Greenlandic AFIS Aerodromes (BG**) except BGGH

> **NOTE:** All Greenlandic AFIS aerodromes require a **T2 BIRD AFIS** endorsement.

> **Update:** With the expansion of Nuuk airport (BGGH), its procedures have been moved to a separate page: Nuuk AFIS

General Reminders

- The transition altitude in Greenland **varies between aerodromes.**
- For Greenlandic aerodromes, clearance shall first be obtained from Iceland Radio (BICC_1_FSS.) If Iceland Radio is not online, then:
  - For aerodromes underlying the **North** sector or **Gander (CZQO) OCA**:
    - Aircraft should be instructed to depart at their own discretion.
  - For aerodromes underlying the **West** sector:
    - Request clearance from the lowest BIRD West sector online (usually BIRD_W1_CTR), or the lowest South sector if no West sectors are online.

BGJN | Ilulissat

- **AFIS:** Ilulissat AFIS (BGJN_I_TWR | 119.100)
- **FIZ:** GND – 6000ft
- **Transition Alt:** 6000ft

- **Clearance From:** Radio 1 (BICC_1_FSS), or lowest West sector, or lowest South sector
- **Runways:** 07 / 25
- **Published Approaches:**
  - *RWY 07:* NDB/DME, NDB, NDB H
  - *RWY 25:* NDB, NDB/DME

BGKK | Kulusuk

- **AFIS:** Kulusuk AFIS (BGKK_I_TWR | 118.100)
- **FIZ:** GND – 5000ft
- **Transition Alt:** 7000ft
- **Clearance From:** Radio 1 (BICC_1_FSS), or lowest West sector, or lowest South sector
- **Runways:** 11 / 29
- **Published Approaches:**
  - *RWY 11:* RNAV, NDB
  - *RWY unspecified:* RNAV Circle to land

BGMQ | Maniitsoq

- **AFIS:** Maniitsoq AFIS (BGMQ_I_TWR | 118.500)
- **FIZ:** GND – 5000ft
- **Transition Alt:** 9000ft
- **Clearance From:** Radio 1 (BICC_1_FSS), or Gander Radio (CZQO_FSS), or NAT bandbox (NAT_FSS)
- **Runways:** 16 / 34
- **Published Approaches:** NDB/DME for RWY 34

BGBW (Narsarsuaq)

- **AFIS:** Narsarsuaq 119.100
- **FIZ:** GND – FL100
- **Transition Alt:** 9000ft

- **Clearance From:** Radio 1 (BICC_1_FSS), or Gander Radio (CZQO_FSS), or NAT bandbox (NAT_FSS)
- **Runways:** 06 / 24
- **Published Approaches:** RNAV Z/Y for RWY 6 RNAV, NDB/DME, NDB Circle to land

BGCO (Constable Pynt)

- **AFIS:** Constable Pynt AFIS (BGCO_I_TWR | 118.100)
- **FIZ:** GND – FL70
- **Transition Alt:** 6000ft
- **Clearance From:** Radio 1 (BICC_1_FSS)
- **Runways:** 18 / 36
- **Traffic Circuit:** Right-hand for RWY 36
- **Published Approaches:** NDB A/B Circle to land

BGPT (Paamiut)

- **AFIS:** Paamiut (BGPT_I_TWR | 118.100)
- **FIZ:** GND – 6000ft
- **Transition Alt:** 6000ft
- **Clearance From:** Radio 1 (BICC_1_FSS)
- **Runways:** 17 / 35
- **Published Approaches:**
  - *RWY 17:* RNAV
  - *RWY unspecified:* RNAV Circle to land

BGQQ (Qaanaaq)

- **AFIS:** Qaanaaq AFIS (BGQQ_I_TWR | 118.100)
- **FIZ:** GND – FL70
- **Transition Alt:** 6500ft
- **Clearance From:** Radio 1 (BICC_1_FSS)
- **Runways:** 17 / 35

- **Published Approaches:**
  - *RWY 35:* RNAV, NDB, NDB/DME, RWY 35
  - *RWY unspecified:* RNAV A/B Circle to land

BGSS (Sisimiut)

- **AFIS:** Sisimiut AFIS (BGSS_I_TWR | 118.100)
- **FIZ:** GND – 6500ft
- **Transition Alt:** 8000ft
- **Clearance From:** Radio 1 (BICC_1_FSS), or lowest West sector, or lowest South sector
- **Runways:** 13 / 31
- **Published Approaches:**
  - *RWY 13:* RNP Z/Y, NDB A/B, RNP A/B

BGUK (Upernavik)

- **AFIS:** Upernavik AFIS (BGUK_I_TWR | 118.100)
- **FIZ:** GND – 6000ft
- **Transition Alt:** 6000ft
- **Clearance From:** Radio 1 (BICC_1_FSS)
- **Runways:** 05 / 23
- **Published Approaches:**
  - *RWY 23:* RNAV, NDB/DME
  - *RWY unspecified:* RNAV Circle to land

BGUQ (Qaarsut)

- **AFIS:** Qaarsut AFIS (BGUQ_I_TWR | 119.500)
- **FIZ:** GND – 10,000ft
- **Transition Alt:** 10,000ft
- **Clearance From:** Radio 1 (BICC_1_FSS)
- **Runways:** 15 / 33
- **Published Approaches:** RNAV (A/B) or NDB (A/B/C) Circle to land

BGAA (Aasiaat)

- **AFIS:** Aasiaat (BGAA_I_TWR | 118.500)
- **FIZ:** GND – 5000ft
- **Transition Alt:** 6000ft
- **Clearance From:** Radio 1 (BICC_1_FSS), or lowest West sector, or lowest South sector
- **Runways:** 11 / 29
- **Published Approaches:**
  - *RWY 11:* RNP
  - *RWY 29:* RNP, NDB

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