

GENERAL**Operational Hours****ATS Hours / AD Hours:** MON-SAT 1100-2000±

EXC SUN / HOL, PPR before end of published operational hours.

Airport Information**RFF:** CAT 5, CAT 7 4 HRs PN, outside service HRs 8 HRs PPR.**PCN:** RWY 06/24: 43/R/B/X/U**Customs:** PN 12 HRs before commencement of flight**Warnings**

Minor icebergs may occur in the fiord close to the RWY.

Radiosonde balloon launched daily between 1103-1115± and 2303-2315± APRX 380m / 1247ft NNE of THR 06. Balloon will ascend to MNM 10000ft.

DEPARTURE**Take-off Minima**

RWY		06/24	
A, B, C	ft - m/km	c1200 - 6.0V	VMC, HJ only
D		Not applicable	-

Departure Procedure

Request for clearance for ACFT which depart from Narsarsuaq AD in order to operate within Gander OCA/CTA should be forwarded not later than 45min before expected time of departure to the Air Traffic Service Unit at Narsarsuaq AD.

It is recommended not to start engines until clearance is received.

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.

De-Icing

AVBL.

Effective 10-NOV-2016

03-NOV-2016

UAK-BGBW

Greenland Narsarsuaq

AGC

AFC

AFC

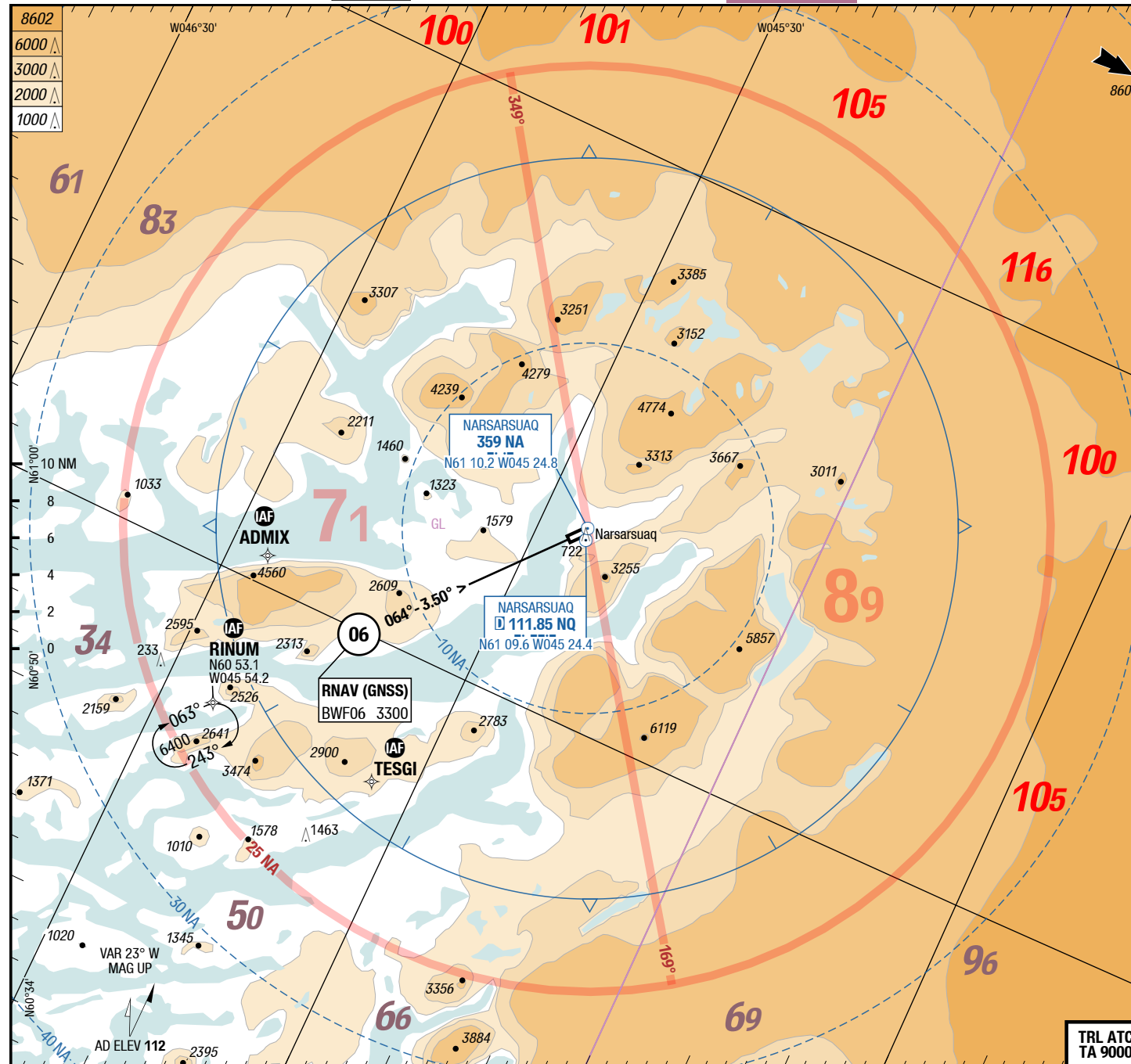
AFC

Narsarsuaq Greenland

AGC

AFC

2-10



Changes: APL, PROC, OBST, VAR, TOPO

Effective 10-NOV-2016

03-NOV-2016

UAK-BGBW

Greenland Narsarsuaq

AGC

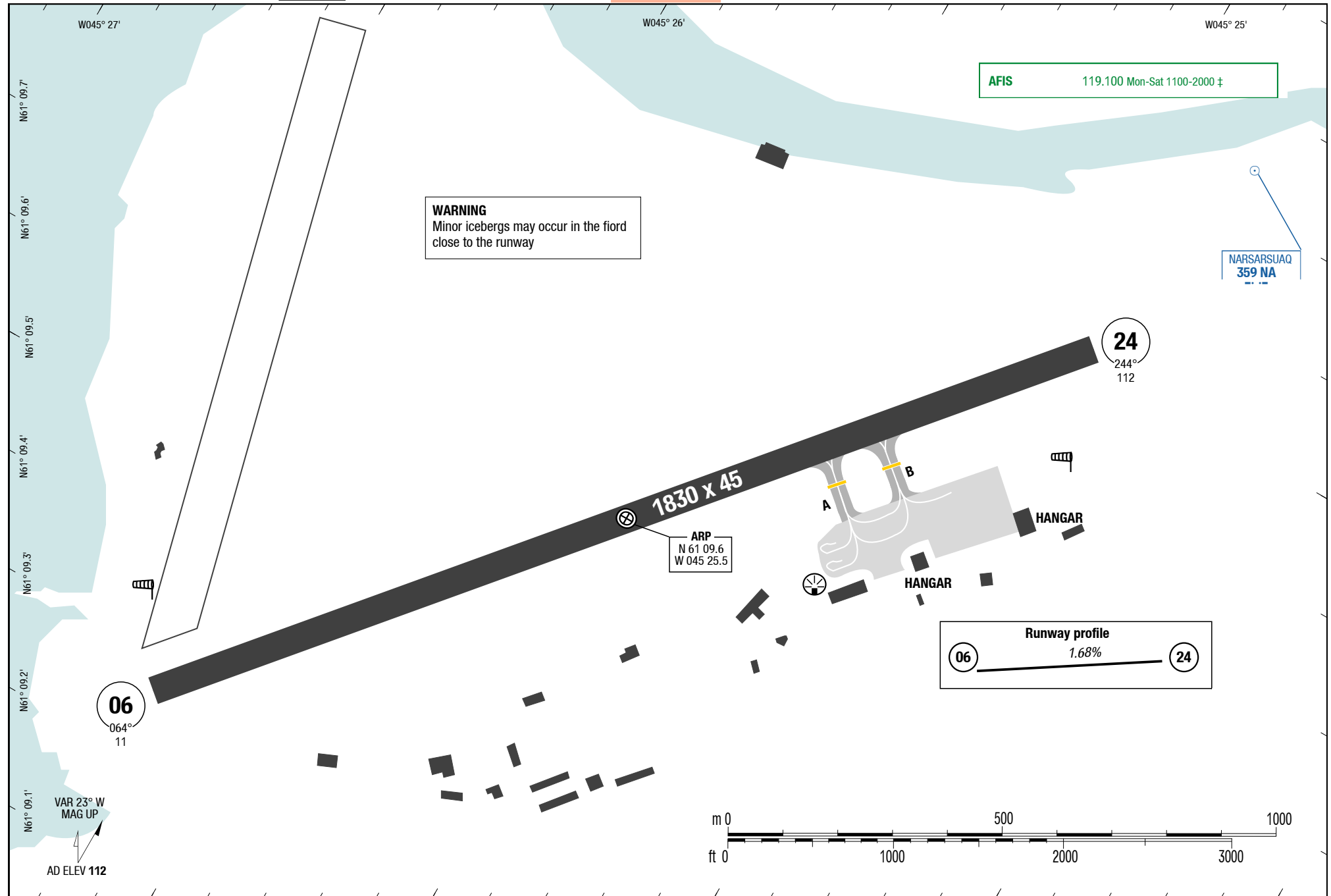
AGC

AGC

Narsarsuaq Greenland

AGC

3-20



Changes: VAR

UAK-BGBW

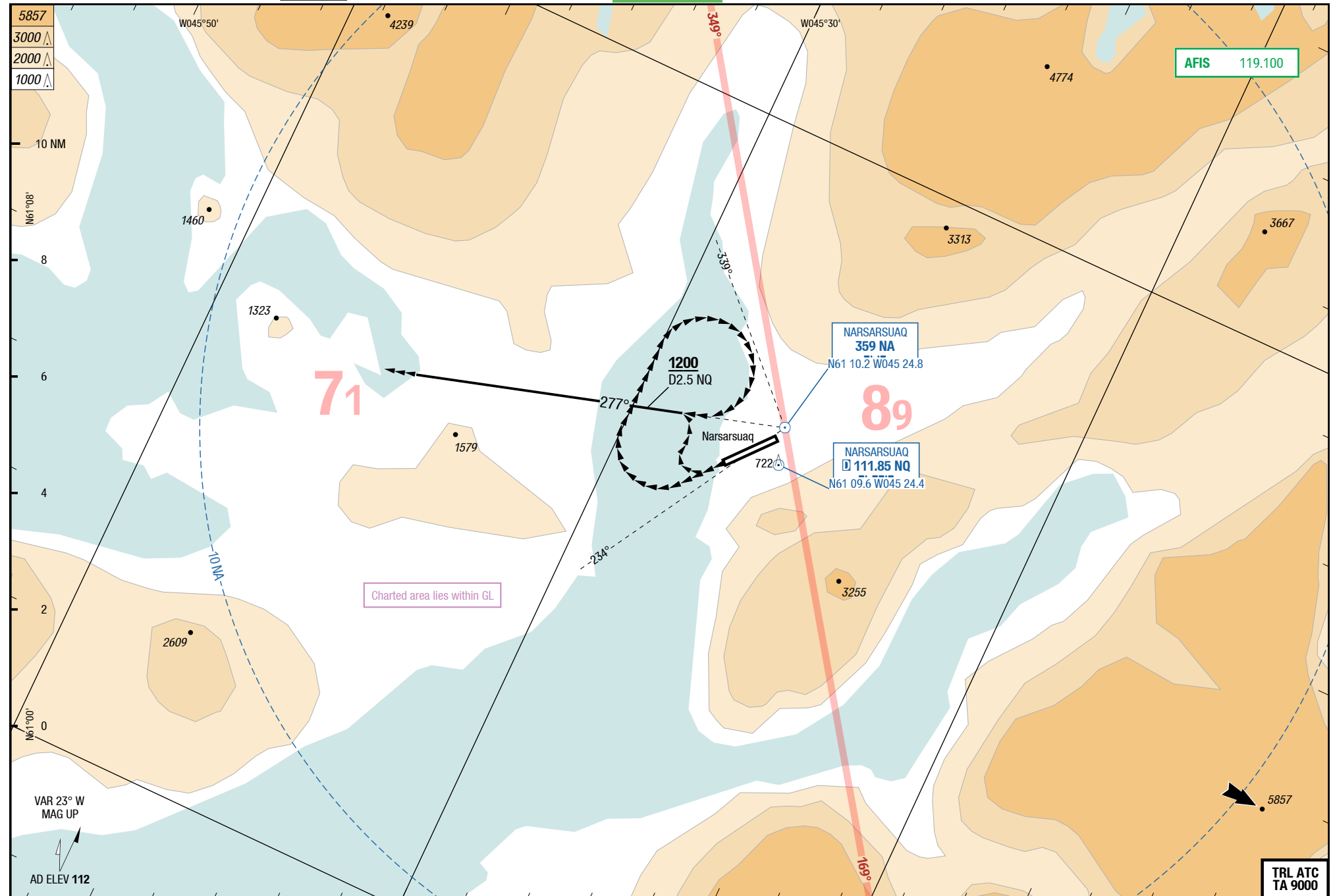
DEPARTURES

SID

SID

NIL

DEPARTURES



© Lido 2016

UAK-BGBW

5-10

DEPARTURES

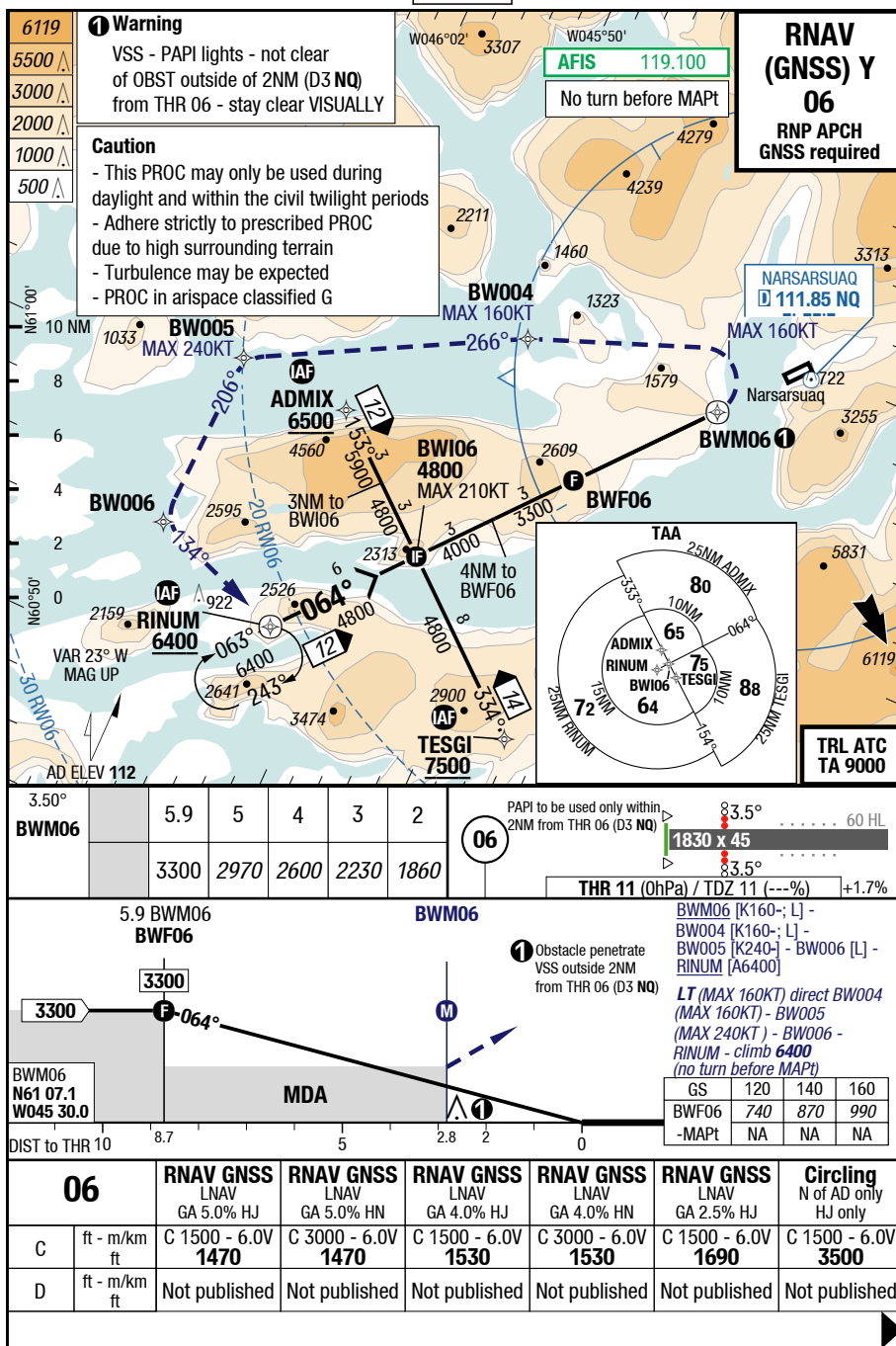
SIDPT

DEPARTURES		
RWY 24 (244°)		
DESIGNATOR	ROUTING	ALTITUDES
	Runway 24	
DEPARTURES 119.100	climb visual to 1200 - intercept QDR 277 NA	D2.5 NQ MNM 1200 initial climb 7100

UAK-BGBW

7-10

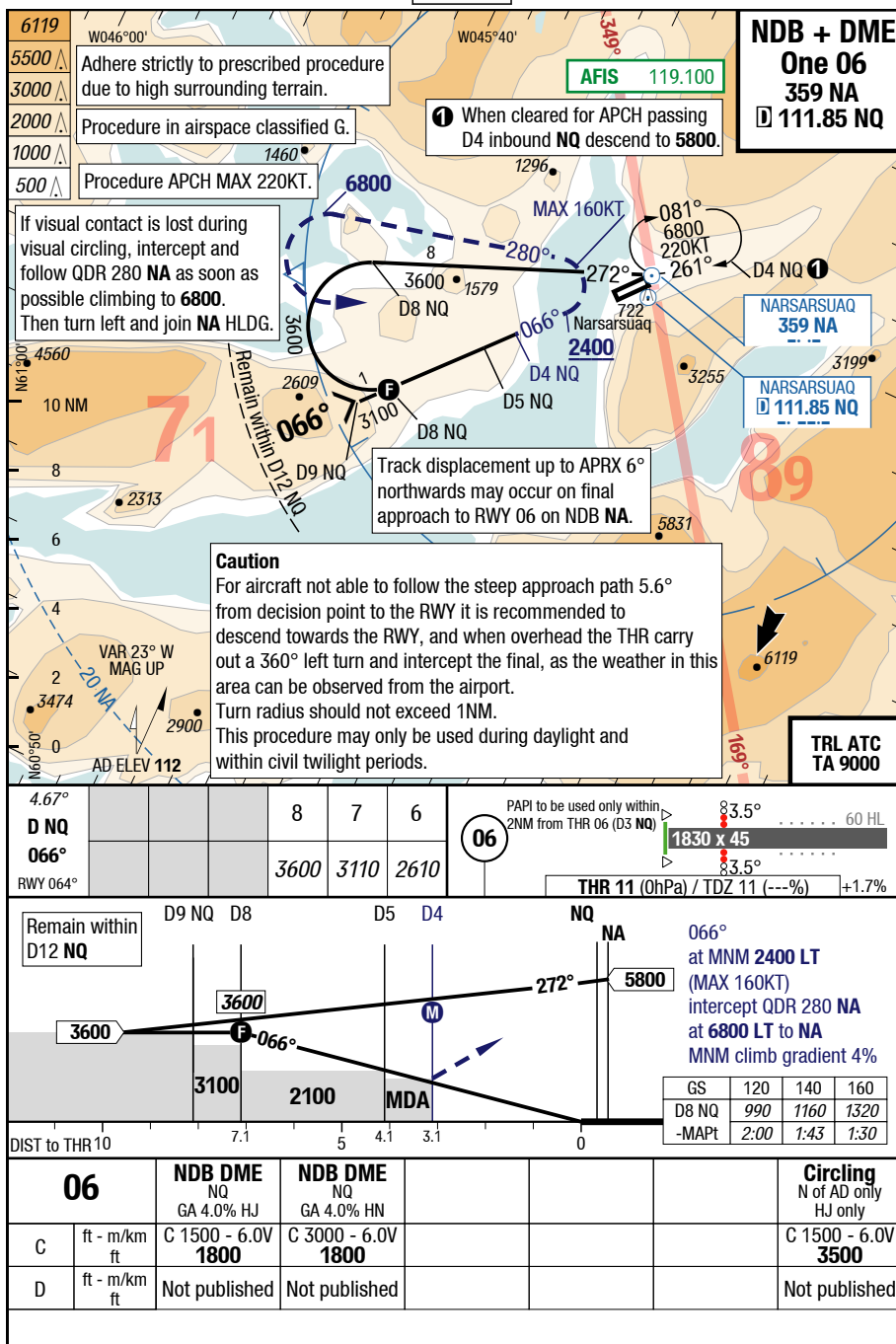
RNAV (GNSS) Y 06



UAK-BGBW

7-30

NDB + DME One 06



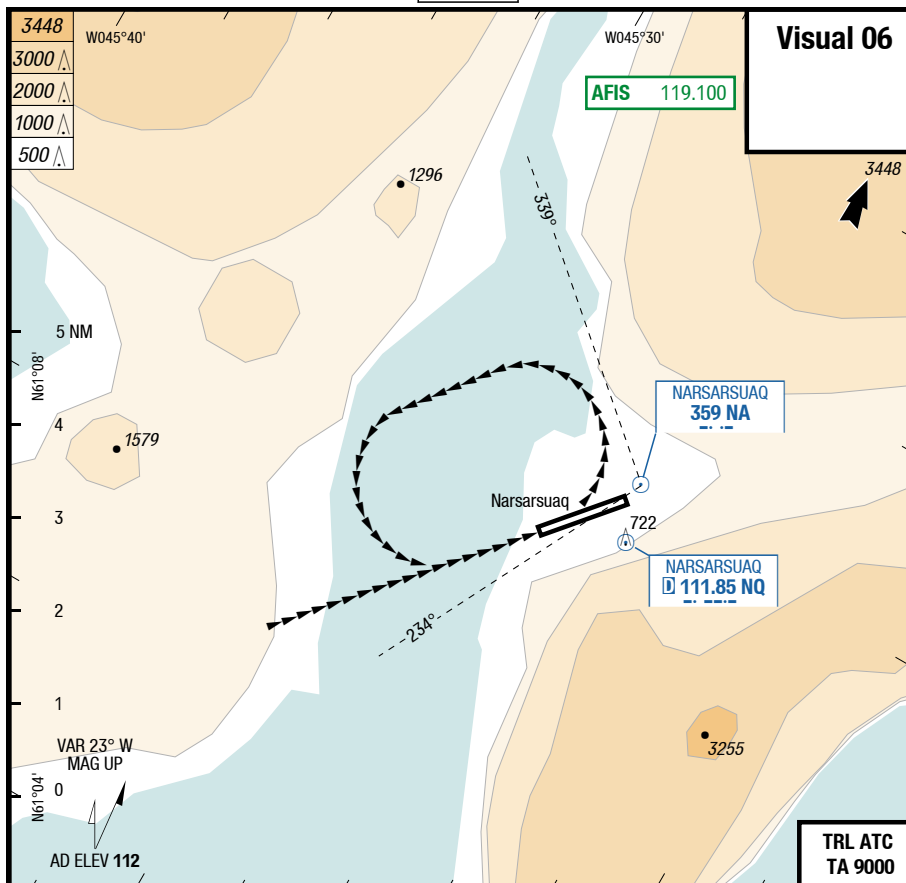
RNAV (GNSS) Circling B



UAK-BGBW

7-70

Visual 06



PAPI to be used only within 2NM from THR 06 (D3 NQ) 06 1830 x 45 83.5° 83.5°	83.5° 60 HL 1830 x 45 83.5° 83.5°	60 HL 45 x 1830 83.5° 83.5°	24 45 x 1830 83.5° 83.5°
THR 11 (0hPa) / TDZ 11 (---%) +1.7%	THR 11 (0hPa) / TDZ 11 (---%) +1.7%	TDZ 12 (---%) / THR 12 (4hPa) -1.7%	TDZ 12 (---%) / THR 12 (4hPa) -1.7%

For aircraft not able to follow the steep approach path to the RWY it is recommended to descend towards the RWY and when overhead THR 06 carry out a 360° left turn, and intercept the final, as the weather in this area can be observed from the airport. Turn radius should not exceed 1 NM. This procedure may only be used during daylight and within the civil twilight periods.

UAK-BGBW

7-90

WxMinima Overflow

06		RNAV GNSS LNAV GA 2.5% HN					
C	ft - m/km ft	C 3000 - 6.0V 1690					
D	ft - m/km ft	Not published					