

**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 5	<u>ORIGINAL/AMENDMENT</u> 2	<u>CITY</u> SEYMOUR	<u>STATE</u> IN		
<u>AIRPORT ELEVATION</u> 583	<u>TDZE</u> 572	<u>SUPERSEDED</u> RNAV (GPS) RWY 5	<u>ORIGINAL/AMENDMENT</u> 1	<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>
HOUSE		LIYNE		TF	FB	1.00	179.15	12.15	2500
HEALS		EZKAV		TF	FB	1.00	337.20	12.15	2600
EZKAV	IAF	JIRIP	NOPT	TF	FB	1.00	317.08	7.01	2600
LIYNE	IAF	JIRIP	NOPT	TF	FB	1.00	121.48	6.25	2500
JIRIP	IF/IAF	NOTIY		TF	FB	1.00	045.98	6.00	2000
NOTIY	FAF	KAILS/2.47 NM TO RW05		TF	FB	0.30	046.04	1.88	
KAILS/2.47 NM TO RW05		RW05	MAP	TF	FO	0.30	046.04	2.47	
RW05	MAP	834 MSL		CA			046.04		
834 MSL		NAYIV		DF	FO	1.00			2400

**MISSED APPROACH**

**MAP:**

LPV: DA  
LNAV/VNAV: DA  
LNAV: RW05

**MISSED APPROACH INSTRUCTIONS:**

CLIMB TO 2400 DIRECT NAYIV AND HOLD.

**ALTERNATE MISSED APPROACH INSTRUCTIONS:**



PROFILE:

1. PT

SIDE OF COURSE

OUTBOUND

FT WITHIN

MILES OF

(IAF)

2. HOLD SW JIRIP, RT, 045.98 INBOUND, 2500 FT. IN LIEU OF PT (IAF), MAX 6000.

3. FAC: 046.04FAF: NOTIYDIST FAF TO MAP: 4.35DIST FAF TO THLD: 4.35

4. MIN ALT: JIRIP 2500, NOTIY 2000, KAILS/2.47 NM TO RW05 1400

5. DIST TO THLD FROM OM:MM:IM:150 HAT:262 HAT: 0.69GS ANT:

6. MIN GP INCPT: 2000GP ALT AT PFAF : NOTIY 2000OM:MM:IM:

7. GP ANGLE: 3.0034:1: IS NOT CLEAR20:1: IS CLEARTCH: 45.0

8. MSA FROM: RW05 2500

PBN REQUIREMENTS NOTE:

RNP APCH - GPS.

NOTES:

CHART NOTE: RWY 5 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.  
CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO LPV ALL CATS AND LNAV CATS A/B.  
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: FOR INOPERATIVE ALS, INCREASE LNAV/VNAV CATS C/D VISIBILITY TO 1 3/8 SM.

ADDITIONAL FLIGHT DATA:

CHART CIRCLING ICON.  
HOLD NE, RT, 226.19 INBOUND.  
CHART FAS OBST: 744 TRANSMISSION\_LINE (18-058942) 385415N/0855626W.  
885 AAO 385234N/0855848W.  
CHART VDP AT 1.25 NM TO RW05.  
WAAS CHANNEL # 53704  
REFERENCE PATH ID: W05A  
LTP HAE: 139.4 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	834	1	262	834	1	262	834	1	262	834	1	262		QUALITY 10 CHECKED	
LNAV/VNAV DA	1017	1 1/8	445	1017	1 1/8	445	1017	1 1/8	445	1017	1 1/8	445			
LNAV MDA	1000	1	428	1000	1	428	1000	1 1/8	428	1000	1 1/8	428			
CIRCLING	1080	1	497	1140	1	557	1240	1 3/4	657	1240	2	657			

**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 SE INITIAL SEGMENT CONFIGURATION FROM JKUKA TO JIRIP TO HEALS TO EZKAV TO JIRIP - TO CONSTRUCT A T CONFIGURATION INITIAL SEGMENT IAW 8260.58, 1-3-1(D).
3. CHANGED LIYNE TO JIRIP COURSE AND DISTANCE FROM 119.91/6.30 TO 121.48/6.25 - JIRIP MOVED 0.18 NM SOUTHWEST.
4. CHANGED JIRIP TO NOTIY DISTANCE FROM 6.04 TO 6.00 - JIRIP MOVED 0.18 NM SOUTHWEST, AND NOTIY MOVED 0.22 NM SOUTHWEST.
5. STEPDOWN FIX (KAILS) TO MAP DISTANCE CHANGED FROM 2.50 TO 2.47 - KAILS MOVED 0.21 SW AND RWY 5 THRESHOLD MOVED 0.24 NM SW.
6. DISTANCE FROM FAF TO MAP AND THLD CHANGED FROM 4.38 TO 4.35 - THLD MOVED 0.24 AND FAF MOVED 0.22 NM SW.
7. PROFILE LINE 2 ADDED MAX 6000 - IAW 8260.19I, 8-6-7.
8. ADDED 20:1 IS CLEAR - NO OBSTACLE PENETRATION ON 20:1 OBSTACLE IDENTIFICATION SURFACE.
9. TCH CHANGED FROM 35 TO 45 - RUNWAY EXTENSION MOVED THRESHOLD 0.24 NM (1,484.12 FEET) SW.
10. ADDED TO "RNP APCH - GPS" UNDER PBN REQUIREMENTS NOTE - IAW ORDER 8260.19I, 8-6-8.
11. DELETED CHART NOTE "DME/DME RNP-0.3 NA" FROM NOTES - IAW 8260.19I, 1-1-5, NOTE IS NOT REQUIRED.
12. UPDATED AND MOVED BACKUP ALTIMETER AND ASSOCIATED NOTES TO 8260-9 IN GENERAL REMARKS - FOR CONTINGENCY PURPOSES IAW 8260.19I, 8-6-9 (F) (4).
13. UPDATED CHART NOTE FROM "FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV 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).
14. DELETED "CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT HOUSE ON V53 NORTHWEST BOUND" FROM NOTES - NOTE NOT REQUIRED, AS FIX HEALS ON V53 NORTHWEST BOUND WILL BE USED AS A FEEDER FIX.
15. 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).
16. DELETED "CHART NOTE: VDP NA WITH LOUISVILLE INTL STANDIFORD FIELD ALTIMETER SETTING" AND ADDED "CHART NOTE: BARO-VNAV AND VDP NA WHEN USING LOUISVILLE MUHAMMAD ALI INTL ALTIMETER SETTING" IN FAA FORM 8260-9 PART C GENERAL REMARKS SECTION - IAW 8260.19I, 8-6-9 (E).
17. UPDATED ADDITIONAL FLIGHT DATA INFORMATION; DELETED "CHART FAS OBST: 739 TREE 385342N/0855657W" AND ADDED "CHART FAS OBST: 744 TRANSMISSION\_LINE (18-058942) 385415N/0855626W" - NEW CONTROLLING FAS OBSTACLE; HENCE, ANNOTATED IAW 8260.19I 8-6-10.
18. UPDATED ADDITIONAL FLIGHT DATA 7:1 OBSTACLE INFORMATION; DELETED "1166 AAO 385236N/0855936W" AND ADDED "885 AAO 385234N/0855848W" - IAW 8260.19I 8-6-10.
19. DELETED "LNAV ONLY" FROM ADDITIONAL FLIGHT DATA - IAW 8-6-10 (M), NOT REQUIRED.
20. INCREASED LPV VISIBILITY ALL CATS 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.
21. INCREASED LPV DA ALL CATS FROM 825 TO 834 - DUE TO NEW CONTROLLING OBSTACLE.
22. DECREASED LNAV/VNAV VISIBILITY ALL CATS FROM 1 3/8 SM TO 1 1/8 SM - DUE TO LOWER MDA/HAT.
23. DECREASED LNAV/VNAV DA ALL CATS FROM 1020 TO 1017 - DUE TO CHANGE IN TDZE; TDZE CHANGED FROM 575 TO 572.
24. 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.
25. INCREASED LNAV HAT ALL CATS FROM 425 TO 428 - DUE TO CHANGE IN TDZE; TDZE CHANGED FROM 575 TO 572.
26. DECREASED CIRCLING CAT C VISIBILITY FROM 2 SM TO 1 3/4 SM - DUE TO LOWER MDA/HAA.
27. DECREASED CIRCLING CAT D VISIBILITY FROM 2 1/4 SM TO 2 SM - DUE TO LOWER MDA/HAA.
28. INCREASED CIRCLING MDA CAT A FROM 1040 TO 1080 - DUE TO NEW CONTROLLING OBSTACLE.
29. INCREASED CIRCLING MDA CAT B FROM 1080 TO 1140 - DUE TO NEW CONTROLLING OBSTACLE.
30. DECREASED CIRCLING MDA/HAA CATS C/D FROM 1300/717 TO 1240/657 - DUE TO NEW CONTROLLING OBSTACLE.
31. UPDATED LTP/FTP LATITUDE/LONGITUDE FROM 385505.5180N/0855426.7930W TO 385454.9565N/0855439.8555W - NEW FAS DATA CALCULATIONS.
32. UPDATED LTP/FTP ELLIPSOIDAL HEIGHT FROM +01402 TO +01394 - NEW FAS DATA CALCULATIONS.
33. UPDATED FPAP LATITUDE/LONGITUDE FROM 385609.5775N/ 0855307.3550W TO 385559.0200N/ 0855320.4255W - NEW FAS DATA CALCULATIONS.
34. UPDATED LENGTH OFFSET FROM 1072 TO 0920 - NEW FAS DATA CALCULATIONS.
35. UPDATED CRC REMAINDER FROM 1BE84CDA TO A5BEC161 - NEW FAS DATA CALCULATIONS.
36. UPDATED LTP ORTHOMETRIC HEIGHT AND FPAP ORTHOMETRIC HEIGHT FROM +01741 TO +01732 - NEW FAS CALCULATIONS.

QUALITY  
10  
CHECKED

**COORDINATED WITH:**

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

**FLIGHT CHECKED BY**

PETER A WYMAN

*Digitally signed by*  
**DAVID TEFFETELLER**

**OFFICE**

FPO

**DATE**

05/24/2022

**DEVELOPED BY**

DONALD H. LANIER (PARNELL PRASSADA)

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

**OFFICE**

AJV-A431

**DATE**

03/31/2022

**APPROVED BY**

CASIMIR TABAKA

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

**OFFICE**

AJV-A430

**DATE**

**TITLE**  
MANAGER

QUALITY  
10  
CHECKED

FAS DATA BLOCK INFORMATION

<u>DATA FIELD</u>	<u>DATA</u>
OPERATION TYPE	0
SBAS SERVICE PROVIDER IDENTIFIER	0
AIRPORT IDENTIFIER	KSER
RUNWAY	RW05
APPROACH PERFORMANCE DESIGNATOR	0
ROUTE INDICATOR	
REFERENCE PATH DATA SELECTOR	0
REFERENCE PATH IDENTIFIER (APPROACH ID)	W05A
LTP/FTP LATITUDE	385454.9565N
LTP/FTP LONGITUDE	0855439.8555W
LTP/FTP ELLIPSOIDAL HEIGHT	+01394
FPAP LATITUDE	385559.0200N
FPAP LONGITUDE	0855320.4255W
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	A5BEC161

ADDITIONAL PATH POINT RECORD INFORMATION

ICAO CODE	K5
LTP ORTHOMETRIC HEIGHT	+01732
FPAP ORTHOMETRIC HEIGHT	+01732

QUALITY  
10  
CHECKED

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

<u>AIRPORT ID</u> KSER	<u>PROCEDURE NAME</u> RNAV (GPS) RWY 5	<u>AMDT NO.</u> 2	<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

FEEDER

FROM  
HOUSE

TO  
LIYNE

<u>RNP</u>	<u>DISTANCE</u> 12.15	<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 (18-001283)	385822.00N/0861003.00W		1423	500	50	5D	1000					2500
TERRAIN	390009.00N/0861030.00W		971 (1000)								AS1500	2500

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:

FEEDER

FROM  
HEALS

TO  
EZKAV

<u>RNP</u>	<u>DISTANCE</u> 12.15	<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>
AAO	383803.00N/0855330.00W		1254	164	98	4E	1000					2300
TERRAIN	383803.00N/0855330.00W		1053 (1100)								AS1500	2600

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

EZKAV

TO

JIRIP

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
	7.01											
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	384100.00N/0855930.00W		1126	164	98	4E	1000				AT474	2600
TERRAIN	384130.00N/0860000.00W		921 (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:

INITIAL

FROM

LIYNE

TO

JIRIP

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					
	6.25											
<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>
AAO	384854.00N/0860254.00W		1083	164	98	4E	1000				AT417	2500
TERRAIN	384930.00N/0861242.00W		856 (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:



INTERMEDIATE

FROM

JIRIP (IF/IAF)

TO

NOTIY

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
	6.00											
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	385224.00N/0855942.00W		1142	164	98	4E	500				AC98 DG260	2000
TERRAIN	385224.00N/0855942.00W		941 (900)								AS1000	1900

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LPV

FROM

NOTIY

TO

RW05

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
	4.35		DA									
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TREE (18-065899)	385434.74N/0855456.78W		643	20	3	1A		34.00:1			MA13	834

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:





FINAL: LNAV/VNAV

FROM

NOTIY

TO

RW05

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
	4.35		DA		445							
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TREE (18-058927)	385348.29N/0855518.08W		699	20	3	1A		23.42:1				1017

COMPUTATIONS

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

FINAL: LNAV

FROM

NOTIY

TO

KAILS/2.47 NM TO RW05

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
	1.88											
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TREE (18-065904)	385248.56N/0855749.73W		718	20	3	1A	250				RA120 DG312	1400

COMPUTATIONS

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



FINAL: LNAV STEPDOWN

FROM

KAJLS/2.47 NM TO RW05

TO

RW05

<u>RNP</u>	<u>DISTANCE</u> 2.47	<u>PAT</u>	<u>MAP</u> RW05	<u>HAT</u> 428			<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>
TRANSMISSION_LINE (18-058942)	385414.77N/0855626.32W		744	20	3	1A	250					1000

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

JIRIP

TO

P-5

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u> P-5	<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 (18-001426)	383902.35N/0860817.62W	1290	500	50	5D	1000					2300
TERRAIN	384003.00N/0860554.00W	961 (1000)								AS1500	2500

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  
NAYIV

RNP	DISTANCE	PAT	MAP	HAT			HMAS 640					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TREE (18-059245)	385434.25N/0855506.49W		642	20	3	1A		ASC				2400
TOWER (18-002037)	385859.00N/0855043.00W		940	50	20	2C	1000					2000
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
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SEGMENT REMARKS:

MISSED APPROACH : LNAV/VNAV

FROM  
DA

TO  
NAYIV

RNP	DISTANCE	PAT	MAP	HAT			HMAS 856					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				2400
TOWER (18-002037)	385859.00N/0855043.00W		940	50	20	2C	1000					2000
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
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SEGMENT REMARKS:



MISSED APPROACH : LNAV

FROM  
RW05

TO  
NAYIV

RNP	DISTANCE	PAT	MAP	HAT			HMAS 900					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				2400
TOWER (18-002037)	385859.00N/0855043.00W		940	50	20	2C	1000					2000
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
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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	497	728	250	50	4D	300		AC50	1080
CATEGORY B											
AAO	385518.55N/0855653.71W	1.83	557	840	50	20	2C	300			1140
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

RW05

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	117	25.4	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), ODALS (PCL), PAPI-2L (PCL)		NPI-G	
RW32 - MIRL (PCL), REIL (PCL), PAPI-2L (PCL)		NPI-G	

<u>GLIDESLOPE ANGLE</u> 3.00	<u>ELEV RWY THRESHOLD</u> 568.3	<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

Final Type	LPV, LNAV/VNAV, LNAV		
34:1			
643 TREE (18-065899) 385434.74N/0855456.78W (9.99)		639 TREE (18-059235) 385434.56N/0855457.06W (5.16)	
638 TREE (18-059040) 385434.91N/0855459.05W (1.69)		638 TREE (18-059212) 385434.92N/0855459.63W (0.77)	
642 TREE (18-058884) 385434.65N/0855501.98W (0.39)			

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 954 FEET; INCREASE LNAV/VNAV DA TO 1137 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 APPLIED TO 885 AAO 385233.92N/0855847.83W.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



<div>AIRPORT ID KSER</div>	<div>PROCEDURE NAME RNAV (GPS) RWY 5</div>	<div>AMDT NO. 2</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	3.73
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.55
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	044.04
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	800
DISTANCE FROM	THLD	TO 1500FT POINT	10.35
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	4.00
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	043.98
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	900

THRESHOLD  
COORDINATES  
(IF STR-IN)

385454.96N/0855439.86W

ARP COORDINATES

385527.32N/0855434.99W

RUNWAY APCH END  
AND DIST FURTHEST  
FROM ARP

RUNWAY 23 DISTANCE 0.65 NM

FAF  
COORDINATES

385147.02N/0855832.54W

FIX NAME  
COORDINATES

REMARKS

QUALITY  
10  
CHECKED

FAA Form 8260-9 / (11/16) Supersedes Previous Edition

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> 03/31/2022	<u>TITLE</u> AERONAUTICAL INFORMATION SPECIALIST
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