1. Location Indicator/Name: BGGH - Nuuk

2. Geographical and Administrative Data

1.	ARP PSN and site:	64 11 27.32N 051 40 41.03W On TWY B
2.	Distance and direction from city:	2 NM NE of Nuuk
3.	ELEV: REF temperature:	277 FT -
4.	MAG VAR: Annual change:	24° W (NOV 2024) Decreasing 23'
5.	AD ADM:	Greenland Airports A/S
	AD address:	Nuuk Airport P.O. Box 7129 DK-3905 Nuussuaq Greenland TEL ARO: +299 38 21 00 E-mail ARO: arobggh@airports.gl TEL ATS: +299 38 84 17 E-mail ATS:: bggh@airports.gl
6.	Types of traffic permitted:	IFR/VFR
7.	Remarks:	NIL

3. Operational Hours

1.	AD:	MON-SUN 0800-2300 (0700-2200)* UTC ( )* from last Sunday in March until last Saturday incl. in October.
2.	Customs and Immigration:	PN 4 HR before commencement of flight
3.	Health and Sanitation:	NIL
4.	AIS Briefing Office:	H24
5.	ATS Reporting Office (ARO):	As AD
6.	MET Briefing Office:	H24
7.	ATS:	As AD
8.	Fuelling:	As AD
9.	Handling:	As AD
10.	Security:	As AD
11.	De-icing:	Yes
12.	Remarks:	NIL

4. Handling Service and Facilities

1.	Cargo-handling facilities:	Yes
2.	Fuel and oil types:	Fuel: Jet A1, 100LL
3.	Fuelling facilities and capacity:	Jet A1: Big Truck:1200 L/MIN Small Truck: 300 L/MIN 100LL: 100 L/MIN
4.	De-icing facilities:	Yes
5.	Hangar space for visiting aircraft:	No
6.	Repair facilities for visiting aircraft:	No
7.	Remarks:	Handling and de-icing service is provided by Air Greenland tel: +299 34 34 52 or gohtl@airgreenland.gl.

5. Passenger Facilities

1.	Hotels:	In city
2.	Restaurants:	In city
3.	Transportation:	Taxi and bus
4.	Medical facilities:	Hospital in city
5.	Bank and Post Office:	In city
6.	Tourist Office:	In city
7.	Remarks:	NIL

1. Stedindikator/navn: BGGH - Nuuk

2. Geografiske og administrative data

1.	ARP PSN og beliggenhed:	64 11 27.32N 051 40 41.03W På TWY B
2.	Afstand og retning fra byen:	2 NM NE for Nuuk
3.	ELEV: REF temperatur:	277 FT -
4.	MAG VAR: Årlig ændring:	24° W (NOV 2024) Aftagende 23'
5.	AD ADM:	Greenland Airports A/S
	AD adresse:	Nuuk Lufthavn Postboks 7129 3905 Nuussuaq TEL ARO: 38 21 00 E-post ARO: arobggh@airports.gl TEL ATS: 38 84 17 E-post ATS: bggh@airports.gl
6.	Tilladte trafiktyper:	IFR/VFR
7.	Bemærkninger:	NIL

3. Tjenestetid

1.	AD:	MON-SUN 0800-2300 (0700-2200)* UTC ( )* fra sidste søndag i marts til sidste lørdag inkl. i oktober.
2.	Told- og indrejsekontrol:	PN 4 HR før flyvning foretages
3.	Sanitærkontrol:	NIL
4.	AIS briefingkontor:	H24
5.	Meldekontor (ARO):	Som AD
6.	MET briefingkontor:	H24
7.	Lufttrafiktjeneste:	Som AD
8.	Tankning:	Som AD
9.	Serviceydelser:	Som AD
10.	Sikkerhedskontrol:	Som AD
11.	Afisning:	Ja
12.	Bemærkninger:	NIL

4. Serviceydelser og faciliteter

1.	Laste- og lossehjælpemidler:	Ja
2.	Brændstof- og olietyper:	Brændstof: Jet A1, 100 LL
3.	Tankningshjælpemilder og kapacitet:	Jet A1: Stor refueler: 1200 L/MIN Lille refueler: 300 L/MIN 100LL: 100 L/MIN
4.	Af-isningsfaciliteter:	Ja
5.	Hangarplads til fremmede luftfartøjer:	Nej
6.	Reparationsmuligheder for fremmede luftfartøjer:	Nej
7.	Bemærkninger:	Handling og de-icing service leveres af Air Greenland tel: 34 34 52 eller gohtl@airgreenland.gl.

5. Passagerfaciliteter

1.	Hoteller:	I byen
2.	Restauranter:	I byen
3.	Transportmuligheder:	Taxa og bus
4.	Lægehjælp:	Hospital i byen
5.	Bank og Postkontor:	I byen
6.	Turistkontor:	I byen
7.	Bemærkninger:	NIL

6. Rescue and Fire Fighting Service

1.	AD category for firefighting:	CAT 5 4 HR PN CAT 8, except scheduled traffic. Outside hours of service PPR MNM 9 HR.
2.	Rescue equipment:	-
3.	Capability for removal of disabled aircraft:	-
4.	Remarks:	Sea rescue CAT 8

7. Seasonal Availability - Clearing

1.	Type of clearing equipment:	Runway sweepers, snowploughs, front-loader and truck-mounted chemical distributor Chemicals: KFOR, NAFO and SAND
2.	Clearance priorities:	1. Runway and Apron B 2. Taxiway C and Apron A 3. Taxiway A 4. Other areas including safety zones
3.	Remarks:	All seasons. See also Snow Plan in AD 1.2

8. Aprons, Taxiways and Check Locations Data

1.	Apron surface and strength:	Apron A: Asphalt PCN 67 F/A/W/T Apron B: Asphalt PCN 67 F/A/Y/T Apron C: Asphalt PCN 67 F/A/W/T
2.	Taxiway width, surface and strength:	TWY A, 27 M, asphalt, PCN 67 F/A/W/T TWY B, 23 M, asphalt, PCN 67 F/A/W/T TWY C, 23 M, asphalt, PCN 67 F/A/W/T
3.	ACL and ELEV:	On apron, 261 FT
4.	VOR checkpoint: INS checkpoint:	- -
5.	Remarks:	Apron A: 8 aircraft stands. Apron B: 3 aircraft stands. Apron C: 3 aircraft stands. Special local regulations applies for the use of taxiways, as stated in AD 2.20.

9. Surface Movement Guidance and Control System and Markings

1.	Aircraft stand ID signs, Taxi guide lines, Visual docking / parking guidance system:	Aircraft ID signs, aircraft stand guide lines, signboards and marshalling service.
2.	RWY and TWY markings:	RWY: THR, TDZ, RWY Designator, aiming points, centre line and edge. TWY: TWY A, B and C: Centre line, side stripes, holding position, marking of shoulder areas, centre line lights. TWY A and TWY B equipped with runway guard lights.
3.	Stop bars:	-
4.	Remarks:	NIL

6. Brand- og redningstjeneste

1.	AD kategori for brandtjeneste:	CAT 5 4 HR PN CAT 8, undtagen rutetrafik. Udenfor tjenestetid PPR MNM 9 HR.
2.	Redningsudstyr:	-
3.	Mulighed for fjernelse af ødelagt luftfartøj:	-
4.	Bemærkninger:	Søredning CAT 8

7. Sæsonmæssig anvendelighed - Rydning

1.	Type af rydningsudstyr:	Runway sweepers, sneplove, gummiged og lastbilmonteret kemikaliespreder Kemikalier: KFOR, NAFO og SAND
2.	Rydningsprioriteter:	1. Bane og Forplads B 2. Rullevej C og Forplads A 3. Rullevej A 4. Andre områder herunder sikkerhedszoner
3.	Bemærkninger:	Hele året. Se også sneplan i AD 1.2

8. Forpladser, rulleveje og checkpunkt data

1.	Forpladsers overflade og styrke:	Apron A: Asfalt PCN 67 F/A/W/T Apron B: Asfalt PCN 67 F/A/Y/T Apron C: Asfalt PCN 67 F/A/W/T
2.	Rullevejes bredde, overflade og styrke:	TWY A, 27 M, asfalt, PCN 67 F/A/W/T TWY B, 23 M, asfalt, PCN 67 F/A/W/T TWY C, 23 M, asfalt, PCN 67 F/A/W/T
3.	ACL og ELEV:	På forplads, 261 FT
4.	VOR checkpunkt: INS checkpunkt:	- -
5.	Bemærkninger:	Apron A: 8 standpladser. Apron B: 3 standpladser. Apron C: 3 standpladser. Særlige lokale regler er gældende for brug af rulleveje, som angivet i AD 2.20.

9. Manøvreområders styre- og kontrolsystemer og afmærkning

1.	Luftfartøj standplads ID-skilte, ledelinjer for rulning, visuelt parkeringsledesystem:	Luftfartøj standplads ID-skilte, ledelinjer for rulning, visuelt parkeringsledesystem og marshaller-tjeneste.
2.	RWY og TWY afmærkning:	RWY: THR, TDZ, banebetegnelse, sigtepunkter, centerlinie og kant. TWY: TWY A, B OG C: Centerlinie, sidestriber, venteposition, markering af skulderområde, centerlinielys. TWY A og TWY B er udstyret med banebeskyttelseslys.
3.	Stopbarrer:	-
4.	Bemærkninger:	NIL

10. Aerodrome Obstacles/Lufthavnshindringer

Obstacles penetrating obstacle limiting surfaces

OBST ID / Designation	OBST type	OBST position	ELEV (FT)	HGT AGL (FT)	Markings / Type, Colour	Remarks
NIL						

Obstacles penetrating take-off flight path area obstacle identification surface

OBST ID / Designation	OBST type	OBST position	ELEV (FT)	HGT AGL (FT)	Markings / Type, Colour	Remarks
NIL						

Obstacles assessed as being hazardous to air navigation

OBST ID / Designation	OBST type	OBST position	ELEV (FT)	HGT AGL (FT)	Markings / Type, Colour	Remarks
Akia	Mast	64 23 45N 052 02 44W	541	525	LIH FLG W	-

Remarks/Bemærkninger: All OBST at or near the AD are marked with red OBST LGT/Alle OBST ved eller nær flyvepladsen er markeret med røde hindringslys.

11. Meteorological Information Provided

1.	Associated MET Office:	Danish Meteorological Institute (DMI)/ Arctic Weather and Ice service (AVI)
2.	Hours of service: Outside Hours:	HO -
3.	Office responsible for TAF preparation: Periods of validity:	Danish Meteorological Institute (DMI)/ Arctic Weather and Ice service (AVI) 24 HR
4.	Type of landing forecast: Interval of issuance:	NIL -
5.	Briefing/consultation provided:	TEL +299 36 40 94
6.	Flight documentation: Language(s) used:	Plain language, charts AVBL DA, EN
7.	Charts and other information available:	Surface Analysis (Current chart) Prognosis Upper Air Chart SIGWX Chart
8.	Supplementary equipment available:	NIL
9.	ATS unit provided with information:	Nuuk AFIS
10.	Additional information:	NIL

11. Tilgængelige meteorologiske oplysninger

1.	Tilknyttet MET kontor:	Danmarks Meteorologiske Institut (DMI)/ Arktisk Vejr - og Istjeneste (AVI)
2.	Tjenestetid: Udenfor tjenestetid:	HO -
3.	MET kontor ansvarlig for udfærdigelse af TAF: Gyldighedsperioder:	Danish Meteorological Institute (DMI)/ Arctic Weather and Ice service (AVI) 24 HR
4.	Type af landingsudsigter: Udstedelsesintervaller:	NIL -
5.	Ydelse af briefing/ konsultation:	TEL 36 40 94
6.	Flyvedokumentation: Anvendt sprog:	Klart sprog, kort til rådighed DA, EN
7.	Kort og anden information til rådighed:	Overflade analyser (aktuelt kort) Prognose højdekort SIGWX kort
8.	Supplerende udstyr til rådighed:	NIL
9.	Lufttrafiktjenesteenhed forsynet med information:	Nuuk AFIS
10.	Yderligere information :	NIL

12. Runway Physical Characteristics/Baners fysiske data

RWY	Direction	RWY dimensions	Strength (PCN) surface of RWY and SWY (SFC friction calibration NR)	THR PSN	THR ELEV/ Highest ELEV of TDZ of precision APCH RWY
04	017.67° GEO 041.67° MAG	2200x45 M	PCN 63 F/A/W/T Asphalt	64 10 53.18N 051 41 10.44W	245/254 FT
22	197.67° GEO 221.67° MAG	2200x45 M	PCN 63 F/A/W/T Asphalt	64 12 00.89N 051 40 20.94W	259/268 FT

RWY	RWY-SWY slope	SWY dimensions	CWY dimensions	Strip dimensions	RESA dimensions	Obstacle-free zone
04	0.2%	-	60x150 M	2320 x 150M	90 x 90 M	-
22	-0.2%	-	60x150 M	2320 x 150M	90 x 90 M	-

Remarks/Bemærkninger: THR ELEV vertical reference used is GR96 (conversion to EGM-96 gives minus 1,7 FT difference).
RWY 04/22 180 DEG turns prohibited for ACFT larger than DHC8-Q200. Turnpads must be used. During turn, all wheels should remain in motion/
RWY 04/22 180 DEG drej er forbudt for ACFT større end DHC8-Q200. Vendepladser skal anvendes. Under drej skal alle hjul forblive i bevægelse.
Runway Classification/Bane klassifikation

RWY NR	RUNWAY CODE	TYPE
04	4E	PA I
22	4E	PA I

13. Declared Distances/Operative banelængder

RWY	TORA	TODA	ASDA	LDA
04	2200 M	2260 M	2200 M	2200 M
22	2200 M	2260 M	2200 M	2200 M

Remarks/Bemærkninger: Turn pads for RWY 04 and 22/Vendepladser for RWY 04 og 22.

14. Approach and Runway Lighting/Landings- og banebelysning

RWY	APCH LGT: Type Length Intensity	THR LGT: Colour WBAR	PAPI: Angle MEHT	TDZ LGT: Length	RWY centre line LGT: Length Spacing Colour Intensity	RWY edge LGT: Length Spacing Colour Intensity	RWY end LGT: Colour WBAR	SWY LGT: Length Colour
04	420 M White LIH	Green	3.2°	-	2200 M 30 M White LIH	2200 M 60 M White LIH	Red	-
22	420 M White LIH	Green	3.2°	-	2200 M 30 M White LIH	2200 M 60 M White LIH	Red	-

Remarks/Bemærkninger: Turn pads at RWY 04 and 22 marked with green LGT/Vendepladser ved RWY 04 og 22 markeret med grønt lys.

15. Other Lighting and Secondary Power Supply

1.	ABN/IBN location, characteristics and hours of operation:	See ENR 4.5
2.	LDI location and LGT: Anemometer location and LGT:	See ADC See ADC
3.	TWY edge and centre line LGT:	Blue edge LIL, Runway Guard Light, Centre line lights on TWY A, TWY B and TWY C.
4.	Secondary power supply/ switch-over time:	Switch-over time MAX 15 SEC
5.	Remarks:	NIL

15. Anden belysning og nødstrømsforsyning

1.	ABN/IBN beliggenhed, karakter og tjenestetid:	Se ENR 4.5
2.	LDI beliggenhed og lys: Anemometer beliggenhed og lys:	Se ADC Se ADC
3.	TWY kant og center linie lys:	Blå kant LIL, banebeskyttelseslys, Center linie lys på TWY A, TWY B og TWY C.
4.	Reservestrømforsyning/ omkoblingstid:	Omkoblingstid MAX 15 SEC
5.	Bemærkninger:	NIL

16. Helicopter Landing Area

As airport

16. Helikopter landingsområde

Som lufthavnen

17. ATS Airspace

1.	Designation and lateral limits:	NUUK FIZ A circle 20 NM radius centered at 64 11 27.32N 051 40 41.03W (ARP)
2.	Vertical limits:	2500 FT MSL/GND
3.	Airspace classification:	G
4.	ATS unit call sign:	NUUK AFIS
	Language(s):	DA, EN
5.	Transition altitude:	10500 FT
6.	Remarks:	FIZ is designated as radio mandatory zone (RMZ) REF ENR 1.4.

17. Lufttrafiktjeneste luftrum

1.	Betegnelse og laterale grænser:	NUUK FIZ En cirkel 20 NM radius med centrum 64 11 27.32N 051 40 41.03W (ARP)
2.	Vertikale grænser:	2500 FT MSL/GND
3.	Luftrumsklassifikation:	G
4.	Lufttrafiktjenesteenhed kaldesignal:	NUUK AFIS
	Sprog:	DA, EN
5.	Gennemgangshøjde:	10500 FT
6.	Bemærkninger:	FIZ er også betegnet som obligatorisk radiozone (RMZ) REF ENR 1.4.

18. ATS Communication Facilities/Lufttrafiktjeneste kommunikationsfaciliteter

Service	CS	FREQ	HR	Remarks
APP	NUUK APPROACH	121.300 MHZ	MON-SUN 0800-2300 (0700-2200)* UTC ( )* from last Sunday in March until last Saturday incl. in October.	Language: EN
AFIS	NUUK AFIS	119.100 MHZ	As AD	Located at 64 11 30N 051 40 28W Limited VHF-coverage below MSA in sector SE
ATIS	NUUK AIRPORT INFORMATION	123.000 MHZ	HO	DOC: FL 200/60 NM Language: EN Limited coverage below mountain ridges in eastern sector.

19. Radio Navigation and Landing Aids/Radio navigations- og landingshjælpemidler

FAC ILS CAT VAR	ID	FREQ CH	HR	PSN	DME ELEV	Remarks
L	GH	314 KHZ	H24	64 10 46.66N 051 44 58.58W		Coverage 20 NM
LOC 04	NUK	111.300 MHZ	H24	64 12 05.51N 051 40 17.56W		LOC course 017.67° GEO LOC not to be used outside 10° on east side of the approach course.
DME 04	NUK	CH 50x	H24	64 11 02.50N 051 41 13.79W	246 FT	DME not to be used outside 10° on east side of the approach course. Collocated with GP 04.
GP 04		332.300 MHz	H24	64 11 02.51N 051 41 12.95W		GP not to be used outside 4° west of LOC course.
LOC 22	INK	108.950 MHZ	H24	64 10 48.50N 051 41 13.79W		LOC course 197.67° GEO LOC not to be used outside 10° on east side of the approach course.
DME 22	INK	108.950 MHZ CH 26y	H24	64 11 51.62N 051 40 18.38W	261 FT	DME not to be used outside 10° on east side of the approach course. Collocated with GP 22. FREQ paired with LOC.
GP 22		329.150 MHz	H24	64 11 51.62N 051 40 18.38W		

20. Local aerodrome regulations

1. Traffic Circuit

1.1 Right hand traffic circuit to RWY 22.

2. Right turn

2.1 With reference to the general rules of the air in the vicinity of an aerodrome, aircraft may, subject to the Local aerodrome regulations specified in AIP Greenland, AD 2 section, item 20, pt. 1, execute right turns when approaching for landing and after taking off, if it does not endanger other air traffic and provided that the pilot reports his/her intentions to the AFIS-unit before a right turn is initiated or, when departing, before take-off.

3. Use of TWY B and C

3.1 Use of TWY B and C is limited to aircraft with a wingspan of 36 meters or less. Towing possibilities for aircraft with a larger wingspan.

3.2 Aircraft type DH8D (Dash 8-Q400) maximum taxi speed 10 knots on TWY B, TWY C and Apron A.

20. Lokale flyvepladsforskrifter

1. Trafikrunde

1.1 Højre trafikrunde til bane 22.

2. Højredrej

2.1 Med henvisning til de generelle lufttrafikregler for manøvrering på og i nærheden af en flyveplads, kan luftfartøjer, med forbehold for de Lokale flyvepladsforskrifter specificeret i AIP Grønland, AD 2 kapitel 20, pkt.1, udføre højredrej ved indflyvning til landing og efter start, hvis det ikke bringer anden lufttrafik i fare, og forudsat at piloten rapporterer sine hensigter til AFIS-enheden inden et højredrej påbegyndes, eller ved afgang før start.

3. Brug af TWY B og C

3.1 Brug af TWY B og C er begrænset til luftfartøjer med et vingefang på 36 meter eller under. Mulighed for bugsering af luftfartøjer med større vingefang.

3.2 Flytypen DH8D (Dash 8-Q400) må maksimalt køre med en hastighed på 10 knob på TWY B, TWY C og Apron A.

4. Regulation of traffic. Provisions

4.1 The provisions detailed concern measures to ensure that the traffic flow does not exceed the capacity of the airport facilities as laid down by Greenland Airports.
Link to capacity information: www.airportcoordination.com

4.2 Programmes for all scheduled route and charter operations shall be forwarded to Airport Coordination Denmark A/S (ACD), who has been appointed to perform the slot coordination at Nuuk International Airport.

Data has to be sent in IATA formats as SCR or for General and Business Aviation as GCR and in turnaround format (Linked).

The programmes shall be forwarded according to deadlines stipulated in the IATA Scheduling Procedures Guide (SPG) - deadline normally in the middle of May for the following winterseason and in the middle of October for the following summerseason.

4.3 The following shall be approved by ACD:

a. Changes to seasonal programmes (cf. subsection 4.2).

b. Request for and changes to individual flights. Cancellation of an individual flight shall be notified. (Route, charter as well as other traffic inclusive).

Contact concerning the above shall be made to ACD within the office hours and, if possible, not later than the day before the flight is to be carried out.

Office hours:
MON-FRI within hours 0800-1400 (0700-1300).
(Office is closed SAT/SUN/HOL)

Address: ACD
Vilhelm Lauritsen Terminal
Vilhelm Lauritsens Alle 3
Copenhagen Airport West
DK-2770 Kastrup
E-mail: acd@airportcoordination.dk

Outside office hours of ACD, contact concerning the above shall be made to Greenland Airports.

TEL: +299 38 21 00
E-mail: arobggh@airports.gl
AFTN: BGGHZPZX

4.4 Exempted from the provisions given in subsection 4.3 are the following categories of traffic: HEAD, HOSP, HUM, MEDEVAC, SAR, STATE.

In special cases Greenland Airports may exempt other individual flights from the provisions in subsection 4.3.

4.5 Any request for approval of traffic shall contain the following information:

a. Owner/operator.

b. Type of aircraft and registration/call sign.

c. Arrival date and time, Departure date and time, Origin and Destination. Other details significant for the evaluation of the request shall be provided if so required.

5. Helicopter. Non-scheduled public air traffic

5.1 Non-scheduled public air traffic with helicopters is permitted only after prior approval by Greenland Airports.

5.2 Contact concerning the above shall be made directly to ARO, if possible, not later than the day before the flight is to be carried out.

TEL: +299 38 21 00
E-mail: arobggh@airports.gl
AFTN: BGGHZPZX

5.3 Any request for approval of traffic shall contain the following information:

a. Owner/Operator.

b. Type of helicopter and registration/call sign.

c. Arrival date and time, Departure date and time, Origin and Destination. Other details significant for the evaluation of the request shall be provided if so required.

6. School and training flights, and technical test flights

6.1 School and training flights, and technical test flights are permitted only after prior approval by Greenland Airports.

6.2 Contact concerning the above shall be made directly to ARO, if possible, not later than the day before the flight is to be carried out.

TEL: +299 38 21 00
E-mail: arobggh@airports.gl
AFTN: BGGHZPZX

6.3 An already approved school or training flight, or technical test flight may be cancelled during flight, if the runway conditions are deteriorating and continuous sweeping of the runway is necessary.

7. Parking of Aircraft

7.1 Parking of aircraft on all aprons limited to 72 hours.

21. Noise Abatement Provisions

NIL

4. Regulering af trafik. Bestemmelser

4.1 Bestemmelserne beskrevet omfatter foranstaltninger, der skal sikre, at trafikmængden ikke overstiger lufthavnsfaciliteternes kapacitet, som fastsat af Greenland Airports.
Link til kapacitetsinformation: www.airportcoordination.com

4.2 Programmer for alle planlagte rute- og charterflyvninger skal fremsendes til Airport Coordination Denmark A/S (ACD), som er udpeget til at udføre slotkoordinering i Nuuk International Airport.

Data skal sendes i IATA formater som SCR eller, for Generel- og Forretningsmæssig Lufttrafik, som GCR og i turnaround format (Linked).

Programmerne skal fremsendes i henhold til de frister, der er fastsat i IATA's Scheduling Procedures Guide (SPG) - fristen er normalt midt i maj for den efterfølgende vintersæson og midt i oktober for den efterfølgende sommersæson.

4.3 Følgende skal godkendes af ACD:

a. Ændringer i sæsonprogrammer (cf. afsnit 4.2).

b. Anmodninger om og ændringer til individuelle flyvninger. Aflysning af individuelle flyvninger skal meddeles. (Rute, Charter samt anden trafik inklusiv).

Meddelelse af ovenstående skal ske til ACD inden for åbningstiderne og, hvis muligt, senest dagen før flyvningen skal udføres.

Åbningstider:
MON-FRI mellem 0800-1400 (0700-1300)
(Lukket SAT/SUN/HOL)

Adresse: ACD
Vilhelm Lauritsen Terminal
Vilhelm Lauritsens Alle 3
Københavns Lufthavn Vest
2770 Kastrup
E-mail: acd@airportcoordination.dk

Udenfor ACD's åbningstid skal meddelelse af ovenstående ske til Greenland Airports.

TEL: +299 38 21 00
E-mail: arobggh@airports.gl
AFTN: BGGHZPZX

4.4 Undtaget fra bestemmelserne i afsnit 4.3 er følgende trafikkategorier: HEAD, HOSP, HUM, MEDEVAC, SAR, STATE.

I særlige tilfælde kan Greenland Airports undtage andre individuelle flyvninger fra bestemmelserne i afsnit 4.3.

4.5 Enhver anmodning om godkendelse af trafik skal indeholde følgende oplysninger:

a. Ejer/Operatør.

b. Flytype og registrering/callsign.

c. Ankomstdato og Ankomsttid, Afgangsdato og Afgangstid, Afgangssted og Bestemmelsessted. Andre oplysninger, der er væsentlige for vurderingen af anmodningen, skal gives, hvis det kræves.

5. Helikopter. Ikke-planlagt offentlig lufttrafik

5.1 Ikke planlagt offentlig lufttrafik med helikoptere er kun tilladt efter forudgående tilladelse af Greenland Airports.

5.2 Meddelelse vedrørende ovenstående skal ske direkte til ARO, hvis muligt, senest dagen før flyvningen skal udføres.

TEL: +299 38 21 00
E-mail: arobggh@airports.gl
AFTN: BGGHZPZX

5.3 Enhver anmodning om godkendelse af trafik skal indeholde følgende oplysninger:

a. Ejer/Operatør.

b. Flytype og registrering/callsign.

c. Ankomstdato og Ankomsttid, Afgangsdato og Afgangstid, Afgangssted og Bestemmelsessted. Andre oplysninger, der er væsentlige for vurderingen af anmodningen, skal gives, hvis det kræves.

6. Skole- og træningsflyvninger samt testflyvninger

6.1 Skole- og træningsflyvninger samt testflyvninger er kun tilladt efter forudgående tilladelse af Greenland Airports.

6.2 Meddelelse vedrørende ovenstående skal ske direkte til ARO, hvis muligt, senest dagen før flyvningen skal udføres.

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6.3 En allerede godkendt skole- eller træningsflyvning samt testflyvning kan blive aflyst under flyvningen, hvis baneforholdene forværres og kontinuerlig fejning af landingsbanen er nødvendig.

7. Parkering af luftfartøjer

7.1 Parkering af luftfartøjer på alle forpladser begrænset til 72 timer.

21. Støjbegrænsende bestemmelser

NIL

22. Flight Procedures

1. IFR departure

1.1 See SID charts.

23. Additional Information

1. Within opening hours of NUUK APP ADS-B is required for aircrafts which request to operate within NUUK CTA and TMA. For ADS-B requirements, see ENR 1.6. For Nuuk APP opening hours, see ENR 2.1.
2. Request for clearance for aircraft which depart from Nuuk AD in order to operate within Gander OCA/CTA should be forwarded not later than 45 minutes before expected time of departure to the Air Traffic Services Unit at Nuuk AD. It is recommended not to start engines until clearance is received.
3. Hanggliding and paragliding may take place. The Air Traffic Services unit will as far as possible inform aircraft of known flight with hanggliders and paragliders.
4. Two-way radio communication with AFIS is required prior to engine start-up, and AFIS frequency is to be monitored at all times when engines are running.

5. Turbulence Warning Indication system

5.1 Introduction

Nuuk Airport is equipped with a Turbulence Warning Indication system (TWI). The TWI-system is designed to warn pilots of the level of turbulence they might encounter during take-of and landing below 1500 FT above RWY elevation.

The TWI-system warnings are based on CFD-models (Computational Fluid Dynamics). The algorithm computes the predicted turbulence level from the actual airport wind. Warning trigger limits are being correlated and calibrated with pilot reports and accumulated Digital Flight Data.

For the TWI-system to work properly and to give the most accurate indication of turbulence warning levels, BGGH need ALL PILOTS OF FIXED WING AIRCRAFT OF ALL WEIGHT CATEGORIES to report the level of experienced turbulence to Nuuk AFIS as soon as practicable after landing or take-off regardless of intensity.

5.2 Area of interest

Area of interest is from RWY to 1500 FT. Other reports above 1500 FT can also be reported to Nuuk AFIS.

5.3 Operational effect

Nuuk AFIS will issue turbulence warnings as indicated by the system via ATIS-broadcast or VHF radio when turbulence level indication is Moderate or Severe. Pilots are required to correct these warnings, as well report "No" or "Light turbulence", as experienced.

The TWI-system warnings trigger no operational limitations; it is up to the flight crew to evaluate the information and decide accordingly.

No SIGMET or AIREP will be issued based on the TWI-system.

5.4 Designed for Fixed Wing Aircraft Weight Category Medium

The TWI-system is developed and calibrated for fixed wing aircraft in the lower segment of weight CAT Medium.

Operators of aircraft of other weight categories shall consider that the warnings issued are based on data from this type of aircraft. Lighter aircraft are expected to respond more strongly to the terrain induced turbulence, heavier aircraft are expected to respond slightly less.

5.5 Phraseology

For pilots:	**For NUUK AFIS:**
"No turbulence"	"Moderate turbulence indicated"
"Light turbulence"	"Severe turbulence indicated"
"Moderate turbulence"	
"Severe turbulence"	Upon request:
	"No or Light turbulence indicated"

5.6 Turbulence roses

Place reported wind conditions from AFIS or ATIS in the rose along the radial (indicated on the outside of the rose) for direction and with circles for wind velocity indicated from 0 to 60 KT.

Turbulence roses with TRUE/KT bearings can be requested by email to: bggh@airports.gl.

22. Flyveprocedurer

1. IFR-udflyvning

1.1 Se SID kort.

23. Yderligere information

1. Indenfor åbningstiden af Nuuk APP er der krav om ADS-B for luftfartøjer der ønsker at operere i Nuuk TMA og CTA. For krav til ADS-B se ENR 1.6. For åbningstid af NUUK APP, se ENR 2.1.
2. Anmodning om klarering for luftfartøjer, som efter start fra Nuuk AD skal operere inden for Gander OCA/CTA, bør fremsættes senest 45 minutter før forventet starttidspunkt til lufttrafiktjenesteenheden på Nuuk AD. Det anbefales at afvente modtagelse af klarering før opstart af motorer.
3. Flyvning med dragefly og glideskærm kan finde sted. Lufttrafiktjenesteenheden vil så vidt muligt informere luftfartøjer om kendte flyvninger med dragefly og glideskærm.
4. To-vejs radiokommunikation med AFIS skal være etableret før motorerne startes, og AFIS frekvensen skal altid aflyttes når motorerne kører.

5. Turbulence Warning Indication system

5.1 Introduktion

Nuuk Lufthavn er udstyret med et turbulens varslings system (Turbulence Warning Indication system (TWI)). TWI-systemet er designet til at advare piloter om det niveau af turbulens, som kan forventes under start og landing under 1500 FT over banens niveau.

TWI-system advarslerne er baseret på CFD-modeller (Computational Fluid Dynamics). Algoritmen beregner det forventede turbulensniveau ud fra den faktiske vind målt i lufthavnen. Grænser for advarsler korreleres og kalibreres med pilotrapporter og akkumulerede digitale flyvedata.

For at TWI-systemet kan fungere korrekt og give den mest nøjagtige indikation af turbulensvarslingsniveauer, har BGGH brug for, at ALLE PILOTER AF FASTVINGEDE LUFTFARTØJER UANSET VÆGTKATEGORI rapporterer niveauet af oplevet turbulens til Nuuk AFIS så hurtigt som praktisk muligt efter landing eller start uanset intensitet.

5.2 Område af interesse

Område af interesse er fra RWY til 1500 FT. Andre rapporter over 1500 FT kan også rapporteres til Nuuk AFIS.

5.3 Operationel betydning

Nuuk AFIS udsender turbulensadvarsler som angivet af systemet via ATIS-udsendelser eller VHF-radio, når turbulensniveauindikationen er "Moderat" eller "Kraftig". Piloter er forpligtede til at korrigere disse advarsler samt rapportere "No" eller "Light turbulence", som oplevet.

TWI-systemets advarsler udløser ingen operationelle begrænsninger – det er op til flyets besætning at anvende informationen efter egen vurdering.

Der udstedes ingen SIGMET eller AIREP baseret på TWI-systemet.

5.4 Designet til fastvingede fly vægtkategori Medium

TWI-systemet er udviklet og kalibreret for fastvingede fly i den lettere del af vægtkategori Medium.

Operatører af luftfartøjer i andre vægtkategorier skal vurdere, at de udstedte advarsler er baseret på data fra denne type af luftfartøjer. Lettere luftfartøjer forventes at respondere stærkere på terræninduceret turbulens, tungere luftfartøjer forventes at respondere lidt mindre.

5.5 Fraseologi

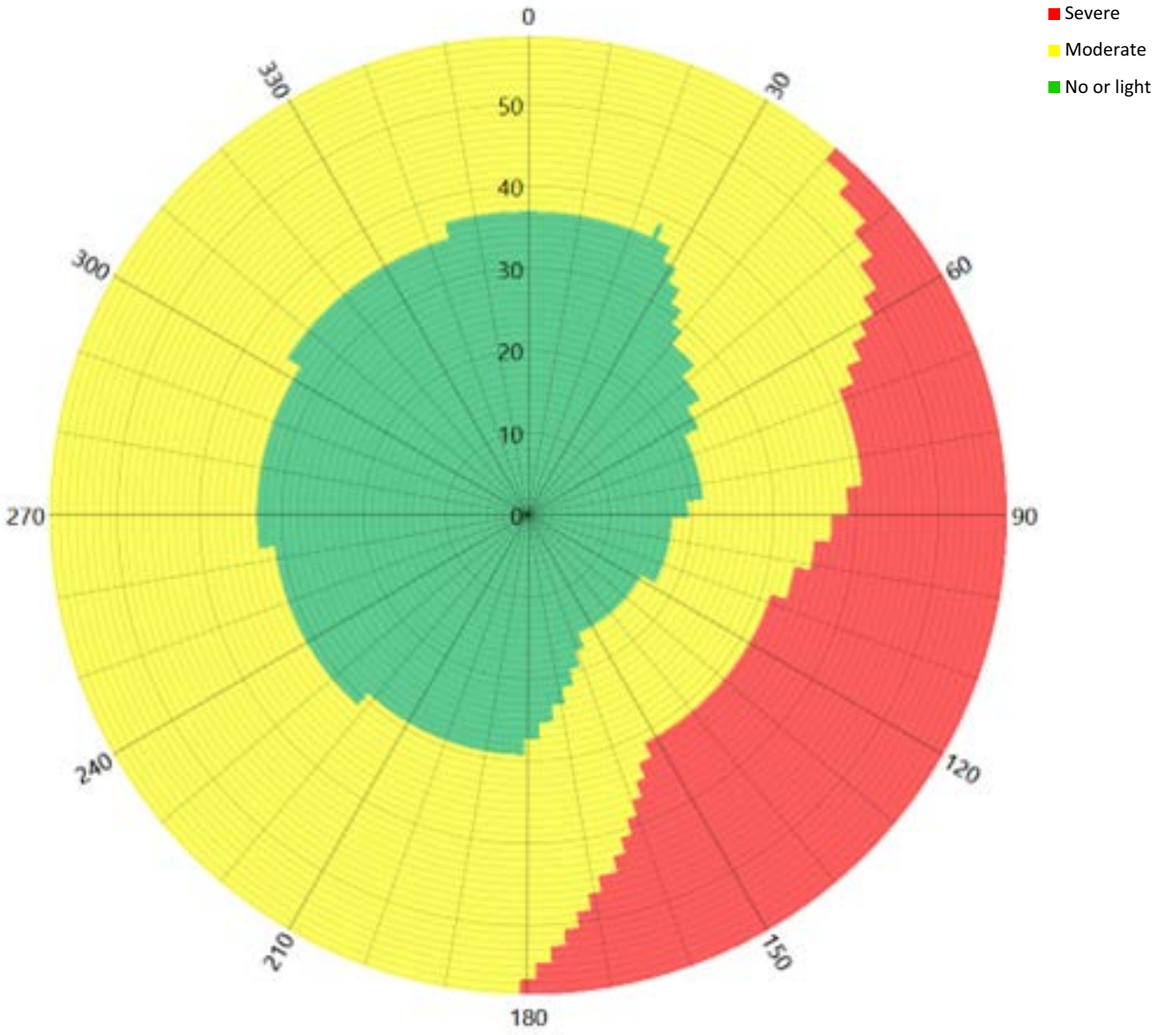
For piloter:	**For NUUK AFIS:**
"No turbulence"	"Moderate turbulence indicated"
"Light turbulence"	"Severe turbulence indicated"
"Moderate turbulence"	
"Severe turbulence"	På anmodning:
	"No or Light turbulence indicated"

5.6 Turbulensroser

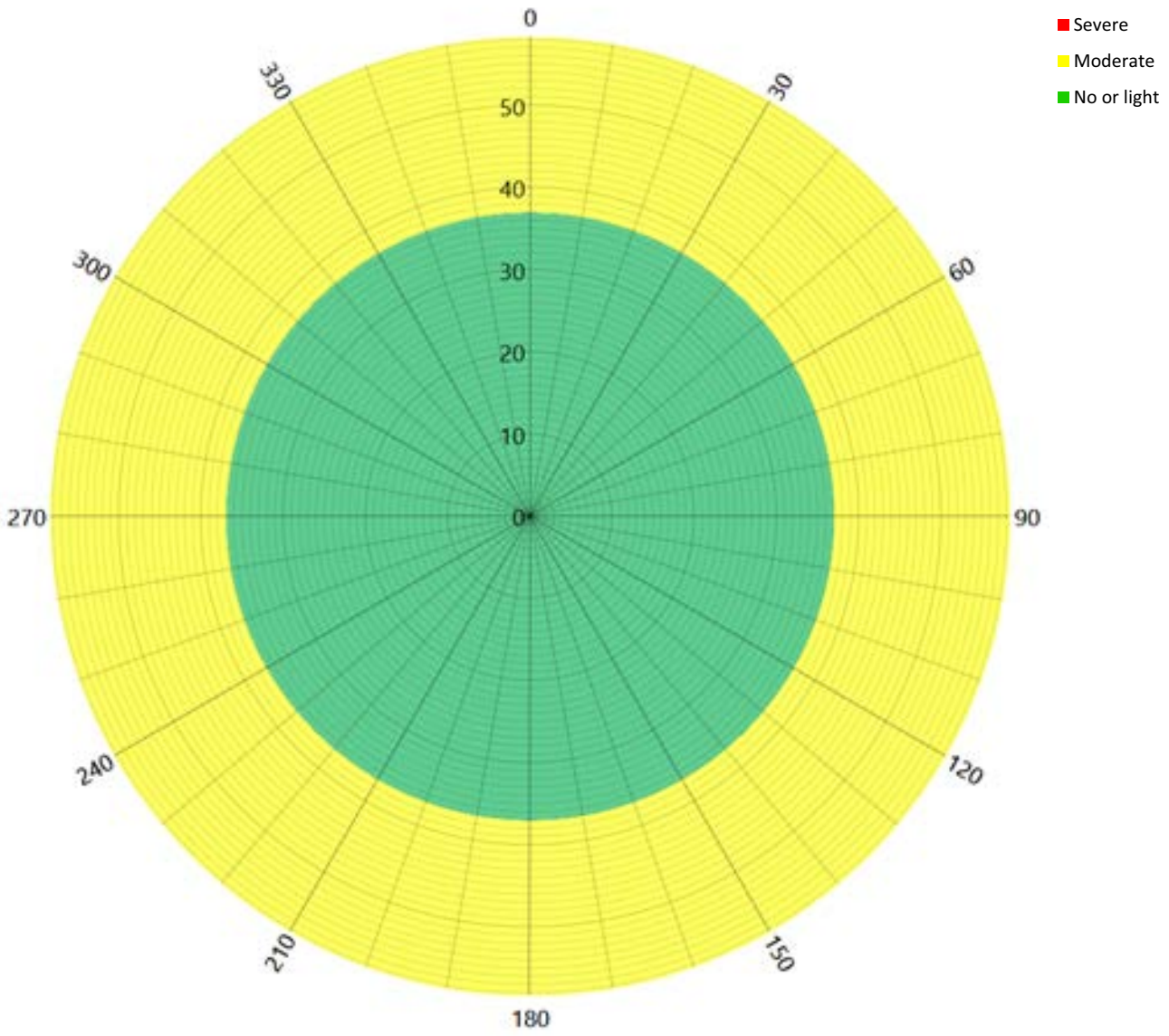
Rapportet vindforhold fra AFIS eller ATIS placeres i rosen langs radial (angivet på yderside af rosen) for retning og med cirkler for vindstyrke angivet fra 0 til 60 KT.

Der kan anmodes om turbulensroser med SAND/KT værdier ved e-mail til: bggh@airports.gl.

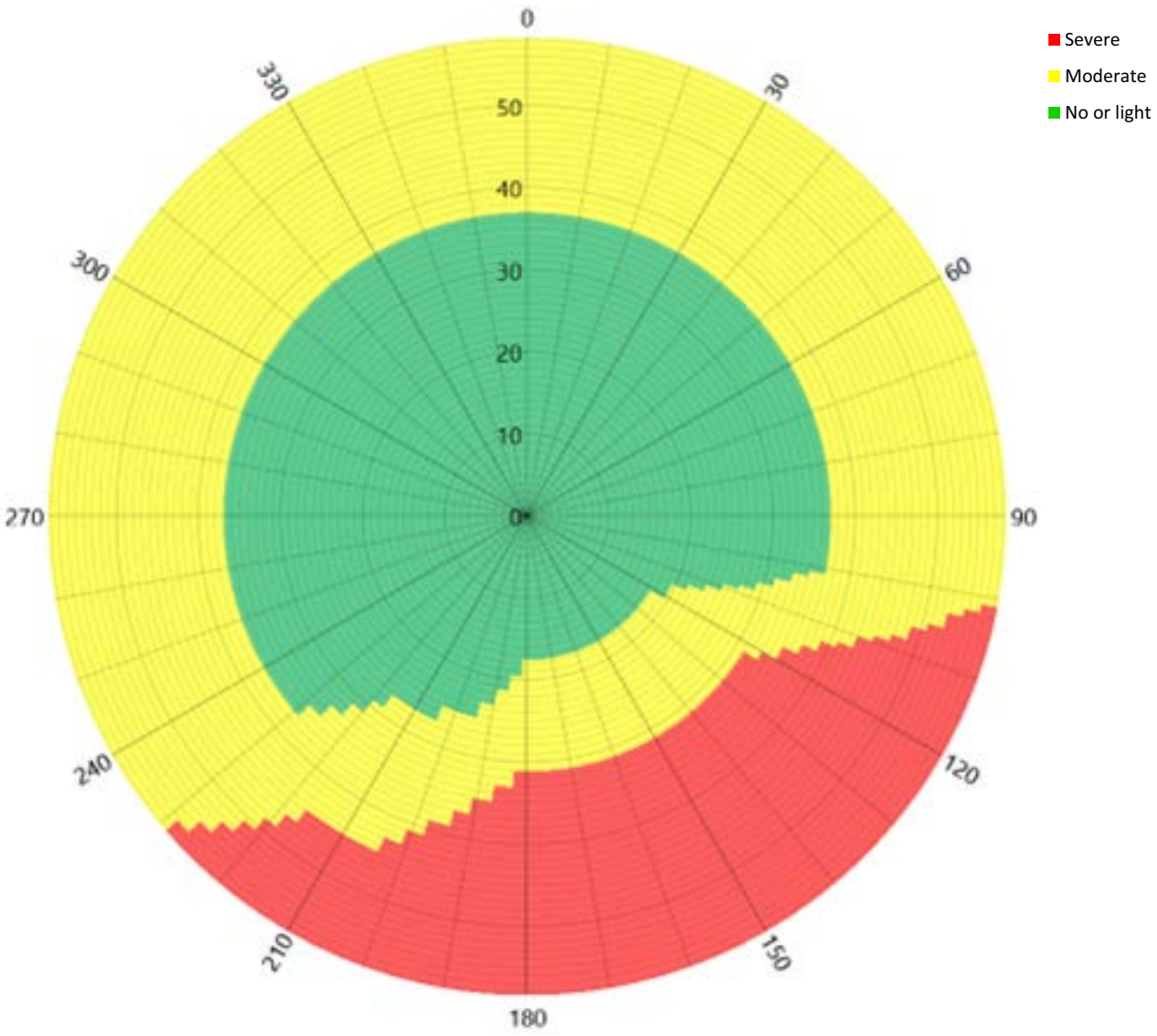
ARR RWY 04 (MAGNETIC NORTH/MAGNETISK NORD, KNOTS/KNOB)



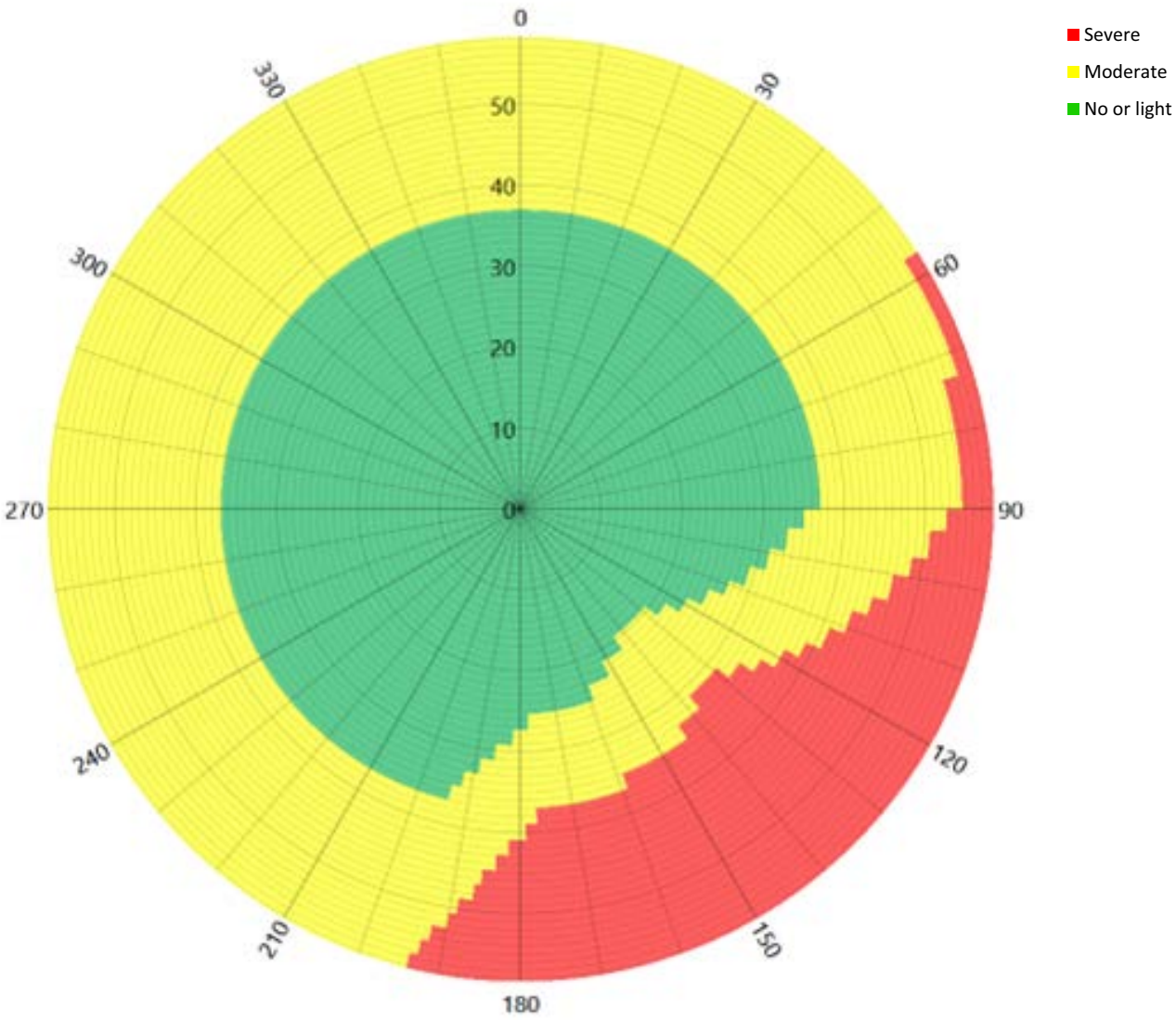
DEP RWY 04 (MAGNETIC NORTH/MAGNETISK NORD, KNOTS/KNOB)



ARR RWY 22 (MAGNETIC NORTH/MAGNETISK NORD, KNOTS/KNOB)



DEP RWY 22 (MAGNETIC NORTH/MAGNETISK NORD, KNOTS/KNOB)



24. Charts Related to the Aerodrome / Kort tilknyttet lufthavnen

Chart type / Korttype	Chart title / Korttitel
Aerodrome Chart - ICAO	ADC
Aircraft Parking / Docking Chart - ICAO	APDC
Aerodrome Obstacle Chart - ICAO Type A	AOC-A 04 is not published, as there are no obstacles in the take-off flight path area AOC-A 22 is not published, as there are no obstacles in the take-off flight path area
Standard Departure Chart - Instrument - ICAO	RNP SID RWY 04 N - 1 RNP SID RWY 04 N - 2 RNP SID RWY 04 N - 3 RNP SID RWY 04 SEW - 1 RNP SID RWY 04 SEW - 2 RNP SID RWY 04 SEW - 3 RNP SID RWY 22 N - 1 RNP SID RWY 22 N - 2 RNP SID RWY 22 N - 3 RNP SID RWY 22 SEW - 1 RNP SID RWY 22 SEW - 2 RNP SID RWY 22 SEW - 3
ATC Surveillance Minimum Altitude Chart - ICAO	ATCSMAC - 1 ATCSMAC - 2
Instrument Approach Chart - ICAO	ILS or LOC Z RWY 04 - 1 ILS or LOC Z RWY 04 - 2 ILS or LOC Y RWY 04 - 1 ILS or LOC Y RWY 04 - 2 ILS or LOC X RWY 04 ILS or LOC Z RWY 22 - 1 ILS or LOC Z RWY 22 - 2 ILS or LOC Y RWY 22 - 1 ILS or LOC Y RWY 22 - 2 ILS or LOC X RWY 22 RNP Z RWY 22 - 1 RNP Z RWY 22 - 2 RNP Y RWY 22 - 1 RNP Y RWY 22 - 2 RNP A - 1 RNP A - 2 RNP B - 1 RNP B - 2 RNP C - 1 RNP C - 2
Visual Approach Chart - ICAO	VAC
Other Charts	LDC