

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

ILS or LOC RWY 36
MYRTLE BEACH INTL (MYR)

RADAR required.	MALSF	MISSED APPROACH: Climb to 3000 on heading 357° expect RADAR vectors to KOOKE INT/FAY 62.9 DME and hold.
For inop ALS increase S-LOC 36 Cats D/E visibility to RVR 5000.		

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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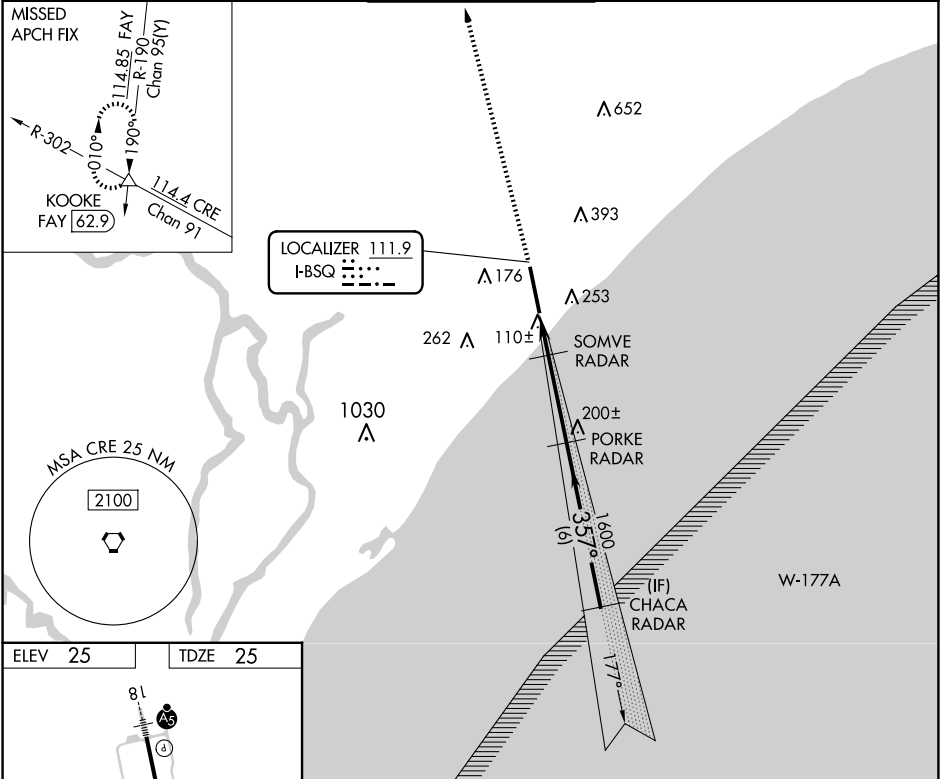


Diagram of the runway and taxiway layout. It shows a runway labeled 'HIRL Rwy 18-36' with a heading of 357°. A taxiway is labeled '9503 X 150'. A tower is labeled 'TWR 124'. A distance of 125 is marked. A distance of 36 is marked. A distance of 4.8 NM is marked 'FAF to MAP'. A distance of 357° is marked.

3000	↑	hdg 357°	KOOKE △	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).		PORKE RADAR	CHACA RADAR
Diagram of the approach path. It shows a heading of 357° and an altitude of 1600. Distances of 1.6 NM, 3.2 NM, and 6 NM are marked. A distance of 580 is marked. A distance of 1600 is marked. A distance of 357° is marked							

SE-2, 12 JUN 2025 to 10 JUL 2025

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