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|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------|-----------------------------------------------|-------------------------------------|---------------------------------------------------|------------------------------------------------------|
| Flight Procedures Cover Page                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Task Action:<br>FLIGHT CHECK | Task Type:<br>STAR                            | Estimated Chart Date:<br>12/24/2026 | APWS Task ID:<br>2CA6898ED0B749839290C781BD681D3F | APWS Project ID:<br>AE0553DD488446C2B6EBA0DD8E6860CB |
| Procedure:<br>JAKKS (RNAV) THREE ARRIVAL                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                              | Enroute:<br>YES                               | Specialist:<br>Copeland, Guy        |                                                   | Agreement Number:                                    |
| Airport ID:<br>KIND                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                              |                                               | Airport City:<br>INDIANAPOLIS       |                                                   | State:<br>IN                                         |
| Facility ID:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Facility Type:               | Flight Inspection Remark Type:<br>New FC Slot |                                     |                                                   |                                                      |
| <div>Procedure Comments:</div> <div>CONTACT: TARA MARTINELLI (AJV-A421) 405-954-7931.</div> <div>APPROVAL LETTER:</div> <div>1. COMBINED DESCENT GRADIENTS AND DECELERATION DISTANCES</div> <div>08/14/2026: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 06/01/2026.</div> <div>1. 8260-2: AADIE</div> <div>LATITUDE/LONGITUDE: FIX MOVED 1.35 NM NORTHWEST FROM 395313.53N/0862932.40W TO 395412.45N/0863044.38W.</div> <div>FIX MAKE UP FACILITIES: ADDED FAC 1 I-BJP.</div> <div>FIX USE: ADDED FAC 1 TO ILS OR LOC RWY 14 AT IND.</div> <div>ADDED REMARK FIX NAME RETAINED FOR OPERATIONAL REQUIREMENTS.</div> <div>2. 8260-17.1</div> <div>AADIE LAT/LONG CHANGED TO 395412.45N/0863044.38W.</div> <div>LANDING RWY 14: TRACK TO CROSS AADIE CHANGED FROM 138.15 TO 137.39.</div> <div>UPDATED COMMON ROUTE COMPUTER CODE ON 17.2 FORM.</div> <div>08/17/2026</div> |                              |                                               |                                     |                                                   |                                                      |



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|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------|-----------------------------------------------|-------------------------------------|---------------------------------------------------|------------------------------------------------------|
| Flight Procedures Cover Page                                                                                                                                                                                                                                                             | Task Action:<br>FLIGHT CHECK | Task Type:<br>STAR                            | Estimated Chart Date:<br>12/24/2026 | APWS Task ID:<br>2CA6898ED0B749839290C781BD681D3F | APWS Project ID:<br>AE0553DD488446C2B6EBA0DD8E6860CB |
| Procedure:<br>STAR JAKKS THREE (RNAV) INDIANAPOLIS, IN KIND                                                                                                                                                                                                                              |                              | Enroute:<br>YES                               | Specialist:<br>Copeland, Guy        |                                                   | Agreement Number:                                    |
| Airport ID:<br>KIND                                                                                                                                                                                                                                                                      |                              |                                               | Airport City:<br>INDIANAPOLIS       |                                                   | State:<br>IN                                         |
| Facility ID:                                                                                                                                                                                                                                                                             | Facility Type:               | Flight Inspection Remark Type:<br>New FC Slot |                                     |                                                   |                                                      |
| <div>Procedure Comments:<br/>CONTACT: TARA MARTINELLI (AJV-A421) 405-954-7931.</div> <div>APPROVAL LETTER:<br/>1. COMBINED DESCENT GRADIENTS AND DECELERATION DISTANCES</div> <div>08/07/2026</div> <div>QUALITY<br/>9<br/>CHECKED<br/>BEGUE</div> <div>QUALITY<br/>14<br/>CHECKED</div> |                              |                                               |                                     |                                                   |                                                      |



# Federal Aviation Administration

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## Memorandum

Date: May 14, 2026  
To: Manager, Flight Technologies and Procedures Division  
THRU: Manager, Flight Procedures and Airspace Group  
From: Jeffrey W. Chester, TCID Airspace and Procedures Manager  
Prepared by: Steven Pullen, Senior ATC Specialist, NAVTAC Support  
Subject: Letter of Approval Request JAKKS STAR, KIND

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KIND JAKKS Standard Terminal Arrival Route (STAR):

ATILE to DUCKY Descent Gradient  
ATILE to FACES Descent Gradient  
ATILE to BBACK Descent Gradient  
BBACK to CIBOV Deceleration Distances  
CIBOV to PETYN Deceleration Distances

### **ATILE to DUCKY Descent Gradient**

Currently, FAAO 8260.3G, para 2-2-8a (1), the maximum permissible descent gradient passing through 10,000ft MSL and above is 322.5 ft/nm (approximately 3.11 degrees). ATILE has a restriction of at or below 13000ft MSL and DUCKY has a restriction of at or above 5000ft MSL. The descent gradient (1332.76 ft/nm) from ATILE to DUCKY is greater than the maximum permissible gradient allowed. Flight Standards approval is required.

The JAKKS STAR serves Indianapolis International Airport. The descent gradient of 1332.76 ft/NM from ATILE to DUCKY is calculated by measuring from the top of the restriction blocks altitude of at 13000ft MSL at ATILE descending to the restriction altitude of 5000ft MSL at DUCKY over a distance of 6.00 NM. However, the gradient over multiple fixes is within the maximum permissible descent gradient. Descending from altitude of at or above 11000ft MSL at OPPIE to at or below 13000ft MSL at ATILE, at or above 5000ft MSL at DUCKY and at 5000ft MSL at AADIE, over a distance of 20.88 NM, is a gradient of 287.25/NM when measured from the bottom of the restriction block at OPPIE to the at altitude at ADDIE. The altitude restrictions at ATILE and DUCKY are for ATC operational requirements. Industry indicates that the procedure can be easily managed without increased energy management actions by the flight crew.

### **ATILE to FACES Descent Gradient**

Currently, FAAO 8260.3G, para 2-2-8a (1), the maximum permissible descent gradient 10,000ft MSL and above is 330 ft/nm (approximately 3.11 degrees). ATILE has a restriction of at or below 13000ft MSL and FACES has a restriction of at 10000ft MSL. The descent gradient (428.34 ft/nm) from ATILE to FACES is greater than the maximum permissible gradient allowed. Flight Standards approval is required.

The JAKKS STAR serves Indianapolis International Airport. The descent gradient of 428.34 ft/NM from ATILE to FACES is calculated by measuring from the top of the restriction blocks altitude of at or below 13000ft MSL at ATILE descending to the bottom restriction altitude of 10000ft MSL at FACES over a distance of 7 NM. However, the gradient over multiple fixes is within the maximum permissible descent gradient. Descending from bottom altitude of 11000ft MSL at OPPIE to the at or below altitude of 13000ft MSL at ATILE and at 10000ft MSL at FACES over a distance of 15.00 NM, is a gradient of 66.63 ft/NM when measured from the bottom of the restriction at OPPIE to the at altitude at FACES. The altitude restrictions at ATILE and FACES are for ATC operational requirements. Industry indicates that the procedure can be easily managed without increased energy management actions by the flight crew.

### **ATILE to BBACK Descent Gradient**

Currently, FAAO 8260.3G, para 2-2-8a (1), the maximum permissible descent gradient 10,000ft MSL and above is 330 ft/nm (approximately 3.11 degrees). ATILE has a restriction of at or below 13000ft MSL and BBACK has a restriction of at or above 10000ft MSL. The descent gradient (458.71 ft/nm) from ATILE to BBACK is greater than the maximum permissible gradient allowed. Flight Standards approval is required.

The JAKKS STAR serves Indianapolis International Airport. The descent gradient of 458.71 ft/NM from ATILE to BBACK is calculated by measuring from the top of the restriction blocks altitude of at or below 13000ft MSL at ATILE descending to the bottom restriction altitude of at or above 10000ft MSL at BBACK over a distance of 6.53 NM. However, the gradient over multiple fixes is within the maximum permissible descent gradient. Descending from bottom altitude of 11000ft MSL at OPPIE to the top altitude of 13000ft MSL at ATILE to the bottom altitude of 10000ft MSL at BBACK over a distance of 14.53 NM, is a gradient of 68.789 ft/NM when measured from the bottom of the restriction at OPPIE to the bottom altitude at BBACK. The altitude restrictions at ATILE and BBACK are for ATC operational requirements. Industry indicates that the procedure can be easily managed without increased energy management actions by the flight crew.

## **Leg Length Deceleration Distances**

### **BBACK to CIBOV Deceleration Distances**

Currently, criteria evaluates loss of altitude and airspeed wholly contained within a single segment, not through the entirety of the flown procedure. FAAO 8260.3G, PARA 2-2-10 prescribes allowable deceleration distances for STAR development.

The length of the leg from BBACK to CIBOV is 10.29 NM. This leg must be at least 11.43 NM long due to deceleration from 250.0 KIAS to 230 KIAS between 10000.0 ft. MSL to 7000.0 ft. MSL. Flight Standards approval is required.

The total distance from BBACK to CIBOV is 10.29 NM and the segment requires the aircraft to lose 3000ft of altitude and 20 KTS of airspeed. Using formula 2-2-2 of 8260.3G, based on 3000 ft and 230 KIAS computes a minimum deceleration distance of 11.43 NM  $((10000-7000)/318)+2$ ). Industry indicates that the procedure can be easily managed without increased energy management actions by the flight crew.

### **CIBOV to PETYN Deceleration Distances**

Currently, criteria evaluates loss of altitude and airspeed wholly contained within a single segment, not through the entirety of the flown procedure. FAAO 8260.3G, PARA 2-2-10 prescribes allowable deceleration distances for STAR development.

The length of the leg from CIBOV to PETYN is 5.66 NM. This leg must be at least 6.00 NM long due to deceleration from 230.0 KIAS to 210 KIAS between 7000.0 ft. MSL to 6000.0 ft. MSL. Flight Standards approval is required.

The total distance from CIBOV to PETYN is 5.66 NM and the segment requires the aircraft to lose 1000ft of altitude and 20 KTS of airspeed. Using formula 2-2-2 of 8260.3E, based on 1000ft and 230KIAS computes a minimum deceleration distance of 6.00 NM  $((7000-6000)/250)+2$ ). Industry indicates that the procedure can be easily managed without increased energy management actions by the flight crew.

Therefore, ZID is requesting AFS Approval to utilize the altitudes and speeds at the following waypoints as developed for the JAKKS STAR:

ATILE (AT OR BELOW 13000ft MSL) to DUCKY (AT OR ABOVE 5000ft MSL) resulting in a Descent Gradient of 1332.76 ft/NM.

ATILE (AT OR BELOW 13000ft MSL) to FACES (AT 10000ft MSL) resulting in a Descent Gradient of 428.34 ft/NM.

ATILE (AT OR BELOW 13000 ft MSL) to BBACK (AT OR ABOVE 10000ft MSL) resulting in a Descent Gradient of 458.71 ft NM.

BBACK to CIBOV leg length of 10.29 that is required to be 11.43.

CIBOV to PETYN leg length of 5.66 that is required to be 6.00.

A handwritten signature in red ink, consisting of stylized, overlapping loops and strokes, is positioned above a solid black horizontal line.

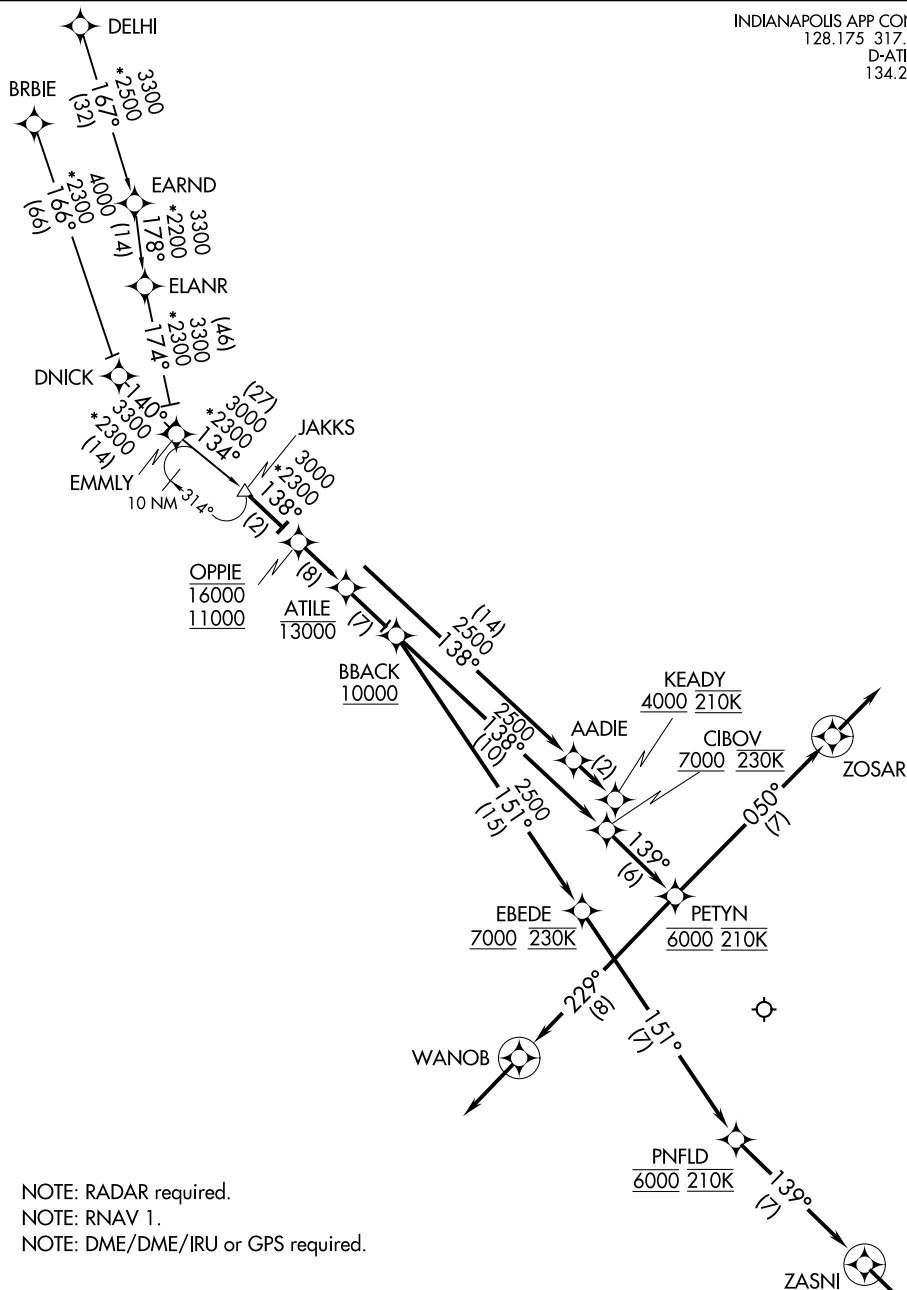
24137

03 (FAA)

INDIANAPOLIS INTL (IND)

INDIANAPOLIS, INDIANA

INDIANAPOLIS APP CON  
128.175 317.8  
D-ATIS  
134.25



NOTE: RADAR required.  
NOTE: RNAV 1.  
NOTE: DME/DME/IRU or GPS required.

NOTE: Chart not to scale.

INDIANAPOLIS, INDIANA  
INDIANAPOLIS INTL (IND)

(JAKKS.JAKKS2) 10NOV16

EC-2, 11 JUN 2026 to 09 JUL 2026

ARRIVAL ROUTE DESCRIPTION

BRBIE TRANSITION (BRBIE.JAKKS2):  
DELHI TRANSITION (DELHI.JAKKS2):  
ELANR TRANSITION (ELANR.JAKKS2):

From JAKKS on track 138° to cross OPPIE between 11000 and 16000, then on track 138° to cross ATILE at or below 13000.

LANDING RWY 5L/R: From ATILE on track 138° to cross BBACK at or above 10000, then on track 138° to cross CIBOV at or above 7000 and at 230K, then on track 139° to cross PETYN at 6000 and at 210K, then on track 229° to WANOB, then on track 229°. Expect radar vectors to final approach course.

LANDING RWY 14: From ATILE on track 138° to AADIE, then on track 138° to cross KEADY at or above 4000 and at 210K. Expect RNAV (RNP), RNAV (GPS) or ILS or LOC Rwy 14 or radar vectors to final approach course.

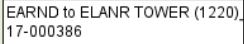
LANDING RWY 23L/R: From ATILE on track 138° to cross BBACK at or above 10000, then on track 138° to cross CIBOV at or above 7000 and at 230K, then on track 139° to cross PETYN at 6000 and at 210K, then on track 050° to ZOSAR, then on track 050°. Expect radar vectors to final approach course.

LANDING RWY 32: From ATILE on track 138° to cross BBACK at or above 10000, then on track 151° to cross EBEDE at or above 7000 and at 230K, then on track 151° to cross PNFLD at 6000 and at 210K, then on track 139° to ZASNI, then on track 139°. Expect radar vectors to final approach course.

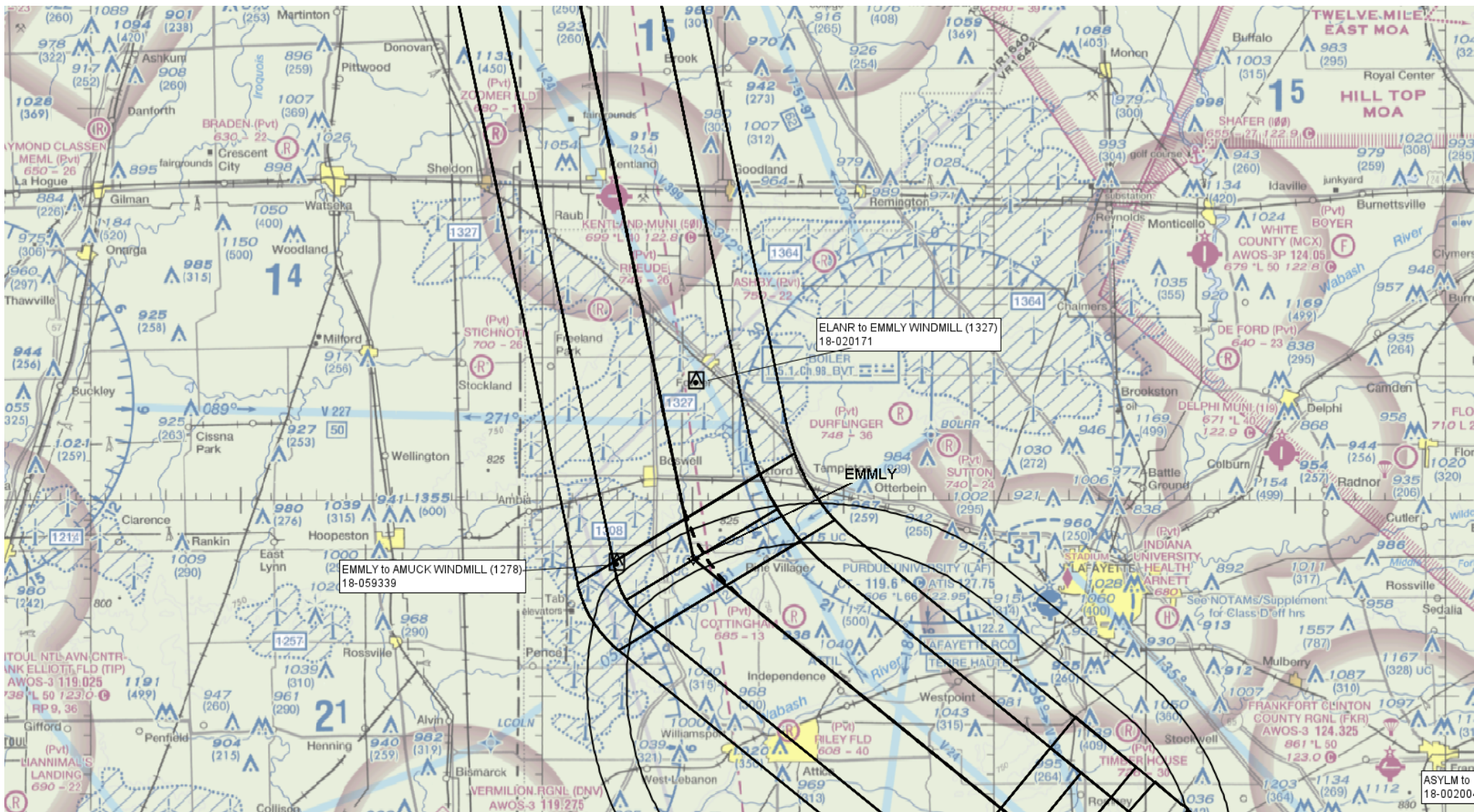
LOST COMMUNICATIONS: In the event of lost communication prior to runway assignment, execute ILS or LOC RWY 23R approach.

EC-2, 11 JUN 2026 to 09 JUL 2026

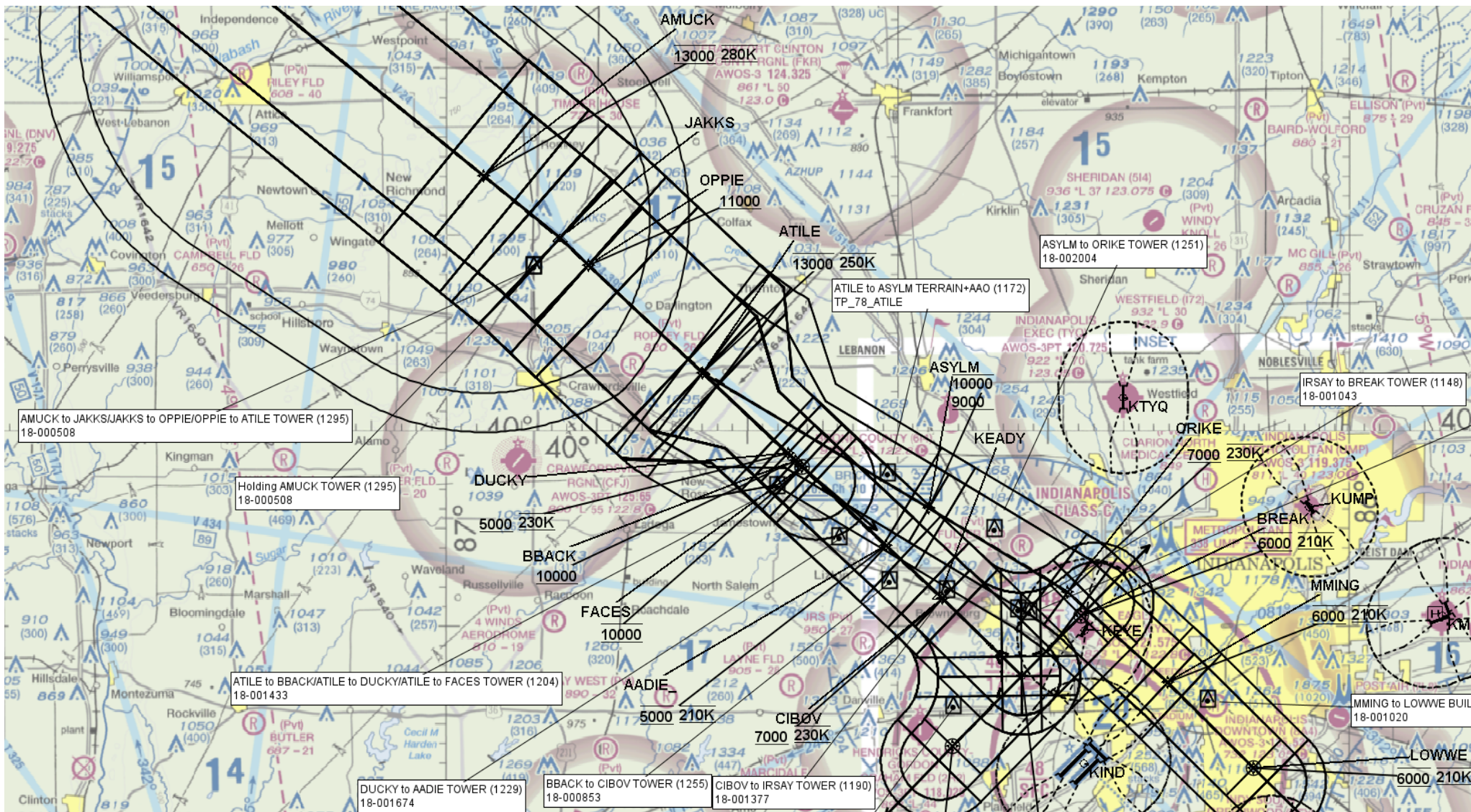
EC-2, 11 JUN 2026 to 09 JUL 2026



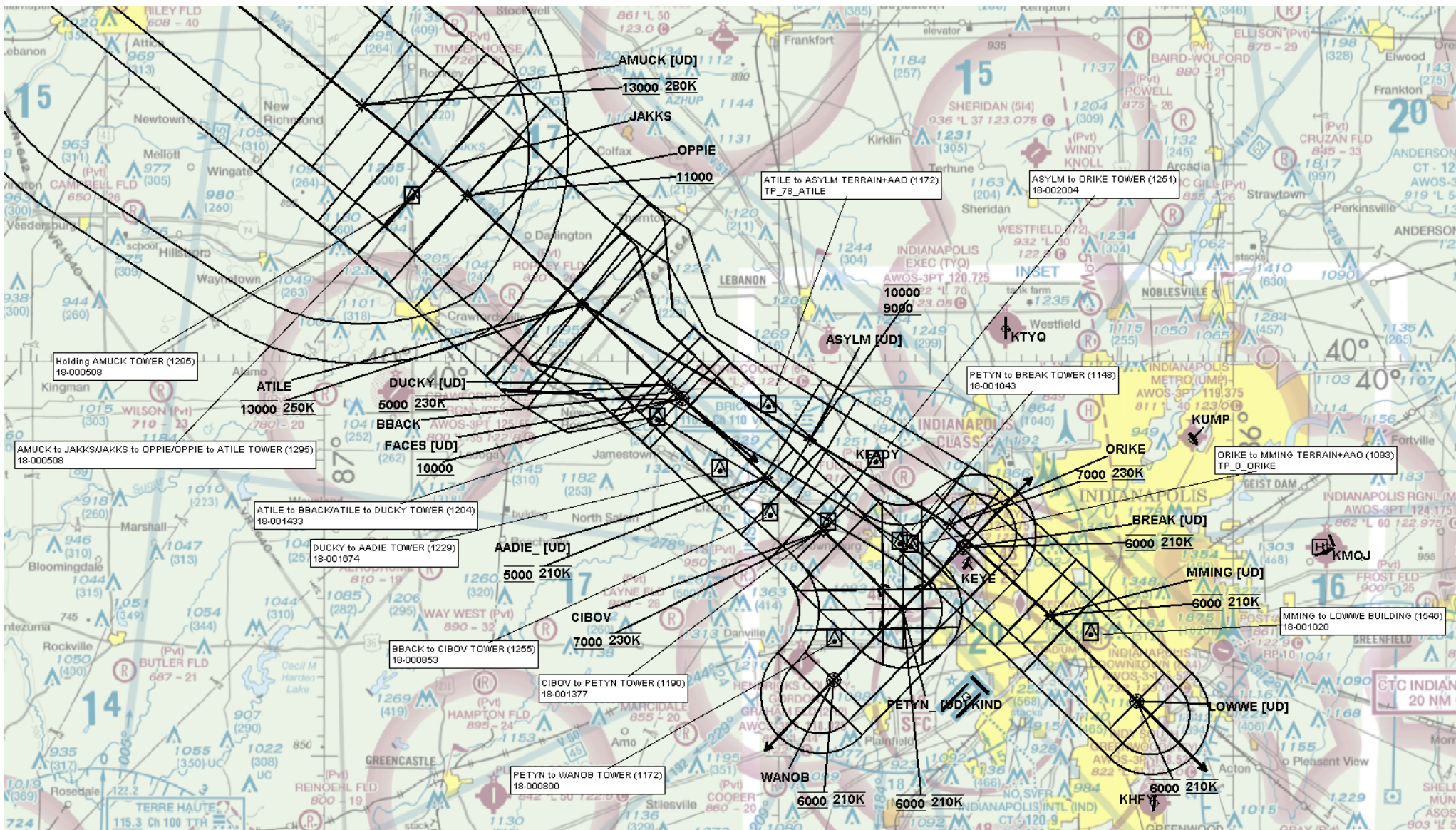
Generated 06/17/2026 02:29 PM by: TARGETS: 8.0.0; WGS84: 3.3.10 (13); Common RS: 2.19.0 (530); RNAV STAR RS: 3.1.0 (530)



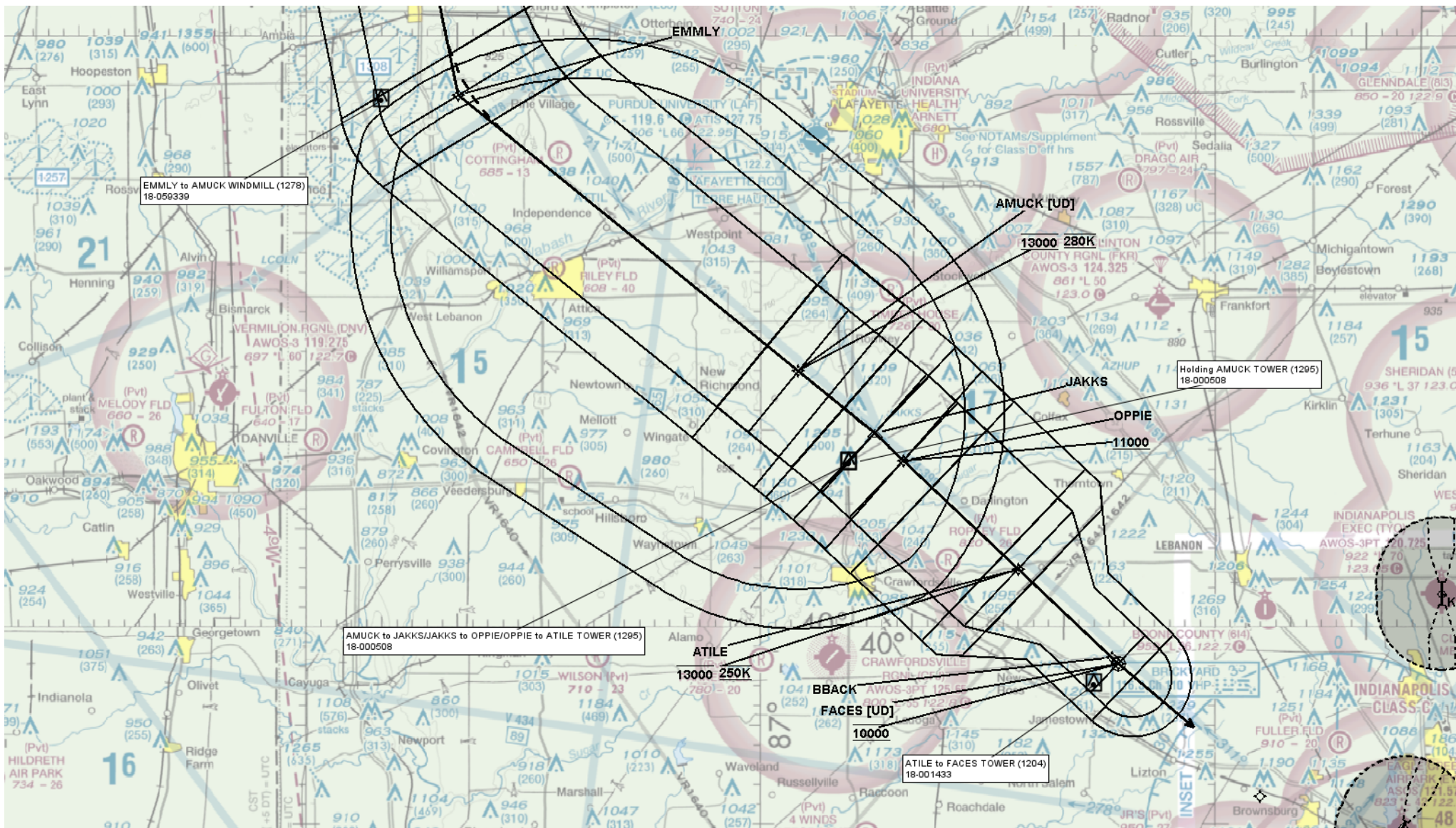
JAKKS3 (RNAV)



JAKKS3 (RNAV)



JAKKS3 (RNAV)



JAKKS3 (RNAV)