

**U.S. DEPARTMENT OF TRANSPORTATION -- FEDERAL AVIATION ADMINISTRATION
RADAR -- STANDARD INSTRUMENT APPROACH PROCEDURE -- FLIGHT STANDARDS SERVICE -- TITLE 14 CFR PART 97.31**

Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.

Initial approach minimum altitude(s) shall correspond with those established for enroute operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when; (A) Visual contact is established on final approach at or before descent to the authorized landing minimums; or (B) at pilot's discretion if it appears desirable to discontinue the approach.

Except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when; (A) communications on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controllers; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

RADAR TERMINAL AREA MANEUVERING SECTORS AND ALTITUDES (Sectors and distances measured from radar antenna)

FROM	T O	DISTANCE	ALTITUDE	DISTANCE	ALTITUDE	DISTANCE	ALTITUDE	DISTANCE	ALTITUDE	DISTANCE	ALTITUDE	MISSED APPROACH			
												MAP: RWY 17/35: THLD.			
AS ESTABLISHED BY THE CURRENT KALAMAZOO ASR MINIMUM VECTORING ALTITUDE CHART												RWY 17: CLIMB TO 2500 VIA AZO R-171.68 TO AUSTN LOM/INT/AZO 6.43 DME AND HOLD S, RT, 351.68 INBOUND.			
												RWY 35: CLIMB TO 2600 VIA AZO R-353.16 TO UPJON INT/AZO 5.63 DME AND HOLD N, RT, 173.16 INBOUND.			

MINIMUMS

TAKEOFF:		STANDARD	X	SEE FAA FORM 8260-15A FOR THIS AIRPORT				ALTERNATE:	N A	STANDARD@						
CATEGORY	=====>	A			B			C			D			E		
		DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA
ASR S-17		1320	1	453	1320	1	453	1320	1 1/4	453	1320	1 1/2	453			
ASR S-35		1280	2400	412	1280	2400	412	1280	4000	412	1280	5000	412			
CIRCLING		1380	1	506	1380	1	506	1380	1 1/2	506	1440	2	566			

NOTES:

RWY 17: FAF 5.40 MILES FROM THRESHOLD, MINIMUM ALTITUDE 2500, MINIMUM ALTITUDE 2.4 MILE FIX 1580, FINAL APPROACH COURSE 174.10. RECOMMENDED ALTITUDE 5 MILES 2380, 4 MILES 2080, 3 MILES 1760, 2.4 MILES 1580, 2 MILES 1460.

RWY 35: FAF 5.61 MILES FROM THRESHOLD (AT AUSTN LOM), MINIMUM ALTITUDE 2500, FINAL APPROACH COURSE 354.12. RECOMMENDED ALTITUDE 5 MILES 2320, 4 MILES 2040, 3 MILES 1740, 2 MILES 1440.

WHEN CONTROL TOWER CLOSED, ASR NA.

@ NA WHEN CONTROL TOWER CLOSED.

CHART NOTE: FOR INOPERATIVE MALSR, INCREASE S-35 CAT D VISIBILITY TO RVR 6000.

LOST COMMUNICATIONS (ALL RWYS): AS DIRECTED BY ATC ON INITIAL CONTACT.

ADDITIONAL FLIGHT DATA

TDZE: 867 RWY: 17 TDZE: 868 RWY: 35

TDZE: RWY: TDZE: RWY:

FAS OBST:

RWY 17: 1019 TOWER 421545N/0853209W

RWY 35: 1003 TANK 421242N/0853322W

MAG VAR: 3W

EPOCH YEAR: 85

CITY AND STATE	ELEVATION: 874	FACILITY IDENTIFIER:	PROCEDURE NO. / AMDT NO. / EFFECTIVE DATE:	SUP
KALAMAZOO, MI	AIRPORT NAME: KALAMAZOO/BATTLE CREEK INTERNATIONAL	AZO ASR	OCT 25 2007 RADAR-1, AMDT 9	AMDT: 8
				DATED: 04/02/1992