

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 09/08/2022	APWS Task ID: 94E938F60CB94C74AC565D1DCA396E85	APWS Project ID: 1F00F5F26026450CAD611F2E36077A1B
Procedure: RNAV (GPS) RWY 23 AMDT 3		Enroute: NO	Specialist: Prassada, Parnell		Agreement Number:
Airport ID: KSER			Airport City: SEYMOUR		State: IN
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<div>Procedure Comments: FULL AMMENDMENT UTILIZING ACTIVE DATA.  CRC REMAINDER CHANGED FROM A4EEC606 TO 0B0313EB.  RWY EXTENSION FROM 5501 to 6000 FT.  CONTACT: DONALD LANIER 405-954-8242.</div> <div><div>QUALITY 10 CHECKED</div><div>QUALITY 33 CHECKED</div></div>					

<b>FIPC BASIC FORM</b>						
<b>PROCEDURE:</b> RNAV (GPS) RWY 23 AMDT 3			<b>AIRPORT NAME:</b> FREEMAN MUNI		<b>AIRPORT ID:</b> KSER	<b>SPECIAL CONTROL NO:</b> BG-05-093-22
<b>FAC ID:</b> KSER23.03		<b>CITY:</b> SEYMOUR			<b>ST:</b> IN	<b>ORIG CHART DATE:</b> 09/08/2022
<b>DFL TYPE:</b> PROC/S	<b>THIRD PARTY:</b> <input type="checkbox"/> YES	<b>EST. TIME ON SITE:</b> 0.4	<b>REIMB. NUMBER:</b>	<b>PTS TASK ID:</b>		
<b>PREFLIGHT NOTES</b>						
<b>REVIEWER:</b>					<b>DATE:</b>	
<b>COMMENTS:</b>					<b>CHECK ONE:</b>	
					<input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT	
						<b>YES</b>
					<b>CPV COMPLETE?</b>	<b>X</b>
<b>PROCEDURE RESULTS</b>						
<b>INSPECTION DATE:</b> 05/24/2022	<b>CREW #:</b> VN503	<b>N #:</b> N84	<b>INSTRUMENT PROCEDURE STATUS:</b> <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		<b>ARINC CODING:</b> <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
<b>FLIGHT INSPECTOR SIGNATURE:</b> peter a wyman @ 05/24/2022 16:44			<b>PRINTED NAME:</b> WYMAN, PETER ALONZO			<b>NOTAM INITIATED?</b> <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
<b>FLIGHT INSPECTOR REMARKS:</b>						
<b>IN-FLIGHT OBSTACLE REPORT</b>						
<b>OBSTRUCTION ID #:</b>	<b>COORDINATES OR LOCATION:</b>	<b>GNSS ALTITUDE (MSL):</b>	<b>BAROMETRIC ALTITUDE (MSL):</b>	<b>HEIGHT ABOVE GROUND LEVEL:</b>		

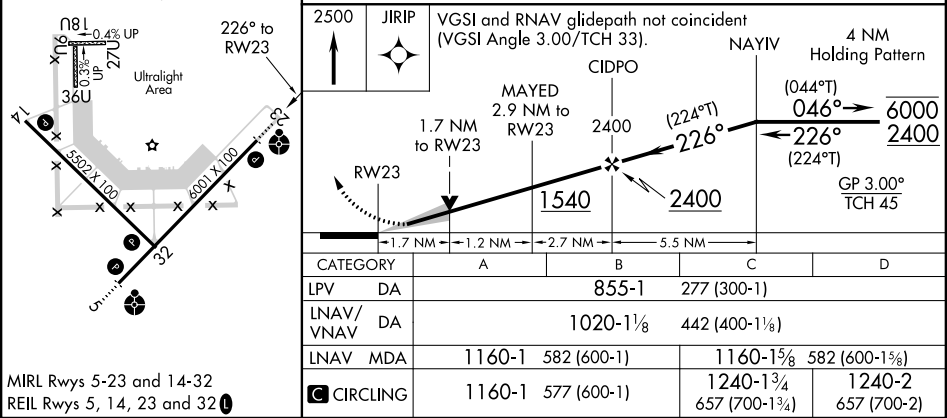
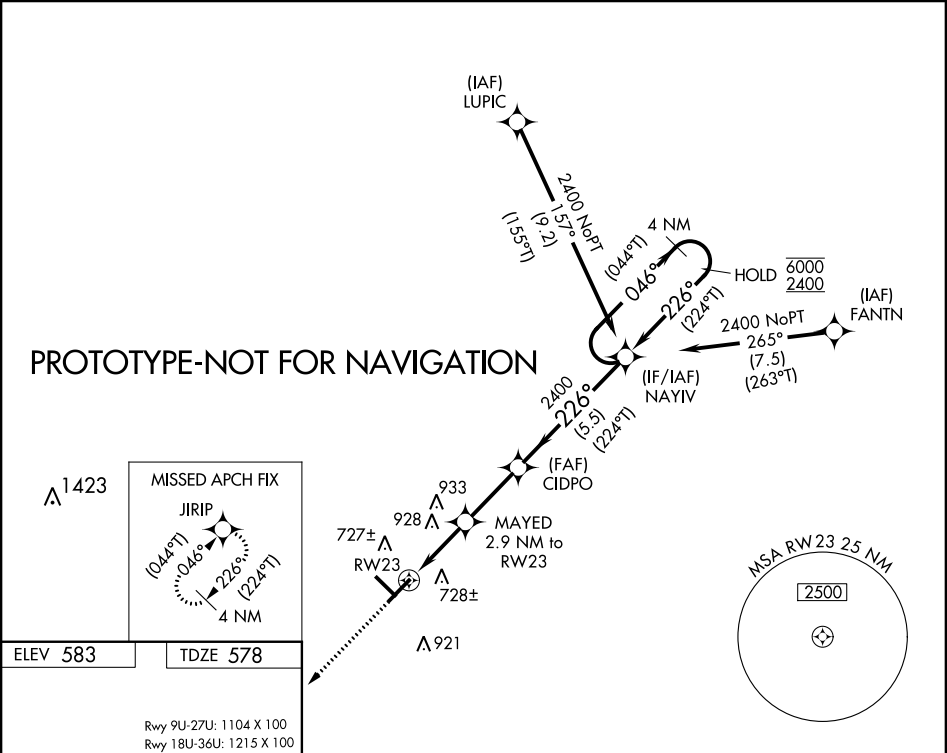
WAAS CH <b>48903</b> <b>W23A</b>	APP CRS <b>226°</b>	Rwy Idg <b>6001</b> TDZE <b>578</b> Apt Elev <b>583</b>
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RNAV (GPS) RWY 23

FREEMAN MUNI (SER)

RNP APCH-GPS.	ODALS 	MISSED APPROACH: Climb to 2500 direct JIRIP and hold.
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Inop table does not apply to LPV all Cats and NAVAIDs A/B. For inop ALS, increase LNAV/VNAV Cats C/D visibility to 1 1/8 SM.		

AWOS-3 <b>119.425</b>	INDIANAPOLIS CENTER <b>124.775 269.45</b>	UNICOM <b>122.8 (CTAF) 0</b>
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OLD

SEYMOUR, INDIANA

AL-573 (FAA)

21280

WAAS CH <b>48903</b> <b>W23A</b>	APP CRS <b>226°</b>	Rwy Idg TDZE Apt Elev	<b>6001</b> <b>580</b> <b>583</b>
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## RNAV (GPS) RWY 23

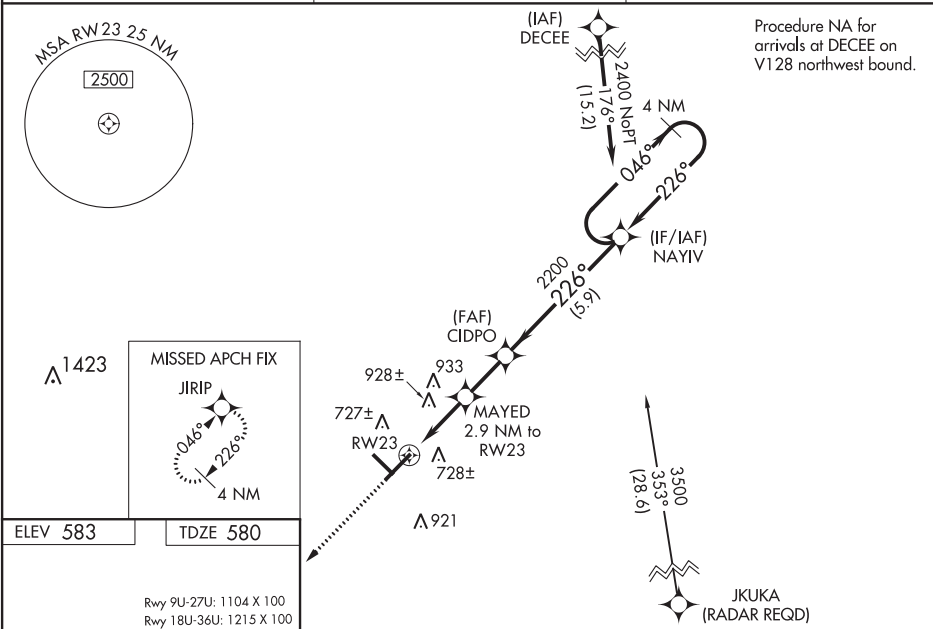
FREEMAN MUNI (SER)

**NA** Baro-VNAV NA when using Louisville Muhammad Ali Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Louisville Muhammad Ali Intl altimeter setting and increase all DA 117 feet and all MDA 120 feet; increase LPV all Cats, LNAV/VNAV all Cats and LNAV Cat C/D visibility  $\frac{3}{8}$  mile, and Circling Cat C/D visibility  $\frac{1}{2}$  mile. For inoperative ODALS, increase LNAV/VNAV all Cats visibility to  $\frac{1}{8}$ , and LNAV Cat C/D visibility to  $1\frac{1}{8}$ . DME/DME RNP-0.3 NA. VDP NA with Louisville Muhammad Ali Intl altimeter setting. For inoperative ODALS when using Louisville Muhammad Ali Intl altimeter setting, increase LNAV/VNAV all Cats visibility to  $1\frac{3}{8}$ , and LNAV Cat C/D visibility to  $2\frac{1}{2}$ .

ODALS  
+

MISSED APPROACH:  
Climb to 2500 direct  
JIRIP and hold.

AWOS-3 <b>119.425</b>	INDIANAPOLIS CENTER <b>124.775 269.45</b>	UNICOM <b>122.8 (CTAF) 0</b>
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2500	JIRIP	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 33).	4 NM	NAYIV	Holding Pattern
*LNAV only.	MAYED 2.9 NM to RWY 23	CIDPO 2200	226°	046°	2400
RWY 23	*1.7 NM to RWY 23	*1540	2200	226°	GP 3.00° TCH 40
1.7 NM	1.2 NM	2.1 NM	5.9 NM		
CATEGORY	A	B	C	D	
LPV DA		830- $\frac{3}{4}$	250 (300- $\frac{3}{4}$ )		
LNAV/VNAV DA		858- $\frac{3}{4}$	278 (300- $\frac{3}{4}$ )		
LNAV MDA	1160- $\frac{3}{4}$	580 (600- $\frac{3}{4}$ )	1160-1 $\frac{1}{2}$	580 (600-1 $\frac{1}{2}$ )	
CIRCLING	1160-1	577 (600-1)	1300-2 717 (800-2)	1300-2 $\frac{1}{4}$ 717 (800-2 $\frac{1}{4}$ )	

SEYMOUR, INDIANA  
Amdt 2 16OCT14

38°55'N-85°55'W

## RNAV (GPS) RWY 23

FREEMAN MUNI (SER)

EC-2, 24 FEB 2022 to 24 MAR 2022

EC-2, 24 FEB 2022 to 24 MAR 2022

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FREEMAN MUNICIPAL AIRPORT (KSER)  
SEYMOUR, IN  
RNAV (GPS) RWY 23 AMDT 3  
1:500,000

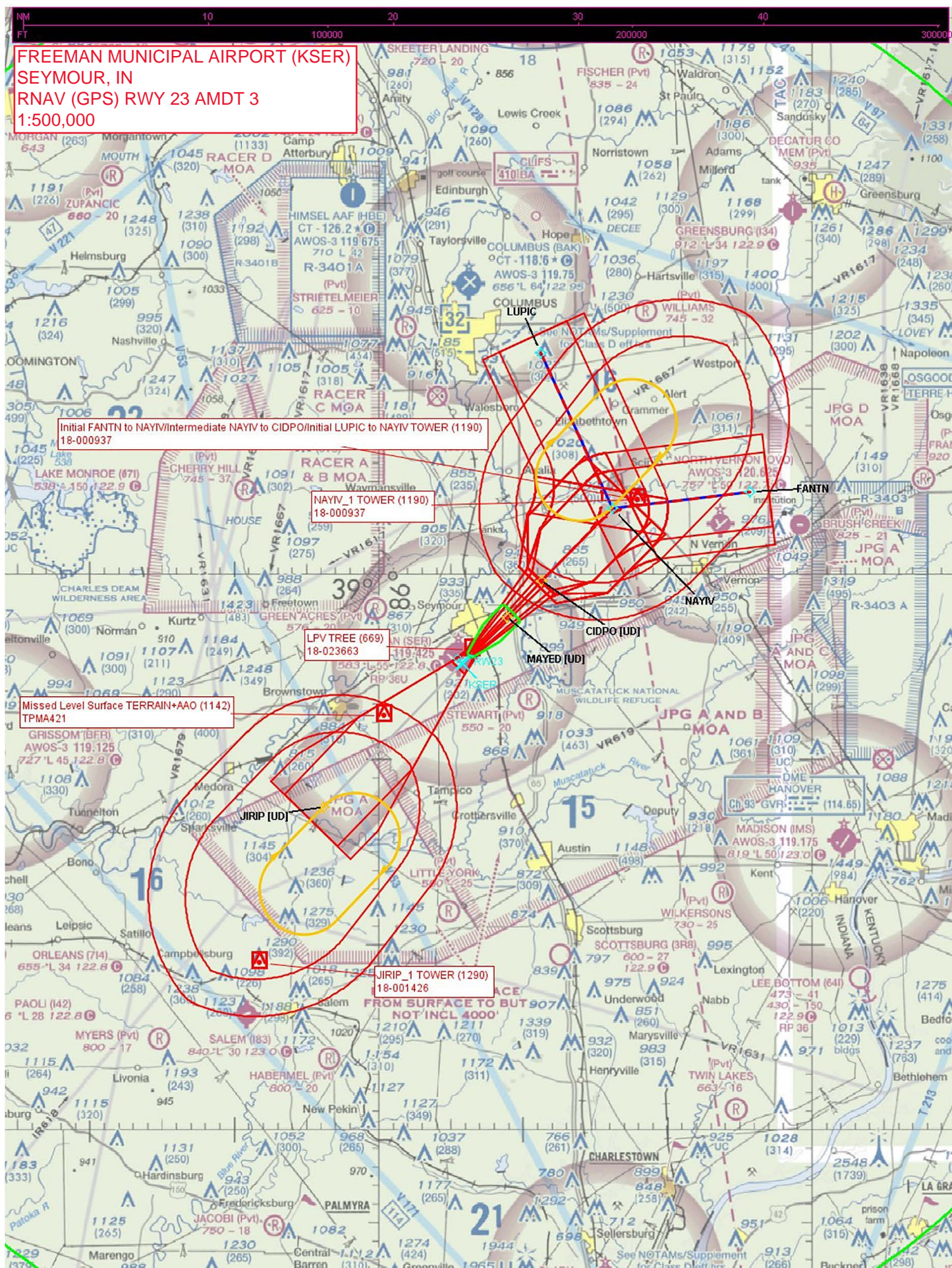
Initial FANTN to NAYV/Intermediate NAYV to CIDPO/Initial LUPIC to NAYV TOWER (1190)  
18-000937

NAYV\_1 TOWER (1190)  
18-000937

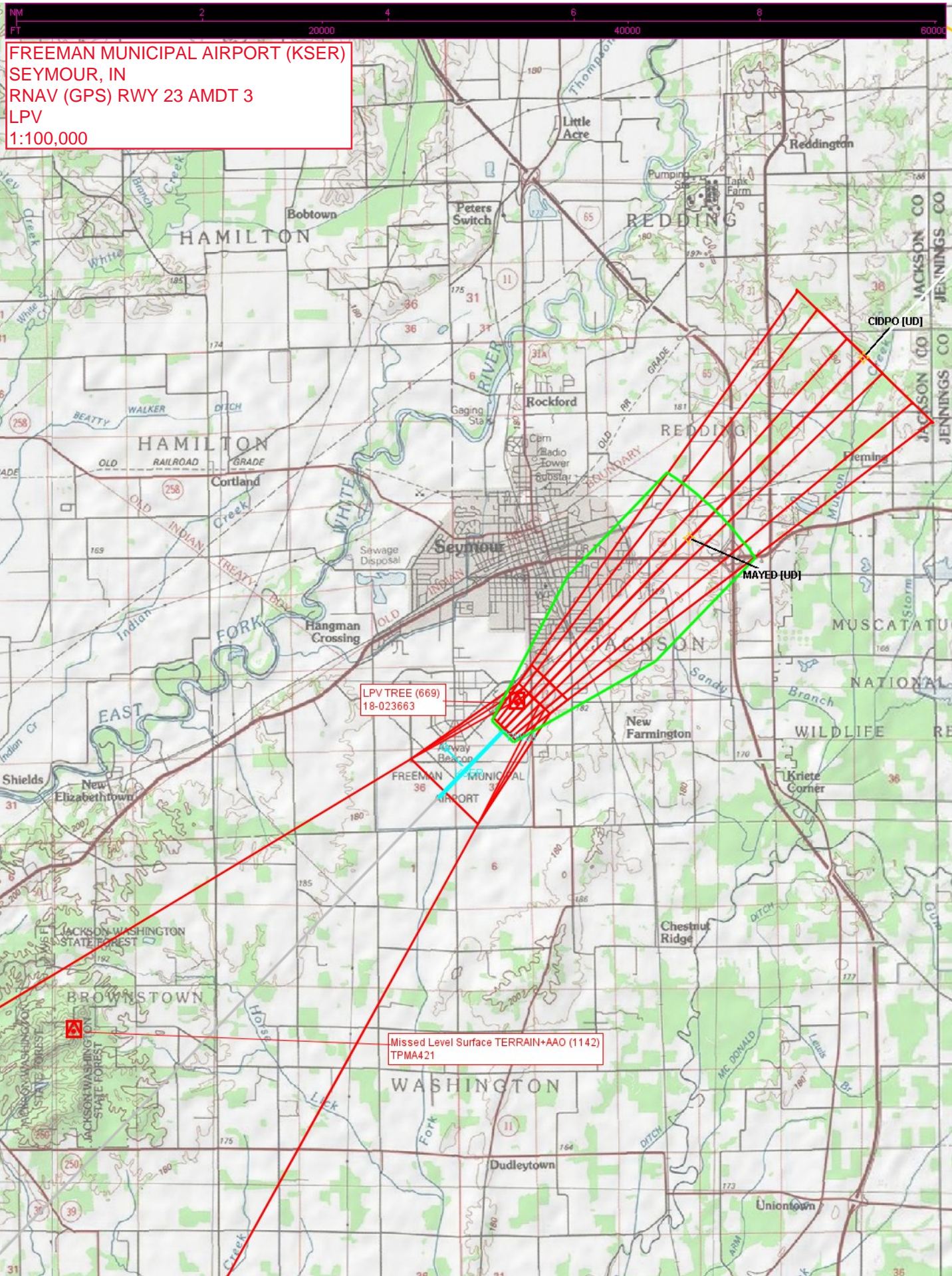
LPV TREE (669)  
18-023663

Missed Level Surface TERRAIN+AAO (1142)  
TPMA421

JIRIP\_1 TOWER (1290)  
18-001426

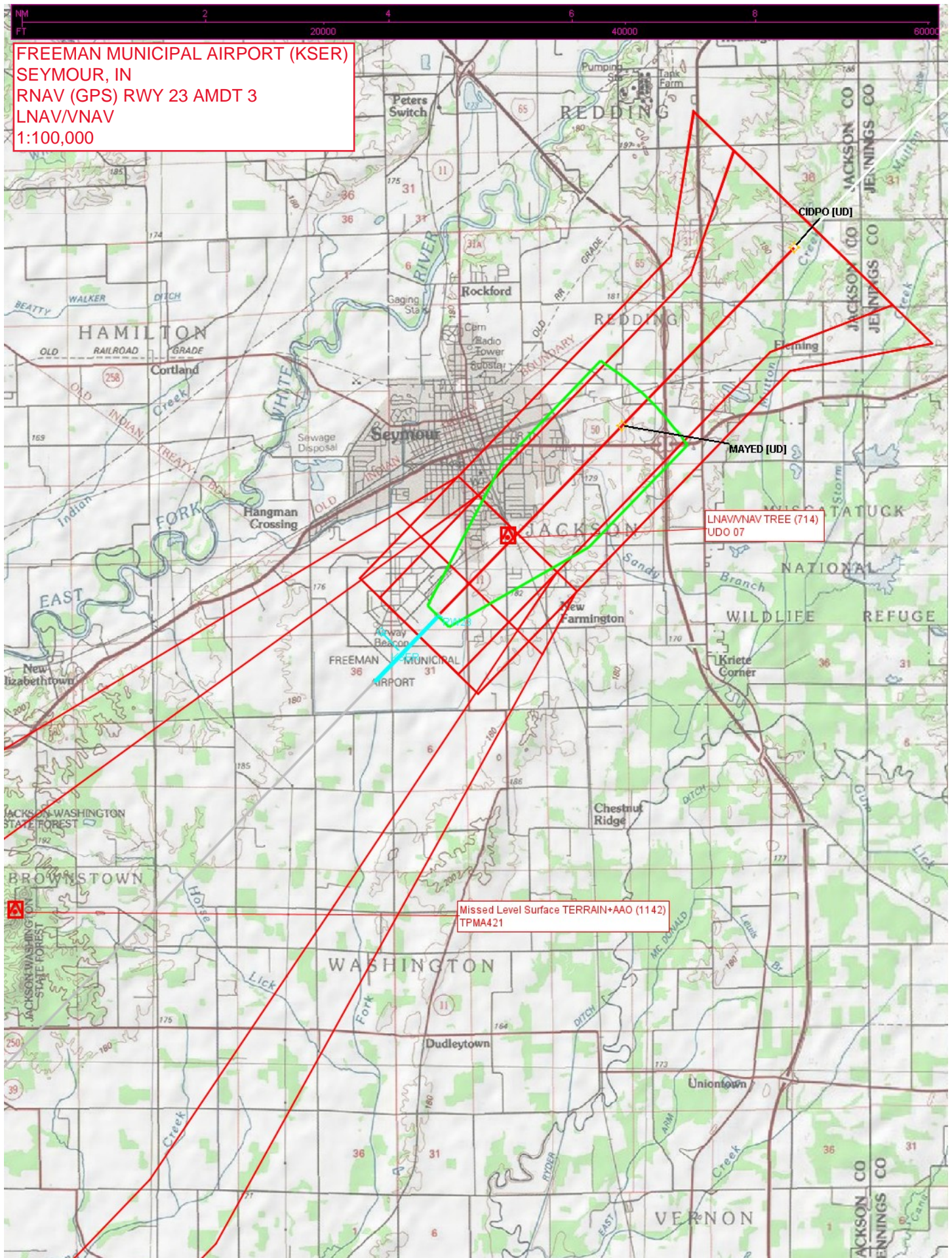






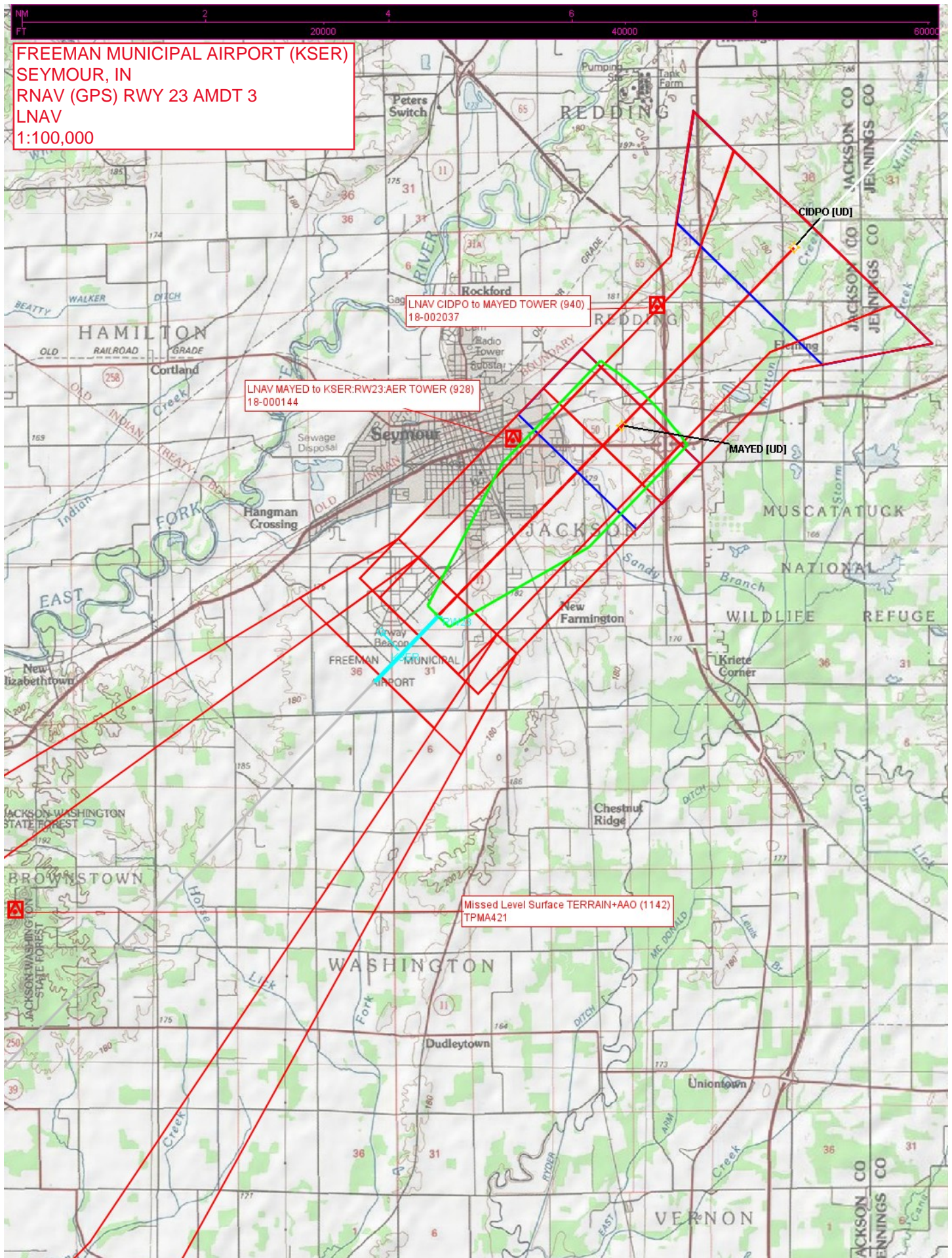


FREEMAN MUNICIPAL AIRPORT (KSER)  
SEYMOUR, IN  
RNAV (GPS) RWY 23 AMDT 3  
LNAV/VNAV  
1:100,000



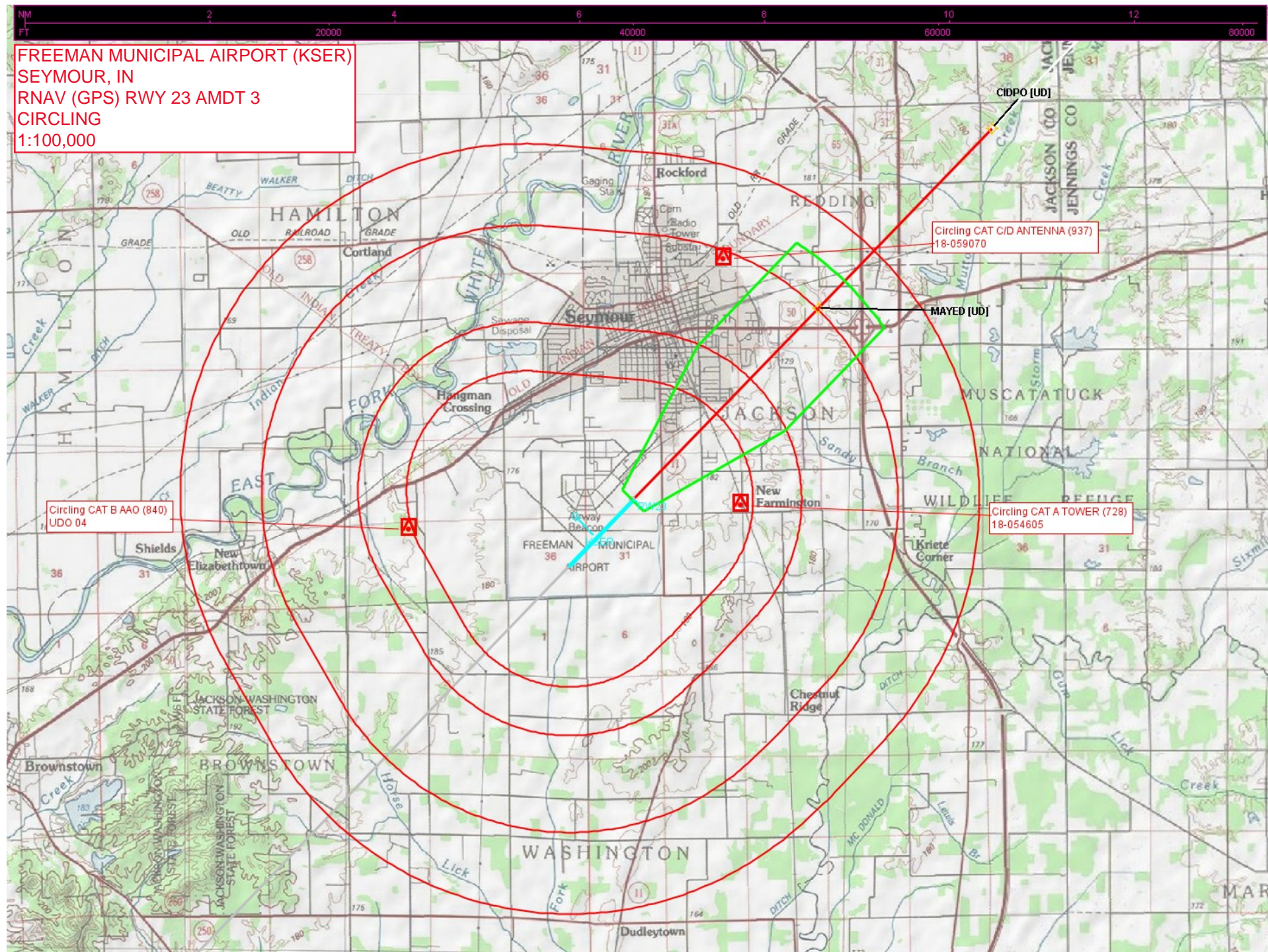


FREEMAN MUNICIPAL AIRPORT (KSER)  
SEYMOUR, IN  
RNAV (GPS) RWY 23 AMDT 3  
LNAV  
1:100,000





FREEMAN MUNICIPAL AIRPORT (KSER)  
SEYMOUR, IN  
RNAV (GPS) RWY 23 AMDT 3  
CIRCLING  
1:100,000





# Federal Aviation Administration Categorical Exclusion Declaration

<b>Date:</b> 02/09/22
<b>IFP:</b> Currie, Roy (Roy.E.Currie@faa.gov)
<b>Airport Contact:</b> -
<b>Request ID:</b> KSER_21121 <b>Single or Multiple Procedure:</b> Multiple <b>Procedure Name(s):</b> RNAV (GPS) Rwy 5, Amdt 2 RNAV (GPS) Rwy 23, Amdt 3 <b>Procedure Request Description:</b> Freeman Municipal Airport, KSER in Seymour, IN proposes the following amended procedures based on extension of Runway 5/23:  RNAV (GPS) Rwy 5, Amdt 2 RNAV (GPS) Rwy 23, Amdt 3  This project is to amend procedures for the Runway (RWY) 5 Threshold move due to runway extension. RW5 5 has been extended approximately 1500' feet to the southwest. Additional Air Traffic Control requested changes are included. Amendments required for the relocated RWY 5 threshold causing fixes to move and relocated the RWY 23 Missed Approach Holding location. The proposed new fixes are shown in green for both the RWY 5 threshold and the RWY 23 missed approach. The current waypoints are shown in red on the attached graphic.  A noise screen was performed for the airport using 2021 traffic count data. The initial noise screen determined that no additional noise assessment is required. The proposed action includes relocation of the fixes; however the ground tracks will remain the same and there is no increase in either traffic or change to the fleet mix are proposed. The new points are not located over noise-sensitive or environmentally-sensitive areas. The proposed action was evaluated in accordance with FAA Order 1050.1F, Environmental Impacts: Policies and Procedures. No extraordinary circumstances as described in Section 5-2b of FAA Order 1050.1F were identified that preclude the use of a categorical exclusion listed in Section 5-6 of said order.
<b>Declaration of Exclusion:</b> The FAA has reviewed the above referenced proposed action and it has been determined, by the undersigned, to be categorically excluded from further environmental documentation according to FAA Order 1050.1, "Environmental Impacts: Policies and Procedures." The implementation of this action will not result in any extraordinary circumstances in accordance with FAA Order 1050.1.
<b>Basis for this Determination:</b> This review was conducted in accordance with policies and procedures in Department of Transportation Order 5610.1, "Procedures for Considering Environmental Impacts" and FAA Order 1050.1.
<b>The applicable Categorical Exclusion is:</b>

**5-6.5.i:** Establishment of new or revised air traffic control procedures conducted at 3,000 feet or more above groundlevel (AGL); procedures conducted below 3,000 feet AGL that do not cause traffic to be routinely routed over noise sensitive areas; modifications to currently approved procedures conducted below 3,000 feet AGL that do not significantly increase noise over noise sensitive areas; and increases in minimum altitudes and landing minima. For modifications to air traffic procedures at or above 3,000 feet AGL, the Noise Screening Tool (NST) or other FAA-approved environmental screening methodology should be applied. (ATO, AVS)

**The above flight procedure has been developed within the accepted parameters.**

Concurrence/Reviewed By: **ROBERTO I RAMOS** Digitally signed by ROBERTO I RAMOS  
Date: 2022.02.10 17:08:41 -06'00' Date: \_\_\_\_\_

Title: Robb Ramos, Environmental Protection Specialist  
ATO Central Service Center, Operations Support Group, AJV-C25

Approved By: **CHRISTOPHER L SOUTHERLAND** Digitally signed by CHRISTOPHER L SOUTHERLAND  
Date: 2022.02.14 10:36:18 -06'00' Date: \_\_\_\_\_

Title: Christopher L. Southerland, Manager  
ATO Central Service Center, Operations Support Group, AJV-C2