

FAA OSHKOSH AIRPORT TRAFFIC CONTROL TOWER AND CIRRUS AIRCRAFT

“COPA to AirVenture” (C2A) LETTER OF AGREEMENT

EFFECTIVE: July 19, 2026

SUBJECT: CIRRUS - COPA TO AIRVENTURE - MASS ARRIVAL PROCEDURE 2026

1. **PURPOSE** The following procedures are written to ensure a safe and orderly flow of the mass arrival of the Cirrus Owners and Pilots Association (CIRRUS) to AirVenture “C2A” Oshkosh 2026, on Sunday, July 19, 2026, at 1000 CST or as coordinated between the organizers of C2A 2026 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; C2A; Chicago District.
3. **CANCELLATION** This Letter of Agreement expires on July 20, 2026
4. **RESPONSIBILITIES**

a. Cirrus – C2A must:

- (1) Prior to the Cirrus C2A pilot briefing and again immediately prior to departure from the Southern Wisconsin Regional Airport (JVL), 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-Cirrus C2A” aircraft in the flight. The number of aircraft is limited to 50 or less, Oshkosh ATCT may at its discretion approve a higher number in conjunction with Cirrus C2A prior to the flight.

Note: If in the event coordinated arrival time is missed, after coordination with OSH Tower, CIRRUS C2A 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 “CIRRUS C2A Lead.” “CIRRUS C2A 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. “CIRRUS C2A 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 CIRRUS – C2A 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 “CIRRUS C2A Tail.” “CIRRUS C2A Tail” must report on frequency 126.6 when five (5) NM from OSH and when clearing the runway.

- (5) Ensure “CIRRUS C2A Lead” and “CIRRUS C2A Tail” squawk their assigned transponder codes issued by OSH Tower. Vic leads may squawk 1203 to assist in maintaining proper spacing. All other transponders will be placed in standby.
- (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 five (5) NM north of FLD.

b. FAA OSH ATCT must:

- (1) Brief the coordinators of “CIRRUS - C2A” regarding the arrival runway, current weather, and any other pertinent information. All briefings must occur via telephone prior to the CIRRUS - C2A flight departing JVL. If needed, OSH Tower may change the flight arrival time/date to accommodate CIRRUS - C2A to Oshkosh landing on Runway 36 (preferred runway.) Runway 18R may be issued as the landing runway in the event Runway 36 is unavailable.
- (2) Clear “CIRRUS Flight” to land when “CIRRUS Lead” reports five (5) NM from the airport.
- (3) Clear the flight to land with one clearance. That clearance will be “CIRRUS 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 “CIRRUS Lead” and “CIRRUS Tail” only. Issue these codes to the CIRRUS - C2A to Oshkosh coordinators when they call prior to departing JVL.

5. PROCEDURES FOR LANDING RUNWAY 36L/R

- a. “CIRRUS 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 CIRRUS - C2A flight aircraft must maintain radio silence on frequency 126.6. In the event that 126.6 is unusable; listen for instructions from “CIRRUS Lead.” The alternate frequency is 118.5. Do not change to this frequency unless instructed to do so by “CIRRUS 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 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 on a right downwind departure and join in flight with “CIRRUS Tail.”
- f. “CIRRUS 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. “CIRRUS 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: Avoid overflying the prison 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 the “CIRRUS Lead.” The alternate frequency is 118.5. Do not change to this frequency unless instructed to do so by “CIRRUS Lead” or FAA Oshkosh ATCT.
- c. Each element will consist of two (2) aircraft in groups of 12. Each group will be separated by approximately one (1) NM. 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. 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 departure downwind, and join in flight with “CIRRUS Tail.” The affected aircraft will announce “(call sign) on the go” when going around.
- g. “CIRRUS 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. “CIRRUS 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 “CIRRUS Lead”. The alternate frequency is 118.5. Do not change to this frequency unless instructed to do so by “CIRRUS Lead” or FAA Oshkosh ATCT.
- c. Each element will consist of two (2) aircraft in groups of 12. Each group will be separated by approximately one (1) NM. Pilots shall assume responsibility for separation on the final and on the runway. 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 “CIRRUS Tail”. The affected aircraft will announce “(call sign) on the go” when going around.
- f. “CIRRUS Tail” must report on frequency 126.6 when on 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. “CIRRUS 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).

- b. All aircraft must maintain radio silence on frequency 126.6. In the event that 126.6 is unusable, listen for instructions from the “CIRRUS Lead.” The alternate frequency is 118.5. Do not change to this frequency unless instructed to do so by “CIRRUS Lead” or FAA Oshkosh ATCT.
- c. Each element will consist of two (2) aircraft in groups of 12. Each group will be separated by approximately one (1) NM. Pilots must assume responsibility for separation on the final and on the runway. 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 "CIRRUS Tail". The affected aircraft will announce, "(call sign) on the go," when going around.
- f. "CIRRUS 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.

Elizabeth Wichmann
Air Traffic Manager
FAA Oshkosh Airport Traffic Control Tower



William B. Garber III
Chairman
CIRRUS – C2A to Oshkosh