



Flying to Oshkosh for the big AirVenture show and Experimental Aircraft Association (EAA) convention? It's a phenomenal experience...but one that requires study, practice and attention as well. Today we'll look at the first aspect of flying into AirVenture, designed to make this a safe and fun experience.

### **Know the NOTAM**

It's a 1.9 mb download, 32-page document...and you need to know it *well* to be safe flying in what for one week becomes the world's busiest airport. The AirVenture Notice to Aviators (NOTAM) ([http://www.airventure.org/flying/2013\\_notam.pdf](http://www.airventure.org/flying/2013_notam.pdf)) spells out procedures for inbound and outbound flight, VFR or IFR, with radio contact or not, fixed wing, powered parachute and rotary, within the varied airspeed range widely diverse aircraft, to get them safely onto and off the runways at Oshkosh. It gives instructions for making and displaying parking signs so ground handlers can send you in the right direction after you land. The NOTAM includes procedures for outlying airports that serve as relievers and alternates to Oshkosh arrivals. And the NOTAM has changed in some details since last year, so prior experience may not translate directly to safety this year without further study.

### **Suggestions**

If you're even *thinking* about flying to AirVenture, I suggest you:

- Download the NOTAM *today* and begin studying the portions that apply to you.  
*NOTE:* if you're planning to arrive IFR you still need to be fully up to speed on the VFR arrival procedure, just in case.
- Print a hard copy of the NOTAM. Not only do most people retain information read from hard copy better than when read from a computer screen, but also you may need the NOTAM in the cockpit. I also like hard copy to review during my last fuel stop before the leg into Wittman Field, and to look at a week later when getting ready to depart the airshow.
- Consider what you'll be required to do in the event of unforeseen circumstances such as:
  - Electrical or radio failure

- Others systems failures
- Adverse weather at or near KOSH or the arrival corridors
- Sudden closure of the Oshkosh Airport (aircraft emergency)
- Arriving during airshow time or other holds
- Diversion to another NOTAM-covered airport

***FLYING LESSONS:*** Don't only read, but **know** the EAA AirVenture NOTAM.