
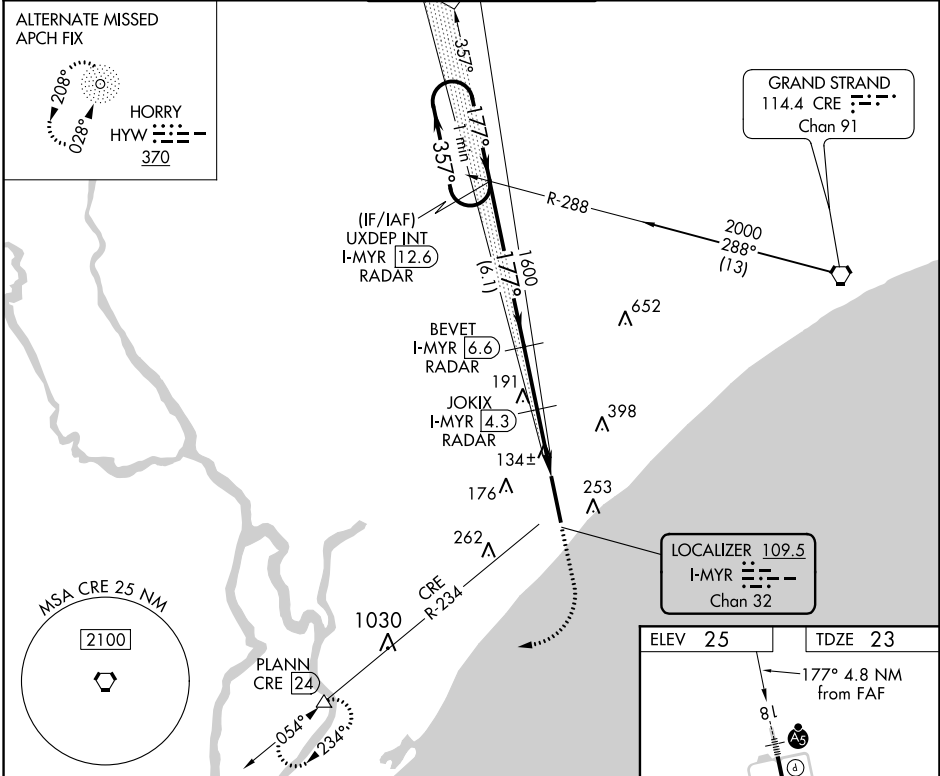


LOC/DME I-MYR 109.5 Chan 32	APP CRS 177°	Rwy Idg 9503 TDZE 23 Apt Elev 25
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ILS or LOC RWY 18
MYRTLE BEACH INTL (MYR)

<div><div>▼</div><div>▲</div></div> <div>DME required. For inop ALS, increase S-ILS 18 Cat E visibility to RVR 4000 and S-LOC 18 Cats C/D/E visibility to RVR 5500. ** RVR 1800 authorized with use of FD or AP or HUD to DA.</div>	<div>MALSR</div> <div></div>	MISSED APPROACH: Climb to 800 then climbing right turn to 3000 on heading 235° and CRE VORTAC R-234 to PLANIN/24 DME and hold.			
<div>ATIS</div> <div>123.925</div>	<div>MYRTLE BEACH APP CON ★</div> <div>(171° - 321°) 127.4 257.95 (322° - 170°) 119.2 350.3</div>	<div>MYRTLE BEACH TOWER ★</div> <div>128.45 (CTAF) 0 259.3</div>	<div>GND CON</div> <div>120.3 275.8</div>	<div>CLNC DEL</div> <div>120.3</div>	<div>UNICOM</div> <div>122.95</div>



VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 64).					
One Minute Holding Pattern	UXDEP INT I-MYR 12.6 RADAR	BEVET I-MYR 6.6 RADAR	JOKIX I-MYR 4.3 RADAR	PLANN	
2000	357°	177°	1600	177° 4.8 NM from FAF	
GS 3.00° TCH 52		1600	*860	*I-MYR 2.8	*I-MYR 1.8
	6.1 NM	2.3 NM	1.5 NM	1.0	
CATEGORY	A	B	C	D	E
S-ILS 18**	223/24 200 (200-½)				
S-LOC 18	400/24	377 (400-½)	400/35	377 (400-¾)	
CIRCLING	560-1	535 (600-1)	740-2 715 (800-2)	740-2¼ 715 (800-2¼)	740-2½ 715 (800-2½)

