

WAAS CH 93819 W18A	APP CRS 177°	Rwy Ldg 9503 TDZE 23 Apt Elev 25
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RNAV (GPS) RWY 18
MYRTLE BEACH INTL (MYR)

RNP APCH - GPS.

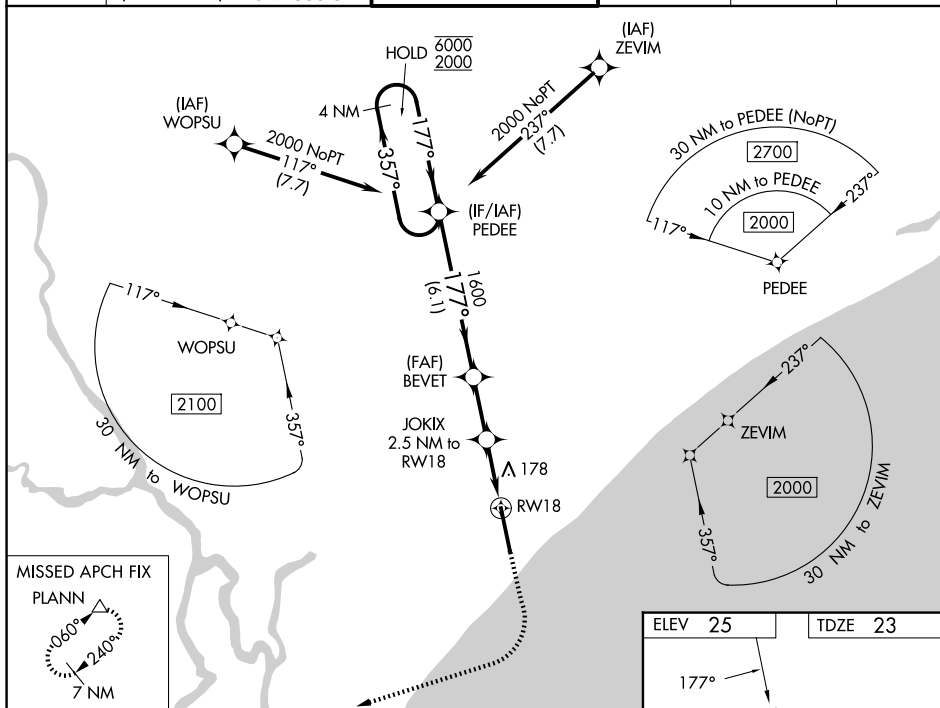
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inop ALS, increase LPV Cat E visibility to RVR 4000, increase LNAV/VNAV Cat E visibility to 1½ mile and increase LNAV Cats C, D and E visibility to RVR 6000.
A *RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR



MISSED APPROACH: Climb to 500 then climbing right turn to 3000 direct PLANN and hold, continue climb-in-hold to 3000.

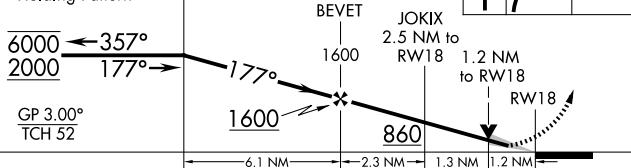
ATIS 123.925	MYRTLE BEACH APP CON ★ (171° - 321°) 127.4 257.95 (322° - 170°) 119.2 350.3	MYRTLE BEACH TOWER ★ 128.45 (CTAF) 0 259.3	GND CON 120.3 275.8	CLNC DEL 120.3	UNICOM 122.95
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MISSED APCH FIX
PLANN

A diagram showing a scale bar of 7 nm. The scale bar is represented by a dashed line forming an arc. The angle between the two ends of the scale bar is labeled as 60°. The angle between the scale bar and the horizontal axis is labeled as 240°.

4 NM Holding Pattern	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 64). PEDEE ↓	500 ↑	3000 ↗	PLANN △
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CATEGORY		A	B	C	D	E
LPV	DA*	223/24		200 (200-½)		
LNAV/ VNAV	DA	465/50		442 (500-1)		
LNAV	MDA	440/24	417 (500-½)	440/40 417 (500-¾)		
CIRCLING		560-1	535 (600-1)	700-2 675 (700-2)	700-2¼ 675 (700-2¼)	700-2½ 675 (700-2½)

