

General recommendations

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When flying within Polaris FIR, some small things can make the experience great for everyone. Here is some great advice from the controllers in Polaris FIR:

Read the frequency

This may sound strange and a bit harsh, but it is essential for our controllers in busy events. If you do not read the room (or in this case frequency), you will most likely cause more stress for both controllers and your fellow pilots. Therefore make sure to:

- Listen to the frequency before checking in. Audio for VATSIM can be a bit slow on frequency change during high-load
- If you are requesting clearance when it is busy, please do not try to force into the frequency for a clearance. Once we get some aircraft departed, the frequency will quickly be calmer, so please be patient.

In the majority of the cases you can obtain clearance via DCL (ACARS) though the hoppie network - if your aircraft has this functionality, use it!

Be prepared

We can not say this enough - we all win by doing this. It is not unusual for us to issue an instruction that is far ahead in time, such as giving direct routing to a waypoint on the approach while still on a cruise. So make sure to prepare your charts and brief yourself before departure and landing.

Pushback

If you are restricted in any sort to perform the pushback as instructed, notify the controller as soon it's practically possible

All pushback shall be executed straight back unless otherwise had been instructed. If it's requested to perform a push facing towards a direction on the taxiway, the controller will inform you of the pushback clearance.

If unsure, please do not hesitate to ask the controller before requesting the pushback.

Taxi

Taxi clearances to the runway are often given without a specific holding point. If it's the case, taxi to the most reasonable holding point. In most cases, this will be at the end of the runways or the locations which give the shortest backtracks.

If you receive the instruction "HOLD SHORT", we expect you to stop before entering/crossing the specified taxiway.

When entering or exiting the runway we expect all aircraft to stay clear of runway entrance. By not fully vacating or not holding short of the runway entry line, you will be occupying the runway and others may not take off or in worst case instructed to go around

Report available at any holding point if you can and want to make an intersection departure. Tower will try to accommodate that as long as traffic situation permits

IFR Departure

When airborne and contacting approach, establish the communication by:

- Call up with callsign
- Report the current altitude

This is to establish both communication and verify data that what we see on the radar is your aircraft. If you don't report your altitude, we have to ask so by saying it on initial call saves time.

If traffic permits, you can expect a direct to a waypoint along your route, also beyond the end of the SID. In short domestic flights, even a direct to the IAF (Initial Approach Fix) or waypoint on the expected star is not unusual. If you have a short flight time, we recommend to pre-plan and pre-program the expected arrival and approach before departing from the departure field.

Note: Also make sure to report your altitude also when you are in contact with top/down ATC (ATC covers both the aerodrome and approach sector).

IFR Arrival

An arrival clearance will be given before the end of your routing. A STAR and expected approach will be issued. A confirmation of what approach you can expect will be issued by approach on initial contact. If your destination does not have a STAR, expect vectors or direct to the respective points on the approach.

Some do and don't on arrival:

Descend

Do not descend without clearance, a STAR clearance is not a descend clearance

If you are ready to descend, but haven't received clearance, report ready for descent shortly before reaching the Top of Descend (T/D).

Directs and vectoring

Do not ask for a direct, we always try to give the best direct we can when there is room for it. If you have not been given a direct that's most likely due traffic ahead.

Expect also directs to waypoints along the STAR or on the approach procedures. We will give it to you when there is room for it.

Speed control

If no ATC speed restriction have been given, follow speeds according to the STAR. Also remember to maintain speed 250kt IAS below FL100.

Cleared for approach?

When cleared for approach via a transition point/IAF, you are also cleared to descend according to the procedure.

Flying aircraft with CODE F

Norway has a handful of airports serving different types of aircrafts. But when it comes to CODE F aircraft (for example A380 & B747-8), there are limitations on most of our airfields. The only airfield with documented CODE F procedures is Oslo Airport (ENGM). All pilots are highly encouraged to follow published charts and procedures on AIP, which is also in accordance with VATSIM Code of Conduct (CoC). If there are no published CODE F procedures to intended airport, the aerodrome is likely to not be capable to handle your aircraft. ATC will always advise if you are uncertain about this when it comes to different airport's capabilities.

Flying into AFIS Aerodromes

In Norway we have smaller airports with Traffic Information Areas (TIA) and Traffic Information Zones (TIZ). These are uncontrolled airspaces (class G) due to them being less busy. Hence, only AFIS is provided and it's the pilots responsibility to avoid collisions within these airspaces.

Two-way radio contact with AFIS is mandatory. The AFIS unit will provide runway in use, weather conditions and traffic information.

Simplified summary for pilots

Note: The below is only applicable to airports on land, not offshore (HTZ).

- "Runway occupied" means someone else is using the runway to depart or land, you **must** give way. Respond to such calls with your intention to give way/hold position/orbit/route behind as appropriate. You are the PIC, you decide what the best course of action is.
- "No reported traffic runway XX" means you are free to use the runway to depart or land.

- Establish two-way radio contact before entering TIZ/TIA (*have your callsign and message acknowledged by ATC/ATS*).
- When departing, report before starting/pushing/taxiing, and don't initiate this action before ATS have had a chance to respond with relevant information if any.
- When AFIS units are online, their callsign is "[Airport] Information".
- Norwegian AFIS airports are covered by overlying APP/CTR controllers when the AFIS unit is offline. If in doubt, ask via PM.
- Obtain your IFR clearance from the AFIS unit (*when online*), they will coordinate with ATC.
- Make safe and sensible decisions as PIC. Keep in mind these laws **and** common practices:
 - Landing aircraft have priority over departing aircraft.
 - VFR aircraft should generally give way to IFR and commercial operations. This is not law, but the VFR pilot is almost always inconvenienced far less by making short delays than IFR and airline ops.

More in-depth information and examples of procedures are available in the [AFIS Guide for ATC](#).

Report broken or outdated content

If you find any broken or outdated links, pages, documentation and similar. Do not hesitate to report it to norway@vatsim-scandinavia.org.

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