

FAA OSHKOSH AIRPORT TRAFFIC CONTROL TOWER and BONANZAS TO OSHKOSH

LETTER OF AGREEMENT

EFFECTIVE: July 20, 2019

SUBJECT: BONANZAS TO OSHKOSH - MASS ARRIVAL PROCEDURE 2019

1. PURPOSE. The following procedures are written to ensure a safe and orderly flow of the mass arrival of the Bonanzas to EAA AirVenture Oshkosh 2019, on Saturday, July 20, 2019 at 13:00 or as coordinated between the organizers of Bonanzas to Oshkosh 2019 and the Air Traffic Operations Manager of the FAA Oshkosh Airport Traffic Control Tower (ATCT). These procedures are limited to daylight hours and VFR conditions at the Wittman Regional Airport.

2. DISTRIBUTION. FAA Oshkosh ATCT; Bonanzas to Oshkosh; Chicago District.

3. CANCELLATION. This Letter of Agreement expires July 22, 2019.

4. RESPONSIBILITIES.

a. Bonanzas to Oshkosh must:

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

Note: If in the event coordinated arrival time is missed, after coordination with OSH Tower, Bonanzas to Oshkosh flight can expect backup mass arrival time moved to the evening between 20:00 and 20:45 or as coordinated with OSH Tower.

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

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

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

(5) Ensure that all aircraft in the flight, except "Bonanza Lead" and "Bonanza Tail", turn transponders to "Standby" during the mass arrival flight. "Bonanza Lead" and "Bonanza Tail" will squawk discrete beacon codes as issued by OSH Tower.

Note: Because FARs require the use of ADS-B for all ADS-B equipped aircraft, those aircraft will transmit their ADS-B signal at all times during the flight. If their transponder/ADS-B installation requires transponder operation to activate ADS-B, then those aircraft shall squawk code 1200.

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

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

b. FAA OSH ATCT must:

(1) Brief the coordinators of “Bonanzas to Oshkosh” regarding: the arrival runway, current weather, and any other pertinent information. All briefings must occur via telephone prior to the Bonanza flight departing RFD. OSH Tower may change the flight arrival time/date, if needed, to accommodate Bonanzas to Oshkosh landing on Runway 36 (preferred runway.)

(2) Clear “Bonanza flight” to land when “Bonanza Lead” reports five (5) NM from the airport.

(3) Clear the flight to land with one clearance. That clearance will be “Bonanza flight, runway ___ cleared to land”. Except in the event of an emergency, no other clearance will be issued to the flight or individual elements of the flight.

(4) Request from MKE, discrete beacon codes for “Bonanza Lead” and “Bonanza Tail” only. Issue these codes to the Bonanzas to Oshkosh coordinators when they call prior to departing RFD.

5. PROCEDURES FOR LANDING RUNWAY 36L/R. (Preferred Landing Runway)

a. “Bonanza Lead” must make position reports to Oshkosh Tower when at twenty (20) NM, ten (10) NM, and five (5) NM south (straight-in) of OSH on final for Runway 36L/R.

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

c. Each element will consist of three (3) aircraft. Two of the aircraft in the element will land on Runway 36L. The third aircraft in the element will land on Runway 36R. Pilots in each element assume responsibility for separation on final approach and on the runway surface.

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

e. In the event of a go-around and unless otherwise directed by FAA OSH ATCT, the affected aircraft must turn right to remain south of the intersection of Runway 13/31 and Runway 5/23. The affected aircraft will announce, “(call sign) on the go,” when going around. The aircraft must then depart the pattern on a right downwind departure and join in flight with “Bonanza Tail”.

f. "Bonanza Tail" must report on frequency 126.6 when five (5) NM from OSH and when exiting the runway.

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

6. PROCEDURES FOR LANDING RUNWAY 27.

a. "Bonanza Lead" must make position reports to Oshkosh Tower when at twenty (20) NM from OSH, ten (10) NM from OSH, and POBER intersection.

NOTE: Use caution for high performance turbine and Warbird aircraft holding in the vicinity of Warbird Island, as identified in paragraph 4.a.(7).

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

c. Each element will consist of three (3) aircraft. After passing POBER, each Element Lead will reconfigure his flight for single-ship approaches and landings on runway 27. Aircraft will alternate landings on opposite sides of the runway.

Pilots assume responsibility for separation on final approach and on the runway.

Aircraft landing on the right side of Runway 27 must exit to the right onto the grass between Taxiway B2 and B1. Aircraft landing on the left side of Runway 27 must exit to the left onto the grass after passing Runway 13. All aircraft must land at or beyond the orange dot (located approximately 1,000 feet west of the displaced threshold of Runway 27).

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

e. In the event of a go-around and unless otherwise directed by FAA Oshkosh ATCT, the affected aircraft must turn right and depart the pattern on a right downwind departure and join in flight with "Bonanza Tail". The affected aircraft will announce, "(call sign) on the go," when going around.

f. "Bonanza Tail" must report on frequency 126.6 when five (5) NM from OSH and when exiting the runway.

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

7. PROCEDURES FOR LANDING RUNWAY 9.

a. "Bonanza Lead" must make position reports to Oshkosh Tower when at twenty (20) NM from OSH, (10) NM from OSH, and POBER intersection.

NOTE: Use caution for high performance turbine and Warbird aircraft holding in the vicinity of Warbird Island, as identified in paragraph 4.a. (7).

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

c. Each element will consist of three (3) aircraft. After passing POBER, each Element Lead will reconfigure his flight for single-ship approaches and landings on runway 9. Aircraft will alternate landings on opposite sides of the runway.

Pilots assume responsibility for separation on final approach and on the runway.

Aircraft landing on the right side of the Runway 9 exit to the right onto Runway 13, if possible, or exit the runway onto the grass between Runway 13 and Taxiway A. Aircraft landing on the left side of Runway 9 exit to the left onto the grass between Taxiway B3 and Taxiway A. Pilots that miss Taxiway A must continue down the runway and follow the directions of the EAA flag person.

d. All aircraft landing Runway 9 are expected to follow the EAA flag person's directions to parking.

e. In the event of a go-around and unless otherwise directed by FAA Oshkosh ATCT, the affected aircraft must fly straight out and remain at 1300 MSL until past Bonanzas to Oshkosh aircraft on crosswind. Then, depart the pattern to the south and join in flight with "Bonanza Tail". The affected aircraft will announce, "(call sign) on the go," when going around.

f. "Bonanza Tail" must report on frequency 126.6 when on five (5) NM from OSH and when exiting the runway.

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

8. PROCEDURES FOR LANDING RUNWAY 18R.

a. "Bonanza Lead" must make position reports to Oshkosh Tower when at twenty (20) NM from OSH, ten (10) NM from OSH, and POBER intersection.

NOTE: Use caution for high performance turbine and Warbird aircraft holding in the vicinity of Warbird Island, as identified in paragraph 4.a.(7).

NOTE: Avoid overflying the prison located 8 miles north of the airport.

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

c. Each element will consist of three (3) aircraft. After passing POBER, each Element Lead will reconfigure his flight for single-ship approaches and landings on runway 18R. Aircraft will alternate landings on opposite sides of the runway.

Pilots assume responsibility for separation on final approach and on the runway surface.

Aircraft must remain at 1,500' MSL on final to Runway 18R until south of Runway 9/27.

Aircraft landing on the right side of Runway 18R must exit to the right on Taxiway P5 and follow the EAA flag person's directions to parking. Aircraft landing on the left side of Runway 18R must exit to the left on Taxiway A5 and taxi north on Runway 18L.

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

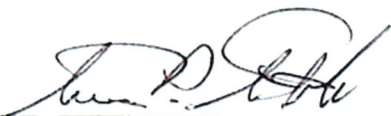
d. Pilots are encouraged to expedite their taxi to the appropriate taxiway stub, as other elements will be landing behind them.

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

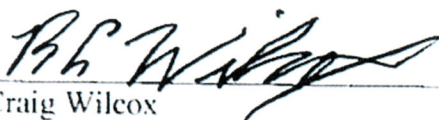
f. In the event of a go-around and unless otherwise directed by FAA Oshkosh ATCT, the affected aircraft must turn left at the departure end of Runway 18R, depart the pattern on a left downwind departure and join in flight with "Bonanza Tail". The affected aircraft will announce, "(call sign) on the go," when going around.

g. "Bonanza Tail" must report on frequency 126.6 when five (5) NM from OSH and when exiting the runway.

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



Tim Fitzgerald
Air Traffic Manager
FAA Oshkosh Airport Traffic Control Tower



Craig Wilcox
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Bonanzas to Oshkosh