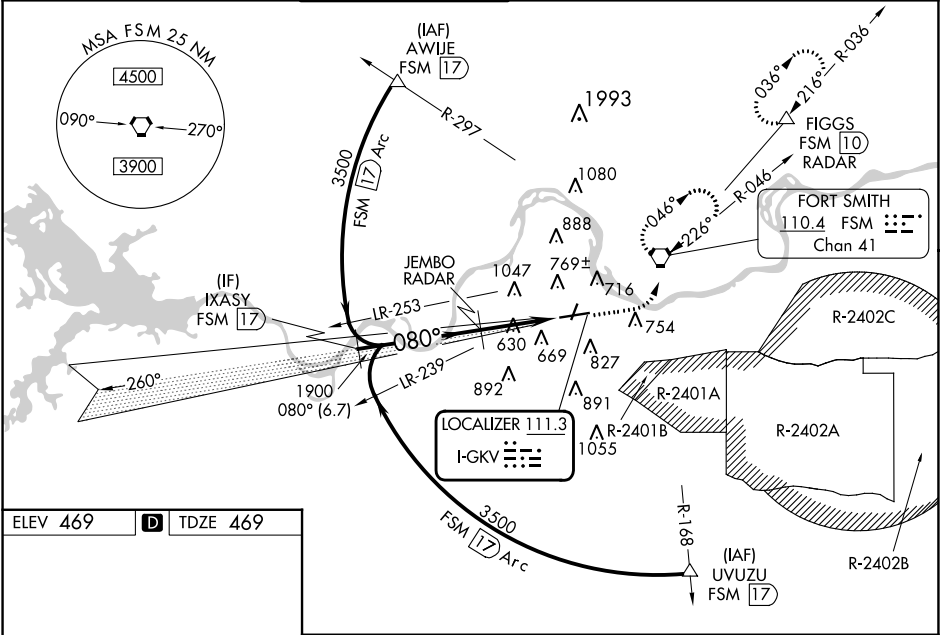


LOC I-GKV 111.3	APP CRS 080°	Rwy ldg 9318 TDZE 469 Apt Elev 469
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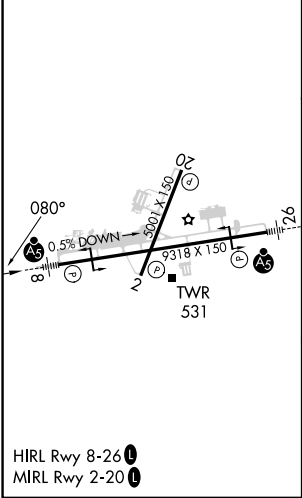
ILS or LOC RWY 8
FORT SMITH RGNL (FSM)

DME and RADAR required.		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.)
 ASR	Circling NA for Cat E northwest of Rwys 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.		

ATIS 124.775	RAZORBACK APP CON ★ 120.9 343.75	FORT SMITH TOWER ★ 118.3 (CTAF) 323.175	GND CON 121.9 275.8	CLNC DEL 133.85 278.3	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 'IXASY FSM 17' at an altitude of 3500. The path descends at an angle of 080° to a point labeled 'JEMBO RADAR' at an altitude of 1900. From 'JEMBO RADAR', the path continues to a point labeled 'FSM 7.4' at an altitude of 1900, and then to a point labeled 'FSM 6.3' at an altitude of 1900. The horizontal distances between these points are 6.7 NM, 3.2 NM, and 1.1 NM respectively. The path is shown as a solid line with a shaded area around it, indicating a corridor or uncertainty. A dashed line connects 'JEMBO RADAR' to 'FSM 6.3'. A thick black bar is located on the path between 'FSM 6.3' and the end of the path.

GS 3.00°
TCH 52

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)	
C CIRCLING	1140-1	671 (700-1)	1400-2¾ 931 (1000-2¾)	1400-3	931 (1000-3)