

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 Iceland Radio (if online), or the lowest BIRD West sector, then relayed to the pilot by Nuuk AFIS.

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.

Compulsory Reporting Points

All traffic are required to report the following:

- 40 NM from BGGH
- Entering or leaving any holding pattern regardless of altitude
- 25 NM from BGGH
- Passing the IAF and FAF
- Before leaving stand on apron
- Before starting departure from the threshold

Ground

Nuuk AFIS is authorized 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 <i>(ranked by priority)</i>	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
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For pushback, Code D & E aircraft shall be pushed back to taxiway C for engine start, or holding point A if unable due tailwind. With tailwind on taxiway A, aircraft may be towed to the RWY 04 threshold for startup.

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

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 Landing Separation

Due to local restrictions on landing slots, there must be **15 minutes of separation** between foreign and local arrivals. To ensure this, AFIS shall communicate to any local arrival after a foreign arrival: "*Next legal landing time ****z.*" The aircraft shall then adjust speed or enter holding as required.

- This restriction does not apply to departures, and also does not apply between foreign & foreign arrivals, or local & local arrivals.

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).
- Only one instrument approach procedure in use at a time. I.e., Aircraft should follow the flow of whatever instrument approach other pilots are using/what the AFIS unit suggests.
 - If the aircraft wishes to use a different approach, they should be advised to wait for preceding traffic to land before choosing another IAP.
- For turboprops, **RWY22** will be favored 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 endeavor to approve such requests, but may deny requests based on departing & arriving traffic flow, and pilots should expect delays.
- No takeoffs in opposite direction of inbound traffic once landing traffic has passed IAF inbound.

Revision #9

Created 15 June 2025 18:01:40 by Jonathan Fong (1308253)

Updated 4 October 2025 14:11:37 by Jonathan Fong (1308253)