

Operational change

Scalable snow removal plan

- *Valid from: 27.11.2025*
- *Version number: 05-2025*



1 Background

Snow removal at Oslo Airport is an activity subject to continuous improvement. As part of this effort, a need has been identified to have a scalable plan for snow removal. The purpose of this change is to have more tools in the toolbox when weather conditions are so severe that normal snow removal is insufficient to maintain normal operations. Other factors, such as a lack of personnel and/or access to equipment, may also require the implementation of scalable snow removal plans.

2 Change description

Defined scenarios are established that can be implemented when conditions require it.

Normal winter operations are defined as "Scenario 0," followed by "Scenario 1," "Scenario 2," and "Scenario 3." The purpose of establishing scenarios is to ensure predictability for all parties, which will enable more efficient planning and execution of air traffic operations

2.1 SCENARIO 0 – NORMAL OPERATIONS

No changes are made to the current snow removal plans for normal operations.

2.2 SCENARIO 1 - PRIORITIZATION AND SUSPENSION OF AREAS

If weather conditions are so severe that it is not possible to maintain satisfactory conditions with normal snow removal, Scenario 1 can be implemented. This also applies if access to equipment and/or personnel is insufficient. Scenario 1 consists of:

- Suspension and/or closure of taxiways and aprons.
- The GRF Inspector requests priority over air traffic

2.3 RELEASING SNOW REMOVAL GROUP 2

The GRF Inspector can implement Scenario 2 when conditions require it. This involves releasing Snow Removal Group 2. A prerequisite for releasing Group 2 is that the group has its own GRF Inspector who will oversee the group.

In addition to the areas suspended in Scenario 1, TWY M, TWY T, and TWY V will also be suspended.

Releasing Snow Removal Group 2 means that the group will not follow a predetermined pattern but will focus their efforts where the need is greatest.

2.3.1 2.3.1 Limitations for the Released Snow Removal Group

If Snow Removal Group 3 is working on the east side of the central area, Group 2 cannot clear the west side of the central area. Group 2 must remain on the same side as Group 3 if Group 2 is to assist in the central area.

Note: Deviations from this limitation may occur in certain situations if the tower GRF Inspector agree to deviate from the restriction.

2.3.2 2.3.2 Open Exits for RWY 01 Operations in Scenario 2

- Only TWY A1, TWY A6, and TWY A9 are open for air traffic.
- Only TWY B1, TWY B7, and TWY B9 are open for air traffic.

2.3.3 2.3.3 Open Exits for RWY 19 Operations in Scenario 2

- Only TWY B1 and TWY B9 are open for air traffic.
- Only TWY A1, TWY A4, and TWY A9 are open for air traffic.

2.3.4 Open Exits from Apron GA in Scenario 2

- Only TWY C3 are open for air traffic (both directions)
 - o Departure RWY 01 from Apron GA: Taxi via TWY C3, down the RWY, and out via TWY A5.
 - o Departure RWY 19 from Apron GA: Taxi via TWY C3, down the RWY, and out via TWY A4.

2.4 SCENARIO 3 – CONVOY DRIVING

Scenario 3 is defined as the final possible action before closing the runways to all air traffic. Weather conditions and/or equipment status/personnel availability must be so poor that this is the only viable way to handle a limited number of flight movements.

The purpose of Scenario 3 is to ensure that the runway remains operational, even during prolonged extreme weather conditions. In Scenario 3, normally only the western RWY will be in use for both departures and arrivals (SRO). The concept involves clearing the terminal area with a focus on the stands (and the surrounding areas) that will be used for departures/arrivals in the near future. For departures, a snow removal group will clear the way ahead of a set number of aircraft from the central area to the "holding position." Similarly, for arrivals, a snow removal group will clear a route to the central area. The second snow removal group will focus solely on keeping the western runway open.

Scenario 3 will be implemented on 22 JAN 2026.

3 Effective date

This operational change will take effect on **AIRAC-date 27 NOV 2025**.

For questions regarding this change, please contact the Airside Management department via email osl-airside@avinor.no