

**FAA OSHKOSH AIRPORT TRAFFIC CONTROL TOWER and MOONEY CARAVAN
FOUNDATION**

LETTER OF AGREEMENT

EFFECTIVE: July 20, 2019

SUBJECT: MOONEY CARAVAN FOUNDATION - MASS ARRIVAL PROCEDURE 2019

- 1. PURPOSE.** The following procedures are written to ensure a safe and orderly flow of the mass arrival of the Mooney Caravan Foundation to EAA AirVenture Oshkosh 2019, on Saturday, July 20, 2019 at 11:30 or as coordinated between the organizers of Mooney Caravan Foundation 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; Mooney Caravan Foundation; Chicago District.
- 3. CANCELLATION.** This Letter of Agreement expires July 22, 2019.
- 4. RESPONSIBILITIES.**

a. Mooney Caravan Foundation must:

(1) Prior to the Mooney pilot briefing and again immediately prior to departure from the Dane County Regional Airport (MSN), 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-Mooney” aircraft in the flight.

Note: If in the event coordinated arrival time is missed, after coordination with OSH Tower, Mooney Caravan 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 “Mooney Lead”. “Mooney 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. “Mooney 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 Mooney Caravan Foundation 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 “Mooney Tail”. “Mooney 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 “Mooney Lead” and “Mooney Tail” turn transponders to “Standby” during the mass arrival flight. “Mooney Lead” and “Mooney 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 “Mooney Caravan Foundation” regarding: the arrival runway, current weather, and any other pertinent information. All briefings must occur via telephone prior to the Mooney flight departing MSN. OSH Tower may change the flight arrival time/date, if needed, to accommodate Mooney Caravan landing on Runway 36 (preferred runway).

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

(3) Clear the flight to land with one clearance. That clearance will be “Mooney 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 “Mooney Lead” and “Mooney Tail” only. Issue these codes to the Mooney Caravan Foundation coordinators when they call prior to departing MSN.

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

a. “Mooney 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 “Mooney Lead”. The alternate frequency is 118.5. Do not change to this frequency unless instructed to do so by “Mooney 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 will be 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 “Mooney Tail”.

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

c. Each element will consist of two (2) aircraft. 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. All aircraft will be expected to roll to the end of the runway and follow the EAA flag person’s directions to parking.

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 or 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 “Mooney Tail”. The affected aircraft will announce, “(call sign) on the go,” when going around.

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

c. Each element will consist of two (2) aircraft. Pilots shall assume responsibility for separation on final approach and on the runway surface.

d. All aircraft landing Runway 9 are expected to roll to the end of the runway and 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 "Mooney Tail". The affected aircraft will announce, "(call sign) on the go," when going around.

f. "Mooney 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. "Mooney 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.(7).

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

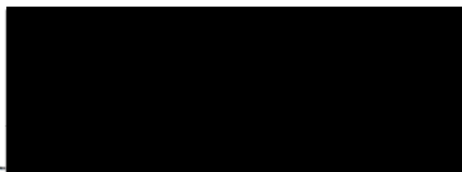
c. Each element will consist of two (2) aircraft. Pilots must assume responsibility for separation on final approach and on the runway surface. All aircraft must land at or beyond the orange dot (located approximately 1,000 feet west of the displaced threshold of Runway 27).

d. All aircraft landing Runway 27 are expected to roll to the end of the runway and follow the EAA flag person's directions to parking.

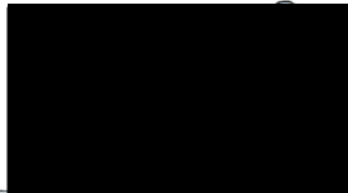
e. In the event of a go-around, and unless otherwise directed by FAA Oshkosh ATCT, the affected aircraft must turn right and depart the pattern on a right downwind departure and join in flight with “Mooney Tail”. The affected aircraft will announce, “(call sign) on the go,” when going around.

f. “Mooney 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.



Tim Fitzgerald
Air Traffic Manager
FAA Oshkosh Airport Traffic Control Tower



David A. Piehler
Secretary of Mooney Caravan to Oshkosh
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