

Minor AFIS Aerodromes

Information for minor Icelandic and Greenlandic AFIS aerodromes.

- [Icelandic AFIS Aerodromes \(BI**\)](#)
- [Greenlandic AFIS Aerodromes \(BG**\) except BGGH](#)

Icelandic AFIS

Aerodromes (BI**)

As of 20th March 2024, all departing aircraft from a aifs airfield will receive a standard clearance but you are still required to receive the clearance from BIRD.

NOTE: All Icelandic AFIS aerodromes require a **Tier 2** endorsement.

General Reminders

- The transition altitude for Iceland is **7000ft**.
- IFR and oceanic clearance shall be obtained from the **lowest BIRD South sector** (usually BIRD_S1_CTR.)
- **Only some aerodromes have ATZs.** For all others, the AFIS unit is responsible for aircraft "in the vicinity of" the aerodrome (i.e., within, joining, or leaving the traffic circuit.)

BIBD | Bildudalur

Only VFR permitted.

- **AFIS:** Bildudalur Information (BIBD_I_TWR | 119.100)
- **Runways:** 04 / 22
- **Published Approaches:** RNP A / Cloud break via SB NDB

BIEG | Egilsstadir

- **AFIS:** Egilsstadir Information (BIEG_I_TWR | 118.800)
- **ATZ:** GND — 3000ft
- **Runways:** 03 / 21
- **Traffic Circuit:** Right-hand for RWY 21
- **Approach Types:**
 - *RWY 03:* ILS, LOC, RNP, NDB
 - *RWY 21:* RNP, NDB

BIGJ | Gjögur

- **AFIS:** Gjögur Information (BIGJ_I_TWR | 118.600)
- **ATZ:** None
- **Runways:** 04 / 22
- **Published Approaches:** RNP A, NDB A

BIGR | Grimsey

- **AFIS:** Grimsey Information (BIGR_I_TWR | 118.100)
- **Runways:** 04 / 22
- **Published Approaches:** RNP for RWY 35

BIHU | Husavik

- **AFIS:** Husavik Information (BIHU_I_TWR | 119.200)
- **Runways:** 02 / 20
- **Published Approaches:** RNP, NDB for RWY 02

BIHN | Hornafjordur

- **AFIS:** Hornafjordur Information (BIHN_I_TWR | 119.100)
- **Runways:** 18 / 31
- **Traffic Circuit:** Right-hand for RWY 18

- **Published Approaches:**

- *RWY 18*: RNP
- *RWY 36*: RNP, NDB

BIIS | Isafjordur

Only VFR permitted.

- **AFIS:** Isafjordur Information (BIIS_I_TWR | 118.800)
- **Runways:** 08 / 26
- **Published Approaches:** RNP (C/D), NDB C
 - Aircraft may be cleared on the published approaches to descend out of controlled airspace. Once VFR, they should report their cancellation of IFR to Isafjordur Information.

BIKR (Saudarkrokur)

- **AFIS:** Saudarkrokur Information (BIKR_I_TWR | 119.100)
- **Runways:** 18 / 36
- **Published Approaches:** RNP for RWY 36

BIVM (Vestmannaeyjar)

- **AFIS:** Vestmannaeyjar Information (BIVM_I_TWR | 118.500)
- **ATZ:** GND - 3000ft
- **Runways:** 03 / 21, 12 / 30
- **Traffic Circuit:** Right-hand for RWYs 12 & 21
- **Approach Types:**
 - *RWY 03*: RN
 - *RWY 21*: RNP, NDB
 - *RWY 30*: NDB RWY 30
 - Cloud break via VM NDB

BIVO (Vopnafjordur)

- **AFIS:** Vopnafjordur Information (BIVO_I_TWR | 118.100) FF
- **Runways:** 04 / 22
- **Published Approaches:** RNP RWY 04

BITN (Thorshofn)

- **AFIS:** Thorshofn Information (BITN_I_TWR | 118.100)
- **Runways:** 01 / 19
- **Published Approaches:**
 - *RWY 01:* RNP
 - *RWY 19:* RNP, NDB

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