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## Ready to 'Rock'?

If it flies, you'll see it at Oshkosh. From Aeroncas to Zeniths, aircraft of all shapes and sizes descend upon Wittman Regional Airport. "Rock your wings" and be among the 10,000 pilots each year who proudly proclaim, "I flew my airplane to Oshkosh."

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### VFR: RUNWAY PATHS

The following routes have been developed for EAA AirVenture Oshkosh to enable pilots to more easily navigate from Fisk to their assigned landing runway. The current active arrival runway(s) will be included on the AirVenture arrival ATIS on frequency 125.9 and via telephone at 866-493-5553.

#### [Runway 9](#)

[View procedures for aircraft arriving on Runway 9.](#)

#### [Runway 27](#)

[View procedures for aircraft arriving on Runway 27.](#)

#### [Runway 18L / 18R via RR Tracks](#)

[View procedures for aircraft arriving on Runway 18 via the railroad tracks.](#)

#### [Runway 18R Only via Fisk Avenue](#)

[View procedures for aircraft arriving on Runway 18R via East-West Road \(Fisk Ave.\).](#)

#### [Runway 36L / 36R](#)

[View procedures for aircraft arriving on Runway 36.](#)



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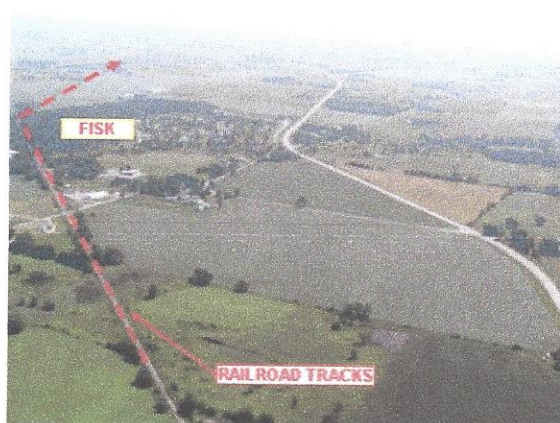
## Ready to 'Rock'?

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### RUNWAY 27 (RIGHT DOWNWIND LEG ENTRY)

Depart Fisk following the railroad tracks northeast to join the **RIGHT DOWNWIND** for Runway 27.



Maintain 1,800' until entering the right downwind as there will be VFR aircraft departing Runway 27 climbing to 1,300' msl.

Enter the **RIGHT DOWNWIND** for Runway 27 inside the gravel pit located approximately 1/2-mile northwest of Wittman Regional Airport.

**Be alert!** There may be IFR aircraft departing Runway 27 climbing through 1,800' msl!



larger view





larger view

Begin your descent not later than midfield!

Traffic permitting, and unless instructed otherwise, plan on turning right base for Runway 27 after passing the terminal building (large black building located at the northeast corner of the airport) abeam the approach end of Runway 27) and inside the western shoreline of Lake Winnebago. If your downwind extends beyond the shoreline it makes it very difficult for the tower controllers to both see you and sequence you.



larger view



larger view

However, it is extremely important to wait until you have passed the Terminal Building before beginning your right base leg (large black building located at the northeast corner of airport).

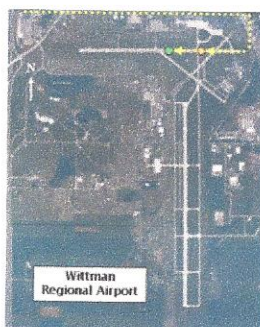


larger view

The threshold of Runway 27 is displaced by 531'.

ATC may request that you land on a large Orange Dot or Green Dot painted on the runway. This allows for simultaneous arrivals and expedites the flow of traffic.

If a "Go-Around" is needed, NOTIFY ATC immediately for resequencing instructions!



larger view

Reach out and Touch the Future!

**iEFIS Touchscreen**  
Full EFIS, Integrated Moving Map GPS  
Built-in autopilot, engine monitoring.

**V6 Com**  
6.5 Watt Com  
Radio with built-in  
4-place intercom.  
2 1/4" Round.

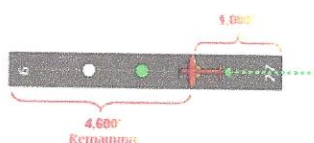
**XTreme**  
Mini EFIS  
Powerhouse.  
Fits in round  
3 1/8" hole.  
Primary or  
backup.

**Singles**  
Full Range of 2 1/4"  
and 3 1/8" Singles!

Share the  
Spirit of Aviation  
**Join EAA**

The Orange and Green Dots are located 1,500' apart and remain the most frequently used landing areas on Runway 27. They are used to help us properly apply our reduced separation waiver for Category I and II aircraft.

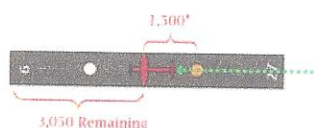
### "The Orange Dot"



The Orange Dot is now located approximately 1,000' from the Runway 27 displaced threshold. Remaining runway length from this point is 4,600'.

[larger view](#)

### "The Green Dot"



The Green Dot is still located 1,500' from the Orange Dot. Remaining runway length from this point is 3,050'.

[larger view](#)

### "The White Dot"



NOT TO BE USED FOR RUNWAY 27  
ARRIVALS!

You may also see a White Dot on the departure end of Runway 27. This is **NOT** to be used for Runway 27 arrivals.

[larger view](#)

### Change of Plans

**Be prepared!** The control instructions may change from what you were initially told. For instance, you may have been instructed to "land on the Orange Dot." This would have been issued if there was another aircraft ahead of you landing at the Green Dot, however by the time you reach the runway ...

The other aircraft has exited the runway, therefore the controller may now instruct you to "land on the Green Dot," which will allow for another aircraft to land behind you (on the Orange Dot) and still provide for allowable runway separation.

These "last minute" adjustments may occur no matter what runway you land on. The only difference will be the description of the touchdown point (the Orange Dot or the Green Dot).

Stay alert for traffic ahead of you on final and also for any potential traffic that may be on a straight in or on a dog-leg left base (from Warbird Island).

**If a "Go-Around" is needed, NOTIFY ATC immediately for resequencing instructions!**

### Exiting Runways

See the [Exiting Runways](#) section for details on what is to be expected of you once you have landed.

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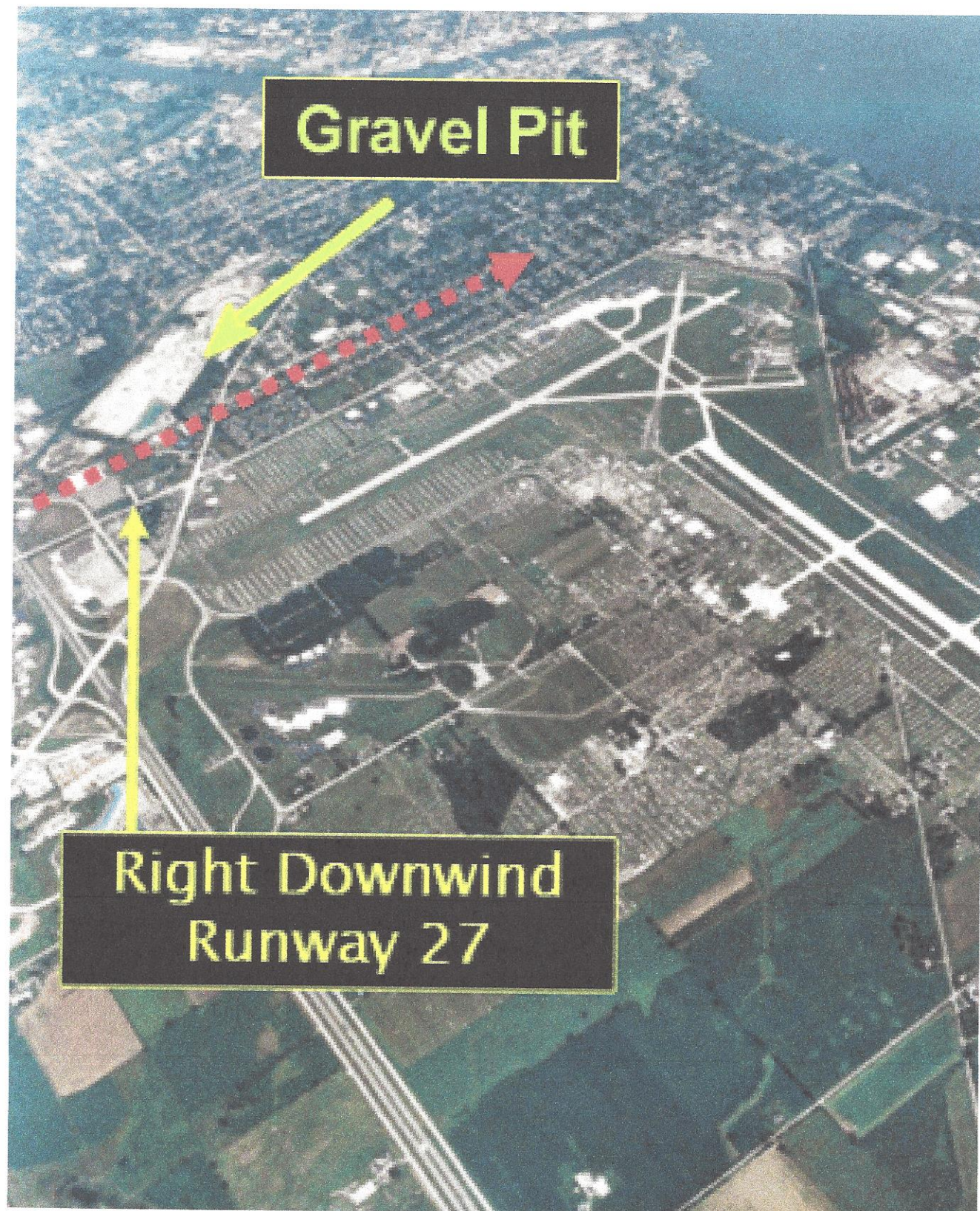
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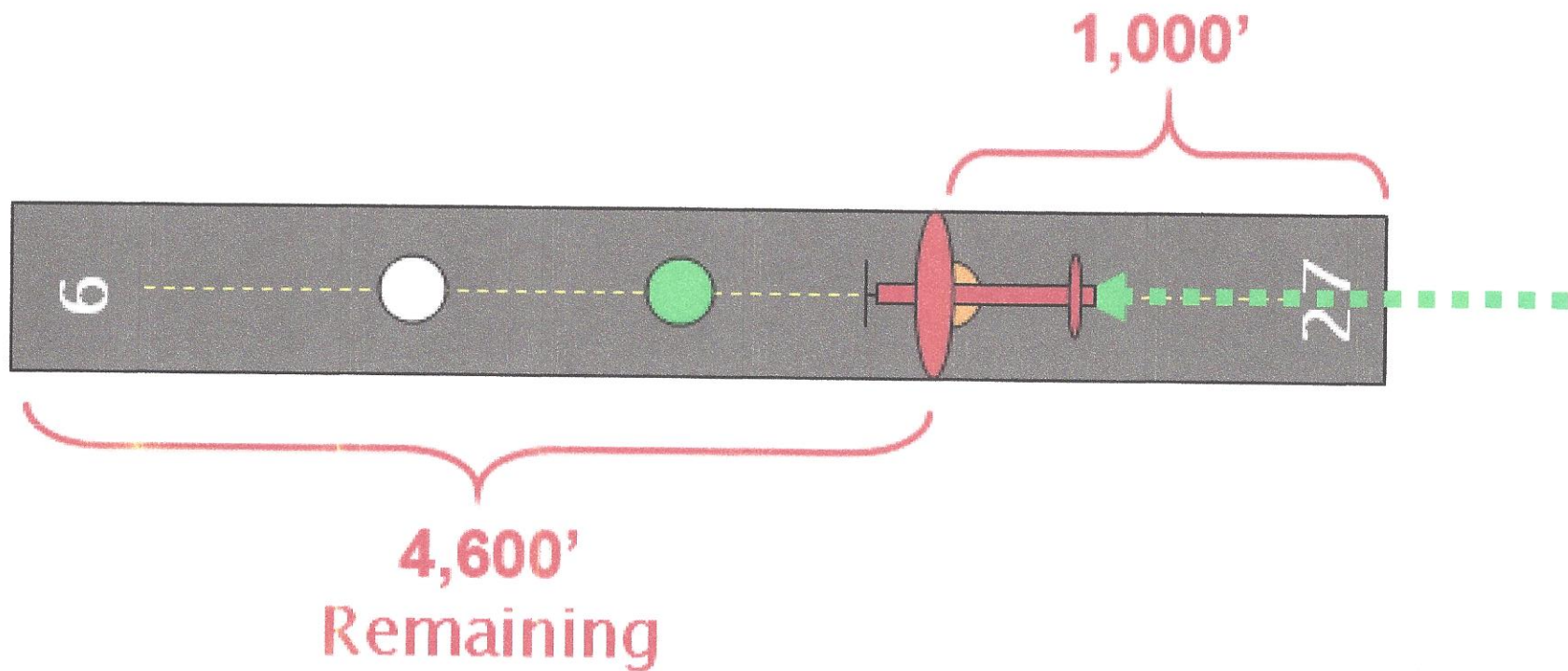








# “The Orange Dot”



# “The Green Dot”

