

Nuuk APP

A reminder that to log on as Nuuk AFIS (BGGH_APP), you must have a T2 BIRD 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	

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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.
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