

2017



# Guide to Greenland

## Introduction

The Reykjavik Control Area (CTA) covers over 5.4 million square kilometres of airspace between Scandinavia & Canada and the North Atlantic to the North Pole. Within this airspace lie three countries: Iceland, Greenland and the Faroe Islands. Together, they offer the VATSIM pilot limitless opportunities for flying. Whether you're an explorer, a shuttle-flyer or a long hauler, there's bound to be an airport ready to cater to your needs.

The CTA's borders running clockwise from the North Pole are Murmansk OFIR (Russia), Bodø OFIR (Norway), Norway FIR – Stavanger AoR, Scottish FIR (UK), Shanwick OFIR (UK/Ireland), Gander OFIR (Canada) and Edmonton FIR (Canada).

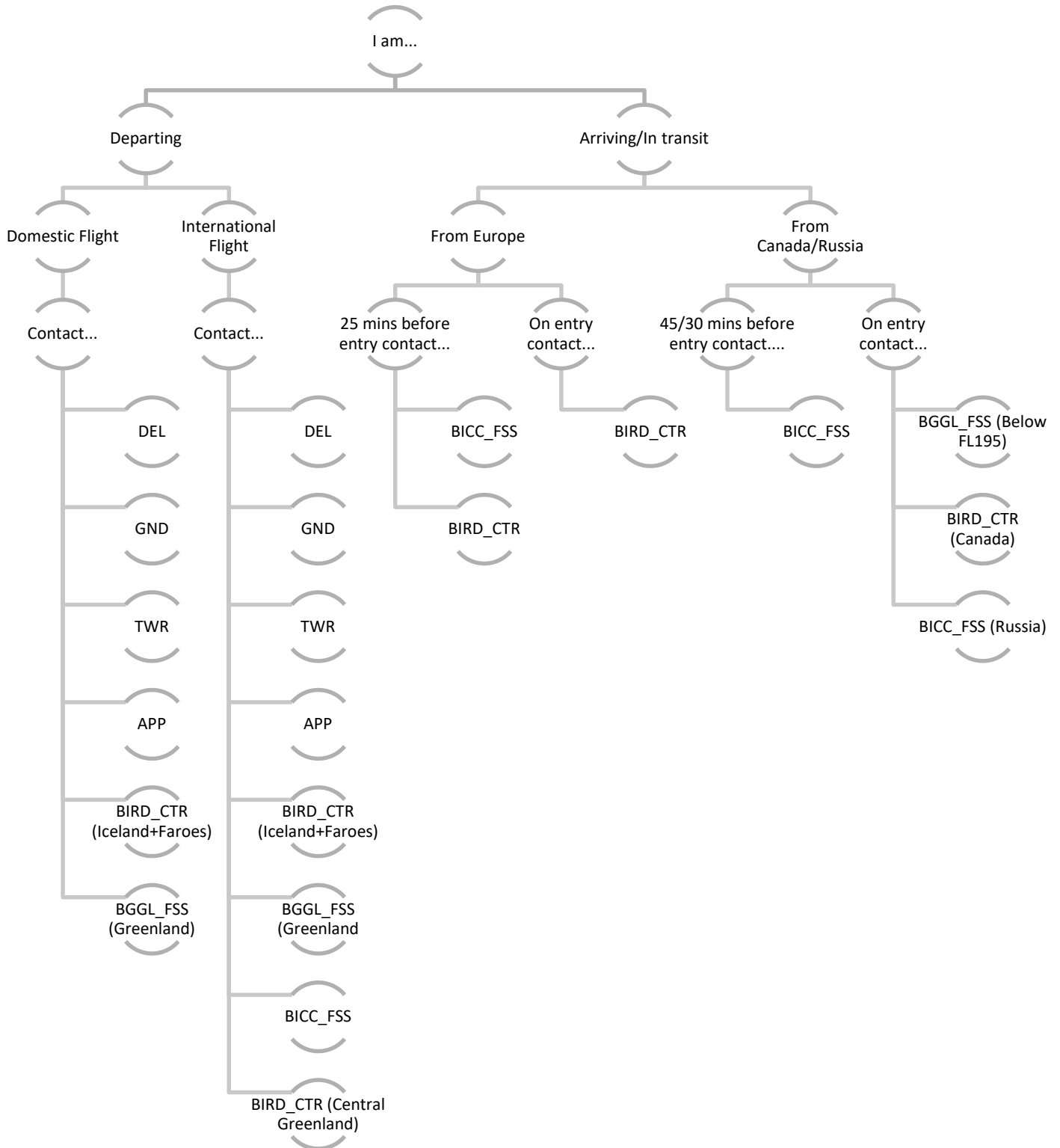
Phraseology examples are only provided for selected airports. If the airport you're flying to/from does not have an example, check out the phraseology in a similar airport (e.g. see another AFIS airport for AFIS phraseology).

This document is written for both controllers and pilots, so you may find that some information is not really relevant to you.

**THIS GUIDE INCLUDES PDF BOOKMARKS. PLEASE USE THESE TO  
NAVIGATE DIRECTLY TO YOUR DESIRED SECTION.**

## Who do I talk to?

One of the most confusing things about our airspace is the problem of who to contact? Luckily for you, we've drawn up an easy-to-use diagram. Simply follow through the prompts and contact the controllers down the order listed. Note, for aircraft transiting or arriving, the "25/30/45 min before" contact is to obtain your oceanic clearance.



## Area Control

Area Control services are provided by the following units in Greenland:

Identifier	Callsign	Frequency
BGGL_FSS	<b>Søndrestrøm Information</b> <i>(covers all of Greenland below FL195 with procedural information service and provides radar control service at BGSF)</i>	<b>121.300</b>
BIRD_6_CTR	Reykjavik Control West <i>(covers Central Greenland from FL195 up to FL335)</i>	124.400
BIRD_7_CTR	Reykjavik Control West <i>(covers Central Greenland FL335-FL355)</i>	127.500
BIRD_8_CTR	Reykjavik Control West <i>(covers Central Greenland above FL355)</i>	128.200
BIRD_W_CTR	<b>Reykjavik Control West</b> <i>(covers all Central Greenland sectors)</i>	<b>124.400</b>
BIRD_CTR	<b>Reykjavik Control</b> <i>(covers all BIRD sectors including Iceland and the Faroe Islands)</i>	<b>119.700</b>
BICC_FSS	<b>Iceland Radio</b> <i>(covers Northern Greenland above FL195 with procedural ATC, as well as providing all inbound (direct) and outbound (by coordination) oceanic clearances in Greenland. Also covers Central Greenland when Reykjavik Control is offline)</i>	<b>127.850</b>

Note that Reykjavik Control is a radar position and consequently position reports are not required in this airspace even though it is oceanic. You will be radar identified on first contact and may even be given a long direct through our airspace (1000+ nm directs are not uncommon).

Separation minima are as follows:

- 1000ft vertically below FL410
- 2000ft vertically above FL410
- 5nm between FL195 & FL270 under BIRD\_W\_CTR
- 10nm above FL270 under BIRD\_W\_CTR
- 50nm under BGGL\_FSS and BICC\_FSS

Pilots are requested to file odd flight levels for eastbound flights and even flight levels for westbound flights. Pilots who are flying westbound to North America and making landfall at the following points are requested to file FL340 as their initial cruise: AVUTI, VESMI, URTAK, TOXIT, SAVRY, RADUN, PIDSO,

NIFTY, MAXAR, LIBOR, KETLA, EMBOK, CLAVY, AVPUT, KENKI, NALDI, MUSVA, KAGLY, BERUS, IKMAN, GRIBS, MIBNO, MUSLO, PEPKI, SINGA, IRBIM, MOATT, PRAWN. Further step climb will be available from Edmonton Centre.

**Transition altitude varies throughout Greenland. Please check each individual airport for details.**

Transfers to neighbouring units are done in the following manner:

- Within Reykjavik:
  - Pilot to contact the frequency provided
  - Transfer of ATC tag to be accepted once pilot calls up on new frequency.
- Between Reykjavik and Norway, Scottish and Edmonton:
  - Pilot to contact the frequency provided.
  - Transfer of ATC tag to be accepted as soon as transfer of communication is initiated, in order to indicate willingness to accept control.
- From Reykjavik to Bodø, Shanwick, Gander, Murmansk and Iceland:
  - Pilot to report position at the entry point to procedural oceanic airspace.
  - ATC tag to be dropped by Reykjavik.
- From Bodø, Murmansk, Gander and Iceland Radio to Reykjavik:
  - Pilot to contact the frequency provided.
  - ATC tag to be assumed by Reykjavik.
- From Shanwick to Reykjavik:
  - Reykjavik to provide a squawk code to Shanwick by coordination.
  - Pilot to change transponder and switch frequency to Reykjavik at the entry point.
  - Reykjavik identifies aircraft at entry point when pilot calls up and assumes ATC tag.

## Oceanic Airspace

The entire Reykjavik CTA is classed as oceanic airspace (despite most of it actually being land!) and therefore, all flights are required to obtain an oceanic clearance. The only exception to this is domestic flights that remain within a single country. However, domestic flights that climb above the following altitudes will also require an oceanic clearance:

FL245 in Iceland | FL285 in Greenland | FL075 in the Faroe Islands

### Arrivals & Transits

Pilots should request oceanic clearance from Iceland Radio in the first instance, then Reykjavik Control if BICC\_FSS is not available. The oceanic clearance request should be made 25 minutes from entry from Europe, 45 minutes from Canada and 30 minutes from Russia. After receiving the clearance, please revert to your domestic frequency until transferred back to Reykjavik Control.

If you are contacting Reykjavik Control (BIRD\_CTR) directly, then you have the option of contacting at the above times, or just contacting 10 minutes prior to entry in order to avoid being returned to UNICOM. Traffic which has already received oceanic clearance from Shanwick, Gander, Bodø or Murmansk do not have to request it again from Iceland Radio.

Traffic flying via a NAT track who have not yet received an oceanic clearance and are requesting it from Iceland/Reykjavik should expect an Icelandic-style random route clearance. Iceland does not clear via NAT tracks on VATSIM. The route itself, however, will be unchanged (just different phraseology).

The request for oceanic clearance for **ARRIVALS/TRANSIT** should contain the following information:

- Reykjavik Entry Point (GONUT)
- ETA for Entry Point (1523)
- Requested Mach Number (Mach .82)
- Requested Flight Level (FL360)

*If the flight planned route does not contain a waypoint on the Reykjavik CTA boundary then the Entry Point should be the next flight plan waypoint before the Reykjavik CTA boundary.*

Here is an example conversation between BICC\_FSS and SAS123:

- Iceland Radio, Scandinavian 123 requesting oceanic clearance, estimate BARKU at 1722, request flight level 380, mach decimal 85
- Scandinavian 123, Iceland Radio, request received, standby.
- Controller takes 1-2 minutes to prepare clearance, longer if there are other things to do. Please be patient.
- Scandinavian 123, I have your oceanic clearance, confirm ready to copy?
- Pilot gets pen and paper ready
- Scandinavian 123 is ready to copy.
- Scandinavian 123, cleared to Boston via BARKU RATSU 63N014W 65N020W 65N040W 65N050W CLAVY. From BARKU maintain flight level 380, mach decimal 85. [Optional: cross RATSU not before 1720 for separation]

- Roger, cleared to cleared to Boston via BARKU RATSU 63N014W 65N020W 65N040W 65N050W CLAVY. From BARKU maintain flight level 380, mach decimal 85, Scandinavian 123.
- Scandinavian 123, readback correct. Change back to control on 125.45.
- Back to control frequency 125.45, Scandinavian 123.

## Departures

Departures will receive their oceanic clearance from their local controller, who will in turn request the clearance from BICC\_FSS first and BIRD\_CTR second. In addition, controllers at Narsarsuaq (BGBW) may request clearance from a third authority: Gander Radio (CZQX\_FSS). No local Greenlandic controllers can provide an oceanic clearance without coordination (including BGGL\_FSS). If there are no other oceanic authorities online, the local controller will simply provide a normal IFR clearance (at BGSF) or instruct the pilot to depart at own discretion (at all other airports).

The request for oceanic clearance for **DEPARTURES** should contain the following information:

- Aircraft type
- Stand Number
- ATIS Information
- Requested Mach Number and Flight Level

Here is an example conversation between BGGH\_I\_TWR and GRL102:

- Nuuk Information, Greenland 102 is a Dash 8-300 on the apron, requesting clearance to Reykjavik, FL270, mach decimal 55.
- Greenland 102, Nuuk Information, request received, standby.
- BGGH\_I\_TWR coordinates with BICC\_FSS...
- Greenland 102, Iceland clears to Reykjavik Airport via 64N050W, 65N040W, 65N030W, GIMLI, KEF. Climb FL270, mach decimal 55, squawk 4421.
- Cleared to Reykjavik Airport via 64N050W, 65N040W, 65N030W, GIMLI, KEF. Climb FL270, mach decimal 55, squawk 4421.
- Greenland 102, readback correct.
- BGGH\_I\_TWR then provides met report and preferred runway...

Note that the standard climb after departure is straight to cruise unless otherwise decided by BICC\_FSS/BIRD\_CTR.

The routing will tend to be all waypoints from departure to the end of oceanic airspace. This may include waypoints outside of the Reykjavik CTA.

## BGSF – Kangerlussuaq Søndre Strømfjord Airport

Greenland's international hub airport connecting Greenland with the world

Identifier	Callsign	Frequency
BGSF_TWR	Søndrestrøm Tower	118.300
BGSF_APP	Søndrestrøm Approach	126.200
BGGL_FSS	<b>Søndrestrøm Information</b> <i>(covers all of Greenland below FL195 with procedural information service and provides radar control service at BGSF)</i>	<b>121.300</b>
BICC_FSS	Iceland Radio <i>(provides outbound oceanic clearances in Greenland. Also covers Central Greenland when Reykjavik Control is offline)</i>	127.850
BIRD_W_CTR	Reykjavik Control West <i>(covers Central Greenland above FL195 with radar)</i>	124.400
BIRD_CTR	<b>Reykjavik Control</b> <i>(covers all BIRD sectors including Iceland and the Faroe Islands)</i>	<b>119.700</b>

### Runways

09 (arrivals, LOC/NDB/visual) | 27 (departures, visual only for arrivals)

### Transition Altitude

7000ft

### Parking

Apron North – Scheduled Flights | Apron East/West – All other traffic

### Clearance

All international departures and all domestic flights flying above FL285 will receive an IFR oceanic clearance. Please report your requested mach speed when requesting clearance, or file it in your flight plan with the format MxxxFxxx e.g. METIL/M078F330).

All domestic departures flying below FL285 will receive an IFR clearance together with the weather information for Kangerlussuaq. Be prepared to receive a very long transmission. For the readback, you must repeat the entire clearance, but you can acknowledge the weather information by simply stating the QNH.

### Taxi

There are no special taxi procedures.

### Departure

The standard instrument departure out of Kangerlussuaq runway 27 is to climb on runway heading up to the minimum safe altitude of 5300ft, then proceed as cleared by ATC.

VFR aircraft can depart as desired, keeping in mind high terrain all around the airport.

## Arrival

BGSF is the main airport in Greenland with radar coverage and therefore you can expect vectors for the ILS approach runway 09 as the default arrival. A common request is for the NDB approach via SF, which is used frequently in real world when the airport tower is closed for the evening.

## Phraseology Example – GRL782 – International Departure – BSGF – EKCH

- Søndrestrøm Tower, Greenland 782 is an A330 on stand 2, requesting oceanic clearance to Copenhagen, request FL390 and mach decimal 80.
- Greenland 782, Søndrestrøm Tower, standby
- BGSF\_TWR coordinates with BICC\_FSS
- Greenland 782, I have your clearance, are you ready to copy?
- Affirm, Greenland 782
- Greenland 782, wind 060 degrees 10 knots, clouds few 7500ft, scattered 11000ft, broken 13000ft and 20000ft, visibility 10 km or more, temperature minus 8, dewpoint minus 11, QNH 994, cleared to Copenhagen via runway 27 direct 67N040W, 67N030W, 66N020W, 65N010W, VALDI, initial climb FL250, mach decimal 80, squawk 1561.
- Cleared to Copenhagen via runway 27 direct 67N040W 67N030W 66N020W 65N010W VALDI, initially FL250 and mach decimal 80, squawk 1561, QNH 994, Greenland 782.
- Greenland 782, readback correct, startup and pushback at your discretion, report ready for taxi.
- Push and start at my discretion, wilco, Greenland 782.
- ...
- Greenland 782 is ready for taxi.
- Greenland 782, taxi to holding point runway 27 via A.
- Taxi to holding point runway 27 via A, Greenland 782.
- When approaching hold...
- Greenland 782, winds 060 degrees at 10 knots, runway 27, cleared for takeoff.
- Runway 27 cleared for takeoff, Greenland 782.
- ...
- Greenland 782, contact Søndrestrøm Approach on 126.200.
- Approach on 126.200, Greenland 782.
- Søndrestrøm Approach, Greenland 782 departed Kangerlussuaq passing 2000ft for FL250.
- Greenland 782, Søndrestrøm Approach, roger, identified, report passing FL190.
- Wilco, Greenland 782.
- Passing FL190, Greenland 782.
- Greenland 782, roger. Contact Reykjavik Control on 119.700.
- Reykjavik Control on 119.700, Greenland 782.
- Reykjavik Control, Greenland 782 passing FL200 for FL250, inbound 67N040W.
- Greenland 782, Reykjavik Control, identified, climb FL390, direct VALDI.
- Climbing FL390, direct VALDI, thanks, Greenland 782.

## Phraseology Example – GRL543 – Domestic Departure – BGSF – BGGH

- Søndrestrøm Tower, Greenland 543 is Dash 8-200 requesting departure information to Nuuk.

- Greenland 543, Søndrestrøm Tower, wind 040 degrees 7 knots, few clouds 2000ft, visibility 10 kilometres or more, temperature minus 17, dewpoint minus 20, QNH 1004, cleared to Nuuk via runway 27 direct SF W25 NUTKA QT, FL180 and squawk 1501.
- Cleared to Nuuk via SF W25 NUTKA QT, FL180, squawk 1501 and QNH 1004, Greenland 543.
- Greenland 543, readback correct. Push and start at your discretion, report ready for taxi.
- Wilco, Greenland 543.
- Ready for taxi, Greenland 543.
- Greenland 543, taxi to holding point runway 27 via A.
- Taxying to holding point runway 27 via A, Greenland 543.
- When turning around...
- Greenland 543, after departure report position to Søndrestrøm Information on 121.300. Surface winds 040 degrees at 7 knots, runway 27, cleared for takeoff.
- Will report to Søndrestrøm Information on 121.300, runway 27 cleared for takeoff, Greenland 543.
- ...
- Søndrestrøm Information, Greenland 543, airborne from Kangerlussuaq, altitude 1500ft climbing FL180.
- Greenland 543, Søndrestrøm Information, roger, report reaching FL180 and NUTKA.
- Will report reaching FL180 and report at NUTKA, Greenland 543.

#### Phraseology Example – GRL169 – Arrival – BIRK – BGSF

- Søndrestrøm Information, Greenland 169 at FL190, 50nm east of 67N050W estimating 1205z, SF thereafter.
- Greenland 169, Søndrestrøm Information, roger FL190, estimating 67N050W at time 1205z, SF thereafter.
- Readback correct, Greenland 169.
- Greenland 169, continue descent at your discretion, expect NDB approach runway 09 at Kangerlussuaq, report position at 67N050W.
- Continue at my discretion, NDB approach runway 09, wilco, Greenland 169.
- When overhead 67N050W...
- Greenland 169 with position report.
- Greenland 169, go ahead.
- Overhead 67N050W at time 1204z, FL120, estimating SF at time 1213z, Greenland 169.
- Greenland 169, position at 67N050W at 1204z, FL120, estimating SF at 1213z.
- Readback correct, Greenland 169.
- Greenland 169, squawk 4423.
- Roger squawk 4423, Greenland 169
- Greenland 169, identified. Cleared NDB approach runway 09, report final approach track.
- Wilco, Greenland 169.
- ...
- On final approach track, runway 09, Greenland 169.
- Greenland 169, surface winds 170 degrees at 6 knots, runway 09, cleared to land.
- Cleared to land, Greenland 169.
- Greenland 169, taxi to Apron North via A.
- Taxi to Apron North via A, Greenland 169, thanks!

## BGBW – Narsarsuaq Airport – AFIS

Southern Greenland's key hub airport and Greenland's second largest airport

Identifier	Callsign	Frequency
BGBW_I_TWR	Narsarsuaq Information (covers a 12nm radius circle around BGBW up to FL100)	119.100
BGGL_FSS	<b>Søndrestrøm Information</b> (covers all of Greenland below FL195 with procedural information service)	<b>121.300</b>
CZQX_FSS	Gander Radio (provides outbound oceanic clearances to southern Greenland)	131.700
BICC_FSS	Iceland Radio (provides outbound oceanic clearances in all of Greenland)	127.850

### Runways & Parking

06 (arrivals, NDB) | 24 (departures) | Apron – All traffic

**Note: Runways 06/24 = old runways 07/25**

### Transition Altitude

9000ft

### Clearance

All international departures and all domestic flights flying above FL285 will receive an IFR oceanic clearance. Please report your requested mach speed when requesting clearance, or file it in your flight plan with the format MxxxFxxx e.g. METIL/M078F330).

All domestic departures flying below FL285 will depart at your own discretion and are advised to follow the SID.

### Taxi

Taxi will be at your discretion.

### Departure

Departure will be as cleared. There is a SID out of runway 24 as follows: "Climb visual to 1200 FT, intercept and follow QDR 278° climbing to MSA. Pass QDR 278°/DME 2.5 at 1200 FT MSL or above." The full details can be found in the BGBW AD charts.

### Arrival

Approach will be at your discretion. Remember to report at the points requested by your AFIS officer. Runway 25 is not recommended for approach unless visual with the airport due to high terrain.

### Phraseology Example

- see GRL123 Departure under BGKK
- see GRL543 Arrival under BGGH

## BGGH – Nuuk Airport – AFIS

Serving the capital city of Greenland

Identifier	Callsign	Frequency
BGGH_I_TWR	Nuuk Information (covers a 20nm radius circle around BGGH up to 8000ft)	119.100
BGGL_FSS	<b>Søndrestrøm Information</b> (covers all of Greenland below FL195 with procedural information service)	<b>121.300</b>
BICC_FSS	Iceland Radio (provides outbound oceanic clearances in Greenland. Also covers Central Greenland when Reykjavik Control is offline)	127.850
BIRD_W_CTR	Reykjavik Control West (covers Central Greenland above FL195 with radar)	124.400
BIRD_CTR	<b>Reykjavik Control</b> (covers all BIRD sectors including Iceland and the Faroe Islands)	<b>119.700</b>

### Runways & Parking

05 (departures) | 23 (departures and arrivals, LOC) | Apron – All traffic

### Transition Altitude

7000ft

### Clearance

All international departures and all domestic flights flying above FL285 will receive an IFR oceanic clearance. Please report your requested mach speed when requesting clearance, or file it in your flight plan with the format MxxxFxxx e.g. METIL/M078F330).

All domestic departures flying below FL285 will depart at your own discretion and are advised to follow the SID.

### Taxi

Taxi will be at your discretion.

### Departure

Departure will be at your discretion. There are SIDs for both runways which pilots are advised to follow: Standard Instrument Departure (SID) RWY 05: Track 035° and climb minimum 4% to MSA 6400ft. Standard Instrument Departure (SID) RWY 23: Climb straight ahead to MSA 6400ft.

### Arrival

Approach will be at your discretion.

## Phraseology Example – GRL543 – Arrival – BGSF – BGGH

- In cruise...
- Greenland 543, next report leaving FL180, preferred runway 05 for arrivals at Nuuk, no reported traffic.
- Wilco, and roger runway 05, Greenland 543.
- Søndrestrøm Information, Greenland 543 leaving FL180.
- Greenland 543, roger, report passing 8000ft, QNH 1014.
- Will report passing 8000ft, QNH 1014, Greenland 543.
- Passing 8000ft, Greenland 543.
- Greenland 543 roger, report final runway 05.
- Will report final runway 05, Greenland 543.
- Greenland 543 on final runway 05.
- Greenland 543, wind 090 degrees at 3 knots, runway 05 is free.
- Runway free, Greenland 543.
- ...
- Greenland 543, taxi at your discretion, no traffic.
- Taxiing at my discretion, Greenland 543, bye!

## BGKK – Kulusuk Airport – AFIS

Gateway to remote Eastern Greenland

Identifier	Callsign	Frequency
BGKK_I_TWR	Kulusuk Information (covers airspace around BGKK up to 8000ft)	118.100
BGGL_FSS	<b>Søndrestrøm Information</b> (covers all of Greenland below FL195 with procedural information service)	<b>121.300</b>
BICC_FSS	Iceland Radio (provides outbound oceanic clearances in Greenland. Also covers Central Greenland when Reykjavik Control is offline)	127.850
BIRD_W_CTR	Reykjavik Control West (covers Central Greenland above FL195 with radar)	124.400
BIRD_CTR	<b>Reykjavik Control</b> (covers all BIRD sectors including Iceland and the Faroe Islands)	<b>119.700</b>

### Runways & Parking

11 (visual) | 29 (NDB) | Apron – All traffic

### Transition Altitude

7000ft

### Clearance

All international departures and all domestic flights flying above FL285 will receive an IFR oceanic clearance. Please report your requested mach speed when requesting clearance, or file it in your flight plan with the format MxxxFxxx e.g. METIL/M078F330).

All domestic departures flying below FL285 will depart at your own discretion.

### Taxi

Taxi will be at your discretion.

### Departure

Departure will be at your discretion.

### Arrival

Approach will be at your discretion.

### Phraseology Example – GRL123 – Domestic Departure – BGKK – BGBW

- Kulusuk Information, good afternoon, Greenland 123 at the apron, request departure information to Narsarsuaq Airport.

- Greenland 123, Kulusuk Information, hello sir. Wind is 150 degrees at 7 knots, few clouds at 3000ft, visibility 10 km or more, temperature minus 1 degree, dewpoint minus 2 degrees, QNH 1012, preferred runway 11.
- Roger, QNH 1012, runway 11, Greenland 123.
- Greenland 123, readback correct.
- Request startup, Greenland 123.
- Startup approved, report ready for taxi.
- Startup approved, wilco, Greenland 123.
- ...
- Greenland 123 is ready for taxi.
- Greenland 123, taxi at your discretion, traffic is departing company Dash 8-200.
- Taxiing at my discretion, will hold short of runway, Greenland 123.
- ...
- Greenland 123, surface winds 150 degrees at 7 knots, runway 11 is free.
- Runway free, Greenland 123.
- Greenland 123 is airborne passing 1500ft.
- Greenland 123, roger, report position to Søndrestrøm Information on 121.300, have a nice flight!
- 121.300 for Greenland 123, bye!

## BGJN – Ilulissat Airport – AFIS

UNESCO World Heritage Ice Fjord

Identifier	Callsign	Frequency
BGJN_I_TWR	Ilulissat Information (covers airspace around BGJN up to 5000ft)	119.100
BGGL_FSS	<b>Søndrestrøm Information</b> (covers all of Greenland below FL195 with procedural information service)	<b>121.300</b>
BICC_FSS	Iceland Radio (provides outbound oceanic clearances in Greenland. Also covers Central Greenland when Reykjavik Control is offline)	127.850
BIRD_W_CTR	Reykjavik Control West (covers Central Greenland above FL195 with radar)	124.400
BIRD_CTR	<b>Reykjavik Control</b> (covers all BIRD sectors including Iceland and the Faroe Islands)	<b>119.700</b>

### Runways & Parking

07 (NDB/visual) | 25 (NDB/visual) | Apron – All traffic | Aerodrome is designed for STOL aircraft (short takeoff and landing)

### Transition Altitude

6000ft

### Clearance

All domestic departures flying below FL285 will depart at your own discretion and are advised to follow a SID.

### Taxi

Taxi will be at your discretion.

### Departure

Departure will be at your discretion. There are SIDs for both runways which pilots are encouraged to follow. Standard Instrument Departure (SID) RWY 07: Climb straight ahead to 800ft, turn left heading 281° MAG and maintain this heading until passing 3000ft, then continue climb. Standard Instrument Departure (SID) RWY 25: Climb straight ahead until passing 3000ft, then continue climb. Minimum net climb gradient 280 FT/NM (4.6%) to 3000ft.

### Arrival

Approach will be at your discretion.

Phraseology Example – see BGKK and BGGH

## BGQQ – Qaanaaq Airport - AFIS

The northernmost airport in Greenland

Identifier	Callsign	Frequency
BGQQ_I_TWR	Qaanaaq Information (covers airspace around BGQQ up to 7000ft)	118.100
BGGL_FSS	Søndrestrøm Information (covers all of Greenland below FL195 with procedural information service)	121.300
BICC_FSS	Iceland Radio (provides outbound oceanic clearances in Greenland. Also covers Central Greenland when Reykjavik Control is offline)	127.850

### Runways & Parking

18 (departures) | 36 (departures & arrivals, NDB/visual) | Apron – All traffic

### Transition Altitude

6500ft

### Clearance

All domestic departures flying below FL285 will depart at your own discretion and are advised to follow a SID.

### Taxi

Taxi will be at your discretion.

### Departure

Departure will be at your discretion. Pilots are encouraged to follow one of the SIDs. Runway 36: Climb on 342°MAG to 1300ft with a minimum gradient of 7.1%. Passing 1300ft left turn to climb in sector QDR QQ 197°MAG-337°MAG to MSA. Cross DME QN 10 NM at 3000ft or above. Cross DME QN 18 NM at 6000ft or above.

Runway 18: Climb on 192°MAG to 900ft with a MIN gradient of 9.4%. Passing 1300ft right turn to climb in sector QDR QQ 197° MAG-337°MAG to MSA. Cross DME QN 10 NM at 3000ft or above. Cross DME QN 18 NM at 6000ft or above.

### Arrival

Approach will be at your discretion.

Phraseology Example – see BGKK and BGGH

## BGTL – Thule Air Base

The northernmost US Air Force base

*Note that due to lack of published information, this airport is covered as if it were an AFIS airport. Only information services are provided.*

Identifier	Callsign	Frequency
BGTL_GND	Thule Ground	119.900
BGTL_TWR	Thule Tower	126.200
BGTL_APP	Thule Approach	134.100
BGGL_FSS	<b>Søndrestrøm Information</b> <i>(covers all of Greenland below FL195 with procedural information service, incl. BGTL)</i>	<b>121.300</b>
BICC_FSS	<b>Iceland Radio</b> <i>(provides outbound oceanic clearances in Greenland and controls Northern Greenland procedurally above FL195)</i>	<b>127.850</b>

### Runways

08 (LOC) | 26 (visual) | Apron – All traffic

### Transition Altitude

6500ft

### Clearance

All domestic departures flying below FL285 will depart at your own discretion and are advised to follow a SID.

### Taxi

Taxi will be at your discretion.

### Departure

Departure will be at your discretion.

### Arrival

Approach will be at your discretion.

Phraseology Example – see BGKK and BGGH

## Authors and Contributors

- **Wygene Chong**  
Former Director of Reykjavik CTA
- **Henry Weber**  
Greenland Advisor
- **Casper Hvid**  
Greenland Controller
- **Torben Andersen**  
Iceland Radio Controller
- **Anders Moen**  
Reykjavik CTA Procedural Advisor
- **Jouka Ahponen**  
Director of Finland FIR
- **Aleksander Storma**  
Sector File Developer
- **David Unnarsson**  
Former Iceland Mentor
- **Halldor B Jonsson**  
Former Director of Reykjavik CTA