

## FAA OSHKOSH ATCT / CESSNAS TO OSHKOSH

### LETTER OF AGREEMENT

EFFECTIVE: July 27, 2013

#### **SUBJECT: CESSNAS TO OSHKOSH - MASS ARRIVAL PROCEDURE 2013**

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**1. PURPOSE** The following procedures are written in an effort to ensure a safe and orderly flow of the mass arrival of the Cessnas to Oshkosh flight to EAA AirVenture Oshkosh 2013 on Saturday, July 27, 2013 or as coordinated between the organizers of Cessnas to Oshkosh 2013 and the Air Traffic Operations Manager of the FAA Oshkosh Air Traffic Control Tower. These procedures are limited to daylight hours and VFR conditions at the Wittman Regional Airport.

**2. DISTRIBUTION.** FAA Oshkosh ATCT; Cessnas to Oshkosh ; Lake Hub.

**3. CANCELLATION.** FAA Oshkosh ATCT / Cessnas to Oshkosh Letter of Agreement, dated July 21, 2012, is cancelled.

#### **4. RESPONSIBILITIES.**

a. Cessnas to Oshkosh shall:

(1) Prior to the Cessna briefing and again immediately prior to departure from the Dodge County Airport, Juneau, WI, (UNU) notify the FAA Oshkosh ATCT supervisor, via telephone, at 920-424-8002, of the departure time of the lead aircraft, number of aircraft in the flight, the estimated time of arrival at Wittman Regional Airport (OSH), and the number and type of any "non-Cessna" aircraft in the flight.

(2) Designate the call sign of the lead aircraft as "Cessna Lead". "Cessna Lead" shall contact FAA Oshkosh ATCT, on frequency 126.6, at twenty (20)NM, ten (10)NM, and five (5)NM from OSH. If unable to contact FAA Oshkosh ATCT on 126.6, attempt contact on frequency 118.5. "Cessna Lead" will request an acknowledgment of the position reports. Except in the event of an emergency, all other participating pilots in the flight shall monitor the appropriate frequency, but maintain radio silence.

(3) Ensure all pilots in the Cessnas to Oshkosh flight have a copy of this agreement and are verbally briefed on the contents.

(4) Designate the call sign of the last aircraft in the flight as "Cessna Tail". "Cessna Tail" will report on frequency 126.6 when five (5)NM from OSH and when clearing the runway.

(5) Ensure all participating aircraft in the flight remain at least four (4)NM from the Fond du Lac County Airport (FLD), located approximately fifteen (15)NM south of Oshkosh, or remain at or above 3309 feet MSL until clear of a four (4)NM radius of FLD airport.

(6) Brief all participating pilots to use caution for high performance turbojet, twin turboprop aircraft, and Warbird aircraft in the vicinity of Warbird Island, located approximately five (5)NM north of FLD.

b. FAA OSH ATCT shall:

(1) Brief the coordinators of "Cessnas to Oshkosh" regarding, the arrival runway, current weather, and any other pertinent information. All briefings will occur via telephone prior to the Cessna flight departing UNU.

(2) Clear "Cessna flight" to land when "Cessna Lead" reports five (5)NM from the airport.

(3) Clear the flight to land with one clearance. That clearance will be "Cessna flight, runway \_\_\_\_ cleared to land". Except in the event of an emergency, no other clearance will be issued to the flight or individual elements of the flight.

## **5. PROCEDURES FOR LANDING RUNWAY 36L/R.**

a. "Cessna Lead" will make position reports to Oshkosh Tower when at twenty (20)NM, ten (10)NM, and five (5)NM south (straight-in) of OSH on final for Runway 36.

b. All aircraft will maintain radio silence on frequency 126.6. In the event that 126.6 is unusable, listen for instructions from "Cessna Lead". The alternate frequency is 118.5. Do not change to this frequency unless instructed to do so by "Cessna Lead" or FAA Oshkosh ATCT.

c. All aircraft will be established in two staggered parallel streams. Pilots assume responsibility for separation on the final and on the runway. The stream on the left will land on Runway 36L. The stream on the right will land on Runway 36R.

d. All aircraft will be expected to roll to the end of the runway and follow the EAA flagmen's directions to parking. Pilots are encouraged to expedite their taxi to the end of the runway, as other elements will be landing behind them.

e. In the event of a go-around and unless otherwise directed by FAA Oshkosh ATCT, the affected aircraft will turn right so as to remain south of the intersection of Runway 13/31 and Runway 4/22. Aircraft will then depart the pattern on a right downwind departure and join in flight with "Cessna Tail".

f. "Cessna Tail" will report when leaving the runway.

g. In the event of an accident or any other unforeseen circumstance, follow ATC instructions.

## **6. PROCEDURES FOR LANDING RUNWAY 18R.**

a. "Cessna Lead" will make position reports to Oshkosh Tower when at twenty (20)NM, ten (10)NM, and five (5)NM north (straight-in) of OSH on final for Runway 18R.

**NOTE: Do not overfly the prison buildings located 8 miles north of the airport.**

b. All aircraft will maintain radio silence on frequency 126.6. In the event that 126.6 is unusable listen for instructions from "Cessna Lead". The alternate frequency is 118.5. Do not change to this frequency unless instructed to do so by "Cessna Lead" or FAA Oshkosh ATCT.

c. All aircraft will be established in two staggered parallel streams. Pilots assume responsibility for separation on the final and on the runway. Aircraft need to remain at or above 1,500' MSL on final to Runway 18R until south of Runway 9/27. Aircraft landing on the right side of the runway shall exit Runway 18R to the right on Taxiway P5 and follow the EAA flagmen's directions to parking. Aircraft landing on the left side of the runway shall exit Runway 18R to the left on Taxiway A5 and taxi north on Runway 18L.

Note: The relocated threshold for Runway 18R is located abeam the control tower and is marked by a white threshold marking and a large blue dot on the runway. All aircraft landing on Runway 18R must land on or beyond the blue dot.

d. Pilots are encouraged to expedite their taxi to the appropriate taxiway stub, as other elements will be landing behind them.



e. All aircraft landing Runway 18R are expected to follow the EAA flagmen's directions to parking.

f. In the event of a go-around and unless otherwise directed by FAA Oshkosh ATCT, the affected aircraft will turn left and depart the pattern on a left downwind departure and join in flight with "Cessna Tail".

g. "Cessna Tail" will report when leaving the runway.

h. In the event of an accident or any unforeseen circumstance, follow ATC instructions.

## **7. PROCEDURES FOR LANDING RUNWAY 9.**

a. "Cessna Lead" will make position reports to Oshkosh Tower when at twenty (20)NM, ten (10)NM, and five (5)NM west (straight-in) of OSH on final for Runway 9.

Note: Use caution for heavy concentration of VFR arrival traffic in the vicinity of Ripon, WI, located fifteen (15)NM southwest of Oshkosh, FISK located five (5)NM southwest of Oshkosh and the Fisk holding patterns around Rush Lake and Green Lake.

b. All aircraft will maintain radio silence on frequency 126.6. In the event that 126.6 is unusable listen for instructions from "Cessna Lead". The alternate frequency is 118.5. Do not change to this frequency unless instructed to do so by "Cessna Lead" or FAA Oshkosh ATCT.

c. All aircraft will be established in two staggered parallel streams. Pilots shall assume responsibility for separation on the final and on the runway. Aircraft landing on the right side of the runway should exit Runway 9 to the right onto Runway 13, if possible, or exit the runway onto the grass between Runway 13 and Taxiway A. Aircraft landing on the left side of the runway should exit Runway 9 to the left onto the grass between Taxiway B1 and Taxiway A. Pilots that miss Taxiway A shall continue down the runway and follow the directions of the EAA flagmen.

d. All aircraft landing Runway 9 are expected to follow the EAA flagmen's direction to parking.

e. In the event of a go-around and unless otherwise directed by FAA Oshkosh ATCT, the affected aircraft will turn left and depart the pattern on a left downwind departure and join in flight with "Cessna Tail".

f. "Cessna Tail" will report when leaving the runway.

g. In the event of an accident or any unforeseen circumstance, follow ATC instructions.

## **8. PROCEDURES FOR LANDING RUNWAY 27**

a. "Cessna Lead" will make position reports to Oshkosh Tower when at twenty (20)NM, ten (10)NM, and five (5)NM east (straight-in) of OSH on final for Runway 27.

Note: Use caution for high performance turbine and Warbird aircraft holding in the vicinity of Warbird Island, as identified in paragraph 4.a. (6).

b. All aircraft will maintain radio silence on frequency 126.6. In the event that 126.6 is unusable listen for instructions from "Cessna Lead". The alternate frequency is 118.5. Do not change to this frequency unless instructed to do so by "Cessna Lead" or FAA Oshkosh ATCT.

c. All aircraft will be established in two staggered parallel streams. Pilots shall assume responsibility for separation on the final and on the runway. Aircraft landing on the right side of the runway shall exit Runway 27 to the right onto the grass between Taxiway B2 and B3 and aircraft landing on the left side of the runway shall exit Runway 27 to the left onto the grass after passing Runway 13. All aircraft must land at or beyond the orange dot (located approximately 1,000 feet west of the displaced threshold of Runway 27).

d. All aircraft landing Runway 27 are expected to follow the EAA flagmen's directions to parking.

e. In the event of a go-around and unless otherwise directed by FAA Oshkosh ATCT, the affected aircraft will turn right and depart the pattern on a right downwind departure and join in flight with "Cessna Tail".

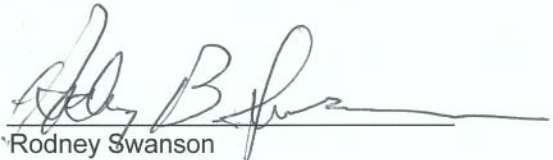
f. "Cessna Tail" will report when leaving the runway.

g. In the event of an accident or any unforeseen circumstance, follow ATC instructions.

h. This Letter of Agreement expires July 28, 2013.



Wanda L. Adelman  
Manager, FAA Oshkosh ATCT  
Lake Effect District



Rodney Swanson  
Cessnas to Oshkosh  
Flight Lead