

**ZAU**

# **VATVENTURE 2024**

## **NOTICE**



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*Special Flight Procedures effective July 14th 1800-2200Z*

*Note: This notice does not supersede restrictions contained in other FDC NOTAMs. Not for use in real world operations. This is NOT the EAA AirVenture Notice. Use approved for VATSIM only.*

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### Changes for 2024:

- None

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## Preflight Planning

For one week each year, EAA AirVenture usually has the highest concentration of aircraft in the world. VATVENTURE is the VATSIM equivalent of this event. This event promises to bring lots of aircraft into Oshkosh, Wisconsin. Your careful reading and adherence to the procedures in this NOTAM are essential to maintaining a fun, safe, and problem free event. **Reading this NOTAM prior to taking part in the event is required.** Flight planning should include thorough familiarity with NOTAM procedures, as well as knowledge of primary and alternate airports. Keep a copy of this NOTAM available for in-flight reference. Thanks to Alex Dunbar for the photos from AirVenture 2019 used in this NOTAM.

### Scenery

All pilots are required to have OSH scenery that includes the colored dots on the runways to participate properly in the event. Links below to some excellent freeware!

### FSX/P3d:

<https://drive.google.com/drive/folders/1QbH4POBmRZqWWYYkRzZ9uBvtVJd8pJle?usp=sharing>

**Installation Instructions:** Add folder to P3D main folder. Activate within the sim

- The credit for this great scenery goes to the author Scott Medeiros, and the other great people over at pilotedge ([www.pilotedge.net](http://www.pilotedge.net)). ***These files are produced for use by VATSIM members only. Please do not upload the files to any file sharing sites or flightsim community library sites without obtaining permission from the author. The files are provided as shareware, and may not be sold or used for commercial purposes.***

**X-plane 11:** <https://forums.x-plane.org/index.php?/files/file/42118-kosh-wittman-regional-eaa-airventure-oshkosh/>

### MSFS2020:

<https://flightsim.to/file/1686/kosh-witman-regional-airport-colored-runway-dots>

### Planning an alternate airport

- We expect to accommodate all aircraft that come out for the event, however all pilots intending to land at Wittman Regional Airport (OSH) should be prepared for the

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possibility of diverting to an alternate airport, such as Fond du Lac (FLD), Appleton (ATW), or Green Bay (GRB). This is not likely to happen, but pilots should be prepared just in case.

- If your alternate airport is FLD or ATW, please see the appropriate pages for temporary control tower information.

## Frequencies

Thanks to audio for VATSIM, multiple frequencies can be utilized by one controller. Throughout the NOTAM, you will see specific frequencies for the OSH airport listed.

**Please consider all these frequencies active unless otherwise stated in the ATIS.**

*Example: “All departures contact tower 118.6”*

**Just because you do not see the frequency in your pilot client does not mean it is not active.**

Other airports may be covered top down by the appropriate approach control or center. If the FLD tower is not staffed, contact MKE approach or Chicago Center for top-down services. For ATW tower, if it is not staffed, contact GRB approach or Minneapolis center for top-down services. Other approach controls may be staffed. If not, top-down service is available from the appropriate center.

## VFR Flight Plan

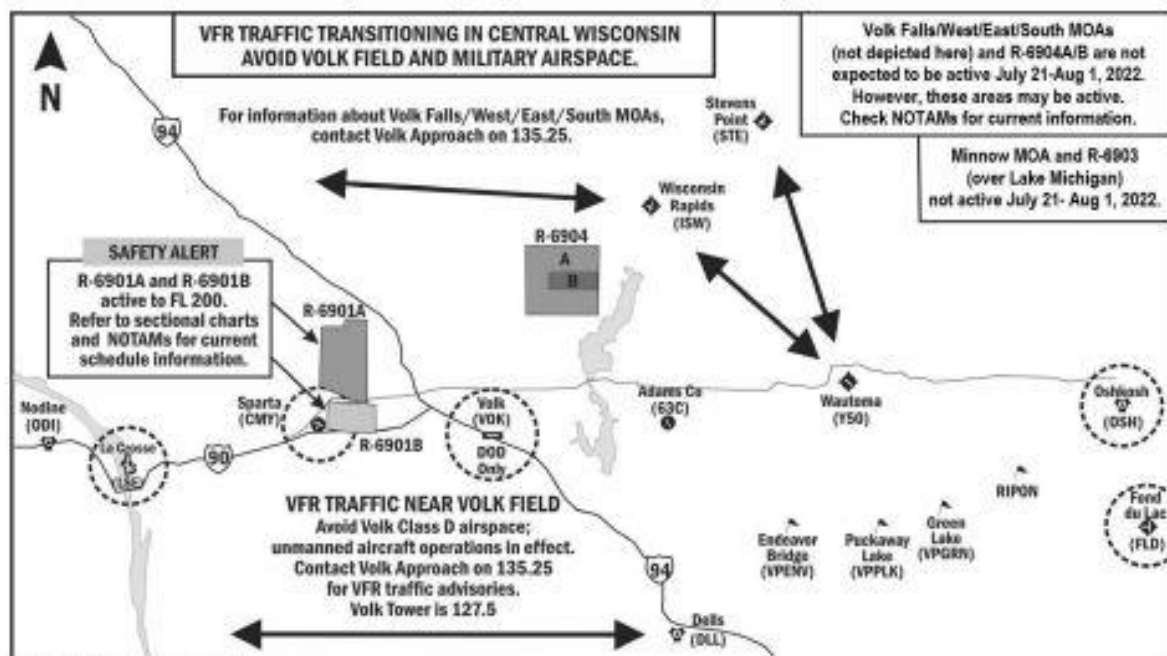
File a VFR flight plan with aircraft type and color in the remarks section so the controllers can properly identify your aircraft. **Make sure you squawk mode C.** We welcome you to arrive and depart as much as you like! See recommended arrival taxi routes under OSH airport info. Remember all taxiways and the grass area are uncontrolled!

## VFR Route Planning Guide

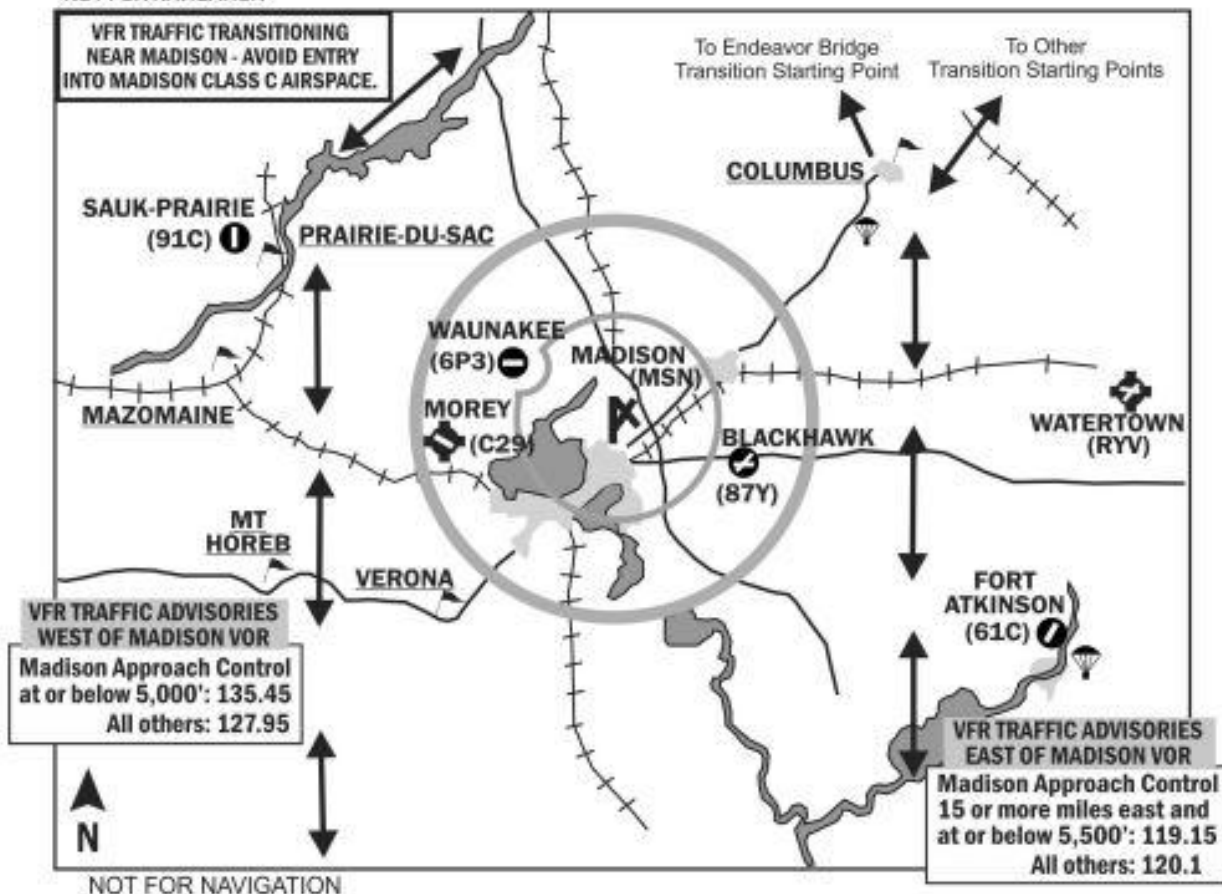
The VFR arrival into OSH starts at the ATC designated Transition to the City of Ripon, Wisconsin (Chicago Sectional Chart). These four graphics show sample routes that bypass high-density airports enroute to Ripon and leaving the VATVENTURE area. Be aware that the frequencies, or positions listed may not be staffed, or may be covered top-down by approach or center controllers. Be sure to reference current charts and use caution for heavy traffic.

*Check NOTAMs for large Military Operations Areas (MOAs) in west central Wisconsin.*

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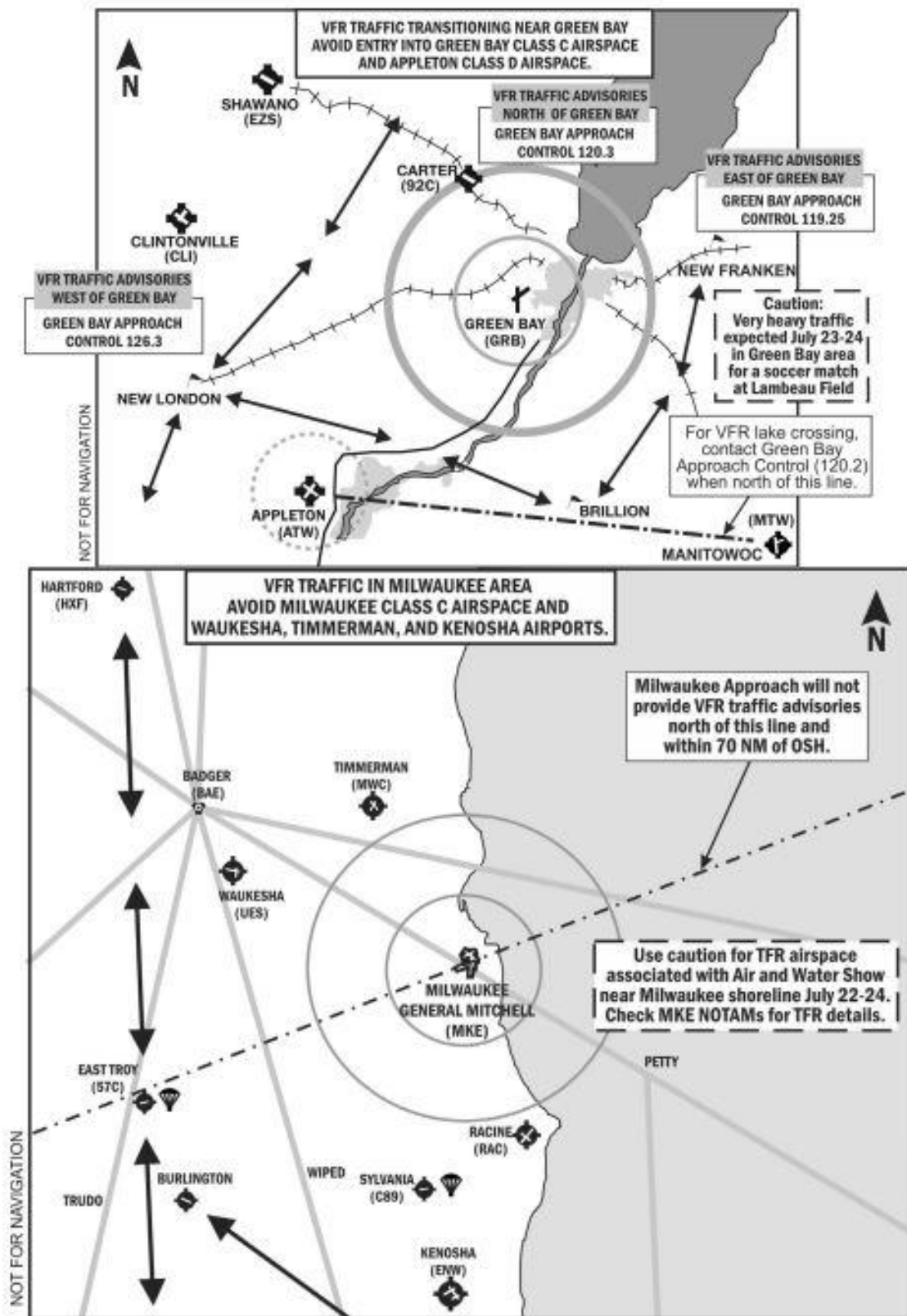


NOT FOR NAVIGATION



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an alternate. **If your fuel status is critical, notify ATC immediately.** A reminder that virtual fuel is free! Take more than enough to make this a fun event for everyone!

First, fly the aircraft. If you are not comfortable with the OSH VATVENTURE procedures, please consider flying into FLD or ATW, or watching OSH arrivals from the ground. Remember that we are here to help you! If you are confused, or don't understand an instruction, use your voice and talk to the controller. We recommend you utilize full voice capability for the best experience or be at least /R so you can hear the controller.

### **Approaching Transition Starting Point**

Ensure lights are on within 50 miles of OSH. Leave transponder on throughout the approach. Tune to Arrival ATIS (125.9) no later than 60 miles from OSH Airport and note arrival runways in use. Have NOTAM arrival pages mentioned on ATIS available. Then monitor Fisk Approach (120.7). Arrive at Transition starting Point at 90 knots and 1,800'. For aircraft unable to operate comfortably at 90 knots:

- Slower aircraft should use maximum cruising speed. ATC recommends arriving at Fisk at the beginning of the event.
- Faster aircraft use 135 knots and 2,300' if needed for safety of flight. • **Do Not** call Fisk Approach unless you have a question. They will call you.

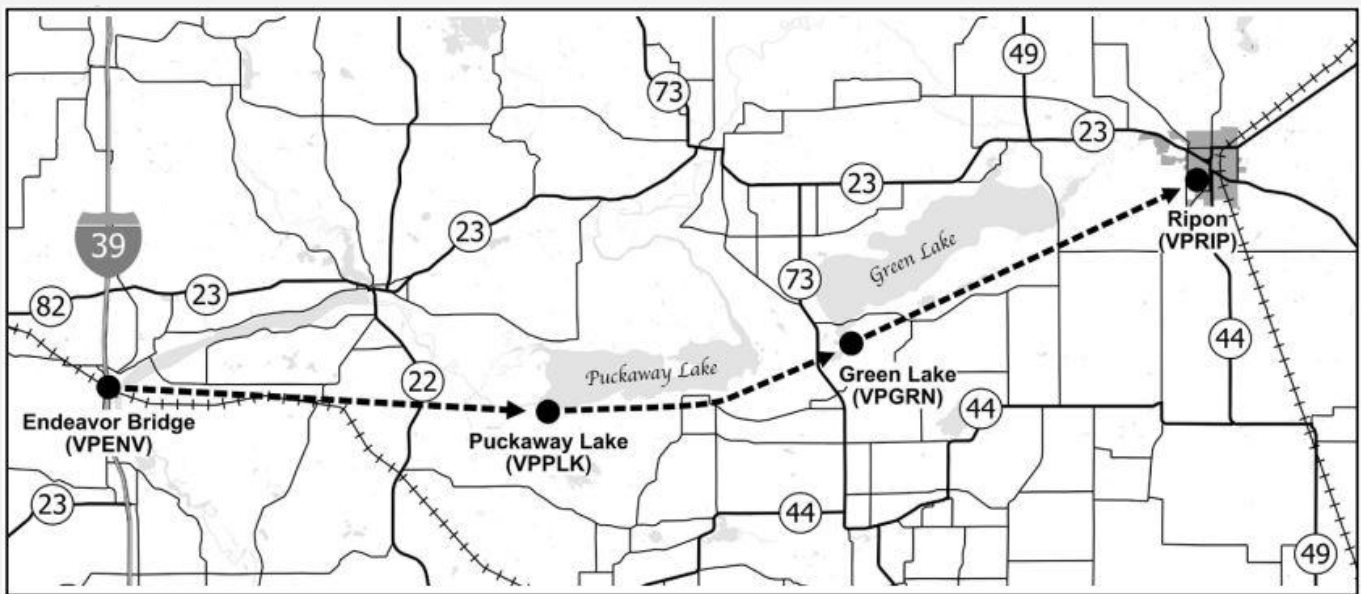
### **Transitions**

Begin the procedure at the ATC designated Transition starting point. ATC will advertise the transition starting point on the Arrival ATIS however real time changes may be made on FISK Approach Frequency. Pick out an aircraft of similar type and speed to follow. Remain at least ½ mile in-trail behind the aircraft you are following. Do not fly side by side unless you are a flight. Do not overtake another aircraft. Do not "S-turn" to follow another aircraft, instead break off the procedure and proceed to the starting point and follow another aircraft of similar speed.

### **Endeavor Bridge Transition**

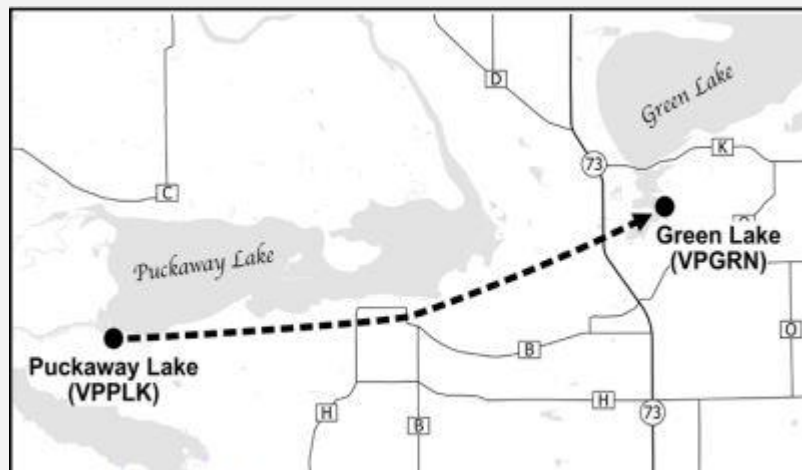
This Transition starts at the city of Endeavor, WI (47 miles SW of OSH) and is used during extremely high volumes of traffic. This transition has a VFR Waypoint (VPENV= 434503N/892856W) and is located over the junction of Interstate 39 and railroad tracks north of the city. Proceed from this point to the SW corner of Puckaway Lake, then the SW corner of Green Lake, then Ripon, then Fisk via the railroad tracks. There are few visual reference points on this transition between Endeavor and Puckaway Lake. A 095° track for 11 miles is a good reference.

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### Puckaway Lake Transition

This Transition starts at the SW corner of Puckaway Lake, WI (36 miles SW of OSH) and has a VFR Waypoint (VPPLK= 434425N/891329W). Proceed from this point to the SW corner of Green Lake keeping the shoreline of Puckaway Lake off your left, then to Ripon, then to Fisk via the railroad tracks. Maintaining appropriate in-trail spacing will improve the likelihood of continuing inbound on the procedure later.

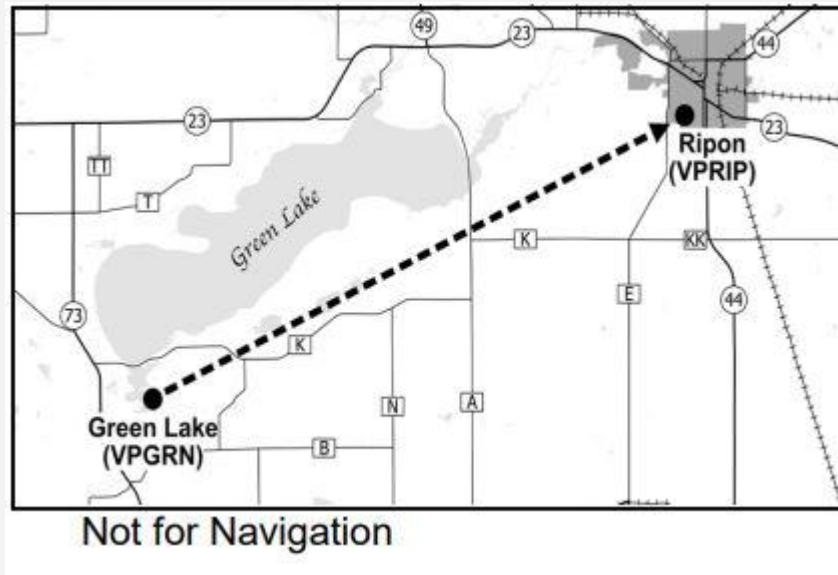


Not for Navigation

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### Green Lake Transition

This Transition starts at the SW corner of Green Lake, WI (26 NM SW of OSH). This Transition has a VFR Waypoint (VPGRN = 434608N/890250W). Proceed single file from the SW corner of Green Lake to the city of Ripon (RIPON = 435017N/885040W) then Fisk, WI via the railroad tracks. Remain ½ mile intrail of the aircraft you are following.

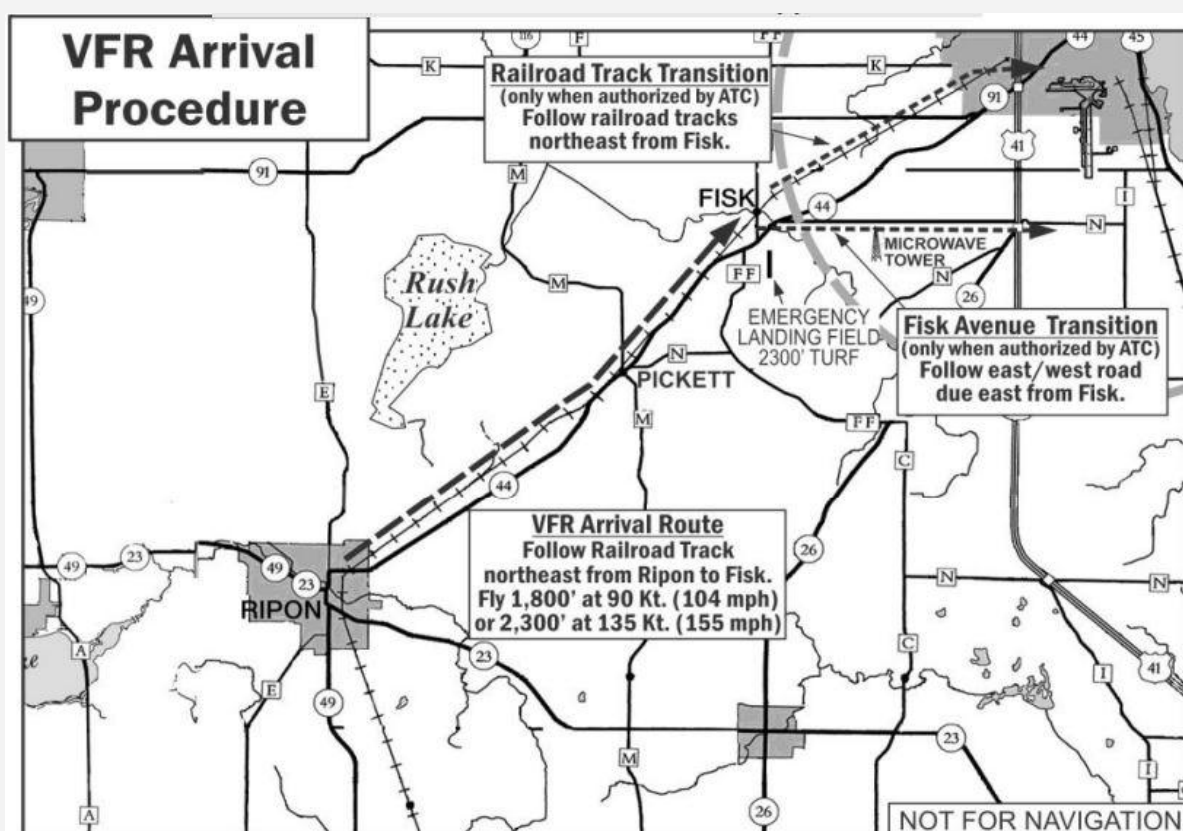


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## Ripon to Fisk

If holding is not in progress, proceed to the northeast corner of Ripon (OSH 232°, 15.5 DME). Proceed single file, directly over the railroad tracks from Ripon northeast to Fisk (10 miles). Remain at least ½ mile in-trail behind any aircraft you are following. Do not overtake another aircraft unless authorized by ATC. Do not “S-turn” to follow an aircraft; instead, break off the procedure; proceed to the starting point; and follow another aircraft of similar speed. Pilots may reference Ripon and Fisk VFR Waypoints, VPRIP and VPFIS. All aircraft must visually navigate directly over the railroad tracks from Ripon to Fisk. If possible, lower your landing gear prior to reaching Fisk. The small town of Pickett is about 4 miles from Fisk (steam from the grain drying facility). After this point, listen very carefully for ATC instructions directed at your aircraft. VATVENTURE Arrival

ATIS: **125.9** Fisk Approach **120.7**



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## Ripon

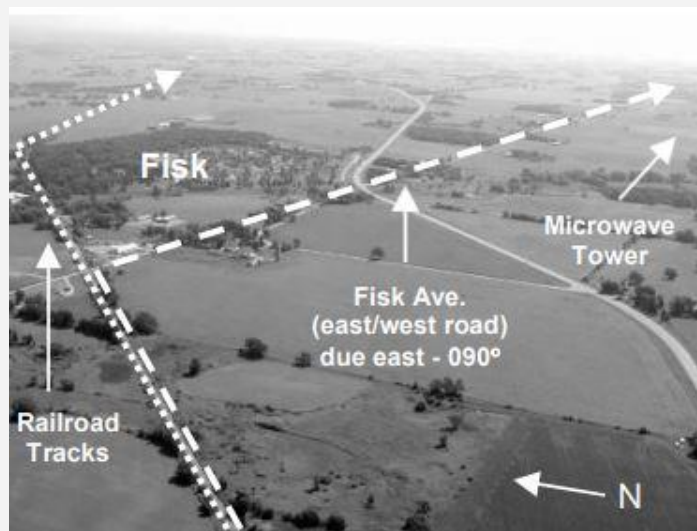


## At Fisk

Controllers will call your aircraft by color and type (if known). In order for the controllers to know your aircraft type and color, **please file a VFR flight plan with your aircraft type. Include color in the remarks section.** You may also be identified by your callsign. No verbal responses are required. If you do not understand the ATC instructions, or need clarification, request instructions on frequency. When you are in the immediate vicinity of Fisk (less than 2 miles), ATC will issue a runway assignment, transition to the airport and appropriate Tower frequency to monitor. **Do not proceed beyond Fisk or change to Tower frequency without ATC authorization.**

## Fisk to Oshkosh

Runway assignments for the airport will include either **“Follow the railroad tracks northeast”** or **“Reaching Fisk, turn right and follow east/west road (Fisk Ave.)”**.



## Railroad Track Transition

Continue following the railroad tracks northeast from Fisk to Oshkosh.

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## Fisk Avenue Transition

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

## Landing Approach at Oshkosh

A waiver has been issued reducing arrival and departure separation standards for category 1 and 2 aircraft (primarily single-engine and light twin-engine aircraft). Pilots should be prepared for a combination of maneuvers that may include a short approach with descending turns, followed by touchdown at a point specified by ATC which may be almost halfway down the runway. **Use extra caution to maintain a safe airspeed throughout the approach to landing.**

## Arrivals and Departures on Separate ATC Frequencies

Note that two separate ATC radio frequencies are used for each landing runway – departures on one frequency and arrivals on a separate frequency. As a result, landing pilots may see aircraft departing from or crossing the landing runway, but not hear ATC communications with those aircraft. **Please note that you will not always see the appropriate frequency in your pilot client. Unless indicated in the ATIS, all OSH VATVENTURE Tower frequencies will be active. Follow the NOTAM and ATIS, not the controller list in your pilot client.**

## Flights of Aircraft

Some pilots travel together to AirVenture as a “flight”. Flights approaching Ripon should, traffic volume permitting, advise Fisk ATC (120.7) of position, identifying as a “flight of number and type aircraft”. Flights that choose to maintain formation less than ½ mile in-trail are responsible for their own separation between members of the flight. Although flight members generally want to remain together to the airport, this may not always be feasible. Make advance reconnection plans with all flight members in the event you become separated from one another upon arrival.

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## Fisk Holding

### Holding

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

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

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

Aircraft approaching Green Lake on the Puckaway Lake Transition: Watch for traffic to follow and enter the hold at Puckaway Lake: Counter-clockwise starting at the SW corner.

Holding pattern saturation: If the Green Lake/Puckaway Lake holding patterns are 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.

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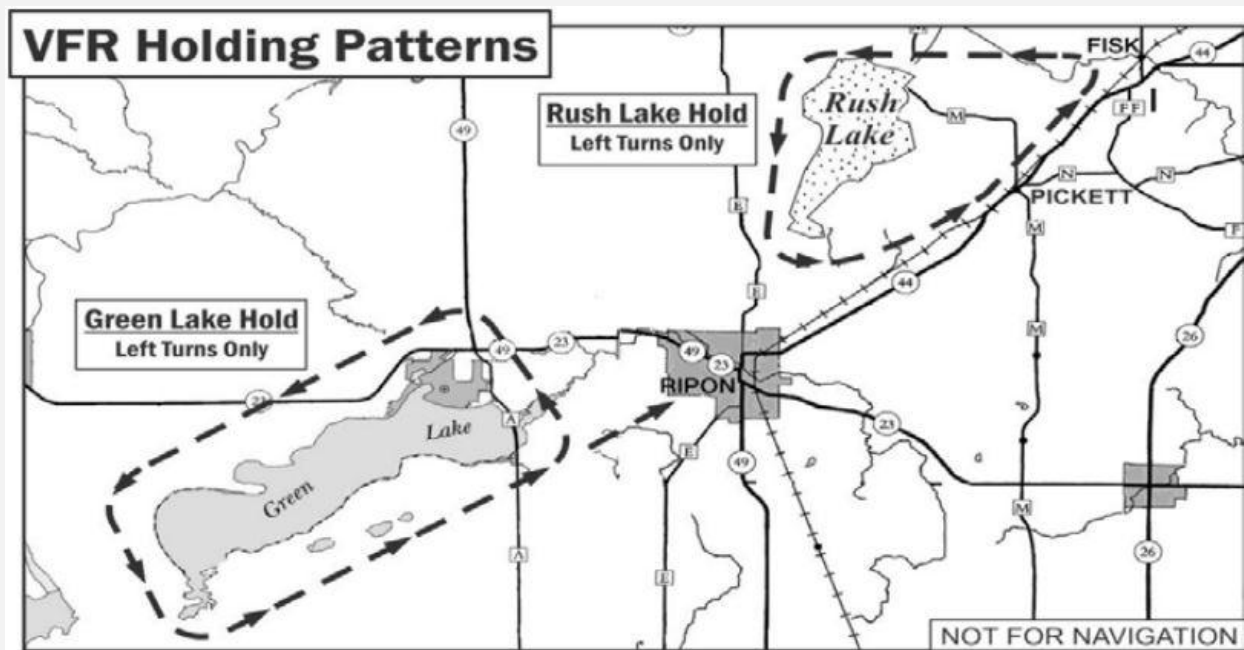
Holding Altitudes/Airspeeds: Maintain 90 knots (or maximum cruise speed if below 90 knots) and 1,800' MSL. If unable, maintain 135 knots and 2,300' MSL.

### Clearing Holding Patterns

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

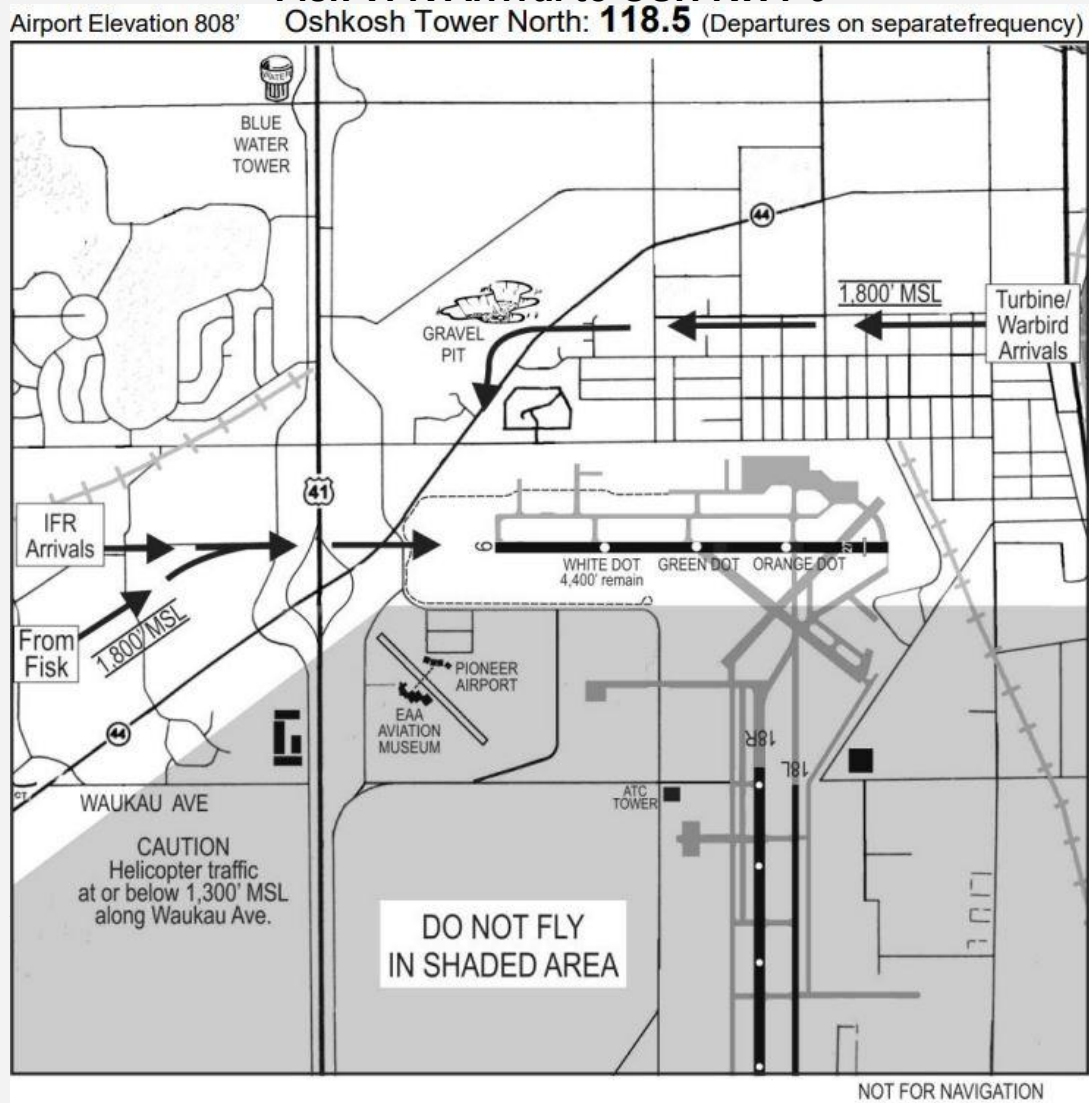
- Rush Lake: Rejoin railroad tracks at the southeast corner of Rush Lake and proceed northeast towards Fisk.
- Green Lake: Upon reaching the southeast corner of Green Lake, proceed directly to Ripon and follow the railroad tracks northeast towards Fisk.
- Puckaway Lake: Upon reaching the SW corner of Puckaway Lake, proceed on the transition as published toward Green Lake.
- Others: Proceed to Transition starting point and follow the procedure towards Ripon.

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## Fisk VFR Runway Arrival Paths

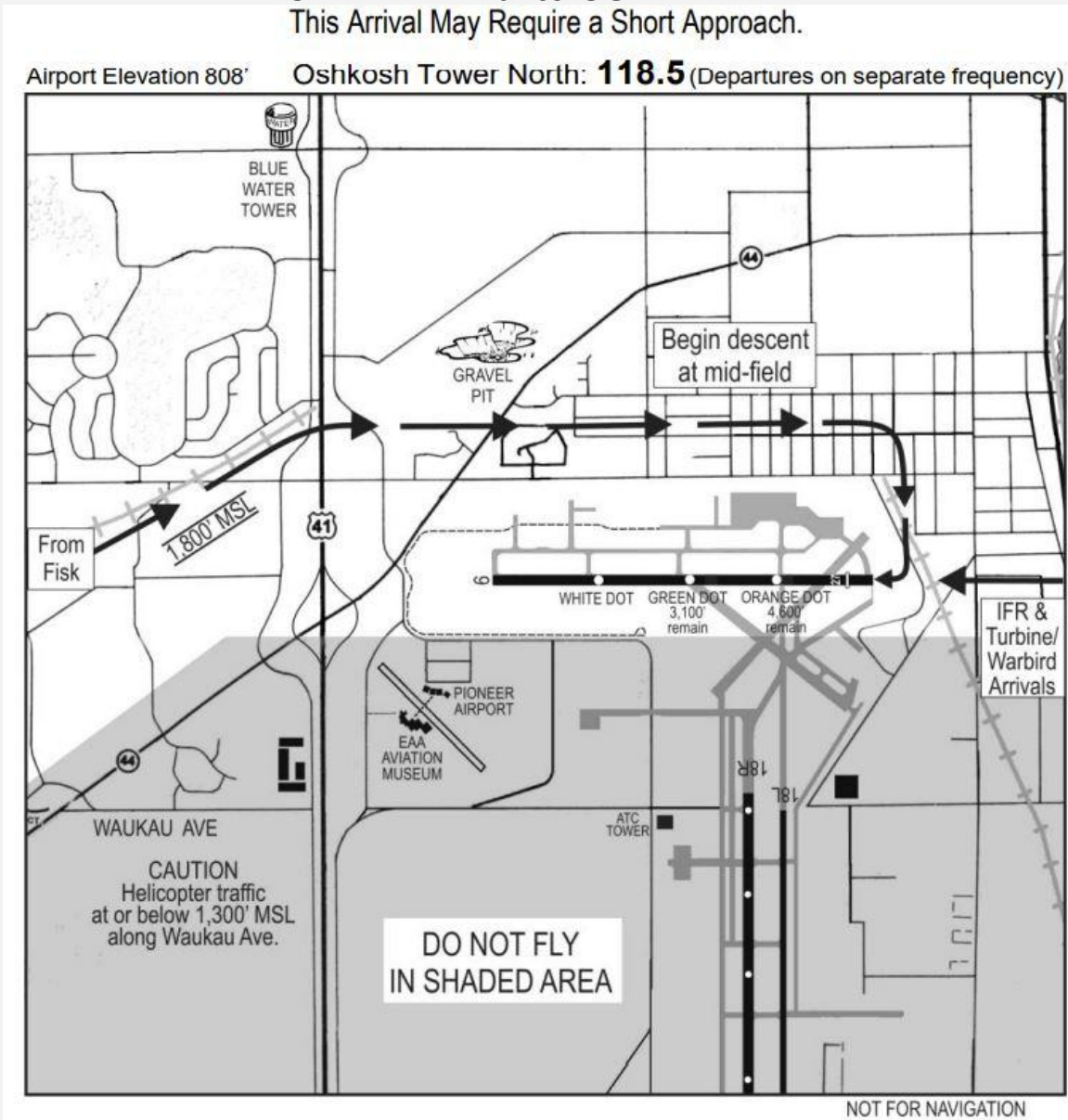
### Fisk VFR Arrival to OSH RWY 9



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

### **Fisk VFR Arrival to OSH RWY 27**

This Arrival May Require a Short Approach.



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

If a go-around is needed, notify ATC immediately for resequencing instructions. RWY 27 Landing Distances

Displaced Threshold...5,647'

Orange Dot.....4,600'

Green Dot.....3,100'

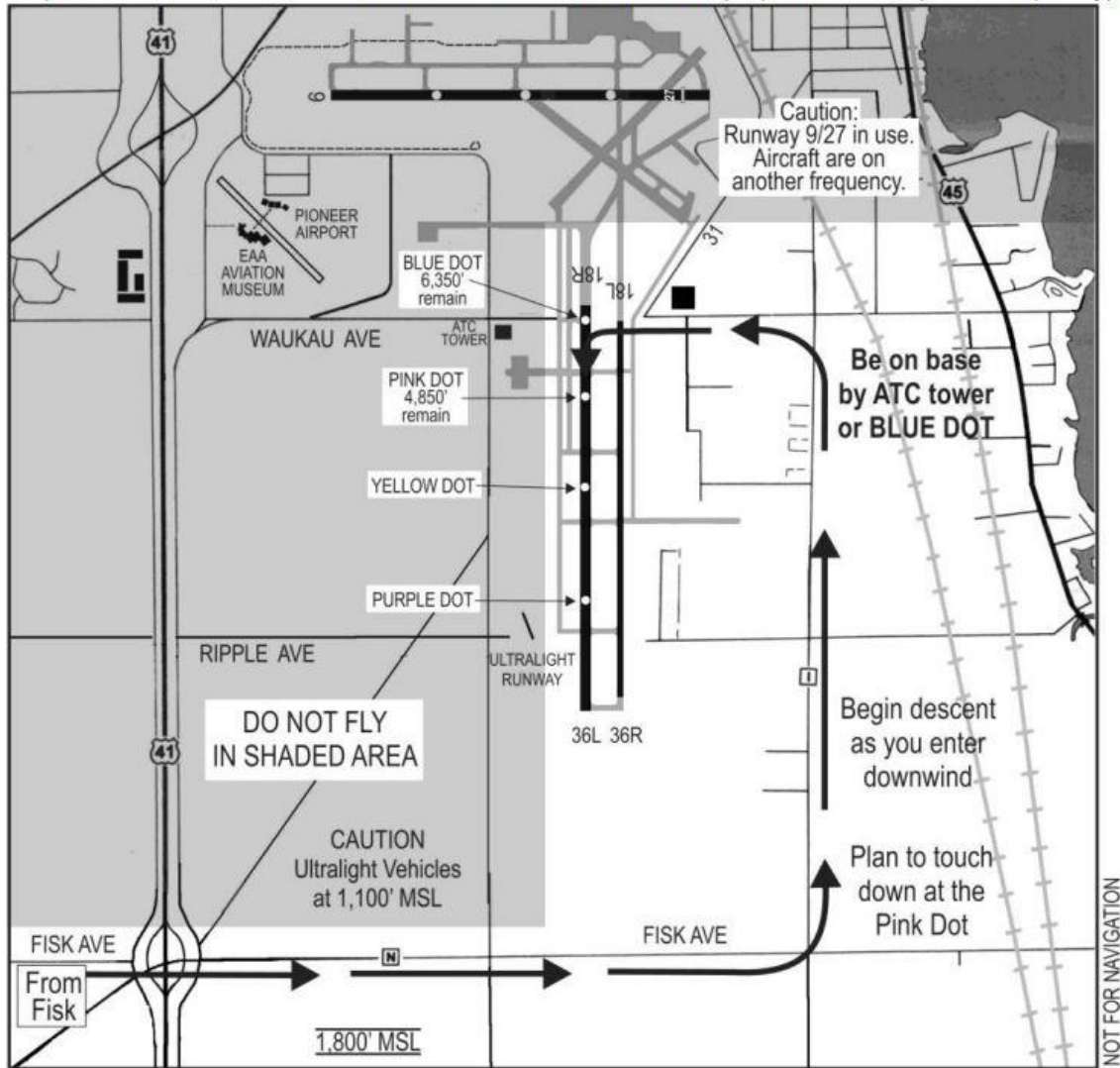
After landing and when speed permits, aircraft under 6,250 lbs. are required to exit RWY 27 to the left or right, as directed, onto the sod.

**Do not turn back onto the runway.** Be alert and use caution for hazards marked with cones and/or flags.

**Maintain a safe airspeed and avoid low turns on landing approach.**  
**Fisk VFR Arrival to OSH RWY 18R**

This Arrival Requires a Short Approach and a Long Landing.

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



Turn base abeam the Blue Dot. If unable, make an immediate right turn to the Southeast for resequencing. **Do not** continue past the Blue Dot **unless advised by ATC**. The RWY 18R relocated threshold is well beyond the concrete edge and is marked by Runway End Identification Lights and white lines. Do not land short of this threshold without specific Tower approval.

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

RWY 18R landing dist.

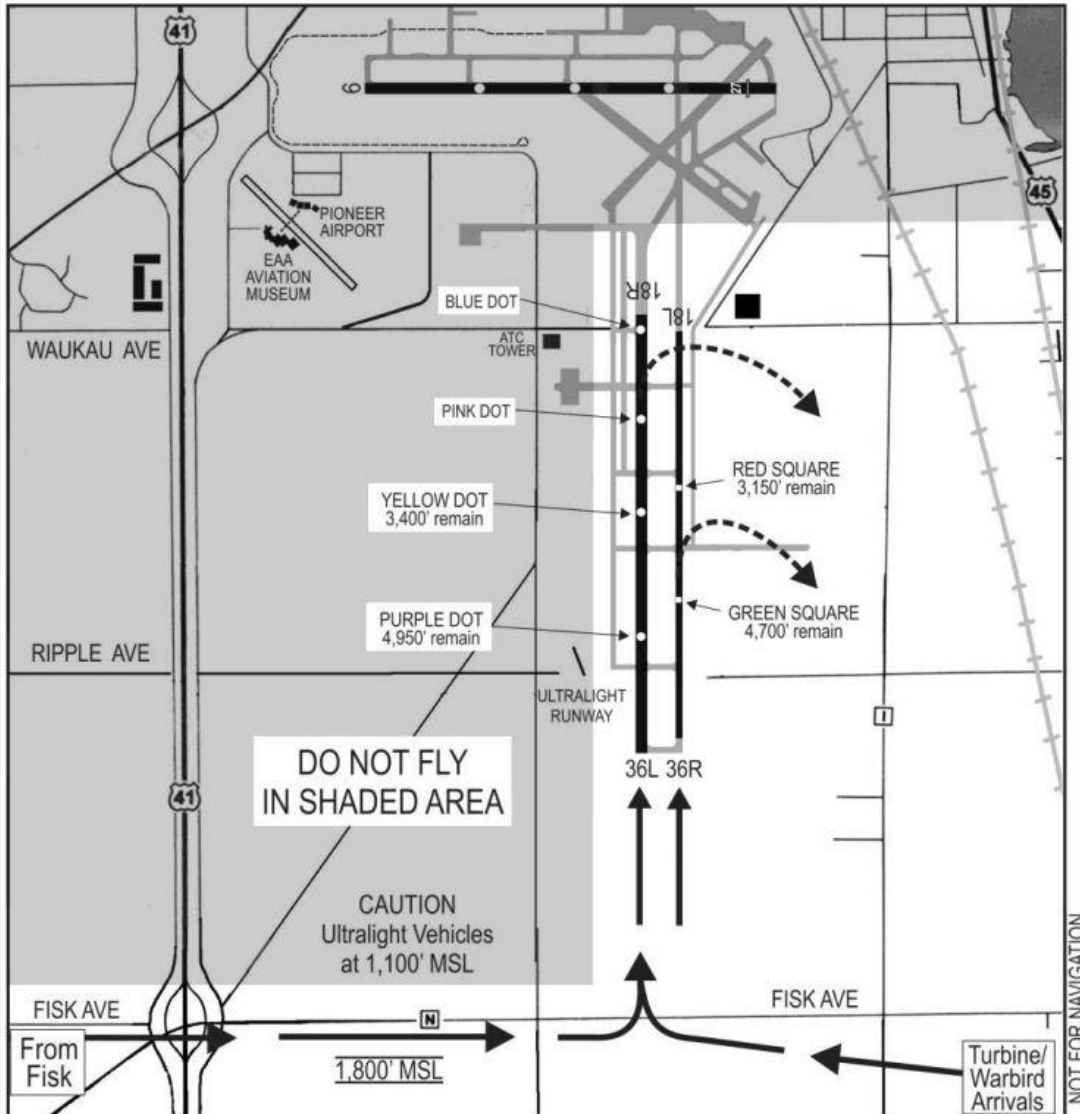
Blue Dot.....6,350'

Pink Dot.....4,850'

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

## **Fisk VFR Arrival to OSH RWYs 36L/R**

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



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

### RWY 36L landing dist. RWY 36R landing dist.

|                      |                        |
|----------------------|------------------------|
| Yellow Dot ...3,400' | Red Square..... 3,150' |
| Purple Dot ...4,950' | Green Square ..4,700'  |
| Threshold ....6,700' | Threshold.....6,300'   |
| (150' wide)          | (60' wide)             |

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

Aircraft landing on RWY 36R can expect to land long and roll to the end for parking. **Do not turn left unless advised by ATC. If so, you must hold**

short of RWY 36L until cleared via 126.6.

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

### **Oshkosh Airport Notes**

- **The only designated movement areas at OSH during VATVENTURE are RWYs 27/9, 36L/18R, 36R/18L.**
- All movement on other than paved runways is at pilot's own risk. Use extra caution when operating in nonmovement areas. Be alert for taxiing aircraft in all areas.
- Aircraft landing during peak saturation periods may be asked to depart or disconnect if insufficient parking spaces are available.
- **If Wittman Regional Airport is IFR, taxiing is prohibited except for aircraft with IFR clearance.**

### **Taxi**

Taxiing is at pilots own risk. Please follow the following VFR taxi instructions to manage the flow of traffic. **DO NOT enter or cross RWYs 9/27, 18R/36L, or 18L/36R without an ATC clearance.**

### **RWY 27:**

To Parking: Turn right off the runway into the grass, move to the right onto B or onto the grass near B. Keep right of the RWY hold short bars. Taxi westbound around RWY 27, when taxiing eastbound, parking will be on your right.

To Runway: RWY 36L will likely be used for departure. Turn right off the runway, move to the right onto B or onto the grass to the left near to B. Keep to the right side of the RWY 27 hold short bars. Taxi around RWY 27 staying on the grass. Remain well left of RWY 27/9. Turn right onto RWY 13, turn right onto RWY 23, join P. Hold short of RWY 36L at P5, monitor the appropriate tower frequency. Give way to aircraft exiting the runway. For RWY 27 departures, taxi in the grass to the end of RWY 27, monitor the appropriate tower frequency, giving way to those exiting the runway.

### **RWY 36L:**

To Parking: Turn left into the grass, or onto a hard surface. Turn left onto taxiway P, turn right into the grass and taxi to parking.

To Runway: Turn left into the grass, or onto a hard surface. Turn left onto taxiway P, Hold short of RWY 36L at P5, monitor the appropriate tower frequency.

**RWY 36R:**

To Parking: High speed taxi to the end of RWY 36R. Turn left onto RWY 31, turn left onto RWY 23, and then turn left onto P. Turn right into the grass, taxi to parking. Give way to aircraft exiting RWY 36L. Do not turn off RWY 36R early without ATC instruction to do so. If you are instructed, hold short of RWY 36L until given clearance to cross the runway.

To Runway: High speed taxi to the end of RWY 36R. Turn left onto RWY 31, turn left onto RWY 23, and then turn left onto P. Hold short of RWY 36L at P5, monitor the appropriate tower frequency. Give way to aircraft exiting RWY 36L. Do not turn off RWY 36R early without ATC instruction to do so. If you are instructed, hold short of RWY 36L until given clearance to cross the runway.

**RWY 9:**

To Parking: Turn left or right off the runway. Remain south or north of the hold short bars. If making a left turn, taxi westbound around the departure end of RWY 9. Parking when turning eastbound, parking will be on your right.

To Runway: Turn left off the runway, join the grass or taxiway B to hold short of RWY 9. Remain north of the runway hold short bars. Monitor the appropriate tower frequency. Give way to those exiting the runway.

**RWY 18R:**

To Parking: Turn right into the grass or onto P. Taxi northbound, parking will be on the left. Give way to aircraft pulling off the runway.

To Runway: Turn right into the grass, or onto P. Taxi northbound, hold short of RWY 18R.

## **VFR Departure From OSH**

- Pilots are urged to obtain a complete weather briefing and review all applicable NOTAMs prior to departure.
- Monitor the Departure ATIS (121.75) prior to engine start. Listen to the ATIS for updated frequency information. There must be no engine operation or aircraft movement until the Departure ATIS indicates the airport is open.
- **When the airport is IFR, all taxiing is prohibited except for aircraft with an IFR clearance.**
- Taxi toward the designated runway without contacting Ground Control, use caution for other traffic.
- Controllers wearing pink shirts are stationed on elevated platforms near the runway departure points. Monitor their radio frequency, listed on page 19.
- After takeoff, fly the routes depicted on page 19, based on your departure runway. -- You must avoid the Ripon/Fisk arrival route and the AirVenture Seaplane Base. -- RWY 36L departures must turn right to heading 150° prior to ATC Tower.
- **Milwaukee Approach Control will not provide VFR traffic advisories within 70 NM of Oshkosh.**

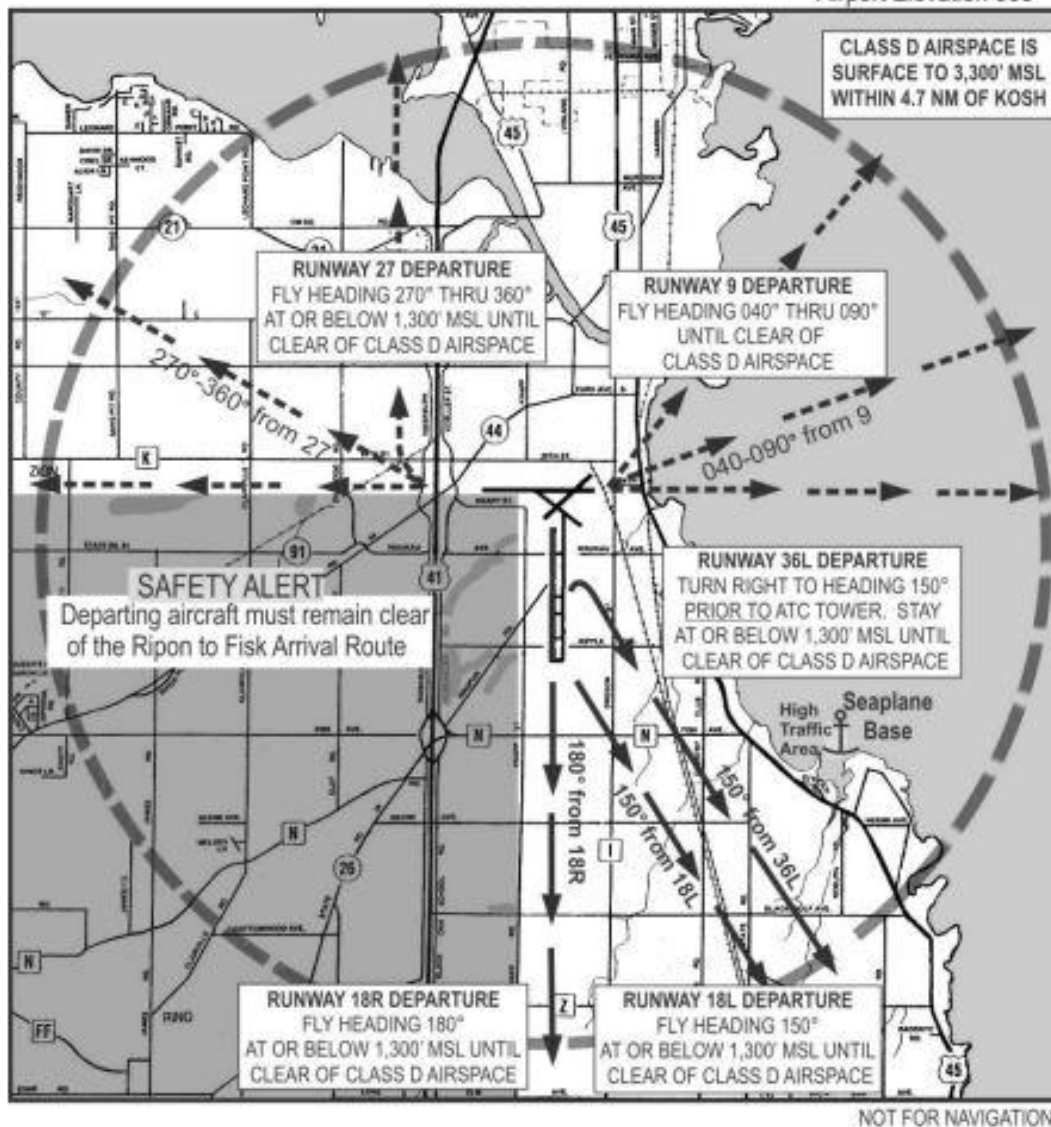
**Pilot Notice:** *A waiver has been issued reducing arrival and departure standards for category 1 and 2 aircraft (primarily single engine and light twin engine aircraft)*

*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.*

| <u>Departure From</u> | <u>Remaining</u> | <u>Monitor</u> |
|-----------------------|------------------|----------------|
| RWY 9 at TWY B1       | 6,150'           | 128.75         |
| RWY 9 at TWY B2       | 4,600'           | 128.75         |
| RWY 18L               | 6,300'           | 126.6          |
| RWY 18R at Tower Road | 6,300'           | 118.9          |
| RWY 27 at TWY A       | 4,600'           | 128.75         |
| RWY 36L at TWY P5     | 5,050'           | 118.9          |

| <u>Oshkosh Departure Frequencies</u> |        |
|--------------------------------------|--------|
| AirVenture Departure ATIS            | 121.75 |
| Oshkosh Clearance Delivery           | 119.05 |
| Oshkosh Ground Control               | 132.3  |
| Oshkosh UHF                          | 290.9  |
| Green Bay Radio                      | 122.25 |
| OSH VORTAC                           | 116.75 |

Airport Elevation 808'

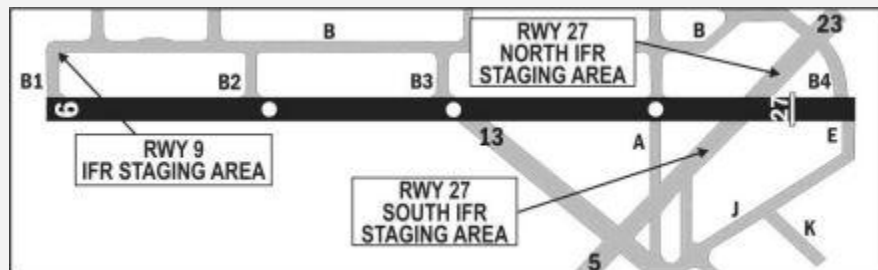


**SAFETY ALERT:** Do not depart on RWYs 13/31 or 5/23; they are closed.

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

## IFR Departure From OSH

- See page 28 for departure routings.
- Monitor Departure ATIS (121.75) prior to engine start.
- Request IFR departure clearance from Clearance Delivery (119.05) if staffed, or Ground Control (132.3). Do not start engines until authorized by Clearance Delivery.
- Remain on 119.05 until told to contact Ground Control (132.3). • Taxi as instructed by Ground Control. Unless directed by Ground Control, ensure you are established in the IFR staging area for your assigned runway (see chart below)
- IFR clearances are not valid without a transponder code. Expect transponder code assignment just prior to departure. **Do not take off without an assigned transponder code.**



## 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 the ATC designated Transition (pages 7-13)
- 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 14-17)
- Avoid the Fond du Lac County Airport (FLD) airspace. FLD has a temporary control tower during this event (operating hours on page 20). FLD airspace is 3,300' MSL and below within 4 NM.
- Aircraft weighing more than 12,500 pounds must advise ATC on initial contact.
- All aircraft shall report arrival over the city of Fond du Lac and again at Warbird Island to Oshkosh Tower on the appropriate tower frequency:
- **When RWY 36L/R is in use, report on 126.6**
- **Otherwise report on 118.5**

Examples: “Blue and yellow Wildcat, Fond du Lac” “White Citation, Warbird Island”

- Proceed from the city of Fond du Lac direct to Warbird Island (6 miles SE of OSH, along the west shore of Lake Winnebago). When within 4 NM from FLD, descend to maintain 2,800’ MSL.

- Pilots may be instructed to orbit the island until a landing sequence is issued. **Use caution; make left turns; and stay alert for other aircraft!**

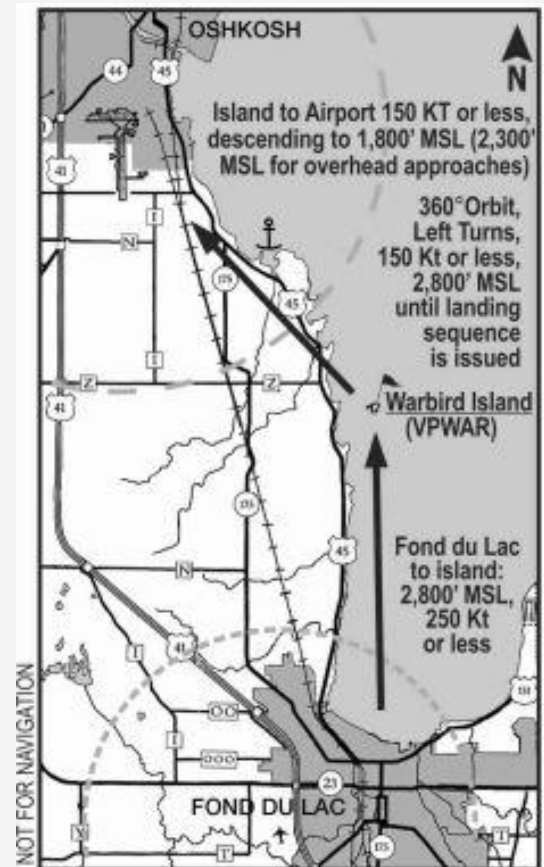
- When cleared at Warbird Island, proceed to the assigned runway as directed by ATC, reduce speed to 150 knots or less and begin descent to 1,800’ MSL (2,300’ MSL for overhead approaches). Pilots are cautioned to maintain VFR separation at all times.

- If your landing clearance appears unsafe because of spacing, speed of preceding aircraft, or any other reason, go around! A new sequence will be issued.

- Pilots may request a 360° overhead approach to RWY 36 L/R or RWY 27. Break altitude is 2,300’ MSL. Expect a right break only.

- ATC may initiate a 360° overhead approach to other runways as needed for spacing. Break altitude will be 2,300’ MSL. Expect a north break for RWYs 9/27 and an east break for RWYs 18/36

- Under all circumstances, avoid the VFR arrivals area southwest of OSH.



### Transient Helicopter VFR Arrival/Departure

The VATVENTURE 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”.

- Obtain VATVENURE Arrival ATIS (125.9) prior to entering Oshkosh Class D airspace.

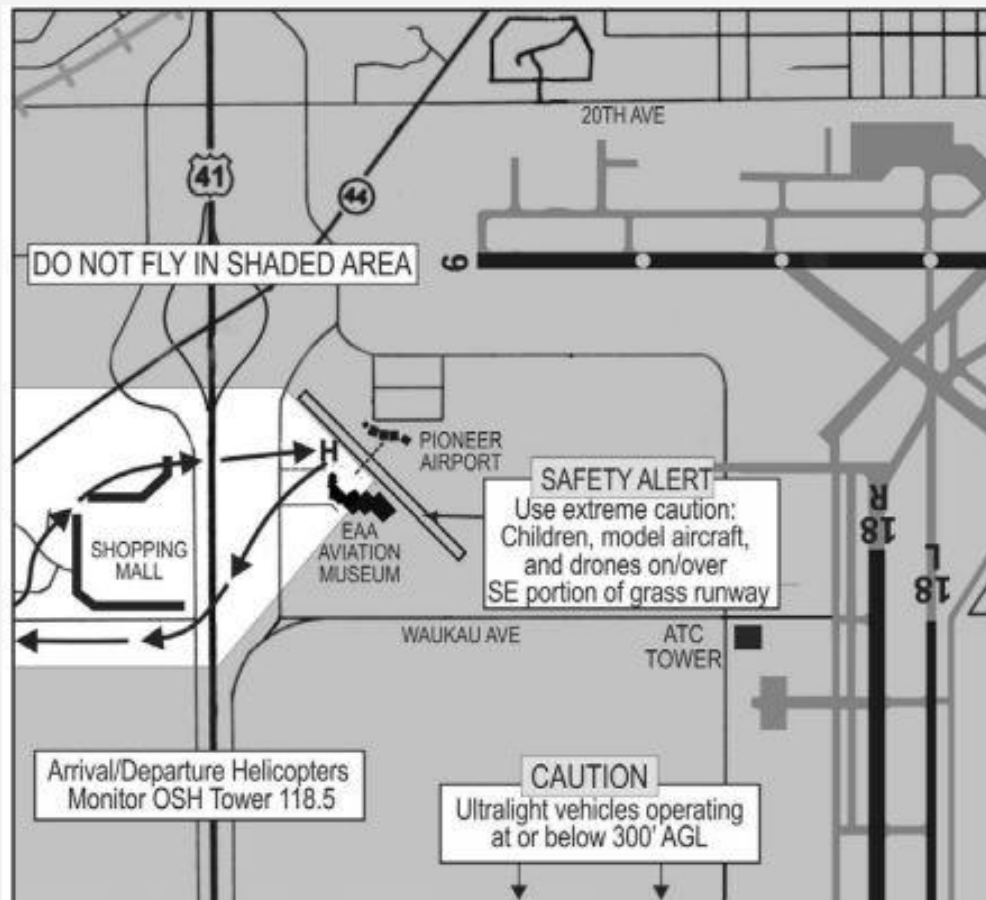
- Helicopters arriving VFR shall enter the Oshkosh Class D airspace from the west, following and remaining north of Waukau Ave. at 1,300’ MSL. Stay south of Runway 9/27 and monitor Oshkosh Tower (118.5).

- Caution: High-volume, fixed-wing traffic along railroad tracks to

Runway 9/27; Ultralight vehicles operating at or below 1,100' MSL  
south of Waukau Ave.;

Continuous Pioneer EAA helicopter operations; Zeppelin mooring near helipad.  
Landing at Pioneer Airport is at pilot's discretion.

- Transient helicopter operations are limited to arrivals and departures; no local flights.
- Arrivals/departures are not authorized when Wittman Regional Airport (OSH) is IFR
- Helicopters may depart VFR from Pioneer Airport at pilot's discretion. Obtain AirVenture Departure ATIS (121.75) and then monitor Oshkosh Tower (118.5). Depart north of the AirVenture Museum and remain well south of the RWY 9/27 extended centerline. Follow and remain south of Waukau Ave at 1,300' MSL until clear of Class D airspace to the west.
- *Helicopter operators are authorized to deviate from the two-way radio communications requirements specified in FAR 91.129(c) for arriving and departing at VATVENTURE 2022.*



## Fond du Lac Arrival/Departure

ZAU will operate a temporary air traffic control tower at the Fond du Lac County Airport (FLD) from Monday, July 27 through Tuesday July 28, 2020. The Tower will be operational from 7:00 AM until 8:30 PM CDT when staffed. 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.

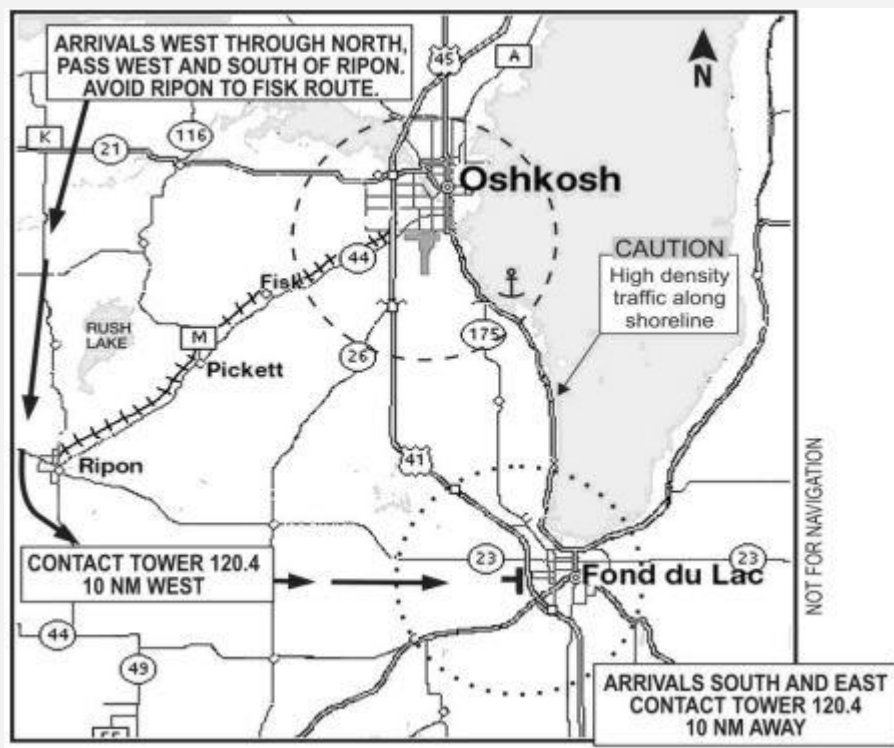
- Because of expected delays due to heavy traffic volume, watch your fuel status closely.
- To enhance safety, arrivals after sunset are discouraged.
- Be alert for high-density traffic en route to Oshkosh and for Turbine/Warbird aircraft in vicinity of FLD airport.
- Turn lights on within 30 miles of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

### VFR Arrival

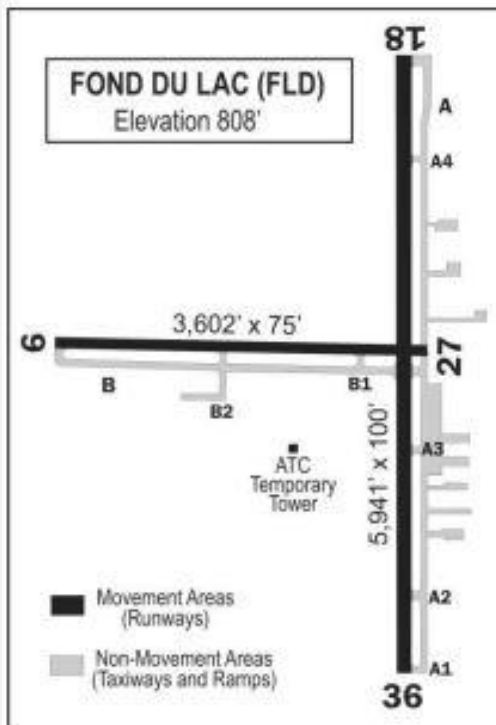
- Obtain Fond du Lac ATIS (121.1).
- Avoid high-traffic arrival routes from Ripon to Fisk and along shoreline.
- Contact Fond du Lac Tower (120.4) when 10 NM from airport.

### IFR Arrival

See IFR Information on pages 29-31. 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.



## Fond du Lac Arrival/Departure continued



### Fond du Lac Airport Notes:

- All movement on other than paved runways is at pilot's own risk.

### Fond du Lac Area Frequencies:

ATIS: 121.1

MKE Approach: 127.0

Temporary Tower: 120.4

Ground Control: 121.85

Unicom (CTAF when tower is closed, or not staffed): 123.05

ASOS (920-922-4444): 134.0

### Intersection Departures

Intersection: Runway Available:

RWY 18 at A4.....4,940'

RWY 18 at B.....2,940'

RWY 27 at B1.....2,900'

RWY 36 at A2.....5,040'

RWY 36 at A3.....3,740'

RWY 36 at B.....3,000'

### VFR Departure

Pilots are urged to obtain a complete weather briefing and review all applicable NOTAMs prior to departure.

### IFR Departure

See page 30 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.

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

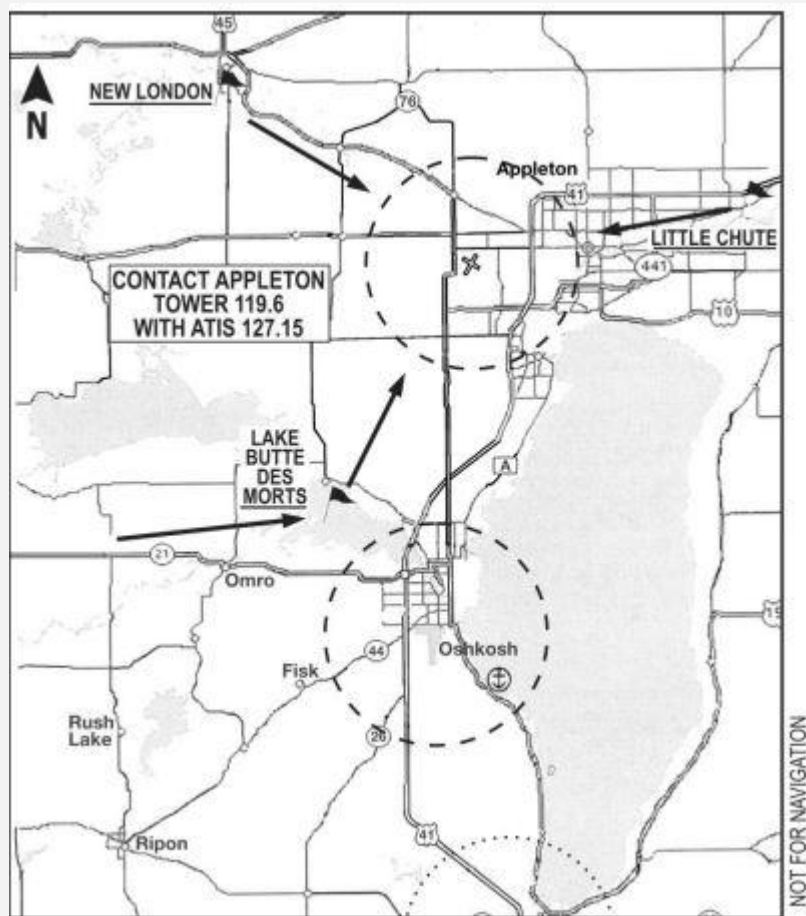
- Because of expected delays due to heavy traffic volume, watch your fuel status closely and plan an extra reserve.
- Be alert for high-density traffic en route to Oshkosh.
- Leave lights on within 30 miles of Appleton.

### VFR Arrival:

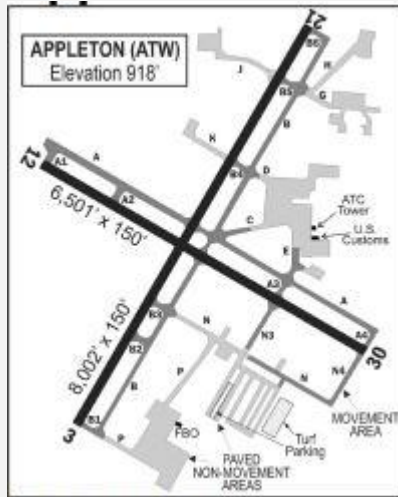
- Obtain Appleton ATIS (127.15).
- Contact Appleton Tower (119.6) over recommended VFR reporting points (New London, Little Chute, or Lake Butte Des Morts). Advise Tower of position and ATIS code received.

### IFR Arrival:

See IFR arrival information on page 29.



## Appleton Arrival/Departure Continued



| Appleton Area Frequencies               |        |
|-----------------------------------------|--------|
| ATIS.....                               | 127.15 |
| Green Bay Approach .....                | 126.3  |
| Tower (5:30 AM–11:00 PMCDT), CTAF ..... | 119.6  |
| Ground Control.....                     | 121.7  |
| Clearance Delivery.....                 | 124.25 |
| Platinum FlightCenter Unicom .....      | 122.95 |
| AWOS (920-832-2597).....                | 127.15 |
| Green Bay Radio (airborne only) .....   | 122.55 |

| Land and Hold Short (LAHSO) Information (Dayonly) |                  |                   |
|---------------------------------------------------|------------------|-------------------|
| 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        |

Note: All frequencies or positions may not be staffed. Some may be covered top down by Minneapolis Center or GRB TRACON.

### IFR Departure Routings

IFR departures must use the following routes to avoid long delays for flight plan amendment.

- Routing to KMKE and its satellite airports: KATW CHING BJB...
- Routing to KORD satellite airports: KATW CHING BJB OBK...
- Routing to KMSN and its satellite airports: KATW BANKY DLL...
- Routing to other destinations below 14,000' should avoid MKE airspace:
  - o Southeast: KATW NEROE WELKO...
  - o South around ORD airspace: KATW BANKY DLL...(see page 26 for routing after DLL)
  - o Southwest: KATW BANKY DLL... or West: KATW BANKY...

### VFR or IFR Departure:

- 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.
- For VFR flight following over Lake Michigan, contact Green Bay Approach (120.2) 10 NM northwest of KMTW.

## IFR Arrival Route Planning

- Canceling IFR: When the KOSH ceiling 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 Ripon (pages 7-13); high performance aircraft unable to use that procedure must use the Turbine/ Warbird arrival from Fond du Lac (page 22)
- 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. KOSH arrivals can expect Direct IGVEW or PRIMO for the RNAV (GPS) RWY 27 approach, or Direct WUVMO or HETUP for the RNAV (GPS) RWY 9 approach.
- Be extremely alert for a high volume of traffic with widely varying performance characteristics in the Oshkosh area.
- In VFR weather conditions, IFR arrivals at Oshkosh will be sequenced with VFR arrivals and may be asked to land on a runway dot. Review NOTAM pages 14-17.

**Oshkosh Area Airports:** KOSH, KATW, KFLD, KSBM, KRYV, KUNU, 8D1

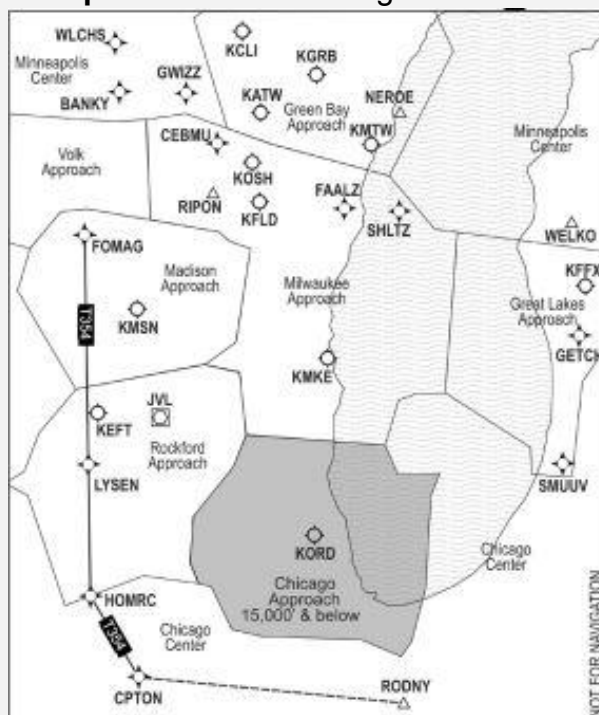
### IFR Routings to Oshkosh Area Airports (Listed Above):

| FROM       | DESTINATION                                                                       | ROUTE                                                                                                                                                            | (Shaded routes are overwater.) |
|------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|
| Northeast: | KOSH, KFLD, KSBM,<br>KRYV, KUNU, or 8D1<br>KATW                                   | .....WELKO NEROE Direct or MBL NEROE Direct<br>.....TVC V420 GRB KATW or WELKO NEROE GRB KATW                                                                    |                                |
| East:      | KOSH, KFLD, KSBM,<br>KRYV, KUNU, or 8D1<br>KATW                                   | .....GETCH GAYLE FAALZ Direct *<br>.....GETCH GRB Direct                                                                                                         |                                |
| Southeast: | All area airports<br>or KOSH, KATW, or KMTW<br>KFLD, KSBM, or 8D1<br>KUNU or KRYV | .....SMUUV GAYLE FAALZ Direct *<br>.....MAPPS SMARS T325 LUNGS RANDO V341 OSH Direct<br>.....MAPPS SMARS T325 HOMNY Direct<br>.....MAPPS SMARS T325 LUNGS Direct |                                |
| South:     | KOSH, KATW, or KMTW<br>KFLD, KSBM, or 8D1<br>KUNU or KRYV                         | .....PNTAC SMARS T325 LUNGS RANDO V341 OSH Direct<br>.....PNTAC SMARS T325 HOMNY Direct<br>.....PNTAC SMARS T325 LUNGS Direct                                    |                                |
| Southwest: | KOSH, KATW, or KMTW<br>KFLD, KSBM, or 8D1<br>KUNU or KRYV                         | .....DBQ V341 OSH Direct<br>.....DBQ V341 MSN HOMNY Direct<br>.....DBQ V341 MSN Direct                                                                           |                                |
| West:      | KOSH, KATW, or KMTW<br>KFLD, KSBM, or 8D1<br>KUNU or KRYV                         | .....BOOTY DLL RANDO V341 OSH Direct<br>.....BOOTY HOMNY Direct or ZZIPR MSN HOMNY Direct<br>.....BOOTY DLL RANDO Direct or ZZIPR MSN Direct                     |                                |
| Northwest: | KOSH, KFLD, KSBM,<br>KRYV, KUNU, or 8D1<br>KATW                                   | .....WLCHS RIPON Direct<br>.....BIPID KATW                                                                                                                       |                                |
| North:     | All area airports                                                                 | .....GRB Direct                                                                                                                                                  |                                |

\*Expect to cross GAYLE at or above 6,000'. Non-RNAV aircraft can expect radar vectors

## IFR Departure Route Planning

- 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 31 for airborne clearance pick up.
- Aircraft operating at or below 15,000' MSL shall not file flight plans through Chicago Approach Control airspace
- **Oshkosh departures:** Use routings in the chart below.
- **Appleton (KATW) departures:** Use routings on page 28.
- **Other area airport departures:** Use routings in chart below.



IFR Routings for departures from Oshkosh area airports

| DIRECTION                                                 | ALTITUDE        | TYPE     | REQUIRED INITIAL ROUTES                                       |
|-----------------------------------------------------------|-----------------|----------|---------------------------------------------------------------|
| All                                                       | 16,000' & above | All      | <i>Radar Vectors</i> on course                                |
| except SBM departures departing Northeast thru Southeast: | 16,000' & above | RNAV     | SHLTZ WELKO                                                   |
|                                                           |                 | Non-RNAV | <i>Radar Vectors</i> WELKO                                    |
| North                                                     | 15,000' & below | All      | <i>Radar Vectors</i> on course                                |
| Northeast thru Southeast                                  | 15,000' & below | All      | FOMAG T354 CPTON RODNY<br>or <i>Radar Vectors</i> SHLTZ WELKO |
| South                                                     | 15,000' & below | All      | FOMAG T354 CPTON                                              |
| Southwest                                                 | 15,000' & below | All      | FOMAG                                                         |
| West                                                      | 15,000' & below | All      | BOOTY                                                         |
| Northwest                                                 | 15,000' & below | RNAV     | CEBMU GWIZZ                                                   |
|                                                           |                 | Non-RNAV | <i>Radar Vectors</i> EAU                                      |

Note: Shaded routes are over water.

## Airborne IFR Clearance Pickup after VFR Departure

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

Airborne pickup of IFR clearances may be received from the ATC facilities listed below. Flight plans must specify the appropriate pickup point within the facility's airspace; otherwise the facility will not be able to access your flight plan and may not issue an IFR clearance.

### Madison Approach Control / Chicago Center

File from Dells VOR (DLL). Your filed route must avoid Chicago Approach Control airspace (see page 28 airspace diagram) with initial routing from table below.

When over Dells VOR request IFR clearance based on your current altitude as follows:

- at or below 5,000', contact Madison Approach Control (135.45),
- from 5,500' through 10,000', contact Madison Approach Control (127.95),
- at or above 10,500', contact Chicago Center (133.3).

| DIRECTION | FILED ALTITUDE  | REQUIRED INITIAL ROUTE     |
|-----------|-----------------|----------------------------|
| East      | 15,000' & below | DLL FOMAG T354 CPTON RODNY |
| South     | 15,000' & below | DLL FOMAG T354 CPTON       |

### Rockford Approach Control

File from Monroe, WI (KEFT). Your filed route must avoid Chicago Approach Control airspace (see page 28 airspace diagram) with initial routing from table below.

Request IFR clearance from Rockford Approach Control (126.0) when west of Janesville VOR (JVL) at or below 11,500'.

| DIRECTION | FILED ALTITUDE  | REQUIRED INITIAL ROUTE      |
|-----------|-----------------|-----------------------------|
| East      | 15,000' & below | KEFT LYSEN T354 CPTON RODNY |
| South     | 15,000' & below | KEFT LYSEN T354 CPTON       |

### Great Lakes Approach Control (AZO)/Minneapolis Center (ZMP)/Chicago Center (ZAU)

If route of flight is WELKO or North, file from WELKO. If route of flight is South of WELKO file from Fremont, MI (KFFX). When halfway across Lake Michigan (Eastbound) request an IFR clearance based on your current position and altitude (see page 28 airspace diagram):

If North of WELKO, contact Minneapolis Center (120.85)

If South of WELKO

- At or Below 10,000', contact Great Lakes Approach (119.8)
- At or Above 10,500', contact Chicago Center (125.1)

### Green Bay Approach Control

File from Clintonville, WI (KCLI). Filed route cannot re-enter Milwaukee Approach airspace (see page 28 airspace diagram). Use initial routing from table below.

Request IFR clearance from Green Bay Approach Control (126.3) when in vicinity of KCLI at or below 12,500'.

| DIRECTION | FILED ALTITUDE   | REQUIRED INITIAL ROUTE *                  |
|-----------|------------------|-------------------------------------------|
| Southeast | 13,000' & below  | KCLI NEROE GETCH (or north of that route) |
|           | 14,000' & higher | KCLI GRB GETCH (or north of that route)   |
| West      | All              | KCLI BANKY                                |

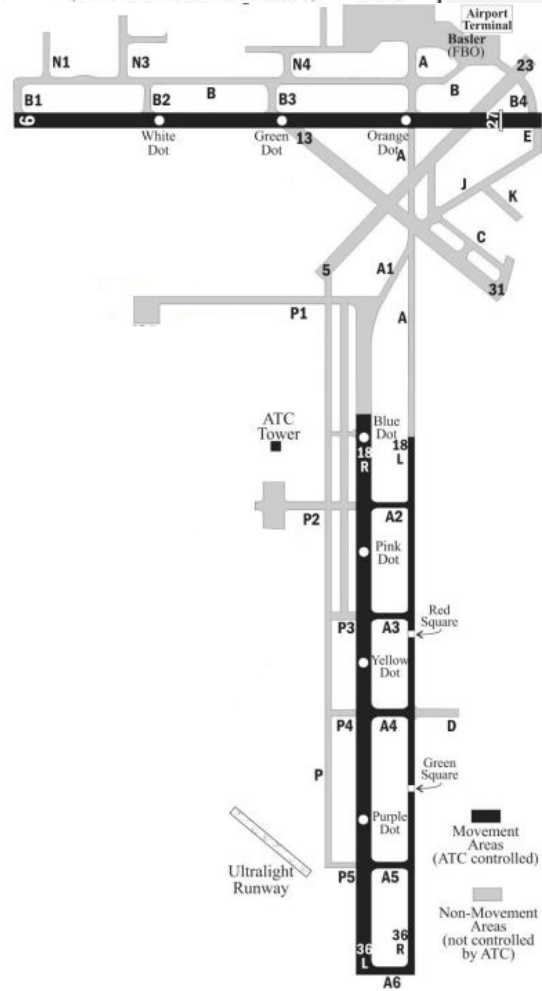
\* Non-RNAV aircraft can expect radar vectors.

## Other Info

|                                         |              |
|-----------------------------------------|--------------|
| <b>Oshkosh Arrival Frequencies</b>      |              |
| AirVenture Arrival ATIS ....            | 125.9        |
| Fisk Approach ....                      | 120.7        |
| Oshkosh Tower North, RWY 09/27 ....     | 118.5        |
| Oshkosh Tower South, RWY 18/36 ....     | 126.6        |
| Unicom (Basler Flight Service FBO) .... | 122.95       |
| Green Bay Radio ....                    | 122.25       |
| OSH VORTAC ....                         | 116.75       |
| <b>Oshkosh Departure Frequencies</b>    |              |
| AirVenture Departure ATIS ....          | 121.75       |
| Oshkosh Clearance Delivery ....         | 119.05       |
| Oshkosh Ground Control ....             | 132.3        |
| RWY 09/27 Departures Monitor ....       | 128.75       |
| RWY 18/36 Departures Monitor ....       | 118.9        |
| Milwaukee Approach ....                 | 127.0        |
| Green Bay Radio ....                    | 122.25       |
| <b>AirVenture Seaplane Base .....</b>   | <b>123.3</b> |
| <b>AirVenture Warbird Area.....</b>     | <b>123.9</b> |

|                                         |        |
|-----------------------------------------|--------|
| <b>Appleton Area Frequencies</b>        |        |
| 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 |

|                                      |        |
|--------------------------------------|--------|
| <b>Fond du Lac Area Frequencies</b>  |        |
| ATIS ....                            | 121.1  |
| Temporary Tower ....                 | 120.4  |
| Ground Control ....                  | 121.85 |
| Unicom (CTAF when tower closed) .... | 123.05 |



- All pilots are reminded to Aviate, Navigate, then communicate.
- If you have questions, or do not understand an instruction, ask!
- ATIS will have updated info, please listen prior to arriving.

*Note that not all frequencies, or positions will be staffed. Some may be covered top down by ZMP (Minneapolis Center or ZAU (Chicago Center).*

Thank you very much for reading through this NOTICE. All of us here at ZAU welcome you to Oshkosh, and hope you enjoy the event!



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