

Elevation: 165'

Fuel: Jet A-1

Time Zone Info: Greenland GMT-3:00 uses DST

Runway Info

Lights: Edge

Communications Info

Sondrestrom Approach Control **126.2**

Notebook Info

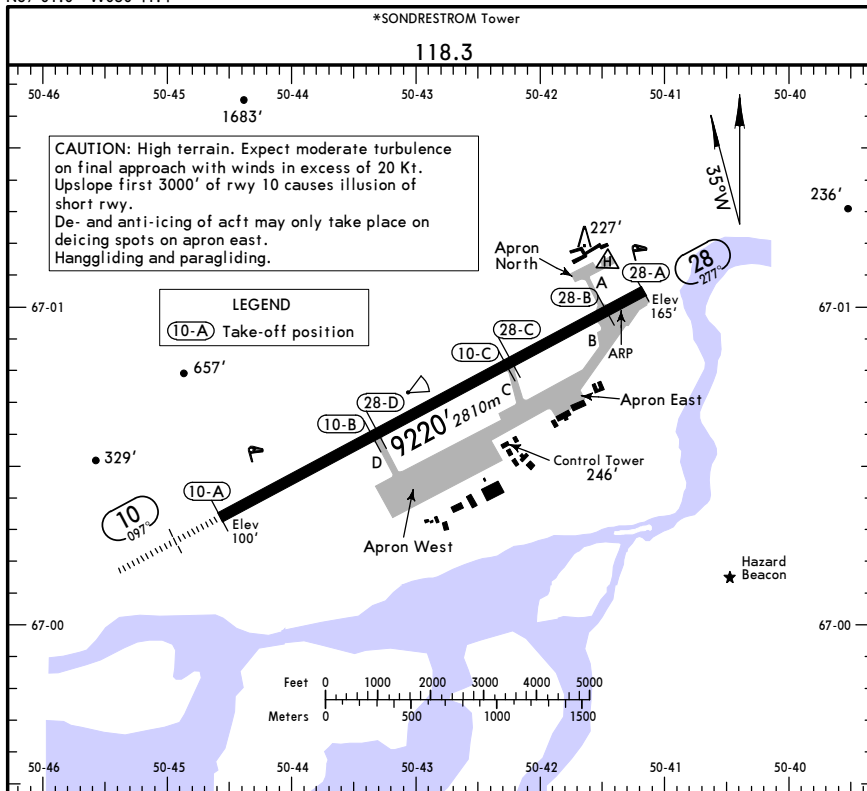
BGSF/SFJ

Apt Elev 165'
N67 01.0 W050 41.4

JEPPesen KANGERLUSSUAQ, GREENLAND

19 MAY 06 (10-9)

KANGERLUSSUAQ



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS				TAKE-OFF	WIDTH
		Threshold	Landing Beyond	Glide Slope			
10	HIRL HIALS PAPI-L (angle 3.2°)						197'
28	HIRL					1	60m

TAKE-OFF RUN AVAILABLE

RWY 10:	RWY 28:
From posn 10-A 9220' (2810m)	From posn 28-A 9220' (2810m)
10-B 5850' (1783m)	28-B 8462' (2579m)
10-C 2933' (894m)	28-C 6385' (1946m)
	28-D 3442' (1049m)

JAR-OPS

TAKE-OFF 1

All Rwys

	LVP must be in Force	All Rwys	
	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	250m	400m	500m
B			
C			
D			

1 Operators applying U.S. Ops Specs: CL required below 300m.

CHANGES: Variation. Rwy bearings. Note.

© JEPPesen SANDERSON, INC., 2000, 2006. ALL RIGHTS RESERVED.

BGSF/SFJ

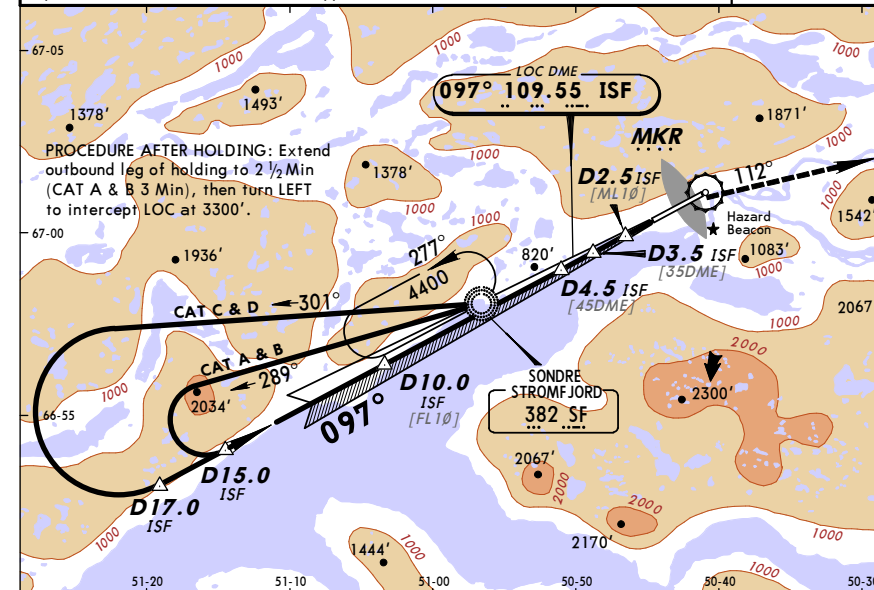
KANGERLUSSUAQ 19 MAY 06 (11-1)

MISSED APCH CLIMB
GRAD MIM 5.0%

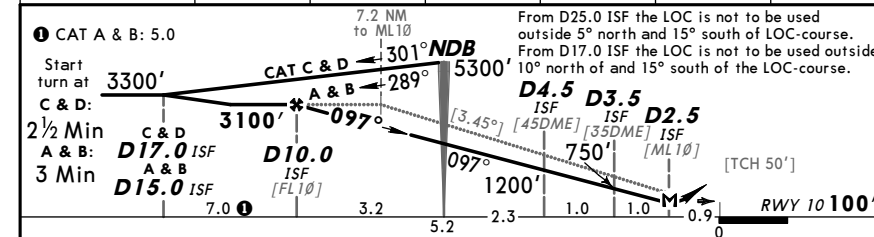
JEPPesen KANGERLUSSUAQ, GREENLAND

MRK LOC DME Rwy 10

BRIEFING STRIP TM	*SONDRESTROM Approach (R) 126.2			*SONDRESTROM Tower 118.3	
	LOC ISF 109.55	Final Apch Crs 097°	Minimum Alt D10.0 ISF 3100' (3000')	MDA(H) 450' (350')	Apt Elev 165' RWY 100'
	MISSED APCH: Climb on LOC course until MKR, then immediately turn RIGHT on track 112° climbing to 4000', then turn RIGHT to NDB climbing to 4400' and join holding.				
	Alt Set: hPa & IN Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 7000'				
	CAUTION: Adhere strictly to the prescribed procedure due to high surrounding terrain. Expect moderate turbulence on final approach with winds in excess of 20 KT.				
	5300'				
					MSA SF NDB



ISF DME	9.0	7.0	6.0	5.0	4.0	3.0
ALTITUDE	2750'	2050'	1700'	1350'	1000'	650'



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 6.02% or Descent angle [3.45°]	427	549	611	733	855	977
MAP at D2.5 ISF						

JAR-OPS

STRAIGHT-IN LANDING RWY 10

Missed apch climb gradient mim 5.0%

MDA(H) 450' (350')

	RVR	ALS out	Not authorized North of airport	
			Max Kts	VIS
A	RVR 1200m	RVR 1500m	100	1500' (1335')
B	RVR 1300m		135	1900' (1735')
C	RVR 1400m		180	2500' (2335')
D	RVR 1600m		205	2800' (2635')

CHANGES: Bearings. Descent angle.

© JEPPesen SANDERSON, INC., 2000, 2006. ALL RIGHTS RESERVED.

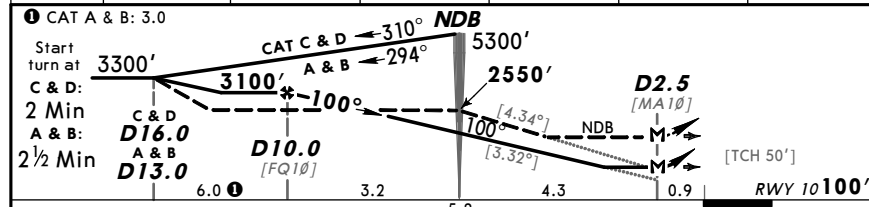
BGSF/SFJ
KANGERLUSSUAQ
19 MAY 06 (16-1)
JEPPESEN KANGERLUSSUAQ, GREENLAND
NDB DME or NDB Rwy 10

BRIEFING STRIP

*SONDRESTROM Approach (R) 126.2					*SONDRESTROM Tower 118.3	
BRIEFING STRIP NDB SF 382	Final Apch Crs 100°	NDB DME Minimum Alt D10.0 3100' (3000')	NDB DME MDA(H) 1770' (1670')	Apt Elev 165'	5300'	
		NDB Minimum Alt NDB 2550' (2450')	NDB MDA(H) 1880' (1780')	RWY 100'		
		MISSED APCH: Climb to 3000' on track 105°, then turn RIGHT to NDB climbing to 4400' and join holding.				
Alt Set: hPa & IN Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 7000' CAUTION: Expect moderate turbulence on final approach with winds in excess of 20 KT.						



NDB DME	ISF DME	10.0	9.0	8.0	7.0	6.0
	ALTITUDE	3100'	2750'	2400'	2050'	1770'



Gnd speed-Kts		70	90	100	120	140	160	HIALS PAPI	3000' on 105°
NDB DME: Desc Grad 5.80% or Desc angle [3.32°]		411	529	587	705	822	940		
NDB: Desc Grad 7.58% or Desc angle [4.34°]		538	692	769	922	1076	1230		
NDB DME: MAP at D2.5 NDB: NDB to MAP 4.3		3:41	2:52	2:35	2:09	1:51	1:37		

JAR-OPS STRAIGHT-IN LANDING RWY 10				CIRCLE-TO-LAND	
NDB DME		NDB		Not authorized North of airport	
MDA(H) 1770' (1670')		MDA(H) 1880' (1780')		Max Kts	
ALS out		ALS out		MDA(H) VIS	
A	RVR 1500m	RVR 1500m	RVR 1500m	100	1800' (1635') 1500m
B	RVR 1500m	RVR 1500m	RVR 1500m	135	1900' (1735') 1600m
C	RVR 1800m	RVR 1800m	RVR 1800m	180	2500' (2335') 2400m
D	RVR 2000m	RVR 2000m	RVR 2000m	205	2800' (2635') 3600m

After NDB apch MDA(H) 1900' (1735').
CHANGES: Bearings, Descent angle.
© JEPPESEN SANDERSON, INC., 2000, 2006. ALL RIGHTS RESERVED.

PANS OPS 4