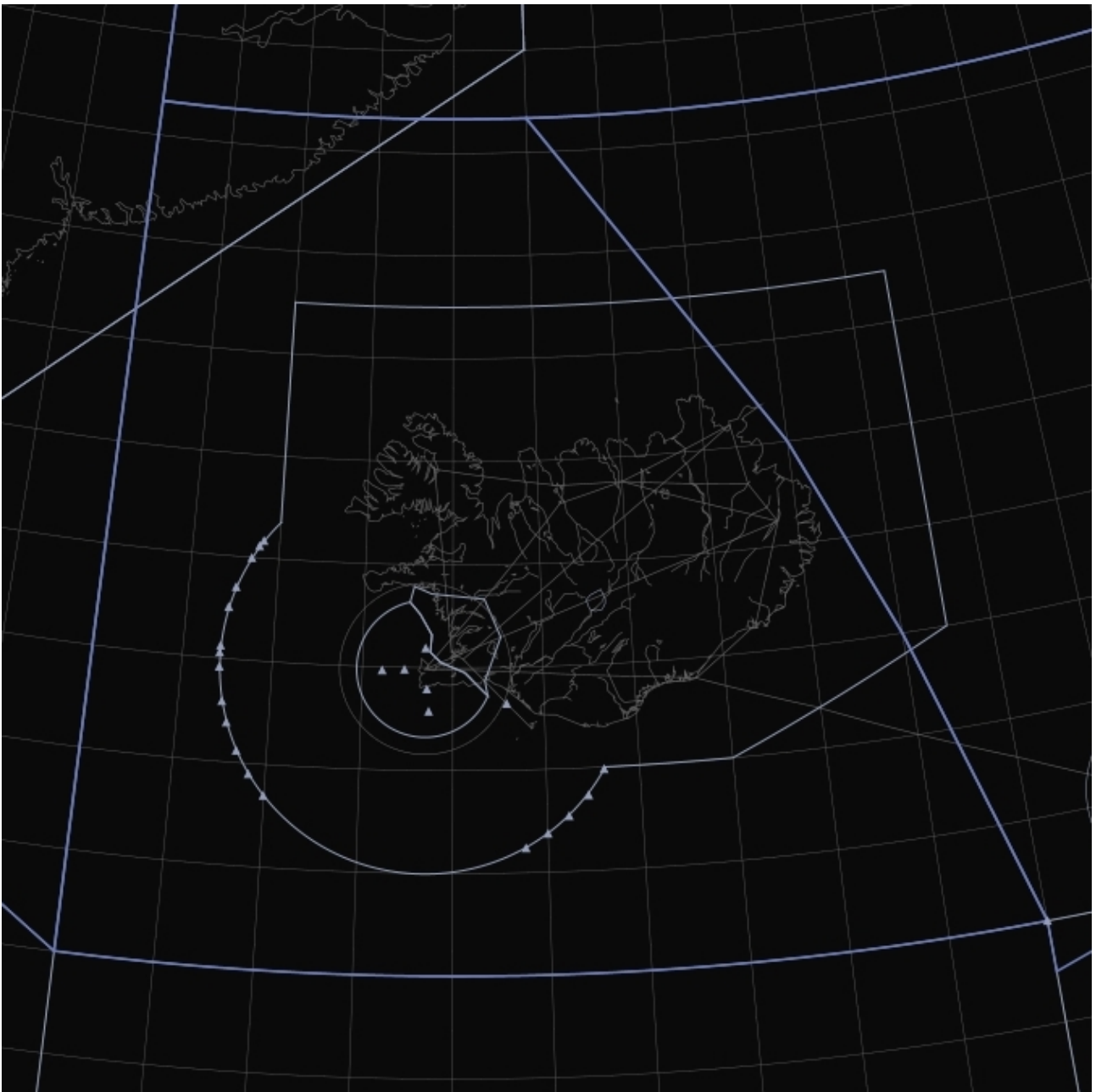


IVAC2 Handbook for BIRD FIR



effective 1 MAR 18

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Maps

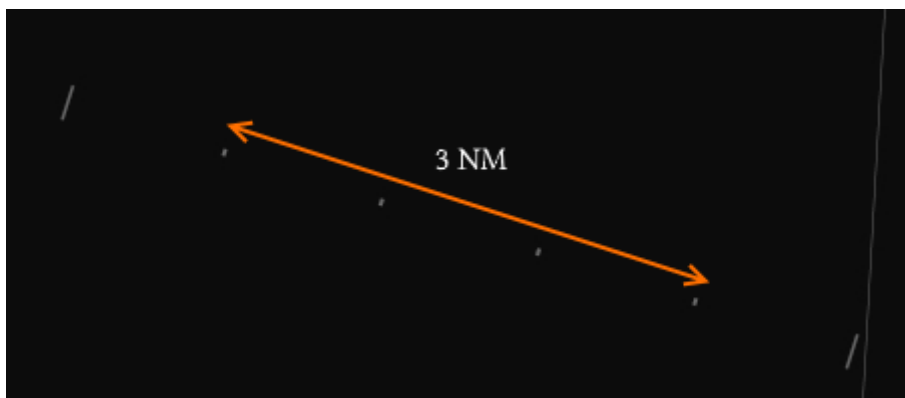
Selection of maps is available via the **MAPS** button in the top menu. Clicking this button will open the maps menu:



The maps menu contains 11 groups, accessible via the 11 black buttons in the top (note: the button marked with an asterisk is not used). Each group contains a number of maps, which can be toggled on and off by using the buttons below. Note the **T** button next to each map button. For maps containing text labels, the text can be toggled on or off independently from the main map by using the **T** button.

Be aware that some maps, for example extended centrelines, are only visible when you zoom in far enough.

There are 1 NM between each marker dot on extended centrelines, for example:



The only exemption is Vagar AFIS which utilizes the RADIS theme used within Copenhagen FIR (EKDK). Please refer to the **Handbook for COPENHAGEN FIR** when controlling as Vagar AFIS.

Map groups

The GEN group contains maps showing boundaries for external ACC sectors (**EXT**) and a geographical grid (**GRID**).

The ACC group contains range rings for Faxi TMA (**Faxi RR**) and Akureyri TMA (**Akureyri RR**) with intervals of 10 NM between each circle.

The ENR group contains the following maps:

- **FIXES [PMY]**, **FIXES [SEC]** – significant points for en-route navigation
- **NAVAIDS** – radio navigation aids for en-route navigation
- **LOW RTE** – lower airspace routes
- **RNAV RTE** – aerial navigation (RNAV) routes
- **ARP [PMY]**, **ARP [SEC]**, **ARP [GL]** – reference points for all aerodromes in Iceland and on the Faroe Islands, and for major aerodromes in Greenland

All maps in the ENR group except **LOW RTE** and **RNAV RTE** have text labels which can be turned on and off with the **T** button.

The PMY and SEC groups contain maps with significant points and radio navigation aids related to approach and departure procedures for all major and some minor aerodromes in Iceland and for ESVG airport on the Faroe Islands. In cases of BIKF and BIRK airports there are separate maps for each single runway. For example, clicking on **RK [19]** will open a map with significant points related to BIRK runway 19.

The GND group contains maps showing taxiway designators, ground route restrictions and stand labels (note: stand labels become visible if you zoom in or activate a SMR apron preset, see below).

The VFR group contains maps of visual reporting points.

The AER group contains maps for aerial sporting areas which include training and gliding areas.

The OBS group contains maps of air navigation obstacles in the FIR (note: only obstacles with an elevation of 500 ft or above are included).

The MIL and PRD groups contain maps of military exercise and training areas as well as prohibited, restricted and danger areas in the FIR. Note that prohibited areas are always shown, and their text labels can be activated by clicking on the map (and not on the **T** button).

Note that any altitude information within the maps are provided in hundreds of feet.

Presets

Presets are a way to adjust the viewpoint and zoom level of the screen, and turn on or off multiple maps all in one go.

Whenever an ATC position is loaded, the correct preset is loaded automatically.

It is possible to manually load a preset via the **PRESETS** button in the top menu.



| ACC | APP | SMR | CFG |
|-------------------|-----|-----|-------------------|
| AR | | | AR Apron |
| KF | | | KF East Apron [N] |
| KF East Apron [S] | | | KF Terminal |
| RK | | | RK Apron |

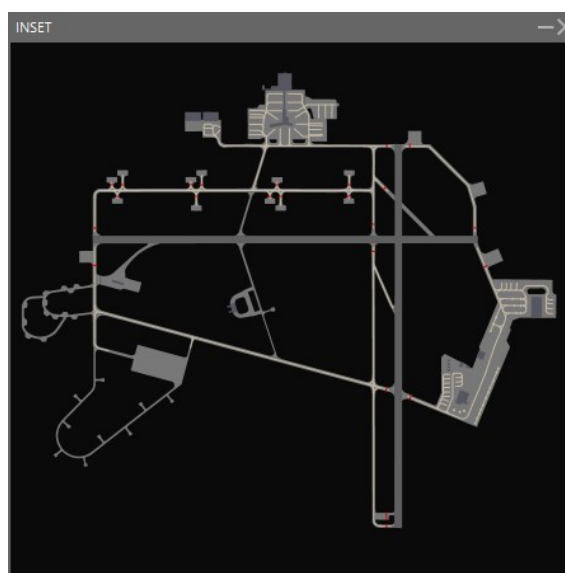
There are four preset groups containing a number of presets, which are described in the next chapter.

Preset groups

The ACC group contains presets that are normally used when controlling on an ACC position, among them insets of all ACC sectors and terminal control areas.

The APP group contains presets designed for APP units which include insets of all control zones.

The SMR group is commonly used during normal controlling. Presets in this group allow for a quick and easy way to open a ground view for a certain airport. For example, clicking the **KF** preset opens a ground view of BIKF airport.



The CFG group contains presets that allow for quick configurations of extended centrelines. This includes Faxi TMA, namely BIKF and BIRK airports, and the possibility to show or hide the offset localizer used at BIAR airport. For example, clicking the **Faxi [W]** preset will activate the centrelines that are used during westerly winds. Click the **RST** button anytime to show all centrelines again.

Labels

Within Reykjavik FIR, TERN labels are used at:

- ACC
- approach & departure (BIAR, BIKF, BIRK)
- aerodrome services (BIAR, BIKF, BIRK)

The following label types exist in the TERN system:

- Airborne labels
 - Unconcerned
 - Concerned
 - Assumed
 - Released
- Ground labels
 - Arrival
 - Departure
 - Unknown

Each label looks different depending on whether it is selected or unselected. To select a label, hover the mouse cursor over it.

*(**Note:** In the following chapters the labels used for **ACC** are described in detail. There are separate labels for approach and radar-supported tower units, however, these are based on the ACC labels and differ in the amount and arrangement of the label fields. Vagar AFIS utilizes RADIS labels – for more information please refer to the **Handbook for COPENHAGEN FIR.**)*

Label fields

The following label fields are used, and will be mentioned on the following pages. Refer back to this list when reading the next chapters.

| | |
|----------|---|
| ADES | Destination aerodrome |
| AFL | Actual flight level (mode C level) |
| AGATE | Arrival gate |
| * AHDG | Assigned heading or assigned route |
| * ASP | Assigned speed |
| ATYP | Aircraft type |
| CALLSIGN | Radio callsign |
| * CFL | Cleared flight level |
| DGATE | Departure gate |
| * DRWY | Departure runway |
| GS | Ground speed |
| OP_TXT | Operator text – a text field for remarks |
| * SI | Current ATC sector (if label is not assumed) Next ATC sector (if label is assumed) |
| TSSR | Transmitted SSR code (squawk code) |
| WTC | Weight turbulence category (L/M/H/S) |

* = field will be blank on unselected labels if no value is set

Important label actions

Each field in a label can have a function. These functions can be accessed by either clicking, double clicking or right clicking a label field. Depending on the label state, different actions will be available.

To **open the callsign menu**: click the transmitted SSR code (*unconcerned label only*) or callsign.

To **point out the track to all controllers**: right click the aircraft type (*not available for unconcerned labels*). This will draw an orange box around the track, which can be seen by all controllers.

To **mark the track**: right click the callsign (*not available for unconcerned labels*). This will draw a blue box around the callsign, which can be only seen by you.

To **open the flightplan**: click the destination field.

To **show the flightplan route**: right click the destination field.

To **send a text message** to an aircraft: open the callsign menu and click **TEXT** or hover the label and press **F7**.

Aircrafts which are CPDLC only (no voice) will be shown with a box around the callsign:



For such flights, automatic CPDLC messages will be sent whenever a cleared level, assigned speed or assigned heading is set, or when a transfer to the next ATC sector is initiated.

Incoming CPDLC messages are visible in the TEXT IN window, which you can open by clicking **TEXT IN** in the top menu. Note that incoming messages can be clicked once to turn them grey, as a reminder for yourself that the message has been dealt with.

Unconcerned labels

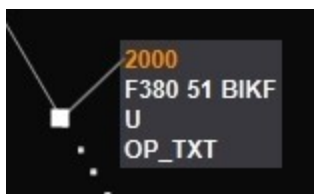
An **unconcerned** label is a label of an aircraft that is not going to enter your airspace, or when it is not yet known to the system that the aircraft will enter your airspace. Unconcerned labels contain a minimal amount of information.

An unselected, unconcerned label consists of:



```
TSSR  
AFL, GS
```

A selected, unconcerned label consists of:



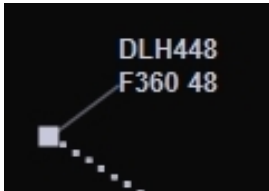
```
TSSR  
AFL, GS, ADES  
SI  
OP_TXT
```

If an aircraft with an unconcerned label is going to enter your airspace at some point, you must set yourself as the next ATC sector. Do so by right clicking the SI field. This will move the label to the **concerned** state.

Concerned labels

A **concerned** label is a label of an aircraft that is going to enter your airspace in the future.

An unselected, concerned label consists of:



| |
|---|
| CALLSIGN AFL, GS SI, ASP, AHDG, CFL |
|---|

A selected, concerned label consists of:



| |
|---|
| CALLSIGN, TSSR, ATYP AFL, GS, ADES SI, ASP, AHDG, CFL OP_TXT |
|---|

The concerned label gives you information you need to start planning the flight's section through your airspace. More detailed information like COPN (coordinated entry point) or PEL (planned entry level) is available via the flight lists (see respective section below).

If an aircraft is entering your sector from uncontrolled airspace, you must send a CPDLC CONTACT message to let the pilot know they need to contact you. To do so, click the SI field and click the **CONTACT > (FREQ)** button.

If an aircraft is assumed by another ATC sector, you must wait for this sector to transfer the aircraft to you. If you would like the previous ATC sector to transfer the aircraft right away, double click the SI field. This will make ROF (request on frequency) appear in the label for the previous controller, reminding them to transfer the flight to you.

When the flight calls you (and not before!), accept the transfer by double clicking the callsign field. This will move the label to the **assumed** state.

Assumed labels

An **assumed** label is a label of a flight currently assumed by you – basically, all flights on your frequency.

An unselected, assumed label consists of:



CALLSIGN
AFL, GS
SI, ASP, AHDG, CFL

A selected, assumed label consists of:



CALLSIGN, TSSR, ATYP
AFL, GS, ADES
SI, ASP, AHDG, CFL
OP_TXT

The first thing you need to do when a label has been assumed is to set the next ATC sector. This is done by clicking the SI field and selecting the correct sector from the menu. If an aircraft will be leaving your sector into uncontrolled airspace, no next sector should be set.

The cleared level, assigned heading/waypoint and assigned speed can be changed by clicking those respective fields. Note: in the cleared flight level menu, **CA** means *cleared approach* and **VA** means *cleared visual approach*. **LND** can be set to indicate a flight has been cleared to land.

To assign a mode A (squawk) code to a flight, click the TSSR field (which will be shown in an orange warning colour if the flight is transmitting a wrong code, or 2000/7000 etc.)

For a flight arriving in or near your sector, you can set the arrival runway by right clicking the assigned heading/waypoint. To set a STAR (standard arrival route), double click the AHDG field.

You can add a note to the label by clicking the OP_TXT field. This note is visible to all controllers.

To transfer the label to the next ATC sector, right click the SI field. Once the next sector accepts the transfer, the label will be moved to the **released** state. If no next ATC sector is available, release the label by opening the callsign menu and clicking **RELEASE**.

ATC inputted data can be cleared prior releasing a target to uncontrolled airspace. To do so, either click on **DISPLAY** and then on **WIPE ON REL** in the top menu (automatic method) or press **ALT + W** (manual method).

Released labels

A **released** label is a label of a flight that was previously assumed by you, and that has now been transferred to the next sector or released to uncontrolled airspace.

An unselected, released label consists of:



| |
|---------------------------|
| CALLSIGN AFL, GS SI |
|---------------------------|

A selected, released label consists of:



| |
|---|
| CALLSIGN, TSSR, ATYP AFL, GS, ADES SI OP_TXT |
|---|

A released label only contains information that allows you to be aware of the flight. Since the flight will not enter your airspace again, you cannot change any of the values in the label.

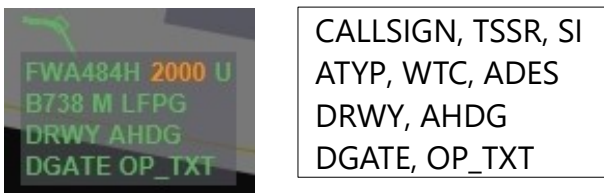
Ground labels

There are two general types of ground labels: labels for departing traffic and labels for arriving traffic.

An unselected departure label consists of:



A selected departure label consists of:



To issue a departure clearance via datalink, double click the AHDG field. This will open the DCL (datalink clearance) window:

DCL - Datalink Clearance

Callsign: TFEEL

Cleared to: BIVM

Runway: 13 C172/L

SID: SELV01E ALTN SID: SELV01E

Transition:

Squawk: 2312 OUT_1

Next Freq: 121.700

Departure: BIRK ATIS: A

ATC RMK:

CLD:
CLD 1259 171030 BIRK PDC 001
TFEEL CLRD TO BIVM OFF 13 VIA SELV01E
SQUAWK 2312 NEXT FREQ 121.700 ATIS A

VOICE SEND DCL FPL CLEAR SID CANCEL

Fill out all required fields. Be aware the **ALTN SID** field can contain additional departures (**HDG**, **OMNI**, **VEC** and **VFR**) which are not automatically assigned.

When completed, click **VOICE** if the clearance will be transmitted to the pilot by voice, or **SEND DCL** to send the clearance via datalink. After transmitting the clearance (by voice or datalink) you need to enter the clearance limit (e. g. end point of a SID or assigned track for a vectored departure) in the label by clicking the AHDG field.

NOTE: Any error in the filed flightplan, such as wrong departure point or a missing equipment code, will make it impossible to send a DCL clearance. For flights that are not going to follow a SID and where no alternate departure is available (see above), the clearance must be issued manually.

If you need to set a departure runway without issuing a clearance (for example for VFR traffic at aerodromes without secondary surveillance radar), simply click the DRWY field.

An unselected arrival label consists of:



CALLSIGN

A selected arrival label consists of:



CALLSIGN, SI
ATYP, WTC
AGATE
OP_TXT

To set the arrival gate for an arriving aircraft, click the gate field.

By default, ground labels are only shown if you zoomed in far enough to see the ground map of an airport. However, it is possible to see all ground labels by clicking the **GND** button in the top menu. This can be useful if you quickly need to scan for traffic on the ground at multiple airports.

Note that departure runway and arrival/departure gate can be set even if the label is not assumed. However, you must assume the label if you want to enter anything in the AHDG or OP_TXT field.

ATC information system

The ATC information system is a window containing different information useful when controlling. It can be accessed by clicking the **ATC INFO** button in the top menu.

The buttons on the right side of the window give access to different pages. To navigate on a page simply right click and select an option from the dropdown menu.

*(**General note:** most recent and detailed weather information can be retrieved via the URLs <http://en.vedur.is/weather/aviation/> and, for North Atlantic Tracks, <http://www.perkins-aviation.ch/weather/NorthAtlantic.html>.)*

EMERG

The EMERG page contains checklists to be used in different emergency situations.

CLS

Allows you to look up the radio callsign of a flight by entering the 3-letter callsign code.

LOC

Allows you to look up the name of an airport by entering the 4-letter ICAO designator.

ATYP

The ATYP page makes it possible to look up performance information for different aircraft types.

NOTAM

The NOTAM window allows you to look up NOTAMs for BIRD FIR. Type in an airport ICAO designator and click [Search NOTAMs](#) or click [Get all BIRD NOTAMs](#) to get all NOTAMs in the FIR.

(Note: further series B & C NOTAMs can be retrieved via the URL <https://www.isavia.is/c/notam/>.)

RUNWAY

The runway page shows the recommended runways in use for airports in BIRD FIR. Please remember that these are only recommendations. NOTAMs are not considered. Be aware that this page might take a few seconds to load when you open it, during which time IVAC2 will appear to be "frozen".


LABELS

The labels window contains an overview of the different aircraft labels. You can hover your mouse cursor over each label field to see different label actions (click, double click, right click).

ATC sectors

Every ATC sector has a unique sector code and a short sector ID.

Sector codes and IDs are visible in the ATC list, which can be opened by clicking the **ATC** button in the top menu. In the example below, ENOR is the unique sector code and NO is the sector ID.



| SI | Short | Freq | Callsign |
|------|-------|---------|----------------|
| ENOR | NO | 124.775 | Norway Control |

The sector ID is shown in the SI field in the label when an ATC sector has been set as the next sector. For example, if ENOR was set as the next ATC sector for a flight, the SI field in the label would contain the letters NO. The following sector IDs are used in BIRD FIR:

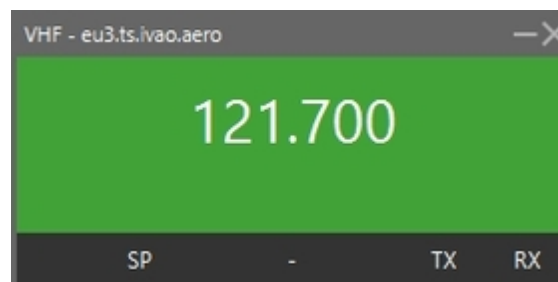
- Local ACC sectors (Reykjavik Control) have "ACC" plus their sector name as ID. For example, Reykjavik ACC Sector E has the sector ID **ACC E**.
- Oceanic ACC sectors (Reykjavik Control) have the sector ID **OACC**.
- Radio units (Iceland Radio) have "RADIO" plus their sector name as ID. For example, Iceland Radio Sector NW has the sector ID **RADIO NW**.
- Foreign ACC sectors mostly have two letter IDs:
 - Nuuk Information: **GL IF**
 - Edmonton Centre: **EG**
 - Gander Centre and Gander Radio: **QX**
 - Shanwick Radio: **GX**
 - Scottish Control: **PX**

- Bodo Oceanic Radio: **OB**
- Norway Control (Stavanger sectors): **SV**
- Norway Control (combined): **NO**
- Regional approach and tower units (except BIRK) use the last two letters of the ICAO designator followed by APP for approach, RAD for radar, G for ground or D for clearance delivery. Tower units have no suffix. For example: **KF APP** is Keflavik Approach, **AR** is Akureyri Tower.
- Reykjavik (BIRK) has the letter "V" followed by APP for approach or G for ground.
- Keflavik Approach (Final) has the sector ID **KF FIN**.
- AFIS units use the last two letters of the ICAO designator. For example: **VM** is Vestmannaeyjar Information, **VG** is Vagar AFIS.

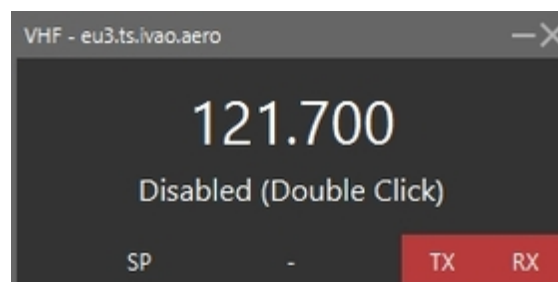
ATIS and voice communications

You can set up a datalink ATIS (D-ATIS) by clicking the **VOICE** button. Note that a detailed ATIS is only available for units where pilots would be expected to report an ATIS letter on first contact, i. e. only tower and approach units, and only at airports that have an ATIS in the real world.

Access the voice communications panel (VCS) by clicking **VOICE** in the top menu. The opened window should have a green background (like shown below).



If voice has been disabled, double click the frequency to reconnect:



In order to transmit on your voice channel, press and hold the CTRL key (or equivalent key depending on your operating system). Note that the IVAC2 window **MUST** be in focus while transmitting, otherwise the transmission will not get through. TX will light up in the VCS while transmitting.

The VCS will automatically select your default audio device. If you wish to use another audio device, you need to change your default device in your system setup.

Flight lists

Flight lists are used to get an overview of flights for planning purposes. All flight lists are accessed by clicking **FTLIST** in the top menu. The following lists are available:

Sector list

The sector list shows all flights currently assumed by you. It is opened by clicking the **SL** button.

Sector inbound list

The sector inbound list shows all flights where you are set as the next ATC sector. It is opened by clicking the **SIL** button.

Departure list

The departure list shows departing flights from one or several aerodromes, or from a specific runway. By clicking the **DEP** button, a filter window will open. Type in a departure aerodrome and/or runway to select which flights should be shown in the list. It is possible to show many aerodromes at once, for example, by typing "BI" in the ADEP field, all flights departing from aerodromes whose location indicator start with "BI" will be shown.

Approach and tower controllers are encouraged to have a departure list with their aerodrome open at all times.

Arrival list

The arrival list works like the departure list, but for arriving traffic. It is opened via the **ARR** button.

Holding list

The holding list shows all aircraft assigned to airborne holdings.

When instructing an aircraft to hold, first set the holding fix as the cleared waypoint in the AHDG field in the label. Then, click the callsign of the flight and select **HOLD**. You can now open the holding list. A dropdown menu will appear, containing all the points where aircraft are presently instructed to hold. Select a point and click **ok** to open the holding list.

When an aircraft is instructed to leave a holding, click the callsign and click **XHOLD**.

Appendix

List of aerodromes and heliports

| ID | ELEV (ft) | TFC | FUEL | RWY | DIM (m) | SFC | LGT |
|----|--------------|---------|------------------|----------------|-----------------------|-----------------|----------|
| AA | 74 | IFR-VFR | JET A1 | 11-29 | 799 x 30 | ASPH | YES |
| AR | 7 | IFR-VFR | AV 100 | 01-19 | 2400 x 45 | ASPH | YES |
| BA | 33 | VFR | NIL | 03-21 12-30 | 800 x 30 1000 x 30 | GRASS GRAVEL | NO NO |
| BD | 26 | VFR | NIL | 04-22 | 940 x 30 | GRAVEL | YES |
| BL | 153 | IFR-VFR | AV 100 | 03-21 | 970 x 27 | GRAVEL | YES |
| BR | 151 | VFR | NIL | 06-24 | 795 x 24 | GRAVEL | NO |
| BW | 112 | IFR-VFR | AV 100 JET A1 | 06-24 | 1830 x 45 | CONCR | YES |
| CO | 45 | IFR-VFR | JET A1 | 18-36 | 1000 x 30 | GRAVEL | YES |
| DV | 6 | VFR | NIL | 17-35 | 745 x 24 | GRAVEL | NO |
| EG | 76 | IFR-VFR | AV 100 JET A1 | 04-22 | 1850 x 45 | ASPH | YES |
| EH | 289 | VFR | NIL | 09-27 | 732 x 35 | GRAVEL | NO |
| FA | 77 | VFR | NIL | FATO TLOF | RAD 14.5 RAD 5 | GRASS ASPH | YES |
| FL | 243 | VFR | AV 100 | 04-22 | 670 x 18 | GRASS | NO |
| FM | 53 | VFR | NIL | 09-27 | 794 x 28 | GRAVEL | NO |
| GH | 283 | IFR-VFR | AV 100 JET A1 | 05-23 | 950 x 30 | ASPH | YES |
| GJ | 90 | IFR-VFR | NIL | 04-22 | 960 x 23 | GRAVEL | YES |
| GR | 81 | IFR-VFR | NIL | 17-35 | 1030 x 23 | GRAVEL | YES |
| GS | 1260 | VFR | NIL | 01-19 | 635 x 35 | GRAVEL | NO |
| HE | 1592 | VFR | NIL | 01-19 | 799 x 19 | GRAVEL | NO |
| HI | 2019 | VFR | NIL | 17-35 | 820 x 38 | GRAVEL | NO |
| HK | 214 | IFR-VFR | NIL | 02-20 | 1000 x 30 | GRAVEL | NO |

| ID | ELEV (ft) | TFC | FUEL | RWY | DIM (m) | SFC | LGT |
|-------------------|--------------|---------|-----------------|----------------|------------------------|----------------|------------|
| HL | 135 | VFR | AV100 | 04-22 11-29 | 1028 x 58 555 x 52 | GRASS GRASS | NO NO |
| HN | 24 | IFR-VFR | JET A1 | 18-36 | 1500 x 30 | GRAVEL | YES |
| HU | 48 | IFR-VFR | NIL | 02-20 | 1603 x 30 | GRAVEL | YES |
| HZ | 385 | VFR | NIL | 10-28 | 740 x 18 | GRAVEL | NO |
| IS | 8 | VFR | AV100 JET A1 | 08-26 | 1400 x 43 | GRAVEL | YES |
| JA ^{MIL} | 39 | VFR | NIL | 06-24 | 1500 x 30 | DIRT | YES |
| JN | 95 | IFR-VFR | AV100 JET A1 | 07-25 | 845 x 30 | ASPH | YES |
| KA | 149 | VFR | NIL | 03-21 | 653 x 26 | GRAVEL | NO |
| KE | 2038 | VFR | NIL | 10-28 | 704 x 36 | GRAVEL | NO |
| KF | 169 | IFR-VFR | AV100 JET A1 | 01-19 10-28 | 3054 x 60 3065 x 60 | ASPH ASPH | YES YES |
| KK | 117 | IFR-VFR | AV100 JET A1 | 11-29 | 1199 x 30 | GRAVEL | YES |
| KL | 71 | VFR | NIL | 08-26 | 799 x 26 | GRAVEL | NO |
| KP | 36 | VFR | NIL | 12-30 | 799 x 24 | GRAVEL | NO |
| KR | 9 | IFR-VFR | JET A1 | 18-36 | 1887 x 30 | GRAVEL | YES |
| KU | 135 | VFR | NIL | FATO TLOF | RAD 9.5 RAD 8 | GRASS CONCR | YES |
| KV | 263 | VFR | NIL | FATO TLOF | RAD 14.5 RAD 8 | GRASS ASPH | YES |
| MK | 260 | VFR | NIL | 11-29 | 799 x 39 | GRASS | NO |
| MM | 89 | VFR | NIL | 04-22 | 671 x 22 | GRAVEL | NO |
| MQ | 91 | IFR-VFR | JET A1 | 16-34 | 799 x 30 | ASPH | YES |
| MS ^{FO} | 110 | VFR | NIL | FATO TLOF | RAD 14.5 RAD 5 | GRASS ASPH | YES |
| MS ^{IS} | 18 | VFR | AV100 | 07-25 | 540 x 45 | GRASS | NO |
| ND | 2690 | VFR | NIL | 05-23 | 890 x 45 | GRAVEL | NO |
| NF | 6 | VFR | NIL | 08-26 | 970 x 23 | GRAVEL | NO |
| PT | 120 | IFR-VFR | JET A1 | 17-35 | 799 x 30 | ASPH | YES |
| QQ | 51 | IFR-VFR | JET A1 | 17-35 | 900 x 30 | GRAVEL | YES |

| ID | ELEV (ft) | TFC | FUEL | RWY | DIM (m) | SFC | LGT |
|------------------|--------------|---------|------------------|---|---|--|----------------------------|
| RE | 83 | VFR | NIL | 08-26 | 720 x 27 | GRAVEL | NO |
| RF | 25 | IFR-VFR | JET A1 | 05-23 11-29 | 983 x 27 822 x 29 | GRAVEL GRAVEL | YES NO |
| RG | 65 | VFR | NIL | 06-24 | 1077 x 33 | GRAVEL | NO |
| RK | 45 | IFR-VFR | AV 100 JET A1 | 01-19 13-31 | 1567 x 45 1230 x 45 | ASPH ASPH | YES YES |
| RL | 1031 | IFR-VFR | AV 100 | 02-20 | 799 x 20 | GRAVEL | NO |
| RS | 17 | VFR | NIL | 02-20 | 780 x 18 | GRAVEL | NO |
| SA | 2200 | VFR | NIL | 03-21 06-24 10-28 13-31 18-36 | 740 x 20 1180 x 30 880 x 30 660 x 20 640 x 20 | GRAVEL GRAVEL GRAVEL GRAVEL GRAVEL | NO NO NO NO NO |
| SF ^{GL} | 165 | IFR-VFR | AV 100 JET A1 | 09-27 | 2810 x 60 | ASPH | YES |
| SF ^{IS} | 47 | VFR | AV 100 | 05-23 14-32 | 798 x 30 794 x 30 | GRAVEL GRAVEL | NO NO |
| SK | 118 | VFR | NIL | 12-30 | 1165 x 27 | GRAVEL | NO |
| SL | 260 | VFR | AV 100 | 15-33 16-34 | 610 x 20 1020 x 25 | GRAVEL GRAVEL | NO NO |
| SO | 30 | VFR | NIL | FATO TLOF | RAD 14.5 RAD 7.5 | GRASS ASPH | YES |
| SR ^{FO} | 305 | VFR | NIL | FATO TLOF | RAD 14.5 RAD 7.5 | GRASS ASPH | NO |
| SR ^{IS} | 165 | VFR | AV 100 | 06-24 | 700 x 18 | GRAVEL | NO |
| SS ^{GL} | 33 | IFR-VFR | JET A1 | 13-31 | 799 x 30 | ASPH | YES |
| SS ^{IS} | 600 | VFR | NIL | 15-33 | 799 x 18 | GRAVEL | NO |
| ST | 43 | VFR | NIL | 07-25 | 1117 x 33 | GRAVEL | NO |
| SV | 1920 | VFR | NIL | 06-24 | 700 x 35 | GRAVEL | NO |
| SY | 70 | VFR | NIL | FATO TLOF | RAD 14.5 RAD 7.5 | GRASS ASPH | YES |
| TB | 68 | VFR | NIL | FATO TLOF | RAD 14.5 RAD 7.5 | GRASS ASPH | YES |
| TE | 28 | VFR | NIL | 14-32 | 1084 x 30 | GRAVEL | YES |

| ID | ELEV (ft) | TFC | FUEL | RWY | DIM (m) | SFC | LGT |
|-------------------|--------------|---------|-----------------|----------------|------------------------|------------------|------------|
| TL ^{MIL} | 251 | IFR-VFR | JP 8 | 08T-26T | 3047 x 42 | ASPH | YES |
| TM | 634 | VFR | NIL | 09-27 | 770 x 28 | GRAVEL | NO |
| TN | 64 | IFR-VFR | NIL | 02-20 | 1199 x 30 | GRAVEL | YES |
| UK | 414 | IFR-VFR | JET A1 | 05-23 | 799 x 30 | ASPH | YES |
| UQ | 289 | IFR-VFR | JET A1 | 15-33 | 900 x 30 | GRAVEL | YES |
| VG | 280 | IFR-VFR | AV100 JET A1 | 12-30 | 1799 x 30 | ASPH | YES |
| VI | 81 | VFR | NIL | 07-25 | 712 x 25 | GRAVEL | NO |
| VM | 326 | IFR-VFR | JET A1 | 03-21 12-30 | 1160 x 45 1199 x 45 | GRAVEL GRAVEL | YES YES |
| VO | 10 | IFR-VFR | NIL | 05-23 | 885 x 30 | GRAVEL | YES |

List of navigational aids

| ID | NAME | VAR | FRQ | REL |
|-----|---------------|-----------|----------------------|-------------------|
| AA | AASIAAT | L | 336 KHZ | ENR |
| AKI | AKUREYRI | VOR / DME | 113.6 MHZ | ENR |
| AR | AKUREYRI | NDB | 334 KHZ | AR |
| BL | BLONDUOS | NDB / MKR | 351 KHZ | ENR |
| DA | KULUSUK | L | 377 KHZ | ENR |
| EL | ELLIDAVATN | NDB | 335 KHZ | ENR |
| ES | EGILSSTADIR | NDB | 365 KHZ | ENR |
| GA | GARDUR | NDB | 377 KHZ | ENR |
| GF | REYKJAVIK | L | 319 KHZ | RK |
| GH | GODTHÁB | L | 314 KHZ | ENR |
| GJ | GJOGUR | NDB | 340 KHZ | ENR |
| GR | GRIMSEY | NDB | 308 KHZ | GR |
| HA | HOFSA | NDB | 348 KHZ | ENR |
| HB | HOLSTEINSBORG | NDB | 328 KHZ | ENR |
| HE | HEGRANES | NDB | 362 KHZ | ENR |
| HJ | AKUREYRI | L | 319 KHZ | AR |
| HK | HOLMAVIK | NDB | 366 KHZ | ENR |
| HL | HELGAPELL | DME L | 110.7 MHZ 345 KHZ | ENR VM |
| HN | HORNAFJORDUR | NDB | 330 KHZ | ENR |
| HS | HUSAVIK | L | 329 KHZ | HU |
| IES | EGILSSTADIR | DME | 109.3 MHZ | ENR |
| ING | INGO | VOR / DME | 112.4 MHZ | ENR |
| IRE | REYKJAVIK | DME | 109.1 MHZ | ENR |
| IS | ISAFJORDUR | NDB | 385 KHZ | IS |
| JAN | JAN MAYEN | NDB | 362 KHZ | JA ^{MIL} |
| JV | ILULISSAT | NDB | 367 KHZ | ENR |
| KF | KEFLAVIK | NDB | 392 KHZ | KF |
| KFV | KEFLAVIK | VORTAC | 112.8 MHZ | ENR |

| ID | NAME | VAR | FRQ | REL |
|----|-------------------|-----------|----------------------|-----------|
| KN | AKUREYRI | L | 364 KHZ | AR |
| KU | KOOK ISLAND | NDB | 298 KHZ | ENR |
| LA | LANGHOLT | NDB | 344 KHZ | ENR |
| MA | MANIITSOQ | L | 391 KHZ | ENR |
| MN | EGILSSTADIR | L | 382 KHZ | EG |
| MY | MYGGENES | NDB | 337 KHZ | ENR |
| NB | BOTN | NDB | 387 KHZ | ENR |
| OE | AKUREYRI | L | 415 KHZ | AR |
| OG | OGUR | DME L | 110.1 MHZ 400 KHZ | ENR IS |
| QQ | QAANAAQ | L | 336 KHZ | ENR |
| RE | REYKJANESSKOLI | NDB | 316 KHZ | ENR |
| RF | RIF | NDB / MKR | 330 KHZ | ENR |
| RH | REYKHOLT | NDB | 325 KHZ | ENR |
| RK | REYKJAVIK | NDB | 355 KHZ | ENR |
| SB | BILDUDALUR | NDB / MKR | 310 KHZ | BD / TE |
| SE | SELFOSS | NDB | 397 KHZ | ENR |
| SF | SØNDRE STRØMFJORD | NDB | 382 KHZ | ENR |
| TN | THORSHOFN | NDB | 373 KHZ | ENR |
| TO | AKUREYRI | L | 324 KHZ | AR |
| UP | UPERNAVIK | NDB | 399 KHZ | ENR |
| VA | VAD | NDB | 335 KHZ | ENR |
| VG | VAGAR | L | 348 KHZ | VG |
| VM | VESTMANNAEYJAR | NDB | 375 KHZ | ENR |
| VP | VOPNAFJORDUR | L | 393 KHZ | VO |