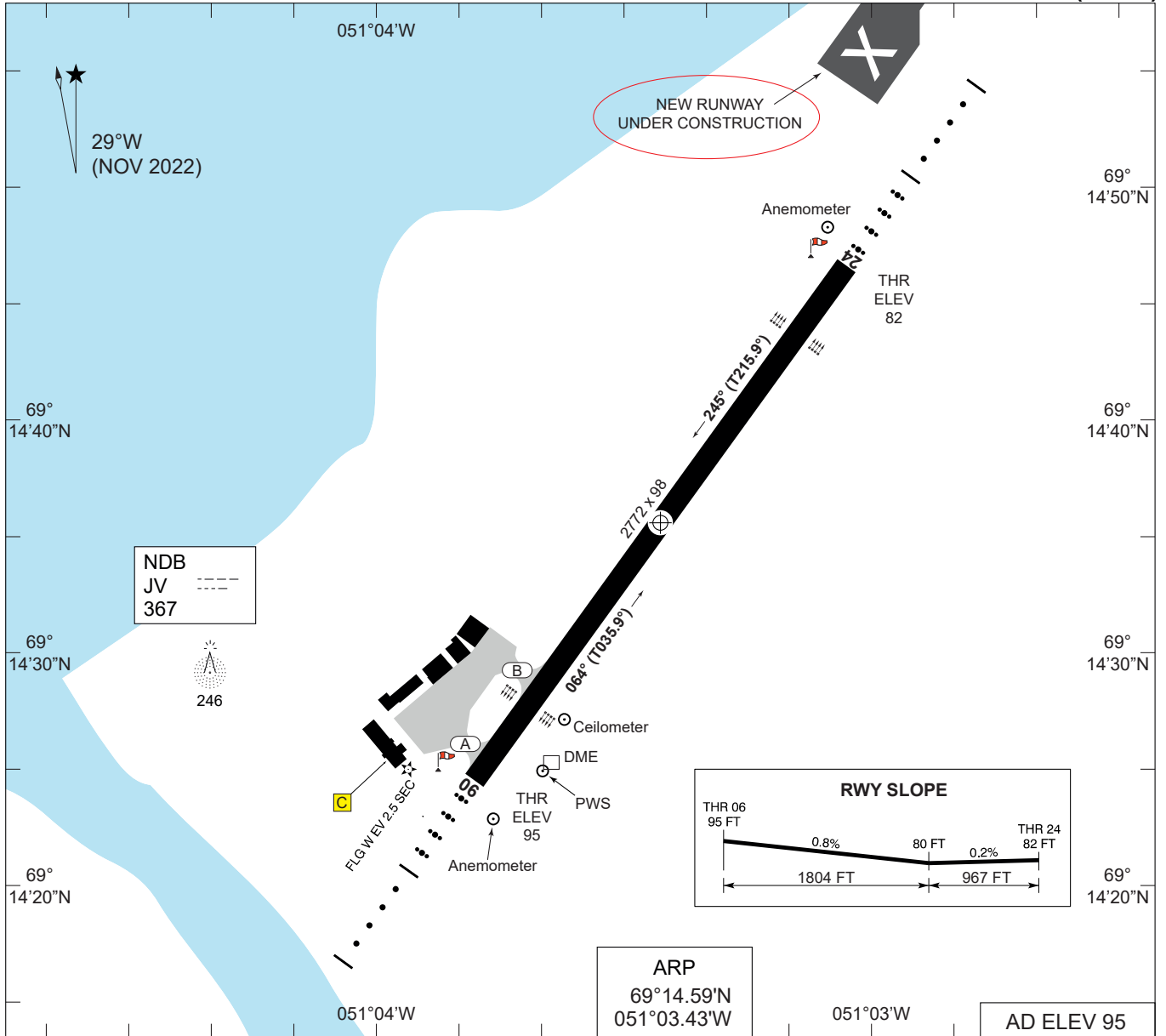


AERODROME CHART

ILULISSAT (BGJN)



RWY	PCN	TORA	ASDA	TORA	LDA		PAPI	ALS	THR ELEV	THR PSN
06	46	2772	2772	2772	2772		5.1°	SRC	95	69°14.41'N 051°03.80'W
24	46	2772	2772	2772	2772		5.6°	SRC	82	69°14.78'N 051°03.05'W

AD constructed after STOL concept.

Two-way radio communication with AFIS is required prior to engine startup, and AFIS frequency is to be monitored at all times when engines are running.

ARRIVAL:

Visual Surface Segment (VSS) RWY 06 is penetrated by terrain approximately 0.5 NM SW of THR 06. Standard Arrival Routes (STAR) have not been established.

IFR DEPARTURE:

Standard Instrument Departure (SID) RWY 06:

Climb straight ahead to 800 FT, turn left heading 275° (T246°) and maintain this heading until passing 3000 FT, then continue climb.

Standard Instrument Departure (SID) RWY 24:

Climb straight ahead until passing 3000 FT, then continue climb. Minimum net. climb gradient 280 FT/NM (4.6%) to 3000 FT.

CONSTRUCTION WORK AT ILULISSAT AIRPORT:

A new runway is being constructed north-west of the existing runway and is marked with large crosses. Caution should be taken when performing the NDB approach, as the procedure directs the aircraft onto the centreline of the new and nonoperational runway. Closure of RWY 06/24 and/or periods of work that penetrates the obstacle limiting surface (OLS) will be published by NOTAM.

CHANGES: CONSTRUCTION WORK ADDED.

AIR COMMAND DENMARK - MIL AIM 10 JUL 2025

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ILULISSAT (BGJN)