

Operational change

New ATC boundary established at apron GA North.

- *Valid from: 30.10.25*
- *Valid to: UFN*
- *Version number: 04-2025*



1 Background

Through a risk analysis and dialogue with the stakeholders at Apron GA North, two main risks have been identified in the area around the current fueling pad and the FATO at Apron GA North. The first risk is downwash from helicopters over the current fueling pad for airplanes and helicopters, which has resulted in an HSE risk (loose objects being blown away). The second challenge is that the FATO approach and departure paths are not protected in accordance with regulations, which could pose a risk of collision between helicopters and airplanes.

Based on this, there is a need to implement measures to reduce or eliminate these risks

2 Change description

The following changes are being implemented to ensure safety at GA North and FATO area:

- The fueling pad will be relocated to a new location, as shown in attachment 1.
- A new tower-controlled area will be established east of the internal road at Apron GA North.
 - o TWY C4 will be extended to the new boundary of the maneuvering area.
 - o The current helicopter taxiway connecting TWY C4 to the FATO will be designated as TWY C5.
 - o New blue taxiway edge lights will be installed along the extension of TWY C4.
 - o A new intermediate holding position will be established on TWY C4.
 - o Yellow lights will be installed at the new intermediate holding position to allow operations in low visibility conditions.

These changes will result in a new tower-controlled area and an updated operational pattern on the east side of GA North.

2.1 NOTIFICATION ROUTINES IN CASE OF SPILL

Anyone who causes or discovers an ongoing acute pollution/spill incident, or a situation where there is a risk of acute pollution/spill, is obligated to report this to APOC at OSL. See contact information below. It is important that the pollution/spill is reported immediately and not later through another intermediary, such as a supervisor. This ensures that all available information is passed on to the emergency response team. APOC logs all reports related to the external environment. In addition, every individual or company is obligated to take measures to stop leaks or prevent the spread of pollution if this can be done without endangering their own or others' safety.

All reports of acute pollution or the risk of acute pollution must be made to APOC:

- Emergency number: 64 81 29 11
- Phone: 64 82 00 01
- PMR radio: Channel OP911
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When reporting acute pollution to APOC, APOC will notify Emergency Response, which will immediately respond to the incident site.

2.2 MAPS, AIP AND GOVERNING DOCUMENTS

AIP AIRAC SUP 57/2025 has been published and will remain valid until the change is incorporated into AIP Norway at a later date. Governing documentation is updated continuously, and Avinor-based map clients are updated upon implementation. The airside driving handbook for Oslo Airport will be updated and distributed.

2.3 COMMUNICATION

The initial call shall be made to "Gardermoen Delivery" in accordance with the current procedure at Oslo Airport, REF AIP AD 2 ENGM AD 2.20 p.7 and AD 2.22 p.8.6.

All operators at Apron GA North are requested to inform their employees/members about the new boundary and new procedures for refueling.

2.4

If an incident occurs related to safety, light malfunctions, pollution/spill, or similar issues, deviations must be reported in Avinor's deviation reporting system. This system is easily accessible via the Avinor Community app.

3 Effective date

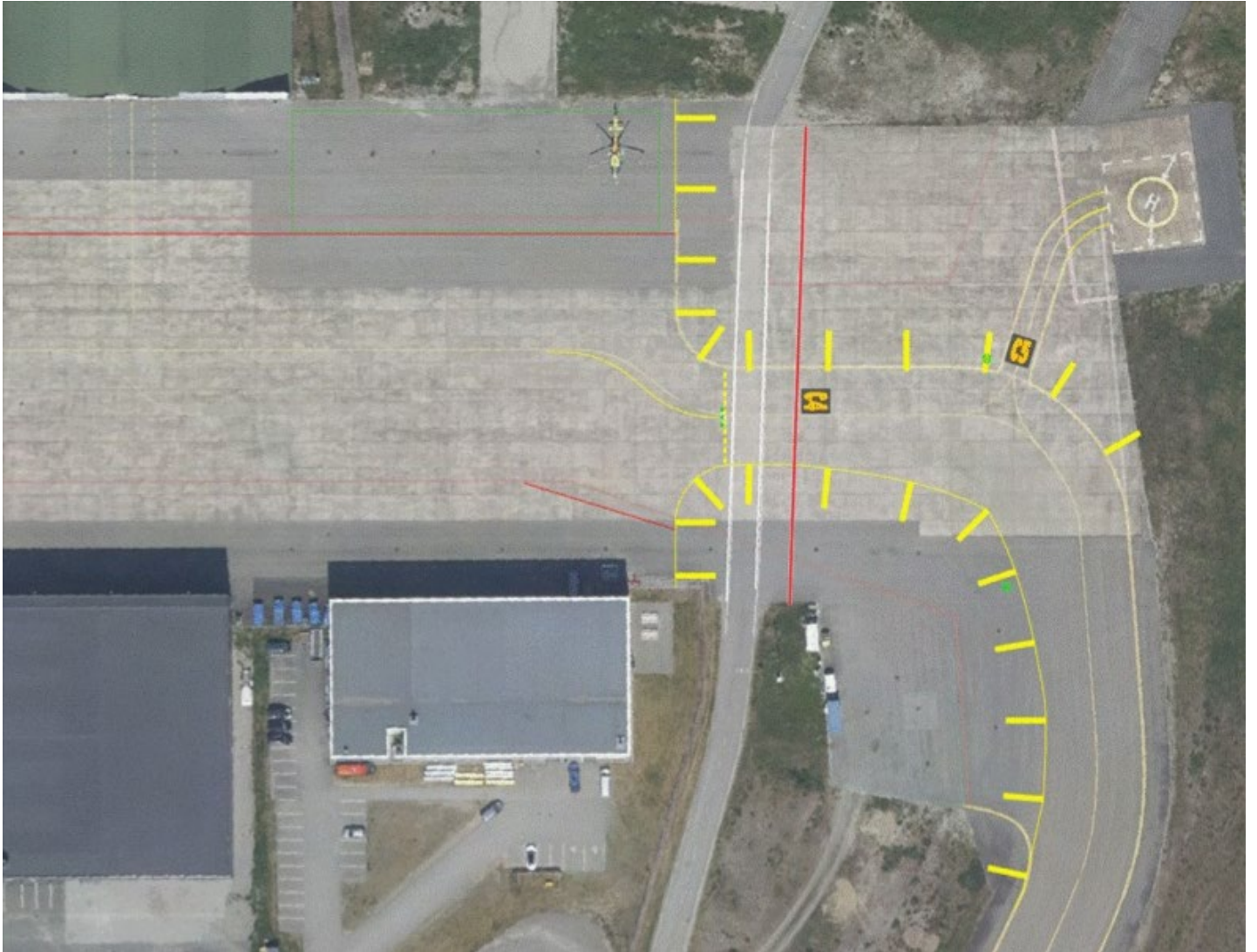
This operational change will take effect on AIRAC date **30 OCT 2025**.

Attachment 1: Overview GA North

Attachment 2: New ATC boundary

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

Attachment 1: Overview GA North



Attachment 2: New ATC boundary

