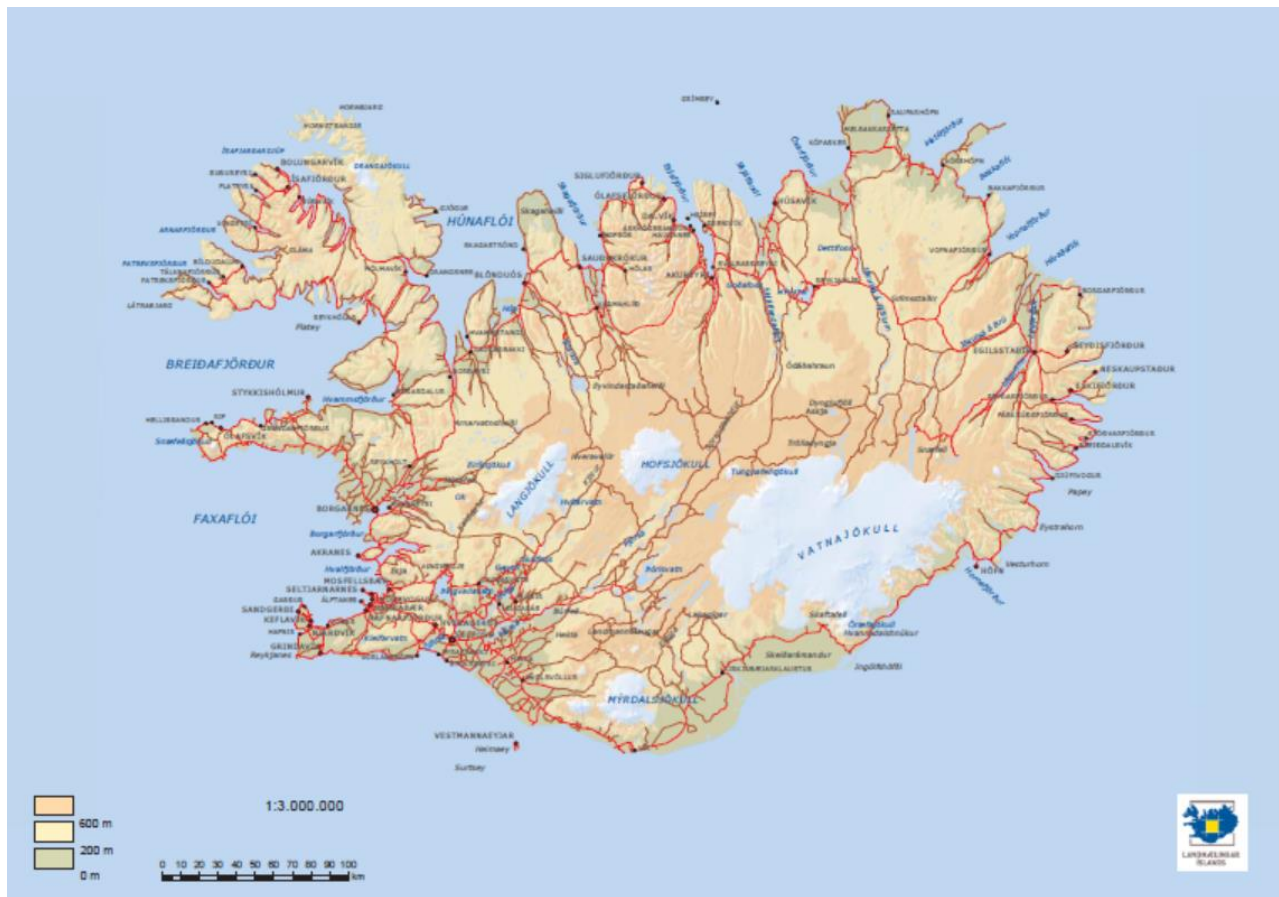


VFR GUIDE FOR ICELAND 2020



This booklet is not a controlled document and is for information only. It is not regularly updated. Refer to AIP Iceland for detailed information.

TABLE OF CONTENTS:

1. General information.....	3
2. Entry requirements.....	4
3. Useful links to sources of information	4
4. Useful links to some information for crossing the Atlantic	5
5. Useful telephone numbers and emails	5
6. Aviation related facebook sites.....	6
7. Visual Flight Rules (VFR)	6
8. Icelandic airspace structure	10
9. TMAs, CTRs, ATZs	11
10. Prohibited and sensitive areas	16
11. Drones	17
12. Reporting.....	17
13. Useful information	17



Photo: Eyþór Ingi Jónsson

1. General information

Iceland with just over 340 000 inhabitants on 103 000 square kilometers is populated mainly around the coastal regions and low lands. There are airfields/landing strips of different qualities in most communities. The registered ones are listed in AIP Iceland.

There are a number of gravel/dirt landing strips in the highlands, many with soft surface which also can be rough in some cases. The effect of soft surface and density altitude can considerably affect aircraft performance during takeoff.

List of aerodromes and registered landing strips can be found in AIP Iceland AD 2 and AD 4.

Weather in Iceland can be quite unpredictable and winter weather conditions can be experienced in the highlands in summer. It is important to have the proper clothing and survival equipment on board when flying over that area.

High winds are common making flying in the highland mountain region challenging with strong turbulence and downdrafts.

Some airports can be especially challenging in windy conditions, BIIS, BIAR and BIVM to name a few.

Katabatic winds are not uncommon on summer evenings and nights, especially near glaciers.

Thunderstorms are very rare but low nimbus clouds with rain common.

Bird concentration can be quite high in the coastal areas, particularly Arctic terns and Kittiwakes on Grimsey island (BIGR).

Power lines are not marked and some of them cross valleys and fjords and can pose a threat to VFR flying.

There is no radar coverage and limited VHF coverage at low altitude over the highlands.

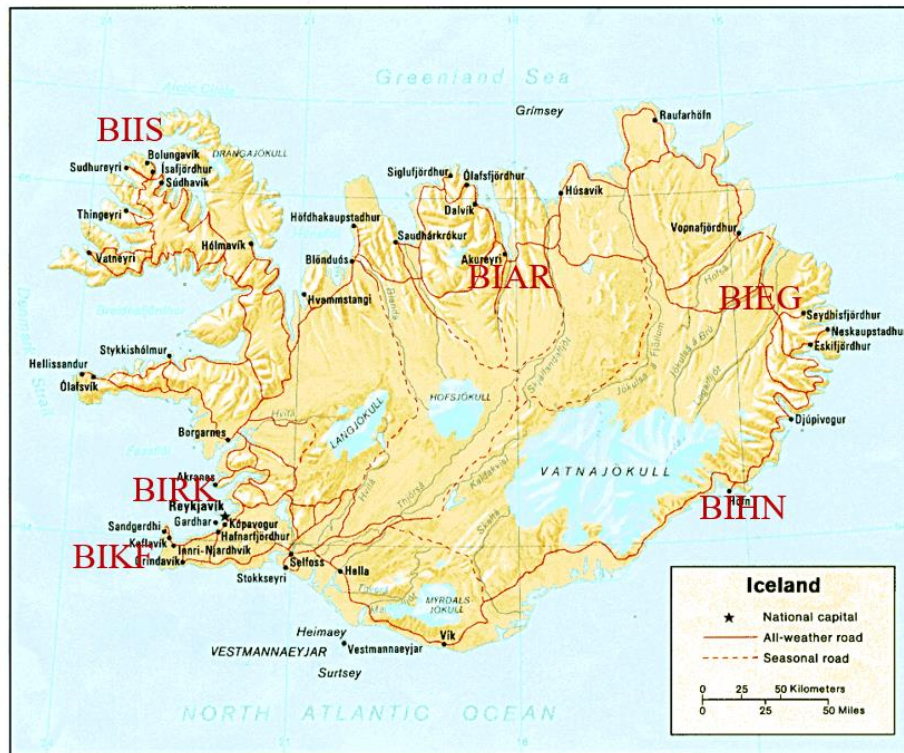
Only a few airfields have AVGAS available, information can be found in AIP Iceland.



BIVI. Photo: Jóhann Atli Hafliðason

2. Entry requirements

- o Civil aircraft referred to in AIP Iceland GEN 1.2. No special permission required.
- o Experimental aircraft and microlights need prior permission. Inquiries to be sent to fly@icetra.is
- o First landing and final departure in Iceland shall be made at one of the four international airports to clear customs: Keflavik (BIKF), Reykjavik (BIRK), Akureyri (BIAR) or Egilsstadir (BIEG).
- o ICETRA can grant prior permission for aircraft with marginal range to land at Hofn (BIHN) (AVGAS not available) and Isafjordur (BIIS). Request to be sent to fly@icetra.is.



3. Useful links to sources of information

[Icelandic customs regulation](#)

[AIP Iceland. \(There is an AIP Iceland app available in the APP store\)](#)

[Aeronautical charts for Iceland](#)

[Aviation weather information from Vedurstofan](#)

[Weather information can also be found at the Road and Coastal Administration web site](#)

[General aviation guidance material on ICETRA homepage](#)

4. Useful links to some information for crossing the Atlantic

Wave and weather forecast for the North Atlantic

Information about maritime traffic

[North Atlantic airspace and operations manual](#)

5. Useful telephone numbers and emails

ICETRA	+354 480 6000	icetra@icetra.is
ISAVIA	+354 424 4000	isavia@isavia.is
ICELANDIC COAST GUARD	+354 545 2100	lhg@lhg.is
ICELANDIC COAST GUARD EMR	+354 511 3333	
AIS	+354 424 4000	ais@isavia.is
NOTAM OFFICE	+354 424 5190	notam@isavia.is
PREFLIGHT INFORMATION SERVICE (PIB)		http://www.isavia.is/c
ICELANDIC MET OFFICE	+354 522 6000	office@vedur.is
ICELANDIC AERoclUB	+354 840 7026	stjorn@flugmal.is
REYKJAVÍK MICROLIGHT CLUB	+354 896 3407	jonas@audkenni.is
AOPA ICELAND	+354 863 0590	aopa@aopa.is
ICELANDIC TRANSPORTATION SAFETY BOARD	+354 511 6500	rnsa@rnsa.is
EMERGENCY	(+354) 112	
TELEPHONE DIRECTORY	(+354) 1818 OR 1819	



BIVM. Photo: Kári Guðbjörnsson

6. Aviation related facebook sites

(They are in Icelandic but messages in English will surely be responded to)

ICETRA	f SAMGONGUSTOFA
KEFLAVIK AIRPORT	f KEFAIRPORT
ICELANDIC MET OFFICE	f VEDURSTOFAN
ICELANDIC AERoclub	f FLUGMAL.IS
AOPA ICELAND	f AOPA ICELAND
REYKJAVÍK MICROLIGHT CLUB (PARAGLIDING/HANG GLIDING)	f FISFLUG.IS
ICELANDIC GLIDING CLUB	f SVIFFLUGFELAG ISLANDS
AKUREYRI GLIDING CLUB	f SVIFFLUGFELAG AKUREYRAR
AKUREYRI FLYING CLUB	f VELFLUG
VARIOUS FLYING CLUBS	f FLUGKLUBBAR
CONDITION OF UNCONTROLLED AIRFIELDS/LANDING SITES	f ÁSTAND FLUGVALLA Á ÍSLANDI (ÓSTJÓRNAÐIR VELLIR)



Photo: Kari Gudbjornsson

7. Visual Flight Rules (VFR)

Except when operating as a special VFR flight, VFR flights shall be conducted so that the aircraft is flown in conditions of visibility and distance from clouds equal to or greater than those specified in the following Table:

Hæðarbil / Altitude band	Flokkur loftrýmis / Airspace class	Flugskyggni / Flight visibility	Fjarlægð frá skýjum / Distance from cloud
Í og ofar FL 100 / At and above FL 100	A** B C D E F G	8 km	1.500 m lárétt 1.000 fet lóðrétt / 1 500 m horizontally 300 m vertically
Undir FL 100 og ofar en 3.000 fet AMSL, eða ofar en 1.000 fet yfir landi, hvort sem hærra er / Below FL100 and above 3 000 ft AMSL, or above 1 000 ft above terrain, whichever is the higher	A** B C D E F G	5 km	1.500 m lárétt 1.000 fet lóðrétt / 1 500 m horizontally 1 000 ft vertically
Í og undir 3.000 fetum AMSL, eða 1.000 fetum yfir landi, hvort sem hærra er / At and below 3 000 ft AMSL, or 1 000 ft above terrain, whichever is the higher	A** B C D E	5 km	1.500 m lárétt 1.000 fet lóðrétt / 1 500 m horizontally 1 000 ft vertically
	F G	5 km*	Laus við ský og sér til jarðar / Clear of cloud and with the surface in sight

*Aircraft in categories A and B may fly, during hours of daylight, when flight visibility is reduced to 3 km, at speeds of 140 kts IAS or less.

Helicopters may operate in 800 m flight visibility in class G, if maneuvered at a speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision.

** The VMC minima in Class A airspace are included for guidance to pilots and do not imply acceptance of VFR flights in Class A airspace.

Rules for VFR night can be found in AIP Iceland ENR 1.2.3



Photo: Haraldur Diego

VFR cruising altitudes/levels

VFR cruising altitude when flying higher than 3000 feet over ground or water shall be flown based on magnetic track in accordance with ICAO Annex II.

From 000° - 179° odd number + 500 feet. - 3500 feet – 5500 feet

From 180° - 359° even number + 500 feet. - 4500 feet – 6500 feet.

Above Transition Altitude (TA), which is 7000 feet in Iceland, equivalent Flight levels shall be flown on 1013 hPa or 29.92 In.

A flight plan shall be submitted in accordance with AIP Iceland ENR 1.10.1 for:

- o any flight or portion thereof to be provided with air traffic control service;
- o every IFR flight;
- o any flight across international borders;
- o any flight requesting alerting service.



BIRK. Photo: Jóhann Atli Hafliðason

Icelandic airspace structure

Class A: IFR flights only are permitted, all flights are provided with air traffic control service and are separated from each other. Two-way communication required. ATC clearance required.

Class B: Not applicable in Iceland.

Class C: IFR and VFR flights are permitted, all flights are provided with air traffic control service and IFR flights are separated from other IFR flights and from VFR flights. VFR flights are separated from IFR flights and receive traffic information in respect of other VFR flights. Two-way communication required. ATC clearance required.

Class D: IFR and VFR flights are permitted and all flights are provided with air traffic control service, IFR flights are separated from other IFR flights and receive traffic information in respect of VFR flights, VFR flights receive traffic information in respect of all other flights. Two-way communication required. ATC clearance required.

Class E: IFR and VFR flights are permitted, IFR flights are provided with air traffic control service and are separated from other IFR flights. All flights receive traffic information as far as is practical. Two-way communication required for IFR flights. ATC clearance required for IFR flights.

Outside controlled airspace

Class G: IFR and VFR flights are permitted and receive flight information service if requested.

Terminal Areas (TMAs), Control Zones (CTRs), Aerodrome Traffic Zones (ATZs).

- o Terminal Area (TMA) BIKF Class A/C.
- o Terminal Area (TMA) BIRK Class A/D.
- o Terminal Area (TMA) BIAR Class D, Class E outside ATC operating hours. (AIP AD 2.3 operating hours).
- o Class G below TMA's, outside CTR's
- o Control Zone (CTR) BIRK and BIKF Class D. BIRK ATZ Class G outside ATC operating hours. (AIP BIRK AD 2.3)
- o Control Zone (CTR) BIAR Class D. Aerodrome Traffic Zone (ATZ) Class G outside ATC operating hours. (AIP BIAR AD 2.3 operating hours).
- o Aerodrome Traffic Zones(ATZ) Class G.



BIBD. Photo: Jóhann Atli Hafliðason

8. Icelandic airspace structure

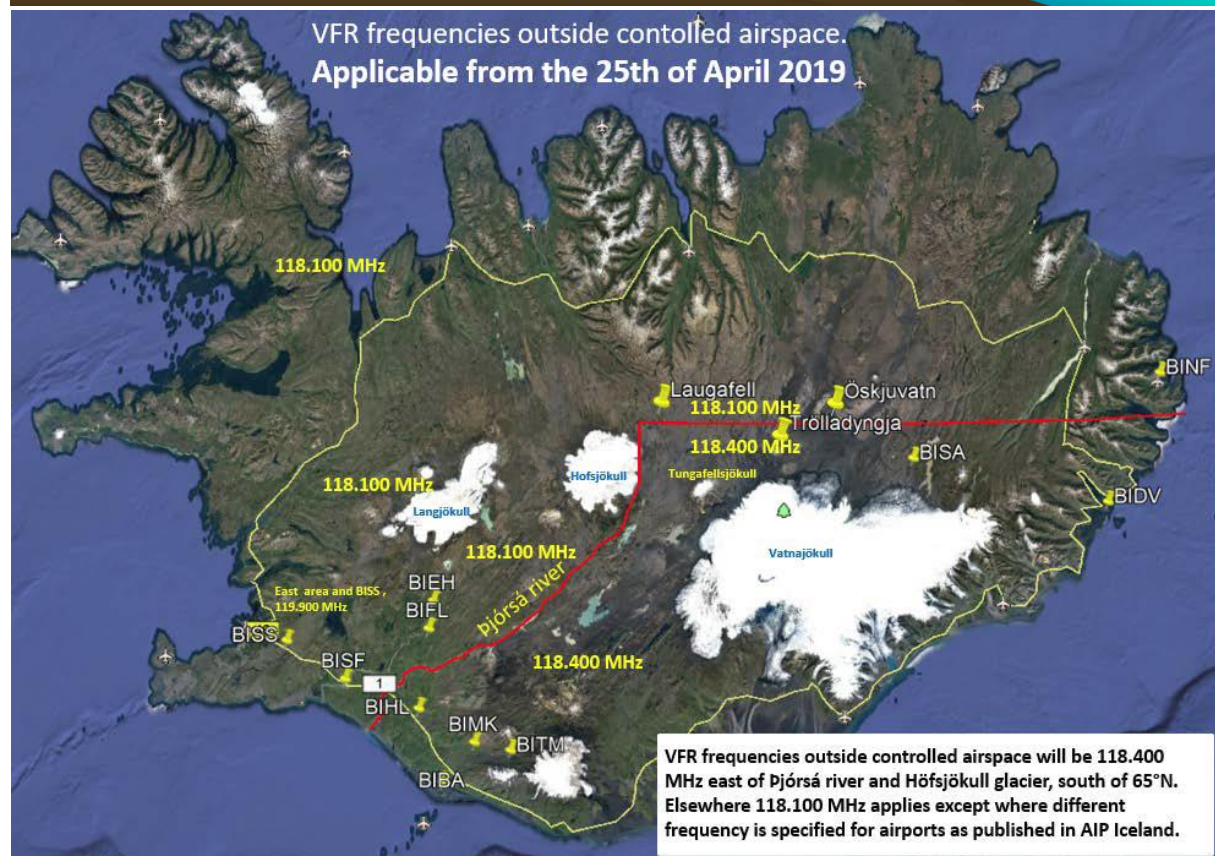
The diagram illustrates the structure of Icelandic airspace, centered around the Reykjavik FIR (Flight Information Region) which is marked with a red star and labeled "BIRD FIR (outside domestic area)".

Class A Airspace: Indicated by a red star and the label "Class A". It includes the "Terminal Areas" (marked with a red star and "FL245") and the "Faxi TMA" (marked with a red star and "Class A/C"). The "Class A" label is also present on the right side of the diagram.

Class E Airspace: Indicated by a red star and the label "Class E". It extends upwards from 3000 feet MSL or 1000 feet AGL, whichever is higher, up to Class A. IFR flights need clearance to enter and are separated from other IFR flights. VFR flights do not need a clearance to enter. The "Class E" label is also present on the right side of the diagram.

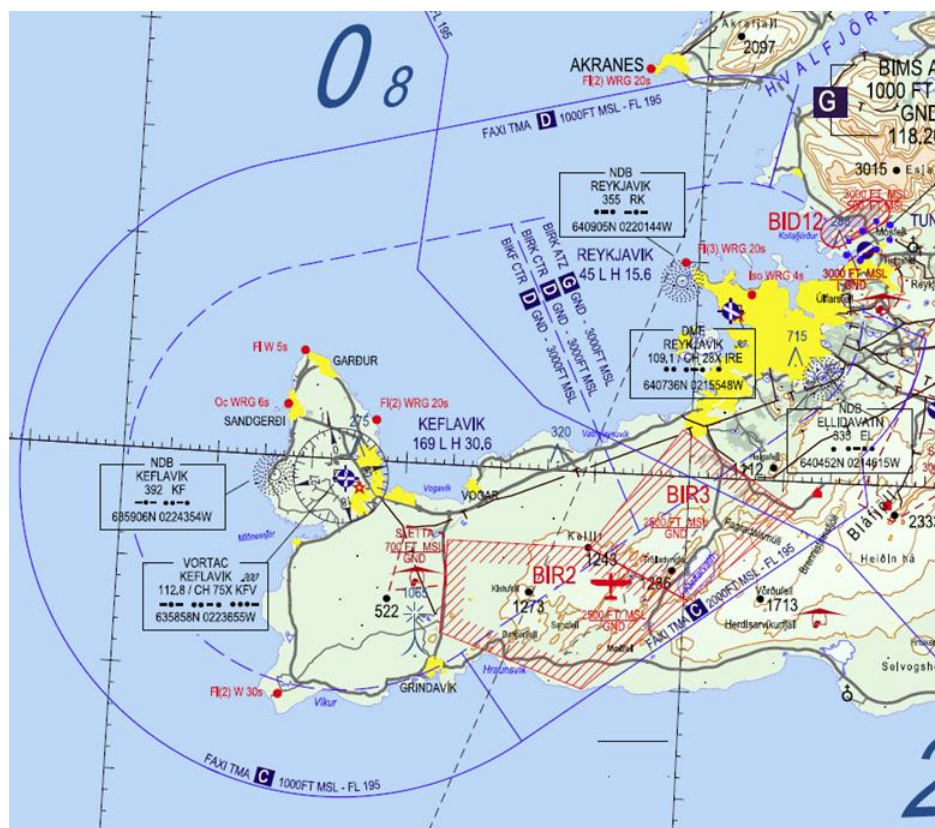
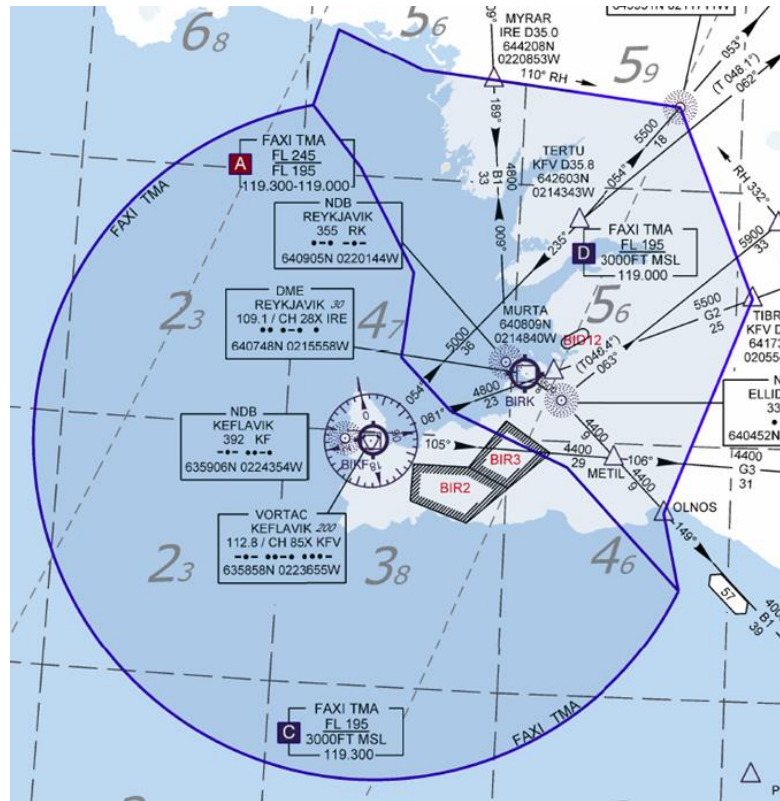
Class G Airspace: Indicated by a red star and the label "Class G". It includes the "G, 1000 feet AGL" area (marked with a red star and "118.1 MHz") and the "G, 3000/2000/1000 feet MSL" area (marked with a red star and "118.1 MHz").

Other Labels: The diagram also includes "Class C/D/E" (marked with a red star), "Class A/C", "Class A/D", "Class G", "Class D/E", "Class C", and "Class D".

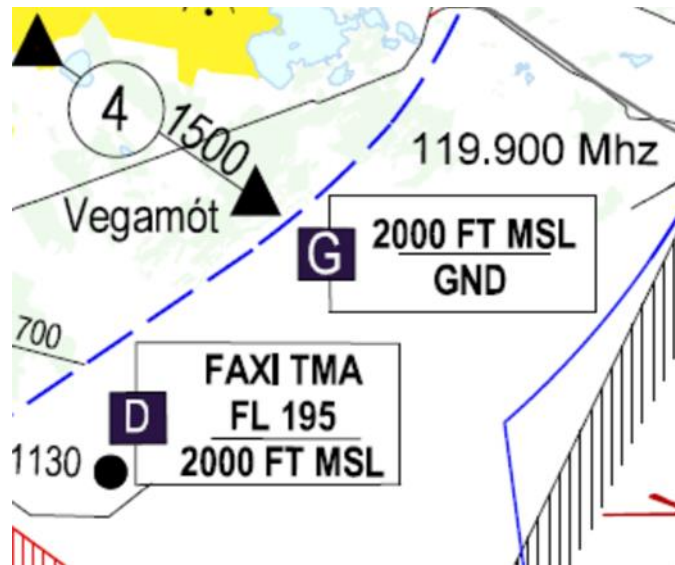


9. TMAs, CTRs, ATZs

FAXI TMA and BIRK/BIKF CTR's

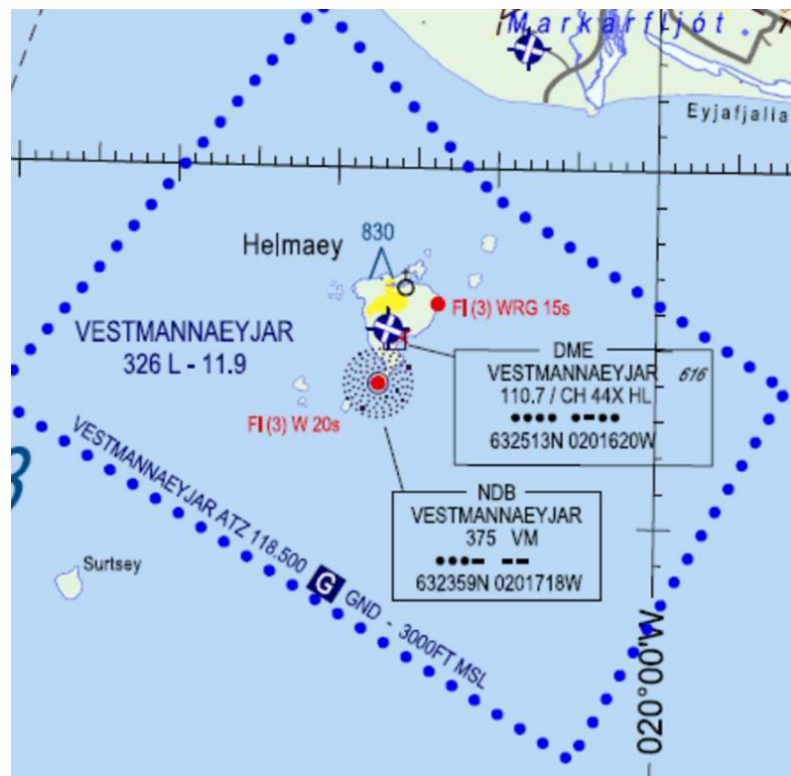


TMA AND CTR

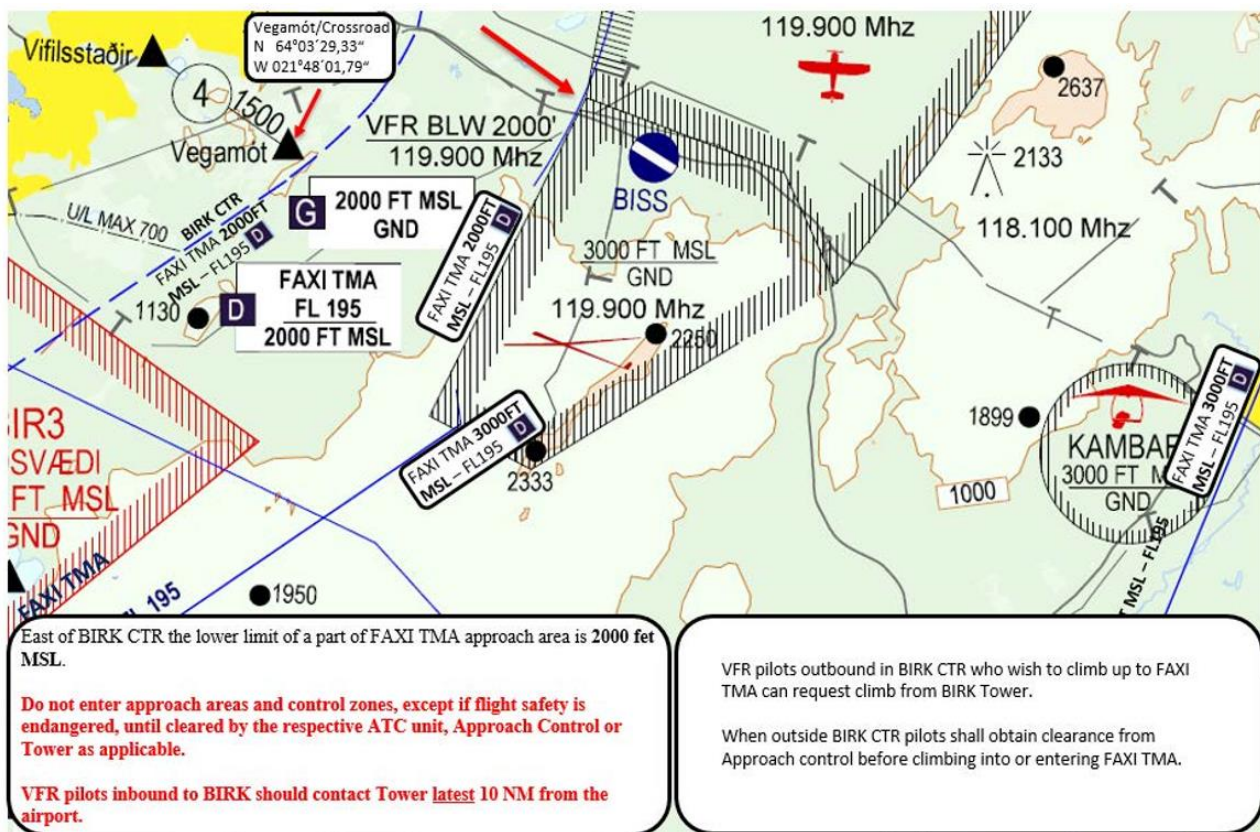
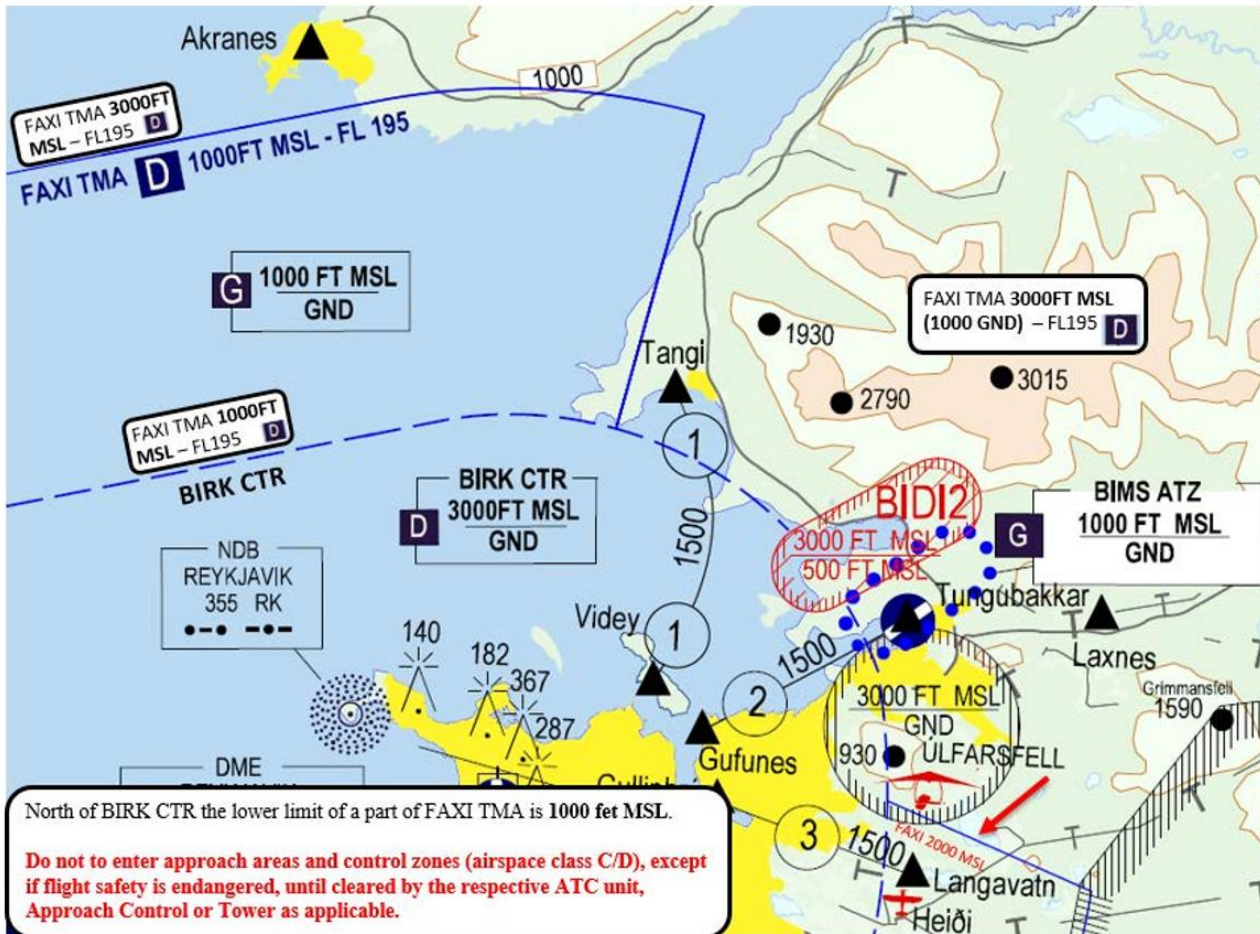


- o East of BIRK CTR, Reykjavik Approach Sector (FAXI TMA) lower limit is 2000 feet MSL. In some cases pilots have climbed up to or flown into the area without a clearance. Same applies to Keflavik Approach Sector.
- o It is mandatory to remain outside these areas, except for flight safety, until in contact with Approach Control.
- o Same applies to Control Zones until in contact with Tower.

VESTMANNAEYJAR (BIVM) ATZ

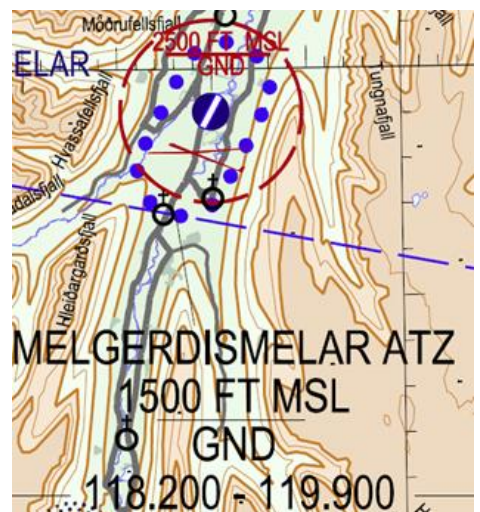
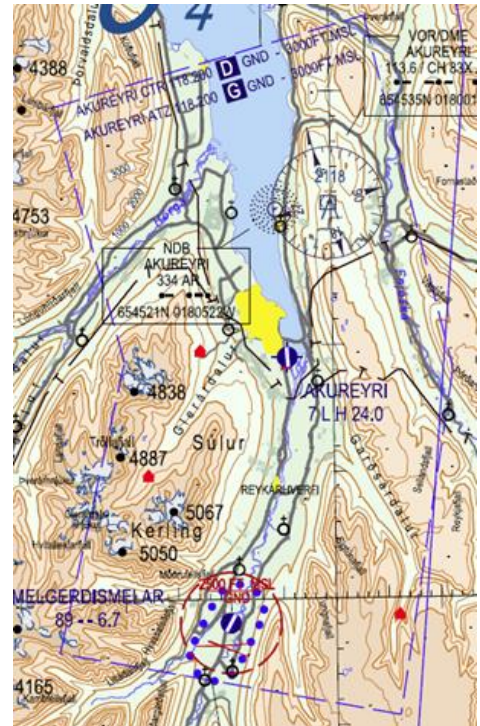
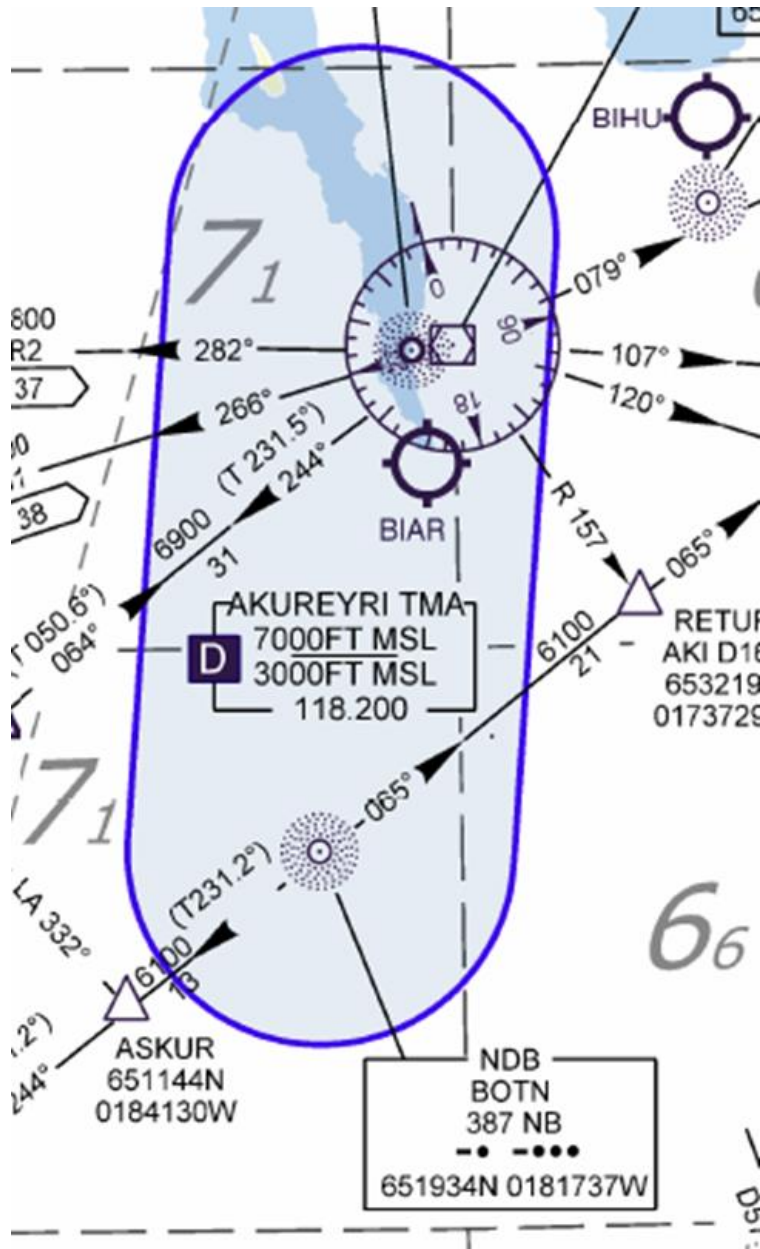


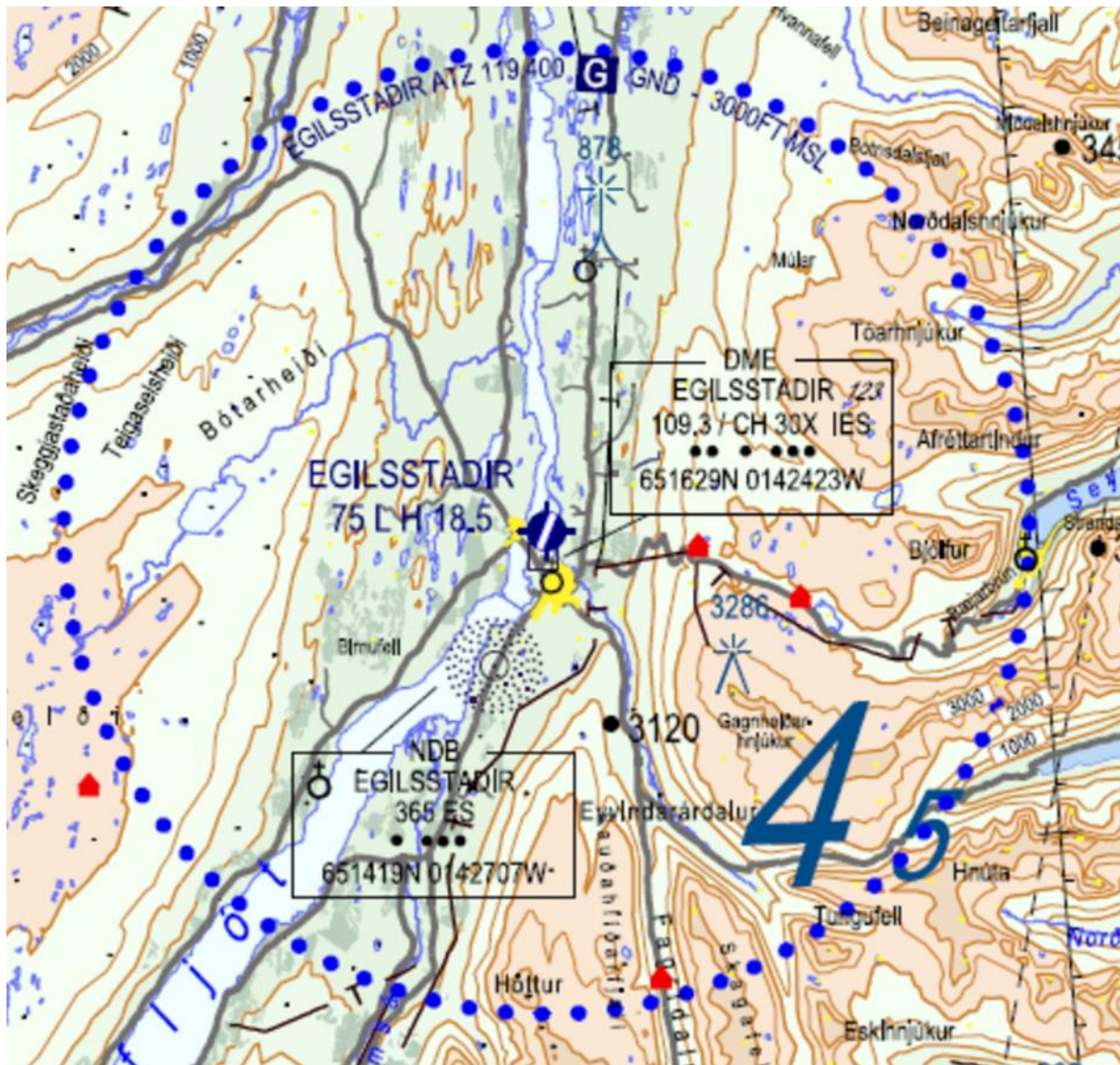
FAXI TMA AND BIRK CTR



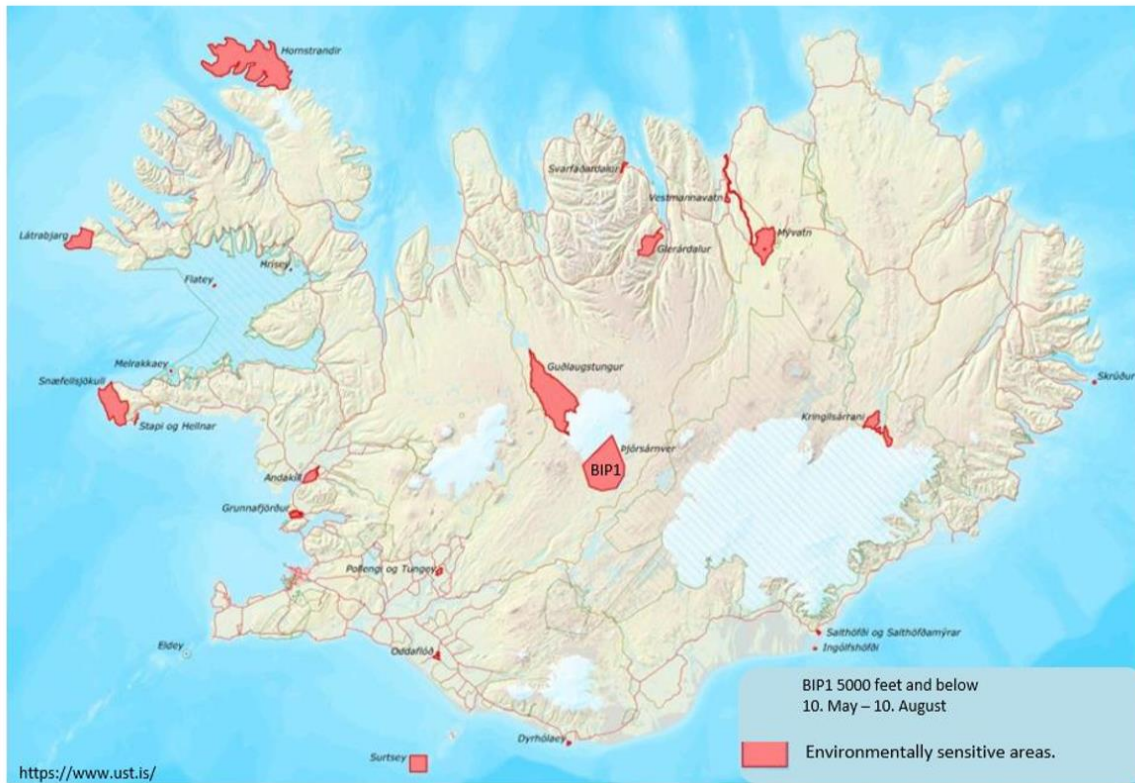
AKUREYRI (BIAR)TMA AND CTR/ATZ

MELGERÐISMELAR (BIMM) ATZ





10. Prohibited and sensitive areas



Please be considerate to the environment and nature.

Low flying greatly increases the risk of bird strike, in particular close to the coast.



11.Drones

Drones are becoming increasingly popular and can be threat to aviation if not operated responsibly.

[The main rules in force on the use of drones in Iceland](#)

For any comments or questions regarding drones contact fly@icetra.is

12. Reporting

It is important that pilots report to ICETRA if becoming aware of any issues endangering aviation safety. Same applies to any aviation related issues that pilots believe not to be in order.

It is mandatory to report accidents and serious incidents to both the Icelandic Aircraft Accident Investigation board rnsa@rnsa.is and ICETRA.

Other incidents should be reported via the following links:

[Aviation safety reporting](#)

[Report to Iceland on my personal behalf](#)

[Report on behalf of my organisation](#)

- o Occurrence Reports are treated confidentially to maintain full and free reporting from the aviation community and to protect the identity of the individual in accordance with EU legislation.
- o Received information can only be used for the purpose of maintaining or improving aviation safety.

13.Useful information

[Belgium](#)

[Denmark](#)

[Faroe Island – Greenland](#)

[Estonia](#)

[Germany](#)

[Norway](#)

[Sweden](#)

[UK](#)

[Useful information from the U.K. for flying in Mainland Europe](#)