

FEDERAL AVIATION ADMINISTRATION  
FLIGHT STANDARDS SERVICE  
RNAV (GPS) STANDARD INSTRUMENT APPROACH PROCEDURE  
TITLE 14 CFR PART 97.33

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.  
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u>AIRPORT ID</u> KSER	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 23	<u>ORIGINAL/AMENDMENT</u> 3	<u>CITY</u> SEYMOUR	<u>STATE</u> IN		
<u>AIRPORT ELEVATION</u> 583	<u>TDZE</u> 578	<u>SUPERSEDED</u> RNAV (GPS) RWY 23	<u>ORIGINAL/AMENDMENT</u> 2	<u>DATED</u> 10/16/2014	<u>MAG VAR</u> 2W	<u>EPOCH YEAR</u> 1985
<u>FACILITY</u> RNAV	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>		

**TERMINAL ROUTES**

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
FANTN	IAF	NAYIV	NOPT	TF	FB	1.00	265.13	7.49	2400
LUPIC	IAF	NAYIV	NOPT	TF	FB	1.00	157.25	9.21	2400
NAYIV	IF/IAF	CIDPO	PFAF	TF	FB	1.00	226.19	5.48	2400
CIDPO	FAF	MAYED/2.88 NM TO RW23		TF	FB	0.30	226.14	2.70	
MAYED/2.88 NM TO RW23		RW23	MAP	TF	FO	0.30	226.14	2.88	
RW23	MAP	855 MSL		CA			226.14		
855 MSL		JIRIP		DF	FO	1.00			2500

**MISSED APPROACH**

**MAP:**

LPV: DA  
LNAV/VNAV: DA  
LNAV: RW23

**MISSED APPROACH INSTRUCTIONS:**

CLIMB TO 2500 DIRECT JIRIP AND HOLD.

**ALTERNATE MISSED APPROACH INSTRUCTIONS:**

QUALITY  
10  
CHECKED

AIRPORT ID

KSER

PROCEDURE NAME

RNAV (GPS) RWY 23

ORIGINAL/AMENDMENT

3

CITY

SEYMOUR

STATE

IN

PROFILE:

1. PT

SIDE OF COURSE

OUTBOUND

FT WITHIN

MILES OF

(IAF)

2. HOLD NE NAYIV, RT, 226.19 INBOUND, 2400 FT. IN LIEU OF PT (IAF), MAX 6000.

3. FAC: 226.14

PFAF: CIDPO

DIST PFAF TO MAP: 5.58

DIST PFAF TO THLD: 5.58

4. MIN ALT: NAYIV 2400, CIDPO 2400, MAYED/2.88 NM TO RW23 1540

5. DIST TO THLD FROM OM:

MM:

IM:

150 HAT:

277 HAT: 0.73

GS ANT:

6. MIN GP INCPT: 2400

GP ALT AT PFAF : CIDPO 2400

OM:

MM:

IM:

7. GP ANGLE: 3.00

34:1: IS CLEAR

20:1: IS CLEAR

TCH: 45.0

8. MSA FROM: RW23 2500

**PBN REQUIREMENTS NOTE:**  
RNP APCH - GPS.

**NOTES:**  
CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -16°C OR ABOVE 54°C.  
CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).  
CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO LPV ALL CATS AND LNAV CATS A/B.  
CHART NOTE: FOR INOPERATIVE ALS, INCREASE LNAV/VNAV CATS C/D VISIBILITY TO 1 3/8 SM.

**ADDITIONAL FLIGHT DATA:**  
CHART CIRCLING ICON.  
HOLD SW, RT, 045.98 INBOUND.  
CHART FAS OBST: 928 TOWER (18-000144) 385732N/0855244W.  
CHART VDP AT 1.72 NM TO RW23.  
WAAS CHANNEL # 48903  
REFERENCE PATH ID: W23A  
LTP HAE: 142.2 M

**MINIMUMS:**  
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

**ALTERNATE:** NA ☒

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
LPV DA	855	1	277	855	1	277	855	1	277	855	1	277			
LNAV/VNAV DA	1020	1 1/8	442	1020	1 1/8	442	1020	1 1/8	442	1020	1 1/8	442			
LNAV MDA	1160	1	582	1160	1	582	1160	1 5/8	582	1160	1 5/8	582			
CIRCLING	1160	1	577	1160	1	577	1240	1 3/4	657	1240	2	657			

FAA Form 8260-3 (11/16) Supersedes Previous Edition

Electronic Version

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**CHANGES - REASONS**

1. KSER RWY5/23 WAS EXTENDED 1500 FEET TO SOUTHWEST (SW), AS A RESULT THRESHOLD MOVED 0.24 NM (1,484.12 FEET) SW.
2. CHANGED INITIAL SEGMENT CONFIGURATION FROM JKUKA TO NAYIV TO FANTN TO NAYIV - TO CONSTRUCT INITIAL SEGMENT IAW 8260.58, 1-3-1.
3. CHANGED INITIAL SEGMENT CONFIGURATION FROM DECEE TO NAYIV TO LUPIC TO NAYIV - TO CONSTRUCT INITIAL SEGMENT IAW 8260.58, 1-3-1.
4. CHANGED NAYIV TO CIDPO DISTANCE FROM 5.94 TO 5.48 - CIDPO MOVED 0.46 NM NORTHEAST.
5. CHANGED FINAL SEGMENT (NAYIV TO CIDPO) ALTITUDE FROM 2200 TO 2400 - RELOCATION OF THRESHOLD AND PFAF REQUIRED 200 FT INCREASE TO ACCOMMODATE CONTROLLING OBSTACLES.
6. STEPDOWN FIX (MAYED) TO MAP DISTANCE CHANGED FROM 2.90 TO 2.88 - MAYED MOVED 0.18 SW.
7. PROFILE LINE 2 ADDED MAX 6000 - IAW 8260.19I, 8-6-7.
8. DISTANCE FROM FAF TO MAP AND THLD CHANGED FROM 4.96 TO 5.58 - THLD MOVED 0.16 SW AND FAF MOVED 0.46 NM NE.
9. CHANGED LINE 5 DIST FROM THLD FROM "250 HAT: 0.66 NM" TO "277 HAT: 0.73" - DA/MDAS INCREASED DUE TO CHANGE IN THRESHOLD LOCATION AND CONTROLLING OBSTACLE.
10. DELETED "LNAV ONLY" FROM ADDITIONAL FLIGHT DATA - IAW 8-6-10 (M), NOT REQUIRED.
11. ADDED 20:1 IS CLEAR - NO OBSTACLE PENETRATION ON 20:1 OBSTACLE IDENTIFICATION SURFACE.
12. TCH CHANGED FROM 40 TO 45 - RUNWAY EXTENSION MOVED THRESHOLD 0.16 NM (984.65 FEET) SW.
13. ADDED TO "RNP APCH - GPS" UNDER PBN REQUIREMENTS NOTE - IAW ORDER 8260.19I, 8-6-8.
14. DELETED CHART NOTE "DME/DME RNP-0.3 NA" FROM NOTES - IAW 8260.19I, 1-1-5, NOTE IS NOT REQUIRED.
15. UPDATED AND MOVED BACKUP ALTIMETER NOTE AND ASSOCIATED NOTES TO 8260-9 IN GENERAL REMARKS - FOR CONTINGENCY PURPOSES IAW 8260.19I, 8-6-9 (F) (4).
16. UPDATED CHART NOTE FROM "FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAVNAV NA BELOW -16C (4F) OR ABOVE 54C (130F)" TO "FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -16°C OR ABOVE 54°C." - IAW 8260.19I, 8-6-9 (R).
17. DELETED "CHART NOTE: FOR INOPERATIVE ODALS, INCREASE LNAV/VNAV ALL CATS VISIBILITY TO 1 1/2 MILES AND LNAV CAT C/D VISIBILITY TO 1 1/4 MILES" AND REPLACED IT WITH "CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO LPV ALL CATS AND LNAV CATS A/B; CHART NOTE: FOR INOPERATIVE ALS, INCREASE LNAV/VNAV CATS C/D VISIBILITY TO 1 3/8 SM - IAW 8260.19I, 8-6-11 (O).
18. DELETED "CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT DECEE ON V128 NORTHWEST BOUND" - NOT REQUIRED AS DECEE FIX HAS BEEN REMOVED FROM IAP.
19. DELETED "CHART PLANVIEW NOTE ADJACENT TO JKUKA: RADAR REQUIRED" - NOT REQUIRED AS JKUKA FIX HAS BEEN REMOVED FROM IAP.
20. UPDATED ADDITIONAL FLIGHT DATA INFORMATION; DELETED "CHART FAS OBST: 928 TOWER 385732N/0855244W" AND ADDED "CHART FAS OBST: 928 TOWER (18-000144) 385732N/0855244W" - IAW 8260.19I 8-6-10.
21. CHANGED CHART VDP FROM 1.73NM TO 1.72 NM - NEW TARGETS' COMPUTATION.
22. INCREASED LPV DA/HAT ALL CATS FROM 830/250 TO 855/277 - DUE TO CHANGE IN THRESHOLD LOCATION.
23. INCREASED LPV VISIBILITY ALL CATS FROM 3/4 SM TO 1 SM - DUE TO HIGHER DA/HAT; IAW 8260.3 TABLE 3-3-6, IF THE RUNWAY DOES NOT HAVE FULL PARALLEL TAXIWAY AND REQUIRES AIRCRAFT TO BACK-TAXI, THEN MINIMUM VISIBILITY WILL BE AT LEAST 1 SM.
24. INCREASED LNAV/VNAV DA/HAT ALL CATS FROM 858/278 TO 1020/442 - DUE TO NEW CONTROLLING OBSTACLE.
25. INCREASED LNAV/VNAV VISIBILITY ALL CATS FROM 3/4 SM TO 1 1/8 SM - DUE TO HIGHER MDA/HAT.
26. INCREASED LNAV HAT ALL CATS FROM 580 TO 582 - DUE TO CHANGE IN TDZE; TDZE CHANGED FROM 580 TO 578.
27. INCREASED LNAV VISIBILITY CATS A/B FROM 3/4 SM TO 1 SM - IAW 8260.3 TABLE 3-3-6, IF THE RUNWAY DOES NOT HAVE FULL PARALLEL TAXIWAY AND REQUIRES AIRCRAFT TO BACK-TAXI, THEN MINIMUM VISIBILITY WILL BE AT LEAST 1 SM.
28. INCREASED LNAV VISIBILITY CATS C/D FROM 1 1/2 SM TO 1 5/8 SM - DUE TO HIGHER HAT.
29. DECREASED CIRCLING MDA/HAA CATS C/D FROM 1300/717 TO 1240/657 - DUE TO NEW CONTROLLING OBSTACLE.
30. DECREASED CIRCLING CAT C VISIBILITY FROM 2 SM TO 1 3/4 SM - DUE TO LOWER MDA/HAA.
31. DECREASED CIRCLING CAT D VISIBILITY FROM 2 1/4 SM TO 2 SM - DUE TO LOWER MDA/HAA.
32. UPDATED LTP/FTP LATITUDE/LONGITUDE FROM 385544.5670N/0855338.3750W TO 385537.5685N 0855347.0290W - NEW FAS DATA CALCULATIONS.
33. UPDATED LTP/FTP ELLIPSOIDAL HEIGHT FROM +01429 TO +01422 - NEW FAS DATA CALCULATIONS.
34. UPDATED FPAP LATITUDE/LONGITUDE FROM 385440.5040N/0855457.8005W TO 85433.5005N/0855506.4455W - NEW FAS DATA CALCULATIONS.
35. UPDATED LENGTH OFFSET FROM 1072 TO 0920 - NEW FAS DATA CALCULATIONS.
36. UPDATED CRC REMAINDER FROM A4EEC606 TO 0B0313EB - NEW FAS DATA CALCULATIONS.
37. UPDATED LTP ORTHOMETRIC HEIGHT AND FPAP ORTHOMETRIC HEIGHT FROM +01768 TO +01761 - NEW FAS CALCULATIONS.



AIRPORT ID  
KSER

PROCEDURE NAME  
RNAV (GPS) RWY 23

ORIGINAL/AMENDMENT  
3

CITY  
SEYMOUR

STATE  
IN

COORDINATED WITH:

A4A ☐ ALPA ☒ AOPA ☒ APA ☐ HAI ☐ NBAA ☒ OTHER: AMGR, ZID

FLIGHT CHECKED BY

PETER A WYMAN

*Digitally signed by*  
**DAVID TEFFETELLER**  
May 26, 2022

OFFICE

FPO

DATE

05/24/2022

DEVELOPED BY

DONALD H. LANIER (PARNELL PRASSADA)

*Digitally signed by*  
**DAVID TEFFETELLER**

OFFICE

AJV-A431

DATE

04/07/2022

APPROVED BY

CASIMIR TABAKA

*Digitally signed by*  
**DAVID TEFFETELLER**  
May 26, 2022

OFFICE

AJV-A430

DATE

TITLE  
MANAGER



FAS DATA BLOCK INFORMATION

<u>DATA FIELD</u>	<u>DATA</u>
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KSER
RUNWAY	RW23
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W23A
LTP/FTP LATITUDE	385537.5685N
LTP/FTP LONGITUDE	0855347.0290W
LTP/FTP ELLIPSOIDAL HEIGHT	+01422
FPAP LATITUDE	385433.5005N
FPAP LONGITUDE	0855506.4455W
THRESHOLD CROSSING HEIGHT (TCH)	00045.0
TCH UNITS SELECTOR (METERS OR FEET USED)	F
GLIDEPATH ANGLE (GPA)	03.00
COURSE WIDTH AT THRESHOLD	106.75
LENGTH OFFSET	0920
HORIZONTAL ALERT LIMIT (HAL)	40.0
VERTICAL ALERT LIMIT (VAL)	50.0
CRC REMAINDER	0B0313EB

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K5
LTP ORTHOMETRIC HEIGHT	+01761
FPAP ORTHOMETRIC HEIGHT	+01761



FEDERAL AVIATION ADMINISTRATION  
FLIGHT STANDARDS SERVICE  
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

<u>AIRPORT ID</u> KSER	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 23	<u>AMDT NO.</u> 3	<u>CITY</u> SEYMOUR	<u>STATE</u> IN	<u>AIRPORT ELEVATION</u> 583	<u>FACILITY</u> RNAV
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PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM  
FANTN

TO  
NAYIV

<u>RNP</u>	<u>DISTANCE</u> 7.49	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>							
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (18-000937)	390402.00N/0854210.00W		1190	500	50	5D	1000				AT210	2400
TERRAIN	390615.00N/0853648.00W		774 (800)								AS1500	2300

COMPUTATIONS

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT REMARKS:

INITIAL

FROM  
LUPIC

TO  
NAYIV

<u>RNP</u>	<u>DISTANCE</u> 9.21	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>							
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (18-000937)	390402.00N/0854210.00W		1190	500	50	5D	1000				AT210	2400
TERRAIN	390736.00N/0854354.00W		734 (700)								AS1500	2200

COMPUTATIONS

<u>ALT</u>	<u>KIAS</u>	<u>KTAS</u>	<u>HAA</u>	<u>VKTW</u>	<u>TR</u>	<u>BA</u>	<u>DTA</u>	<u>COURSE CHANGE</u>	<u>DVEB</u>	<u>VEB OCS</u>	<u>RF CENTER FIX/DISTANCE</u>
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SEGMENT REMARKS:



INTERMEDIATE

FROM

NAYIV (IF/IAF)

TO

CIDPO

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
	5.48											
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (18-000937)	390402.00N/0854210.00W		1190	500	50	5D	500				AT710	2400
TERRAIN	390154.00N/0854254.00W		728 (700)								AS1500	2200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LPV

FROM

CIDPO

TO

RW23

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
	5.58		DA	277								
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TREE (18-023663)	385555.55N/0855334.88W		669	50	20	2C		34.00:1			SA-15 AC20	855

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LNAV/VNAV

FROM  
CIDPO

TO  
RW23

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
	5.58		DA		442							
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TREE	385628.80N/0855248.39W		714	50	20	2C		23.42:1			AC20	1020

COMPUTATIONS												
ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE	

SEGMENT REMARKS:

FINAL: LNAV

FROM  
CIDPO

TO  
MAYED/2.88 NM TO RW23

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
	2.70											
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (18-002037)	385859.00N/0855043.00W		940	50	20	2C	250				SA-13 RA120 DG243	1540

COMPUTATIONS												
ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE	

SEGMENT REMARKS:





FINAL: LNAV STEPDOWN

FROM  
MAYED/2.88 NM TO RW23

TO  
RW23

RNP	DISTANCE 2.88	PAT	MAP RW23	HAT 582	HMAS							
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (18-000144)	385732.00N/0855244.00W		928	250	50	4D	250				SA-79 AC50	1160

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:

HOLD-IN-LIEU OF PT

FROM  
NAYIV

TO  
P-5

RNP	DISTANCE	PAT P-5	MAP	HAT	HMAS							
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (18-000937)	390402.00N/0854210.00W		1190	500	50	5D	1000					2200
TERRAIN	391218.00N/0853621.00W		853 (900)								AS1500	2400

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:



MISSED APPROACH : LPV

FROM  
DA

TO  
JIRIP

RNP	DISTANCE	PAT	MAP	HAT			HMAS 656					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				2500
AAO	385224.00N/0855942.00W		1142	164	98	4E	1000					2200
TERRAIN	385224.00N/0855942.00W		941 (900)								AS1500	2400

COMPUTATIONS

ALT      KIAS      KTAS      HAA      VKTW      TR      BA      DTA      COURSE CHANGE      DVEB      VEB OCS      RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH : LNAV/VNAV

FROM  
DA

TO  
JIRIP

RNP	DISTANCE	PAT	MAP	HAT			HMAS 859					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				2500
AAO	385224.00N/0855942.00W		1142	164	98	4E	1000					2200
TERRAIN	385224.00N/0855942.00W		941 (900)								AS1500	2400

COMPUTATIONS

ALT      KIAS      KTAS      HAA      VKTW      TR      BA      DTA      COURSE CHANGE      DVEB      VEB OCS      RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH : LNAV

FROM

RW23

TO

JIRIP

RNP	DISTANCE	PAT	MAP	HAT			HMAS 1058					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				2500
AAO	385224.00N/0855942.00W		1142	164	98	4E	1000					2200
TERRAIN	385224.00N/0855942.00W		941 (900)								AS1500	2400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

CIRCLING

☐ ALL CATS

☒ CAT A

☒ CAT B

☒ CAT C

☒ CAT D

☐ CAT E

☐ NOT AUTHORIZED

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY A											
TOWER (18-054605)	385534.45N/0855217.09W	1.30	577	728	250	50	4D	300		SI	1160
CATEGORY B											
AAO	385518.55N/0855653.71W	1.83	577	840	50	20	2C	300		SI	1160
CATEGORY C											
ANTENNA (18-059070)	385813.83N/0855231.54W	2.87	657	937	20	10	1B	300			1240
CATEGORY D											
ANTENNA (18-059070)	385813.83N/0855231.54W	3.75	657	937	20	10	1B	300			1240

CIRCLING REMARKS:



MSA

CENTER

RW23

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	STACK (18-000153)	384418.00N/0852507.00W	119	25.1	1449	500	50	5D	1000			2500

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH  
ZID ARTCC, HUF FSS

<u>WX SERVICE</u> AWOS-3	<u>LOCATION</u> KSER	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KSER	<u>DISTANCE</u> 0	<u>SERVICE-A</u> N	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u> ASOS	<u>LOCATION</u> KSDF	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KSDF	<u>DISTANCE</u> 45.78	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 120

WX REMARKS:  
RASS PRESSURE PATTERNS THE SAME  
KSER 583, KSDF 480  
RA = 119.2.

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>		<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW05 - MIRL (PCL), REIL (PCL), PAPI-2L (PCL), ODALS (PCL)		NPI-G	
RW14 - MIRL (PCL), REIL (PCL), PAPI-2L (PCL)		NPI-G	
RW23 - MIRL (PCL), REIL (PCL), PAPI-2L (PCL), ODALS (PCL)		NPI-G	
RW32 - MIRL (PCL), REIL (PCL), PAPI-2L (PCL)		NPI-G	

<u>GLIDESLOPE ANGLE</u> 3.00	<u>ELEV RWY THRESHOLD</u> 577.7	<u>TCH</u> 45.0	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 32.5
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FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<input checked="" type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	<input checked="" type="checkbox"/>	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u> -16C	<u>CRITICAL HIGH</u> +54C	<u>ACT</u> -16C	<u>APT ISA</u> +13.85C
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CRITICAL TEMPERATURE REMARKS:

AVERAGE COLD TEMPERATURE DERIVED FROM STANDARD -30C ISA DEVIATION.  
CRITICAL LOW TEMPERATURE BASED ON ACT.  
DESCENT RATE (FPM): STANDARD TEMP 963 HIGH TEMP 1270.  
5 YEAR TEMPERATURE DATA NOT AVAILABLE.



**"VISUAL PORTION OF FINAL" PENETRATIONS**

**HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS**

and/or

**5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS**

**PENETRATIONS REMARKS:**

**PART C: GENERAL REMARKS:**

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

100 FT VEGETATION USED PER FPT.

CONTINGENCY NOTE: CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE LOUISVILLE MUHAMMAD ALI INTL ALTIMETER SETTING AND INCREASE LPV DA TO 975 FEET; INCREASE LNAV/VNAV DA TO 1140 FEET AND ALL VISIBILITIES 3/8 SM. INCREASE ALL MDAS 120 FEET AND LNAV VISIBILITY CAT C/D 1/4 SM, AND CIRCLING VISIBILITY CAT C/D 1/2 SM.

CONTINGENCY NOTE: CHART NOTE: FOR INOPERATIVE ALS WHEN USING LOUISVILLE MUHAMMAD ALI INTL ALTIMETER SETTING, INCREASE LPV CATS A/B VISIBILITY TO 1 1/8 SM; INCREASE LNAV/VNAV CATS A/B AND LNAV CATS C/D VISIBILITY TO 1 5/8 SM.

CHART NOTE: BARO-VNAV AND VDP NA WHEN USING LOUISVILLE MUHAMMAD ALI INTL ALTIMETER SETTING.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



<div>AIRPORT ID KSER</div>	<div>PROCEDURE NAME RNAV (GPS) RWY 23</div>	<div>AMDT NO. 3</div>	<div>CITY SEYMOUR</div>	<div>STATE IN</div>	<div>AIRPORT ELEVATION 583</div>	<div>FACILITY RNAV</div>
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PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	THLD	TO 1000FT POINT	3.07
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.20
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	224.14
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	600
DISTANCE FROM	THLD	TO 1500FT POINT	11.06
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	4.00
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	224.19
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	700

THRESHOLD  
COORDINATES  
(IF STR-IN)

385537.57N/0855347.03W

ARP COORDINATES

385527.32N/0855434.99W

RUNWAY APCH END  
AND DIST FURTHEST  
FROM ARP

RUNWAY 23 DISTANCE 0.65 NM

FAF  
COORDINATES

385938.22N/0854848.21W

FIX NAME  
COORDINATES

REMARKS

QUALITY  
10  
CHECKED

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Electronic Version

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PART E: PREPARED BY

<u>NAME</u> DONALD H. LANIER (PARNELL PRASSADA)	<u>OFFICE</u> AJV-A431	<u>DATE</u> 04/07/2022	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
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