

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: STAR	Estimated Chart Date: 12/24/2026	APWS Task ID: 60FEF11A38AD424DB57E09A0D5F92305	APWS Project ID: AE0553DD488446C2B6EBA0DD8E6860CB
Procedure: STAR GIIBS FIVE (RNAV) INDIANAPOLIS, IN KIND		Enroute: YES	Specialist: Copeland, Guy		Agreement Number:
Airport ID: KIND			Airport City: INDIANAPOLIS		State: IN
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
Procedure Comments: CONTACT: TARA MARTINELLI (AJV-A421) 405-954-7931. APPROVAL LETTER: 1. COMBINED DESCENT GRADIENTS AND DECELERATION DISTANCES 08/07/2026 QUALITY 9 CHECKED BEGUE QUALITY 14 CHECKED					



Federal Aviation Administration

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 GIIBS STAR, KIND

KIND GIIBS Standard Terminal Arrival Route (STAR):

EASEL to MVRYP Descent gradient
EASEL to SADLE Descent Gradient
FAMIL to MOSLY Deceleration Distances
MOSLY to GDSPD Deceleration Distances
SADLE to HITTR Deceleration Distances

EASEL to MVRYP 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). EASEL has a restriction of between 17000 and 19000ft MSL and MVRYP has a restriction of between 10000 and 14000ft MSL. The descent gradient (337.56 ft/nm) from EASEL to MVRYP is greater than the maximum permissible gradient allowed. Flight Standards approval is required.

The GIIBS STAR serves Indianapolis International Airport. The descent gradient of 337.56 ft/NM from EASEL to MVRYP is calculated by measuring from the top of the restriction blocks altitude of 19000ft MSL at EASEL descending to the top of the restriction blocks altitude of 14000ft MSL at MVRYP over a distance of 20.71 NM. However, the gradient over multiple fixes is within the maximum permissible descent gradient. Descending from altitude of between 17000 to 19000ft MSL at EASEL to altitude from 10000ft MSL to 14000ft MSL at MVRYP, over a distance of 20.71 NM, is a gradient of 144.75 ft/NM when measured from the bottom of the restriction block at EASEL to the top altitude at MVRYP. The altitude restrictions at EASEL and MVRYP are for ATC operational requirements. Industry indicates that the procedure can be easily managed without increased energy management actions by the flight crew.

EASEL to SADLE 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). EASEL has a restriction of between 17000ft MSL and 19000ft MSL and SADLE has a restriction of between 7000ft MSL and 9000ft MSL. The descent gradient (370.33 ft/nm) from EASEL to SADLE is greater than the maximum permissible gradient allowed. Flight Standards approval is required.

The GIIBS STAR serves Indianapolis International Airport. The descent gradient of 370.33 ft/NM from EASEL to SADLE is calculated by measuring from the top of the restriction blocks altitude of between 17000ft MSL and 19000ft MSL at EASEL descending to the between restriction altitude of 7000ft MSL and 9000ft MSL at COCOO over a distance of 26.98 NM. However, the gradient over multiple fixes is within the maximum permissible descent gradient. Descending from altitude of 17000ft MSL at EASEL to 9000ft MSL at SADLE over a distance of 26.98 NM, is a gradient of 296.332 ft/NM when measured from the bottom of the restriction block at EASEL to the top altitude at SADLE. The altitude restrictions at EASEL and SADLE 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

CHERZ to TTKAY 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 FAMIL to MOSLY is 10.16 NM. This leg must be at least 14.43 NM long due to deceleration from 280.0 KIAS to 230 KIAS between 10000.0 ft. MSL to 7000.0 ft. MSL. Flight Standards approval is required.

The total distance from FAMIL to MOSLY is 10.16 NM and the segment requires the aircraft to lose 3000ft of altitude and 50 KTS of airspeed. Using formula 2-2-2 of 8260.3G, based on 3000ft and 280KIAS computes a minimum deceleration distance of 14.43NM $((10000-7000)/330)+1$. Industry indicates that the procedure can be easily managed without increased energy management actions by the flight crew.

MOSLY to GDSPD 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 MOSLY to GDSPD is 5.91 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 MOSLY to GDSPD is 5.91NM 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 6.00NM $((7000-6000)/330)+1$). Industry indicates that the procedure can be easily managed without increased energy management actions by the flight crew.

SADLE to HITTR 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 SADLE to HITTR is 8.84 NM. This leg must be at least 10.00 NM long due to deceleration from 230.0 KIAS to 210 KIAS between 7000.0 ft. MSL to 5000.0 ft. MSL. Flight Standards approval is required.

The total distance from SADLE to HITTR is 8.84 NM and the segment requires the aircraft to lose 3000 ft of altitude and 20 KTS of airspeed. Using formula 2-2-2 of 8260.3G, based on 3000 ft and 250 KIAS computes a minimum deceleration distance of 10.00 NM $((7000-5000)/250)+2$). Industry indicates that the procedure can be easily managed without increased energy management actions by the flight crew.

EASEL (BETWEEN 17000 AND 19000ft MSL) to MVRYK (BETWEEN 10000 AND 14000ft MSL) resulting in a Descent Gradient of 337.56ft/NM.

EASEL (BETWEEN 17000ft MSL AND 19000ft MSL) to SADLE (BETWEEN 7000ft MSL AND 9000ft MSL) resulting in a Descent Gradient of 370.33ft/NM.

FAMIL to MOSLY leg length of 10.16 that is required to be 14.43.

MOSLY to GDSPD leg length of 5.91 that is required to be 6.0.

SADLE to HITTR leg length of 8.84 that is required to be 10.00.

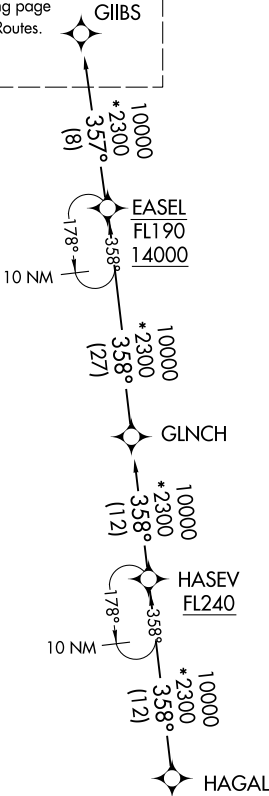


GIIBS FOUR ARRIVAL (RNAV) Transition Routes

INDIANAPOLIS APP CON
128.175 317.8
D-ATIS 134.25

See following page
for Arrival Routes.

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.



EASEL TRANSITION (EASEL.GIIBS4):
HAGAL TRANSITION (HAGAL.GIIBS4):

- NOTE: Expect descend via clearance and landing direction assignment by Indianapolis Center. Approach will assign landing rwy.
- NOTE: EASEL TRANSITION for SDF terminal area departures only.
- NOTE: For non-GPS equipped aircraft landing Rwy 14; SHB DME must be operational.
- NOTE: KIND landing southwest select Rwy 23L transition. Expect runway assignment from Indianapolis APP CON prior to GIIBS.
- NOTE: KIND landing northeast select Rwy 5R transition. Expect runway assignment from Indianapolis APP CON prior to GIIBS.

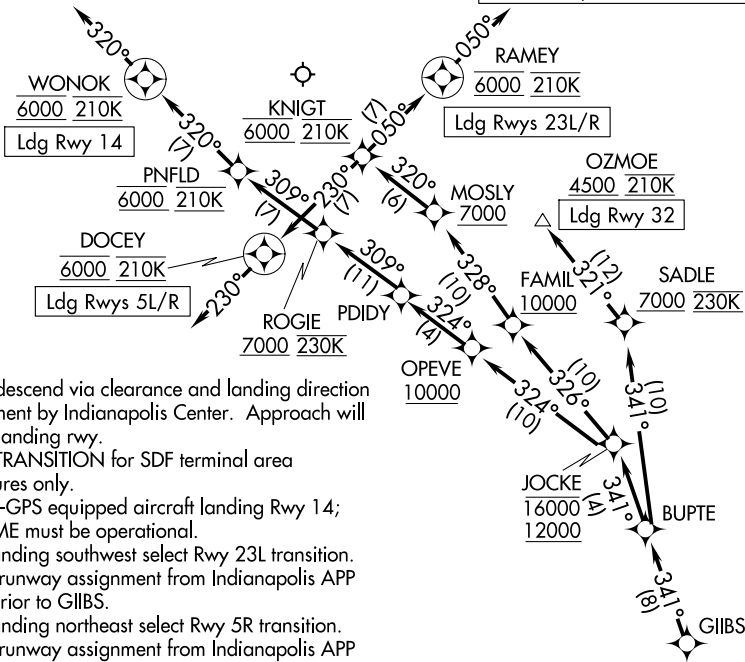
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NOTE: Chart not to scale.

GIIBS FOUR ARRIVAL (RNAV) Arrival Routes

INDIANAPOLIS APP CON
128.175 317.8
D-ATIS 134.25

RNAV 1 - DME/DME/IRU or GPS.
RADAR required.



- NOTE: Expect descend via clearance and landing direction assignment by Indianapolis Center. Approach will assign landing rwy.
- NOTE: EASEL TRANSITION for SDF terminal area departures only.
- NOTE: For non-GPS equipped aircraft landing Rwy 14; SHB DME must be operational.
- NOTE: KIND landing southwest select Rwy 23L transition. Expect runway assignment from Indianapolis APP CON prior to GIIBS.
- NOTE: KIND landing northeast select Rwy 5R transition. Expect runway assignment from Indianapolis APP CON prior to GIIBS.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

From GIIBS on track 341° to BUPTTE.

LANDING RUNWAYS 5L/R: From BUPTTE on track 341° to cross JOCKE between 12000 and 16000, then on track 326° to cross FAMIL at or above 10000, then on track 328° to cross MOSLY at or above 7000, then on track 320° to cross KNIGT at 6000 and at 210K, then on track 230° to cross DOCEY at 6000 and at 210K, then on track 230°.

Expect RADAR vectors to final approach course.

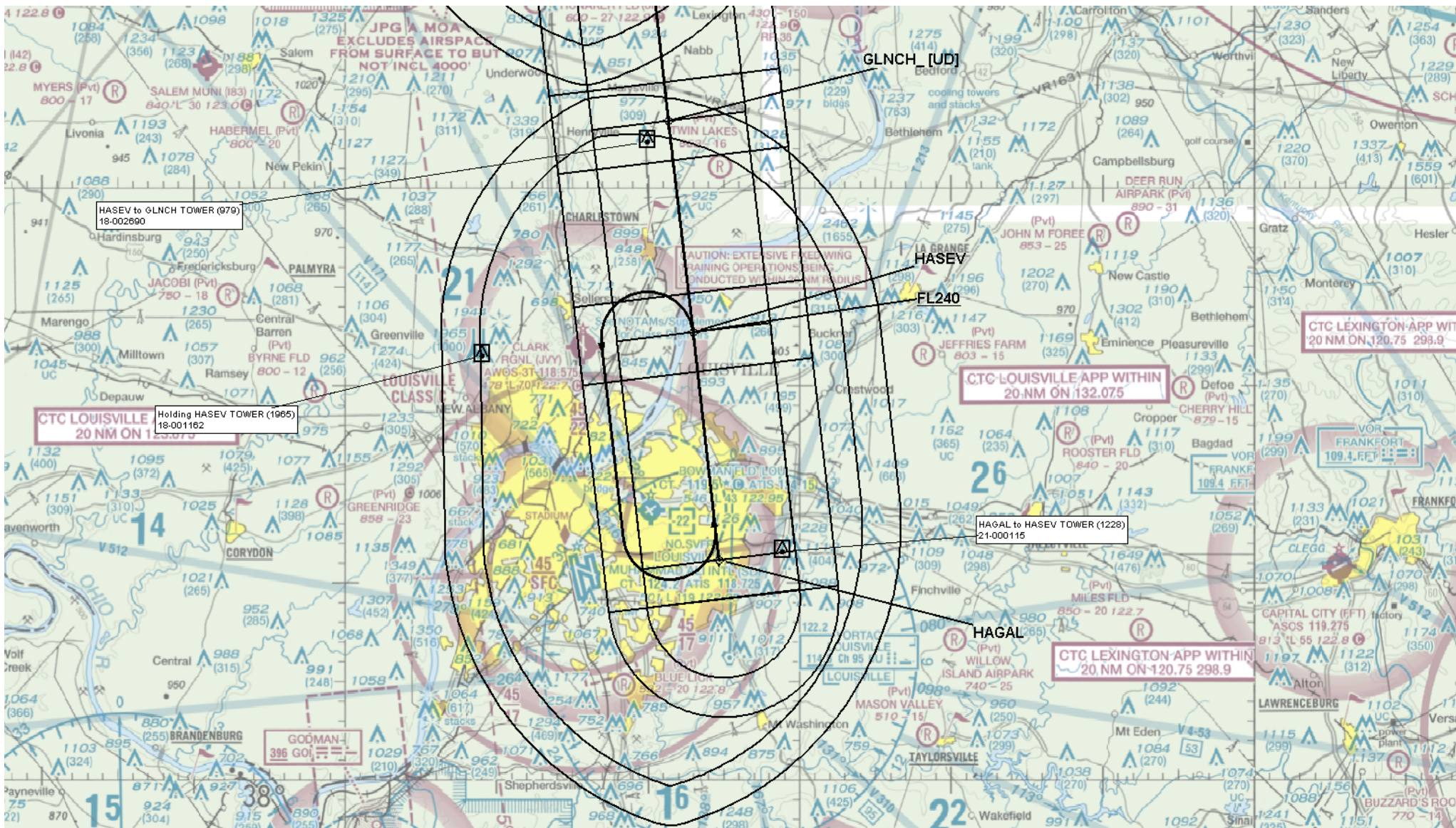
LANDING RUNWAY 14: From BUPTTE on track 341° to cross JOCKE between 12000 and 16000, then on track 324° to cross OPEVE at or above 10000, then on track 324° to PDIDY, then on track 309° to cross ROGIE at or above 7000 and at 230K, then on track 309° to cross PNFLD at 6000 and at 210K, then on track 320° to cross WONOK at 6000 and at 210K, then on track 320°.

LANDING RUNWAYS 23L/R: From BUPTTE on track 341° to cross JOCKE between 12000 and 16000, then on track 326° to cross FAMIL at or above 10000, then on track 328° to cross MOSLY at or above 7000, then on track 320° to cross KNIGT AT 6000 and at 210K, then on track 050° to cross RAMEY at 6000 and at 210K, then on track 050°.

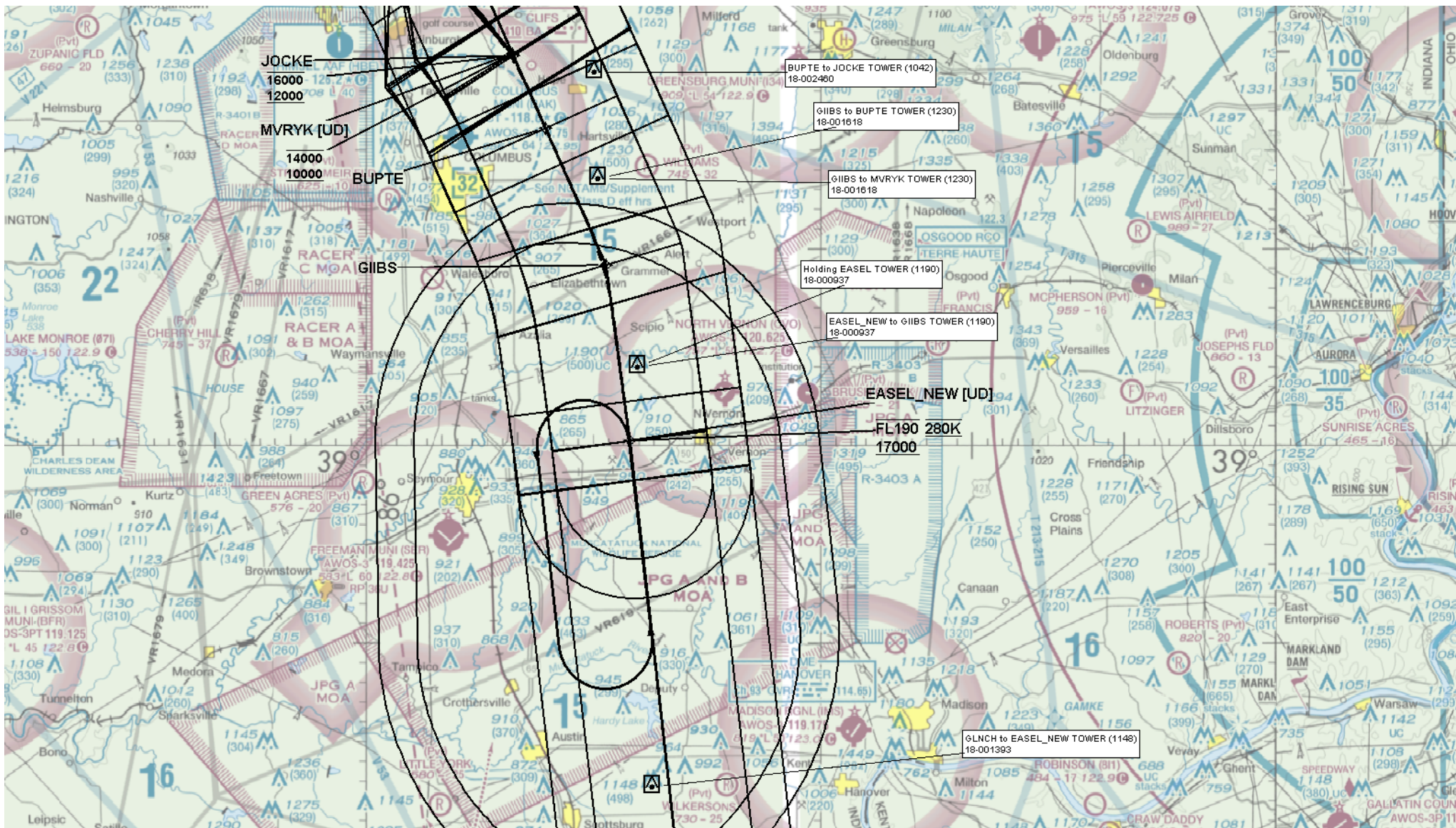
Expect RADAR vectors to final approach course.

LANDING RUNWAY 32: From BUPTTE on track 341° to cross SADLE at or above 7000 and at 230K, then on track 321° to cross OZMOE at or above 4500 and at 210K.

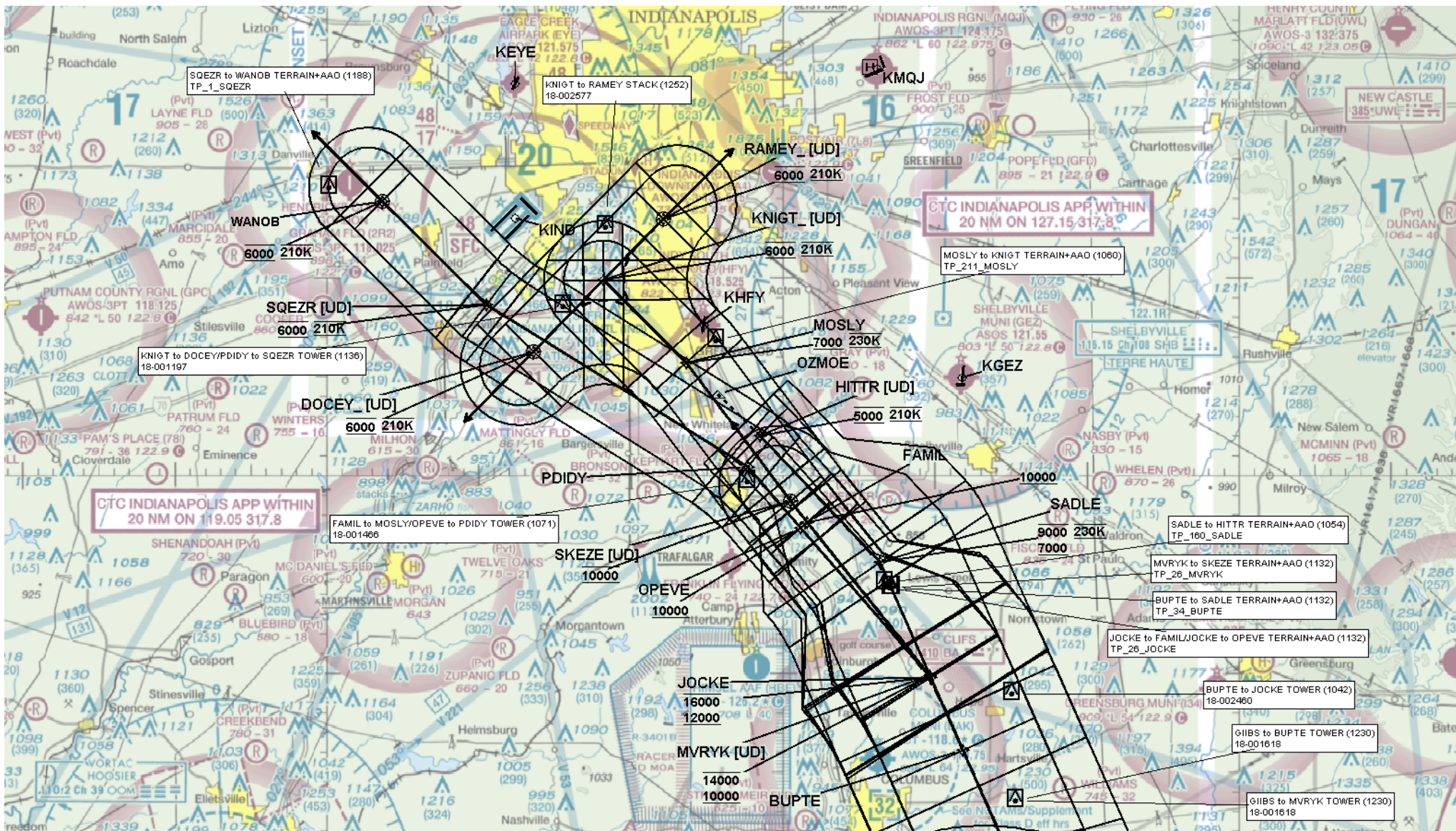
Expect RNP, GPS, ILS or LOC RWY 32 approach or RADAR vectors to final approach course.



GIIBS5 (RNAV)



GIIBS5 (RNAV)



GIIBS5 (RNAV)