

## KANGERLUSSUAQ/SONDRESTROM (SFJ/BGSF)

Elevation 165ft

### CATEGORY B

AV required for initial qualification. If you got this far you're qualified, right?

### GENERAL

- Kangerlussuaq Airport is an airport in Kangerlussuaq in central-western Greenland. It is located away from the coast and therefore less prone to fog and wind. But the downside of that location is that it is deep inside a fjord with high terrain on three sides.

### Threats

#### CFIT

- High ground to 2000ft ASL on both sides of the fjord. The approach to Rwy 09 lies close to the N side.
- High ground to 1900ft ASL within 3 nm NE of airport restricts Rwy 27 use for landing and Rwy 09 for takeoff.

#### Loss of Control

- Strong downdraughts possible close to the edges of the fjord

#### Mid Air Collision

- There's not much other traffic around at Sondres... holy [redacted], WorldFlight is coming!
- Simultaneous arriving traffic to Rwy 09 and departing traffic from Rwy 27 creates a mid-air hazard.

#### Special Considerations

- There is often a tailwind on final approach Rwy 09 which is not reflected in reported surface wind.
- Temperature correction often required during winter.
- Rwy 09 begins with a 900m upslope giving the illusion of a much shorter runway.

### ARRIVAL

#### Diversion Airports

IQALUIT	YFB/CYFB	574 nm/254°T	CAT B
GOOSE BAY	YYR/CYYR	897 nm/203°T	CAT A
AKUREYRI	AEY/ICAO	792 nm/080°T	CAT B
KEFLAVIK	KEF/BIKF	734 nm/091°T	CAT A

### APPROACH

- This is the grown-up airport of WorldFlight 2024. It's 574 miles to Iqaluit, you got just enough gas for one missed approach, it's definitely going to be dark... and you're wearing your sunglasses, aren't you? Hit it!
- Landing Rwy 27 is DAY ONLY due to terrain and ONLY approved if the TW component on Rwy 09 makes its use unsafe. But if you're feeling up to it... maybe it's *just* light enough for a visual circling approach?

- Sondrestrom Information covers the airspace below FL195 for the whole of Greenland and can give descent clearance, but has no radar coverage west of 43W. Sondrestrom tower has a small radar to cover the approach.
- No STARs. Expect to join the instrument approach directly from your flight plan route. Preferred approach is RNP 09 via DODIP or BELZI.
- Rwy 27: no instrument approaches due to terrain.
- Rwy 09: no ILS, only LOC/DME and RNP. Glide path in excess of 3°.
- Expect moderate turbulence on final approach when winds in excess of 20 kt.
- Note: RNP A and RNP B are circle-to-land only. RNP B shall be used for aircraft category C and up
- Missed approach Rwy 09: climb at best angle until above the go-around stop altitude.

### GROUND

- When landing Rwy 09, departing aircraft may be holding at the end-of-runway exit, and landing acft may be required to vacate via backtrack.
- Given the time of day, hopefully the available parking will be sufficient for WorldFlight traffic.
- Snow clearance is very efficient but rarely started before snowfall ends.

### DEPARTURE

- Rwy 09 is not authorized for take-off.
- Clearance and latest weather will be given together (there is no ATIS)

### WEATHER

- The airfield has a good weather record and is seldom closed due to wearher.
- Predominantly easterly winds.
- Visibility is good with easterly winds.
- Large magnetic variation. Forecast wind directions given in °T

### OPERATIONAL INFORMATION

<b>Handling Agent</b>	GREENLAND AIRPORT AUTHORITIES
<b>Handling Agent VHF</b>	-
<b>Potable Water</b>	Uplift not permitted

<b>IF ONLY Electrical Power is required</b>	Use ground power if available
<b>IF BOTH electrical power and air conditioning is required:</b>	Ground air not available, use APU for air conditioning