

**vZID - IND ATCT  
INDIANAPOLIS INTERNATIONAL AIRPORT**



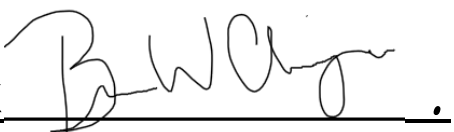
**ORDER – IND 7110.65B  
STANDARD OPERATING PROCEDURES (SOP) – OPERATIONS**

**01 MAY 2010**



## FOREWORD

The provisions of this directive are supplemental to procedures and phraseology prescribed in FAAO 7110.65-Air Traffic Control, FAAO 7210.3-Facility Operation and Administration and FAAO 7210.56-Air Traffic Quality Assurance. It prescribes air traffic control procedures and responsibilities for use by personnel assigned to the Indianapolis Airport Traffic Control Tower. Specialists are required to be familiar with the provisions of this directive that pertain to their operational responsibilities. Specialists are to exercise their best judgment if they encounter a situation not specifically covered by this directive to ensure aircraft safety.

X .

**Bruce W Clingan**  
**Air Traffic Manager**  
**Indianapolis Air Route Traffic Control Center**

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# **CHAPTER 1. ADMINISTRATIVE**

## **Section 1. INTRODUCTION**

### **1-1-1 PURPOSE.**

This order prescribes standard operating procedures for use by persons providing air traffic control services at the Indianapolis (IND) Airport Traffic Control Tower (ATCT) and Terminal Radar Approach Control (TRACON). Specialists are required to be familiar with the provisions of this order that pertain to their operational responsibilities and to exercise their best judgment if they encounter situations that are not covered by this directive.

### **1-1-2 AUDIENCE.**

This order applies to all vZID air traffic control specialists while operating IND ATCT positions

### **1-1-3 WHERE CAN I FIND THIS ORDER?**

This order is available on the vZID document library

### **1-1-4 WHAT THIS ORDER CANCELS.**

IND SOP, Facility Standard Operating Procedures, dated February 16, 2009.

### **1-1-5 EFFECTIVE DATE.**

This order is effective May 1, 2011.

### **1-1-6 TERMS, ABBREVIATIONS, ACRONYMS AND IDENTIFIERS.**

Terms, abbreviations, and acronyms used in this document are contained in Appendix A.

### **1-1-7 DOCUMENT CHANGES.**

Changes to this document are recorded and a copy may be obtained from facility staff

# CHAPTER 2. GENERAL

## Section 1. FACILITY

### 2-1-1 EQUIPMENT.

Any VATSIM Radar Client may be utilized in correlation with a vZID approved sector file  
vZID approved sector files may be located on the vZID website.

- a. **Visibility Range.** IND ATCT positions shall be centered on KIND and shall encompass the entire positions delegated airspace.
  - 1. Clearance Delivery and Ground shall be set to no greater than 15nm
  - 2. Local shall be set to no greater than 30nm
  - 3. Radar shall be set to no greater than 150nm
- b. **Communications.** IND controllers shall utilize the liveatc.net as the primary voice server at rw.liveatc.net. IND controllers shall utilize a voice channel that matches the positions callsign.
- c. **Altimeter.** KIND altimeter is the primary source of altimeter data. KEYE altimeter is the back-up source of altimeter data.
  - a. EXCEPTION: South Satellite may utilize the KMIE altimeter for the Muncie sector.
- d. **ATIS.** The ATIS shall be formatted as depicted in Appendix B. The primary voice server is rw.liveatc.net. The ATIS shall be broadcasted on frequency 134.25.
- e. **Checklists.** Checklists are located in Appendix C.
- f. **IDS.** The vZID IDS shall be used during events or when directed by the CIC.
- g. **PDC.** The PDC is available and may be issued.

### 2-1-2 DUTY FAMILIARIZATION.

Duty familiarization is required on all positions by operational personnel. All questions or discrepancies should be forwarded to the ATM, DATM or TA.

- a. **Pre-Duty.** Review prior to assuming an operational position.
- b. **Current.** Review during current shift.

### 2-1-3 INTERPHONE MESSAGE AND RADIO COMMUNICATION FORMAT.

Specialists may identify the facility as “Indy” or “Indianapolis”. Example: “Indy Approach” or “Indianapolis Approach”.

**2-1-4 STRIP MARKING.**

Locally required strip marking is indicated below based on the standard strip. Altitude information may be written in hundreds of feet (IE, 5,000 feet as 050 and 2,800 feet as 028)

1		5	8	12	14	15	16
2		6	9		17	18	19
3	4	7	10	13	20	21	22
			11				

BOX	Markings
6	Interim, Temporary, or Assigned Altitude other than cruise
11	Alternate Clearance Limit, Expected Approach, or Departure Gate (see appendix I & J)
13	Remarks.
14	Letter of Reported ATIS
15	Runway Clearance.
16	Departure Heading if assigned or other than runway heading.

**2-1-5 TRANSFER OF POSITION RESPONSIBILITY.** All position relief briefings shall be conducted utilizing position relief checklists contained in Appendix C.

- a. The relieving specialist shall observing the position for a minimum of two (2) minutes. This requirement does not apply when combining positions.
- b. The relieved specialist shall observe the position for a minimum of two (2) minutes to verify that all pertinent information has been transferred and that any conflicts have been resolved. State initials after this period. These requirements do not apply when decombining positions.
- c. **Waiver.** The CIC may, if an unusual situation warrants, waive transfer of position responsibility requirements. If a requirement is waived and an incident occurs, the person waiving the requirement could be found responsible for the incident

**2-1-6 COMBINING AND DECOMBINING POSITIONS.**

The authority to combine/decombine positions rests with the CIC.

- a. **When combining/decombining positions, specialists shall:**
  1. Conduct a position relief briefing.
  2. Inform neighboring facilities of the new configuration.

## **2-1-7 MAPS, TOWER SURFACE AREA OF RESPONSIBILITY (SAR) AND DELEGATED AIRSPACE – TRACON.**

- a. **Minimum Vectoring Altitude Map (MVA).** Appendix D.
- b. **Class C Airspace.** Appendix D.
- c. **Tower Surface Area of Responsibility (SAR).** Appendix D.
- d. **Delegated Airspace – TRACON.** Appendix D.

## **2-1-8 REDUCED SEPARATION ON FINAL.**

Unless wake turbulence separation minima must be applied, separation between aircraft may be reduced to 2.5 NM in-trail separation on the final approach course within 10 NM of runway 5R and runway 23L provided the tower radar display is operational and used for quick glance references and turnoff points are visible from the tower.

When turnoff points are not visible from the tower Local shall advise TRACON specialists that reduced separation on final is not authorized.

## **2-1-9 IND ARRIVALS TRANSFER OF COMMUNICATIONS AND CONTROL POINTS.**

The IND arrivals transfer of communications and control points are the lateral confines of the Local Control SAR defined in Appendix D-3, at or below the applicable altitude 3000 feet on the arrival side and 5000 feet on the departure side.

## **2-1-10 VISUAL SEPARATION.**

LC shall provide visual separation between all arrivals to the designated arrival runway(s), provided that the arrivals are within the lateral confines of the Local Control SAR defined in Appendix D-3, and the arrivals are at or below the applicable altitude.

## **2-1-11 COORDINATION.**

All mandatory IND arrival scratchpad data entries contained in Appendix J shall be completed prior to communications transfer to the Tower.

**2-1-12 QUICKLOOK.** Local and Final positions shall operate with quicklook.

## **2-1-13 INTRA-FACILITY HAND-OFF AND POINT-OUT PROCEDURES.**

The initiating controller shall enter applicable, accurate and authorized data in the FDB scratchpad prior to a Handoff or Point Out. Any data in the FDB scratchpad at the time of an intra-facility HO shall be accurate and authorized (HO to FN are subject to additional restrictions).

The receiving controller has control for additional +/- 20° turns without additional coordination.

## **2-1-14 PRACTICE APPROACHES AND SEPARATION SERVICES.**

IND practice approaches should be coordinated with all affected controllers at least ten (10) NM from the runway. IFR separation to VFR aircraft practicing an instrument approach shall be provided at IND. IFR separation to VFR aircraft practicing an instrument approach shall be provided at all other airports to the extent possible.

## **2-1-15 FIXED-WING SVFR.**

Fixed-wing SVFR is not authorized within IND Class C Airspace.

## **2-1-16 NOTAMS, PIREPS SIGMETS and AIRMETS.**

NOTAMS, PIREPS SIGMETS and AIRMETS shall be entered into the IDS

## **2-1-17 CONTROLLED AREA INTRUSIONS.**

When a possible airspace intrusion has occurred specialists shall:

- a. Immediately notify the CIC.
- b. Indicate any known altitude information in the FDB, if not displayed.
- c. Manually hand-off the intruder to adjacent positions or facilities.

## **2-1-18 TRAFFIC MANAGEMENT.**

Do not amend TMU initiatives on aircraft involved in traffic management programs without prior coordination with ZAU or ZID TMU or CIC.

## **2-1-19 ARTCC SEVERE WEATHER AVOIDANCE PROCEDURES (SWAP).**

When notified of a SWAP enter "SWAP XXX," where XXX is the affected area, into the IDS. During SWAP procedures verify the validity of the FP with the ARTCC sector before issuing a clearance.

# CHAPTER 3. TOWER CAB

## Section 1. TOWER GENERAL

### 3-1-1 TOWER CAB POSITIONS.

POSITION NAME	CALLSIGN	SECTOR ID	SECTOR NUMBER	FREQUENCY
LOCAL EAST	IND_E_TWR	Y	4Y	120.90
LOCAL WEST	IND_W_TWR	X	4X	127.82
GROUND	IND_GND	G	4G	121.90
DELIVERY	IND_DEL		4C	128.75
DATA	IND_F_DEL			

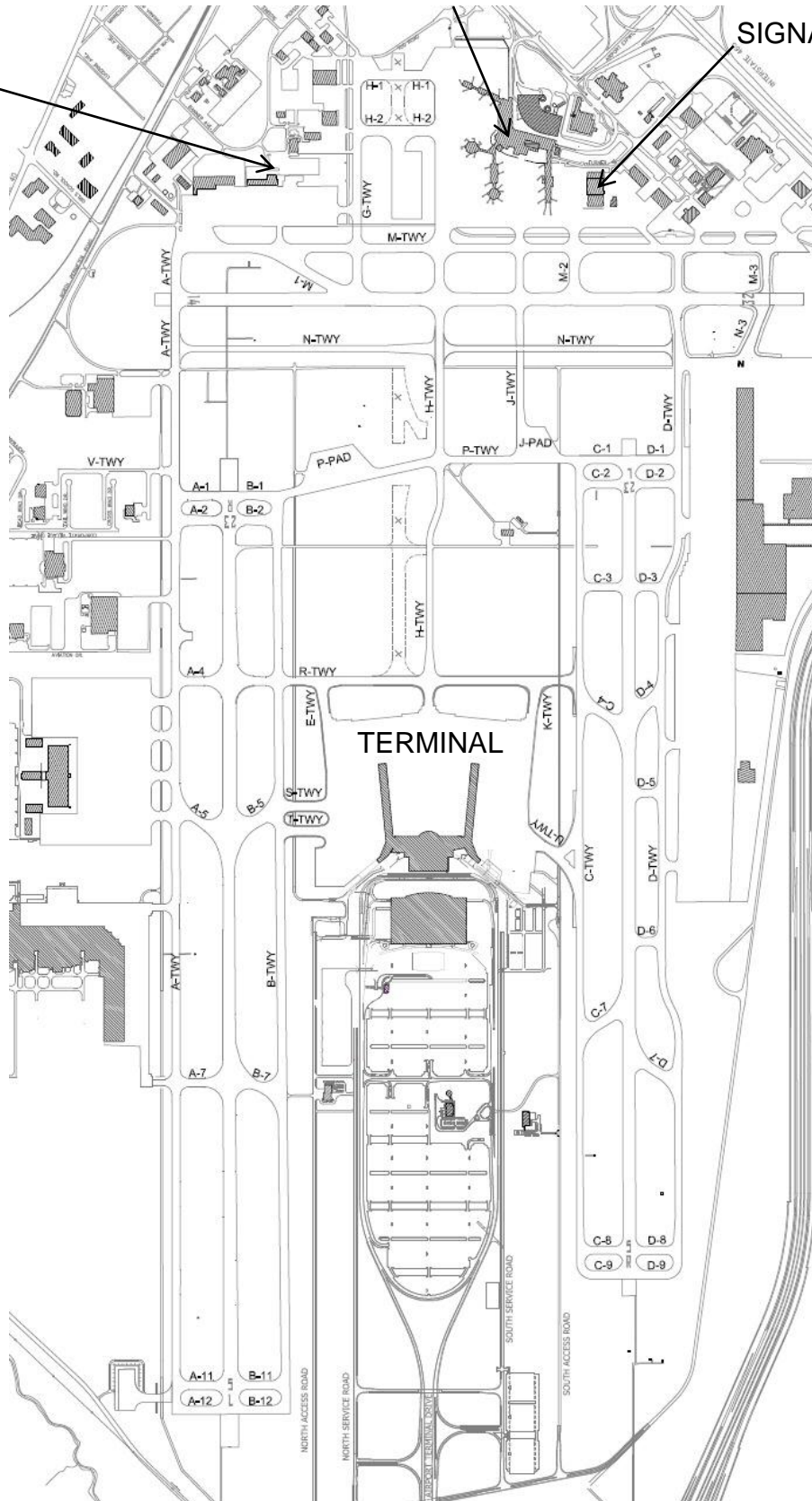
Local East is the primary Local Control Position. If the Local position is not split the operator shall utilize the callsign IND\_TWR with no middle designator.

**3-1-2 AIRPORT DIAGRAM.**

**NORTH EAST RAMP  
(OLD TERMINAL)**

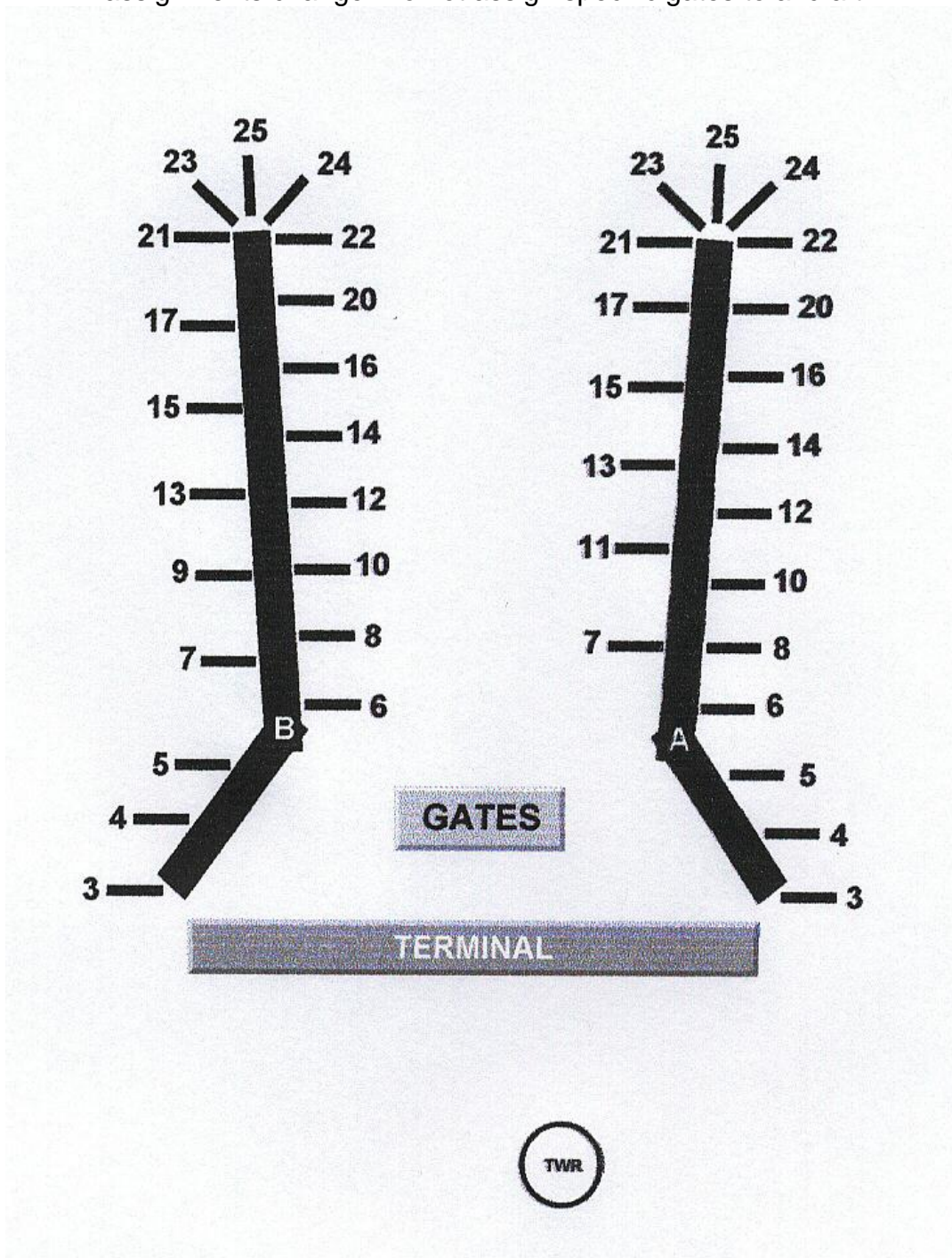
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### 3-1-3 TERMINAL GATE LAYOUT.

Specific airline gate assignments are not depicted due to the frequency in which the assignments change. Do not assign specific gates to aircraft



### **3-1-4 NON-MOVEMENT AREAS.**

All ramp areas are non-movement areas.

The pads located on taxiway J and taxiway P are non-movement areas.

### **3-1-5 ACTIVE, INACTIVE AND UNAVAILABLE RUNWAYS.**

LC shall be “in control” of any active runway(s). The following runway(s) are active:

- a. Any designated departure runway.
- b. Any designated arrival runway.
- c. A non-designated runway after GC relinquishes “control” of the runway to LC.

GC shall be “in control” of any inactive runway(s). An active runway becomes inactive after LC relinquishes “control” of the runway to GC.

A runway is unavailable when closed due to maintenance, disabled aircraft or vehicle on the runway for other than crossing.

### **3-1-6 RUNWAY, TAXIWAY, TAXI LANE AND MISCELLANEOUS RESTRICTIONS.**

#### **a. Runway Restrictions.**

1. Turbojet and aircraft weighing more than 12,500 lbs. are not permitted to make intersection departures on runway 32/14.
2. Aircraft cannot clear runway 5R/23L at taxiways D-3, D-4, D-5 and D-6 and hold short of taxiway Delta. GC shall give way to aircraft exiting runway 5R/23L at taxiways D-3, D-4, D-5 and D-6.

#### **b. Taxiway and Taxi lane Restrictions.**

1. Taxiway Victor and Golf are closed to aircraft with more than 30 passenger seats.

#### **c. Miscellaneous Restrictions.**

1. Larger aircraft should enter the Signature ramp at the southeast entrance.
2. Helicopters are restricted from flying directly over the terminal.

**3-1-9 MANDATORY PHRASEOLOGY.** Notify appropriate controller when coordinated runway operation is complete. *Phraseology: “Runway ##, your control.”*

## Section 2. FLIGHT DATA (FD)

### 3-2-1 DUTIES AND RESPONSIBILITIES.

General responsibilities are outlined in FAAO 7110.65, Tower Team Position Responsibilities.

#### a. Weather

1. IND weather data automatically imports into the IDS. In the event the automatic weather data import into the IDS fails inform the CIC.
2. Notify CIC of any weather changes that impact the requirement to solicit PIREPS.

#### b. Prepare and transmit the ATIS when local control is manned.

- a. Include all applicable or required entries (IE, HIWAS statement, "Gate hold procedures are in effect.", "Braking action advisories are in effect.", "Cross runway operations are in effect.", etc.). The ATIS/Advertised approach shall be the determined by the CIC.
- b. Enter ATIS code, designated arrival runway, designated departure runway, and weather condition (IFR or VFR) into the IDS.
- c. Verbally notify Tower and TRACON personnel of new ATIS code.

#### c. IDS

1. Maintain the IDS system
2. Enter Tower PIREPS
3. Enter all TMU information into the IDS. Confirm ZID TMU information with ZAU TMU on ZAU TMU airports (IE, ZID ground stop to Midway airport, O'Hare airport, etc).

#### d. Flight Plans.

1. Review FPS for completeness, accuracy, route integrity, LOA compliance and amend as necessary.
2. All departures arriving at an airport within neighboring TRACONS shall be assigned the INDY departure as follows at or below 10,000 ft MSL
  - i. IND..DQN..DAY
  - ii. IND..TTH..HUF or IND..OOM..BMG
  - iii. IND..CVG..CVG
  - iv. IND..MZZ..FWA
  - v. IND..VHP..IIU.SDF (FD shall check the status of the Racer and JPG MOA's with ZID prior to issuing clearance and coordinate with DR.)

#### e. Obtain TMU Releases when duties are designated by CIC.

## **Section 3. CLEARANCE DELIVERY (CD)**

### **3-3-1 DUTIES AND RESPONSIBILITIES.**

#### **a. General Responsibilities.**

1. General responsibilities are outlined in FAAO 7110.65, Tower Team Position Responsibilities.

#### **b. Clearances.**

1. Issue clearances via Communication or PDC equipment. Include applicable TMU or DP information in PDC. PDC free text shall not contain control instructions.
2. Do not send "FRC" clearances via PDC.
3. Assign appropriate departure altitudes.
  - i. Jet aircraft assign 5,000
  - ii. Prop aircraft assign 3,000
  - iii. All aircraft departing non departure delegate runways assign 3,000
4. Unless routed via another DP, all jet departures shall be cleared via the INDY DP.

#### **c. Strip Marking**

1. Enter the appropriate scratchpad and assigned altitude in accordance with 2-1-4 and Appendix I

#### **d. Issue Additional Information.**

1. When gate hold procedures are in effect, advise the aircraft to contact GC for an assigned taxi time.

## Section 4. GROUND CONTROL (GC)

### 3-4-1 DUTIES AND RESPONSIBILITIES.

#### a. General Responsibilities.

1. General responsibilities are outlined in FAAO 7110.65, Tower Team Position Responsibilities.

#### b. Area of Responsibility.

1. Includes all movement areas, excluding any active runway.

#### c. ATIS or “Have the Numbers”.

1. Verify aircraft have current ATIS information or pilot states, “have the numbers”, as appropriate, prior to departure.

#### d. Non-designated Runway Departures.

1. Assign non-designated departure runways in accordance with Appendix H.
2. Verbally notify LC prior to taxiing an aircraft to non-designated departure runway.
3. Ensure non-designated runway jet departure’s departure altitude is assigned in accordance with 3-3-1 b.

#### e. Intersection Departures.

1. Verbally notify LC prior to taxiing an aircraft to an intersection for takeoff.

#### f. Taxi Pattern. The taxi pattern for jets and props will be determined by the CIC. GC shall taxi accordingly. Taxi patterns are defined as:

1. Taxi Easy. Aircraft departure runway may be assigned at the discretion of GC or as otherwise directed by the CIC.
2. Taxi Correct. Aircraft taxied to the parallel runways shall be based on direction of flight.
3. Taxi Quiet. Applicable only when Runways 23L/R are in use. Prop aircraft departure runway may be assigned at the discretion of GC or as otherwise directed by the CS. Typically assign North/West bound jet aircraft to runway 23R and East/South bound jet aircraft to runway 23L.

#### g. Flight Progress Strips.

1. Forward FPS to the appropriate LC position in sequential order.

#### **h. Active Runways.**

1. Aircraft and vehicles that travel on an active runway (other than crossing) shall be switched to the appropriate LC frequency.

#### **i. Gate Hold Procedures.**

1. Gate hold procedures are initiated by the CIC. Once implemented, assign taxi times. Assigned taxi time intervals are determined by the CIC. The pilot is expected to have completed engine start and pushback and be prepared to taxi at the assigned taxi time.

## Section 5. LOCAL CONTROL (LC)

### 3-5-1 DUTIES AND RESPONSIBILITIES.

#### a. General Responsibilities.

1. General responsibilities are outlined in FAAO 7110.65, Tower Team Position Responsibilities.

**b. Area of Responsibility.** Area of responsibility includes active runway(s) and the Tower surface area of responsibility (SAR). The SAR will be a straight configuration or a called-cross configuration. The SAR is affected by the approval of a non-designated runway arrival.

#### c. Non-designated runway arrival with two operational LC positions.

1. Non-designated runway arrivals are authorized for emergency, lifeguard and aircraft operational necessity only.
2. The LC associated with the arrival side of the non-designated runway is responsible for the non-designated arrival runway.
3. Non-designated runway arrivals must be coordinated between both local controllers

#### d. Non-designated runway departures with two operational LC positions.

1. LC shall notify GC of an imminent departure off a non-designated departure runway prior to issuing takeoff clearance.
2. Non-designated runway departures are only authorized in VFR conditions between sunrise and sunset. Exception: Non-designated runway departures are authorized for lifeguard and aircraft operational necessity at any time.
3. The LC associated with the departure end of the non-designated runway is responsible for the nondesignated departure runway.
4. The controlling LC shall notify GC, the other LC and CIC of an imminent departure off of a non-designated departure runway prior to issuing takeoff clearance.

**e. Hold Short Instructions.** LC shall issue runway hold short instructions when the taxi route will cross an active runway.

**f. Operation Completed.** LC shall notify GC when a coordinated operation involving a non-designated runway is complete or a runway is no longer active. *Phraseology: "Runway ##, your control."*

**g. Departure Headings.**

1. Departure headings are authorized and shall be assigned in accordance with Appendix G.
2. Departure headings shall transition departures directly into the proper DR airspace on the most advantageous heading. This requirement is not affected by combining the respective DR with any position, including the other DR.
3. Runway heading off of a designated departure runway is assumed to transition directly into both DR's airspace.
4. When two LC are operational and both parallel runways are designated departure runways in a straight 5 or straight 23 configuration, departures shall be turn on a heading away from the parallel runway.

**h. Departure Altitudes.** Departure altitudes are depicted at 3-3-1 b.

**i. Tagged Aircraft.** LC shall notify the appropriate DR if an IND departure is not tagged within five (5) NM.

**j. Go-Arounds and Unplanned Missed Approaches.** Go-arounds and unplanned missed approaches shall be immediately coordinated with all affected controllers.

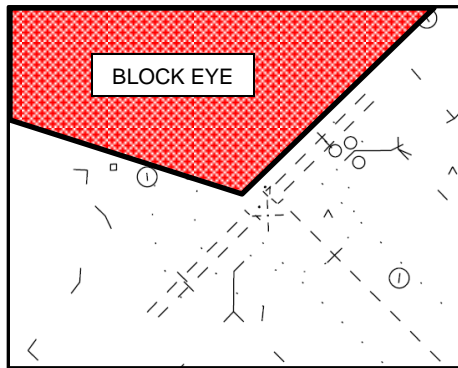
**k. STARS Altitude Filter Limits.** LC shall set lower altitude filter limit to encompass the field elevation (797' MSL).

**l. Line Up and Wait (LUAW)**

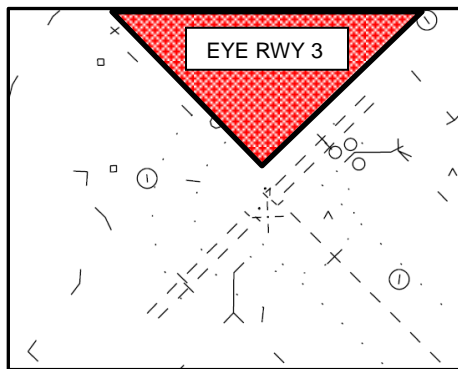
1. LUAW is authorized between sunset and sunrise at intersections provided:
  - i. LUAW is conducted only at runway 23L at taxiway C-2 or taxiway D-2.
  - ii. LUAW is conducted only at runway 23R at taxiway A-2 or taxiway B-2.
  - iii. The LUAW intersection must be visible from the tower.
  - iv. Only one aircraft at a time is permitted to LUAW on the same runway.

**m. Special Satellite Airport Operations.**

1. Eagle Creek airport (EYE) operations.
  - i. Retain all VFR departures to EYE.
  - ii. When "Block Eagle Creek" is coordinated, assign departure headings which will not penetrate the protected area in the following depiction. Runway heading off of runway 5L and approaches to runway 23R are authorized.

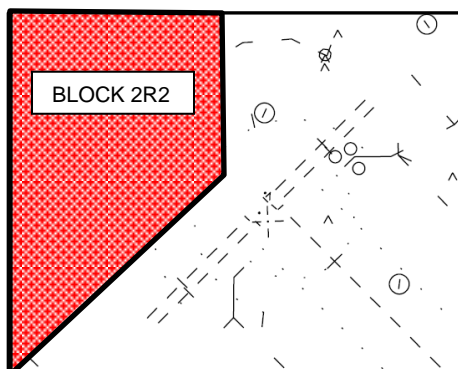


- iii. When “Block Eagle Creek runway 3 is coordinated, assign departure headings which will not penetrate the protected area in the following depiction. Runway heading off of runway 5L and runway 32 are authorized. Approaches to runway 14 and runway 23R are authorized.



2. Hendricks County-Gordon Graham Field (2R2) operations.

- i. When “Block Hendricks” is coordinated, assign departure headings which will not penetrate the protected area in the following depiction. Runway heading off of runway 23R and runway 32 are authorized. Approaches to runway 5L are authorized.



# CHAPTER 4. TRACON

## Section 1. TRACON GENERAL

### 4-1-1 TRACON POSITIONS.

POSITION NAME	CALLSIGN	SECTOR ID	SECTOR NUMBER	FREQUENCY
FEEDER EAST	IND_E_APP	D	4D	119.30
FEEDER WEST	IND_W_APP	B	4B	121.10
FINAL EAST	IND_F_APP	F	4F	123.95
FINAL WEST	IND_I_APP	I	4I	120.52
DEPARTURE WEST	IND_W_DEP	W	4W	119.05
DEPARTURE EAST	IND_E_DEP	E	4E	124.95
SATELLITE NORTH	IND_N_APP	N	4N	124.65
SATELLITE SOUTH	IND_S_APP	S	4S	127.15

Feeder East is the primary TRACON Position. If the TRACON positions are not split the operator shall utilize the callsign IND\_APP with no middle designator.

### 4-1-2 Pre-arranged Coordination Procedure (P-ACP).

- a. **Authorized Users.** DRE and DRW are authorized to use P-ACP subject to the use restrictions.
- b. **Authorized Use.** The authorized use of P-ACP by DR is voluntary.
  1. DRE may climb or descend, but not level, tagged aircraft without coordination through FRD and FNF airspace.
  2. DRW may climb or descend, but not level, tagged aircraft without coordination through FRB and FNI airspace.
- c. **Use Restrictions.** DR shall:
  1. quicklook all FR positions when P-ACP is being applied in any FR airspace.
  2. quicklook all FN positions where P-ACP is being applied in any FN airspace.
  3. Provide an automated pointout (F1) to the FR and/or FN position where P-ACP is being applied prior to entering the FR and/or FN airspace
  4. provide lateral or vertical separation, including wake turbulence separation, with all STARS tagged or coordinated aircraft
  5. PO aircraft to the other DR prior to entering the FR and/or FN airspace where the other DR may apply P-ACP.

**d. Other Restrictions.**

1. FR and/or FN shall verbally inform the appropriate DR of all untagged targets or invalid Mode C readouts within their respective airspace that may affect P-ACP.
2. Prior to accepting a hand-off, DR or ST shall display the FDB to any DR that may utilize P-ACP with respect to the aircraft.

**e. Suspension of P-ACP.** P-ACP may be suspended by the FR and/or FN controller in unusual situations.

**4-1-3 CONTROL FOR TURNS AND SPEED ADJUSTMENTS WITH IND ARRIVALS.**

FN shall have control for +/-20° turns.

**4-1-4 CINCINNATI ATCT.**

- a. IND shall clear CVG arrival or overflights entering CVG airspaces as follows:
  1. Arrivals – CEGRM..CVG or appropriate STAR
    - i. Jets at 11,000 feet
    - ii. Turboprops at 9,000 feet
    - iii. Non-Turbine at 7,000 or 5,000 feet
  2. Overflights are restricted to the following altitudes and routes.
    - i. 12,000 – Cleared direct CVG via routing or vectors through arrival area depicted in Appendix E.
    - ii. 7,000 or 5,000 – Direct TARNE.V97.CVG
- b. IND shall advise CVG prior to commencing airborne holding at CEGRM. CVG shall then protect the CEGRM holding pattern airspace from 9,000 to 13,000 (all inclusive) as depicted in Appendix E.

**4-1-5 TERRE HAUTE ATCT DELEGATED AIRSPACE.**

- a. IND ATCT delegates the airspace defined in Appendix F known as the Bloomington Shelf to HUF ATCT AOB 5,000 feet.
- b. IND may invoke BMG departure restrictions as needed due to traffic complexity. IND shall coordinate with HUF using the terms “Block Bloomington Shelf” and “Cancel Block Bloomington Shelf” when starting or stopping these restrictions.

**4-1-6 SATELLITE AIRPORT DEPARTURE PROCEDURES.**

- a. **Specific Initial Heading.** As necessary, assign IFR departing aircraft a specific initial heading to be flown after takeoff so as to only apply within controlled airspace.

#### **4-1-7 SPECIAL SATELLITE AIRPORT PROCEDURES.**

**a. Eagle Creek Operations.** Coordinate with affected controllers and coordinate with LC as necessary. Utilize the following phraseology:

1. Arrivals: "Block Eagle Creek."
2. Departures:
  - i. Runway 3: "Block Eagle Creek runway 3."
  - ii. Runway 21: "Block Eagle Creek."
3. Cancel a block when it is no longer required: "Cancel Eagle Creek block."

**b. Hendricks County-Gordon Graham Field (2R2) Operations.** Coordinate with affected controllers and coordinate with LC as necessary. Utilize the following phraseology:

1. Arrivals: "Block Hendricks."
2. Departures: "Block Hendricks."
3. Cancel a block when it is no longer required: "Cancel Hendricks block."

## Section 2. DEPARTURE RADAR (DR)

### 4-2-1 DUTIES AND RESPONSIBILITIES.

- a. **General Responsibilities.** General responsibilities are outlined in FAAO 7110.65, Terminal Radar Team Position Responsibilities.
- b. **Automatic Releases.** DR approves automatic release of IND departures via authorized departure headings in Appendix G and departure altitudes described at 3-3-1 b.
- c. **Departure Track.** DR shall take track of targets once the target is visible and moving greater than 50 knots indicated on the radar.
- d. **MODE-C Validation.** DR shall inform the CIC if an IND departure's MODE-C is invalid.
- e. **Control for Turns.** DR shall have control for turns with departures within LC SAR provided:
  1. The turn does not conflict with a verbal restriction from LC, and separation is ensured with the respective DR previously departed, tagged traffic.
  2. The turn is away from the extended centerline of the designated departure runway and transitions directly into the respective DR airspace.
  3. the turn is in compliance with the following noise abatement restrictions:
    - i. **PROPS** N/A.
    - ii. **JETS** 2,500' MSL prior to turn at all times.
    - iii. **JETS** between 0700-1900
      - a) 23L Remain RH, 210° or 242° heading until 5.5 DME.
      - b) 23R Remain RH or 212° heading until 6.5 DME.
- f. **Rolling Calls.**
  1. Notify LC of non-receipt of departure strip.
- g. **Departure Gates**
  1. All departing aircraft shall be vectored through the appropriate departure gate and on course as depicted in Appendix K.
  2. Neighboring Facility arrivals shall remain below 10,000
- h. **Position Combination.** DRE shall combine to DRW when DRE is not manned. DR shall combine into FR when DR is not manned

### Section 3. SATELLITE RADAR (ST)

#### 4-3-1 DUTIES AND RESPONSIBILITIES.

- a. **General Responsibilities.** General responsibilities are outlined in FAAO 7110.65, Terminal Radar Team Position Responsibilities
- b. **Columbus Departures.** Assign aircraft departing Columbus the following departure procedures when R3401 is active:
  1. Runway 23: A heading that will track 180° inclusive counterclockwise to 360°.
  2. Runway 32: A heading that will track 360° inclusive clockwise to 180°.
- c. **Satellite Tower information.** ST shall forward arrival information to a satellite tower cab at least five (5) minutes prior to the ETA. If this is not feasible, IND shall forward arrival information as soon as possible after assuming control of an aircraft. Arrival information includes:
  1. aircraft identification,
  2. type of aircraft,
  3. ETA,
  4. type of approach the aircraft will execute and any planned/practice missed approach. Visual, contact and SVFR approach information shall include the direction from which the aircraft will enter the Class D surface area.
- d. ST shall not issue an approach clearance or descend a satellite arrival below 3,000 MSL while SVFR operations are in progress.
- e. ST shall transfer communication and control of arrivals to the satellite tower as soon as possible and prior to entering the Class D surface area.
- f. ST shall forward IFR departure clearance information to the satellite tower cab as soon as possible. Departure clearance information includes:
  1. aircraft identification,
  2. type of aircraft,
  3. beacon code,
  4. requested altitude,
  5. destination airport,
  6. specified routing (as filed, +ROUTING+, etc.)
  7. TMU initiative instructions (call when taxiing, etc.)
- g. ST shall assume control of all satellite tower operations when the satellite tower cab is not manned.
- h. **Position Combination.** STN shall combine to STS when STN is not manned. ST shall combine into DR when ST is not manned

## Section 4. FEEDER RADAR (FR)

### 4-4-1 DUTIES AND RESPONSIBILITIES.

- a. **General Responsibilities.** General responsibilities are outlined in FAAO 7110.65, Terminal Radar Team Position Responsibilities.
- b. **IND Arrivals.**
  1. Jet aircraft shall be flowed at 11,000
  2. Prop aircraft shall be flowed at 10,000
  3. All Aircraft shall be vectored to downwind at 7,000 ft and HO to FN with the exception of:
    - i. RACYR arrivals landing 5L or R
    - ii. CLANG arrivals landing 23L or R
- c. **Satellite arrivals.** Satellite arrivals shall be vectored and descended to the appropriate ST or DR area of jurisdiction.
- d. **CVG Arrivals.** Ensure CVG TRACON terminal area arrivals at 14,000 or above have "CVG" in the FDB. FR shall not descend said CVG TRACON terminal area arrivals until within the lateral confines of Area X.
- e. **Position Combination.** FRB shall combine to FRD when FRB is not manned. FRD shall serve as the primary position for all radar positions.

## Section 5. FINAL RADAR (FN)

### 4-5-1 DUTIES AND RESPONSIBILITIES.

- a. **General Responsibilities.** General responsibilities are outlined in FAAO 7110.65, Terminal Radar Team Position Responsibilities.
- b. **IND Arrival Noise Abatement.** Between 2200 – 0600 LCL, jet aircraft landing runway 5L and runway 5R shall intercept the final approach course at or outside the FAF.
- c. **Flight Paths.**
  1. Turns to final. When vectoring multiple aircraft to join the final approach course of the same or parallel runway(s) (IE, opposing base legs, base leg in front of conflicting straight-in, etc.), vertical separation shall be maintained until another form of separation is established and will be maintained (IE, lateral separation, visual separation by the pilot(s), visual separation by LC, etc.).
  2. Visual approaches. When conducting visual approaches to parallel runways, controllers are responsible for positioning aircraft so that the pilot has the opportunity to successfully execute a visual approach without overshooting the final approach course. Aircraft geographical position, performance, speed and the number of degrees of the turn to the final approach course are factors to be considered by the controller before clearing an aircraft for a visual approach to a parallel runway. Issue the instruction, “Do not overshoot your final.”, and notification that parallel approaches are being conducted (IE, “Parallel approaches are in use/progress, via voice transmission or ATIS) to an aircraft and obtain pilot acknowledgement when:
    - i. both parallel runways are arrival runways, and
    - ii. the aircraft is conducting a visual approach to one of the parallel runways, and
    - iii. another form of separation with the traffic landing on the parallel runway is not ensured (i.e. lateral separation (stagger), visual separation by the pilot(s), visual separation by LC, etc.).
- d. **Sequencing Authority.** FNF has sequencing authority.
- e. **Separation.** Ensure separation of IND arrivals until LC will provide visual separation or is otherwise responsible for separation (IE, control instruction other than landing clearance).
- f. **Position Combination.** FNI shall combine to FNF when FNI is not manned. FN shall combine into FR when FN is not manned.

# CHAPTER 5. WATCH SUPERVISION

## Section 1. CIC – GENERAL

### 5-1-1 DUTIES AND RESPONSIBILITIES.

- a. **Specific Duties and Responsibilities.** Watch supervision requires maintaining situational awareness of traffic activity and operational conditions in order to provide timely assistance to specialists and ensure that available resources are deployed for optimal efficiency. Watch supervision requires completion of the following tasks:
1. Provide guidance and goals for the shift.
  2. Monitoring/managing traffic volume/flow.
  3. Position assignments. As necessary, assign operational positions to maximize accomplishment of overall objectives. This includes assigning RC to assist a specific position(s), assigning specific specialists to specific positions, etc.
  4. Position relief.
  5. Training assignments.
  6. Data collection and reporting.
  7. Management of the operational environment with a goal toward eliminating distractions.
- b. **Designated Runway Change.** The designated arrival and designated departure runway(s) remain in effect until the last arrival to the designated arrival runway lands and the last departure off of the designated departure runway tags. Coordination between the CIC and the TS regarding a change in designated arrival or designated departure runway(s) shall:
1. be accomplished utilizing the runway change checklist in Appendix C-4.
  2. identify the last arrival to the previous designated arrival runway.
  3. identify the first arrival to the new designated arrival runway.
  4. identify the last departure off of the previous designated departure runway.
- c. **IND TMU Initiatives.** Any coordination with ARTCC TMU/ARTCC Sectors/adjacent approach controls regarding any IND TMU initiative. (ground stop, MIT restrictions, airborne holding, etc.)

## Section 2. CIC – Tower (CS)

### 5-2-1 DUTIES AND RESPONSIBILITIES.

- a. **General Responsibilities.** General responsibilities are outlined in FAAO 7110.65, Tower Team Position Responsibilities.
- b. **Designated Runways, ATIS/Advertised Approach and LC Frequency(ies).**
  1. Determine the designated arrival runway(s) and designated departure runway(s) in accordance with Appendix H. In a straight runway 5 or straight runway 23 configuration, (unless unavailable) both parallel runways shall be designated departure runways.
  2. Coordinate the ATIS/Advertised approach with the TS and advise FD, if other than ILS.
  3. Coordinate the LC frequency(ies) in use with the TS and FD, if other than 120.9
- c. **Taxi Pattern.** Determine the taxi pattern for jets and props and direct GC to taxi accordingly. During the period 1900-0700 LCL when runway 23L/R are in use, the taxi pattern shall be Quiet.
- d. **TMU Releases and Reportable IND Delays.** Obtain TMU releases when requested by GC. Notify FD of any reportable IND delay information.
- e. **De-icing.** Detailed information is contained in the IND Airport De-icing Plan located in the IND Facility Equipment/SOP Supplement Binder. When notified by the IAA that the “Airport De-icing Plan is in effect”:
  1. Implement gate hold procedures.
  2. Coordinate with GC and determine assigned taxi time intervals.
- f. **Evacuation.** Evacuate the Tower when average wind velocity reaches 65 knots or 78 knot gusts are reached. Wind velocity at Tower Cab height may be significantly greater than those reported at ground elevation. Exercise good judgment when considering evacuation of the Tower placing priority on employee safety.

### Section 3. CIC – TRACON (TS)

#### 5-3-1 DUTIES AND RESPONSIBILITIES.

a. **General Responsibilities.** General responsibilities are outlined in FAAO 7110.65, Terminal Radar Team Position Responsibilities.

b. **Performance Metrics.**

1. Transmit runway configuration and associated AAR and ADR to ZID ARTCC.

ARRIVAL RUNWAY	DEPARTURE RUNWAY	VMC		IMC	
		AAR	ADR	AAR	ADR
5L and 5R	5L and 5R	52	52	42	42
23L and 23R	23L and 23R	52	52	42	42
ONE IN	TWO OUT	40	45	30	35
TWO IN	ONE OUT	45	40	35	30
SINGLE RUNWAY		26	26	20	20

## - APPENDIX -

### APPENDIX A. TERMS, ABBREVIATIONS, ACRONYMS AND IDENTIFIERS TERM.

ACRONYM or IDENTIFIER MEANING			
AAR	Airport Arrival Rate	ACID	Aircraft Identification
AD	Arrival Data	ADIZ	Air Defense Identification Zone
ADR	Airport Departure Rate	AID	Anderson, IN
AIRMET	Airman's Meteorological Information	APCH	Approach
APPROX	Approximately	ARP	Airport Reference Point
ARTCC	Air Route Traffic Control Center	ATCT	Airport Traffic Control Tower
ATIS	Automatic Terminal Information System	ASR	Airport Surveillance Radar
ASOS	Automated Surface Observing System	AWOS	Automated Weather Observing System
BAK	Columbus, IN	BMG	Bloomington, IN
CA	Conflict Alert	CAT	Category
CD	Clearance Delivery	CFR	Call For Release
CIC	Controller-in-Charge (may be in Tower or TRACON)	CMH	Columbus, OH
CS	Cab Supervisor	CVG	Cincinnati, OH
DAY	Dayton, OH	DM	Departure Message
DME	Distance Measuring Equipment	DP	Departure Procedure
DR	Departure Radar (may be followed by position, IE DRE)	DTN	Downtown Heliport(s)
EDCT	Expected Departure Clearance Time	FAAO	Federal Aviation Administration Order
FAF	Final Approach Fix	FD	Flight Data
FBO	Fixed Base Operator	FDB	Full Data Block
FDX	Federal Express	FN	Final Radar (may be followed by position , IE FNI)
FP	Flight Plan	FPS	Flight Progress Strip
FRC	Full Route Clearance	FR	Feeder Radar (may be followed by position , IE FRB)
FWA	Fort Wayne, IN	FT	Feet
GC	Ground Control	GPS	Global Positioning System
GRE	Ground Run-up Enclosure	GS	Glideslope
GUS	Grissom RAPCON	HFR	Hold For Release
HIWAS	Hazardous Inflight Weather Advisory Service	HO	Hand-off
HUF	Terre Haute, IN	IAW	In Accordance With
ID	Identification	IDS	Information Display System
IFR	Instrument Flight Rules	IE	id est (Latin), "that is"
IJC	Indianapolis Jet Center	ILS	Instrument Landing System
IND	Indianapolis, IN	IMC	Instrument Meteorological

			Conditions
LC	Local Control (may be followed by position, IE LCE)	LCL	Local Time
LOA	Letter of Agreement	LOC	Localizer
LVMC	Low VFR Meteorological Conditions	LUAW	Line Up and Wait
MCI	Mode-C Intruder	MIE	Muncie, IN
MIT	Miles In Trail	MSL	Mean Sea Level
MVA	Minimum Vectoring Altitude	NAS	National Airspace System
NM	Nautical Miles	OCIC	Overall Controller-in-Charge (normally in TRACON)
OSIC	Overall Supervisor-in-Charge (normally in TRACON)	OTP	VFR On Top
OTS	Out of Service	P-ACP	Pre-Arranged Coordination Procedure
PDC	Pre-departure Clearance	PIREP	Pilot Report
PO	Point-out	RH	Runway Heading
RLS	Released	RVR	Runway Visual Range
RY	Runway	SAR	Surface Area of Responsibility
SIA	Status Information Area	SFC	Surface
SIGMET	Significant Meteorological Information	SOP	Standard Operating Procedures
ST	Satellite Radar (may be followed by position, IE STN)	STAR	Standard Terminal Arrival Route
STARS	Standard Terminal Automation Replacement System	STF	Stout Field
STV	St. Vincent Hospital	SVFR	Special VFR
TAF	Terminal Area Forecast	TCP	Terminal Controller Position
TFMS	Traffic Flow Management System	TMS	Traffic Management System
TMU	Traffic Management Unit	TRACON	Terminal Radar Approach Control
TS	TRACON Supervisor	TWR	Tower
TWY	Taxiway	UHF	Ultra High Frequency
UTC	Coordinated Universal Time	VA	Visual Approach
VFR	Visual Flight Rules	VHF	Very High Frequency
VMC	VFR Meteorological Conditions	VOR	VHF Omni-directional Range
VS	Visual Separation	WST	Convective SIGMET
WX	Weather Information	ZAU	Chicago ARTCC
ZID	Indianapolis ARTCC		

## APPENDIX B. ATIS MESSAGE FORMAT

"INDIANAPOLIS INTERNATIONAL AIRPORT INFORMATION (ALPHA- ZULU)

\_\_\_\_\_(Time)\_\_\_\_ Weather. \_\_\_\_\_(Wind)\_\_\_\_\_ \_\_\_\_\_(Visibility)\_\_\_\_\_ \_\_\_\_\_(Sky Condition)\_\_\_\_\_.

\_\_\_\_\_(Temperature)\_\_\_\_\_ \_\_\_\_\_(Dew Point)\_\_\_\_\_ \_\_\_\_\_(Altimeter)\_\_\_\_\_ \_\_\_\_\_(WX Remarks (if required))\_\_\_\_\_

EXPECT \_\_\_\_\_(Type Approach)\_\_\_\_\_ TO RUNWAY(S) \_\_\_\_\_(Landing Runway(s))\_\_\_\_\_.

DEPARTING \_\_\_\_\_(Runway(s))\_\_\_\_\_

VFR STATE DIRECTION OF FLIGHT, ALL AIRCRAFT READBACK ALL HOLD SHORT INSTRUCTIONS.

NEW SCENERY AVAILABLE ADVISE YOUR PARKING LOCATION, THE MIDFIELD TERMINAL OR

THE NORTHEAST RAMP. \_\_\_\_\_NOTAMS SIGMETS, PIREPS, ETC\_\_\_\_\_

ADVISE ON INITIAL CONTACT THAT YOU HAVE INFORMATION \_\_\_\_\_(ATIS Code)\_\_\_\_\_

## APPENDIX C-1. FD/CD/AD POSITION RELIEF CHECKLIST

### Flight Data and Clearance Delivery

#### POSITION RELIEF CHECKLIST

- 1) **Status Information Areas:** Applicable IDS and PIREP page, etc.
- 2) **Equipment Status:** Radios (proper frequencies (de)selected), Visibility Range and Center, ATIS, RADAR(s), etc.
- 3) **Staffing:** Adjacent and inter-facility staffing.
- 4) **Airport Conditions/Status:** Airspace configuration, Runway(s) in use, Runway and taxiway closures, etc.
- 5) **Airport Activities:** Gate hold procedures, Braking action reports, etc.
- 6) **Weather:** Trends, Windshear, ATIS, PIREPs, SIGMETs, AIRMETs, etc.
- 7) **Flow Control:** Special programs, Reportable IND delays, etc.
- 8) **Special Activities:** Emergency, JPG and RACER MOA, R3401, etc.
- 9) **Special Instructions:** Coordination, CIC instructions, etc.
- 10) **Training in Progress.**
- 11) **Traffic information:**
  - a) Aircraft standing by for clearance or TMU release, etc.
  - b) Coordination agreements with other positions.
  - c) FDIO amendments pending.

**NOTE-** There must be at least a 4 minute overlap during each position relief briefing as follows: A minimum of 2 minutes prior to receiving the briefing and a minimum of 2 minutes at the end of the briefing. The relieving specialist and the specialist being relieved are responsible for the completeness and accuracy of the position relief briefing.

## APPENDIX C-2. GC AND LC POSITION RELIEF CHECKLIST

### Ground and Local Control

#### POSITION RELIEF CHECKLIST

- 1) **Status Information Areas:** Applicable IDS and PIREP page, etc.
- 2) **Equipment Status:** Radios (proper frequencies (de)selected), Visibility Range and Center, ATIS, RADAR(s), etc.
- 3) **Staffing:** Adjacent and inter-facility staffing.
- 4) **Airport Conditions/Status:** Airspace configuration, Runway(s) in use, Runway and taxiway closures, Taxi pattern (Taxi Easy, Correct or Quiet), etc.
- 5) **Airport Activities:** Gate hold procedures, Braking Action reports, etc.
- 6) **Weather:** Trends, Windshear, ATIS, PIREP, SIGMETs, AIRMETs, etc.
- 7) **Flow Control:** Special programs, Reportable IND delays, etc.
- 8) **Special Activities:** Emergency, JPG and RACER MOA, R3401, etc.
- 9) **Special Instructions:** Coordination, CIC instructions, reduced separation on final for 5R/23L, LUAW, etc.
- 10) **Training in Progress.**
- 11) **Verbally State Runway Status:** Unavailable, closed or occupied.
- 12) **Traffic Information:**
  - a) Status of each aircraft and/or vehicle.
  - b) Point-outs. EYE or 2R2 Blocks.
  - c) Primary targets. Non-radar operations. VFR advisory aircraft.
  - d) Aircraft affected by TMU initiatives.
  - e) Coordination agreements with other positions.
  - f) Aircraft holding or standing by for service.

**NOTE-** There must be at least a 4 minute overlap during each position relief briefing as follows: A minimum of 2 minutes prior to receiving the briefing and a minimum of 2 minutes at the end of the briefing. The relieving specialist and the specialist being relieved are responsible for the completeness and accuracy of the position relief briefing.

## APPENDIX C-3. RADAR POSITION RELIEF CHECKLIST

### RADAR

#### POSITION RELIEF CHECKLIST

- 1) **Status Information Areas:** Applicable IDS and PIREP page, etc.
- 2) **Equipment Status:** Radios (proper frequencies (de)selected), Visibility Range and Center, ATIS, RADAR(s), etc.
- 3) **Staffing:** Adjacent and inter-facility staffing.
- 4) **Airport Conditions/Status:** Airspace Configuration, Runway(s) in use, Runway closures, etc.
- 5) **Airport Activities:** Braking action reports, etc.
- 6) **Weather:** Trends, Windshear, ATIS, PIREP, SIGMETs, AIRMETs, etc.
- 7) **Flow Control:** Special programs, Reportable IND delays, etc.
- 8) **Special Activities:** Emergency, JPG and RACER MOA, R3401, etc.
- 9) **Special Instructions:** Coordination, CIC instructions, reduced separation on final for 5R/23L, etc.
- 10) **Training in Progress.**
- 11) **Verbally State Runway Status:** Unavailable or closed.
- 12) **Traffic Information:**
  - a) Status of each aircraft.
  - b) Point-outs. EYE or 2R2 Blocks.
  - c) Primary targets. Non-radar operations. VFR advisory aircraft.
  - d) Aircraft released but not airborne.
  - e) Aircraft handed-off but still in airspace.
  - f) Coordination agreements with other positions.
  - g) Aircraft holding or standing by for service.

**NOTE-** There must be at least a 4 minute overlap during each position relief briefing as follows: A minimum of 2 minutes prior to receiving the briefing and a minimum of 2 minutes at the end of the briefing. The relieving specialist and the specialist being relieved are responsible for the completeness and accuracy of the position relief briefing.

## APPENDIX C-4. RUNWAY CHANGE CHECKLIST

### Runway Change

#### RUNWAY CHANGE CHECKLIST

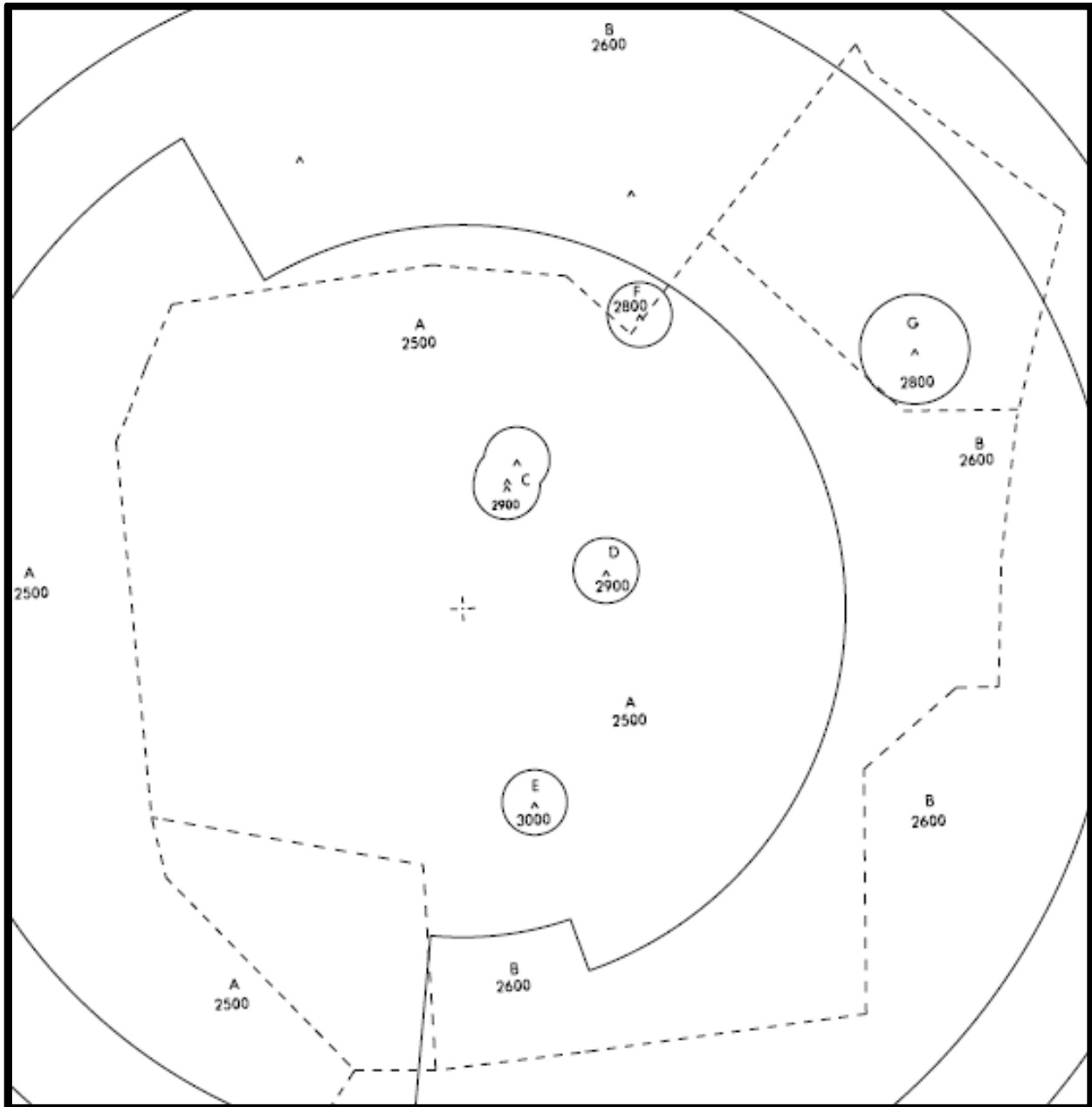
##### 1) CS.

- a) Coordinate with TS. Determine and identify the new runway configuration (IE, “straight 5’s”, “straight 23’s”, “called cross”, “in one/out both”, etc.).
- b) Identify the last departure off of the previous designated departure runway.
- c) Confirm the last arrival to the previous designated arrival runway.
- d) Confirm the first arrival to the new designated arrival runway.
- e) Ensure updated ATIS.

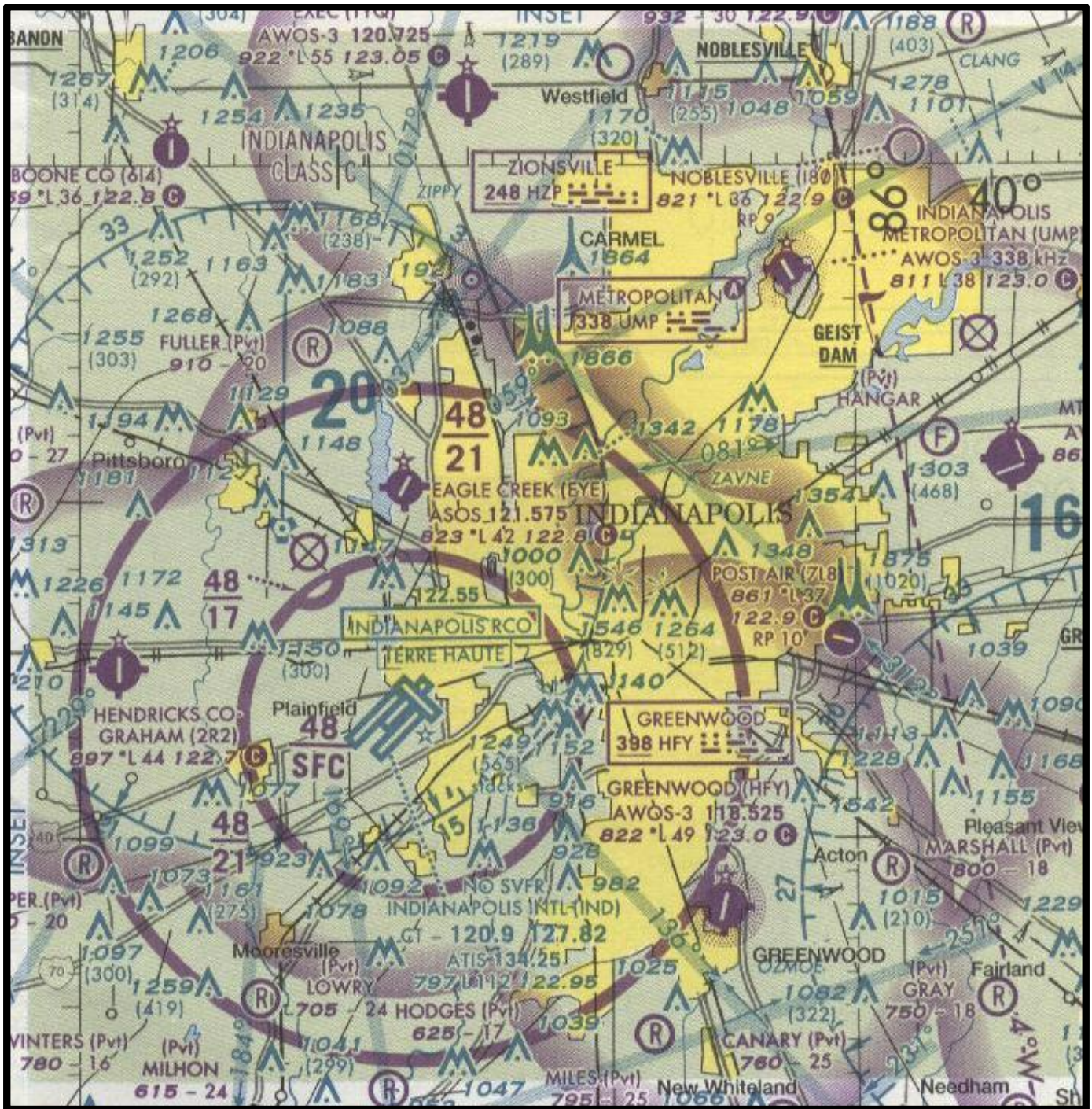
##### 2) TS.

- a) Coordinate with CS. Confirm the new runway configuration (IE, “straight 5’s”, “straight 23’s”, “called cross”, “in one/out both”, etc.).
- b) Confirm the last departure off of the previous designated departure runway.
- c) Identify the last arrival to the previous designated arrival runway.
- d) Identify the first arrival to the new designated arrival runway.
- e) As required, notify surrounding facilities of new runway configuration.

# APPENDIX D-1. MINIMUM VECTORING ALTITUDE (MVA) MAP

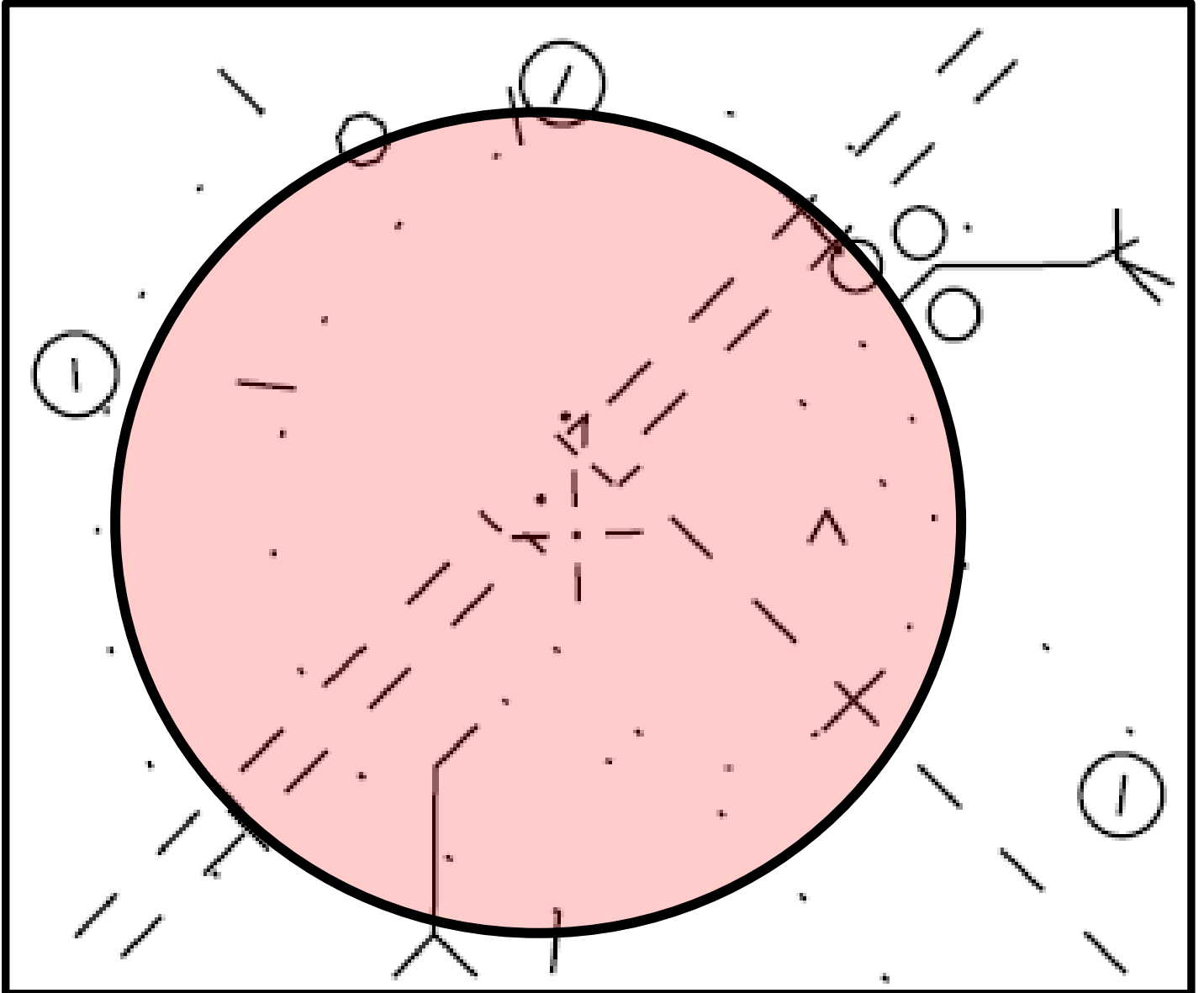


## APPENDIX D-2. CLASS C AIRSPACE



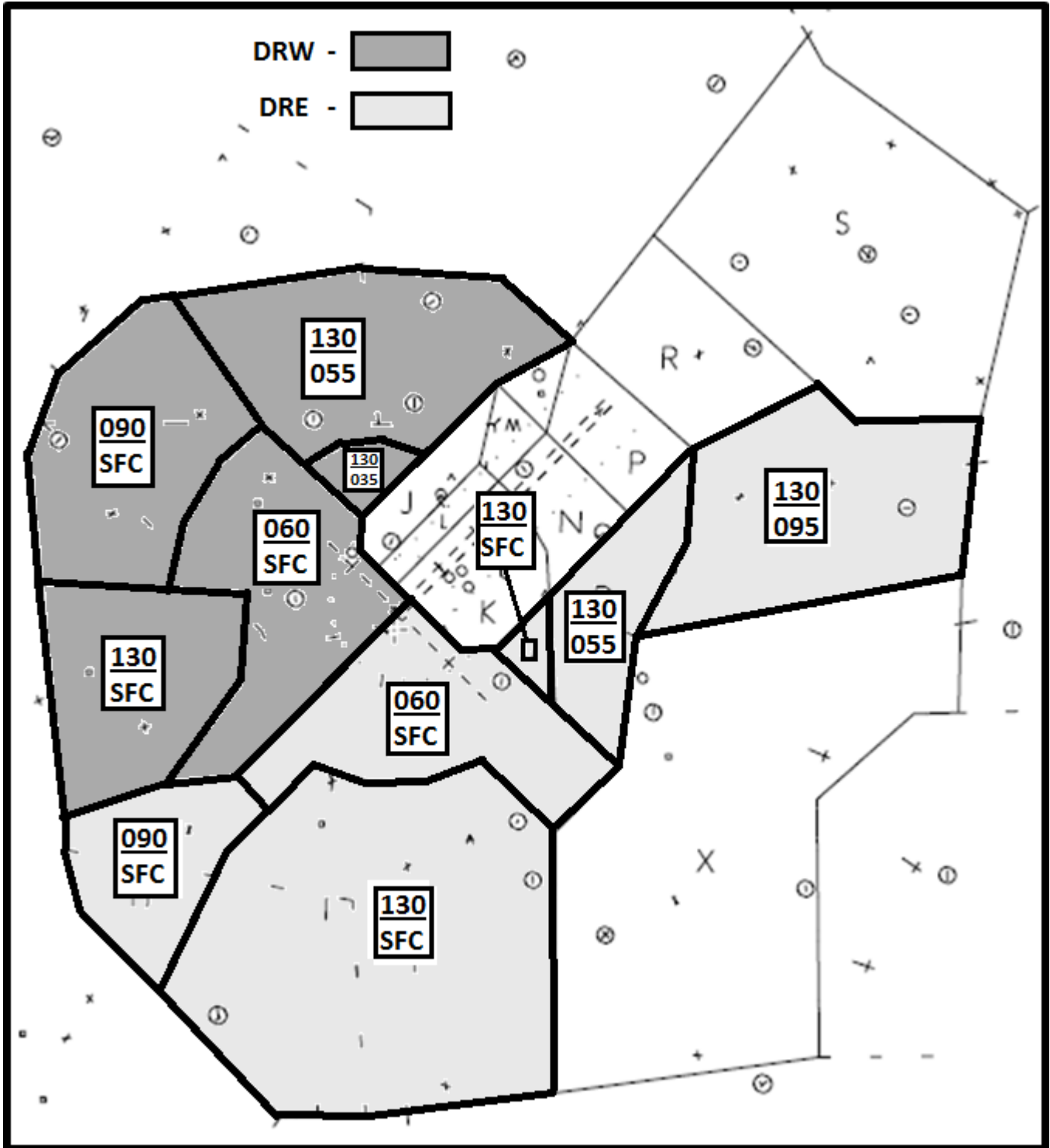
NOTE: FOR CONTROLLER REFERENCE ONLY. NOT FOR LIVE ATC USE.

APPENDIX D-3. TOWER SURFACE AREA OF RESPONSIBILITY:



APPENDIX D-4. DELEGATED AIRSPACE:

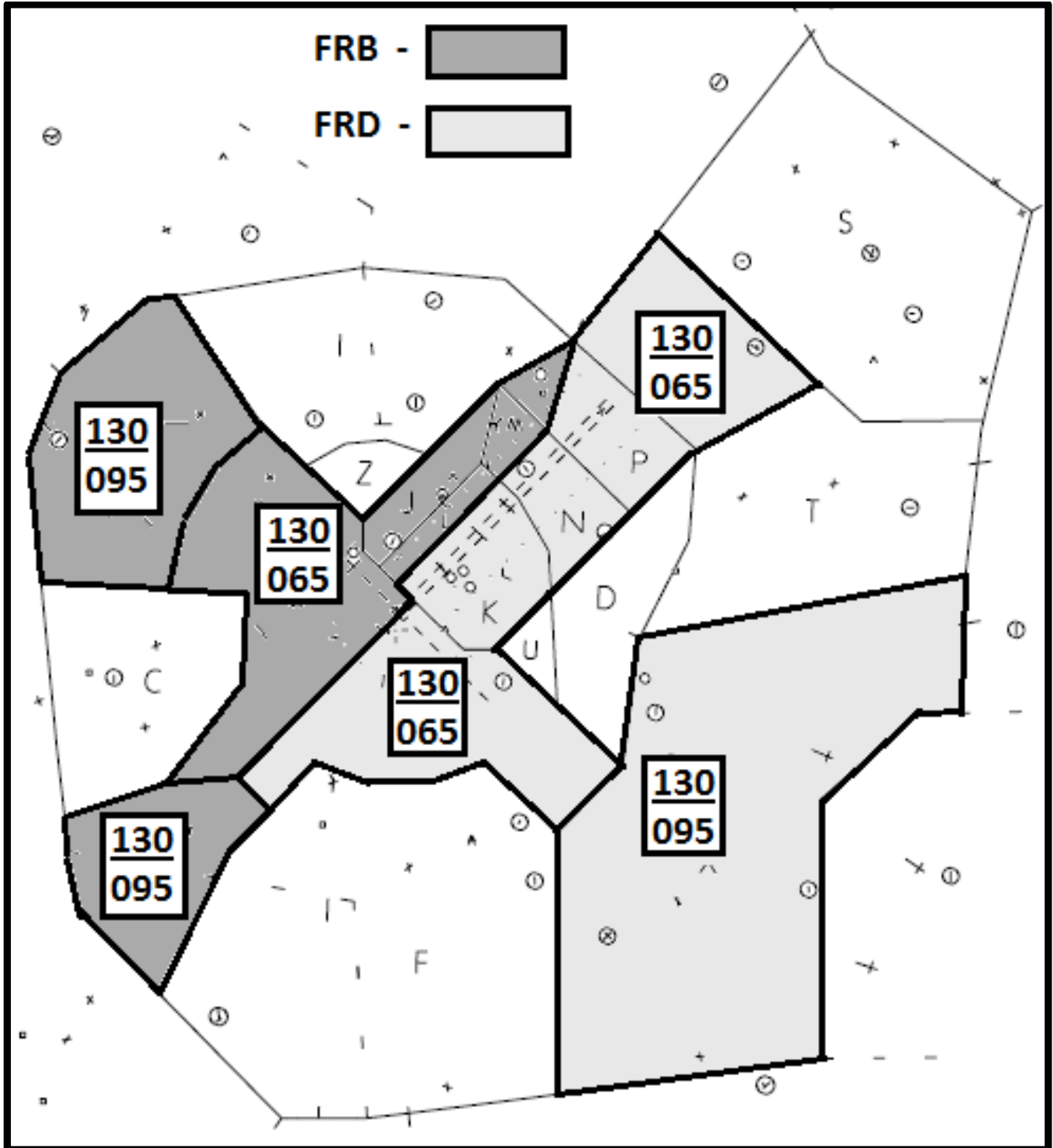
STRAIGHT RUNWAY 23 – DR





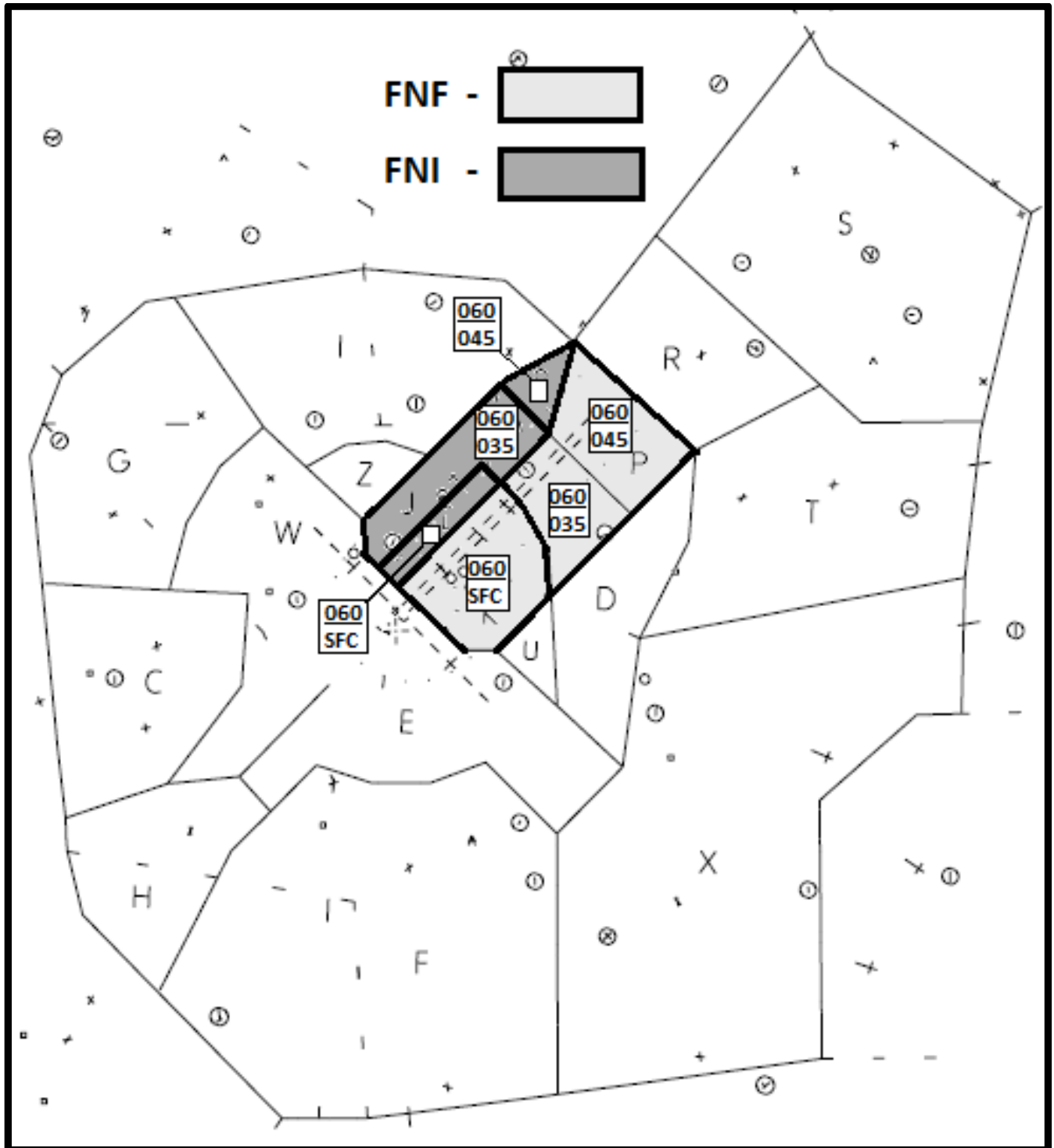
APPENDIX D-6. DELEGATED AIRSPACE – TRACON:

STRAIGHT RUNWAY 23 – FR



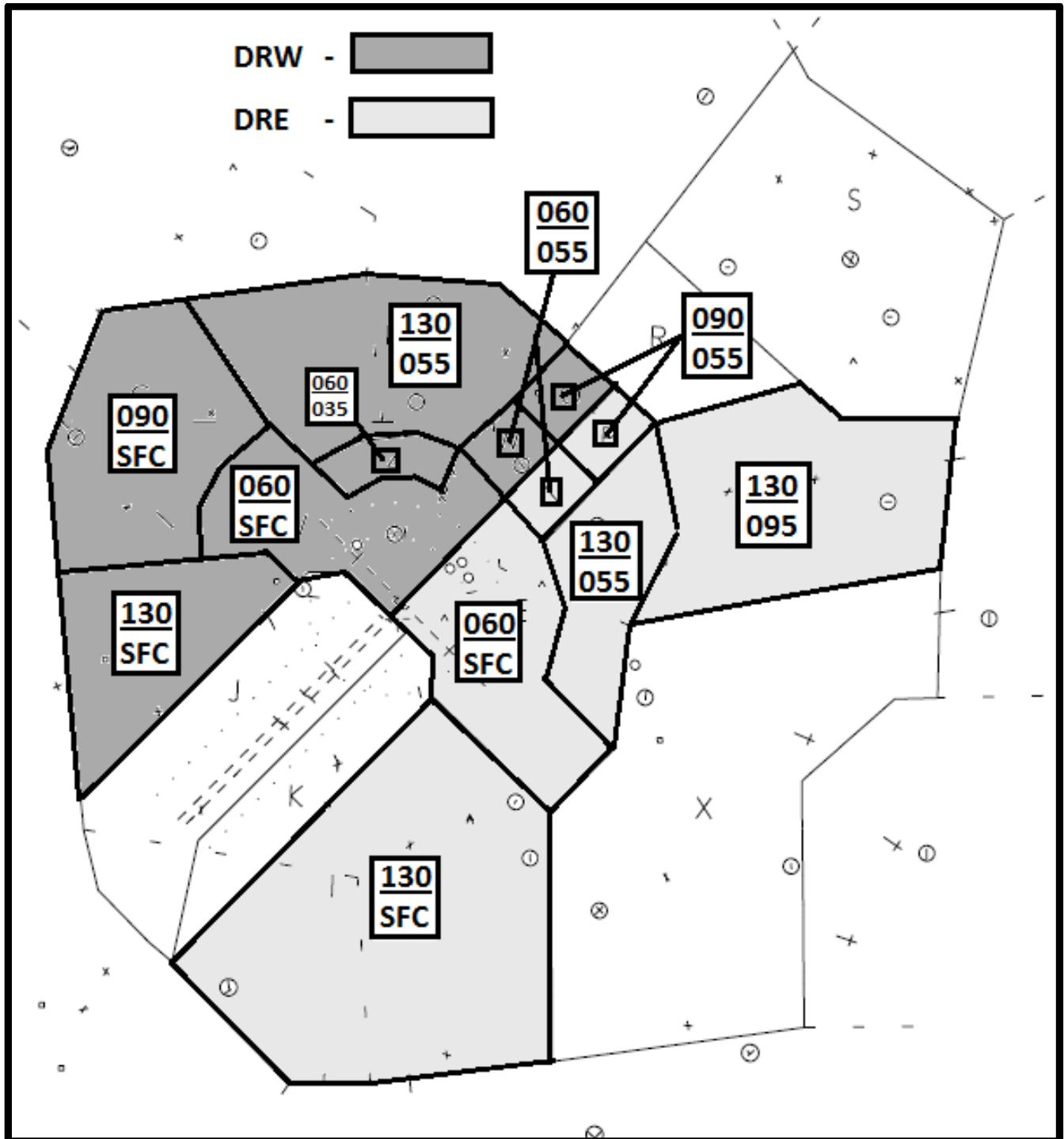
APPENDIX D-7. DELEGATED AIRSPACE – TRACON:

STRAIGHT RUNWAY 23 – FN



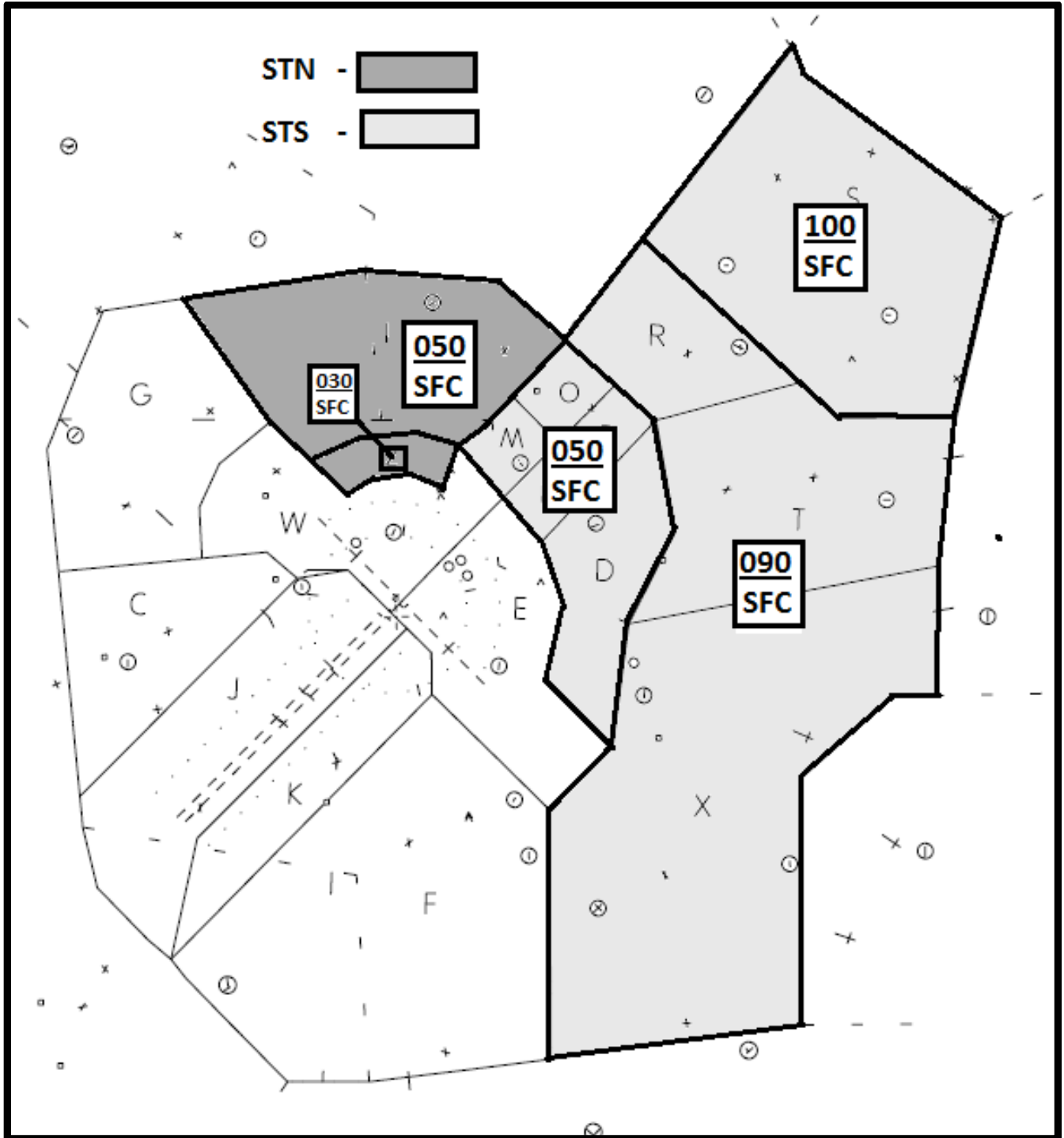
APPENDIX D-8. DELEGATED AIRSPACE – TRACON:

STRAIGHT RUNWAY 5 – DR



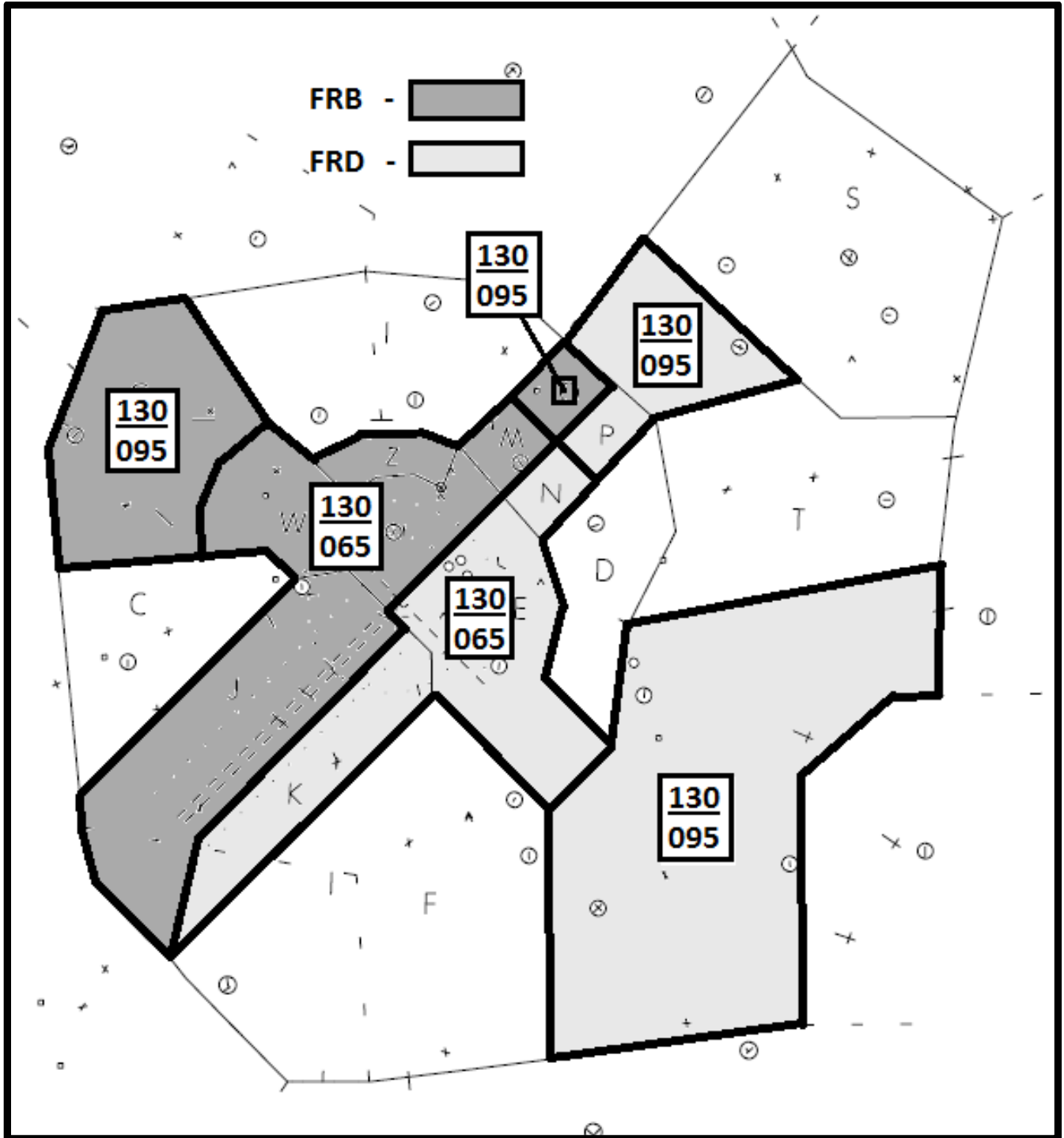
APPENDIX D-9. DELEGATED AIRSPACE – TRACON:

STRAIGHT RUNWAY 5 – ST



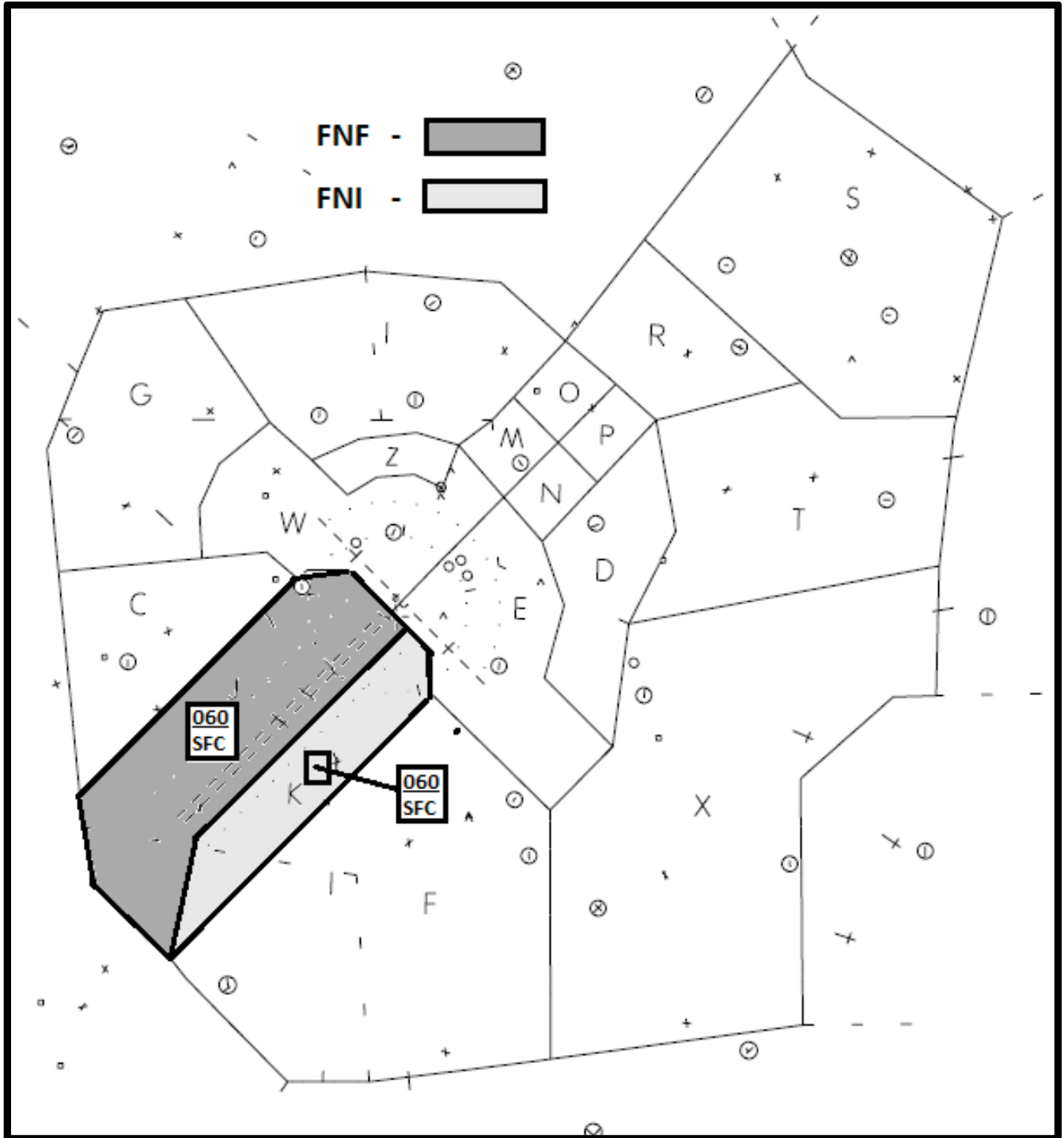
APPENDIX D-10. DELEGATED AIRSPACE – TRACON:

STRAIGHT RUNWAY 5 – FR



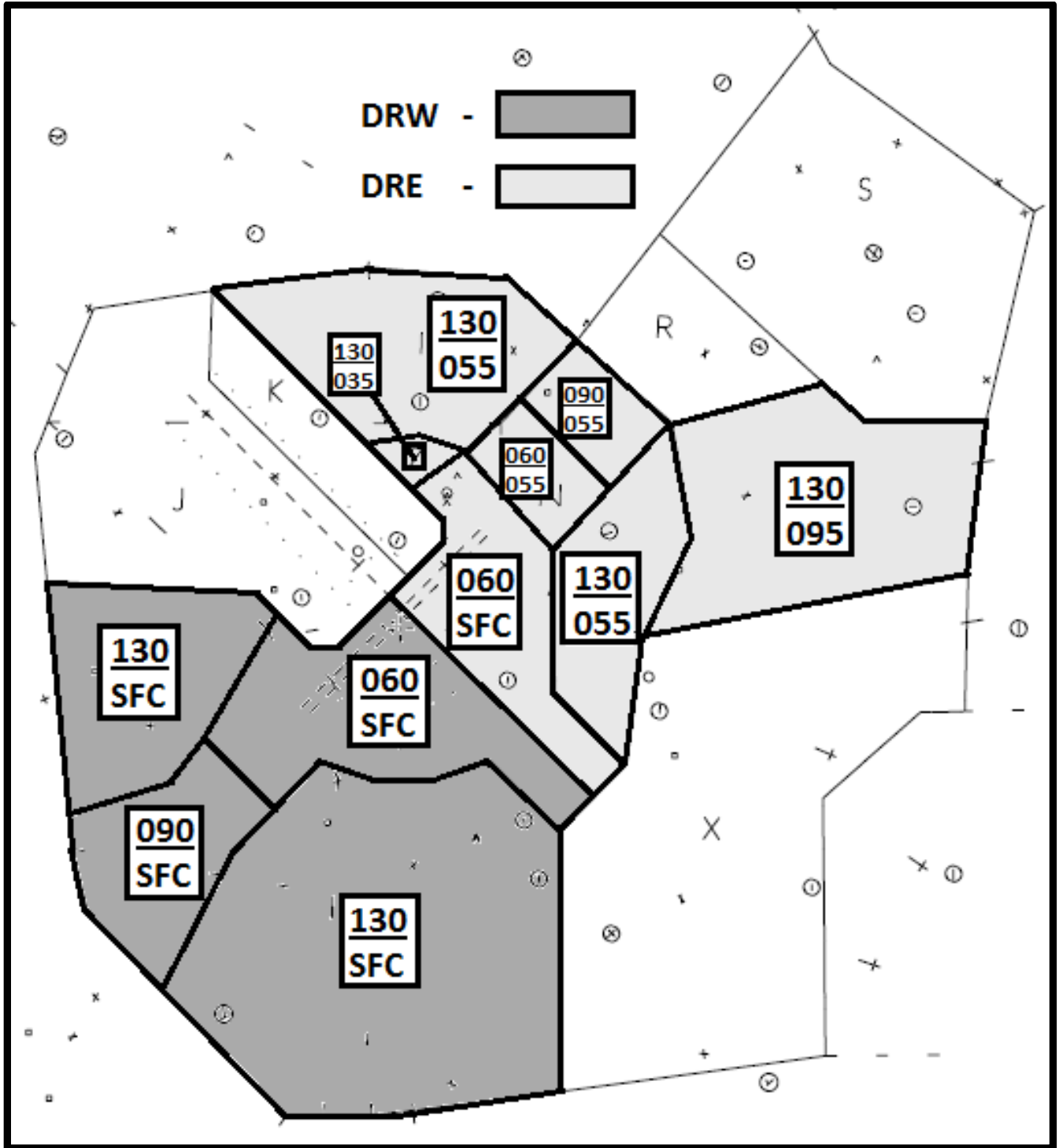
APPENDIX D-11. DELEGATED AIRSPACE – TRACON:

STRAIGHT RUNWAY 5 – FN



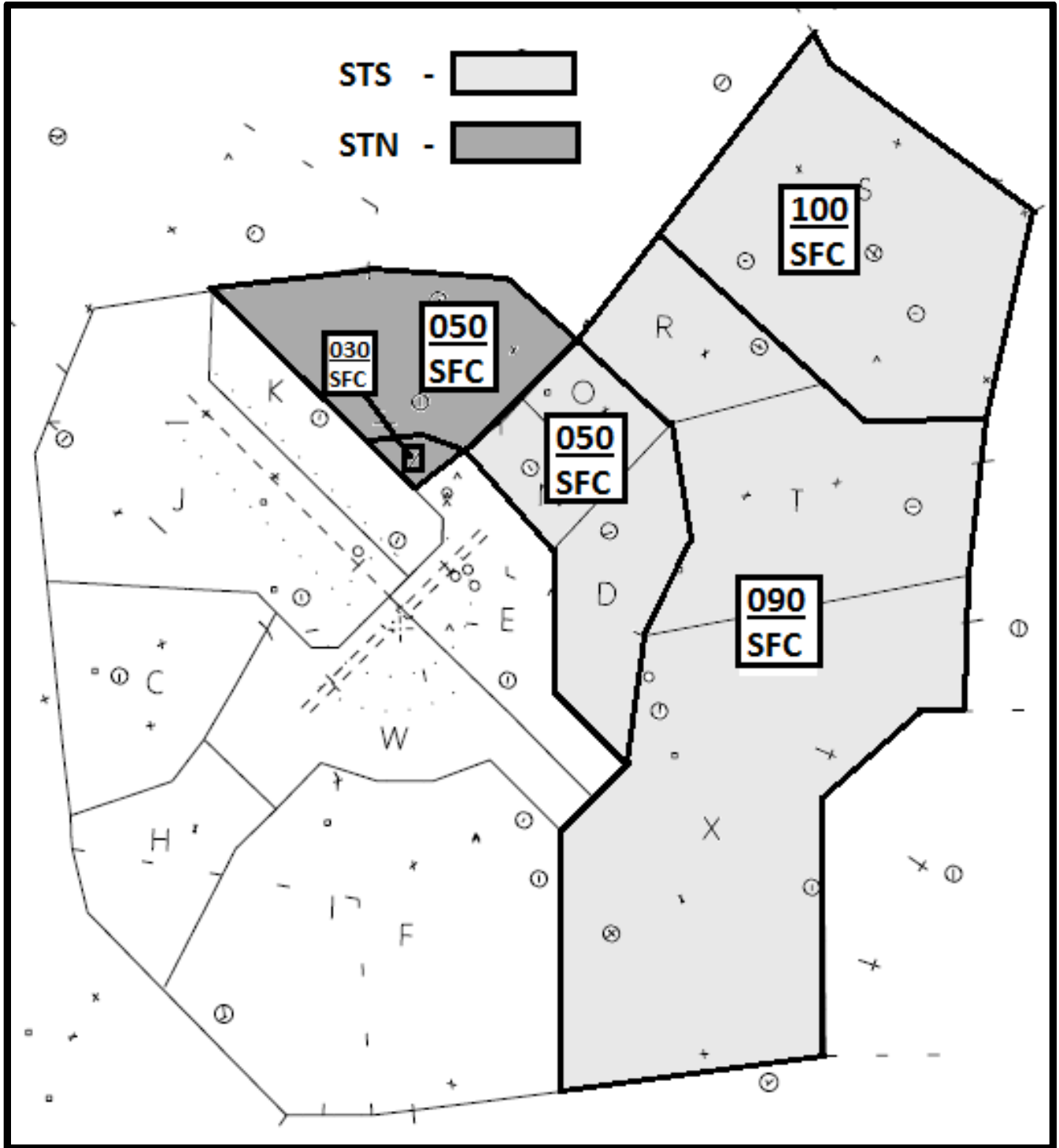
APPENDIX D-12. DELEGATED AIRSPACE – TRACON:

STRAIGHT RUNWAY 14 – DR



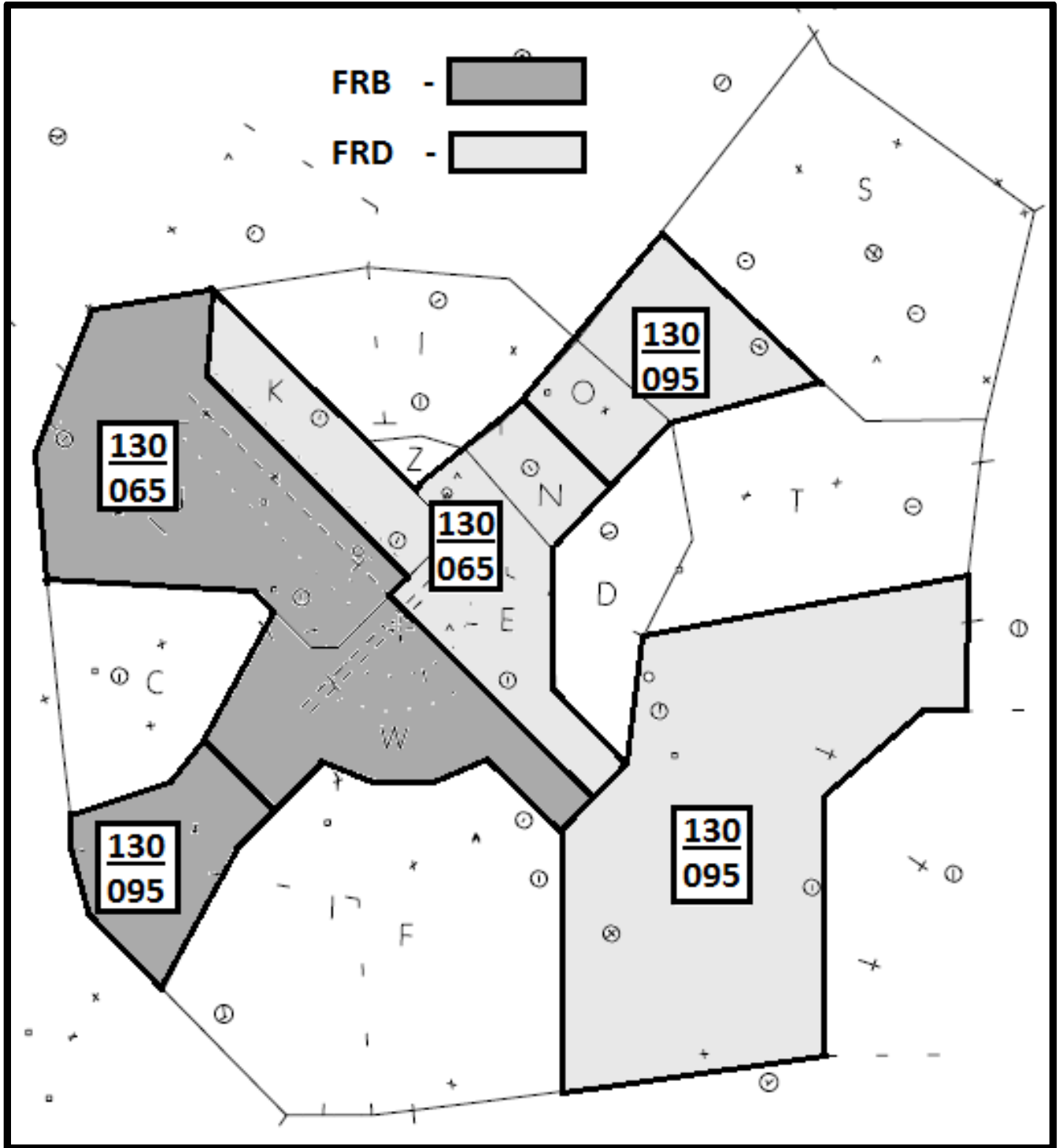
APPENDIX D-13. DELEGATED AIRSPACE – TRACON:

STRAIGHT RUNWAY 14 – ST



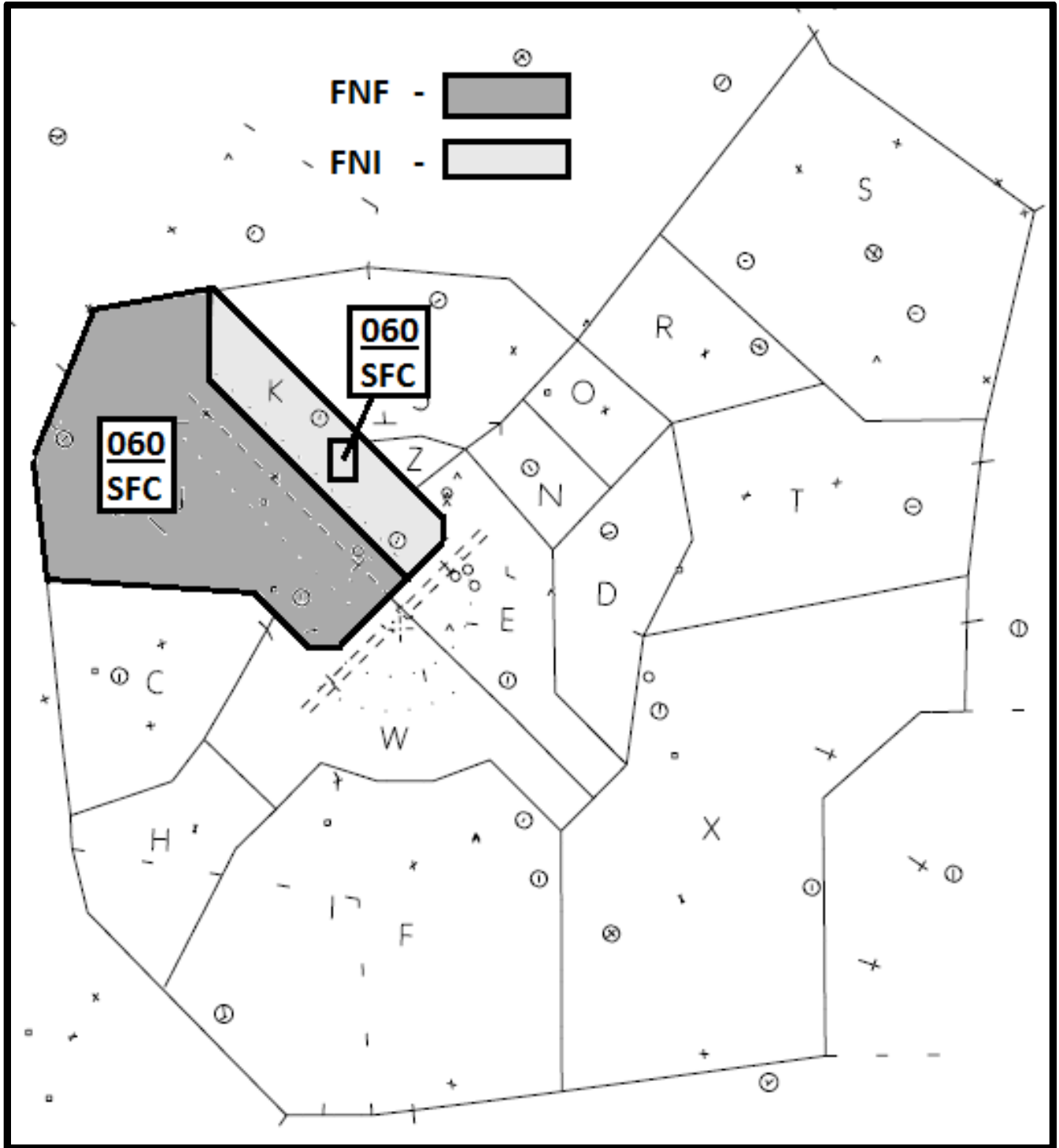
APPENDIX D-14. DELEGATED AIRSPACE – TRACON:

STRAIGHT RUNWAY 14 – FR



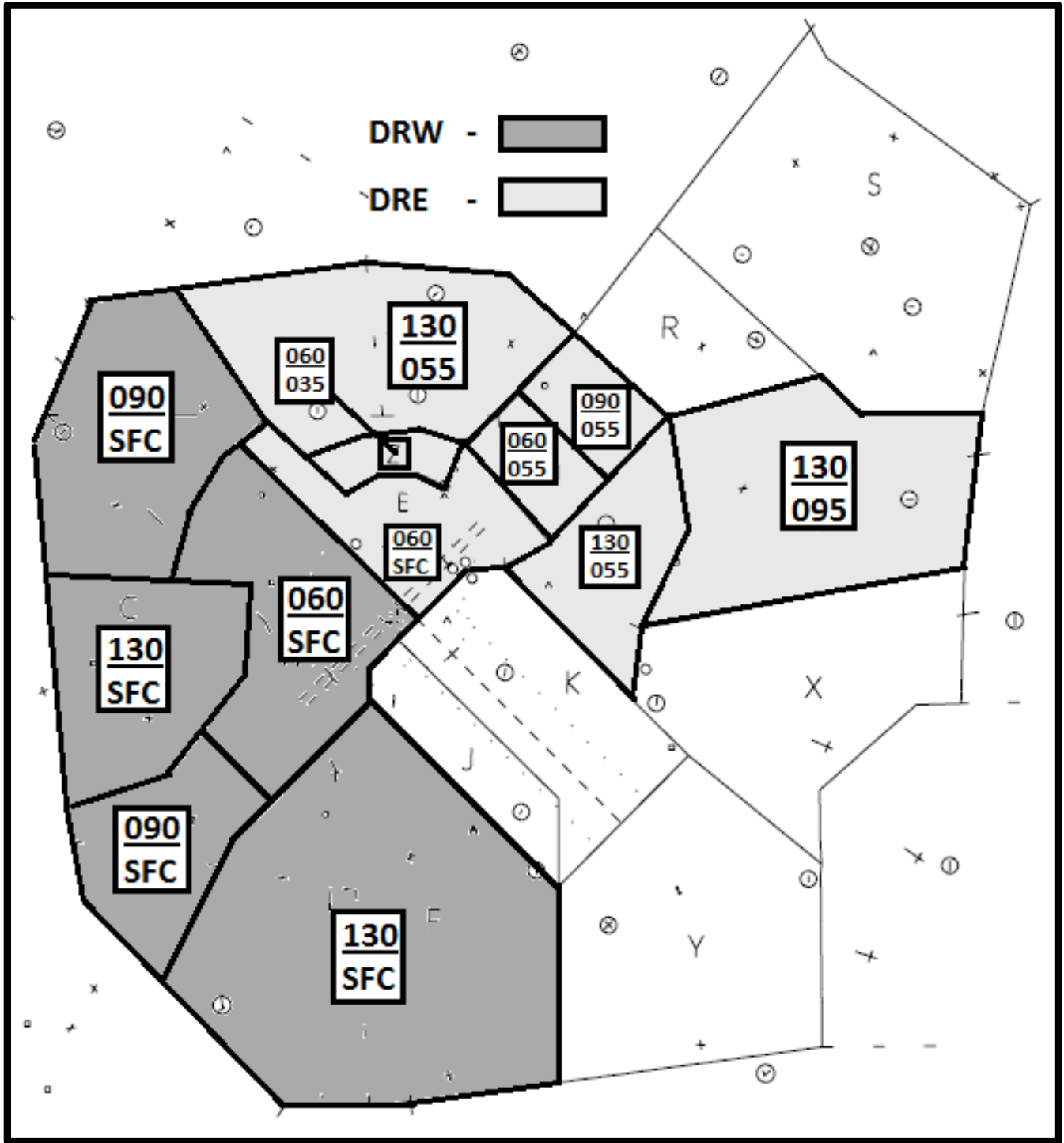
APPENDIX D-15. DELEGATED AIRSPACE – TRACON:

STRAIGHT RUNWAY 14 – FN



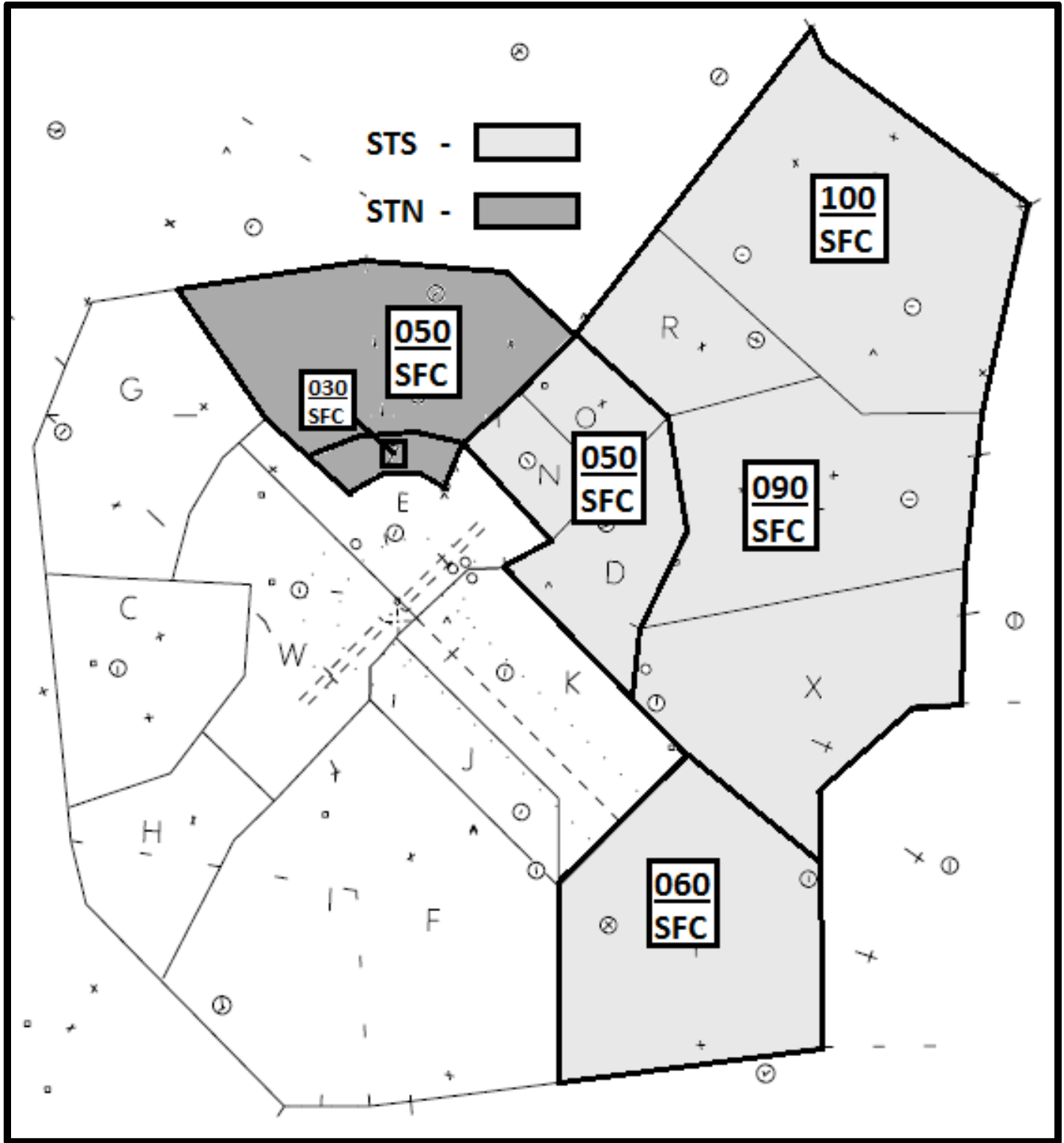
APPENDIX D-16. DELEGATED AIRSPACE – TRACON:

STRAIGHT RUNWAY 32 – DR



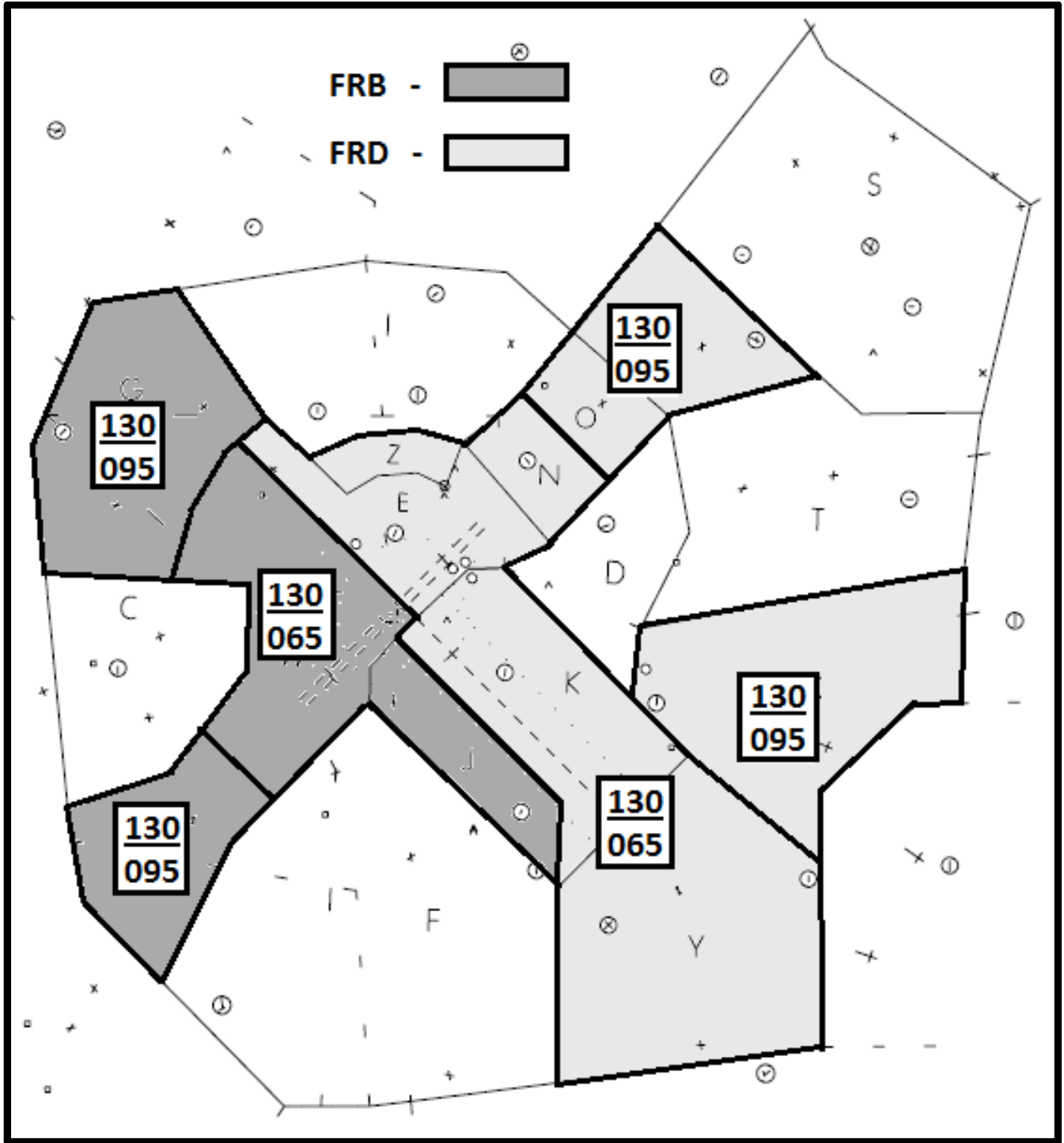
APPENDIX D-17. DELEGATED AIRSPACE – TRACON:

STRAIGHT RUNWAY 32 – ST



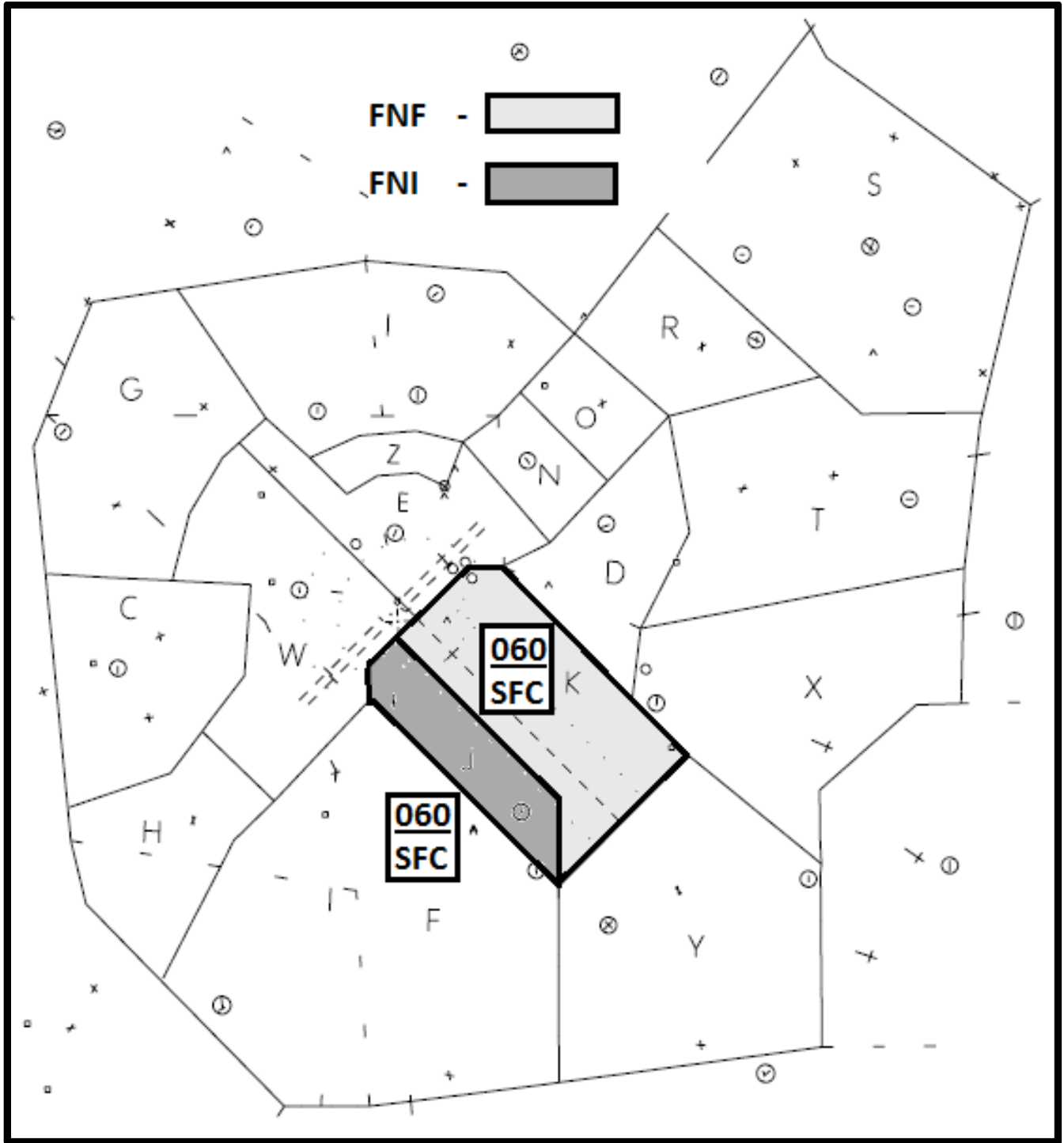
APPENDIX D-18. DELEGATED AIRSPACE – TRACON:

STRAIGHT RUNWAY 32 – FR



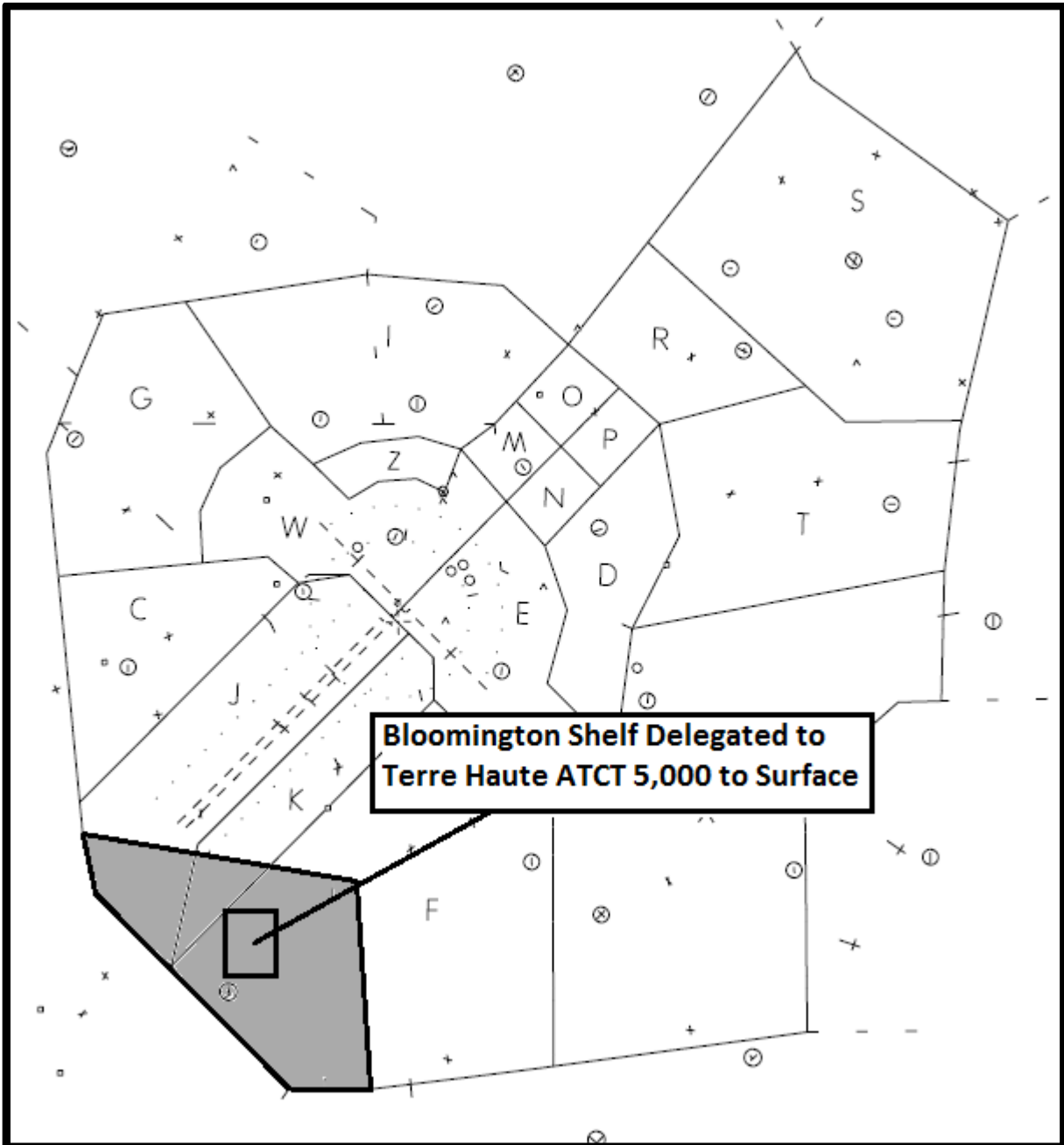
APPENDIX D-20. DELEGATED AIRSPACE – TRACON:

STRAIGHT RUNWAY 32 – FN





**APPENDIX F. BLOOMINGTON SHELF:**





## APPENDIX H. RUNWAY USE:

TIME (LCL)	ARRIVAL RUNWAY		DEPARTURE RUNWAY	
	Preferred Designated	Secondary Designated	Preferred Designated	Secondary Designated
0700-1900	23L, 23R	5L, 5R, 14, 32	23L, 23R	5L, 5R, 14, 32
1900-2200	23L*, 23R*	5L, 5R, 14**, 32**	23L*, 23R*	5L, 5R, 14**, 32**
2200-0600	5L, 5R	23L, 23R, 14**, 32**	23L*, 23R*	5L, 5R, 14**, 32**
0600-0700	23L*, 23R*	5L, 5R, 14**, 32**	23L, 23R	5L, 5R, 14**, 32**
<b>*</b>	Taxi Quiet taxi pattern shall be utilized.			
<b>**</b>	<p>a. Designated Arrival and/or Designated Departure when necessary due to:</p> <ol style="list-style-type: none"> <li>1. weather impacting Preferred and Secondary Designated runways.</li> <li>2. closure(s) on Preferred and Secondary Designated runways or associated taxiways.</li> </ol> <p>b. Authorized for use as non-designated arrival and/or non-designated departure runway for props.</p> <p>c. Authorized for use as non-designated arrival and/or non-designated departure runway for jets when necessary due to:</p> <ol style="list-style-type: none"> <li>1. emergency.</li> <li>2. lifeguard aircraft.</li> <li>3. weather.</li> <li>4. aircraft operational necessity.</li> </ol>			

**APPENDIX I. DEPARTURE SCRATCHPAD DATA:**

	<b>Departure Gate</b>	<b>Scratchpad</b>	<b>Remarks</b>
<b>Departures Scratchpad Data</b>	<b>North</b>	<b>NMZZ</b>	Marion Transition
		<b>NBVT</b>	Boiler Transition
		<b>NOKK</b>	Kokomo Transition
	<b>West</b>	<b>WSPI</b>	Spinner Transition
		<b>WSTL</b>	St. Louis Transition
		<b>WTTH</b>	Terre Haute Transition
		<b>WCMI</b>	Champaign VOR
	<b>South</b>	<b>SIU</b>	Louisville Transition
		<b>SMYS</b>	Mystic Transition
		<b>SBWG</b>	Bowling Green Transition
		<b>SPXV</b>	Pocket City VOR
		<b>SOOM</b>	Hoosier VOR
	<b>East</b>	<b>EROD</b>	Rosewood VOR
		<b>EDQN</b>	Dayton VOR
		<b>ERID</b>	Richmond VOR
		<b>ECVG</b>	Cincinnati VOR
	<b>Local</b>	<b>LOC</b>	Local Traffic

**APPENDIX J. ARRIVAL SCRATCHPAD DATA:**

	<b>Approach Type</b>	<b>Scratchpad</b>	<b>Remarks</b>
<b>Arrivals to Designated Arrival Runways</b>	Visual Approach	<b>VA VAR or VAL*</b>	Aircraft has been cleared for a visual approach with no visual separation.
	Visual In-Sight Approach	<b>VS VSR or VSL*</b>	Aircraft has been cleared for a visual approach following the preceding aircraft with visual separation.
	ILS Approach	<b>ILS ILR or ILL*</b>	
	Category II ILS	<b>CT2 C2R or C2L*</b>	
	Category III ILS	<b>CT3 C3L or C3R*</b>	
	RNAV Approach	<b>RNV RVR or RVL*</b>	
	Touch and Go	<b>T/G TGR or TGL*</b>	Aircraft Requesting Touch and Go
	Signature FBO	<b>SIG</b>	Helicopter landing at signature
	Hawker FBO	<b>HAW</b>	Helicopter landing at Hawker
<b>Non Designated Arrival Runway</b>	Visual	<b>V###</b>	### - Non Designated Runway
	ILS	<b>I###</b>	### - Non Designated Runway
	RNAV	<b>R###</b>	### - Non Designated Runway
	Touch and Go	<b>T###</b>	### - Non Designated Runway

\* **Single Designated Runway or Parallel runway Right or Left**

# APPENDIX K. DEPARTURE & ARRIVAL GATES:

ARRIVAL GATES

ARRIVALS

DEPARTURE GATES

DEPARTURES

