

# 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](https://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)

Revision #9  
Created 16 September 2024 10:53:28 by Jannik Huttenlocher (1456952)  
Updated 23 April 2025 19:14:31 by Krister Larsen (1340812)