

GENERAL

Operational Hours

ATS Hours: H24

AD ADMIN Hours: MON-FRI 0700-1500†

Airport Information

RFF: CAT 9

PCN: RWY 01L/19R, 01R/19L: 75/F/A/W/T

Operation

Night Restrictions

2130-2300†

- Jets and propeller ACFT with MTOW exceeding 5.7t / 12500lbs and 4 propellers or more: LDG RWY 01R and 19R; TKOF RWY 01L and 19L.
- Other TFC use RWY 01L/19R.

2300-0530†

- TKOF/LDG: RWY 01L/19R

When WX conditions require use of ILS CAT II/III APCH, RWY 01R must be used for LDG.

Transponder OPS:

Select assigned transponder Mode A and activate Mode S, set to AUTO if technically AVBL;

- After LDG, continuously until fully parked on stand.
- When parked, set Mode A code 2000 before selecting OFF or STBY.
- From push-back or taxi, whichever comes earlier.

Select ACFT identification feature if AVBL, before activating transponder.

TCAS shall not be selected before receiving CLR to line up, and must be turned off after vacating RWY.

ACFT not equipped with Mode S transponder shall select Mode A/C and assigned Mode A code; if no code has been assigned select a non-discrete code.

Low Visibility Procedures

LVP in force when RVR is less than 550m or ceiling is less than 200ft.

During VIS condition when RVR below 400m, AVBL RWY entries/exits limited to:

RWY	01L	01R	19L	19R
Entry	A1, A2, A4, A5, C1	B1, B2	B6, B7, B8, B9	A5, A6, A7, A9, C3, C1
Exit	A5, A6, A7, A9, C1, C3	B6, B7, B8, B9	B1, B2	A5, A4, A2, A1, C3, C1
RWY crossing points	C3 to A7 and vice versa. C2 to A6 and vice versa. C1 to A4 and vice versa. (RMK published Hot Spot)	Not applicable	Not applicable	C3 to A7 and vice versa. C2 to A6 and vice versa. C1 to A4 and vice versa. (RMK published Hot Spot).

Report "RWY vacated" when completely passed end of green/yellow coded TWY CLL.

Surface movement radar is normally AVBL by ATC.

GENERAL

TWY Restriction

TWY C4 width 18m / 59ft.

TWY L BLUE and L ORANGE MAX wingspan 36m / 118ft.

TWY L CENTER MAX wingspan 65m / 213ft.

TWY P, TWY V between TWY D and NOLAC/SOMBI: A380 MAX weight 560t / 1234588lbs.

Taxi/Parking

Follow-me AVBL O/R.

Follow-me mandatory for code letter E ACFT from intermediate HLDG on TWY S or T to TWY L CENTER and parking position.

To avoid obstruction of TWY G and J, arriving ACFT are urged not to wait short of APN, but PSN nose wheel past the red APN safety line.

No CLL in junction between TWY L CENTER/BLUE and TWY F. Prohibited to use under low VIS PROC.

Parking Guidance System Safedock T2 AVBL at stands 11, 13, 15, 16, 39, 50, 53. Safedock T1 at all other stands.

Exit TWYs with curvature

Exit TWYs with curvature are provided at the following PSNs:

RWY	Exit	DIST from THR to turn-off point
01L	A6	1769m / 5804ft
01R	B6	1749m / 5738ft
01R	B7	2133m / 6998ft
19L	B4	1693m / 5554ft
19L	B3	2156m / 7073ft
19R	A5	1651m / 5417ft
19R	A4	2020m / 6627ft

Exit speed must be adjusted to prevailing friction CONDS and should not exceed 50KT at the point of turn-off (where TWY CL separates from RWY CL).

Exit TWYs with curvature are starting with a wide curve and continuously tightening to a sharper curve. Note that Exit TWYs with curvature do not contain a straight segment. Deceleration should continue during turn-off to reach normal taxispeed or full stop before standard TWY turning radius is reached (280m after point of turn-off).

APU

Restricted to 5min after ARR and 5min prior EOBT, except when temperature is below -15°C or above +20°C.

Minimum Runway Occupancy Time (MROT)

Ensure standard MROT procedures.

Warnings

PAPI angle calibrated for B747.

Birds in vicinity of AD.

ARRIVAL**Speed**

Advise ATC if/when reducing below instructed speed.

MAX IAS 250KT when crossing TMA BDRY or as instructed.

MNM IAS 160KT to D4 ILS/DME or D5 GRM (VOR APP), unless otherwise instructed.

Communication**COM Failure**

RWY 01L/R: Follow cleared or expected STAR until IAF, then start APCH to assigned RWY without delay. If no specific RWY for LDG has been assigned, start APCH to RWY 01R without delay.

RWY 19L/R: Follow cleared or expected STAR until IAF, then start APCH to assigned RWY without delay. If no specific RWY for LDG has been assigned, start APCH to RWY 19R without delay.

MISAP COM Failure

ILS or LOC RWY 01R: Climb on 049° to 4000ft. At D20 ONE, turn right direct GRM for new INST APCH.

ILS or LOC RWY 01L: Climb on 013° to 5000ft. At D20 OBW, turn left direct GRM for new INST APCH.

ILS or LOC RWY 19R: Continue on 224°. Climb to 5000ft. At D20 GSW, turn right direct GRM for new INST APCH.

ILS or LOC RWY 19L: Continue on 103° to 5000ft. At D20 GME, turn left direct GRM for new INST APCH.

VOR RWY 01L: Climb on R011 GRM to 5000ft. At D20 GRM turn left direct GRM for new INST APCH.

VOR RWY 19R: Climb on R220 GRM to 5000ft. At D20 GRM turn right direct GRM for new INST APCH.

RNAV RWY 01R: At NIDIM turn right direct GRM for new APCH.

RNAV RWY 01L: At GM918 turn left direct GRM for new APCH

RNAV RWY 19R: At GM996 turn right direct GRM for new APCH.

RNAV RWY 19L: At GM 942 turn left direct GRM for new APCH.

On GND: If an ACFT after LDG cannot obtain contact with GND, vacate RWY and hold position until contact with GND can be established.

Arrival Procedure**Noise Abatement Procedure**

Approach and landing shall be carried out in a way that reduces noise as much as possible by using procedures for continuous descend, low power and low drag

Visual APCH prohibited except for visual step-over to a parallel RWY after joining final APCH, if it is considered necessary by the ATS. VIS curved APCH may be authorized by CAA under RNAV guidance.

Reverse: During night period, ACFT ENGS must not be reversed beyond idle PWR after touchdown unless so warranted by safety reasons.

Non-standard GP Intercept Position on RWY 01L

GP intercept RWY 01L at 314m / 1030ft after landing threshold.

Remaining DIST beyond GP is 3286m / 10781ft.

Warnings

Pilots of black or dark nose ACFT need to exercise caution when docking, as such ACFT has increased risk of not getting detected by A-VDGS.

DEPARTURE**Take-off Minima**

RWY		01R, 19R, 01L	
All ACFT	ft - m/km	0 - 75R	-
RWY		19L	
All ACFT	ft - m/km	0 - 125R	-

Speed

MAX speed below FL100 or FL130 as stated in each individual SID under RESTRICTIONS: 250KT, unless otherwise instructed by ATC.

Communication

Change to APP FREQ shall always be initiated by TWR.

COM Failure

Maintain last assigned LVL for 2min, then climb to cruising LVL stated in CPL.

ACFT under radar vectoring shall continue on last cleared and acknowledged HDG and LVL for 2min, then proceed via the most direct route to join cleared SID or route and climb to cruising LVL stated in CPL.

Omnidirectional DEP: Maintain last cleared and acknowledged track and LVL for 2min, then climb to cruising LVL stated in CPL and join the cleared ATS route.

Departure Procedure**Start up/Push-back**

REQ start-up when fully ready within TOBT ± 5 min on DLV.

If ACFT is not ready for push-back/start-up within TOBT ± 5 min, TOBT must be updated by GND handling agent and ATC will sent a new TSAT.

Start ENG during or after push-back, unless otherwise instructed.

JET ACFT leave nose-in PSN only with push-back. Use of reverse not permitted.

To avoid blast at stands use MNM PWR when turning out from start-up PSN to TWY.

Stand 2, 3, 7, 93, 95 and 96 push-back only AVBL after incorrect positioning of ACFT during towing/parking in coordination with ATC.

Initial turn direction after push-back for code letter C ACFT or smaller:

- Stand 26, 36, 65, 72, 85, 204 to the right.
- Stand 44, 73, 80 (code letter C ACFT), 81, 89, 181, 201 to the left.

Parking stands may have two or more designated disconnecting positions marked with a double line on the straight stand guidance line to be used during the regular push-back procedure. Deviations from these designated disconnecting positions may conflict with traffic on TWY. Longer push-back only with approval from GND.

Intersection TKOF

Intersection DEP RWY 01R is not permitted due to NAP.

Intersection DEP RWY 19L is only permitted from B9, B8 and B7 due to NAP.

Noise Abatement Procedures

Use ICAO Standard NADP 2.

RWY 01R use ICAO Standard NADP 1 during climb-out.

DEPARTURE**Noise Level Restrictions**

1500-0700±: DEP with ACFT not complying with noise regulations of ICAO Annex 16, chapter 3 prohibited.

2300-0530±: DEP with ACFT having a noise certification exceeding 88 EPNdB prohibited.

ATC Slot, Clearance

Advise ATC if INT DEP is acceptable, requested before commencing taxi.

DCL AVBL 30min before TOBT.

REQ ATC CLR earliest 30min and latest 10min before TOBT on DLV. Specify stand number.

Airport Collaborative Decision Making (CDM)

CDM concept in use at this airport. See General Part/RAR/RAR In-Flight.

De-Icing

De-icing of ACFT may only be performed on dedicated platforms.

On first contact report to DLV, if the ACFT needs de-icing. ATC will forward the REQ to de-icing coordinator. No call shall be made to the de-icing coordinator unless instructed by GND when ACFT is approaching the de-icing platform.

If requiring de-icing via DCL enter "REQ DEICE" into REMARKS free text field.

ATC will forward the request to the de-icing coordinator.

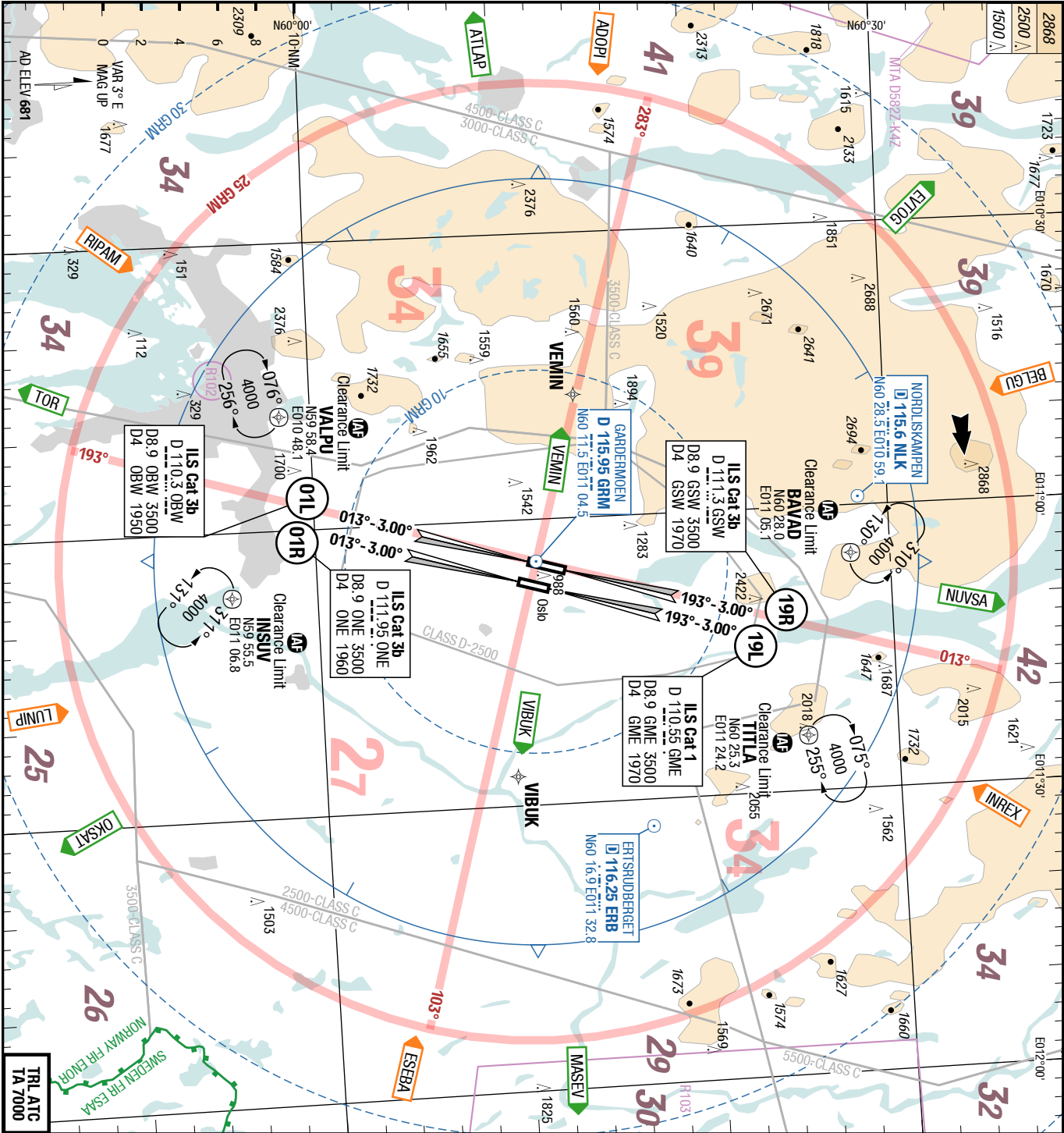
The de-icing platforms, including inbound and outbound lanes, are outside of maneuvering area. Pilots are reminded to exercise particular caution to avoid danger to vehicles and persons involved in ACFT de-icing.

De-icing is completed when a message including ACFT call-sign, details about de-icing and the phrase "Equipment removed, you may taxi" is received from de-icing coordinator. Do not move ACFT until "all clear signal" (thumbs up) is given from the ground crew and taxi instructions are received from ATC.

Listening watch on last assigned ATC FREQ is to be maintained during de-icing. Pilots are requested to maintain listening watch on de-icing coordinator FREQ until ACFT is leaving de-icing platform. REQ for taxi instructions shall be forwarded to ATC. Specify RTF callsign and de-icing stand on which ACFT is parked.

Warning

Simultaneous parallel DEP in progress.



D-ATIS	126.125 ARR	127.150 DEP
APP	120.450	118.475
DIR	136.400	119.975
FINAL	128.900	
Gardermoen TWR		118.500 W RWY 01L/19R
		118.700 HO
		120.100 E RWY 01R/19L
		123.325 HO
Gardermoen GND		121.605 W
		121.905 E
		121.730 HO
Gardermoen DLV		121.680 W
		121.930 E

Landing RWY system:

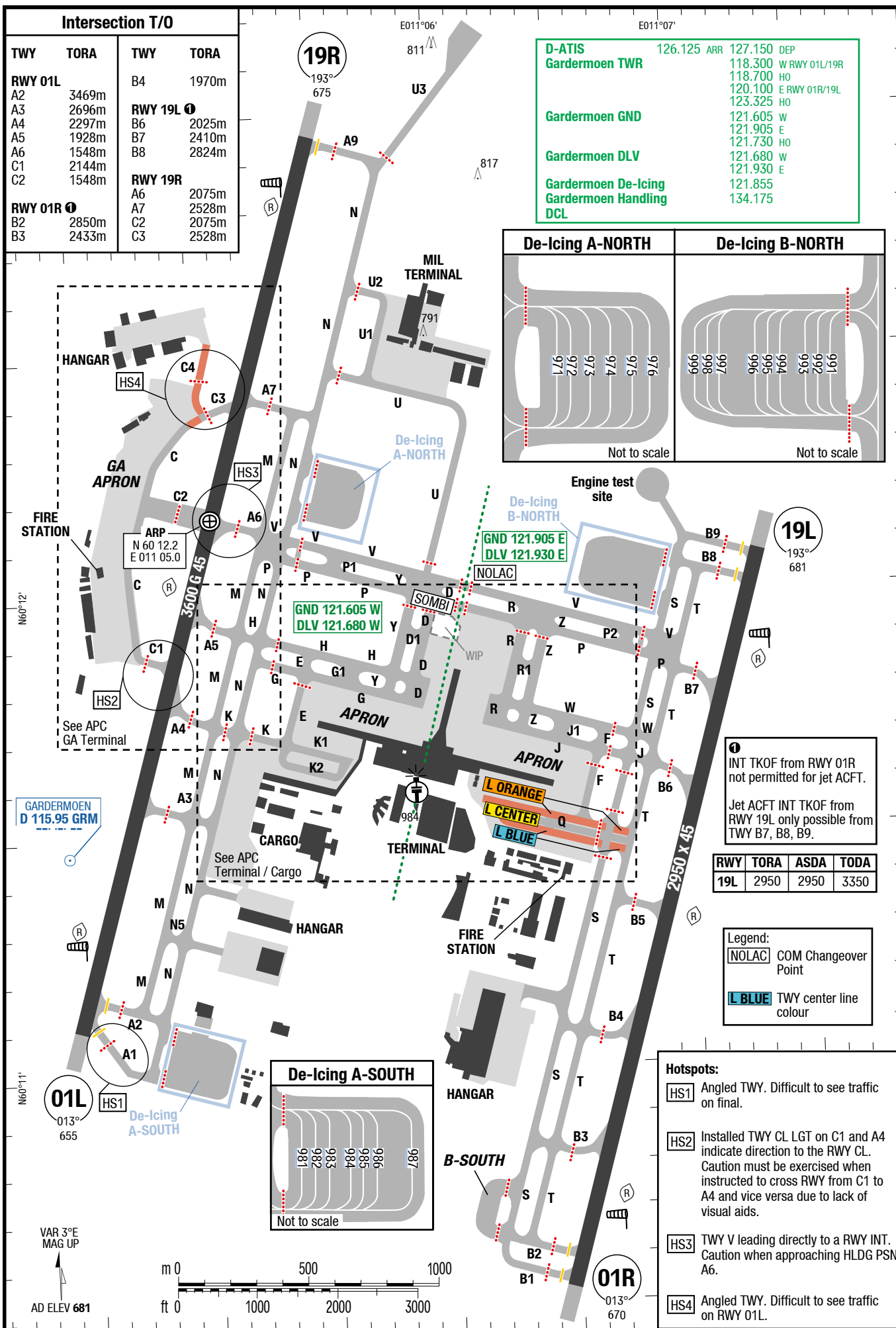
01L	ILS Cat 3b D 111.3 GSW D8.9 GSW 3500 D4 GSW 1970	83.0°	60 HL
HL-P2F	THR 655 (24hPa) / TDZ --- (-0.2%)		

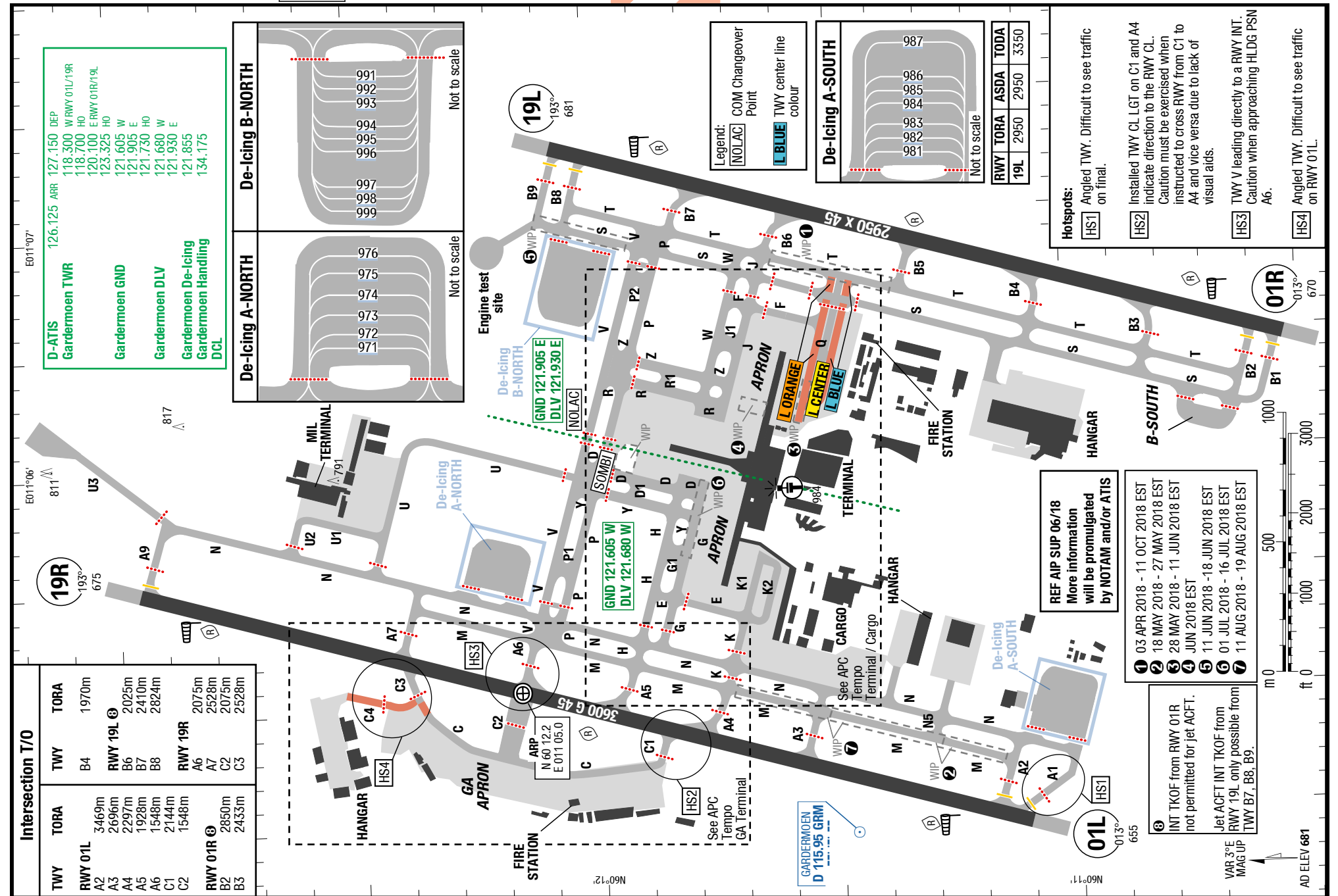
19R	ILS Cat 1 D 110.55 GME D8.9 GME 3500 D4 GME 1970	83.0°	60 HL
HL-P2F	THR 675 (24hPa) / TDZ --- (-0.2%)		

01R	ILS Cat 3b D 111.95 ONE D8.9 ONE 3500 D4 ONE 1960	83.0°	60 HL
HL-P2F	THR 670 (24hPa) / TDZ --- (-0.1%)		

19L	ILS Cat 3b D 110.3 OBW D8.9 OBW 3500 D4 OBW 1950	83.0°	60 HL
HL-P2F	THR 681 (25hPa) / TDZ --- (-0.1%)		

25	ILS Cat 3b D 110.3 OBW D8.9 OBW 3500 D4 OBW 1950	83.0°	60 HL
HL-P2F	THR 670 (24hPa) / TDZ --- (-0.1%)		





13-SEP-2018/UFN

06-SEP-2018

OSL-ENGM

Norway Oslo Gardermoen

Tempo GA Terminal / Stand Coordinates

3-28

Tempo Terminal / Cargo

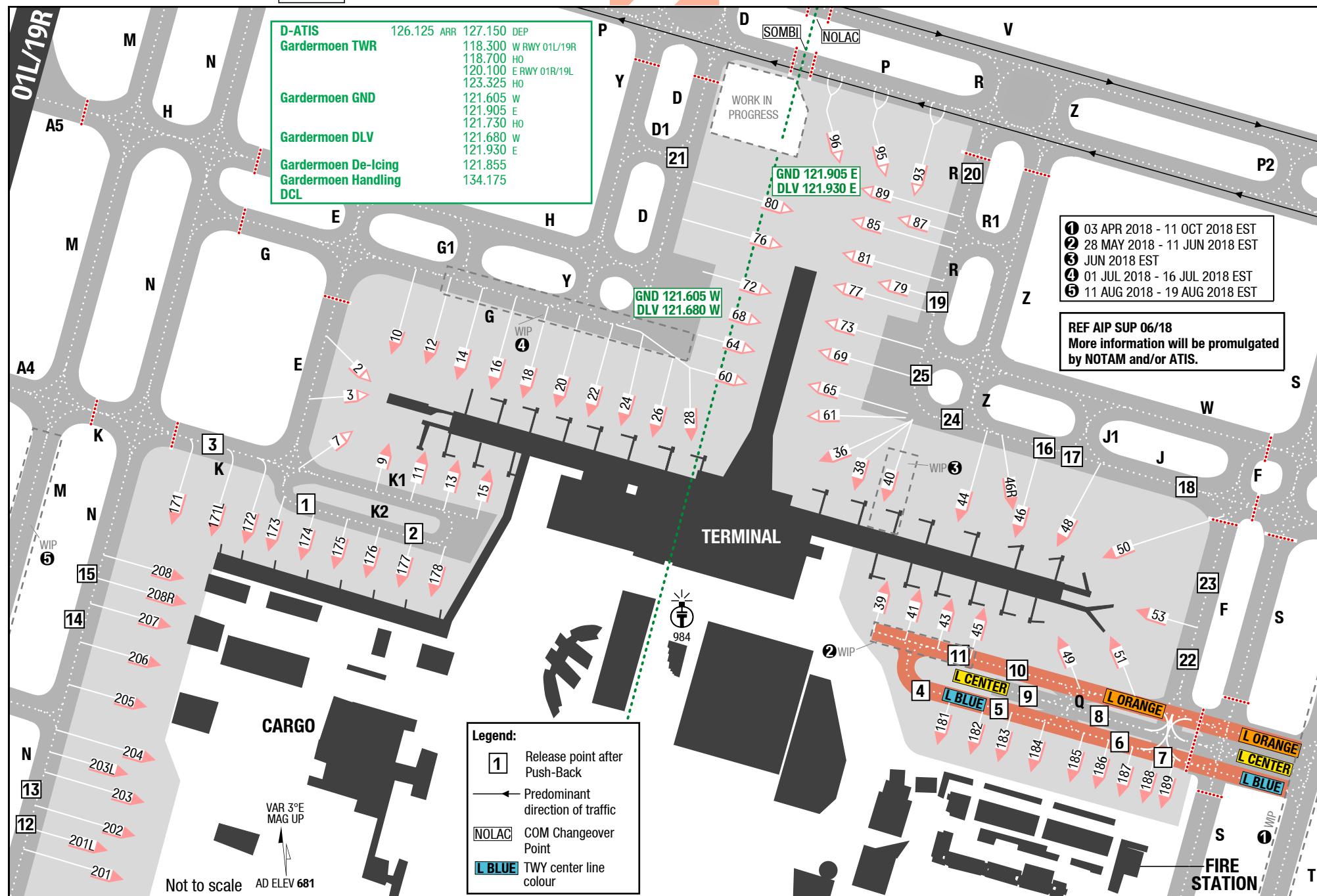
APC

APC

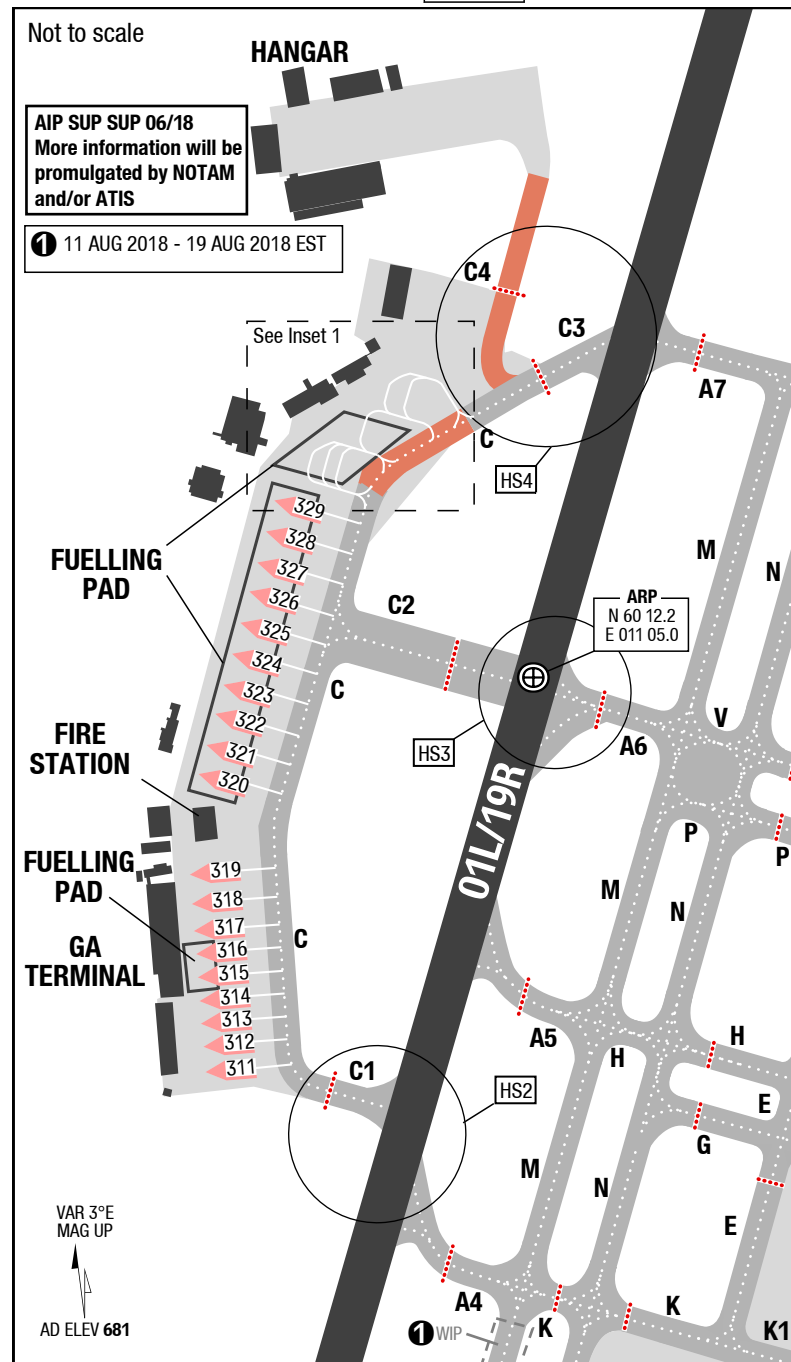
Gardermoen Oslo Norway

Tempo GA Terminal / Stand Coordinates

Tempo Terminal / Cargo



Changes: TWY L, TWY Lights



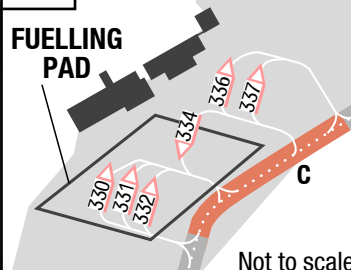
Stand Coordinates

2	N60 11.8 E011 05.4	69, 73, 79	N60 11.8 E011 06.1	207-208R	N60 11.6 E011 05.2
3, 7	N60 11.7 E011 05.4	76	N60 11.8 E011 06.0	311-314	N60 11.9 E011 04.6
9, 11	N60 11.7 E011 05.5	77, 81	N60 11.8 E011 06.1	315-319	N60 12.0 E011 04.6
10, 12	N60 11.8 E011 05.5	80	N60 11.9 E011 06.0	320-322	N60 12.1 E011 04.6
13-16	N60 11.7 E011 05.6	85, 87, 89	N60 11.9 E011 06.2	323-325	N60 12.2 E011 04.6
18-22	N60 11.7 E011 05.7	93, 95	N60 11.9 E011 06.2	326	N60 12.2 E011 04.7
24, 26	N60 11.7 E011 05.8	96	N60 11.9 E011 06.1	327-332	N60 12.3 E011 04.7
28	N60 11.7 E011 05.9	171-172	N60 11.6 E011 05.2	334	N60 12.4 E011 04.7
36, 38	N60 11.7 E011 06.1	173, 174	N60 11.6 E011 05.3	336	N60 12.4 E011 04.8
39	N60 11.6 E011 06.2	175, 176	N60 11.6 E011 05.4	337	N60 12.4 E011 04.9
40	N60 11.7 E011 06.2	177, 178	N60 11.6 E011 05.5		
41	N60 11.6 E011 06.2	181	N60 11.5 E011 06.2		
43-46R	N60 11.6 E011 06.3	182, 183	N60 11.5 E011 06.3		
48-50	N60 11.6 E011 06.4	184, 185	N60 11.5 E011 06.4		
51	N60 11.6 E011 06.5	186, 187	N60 11.5 E011 06.5		
53	N60 11.6 E011 06.5	188	N60 11.4 E011 06.5		
60	N60 11.7 E011 06.0	189	N60 11.4 E011 06.6		
61, 65	N60 11.7 E011 06.1	201-202	N60 11.4 E011 05.1		
64	N60 11.8 E011 06.0	203-205	N60 11.5 E011 05.1		
68, 72	N60 11.8 E011 06.0	206	N60 11.6 E011 05.1		

Hotspots:

- HS2** Installed TWY CL LGT on C1 and A4 indicate direction to the RWY CL. Caution must be exercised when instructed to cross RWY from C1 to A4 and vice versa due to lack of visual aids.
- HS3** TWY V leading directly to a RWY INT. Caution when approaching HLDG PSN A6.
- HS4** Angled TWY. Difficult to see traffic on RWY 01L.

Inset 1



D-ATIS	126.125	ARR	127.150	DEP
Gardermoen TWR			118.300	W RWY 01L/19R
			118.700	HO
			120.100	E RWY 01R/19L
			123.325	HO
Gardermoen GND			121.605	W
			121.905	E
			121.730	HO
Gardermoen DLV			121.680	W
			121.930	E
Gardermoen De-Icing			121.855	
Gardermoen Handling			134.175	
DCL				

Effective 13-SEP-2018

06-SEP-2018

OSL-ENGM

3-30

Norway Oslo Gardermoen

GA Terminal / Stand Coordinates

Terminal / Cargo

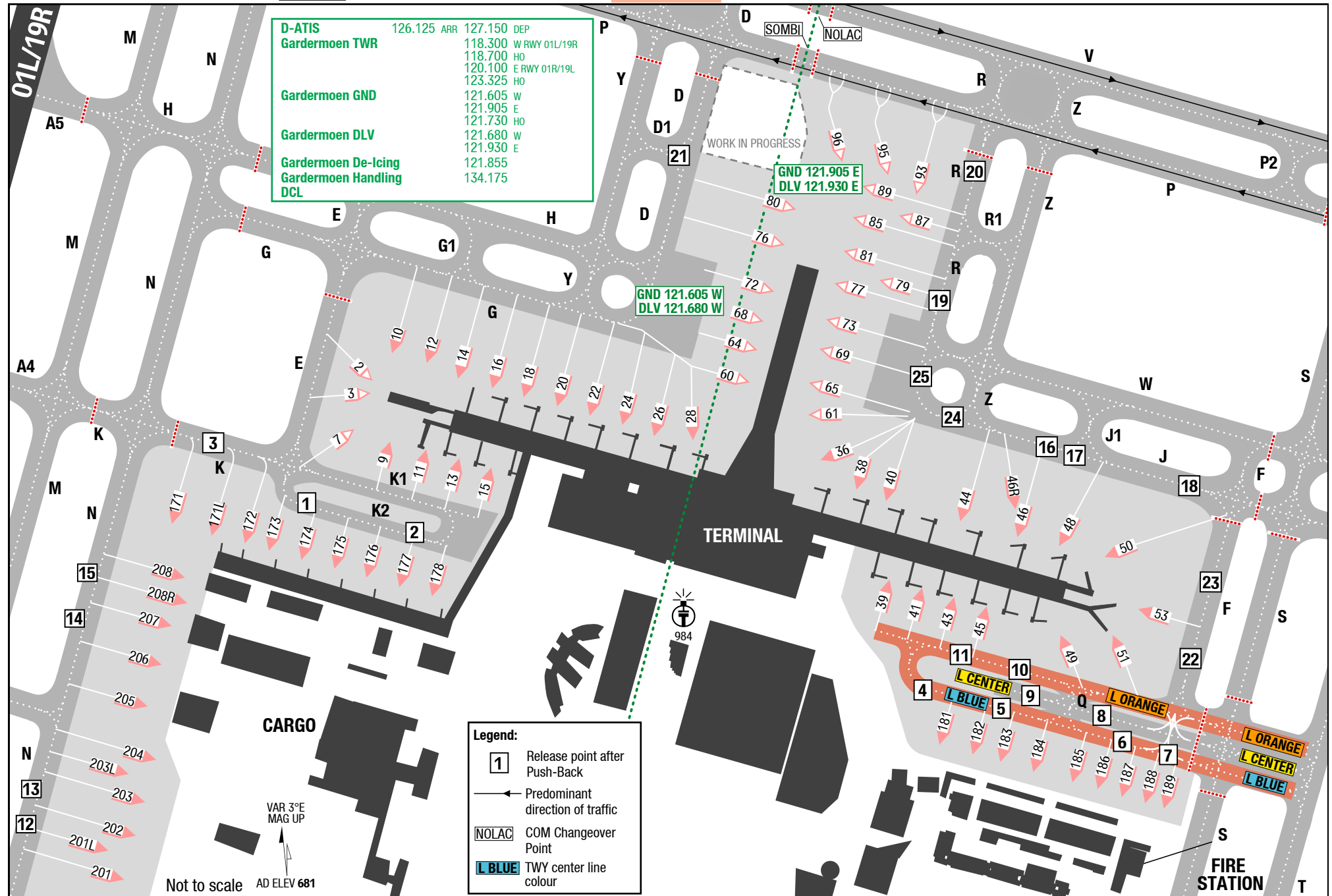
APC

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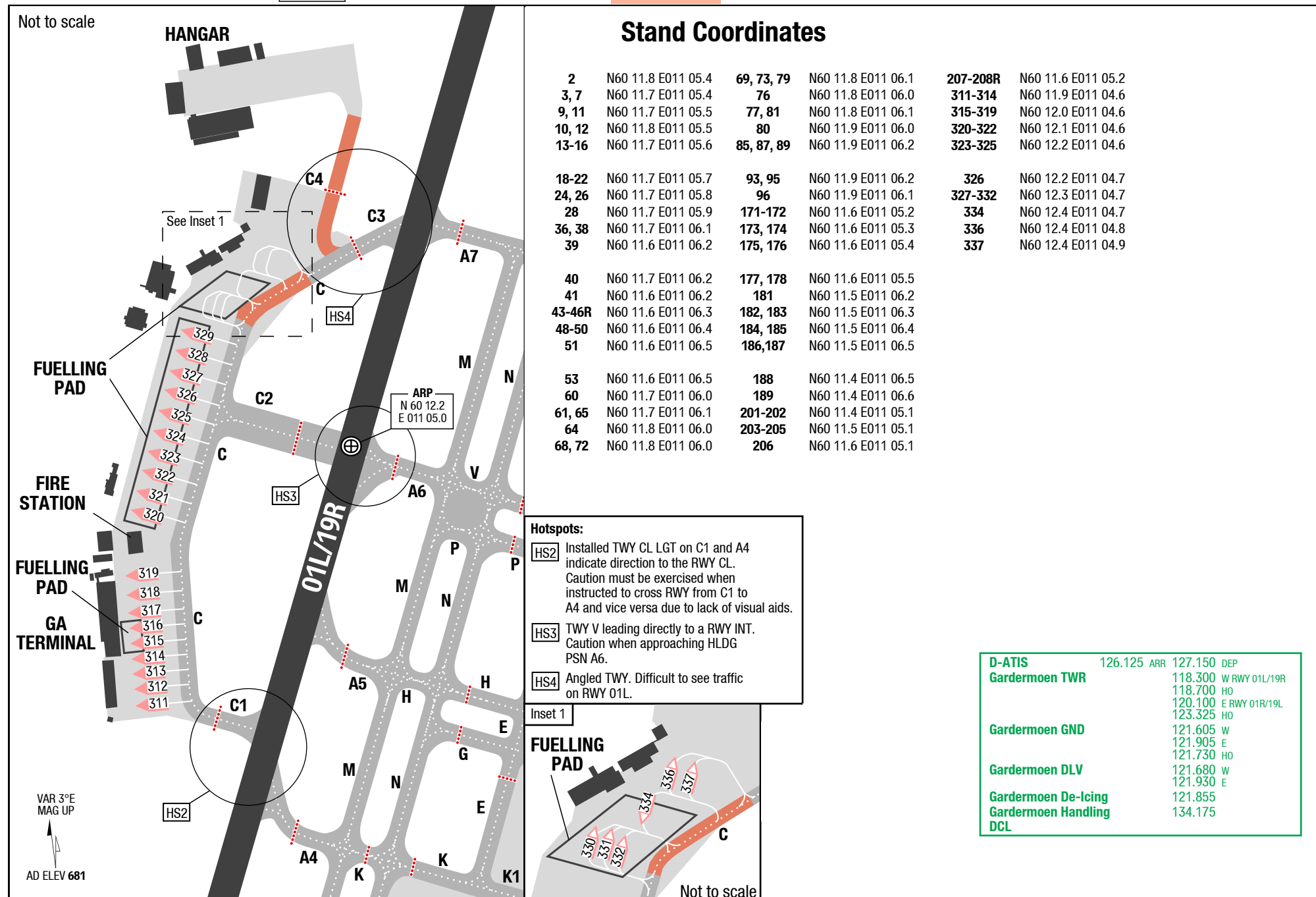
Gardermoen Oslo Norway

GA Terminal / Stand Coordinates

Terminal / Cargo



Changes: TWY L, TWY Lights



03-NOV-2016

OSL-ENGM

4-10

Norway Oslo Gardermoen

RNAV SIDs RWY 01R

RNAV SIDs RWY 01L

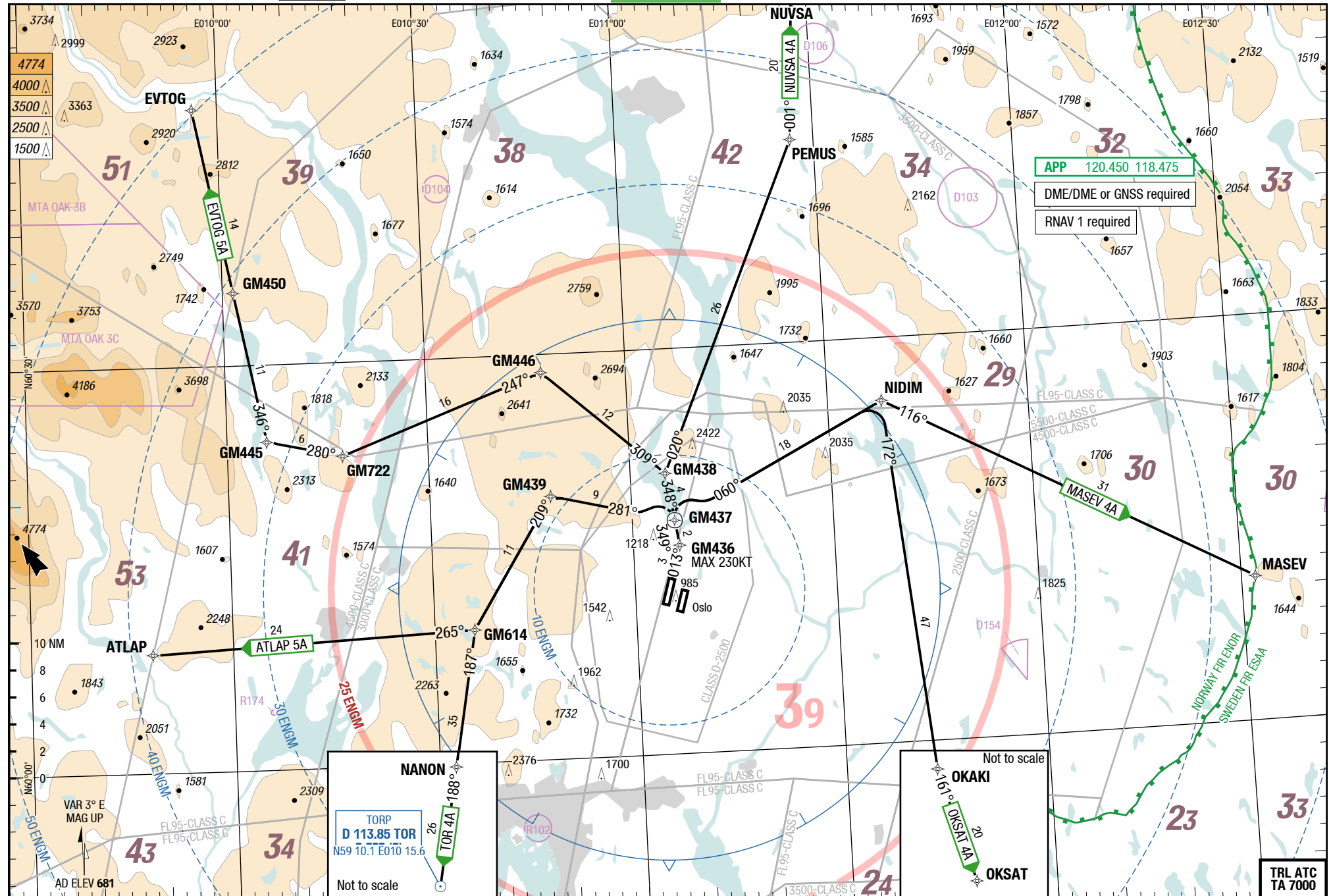
SID

SID

Gardermoen Oslo Norway

RNAV SIDs RWY 01R

RNAV SIDs RWY 01L



03-NOV-2016

OSL-ENGM

4-20

Norway Oslo Gardermoen

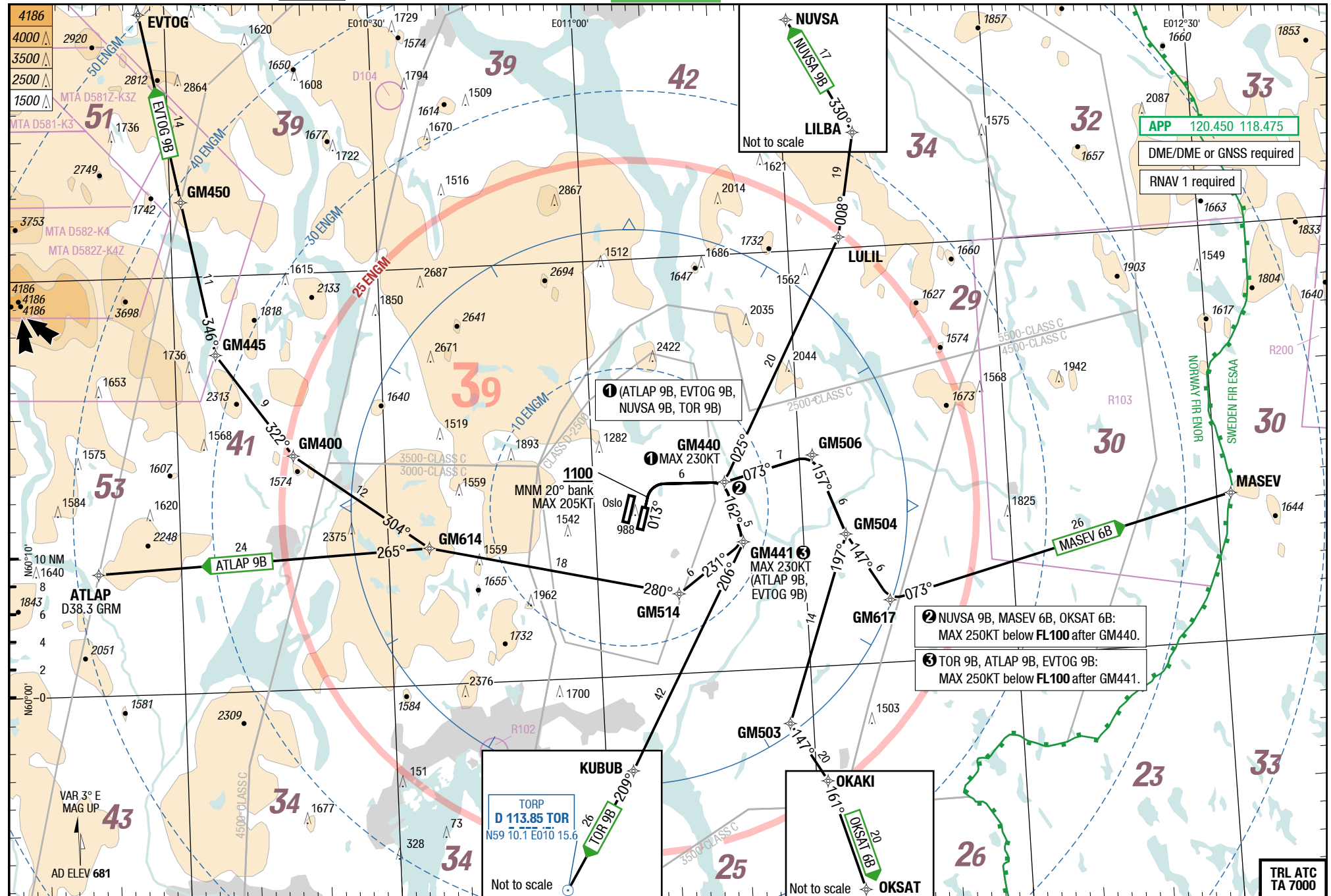
RNAV SIDs RWY 01R

SID

SID

Gardermoen Oslo Norway

RNAV SIDs RWY 01R



Changes: Note, OBST, Editorial

OSL-ENGM

RNAV SIDs RWY 19R

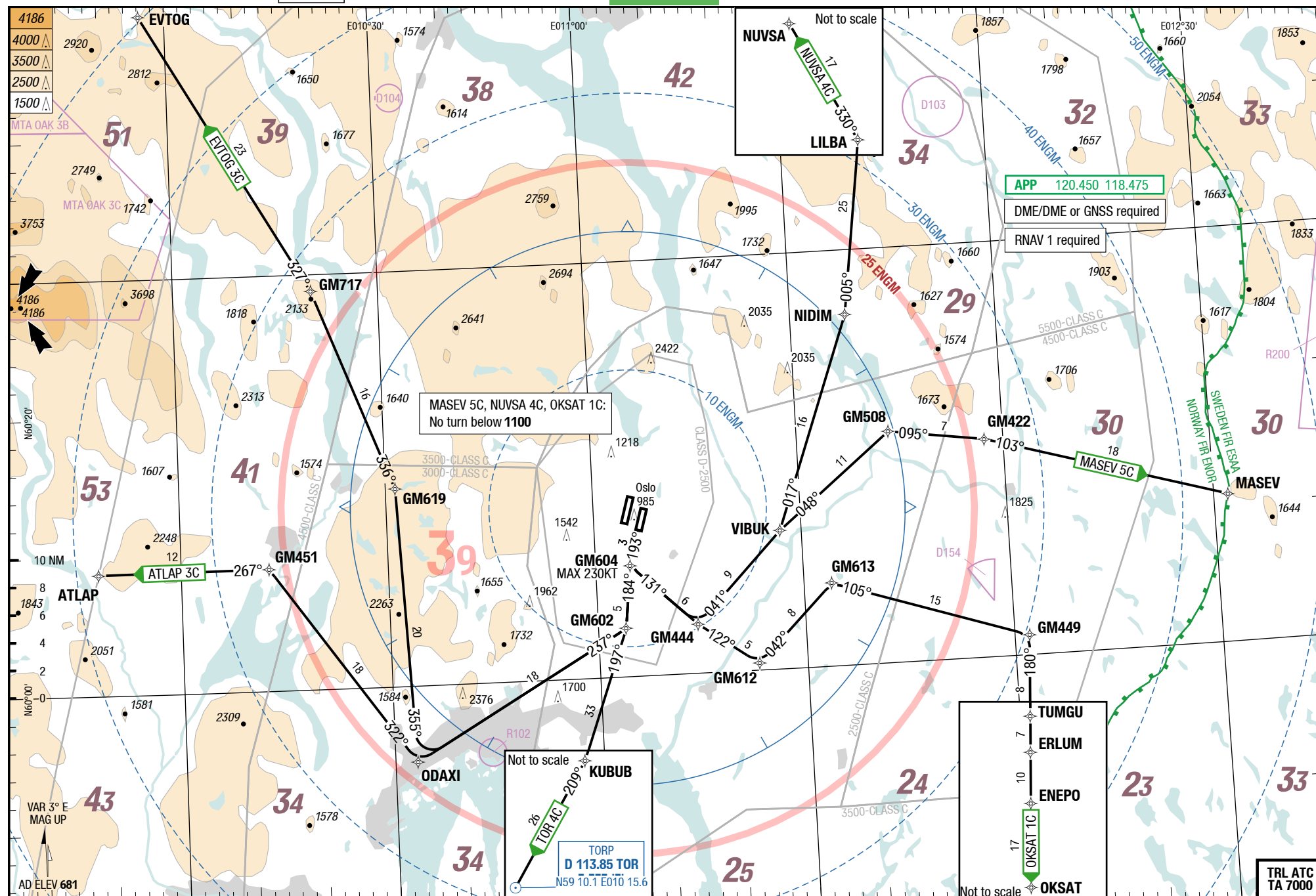
RNAV SIDs RWY 19L

SID

SID

RNAV SIDs RWY 19R

RNAV SIDs RWY 19L



Changes: ASP, OBST, PROC renumbered, SUAs

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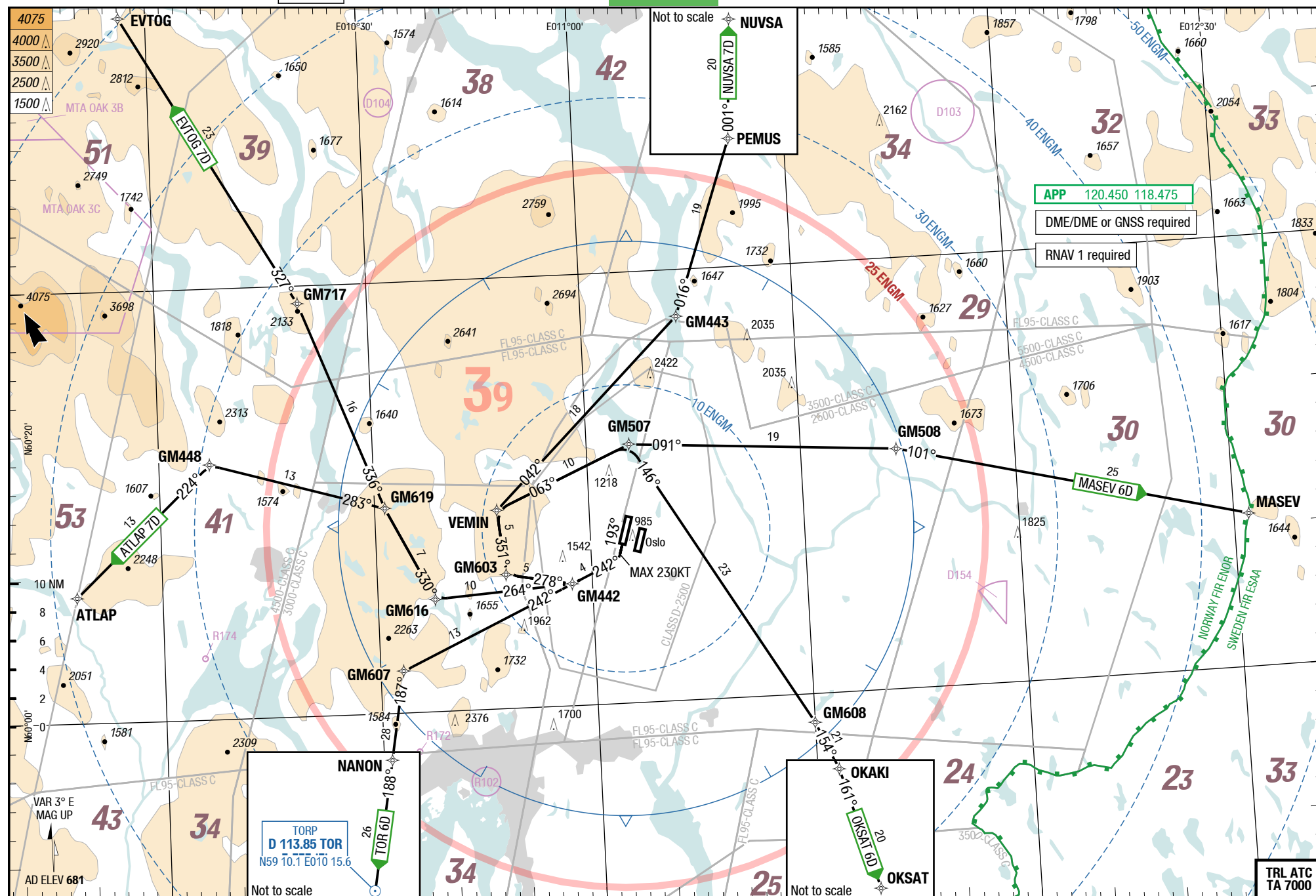
OSL-ENGM

RNAV SIDs RWY 19R

SID

SID

RNAV SIDs RWY 19R



Changes: Nil

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26-FEB-2015

OSL-ENGM

Norway **Oslo** Gardermoen

NIL

RNAV SIDs (Prop Only)

SID

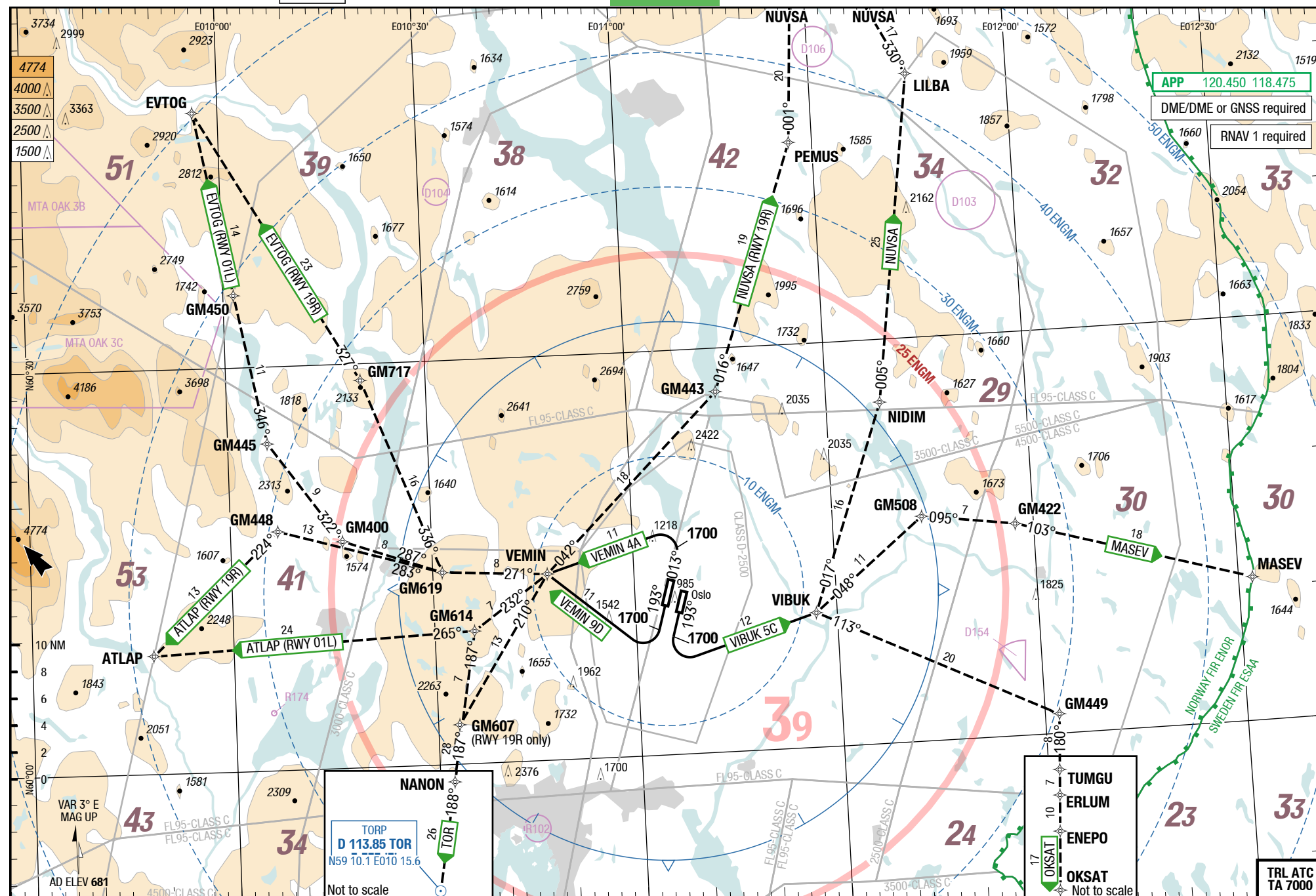
SID

Gardermoen **Oslo** Norway

NIL

RNAV SIDs (Prop Only)

4-50



Changes: Transition

03-NOV-2016

OSL-ENGM

5-10

RNAV SIDs RWY 01L

ATLAP 5A / EVTOG 5A / MASEV 4A / NUVSA 4A / OKSAT 4A / TORP 4A
RWY 01L (013°)

When instructed, contact Oslo APP.

	GS	120	150	180	210	240	270
5.2%	ft/MIN	700	800	1000	1200	1300	1500

DESIGNATOR	ROUTING	ALTITUDES
	Runway 01L	
ATLAP 5A 5.2% to 5000 120.450 ①②	direct GM436 (MAX 230KT) - <u>GM437</u> - GM439 - GM614 - ATLAP	initial climb 7000
EVTOG 5A 5.2% to 5000 120.450 ①②	direct GM436 (MAX 230KT) - <u>GM437</u> - GM438 - GM446 - GM722 - GM445 - GM450 - EVTOG	initial climb 7000
MASEV 4A 5.2% to 5000 118.475 ①②	direct GM436 (MAX 230KT) - <u>GM437</u> - NIDIM - MASEV	initial climb 7000
NUVSA 4A 5.2% to 5000 118.475 ①②	direct GM436 (MAX 230KT) - <u>GM437</u> - GM438 - PEMUS - NUVSA	initial climb 7000
OKSAT 4A 5.2% to 5000 118.475 ①②	direct GM436 (MAX 230KT) - <u>GM437</u> - NIDIM - RT to OKAKI - OKSAT	initial climb 7000
TORP 4A TOR 4A 5.2% to 5000 120.450 ①②	direct GM436 (MAX 230KT) - <u>GM437</u> - GM439 - GM614 - NANON - TOR	initial climb 7000

① If unable to comply with climb gradient, contact ATC.

② Non RNAV 1 ACFT: At first contact with Gardermoen DLV state "Unable RNAV 1". Omnidirectional DEP available.

03-NOV-2016

OSL-ENGM

5-20

RNAV SIDs RWY 01R

ATLAP 9B / EVTOG 9B / MASEV 6B / NUVSA 9B / OKSAT 6B / TORP 9B
RWY 01R (013°)

When instructed, contact Oslo APP.

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
10.0%	ft/MIN	1300	1600	1900	2200	2500	2800

DESIGNATOR	ROUTING	ALTITUDES
	Runway 01R	
ATLAP 9B 10.0% to 1100 5.0% to 5000 118.475 ①②③	at MNM 1100 RT (MAX 205KT/MNM 20° bank) direct GM440 (MAX 230KT) - RT direct GM441 (MAX 230KT) - GM514 - GM614 - ATLAP	initial climb 7000
EVTOG 9B 10.0% to 1100 5.0% to 5000 118.475 ①②③	at MNM 1100 RT (MAX 205KT/MNM 20° bank) direct GM440 (MAX 230KT) - RT direct GM441 (MAX 230KT) - GM514 - GM614 - GM400 - GM445 - GM450 - EVTOG	initial climb 7000
MASEV 6B 10.0% to 1100 5.0% to 5000 118.475 ①②④	at MNM 1100 RT (MAX 205KT/MNM 20° bank) direct GM440 - GM506 - GM504 - GM617 - MASEV	initial climb 7000
NUVSA 9B 10.0% to 1100 5.0% to 5000 118.475 ①②④	at MNM 1100 RT (MAX 205KT/MNM 20° bank) direct GM440 (MAX 230KT) - LULIL - LILBA - NUVSA	initial climb 7000
OKSAT 6B 10.0% to 1100 5.0% to 5000 118.475 ①②④	at MNM 1100 RT (MAX 205KT/MNM 20° bank) direct GM440 - GM506 - GM504 - GM503 - OKAKI - OKSAT	initial climb 7000
TORP 9B TOR 9B 10.0% to 1100 5.0% to 5000 118.475 ①②③	at MNM 1100 RT (MAX 205KT/MNM 20° bank) direct GM440 (MAX 230KT) RT direct GM441 - KUBUB - TOR	initial climb 7000

① If unable to comply with climb gradient, contact ATC.

② Non RNAV 1 ACFT: At first contact with Gardermoen DLV state "Unable RNAV 1". Omnidirectional DEP available.

③ MAX 250KT below FL100 after GM441

④ MAX 250KT below FL100 after GM440

10-SEP-2015

OSL-ENGM

5-30

RNAV SIDs RWY 19L

ATLAP 3C / EVTOG 3C / MASEV 5C / NUVSA 4C / OKSAT 1C / TORP 4C
RWY 19L (193°)

When instructed, contact Oslo APP.

	GS	120	150	180	210	240	270
6.6%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 19L	
ATLAP 3C 6.6% to 5000 120.450 ①②	direct GM604 (MAX 230KT) - GM602 - ODAXI - GM451 - ATLAP	initial climb 7000
EVTOG 3C 6.6% to 5000 120.450 ①②	direct GM604 (MAX 230KT) - GM602 - ODAXI - RT direct GM619 - GM717 - EVTOG	initial climb 7000
MASEV 5C 6.6% to 5000 118.475 ①②③	direct GM604 (MAX 230KT) - GM444 - LT direct VIBUK - GM508 - GM422 - MASEV	initial climb 7000
NUVSA 4C 6.6% to 5000 118.475 ①②③	direct GM604 (MAX 230KT) - GM444 - LT direct VIBUK - NIDIM - LILBA - NUVSA	initial climb 7000
OKSAT 1C 6.6% to 5000 118.475 ①②③	direct GM604 (MAX 230KT) - GM444 - GM612 - GM613 - GM449 - TUMGU - ERLUM - ENEPO - OKSAT	initial climb 7000
TORP 4C TOR 4C 6.6% to 5000 118.475 ①②	direct GM604 (MAX 230KT) - GM602 - KUBUB - TOR	initial climb 7000

① If unable to comply with climb gradient, contact ATC.

② Non RNAV 1 ACFT: At first contact with Gardermoen DLV state "Unable RNAV 1". Omnidirectional DEP available.

③ No turn below 1100

10-SEP-2015

OSL-ENGM**5-40****RNAV SIDs RWY 19R**

ATLAP 7D / EVTOG 7D / MASEV 6D / NUVSA 7D / OKSAT 6D / TORP 6D
RWY 19R (193°)

When instructed, contact Oslo APP.

	GS	120	150	180	210	240	270
6.6%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 19R	
ATLAP 7D 6.6% to 5000 120.450 ①②	RT (MAX 230KT) 242° to GM442 - GM616 - GM619 - GM448 - ATLAP	initial climb 7000
EVTOG 7D 6.6% to 5000 120.450 ①②	RT (MAX 230KT) 242° to GM442 - GM616 - GM619 - GM717 - EVTOG	initial climb 7000
MASEV 6D 6.6% to 5000 120.450 ①②	RT (MAX 230KT) 242° to GM442 - GM603 - VEMIN - GM507 - GM508 - MASEV	initial climb 7000
NUVSA 7D 6.6% to 5000 120.450 ①②	RT (MAX 230KT) 242° to GM442 - GM603 - VEMIN - GM443 - PEMUS - NUVSA	initial climb 7000
OKSAT 6D 6.6% to 5000 120.450 ①②	RT (MAX 230KT) 242° to GM442 - GM603 - VEMIN - GM507 - GM608 - OKAKI - OKSAT	initial climb 7000
TORP 6D TOR 6D 6.6% to 5000 120.450 ①②	RT (MAX 230KT) 242° to GM442 - GM607 - NANON - TOR	initial climb 7000

① If unable to comply with climb gradient, contact ATC.

② Non RNAV 1 ACFT: At first contact with Gardermoen DLV state "Unable RNAV 1". Omnidirectional DEP available.

VEMIN 4A / VIBUK 5C / VEMIN 9D

RWYs 01L (013°) / 19L/R (193°)

When instructed, contact Oslo APP.

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 01L	
VEMIN 4A 5.0% to 4000 120.450 ①②	at 1700 LT direct VEMIN	initial climb 4000
	TRANSITION	
	ATLAP VEMIN - GM614 - ATLAP	
	EVT0G VEMIN - GM619 - GM400 - GM445 - GM450 - EVT0G	
	TOR (TORP) VEMIN - GM614 - NANON - TOR	
	Runway 19L	
VIBUK 5C 5.0% to 4000 118.475 ①②	at 1700 LT direct VIBUK	initial climb 4000
	TRANSITION	
	MASEV VIBUK - GM508 - GM422 - MASEV	
	NUVSA VIBUK - NIDIM - LILBA - NUVSA	
	OXSAT VIBUK - GM449 - TUMGU - ERLUM - ENEPO - OXSAT	
	Runway 19R	
VEMIN 9D 5.0% to 4000 120.450 ①②	at 1700 RT direct VEMIN	initial climb 4000
	TRANSITION	
	ATLAP VEMIN - GM619 - GM448 - ATLAP	

① If unable to comply with climb gradient, contact ATC.

② Non RNAV 1 ACFT: At first contact with Gardermoen DLV state "Unable RNAV 1". Omnidirectional DEP available.

VEMIN 9D

RWY 19R (193°)

When instructed, contact Oslo APP.

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 19R	
	TRANSITION	
VEMIN 9D 5.0% to 4000 120.450 ①②	EVT0G VEMIN - GM619 - GM717 - EVT0G	
	NUVSA VEMIN - GM443 - PEMUS - NUVSA	
	TOR (TORP) VEMIN - GM607 - NANON - TOR	

① If unable to comply with climb gradient, contact ATC.

② Non RNAV 1 ACFT: At first contact with Gardermoen DLV state "Unable RNAV 1". Omnidirectional DEP available.

DEPARTURES

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
7.0%	ft/MIN	900	1100	1300	1500	1800	2000
10.0%	ft/MIN	1300	1600	1900	2200	2500	2800

RWY	Routing
OMNIDIRECTIONAL DEP	RWY 01L 5.0% to 4000 (If unable to comply, inform ATC) at 2000 start turn according to ATC. initial climb 4000
	RWY 01R 10.0% to 1100 for noise abatement purposes 5.0% to 4000 (If unable to comply, inform ATC) at 1100 start turn according to ATC. initial climb 4000 MNM bank angle 20°, MAX 205KT during first turn
	RWY 19L 5.0% to 4000 MNM climb gradient for SEC 207°-337° is 7.0% to stay within controlled ASP. (If unable to comply, inform ATC) at 2000 start turn according to ATC. initial climb 4000
	RWY 19R 5.0% to 4000 MNM climb gradient for SEC 207°-337° is 7.0% to stay within controlled ASP. (If unable to comply, inform ATC) at 2000 start turn according to ATC. initial climb 4000
	RWY 01L / 19L/R (Prop only) 5.0% to 4000 MNM climb gradient for SEC 207°-337° is 7.0% to stay within controlled ASP. (If unable to comply, inform ATC) at 1700 start turn according to ATC. initial climb 4000

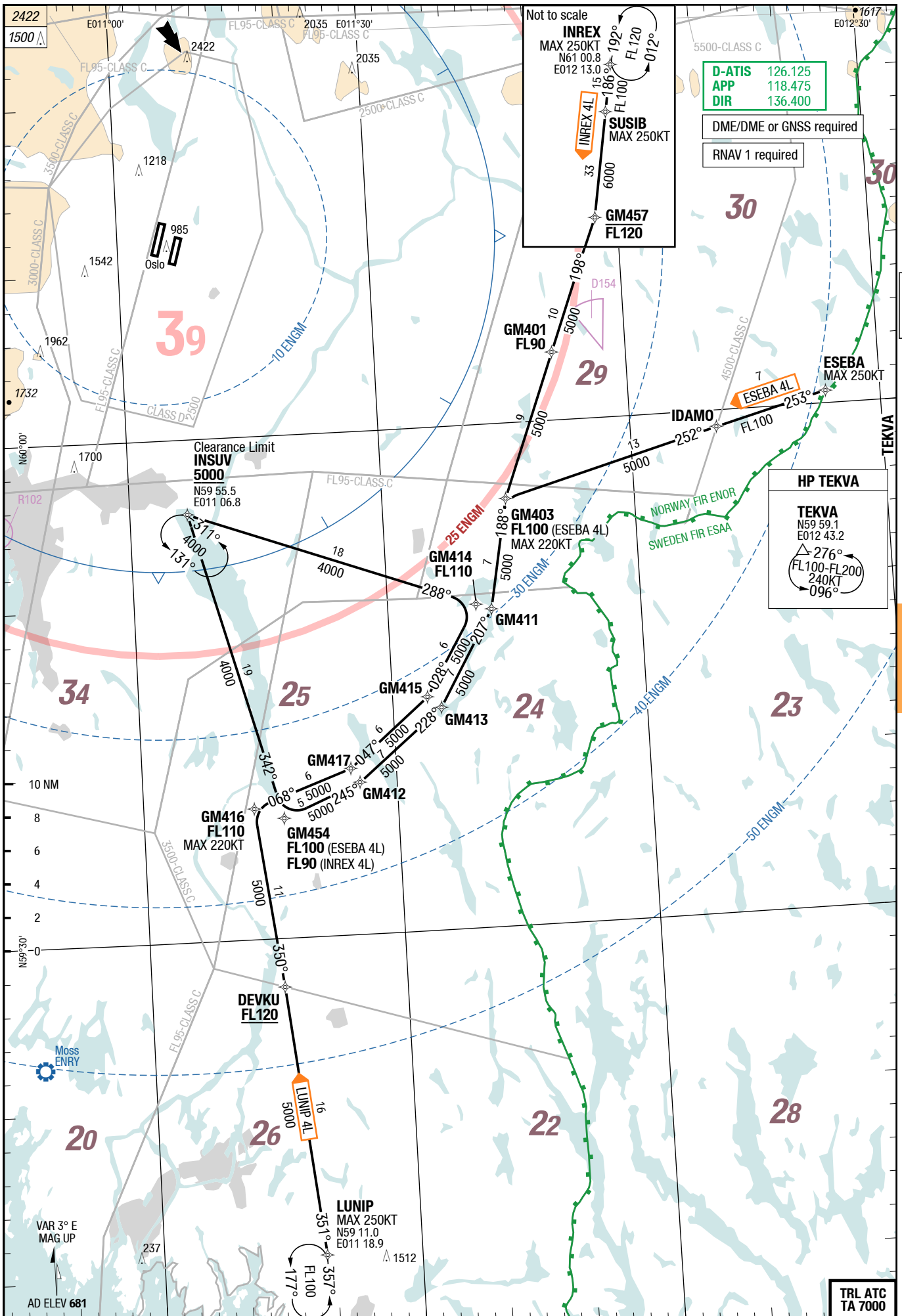
10-SEP-2015
OSL-ENGM

Norway Oslo Gardermoen
[RNAV STARS RWYS 01L/R West]
6-10 RNAV STARS RWYS 01L/R East

STAR

STAR

Gardermoen Oslo Norway
[RNAV STARS RWYS 01L/R West]
RNAV STARS RWYS 01L/R East



Changes: NIL

OSL-ENG M

6-20

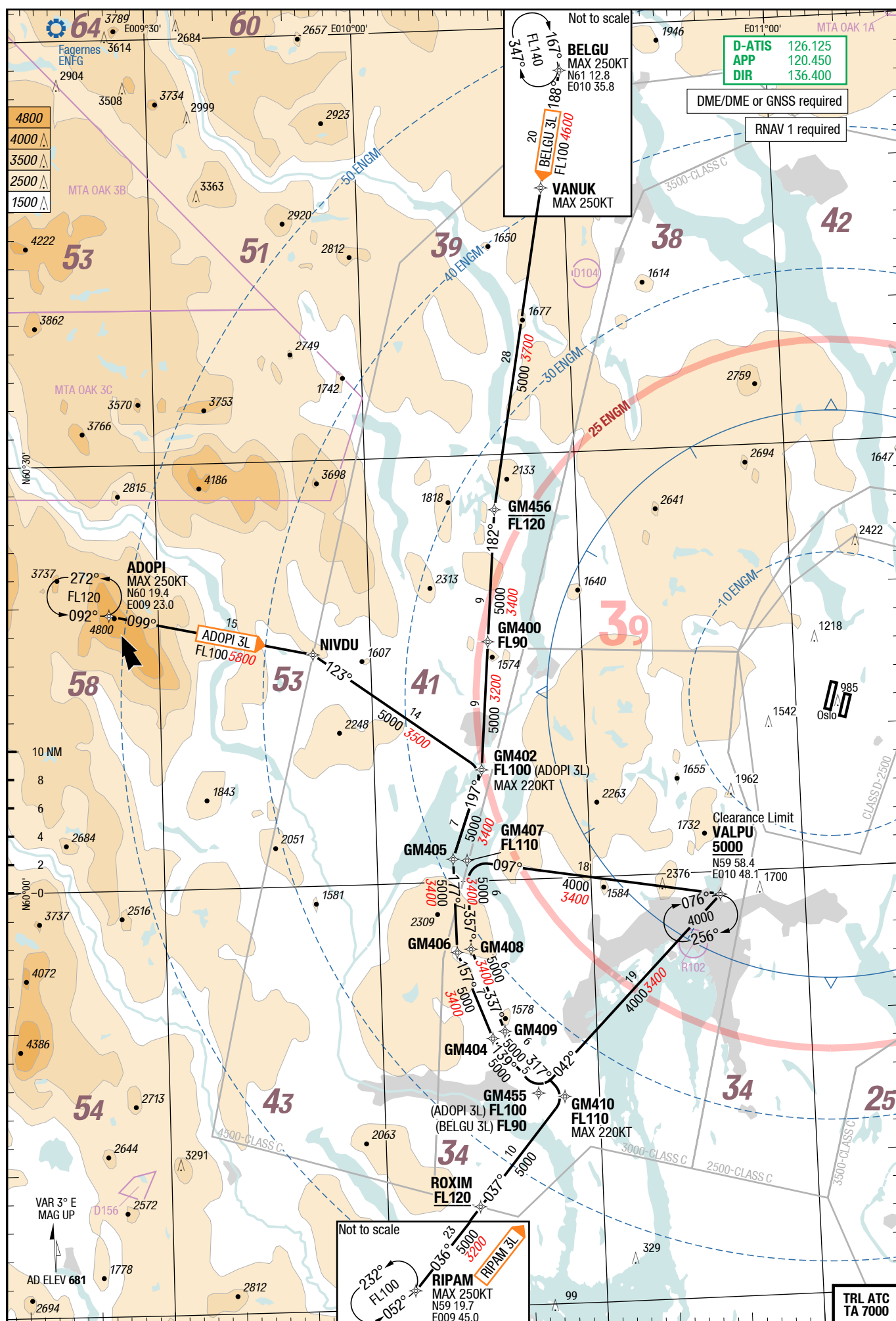
RNAV STARS RWYs 01L/R West

STAR

STAR

RNAV STARS RWYS 01L/R West

RNAV STARS RWYS 01L/R West

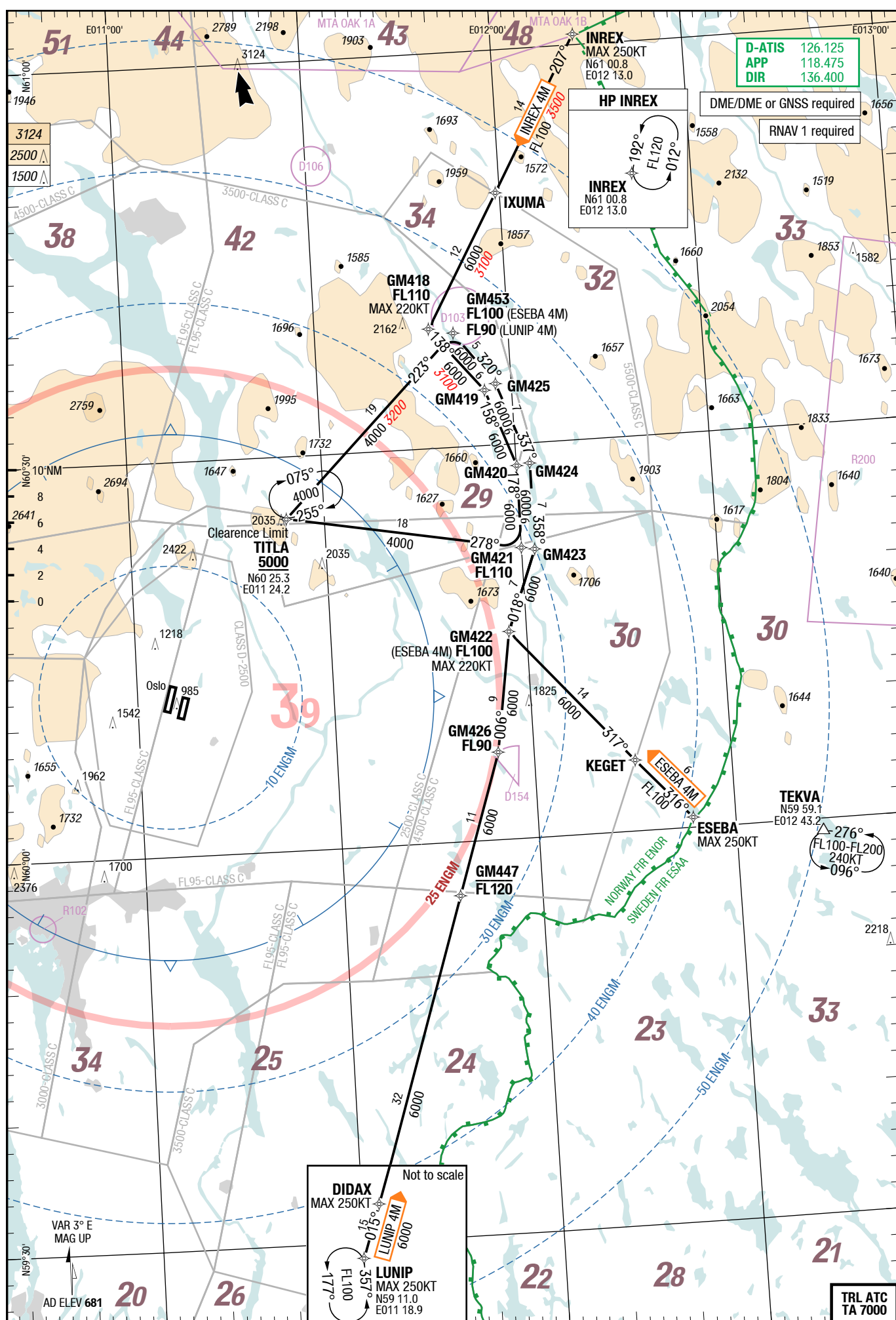


OSL-ENG M

RNAV STARS RWYS 19L/R East

STAR

Gardermoen Oslo Norway
RNAV STARS RWYs 19L/R West



26-FEB-2015

OSL-ENGM

Norway Oslo Gardermoen

STAR

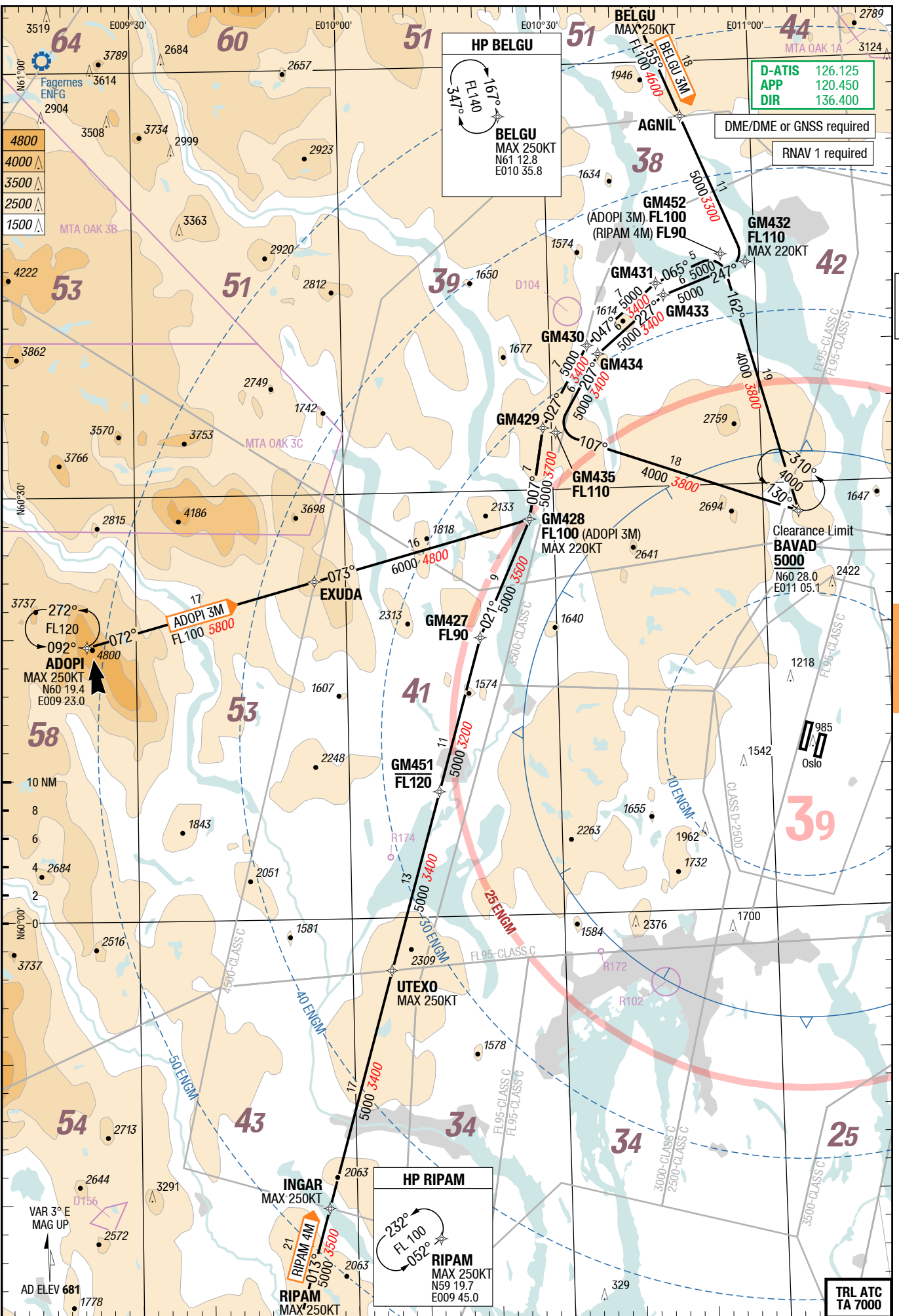
STAR

Gardermoen Oslo Norway

RNAV STARS RWYs 19L/R West

6-40

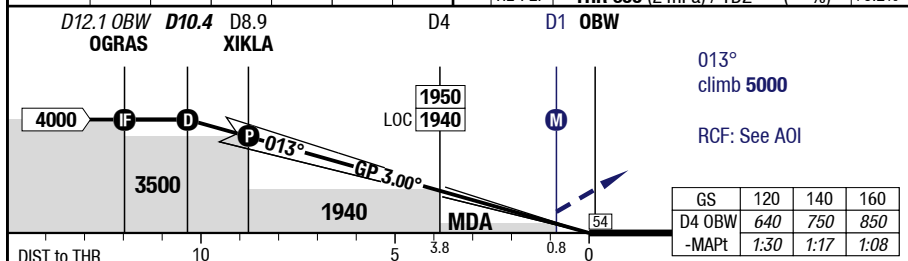
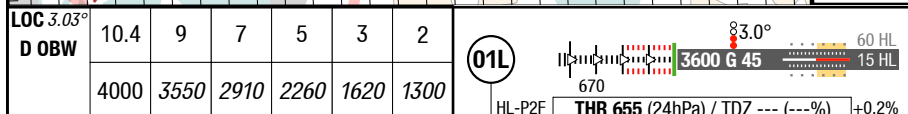
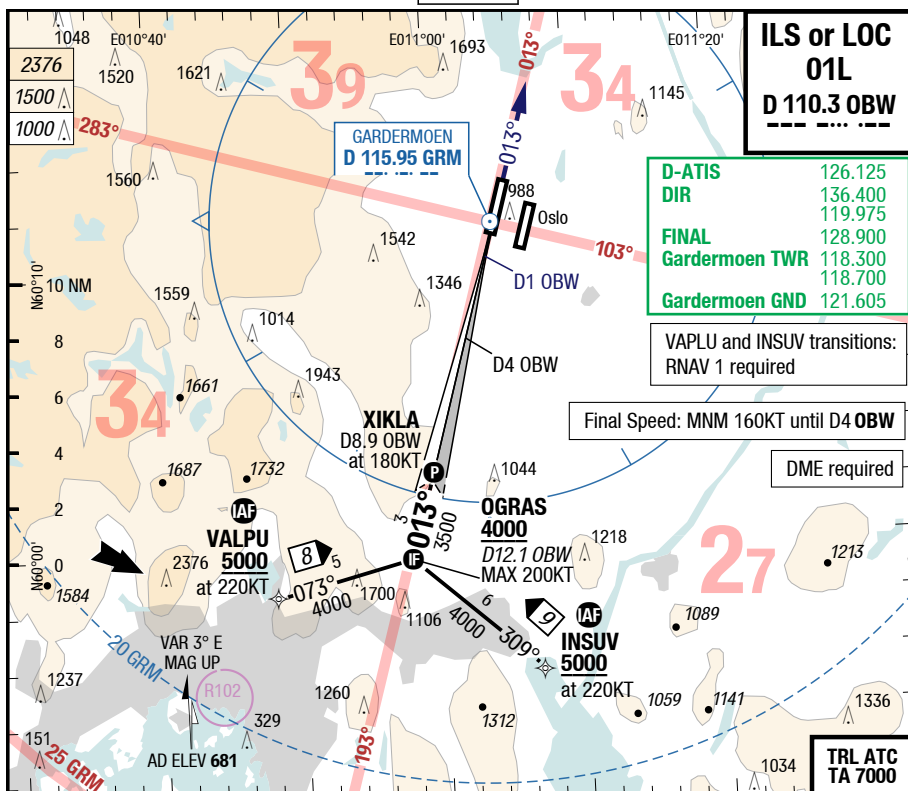
RNAV STARS RWYs 19L/R West



OSL-ENGM

7-10

ILS or LOC 01L



01L	Cat 3b DME GA 2.6%	Cat 2 DME	Cat 1 DME 1)	LOC DME 2)	Circling 3)
C	ft - m/km ft 0 - 75R Company	110 - 300R 110 RA	200 - 750 860	310 - 1.0 960	1360 - 2.4V 2040
D	ft - m/km ft 0 - 75R Company	130 - 400R 125 RA	200 - 750 860	310 - 1.0 960	1570 - 3.6V 2250

1) With EVS 500m

2) Timing to determine MAPt NA

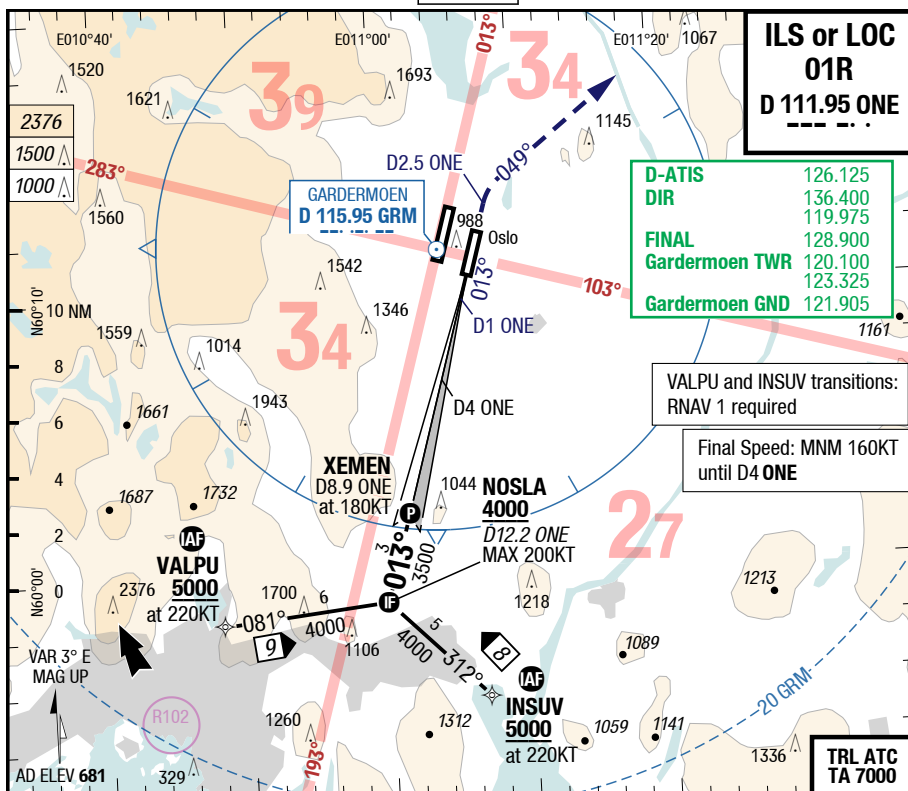
3) W of RWY 01L/19R only

Changes: FREQ, OBST

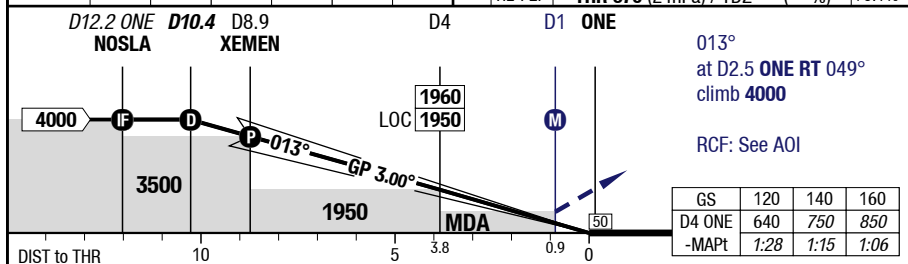
OSL-ENGM

7-20

ILS or LOC 01R



LOC 3.01°	10.4	9	7	5	3	2		83.0°	RTZL 880m	60 HL	15 HL
D ONE	4000	3550	2910	2270	1630	1310		01R	2950 x 45		
								HL-P2F	THR 670 (24hPa) / TDZ --- (---%)	+0.1%	



01R	Cat 3b DME	Cat 2 DME	Cat 1 DME	LOC DME	Circling
C	ft - m/km ft 0 - 75R Company	100 - 300R 102 RA	200 - 550 870	300 - 750 970	890 - 2.4V 1570
D	ft - m/km ft 0 - 75R Company	100 - 300R 102 RA 4)	210 - 550 880	300 - 750 970	950 - 3.6V 1630

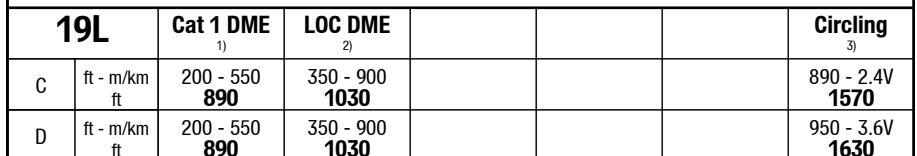
1) With EVS 350m, wo EVS use STD

2) Timing to determine MAPt NA

3) E of RWY 01R/19L only

4) If not conducting autoland RVR 350m required

Changes: APL, FREQ, OBST

ILS or LOC 19L

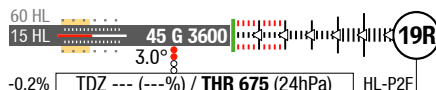
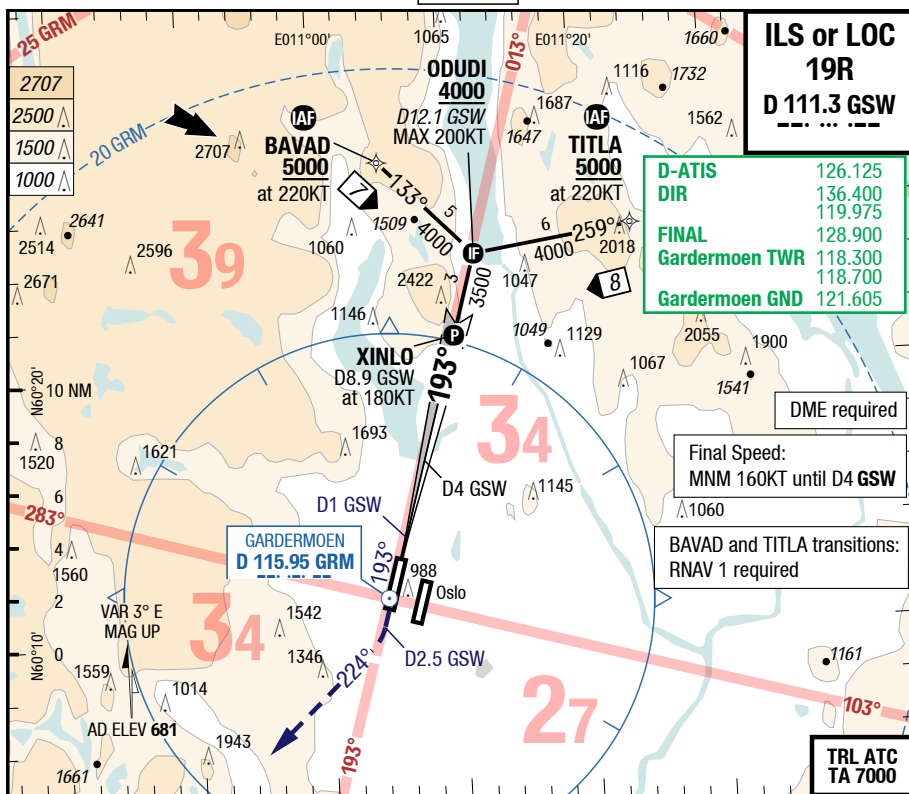
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Changes: FREQ, OBST

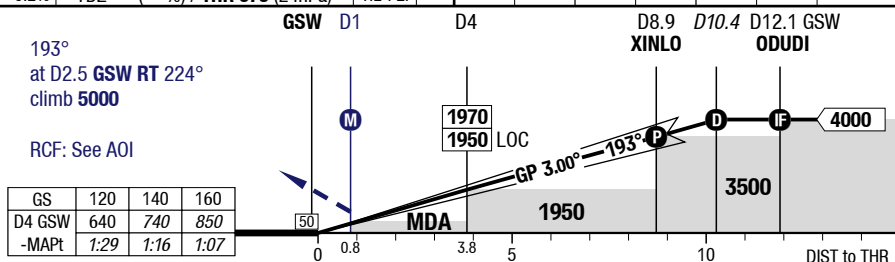
OSL-ENGM

7-40

ILS or LOC 19R



2	3	5	7	8	10.4	LOC 3.00° D GSW
1310	1630	2270	2910	3230	4000	



19R		Cat 3b DME	Cat 2 DME	Cat 1 DME 1) 2)	LOC DME 2)	Circling 3)
C	ft - m/km ft	0 - 75R Company	100 - 300R 100 RA	200 - 550 880	350 - 900 1020	1300 - 2.4V 1980
D	ft - m/km ft	0 - 75R Company	100 - 300R 100 RA 4)	200 - 550 880	350 - 900 1020	1550 - 3.6V 2230

1) With EVS 350m, wo EVS use STD

2) Timing to determine MAPt NA

3) W of RWY 01L/19R only

4) If not conducting autoland RVR 350m required

Changes: FREQ, OBST

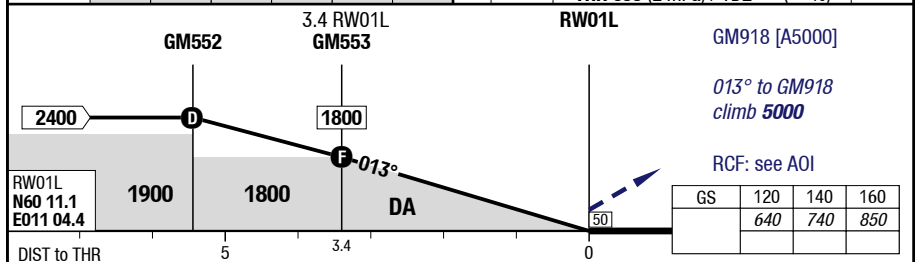
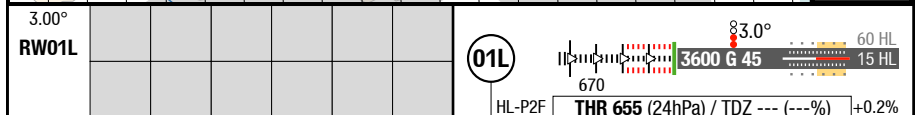
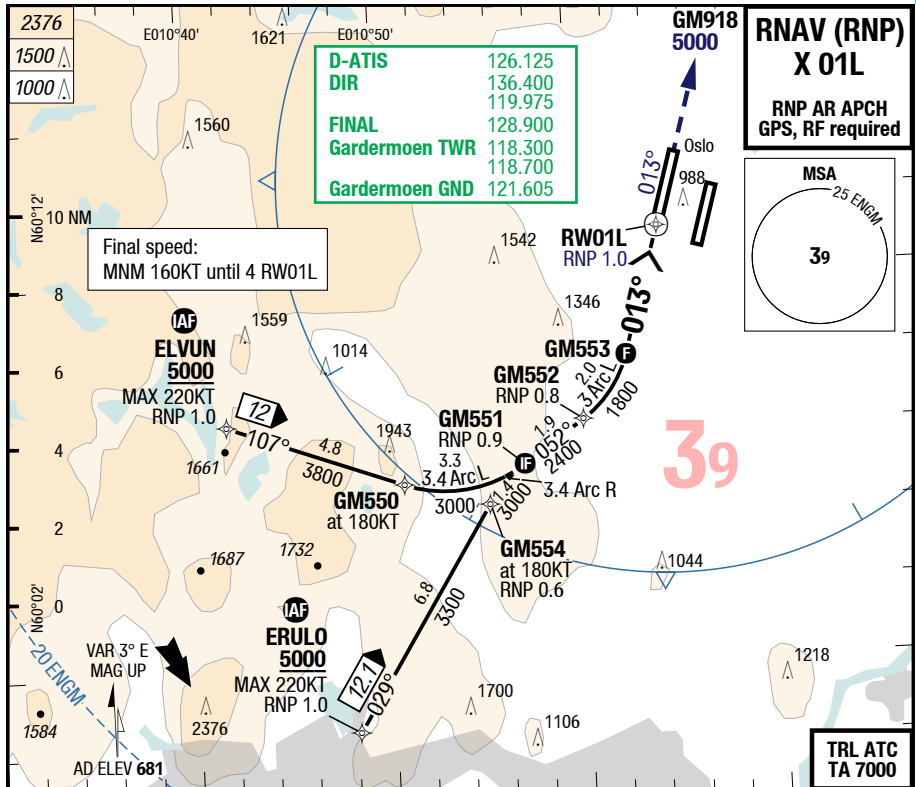
14-JUN-2018

IAC

OSL-ENGM

7-50

RNAV (RNP) X 01L



01L		RNAV RNP 0.30 VNAV GA 5.0% ^{1) 2)}	RNAV RNP 0.30 VNAV GA 2.5% ^{1) 3)}	Circling ⁴⁾	
C	ft - m/km ft	380 - 1.3 1030	430 - 1.6 1090		1240 - 2.4V 1920
D	ft - m/km ft	400 - 1.4 1060	430 - 1.6 1090		1550 - 3.6V 2230

1) Uncompensated BARO VNAV NA below -29°C (-20°F)

2) With EVS 900m

3) With EVS 1.1km

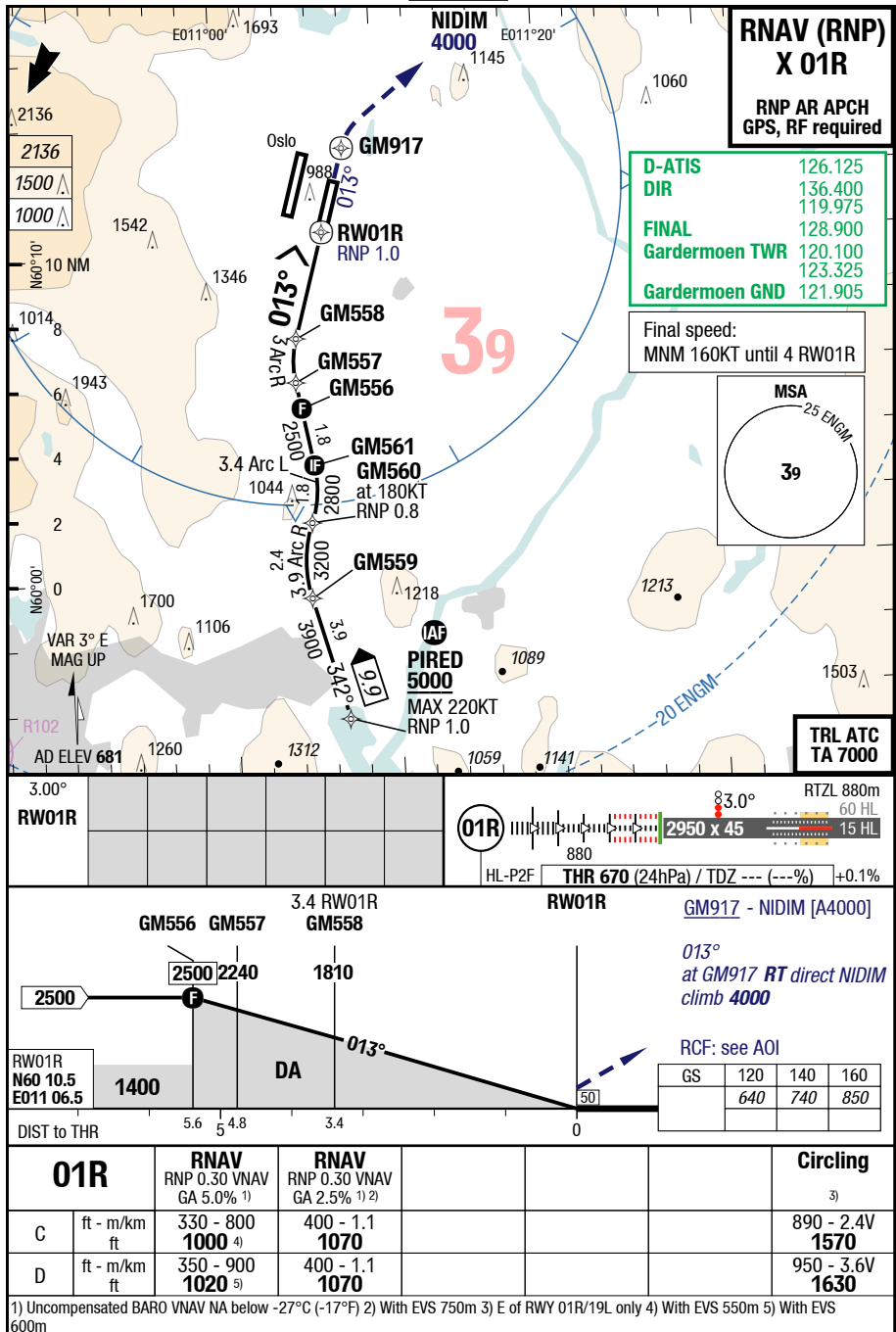
4) W of RWY 01L/19R only

Changes: FREQ, OBST

OSL-ENGM

7-60

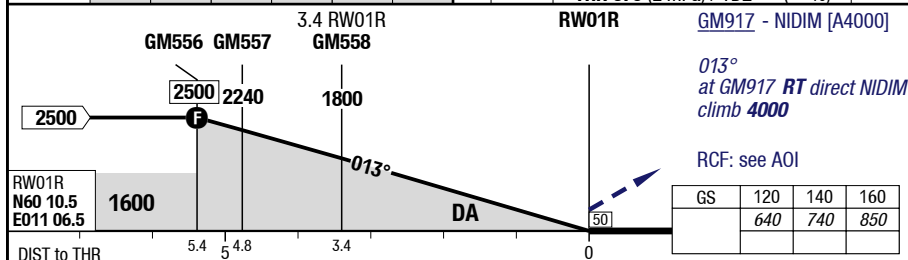
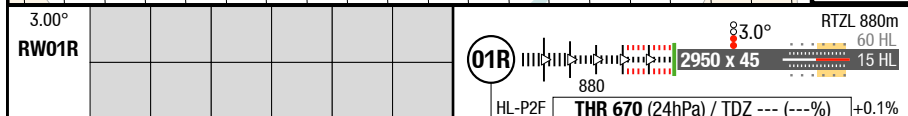
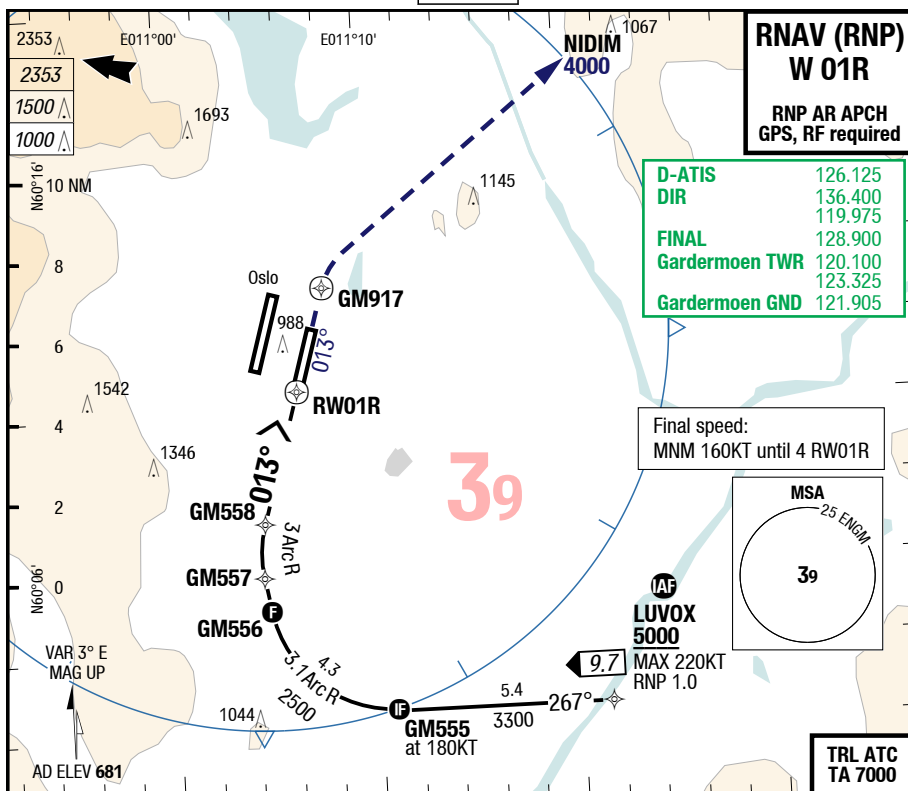
RNAV (RNP) X 01R



OSL-ENGM

7-70

RNAV (RNP) W 01R

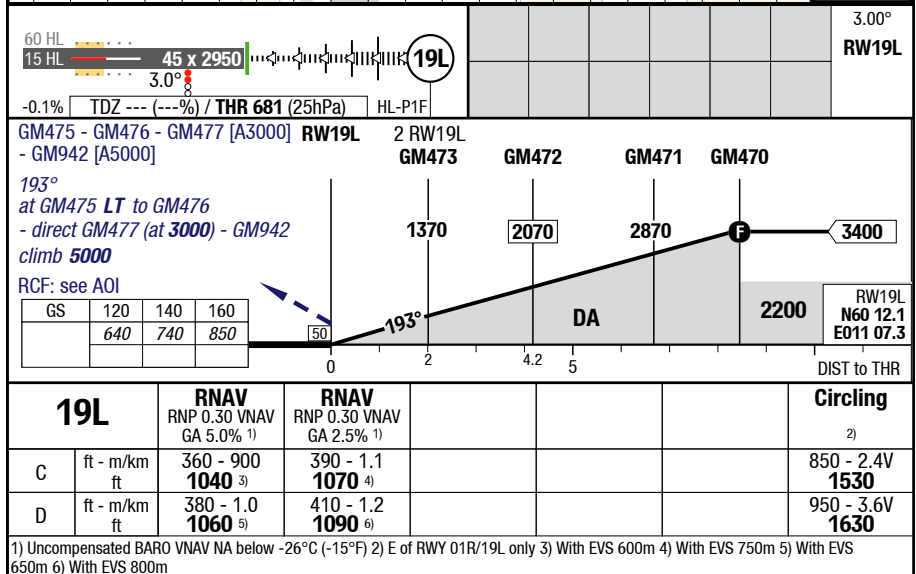


01R		RNAV RNP 0.30 VNAV GA 5.0% 1)	RNAV RNP 0.30 VNAV GA 2.5% 1) 2)	Circling 3)	
C	ft - m/km ft	330 - 800 1000 4)	400 - 1.1 1070		890 - 2.4V 1570
D	ft - m/km ft	350 - 900 1020 5)	400 - 1.1 1070		950 - 3.6V 1630

1) Uncompensated BARO VNAV NA below -27°C (-17°F) 2) With EVS 750m 3) E of RWY 01R/19L only 4) With EVS 550m 5) With EVS 600m

Changes: APL, FREQ, OBST

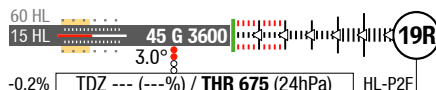
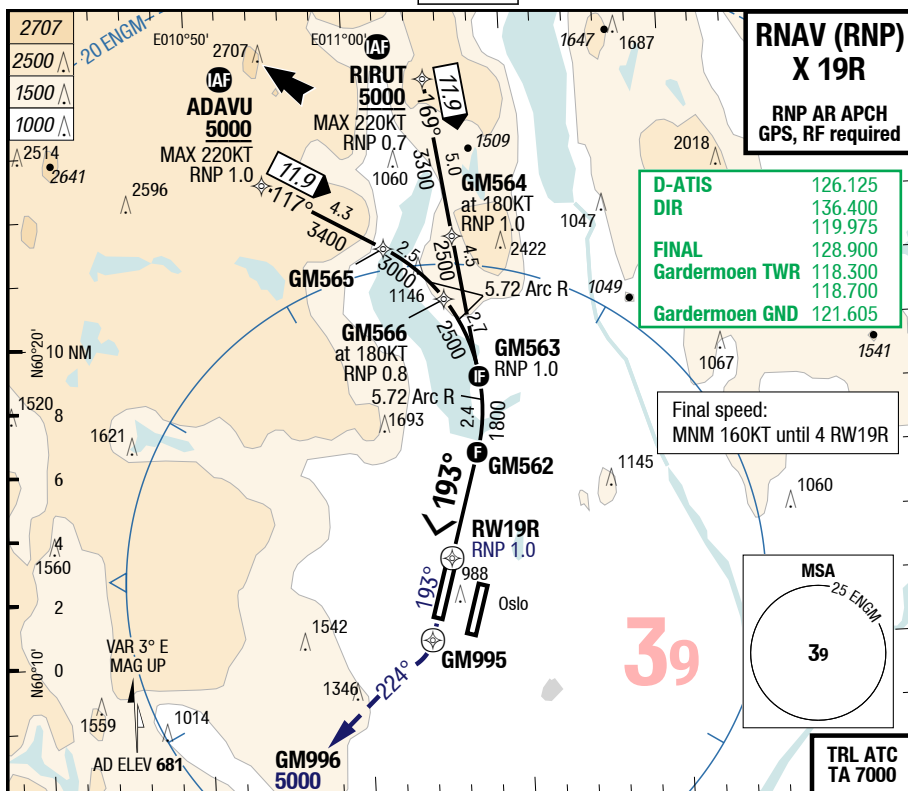
RNAV (RNP) X 19L



OSL-ENGM

7-90

RNAV (RNP) X 19R



GM995 - GM996 [A5000]

RW19R

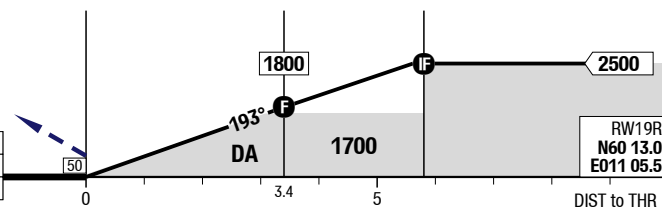
3.4 RW19R

GM563

193° to GM995
RT 224° to GM996
climb 5000

RCF: see AOI

GS	120	140	160
	640	740	850

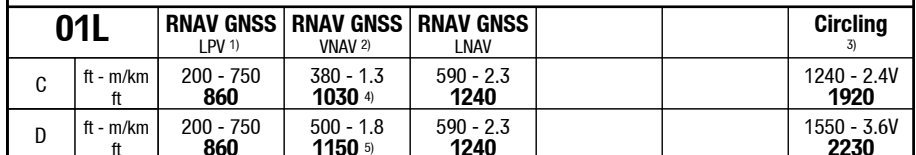


19R		RNAV RNP 0.30 VNAV GA 5.0% 1) 2) 3)	RNAV RNP 0.30 VNAV GA 2.5% 1) 4)	Circling 5)	
C	ft - m/km ft	300 - 650 970	390 - 1.1 1060		1240 - 2.4V 1920
D	ft - m/km ft	300 - 650 970	390 - 1.1 1060		1550 - 3.6V 2230

1) Uncompensated BARO VNAV NA below -27°C (-17°F) 2) w/ HGS RVR 750m required 3) With EVS 450m 4) With EVS 750m 5) W of RWY 01L/19R only

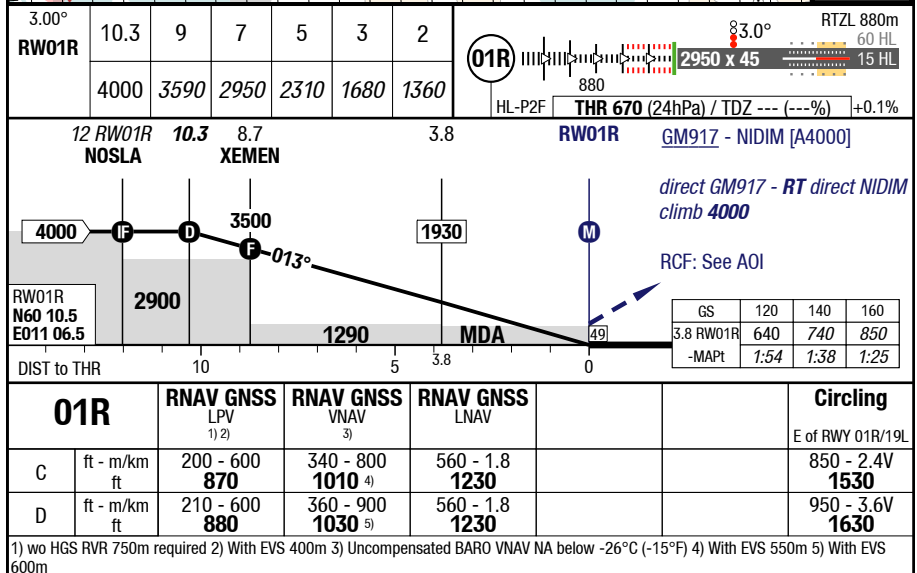
Changes: FREQ, OBST

RNAV (GNSS) Z 01L



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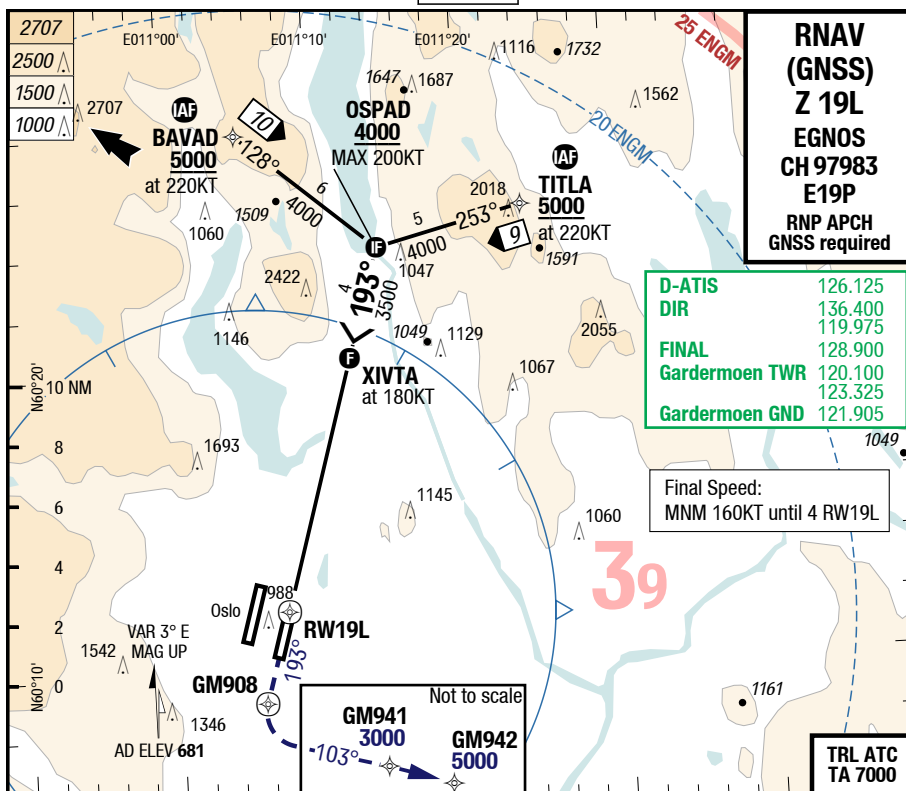
RNAV (GNSS) Z 01R



OSL-ENGM

7-130

RNAV (GNSS) Z 19L



60 HL 15 HL 45 x 2950 3.0° -0.1% TDZ --- (---%) / THR 681 (25hPa) HI -P1F		19L	2	3	5	7	9	10.3	3.00° RW19L
			1370	1690	2330	2960	3600	4000	

GM908 [L] - GM941 [A3000]

GM942 [A5000]

RW19L

193°
at GM908 **LT** 103° to GM941
climb **3000** - GM942 - climb

1 OBST BLW MDA

RCF: See A01

GS	120	140	160
XIVTA	640	740	850
-MAPt	4:21	3:44	3:16

2020 LPV

3° - 6

550

RWT9L
N60 12.1
E011 07.3

DIST to THR

Circling

19L		RNAV GNSS LPV ¹⁾	RNAV GNSS VNAV ²⁾	RNAV GNSS LNAV		Circling E of RWY 01R/19L
C	ft - m/km ft	250 - 750 940	350 - 900 1030 ³⁾	550 - 1.8 1230		850 - 2.4V 1530
D	ft - m/km ft	250 - 750 940	470 - 1.5 1150 ⁴⁾	550 - 1.8 1230		950 - 3.6V 1630

1) With EVS 550m	2) With EVS 550m
------------------	------------------

2) Uncompensated BARO VNAV NA below -26°C (-15°F)

3) With EVS 600m

4) With EVS 1.0km

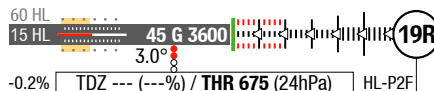
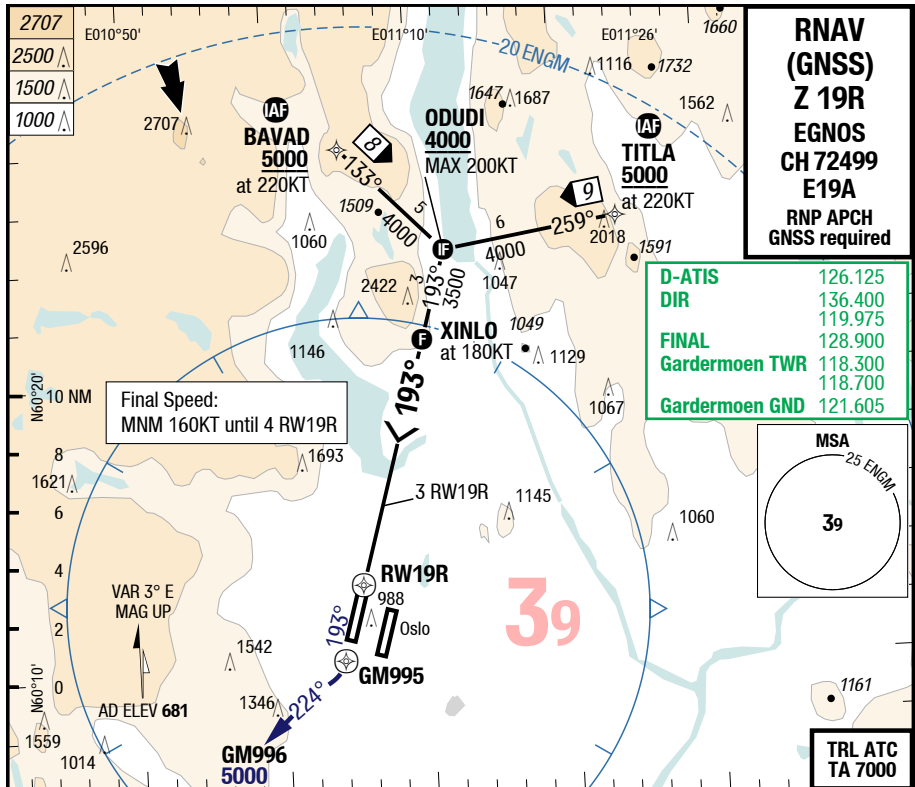
14-JUN-2018

IAC

OSL-ENGM

7-140

RNAV (GNSS) Z 19R



2	4	6	8	10	10.3	3.00° RW19R
1360	2000	2640	3280	3910	4000	

GM995 [R] - GM996 [A5000]

RW19R

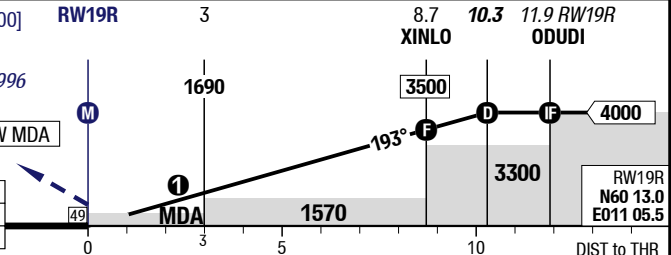
193°

at GM995 RT 224° to GM996
climb 5000

① OBST BLW MDA

RCF: See AOI

GS	120	140	160
XINLO	640	740	850
-MAPt	4:21	3:44	3:16

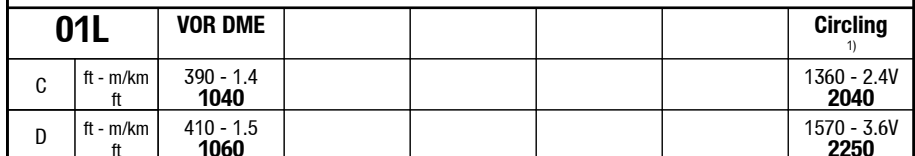


19R	RNAV GNSS LPV GA 3.1% 1) 2)	RNAV GNSS LPV GA 2.5% 2) 3)	RNAV GNSS VNAV 4)	RNAV GNSS LNAV	Circling W of RWY 01L/19R
C	ft - m/km ft 200 - 600 880	290 - 650 960	330 - 800 1000 5)	390 - 1.1 1060 6)	1240 - 2.4V 1920
D	ft - m/km ft 200 - 600 880	300 - 650 980	360 - 900 1030 7)	410 - 1.2 1080	1550 - 3.6V 2230

1) With EVS 400m 2) w/o HGS RVR 750m required 3) With EVS 450m 4) Uncompensated BARO VNAV NA below -26°C (-15°F) 5) With EVS 550m 6) Timing to determine MAPt NA 7) With EVS 600m

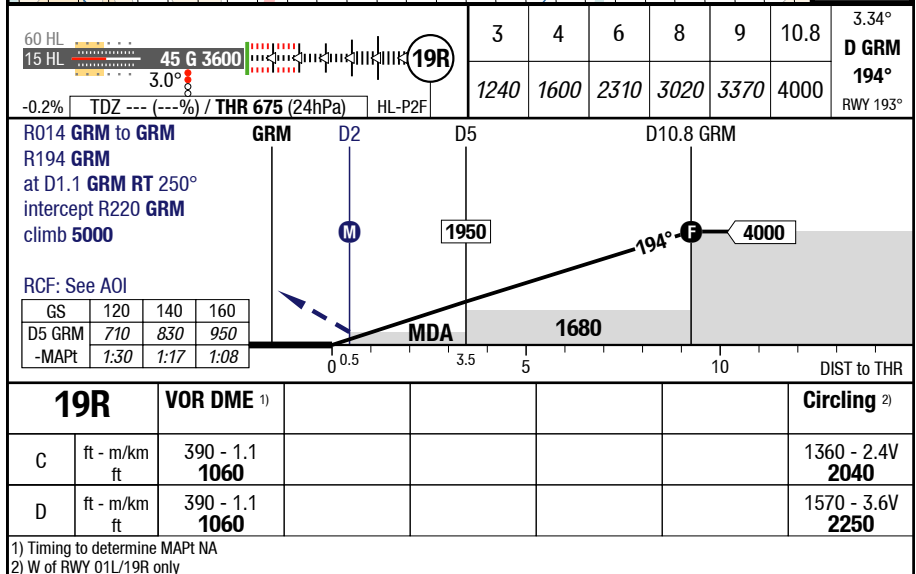
Changes: FREQ, OBST

VOR 01L



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VOR 19R



Effective 21-JUN-2018

14-JUN-2018

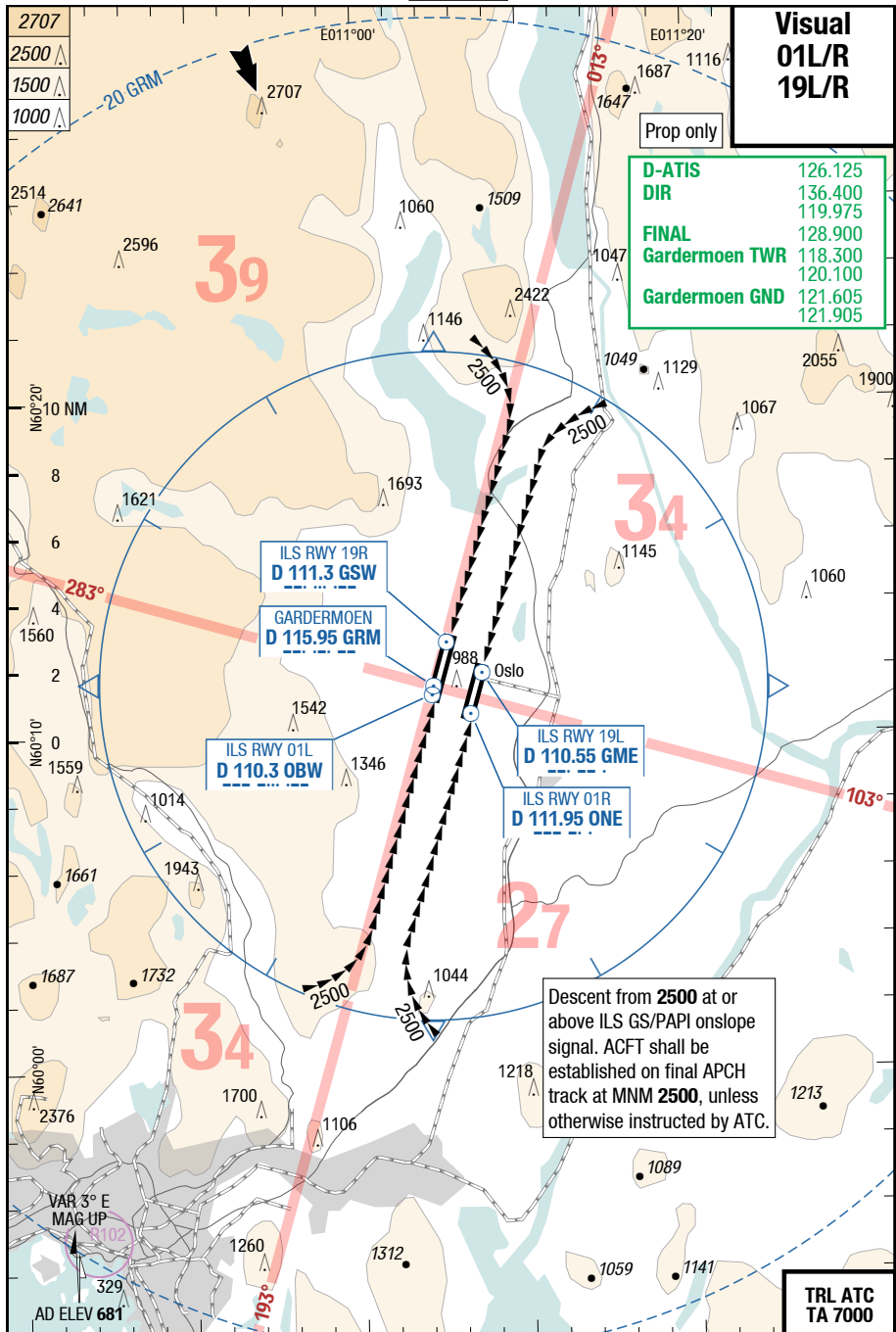
OSL-ENGM

7-170

Norway Oslo Gardermoen

Visual 01L/R / 19L/R

VAC



Changes: FREQ, OBST