

LOC I-GKV <b>111.3</b>	APP CRS <b>080°</b>	Rwy ldg <b>9318</b> TDZE <b>469</b> Apt Elev <b>469</b>
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ILS or LOC RWY 8

FORT SMITH RGNL (FSM)

DME and RADAR required.

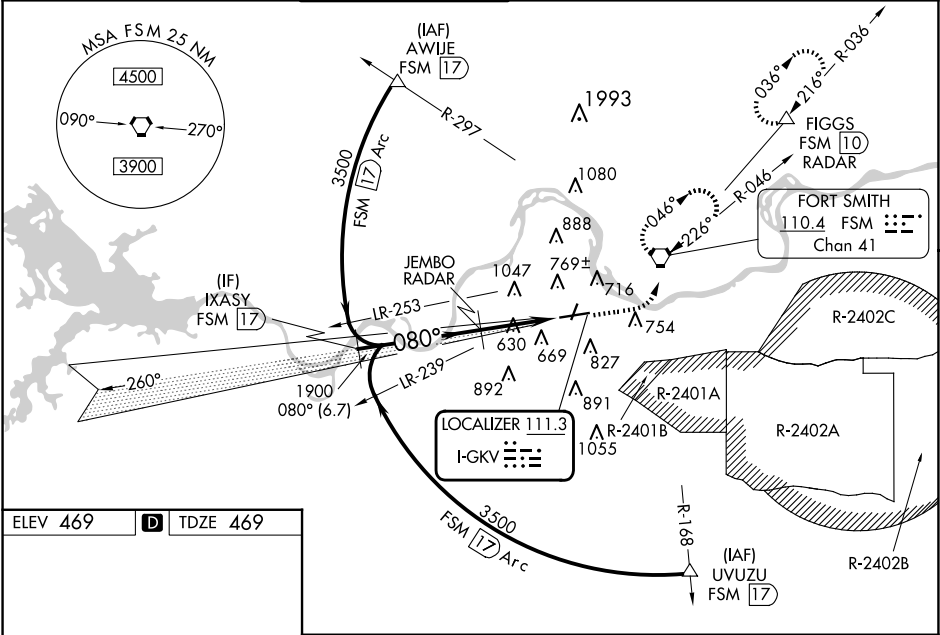
ASR

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.

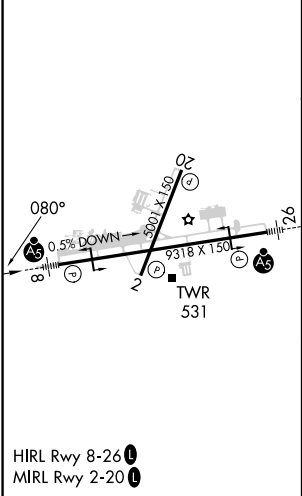
MALSR

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 <b>124.775</b>	RAZORBACK APP CON ★ <b>120.9 343.75</b>	FORT SMITH TOWER ★ <b>118.3</b> (CTAF) <b>323.175</b>	GND CON <b>121.9 275.8</b>	CLNC DEL <b>133.85 278.3</b>	UNICOM <b>122.95</b>
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ELEV 469	<b>D</b>	TDZE 469
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	1000		3300		FSM	
	IXASY FSM 17		JEMBO RADAR		FSM 7.4	
	3500		1900		FSM 6.3	
	080°					
GS 3.00° TCH 52	6.7 NM		3.2 NM		1.1 NM	
CATEGORY	A		B		C	
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)	