

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
RADAR - STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.31**

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.

Initial approach minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when; (A) Visual contact is established on final approach at or before descent to the authorized landing minimums; or (B) at pilot's discretion if it appears desirable to discontinue the approach. Except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when; (A) communications on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controllers; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>ORIGINAL/AMENDMENT</u>	<u>CITY</u>	<u>STATE</u>		
KFSM	RADAR-1	9	FORT SMITH	AR		
<u>AIRPORT ELEVATION</u>	<u>TDZE</u>	<u>SUPERSEDED</u>	<u>ORIGINAL/AMENDMENT</u>	<u>DATED</u>	<u>MAG VAR</u>	<u>EPOCH YEAR</u>
469		RADAR-1	8F	05/19/2022	1E	2025
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>			
FSM ASR		15 JUNE 2023	06/15/2023			

RADAR TERMINAL AREA MANEUVERING SECTORS AND ALTITUDES *(Sectors and distances measured from radar antenna)*

<u>FROM</u>	<u>TO</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
AS ESTABLISHED BY THE CURRENT FORT SMITH ASR MINIMUM VECTORING ALTITUDE											

MISSED APPROACH

MAP:

RWY 2, 8, 26 AT THRESHOLD.

MISSED APPROACH INSTRUCTIONS:

RWY 2: CLIMBING RIGHT TURN TO 2100 DIRECT FSM VORTAC AND HOLD NE, RT, 226.00 INBOUND.

RWY 8: CLIMBING LEFT TURN TO 2100 DIRECT FSM VORTAC AND HOLD NE, RT, 226.00 INBOUND.

RWY 26: CLIMBING RIGHT TURN TO 2300 DIRECT FSM VORTAC AND HOLD NE, RT, 226.00 INBOUND.

ALTERNATE MISSED APPROACH INSTRUCTIONS (DO NOT CHART):

NOTES:

RWY 2: FAF 5 NM FROM THRESHOLD, MINIMUM ALTITUDE 2100, FINAL APPROACH COURSE 016, RECOMMENDED ALTITUDE 4 MILES 1780, 3 MILES 1460.

RWY 8: FAF 5 NM FROM THRESHOLD, MINIMUM ALTITUDE 2100 FINAL APPROACH COURSE 076, RECOMMENDED ALTITUDE 4 MILES 1800, 3 MILES 1480.

RWY 26: FAF 5 NM FROM THRESHOLD, MINIMUM ALTITUDE 2100, FINAL APPROACH COURSE 256, RECOMMENDED ALTITUDE 4 MILES 1780, 3 MILES 1460, 2 MILES 1140.

CHART NOTE: CIRCLING CAT E NA WHEN R-2401B ACTIVE.

CHART NOTE: CIRCLING NA FOR CAT E N OF RWY 8 AND W OF RWY 20.

CHART NOTE: FOR INOPERATIVE ALS, INCREASE ASR-08 CAT A AND B VISIBILITY TO 1 SM, CAT E VISIBILITY TO 2 SM, AND S-26 CAT E VISIBILITY TO 1 3/4 SM.

CHART NOTE: RWY 2 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.

CHART NOTE: CIRCLING RWY 20 NA AT NIGHT.

LOST COMMUNICATIONS (ALL RWYS): AS DIRECTED BY ATC ON INITIAL CONTACT.

ADDITIONAL FLIGHT DATA:

TDZE: 449.0 RWY: 2 TDZE: 469.0 RWY: 8 TDZE: 447.8 RWY: 26

CHART CIRCLING ICON.

FAS OBSTACLES:

RWY 2: 940 AAO 351533N/0942349W

RWY 8: 892 TOWER (05-001398) 352045N/0942617W

RWY 26: 765 TOWER (05-000258) 351937N/0941758W



MINIMUMS:
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT
ALTERNATE: NA ☐ STANDARD; CAT C 1000-2 3/4 CAT D, E 1000-3 - NA WHEN CONTROL TOWER CLOSED.

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
ASR-2	1200	1	751	1200	1 1/4	751	1200	2	751	1200	2	751	1200	2	751
ASR-8	1200	1/2	731	1200	1/2	731	1200	1 5/8	731	1200	1 5/8	731	1200	1 5/8	731
ASR-26	1020	2400	572	1020	2400	572	1020	1 1/4	572	1020	1 1/4	572	1020	1 1/4	572
CIRCLING	1200	1	731	1200	1 1/2	731	1400	2 3/4	931	1400	3	931	1400	3	931

- CHANGES - REASONS:**
1. MISSED APPROACH: CHANGED RUNWAY 26 ALTITUDE FROM 2100 TO 2300 - NEW OBSTACLE EVALUATION.
 2. NOTES: RWY 2: CHANGED INITIAL DISTANCE FROM 5 MILES TO 5 NM, CHANGED MIN ALT FROM 2000 TO 2100, REMOVED 3 NM FIX, AND UPDATED RECOMMENDED ALTITUDE 4 MILES FROM 1570 TO 1780, AND 3 MILES FROM 1140 TO 1460 - IAW 8260.3E, 2-1-5 C, NEW SURVEY DATA, AND OBSTACLES.
 3. NOTES: RWY 8: CHANGED INITIAL DISTANCE FROM 5 MILES TO 5 NM, CHANGED MIN ALT FROM 2000 TO 2100, RECOMMENDED ALT 4 MILES FROM 1700 TO 1800, 3 MILES FROM 1380 TO 1480 AND REMOVED 2 MILES 1200 - IAW 8260.3E, 2-1-5 C, NEW SURVEY DATA, AND OBSTACLES.
 4. NOTES: RWY 26: CHANGED INITIAL DISTANCE FROM 5 MILES TO 5 NM, CHANGED MIN ALT FROM 2000 TO 2100, CORRECTED CORSE TO COURSE, CHANGED RECOMMENDED ALT 4 MILES FROM 1690 TO 1780, 3 MILES FROM 1380 TO 1460, AND 2 MILES FROM 1070 TO 1140 - IAW 8260.3E, 2-1-5 C, RECENT SURVEY DATA, OBSTACLES, AND ADMINISTRATIVE.
 5. MOVED "CHART CIRLCING ICON" FROM NOTES TO ADDITIONAL FLIGHT DATA.
 6. UPDATED FAS OBSTACLES FROM "FAS OBSTACLES: RWY 02: 833 TOWER 351648N/0942338W RWY 08: 892 TOWER 352040N/0942616W RWY 26: 736 TOWER 351936N/0941758W" TO "RWY 2: FAS OBST: 940 AAO 351533N/0942349W, RWY 08 892 TOWER (05-001398), 352045N/0942617W, AND RWY 26: 765 TOWER (05-000258) 351937N/0941758W" - NEW OBSTACLE EVALUATION COMPLETED.
 7. TDZE: CHANGED RWY 8 FROM 468.9 TO 469.0, AND RWY 26 FROM 445.5 TO 447.8 - RWY 26 LENGTH EXTENSION AND UPDATED AIRNAV DATA.
 8. MINIMUMS: RWY 2: CHANGED MDA/HAT FROM 1140/691 TO 1200/751 CAT B VIS FROM 1 TO 1 1/4, RWY 8: VISIBILITY CAT A, B FROM 3/4 TO 1/2 SM, AND RWY 26 MDA/HAT FROM 1040/594 TO 1020/572 - NEW OBSTACLE EVALUATION.
 9. CIRCLING MINS CHANGED CAT B FROM 1 TO 1 1/2 - IAW 8260-3E TABLE 3-3-7.
 10. MISSED APPROACH: CHANGED RWY 2 FROM "CLIMB TO 2100 DIRECT FSM VORTAC AND HOLD NE, RT, 226.00 INBOUND" TO "CLIMBING RIGHT TURN TO 2100 DIRECT FSM VORTAC AND HOLD NE, RT, 226.00 INBOUND", RWY 8 MISSED APPROACH FROM "CLIMBING RIGHT TURN TO 2100 DIRECT FSM VORTAC AND HOLD NE, RT, 226.00 INBOUND" TO "CLIMBING LEFT TURN TO 2100 DIRECT FSM VORTAC AND HOLD NE, RT, 226.00 INBOUND", AND RWY 26 MISSED APPROACH FROM "CLIMB TO 2300 DIRECT FSM VORTAC AND HOLD NE, RT, 226.00 INBOUND" TO "CLIMBING RIGHT TURN TO 2300 DIRECT FSM VORTAC AND HOLD NE, RT, 226.00 INBOUND" - IAW 8260.19I 8-6-6(D)2.



COORDINATED WITH:

A4A ☒ ALPA ☒ AOPA ☒ APA ☒ HAI ☐ NBAA ☒ OTHER: ZME, FSM ATCT, AMGR, FSM APP CON

FLIGHT CHECKED BY
PENDING

Digitally signed by
ALLAN WILL
Apr 11, 2023

OFFICE

DATE

DEVELOPED BY
DEAN GRACEY

Digitally signed by
PHILLIP BRANDENBURG
Mar 27, 2023

OFFICE

DATE

02/16/2023

APPROVED BY
MARLON ROBINSON

Digitally signed by
ALLAN WILL
Apr 11, 2023

OFFICE

DATE

TITLE
MANAGER

