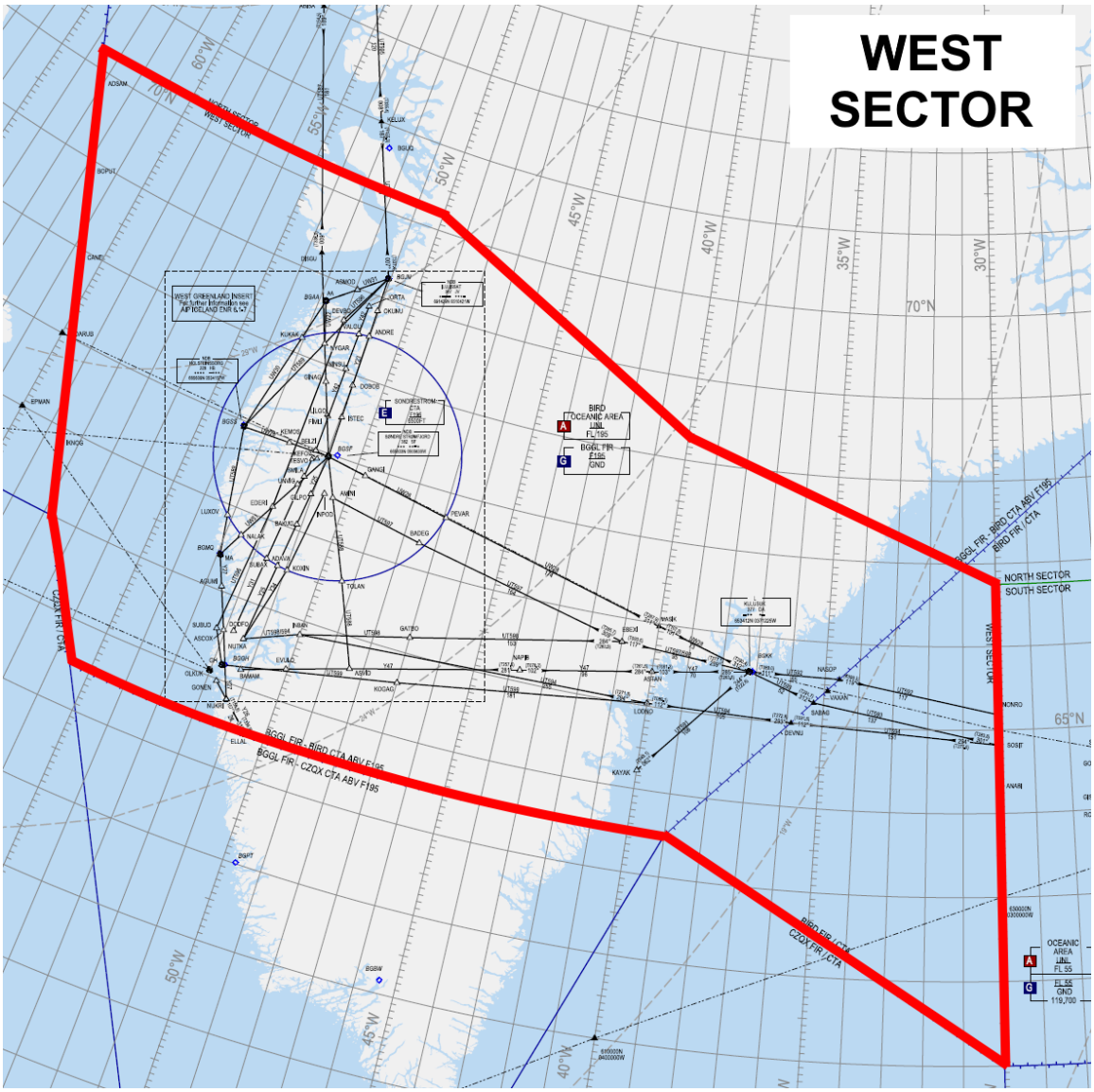
West Sector



The West sector overlies central Greenland, including Kangarlussuaq airport (BGSF), the largest commercial airport in Greenland. It is surrounded by Gander OCA to the South, as well as Gander domestic FIR and Edmonton FIR to the East.

Airspace Classification

The West 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.

> Within BGGL FIR, flight information service is provided by Nuuk Information (BGGL_FSS.) Reykjavik Control does **not** cover Nuuk Information top-down, and therefore, **no** West sector position provides FIS within BGGL FIR below FL195.
>
> Iceland Radio positions may, at their discretion, provide top-down for Nuuk Information. See the Iceland Radio page for more information.

List of ATS Positions

West 1 (E1)	BIRD_W1_CTR	Reykjavik Control	124.400
West 2 (E2)	BIRD_W2_CTR		127.500
West 3 (E3)	BIRD_W3_CTR		128.200
South 1 (S1) Only if no West sector online	BIRD_S1_CTR		119.700
South 2 (S2) Only if no West sector online	BIRD_S2_CTR		125.700
South 3 (S3) Only if no West sector online	BIRD_S3_CTR		128.600
Radio 1 Only if no BIRD online	BICC_1_FSS	Iceland Radio	127.850
Radio 2 **OCL ONLY**	BICC_2_FSS		126.550

Underlying Aerodromes

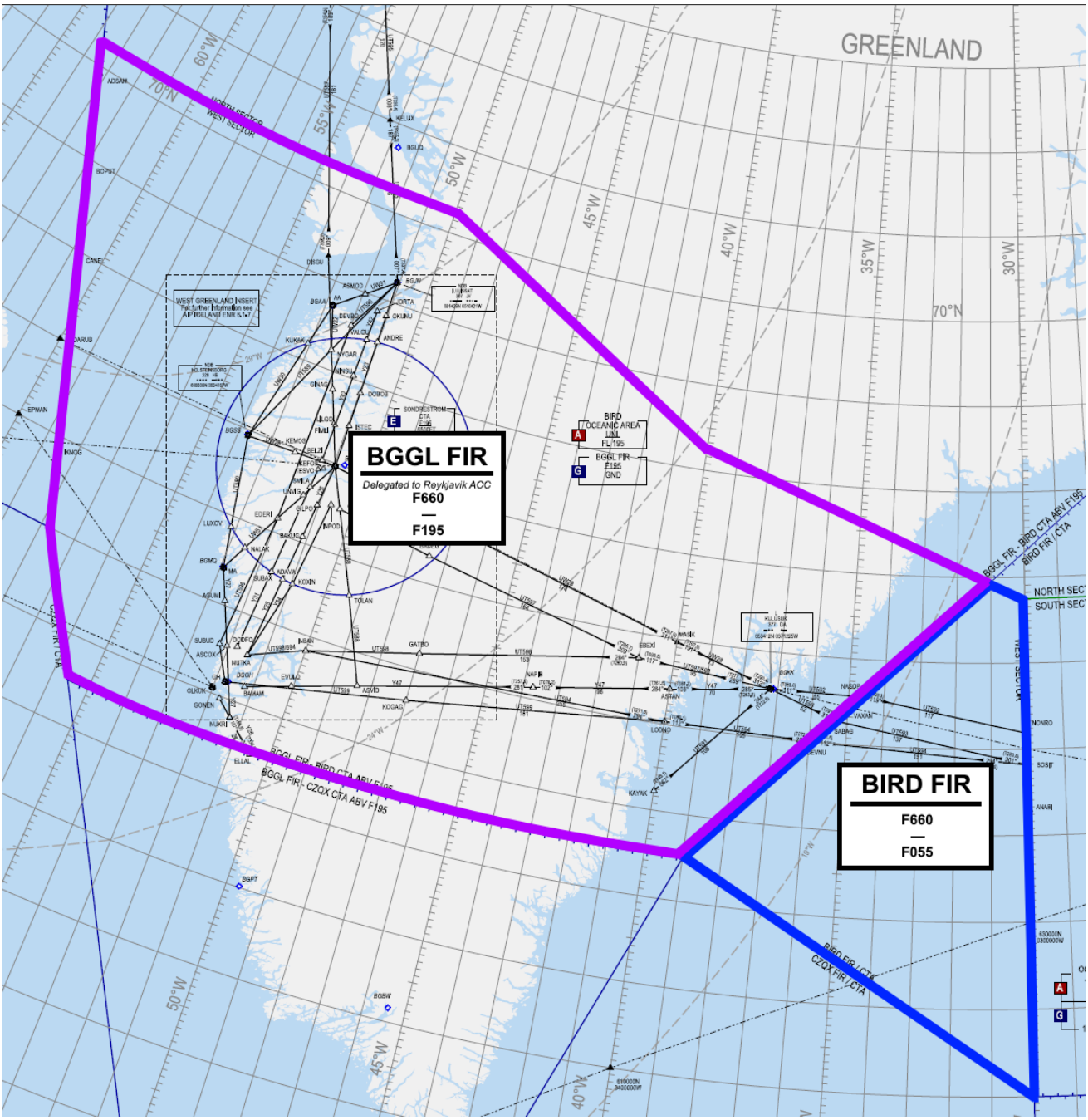
Controlled

> Reykjavik Control positions do **not** provide top-down AFIS to any Greenlandic aerodromes underlying the West sector. They may, however, issue IFR/oceanic clearance to departures from such aerodromes – see below.

Delegated Airspace

A significant portion of the West 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+.)



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 1 (BICC_1_FSS)
2. The West sector whose level the aircraft will be entering.
   - E.g., if West 1 & West 3 are online, splitting the West sector at FL355, an inbound aircraft at FL365 would receive OCL from West 3.

3. If no West sectors are online, the South sector (bandboxing West) whose level the aircraft will be entering.

Procedures

To/From BGSF

Reykjavik Control provides top-down service in Sondrestrom CTA & TMA (and BGSF CTR/aerodrome) when no local BGSF positions are online.

All aircraft to BGSF are to be initially descended to FL200, to avoid descending below controlled airspace. Upon passing the lateral boundaries of Sondrestrom CTA, they may be transferred to Sondrestrom Approach (BGSF_APP) for further descent.

To/From Greenland AFIS Aerodromes

Reykjavik Control does not provide FIS in Nuuk FIR, or top-down AFIS for any Greenlandic AFIS aerodromes.

Reykjavik ACC **does**, however, relay (via local AFIS) IFR and oceanic clearances to aircraft departing Greenlandic (BG**) AFIS aerodromes beneath the North and West sectors. While this is handled by Iceland Radio when online, when Iceland Radio is offline, the lowest West sector shall perform this responsibility for the AFIS aerodromes beneath the West sector.

- **IFR** clearances are required for aircraft climbing above FL195 (i.e., into the CTA.)
- **Oceanic** clearances are required for aircraft climbing above FL285 and/or leaving BGGL FIR.
- Clearance is relayed via local AFIS if online. If not, aircraft shall contact BIRD directly for the clearance request, and after issuing the clearance, BIRD shall instruct them afterward to return to UNICOM until passing FL195.

All arrivals to Greenlandic aerodromes should be cleared to descend below controlled airspace prior to FL195. They may then be instructed “frequency change approved.”

Neighboring Sectors Without LOAs

In lieu of official LOAs regarding the sectors below, note the following information.

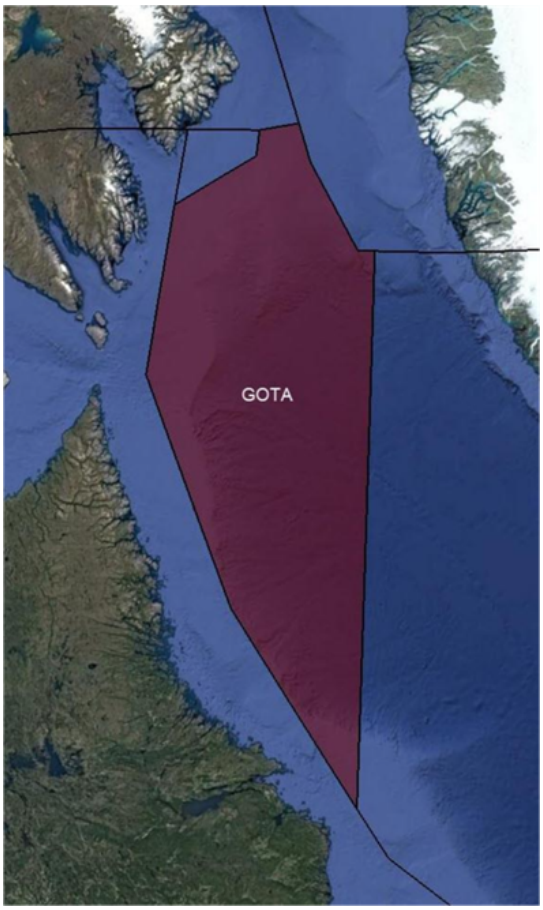
> **NOTE!** The information below is provided for **reference only**, and is not a substitute for proper coordination with these sectors in the absence of an LOA.

CZQO/CZQX (Gander Oceanic & Domestic)

The domestic & oceanic control positions of Gander ACC/OACC are differentiated by their logon callsign, as follows:

- CZQO_CTR is the Gander Oceanic position, responsible for Gander OCA. Its callsign is “Gander Radio.”
  - CZQO_DEL is the Gander Oceanic clearance delivery position.
- CZQX_CTR is the Gander Domestic position, responsible for Gander Domestic FIR. Its callsign is “Gander Center.”
- NAT_FSS is the bandbox position for Gander & Shanwick OCAs.
  - When transferring aircraft to NAT_FSS that are entering Gander OCA, the radio callsign is “Gander Radio” (e.g., “contact Gander Radio on…”)

The Gander Oceanic Transition Area (GOTA) (FL290-UNL) is an area of airspace within Gander OCA that is delegated to Gander Domestic.



When Gander Radio/NAT_FSS is online, but Gander Center (domestic) is offline, then Gander Radio/NAT_FSS provides ATC service in GOTA (as well as below it).

When Gander Center is online, but Gander Radio/NAT_FSS is offline, then Gander Center provides ATC service in (but not below) GOTA.

When both Gander Radio/NAT_FSS and Gander Center (domestic) are online, then:

- Gander Center provides domestic ATC service in GOTA (FL290+).
- Gander Radio provides oceanic ATC service below GOTA (FL290-).

If there are no Gander positions online, Moncton Center (CZQM_CTR) may bandbox Gander FIR, including GOTA but **not** including the Gander OCA.

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