# General

The following page lists information and procedures applicable to the entire Faxi TMA, i.e., both Keflavik & Reykjavik Approach.

## List of ATS Positions

| Coordination Name | VATSIM Logon | Radio Callsign | Frequency |
|---|---|---|---|
| Keflavik Approach (KFA) | BIKF_APP | “Keflavik Approach” | 119.300 |
| Reykjavik Approach (RKA) | BIRK_APP | “Reykjavik Approach” | 119.000 |
| Keflavik Final (KFF) | BIKF_F_APP | “Keflavik Approach” | 119.150 |

### Division of Responsibilities

The KF sector is controlled by Keflavik Approach, and the RK sector is controlled by Reykjavik Approach. If Reykjavik Approach is not online, Keflavik Approach bandboxes to cover Reykjavik Approach as well.

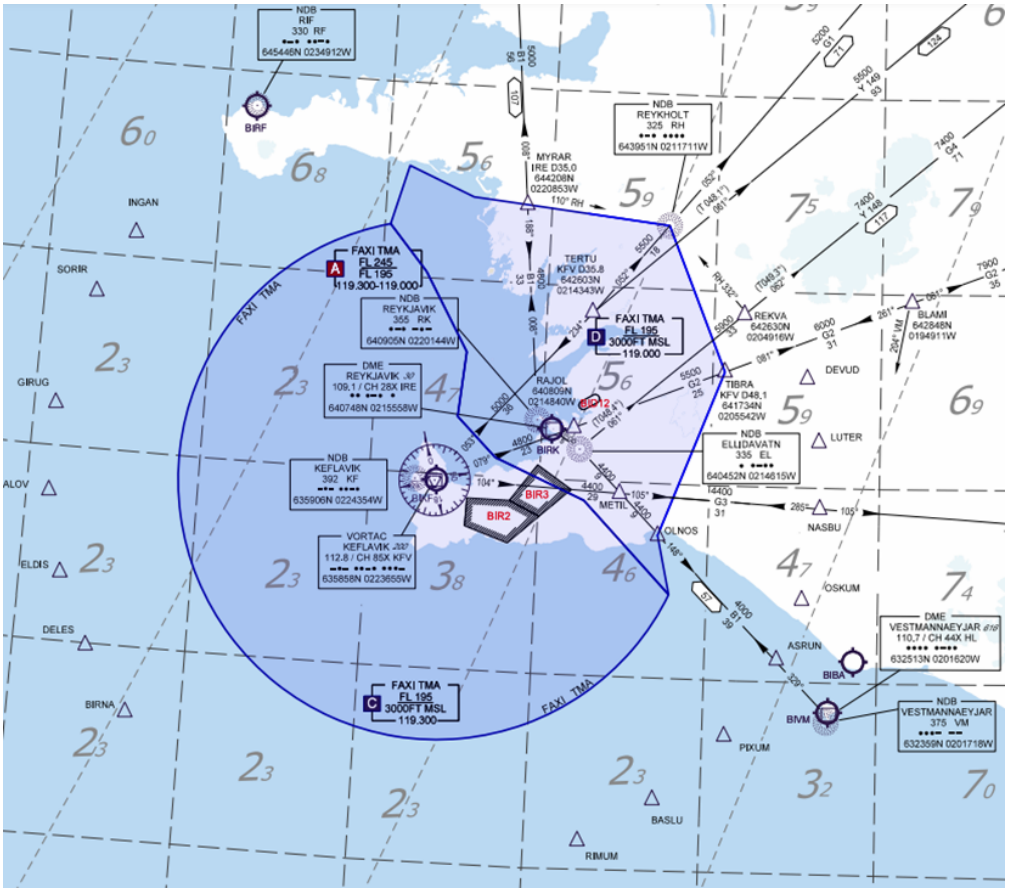
When both Keflavik & Reykjavik Approach are online, they operate as detailed in the "Dual Approach Operations" section below.

“Approach” or "APP" in this chapter, unless otherwise specified, refers to Keflavik Approach online by itself, bandboxing both sectors of the TMA and controlling arrivals and departures into both BIKF & BIRK.

### Login Priority

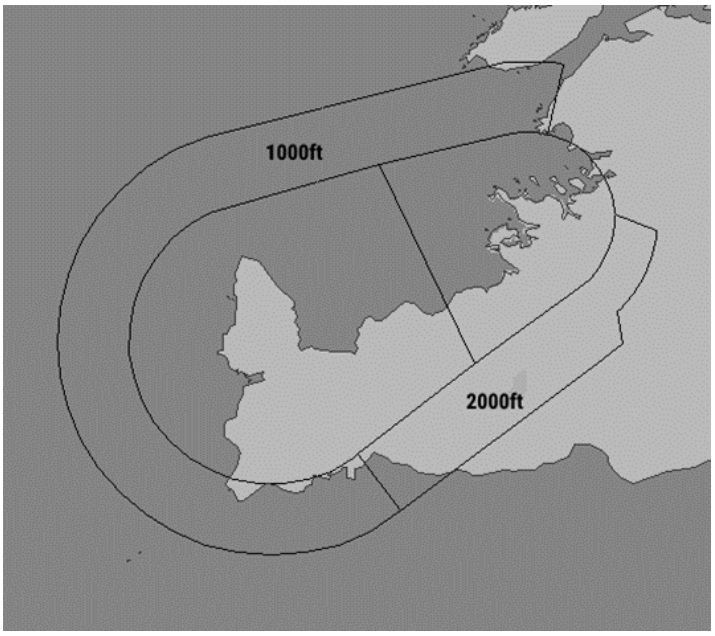
Keflavik APP may be opened at any time. Reykjavik APP may only be opened if Keflavik APP is already online. Keflavik Final may only be opened with the approval of Keflavik APP.

# Overview of the Faxi TMA




The Faxi TMA (3000ft/1000ft AGL— FL245) is located above Keflavik (BIKF) and Reykjavik (BIRK) airports. It is divided into two sectors – the Keflavik (KF) sector above BIKF, and the Reykjavik (RK) sector above BIRK.

## Collars




The Faxi TMA also has "collars" (formerly known as "buffer zones") surrounding the BIKF & BIRK CTRs. Within these collars, the TMA is extended downwards to 1000ft or 2000ft MSL (depending on the section of the collar; see above.)

## Airspace Classification

The Faxi TMA consists of Class A, Class C, and Class D airspace.

- The entire TMA is Class A above FL195.
- Below FL195:
  - The KF sector is Class C.
  - The RK sector is Class D.

The surrounding airspace is either Class A for the Oceanic Area directly above the TMA (FL245+), Class E for the Domestic Area surrounding the TMA (3000ft – FL245), or Class G for the airspace below 3000ft.

## Minimum Horizontal Separation

The minimum horizontal separation in the Faxi TMA is **3 NM** within 30 NM of KFV. This is a non-standard reduction of separation. Over 30 NM from KFV, the standard horizontal separation minima of 5 NM applies.

## Minimum Vectoring Altitudes

Minimum radar vectoring altitude areas have been established in the Faxi TMA. These are indicated by the golden lines & text on the image above. Levels are indicated as

hundreds (e.g., 41 = 4100ft).

Approach may not issue vectors or directs to aircraft which will cause them to violate the MVA areas.

# Procedures

## 60 NM Release for Arrivals

Reykjavik transfers arrivals to Keflavik/Reykjavik APP when they are 60 NM from KFV VOR. Such arrivals are fully released.

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

## Dual Approach Operations

When both Keflavik and Reykjavik APP are online at the same time, then they will each control their own respective sector of the TMA (KF sector for Keflavik APP, and RK sector for Reykjavik APP.)

This effectively means that BIKF arrivals from the East (via NASBU, ASRUN, etc.) will generally speak to *Reykjavik* APP first. Similarly, BIRK arrivals from the West (via INGAN, GIRUG, etc.) will generally speak to *Keflavik* APP first.

If Reykjavik APP has any BIKF-bound arrivals in their airspace, they shall transfer them to Keflavik APP **no less than 10 NM from the IAF, or 20 NM from the aerodrome (whichever is greater.)** This is to allow Keflavik APP sufficient time to issue the approach clearance. **The same applies in reverse for any BIRK-bound arrivals in Keflavik APP's airspace.**

- Such arrivals are released for descent and turn, unless otherwise coordinated.

Revision #21
Created 14 September 2023 09:12:31 by Jonathan Fong (1308253)
Updated 30 September 2023 01:57:33 by Jonathan Fong (1308253)