

ENGM – Oslo Lufthavn

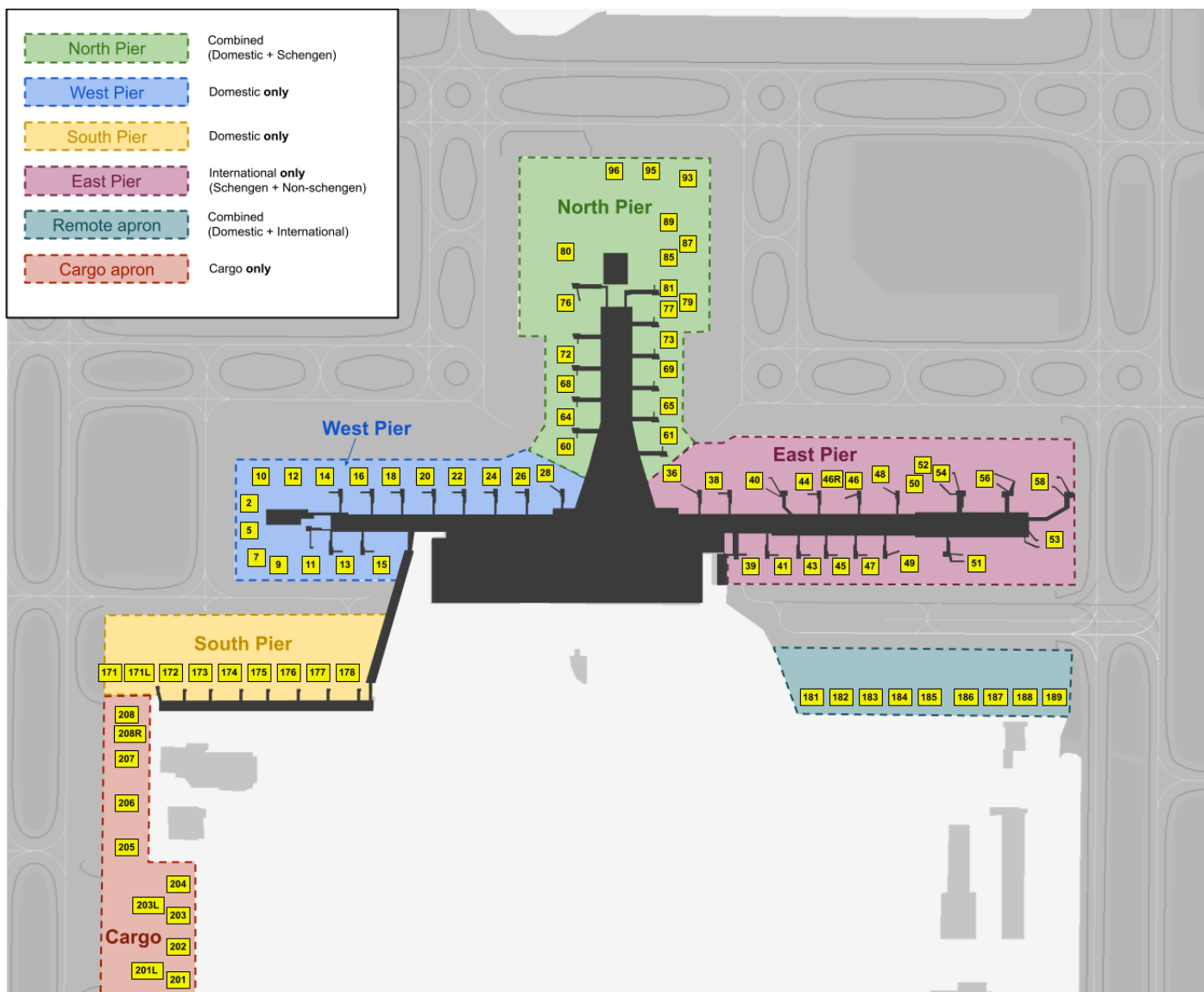
Available stands

<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 22 million passengers passing through each year, with 162 destinations worldwide, from short domestic flights to intercontinental long hauls.

Stands



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

Requesting De-Icing

If you require de-ice prior to your departure, request with your departure clearance request.

DCL: Include clearance request with Remark REQ DEICE

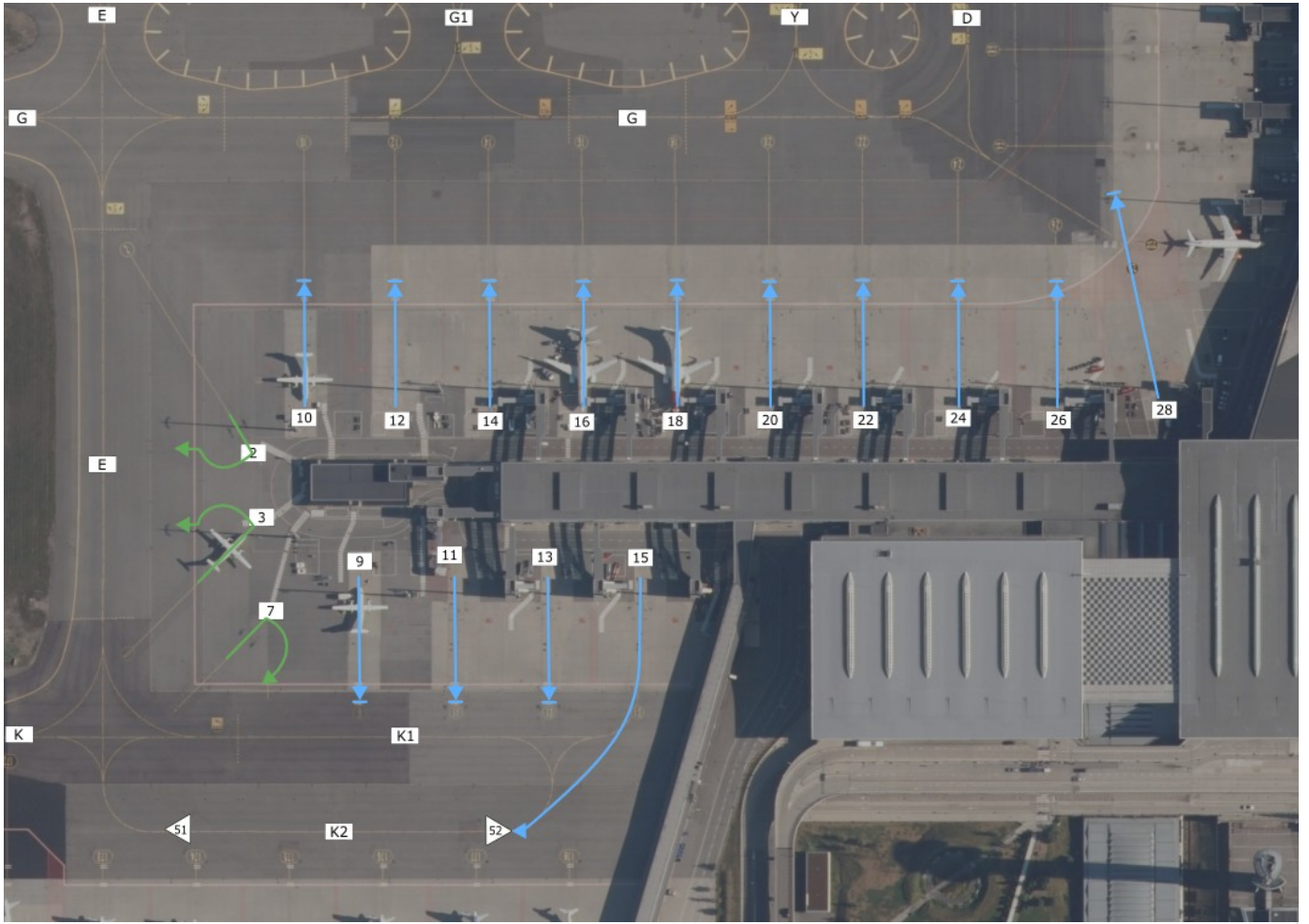
Voice: Upon initial contact with GARDEMOEN DELIVERY, advise if de-ice is required.

Push-back

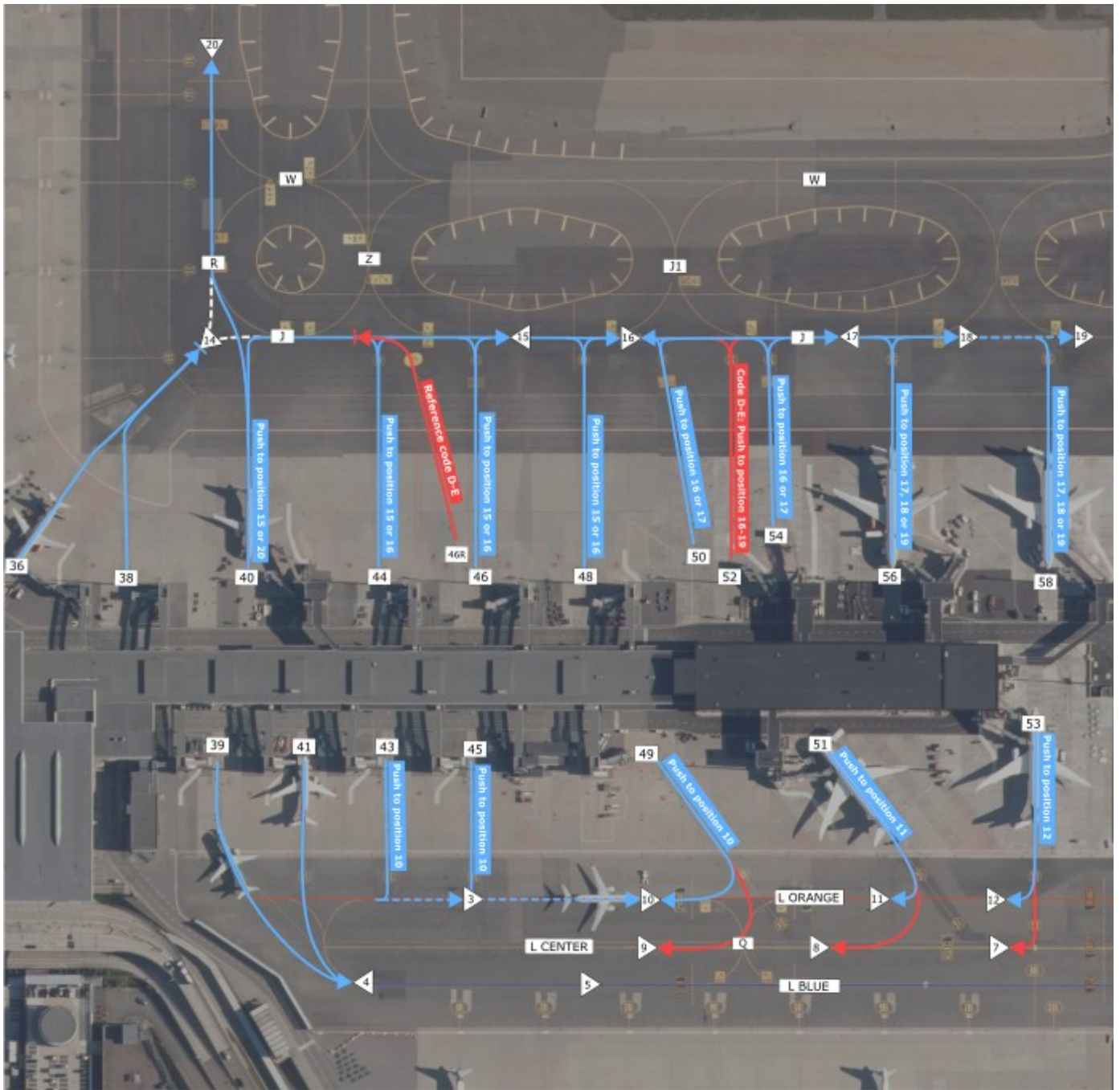
Most of the terminal gates requires straight-back pushes, however a few have turn-pushes. Please have a look on the maps below to see how you should perform your push from the stand. You can click on the images to have a closer look.

Pushback maps

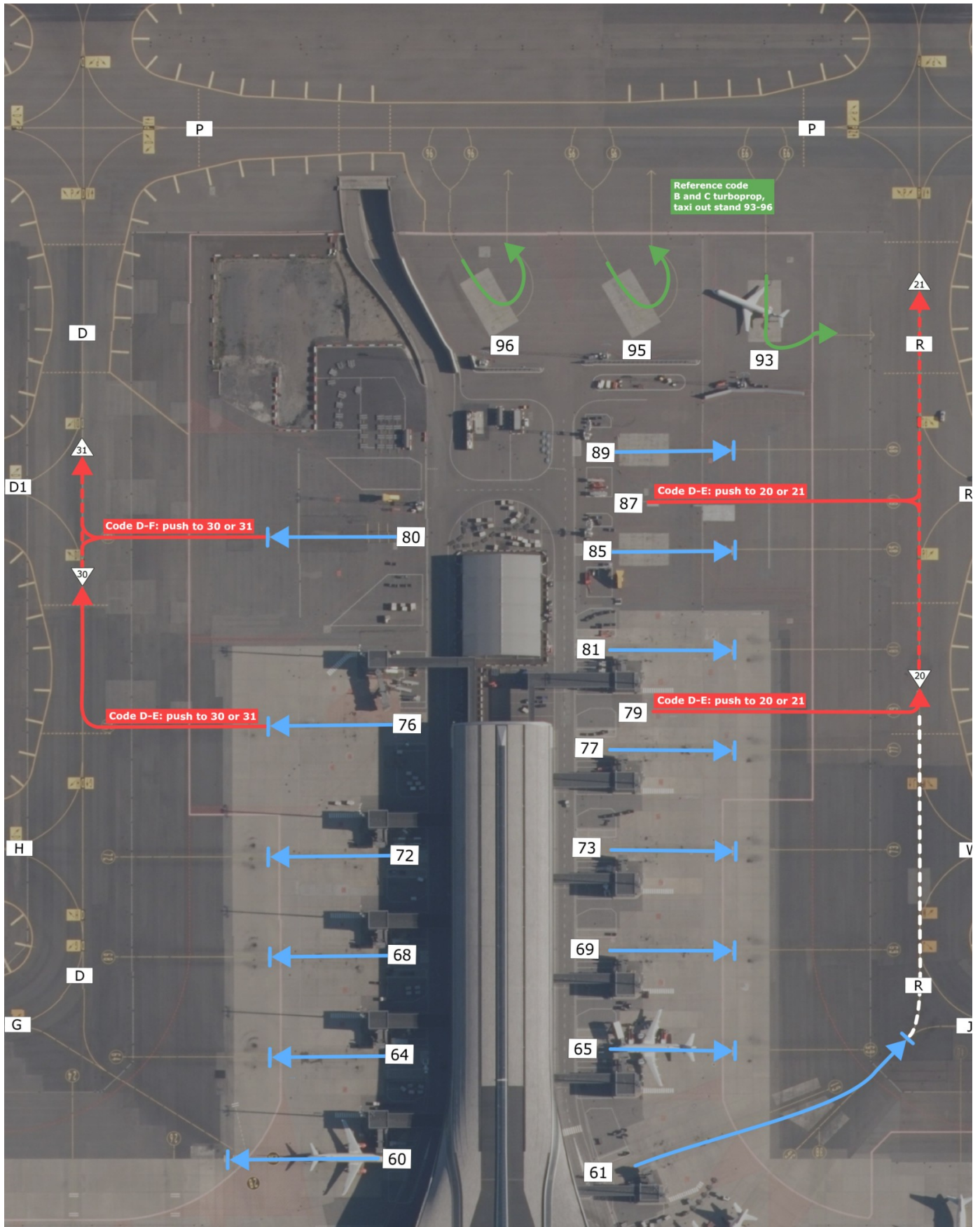
Stand 1-28 | Pier West



Stand 36-58 | Pier East



Stand 60-96 | Pier North



Stand 171-178

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

On 19L, when instructed to taxi via S expect full length via B9, when instructed to taxi via T expect B8 unless otherwise instructed.

When nothing has been given, expect full length. .

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 receive 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	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

Main logon	Frequency	Position
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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Created 28 April 2023 16:42:56 by Daniel Lange (1352906)

Updated 26 April 2025 09:29:12 by Jannik Huttenlocher (1456952)