



2013

AIRVENTURE

OSHKOSH

The logo for the Experimental Aircraft Association (EAA), featuring a stylized aircraft and the text "EAA" below it.

NOTAM

Special Flight Procedures effective 6 AM CDT July 26 to Noon CDT August 5, 2013

“The World’s Greatest Aviation Celebration”



Photo by Wanda Adelman

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

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Changes for 2013 include:

- Sequence of VFR arrival pages
- Taxiways at Appleton (ATW)
- IFR arrival and departure routings
- FISKE intersection moved in 02 MAY 13 database
- On-site FSS services are not expected at AirVenture.
Alternative on-site briefing options may be available.

Pilots are required to adhere to all published OSH arrival and departure procedures and to all ATC instructions. Failure to do so may jeopardize your safety and the safety of others. Enforcement actions may be taken following ATC and FSDO investigations.

This Notice does not supersede 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. 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 will normally be active during the following time periods:

2013 Oshkosh Airshow Times	
Monday July 29 thru Saturday, August 3:	2:30-6:30 PM CDT
Wednesday, July 31:	8:00-10:00 PM CDT
Saturday, August 3:	8:00-10:00 PM CDT
Sunday, August 4:	2:00-5:00 PM CDT

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 26, 2013, 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

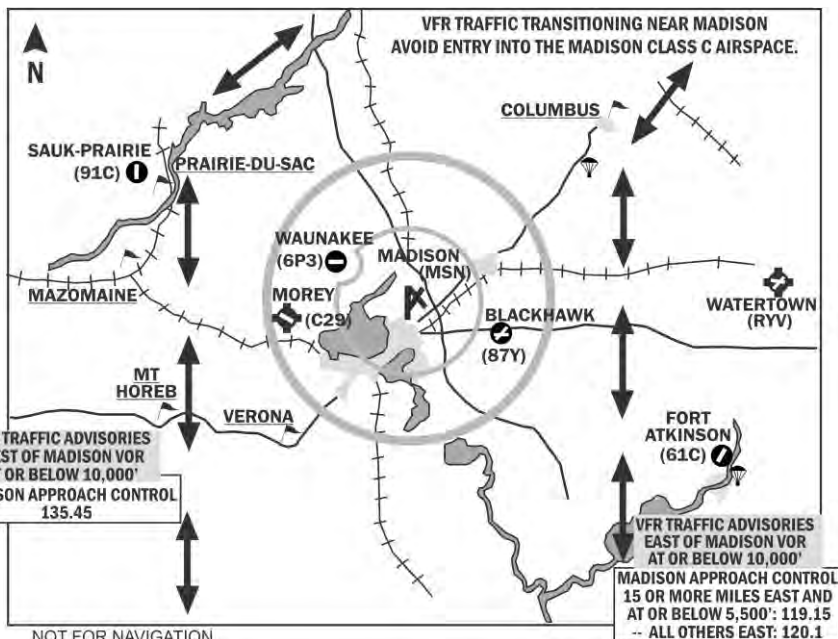
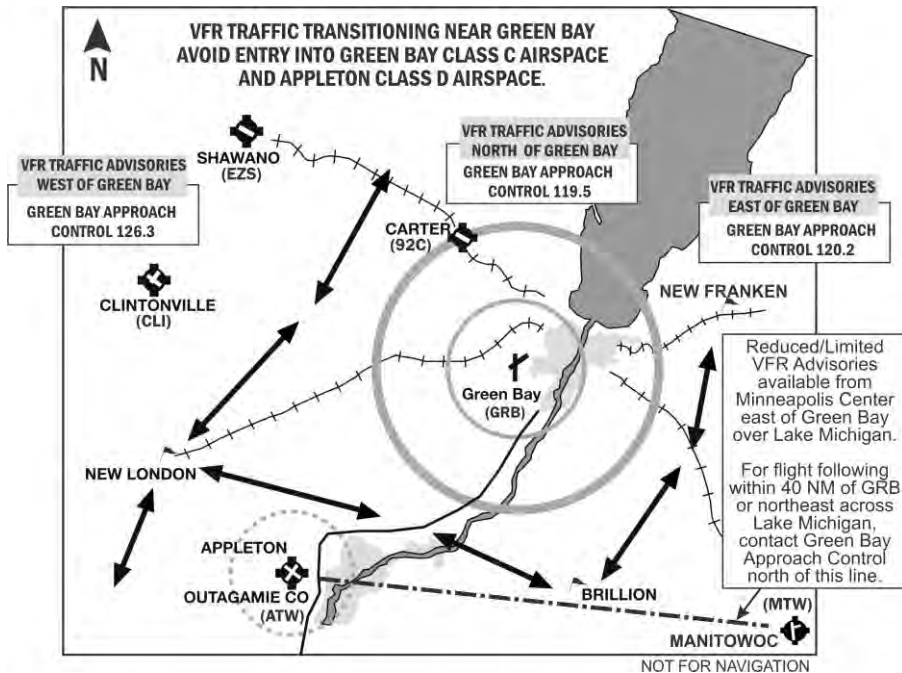
- Separate aircraft parking areas are used at OSH for different types of aircraft. Parking for show planes (experimental, warbirds, rotorcraft, amphibians, and production aircraft manufactured prior to 1971) has generally been available throughout EAA AirVenture. Parking and camping areas for other aircraft may reach saturation at times. Parking area status is available via telephone recording (920-230-7820) and at www.airventure.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 hand made or printed from www.airventure.org/atc/arrival_signs.html (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 or Orion FBO Ramp (with prior permission)	FBO

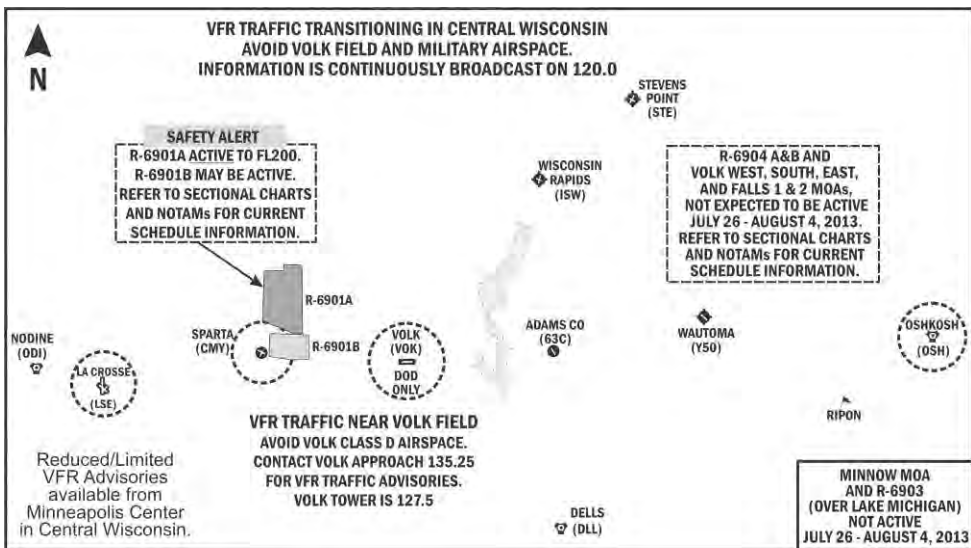
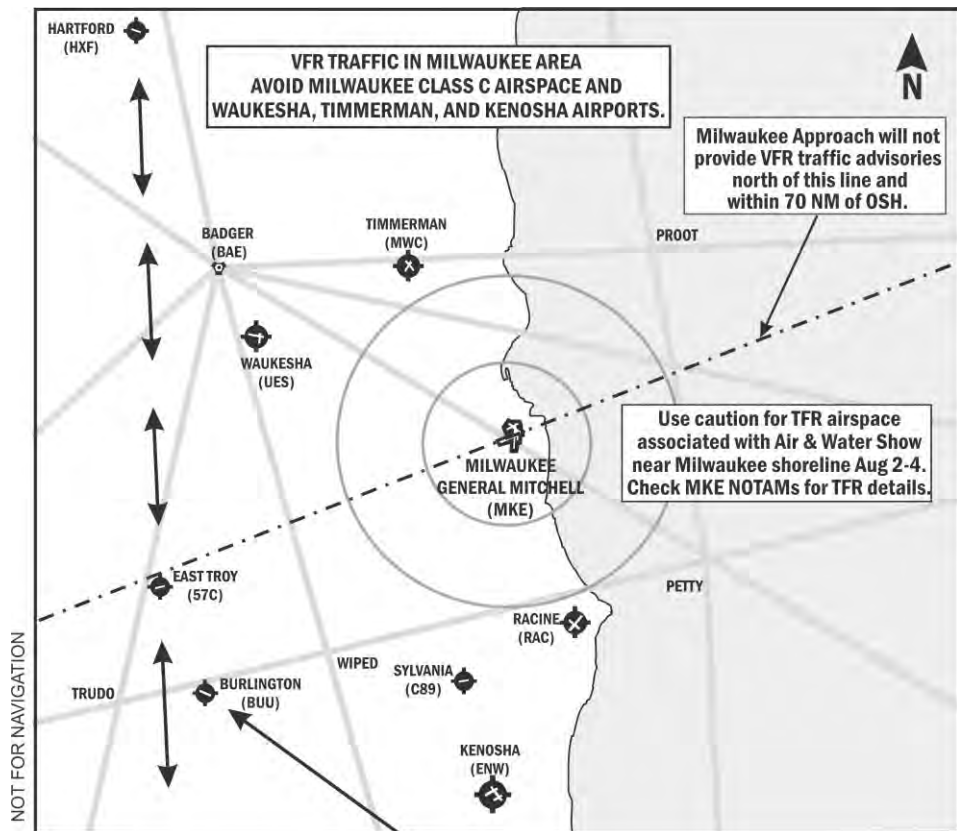
- A similar sign with the letters VFR or IFR will be used when you depart.

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.



VFR Route Planning Guide



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

FISK VFR Arrival to OSH

General Information

The city of Ripon, WI is the entry point for this procedure, which is to be used by all VFR aircraft landing at OSH from Friday, July 26, through Sunday, August 4, 2013 (except those using the Turbine/Warbird, Ultralight or NORDO arrivals).

Plan Ahead – Aircraft must be parked at OSH no later than 8:00 PM CDT.

Be Prepared – Extended periods of slow flight may be required while following this procedure. Anticipate holding and **monitor your fuel status**.

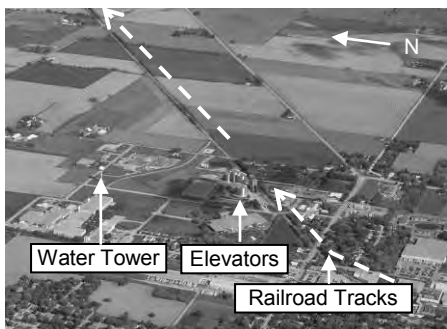
Ensure lights are on and transponder is set to STANDBY within 30 miles of OSH.

ATIS – Obtain Arrival ATIS (125.9) no later than 15 miles from Ripon. Note arrival runways in use and be familiar with the applicable procedures.

Monitor Fisk Approach (120.7) no later than 15 miles before Ripon.

Altitude / Airspeed – Approach Ripon maintaining 90 knots at 1,800' (or maximum cruise speed if less than 90 knots). If unable, maintain 135 knots at 2,300'. **Be established at these speeds and altitudes prior to Ripon.**

GPS waypoints for both Ripon (RIPON) and Fisk (FISKE) are available. However, they should be used only for navigation to the vicinity of Ripon, where VFR navigation over the railroad tracks to Fisk can be established, per this procedure. The FISKE waypoint was moved slightly east in the 02 MAY 13 database update.



Ripon

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).

Find an aircraft of similar speed and altitude to follow.

Proceed single file over the railroad tracks from Ripon northeast to Fisk (10 miles). Maintain visual contact with the railroad tracks, flying as directly over them as possible and remaining in-trail behind the aircraft you are following.

Ensure that you have a minimum of ½ mile in-trail separation behind the aircraft that you are following. Unless authorized by ATC, do not overtake another aircraft.

If you have to “S-turn” to follow an aircraft, break off the procedure; return to Ripon; and follow another aircraft of similar speed and altitude.

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

As you proceed northeast towards Fisk, the small town of Pickett is about 6 miles from Ripon (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. **You will not** receive a runway assignment or a frequency assignment until you have passed Pickett. Acknowledge instructions with a vigorous wing-rock.

Emphasis Items

Maintain a minimum of ½ mile in-trail spacing behind the aircraft you are following – no S-turns.

You will **not** be issued a runway assignment, transition route to OSH, or a frequency change until you have passed Pickett and are in the immediate vicinity of Fisk.

Do not exceed 135 knots at 2,300' MSL. If you must exceed this speed, use the Turbine/Warbird Arrival (page 16).

See Preflight Planning (page 1) for OSH arrival windows and airport closure times.

FISK VFR Arrival to OSH

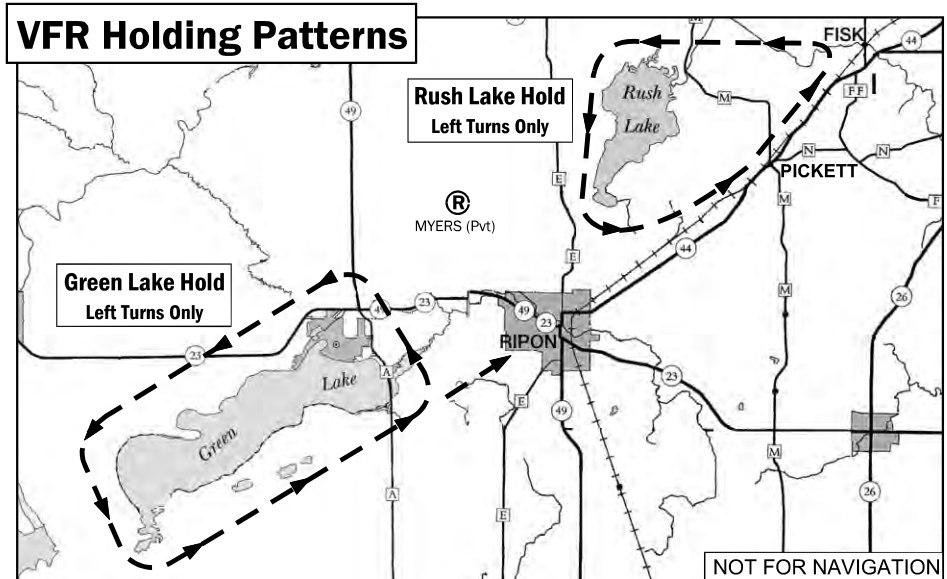
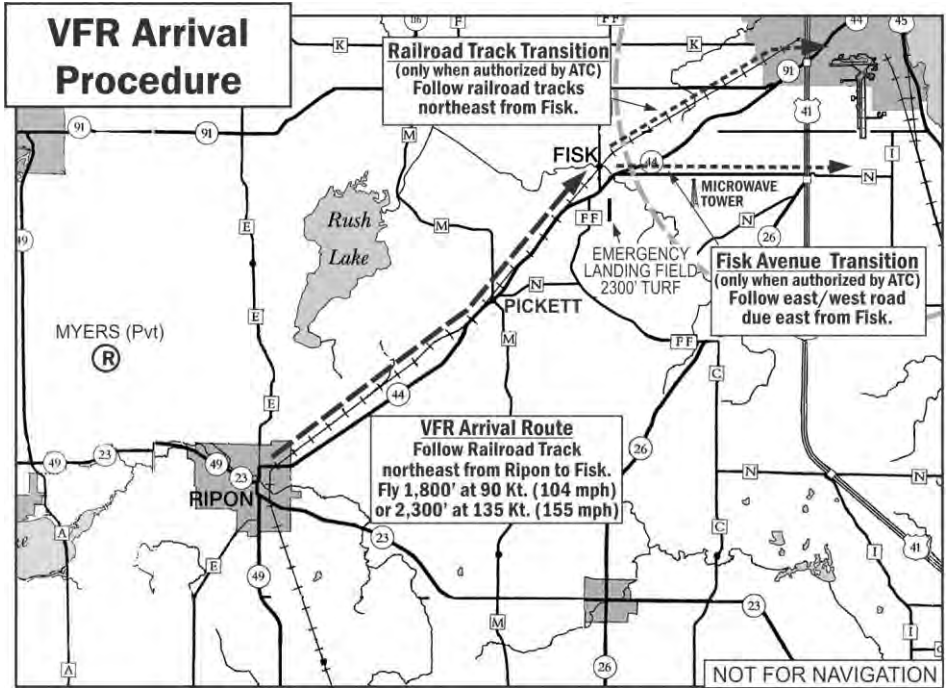
AirVenture Arrival ATIS..... 125.9

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'



Be alert for last minute changes to previously issued clearances or anticipated procedures.

FISK VFR Arrival to OSH

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

ATC will clear the holding patterns in a systematic manner. 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 southeast 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.

Proceeding beyond the Hold

Ensure that you have a minimum of ½ mile in-trail separation behind the aircraft that you are following. This reduces compression at Oshkosh where IFR aircraft, high-performance aircraft, and local flights are sequenced along with Fisk arrivals.

If you have to “S-turn” to follow the aircraft ahead of you, break off the procedure and return to Ripon to find another aircraft to follow that matches your speed. “S-turns” are not allowed.

Flights of Aircraft

Pilots often travel together as a “flight” inbound to AirVenture. Flights approaching Ripon should, traffic volume permitting, advise Fisk ATC (120.7) of position, identifying as a “flight of number and type aircraft.”

ATC recommends that flight members maintain ½ mile in-trail spacing while inbound on the Fisk arrival. Although flight members want to remain together to the airport, there may be times when this is not feasible. Prior to departing, make plans with all flight members in the event you become separated from one another upon arrival.

Advise ATC, traffic volume permitting, of your need for a different runway assignment. Do not request a different runway during periods of heavy traffic. Pilots are required to follow all ATC instructions.

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

FISK VFR Arrival to OSH

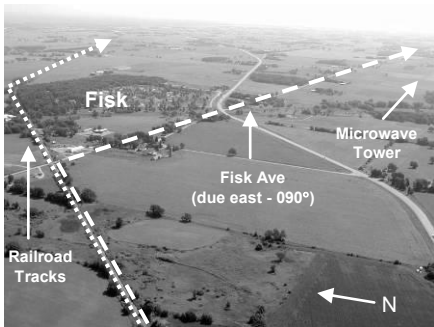
Transitions: Fisk to Airport

Fisk (OSH 251°, 5.8 DME) is approximately 10 miles northeast of Ripon.

When you are in the immediate vicinity of Fisk, ATC will issue instructions for runway assignment, transition to the airport and appropriate Tower frequency to monitor.

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

Fisk Avenue diverges due east out of the town of Fisk. Do not confuse this road with Highway 44. There is a large microwave tower located approximately one mile east of Fisk and approximately ¼ mile south of Fisk Avenue. As you follow Fisk Avenue, stay north of this tower keeping the tower off your right wing.



Avoid confusion – Ensure control instructions are intended for you and not for a similar aircraft. Listen carefully and keep track of your position.

Unless you are in the immediate vicinity of Fisk (within one mile), the runway and frequency assignments or turn instructions are probably not intended for you.

Do not proceed beyond Fisk without ATC authorization.

Do not change to the Tower frequency until you have been instructed by ATC to **“Monitor Tower”**. This will occur when or after you pass Fisk.

Landing Approach to 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 includes 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 phase.**

Communications

Listen very carefully for your aircraft to be identified and called by ATC.

Controllers will use aircraft color and type (if known) to identify aircraft. Be aware of how your aircraft may appear to controllers on the ground, and listen for instructions that may be directed to you. If ATC does not recognize your aircraft type, they will use generic descriptions or recognizable characteristics (**“red and white high-wing”**, **“EZE-type”**, **“blue and white amphib.”**, etc.).

Don't be too picky with aircraft type. Several similar looking aircraft are often inbound to OSH at the same time.

Rock your wings vigorously to acknowledge ATC instructions. No transmitted verbal responses are required.

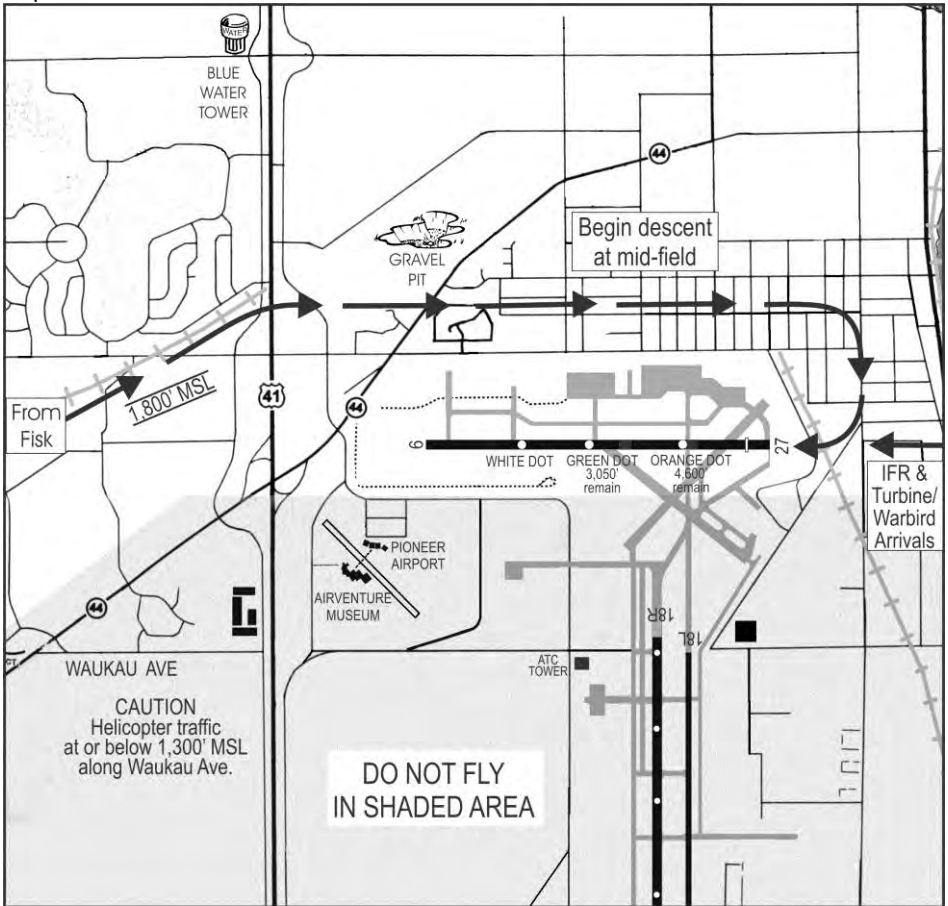
If you do not understand the ATC instructions, or need clarification, request instructions on frequency.

Do not turn to the east or change to the Tower frequency prior to Fisk and then only when instructed to do so by ATC.

FISK VFR Arrival to OSH RWY 27

Airport Elevation 808'

Oshkosh Tower North: **118.5**



NOT FOR NAVIGATION

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

Keep base turns well inside the shoreline unless directed otherwise 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'

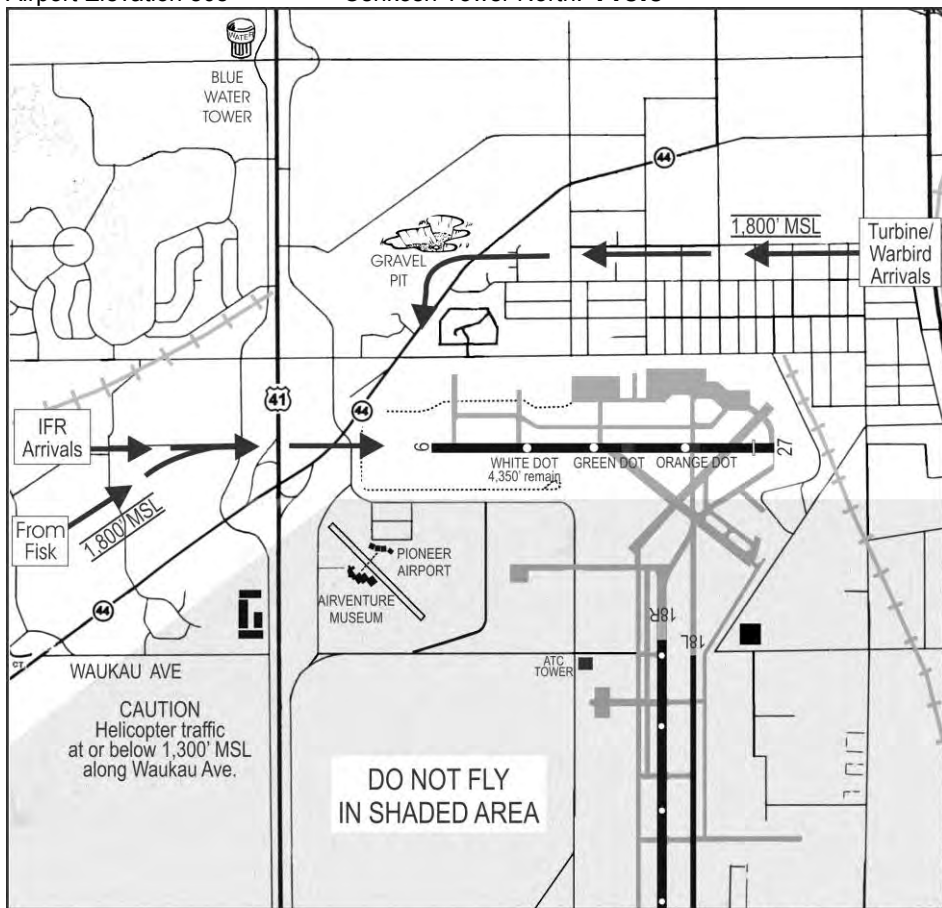
After landing and when speed permits, aircraft under 6,250 lbs. are required to exit RWY 27 to the left or right, as directed, onto the sod. **Do not turn back onto the runway.** Be alert and use caution for hazards marked with cones and/or flags.

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

FISK VFR Arrival to OSH RWY 9

Airport Elevation 808'

Oshkosh Tower North: 118.5



NOT FOR NAVIGATION

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 6,179'

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.

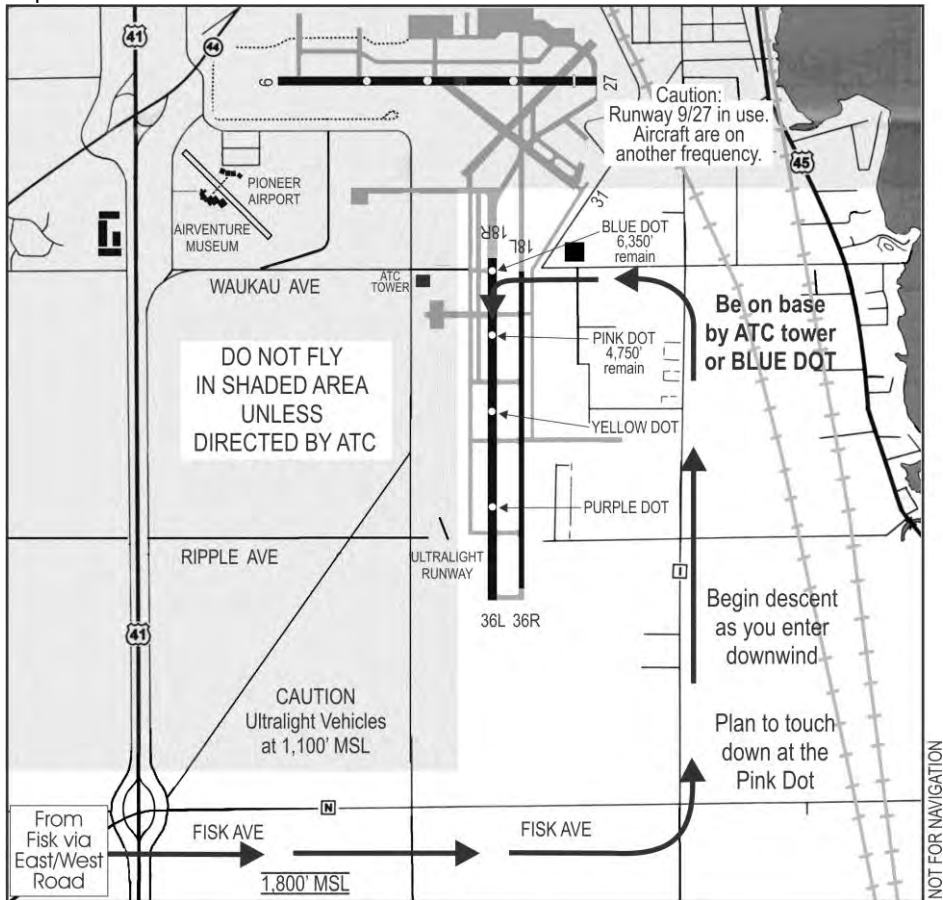
Be alert for last minute changes to previously issued clearances or anticipated procedures.

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

This Arrival Requires a Short Approach and a Long Landing.

Airport Elevation 808'

Oshkosh Tower South: **126.6**



Plan to be on base leg towards the Blue Dot and to touch down at the Pink Dot. DO NOT continue north on downwind past the approach end of RWY 31.

If you cannot turn base by the Blue Dot, make a right turnout to the southeast prior to RWY 31, for resequencing.

The RWY 18R relocated threshold is well beyond painted number "18" 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.

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

RWY 18R landing dist.

Blue Dot.....6,350'

Pink Dot.....4,750'

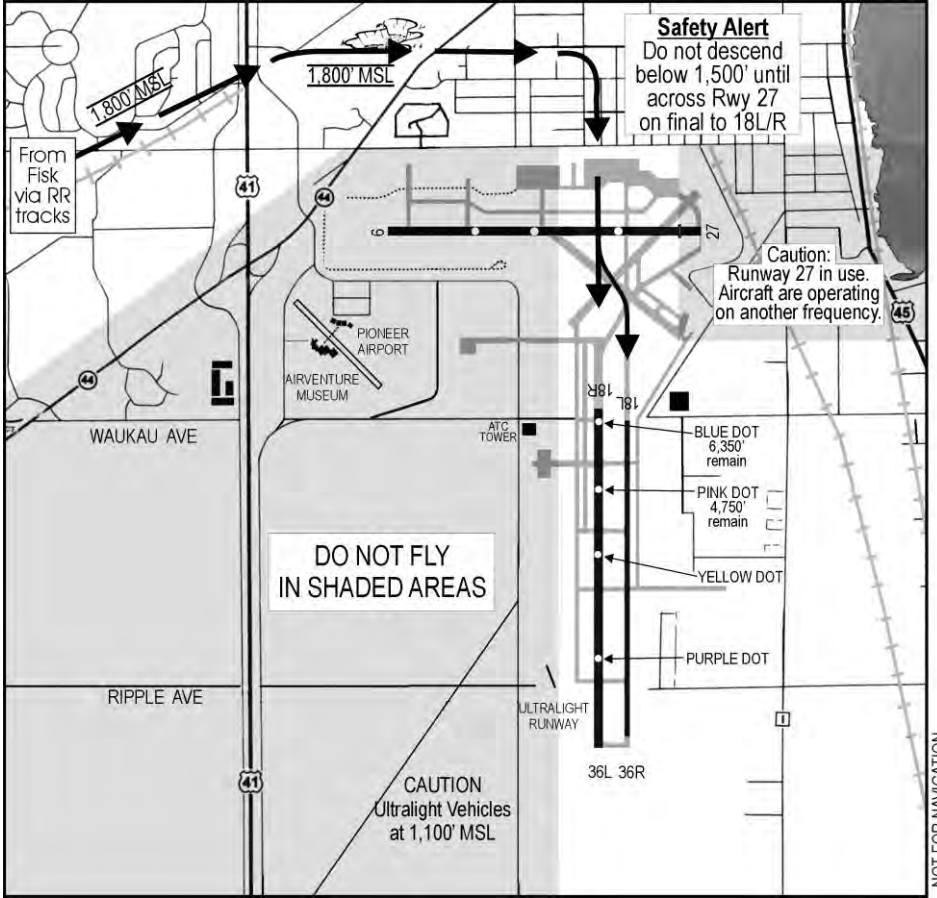
In the unusual event you are asked to land on RWY 18L, you **must not taxi across** RWY 18R until cleared via radio or by an FAA controller in a pink shirt.

ATC may direct that you extend the downwind to become a left base to land on RWY 27. Fly this route only if specifically directed by ATC.

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

Airport Elevation 808'

Oshkosh Tower South: **126.6**



Stay at 1,500' MSL on final to RWY 18L or RWY 18R until south of RWY 9/27.

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

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

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

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

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

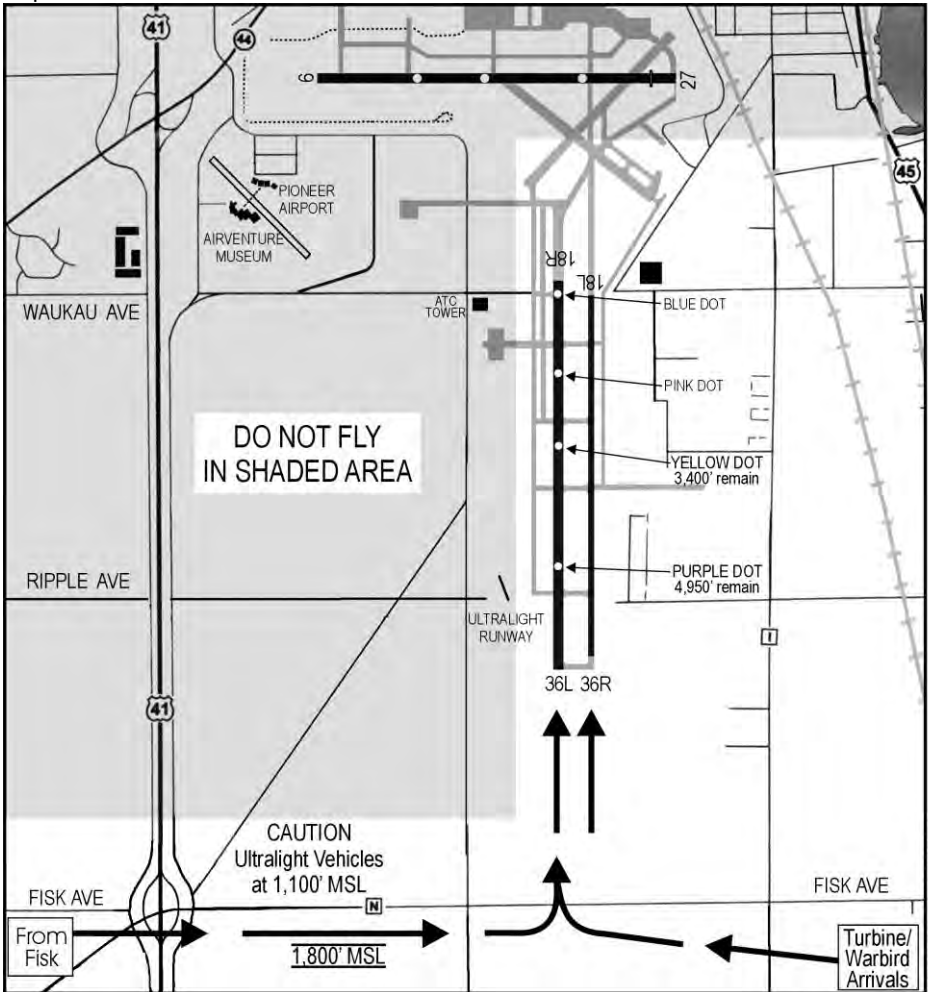
When taxiing west of RWY 18R, put parking or camping sign in windshield and follow EAA flagperson directions to parking/camping area.

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

FSK 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.

RWY 36L landing dist.

- Threshold ...6,700'
- Purple Dot ...4,950'
- Yellow Dot ...3,400'

RWY 36R landing dist.

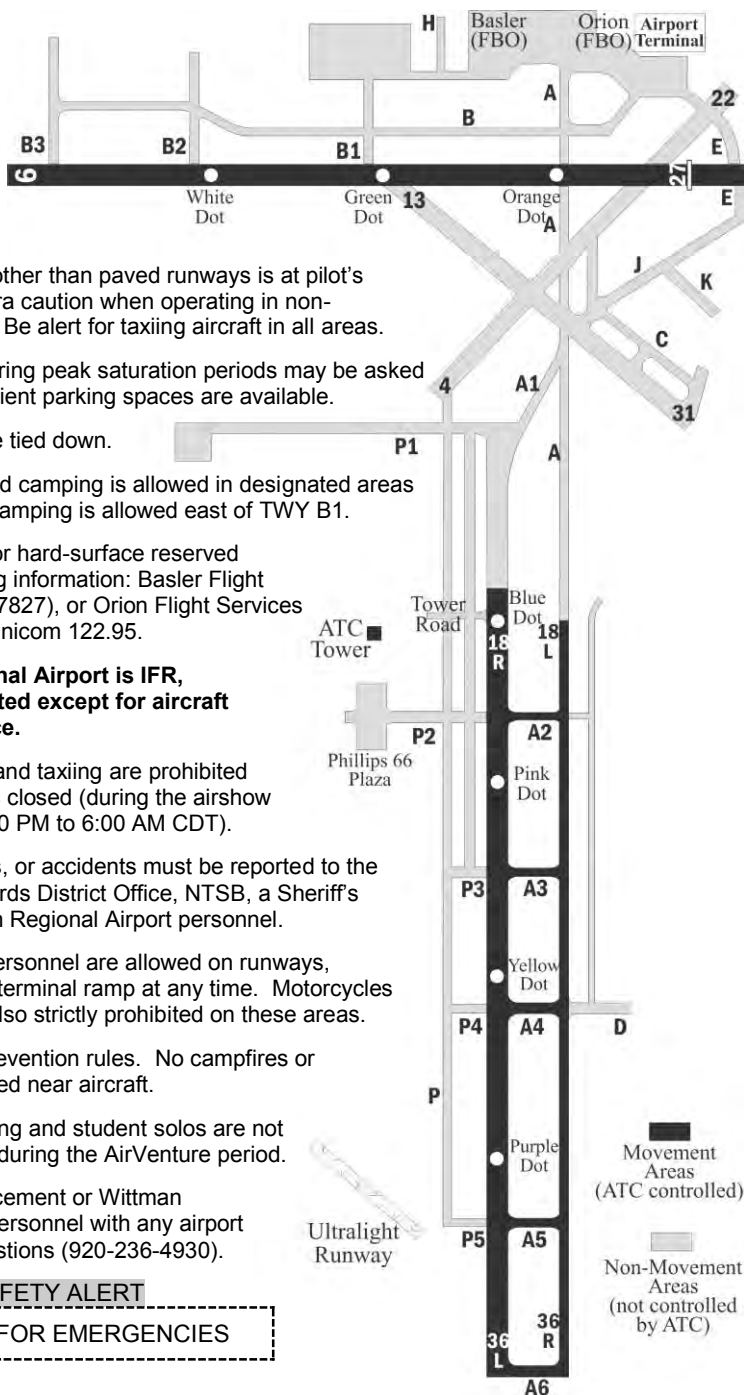
- Threshold ...6,300'
- (50' wide)

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

Aircraft landing on RWY 36R can expect to land long and taxi straight ahead to parking. They **must not taxi across RWY 36L** unless cleared via radio or by an FAA controller in a pink shirt.

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

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 must be tied down.
- Aircraft parking and camping is allowed in designated areas only. No aircraft camping is allowed east of TWY B1.
- 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.**
- Engine operation and taxiing are prohibited when the airport is closed (during the airshow 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

Preflight Briefings

In order to reduce costs, on-site FSS personnel and walk-in briefing facilities are not expected to be available at AirVenture 2013.

FSS weather briefings and flight plan filing services will continue to be available via phone: 800-992-7433 (800-WX-BRIEF).

Pilots are urged to obtain a complete weather briefing and review all applicable NOTAMs prior to departure. Alternate on-site facilities are anticipated to be available for departure planning assistance.

- 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 to 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 RWYs 9 or 27 shall monitor 121.75.
- Aircraft departing RWYs 18R, 36L, or 36R shall monitor 118.9.
- Aircraft departing RWY 18L shall monitor 126.6.
- FAA controllers use these radio frequencies to clear departure aircraft for takeoff. In case of radio failure at the elevated platform, follow the hand signals given by FAA controllers.
- Follow the instructions on the page 15 map, 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. Then proceed on course.
- Aircraft transitioning near Milwaukee should use caution for TFR airspace described on page 3. Milwaukee Approach Control will not provide traffic advisories within 70 NM of Oshkosh.

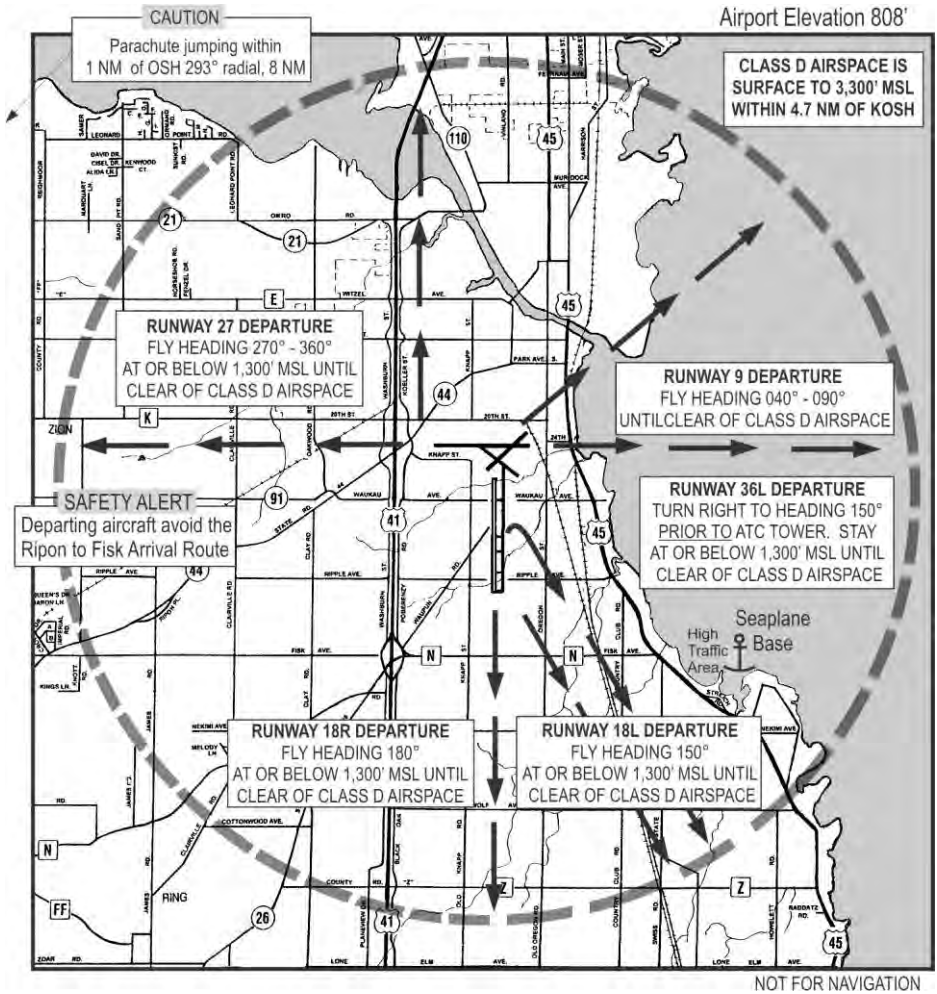
SAFETY ALERT

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

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). 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.

VFR Departure from Oshkosh

VFR Departure Location	Remaining	Monitor	Oshkosh Departure Frequencies
RWY 9 at TWY B3	6,000'	121.75	OSH VORTAC 111.8
RWY 18L	6,300'	126.6	AirVenture Departure ATIS 128.75
RWY 18R at Tower Road	6,300'	118.9	Oshkosh Clearance Delivery 119.05
RWY 27 at TWY A	4,600'	121.75	Oshkosh Ground Control 121.9
RWY 36L at TWY P5	5,050'	118.9	Oshkosh UHF 290.9
			Green Bay Radio 122.25



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 27 until Sunday, August 4, 2013 (operating hours on page 20). FLD airspace is 3,300' MSL and below within 4 NM.
- Aircraft shall report arrival over the city of Fond du Lac and again at Warbird Island to Oshkosh (OSH) Tower on the appropriate tower frequency:

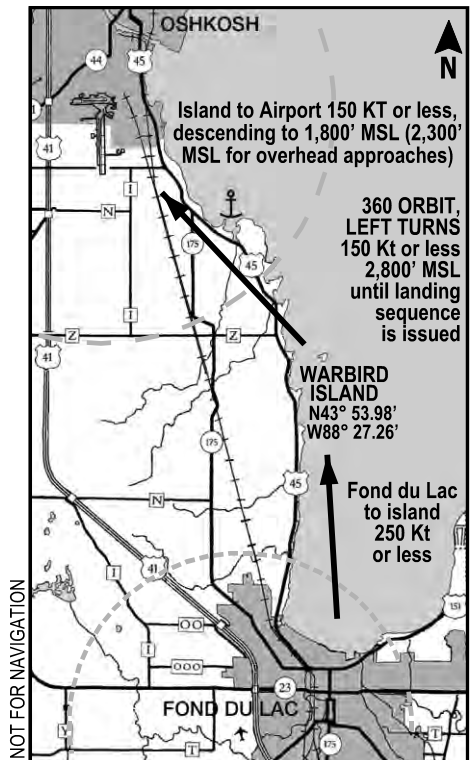
- **When RWY 36L/R is in use, report on 126.6**
- **Otherwise report on 118.5**

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 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 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 break to the north for RWYs 9/27 and to the east for RWYs 18/36.
- Under all circumstances, avoid the VFR arrivals area southwest of Wittman Regional Airport.
- 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 27 through Sunday August 4, 2013, 8:00 AM – 8:00 PM CDT.

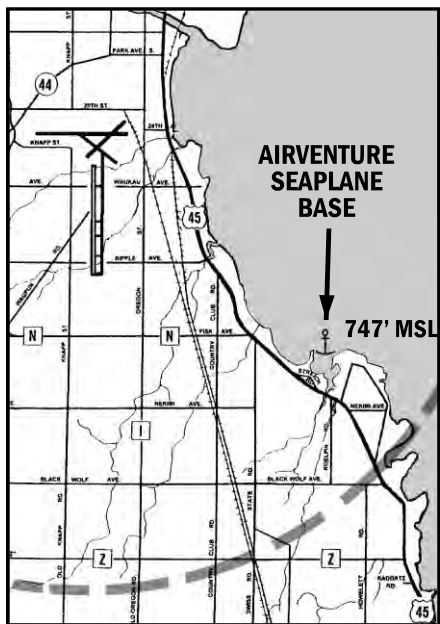
VFR Arrival

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.



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	128.75

Seaplane Base Notes

Information on housing, food, activities, arrival procedures, and rough water alternate landing areas is available at www.oshkoshseaplanebase.com, 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 2013.
- 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 Aerobic 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

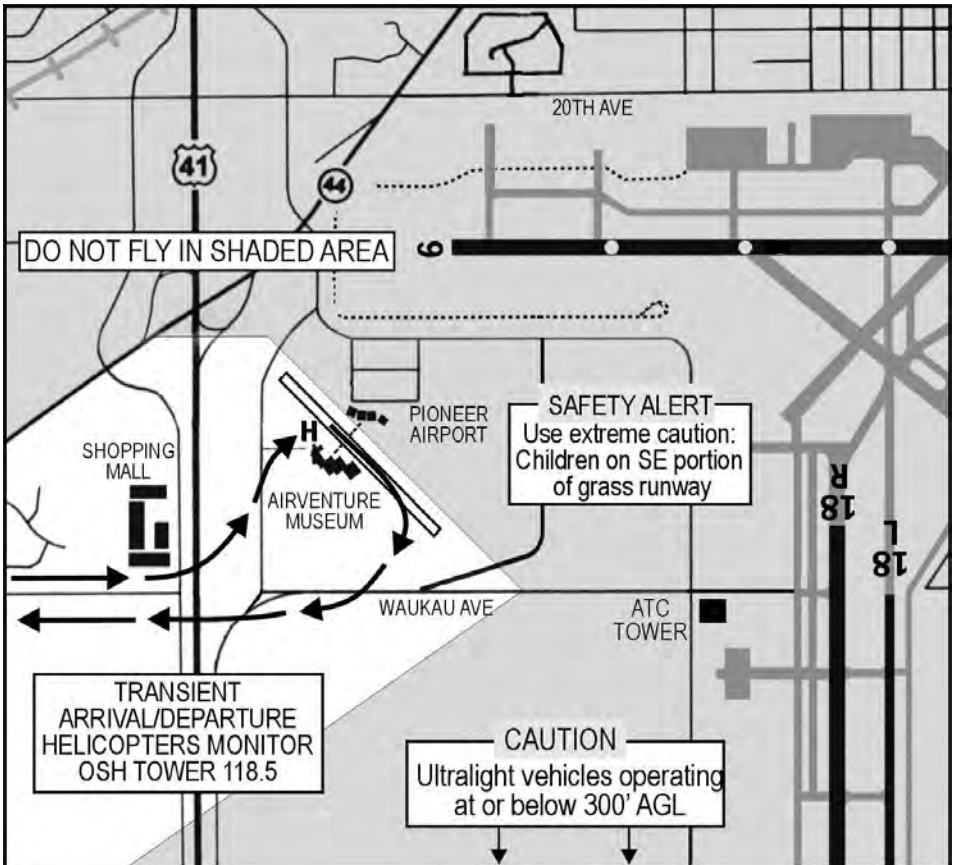
The AirVenture helipad and long-term helicopter parking are located on Pioneer Airport. Camping is not allowed in this area. The helipad is designated on a turf area with a white box surrounding the letters "HELI".

- 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 blimp 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 airshow (times on page 1).
- Helicopters may depart VFR from Pioneer Airport at pilot's discretion. Remain south of RWY 9/27 and monitor Oshkosh Tower (118.5). Depart Oshkosh Class D airspace to the west, following and remaining south of Waukau Ave. at 1,300' MSL.

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 2013.

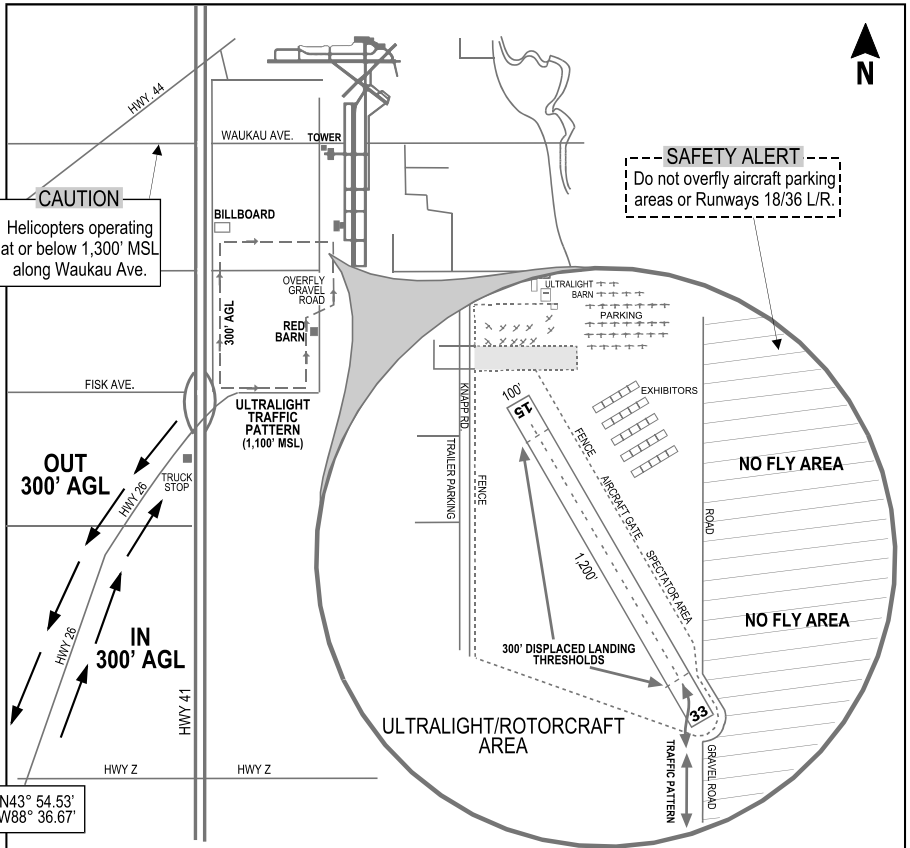


Ultralight/Homebuilt Rotorcraft Arrival/Departure

This procedure is effective Saturday, July 27, through Sunday August 4, 2013, 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 the EAA Ultralight Barn (920-230-7759). Prior to arrival, helicopter and gyroplane pilots should contact the Ultralight Barn by phone and speak with a rotorcraft flight operations person for additional instructions and frequency. 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 RWYs 18L/R and 36L/R.
- Ultralight RWY 15 and RWY 33 have thresholds displaced 300 feet.
- 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 (128.75) prior to departure.
- Compliance with this arrival/departure procedure waives the requirements of FAR 103.17.
- More Ultralight procedure information is at www.airventure.org/flying/ul.html.



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 27 through Sunday, August 4, 2013. The Tower will be operational from 7:00 AM until 8:30 PM CDT, except closing at 5:00 PM CDT on Sunday, August 4.

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

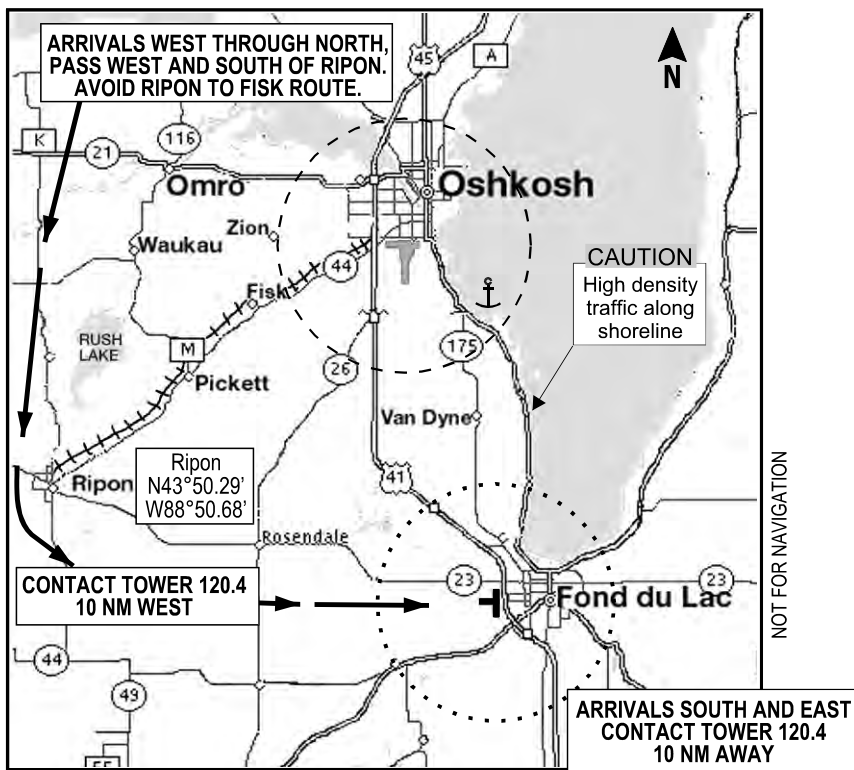
- Obtain Fond du Lac ATIS (119.55).
- Avoid high-traffic arrival routes from Ripon to Fisk and along shoreline.
- Contact Fond du Lac Tower (120.4) when 10 NM from airport.
- After landing, close VFR flight plan with Green Bay Radio on 122.5.

IFR Arrival to FLD

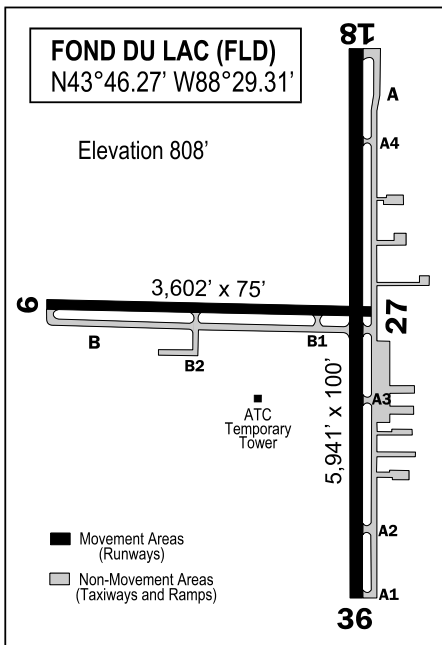
See IFR Information on pages 24-25. Expect a visual approach or radar vectors to a final approach course from Milwaukee Approach. Weather permitting, cancel IFR with Milwaukee Approach and proceed VFR to the airport.

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	119.55
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

<u>Intersection</u>	<u>Runway Available</u>
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'

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.

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).

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.

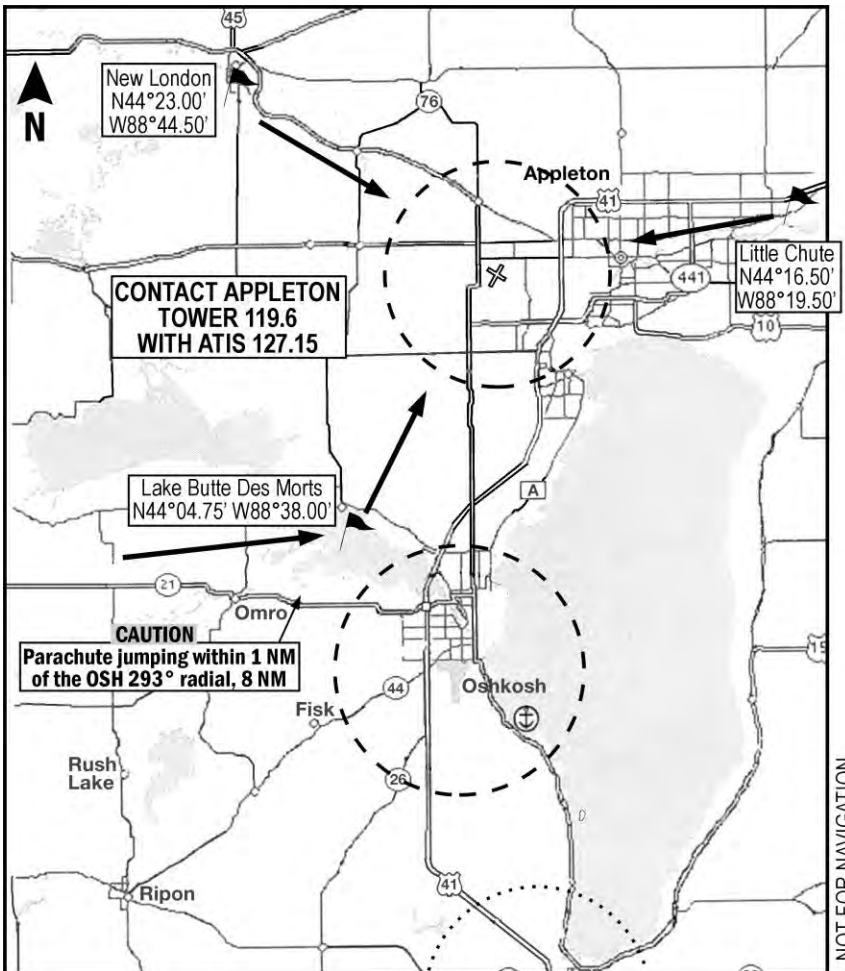
- Because of expected delays due to heavy traffic volume, watch your fuel status closely and plan an extra reserve.
- Be alert for high-density traffic en route to Oshkosh.
- Leave lights on within 30 miles of Appleton.

VFR Arrival to ATW

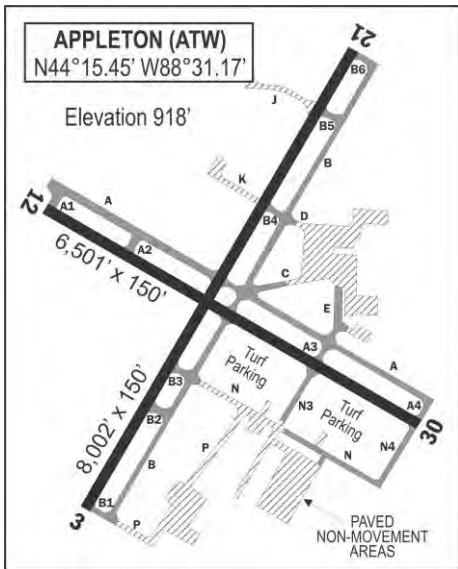
- Obtain Appleton ATIS (127.15).
- Contact Appleton Tower (119.6) over recommended VFR reporting points (New London, Little Chute, or Lake Butte Des Morts). Advise Tower of position and ATIS code received.
- After landing, cancel VFR flight plan in person at Civil Air Patrol ramp facility.

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

IFR Departure Routings from Appleton

- IFR routings through MKE Approach airspace below 14,000' are allowed only to MKE, MSN, ORD, or to airports within 30 miles of MKE, MSN or ORD.
- Routings to MKE and its satellite airports shall begin as ATW..CHING..BJB..
Routings to MSN and its satellite airports shall begin as ATW..CHING..
Routings to ORD and its satellite airports shall begin as ATW..CHING..BJB..OBK..
- IFR routings below 14,000' to other destinations should avoid MKE airspace. Required low-altitude routes are:
(West) ATW BANKY ...
(South/Southwest) ATW BANKY DLL ...
(South/Southeast) ATW MTW ...

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.

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. Platinum Flight Center can be contacted on Unicom (122.95) or 920-738-3034.
- Camping on the airport is **prohibited**.
- Transient grass and hard surface parking areas will be closed to all operations from 8:00 PM until 6:00 AM CDT from Saturday, July 27, through Sunday, August 4, 2013.
- Airport management requires all aircraft be secured to the ground. Tiedowns are available for purchase.
- Scheduled transportation to and from Oshkosh is available at the airport terminal and the FBO.
- The self-service fuel station will be unavailable during AirVenture. Fueling will be at aircraft parking and the FBO.

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 4-1-22 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 26 through Sunday, August 4, 2013
0700-2000 CDT (1200-0100 UTC).

Arrival slot reservations will be available beginning Tuesday, July 23, 2013 at 0700 CDT (1200 UTC) and WILL NOT be assigned more than 72 hours in advance.

During the daily aerobatic demonstration at Oshkosh, no reservations will be allocated to OSH, 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) only, during the following dates and times:

Monday, July 29 through Sunday, August 4, 2013
0600-2000 CDT (1100-0100 UTC).

Departure slot reservations will be available beginning Friday, July 26, 2013 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 NOTICES

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 Slot Reservation

- You may obtain a slot reservation 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.
- 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.

PREFERRED IFR ROUTES TO OSHKOSH AREA

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

Notes: Shaded routes are over water.

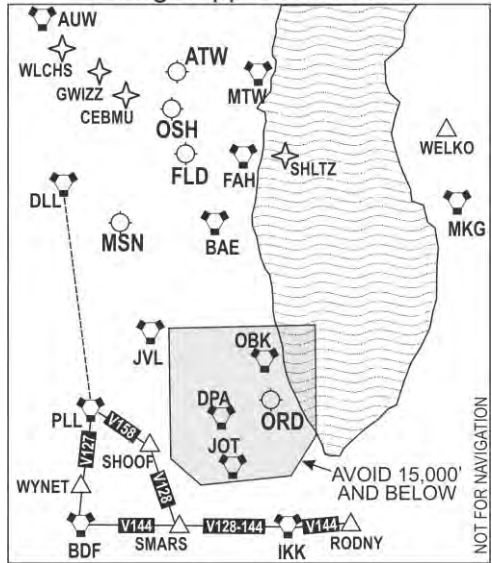
** Milwaukee Approach Control cannot accept IFR arrivals on V510 below 6,000'. Expect to cross GAYLE at or above 6,000'.

IFR Departure from Oshkosh Area

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.
- Due to sector saturation, 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.

IFR Bypass Routings around Chicago Approach Control

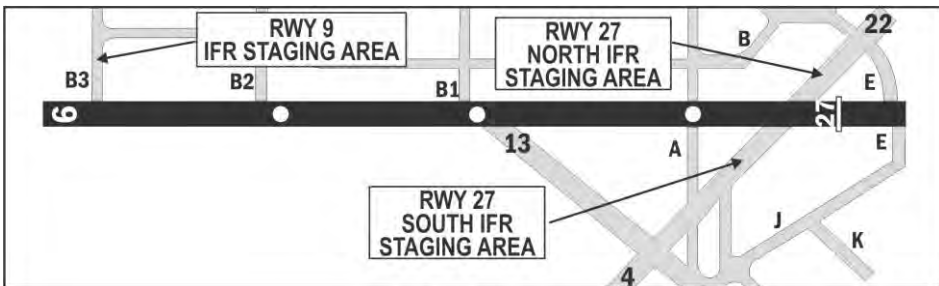


DIRECTION	ALTITUDE	TYPE	REQUIRED ROUTES
All except SBM	16,000' & above	All	Radar Vectors on course
	16,000' & above	RNAV	SHLTZ WELKO
		Non-RNAV	RADAR Vectors WELKO
North	15,000' & below	All	Radar Vectors on course
Northeast thru Southeast	15,000' & below	RNAV	DLL PLL WYNET SMARS RODNY or SHLTZ WELKO
	11,000'-15,000'	Non-RNAV	DLL PLL V158 SHOOF V128 IKK V144 RODNY or Radar Vectors WELKO
	10,000' & below	Non-RNAV	DLL PLL V127 BDF V144 RODNY or Radar Vectors WELKO
South	11,000'-15,000'	RNAV	DLL PLL SMARS
		Non-RNAV	DLL PLL V158 SHOOF V128 SMARS
	10,000' & below	All	DLL PLL
Southwest	15,000' & below	All	DLL
West	15,000' & below	All	ODI
Northwest	15,000' & below	RNAV	CEBMU GWIZZ
		Non-RNAV	Radar Vectors AUW

Note: Shaded routes are over water.

IFR Departure from Oshkosh Airport

- **Place an IFR taxi sign in aircraft windshield** to assist ground personnel. Signs are available from the FSS or you can make a sign with block letters IFR.
- Prior to engine start, monitor AirVenture Departure ATIS (128.75).
- Request IFR departure clearance from Clearance Delivery (119.05) no more than 20 minutes prior to ETD. 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 on page 27.
- 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.**



Airborne IFR Clearance Pickup after VFR Departure

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 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:

- **Rockford Approach Control** - File from Monroe, WI (KEFT). 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 (KFFX). 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 (KCLI). Filed route cannot re-enter Milwaukee Approach airspace. Request IFR clearance from Green Bay Approach Control (126.3) when in vicinity of KCLI at or below 12,500' MSL. Southeast-bound aircraft with a requested altitude of 13,000' or lower file KCLI..MTW..MKG or north of that route. Southeast-bound aircraft with a requested altitude of 14,000' or higher file KCLI..GRB..V450..MKG or north of that route.
- **Madison Approach Control** - No IFR clearance pickups allowed without an STMP reservation. **An STMP reservation is required from 1200Z on Tue., July 30 through Sun., August 4.** 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/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.

Large Formation Arrivals

To increase efficiency and safety of traffic arriving at Wittman Regional Airport, several groups of similar-performance aircraft have been approved to make large 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 Friday afternoon, July 26, for Saturday afternoon, July 27, and for various times on Sunday, July 28. Other traffic using the Fisk VFR arrival to Oshkosh can expect delays during these large formation arrivals.

Flight Service Information

Preflight Planning and Flight Plan Filing

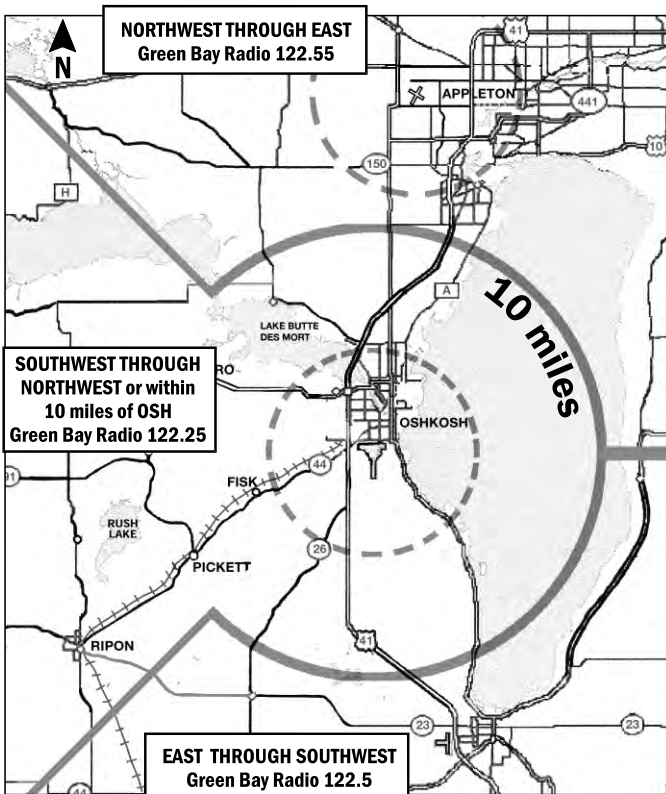
- Please file all flight plans as far in advance as possible. IFR flight plans can be filed up to 22 hours in advance. VFR flight plans have no advance time limit.
- Telephone briefings and flight plan filing are available 24 hours/day at 1-800-WX-BRIEF (1-800-992-7433).
- In-flight services include 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



NOT FOR NAVIGATION

- 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.Flight Watch is also available on 122.0.

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 and Orion FBOs) 122.95
 ARINC (Orion FBO) 130.52
 Oshkosh UHF 290.9
 Green Bay Radio 122.25

Oshkosh Departure Frequencies

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

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

2013 Oshkosh Airshow Times

Monday July 29 thru Saturday, August 3: 2:30-6:30 PM CDT
 Wednesday, July 31: 8:00-10:00 PM CDT
 Saturday, August 3: 8:00-10:00 PM CDT
 Sunday, August 4: 2:00-5:00 PM CDT

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 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 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 26 through Noon CDT August 5, 2013, 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 28-August 3, 2014

July 27-August 2, 2015