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

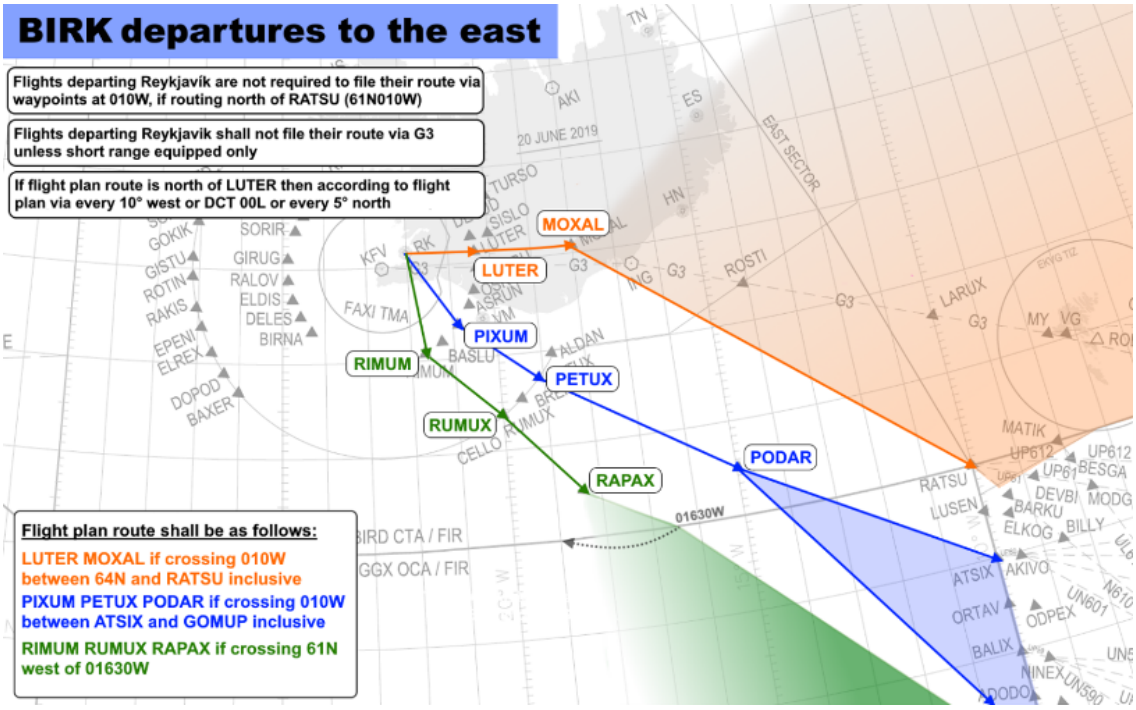
Overview of SIDs

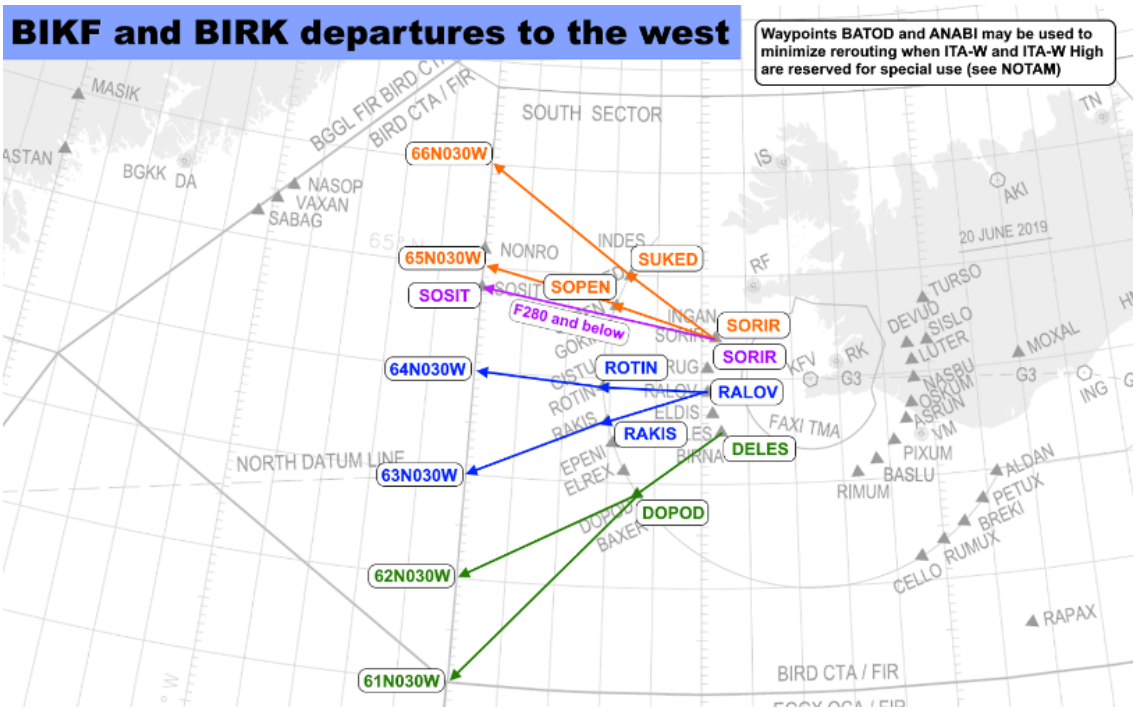
TERMINATING FIX	RUNWAY			
	01	**19**	**31**	**13**
EL ***Ellidavatn/Elliðavatn***	1	2	3	4
KFV ***Keflavik***	1	2	3	4
MYRAR	1	2	3	4
Initial Climb: FL290 *(or RFL if lower)*				

> 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

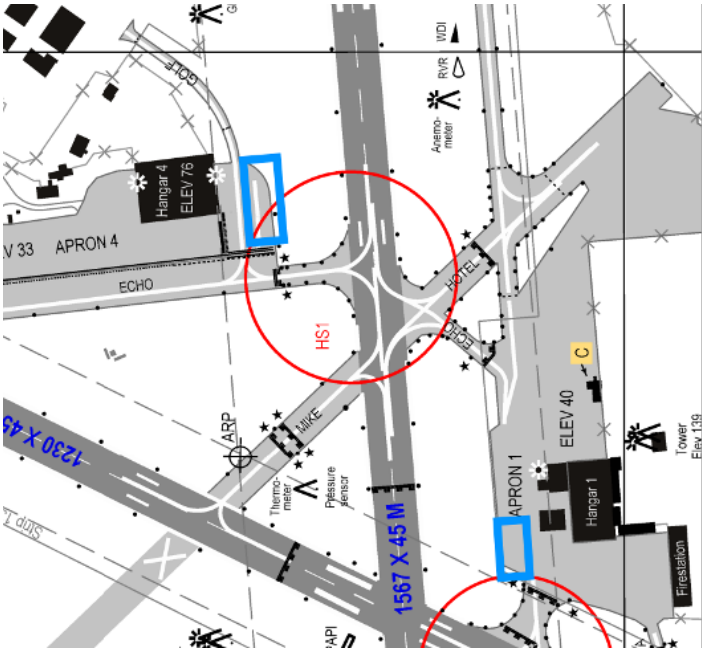
Parking Locations

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.”

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