



CAA NORWAY

Country briefing 2026

About this webinar

- For all VFR pilots
- Hosts
 - Hans Edvard Sunde
 - Thomas Hytten
- Use Slido for FAQ
- Recording, presentation and FAQ will be available on our website



Talking points for today



Entry into Norway

Flight Planning

Airspace & Communication

Operating Environment

Flying North

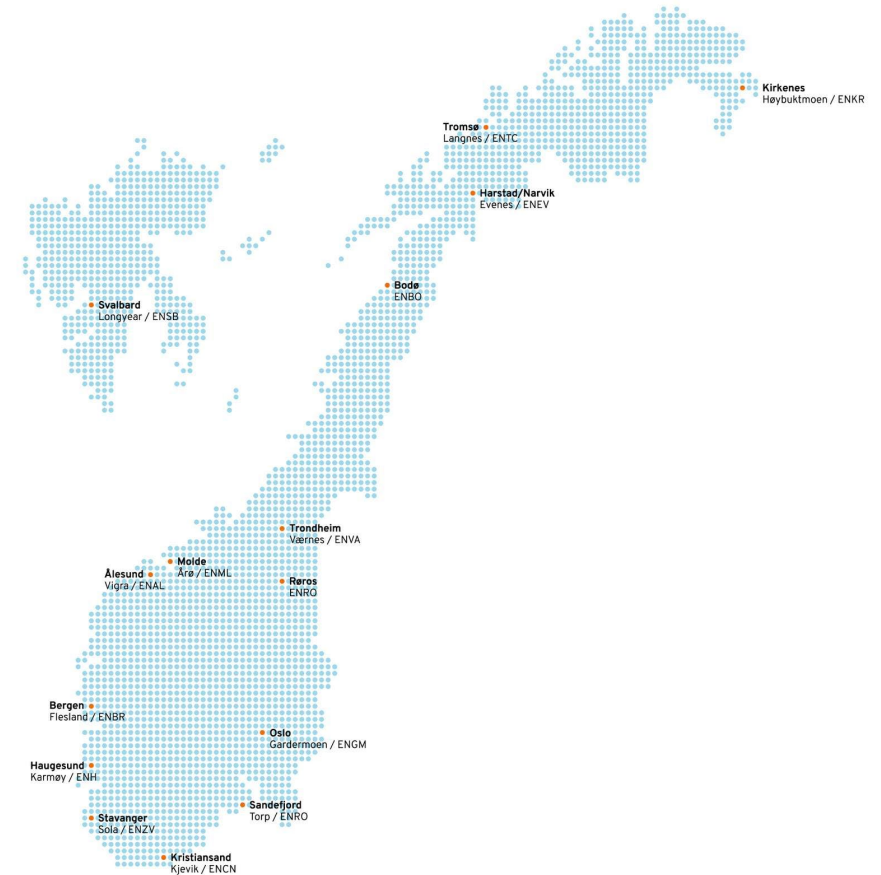
Safety

Emergencies & Survival

Entering Norway

- **Flight plan** 60 minutes before departure
- **Customs**
 - First landing at international airport
 - Alternative procedure
- **Traffic permit**
 - Within EFTA/EU (ECAC) no permit required for UL or homebuilt aircraft
- Special permission for Spitsbergen
- Operational regulations
 - SERA and Part-NCO

T





Flight planning





LN-200



7000 FLIGHT TO
LN-200



10/20th Victor
07Kmt

LIMA
NOVEMBER
AERO
3/4

Planning resources

- www.ippc.no
 - NOTAM
 - Weather
 - Flightplan
 - VFR charts
 - Opening hours
- [MyPPR](#)

Airspace and communication

General

- Controlled airspace class C and D
- Uncontrolled airspace class G
- Radio 8,33 kHz radio channel separation
- Transponder mode C (VFR)
- Minimum English level 4



Airspace and communication

Class G airspace

- Flight following / information service is provided on standard ATC radio channels
- Use of Electronic Conspicuity is advised
- UNICOM **123.065** MHz
- 7600 Phone NOTAM: +47 64819060



Airspace and communication

AFIS

- Information services only
 - «No reported traffic»
- Opening hours
 - [Check AIS-portal](#)







Airspace and communication

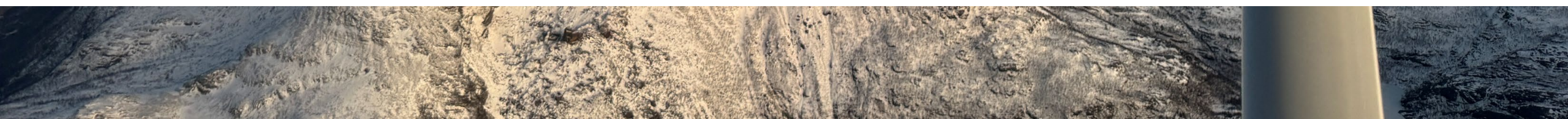
Local airstrips

- Local, smaller, often grass airstrips
- No official information. No information in the AIP.
- You most often need PPR, MyPPR or direct. You need the owners permission.
- Radio is 123,065 UNICOM or published unique radio channel generally within 10 NM.
- Transponder code 7000 is used for general VFR-traffic.





Flying North





With courtesy of SkyDemon

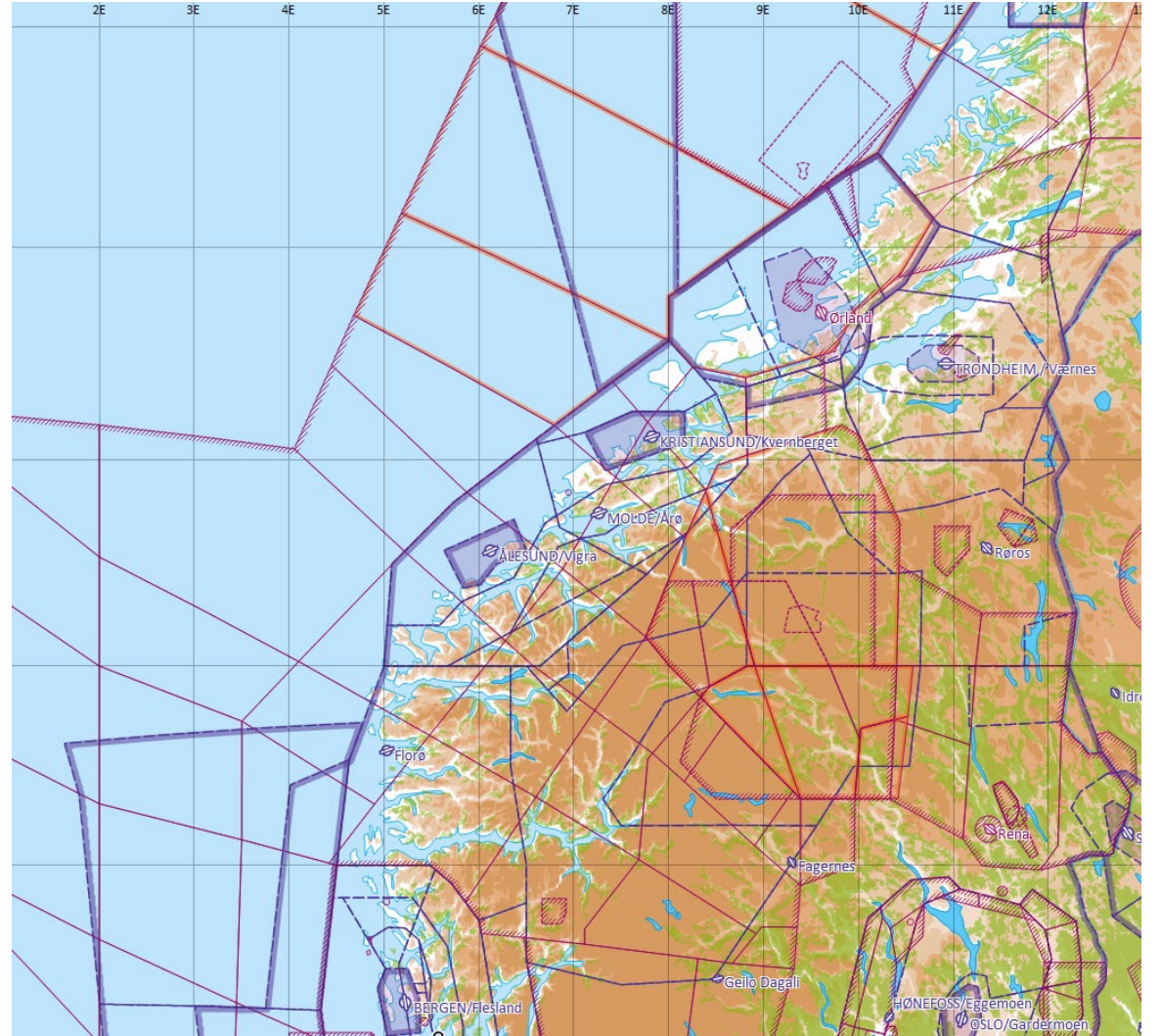


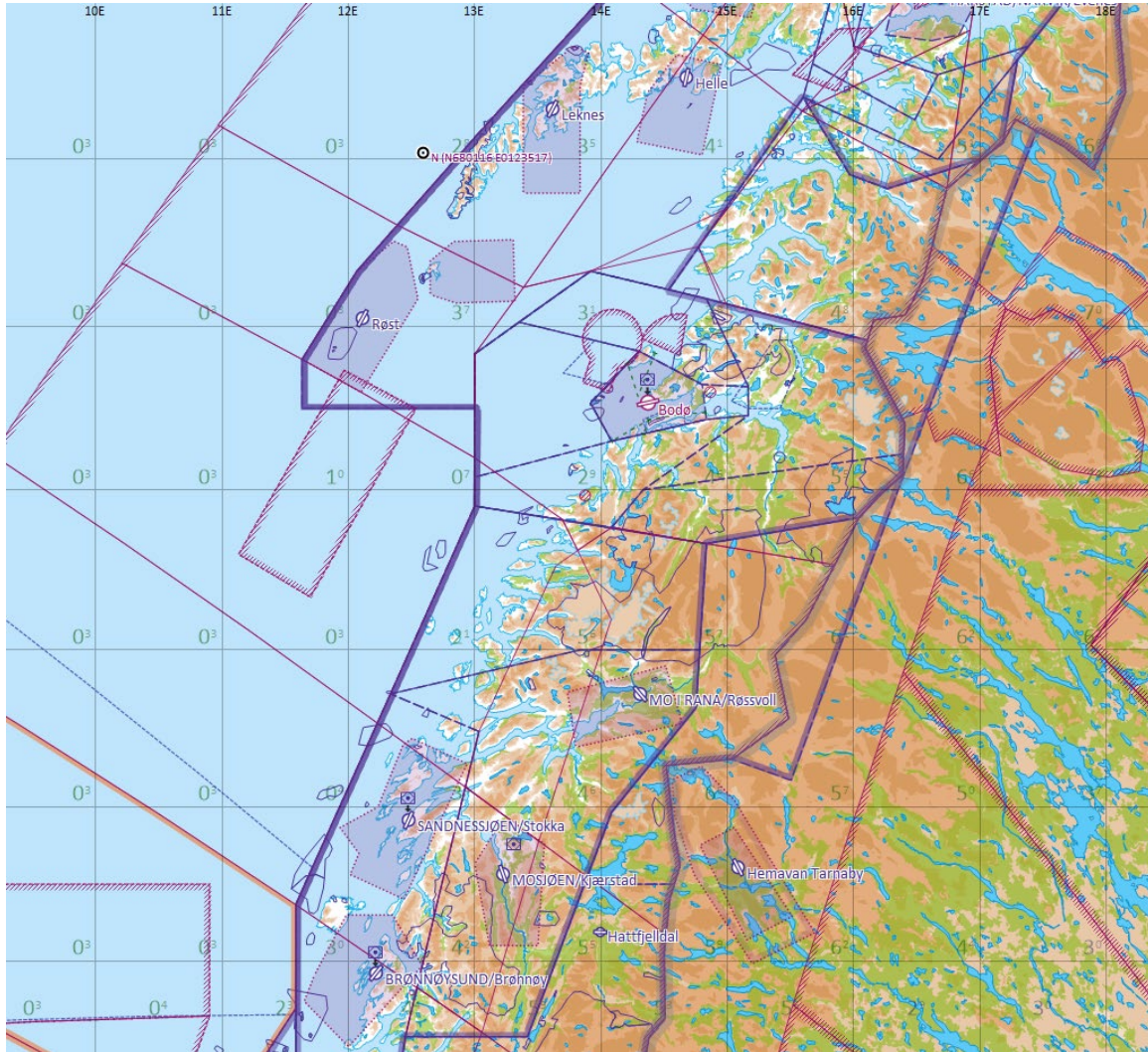
If you are going to Stavanger Sola airport, we strongly recommend studying the taxiway map before you land there.

You find it in the AIP via IPPC.no.























Emergencies and survival

Your engine may stop over fairly remote areas. It may be cold. Bring clothing to survive low temperatures.

Ditching in water may be a challenge. Water is inherently colder than in the Med. We recommend survival suits when flying outside of glide distance to land.

Survival dingy (life raft) should be onboard for oceanic crossings.



Foto: Krister Sørbø, Forsvarets forum

Useful sources

- www.ippc.no
- [VFR-guide Norway](#)
- [Movie – Journey to the North](#)
- [MyPPR](#)





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Thank you for your time.