Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: SID	Estimated Chart Date: 12/24/2026	APWS Task ID: 850F519BDD294E2E9735E965D052EDED	APWS Project ID: E09EDE04962845D0A0FF378C8E6DD2EC
Procedure: DAWNN ONE (RNAV)		Enroute: YES	Specialist: Townsend, Matthew		Agreement Number:
Airport ID: KIND			Airport City: INDIANAPOLIS		State: IN
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			

Procedure Comments:
UTILIZED ACTIVE AIRNAV DATA FOR ALL AIRPORTS.

ESTABLISH DAWNN (RNAV) DEPARTURE.

WAIVER (1): ATC REQUESTED ALTITUDE LOWER THAN UNRESTRICTED CLIMB ALLOWED BY TERPS EVALUATION.

CONTACT APRIL SARMENTO, AJV-A432, 405-954-0337

9/8/2026 THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 7/30/26
1. WAIVER FORM 8260-1. ADMINISTRATIVE CHANGES REQUIRED BY AFS.

QUALITY 41 CHECKED

QUALITY 42 CHECKED

FLIGHT PROCEDURE STANDARDS WAIVER

1. FLIGHT PROCEDURE IDENTIFICATION:

INDIANAPOLIS, IN
EYE
DAWNN SID (RNAV)

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

Deviation from standard criteria. 8260.3, Paragraph 1-4-2. An ATC requested maintained altitude lower than the unrestricted climb allowed by TERPS evaluation.

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

FAA Order 8260.3 does not describe how to assess obstacles for a SID supporting a range of initial headings when ATC requests a maintain altitude lower than unrestricted climb allowed by TERPS. AFS issued a Memo dated May 23, 2023 with the subject “Clarification to FAA Order 8260.46, Departure Procedure (DP) Program, Standard Instrument Departure (SID), which states a waiver is required to apply 8260.3, 13-2 in this case. (include evaluation method of the hold down maintain altitude, justification and description of the requested altitude vs the altitude of the unrestricted climb allowed by TERPS).

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

FAA Order 8260.3, Section 13-2, Diverse Departure Assessment was applied to assess obstacles to ensure obstacle clearance to the requested altitude and for the evaluation of the hold down altitude.
(1). TERPS Maintain altitude all runways is ALL AIRCRAFT ASSIGNED BY ATC. TOP ALTITUDE: all runways, ALL AIRCRAFT ASSIGNED BY ATC.
(2). Per EYE Tower LOA the lowest assigned altitude will be: 2500.
(3). Diverse Assessment Distance = 25 NM
DER Distance to DRP: Rwy 03/21: 0.36 NM
DER Elevation: Rwy 03: 823 MSL; Rwy 21: 818 MSL
Rwy 03: 25 NM - 0.36 NM = 24.64 NM; Rwy 21: 25 NM - 0.36 NM = 24.64 NM
Diverse Assessment: Rwy 03: 24.64 NM x 200 FT/NM + 823 = 5751 (rounds to 5800); Rwy 21: 24.64 NM x 200 FT/NM + 818 = 5746 (rounds to 5800)
(4). The MVA is 2500 feet based on a 1547 foot controlling obstacle. ATO is allowed to round down when 49 feet or less and a FS waiver is approved for 49 feet less ROC for TERPS.
(5). Radar is required for the SID.
(6). FAA JO 7110.65, paragraph 5-6-3.b. "After reaching the first MVA/MIA sector, all subsequent MVA/MIA sectors encountered must be met." This requires the controller to ensure the aircraft doesn't go into a higher MVA once they reached the first MVA sector altitude.
(7). ATC is not allowed to let an aircraft climbing to 2500 enter a higher MVA unless ATC has assigned and the pilot reached the altitude equal to or higher than the MVA sector they are entering or FAA Order 7110.65, paragraph 5-6-3.a. (1) or (2) is being applied (ATC is responsible for obstacle separation until the aircraft reaches the MVA altitude or higher).
(8). IND ATC Facility will make sure all controllers are aware of this waiver for compliance.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Restricting all aircraft to fly the same headings slows the traffic flow and causes delays to major airlines. If a straight ahead route was used as in the case of the ODP there are airspace issues with IND satellite airports.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

This action was coordinated with IND TRACON, ZID ARTCC, Indianapolis Tower, FedEx, NATCA, AJV-A, Central Service Area Flight Procedures Team leads, and FS.

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE	SIGNATURE
			Digitally signed by ***APRIL T SARMENTO*** Jul 30, 2026

8. FLIGHT STANDARDS ACTIONS:

☐ **APPROVED** ☐ **DISAPPROVED** ☐ **NOT REQUIRED**

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE

FLIGHT PROCEDURE STANDARDS WAIVER

1. FLIGHT PROCEDURE IDENTIFICATION:

INDIANAPOLIS, IN
GEZ
DAWNN SID (RNAV)

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

Deviation from standard criteria. 8260.3, Paragraph 1-4-2. An ATC requested maintained altitude lower than the unrestricted climb allowed by TERPS evaluation.

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

FAA Order 8260.3 does not describe how to assess obstacles for a SID supporting a range of initial headings when ATC requests a maintain altitude lower than unrestricted climb allowed by TERPS. AFS issued a Memo dated May 23, 2023 with the subject “Clarification to FAA Order 8260.46, Departure Procedure (DP) Program, Standard Instrument Departure (SID), which states a waiver is required to apply 8260.3, 13-2 in this case. (include evaluation method of the hold down maintain altitude, justification and description of the requested altitude vs the altitude of the unrestricted climb allowed by TERPS).

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

FAA Order 8260.3, Section 13-2, Diverse Departure Assessment was applied to assess obstacles to ensure obstacle clearance to the requested altitude and for the evaluation of the hold down altitude.
(1). TERPS Maintain altitude all runways is ALL AIRCRAFT ASSIGNED BY ATC. TOP ALTITUDE: all runways, ALL AIRCRAFT ASSIGNED BY ATC.
(2). Per GEZ Tower LOA the lowest assigned altitude will be: 2500.
(3). Diverse Assessment Distance = 25 NM
DER Distance to DRP: Rwy 01/19: 0.50 NM Rwy 09/27: .11
DER Elevation: Rwy 01: 802 MSL; Rwy 19: 801 MSL; Rwy 09: 800 MSL; Rwy 27: 790 MSL
Rwy 01/19: 25 NM - 0.50 NM = 24.50 NM; Rwy 09/27: 25 NM - 0.11 NM = 24.89 NM
Diverse Assessment: Rwy 01: 24.50 NM x 200 FT/NM + 802 = 5702 (rounds to 5700); Rwy 19: 24.50 NM x 200 FT/NM + 801 = 5701 (rounds to 5700); Rwy 09: 24.89 NM x 200 FT/NM + 800 = 5778 (rounds to 5800); Rwy 27: 24.89 NM x 200 FT/NM + 790 = 5768 (rounds to 5800)
(4). The MVA is 2500 feet based on a 1547 foot controlling obstacle. ATO is allowed to round down when 49 feet or less and a FS waiver is approved for 49 feet less ROC for TERPS.
(5). Radar is required for the SID.
(6). FAA JO 7110.65, paragraph 5-6-3.b. "After reaching the first MVA/MIA sector, all subsequent MVA/MIA sectors encountered must be met." This requires the controller to ensure the aircraft doesn't go into a higher MVA once they reached the first MVA sector altitude.
(7). ATC is not allowed to let an aircraft climbing to 2500 enter a higher MVA unless ATC has assigned and the pilot reached the altitude equal to or higher than the MVA sector they are entering or FAA Order 7110.65, paragraph 5-6-3.a. (1) or (2) is being applied (ATC is responsible for obstacle separation until the aircraft reaches the MVA altitude or higher).
(8). IND ATC Facility will make sure all controllers are aware of this waiver for compliance.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Restricting all aircraft to fly the same headings slows the traffic flow and causes delays to major airlines. If a straight ahead route was used as in the case of the ODP there are airspace issues with IND satellite airports.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

This action was coordinated with IND TRACON, ZID ARTCC, Indianapolis Tower, FedEx, NATCA, AJV-A, Central Service Area Flight Procedures Team leads, and FS.

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE	SIGNATURE
			Digitally signed by ***APRIL T SARMENTO*** Jul 30, 2026

8. FLIGHT STANDARDS ACTIONS:

☐ **APPROVED** ☐ **DISAPPROVED** ☐ **NOT REQUIRED**

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE

FLIGHT PROCEDURE STANDARDS WAIVER

1. FLIGHT PROCEDURE IDENTIFICATION:

INDIANAPOLIS, IN
HFY
DAWNN SID (RNAV)

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

Deviation from standard criteria. 8260.3, Paragraph 1-4-2. An ATC requested maintained altitude lower than the unrestricted climb allowed by TERPS evaluation.

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

FAA Order 8260.3 does not describe how to assess obstacles for a SID supporting a range of initial headings when ATC requests a maintain altitude lower than unrestricted climb allowed by TERPS. AFS issued a Memo dated May 23, 2023 with the subject “Clarification to FAA Order 8260.46, Departure Procedure (DP) Program, Standard Instrument Departure (SID), which states a waiver is required to apply 8260.3, 13-2 in this case. (include evaluation method of the hold down maintain altitude, justification and description of the requested altitude vs the altitude of the unrestricted climb allowed by TERPS).

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

FAA Order 8260.3, Section 13-2, Diverse Departure Assessment was applied to assess obstacles to ensure obstacle clearance to the requested altitude and for the evaluation of the hold down altitude.
(1). TERPS Maintain altitude all runways is ASSIGNED BY ATC. TOP ALTITUDE: all runways ASSIGNED BY ATC.
(2). Per HFY Tower LOA the lowest assigned altitude will be: 2500.
(3). Diverse Assessment Distance = 25 NM
DER Distance to DRP: Rwy 01/19: 0.51 NM
DER Elevation: Rwy 01: 820 MSL; Rwy 19: 821 MSL
Rwy 01/19: 25 NM - 0.51 NM = 24.49 NM
Diverse Assessment: Rwy 01: 24.49 NM x 200 FT/NM + 820 = 5718 (rounds to 5700); Rwy 19: 24.49 NM x 200 FT/NM + 821 = 5719 (rounds to 5700)
(4). The MVA is 2500 feet based on a 1547 foot controlling obstacle. ATO is allowed to round down when 49 feet or less and a FS waiver is approved for 49 feet less ROC for TERPS.
(5). Radar is required for the SID.
(6). FAA JO 7110.65, paragraph 5-6-3.b. "After reaching the first MVA/MIA sector, all subsequent MVA/MIA sectors encountered must be met." This requires the controller to ensure the aircraft doesn't go into a higher MVA once they reached the first MVA sector altitude.
(7). ATC is not allowed to let an aircraft climbing to 2500 enter a higher MVA unless ATC has assigned and the pilot reached the altitude equal to or higher than the MVA sector they are entering or FAA Order 7110.65, paragraph 5-6-3.a. (1) or (2) is being applied (ATC is responsible for obstacle separation until the aircraft reaches the MVA altitude or higher).
(8). IND ATC Facility will make sure all controllers are aware of this waiver for compliance.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Restricting all aircraft to fly the same headings slows the traffic flow and causes delays to major airlines. If a straight ahead route was used as in the case of the ODP there are airspace issues with IND satellite airports.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

This action was coordinated with IND TRACON, ZID ARTCC, Indianapolis Tower, FedEx, NATCA, AJV-A, Central Service Area Flight Procedures Team leads, and FS.

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE	SIGNATURE
			Digitally signed by ***APRIL T SARMENTO*** Jul 30, 2026

8. FLIGHT STANDARDS ACTIONS:

☐ **APPROVED** ☐ **DISAPPROVED** ☐ **NOT REQUIRED**

COMMENTS:

DATE	**ROUTING SYMBOL**	**SIGNATURE**

FLIGHT PROCEDURE STANDARDS WAIVER

1. FLIGHT PROCEDURE IDENTIFICATION:

INDIANAPOLIS, IN
IND
DAWNN SID (RNAV)

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

Deviation from standard criteria. 8260.3, Paragraph 1-4-2. An ATC requested maintained altitude lower than the unrestricted climb allowed by TERPS evaluation.

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

FAA Order 8260.3 does not describe how to assess obstacles for a SID supporting a range of initial headings when ATC requests a maintain altitude lower than unrestricted climb allowed by TERPS. AFS issued a Memo dated May 23, 2023 with the subject “Clarification to FAA Order 8260.46, Departure Procedure (DP) Program, Standard Instrument Departure (SID), which states a waiver is required to apply 8260.3, 13-2 in this case. (include evaluation method of the hold down maintain altitude, justification and description of the requested altitude vs the altitude of the unrestricted climb allowed by TERPS).

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

FAA Order 8260.3, Section 13-2, Diverse Departure Assessment was applied to assess obstacles to ensure obstacle clearance to the requested altitude and for the evaluation of the hold down altitude.
(1). TERPS Maintain altitude all runways is JETS 5000, PROPS 3000 feet. TOP ALTITUDE: all runways JETS 5000, PROPS 3000 feet.
(2). Per IND Tower LOA the lowest assigned altitude will be: 2500. Each IDF was evaluated at 2500 ft included in TARGETS file.
(3). Diverse Assessment Distance = 25 NM
DER Distance to DRP: Rwy 05L/23R: 1.50 NM Rwy 05R/23L: .1.30 Rwy 14/32: .87
DER Elevation: Rwy 05L: 783 MSL; Rwy 23R: 738 MSL; Rwy 05R: 788 MSL; Rwy 23L: 789 MSL; Rwy 14: 783 MSL; Rwy 32: 788 MSL
Rwy 05L/23R: 25 NM - 1.50 NM = 23.50 NM; Rwy 05R/23L: 25 NM - 1.30 NM = 23.70 NM; Rwy 14/32: 25NM - .87 NM = 24.13 NM
Diverse Assessment: Rwy 05L: 23.50 NM x 200 FT/NM + 783 = 5483 (rounds to 5500); Rwy 23R: 23.50 NM x 200 FT/NM + 738 = 5438 (rounds to 5400); Rwy 05R: 23.70 NM x 200 FT/NM + 788 = 5528 (rounds to 5500); Rwy 23L: 23.70 NM x 200 FT/NM + 789 = 5529 (rounds to 5500); Rwy 14: 24.13 NM x 200 FT/NM + 783 = 5483 (rounds to 5500); Rwy 32: 24.13 NM x 200 FT/NM + 788 = 5614 (rounds to 5600)
(4). The MVA is 2500 feet based on a 1547 foot controlling obstacle. ATO is allowed to round down when 49 feet or less and a FS waiver is approved for 49 feet less ROC for TERPS.
(5). Radar is required for the SID.
(6). FAA JO 7110.65, paragraph 5-6-3.b. "After reaching the first MVA/MIA sector, all subsequent MVA/MIA sectors encountered must be met." This requires the controller to ensure the aircraft doesn't go into a higher MVA once they reached the first MVA sector altitude.
(7). ATC is not allowed to let an aircraft climbing to 2500 enter a higher MVA unless ATC has assigned and the pilot reached the altitude equal to or higher than the MVA sector they are entering or FAA Order 7110.65, paragraph 5-6-3.a. (1) or (2) is being applied (ATC is responsible for obstacle separation until the aircraft reaches the MVA altitude or higher).
(8). IND ATC Facility will make sure all controllers are aware of this waiver for compliance.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Restricting all aircraft to fly the same headings slows the traffic flow and causes delays to major airlines. If a straight ahead route was used as in the case of the ODP there are airspace issues with IND satellite airports.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

This action was coordinated with IND TRACON, ZID ARTCC, Indianapolis Tower, FedEx, NATCA, AJV-A, Central Service Area Flight Procedures Team leads, and FS.

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			Digitally signed by ***APRIL T SARMENTO*** Jul 30, 2026

8. FLIGHT STANDARDS ACTIONS:

☐ **APPROVED** ☐ **DISAPPROVED** ☐ **NOT REQUIRED**

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE

FLIGHT PROCEDURE STANDARDS WAIVER

1. FLIGHT PROCEDURE IDENTIFICATION:

INDIANAPOLIS, IN
MQJ
DAWNN SID (RNAV)

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

Deviation from standard criteria. 8260.3, Paragraph 1-4-2. An ATC requested maintained altitude lower than the unrestricted climb allowed by TERPS evaluation.

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

FAA Order 8260.3 does not describe how to assess obstacles for a SID supporting a range of initial headings when ATC requests a maintain altitude lower than unrestricted climb allowed by TERPS. AFS issued a Memo dated May 23, 2023 with the subject “Clarification to FAA Order 8260.46, Departure Procedure (DP) Program, Standard Instrument Departure (SID), which states a waiver is required to apply 8260.3, 13-2 in this case. (include evaluation method of the hold down maintain altitude, justification and description of the requested altitude vs the altitude of the unrestricted climb allowed by TERPS).

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

FAA Order 8260.3, Section 13-2, Diverse Departure Assessment was applied to assess obstacles to ensure obstacle clearance to the requested altitude and for the evaluation of the hold down altitude.
(1). TERPS Maintain altitude all runways is ASSIGNED BY ATC. TOP ALTITUDE: all runways ASSIGNED BY ATC.
(2). Per MQJ Tower LOA the lowest assigned altitude will be: 2500.
(3). Diverse Assessment Distance = 25 NM
DER Distance to DRP: Rwy 07/25: 0.66 NM; Rwy 16/34: 0.31
DER Elevation: Rwy 07: 858 MSL; Rwy 25: 862 MSL; Rwy 16: 857 MSL; Rwy 34: 858
Rwy 07/25: 25 NM - 0.66 NM = 24.34 NM; Rwy 16/34: 25 NM - 0.31 = 24.69 NM
Diverse Assessment: Rwy 07: 24.34 NM x 200 FT/NM + 858 = 5726 (rounds to 5700); Rwy 25: 24.34 NM x 200 FT/NM + 862 = 5730 (rounds to 5700); Rwy 16: 24.69 NM x 200 FT/NM + 857 = 5795 (rounds to 5800); Rwy 34: 24.69 NM x 200 FT/NM + 858 = 5726 (rounds to 5700)
(4). The MVA is 2500 feet based on a 1547 foot controlling obstacle. ATO is allowed to round down when 49 feet or less and a FS waiver is approved for 49 feet less ROC for TERPS.
(5). Radar is required for the SID.
(6). FAA JO 7110.65, paragraph 5-6-3.b. "After reaching the first MVA/MIA sector, all subsequent MVA/MIA sectors encountered must be met." This requires the controller to ensure the aircraft doesn't go into a higher MVA once they reached the first MVA sector altitude.
(7). ATC is not allowed to let an aircraft climbing to 2500 enter a higher MVA unless ATC has assigned and the pilot reached the altitude equal to or higher than the MVA sector they are entering or FAA Order 7110.65, paragraph 5-6-3.a. (1) or (2) is being applied (ATC is responsible for obstacle separation until the aircraft reaches the MVA altitude or higher).
(8). IND ATC Facility will make sure all controllers are aware of this waiver for compliance.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Restricting all aircraft to fly the same headings slows the traffic flow and causes delays to major airlines. If a straight ahead route was used as in the case of the ODP there are airspace issues with IND satellite airports.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

This action was coordinated with IND TRACON, ZID ARTCC, Indianapolis Tower, FedEx, NATCA, AJV-A, Central Service Area Flight Procedures Team leads, and FS.

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE	SIGNATURE
			Digitally signed by ***APRIL T SARMENTO*** Jul 30, 2026

8. FLIGHT STANDARDS ACTIONS:

☐ **APPROVED** ☐ **DISAPPROVED** ☐ **NOT REQUIRED**

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE

FLIGHT PROCEDURE STANDARDS WAIVER

1. FLIGHT PROCEDURE IDENTIFICATION:

INDIANAPOLIS, IN
TYQ
DAWNN SID (RNAV)

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

Deviation from standard criteria. 8260.3, Paragraph 1-4-2. An ATC requested maintained altitude lower than the unrestricted climb allowed by TERPS evaluation.

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

FAA Order 8260.3 does not describe how to assess obstacles for a SID supporting a range of initial headings when ATC requests a maintain altitude lower than unrestricted climb allowed by TERPS. AFS issued a Memo dated May 23, 2023 with the subject “Clarification to FAA Order 8260.46, Departure Procedure (DP) Program, Standard Instrument Departure (SID), which states a waiver is required to apply 8260.3, 13-2 in this case. (include evaluation method of the hold down maintain altitude, justification and description of the requested altitude vs the altitude of the unrestricted climb allowed by TERPS).

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

FAA Order 8260.3, Section 13-2, Diverse Departure Assessment was applied to assess obstacles to ensure obstacle clearance to the requested altitude and for the evaluation of the hold down altitude.
(1). TERPS Maintain altitude all runways is ASSIGNED BY ATC. TOP ALTITUDE: all runways ASSIGNED BY ATC.
(2). Per TYQ Tower LOA the lowest assigned altitude will be: 2500.
(3). Diverse Assessment Distance = 25 NM
DER Distance to DRP: Rwy 18/36: 0,82 NM
DER Elevation: Rwy 18: 922 MSL; Rwy 36: 922 MSL
Rwy 18: 25 NM - 0.82 NM = 24.18 NM; Rwy 36: 25 NM - 0.82 NM = 24.18 NM
Diverse Assessment: Rwy 18: 24.18 NM x 200 FT/NM + 922 = 5791 (rounds to 5800); Rwy 36: 24.18 NM x 200 FT/NM + 922 = 5791 (rounds to 5800)
(4). The MVA is 2500 feet based on a 1547 foot controlling obstacle. ATO is allowed to round down when 49 feet or less and a FS waiver is approved for 49 feet less ROC for TERPS.
(5). Radar is required for the SID.
(6). FAA JO 7110.65, paragraph 5-6-3.b. "After reaching the first MVA/MIA sector, all subsequent MVA/MIA sectors encountered must be met." This requires the controller to ensure the aircraft doesn't go into a higher MVA once they reached the first MVA sector altitude.
(7). ATC is not allowed to let an aircraft climbing to 2500 enter a higher MVA unless ATC has assigned and the pilot reached the altitude equal to or higher than the MVA sector they are entering or FAA Order 7110.65, paragraph 5-6-3.a. (1) or (2) is being applied (ATC is responsible for obstacle separation until the aircraft reaches the MVA altitude or higher).
(8). IND ATC Facility will make sure all controllers are aware of this waiver for compliance.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Restricting all aircraft to fly the same headings slows the traffic flow and causes delays to major airlines. If a straight ahead route was used as in the case of the ODP there are airspace issues with IND satellite airports.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

This action was coordinated with IND TRACON, ZID ARTCC, Indianapolis Tower, FedEx, NATCA, AJV-A, Central Service Area Flight Procedures Team leads, and FS.

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE	SIGNATURE
			Digitally signed by ***APRIL T SARMENTO*** Jul 30, 2026

8. FLIGHT STANDARDS ACTIONS:

☐ **APPROVED** ☐ **DISAPPROVED** ☐ **NOT REQUIRED**

COMMENTS:

DATE	**ROUTING SYMBOL**	**SIGNATURE**

FLIGHT PROCEDURE STANDARDS WAIVER

1. FLIGHT PROCEDURE IDENTIFICATION:

INDIANAPOLIS, IN
UMP
DAWNN SID (RNAV)

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

Deviation from standard criteria. 8260.3, Paragraph 1-4-2. An ATC requested maintained altitude lower than the unrestricted climb allowed by TERPS evaluation.

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

FAA Order 8260.3 does not describe how to assess obstacles for a SID supporting a range of initial headings when ATC requests a maintain altitude lower than unrestricted climb allowed by TERPS. AFS issued a Memo dated May 23, 2023 with the subject “Clarification to FAA Order 8260.46, Departure Procedure (DP) Program, Standard Instrument Departure (SID), which states a waiver is required to apply 8260.3, 13-2 in this case. (include evaluation method of the hold down maintain altitude, justification and description of the requested altitude vs the altitude of the unrestricted climb allowed by TERPS).

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

FAA Order 8260.3, Section 13-2, Diverse Departure Assessment was applied to assess obstacles to ensure obstacle clearance to the requested altitude and for the evaluation of the hold down altitude.
(1). TERPS Maintain altitude all runways is ASSIGNED BY ATC. TOP ALTITUDE: all runways ASSIGNED BY ATC.
(2). Per UMP Tower LOA the lowest assigned altitude will be: 2500.
(3). Diverse Assessment Distance = 25 NM
DER Distance to DRP: Rwy 15/33: 0.33 NM
DER Elevation: Rwy 15: 811 MSL; Rwy 33: 787 MSL
Rwy 15/33: 25 NM - 0.33 NM = 24.67 NM
Diverse Assessment: Rwy 15: 24.67 NM x 200 FT/NM + 811 = 5745 (rounds to 5700); Rwy 33: 24.67 NM x 200 FT/NM + 787 = 5721 (rounds to 5700)
(4). The MVA is 2500 feet based on a 1547 foot controlling obstacle. ATO is allowed to round down when 49 feet or less and a FS waiver is approved for 49 feet less ROC for TERPS.
(5). Radar is required for the SID.
(6). FAA JO 7110.65, paragraph 5-6-3.b. "After reaching the first MVA/MIA sector, all subsequent MVA/MIA sectors encountered must be met." This requires the controller to ensure the aircraft doesn't go into a higher MVA once they reached the first MVA sector altitude.
(7). ATC is not allowed to let an aircraft climbing to 2500 enter a higher MVA unless ATC has assigned and the pilot reached the altitude equal to or higher than the MVA sector they are entering or FAA Order 7110.65, paragraph 5-6-3.a. (1) or (2) is being applied (ATC is responsible for obstacle separation until the aircraft reaches the MVA altitude or higher).
(8). IND ATC Facility will make sure all controllers are aware of this waiver for compliance.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Restricting all aircraft to fly the same headings slows the traffic flow and causes delays to major airlines. If a straight ahead route was used as in the case of the ODP there are airspace issues with IND satellite airports.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

This action was coordinated with IND TRACON, ZID ARTCC, Indianapolis Tower, FedEx, NATCA, AJV-A, Central Service Area Flight Procedures Team leads, and FS.

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE	SIGNATURE
			Digitally signed by ***APRIL T SARMENTO*** Jul 30, 2026

8. FLIGHT STANDARDS ACTIONS:

☐ **APPROVED** ☐ **DISAPPROVED** ☐ **NOT REQUIRED**

COMMENTS:

DATE	**ROUTING SYMBOL**	**SIGNATURE**