
Appendix A – Noise Curfew

RULES FOR NOISE ABATEMENT

8.1 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.

8.2 Night-time Restrictions

During the period from 2300 hours until 0630 hours of the following day, no aircraft shall take off or land on Runway 17/35 unless said aircraft:

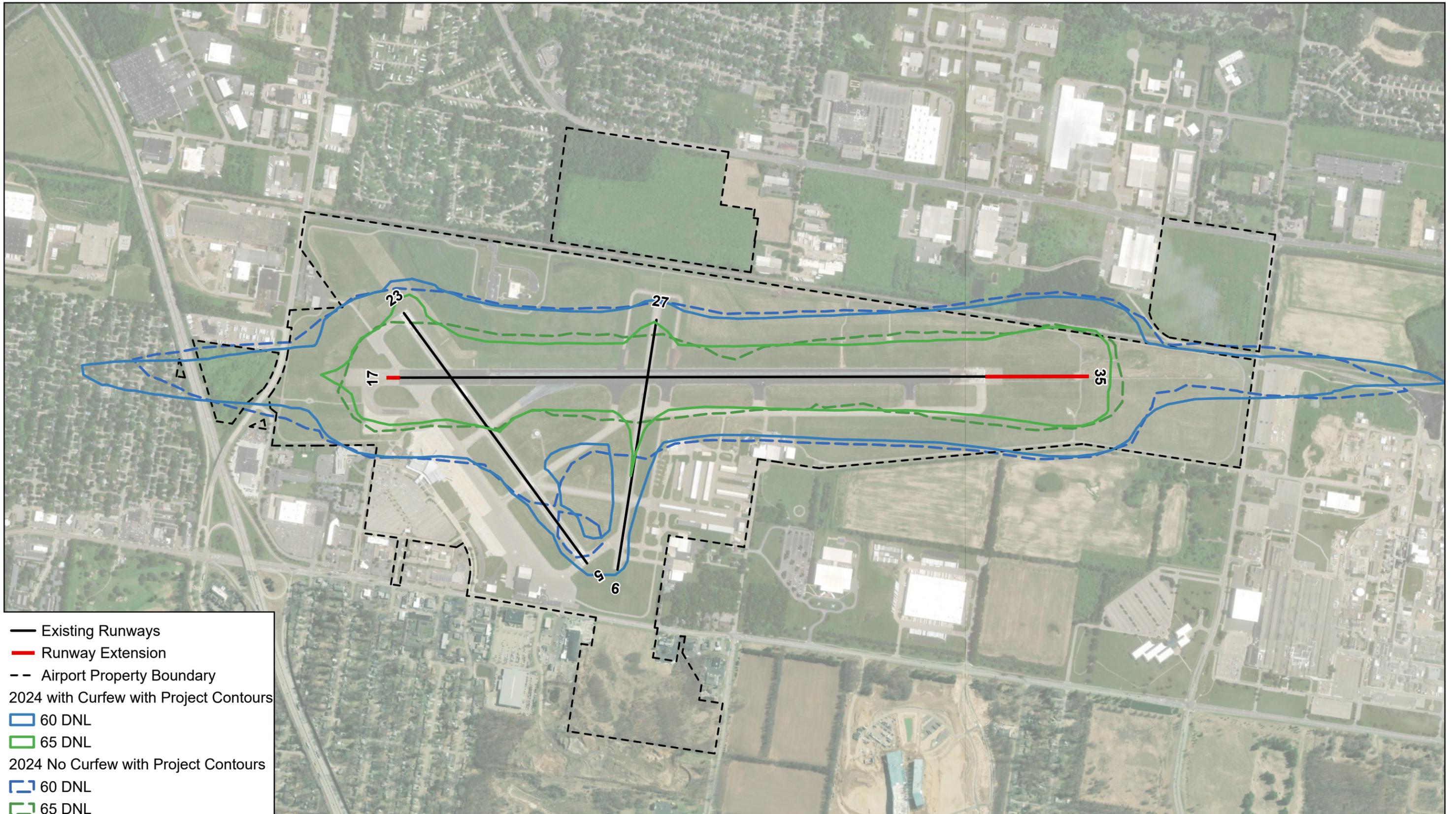
- a. Has a certified gross weight of 75,000 pounds or less and is certified pursuant to the requirements of FAR Part 36 (14 CFR 36), as amended (or if not required to be certified under FAR Part 36, then shown as meeting the standards of FAR Part 36 in FAA Advisory Circular 36-2A, dated 2/6/78, or any update thereof).
- b. Is on a regularly-scheduled air carrier flight which has been delayed past 2300 hours but scheduled for arrival and departure before that time.
- c. Is not a regularly scheduled air carrier flight, but is delayed while operating on a formal flight plan filed with the FAA and showing a bona fide planned arrival time before 2300 hours.
- d. Is in distress and its pilot has determined that an emergency exists and declares said emergency to the Control Tower. Upon receipt of notification of any emergency landing constituting an exception to this rule, the Airport Director shall send a request for a statement of the circumstances and the nature of the emergency to the registered owner of the landing aircraft and such owner shall submit the requested information to the Airport Director within thirty (30) days of the receipt of such request. A log of such requests and the returns thereon shall be maintained by the Airport Director and reviewed at monthly intervals by the Airport Advisory Board.
- e. Is taking off with the prior approval of the Airport Director or his designated representative as an emergency flight.
 - (1) An emergency flight shall include, but is not limited to, transportation of any persons or supplies classified as a medical

emergency by qualified medical personnel, or transportation of supplies or personnel needed to cope with a disaster or epidemic.

- (2) A log of the decisions on emergency takeoff requests, together with the nature of the emergency claimed, shall be maintained by the Airport Director and reviewed at monthly intervals by the Airport Advisory Board.
- f. Could normally use a runway other than 17/35, but the use of 17/35 is required because of unsafe conditions such as snow, snow removal operations, or maintenance on alternate runways.
- g. Could normally use a runway other than 17/35, but the use of 17/35 is required by weather conditions such as visibility less than one (1) mile and ceiling less than 400 feet which necessitate instrument operations on 17/35.

8.3 Noise Abatement Procedures

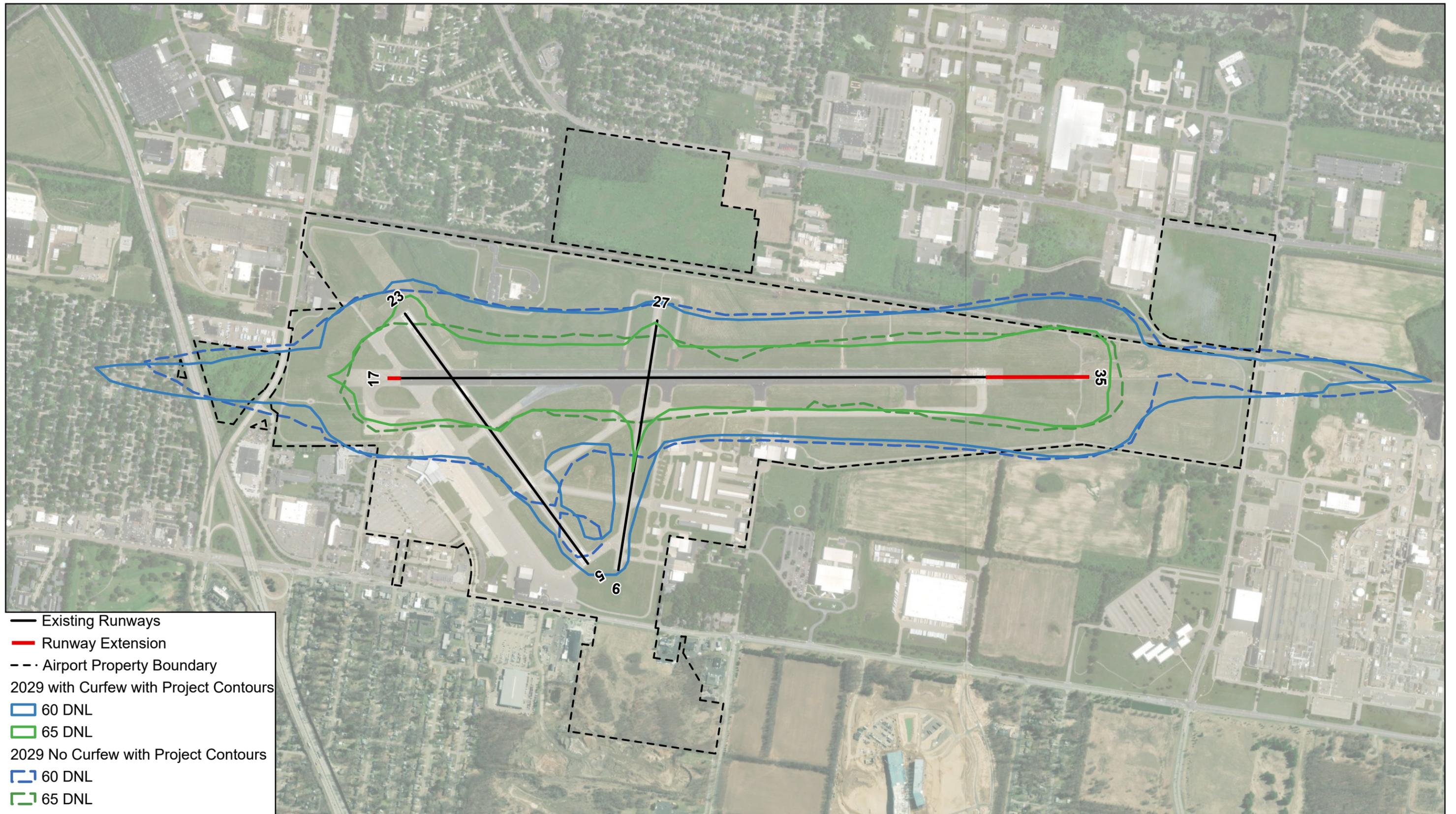
- a. Arrivals. Unless it would impair the safety of the aircraft or violate FAA rules or instructions, all arriving aircraft shall maintain an altitude of 2,500 feet above mean sea level (MSL) as long as possible, use minimum drag procedures with delayed flap and gear extension, and shall use minimum reverse thrust necessary for safety, and such other procedures as may be established by the Airport Director and found acceptable to the FAA.
- b. 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.
- c. Night-time operations on Runway 17/35. Any jet aircraft which is permitted to operate under Section 8.2 above on Runway 17/35 during the period from 2300 hours until 0630 hours of the following day shall, unless it would impair the safety of the aircraft or violate FAA rules or instructions, be operated in accordance with the standard arrival/departure procedures of the National Business Aircraft Association's noise abatement procedures then in effect.
- d. Engine Maintenance Run-ups. Any engine run up which produces a sound level in excess of 80 db beyond the airport boundary shall take place only in areas designated by the Airport Director, as shown on **EXHIBIT "C,"** and only between the hours of 0700 and 2200, Monday through Saturday, and 1200 to 2200 on Sundays. 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 would not adversely affect noise sensitive areas.



- Existing Runways
- Runway Extension
- - Airport Property Boundary
- 2024 with Curfew with Project Contours
- 60 DNL
- 65 DNL
- 2024 No Curfew with Project Contours
- 60 DNL
- 65 DNL

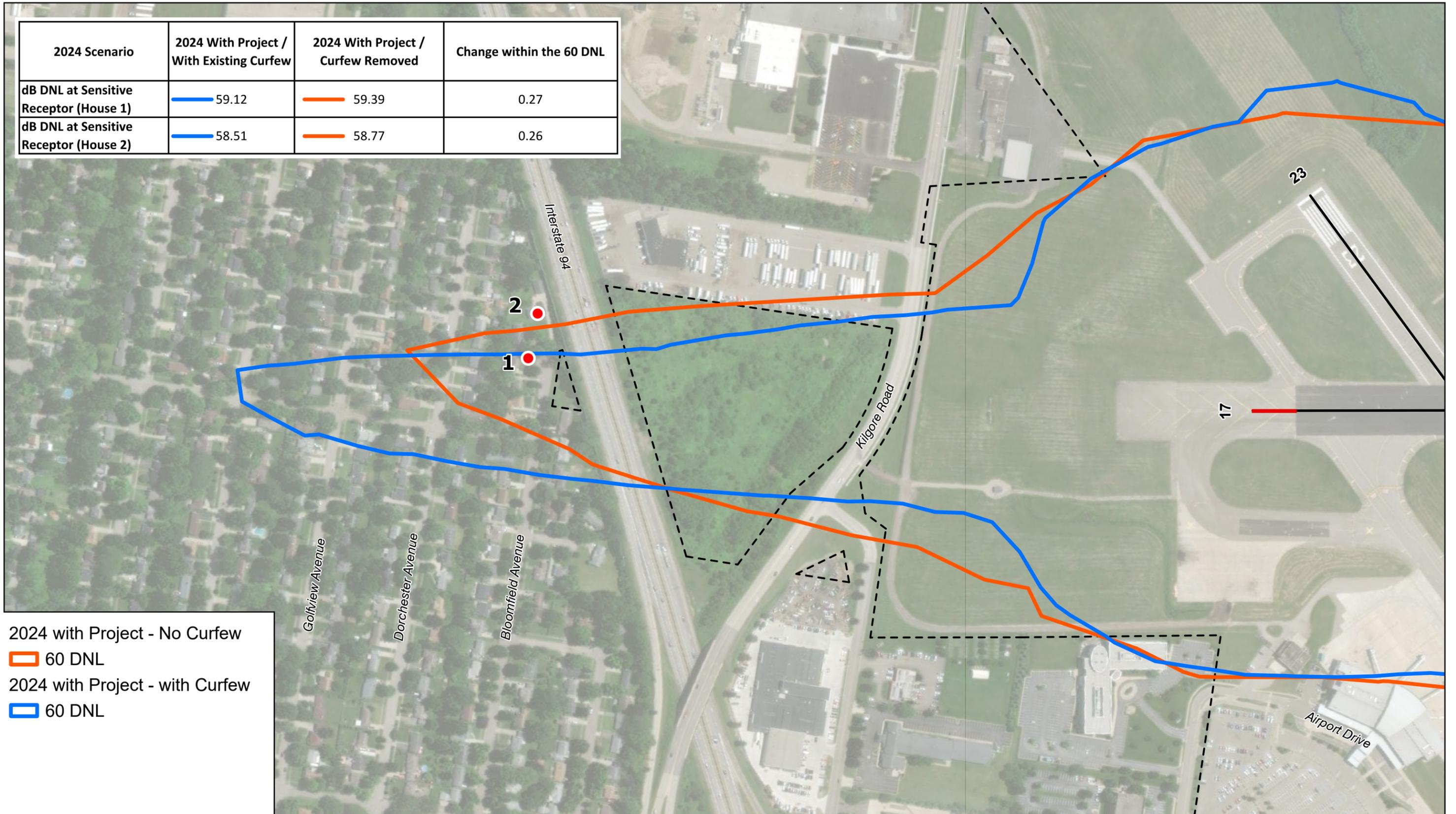


Kalamazoo-Battle Creek International Airport
 2024 with Curfew with Project vs. 2024 No Curfew with Project



Kalamazoo-Battle Creek International Airport
 2029 with Curfew with Project vs. 2029 No Curfew with Project

2024 Scenario	2024 With Project / With Existing Curfew	2024 With Project / Curfew Removed	Change within the 60 DNL
dB DNL at Sensitive Receptor (House 1)	59.12	59.39	0.27
dB DNL at Sensitive Receptor (House 2)	58.51	58.77	0.26

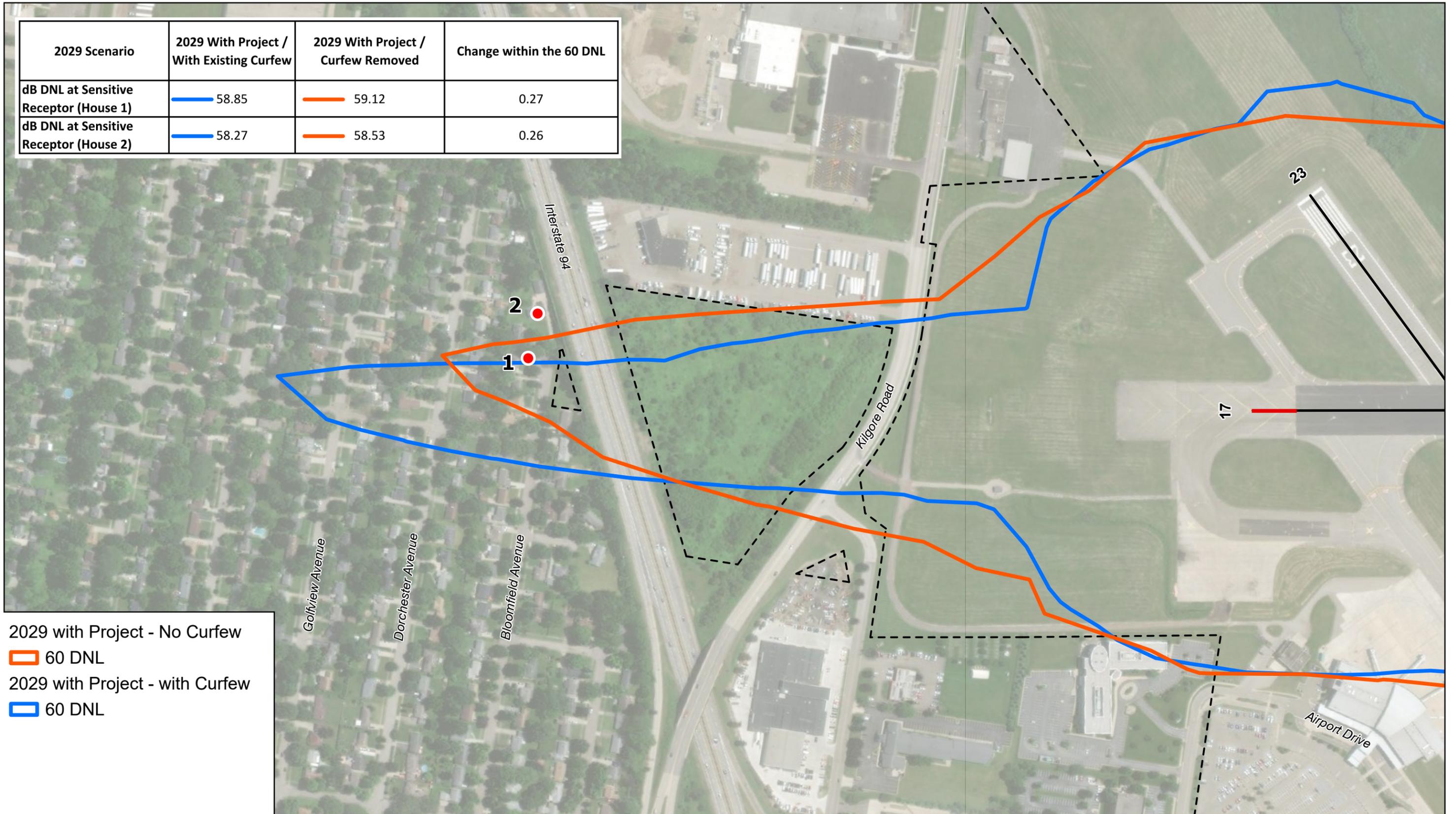


2024 with Project - No Curfew
▬ 60 DNL
 2024 with Project - with Curfew
▬ 60 DNL



Kalamazoo-Battle Creek International Airport
 2024 dB DNL at Sensitive Receptor

2029 Scenario	2029 With Project / With Existing Curfew	2029 With Project / Curfew Removed	Change within the 60 DNL
dB DNL at Sensitive Receptor (House 1)	58.85	59.12	0.27
dB DNL at Sensitive Receptor (House 2)	58.27	58.53	0.26



2029 with Project - No Curfew
▬ 60 DNL
 2029 with Project - with Curfew
▬ 60 DNL



Kalamazoo-Battle Creek International Airport
 2029 dB DNL at Sensitive Receptor