


WAAS CH <b>93819</b> <b>W18A</b>	APP CRS <b>177°</b>	Rwy Idg <b>9503</b> TDZE <b>23</b> Apt Elev <b>25</b>
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**RNAV (GPS) RWY 18**  
MYRTLE BEACH INTL (MYR)

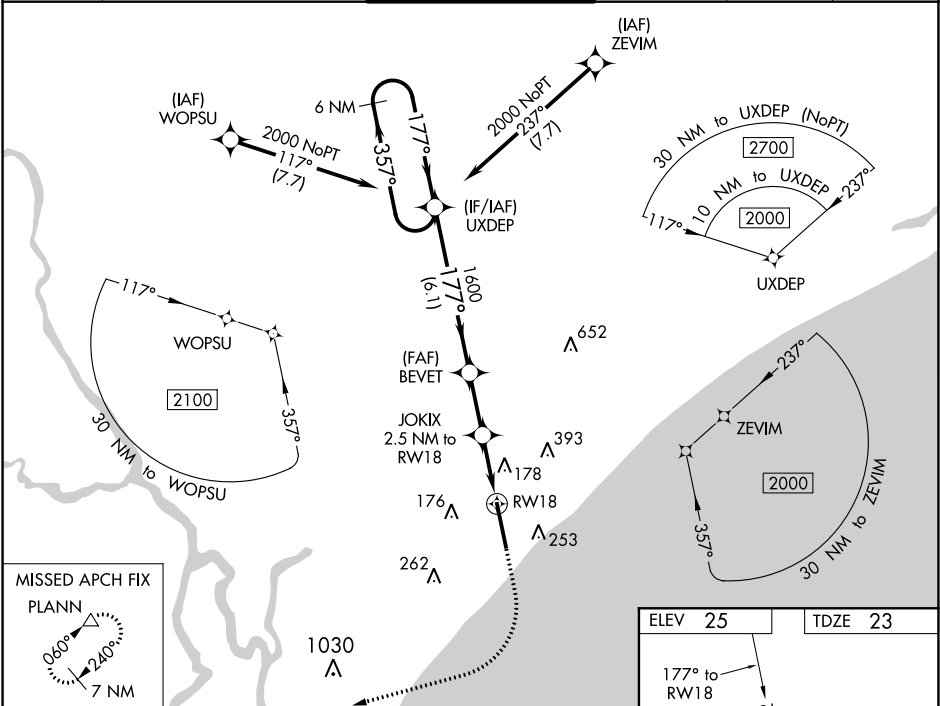
**▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop ALS, increase LPV Cat E visibility to RVR 4000, increase LNAV/VNAV Cat E visibility to 1½ SM and increase LNAV Cats C/D/E visibility to RVR 6000.  
**\*\* RVR 1800 authorized with use of FD or AP or HUD to DA.**

**MALSR**



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

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 (CTAF) 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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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 64).					
6 NM Holding Pattern					
2000 ← 357° → 177° → 177°					
GP 3.00° TCH 52					
6.1 NM → 2.3 NM → 1.3 NM → 1.2 NM					
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)	740-2 715 (800-2)	740-2¼ 715 (800-2¼)	740-2½ 715 (800-2½)

