

FAA OSHKOSH AIRPORT TRAFFIC CONTROL TOWER and CHEROKEES 2 OSHKOSH, LLC

LETTER OF AGREEMENT

EFFECTIVE: July 24, 2021

SUBJECT: CHEROKEES 2 OSHKOSH - MASS ARRIVAL PROCEDURE 2021

1. PURPOSE. The following procedures are written to ensure a safe and orderly flow of the mass arrival of the Cherokees 2 Oshkosh, Inc. flight to EAA AirVenture Oshkosh 2021, on Saturday, July 24, 2021 at 10:00 or as coordinated between the organizers of Cherokees 2 Oshkosh, LLC, 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; Cherokees 2 Oshkosh, LLC; Chicago District.

3. CANCELLATION. This Letter of Agreement expires July 25, 2021.

4. RESPONSIBILITIES.

a. Cherokees 2 Oshkosh, LLC, must:

(1) Prior to the Cherokee pilot briefing and again immediately prior to departure from the Central Wisconsin Airport (CWA), 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-Cherokee” aircraft in the flight.

Note: If in the event coordinated arrival time is missed, after coordination with OSH Tower, Cherokees 2 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 “Cherokee Lead”. “Cherokee 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. “Cherokee 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 Cherokees 2 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 “Cherokee Tail”. “Cherokee 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 “Cherokee Lead” and “Cherokee Tail” turn transponders to “Standby” during the mass arrival flight. “Cherokee Lead” and “Cherokee Tail” will squawk discrete beacon codes as issued by OSH Tower.

(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 “Cherokees 2 Oshkosh” regarding: the arrival runway, current weather, and any other pertinent information. All briefings must occur via telephone prior to the Cherokee flight departing PCZ. OSH Tower may change the flight arrival time/date, if needed, to accommodate Cherokees 2 Oshkosh landing on Runway 36 (preferred runway). If Runway 18R is the anticipated arrival runway, OSH Tower will advise if the crossing restriction for Runway 9/27 described under 6c below is applicable and, if so, confirm the flight is not expected to land before the yellow dot.
- (2) Clear “Cherokee flight” to land when “Cherokee Lead” reports five (5) NM from the airport.
- (3) Clear the flight to land with one clearance. That clearance will be “Cherokee 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. The clearance will also include the expected landing spot, (runway numbers or specific colored dot) as well as exit side and taxiway.
- (4) Request from MKE, discrete beacon codes for Cherokee Flight Lead and Tail only. Issue these codes to the Cherokees 2 Oshkosh coordinators when they call prior to departing PCZ.

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

a. “Cherokee Lead” must make position reports to Oshkosh Tower when at twenty (20) NM, ten (10) NM, and five (5) NM of OSH. The flight will maneuver so as to be southbound at DAGTE, 5NM north of the field, and enter an extended right Downwind for runway 36L/R at 1800ft MSL.

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

c. Each element will consist of no more than 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 will establish at

least 500ft in-trail spacing by the time they are established on Final, either by taking spacing during the downwind segment or through sequencing on their turn to base. Pilots will maintain 1800ft MSL until abeam the intended landing point. 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 by crossing under the arriving aircraft on the right downwind at 1300ft MSL and join in flight with "Cherokee Tail" once visually acquired.

f. "Cherokee 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. "Cherokee 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 building 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 "Cherokee Lead". The alternate frequency is 118.5. Do not change to this frequency unless instructed to do so by "Cherokee Lead" or FAA Oshkosh ATCT.

c. Each element will consist of no more than two (2) aircraft when within 3 miles of the field. Pilots must 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 unless provided relief from this restriction by ATC. When subject to this restriction, aircraft will not be directed to touch down on Runway 18R prior to the yellow dot. All aircraft are expected to roll to the end of the runway and exit left on Taxiway A6. Pilots are encouraged to expedite their taxi to the end of the runway, as other elements will be landing behind them. Taxi north on Runway 18L and follow the EAA flag person's directions to parking. If relief from the Runway 9/27 crossing restriction is provided by ATC, aircraft may touch down sooner than the yellow dot and may be directed to exit on an earlier taxiway, such as P4 or P5, and taxi north on taxiway P.

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 "Cherokee Tail". The affected aircraft will announce, "(call sign) on the go," when going around.

g. "Cherokee 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. "Cherokee 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 "Cherokee Lead". The alternate frequency is 118.5. Do not change to this frequency unless instructed to do so by "Cherokee Lead" or FAA Oshkosh ATCT.

c. Each element will consist of no more than two (2) aircraft when within 3 miles of the field. Pilots must assume responsibility for separation on 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 directions 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 "Cherokee Tail". The affected aircraft will announce, "(call sign) on the go," when going around.

f. "Cherokee 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. “Cherokee Lead” must make position reports to Oshkosh Tower when at twenty (20)NM, ten (10)NM, and five (5)NM north-east of OSH for Runway 27. Cherokee Flight will enter a right-downwind for Runway 27 for a right base-to-final turn.

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 “Cherokee Lead”. The alternate frequency is 118.5. Do not change to this frequency unless instructed to do so by “Cherokee Lead” or FAA Oshkosh ATCT.

c. Each element will consist of no more than two (2) aircraft once at midfield for the right downwind. Pilots will establish at least 500ft spacing by the time they are established on final, either by taking spacing during the downwind segment or through sequencing on their turn to base. Pilots will maintain 1800ft MSL until abeam the intended landing point. Pilots must assume responsibility for separation on 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 by crossing under the arriving aircraft on the right downwind at 1300ft MSL and join in flight with “Cherokee Tail” once visually acquired. The affected aircraft will announce, “(call sign) on the go,” when going around.

f. “Cherokee 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.

Erin J. Rausch
 Air Traffic Manager
 FAA Oshkosh Airport Traffic Control Tower

Ed LeBlanc 4/17/21
 Ed LeBlanc
 Director of Operations
 Cherokees 2 Oshkosh, Inc