

**UNITED STATES AIR FORCE  
FLIGHT STANDARDS SERVICE  
VOR OR TACAN STANDARD INSTRUMENT APPROACH PROCEDURE**

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.

<b>AIRPORT ID</b> KFSM	<b>PROCEDURE NAME</b> HI - VOR Y OR TACAN Y RWY 26	<b>ORIGINAL/AMENDMENT</b> 9	<b>CITY</b> FORT SMITH	<b>STATE</b> AR		
<b>AIRPORT ELEVATION</b> 469	<b>TDZE</b> 448	<b>SUPERSEDED</b> HI - VOR Y OR TACAN Y RWY 26	<b>ORIGINAL/AMENDMENT</b> 8B	<b>DATED</b> 05/19/2022	<b>MAG VAR</b> 7E	<b>EPOCH YEAR</b> 1970
<b>FACILITY</b> FSM	<b>COORDINATES OF FACILITIES</b>	<b>ACTUAL EFFECTIVE DATE</b>	<b>REQUIRED EFFECTIVE DATE</b> 06/15/2023	<b>CANCEL/SUSPEND</b>		

**TERMINAL ROUTES**

FROM	FIX TYPE	TO	FIX TYPE	LEG TYPE	FO/FB	RNP	COURSE	DISTANCE	ALTITUDE
BONZA/12.00 DME	IAF	FSM VORTAC					046.00	12.00	16000
OHUJA/10.00 DME	IF	FSM VORTAC					224.86	10.00	2100

**MISSED APPROACH**

**MAP:**

4.93 DME

**MISSED APPROACH INSTRUCTIONS:**

CLIMB TO 4000 ON FSM VORTAC R-232 TO SPIRO/15.00 DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 4000.

**ALTERNATE MISSED APPROACH INSTRUCTIONS:**

**PROFILE:**

1. PT      **SIDE OF COURSE**                      **OUTBOUND**                      **FT WITHIN**                      **MILES OF**      (IAF)
2. TEARDROP R-022 (FSM VORTAC) (IAF) OUTBOUND TO ZIDUM/18.00 DME, 10000 FT. WITHIN 24 NM OF FSM VORTAC, R-046 (FSM VORTAC) INBOUND, 4000 FT. TO OHUJA/10.00 DME.
3. **FAC:** 224.86                                      **FAF:** FSM VORTAC                                      **DIST FAF TO MAP:**                                      **DIST FAF TO THLD:** 4.93
4. **MIN ALT:**    BONZA/12.00 DME 16000, FSM VORTAC 16000, FSM VORTAC 2100
8. **MSA FROM:**    FSM VORTAC 090-270 3900, 270-090 4500, ESA W/IN 100 NM 4500

**EQUIPMENT REQUIREMENTS NOTES:**

DME REQUIRED.

**NOTES:**

CHART NOTE: RWY 26 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED.



CHART NOTE: STRAIGHT-IN RWY 26 NA AT NIGHT, CIRCLING RWY 20, 26 NA AT NIGHT.  
 CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON FSM VORTAC RADIALS 359 CW 036.  
 CHART NOTE: CIRCLING NA FOR CAT E NW OF RWYS 8 AND 20.  
 CHART NOTE: CIRCLING NA FOR CAT E WHEN R-2401B ACTIVE.

**ADDITIONAL FLIGHT DATA:**

CHART FAS OBST: 716 TANK (05-000783) 352150N/0942028W.  
 HOLD SW, RT, 052.00 INBOUND.  
 CHART ARRIVAL HOLDING AT BONZA/12.00 DME: HOLD SW, LT, 046.00 INBOUND, 16000.  
 CHART R-2401A/B, R-2402 A/B/C.  
 FSM VORTAC TO RW26: 3.06/50.

**MINIMUMS:**

**TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT**

**ALTERNATE: NA**  CAT C 1000-2 3/4, CAT D, E 1000-3

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
S-26			NA					980	1 1/2	532	980	1 1/2	532	980	1 1/2	532
CIRCLING			NA					1400	2 3/4	931	1400	3	931	1400	3	931

**CHANGES - REASONS**

1. TDZE CHANGED FROM 446 TO 448 - RWY EXT/UPDATED AIRNAV DATA.
2. CHANGED TERMINAL ROUTE BONZA/12.00 DME TO FSM VORTAC COURSE FROM 045.89 TO 046.00 - CORRECT DOCUMENTATION ERROR FROM AMDT 8B.
3. CHANGED GPA/TCH FROM 2.96/53 TO 3.06/50, RWY EXT AND UPDATED AIRNAV.
4. REMOVED NON-COINCIDENT NOTE VGSI/TCH UPDATED AIRNAV.
5. CHANGED FAC FROM 226.03 TO 224.86 RWY EXT.
6. CHANGED FAF ALT FROM 2400 TO 2100 UPDATED WITH NEW RWY EXT
7. CHANGED DIST FAF TO THLD FROM 5.12 TO 4.93 RWY EXT.
8. FAF TO MAP CHANGED FROM 5.12 DME TO 4.93 DME, RWY EXT.
9. CHANGED MAP FROM 5.12 DME TO 4.93 DME, RWY EXT.
10. CHANGED S-26 HAT FROM 534 TO 532, CHANGED TDZE LOCATION FOR RWY EXT.
11. CHANGED NOTE FROM CIRCLING NA FOR CAT E N OF RWY 8 AND W OF RWY 20 TO CIRCLING NA FOR CAT E NW OF RWYS 8 AND 20 - IAW FAAO 8260.19I PARA 8-6-11.O.(5).D) AND REF: 8-6-11.O.(5).(B).
12. CHANGED TERMINAL ROUTE OHUJA/10.00 DME TO FSM VORTAC COURSE FROM 226.03 TO 224.86- RWY EXT REALIGNED FOR FAC
13. REMOVED CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY - IAW 8260.32F PARA 2-1-1.B.(3) FOR HIGH ALT PROCEDURES DO NOT REFER TO THE INOPERATIVE TABLE.
14. CHANGED CIRCLING VISIBILITY CAT C FROM 2 TO 2 3/4, CAT D FROM 2 1/4 TO 3 AND CAT E FROM 2 3/4 TO 3 - RWY EXT UPDATED WITH NEW OBS.
15. ALTERNATE MINIMUMS CHANGED FROM STANDARD - CAT C 1000-2, CAT D 1000-2 1/4, CAT E 1000-2 3/4 TO CAT C 1000-2 3/4, CAT D, E 1000-3 - NO CAT A OR B MINIMUMS AND CATS C, D, AND E ALL HAVE ADJUSTMENTS.



**COORDINATED WITH:**

**A4A**  **ALPA**  **AOPA**  **APA**  **HAI**  **NBAA**  **OTHER:** ZME, FSM ATCT, ST. AV. DIR., AMGR, FSM APP CON

**FLIGHT CHECKED BY**  
PENDING

*Digitally signed by*  
**ALLAN WILL**  
Apr 11, 2023

**OFFICE**

**DATE**

**DEVELOPED BY**  
RICHARD CAMPBELL

*Digitally signed by*  
**RICHARD E CAMPBELL**  
Apr 05, 2023

**OFFICE**  
AJV-A423

**DATE**  
03/17/2023

**RECOMMENDED BY**  
ALLAN WILL

*Digitally signed by*  
**ALLAN WILL**  
Apr 11, 2023

**OFFICE**  
AJV-A423

**DATE**

**TITLE**  
MANAGER

**APPROVED BY**

**OFFICE**

**DATE**

**TITLE**



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

<b>AIRPORT ID</b> KFSM	<b>PROCEDURE NAME</b> HI - VOR Y OR TACAN Y RWY 26	<b>AMDT NO.</b> 9	<b>CITY</b> FORT SMITH	<b>STATE</b> AR	<b>AIRPORT ELEVATION</b> 469	<b>FACILITY</b> FSM
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**PART A: OBSTRUCTION DATA SEGMENTS**

**INITIAL**

**FROM**  
BONZA/12.00 DME

**TO**  
FSM VORTAC

**RNP**                      **DISTANCE**                      **PAT**                      **MAP**                      **HAT**                      **HMAS**  
    12.00

<b>OBSTRUCTION</b>	<b>COORDINATES</b>	<b>ELEV MSL</b>	<b>HORZ</b>	<b>VERT</b>	<b>AC</b>	<b>ROC</b>	<b>OCS</b>	<b>CG</b>	<b>CGTA</b>	<b>ADJUSTMENTS</b>	<b>MIN ALT</b>
TOWER (05-000057)	352116.00N/0942554.00W	1047	250	50	4D	1000				AT13953	16000
TERRAIN	351315.00N/0942457.00W	834 (800)								AS1500	2300

**COMPUTATIONS**

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

**SEGMENT REMARKS:**

**INTERMEDIATE**

**FROM**  
OHUJA/10.00 DME

**TO**  
FSM VORTAC

**RNP**                      **DISTANCE**                      **PAT**                      **MAP**                      **HAT**                      **HMAS**  
    10.00

<b>OBSTRUCTION</b>	<b>COORDINATES</b>	<b>ELEV MSL</b>	<b>HORZ</b>	<b>VERT</b>	<b>AC</b>	<b>ROC</b>	<b>OCS</b>	<b>CG</b>	<b>CGTA</b>	<b>ADJUSTMENTS</b>	<b>MIN ALT</b>
AAO	353148.00N/0941036.00W	1086	164	98	4E	500				AC98 AT416	2100
TERRAIN	353148.00N/0941036.00W	885 (900)								AS1000	1900

**COMPUTATIONS**

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

**SEGMENT REMARKS:**



**FINAL**

**FROM**  
FSM VORTAC **TO**  
4.93 DME

<b>RNP</b>	<b>DISTANCE</b> 4.93	<b>PAT</b>	<b>MAP</b> 4.93 DME	<b>HAT</b> 532	<b>HMAS</b>
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<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>
TANK (05-000783)	352150.00N/0942028.00W	716	50	20	2C	250					980

**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:

**FROM**  
FSM VORTAC **TO**

<b>RNP</b>	<b>DISTANCE</b>	<b>PAT</b>	<b>MAP</b>	<b>HAT</b>	<b>HMAS</b>
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<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 (05-000990)	354251.00N/0935715.00W	2714	500	125	5E	1000				AT286	4000
TERRAIN	354415.00N/0935645.00W	2399 (2400)								AS1500	3900

**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:

TEARDROP SEGMENT 2714 TOWER LOCATED WITHIN THE TEARDROP SEGMENT.



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AR

**AIRPORT ELEVATION**  
469

**FACILITY**  
FSM

**MISSED APPROACH**

**FROM**  
4.93 DME **TO**  
SPIRO/15.00 DME

**RNP**      **DISTANCE**      **PAT**      **MAP**      **HAT**      **HMAS**  
730

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				4000
AAO	351657.00N/0942430.00W	896	164	98	4E	1000					1900
TERRAIN	351715.00N/0942351.00W	754 (800)								AS1500	2300

**COMPUTATIONS**

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

**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
<b>CATEGORY C</b>											
TOWER (05-000057)	352116.00N/0942554.00W	2.86	931	1047	250	50	4D	300		AC50	1400
<b>CATEGORY D</b>											
TOWER (05-000057)	352116.00N/0942554.00W	3.74	931	1047	250	50	4D	300		AC50	1400
<b>CATEGORY E</b>											
AAO	351533.00N/0942357.00W	4.67	931	962	164	98	4E	300		AC98 XP40	1400

**CIRCLING REMARKS:**

XP = RAISED TO MEET CAT C/D



**MSA**

**CENTER**  
FSM VORTAC

**RADIUS**  
25

<u>SECTOR</u>	<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>BEARING</u>	<u>DISTANCE</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
090-270	TWR (05-002031)	345745.22N/0942230.92W	183	26.0	2890	50	3	2A	1000			3900
270-090	TWR (05-000424)	354853.00N/0940142.00W	018	28.2	3449	500	125	5E	1000			4500

**MSA REMARKS:**

**ESA**

**CENTER**  
FSM VORTAC

**RADIUS**  
100

<u>SECTOR</u>	<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>BEARING</u>	<u>DISTANCE</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
360-360	TOWER (05-000424)	354853.00N/0940142.00W	018	28.2	3449	500	125	5E	1000			4500

**ESA REMARKS:**

**NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:**

BONZA AS IAF WITH NO ENROUTE FEEDER PER ATC AND MILITARY REQUEST.

PER IT, SIAP DOES NOT SUPPORT TEARDROP DESIGN AND WILL ALWAYS BE A PDF EDIT.



**PART B: SUPPLEMENTAL DATA**

COMMUNICATIONS WITH

FSM TOWER, ZME ARTCC, JBR FSS, FSM APP CON

<u>WX SERVICE</u> ASOS	<u>LOCATION</u> KFSM	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> KFSM	<u>DISTANCE</u> 0	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>

WX REMARKS:

REDUNDANT WEATHER SOURCES (DIGITAL ALTIMETER SETTING SYSTEM) BACKUP ALTIMETER NOT REQUIRED

<u>PRIMARY NAVAID</u> FSM VORTAC	<u>MONITOR POINT</u> ATCT	<u>HRS OPERATION</u> 24 HRS	<u>CAT</u> 1
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<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW02 - MIRL (PCL), PAPI-4R	NPI-G	
RW20 - MIRL (PCL), PAPI-4L	NPI-G	
RW08 - MALSR (PCL), HIRL (PCL), PAPI-4R	PIR-G	ROLL OUT
RW26 - MALSR (PCL), HIRL (PCL), PAPI-4L	PIR-G	APPROACH

<u>GLIDESLOPE ANGLE</u>	<u>ELEV RWY THRESHOLD</u>	<u>TCH</u>	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u> 3.00	<u>TCH</u> 50.0
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FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<input checked="" type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	<input type="checkbox"/>	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
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CRITICAL TEMPERATURE REMARKS:





**"VISUAL PORTION OF FINAL" PENETRATIONS**

Final Type	CIRCLING RWY 20	
20:1		
519 TREE (05-097870) 352055.42N/0942144.80W (15.2)	516 TREE (05-097846) 352054.99N/0942144.24W (13.39)	
512 TREE (05-096597) 352055.27N/0942144.56W (8.55)	527 TREE (05-095263) 352059.17N/0942144.96W (5.76)	
508 TREE (05-095482) 352055.04N/0942144.49W (5.53)	508 TREE (05-094529) 352055.55N/0942145.88W (5.2)	
510 TREE (05-093884) 352055.81N/0942144.95W (4.59)		
Final Type	RWY 26	
20:1		
612 TOWER (05-002293) 352045.06N/0942042.19W (8.91)	514 TREE (05-098013) 352027.84N/0942101.36W (2.69)	
Final Type	RWY 26	
34:1		
514 TREE (05-094854) 352027.88N/0942100.11W (27.63)	515 TREE (05-097874) 352029.07N/0942057.05W (20.72)	
525 TREE (05-101263) 352030.05N/0942052.60W (19.55)	513 TREE (05-100826) 352028.43N/0942057.00W (18.89)	
508 TREE (05-100586) 352028.63N/0942058.42W (17.21)	522 TREE (05-095340) 352031.41N/0942052.26W (15.12)	
510 TREE (05-101390) 352029.44N/0942055.71W (12.32)	511 TREE (05-101048) 352030.89N/0942055.05W (11.07)	
507 TREE (05-093962) 352028.98N/0942055.72W (9.55)	516 TREE (05-095305) 352029.92N/0942052.13W (9.48)	
498 TREE (05-097282) 352029.96N/0942058.91W (7.79)	506 TREE (05-096250) 352030.78N/0942054.23W (4.15)	
500 TREE (05-093600) 352030.12N/0942056.44W (3.77)	546 TREE (05-100769) 352030.21N/0942037.14W (3.25)	
515 TREE (05-096365) 352031.52N/0942049.62W (1.71)	547 TREE (05-101869) 352031.99N/0942035.92W (0.51)	

**PENETRATIONS REMARKS:**

612 TOWER (05-002293) IS LIT

**HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS**

and/or  
**5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS**



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469

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FSM

**PENETRATIONS REMARKS:**

**PART C: GENERAL REMARKS:**

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

100' VEGETATION PER FPT

VDP NA - 20:1 OBSTACLES

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



**PART D: AIRSPACE**

**DOCKET #**

**ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE**

<b>DISTANCE FROM</b>	<b>THLD</b>	<b>TO 1000FT POINT</b>	<b>3.26</b>
<b>WIDTH OF</b>	<b>FINAL</b>	<b>SEGMENT AT 1000FT POINT</b>	<b>2.17</b>
<b>TRUE COURSE OF</b>	<b>FINAL</b>	<b>SEGMENT CONTAINING 1000FT POINT</b>	<b>231.86</b>
<b>HIGH TERRAIN IN</b>	<b>FINAL</b>	<b>SEGMENT CONTAINING 1000FT POINT</b>	<b>600</b>
<b>DISTANCE FROM</b>	<b>THLD</b>	<b>TO 1500FT POINT</b>	<b>4.93</b>
<b>WIDTH OF</b>	<b>FINAL</b>	<b>SEGMENT AT 1500FT POINT</b>	<b>11.93</b>
<b>TRUE COURSE OF</b>	<b>FINAL</b>	<b>SEGMENT CONTAINING 1500FT POINT</b>	<b>231.86</b>
<b>HIGH TERRAIN IN</b>	<b>FINAL</b>	<b>SEGMENT CONTAINING 1500FT POINT</b>	<b>600</b>

**THRESHOLD  
COORDINATES** 352015.07N/0942102.10W  
(IF STR-IN)

**ARP COORDINATES** 352011.93N/0942157.99W

**RUNWAY APCH END  
AND DIST FURTHEST  
FROM ARP** RUNWAY 8 DISTANCE 0.77 NM

**FAF  
COORDINATES** 352318.27N/0941617.49W

**FIX NAME  
COORDINATES**

**REMARKS**  
NO ADDITIONAL AIRSPACE REQUIRED



AIRPORT ID  
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CITY  
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STATE  
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AIRPORT ELEVATION  
469

FACILITY  
FSM

**PART E: PREPARED BY**

**NAME**  
RICHARD CAMPBELL

**OFFICE**  
AJV-A423

**DATE**  
03/17/2023

**TITLE**  
AERONAUTICAL INFORMATION SPECIALIST

