

# ENCN - Kristiansand

## Kjevik

### Overview

Welcome to Kristiansand! The airport is located just south of Oslo Gardermoen together with Torp on the south easterly coast of Norway. Kjevik has several flights to the nordic and European destinations.

### Stands

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

Apron	Suggested Parking
Stand 10	International (ARC D)
Stand 12-11	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

There is only one de-icing platform at Kjevik. The de-icing platform is outside of the manoeuvring area. Pilots are reminded to exercise special caution when taxiing.

Platform	Restriction
De-Ice	One ARC C or D ACFT

Engine Testing Area is the same area as de-icing. Business jets may use De-ice East for parking.

## IFR clearance

Initial contact is with Kjevik Tower, 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 Kjevik are given by Tower. When runway 03 is in use, you will get taxi to A. If runway 21 is in use taxi will be given to B and then back-track.

TWY C and G are only to be used during day light, as these taxiways do not have taxiway lighting. Also not that these are ARC B categorised.

## 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)

## Approach

Torp has and 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](https://vatglasses.uk)

Main logon	Frequency	Position
ENCN_ATIS	124.475	Kjevik ATIS
ENCN_TWR	118.100	Kjevik Tower
ENCN_APP	119.950	Kjevik Approach
ENOS_CTR	127.250	Polaris Control (Oslo ACC)
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)

Main logon	Frequency	Position
ENOR_CTR	125.500	Polaris Control (Bandbox)

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