

# General

## Full List of ATS Positions

Coordination Name	VATSIM Logon	Radio Callsign	Frequency
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
East 1 (E1)	BIRD_E1_CTR		126.750
East 2 (E2)	BIRD_E2_CTR		132.200
East 3 (E3)	BIRD_E3_CTR		128.800
West 1 (W1)	BIRD_W1_CTR		124.400
West 2 (W2)	BIRD_W2_CTR		127.500
West 3 (W3)	BIRD_W3_CTR		128.200
North 1 (N1) (EVENT ONLY)	BIRD_N1_CTR		133.100
Radio 1 (CC1)	BICC_1_FSS	Iceland Radio	127.850
Radio 2 (CC2)	BICC_2_FSS		126.550
Radio 3 (CC3) (EVENT ONLY)	BICC_3_FSS		129.625

## Login Priority

Reykjavik Control (BIRD\_\*\*\_CTR)

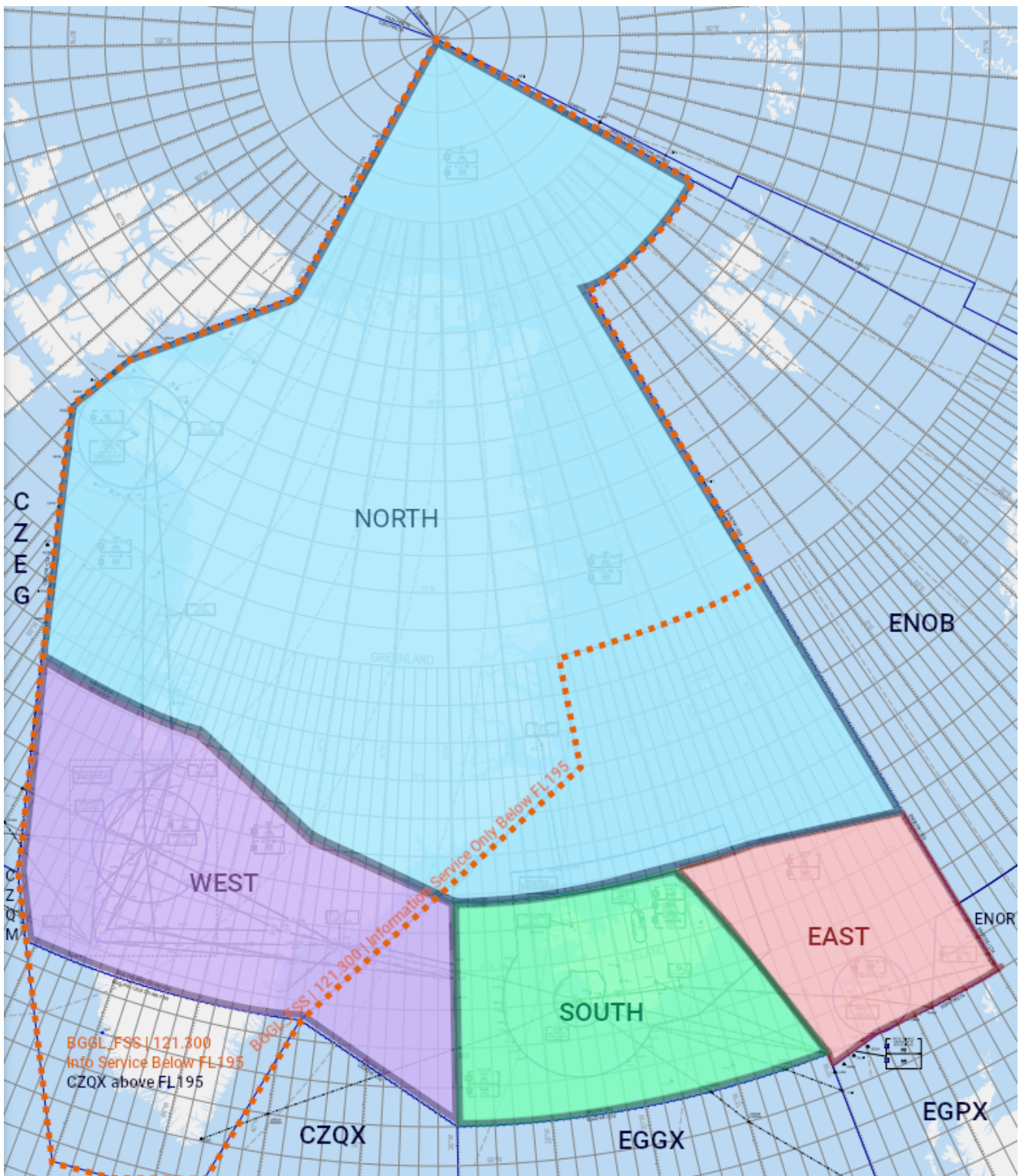
South 1 (BIRD\_S1\_CTR) may be opened at any time. All other BIRD positions may only be opened after South 1 has been opened (except if South 2 and South 3 are being opened at the same time.)

### Iceland Radio (BICC\_\*\_FSS)

Radio 1 (BICC\_1\_FSS) may be opened at any time. All other BICC positions may only be opened after Radio 1 has been opened. See the Iceland Radio page for more information.

## Sectorization

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The Reykjavik CTA is divided into four lateral sectors: North, South, East, and West.

## Bandboxing

The South sector positions (S1 / S2 / S3) bandbox the East & West sectors when no controllers are online for those sectors.

## Dynamic Vertical Splits

Each sector may be dynamically split up vertically to three times to increase traffic capacity, following these rules:

- When two sector splits numbered 1 & 2 are online, they shall split the sector at **FL345** (split 1 is lower, 2 is higher.)
- When two sector splits numbered 1 & 3 are online, they shall split the sector at **FL355**.
- When two sector splits numbered 2 & 3 are online, they shall split the sector at **FL365**.
- When *three* sector splits (1, 2, and 3) are online, sector no. 1 covers **up to FL345**, sector no. 2 from **FL345-FL365**, and sector no. 3 from **FL365+**.

## Bandboxed Splits

If there are multiple South sectors online, but no East or West sectors are online, the South positions will split the South, East, and West sectors at the same level.

- For example, if South 1 and South 3 are both online, then they would bandbox and split the South, East, and West sectors at FL355.
- However, if any controller were then to come online for the East or West sectors, they would take over that entire sector, top to bottom.

## Top-Down

In general, whichever Reykjavik Control position covers the lowest vertical levels also covers all local (aerodrome, approach, etc.) positions in that sector top-down. For specific aerodrome top-down coverage for each respective sector, see their individual pages.

# Oceanic Clearance

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All aircraft entering Reykjavik OCA require oceanic clearance (OCL).

Aircraft entering Reykjavik OCA without having previously obtained OCL should request clearance, as a rule of thumb, 20-25 mins prior to oceanic entry. Clearance may not be granted earlier than X mins from entry, for aircraft entering from the following domestic airspace:

- **From Stavanger ACC (Polaris FIR) & Scottish:** No earlier than 25 mins

- **From Murmansk:** No earlier than 30 mins
- **From Edmonton:** No earlier than 45 mins

In general, airborne aircraft inbound to Reykjavik OCA shall be provided OCL from Iceland Radio if online, or from an appropriate Reykjavik Control sector if Iceland Radio is offline. Aircraft departing from AFIS aerodromes shall be issued a combined IFR/oceanic clearance by the overlying Reykjavik Control sector, to be relayed via the local AFIS unit.

If, for any reason, an aircraft has not received OCL prior to entry into Reykjavik OCA, they shall continue flying via their filed route & previously cleared flight level until otherwise cleared.

The Reykjavik sector which they are presently in should issue them a clearance ASAP.

When Iceland Radio is online, generally speaking:

- Domestic ATC will transfer aircraft to Iceland Radio prior to oceanic entry (transfer of communications, as well as releasing the tag).
- Iceland Radio shall provide OCL, after which the aircraft returns to domestic ATC.
- Domestic ATC will then transfer the aircraft to the appropriate Reykjavik Control sector at the usual transfer of control point.

When Reykjavik Control is online without Iceland Radio, Reykjavik Control may simply provide aircraft OCL upon the normal point of first contact.

- If neighboring domestic ATC is **offline**, Reykjavik Control may send a .contactme 5-10 mins from entry into the Reykjavik OCA (if the pilot has not yet contacted Reykjavik on their own)
- If neighboring domestic ATC is **online**, they will simply transfer the aircraft to Reykjavik at the normal Transfer of Communication point (as specified in LOAs).
- In both cases, the aircraft stays on Reykjavik's frequency after obtaining OCL, through to entering Reykjavik's airspace.

**Example RT between Reykjavik and the pilot**

ATC: "Iceair123, Report estimated time over VALDI, Your requested flight level and mach number."

ICE123: "Iceair123, Estimating VALDI at 1123 zulu, Requesting FL370, Mach .83"

ATC: "Iceair 123, Roger Maintain mach .83"

**NOTE: ATC can at any time change altitude and speed assignments, aircraft still need clearance to climb and descend.**

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