

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: SID	Estimated Chart Date: 05/14/2026	APWS Task ID: C9C66A03695B4BC9A212B75C06CF607E	APWS Project ID: 22EA0654BB1F4F148F1F10A92F124413
Procedure: MAREO ONE (RNAV)	Enroute: YES	Specialist: Dudzinski, Lisa	Agreement Number:		
Airport ID: KIND	Airport City: INDIANAPOLIS	State: IN			
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			

Procedure Comments:

ACTIVE DATA USED FOR AIRPORT AND RUNWAYS.

CONVERTED CURRENT MAREO FIVE SID INTO MAREO ONE (RNAV) SID.

8260-1 WAIVER ON FILE: USING LESS ROC THAN REQUIRED FOR DP LEVEL OCS.

8260-1 WAIVER ON FILE: ATC REQUESTED MAINTAINED ALTITUDE LOWER THAN THE UNRESTRICTED CLIMB ALLOWED BY TERPS EVALUATION.

CONTACT ALLAN WILL TRAINING SUBTEAM MANAGER AJV-A33 405-954-6103.

1/16/26: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 11/07/25, WITH AFS REWORK.

1. DEPARTURE ROUTE DESCRIPTION: REMOVED INDIVIDUAL AIRPORTS SERVED INSTRUCTIONS AND SIMPLY STATE: "ALL RUNWAYS: CLIMB ON ASSIGNED HEADING FOR VECTORS TO LUIJI ON TRACK 090.60 TO MAREO, THEN ON TRANSITION. MAINTAIN (JETS) 5000/(PROPS) 3000, EXPECT FILED ALTITUDE 10 MINUTES AFTER DEPARTURE."

2. REMARKS: RE-WORDED THE LAST 2 REMARKS TO MATCH THE WAIVER FOR VECTORING BELOW THE MVA, BULLETS 7&8.



03/19/2026: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 03/13/2026.
CORRECTED FIX NAME FROM LUIJI TO LUIJE ALL LOCATIONS.



8260-2 BDOCK

03/20/2026: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 03/13/2026.
STATE: CHANGED FROM IN. TO OH.



03/20/2026: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 03/13/026.

CORRECTED TRANSITION COMPUTER CODE: FROM MARIO1.KLYNE TO MAREO1.KLYNE AND MARIO1.UKATS TO MAREO1.UKATS.



FIPC DME/DME FORM

PROCEDURE: MAREO ONE DEPARTURE (RNAV)		AIRPORT NAME: INDIANAPOLIS INTL		AIRPORT ID: KIND	SPECIAL CONTROL NO: BG-01-153-26
FAC ID: MAREO1		CITY: INDIANAPOLIS		ST: IN	ORIG CHART DATE: 05/14/2026
DFL TYPE: PROC/D	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 1.0	REIMB. NUMBER: AC0721	PTS TASK ID: C9C66A03695B4BC9A212B75C06CF607E	

PREFLIGHT NOTES

REVIEWER:	DATE:
COMMENTS:	CHECK ONE: <input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT
	YES NO
	CPV COMPLETE? <input checked="" type="checkbox"/> X

PROCEDURE RESULTS

INSPECTION DATE: 03/12/2026	CREW #: VN329	N #: N83	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT	ARINC CODING: <input type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT
FLIGHT INSPECTOR SIGNATURE: glen b freeman @ 03/12/2026 20:02		PRINTED NAME: FREEMAN, GLEN BURSON		NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO

FLIGHT INSPECTOR REMARKS:
BG-01-153-26, INDIANAPOLIS INTL, INDIANAPOLIS, IN, MAREO ONE DEPARTURE (RNAV), COMPLETED Satisfactory as proposed.

DME/DME STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> UNSAT	SPECIALIST SIGNATURE: rylee y-ctr ward @ 03/16/2026 15:00	PRINTED NAME: Rylee Ward
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SPECIALIST REMARKS:
Procedure SAT for DME/DME/IRU NAV. All DME ESV's for legs flown recorded by Flight Inspection Aircraft all other ESV's certified by TARGETS.

IN-FLIGHT OBSTACLE REPORT

OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:
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FIPC DME/DME FORM

PROCEDURE: MAREO ONE DEPARTURE (RNAV)		AIRPORT NAME: INDIANAPOLIS INTL		AIRPORT ID: KIND	SPECIAL CONTROL NO: BG-01-153-26
FAC ID: MAREO1		CITY: INDIANAPOLIS		ST: IN	ORIG CHART DATE: 05/14/2026
DFL TYPE: PROC/D	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 1.0	REIMB. NUMBER: AC0721	PTS TASK ID: C9C66A03695B4BC9A212B75C06CF607E	

PREFLIGHT NOTES

REVIEWER:	DATE:
COMMENTS:	CHECK ONE: <input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT
	YES NO
	CPV COMPLETE? <input checked="" type="checkbox"/> X

PROCEDURE RESULTS

INSPECTION DATE: 03/12/2026	CREW #: VN329	N #: N83	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT	ARINC CODING: <input type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT
FLIGHT INSPECTOR SIGNATURE: glen b freeman @ 03/12/2026 20:02		PRINTED NAME: FREEMAN, GLEN BURSON		NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO

FLIGHT INSPECTOR REMARKS:
BG-01-153-26, INDIANAPOLIS INTL, INDIANAPOLIS, IN, MAREO ONE DEPARTURE (RNAV), COMPLETED Satisfactory as proposed.

DME/DME STATUS: <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT	SPECIALIST SIGNATURE:	PRINTED NAME:
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SPECIALIST REMARKS:

IN-FLIGHT OBSTACLE REPORT

OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:
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MAREO FIVE DEPARTURE (RNAV)
(MAREO5.MAREO) FIG

D-ATIS
134.25
CLNC DEL
128.75 251.1
CPDLC
GND CON
121.9
INDY TOWER
120.9 251.1
INDIANAPOLIS DEP CON
124.95 317.8 (EAST)
119.05 317.8 (WEST)

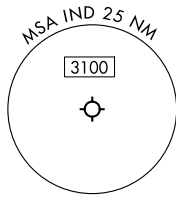
DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAY 5L/R, 14, 32, 23L/R: Climb on assigned heading for vectors to LUJJE, thence....

.... on track 091° to MAREO, then on transition.
Maintain (Jets) 5000/(Props) 3000, expect filed altitude 10 minutes after departure.

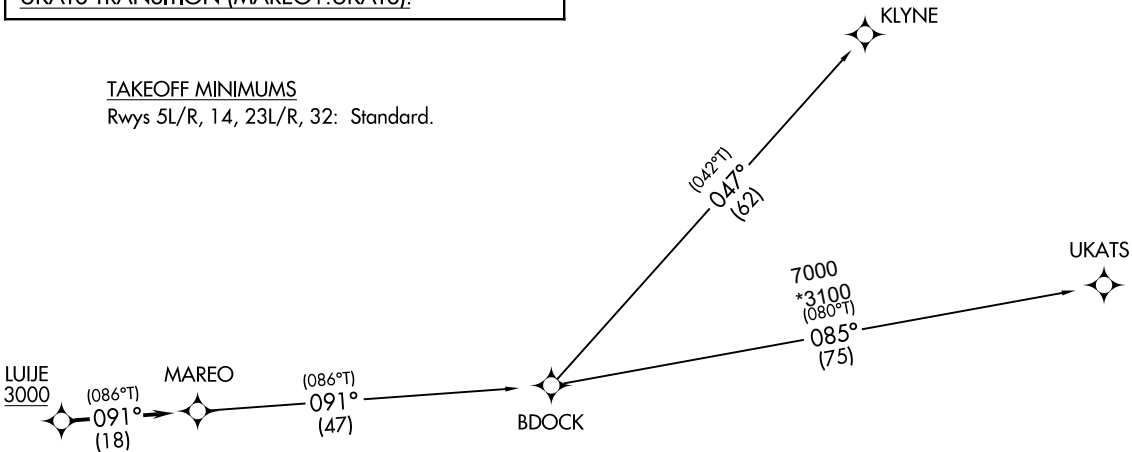
KLYNE TRANSITION (MAREO1.KLYNE):
UKATS TRANSITION (MAREO1.UKATS):

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

TOP ALTITUDE:
(JETS) 5000
(PROPS) 3000



TAKEOFF MINIMUMS
Rwys 5L/R, 14, 23L/R, 32: Standard.



PROTOTYPE-NOT FOR NAVIGATION

NOTE: Chart not to scale.

INDIANAPOLIS, INDIANA
INDIANAPOLIS INTL (IND)

(MAREO1.MAREO) FIG
MAREO ONE DEPARTURE (RNAV)

AL-203 (FAA)

INDIANAPOLIS INTL (INTD)
INDIANAPOLIS, INDIANA

REQUESTED BY: FAA

PRB RESULT: RETURN FOR REWORK

WAIVER: NO HAZARDS IDENTIFIED

NON-SAFETY CRITICAL COMMENTS:

1. THE ENROUTE (LAST LEG) OF THE PROPOSED SID_BDOCK TO UKATS SHOULD HAVE THE MOCA CHARTED. SEE 8260.46K, PARAGRAPH 3-1-1.J.(2)(B) FOR MOCA GUIDANCE.

- COMPLETE -I HAVE PDF EDITED THE FIG TO SHOW THE MOCA/MEA.

2. PLEASE INCLUDE MVA WITH PDF IN THE BINDER/REVIEW PACKAGE.

- COMPLETE. PLACED IN AFS_W FILE.

3. DRD RWY GROUPING: WHEN INSTRUCTIONS APPLY TO ALL RWYS SERVED ON THE DRD FOR AN AIRPORT, PLEASE STATE, FOR EXAMPLE, FOR KIND, "ALL RUNWAYS: CLIMB ON ASSIGNED HEADING FOR VECTORS TO LUIJI ON TRACK 090.60 TO MAREO, THEN ON TRANSITION. MAINTAIN (JETS) 5000/(PROPS) 3000, EXPECT FILED ALTITUDE 10 MINUTES AFTER DEPARTURE." AND REMOVE THENCE BY STATING THE ENTIRE CLEARANCE IN THE DRD LINE. THIS WOULD APPLY TO ALL AIRPORTS ON THIS SID AND WOULD BE REPEATED AS MANY TIME AS NECESSARY FOR AS MANY AIRPORTS AS ARE SERVED. CHARTING AND USERS WILL LIKE THIS SIMPLIFICATION. – COMPLETE.

4. MSA AIRPORT GROUPING: CHANGE MSA TO "ALL AIRPORTS: 2900." SEE MSA GUIDANCE IN 8260.46K, PARAGRAPH 3-1-2.A. - COMPLETE

5. 8260-1 FOR REDUCED ROC (1 OF 2): BULLET 3.E ERRONEOUSLY REFERENCES "MSP". – COMPLETE.

6. 8260-1 RV BLO MVA WAIVER: SINCE THE DIVERSE END ALTITUDE ASSESSMENTS ARE ON AN ATTACHMENT, SUGGEST REPHRASING BULLET 4(3) AS: "DIVERSE ASSESSMENT DISTANCES=25. SEE ATTACHMENT FOR DIVERSE END ALTITUDE CALCULATIONS." – COMPLETE.

7. 8260-15B; REMARKS; SUGGEST REWORDING/CLARIFYING THE LAST TWO NOTES. FOR THESE BULLETS, PLEASE RESTATE THE LAST TWO RV BLO MVA WAIVER BULLETS IN SECTION 4 (BULLETS 7 AND 8); THAT SHOULD SUFFICE. – COMPLETE.

8. AN ATC FACILITY SOP SUPPORTING THE VECTOR SID DESIGN SHOULD BE INCLUDED, WHETHER IT BE A MODIFICATION OF THE EXISTING OR A NEW ONE. THIS WILL INFORM THE PRB REVIEWERS THAT THE LANGUAGE ON THE

WAIVER AND 8260-15B WILL BE ADHERED TO AND DISSEMINATED W/IN THE FACILITY AS THE DOCUMENTS STATE. A DRAFT VERSION WOULD SUFFICE. **HAVE COORDINATED WITH FPT, AWAITING FEEDBACK.**

ADMINISTRATIVE COMMENTS:

1. 8260-15B; TAKEOFF MINIMUMS; GEZ: 9,27: NA... SUGGEST REMOVING ENVIRONMENTAL AND EXPLAIN IN DETAIL WHAT THIS MEANS IN REMARKS. NA'ING FOR "ENVIRONMENTAL" IS GENERIC, (CAN BE) CONFUSING, AND USUALLY LEADS FOLKS TO ASSUME THAT IT MEANS NA FOR NOISE ABATEMENT. UPCOMING VERSIONS OF THE 8260.46 WILL CLARIFY THIS AND PROVIDE A CLEAR EXPLANATION OF HOW TO DO IT. BUT FOR NOW, THIS IS A SUGGESTION.

- **GEZ TAKEOFF MINIMUMS MATCH TO ODP & SIDS MINS.**

1. FLIGHT PROCEDURE IDENTIFICATION:

**EYE, HFY, IND, MQJ, TYQ, UMP; INDIANAPOLIS, IN
GEZ; SHELBYVILLE, IN**

MAREO (RNAV) SID

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

Deviation from standard criteria. 8260.3, Paragraph 2-1-3. Using less ROC than required for DP level OCS.

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

- a. Two different rounding criteria are used for evaluation. The controlling obstacle for the MVA is 1547 feet.
 - (1). FAA Order 8260.3 requires 1000 feet of level ROC when assessing level flight. The altitude must be rounded up to the next higher 100 foot altitude.
 - (2). ATO allows the altitude to be rounded down to the next lower 100 foot for 49 feet or less.
- c. IND ATCT/TRACON will be using radar vectors and the MVA to separate aircraft.
- d. The TERPS evaluation doesn't account for the ATC hold down at 2500 feet.
- e. The departure procedures were designed originally before the change to criteria but have not been brought into compliance. IND ATCT/TRACON has a need to separate the flow between IND and satellite airports for departures/ arrivals and departures/departures. IND ATCT/TRACON turns departures based on a range of headings using all runways and the lowest altitude assigned would be 2500 feet based on the MVA.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

- a. Aircraft will be required to climb to 2500 feet based on radar and the MVA so controllers will know where the aircraft is.
- b. Pilots are required per 14 CFR to check their altimeter on the ground and ensure it is not more than 75 feet off from the airport altitude when departing.
- c. ATC is required to validate the altitude on initial contact.
- d. Per 14 CFR, part 91.185 the pilot is expected to climb to the requested/assigned altitude and proceed direct to the assigned/filed route of flight.
- e. Level ROC on approach is 500/250 in the terminal environment. The aircraft would only be assigned 2500 feet for a short period of time to ensure initial separation. The aircraft will then be assigned JETS 5000, PROPS 3000 feet.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Climbing the aircraft to an altitude 100ft higher will cause major issues with LOA and other ATC existing agreements.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

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

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE		SIGNATURE
11/07/25	AJV-A33	MANAGER	<i>Digitally signed by</i> CASIMIR L TABAKA Dec 09, 2025	

8. FLIGHT STANDARDS ACTIONS:

APPROVED DISAPPROVED NOT REQUIRED

COMMENTS:

DATE ROUTING SYMBOL SIGNATURE

1. FLIGHT PROCEDURE IDENTIFICATION:

**EYE, HFY, IND, MQJ, TYQ, UMP; INDIANAPOLIS, IN
GEZ; SHELBYVILLE, IN**

MAREO (RNAV) SID

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.

(3). DIVERSE ASSESSMENT DISTANCES=25. SEE ATTACHMENT FOR DIVERSE END ALTITUDE CALCULATIONS.

(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
11/07/25	AJV-A33	MANAGER

Digitally signed by
CASIMIR L TABAKA
Dec 09, 2025

SIGNATURE

8. FLIGHT STANDARDS ACTIONS:

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

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE
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