

10-NOV-2016

MSN-KMSN**1-10****AOI****AOI****GENERAL****Operational Hours****ATS Hours:** TWR 1200-0500‡, use CTAF outside TWR OPS hours**AD OPS Hours:** Attended continuously**Airport Information****RFF:** FAA Index C / CAT 7**Fuel:** Jet A (AVBL on East or South APN only)**PCN:** All RWYs: 95/R/B/W/T**Operation****Traffic Note**

RWY and APCH lights are turned off when TWR CLSD, thereafter activation by CTAF.

Surface Movement Guidance and Control System (SMGCS): This system consists of the provisions for guidance, control or regulation, to safe OPS of ACFT, GND vehicle and personnel on the AD during LVP.

Preferential RWY

LDG RWY 18 and 21.

TKOF RWY 03 and 36.

Low Visibility Procedure

LVP taxi routes in use when RVR between 1200ft to 600ft.

TWY Restrictions

East Ramp MAX wingspan 36m / 118ft.

TWY B2, B6, E, J and K MAX wingspan 35.7m / 117ft.

TWY A hold bays AVBL for ACFT with wingspan below 36m / 118ft.

TWYs F, G AVBL for MIL only.

Taxi/Parking

West ramp uncontrolled, push-back is at pilots discretion.

Noise Abatement Procedure

NAP in effect contact AD authority.

Engine Run-up Area

ENG run-ups restricted to north HLDG bay only.

Warnings**MSN DME** unusable:

R010-R070 beyond 20NM below 4500ft.

Arresting Gear System: RWY 18, RWY 36 and RWY 21 BAK14 arresting cable for MIL use only and retracted when not in use.

RWY 18 and RWY 14 APCH ends are closely aligned. Verify correct RWY and compass HDG prior to DEP.

Avoid overflying of Yahara river in vicinity of AD below 2000ft.

Birds in vicinity of AD.

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AOI

AOI

ARRIVAL**Speed**

MAX IAS 250KT below 10000ft.

Communication**COM Failure:** See CRAR United States.**Arrival Procedure****Land And Hold Short Operation (LAHSO)**

These OPS include LDG and hold short of an intersection RWY/TWY or other predetermined points on the RWY, other than RWY or TWY marked with (*).

LDG RWY	Hold Short Point (HSP)	Distance
RWY 03	RWY 14/32	960m / 3150ft
RWY 18	RWY 03/21	1463m / 4800ft
RWY 21	RWY 18/36	1966m / 6450ft
RWY 32	RWY 18/36	1615m / 5300ft
RWY 36	RWY 14/32	2149m / 7050ft

Non-standard GP intercept position on RWY 36

GP intercepts RWY 36 at 337m / 1107ft after landing threshold.

Remaining LDG DIST beyond GP is 2103m / 6899ft.

DEPARTURE**Take-off Minima**

RWY		18/36	
1+2 ENG	ft - ft/SM	0 - 5000R/1.0V	-
		0 - 2400R/0.5V	-
RWY		21, 14/32	
1+2 ENG	ft - ft/SM	0 - 1.0V	-
		0 - 0.5V	-
RWY		03	
1+2 ENG	ft - ft/SM	0 - 1.0V	MNM climb gradient 3.5% up to 1200
		0 - 0.5V	

Speed

MAX IAS 250KT below 10000ft.

Communication**COM Failure:** See CRAR United States.

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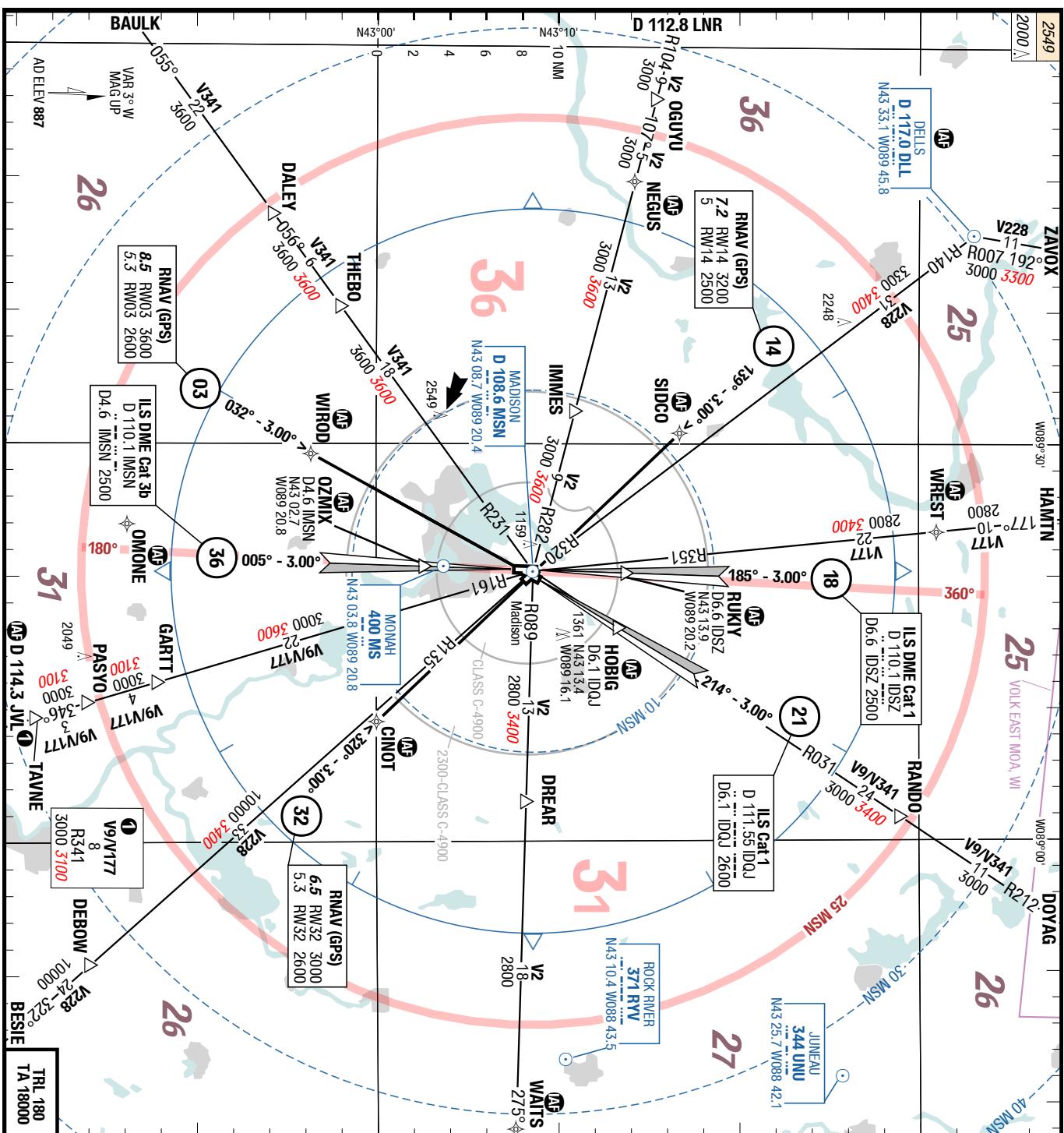
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ATIS	124.650 ASOS
Chicago Center	133.350 W 0500-1200‡
APP/DEP	120.100 E 1200-0500‡
TWR	135.450 W 1200-0500‡
CTAF	119.350 1200-0500‡
UNICOM	119.3500 ARCAL
GND	122.950
RCO (Green Bay RDO)	121.900
DLY	122.600 1200-0500‡
	121.625 1200-0500‡

Changes: APL, OBST, SUAS

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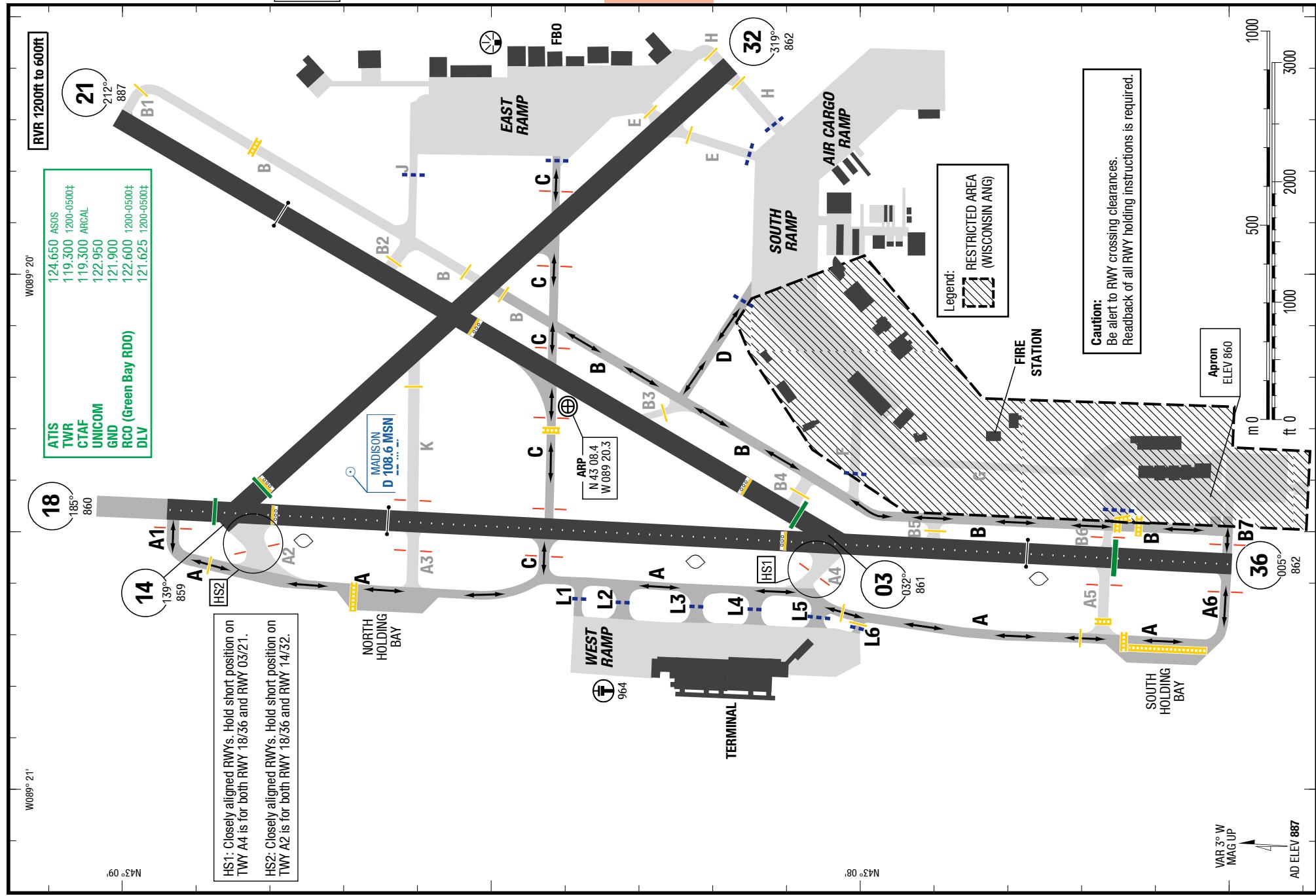
United States Madison Dane County Rgnl-Truax Fld

3-30

LVC

LVC

Dane County Rgnl-Truax Fld Madison United States



MSN-KMSN

5-10

Obstacle Departure

Obstacle Departure

RWY	Routing
18	(Southwest departures 200° CW 260°) climb HDG 179° - at 3200 proceed on course.
21	(Southwest departures 200° CW 260°) climb HDG 206° - at 3200 proceed on course.
RWY	Notes
03	Tower 7137ft from DER, 2392ft left of centerline, 132ft AGL/1082ft MSL. Trees beginning 4368ft from DER, 1526ft left of centerline, up to 100ft AGL/1082ft MSL.
14	Trees and poles beginning 936ft from DER, left and right of centerline, up to 100ft AGL/986ft MSL. Antenna on building 3747ft from DER, 1283ft left of centerline, 57ft AGL/976ft MSL. Vehicle on road 134ft from DER, left to right of centerline, up to 17ft AGL/874ft MSL.
18	Trees beginning 287ft from DER, left and right of centerline, up to 100ft AGL/941ft MSL.
21	Trees beginning 1557ft from DER, 383ft right of centerline, up to 100ft AGL/972ft MSL. Sign 29ft from DER, 118ft left of centerline, 6ft AGL/862ft MSL. Glideslope antenna 1144ft from DER, 140ft left of centerline, 39ft AGL/898ft MSL.
32	Trees beginning 1810ft from DER, left and right of centerline, up to 100ft AGL/948ft MSL. Railroad 672ft from DER, left to right of centerline, 23ft AGL/882ft MSL.
36	Trees and pole beginning 1325ft from DER, left and right of centerline, up to 100ft AGL/1012ft MSL. Rapidly rising terrain 1467 ft from DER, 678ft right of centerline, up to 947ft MSL. Vehicle on road 1154ft from DER, left to right of centerline, up to 17ft AGL/908ft MSL.

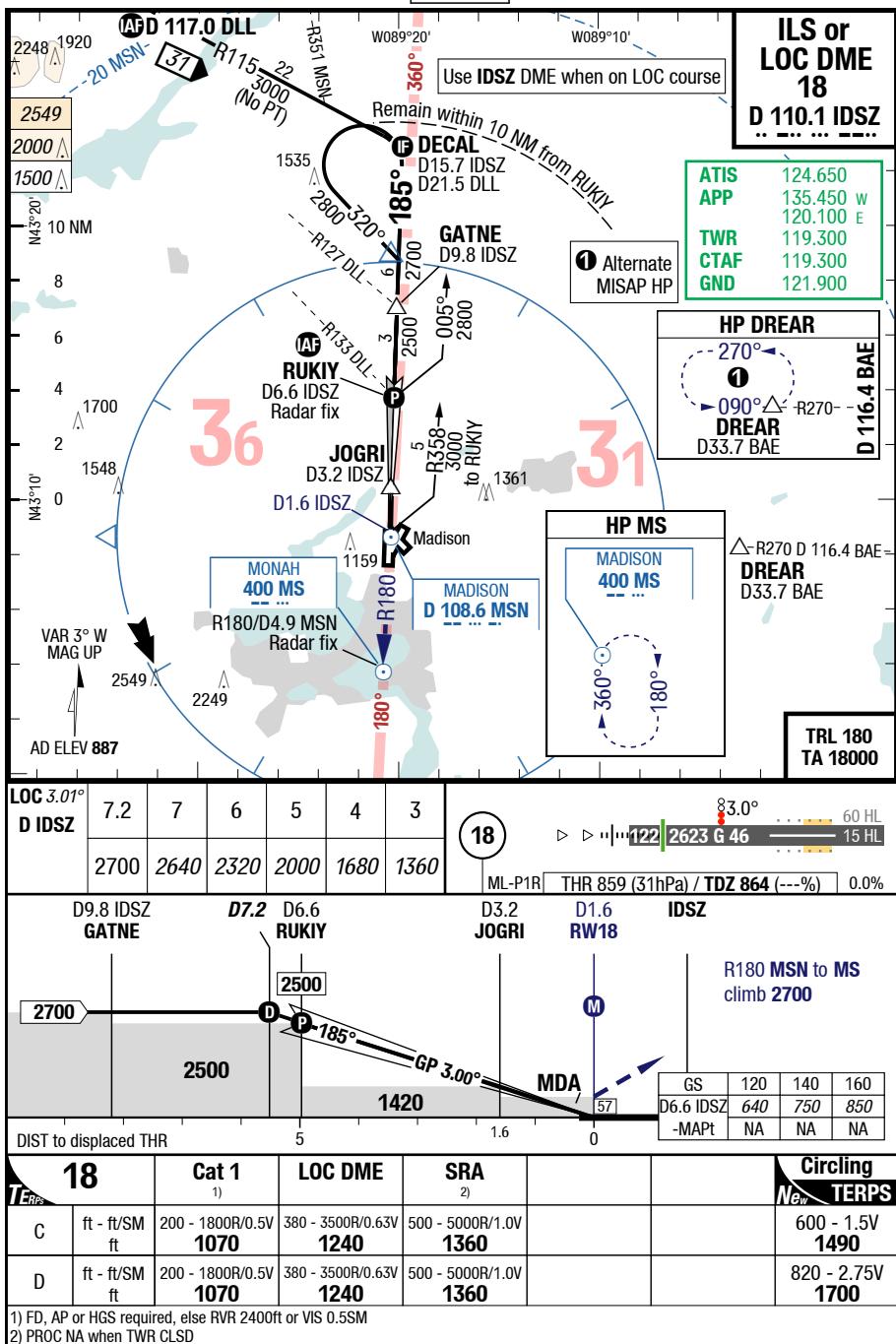
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7-10

ILS or LOC DME 18

14



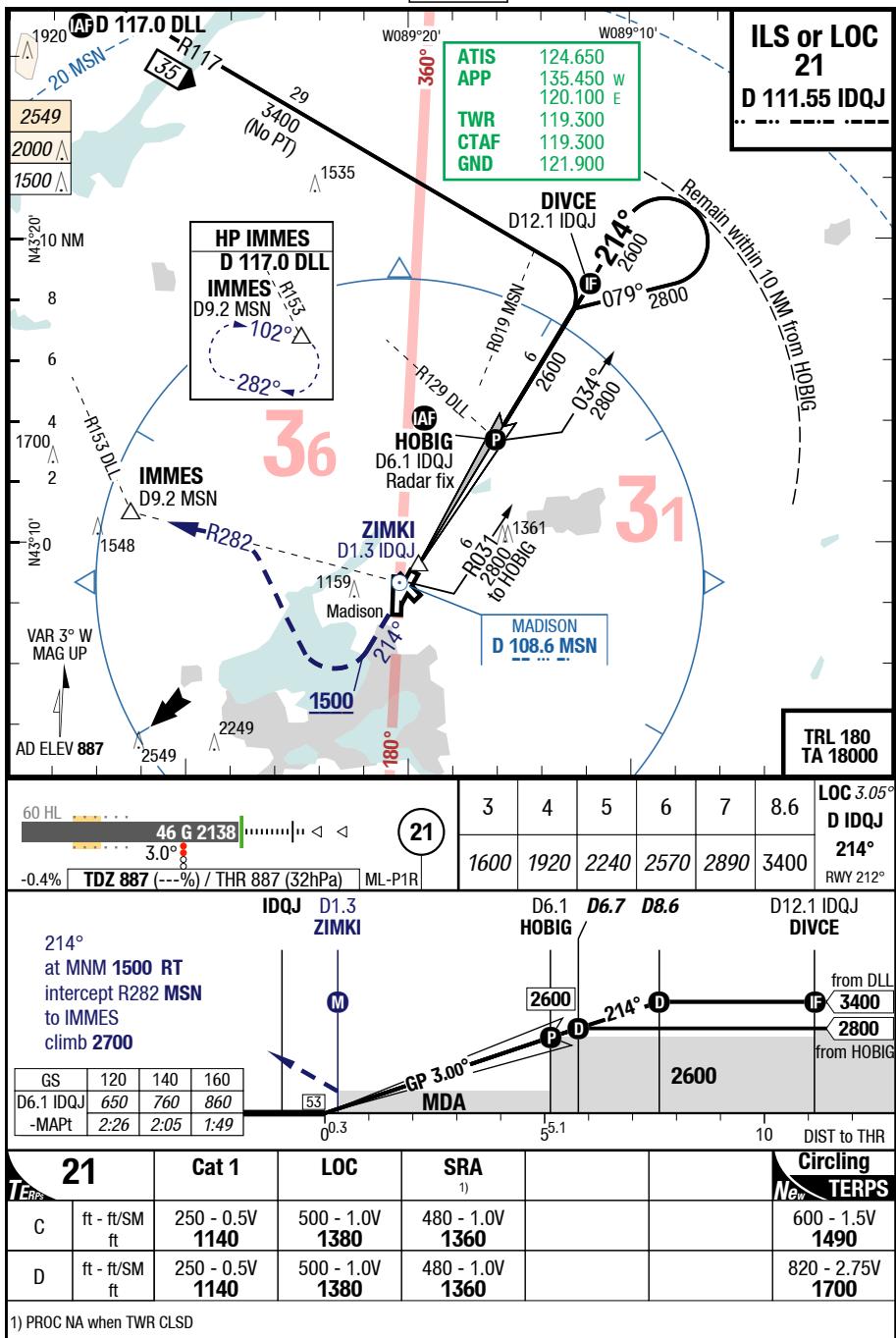
1) FD, AP or HGS required, else RVB 2400ft or VIS 0.5SM

2) PROG NA when TWR CI SD

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7-20

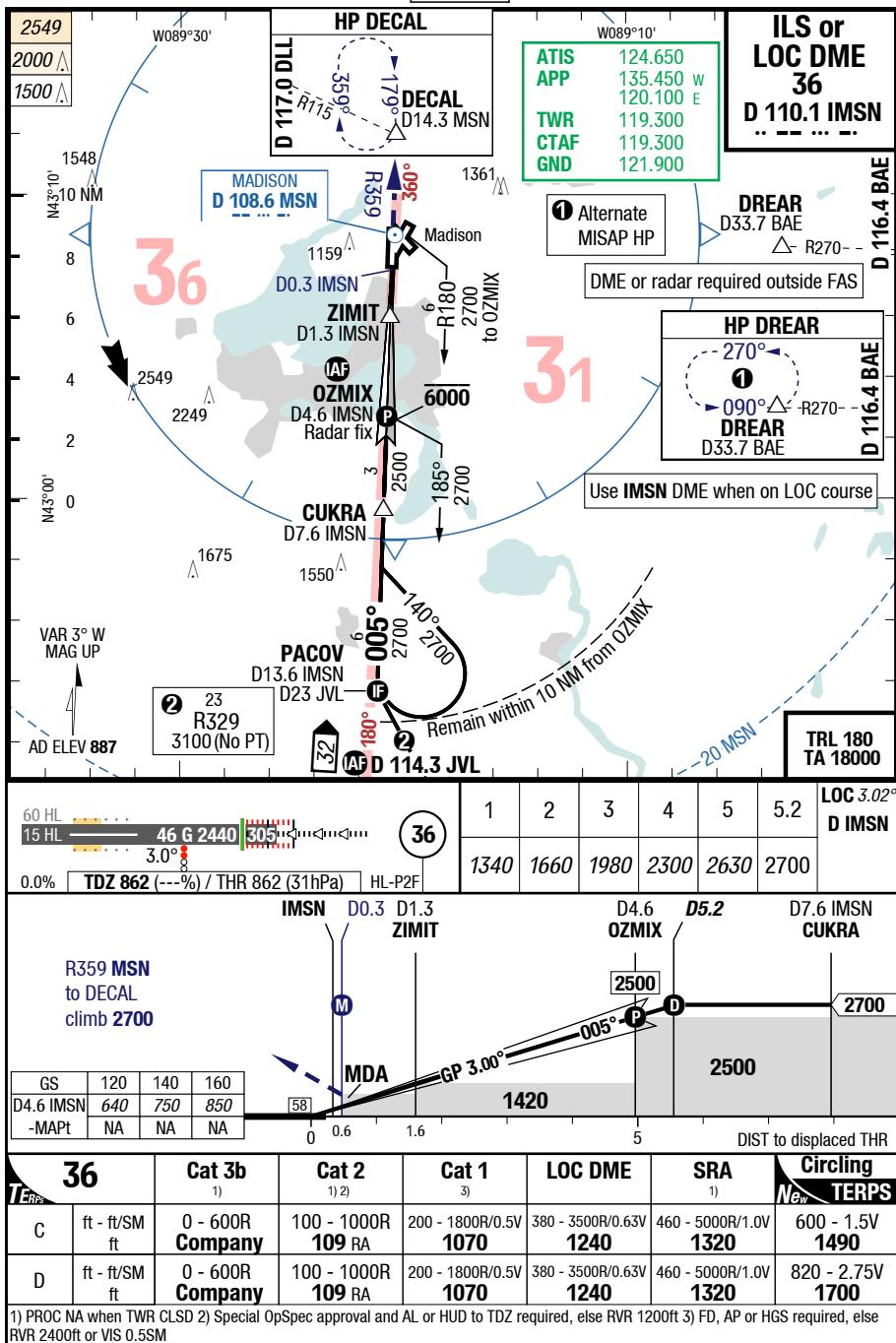
ILS or LOC 21



MSN-KMSN

7-30

ILS or LOC DME 36



1) PROC NA when TWR CLSD 2) Special OpSpec approval and AL or HUD to TDZ required, else RVR 1200ft 3) FD, AP or HGS required, else RVR 2400ft or VIS 0.5SM

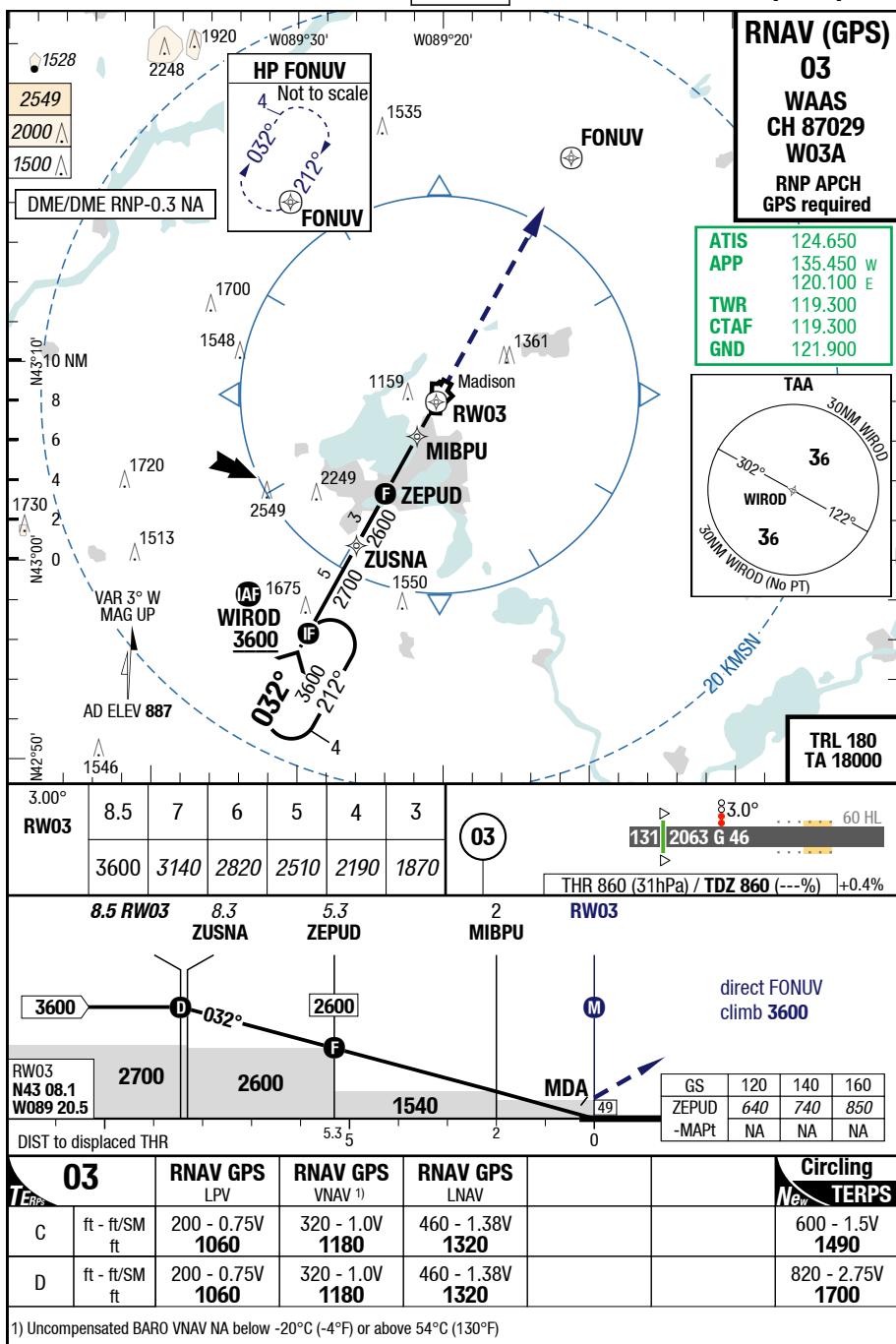
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7-50

RNAV (GPS) 03



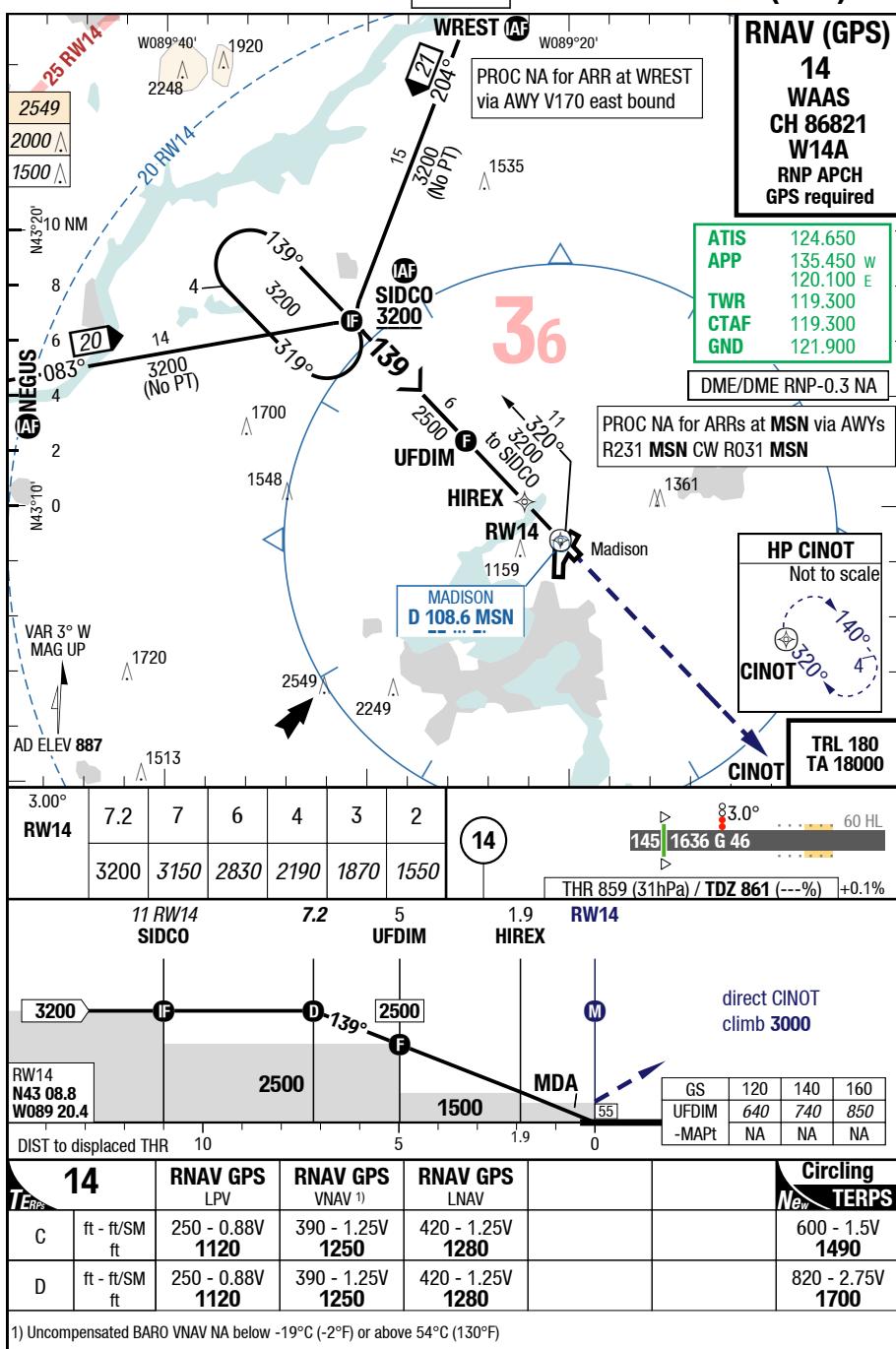
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RNAV (GPS) 14



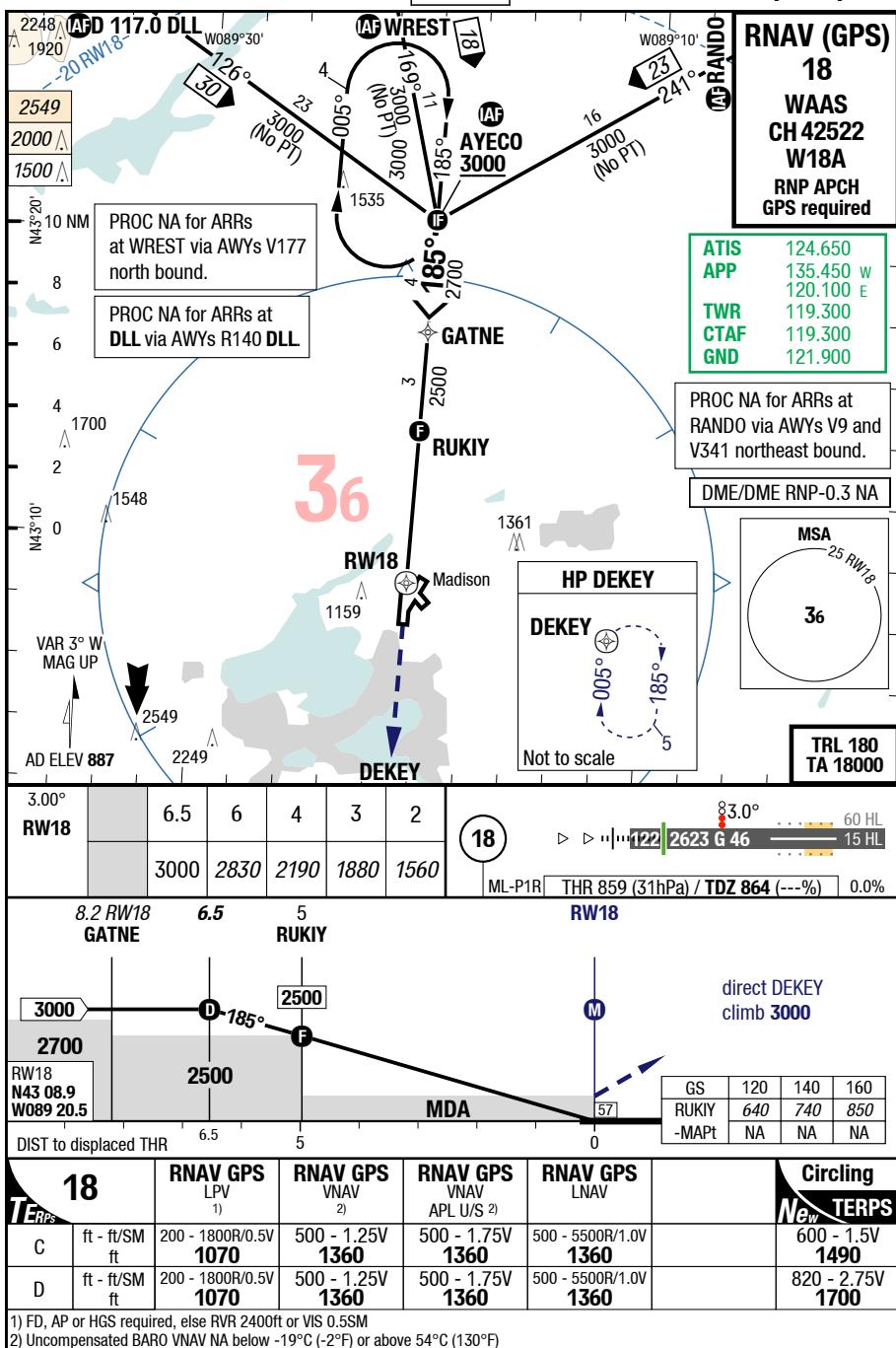
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RNAV (GPS) 18



Changes: MIN, AMDT No

AMDT 2F

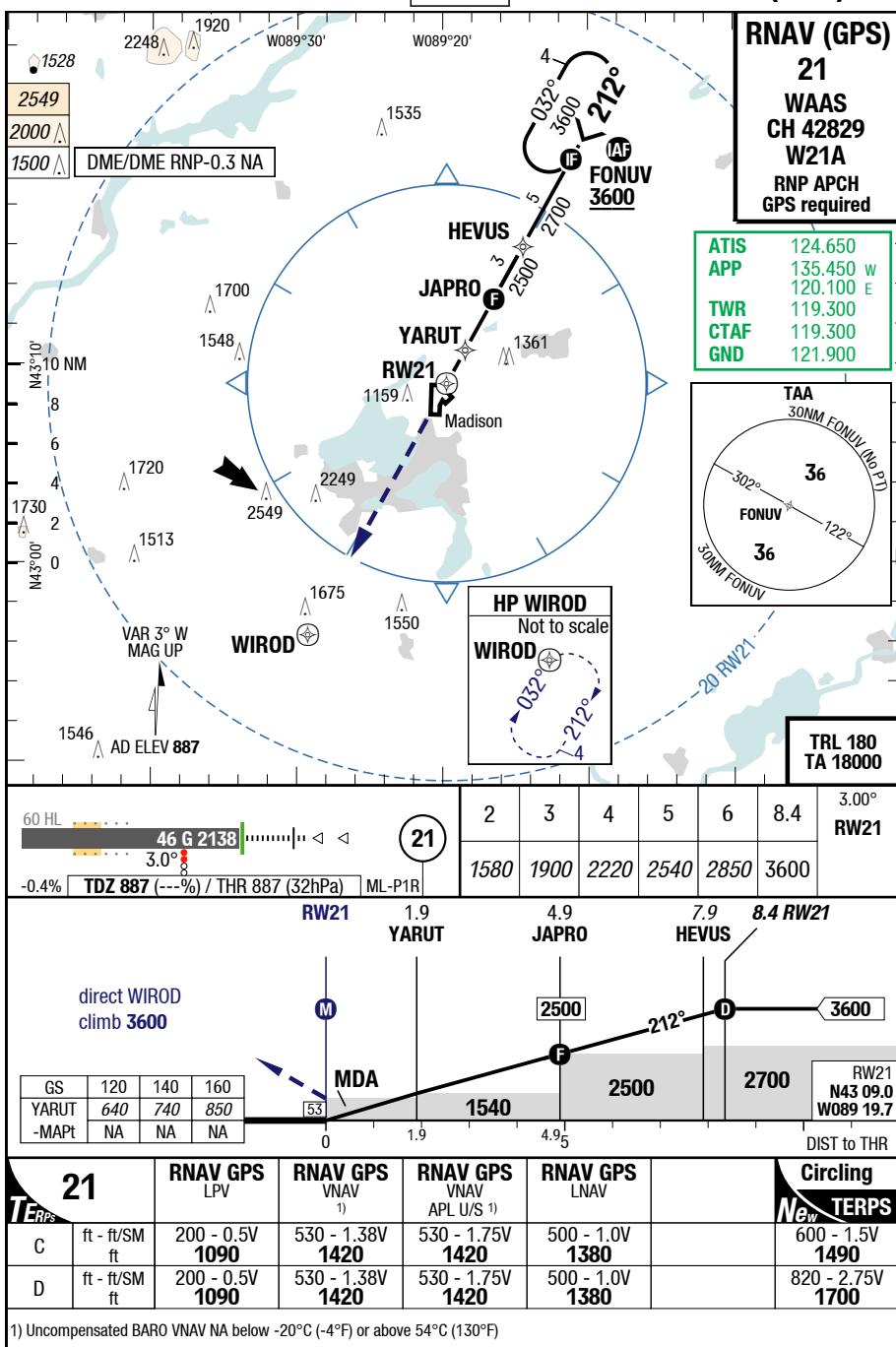
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RNAV (GPS) 21

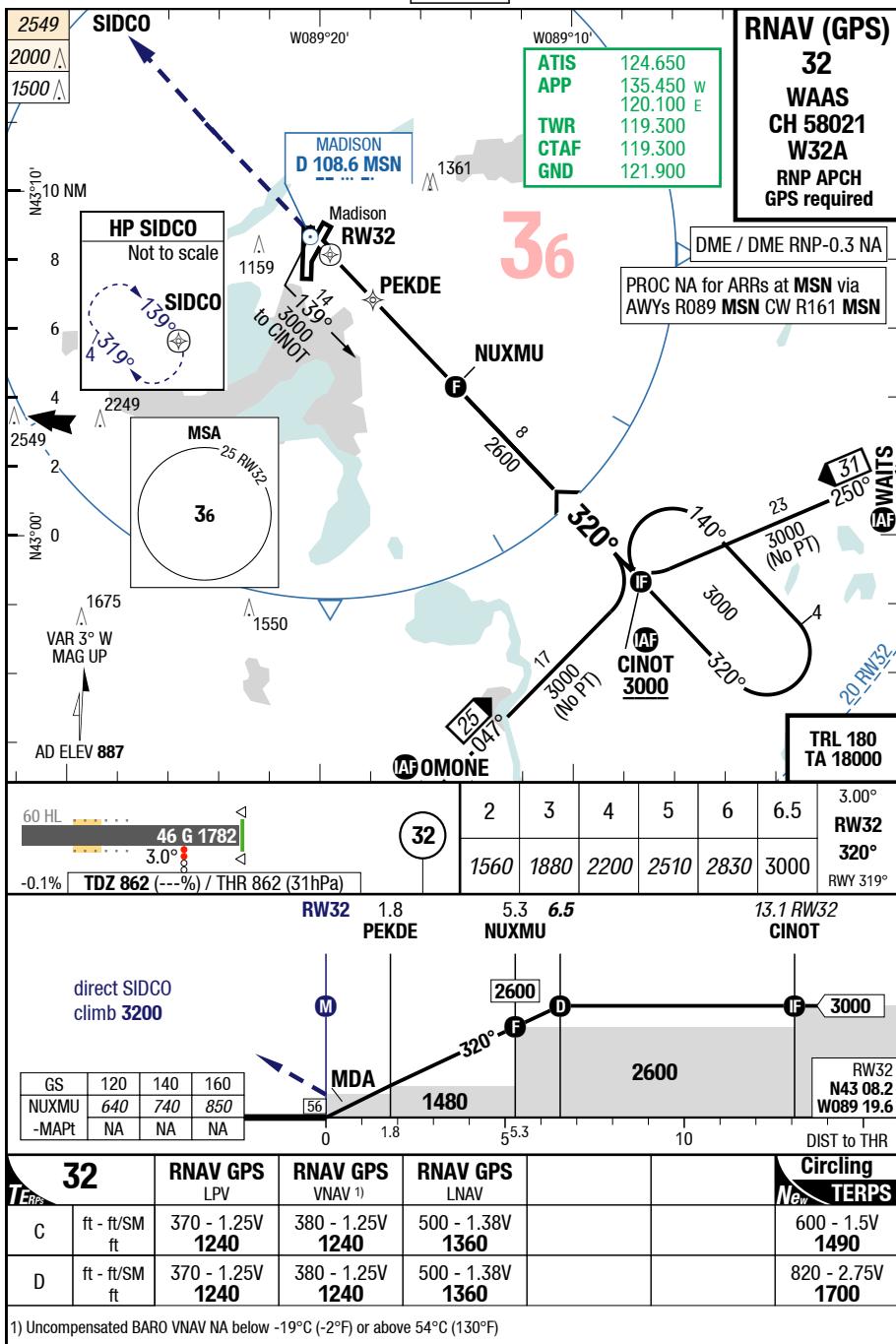


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RNAV (GPS) 32



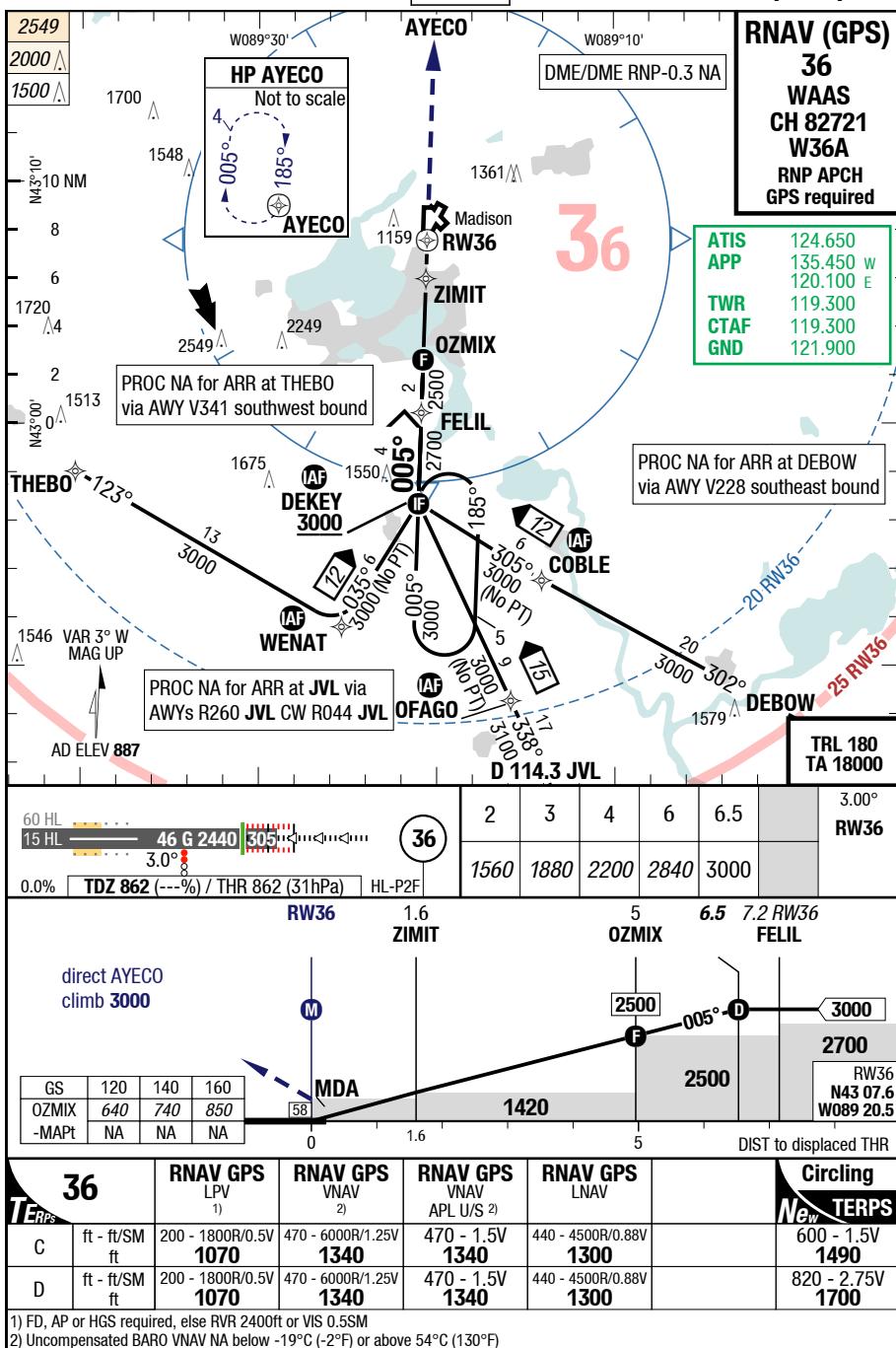
1) Uncompensated BARO VNAV NA below -19°C (-2°F) or above 54°C (130°F)

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RNAV (GPS) 36



1) FD, AP or HGS required, else RVR 2400ft or VIS 0.5SM
2) HGS required, else RVR 2400ft or VIS 0.5SM

2) Uncompensated BARO VNAV NA below -19°C (-2°F) or above 54°C (130°F)

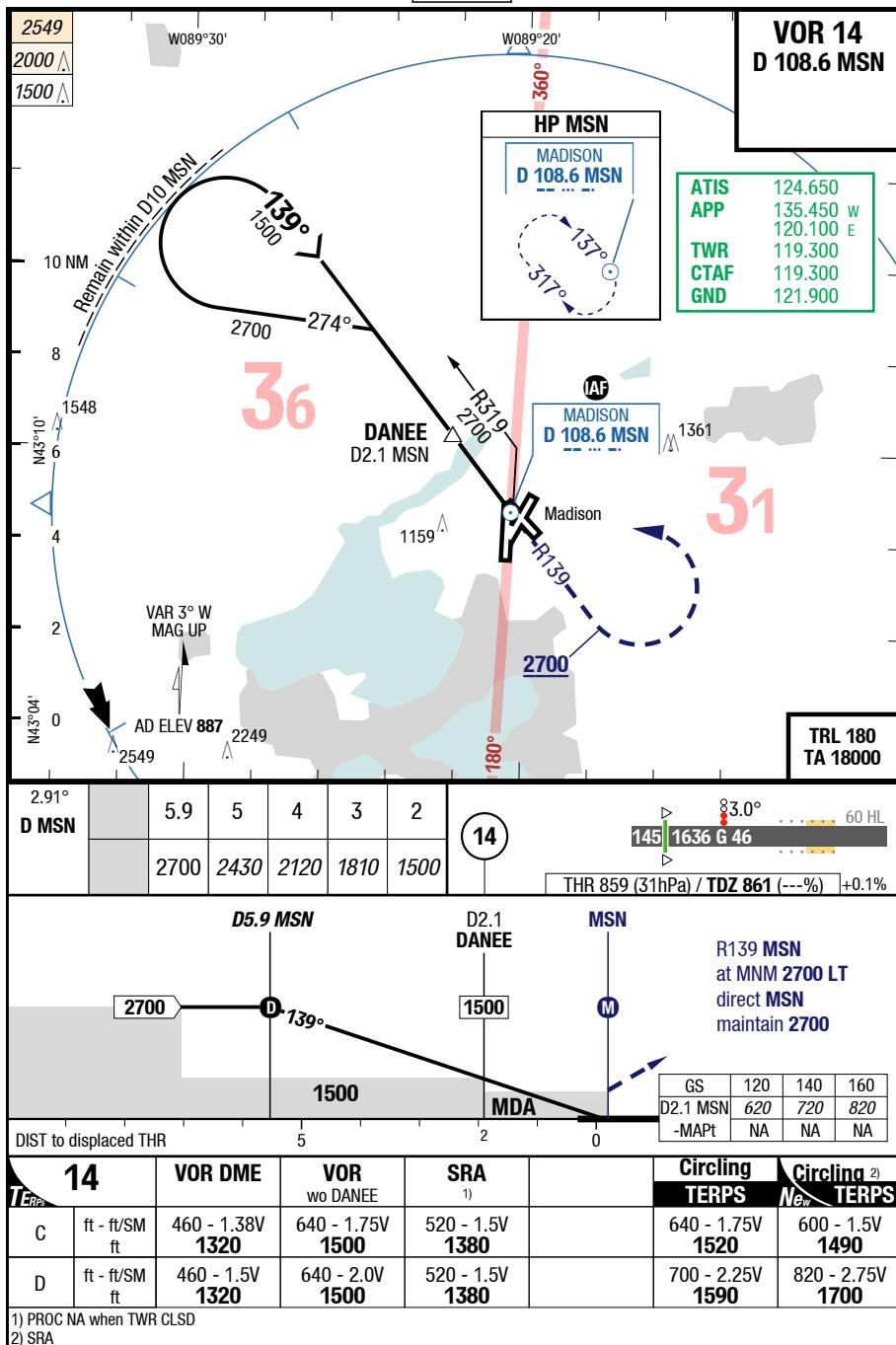
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VOR 14



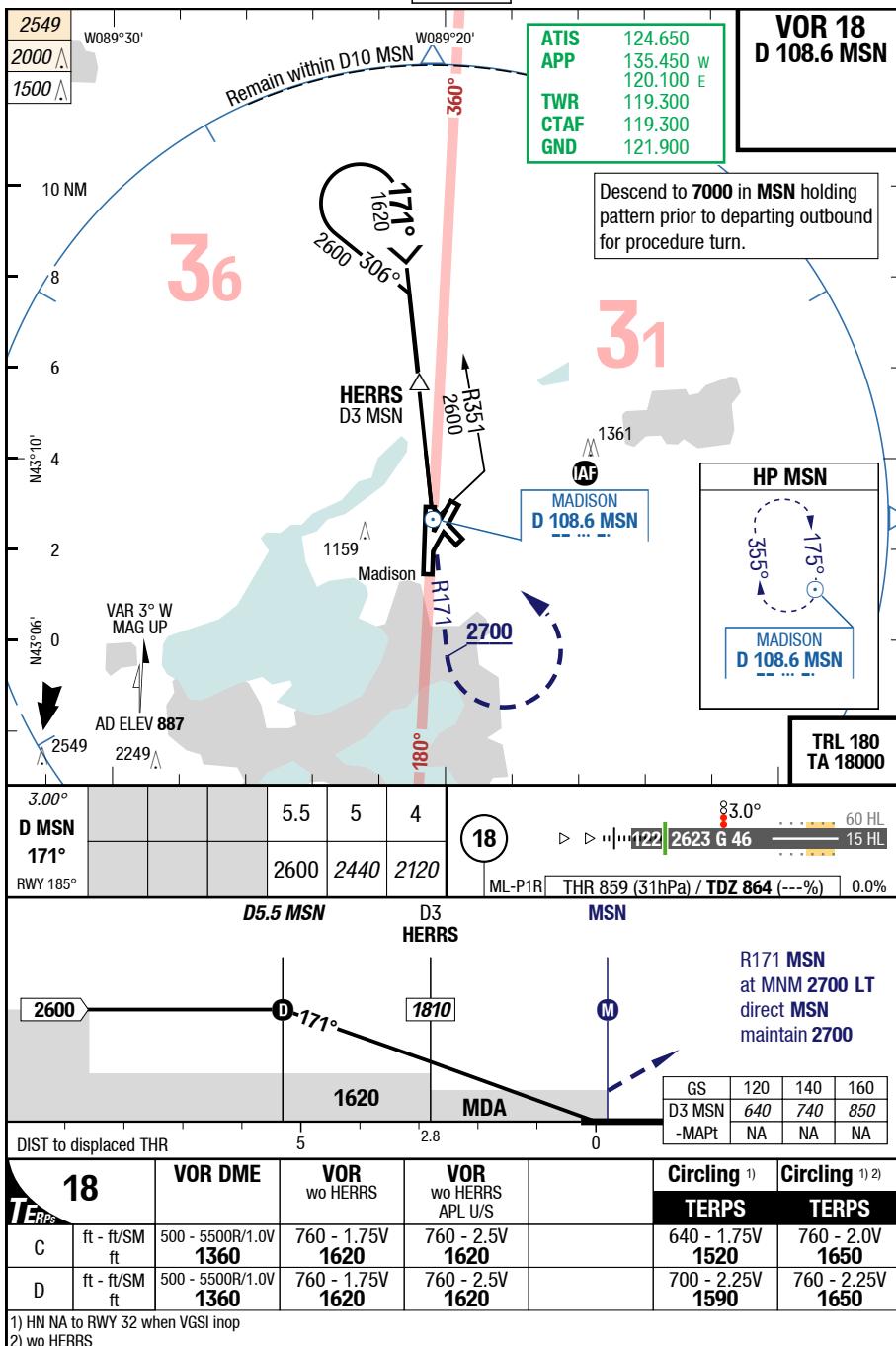
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MSN-KMSN

7-120

VOR 18



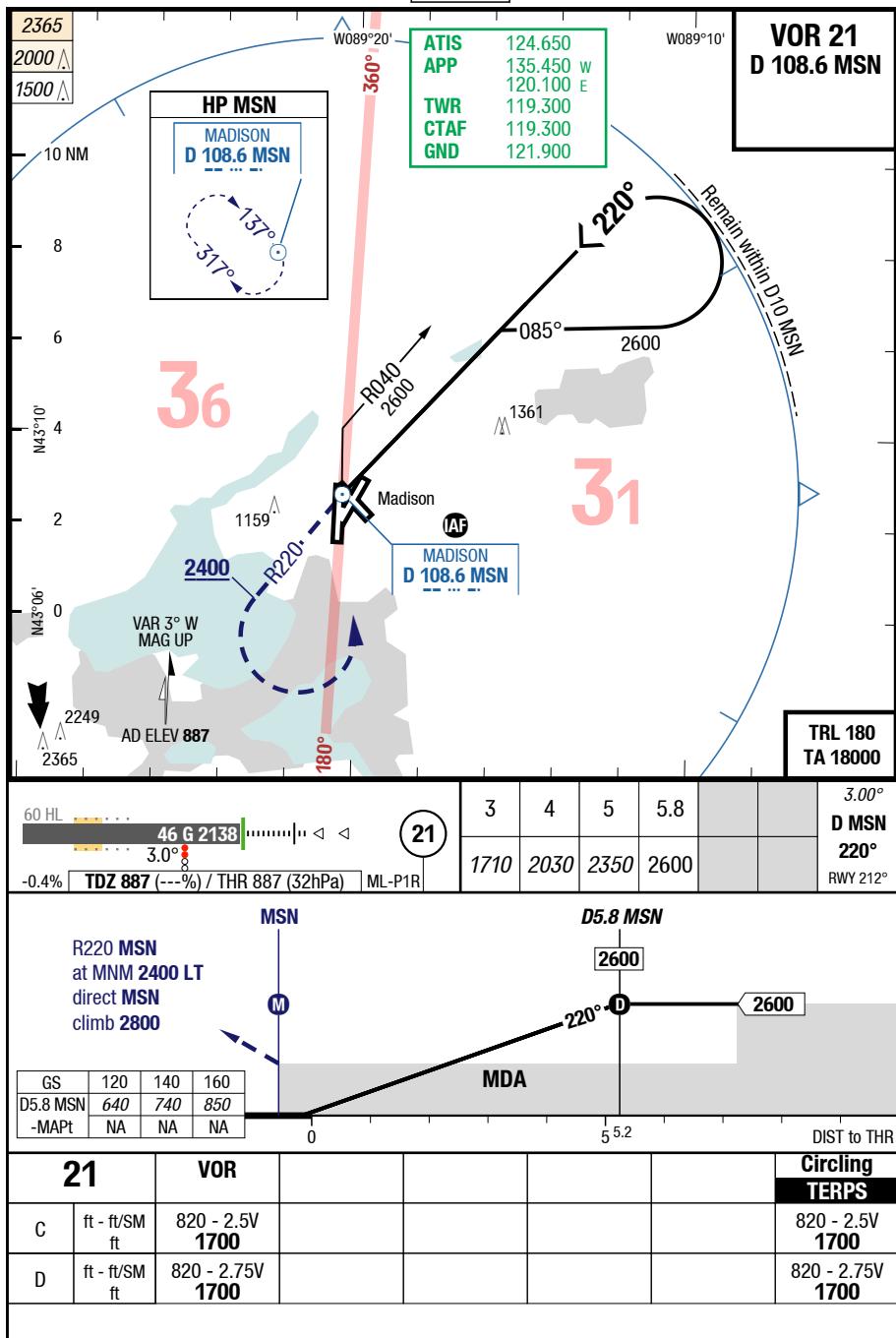
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MSN-KMSN

7-130

VOR 21

IAC



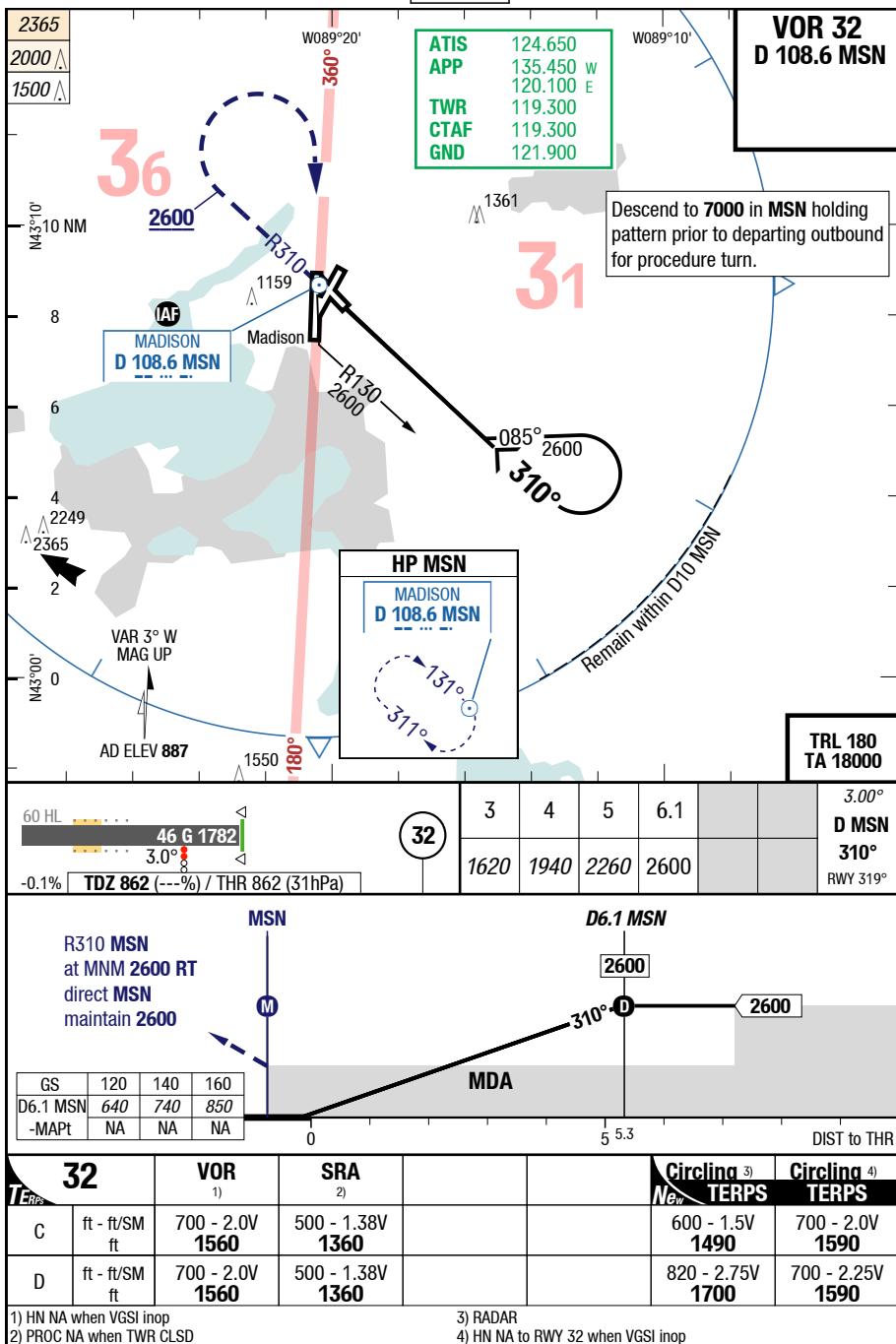
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MSN-KMSN

7-140

VOR 32

IAC



05-JAN-2017

MSN-KMSN

7-150

VOR 36

IAC

