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Airspace Infringement



Information and recommendations

There has been an increase in reports of intrusions within the Reykjavík Air Traffic Control Division's airspace. In 2025, 20 cases were recorded where an aircraft flew into controlled airspace without permission, which is a significant increase from 2024. The Icelandic Transport Authority would like to provide the following information and recommendations to pilots to.

Information

All cases where airplanes fly into controlled airspace without clearance are recorded by the relevant air traffic service and investigated. Several cases are related to flights at Tungubakki Airport (BIMS). Due to its proximity to Reykjavík CTA Control Zone, flights from and to the airport can easily lead to airspace infringement if care is not taken. In some cases, no response was received from the air traffic control to the aircraft call, or the request was denied, but the pilot continues without clearance to enter the control zone. In some cases, no flight plan was filed for the flight, even though it was to be flown to some extent within the controlled airspace.

Controlled airspace

The airspaces in Iceland where pilots flying VFR are required to obtain a clearance before flying through them are:

- Reykjavík Airport CTR Control Zone (BIRK CTR), class D airspace within the normal opening hours of the airport, and class G airspace outside opening hours.
- Reykjavík Approach (BIRK APP), airspace category D.
- Keflavík Airport CTR Control Zone (BIKF CTR), airspace category D.
- Keflavík Approach (BIKF APP), airspace category C
- Akureyri Airport CTR Control Zone (BIAR CTR) airspace category D within the normal opening hours of the airport, and airspace category G outside opening hours.

Flight preparation and execution

It is important to prepare the flight well and that pilots are familiar the airspace that will be flown through and especially the boundaries of controlled airspace. If the flight or part of the flight passes through controlled airspace or is to receive air traffic control services, a flight plan for the flight must be filed with ATS. Pilots must contact air traffic control before flying into controlled airspace. There are examples where pilots have already entered controlled airspace when their first call to air traffic control is made and there has been a risk of collision with other aircraft or helicopters.

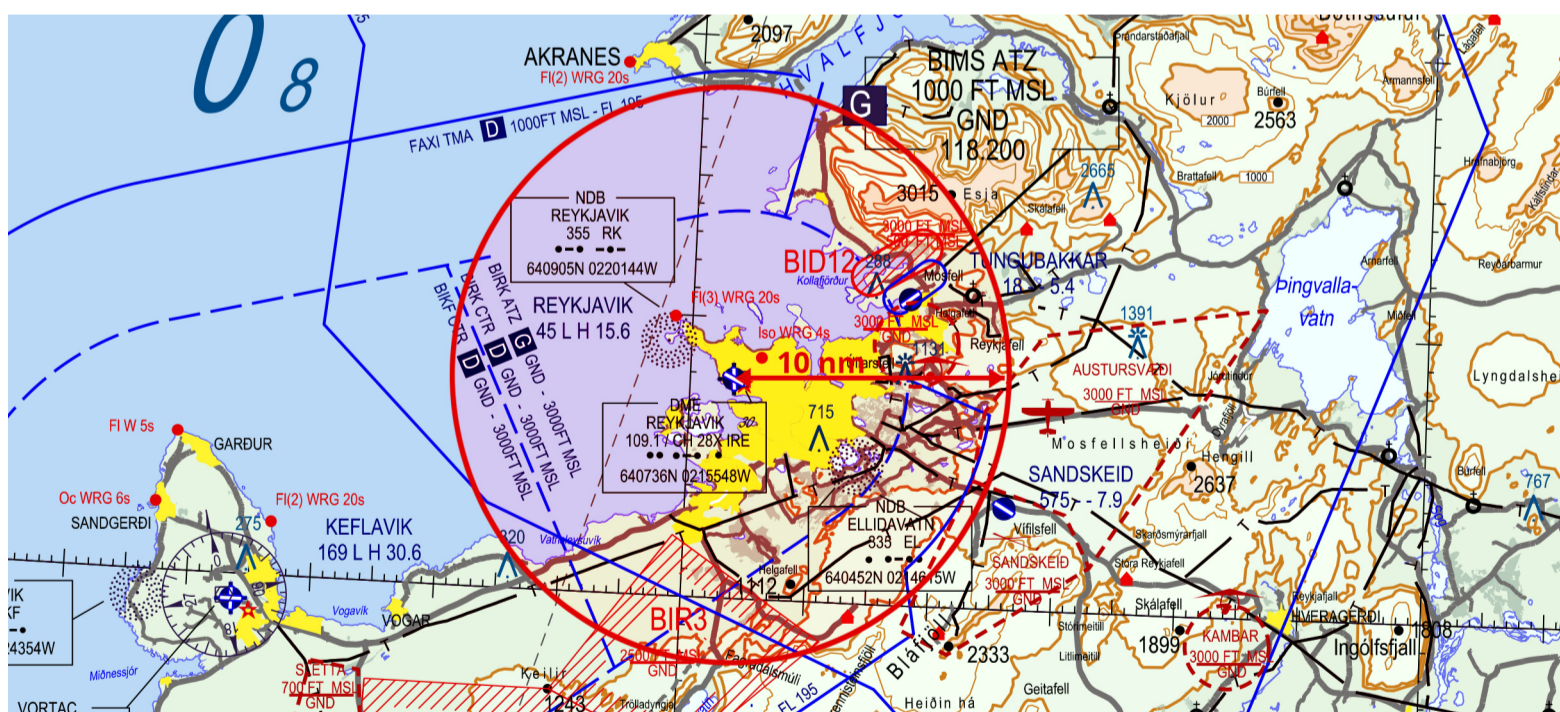
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Further information

Recommendations for pilots

- Familiarize yourself with the Icelandic AIP where you can find information about airports, flight procedures and airspaces in Iceland.
- Use a VFR map during the flight.
- Use technology as much as possible to increase situational awareness (GPS, VOR, DME, Foreflight, etc.)
- Familiarize yourself with the VFR traffic routes in Reykjavík CTR Control
- Zone and know their reporting points and fixes..
- The tower in Reykjavík must be called at the latest 10 NM from the airport to get clearance to enter the CTR.
- If no response is received from the air traffic controller, do not continue flying into controlled airspace, but stay outside the area and repeat the call after a few minutes.



Recommendations from the Icelandic transportation safety board (rnsa):

“That pilots do not continue to the beginning of a planned route without prior clearance from the air traffic control tower.” See [RNSA report 18-049F010](#)