

Reykjavik Airport

IATA/ICAO CODE: REK/BIRK
 CITY: Reykjavik
 COUNTRY: Iceland

AIRPORT CONTACT

No changes reported by the airport in 2011
[Verify information below with the airport](#)

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ELEVATION: 45 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (ft)	Glide Slope(deg)	Width (m)
01/19	1567	-	3.5	45
13/31	1230		13/3.0 31/3.7	45

NOISE ABATEMENT PROCEDURES

1. Approach paths below the PAPI vertical approach guidance are prohibited within 2.5 DME.
2. Runway 13/31 will be designated runway in use when its crosswind component is 10 knots or less.
3. Pilots flying single engined variable pitch propeller aircraft are strongly advised to take all possible measures for noise abatement.
4. The use of reverse thrust or ground fine pitch operations should be kept to a minimum during landing.

Further information see AIP for Runway specific noise abatement procedures see AIP Iceland BIRK AD 2.21

CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)

AIRPORT CURFEWS

Night Restrictions:

Takeoff or landing is not permitted during the following periods:

- Weekdays 23:00 – 07:00.
- Weekends and public holidays 23:00 – 08:00 except for ambulance flights, humanitarian flight, search and rescue and flights due to national security and other state affairs.

Prior notice time for landing request 30 min.

PREFERENTIAL RUNWAYS

Runway 13/31 will be designated runway in use when its crosswind component is 10 knots or less.

OPERATING QUOTA - NONE

ENGINE RUN-UP RESTRICTIONS

Engine test runs, after maintenance, shall only take place during the following times:

- Monday – Thursday 08:00 – 22:00
- Weekends and public holidays 10:00 – 18:00.
- Engine test runs are restricted on public holidays. The ICAA will permit engine test runs from 07:45 during weekdays if necessary.

APU OPERATING RESTRICTIONS

APU must be shut down promptly, as soon as alternate power is available, continuous use of APU for more than 30 minutes before takeoff or after landing is prohibited.

NOISE BUDGET RESTRICTIONS - NONE

NOISE SURCHARGE - NONE

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	65-70 dB: 45 residences 60-65 dB: 300 residences 55-60 dB: 2000 residences
Airport Noise Contour Overlay Maps	-	Yes Integrated Noise Model Version 6.1C

Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM - [NONE](#)

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS - [NONE](#)

CHAPTER 2 RESTRICTIONS

All jets which do not have noise certificates or which do not meet the provisions in ICAO Annex 16, Chapter 3 are not premitted to use the airport.

All propeller driven aircraft with a maximum take-off weight of more than 5700 kg that do not have noise certificates or do not meet the provisions in ICAO Annex 16, Chapter 3, 5, 6 or 10 are not premitted to use the airport.

CHAPTER 2 PHASEOUT

See Chapter 2 Restrictions.

CHAPTER 3 RESTRICTIONS - [NONE](#)