

Indianapolis International Airport

IATA/ICAO CODE: IND/KIND
 CITY: Indianapolis
 STATE: IN
 COUNTRY: USA

AIRPORT CONTACT

Information updated by the airport 6/2011

Name:	Michael T. Medvescek	Ryan Maxfield
Title:	Director, Airport Operations and Maintenance	Airport Operations Manager
Airport:	Indianapolis International Airport	
Address:	Indianapolis Airport Authority 7800 Col. H. Weir Cook Memorial Drive Indianapolis, IN 46241	
Phone:	+1 317 487 5024	+1 317 487 5023
Fax:	+1 317 487 5034	+1 417 487 5153
Email:	Kberlen@indianapolisairport.com	rmaxfield@indianapolisairport.com
Airport Web Site:	www.indianapolisairport.com	

ELEVATION: 797 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
23R/5L	11200	-	-	150
5R/23L	10000	-	-	150
14/32	7280	-	-	150
Check FAA Airport Diagrams for current information.				

NOISE ABATEMENT PROCEDURES

NA-4 Continue Turbojet Departure Procedures for Runways 5L, 14 and 32. Implement Turbojet Departure Procedure for Runway 5R Between 10 pm and 6 am - This measure requires turbojet aircraft to fly runway heading from specific runways until passing through 2,500 MSL before turning on course. Air Traffic Control Tower would be responsible for implementation of these procedures. A Standard Instrument Departure (SID) [or equivalent departure procedure] with noise abatement advisory information is recommended as the principal implementation tool to communicate the program measures to pilots of jet aircraft using IND. This would be prepared by FAA ATCT. These procedures are subject to the authority of the pilot in command to request an amended departure clearance pursuant to FAR 91.129(g).

NA-4a - Continued Without Revision. Establish Runway 5L Departure Procedures. This procedure provides that turbojet departures from Runway 5L maintaining runway

heading until reaching 2,500 foot MSL, then turn to a vectored enroute heading. This procedure is necessary to minimize overflight of residential areas, thus reducing noise exposure over noise sensitive land uses. (approved as voluntary).

NA-4b - Continued Without Revisions - Maintain Runway 14 Departure Procedures. It provides that turbojet aircraft should maintain runway heading when departing Runway 14, then climb on runway heading until reaching 2,500 foot MSL before turning to a vectored enroute heading. This procedure is necessary to minimize overflight of residential areas, thus reducing noise exposure over noise sensitive land uses. (approved as voluntary).

NA-4c Continue Without Revisions - Maintain Runway 32 Departure Procedures. This measure encourages turbojet aircraft to maintain runway heading until reaching 2,500 foot MSL, when departing runway 22. This procedure is necessary to minimize overflight of residential areas, thus reducing noise exposure over noise sensitive land uses. (approved as voluntary).

NA-4d Establish Runway 5R Departure Procedures from 10 pm and 6 am. This procedure provides that turbojet departures from Runway 5R maintain runway heading until reaching 2,500 foot MSL, then turn to a vectored enroute heading. This procedure is necessary to minimize overflight of residential areas, thus reducing noise exposure over noise sensitive land uses. (approved as voluntary).

NA-5 Runway 23L/R Daytime Departure - Proposed all jet aircraft departing Runway 23R or Runway 23L at night maintain runway heading until reaching 2,500 foot MSL. The FAA Air Traffic Control Tower would be responsible for implementation of this procedure. A Standard Instrument Departure (SID) [or equivalent departure procedure] with noise abatement advisory information is recommended as the principal implementation tool to communicate the program measures to pilots of jet aircraft using IND. This would be prepared by FAA ATCT and should include the provisions of NA-4, NA-5, NA-10, NA-11, NA-15, NA-17 and NA-18. This procedure is subject to the authority of the pilot in command to request an amended departure clearance pursuant to FAR 91.129(g). This would avoid the direct overflight of Plainfield and several subdivisions located lateral to the extended runway centerline, thus reducing noise exposure over noise sensitive land uses. (approved as voluntary).

NA-10 Continue Use of 070 Degree Heading for Departures from Runway 5R. During the Period Between 10 p.m. and 6 a.m. Maintain Heading Until Reaching 2,500 Foot MSL. The Indianapolis Airport Authority (IAA) as part of 1987 Measure 8 and in Measure NA-10 recommended that turbojet aircraft departing Runway 5R turn to a 070 degree heading upon overflying the Runway 23L middle marker [or equivalent DME mileage designation] and climb on that heading until reaching an altitude of 2,500 foot MSL. IAA is recommending retaining use of this nighttime departure thru when Runway 5R is in use. The 070 degree turn redirects departure noise above 65 DNL from residential areas to industrial and commercial areas east of the airport. (approved as voluntary) This measure, while retaining existing flight procedures, will receive additional emphasis by inclusion in a SID [or equivalent departure procedure] that includes measures NA-17 and NA-18.

NA-11 Noise Abatement Departure Profiles - In Measure 2 of the 1987 NCP. The IAA requested airlines to implement aggressive noise abatement departure procedures. The air carriers rejected this recommendation during implementation negotiations as being non-standard. Subsequently, IAA worked with the late night operators to develop noise abatement departure procedures for their operation. These were independently implemented by each carrier. Passenger air carriers continued to operate their aircraft using standard departure procedures contained in FAA Advisory Circular 91-53. IAA replaced the

noise abatement departure procedure recommendations of the 1987 Part 150 program, Measure 2 with Measure NA-11 in the 1992 NCP.

IAA Adopted the "close-in" noise abatement option of AC91-53A as preferred for use from Runways 5R/L, 14, and 32 by those operators of large jets (in excess of 75,000 pounds gross takeoff weight) which have not developed alternative measures. IAA adopted a similar provision stating its preference for the "standard" departure for departures from Runway 23R/L by those operators or large jets that have not developed alternative measures.

IAA also encouraged the use of the NBAA's "close-in" departure procedures or comparable measures, by business jet aircraft originally designed for general aviation use when departing from all runways. (approved as voluntary) The IAA desires to continue this measure from Runway 5R/L, 14 and 32, with modifications.

NA-13 Revoke Runways 23R/L Nighttime Departure Procedures. No action can be taken until a replacement measure is ready to be implemented.

NA-14 Continued Without Modification. Establish Procedures for Nighttime Turbojet Approaches to Runway 5R/L. IAA proposes continuing this measure as it applies to nighttime hours 10 p.m. to 7 a.m. This measure was established to direct turbojet overflights southwest of the Airport to predictable corridors. The measure entails late night traffic approaching Runway 5R/L to be vectored to intercept the glide slope at or beyond the Runways 5R/L outer marker locations. This measure would reduce the number of approach overflights of Plainfield and Camby during the late night hours. However, due to operational necessity, ATCT will occasionally permit visual approaches within the outer marker.

This measure is not applied to daytime traffic (7 a.m. to 10 p.m.), largely because it has the potential to increase approach delays. (approved as voluntary)

NA-15 Revision of 1992 Measures NA-11, As Applied to Runways 23R/L. Noise Abatement Departure Profiles. IAA requested airlines to implement aggressive noise abatement departure procedures. The air carriers rejected this recommendation during implementation negotiations as being non-standard. Subsequently IAA worked with the late-night cargo operators to develop noise abatement departure procedures for their operations. These were independently implemented by each carrier. Passenger air carriers continued to operate their aircraft using standard departure procedures in FAA Advisory Circular 91-53. IAA replaced the noise abatement departure procedure recommendations of the '87 Part 150 program, Measure 2 with Measure NA-11 in the 1992 NCP.

IAA adopted the close-in noise abatement option of AC91-53A as preferred for use from Runways 5R/L, 14, and 32 by those operators of large jets (in excess of 75,000 pounds gross takeoff weight) which have not developed alternative measures. That measure is continued without modification from the 1992 NCP for the indicated runways.

IAA also adopted a similar provision stating its preference for the "standard" departure procedure for departures from Runway 23R/L by those operators of large jets that have not developed alternative measures. Evaluations for the 1997 NCP have indicated that the continued use of "standard" departure procedures from Runways 23R/L will result in the dispersion of noise above 65 DNL onto more populated areas to the southwest of the airport than will the close-in procedure, as used from each other runway. Therefore, IAA will invoke that portion with a new request that calls for use of "close-in" procedures from Runways 23R/L. Above 3,000 feet AGL, pilots are requested to maintain best rate of climb to intermediate altitudes as directed by ATC. A SID [or equivalent departure procedure] with noise abatement advisory information is recommended as the principal implementation tool to communicate the program measures to pilots of jet aircraft using IND. This would be

prepared by FAA ATCT and should include the provisions of NA-4, NA-5, NA-10, NA-11, NA-15, NA-17 and NA-18 (approved as voluntary).

NA-16 Establish Nighttime Procedures to Separate Aircraft by Destination when Both Runways 23R and 23L are in use. IAA recommends establishing this measure as it applies to evening and nighttime hours 7 p.m. to 7 a.m. This measure is designed to separate turbojet takeoffs to the southwest of the Airport, based on their destinations, when peak operations periods are in effect. Aircraft bound to northern and western destinations will be assigned to Runway 23L, when both Runway 23R and 23L are in use. The peak period of the departure operations occurs when both cargo carriers are launching aircraft at the same time. Application of the measure, as appropriate during the hours between 7 p.m. and 10 p.m. will allow for reduced in air crossing of aircraft along the established departure corridors from Runways 23R/L.

This measure is not applied to daytime traffic (7 a.m. to 7 p.m.) largely because it has the potential to increase taxi delays. The construction of proposed Taxiway N will be required to fully implement this measure. Areas expected to benefit from this measure lie within the 65 DNL contour. (approved as voluntary) The timing of the construction of Taxiway N is subject to IAA programming the funds necessary to undertake its construction. Taxiway N was previously environmentally approved as part of the 1992 EIS for master plan development of the airport and no further environmental action by FAA is necessary.

NA-17 Runway 23L Nighttime Departure Procedures - In the 1992 NCP, the IAA proposed that all turbojet aircraft departing Runway 23L maintain either runway heading or a 15 degree right divergent heading, initiated at the middle marker [or equivalent DME mileage designation] to cross the extended centerline of Runway 23R, until reaching an altitude of 3,000 foot MSL from 10 p.m. until 7 a.m. The IAA now desires to expand the intent of this measure by requesting the FAA ATC establish an additional departure course from Runway 23L for use during the hours between 7 p.m. and 7 a.m. when use of runway heading or inward divergent courses would increase delays. This third course would be established along a 215 degree heading, initiated at the middle marker of the Runway 5R approach, and flown to a position 5.5 nautical miles from DME co-located with the localizer of the approach to Runway 5R. Furthermore, the runway heading and inward divergent courses now in place from Runway 23L would, under this measure, be flown to 5.5 nautical mile DME positions relative to the new DMA co-located on the Runway 5R localizer.

The effect of these measures southwest of the airport will be 1) substantially reduce delays encountered during the late night cargo operation and 2) provide for predictable corridors of flights by the concentrated low-level, evening and night jet departures from Runway 23L. Also, turns to enroute courses would not be made until the aircraft are effectively beyond the extensively developed area of Plainfield. The FAA ATC would be responsible for implementation of this procedure. A SID [or equivalent departure procedure] with noise abatement advisory information is recommended as the principal implementation tool to communicate the program measures to pilots of jet aircraft using IND. This would be prepared by FAA ATCT and should include provisions of NA-4, NA-5, NA-10, NA-11, NA-15, NA-17 and NA-18. This procedure is subject to the authority of the pilot in command to request an amended departure clearance pursuant to FAR 91.129(g). (No action required at the time)-This measure relates to flight procedures under section 104(b) of the Aviation Safety and Noise Abatement Act of 1979 and will receive further FAA review before approval or disapproval.

NA-18 Runway 23R Nighttime Departure Procedures - In the 1992 NCP, the IAA proposed that all turbojet aircraft departing Runway 23R maintain either runway heading or a 15 degree right divergent heading, initiated at the middle marker [or equivalent DME

mileate designation] to cross the extended centerline of Runway 23L, until reaching an altitude of 3,000 foot MSL from 10 p.m. until 7 a.m. The IAA now desires to expand the intent of this measure by requesting the FAA ATC establish an additional departure course from Runway 23L for use during the hours between 7 p.m. and 7 a.m. when use of runway heading or inward divergent courses would increase delays. Furthermore, the runway heading and inward divergent courses now in place from Runway 23R would, under this measure, be flown to 6.5 nautical mile DME positions relative to the new DME co-located on the Runway 5R localizer.

The effect of these measures southwest of the airport was to provide for predictable corridors of flight by the concentrated low-level, evening and night jet departures from Runway 23R. Also, turns to enroute courses would not be made until the aircraft are effectively beyond the extensively developed area of Plainfield. The FAA ATC would be responsible for implementation of this procedure. A SID {or equivalent departure procedure] with noise abatement advisory information is recommended as the principal implementation tool to communicate the program measures to pilots of jet aircraft using IND. This would be prepared by FAA ATCT and should include provisions of NA-4, NA-5, NA-10, NA-11, NA-15, NA-17 and NA-18. This procedure is subject to the authority of the pilot in command to request an amended departure clearance pursuant to FAR 91.129(g). This measure would result in a minor increase in the size of the area included in the acquisition and sound insulation programs under this NCO. (No action required at the time) This measure relates to flight procedures under section 104(b) of the Aviation Safety and Noise Abatement Act of 1979 and will receive further FAA review before approval or disapproval.

NA-19 Extend Nighttime Departure Procedures from Runway 5R, 23R and 23L to the hours between 7 p.m. and 7 a.m. at the discretion of Air Traffic Control, to the hours between 7 a.m. and 7 p.m. - The IAA desires to extend the hours of applicability of Measures NA-10, NA-17 and NA-18 to the period between 7 p.m. and 7 a.m. ATC management desires the flexibility to implement the measures established by the measures to improve the flow of traffic and reduce delays during peak operating periods of the daytime hours, subject to the authority of the pilot in command to request an amended departure clearance pursuant to FAR 91.129(g). The measure would slightly increase the size of the 65 DNL noise contour, but not beyond the programmatic boundaries set by the various land use measures detailed in "Land Use Management Plan Measures"

CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)

AIRPORT CURFEWS - [NONE](#)

PREFERENTIAL RUNWAYS

NA-1 Preferential Use of Runways 23L/23R With Both Runways Used for Turbojet Departures on a 24-hour basis, and for Turbojet Arrivals Between 6 a.m. and 10 p.m. (approved as voluntary). This measure would keep traffic away from significantly built-up non-compatible areas.

NA-2 Preferential Use of Runways 5R/5L for Jet Arrivals During Nighttime Hours (10 p.m. and 6 a.m.) (approved as voluntary). This measure would keep traffic away from significantly built-up non-compatible areas.

NA-3 - Jets to Use Runway 32 as Supplement Preferred Runway for Periods When Runways 5L/23R Cannot Be Used Due To Weather, Wind or Closure (approved as voluntary). This measure would keep traffic away from significantly built-up non-compatible areas.

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

NA-6 Retain Engine Runup Location Policy - The Indianapolis Airport Authority (IAA) will continue an existing jet run-up policy requiring that all jet run-ups occur at the approach end of Runways 5R and at the southwest end of Taxiway H. At these locations, all Stage 2 jets must be oriented northeasterly, parallel to the runway. Orientation of Stage 2 jet aircraft is addressed in NA-12 to address an aircraft operator's concern regarding Stage 3 runups under certain wind conditions. (approved as voluntary)

NA-9 Hush House/Noise Suppression Policy - The Indianapolis Airport Authority (IAA) will retain its policy requiring that all routine maintenance run-up activity between 10 p.m. and 7 a.m. be conducted in a hush house or using noise suppressers. This will reduce aircraft engine noise, if such activity is conducted at night. (approved) - IAA has stated that exclusive use of the hush house it will construct will not occur. To ensure the hush house is available to airport users desiring to use it, IAA has developed a schedule for hush house construction and will schedule its usage among all requiring its availability.

NA-12 Revised to Reflect Change of Location Name. Stage 3 Designated Run-up Orientation. Under the 1992 NCP the IAA amended its then existing airport run-up policy to allow Stage 3 aircraft to be orientated into the wind at designated run-up locations when winds exceed 15 knots. This measure permitted high bypass ratio engines to run-up without strain in those weather conditions without degrading the ongoing noise control program for engine runups. Areas that were expected to benefit from this measure lie within the 65 DNL contour and beyond. (approved as voluntary) This measure is a technical modification to reflect the renaming of one of the two preferred locations for run-ups by Stage 3 aircraft. The other location remains the southwest end of Runway 5R.

APU OPERATING RESTRICTIONS - [NONE](#)NOISE BUDGET RESTRICTIONS - [NONE](#)NOISE SURCHARGE - [NONE](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	10/9/98	309 have been Sound Insulated
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	10/9/98	115 homes 4 vacant lots
Avigation Easements/Sales	10/9/98	327

Assistance		
Zoning Laws	1998	Airspace District Zoning Ordinance
Real Estate/Property Disclosure Laws	Indiana Tall Structures Act I.C. 8-21-10	Requires notification and disclosure of aircraft noise etc within statutorily defined area
Acquire Land for Noise Compatibility to date	1987 to Date	Over 1000 residential homes
Population within each noise contour level relative to aircraft operations	2008 Update	103 population
Airport Noise Contour Overlay Maps	2008	2008 NEM Update indicated no material change in contours since 2003
Total Cost of Noise Mitigation Programs to Date	-	\$200M
Source of Noise Mitigation Program Funding for Aircraft Noise	-	Local Funds and AIP Grants 2005: AIP grants of \$2,000,000 and \$15,613,333 for noise mitigation measures for residences within the 65-69 DNL contour.

NOISE MONITORING SYSTEM - [NONE](#)

FLIGHT TRACK MONITORING SYSTEM
ERA AirScene

NOISE LEVEL LIMITS - [NONE](#)

STAGE 2 RESTRICTIONS
Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.

STAGE 2 PHASEOUT
[U.S. Stage 2 Phase out complete as of 12/31/1999 \(CFR Part 91.801\). Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.](#)

STAGE 3 RESTRICTIONS - [NONE](#)