

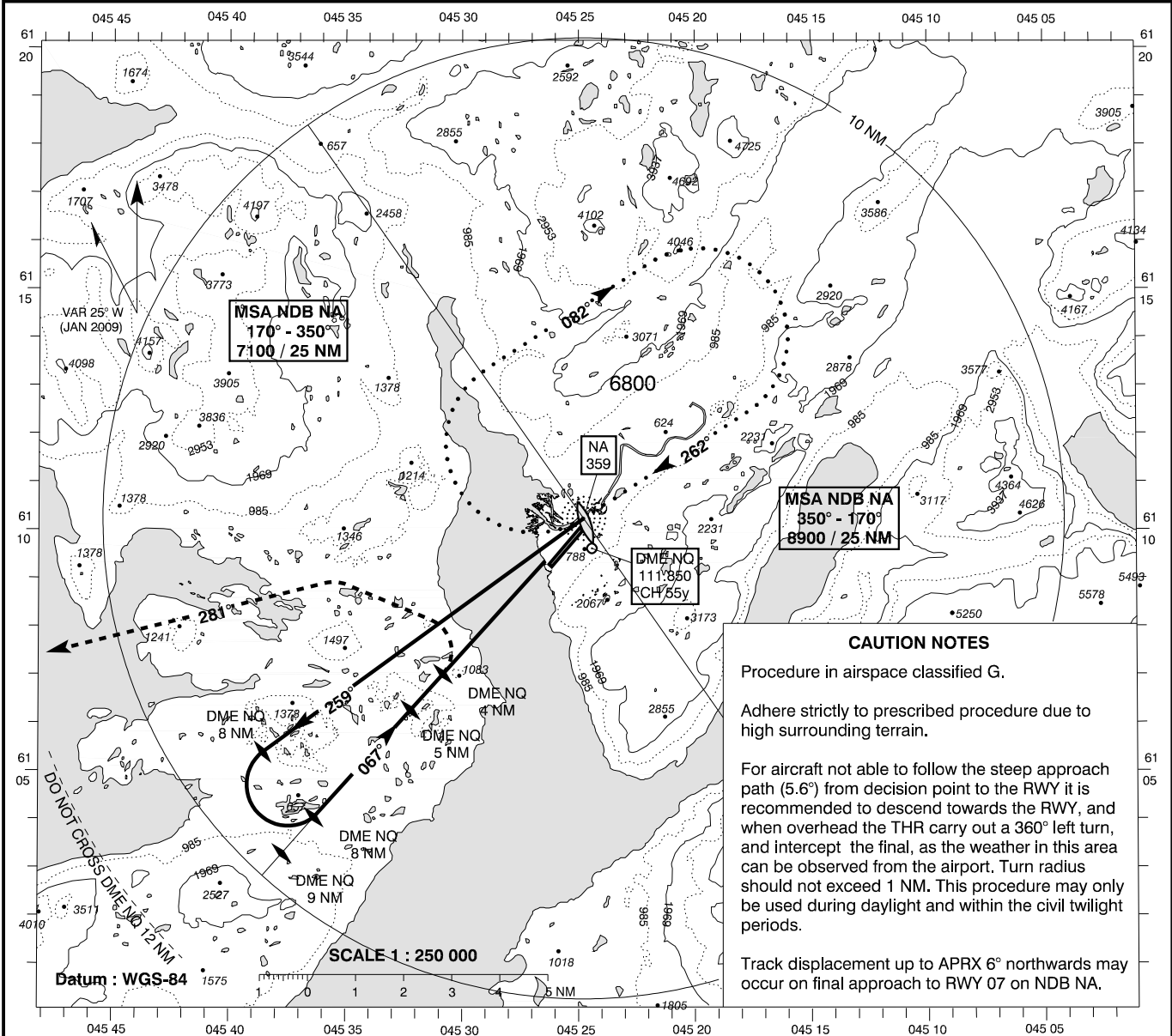
**INSTRUMENT
APPROACH
CHART - ICAO**

AD ELEV : 112

Bearings are magnetic
ELEV, ALT and HGT in FT

Narsarsuaq AFIS : 119.100

**AD 2 - BGBW
NDB + DME 07 - 2
Narsarsuaq**



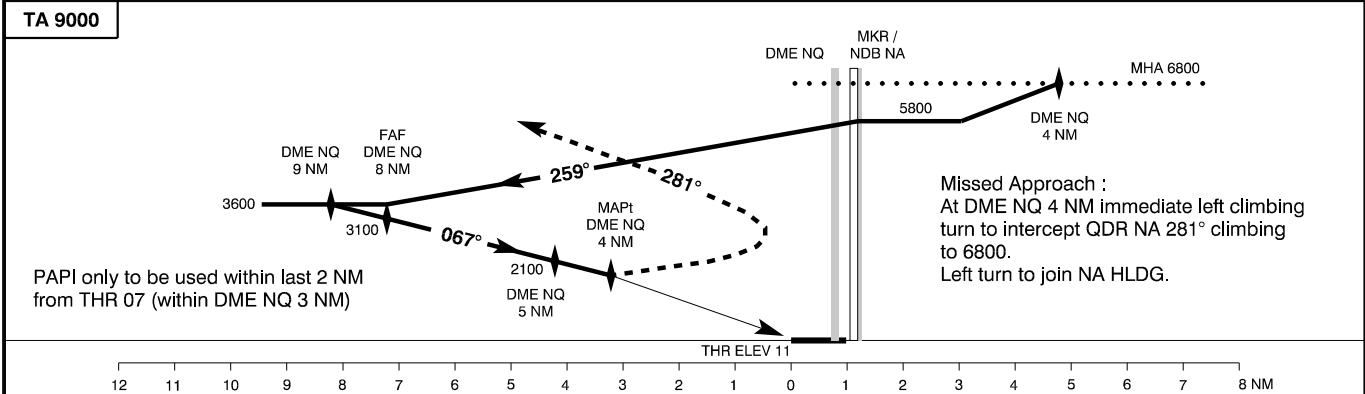
CAUTION NOTES

Procedure in airspace classified G.

Adhere strictly to prescribed procedure due to high surrounding terrain.

For aircraft not able to follow the steep approach path (5.6°) from decision point to the RWY it is recommended to descend towards the RWY, and when overhead the THR carry out a 360° left turn, and intercept the final, as the weather in this area can be observed from the airport. Turn radius should not exceed 1 NM. This procedure may only be used during daylight and within the civil twilight periods.

Track displacement up to APRX 6° northwards may occur on final approach to RWY 07 on NDB NA.



OCA (H)		A	B	SPECIAL CONDITIONS							
Straight in		1800 (1790)	1800 (1790)	MAX missed APCH turning speed 130 KT IAS. Circling N of RWY only. If visual contact is lost during visual circling : Intercept and follow QDR NA 281° as soon as possible climbing to 6800, then turn left and join NA HLDG.							
Circling		1800 (1790)	2400 (2390)								
DME NQ	NM	1	2	3	4	5	6	7	8	9	
DIST to THR	NM	0	1	2	3	4	5	6	7	8	
ALT	FT	60	600	1200	1800	2100	2400	2800	3100	3600	

State Minima : AD 2 - BGBW - 5

Changes : VAR.