Training aid only, not flight instruction. Review it with your CFI and get their approval before you use it in training or in the airplane. Check every number against the POH and current FAA sources. Last reviewed Nov 7, 2026 against the FAA Chart Supplement effective Oct 29, 2026.

KONZ AIRPORT GUIDE

Our home field · Grosse Ile Municipal · Detroit/Grosse Ile, Michigan

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KONZ AT A GLANCE

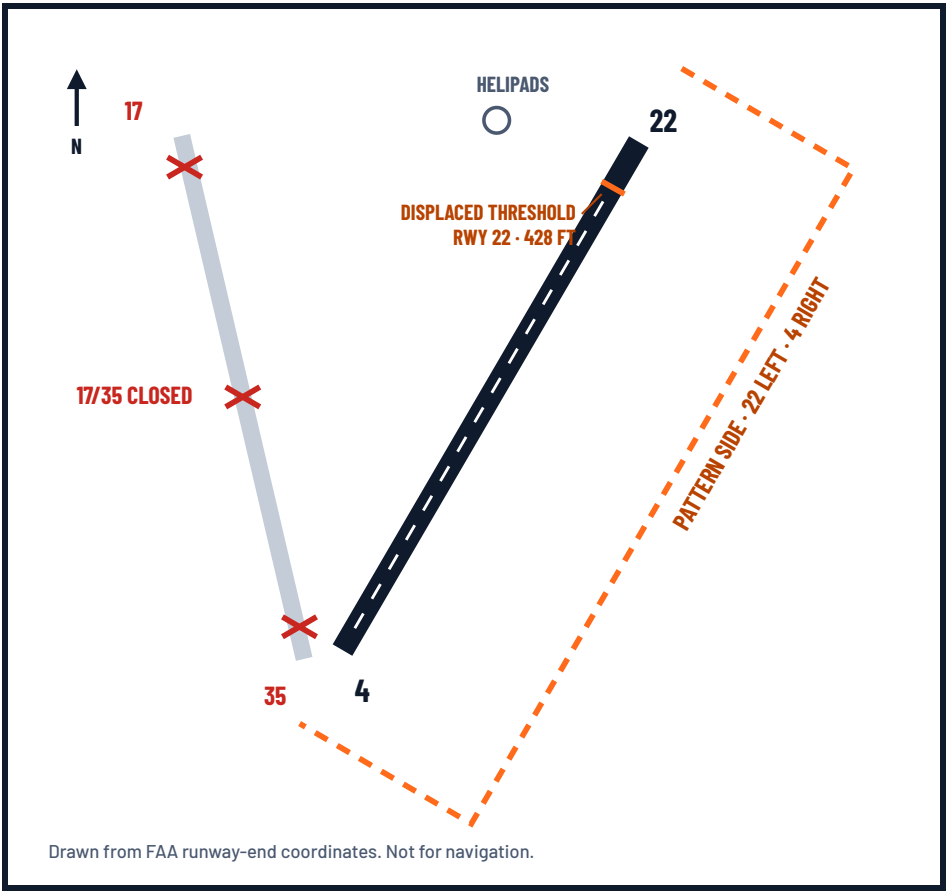
A non-towered field at the south end of Grosse Ile, where the Detroit River meets Lake Erie. It sits under the Detroit Class B, a few miles from Canada. One runway is in use: **4/22**.

Item	KONZ
Field elevation	591 ft MSL (590.5 surveyed)
Runway in use	**4/22**, 4,846 × 100 ft asphalt. **17/35 is closed**
Traffic pattern	Runway 22 **left**, Runway 4 **right**. Both put the pattern on the southeast side
Pattern altitude	**1,600 MSL** (1,000 AGL). The Chart Supplement publishes no pattern altitude for KONZ, so the standard 1,000 ft AGL applies (AIM 4-3-3, AC 90-66)
CTAF / UNICOM	**123.0** (no tower)
Weather	AWOS-3P **119.675**, phone 734-692-9686
Detroit Approach / Departure	**134.3** (FAA listing). The airport also lists 124.05 (west) and 125.15 (east)
Detroit Metro ATIS	133.675
Navaids	Carleton VOR (CRL) 115.7, 080° radial at 13.6 nm. Grosse Ile NDB (RYS) 419 kHz on the field
Fuel	100LL and Jet A, 24-hour self-serve
Attended	Mon–Fri 0800–1800. Weekends by prior arrangement
Lighting	Beacon sunset to sunrise. Runway lights, REILs and PAPIs are pilot-controlled on 123.0
Magnetic variation	7° W
IFR clearance	Detroit Approach by phone, 734-955-1404

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RUNWAYS

Use 4/22. Treat 17/35 as closed: the airport says so and the AWOS announces it, even though the FAA data still lists it.



Drawn from FAA runway-end coordinates. Not for navigation.

Runway	4	22
Heading	037° magnetic	217° magnetic
Traffic	**Right**	**Left**
Threshold	At the end	**Displaced 428 ft.** Land past the threshold bar, not on the first pavement
Lights	REIL, medium-intensity edge lights, 4-light PAPI on the left (3.04°, crosses the threshold at 40 ft)	REIL, medium-intensity edge lights, 4-light PAPI on the left (3.04°, crosses the threshold at 40 ft)
PAPI status	AWOS says **inoperative**	Airport website says **inoperative**

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Runway	4	22
Obstacles	37 ft tree, 790 ft out, left of centerline	65 ft trees, 1,010 ft out, left of centerline
Elevation at end	577 ft	589 ft (the runway slopes 0.3% up to the northeast)

- **The PAPI reports conflict.** The Chart Supplement lists both PAPIs as working, the airport website lists the Runway 22 PAPI as out, and the AWOS recording lists Runway 4. Assume neither PAPI is usable until the NOTAMs say otherwise, and fly your own glidepath.
- **17/35 (4,424 × 75 concrete):** closed by the airport and announced on the AWOS. The Chart Supplement (Oct 29, 2026) still lists it, with extensive peeling and cracking and a FOD hazard; check the NOTAMs. Don't land, take off or run up on it. Watch for loose concrete where taxiways cross it.
- **No crosswind runway.** With 17/35 closed, a wind from about 130° or 310° is a direct crosswind on 4/22. Set a personal crosswind limit with your CFI and have a backup field (KTTF, 15 nm southwest, has runway 3/21).

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PICKING THE RUNWAY AND FLYING THE PATTERN

Listen to the AWOS about 10 miles out, then listen on 123.0 for the runway other pilots are using. Wind decides; there is no published calm-wind runway.

- **Runway 22, left traffic** and **Runway 4, right traffic** both keep the pattern on the southeast side of the field. Fly the same rectangle in opposite directions.
- **Enter on the 45° to midfield downwind** at pattern altitude. Make calls at 10 miles, entering downwind, base, final, and clear of the runway.
- **Helicopters** use the helipads near the northeast end and have their own pattern. Listen for them.
- The full leg-by-leg flow for Runway 22 is in the Runway 22 pattern guide. Runway 4 has its own Runway 4 pattern guide.
- **Pilot-controlled lighting:** key the mic on 123.0. The Chart Supplement lists the REILs (4 and 22), the PAPIs and the runway edge lights as pilot-controlled on the CTAF. It doesn't give the click counts; the usual standard is 7 clicks in 5 seconds for high, 5 for medium, 3 for low.

Taxiing and run-up

KONZ has no FAA airport diagram; the FAA's terminal procedures for the field list approaches and departures only. The Chart Supplement's small sketch shows the runways and helipads but no taxiway names. Ask the airport office or a CFI who flies here where to do the run-up, and do it clear of the runway and taxiway, never on 17/35.

- The Chart Supplement sketch marks **residential areas** next to the field on both sides. There are no published noise-abatement procedures, but climb promptly, avoid low passes and long high-power run-ups near homes, and be a good neighbor.

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AIRSPACE AROUND KONZ

KONZ is under the Detroit Class B, inside its 30 nm Mode C veil, a few miles from Canada and north of a nuclear plant. Have the Detroit Terminal Area Chart open, not just the sectional.

- **Detroit Class B.** DTW is 11 nm northwest. Know the floor over the field and the 2,500 ft shelf to the northwest from the Detroit TAC. Staying low near KONZ keeps you out; climbing out to the north or west can put you in it without a clearance.
- **Wake turbulence.** When DTW lands to the northeast, heavy jets on approach can be below the shelf floor near your route. Stay above their path or well clear.
- **Mode C veil.** Within 30 nm of DTW, a transponder with altitude reporting and ADS-B Out are required (14 CFR 91.215, 91.225).
- **The Canadian border** runs down the Detroit River, just east of the island. Crossing it needs a flight plan, a transponder code and customs arrangements. Windsor (CYQG) is 14 nm northeast. Don't drift east while sightseeing on the river.
- **Fermi 2 nuclear plant** is on the shoreline to the southwest. Don't circle or loiter near it, and check the NOTAMs for any restrictions.
- **Toledo Class C** is to the south. There is a group of 1,000 ft towers east of downtown Toledo.
- **The river is a busy VFR flyway**, including tour aircraft. Keep looking.

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ARRIVING AND DEPARTING

These are the airport's own suggested routes. Check them against the current Detroit TAC before you fly them.

- **From the west or southwest:** fly to the Carleton VOR (CRL), continue east to the shoreline, then turn north to KONZ. This keeps you north of Fermi. Stay south of and below the Class B shelf.
- **From the south:** go through or around Toledo's Class C (Toledo Approach gives good flight following), then follow the western shore of Lake Erie north.
- **From the north or northwest:** the Class B is in the way. The airport describes an informal route through it called "The Cage": over the Salem VOR (SVM) at 3,500, call Detroit Approach (the airport lists 118.95; check the current frequency), and ask for it. You need an explicit Class B clearance. If you don't get one, go around.
- **Departing:** listen to the AWOS, announce on 123.0, and call Detroit Departure on 134.3 for flight following once airborne. The Cross-Country Planning Aid has a worked trip south of Detroit that stays clear of the Class B.

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HAZARDS ON AND NEAR THE FIELD

- **Wildlife:** deer, coyotes, birds and waterfowl on and near the airport. Scan the runway on final and on the takeoff roll.
- **Ultralights and powered parachutes** fly near the airport, often slowly and low. Some have no radio.
- **Snow-removal equipment and personnel** on runways and taxiways in season.
- **Closed runway 17/35:** loose concrete and FOD.
- **Wake turbulence** from DTW arrivals, and **border and Class B** airspace close by.

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BEFORE EVERY FLIGHT FROM KONZ

1. **NOTAMs** for KONZ, the route, and any TFRs. Runway, lighting and PAPI status change; the NOTAMs win over this page.
2. **AWOS** (119.675 or 734-692-9686): wind, altimeter, and the runway and lighting announcements at the end.
3. **Runway in use** from the wind and the CTAF. Check the crosswind against your limit.
4. **Fuel** if you need it: self-serve, 24 hours.
5. **Plan your climb-out** so you stay under the Class B and away from the border.

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SOURCES

- FAA Chart Supplement, East Central U.S., effective October 29, 2026 (Grosse Ile Muni entry and airport sketch): runways, PAPI angles and threshold crossing heights, runway slope, lighting, remarks; no published pattern altitude or noise procedures.
- FAA terminal procedures for ONZ, cycle effective October 29, 2026: no airport diagram published.
- FAA airport data effective October 29, 2026 (via AirNav): runways, lighting, obstacles, frequencies, remarks.
- Grosse Ile Municipal Airport pilot information page, checked November 7, 2026: runway 17/35 closure, PAPI status, AWOS announcements, fly-in directions.
- Always confirm with the current Chart Supplement, the Detroit Terminal Area Chart, the AWOS and the NOTAMs.

Training aid only, not flight instruction. The POH in the airplane and its placards win: check every number against them, and fly with your CFI.

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