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## NORWAY

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**AIP AIRAC SUP**  
**15/21**  
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### ENGM -HELIKOPTERLANDINGSPLASS

Denne AIP SUP omhandler helikopteroperasjoner på helikopterlandingsplass på Oslo lufthavn, Gardermoen.

#### Generelt:

Sivil helikoptertrafikk på ENGM skal bruke etablert helikopterlandingsplass. Oppstillingsplass 181 og 182 tillates likevel benyttet for parkering av helikopter i rednings- og ambulanseoppdrag, samt etter forhåndsavtale for helikopter som benyttes i oppdrag for myndighetene.

Helikopterlandingsplassen utgjør en egen del av manøvreringsområdet og består av FATO (Final Approach and Take-Off area) samt TLOF (Touchdown and Lift-Off area).

Helikopterlandingsplassen ligger vest for RWY 01L/19R i nordenden av GA-området, REF vedlagte kart.

Militære helikoptre til/fra den militære terminalen skal følge reglene i AD2 ENGM 2-8  
AIRCRAFT PARKING/ DOCKING CHART  
MILITARY TERMINAL.

#### Operative prosedyrer:

Følg VFR inn- og utflygingsprosedyrer beskrevet i AD 2 ENGM 6-1 VAC - VISUAL APPROACH CHART. Operative bestemmelser er beskrevet i AD 2 ENGM 2.22. Vær spesielt oppmerksom på bestemmelsene i AD 2 ENGM 2.22-8.4 for å unngå konflikt med trafikk på hovedrullebanene.

ARR/DEP sydfra/sydover må være oppmerksom på sving og flygetrasé med tanke på RWY 01L/19R, REF vedlagte kart.

Vingevirvelatskillelse mellom FATO og trafikk på RWY 01L/19R ivaretas av LTT.  
Dette kan medføre mindre forsinkelser.

Helikoptre som ønsker å krysse rullebanene østover må forvente å først svinge vestover og holde på vestsiden av RWY 01L/19R før tillatelse til kryssing blir gitt av LTT.

Utflygingsrute vil bli gitt før avgangsklarering fra FATO.

### ENGM - HELICOPTER LANDING AREA

This AIP SUP contains information regarding ARR and DEP at the helicopter landing area at Oslo airport, Gardermoen.

#### General:

Civil helicopter traffic at ENGM shall use the established helicopter landing area. Stand 181 and 182 may be permitted for helicopter on rescue- or ambulance flights, and after prior coordination for helicopters on other assignments for the authorities.

The helicopter landing area forms a separate part of the maneuvering area and consists of FATO (Final Approach and Take-Off area) and TLOF (Touchdown and Lift-Off area).

The helicopter landing area is located west of RWY 01L/19R at the northern part of the GA area, REF attached chart.

MIL helicopters to/from the military terminal shall follow the rules described in AD2 ENGM 2-8  
AIRCRAFT PARKING/ DOCKING CHART  
MILITARY TERMINAL.

#### Operational procedures:

Follow the VFR entry and exit routes according to AD 2 ENGM 6-1 VAC - VISUAL APPROACH CHART. Operational procedures are described in AD 2 ENGM 2.22. Pay attention to the regulations laid down in AD 2 ENGM 2.22-8.4 to avoid conflict with traffic on the main runways.

Due to the close proximity of RWY 01L/19R, ARR FATO 01 and DEP FATO 19 must monitor turns and flight path carefully, REF attached chart.

Wake vortex separation between FATO and traffic on RWY 01L/19R is ensured by ATC.  
This may cause minor delays.

Helicopters requesting to cross the main runways towards the east must expect to turn westwards and hold on the west side of RWY 01L/19R until ATC clearance for crossing is received.

A departure route will be issued before take-off clearance from FATO.

Vær oppmerksom på trafikk på GA-området nord for TWY C3, dette er ikke en del av manøvrerings-området. Lufttrafikktenesten vil gi trafikkinformasjon for kjent trafikk på TWY C4.

Beware of traffic at the GA area north of TWY C3, this is not part of the maneuvering area. ATC will issue traffic information based on known traffic on TWY C4.

Trafikk på TWY C vil holdes syd av TWY C2 når FATO har ARR sydfra eller DEP sydover.

Traffic at TWY C will be held south of TWY C2 when ARR to FATO 01 or DEP from FATO 19.

Lufttrafikktenesten vil benytte følgende fraseologi:

ATC will use the following phraseology:

For taksing:

For taxi:

“C/S, Taxi to FATO 01/19”

“C/S, Taxi to FATO 01/19”

For landings- og avgangsklarering:

For landing and take-off:

“C/S, FATO 01/19, wind xx degrees xx knots, cleared for take-off.”

“C/S, FATO 01/19, wind xx degrees xx knots, cleared for take-off.”

“C/S, FATO 01/19, wind xx degrees xx knots, cleared to land.”

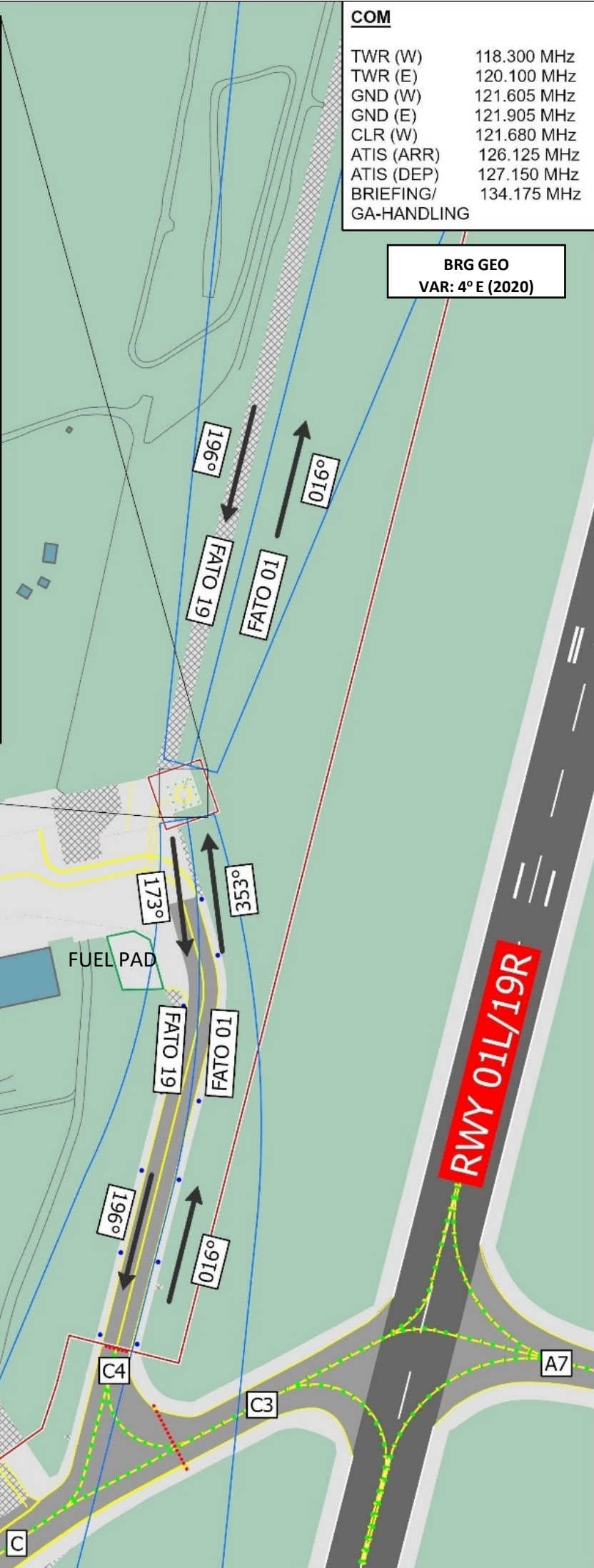
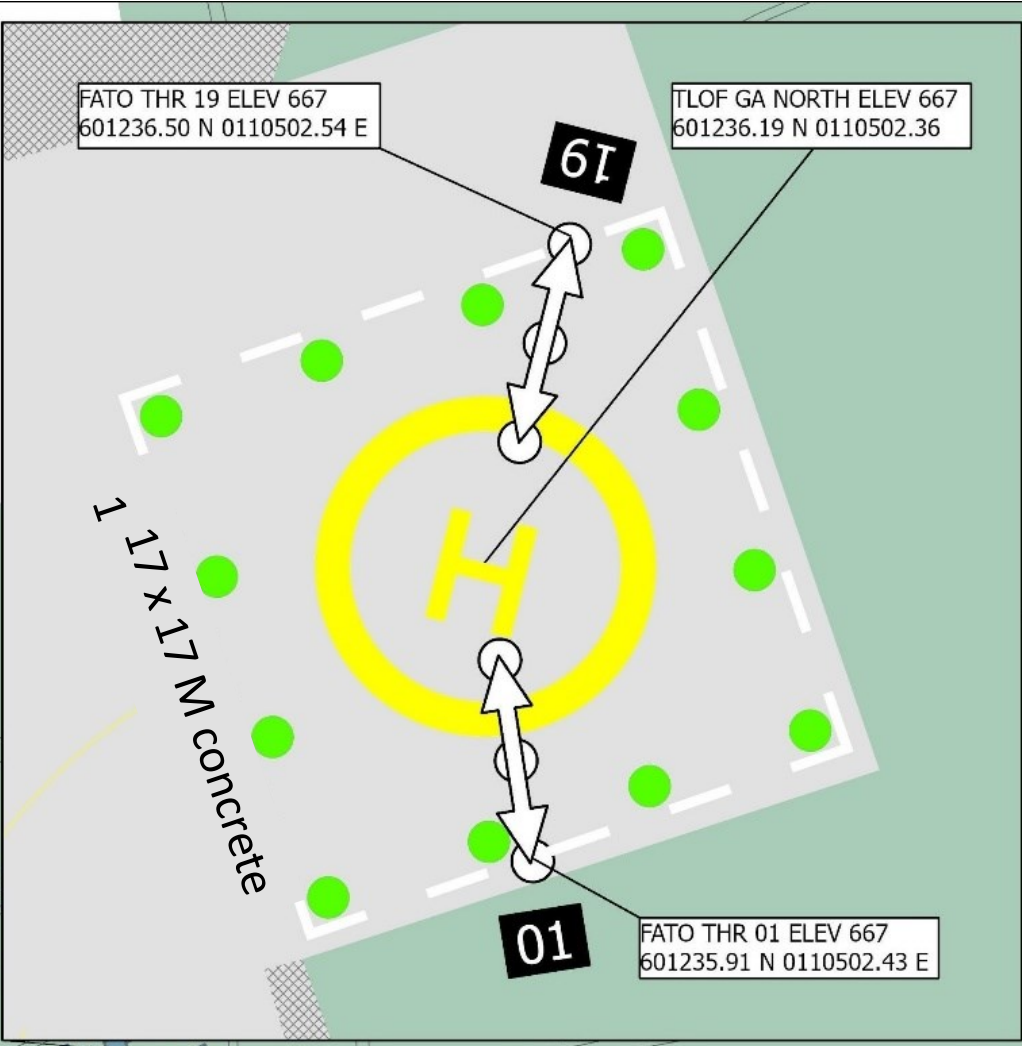
“C/S, FATO 01/19, wind xx degrees xx knots, cleared to land.”

AD 2.16 information		
1	Coordinates TLOF or THR of FATO  Geoid undulation	TLOF GA NORTH: 601236.19N 0110502.36E FATO THR 01: 601235.91N 0110502.43E FATO THR 19: 601236.50N 0110502.54E  126,3 FT
2	TLOF and/or FATO elevation	TLOF GA North 667 FT
3	TLOF and FATO area dimensions, surface, strength, marking, lighting	FATO: 17x17 M, CONC, PCN-30/F/B/Y/T, Dimension: Square, 17x17 M Lights: Flight path alignment guidance Markings: FATO perimeter, heliport identification, flight path alignment guidance TLOF: Dimension: 15x15 M, CONC, PCN-30/F/B/Y/T Lights: TLOF perimeter Markings: TDZ
4	True BRG of FATO	FATO THR 01: N/A FATO THR 19: N/A Note: REF attached chart
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	RMK	FATO/TLOF to be used by helicopter operations performance class 3 and max D-value 17. RWY AVBL for other helicopter operations. Exceptions are SAR, AMB, MIL and POL after prior coordination with ATC. Due to the close proximity of RWY 01L/19R ARR FATO 01 and DEP FATO 19 must monitor turns and flight path carefully. REF attached chart.

**COM**

TWR (W)	118.300 MHz
TWR (E)	120.100 MHz
GND (W)	121.605 MHz
GND (E)	121.905 MHz
CLR (W)	121.680 MHz
ATIS (ARR)	126.125 MHz
ATIS (DEP)	127.150 MHz
BRIEFING/ GA-HANDLING	134.175 MHz

**BRG GEO**  
VAR: 4° E (2020)



**NOTES – REMARKS**

Follow the published tracks to avoid RWY 01L/19R unless otherwise instructed by ATC.

ARR:  
FATO 01: Initial track 016°, after the turn, track 353°  
Note: Follow TWY C4.  
FATO 19: Track 196°

DEP:  
FATO 01: Track 016°  
FATO 19: Initial track 173°, after the turn, track 196°  
Note: Follow TWY C4.

Stay west of RWY 01L/19R at all times, unless instructed by ATC.

ATC will seek to provide traffic information, however keep lookout for traffic at the GA area and fuel pad.