

ENZV - Stavanger/Sola

Overview

Welcome to Stavanger! The airport is located just outside the city south of the western coast of Norway.

Stands

Stands	Section for
17-24	Domestic
14-16	Combined
7-13	International
45-47	GA
50-64	Helicopter
25-27, 30-36, 301-303	Cargo/GA

De-Ice

When requesting startup, advise ATC if de-icing is required. This must be given over radio transmission only, not via DCL.

Platform	Restriction
TWY P	Not available for ARC D or E
TWY Q	One ARC D or E ACFT

When de-icing compleated and ready, contact ATC for taxi clearence.

IFR clearance

Initial contact is with Sola Ground, reporting callsign, stand number, and latest ATIS identification letter and QNH.

Flight level allocations

Flights from ENZV to ENBR & ENSO are to file **EVEN** flight levels below FL175.

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.

Type	Initial climb
SID	6000 ft
OMNI-SID	5000 ft
SID (CAT H)	2000 ft

Push-back

Aircraft will be pushed to different disconnection positions (DPSN) based on stand and aircraft type:

- Standard pushback from stand 7-12 and 24 is a "long push and start" which implies straight pushback. Adjacent TWY will be closed for aircraft movement.
- Standard pushback from stand 13-22 is:
 - DPSN 1 (ARC B-C): Straight push and start
 - DPSN 2 ((ARC C-D) includes, but is not limited to A21N, 321, B752/3, MD83.): A "Long push and start" which implies straight pushback. Adjacent TWY will be closed for aircraft movement.
- Standard pushback from stand 7-19 ((ARC D-E) includes, but is not limited to A-332/3/8/9, A342/3/5/6, A359/1, B744/8, B762/3/4, B772/L/3/W, B788/9/J) is a "long push and start to align with TWY L". This implies that ACFT will be pushed to the centerline of TWY L, facing towards TWY R.

For detailed description, see AD 2 ENZV 2-4: "Push Back Procedures" in the AIP.

Taxi

Taxi instructions include 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 A1

as you approach this intersection or with the taxi request, 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.

When taxiing to holding point for runway 36, you will need to cross runway. Make sure to cross the runway only if you have been cleared to by ATC

Intersection departure from runway 10/28 when departing runway 18/36 is available upon request

Runways

Runway 18/36 is the main runway at Stavanger, Sola (ENZV). It will be used for all fixed-wings departures and arrivals as a favourable runway. If crosswind component exceeds aircraft limits, RWY 10/28 will be used.

Runway 18

Intersection	TORA (m)
TWY G1	2539
TWY A1	1830

Runway 36

Intersection	TORA (m)
TWY E1	2435
RWY 10/28	1758

Runway 10/28 is used mainly for helicopter departure and arrivals. If strong crosswinds or low visibility, helicopters will land on RWY 18/36. The runway can also be used for departures and arrivals for fixed wing ACFT for operational reasons (crosswind, maintainainance etc.)

Runway 10

Intersection	TORA (m)
TWY D	1646
TWY H	1112

Runway 28

Intersection	TORA (m)
TWY F1	2193
TWY G5	1479
TWY H	961
TWY D	456

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 BEGOD, IDIDI, KUNEM, RIVEX, ROPNO, UNBUD and UPDER for all runways.

Own CAT H STARs are available from EVOLO and UTERU for RWY 10, 18 & 36.

Approach

Sola has 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

Main logon	Frequency	Position
ENZV_ATIS	126.000	Sola ATIS
ENZV_TWR	121.750	Sola Ground
ENZV_TWR	118.350	Sola Tower
ENZV_APP	119.400	Sola Approach
ENZV_A_APP	119.950	Sola Arrival
ENSV_CTR	120.650	Polaris Control (Stavanger ACC)
ENOR_S_CTR	121.550	Polaris Control (Bandbox South/ENSV+ENOS)
ENOR_SC_CTR	134.515	Polaris Control (Bandbox South Central/ENSV+ENOS+ENBD_S)
ENOR_CTR	125.500	Polaris Control (Bandbox)

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