BGGH | Nuuk Int'l

Local operating procedures for BGGH.

- Nuuk AFIS
- Nuuk APP

Nuuk AFIS

> A reminder that to log on as Nuuk AFIS (BGGH_I_TWR), you must have a T2 BIRD AFIS endorsement.

Delivery

Overview of SIDs

END FIX	RWY 04	RWY 22
AMABI	1A	1B
AMKOX	1A	1B
EVULO	1A	1B
NUKRI	2A	2B
ASCOX	1A	1B
SUBUD	1A	1B
DODFO	2A	2B

All SIDs require RNP 1 capability.

As per AFIS SOP, clearance shall be issued by BGGH_APP (If online), If not clearance will be issued by Nuuk Information or BIRD.

Standard initial climb for BGGH is FL290, but can be FL190 depending on the clearance issued by BIRD or NUUK.

A reminder that BGGH is a rare case of an AFIS aerodrome with an ATIS. Nuuk AFIS shall maintain the ATIS accordingly and shall check that all departing and arriving aircraft are in receipt of the ATIS.

Ground

Nuuk AFIS is authorised by local airport management to direct ground movements outside of runways. This means aircraft shall call Nuuk AFIS for startup clearance, pushback, and taxi.

Certain conditions apply to taxi & pushback for different aircraft. Reference the table below.

ACFT TYPE	CONDITIONS	STANDS *(ranked by priority)*	PARKING ANGLE
A338	Taxi in / push out	A1	45°
Boeing 757 (all variants)	Taxi in / push out	A1	45°
Boeing 737 (all variants)	Taxi in / push out	A2, A3, A1	90° (45° on A1)
A318, A319, A320, A321 A19N, A20N, A21N	Taxi in / push out	A2, A3, A1	90° (45° on A1)
Q400	Taxi in / taxi out	A2, A3, A1	45°
Q200	Taxi in / taxi out	A2-3-4A, B-5A&B, A1, B	45°
Larger private jets	Taxi in / taxi out	B1-2-3, A2, A1	Marshaller

GA	Taxi in / taxi out	B1-2-3	Marshaller

For pushback, Code D & E aircraft shall be pushed back to taxiway C for engine start, or holding point A if unable due to tailwind. With tailwind on taxiway A, aircraft may be towed to the RWY 04 threshold for startup.

During taxi, you can issue the following phrasiooligy "Passing 2000 or when workload permits, contact approach 121.300". Further on from this, you can issue the "no reported traffic" as per AFIS SOP.

On Runway / Airborne Traffic

Upon entering the runway, **no instructions or clearances shall be issued.** AFIS shall provide flight information service, per SOP.

Nuuk AFIS is a non-radar station. Procedural methods for traffic information & suggested separation should be used.

Approach Procedures

Aircraft will be handed to you when established on one of the procedures for each runway

Runway 04	Runway 22	Runway unspecified
ILS Z	ILS Z	RNP A
ILS Y	ILS Y	RNP B
ILS X	ILS X	RNP C
LOC Z	LOC Z	

LOC Y	LOC Y	
LOC Z	LOC Z	
	RNP Z	
	RNP Y	

Foreign/Local Separation

Nuuk currently operates an 8 OPS per hour rule, which will soon be increased to 15.

Departures on the same SID are separated with a minimum of 3 minutes separation.

Nuuk APP

> A reminder that to log on as Nuuk AFIS (BGGH_APP), you must hold an S3 rating and have a T2 BGGL/EKVG AFIS endorsement.

Approach Procedures

BIRD or NUUK will hand over the aircraft to BGGH_APP when passing FL200 (Sometimes higher)

There are no STARs in BGGH. There are instrument approach procedures – the **ILS Z** shall be used for CAT A & B aircraft, and the **ILS Y** for CAT C & D aircraft.

Procedures are listed below:

Runway 04	Runway 22	Runway unspecified
ILS Z	ILS Z	RNP A
ILS Y	ILS Y	RNP B
ILS X	ILS X	RNP C
LOC Z	LOC Z	
LOC Y	LOC Y	
LOC Z	LOC Z	
	RNP Z	

	RNP Y	

There are no STARs into BGGH. There are instrument approach procedures – the **ILS Z** shall be used for CAT A & B aircraft, and the **ILS Y** for CAT C & D aircraft.

In the absence of radar and ATC, aircraft should be suggested to follow procedural separation methods (e.g., only 1 aircraft on final approach at a time.)

Foreign/Local Separation

Nuuk currently operates an 8 OPS per hour rule, which will soon be increased to 15.

Departures on the same SID are separated with a minimum of 3 minutes.

Departues

AFIS will instruct aircraft to contact APP when passing 2000ft or when workload permits.

As approach, you will instruct the pilot to report when reaching FL180, then hand over to BIRD or NUUK.

Preferred Practices

Local traffic preferences are as follows (these may be communicated to the pilots as "suggested" or "preferred" procedures, actions, etc.):

- Jets are advised to use holdings NUNBA or ERALA, to avoid wake turbulence and speed issues with
  other traffic.
- All other holdings are suggested at ABANO or GETDA, except missed approaches for CAT A & B aircraft initially climbing or taking up holding in CALRI before commencing new approach.
- After a missed approach, for extended holding, climb above the FIZ (8000 ft).
- For turboprops, **RWY22** will be favoured for landing up to a tailwind component of 10 kts due to most traffic arriving from the north.
  - Aircraft are not forced to accept a tailwind component landing, and may request otherwise. AFIS should endeavour to approve such requests, but may deny requests based on departing & arriving traffic flow, and pilots should expect delays.

- No takeoffs in the opposite direction of inbound traffic once landing traffic has passed IAF inbound.