

LOC I-BSQ <u>111.9</u>	APP CRS 357°	Rwy Idg 9503 TDZE 25 Apt Elev 25
----------------------------------	------------------------	---

ILS or LOC RWY 36

MYRTLE BEACH INTL (MYR)

RADAR required.

T For inop ALS increase S-LOC 36 Cats D/E visibility to RVR 5000.

MALSF

MISSED APPROACH: Climb to 3000 on heading 357° expect RADAR vectors to KOOKE INT/FAY 62.9 DME 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
------------------------	---	--	-------------------------------	--------------------------	-------------------------

MISSED
APCH FIX

MYRTLE BEACH APP CON ★
(171° - 321°) **127.4 257.95**
(322° - 170°) **119.2 350.3**

MYRTLE BEACH TOWER★
128.45 (CTAF) 0259.3

GND CON
120.3 275.8

CLNC DE
120.3UNICOM
122 95

LOCALIZER 111.9
|BSQ $\ddot{\vdots} \cdots$

W-177A

ELEV 25		TDZE 25
---------	--	---------

Diagram illustrating the FAF to MAP 4.8 NM for HIRL Rwy 18-36. The diagram shows a flight path starting from a 357° heading, passing through a 36 knot speed restriction, and ending at a 90 knot speed restriction. Key features include a 125 knot speed restriction, a 124 knot speed restriction, a 125 knot speed restriction, and a 125 knot speed restriction.

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

3000

hdg

357

KOOKE	
$\triangle$	

VGSI and ILS glidepath not coincident
(VGSI Angle 3.00/TCH 71).

PORKE
RADAR

CHACA
RADAR

	1.6 NM		3.2 NM		6 NM			
CATEGORY	A		B		C		D	E
S-ILS 36	225/40 200 (200-¾)							
S-LOC 36	360/40 335 (400-¾)							
C CIRCLING	560-1	535 (600-1)	700-2 675 (700-2)	700-2¼ 675 (700-2¼)	700-2½ 675 (700-2½)			

MYRTLE BEACH, SOUTH CAROLINA

Amdt 5 03NOV22

33°41'N-78°56'W

MYRTLE BEACH INTL (MYR)

ILS or LOC RWY 36

SE-2, 23 JAN 2025 to 20 FEB 2025

SE-2. 23 JAN 2025 to 20 FEB 2025