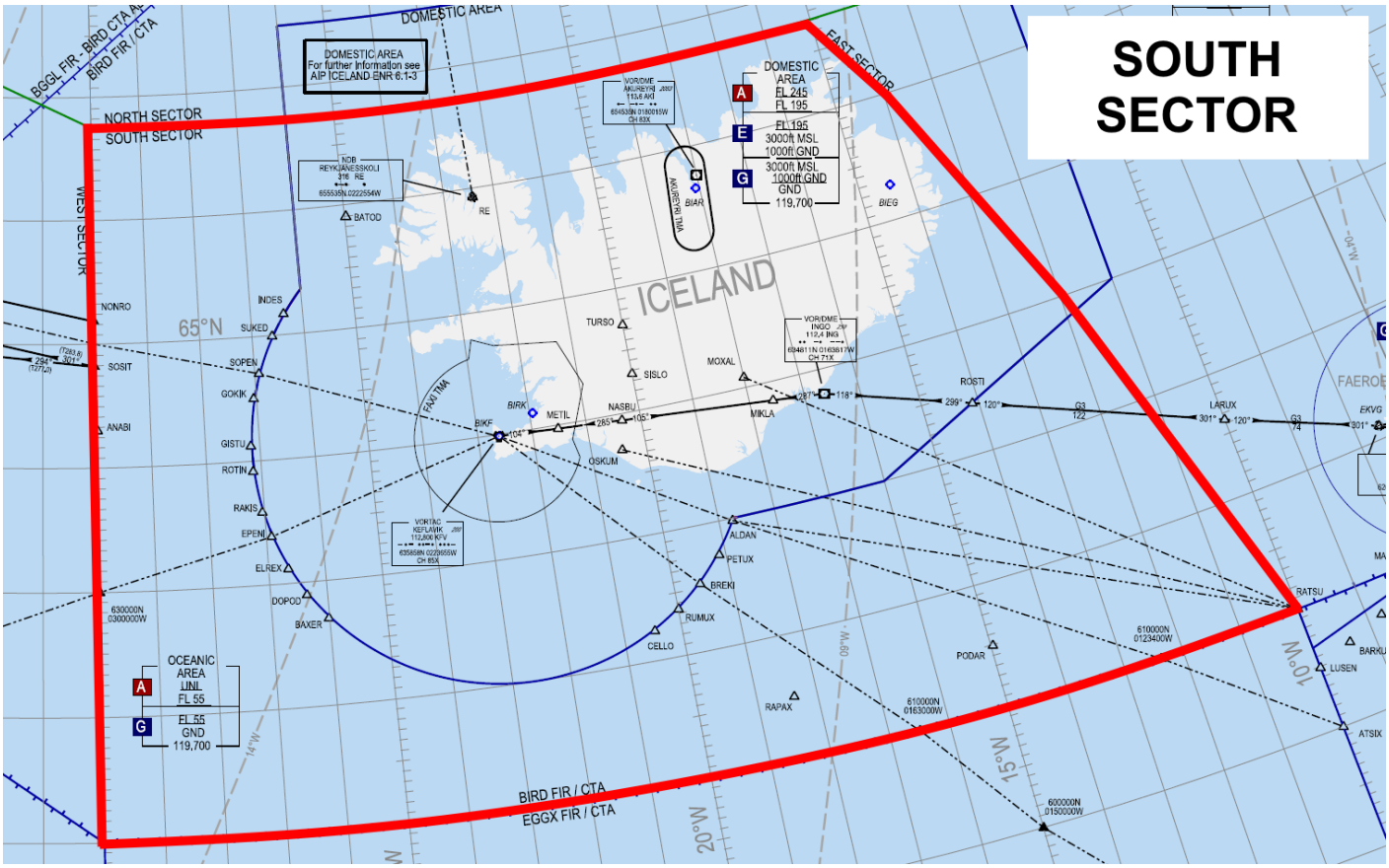
# South Sector




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<br>**RCL ONLY** | BICC_1_FSS | Iceland Radio | 127.850 |
| Radio 2<br>**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:

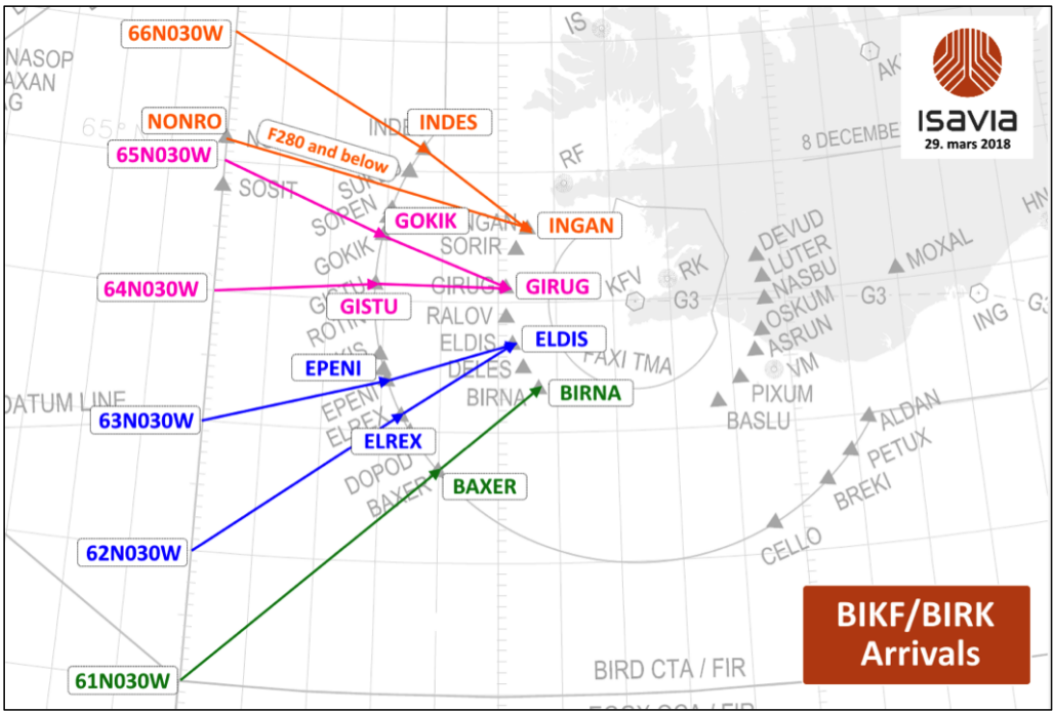
1. Radio 2 (BICC_2_FSS)
2. Radio 1 (BICC_1_FSS)
3. The South sector whose level the aircraft will be entering.
    - E.g., if South 1 & South 3 are online, splitting the South sector at FL355, an inbound aircraft at FL365 would transmit their RCL message to South 3.

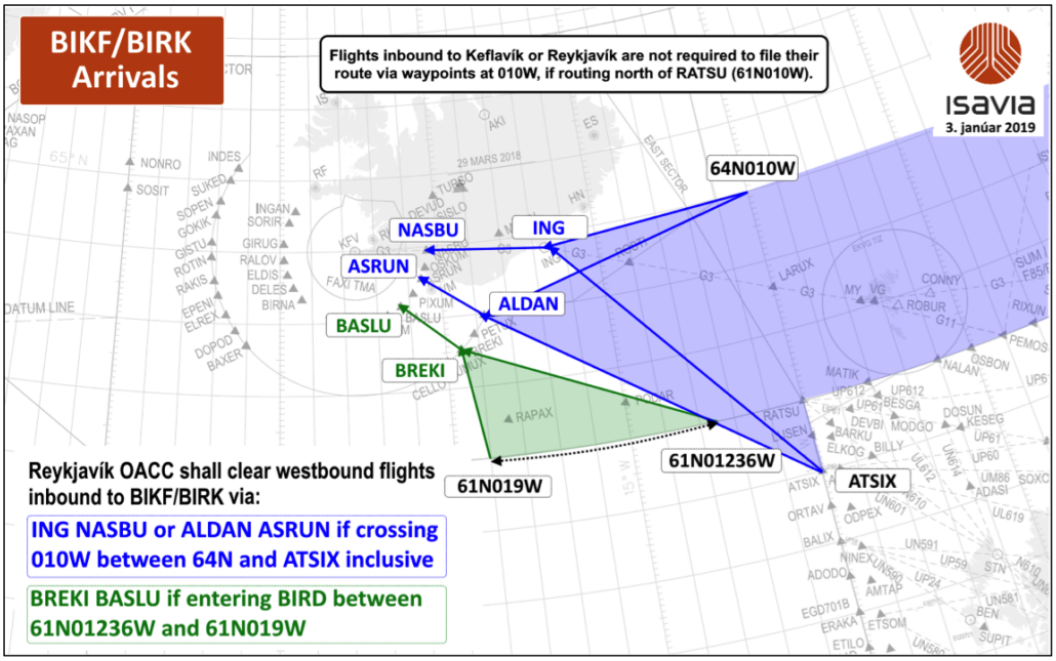
# Procedures

## 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.)

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