

KANGERLUSSUAQ, Sondrestrom (SFJ/BGSF)

Elevation 165ft

CATEGORY B

AV brief – not available

REGULATION

- Landing Rwy 27 is DAY ONLY due terrain.
- Rwy 27 is approved for landing when TW component on Rwy 09 makes its use unsafe.
- Rwy 09 is not authorised for take-off.

GENERAL

- The airfield is located 50 nm inland from the W coast of Greenland at the NE end of a narrow, steep sided fjord.
- Limited opening hours; however due to its special circumstances Kangerlussuaq may be assumed to be available outside normal operating hours.
- The airfield will be available within 60 mins (usually less) in an emergency, contact Sondrestrom Information on extended VHF or on HF.
- Large W'ly variation.
- Handling facilities able to cope with all BA wide-bodied aircraft. Terminal building capacity is about 300. Hotel accommodation is available but a full 747 passenger complement would stretch available facilities. SAS operate to Kangerlussuaq Winter and Summer.
- Jun to Aug – mosquitos.
- Migrating caribou in vicinity of airfield.

Threats

CFIT

- High ground to ~2,000ft asl on both sides of the fjord, the approach to Rwy 09 lies close to the N side.
- High ground to ~1,900ft asl within 3 nm NE of the airfield restricting use of Rwy 27 for landing/ Rwy 09 for take-off.
- Highest peak within 10 nm is 2,297ft asl 5 nm S.
- A chart to assist visual approaches to Rwy 27 is published and shows the local difficulties well.
- Finals for Rwy 27 follow an offset track and it is important not to establish on the extended centreline too far out as this will lead to a genuine EGPWS terrain and pull up warning.

Loss of Control

- Be prepared for downdraughts during the demanding left hand visual circuit to Rwy 27 which is flown over, and between, high ground.

Special Considerations

- Reported surface wind may not reflect the frequently encountered tailwind on final approach Rwy 09.
- During winter you will almost certainly be required to apply an altimeter temperature correction (see North America Area brief). If the correction is not added to the procedural altitudes you will get a genuine EGPWS as you enter the downwind leg off the Circling approach Rwy 27.

- 1.5% upslope on first 900 m of Rwy 09 gives an illusion of a shortened runway, but “distance to go” numerals, in thousands of feet, are provided.

ARRIVAL

- Above FL200 control is by Iceland Radio (127.85) providing procedural separation (no radar).
- Iceland Radio cover the latitudes north of 63'30"N and Gander south of that.
- Expect radar control once east of 43W.
- Sondrestrom information cover the airspace below FL195 for the whole of Greenland.
- Traffic information 24 hrs a day on 121.3.
- They can give descent clearances based on your position.
- Sondrestrom tower have a small radar to cover the approach.

Approach

- LOC/DME instrument approach to Rwy 09.
- No instrument approaches to Rwy 27 due terrain – see Special Considerations.
- FMC position and Map Display position should be treated with caution due lack of radio aid updating.
- Expect moderate turbulence on final approach with winds in excess of 20 kt.
- Circling S of airfield only.

A380

- Kangerlussuaq operations involve specific restrictions and in particular LANDING Rwy 27 is DAY ONLY due terrain.
- Rwy 27 visual approach is for DAY EMERGENCY USE ONLY.
- To avoid TAWS alerts the aircraft must be fully configured before breaking off the 09 approach to commence the visual circle to Rwy 27.
- Refer to the OIS Take-off and Landing Performance Notes for BGSF for further information.
- At usual A380 operating weights, a Rwy 09 arrival may not be possible if the runway is wet, or a tailwind component exists.
- The Landing Performance Application must be used to assess diversion suitability.
- At night, if landing performance does not permit the use of Rwy 09, BGSF will not be available for diversion due to the restrictions on the Rwy 27 approach.

ALL

GROUND

- If landing on Rwy 27 and Rwy cannot be vacated at Twy D, then a backtrack must be performed. There is no turning area in which to do this. Rwy is 60m wide so turn should be carried out using SOPs. Ensure clearance is maintained to edge of paved surface and request marshalls if required.

- Enter apron slowly but keep aircraft moving during turns to avoid damage to ground equipment with high power settings.
- “Flight Deck” to “Ground” intercom is on VHF due cold weather considerations.
- Snow clearance is very efficient but seldom started before snowfall ceases.

A380

- There are no A380 specific ground movement charts available. ATC/marshall will provide instructions.
- Follow me and wing men will be provided for A380.
- Large aircraft are parked at Apron East and West using Twy B only.
- A380 will be parked on a self manoeuvring stand.

ALL

DEPARTURE

- Departures from Rwy 09 are not authorised.

WEATHER

- The airfield has a good weather record and is seldom closed due to low ceiling or poor visibility.
- Good visibility with E'ly winds; predominant wind is E'ly 8 kt.
- However in May/June, or with lows on the W coast, W winds bring some low cloud.
- Annual precipitation is only 70 mm but falls as snow Sep to Apr.
- At very low temperatures ice fog may form.
- With a large W'ly variation remember to convert forecast wind directions, which are given in °T, before comparing with runway QDM.

OPERATIONAL INFORMATION

Handling Agent	GREENLAND AIRPORT AUTHORITIES
Handling Agent VHF	
Potable Water	Not assessed