

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MADISON AIR TRAFFIC CONTROL TOWER
4301 INTERNATIONAL LANE
MADISON, WISCONSIN

ISSUED: March 1, 2007

EFFECTIVE: April 1, 2007

MADISON AIR TRAFFIC CONTROL TOWER LETTER TO AIRMEN NO. 07-1

SUBJECT: VFR Practice Approaches to Airports under Madison Approach Control's Jurisdiction

CANCELLATION: March 31, 2009

General Procedures: These procedures were developed considering limitations of radar and radio coverage, and controller workload within the Madison Approach Control airspace. At times it may be necessary for controllers to withhold or deny approval for practice approaches.

Pilots requesting practice instrument approaches are expected to advise Madison Approach Control of how the approach will terminate (i.e., full-stop landing, touch-and-go, request for additional practice approach).

Pilots must understand that even though ATC may be providing radar services, the pilot-in-command is responsible for compliance with all FAR's governing VFR flight.

Application of air traffic control procedures or any action taken by the controller to avoid traffic confliction does not relieve the pilot of his/her responsibility to see-and-avoid other traffic or to maintain appropriate terrain and obstruction clearance.

Dane County Regional (MSN): Standard IFR separation services are provided to VFR aircraft making practice instrument approaches at the Dane County Regional Airport, Madison WI.. Except, 500 feet vertical separation may be applied between VFR aircraft and between a VFR and an IFR aircraft.

Satellite Airports: No separation service is provided at satellite airports. Traffic Advisories and Radar Vectors are provided, on a workload permitting basis, for pilots conducting VFR practice approaches at Portage Municipal Airport, Portage, WI., Dodge County Airport, Juneau WI., Watertown Municipal Airport, Watertown, WI., Blackhawk Field, Cottage Grove, WI., Fort Atkinson Airport, Fort Atkinson, WI., Middleton Muni – Morey Field WI., Baraboo / Wisconsin Dells Airport, Baraboo, WI., Tri-County Regional Airport, Lone Rock, WI., and the Reedsburg Municipal Airport, Reedsburg, WI.

Traffic advisories will be provided on known or observed aircraft until the pilot is advised to change to the appropriate Unicom frequency. At that time radar service and traffic advisories are terminated.

Frequencies used for practice approaches are: 135.45, 120.1, 119.15.

Daniel J. Hoke
Air Traffic Manager,
Madison Air Traffic Control Tower