Reykjavik APP

Reykjavik Approach (BIRK_APP) provides approach control service for all aircraft in the Reykjavik (RK) sector of Faxi TMA.

If Reykjavik Approach is offline, **Keflavik Approach (BIKF_APP)** bandboxes the RK sectors and performs these responsibilities.

Arrivals

While there is no official preferred runway at BIRK, as RWY 01/19 is the longer of the two runways at BIRK, heavier aircraft (e.g., turboprops and airliners) should be offered that runway where possible.

Runway 19 STARs

Only RWY 19 at BIRK has published STARs.

INGAN	2N	**NASBU**	1V
MYRAR	1N	**TIBRA**	1N
REKNO	2N	**TERTU**	2N
VM ***Vestmannaeyjar***	1N		

Reykjavik Control (lowest South sector) clears arrivals onto the STAR and descends them to FL100. If Reykjavik Control is offline, then Approach may contact aircraft early (3-5mins before they reach the start of the STAR) issue this STAR clearance and descent.

Other Runways

As no other runways have STARs, APP may either clear aircraft direct to the IAF, or give radar vectors.

Instrument Approaches

BIRK has varying approach equipment for each runway. The standard approaches for each runway are as follows:

- Runway 01: RNP
- Runway 19: ILS Z
- Runway 13: LOC Z
- Runway 31: RNP A

> Technically, the RNP A is not runway specific. However, because it leads directly towards RWY 31 (and RWY 31 has no other published approaches), we treat it as the standard approach for RWY 31.

The various IAFs for the standard approaches at BIRK each have different altitudes at which pilots should cross them, due to terrain and built-up urban areas directly surrounding the airport (particularly to the East). The following table lists the current initial altitudes for each IAF at time of publication:

RWY 01 (RNP)	NEXEM	**4000’**	**RWY 13** (LOC Z, RNP)	NARMO	**2400’**
	BABTU	**3300’**		ELNIG	
	KERIR	**5100’**		TABIT	
RWY 19 (ILS Z, RNP)	MIKVU	**3600’**	**RWY 31** (RNP A)	FUZZO	**3500’**
	LUSUG	**5100’**		EGGUR	
	KUSUR	**5000’**		DIZMA	
	EXINU *INGAN 2N, RH 2N, & MYRAR 1N only*	**3600’** *MYRAR 1N: **3700’***			

> **NOTE!** These altitudes may change over time as procedures & airspace are updated. Always reference the Iceland AIP to determine the correct published altitude.

Missed Approach

TWR will instruct aircraft to follow the standard missed approach. The missed approaches for each runway are as follows:

- **RWY 01:** Climb runway track to RKT01 (7 miles out from BIRK), then turn left direct ALTUS, climbing to 3000ft.
- **RWY 13:** Climb runway track to 4 miles out from BIRK (D4.0 IRE or RKT01, depending on approach), then turn right direct INGOX climbing to 2400ft.
- **RWY 19:** Climb runway track to 800ft (for ILS/LOC APP) or 1000ft (for RNP), then turn right heading 322 climbing to 3600ft.
- **RWY 31:** Climb runway track to INGOX, then turn right direct ALTUS, climbing 3000ft.

If an aircraft is not able to fly the standard missed, TWR will initially instruct the aircraft to climb straight ahead to 5000ft. APP should consider issuing a vector to the west, to avoid violating the MVA areas east of BIRK.

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

Non-Standard Approaches

If aircraft are unable to accept the above standard approaches, then alternative approaches should be offered in order of precision.

RNP / LOC Z

Like at BIKF, the RNP & LOC Z approaches at BIRK share the same lateral routing and vertical profile to the ILS/LOC Z approaches. Handling them is thus similar to an ILS Z approach, simply substituting the appropriate phraseology (e.g., "RNP" instead of "ILS Z.")

Vectored ILS / LOC

Aircraft on a vectored ILS approach into BIRK should be established no closer than 7 NM from the airport, at no greater than 30° from runway heading.

ILS Y / LOC Y / NDB

The ILS/LOC Y and NDB procedures for RWY 19 at BIRK are teardrop procedures commencing from RK NDB. Aircraft on these approaches should be routed direct RK as soon as practical. Once commencing the procedure, they should be asked report beacon outbound, then report established on final approach course/the ILS/localizer (as appropriate.)

As these procedures will require the aircraft to descend into the CTR, Approach should coordinate with Reykjavik Tower to notify them of any aircraft on these approaches.

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.

Departures

Traffic permitting, it is common practice for Approach to issue a direct to the last waypoint of the SID immediately after radar identifying the aircraft, even if said waypoints lie outside the TMA. This does not require coordination with Reykjavik Control.

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