

AERODROME GROUND
MOVEMENT CHART

APRON ELEV 674

OSLO, GARDERMOEN
NORWAY

COM

ATIS (ARR)	126.130 MHZ
ATIS (DEP)	127.155 MHZ
CLR (E)	121.930 MHZ
CLR (W)	121.680 MHZ
APRON	121.855 MHZ
GND (E)	121.905 MHZ
GND (W)	121.605 MHZ
TWR	257.800 MHZ
TWR (E)	120.105 MHZ
TWR (W)	118.305 MHZ

NOTES - REMARKS

TAXIING
All turns made by aircraft with wingspan 36 M or greater must be made with judgemental oversteering.

WING SPAN LIMITATIONS
Following TWY has max wingspan 52 M:
- TWY U2
Following TWYs has max wingspan 36 M:
- TWY between N and Hangar 9
- TWY C north of stand 329
- TWY C2
- TWY C3
- TWY C4
- TWY K1
- TWY K2
- TWY L BLUE
- TWY L ORANGE

NON-CERTIFIED AREAS
The aerodrome design on non-certified areas is not according to EASA's certification specifications. Contact aerodrome operator at osl-airside@avinor.no for further information on signs, marking and pavement status.

Runway strength, REF AD 2.12
Apron surface and strength, REF AD 2.8
Declared distances, REF AD 2.13
Taxiway width, surface and strength, REF AD 2.8

Angled TWY. Difficult to see traffic on RWY 01L.

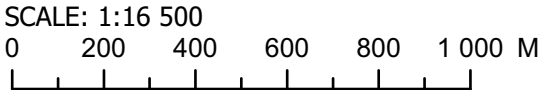
TWY V leading directly to a RWY intersection. Caution must be exercised when approaching the holding point A6.

Risk of misidentification at the TWY intersection between TWY M/N and TWY V/P. Pay attention to correct routing and signage. Reduce speed and confirm position if necessary.

Angled TWY. Difficult to see traffic on final.

Use caution TWY N with clearance to hold short of A2 or deice exit, this means to hold short on TWY N.

Use caution TWY S with clearance to hold short of deice exit, this means to hold short on TWY S.



Dimensions in meter, elevation in feet, bearings are magnetic.

VAR 5° E 2025
Annual change 0.19° E

Legend

- Visual Docking Guidance System
- Manoeuvring Area Boundary
- Construction area
- Engine Testing Area
- De-Ice
- Non accessible area
- GND EAST
- GND WEST
- TWR EAST
- TWR WEST
- Non-certified area

CHANGES: NOTES - REMARKS, MAGVAR.