

LOC I-GKV 111.3	APP CRS 080°	Rwy Ldg 9318 TDZE 469 Apt Elev 469
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ILS or LOC RWY 8
FORT SMITH RGNL (FSM)

DME and RADAR required.

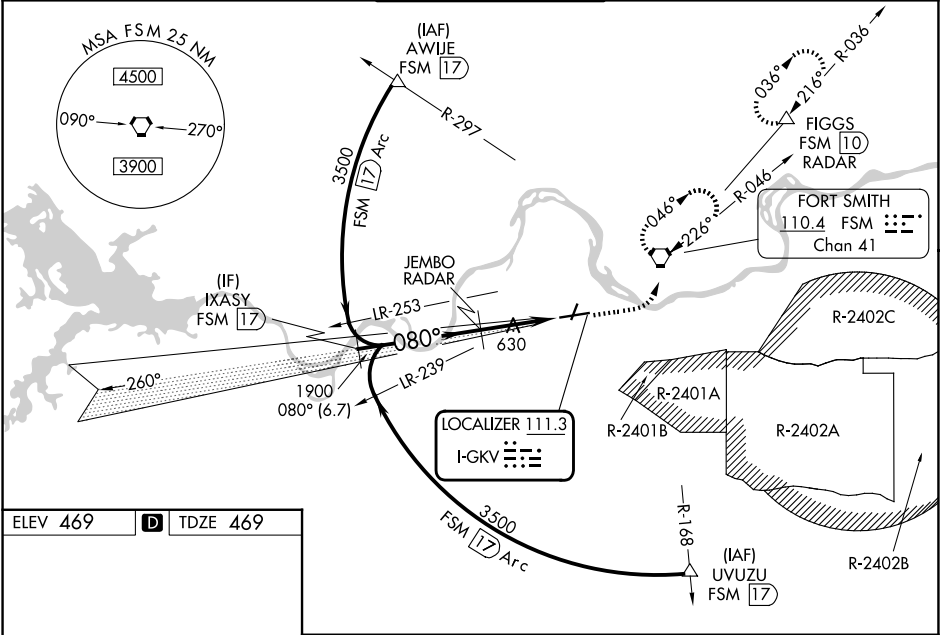
ASR

Circling NA for Cat E northwest of Rwy 8 and 20. Circling Rwy 20, 26 NA at night. For inop ALS, increase S-ILS 8 Cat E visibility to ¾ SM, increase S-LOC 8, Cat C/D/E visibility to 1½ SM. Circling NA for Cat E when restricted area R-2401B active. DME from FSM VORTAC. DME use requires simultaneous reception of I-GKV and FSM DME.

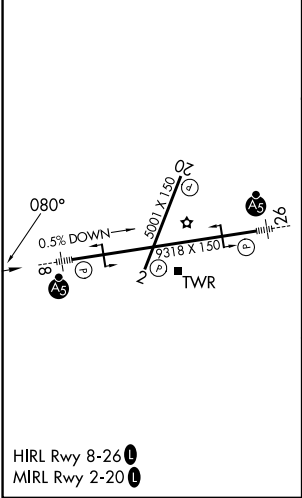
MALS R

MISSED APPROACH: Climb to 1000 then climbing left turn to 3300 direct FSM VORTAC and hold, continue climb-in-hold to 3300. (TACAN aircraft continue climb to 4000 on FSM R-036 to FIGGS/10 DME/RADAR and hold NE, RT, 216° inbound, continue climb-in-hold to 4000.)

ATIS 124.775	RAZORBACK APP CON ★ 120.9 343.75	FORT SMITH TOWER ★ 118.3(CTAF) 323.175	GND CON 121.9 275.8	UNICOM 122.95
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ELEV 469	D	TDZE 469
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The diagram illustrates a flight path starting from a point labeled 'GS 3.00° TCH 52'. The path is defined by several key points and distances:

- IXASY FSM 17**: Located at a distance of 3500 from the start, with a bearing of 080°.
- JEMBO RADAR**: Located at a distance of 1900 from the start, with a bearing of 080°.
- FSM 7.4**: Located at a distance of 1900 from the start, with a bearing of 080°.
- FSM 6.3**: Located at a distance of 1900 from the start, with a bearing of 080°.

The path is divided into segments with the following distances:

- Segment A: 6.7 NM
- Segment B: 3.2 NM
- Segment C: 1.1 NM

The path ends at a point labeled 'FSM 6.3'.

CATEGORY	A	B	C	D	E
S-ILS 8	669-½ 200 (200-½)				
S-LOC 8	880-½ 411 (500-½)		880-¾ 411 (500-¾)		
CIRCLING	1140-1 671 (700-1)		1400-2¾ 931 (1000-2¾)		1400-3 931 (1000-3)

SC-1, 01 OCT 2026 to 29 OCT 2026

SC-1, 01 OCT 2026 to 29 OCT 2026