NOTAM

Special Flight Procedures effective 6 AM CDT July 22 to 6 AM CDT July 31, 2006

The World's Greatest Aviation Celebration™

For a free copy of this NOTAM booklet call EAA at 1-800-564-6322.
Visit www.faa.gov/NTAP; www.airventure.org; or www.eaa.org to view/download the information.

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Changes for 2006 include:

- New VFR Holding Patterns
- Airshow waiver times
- Displaced theshold on Runway 27
- Time block for NORDO arrivals

This Notice does not supercede restrictions pertaining to the use of airspace contained in FDC NOTAMs. Please check current NOTAMs by calling Flight Service at 1-800-WX-BRIEF.

Preflight Planning

For one week each year, EAA AirVenture Oshkosh has the highest concentration of aircraft in the world. Your careful reading and adherence to the procedures in this NOTAM are essential to maintaining the safety record of this event. As you plan your trip you should be thoroughly familiar with the NOTAM procedures for your aircraft type and for your primary and alternate airports. Pilots are expected to have a copy of this NOTAM available 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.
- Camping is not allowed at Appleton.
- Pilots on VFR flight plans diverting from Oshkosh are reminded to extend, cancel, or change their flight plan destination with flight service.

If your alternate is Fond du Lac, check pages 20-21 for temporary control tower information.

Wittman Regional Airport (OSH) Flight Planning

Starting Saturday, July 22, 2006, OSH is closed to all arriving aircraft from 8:00 PM until 7:00 AM CDT daily. In addition, some or all categories of aircraft may not be accepted due to parking saturation, ground conditions, special activities, or scheduled airshows. All aircraft must remain clear of the Air Show Demonstration Area at OSH during the Aerobatic Demonstration times. Arrivals at Wittman Regional Airport are normally resumed 30 minutes after each airshow.

Aerobatic Demonstrations/Airshow Times

The air show demonstration area is from the surface to 12,000' MSL within a 5 NM radius of Wittman Regional Airport and is in effect during the following time periods:

2006 Oshkosh Airshow Times

Monday July 24 through Saturday July 29 1430-1830 CDT
Sunday July 30 1400-1700 CDT

Parking

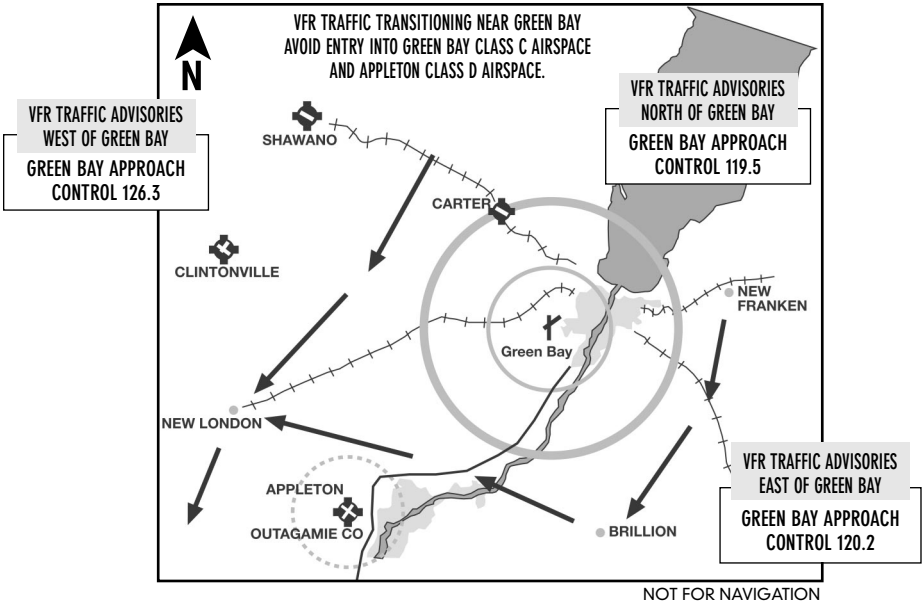
- Separate aircraft parking areas are used at OSH for different types of aircraft. Parking for show planes (experimental, warbirds, rotorcraft, amphibians, and production aircraft manufactured prior to 1968) has generally been available throughout EAA AirVenture. Parking and Camping areas for other aircraft may reach saturation at times during and prior to EAA AirVenture. Parking area status is available via telephone recording (920-230-7820) and on the Internet at *www.airventure.org/aircraftparking*. The OSH Arrival ATIS (125.9) will also have current parking availability information, when applicable.
- Pilots landing at OSH should have a 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 hand made or printed from *www.airventure.org/atc/arrival_signs.html*. Display the sign in the left side of your windshield after landing and use one of the following codes:

HBC Homebuilt Camping	**VAC** Vintage Aircraft Camping	**GAC** General Aviation Camping
HBP Homebuilt Parking	**VAP** Vintage Aircraft Parking	**GAP** General Aviation Parking
WB Warbird Area	**FBO** Basler or Orion FBO Ramp (with prior permission)	**SP** Seaplane Area (amphibian)

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

Route Planning Guide

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



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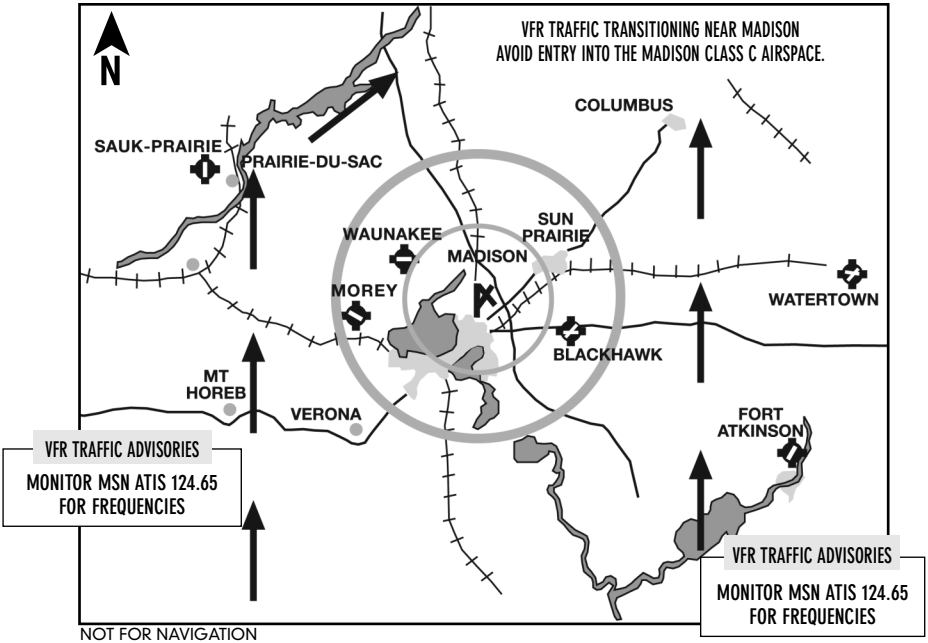

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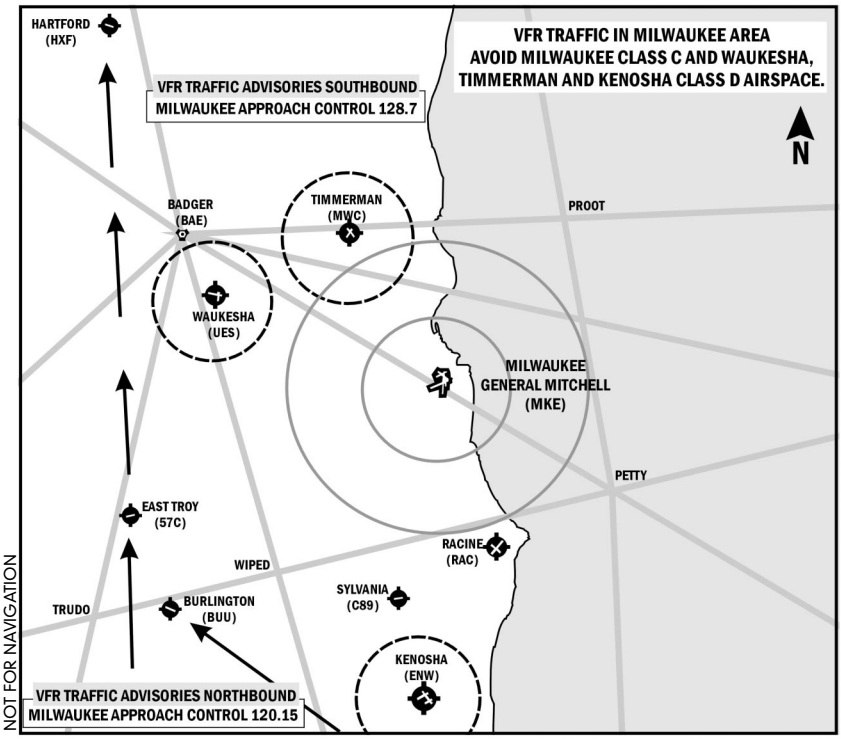
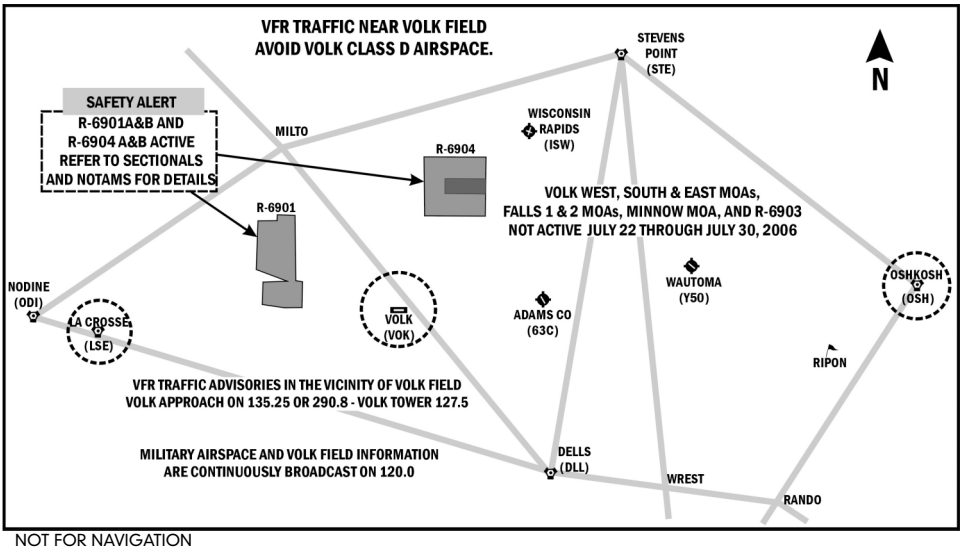
For more information, see www.airventure.org/atc

Route Planning Guide





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Flight Service Information

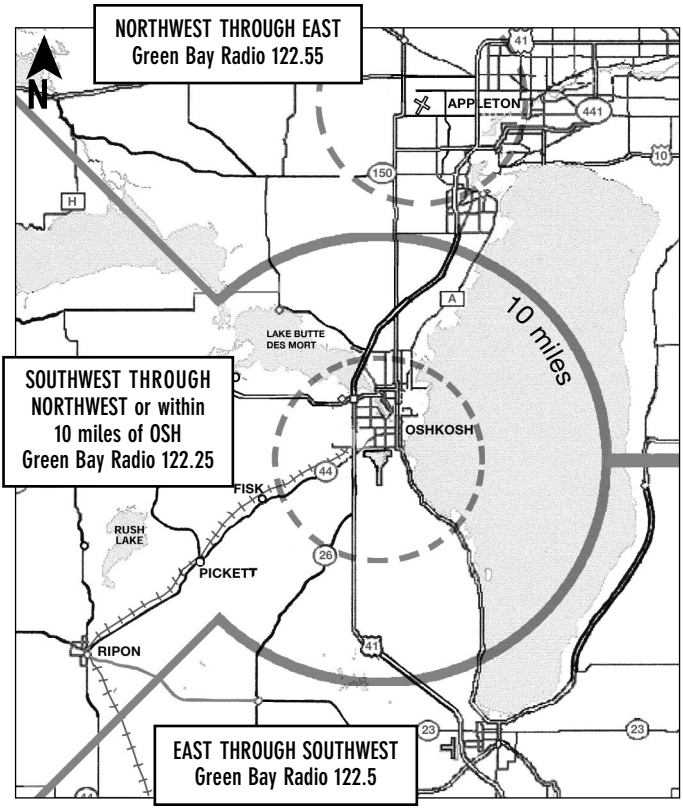
Preflight planning and flight plan filing

- 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 (1-800-922-7433).
- Inflight 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 4-1-20(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 aircraft call sign, general location, and the frequency you are using.

Example: Green Bay Radio, N5241A over Ripon 122.25



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- 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 on 122.55, near Milwaukee on 122.4, near Madison on 122.6 or near Wausau on 122.4. Flight Watch is also available on 122.0

Fisk VFR Arrival to OSH

General Information

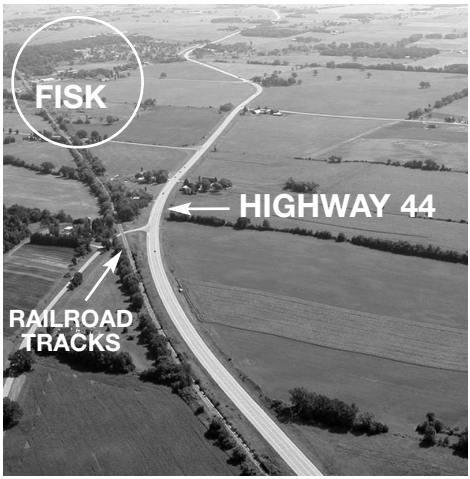
The city of Ripon, WI is the entry point for this arrival, which is to be used by all VFR aircraft landing at OSH from Saturday, July 22, 2006 through Sunday, July 30, 2006 (except those using the Turbine/Warbird or NORDO arrivals).

ATC personnel at a remote facility in the town of Fisk, WI control the arrival procedure and assign OSH landing runways and approach paths.

Navigation

This procedure requires visual navigation. Pilots follow a railroad track from Ripon to Fisk. They also must maintain vigilance due to the high volume of traffic.

Fisk can be identified visually by strobe lights at a railroad track/road intersection beyond an area where the railroad tracks diverge north from highway 44.



Helpful Hint: GPS-equipped pilots can use RIPON intersection to locate Ripon and FISKE intersection to identify Fisk.

Note: Even when using the GPS waypoints, fly directly over the railroad tracks from Ripon to Fisk.

Approach Planning

Extended periods of slow flight may be required.

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

Plan your arrival to avoid airport closure periods, such as the daily airshow. Arrivals normally resume 30 minutes after each airshow. **Allow ample time to arrive and park before airport closure at 8 PM CDT.**

Pilots should maintain single file flight with at least 1/2 mile in-trail spacing throughout the approach, including any holds.

Pilots are REQUIRED to adhere to all restrictions in the arrival procedure. Failure to do so may jeopardize your safety and the safety of others. Enforcement action may be taken.

Communications

Listen for controller instructions as you approach Fisk. Controllers use aircraft type and color to identify aircraft near Fisk.

In the immediate vicinity of Fisk (within 1/2 mile), you will be issued a runway pattern entry and frequency assignment. Make sure these instructions are intended for you and not another aircraft.

Pilots should vigorously rock their wings to acknowledge ATC instructions and refrain from verbal responses unless requested.

Do not change to an Oshkosh Tower frequency until you have been instructed to "monitor tower" and never until you have passed Fisk.

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 use extra caution to maintain a safe airspeed and avoid low turns on landing approach.

FISK VFR Arrival to OSH

(continued from page 5)

Approach to Ripon

- Proceed to Ripon, WI. Recommended northbound altitudes are 2,000' or 3,000' MSL; southbound 2,500' or 3,500' MSL.
- Obtain OSH Arrival ATIS (125.9) as soon as possible. Note arrival runways in use and review diagrams on pages 8-12.
- Ensure your lights are on and transponder set to standby within 30 miles of Oshkosh.
- Plan your approach to arrive at Ripon at an arrival altitude. Maintain 1,800' MSL and 90 knots (or maximum cruise speed if less than 90 knots). If unable, maintain 2,300' MSL and 135 knots.
- Monitor Fisk approach (120.7) at least 15 miles from Ripon. VFR holding may be necessary due to congestion at Oshkosh. Fisk controllers will advise when holding is in progress.

Ripon to Fisk

- If holding is not in progress, proceed northeast from Ripon directly over the railroad tracks toward Fisk. Maintain single file with other aircraft at your altitude.
- Listen for controller instructions as you approach Fisk. When holding is not needed at Fisk, the controller will assign your approach path beyond Fisk and your Oshkosh Tower frequency (118.5 or 126.6). This will normally occur in the immediate vicinity of Fisk. **Do not proceed past Fisk without ATC authorization.**

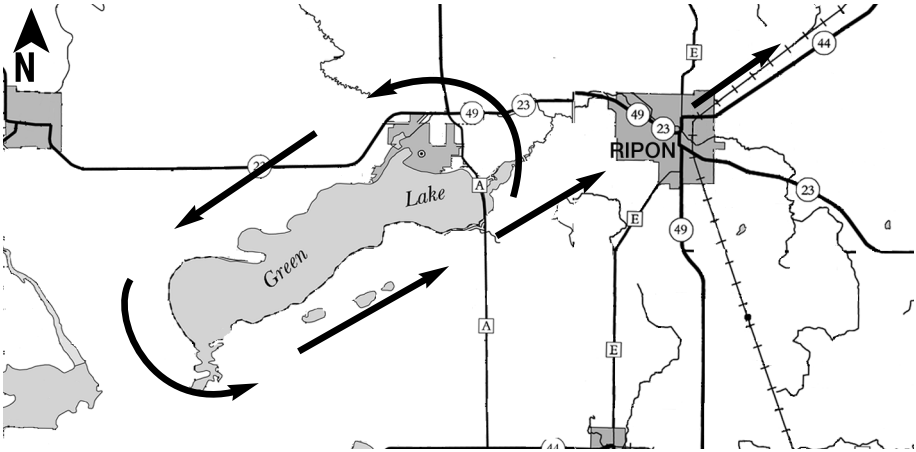
When Holding is Needed:

Holding Prior to Ripon

- If holding is in progress, depart Ripon westbound as shown below and enter the hold around **Green Lake** at 1,800' or 2,300' MSL.
- Fisk controllers will advise when to return to Ripon and continue inbound toward FIsk. When ATC ends holding at Green Lake, proceed in the hold to the eastern corner of Green Lake, then directly to Ripon and as specified in the RIPON TO FISK section at left.
- If the Green Lake holding pattern appears 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.

Holding at Fisk

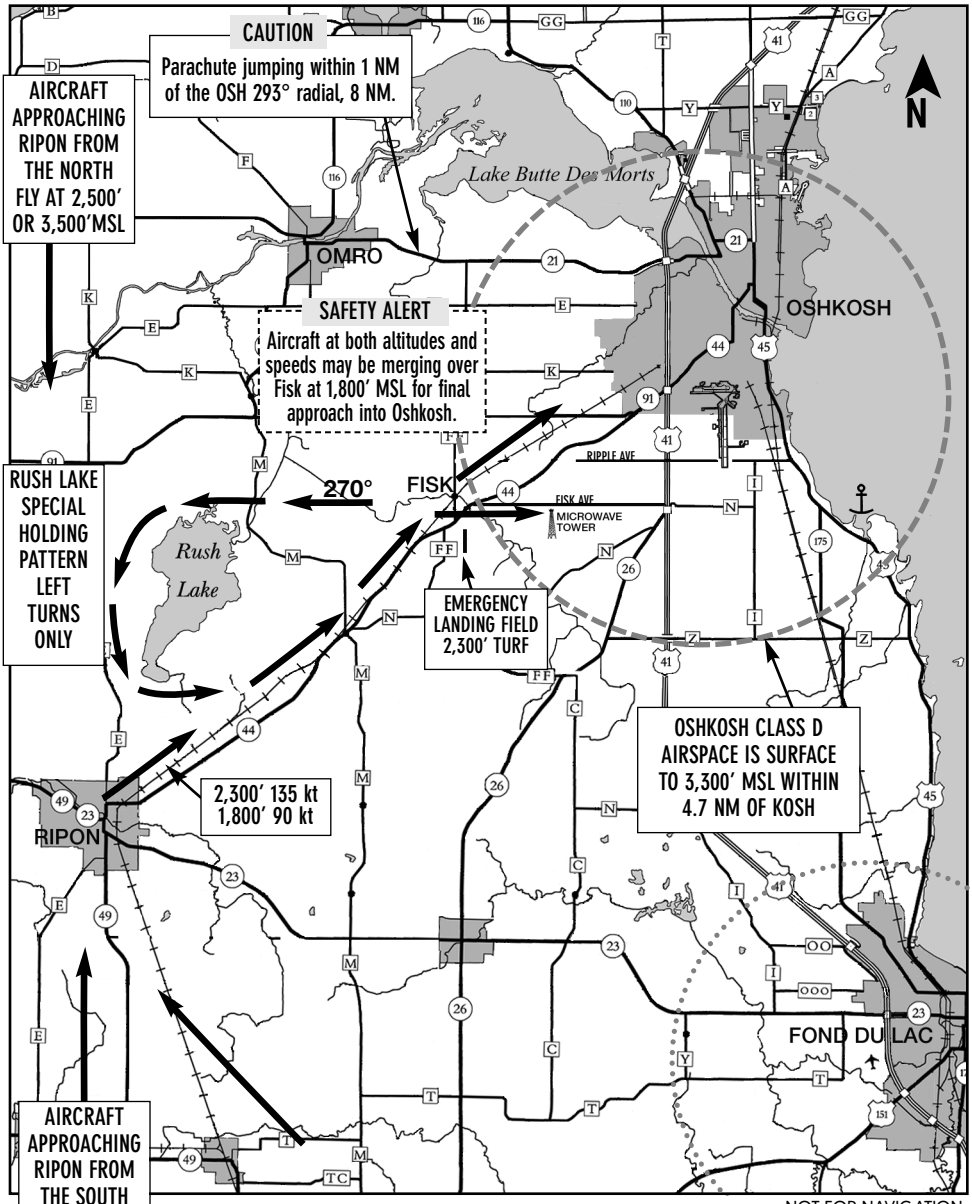
- If holding is needed at Fisk, the Rush Lake holding pattern will be used. Aircraft will proceed to Fisk and then turn left to heading 270° to the north shore of Rush Lake, continuing with left turns around the lake, then proceeding northeast over the railroad tracks to Fisk as depicted at right. Aircraft will fly single file at the specified approach speeds and altitudes. Maintain 1/2 mile in-trail separation.



Fisk VFR Arrival to OSH

Oshkosh Arrival ATIS 125.9
Fisk Approach 120.7

RIPON	N43°50.29′	W88°50.68′
FISK	N43°57.27′	W88°41.11′
OSHKOSH	N43°59.06′	W88°33.42′



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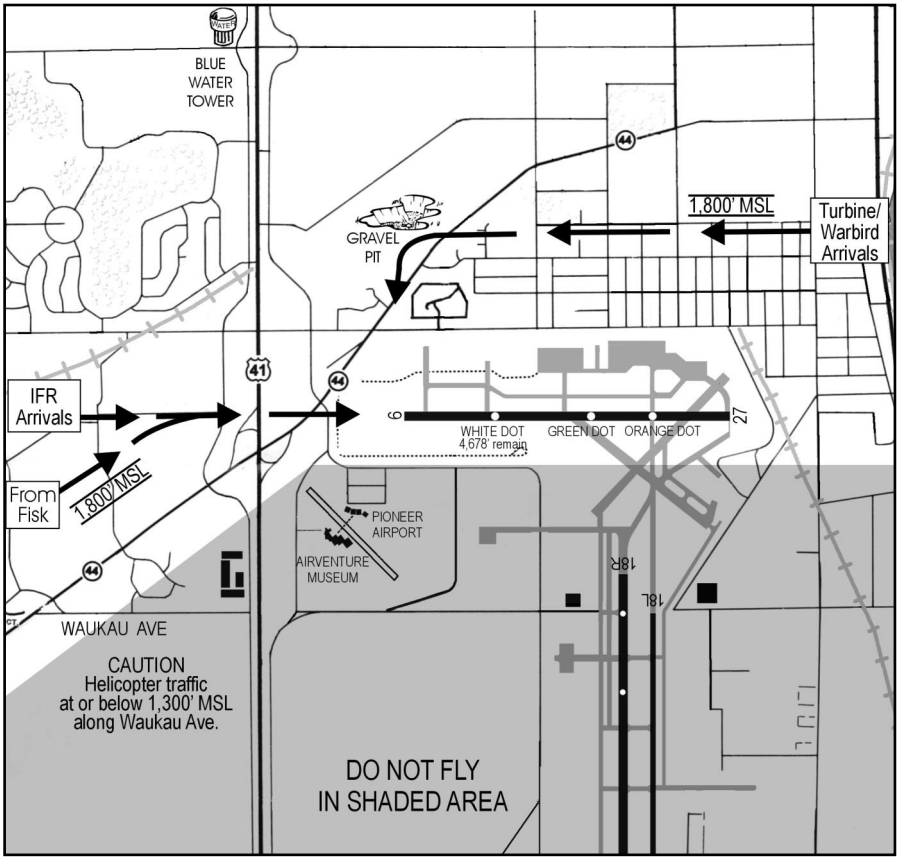
Help keep this event safe—stay within your personal and aircraft limits.

Fisk VFR Arrival to OSH RWY 9

Airport Elevation 808’ Oshkosh Tower North: **118.5**



Pilots should use extra caution to maintain a safe airspeed and avoid low turns on landing approach.

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

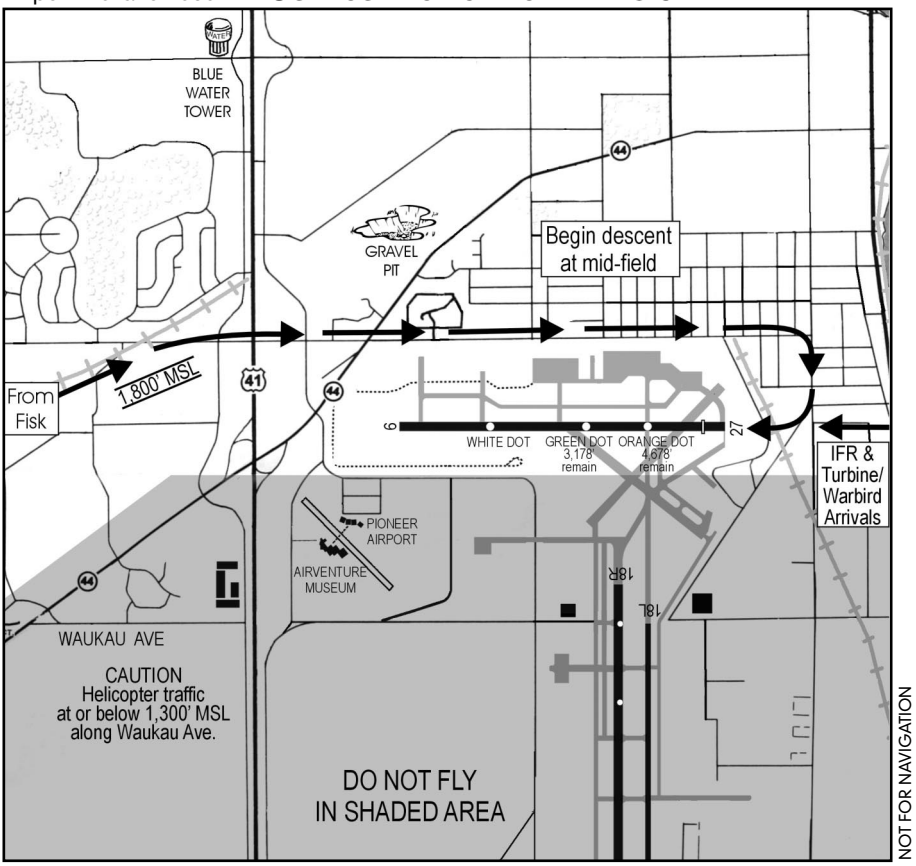
RWY 9 landing distances
Threshold . . . . .6,178’
White Dot . . . . .4,678’

After landing and when speed permits, aircraft under 6,250 lbs. are required to exit Runway 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 and EAA flagperson directions to parking/camping area.

Fisk VFR Arrival to OSH RWY 27

Airport Elevation 808’ Oshkosh Tower North: **118.5**



Pilots should use extra caution to maintain a safe airspeed and avoid low turns on landing approach.

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

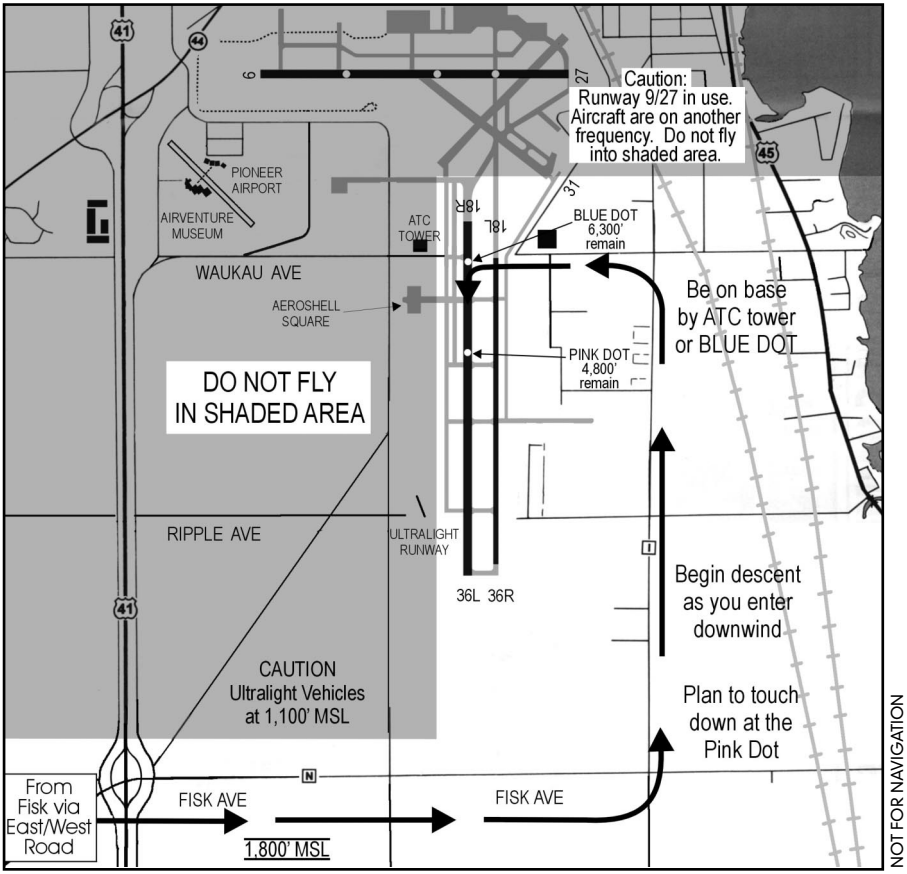
RWY 27 landing distances
Displaced Threshold . . .5,647’
Orange Dot . . . . . .4,678’
Green Dot . . . . . .3,178’

After landing and when speed permits, aircraft under 6,250 lbs are required to exit Runway 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 and EAA flagperson directions to parking/camping area.

Fisk VFR Arrival to OSH RWY 18R via East-West Road (Fisk Ave.)

Airport Elevation 808' Oshkosh Tower South: **126.6**



The RWY 18R relocated threshold is abeam the air traffic control tower and is marked by Runway End Identification Lights and orange lines.

Plan to be on base leg towards the Blue Dot and to touch down at the Pink Dot.

On downwind, DO NOT continue north past the approach end of RWY 31. **If you cannot turn base by the Blue Dot, make a right turnout to the southeast for resequencing.**

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

RWY 18R landing dist.

Blue Dot . . . . . .6,300'
Pink Dot . . . . . .4,800'

In the unusual event you are asked to land on RWY 18L, you **must not taxi across** RWY 18R until cleared via radio or by an FAA controller in a pink shirt.

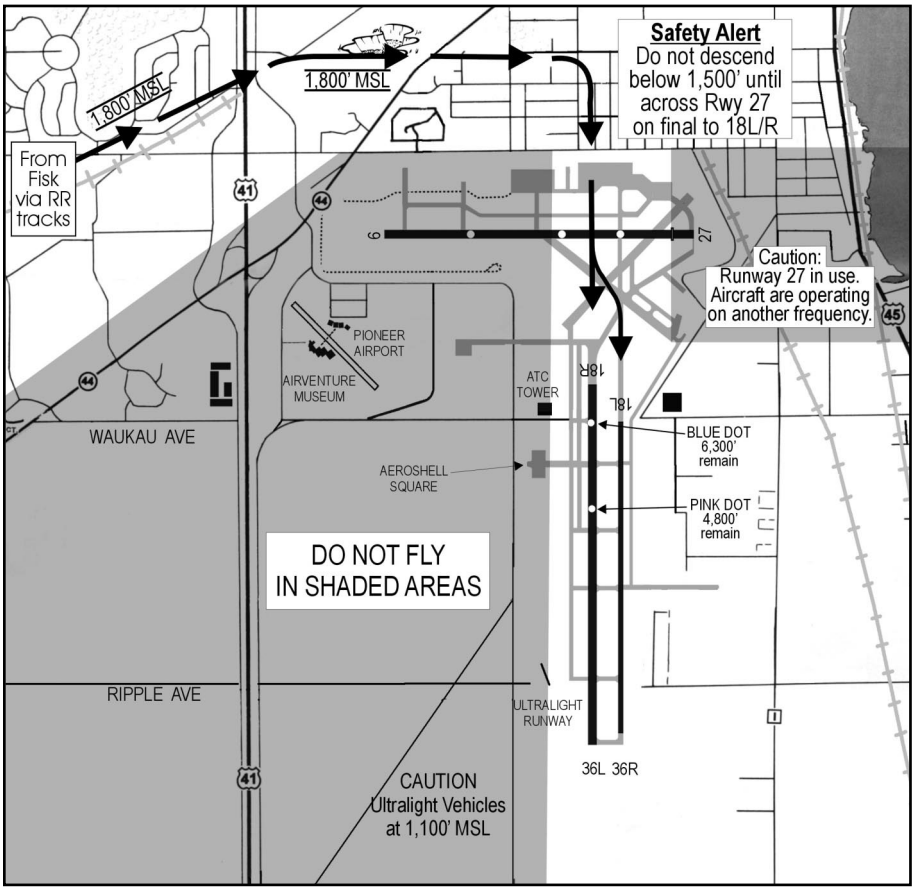
When taxiing west of RWY 18R, put parking or camping sign in windshield and follow EAA flagperson directions to parking/camping area.

Pilots should use extra caution to maintain a safe airspeed and avoid low turns on landing approach.

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

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

Airport Elevation 808' Oshkosh Tower South: **126.6**



The RWY 18R relocated threshold is abeam the air traffic control tower and is marked by Runway End Identification Lights and orange lines.

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.

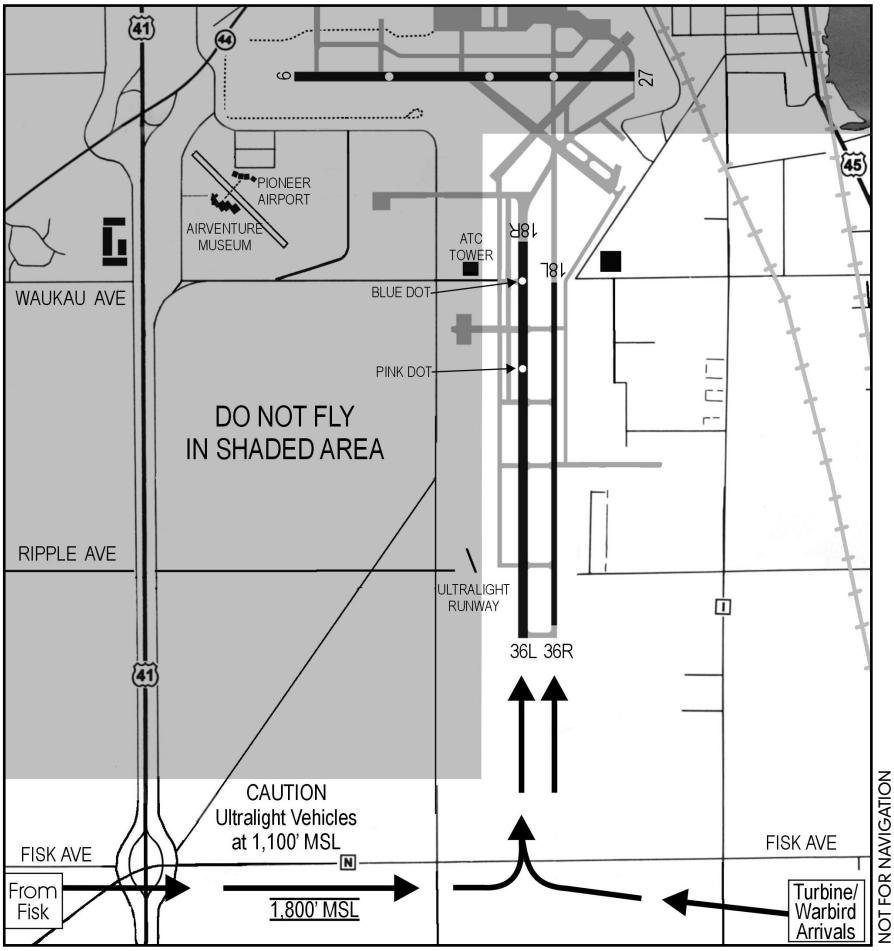
RWY 18R landing dist.	RWY 18L landing dist.
Threshold . . .6,700'	Threshold . .6,300'
Blue Dot . . . .6,300'	(50'wide)
Pink Dot . . . .4,800'	

Aircraft landing on RWY 18L **must not taxi across** RWY 18R until cleared via radio or by an FAA controller in a pink shirt.

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**



Pilots should use extra caution to maintain a safe airspeed and avoid low turns on landing approach.

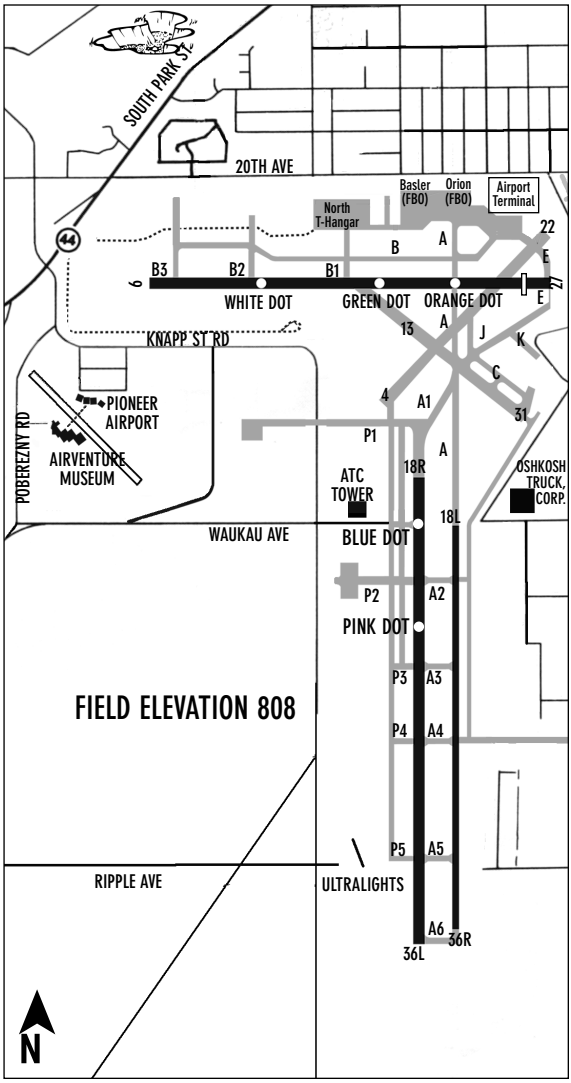
If a go-around is needed, notify ATC immediately for resequencing instructions.

Aircraft landing on RWY 36R **must not taxi across** RWY 36L until cleared via radio or by an FAA controller in a pink shirt.

When west of RWY 36L put parking/camping sign in windshield and follow EAA flagperson directions to parking/camping area.

Oshkosh Airport Notes

- All movement on other than paved runways and taxiways is at pilot's own risk. Be alert for taxiing aircraft in all aircraft parking areas.
- Aircraft landing during peak saturation periods may be asked to depart if insufficient parking spaces are available.
- All aircraft must be tied down.
- Contact an FBO for hard surface reserved parking and fueling information: Basler Flight Service (920-236-7827), or Orion Flight Services (920-424-8090). Unicom 122.95.
- **If Wittman Regional Airport is IFR, taxiing is prohibited except for aircraft with IFR clearance.**
- 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 is not permitted at OSH during the EAA AirVenture period.
- Contact law enforcement or Wittman Regional Airport personnel with any airport safety related questions (920-236-4900).



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SAFETY ALERT

CALL 911 FOR EMERGENCIES

VFR Departure from Oshkosh

Flight Service Preflight Briefings

Complete departure briefings and flight plan filing are available on a walk-in basis 6 AM-8 PM CDT at the Oshkosh Temporary AFSS, located in the FAA Safety Center, southwest of the OSH Control Tower.

Departure area briefings and flight plan filing are also available from the Flight Service North and South Briefing Annexes, located near aircraft parking areas. These briefings are intended to get you out of the Oshkosh area to a point where you can contact Flight Watch (122.0) or another Flight Service Station to obtain pertinent data for the remainder of your flight. **Due to equipment limitations, complete, up-to-date TFR information is not available from the North and South Briefing Annexes.** Both annex facilities are open daily from Monday, July 24 through Sunday, July 30.

The Flight Service **North Briefing Annex** is open from 6 AM-7 PM CDT. It is located in a mobile trailer located at the North Forty, across from the registration building. Pilots do not need to enter the paid admissions area to access this facility.

The Flight Service **South Briefing Annex** is open from 8 AM-4 PM CDT. It is located in a mobile trailer located on the service road north of the Ultralight runway.

Flight Service information is provided by Lockheed Martin.

SAFETY ALERT

Do not depart on runways 13/31 or 4/22; they are closed

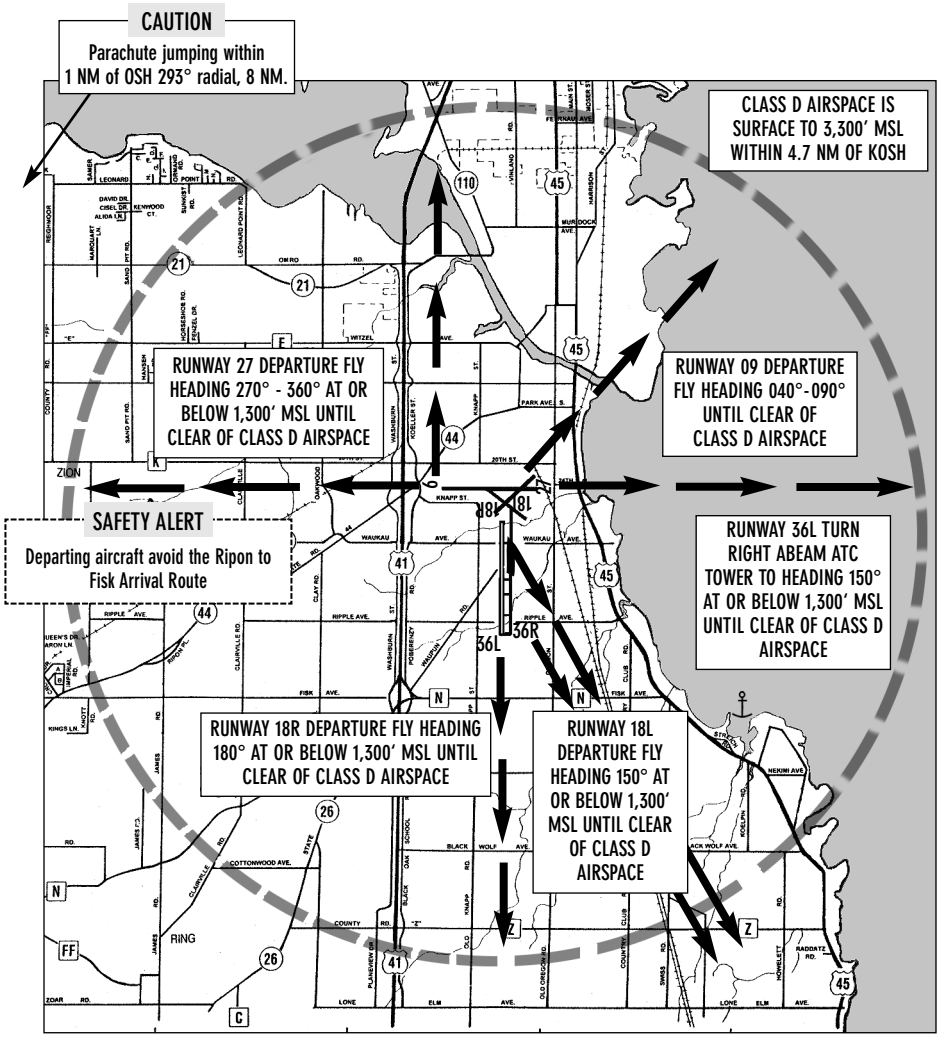
- A sign in your windshield with the letters "VFR" indicates to ground personnel that you intend to depart VFR. Note that Wittman Regional Airport is closed to departing aircraft from 8 PM until 6 AM CDT daily, during the scheduled airshows and at other times.
- Monitor the Departure ATIS (128.75) prior to engine start. There shall be no engine operation or aircraft movement until the Departure ATIS is transmitting and it 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. Set transponder on Standby.
- Follow the instructions of EAA flagpersons. To expedite departures, they may direct you to a different runway than planned.
- FAA controllers wearing pink shirts are stationed on elevated platforms near the runway departure points.
  - Aircraft departing Runways 9 or 27 shall monitor 121.75.
  - Aircraft departing Runways 18R, 36L or 36R shall monitor 118.9.
  - Aircraft departing Runway 18L shall monitor 126.6.
  - FAA controllers clear radio equipped aircraft for take off via radio on these frequencies. In the event of radio failure at the elevated platform follow the hand signals given by the FAA controllers.
- Follow the instructions on map at right, based on your departure runway. Avoid the Ripon/FISK arrival route and the AirVenture Seaplane Base (5 miles SE of Oshkosh)
- Leave your transponder on Standby until leaving Class D airspace.
- Proceed on course when clear of the Class D airspace.
- Chicago Center will not provide traffic advisories within 60 NM's of Oshkosh.
- For flight following northeast across Lake Michigan, contact Green Bay Approach (120.2) at least 10 NM west of Manitowoc (MTW).

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

VFR Departure from Oshkosh

VFR Departure Location	Remaining	Monitor
Runway 9 at Taxiway B3	6,000′	121.75
Runway 18L	6,300′	126.6
Runway 18R at Tower Road	6,300′	118.9
Runway 27 at Taxiway A	4,600′	121.75
Runway 36L at Taxiway P5	5,050′	118.9

Oshkosh Departure Frequencies	
OSH VORTAC	111.8
Departure ATIS	128.75
Oshkosh Clearance Delivery	119.05
Oshkosh Ground Control	121.9
Oshkosh UHF	257.6
Green Bay AFSS	122.25



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Help keep this event safe—stay within your personal and aircraft limits.

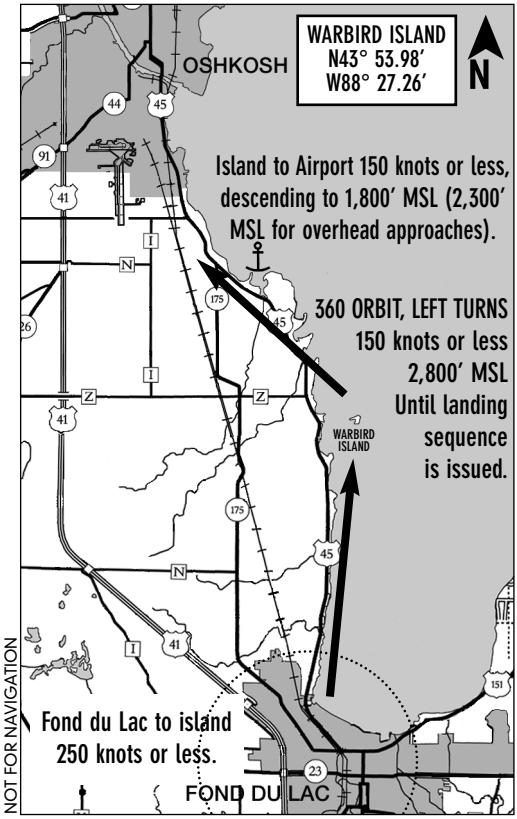
Turbine/Warbird Arrival

Restricted to aircraft types listed

- This procedure is restricted to high performance turbojet and twin turboprop aircraft and to Warbird aircraft capable of cruising at 130 knots or greater. **Slower Warbird aircraft shall use the VFR Arrival from Ripon.**
- The city of Fond du Lac is the entry point for all Turbine/Warbird arrivals. Monitor the Oshkosh 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 an operating temporary control tower from Sunday, July 23 until Sunday July 30, 2006 (operating hours on page 20). Its airspace is 3,309' MSL and below within 4 NM.
- Aircraft will report arrival over the city of Fond du Lac and again at the island to Oshkosh (OSH) Tower on the appropriate tower frequency:
  - **If 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 the Warbird Island (6 miles SE of Wittman Regional Airport, along the west shore of Lake Winnebago). When more than 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 landing clearance appears unsafe because of spacing, speed of preceding aircraft, or any other reason, the pilot should go around. A new sequence will be issued.
- Pilots may request a 360 degree overhead approach to Runways 36 L/R only. Break altitude is 2,300' MSL. Expect a right break only.
- ATC may initiate a 360 degree overhead approach to other runways as needed for spacing. Break altitude will be 2,300' MSL. Expect a break to the north for Runways 9/27 and to the east for Runways 18/36.
- Under all circumstances, avoid the VFR arrivals area southwest of Wittman Regional Airport.
- EAA Warbird Control (123.9) is responsible for the Warbird parking area.



AirVenture Seaplane Base

The AirVenture Seaplane Base, 5 miles southeast of Oshkosh, on the west shore of Lake Winnebago, will be operational Saturday, July 22, through Sunday, July 30, 2006, 8:00 AM – 8:00 PM CDT.

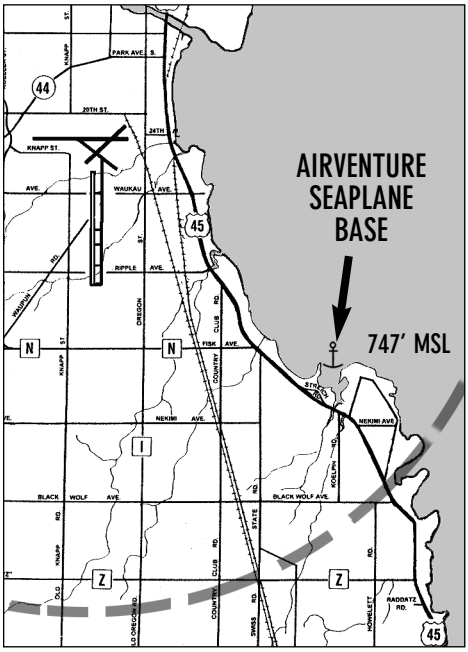
VFR ARRIVAL

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 AFSS	122.25
Oshkosh Arrival ATIS	125.9
Oshkosh Departure ATIS	128.75

SEAPLANE BASE NOTES

Information on housing, food, activities, arrival procedures, and rough water alternate landing areas is at *www.oshkoshseaplanebase.com* or by email to *paul@oshkoshseaplanebase.com* or by calling 715-457-2087 or 715-581-4381.

- 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 2006.
- 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 takoffs 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.
- 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.
- 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.

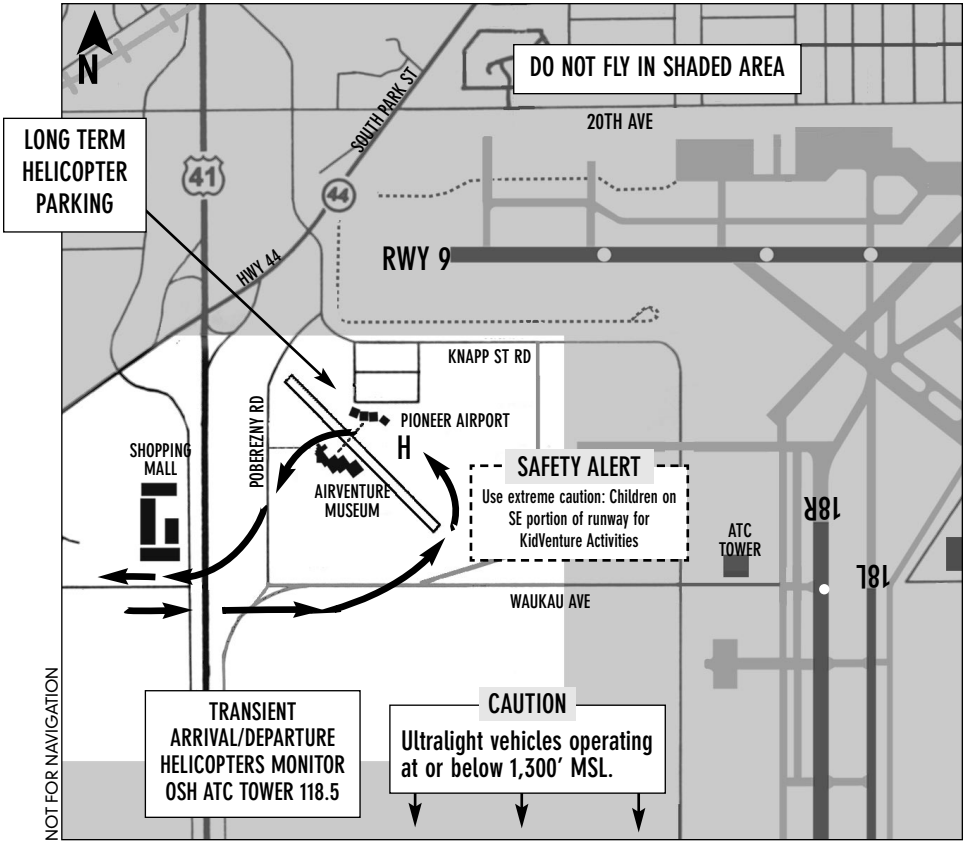
Transient Helicopter VFR Arrival/Departure

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”.

- Use caution for intense fixed-wing traffic following HWY 44 to Runway 9/27 and for ultralight vehicles operating at or below 1,300’ MSL south of Waukau Ave.
- Obtain Oshkosh 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 south of Waukau Ave. Remain south of Runway 9/27 at all times and monitor Oshkosh Tower (118.5). Landing at Pioneer Airport is at pilot’s discretion.
- Helicopters may depart VFR from Pioneer Airport at pilot’s discretion. Remain south of Runway 9/27 and monitor Oshkosh Tower (118.5). Depart Oshkosh Class D airspace to the west following and remaining north of Waukau Ave.
- Arriving/departing helicopters maintain 1,300’ MSL or below along Waukau Ave.

PILOT NOTICE

Helicopter operators are authorized to deviate from the two-way radio communication requirements specified in FAR 91.129(c) for arriving and departing at EAA AirVenture 2006.

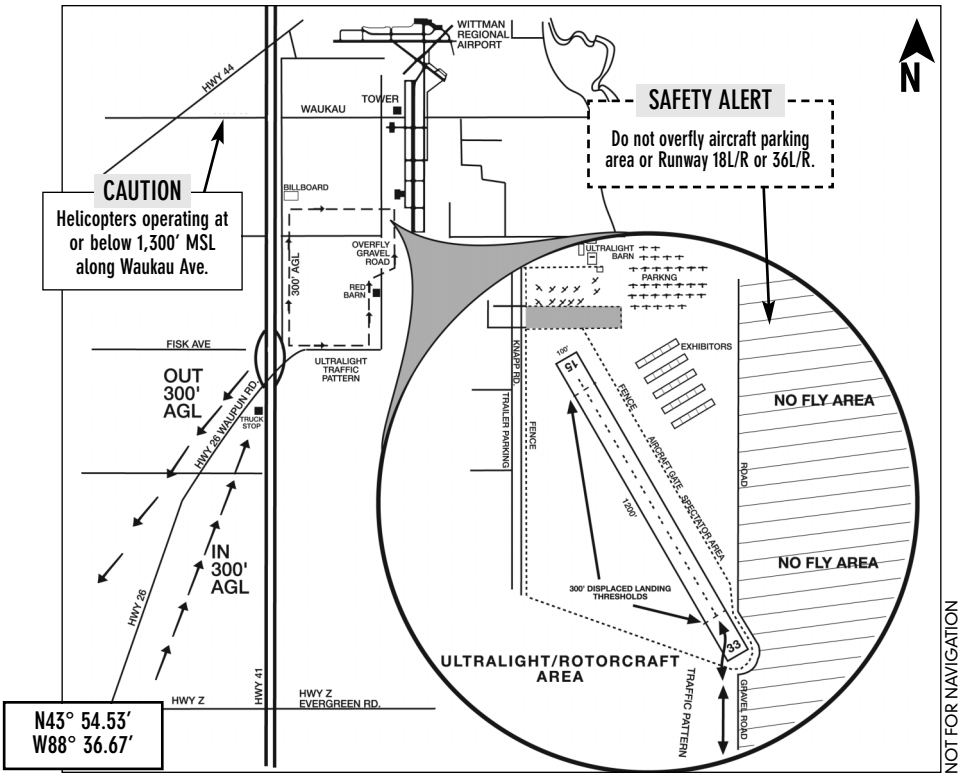


For more information, see www.airventure.org/atc

Ultralight/Homebuilt Rotorcraft Arrival/Departure

This procedure is effective Saturday, July 22, 2006 through Sunday, July 30, 2006, from 0700 to 0900 CDT and from 1830-2000 CDT. The procedure may be used from 0900-1830 CDT only after receiving approval from the EAA Ultralight Barn (920-230-7759). Homebuilt helicopters and gyroplanes should contact the Ultralight Barn by phone prior to arriving for arrival instructions and frequency.

- If radio equipped, monitor Oshkosh 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 Runway 36L/R. Maintain a vigilant watch at all times while flying in 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 Runways 18L/R and 36L/R.
- Ultralight Runways 15 and 33 have thresholds displaced 300 feet.
- Departing traffic has the right of way.
- Do not over fly people, houses, livestock, parked aircraft, etc., closer than 300' AGL.
- If radio equipped, obtain Oshkosh Departure ATIS (128.75) prior to departure.
- Compliance with this arrival/departure procedure waives the requirements of FAR 103.17.
- For more information click "Ultralight Arrival Procedures" at *www.airventure.org/atc*



Fond du Lac Arrival/Departure

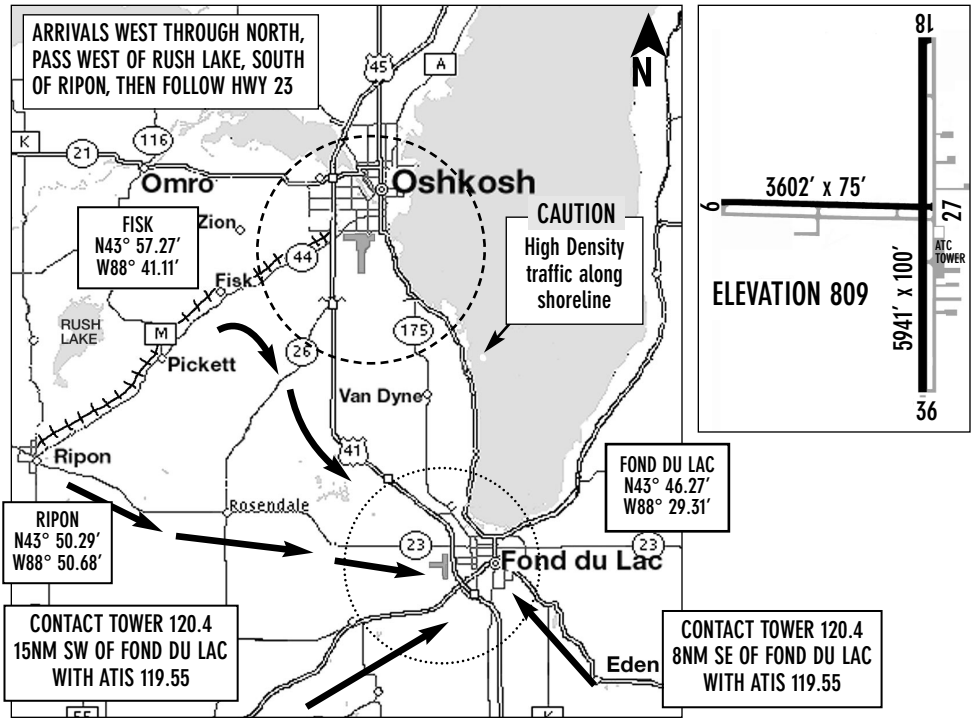
The FAA will operate a temporary air traffic control tower at the Fond du Lac County Airport (FLD) from Sunday, July 23 through Sunday, July 30, 2006. The tower will be operational from 7:00 AM until 8:30 PM CDT. See graphic below for locations to contact Fond du Lac Tower. Communication with the FLD tower is required when flight is below 3,309' MSL within 4 NM of FLD.

- 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 within immediate vicinity of airport.
- Leave lights on within 30 miles of Fond du Lac.

VFR Arrival for Direct Routes to FLD

This procedure is to be used by aircraft landing at Fond du Lac when the Oshkosh airport is open.

- Obtain Fond du Lac ATIS (119.55).
- Follow routes shown on graphic. Contact Fond du Lac Tower (120.4) over recommended VFR reporting points.
- After landing, contact Green Bay Radio on 122.5 to ensure cancellation of VFR flight plans.



NOT FOR NAVIGATION

Fond du Lac Arrival/Departure continued

VFR Arrival from Ripon/FISK to FLD

This procedure is to be used by aircraft diverting to Fond du Lac when the Oshkosh airport is closed.

- Aircraft are to fly the approach from Ripon to FISK (see pages 5-7).
- When aircraft between Ripon and FISK are advised that Oshkosh is closed for arrivals, they should continue to fly to FISK and monitor 120.7 for instructions prior to turning towards Fond du Lac.
- When instructed, depart FISK on a 120° heading to four-lane Highway 41.
- Obtain Fond du Lac ATIS (119.55) for airport information.
- Turn southbound and remain over or slightly west of Highway 41 to avoid high-performance traffic inbound to Oshkosh.
- Monitor Fond du Lac Tower (120.4) when turning southbound over the highway for arrival information and sequencing. **Monitor the frequency only**, unless no communications are heard.
- After landing, contact Green Bay Radio on 122.5 to ensure cancellation of VFR flight plans.

No-radio (NORDO) Arrival to FLD

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

IFR Arrival to FLD

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

Fond du Lac Area Frequencies

Fond du Lac ATIS	119.55
Temporary Tower	120.4
Ground Control	121.85
Unicom (CTAF when tower closed)	123.05
ASOS (920-922-4444)	134.0
Green Bay AFSS	122.5

Fond du Lac Airport Notes

- **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 CDT

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. Briefing services and flight plan filing are available from Green Bay AFSS (1-800-992-7433).

IFR Departure from FLD

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 Chicago Center, normally when clear of traffic.

Appleton Arrival/Departure

The Control Tower at Outagamie County Regional 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 for Direct Routes to ATW

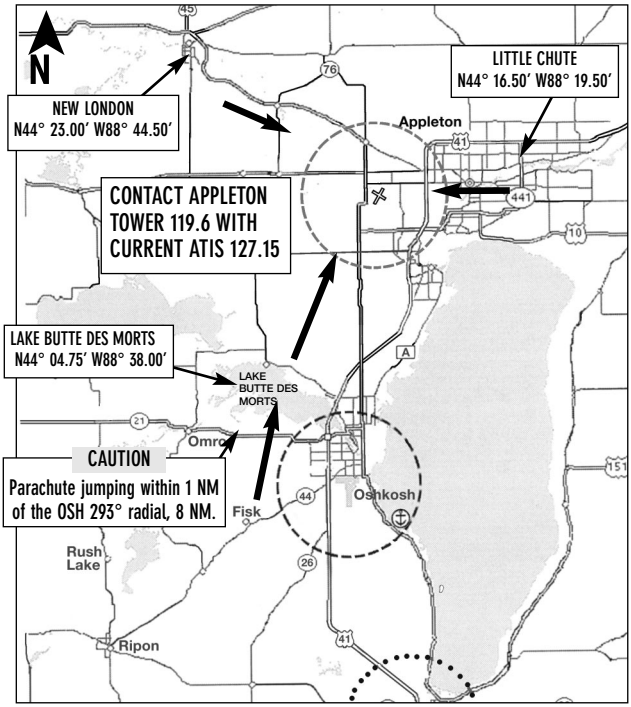
This procedure is for aircraft using Appleton as their primary destination airport.

- 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.

VFR Arrival from Ripon/FISK to ATW

This procedure is for aircraft diverting to Appleton during periods when the Oshkosh airport is closed.

- Aircraft are to fly the approach from Ripon to FISK (see pages 5-7).
- When aircraft between Ripon and FISK are advised that Oshkosh is closed for arrivals, they should continue to fly to FISK and monitor 120.7 for instructions prior to turning towards Appleton.
- When instructed, depart FISK on a 010° heading to Lake Butte Des Morts.
- Obtain Appleton ATIS (127.15).
- Contact Appleton Tower (119.6) over 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.

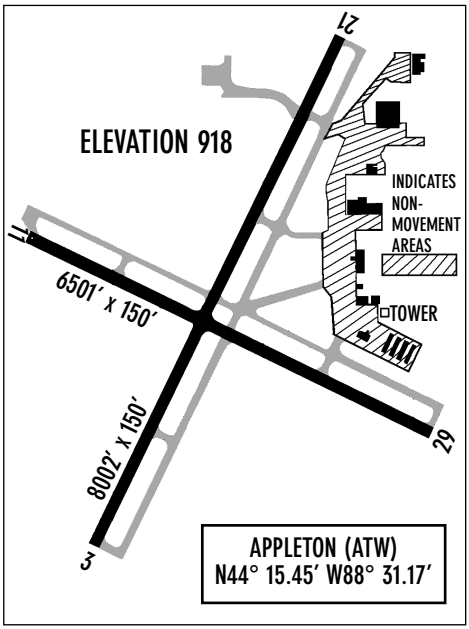


NOT FOR NAVIGATION

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 AFSS (airborne only)	122.55

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

Landing Runway	Hold Short Point	Measured Distance
03	RWY 11/29	3,300 feet
21	RWY 11/29	4,100 feet
29	RWY 03/21	3,400 feet

Appleton Airport Notes

- Adequate aircraft parking is available.
- Camping on airport is **prohibited**.
- Transient grass parking area will be closed to all operations from 8:00 PM until 6:00 AM CDT from Monday, July 24, 2006 through Sunday, July 30, 2006.
- Bring your own tiedowns. Airport management requires all aircraft be secured.
- Scheduled transportation to/from Oshkosh is available at airport terminal.
- Maxair FBO can be contacted on Unicom (122.95) or 920-738-3020.

VFR Departure from Appleton

- Obtain ATIS (127.15).
- 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 ATIS code received and direction of flight. Advise Ground Control if you want radar flight following across Lake Michigan in the vicinity of Manitowoc (MTW).

IFR Departure from Appleton

- Obtain ATIS (127.15)
- Prior to engine start request IFR Clearance from Clearance Delivery (124.25) or Ground Control (121.7) as indicated on ATIS.

IFR Reservation Program

Special Traffic Management Program

In anticipation of a significant number of aircraft traveling to the Oshkosh area during EAA AirVenture, a Special Traffic Management Program (STMP) will be implemented to enhance safety and minimize air traffic delays at Oshkosh and surrounding airports. See paragraphs 4-1-21 b, c and d of the Aeronautical Information Manual for STMP details.

General

The FAA Air Traffic Control System Command Center will use a slot reservation program for the Oshkosh area during EAA AirVenture 2006. The Oshkosh area is defined as a 30 nautical mile radius of the OSH VOR and includes the following airports.

AIRPORT ID	AIRPORT NAME
OSH	WITTMAN REGIONAL
FLD	FOND DU LAC COUNTY
ATW	OUTAGAMIE COUNTY REGIONAL
8D1	NEW HOLSTEIN MUNICIPAL

ARRIVAL RESERVATIONS

Arrival slot reservations will be required for all domestic non-scheduled IFR arrivals during the following dates and times:

Saturday, July 22nd through Sunday, July 30th, 0700-2000 CDT (1200-0100 UTC).

Arrival slot reservations will be available beginning Wednesday, July 19, 2006 at 0700 CDT (1200 UTC) and WILL NOT be assigned more than 72 hours in advance.

During the daily aerobatic demonstrations at Oshkosh, no reservations will be allocated to OSH, but they will be required at ATW, FLD, and 8D1.

DEPARTURE RESERVATIONS

Departure Slot reservations will be required for all domestic non-scheduled IFR departures from the Wittman Regional Airport (OSH) only, during the following dates and times:

Monday, July 24th through Sunday, July 30th 0600-2000 CDT (1100-0100 UTC).

Departure slot reservations will be available beginning Friday,, July 21, 2006, 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 airshow.

PILOT NOTICE

Slot reservation times may not preclude the possibility of delay should 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.

How To Obtain A Slot Reservation

- Pilots may obtain a slot reservation by using computer interface (e-STMP) or touch-tone telephone interface.
- e-STMP: Computer access is available to users with an Internet connection and Web Browser. The Internet address is www.fly.faa.gov/estmp. A user guide is available on the web site.
- Telephone Interface: Dial (800) 875-9755 and follow the prompts. Use of the telephone interface is described in Aeronautical Information Manual paragraphs 4-1-21 b, c and d.
- Pilots should be prepared to provide their destination / departure airport, estimated UTC time of arrival / departure, UTC date, call sign, and type aircraft. Upon completion of a slot reservation, you will receive a reservation confirmation number. **The slot reservation confirmation number must be included in the remarks section of the flight plan.**
- Aircraft are expected to arrive at a reservation airport or depart OSH within +/- 15 minutes of the assigned reservation time. If a reservation requires change or cancellation, please do so as early as possible in order to release the slot for another flight.
- The reservation system will be 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 (ARO) at (703) 904-4452. **The ARO 800 number is for reservations only, not for information concerning the STMP.**

IFR Arrival to Oshkosh Area

- All IFR arrivals, except turbojet, turboprop and air carrier aircraft, are **strongly encouraged to cancel their IFR flight plan 60 NM from Oshkosh**, when the ceiling at Oshkosh is reported at or above 4,500' and the visibility is greater than 5 miles.

- After canceling IFR, pilots must execute the VFR arrival procedures from over Ripon (see pages 5-7).

- Only those high performance (turbojet or twin turboprop) or Warbird aircraft that are capable of cruising at 130 knots shall use the Turbine/Warbird arrival beginning at the city of Fond du Lac (see page 16).

- Be extremely alert for a high volume of traffic with a wide variance of performance characteristics in the Oshkosh area.

- If 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.

- Keep your IFR reservation number (STMP) accessible in your aircraft. It may have to be verified with ATC.

PREFERRED IFR ROUTES TO OSH/ATW

QUADRANT	AIRPORT	ROUTE
Northeast	OSH	HIC V26 NEROE MTW OSH (over water); or MBL MTW OSH (over water);
	ATW	TVC V420 GRB ATW (over water); or HIC V26 GRB ATW (over water)
East	OSH	MKG V510 OSH (over water);
	ATW	MKG V450 GRB ATW (over water)
Southeast	OSH	PMM PMM333 V510 FAH OSH (over water); or OXI V156 MAPPS V144 IKK V128 JVL V9 OSH
South	OSH	RFD V9 OSH
Southwest	OSH	DBQ V341 OSH
West	OSH	DLL V170 RANDO V9 OSH
Northwest	OSH	STE V63 OSH
	ATW	GRB ATW
North	OSH	GRB MTW OSH
	ATW	GRB ATW

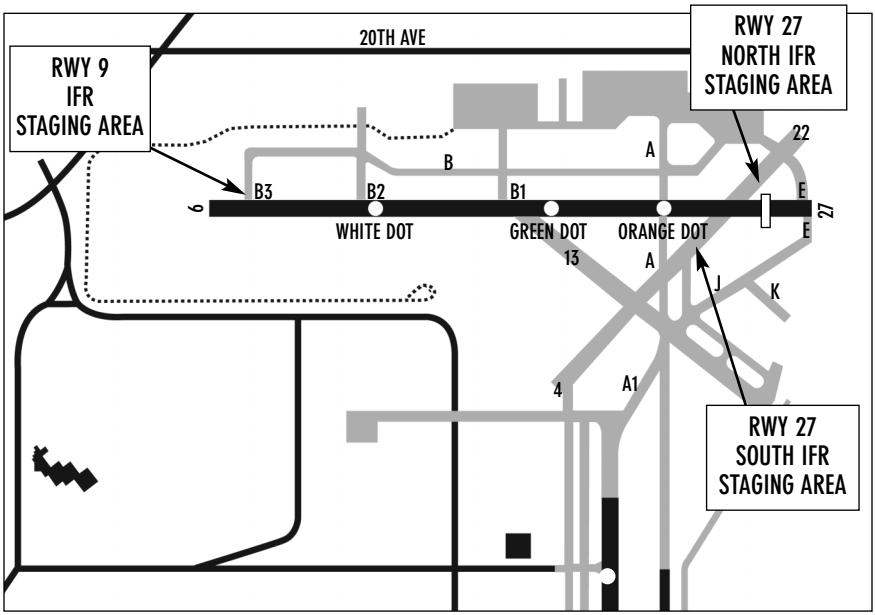
IFR Departure from Oshkosh

IFR Departure Route Planning

- See IFR Reservation Program on 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.
- Aircraft operating below 14,000' MSL shall not file flight plans through Chicago Approach Control airspace.
- The required routing around Chicago Approach Control airspace is: OSH.DLL.PLL.V158.SHOOF.V128.SMARS - Then SOUTH per your requested routing.
  Or
  OSH.DLL.PLL.V158.SHOOF.V128.IKK.V144.RODNY - Then NORTHEAST through SOUTHEAST per your requested routing.
- Due to sector saturation, non-transponder/ inoperative transponder IFR aircraft may experience lengthy delays and will only be handled on a workload-permitting basis.

IFR Departure Instructions

- **Place an IFR taxi sign in aircraft windshield** to assist ground personnel segregating VFR/IFR departures. Signs are available from the FSS or you can make a sign with block letters IFR.
- Prior to engine start, monitor OSH Departure ATIS (128.75).
- Request IFR departure clearance from Clearance Delivery (119.05) no more than twenty (20) minutes prior to ETD. Do not start engines until authorized by Clearance Delivery. Remain on 119.05 until requested 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.
- Do not take off without an assigned transponder code. This will not be assigned until near takeoff.



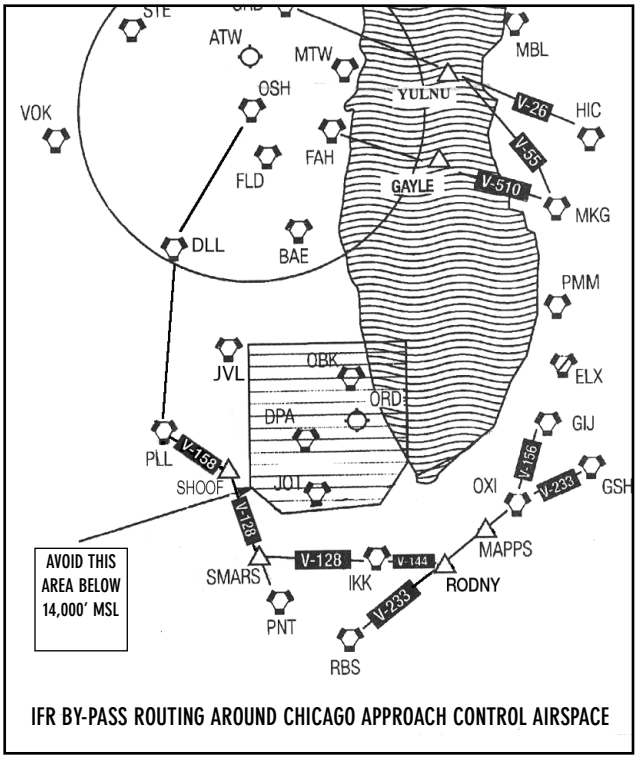
IFR Airborne Clearance Pickup from Oshkosh

VFR Departure for Airborne Pickup of IFR Clearance

- Chicago Center will NOT issue airborne IFR clearances within 60 NM of OSH.

- IFR clearance pickups over DLL VOR will be allowed by Madison Approach Control ONLY with an STMP reservation as listed below.

- Airborne pickup of IFR clearances may also be received from nearby Approach Control Facilities. **Flight plans in these cases should specify an appropriate pickup point within the Approach Control airspace; otherwise the facility will not be able to access your flight plan.** Recommended pickup points are:



IFR BY-PASS ROUTING AROUND CHICAGO APPROACH CONTROL AIRSPACE

NOT FOR NAVIGATION

- Rockford Approach Control - File from Monroe, WI (EFT). Your filed route must avoid Chicago Approach Control airspace. Request IFR clearance from Rockford Approach Control (126.0) when west of Janesville VOR (JVL) at or below 9,500' MSL.

- Muskegon Approach Control - File from Fremont, MI (3FM). Request IFR clearance from Muskegon Approach Control (118.2) when 40 DME NW of MKG or 10 NM east of GAYLE on V510 at or below 9,500' MSL.

- Green Bay Approach Control - Request IFR clearance from Green Bay Approach Control (126.3) when at or below 9,500' MSL over the Clintonville Airport (CLI).

- Madison Approach Control - No IFR clearance pickups allowed without an STMP reservation. **An STMP reservation is required from 1200Z on July 25th through July 30th.** See page 24, "How To Obtain A Slot Reservation." File from Dells VOR (DLL). Your filed route must avoid Chicago Approach Control airspace. Request IFR clearance from Madison Approach Control (135.45) when over Dells VOR at or below 9,500' MSL.

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/rec/ultralights/sfa*.

- The SFA must be carried on board the aircraft when operating in the United States, and constitutes valid FAA authorization to operate in the United States airspace provided the operator of these specific aircraft 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 or 414-486-2922; EAA Aviation Services, 920-426-4821; or Transport Canada, Recreational Aviation, 613-990-1022.

- Canadian pilots flying aircraft issued a Canadian "Flight Permit-Owner Maintenance" are prohibited by the FAA 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 Runway 18R/36L until receiving a clearance via hand signal from an FAA controller wearing a pink shirt.

Letters to Airmen

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
Oshkosh ATCT
Oshkosh, WI 54901

ISSUED: May 1, 2006 EFFECTIVE: July 22, 2006

OSHKOSH ATCT LETTER TO AIRMEN NO. 06-01.

Subject: Control of Movement and Non-movement Areas.

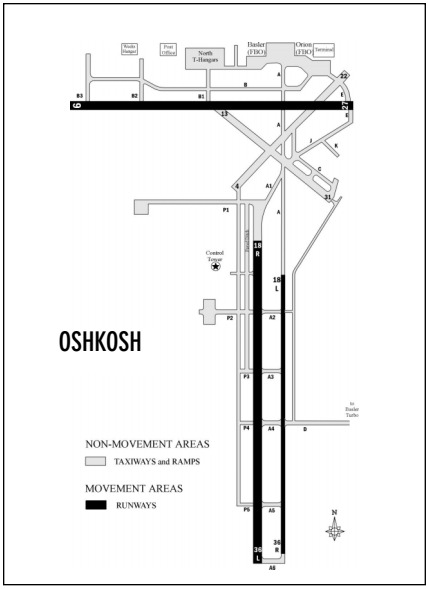
Cancellation: July 31, 2006.

Oshkosh ATCT will be operated by the Federal Aviation Administration from Saturday, July 22, 2006, through Sunday, July 30, 2006, and is responsible for the control of aircraft and vehicles operating on movement areas, between the hours of 6:00 A.M. until 8:00 P.M. Movement areas only include Runway 09 / 27 and Runways 18 / 36, Left and Right. Non-movement areas are all taxiways and ramp areas.

A diagram depicting movement and non-movement areas described above is shown to the right of this Letter to Airmen.

Pilots are urged to exercise extreme caution when operating in non-movement areas.

Wanda L. Adelman
Manager, FAA Oshkosh ATCT
Lake Hub



DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
Fond du Lac Temporary ATCT
Fond du Lac, WI 54937

ISSUED: May 1, 2006 EFFECTIVE: July 23, 2006

FOND DU LAC TEMPORARY ATCT LETTER TO AIRMEN NO. 06-01

Subject: Control of Movement and Non-movement Areas.

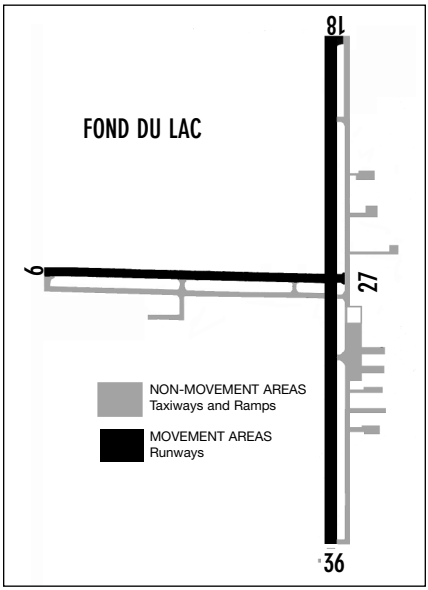
Cancellation: July 31, 2006.

Fond du Lac Temporary ATCT will be operated by the Federal Aviation Administration from Sunday, July 23, 2006, through Sunday, July 30, 2006, and is responsible for the control of aircraft and vehicles operating on movement areas, between the hours of 7:00 A.M. until 8:30 P.M. Movement areas only include Runway 09 / 27 and Runway 18 / 36. Non-movement areas are all taxiways and ramp areas.

A diagram depicting movement and non-movement areas described above is shown to the right of this Letter to Airmen.

Pilots are urged to exercise extreme caution when operating in non-movement areas.

Wanda L. Adelman
Manager, FAA Fond du Lac Temporary ATCT
Lake Hub



Oshkosh Arrival Frequencies

OSH VORTAC	111.8
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 and Orion FBOs)	122.95
ARINC (Orion FBO)	130.52
Oshkosh UHF	257.6
Green Bay AFSS	122.25

Oshkosh Departure Frequencies

Departure ATIS	128.75
Oshkosh Clearance Delivery	119.05
Oshkosh Ground Control	121.9
Runway 09/27 Departures Monitor	121.75
Runway 18/36 Departures Monitor	118.9
Oshkosh UHF	257.6
Green Bay AFSS	122.25

AirVenture Seaplane Base 123.3

Oshkosh Tower for No Radio
Arrival Instructions 920-424-8002

Police/Fire/Medical at Oshkosh

Emergencies	911
Non-Emergencies	920-236-4900

AIRVENTURE OSHKOSH EAA™

Ripon	N43°50.29′	W88°50.68′
Fisk	N43°57.27′	W88°41.11′
Oshkosh (OSH)	N43°59.06′	W88°33.42′
Warbird Island	N43°53.98′	W88°27.26′

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 AFSS (airborne only)	122.55

Fond du Lac Area Frequencies

Fond du Lac ATIS	119.55
Temporary Tower	120.4
Ground Control	121.85
Unicom (CTAF when tower closed)	123.05
ASOS (920-922-4444)	134.0
Green Bay AFSS	122.5

2006 Oshkosh Airshow Times

Monday July 24 through Saturday July 29 1430 - 1830 CDT
Sunday July 30 1400-1700 CDT

From 6 AM CDT July 22 through 6 AM CDT July 31, 2006, 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.airventure.org/atc*

FUTURE AIRVENTURE DATES

July 23–29, 2007
July 28–August 3, 2008