

Oslo Airport Gardermoen

IATA/ICAO CODE: OSL/ENGM

CITY: Oslo

COUNTRY: Norway

AIRPORT CONTACT

No changes reported by the airport in 2011

[Verify information below with the airport](#)

Name: Tom Erling Moen

Title: Manager Environment Department

Airport: Oslo Airport Gardermoen

Address: Oslo Lufthavn
P.P. Box 100
N-2061 Gardermoen
Norway

Phone: +47 64 81 23 28

Fax: +47 64 81 20 01

Email: tom.moen@osl.no

Airport Web Site: www.osl.no

ELEVATION: 681 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
01L/19R	11811	0	3	148
01R/19L	9679	0	3	148

NOISE ABATEMENT PROCEDURES

Climb-out procedures

All aircraft operating according to Instrument Flight Rules must follow the departure procedure as described in Ad 2 ENGM 4. All aircraft having MTOM of more than 5700kg shall follow said procedures up to the noise critical altitude. With due regard to efficient traffic regulation, the said departure procedures shall be followed also above noise critical altitude.

Noise critical altitude is 5000 ft AMSL for jet aircraft with noise certification in excess of 88 EPNdB at departure. For jet aircraft with lower noise certification levels, the noise critical altitude is 4000 ft AMSL. Above the noise critical altitude the planned departure route (SID) may be deviated from. When air traffic capacity allows, a noise critical altitude of 5000 ft AMSL shall be applied to all jet aircraft operations.

For helicopter and propeller aircraft having MTOM of more than 5700kg, the noise critical altitude is 1700 ft AMSL. The planned departure route (SID) may be deviated from above the noise critical altitude.

For helicopter and propeller aircraft with less than 5700 kg MTOM, no noise critical altitude

is defined.

Departure Procedures as described in AD 2 ENGM 4, must be followed up to the noise critical altitude in the period 2200-0530 if weather and operational conditions permit. In this period, the noise critical altitude is 7000 ft AMSL for jet aircraft and 3000 ft AMSL for all other aircraft.

After take-off all aircraft exceeding 5700 kg MTOM shall climb to at least 3700 ft AMSL using the speeds, engine power and flaps settings which are accepted as standard in noise sensitive areas. (ICAO Procedures for Air Navigation Services - Aircraft Operations (PAN-OPS Doc 8168) Vol I - Flight Procedures, refers.)

Approach procedures

All aircraft with a MTOM of more than 5700kg, flying according to the Instrument Flight Rules, shall be established on the extended centerline in minimum 2500 ft AMSL before starting further descend for landing.

All aircraft with a MTOM in excess of 5700kg making a visual approach, shall follow a descent path from minimum 2500 ft AMSL which ensures at least the same height above ground as if the ILS glide path had been followed. All aircraft not complying with the noise certifying requirements of 85 EPNdB at departure, shall be established on the extended centerline no later than 7.6 NM (14 KM) before the runway threshold to the south and no later than 7 NM (13 KM) before the runway threshold to the north.

Between 2200-0530 all approaches shall be established on the extended centerline not later than 10.8 NM (20KM) before runway threshold.

AIRPORT CURFEWS

The airport is open 24 hours however see Noise Level Limits for restrictions.

PREFERENTIAL RUNWAYS

Runway 01R and 19R are the preferential runways for landings. Runway 01L and 19L are the preferential runways for take-offs. When capacity demands so require, the preference may be deviated from, preferably by aircraft with noise certification equal to or less than 85 EPNdB.

When the traffic situation allows, take-offs from runway 19R are permitted for traffic following departure routes (SIDs) turning westbound after departure and continue to the west or northwest.

Take-offs from runway 19R are permitted regardless of destination when this is necessary due to aircraft weight, runway friction or other operational reasons.

As far as weather and traffic conditions permit, landings shall be executed on runway 19R and take-offs on runway 01L between 2200-0530.

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

Between 2200-0530 aircraft engines must not be reversed beyond idle reverse after touchdown unless so warranted by safety reasons.

After maintenance, engine testing applying more than idle thrust must take place in a special

noise dampening site (pen), following instructions issued by Avinor.

APU OPERATING RESTRICTIONS

During parking at stands supplied with ground power unit and air conditioning, the use of APU shall not exceed 5 minutes after arrival or 5 minutes before departure to/from parking stand.

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE - [NONE](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	2002	267 homes complete (DENL >60dB outdoor and LAmax > 60dB indoor)
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	N/A	-
Avigation Easements	N/A	-
Zoning Laws	1999	Guidelines (T-1277) says no new housing in the 65 and above DENL contour.
	2005	Guidelines (T-1442) says no new housing in the 62 and above DENL contour.
Real Estate/Property Disclosure Laws	N/A	-
Acquire Land for Noise Compatibility to date	1992-1997	73 homes 1 school 1 business
Population within each noise contour level relative to aircraft operations	2002	4500 above LAEQ 50
Airport Noise Contour Overlay Maps	2002	Noise Contour EFN is a Norwegian parameter which corresponds to LEQ + ~3 dB. The noisecontours are limited by the EFN parameter. (50, 60, 65 and 70)
Total Cost of Noise Mitigation Programs to Date	1992-2004	125,000,000 NKR for Sound Insulation 68,000,000 NKR for buying homes, school & business

Source of Noise Mitigation Program Funding for Aircraft Noise	N/A	-
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NOISE MONITORING SYSTEM

FLIGHT TRACK MONITORING SYSTEM

The airport has an aircraft noise and flight track monitoring system with 9 stationary and 3 mobile noise monitoring stations.

NOISE LEVEL LIMITS

Between 2300-0500 the maximum noise level shall not exceed 78 dBA LAmax outside aircraft noise zone II ([Aircraft Noise Map 2002](#)). In the same period operations with aircraft with noise certification exceeding 88 EPNdB at departure are not permitted.

The limitations in the section above do not apply to delayed scheduled passenger aircraft which are allowed to land and take-off later than scheduled. Nor do the limitations apply to aircraft arriving for technical overhaul or maintenance.

Ambulance flights and flights engaged in search, fire fighting and rescue operations are permitted at any time independent of the noise level restrictions above.

Independent of the provisions above, landing is permitted at any time when, in the opinion of the pilot-in-command, flight to another aerodrome is inadvisable for reasons of safety.

Oslo Gardermoen may be used as alternate aerodrome at all time.

CHAPTER 2 RESTRICTIONS

Since April 2002, Chapter 2 airplane are not permitted to operate in Norway.

CHAPTER 2 PHASEOUT

This airport is located in a country that is an ICAO Contracting State and as such, phased out Chapter 2 airplanes based on the ICAO recommendation (Resolution A28-3).

CHAPTER 3 RESTRICTIONS

Between 2300-0500 the maximum noise level shall not exceed 78 dBA LAmax outside aircraft noise zone II (Aircraft Noise Map dated June 1995). In the same period operations with aircraft with noise certification exceeding 88 EPNdB at departure are not permitted. Under special circumstances, exemptions may be granted for an interim period of two years from 11/98 to 10/08.

The limitations in the section above do not apply to delayed scheduled passenger aircraft which are allowed to land and take-off later than scheduled. Nor do the limitations apply to aircraft arriving for technical overhaul or maintenance.

Ambulance flights and flights engaged in search, fire fighting and rescue operations are permitted at any time independent of the noise level restrictions above.

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