

WAAS CH 93719 W36A	APP CRS 354°	Rwy Idg THRE Apt Elev	9503 21 25
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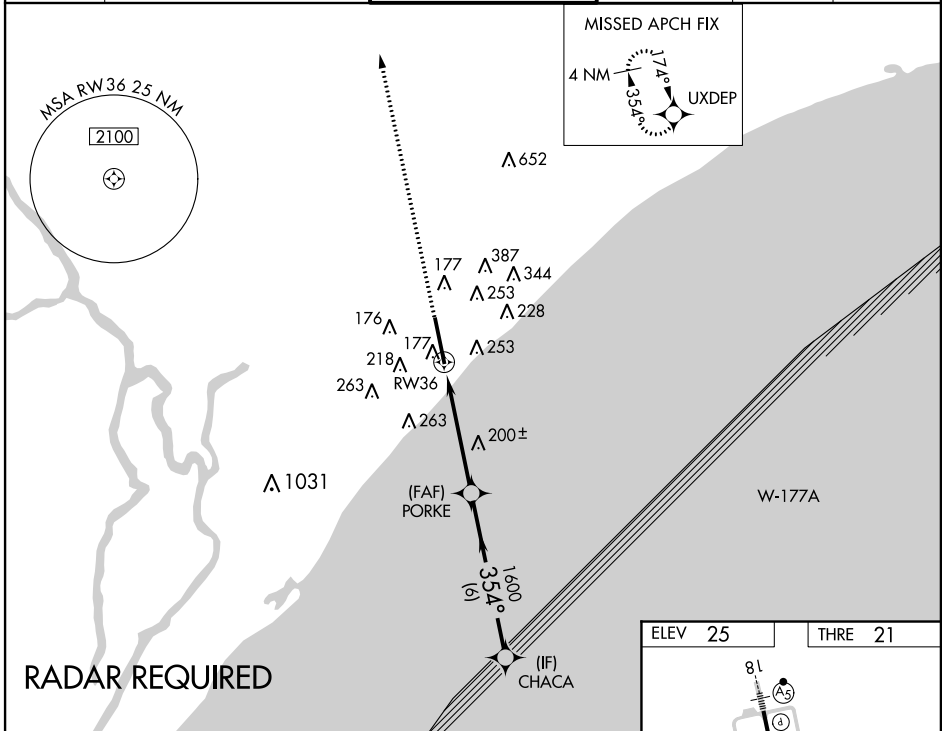
AL-280 (FAA)

RNAV (GPS) RWY 36

MYRTLE BEACH INTL (MYR)

<p>▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. For operative MALSF, increase LPV all Cats visibility to RVR 4000, LNAV/VNAV Cat D visibility to 1$\frac{1}{8}$, and LNAV Cat D visibility to 1$\frac{1}{4}$.</p>	<p>MALSF</p>	<p>MISSED APPROACH: Climb to 2000 direct UXDEP and hold.</p>
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<p>ATIS 123.925</p>	<p>MYRTLE BEACH APP CON ★ (171°-321°) 127.4 257.95 (322°-170°) 119.2 350.3</p>	<p>MYRTLE BEACH TOWER ★ 128.45 (CTAF) 0 259.3</p>	<p>GND CON 120.3 275.8</p>	<p>CLNC DEL 132.175</p>	<p>UNICOM 122.95</p>
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SE-2, 07 FEB 2013 to 07 MAR 2013

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2000	UXDEP	VGSi and RNAV glidepath not coincident. (VGSi Angle 3.00/TCH 46).			
*LNAV only		<p>PORKE CHACA</p> <p>1600 354° 1600</p> <p>GS 3.00° TCH 52</p> <p>1.2 NM 3.6 NM 6 NM</p>			
CATEGORY	A	B	C	D	
LPV DA	221/26 200 (200- $\frac{5}{8}$)				
LNAV/VNAV DA	369/45 348 (400- $\frac{7}{8}$)				
LNAV MDA	460/40	439 (500- $\frac{3}{4}$)	460/50	439 (500-1)	
CIRCLING	560-1	535 (600-1)	560-1 $\frac{1}{2}$ 535 (600-1 $\frac{1}{2}$)	640-2 615 (700-2)	

