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ATC@OSHKOSH

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Understanding Air Traffic Control at EAA AirVenture Oshkosh

DEPARTING AIRVENTURE

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Two different procedures are available for departing AirVenture - depending on weather conditions and your preferred method of flight: either VFR or IFR.

Thoroughly review the information in the Special Flight Procedures AirVenture Oshkosh 2006 NOTAM prior to beginning your journey home. Ensure that you always have a copy of the NOTAM with you, and remember, the information presented here is **NOT** a substitute for the official NOTAM.

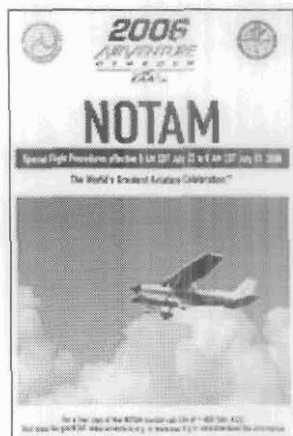
Also, when OSH is IFR, taxiing is prohibited except for aircraft with an IFR clearance.

During AirVenture, whether departing VFR or IFR, **all surfaces other than the active runways are considered to be Non-Movement Areas**. This doesn't mean that you cannot taxi on them - it simply means that Air Traffic is only controlling surface traffic that is on active runway. During AirVenture, all ground movement is controlled by EAA Volunteers.

Please be alert for taxiing aircraft in all aircraft parking areas.

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VFR Departures



2006 EAA AirVenture Oshkosh
NOTAM

Begin your journey home by first reviewing the AirVenture NOTAM (pages 13-15) and obtain a proper weather briefing.

Monitor the OSH Departure ATIS on **frequency 128.75** (to ensure that OSH is indeed VFR and that the airport is open for departures).

Prior to engine start, place a sign in your windshield with the letters "**VFR**". This sign will indicate to the ground volunteers that you intend to depart VFR. When you are ready to begin your taxi, **do not contact Ground Control**. Instead, **follow the directions of the EAA flagpersons** and begin to taxi in the direction of the runway designated for your parking area (if identified).

Once reaching the active runway, **hold short of the runway and monitor the applicable tower frequency**. FAA Air Traffic Controllers are stationed on elevated platforms near the runway departure points, and they will clear radio equipped aircraft for take off via the applicable frequency.

Aircraft departing **Runways 9 or 27 shall monitor 121.75.**

Aircraft departing **Runways 18R or 36L/36R shall monitor 118.9.**

Aircraft departing **Runway 18L shall monitor 126.6** (post-air show only, when needed)

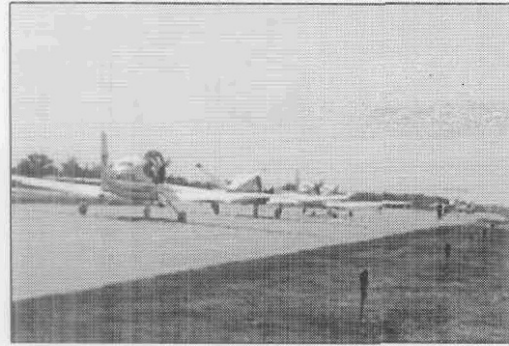


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Please pay close attention to what is being stated by the air traffic controllers. This is a very busy time for both the pilots and the controllers. **Vigilance is a must.**



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For aircraft not equipped with radios or unable to communicate with Air Traffic, place an additional sign with the letters "**NORDO**" in the windshield indicating your lack of ability to communicate via the radio. Upon reaching the departure end of the active runway, **hold short and follow the hand signals of the FAA Air Traffic Controllers wearing pink shirts adjacent to the departure end of the active runway.**



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Do not confuse the EAA volunteers (in orange shirts / vests) with the FAA Air Traffic Controllers (in pink shirts).

After receiving your takeoff clearance, follow the procedures as described in the AirVenture NOTAM for that particular runway. Make sure to carefully scan for other aircraft as you depart the OSH area - traffic volume will usually be very high.

Have a safe flight home!

IFR Departures

(Pages 13, 24, 26 & 27 of AirVenture NOTAM)

A smooth IFR departure from AirVenture involves: **planning** (following procedures), **patience** and **position** (both reporting your position on the airport to Ground Control as you taxi and locating the proper IFR staging area).

REMEMBER - OSH IFR DEPARTURE RESERVATIONS ARE REQUIRED
(see page 24 of NOTAM)

The ground movement portion of departing IFR from OSH AirVenture is identical to the VFR departure procedure, with the exception of contacting Clearance Delivery and Ground Control before beginning your taxi.

Prior to engine start, place a sign in your windshield with the letters "**IFR**". This sign will indicate to the ground volunteers that you intend to depart IFR. This is very important as IFR and VFR aircraft depart from **different** locations on the runway.

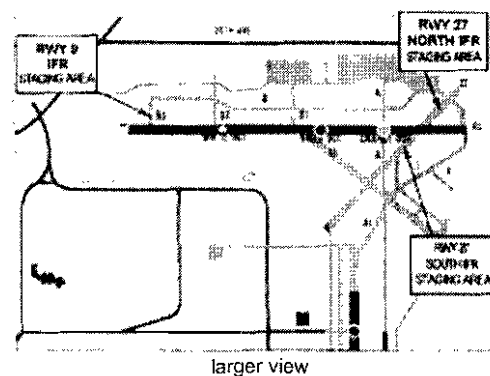
Monitor the OSH Departure ATIS on **frequency 128.75** to verify weather and runway in use, then **contact Clearance Delivery** to receive your IFR clearance. Please note that you will not be initially issued a transponder code with your clearance. This will be issued later, along with your takeoff clearance - after coordination with Chicago Center has been completed and you have been released for departure.

Next, contact Ground Control when directed, advising the controller of your position on the airport. For example:

"Oshkosh Ground, November One Two Three, a red and white Cessna one eighty, IFR, with clearance, located south of the Runway 9/27 midfield taxiway in camping, ready for taxi".

Ground Control will visually confirm your location, and when applicable, advise you to follow the EAA flagpersons to the departure runway. This controller will also request one or more position reports from you as you taxi. Due to the large number of aircraft operating on the surface at OSH, these position reports are very important in assisting Ground Control in tracking your progress. This process is also very important to you, the pilot, as Ground Control cannot continue to coordinate your departure unless he/she knows your exact location.

The next, very important step is to **locate and position your aircraft in the appropriate IFR Staging Area.** These areas are identified below, and on page 26 in the AirVenture NOTAM.



If for some reason you have been directed by EAA flagpersons to a point other than an IFR Staging Area for departure:

CONTACT GROUND CONTROL IMMEDIATELY AND ADVISE THEM OF YOUR SITUATION.

This situation will happen if you do not have an "IFR:" card prominently displayed in your windshield.

Do not depart with the other VFR traffic!

Upon reaching the IFR staging area, hold short of the active runway and remain on Ground Control until directed to monitor the applicable Tower frequency.

FAA Air Traffic Controllers are stationed on elevated platforms near the runway departure points. They will provide you with a transponder code, assigned heading and altitude, and (when the time comes) a takeoff clearance.

Please pay close attention to what is being stated by the air traffic controllers. This is a very busy time for both the pilots and the controllers. **Vigilance is a must.**

REMEMBER - DO NOT TAKE OFF WITHOUT AN ASSIGNED TRANSPONDER CODE!

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