

MEARZ SEVEN DEPARTURE

INDIANAPOLIS, INDIANA

TOP ALTITUDE:
(JETS) 5000
(PROPS) 3000

RADAR required.

D-ATIS 134.25
 CLNC DEL 128.75 251.1
 CPDLC
 GND CON 121.9
 INDY TOWER 120.9 251.1
 INDIANAPOLIS DEP CON 124.95 317.8 (EAST)
 119.05 317.8 (WEST)

BOILER
 115.1 BVT
 Chan 98

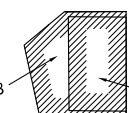
MARION
 108.6 MZZ
 Chan 23

BRICKYARD
 116.3 VHP
 Chan 110

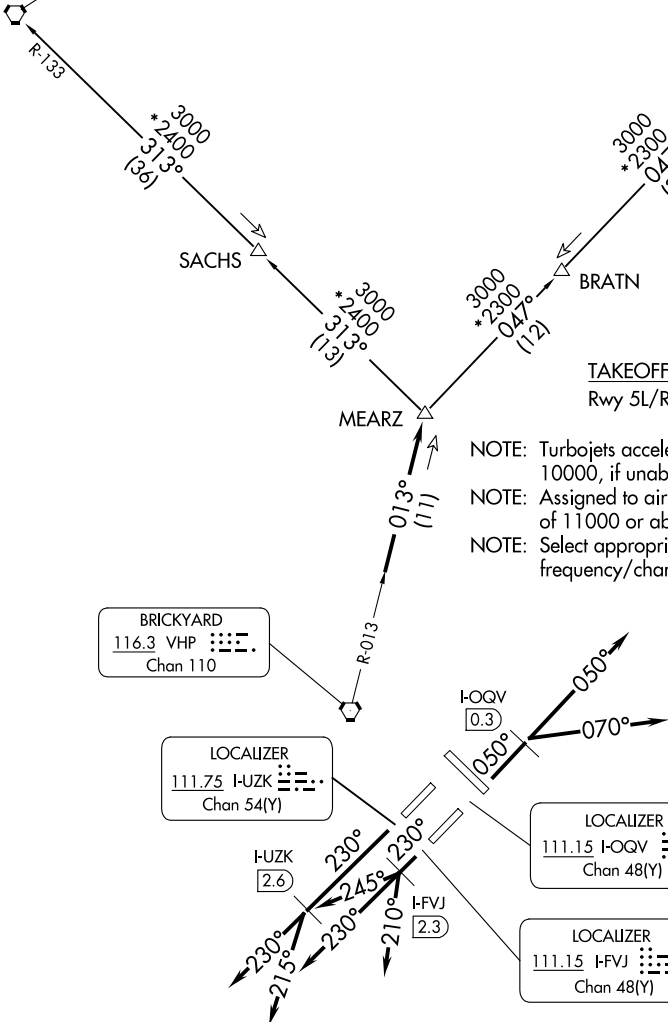
LOCALIZER
 111.75 I-UZK
 Chan 54(Y)

LOCALIZER
 111.15 I-OQV
 Chan 48(Y)

LOCALIZER
 111.15 I-FVJ
 Chan 48(Y)



NOTE: Chart not to scale.



TAKEOFF MINIMUMS

Rwy 5L/R, 14, 23L/R, 32: Standard.

- NOTE: Turbojets accelerate to 250K until reaching 10000, if unable advise ATC.
- NOTE: Assigned to aircraft with a requested altitude of 11000 or above.
- NOTE: Select appropriate localizer/DME frequency/channel prior to departure.

EC-2, 16 APR 2026 to 14 MAY 2026

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(NARRATIVE ON FOLLOWING PAGE)

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(MEARZ7.MEARZ) 19MAY22

INDIANAPOLIS, INDIANA

INDIANAPOLIS INTL (IND)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5R (TURBOJETS ONLY-DME REQUIRED): Climb on heading 050° to I-OQV 0.3 DME, then on assigned heading 050° or 070°. Maintain 5000.

Thence....

TAKEOFF RUNWAY 23R (TURBOJETS ONLY-DME REQUIRED): Climb on heading 230° to I-UZK 2.6 DME, then on assigned heading 230° or 215°. Maintain 5000.

Thence....

TAKEOFF RUNWAY 23L (TURBOJETS ONLY-DME REQUIRED): Climb on heading 230° to I-FVJ 2.3 DME, then on assigned heading 210°, 230°, or 245°. Maintain 5000.

Thence....

TAKEOFF ALL OTHER RUNWAYS (TURBOJETS ONLY): Climb on assigned heading. Maintain 5000. Thence....

TAKEOFF ALL RUNWAYS (PROPELLER ONLY): Climb on assigned heading. Maintain 3000. Thence....

DEPARTING ALL OTHER AUTHORIZED RUNWAYS: Climb on assigned heading to assigned altitude. Thence....

....expect RADAR vectors to join VHP R-013 to MEARZ then on transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

BOILER TRANSITION (MEARZ.BVT): From over MEARZ on BVT R-133 to BVT VORTAC.

MARION TRANSITION (MEARZ.MZZ): From over MEARZ on MZZ R-227 to MZZ VOR/DME.

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