



# MQJ PILOT GUIDE



## Indianapolis Regional Airport 13 - 15 May, 2011



5 May 2011

# Index

## FLIGHT PROCEDURES

- Air Traffic Control Tower Hours of Operation.....3
- Frequencies.....3
- Airport Closure Dates and Times.....4
- Temporary Flight Restrictions.....4
- Local Area.....5
- Airport Diagram.....6
- Runway 25 Arrival Procedures.....7
- Runway 7 Arrival Procedures.....9
- Warbird & High Performance Arrival Procedures.....11
- Ultralight Aircraft Procedures.....13
- Departure Procedures.....15
- Divert.....16

## TOWER HOURS OF OPERATION

Friday	May 13	0700-1900 Local 1100-2300 UTC
Saturday	May 14	0700-1900 Local 1100-2300 UTC
Sunday	May 15	0700-1900 Local 1100-2300 UTC

## FREQUENCIES

Tower / Airboss	127.82
Ground	121.8
AWOS	124.175
UNICOM	122.7
ULTRALIGHTS	123.40
Indianapolis Approach Arrival / Departure	127.15
IFR Clearance Delivery	119.25
Terre Haute (HUF) AFSS (airborne)	122.55

## AIRPORT CLOSURES

**The Indianapolis Regional Airport, MQJ will be closed** during the following times for airshow operations. **ARRIVE EARLY! Arrival and departure operations will not be permitted during these times. NO EXCEPTIONS.**

Thursday	May 12	1200-1615 LCL 1600-2015 UTC
Friday	May 13	1100-1800 LCL 1500-2200 UTC
Saturday	May 14	1100-1800 LCL 1500-2200 UTC
Sunday	May 15	1100-1800 LCL 1500-2200 UTC

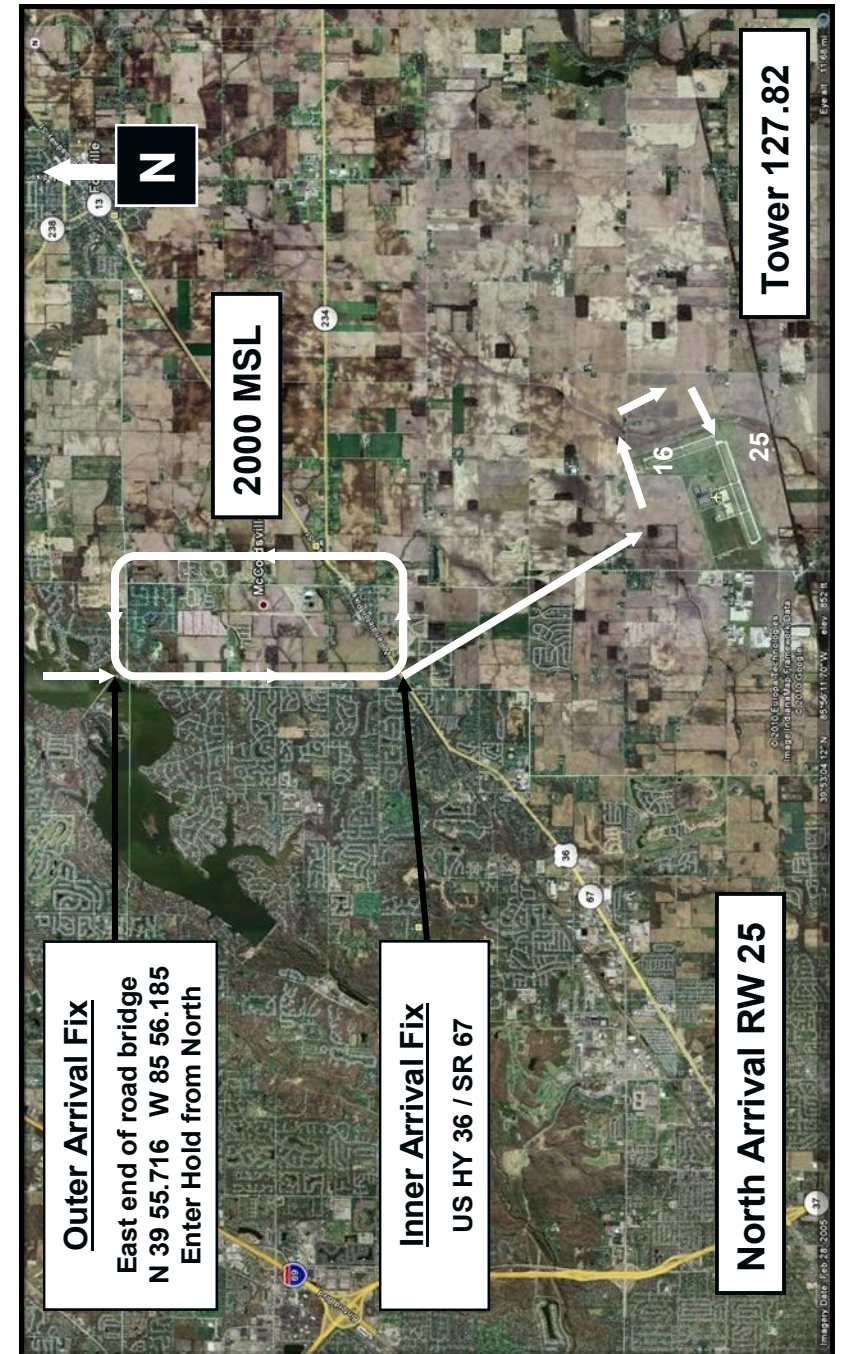
## **TEMPORARY FLIGHT RESTRICTIONS**

Aerial and aerobatic demonstrations will be occurring within 3 miles of Indianapolis Regional Airport, MQJ, at and below 8,000 MSL. In addition, Temporary Flight Restrictions will be in effect during the military jet demonstrations, within a 5 mile radius of MQJ Airport, at and below 15,000 MSL. Consult current NOTAMS, the Indianapolis Regional Temporary Air Traffic Control Tower, or the AFSS for further information.



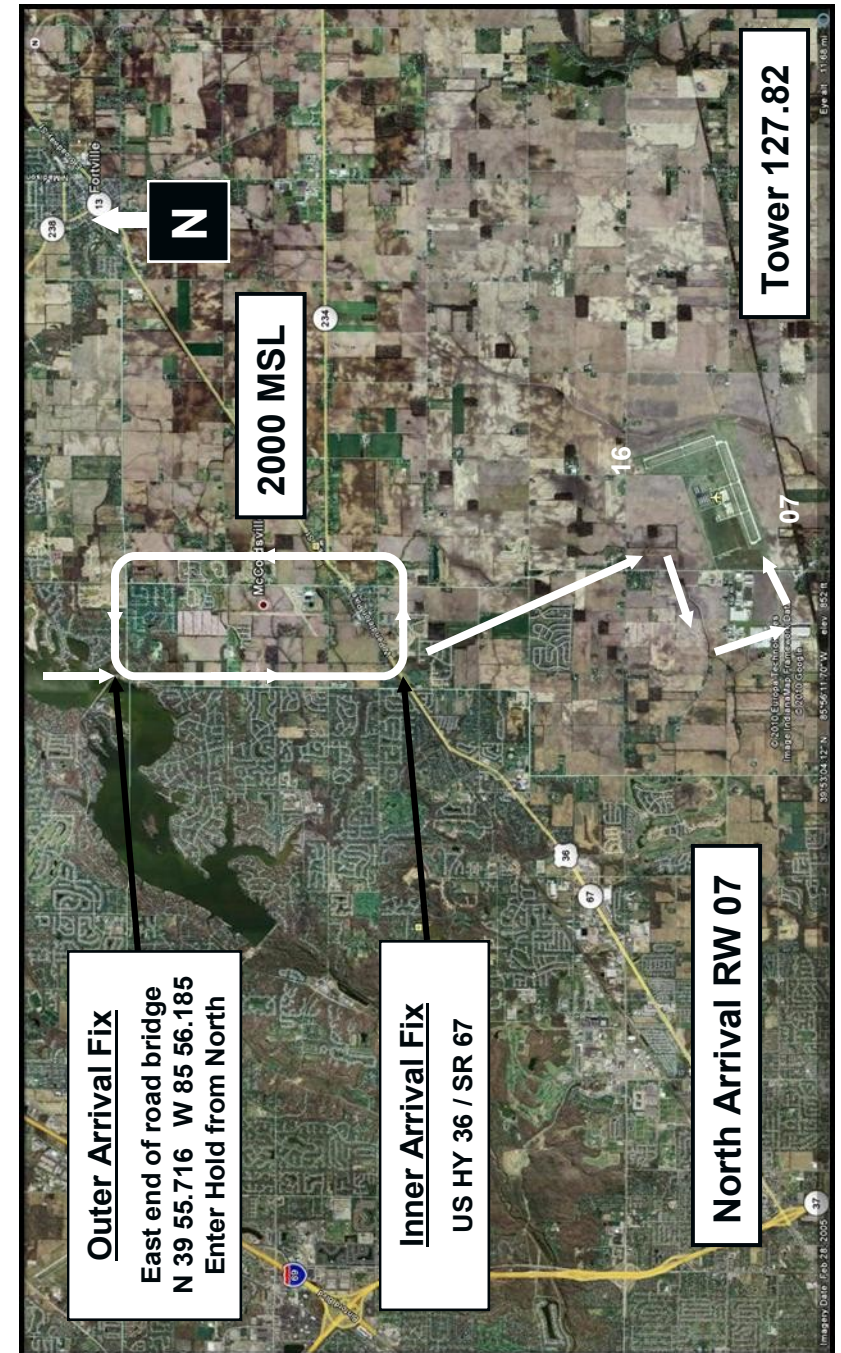
## RUNWAY 25 ARRIVAL PROCEDURES

- Monitor Indianapolis Regional Tower, MQJ on 127.82 at least 5 miles from the **Outer Arrival Fix**, a Road bridge on the northeast corner of the Geist reservoir.
- Find the last aircraft in line and follow it. BE SURE THE AIRCRAFT YOU FOLLOW IS THE LAST AIRCRAFT IN LINE! If required, holding is a left hand turn as depicted at **2000 MSL**.
- All aircraft enter the Outer Arrival Fix from the North, at 2000 MSL, and as close to 90 knots as possible. If you are faster, allow more room when you enter. You will be following that aircraft for at least 7 miles. **NO PASSING ALLOWED**. Return to outer arrival fix if unable to follow.
- Report crossing the **Inner Arrival Fix**, US 36/ SR67 to MQJ Tower on 127.82. Report call sign, aircraft type, and aircraft you are following. ENTER THE PATTERN AS DEPICTED UNLESS OTHERWISE INSTRUCTED BY MQJ TOWER. You may be assigned RW 16
- Maintain 2000 MSL until approaching the downwind leg then descend to enter the traffic pattern at 1800 MSL.
- USE CAUTION for the ultralight pattern north of the ramp area, and for helicopter operations east and west of the ramp area.
- After landing, exit the runway without delay. Hold short of the parallel taxiway and contact Indianapolis Regional Ground on 121.8. Follow the instructions issued by Ground Control, or the instructions issued by the flagmen when released by Ground Control. **CLOSE YOUR VFR FLIGHT PLAN**



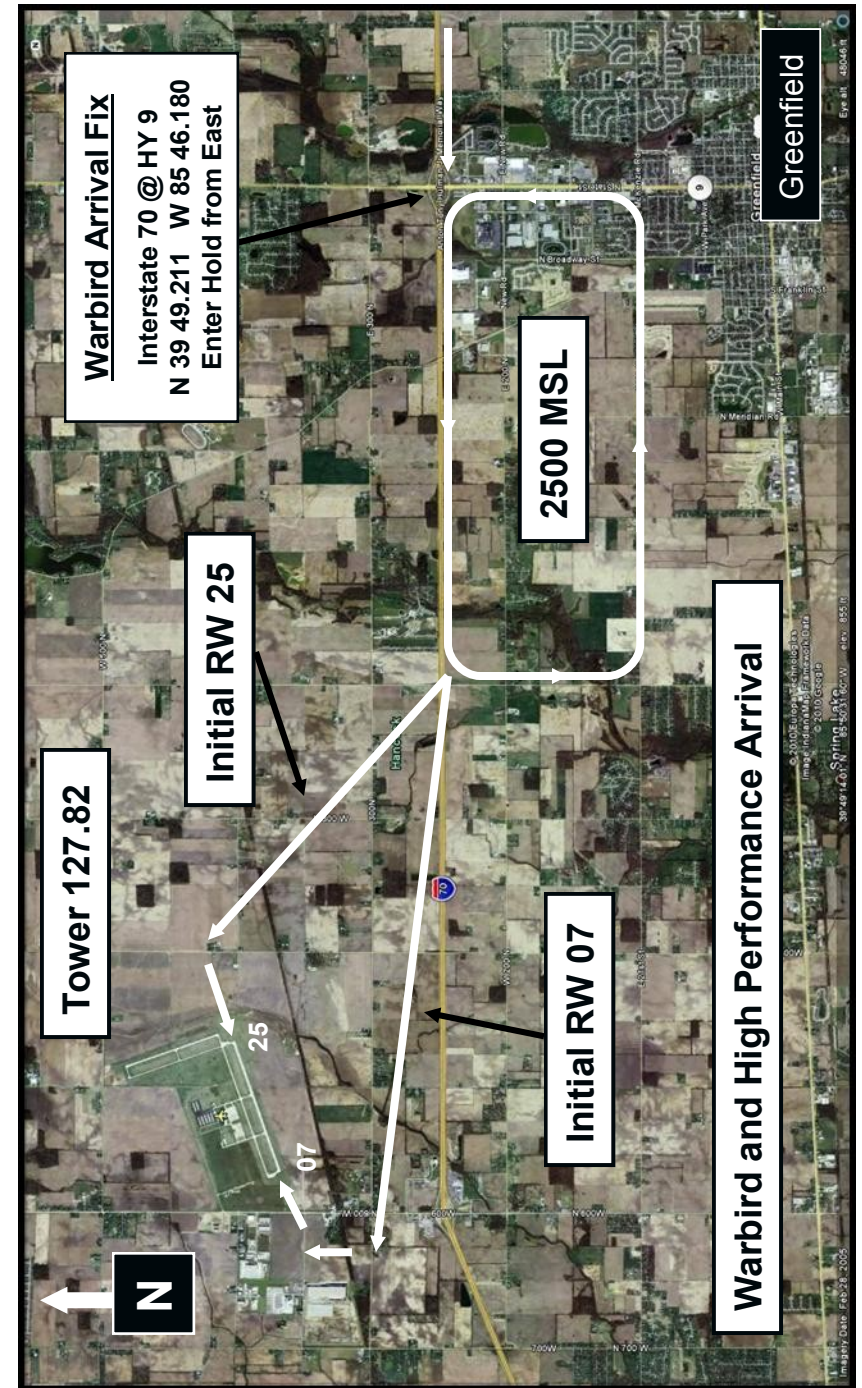
## RUNWAY 7 ARRIVAL PROCEDURES

- Monitor Indianapolis Regional Tower, MQJ on 127.82 at least 5 miles from the **Outer Arrival Fix**, a Road bridge on the northeast corner of the Geist reservoir.
- Find the last aircraft in line and follow it. BE SURE THE AIRCRAFT YOU FOLLOW IS THE LAST AIRCRAFT IN LINE! If required, holding is a left hand turn as depicted at **2000 MSL**.
- All aircraft enter the Outer Arrival Fix from the North, at 2000 MSL, and as close to 90 knots as possible. If you are faster, allow more room when you enter. You will be following that aircraft for at least 7 miles. **NO PASSING ALLOWED**. Return to outer arrival fix if unable to follow.
- Report crossing the **Inner Arrival Fix**, US36 / SR67 to MQJ Tower on 127.82. Report call sign, aircraft type, and aircraft you are following. ENTER THE PATTERN AS DEPICTED UNLESS OTHERWISE INSTRUCTED BY MQJ TOWER. You may be assigned RW 16
- Maintain 2000 MSL until approaching the downwind leg then descend to enter the traffic pattern at 1800 MSL.
- USE CAUTION for the ultralight pattern north of the ramp area, and for helicopter operations east and west of the ramp area.
- After landing, exit the runway without delay. Hold short of the parallel taxiway and contact MQJ Ground on 121.8. Follow the instructions issued by Ground Control, or the instructions issued by the flagmen when released by Ground Control. **CLOSE YOUR VFR FLIGHT PLAN!**



## WARBIRD AND HIGH PERFORMANCE AIRCRAFT ARRIVAL PROCEDURES

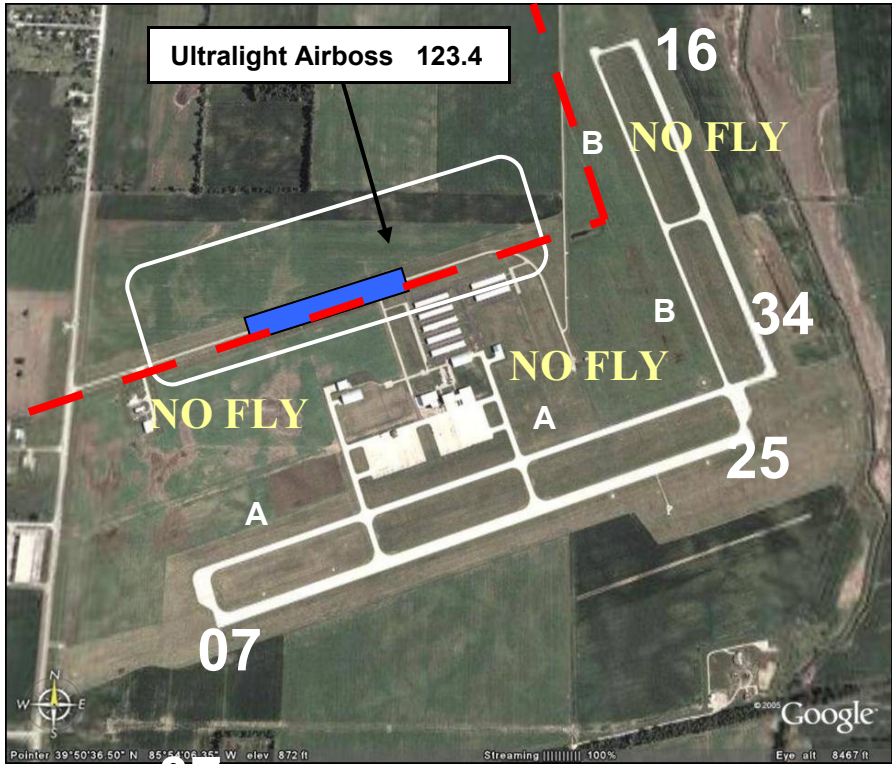
- Monitor Indianapolis Regional Tower on 127.82 at least 5 miles from the **Warbird Arrival Fix, interstate 70 at Highway 9 just north of the town of Greenfield**. Find the last aircraft in line and follow it. **BE SURE THE AIRCRAFT YOU FOLLOW IS THE LAST AIRCRAFT IN LINE!** If required, enter a left hand holding pattern as depicted just south of interstate 70 at **2500 MSL**.
- All aircraft enter the Arrival Fix from the east at **2500 MSL**. If you are faster than the aircraft ahead, allow more room when you enter. You will be following that aircraft for at least 7 miles. **NO PASSING ALLOWED**. Return to outer arrival fix if unable to follow.
- Report crossing the **Warbird Arrival Fix**, to MQJ Tower on **127.82**. Report call sign, aircraft type, and aircraft you are following. Expect the overhead approach, tower will call the break.
- **Maintain 2500 MSL until approaching 2 nm initial then descend to 2000 MSL for the break to the south unless otherwise instructed by the tower.**
- **USE CAUTION** for the ultralight pattern north of the ramp area, and for helicopter operations east and west of the ramp area.
- After landing, exit the runway without delay. Hold short of the parallel taxiway and contact MQJ Ground on **121.8**. Follow the instructions issued by Ground Control, or the instructions issued by the flagmen when released by Ground Control.



# Ultralight Area

## ULTRALIGHT PROCEDURES

- The ultralight area is depicted on page 14.
- Pattern altitude is **400 AGL**. Ultralight aircraft must be at or below **400 AGL** within 2 miles of Indianapolis Regional Airport. USE CAUTION. FIXED WING AIRCRAFT WILL BE ENTERING THE PATTERN AT 1800 MSL AND DESCENDING ON THE DOWNWIND LEG.
- **Approach & Departure to the ultralight area will be to/from the WEST.** Ultralights must stay well north of runway 7/25 and Taxiway A and west of runway 16/34 and Taxiway B.
- Ultralight communications is on 123.40. Monitor 123.4 for traffic and runway information.
- The Ultralight Air Boss will be located at the east end of the ultralight runway. A green paddle or light from the Air Boss indicates you are cleared to land or depart. A red paddle or light indicates you are not cleared to land or depart.
- DO NOT OVERFLY DISPLAY AIRCRAFT, CARS, OR PEOPLE.



# Divert

## DEPARTURE PROCEDURES – ALL AIRCRAFT

- If departing immediately after the Airshow, do not start engine until tower advises the airport is open. Note: During air show closure periods, all movement of aircraft not participating in the air show is prohibited. **CAUTION: During the departure phase, use caution for jet blast and prop wash when taxiing or positioning behind large turbo-prop and turbine powered aircraft.**
- Monitor Indianapolis Regional Ground on 121.8 as you exit the parking area. Follow the instructions of the flagmen to enter the taxiway.
- Follow the aircraft ahead to the active runway, monitoring ground control for any additional instructions.
- Complete any necessary run-up and pre-departure procedures outside the taxi lane at the end of the runway. Note: Tower will assume you are ready for departure when you reach the end of the runway.
- HOLD SHORT of the runway and monitor Tower on 127.82 for departure clearance.
- After departure, fly runway heading for at least three miles unless otherwise instructed by the tower. At three miles, turn on course and frequency change is approved.
- USE CAUTION for the ultralight pattern west of the ramp area, and for the helicopter operations east of the ramp area.

