

# GARDERMOEN AIRPORT

ENGM

Elevation : 682 ft

Oslo, Norway

[Airport Website](#)

## Airport Overview

Gardermoen Airport alternatively referred to as Oslo airport is the international gateway to Norway’s capital. A hub for several major carriers it connects to 26 domestic, and over 150 international destinations. The airport is located 19 nm from the city center, is serviced by two parallel runways 01L/19R, 01R/19L. The airfield plays host to the local air force. The military name for ENGM is Gardermoen Air Station. Oslo can also be accessed via a much smaller field; Sandefjord Airport in the town of Sandefjord located 74 statute miles to the south of downtown Oslo. Of note to traveling crews, the terminal is considered “silent” which means the only announcements for flights made are in the direct vicinity of the boarding gate. The GA terminal and parking stands are located on the west side of the airfield.



### Longest Runway

**RWY 01L/ 19R:**  
11,811 ft x 148 ft

### Lowest Published Approach Minimums

**ILS & LPV RWY 01L:**  
ILS: 857 ft (200') RVR 750m  
LPV: 857 ft (200') RVR 750m

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Runway	Surface	Light System	Runway Length	Runway Width	LDA	TDZE
01L	Grvd Asphalt	HIRL, HIALS-II, CL, SFL, TDZ, PAPI-L	11,811 ft	148 ft	Bynd G/s 10,840'	657'
19R	Grvd Asphalt	HIRL, HIALS-II, CL, SFL, TDZ, PAPI-L	11,811 ft	148 ft	Bynd G/s 10,840'	676'
01R	Grvd Asphalt	HIRL, HIALS-II, CL, SFL, TDZ, PAPI-L	9,678 ft	148 ft	Bynd G/s 8706'	671'
19L	Grvd Asphalt	HIRL, HIALS-II, CL, SFL, TDZ, PAPI-L	9,678 ft	148 ft	Bynd G/s 8625'	682'

## Approach Review

01L	19R	01R	19L
ILS/LOC, RNP-Z, VOR	ILS/LOC, RNP-Z, VOR	ILS/LOC, RNP-Z	ILS/LOC, RNP-Z

## ATC

TOWER:  Yes  No

### Notes:

ARFF/Firefighting Available

**Hotspots:** 3 Hotspots, description on Chart.

## Airport Remarks

- Jet ACFT and propeller ACFT with MTOW above 5700 kg and four or more propellers.
- Intersection dep RWY 01R not permitted from twy B3 and North of twy B3.
- Intersection dep RWY 19L not permitted from twy B6 and South of twy B6.
- Rwy 01R-19L preferred rwy btwn 2200-0530Z++.
- No refuel while APU in use. (NC-100LL, A1, J4).
- Unlighted obstructions surround airport.
- Twys C3 and C4 max wingspan 118'.
- Runway Load Bearing all Runways: PCN 075 F/A/W/T.

## Terrain/Obstacles

- Unlit obstacles in all quadrants surrounding the airfield

## Nearby VOR's

- GRM: 115.95

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## Additional Airport Notes

- Oxygen facilities unavailable
- Repair facilities unavailable
- Starting unit unavailable
- Customs are available without restriction

## Safety Factors

- Runway Incursion: Parallel Runways
- Accented transmission/ radio confusion
- Hot Spots/ Angled taxiway intersections
- Terrain
- Winter Operations
- Limited Tower/Ground Competence
- Multiple Frequencies for Ground/ Tower

## Additional Items:

Since its opening, Gardermoen has had considerable problems with fog and freezing rain in the winter months, causing complete shut-down several times. Gardermoen is also reported to have problems with super-cooled rain, which reportedly occurs on average three times a month during the winter season. The use of deicing fluids is restricted since the area underneath the airport contains one of the nation's largest unconfined quaternary aquifers (underground water systems), the Trandum delta.

## Accident/incident History

A search of available databases resulted in limited reports over an open time frame. No trend was indicated; however, several items bear notation. The most common hazard seems to be winter operations. The second most reported item was runway and taxiway incursions. Care should be taken as many of the intersections are at angles that prevent the crew from observing the approach end of the runway in question. Confirm all runway crossing and taxi instructions. CRM and clear briefings are imperative to operations at this airport.

## State Department Link

[Norway](#)

## Reference Documents (Double-Click on icon to retrieve)

(AIP)

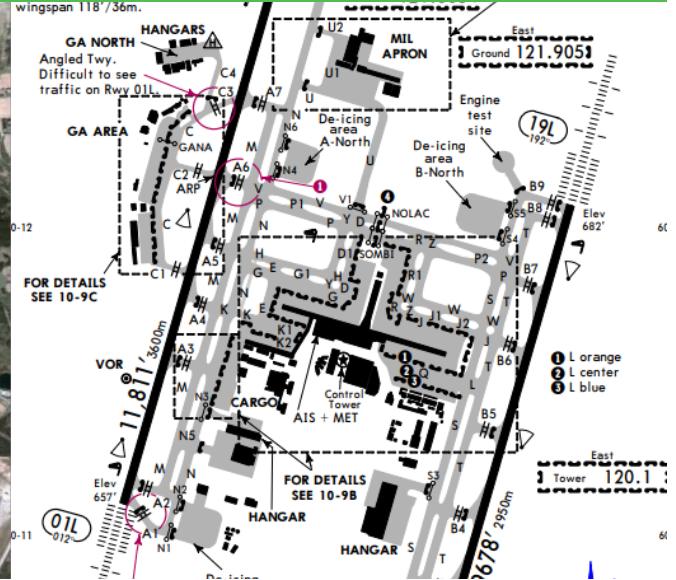


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## Risk Analysis

Hazard	(Optional) Mitigations—Please fill in your own company mitigations
Winter Operations	
Runway Incursion: Parallel Runways	
Accented transmission/ radio confusion	
Hot Spots/ Angled taxiway intersections	
Terrain	
Limited tower/ground competence (See chart)	
Multiple frequencies for ground/ tower	