





0120

1-91

OSLO

GARDERMOEN

NORWAY

GARDERMOEN GROUND

121.600 (W) 121.725 (DEP)

121.900 (E)

DELIVERY 121.675 (W) 121.925 (E) (start-up clearance)

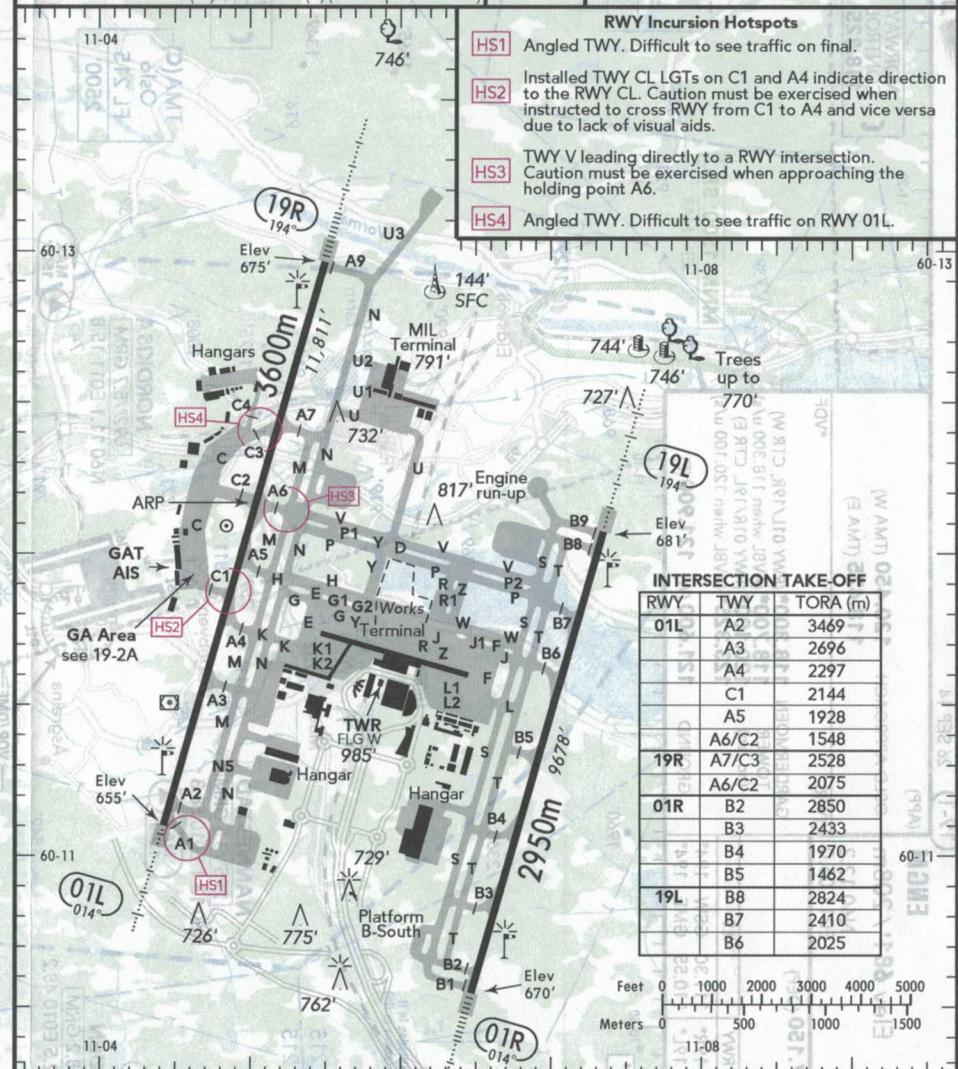
19-2 26 SEP 14

JEPPESEN

ATIS  
127.150  
(DEP)(FIS)  
NORWAY CONTROL  
126.625  
120.375

## RWY Incursion Hotspots

- HS1** Angled TWY. Difficult to see traffic on final.
- HS2** Installed TWY CL LGTs on C1 and A4 indicate direction to the RWY CL. Caution must be exercised when instructed to cross RWY from C1 to A4 and vice versa due to lack of visual aids.
- HS3** TWY V leading directly to a RWY intersection. Caution must be exercised when approaching the holding point A6.
- HS4** Angled TWY. Difficult to see traffic on RWY 01L.



## INTERSECTION TAKE-OFF

RWY	TWY	TORA (m)
01L	A2	3469
	A3	2696
	A4	2297
	C1	2144
	A5	1928
19R	A6/C2	1548
	A7/C3	2528
01R	A6/C2	2075
	B2	2850
	B3	2433
	B4	1970
	B5	1462
19L	B8	2824
	B7	2410
	B6	2025

ALS - PAPI - THRL - RL - RCCL - TWYL - APRON - WDI - OBSTL.

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
01L 19R	3600 x 45 Asphalt/Concrete (grooved)	3600	3600	PCN 75/F/A/W/T	
01R	2950 x 45 Asphalt/Concrete	2950	2950	PCN 75/F/A/W/T	



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(DEP)

## General Aviation Apron

TWY in GA Area width 23m.

Marshalling service is provided for parking stands 311-329 as necessary. Parking on stands 320-329 limited for ACFT with special permissions. No TWY CL LGTs on the apron side of TWY C2 (TWY edge LGTs only).

TWY C2 not available when RVR below 350m.

Fuelling restricted only to Fuelling

Pad for stands 311-319.

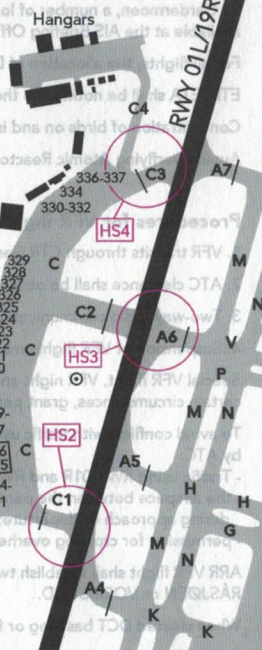
No fuelling on stands 336 &amp; 337.

Parking Limitations  
Stands 320-329

Fuelling Pad  
on stands  
315 & 316

GAT

AIS



Standard turn direction after DEP is towards HANNESTAD when RWY 01L/19R is used, and towards NORDKJØG when RWY 01R/19L is used.

After TKOP traffic shall commence turn to the cleared position/direction at 1500', 1700' for ACFT having MTOW of more than 5.7t.

SAR services and ACFT on a police or MIL mission are exempted from the provisions regarding special VFR, VFR night and transit flight; but shall at all times adhere to the instructions and clearances given by ATIS.

## Taxiing/Turning

Light ACFT will be parked at the apron in the GA area and/or as instructed.

HEL parking and ground manoeuvring, including hoveraxing, are normally permitted west of RWY 01L/19R only.

## COM Failure

- Squawk 7600.

- Leave the CTR & proceed to another AD.

- If the pilot considers flying to a different AD to be unsafe, proceed via shown VFR REPT without crossing overhead the AD or extended RCL to a position 2 NM E or W of AD.

- Watch TWR for light signals.

- If possible, call TWR on TEL (+47) 64 81 30 65.

**General**

For all VFR flights within CTR Gardermoen, the carriage of SSR transponder is mandatory.

A complete FPL shall be submitted prior to flight.

School/training flights are not permitted.

At Gardermoen, a number of local regulations apply. These regulations are collected in a manual which is available at the AIS Briefing Office in the main terminal and at the GA Terminal.

For all flights, the allocation of DEP & ARR times is compulsory.

ETD/ETA shall be notified to the scheduling coordinator at least 3 hr prior to the planned times.

Concentration of birds on and in vicinity of AD.

Avoid overflying Atomic Reactor NE of KJELLER AD.

**Procedures for VFR flights within Gardermoen CTR**

1. VFR transits through CTR Gardermoen should be avoided.
2. ATC clearance shall be obtained from TWR.
3. Two-way radio communication shall be established before flight takes place within CTR.
4. Suspension of VFR flights may be expected under limited visibility or low ceiling.

Special VFR flight, VFR night and transit flight in Gardermoen CTR is generally not permitted. ATC may, under certain circumstances, grant permission for such flights, based on prior approval.

To avoid conflicts with traffic using the parallel RWYs, the following procedures apply, unless otherwise instructed by ATC:

- Traffic using RWY 01R and RWY 19R shall make all turns associated with TKOF and LDG to the right;
- the airspace between the parallel RWYs, including between the extended edge lines, must not be penetrated during approach or departure;
- permission for crossing overhead the RWYs or extended centrelines can not be expected.

ARR VFR flight shall establish two-way radio communication with Gardermoen TWR not later than passing RASJØEN or VORMSUND.

When cleared DCT base leg or final, ARR ACFT shall join final within 1 NM FM RWY THR.

DEP VFR flights shall request start up from Gardermoen Delivery.

Standard turn direction after DEP is towards NANNESTAD when RWY 01L/19R is used, and towards NORDKISA when RWY 01R/19L is used.

After TKOF traffic shall commence turn to the cleared position/direction at 1200', 1700' for ACFT having MTOW of more than 5.7t.

SAR services and ACFT on a police or MIL mission are exempted from the provisions regarding Special VFR, VFR night and transit flights; but shall at all times adhere to the instructions and clearances given by ATC.

**Taxiing/Parking**

Light ACFT will be parked at the apron in the GA area and/or as instructed.

HEL parking and ground manoeuvring, including hovertaxiing, are normally permitted west of RWY 01L/19R only.

**COM Failure**

- Squawk 7600,
- leave the CTR & proceed to another AD,
- if the pilot consider flying to a different AD to be unsafe, proceed via shown VFR REPs, without crossing overhead the AD or extended RCL, to a position 2 NM E or W of AD,
- watch TWR for light signals,
- if possible, call TWR on TEL (+47) 64 81 30 62.