

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: STAR	Estimated Chart Date: 12/24/2026	APWS Task ID: 967A403F607546589EB0B11E40F853A0	APWS Project ID: AE0553DD488446C2B6EBA0DD8E6860CB
Procedure: STAR KOLTS THREE (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. DECELERATION DISTANCES 08/07/2026 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 KOLTS STAR, KIND

KIND KOLTS Standard Terminal Arrival Route (STAR):

CIBOV to PETYN Deceleration Distances
EKEKE to MRRRK Deceleration Distances

Leg Length Deceleration Distances

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 5.64 NM. This leg must be at least 6.00 NM long due to deceleration from 230 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 5.64 NM and the segment requires the aircraft to lose 1000 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 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.

EKEKE to MRRRK 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.

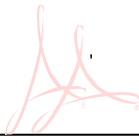
The length of the leg from EKEKE to MRRRK is 9.62 NM. This leg must be at least 11.43 NM long due to deceleration from 250.0 KIAS to 230 KIAS between 10000.0 ft. MSL to 7000.0 ft. MSL. Flight Standards approval is required.

The total distance from EKEKE to MRRRK is 9.62 NM and the segment requires the aircraft to lose 3000ft 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 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.

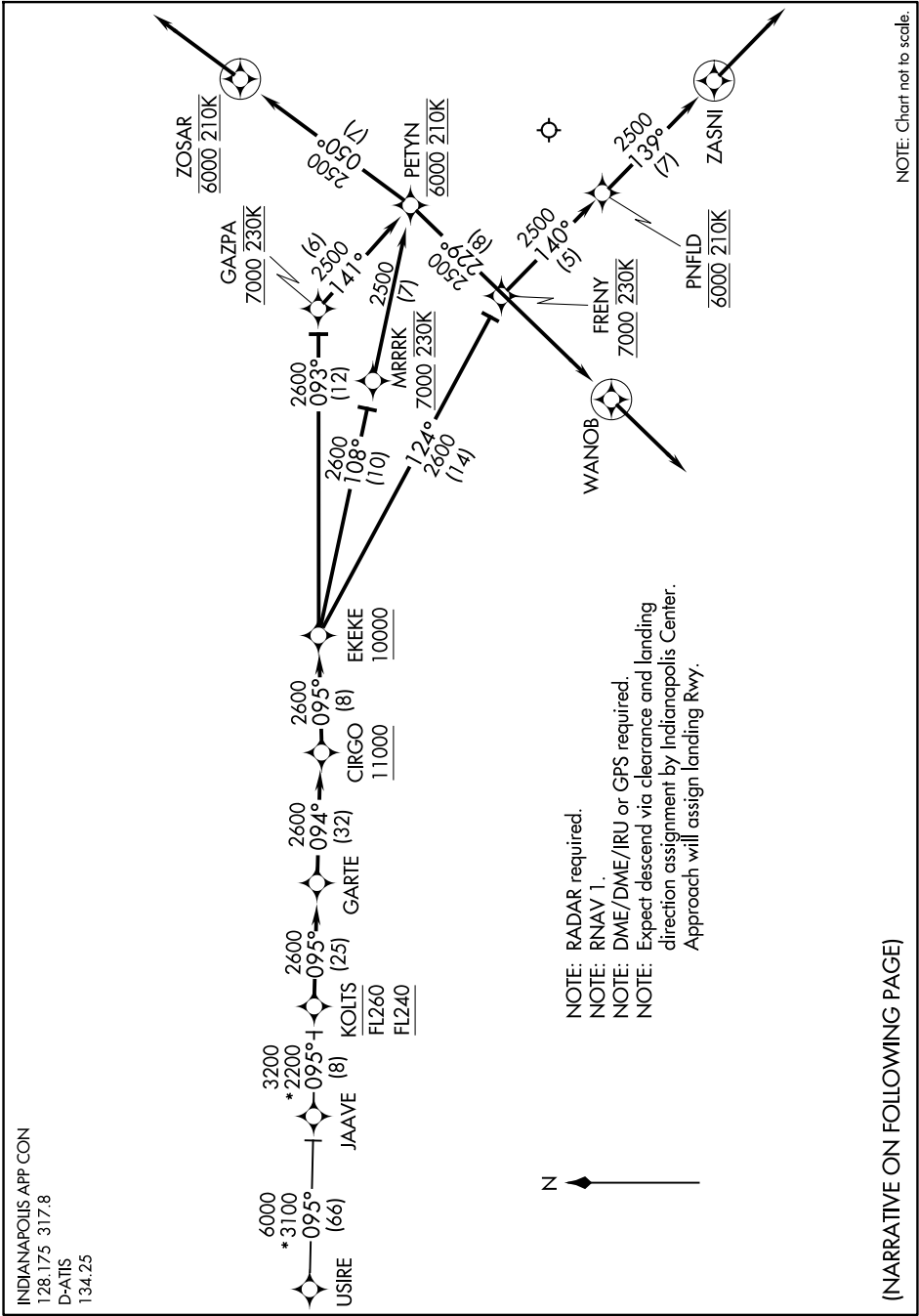
Therefore, ZID is requesting AFS Approval to utilize the altitudes and speeds at the following waypoints as developed for the JAKKS STAR:

CIBOV to PETYN leg length of 5.66 that is required to be 6.0.

EKEKE to MRRRK leg length of 9.62 that is required to be 11.43.



EC-2, 11 JUN 2026 to 09 JUL 2026



(NARRATIVE ON FOLLOWING PAGE)

EC-2, 11 JUN 2026 to 09 JUL 2026

ARRIVAL ROUTE DESCRIPTION

JAAVE TRANSITION (JAAVE.KOLTS2):
USIRE TRANSITION (USIRE.KOLTS2):

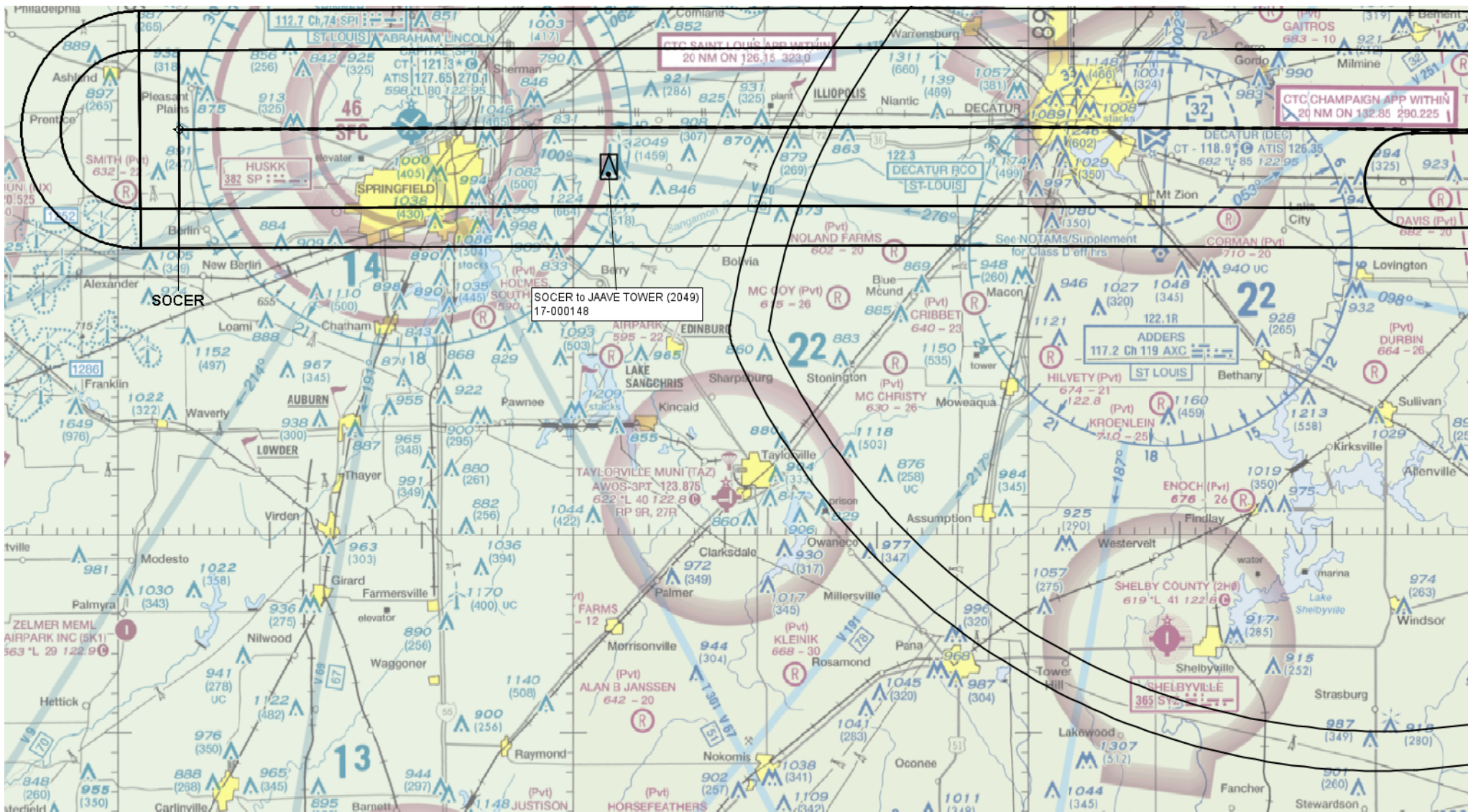
From KOLTS on track 095° to GARTE, then on track 094° to cross CIRGO at or above 11000, then on track 095° to cross EKEKE at or above 10000.

LANDING RWYS 5L/R: From EKEKE on track 093° to cross GAZPA at or above 7000 and at 230K, then on track 141° 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 RWYS 23L/R: From EKEKE on track 108° to cross MRRRK at or above 7000 and at 230K, then on track 108° to cross PETYN at 6000 and at 210K, then on track 050° to cross ZOSAR at 6000 and at 210K, then on track 050°. Expect RADAR vectors to final approach course.

LANDING RWY 32: From EKEKE on track 124° to cross FRENY at or above 7000 and at 230K, then on track 140° 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.

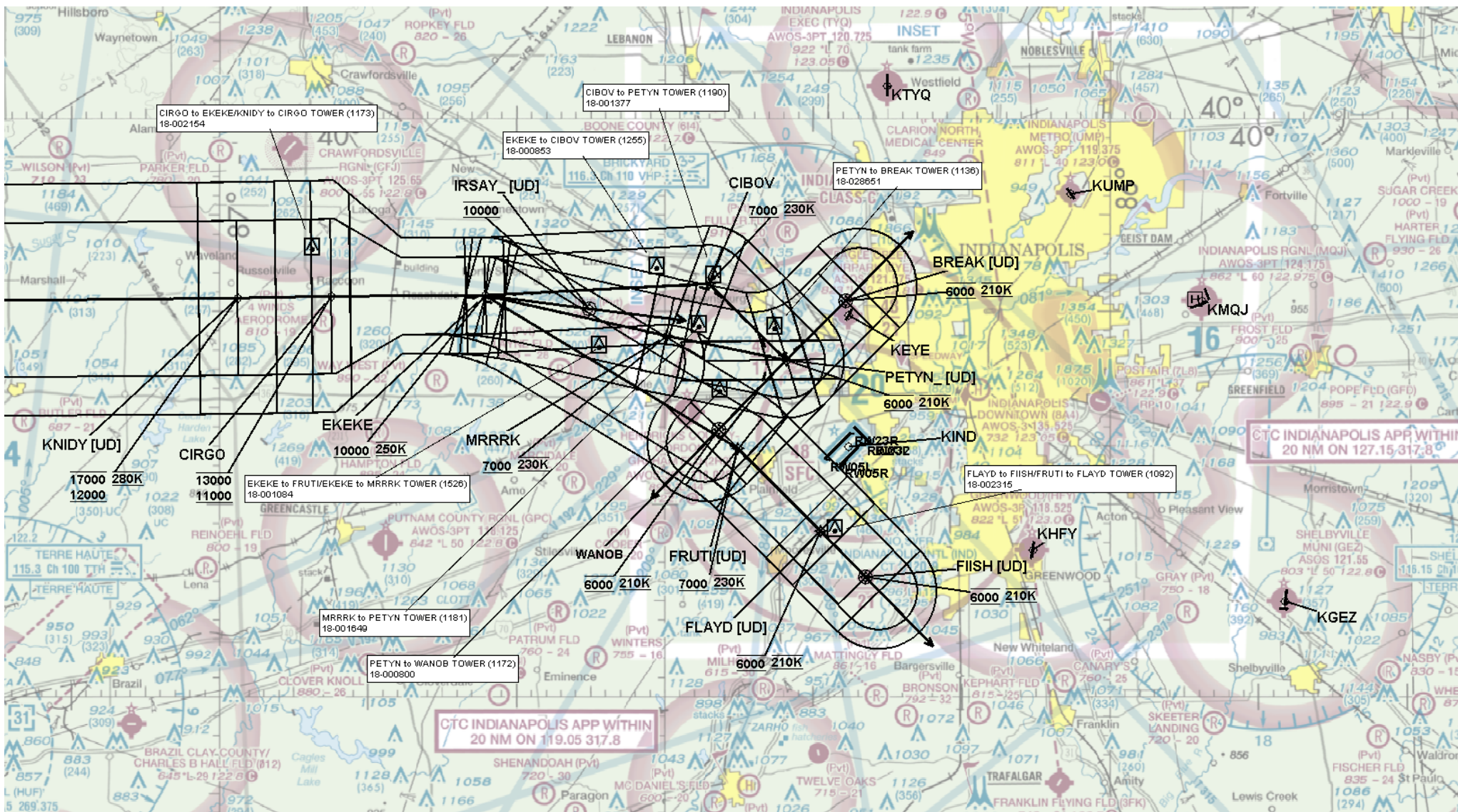
LOST COMMUNICATIONS: In the event of lost communication prior to runway assignment, execute ILS or LOC Rwy 23R approach.



KOLTS3 (RNAV)



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KOLTS3 (RNAV)

