

Airport Briefings

Airport specified briefings for aerodromes within ENOR/ENOB FIR

- [ENBR - Bergen Flesland](#)
- [ENCN - Kristiansand Kjevik](#)
- [ENGM - Oslo Lufthavn](#)
- [ENTC - Tromsø Langnes](#)
- [ENTO - Torp Sandefjord](#)
- [ENVA - Trondheim Værnes](#)
- [ENZV - Stavanger/Sola](#)

ENBR - Bergen Flesland

Overview

Bergen Airport Flesland is the airport of the 2nd biggest city in Norway and covers most of the population in the western side of Norway. The most popular routing is flying over the mountain to Norway's main airport at Oslo, but short commuter routes to Stavanger, Bodø, Trondheim, Kristiansand and other cities in Norway are common too. Bergen airport is also serving several European routes to popular vacation routes and important routes to the big hubs in central Europe.

Available stands

<https://stands.vatsim-scandinavia.org/?icao=ENBRframeless=true>

Use of stands

| Area | Stands | Assigned to |
|---------------------|----------------|------------------------------------|
| Terminal | 15-20 28-32 | Domestic flights |
| | 23-32 | International schengen flights |
| | 23-27 | International non-schengen flights |
| North Remote Apron | 41-46 | Passenger remote stands |
| | 47-48 | Ambulance flights |
| South Remote Apron | 1-11 | Cargo & passenger remote stands |
| | 1 | ARC E+ aircraft |
| Helicopter Terminal | 50-56 | Offshore helicopter flights |

| Area | Stands | Assigned to |
|-----------------|--------|-----------------------------------------|
| Technical Apron | | Local VFR club, Airlift, Widerøe Hangar |
| GA Apron | | General Aviation |
| De-Ice Platform | 81-84 | Business Jets |

IFR clearance

Initial contact is with Clearance Delivery, reporting callsign, stand number, and latest ATIS identification letter and QNH. If unable to follow SID, please advise on initial contact.

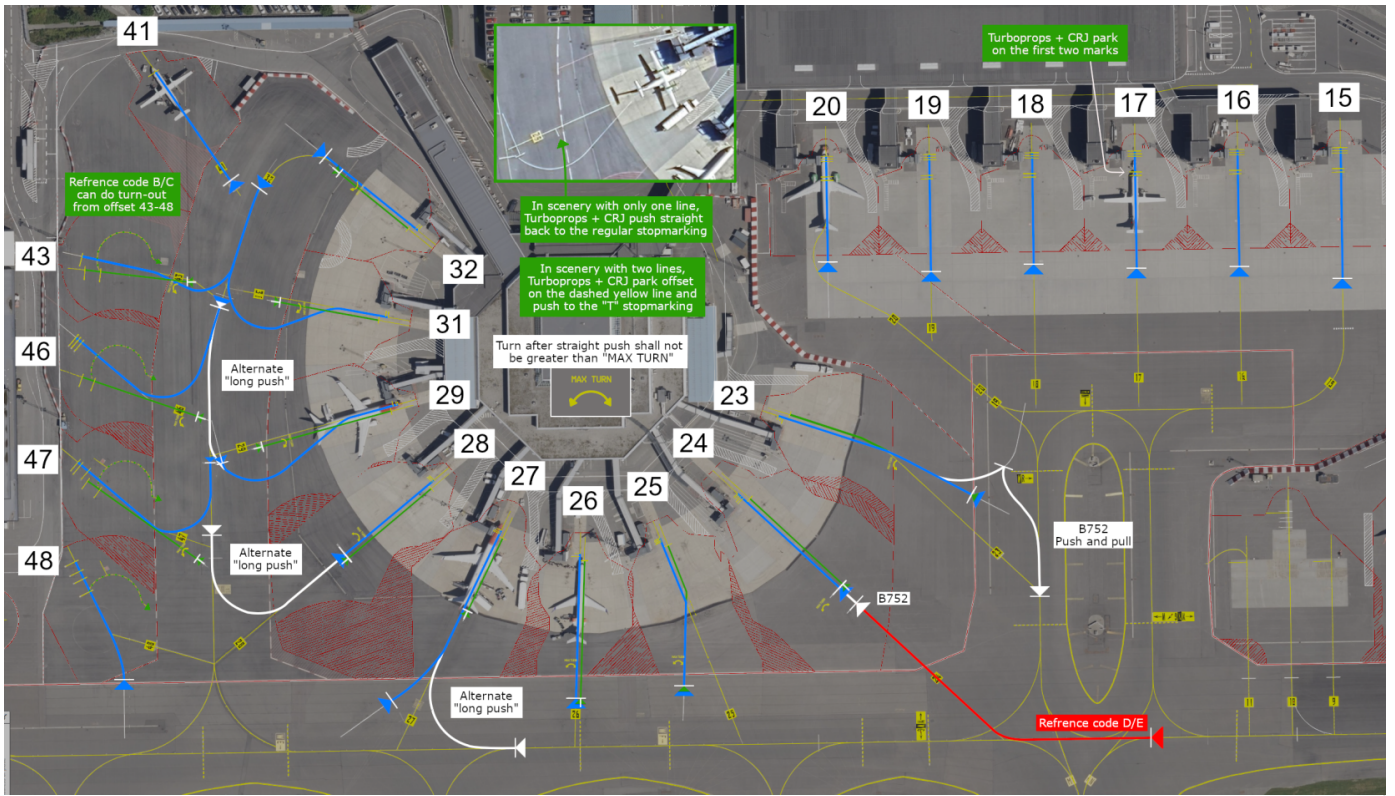
IFR departures with destination ENZV or ENHD shall use BEGOD as its only waypoint in the route on FPL. Traffic to other destinations are not permitted to use BEGOD in their route.

Push-back

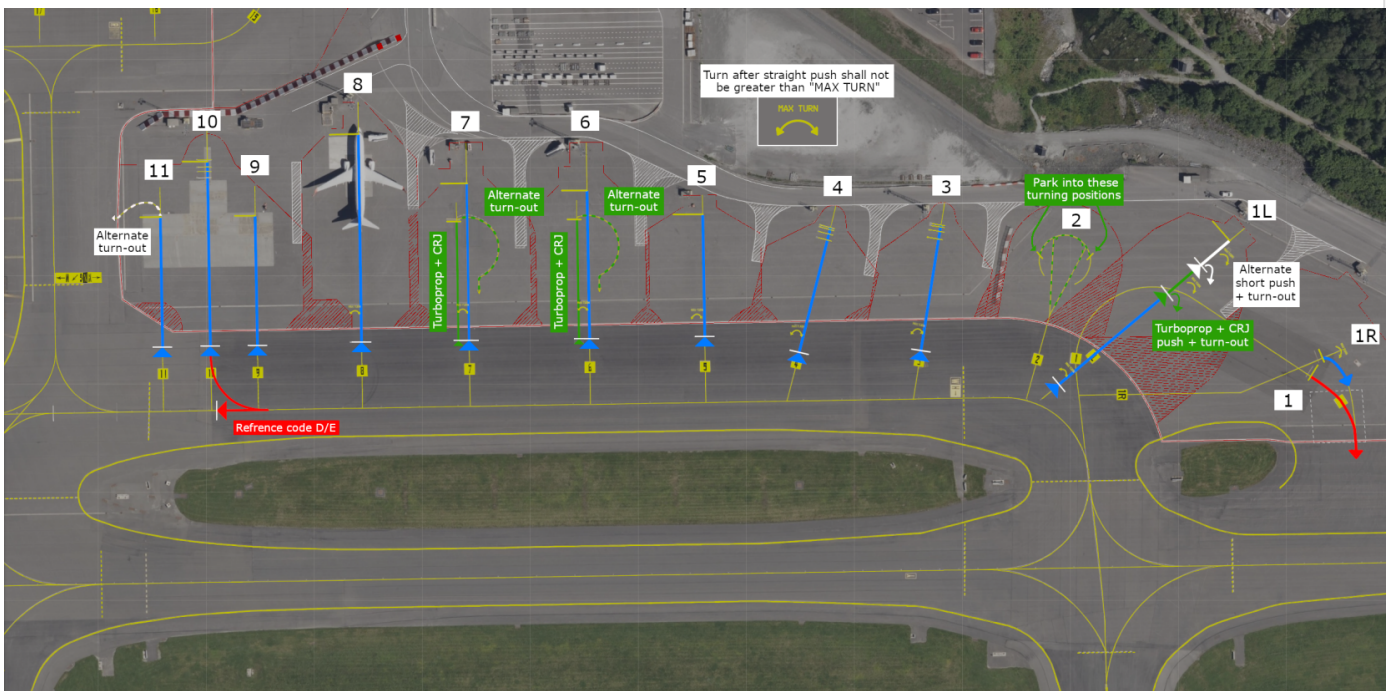
Most of the terminal gates require straight-back pushes. However, a few have turn pushes. In the map overview below, you will access all information:

Map Overviews

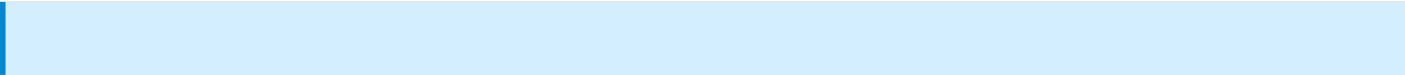
Terminal + Apron North (Stand 15-48)



Apron South (Stand 1-11)



If the stand is not mentioned in the maps, ask the ground controller if you're unsure how to execute the pushback



ATC can deviate from standard procedures if it's more optimal for the current traffic situation. If it's the case you can expect pushback instructions once the pushback clearance is given.

Taxi

Taxi instructions include the full taxi route, however the runway intersection will normally not be specified. Pilots are expected to taxi to the beginning of the runway; A1 (RWY 17) and A9 (RWY 35).

Aircraft with wake turbulence category light can expect taxi to intersection A2 (RWY 17) and A8 (RWY 35) during busy periods, and A4 (RWY 17) and A6 (RWY 35) when traffic permits.

Helicopters on Heli Apron can expect taxi to intersection A5 (RWY 17) and A6 (RWY 35).

Pilots are encouraged to state (preferably when on TWR frequency):

- Ready (or not ready) for departure, e.g.
READY [FOR DEPARTURE] (or NOT YET READY)
- Acceptable or desired intersection for departure, e.g.
ABLE FROM A3 (or A2) (or [REQUIRE] FULL LENGTH)

Make sure to double-check if you are able to use the runway length from the intersection before requesting it.

Runways

There is a single runway available at ENBR, which is runway 17/35.

Helicopters may land on taxiway Y (parallel to the runway) if there are low traffic levels and good visibility conditions.

Important note when landed:

Please vacate the runway fully. This means the whole aircraft has crossed the stop bar line. If the aircraft is partly over and not fully, the consequences are that we might have to send aircraft around or delay them as the runway is not free.

SIDs

For all departures from Bergen, the initial climb is 6000ft, with the exception of helicopter SIDs. This initial climb altitude will always be included in your IFR clearance from ATC. It's crucial that you never climb above this initial altitude without ATC clearance, as STARs and SIDs intersect at various altitudes.

If you're unable to follow the published SIDs—perhaps due to an outdated AIRAC, a default aircraft, or freeware lacking a navigation database—you should request an Omni-directional departure. These are designated as OMNI3D and OMNI3C on the charts. While they might sound like standard SIDs, they are true omni-directional procedures. You'll find their details on the charts; they're not waypoint-dependent, so any aircraft can fly them regardless of its navigation database. Some aircrafts do allow you to select these departures in the FMS system, while others have to be flown with manual inputs.

Important note when airborne:

Flesland automatically hands over departing aircraft after they pass **1500 feet**. The **ATIS** will tell you who to contact.

- If ATIS reports "when passing 1500ft contact approach": Refer to your **SID chart** for the correct Approach frequency (either **121.0** or **126.1**). Ignore any frequencies shown in your pilot client.
- If ATIS reports "when passing 1500ft contact Polaris Control frequency 123.456": Contact the provided **Polaris Control frequency**.
- If ATIS reports "when passing 1500ft monitor advisory 122.8": Switch to advisory frequency 122.8. This means there's no further ATC coverage.

Important Tower Instructions:

If Tower tells you to "**remain on my frequency**," stay on the Tower frequency. This instruction is usually given when separation from other traffic isn't yet guaranteed. You must remain on Tower frequency until Tower explicitly tells you to contact the next sector.

Arrival and STARs

Before or at the initial phase of your descent, you will receive your clearance for STAR and arrival. The arrivals contain many waypoints and restrictions. We recommend preloading the expected STAR and crosschecking so the correct fixes and

restrictions have been loaded before descending. This helps you and the aircraft to plan the optimum descend profile and the start of the descent. Although remember to not start on the STAR unless you have been cleared by the controller.

Do not descend until cleared by the controller. If you receive the arrival clearance or the STAR clearance, this does not mean you have been cleared for descend.

Flesland is using a “Point Merge System”, or PMS. This means that all STARs end up in a “fan” made out of waypoints (RIVIP, GODID, GILVA, NEPAM), in which pilots should always be prepared for a direct routing towards the merge waypoint, 4 in total, in order to ease the workload of approach ATC.

If traffic situation permits, you might get directs along the STAR or at the terminating/transition point. Be prepared to execute direct routings when instructed to.

Study the approach charts, and make sure to always follow altitude and speed restriction, unless otherwise instructed by ATC.

Approach

Expect the ILS W approach at Bergen unless ATC/ATIS instructs otherwise.

The last fix of a STAR (or Merge Point) leads into a transition to the ILS approach for each runway. You are expected to fly the published transition. While ATC may issue vectors, particularly during high traffic periods, always be prepared to fly the transition and never fly direct from the merge point to the Final Approach Fix. If you don't have available transitions in your system, inform ATC and request vectors.

When you are cleared for the approach via GILVA, NEPAM, GODID or RIVIP transition, you are also cleared to continue the descent as long as the restrictions are followed. Usually, the restriction is 4000 feet or above at the transition point, but we recommend as always looking at your chart for the most precise information.

Following approach types is available in ENBR:

| Runway | Approach types |
|--------|--------------------------------------------------------------------------------------|
| 17 | ILS W, LOC W, RNP Z, RNP (AR) E/N/S/W, VOR Helicopter only: ILS Y, LOC Y, RNP 139 |
| 35 | ILS W, LOC W, RNP Z, RNP (AR) E/N/W, VOR Helicopter only: ILS Y, LOC Y, RNP 043 |

Unless other instructions have been given from ATC, it's expected that pilots maintains minimum 160 KT IAS until 4 NM from THR. ATC shall be informed if you are unable to comply with this.

Notes:

1. RNP (AR) approaches should primarily be used outside of peak traffic times. RNP Z is available upon request.
2. Visual approaches are also an option. When flying a visual approach, do not descend below 2000 feet until established on final. Expect direct routing to specific points outlined in the visual approach chart when planning for these.

Direct routings

In Norway, direct routings are often used. Both arriving and departing traffic should be prepared to fly direct the end of SIDs, STAR Merge Points, and airspace border fixes. Make sure you have your filed route and waypoint page available to quickly accommodate direct routings.

Communications

You can always check online positions and sectors by visiting vatglasses.uk

ENBR_ATIS - Flesland ATIS - 125.255
 ENBR_DEL - Flesland Delivery - 123.405
 ENBR_P_GND - Flesland Ground Planner - 121.305
 ENBR_GND - Flesland Ground - 121.905
 ENBR_TWR - Flesland Tower - 119.105

ENBR_W_APP - Flesland Approach West - 121.005
 ENBR_E_APP - Flesland Approach East - 126.105
 ENBR_D_APP - Flesland Director - 118.855

ENSV_CTRL - Polaris Control (Stavanger ACC) - 120.655

ENSV_N_CTRL - Polaris Control (Stavanger ACC north) - 124.705

ENOR_CTRL - Polaris Control (Bandbox) - 125.500

ENOR_S_CTRL - Polaris Control (Bandbox South/Covering ENOS+ENSV AoR) - 121.550

ENOR_SC_CTRL - Polaris Control (Bandbox South Central/Covering

ENOS+ENSV+ENBD_S - 134.515

ENRC_S_CTRL - Flesland Tower (Bodø Remote Tower Center) - 118.425

Note: Other sectors and frequencies could be used during major events for a more sufficient sector splits in Polaris ACC

ENCN - Kristiansand

Kjevik

Overview

Kristiansand Airport (Kjevik) is located on Norway's southern coast and serves the southern region. It offers flights to various Norwegian and European destinations including Oslo, Bergen and Amsterdam.

Stands

<https://stands.vatsim-scandinavia.org/?icao=ENCNframeless=true>

| Apron | Suggested Parking |
|--------------------|---------------------------------------------------|
| Stand 10 | International (ARC D) |
| Stand 11 | International (ARC C) |
| Stand 12 | Domestic/International (ARC C) |
| Stand 17-13 | Domestic Flights (ARC C) |
| Stand 18 | Business jets |
| Stand 19 | Business jets / Cargo (ARC D - Max wingspan 42 M) |
| Apron S (31-38) | GA |
| Apron O (42-48) | GA |

De-Ice

Kjevik Airport has only one de-icing platform, south of taxiway Y. Taxiing to and from the platform requires ATC clearance, even outside the maneuvering area. Pilots should exercise caution when taxiing.

| Platform | Restriction |
|----------|---------------------|
| De-Ice | One ARC C or D ACFT |

The Engine Testing Area shares the same location as the de-icing facility. Business jets may use the stands east of de-ice for parking outside of winter operations.

IFR clearance

Initial contact is with Kjevik Tower, reporting callsign, stand number, and latest ATIS identification letter and QNH.

Push-back

Pushback is straight back from all stands unless the controller specifies otherwise during pushback clearance.

Taxi

Tower provides taxi instructions. For RWY 03, expect taxi to holdingpoint A. For RWY 21, expect taxi to holdingpoint B with runway backtracking.

Taxiways C and G are limited to ARC B aircraft and daytime operations only due to no taxiway lighting.

Runways

Runway (03/21) has a runway length of approximately 2000 meters. During runway 03 operation aircrafts will get taxi to holding-point A via Y. During 21 operations you will get instructions to back-track the runway from B.

SIDs

All SIDs are individually numbered for each runway. When receiving your clearance, know that the SID stated is only valid for one runway, in case the controller forgets to state the departure runway.

All departures have an initial climb to 5000FT.

If you are unable to follow the published SIDs (old AIRAC, default or non-database freeware aircraft, etc.), request an Omni-directional departure.

It is important that you NEVER climb above the initial climb without ATC clearance, as STARs and SIDs cross each other at different altitudes.

STARs

Study the approach charts, and make sure to always follow altitude and speed restriction, unless otherwise instructed by ATC.

STARs are available from AMSEV, LANTI, OSVAL, RASVI, TIPSO, PEVEB (RWY 03/21)

All STARs terminate at a transition fix. If cleared for an ILS approach, follow the ILS transition route depicted on the ILS charts.

Approach

ILS, LOC, and RNP approaches are available for both runways. Due to noise abatement, visual approaches must follow the PAPI slope when below 1500ft.

Communications

You can always check online positions and sectors by visiting vatglasses.uk

| Main logon | Frequency | Position |
|------------|-----------|----------------------------|
| ENCN_ATIS | 124.475 | Kjevik ATIS |
| ENCN_TWR | 118.105 | Kjevik Tower |
| ENCN_APP | 119.955 | Kjevik Approach |
| ENOS_CTR | 127.255 | Polaris Control (Oslo ACC) |

| Main logon | Frequency | Position |
|-------------|-----------|----------------------------------------------------------|
| ENOS_8_CTR | 134.350 | Polaris Control (Oslo ACC Sector 8) |
| ENOR_S_CTR | 121.550 | Polaris Control (Bandbox) |
| ENOR_SC_CTR | 134.515 | Polaris Control (Bandbox South Central/ENSV+ENOS+ENBD_S) |
| ENOR_CTR | 125.500 | Polaris Control (Bandbox) |

ENGM - Oslo Lufthavn

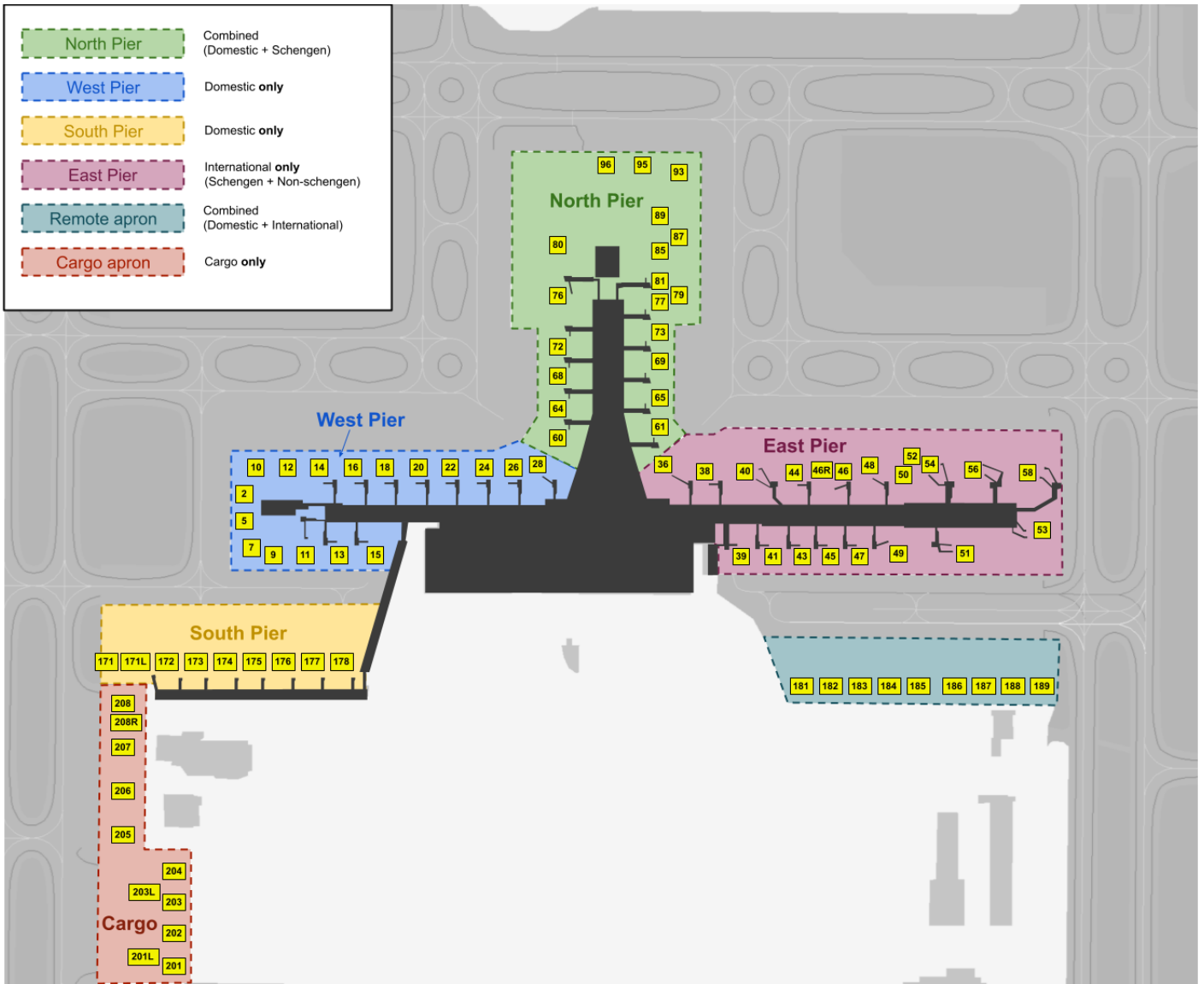
Available stands

<https://stands.vatsim-scandinavia.org/?icao=ENGMframeless=true>

Overview

Oslo Airport, Gardermoen is the main airport of the Norwegian capital Oslo, and the main international airport of Norway. Having earlier served as a secondary airport, air force base and charter airport, Gardermoen opened as the new main airport of Oslo on October the 8th 1998, replacing the now closed Fornebu Airport. Today, it has over 22 million passengers passing through each year, with 162 destinations worldwide, from short domestic flights to intercontinental long hauls.

Stands



| Pier/Apron | Stands | Assigned to |
|--------------|---------|--------------------------|
| West Pier | 2-28 | Domestic Only |
| East Pier | 36-44 | Schengen only |
| | 40-53 | Non-schengen only |
| North Pier | 60-96 | Domestic & Schengen Only |
| South Pier | 171-178 | Domestic mainly |
| Remote apron | 181-189 | International mainly |
| Cargo Apron | 201-208 | Cargo only |
| GA Apron | 313-332 | General aviation |

IFR clearance

Initial contact is with Clearance Delivery, reporting callsign, stand number, and latest ATIS identification letter and QNH.

Requesting De-Icing

If you require de-ice prior to your departure, request with your departure clearance request.

DCL: Include clearance request with Remark REQ DEICE

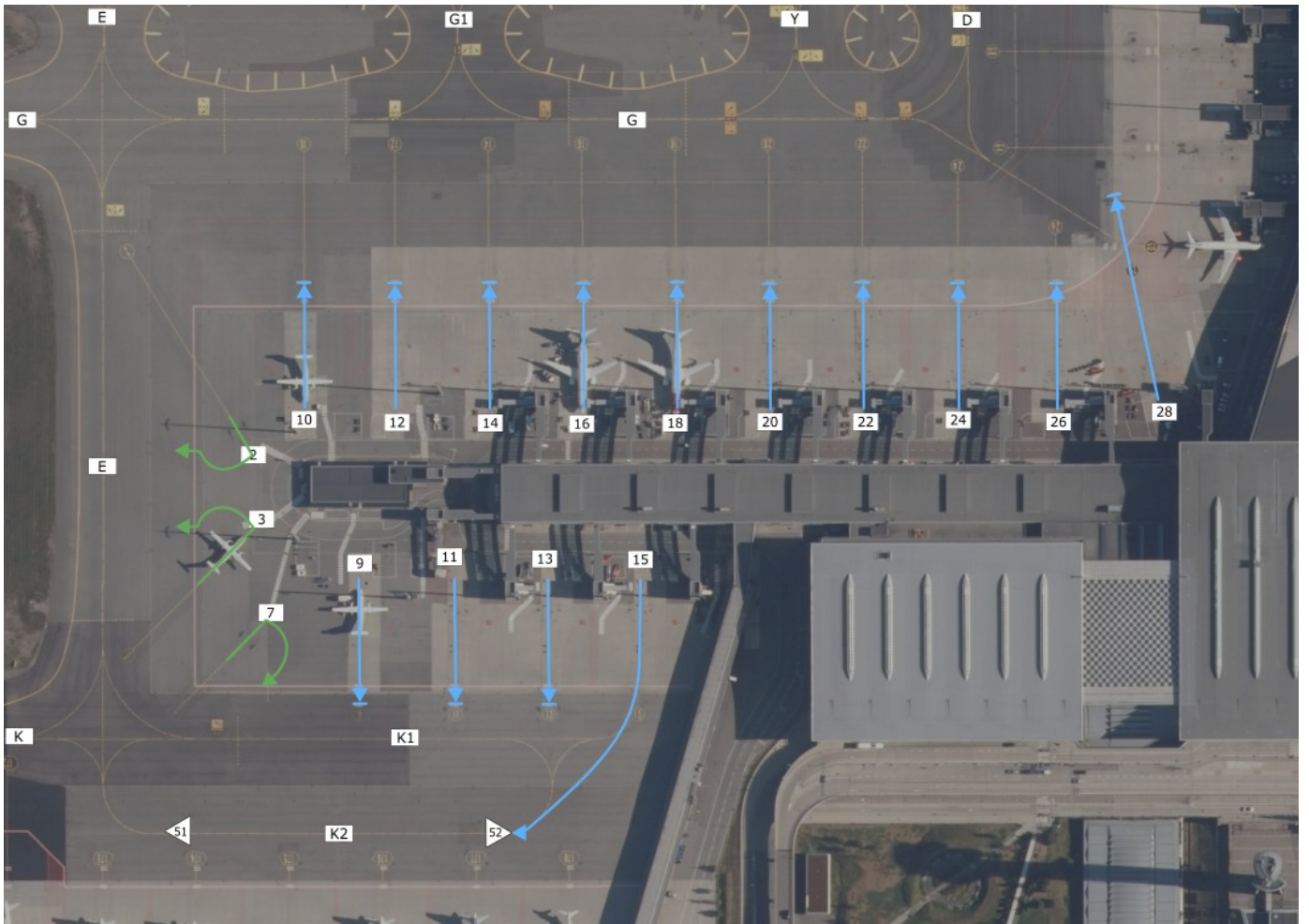
Voice: Upon initial contact with GARDEMOEN DELIVERY, advise if de-ice is required.

Pushback

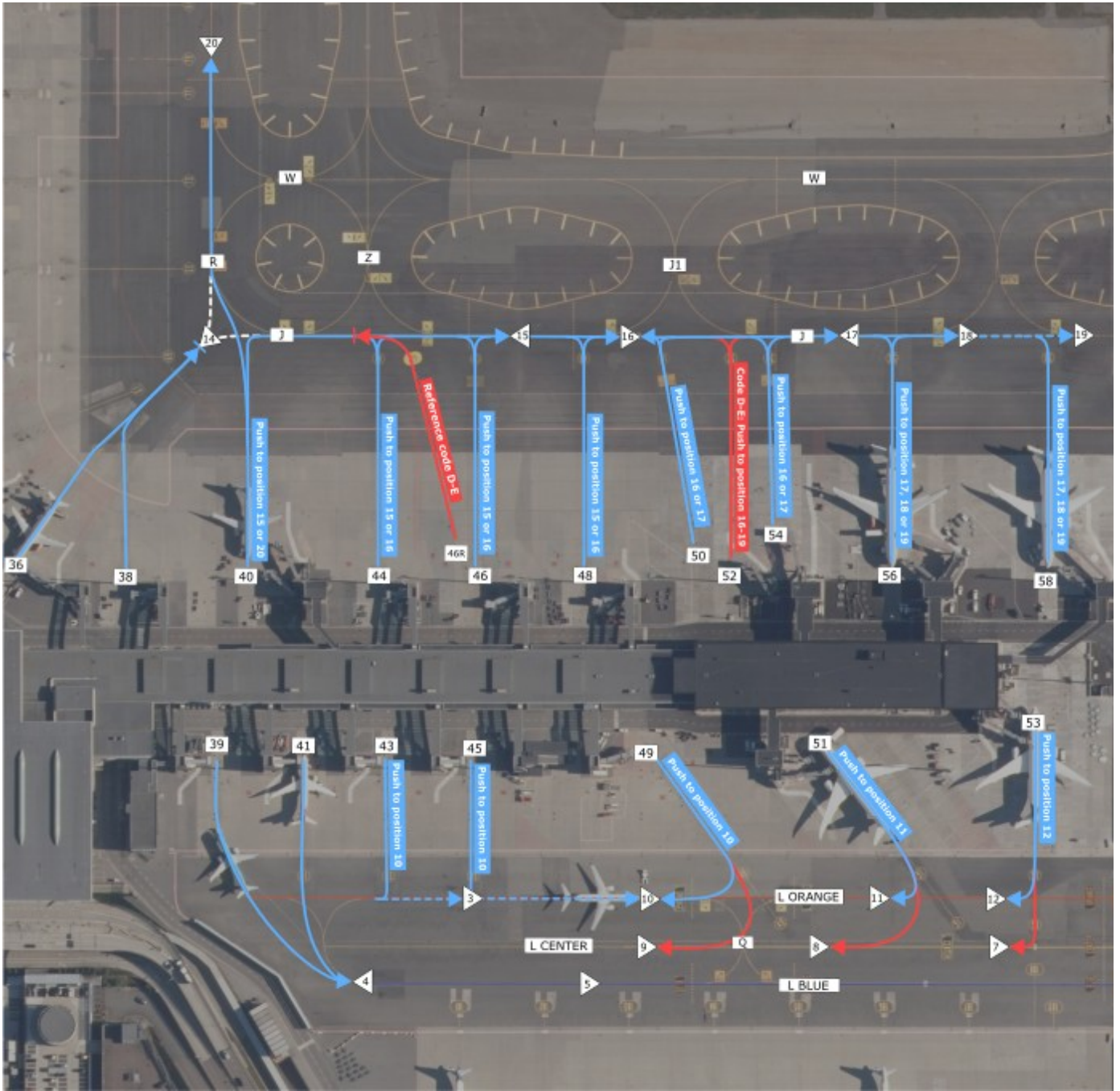
Most of the terminal gates requires straight-back pushes, however a few have turn-pushes. Please have a look on the maps below to see how you should perform your push from the stand. You can click on the images to have a closer look.

Pushback maps

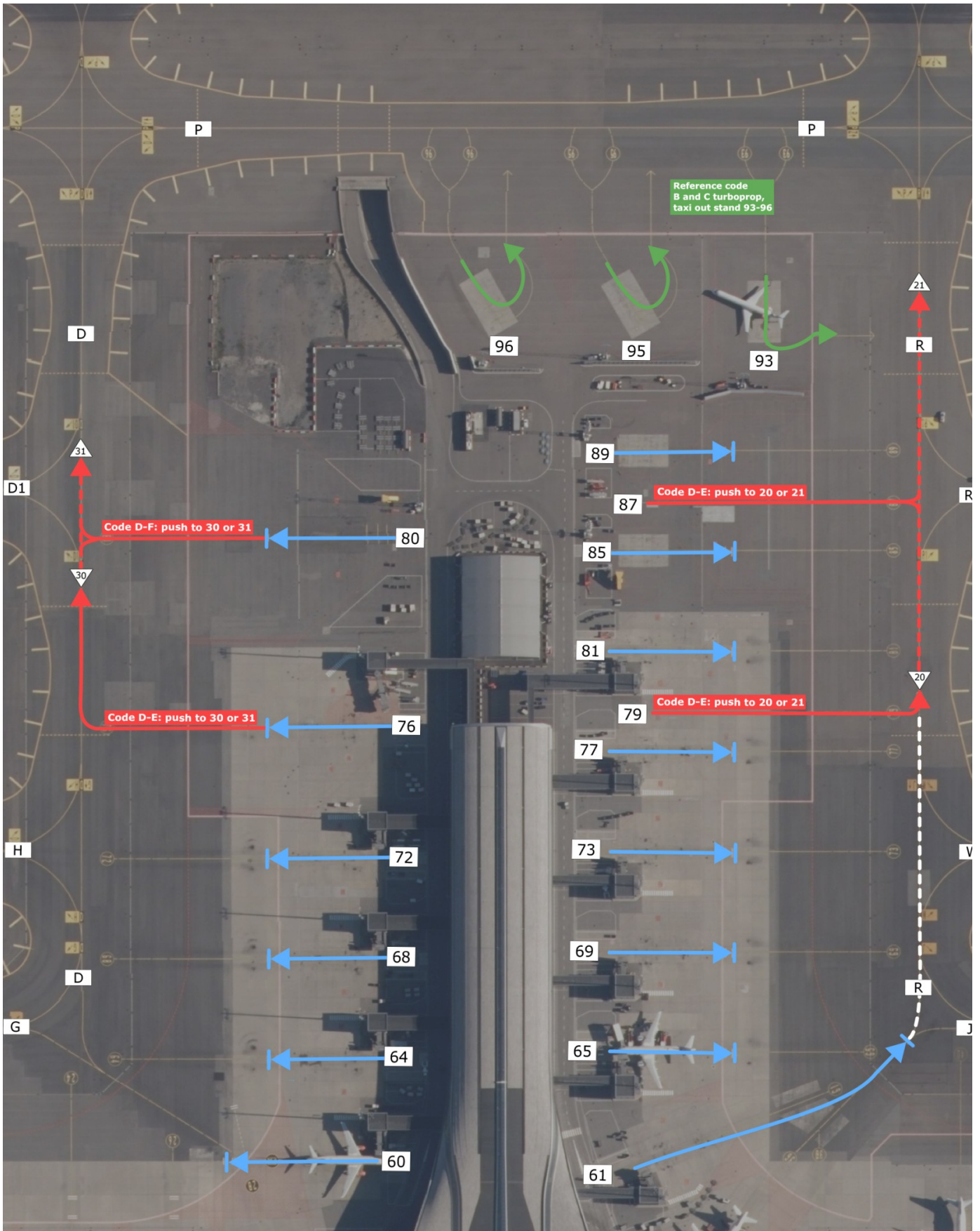
Stand 1-28 | Pier West



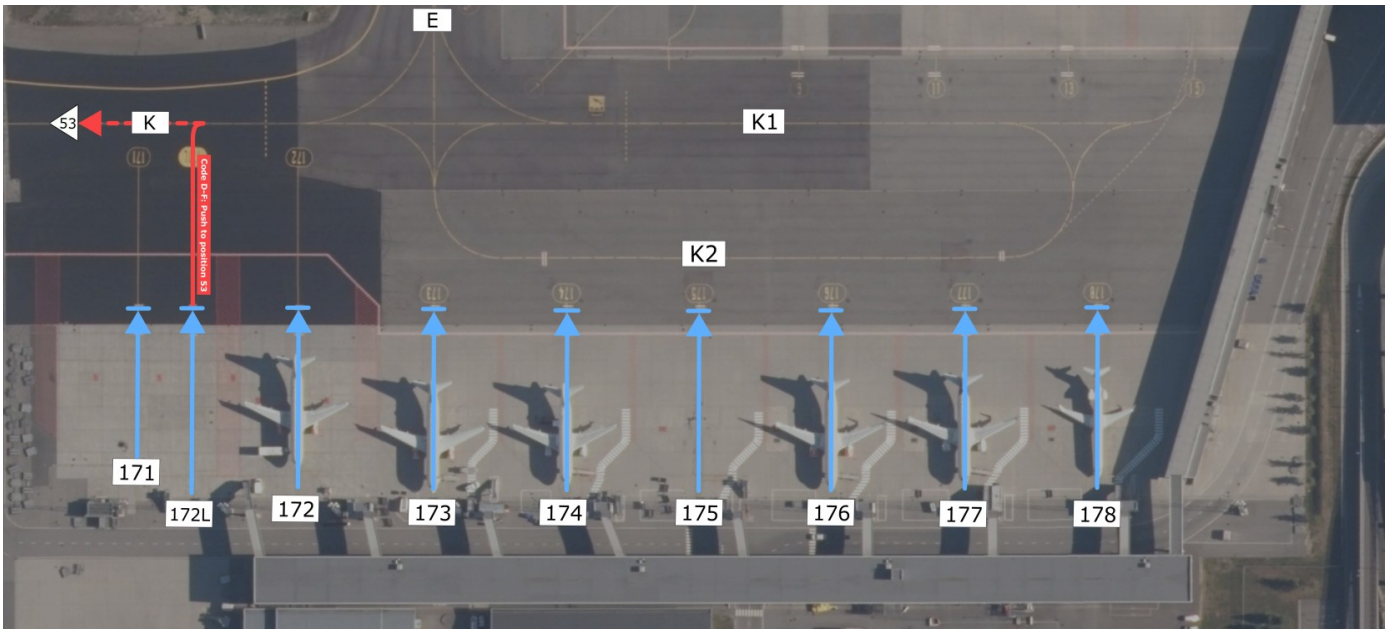
Stand 36-58 | Pier East



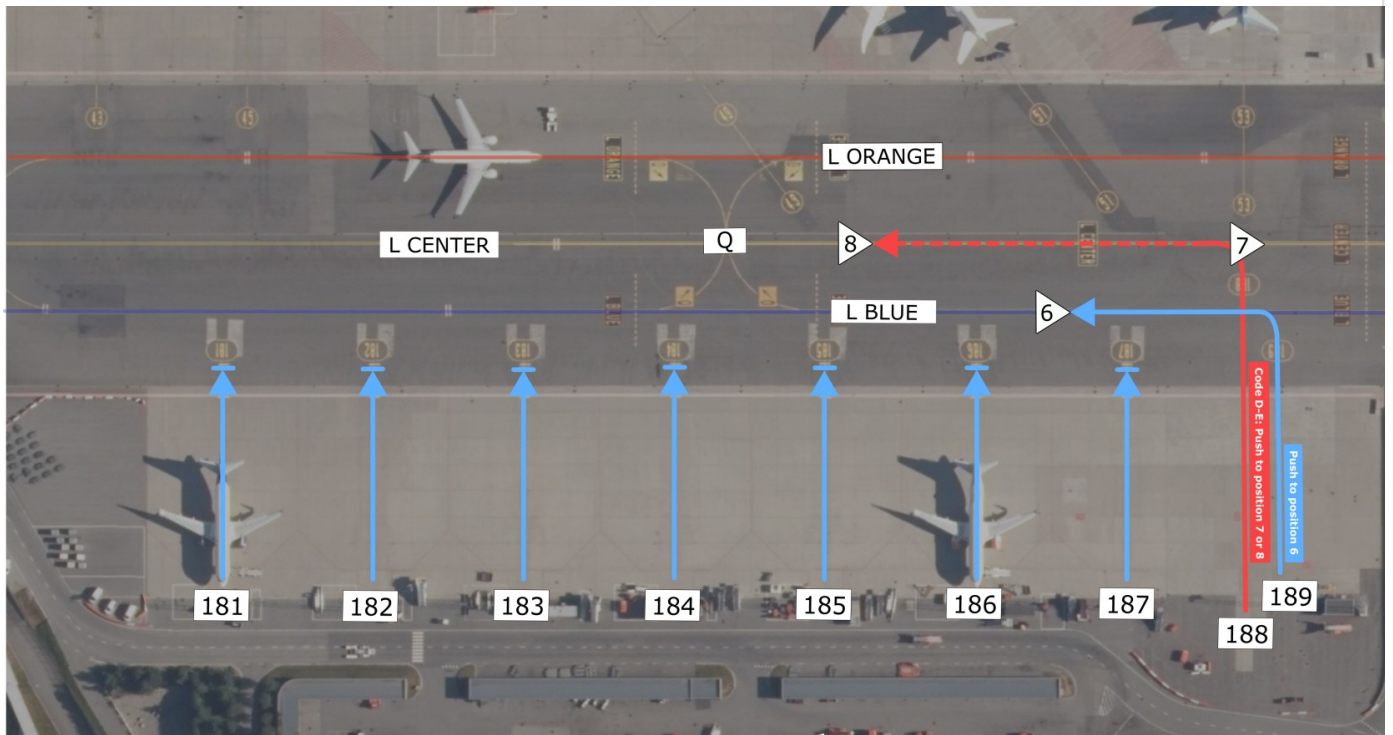
Stand 60-96 | Pier North



Stand 171-178



Stand 181-189



Overview



ATC can deviate from standard procedures if it's more optimal for the current traffic situation. If it's the case you can expect pushback instructions once the pushback clearance is given.

Taxi

Taxi instructions at Gardermoen includes the full taxi route, however the runway intersection is not always included. If for example “holding point runway xx” is stated in your instruction, you are encouraged to call ATC with “C/S, ready via intersection xx” as you approach this intersection, and it may be approved if traffic permits. Make sure to double-check if you are able to use the runway length from the intersection before requesting it.

Holding point assignment

On runway 01R, always expect to use full length via B1 or B2, due to noise abatement procedures.

If an intersection has not been specified, you may taxi to full-length, or advise ATC if able to depart from any earlier intersection.

Runways

Given that you've parked according to the paragraph describing the Use of stands, usually the eastern runway (19L/01R) is used for international departures/arrivals, and the western (19R/01L) for domestic departures/arrivals. This however is not a set rule, and runways are organized to accommodate high traffic loads.

The western runway (19R/01L) has a TORA of 3600m, the eastern runway (19L/01R) has a TORA of 2950m.

During winter operations the airport normally operates with a segregated runway configuration, landing on 01R/19R and departing 01L/19L, due to location of the active de-icing pads.

Heavy aircraft may request to use the western runway due to its length, make this request as you request your IFR clearance.

SIDs

All SIDs are individually numbered for each runway. When receiving your clearance, know that the SID stated is only valid for one runway, in case the controller forgets to state the departure runway. RNAV SIDs at Gardermoen has an initial climb altitude of 7000ft. If you are unable to follow the published SIDs (old AIRAC, default or non-database freeware aircraft, climb gradient etc.), state so when requesting clearance and you will receive an alternative departure instructions depending on assigned runway and aircraft type.

STARs

Oslo airport Gardermoen is one of the first airports in Europe to use a "Point Merge System", or PMS. This means that all STARs end up in a "fan" made out of waypoints (study the STAR charts for Gardermoen), in which pilots should always be prepared for a direct routing towards the merge waypoint, 4 in total, in order to ease the workload of approach ATC.

All STARs are valid for both parallel runways, 19L/R or 01L/R. Approach (or Director when online) is to inform you of which runway to expect for landing.

The last fix of the STAR (or Merge Point) is followed by a transition to the ILS approach for each runway. ATC often replace these with vectoring, but always be prepared to fly the transition, and do NOT fly direct from the merge point to the Final Approach Fix. If you have no transitions available, inform ATC and request vectoring.

Study the approach charts, and make sure to always follow altitude and speed restriction, unless otherwise instructed by ATC.

Approach

The default approach to Gardermoen is ILS for all runways. All runways are CAT III equipped. In case of low visibility conditions, only the "right" runway is used for landing (01R or 19R). Curved RNP (AR) approaches are encouraged and may be available on request if traffic permits. (Remember to add **T1** to your FPL below **PBN/**).

Fly at minimum 160 KT IAS to DME 4 GP on ILS approach, 4 NM final for RNP approach, or DME 5 GRM on VOR/DME approach, unless a different speed is instructed by ATC. Advice if unable to follow this restriction.

Visual approach is not approved for jet aircraft and propeller aircraft with MTOW more than 5700 kg.

Direct routings

In Norway, direct routings are often used. Both arriving and departing traffic should be prepared to fly direct the end of SIDs, STAR Merge Points, and airspace border fixes. Make sure you have your filed route and waypoint page available to quickly accommodate direct routings.

Communications

You can always check online positions and sectors by visiting vatglasses.uk

| Main logon | Frequency | Position |
|-------------|-----------|---------------------------|
| ENGM_A_ATIS | 126.125 | Gardermoen Arrival ATIS |
| ENGM_D_ATIS | 127.150 | Gardermoen Departure ATIS |

| Main logon | Frequency | Position |
|-------------|-----------|-------------------------------------------------------------------------|
| ENGM_W_DEL | 121.680 | Gardermoen Delivery West |
| ENGM_E_DEL | 121.930 | Gardermoen Delivery East |
| ENGM_W_GND | 121.605 | Gardermoen Ground West |
| ENGM_E_GND | 121.905 | Gardermoen Ground East |
| ENGM_P_GND | 121.730 | Gardermoen Ground Planner |
| ENGM_W_TWR | 118.305 | Gardermoen Tower West (01L/19R) |
| ENGM_E_TWR | 120.105 | Gardermoen Tower East (01R/19L) |
| ENGM_W_APP | 120.455 | Oslo Approach West |
| ENGM_E_APP | 118.480 | Oslo Approach East |
| ENGM_D_APP | 136.405 | Oslo Director |
| ENGM_F_APP | 128.905 | Oslo Final |
| ENOS_CTR | 127.255 | Polaris Control (Oslo ACC South) |
| ENOS_N_CTR | 120.380 | Polaris Control (Oslo ACC North) |
| ENOR_S_CTR | 121.550 | Polaris Control (Bandbox South/Covering ENOS+ENSV) |
| ENOR_SC_CTR | 134.515 | Polaris Control (Bandbox South Central/Covering ENOS+ENSV+ENBD_S) |
| ENOR_CTR | 125.500 | Polaris Control (Bandbox) |
| ENRC_S_CTR | 118.425 | Gardemoen Tower (Bodø Remote Tower Center) |

Note: Other sectors and frequencies could be used during major events for a more sufficient sector split in Polaris ACC.

ENTC - Tromsø Langnes

Overview

Tromsø is the biggest city in Northern Norway and is often called as “the Nordic answer to Paris”. The airport is located 3 kilometres from the city centre and is an important hub for the commuter network in Northern Norway. It also has international destinations within Europe. The surrounding area is spectacular and the approach into Tromsø is known for its steep approach down to the runway. Are you up for the challenge?

Stands

Available stands

<https://stands.vatsim-scandinavia.org/?icao=ENTCframeless=true>

Normal stand allocation is as followed:

Domestic: 21-25

International: 15-21

GA parks on the apron east of the runway

IFR clearance

Initial contact is with Tromsø Tower, reporting callsign, stand number, and latest ATIS identification letter and QNH.

In major events, an own dedicated delivery position will be online to issue IFR clearances.

Push-back

All pushback is executed straight back from the stand if it's not specified by the controller on pushback clearance.

Taxi

Taxi instructions at Tromsø include the full taxi route, however, the runway intersection is not always included. If for example “holding point runway XX” is stated in your instruction, you may call ATC with “CALLSIGN, ready via ” as you approach this intersection, and it may be approved if traffic permits. Make sure to double-check if you are able to use the runway length from the intersection before requesting it.

Runways

The runway (18/36) has a runway length of approximately 2400 meters. Medium and heavy aircraft are expected to backtrack on runway 18 for full length. Heavy aircraft may request a backtrack for full length on runway 36.

SIDs

All SIDs are individually numbered for each runway. When receiving your clearance, know that the SID stated is only valid for one runway, in case the controller forgets to state the departure runway.

All departures have an initial climb to FL90.

If you are unable to follow the published SIDs (old AIRAC, default or non-database freeware aircraft, etc.), request an Omni-directional departure.

It is important that you NEVER climb above the initial climb without ATC clearance, as STARs and SIDs cross each other at different altitudes.

STARs

Study the approach charts, and make sure to always follow altitude and speed restriction, unless otherwise instructed by ATC.

STAR is available from LOMVI, KIIKA, DIBDI, AMIMO, GILGU, SJA (NON-RNAV, RWY 18), LURAP (NON-RNAV, RWY 36)

Holdings & rerouting during event

On major events such as Fly and See Santa, you have to expect holding and reroutings. We kindly ask and expect pilots to know the aircraft they execute rerouting and holdings in the specific aircraft. There are limited published holds. Expect to hold as published if there is a published hold. If not, holding instructions will be given.

Approach

Tromsø has an ILS, LOC and RNP approach for both runways.

The glide path is steeper than normal, so make sure to be established on a manageable speed before starting the approach. The Glide path angle is 4 degrees (7%)

Direct routings

In Norway, direct routings are often used. Both arriving and departing traffic should be prepared to fly direct to the end of SIDs, STAR Merge Points, and airspace border fixes. Make sure you have your filed route and waypoint page available to quickly accommodate direct routings. Pilots unable to fly direct, should make a comment regarding this in their Flight-Plan Remarks section.

ENTO - Torp Sandefjord

Overview

Welcome to Sandefjord! Home of the most flown domestic routes by Widerøe together with Bergen. The airport is located just south of Oslo Gardermoen together with Kjevik on the south easterly coast of Norway. Sandefjord has also several flights to the nordic and European destinations.

Stands

<https://stands.vatsim-scandinavia.org/?icao=ENTOframeless=true>

| Stands | Section |
|--------|----------------------------|
| 1-2 | Combined |
| 3-5 | Domestic |
| 10-12 | Schengen |
| 13-15 | Non-schengen/International |
| 32-34 | GA |
| N, S | Deice |

IFR clearance

Initial contact is with Torp Ground, reporting callsign, stand number, and latest ATIS identification letter and QNH.

Push-back

All pushback is executed straight back from the stand if it's not specified by the controller on pushback clearance.

Taxi

Taxi instructions at Torp are given by Ground. When runway 36 is in use, you will get taxi to W1. If runway 18 is in use taxi will be given by Ground to either W2 for crossing or W3 for back-track. Further taxi instructions will be given by Torp Tower.

Runways

Runway (18/36) has a runway length of approximately 2800 meters. During runway 18 operation aircrafts will get taxi to holding point A via C or instructions to back-track the runway.

SIDs

All SIDs are individually numbered for each runway. When receiving your clearance, know that the SID stated is only valid for one runway, in case the controller forgets to state the departure runway.

All departures have an initial climb to 4000FT.

If you are unable to follow the published SIDs (old AIRAC, default or non-database freeware aircraft, etc.), request an Omni-directional departure.

It is important that you NEVER climb above the initial climb without ATC clearance, as STARs and SIDs cross each other at different altitudes.

STARs

Study the approach charts, and make sure to always follow altitude and speed restriction, unless otherwise instructed by ATC.

STARs are available from BAMIX, VATEX, REPKU, ESOSI, ULMUG (RWY 18/36)

Approach

Torp has and ILS, LOC, RNP and VOR approach for both runways. Visual approaches are also available if the weather criterias are met.

Communications

You can always check online positions and sectors by visiting vatglasses.uk

| Main logon | Frequency | Position |
|-------------|-----------|-------------------------------------------------------------------|
| ENTO_ATIS | 119.080 | Torp ATIS |
| ENTO_GND | 126.180 | Torp Ground |
| ENTO_TWR | 118.655 | Torp Tower |
| ENTO_APP | 134.055 | Farris Approach |
| ENTO_D_APP | 124.355 | Farris Director/VFR |
| ENOS_CTR | 127.255 | Polaris Control (Oslo ACC South) |
| ENOS_N_CTR | 120.380 | Polaris Control (Oslo ACC North) |
| ENOR_S_CTR | 121.550 | Polaris Control (Bandbox South/Covering ENOS+ENSV) |
| ENOR_SC_CTR | 134.515 | Polaris Control (Bandbox South Central/Covering ENOS+ENSV+ENBD_S) |
| ENOR_CTR | 125.500 | Polaris Control (Bandbox) |
| ENRC_S_CTR | 118.425 | Gardemoen Tower (Bodø Remote Tower Center) |

ENVA - Trondheim

Værnes

Overview

Welcome to Trondheim! Home of the most flown domestic city pair together with Oslo. Also the home of "Hell", great moustache styling and rock. But do not forget the airport. It is the 3rd busiest airport in Norway as it is a domestic hub for commuters to the smaller airports in Norway. Trondheim host also several flight towards nordic and European destinations.

Stands

<https://stands.vatsim-scandinavia.org/?icao=ENVAframeless=true>

| Stands | Assigned to |
|--------|-----------------------|
| 22-29 | Commuter Domestic |
| 30-37 | Domestic flights |
| 40-44 | International flights |

| Apron | Assigned to |
|-------|-----------------------------------|
| M1 | De-Ice Pad |
| M2 | GA |
| M3 | Private jets Ambulance flights |
| M4-M6 | Military parking |

IFR clearance

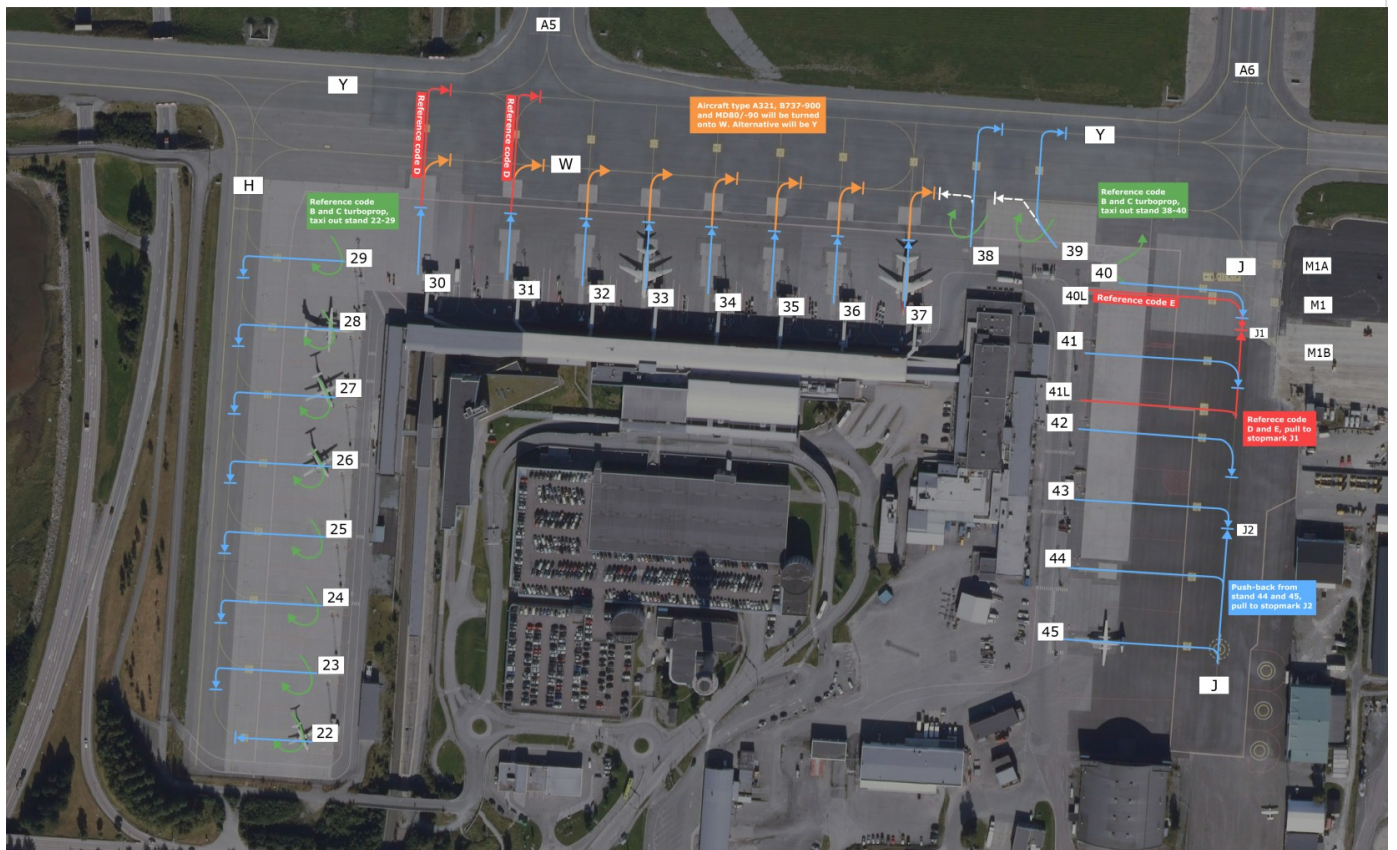
Initial contact is with Ground, reporting callsign, stand number, and latest ATIS identification letter and QNH

Push-back

Most of the terminal gates requires straight-back pushes, however a few have turn-pushes. If you are not sure how pushback is executed from your stand, please have a look on the pushback maps which will show how we want you to perform the pushback.

Pushback maps

Runway 09 in use



Runway 27 in use



*Click on image to expand it's size

ATC can deviate from standard procedures if it's more optimal for the current traffic situation. If it's the case you can expect pushback instructions once the pushback clearance is given.

Taxi

Taxi instructions normally contains the full taxi route, however the runway intersection is not always included. If for example “holding point runway XX” is stated in your instruction, you may call ATC with “CALLSIGN, ready via ” as you approach this intersection, and it may be approved if traffic permits. Make sure to double-check if you are able to use the runway length from the intersection before requesting it.

SIDs

All SIDs are individually numbered for each runway. When receiving your clearance, know that the SID stated is only valid for one runway, in case the controller forgets to state the departure runway. RNAV SIDs (including OMNI-departure) has an initial climb altitude of 6000 ft. If you are unable to follow the published SIDs (old AIRAC, default or non-database freeware aircraft, etc.), request an Omni-directional departure. It is important that you NEVER climb above the initial climb without ATC clearance, as STARs and SIDs cross each other at different altitudes.

W and X procedures have earlier turns, and thus is only available to slower flights with TAS below 300.

STARs

Trondheim Værnes is using a “Point Merge System”, or PMS for all arrivals. This means that all STARs end up in a “fan” made out of waypoints (study the STAR charts), in which pilots should always be prepared for a direct routing towards the merge waypoint, 4 in total, in order to ease the workload of approach ATC.

The last fix of the STAR (or Merge Point) is followed by a transition to the ILS approach for each runway. ATC often replace these with vectoring, but always be prepared to fly the transition, and do NOT fly direct from the merge point to the Final Approach Fix. If

you have no transitions available, inform ATC and request vectoring. Study the approach charts, and make sure to always follow altitude and speed restriction, unless otherwise instructed by ATC

??Recommended descend restrictions

All STARs to Trondheim are by standard giving a descend profile, based on flying along the STAR throughout. In almost all situations, a DCT to STAR merge point will be given. Therefore a set of recommended altitudes at given points is added to charts and text pages to guide and give an optimum descend profile to the approach. We highly recommend programming this in FMS/FMC in good time prior to your top of descend and pre-program your expected STAR

Runway 09

| Designator | Recommended Altitude |
|-----------------|------------------------|
| MIVSO xL | Cross VA414 at 7000 ft |
| NELSU xL | Cross VA414 at 7000 ft |
| NUPGO xL | Cross TUDLU at 7000 ft |
| VEVOD xL | Cross NEDIV at 7000 ft |

Runway 27

| Designator | Recommended Altitude |
|-----------------|----------------------|
| MIVSO xL | Cross ADEXA at FL 90 |
| NELSU xL | Cross ADEXA at FL 90 |
| NUPGO xL | Cross ALENU at FL 90 |
| VEVOD xL | Cross ADEXA at FL 90 |

Approach

The default approach to Værnes is ILS for all runways. RNP or visual approaches are available on request.

Visual approach is usually flown via MALOV (Runway 09) and TUSMO (Runway 27).

Direct routings

In Norway, direct routings are often used. Both arriving and departing traffic should be prepared to fly direct the end of SIDs, STAR Merge Points, and airspace border fixes. Make sure you have your filed route and waypoint page available to quickly accommodate direct routings.

Communications

You can always check online positions and sectors by visiting vatglasses.uk

ENVA_ATIS - Værnes ATIS - 127.555

ENVA_GND - Værnes Ground - 121.605

ENVA_TWR - Værnes Tower - 119.405

ENVA_APP - Værnes Approach - 118.605

ENVA_D_APP - Værnes Director - 119.155

ENBD_CTR - Polaris Control (Bodø ACC) - 126.450

ENBD_S_CTR - Polaris Control (Oslo ACC south) - 125.700

ENBD_C_CTR - Polaris Control (Bodø ACC central split) - 118.550

ENOR_SC_CTR - Polaris Control (Bandbox South Central/ENSV+ENOS+ENBD_S) - 134.515

ENOR_CTR - Polaris Control (Bandbox) - 125.500

ENRC_N_CTR - Værnes Tower (Bodø Remote Tower Center) - 118.325

ENZV - Stavanger/Sola

Overview

Welcome to Stavanger! The airport is located just outside the city south of the western coast of Norway.

Stands

<https://stands.vatsim-scandinavia.org/?icao=ENZVframeless=true>

| Stands | Section for |
|-----------------------|---------------|
| 17-24 | Domestic |
| 14-16 | Combined |
| 7-13 | International |
| 45-47 | GA |
| 50-64 | Helicopter |
| 25-27, 30-36, 301-303 | Cargo/GA |

De-Ice

When requesting startup, advise ATC if de-icing is required. This must be given over radio transmission only, not via DCL.

| Platform | Restriction |
|----------|------------------------------|
| TWY P | Not available for ARC D or E |
| TWY Q | One ARC D or E ACFT |

When de-icing completed and ready, contact ATC for taxi clearance.

IFR clearance

Initial contact is with Sola Ground, reporting callsign, stand number, and latest ATIS identification letter and QNH.

Flight level allocations

Flights from ENZV to ENBR & ENSO are to file **EVEN** flight levels below FL175.

SIDs

All SIDs are individually numbered for each runway. When receiving your clearance, know that the SID stated is only valid for one runway, in case the controller forgets to state the departure runway.

| Type | Initial climb |
|-------------|---------------|
| SID | 6000 ft |
| OMNI-SID | 5000 ft |
| SID (CAT H) | 2000 ft |

Push-back

Aircraft will be pushed to different disconnection positions (DPSN) based on stand and aircraft type:

- Standard pushback from stand 7-12 and 24 is a "long push and start" which implies straight pushback. Adjacent TWY will be closed for aircraft movement.
- Standard pushback from stand 13-22 is:
 - DPSN 1 (ARC B-C): Straight push and start
 - DPSN 2 ((ARC C-D) includes, but is not limited to A21N, 321, B752/3, MD83.): A "Long push and start" which implies straight pushback. Adjacent TWY will be closed for aircraft movement.
- Standard pushback from stand 7-19 ((ARC D-E) includes, but is not limited to A-332/3/8/9, A342/3/5/6, A359/1, B744/8, B762/3/4, B772/L/3/W, B788/9/J) is a "long push and start to align with TWY L". This implies that ACFT will be pushed to the centerline of TWY L, facing towards TWY R.

For detailed description, see AD 2 ENZV 2-4: "Push Back Procedures" in the AIP.

Taxi

Taxi instructions include the full taxi route however, the runway intersection is not always included. If for example “holding point runway XX” is stated in your instruction, you may call ATC with;

“CALLSIGN, ready via A1

as you approach this intersection or with the taxi request, and it may be approved if traffic permits. Make sure to double-check if you are able to use the runway length from the intersection before requesting it.

When taxiing to holding point for runway 36, you will need to cross runway. Make sure to cross the runway only if you have been cleared to by ATC

Intersection departure from runway 10/28 when departing runway 18/36 is available upon request

Runways

Runway 18/36 is the main runway at Stavanger, Sola (ENZV). It will be used for all fixed-wings departures and arrivals as a favourable runway. If crosswind component exceeds aircraft limits, RWY 10/28 will be used.

Runway 18

| Intersection | TORA (m) |
|--------------|----------|
| TWY G1 | 2539 |
| TWY A1 | 1830 |

Runway 36

| Intersection | TORA (m) |
|--------------|----------|
| TWY E1 | 2435 |
| RWY 10/28 | 1758 |

Runway 10/28 is used mainly for helicopter departure and arrivals. If strong crosswinds or low visibility, helicopters will land on RWY 18/36. The runway can also be used for departures and arrivals for fixed wing ACFT for operational reasons (crosswind, maintainainance etc.)

Runway 10

| Intersection | TORA (m) |
|--------------|----------|
| TWY D | 1646 |
| TWY H | 1112 |

Runway 28

| Intersection | TORA (m) |
|--------------|----------|
| TWY F1 | 2193 |
| TWY G5 | 1479 |
| TWY H | 961 |
| TWY D | 456 |

If you are unable to follow the published SIDs (old AIRAC, default or non-database freeware aircraft, etc.), request an Omni-directional departure.

It is important that you NEVER climb above the initial climb without ATC clearance, as STARS and SIDs cross each other at different altitudes.

STARS

Study the approach charts, and make sure to always follow altitude and speed restriction, unless otherwise instructed by ATC.

STARS are available from BEGOD, IDIDI, KUNEM, RIVEX, ROPNO, UNBUD and UPDER for all runways.

Own CAT H STARS are available from EVOLO and UTERU for RWY 10, 18 & 36.

Approach

Sola has ILS, LOC and RNP approach for both runways. Visual approaches are also available and should not be flown below the ILS glide path or PAPI glide slope.

Communications

You can always check online positions and sectors by visiting vatglasses.uk

| Main logon | Frequency | Position |
|-------------|-----------|----------------------------------------------------------|
| ENZV_ATIS | 126.005 | Sola ATIS |
| ENZV_TWR | 121.780 | Sola Ground |
| ENZV_TWR | 118.355 | Sola Tower |
| ENZV_APP | 119.405 | Sola Approach |
| ENZV_A_APP | 119.955 | Sola Arrival |
| ENSV_CTR | 120.655 | Polaris Control (Stavanger ACC) |
| ENOR_S_CTR | 121.550 | Polaris Control (Bandbox South/ENSV+ENOS) |
| ENOR_SC_CTR | 134.515 | Polaris Control (Bandbox South Central/ENSV+ENOS+ENBD_S) |
| ENOR_CTR | 125.500 | Polaris Control (Bandbox) |