

Continuation of the term "suspension" as an addition to "closed" in the movement area at Oslo Airport Airport

Operational change

- *Valid from: 20.01.2025*
- *Valid to: Until next version of the Aerodrome manual*
- *Version number: 01-2025*



1 Background

Based on the previously introduced term "suspend operational activity" as an addition to the existing "closed" on the flight operational surfaces at Oslo Airport, this concept will now be extended to apply year-round, not just under slippery conditions.

2 Change management

The term "suspension" is introduced as an addition to "closed" on the movement area (aircraft stands, apron, taxiways, and runways) and shall be used in all situations where minor work, inspections, and similar activities are to be carried out, which do not require a closure plan and the placement of barricades. Work where the area can be returned to operational activity within 15 minutes is considered "short-term work" in this context.

When an area is closed, physical barricading and/or some form of announcement that the area is closed is required. All other situations shall be referred to as suspended.

2.1 EXAMPLES OF SUSPENSION

- Grass cutting adjacent to a taxiway or runway.
- Areas that cannot be used because snow is being cleared there.
- Stands that are considered too slippery to allow flight operations.
- Snow-covered Taxiways that is not in use, without barricades being placed.
- Ad-hoc painting work.
- Aircraft that have punctured and are stuck on or near the runway, until barricades are placed and/or closure is published.
- Short-term electrical work.
- Inspections and/or minor short-term work near flight operational surfaces.

2.2 EXAMPLES OF CLOSURE

- The annual summer work, which is published in AIP SUP, NOTAM, etc., and has a closure plan.
- Long-term snow-covered areas that receive barricades and are mentioned in ATIS.
- Accidents, when barricades and NOTAM/ATIS are in place.
- Damaged surfaces, sinkholes, protruding metal, and similar, when barricading materials are placed.

A separate operational message has been issued for ATC in Gardermoen tower regarding suspension.

3 Responsibilities and cooperation

Suspending an area requires a measure for returning it to operational activity. A measure can be a coordinated decision to continue the suspension, e.g., during winter operations.

It is important that all involved parties cooperate and communicate effectively to ensure a coordinated and safe suspension of operational activity. Continuous evaluation and improvement of the suspension process based on experiences and feedback from the involved parties are encouraged.

4 Effective date

This operational change will take effect on **March 20, 2025, at 00:01** local time.

*For questions regarding this change, please contact Airside Management via email
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