SIDs renumbered; Approach frequency.

CHANGES:

1 Normally not to be used between 2300-0630LT.


R-016 to Torga Int.

SUTOK.

FMS/RNAV:

track, intercept 004° bearing from BGU NDB, intercept GRM At GRM 6 DME turn RIGHT, 054°

turn LEFT, 349° track, at GRM 6 DME turn RIGHT, 054°

Climb on 016° track to D4.5

GRM, turn LEFT, 349° track, at GRM 6 DME turn RIGHT, 054°

Climb to 7000'.

Process compliance may not always cover every destination. In such cases ATC will issue departure clearances in lieu of published SIDs.

These SIDs require a minimum climb gradient of 304' per nm (5%) up to 7000'.

Gnd speed: Kts 75/100/150/200/250/300

304' per nm (5%) up to 7000'.

Max IAS 220 KT to GRM 6 DME, 3000'/3400'.

Enroute cruising level will be issued after take-off by Oslo Approach or Oslo Radar.

Radar vectoring involving deviation from SID may be used by ATC. In some circumstances the SID system may not always cover every destination. In such cases ATC will issue departure clearances in lieu of published SIDs.

Trans Alt: 7000'.

License to BRITISH AIRWAYS PLC. Printed from JeppView disc 13-05.

Notice: After 21.7.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs.

TOMBO FOUR ALFA (TOMBO 4A)

SUTOK FOUR ALFA (SUTOK 4A)

GOTUR FOUR ALFA (GOTUR 4A)

TOMBO 4A

SUTOK 4A

GOTUR 4A

11-3

JEPPESEN

11-3

OSLO, NORWAY

11-3
LOW VISIBILITY PROCEDURE

GENERAL

Operations apply to visibility less than 3000m.

1. Pilots will be informed when low visibility procedure is in operation.

2. Low visibility procedure is prompted by ATC, normally when RVR is less than 600m and ceiling less than 200'.

3. Surface movement radar is normally available to ATC.

4. Pilots are to delay the call "runway vacated" until the aircraft has completely passed the end of the green/yellow colour coded taxiway centerline lights.

5. During visibility condition 3 (RVR less than 400m), entries/exits are available by ATIS or RTF.

6. Stopbars at intermediate holding positions are used in limited groups and are not fully operational. Aircraft are still required to stop and wait short of the illuminated stopbar.

7. TWY lights on other entries/exits will be switched off.

8. Aircraft applying U.S. Ops Specs: CL required below 300m; approved guidance system required & mult. RVR req

9. Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required

10. All EMTR lights are off when RVR is less than 200', low visibility procedure will normally be in operation when RVR is less than 600m and ceiling less than 200'.

11. RVR below 150m.

12. De-icing area

13. Low visibility procedure will normally be in operation when RVR is less than 400m.

14. Pilots are to delay the call "runway vacated" until the aircraft has completely passed the end of the green/yellow colour coded taxiway centerline lights.

15. A reply is to delay the call "runway vacated" with the effect has completely been passed the end of the green/yellow colour coded taxiway centerline lights.

Notice: After 21.7.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs.

Licensed to BRITISH AIRWAYS PLC, Printed from JeppView disc 13-05.
Acft parked at the following stands will be pushed as follows:

- Start up position 1, 2, 3, 4, 5 and 6 are only available to acft CAT A, B and C.
- Request push-back and start-up from clearance delivery unless otherwise instructed.
- Push-back procedure mandatory for jet-acft at nose-in stands.
- Marshaller required for stands 50L/R and 53L/R.
- Stands 11 thru 53 except stands 50L/R and 53L/R are safegate equipped.

After de-icing do not move acft until acft callsign and the phrase "Equipment removed" is received and "all clear signal" (thumbs up) is given by ground crew and "clear for unloading" by marshaller.

Stand 21 and 23, acft will be pushed to start up position 3.
Stand 39, acft will be pushed to start up position 4.
Stand 50, 50R and 50L, acft will be pushed straight back clear of twy G and twy F.

Acft CAT A, B and C will be pushed to L1. Acft CAT D will be pushed to area between twy L1 and twy L2, face to the East.

DE-ICING AREAS

- Stand 53, 53L/R
- Stands 11 thru 53 except stands 50L/R and 53L/R are safegate equipped.
- Marshaller required for stands 50L/R and 53L/R.
- Stands 11 thru 53 except stands 50L/R and 53L/R are safegate equipped.
- Marshaller required for stands 50L/R and 53L/R.

Notice: After 21.7.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs.

Licensed to BRITISH AIRWAYS PLC, Printed from JeppView disc 13-05.
STANDARD TAXI ROUTES
FOR DEPARTURE RWY 01L/19R

Initial turn directions: Left from stand 34, right from stand 48 and optional from other positions unless specified by ATC. From straight push-back positions, turn without penetrating aircraft stands and join taxiway at an angle of approximately 45°. Departure from intersections available on request.

To holding position A9 or de-icing platform A-North

To holding position B9 or de-icing platform B-North

LEGEND

H Taxiway
4B Parking stand
3 Start-up posn

OSLO, NORWAY
GARDERMOEN

CARGO

TERMINAL A1S + MET

Notice: After 21.7.2005 0901Z this chart should not be used without first checking JeppView or NOTAMs.
Descent from 3000'/2500' at or above ILS GS/PAPI. Acft shall be established on final approach track at or before crossing the relevant fix/waypoint, unless otherwise instructed by ATC.