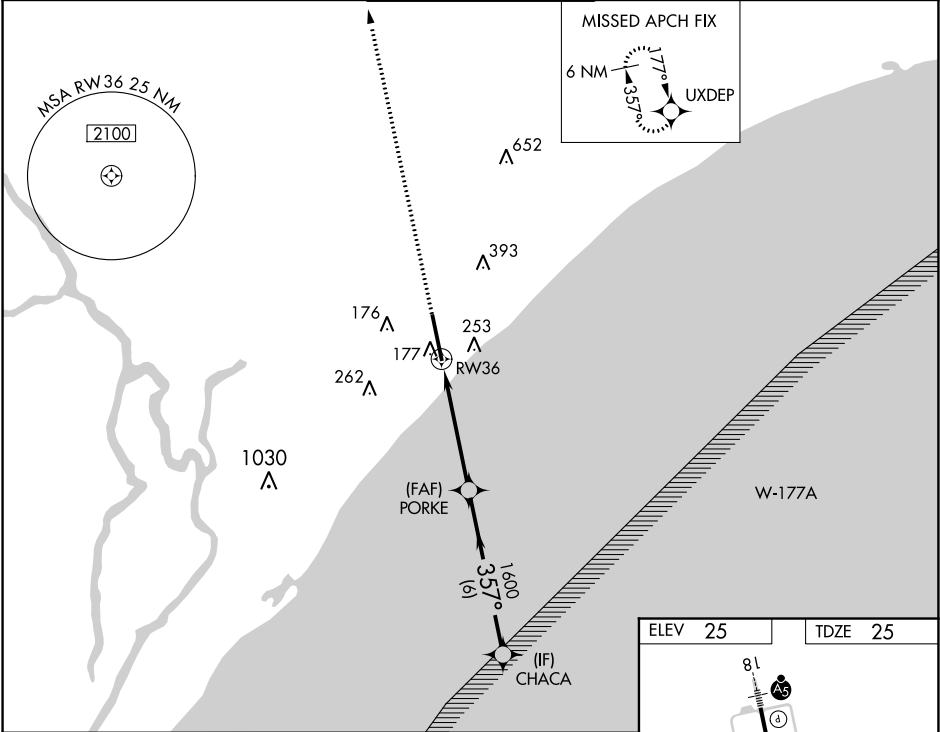


WAAS CH <b>93719</b> <b>W36A</b>	APP CRS <b>357°</b>	Rwy Idg TDZE <b>25</b> Apt Elev <b>25</b>	<b>9503</b>
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**RNAV (GPS) RWY 36**  
MYRTLE BEACH INTL (MYR)

RNP APCH.		MALSF	MISSED APPROACH: Climb to 2000 direct UXDEP and hold.	
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 54°C. ▲ Inop table does not apply to LPV. For inop ALS, increase LNAV/VNAV Cats D/E visibility to RVR 6000, and LNAV Cats C/D/E visibility to 1½ SM.		✎		

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>
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2000	UXDEP	VGSI and RNAV glidepath not coincident. (VGSI Angle 3.00/TCH 71).				
*LNAV only.						
CATEGORY	A	B	C	D	E	
LPV DA	225/40		200 (200-¾)			
LNAV/VNAV DA	374/45		349 (400-⅞)			
LNAV MDA	480/40	455 (500-¾)	480/50		455 (500-1)	
CIRCLING	560-1	535 (600-1)	740-2 715 (800-2)	740-2¼ 715 (800-2¼)	740-2½ 715 (800-2½)	

