

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 26 million passengers passing through each year, with 162 destinations worldwide, from short domestic flights to intercontinental long hauls.

CODE F / A380

All procedures are also well shown on AD 2 ENGM 2-3 (Aerodrome Ground Movement Chart - Code F)

Runway 01L/19R will normally be used for departure and arrivals.

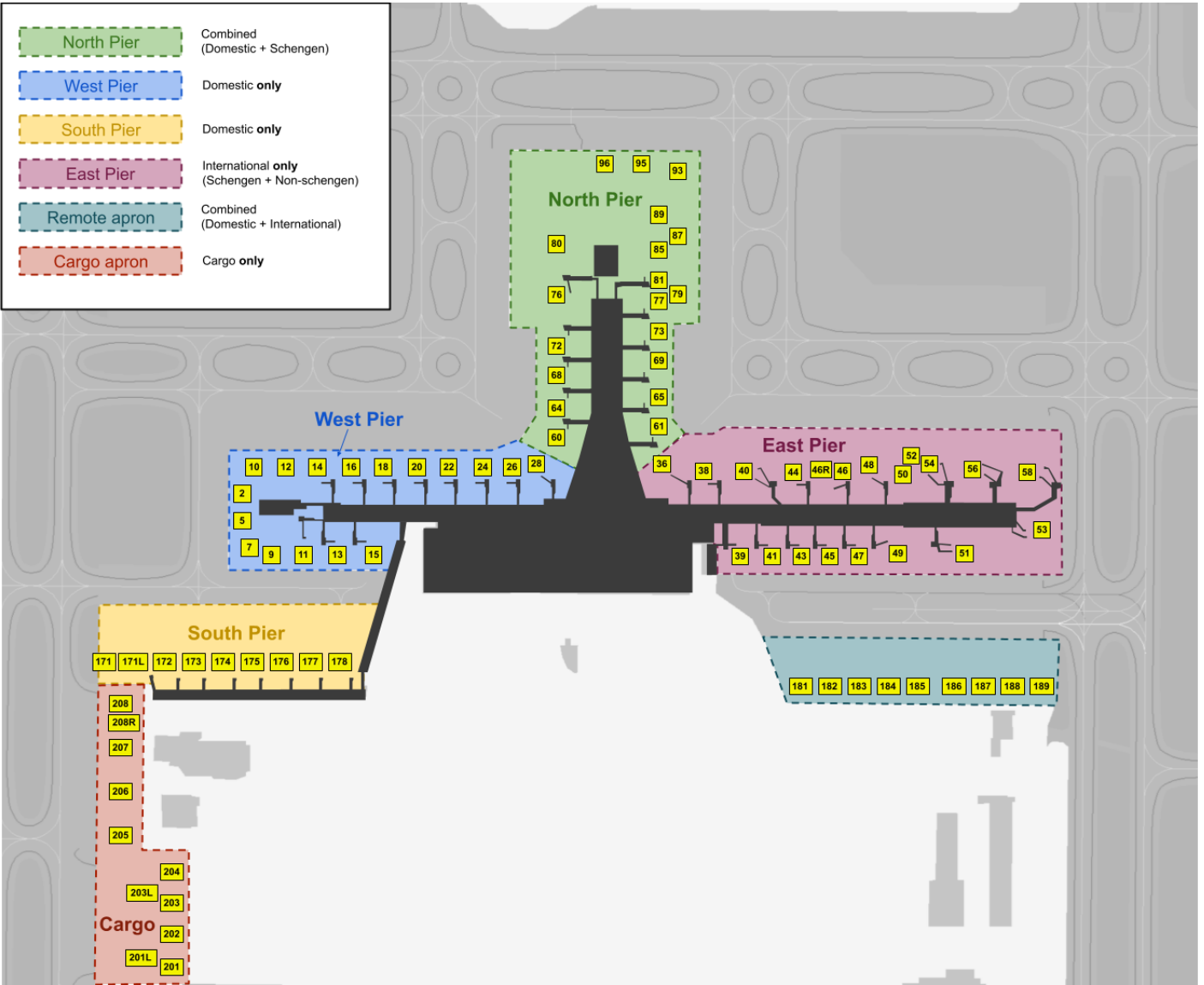
The following stands are designated for Code F operations:

Stand	Taxi Restrictions	Pushback procedures
52	Shall taxi via TWY W and J1 to stand	Towing/Pushback is accepted on J between J1 and S to position 19.
80	Shall taxi via TWY Y and D1	Towing/Pushback is accepted on D between D1 and P to position 31.
171L	Shall taxi via TWY K	Push back to startposition 53 facing West.

Stand	Taxi Restrictions	Pushback procedures
201L	TWY N can be used for CODE F	Start-up position 63 facing south or 64 facing north as instructed by GND.
203L	TWY N can be used for CODE F	Start-up position 63 facing south or 64 facing north as instructed by GND.

- Additionally, Taxiways N, M, P, V, S, and T are approved for A380 movements.

Stands



Pier/Apron	Stands	Assigned to
West Pier	2-28	Domestic Only

Pier/Apron	Stands	Assigned to
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.

The ATIS will indicate whether clearance via datalink is available. If your aircraft is equipped with ACARS, please request clearance via datalink.

Requesting De-icing

If you need de-icing before departure, request it when making your IFR clearance request. If you forget to do so, notify ATC immediately once you determine that de-icing is required. After pushback is requested, de-icing may no longer be available, as you will have already been placed in the departure sequence - depending on traffic conditions.

DCL: Include clearance request with Remark REQ DEICE

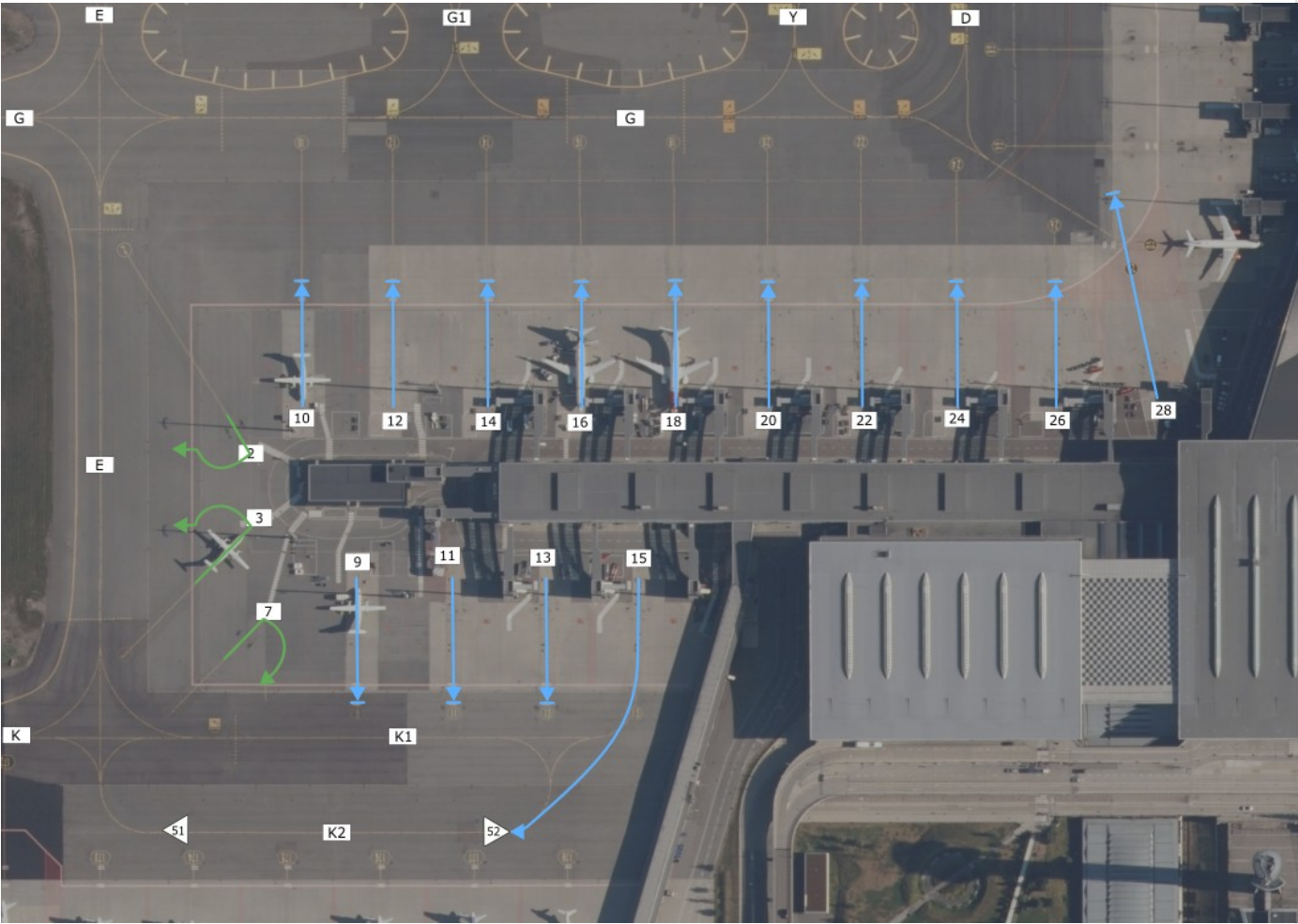
Voice: Upon initial contact with GARDEMOEN DELIVERY, advise if de-ice is required.

Push-back

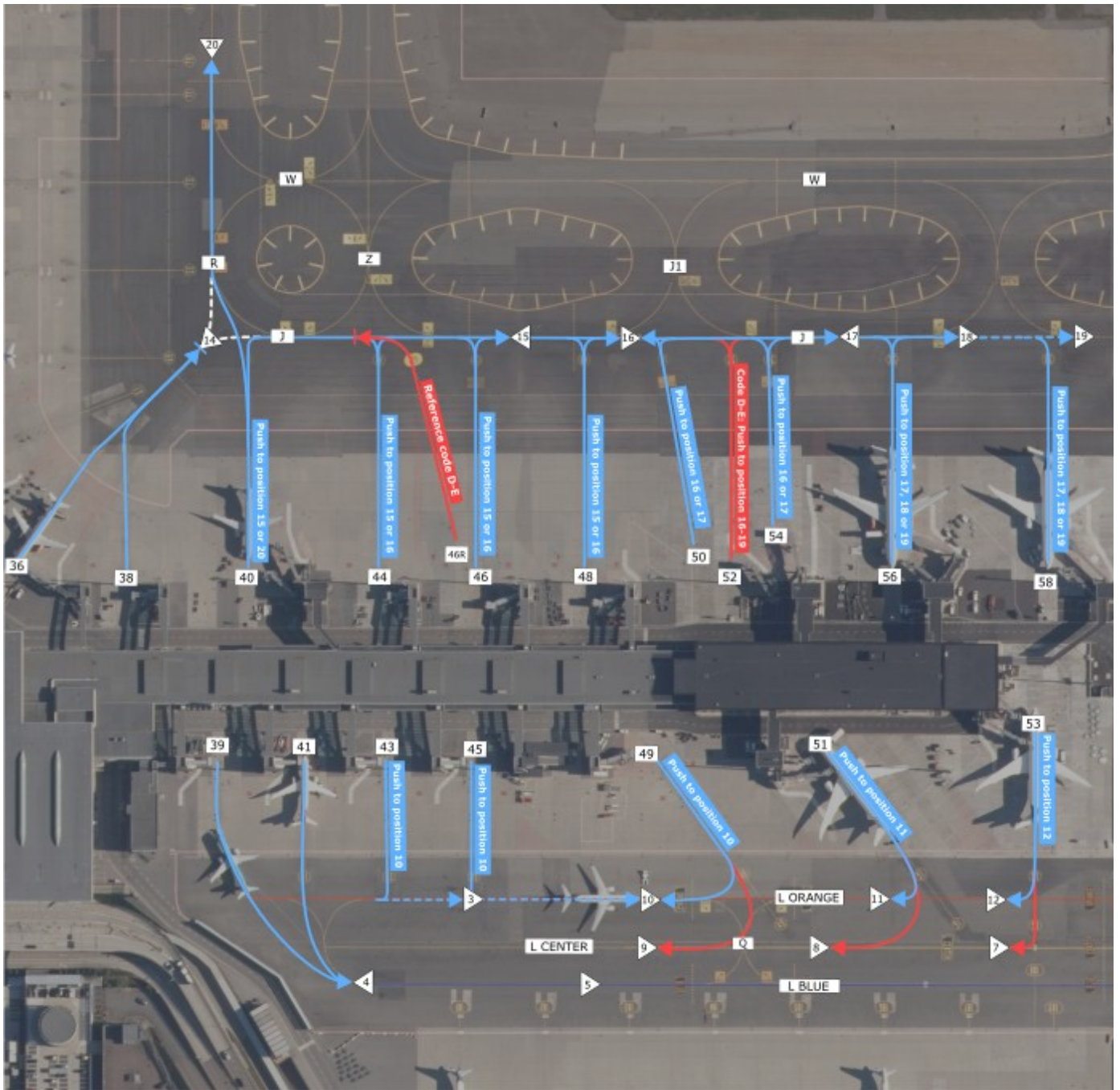
Most of the terminal gates requires straight-back pushes, however a few have turn-pushes. Please have a look on the maps below to see how you should perform your push from the stand. You can click on the images to have a closer look.

Pushback maps

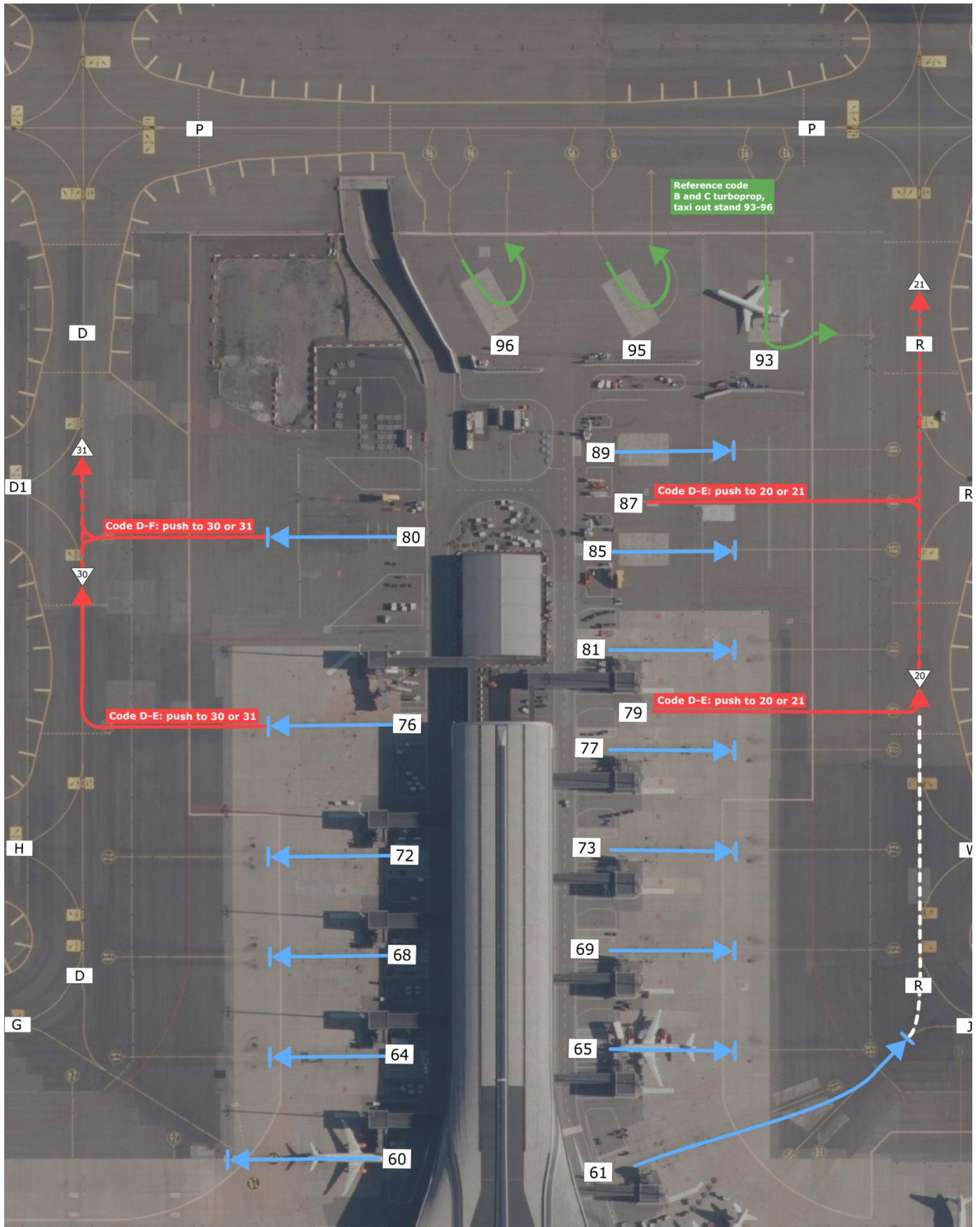
Stand 1-28 | Pier West



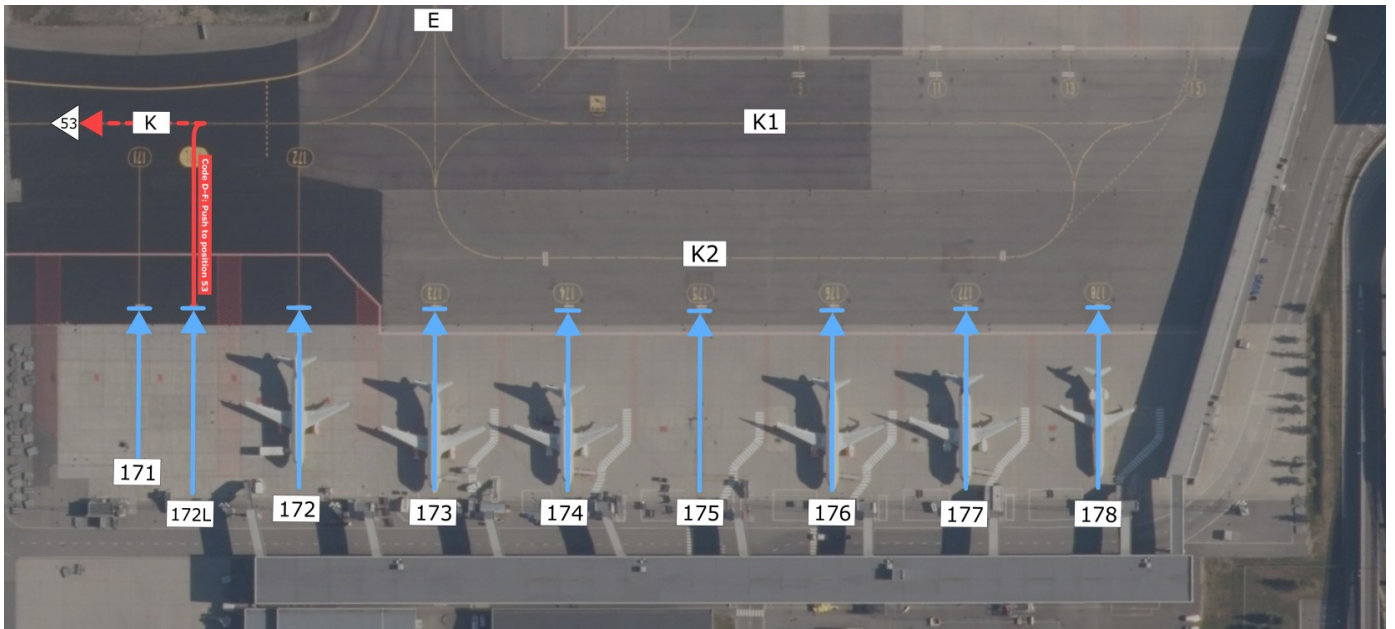
Stand 36-58 | Pier East



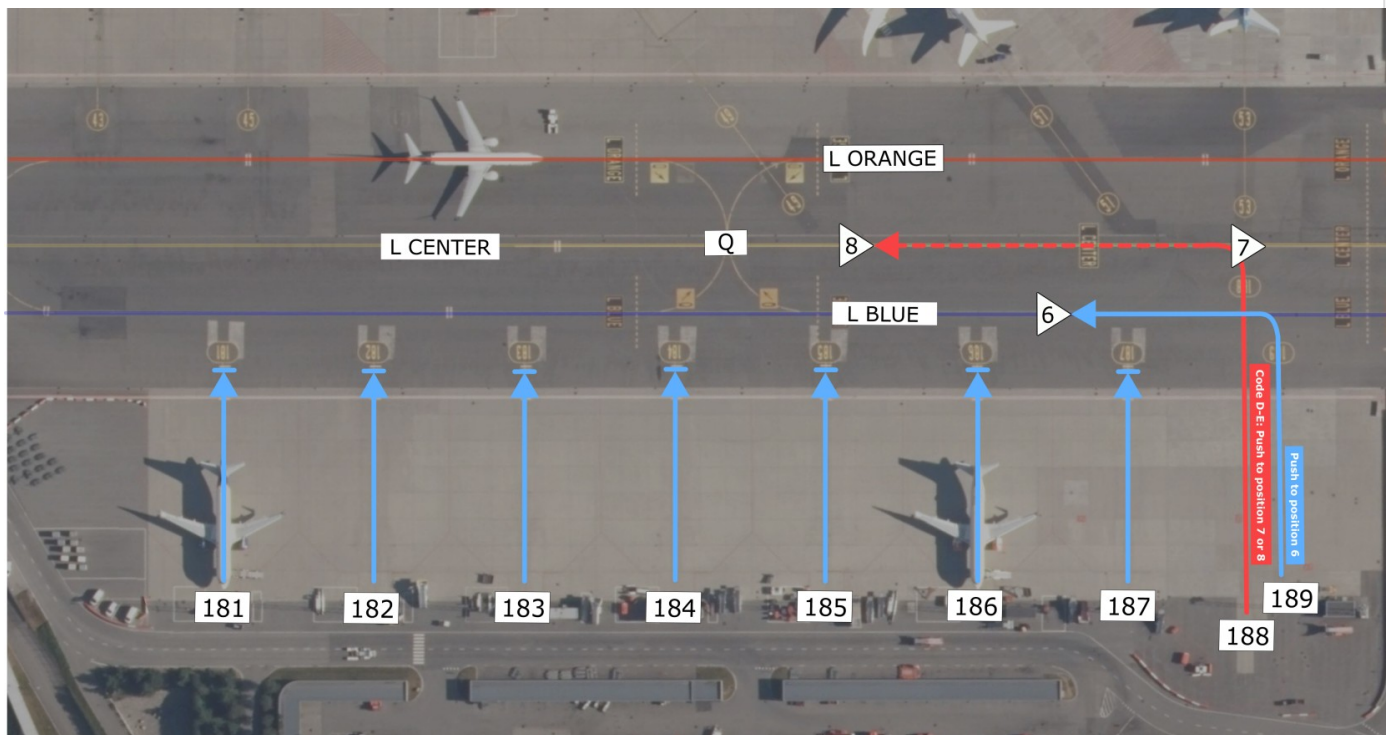
Stand 60-96 | Pier North



Stand 171-178



Stand 181-189



Overview

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

Each SID is assigned to a specific runway. When receiving your clearance, remember that the SID provided is only valid for one runway—double-check in case the controller omits the departure runway.

At Gardermoen, RNAV SIDs have an initial climb altitude of 7,000 feet. If you are unable to follow the published SIDs due to an outdated AIRAC cycle, default aircraft, or non-database freeware, inform ATC when requesting clearance. You will be given alternative departure instructions based on the assigned runway and aircraft type.

VEMIN and VIBUK departures are restricted to propeller aircraft only.

STARs

Oslo Airport Gardermoen is one of the first in Europe to implement a Point Merge System (PMS). This system organizes all STARs into a waypoint "fan" (refer to the STAR charts for Gardermoen). Pilots should always be ready for a direct routing to one of the four merge waypoints to help reduce approach ATC workload.

All STARs are valid for both parallel runways, 19L/R or 01L/R. Approach ATC will assign your runway based on current traffic conditions and stand allocation.

The final fix of the STAR (or Merge Point) leads to a transition FIX for the ILS approach to each runway. While ATC often provides vectors instead, always be prepared to fly the published transition. Do not proceed directly from the merge point to the Final Approach Fix (FAF). If no transitions are available, inform ATC and request vectors.

Review the ILS charts carefully and adhere to all altitude and speed restrictions unless instructed otherwise by ATC.

Approach

The standard approach to Gardermoen is ILS for all runways, all of which are CAT III equipped. During low visibility conditions, only the right runway (01R or 19R) is used for landings. RNP approaches are available upon request. The RNP AR approaches will allow for shorter track miles.

"Via `INSUV/VALPU/TITLA/BAVAD` cleared ILS approach runway xx" means that after reaching the specified waypoint, you are to follow the ILS transition route as depicted on the ILS approach charts. You must also descend according to the published procedure - study the ILS charts so you are well prepared.

Standard Speeds to Follow (unless ATC assigns you a different speed):

- 220 knots at the transition point (INSUV/VALPU/TITLA/BAVAD)
- 200 knots at IF point (OGRAS/NOSLA/OSPAD/ODUDI)
- Minimum 160 knots (or higher) until reaching 4 DME

Visual approaches are not permitted for jet aircraft—only propeller aircraft may request a visual approach.

Direct routings

In Norway, direct routings are commonly used. Both arriving and departing traffic should be prepared for direct clearances to the end of SIDs, STAR merge points, or airspace border fixes. Ensure you have your filed route and waypoint page readily available to quickly accommodate direct routing instructions.

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
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	118.300	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
ENOS_CTR	127.250	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)
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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