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 and the Detroit Class B description.

KONZ DEPARTURES, ARRIVALS AND THE DETROIT CLASS B

Our home field · Getting in and out of KONZ

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WHY KONZ TAKES A PLAN

KONZ is an easy field with a busy neighborhood. Most problems happen in the first and last ten miles, so plan those miles before you start the engine.

- **The Detroit Class B is overhead.** Detroit Metro (DTW) is about 11 nm northwest. The shelves start low near the field, so a normal climb to the north or west can take you into Class B without a clearance.
- **You're inside the Mode C veil.** Within 30 nm of DTW you need a transponder with altitude reporting and ADS-B Out (14 CFR 91.215, 91.225).
- **Canada is just east.** The border runs down the Detroit River. Windsor (CYQG) is about 14 nm northeast.
- **The Fermi 2 nuclear plant** is on the shoreline to the southwest. Don't circle or loiter near it, and check the NOTAMs.
- **Toledo Class C** is to the south, with a group of tall towers east of downtown Toledo.
- **Heavy jets.** When DTW lands to the northeast, arrivals can be low on the approach near your route. Watch for wake turbulence.

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THE CLASS B AROUND KONZ

The Class B looks like an upside-down wedding cake. Each layer has a floor and a ceiling. Under a shelf you're in Class E or G and need no clearance. In it, you do.

What the published description says

The Class B legal description (Federal Register, 2014) builds the layers from distance to the Detroit VOR/DME (DXO). KONZ is on the DXO 133° radial at about 11.4 nm, which puts it just outside the 10 nm ring.

Layer, by distance from DXO	Floor	Ceiling
Inside about 8 nm (the core)	Surface	10,000 MSL
About 8 to 10 nm, on our side of the airport	2,500 MSL	10,000 MSL
About 10 to 20 nm, east through south to southwest (KONZ is here)	3,000 MSL	10,000 MSL
About 20 to 25 nm, beyond that	4,000 MSL	10,000 MSL

- **What this means at KONZ:** on that description, the floor right over the field is **3,000 MSL**, and it drops to **2,500 MSL** about a mile and a half to the northwest.
- **This is a starting point, not a chart.** We checked on November 7, 2026: the only later change we found (March 31, 2014) closed a small boundary gap near Willow Run, northwest of DTW, and didn't change the layers near KONZ. Class B descriptions still change. Read the current floors off the **Detroit Terminal Area Chart (TAC)** before every flight that goes north or west, and trust the chart over this page.
- Pattern altitude at KONZ (1,600 MSL, the standard 1,000 AGL) is well under the shelf. Cruise at 2,500 MSL to the south stays under it on most days, but check the chart for your route.

Reading a shelf on the TAC

- Class B boundaries are **solid blue lines**. Each area shows two numbers, like a fraction: the **ceiling** on top and the **floor** underneath, in hundreds of feet MSL.

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- **100 over 30** means 10,000 MSL ceiling and 3,000 MSL floor. **SFC** as the bottom number means the area goes to the ground.
- To stay out, stay **below the floor** or **outside the line**. Leave yourself a buffer of a few hundred feet; altimeters and pilots both make errors.
- Set the altimeter to a nearby station (the KONZ AWOS on 119.675) so your MSL altitude is right.

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DEPARTING KONZ

Listen to the AWOS, pick the runway, and decide which way you're going before you taxi. Then fly a climb that fits under the shelves on that route.

South and southwest: the easy way

- Toward KTTF (Custer), Toledo or the Lake Erie shore. Climb out, stay at or below your planned altitude under the shelf, and follow the shoreline south.
- Watch for the Fermi plant to the southwest and the Toledo Class C farther south. Call Toledo Approach for flight following if you're going that way.
- The worked trip in the Cross-Country Planning Aid uses this route.

West: under the shelf

- Head west toward the Carleton VOR (CRL, 115.70). The airport recommends this route for traffic coming from the west.
- Stay low until you're clear of the shelves. Climbing early is how pilots end up inside Class B.

North: needs a clearance

- North of KONZ the Class B floors get lower and the core comes down to the surface around DTW. **You need an explicit Class B clearance** or a route that stays clear.
- The airport describes an informal route that controllers sometimes approve, called **"The Cage"**: from the north, be over the Salem VOR (SVM) at 3,500 and ask Detroit for it. Going north, ask Detroit Departure for a northbound transition. This is the airport's description, **not a published procedure**. Ask, and if you don't hear "cleared into the Class Bravo", don't enter.

East

- East is Canada. Don't cross the river without a flight plan, a transponder code and customs arrangements. Sightseeing on the river is fine if you stay on the US side and under the shelf.

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ARRIVING AT KONZ

Arrivals are the departures in reverse. Plan your descent so you're below the shelves before you reach them, not after.

- **From the west or southwest:** fly to the Carleton VOR, 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 the Toledo Class C, then follow the western Lake Erie shore north.
- **From the north or northwest:** you need a Class B clearance or a route around it. The airport's informal "Cage" route is described above.
- **About 10 nm out:** listen to the KONZ AWOS (119.675), pick the runway, and make your first call on CTAF 123.0.
- **Enter the pattern** on the 45° to midfield downwind. See the Runway 22 pattern and the Runway 4 pattern. Both patterns are on the southeast side of the field.

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FLIGHT FOLLOWING AND CLASS B CLEARANCES

Flight following is free, and around Detroit it's the best traffic help you'll get. Ask for it on every cross-country.

Purpose	Frequency (FAA data, Oct 29, 2026)
KONZ AWOS	119.675
KONZ CTAF	123.0
Detroit Departure, props and turboprops, east	134.3
Detroit Departure, props and turboprops, west	118.95
Detroit Approach (depends on DTW's runways in use)	124.05 or 125.15
Detroit Metro ATIS (arrival)	133.675

- Detroit's frequencies change with the runways in use and the sector you're in. If one doesn't answer, try another from the list or ask Flight Service.
- **First call, short:** "Detroit Departure, Cherokee [tail], VFR request." Wait for them to answer, then give type, position, altitude, destination and your request.
- **Flight following is not a Class B clearance.** Only the words **"cleared into the Class Bravo"** let you enter.
- If they say "remain outside Class Bravo airspace", do exactly that, even if you're already talking to them.
- More examples are in Radio Calls for Our Flying.

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BEFORE YOU LEAVE KONZ

Run this every time you depart, before you start the engine.

1. **Route:** which way are you leaving, and what's the lowest Class B floor on that route? Read it off the current Detroit TAC.
2. **Altitude plan:** your planned climb and cruise altitude stay below that floor with a buffer.
3. **Weather and NOTAMs:** KONZ runway and lighting status, TFRs, border and Fermi NOTAMs.
4. **Frequencies:** AWOS 119.675, CTAF 123.0, Detroit Departure for your direction, and the frequency at your destination.
5. **Transponder and ADS-B on** and set to ALT before takeoff.
6. **Altimeter** set to the KONZ AWOS.
7. **Wake:** if DTW is landing to the northeast, expect heavy jets low on the approach near your route.

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IF YOU THINK YOU ENTERED CLASS B

It happens. What matters is what you do next.

- **Fly the airplane** and get out of the Class B by the shortest safe path: down below the floor or back outside the line.
- **Tell ATC.** If you're talking to Detroit, tell them right away. If not, call them. Controllers would much rather hear it from you.
- **Comply** with anything they tell you, and write down the time, your position and altitude, and what happened.
- If ATC gives you a phone number to call, call it. NASA's Aviation Safety Reporting System (ASRS) accepts reports within 10 days. Filing one is a good habit.
- Talk it through with your CFI so it doesn't happen twice.

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SELF-CHECK

Tap a question to see the answer.

About how far is KONZ from DTW, and which way?
About 11 nm southeast of DTW. KONZ sits on the Detroit VOR/DME (DXO) 133° radial at about 11.4 nm.

On the 2014 published description, what is the Class B floor over KONZ, and where does it drop to 2,500?
3,000 MSL over the field. It drops to 2,500 MSL inside about 10 nm of DXO, about a mile and a half northwest of the field. Always confirm on the current Detroit TAC.

A Class B area on the TAC shows 100 over 25. What does it mean?
Ceiling 10,000 MSL, floor 2,500 MSL.

What do you need before you may enter Class B?
An explicit clearance: the words "cleared into the Class Bravo". Flight following alone is not a clearance.

Which way is the easy departure from KONZ, and why?
South or southwest along the shore. The Class B shelves are higher there and you avoid DTW traffic. Watch for Fermi and the Toledo Class C.

What is "The Cage"?
An informal route through the Class B that the airport describes: over the Salem VOR at 3,500 and ask Detroit for it. It is not a published procedure, and you still need a Class B clearance.

What equipment does the Mode C veil require?
A transponder with altitude reporting and ADS-B Out, within 30 nm of DTW, surface to 10,000 MSL.

Where should you set the altimeter before departure?
To the KONZ AWOS setting (119.675), so your MSL altitude matches the Class B floors.

You realize you climbed into Class B without a clearance. What do you do?
Leave it by the shortest safe path, tell ATC right away, comply with their instructions, note the details, and consider filing an ASRS report.

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SOURCES

- Amendment to Class B Airspace; Detroit, MI, Federal Register, January 21, 2014: area descriptions and floors. Correction published March 31, 2014 (boundary near Willow Run only). No later amendment found as of November 7, 2026.
- FAA airport data effective October 29, 2026 (via AirNav) for KONZ and KDTW: frequencies, DXO radial and distance. Checked November 7, 2026.
- Grosse Ile Municipal Airport pilot information page: fly-in directions, the Carleton VOR route, "The Cage" and the DTW wake caution. Checked November 7, 2026.
- 14 CFR 91.131 (Class B), 91.215 and 91.225 (transponder and ADS-B); AIM chapter 3.
- Always fly with the current Detroit Terminal Area Chart, the Chart Supplement and the NOTAMs. They are the authority, not this page.

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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