

KEFLAVIK (KEF/BIKF)

Elevation 169ft

CATEGORY A

AV brief not required

GENERAL

- The airfield is located on the SW corner of Iceland.
- Reykjavik is 20 nm NE.

Threats

CFIT

- There are no terrain issues within the immediate vicinity, however a mountain range runs W-E starting some 10 nm SE.

Runway Incursion

- Winter snow showers may reduce the runway surface friction coefficient to a level that is typical of POOR braking action.
- The runway is often only swept for a 30 m width.
- Most high energy approaches occur on Rwy 28.
- Widebody aircraft, caution is advised when turning at Rwy thresholds as Rwy's are 60 m wide and there are no turning circles. Ensure clearance is maintained to edge of paved surface and request marshalls if required.
- Possible scalloping of ILS glide path when aircraft on Twy waiting to line up for departure.

Loss of Control

- Strong winds and their effects are the main threat to operations into KEF. Wind above 30 kt from 130-160° will cause turbulence at low level on Rwy 10. Wind above 30 kt from 150-200° will cause turbulence at low level on Rwy 19. High winds from 350-040° will cause downdraughts on short final for Rwy 01.

ROUTE

Airbus Routing to KEF is via the Blue Spruce routes which lie within MNPS airspace.

ARRIVAL

Diversion Airports

INVERNESS	INV/EGPE	664 nm/125°T	CAT B
ABERDEEN	ANZ/EGPD	721 nm/124°T	CAT A
GLASGOW	GLA/EGPF	728 nm/132°T	CAT A
EDINBURGH	EDI/EGPH	748 nm/130°T	CAT A
EGILSSTADIR	EGS/BIEG	225 nm/069°T	CAT B

Approach

- All traffic radar controlled and handed over from Reykjavik Oceanic Control direct to Keflavik Approach.
- Rwy 28 only has an exit at the far end. This requires increased spacing and delays to arrivals.
- Rwy 01 is the preferred runway for landing.
- Runways are grooved except 600ft section. Caution advised during wet ice/snow due possible reduced braking efficiency in these areas.
- Rwy 01 has marked upslope on first 1000 m.

GROUND

- Numerous Twys which are permanently closed.
- Strong winds mean that it is sometimes possible to land but the wind is beyond the limit for door opening and aircraft servicing.

DEPARTURE

- Rwy 19 is the preferred runway for departure.

WEATHER

- General Iceland has a maritime climate modified by the warming effect of the Gulf Stream.
- Average temperatures are -3°C in Jan and +13°C in Jul.
- Low cloud present most of the time.
- Precipitation occurs on more than 2 days out of 3 throughout the year, with snow from Nov to Mar.
- Icy runways during the cold months.
- Fog is frequent, particularly Jun to Nov.
- Poor visibility due to blowing snow in Jan and Feb.
- Keflavik is windy, gales are common, especially in winter, but thunderstorms are rare. Velocities of over 50 kts in Winter and over 35 kts in Summer; as a consequence CROSSWINDS are a problem. Prevailing wind NE in Winter and SE in Summer. Calms are seldom recorded.
- Summer is marked by a period of continuous daylight, and early spring and late autumn enjoy long twilights..

OPERATIONAL INFORMATION

Handling Agent	AIRPORT ASSOCIATES (VALLARVINIR)
Handling Agent VHF	131.775
Potable Water	Permitted