

Dane County Regional - Truax Field

IATA/ICAO CODE: MSN/KMSN
CITY: Madison
STATE: WI
COUNTRY: USA

AIRPORT CONTACT

Information updated by the airport 3/2011

Name:	Lowell Wright	Brad S. Livingston, A.A.E.
Title:	Noise Abatement/Environmental Officer	Airport Director
Airport:	Dane County Regional Airport	Dane County Regional Airport
Address:	4000 International Lane Madison WI 53704-3120	4000 International Lane Madison WI 53704-3120
Phone:	+1 608 246 3397	+1 608 246 3380
Fax:	+1 608 246 3385	+1 608 246 3385
Email:	wright@co.dane.wi.us	
Airport Web Site:	www.msnairport.com	

ELEVATION: 887 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
14/32	5846	14/477	-	150
03/21	7200	03/430	-	150
18/36	9006	18/400 36/1000	-	150
Check FAA Airport Diagrams for current information.				

NOISE ABATEMENT PROCEDURES

Voluntary - when the weather permits, airplanes will land and take-off to the north to minimize noise over the populated areas of the city.

The airport has a noise hotline : 246-5841

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS - NONE

PREFERENTIAL RUNWAYS

1. Preferential Runway Use: Controllors will request pilots of aircraft 12,500 lbs or more, and all turbojet aircraft to use the preferential runways listed below:

A. Preferential Runway:

Takeoff - Runway 36, 32, 03
Landing - Runway 18, 14, 21

B. Conditions for preferential use:

Tailwind - 5 knots or less

Crosswind - 15 knots or less

Runway Conditions - Clear and dry i.e. there is no ice, slush or other conditions in which the use of the preferential runway may compromise aircraft safety.

2. Controllers should attempt to honor pilot requests for downwind departures on Runway 36 and downwind arrivals on Runway 18 when conditions permit.

4. FAR Part 36 Noise Standards: All civil aircraft that do not comply with FAR Part 36 Noise Standards are prohibited from using the airport, except as exempted by the "Aviation Safety and Noise Abatement Act of 1979", Public Law 96-193, Feb 18, 1980, or subsequent federal actions.

5. National Business Aircraft Association (NBAA) Noise Abatement Procedure: All general aviation turbojet pilots must use or exceed NBAA Noise Abatement arrival and departure procedures.

7. Intersection Take-offs: All turbojet pilots are prohibited from making runway or taxiway intersection takeoffs, except as follows:

- A. Runway 36 from Taxiway A5, B4
- B. Runway 18 from Taxiway A2
- C. Runway 36 from Taxiway A6
- D. Runway 32 from Taxiway E

Runway 3 Departures: Aircraft departing Runway 3 will pass through 2,500 feet MSL. (1,600 feet AGL) before turning right.

Runway 21 Departures: Aircraft departing Runway 21 will turn to a 200 heading as soon as practicable.

Runway 32 Departures: Aircraft departing Runway 32 will pass through 2,500 feet MSL (1,600 feet AGL) before turning left.

Air carrier and turbojet aircraft training flights:

Air carrier and turbojet aircraft are prohibited from conducting training flights at Dane County Regional Airport, including multiple practice approaches, touch-and-go landings, and flybys.

All Military aircraft are required to:

- Obtain a PPR/briefing from the local ANG prior to arrival
- Be on official business Only (OBO) and obtain a PPR/briefing from the local

- ANG prior to arrival.
- Follow all procedures and guidance contained in the IFR Supplement
 - Execute single full stop landings
 - no practice approaches, touch-and-go, or flybys.

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

Prior to conducting maintenance run-ups of turbojet engines, contact Airport Operations at 608 246-3397 (or pager at 608 657-2099) for recommended location in which to perform run-ups.

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE - [NONE](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	Not Applicable
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	1994/1995	Sales Assistance/Avigation Easement Purchase. Homeowners within the 70 DNL contour either received \$2000 for Easement purchase or up to 5% of appraised value and realtor fees for home sale less than the appraised value.
Avigation Easements	See Above	See Above
Zoning Laws	-	Airport Affected Area agreement currently in progress.
Real Estate/Property Disclosure Laws	-	New subdivisions require avigation easement.
Acquire Land for Noise Compatibility to date	-	Yes
Population within each		>65 DNL - 3,190

noise contour level relative to aircraft operations	1989	>70 DNL - 68 >75 DNL - 0
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	Part 150 Study - \$200,000 Sales Assistance Program - \$3.1 Million Noise Abatement Runway 3/21 - \$25 Million
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS - [NONE](#)

STAGE 2 RESTRICTIONS

Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.

STAGE 2 PHASEOUT

[U.S. Stage 2 Phase out complete as of 12/31/1999 \(CFR Part 91.801\). Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.](#)

STAGE 3 RESTRICTIONS - [NONE](#)