjavik Control	119.700
South 2 (S2)	BIRD_S2_CTR		125.700
South 3 (S3)	BIRD_S3_CTR		128.600
East 1 (E1)	BIRD_E1_CTR		126.750
East 2 (E2)	BIRD_E2_CTR		132.200
East 3 (E3)	BIRD_E3_CTR		128.800
West 1 (W1)	BIRD_W1_CTR		124.400
West 2 (W2)	BIRD_W2_CTR		127.500
West 3 (W3)	BIRD_W3_CTR		128.200
North 1 (N1) **(EVENT ONLY)**	BIRD_N1_CTR		133.100
Radio 1 (CC1)	BICC_1_FSS	Iceland Radio	127.850
Radio 2 (CC2)	BICC_2_FSS		126.550
Radio 3 (CC3) **(EVENT ONLY)**	BICC_3_FSS		129.625

Login Priority

Reykjavik Control (BIRD_**_CTR)

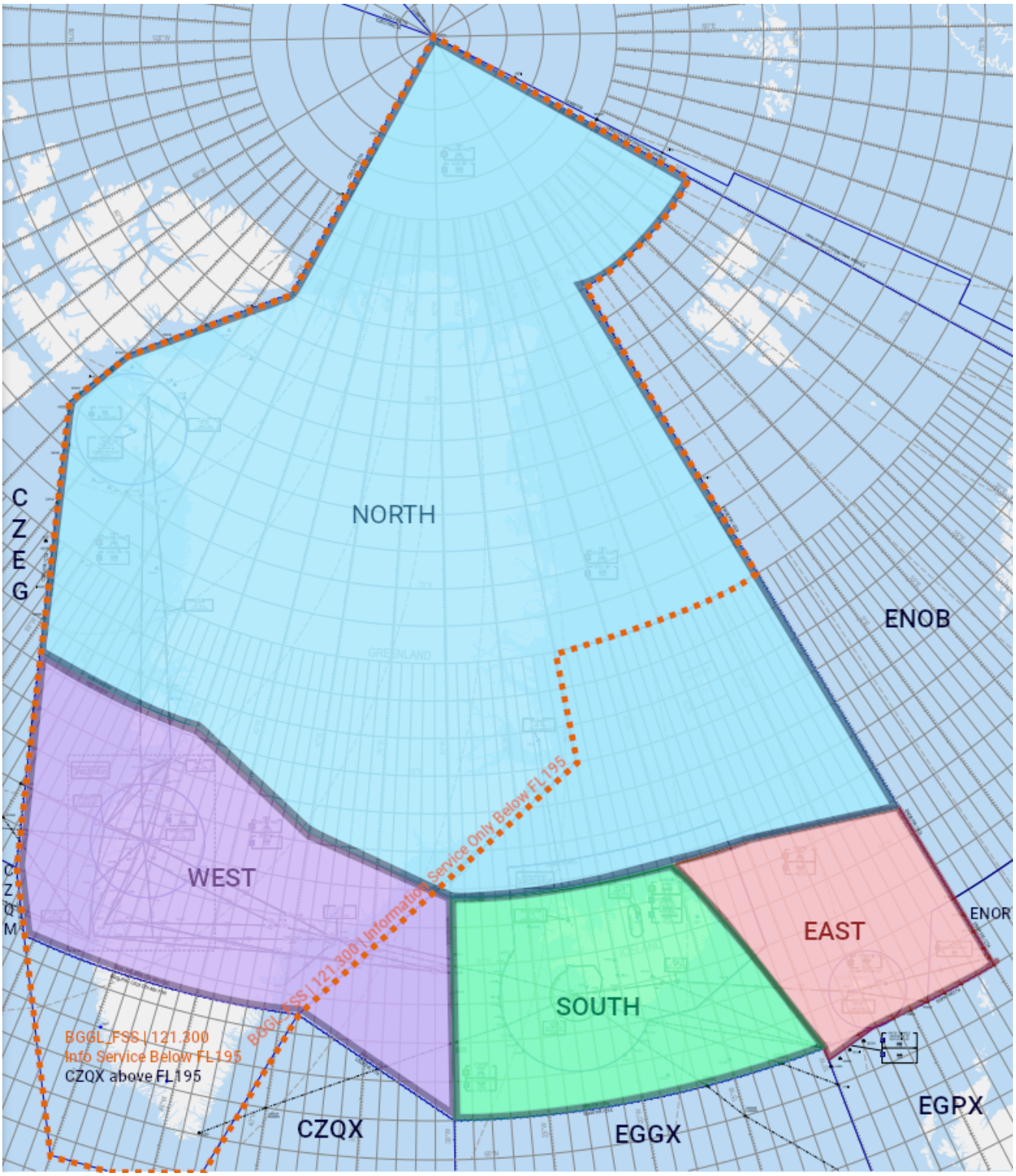
South 1 (BIRD_S1_CTR) may be opened at any time. All other BIRD positions may only be opened after South 1 has been opened (except if South 2 and South 3 are being

opened at the same time.)

Iceland Radio (BICC_*_FSS)

Radio 1 (BICC_1_FSS) may be opened at any time. All other BICC positions may only be opened after Radio 1 has been opened. See the Iceland Radio page for more information.

Sectorization



The Reykjavik CTA is divided into four lateral sectors: North, South, East, and West.

Bandboxing

The South sector positions (S1 / S2 / S3) bandbox the East & West sectors when no controllers are online for those sectors.

Dynamic Vertical Splits

Each sector may be dynamically split up vertically to three times to increase traffic capacity, following these rules:

- When two sector splits numbered 1 & 2 are online, they shall split the sector at **FL345** (split 1 is lower, 2 is higher.)
- When two sector splits numbered 1 & 3 are online, they shall split the sector at **FL355.**
- When two sector splits numbered 2 & 3 are online, they shall split the sector at **FL365**.
- When *three* sector splits (1, 2, and 3) are online, sector no. 1 covers **up to FL345**, sector no. 2 from **FL345-FL365,** and sector no. 3 from **FL365+.**

Bandboxed Splits

If there are multiple South sectors online, but no East or West sectors are online, the South positions shall split the South, East, and West sectors at the same level.

- For example, if South 1 and South 3 are both online, then they would bandbox the South, East, and West sectors and split them all at FL355.
- However, if East 1 were then to come online, they would take over the entire East sector top to bottom, and South 1/South 3 would continue to bandbox the South and West sectors, splitting at FL355.

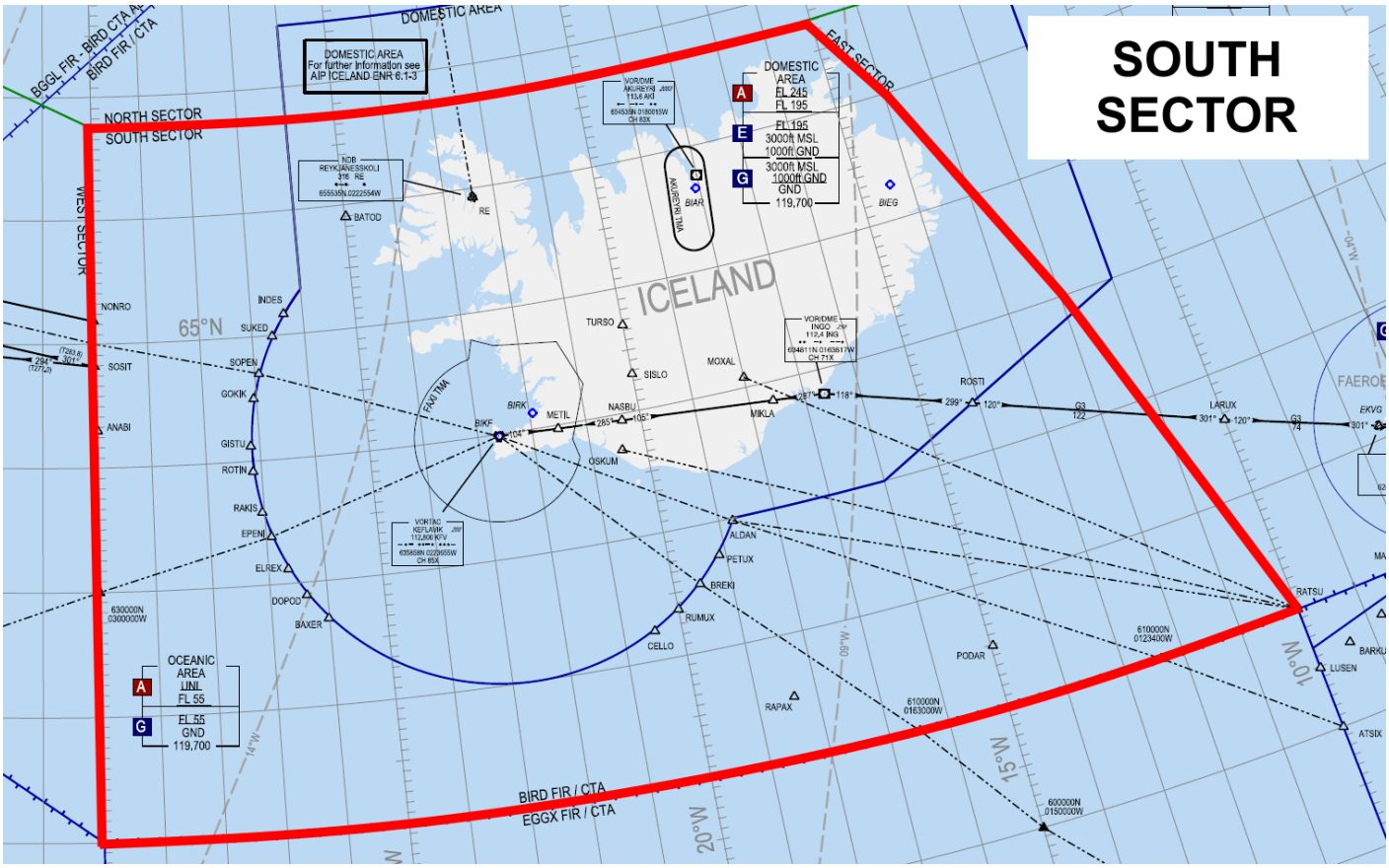
Top-Down

Whichever Reykjavik Control position covers the lowest vertical levels also covers all local (aerodrome, approach, etc.) positions in that sector top-down. For specific aerodrome top-down coverage for each respective sector, see their individual pages.

Oceanic Procedures

All aircraft in Reykjavik OCA must follow oceanic procedures. **See the Oceanic Area Control SOP for details.**

South Sector



The South sector directly overlies Iceland, containing the majority of the Icelandic Domestic Area. It is bordered by the Shanwick OCA to the South.

Airspace Classification

Excluding TMAs, CTRs, and ATZs, the South sector is classified as:

- **Class A** from:
  - FL195+ within the lateral boundaries of the Domestic Area.
  - FL55+ elsewhere.
- **Class E** within the boundaries of the Domestic Area, from 3000ft — FL195.
- **Class G** from GND — 3000ft within the lateral boundaries of the Domestic Area, and GND — FL55 elsewhere.

List of ATS Positions

South 1 (S1)	BIRD_S1_CTR	Reykjavik Control	119.700
South 2 (S2)	BIRD_S2_CTR		125.700
South 3 (S3)	BIRD_S3_CTR		128.600
Radio 1 **RCL ONLY**	BICC_1_FSS	Iceland Radio	127.850
Radio 2 **RCL ONLY**	BICC_2_FSS		126.550

Underlying Aerodromes

Controlled

BIKF
BIRK
BIAR

AFIS

BIBD
BIEG*
BIGJ
BIGR
BIHU
BIHN
BIIS
BIKR
BIVM*
BIVO
BITN

**AFIS aerodrome which has an associated ATZ. All other AFIS aerodromes in Iceland have no associated ATZ.*

Uncontrolled

Various small landing strips; see Iceland AIP.

Delegated Airspace

NIL.

Oceanic Entry (RCL)

Airborne aircraft entering the South sector from domestic airspace (or from oceanic airspace with offline ATC) shall transmit their RCL message to the following positions, in order of priority:

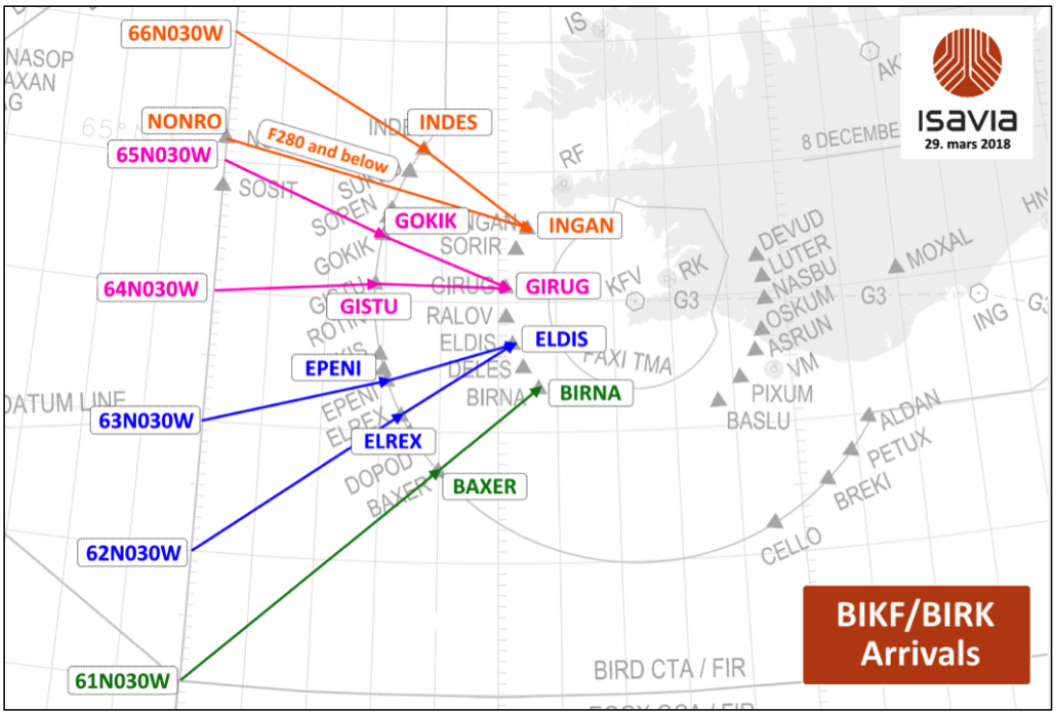
1. Radio 2 (BICC_2_FSS)
2. Radio 1 (BICC_1_FSS)
3. The South sector whose level the aircraft will be entering.
    - E.g., if South 1 & South 3 are online, splitting the South sector at FL355, an inbound aircraft at FL365 would transmit their RCL message to South 3.

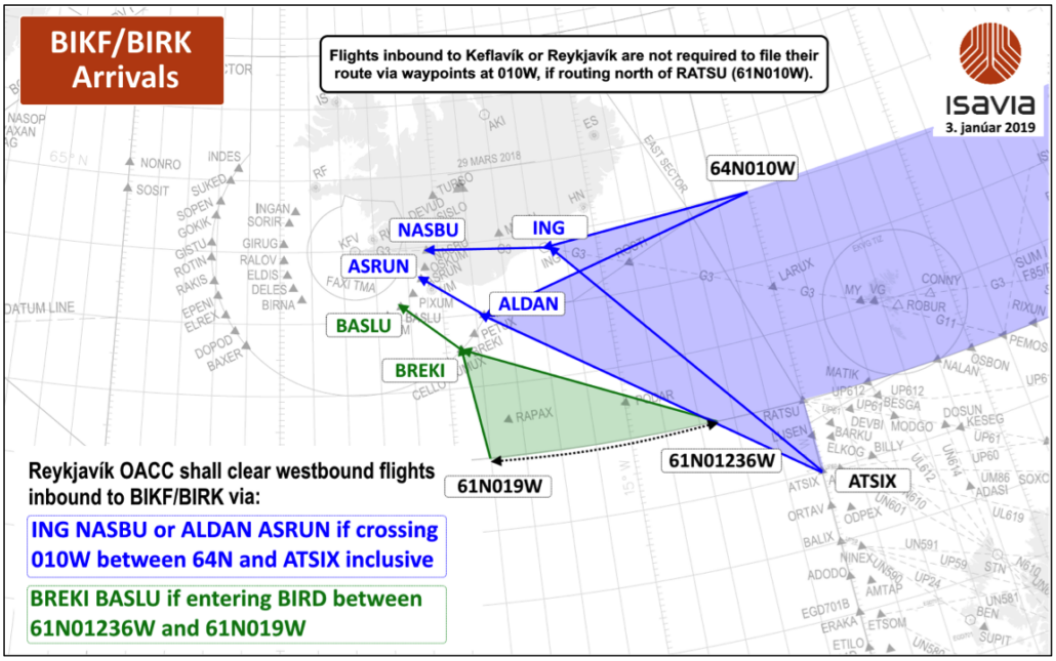
Procedures

To/From Faxi TMA (BIKF & BIRK)

Departures and arrivals into BIKF/BIRK shall follow standard routes defined in the Iceland AIP, ENR 1.8.4.1.3.7.

The departure routings may be found in LOPs for BIKF and BIRK. The arrival routings may be summarized as follows:





If aircraft have not filed via these standard arrival routings, then Reykjavik Control shall amend their routing appropriately when responding to their RCL message.

Reykjavik Control clears arrivals onto the STAR and descends the aircraft via STAR to FL100. Reykjavik Control transfers communications to Keflavik Approach 60 NM from KFV. Such arrivals are considered fully released.

Departures are transferred to Reykjavik Control at the TMA boundary (note: not at the 60 NM ring).

To/From Akureyri TMA (BIAR)

Reykjavik Control clears arrivals onto the STAR and descends the aircraft to 7000ft. Reykjavik transfers communications upon the aircraft commencing the STAR. Such arrivals are released for descent.

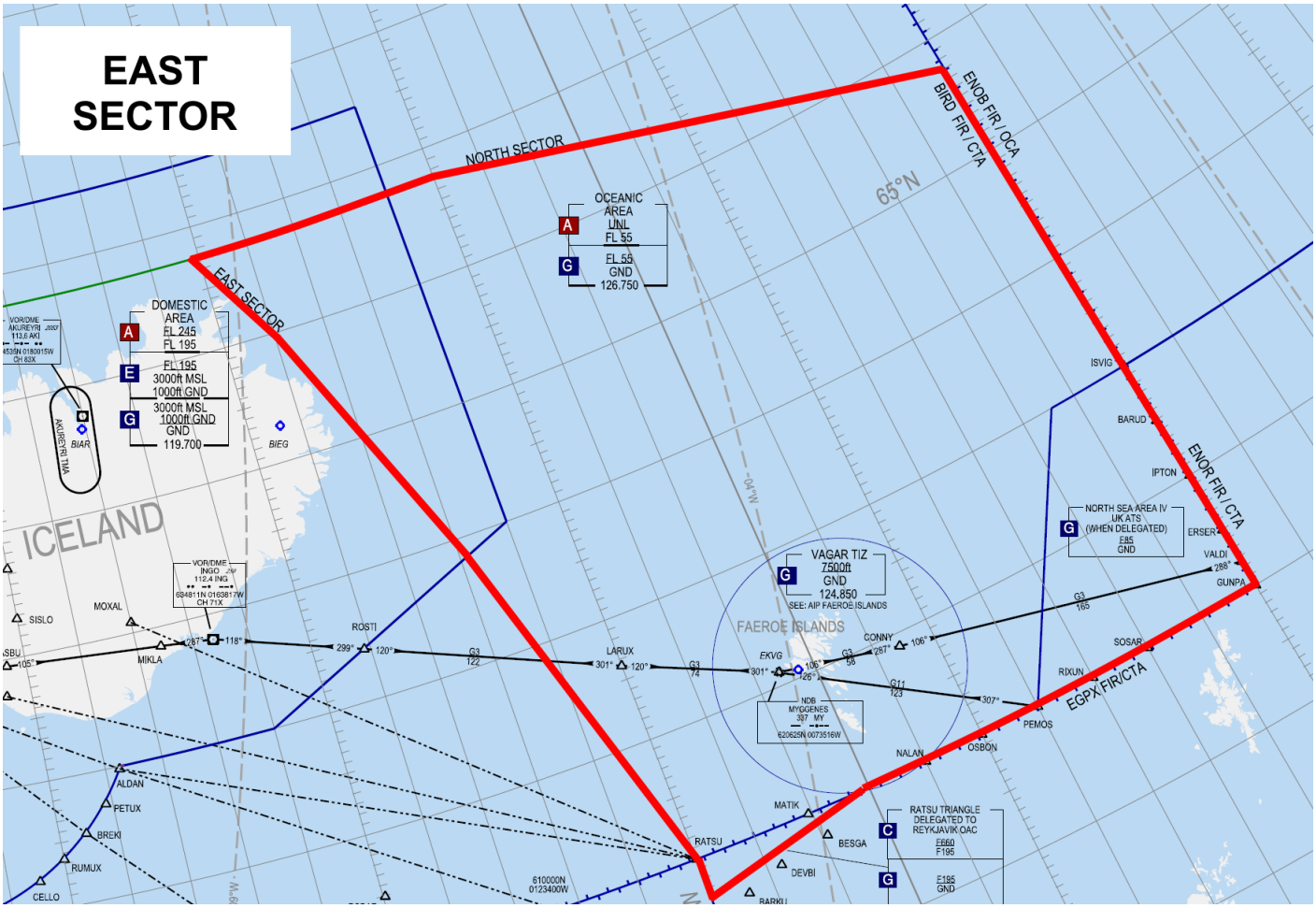
To/From Icelandic AFIS Aerodromes

If the local AFIS unit is offline, the lowest South sector provides top-down AFIS.

See the SOP ATS Surveillance page for information regarding descent out of controlled airspace over Iceland.

Some AFIS aerodromes (e.g., BIIS) only permit VFR traffic – see the Icelandic AFIS quick reference page. In these instances, Reykjavik ACC may only issue IFR clearance once the aircraft is airborne, or issue a conditional IFR clearance that is only valid upon entering controlled airspace (or commencing a published SID, such as at BIIS.)

East Sector



The East sector overlies the Faroe Islands, and contains a small portion of the Icelandic Domestic Area.

It is bordered by Scottish FIR (EGPX), Stavanger ACC (ENSV) of Polaris FIR, and Bodo OFIR (Oceanic FIR). It also shares a small border (on the Westernmost side of the RATSU Triangle) with Shanwick OCA (EGGX).

Airspace Classification

Excluding the Vagar FIZ, the East sector is:

- Class **A** from FL195+ within the lateral boundaries of the Domestic Area, and FL55+ elsewhere.
- Class **E** from 3000ft – FL195 within the boundaries of the Domestic Area.
- Class **G** from GND – 3000ft within the lateral boundaries of the Domestic Area, and GND – FL55 elsewhere.

List of ATS Positions

East 1 (E1)	BIRD_E1_CTR	Reykjavik Control	126.750
East 2 (E2)	BIRD_E2_CTR		132.200
East 3 (E3)	BIRD_E3_CTR		128.800
South 1 (S1) *Only if no East sector online*	BIRD_S1_CTR		119.700
South 2 (S2) *Only if no East sector online*	BIRD_S2_CTR		125.700
South 3 (S3) *Only if no East sector online*	BIRD_S3_CTR		128.600
Radio 1 (CC1) **RCL ONLY**	BICC_1_FSS	Iceland Radio	127.850

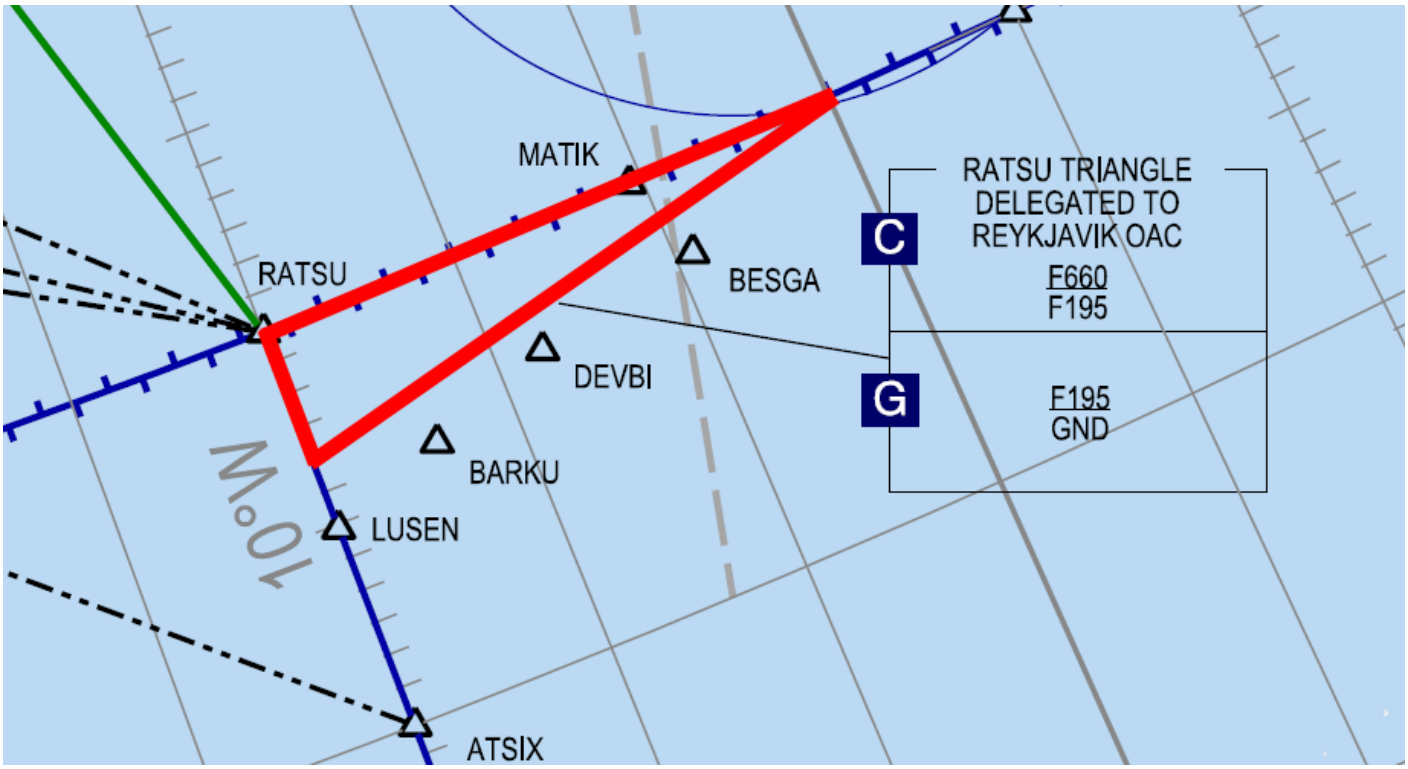
Underlying Aerodromes

AFIS

EKVG

Delegated Airspace

RATSU Triangle

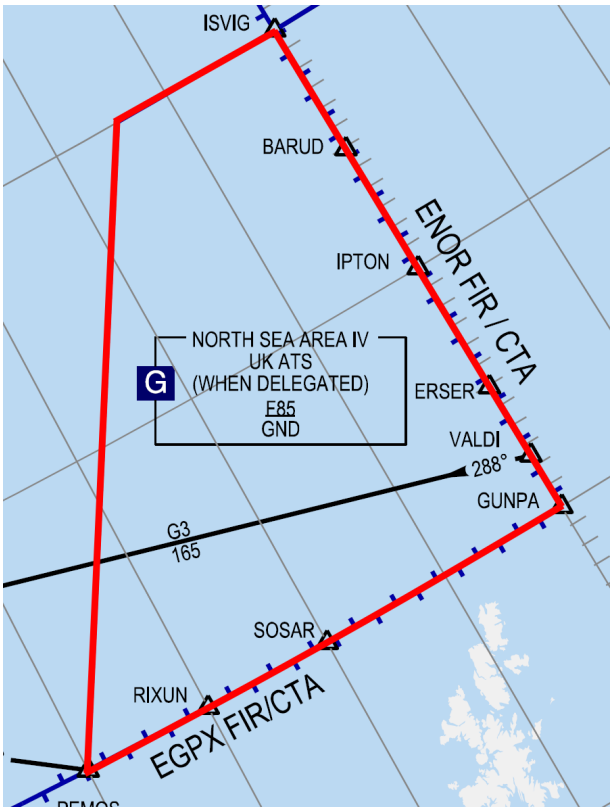


The **RATSU Triangle (GND – FL660)** is located at the southwest corner of the East sector. It is delegated from Scottish (EGPX) FIR to Reykjavik Control. It is classified:

- Class **C** from FL195 – FL660
- Class **G** from GND – FL195

See BIRD-EGPX LOA for more information.

North Sea Area IV



North Sea Area IV (GND – FL85), or simply "Area IV," is located at the southeast corner of the East sector. It is delegated from Reykjavik Control to Sumburgh Radar (Prestwick ACC) in Scotland. It is Class **G**. See BIRD-EGPX LOA for more information.

Oceanic Entry (RCL)

Airborne aircraft entering the East sector from domestic airspace (or from oceanic airspace with offline ATC) shall transmit their RCL message to the following positions, in order of priority:

1. Radio 1 (BICC_1_FSS)
2. The East sector whose level the aircraft will be entering (or South sector bandboxing East, if no East sectors are online.)
   - E.g., if East 1 & East 3 are online, splitting the East sector at FL355, an inbound aircraft at FL365 would receive OCL from East 3.

Procedures

To/From EKVG

If the local AFIS unit is offline, the lowest East sector provides top-down AFIS for EKVG.

For arrivals, Reykjavik Control shall descend aircraft to the Transition Level (TL) for EKVG, then clear the aircraft to descend below controlled airspace. Reykjavik Control shall **not** clear aircraft onto any instrument procedures, as the procedures are entirely within uncontrolled airspace.

Reykjavik Control may ask aircraft what their intended approach is, and share this information with Vagar AFIS as appropriate.

For departures, Reykjavik Control shall clear aircraft onto the SIDs, as they enter controlled airspace.

Neighboring Sectors Without LOAs

In lieu of official LOAs regarding the sectors below, note the following information.

> **NOTE!** The information below is provided for **reference only**, and is not a substitute for proper coordination with these sectors in the absence of an LOA.

EGGX (Shanwick)

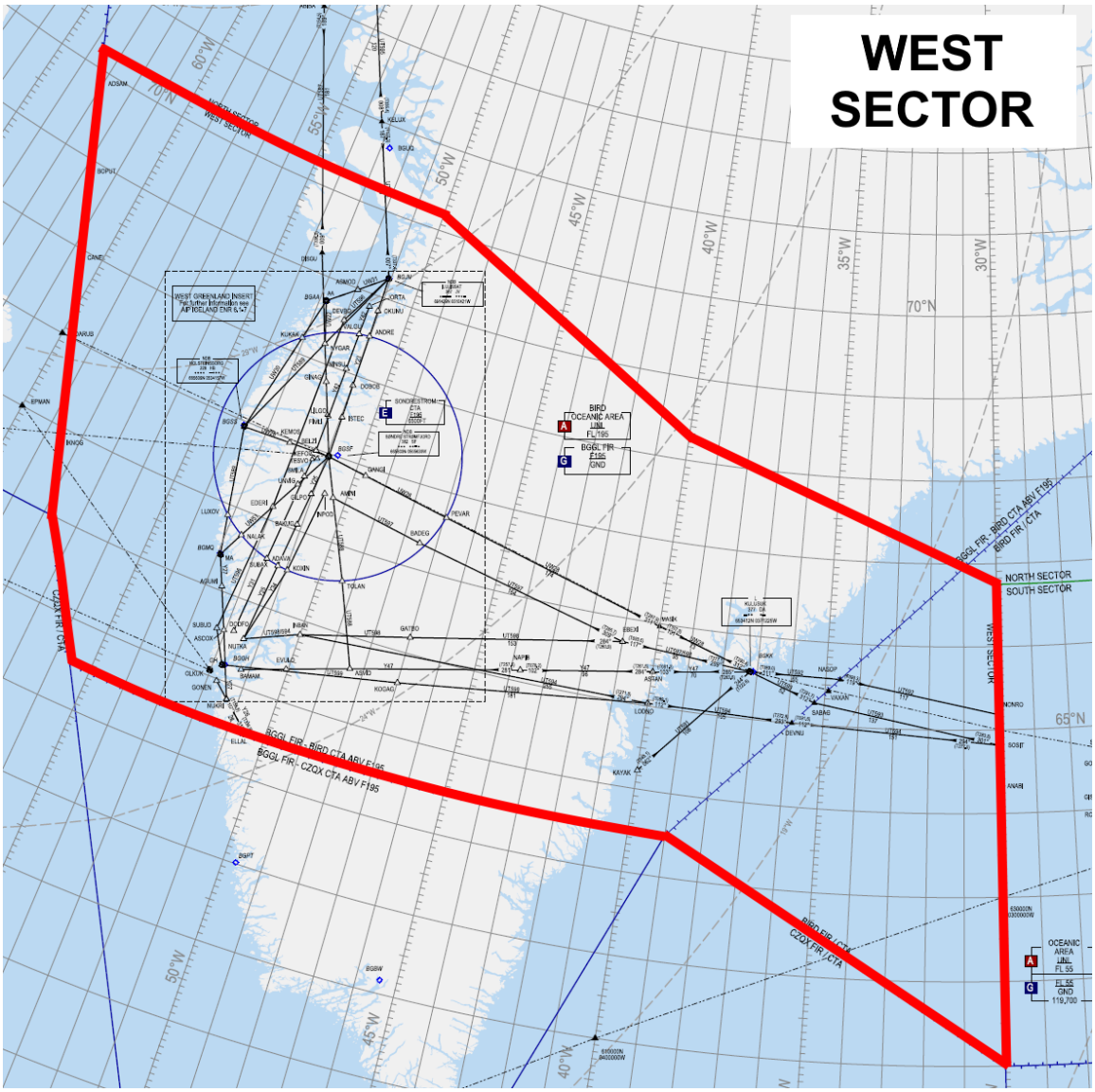
NAT_FSS is the bandbox position for Gander & Shanwick OCAs.

- When transferring aircraft to NAT_FSS that are entering Shanwick OCA, the appropriate radio callsign is “Shanwick Radio” (i.e., “contact Shanwick Radio on…”)

In real life, Reykjavik Control passes to Shanwick Radio (by coordination) a squawk code for all aircraft entering Reykjavik OCA from Shanwick OCA. The intention is that the aircraft are squawking the Reykjavik-assigned code by the time they enter the Reykjavik OCA.

> As this is not formally defined in an LOA, not all Shanwick/NAT controllers will be aware of this procedure. Therefore, this procedure should only be adopted if mutually coordinated/agreed by both Shanwick & Reykjavik controllers.

West Sector



The West sector overlies central Greenland, including Kangarlussuaq airport (BGSF), the largest commercial airport in Greenland. It is surrounded by Gander OCA to the South, as well as Gander domestic FIR and Edmonton FIR to the East.

Airspace Classification

The West sector is classified as:

- Class **A** from:

- FL55+ within BIRD FIR.
- FL195+ within BGGL FIR (see Delegated Airspace below.)

- Class **G** from GND — FL55 within BIRD FIR, and GND – FL195 within BGGL FIR.

> Within BGGL FIR, flight information service is provided by Nuuk Information (BGGL_FSS.) Reykjavik Control does **not** cover Nuuk Information top-down, and therefore, **no** West sector position provides FIS within BGGL FIR below FL195.
>
> Iceland Radio positions may, at their discretion, provide top-down for Nuuk Information. See the Iceland Radio page for more information.

List of ATS Positions

West 1 (E1)	BIRD_W1_CTR	Reykjavik Control	124.400
West 2 (E2)	BIRD_W2_CTR		127.500
West 3 (E3)	BIRD_W3_CTR		128.200
South 1 (S1) Only if no West sector online	BIRD_S1_CTR		119.700
South 2 (S2) Only if no West sector online	BIRD_S2_CTR		125.700
South 3 (S3) Only if no West sector online	BIRD_S3_CTR		128.600
Radio 1 Only if no BIRD online	BICC_1_FSS	Iceland Radio	127.850
Radio 2 **OCL ONLY**	BICC_2_FSS		126.550

Underlying Aerodromes

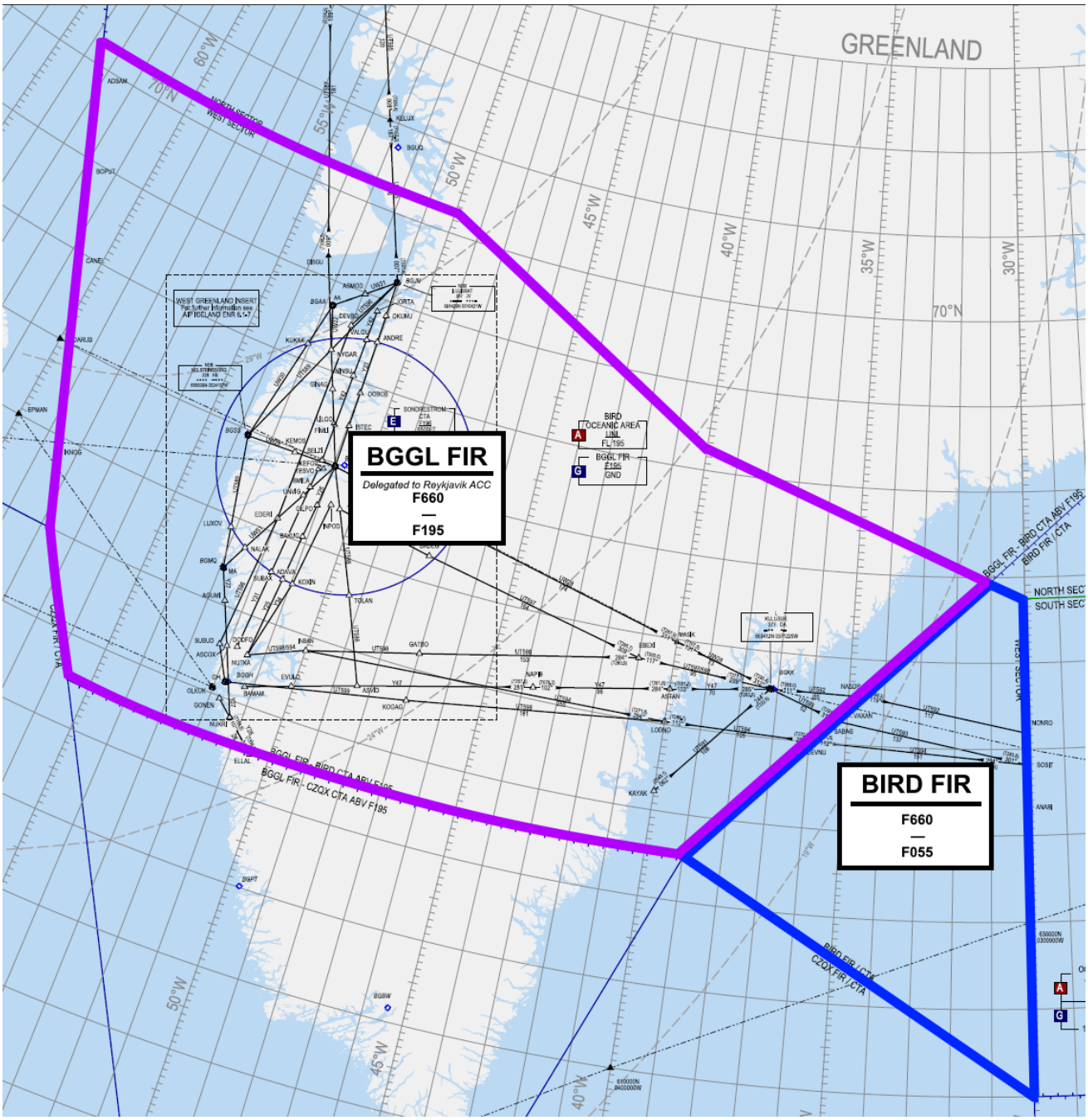
Controlled

> Reykjavik Control positions do **not** provide top-down AFIS to any Greenlandic aerodromes underlying the West sector. They may, however, issue IFR/oceanic clearance to departures from such aerodromes – see below.

Delegated Airspace

A significant portion of the West sector consists of airspace delegated from **Greenland (Nuuk FIR | BGGL)** to **Iceland (Reykjavik ACC)** from FL195+. Reykjavik ACC provides enroute ATC service in this airspace, which is (like the rest of the OCA) classified as Class **A**.

The diagram below indicates which portions of the North sector are delegated from BGGL FIR (i.e., controlled from FL195+), and which portions are part of BIRD FIR (i.e., controlled from FL55+.)



Oceanic Entry (RCL)

Airborne aircraft entering the South sector from domestic airspace (or from oceanic airspace with offline ATC) shall transmit their RCL message to the following positions, in order of priority:

1. Radio 1 (BICC_1_FSS)
2. The West sector whose level the aircraft will be entering.
   - E.g., if West 1 & West 3 are online, splitting the West sector at FL355, an inbound aircraft at FL365 would receive OCL from West 3.

3. If no West sectors are online, the South sector (bandboxing West) whose level the aircraft will be entering.

Procedures

To/From BGSF

Reykjavik Control provides top-down service in Sondrestrom CTA & TMA (and BGSF CTR/aerodrome) when no local BGSF positions are online.

All aircraft to BGSF are to be initially descended to FL200, to avoid descending below controlled airspace. Upon passing the lateral boundaries of Sondrestrom CTA, they may be transferred to Sondrestrom Approach (BGSF_APP) for further descent.

To/From Greenland AFIS Aerodromes

Reykjavik Control does not provide FIS in Nuuk FIR, or top-down AFIS for any Greenlandic AFIS aerodromes.

Reykjavik ACC **does**, however, relay (via local AFIS) IFR and oceanic clearances to aircraft departing Greenlandic (BG**) AFIS aerodromes beneath the North and West sectors. While this is handled by Iceland Radio when online, when Iceland Radio is offline, the lowest West sector shall perform this responsibility for the AFIS aerodromes beneath the West sector.

- **IFR** clearances are required for aircraft climbing above FL195 (i.e., into the CTA.)
- **Oceanic** clearances are required for aircraft climbing above FL285 and/or leaving BGGL FIR.
- Clearance is relayed via local AFIS if online. If not, aircraft shall contact BIRD directly for the clearance request, and after issuing the clearance, BIRD shall instruct them afterward to return to UNICOM until passing FL195.

All arrivals to Greenlandic aerodromes should be cleared to descend below controlled airspace prior to FL195. They may then be instructed “frequency change approved.”

Neighboring Sectors Without LOAs

In lieu of official LOAs regarding the sectors below, note the following information.

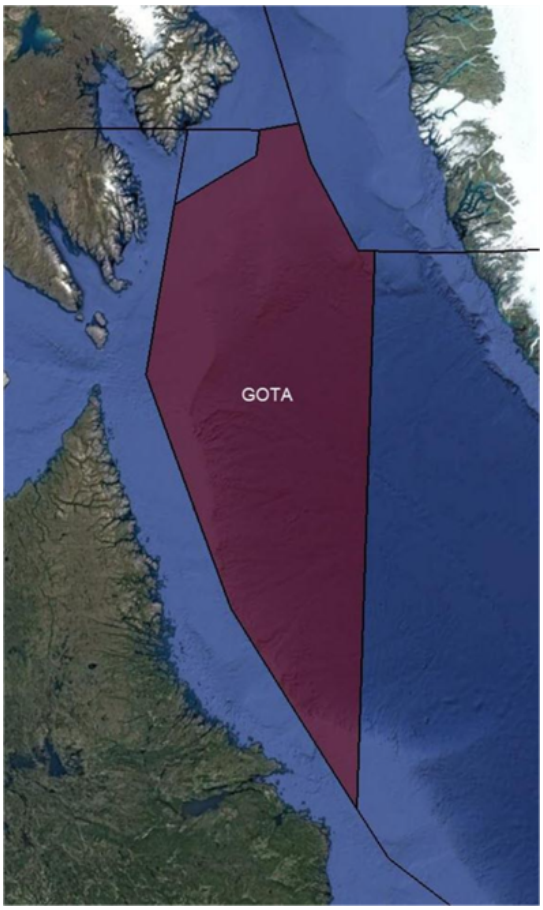
> **NOTE!** The information below is provided for **reference only**, and is not a substitute for proper coordination with these sectors in the absence of an LOA.

CZQO/CZQX (Gander Oceanic & Domestic)

The domestic & oceanic control positions of Gander ACC/OACC are differentiated by their logon callsign, as follows:

- CZQO_CTR is the Gander Oceanic position, responsible for Gander OCA. Its callsign is “Gander Radio.”
  - CZQO_DEL is the Gander Oceanic clearance delivery position.
- CZQX_CTR is the Gander Domestic position, responsible for Gander Domestic FIR. Its callsign is “Gander Center.”
- NAT_FSS is the bandbox position for Gander & Shanwick OCAs.
  - When transferring aircraft to NAT_FSS that are entering Gander OCA, the radio callsign is “Gander Radio” (e.g., “contact Gander Radio on…”)

The Gander Oceanic Transition Area (GOTA) (FL290-UNL) is an area of airspace within Gander OCA that is delegated to Gander Domestic.



When Gander Radio/NAT_FSS is online, but Gander Center (domestic) is offline, then Gander Radio/NAT_FSS provides ATC service in GOTA (as well as below it).

When Gander Center is online, but Gander Radio/NAT_FSS is offline, then Gander Center provides ATC service in (but not below) GOTA.

When both Gander Radio/NAT_FSS and Gander Center (domestic) are online, then:

- Gander Center provides domestic ATC service in GOTA (FL290+).
- Gander Radio provides oceanic ATC service below GOTA (FL290-).

If there are no Gander positions online, Moncton Center (CZQM_CTR) may bandbox Gander FIR, including GOTA but **not** including the Gander OCA.

Iceland Radio (North Sector)

> **UPDATE:** Effective **1 March 2024,** Iceland Radio no longer requires a separate endorsement to control. All Iceland-familiarized C1 controllers are allowed to staff Iceland Radio.

The position of "Iceland Radio" serves a unique function within the VATSIM Reykjavik CTA, in relation to oceanic clearances and ATC service in the North sector.

List of ATS Positions

Radio 1	BICC_1_FSS	Iceland Radio	127.850
Radio 2	BICC_2_FSS		126.550
Radio 3 **EVENT ONLY**	BICC_3_FSS		129.625

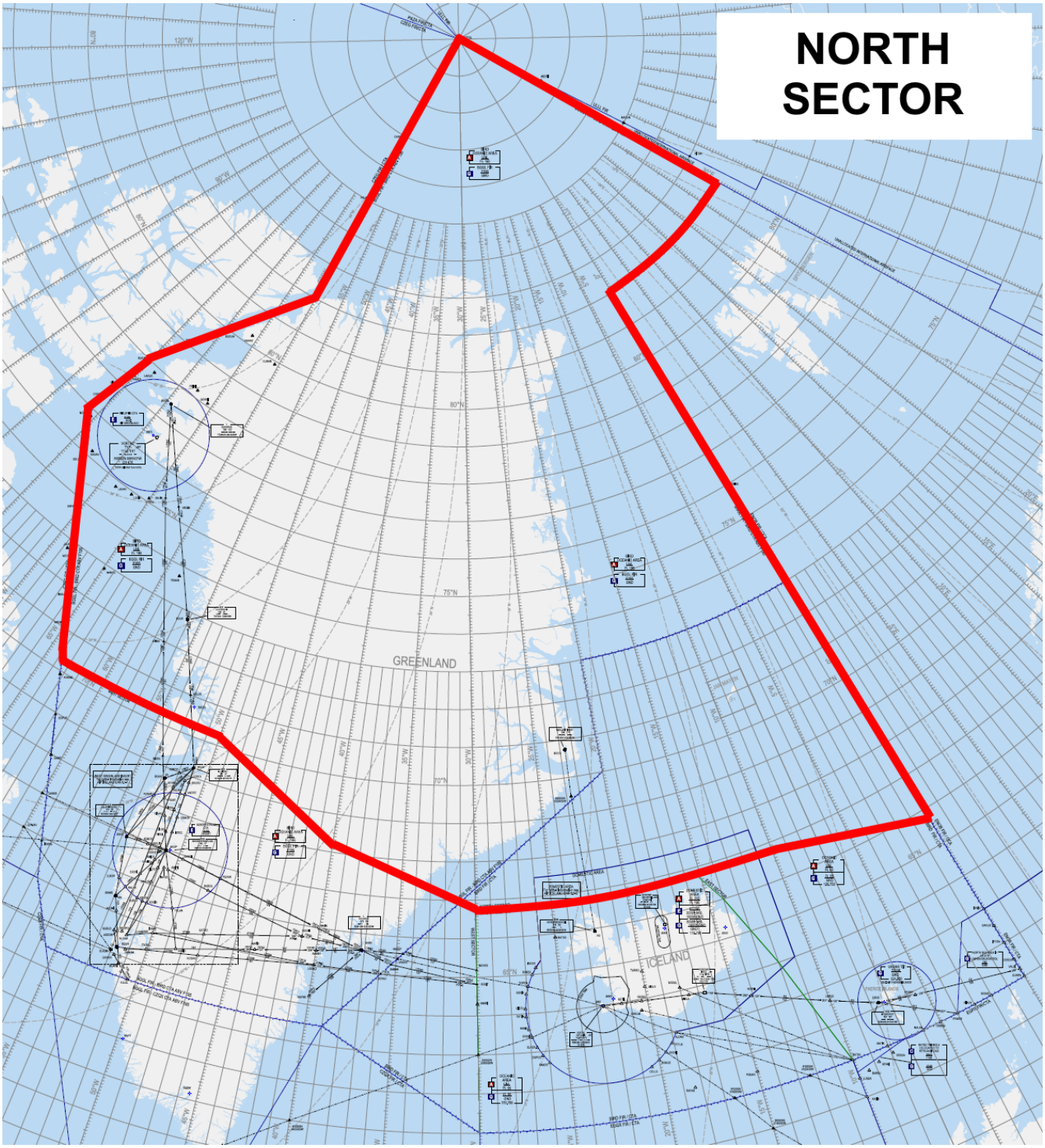
Introduction to Iceland Radio

In real life, radio operators at Gufunes Communication Centre in Reykjavik, using the callsign **"Iceland Radio,"** relay communications from Reykjavik ACC/OAC to aircraft entering, or within, the Reykjavik CTA.

Since the abolishment of oceanic clearances in the BIRD OCA, Iceland Radio operators primarily relay Reykjavik ACC/OAC instructions & clearances to aircraft in the North sector. Iceland Radio also handles RCL messages for aircraft entering BIRD OCA, who are not CPDLC equipped.

For VATSIM purposes, we combine the role of the controller at Reykjavik ACC (who issues the clearances and instructions), and the role of the Gufunes radio operator (who relays them to the aircraft), into one.

North Sector



The North sector of Reykjavik OACC overlies northern Greenland and a large portion of the Arctic Sea. It is surrounded by Edmonton FIR to the West, and Bodo oceanic FIR to the East. It is also “bordered” by Murmansk FIR to the East, with a slight gap of uncontrolled (internationally disputed) airspace in between.

Airspace Classification

The North sector is classified as:

- Class **A** from:
  - FL55+ within BIRD FIR.
  - FL195+ within BGGL FIR (see Delegated Airspace below.)
- Class **G** from GND — FL55 within BIRD FIR, and GND – FL195 within BGGL FIR.

> In BGGL FIR below FL195, flight information service is provided by Nuuk Information (BGGL_FSS), which is a separate position to Iceland Radio.
>
> However, controllers staffing Iceland Radio may, at their discretion (workload permitting), choose to cover Nuuk Information's responsibilities top-down.

Underlying Aerodromes

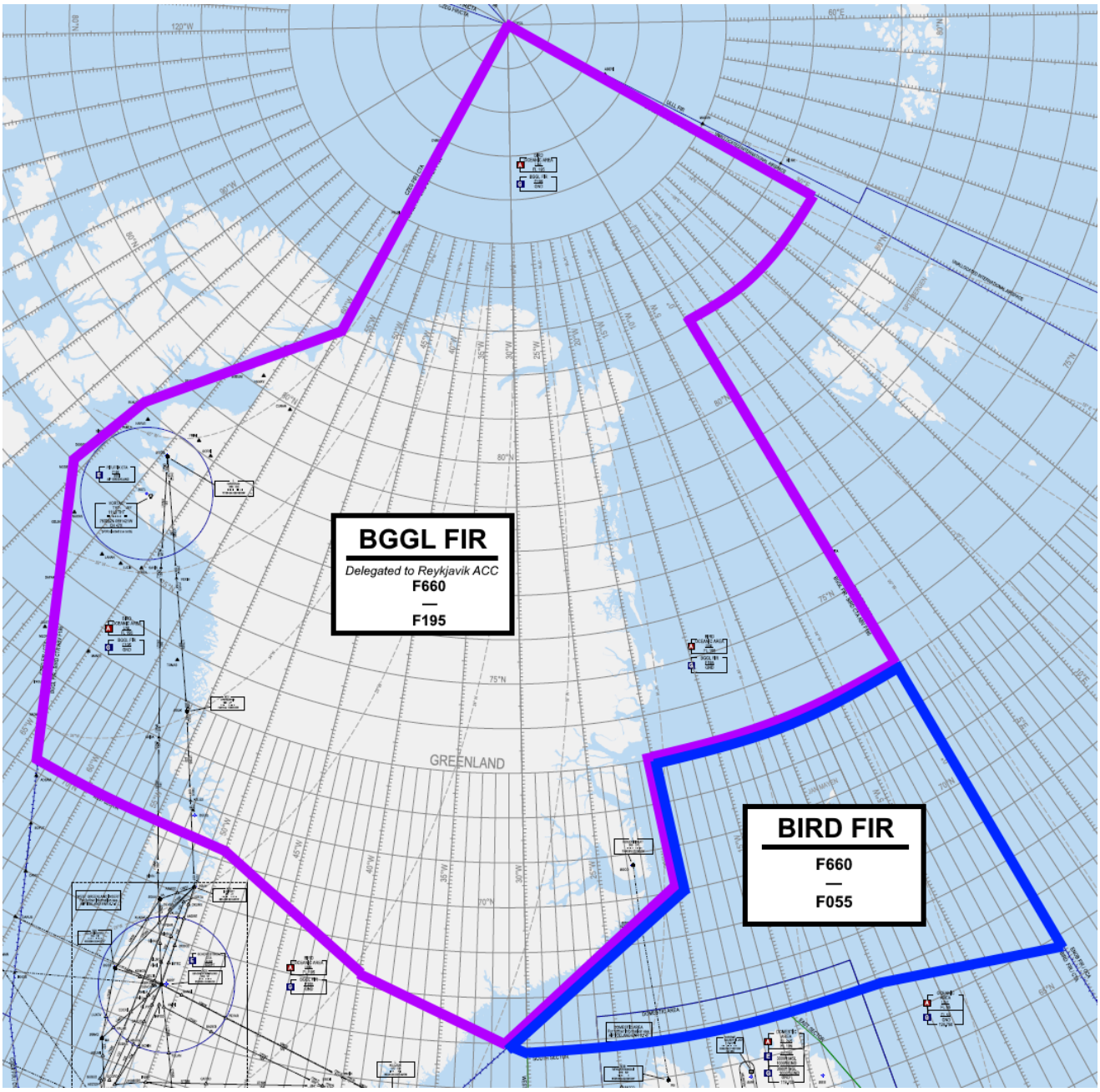
NIL

> If Iceland Radio chooses to cover Nuuk Information top-down, then Iceland Radio shall also provide top-down ATC for BGSF and top-down AFIS for other Greenlandic (BG**) aerodromes.

Delegated Airspace

A significant portion of the North sector consists of airspace delegated from **Greenland (Nuuk FIR | BGGL)** to **Iceland (Reykjavik ACC)** from FL195+. Reykjavik ACC provides enroute ATC service in this airspace, which is (like the rest of the OCA) classified as Class **A**.

The diagram below indicates which portions of the North sector are delegated from BGGL FIR (i.e., controlled from FL195+), and which portions are part of BIRD FIR (i.e., controlled from FL55+.)



Responsibilities and Procedures

Solo Operations

Radio 1 (BICC_1_FSS) shall always be the first Iceland Radio position to be opened. In isolation (i.e., with no other BICC positions online), Radio 1 shall perform the following responsibilities:

- An ADS-B based **ATC service** to aircraft in the **North** sector.

    - With developments in ADS-B satellite coverage, the North sector is now fully covered by satellite ADS-B, and normal ATS surveillance procedures apply (procedural control is no longer required.)
- Processing & responding to **RCL messages** for airborne aircraft entering the Reykjavik OCA *(all* sectors, not just North.)
- Issuing **IFR clearances** to aircraft departing Greenlandic (BG**) AFIS aerodromes (throughout *all of Greenland,* not just the aerodromes underlying the North sector.)
    - Clearance is relayed via local AFIS if online. If local AFIS is offline, aircraft shall contact Radio 1 directly for clearance. After issuing clearance, BICC shall instruct the aircraft to return to UNICOM until entering controlled airspace.

As described earlier, Radio 1 may also **optionally** (workload permitting) choose to cover the responsibilities of Nuuk Information (BGGL_FSS) top-down, including top-down ATC/AFIS for Greenlandic (BG**) aerodromes.

Split Operations

During heavy traffic situations, or events like CTP, it may be desirable to split the responsibilities of Iceland Radio across multiple positions/controllers.

Under routine circumstances, a two-way split is possible, between **Radio 1 (BICC_1_FSS)** and **Radio 2 (BICC_2_FSS.)**

Under such a split, Radio 1 (BICC_1_FSS) provides the following services:

- Processing & responding to **RCL messages** for aircraft entering the **East** and **West** sectors.
- **IFR/oceanic clearance** to aircraft departing Greenlandic AFIS aerodromes.

Radio 2 (BICC_2_FSS) provides:

- Processing & responding to **RCL messages** for aircraft entering the **North** and **South** sectors.
- **ATC service** to aircraft in the **North** sector.

(It is assumed that if the workload is heavy enough that two BICC positions are required, neither BICC position will have the capacity to also cover the responsibilities of Nuuk Information.)

During events, an additional Iceland Radio position/frequency, **Radio 3 (BICC_3_FSS),** may also be opened. Radio 3 is an “overflow” position with responsibilities assigned on an ad-hoc basis. It shall **not** be opened during normal operations.

Phraseology

Even though "Iceland Radio" is the callsign used by all the above BICC positions, all clearances and instructions should be given to pilots prefaced by the phrase “Reykjavik Control clears you…”

For example, for an amended route clearance issued in response to an RCL message:

> “ AAL501, amended route clearance, Reykjavik Control clears you after ING direct NASBU.

This reflects the fact that in real life, Iceland Radio relays clearances & instructions from Reykjavik ACC/OAC ("Reykjavik Control.")