

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

DME required.

T 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

A *RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR



MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 direct CRE VORTAC and hold.

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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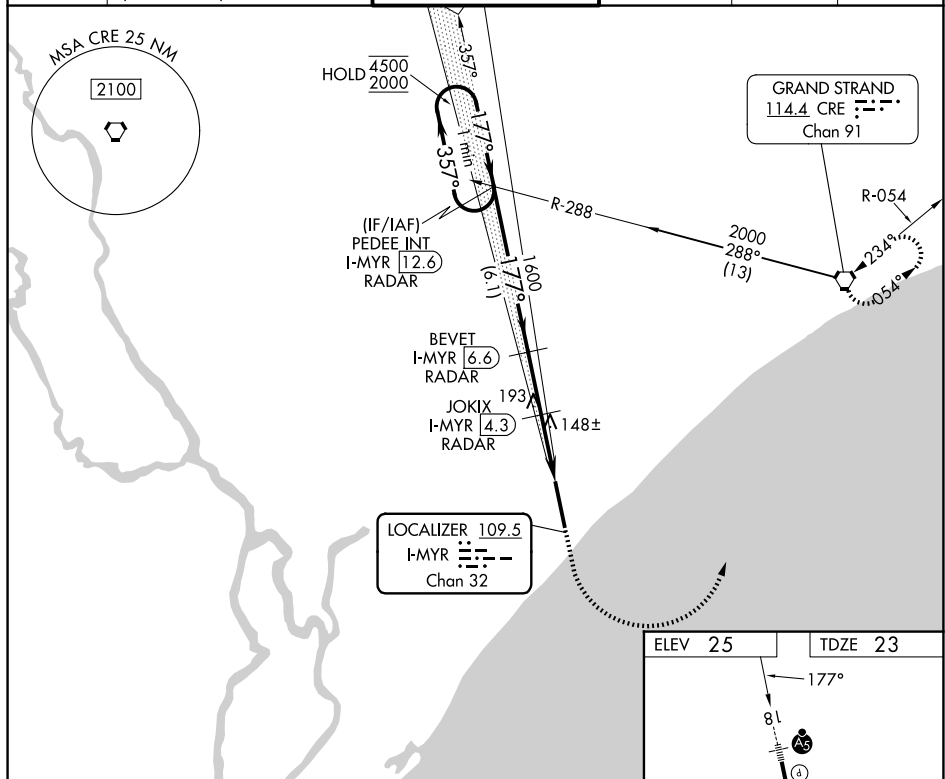


Diagram illustrating the One Minute Holding Pattern for the 4500/2000 frequency. The pattern is centered on the 1600 frequency. The diagram shows the VGS and ILS glidepaths, which are not coincident (VGS Angle 3.00/TCH 64). The holding pattern is defined by a 177° inbound leg and a 357° outbound leg. The pattern is centered on the 1600 frequency. The diagram includes the following information:

- VGS and ILS glidepath not coincident (VGS Angle 3.00/TCH 64).
- One Minute Holding Pattern
- PEDEE INT I-MYR 12.6 RADAR
- BEVET I-MYR 6.6 RADAR
- JOKIX I-MYR 4.3 RADAR
- I-MYR 2.8
- I-MYR 1.8
- GS 3.00° TCH 52
- 1700
- 3000
- CRE

