

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: SID	Estimated Chart Date: 06/12/2025	APWS Task ID: DACDA772447943C185C50CE0DC5E4081	APWS Project ID: 6C9F91F4AB9442D9B8AC538316C24CFF
Procedure: INDY THREE		Enroute: YES	Specialist: Pipkin, Ryan		Agreement Number:
Airport ID: KIND			Airport City: INDIANAPOLIS		State: IN
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<div>Procedure Comments: PROCEDURE DEVELOPED USING ACTIVE AIRNAV DATA FOR KIND.  REMOVE PROP AIRCRAFT.  CANCEL WAIVER: RETAINING PROPELLER AND JET ROUTES.  CONTACT JOHN BORDY: (405)954-0980</div> <div><div>QUALITY 38 CHECKED</div><div>QUALITY 23 CHECKED</div></div>					

<b>FIPC BASIC FORM</b>								
<b>PROCEDURE:</b> INDY THREE			<b>AIRPORT NAME:</b> INDIANAPOLIS INTL		<b>AIRPORT ID:</b> KIND		<b>SPECIAL CONTROL NO:</b> BP-01-148-25	
<b>FAC ID:</b> INDY3		<b>CITY:</b> INDIANAPOLIS			<b>ST:</b> IN		<b>ORIG CHART DATE:</b> 06/12/2025	
<b>DFL TYPE:</b> PROC/T	<b>THIRD PARTY:</b> <input type="checkbox"/> YES	<b>EST. TIME ON SITE:</b> 0.4	<b>REIMB. NUMBER:</b>		<b>PTS TASK ID:</b> DACDA772447943C185C50CE0DC5E4081			
<b>PREFLIGHT NOTES</b>								
<b>REVIEWER:</b> scott wiebe					<b>DATE:</b> 01/27/2025			
<b>COMMENTS:</b>					<b>CHECK ONE:</b>			
					<input type="checkbox"/> FLT CK REQ <input checked="" type="checkbox"/> NFCR <input type="checkbox"/> REJECT			
							<b>YES</b>	<b>NO</b>
					<b>CPV COMPLETE?</b>		<b>X</b>	
<b>PROCEDURE RESULTS</b>								
<b>INSPECTION DATE:</b> 01/27/2025		<b>CREW #:</b> VN219	<b>N #:</b>	<b>INSTRUMENT PROCEDURE STATUS:</b> <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		<b>ARINC CODING:</b> <input type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT		
<b>FLIGHT INSPECTOR SIGNATURE:</b> scott wiebe @ 01/28/2025 05:55			<b>PRINTED NAME:</b> WIEBE, GREGORY SCOTT				<b>NOTAM INITIATED?</b> <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
<b>FLIGHT INSPECTOR REMARKS:</b>								
<b>IN-FLIGHT OBSTACLE REPORT</b>								
<b>OBSTRUCTION ID #:</b>	<b>COORDINATES OR LOCATION:</b>		<b>GNSS ALTITUDE (MSL):</b>		<b>BAROMETRIC ALTITUDE (MSL):</b>		<b>HEIGHT ABOVE GROUND LEVEL:</b>	

**CANCEL**

**1. FLIGHT PROCEDURE IDENTIFICATION:**

INDIANAPOLIS, IN  
INDIANAPOLIS INTL, (KIND)  
INDY DEPARTURE

**WAIVER REQUIRED AND APPLICABLE STANDARD:**

IND ATCT requests a waiver to FAA Order 8260.46J - Departure Procedure (DP) Program paragraph 2-1-1, d., (7) which states: Do not establish DPs containing more than one departure route from the end of a runway to the end of the DP to support different types of aircraft (e.g., jet, turbo-prop, etc.) or different equipment requirements (distance measuring equipment (DME), non-DME). Where this is necessary, develop separate procedures.

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

IND ATCT is requesting this waiver due to safety, efficiency, environmental, cost and timing reasons.

By eliminating the propeller route on this procedure, it would force slower, lower performance aircraft into the same stream of traffic as jet aircraft. This would create overtake scenarios where a jet departing behind a propeller aircraft on the same route could catch the slower prop aircraft.

In order to avoid the overtake scenario, the tower controller would have to provide extra spacing behind the slower props and decrease the efficiency of the operation.

Eliminating the propeller route from the procedure will place additional traffic on the currently established jet route(s). This may have environmental impacts due to the extra aircraft on those routes.

To establish a separate departure procedure just for propeller aircraft is not cost effective. To spend money on developing a separate procedure for propeller aircraft when the entire initial route is a heading that is assigned by the tower controller does not seem cost effective.

This is especially true when several of our departure procedures will need to be replaced in the future due to the timing of NAVAIDs being decommissioned as part of the VORMON program.

We believe it would make sense to issue a waiver for this departure procedure and address bringing the SID up to the standard in FAA JO 8260.46 at the time the new procedures associated with the VORMON project are developed.

**4. EQUIVALENT LEVEL OF SAFETY PROVIDED:**

Air traffic controllers currently provide specific navigational guidance to each aircraft using the current procedure from the runway end to join the common route of the procedure. This would be no different if there are separate departure procedures for jet aircraft and propeller aircraft.

**5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:**

Eliminating the separate departure routing for jets and propeller aircraft on this procedure would decrease the overall safety and efficiency of the procedure by placing slower propeller aircraft on the same initial departure routing as faster jet aircraft.

Developing separate departure procedures for jets and propeller aircraft would not be cost effective or timely. This is especially true if a request is made for separate jet and prop procedures when new departure procedures will need to be developed in the next few years due to the VORMON program.

It is not feasible to just eliminate routing for propeller aircraft as Indianapolis Center and Chicago Center require aircraft entering their altitude stratus from IND to be on departure procedures.

**6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):**

**7. SUBMITTED BY:**

DATE	OFFICE IDENTIFICATION	TITLE
11/16/23	IND ATCT	Air Traffic Manager

**SIGNATURE**  
Anthony Marchese

**8. AFS ACTIONS:**

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

**COMMENTS:**

DATE	ROUTING SYMBOL	SIGNATURE
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Jim Rose  
Signed By: Jim Rose Fri  
Mar 15 2024 13:58:19 GMT-  
05:00:00 (Central Standard  
Time)

This waiver is canceled effective June 12, 2025.  
Separate departure routings for props have been removed.

John Bordy, Manager, AJV-A33

ACTIVE

20240123-8296 page 1 of 2

Waiver 2 of 2

**1. FLIGHT PROCEDURE IDENTIFICATION:**

INDIANAPOLIS, IN  
INDIANAPOLIS INTL, (KIND)  
INDY DEPARTURE

**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):**

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:**

Methodology from FAA Order 8260.3, Section 13-2, Diverse Departure Assessment was applied to assess obstacles to ensure obstacle clearance to the requested altitude and the methodology used for the evaluation of the hold down altitude.

Top Altitude: (Jets) 5000 / (Pops) 3000

Diverse Assessment Distance = 25 NM

DER Distance to DRP: 1.08 NM

DER Elevation = 783 MSL

25 NM - 1.08 NM = 23.92 NM

23.92 NM x 200 FT/NM + 783 = 5567 (rounds to 5600 MSL)

**5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:**

**6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):**

Jeff Chester, Indianapolis District Support Manager for Airspace & Procedures (TCID)  
Mark Wittmayer, Staff Support Specialist (IND ATCT)

**7. SUBMITTED BY:**

DATE	OFFICE IDENTIFICATION	TITLE
11/16/23	IND ATCT	Air Traffic Manager

Digitally signed by

BEV L BORDY

Jan 22, 2024

**SIGNATURE**

Anthony Marchese

**8. AFS ACTIONS:**

☒ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

**COMMENTS:**

Approved Based on the Equivalent Level of Safety in Block 4.

DATE	ROUTING SYMBOL	SIGNATURE
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Jim Rose  
Signed By: Jim Rose Fri  
Mar 15 2024 13:58:19 GMT-  
05:00:00 (Central Standard  
Time)

(INDY2.VHP) 24137

INDY TWO DEPARTURE

AL-203 (FAA)

INDIANAPOLIS INTL (IND)  
INDIANAPOLIS, INDIANA

D-ATIS 134.25  
CLNC DEL  
128.75 257.8  
CPDLC  
GND CON  
121.9  
INDY TOWER  
120.9 257.8  
INDIANAPOLIS DEP CON  
124.95 317.8 (EAST)  
119.05 317.8 (WEST)

RADAR required.

BOILER  
115.1 BVT  
Chan 98

MARION  
108.6 MZZ  
Chan 23

TOP ALTITUDE:  
(JETS) 5000  
(PROPS) 3000

ROSEWOOD  
117.5 ROD  
Chan 122

CHAMPAIGN  
115.75 CMI  
Chan 104(Y)

LOCALIZER  
111.75 I-UZK  
Chan 54(Y)

BRICKYARD  
116.3 VHP  
Chan 110

TERRE HAUTE  
115.3 TTH  
Chan 100

I-UZK [2.6]  
I-FVJ [2.3]

LOCALIZER  
111.15 I-OQV  
Chan 48(Y)

DAYTON  
114.5 DGN  
Chan 92

LOCALIZER  
111.15 I-FVJ  
Chan 48(Y)

SHELBYVILLE  
116.15 SHB  
Chan 108 (Y)

HOOSIER  
110.2 OOM  
Chan 39

POCKET CITY  
113.3 PXV  
Chan 80

R-3401B

R-3401A

R-3403B

R-3403A

MSA VHP 25 NM

3100

TAKEOFF MINIMUMS:

Rwy 5L/R, 14, 23L/R, 32: Standard.

NOTE: Select appropriate localizer/DME frequency/channel prior to departure.  
NOTE: Jet aircraft accelerate to 250K until reaching 10000. If unable advise ATC.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

INDY TWO DEPARTURE

(INDY2.VHP) 16MAY24

INDIANAPOLIS, INDIANA  
INDIANAPOLIS INTL (IND)

EC-2, 28 NOV 2024 to 26 DEC 2024

EC-2, 28 NOV 2024 to 26 DEC 2024



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5R (JETS ONLY-DME REQUIRED): Climb on heading 050° to I-OQV 0.3 DME, then on assigned heading 050° or 070°. Maintain 5000.

Thence . . . .

TAKEOFF RUNWAY 5L (JETS ONLY): Climb on heading 050°. Maintain 5000.

Thence . . . .

TAKEOFF RUNWAY 23R (JETS ONLY-DME REQUIRED): Climb on heading 230° to I-UZK 2.6 DME, then on assigned heading 230° or 215°. Maintain 5000.

Thence....

TAKEOFF RUNWAY 23L (JETS ONLY-DME REQUIRED): Climb on heading 230° to I-FVJ 2.3 DME, then on assigned heading 210°, 230°, or 245°. Maintain 5000.

Thence....

TAKEOFF ALL OTHER RUNWAYS (JETS ONLY): Climb on assigned heading.

Maintain 5000. Thence....

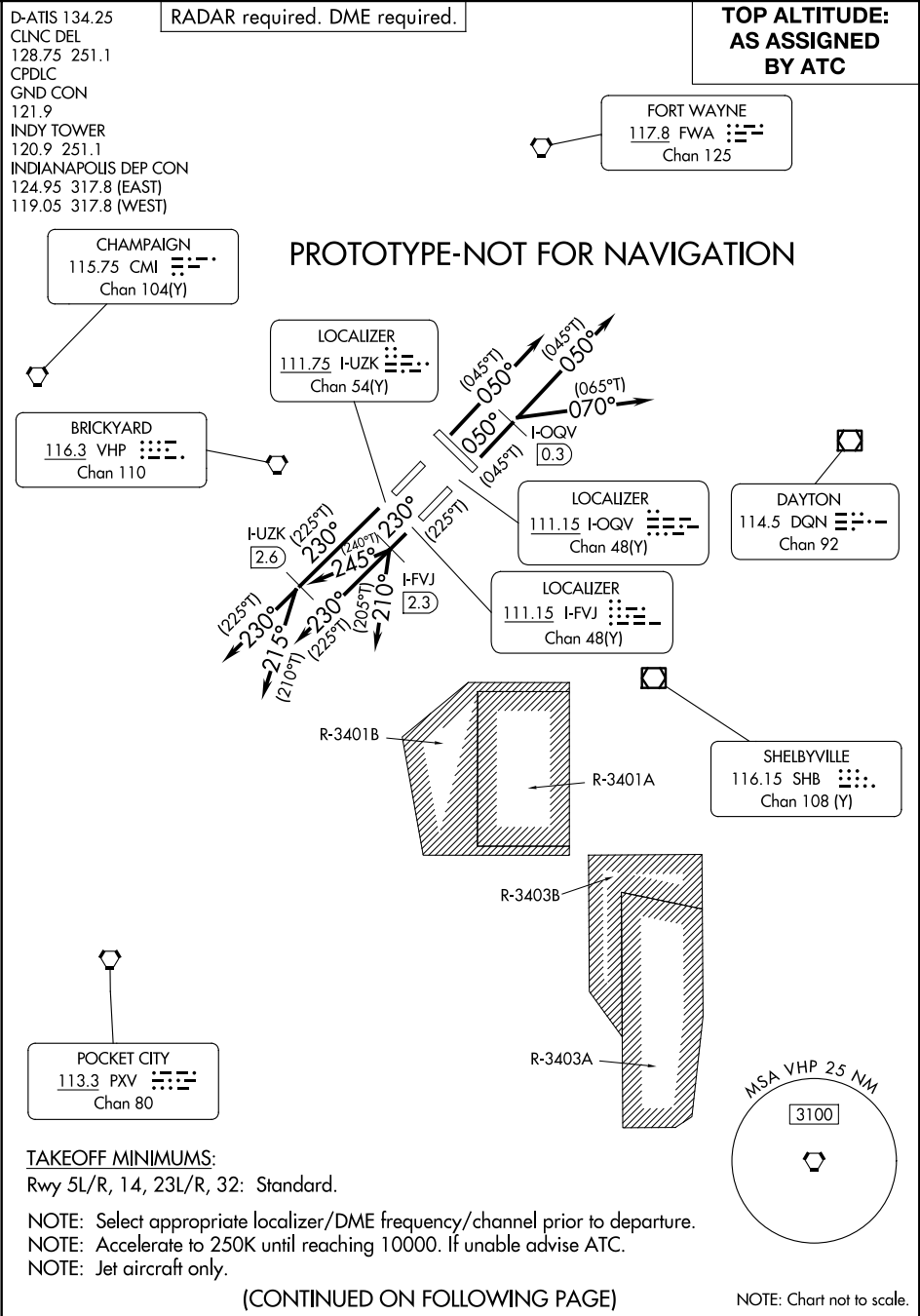
TAKEOFF ALL RUNWAYS (PROPS ONLY): Climb on assigned heading.

Maintain 3000. Thence....

....RADAR vectors to assigned route/fix. Expect clearance to filed altitude 10 minutes after departure.

EC-2, 28 NOV 2024 to 26 DEC 2024

EC-2, 28 NOV 2024 to 26 DEC 2024







DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5R: Climb on heading 050° to I-OQV 0.3 DME, then on assigned heading 050° or 070°.

Thence . . . .

TAKEOFF RUNWAY 5L: Climb on heading 050°.

Thence . . . .

TAKEOFF RUNWAY 23R: Climb on heading 230° to I-UZK 2.6 DME, then on assigned heading 230° or 215°.

Thence....

TAKEOFF RUNWAY 23L: Climb on heading 230° to I-FVJ 2.3 DME, then on assigned heading 210°, 230°, or 245°.

Thence....

TAKEOFF ALL OTHER RUNWAYS: Climb on assigned heading.

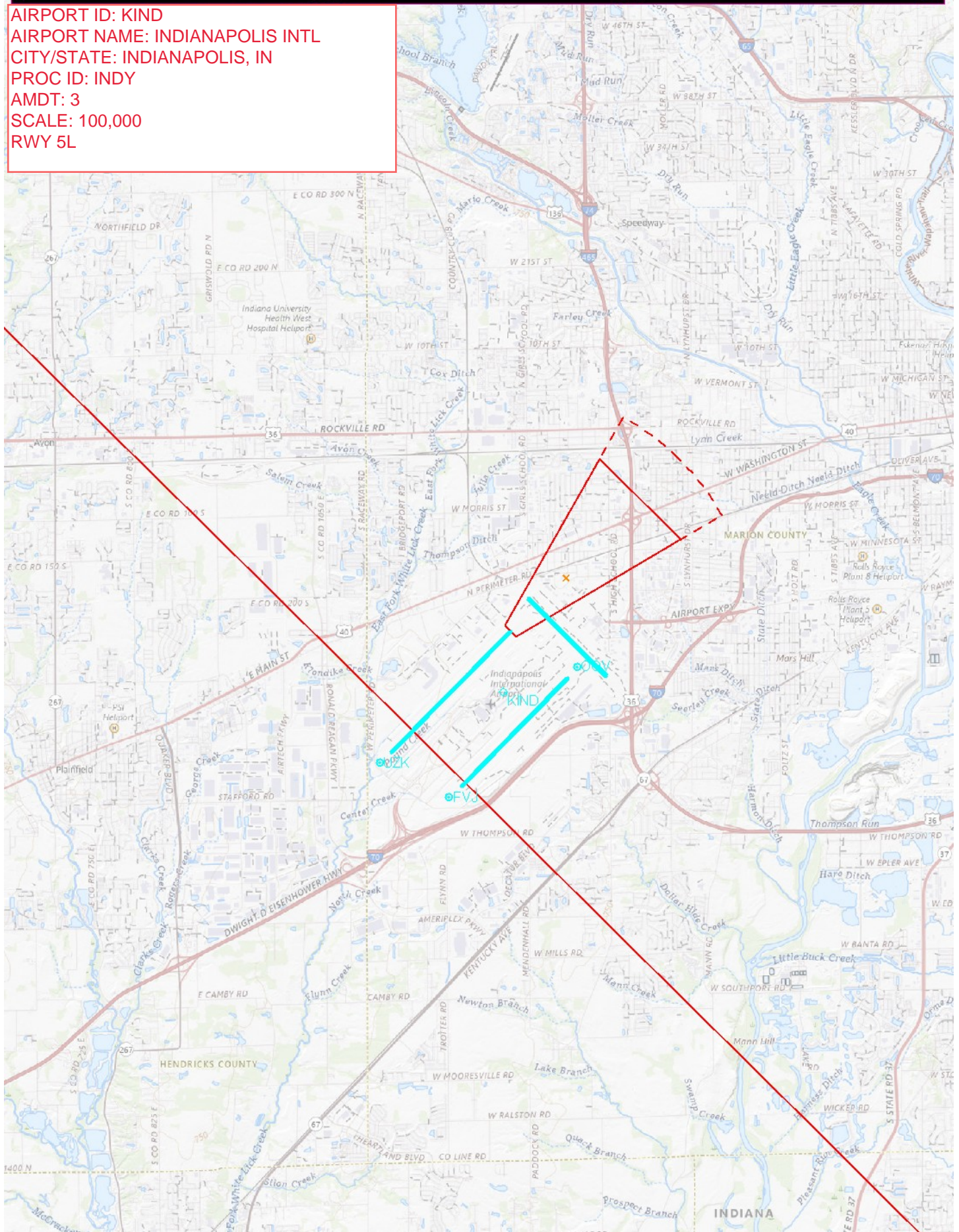
Thence....

....RADAR vectors to assigned route/fix. Maintain ATC assigned altitude, expect clearance to filed altitude 10 minutes after departure.

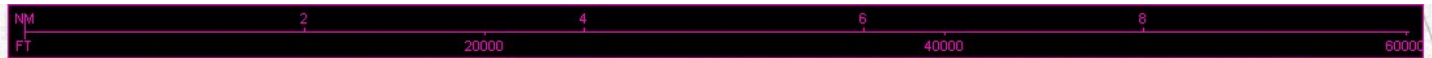
PROTOTYPE-NOT FOR NAVIGATION

NM  
FT 2 4 6 8 20000 40000 60000

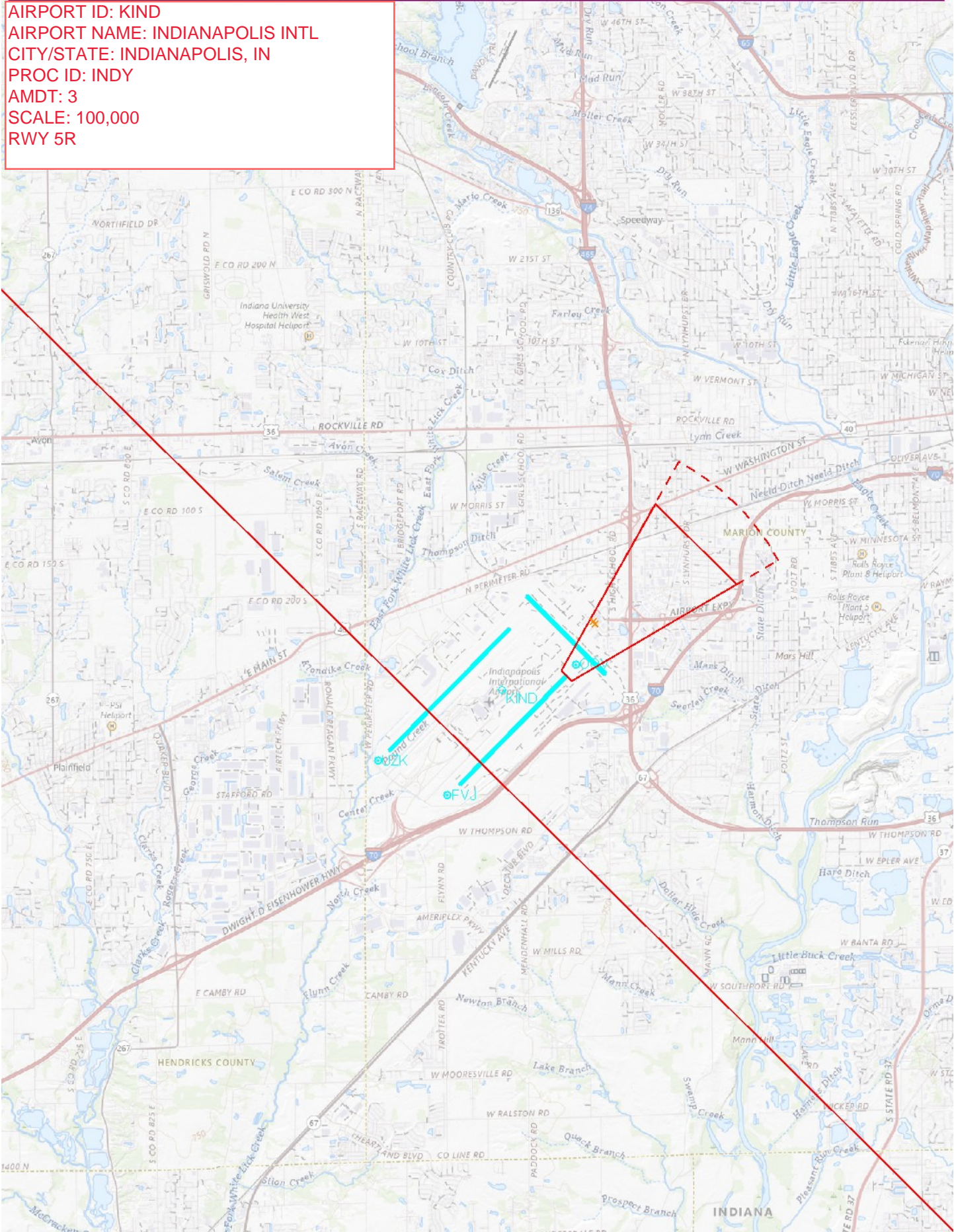
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AIRPORT NAME: INDIANAPOLIS INTL  
CITY/STATE: INDIANAPOLIS, IN  
PROC ID: INDY  
AMDT: 3  
SCALE: 100,000  
RWY 5L







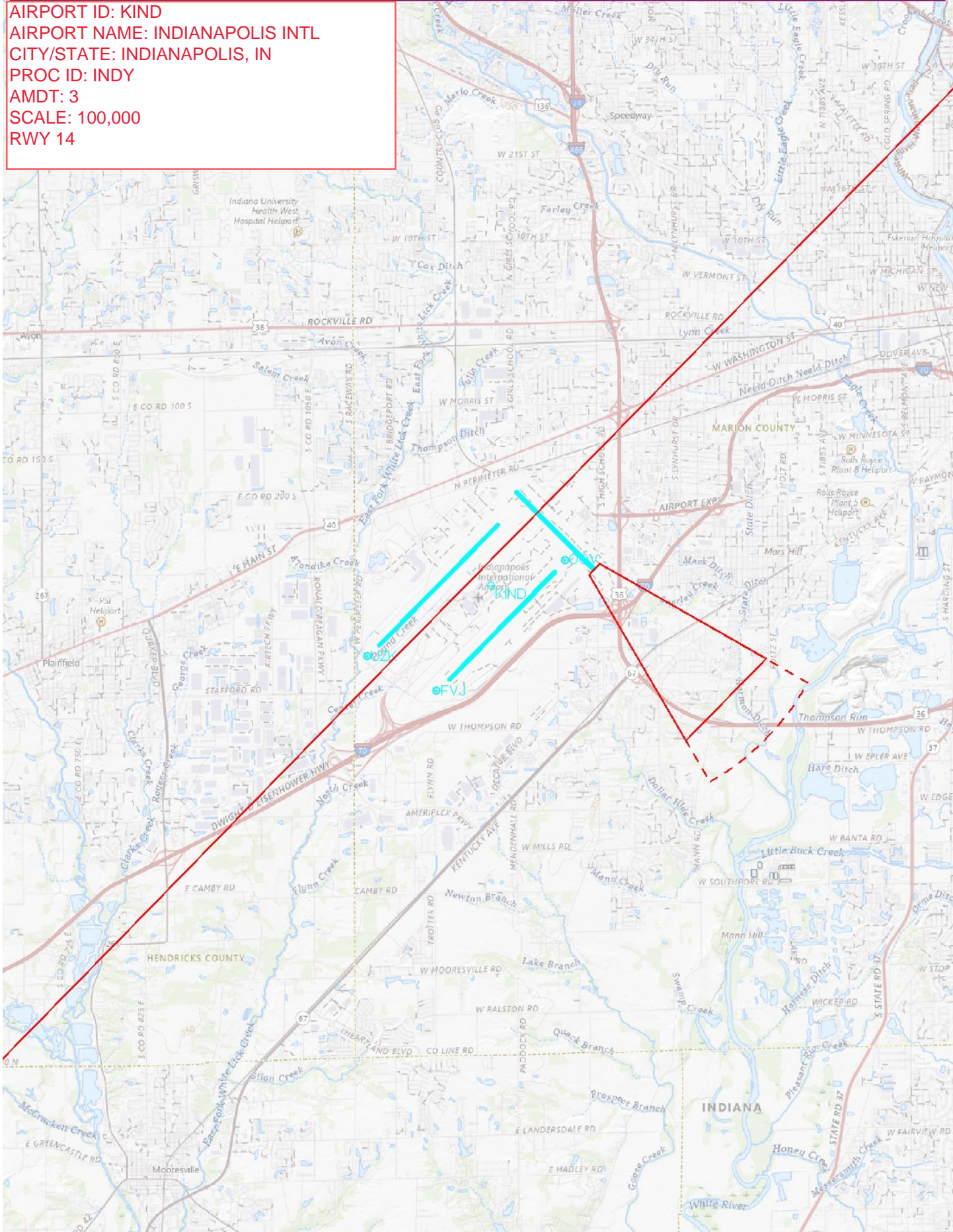
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RWY 5R



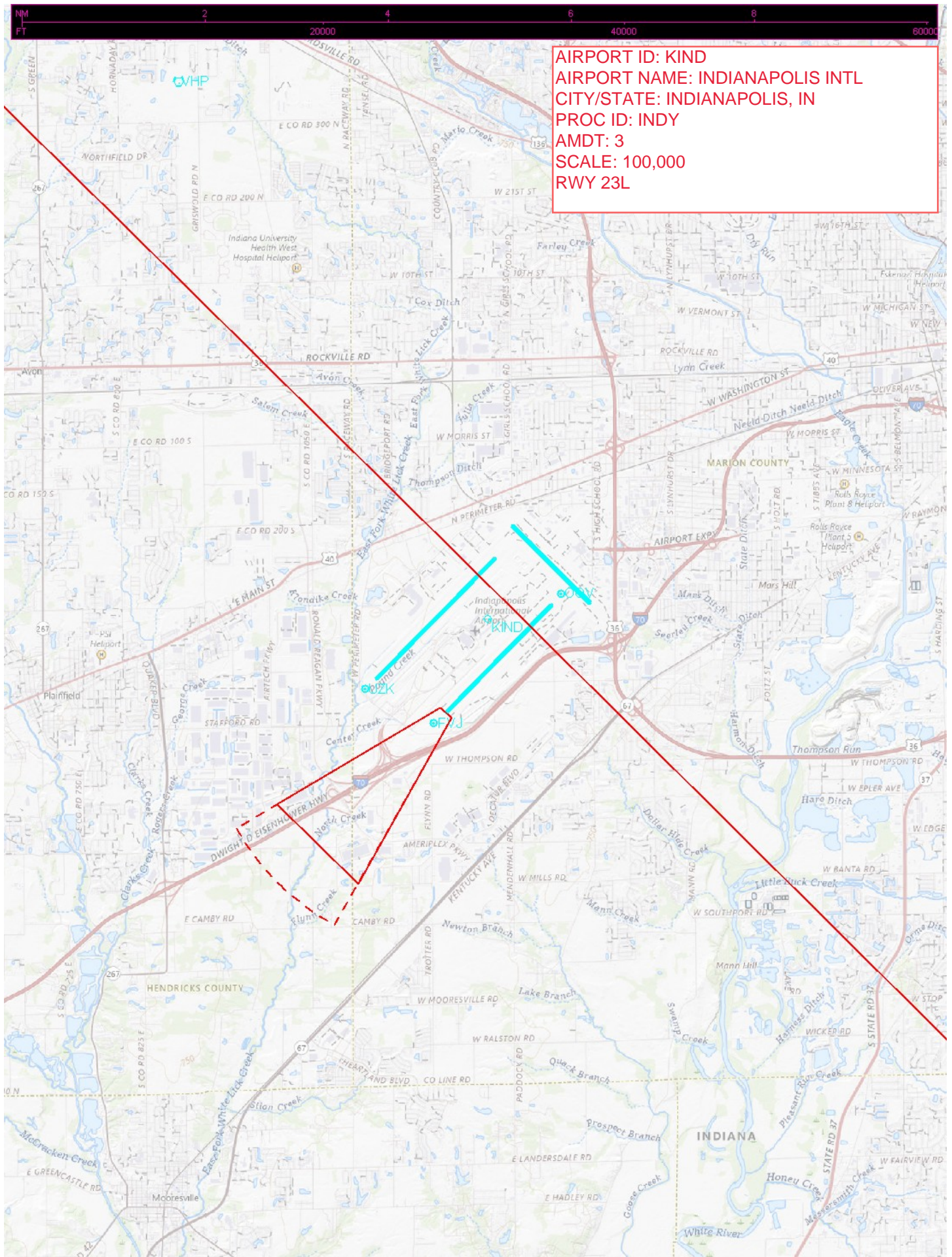




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CITY/STATE: INDIANAPOLIS, IN  
PROC ID: INDY  
AMDT: 3  
SCALE: 100,000  
RWY 14

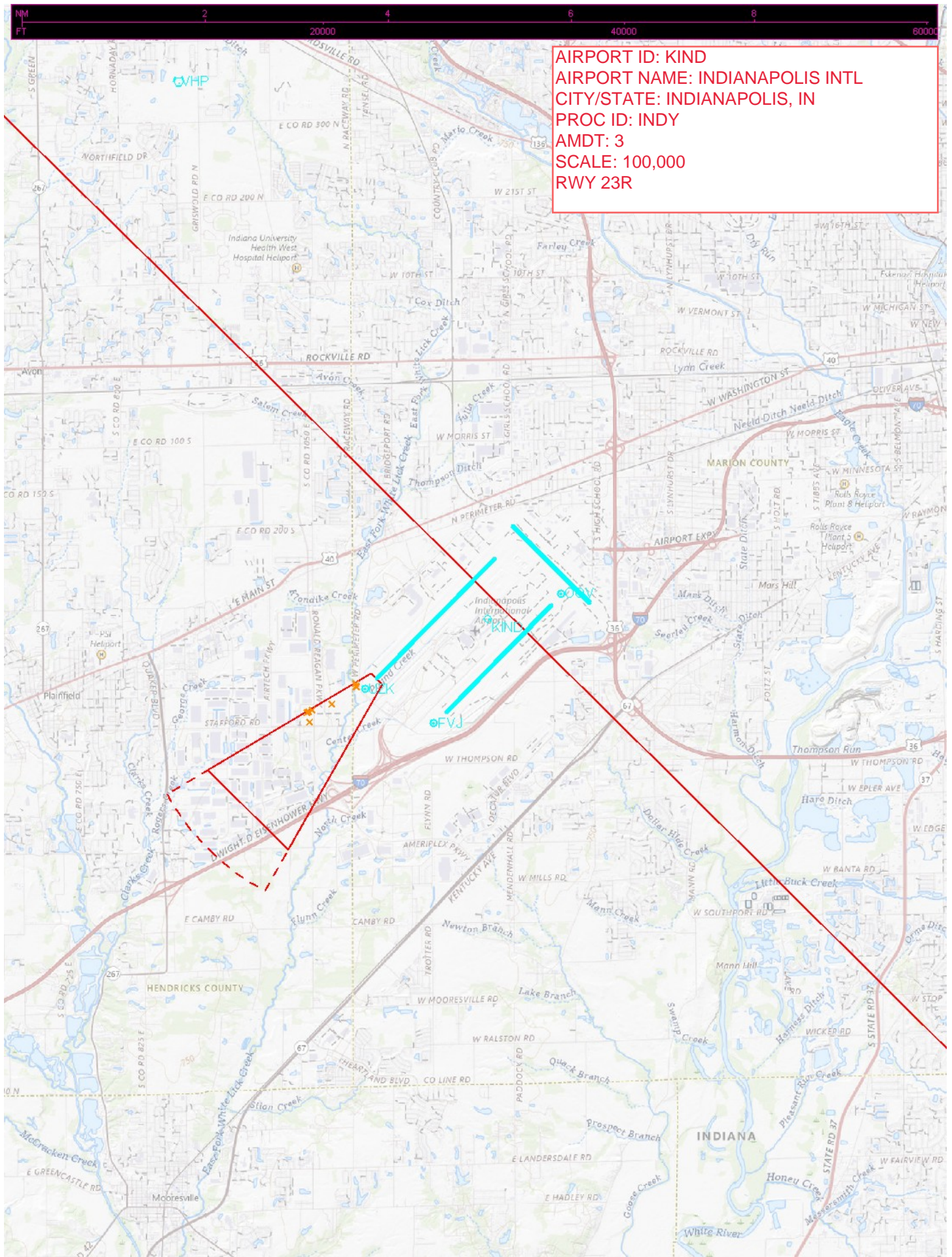






AIRPORT ID: KIND  
AIRPORT NAME: INDIANAPOLIS INTL  
CITY/STATE: INDIANAPOLIS, IN  
PROC ID: INDY  
AMDT: 3  
SCALE: 100,000  
RWY 23L



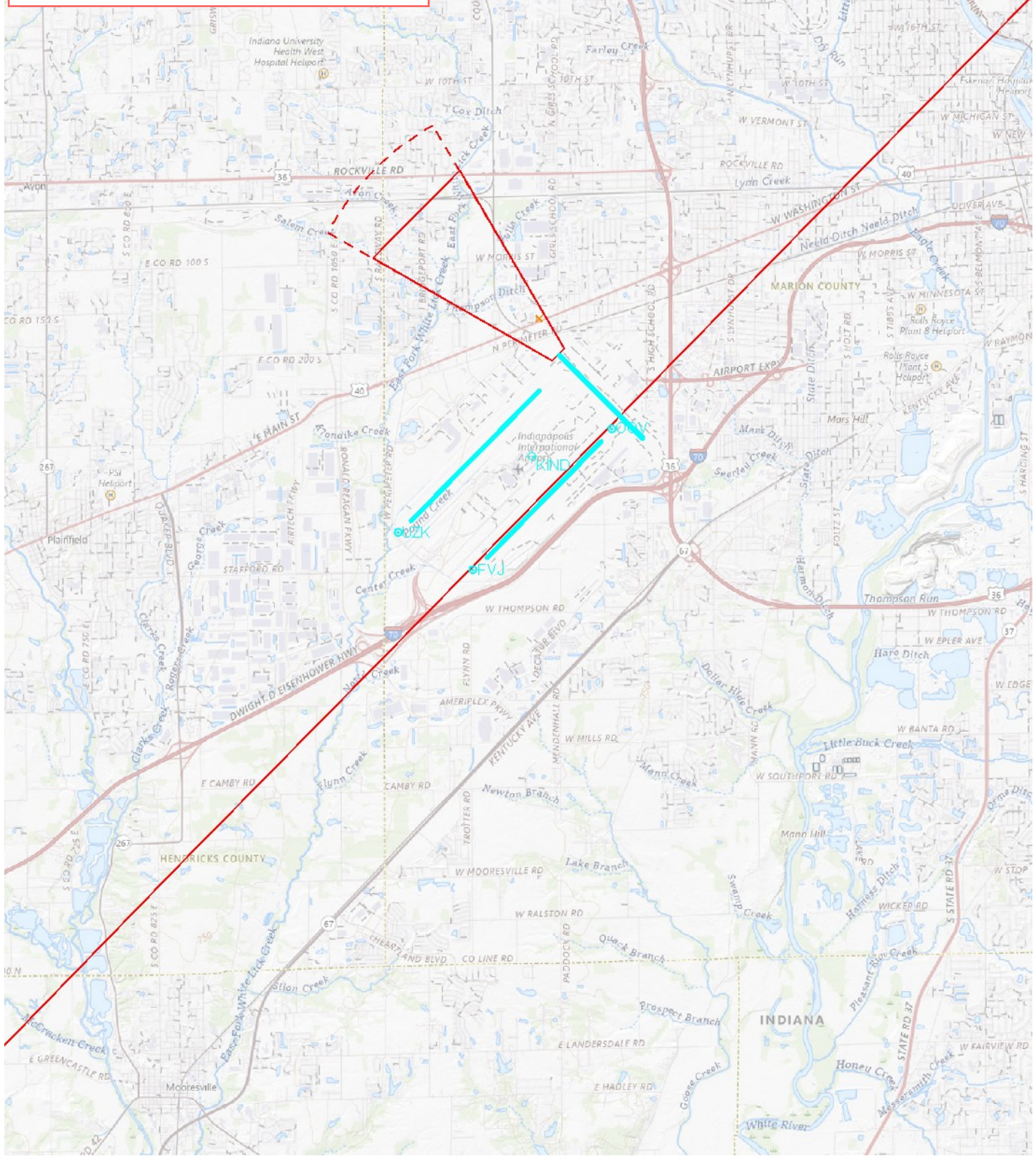


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AIRPORT NAME: INDIANAPOLIS INTL  
CITY/STATE: INDIANAPOLIS, IN  
PROC ID: INDY  
AMDT: 3  
SCALE: 100,000  
RWY 23R





AIRPORT ID: KIND  
AIRPORT NAME: INDIANAPOLIS INTL  
CITY/STATE: INDIANAPOLIS, IN  
PROC ID: INDY  
AMDT: 3  
SCALE: 100,000  
RWY 32





AIRPORT ID: KIND  
AIRPORT NAME: INDIANAPOLIS INTL  
CITY/STATE: INDIANAPOLIS, IN  
PROC ID: INDY  
AMDT: 3  
SCALE: 500,000  
RWY 5L





[illegible]









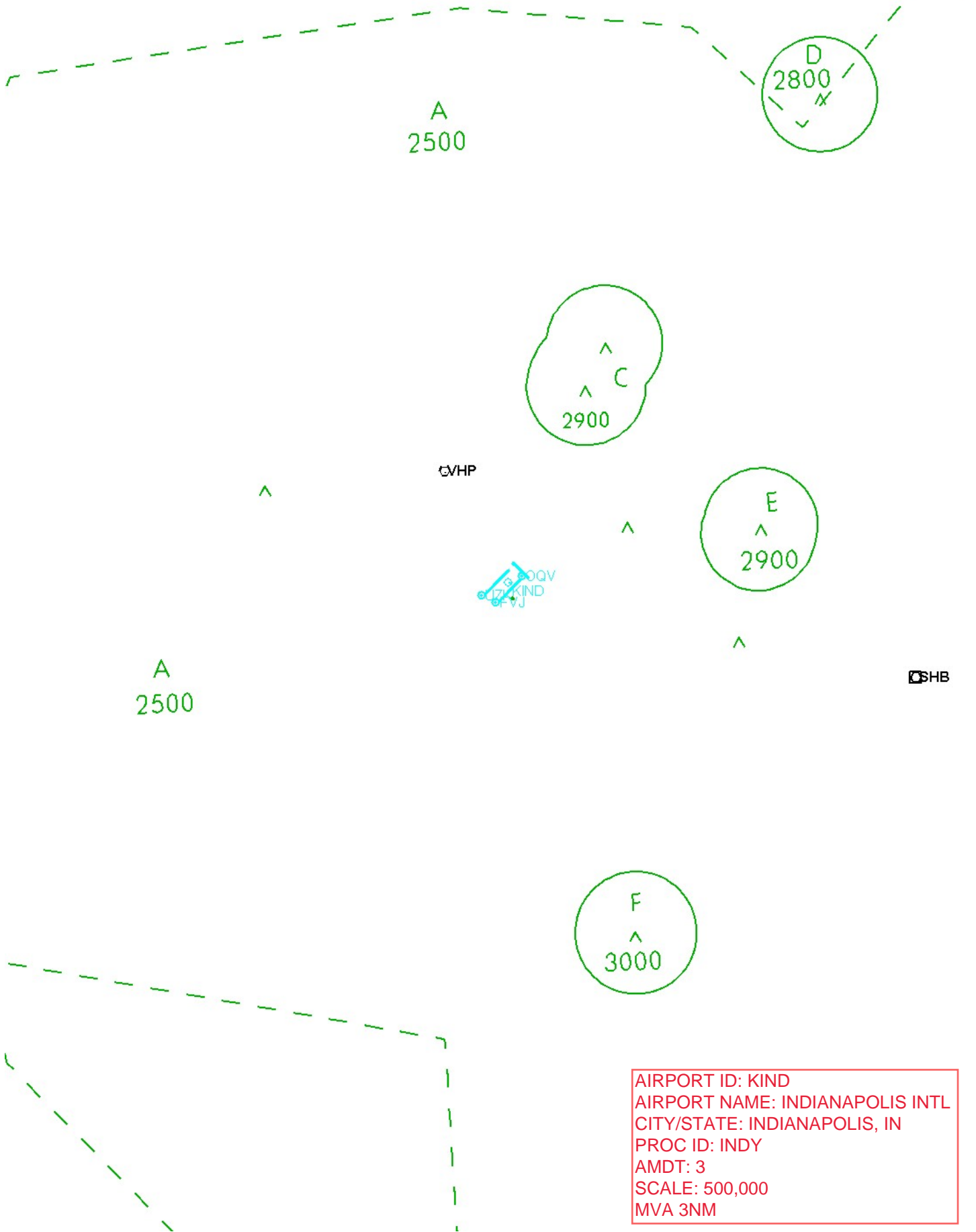












AIRPORT ID: KIND  
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CITY/STATE: INDIANAPOLIS, IN  
PROC ID: INDY  
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SCALE: 500,000  
MVA 3NM