EAA AIRVENTURE OSHKOSH 2016

NOTAM

Special Flight Procedures effective 6 AM CDT July 22 to Noon CDT August 1, 2016

For a free, printed copy of this NOTAM booklet, call EAA at 1-800-564-6322.
To view or download this information, visit www.eaa.org, or www.faa.gov/air_traffic/publications/notices/.

Table of Contents

Preflight Planning 1
VFR Route Planning Guide 2-3
Fisk VFR Arrival to OSH 4-7
FISK VFR Arrival Runway Paths 8-12
Oshkosh Airport Notes.....13
VFR & IFR Departure from Oshkosh . 14-15
Turbine/Warbird Arrival.....16
AirVenture Seaplane Base 17
Helicopter Arrival/Departure.....18
Ultralight Arrival/Departure 19
Fond du Lac Arrival/Departure..... 20-21
Appleton Arrival/Departure 22-23
IFR Arrival/Departure..... 24-27
Canadian Pilots 28
Oshkosh No-Radio Arrival 28
Flight Service Information 29

Changes for 2016 include:

- Frequencies for Departure ATIS and Runway 9/27 departures
- Taxiways north of OSH Runway 9/27
- Markings on OSH Runway 36R
- Notification requirement for aircraft over 12,500 pounds
- Internet URLs
- Advisory about separate arrival and departure frequencies

This notice does not supersede restrictions contained in other FDC NOTAMs. Be sure to check current NOTAMs.

Preflight Planning

For one week each year, EAA AirVenture Oshkosh has the highest concentration of aircraft in the world. Careful reading and adherence to the procedures in this NOTAM are essential to maintaining the safety record of this event. Flight planning should include thorough familiarity with NOTAM procedures, as well as knowledge of primary and alternate airports. Carry a copy of this NOTAM for in-flight reference.

Planning your Alternate Airport

Although EAA AirVenture takes place at Wittman Regional Airport (OSH), many pilots choose to land at a nearby airport and use public transportation to OSH.

- Pilots intending to land at OSH should be prepared for the possibility of diverting to an alternate airport, such as Appleton (ATW), Fond du Lac (FLD), or Green Bay (GRB).
- Parking and scheduled transportation to Oshkosh is available from these airports.
- If your alternate is Fond du Lac, check pages 20-21 for temporary control tower information.
- Camping is not allowed at Appleton.
- Pilots on VFR flight plans diverting from Oshkosh are reminded to change their flight plan destination with flight service.

Aerobatic Demonstrations/Airshow Times

The Aerobatic Demonstration Area is from the surface to 12,000' MSL within a 5 NM radius of Wittman Regional Airport and expected to be active during these times:

2016 Oshkosh Airshow Times (CDT)
Monday, July 25, thru Saturday, July 30: 2:30-6:30 PM
Wednesday, July27: 8:00-10:00 PM
Saturday, July 30: 8:00-10:00 PM
Sunday, July 31: 1:00-4:30 PM

Wittman Regional Airport will be NOTAMed closed and all aircraft must remain clear of the Aerobatic Demonstration Area when the area is active. Check the Arrival ATIS (125.9) to determine when the airport is reopened. Arrivals at Wittman Regional Airport are normally resumed 30 minutes after each afternoon airshow.

Wittman Regional Airport (OSH) Flight Planning

Beginning Friday, July 22, 2016, OSH is closed to all arriving aircraft from 8:00 PM until 7:00 AM CDT daily. Some or all categories of aircraft may not be accepted due to parking saturation, ground conditions, special activities, or scheduled airshows.

OSH Aircraft Parking

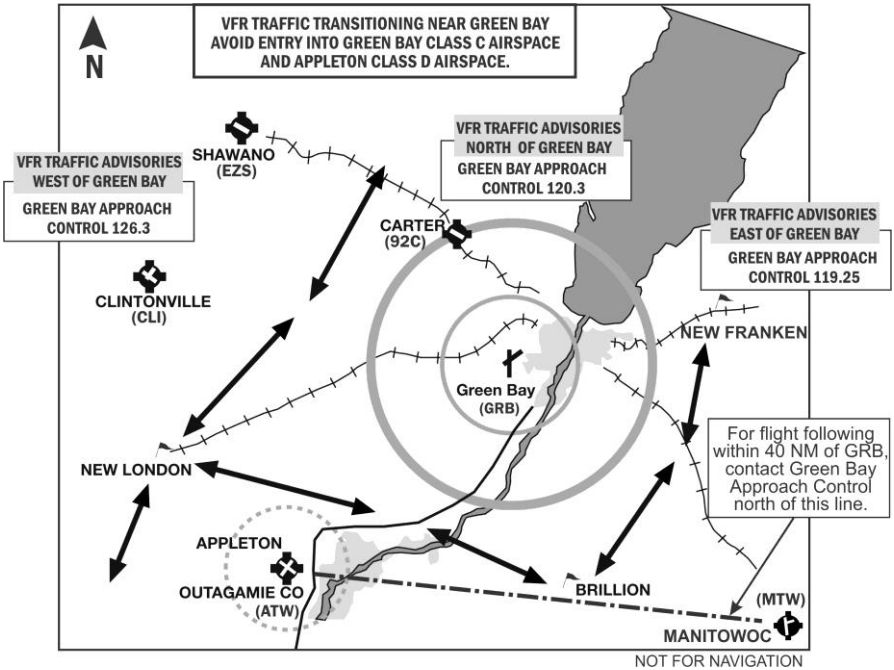
- Separate aircraft parking areas are used at OSH for different types of aircraft. Parking for show planes (experimental, warbirds, rotorcraft, amphibians, and production aircraft manufactured prior to 1971) has generally been available throughout EAA AirVenture. Parking and camping areas for other aircraft may reach saturation at times. Parking area status is available via telephone recording (920-230-7820) and at www eaa.org/aircraftparking. The AirVenture Arrival ATIS (125.9) also has parking availability information, when applicable.
- Pilots landing at OSH should use a printed sign to designate their intended parking or camping area. The sign should have large dark letters readable from at least fifty feet. It can be handmade or printed from www.eaa.org/signs (no tablet computer signs, please). Display it in the left side of your windshield after landing. Use one of the following codes:

Homebuilt Camping	HBC	Homebuilt Parking	HBP
Vintage Aircraft Camping	VAC	Vintage Aircraft Parking	VAP
General Aviation Camping	GAC	General Aviation Parking	GAP
Warbird Area	WB	Seaplane Area (amphibian)	SP
International Aerobatic Club	IAC	Basler Ramp (with prior permission)	FBO

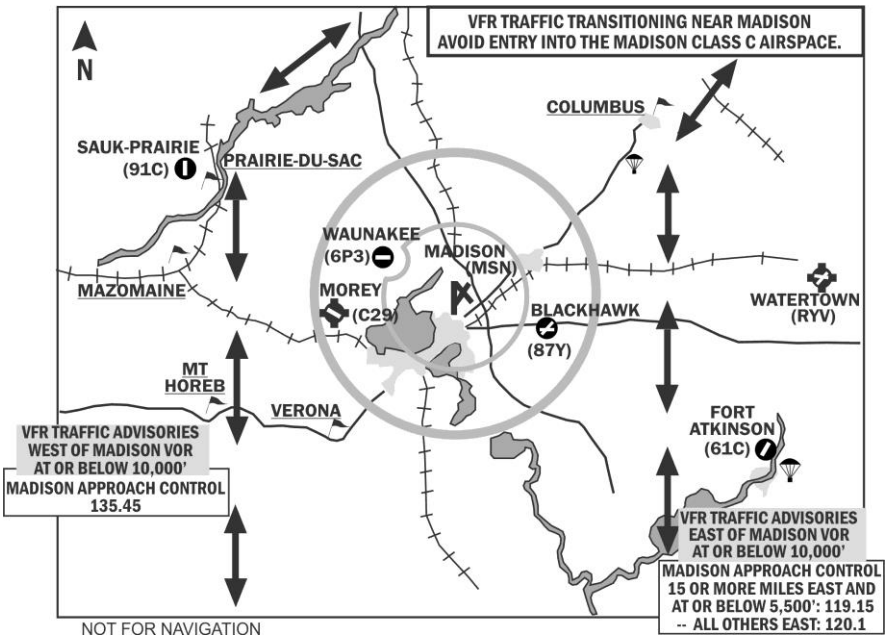
- **A similar sign with the letters VFR or IFR will be used when you depart.**

VFR Route Planning Guide

The VFR arrival to Oshkosh starts at the city of Ripon, Wisconsin (Chicago sectional chart). These four graphics show sample routes that bypass high-density airports en route to Ripon and leaving the AirVenture area. Be sure to use current charts. Use extra caution for heavy traffic.



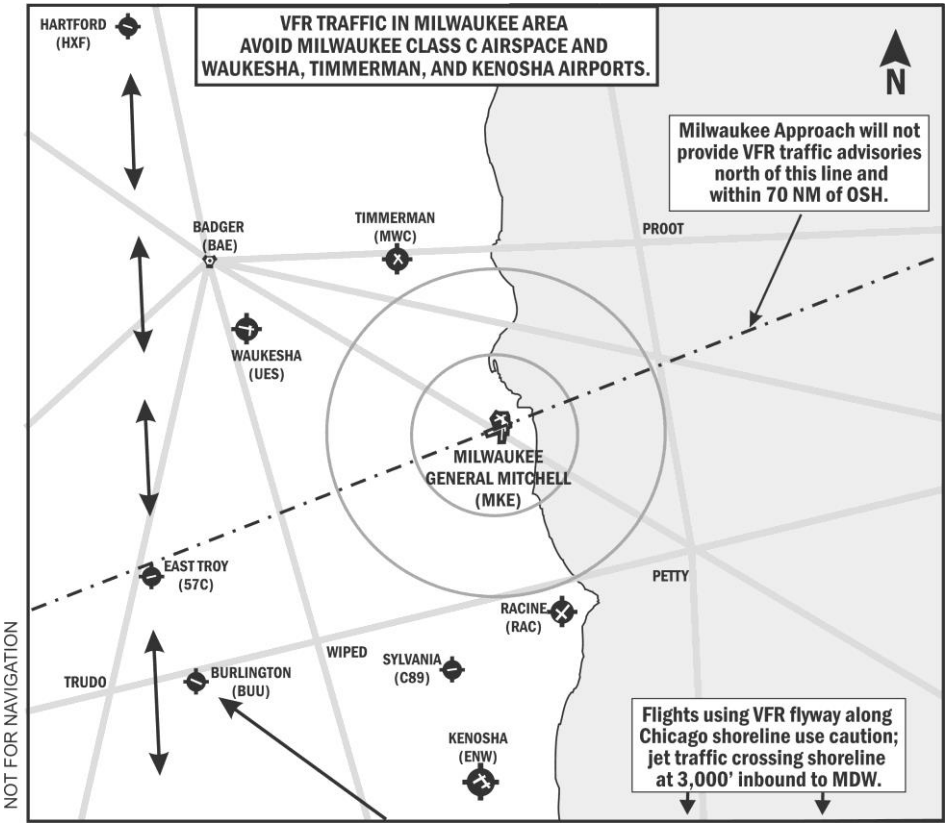
NOT FOR NAVIGATION

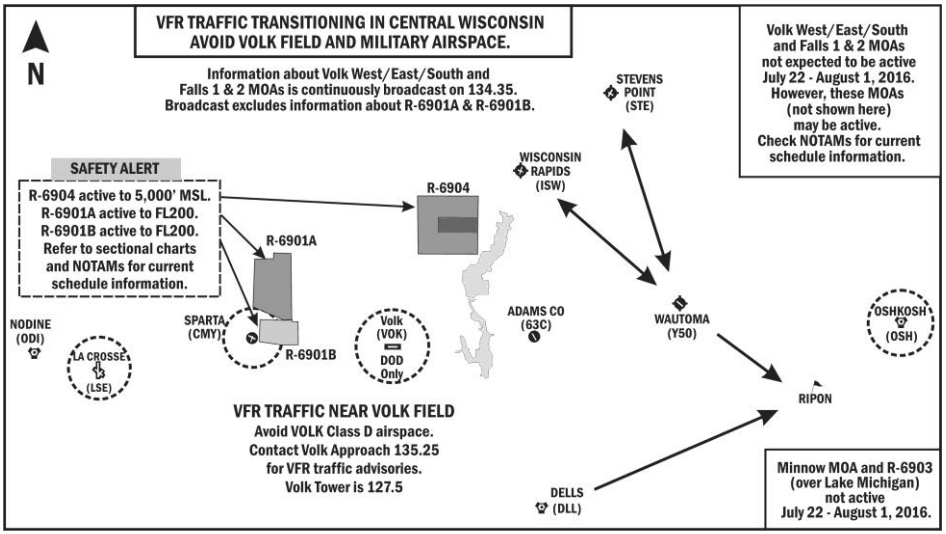


NOT FOR NAVIGATION

For more information, see www.eaa.org/atc

VFR Route Planning Guide





NOT FOR NAVIGATION

Check NOTAMs for large Military Operations Areas (MOAs) in southern Wisconsin.

FISK VFR Arrival to OSH

General Information

This procedure is to be used by all VFR aircraft landing at OSH from Friday, July 22, through Sunday, July 31, 2016 (except those using the Turbine/Warbird, Ultralight or NORDO arrivals).

The procedure starts at Ripon, WI (15 NM SW of Oshkosh) and requires visual navigation. Pilots follow a railroad track from Ripon to Fisk, WI. ATC at Fisk controls traffic flow and assigns OSH landing runways and approach paths (pages 8-12).

Planning

Plan your arrival to avoid airport closure periods, such as the daily airshows listed on page 1. Arrivals normally resume 30 minutes after daytime airshows. Allow ample time to arrive and park before the daily airport closure at 8 PM CDT.

Plan your fuel load carefully. If you do not have sufficient fuel for unexpected holding and possible landing go-arounds, divert to an alternate. **If your fuel status is critical, notify ATC immediately.**

First, fly the aircraft. If you are not comfortable with the OSH AirVenture procedures, please consider flying into FLD or ATW and taking public transportation to OSH.

Approaching Ripon

Ensure lights are on and transponder set to Standby within 30 miles of OSH.

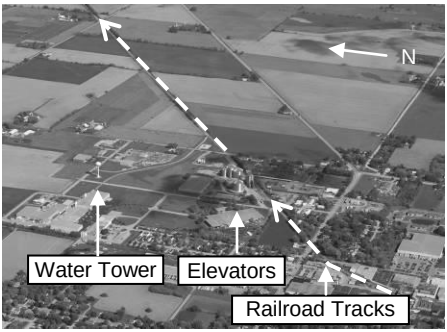
Obtain Arrival ATIS (125.9) no later than 15 miles from Ripon and note arrival runways in use. Have NOTAM arrival pages mentioned on ATIS available. Then monitor Fisk Approach (120.7).

Arrive at Ripon at 90 knots and 1,800' (or maximum cruising speed if less than 90 knots). If unable, 135 knots and 2,300'.

GPS-equipped pilots may reference RIPON and FISKE intersections, but <u>must visually navigate</u> directly over the railroad tracks

Ripon to Fisk

If holding is not in progress, enter the VFR Arrival Procedure over the northeast corner of Ripon (OSH 232°, 15.5 DME).



Proceed single file, directly over the railroad tracks from Ripon northeast to Fisk (10 miles). Remain at least ½ mile in-trail behind any aircraft you are following. Do not overtake another aircraft unless authorized by ATC.

Do not "S-turn" to follow an aircraft; instead, break off the procedure; return to Ripon; and follow another aircraft of similar speed.

If possible, lower your landing gear prior to reaching Fisk.

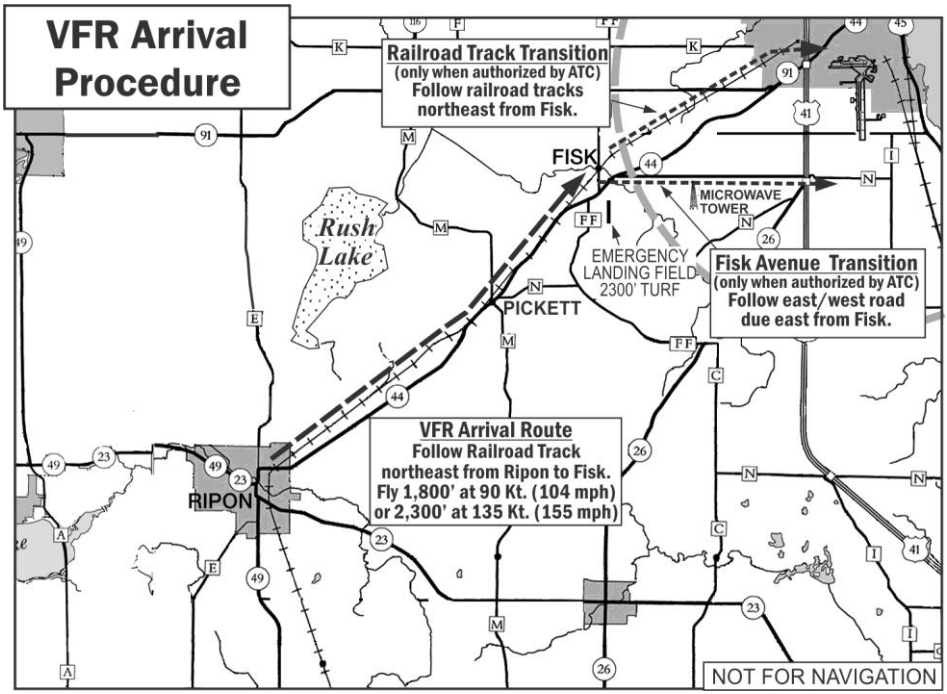
The small town of Pickett is about 4 miles from Fisk (you may see steam from the grain drying facility adjacent to the tracks). At this point, listen very carefully for ATC instructions directed at your aircraft.

FISK VFR Arrival to OSH

AirVenture Arrival ATIS.....125.9

Fisk Approach.....120.7

Ripon (city):	N43°50.29' W88°50.68'
Fisk (community):	N43°57.20' W88°40.47'
Oshkosh (airport):	N43°59.06' W88°33.42'



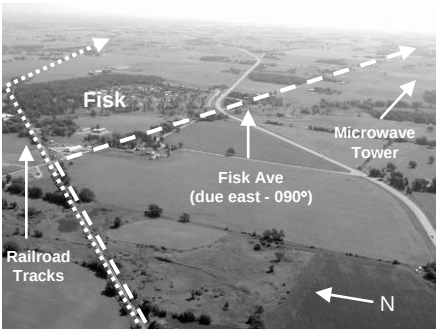
At Fisk

Controllers will call your aircraft by color and type (if known). No verbal responses are required. If you do not understand the ATC instructions, or need clarification, request instructions on frequency.

When you are in the immediate vicinity of Fisk (less than 2 miles), ATC will issue a runway assignment, transition to the airport and appropriate Tower frequency to monitor. **Do not proceed beyond Fisk or change to Tower frequency without ATC authorization.**

Fisk to Oshkosh

Transition instructions to the airport will either be "**Follow the railroad tracks northeast**" or "**Reaching Fisk, turn right and follow Fisk Avenue**".



(continued on next page)

FISK VFR Arrival to OSH

Fisk to Oshkosh (continued)

Railroad Track Transition: Continue following the railroad tracks northeast from Fisk to Oshkosh.

Fisk Avenue Transition: Fisk Avenue runs 090° from the town of Fisk. Do not confuse this road with Highway 44.
A large microwave tower is located approximately one mile east of Fisk and ¼ mile south of Fisk Avenue. Navigate **close** to Fisk Ave. on south side, but remain north of the microwave tower.

Landing Approach at Oshkosh

A waiver has been issued reducing arrival and departure separation standards for category 1 and 2 aircraft (primarily single-engine and light twin-engine aircraft).

Pilots should be prepared for a combination of maneuvers that may include a short approach with descending turns, followed by touchdown at a point specified by ATC which may be almost halfway down the runway. **Use extra caution to maintain a safe airspeed throughout the approach to landing.**

Arrivals and Departures on Separate ATC Frequencies

Note that two separate ATC radio frequencies are used for each landing runway – departures on one frequency and arrivals on a separate frequency. As a result, landing pilots may see aircraft departing from or crossing the landing runway, but not hear ATC communications with those aircraft.

Flights of Aircraft

Some pilots travel together to AirVenture as a "flight". Flights approaching Ripon should, traffic volume permitting, advise Fisk ATC (120.7) of position, identifying as a "flight of number and type aircraft."

Flights that choose to maintain formation less than ½ mile in-trail are responsible for their own separation between members of the flight.

Although flight members generally want to remain together to the airport, this may not always be feasible. Make advance reconnection plans with all flight members in the event you become separated from one another upon arrival.

Large Formation Arrivals

To increase efficiency and safety of traffic arriving at Wittman Regional Airport, several large groups of similar-performance aircraft have been approved to make formation arrivals. Participation in these arrivals is limited to aircraft registered in each group and requires an FAA letter of authorization.

These formation arrivals are scheduled for late morning through mid-afternoon on Saturday, July 23, and for early morning through early afternoon on Sunday, July 24. Weather and other factors may change the schedule. Other traffic using the Fisk VFR arrival to Oshkosh can expect delays during these large formation arrivals.

FISK Holding

Holding

ATC controllers at Fisk will advise on 120.7 when holding is necessary.

Aircraft at or beyond Ripon: Continue to Fisk and enter the Rush Lake holding pattern as depicted.

Aircraft approaching Ripon: Watch for traffic to follow and enter the hold at Green Lake as depicted.

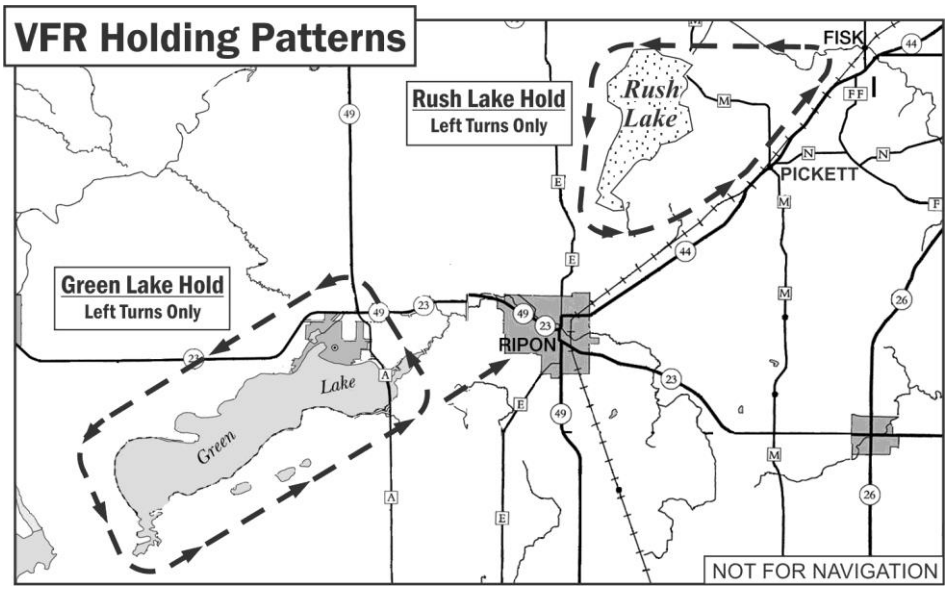
Holding pattern saturation: If the Green Lake holding pattern is observed or reported to be nearing capacity, stay clear and proceed no further. Instead, make left turns over a point on the ground and continue to hold until ATC advises you to proceed or to transition into one of the published holding patterns.

Holding Altitudes/Airspeeds: Maintain 90 knots (or maximum cruise speed if below 90 knots) and 1,800' MSL. If unable, maintain 135 knots and 2,300' MSL.

Clearing Holding Patterns

When ATC advises aircraft to depart a specific holding pattern, those aircraft shall transition to the arrival procedure in the following manner:

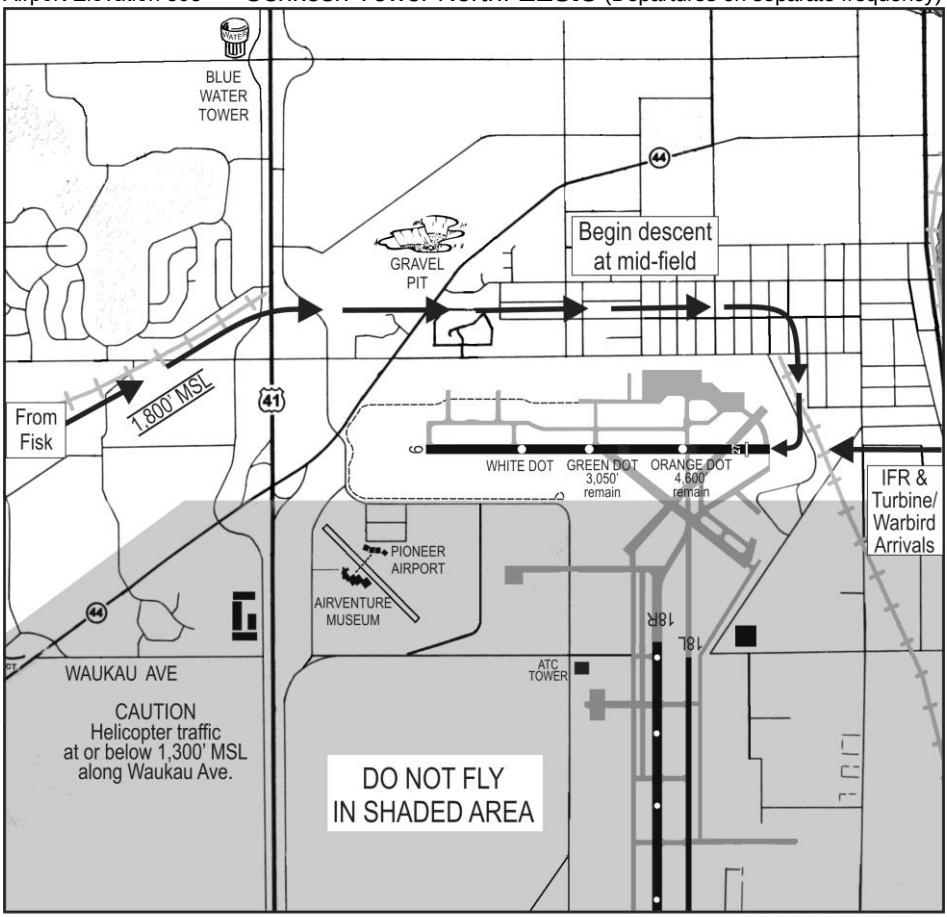
- Rush Lake: Rejoin railroad tracks at the southeast corner of Rush Lake and proceed northeast towards Fisk.
- Green Lake: Upon reaching the south-east corner of Green Lake, proceed directly to Ripon and follow the railroad tracks northeast towards Fisk.
- Others: Proceed to Ripon and follow the railroad tracks northeast towards Fisk.



FISK VFR Arrival to OSH RWY 27

This Arrival May Require a Short Approach.

Airport Elevation 808' Oshkosh Tower North: **118.5** (Departures on separate frequency)



NOT FOR NAVIGATION

Turn base prior to reaching shoreline. **Do not** continue past shoreline **unless advised by ATC.**

If a go-around is needed, notify ATC immediately for resequencing instructions.

RWY 27 landing distances
Displaced Threshold...5,647'
Orange Dot.....4,600'
Green Dot.....3,050'

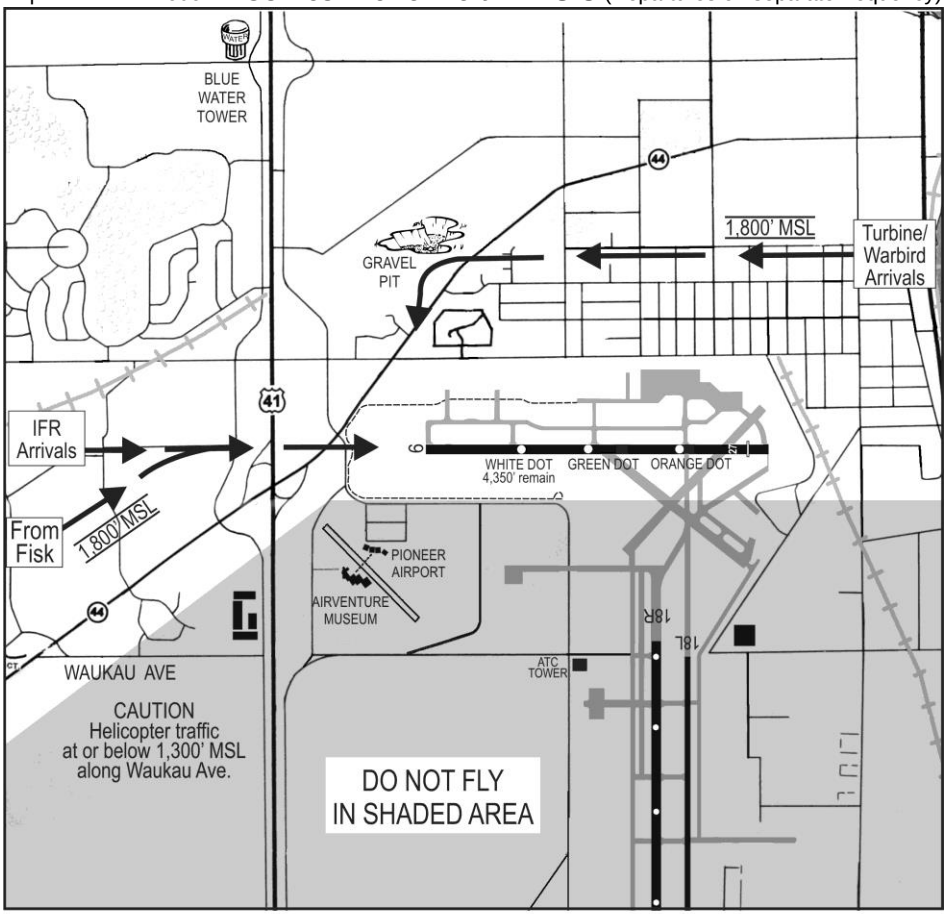
After landing and when speed permits, aircraft under 6,250 lbs. are required to exit RWY 27 to the left or right, as directed, onto the sod. **Do not turn back onto the runway.** Be alert and use caution for hazards marked with cones and/or flags.

After exiting runway, put parking/camping sign in windshield and follow EAA flagperson directions to parking/camping area.

Maintain a safe airspeed and avoid low turns on landing approach.

FISK VFR Arrival to OSH RWY 9

Airport Elevation 808' Oshkosh Tower North: **118.5** (Departures on separate frequency)



If a go-around is needed, notify ATC immediately for resequencing instructions.

RWY 9 landing distances
Threshold ..... 6,179'
White Dot ..... 4,350'

After landing and when speed permits, aircraft under 6,250 lbs. are required to exit RWY 9 to the left or right, as directed, onto the sod. **Do not turn back onto the runway.** Be alert and use caution for hazards marked with cones and/or flags.

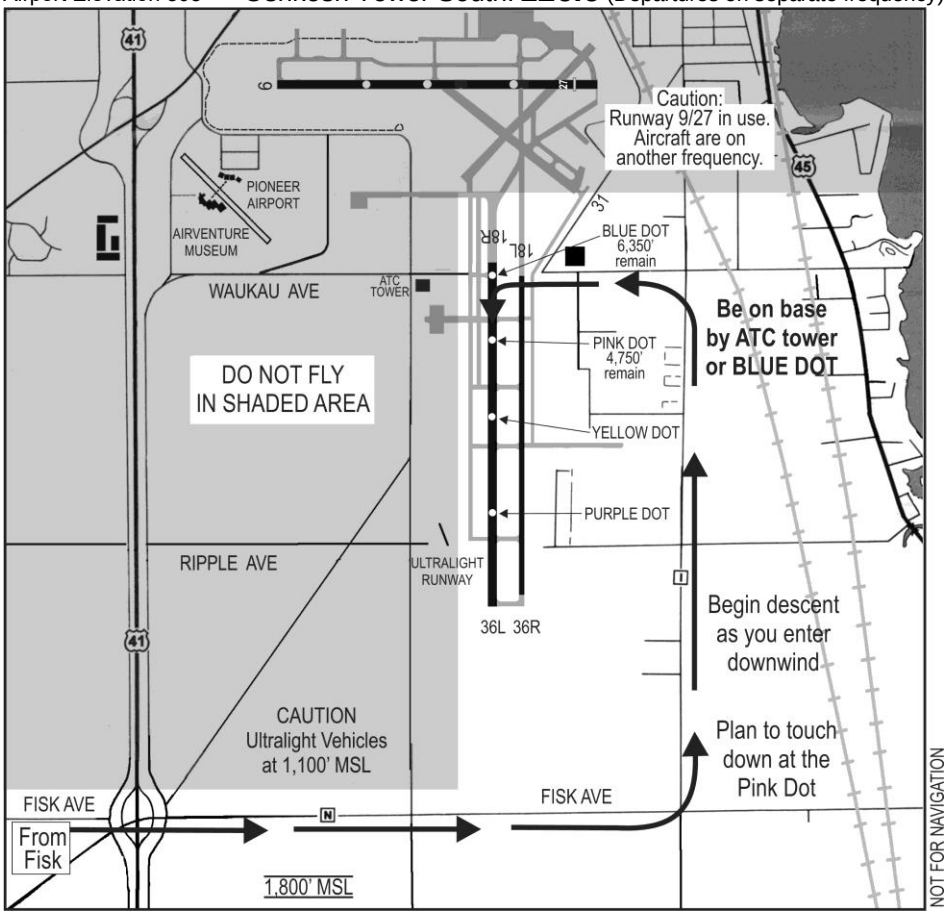
After exiting runway, put parking/camping sign in windshield and follow EAA flag-person directions to parking/camping area.

Maintain a safe airspeed and avoid low turns on landing approach.

FISK VFR Arrival to OSH RWY 18R via Fisk Ave.

This Arrival Requires a Short Approach and a Long Landing.

Airport Elevation 808' Oshkosh Tower South: **126.6** (Departures on separate frequency)



Turn base abeam the Blue Dot. If unable, make immediate right turn to the Southeast for resequencing, **Do not** continue past the Blue Dot **unless advised by ATC.**

The RWY 18R relocated threshold is well <u>beyond</u> the concrete edge and is marked by Runway End Identification Lights and white lines. Do not land short of this threshold without specific Tower approval.

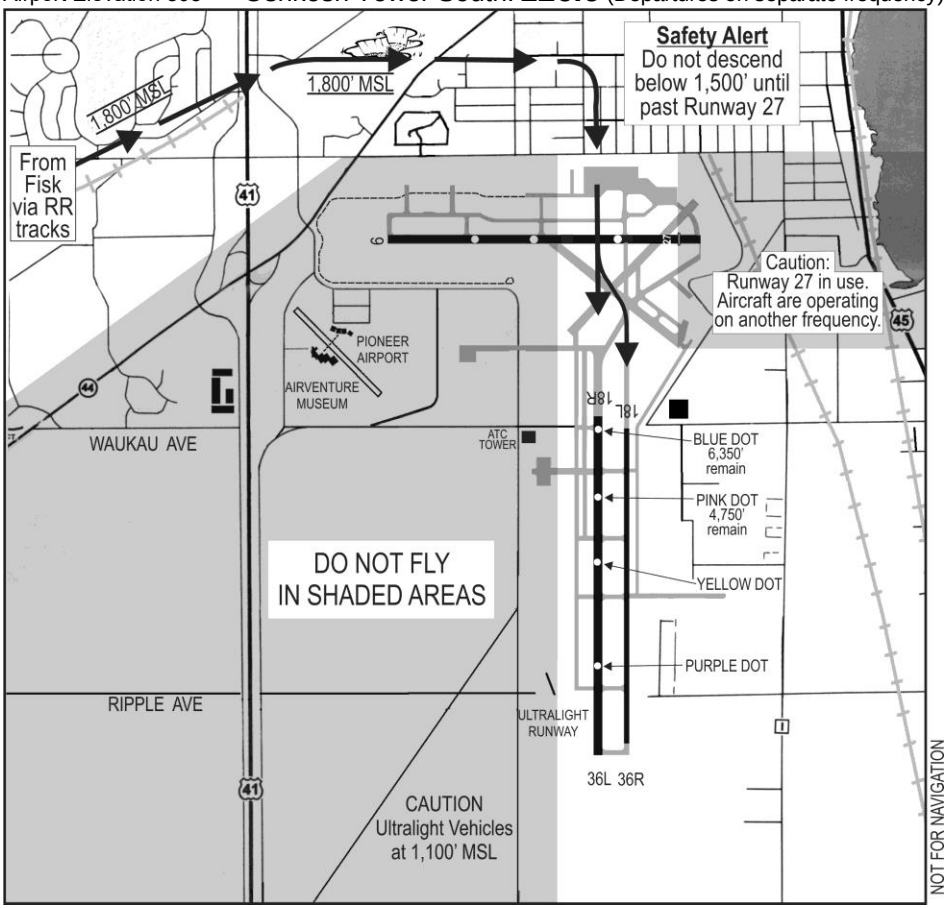
If a go-around or pattern break is needed, notify ATC immediately.

<u>RWY 18R landing dist.</u>
Blue Dot.....6,350'
Pink Dot.....4,750'

Maintain a safe airspeed and avoid low turns on landing approach.

FISK VFR Arrival to OSH RWY 18L/R via Railroad Tracks

Airport Elevation 808' Oshkosh Tower South: **126.6** (Departures on separate frequency)



Do not descend below 1,500' until past RWY 9/27.

The RWY 18R relocated threshold is well beyond the concrete edge and is marked by Runway End Identification Lights and white lines. Do not land short of this threshold without specific Tower approval.

Oshkosh controllers may request that you land on a large Blue Dot or Pink Dot painted on the runway.

If a go-around is needed, notify ATC immediately for resequencing instructions.

RWY 18L landing dist.
Threshold .... 6,300'
(50' wide)

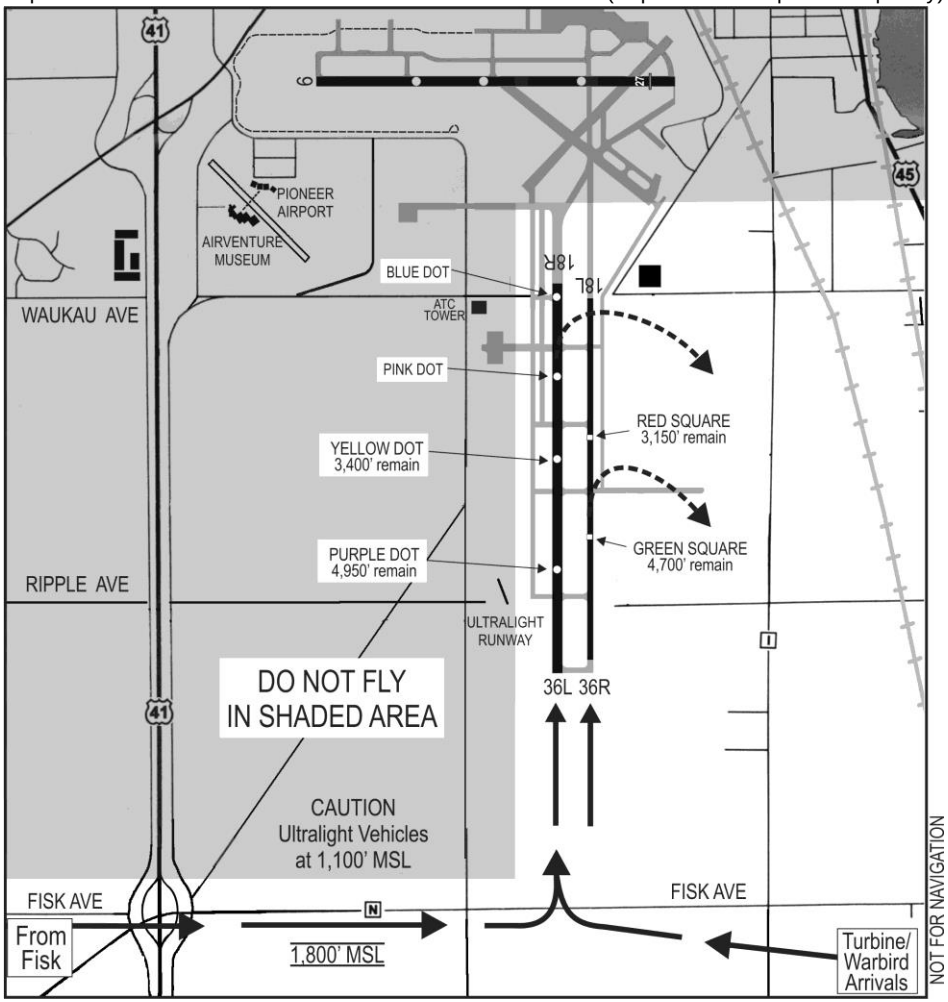
RWY 18R landing dist.
Threshold....6,700'
Blue Dot.....6,350'
Pink Dot .....4,750'

Aircraft landing on RWY 18L must hold short of RWY 18R until cleared via 126.6 or a pink shirt OSH controller.

When taxiing west of RWY 18R, put parking or camping sign in windshield and follow EAA flagperson directions to parking/camping area.

FISK VFR Arrival to OSH RWY 36L/R

Airport Elevation 808' Oshkosh Tower South: **126.6** (Departures on separate frequency)



If a go-around is needed, notify ATC immediately and do not continue past ATC Tower. If unable to notify ATC, make a right turn to the southeast prior to ATC tower for resequencing.

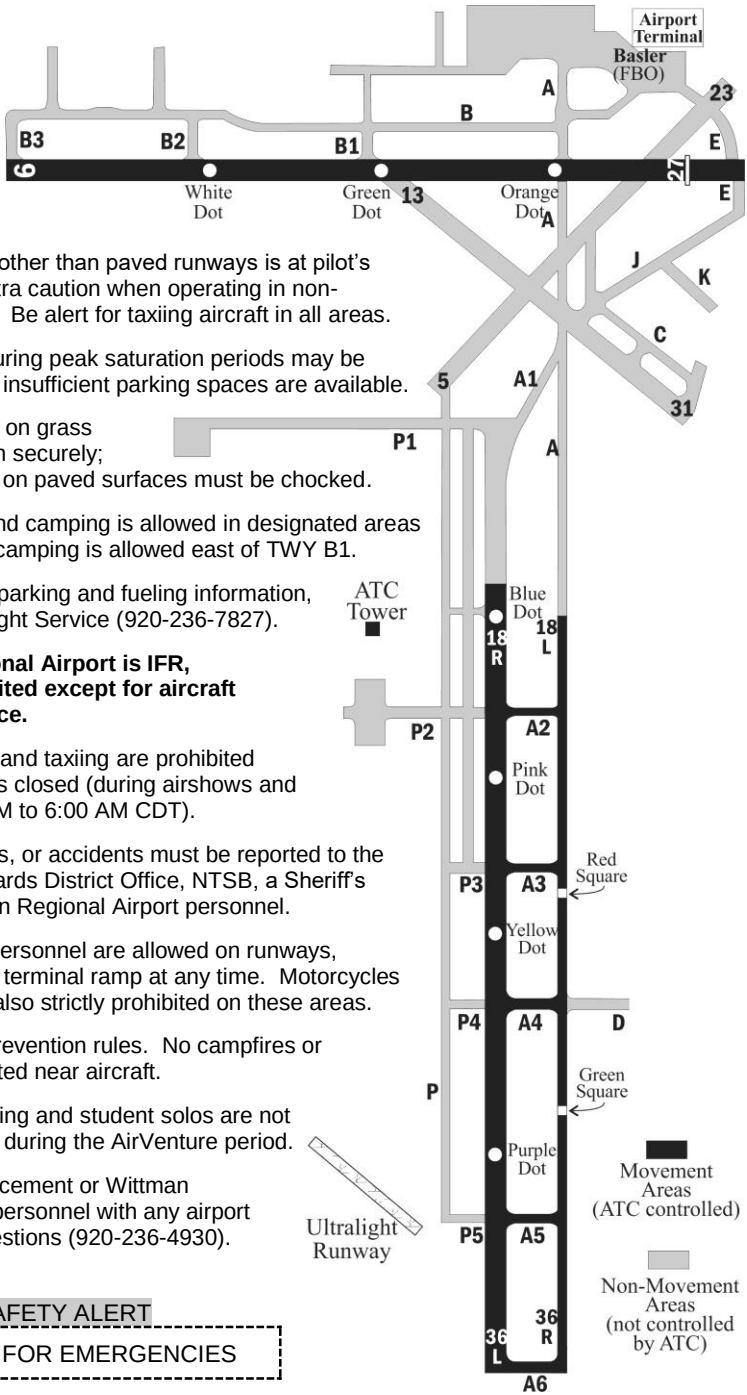
RWY 36L landing dist.	RWY 36R landing dist.
Yellow Dot ...3,400'	Red Square..... 3,150'
Purple Dot ...4,950'	Green Square ..4,700'
Threshold ....6,700'	Threshold.....6,300' (50' wide)

Aircraft landing on RWY 36L **must not** roll beyond the Blue Dot without specific Tower authorization.

Aircraft landing on RWY 36R can expect to land long and roll to end for parking. **Do not turn left unless advised by ATC. If so, you must hold short of RWY 36L until cleared via 126.6 or a pink shirt OSH controller.**

Maintain a safe airspeed and avoid low turns on landing approach.

Oshkosh Airport Notes



- All movement on other than paved runways is at pilot's own risk. Use extra caution when operating in non-movement areas. Be alert for taxiing aircraft in all areas.
- Aircraft landing during peak saturation periods may be asked to depart if insufficient parking spaces are available.
- All aircraft parked on grass must be tied down securely; all aircraft parked on paved surfaces must be chocked.
- Aircraft parking and camping is allowed in designated areas only. No aircraft camping is allowed east of TWY B1.
- For hard-surface parking and fueling information, contact Basler Flight Service (920-236-7827).
- **If Wittman Regional Airport is IFR, taxiing is prohibited except for aircraft with IFR clearance.**
- Engine operation and taxiing are prohibited when the airport is closed (during airshows and overnight: 8:00 PM to 6:00 AM CDT).
- Mishaps, incidents, or accidents must be reported to the FAA Flight Standards District Office, NTSB, a Sheriff's Deputy or Wittman Regional Airport personnel.
- Only authorized personnel are allowed on runways, taxiways, and the terminal ramp at any time. Motorcycles and bicycles are also strictly prohibited on these areas.
- Observe all fire prevention rules. No campfires or stoves are permitted near aircraft.
- Student pilot training and student solos are not permitted at OSH during the AirVenture period.
- Contact law enforcement or Wittman Regional Airport personnel with any airport safety related questions (920-236-4930).

SAFETY ALERT

CALL 911 FOR EMERGENCIES

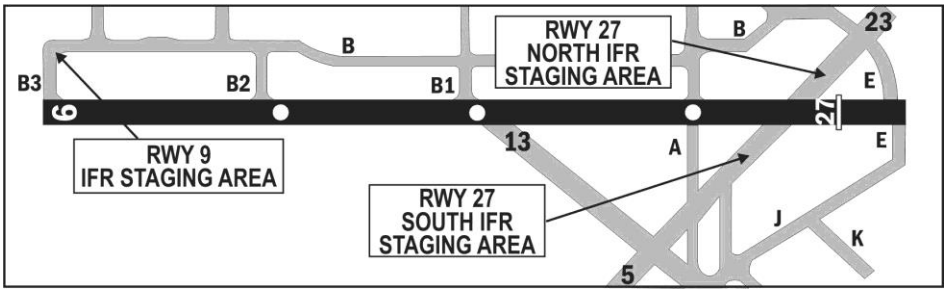
VFR Departure from Oshkosh

- Pilots are urged to obtain a complete weather briefing and review all applicable NOTAMs prior to departure. FSS weather briefings and flight plan filing services are available via phone at 800-WX-BRIEF.
- A sign in your windshield with the letters "VFR" indicates to ground personnel that you intend to depart VFR. Note that Wittman Regional Airport is closed to departing aircraft from 8 PM until 6 AM CDT daily, during the scheduled airshows and at other times.
- Monitor the Departure ATIS (121.75) prior to engine start. There must be no engine operation or aircraft movement until the Departure ATIS indicates the airport is open**.**
- **When the airport is IFR, all taxiing is prohibited except for aircraft with an IFR clearance.**
- Taxi toward the designated runway without contacting Ground Control. Follow EAA flagperson instructions. To expedite departures, you may be directed to a different runway than you expected.
- FAA controllers wearing pink shirts are stationed on elevated platforms near the runway departure points. Monitor their radio frequency, listed on page 15.
- After takeoff, fly the routes depicted on page 15, based on your departure runway.
  -- You must avoid the Ripon/Fisk arrival route and the AirVenture Seaplane Base.
  -- RWY 36L departures must turn to heading 150° prior to ATC Tower.
  -- Keep your transponder on Standby until leaving OSH Class D airspace.
- Milwaukee Approach Control will not provide traffic advisories within 70 NM of Oshkosh.

A waiver has been issued reducing arrival and departure separation standards for category1 and 2 aircraft (primarily single-engine and light twin engine aircraft).
.
Another waiver has been issued amending "Line Up and Wait" procedures; more than one aircraft may be instructed to "Line Up and Wait" on the runway using both sides of the centerline.

IFR Departure from Oshkosh

- See page 26 for departure routings.
- **Place an IFR taxi sign in aircraft windshield** to assist ground personnel. You can make a sign with block letters IFR.
- Monitor Departure ATIS (121.75) prior to engine start.
- Request IFR departure clearance from Clearance Delivery (119.05) no more than 20 minutes prior to your STMP reservation time (see page 24). Do not start engines until authorized by Clearance Delivery.
- Remain on 119.05 until told to contact Ground Control (121.9).
- Taxi as instructed by Ground Control and EAA flagpersons. Unless directed by Ground Control, ensure you are established in the IFR staging area for your assigned runway (see chart below)
- IFR clearances are not valid without a transponder code. Expect transponder code assignment just prior to departure. **Do not take off without an assigned transponder code.**

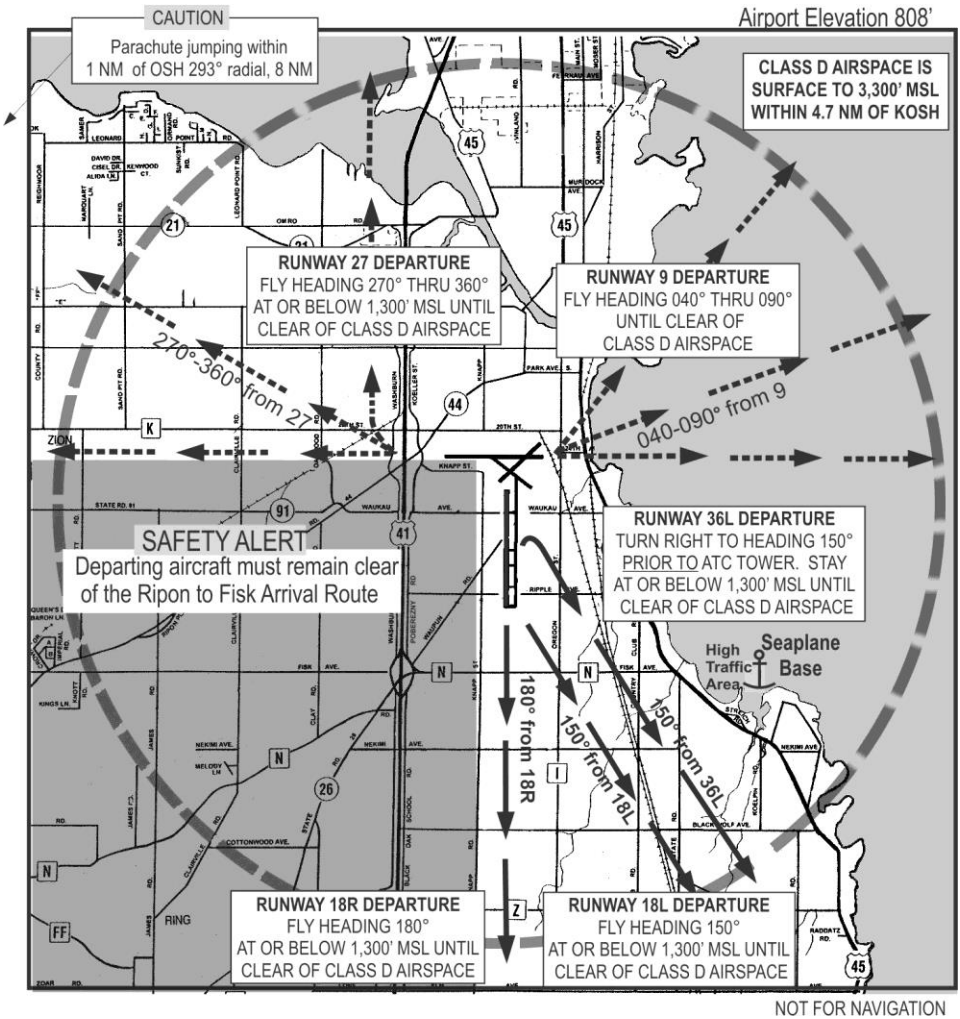


For more information, see www.eaa.org/atc

VFR Departure from Oshkosh

VFR Departure Location	Remaining	Monitor
RWY 9 at TWY B3	6,179’	128.75
RWY 18L	6,300’	126.6
RWY 18R at Tower Road	6,300’	118.9
RWY 27 at TWY A	4,600’	128.75
RWY 36L at TWY P5	5,050’	118.9

Oshkosh Departure Frequencies	
OSH VORTAC	111.8
AirVenture Departure ATIS	121.75
Oshkosh Clearance Delivery	119.05
Oshkosh Ground Control	121.9
Oshkosh UHF	290.9
Green Bay Radio	122.25



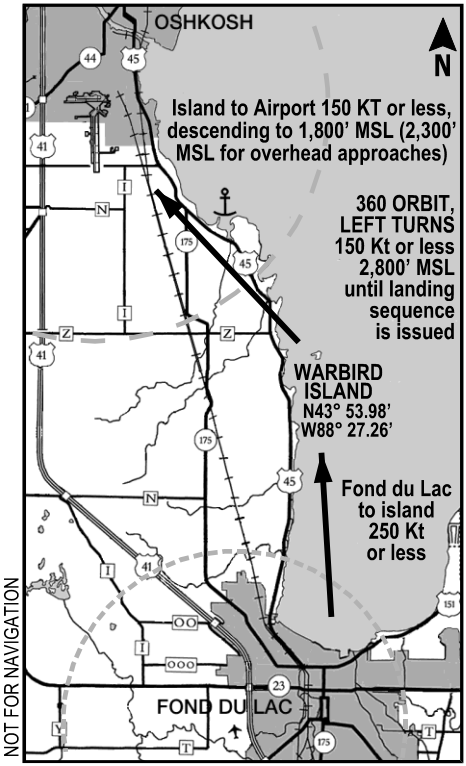
SAFETY ALERT: Do not depart on RWYs 13/31 or 5/23; they are closed.

Turbine/Warbird Arrival

Restricted to aircraft types listed

- This procedure is restricted to high-performance turbojet, turboprop, and Warbird aircraft capable of cruising at 130 knots or greater. Slower Warbird aircraft shall use the VFR Arrival from Ripon (pages 4-12).
- The city of Fond du Lac is the entry point for all Turbine/Warbird arrivals. Monitor the AirVenture Arrival ATIS (125.9) for anticipated landing runways (see charts on pages 8-12).
- Avoid the Fond du Lac County Airport (FLD) airspace. FLD has a temporary control tower from Saturday, July 23 until Sunday, July 31, 2016 (operating hours on page 20). FLD airspace is 3,300' MSL and below within 4 NM.
- Aircraft weighing more than 12,500 pounds must advise ATC on initial contact.
- All aircraft shall report arrival over the city of Fond du Lac and again at Warbird Island to Oshkosh Tower on the appropriate tower frequency:
  - **When RWY 36L/R is in use, report on 126.6**
  - **Otherwise report on 118.5**

  Examples: "Blue and yellow Wildcat, Fond du Lac"
  "White Citation, Warbird Island"
- Proceed from the city of Fond du Lac direct to Warbird Island (6 miles SE of OSH, along the west shore of Lake Winnebago). When within 4 NM from FLD, descend to maintain 2,800' MSL.
- Pilots may be instructed to orbit the island until a landing sequence is issued. **Use caution; make left turns; and stay alert for other aircraft!**
- When cleared at Warbird Island, proceed to the assigned runway as directed by ATC, reduce speed to 150 knots or less and begin descent to 1,800' MSL (2,300' MSL for overhead approaches). Pilots are cautioned to maintain VFR separation at all times.
- If your landing clearance appears unsafe because of spacing, speed of preceding aircraft, or any other reason, go around! A new sequence will be issued.
- Pilots may request a 360° overhead approach to RWY 36 L/R or RWY 27. Break altitude is 2,300' MSL. Expect a right break only.
- ATC may initiate a 360° overhead approach to other runways as needed for spacing. Break altitude will be 2,300' MSL. Expect a north break for RWYs 9/27 and an east break for RWYs 18/36.
- Under all circumstances, avoid the VFR arrivals area southwest of OSH.
- Pilots of Warbird aircraft are encouraged to call Warbird Ground (123.9) when arriving at the Warbird area and before starting engines for departure.



AirVenture Seaplane Base

The AirVenture Seaplane Base, 5 miles southeast of Oshkosh, on the west shore of Lake Winnebago, will be operational Saturday July 23 through Sunday July 31, 2016, 8:00 AM – 8:00 PM CDT.

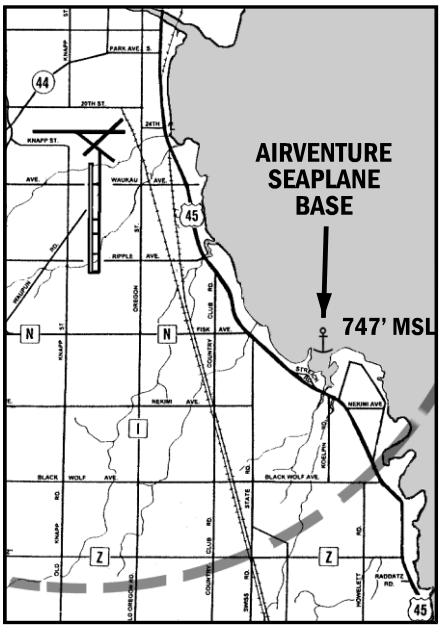
VFR Arrival

Seaplane arrivals should avoid nearby Class C and D airspace. Approach the Seaplane Base from the east, over Lake Winnebago. Do not use the Fisk VFR arrival route and do not contact Oshkosh Tower.

Destination identifier 96WI should be used for VFR flight plans.

Contact the Seaplane Base (123.3 or 920-230-7829) for water condition information.

To orient yourself, fly a pattern from north to south at 600' AGL with left turns. Landing and takeoff patterns are at pilot's discretion. Avoid flying low over boats and structures.



NOT FOR NAVIGATION

CAUTION

Turbine and Warbird aircraft activity along southwest shoreline at or above 1,800' MSL.

AirVenture Seaplane Base	123.3
Green Bay Radio	122.25
AirVenture Arrival ATIS	125.9
AirVenture Departure ATIS	121.75

Seaplane Base Notes

Information on housing, food, activities, arrival procedures, and rough water alternate landing areas is available at *www.eaa.org/seaplanebase,* by calling 715-581-4381, or e-mail before event to *paul@oshkoshseaplanebase.com*.

- The Seaplane Base radio frequency is 123.3; however a radio is not required. Operators are authorized to deviate from the two-way radio communications requirements of FAR 91.129(c) for arriving and departing at EAA AirVenture 2016.
- Helicopter operations require prior approval via telephone (920-230-7829).
- Pilot briefings are mandatory prior to local flights or departures.
- Taxi slowly in bay near lagoon; heavy traffic enters and leaves lagoon.
- No takeoff or landing in lagoon
- No takeoffs allowed directly over seaplane base shoreline or crowds. With south wind use lagoon opening as line of reference for takeoffs and turn east to stay over lagoon and farm fields when climbing.
- Boats are available to take you to and from your aircraft.
- Larger aircraft may anchor in the bay next to the lagoon.
- Daily camping with showers is available to pilots and crew operating from the Base.
- Transportation is available to and from the EAA AirVenture site by bus.
- Wittman Regional Airport is closed during afternoon airshows, so you must land outside the Aerobatic Demonstration area, a 5 NM radius of OSH, and then taxi to the Seaplane Base. Check for possible TFRs which could restrict larger areas.
- Amphibian aircraft can also use a special parking location at the EAA AirVenture site, in the Vintage Aircraft area west of Runway 18R/36L. Use windshield sign code SP as described on page 1.

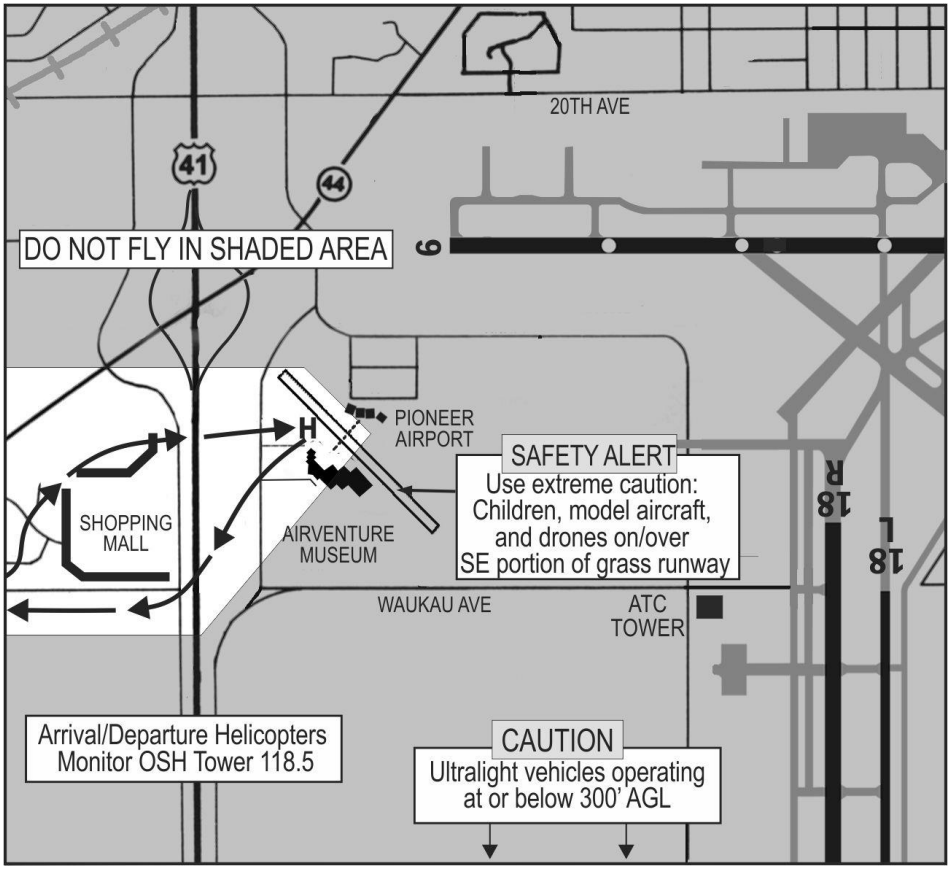
Transient Helicopter VFR Arrival/Departure

The AirVenture helipad and long-term helicopter parking are located on Pioneer Airport. The helipad is designated on a turf area with a white box surrounding the letters “HELI”. Camping is not allowed in this area.

- Use caution for high-volume, fixed-wing traffic following railroad tracks to Runway 9/27, for ultralight vehicles operating at or below 1,100’ MSL south of Waukau Ave, and for zeppelin mooring near helipad area.
- Obtain AirVenture Arrival ATIS (125.9) prior to entering Oshkosh Class D airspace.
- Helicopters arriving VFR shall enter the Oshkosh Class D airspace from the west, following and remaining north of Waukau Ave. at 1,300’ MSL. Remain south of Runway 9/27 at all times and monitor Oshkosh Tower (118.5). Landing at Pioneer Airport is at pilot’s discretion.
- Arrivals/departures are not authorized when Wittman Regional Airport (OSH) is IFR or closed, including during the daily airshows (times on page 1).
- Helicopters may depart VFR from Pioneer Airport at pilot’s discretion. Obtain AirVenture Departure ATIS (121.75) and then monitor Oshkosh Tower (118.5). Depart north of the AirVenture Museum and remain well south of the RWY 9/27 extended centerline. Follow and remain south of Waukau Ave at 1,300’ MSL until clear of Class D airspace to the west.

PILOT NOTICE

Helicopter operators are authorized to deviate from the two-way radio communications requirements specified in FAR 91.129(c) for arriving and departing at EAA AirVenture 2016.



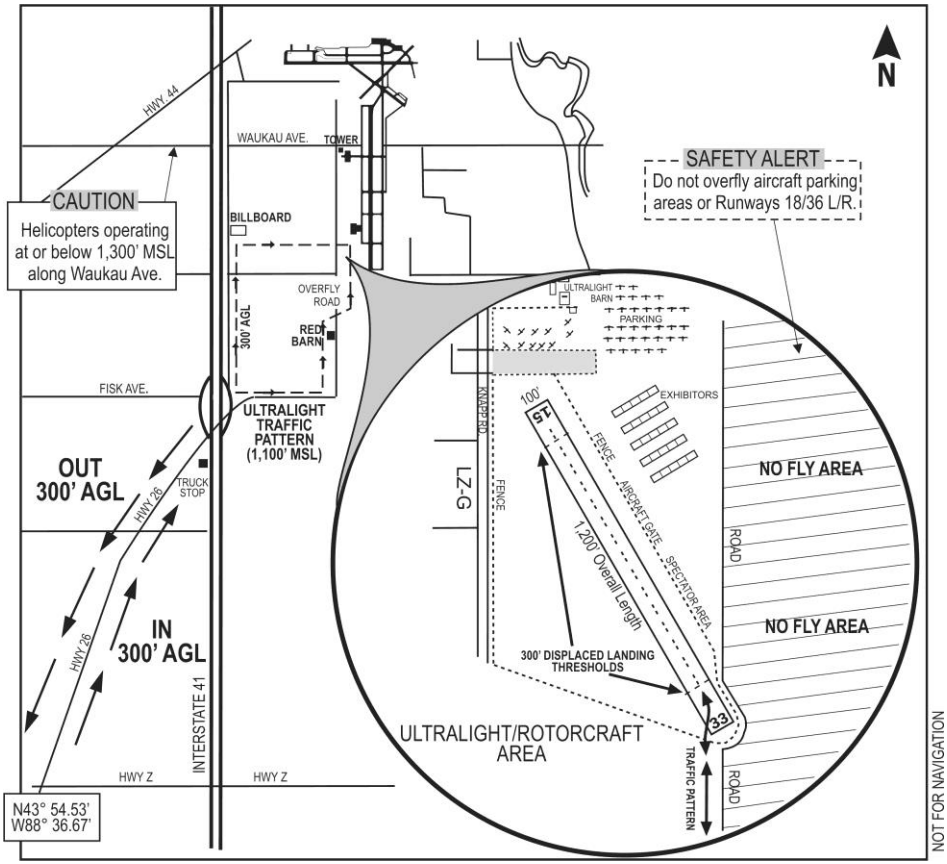
For more information, see www.eaa.org/atc

Ultralight/Homebuilt Rotorcraft Arrival/Departure

This procedure is effective Saturday, July 23, through Sunday July 31, 2016, 7:00 AM to 9:00 AM and 6:30 PM to 8:00 PM CDT. The procedure may be used from 9:00 AM to 6:30 PM CDT only after receiving approval from EAA Ultralight Flightline Operations (920-230-7759).

Helicopters and gyroplanes flying in should arrive between Noon and 2:00 PM CDT unless prior arrangements have been made. Large helicopters should use the Transient Helicopter procedure (page 18) and land at Pioneer Airport.

- If radio equipped, monitor AirVenture Arrival ATIS (125.9) prior to entering at Highway Z and Highway 26.
- Enter at Highway Z and Highway 26, approximately 5 miles SW of Oshkosh.
- Be alert for aircraft inbound from Fisk entering a left base for RWY 36L/R. Maintain a vigilant watch at all times while flying into or out of the Oshkosh area.
- Pattern is clockwise (right turns) for landings to the southeast. Pattern is counter-clockwise (left turns) for landings to the northwest.
- Ultralights/Rotorcraft must remain clear of OSH RWYs 18L/R and 36L/R.
- Ultralight RWY 15/33 is 1,200' long. Each runway end has a 300' displaced landing threshold, followed by a 900' landing area.
- Use caution for numerous obstructions near approach and departure ends of Ultralight RWYs 15 and 33.
- Departing traffic has the right of way.
- Do not fly over people, houses, livestock, parked aircraft, etc. lower than 300' AGL.
- If radio equipped, obtain AirVenture Departure ATIS (121.75) prior to departure.
- Compliance with this arrival/departure procedure waives the requirements of FAR 103.17.



Fond du Lac Arrival/Departure

The FAA will operate a temporary air traffic control tower at the Fond du Lac County Airport (FLD) from Saturday, July 23 through Sunday, July 31, 2016. The Tower will be operational from 7:00 AM until 8:30 PM CDT, except closing at 5:00 PM CDT on Sunday, July 31.

Communication with FLD Tower is required when at or below 3,300' MSL within 4 NM of FLD. See graphic below for locations to contact Tower.

- Because of expected delays due to heavy traffic volume, watch your fuel status closely.
- To enhance safety, arrivals after sunset are discouraged.
- Be alert for high-density traffic en route to Oshkosh and for Turbine/Warbird aircraft in vicinity of FLD airport.
- Turn lights on within 30 miles of FLD.

VFR Arrival to FLD

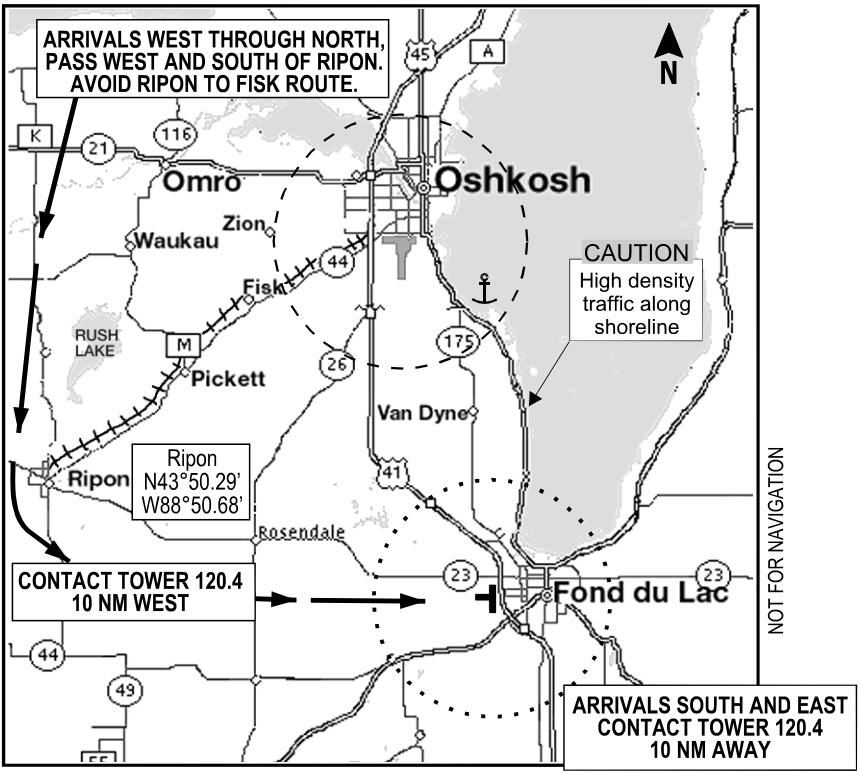
- Obtain Fond du Lac ATIS (121.1).
- Avoid high-traffic arrival routes from Ripon to Fisk and along shoreline.
- Contact Fond du Lac Tower (120.4) when 10 NM from airport.
- After landing, close VFR flight plan with Green Bay Radio on 122.5.

IFR Arrival to FLD

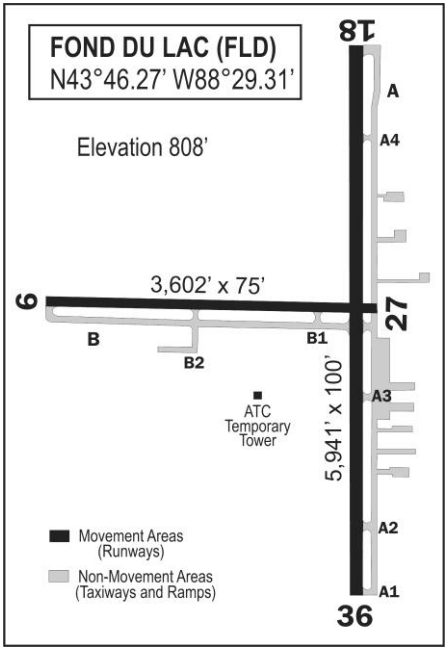
See IFR Information on pages 24-25. Expect a visual approach or radar vectors to a final approach course from Milwaukee Approach. Weather permitting, cancel IFR with Milwaukee Approach and proceed VFR to the airport.

No-radio (NORDO) Arrival to FLD

Follow another aircraft if possible and watch the Tower for a green or red light.



Fond du Lac Arrival/Departure continued



Fond du Lac Area Frequencies

ATIS	**121.1**
Milwaukee Approach	**127.0**
Temporary Tower	**120.4**
Ground Control	**121.85**
Unicom (CTAF when tower closed)	**123.05**
ASOS (920-922-4444)	**134.0**
Green Bay Radio	**122.5**

- Intersection Departures

Intersection	Runway Available
RWY 18 at A4	4,940'
RWY 18 at B	2,940'
RWY 27 at B1	2,900'
RWY 36 at A2	5,040'
RWY 36 at A3	3,740'
RWY 36 at B	3,000'

Fond du Lac Airport Notes

- All movement on other than paved runways is at pilot's own risk.
- **Do not** walk across taxiways or runways.
- **Camping and showers are available.**
- Bring your own tiedowns; all aircraft must be secured.
- Hard surface parking available by prior arrangement with Fond du Lac Skyport (920-922-6000).
- Scheduled transportation is available to/from Oshkosh.
- FBO is unattended 9:00 PM – 6:30 AM.

PILOT NOTICE

A waiver has been issued reducing arrival and departure standards for category 1 and 2 aircraft (primarily single engine and light twin engine aircraft).

VFR Departure from FLD

Pilots are urged to obtain a complete weather briefing and review all applicable NOTAMs prior to departure. Flight plan filing and briefing services are available from Flight Service (1-800-992-7433).

IFR Departure from FLD

See page 26 for required IFR departure routings.

Within 5 minutes of taxi, contact Ground Control (121.85) and advise that you are IFR. Clearance, taxi and departure information will be issued on Ground Control frequency.

After takeoff, FLD Tower will advise when to contact Milwaukee Approach, normally when clear of traffic.

Appleton Arrival/Departure

The Control Tower at Appleton International Airport (ATW) operates from 5:30 AM until 11:00 PM CDT daily. See graphic for recommended arrival routes.

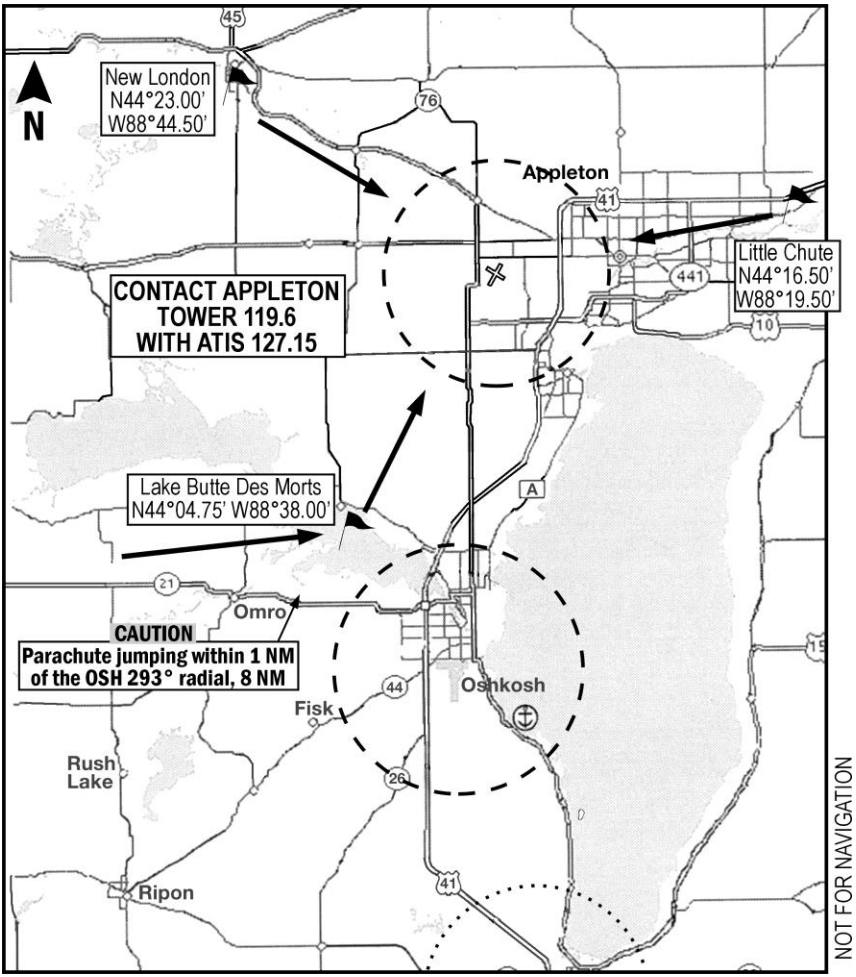
- Because of expected delays due to heavy traffic volume, watch your fuel status closely and plan an extra reserve.
- Be alert for high-density traffic en route to Oshkosh.
- Leave lights on within 30 miles of Appleton.

VFR Arrival to ATW

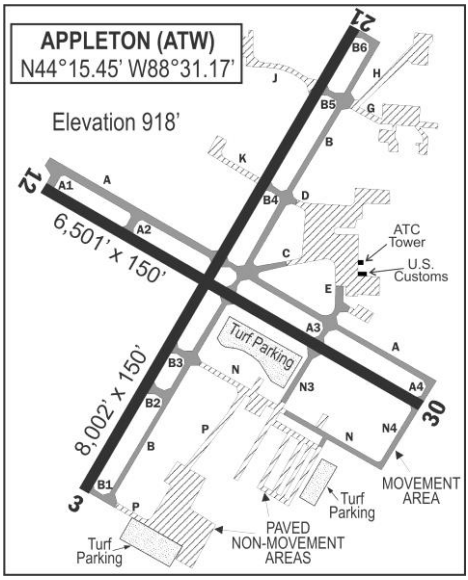
- Obtain Appleton ATIS (127.15).
- Contact Appleton Tower (119.6) over recommended VFR reporting points (New London, Little Chute, or Lake Butte Des Morts). Advise Tower of position and ATIS code received.
- After landing, cancel VFR flight plan in person at Civil Air Patrol ramp facility.

IFR Arrival to ATW

See IFR arrival information on pages 24-25.



Appleton Arrival/Departure continued



Appleton Area Frequencies

ATIS	127.15
Green Bay Approach	126.3
Tower (5:30 AM–11:00 PM CDT), CTAF	119.6
Ground Control	121.7
Clearance Delivery	124.25
Unicom	122.95
AWOS (920-832-2597)	127.15
Green Bay Radio (airborne only)	122.55

Land and Hold Short (LAHSO) Information (Day only)

Landing Runway	Hold Short Point	Measured Distance
RWY 03	RWY 12/30	3,300 feet
RWY 21	RWY 12/30	4,100 feet
RWY 30	RWY 03/21	3,400 feet

Appleton Airport Notes

- All transient parking (hard surface and grass) is in the south GA area, south of RWY 12/30 and east of RWY 3/21. Shuttles transport visitors to the FBO.
- Adequate aircraft parking is available. Limited hangar and FBO hard surface space is available only through prior arrangement with Platinum Flight Center (920-738-3034, Unicom: 122.95).
- Camping on the airport is prohibited.
- Transient grass and hard surface parking areas are closed to all operations from 8:00 PM until 6:00 AM CDT from Saturday, July 23, through Sunday, July 31, 2016.
- Airport management requires that all aircraft be secured to the ground. Tiedowns are available for purchase.
- Scheduled transportation to and from Oshkosh is at the terminal and the FBO.
- The self-service fuel station is not available during AirVenture. Fueling is at aircraft parking and the FBO.
- International arrivals must clear Customs, located just south of the Tower. For more information, contact 920-968-2348.

IFR Departure Routings from Appleton

- Routing to MKE and its satellite airports: ATW CHING BJB…
- Routing to ORD satellite airports: ATW CHING BJB OBK…
- Routing to MSN and its satellite airports: ATW BANKY DLL...
- Routing to other destinations below 14,000' should avoid MKE airspace:
  - Southeast: ATW NEROE V26 WELKO...
  - South around ORD airspace: ATW BANKY DLL… (then see page 26 chart)
  - Southwest: ATW BANKY DLL…
  - West: ATW BANKY…

VFR or IFR Departure from Appleton

- Obtain ATIS (127.15).
- IFR flights: Request IFR clearance prior to engine start from Ground Control (121.7) or Clearance Delivery (124.25), as indicated on ATIS.
- Taxi to grass-parking exit, holding short of hard surface taxiways.
- When number one at the grass-parking exit, contact Ground Control (121.7) with position, ATIS code received, and direction of flight.
- VFR flights: Advise Ground Control if you want radar flight following across Lake Michigan in the vicinity of Manitowoc.

IFR Reservation Program

Special Traffic Management Program

A Special Traffic Management Program (STMP) will be implemented to enhance safety and minimize air traffic delays at Oshkosh and surrounding airports. See paragraphs 4-1-22 b, c and d of the Aeronautical Information Manual for STMP details.

An IFR slot reservation program will be used for the following airports in the Oshkosh area:

OSH	Wittman Regional
FLD	Fond du Lac County
ATW	Outagamie County Regional
8D1	New Holstein Municipal
SBM	Sheboygan County Memorial

ARRIVAL RESERVATIONS

Arrival slot reservations will be required for all domestic non-scheduled IFR arrivals during the following dates and times:
Friday, July 22 through Sunday, July 31, 2016
0700-2000 CDT (1200-0100 UTC).
Arrival slot reservations will be available beginning Tuesday, July 19, 2016 at 0700 CDT (1200 UTC) and will not be assigned more than 72 hours in advance.
Reservations will not be allocated to OSH during the hours of the daily airshows, but they will be allocated at FLD, ATW, 8D1, and SBM.

DEPARTURE RESERVATIONS

Departure slot reservations will be required for all domestic non-scheduled IFR departures from Wittman Regional Airport (OSH), but not from FLD, ATW, 8D1, or SBM.
They will be required during the following dates and times:
Monday, July 25 through Sunday, July 31, 2016
0600-2000 CDT (1100-0100 UTC).
Departure slot reservations will be available beginning Friday, July 22, 2016 at 0600 CDT (1100 UTC) and will not be assigned more than 72 hours in advance.
Departure reservation slots will not be available during the hours of the daily airshows.

Slot reservations do not preclude the possibility of delay if weather conditions necessitate additional traffic management initiatives.

An IFR arrival slot reservation does not guarantee a parking spot at Wittman Regional Airport if parking areas are at saturation.

IFR Slot reservations are monitored by Chicago ARTCC. Falsification of a slot reservation confirmation number may be reported to FSDO.

How to Obtain a Reservation

- STMP reservation may be obtained by using the computer interface (e-STMP) or touch-tone telephone interface.
- e-STMP: Computer access is available at www.fly.faa.gov/estmp/index.html. A user guide is available on the web site.
- Telephone interface: Dial (800) 875-9755 and follow the prompts. **This 800 number is for reservations only, not for information concerning the STMP.** Use of the telephone interface is described in Aeronautical Information Manual paragraph 4-1-22 d
- Be prepared to provide your departure / destination airports, estimated UTC time of departure / arrival, UTC date, aircraft call sign and type. Upon completion of a slot reservation, you will receive a preliminary reservation number.
- Between 24 and 12 hours prior to your arrival/departure reservation, you must confirm your reservation and you will receive a confirmation number. If your reservation is not confirmed by 12 hours prior to your reservation time, it will be cancelled and automatically returned to the reservations system for reassignment. Reservations made within 24 hours of the arrival/departure time are automatically confirmed with a confirmation number.
- **The slot reservation confirmation number must be included in the remarks section of the flight plan.** If possible, file flight plan at least six hours prior to departure.
- Aircraft are required to arrive at a reservation airport or depart OSH **within +/- 15 minutes of their reservation time.** If a reservation requires change or cancellation, please do so as early as possible, to release the slot for another flight.
- The reservation system is available 24 hours a day. If you experience difficulty completing a slot reservation, you may contact the Air Traffic Control System Command Center, Airport Reservation Office at (540) 422-4246.

IFR Arrival to Oshkosh Area

Air traffic services in the area surrounding Oshkosh are provided by Milwaukee Approach Control. You must have an IFR slot reservation confirmation number to land at one of the STMP airports under IFR (see IFR Reservation Program on page 24). Keep this number accessible in your aircraft for verification by ATC.

If you do not have a confirmed reservation number, do not file IFR to one of the STMP airports – file to a destination airport away from the Oshkosh area; then cancel IFR as appropriate and proceed to the Oshkosh area using the published VFR routes.

- File flight plans early (minimum 6 hours prior to departure, maximum 22 hours).
- Pilots departing from airports within 600 NM of OSH should receive their IFR clearances before departure; airborne pickup of IFR clearances is not recommended in order to prevent excessive airborne holding.
- Cancelling IFR: When the ceiling at OSH is reported at or above 4,500' and the visibility is greater than 5 miles, all IFR arrivals except turbojet and air carrier aircraft are **strongly encouraged to cancel their IFR flight plan 60 NM from Oshkosh.** Piston aircraft must then execute the VFR arrival procedure from over Ripon (pages 4-7) and high-performance (turbojet/turboprop) or Warbird aircraft capable of cruising at 130 knots must use the Turbine/Warbird arrival from Fond du Lac (page 16).
- When the reported weather is less than 4,500' ceiling or 5 miles visibility, you may retain your IFR flight plan and expect radar vectors to the active instrument runway. OSH arrivals can expect Direct IGVEW or PRIMO for the RNAV RWY 27 approach.
- Be extremely alert for a high volume of traffic with a wide variance of performance characteristics in the Oshkosh area.
- In VFR weather conditions, IFR arrivals will be sequenced with VFR arrivals and may be asked to land on a runway dot. Review NOTAM pages 8-12.

IFR Routings to Oshkosh area airports

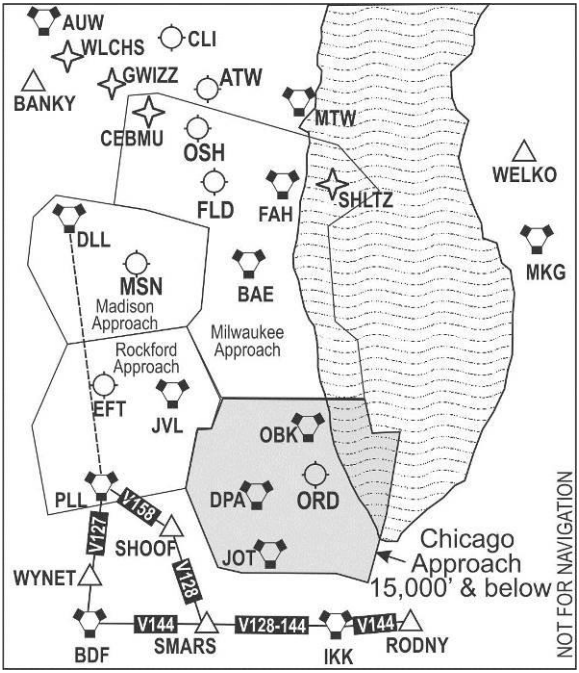
FROM	DESTINATION	ROUTE
Northeast	OSH / FLD / SBM / 8D1:	HIC V26 NEROE MTW Direct
	or	MBL MTW Direct
	ATW:	TVC V420 GRB ATW
	or	HIC V26 GRB ATW
East	OSH / FLD / SBM / 8D1:	MKG V510 FAH Direct **
	ATW:	MKG V450 GRB ATW
Southeast	OSH / FLD / SBM / 8D1:	PMM PMM333063 GAYLE V510 FAH Direct **
	or	OXI V156 MAPPS V144 IKK V128 JVL V9 OSH Direct
	ATW / MTW:	PMM PMM333063 GAYLE V510 FAH MTW Direct **
	or	OXI V156 MAPPS V144 IKK V128 JVL V9 OSH Direct
South	All area airports:	PNT V9 OSH Direct
Southwest	All area airports:	DBQ V341 OSH Direct
West	All area airports: Pistons:	ODI BOOTY OSH Direct (RNAV or ATC Radar service reqd.)
	Turboprops/jets:	ODI V170 RANDO V9 OSH Direct
	or	UKN V398 LNR V2 MSN V9 OSH Direct
Northwest	OSH / FLD / SBM / 8D1:	WLCHS RIPON Direct (RNAV only)
	ATW:	BIPID ATW
North	OSH / FLD / SBM / 8D1:	GRB MTW Direct
	ATW:	GRB ATW

Notes: Shaded routes are over water.

** Milwaukee Approach Control cannot accept IFR arrivals on V510 below 6,000'. Expect to cross GAYLE at or above 6,000'.

IFR Departure Route Planning

- See IFR Reservation Program (page 24).
- IFR flight plans should be filed prior to departure. Chicago Center, Minneapolis Center and surrounding Approach Control facilities will not accept airborne filing of flight plans within 150 NM of OSH. See page 27 for airborne clearance pick-up.
- Non-transponder and inoperative transponder IFR aircraft may experience lengthy delays and will only be handled as workload-permits.
- Aircraft operating at or below 15,000' MSL shall not file flight plans through Chicago Approach Control airspace.
- Appleton (ATW) departures see page 23. Other area airport departures use chart below.
- Oshkosh departures follow procedures on page 14.



IFR Routings for departures from Oshkosh area airports

DIRECTION	ALTITUDE	TYPE	REQUIRED INITIAL ROUTES
All	16,000' & above	All	*Radar Vectors* on course
except SBM departures departing Northeast thru Southeast:			
	16,000' & above	RNAV	SHLTZ WELKO
		Non-RNAV	*Radar Vectors* WELKO
North	15,000' & below	All	*Radar Vectors* on course
Northeast thru Southeast	15,000' & below	RNAV	DLL PLL WYNET SMARS RODNY or SHLTZ WELKO
	13,000'-15,000'	Non-RNAV	DLL PLL V158 SHOOF V128 IKK V144 RODNY or *Radar Vectors* WELKO
	12,000' & below	Non-RNAV	DLL PLL V127 BDF V144 RODNY or *Radar Vectors* WELKO
South	13,000'-15,000'	RNAV	DLL PLL SMARS
		Non-RNAV	DLL PLL V158 SHOOF V128 SMARS
	12,000' & below	RNAV	DLL PLL WYNET
		Non-RNAV	DLL PLL V127 BDF
Southwest	15,000' & below	All	DLL
West	15,000' & below	All	BOOTY ODI
Northwest	15,000' & below	RNAV	CEBMU GWIZZ
		Non-RNAV	*Radar Vectors* AUW

Note: Shaded routes are over water.

Airborne IFR Clearance Pickup after VFR Departure

Aircraft departing VFR from Oshkosh area airports must use the following procedures in order to pick up IFR clearances when airborne. Note that Milwaukee Approach Control will not issue airborne IFR clearances within 100 NM of OSH**.**

Airborne pickup of IFR clearances may be received from other nearby Approach Control facilities. Flight plans in these cases must specify the appropriate pickup point within the Approach Control airspace; otherwise the facility will not be able to access your flight plan and may not issue an IFR clearance. Facilities and their required pickup points are:

Madison Approach Control

File from Dells VOR (**DLL**). Your filed route must avoid Chicago Approach Control airspace (see page 26 chart) and use route below. Request IFR clearance from Madison Approach Control (135.45) when over Dells VOR at or below 9,500' MSL.

DIRECTION	ALTITUDE	TYPE	REQUIRED INITIAL ROUTES
Northeast thru Southeast	15,000' & below	RNAV	DLL PLL WYNET SMARS RODNY
	13,000'-15,000'	Non-RNAV	DLL PLL V158 SHOOF V128 IKK V144 RODNY
	12,000' & below	Non-RNAV	DLL PLL V127 BDF V144 RODNY
South	13,000'-15,000'	RNAV	DLL PLL SMARS
		Non-RNAV	DLL PLL V158 SHOOF V128 SMARS
	12,000' & below	RNAV	DLL PLL WYNET
		Non-RNAV	DLL PLL V127 BDF
Southwest	15,000' & below	All	DLL
West	15,000' & below	All	DLL ODI

Rockford Approach Control

File from Monroe, WI (**EFT**). Your filed route must avoid Chicago Approach Control airspace (see page 26 chart) and use route below. Request IFR clearance from Rockford Approach Control (126.0) when west of Janesville VOR (JVL) at or below 11,500' MSL.

DIRECTION	ALTITUDE	TYPE	REQUIRED INITIAL ROUTES
Northeast thru Southeast	15,000' & below	RNAV	EFT PLL WYNET SMARS RODNY
	13,000'-15,000'	Non-RNAV	EFT PLL V158 SHOOF V128 IKK V144 RODNY
	12,000' & below	Non-RNAV	EFT PLL V127 BDF V144 RODNY
South	13,000'-15,000'	RNAV	EFT PLL SMARS
		Non-RNAV	EFT PLL V158 SHOOF V128 SMARS
	12,000' & below	RNAV	EFT PLL WYNET
		Non-RNAV	EFT PLL V127 BDF
West	15,000' & below	All	EFT

Muskegon Approach Control

File from Fremont, MI (**FFX**). Request IFR clearance from Muskegon Approach Control (119.8) when 40 DME NW of MKG or 10 NM east of GAYLE on V510 at or below 9,500' MSL.

Green Bay Approach Control

File from Clintonville, WI (**CLI**). Filed route cannot re-enter Milwaukee Approach airspace (see page 26 chart). Use route below. Request IFR clearance from Green Bay Approach Control (126.3) when in vicinity of KCLI at or below 12,500' MSL

DIRECTION	ALTITUDE	TYPE	REQUIRED INITIAL ROUTES
Southeast	13,000' & below	All	CLI MTW MKG (or north of that route)
	14,000' & higher'	All	CLI GRB V450 MKG (or north of that route)
West	All	All	CLI BANKY

Canadian Pilots

- Canadian pilots flying Canadian registered experimental amateur-built aircraft, or basic or advanced ultralight aeroplanes must obtain an FAA Special Flight Authorization (SFA) to operate in the United States.
- The SFA may be obtained from the FAA web site: www.faa.gov/aircraft/gen_av/ultralights/sfa.
- The SFA must be carried on board the aircraft when operating in the United States. It constitutes valid FAA authorization to operate in United States airspace, provided the operator of one of these specific aircraft types complies with the operating limitations that are part of the SFA.
- Canadian pilots flying experimental Warbirds are encouraged to contact the FAA Milwaukee Flight Standards District Office (FSDO) to apply for an SFA for their flight to/from Oshkosh.
- Questions concerning this SFA should be addressed to: FAA Milwaukee FSDO, 414-486-2920; EAA Aviation Services, 920-426-4821; or Transport Canada, Recreational Aviation, 613-993-7284 or 800-305-2059.
- Canadian pilots flying aircraft issued a Canadian “Flight Permit-Owner Maintenance” are prohibited from flying in the U.S.

Oshkosh No-Radio Arrival

- To enhance safety, all pilots are encouraged to use radios (including hand-held aircraft radios).
- **This no-radio (NORDO) procedure is provided for use only by Vintage aircraft incapable of radio communication.**
- Each arriving no-radio aircraft must land at an airport within approximately 45 minutes of Wittman Regional Airport (OSH), call Oshkosh Tower (920-424-8002) between **7 AM and 10 AM CDT** and receive approval for a NORDO arrival.
- If authorized by Oshkosh Tower, no-radio aircraft will be assigned a route and runway to use based on traffic and weather conditions.
- No-radio arrivals must not taxi across RWY 18R/36L until receiving a clearance via hand signal from an FAA controller wearing a pink shirt.

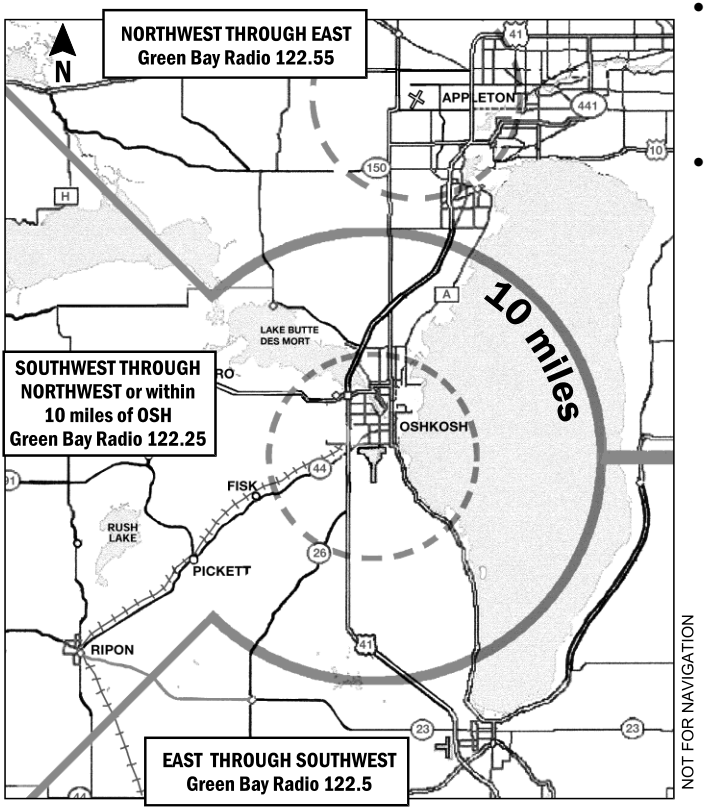
Flight Service Information

Preflight Planning and Flight Plan Filing

- Please file all flight plans as far in advance as possible. IFR flight plans can be filed up to 22 hours in advance. VFR flight plans have no advance time limit.
- Telephone briefings and flight plan filing are available 24 hours/day at 1-800-WX-BRIEF (1-800-992-7433).
- In-flight services include flight plan activation, cancellation and weather updates. See chart below for frequency.
- Pilots planning VFR crossings of Lake Michigan may want to use the Lake Reporting Service. Details are in AIM paragraph 4-1-21(e).

Helpful Hints

- Inbound flights – **Add 30 minutes** to your ETE.
- Flight plans containing multiple stops are strongly discouraged. They should be filed as separate flight plans.
- Please cancel VFR flight plans while approaching destination airport. Parking delays can exceed 45 minutes.
- Air Traffic Control Towers do not forward VFR arrival information to Flight Service.
- When contacting Flight Service, provide your complete call sign, general location, and the frequency you are using.
  Example:
  Green Bay Radio, N5241A over Ripon, 122.25



- Due to frequency congestion, air filing of flight plans is discouraged between 0600-2100 CDT.
- Avoid using 122.25 and 122.5 for weather information. For weather information contact Green Bay Radio near:
  Green Bay: 122.55,
  Milwaukee: 122.4,
  Madison: 122.6,
  Wausau: 122.4.

Oshkosh Arrival Frequencies

OSH VORTAC	111.8
AirVenture Arrival ATIS	125.9
Fisk Approach	120.7
Oshkosh Tower North, RWY 09/27	118.5
Oshkosh Tower South, RWY 18/36	126.6
Unicom (Basler Flight Service FBO)	122.95
Oshkosh UHF	290.9
Green Bay Radio	122.25

Oshkosh Departure Frequencies

AirVenture Departure ATIS	**121.75**
Oshkosh Clearance Delivery	119.05
Oshkosh Ground Control	121.9
RWY 09/27 Departures Monitor	**128.75**
RWY 18/36 Departures Monitor	118.9
Oshkosh UHF	290.9
Milwaukee Approach	127.0
Green Bay Radio	122.25

(Frequencies in **bold** are changed for 2016.)

AirVenture Seaplane Base	123.3
AirVenture Warbird Area	123.9

Oshkosh Telephone Numbers

AirVenture Arrival ATIS	866-493-5553
Oshkosh Tower for No-Radio Arrival Instructions	920-424-8002
Police/Fire/Medical at Oshkosh Emergencies	911
Non-Emergencies	920-236-7300
Wittman Regional Airport	920-236-4930

2016 Oshkosh Airshow Times (CDT)

Monday, July 25, thru Saturday, July 30: 2:30-6:30 PM
Wednesday, July 27: 8:00-10:00 PM
Saturday, July 30: 8:00-10:00 PM
Sunday, July 31: 1:00-4:30 PM

Appleton Area Frequencies

ATIS	127.15
Green Bay Approach	126.3
Tower (5:30 am-11:00pm CDT), CTAF	119.6
Ground Control	121.7
Clearance Delivery	124.25
Unicom	122.95
AWOS (920-832-2597)	127.15
Green Bay Radio (airborne only)	122.55

Fond du Lac Area Frequencies

ATIS	121.1
Temporary Tower	120.4
Ground Control	121.85
Unicom (CTAF when tower closed)	123.05
ASOS (920-922-4444)	134.0
Green Bay Radio	122.5

Ripon	N43°50.29’	W88°50.68’
Fisk	N43°57.20’	W88°40.47’
Oshkosh (OSH)	N43°59.06’	W88°33.42’
Warbird Island	N43°53.98’	W88°27.26’

From 6 AM CDT July 22 through Noon CDT August 1, 2016, Wittman Regional Airport will be closed to all ARRIVING aircraft from 8 PM until 7 AM CDT daily and closed to all DEPARTING aircraft from 8 PM until 6 AM CDT daily.

The airport will close periodically due to aerobatic demonstrations or other special events. During airport closure periods, no arrivals, departures, engine operation or aircraft movement is permitted.

For more information, see www.eaa.org/atc

FUTURE AIRVENTURE DATES

July 24-30, 2017

July 23-29, 2018