

GENERAL**Operational Hours**

ATS Hours: MON-FRI 1200-2000±, SAT, SUN and US HOL CLSD.

AD Hours

MON-THU 1000-2100±, FRI 1000-2000±, SAT, SUN and US HOL CLSD. 6HR PN to AD.

Airport Information

RFF: CAT 7

Fuel: JP-8, MON-THU 1030-2030±, FRI 1030-2000±.

PCN: O/R

Customs: MON-THU 1000-2100±, FRI 1000-2000±, SAT, SUN and US HOL CLSD. 6HR PN to AD.

Operation**Traffic Note**

AD PPR must be obtained 30 days in advance. PPR 72HR with blanket approval.

AD cannot be used for planned EMERG divert or weather ALTN.

Temperature note

Minimum vectoring ALT are temperature corrected at -10°C/14°F in all areas except for a 3NM radius around the ASR antenna and from R214T clockwise to R304T from 3NM-60NM.

Compulsory Entry/Exit and Reporting Points

HENRY, GORBI, SAVIS, TOMAS, STEFA, MANSE, LUCIE, DOGGY, PAMLA, HARVE, FRINI CURAN.

Preferential RWY

LDG RWY 08T.

TKOF RWY 26T.

Warnings

BGTL is a true N airfield. No MAG VAR has been applied. Special Crew and ACFT authorization required.

THT VOR unusable:

R134-R164 beyond 25NM below 9000ft.

THT VOR/DME: Maintenance: MON-FRI 1800-2100±.

LOC 08 ITL Maintenance: TUE 1700-1900±.

GP 08 Maintenance: FRI 1300-1500±.

All ACFT must be winterized.

When surface winds exceed 30KT from 125°-185° expect moderate turbulence to 5000ft and severe downdrafts on final APCH RWY 08T.

High terrain in proximity of AD, in all quadrants.

Weather balloon launch daily between: 1200-1215± and 0000-0015±. May ascend to a height of 8500ft AGL.

RWY slippery when wet.

Birds in vicinity of AD.

ARRIVAL**Communication****COM Failure**

ILS or LOC/DME RWY 08:

In case of COM failure upon reaching 9000ft proceed to HUXEL via own navigation, after one turn in holding execute ILS APCH.

Arrival Procedure

VFR Traffic Pattern: RWY 08T right-hand circuit.

DEPARTURE**Take-off Minima**

RWY		08T/26T	
1+2 ENG	ft - ft/SM	0 - 1.0V	use WENSA SID
3+4 ENG		0 - 0.5V	

14-JUN-2018
THU-BGTL

Greenland (Denmark) Thule

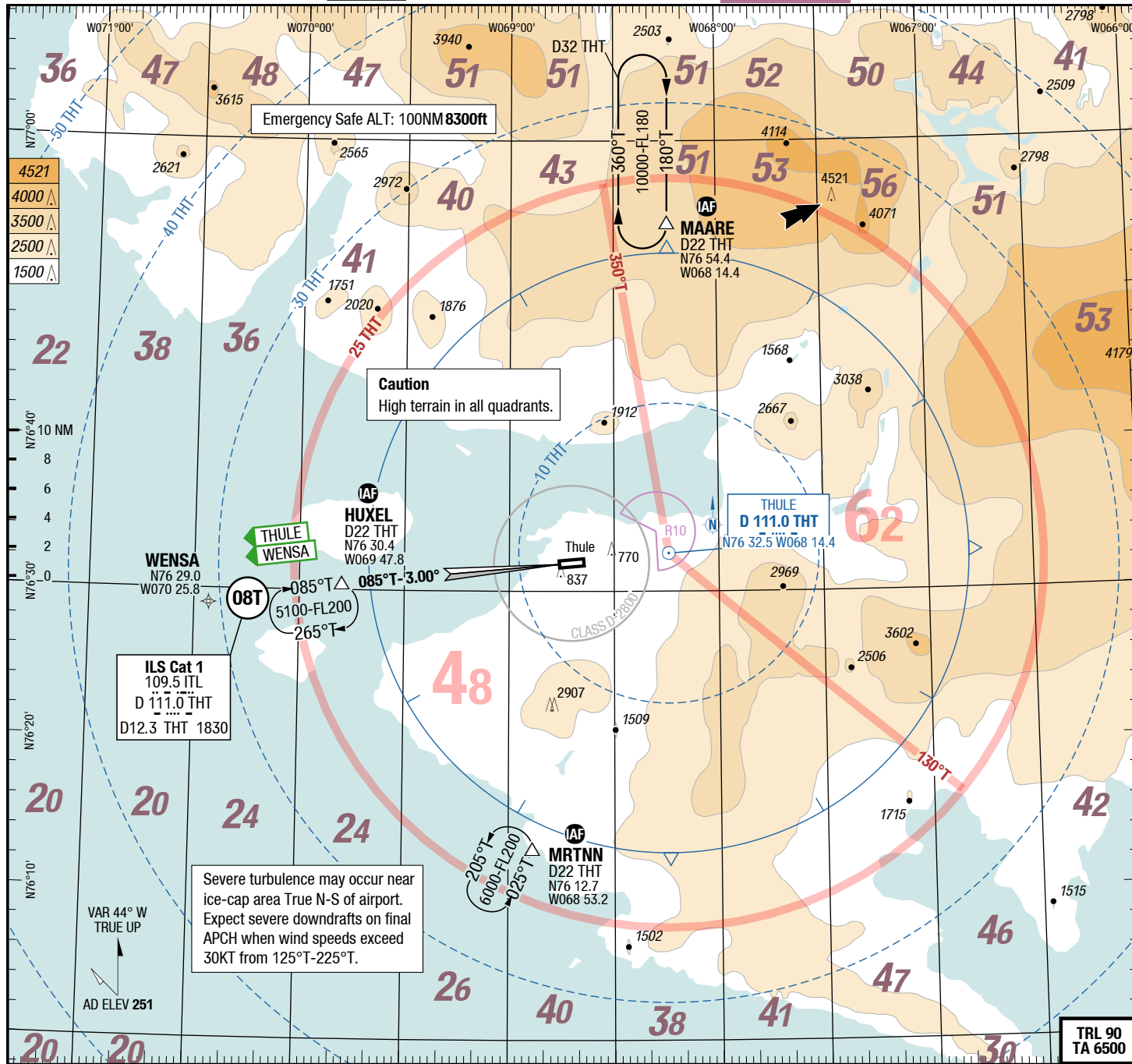
AGC
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Thule Greenland (Denmark)

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AFC



APP	134.100	
TWR	126.200	MON-FRI 1200-2000† CLSD SAT, SUN and US HOL
GND	119.900	MON-FRI 1200-2000† CLSD SAT, SUN and US HOL
OPS	131.100	MON-FRI 1200-2000† CLSD SAT, SUN and US HOL

Landing RWY system:

Changes: PROC

14-JUN-2018
THU-BGTL

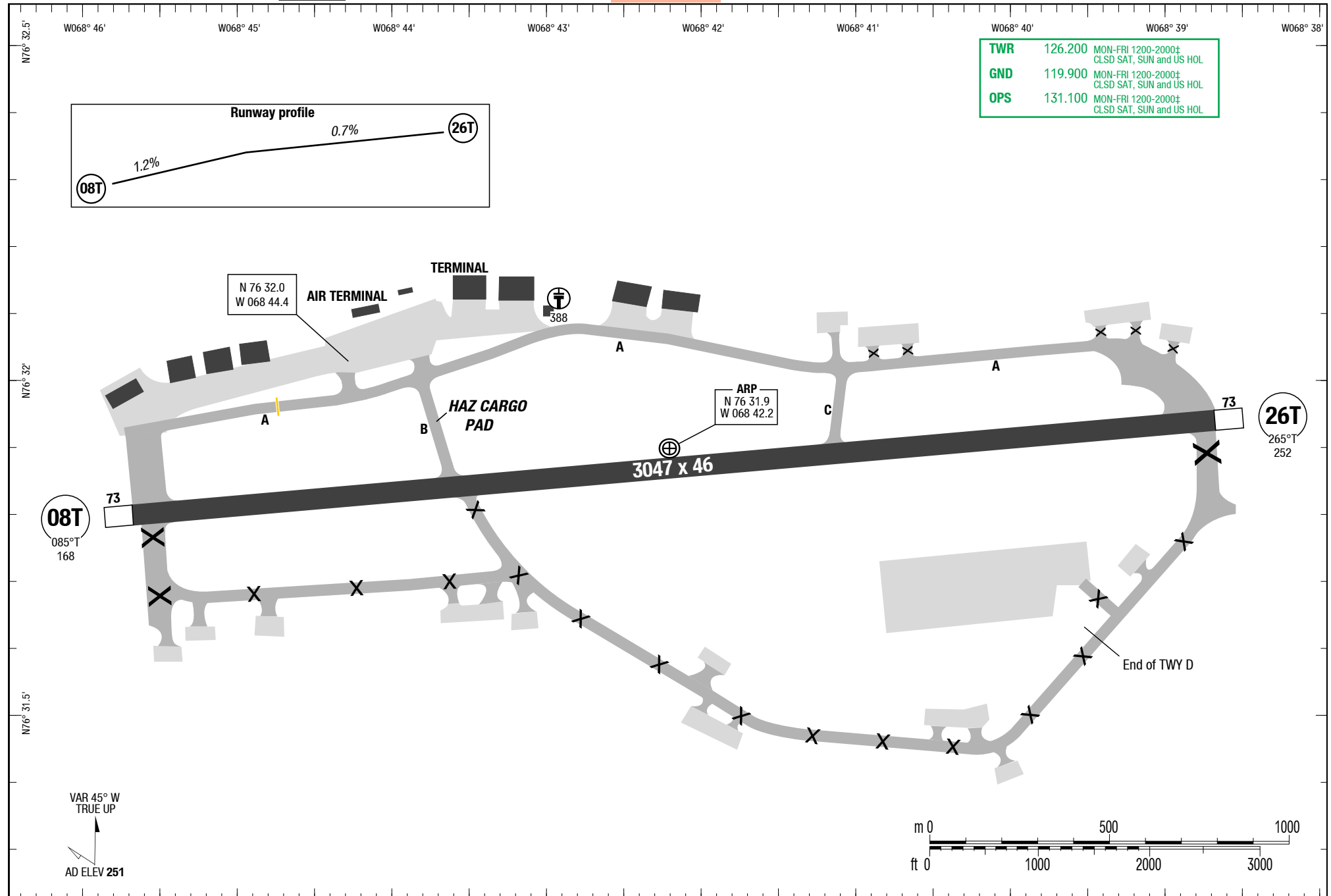
Greenland (Denmark) Thule
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Thule Greenland (Denmark)
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3-20



Changes: Nil

14-JUN-2018
THU-BGTL

Greenland (Denmark) Thule

WENSA 2 TRUE

4-10

THULE 1 RNAV

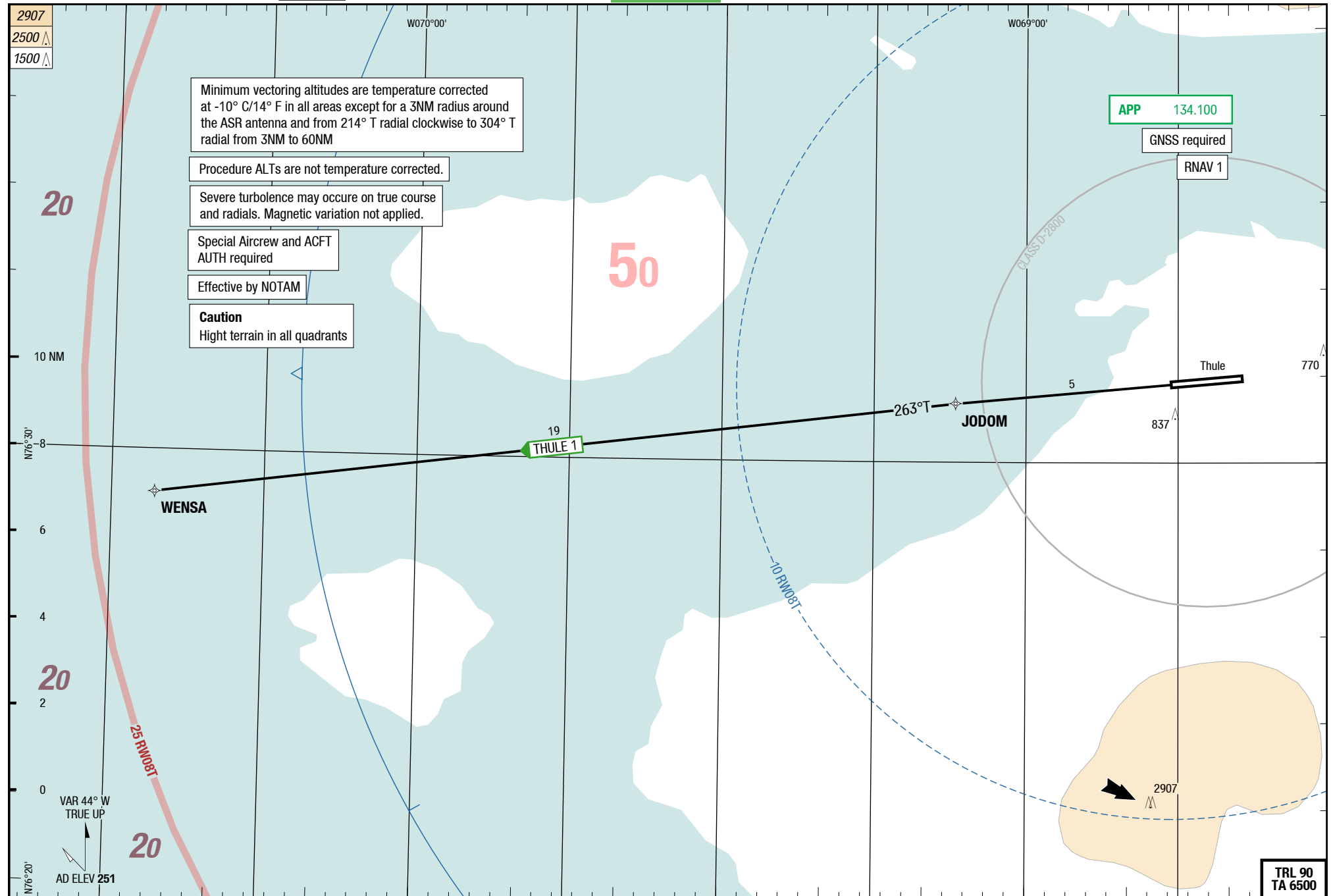
SID

SID

Thule Greenland (Denmark)

WENSA 2 TRUE

THULE 1 RNAV



Changes: new

14-JUN-2018
THU-BGTL

Greenland (Denmark) Thule

Thule Greenland (Denmark)

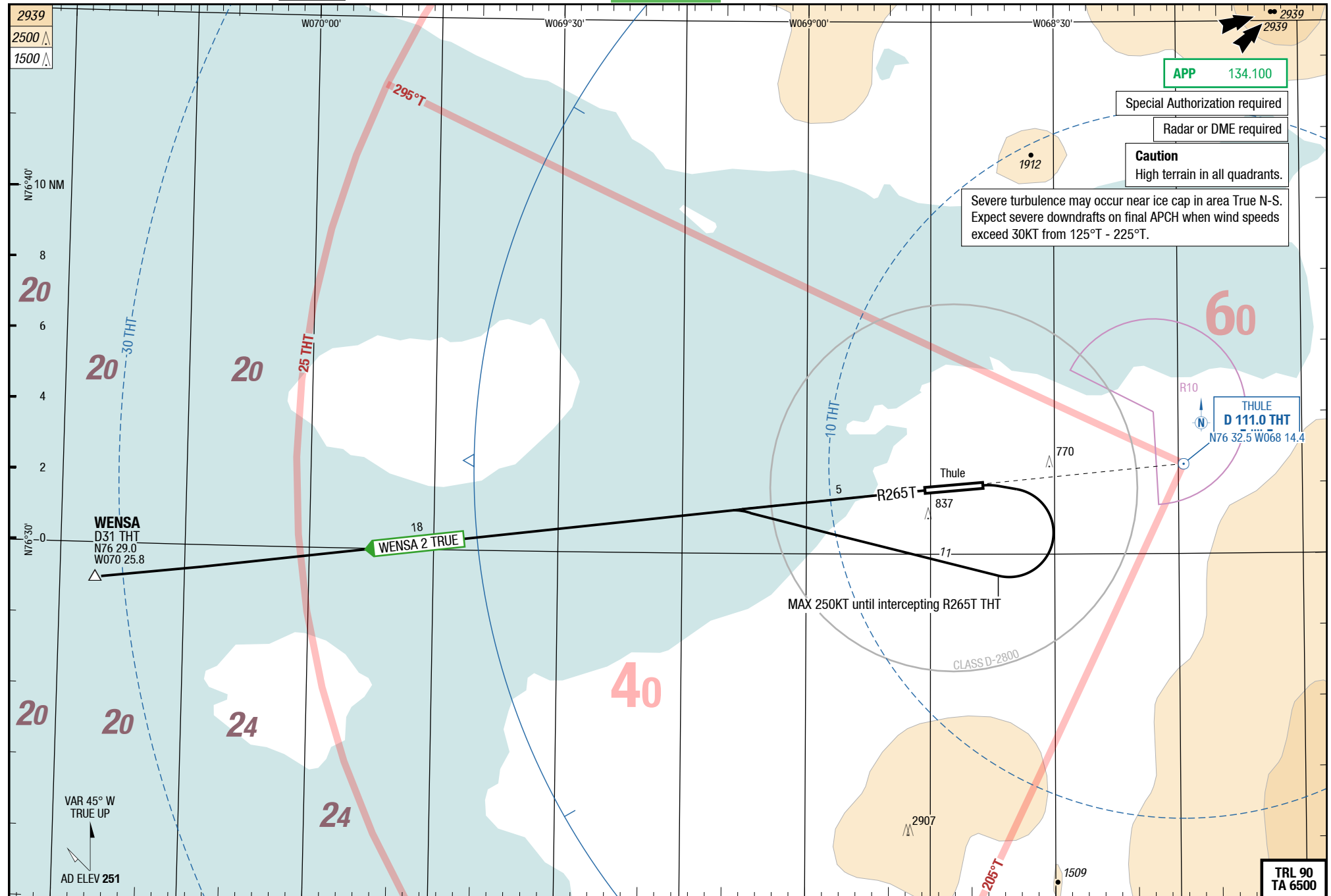
4-20

WENSA 2 TRUE

SID

SID

WENSA 2 TRUE



14-JUN-2018

THU-BGTL**5-10****THULE 1 RNAV****SIDPT****THULE 1 RNAV**

RWY 26 (265°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 26	
THULE 1 RNAV 134.100 ①②③④⑤	DCT JODOM - WENSA	initial climb FL100

- ① Caution: High terrain in all quadrants.
 ② Effective by NOTAM.
 ③ Special Aircrew and ACFT AUTH required.
 ④ Severe turbulence may occur on true course and radials. Magnetic variation not applied.
 ⑤ Expect further ATC intrusctions 10MIN after departure.

Changes: New

14-JUN-2018**THU-BGTL****5-20****WENSA 2 TRUE****WENSA 2 TRUE**

RWYs 08 (085°) / 26 (265°)

	GS	120	150	180	210	240	270
7.2%	ft/MIN	900	1100	1400	1600	1800	2000

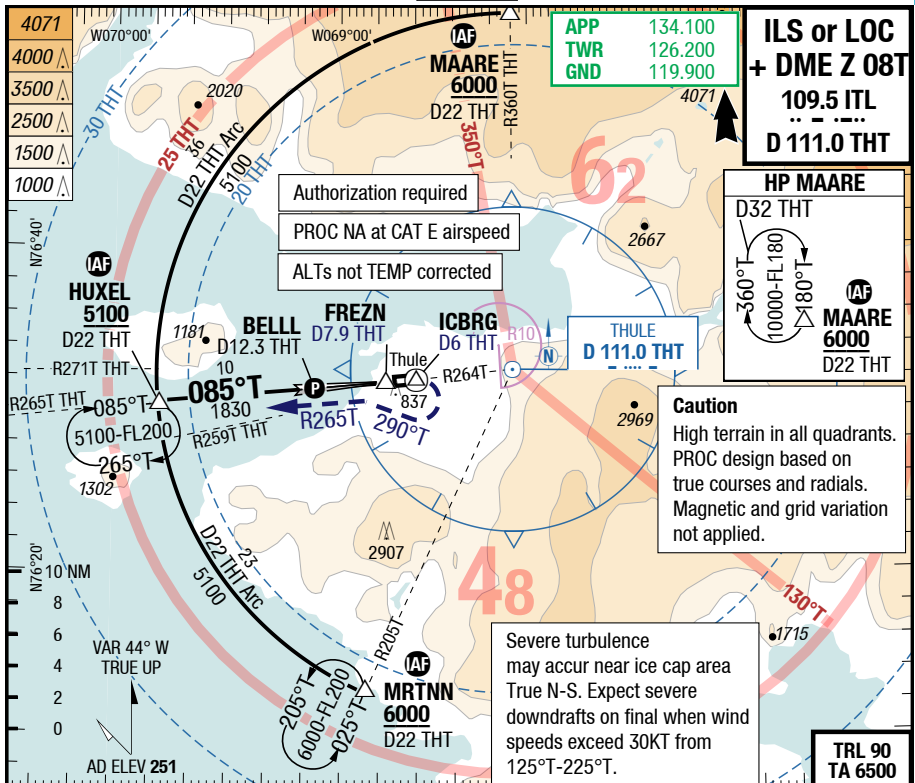
DESIGNATOR	ROUTING	ALTITUDES
	Runway 08	
WENSA 2 TRUE 7.2% to 3600 134.100 ①②③④⑤⑥	RT (MAX 250KT) to intercept R265T THT to WENSA	initial climb FL100
	Runway 26	
WENSA 2 TRUE 134.100 ①②③⑤⑥	Intercept R265T THT to WENSA	initial climb FL100

- ① Expect further ATC instructions 10 MIN after DEP.
- ② All radials and courses are true, no magnetic variation applied.
- ③ ALTs are not temperature corrected.
- ④ Departure NA for CAT E aircraft.
- ⑤ Severe turbulence may occur near ice cap in area True N-S. Expect severe downdrafts on final APCH when wind speeds exceed 30KT from 125°T - 225°T.
- ⑥ High terrain in all quadrants.

Obstacle Departure	
RWY	Notes
08/26	<p>Diverse Departure Not Authorized, use WENSA TWO or VCOA. Caution: High Terrain and obstacles in all quadrants.</p> <p>RWY 08T: Terrain 448ft from DER, 346ft left of centerline, 234ft MSL; Terrain 3625ft from DER, 779ft right of centerline, 334ft MSL; Terrain 2674ft from DER, 563ft right of centerline, 304ft MSL; Terrain 64ft from DER, 517ft right of centerline, 255ft MSL; Terrain 130ft from DER, 25ft left of centerline, 259ft MSL; Terrain 156ft from DER, 329ft left of centerline, 259ft MSL; Terrain 173ft from DER, 547ft left of centerline, 259ft MSL; Terrain 4798ft from DER, 1791ft left of centerline, 391ft MSL.</p> <p>RWY08T For Climb in Visual Conditions 2400-3, Climb visually over Thule airport to remain within 6NM. Cross Thule airport at or above 2500ft MSL, then proceed on course. MAX airspeed 250KT. Do not enter restricted airspace to the east of the RWY. Use caution high terrain in all quadrants. Aircrew must notify ATC prior to executing this VCOA departure.</p>

7-10

ILS or LOC + DME Z 08T



LOC 3.14° D THT	22	17	15	13	11	10
	5100	3430	2770	2100	1430	1100

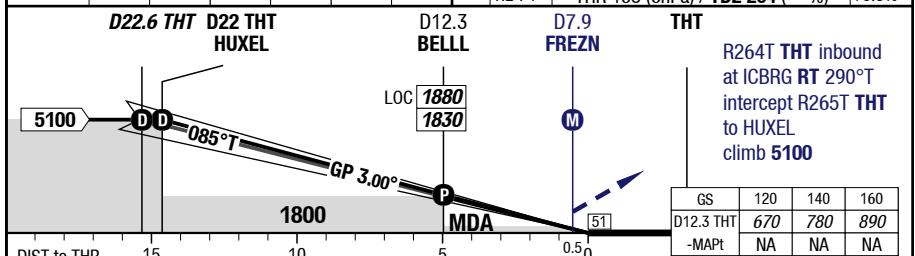
08T

732

PAPI angle not AVBL 60 HL

3047 x 46

THR 168 (6hPa) / **TDZ 204** (---%) +0.8%



08T		Cat 1 DME THT 1)	Cat 1 DME THT APL U/S 1)	LOC DME THT 1)	LOC DME THT APL U/S 1)		Circling 2) 3)
C	ft - ft/SM ft	520 - 1.38V 720	520 - 2.0V 720	580 - 1.38V 780	580 - 2.0V 780		1030 - 3.0V 1280
D	ft - ft/SM ft	520 - 1.38V 720	520 - 2.0V 720	580 - 1.38V 780	580 - 2.0V 780		1190 - 3.0V 1440

- 1) Autopilot coupled APCH NA below 600ft MSL
- 2) HN NA to RWY 26T when VGSI INOP

3) True S of RWY only

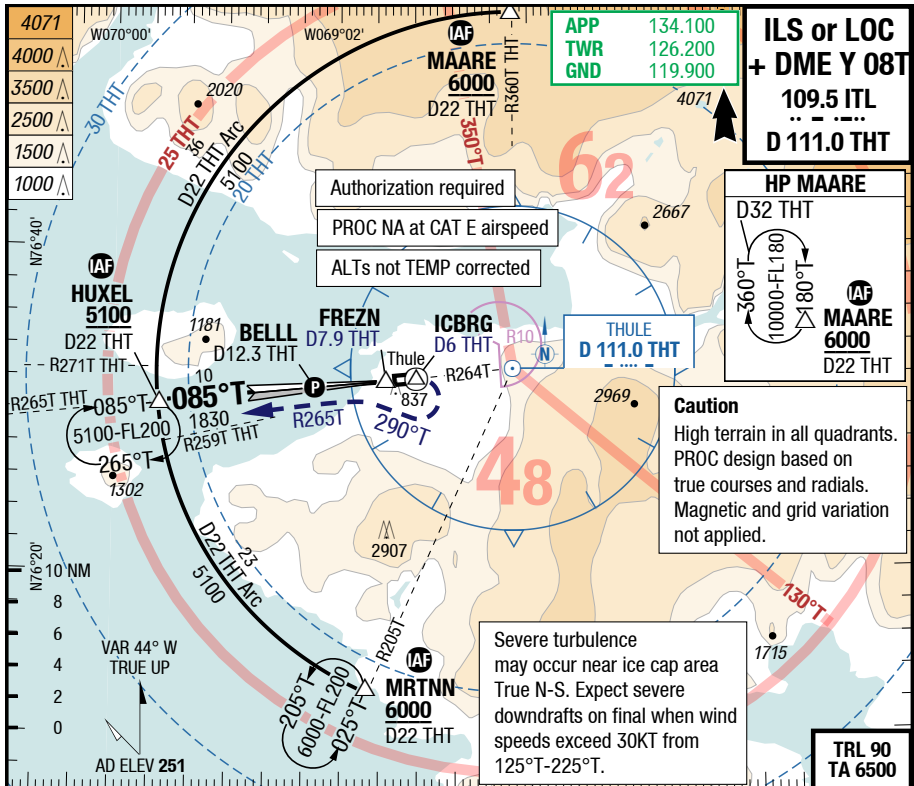
Changes: ALT

19-APR-2018

THU-BGTL

7-20

ILS or LOC + DME Y 08T



1) Autopilot coupled APCH NA below 600ft MSL

2) Up to 1600ft

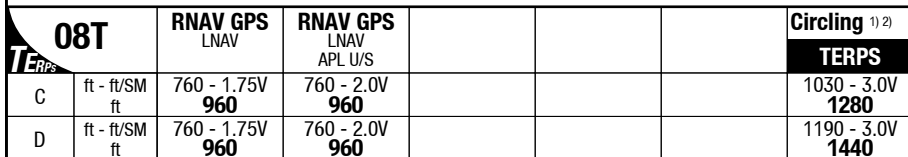
3) HN NA to RWY 26T when VGSI INOP

4) True S of RWY only

Changes: ALT

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RNAV (GPS) 08T



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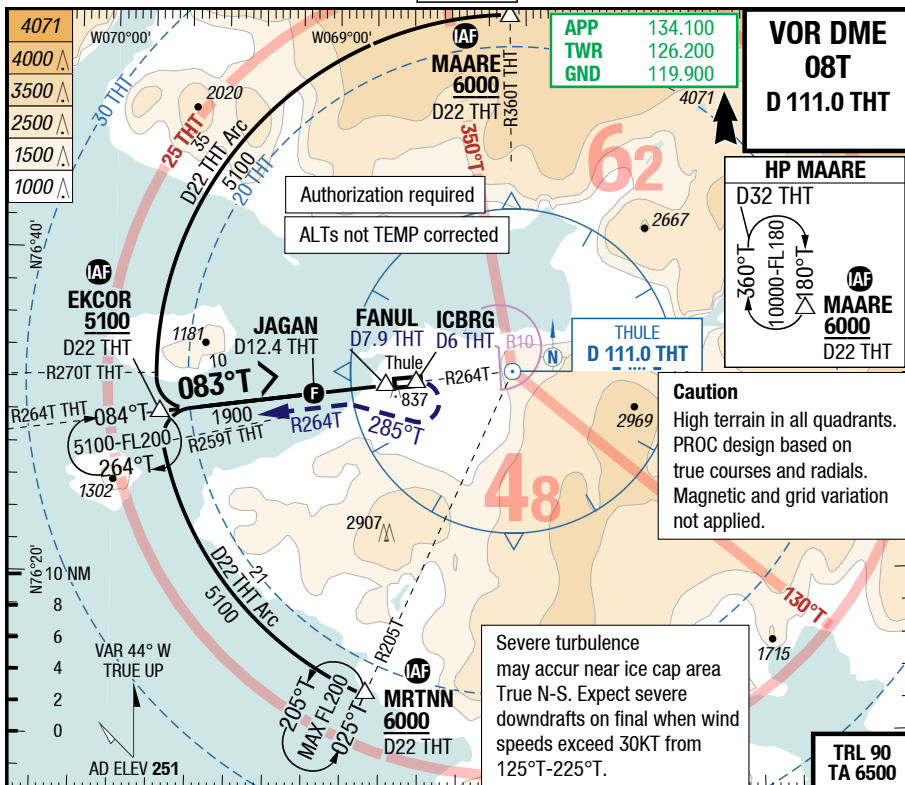
THU-BGTL

Greenland (Denmark) Thule

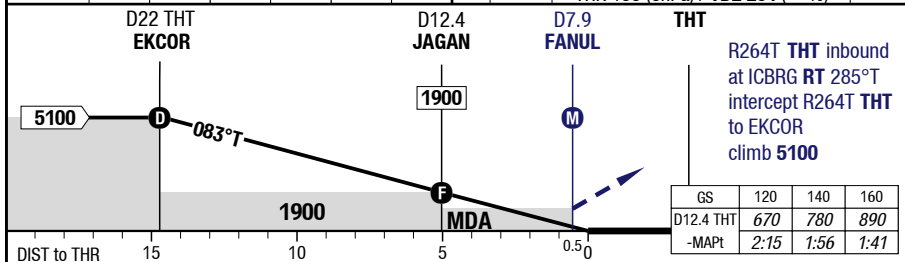
IAC

7-70

VOR DME 08T



3.15°	22	19	17	15	13	11	
D THT 083° RWY 085°	5100	4110	3440	2770	2100	1440	



08T		VOR DME	VOR DME APL U/S				Circling ^{1) 2)} TERPS
C	ft - ft/SM ft	820 - 2.0V 1020	820 - 2.5V 1020				1030 - 3.0V 1280
D	ft - ft/SM ft	820 - 2.0V 1020	820 - 2.5V 1020				1190 - 3.0V 1440

- 1) HN NA to RWY 26T when VGSI INOP
- 2) True S of RWY only

Changes: ALT