

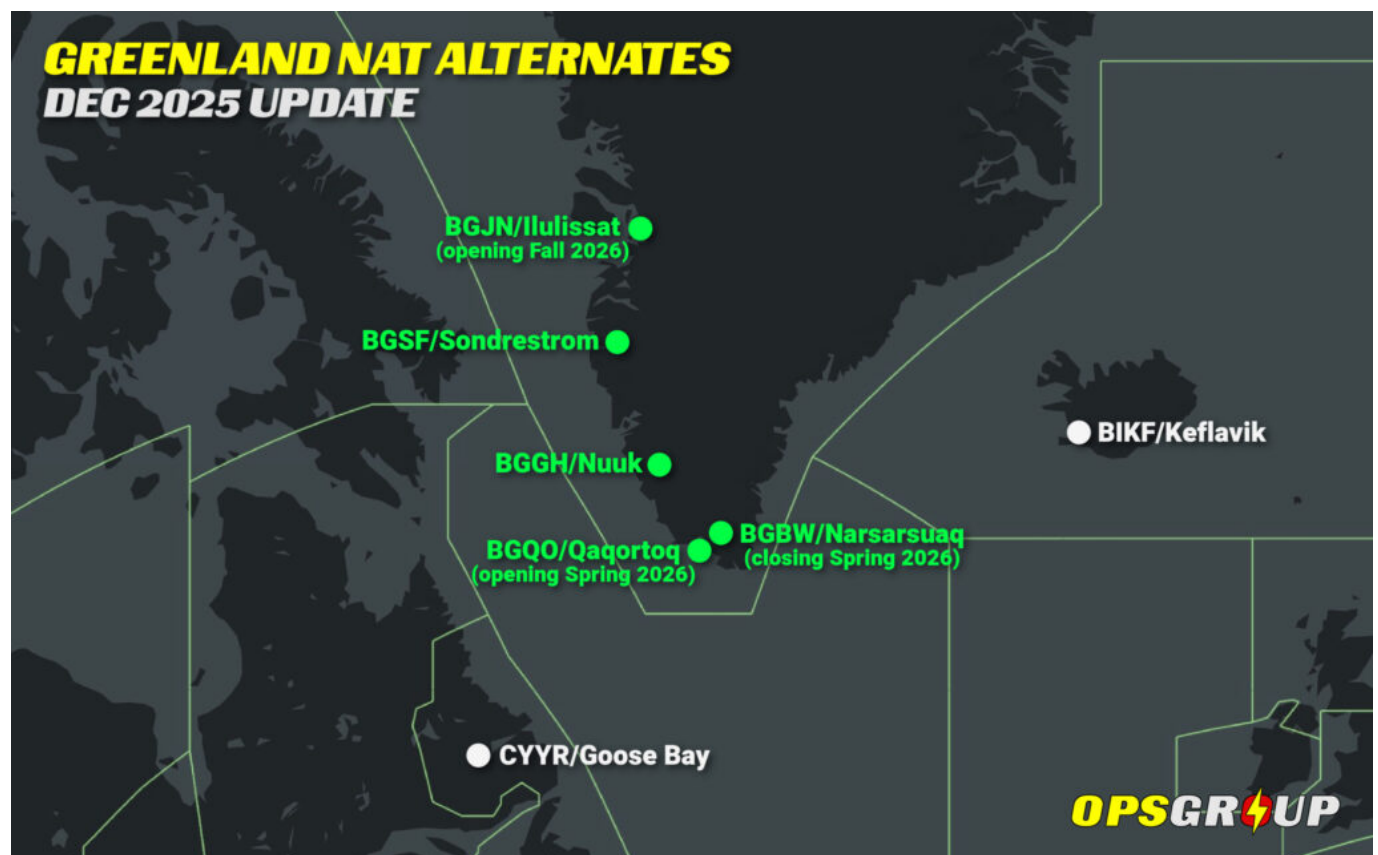
Greenland NAT Alternates: Dec 2025 Update

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8 December, 2025



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 December 2025.



BGSF/Sondrestrom

Plans to downgrade Sondrestrom from ATC to AFIS have been cancelled. In one of the shortest AICs we've

ever seen, Naviair (Denmark’s ANSP) 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**.

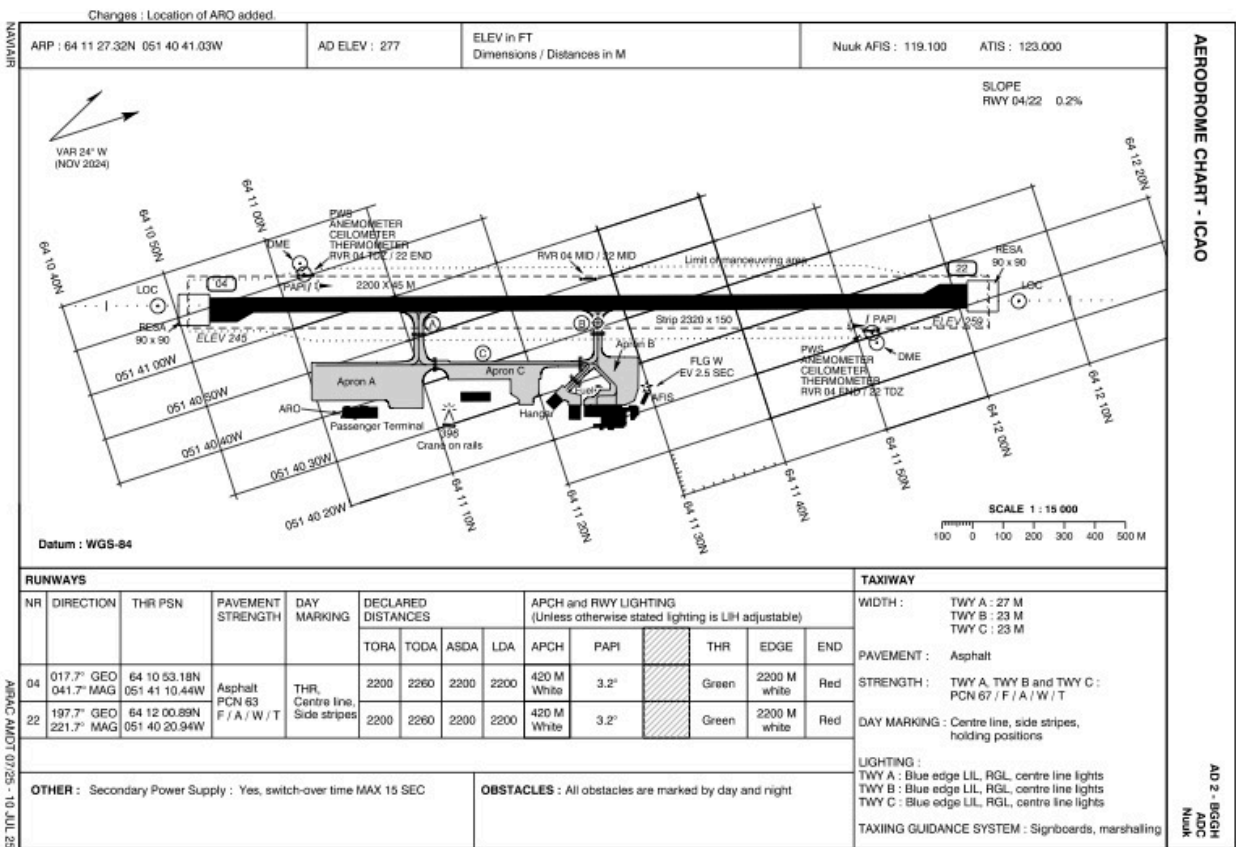
However, radar service remains unavailable due to equipment issues, with procedural separation expected for the foreseeable future:

A1821/25 NOTAMR A1709/25
Q) BGGL/QCMAS/IV/M /A /000/999/6701N05041W005
A) BGSF B) 2510271014 C) 2601301700 EST
E) BGSF MSSR U/S. RADAR SERVICE UNAVAILABLE.

Other than that, BGSF continues to be a reliable NAT alternate thanks to its long 2800m runway and generally more stable weather conditions.

BGGH/Nuuk

Nuuk has been extensively upgraded with a 2200m runway and precision approaches at both ends. It has been receiving heavy jet traffic for some time and is now well-equipped to serve as a NAT alternate.



Nuuk has been significantly expanded to accommodate large jet aircraft.

However, BGGH Notam A1859/25 puts a lump of coal in your stocking. It says that **no PPR or slots will be granted to GA (which GL airports have confirmed includes BizAv)** until at least Dec 31. For

enroute alternates, they suggest using BGSF/Sondrestrom or BGBW/Narsarsuaq in the meantime.

A1859/25 NOTAMR A1835/25

Q) BGGL/QFALT/IV/NBO/A /000/999/6411N05141W005

A) BGGH B) 2511041236 C) 2512311200 EST

E) NO PPR OR SLOT WILL BE GRANTED TO GENERAL AVIATION.

EXCLUDED ARE HOSP, MEDEVAC AND SAR.

We asked why, and apparently it was a decision made by the Danish CAA due to concerns over traffic. It's not the first time Nuuk has struggled a little with its new-found size. Previously, 15-minute separation was being applied between each arrival leaving some OPSGROUP members reporting **unexpected holding**.

While this restriction is reportedly no-more, it'd be prudent to carry a little extra gas for each entry.

BGBW/Narsarsuaq

Narsarsuaq is still scheduled to close in Spring 2026 and will be downgraded to a heliport. Word on the street is May 1, but this may change.

Operationally, Narsarsuaq remains challenging due to non-precision approaches, frequent poor weather, and a short 1800m runway.



Narsarsuaq will become a heliport only in May 2026.

New runways at BGQO/Qaqortoq and BGJN/Ilulissat

Both strips are finished, but work continues on lighting and approach systems.

The new **BGQO/Qaqortoq airport is on track to open in Spring 2026** with a 1500m runway. This will replace BGBW/Narsarsuaq as the southern airport option, though only for small to medium jets initially.

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

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.

A special thanks to our agent in the field

Spare a thought for the **unsung hero** of this article. The average low in Greenland at this time of year is 12 deg F (- 11 deg C). With wind chill, this can feel like -22 deg F (-30 deg C) or lower.

Apparently, high quality jackets are no joke – as evidenced below. **Thank you** for your help assembling this article!

