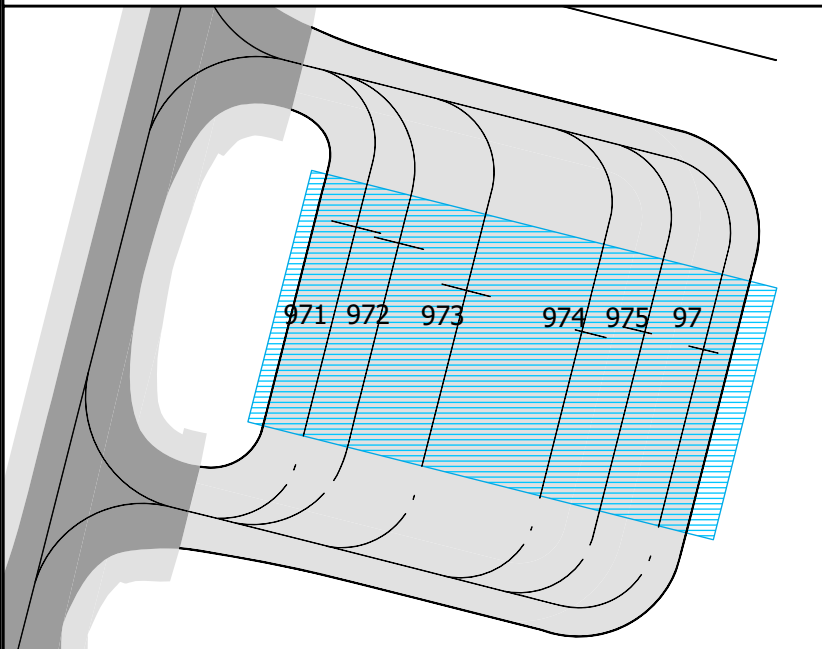
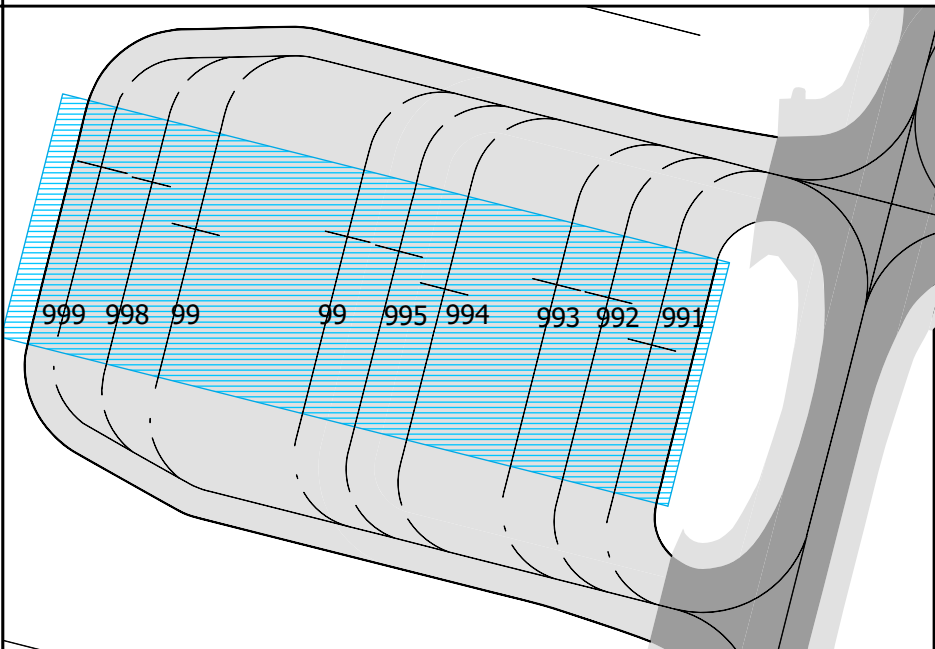
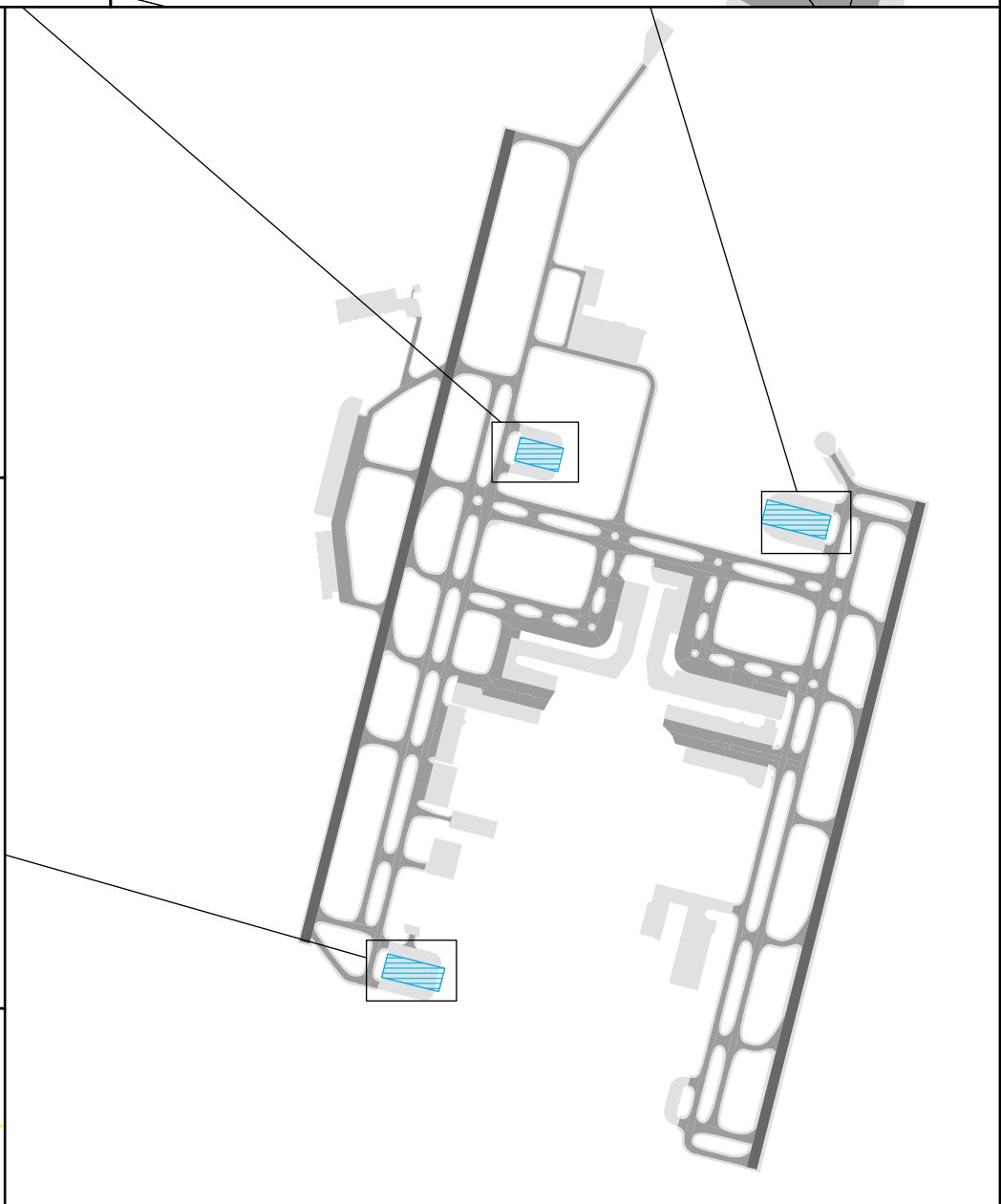
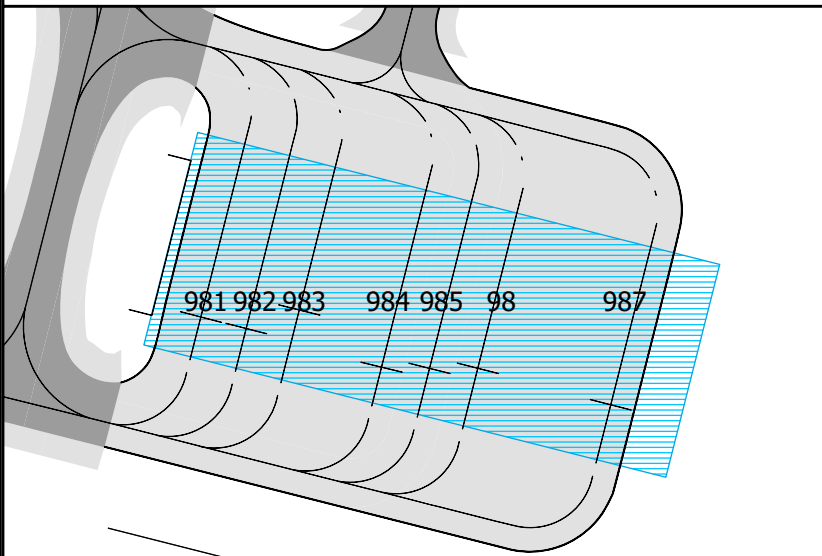
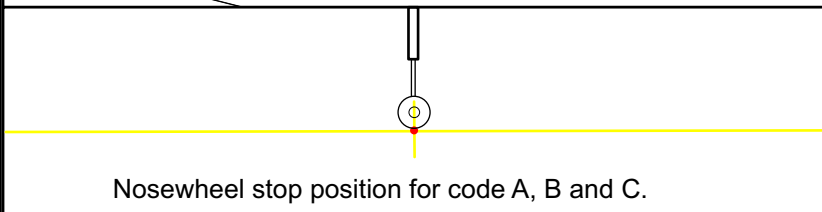


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<b>DE-ICE AREAS CHART</b>	<b>COM</b>			<b>OSLO LUFTHAVN, GARDERMOEN NORWAY</b>	
	<b>TWR ( W )</b>	<b>118.305 MHZ</b>	<b>CLR ( W )</b>		<b>121.680 MHZ</b>
	<b>TWR ( E )</b>	<b>120.105 MHZ</b>	<b>CLR ( E )</b>		<b>121.930 MHZ</b>
	<b>GND ( W )</b>	<b>121.605 MHZ</b>	<b>APRON</b>		<b>121.855 MHZ</b>
	<b>GND ( E )</b>	<b>121.905 MHZ</b>			
<b>DE-ICE PAD A-NORTH</b>			<b>DE-ICE PAD B-NORTH</b>		
CODE A,B,C MAX WINGSPAN 36M  BAY 971, 973, 974, 976			CODE A,B,C MAX WINGSPAN 36M  BAY 991, 993, 994, 996, 997, 999		
CODE D, E MAX WINGSPAN 65M  BAY 972, 975			CODE D, E MAX WINGSPAN 65M  BAY 992, 995, 998		
CODE F See AD 2.23.4 MAX WINGSPAN 80M  BAY 975			CODE F See AD 2.23.4 MAX WINGSPAN 80M  BAY 995		
					
<b>DE-ICE PAD A-SOUTH</b>					
CODE A,B,C MAX WINGSPAN 36M  BAY 981, 983, 984, 986					
CODE D MAX WINGSPAN 52M  BAY 987					
CODE E MAX WINGSPAN 65M  BAY 982, 985					
CODE F See AD 2.23.4 MAX WINGSPAN 80M  BAY 985					
					
 Nosewheel stop position for code A, B and C.					
<b>PROCEDURES FOR ACFT DE-ICING</b>					
CAUTION:					
- DE-ICE AREAS, INCLUDING ENTRIES AND EXITS, MIGHT BE SLIPPERY WHEN CONTAMINATED. ADJUST TAXISPEED ACCORDINGLY.					
- AFTER DE-ICE COMPLETED, DO NOT MOVE ACFT UNTIL «ALL CLEAR SIGNAL» (THUMBS UP) IS GIVEN FROM GROUND CREW AND TAXI INSTRUCTIONS ARE RECEIVED FROM ATC.					
RMK:					
- EXPECT THE FOLLOWING ATC FREQUENCIES FOR TAXI, AFTER CLEAR SIGNAL IS RECEIVED FROM ICEMAN/CHECKER:					
A-SOUTH 118.305 MHZ, B-NORTH 120.105 MHZ, A-NORTH 121.605 MHZ					
REF. AD 2 ENGM 2.20. 11:					
LISTENING WATCH ON APRON FREQUENCY IS MANDATORY DURING DE-ICING.					
REF. AD 2.23.4:					
- PILOTS ARE TO ADHERE STRICTLY TO THE PROCEDURES SPECIFIED FOR OPERATIONS WITH LARGE AIRCRAFT (WINGSPAN 65-80 METERS).					

CHANGES: NEW FREQUENCIES.