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.

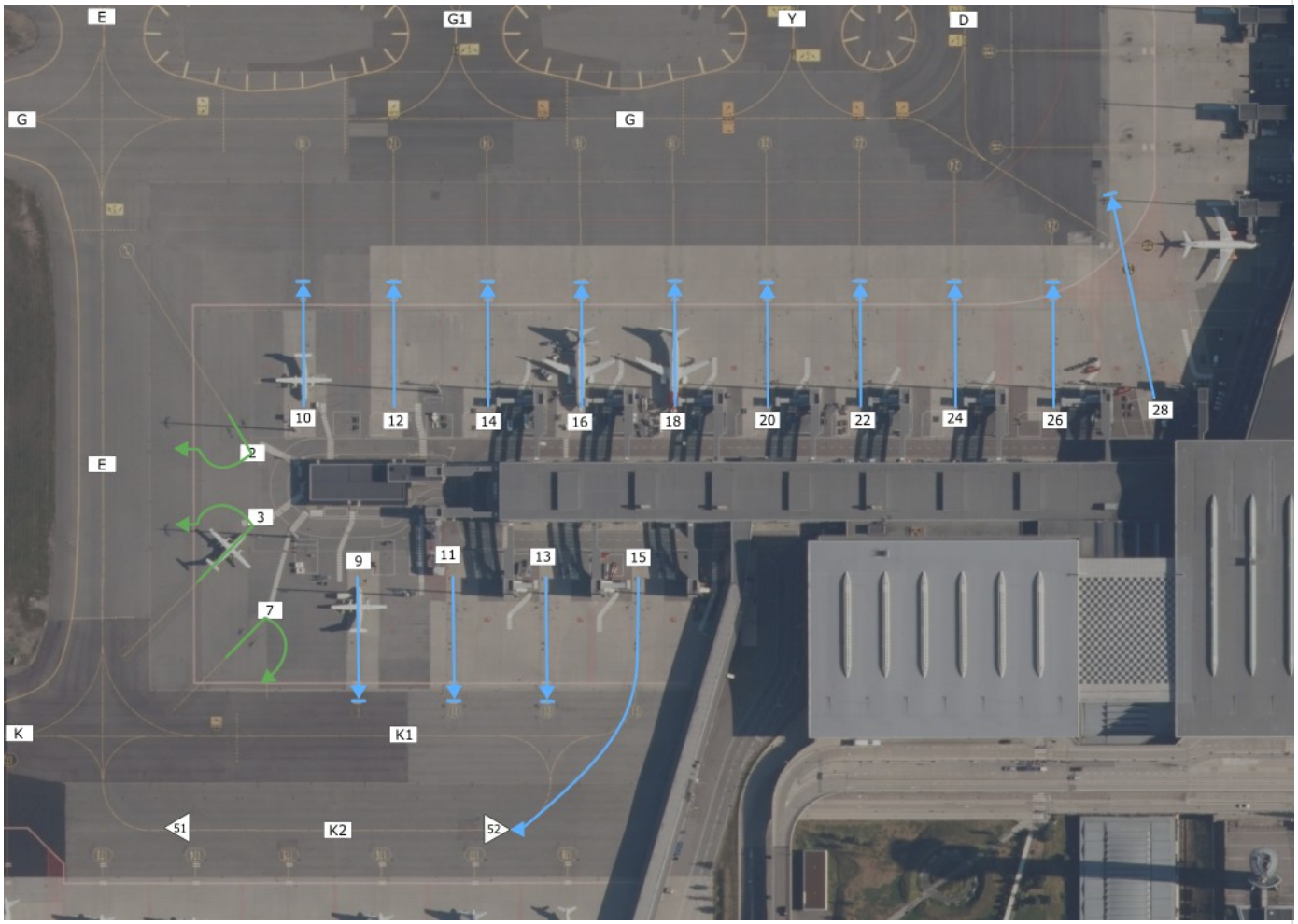
DCL: Include clearence request with Remark REQ DEICE
Voice: Upon inital contact with GARDEMOEN DELIVERY, advise if de-ice is required.

Push-back

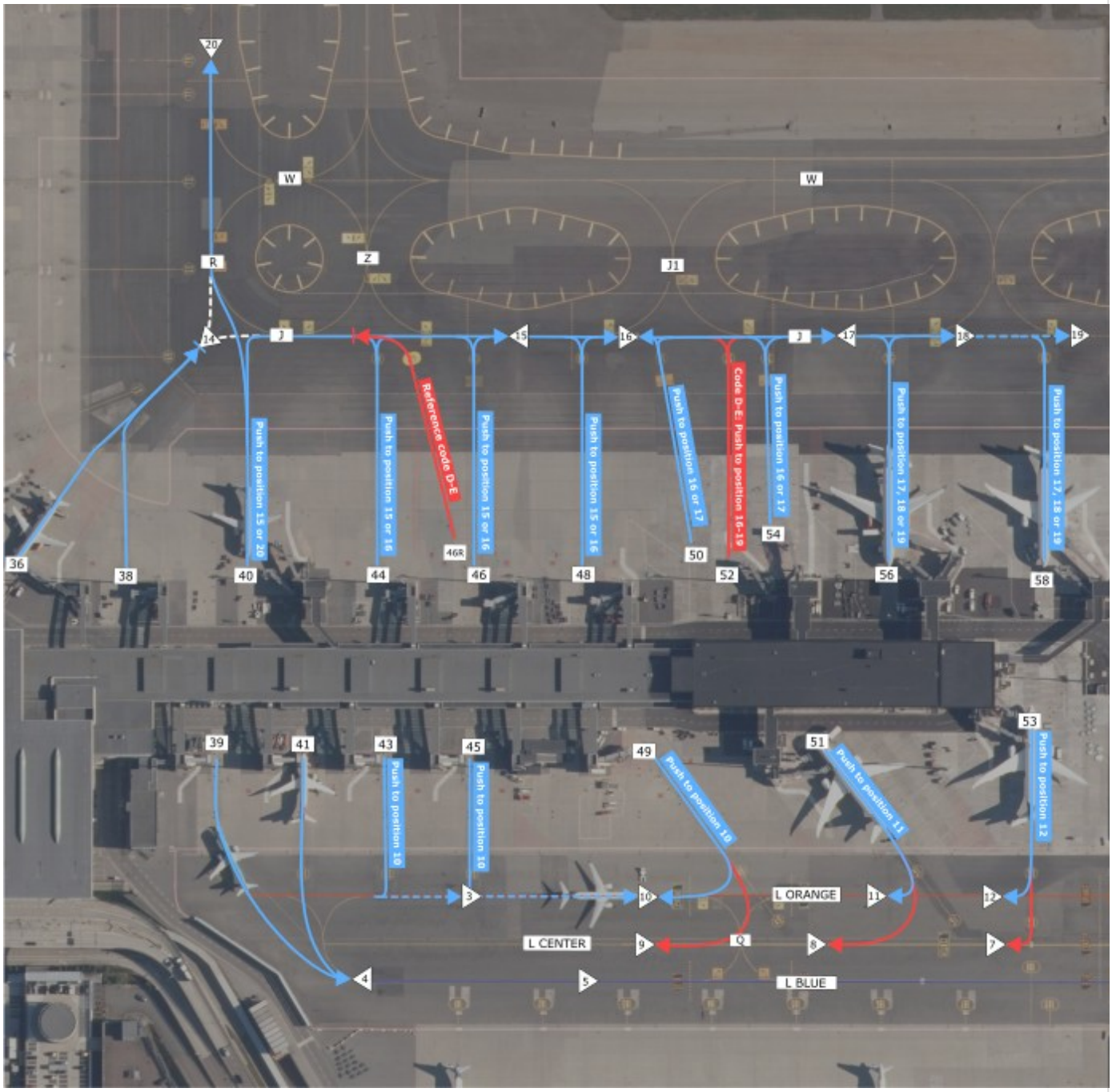
Most of the terminal gates requires straight-back pushes, however a few have turn-pushes. Please have a look on the maps below to see how you should perform your push from the stand. You can click on the images to have a closer look.

Pushback maps

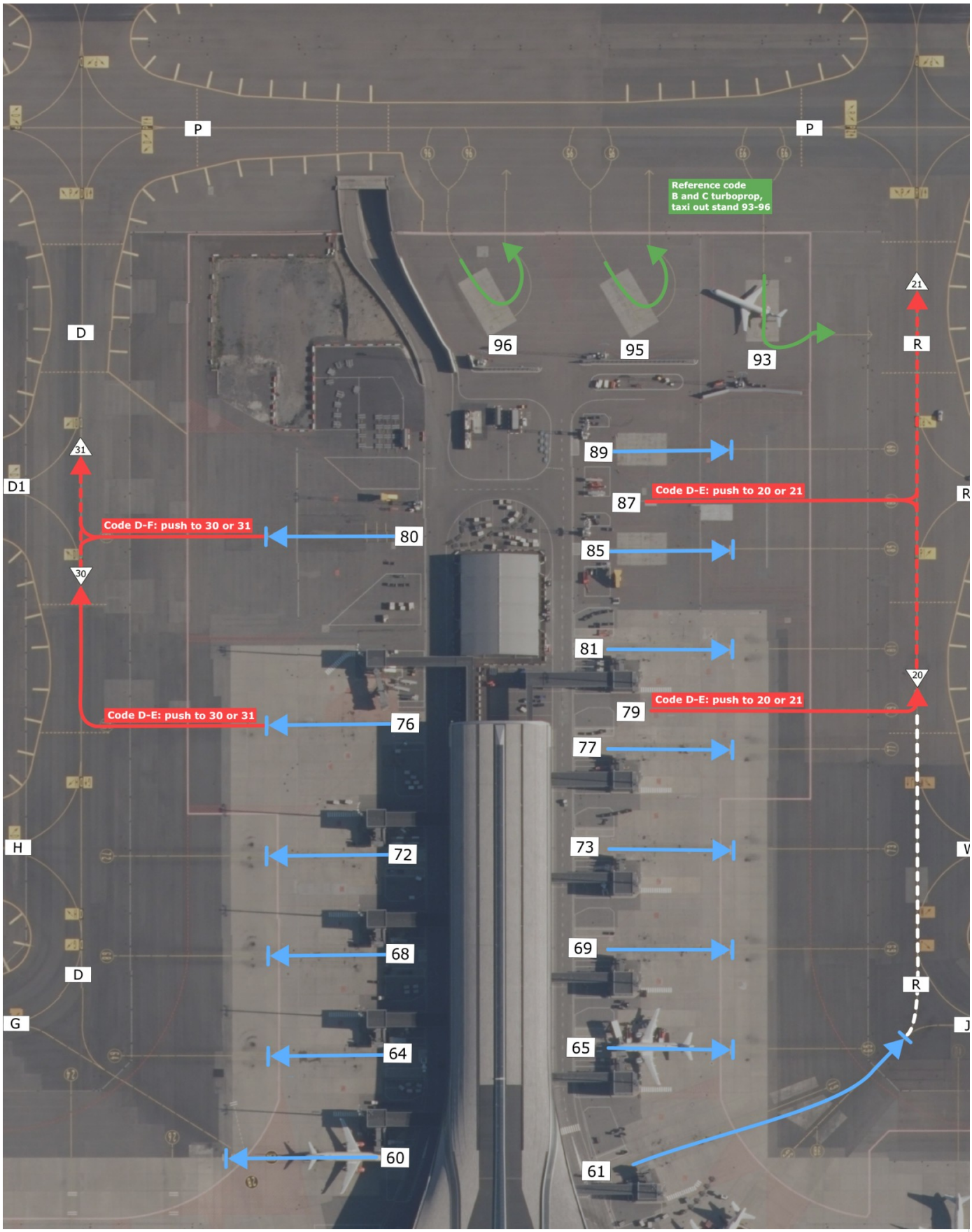
Stand 1-28 | Pier West



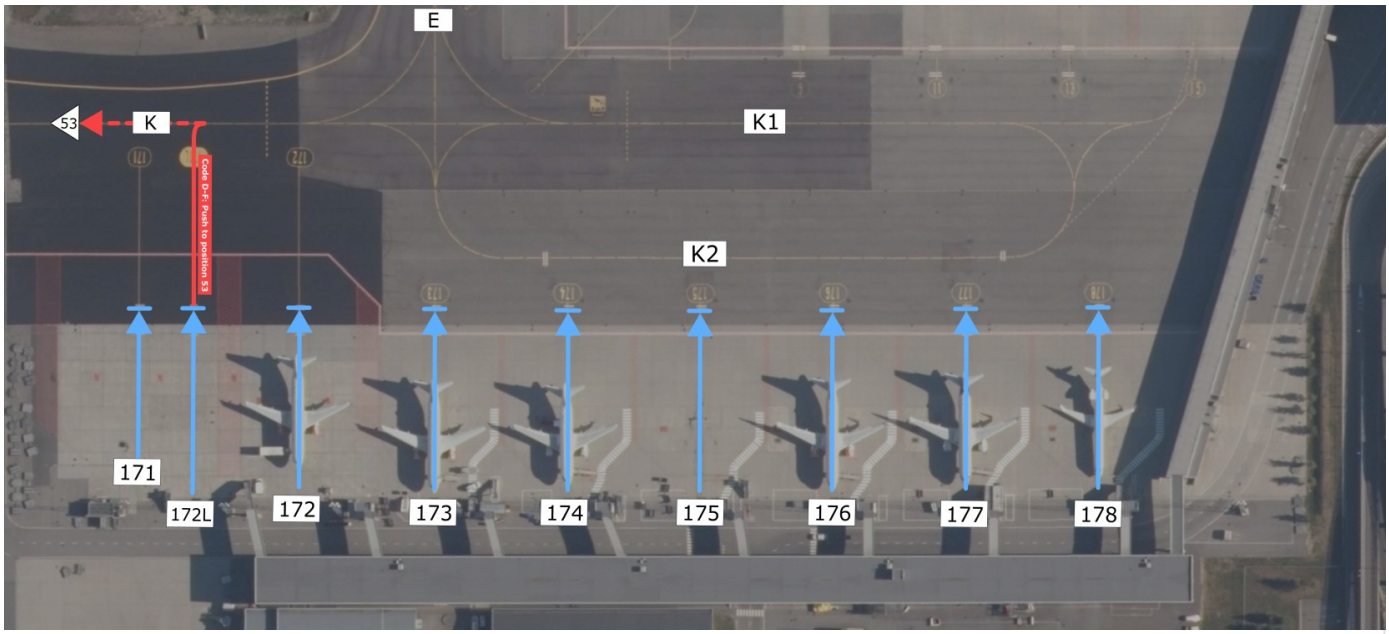
Stand 36-58 | Pier East



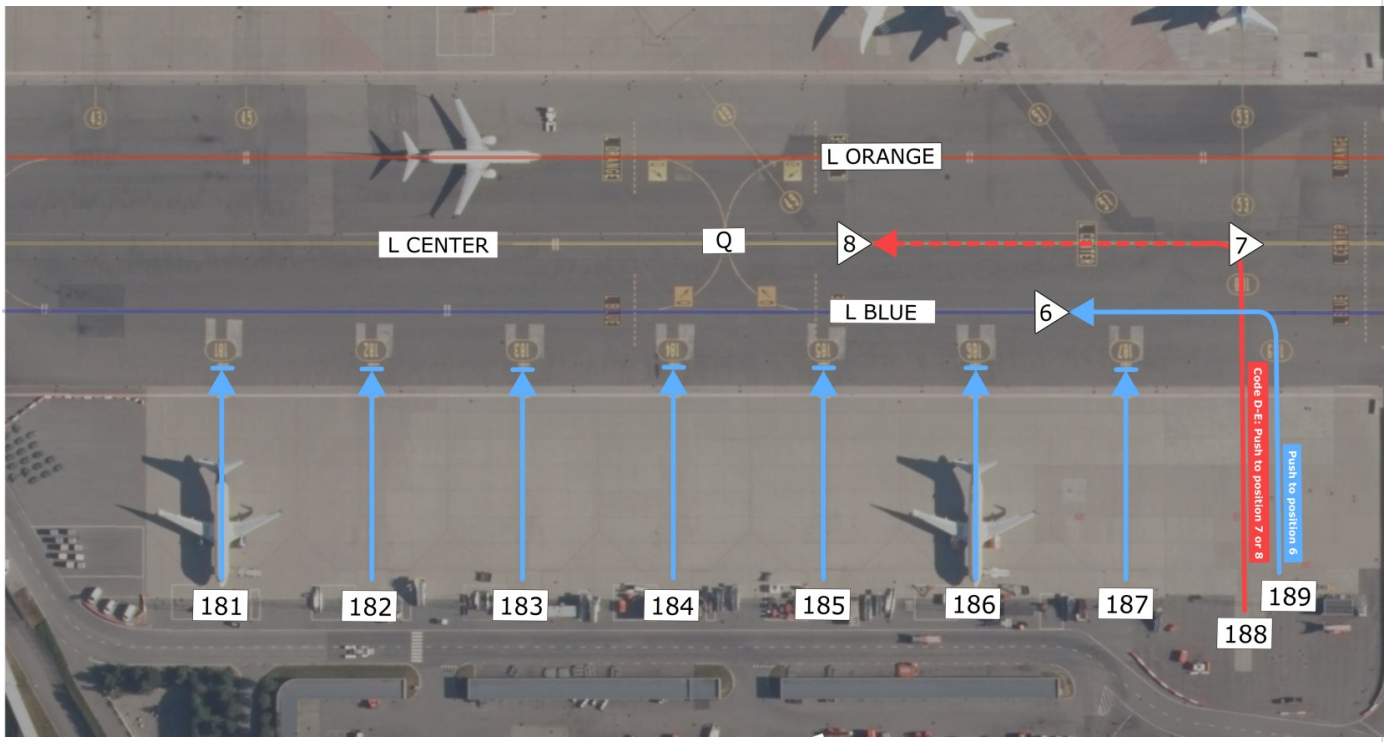
Stand 60-96 | Pier North



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
ENGM_F_APP	128.900	Oslo Final

Main logon	Position	Frequency
ENOS_CTR	118.875	Polaris Control (Oslo ACC south)
ENOS_N_CTR	120.375	Polaris Control (Oslo ACC north)
ENOR_S_CTR	121.550	Polaris Control (Bandbox South/Covering ENOS+ENSV AoR)
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 splits in Polaris ACC

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