

VFR for Approach or ACC

VFR Cruising Levels

From 3000ft – FL195, VFR aircraft are allocated cruising levels separated by 1000ft, following the **East/West semi-circular rule *plus 500FT*** (i.e., Eastbound VFR flights fly at odd thousands of ft + 500FT, and Westbound VFR flights fly at even thousands of ft + 500FT). For example:

- An Eastbound VFR flight might cruise at 3500FT, 5500FT, FL75, etc.
- A Westbound VFR flight might cruise at 4500FT, 6500FT, FL85, etc.

No VFR levels are allocated above FL195, as all airspace in BIRD CTA above FL195 is Class A, and thus VFR is not permitted.

VFR in a Class C/D TMA (Approach)

VFR traffic entering the Class C or D airspace of a TMA require clearance to enter the airspace. Clearance is considered to be given when the APP unit gives **airport information** and **route clearance** (using the phrase “enter controlled airspace” plus any necessary details/instructions.) E.g.,

“**UNF**-(**UNF**)ISN, enter the Faxi TMA, route Westbound towards Reykjavik, 4500ft, QNH 1014, report 6 miles from Reykjavik airport.

Once the aircraft is in the TMA, APP may identify them and provide them with a radar ATC service, including radar-based traffic information (“o’clock” and giving specific distance.)

The above does not apply to Akureyri TWR's procedural approach service in the Akureyri TMA. As the approach service is procedural (non-radar), TWR must only give non-radar traffic information to VFR aircraft in the TMA.

However, like in a CTR, the VFR aircraft will navigate at pilot's discretion, and APP should not issue vectors or otherwise direct the aircraft's movement unless required for traffic separation (in Class C airspace, VFR must be separated from IFR, but not other VFR; in Class D airspace, VFR does not need to be separated from other traffic.)

If vectoring a VFR aircraft for separation, APP shall use the phrase "resume own navigation" to indicate when the vectoring is complete and aircraft may navigate again at their discretion.

VFR in Class E or G Airspace

VFR traffic in Class E enroute airspace (like the Icelandic Domestic Area), or in Class G uncontrolled airspace underneath controlled airspace (outside of an ATZ/FIZ), do not have to contact ATC. They may, however, request flight information service (traffic information, as well as known meteorological, aerodrome, etc. information as relevant for the safe flight of the aircraft.) ATC should provide this as much as possible, workload permitting, but may refuse such service if traffic/workload is too high.

Aircraft within ATS surveillance coverage may be radar identified and provided radar-based traffic information by the relevant APP/ACC unit.

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