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

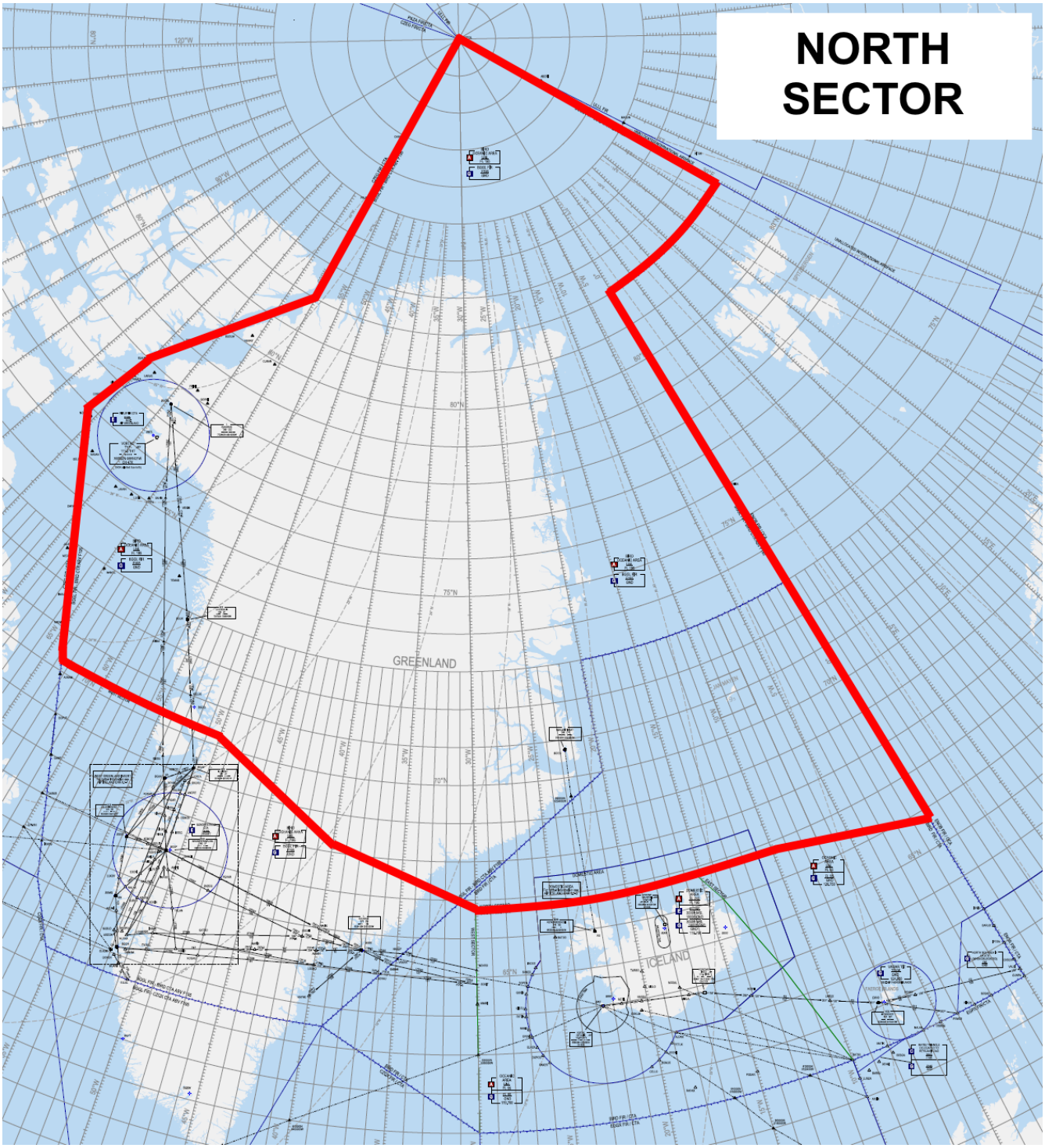
Introduction to Iceland Radio

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

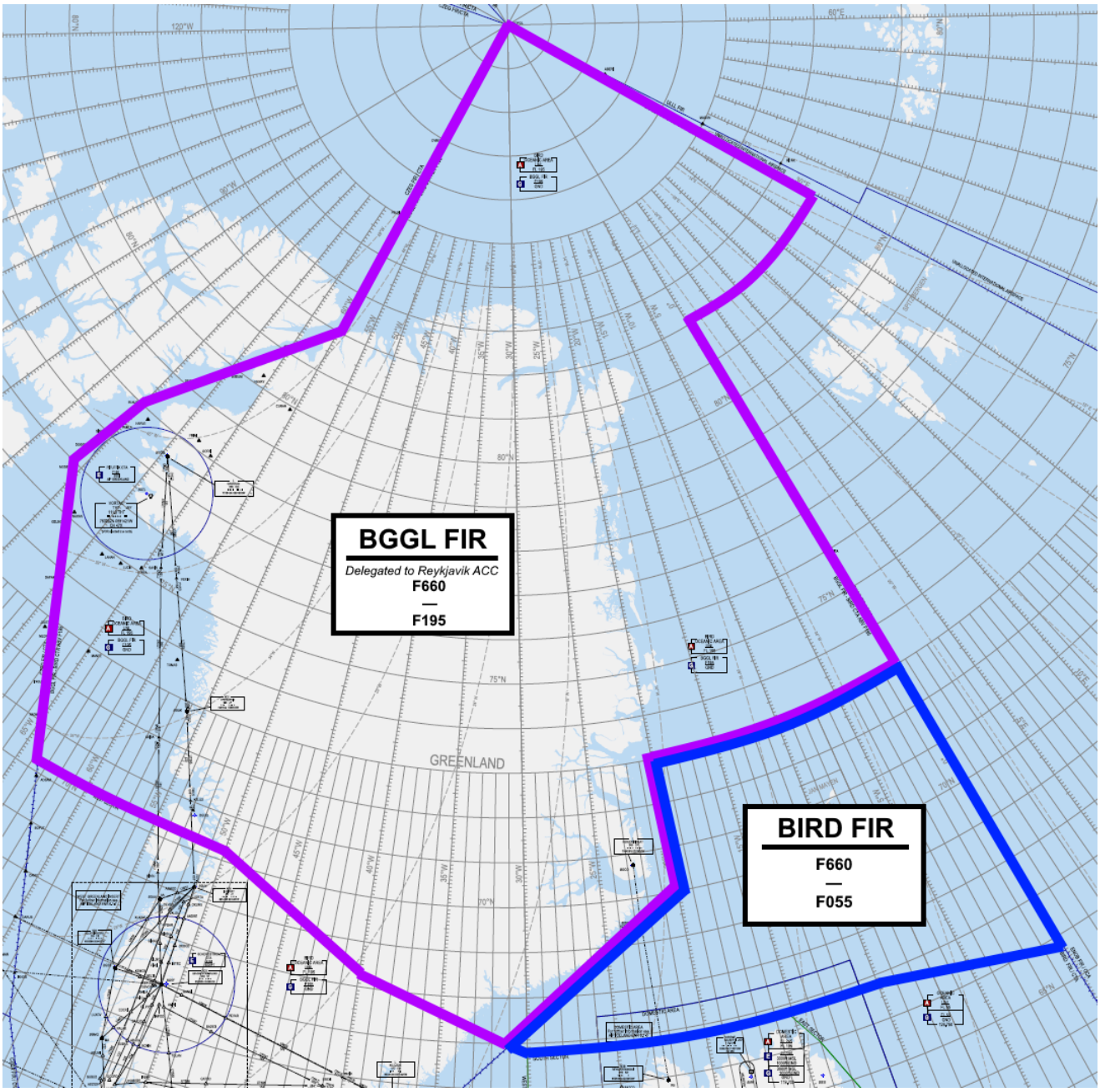
NIL

> 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.")

Revision #39
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Updated 27 March 2024 06:11:18 by Jonathan Fong (1308253)