

Kalamazoo/Battle Creek International Airport

IATA/ICAO CODE: AZO/KAZO
CITY: Kalamazoo
STATE: MI
COUNTRY: USA

AIRPORT CONTACT

Information updated by the airport 3/2011

Name: Clifton E. Moshoginis
Title: Airport Director
Airport: Kalamazoo/Battle Creek International Airport
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 5235 Portage Road
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Airport Web Site: www.azoairport.com

ELEVATION: 874 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
05/23	3438	-	3/3.5	100
09/27	2800	-	-	60
17/35	6502	-	3	150
Check FAA Airport Diagrams for current information.				

NOISE ABATEMENT PROCEDURES

Arrivals:
Unless it would impair the safety of the aircraft or violate FAA rules or instructions, all arriving aircraft shall maintain an altitude of 2,500 feet above the mean sea level(MSL) as long as possible, use minimum drag procedures with delayed flap and gear extensions, and shall use minimum reverse thrust necessary for safety, and such other procedures as may be established by the Airport Director and found acceptable to the FAA.

Departures:
Unless it would impair the safety of the aircraft or violate FAA rules or instructions, all departing aircraft shall follow the standard noise abatement procedure for departure as established by the Airport Director and found acceptable to the FAA.

CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)

AIRPORT CURFEWS

Nighttime Restrictions

Between 2300-0630 operation of the following is prohibited on Runway 17/35:

- 1. Aircraft over 75,000 pounds certificated maximum weight.
- 2. Any aircraft not certified or meeting current FAR Part 36 Standards.

Exceptions:

- 1. Scheduled Air Carrier flights delayed past 2300 but scheduled to arrive and depart prior to that time.
- 2. Aircraft operating on a formal flight plan, filed with the FAA, and showing a bona fide planned arrival time prior to 2300 hours.
- 3. Aircraft declaring an emergency with the airport tower.
- 4. Emergency flights approved by the Airport Manager or his representative.
- 5. Aircraft which cannot use an alternate runway due to an unsafe runway condition.
- 6. Aircraft which cannot use an alternate runway due to weather conditions below minimums for the other runway.

PREFERENTIAL RUNWAYS

1.1 Preferential Runway Use. All aircraft which, because of their size, weight, or type, require the use of Runway 17/35 shall use Runway 35 (to the north) for landing and Runway 17 (to the south) for takeoff, unless the pilot in command makes a bona fide determination that the safety of the aircraft would be impaired by such use, or Air Traffic Control makes a bona fide determination that the safety of operational effectiveness would be impaired by such use.

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

Any engine run-up which produces a sound level in excess of 80 dBA beyond the airport boundary shall take place only in areas designated by the Airport Director and only between the hours of 0700 to 2200, Monday through Saturday and 1200 to 2200 on Sundays. Provided, however, the Airport Director may give permission for a one-time run-up at other times and places if in the opinion of the Airport Director, it will not adversely affect noise sensitive areas.

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE - [NONE](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
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Sound Insulation (Residences and Public Buildings)	-	None
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	None
Avigation Easements	-	Kalamazoo ALP Avigation Easements
Zoning Laws	-	Zoning Ordinance Document
Real Estate/Property Disclosure Laws	-	None
Acquire Land for Noise Compatibility to date	-	None
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	Kalamazoo Noise Contour Map Kalamazoo Noise Contour Table
Total Cost of Noise Mitigation Programs to Date	-	None
Source of Noise Mitigation Program Funding for Aircraft Noise	-	None

NOISE MONITORING SYSTEM - [NONE](#)

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS

FAR Part 36 noise limits in effect 0400-1130Z.

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](#)