

List of categorised airports in Norway

To avoid misunderstandings:

The requirement for CAT-operators to send in a compliance declaration for all airports categorised as B or C in Norway, only applies to airports that have an *official* categorisation. I.e. airports that are categorised by CAA-Norway.

ORO.FC.105 requires all operators to categorise airports as either A, B or C. That categorisation should be based on various factors such as adherence to standard ICAO design criterias, challenging weather or topography, nav facilities, etc. And last but not least, the operators *own evaluation* based on their particular fleet of aircraft and crew route and area experience.

However, national authorities *may* choose to set a minimum category on *some* of their national airports. Normally this would only be done if the airport in question has operational challenges that may not be immediately and intuitively obvious to visiting operators.

If national authorities have categorised an airport, then that categorisation should be considered the *minimum acceptable* category.

I.e. an airport that is officially categorised as B, may (for various reasons) legally be categorised C by an operator. However, the operator *may not* categorise it as A, but must treat it as minimum category B.

The following tables are a list of all officially categorised airports in Norway. The first table lists all airports that are not classified as “short-field” (LDA < 1000 m), and the second table lists all short-field airports.

The lists are in alphabetical order, and the right-hand columns lists category and official LDA to the shortest runway. Obviously, the category is also listed in the official AIP AD for each individual airport, but AIP AD lists *all* airports in Norway (both categorised and non-categorised), so the following list is meant to enable operators to quickly see which airports that *have* an official categorisation.

If your (CAT-operators) destination is a categorised airport, then you will need to send in a declaration of compliance with the requirements listed for that particular airport in AIP AD, and receive a permit. However, this only applies to *destinations*. If you select a categorised airport as a *weather alternate*, there’s no similar requirement for a permit. Logic being that the exposure risk is less for Wx-alternates. They are seldom used, and if used, the weather is better than what you may be exposed to at your destination. Additionally, almost all Wx-alternates for airports in the northern part of Norway are categorised. It would be resource draining and costly to require an operational permit for *all potential* Wx-alternates to a destination in Northern-Norway.

ICAO	Airport	Category	LDA
ENAT	Alta airport	C	1851
ENBN	Brønnøysund airport, Brønnøy	B	1199
ENDU	Bardufoss flyplass	B	2001
ENEV	Harstad/Narvik airport, Evenes	B	2718
ENFG	Fagernes airport, Leirin	B	1990
ENFL	Florø airport	B	1199
ENKB	Kristiansund airport, Kvernberget	B	2001
ENKR	Kirkenes airport, Høybuktmoen	B	1905
ENML	Molde airport, Årø	B	1981
ENNA	Lakselv airport, Banak	B	2604
ENNO	Notodden flyplass, Tuven	B	1511
ENRO	Røros airport	B	1580
ENSB	Svalbard airport, Longyear	C	1988
ENST	Sandnessjøen airport, Stokka	C	1199
ENTC	Tromsø airport, Langnes	B/C	2004
ENVA	Trondheim Værnes	B	2447

Short field airports:

ICAO	Airport	Category	LDA
ENBL	Førde lufthavn, Bringeland	C	870
ENBS	Båtsfjord lufthavn	B	895
ENBV	Berlevåg lufthavn	B	830
ENHF	Hammerfest lufthavn	C	824
ENHK	Hasvik lufthavn	B	799
ENHV	Honningsvåg lufthavn, Valan	C	800
ENLK	Leknes lufthavn	C	830
ENMH	Mehamn lufthavn	C	830
ENMS	Mosjøen lufthavn, Kjærstad	C	829
ENNM	Namsos lufthavn, Høknesøra	C	797
ENOV	Ørsta/Volda lufthavn, Hovden	C	890
ENRA	Mo i Rana lufthavn, Røssvoll	C	801
ENRM	Rørvik lufthavn, Ryum	B	830
ENRS	Røst lufthavn	B	830
ENSD	Sandane lufthavn, Anda	C	760
ENSG	Sogndal lufthavn, Haukåsen	C	870
ENSH	Svolvær lufthavn, Helle	C	776
ENSK	Stokmarknes lufthavn, Skagen	B	798
ENSR	Sørkjosen lufthavn	C	799
ENSS	Vardø lufthavn, Svartnes	B	905
ENVD	Vadsø lufthavn	B	830