

FAA OSHKOSH AIRPORT TRAFFIC CONTROL TOWER and CESSNAS TO OSHKOSH

LETTER OF AGREEMENT

EFFECTIVE: July 18, 2026

SUBJECT: CESSNAS TO OSHKOSH - MASS ARRIVAL PROCEDURE 2026

1. **PURPOSE:** The following procedures are written to ensure a safe and orderly flow of the mass arrival of the Cessnas to Oshkosh flight to EAA AirVenture Oshkosh 2026 on Saturday, July 18, 2026, at 1700 CST or as coordinated between the organizers of Cessnas to Oshkosh 2026 and the Air Traffic Operations Manager of the FAA Oshkosh Air Traffic Control Tower (ATCT). These procedures are limited to daylight hours and VFR conditions at the Wittman Regional Airport.
2. **DISTRIBURTION:** FAA Oshkosh ATCT; Cessnas to Oshkosh; Chicago District.
3. **CANCELLATION:** This Letter of Agreement expires on July 19, 2026.
4. **RESPONSIBILITIES:**

a. Cessnas to Oshkosh must:

- (1) Prior to the Cessna briefing and again immediately prior to departure from the Dodge County Airport, Juneau, WI, (UNU) notify the FAA Oshkosh ATCT supervisor, via telephone, at 920-424-8002, of the departure time of the lead aircraft number of aircraft in the flight, the estimated time of arrival at Wittman Regional Airport (OSH), and the number and type of any “non-Cessna” aircraft in the flight. The number of aircraft is limited to 90 or less, Oshkosh ATCT may at its discretion approve a higher number in conjunction with Cessnas to Oshkosh prior to the flight.

Note: All aircraft must be airborne and joined up into the flight prior to Cessna Lead beginning approach inbound to OSH. If in the event coordinated arrival time is missed, after coordination with OSH Tower, Cessnas to Oshkosh flight can expect backup mass arrival time moved to the evening between 19:00 and 19:45 or as coordinated with OSH Tower.

- (2) Designate the call sign of the lead aircraft as “Cessna Lead”. “Cessna 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. “Cessna Lead” will request an acknowledgment of the position reports. Except in the event of an emergency, all other participating pilots in the flight must monitor the appropriate frequency but maintain radio silence.
- (3) Ensure all Cessnas to Oshkosh flight pilots have a copy of this agreement and are verbally briefed on the contents.
- (4) Designate the call sign of the last aircraft in the flight as “Cessna Tail”. “Cessna Tail” 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 “Cessna Lead” and “Cessna Tail” turn transponders to “Standby” during the mass arrival flight. “Cessna Lead” and “Cessna Tail” will squawk discrete beacon codes as issued by OSH Tower.

Note: Guidance published in FAA AC 90-114B, ADS-B Operations, dated 12-30-2019, directs that only the Lead aircraft of flights operating under VFR should squawk a transponder code and transmit ADS-B. Wingmen should disable transponders and ADS-B transmitters. For Cessnas to Oshkosh, Cessna Lead and Cessna Tail will transmit ADS-B and squawk the assigned transponder code as described in preceding sub-paragraph (5). Element Leads will transmit ADS-B out. If equipment installation requires transponder operation to transmit ADS-B, these Element Leads will squawk 1203. All Element Wingmen will disable both transponder and ADS-B operation.

- (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 airport.
- (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 five (5) NM north of FLD.

b. FAA OSH ATCT must:

- (1) Brief the coordinators of “Cessnas to Oshkosh” regarding: the arrival runway, current weather, and any other pertinent information. All briefings must occur via telephone prior to the Cessna flight departing UNU. If needed, OSH Tower may change the flight arrival time/date to accommodate Cessnas to Oshkosh landing on Runway 36 (preferred runway).
- (2) Clear “Cessna flight” to land when “Cessna Lead” reports five (5) NM from the airport.
- (3) Clear the flight to land with one clearance. That clearance will be “Cessna flight, runway XX 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 “Cessna Lead” and “Cessna Tail” only. Issue these codes to the Cessnas to Oshkosh coordinators when they call prior to departing UNU.

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

- a. “Cessna 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 aircraft must maintain radio silence on frequency 126.6. In the event that 126.6 is unusable, listen for instructions from the “Cessna Lead.” The alternate frequency is 118.5. Do not change to this frequency unless instructed to do so by “Cessna Lead” or FAA Oshkosh ATCT.
- c. All aircraft must be established in two staggered parallel streams. Pilots assume responsibility for separation on the final and on the runway. The stream on the left must land on Runway 36L. The stream on the right must land on Runway 36R.

- 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 Oshkosh ATCT, the affected aircraft must turn right so as 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 "Cessna Tail".
- f. "Cessna 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 18R

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

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

- b. All aircraft must maintain radio silence on frequency 126.6. In the event that 126.6 is unusable, listen for instructions from "Cessna Lead". The alternate frequency is 118.5. Do not change to this frequency unless instructed to do so by "Cessna Lead" or FAA Oshkosh ATCT.
- c. All aircraft must be established in two staggered parallel streams. Pilots must assume responsibility for separation on final approach and on the runway surface. Aircraft must remain at or above 1,500' MSL on final to Runway 18R until south of Runway 9/27. Aircraft landing on the right side of the runway must exit Runway 18R to the right on Taxiway P5 and follow the EAA flag person's directions to parking. Aircraft landing on the left side of the runway must exit Runway 18R to the left on Taxiway A5 and taxi north on Runway 18L.

Note: The relocated threshold for Runway 18R is abeam the control tower, 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 "Cessna Tail." The affected aircraft will announce, "(call sign) on the go," when going around.

- g. “Cessna 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.

7. PROCEDURES FOR LANDING RUNWAY 9

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

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

- b. All aircraft must maintain radio silence on frequency 126.6. In the event that 126.6 is unusable, listen for instructions from the “Cessna Lead.” The alternate frequency is 118.5. Do not change to this frequency unless instructed to do so by “Cessna Lead” or FAA Oshkosh ATCT.
- c. All aircraft will be established in two staggered parallel streams. Pilots must assume responsibility for separation on the final approach and on the runway surface. Aircraft landing on the right side of the runway should exit Runway 9 to the right onto Runway 13, if possible, or exit the runway onto the grass between Runway 13 and Taxiway A. Aircraft landing on the left side of the runway should exit Runway 9 to the left onto the grass between Taxiway 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 direction to parking.
- e. In the event of a go-around and unless otherwise directed by FAA Oshkosh ATCT, the affected aircraft must turn left and depart the pattern on a left downwind departure and join in flight with “Cessna Tail.” The affected aircraft will announce “(call sign) on the go” when going around.
- f. “Cessna 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.

8. PROCEDURES FOR LANDING RUNWAY 27

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

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

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- b. All aircraft must maintain radio silence on frequency 126.6. In the event that 126.6 is unusable, listen for instructions from the “Cessna Lead.” The alternate frequency is 118.5. Do not change to this frequency unless instructed to do so by “Cessna Lead” or FAA Oshkosh ATCT.
- c. All aircraft will be established in two staggered parallel streams. Pilots must assume responsibility for separation on the final approach and on the runway surface. Aircraft landing on the right side of the runway must exit Runway 27 to the right onto the grass between Taxiway B2 and B1. Aircraft landing on the left side of the runway must exit Runway 27 to the left onto the grass after passing Runway 13. All aircraft must land at or beyond the orange dot (located approximately 1,000 feet west of the displaced threshold of Runway 27).
- d. All aircraft landing Runway 27 are expected to follow the EAA 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 “Cessna Tail.” The affected aircraft will announce “(call sign) on the go” when going around.
- f. “Cessna 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.

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Cessna to Oshkosh