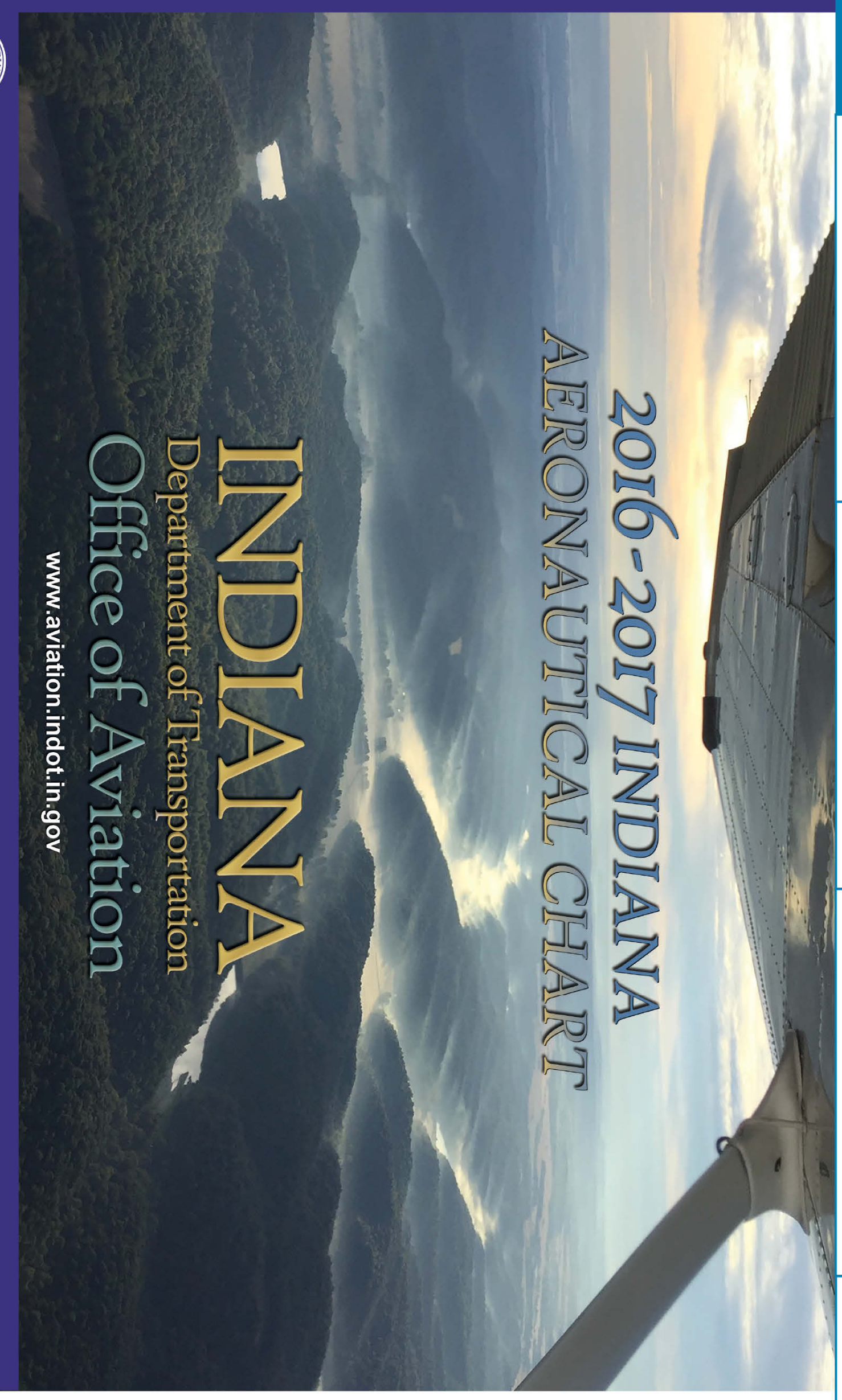


2016-2017 INDIANA AERONAUTICAL CHART

INDIANA

Department of Transportation

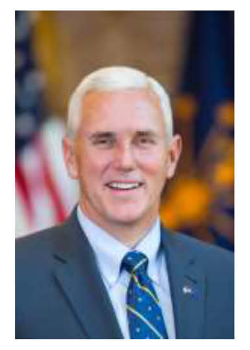
Office of Aviation

www.aviation.indot.in.gov

www.in.gov/indot

STATE OF INDIANA
OFFICE OF THE GOVERNOR
State House, Second Floor
Indianapolis, Indiana 46204

Michael R. Pence
Governor



Greetings,

Aviation is an integral part of Indiana's transportation infrastructure and is vital for business, agriculture, and tourism. Indiana's aviation mission is to encourage, foster, and assist in the development of aeronautics in this state while also encouraging the establishment of airports, landing fields, and other navigation facilities.

Our state has a rich history in aviation and is home to 123 public-use airports, seaplane bases, and heliports. I invite you to visit one of these facilities and experience our famous Hoosier hospitality for yourself. Whether you are a business or pleasure flyer, Indiana's aviation facilities are a great place to work and fly.

Hoosier airports are the lifeblood for hundreds of companies across the state, allowing them to compete in a global economy while supporting jobs and economic growth in small communities across the heartland. These public-use facilities have an economic output of more than $14 billion, actively creating or sustaining 69,000 jobs and providing for the movement of people and goods to anywhere in the world.

I encourage you to visit these top-notch facilities to witness first-hand the dedication of these aviation professionals as they strive to make Indiana a state that works.

Happy flying,

Michael R. Pence

Michael R. Pence
Governor of Indiana

Indiana
A State that Works

www.in.gov/indot

HELP KEEP GENERAL AVIATION SAFE

PERSONS INVOLVED IN OPERATING, SERVICING OR RENTING SMALL AIRCRAFT SHOULD BE ON THE LOOKOUT FOR:

- Aircraft with unusual or unauthorized modifications.
- Persons loitering for extended periods in the vicinity of parked aircraft or in air operations areas.
- Pilots who appear to be under the control of other persons.
- Persons wishing to obtain aircraft without presenting proper credentials or persons who present apparently valid credentials but do not have a corresponding level of aviation knowledge.
- Anything that doesn't look right! (i.e., events or circumstances which do not fit the pattern of lawful normal activity at your airport).

IF YOU ARE THE OWNER OR OPERATOR OF AN AIRFIELD PLEASE:

- Distribute this information to all organizations which have a regular presence on the airfield.
- Contact your local law enforcement agency and verify the procedures you would use to report suspicious activity at your airfield.
- Promptly report information indicating possible criminal activity to your local law enforcement agency.

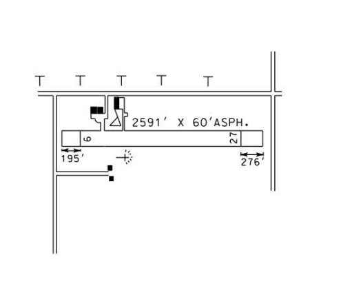
REMEMBER: If you see something highly dangerous, such as weapons or explosives, being loaded on an aircraft, or if you have other reason to believe that a serious crime or some sort of attack is about to occur, immediately call local law enforcement authorities **AND CALL YOUR NEAREST FBI OFFICE!** FBI Resident Agency Phone Numbers:

Indianapolis	(317) 595-4000	Merrillville	(219) 769-3719
Bloomington	(812) 332-9275	Muncie	(765) 282-1905
Evansville	(812) 423-4486	New Albany	(812) 948-8002
Ft. Wayne	(260) 426-5331	South Bend	(574) 233-4488
Lafayette	(765) 423-5619	Terre Haute	(812) 232-0993

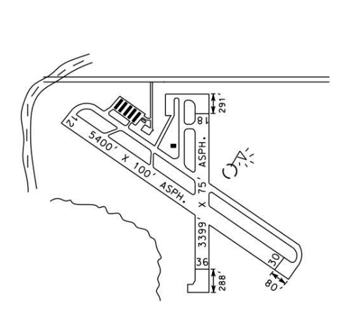
A-K

L-Z

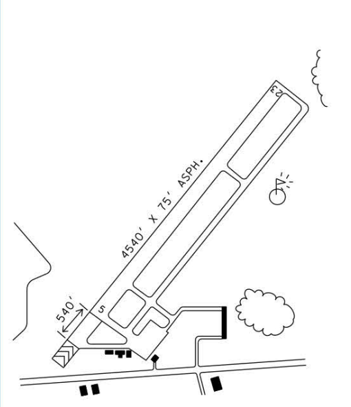
ALEXANDRIA, IN - ALEXANDRIA - (I99)
ELV. 900' - CTAF 123.05


2591' X 60'ASPH.
9
27
195'
276'

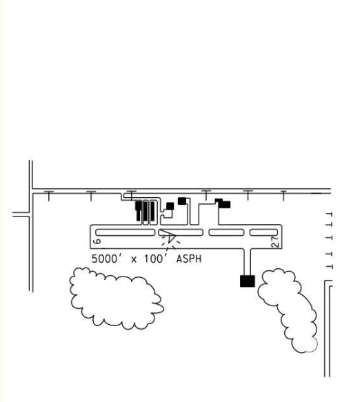
ANDERSON,IN - ANDERSON/DARLINGTON - (AID)
ELV. 919 - TOWER 126.0


18
5400' X 100' ASPH.
3399' X 75' ASPH.
36
288'
30
80'

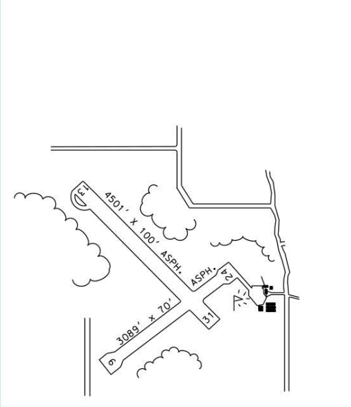
ANGOLA,IN- TRI-STATE STEUBEN CO.(ANQ)
ELV. 995' - CTAF 123.075


4540' X 75' ASPH.
540'

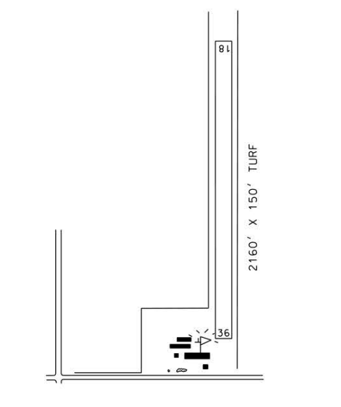
AUBURN, IN - DEKALB CO. - (GWB)
ELV. 880' - CTAF 123.0


5000' X 100' ASPH

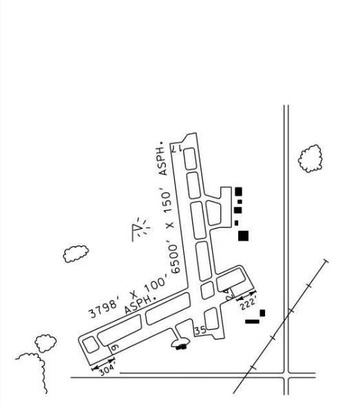
BEDFORD - V. I. GRISSOM MUNI. - (BFR)
ELV. 727' - CTAF 122.8


4501' X 100' ASPH.
3089' X 70' ASPH.

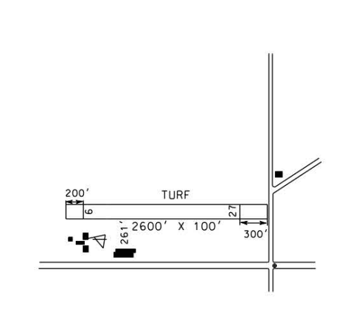
BLOOMFIELD, IN - SHAWNEE - (1I3)
ELV. 501' - CTAF 122.9


18
2160' X 150' TURF
36

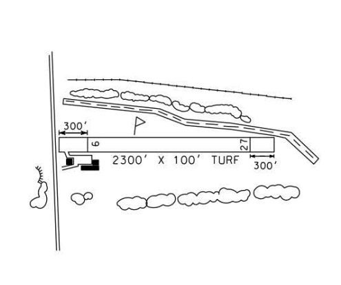
BLOOMINGTON,IN - MONROE CO. - (BMG)
ELV. 846 - TOWER 120.775


6500' X 150' ASPH.
3798' X 100' ASPH.
222'
35
304'

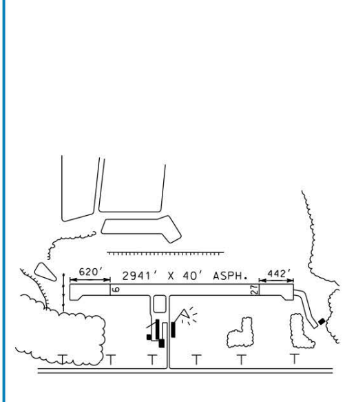
BLUFFTON, IN - MILLER - (C40)
ELV. 845' - CTAF 122.9


200'
TURF
2600' X 100'
9
27
300'
261'

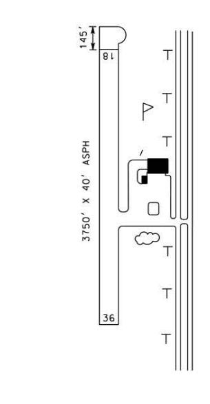
BOONVILLE, IN - BOONVILLE - (I91)
ELV. 380' - CTAF 122.9


300'
9
2300' X 100' TURF
27
300'

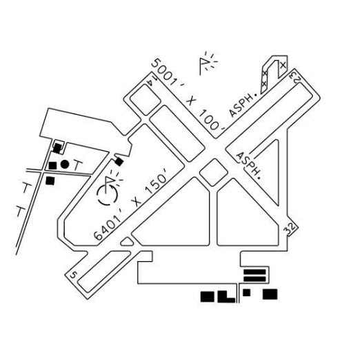
BRAZIL,IN - BRAZIL CLAY CO. - (0I2)
ELV. 645' - CTAF 122.8


620'
2941' X 40' ASPH.
442'

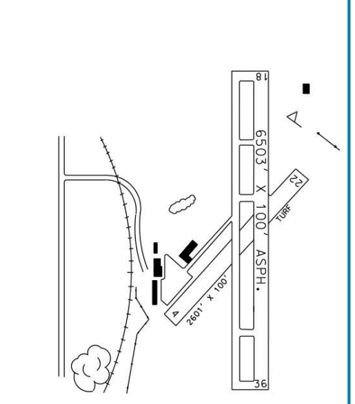
CLINTON, IN - CLINTON - (1I7)
ELV. 526' - CTAF 122.8


145'
18
3750' X 40' ASPH
36

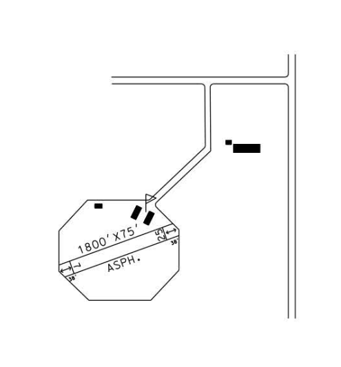
COLUMBUS,IN - COLUMBUS MUN. - (BAK)
ELV. 656' - TOWER 118.6


5001' X 100' ASPH.
6401' X 150' ASPH.

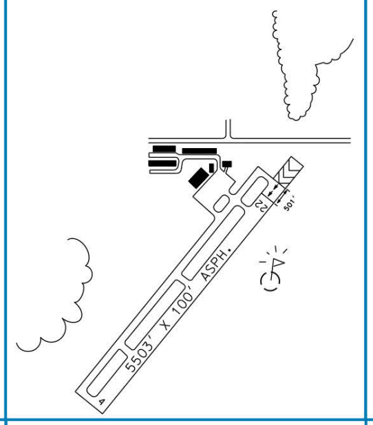
CONNERSVILLE,IN - METTEL - (CEV)
ELV. 866' - CTAF 122.8


18
6503' X 100' ASPH.
2601' X 100' TURF
36

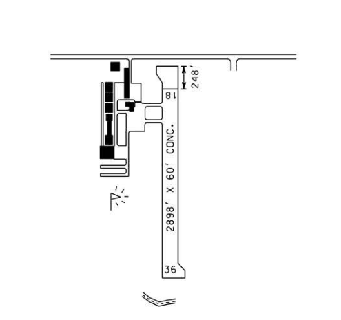
CONVERSE, IN - CONVERSE - (1I8)
ELV. 840' - CTAF 122.9


1800'X75' ASPH.

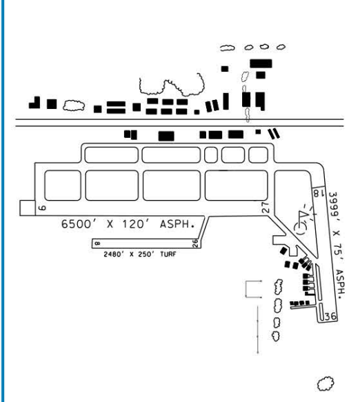
CRAWFORDSVILLE, IN - CRAWFORDSVILLE MUN
(CFJ) ELV. 801' - CTAF 122.8


5503' X 100' ASPH.

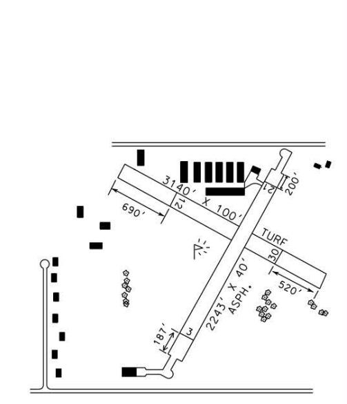
DELPHI, IN - DELPHI MUNI. - (1I9)
ELV. 671' - CTAF 122.9


18
248'
2898' X 60' CONC.
36

ELKHART, IN - ELKHART - (EKM)
ELV. 778' - TOWER 119.5

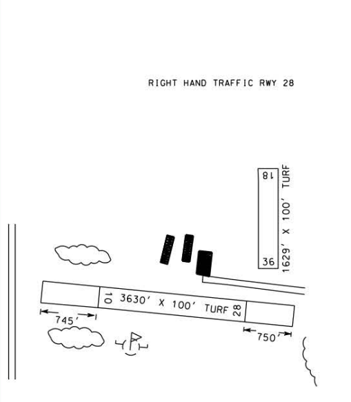

6500' X 120' ASPH.
2480' X 250' TURF
3999' X 75' ASPH.
9
27
36

ELKHART,IN - MISHAWAKA PILOTS CLUB - (3C1)
ELV. 755' - CTAF 122.9


3130' X 100' TURF
2243' X 40' ASPH.
690'
200'
520'
181'

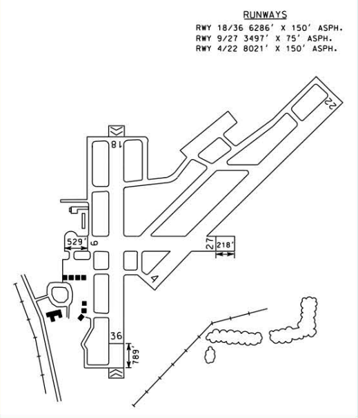
EMINENCE,IN - PAM'S PLACE - (78I)
ELV. 795' - CTAF 122.9

RIGHT HAND TRAFFIC RWY 28

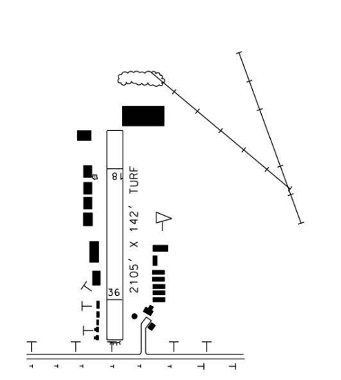

18
1629' X 100' TURF
36
10
3630' X 100' TURF
28
745'
750'

EVANSVILLE, IN - EVANSVILLE - (EVV)
ELV. 422' - TOWER 118.7

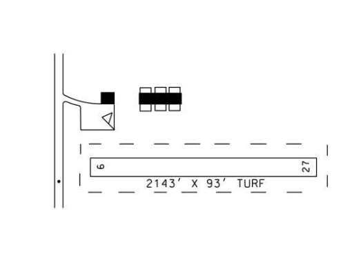
RUNWAYS
RWY 18/36 6286' X 150' ASPH.
RWY 9/27 3497' X 75' ASPH.
RWY 4/22 8021' X 150' ASPH.



EVANSVILLE,IN - SKYLANE - (3EV)
ELV. 380' - CTAF 122.9

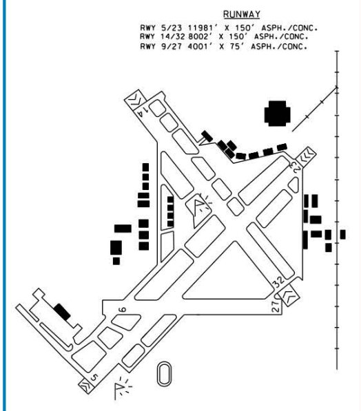

2105' X 142' TURF
36

FLORA, IN - FLORA MUNI. - (5I2)
ELV. 710' - CTAF 122.9

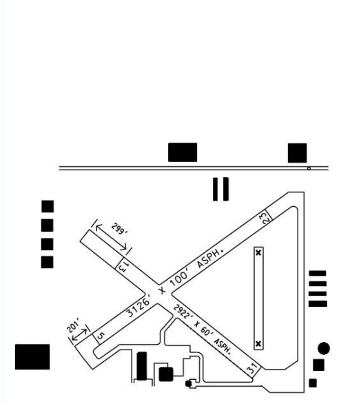

9
2143' X 93' TURF
27

FORT WAYNE,IN - FT.WAYNE INT'L - (FWA)
ELV. 815' - TOWER 119.1

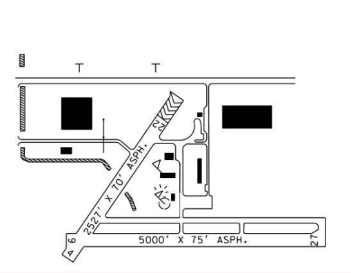
RUNWAY
RWY 5/23 11981' X 150' ASPH./CONC.
RWY 14/32 8002' X 150' ASPH./CONC.
RWY 9/27 4001' X 75' ASPH./CONC.



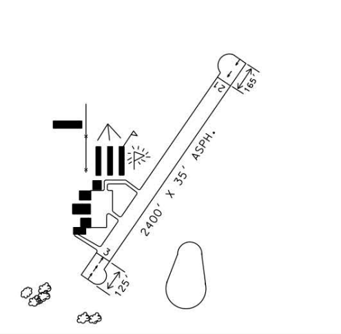
FORT WAYNE,IN - SMITH FIELD - (SMD)
ELV. 836 - CTAF 122.8


299'
3126'
100' ASPH.
2802' X 60' ASPH.
281'

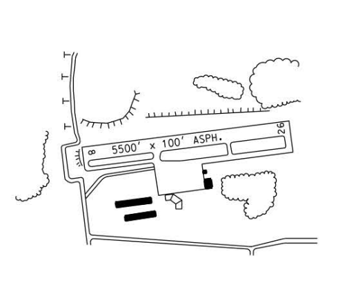
FRANKFORT,IN - FRANKFORT MUNI.-(FKR)
ELV. 861' - CTAF 123.0


2521' X 70' ASPH.
9
5000' X 75' ASPH.
27

FRANKLIN, IN - FRANKLIN FLYING FIELD
ELV. 740' - CTAF 122.7 (3FK)

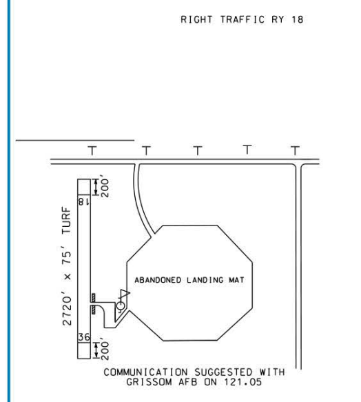

2400' X 35' ASPH.
165'
125'

FRENCH LICK, IN - FRENCH LICK MUNI. - (FRH)
ELV. 792' - CTAF 122.8


8
5500' X 100' ASPH.
26

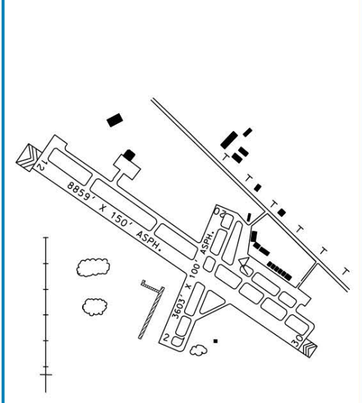
GALVESTON, IN - GALVESTON - (5I6)
ELV. 786' - CTAF 122.9

RIGHT TRAFFIC RY 18

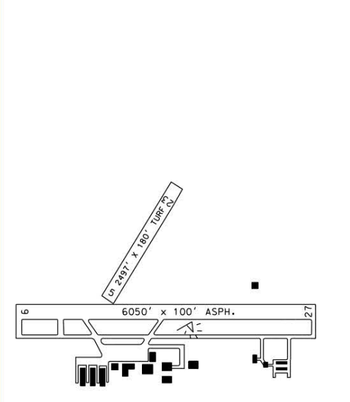

18
2720' X 75' TURF
200'
36
ABANDONED LANDING MAT

COMMUNICATION SUGGESTED WITH GRISSOM AFB ON 121.05

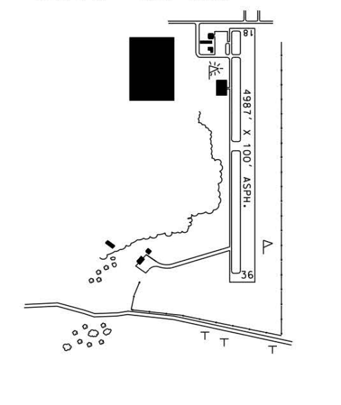
GARY,IN - GARY INTERNATIONAL - (GYY)
ELV. 597' - TOWER 125.6


8859' X 150' ASPH.
3603'

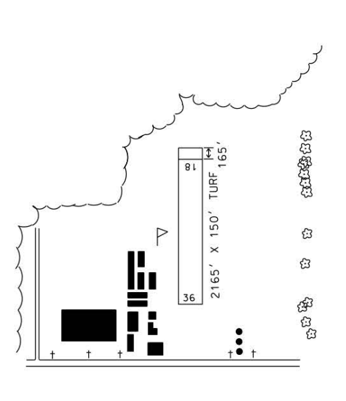
GOSHEN, IN - GOSHEN MUNI. - (GSH)
ELV. 827' - CTAF 123.05


2497' X 180' TURF
9
6050' X 100' ASPH.
27

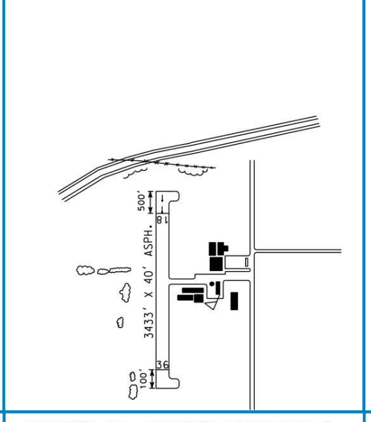
GREENCASTLE,IN - PUTNAM CO. - (4I7)
ELV. 842' - CTAF 122.8


18
4987' X 100' ASPH.
36

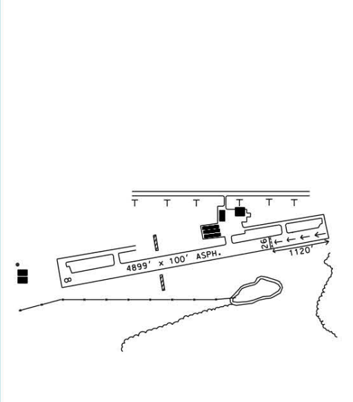
GREENFIELD, IN - POPE FIELD - (GFD)
ELV. 895' - CTAF 122.9


18
165'
2165' X 150' TURF
36

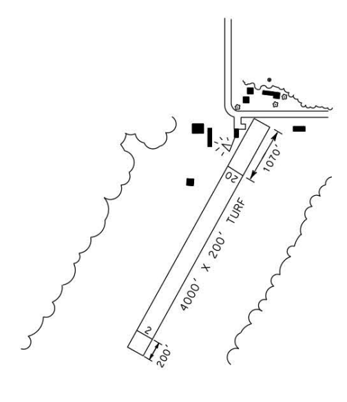
GREENSBURG,IN - GREENSBURG MUN. - (I34)
ELV. 912' - CTAF 122.9


500'
18
3433' X 40' ASPH.
36
100'

GRIFFITH,IN - GRIFFITH-MERRILLVILLE
(05C) ELV. 634' - CTAF 123.0

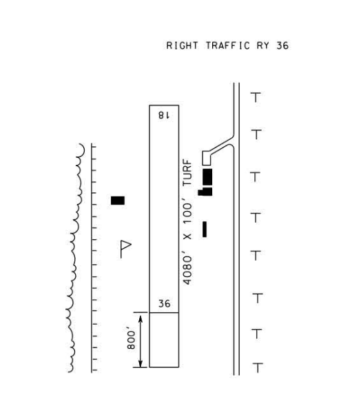

4899' X 100' ASPH.
1120'

HAGERSTOWN, IN - HAGERSTOWN - (I61)
ELV. 1000' - CTAF 123.0

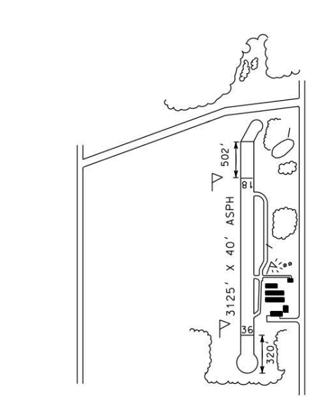

1070'
4000' X 200' TURF
200'

HANOVER,IN - LEE BOTTOM - (64I)
ELV. 470' - CTAF 122.9

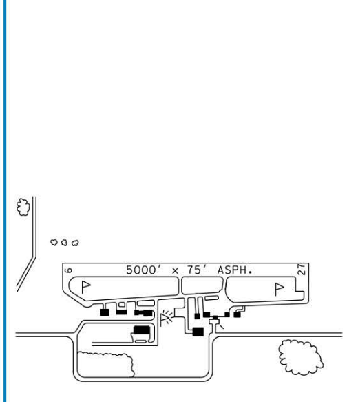
RIGHT TRAFFIC RY 36


18
4080' X 100' TURF
36
800'

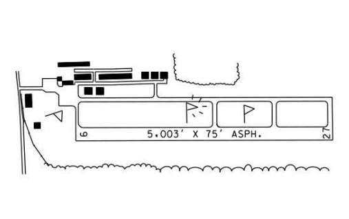
HOBART, IN - HOBART SKY RANCH - (3HO)
ELV. 644' - CTAF 122.8


502'
18
3125' X 40' ASPH
36
320'

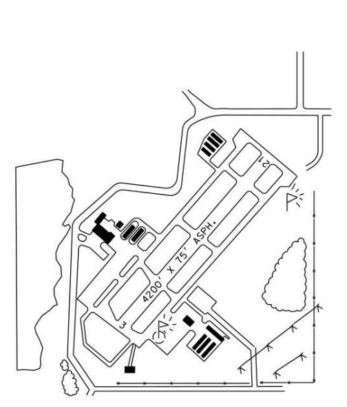
HUNTINGBURG, IN - HUNTINGBURG - (HNB)
ELV. 529' - CTAF 122.8


9
5000' X 75' ASPH.
27

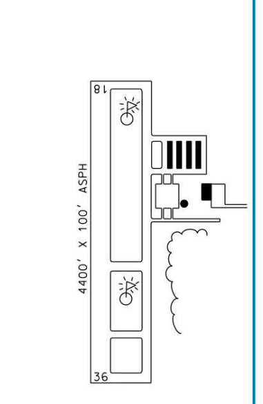
HUNTINGTON, IN - HUNTINGTON MUN. - (HHG)
ELV. 806' - CTAF 122.8


9
5,003' X 75' ASPH.
27

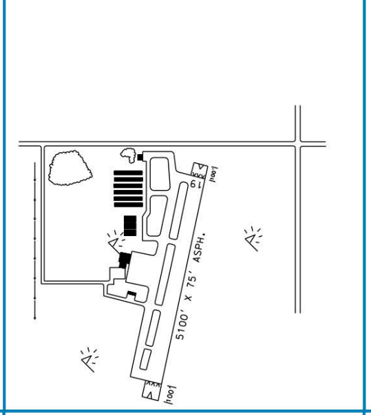
INDIANAPOLIS, IN - EAGLE CREEK - (EYE)
ELV. 823' - CTAF 122.8


4200' X 75' ASPH.

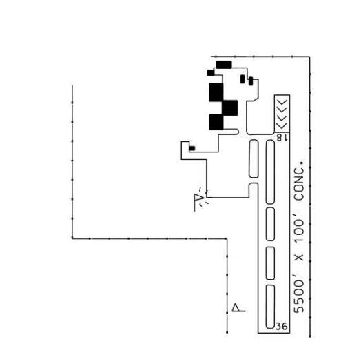
INDIANAPOLIS.IN - GORDON GRAHAM - (2R2)
ELV. 898' - CTAF 122.7


18
4400' X 100' ASPH
36

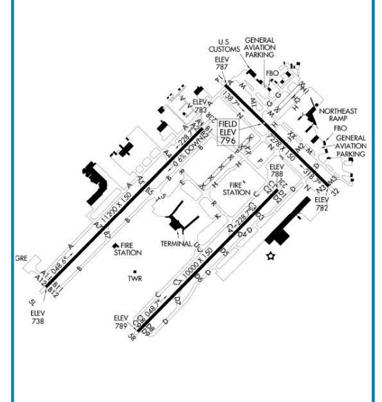
INDIANAPOLIS.IN - GREENWOOD - (HFY)
ELV. 822' - CTAF 123.0


18
5100' X 75' ASPH.
36

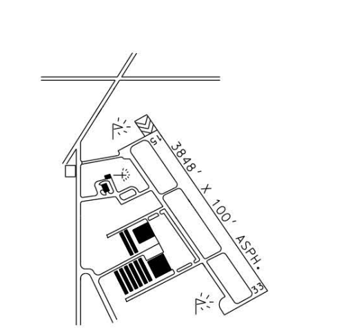
INDIANAPOLIS.IN - EXECUTIVE - (TYQ)
ELV. 922' - CTAF 123.05


18
5500' X 100' CONC.
36

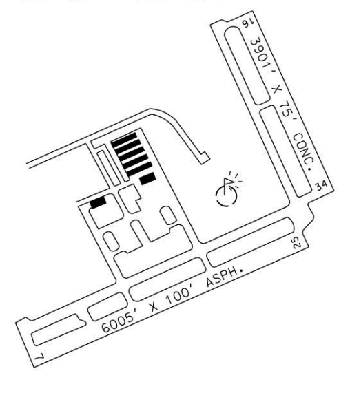
INDIANAPOLIS.IN - INDY INT'L - (IND)
ELV. 796' - TOWER 120.9


U.S. CUSTOMS
GENERAL AVIATION PARKING
ELEV 787
FIELD ELEV 796
NORTHEAST RAMP
FBO
GENERAL AVIATION PARKING
FIRE STATION
TERMINAL
FIRE STATION
TWR
ELEV 738
ELEV 789

INDIANAPOLIS.IN-METROPOLITAN-(UMP)
ELV. 811' - CTAF 123.0

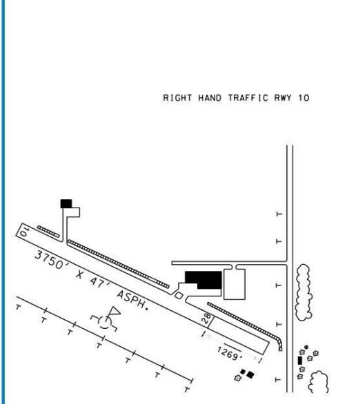

3848' X 100' ASPH.

INDIANAPOLIS.IN - REGIONAL - (MQJ)
ELV. 862' - CTAF 122.7

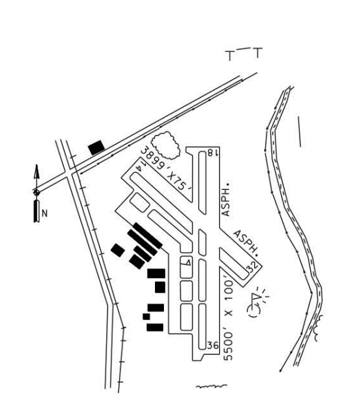

3901' X 75' CONC.
6005' X 100' ASPH.

INDIANAPOLIS.IN - POST AIR - (7L8)
ELV. 861 - CTAF 122.9

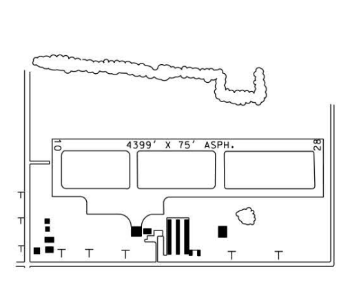
RIGHT HAND TRAFFIC RWY 10


3750' X 47' ASPH.
1269'

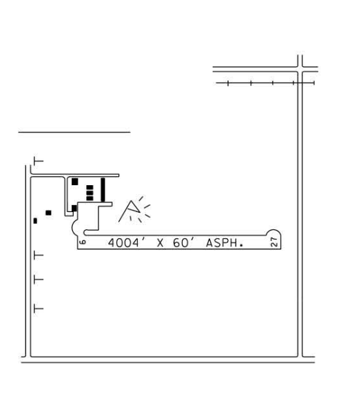
JEFFERSONVILLE.IN - CLARK REG. - (JVY)
ELV. 474' - CTAF 122.7


N
3899' X 75' ASPH.
5500' X 100' ASPH.
36

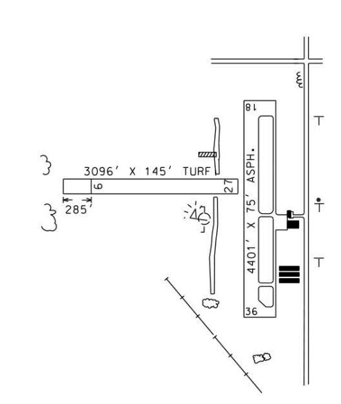
KENDALLVILLE.IN - KENDALLVILLE - (C62)
ELV. 1004' - CTAF 122.8


10
4399' X 75' ASPH.
28

KENTLAND, IN - KENTLAND MUNI. - (50I)
ELV. 699' - CTAF 122.8

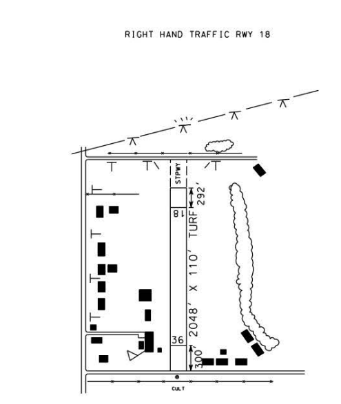

4004' X 60' ASPH.

KNOX.IN - STARKE CO. - (OXI)
ELV. 685' - CTAF 122.8

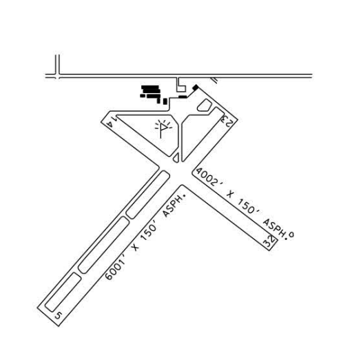

3096' X 145' TURF
285'
18
4401' X 75' ASPH.
36

KOKOMO.IN - GLENNDALE - (8I3)
ELV. 850' - CTAF 122.9

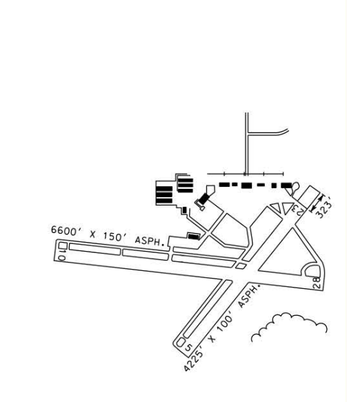
RIGHT HAND TRAFFIC RWY 18


292'
2048' X 110' TURF
36

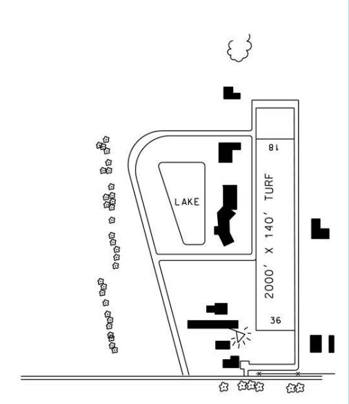
KOKOMO.IN - KOKOMO MUN. - (OKK)
ELV. 830' - CTAF 123.0


4002' X 150' ASPH.
6001' X 150' ASPH.

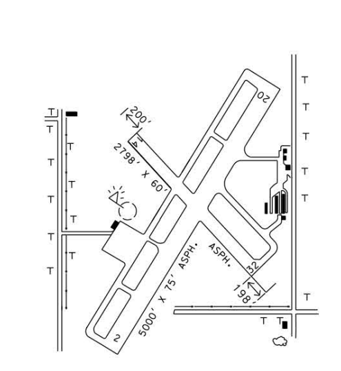
LAFAYETTE.IN - PURDUE UNIV. - (LAF)
ELV. 606' - TOWER 119.6


6600' X 150' ASPH.
4225' X 100' ASPH.
323'

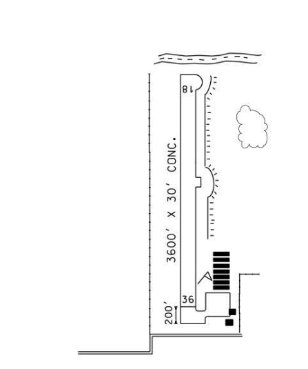
LAKE VILLAGE.IN - LAKE VILLAGE - (C98)
ELV. 644' - CTAF 122.9


LAKE
18
2000' X 140' TURF
36

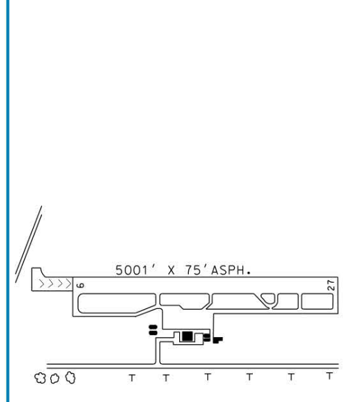
LA PORTE, IN - LA PORTE MUNI. - (PPO)
ELV. 812' - CTAF 123.0


200'
2738' X 60'
5000' X 75' ASPH.
198'

LEBANON.IN - BOONE CO. (6I4)
ELV. 959' - CTAF 122.8

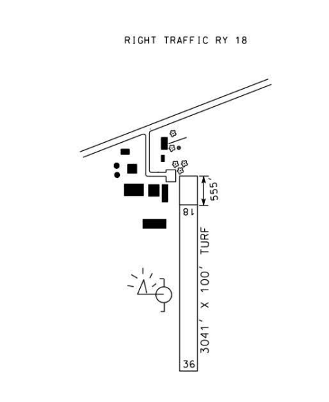

18
3600' X 30' CONC.
200'
36

LOGANSPORT.IN -LOGANSPORT MUNI.(GGP)
ELV. 738' - CTAF 122.8

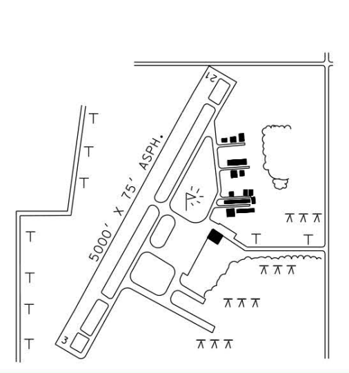

9
5001' X 75'ASPH.
27

LOWELL.IN - LOWELL - (C97)
ELV. 675' - CTAF 122.9

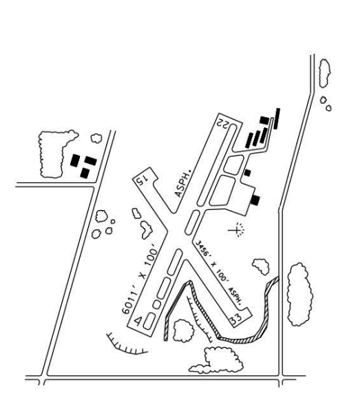
RIGHT TRAFFIC RY 18


18
555
3041' X 100' TURF
36

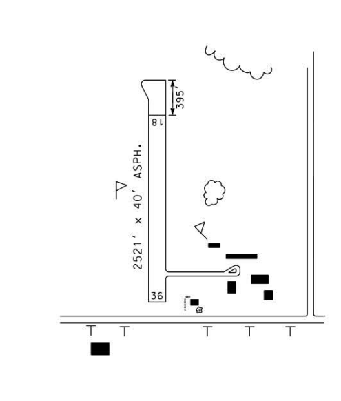
MADISON.IN - MADISON MUNI. - (IMS)
ELV. 819' - CTAF 123.0


5000' X 75' ASPH.

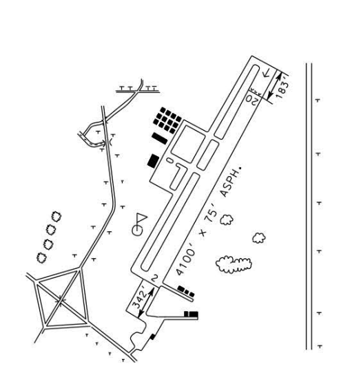
MARION.IN - MARION MUNI. - (MZZ)
ELV. 859' - CTAF 122.7


6011' X 100' ASPH.

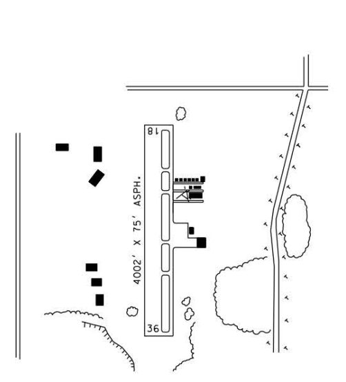
MENTONE, IN - MENTONE - (C92)
ELV. 860' - CTAF 122.9


395'
18
2521' X 40' ASPH.
36

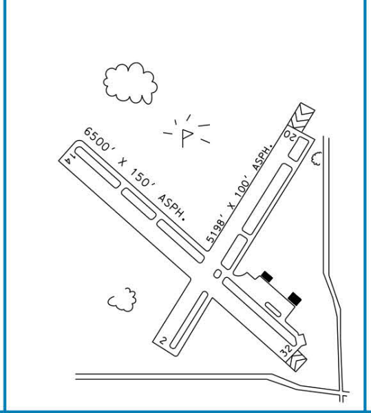
MICHIGAN CITY.IN - MICHIGAN CITY - (MGC)
ELV. 655' - CTAF 122.7


187'
4100' X 75' ASPH.
342'

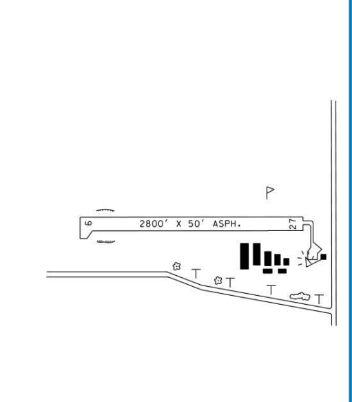
MONTICELLO.IN - WHITE COUNTY - (MCX)
ELV. 676' - CTAF 122.8


18
4002' X 75' ASPH.
36

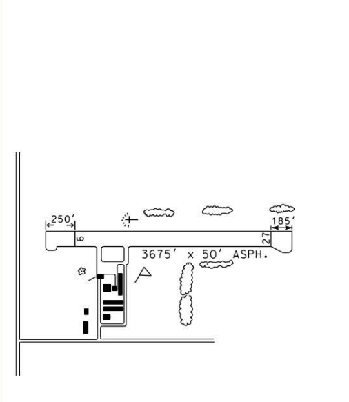
MUNCIE.IN - DELAWARE CO. - (MIE)
ELV. 937' - TOWER 120.1


6500' X 150' ASPH.
5198' X 100' ASPH.

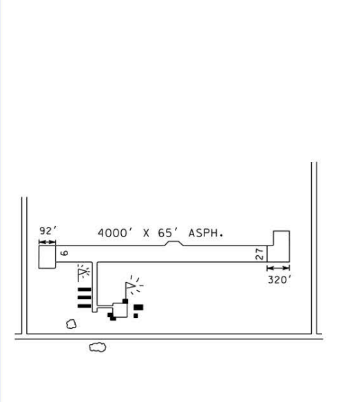
MUNCIE.IN - REESE AIRPORT - (7I2)
ELV. 991' - CTAF 122.7


9
2800' X 50' ASPH.

NAPPANEE.IN - NAPPANEE MUNI. - (C03)
ELV. 860' - CTAF 123.0

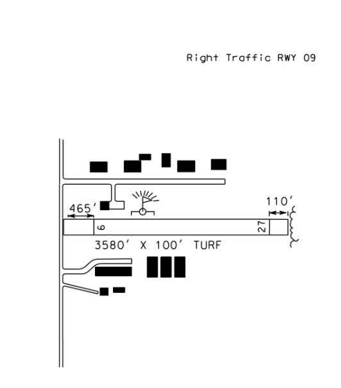

250'
3675' X 50' ASPH.
185'

NEW CASTLE, IN - NEW CASTLE/HENRY CO.(UWL)
ELV. 1088' - CTAF 123.05

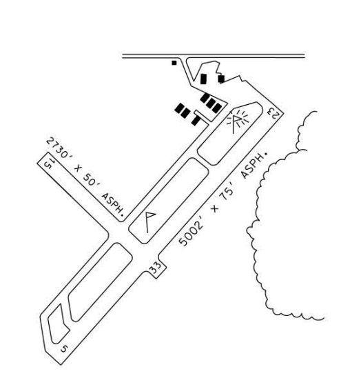

92'
9
4000' X 65' ASPH.
27
320'

NOBLESVILLE.IN - NOBLESVILLE - (I80)
ELV. 821' - CTAF 122.9

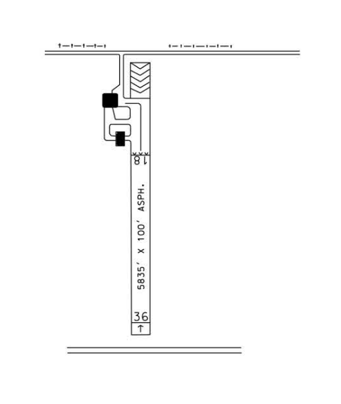
Right Traffic RWY 09


465'
110'
3580' X 100' TURF
27

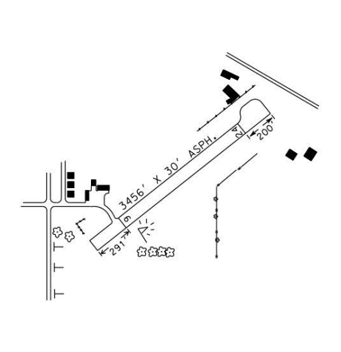
NORTH VERNON, IN - NORTH VERNON - (OVO)
ELV. 757' - CTAF 122.7


2730' X 50' ASPH.
5002' X 75' ASPH.

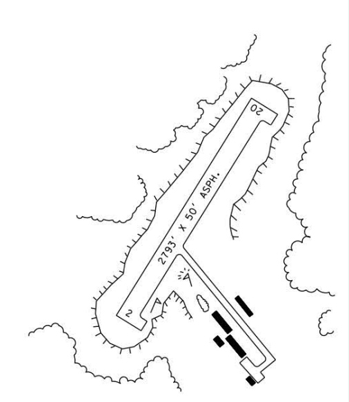
OAKTOWN.IN - ED-AIR - (I20)
ELV. 426' - CTAF 122.8


5835' X 100' ASPH.
36

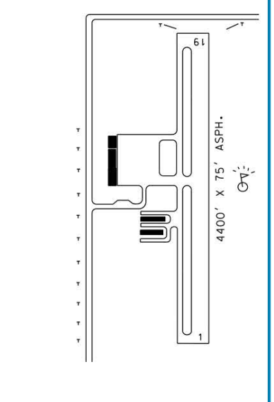
ORLEANS, IN - ORLEANS - (7I4)
ELV. 655' - CTAF 122.8


3456' X 30' ASPH.
200'
291'

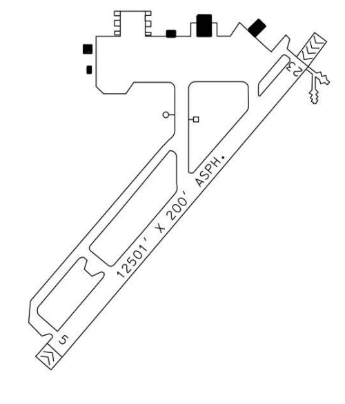
PAOLI.IN - PAOLI MUNI. - (I42)
ELV. 816'- CTAF 122.8


20
2797' X 50' ASPH.

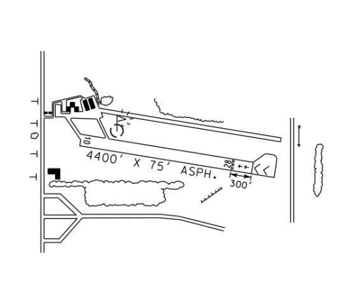
PERU, IN - PERU MUNI. - (I76)
ELV. 779' - CTAF 122.8


18
4400' X 75' ASPH.

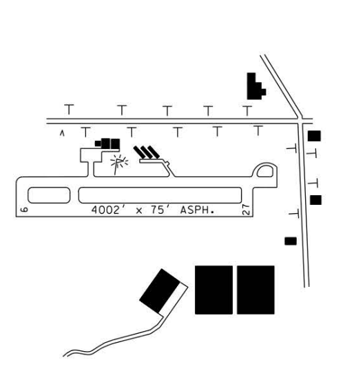
PERU.IN - GRISSOM AIR RESERVE BASE - (GUS)
ELV. 811' - TOWER 133.7


12501' X 200' ASPH.

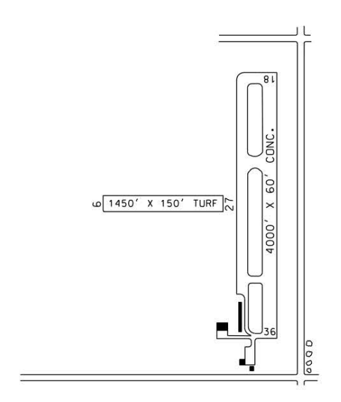
PLYMOUTH.IN - PLYMOUTH MUNI. - (C65)
ELV. 800' - CTAF 122.8


4400' X 75' ASPH.
300'

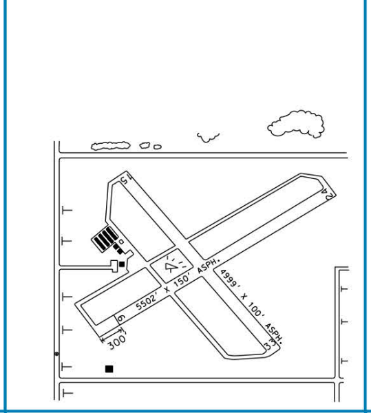
PORTLAND.IN - PORTLAND MUN. - (PLD)
ELV. 925' - CTAF 122.8


9
4002' X 75' ASPH.
27

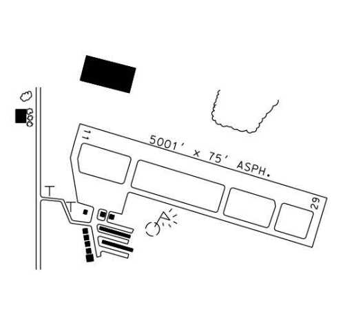
RENSSELAER.IN - JASPER CO. - (RZL)
ELV. 698' - CTAF 122.8


18
9
1450' X 150' TURF
27
4000' X 60' CONC.
36

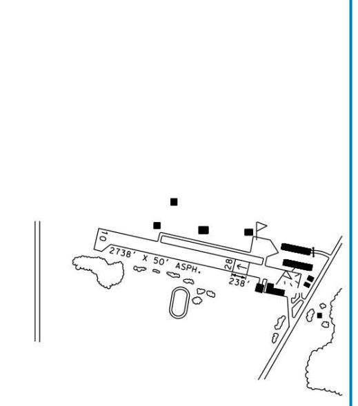
RICHMOND, IN - RICHMOND MUNI. - (RID)
ELV. 1140' - CTAF 122.7


5502' X 150' ASPH.
4999' X 100' ASPH.
300

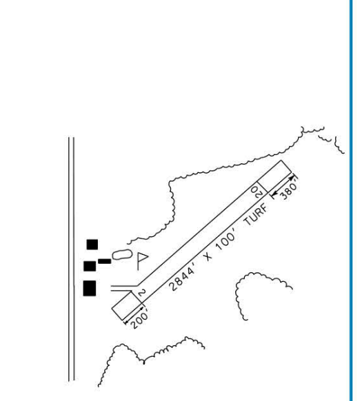
ROCHESTER, IN - FULTON CO. - (RCR)
ELV. 790' - CTAF 122.7


5001' X 75' ASPH.
29

SALEM.IN - SALEM MUNI. - (I83)
ELV. 822' - CTAF 123.0

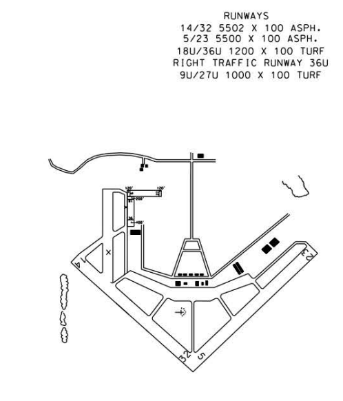

2738' X 50' ASPH.
238'

SCOTTSBURG.IN - SCOTTSBURG - (3R8)
ELV. 600' - CTAF 122.9

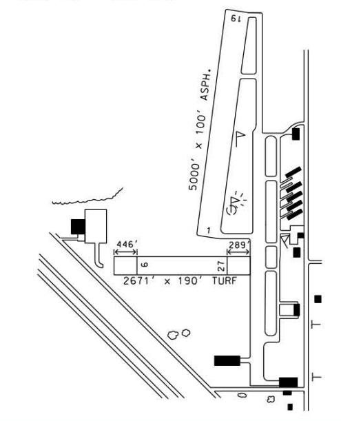

2844' X 100' TURF
380'
200'

SEYMOUR.IN - FREEMAN MUNI. - (SER)
ELV. 583' - CTAF 122.8

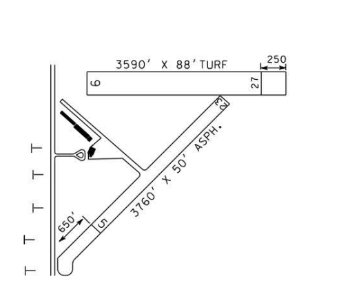
RUNWAYS
14/32 5502 X 100 ASPH.
5/23 5500 X 100 ASPH.
18U/36U 1200 X 100 TURF
RIGHT TRAFFIC RUNWAY 36U
9U/27U 1000 X 100 TURF



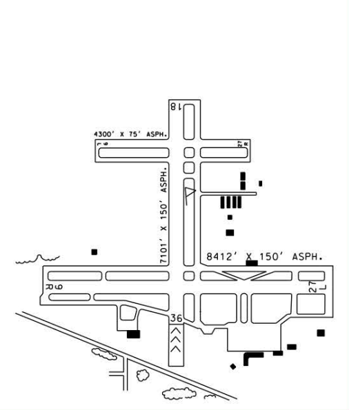
SHELBYVILLE, IN - SHELBYVILLE MUN. - (GEZ)
ELV. 803' - CTAF 122.8


18
5000' X 100' ASPH.
446'
9
2671' X 190' TURF
27
289

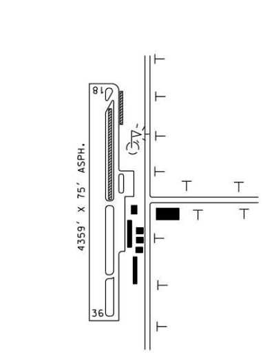
SHERIDAN, IN - SHERIDAN - (5I4)
ELV. 936' - CTAF 123.075


9
3590' X 88' TURF
250
27
3760' X 50' ASPH.
650'

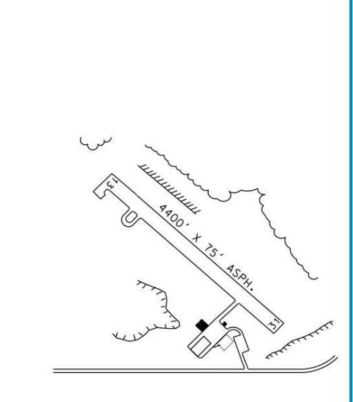
SOUTH BEND.IN - SOUTH BEND - (SBN)
ELV. 798' - TOWER 118.9


4300' X 75' ASPH.
7101' X 150' ASPH.
8412' X 150' ASPH.
9
27
36

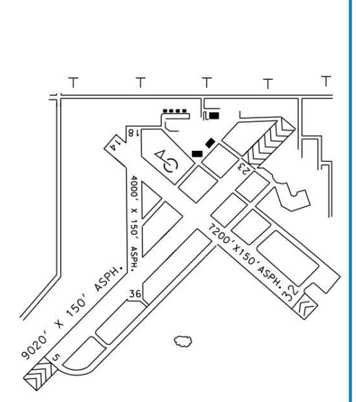
SULLIVAN.IN - SULLIVAN CO. - (SIV)
ELV. 539 - CTAF 122.8


4359' X 75' ASPH.
36

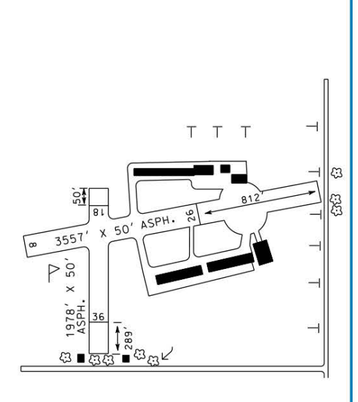
TELL CITY.IN - PERRY CO. MUN. - (TEL)
ELV. 660' - CTAF 122.7


4400' X 75' ASPH.

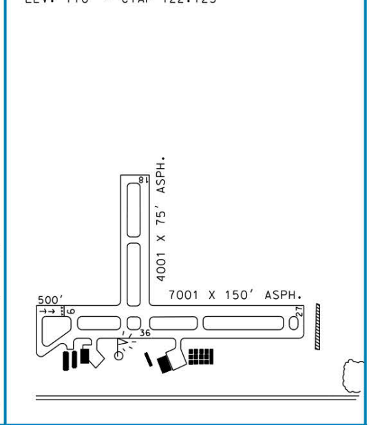
TERRE HAUTE.IN - HULMAN FIELD - (HUF)
ELV. 589' - TOWER 134.725


18
6000' X 150' ASPH.
7200' X 150' ASPH.
9020' X 150' ASPH.
36

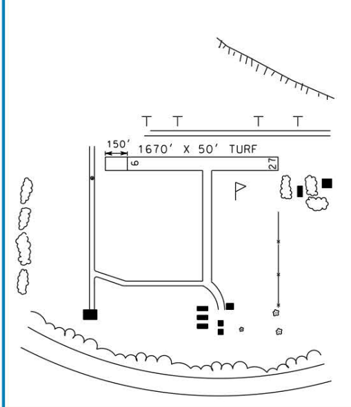
TERRE HAUTE, IN - SKY KING - (3I3)
ELV. 496' - CTAF 122.8


50'
3557' X 50' ASPH.
812
1978' X 50' ASPH.
36
289'

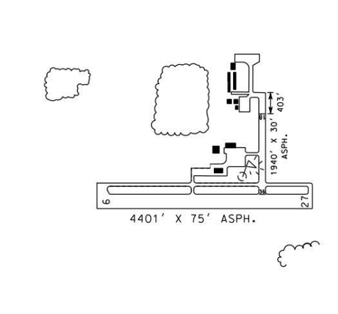
VALPARAISO.IN - POERTER CO. REG. - (VPZ)
ELV. 770' - CTAF 122.725


4001' X 75' ASPH.
500'
7001 X 150' ASPH.

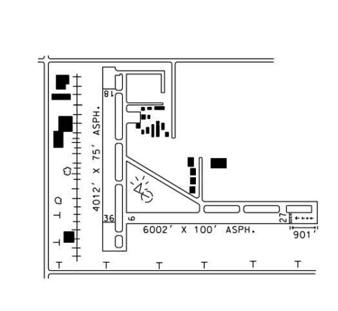
VEVAY.IN - ROBINSON - (8I1)
ELV. 484' - CTAF 122.9


150'
9
1670' X 50' TURF
27

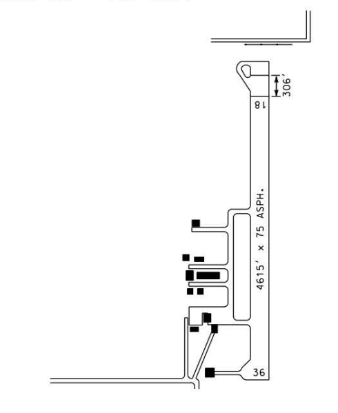
WABASH, IN - WABASH MUNI. - (IWH)
ELV. 796' - CTAF 122.8


407
1940' X 30' ASPH.
9
4401' X 75' ASPH.
27

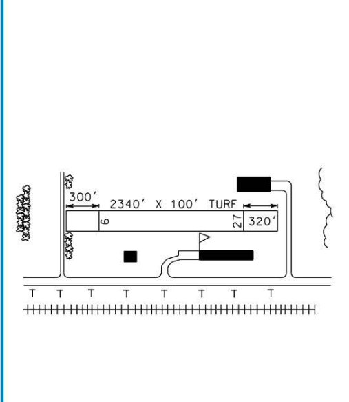
WARSAW, IN - WARSAW MUNI. - (ASW)
ELV. 850' - CTAF 122.7


4012' X 75' ASPH.
6002' X 100' ASPH.
901'

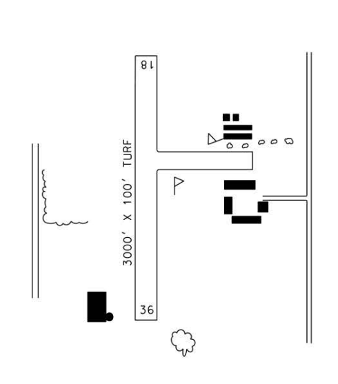
WASHINGTON, IN - DAVIESS CO. - (DCY)
ELV. 469' - CTAF 122.8


18
306'
4615' X 75' ASPH.
36

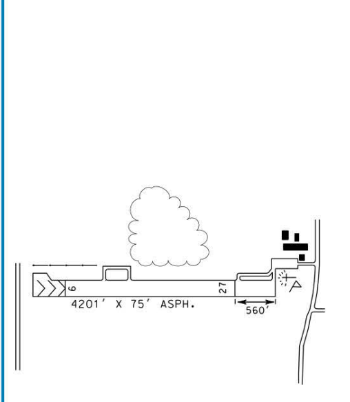
WATERLOO, IN - WALKER/ROWE (4C2)
ELV. 900' - CTAF 122.8


300'
9
2340' X 100' TURF
27
320'

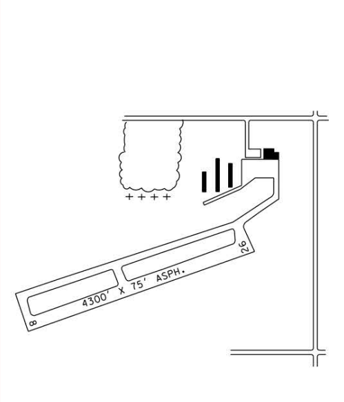
WESTFIELD, IN - WESTFIELD - (I72)
ELV. 932' - CTAF 122.9


18
3000' X 100' TURF
36

WINAMAC.IN - ARENS FIELD - (RWN)
ELV. 708' - CTAF 122.8


9
4201' X 75' ASPH.
27
560'

WINCHESTER.IN - RANDOLPH CO. - (I22)
ELV. 1123' - CTAF 123.0


8
4300' X 75' ASPH.
26

THIS CHART IS NOT TO BE USED FOR NAVIGATION. AIRMEN SHOULD CONSULT CURRENT ISSUE OF NOAA AERONAUTICAL SECTIONAL CHARTS, AIRPORT FACILITY DIRECTORIES AND NOTAMS FOR FLIGHT NAVIGATION INFORMATION.

Indiana Public-Use Seaplane Bases:

Name	ID	CTAF	Elevation
Bass Lake	(01L)	CTAF 122.9	ELV. 713'
Brookville Reservoir	(12I)	CTAF 122.9	ELV. 748'
Clear Lake	(57P)	CTAF 122.9	ELV. 1037'
Crooked Lake	(Q58)	CTAF 122.9	ELV. 989'
Hamilton Lake	(01F)	CTAF 122.9	ELV. 900'
Lake James	(01E)	CTAF 122.9	ELV. 964'
Lake Maxinkuckee	(01H)	CTAF 122.9	ELV. 733'
Lake Monroe	(07I)	CTAF 122.9	ELV. 538'
Lake Pleasant	(C67)	CTAF 122.9	ELV. 960'
Lake Wawasee	(01D)	CTAF 122.9	ELV. 859'
Mississinewa Reservoir	(43I)	CTAF 122.9	ELV. 737'
Patoka Reservoir	(06I)	CTAF 122.9	ELV. 536'
Tippecanoe Lake	(01B)	CTAF 122.9	ELV. 836'
Winona Lake	(02D)	CTAF 122.9	ELV. 812'

Indiana Public-Use Heliports:

Name	ID	CTAF	Elevation
Holiday Inn Lakeview	(1I6)	CTAF 122.9	ELV. 445'
Indianapolis Downtown	(8A4)	CTAF 123.05	ELV. 732'
Wilbur Wright Birthplace	(II9)	CTAF 122.9	ELV. 1140'

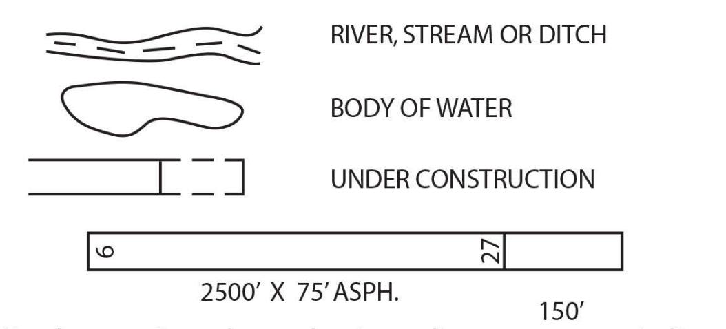
TRANSPONDER CODES

VFR..................................1200 unless otherwise assigned by ATC.
IFR ....As assigned by ATC.
Hijack 7500
Radio Failure.................7600
Emergency....................7700

SPECIAL EQUIPMENT SUFFIX

/X-	No transponder.
/T-	Transponder with no altitude encoding capability.
/U-	Transponder with altitude encoding capability.
/D-	DME, no transponder.
/B-	DME, transponder with no altitude encoding capability.
/A-	DME, transponder with altitude encoding capability.
/C-	RNAV, transponder with no altitude encoding capability.
/I-	RNAV, transponder with altitude encoding capability.
/Y-	RNAV, no transponder.
/G-	GPS/GNSS with enroute, terminal and GPS approach capability.

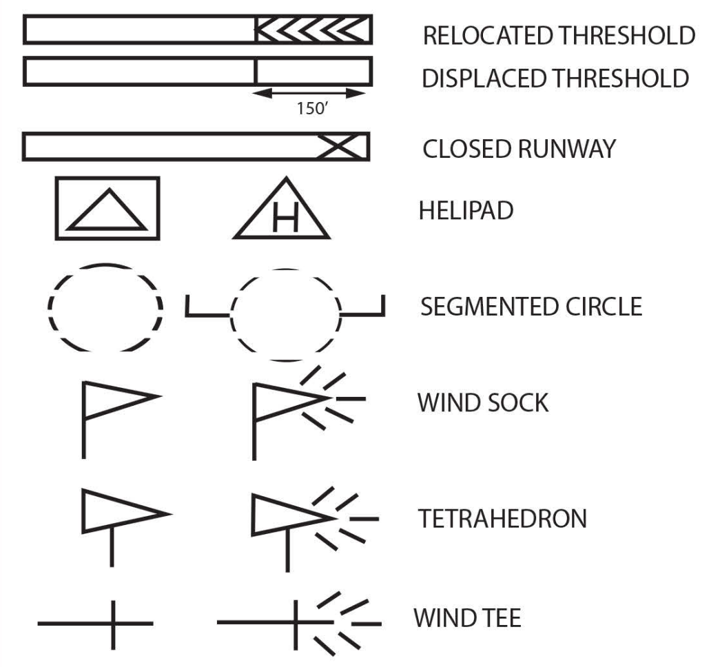
AIRPORT SITE INFORMATION


RIVER, STREAM OR DITCH
BODY OF WATER
UNDER CONSTRUCTION
9
27
2500' X 75' ASPH.
150'

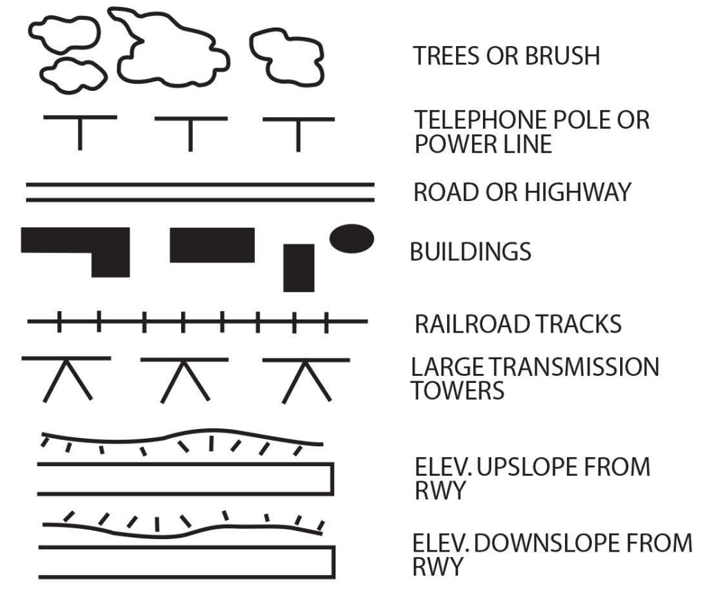
Numbers on airport layout drawings adjacent to runways indicate the physical length and width of those runways. A landing length is determined by subtracting any displaced thresholds from the physical length depicted. The landing length of the above runway would be 2,350' for Runway 27 and 2,500' for Runway 9.

AIRPORT DIRECTORY LEGEND OF SYMBOLS

AIRPORT MARKING AIDS


RELOCATED THRESHOLD
DISPLACED THRESHOLD
150'
CLOSED RUNWAY
HELIPAD
H
SEGMENTED CIRCLE
WIND SOCK
TETRAHEDRON
WIND TEE

OBSTRUCTIONS

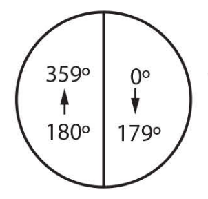

TREES OR BRUSH
TELEPHONE POLE OR POWER LINE
ROAD OR HIGHWAY
BUILDINGS
RAILROAD TRACKS
LARGE TRANSMISSION TOWERS
ELEV. UPSLOPE FROM RWY
ELEV. DOWNSLOPE FROM RWY

NOTE:

ESTABLISHMENT OF AVIATION FACILITY (i.e., airports, heliports, ultralight flightparks, or seaplane bases) WITHOUT STATE CERTIFICATE OF SITE APPROVAL IS UNLAWFUL. Any municipality or person desiring to acquire, establish, construct, activate, or lease any PUBLIC-USE or PRIVATE-USE facility must first be issued a CERTIFICATE OF SITE APPROVAL by the INDIANA DEPARTMENT OF TRANSPORTATION.

CRUISING ALTITUDES (MSL) FOR MAGNETIC COURSES

VFR Even thousands plus 500 feet (4,500; 6,500; etc.)
IFR Even thousands (4,000; 6,000; etc.)


359°
180°
0°
179°

VFR Odd thousands plus 500 feet (3,500; 5,500; etc.)
IFR Odd thousands (3,000; 5,000; etc.)

VFR rule applies above 3,000 AGL and below 18,000 MSL
ATC may assign different IFR altitudes

FAR 91.155 (a)

BASIC VFR WEATHER MINIMUMS

Altitude	Flight Visibility	Distance from Clouds
Class A	Not Applicable	Not Applicable
Class B	3 Statute Miles	Clear of Clouds
Class C	3 Statute Miles	500 feet below 1,000 feet above 2,000 feet horizontal
Class D	3 Statute Miles	500 feet below 1,000 feet above 2,000 feet horizontal
Class E: Less than 10,000 feet M.S.L.	3 Statute Miles	500 feet below 1,000 feet above 2,000 feet horizontal
At or above 10,000 feet M.S.L.	5 Statute Miles	1,000 feet below 1,000 feet above 1 Statute mile horizontal
Class G: 1200 feet or less above the surface (regardless of M.S.L. altitude).		
Day, except as provided in 91.155(b)	1 Statute Mile	Clear of Clouds
Night, except as provided in 91.155(b)	3 Statute Miles	500 feet below 1,000 feet above 2,000 feet horizontal
More than 1,200 feet above the surface but less than 10,000 feet M.S.L.		
Day	1 Statute Mile	500 feet below 1,000 feet above 2,000 feet horizontal
Night	3 Statute Miles	500 feet below 1,000 feet above 2,000 feet horizontal
More than 1,200 feet above the surface and at or above 10,000 feet M.S.L.	5 Statute Miles	1,000 feet below 1,000 feet above 1 Statute mile horizontal

91.155

(b) Class G airspace. Notwithstanding the provisions of paragraph (a) of this section, the following operations may be conducted in Class G airspace below 1,200 feet above the surface:

(1) Helicopter. A helicopter may be operated clear of clouds if operated at a speed that allows the pilot adequate opportunity to see any air traffic or obstruction in time to avoid a collision.

(2) Airplane. When the visibility is less than 3 statute miles but not less than 1 statute mile during night hours, an airplane may be operated clear of clouds if operated in an airport traffic pattern within one half mile of the runway.

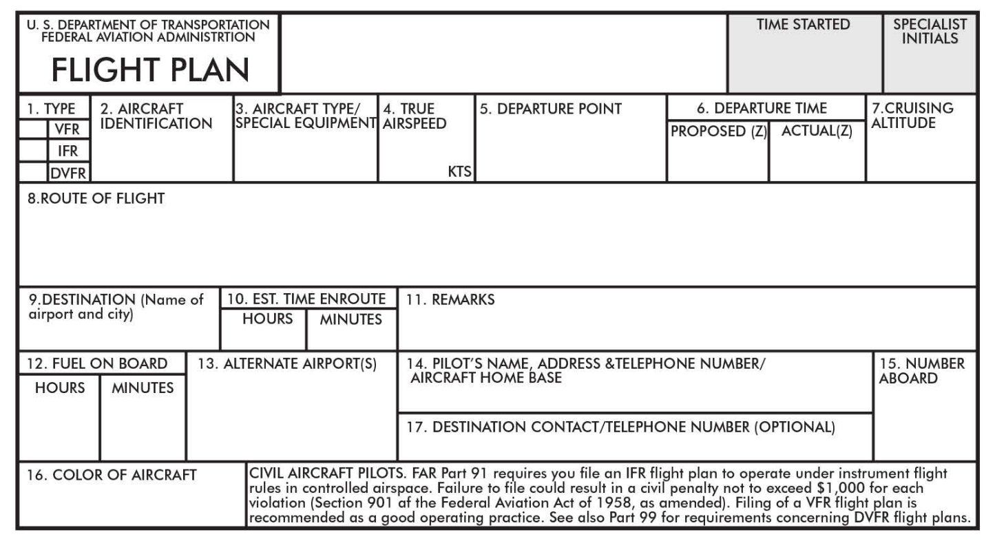
(c) Except as provided in 91.157, no person may operate an aircraft beneath the ceiling under VFR within the lateral boundaries of controlled airspace designated to the surface for an airport when the ceiling is less than 1,000 feet.

(d) Except as provided in 91.157 of this part, no person may take off or land an aircraft, or enter the traffic pattern of an airport, under VFR, within the lateral boundaries of the surface areas of Class B, Class C, Class D, or Class E airspace designated for an airport:

(1) Unless ground visibility at that airport is at least 3 statute miles; or

(2) If ground visibility is not reported at that airport, unless flight visibility during landing or takeoff, or while operating in the traffic pattern is at least 3 statute miles.

(e) For the purpose of this section, an aircraft operating at the base altitude of a Class E airspace area is considered to be within the airspace directly below that area.



U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRSTION

FLIGHT PLAN

TIME STARTED
SPECIALIST INITIALS

1. TYPE ☐ VFR ☐ IFR ☐ DVFR
2. AIRCRAFT IDENTIFICATION
3. AIRCRAFT TYPE/ SPECIAL EQUIPMENT
4. TRUE AIRSPEED KTS
5. DEPARTURE POINT
6. DEPARTURE TIME PROPOSED (Z) ACTUAL(Z)
7.CRUISING ALTITUDE
8.ROUTE OF FLIGHT
9.DESTINATION (Name of airport and city)
10. EST. TIME ENROUTE HOURS MINUTES
11. REMARKS
12. FUEL ON BOARD HOURS MINUTES
13. ALTERNATE AIRPORT(S)
14. PILOT'S NAME, ADDRESS &TELEPHONE NUMBER/ AIRCRAFT HOME BASE
15. NUMBER ABOARD
17. DESTINATION CONTACT/TELEPHONE NUMBER (OPTIONAL)
16. COLOR OF AIRCRAFT

CIVIL AIRCRAFT PILOTS. FAR Part 91 requires you file an IFR flight plan to operate under instrument flight rules in controlled airspace. Failure to file could result in a civil penalty not to exceed $1,000 for each violation (Section 901 of the Federal Aviation Act of 1958, as amended). Filing of a VFR flight plan is recommended as a good operating practice. See also Part 99 for requirements concerning DVFR flight plans.

ATCT LIGHT GUN SIGNALS

COLOR AND TYPE	ON THE GROUND	IN FLIGHT
Steady Green	Cleared for takeoff	Cleared to land
Flashing Green	Cleared for taxi	Return for landing (to be followed by steady green at proper time)
Steady Red	Stop	Give way to other aircraft and continue circling
Flashing Red	Taxi clear of the Runway in use	Airport unsafe, do not land
Flashing White	Return to starting point on airport	Not Applicable
Alternating Red and Green	Exercise extreme caution	Exercise extreme caution

ASOS/AWOS PHONE NUMBERS

Anderson Muni.	(765) 378-1510
Angola	(260) 668-5630
Auburn	(260) 925-8225
Bedford	(812) 275-8306
Clark Rgnl.	(812) 246-1278
Columbus Muni.	(812) 376-7584
Connersville	(765) 827-6649
Crawfordsville	(765) 362-2967
Daviess County	(812) 257-8889
Delaware County	(765) 288-9617
Eagle Creek	(317) 329-1754
Elkhart Muni.	(574) 264-9002
Evansville Rgnl.	(812) 426-2174
Fort Wayne Intl.	(260) 478-5615
Fort Wayne Smith	(260) 490-4030
Frankfort Muni.	(765) 654-0328
French Lick	(812) 936-2252
Fulton County	(574) 223-3560
Gary Intl.	(219) 944-0010
Goshen Muni.	(574) 642-4231
Greenwood Muni.	(317) 882-5862
Hendricks County	(317) 718-4872
Hulman Field	(812) 877-9136
Huntingburg	(812) 683-4003
Huntington	(260) 454-1927
Indianapolis Intl.	(317) 241-0348
Indy D-Town Heliport	(317) 955-3160
Indy Executive	(317) 769-3154
Indy Metropolitan	(317) 842-3911
Indy Rgnl.	(317) 335-3037
Jasper County	(219) 866-7167
Kendallville	(260) 347-2967
Kokomo Muni.	(765) 452-3014
LaPorte Muni	(219) 326-6916
Logansport	(574) 737-7310
Madison Muni.	(812) 866-1798
Marion Muni.	(765) 674-1317
Michigan City Muni.	(219) 878-1106
Monroe County	(812) 825-8046
Monticello	(574) 583-0531
North Vernon	(812) 346-5041
Porter County	(219) 531-1770
Portland Muni.	(260) 726-7882
Purdue University	(765) 743-9687
Putnam County	(765) 653-1789
Richmond	(765) 983-1903
Seymour	(812) 522-4244
Shelbyville	(317) 398-0246
South Bend Rgnl.	(574) 233-2716
Starke County	(574) 772-2041
Warsaw Muni.	(574) 269-7035

RECOMMENDED COMMUNICATION PROCEDURES

FACILITY AT AIRPORT	FREQUENCY USE	BROADCAST POSITION	
		OUTBOUND	INBOUND
UNICOM (No Tower or FSS)	Communicate with UNICOM on published CTAF (122.7, 122.8 122.75, 122.95, or 123.0). If unable to contact UNICOM, on CTAF	Before taxiing & before taxiing on runway for departure.	10 miles out. Entering downwind base, final Leaving rwy.
No Tower, FSS, or UNICOM	Self-announce on Multicom 122.9	Before taxiing & before taxiing on runway for departure.	10 miles out. Entering downwind base, final Leaving rwy.
No Tower in operation, FSS open	Communicate with FSS on CTAF.	Before taxiing & before taxiing on runway for departure.	10 miles out. Entering downwind base, final Leaving rwy.
FSS closed	Self-announce on CTAF.	Before taxiing & before taxiing on runway for departure.	10 miles out. Entering downwind base, final Leaving rwy.
Tower or FSS not in operation	Self-announce on CTAF.	Before taxiing & before taxiing on runway for departure.	10 miles out. Entering downwind base, final

IFR RADIO FAILURE PROCEDURES

(1) ROUTE.
(i) By the route assigned in the last ATC clearance received;
(ii) If being radar vectored, by the direct route from the point of radio failure to the fix, route, or airway specified in the vector clearance;
(iii) In the absence of an assigned route, by the route that ATC has advised may be expected in a further clearance; or
(iv) In the absence of an assigned route or a route that ATC has advised may be expected in a further clearance, by the route filed in the flight plan.

(2) ALTITUDE. At the highest of the following altitudes or flight levels for the route segment being flown:
(i) The altitude or flight level assigned in the last ATC clearance received;
(ii) The minimum altitude (converted, if appropriate, to minimum flight level as prescribed in § 91.121 (c) for IFR operations; or
(iii) The altitude or flight level ATC has advised may be expected in a further clearance.

(3) LEAVE CLEARANCE LIMIT.
(i) When the clearance limit is a fix from which an approach begins, commence descent or descent and approach as close as possible to the expect-further-clearance time if one has been received, if one has not been received, as close as possible to the estimated time of arrival as calculated from the field or amended (with ATC) estimated time en route.
(ii) If the clearance is not a fix from which an approach begins, leave the clearance limit at the expect-Further-Clearance time if one has been received, or if none has been received, upon arrival over the clearance limit, and proceed to a fix from which an approach begins and commence descent or descent and approach as close as possible to the estimated time of arrival as calculated from the filed or amended (with ATC) estimated time enroute.

RESTRICTED AREAS

Restricted Areas are designated areas within which the flight of aircraft, while not wholly prohibited, is subject to restrictions. These areas denote the existence of unusual, often invisible hazards to aircraft. AUTHORIZATION IS REQUIRED FROM INDIANAPOLIS ARTCC to penetrate restricted areas. FSS cannot clear aircraft through these areas.

MILITARY OPERATING AREAS

MOA's are established for the purpose of separating military training activities from IFR traffic. VFR aircraft DO NOT REQUIRE clearance to enter a MOA.

WARNING

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INDIANA AERONAUTICAL CHART

1 inch = approx. 8 Statute Miles

Scale 1: 500,000

↑ AIRPORT DIRECTORY

SOUTH BEND CHART DIRECTORY ↑

FORT WAYNE

INDIANAPOLIS

EVANSVILLE

Pilots are encouraged to use the Chicago VFR Terminal Area Chart for flights at or below 10,000'

CAUTION: Be prepared for loss of horizontal reference at low altitude over lake during hazy conditions and at night.

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LEGEND

Airports having Control Towers are shown in Blue, all others in Magenta. Consult Airport/Facility Directory (A/FD) for details involving airport lighting, navigation aids, and services. For additional symbol information refer to the Chart User's Guide.

AIRPORTS

- Other than hard-surfaced runways
- Seaplane Base
- Hard-surfaced runways 1500 ft. to 8069 ft. in length
- Hard-surfaced runways greater than 8069 ft. or some multiple runways less than 8069 ft.
- Open dot within hard-surfaced runway configuration indicates approximate VOR, VOR-DME, or VORTAC location.

All recognizable hard-surfaced runways, including those closed, are shown for visual identification. Airports may be public or private.

ADDITIONAL AIRPORT INFORMATION

- Private "(Pvt)" - Non-public use having emergency or landmark value
- Military – Other than hard-surfaced; all military airports are identified by abbreviations AFB, NAS, AAF, etc. DoD users, for complete airport information consult DoD FLIP.

Heliport Selected · Unverified · Abandoned - paved having landmark value, 3000 ft. or greater · Ultralight Flight Park Selected

Services - fuel available and field tended during normal working hours depicted by use of ticks around basic airport symbol. (Normal working hours are Mon thru Fri 10:00 A.M. to 4:00 P.M. local time.) Consult A/FD for service availability at airports with hard-surfaced runways greater than 8069 ft.

★ Rotating airport beacon in operation Sunset to Sunrise

OBJECTIONABLE - Airport may adversely affect airspace use.

AIRPORT DATA

Box indicates FAR 93 Special Air Traffic Rules & Airport Traffic Patterns.

Runways with Right Traffic Patterns (public use)

RP * Special conditions exist - see A/FD.

FSS · FAR 91 · NO SVFR · Location Identifier · NAME (NAM) (PNAM) · ICAO Location Indicator shown outside contiguous U.S.

CT - 118.3 ★ Ⓒ ATIS 123.8

285 L 72 122.95 · UNICOM

RP 23, 34

VFR Advsy 125.0

AOE · Airport of Entry

FSS - Flight Service Station

NO SVFR - Fixed-wing special VFR flight is prohibited.

CT - 118.3 - Control Tower (CT) - primary frequency

★ - Star indicates operation part-time. See tower frequencies tabulation for hours of operation.

Ⓒ - Common Traffic Advisory Frequencies (CTAF)

ATIS 123.8 - Automatic Terminal Information Service

ASOS/AWOS 135.42 - Automated Surface Weather Observing Systems (shown where full-time ATIS not available). Some ASOS/AWOS facilities may not be located at airports.

UNICOM - Aeronautical advisory station

VFR Advsy - VFR Advisory Service shown where full-time ATIS not available and frequency is other than primary CT frequency.

285 - Elevation in feet

L - Lighting in operation Sunset to Sunrise

*L - Lighting limitations exist; refer to Airport/Facility Directory.

72 - Length of longest runway in hundreds of feet; usable length may be less.

When information is lacking, the respective character is replaced by a dash. Lighting codes refer to runway edge lights and may not represent the longest runway or full length lighting.

RADIO AIDS TO NAVIGATION AND COMMUNICATION BOXES

- VHF OMNI RANGE (VOR)
- VORTAC
- VOR - DME
- Other facilities, i.e., FSS Outlet, RCO, etc.
- Non-Directional Radiobeacon (NDB)
- NDB - DME

122.1R 122.6 123.6 · OAKDALE · 362★ 246 Ch OAK · CHICAGO CHI · 122.1R

Underline indicates no voice on frequency.

Crosshatch indicates Shutdown status.

★ - Operates less than continuous or On-Request.

Ⓐ - ASOS/AWOS

Ⓗ - HIWAS

FSS radio providing voice communication · 122.1R · MIAMI

Heavy line box indicates Flight Service Station (FSS). Frequencies 121.5, 122.2, 243.0 and 255.4 (Canada - 121.5, 126.7 and 243.0) are available at many FSSs and are not shown above boxes. All other frequencies are shown.

Certain FSSs provide Airport Advisory Service, see A/FD.

R - Receive only

Frequencies above thin line box are remoted to NAVAID site. Other FSS frequencies providing voice communication may be available as determined by altitude and terrain. Consult Airport/Facility Directory for complete information.

AIRPORT TRAFFIC AND SERVICE INFORMATION

Only the controlled and reserved airspace effective below 18,000 ft. MSL are shown on this chart. All times are local.

- Class B Airspace
- Class C Airspace (Mode C- see FAR 91.215/AIM.)
- Class D Airspace
- 40 Ceiling of Class D Airspace in hundreds of feet. (A minus ceiling value indicates surface up to but not including that value.)
- Class E (sfc) Airspace
- Class E Airspace with floor 700 ft. above surface.
- Class E Airspace with floor 1200 ft. or greater above surface that abuts Class G Airspace.
- 2400 MSL / 4500 MSL Differentiates floors of Class E Airspace greater than 700 ft. above surface.
- Prohibited, Restricted, and Warning Areas; Canadian Advisory, Danger, and Restricted Areas
- Alert Area and MOA – Military Operations Area
- Special Airport Traffic Area (See FAR 93 for details.)
- MODE C (See FAR 91.215/AIM.)
- National Security Area
- Terminal Radar Service Area (TRSA)
- IR211 MTR - Military Training Route

Class E Airspace low altitude Federal Airways are indicated by center line. Intersection - Arrows are directed towards facilities which establish intersection.

132° V 69 · Total mileage between NAVAIDs on direct Airways

OBSTRUCTIONS

- 1000 ft and higher AGL
- Below 1000 ft AGL
- Wind Turbine
- Group Obstruction
- Obstruction with high-intensity lights; may operate part-time
- Wind Turbine Farm · 2894' UC
- Elevation of the top above mean sea level 2049
- Height above ground (1149)
- Under construction or reported; position and elevation unverified UC

NOTICE: Guy wires may extend outward from structures.

MISCELLANEOUS

- 1°E Isogonic Line (2015 VALUE)
- Ultralight Activity
- Marine Light
- Flashing Light
- Hang Glider Activity
- NAME (VPXYZ)
- Glider Operations
- Parachute Jumping Area (See Airport/Facility Directory.)

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TOPOGRAPHIC INFORMATION

- Roads & Road Markers
- Railroad
- Power Transmission Line
- Aerial Cable
- Landmark Feature – stadium, factory, school, golf course, etc.
- Outdoor Theater
- Lookout Tower 618 (Elevation Base of Tower)
- CG Coast Guard Station
- Race Track
- Tank – water, oil or gas
- Oil Well · Water Well
- Mine or Quarry
- Mountain Pass 11823 (Elevation of Pass)
- Perennial Lake · Pier · Rocks · Non-Perennial Lake · Dams · Bridges and Viaducts

ATTENTION
THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF).
The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

Example: 12,500 feet 12⁵

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