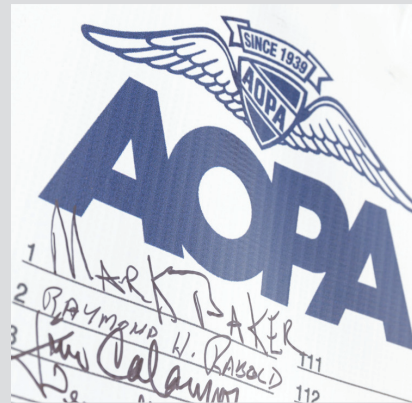


AOPA FLY-IN

Indianapolis, IN



2014 NOTAM Special Flight Procedures

Indianapolis, IN | Effective 0600 EDST (Local) May 30, 2014 Until 2000 EDST (Local) May 31, 2014



AIRCRAFT OWNERS AND PILOTS ASSOCIATION (AOPA) FLY-IN | INDIANAPOLIS, IN EFFECTIVE 6:00 AM LOCAL FRIDAY, MAY 30, 2014 UNTIL 8:00 PM LOCAL SATURDAY, MAY 31, 2014 TEMPORARY VFR PROCEDURES

Specific procedures contained with this NOTAM may be revised or unavailable at the time of the event. Users are encouraged to check NOTAMs frequently to verify they possess the most current revisions. This NOTAM does not supersede restrictions pertaining to the use of airspace contained in FDC NOTAMS.

In anticipation of a larger than normal number of aircraft operating to and from the Indianapolis Regional Airport (KMQJ) in conjunction with the AOPA Fly-in, the following procedures will be used to enhance safety and minimize delays.

TRAFFIC MANAGEMENT

Traffic management initiatives will be utilized when arrival rates exceed airport capacity. Pilots should be prepared for potential holding, reroutes or EDCT's (Expect Departure Clearance Time) that may be issued for domestic IFR arrivals to Indianapolis Regional Airport.

IMPORTANT INFORMATION

Pilots are urged to review all applicable NOTAMs and arrival/departure procedures prior to conducting flight to Indianapolis Regional Airport. IFR flight plans should be filed at least 6 hours prior to proposed departure time.

LOCAL TRAINING AND PRACTICE APPROACHES

Local traffic pattern, closed traffic training, and practice instrument approaches will not be allowed at Indianapolis Regional Airport during the AOPA Fly-in.

CAUTIONS

Indianapolis Class C airspace southwest of Indianapolis Regional Airport

Anderson Regional Class D airspace northeast of Indianapolis Regional Airport

Delaware County Regional Class D airspace near Muncie

Columbus Municipal Class D airspace southeast of Indianapolis

Cincinnati/Northern Kentucky Class B airspace southeast of Indianapolis Regional Airport

Numerous Special Use Airspace including Restricted Airspace in the area around Indianapolis Regional Airport

AEROBATIC DEMONSTRATION

There will be a 10-15 minute aerobatic demonstration at approximately 12:45 PM local on Saturday, May 31 during the AOPA Fly-in. Arrivals and departures will be stopped for the duration of the demonstration. Please plan accordingly.

INDIANAPOLIS REGIONAL AIRPORT GENERAL INFORMATION

Parking Areas: When operating in the parking areas, pilots are encouraged to be extra alert for taxiing aircraft, aircraft with engine(s) running, and vehicle/pedestrian traffic. Ground support personnel will be assisting aircraft to and from parking areas and run-up areas. For safety reasons, high RPM engine running is prohibited outside of designated run-up areas. Please review the parking map prior to landing and departure. This will brief you on the correct taxi routes.

Vehicular Traffic: Vehicles are not allowed on ramps except those belonging to airport operators and tenants, and exhibitors participating in the AOPA Indianapolis Fly-in.

Pre-flight Planning: Please ensure that you have reviewed the special flight information, departure procedures, and temporary taxi procedures prior to engine start. High traffic density is expected Saturday morning and afternoon. Consider arriving during off-peak hours.

INDIANAPOLIS REGIONAL AIRPORT FREQUENCIES

INDIANAPOLIS REGIONAL AIRPORT	FREQUENCY
AWOS-3	124.175 (317-335-3037)
INDIANAPOLIS APPROACH/DEPARTURE	SEE ATTACHED GRAPHIC
INDIANAPOLIS CLEARANCE DELIVERY	119.25
CTAF	122.7

VFR ARRIVALS FROM THE NORTH

Proceed toward the *Prairie Creek Reservoir arriving at 3,500 feet MSL. If not already in communication with ATC, contact Indianapolis Approach on 124.65 prior to arriving at the Prairie Creek Reservoir. If unable to establish contact with ATC follow the procedure and continue inbound. Establish contact as soon as practical.

Be cautious. Stay alert for other aircraft in the vicinity. In the event traffic volume requires holding, be prepared to hold around the Prairie Creek Reservoir at 3,500 feet MSL, left turns, or as instructed by ATC. Proceed south toward the *New Castle Henry County Airport (UWL). After overflying UWL, turn westbound and follow Interstate 70 toward Indianapolis. Switch to Indianapolis Regional CTAF on 122.7 when authorized by ATC or when arriving at the I70 Rest Area, 9 nautical miles

southeast of MQJ. Report inbound on the CTAF at the “Rest Area.” If runway 25 is in use at Indianapolis Regional, turn northwest toward the town of *Maxwell after overflying the *I70 rest area (see *graphic*). Report inbound on the CTAF when over “Maxwell.” From Maxwell, line up for a straight in approach to runway 25 at Indianapolis Regional.

If runway 7 is in use, **DO NOT TURN** northwest toward Maxwell at the rest area. Continue westbound along I70 toward Indianapolis for approximately another 12 nautical miles. This will put you on a **right downwind** for runway 7. Be prepared to turn **right base** for runway 7 when reaching a *split (see *graphic*) in the road on I70 approximately 3 nautical miles west of Indianapolis Regional. Turn final at pilot’s discretion.

VFR ARRIVALS FROM THE WEST

Proceed toward the *Morse Reservoir arriving at 3,500 feet MSL. If not already in communication with ATC, contact Indianapolis Approach on 124.65 prior to arriving at the Morse Reservoir. If unable to establish contact with ATC follow the procedure and continue inbound. Establish contact as soon as practical.

Be cautious. Stay alert for other aircraft in the vicinity. In the event traffic volume requires holding, be prepared to hold around the Morse Reservoir at 3,500 feet MSL, left turns, or as instructed by ATC. Proceed southeast toward the *Summit Lake Reservoir where you will merge with traffic arriving from the north. Proceed south toward the *New Castle Henry County Airport (UWL). After overflying UWL, turn westbound and follow Interstate 70 toward Indianapolis. Switch to Indianapolis Regional CTAF on 122.7 when authorized by ATC or when arriving at the I70 Rest Area, 9 nautical miles southeast of MQJ. Report inbound on the CTAF at the “Rest Area.” If runway 25 is in use at Indianapolis Regional, turn northwest toward the town of *Maxwell after overflying the *I70 rest area (see *graphic*). Report inbound on the CTAF when over “Maxwell.” From Maxwell, line up for a straight in approach to runway 25 at Indianapolis Regional.

If runway 7 is in use, **DO NOT TURN** northwest toward Maxwell at the rest area. Continue westbound along I70 toward Indianapolis for approximately another 12 nautical miles. This will put you on a **right downwind** for runway 7. Be prepared to turn **right base** for runway 7 when reaching a *split (see *graphic*) in the road on I70 approximately 3 nautical miles west of Indianapolis Regional. Turn final at pilot's discretion.

VFR ARRIVALS FROM THE EAST

Proceed toward the *rest area on Interstate 70 just west of Richmond, IN arriving at 3,500 feet MSL. If not already in communication with ATC, contact Columbus Approach on 134.45 prior to arriving at the rest area. If unable to establish contact with ATC follow the procedure and continue inbound. Establish contact as soon as practical.

Be cautious. Stay alert for other aircraft in the vicinity. In the event traffic volume requires holding, be prepared to hold around the I70 rest area/ cloverleaf intersection (see holding graphic) at 3,500 feet MSL, left turns, or as instructed by ATC. Proceed westbound following I70 toward Indianapolis. Stay alert for traffic merging from the north near the* Newcastle Henry Country Airport and from the south near the intersection of Route 109 and I70. Switch to Indianapolis Regional CTAF on 122.7 when authorized by ATC or when arriving at the I70 Rest Area, 9 nautical miles southeast of MQJ. Report inbound on the CTAF at the "Rest Area." If runway 25 is in use at Indianapolis Regional, turn northwest toward the town of *Maxwell after overflying the *I70 rest area (see graphic). Report inbound on the CTAF when over "Maxwell." From Maxwell, line up for a straight in approach to runway 25 at Indianapolis Regional.

If runway 7 is in use, **DO NOT TURN** northwest toward Maxwell at the rest area. Continue westbound along I70 toward Indianapolis for approximately 12 nautical miles. This will put you on a **right downwind** for runway 7. Be prepared to turn **right base** for runway 7 when reaching a *split (see *graphic*) in the road on I70 approximately 3 nautical miles west of Indianapolis Regional. Turn final at pilot's discretion.

VFR ARRIVALS FROM THE SOUTH AND/OR WEST

Proceed toward the *Honda Plant just west of the town of Greensburg, IN arriving at 3,500 feet MSL. If not already in communication with ATC, contact Indianapolis Approach on 127.15 prior to arriving at the Honda Plant. If unable to establish contact with ATC follow the procedure and continue inbound. Establish contact as soon as practical.

Be cautious. Stay alert for other aircraft in the vicinity. In the event traffic volume requires holding, be prepared to hold around the Honda Plant at 3,500 feet MSL, left turns, or as instructed by ATC. Proceed northeast toward the town of *Rushville, IN and then northwest toward the town of *Knightstown, IN. Follow Route 109 northwest from Knightstown and turn westbound toward Indianapolis when reaching Interstate 70. Switch to Indianapolis Regional CTAF on 122.7 when authorized by ATC or when arriving at the I70 Rest Area, 9 nautical miles southeast of MQJ. Report inbound on the CTAF at the "Rest Area." If runway 25 is in use at Indianapolis Regional, turn northwest toward the town of *Maxwell after overflying the *I70 rest area (see graphic). Report inbound on the CTAF when over "Maxwell." From Maxwell, line up for a straight in approach to runway 25 at Indianapolis Regional.

If runway 7 is in use, **DO NOT TURN** northwest toward Maxwell at the rest area. Continue westbound along I70 toward Indianapolis for approximately another 12 nautical miles. This will put you on a **right downwind** for runway 7. Be prepared to turn **right base** for runway 7 when reaching a *split (see *graphic*) in the road on I70 approximately 3 nautical miles west of Indianapolis Regional. Turn final at pilot's discretion.

*SPECIFIC COORDINATES

LOCATIONS	COORDINATES
PRAIRIE CREEK RESERVOIR	N40° 07' 22.24"/W85° 17' 20.04"
MORSE RESERVOIR	N40° 04' 24.97"/W86° 02' 57.53"
HONDA PLANT/GREENSBURG, IN	N39° 21' 42.74"/W85° 30' 49.56"
SUMMIT LAKE RESERVOIR	N40° 01' 33.40"/W85° 18' 49.82"
RUSHVILLE, IN	N39° 36' 30.43"/W85° 26' 41.42"
KNIGHTSTOWN, IN	N39° 47' 44.88"/W85° 31' 37.15"
SOUTH ARRIVAL I70 MERGE AREA	N39° 50' 22.69"/W85° 33' 15.53"
I70 REST AREA WEST OF RICHMOND, IN	N39° 51' 40.01"/W85° 01' 33.58"
I70 REST AREA FOR TURN TO MAXWELL, IN	N39° 49' 31.25"/W85° 42' 15.03"
I70 SPLIT FOR TURN TO RIGHT BASE RWY 7	N39° 48' 12.92"/W85° 57' 59.83"
NEWCASTLE HENRY COUNTY AIRPORT	N39° 52' 32.44"/W85° 19' 39.50"
JACKSONBURG, IN	N39° 51' 10.27"/W85° 06' 19.82"
MAXWELL, IN	N39° 51' 30.98"/W85° 46' 11.22"

INDIANAPOLIS REGIONAL AIRPORT AFTER LANDING PROCEDURES

Exit the runway as quickly and as safely as possible. Do not stop on the runway unless absolutely necessary. Follow taxi instructions and directional signs to the designated parking areas. Marshallsers will direct aircraft to the parking spaces.

INDIANAPOLIS REGIONAL AIRPORT DEPARTURE PROCEDURES

All IFR departures will follow normal procedures and obtain their clearance through Indianapolis clearance delivery on 119.25.

All VFR departures should maintain runway heading until reaching pattern altitude before turning on course. **CAUTION: Indianapolis Class C airspace approximately 8.5 NM from the departure end of runway 25.**

Prior to Start-Up: Please ensure that you have reviewed the special flight information, departure procedures, and temporary taxi procedures prior to engine start.

Run-Up: After start-up, proceed to the nearest designated run-up area. Follow directional signs and /or instructions from marshallsers.

Taxi: Follow directional signs and or instructions from marshallsers.

VFR Departures: Fly runway heading until reaching pattern altitude then on-course. **CAUTION: Indianapolis Class C airspace approximately 8.5 NM from the departure end of runway 25.**

FREQUENCIES

Grissom Approach 121.05

Fort Wayne Approach 127.2

Indy Approach 124.65

Indy Approach 119.05

Columbus Approach 134.45

Indy Approach 127.15

Terre Haute Approach 125.45

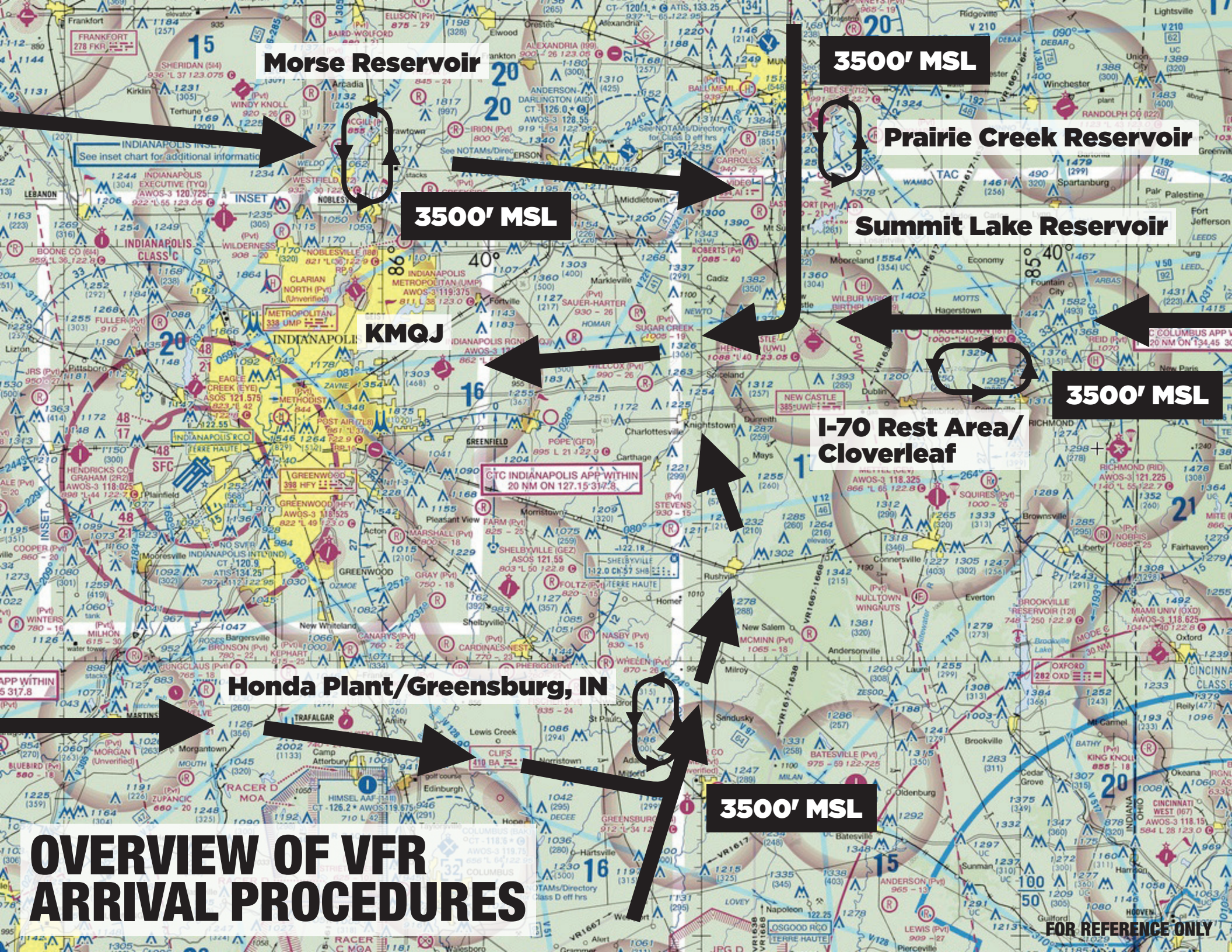
Indy Approach 124.95

Cincinnati Approach 128.7

Terre Haute Approach 119.8

Indy Center 124.77

FOR REFERENCE ONLY



Morse Reservoir

3500' MSL

Prairie Creek Reservoir

3500' MSL

Summit Lake Reservoir

KMQJ

3500' MSL

**I-70 Rest Area/
Cloverleaf**

Honda Plant/Greensburg, IN

3500' MSL

**OVERVIEW OF VFR
ARRIVAL PROCEDURES**

FOR REFERENCE ONLY