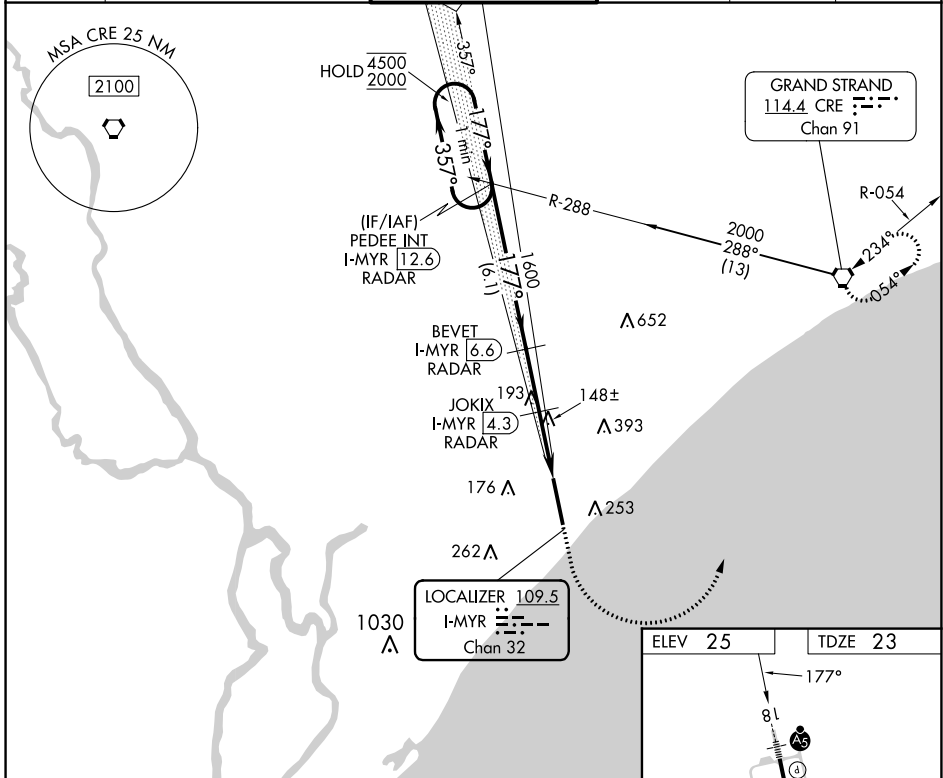


LOC/DME I-MYR <b>109.5</b> Chan <b>32</b>	APP CRS <b>177°</b>	Rwy Idg TDZE <b>23</b> Apt Elev <b>25</b>	<b>9503</b>
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# ILS or LOC RWY 18

MYRTLE BEACH INTL (MYR)

DME required.		MALSR	MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 direct CRE VORTAC and hold.		
▼ 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.					
ATIS <b>123.925</b>	MYRTLE BEACH APP CON ★ (171° - 321°) <b>127.4 257.95</b> (322° - 170°) <b>119.2 350.3</b>	MYRTLE BEACH TOWER ★ <b>128.45</b> (CTAF) <b>0 259.3</b>	GND CON <b>120.3 275.8</b>	CLNC DEL <b>120.3</b>	UNICOM <b>122.95</b>



SE-2, 31 OCT 2024 to 28 NOV 2024

SE-2, 31 OCT 2024 to 28 NOV 2024

One Minute Holding Pattern	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 64).	1700	3000	CRE	
4500 ← 357°	PEDEE INT I-MYR (12.6) RADAR	↑	↘		
2000 → 177°	BEVET I-MYR (6.6) RADAR	1600	860		
GS 3.00° TCH 52	JOKIX I-MYR (4.3) RADAR	1600	860		
	I-MYR (2.8)		I-MYR (1.8)		
	6.1 NM	2.3 NM	1.5 NM	1 NM	
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)	700-2 675 (700-2)	700-2¼ 675 (700-2¼)	700-2½ 675 (700-2½)
					HIRL Rwy 18-36