STAR

JEPPESEN 12 JUL 02 (10-2)

OSLO, NORWAY

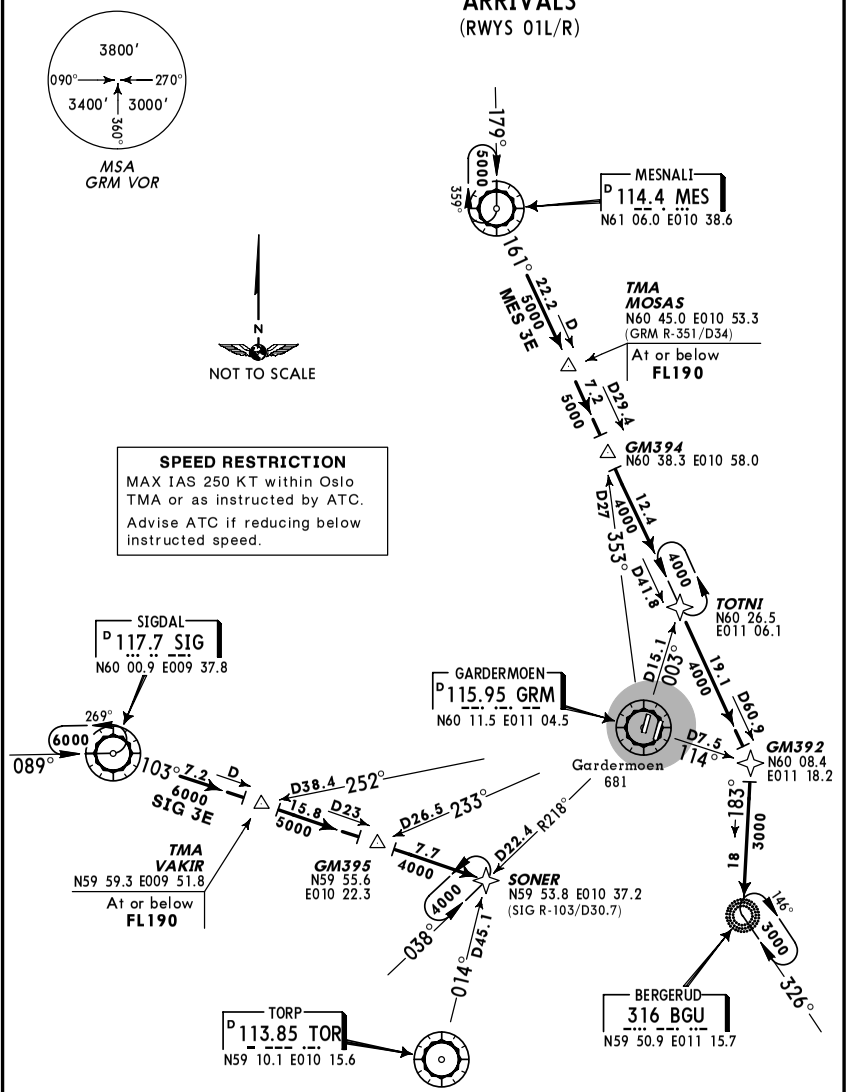
ATIS 126.12

RNAV (VORDME)

GARDERMOEN

TRANS LEVEL: BY ATC
TRANS ALT: 7000'

MESNALI THREE ECHO (MES 3E)
SIGDAL THREE ECHO (SIG 3E)
ARRIVALS
(RWYS 01L/R)



Expect radar vectoring for sequencing to final.

STAR	ROUTING	ALTITUDE
MES 3E	Intercept MES R-161 via Mosas Int and Totni Int, at GRM R-114 turn RIGHT to BGU NDB. **RNAV:** MES VORDME - MOSAS - GM394 - TOTNI - GM392 - BGU NDB.	Cross Mosas Int at or below **FL190.**
SIG 3E	Intercept SIG R-103 via Vakir Int to Soner Int. **RNAV:** SIG VORDME - VAKIR - GM395 - SONER.	Cross Vakir Int at or below **FL190.**

CHANGES: See other side.

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STAR

JEPPESEN 12 JUL 02 (10-2A)

OSLO, NORWAY

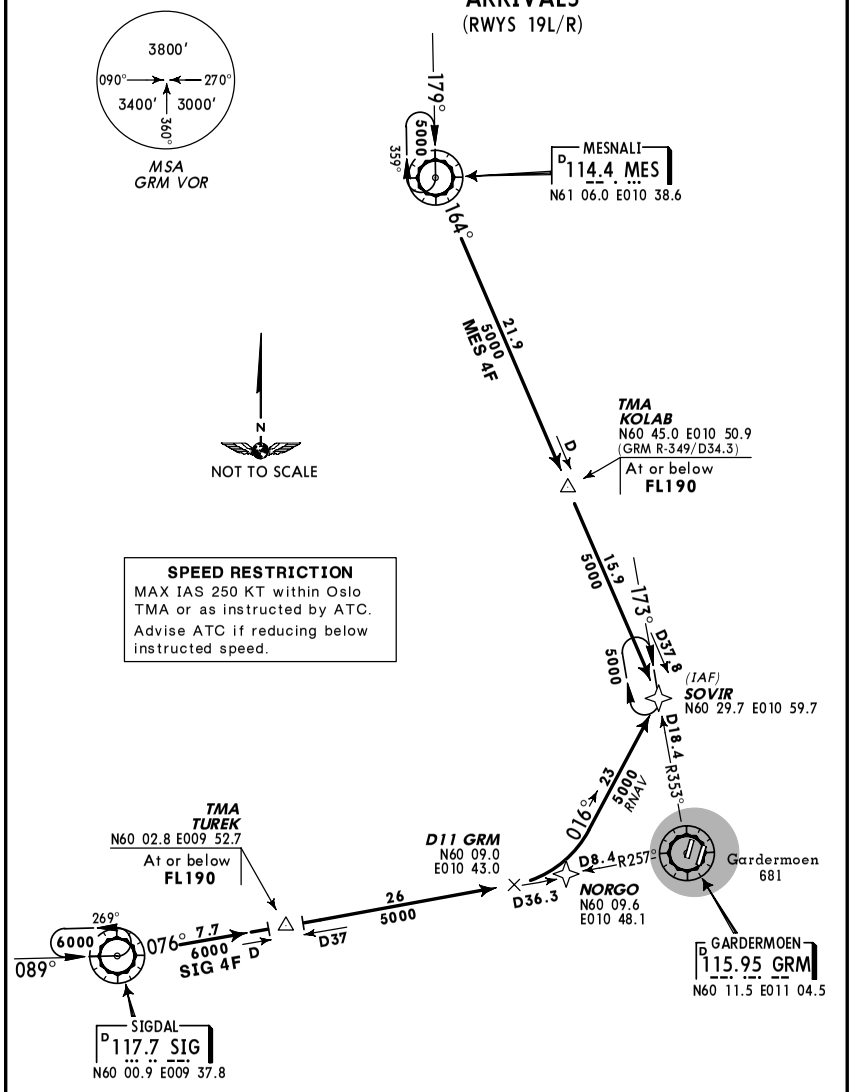
ATIS 126.12

RNAV (VORDME)

GARDERMOEN

TRANS LEVEL: BY ATC
TRANS ALT: 7000'

MESNALI FOUR FOXTROT (MES 4F)
SIGDAL FOUR FOXTROT (SIG 4F)
ARRIVALS
(RWYS 19L/R)



Expect radar vectoring for sequencing to final.

STAR	ROUTING	ALTITUDE
MES 4F	Intercept MES R-164 via Kolab Int to Sovir Int. **RNAV:** MES VORDME - KOLAB - SOVIR.	Cross Kolab Int at or below **FL190.**
SIG 4F	Intercept SIG R-076 via Turek Int to D11 GRM, turn LEFT, 016° track to Sovir Int (RNAV equipment required after Norgo Int). **RNAV:** SIG VORDME - TUREK - NORGO - SOVIR.	Cross Turek Int at or below **FL190.**

CHANGES: STAR SIG 4F routing text revised.

STAR

JEPPESEN 12 JUL 02 (10-2B)

OSLO, NORWAY

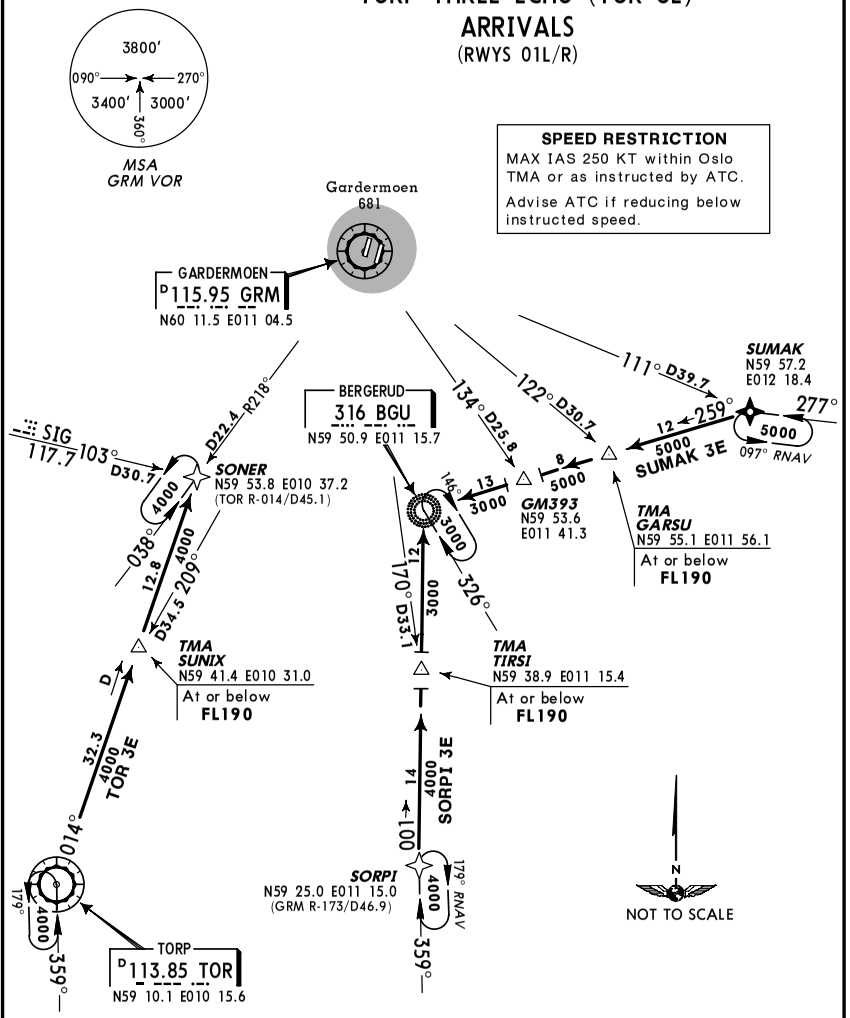
ATIS 126.12

RNAV (VORDME)

GARDERMOEN

TRANS LEVEL: BY ATC
TRANS ALT: 7000'

SORPI THREE ECHO (SORPI 3E)[SORP3E]
SUMAK THREE ECHO (SUMAK 3E)[SUMA3E]
TORP THREE ECHO (TOR 3E)
ARRIVALS
(RWYS 01L/R)



Expect radar vectoring for sequencing to final.

STAR	ROUTING	ALTITUDE
SORPI 3E	Intercept 001° bearing via Tirsi Int to BGU NDB (RNAV equipment required for Sorpi Int holding). **RNAV:** SORPI - TIRSI - BGU NDB.	Cross Tirsi Int at or below **FL190.**
SUMAK 3E	Intercept 259° bearing via Garsu Int to BGU NDB (RNAV equipment required for Sumak Int holding). **RNAV:** SUMAK - GARSU - GM393 - BGU NDB.	Cross Garsu Int at or below **FL190.**
TOR 3E	Intercept TOR R-014 via Sunix Int to Soner Int. **RNAV:** TOR VORDME - SUNIX - SONER.	Cross Sunix Int at or below **FL190.**

CHANGES: STARs SORPI 3E & SUMAK 3E routing text revised.

STAR

JEPPESEN 12 JUL 02 (10-2C)

OSLO, NORWAY

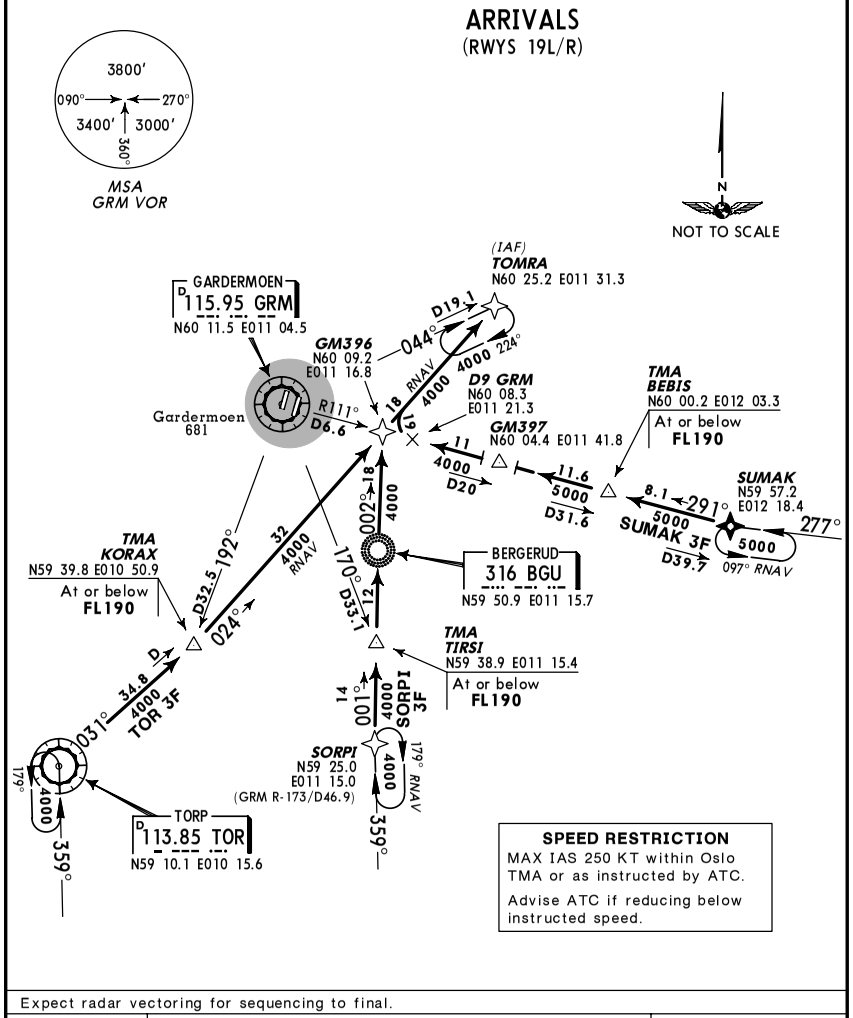
ATIS 126.12

RNAV (VORDME)

GARDERMOEN

TRANS LEVEL: BY ATC
TRANS ALT: 7000'

SORPI THREE FOXTROT (SORPI 3F)[SORP3F]
SUMAK THREE FOXTROT (SUMAK 3F)[SUMA3F]
TORP THREE FOXTROT (TOR 3F)
ARRIVALS
(RWYS 19L/R)



SPEED RESTRICTION
MAX IAS 250 KT within Oslo TMA or as instructed by ATC.
Advise ATC if reducing below instructed speed.

Expect radar vectoring for sequencing to final.

STAR	ROUTING	ALTITUDE
SORPI 3F	Intercept 001° bearing via Tirsi Int to BGU NDB, 002° bearing, on 024° track to Tomra Int (RNAV equipment required for Sorpi Int holding & after GM396). **RNAV:** SORPI - TIRSI - BGU NDB - GM396 - TOMRA.	Cross Tirsi Int at or below **FL190.**
SUMAK 3F	Intercept GRM R-111 inbound via Bebis Int to D9 GRM, turn RIGHT, 024° track to Tomra Int (RNAV equipment required for Sumak Int holding & after D9 GRM). **RNAV:** SUMAK - BEBIS - GM397 - GM396 - TOMRA.	Cross Bebis Int at or below **FL190.**
TOR 3F	Intercept TOR R-031 to Korax Int, 024° track to Tomra Int (RNAV equipment required after Korax Int). **RNAV:** TOR VORDME - KORAX - GM396 - TOMRA.	Cross Korax Int at or below **FL190.**

CHANGES: Routing text revised.

SID

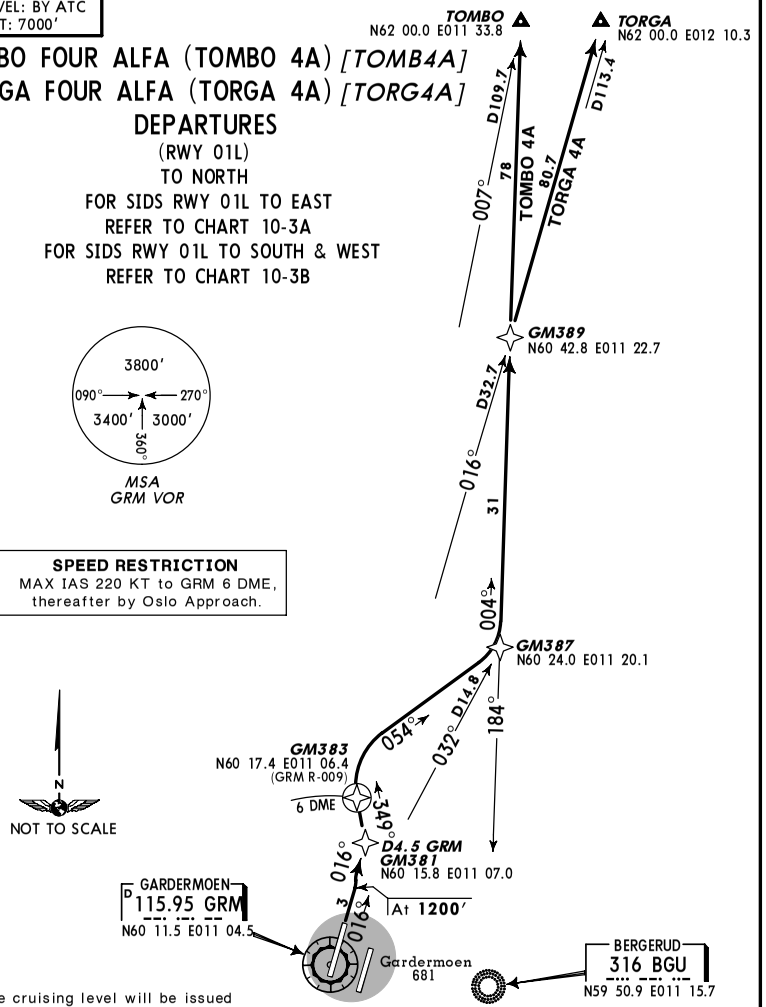
JEPPESEN 11 JAN 02 (10-3) Eff 24 Jan

OSLO, NORWAY
GARDERMOEN

* OSLO Approach (R) **119.97** (East) **120.45** (West)

TRANS LEVEL: BY ATC
TRANS ALT: 7000′

TOMBO FOUR ALFA (TOMBO 4A) *[TOMB4A]*
TORGA FOUR ALFA (TORGA 4A) *[TORG4A]*
DEPARTURES
(RWY 01L)
TO NORTH
FOR SIDS RWY 01L TO EAST
REFER TO CHART 10-3A
FOR SIDS RWY 01L TO SOUTH & WEST
REFER TO CHART 10-3B



SPEED RESTRICTION
MAX IAS 220 KT to GRM 6 DME, thereafter by Oslo Approach.

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.

These SIDs require a minimum climb gradient of 304′ per nm (5%) up to **4000′.**

Gnd speed-Kts	75	100	150	200	250	300
304′ per nm	380	506	760	1013	1266	1519

If unable to comply inform ATC.

SID	TAKE-OFF/ROUTING	CLIMB INSTRUCTION
TOMBO 4A	Climb on 016° track to **1200′,** intercept GRM R-016 to D4.5 GRM, turn LEFT, 349° track, at GRM 6 DME turn RIGHT, 054° track, intercept 004° bearing from BGU NDB to Tombo Int. **FMS/RNAV:** GM381 - GM383 - GM387 - TOMBO.	Climb to **7000′.**
TORGA 4A	Climb on 016° track to **1200′,** intercept GRM R-016 to D4.5 GRM, turn LEFT, 349° track, at GRM 6 DME turn RIGHT, 054° track, intercept 004° bearing from BGU NDB, intercept GRM R-016 to Torga Int. **FMS/RNAV:** GM381 - GM383 - GM387 - GM389 - TORGA.	

CHANGES: SIDs renumbered; Approach frequency.

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SID

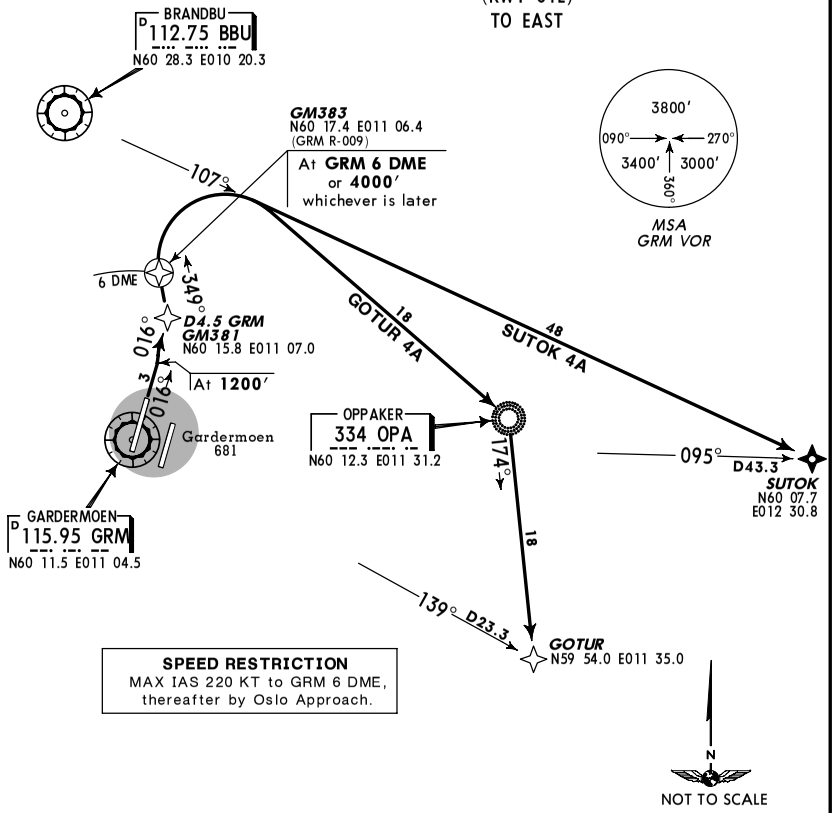
JEPPESEN 11 JAN 02 (10-3A) Eff 24 Jan

OSLO, NORWAY
GARDERMOEN

* OSLO Approach (R) **119.97** (East) **120.45** (West)

TRANS LEVEL: BY ATC
TRANS ALT: 7000′

GOTUR FOUR ALFA (GOTUR 4A) *[GOTU4A]*
SUTOK FOUR ALFA (SUTOK 4A) *[SUTO4A]*
DEPARTURES
(RWY 01L)
TO EAST



SPEED RESTRICTION
MAX IAS 220 KT to GRM 6 DME, thereafter by Oslo Approach.

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.

These SIDs require a minimum climb gradient of 304′ per nm (5%) up to **4000′.**

Gnd speed-Kts	75	100	150	200	250	300
304′ per nm	380	506	760	1013	1266	1519

If unable to comply inform ATC.

TAKE-OFF	CLIMB INSTRUCTION
Climb on 016° track to **1200′,** intercept GRM R-016 to D4.5 GRM, turn LEFT, 349° track, at GRM 6 DME or **4000′,** whichever is later, turn RIGHT. **FMS/RNAV:** GM381 - GM383 **(4000′+).**	Climb to **7000′.**

SID	ROUTING
GOTUR 4A ❶	To OPA NDB, 174° bearing to Gotur Int. **FMS/RNAV:** OPA NDB - GOTUR.
SUTOK 4A	Intercept BBU R-107 to Sutok Int. **FMS/RNAV:** SUTOK.

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

CHANGES: SIDs renumbered; Approach frequency.

SID

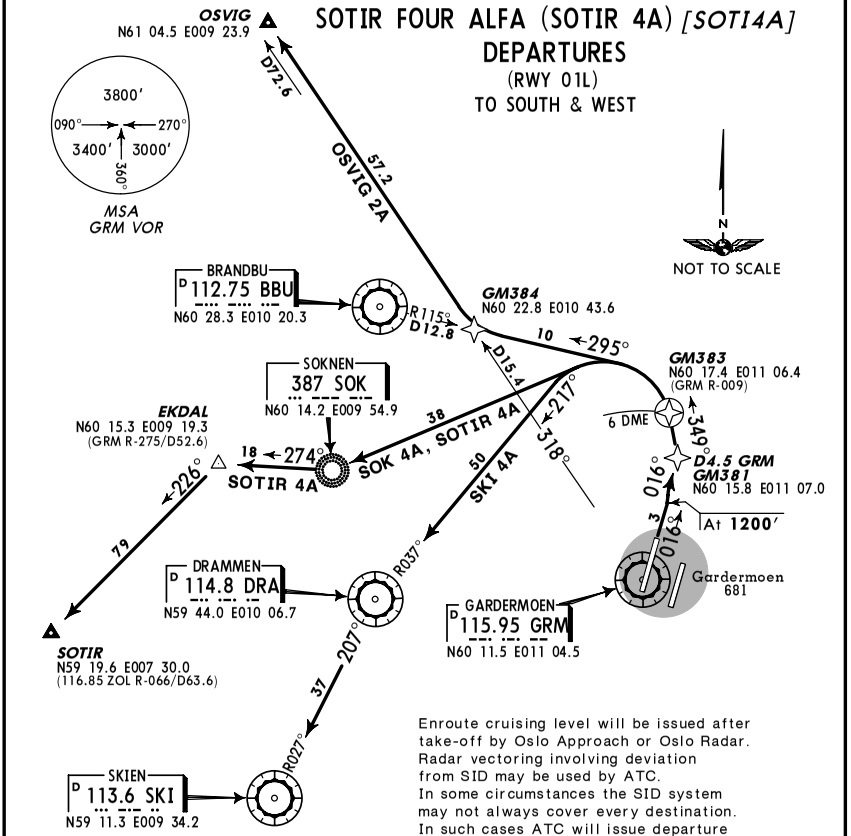
JEPPESEN 11 JAN 02 (10-3B) Eff 24 Jan

OSLO, NORWAY
GARDERMOEN

* OSLO Approach (R) **119.97** (East) **120.45** (West)

TRANS LEVEL: BY ATC
TRANS ALT: 7000′

OSVIG TWO ALFA (OSVIG 2A) *[OSVI2A]*
SKIEN FOUR ALFA (SKI 4A)
SOKNEN FOUR ALFA (SOK 4A)
SOTIR FOUR ALFA (SOTIR 4A) *[SOTI4A]*
DEPARTURES
(RWY 01L)
TO SOUTH & WEST



SPEED RESTRICTION
MAX IAS 220 KT to GRM 6 DME, thereafter by Oslo Approach.

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.
These SIDs require a minimum climb gradient of 304′ per nm (5%) up to **4000′.**

Gnd speed-Kts	75	100	150	200	250	300
304′ per nm	380	506	760	1013	1266	1519

If unable to comply inform ATC.

TAKE-OFF	CLIMB INSTRUCTION
Climb on 016° track to **1200′,** intercept GRM R-016 to D4.5 GRM, turn LEFT, 349° track, at GRM 6 DME turn LEFT. **FMS/RNAV:** GM381 - GM383.	Climb to **7000′.**

SID	ROUTING
OSVIG 2A	Intercept BBU R-115 inbound, intercept GRM R-318 to Osvig Int. **FMS/RNAV:** GM384 - OSVIG.
SKI 4A	Intercept DRA R-037 inbound to DRA VORDME, then to SKI VORDME. **FMS/RNAV:** DRA VORDME - SKI VORDME.
SOK 4A	To SOK NDB. **FMS/RNAV:** SOK NDB.
SOTIR 4A	To SOK NDB, 274° bearing to Ekdal Int, then to Sotir Int. **FMS/RNAV:** SOK NDB - EKDAL - SOTIR.

CHANGES: SIDs renumbered; Approach frequency.

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SID

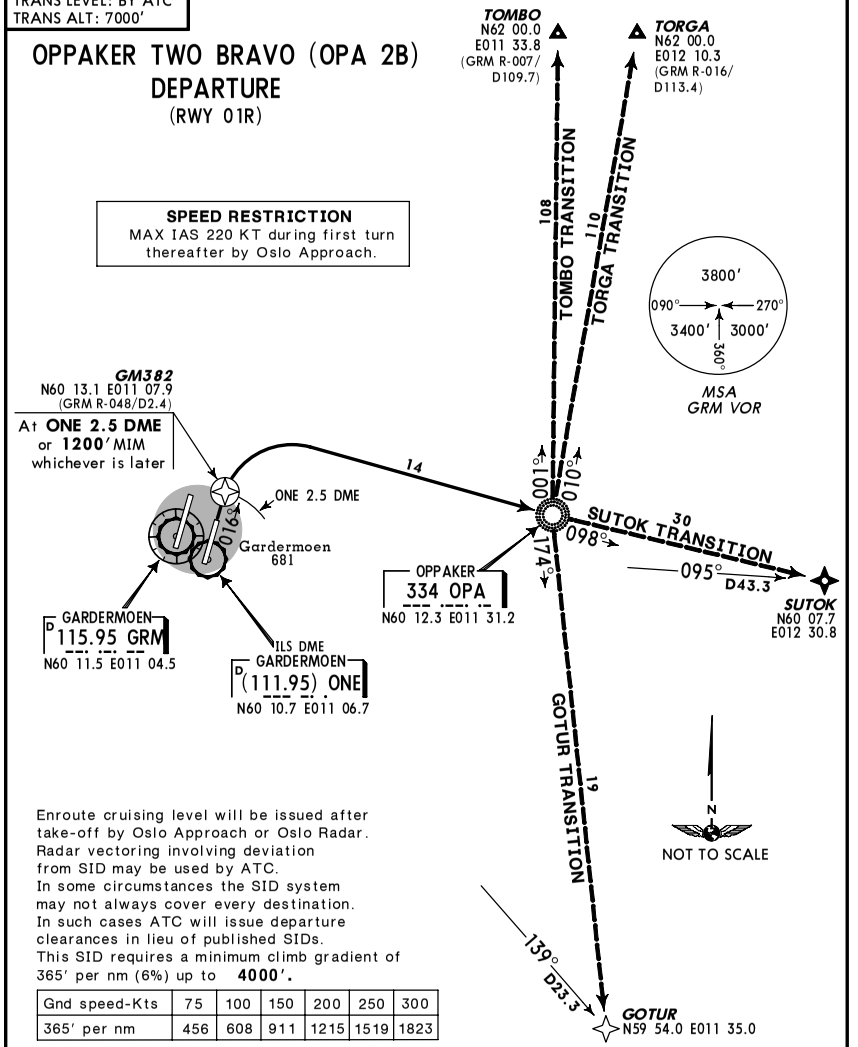
JEPPESEN 11 JAN 02 (10-3C) Eff 24 Jan

OSLO, NORWAY
GARDERMOEN

* OSLO Approach (R) **119.97** (East) **120.45** (West)

TRANS LEVEL: BY ATC
TRANS ALT: 7000′

OPPAKER TWO BRAVO (OPA 2B)
DEPARTURE
(RWY 01R)



SPEED RESTRICTION
MAX IAS 220 KT during first turn thereafter by Oslo Approach.

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.
This SID requires a minimum climb gradient of 365′ per nm (6%) up to **4000′.**

Gnd speed-Kts	75	100	150	200	250	300
365′ per nm	456	608	911	1215	1519	1823

If unable to comply inform ATC.

TAKE-OFF/ROUTING	CLIMB INSTRUCTION
Climb on 016° track to ONE 2.5 DME or **1200′** MIM, whichever is later, turn RIGHT to OPA NDB. **FMS/RNAV:** GM382 - OPA NDB.	Climb to **4000′.**

TRANSITION	ROUTING
GOTUR	174° bearing to Gotur Int. **FMS/RNAV:** GOTUR.
SUTOK	098° bearing to Sutok Int. **FMS/RNAV:** SUTOK.
TOMBO	001° bearing to Tombo Int. **FMS/RNAV:** TOMBO.
TORGA	010° bearing to Torga Int. **FMS/RNAV:** TORGA.

CHANGES: SID renumbered; Approach frequency.

SID

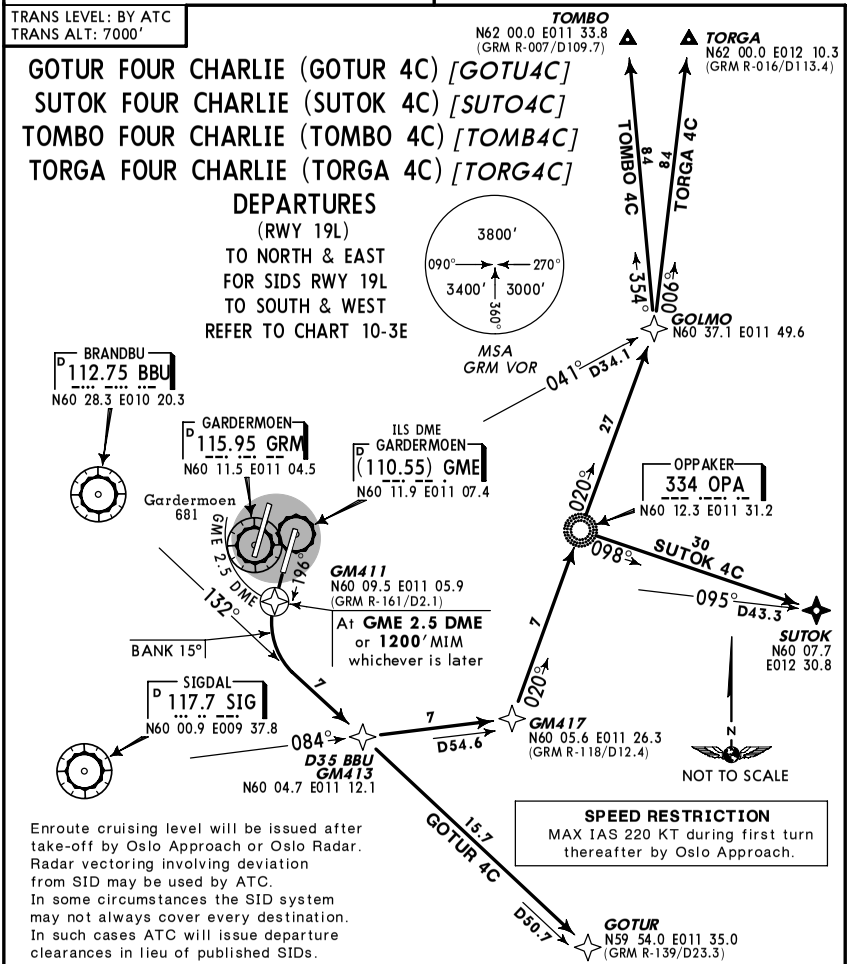
JEPPESEN 11 JAN 02 (10-3D) Eff 24 Jan

OSLO, NORWAY
GARDERMOEN

* OSLO Approach (R) **119.97** (East) **120.45** (West)

TRANS LEVEL: BY ATC
TRANS ALT: 7000′

GOTUR FOUR CHARLIE (GOTUR 4C) *[GOTU4C]*
SUTOK FOUR CHARLIE (SUTOK 4C) *[SUTO4C]*
TOMBO FOUR CHARLIE (TOMBO 4C) *[TOMB4C]*
TORGA FOUR CHARLIE (TORGA 4C) *[TORG4C]*
DEPARTURES
(RWY 19L)
TO NORTH & EAST
FOR SIDS RWY 19L
TO SOUTH & WEST
REFER TO CHART 10-3E



SPEED RESTRICTION
MAX IAS 220 KT during first turn thereafter by Oslo Approach.

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.
These SIDs require a minimum climb gradient of 304′ per nm (5%) up to **4000′.**
If unable to comply inform ATC.

Gnd speed-Kts	75	100	150	200	250	300
304′ per nm	380	506	760	1013	1266	1519

TAKE-OFF	CLIMB INSTRUCTION
Climb on 196° track to GME 2.5 DME or **1200′** MIM, whichever is later, turn LEFT (bank 15°), intercept BBU R-132. **FMS/RNAV:** GM411 - GM413.	Climb to **7000′.**

SID	ROUTING
GOTUR 4C	To Gotur Int. **FMS/RNAV:** GOTUR.
SUTOK 4C	To D35 BBU, turn LEFT, intercept SIG R-084, intercept 020° bearing to OPA NDB, 098° bearing to Sutok Int. **FMS/RNAV:** GM417 - OPA NDB - SUTOK.
TOMBO 4C	To D35 BBU, turn LEFT, intercept SIG R-084, intercept 020° bearing to OPA NDB, continue on 020° bearing to Golmo Int, then to Tombo Int. **FMS/RNAV:** GM417 - OPA NDB - GOLMO - TOMBO.
TORGA 4C	To D35 BBU, turn LEFT, intercept SIG R-084, intercept 020° bearing to OPA NDB, continue on 020° bearing to Golmo Int, then to Torga Int. **FMS/RNAV:** GM417 - OPA NDB - GOLMO - TORGA.

CHANGES: SIDs renumbered; Approach frequency.

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SID

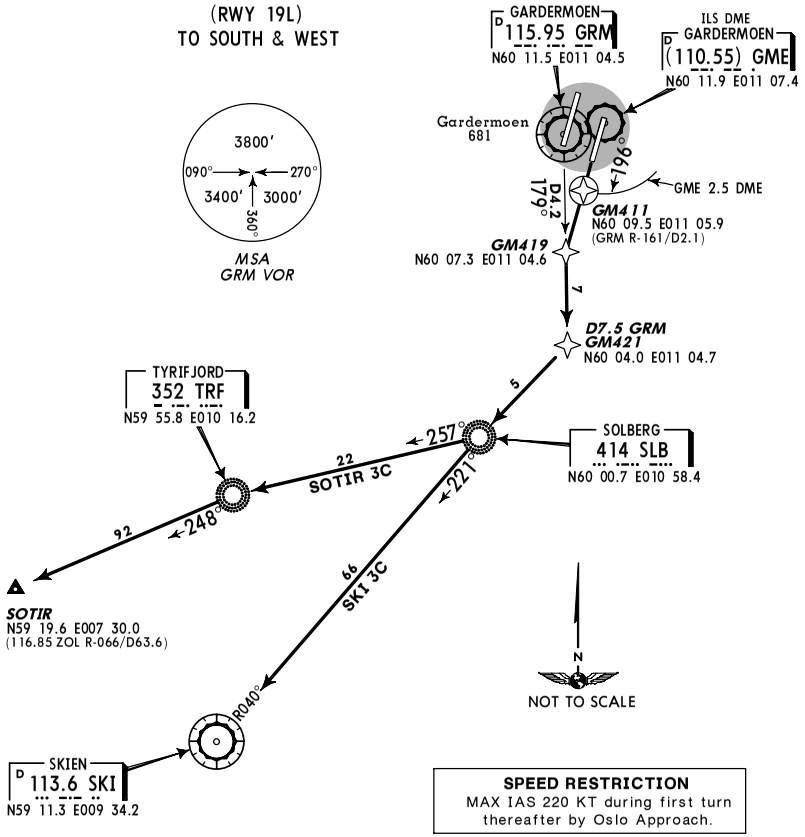
JEPPESEN 11 JAN 02 (10-3E) Eff 24 Jan

OSLO, NORWAY
GARDERMOEN

* OSLO Approach (R) **119.97** (East) **120.45** (West)

TRANS LEVEL: BY ATC
TRANS ALT: 7000′

SKIEN THREE CHARLIE (SKI 3C)
SOTIR THREE CHARLIE (SOTIR 3C) *[SOTI3C]*
DEPARTURES
(RWY 19L)
TO SOUTH & WEST



SPEED RESTRICTION
MAX IAS 220 KT during first turn thereafter by Oslo Approach.

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.

These SIDs require a minimum climb gradient of 304′ per nm (5%) up to **4000′.**

Gnd speed-Kts	75	100	150	200	250	300
304′ per nm	380	506	760	1013	1266	1519

If unable to comply inform ATC.

SID	TAKE-OFF/ROUTING	CLIMB INSTRUCTION
SKI 3C	On 196° track, intercept GRM R-179 to D7.5 GRM, turn RIGHT to SLB NDB, 221° bearing (SKI R-040 inbound) to SKI VORDME. **FMS/RNAV:** GM411 - GM419 - GM421 - SLB NDB - SKI VORDME.	Climb to **7000′.**
SOTIR 3C	On 196° track, intercept GRM R-179 to D7.5 GRM, turn RIGHT to SLB NDB, 257° bearing to TRF NDB, 248° bearing to Sotir Int. **FMS/RNAV:** GM411 - GM419 - GM421 - SLB NDB - TRF NDB - SOTIR.	

CHANGES: SIDs renumbered; Approach frequency.

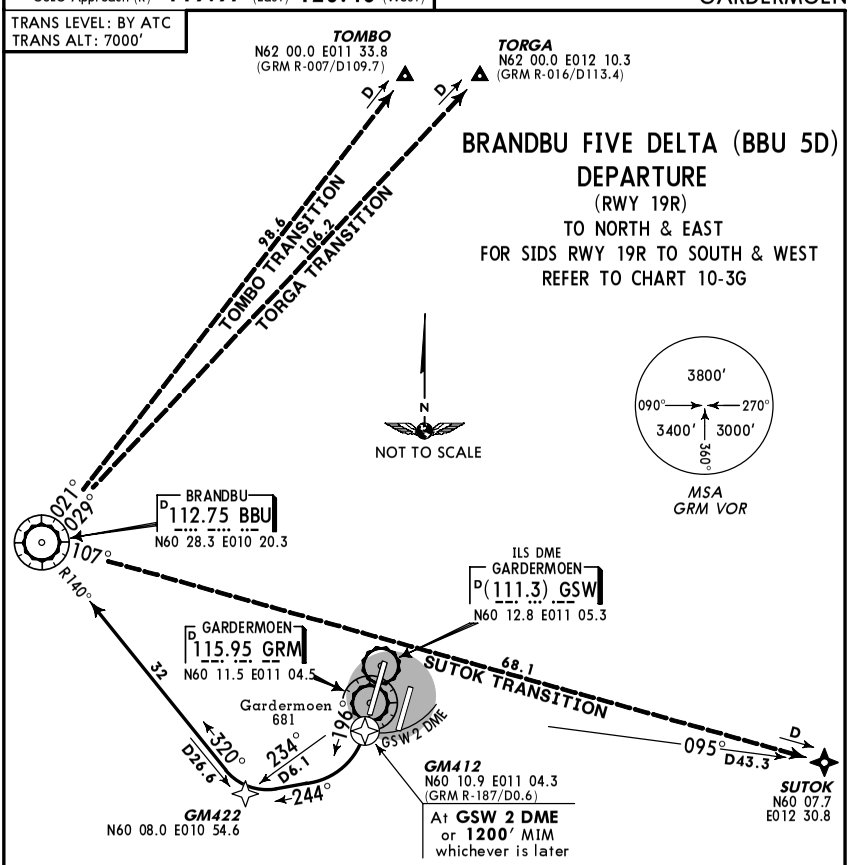
SID

JEPPESEN 11 JAN 02 (10-3F) Eff 24 Jan

OSLO, NORWAY
GARDERMOEN

* OSLO Approach (R) **119.97** (East) **120.45** (West)

TRANS LEVEL: BY ATC
TRANS ALT: 7000'



SPEED RESTRICTION
MAX IAS 220 KT during first turn thereafter by Oslo Approach.

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.

This SID requires a minimum climb gradient of 304' per nm (5%) up to **4000'.**

Gnd speed-Kts	75	100	150	200	250	300
304' per nm	380	506	760	1013	1266	1519

If unable to comply inform ATC.

TAKE-OFF/ROUTING	CLIMB INSTRUCTION
Climb on 196° track to GSW 2 DME or **1200'** MIM, whichever is later, turn RIGHT, 244° track, intercept BBU R-140 inbound to BBU VORDME. **FMS/RNAV:** GM412 or **1200',** whichever is later - GM422 - BBU VORDME.	Climb to **7000'.**

TRANSITION	ROUTING
SUTOK	Intercept BBU R-107 to Sutok Int. **FMS/RNAV:** SUTOK.
TOMBO	Intercept BBU R-021 to Tombo Int. **FMS/RNAV:** TOMBO.
TORGA	Intercept BBU R-029 to Torga Int. **FMS/RNAV:** TORGA.

CHANGES: SID renumbered; Approach frequency.

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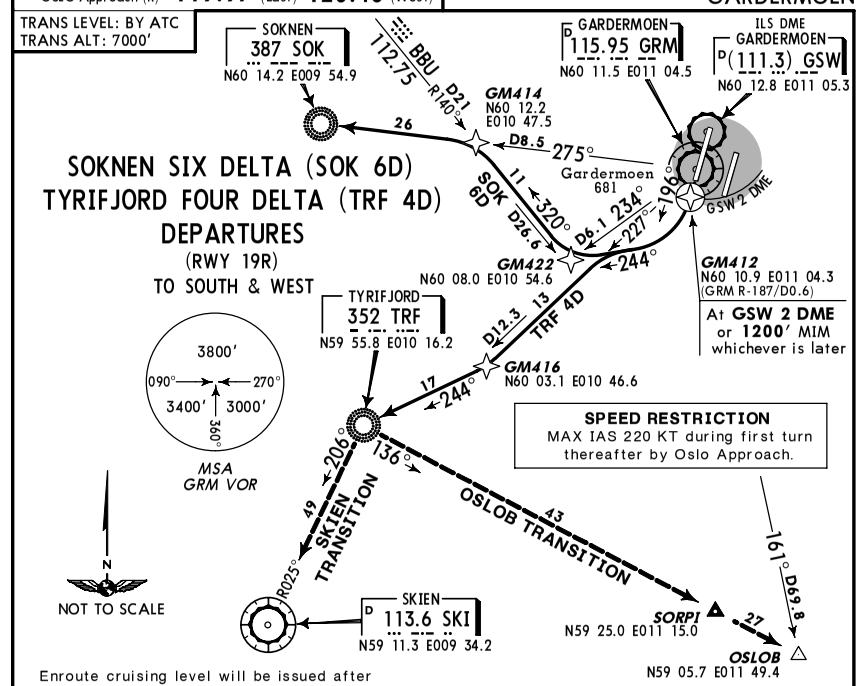
SID

JEPPESEN 11 JAN 02 (10-3G) Eff 24 Jan

OSLO, NORWAY
GARDERMOEN

* OSLO Approach (R) **119.97** (East) **120.45** (West)

TRANS LEVEL: BY ATC
TRANS ALT: 7000'



SPEED RESTRICTION
MAX IAS 220 KT during first turn thereafter by Oslo Approach.

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.

These SIDs require a minimum climb gradient of 304' per nm (5%) up to **4000'.**

Gnd speed-Kts	75	100	150	200	250	300
304' per nm	380	506	760	1013	1266	1519

If unable to comply inform ATC.

SID	TAKE-OFF/ROUTING	CLIMB INSTRUCTION
SOK 6D	Climb on 196° track to GSW 2 DME or **1200'** MIM, whichever is later, turn RIGHT, 244° track, intercept BBU R-140 inbound, intercept GRM R-275 to SOK NDB. **FMS/RNAV:** GM412 or **1200',** whichever is later - GM422 - GM414 - SOK NDB.	Climb to **7000'.**
TRF 4D	Climb on 196° track to GSW 2 DME or **1200'** MIM, whichever is later, turn RIGHT, intercept GRM R-227, intercept 244° bearing to TRF NDB. **FMS/RNAV:** GM412 or **1200',** whichever is later - GM416 - TRF NDB.	Climb to **4000'.**

TRANSITION	ROUTING
OSLOB	136° bearing via Sorpi Int to Oslob Int. **FMS/RNAV:** SORPI - OSLOB.
SKIEN	206° bearing (SKI R-025 inbound) to SKI VORDME. **FMS/RNAV:** SKI VORDME.

OMNIDIRECTIONAL DEPARTURES
(RWYS 01L/R, 19L/R)

These departures require minimum climb gradients of
Sector 209°-339°:
All runways: 425' per nm (7%).
Sector 339°-209°:
Rwys 01L, 19L/R: 304' per nm (5%)
Rwy 01R: 365' per nm (6%)
up to **4000'.**

Gnd speed-Kts	75	100	150	200	250	300
425' per nm	532	709	1063	1418	1772	2127
365' per nm	456	608	911	1215	1519	1823
304' per nm	380	506	760	1013	1266	1519

ROUTING
Climb on runway track to **1500'** MIM, then depart omnidirectional.

CHANGES: SIDs renumbered; Approach frequency.

OSLO, NORWAY
GARDERMOEN

NOISE ABATEMENT PROCEDURES

SUMMER: LT minus 2 HOURS = UTC(Z)
WINTER: LT minus 1 HOUR = UTC(Z)

GENERAL

All aircraft activities on ground and in air at Oslo Gardermoen airport are subject to the provisions stated below. The aim of this regulation is to minimize noise exposure and maintain capacity and safe aircraft operation.

Operations with jet aircraft not complying with ICAO Annex 16 Chapter 3 are only allowed between 0800LT-1600LT.

Between 0000LT-0600LT the maximum noise level shall not exceed 78 PNdB outside aircraft noise zone 2. In the same period operations with aircraft with noise certification exceeding 88 PNdB at departure are not permitted. Under special circumstances, exemptions may be granted.

The limitations above do not apply to delayed scheduled passenger aircraft which are allowed to land and take-off later than scheduled. Nor do the limitations apply to aircraft arriving for technical overhaul or maintenance.

Ambulance flights and flights engaged in search, firefighting and rescue operations are permitted at any time.

Independent from the limitations above, landing is permitted at any time when, in opinion of the pilot in command, flight to another airport is inadvisable for saftety reasons. The pilot in command shall report to CAA Norway the reasons for such landings.

Oslo Gardermoen airport is open all time (H24), and may be used as alternate AD.

PREFERENTIAL RUNWAY SYSTEM

Runways 01R and 19R are preferential runways for landings. Runways 01L and 19L are preferential runways for take-offs. This preference may, when capacity demand requires, be deviated from, preferably by aircraft with noise certification equal to or below 85 PNdB.

Take-offs from runway 19R are permitted for westbound and northwestbound SIDs turning westbound after take-off, when traffic situation allows or when operational reasons require so. As far as weather and traffic conditions permit, landings between 2300-0630LT shall be executed on runway 19R, take-offs between 2300-0630LT shall be executed on runway 01L.

ARRIVALS

Aircraft with MTOW more than 5700kg shall be established on the extended centerline at 2500' MIM before continuing descent for landing.

All aircraft not complying with noise certification equal to or below 85 PNdB shall be established on the extended centerline not later than 7.6nm before runway threshold to the south and not later than 7nm before runway threshold to the north.

Between 2300-0630LT all aircraft shall be established on the extended centerline not later than 10.8nm before runway threshold.

Aircraft with a MTOW in excess of 5700kg making a visual approach, shall follow a descent path from 2500' MIM which ensures at least the same height above ground as if the ILS glide path has been followed.

DEPARTURES

All aircraft must follow the initial climb-out procedures as laid down in the SIDs (between 2300-0630LT, when weather and operational conditions permit up to the noise critical altitudes stated below), aircraft with MTOW more than 5700kg up to the noise critical altitudes stated below.

Aircraft with MTOW more than 5700kg shall climb at least to 3700' with speed, power and flap settings in accordance to ICAO DOC 8168, VOL I.

Noise critical altitude for jet aircraft with noise certification in excess of 88 PNdB at departure is 5000'. For jet aircraft having lower noise certification levels, the noise critical altitude is 4000'.

When air traffic capacity allows, a noise critical altitude of 5000' will be applied to all jet aircraft.

In the period between 2300-0630LT the noise critical altitude is 7000' for jet aircraft and 3000' for all other aircraft.

cont'd

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OSLO, NORWAY
GARDERMOEN

NOISE ABATEMENT PROCEDURES

For helicopter and propeller driven aircraft with MTOW more than 5700kg the noise critical altitude is 1700'.

Above the noise critical altitude aircraft may deviate from planned SID. With due regard to efficient traffic regulation, the said climb-out procedures shall be followed also above noise critical altitude.

REVERSE THRUST

Reverse thrust other than idle shall not be used between 2300-0630LT except for safety reasons.

RUN-UP TESTS

After maintenance, engine testing applying more than idle thrust must take place in a special noise dampening site, following instructions issued by the C.A.A.

AUXILIARY POWER UNIT (APU)

The use of APUs shall not exceed 5 minutes after arrival or 5 minutes before departure to/from parking stand.

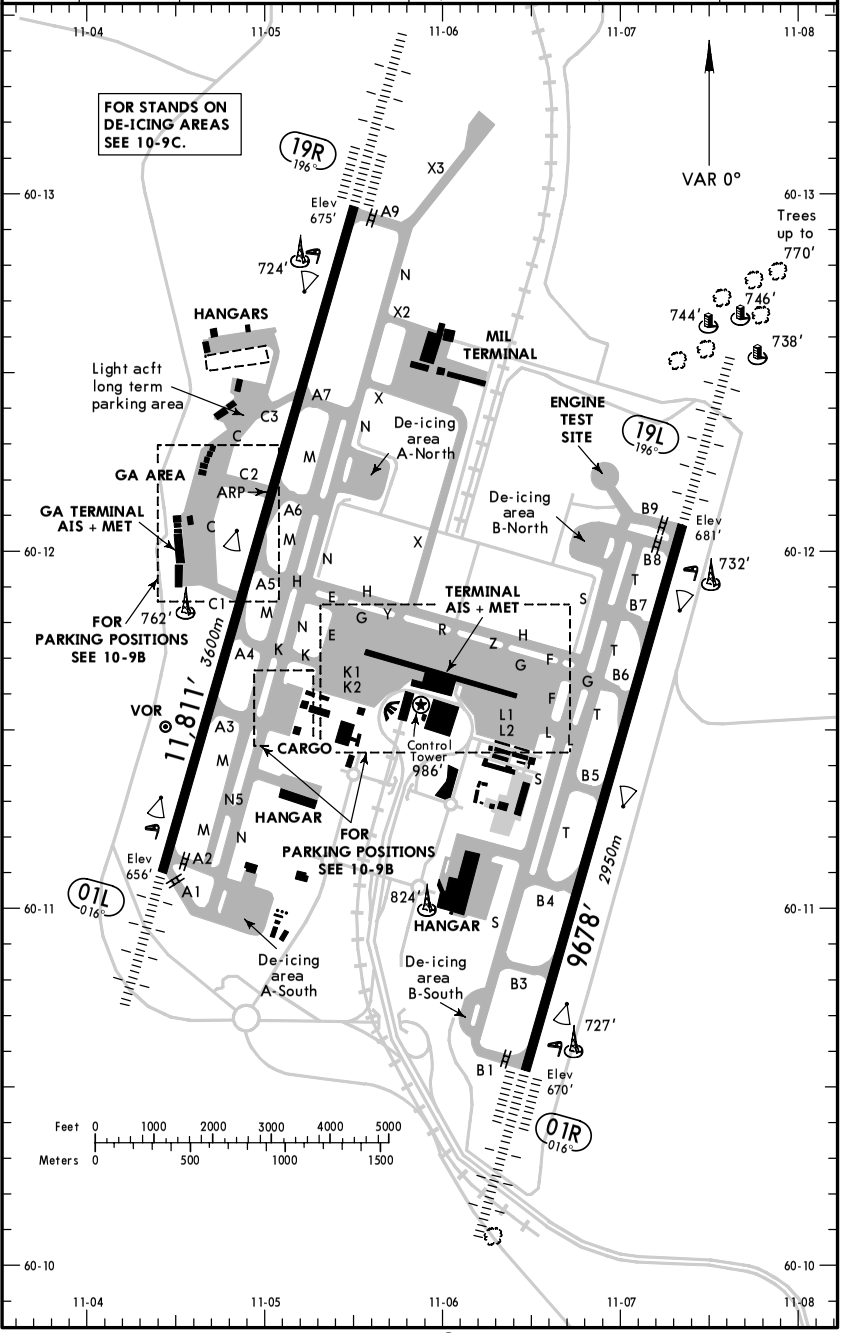
ENGM/OSL

Apt Elev **681'**
GRM 115.95 - On Airport

JEPPESEN
20 SEP 02 (10-9) Eff 3 Oct

OSLO, NORWAY
GARDERMOEN
N60 12.2 E011 05.0

ATIS Departure	GARDERMOEN Delivery	*Ground	Tower 0530-2200 West incl Rwy 01L/19R	Tower 0530-2200 East incl Rwy 01R/19L	Tower 2200-0530 All Sectors
127.15	121.6	121.92 121.67 121.72	118.3	120.1	118.3



CHANGES: See other side.

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ENGM/OSL

JEPPESEN
20 SEP 02 (10-9A) Eff 3 Oct

OSLO, NORWAY
GARDERMOEN

GENERAL
Rwys 01R and 19R are approved for CAT II operations, special aircrew and acft certification required.

ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
01L	HIRL *(60m)* HIALS CL *(15m)* SFL PAPI-L(3.0°)	RVR		10,819' *3298m*	❶	148' *45m*
19R	HIRL *(60m)* HIALS CL *(15m)* SFL TDZ PAPI-L(3.0°)	RVR		10,737' *3273m*		

❶TAKE-OFF RUN AVAILABLE

RWY 01L: From rwy head 11,811' (3600m)
twy A2 int 11,381' (3469m)
twy A3 int 8845' (2696m)
twy A4 int 7536' (2297m)
twy C1 int 7034' (2144m)
twy A5 int 6325' (1928m)
twy A6 int 5079' (1548m)
twy C2 int 5079' (1548m)

RWY 19R: From rwy head 11,811' (3600m)
twy A7 int 8294' (2528m)
twy C3 int 8294' (2528m)
twy A6 int 6808' (2075m)
twy C2 int 6808' (2075m)

01R	HIRL *(60m)* HIALS CL *(15m)* SFL TDZ PAPI-L(3.0°)	RVR		8678' *2645m*	❷	148' *45m*
19L	HIRL *(60m)* HIALS CL *(15m)* SFL PAPI-L(3.0°)	RVR		8578' *2615m*		

❷TAKE-OFF RUN AVAILABLE

RWY 01R: From rwy head 9678' (2950m)
twy B3 int 7982' (2433m)
twy B4 int 6463' (1970m)
twy B5 int 4797' (1462m)

RWY 19L: From rwy head 9678' (2950m)
twy B8 int 9265' (2824m)
twy B7 int 7907' (2410m)
twy B6 int 6644' (2025m)

JAR-OPS

TAKE-OFF ❶

	All Rwys LVP must be in Force: Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A						
B	*125m*	*150m*	*200m*	*250m*	*400m*	*500m*
C						
D	*150m*	*200m*	*250m*	*300m*		

❶ Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.

LOW VISIBILITY PROCEDURE

GENERAL

1. Pilots will be informed when low visibility procedure is in operation by ATIS or RTF.
2. Low visibility procedures are prompted by ATC, normally when RVR is less than 1000m or ceiling is less than 300'. Low visibility procedure will normally be in operation 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 acft 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 as following:

RWY	01L	01R	19L	19R
RWY entry	A1 only	B1 only	B9 only	A9 only
RWY exit	A9	B6, B7 or B9	B1	A5, A4 or A1

Twy lights on other entries/exits will be switched off.

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

CHANGES: Low visibility procedure.

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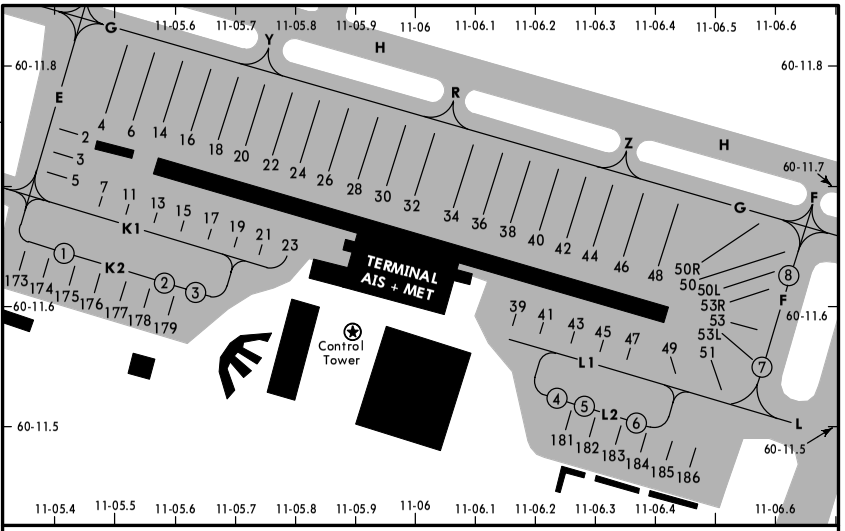
ENGM/OSL

JEPPESEN
2 MAY 03 (10-9B) Eff 15 May

OSLO, NORWAY
GARDERMOEN



Stands 11 thru 53 except stands 50L/R and 53L/R are safegate equipped.
Marshaller required for stands 50L/R and 53L/R.
Push-back procedure mandatory for jet-acft at nose-in stands.
Request push-back and start-up from clearance delivery unless otherwise instructed.
Start up position 1, 2, 3, 4, 5 and 6 are only available to acft CAT A, B and C.
Acft parked at the following stands will be pushed as follows:
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 41, acft will be pushed to start up position 4 or straight back clear of twy L2.
Stand 49, 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.
Stand 50, 50R and 50L, acft will be pushed straight back clear of twy G and twy F.
Stand 51 and 53 will be pushed to start up position 7.
If apron is slippery, long push-back will be available on request.

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ENGM/OSL

JEPPESEN
2 MAY 03 (10-9C) Eff 15 May

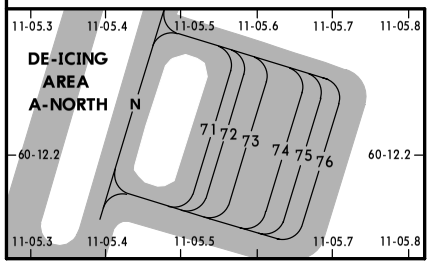
OSLO, NORWAY
GARDERMOEN

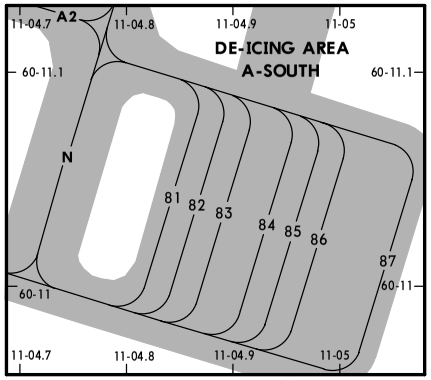
INS COORDINATES

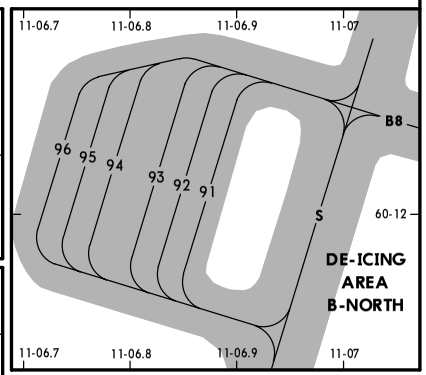
STAND No.	COORDINATES	ELEV	STAND No.	COORDINATES	ELEV
2, 3	N60 11.7 E011 05.4	672	174	N60 11.6 E011 05.3	670
4	N60 11.8 E011 05.5	673	175	N60 11.6 E011 05.4	670
5	N60 11.7 E011 05.4	672	176	N60 11.6 E011 05.4	671
6	N60 11.8 E011 05.5	673	177, 178	N60 11.6 E011 05.5	670
7, 11	N60 11.7 E011 05.5	673	179	N60 11.6 E011 05.6	670
13 thru 16	N60 11.7 E011 05.6	673	181	N60 11.5 E011 06.2	670
17 thru 22	N60 11.7 E011 05.7	673	182, 183	N60 11.5 E011 06.3	670
23, 24, 26	N60 11.7 E011 05.8	673	184, 185	N60 11.5 E011 06.4	670
28, 30	N60 11.7 E011 05.9	673	186	N60 11.5 E011 06.5	669
32, 34	N60 11.7 E011 06.0	673	205	N60 11.5 E011 05.1	666
36, 38	N60 11.7 E011 06.1	673	206, 207	N60 11.6 E011 05.2	666
39	N60 11.6 E011 06.2	673	208	N60 11.6 E011 05.2	668
40	N60 11.7 E011 06.2	673	208R	N60 11.6 E011 05.2	667
41, 42	N60 11.6 E011 06.2	673	311	N60 11.9 E011 04.6	662
43 thru 47	N60 11.6 E011 06.3	673	312 thru 314	N60 11.9 E011 04.6	663
48, 49	N60 11.6 E011 06.4	673	315	N60 12.0 E011 04.6	663
50	N60 11.6 E011 06.4	672	316	N60 12.0 E011 04.6	664
50L	N60 11.6 E011 06.4	673	317 thru 319	N60 12.0 E011 04.6	663
50R	N60 11.6 E011 06.5	673	321	N60 12.1 E011 04.5	663
51	N60 11.6 E011 06.5	672	322, 323	N60 12.1 E011 04.6	665
53, 53L/R	N60 11.6 E011 06.5	673	324	N60 12.2 E011 04.6	665
173	N60 11.6 E011 05.3	668	325	N60 12.2 E011 04.6	666

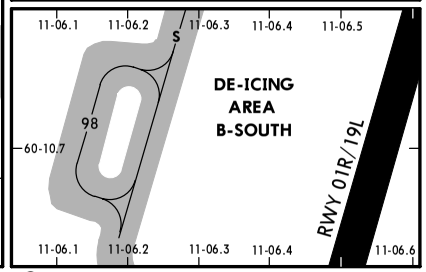
DE-ICING AREAS

After de-icing do not move acft until acft callsign and the phrase "Equipment removed" is received from GARDERMOEN De-icing **131.97** and "all clear signal" (thumbs up) is given by ground crew and taxi instructions are received from ATC.









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 acft stands and join taxiway at an angle of approximately 45°.
Departure from intersections available on request.

JEPPESEN
12 MAY 00 (10-9D) Eff 18 May

CHANGES: New chart.

STANDARD TAXI ROUTES
FOR DEPARTURE RWY 01R/19L

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 acft stands and join taxiway at an angle of approximately 45°.
Departure from intersections available on request.

JEPPESEN
12 MAY 00 (10-9E) Eff 18 May

CHANGES: New chart.

ENGM GARDERMOEN

JEPPESEN 11 JAN 02 (11-1) Eff 24 Jan

OSLO, NORWAY ILS Rwy 01L

ATIS	*GARDERMOEN Approach
126.12	East 119.97 West 120.45

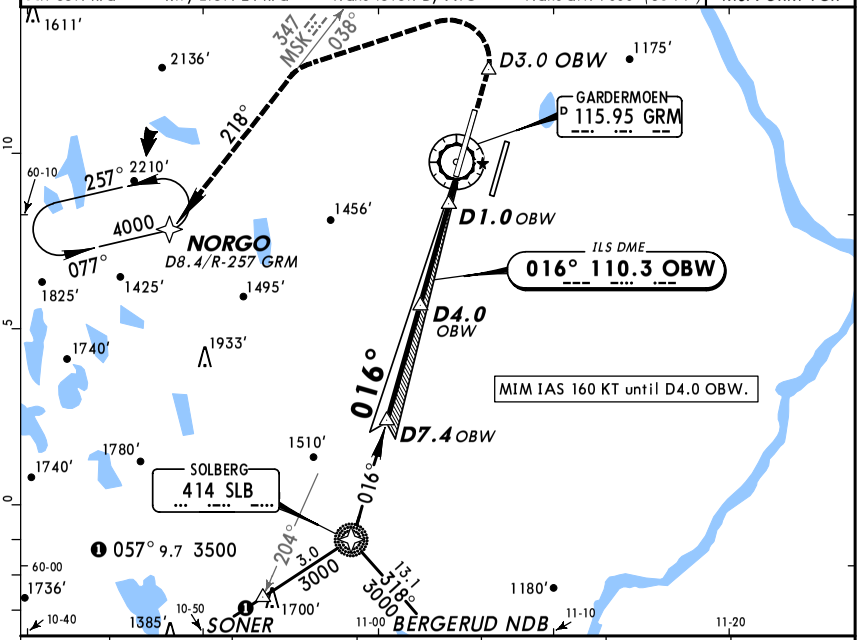
GARDERMOEN Tower			*Ground
0530-2200 West incl Rwy 01L/19R 118.3	0530-2200 East incl Rwy 01R/19L 120.1	2200-0530 All Sectors 118.3	121.92 121.67 121.72

LOC	Final	GS	ILS	Apt Elev 681′
OBW	Apch Crs	D4.0 OBW	DA(H)	RWY 656′
110.3	016°	1930′ (1274′)	856′ (200′)	

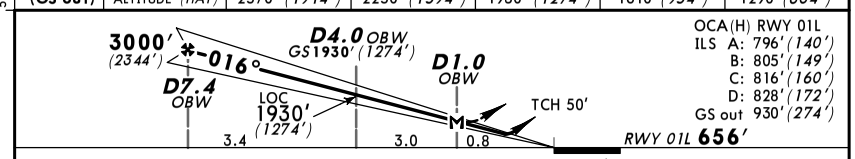
MISSED APCH: Climb on track 016° to minimum 1800′. At D3.0 OBW after DME turn LEFT (MAX IAS 185 KT) to intercept 218° from MSK NDB to NORGO climbing to 4000′ and hold.

3800′ 090° 270° 3400′ 3000′ 360° MSA GRM VOR

Alt Set: hPa Rwy Elev: 24 hPa Trans level: By ATC Trans alt: 7000′ (6344′)



LOC (GS out)	OBW DME	6.0	5.0	4.0	3.0	2.0
	ALTITUDE (HAT)	2570′ (1914′)	2250′ (1594′)	1930′ (1274′)	1610′ (954′)	1290′ (634′)



OCA(H) RWY 01L
ILS A: 796′ (140′)
B: 805′ (149′)
C: 816′ (160′)
D: 828′ (172′)
GS out 930′ (274′)

Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Desc Grad 5.2%	377	485	539	647	755	862
MAP at D1.0 OBW						

HIALS PAPI MIM 1800′ on 016°

JAR-OPS STRAIGHT-IN LANDING RWY 01L

	ILS DA(H) 856′ (200′) FULL	ILS DA(H) 856′ (200′) ALS out	LOC (GS out) MDA(H) 930′ (274′)	LOC (GS out) MDA(H) 930′ (274′) ALS out
A	RVR 550m	RVR 1000m	RVR 800m	RVR 1500m
B				
C				RVR 1600m
D			RVR 1200m	RVR 1800m

CIRCLE-TO-LAND
Not authorized
East of rwy 01L/19R

Max Kts	MDA(H)	VIS
100	1090′ (409′)	1500m
135	1190′ (509′)	1600m
180	2040′ (1359′)	2400m
205	2250′ (1569′)	3600m

PANS OPS 4

CHANGES: Approach frequency. Missed approach. Bearings.

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ENGM GARDERMOEN

JEPPESEN 11 JAN 02 (11-2) Eff 24 Jan

OSLO, NORWAY ILS Rwy 01R

ATIS	*GARDERMOEN Approach
126.12	East 119.97 West 120.45

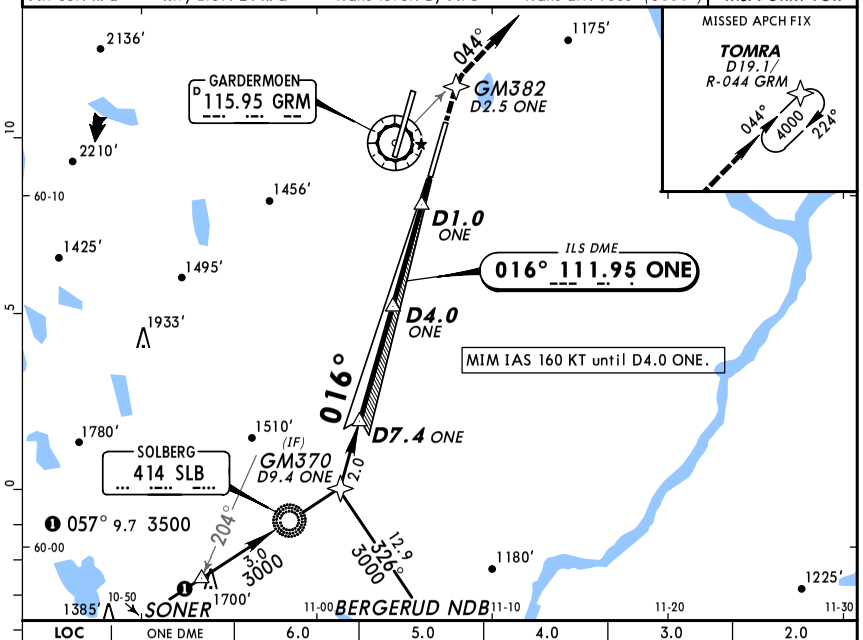
GARDERMOEN Tower			*Ground
0530-2200 West incl Rwy 01L/19R 118.3	0530-2200 East incl Rwy 01R/19L 120.1	2200-0530 All Sectors 118.3	121.92 121.67 121.72

LOC	Final	GS	ILS	Apt Elev 681′
ONE	Apch Crs	D4.0 ONE	DA(H)	RWY 670′
111.95	016°	1990′ (1320′)	870′ (200′)	

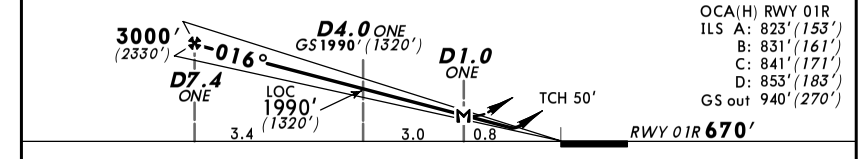
MISSED APCH: Climb on track 016° to minimum 1200′. At GM382/D2.5 ONE after DME turn RIGHT to intercept R-044 GRM climbing to 3000′. On passing D10.0 GRM climb to 4000′ to TOMRA and hold.

3800′ 090° 270° 3400′ 3000′ 360° MSA GRM VOR

Alt Set: hPa Rwy Elev: 24 hPa Trans level: By ATC Trans alt: 7000′ (6330′)



LOC (GS out)	ONE DME	6.0	5.0	4.0	3.0	2.0
	ALTITUDE (HAT)	2630′ (1960′)	2310′ (1640′)	1990′ (1320′)	1670′ (1000′)	1350′ (680′)



OCA(H) RWY 01R
ILS A: 823′ (153′)
B: 831′ (161′)
C: 841′ (171′)
D: 853′ (183′)
GS out 940′ (270′)

Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Desc Grad 5.2%	377	485	539	647	755	862
MAP at D1.0 ONE						

HIALS PAPI MIM 1200′ on 016°

JAR-OPS STRAIGHT-IN LANDING RWY 01R

	ILS DA(H) 870′ (200′) FULL	ILS DA(H) 870′ (200′) ALS out	LOC (GS out) MDA(H) 940′ (270′)	LOC (GS out) MDA(H) 940′ (270′) ALS out
A	RVR 550m	RVR 1000m	RVR 800m	RVR 1500m
B				
C				RVR 1600m
D			RVR 1200m	RVR 1800m

CIRCLE-TO-LAND
Not authorized
West of rwy 01R/19L

Max Kts	MDA(H)	VIS
100	1290′ (609′)	1500m
135	1290′ (609′)	1600m
180	1380′ (699′)	2400m
205	1570′ (889′)	3600m

PANS OPS 4

CHANGES: Approach frequency. Missed approach. Bearings.

ENGM GARDERMOEN

JEPPESEN

11 JAN 02 (11-2A) Eff 24 Jan

OSLO, NORWAY
CAT II ILS Rwy 01R

BRIEFING STRIP

ATIS	*GARDERMOEN Approach
126.12	East 119.97 West 120.45

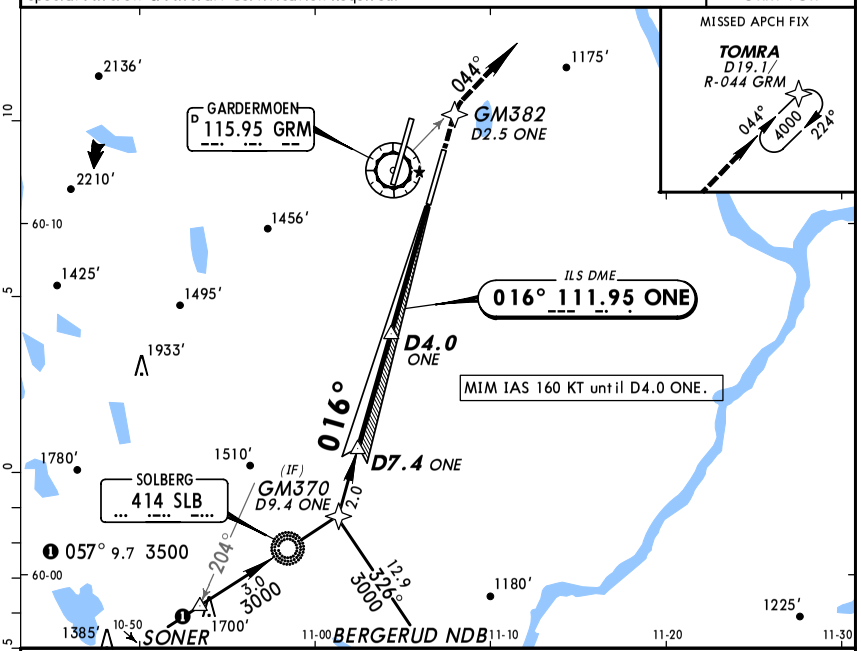
GARDERMOEN Tower			*Ground
0530-2200 West incl Rwy 01L/19R 118.3	0530-2200 East incl Rwy 01R/19L 120.1	2200-0530 All Sectors 118.3	121.92 121.67 121.72

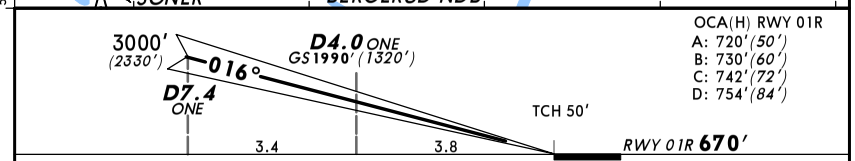
LOC	Final	GS	CAT II ILS	Apt Elev 681′
ONE	Apch Crs	D4.0 ONE	RA 102′	RWY 670′
111.95	016°	1990′ (1320′)	DA(H) 770′ (100′)	

MISSED APCH: Climb on track 016° to minimum 1200′. At GM382/D2.5 ONE after DME turn RIGHT to intercept R-044 GRM climbing to 3000′. On passing D10.0 GRM climb to 4000′ to TOMRA and hold.

MSA GRM VOR: 3800′ (090°–270°), 3400′, 3000′, 360°

Alt Set: hPa Rwy Elev: 24 hPa Trans level: By ATC Trans alt: 7000′ (6330′)
Special Aircrew & Aircraft Certification Required.





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	485	539	647	755	862

HIALS PAPI

MIM 1200′ on 016°

JAR-OPS

STRAIGHT-IN LANDING RWY **01R**
CAT II ILS
ABCD
RA 102′
DA(H) **770′** (100′)

RVR 300m [1]

[1] Operators applying U.S. Specs: CAT III authorization required below RVR 350m.

PANS OPS 4

CHANGES: Approach frequency. Missed approach. Bearings.

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ENGM GARDERMOEN

JEPPESEN

11 JAN 02 (11-3) Eff 24 Jan

OSLO, NORWAY
ILS Rwy 19L

BRIEFING STRIP

ATIS	*GARDERMOEN Approach
126.12	East 119.97 West 120.45

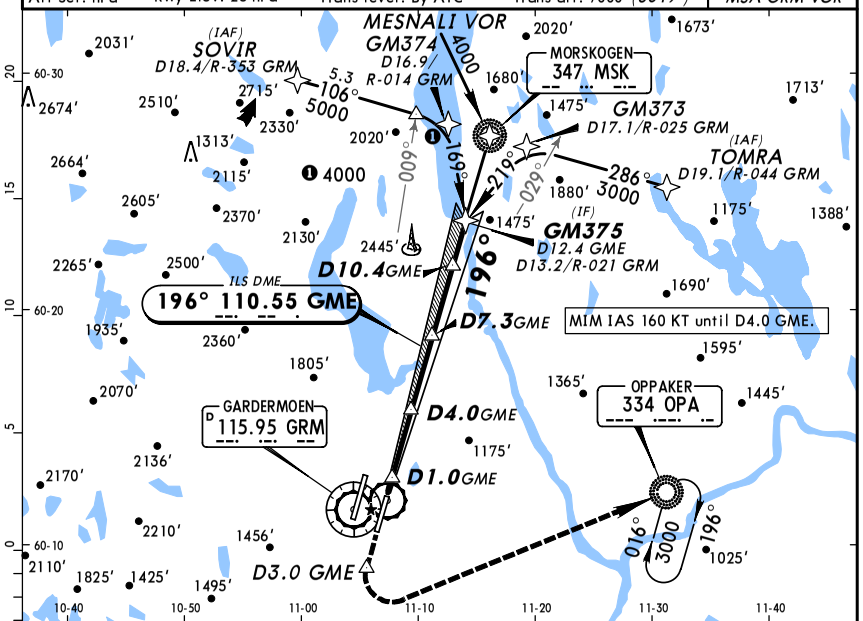
GARDERMOEN Tower			*Ground
0530-2200 West incl Rwy 01L/19R 118.3	0530-2200 East incl Rwy 01R/19L 120.1	2200-0530 All Sectors 118.3	121.92 121.67 121.72

LOC	Final	GS	ILS	Apt Elev 681′
GME	Apch Crs	D4.0 GME	DA(H)	RWY 681′
110.55	196°	2000′ (1319′)	881′ (200′)	

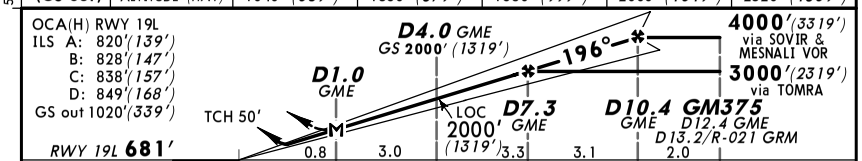
MISSED APCH: Climb on track 196° to D3.0 GME after DME, then turn LEFT to OPA NDB climbing to 3000′ and hold.

MSA GRM VOR: 3800′ (090°–270°), 3400′, 3000′, 360°

Alt Set: hPa Rwy Elev: 25 hPa Trans level: By ATC Trans alt: 7000′ (6319′)



LOC (GS out)	GME DME	1.0	2.0	3.0	4.0	5.0
	ALTITUDE (HAT)	1040′ (359′)	1360′ (679′)	1680′ (999′)	2000′ (1319′)	2320′ (1639′)



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Desc Grad 5.2%	377	485	539	647	755	862
MAP at D1.0 GME						

HIALS PAPI

D3.0 GME after DME on 196°

JAR-OPS

STRAIGHT-IN LANDING RWY **19L**

	ILS DA(H) 881′ (200′) FULL	ILS DA(H) 881′ (200′) ALS out	LOC (GS out) MDA(H) 1020′ (339′)	LOC (GS out) MDA(H) 1020′ (339′) ALS out
A	RVR 550m	RVR 1000m	RVR 900m	RVR 1500m
B			RVR 1000m	RVR 1800m
C			RVR 1400m	RVR 2000m
D				

CIRCLE-TO-LAND
Not authorized
West of rwy 01R/19L

Max Kts.	MDA(H)	VIS
100	1290′ (609′)	1500m
135	1290′ (609′)	1600m
180	1380′ (699′)	2400m
205	1570′ (889′)	3600m

PANS OPS 4

CHANGES: Approach frequency. Missed approach. Bearings.

ENGM GARDERMOEN — OSLO, NORWAY — ILS Rwy 19R

JEPPESEN — 11 JAN 02 — (11-4) — Eff 24 Jan

ATIS	*GARDERMOEN Approach
126.12	East 119.97 West 120.45

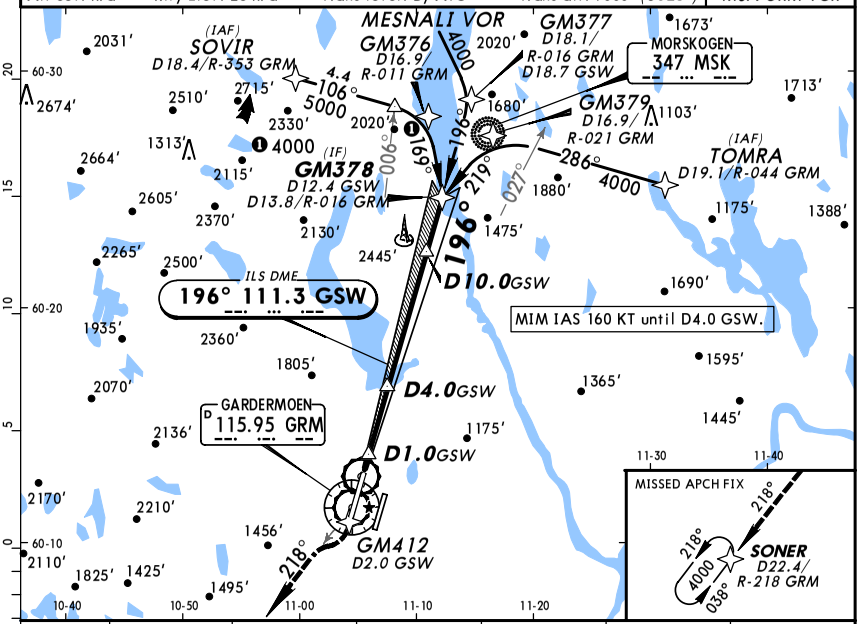
GARDERMOEN Tower			*Ground
0530-2200 West incl Rwy 01L/19R 118.3	0530-2200 East incl Rwy 01R/19L 120.1	2200-0530 All Sectors 118.3	121.92 121.67 121.72

LOC GSW	Final Apch Crs	GS D4.0 GSW	ILS DA(H)	Apt Elev 681′
111.3	196°	1950′ (1275′)	875′ (200′)	RWY 675′

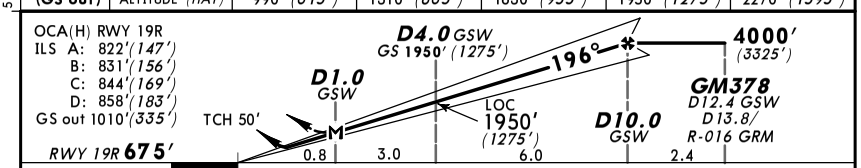
MISSED APCH: Climb on track 196° to GM412/D2.0 GSW after DME or 1500′, whichever is later. Then climbing turn RIGHT to intercept R-218 GRM to SONER climbing to 4000′ and hold.

Alt Set: hPa — Rwy Elev: 25 hPa — Trans level: By ATC — Trans alt: 7000′ (6325′)

MSA GRM VOR: 3800′ (090°–270°), 3400′, 3000′ (360°)



LOC (GS out)	GSW DME	1.0	2.0	3.0	4.0	5.0
	ALTITUDE (HAT)	990′ (315′)	1310′ (635′)	1630′ (955′)	1950′ (1275′)	2270′ (1595′)



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Desc Grad 5.2%	377	485	539	647	755	862
MAP at D1.0 GSW						

HIALS PAPI — 196° — GM412 whichever later 1500′

JAR-OPS STRAIGHT-IN LANDING RWY 19R

	ILS DA(H) 875′(200′) FULL	ILS DA(H) 875′(200′) ALS out	LOC (GS out) MDA(H) 1010′(335′)	LOC (GS out) ALS out
A	RVR 550m	RVR 1000m	RVR 900m	RVR 1500m
B			RVR 1000m	
C				RVR 1800m
D			RVR 1400m	RVR 2000m

CIRCLE-TO-LAND: Not authorized East of rwy 01L/19R

Max Kts	MDA(H)	VIS
100	1090′ (409′)	1500m
135	1190′ (509′)	1600m
180	2040′ (1359′)	2400m
205	2250′ (1569′)	3600m

PANS OPS 4

CHANGES: Approach frequency. Missed approach. Bearings.

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

ENGM GARDERMOEN — OSLO, NORWAY — CAT II ILS Rwy 19R

JEPPESEN — 11 JAN 02 — (11-4A) — Eff 24 Jan

ATIS	*GARDERMOEN Approach
126.12	East 119.97 West 120.45

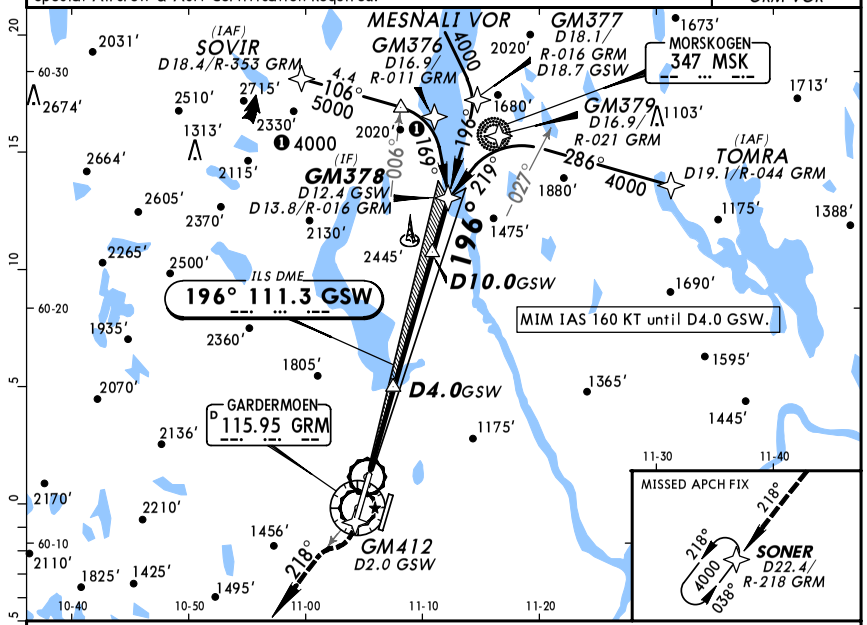
GARDERMOEN Tower			*Ground
0530-2200 West incl Rwy 01L/19R 118.3	0530-2200 East incl Rwy 01R/19L 120.1	2200-0530 All Sectors 118.3	121.92 121.67 121.72

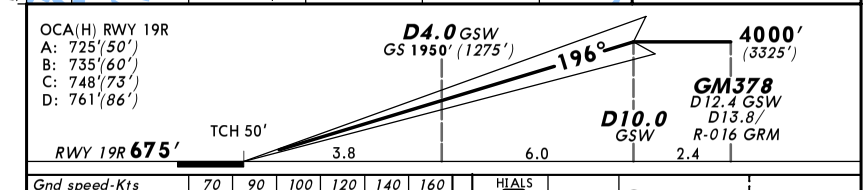
LOC GSW	Final Apch Crs	GS D4.0 GSW	CAT II ILS RA 100′ DA(H) 775′(100′)	Apt Elev 681′
111.3	196°	1950′ (1275′)		RWY 675′

MISSED APCH: Climb on track 196° to GM412/D2.0 GSW after DME or 1500′, whichever is later. Then climbing turn RIGHT to intercept R-218 GRM to SONER climbing to 4000′ and hold.

Alt Set: hPa — Rwy Elev: 25 hPa — Trans level: By ATC — Trans alt: 7000′ (6325′)
Special Aircrew & Acft Certification Required.

MSA GRM VOR: 3800′ (090°–270°), 3400′, 3000′ (360°)





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	485	539	647	755	862

HIALS PAPI — 196° — GM412 whichever later 1500′

JAR-OPS STRAIGHT-IN LANDING RWY 19R

CAT II ILS
ABCD
RA 100′
DA(H) 775′(100′)

RVR 300m [1]

[1] Operators applying U.S. Ops Specs: CAT III authorization required below RVR 350m.

PANS OPS 4

CHANGES: Approach frequency. Missed approach. Bearings.

ENGM/OSL GARDERMOEN

JEPPESEN 18 JUL 03 (13-1)

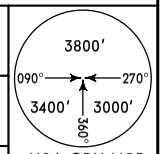
OSLO, NORWAY VOR DME Rwy 01L

BRIEFING STRIP™

ATIS	*GARDERMOEN Approach
126.12	East 119.97 West 120.45

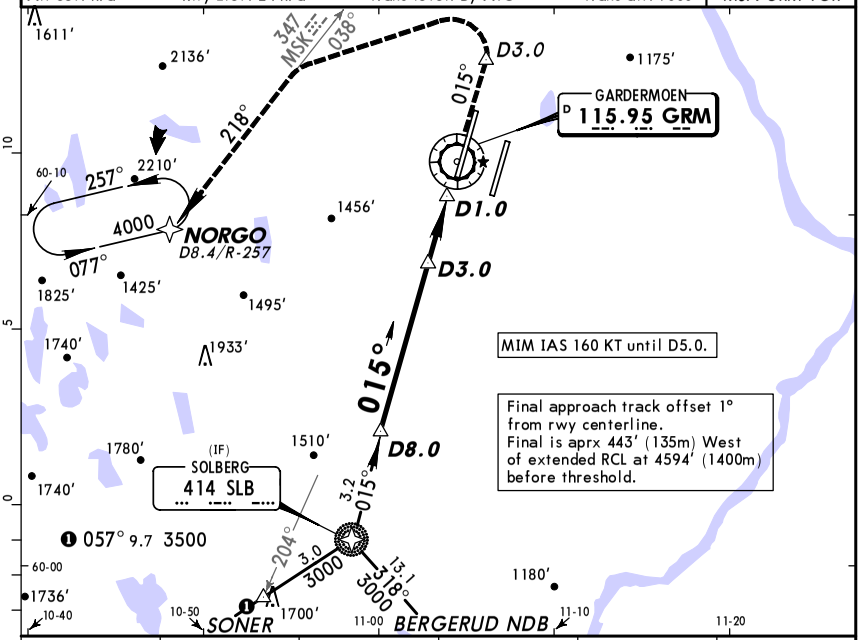
GARDERMOEN Tower 0530-2200		2200-0530	*Ground
West incl Rwy 01L/19R 118.3	East incl Rwy 01R/19L 120.1	All Sectors 118.3	121.92 121.67 121.72

VOR GRM	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 681′
115.95	015°	D8.0 3000′ (2344′)	Refer to Minimums	RWY 656′

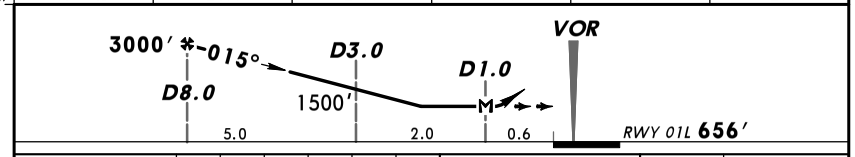


MISSED APCH: Climb on R-195 inbound to VOR. Continue climb on R-015 to D3.0 to minimum 1800′. Climbing turn LEFT to intercept and proceed on 218° from MSK NDB to NORGO to 4000′ and hold.

Alt Set: hPa | Rwy Elev: 24 hPa | Trans level: By ATC | Trans alt: 7000′



GRM DME	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2400′	2100′	1800′	1500′	1200′



Gnd speed-Kts	70	90	100	120	140	160
Descent Grad 5.0%	354	456	506	608	709	810
MAP at D1.0						

HIALS PAPI

Refer to Missed Apch above

JAR-OPS STRAIGHT-IN LANDING RWY **01L**

MDA(H) A: **1000′**(344′) C: **1050′**(394′) B: **1020′**(364′) D: **1070′**(414′)

	ALS out	Max Kts	MDA(H)	VIS
A	RVR 900m	100	1090′ (409′)	1500m
B	RVR 1000m / RVR 1500m	135	1190′ (509′)	1600m
C	RVR 1000m / RVR 1800m	180	2040′ (1359′)	2400m
D	RVR 1400m / RVR 2000m	205	2250′ (1569′)	3600m

CIRCLE-TO-LAND
Not authorized East of rwy 01L/19R

PANS OPS 4

CHANGES: See other side.

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ENGM/OSL GARDERMOEN

JEPPESEN 18 JUL 03 (13-2)

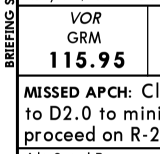
OSLO, NORWAY VOR DME Rwy 19R

BRIEFING STRIP™

ATIS	*GARDERMOEN Approach
126.12	East 119.97 West 120.45

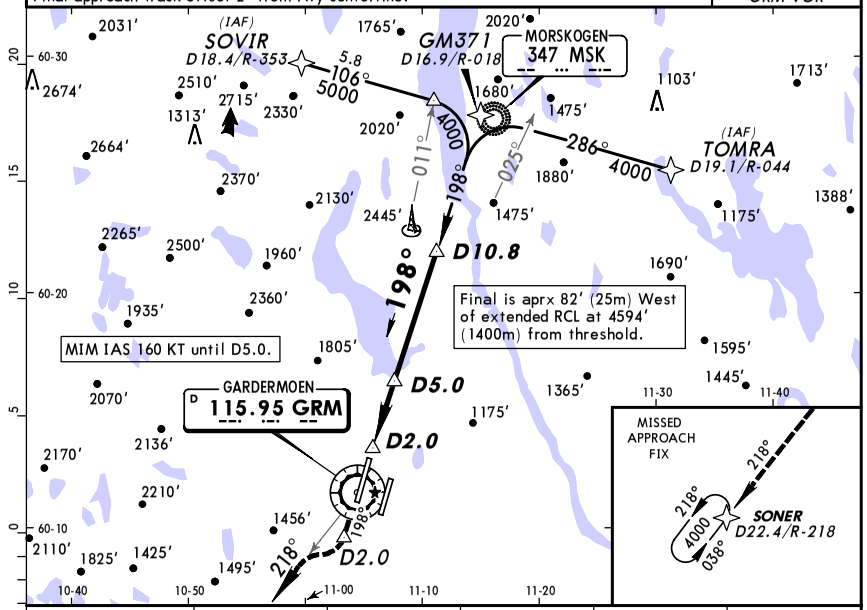
GARDERMOEN Tower 0530-2200		2200-0530	*Ground
West incl Rwy 01L/19R 118.3	East incl Rwy 01R/19L 120.1	All Sectors 118.3	121.92 121.67 121.72

VOR GRM	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 681′
115.95	198°	D10.8 4000′ (3325′)	1060′ (385′)	RWY 675′

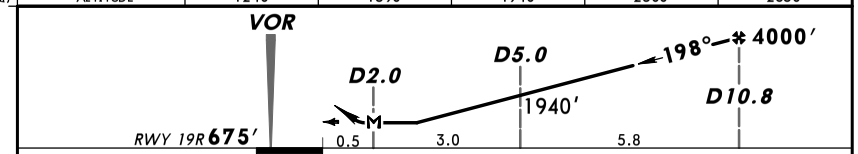


MISSED APCH: Climb on R-018 inbound to VOR. Continue climb on R-198 to D2.0 to minimum 1500′. Climbing turn RIGHT to intercept and proceed on R-218 to SONER to 4000′ and hold.

Alt Set: hPa | Rwy Elev: 25 hPa | Trans level: By ATC | Trans alt: 7000′
Final approach track offset 2° from rwy centerline.



GRM DME	3.0	4.0	5.0	6.0	7.0
ALTITUDE	1240′	1590′	1940′	2300′	2650′



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.8%	411	529	587	705	822	940
MAP at D2.0						

HIALS PAPI

Refer to Missed Apch above

JAR-OPS STRAIGHT-IN LANDING RWY **19R**

MDA(H) **1060′**(385′)

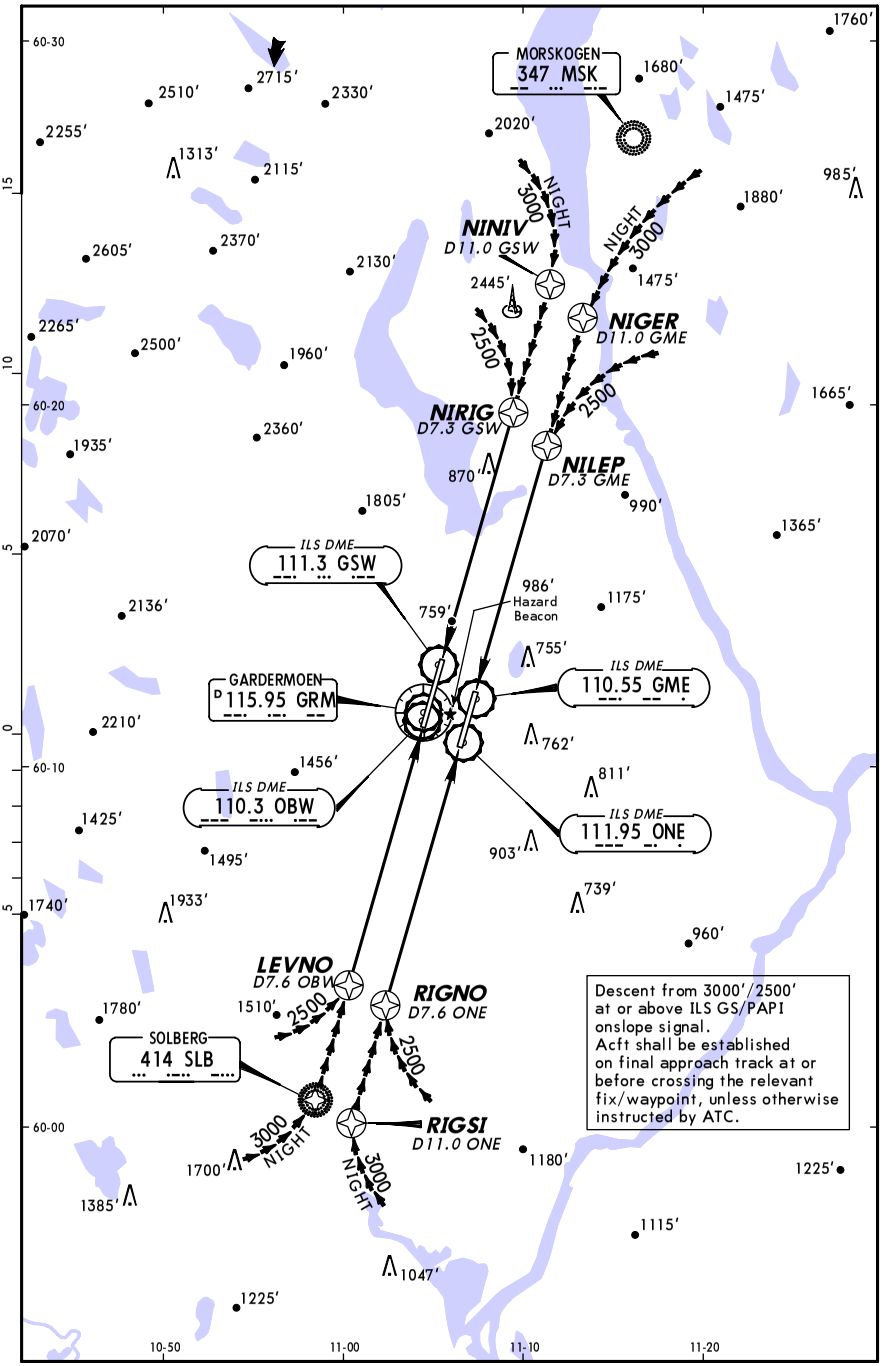
	ALS out	Max Kts	MDA(H)	VIS
A	RVR 900m	100	1090′ (409′)	1500m
B	RVR 1000m / RVR 1500m	135	1190′ (509′)	1600m
C	RVR 1000m / RVR 1800m	180	2040′ (1359′)	2400m
D	RVR 1400m / RVR 2000m	205	2250′ (1569′)	3600m

CIRCLE-TO-LAND
Not authorized East of rwy 01L/19R

PANS OPS 4

CHANGES: MDA(H).

VISUAL APPROACH PROCEDURES



CHANGES: New chart.