AVINOR
OSLO LUFTHAVN

AIRSIDE DRIVING

Handbook

Edition E07

Rev.	Dato	Tekst	Laget	Sjekket	Godkj.	Prosj.nr	Rev. utg	OR
E07	30.10.25	For implementering	GMMDS	CAEHO	GMGSK		G5400	GMGSK
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Changes in version E07

Description	Page
New colour on the front page	1
Paragraph on FATO updated	8
ATC service boundary adjusted near FATO	10

Table of Contents

General description of this handbook

The purpose of this handbook is to give a brief overview of rules and regulations regarding communication; towing of aircraft; and driving/walking on the maneuvering area, safety areas and aircraft stands. The handbook also contains information on low visibility operations (LVP), use of stopbars, barriers at the runway holding positions, autonomous vehicles, jetblast and helicopter operations. It is important that everyone operating on airside is observant and follow the regulations to achieve safe operation for aircraft, passengers and personnel.

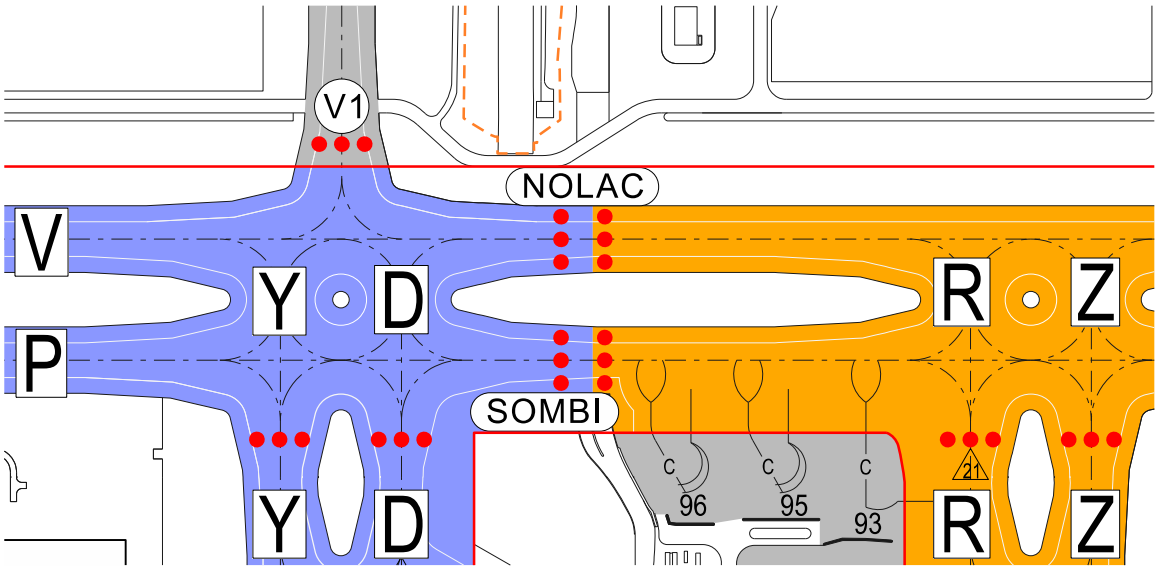
Extract from rules about driving and the use of radio communication on the maneuvering area and aircraft stands

Area of responsibility on the maneuvering area

The maneuvering area consist of runways and taxiways. To handle traffic on this area in a safe and effective way, the responsibility is divided between different air traffic controllers – operating on separate radio frequencies. The different areas of responsibility are shown on the attached maps and named as follows:

- GROUND WEST - consists of the taxiway system on the western part of the airport, except the taxiways west of the western runway (runway 01L/19R)
- GROUND EAST - consists of the taxiway system on the eastern part of airport
- TOWER WEST - consists of the western runway (runway 01L/19R), FATO and the taxiways west of the western runway (General Aviation Area)
- TOWER EAST - consists of the eastern runway (runway 01R/19L)

The borderline between the area of responsibility of GROUND EAST and GROUND WEST passes across taxiway VICTOR and PAPA, slighty west of stand 96. The holding positions on each side of the borderline are named **NOLAC** on taxiway VICTOR and **SOMBI** on taxiway PAPA.



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Generally about driving

Before driving/walking on the maneuvering area or safety areas along runways and taxiways, a clearance from the respective air traffic controller (Control Tower) is mandatory. The same apply if crossing taxiways on a vehicle service road is necessary. Vehicles used on the areas mentioned above, shall be equipped with a transponder and a rotating orange beacon on the roof. Emergency vehicles are equipped with rotating beacons showing blue light during call-out. Moving aircraft or aircraft about to move, has the anti-collision lights on. It's prohibited to drive and/or pass behind aircraft on stand with anti-collision lights on. During winter, the airport uses autonomous sweepers/blowers. The vehicles has a steady green light on the vehicles cab while in autonomous operation.

Crossing of taxiways on vehicle service roads

Crossing of taxiways on vehicle service roads requires permission from the tower. The taxiway names must be mentioned in the order they are to be crossed. Example:

- Ground, 121. At service road south of JULIET. Requesting to cross JULIET, WHISKEY, PAPA and VICTOR.

Marking on service roads

White triangles indicate that you must give way to all aircraft before proceeding.

A single solid white line indicates that you must come to a complete stop. Permission from tower must be obtained before proceeding.

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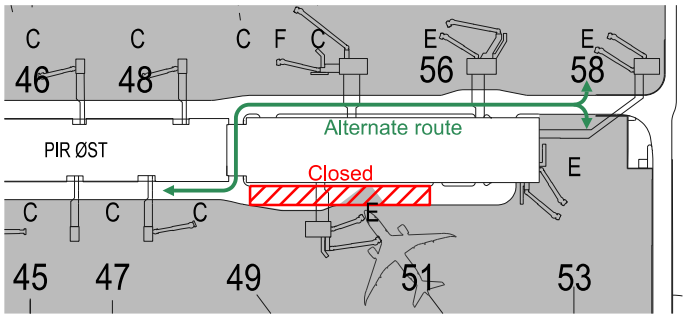
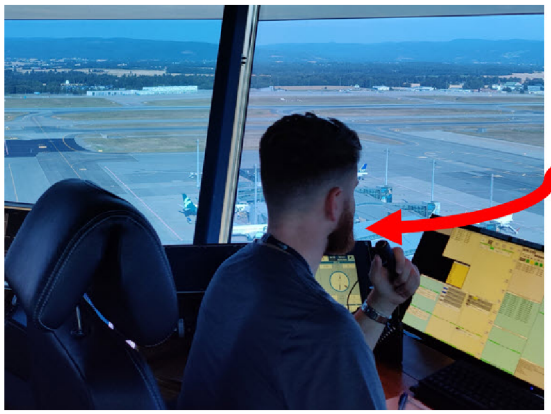
Driving pattern near stand 51

When code D and E-aircraft are parked at stand 51, the vehicle service road just north of the stand is closed. Vehicle traffic to/from stand 53 and 58 must then use alternate route north of the terminal building.



Radio communication



Before entering the maneuvering area, communication with the tower shall be establish on the correct UHF channel. Drivers of vehicles equipped with a transponder must ensure that their own radio call sign is in accordance with that assigned by Avinor and sent by the transponder. The following channels shall be used:

- GROUND WEST UHF channel 1
- GROUND EAST UHF channel 2
- TOWER WEST UHF channel 3
- TOWER EAST UHF channel 4

The UHF channels 3 and 4 are linked to the respective VHF channels to reduce the risk of runway incursion. This means that everyone who uses UHF channels 3 and 4 will hear the pilots' VHF radio communication with the tower, and vice versa. The VHF communication is in English and UHF communication mainly in Norwegian.

Driving on an aircraft stand or de-icing platform is normally not subject to a clearance from an air traffic controller. If a radio call is necessary, contact shall be made on the UHF channel used on the adjacent taxiway.

Special rules apply for emergency vehicles and for snow clearance convoys.

Radio communication failure

In case of failure in the communication with the control tower, the following procedure apply:

- Try to establish contact on another UHF channel

If no contact:

- Leave the maneuvering area the shortest way as soon as possible
- Call and inform the control tower on telephone number **64 81 31 09**.

Towing of aircraft to stands with overlapping safety areas

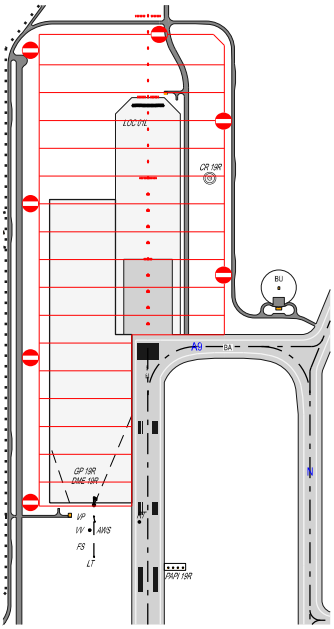
Some stands will have overlapping safety areas with adjacent stands. Extra caution must be taken when towing aircraft to and from such stands. For example, stand 46R shall not be used if an aircraft is parked on stand 44, and vice versa.

Driving in safety areas of runways and taxiways

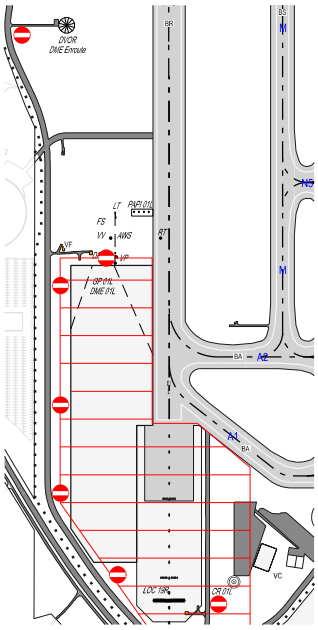
Runways and taxiways are surrounded by safety areas. The purpose of a safety area is to protect traffic on the taxiway or the runway. All driving and walking in a safety area is subject to a clearance as for a taxiway or a runway. The runway safety area stretches 140 m to each side of the runway centerline, and 300 m before each runway threshold, except for threshold 01R where it stretches 440 m south of the threshold. The taxiway safety area is generally 43,5 m to each side of a taxiway centerline. Where a stand is adjacent to the taxiway, there is no the safety area.

Driving inside restricted areas for navigational aids

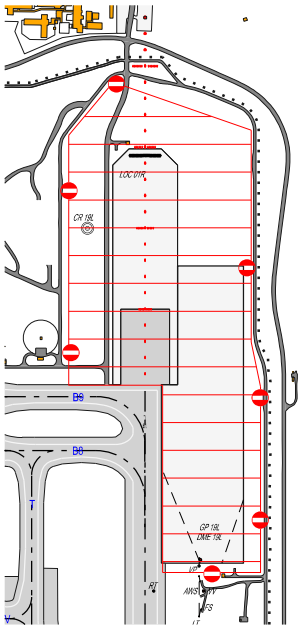
All driving or walking inside restricted areas for navigational aids is prohibited. If there is a need to drive or walk into a restricted area, contact to the control tower shall be made by telephone in advance. Thereafter, a clearance to proceed shall be obtained through radio communication. The restricted areas are shown below:



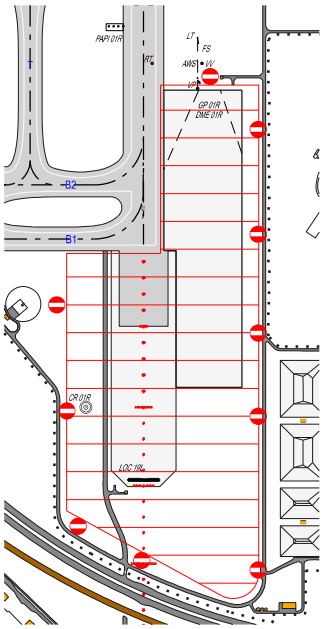
Western runway, Northern end



Western runway, Southern end



Eastern runway, Northern end



Eastern runway, Southern end

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Runway Holding Positions

All runway holding positions have several barriers to warn pilots and drivers of a runway ahead. The barriers are as followed: (1) runway ahead marking, (2) runway guard lights (wig wag), (3) enhanced taxiway marking, (4) holding position marking, (5) runway designation sign and (6) red lit stop bars lit H24/365.

Stopbar

All the runway entries have red stopbars lit H24/365. Stopbars may also be used on the taxiways if the visibility is bellow 400 meters. A red lit stopbar is protecting the area beyond for unwanted intrusion. A stopbar shall never be crossed unless clearance is received from tower and the stopbar is turned off, or contingency procedures are put into force.

Accidents

In case of emergency, fire or accident, call **64 81 29 11**.

Deicing pads

Vehicle traffic on deicing pads must only take place when there is an operational need. No through traffic. Use service roads to drive around the deicing pads.

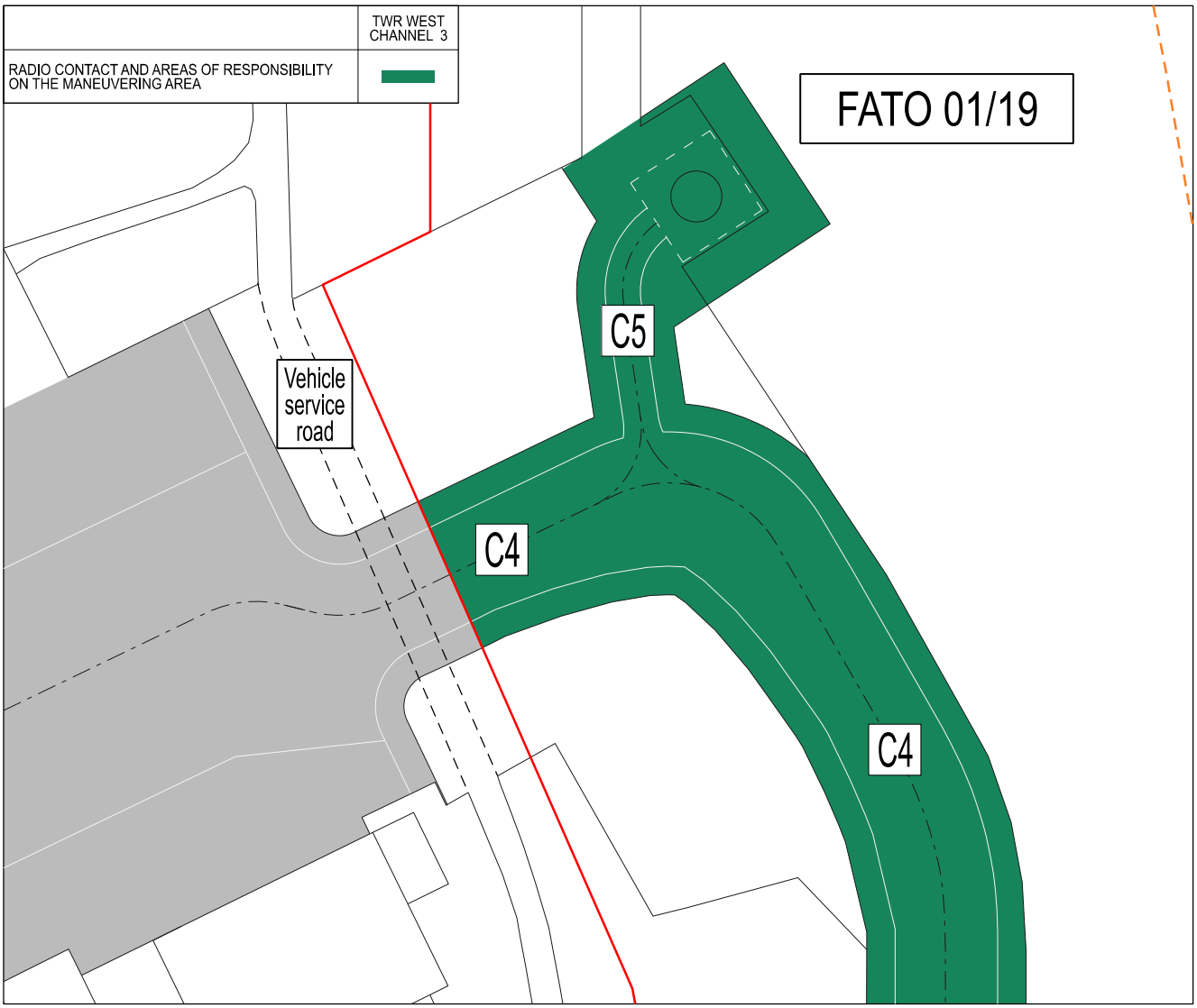
Jet Blast and Prop Wash

Jet blast/prop wash is the phenomenon of rapid heated air movement produced by the jet/propeller engines of aircraft to initiate aircraft momentum. Drivers must not cross directly behind an aircraft. When passing behind taxiing aircraft, care must be taken with regard to jet blast/prop wash.

As a general rule, the distance when crossing behind an aircraft should be at least two lengths of the respective aircraft. Caution should always be exercised when operating in the vicinity of operational aircraft.

Helicopter final approach and takeoff (FATO) area

A dedicated area for helicopter final approach and takeoff (FATO) is located in the northern part of the GA area. It must not be entered without permission from the tower. Drivers using the service road across taxiway C4 shall keep a good lookout and give way to all taxiing aircraft as well as helicopters hover taxiing, landing and departing on/from the FATO.



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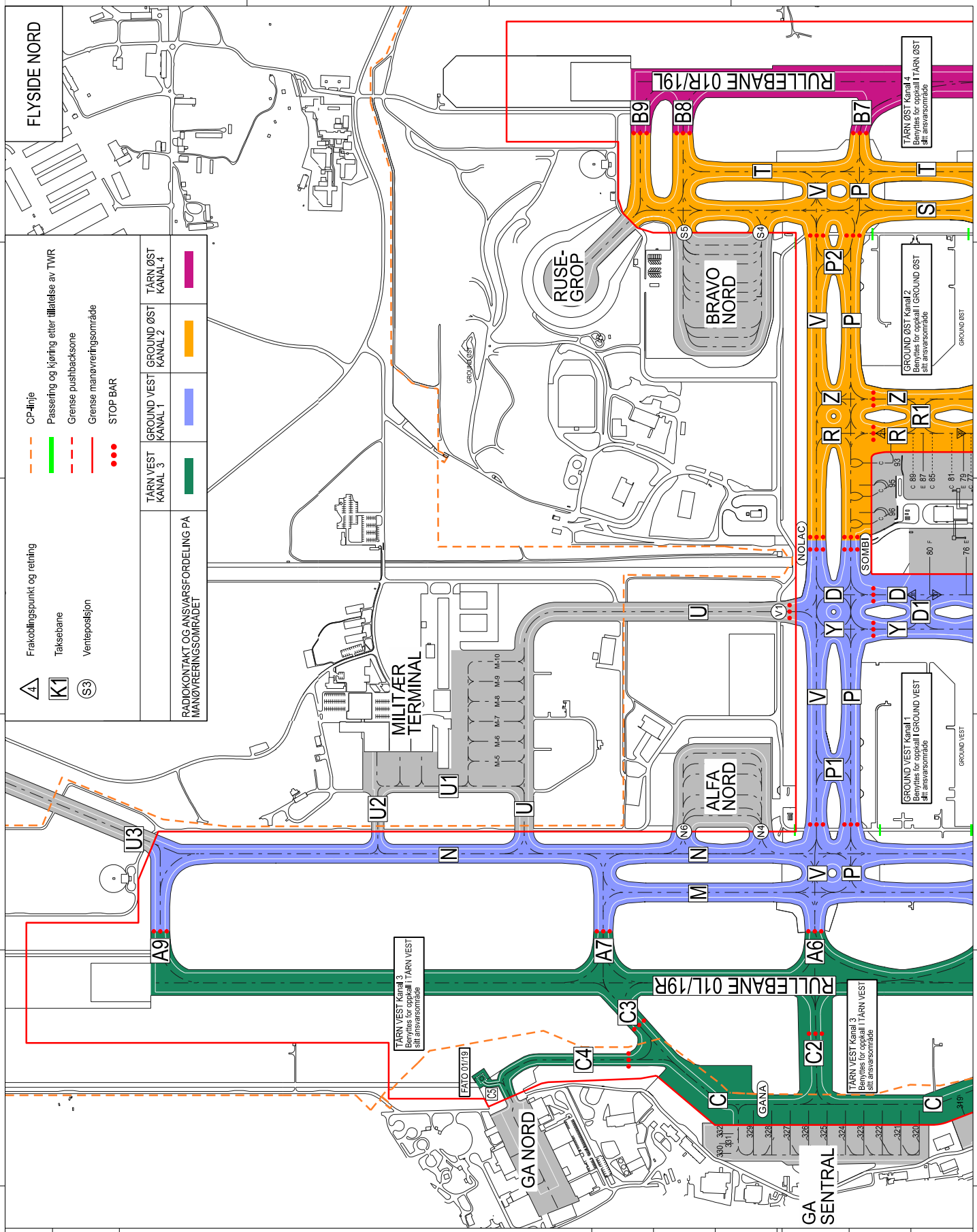
Low visibility operations (Low Visibility Procedures – LVP)

When the cloud base drops below 300 ft or the visibility drops below 1000 m, Low Visibility Procedures (LVP) are put into force. LVP is indicated by yellow flashing lights being lit at various locations scattered around the airport. During LVP, vehicles or persons are normally not allowed on the maneuvering area. Exceptions are made to maintenance necessary to the operation of the airport.

Autonomous snow clearing

The airport uses both manually and autonomously controlled sweepers/blowers. During manual operation, each individual vehicle in a snow clearing convoy is driven by an operator and supervised by team leader snow clearing. When autonomy is used, the snow clearing convoy is operated and monitored by an operator located in the front vehicle. The remaining vehicles are unmanned and electronically connected to the front vehicle through an autonomous steering platform. The only difference between autonomous and manual operation is a steady green light on the vehicles cab when autonomous operation is used.



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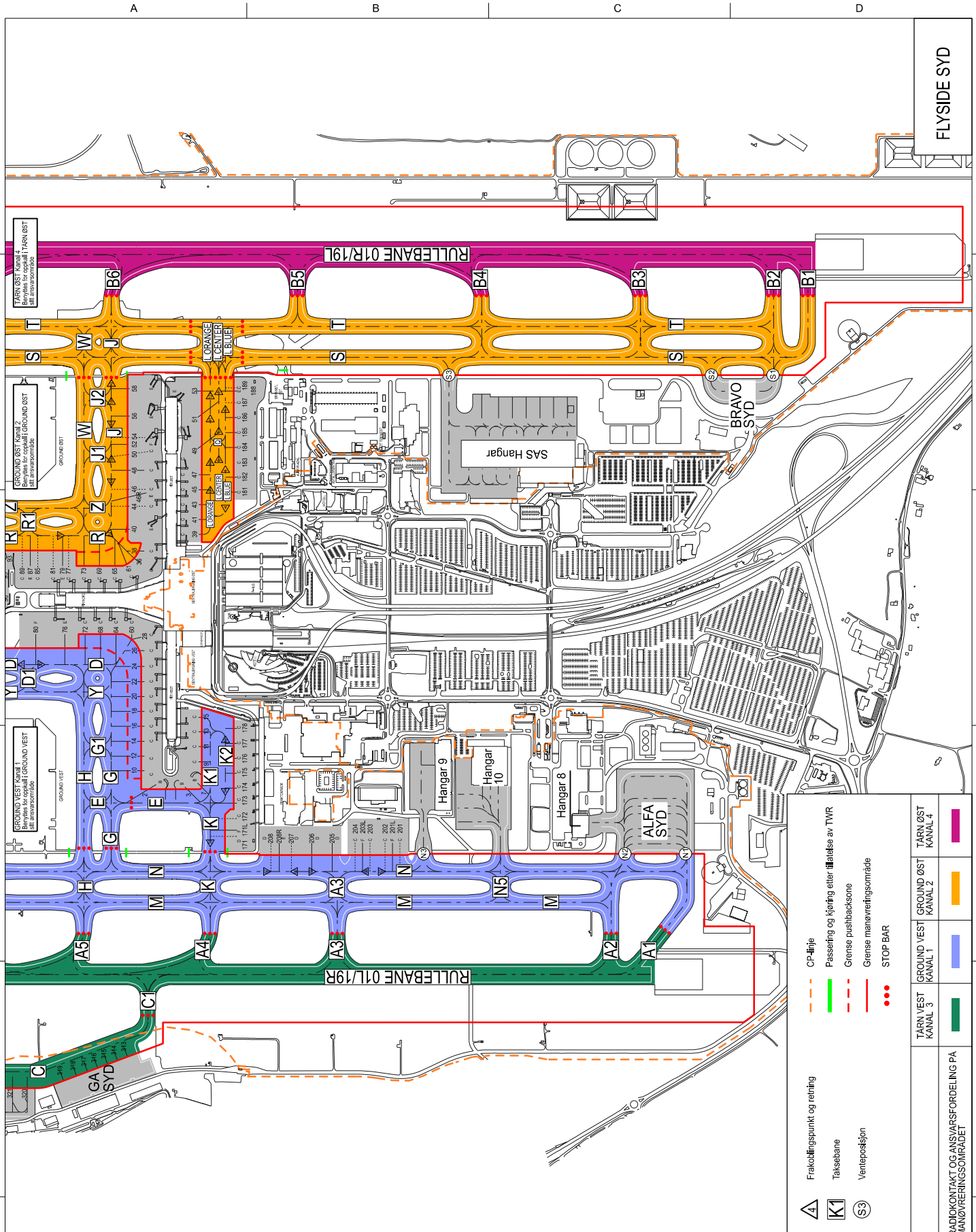

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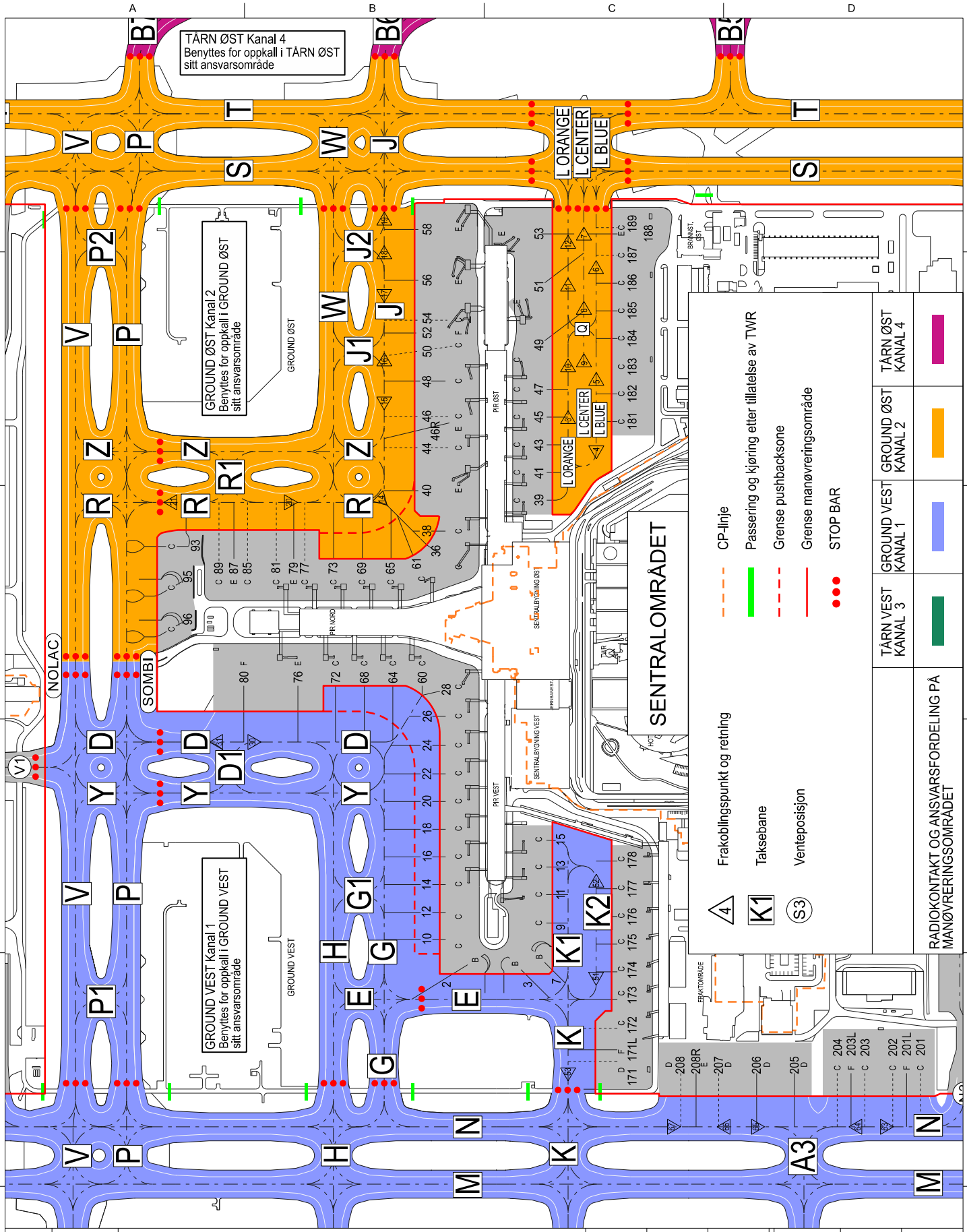

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