(c) JEPPESEN SANDERSON, INC., 2026, ALL RIGHTS RESERVED

JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

Trip Kit Index
Airport Information For BGGH
Terminal Charts For BGGH
Revision Letter For Cycle 08-2026
Change Notices
Notebook

(c) JEPPESEN SANDERSON, INC., 2026, ALL RIGHTS RESERVED

General Information

Location: NUUK GRL
ICAO/IATA: BGGH / GOH
Lat/Long: N64° 11.46', W051° 40.68'
Elevation: 272 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +3:00 = UTC
Magnetic Variation: 25.0° W

Fuel Types: 100 Octane (LL), Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1132 Z
Sunset: 1849 Z

Runway Information

Runway: 04
Length x Width: 3051 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 245 ft
Lighting: Edge

Runway: 22
Length x Width: 3051 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 271 ft
Lighting: Edge, ALS

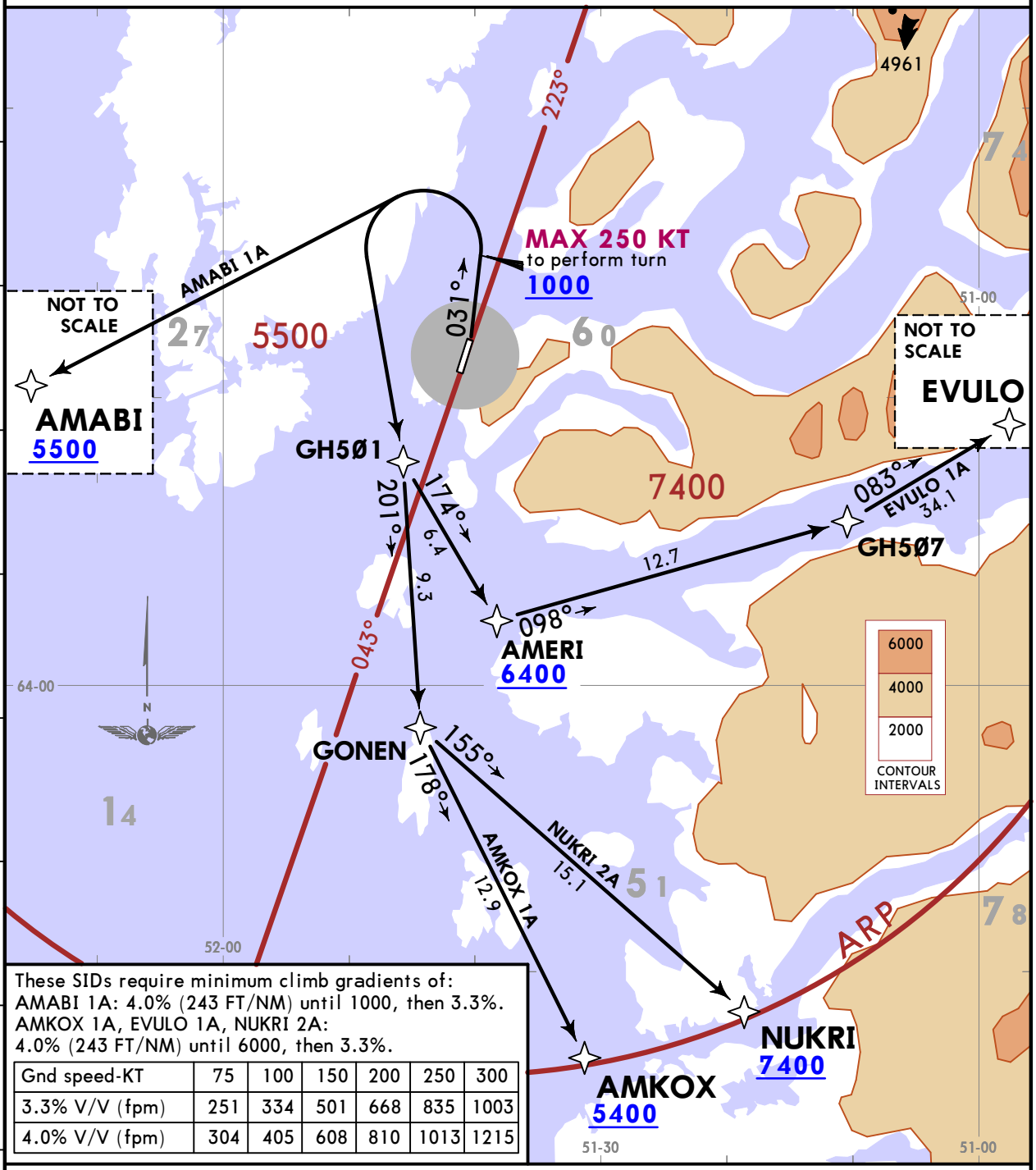
Communication Information

Nuuk Information: 119.100 AFIS

Printed from JeppView for Windows 5.3.0.0 on 08 Nov 2026; Terminal chart data cycle 08-2026 (Expired); Notice: After 23 Apr 2026, 0000Z, this chart may no longer be valid

Apt Elev 272	RNP 1 GNSS required	Trans alt: 7000
	WARNING - CAUTION: 1. Correct altitude for low temperature. 2. Procedure in airspace classified G. 3. No turn before DER.	

AMABI 1A [AMAB1A], AMKOX 1A [AMK01A]
EVULO 1A [EVUL1A], NUKRI 2A [NUKR2A]
RNP DEPARTURES
(RWY 04)



These SIDs require minimum climb gradients of:
AMABI 1A: 4.0% (243 FT/NM) until 1000, then 3.3%.
AMKOX 1A, EVULO 1A, NUKRI 2A:
4.0% (243 FT/NM) until 6000, then 3.3%.

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
4.0% V/V (fpm)	304	405	608	810	1013	1215

Initial climb clearance: **as cleared by ATC**

SID	ROUTING
AMABI 1A	Climb on course 031° to 1000, turn LEFT direct AMABI. Cross AMABI at or above 5500.
AMKOX 1A	Climb on course 031° to 1000, turn LEFT direct GH5Ø1, to GONEN, to AMKOX. Cross AMKOX at or above 5400.
EVULO 1A	Climb on course 031° to 1000, turn LEFT direct GH5Ø1, to AMERI, to GH5Ø7 to EVULO. Cross AMERI at or above 6400.
NUKRI 2A	Climb on course 031° to 1000, turn LEFT direct GH5Ø1, to GONEN, to NUKRI. Cross NUKRI at or above 7400.

CHANGES: Waypoint GH5Ø6 renamed AMERI.

© JEPPESEN, 2024, 2025. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 08 Nov 2026; Terminal chart data cycle 08-2026 (Expired); Notice: After 23 Apr 2026, 0000Z, this chart may no longer be valid

BGGH/GOH
NUUK

JEPPESEN
7 FEB 25 (10-3A) Eff 20 Feb

NUUK, GREENLAND
RNAV SID

Apt Elev	RNP 1 GNSS required	Trans alt: 7000
272	WARNING - CAUTION: 1. Correct altitude for low temperature. 2. Procedure in airspace classified G. 3. No turn before DER.	

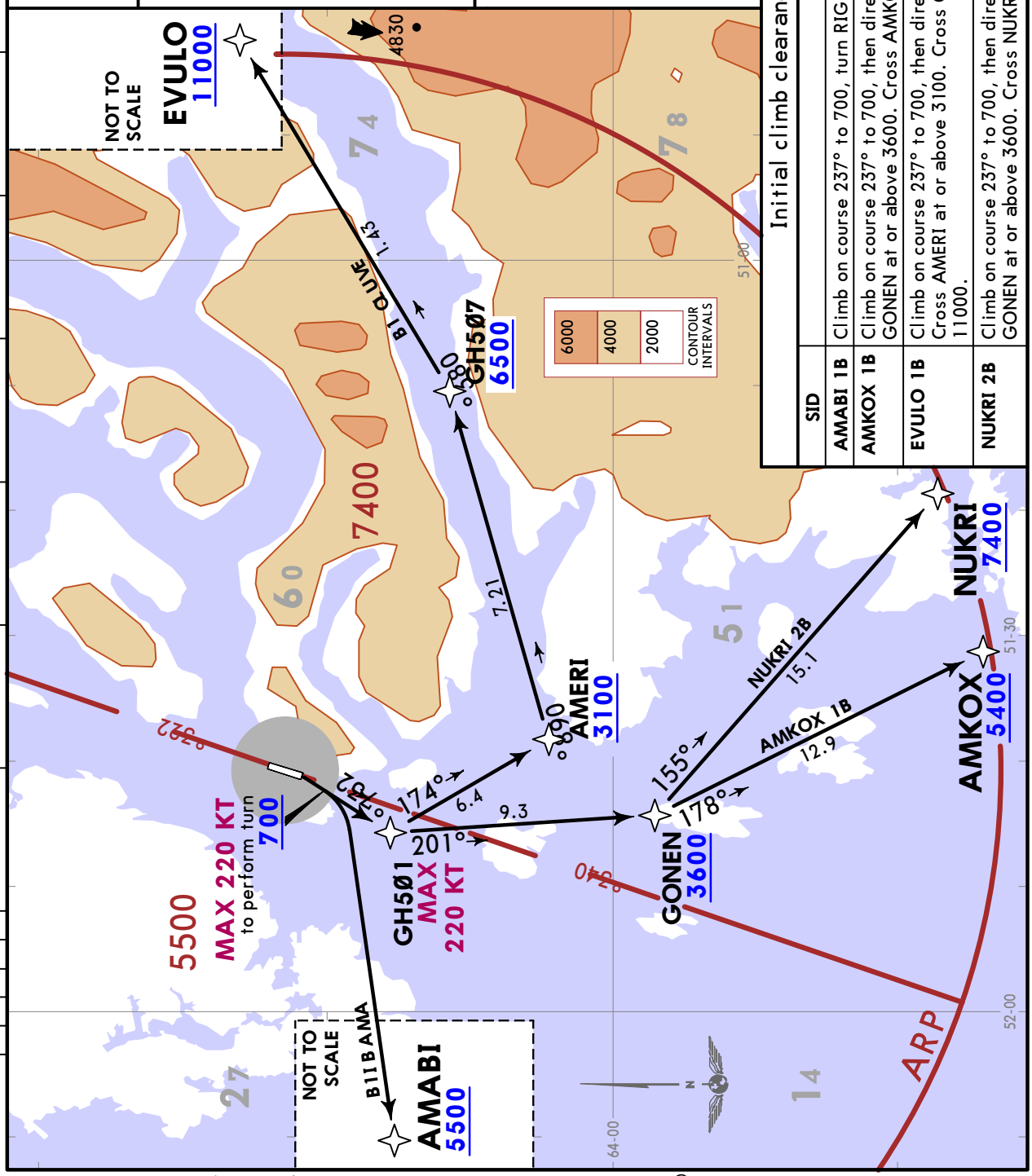
AMABI 1B [AMAB1B]
AMKOX 1B [AMKO1B]
EVULO 1B [EVUL1B]
NUKRI 2B [NUKR2B]
RNP DEPARTURES
(RWY 22)

These SIDs require minimum climb gradients of:
AMABI 1B: 4.0% (243 FT/NM) until 3000, then 3.3%.
AMKOX 1B: 4.3% (261 FT/NM) until 4000, then 3.3%.
EVULO 1B: 5.0% (304 FT/NM) until 6000, then 3.3%.
NUKRI 2B: 4.3% (261 FT/NM) until 7000, then 3.3%.

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
4.0% V/V (fpm)	304	405	608	810	1013	1215
4.3% V/V (fpm)	327	435	653	871	1089	1306
5.0% V/V (fpm)	380	506	760	1013	1266	1519

Initial climb clearance: **as cleared by ATC**

SID	ROUTING
AMABI 1B	Climb on course 237° to 700, turn RIGHT direct AMABI. Cross AMABI at or above 5500.
AMKOX 1B	Climb on course 237° to 700, then direct GH5Ø1, turn LEFT to GONEN, to AMKOX. Cross GONEN at or above 3600. Cross AMKOX at or above 5400.
EVULO 1B	Climb on course 237° to 700, then direct GH5Ø1, turn LEFT to AMERI, to GH5Ø7, to EVULO. Cross AMERI at or above 3100. Cross GH5Ø7 at or above 6500. Cross EVULO at or above 11000.
NUKRI 2B	Climb on course 237° to 700, then direct GH5Ø1, turn LEFT to GONEN, to NUKRI. Cross GONEN at or above 3600. Cross NUKRI at or above 7400.



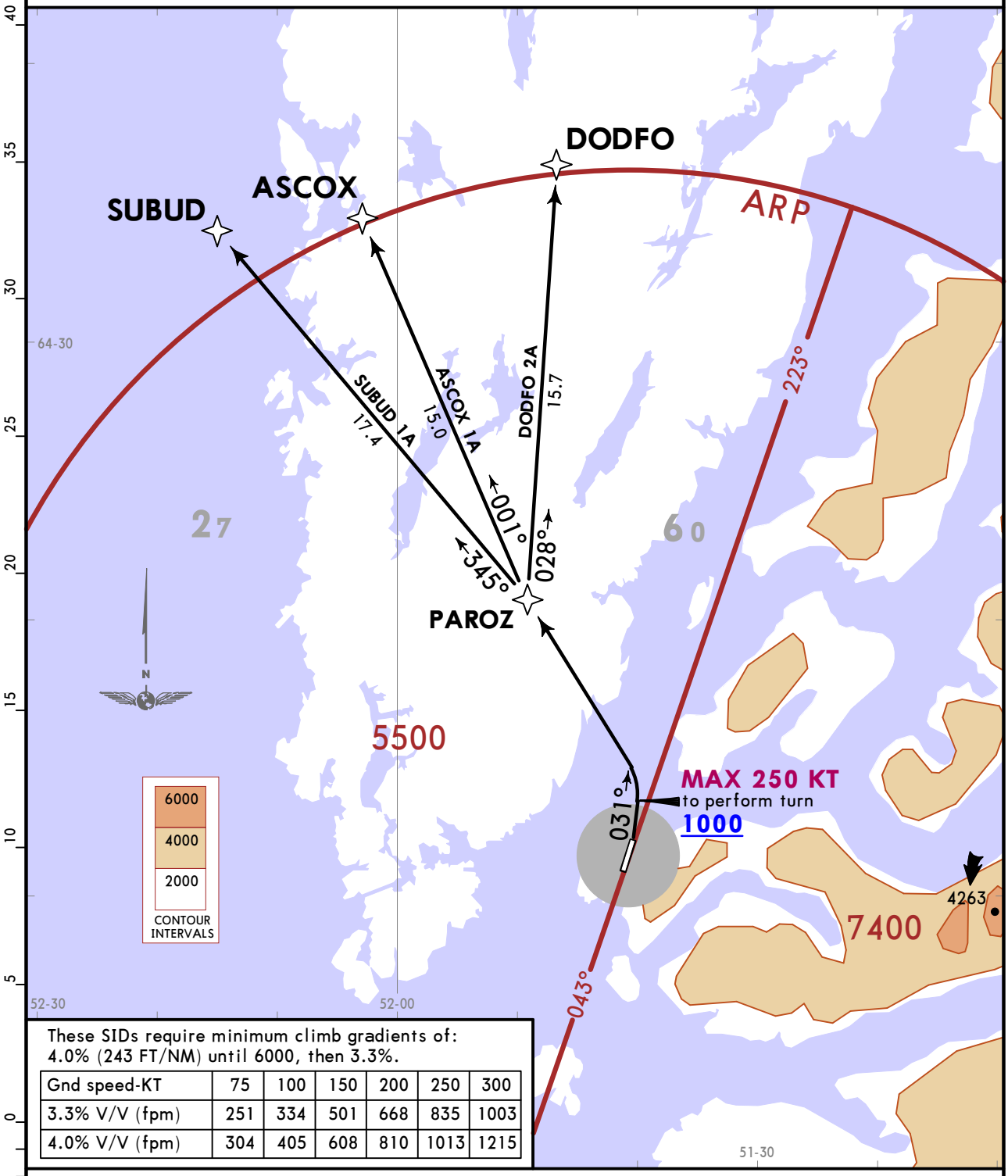
CHANGES: Waypoint GH5Ø6 renamed AMERI.

© JEPPESEN, 2024, 2025. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 08 Nov 2026; Terminal chart data cycle 08-2026 (Expired); Notice: After 23 Apr 2026, 0000Z, this chart may no longer be valid

Apt Elev	RNP 1 GNSS required	Trans alt: 7000
272	WARNING - CAUTION: 1. Correct altitude for low temperature. 2. Procedure in airspace classified G. 3. No turn before DER.	

ASCOX 1A [ASCO1A], DODFO 2A [DODF2A], SUBUD 1A [SUBU1A]
RNP DEPARTURES
(RWY 04)



These SIDs require minimum climb gradients of:
4.0% (243 FT/NM) until 6000, then 3.3%.

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
4.0% V/V (fpm)	304	405	608	810	1013	1215

Initial climb clearance: **as cleared by ATC**

INITIAL CLIMB

Climb on course 031° to 1000, turn LEFT direct PAROZ.

SID	ROUTING
ASCOX 1A	From PAROZ, to ASCOX.
DODFO 2A	From PAROZ, to DODFO.
SUBUD 1A	From PAROZ, to SUBUD.

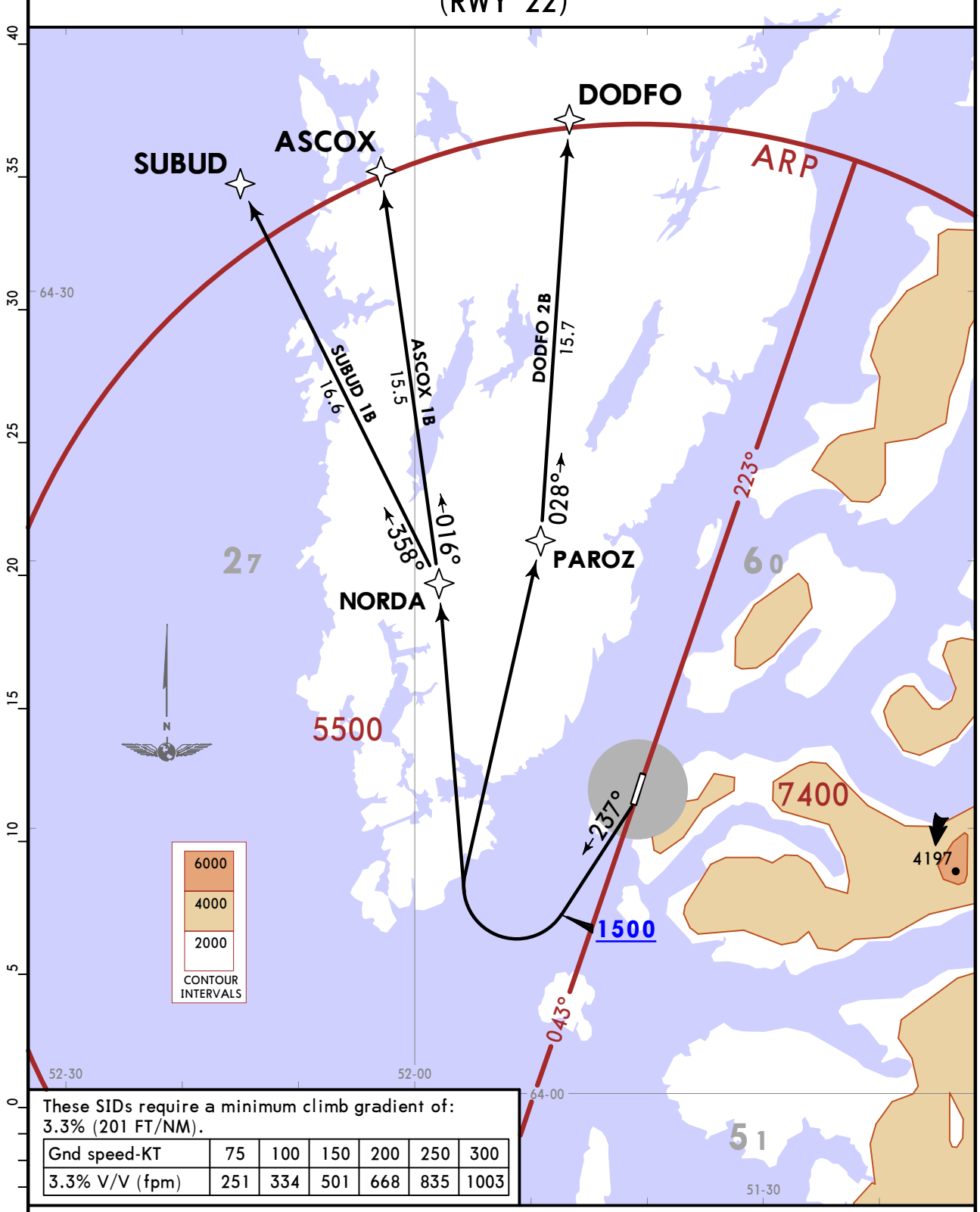
CHANGES: Waypoint GH503 renamed PAROZ, chart reindexed.

© JEPPESEN, 2024, 2025. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 08 Nov 2026; Terminal chart data cycle 08-2026 (Expired); Notice: After 23 Apr 2026, 0000Z, this chart may no longer be valid

Apt Elev 272	RNP 1 GNSS required	Trans alt: 7000
	WARNING - CAUTION: 1. Correct altitude for low temperature. 2. Procedure in airspace classified G. 3. No turn before DER.	

ASCOX 1B [ASCO1B], DODFO 2B [DODF2B], SUBUD 1B [SUBU1B] RNP DEPARTURES (RWY 22)



These SIDs require a minimum climb gradient of: 3.3% (201 FT/NM).

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003

Initial climb clearance: **as cleared by ATC**

SID	ROUTING
ASCOX 1B	Climb on course 237° to 1500, turn RIGHT direct NORDA, to ASCOX.
DODFO 2B	Climb on course 237° to 1500, turn RIGHT direct PAROZ, to DODFO.
SUBUD 1B	Climb on course 237° to 1500, turn RIGHT direct NORDA, to SUBUD.

CHANGES: GH5Ø3 renamed PAROZ, GH5Ø5 renamed NORDA, chart reindexed.

© JEPPESEN, 2024, 2025. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 08 Nov 2026; Terminal chart data cycle 08-2026 (Expired); Notice: After 23 Apr 2026, 0000Z, this chart may no longer be valid

BGGH/GOH

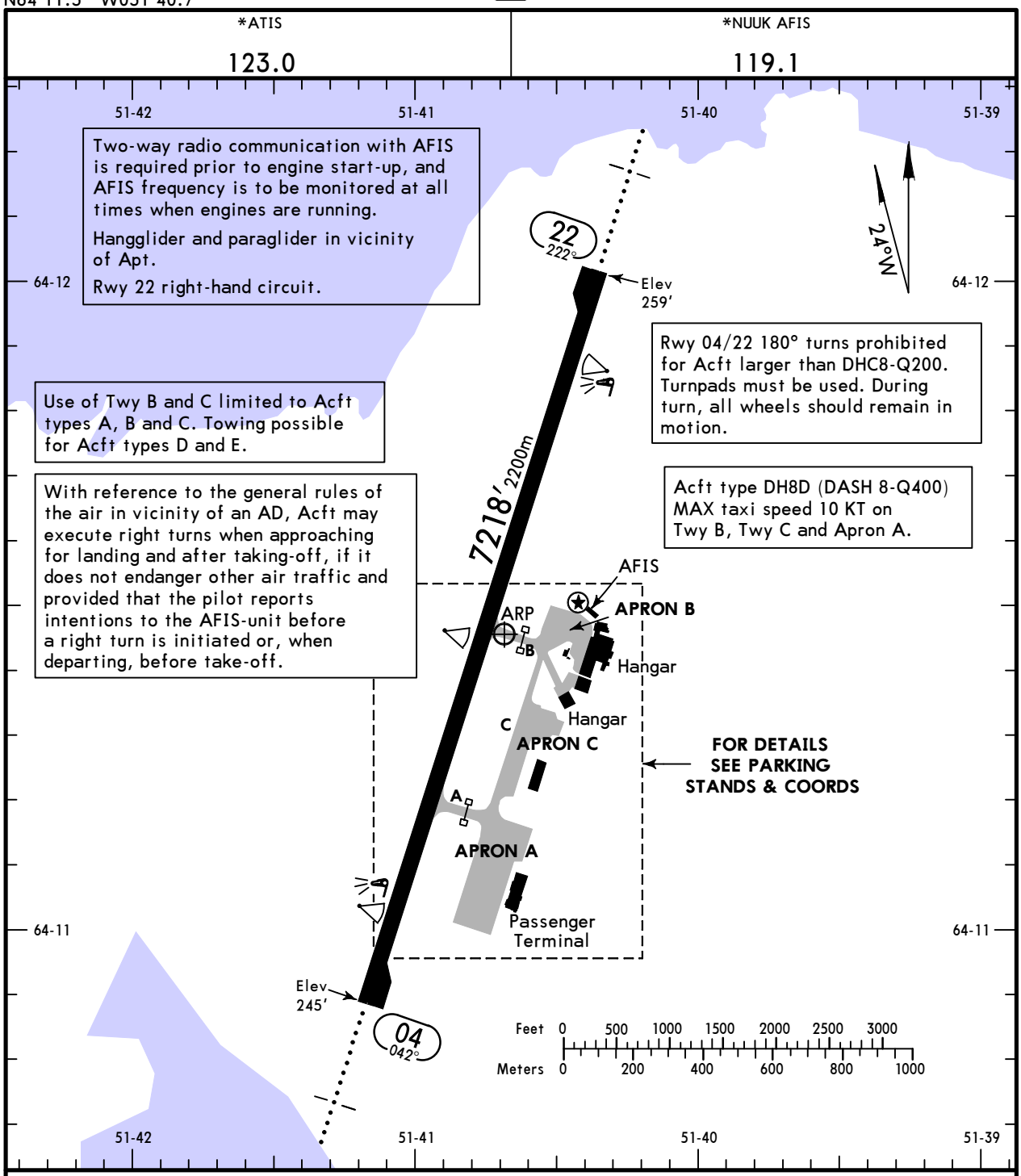
Apt Elev **277′**
N64 11.5 W051 40.7

JEPPESEN
9 JAN 26 (10-9) **Eff 22 Jan**

NUUK, GREENLAND

NUUK

*ATIS	*NUUK AFIS
123.0	119.1



ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
04 22	HIRL (60m) CL (30m) ❶ ALS (LIH) PAPI-L (angle 3.2°)	RVR		6367′ 1941m		148′ 45m

❶ length 420m
Turn pads at RWY 04 and 22 marked with green LGT.

Std/State	TAKE-OFF					
Low Visibility Procedures required Approval for Low Visibility Take-off required			RCLM or RL or CL	RL or CL	Adequate Vis Ref	
RCLM & RL & CL & RVR	RCLM & RL & RVR	RCLM & RVR & RL or CL	DAY	NIGHT	DAY	NIGHT
	DAY	NIGHT				
R150m	R300m		R/V400m		R/V500m	NA

CHANGES: Note withdrawn.

© JEPPESEN, 1999, 2026. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 08 Nov 2026; Terminal chart data cycle 08-2026 (Expired); Notice: After 23 Apr 2026, 0000Z, this chart may no longer be valid

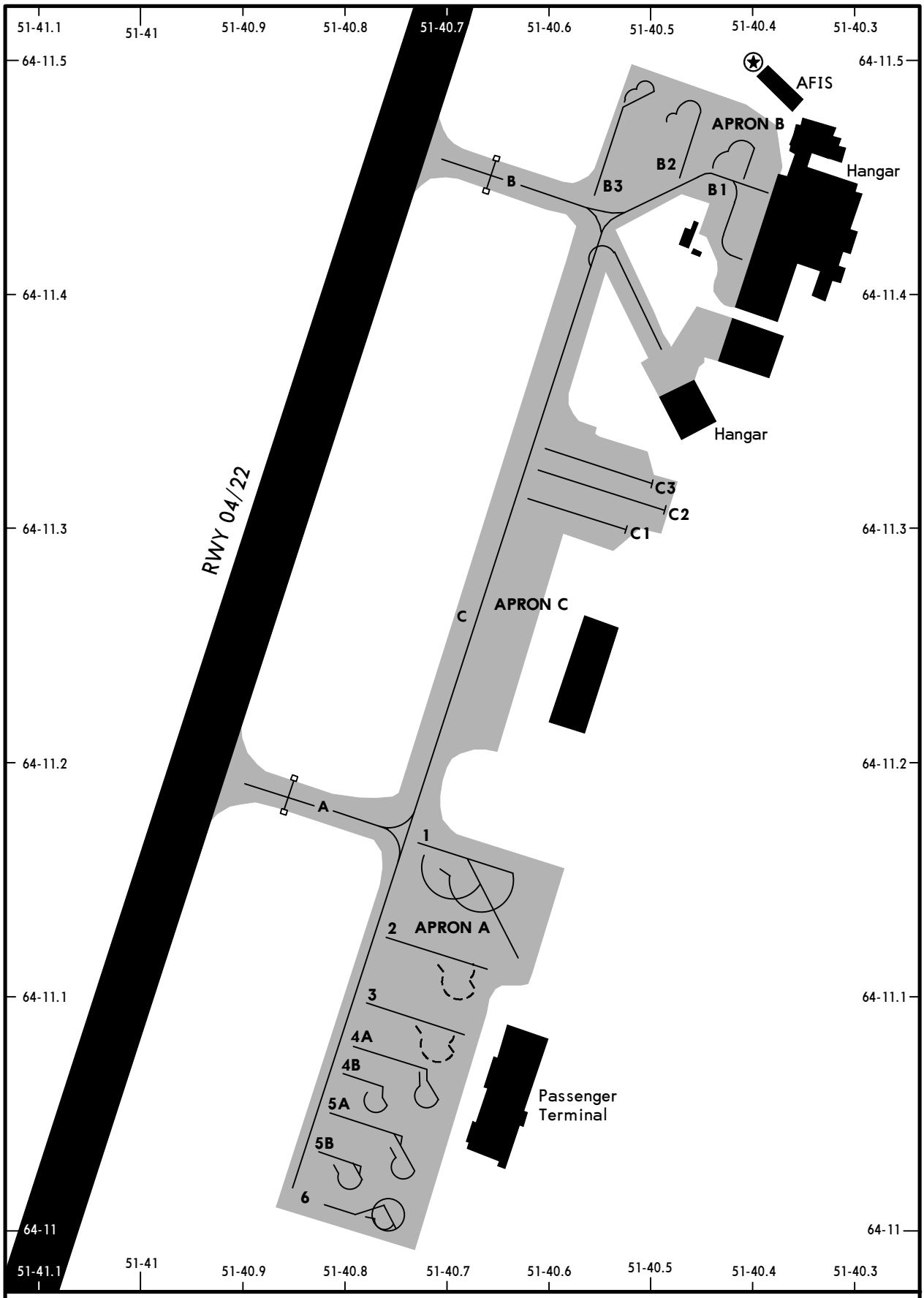
BGGH/GOH

JEPPESEN

9 JAN 26 (10-9A) Eff 22 Jan

NUUK, GREENLAND

NUUK



PARKING STAND COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1	N64 11.1 W051 40.6	B1	N64 11.5 W051 40.4
2 thru 4A	N64 11.1 W051 40.7	B2, B3	N64 11.5 W051 40.5
4B	N64 11.1 W051 40.8	C1 thru C3	N64 11.3 W051 40.5
5A	N64 11.0 W051 40.7		
5B, 6	N64 11.0 W051 40.8		

CHANGES: None.

© JEPPESEN, 2024. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 08 Nov 2026; Terminal chart data cycle 08-2026 (Expired); Notice: After 23 Apr 2026, 0000Z, this chart may no longer be valid

TURBULENCE CONDITIONS

1. Turbulence Warning Indication system (TWI)
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-off and landing below 1500' above Rwy elevation.

For the TWI system to work properly and to give the most accurate indication of turbulence warning levels, aerodrome needs 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.

2. Area of interest
Area of interest is from Rwy to 1500'. Other reports above 1500' can also be reported to Nuuk AFIS.

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.

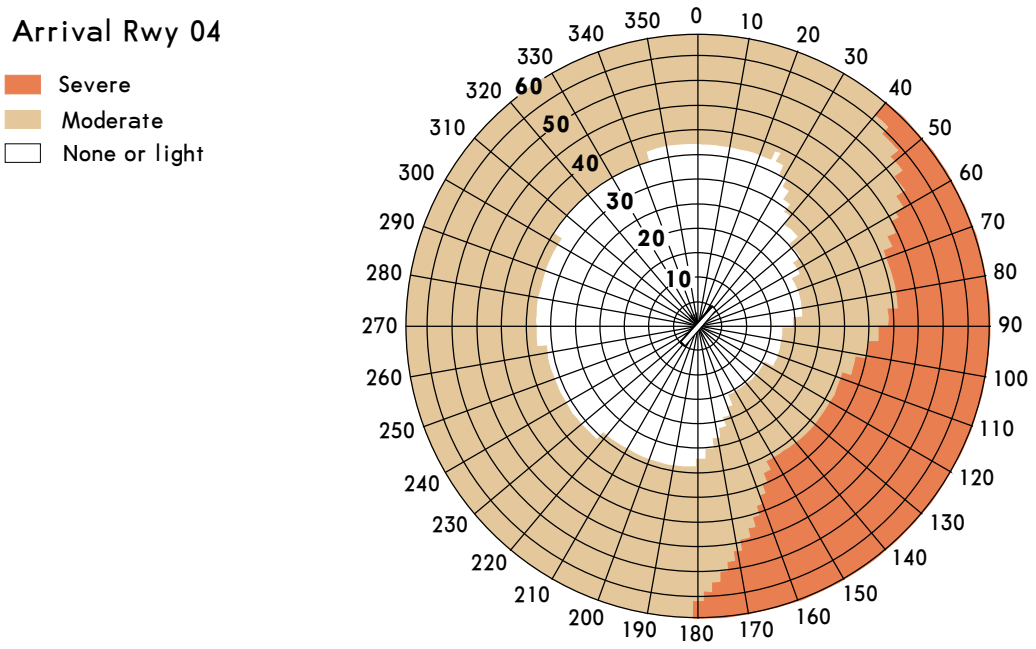
4. Designed for Fixed Wing Aircraft Weight CAT M
The TWI system is developed and calibrated for fixed wing aircraft in the lower segment of weight CAT M.

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. Phraseology for pilots
- "No turbulence",
- "Light turbulence",
- "Moderate turbulence",
- "Severe turbulence".

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.

Arrival Rwy 04



© JEPPESEN, 2025. ALL RIGHTS RESERVED.

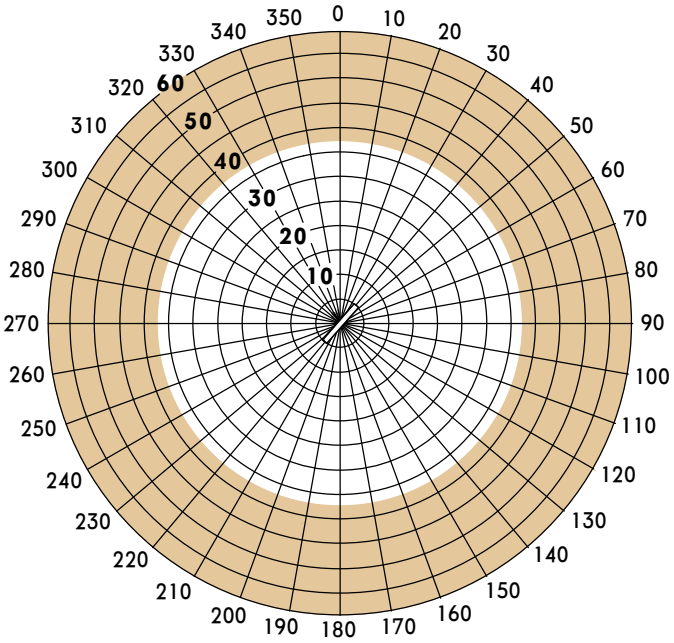
Printed from JeppView for Windows 5.3.0.0 on 08 Nov 2026; Terminal chart data cycle 08-2026 (Expired); Notice: After 23 Apr 2026, 0000Z, this chart may no longer be valid

TURBULENCE CONDITIONS (Continued)

Departure Rwy 04

Moderate

None or light

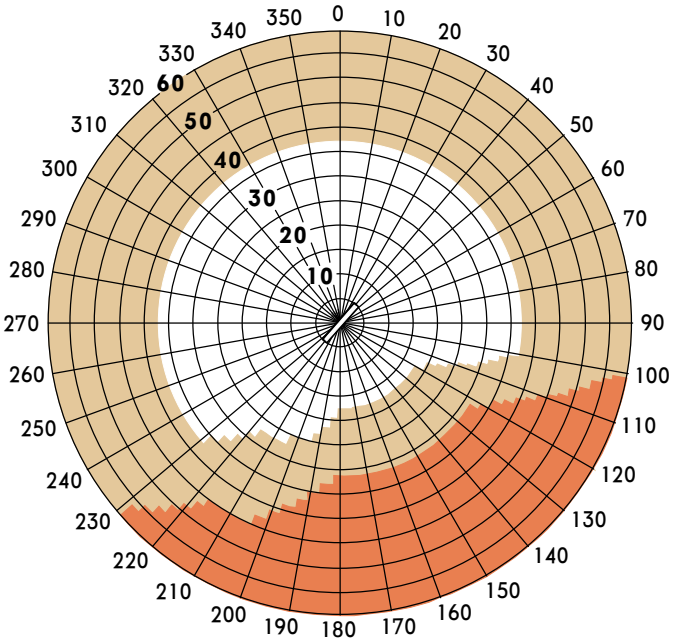


Arrival Rwy 22

Severe

Moderate

None or light

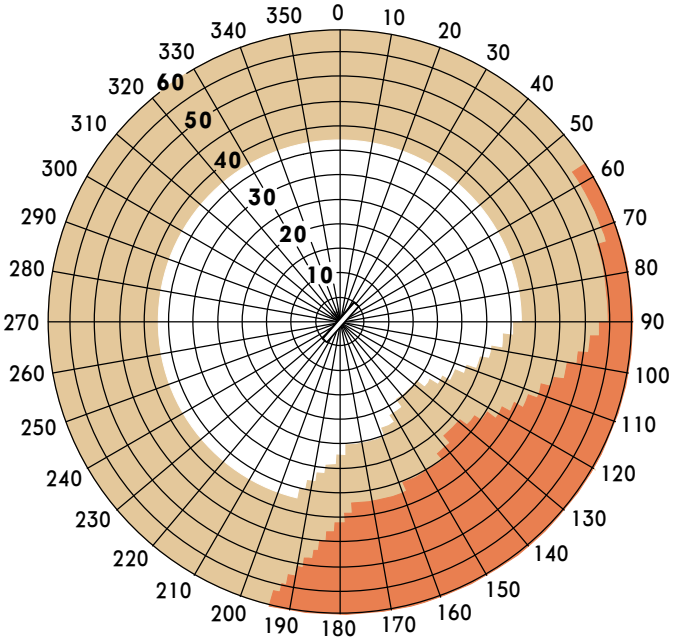


Departure Rwy 22

Severe

Moderate

None or light



CHANGES: New chart.

© JEPPESEN, 2025. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 08 Nov 2026; Terminal chart data cycle 08-2026 (Expired); Notice: After 23 Apr 2026, 0000Z, this chart may no longer be valid

NUUK, GREENLAND

NUUK

COPTER

STRAIGHT-IN RWY	DA(H) / MDA(H)	RVR (ALS/ALS out)
04 ❶❷ ILS Z, X	500′ (255′)	R700m / R1000m
❸ ILS Z	1220′ (975′)	R800m / R1000m
❹ ILS Z, X	1430′ (1185′)	R800m / R1000m
❷ LOC DME Z, X	1070′ (825′)	R800m / R1000m
❸ LOC DME Z	1220′ (975′)	R800m / R1000m
❹ LOC DME Z, X	1430′ (1185′)	R800m / R1000m
22 ❶❷ ILS Z, X	460′ (201′)	R650m / R1000m
❸ ILS Z, X	890′ (631′)	R800m / R1000m
❹ ILS Z, X	1490′ (1231′)	R800m / R1000m
❸ LOC DME Z	1160′ (901′)	R800m / R1000m
❹ LOC DME Z	1490′ (1231′)	R800m / R1000m
❸ LOC DME X	1180′ (921′)	R800m / R1000m
❹ LOC DME X	1480′ (1221′)	R800m / R1000m
❷ RNP Z (LNAV/VNAV)	1100′ (841′)	R800m / R1000m
❹ RNP Z (LNAV/VNAV)	1310′ (1051′)	R800m / R1000m
❹ RNP Z (LNAV)	1540′ (1281′)	R800m / R1000m

❶ With coupled autopilot, otherwise: R800m.
❷ Missed apch climb gradient MIN 5.0% (304′/NM).
❸ Missed apch climb gradient MIN 4.0% (244′/NM).
❹ Missed apch climb gradient MIN 2.5% (152′/NM).

CIRCLE-TO-LAND ❺	MDA(H)	VIS
After ILS Z or LOC Z 04 and ILS X or LOC X 04	1430′ (1153′)	V800m
After ILS Z or LOC Z 22 and ILS X or LOC X 22	1490′ (1213′)	V800m
After RNP Z 22	1540′ (1263′)	V800m
RNP A or B	700′ (423′)	V800m

❺ Only West of aerodrome.

TAKE-OFF RWY 04, 22

❻ Low Visibility Procedures required			
❻ Approval for Low Visibility Take-off required			No markings (NIGHT)
RL or FATO lights & RCLM & RVR	RL or FATO lights & RCLM	No lights & no markings (DAY)	
R150m	R200m	❼R250m	V800m

❻ Otherwise: R/V400m.
❼ Or rejected take-off distance whichever is the greater.

CHANGES: ILS X and LOC X Rwy 22 added.

© JEPPESEN, 2021, 2026. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 08 Nov 2026; Terminal chart data cycle 08-2026 (Expired); Notice: After 23 Apr 2026, 0000Z, this chart may no longer be valid

BGGH/GOH NUUK

JEPPESEN

3 OCT 25 (11-1) CAT A & B

NUUK, GREENLAND ILS or LOC Z Rwy 04

BRIEFING STRIP™

*ATIS	*NUUK AFIS
123.0	119.1

LOC NUK 111.3	Final Apch Crs 042°	GHØ4F 2500′ (2255′)	ILS DA(H) Refer to chart 11-1A	Apt Elev 277′ Rwy 245′

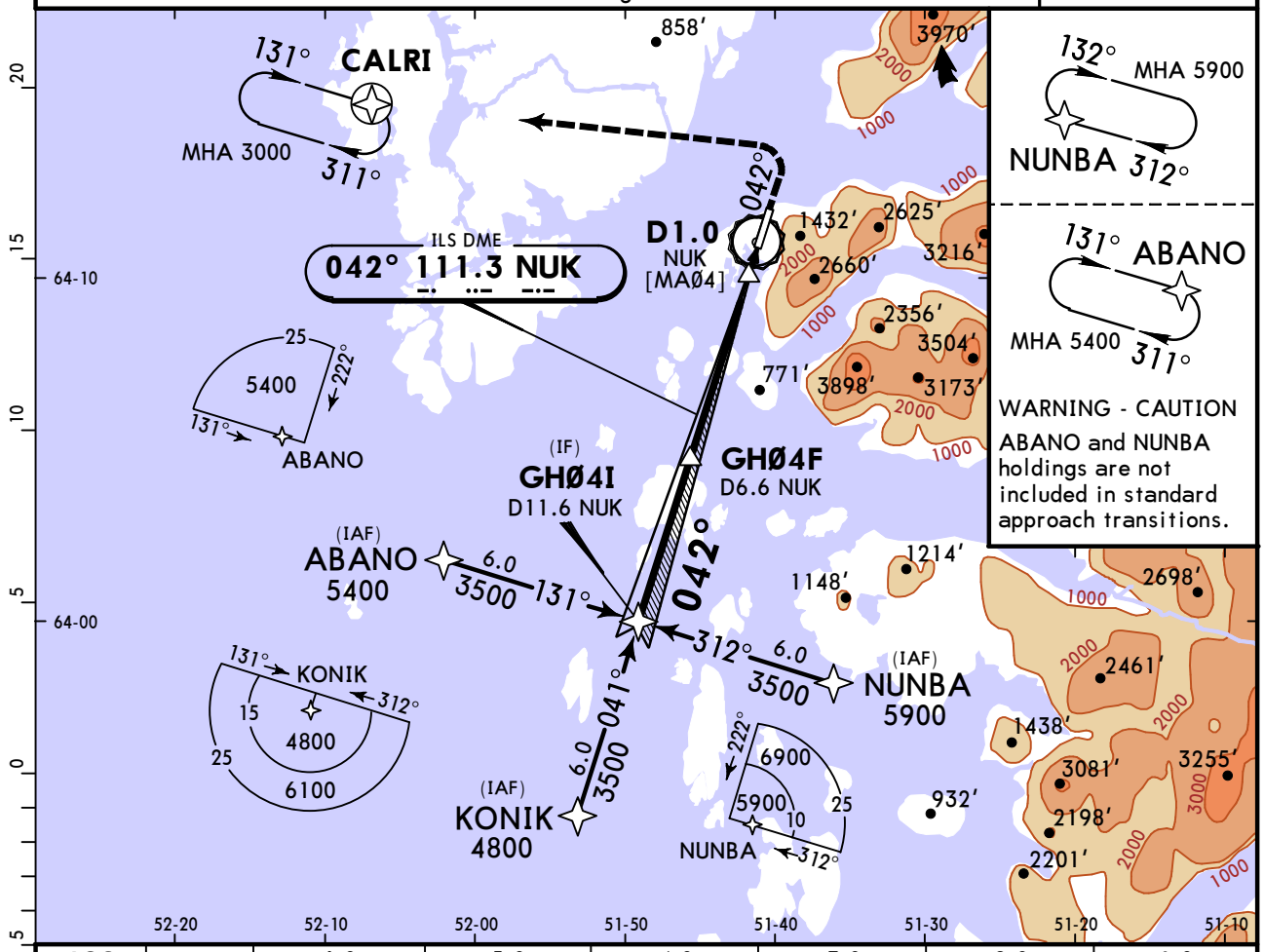
MISSED APCH: Climb on course 042° to 2000′, LEFT turn (MAX 210 KT) direct CALRI and join the holding at or above 3000′.
Refer to minimums for missed apch climb gradient.

Alt Set: hPa	Rwy Elev: 9 hPa	Trans level: By ATC	Trans alt: 7000′

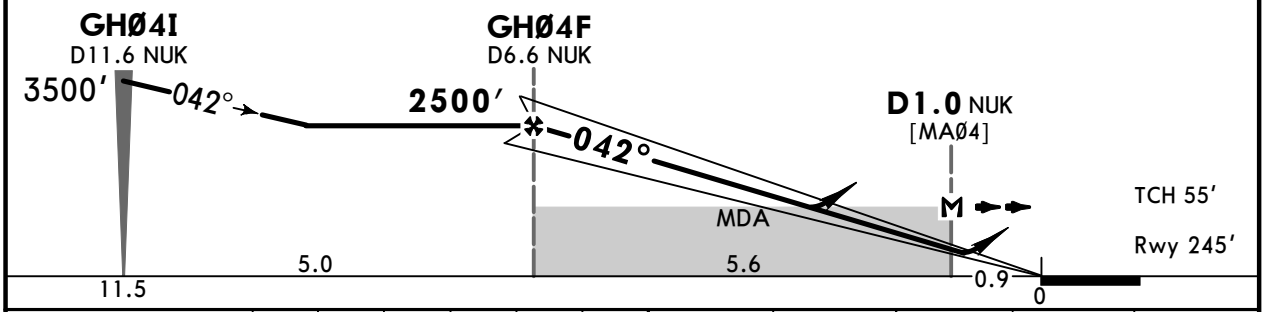
RNP-1 GNSS required for ABANO, KONIK and NUNBA transitions, and for missed apch.

1. DME required. WARNING - CAUTION: 2. Procedure only to be used with R750m or higher. 3. Adhere strictly to prescribed procedure due to high surrounding terrain. 4. Turbulence may be expected. 5. Correct altitude for low temperature. 6. LOC/DME not to be used outside 10° on east side of approach course. 7. Procedure in airspace classified G. 8. GP not to be used outside 4° west of LOC course. 9. (IAF) NUNBA: DME NUK unreliable for the first NM on the initial leg.

TAA
25 NM
IAF



LOC (GS out)	NUK DME	6.0	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	2290′	1950′	1610′	1270′	930′	590′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.20°	396	510	566	679	793	906
MAP at D1.0 NUK							
GHØ4F to MAP	5.6	4:48	3:44	3:22	2:48	2:24	2:06

Timing not authorized for defining the MAP.

HIALS
PAPI

2000′ on 042°

CALRI LT

210 KT MAX

FOR LANDING MINIMUMS SEE 11-1A

CHANGES: DME unreliable note.

© JEPPESEN, 2024, 2025. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 08 Nov 2026; Terminal chart data cycle 08-2026 (Expired); Notice: After 23 Apr 2026, 0000Z, this chart may no longer be valid

ILS or LOC Z Rwy 04 LANDING MINIMUMS

Std/State

STRAIGHT-IN LANDING

ILS

	Missed apch climb gradient MIN 5.0% (304′/NM)		Missed apch climb gradient MIN 4.0% (243′/NM)		Missed apch climb gradient MIN 2.5% (152′/NM)	
	DA(H) A: **500′** (255′) B: **510′** (265′)		DA(H) A: **1220′** (975′) B: **1230′** (985′)		DA(H) A: **1430′** (1185′) B: **1440′** (1195′)	
		ALS out		ALS out		ALS out
A	R800m	R1300m	R1500m		R1500m	
B	R900m					
C	NOT APPLICABLE		NOT APPLICABLE		NOT APPLICABLE	
D						

Std/State

STRAIGHT-IN LANDING

LOC (GS out)

	Missed apch climb gradient MIN 5.0% (304′/NM)		Missed apch climb gradient MIN 4.0% (243′/NM)		Missed apch climb gradient MIN 2.5% (152′/NM)	
	CDFA [1] DA/MDA(H) A: **1070′** (825′) B: **1120′** (875′)		CDFA [1] DA/MDA(H) A: **1220′** (975′) B: **1230′** (985′)		CDFA [1] DA/MDA(H) A: **1430′** (1185′) B: **1440′** (1195′)	
		ALS out		ALS out		ALS out
A	R1500m		R1500m		R1500m	
B						
C	NOT APPLICABLE		NOT APPLICABLE		NOT APPLICABLE	
D						

[1] VNAV DA(H) in lieu of MDA(H) depends on operator policy.

Std/State

CIRCLE-TO-LAND

West of Aerodrome only

Max Kts	MDA(H)	
100	1430′ (1153′)	V1500m
135	1440′ (1163′)	V1600m
C	NOT APPLICABLE	
D		

PANS OPS

CHANGES: None.

© JEPPESEN, 2024. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 08 Nov 2026; Terminal chart data cycle 08-2026 (Expired); Notice: After 23 Apr 2026, 0000Z, this chart may no longer be valid

BGGH/GOH NUUK

JEPPESEN

3 OCT 25 (11-2) CAT C & D

NUUK, GREENLAND ILS or LOC Y Rwy 04

*ATIS 123.0	*NUUK AFIS 119.1

BRIEFING STRIP™

LOC NUK 111.3	Final Apch Crs 042°	GHØ4F 2500′ (2255′)	ILS DA(H) Refer to chart 11-2A	Apt Elev 277′ Rwy 245′

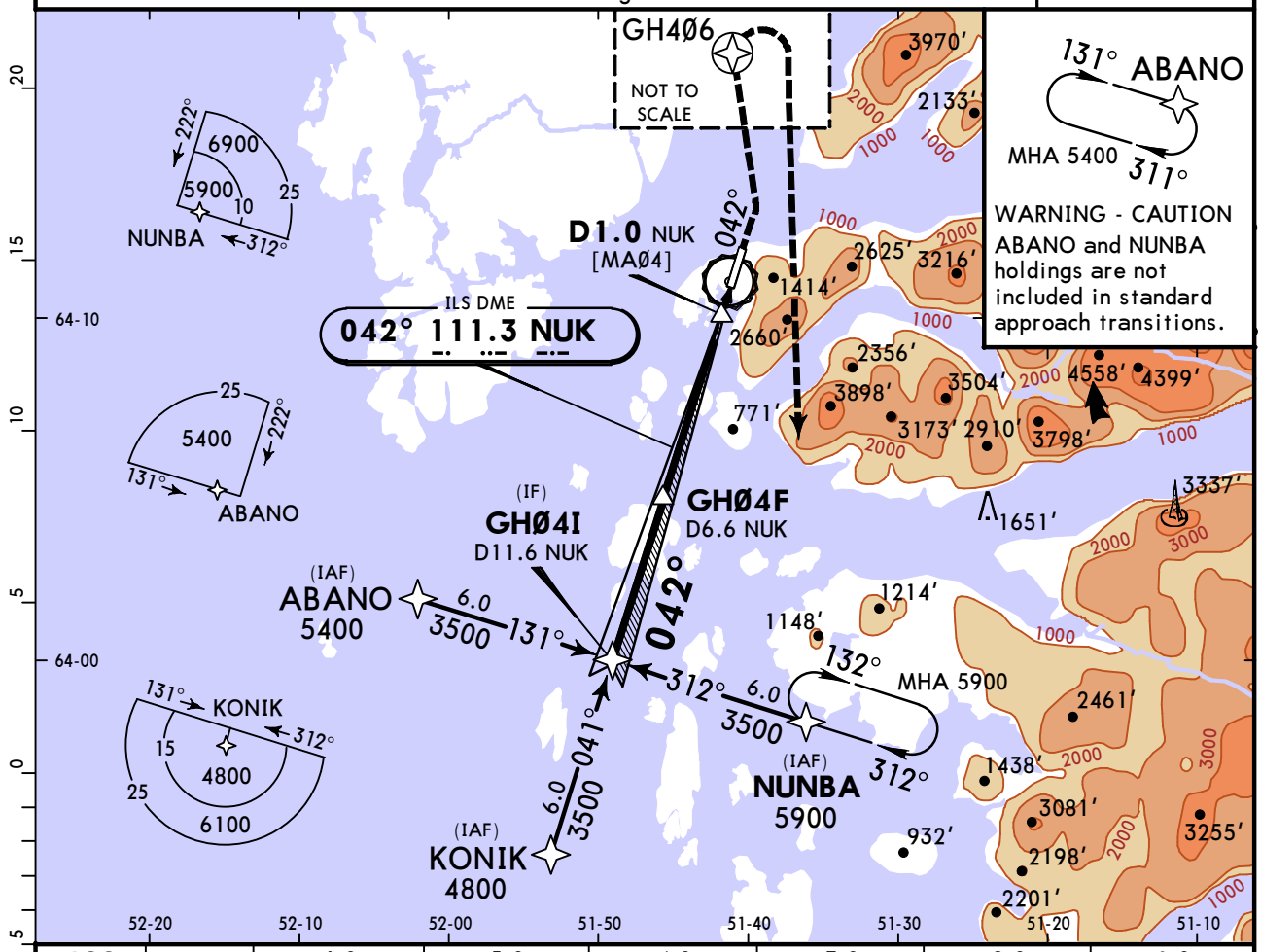
MISSED APCH: Climb on course 042° to 2000′, LEFT turn direct GH4Ø6, RIGHT turn direct NUNBA and join the holding at or above 5900′. Refer to minimums for missed apch climb gradient.

Alt Set: hPa | Rwy Elev: 9 hPa | Trans level: By ATC | Trans alt: 7000′

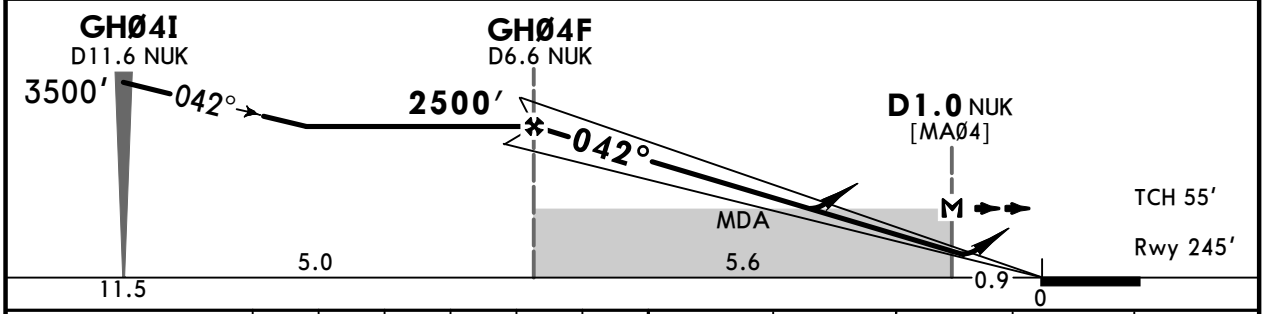
RNP-1 GNSS required for ABANO, KONIK and NUNBA transitions, and for missed apch.

1. DME required. WARNING - CAUTION: 2. Procedure only to be used with R750m or higher. 3. Adhere strictly to prescribed procedure due to high surrounding terrain. 4. Turbulence may be expected. 5. Correct altitude for low temperature. 6. LOC/DME not to be used outside 10° on east side of approach course. 7. Procedure in airspace classified G. 8. GP not to be used outside 4° west of LOC course. 9. (IAF) NUNBA: DME NUK unreliable for the first NM on the initial leg.

TAA
25 NM
IAF



LOC (GS out)	NUK DME	6.0	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	2290′	1950′	1610′	1270′	930′	590′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.20°	396	510	566	679	793	906
MAP at D1.0 NUK							
GHØ4F to MAP	5.6	4:48	3:44	3:22	2:48	2:24	2:06

Timing not authorized for defining the MAP.

HIALS
PAPI

2000′ on 042°

GH4Ø6 LT

NUNBA RT

FOR LANDING MINIMUMS SEE 11-2A

CHANGES: DME unreliable note.

© JEPPESEN, 2024, 2025. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 08 Nov 2026; Terminal chart data cycle 08-2026 (Expired); Notice: After 23 Apr 2026, 0000Z, this chart may no longer be valid

ILS or LOC Y Rwy 04 LANDING MINIMUMS

Std/State

STRAIGHT-IN LANDING

ILS

	Missed apch climb gradient MIN 5.0% (304′/NM)		Missed apch climb gradient MIN 4.0% (243′/NM)		Missed apch climb gradient MIN 2.5% (152′/NM)	
	DA(H) C: **520′** (275′) D: **530′** (285′)		DA(H) C: **1250′** (1005′) D: **1260′** (1015′)		DA(H) C: **1450′** (1205′) D: **1460′** (1215′)	
		ALS out		ALS out		ALS out
A B	NOT APPLICABLE		NOT APPLICABLE		NOT APPLICABLE	
C	R900m	R1300m	R2400m		R2400m	
D		R1400m				

Std/State

STRAIGHT-IN LANDING

LOC (GS out)

	Missed apch climb gradient MIN 5.0% (304′/NM)		Missed apch climb gradient MIN 4.0% (243′/NM)		Missed apch climb gradient MIN 2.5% (152′/NM)	
	CDFA [1] DA/MDA(H) C: **1170′** (925′) D: **1200′** (955′)		CDFA [1] DA/MDA(H) C: **1250′** (1005′) D: **1270′** (1025′)		CDFA [1] DA/MDA(H) C: **1450′** (1205′) D: **1460′** (1215′)	
		ALS out		ALS out		ALS out
A B	NOT APPLICABLE		NOT APPLICABLE		NOT APPLICABLE	
C D	R2400m		R2400m		R2400m	

[1] VNAV DA(H) in lieu of MDA(H) depends on operator policy.

Std/State

CIRCLE-TO-LAND

West of Aerodrome only

Max Kts	MDA(H)	
A B	NOT APPLICABLE	
180	1450′ (1173′)	V2400m
205	1460′ (1183′)	V3600m

PANS OPS

CHANGES: None.

© JEPPESEN, 2024. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 08 Nov 2026; Terminal chart data cycle 08-2026 (Expired); Notice: After 23 Apr 2026, 0000Z, this chart may no longer be valid

BGGH/GOH
NUUK

JEPPESEN
9 JAN 26 (11-3) Eff 22 Jan

NUUK, GREENLAND
ILS or LOC X Rwy 04

*ATIS	*NUUK AFIS
123.0	119.1

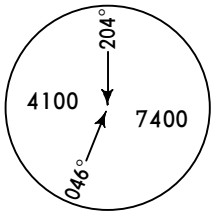
BRIEFING STRIP ™

LOC	Final Apch Crs	D6.6 NUK	ILS DA(H)	Apt Elev 277′
NUK 111.3	042°	2500′ (2255′)	Refer to chart 11-3A	Rwy 245′

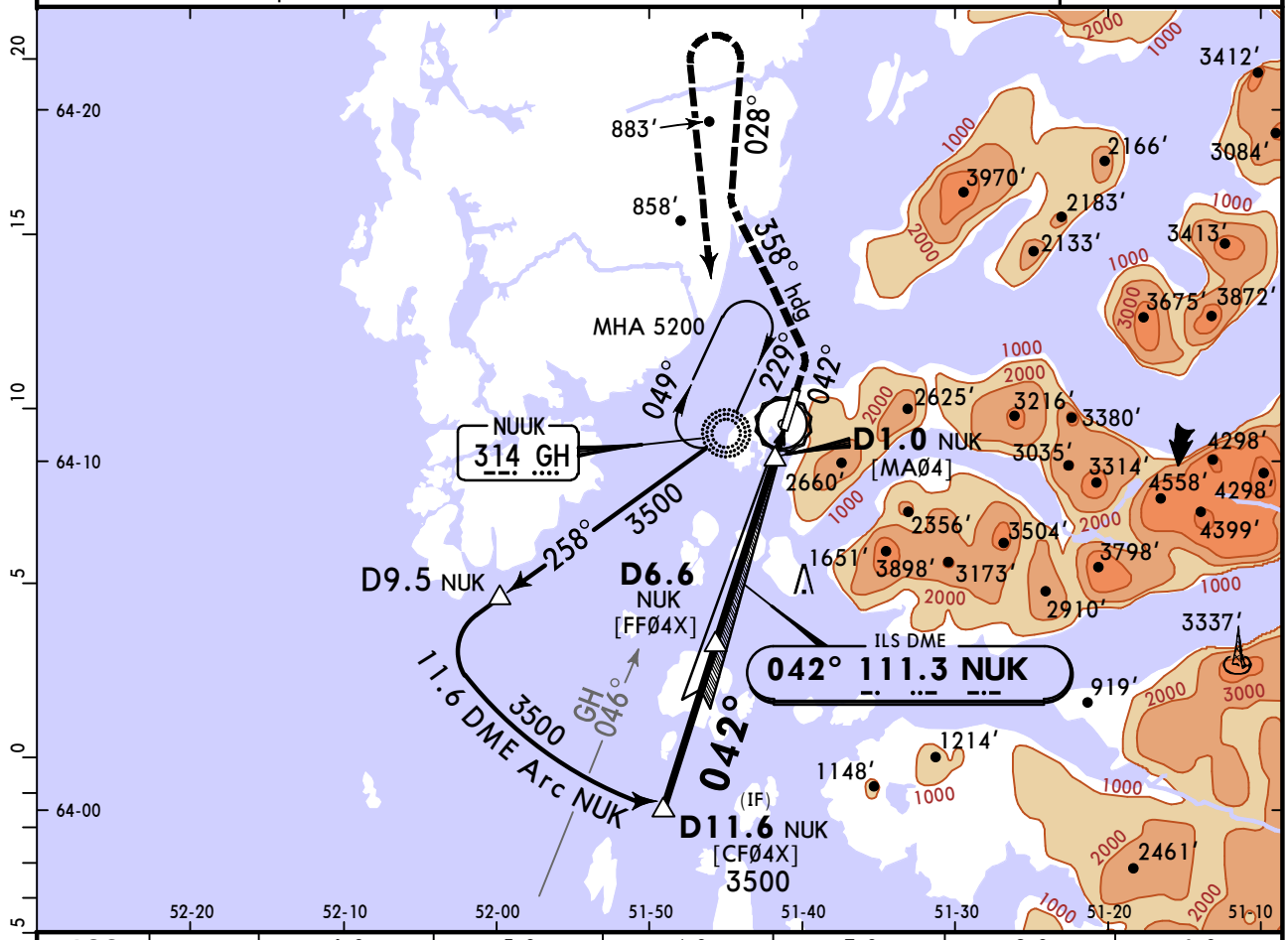
MISSED APCH: Climb on course 042° passing 2000′ turn LEFT (MAX 230 KT), heading 358° to intercept track 028° from GH NDB climbing to 4000′. Passing 4000′ LEFT turn direct GH NDB and hold at 5200′. Refer to minimums for missed apch climb gradient.

Alt Set: hPa	Rwy Elev: 9 hPa	Trans level: By ATC	Trans alt: 7000′

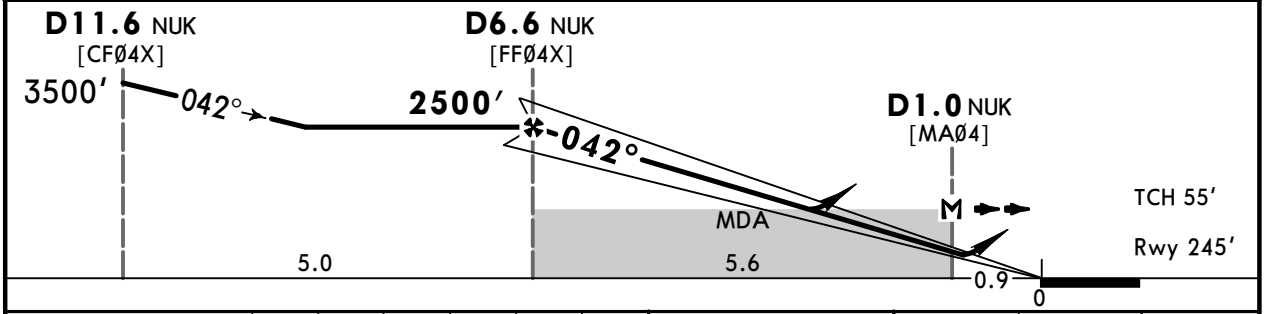
1. DME required. 2. ADF required. WARNING - CAUTION: 3. Procedure only to be used with R750m or higher. 4. Adhere strictly to prescribed procedure due to high surrounding terrain. 5. Turbulence may be expected. 6. Correct altitude for low temperature. 7. LOC/DME not to be used outside 10° on east side of approach course. 8. GP not to be used outside 4° west of LOC course. 9. NDB and DME not collocated. 10. Procedure in airspace classified G.



MSA GH NDB



LOC	NUK DME	6.0	5.0	4.0	3.0	2.0	1.0
(GS out)	ALTITUDE	2290′	1950′	1610′	1270′	930′	590′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.20°	396	510	566	679	793	906
MAP at D1.0 NUK							
D6.6 NUK to MAP	5.6	4:48	3:44	3:22	2:48	2:24	2:06

Timing not authorized for defining the MAP.

HIALS
PAPI

2000′ on 042°

FOR LANDING MINIMUMS SEE 11-3A

CHANGES: Minimum altitude added.

© JEPPESEN, 2025, 2026. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 08 Nov 2026; Terminal chart data cycle 08-2026 (Expired); Notice: After 23 Apr 2026, 0000Z, this chart may no longer be valid

ILS or LOC X Rwy 04 LANDING MINIMUMS

Std/State STRAIGHT-IN LANDING

ILS

	Missed apch climb gradient MIN 5.0% (304′/NM) DA(H) A: **500′** (255′) C: **520′** (275′) B: **510′** (265′) D: **530′** (285′)		Missed apch climb gradient MIN 2.5% (152′/NM) DA(H) A: **1430′** (1185′) C: **1450′** (1205′) B: **1440′** (1195′) D: **1460′** (1215′)	
		ALS out		ALS out
A	R800m	R1300m	R1500m	
B	R900m			
C			R2400m	
D		R1400m		

Std/State STRAIGHT-IN LANDING

LOC (GS out)

	Missed apch climb gradient MIN 5.0% (304′/NM) CDFA 1 DA/MDA(H) A: **1070′** (825′) C: **1170′** (925′) B: **1120′** (875′) D: **1200′** (955′)		Missed apch climb gradient MIN 2.5% (152′/NM) CDFA 1 DA/MDA(H) A: **1430′** (1185′) C: **1450′** (1205′) B: **1440′** (1195′) D: **1460′** (1215′)	
		ALS out		ALS out
A B	R1500m		R1500m	
C D	R2400m		R2400m	

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

Std/State CIRCLE-TO-LAND

West of Aerodrome only

Max Kts	MDA(H)	
100	1430′ (1153′)	V1500m
135	1440′ (1163′)	V1600m
180	1450′ (1173′)	V2400m
205	1460′ (1183′)	V3600m

PANS OPS

CHANGES: None.

© JEPPESEN, 2025. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 08 Nov 2026; Terminal chart data cycle 08-2026 (Expired); Notice: After 23 Apr 2026, 0000Z, this chart may no longer be valid

BGGH/GOH
NUUK

JEPPESEN
22 AUG 25
Eff 4 Sep
11-4
CAT A & B

NUUK, GREENLAND
ILS or LOC Z Rwy 22

*ATIS	*NUUK AFIS
123.0	119.1

BRIEFING STRIP™

LOC INK	Final Apch Crs	GH22F	ILS DA(H)	Apt Elev 277′
108.95	222°	3000′ (2741′)	Refer to chart 11-4A	Rwy 259′

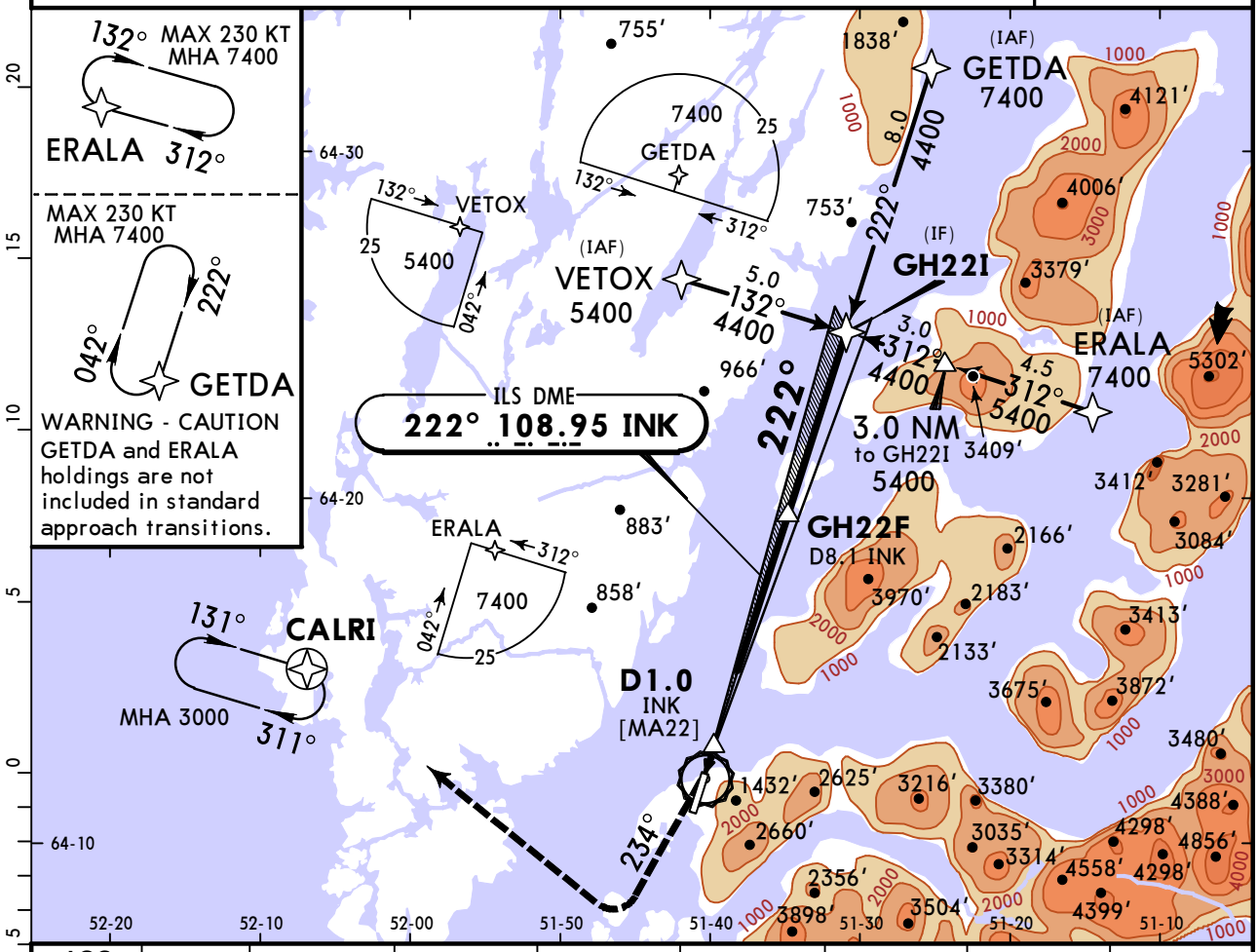
MISSED APCH: Turn as soon as practicable on cource 234° climbing to 2700′, RIGHT turn (MAX 220 KT) direct CALRI and join holding at or above 3000′.

TAA
25 NM
IAF

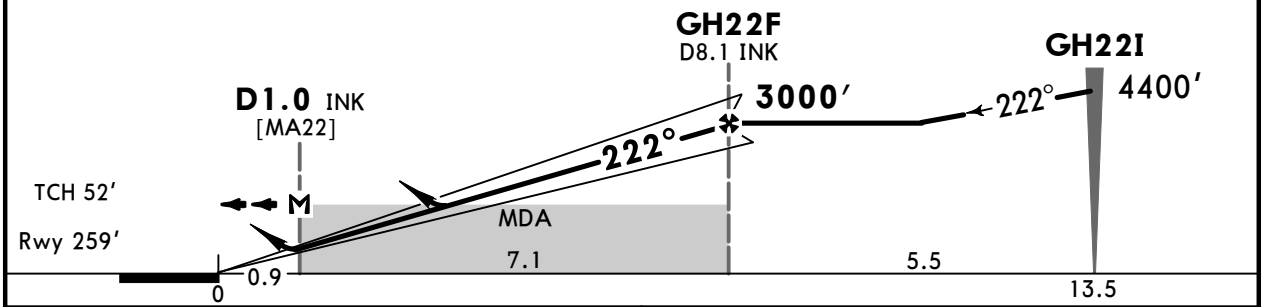
Alt Set: hPa | Rwy Elev: 9 hPa | Trans level: By ATC | Trans alt: 7000′

RNP-1 GNSS required for VETOX, GETDA and ERALA transitions, and for missed apch.

1. DME required. WARNING - CAUTION: 2. Procedure only to be used with R750m or higher. 3. Adhere strictly to prescribed procedure due to high surrounding terrain. 4. Turbulence may be expected. 5. Correct altitude for low temperature. 6. LOC/DME not to be used outside 10° on east side of approach course. 7. Procedure in airspace classified G.



LOC (GS out)	INK DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0
	ALTITUDE	620′	960′	1300′	1640′	1980′	2320′	2660′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.20°	396	510	566	679	793	906
MAP at D1.0 INK							
GH22F to MAP	7.1	6:05	4:44	4:16	3:33	3:03	2:40

Timing not authorized for defining the MAP.

HIALS
PAPI

2700′ RT on 234°

CALRI RT

220 KT MAX

FOR LANDING MINIMUMS SEE 11-4A

CHANGES: Reindex.

© JEPPESEN, 2024, 2025. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 08 Nov 2026; Terminal chart data cycle 08-2026 (Expired); Notice: After 23 Apr 2026, 0000Z, this chart may no longer be valid

ILS or LOC Z Rwy 22 LANDING MINIMUMS

Std/State

STRAIGHT-IN LANDING

ILS

	Missed apch climb gradient MIN 5.0% (304′/NM)		Missed apch climb gradient MIN 4.0% (244′/NM)		Missed apch climb gradient MIN 2.5% (152′/NM)	
	DA(H) **460′** (201′)		DA(H) A: **890′** (631′) B: **910′** (651′)		DA(H) A: **1490′** (1231′) B: **1500′** (1241′)	
		ALS out		ALS out		ALS out
A B	R750m	R1200m	R1500m		R1500m	
C D	NOT APPLICABLE		NOT APPLICABLE		NOT APPLICABLE	

Std/State

STRAIGHT-IN LANDING

LOC (GS out)

	Missed apch climb gradient MIN 4.0% (244′/NM) CDFA 1 DA/MDA(H)		Missed apch climb gradient MIN 2.5% (152′/NM) CDFA 1 DA/MDA(H)	
	A: **1160′** (901′) B: **1200′** (941′)		A: **1490′** (1231′) B: **1500′** (1241′)	
		ALS out		ALS out
A B	R1500m		R1500m	
C D	NOT APPLICABLE		NOT APPLICABLE	

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

Std/State

CIRCLE-TO-LAND

West of Aerodrome only

Max Kts	MDA(H)	
100	1490′ (1213′)	V1500m
135	1500′ (1223′)	V1600m
C D	NOT APPLICABLE	

PANS OPS

CHANGES: Reindex.

© JEPPESEN, 2024, 2025. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 08 Nov 2026; Terminal chart data cycle 08-2026 (Expired); Notice: After 23 Apr 2026, 0000Z, this chart may no longer be valid

BGGH/GOH NUUK

JEPPESEN

22 AUG 25
Eff 4 Sep

11-5

CAT C & D

NUUK, GREENLAND
ILS or LOC Y Rwy 22

*ATIS	*NUUK AFIS
123.0	119.1

BRIEFING STRIP™

LOC INK	Final Apch Crs	GH22F	ILS DA(H)	Apt Elev 277′
108.95	222°	3000′ (2741′)	Refer to chart 11-5A	Rwy 259′

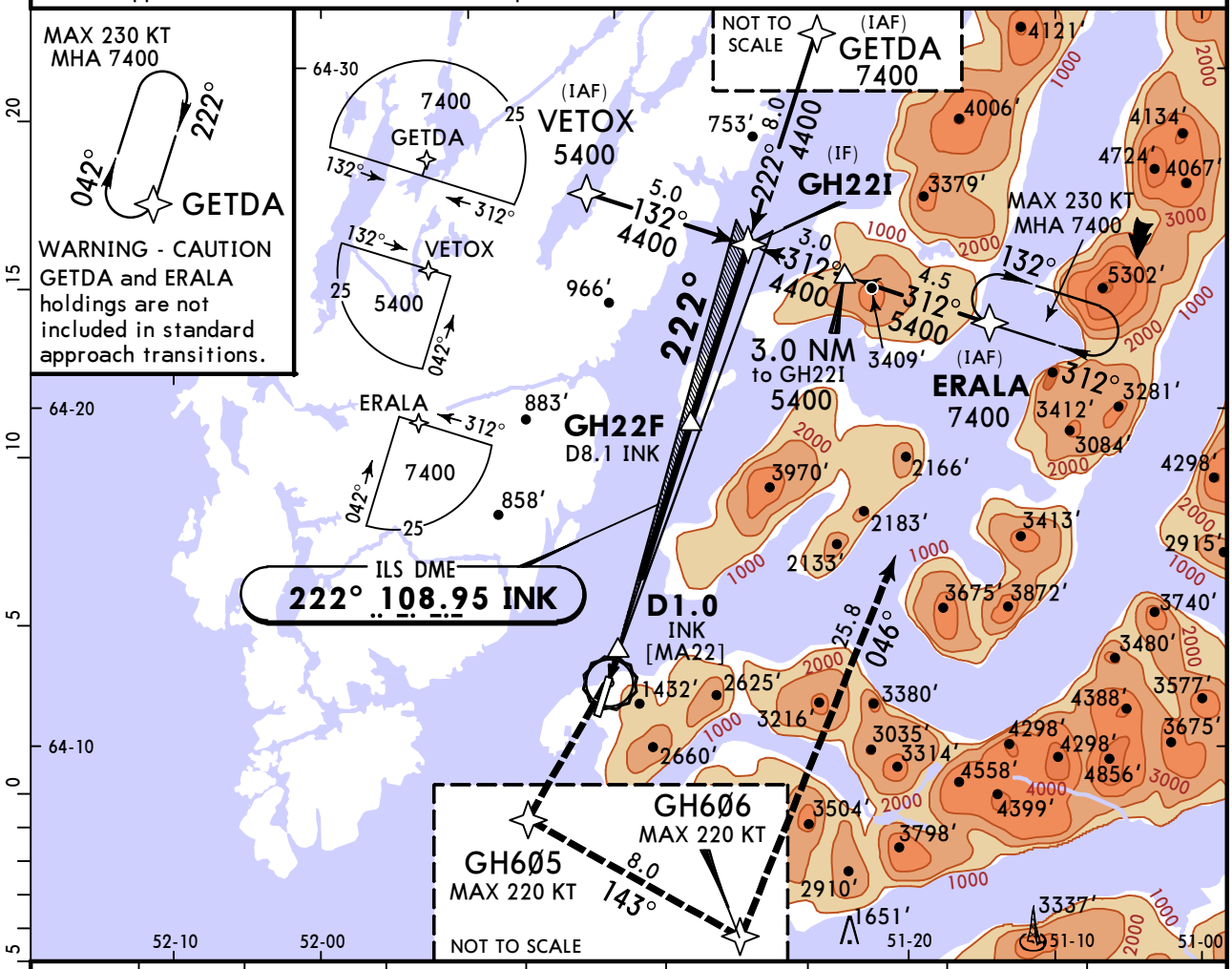
MISSED APCH: Turn as soon as practicable direct GH6Ø5, LEFT turn (MAX 220 KT) to GH6Ø6, LEFT turn (MAX 220 KT) to ERALA and join holding at or above 7400′.

TAA
25 NM
IAF

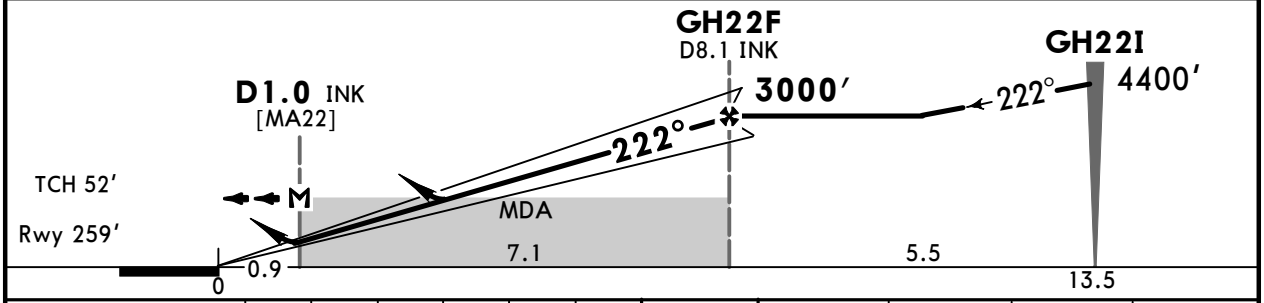
Alt Set: hPa | Rwy Elev: 9 hPa | Trans level: By ATC | Trans alt: 7000′

RNP-1 GNSS required for VETOX, GETDA and ERALA transitions, and for missed apch.

1. DME required. WARNING - CAUTION: 2. Procedure only to be used with R750m or higher. 3. Adhere strictly to prescribed procedure due to high surrounding terrain. 4. Turbulence may be expected. 5. Correct altitude for low temperature. 6. LOC/DME not to be used outside 10° on east side of approach course. 7. Procedure in airspace classified G.



LOC (GS out)	INK DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0
	ALTITUDE	620′	960′	1300′	1640′	1980′	2320′	2660′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.20°	396	510	566	679	793	906
MAP at D1.0 INK							
GH22F to MAP	7.1	6:05	4:44	4:16	3:33	3:03	2:40

Timing not authorized for defining the MAP.

HIALS
PAPI
RT
GH6Ø5

FOR LANDING MINIMUMS SEE 11-5A

CHANGES: Reindex.

© JEPPESEN, 2024, 2025. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 08 Nov 2026; Terminal chart data cycle 08-2026 (Expired); Notice: After 23 Apr 2026, 0000Z, this chart may no longer be valid

ILS or LOC Y Rwy 22 LANDING MINIMUMS

Std/State

STRAIGHT-IN LANDING

ILS

	Missed apch climb gradient MIN 5.0% (304′/NM)		Missed apch climb gradient MIN 4.0% (244′/NM)		Missed apch climb gradient MIN 2.5% (152′/NM)	
	DA(H) **460′** (201′)	ALS out	DA(H) C: **960′** (701′) D: **970′** (711′)	ALS out	DA(H) C: **1510′** (1251′) D: **1520′** (1261′)	ALS out
A B	NOT APPLICABLE		NOT APPLICABLE		NOT APPLICABLE	
C D	R750m	R1200m	R2400m		R2400m	

Std/State

STRAIGHT-IN LANDING

LOC (GS out)

	Missed apch climb gradient MIN 4.0% (244′/NM)		Missed apch climb gradient MIN 2.5% (152′/NM)	
	CDFA [1] DA/MDA(H) C: **1240′** (981′) D: **1270′** (1011′)	ALS out	CDFA [1] DA/MDA(H) C: **1510′** (1251′) D: **1520′** (1261′)	ALS out
A B	NOT APPLICABLE		NOT APPLICABLE	
C D	R2400m		R2400m	

[1] VNAV DA(H) in lieu of MDA(H) depends on operator policy.

Std/State

CIRCLE-TO-LAND

West of Aerodrome only

Max Kts	MDA(H)	
A B	NOT APPLICABLE	
180	1510′ (1233′)	V2400m
205	1520′ (1243′)	V3600m

PANS OPS

CHANGES: Reindex.

© JEPPESEN, 2024, 2025. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 08 Nov 2026; Terminal chart data cycle 08-2026 (Expired); Notice: After 23 Apr 2026, 0000Z, this chart may no longer be valid

BGGH/GOH
NUUK

JEPPESEN

9 JAN 26
Eff 22 Jan

11-6

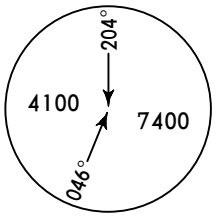
NUUK, GREENLAND
ILS or LOC X Rwy 22

*ATIS	*NUUK AFIS
123.0	119.1

BRIEFING STRIP™

LOC INK	Final Apch Crs	D8.1 INK	ILS DA(H)	Apt Elev 277′
108.95	222°	3000′ (2741′)	Refer to chart 11-6A	Rwy 259′

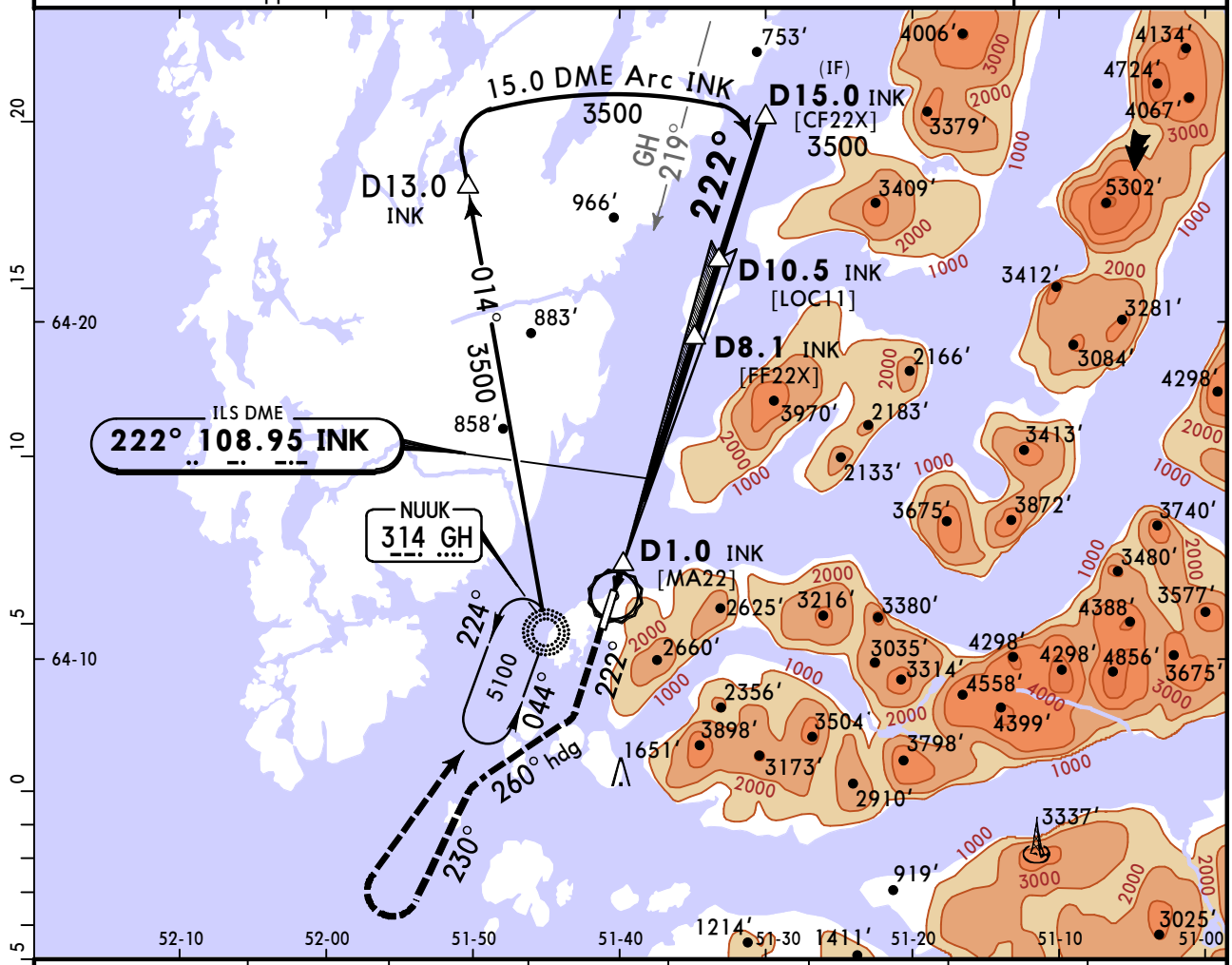
MISSED APCH: Climb on course 222°, passing 2000′ RIGHT turn on heading 260° to intercept track 230° from GH NDB climbing to 4500′, RIGHT turn direct to GH NDB and hold at 5100′.
Refer to minimums for missed apch climb gradient.



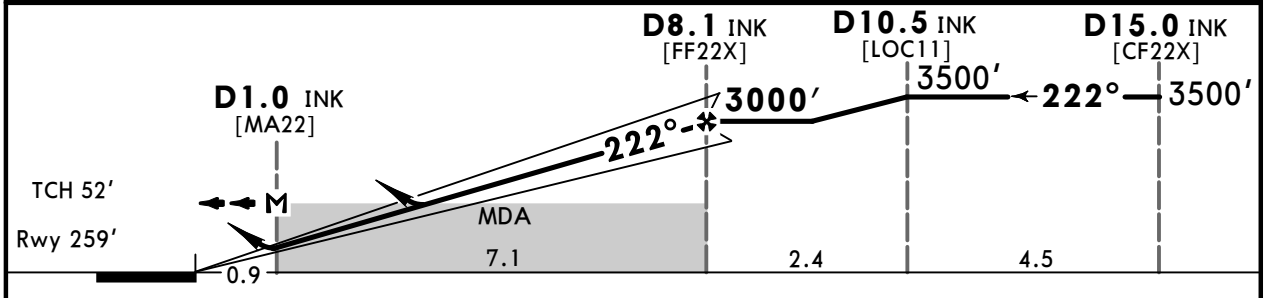
MSA GH NDB

Alt Set: hPa	Rwy Elev: 9 hPa	Trans level: By ATC	Trans alt: 7000′

1. DME required. 2. ADF required. WARNING - CAUTION: 3. Turbulence may be expected. 4. Correct altitude for low temperature. 5. Adhere strictly to prescribed procedure due to high surrounding terrain. 6. Procedure in airspace classified G. 7. Procedure only to be used with R750m or higher. 8. LOC/DME not to be used outside 10° on each side of approach course. 9. NDB and DME not collocated.



INK DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0
ALTITUDE	620′	960′	1300′	1640′	1980′	2320′	2660′



Gnd speed-KT		70	90	100	120	140	160
GS	3.20°	396	510	566	679	793	906
MAP at D1.0 INK							
D8.1 INK to MAP	7.1	6:05	4:44	4:16	3:33	3:03	2:40

Timing not authorized for defining the MAP.

HIALS
PAPI

2000′
222°

FOR LANDING MINIMUMS SEE 11-6A

CHANGES: New procedure.

© JEPPESEN, 2026. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 08 Nov 2026; Terminal chart data cycle 08-2026 (Expired); Notice: After 23 Apr 2026, 0000Z, this chart may no longer be valid

ILS or LOC X Rwy 22 LANDING MINIMUMS

Std/State STRAIGHT-IN LANDING

ILS

	Missed apch climb gradient MIN 5.0% (304′/NM) DA(H) 460′ (201′)		Missed apch climb gradient MIN 4.0% (244′/NM) DA(H) A: 890′ (631′) C: 960′ (701′) B: 910′ (651′) D: 970′ (711′)		Missed apch climb gradient MIN 2.5% (152′/NM) DA(H) A:1490′(1231′)C:1510′(1251′) B:1500′(1241′)D:1520′(1261′)	
		ALS out		ALS out		ALS out
A	R750m	R1200m	R1500m		R1500m	
B						
C			R2400m		R2400m	
D						

Std/State STRAIGHT-IN LANDING

LOC (GS out)

	Missed apch climb gradient MIN 4.0% (244′/NM) CDFA [1] DA/MDA(H) A: 1180′ (921′) C: 1250′ (991′) B: 1200′ (941′) D: 1280′ (1021′)		Missed apch climb gradient MIN 2.5% (152′/NM) CDFA [1] DA/MDA(H) A: 1480′ (1221′) C: 1510′ (1251′) B: 1490′ (1231′) D: 1520′ (1261′)	
		ALS out		ALS out
A	R1500m		R1500m	
B				
C	R2400m		R2400m	
D				

[1] VNAV DA(H) in lieu of MDA(H) depends on operator policy.

Std/State CIRCLE-TO-LAND

West of Aerodrome only

Max Kts	MDA(H)	
100	1490′(1213′)	V1500m
135	1500′(1223′)	V1600m
180	1510′(1233′)	V2400m
205	1520′(1243′)	V3600m

PANS OPS

CHANGES: New chart.

© JEPPESEN, 2026. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 08 Nov 2026; Terminal chart data cycle 08-2026 (Expired); Notice: After 23 Apr 2026, 0000Z, this chart may no longer be valid

BGGH/GOH NUUK

JEPPESEN

7 FEB 25 (12-1) Eff 20 Feb

NUUK, GREENLAND

CAT A & B RNP Z Rwy 22

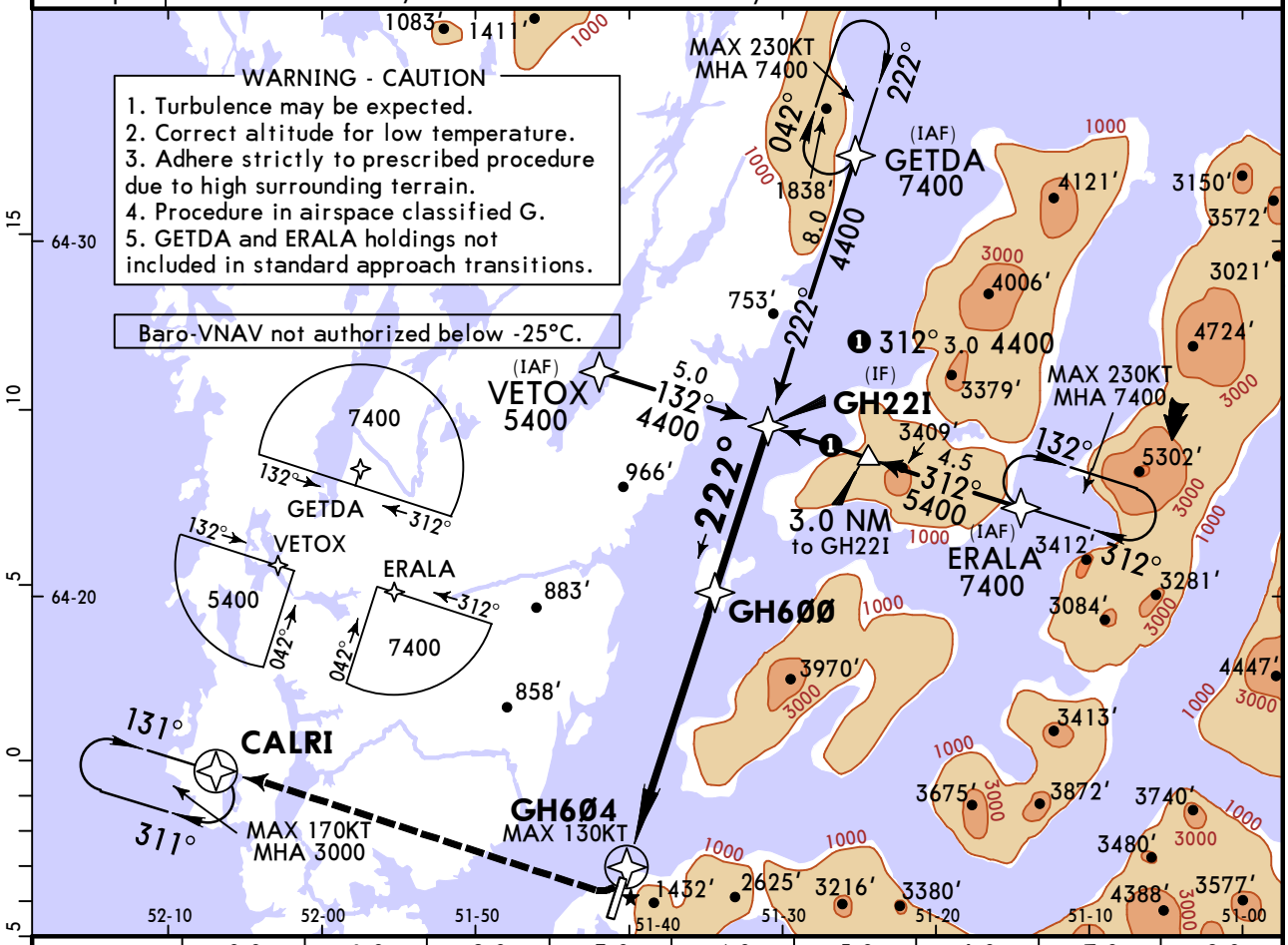
*NUUK ATIS 123.0	*NUUK AFIS 119.1

BRIEFING STRIP ™

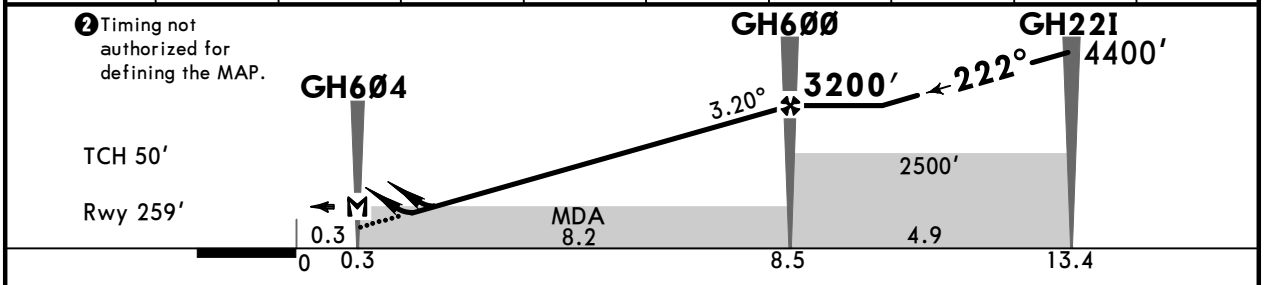
RNAV	Final Apch Crs 222°	GH6ØØ 3200′ (2941′)	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 277′ Rwy 259′	TAA 25 NM IAF

MISSED APCH: At GH6Ø4 turn RIGHT direct to CALRI (MAX 130 KT) and join the holding at or above 3000′.

RNP Apch | Alt Set: hPa | Rwy Elev: 10 hPa | Trans level: By ATC | Trans alt: 7000′



DIST to GH6Ø4	0.0	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0
DIST to Thr	0.3	1.3	2.3	3.3	4.3	5.3	6.3	7.3	8.3
ALTITUDE	420′	760′	1100′	1440′	1770′	2110′	2450′	2790′	3130′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.20°	396	510	566	679	793	906
MAP at GH6Ø4							
GH6ØØ to MAP	❷ 8.2	7:02	5:28	4:55	4:06	3:31	3:04

HIALS PAPI RT CALRI

Std/State STRAIGHT-IN LANDING

	LNAV/VNAV MACG MIN 5.0% (304′/NM)	LNAV/VNAV MACG MIN 2.5% (152′/NM)	LNAV CDFA
	A: 1100′ (841′)	A: 1310′ (1051′)	❶ DA/ A: 1540′ (1281′)
	DA(H) B: 1120′ (861′)	DA(H) B: 1320′ (1061′)	MDA(H) B: 1550′ (1291′)
	ALS out	ALS out	ALS out
A	R1500m	R1500m	R1500m
B			
C	NOT APPLICABLE	NOT APPLICABLE	NOT APPLICABLE
D			

CIRCLE-TO-LAND

Only West of aerodrome

Max Kts	MDA(H)
100	1540′ (1263′) V1500m
135	1550′ (1273′) V1600m
C	NOT APPLICABLE
D	

PANS OPS

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: None.

© JEPPESEN, 2024, 2025. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 08 Nov 2026; Terminal chart data cycle 08-2026 (Expired); Notice: After 23 Apr 2026, 0000Z, this chart may no longer be valid

BGGH/GOH NUUK

JEPPESEN

7 FEB 25 (12-2) **Eff 20 Feb** CAT C & D

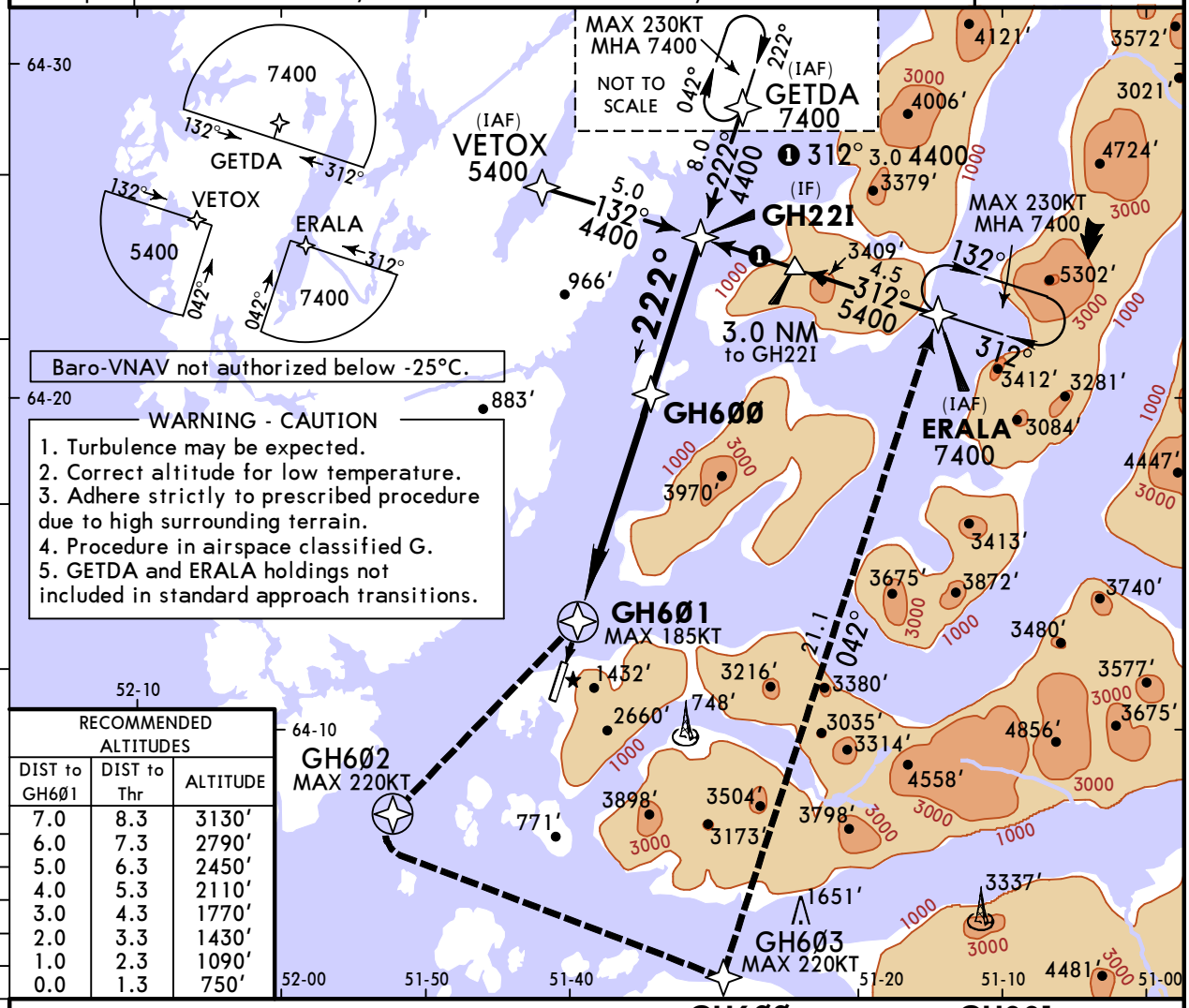
NUUK, GREENLAND RNP Y Rwy 22

*NUUK ATIS 123.0		*NUUK AFIS 119.1			
RNAV	Final Apch Crs **222°**	**GH6ØØ** **3200′** (2941′)	DA/MDA(H) Refer to Minimums	Apt Elev 277′ Rwy 259′	TAA 25 NM IAF

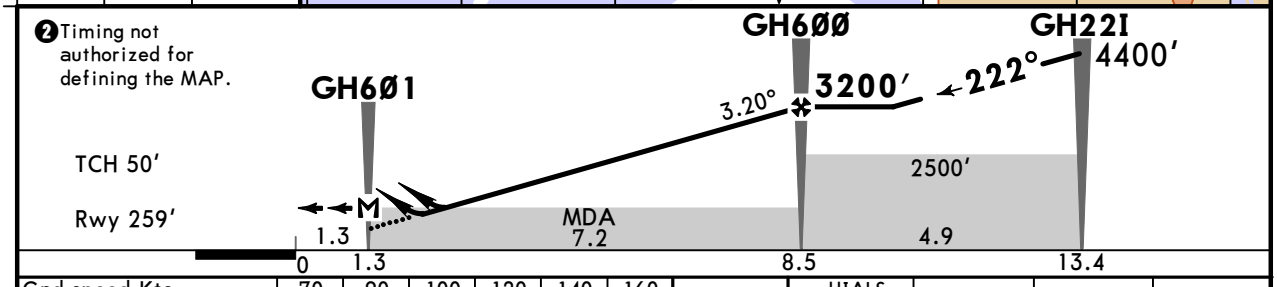
MISSED APCH: At GH6Ø1 turn RIGHT direct GH6Ø2 (MAX 185KT). Then turn LEFT direct GH6Ø3 and LEFT to ERALA (MAX 220KT). Join holding at or above 7400′.

RNP Apch | Alt Set: hPa | Rwy Elev: 10 hPa | Trans level: By ATC | Trans alt: 7000′

BRIEFING STRIP™



RECOMMENDED ALTITUDES		
DIST to GH6Ø1	DIST to Thr	ALTITUDE
7.0	8.3	3130′
6.0	7.3	2790′
5.0	6.3	2450′
4.0	5.3	2110′
3.0	4.3	1770′
2.0	3.3	1430′
1.0	2.3	1090′
0.0	1.3	750′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.20°	396	510	566	679	793	906
MAP at GH6Ø1							
GH6ØØ to MAP	❷7.2	6:10	4:48	4:19	3:36	3:05	2:42

HIALS | PAPI | RT | GH6Ø2

Std/State STRAIGHT-IN LANDING

LNAV/VNAV		LNAV		CIRCLE-TO-LAND
MACG MIN 5.0% (304′/NM)	MACG MIN 2.5% (152′/NM)	MACG MIN 5.0% (304′/NM) CDFA	MACG MIN 2.5% (152′/NM) CDFA	
DA(H)	DA(H)	❶DA/MDA(H)	❶DA/MDA(H)	Only West of aerodrome
C:**1170′** (911′) D:**1210′** (951′)	C:**1370′** (1111′) D:**1410′** (1151′)	C:**1460′** (1201′) D:**1510′** (1251′)	C:**1540′** (1281′) D:**1570′** (1311′)	
ALS out	ALS out	ALS out	ALS out	

PANS OPS

					Max Kts	MDA(H)
A	NOT APPLICABLE	NOT APPLICABLE	NOT APPLICABLE	NOT APPLICABLE	A	NOT APPLICABLE
B					B	
C	R2400m	R2400m	R2400m	R2400m	180	1540′ (1263′) V2400m
D					205	1570′ (1293′) V3600m

❶VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Speed restriction on ERALA withdrawn.

© JEPPESEN, 2024, 2025. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 08 Nov 2026; Terminal chart data cycle 08-2026 (Expired); Notice: After 23 Apr 2026, 0000Z, this chart may no longer be valid

BGGH/GOH
NUUK

JEPPESEN
22 NOV 24
Eff 28 Nov
12-3

NUUK, GREENLAND
CAT A & B
RNP A

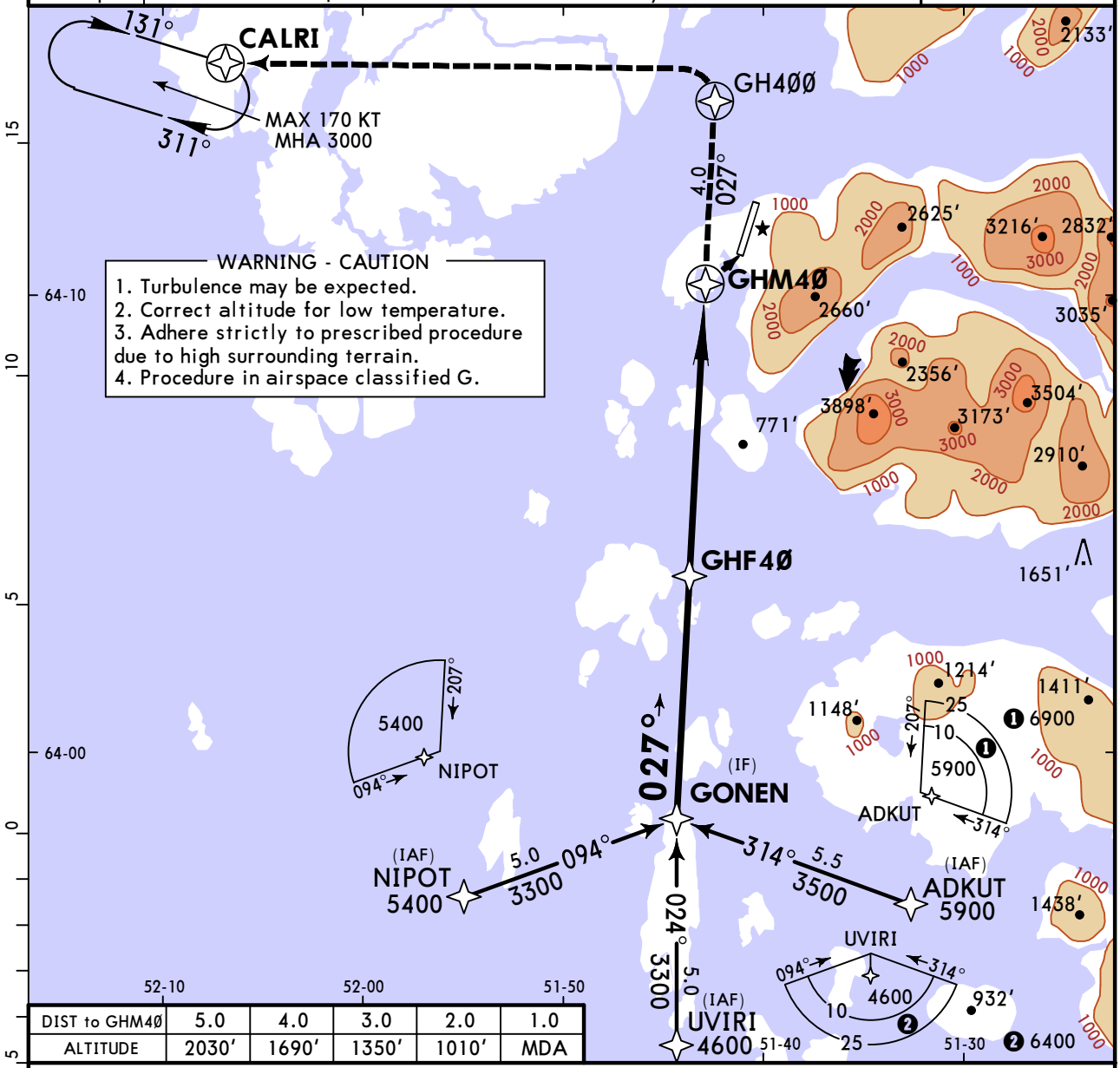
*NUUK ATIS	*NUUK AFIS
123.0	119.1

BRIEFING STRIP™

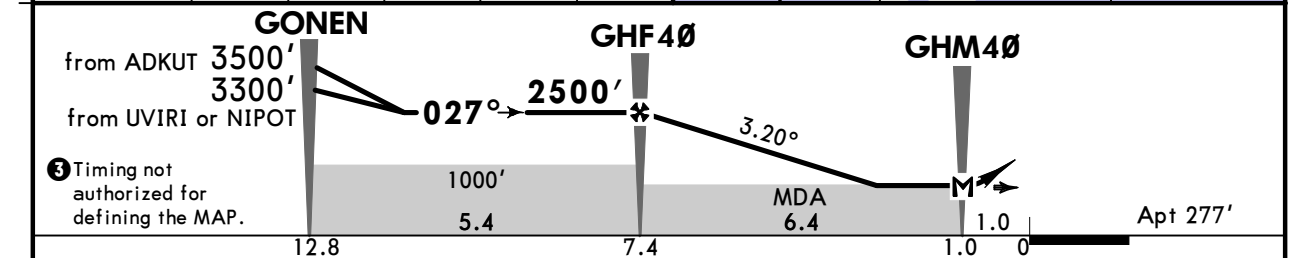
RNAV	Final Apch Crs 027°	GHF4Ø 2500′ (2223′)	MDA(H) Refer to Minimums	Apt Elev 277′	TAA 25 NM IF

MISSED APCH: Climb STRAIGHT AHEAD to GH4ØØ, turn LEFT direct CALRI, and hold at or aobve 3000′.

RNP Apch | Alt Set: hPa | Apt Elev: 10 hPa | Trans level: By ATC | Trans alt: 7000′



DIST to GHM4Ø	5.0	4.0	3.0	2.0	1.0
ALTITUDE	2030′	1690′	1350′	1010′	MDA



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.20°	396	510	566	679	793	906
MAP at GHM4Ø						
GHF4Ø to MAP 3 6.4	5:29	4:16	3:50	3:12	2:45	2:24

Lighting-Refer to Airport Chart | GH4ØØ | LT | D | CALRI

PANS OPS

Std/State CIRCLE-TO-LAND
Only West of aerodrome

	Max Kts	MDA(H)	
A	100	700′ (423′)	V1500m
B	135	780′ (503′)	V1600m
C		NOT APPLICABLE	
D			

CHANGES: Procedure reindexed & revised.

© JEPPESEN, 2009, 2024. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 08 Nov 2026; Terminal chart data cycle 08-2026 (Expired); Notice: After 23 Apr 2026, 0000Z, this chart may no longer be valid

BGGH/GOH NUUK

JEPPESEN

22 NOV 24
Eff 28 Nov

12-4

NUUK, GREENLAND

CAT A & B

RNP B

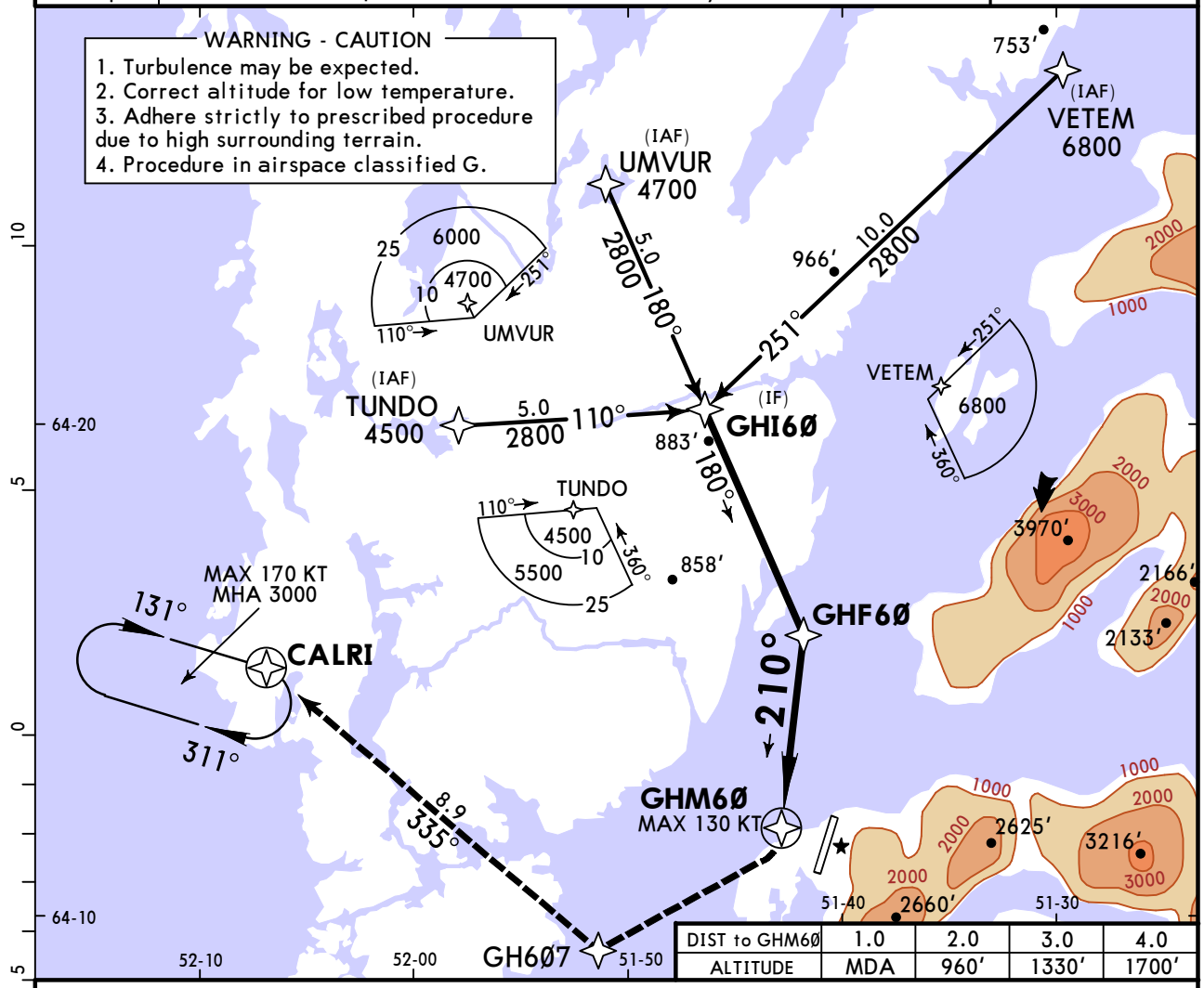
BRIEFING STRIP™

*NUUK ATIS 123.0		*NUUK AFIS 119.1			
RNAV	Final Apch Crs **210°**	**GHF6Ø** **1700′** (1423′)	MDA(H) Refer to Minimums	Apt Elev 277′	TAA 25 NM IF

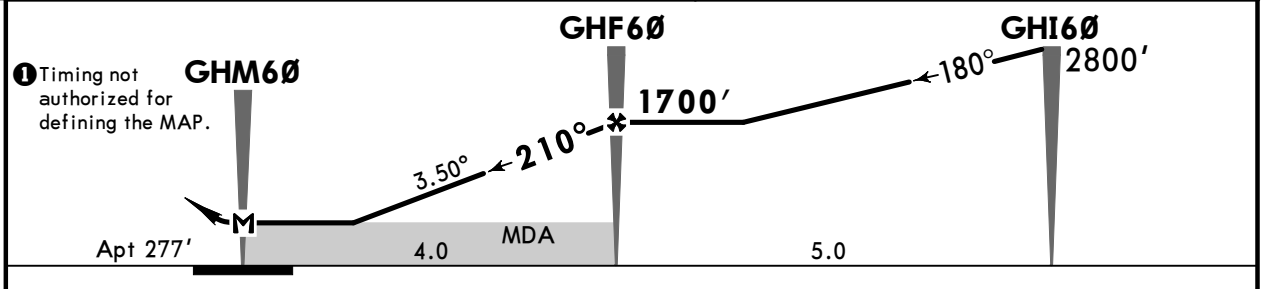
MISSED APCH: RIGHT climbing turn (MAX 130KT) direct GH6Ø7, RIGHT turn to CALRI, join the holding at or above 3000′.

RNP Apch	Alt Set: hPa	Apt Elev: 10 hPa	Trans level: By ATC	Trans alt: 7000′

WARNING - CAUTION
1. Turbulence may be expected.
2. Correct altitude for low temperature.
3. Adhere strictly to prescribed procedure due to high surrounding terrain.
4. Procedure in airspace classified G.



DIST to GHM6Ø	1.0	2.0	3.0	4.0
ALTITUDE	MDA	960′	1330′	1700′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.50°	434	557	619	743	867	991
MAP at GHM6Ø						
GHF6Ø to MAP 1 4.0	3:26	2:40	2:24	2:00	1:43	1:30

Lighting- Refer to Airport Chart | RT | D | GH6Ø7

Std/State CIRCLE-TO-LAND

Only West of aerodrome

PANS OPS

	Max Kts	MDA(H)	
A	100	700′ (423′)	V1500m
B	135	780′ (503′)	V1600m
C		NOT APPLICABLE	
D			

CHANGES: Procedure renamed, reindexed and revised.

© JEPPESEN, 2017, 2024. ALL RIGHTS RESERVED.

Printed from JeppView for Windows 5.3.0.0 on 08 Nov 2026; Terminal chart data cycle 08-2026 (Expired); Notice: After 23 Apr 2026, 0000Z, this chart may no longer be valid

BGGH/GOH
NUUK

JEPPESEN
22 NOV 24
Eff 28 Nov
12-5

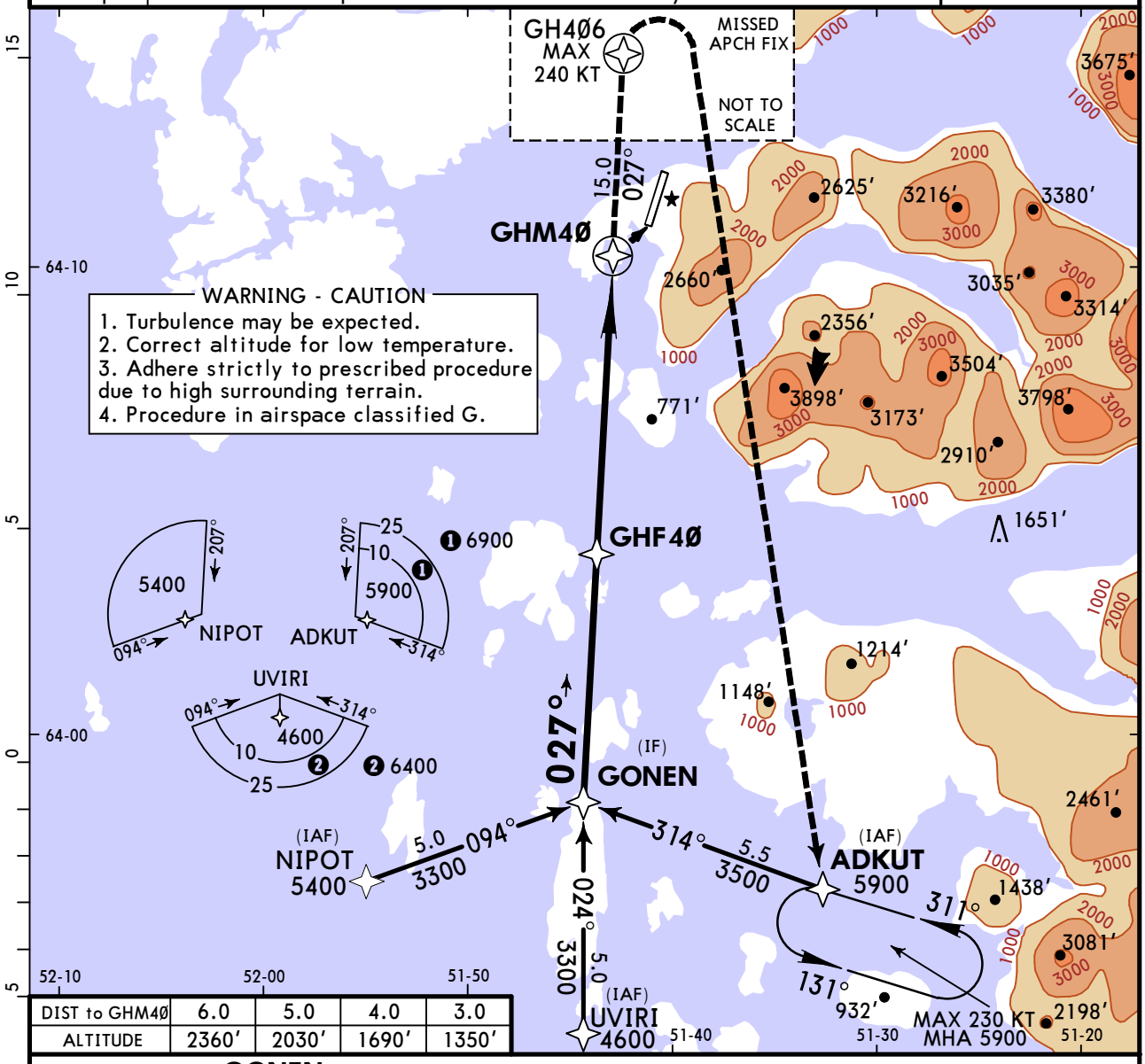
NUUK, GREENLAND
CAT C & D
RNP C

*NUUK ATIS 123.0			*NUUK AFIS 119.1		
RNAV	Final Apch Crs 027°	GHF4Ø 2500′ (2223′)	MDA(H) Refer to Minimums	Apt Elev 277′	TAA 25 NM IF

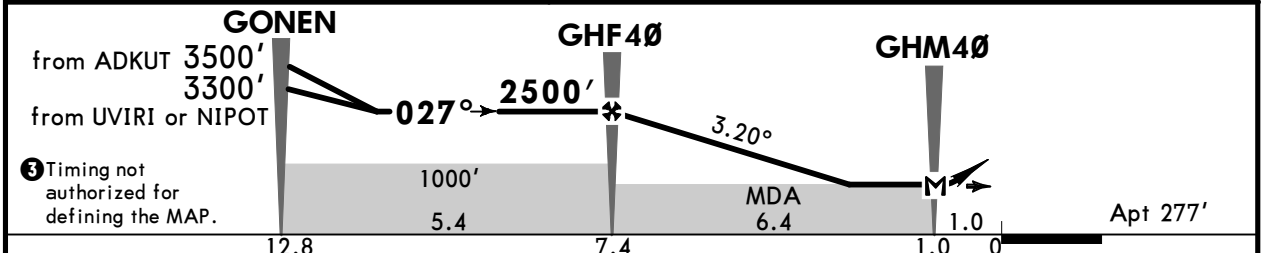
MISSED APCH: Climb STRAIGHT AHEAD to GH4Ø6, turn RIGHT (MAX 240 KT) direct ADKUT, join the holding at or above 5900′.

RNP Apch | Alt Set: hPa | Apt Elev: 10 hPa | Trans level: By ATC | Trans alt: 7000′

BRIEFING STRIP ™



DIST to GHM4Ø	6.0	5.0	4.0	3.0
ALTITUDE	2360′	2030′	1690′	1350′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.20°	396	510	566	679	793	906
MAP at GHM4Ø							
GHF4Ø to MAP	❸ 6.4	5:29	4:16	3:50	3:12	2:45	2:24

Lighting-Refer to Airport Chart | GH4Ø6 | RT | D | ADKUT

Std/State CIRCLE-TO-LAND
Only West of aerodrome

PANS OPS

Max Kts		MDA(H)	
A		NOT APPLICABLE	
B			
C	180	1060′ (783′)	V2400m
D	205	1340′ (1063′)	V3600m

CHANGES: New procedure.

© JEPPESEN, 2024. ALL RIGHTS RESERVED.

(c) JEPPESEN SANDERSON, INC., 2026, ALL RIGHTS RESERVED

Chart changes since cycle 07-2026

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

NUUK, (NUUK - BGGH)

(c) JEPPESEN SANDERSON, INC., 2026, ALL RIGHTS RESERVED

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport BGGH

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Attention is drawn to potential issues with Transition Altitude (TA) and Minimum Sector Altitude (MSA) at and around Nuuk APT that might trigger unexpected GPWS alarms if not adequately addressed during flight preparations. For further details refer to AIC A 003-24.

Type: Terminal
Effectivity: Temporary
Begin Date: 20241226
End Date: Until Further Notice

(10-9A) PARKING STANDS & COORDS - ACFT stand 6 is closed. ACFT stand 6 is expected to open during May 2025. (Based on AIRAC SUP 010-24).