



2004
AIRVENTURE
OSHKOSH
EAA™



NOTAM

Special Flight Procedures effective 1100Z July 24 to 1100Z August 3, 2004



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

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Changes for 2004 include:

- Arrival Flows renamed Northeast, Northwest, Southeast, Southwest
- Fond du Lac ATIS and ASOS frequencies
- Appleton Clearance Delivery frequency
- IFR airborne clearance pickup procedures

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

Preflight Planning

For one week each year, EAA AirVenture Oshkosh has the highest concentration of aircraft in the world. Your careful reading and adherence to the procedures in this NOTAM are essential to maintaining the safety record of this event. As you plan your trip you should be thoroughly familiar with the NOTAM procedures for your aircraft type and for your primary and alternate airports. Pilots are expected to have a copy of this NOTAM available for in-flight reference.

Planning your Alternate Airport

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

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

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

Wittman Regional Airport (OSH) Preflight Considerations

Starting Saturday, July 24, 2004, OSH is closed to all arriving aircraft from 8:00 PM until 7:00 AM CDT daily. In addition, some or all categories of aircraft may not be accepted due to parking saturation, ground conditions, special activities, or scheduled airshows. All aircraft must remain clear of the Air Show Demonstration Area at OSH during the Aerobatic Demonstration times. Landings at Wittman Regional Airport are normally resumed sixty (60) minutes after each airshow.

Aerobatic Demonstrations/Airshow Times

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

2004 Oshkosh Airshow Times

Tuesday July 27 through Sunday August 1 1500-1830 CDT
Monday August 2 1400-1700 CDT

Parking

- Separate aircraft parking areas are used at OSH for different types of aircraft. Parking for show planes (experimental, warbirds, rotorcraft, amphibians, and production aircraft manufactured prior to 1968) has generally been available throughout EAA AirVenture. Parking and Camping areas for other aircraft may reach saturation at times during and prior to EAA AirVenture. Parking area status is available via telephone recording (920-230-7820) and on the Internet at www.airventure.org/aircraft/parking_status.asp. The OSH Arrival ATIS (125.9) will also have current parking availability information.
- Pilots intending to land at OSH should prepare a sign to designate their intended Parking or Camping area. The sign should be a light color with large dark lettering readable from at least fifty (50) feet. It should be displayed in the left side of your windshield and use one of the following codes.

HBC

Homebuilt
Camping

VAC

Vintage Aircraft
Camping

GAC

General Aviation
Camping

HBP

Homebuilt Parking

VAP

Vintage Aircraft
Parking

GAP

General Aviation
Parking

WB

Warbird Area

FBO

Basler or Orion
FBO Ramp
(with prior permission)

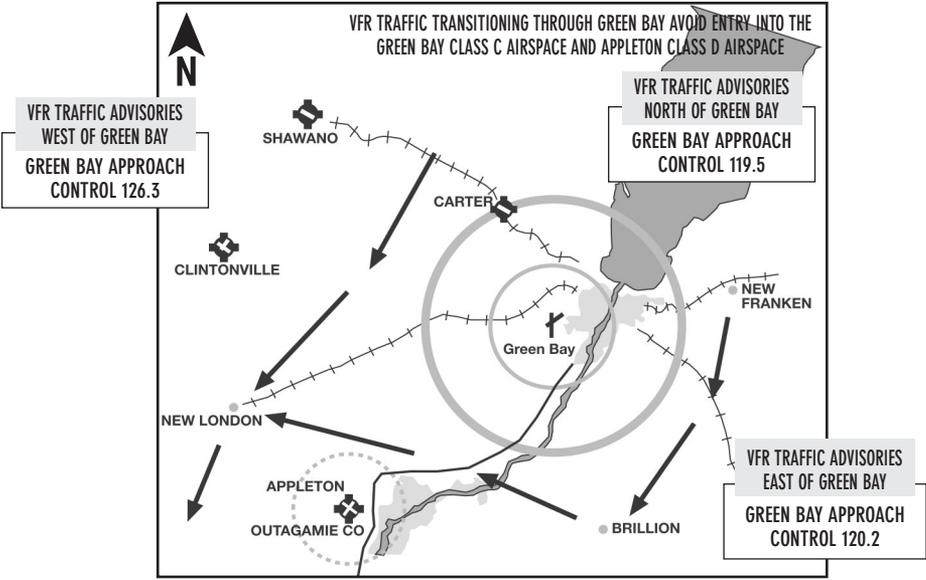
SP

Seaplane Area
(amphibian)

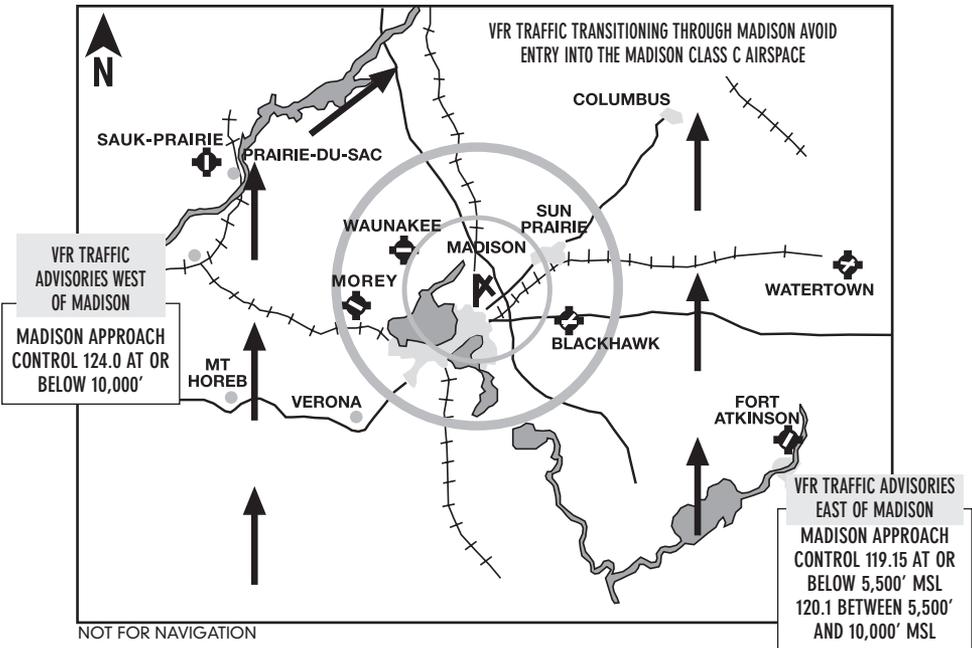
- A similar sign with the letters VFR or IFR will be used when you depart.

Route Planning Guide

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

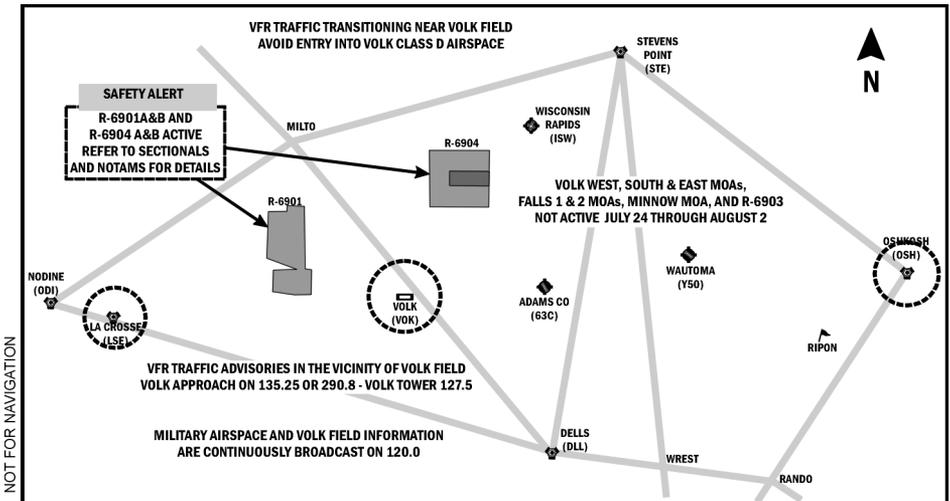
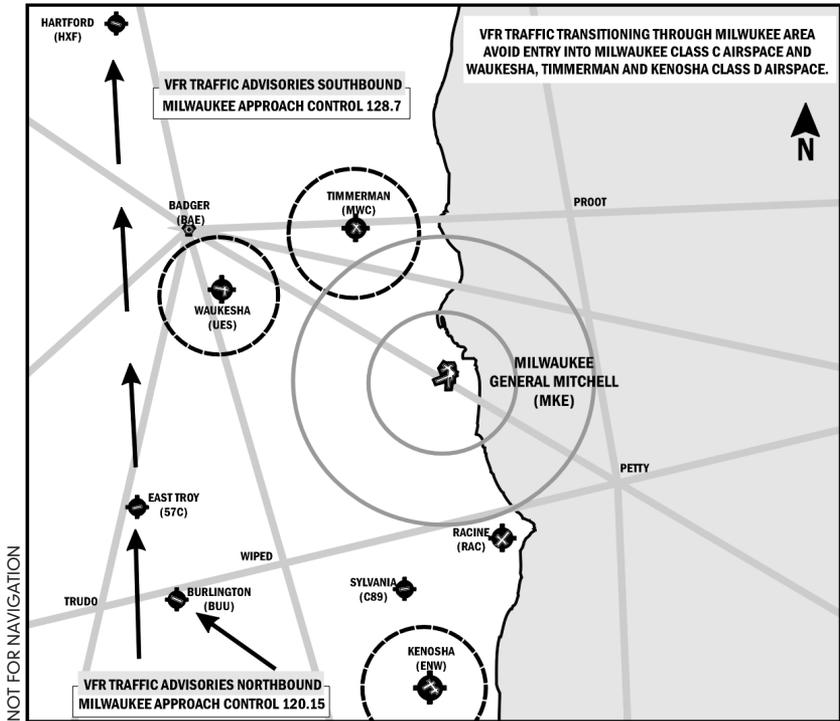


NOT FOR NAVIGATION



NOT FOR NAVIGATION

Route Planning Guide



Flight Service Information

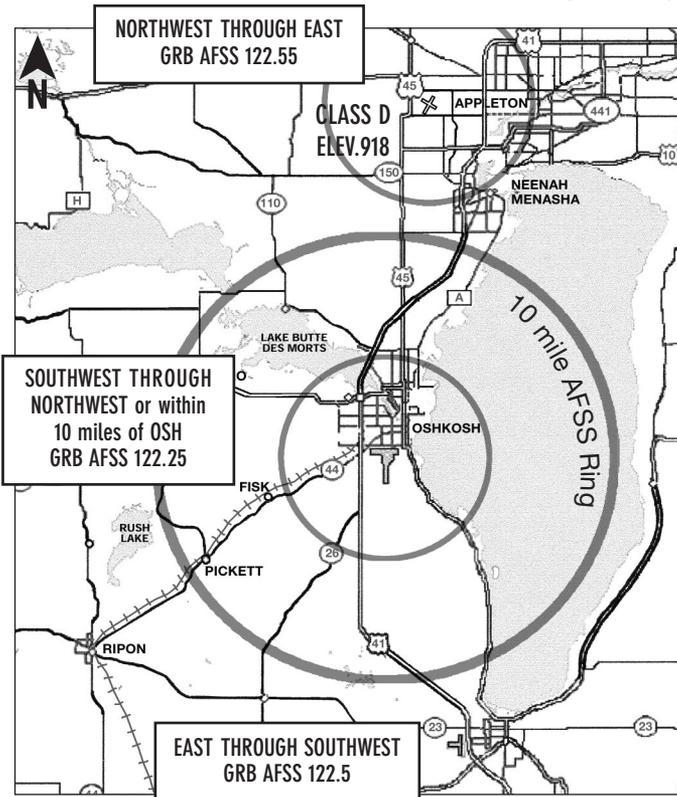
Preflight planning and flight plan filing

- IFR flight plans can be filed up to 22 hours in advance, with no time limit for VFR flight plans.
- To reduce delays, please file all flight plans as far in advance as possible.
- AFSS 1-800-992-7433 (24 hrs.)
- Oshkosh Temporary AFSS, located in the FAA Safety Center. Walk-ins only (0600-2000 CDT daily). OASIS, the next generation of flight service tools is available.
- North and South Briefing Annexes: see page 14 for details
- Inflight services include flight plan activation, cancellation and weather updates.

Helpful hints

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

Example: Green Bay Radio, N5241A over Ripon 122.25



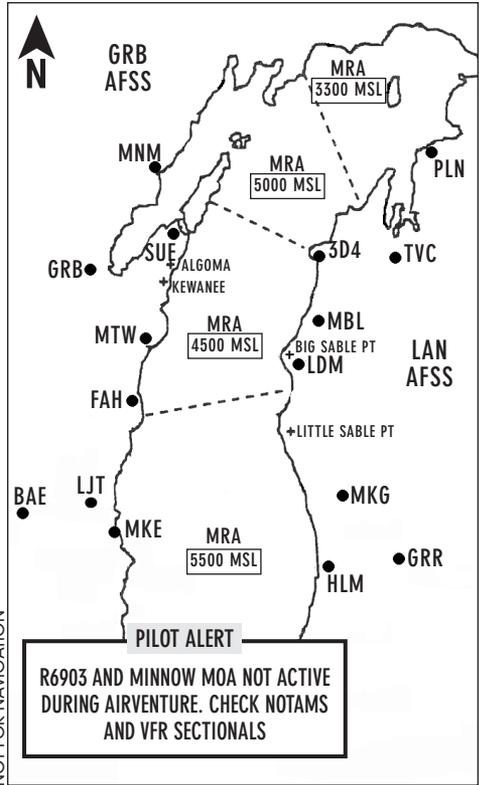
- Due to frequency congestion air filing of flight plans is discouraged between 0600-2100 CDT.
- Avoid using OSH 122.25 and FLD 122.5 for weather information.

Lake Reporting Service (LRS)

- Provided by Green Bay and Lansing AFSS's for crossing Lake Michigan.
- Refer to AIM paragraph 4-1-20e.
- LRS flight plans are like normal flight plans except:
 - Departure points & destinations are shoreline crossing points. (Activate and cancel at these points.)
 - Estimated Time Enroute (ETE) will be the time over water (shore to shore).
 - Remarks section will include the first point of landing.
 - A frequency transfer between AFSS's will occur enroute to ensure communications.
 - Radio contacts must be made every ten (10) minutes. If no contact is established after 15 minutes, Search and Rescue is alerted.

Note:

- Please file LRS flight plans prior to departure to relieve radio congestion involved in air filing.
- LRS flight plans are separate from a normal VFR flight plan and a pilot can be on both at the same time. When closing, be clear about which flight plan is being closed.



MRA = Minimum Reception Altitude

CROSSING POINTS:

West Shore

Location	Lat/Long	Frequency
Sturgeon Bay (SUE)	N44°51' W87°25'	GRB 122.55
Algoma	N44°36' W87°26'	GRB 122.55
Kewaunee	N44°27' W87°30'	GRB 122.55
Manitowoc (MTW)	N44°08' W87°41'	T122.1/R111.0 or GRB 122.55
Sheboygan (FAH)	N43°46' W87°51'	T122.1/R110.0 or FLD 122.5
Timmerman (LJT)	N43°07' W88°02'	MKE 122.65

East Shore

Location	Lat/Long	Frequency
Manistee (MBL)	N44°16' W86°15'	T122.1/R114.4
Big Sable Pt.	N44°03' W86°30'	LDM 122.45
Ludington (LDM)	N43°58' W86°24'	LDM 122.45
Little Sable Pt.	N43°40' W86°32'	LDM 122.45
Muskegon (MKG)	N43°10' W86°14'	MKG 122.5

VFR Arrival from Ripon to Fisk

The city of Ripon, WI is the initial entry point for this arrival, which is to be used by all VFR aircraft landing at OSH from Saturday, July 24, 2004 through Monday, August 2, 2004 (except those using the Warbird/High Performance or NORDO arrivals.)

- Leave lights on within 50 miles of Oshkosh.
- Obtain arrival ATIS (125.9) prior to reaching Ripon. Note the specified arrival flow, which corresponds to a map on pages 8-11.
- Monitor FISK approach on 120.7 prior to turning inbound over Ripon. Listen carefully; ensure that you follow instructions intended for you, not for another aircraft of similar type or color.
- **Important: Monitor your fuel status. If critical, advise controllers immediately.**
- VFR holding may be necessary due to congestion at Oshkosh. Approach controllers at FISK will advise on 120.7 when holding is in progress.
 - If you have not yet reached Ripon, make left turns over a point on the ground until you are advised to proceed to Ripon.
 - If holding is necessary when you reach Ripon, look for traffic to follow and make left turns around the city of Ripon. Approach controllers will advise when to proceed beyond Ripon. Use caution for heavy traffic in the vicinity of Ripon.
- Enter transition over Ripon. Maintain 90 knots (or maximum cruise speed if below 90 knots) and 1,800' MSL. If unable, maintain 135 knots and 2,300' MSL.
- **Proceed single file over the railroad tracks toward FISK (FISK can be identified by railroad track/road intersection and white strobe lights). Fly directly over the railroad tracks.**

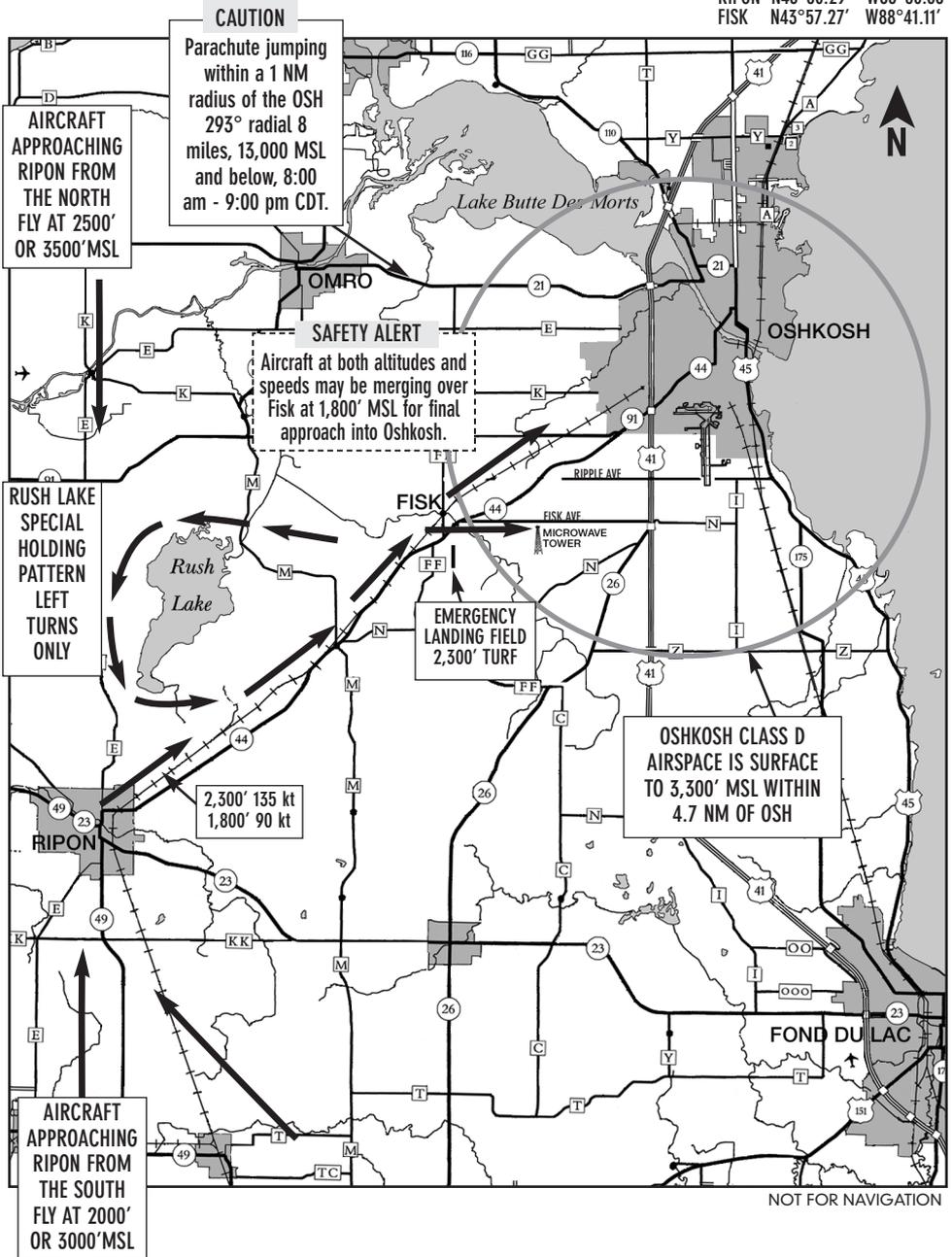
- If VFR holding is necessary between Ripon and FISK, the Rush Lake special holding pattern will be used. A lead aircraft will be instructed to turn left and proceed westbound over the north shore of Rush Lake, continuing counterclockwise around the lake, then proceeding northeast bound over the railroad tracks.
All other aircraft will be instructed to follow the leader in **single file**. Traffic in the Rush Lake special holding pattern and at FISK will be monitored and observed by the controllers located at FISK.
- **Do not proceed past FISK without ATC instructions.**
- Listen for controller instructions as you approach FISK. Controller will use color and type of aircraft at FISK. Pilots should vigorously rock wings to acknowledge ATC instructions and refrain from verbal responses unless requested.
- **When feasible, runway assignments will be based on aircraft speed and altitudes.**
- **Controller will advise your assigned runway and when to monitor Oshkosh Tower on either 118.5 or 126.6.** This transfer of communications will normally occur in the immediate vicinity of FISK.
- Airport acceptance rate after 12:00 Noon is reduced due to on-airport activity.
- Extended periods of slow flight may be required when arriving at AirVenture.
- If a go-around is needed, advise ATC immediately for resequencing instructions.

SAFETY ALERT

Pilots are required to adhere to all restrictions contained in the following arrival procedures. Failure to do so may jeopardize not only your safety but also the safety of others.

VFR Arrival from Ripon to Fisk continued

RIPON N43°50.29' W88°50.68'
 FISK N43°57.27' W88°41.11'



VFR Oshkosh Arrival, Northwest Flow

Oshkosh Arrival Frequencies

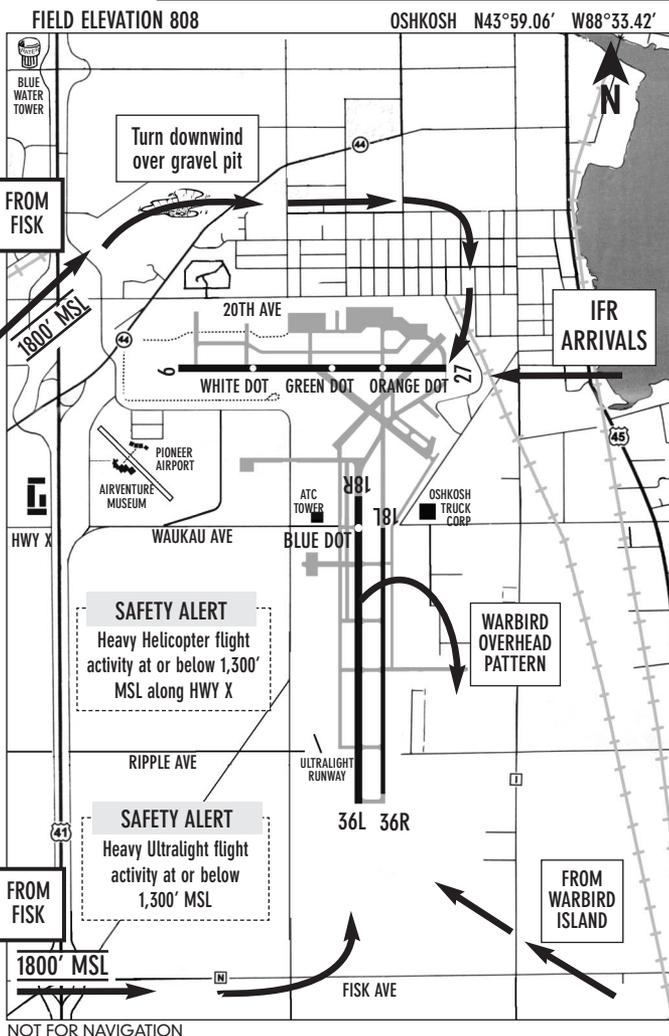
OSH VORTAC	111.8
Arrival ATIS	125.9
FISS Approach	120.7
Oshkosh Tower North, RWY 09/27	118.5
Oshkosh Tower South, RWY 18/36	126.6
Unicom	122.95
Oshkosh UHF	257.6
Green Bay AFSS	122.25

PILOT NOTICE

On Runway 27 Oshkosh Tower controllers may request that you land on one of the colored circles ("dots"). The "orange dot" is 1,500' from the Runway 27 threshold (4,678' remain); the "green dot" is 3,000' from the Runway 27 threshold (3,178' remain).

NORTHWEST LANDING FLOW RUNWAYS 27 AND 36L & R

- After landing on Runway 27 and when speed permits, light aircraft (under 6,250 lbs) are required to exit the runway left or right, as directed, onto the sod. **DO NOT TURN BACK ONTO THE RUNWAY.** Be alert and use caution for hazards marked with cones and/or flags.
- After exiting runway, put parking/camping sign in windshield and follow EAA flagperson directions to camping/parking area.



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).

NOT FOR NAVIGATION

VFR Oshkosh Arrival, Southwest Flow

Oshkosh Arrival Frequencies

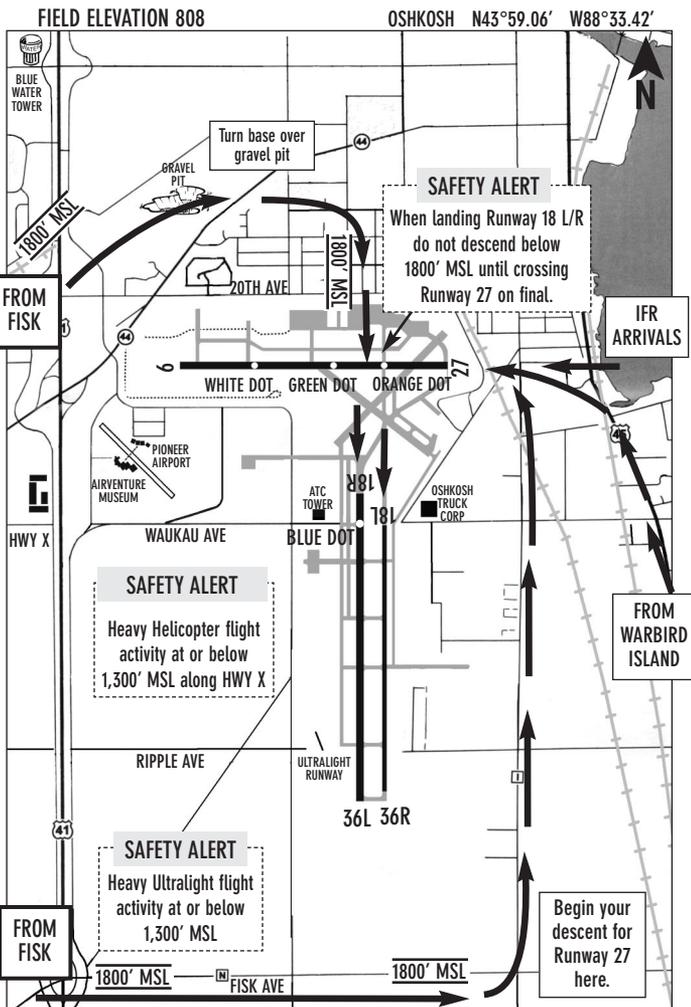
OSH VORTAC	111.8
Arrival ATIS	125.9
FIK Approach	120.7
Oshkosh Tower North, RWY 09/27	118.5
Oshkosh Tower South, RWY 18/36	126.6
Unicom	122.95
Oshkosh UHF	257.6
Green Bay AFSS	122.25

- After landing on Runway 27 and when speed permits, light aircraft (under 6,250 lbs) are required to exit the runway left or right, as directed, on the sod. **DO NOT TURN BACK ONTO THE RUNWAY.** Be alert and use caution for hazards marked with cones and/or flags.
- The Runway 18R relocated threshold is located abeam the air traffic control tower and is marked by orange colored threshold markings, Runway End Identification Lights and a large “blue dot” on the runway. Oshkosh controllers may request that you land on or beyond the “blue dot.”
- After exiting runway, put parking/camping sign in windshield and follow EAA flagperson directions to camping/ parking area.

PILOT NOTICE

On Runway 27 Oshkosh Tower controllers may request that you land on the “orange dot,” which is 1,500’ from the Runway 27 threshold (4,678’ remain). For Runway 18R, plan to land at or beyond the “blue dot” (6,382’ remain).

SOUTHWEST LANDING FLOW RUNWAYS 27 AND 18L & R



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).

NOT FOR NAVIGATION

VFR Oshkosh Arrival, Northeast Flow

PILOT NOTICE

On Runway 9 Oshkosh Tower controllers may request that you land on the "white dot." The white dot is 1,500' from the Runway 9 threshold (4,678' remain).

NORTHEAST LANDING FLOW FOR RUNWAYS 9 AND 36L & R

Oshkosh Arrival Frequencies

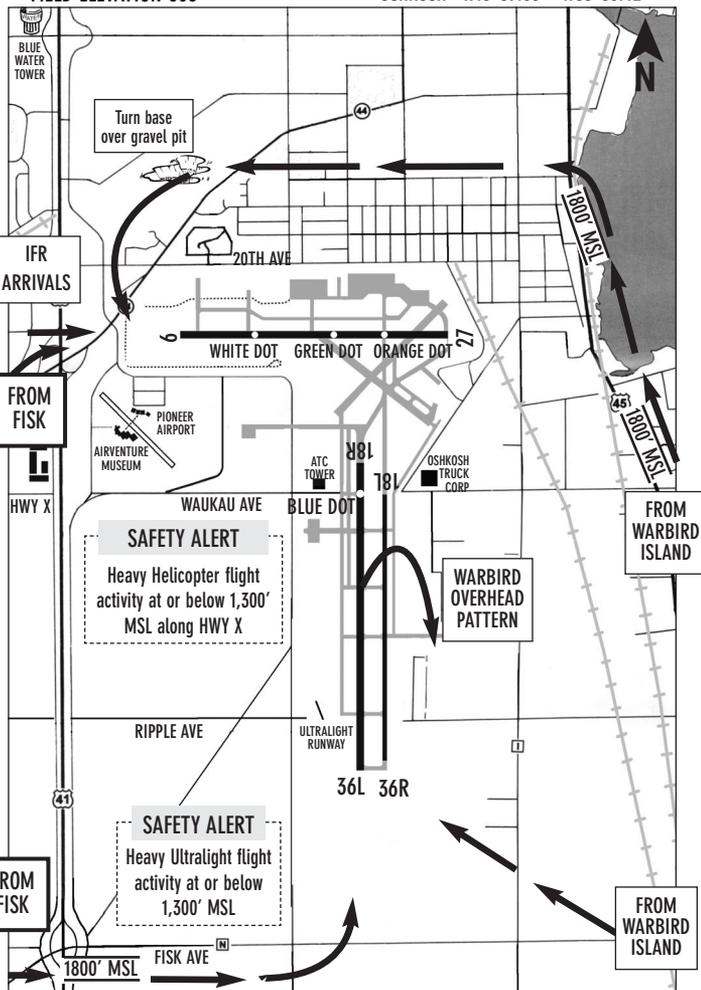
OSH VORTAC	111.8
Arrival ATIS	125.9
FSK Approach	120.7
Oshkosh Tower North, RWY 09/27	118.5
Oshkosh Tower South, RWY 18/36	126.6
Unicom	122.95
Oshkosh UHF	257.6
Green Bay AFSS	122.25

- After landing on Runway 9 and when speed permits, light aircraft (under 6,250 lbs) are required to exit the runway left or right, as directed, onto the sod. **DO NOT TURN BACK ONTO THE RUNWAY.** Be alert and use caution for hazards marked with cones and/or flags.

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

FIELD ELEVATION 808

OSHKOSH N43°59.06' W88°33.42'



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).

NOT FOR NAVIGATION

High Performance/Warbird Arrival

for aircraft capable of cruising at 130 knots or greater

- This procedure is restricted to high performance turbojet and twin turboprop aircraft and to Warbird aircraft, ALL capable of cruising at 130 knots or greater. **Slower Warbird aircraft shall use the VFR Arrival from Ripon.**
- The city of Fond du Lac is the initial entry point for all High Performance/Warbird arrivals. Monitor the Oshkosh (OSH) arrival ATIS (125.9) for arrival configuration and anticipated landing runways. See flow charts pages 8-11.
- Avoid the Fond du Lac County Airport (FLD) airspace. FLD has an operating temporary control tower from Sunday, July 25 until Monday August 2, 2004 (operating hours on page 18). Its airspace is 3,309' MSL and below within 4 NM.
- Aircraft will report arrival over the city of Fond du Lac and again at the island to Oshkosh (OSH) Tower on the appropriate tower frequency based on the arrival flow.

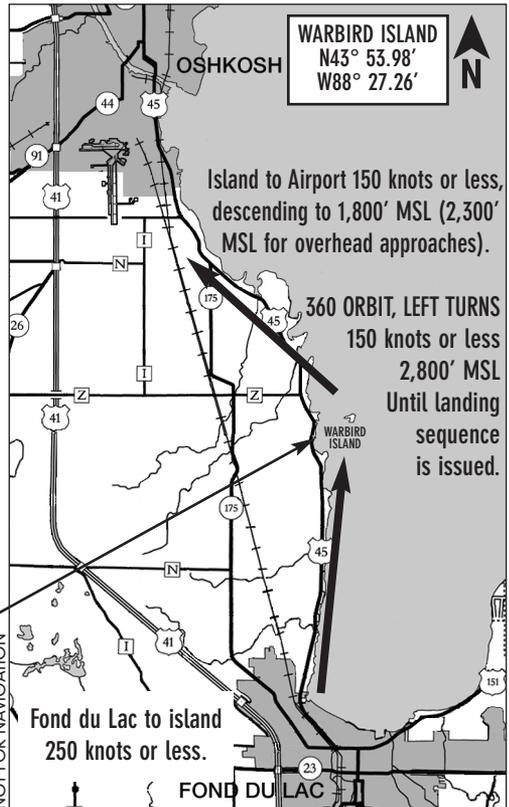
• **Southeast or Southwest flow:**
Report on 118.5

• **Northeast or Northwest flow:**
Report on 126.6

Examples: "Blue and yellow Wildcat, Fond du Lac."
"White Citation, Warbird Island."

- Proceed from the city of Fond du Lac direct to the Warbird Island (6 miles SE of Wittman Regional Airport, along the west shore of Lake Winnebago). When more than 4 NM from FLD, descend to maintain 2,800' MSL.
- Pilots may be instructed to orbit the island until a landing sequence is issued. **USE CAUTION, MAKE LEFT TURNS, AND STAY ALERT FOR OTHER AIRCRAFT!**

- If landing clearance appears unsafe because of spacing, speed of preceding aircraft, or any other reason, the pilot should go around. A new sequence will be issued.
- Pilots may request a 360 degree overhead approach to Runways 36 L/R only. Break altitude is 2,300 MSL. Expect a right break only.
- ATC may initiate a 360 degree overhead approach to other runways as needed for spacing. Break altitude will be 2,300' MSL. Expect a break to the north for Runways 9/27 and to the east for Runways 18/36.
- Under all circumstances, avoid the VFR arrivals area southwest of Wittman Regional Airport.
- EAA Warbird Control (123.9) is responsible for the Warbird parking area.

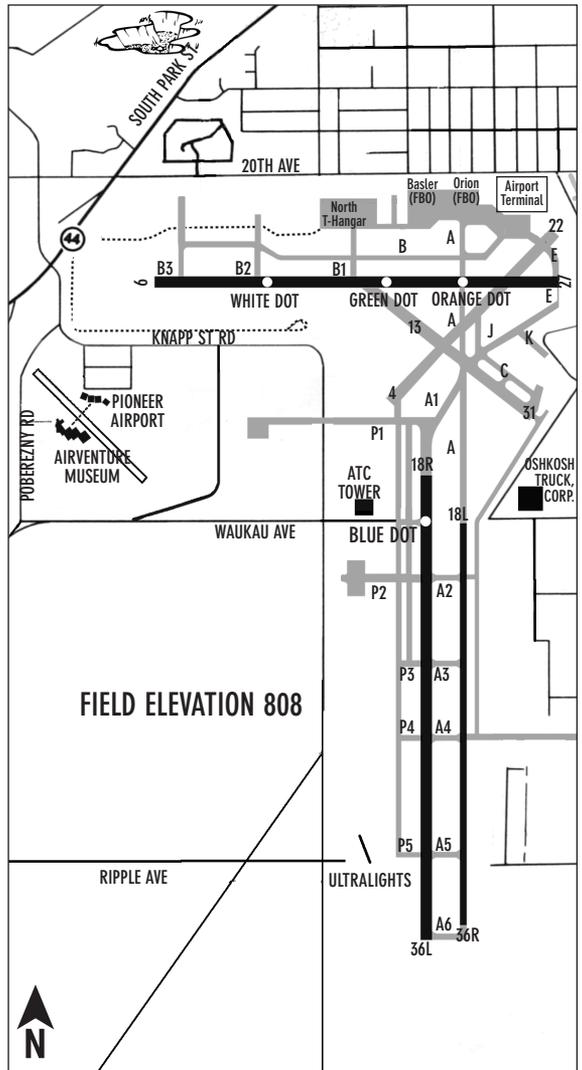


PILOT NOTICE

PROCEED TO THE ASSIGNED RUNWAY AS DIRECTED BY ATC, REDUCE SPEED TO 150 KNOTS OR LESS AND BEGIN DESCENT TO 1800 FEET MSL (2,300 FEET MSL FOR OVERHEAD APPROACHES). PILOTS ARE CAUTIONED TO MAINTAIN VFR SEPARATION AT ALL TIMES.

Oshkosh Airport Notes

- All movement on other than paved runways and taxiways is at pilot's own risk. Be alert for taxiing aircraft in all aircraft parking areas.
- Aircraft landing during peak saturation periods may be asked to depart if insufficient parking spaces are available.
- All aircraft must be tied down.
- Contact an FBO for hard surface reserved parking and fueling information: Basler Flight Service (920-236-7827), or Orion Flight Services (920-424-8090). Unicom 122.95.
- **If Wittman Regional Airport is IFR, taxiing is prohibited except for aircraft with IFR clearance.**
- Mishaps, incidents, or accidents must be reported to the FAA Flight Standards District Office, NTSB, a Sheriff's Deputy or Wittman Regional Airport personnel.
- Pedestrians, bicycles and motorcycles are strictly forbidden on runways, taxiways, and the terminal ramp at all times.
- Observe all fire prevention rules. No campfires or stoves are permitted near aircraft.
- Student pilot training is not permitted at OSH during the EAA AirVenture period.



NOT FOR NAVIGATION

- Contact law enforcement or Wittman Regional Airport personnel with any airport safety related questions (920-236-4900).

SAFETY ALERT
CALL 911 FOR EMERGENCIES

VFR Departure from Oshkosh

Flight Service Preflight Briefings

Complete departure briefings are available at the Oshkosh Temporary AFSS, located in the FAA Safety Center (see page 4).

Partial preflight briefings are available at the Flight Service North and South Briefing Annexes, located near aircraft parking areas. These sites facilitate flight plan filing and provide departure area briefings only. These briefings are intended to get you out of the Oshkosh area to a point where you can contact Flight Watch (122.0) or another Flight Service Station to obtain pertinent data for the remainder of your flight.

FTF Information is not available from the North and South Briefing Annexes!

These facilities are open from 0700-1500 CDT and 1730-1900 CDT daily beginning Tuesday, July 27.

The Flight Service **North Briefing Annex** is housed in a mobile trailer located at the North Forty, across from the registration building. Pilots can obtain abbreviated briefings and file flight plans without having to enter the paid admissions area.

The Flight Service **South Briefing Annex** is housed in a mobile trailer located on the service road north of the Ultralight runway.

SAFETY ALERT

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

- A sign in your windshield with the letters “VFR” indicates to ground personnel that you intend to depart VFR. Note that Wittman Regional Airport is closed to departing aircraft from 8:00 PM until 6:00 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. The ATIS may specify different departure runways for aircraft parked in different areas.
- Taxi toward the designated runway **without** contacting Ground Control. Set transponder on Standby.
- Follow the instructions of EAA flagpersons. To expedite departures, they may direct you to a different runway than planned.
- FAA controllers wearing pink shirts are stationed on elevated platforms near the runway departure points.
 - Aircraft departing Runways 9 or 27 shall monitor 121.75.
 - Aircraft departing Runways 18R, 36L or 36R shall monitor 118.9.
 - Aircraft departing Runway 18L shall monitor 126.6.
 - FAA controllers clear radio equipped aircraft for take off via radio on these frequencies. In the event of radio failure at the elevated platform follow the hand signals given by the FAA controllers.
- Follow the instructions on map at right, based on your departure runway. Avoid the Ripon/FISK arrival route and the AirVenture Seaplane Base (5 miles SE of Oshkosh)
- Leave your transponder on Standby until leaving Class D airspace.
- Proceed on course when clear of the Class D airspace.
- Chicago Center will not provide traffic advisories within 60 NM's of Oshkosh.

VFR Departure from Oshkosh

Expect an intersection departure at one of the following locations:

Runway 9 at Taxiway B3	6,000 feet available
Runway 18R at Tower Road	6,300 feet available
Runway 27 at Taxiway A	4,600 feet available
Runway 36L at Taxiway P5	5,050 feet available

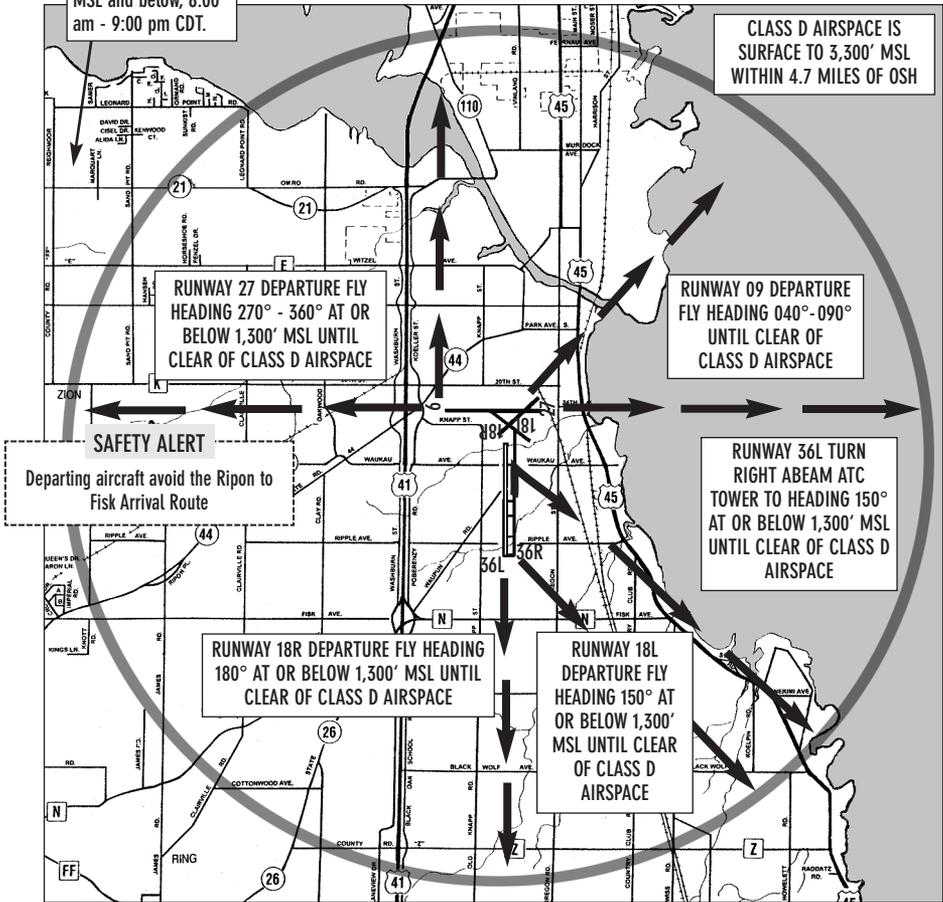
Oshkosh Departure Frequencies

OSH VORTAC	111.8
Departure ATIS	128.75
Oshkosh Clearance Delivery	119.05
Oshkosh Ground Control	121.9
Runway 09/27 Departures Monitor	121.75
Runway 18/36 Departures Monitor	118.9
Oshkosh UHF	257.6
Green Bay AFSS	122.25

CAUTION

Parachute jumping within a 1 NM radius of the OSH 293° radial 8 miles, 13,000 MSL and below, 8:00 am - 9:00 pm CDT.

CLASS D AIRSPACE IS SURFACE TO 3,300' MSL WITHIN 4.7 MILES OF OSH



SAFETY ALERT

Departing aircraft avoid the Ripon to Fisk Arrival Route

RUNWAY 18R DEPARTURE FLY HEADING 180° AT OR BELOW 1,300' MSL UNTIL CLEAR OF CLASS D AIRSPACE

RUNWAY 18L DEPARTURE FLY HEADING 150° AT OR BELOW 1,300' MSL UNTIL CLEAR OF CLASS D AIRSPACE

RUNWAY 27 DEPARTURE FLY HEADING 270° - 360° AT OR BELOW 1,300' MSL UNTIL CLEAR OF CLASS D AIRSPACE

RUNWAY 09 DEPARTURE FLY HEADING 040°-090° UNTIL CLEAR OF CLASS D AIRSPACE

RUNWAY 36L TURN RIGHT ABEAM ATC TOWER TO HEADING 150° AT OR BELOW 1,300' MSL UNTIL CLEAR OF CLASS D AIRSPACE

NOT FOR NAVIGATION

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

Transient Helicopter VFR Arrival/Departure

The AirVenture helipad and long-term helicopter parking are located on Pioneer Airport. The helipad is designated on a turf area with a white box surrounding the letters "HELI".

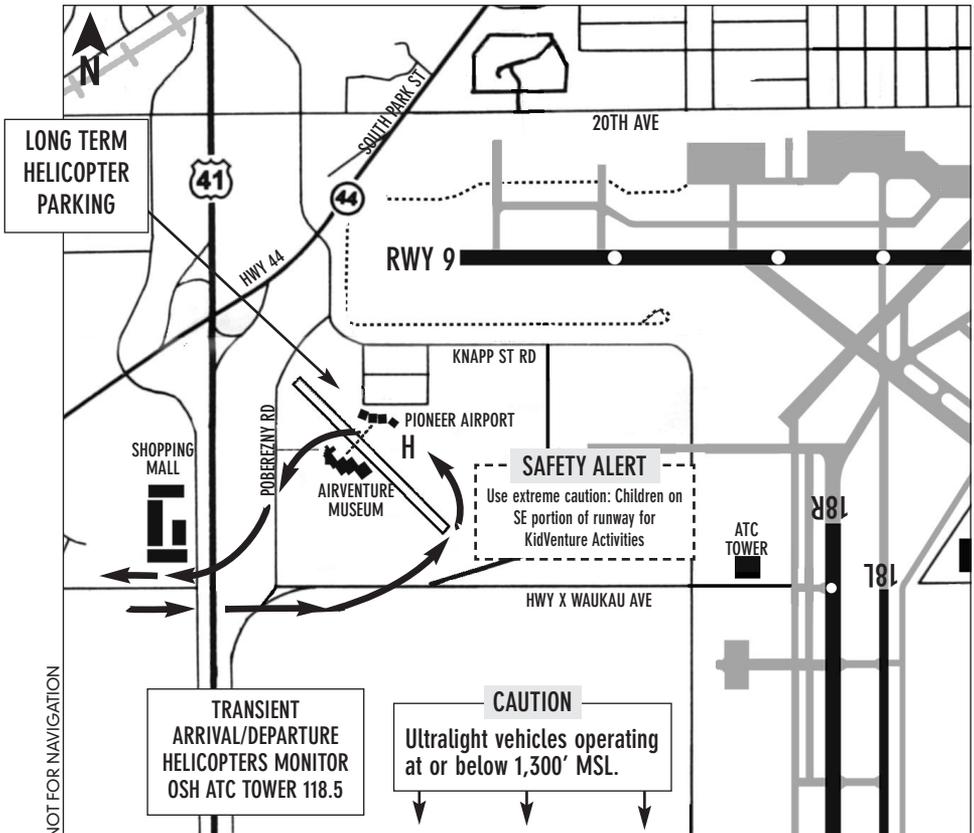
- Use caution for intense fixed-wing traffic following HWY 44 to Runway 9/27 and for ultralight vehicles operating at or below 1,300' south of Waukau Ave.
- Obtain Oshkosh ATIS (125.9) prior to entering Oshkosh Class D airspace.
- Helicopters arriving VFR shall enter the Oshkosh Class D airspace from the west, following and remaining south of Highway X. Remain south of Runway 9/27 at all times and monitor Oshkosh Tower (118.5). Landing at Pioneer Airport is at pilot's discretion.

• Helicopters may depart VFR from Pioneer Airport at pilot's discretion. Remain south of Runway 9/27 and monitor Oshkosh Tower (118.5). Depart Oshkosh Class D airspace to the west following and remaining north of Highway X.

- Arriving/departing helicopters maintain 1,300 MSL or below along Hwy X.

PILOT NOTICE

Helicopter operators are authorized to deviate from the two-way radio communication requirements specified in FAR 91.129(c) for arriving and departing at EAA AirVenture 2004.

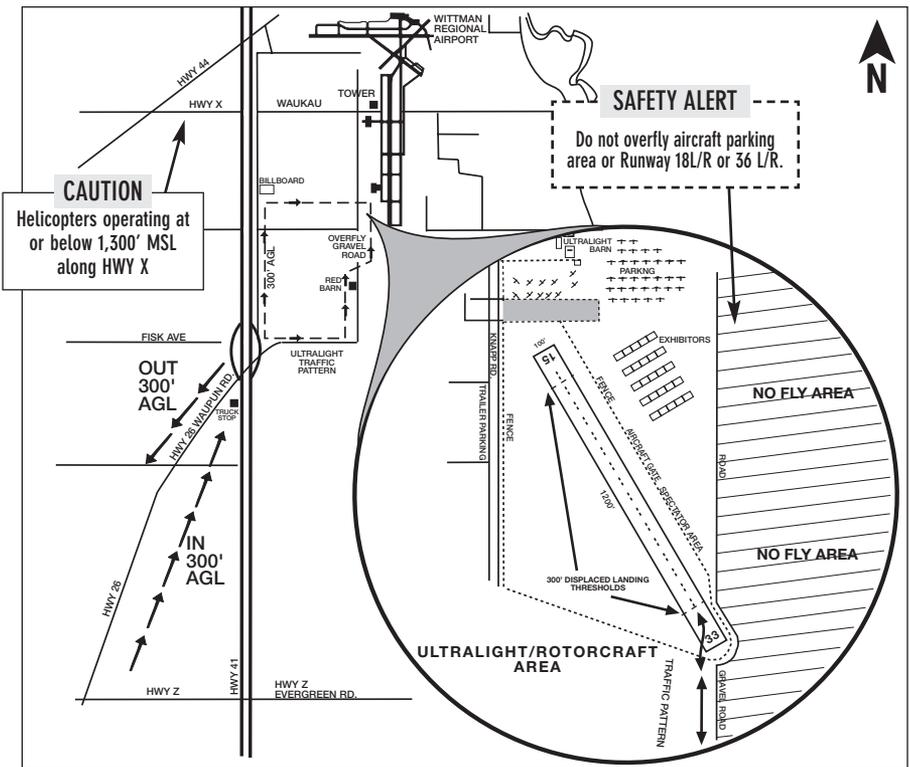


Ultralight/Homebuilt Rotorcraft Arrival/Departure

This procedure is effective Saturday, July 24, 2004 through Monday, August 2, 2004, from 0700 to 0900 CDT and from 1830-2000 CDT. The procedure may be used from 0900-1830 only after receiving approval from the EAA Ultralight Barn (920-230-7759). Homebuilt helicopters and gyroplanes should contact the Ultralight Barn by phone prior to arriving for arrival instructions and frequency.

- If radio equipped, monitor Oshkosh Arrival ATIS (125.9) prior to entering at Highway Z and Highway 26, approximately 5 miles SW of Oshkosh (N43°54.53' W88°36.67').
- Be alert for aircraft inbound from FISK entering a left base for Runway 36L/R. Maintain a vigilant watch at all times while flying in or out of the Oshkosh area.

- Pattern is clockwise (right turns) for landings to the southeast. Pattern is counter-clockwise (left turns) for landings to the northwest.
- Ultralights/Rotorcraft must remain clear of Runways 18L/R and 36L/R.
- Ultralight runways 15 and 33 have thresholds displaced 300 feet.
- Departing traffic has the right of way.
- Do not over fly people, houses, livestock, parked aircraft, etc., closer than 300 feet AGL.
- If radio equipped, obtain Oshkosh Departure ATIS (128.75) prior to departure.
- Compliance with this arrival/departure procedure waives the requirements of FAR 103.17.



Fond du Lac Arrival/Departure

The FAA will operate a temporary air traffic control tower at the Fond du Lac County Airport (FLD) from Sunday, July 25 through Monday, August 2, 2004. The tower will be operational from 7:00 AM until 8:30 PM CDT (1200-0130 UTC) except for Monday, August 2 when it will close at 2:00 PM. See graphic below for locations to contact Fond du Lac Tower. Communication with the FLD tower is required when flight is below 3,309' MSL within 4 NM of FLD.

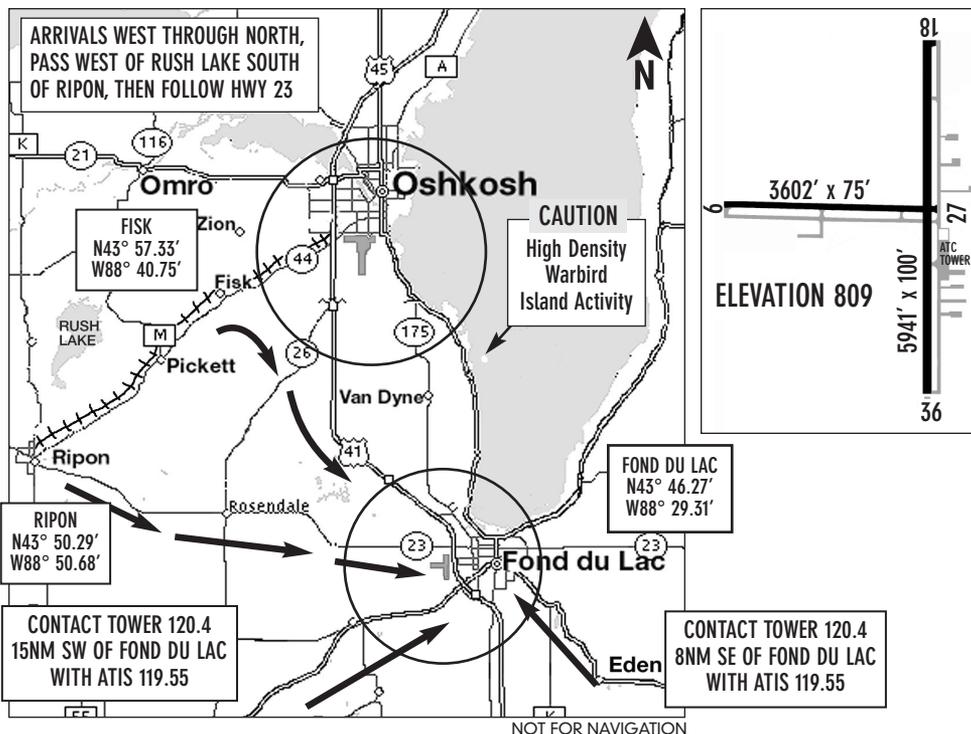
- Because of expected delays due to heavy traffic volume, monitor your fuel status closely.
- To enhance safety, arrivals after sunset are discouraged.
- Be alert for high-density traffic en route to Oshkosh and for high performance/Warbird aircraft within immediate vicinity of airport.

- Leave lights on within 50 miles of Fond du Lac.

VFR Arrival for Direct Routes to FLD

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

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



Fond du Lac Arrival/Departure continued

VFR Arrival from Ripon/FISK to FLD

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

- Aircraft are to fly the approach from Ripon to FISK (see pages 6 and 7).
- When aircraft between Ripon and FISK are advised that Oshkosh is closed for arrivals, they should continue to fly to FISK and monitor 120.7 for instructions prior to turning towards Fond du Lac.
- When instructed, depart FISK on a 120° heading to four-lane Highway 41.
- Obtain Fond du Lac ATIS (119.55) for airport information.
- Turn southbound and remain over or slightly west of Highway 41 to avoid high-performance traffic inbound to Oshkosh.
- Monitor Fond du Lac Tower (120.4) when turning southbound over the highway for arrival information and sequencing. **Monitor the frequency only**, unless no communications are heard.
- After landing, contact GRB AFSS on 122.5 to ensure cancellation of VFR flight plans.

No-radio (NORDO) Arrival to FLD

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

IFR Arrival to FLD

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

Fond du Lac Area Frequencies

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

Fond du Lac Airport Notes

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

PILOT NOTICE

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

VFR Departure from FLD

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

IFR Departure from FLD

Within 5 minutes of taxi, contact Ground Control (121.85) and advise that you are IFR. Clearance, taxi and departure information will be issued on Ground Control frequency. After takeoff, FLD tower will advise when to contact Chicago Center, normally when clear of traffic.

Appleton Arrival/Departure

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

- Because of expected delays due to heavy traffic volume, monitor your fuel status closely.
- Be alert for high-density traffic en route to Oshkosh.
- Leave lights on within 50 miles of Appleton.

VFR Arrival for Direct Routes to ATW

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

- Obtain Appleton ATIS (127.15).
- Contact Appleton Tower (119.6) over recommended VFR reporting points

(New London, Little Chute, or Lake Butte Des Morts). Advise Tower of position and ATIS code received.

- After landing, cancel VFR flight plan in person at Civil Air Patrol ramp facility.

VFR Arrival from Ripon/FISK to ATW

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

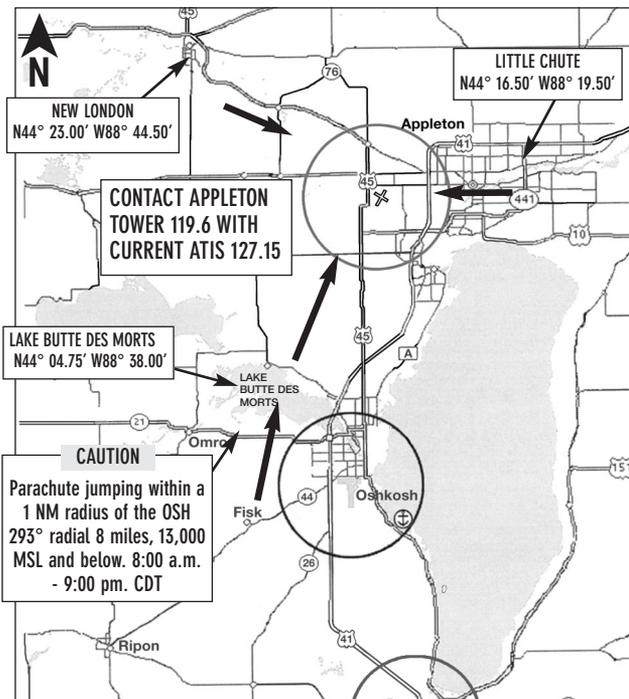
- Aircraft are to fly the approach from Ripon to FISK (see pages 6 and 7).
- When aircraft between Ripon and FISK are advised that Oshkosh is closed for arrivals, they should continue to fly to FISK and monitor 120.7 for instructions prior to turning towards Appleton.
- When instructed, depart FISK on a 010° heading to Lake Butte Des Morts.

on a 010° heading to Lake Butte Des Morts.

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

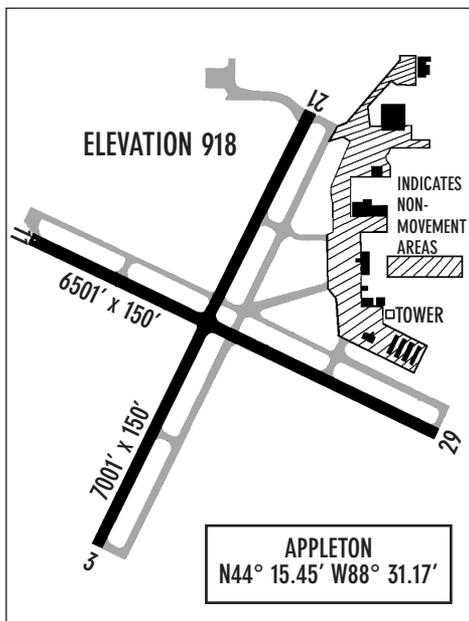
IFR Arrival to ATW

See IFR arrival information on pages 24-25.



NOT FOR NAVIGATION

Appleton Arrival/Departure continued



Appleton Area Frequencies

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

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

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

Appleton Airport Notes

- Adequate aircraft parking is available.
- Camping on airport is **prohibited**.
- Transient grass parking area will be closed to all operations from 8:00 PM until 6:00 AM CDT from Monday, July 26, 2004 through Sunday, August 1, 2004.
- Bring your own tiedowns. Airport management requires all aircraft be secured.
- Scheduled transportation to/from Oshkosh is available at airport terminal.
- Maxair FBO can be contacted on Unicom (122.95) or 920-738-3020.

VFR Departure from Appleton

- Obtain ATIS (127.15).
- Taxi to grass-parking exit, holding short of hard surface taxiways.
- When number one at the grass-parking exit, contact Ground Control (121.7) with ATIS code received and direction of flight.

IFR Departure from Appleton

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

AirVenture Seaplane Base

The AirVenture Seaplane Base, 5 miles southeast of Oshkosh, on the west shore of Lake Winnebago, will be operational Sunday, July 25, 2004 through Monday, August 2, 2004, from 8:00 AM – 8:00 PM CDT. VFR flight plans to the AirVenture Seaplane Base should use 96WI as the destination identifier.

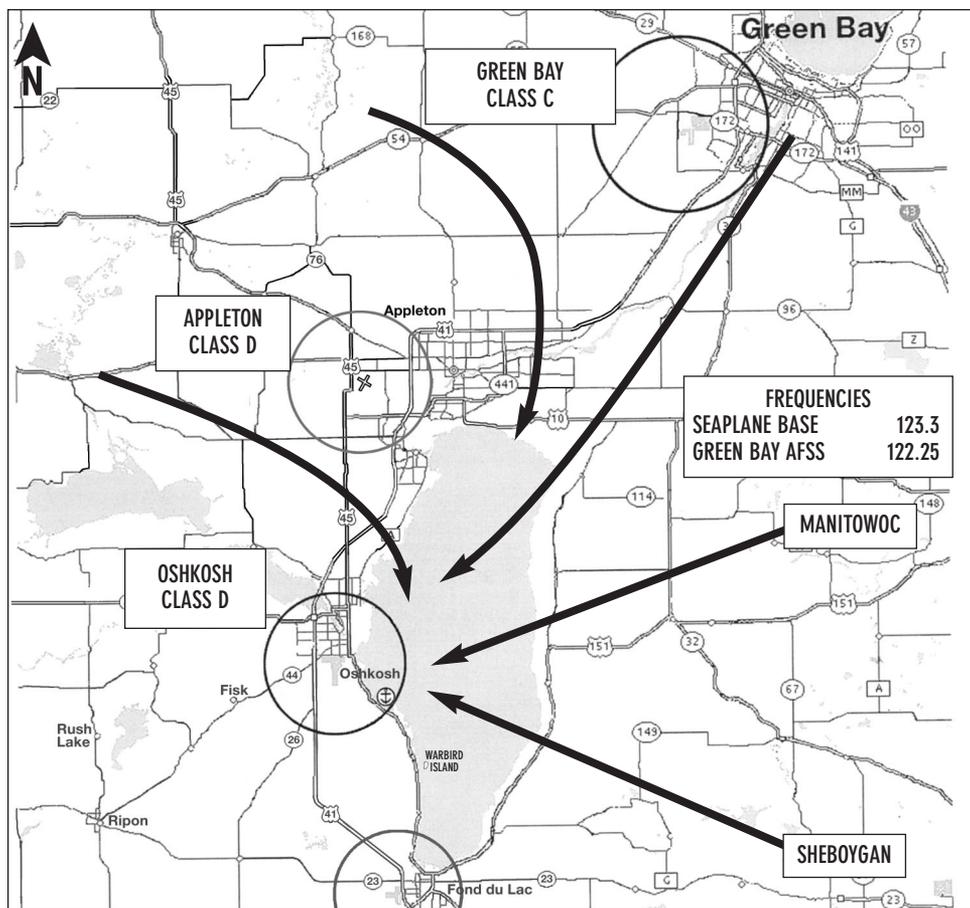
Amphibian aircraft can also use a special parking location at the EAA AirVenture site (in the Vintage Aircraft area west of Runway 18R/36L). Use windshield sign code SP, as described on page 1.

PILOT NOTICE

Avoid entry into the Green Bay Class C Airspace and Appleton Class D Airspace

CAUTION

High-Performance and Warbird aircraft activity over Warbird Island at or above 1,800' MSL.



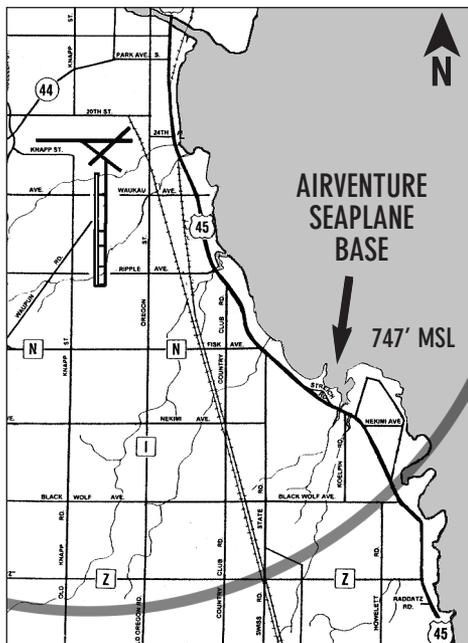
FREQUENCIES	
SEAPLANE BASE	123.3
GREEN BAY AFSS	122.25

NOT FOR NAVIGATION

Seaplane Base continued

VFR Arrival Procedure to AirVenture Seaplane Base

- Seaplane arrivals should follow the routes shown on the graphic on page 22. Do not use the VFR arrival transition over Ripon/FISK and do not contact Oshkosh Tower.
- During the afternoon aerobatic demonstrations Wittman Regional Airport is closed to inbound and outbound traffic, so you must land outside the NOTAM'd Aerobatic Demonstration area, a five (5) NM radius of OSH, and then taxi to Seaplane Base.
- To orient yourself, fly a pattern from north to south at 600 feet AGL with left turns. Landing and takeoff patterns are at pilot's discretion. Avoid flying low over boats and cottages.
- Contact the Seaplane Base (123.3 or 920-230-7829) for water condition information.
- Helicopter operations require prior approval via telephone. Seaplane base phone during AirVenture: 920-230-7829.



FREQUENCIES

AIRVENTURE SEAPLANE BASE	123.3
GREEN BAY AFSS	122.25
Oshkosh Arrival ATIS	125.9
Oshkosh Departure ATIS	128.75

AirVenture Seaplane Base Notes

- Prior to EAA AirVenture, information on housing, food, activities or arrival procedures may be obtained at www.oshkoshseaplanebase.com or by e-mailing to paul@oshkoshseaplanebase.com or puddlejumper@prodigy.net or by telephone to 715-457-2087 or 847-404-5753.
- The Seaplane Base radio frequency is 123.3; however a radio is not required to operate into or out of the base.
- Operators are authorized to deviate from the two-way radio communication requirements specified in FAR 91.129(c) for arriving and departing at EAA AirVenture 2004.
- Pilot briefings are mandatory prior to local flights or departures.
- No flying under 600 feet AGL in bay except takeoff and landing.
- Taxi slowly in bay near lagoon. Heavy traffic enters and leaves lagoon.
- No takeoff or landing in lagoon.
- 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 Seaplane Base.
- Transportation is available to and from the EAA AirVenture site.

IFR Reservation Program

Special Traffic Management Program

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

General

The FAA Air Traffic Control System Command Center will use a slot reservation program for the Oshkosh area during EAA AirVenture 2004. The Oshkosh area is defined as a 30 nautical mile radius of the OSH VOR and includes the following airports.

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

ARRIVAL RESERVATIONS

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

**Saturday, July 24th through Monday, August 2nd,
0700-2000 CDT, (1200-0100 UTC).**

Arrival slot reservations will be available beginning Wednesday, July 21, 2004 at 0700 CDT (1200 UTC) and WILL NOT be assigned more than 72 hours in advance.

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

DEPARTURE RESERVATIONS

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

**Tuesday, July 27th through Monday, August 2nd
0600-2000 CDT (1100-0100 UTC).**

Departure slot reservations will be available beginning Saturday, July 24, 2004, at 0600 CDT (1100 UTC) and WILL NOT be assigned more than 72 hours in advance.

Departure reservation slots will not be available during the hours of the daily airshow.

PILOT NOTICE

Slot reservation times may not preclude the possibility of delay should weather conditions necessitate additional traffic management initiatives.

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

How To Obtain A Slot Reservation

- Pilots may obtain a slot reservation by using computer interface (e-STMP) or touch-tone telephone interface.
- e-STMP: Computer access is available to users with an Internet connection and Web Browser. The Internet address is www.fly.faa.gov/estmp. A user guide is available on the web site.
- Telephone Interface: Dial (800) 875-9755 and follow the prompts. Use of the telephone interface is described in Aeronautical Information Manual paragraphs 4-1-21 b, c and d.
- Pilots should be prepared to provide their destination / departure airport, estimated UTC time of arrival / departure, UTC date, call sign, and type aircraft. Upon completion of a slot reservation, you will receive a reservation confirmation number. **The slot reservation confirmation number must be included in the remarks section of the flight plan.**
- Aircraft are expected to arrive at a reservation airport or depart OSH within +/- 15 minutes of the assigned reservation time. If a reservation requires change or cancellation, please do so as early as possible in order to release the slot for another flight.
- The reservation system will be available 24 hours a day. If you experience difficulty completing a slot reservation, you may contact the Air Traffic Control System Command Center, Airport Reservation Office (ARO) at (703) 904-4452. **The ARO 800 number is for reservations only, not for information concerning the STMP.**

IFR Arrival to Oshkosh Area

- All IFR arrivals, except turbojet, turboprop and air carrier aircraft, are strongly encouraged to cancel their IFR flight plan 60 NM from Oshkosh, when the ceiling at Oshkosh is reported at or above 4,500 feet and the visibility is greater than five (5) miles.
- After canceling IFR, pilots must execute the VFR arrival procedures from over Ripon (see pages 6 and 7).
- Only those high performance (turbojet or twin turboprop) or Warbird aircraft that are capable of cruising at 130 knots shall use the High Performance/Warbird arrival beginning at the city of Fond du Lac (see page 12).
- Be extremely alert for a high volume of traffic with a wide variance of performance characteristics in the Oshkosh area.
- If the reported weather is less than 4,500 foot ceiling or five (5) miles visibility, you may retain your IFR flight plan and expect radar vectors to the active instrument runway.
- Keep your IFR reservation number (STMP) accessible in your aircraft. It may have to be verified with ATC.

PREFERRED IFR ROUTES TO OSH/ATW

QUADRANT	AIRPORT	ROUTE
Northeast	OSH	HIC V26 NEROE MTW OSH (over water); or MBL MTW OSH (over water);
	ATW	TVC V420 GRB ATW (over water); or HIC V26 GRB ATW (over water)
East	OSH	MKG V510 OSH (over water);
	ATW	MKG V450 GRB ATW (over water)
Southeast	OSH	PMM PMM333 V510 FAH OSH (over water); or OX1 V156 MAPPS V144 IKK V128 JVL V9 OSH
South	OSH	RFD V9 OSH
Southwest	OSH	DBQ V341 OSH
West	OSH	DLL V170 RANDO V9 OSH
Northwest	OSH	STE V63 OSH
	ATW	GRB ATW
North	OSH	GRB MTW OSH
	ATW	GRB ATW

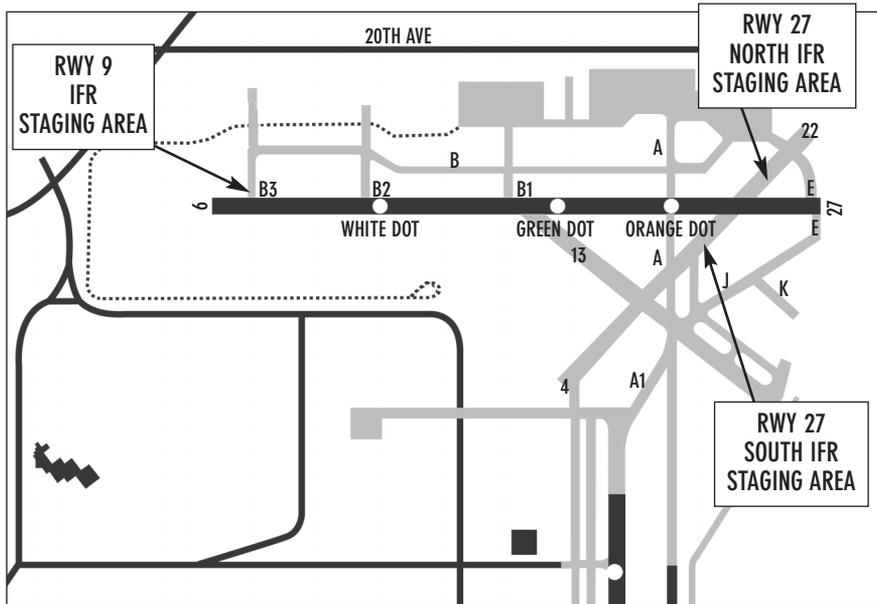
IFR Departure from Oshkosh

IFR Departure Route Planning

- See IFR Reservation Program on page 24.
- IFR flight plans should be filed prior to departure. Chicago Center, Minneapolis Center, and surrounding Approach Control facilities will not accept airborne filing of flight plans within 150 NM of OSH.
- Aircraft operating below 14,000 MSL shall not file flight plans through Chicago Approach Control airspace.
- The required routing around Chicago Approach Control airspace is:
OSH.DLL.PLL.V158.SHOOF.V128.SMARS - Then SOUTH per your requested routing.
Or
OSH.DLL.PLL.V158.SHOOF.V128.IKK.V144.RODNY - Then NORTHEAST through SOUTHEAST per your requested routing.
- Due to sector saturation, non-transponder/ inoperative transponder IFR aircraft may experience lengthy delays and will only be handled on a workload-permitting basis.

IFR Departure Instructions

- **Place an IFR taxi sign in aircraft windshield** to assist ground personnel segregating VFR/IFR departures. Signs are available from the FSS or you can make a sign with block letters IFR.
- Prior to engine start, monitor OSH Departure ATIS (128.75).
- Request IFR departure clearance from Clearance Delivery (119.05) no more than twenty (20) minutes prior to ETD. Do not start engines until authorized by Clearance Delivery. Remain on 119.05 until requested to contact Ground Control (121.9).
- Taxi as instructed by Ground Control and EAA flagpersons. Unless directed by Ground Control, ensure you are established in the IFR staging area for your assigned runway. See chart below.
- Do not take off without an assigned transponder code.

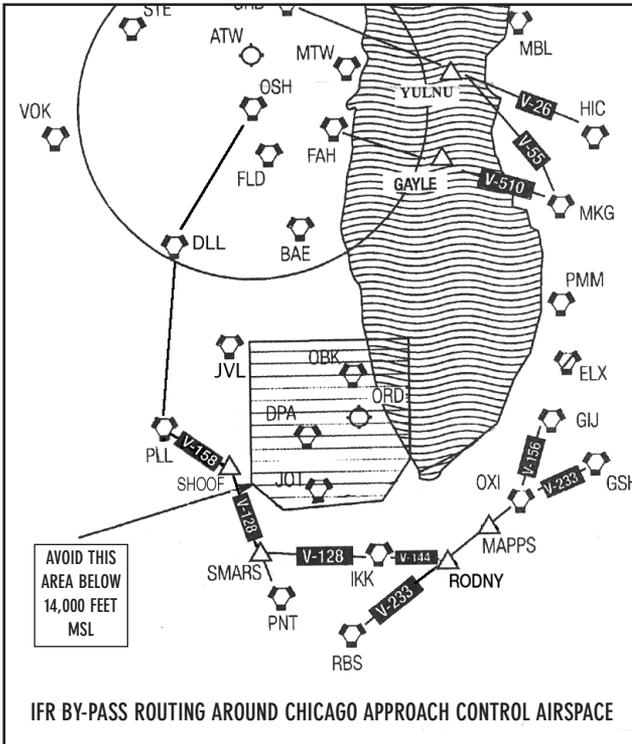


IFR Airborne Clearance Pickup from Oshkosh

VFR Departure for Airborne Pickup of IFR Clearance

- Chicago Center will not issue airborne IFR clearances within 60 NM of OSH at or below 8,000 MSL.
- To reduce IFR delays, aircraft with filed IFR flight plans from OSH or FLD, whose filed altitude is at or above 9,000 MSL, may depart VFR and contact Chicago Center on frequency 132.1 when at or above 9,000 MSL to pick up IFR clearance.
- Airborne pickup of IFR clearances may also be received from nearby Approach Control Facilities. **Flight plans in these cases should specify an appropriate pickup point within the Approach Control airspace; otherwise the facility will not be able to access your flight plan.** Recommended pickup points are:

- Rockford Approach Control - File from Monroe, WI (EFT). Your filed route must avoid Chicago Approach Control airspace. Request IFR clearance from Rockford Approach Control (126.0) when west of Janesville VOR (JVL) at or below 9,500 feet.
- Muskegon Approach Control - File from Fremont, MI (3FM). Request IFR clearance from Muskegon Approach Control (118.2) when 40 DME NW of MKG or 10 NM east of GAYLE on V510 at or below 9,500 MSL.
- Green Bay Approach Control - Request IFR clearance from Green Bay Approach Control (126.3) when at or below 9,500 MSL over the Clintonville Airport (CLI).
- Madison Approach Control - Note that a STMP departure reservation is required from 1200Z on July 27th through 2000Z on August 2nd. 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 (124.0) when over Dells VOR at or below 9,500 MSL.



NOT FOR NAVIGATION

Canadian Pilots

- Canadian pilots flying Canadian registered experimental amateur-built aircraft, or basic or advanced ultralight aeroplanes must obtain a FAA Special Flight Authorization (SFA) to operate in the United States.
- The SFA may be obtained from the FAA web site: <http://www2.faa.gov/avr/afs/afs800/formtext.htm>.
- The SFA must be carried on board the aircraft when operating in the United States, and constitutes valid FAA authorization to operate in the United States airspace provided the operator of these specific aircraft complies with the operating limitations that are part of the SFA.
- Canadian pilots flying in the United States under this SFA must hold, at least, a Canadian Private Pilot License - Aeroplane, a Canadian Recreational Pilot Permit - Aeroplane, or a Canadian Pilot Permit Ultralight - Aeroplane endorsed with a Flight Instructor Rating.
- A pilot holding a Canadian Pilot Permit Ultralight - Aeroplane endorsed with a Flight Instructor Rating, may be issued the FAA SFA for operation of a Basic or Advanced Ultralight Aeroplane if they have documented and attested to completing the following minimum experience requirement: Two (2) hours of cross-country flight time logged with a logbook endorsement from an authorized instructor.
- The FAA SFA is not valid for a pilot that holds a Canadian Pilot Permit Ultralight - Aeroplane endorsed with a Flight Instructor Rating limited to Powered Parachutes.
- The FAA SFA is not valid for Canadian registered aircraft issued the Canadian "Flight Permit - Owner Maintenance." These aeroplanes are currently not allowed to operate in the United States.
- Questions concerning this SFA should be addressed to: Transport Canada, Recreational Aviation, 613-990-1022; FAA, General Aviation, 202-267-3437; or EAA, Aviation Information Services, 920-426-4821.

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 without electrical systems.

- 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) 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. Be alert for ultralight and rotorcraft operations on the southwest corner of the airport, west of Runway 18R/36L.
- No-radio arrivals must not taxi across runway 18R/36L until receiving a clearance via hand signal from an FAA controller wearing a pink shirt.

Letters to Airmen

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

ISSUED: May 1, 2004 EFFECTIVE: July 24, 2004

OSHKOSH ATCT LETTER TO AIRMEN NO. 04-01

Subject: Control of Movement and Non-movement Areas
Cancellation: August 3, 2004

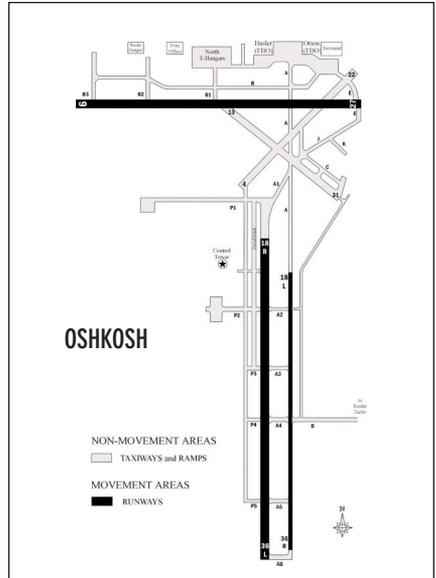
Oshkosh ATCT will be operated by the Federal Aviation Administration from Saturday, July 24, 2004, through Monday, August 2, 2004, and is responsible for the control of aircraft and vehicles operating on movement areas, between the hours of 6:00 A.M. until 8:00 P.M. Movement areas only include Runway 09/27 and Runways 18/36, Left and Right. Non-movement areas are all taxiways and ramp areas.

A diagram depicting movement and non-movement areas described above is shown at the right.

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



Wanda L. Adelman
Manager, Wisconsin Terminal Hub



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

ISSUED: May 1, 2004 EFFECTIVE: July 25, 2004

FOND DU LAC TEMPORARY ATCT LETTER TO AIRMEN NO. 04-01

Subject: Control of Movement and Non-movement Areas
Cancellation: August 3, 2004

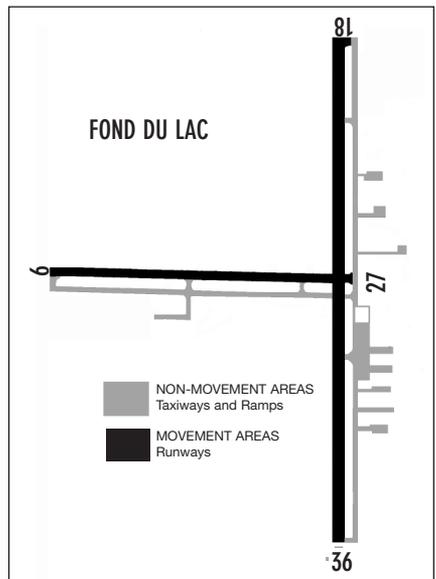
Fond du Lac Temporary ATCT will be operational from Sunday, July 25, 2004, through Monday, August 2, 2004, and is responsible for the control of aircraft and vehicles operating on movement areas, between the hours of 7:00 A.M. until 8:30 P.M. Movement areas only include Runway 09/27 and Runway 18/36. Non-movement areas are all taxiways and ramp areas.

A diagram depicting movement and non-movement areas described above is shown at the right.

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



Wanda L. Adelman
Manager, Wisconsin Terminal Hub



Oshkosh Arrival Frequencies

OSH VORTAC 111.8

Arrival ATIS 125.9

FISK Approach 120.7

Oshkosh Tower North, RWY 09/27 118.5

Oshkosh Tower South, RWY 18/36 126.6

Unicom (Basler and Orion FBOs) 122.95

ARINC (Orion FBO) 130.52

Oshkosh UHF 257.6

Green Bay AFSS . . . 122.25

Oshkosh Departure Frequencies

Departure ATIS 128.75

Oshkosh Clearance Delivery 119.05

Oshkosh Ground Control 121.9

Runway 09/27 Departures Monitor 121.75

Runway 18/36 Departures Monitor 118.9

Oshkosh UHF 257.6

Green Bay AFSS . . . 122.25

AirVenture Seaplane Base 123.3

Oshkosh Tower for No Radio

Arrival Instructions 920-424-8002

Police/Fire/Medical at Oshkosh

Emergencies 911

Non-Emergencies . . . 920-236-4900



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

Appleton Area Frequencies

ATIS . . . 127.15

Green Bay Approach . . . 126.3

Tower (5:30 am - 11:00 pm CDT), CTAF . . . 119.6

Ground Control . . . 121.7

Clearance Delivery . . . 124.25

Unicom . . . 122.95

AWOS (920-832-2597) . . . 127.15

Green Bay AFSS (airborne only) . . . 122.55

Fond du Lac Area Frequencies

Fond du Lac ATIS . . . 119.55

Temporary Tower . . . 120.4

Ground Control . . . 121.85

Unicom (CTAF when tower closed) . . . 123.05

ASOS (920-922-4444) . . . 134.0

Green Bay AFSS . . . 122.5

2004 Oshkosh Airshow Times

Tuesday July 27 through Sunday August 1 1500 - 1830 CDT

Monday August 2 1400-1700 CDT

From 1100Z July 24 through 1100Z August 3, 2004, Wittman Regional Airport will be closed to all ARRIVING aircraft from 8:00 PM until 7:00 AM CDT daily and closed to all DEPARTING aircraft from 8:00 PM until 6:00 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 26 - August 1, 2005

July 25 - July 31, 2006