

AERODROME GROUND
MOVEMENT CHART
CODE F

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 should be made with judgemental oversteering.

DE-ICE
Be aware of wingspan limitation on de-ice stands, ref. De-ice Areas chart.

A380
MAX weight 560 tons on TWY P and TWY V between TWY D and NOLAC / SOMBI.

FOLLOW ME
If "STOP" is displayed in the lightbar of the "FOLLOW ME", the pilot should resolutely and firmly bring the aircraft to a full stop. Contact ATC for further instructions.

TWY SAFETY AREAS
The following TWYs has reduced safety areas for code F aircraft. Caution must be taken!
- V between N and S
- P between N and S
- D between P and H
- K between N and E
- N between K and N5

TOWING/PUSHBACK
Towing/pushback is accepted on
- TWY D between D1 and P.
- TWY J between J1 and S.

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

MAX wing span 80 M

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.

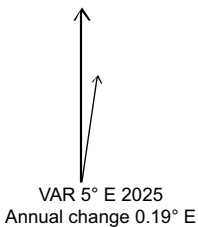
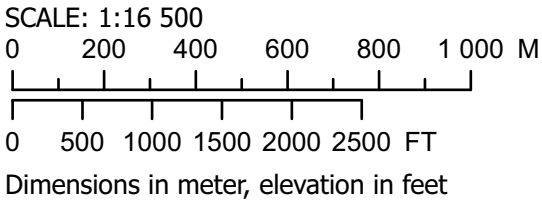
Risk of misidentification at the TWY intersection between TWY M/N and TWY V/P. Pay attention to correct routing and signage. Reduce speed and confirm position if necessary.

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.

CHANGES: MAG VAR.



Legend

- Visual Docking Guidance System
- Manoeuvring Area Boundary
- Construction area
- Engine Testing Area
- Available APRONS and STANDS
- De-Icing
- Non accessible area
- Available TAXIWAYS