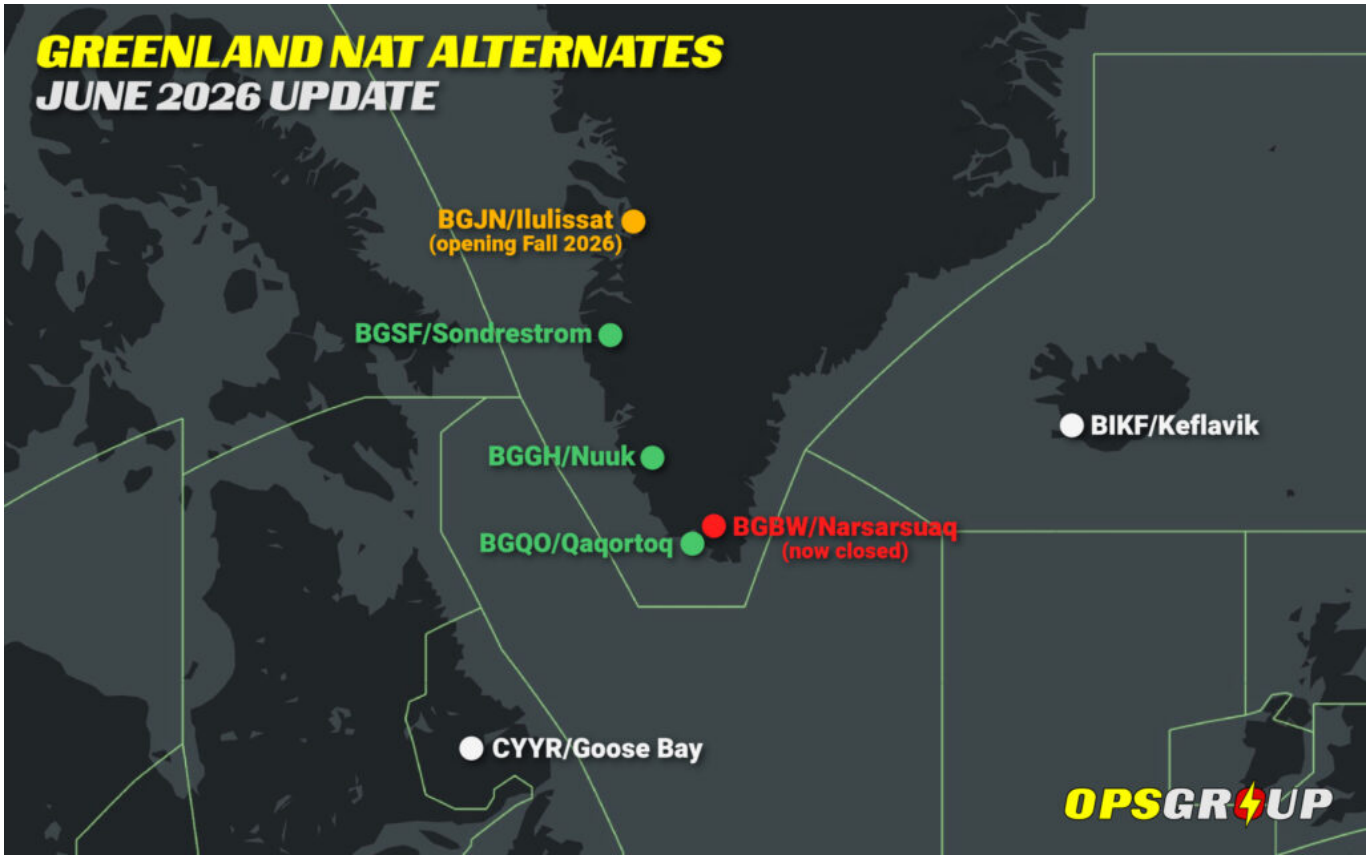
Greenland NAT Alternates: June 2026 Update

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It has been a busy year of change for Greenland's airports. Here is the current operational picture for the main NAT alternates as of June 2026.



BGQO/Qaqortoq

BGQO/Qaqortoq is now operational and has replaced BGBW/Narsarsuaq as the main airport in southern

Greenland. After some early teething issues, security approval for international flights has been granted and the Notam restricting GA/BizAv traffic has been cancelled.

Basic info:

- **Runway:** 1501 x 30m (asphalt, Code 3C)
- **Approaches:** RNP LNAV/VNAV only (no precision)
- **Airspace:** AFIS, Class G with 20NM RMZ
- **Fire cover:** up to CAT 7 (with prior notice for larger aircraft)
- **Fuel:** Jet A1 and AvGas available

You can find full info on BGQO in the AIP here.

All non-scheduled flights require **PPR at least 12 hours before arrival.** A local agent advises that slots may be limited initially as the airport ramps up operations. This is not the usual Greenland “call ahead and hope” setup. Expect to provide accurate ETAs and obtain approval in advance, including for alternate use. Published hours are Mon-Sat 0800-1700 local time, closed Sundays and holidays. If you operate there, we’d appreciate an Airport Spy report!

BGBW/Narsarsuaq

Narsarsuaq closed to fixed-wing traffic on 17 Apr 2026 (when BGQO/Qaqortoq was supposed to become operational). So arrivals and departures are no longer accepted and the airport has transitioned to heliport-only ops for the local community.

Operationally, nothing has changed:

- **Runway: 1800m**
- **Approaches: non-precision only**
- **Frequent poor weather and terrain constraints**



BGSF/Sondrestrom

Plans to downgrade Sondrestrom from ATC to AFIS have been cancelled. In one of the shortest AICs we've ever seen, Naviair confirmed that BGSF would remain **fully controlled** until further notice.

Word from behind the scenes is that it was recently evaluated that ongoing demand for BGSF was solid enough to warrant **full ATC.**

Operationally, this is still the most reliable Greenland alternate:

- **Runway: 2800m**
- **Fewer terrain issues than coastal airports**
- **Generally more stable weather**

If you want something predictable in central Greenland, this is still the go-to.

BGGH/Nuuk

Nuuk is now fully established as a jet-capable airport with a **2200m runway**, **ILS approaches at both ends**, and regular airline traffic. On paper, it is now a very capable NAT alternate.

The only current Notam limitation is that **parking on all aprons is limited to a maximum of 72 hours** (PERM Notam).

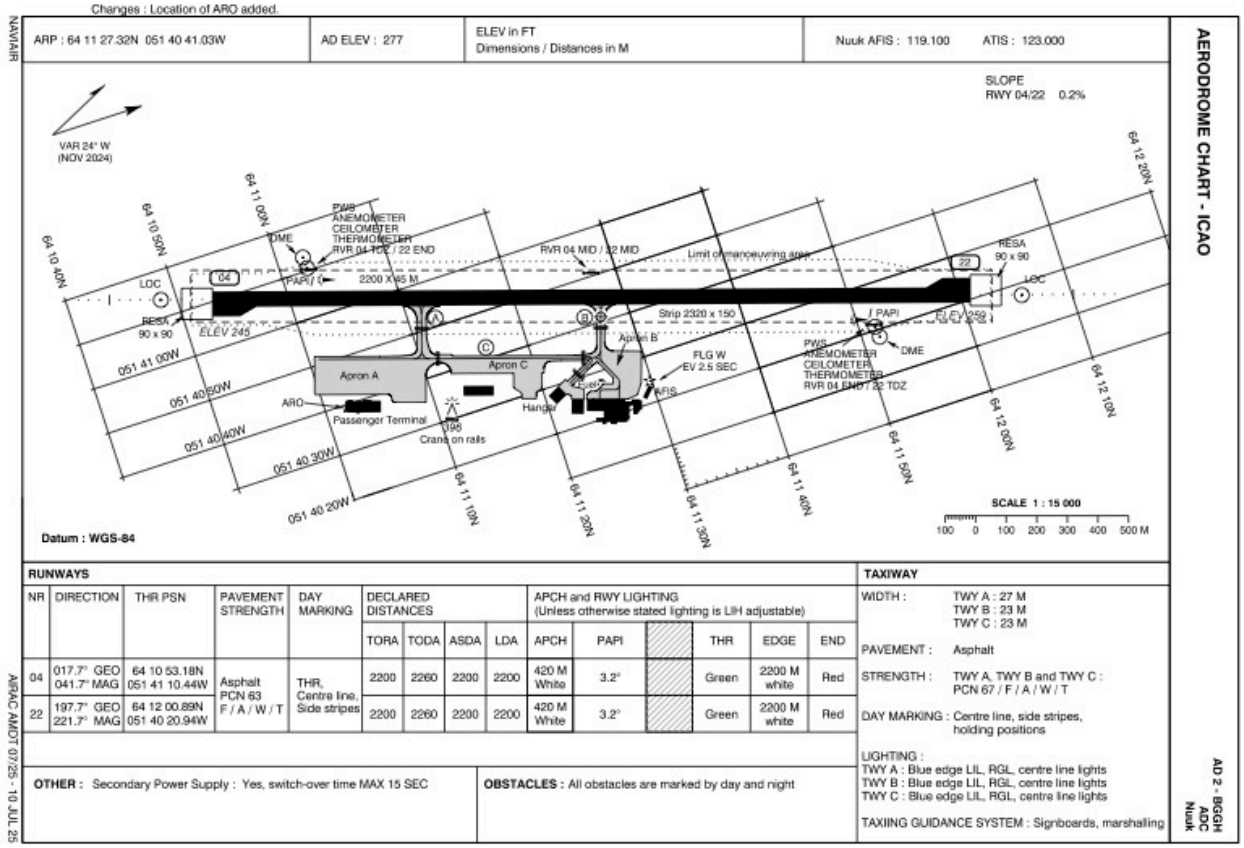
The bigger thing to watch now is a coming airspace change, from 14 May 2026:

- **A TMA (Class C) when Nuuk Approach is active (roughly 08-23 local)**
- **ADS-B required for all flights in the TMA up to FL195 during those hours**
- **Outside those hours, airspace reverts to Class G**

- **At night, ADS-B not required, but prior coordination with Nuuk ATC is required**

See AIC 1-26 for full details of all that.

So the picture at BGGH/Nuuk is much better than it was a few months ago – but it's still not totally straightforward. It is usable again, but with tighter airspace rules and some practical limits like the 72-hour parking cap.



Nuuk has been significantly expanded to accommodate large jet aircraft.

BGJN/Ilulissat

The new 2200m runway at BGJN/Ilulissat is **still due to open in Fall 2026.**

This will add another useful Greenland option for tech stops and diversions, and an alternative to BGGH/Nuuk. The airport is a similar size to Nuuk. For now, approaches will be GPS only – ILS is expected to be operational by Nov 26. ATS in the zone is a flight information service, hence uncontrolled airspace. PPR is required.

A reminder about after-hours fees

Look out for surprise fees if you use **BGBW/Narsarsuaq** or **BGSF/Sondrestrom** as alternates after hours (overnight 20-11z or anytime on Sundays). You will be charged the better part of $3000 USD to keep standby equipment on watch, and runways clear of snow.

Some insider advice – advance notice reduces the cost. If you need one of these cheaper outside of

normal operating hours, provide at least 24 hours' notice.

Bottom line

Greenland is mid-transition right now, but with a bigger gap than expected:

- **BGQO has opened**
- **BGBW has closed**
- **BGGH is now the main southern option and generally dependable, but with some airspace and parking limitations**
- **BGSF remains the most reliable and predictable option overall**

A special thanks to our agent in the field

Spare a thought for the unsung hero of this article. Apparently, high quality jackets for the Greenland winters are no joke – as evidenced below. Thank you for your help assembling this article!

