Norwegian Airports & Charts

General recommendations

General recommendations

When flying within Polaris FIR, some small things can make the experience great for everyone. Here is some great advice from the controllers in Polaris FIR:

Read the frequency

This may sound strange and a bit harsh, but it is essential for our controllers in busy events. If you do not read the room (or in this case frequency), you will most likely cause more stress for both controllers and your fellow pilots. Therefore make sure to:

- Listen to the frequency before checking in. Audio for VATSIM can be a bit slow on frequency change during high-load
- If you are requesting clearance when it is busy, please do not try to force into the frequency for a clearance. Once we get some aircraft departed, the frequency will quickly be calmer, so please be patient.

Be prepared

We can not say this enough - we all win by doing this. It is not unusual for us to issue an instruction that is far ahead in time, such as giving direct routing to a waypoint on the approach while still on a cruise. So make sure to prepare your charts and brief yourself before departure and landing.

Pushback

> If you are restricted in any sort to perform the pushback as instructed, notify the controller as soon it's practically possible

> All pushback shall be executed straight back unless otherwise had been instructed. If it's requested to perform a push facing towards a direction on the

taxiway, the controller will inform you of the pushback clearance.

If unsure, please do not hesitate to ask the controller before requesting the pushback.

Taxi

Taxi clearances to the runway are often given without a specific holding point. If it's the case, taxi to the most reasonable holding point. In most cases, this will be at the end of the runways or the locations which give the shortest backtracks.

If you receive the instruction "HOLD SHORT", we expect you to stop before entering/crossing the specified taxiway.

When entering or exiting the runway we expect all aircraft to stay clear of runway entrance. By not fully vacating or not holding short of the runway entry line, you will be occupying the runway and others may not take off or in worst case instructed to go around

Report available at any holding point if you can and want to make an intersection departure. Tower will try to accommodate that as long as traffic situation permits

IFR Departure

When airborne and contacting approach, establish the communication by:

- Call up with callsign
- Report the current altitude

This is to establish both communication and verify data that what we see on the radar is your aircraft. If you don't report your altitude, we have to ask so by saying it on intial call saves time.

If traffic permits, you can expect a direct to a waypoint along your route, also beyond the end of the SID. In short domestic flights, even a direct to the IAF (Initial Approach Fix) or waypoint on the expected star is not unusual. If you have a short flight time, we recommend to pre-plan and pre-program the expected arrival and approach before departing from the departure field.

> Note: Also make sure to report your altitude also when you are in contact with top/down ATC (ATC covers both the aerodrome and approach sector).

IFR Arrival

An arrival clearance will be given before the end of your routing. A STAR and expected approach will be issued. A confirmation of what approach you can expect will be issued by approach on initial contact. If your destination does not have a STAR, expect vectors or direct to the respective points on the approach.

Some do and don't on arrival:

Descend

> Do not descend without clearance, a STAR clearance is not a descend clearance

> If you are ready to descend, but haven't received clearance, report ready for descent shortly before reaching the Top of Descend (T/D).

Directs and vectoring

> Do not ask for a direct, we always try to give the best direct we can when there is room for it. If you have not been given a direct that's most likely due traffic ahead.

> Expect also directs to waypoints along the STAR or on the approach procedures. We will give it to you when there is room for it.

Speed control

> If no ATC speed restriction have been given, follow speeds according to the STAR. Also remember to maintain speed 250kt IAS below FL100.

Cleared for approach?

>

> When cleared for approach via a transition point/IAF, you are also cleared to descend according to the procedure.

Flying into AFIS Aerodromes

An introduction to procedures for our AFIS facilities is available here

Report broken or outdated content

If you find any broken or outdated links, pages, documentation and similar. Do not hesitate to report it to norway@vatsim-scandinavia.org.

Airports

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 Norways 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

Use of stands

Terminal

- Domestic: 15-20, 29-32
- Schengen: 23-32
- Non-Schengen: 23-27

Aprons

- Technical Apron: GA
- North Apron: Ambulance flights, Widerøe
- South Apron: Cargo, Prop, Other

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.

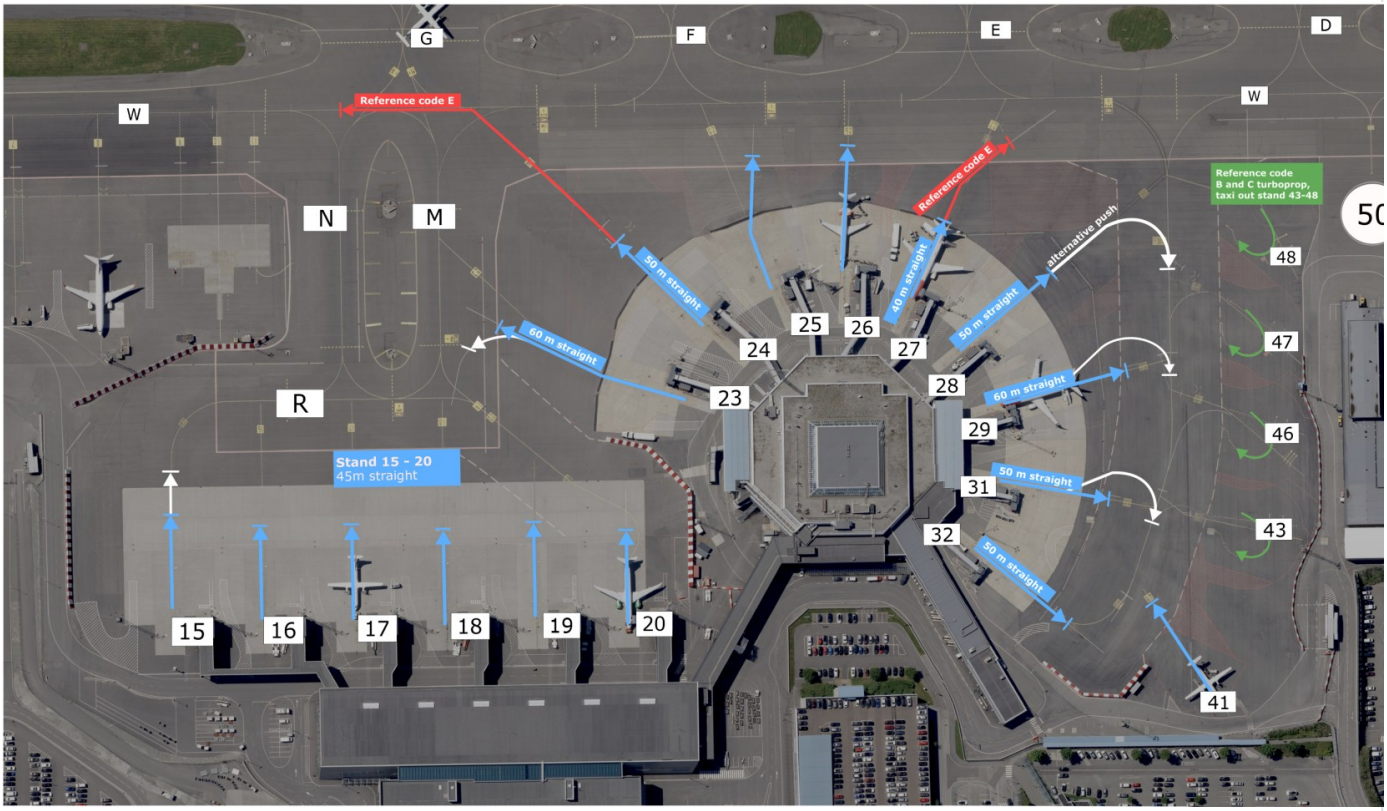
> IFR departures with destination ENZV or ENHD shal use BEGOD as first (and only waypoint) in the route on FPL

Push-back

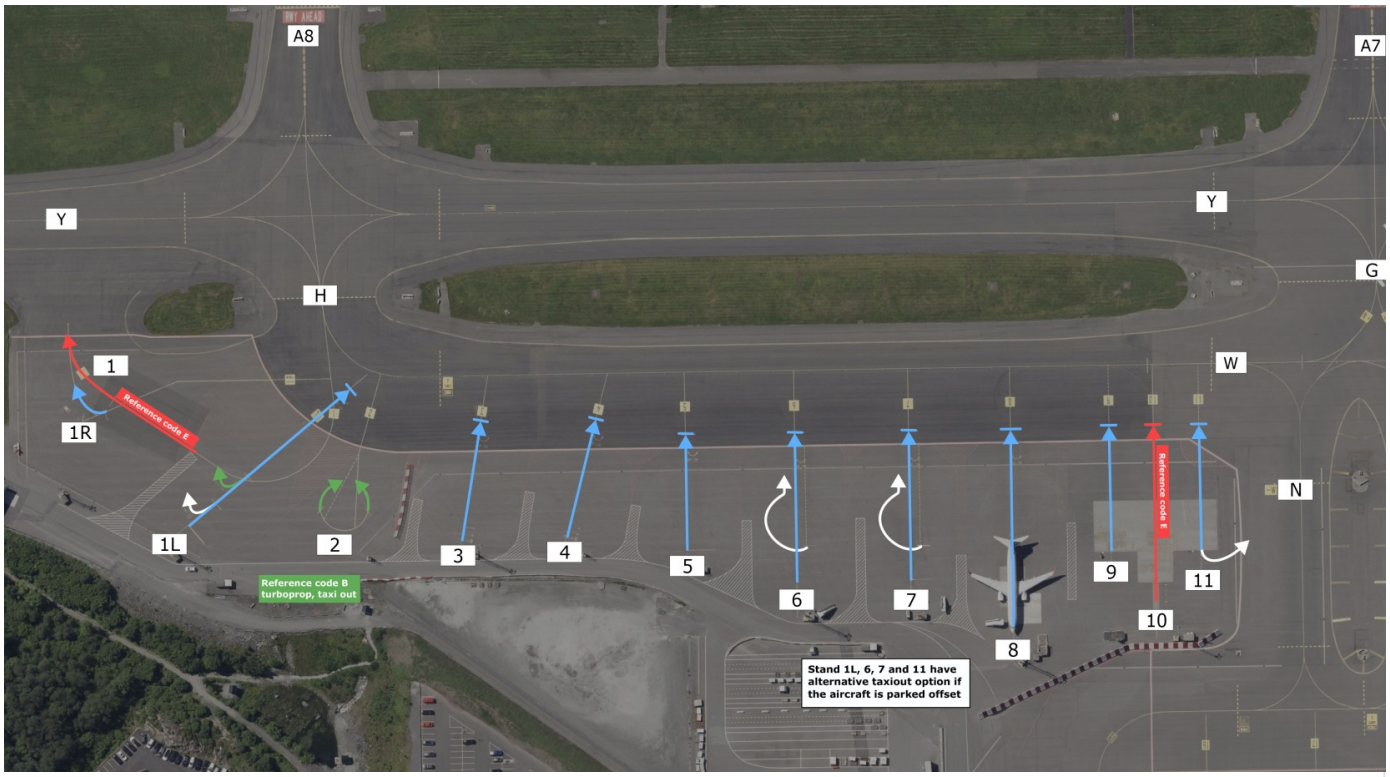
Most of the terminal gates require straight-back pushes. However, a few have turn pushes. In the map overview below, you will access all information

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 excecute 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 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 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.

All aircraft are expected to taxi to A1 or A9 (depending of runway in use) GAs is expected to taxi to holding point A4 when runway 17 is in use Helicopters is expected to taxi to holding point A5 (RWY17) and A6 (RWY35)

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

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 Bergen have an initial climb altitude of 6000ft. If you are unable to follow the published SIDs (old AIRAC, default or non-database freeware aircraft, etc.), request an Omni-directional departure. Omni-directional departures have their own designated SIDs as OMNI3D and OMNI3C. Although it sounds like a normal SID, it's a omni-directional departure. You will find the omni-departure procedures on the chart databases. It is important that you NEVER climb above the initial climb without ATC clearance, as STARs and SIDs cross each other at different altitudes.

Arrival and STARs

Before or at the initial phase of your descent, you will recessive 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 desende. 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

All aircraft can expect ILS W approach, unless it has been instructed to expect another type of approach. If unable to perform the ILS approach, advise the approach controller on initial contact.

The last fix of the STAR (or Merge Point) is followed by a transition to the ILS approach for each runway. ATC often replaces 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.

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 are only to be considered to be used at a low-traffic

> level. RNP Z is available on request.
> 2. Visual approaches are also available and shall not fly below 2000 feet until established on final. Expect direct to respective points in the visual approach chart when planning for visual approach.

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 – 125.250
ENBR_DEL – Flesland Delivery – 123.400
ENBR_GND – Flesland Ground – 121.900
ENBR_TWR – Flesland Tower – 119.100

ENBR_W_APP – Flesland Approach West – 121.000
ENBR_E_APP – Flesland Approach East – 125.000
ENBR_D_APP – Flesland Director – 118.850

ENSV_CTR – Polaris Control (Stavanger ACC) – 120.650
ENSV_N_CTR – Polaris Control (Stavanger ACC north) – 124.700
ENSV_E_CTR – Polaris Control (Stavanger ACC east) – 134.925

ENOR_CTR - Polaris Control (Bandbox) - 125.500
ENOR_S_CTR - Polaris Control (Bandbox South/Covering ENOS+ENSV AoR) - 121.550
ENRC_S_CTR - 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

ENGM – Oslo Lufthavn

Available stands

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.

Use of stands

The west pier of the main terminal is the airports domestic terminal, and the east pier is the international terminal. As a rule of thumb (though not set in stone), international flights should park at the east side of the new terminal, from stand 38 through stand 53, and remote parking 181 through 187. Domestic flights should park at the western side of the new terminal, stands 2 through 26, and remote stands 171 through 178. All flights to or from a non-schengen country should use stand 42, 43, 44, 45, 46 (46R), 47, 48, 49, 50, 51 or 53. Stand 42, 43, 44 and 45 are flexi stands, and can also be used for schengen flights. The gates at the north pier are combo gates and can be used for both domestic and international flights. The apron and terminal on the western side of runway 19R/01L is the General Aviation area. Airline traffic does not utilize the western apron.

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.

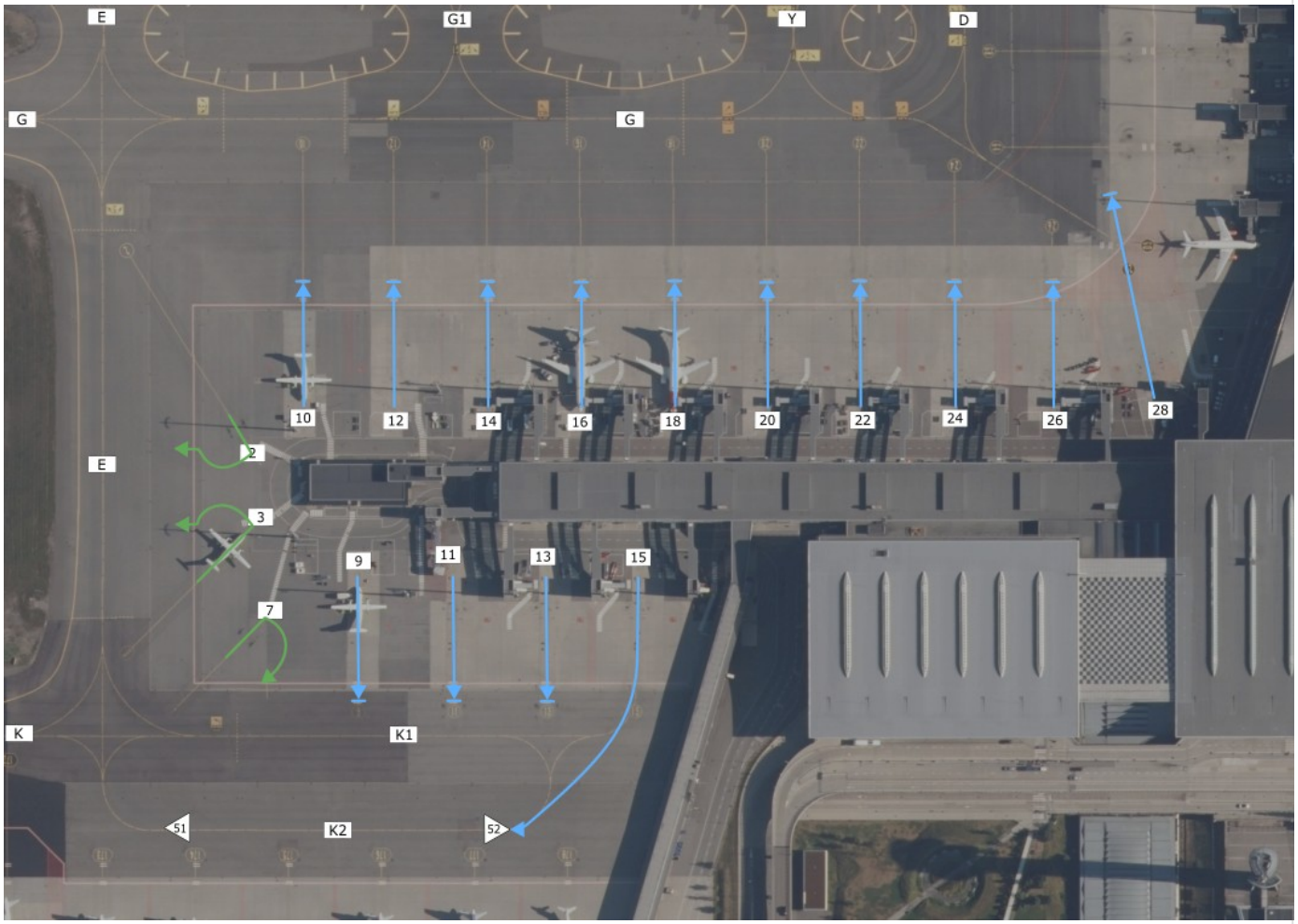
DCL: Include clearence request with Remark REQ DEICE
Voice: Upon inital contact with GARDEMOEN DELIVERY, advise if de-ice is required.

Push-back

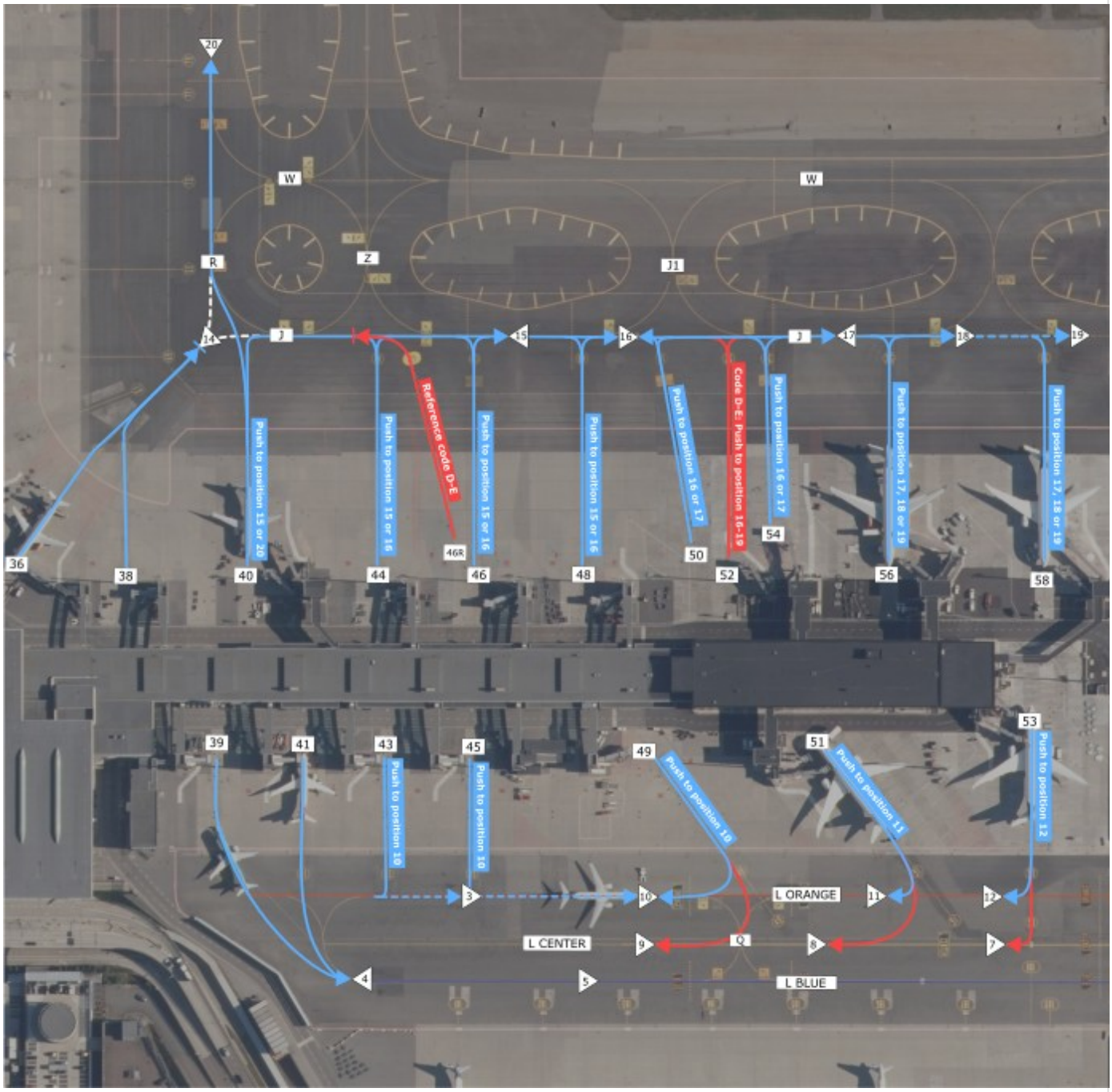
Most of the terminal gates requires straight-back pushes, however a few have turn-pushes. Please have a look on the maps below to see how you should perform your push from the stand. You can click on the images to have a closer look.

Pushback maps

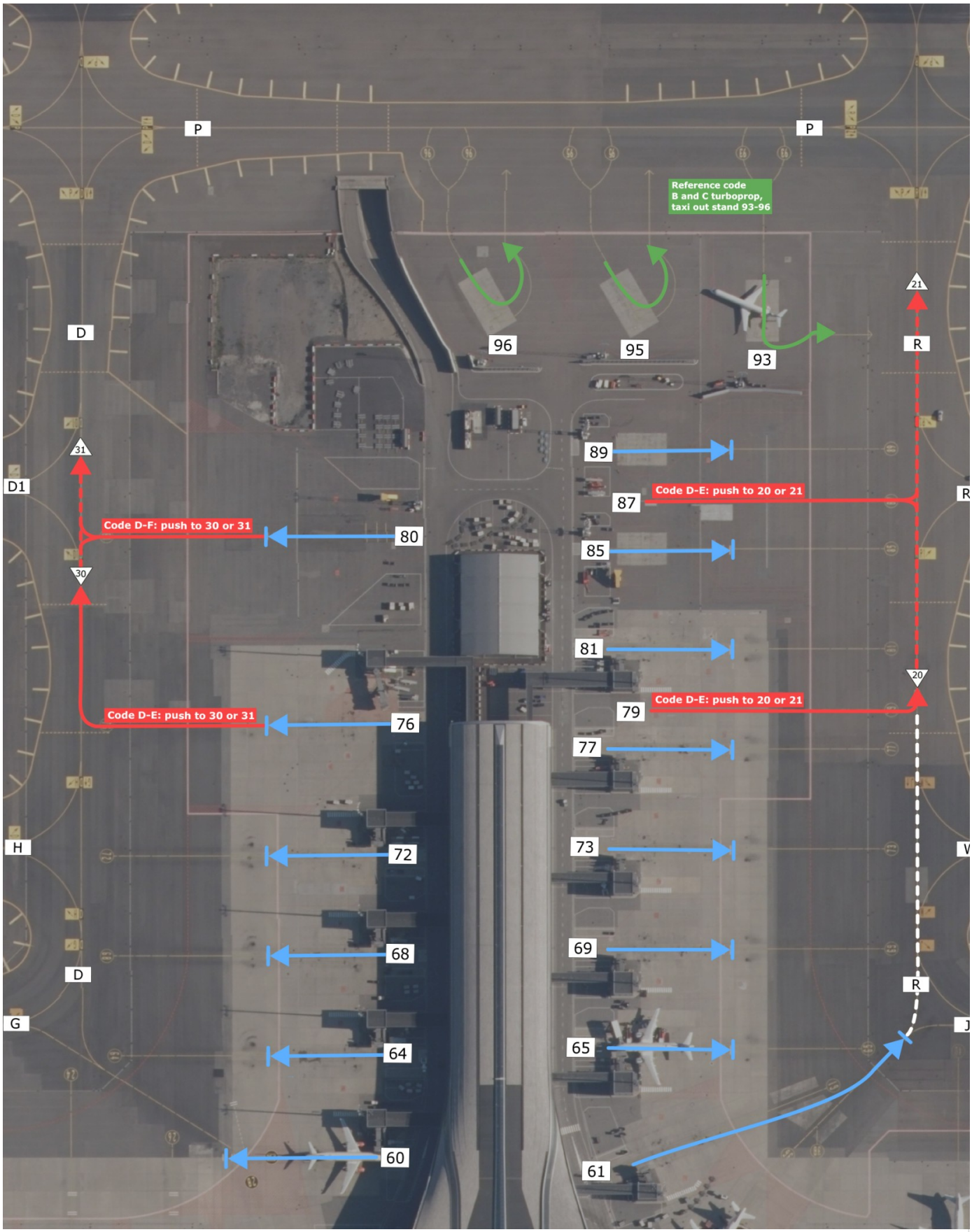
Stand 1-28 | Pier West



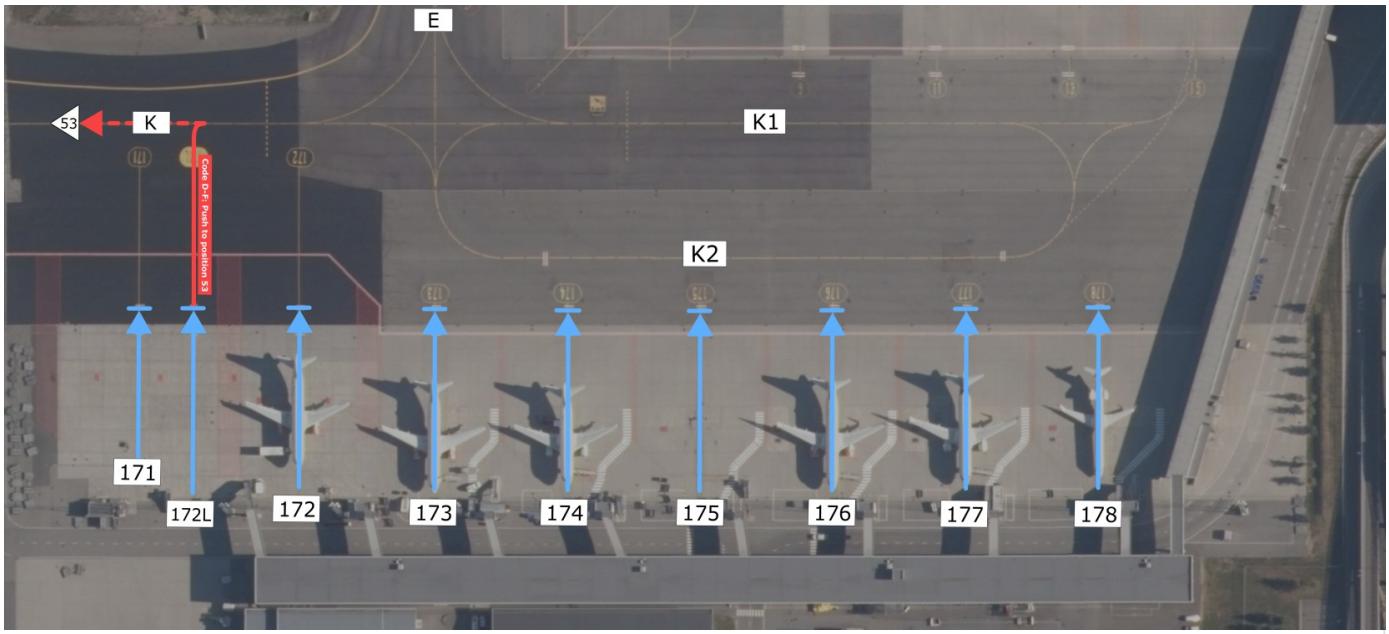
Stand 36-58 | Pier East



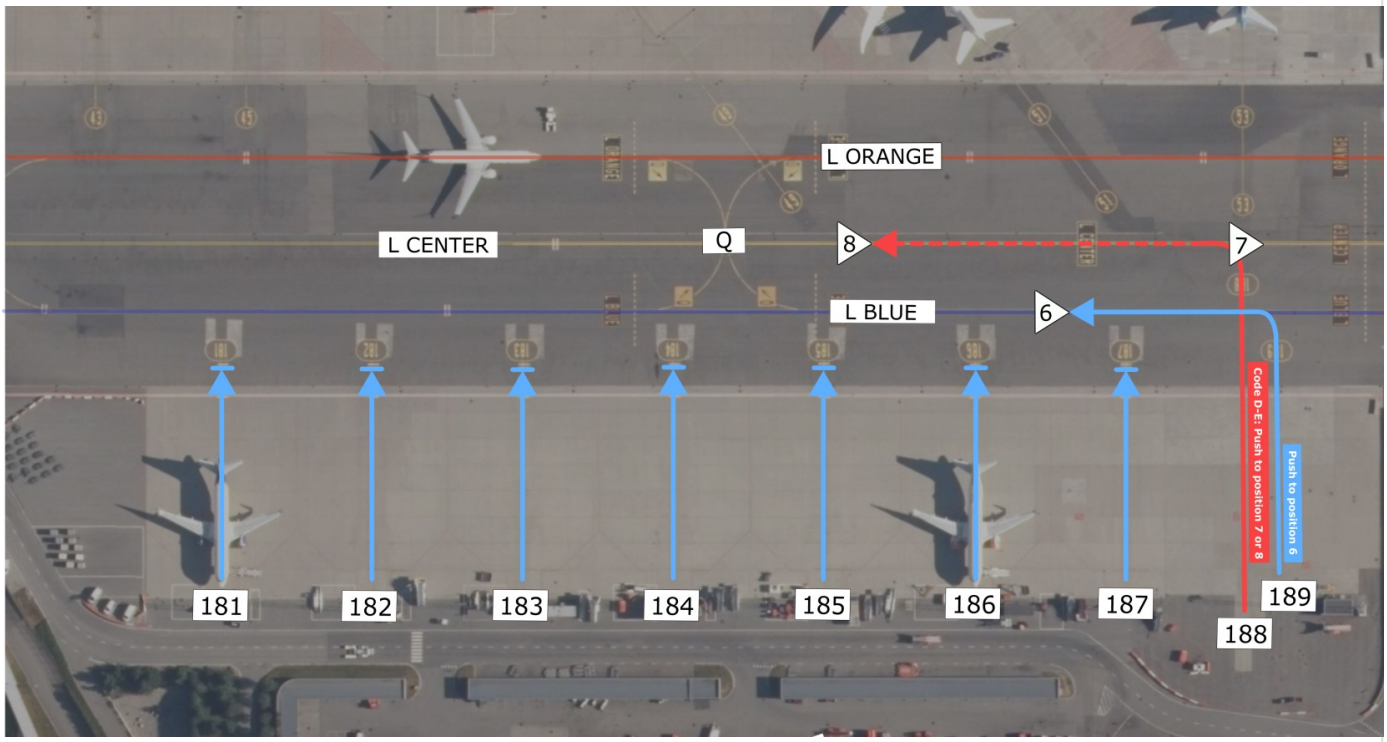
Stand 60-96 | Pier North



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

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.

> 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, etc.), state so when requesting clearance and you will recieve 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. Expect Approach ATC to inform you of which runway to expect.

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 CATIII equipped. In case of low visibility conditions, only the right runway is used for landing (01R or 19R). RNP approaches are available on request. Visual approach is not approved for any jet aircraft, only props may request visual approach.

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	Position	Frequency
ENGM_A_ATIS	126.125	Gardermoen Arrival ATIS
ENGM_D_ATIS	127.150	Gardermoen Departure ATIS
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_Q_GND	121.730	Gardermoen Ground Planner / Departure Sequencer
ENGM_W_TWR	118.300	Gardermoen Tower West (01L/19R)
ENGM_E_TWR	120.100	Gardermoen Tower East (01R/19L)
ENGM_W_APP	120.450	Oslo Approach West
ENGM_E_APP	118.475	Oslo Approach East
ENGM_D_APP	136.400	Oslo Director

Main logon	Position	Frequency
ENGM_F_APP	128.900	Oslo Final
ENOS_CTR	118.875	Polaris Control (Oslo ACC south)
ENOS_6_CTR	120.375	Polaris Control (Oslo ACC north)
ENOS_8_CTR	134.350	Polaris Control (Oslo ACC south split)
ENOR_CTR	125.500	Polaris Control (Bandbox)
ENOR_S_CTR	121.550	Polaris Control (Bandbox South/Covering ENOS+ENSV AoR)
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 splits 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

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 postition will be online to issue IFR clearences.

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.

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

Domestic: 30-37
Commuter Domestic: 24-29
International: 40-44

Aprons
M1: Deice
M2: GA
M3: GA/Ambulance
M4-M6: Military

IFR clearance

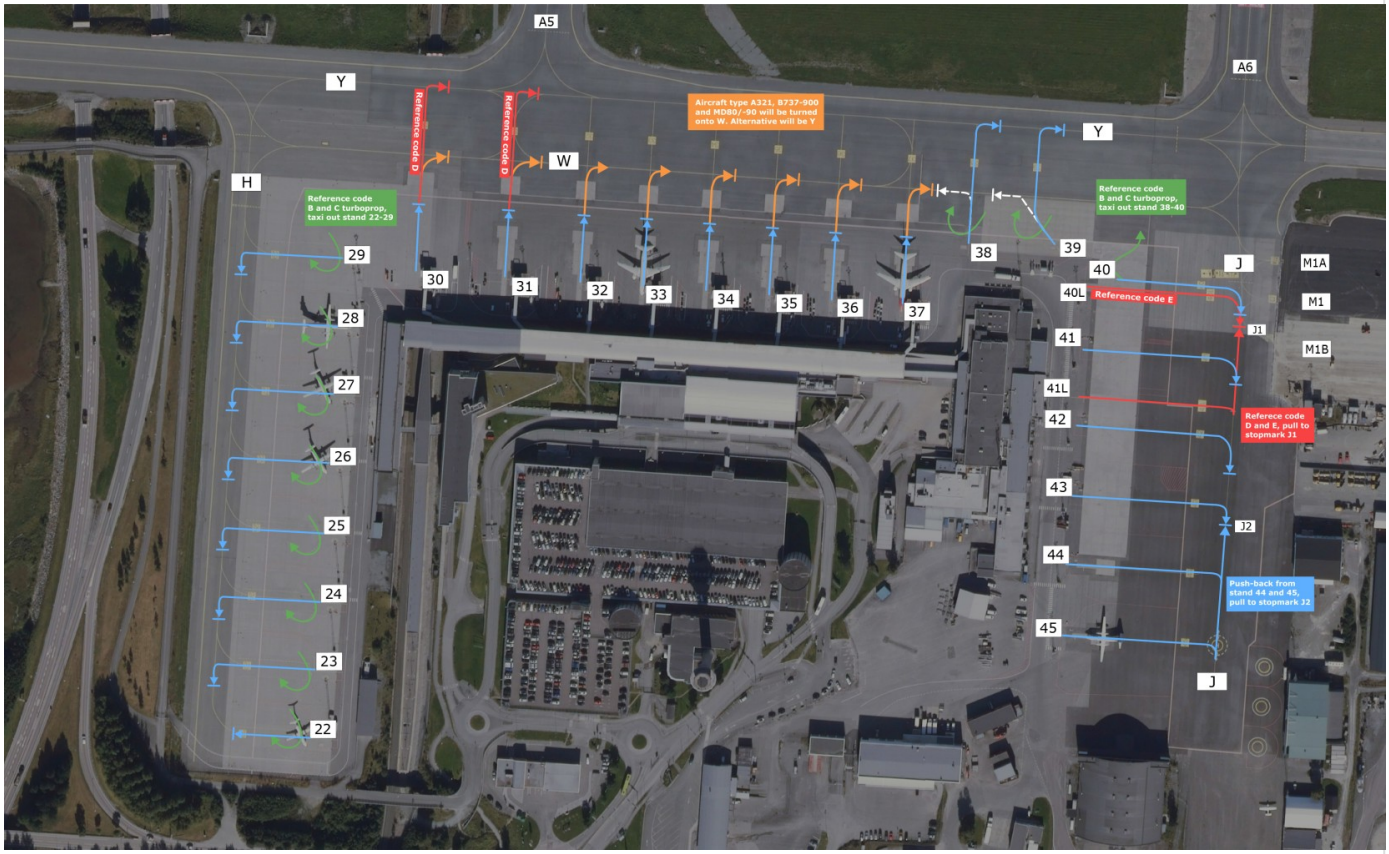
Initial contact is with Clearance Delivery, reporting callsign, stand number, and latest ATIS identification letter and QNH

Push-back

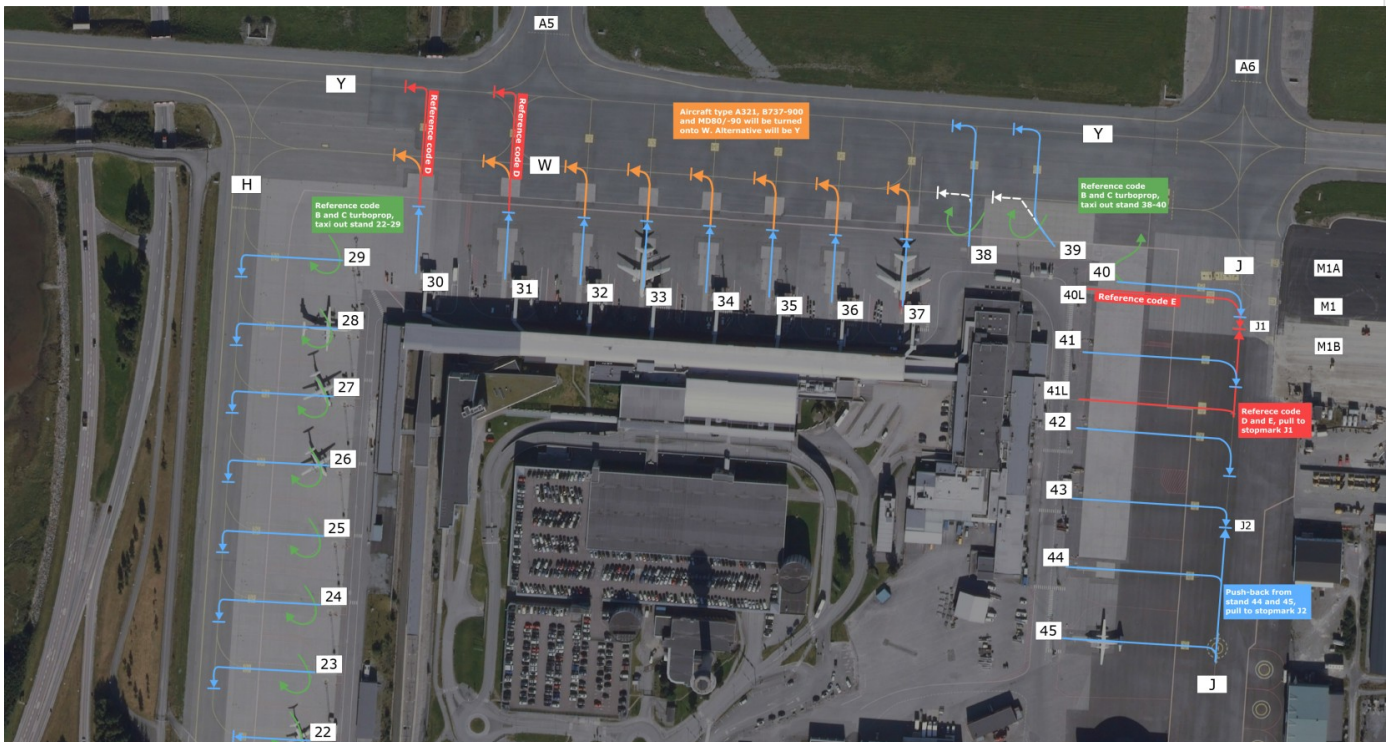
Most of the terminal gates requires straight-back pushes, however a few have turn-pushes. If you are not sure how pushback is excecuted from your stand, please have a look on the pushback maps witch will show how we want you to perform the pushback.

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.

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. RNAV 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 – 127.550
ENVA_GND – Værnes Ground – 121.600
ENVA_TWR – Værnes Tower – 119.400

ENVA_APP – Værnes Approach – 118.600
ENVA_D_APP – Værnes Director – 119.150

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_CTR - Polaris Control (Bandbox) - 125.500
ENRC_N_CTR - Værnes Tower (Bodø Remote Tower Center) - 118.325

Airport Sceneries

ENBR | Bergen Flesland

Simulator	Freeware/Payware	Scenery	Remark
Microsoft Flight Simulator (MSFS)	Freeware	WombiiActual (Flightsim.to)	**Our recommendation**
	Payware	Bergen Airport (RDdesign)	Incorrect runway slope
		ENBR Bergen Flesland Airport (Salvuz)	
X-Plane (XP11+XP12)	Freeware	Default Gateway	
	Payware	Bergen Airport XP (Aerosoft)	
Prepar3D (P3D) Flight Simulator X (FSX)	Freeware	Airports of Norway (AoN)	
	Payware	Bergen Airport X (Aerosoft)	

ENGM | Oslo Gardermoen

Simulator	Freeware/Payware	Scenery	Remark
Microsoft Flight Simulator (MSFS)	Freeware	Oslo Airport (Flightsim.to)	**Our recommendation**
	Payware	ORBX Oslo	
		Mega Airport Oslo-Gardemoen (Aerosoft)	

Simulator	Freeware/Payware	Scenery	Remark
X-Plane (XP11+XP12)	Freeware	Default Gateway	
	Payware	Airport Oslo XP (Aerosoft)	Not recommended due geo offset
		ENGM - Oslo Airport Gardemoen (Taimodels)	
Prepar3D (P3D) Flight Simulator X (FSX)	Freeware	Airports of Norway (AoN)	
	Payware	Mega Airport Oslo X (Aerosoft)	Not recommended due geo offset

ENTC | Tromsø Langnes

Simulator	Freeware/Payware	Scenery	Remark
Microsoft Flight Simulator (MSFS)	Freeware	donutsdemise (Flightsim.to)	Old layout/terminal
		artogsta (Flightsim.to)	
	Payware	M'M Simulations (Flightsim.to)	
X-Plane (XP11+XP12)	Freeware	Default Gateway	
	Payware	Tromsø Airport XP (Aerosoft)	
Prepar3D (P3D) Flight Simulator X (FSX)	Freeware	Airports of Norway (AoN)	
	Payware	Tromsø Airport X (Aerosoft)	

ENVA | Trondheim Værnes

Simulator	Freeware/Payware	Scenery	Remark

Microsoft Flight Simulator (MSFS)	Freeware	ENVA Trondheim Værnes (Flightsim.to)	
	Payware	Aerosoft Værnes	
X-Plane (XP11+XP12)	Freeware	Default Gateway	
Prepar3D (P3D) Flight Simulator X (FSX)	Freeware	Airports of Norway (AoN)	
	Payware	Aerosoft Vaernes	