

OPERATION(S) AUTHORIZED:

The provisions of the affected directive are waived for the OSH and FLD ATCT personnel in support of the activities associated with the 2010 Experimental Aircraft Association (EAA) Air Venture Oshkosh Event at the OSH ATCT and FLD temporary ATCT in Oshkosh, Wisconsin, from July 23-August 2, 2010.

1. Federal Aviation Administration (FAA) Order JO 7110.65, Paragraphs:

- 2-4-3a, Pilot Acknowledgement/Readback
- 2-4-8, Radio Message Format
- 2-4-9a, Abbreviated Transmissions
- 2-4-19a, Facility Identification
- 2-4-20a1, Aircraft Identification
- 2-7-2.c.3, Altimeter Setting Issuance Below Lowest Usable FL
- 2-9-2d, ATIS-Operating Procedures
- 3-1-3, Use of Active Runways
- 3-1-4, Coordination Between Local and Ground Control Controllers
- 3-1-6a, Traffic Information
- 3-7-1e, Ground Traffic Movement
- 3-9-1, Departure Information
- 3-9-4a, b, c, d, and i, Taxi Into Position and Hold
- 3-9-6a1, 2, and 3, Same Runway Separation (departures)
- 3-10-1, Landing Information
- 3-10-3a1(a) and (b), and 2(a) and (b), Same Runway Separation (arrivals)
- 3-10-4a1 and 2, Intersecting Runway Separation
- 3-10-5a, b, c, d, Landing Clearance

2. FAA Order JO 7210.3, Paragraphs:

- 2-2-3, Position Responsibility
- 2-2-6, Sign On/Off procedures
- 4-6-6, FAA Form 7230-10, Position Logs
- 10-1-7, Use of Active Runways

a. FAA Order JO 7110.65S, Paragraph 3-9-6a1, 2 and 3. Same Runway Separation, (departures).

1. Separation may be reduced to 1,500 feet when only Category I aircraft are involved.
2. Separation may be reduced to 1,500 feet when a Category I aircraft is preceded by a Category II aircraft.
3. Separation may be reduced to 3,000 feet when either the succeeding or both are Category II aircraft.

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INITIALS:

DATE: 7/11/10

b. FAA Order JO 7110.65S, Paragraph 3-10-3a1(a) and (b) and 2(a) and (b). Same Runway Separation, (arrivals).

1. Separation may be reduced to 1,500 feet when a Category I aircraft is landing behind a Category I or II aircraft.

2. Separation may be reduced to 3,000 feet when a Category II aircraft is landing behind a Category I or II aircraft.

c. FAA Order JO 7110.65S, Paragraph 3-10-4a1 and 2, Intersecting Runway Separation.

1. The requirement to separate an arriving aircraft using one runway from another aircraft using an intersecting runway or a nonintersecting runway when the flight paths intersect.

2. The requirement to ensure that the preceding aircraft has departed and passed the intersection/flight path or is airborne and turning to avert any conflict.

3. The requirement to ensure that a proceeding arriving aircraft has taxied off the landing runway, completed landing roll and will hold short of the intersecting/flight path, or has passed the intersecting/flight path.

SPECIAL PROVISIONS, CONDITIONS, AND LIMITATIONS:

a. All facility operational personnel shall be briefed on the content of this waiver.

b. The special procedures shall be appropriately advertised in a Letter to Airmen and Notice to Airmen publications.

c. Visual runway distance markers shall be present.

d. This waiver is issued on the basis that the procedures continue to provide an acceptable level of safety based on previous history at this event.

e. All operations shall be conducted in accordance with OSH and FLD 7110.48K.

This waiver is effective July 23-August 2, 2010. Any request for a renewal of this waiver should be made at least 150 days prior to the scheduled date of the 2011 EAA Air Venture Oshkosh Event (February 23, 2011).

Tony Mello
Acting Director, Terminal Safety
and Operations Support

WAIVER APPROVED BY AOV:

INITIALS: 

DATE: 7/1/10