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General Information

Location: ANDREWS SC USA
ICAO/IATA: KPHH / ADR
Lat/Long: N33° 27.10', W079° 31.57'
Elevation: 26 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +5:00 = UTC
Magnetic Variation: 6.0° W
Sectional Chart: Charlotte

Fuel Types: 100 Octane (LL)
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1025 Z
Sunset: 0004 Z

Runway Information

Runway: 18
Length x Width: 3001 ft x 60 ft
Surface Type: asphalt
TDZ-Elev: 26 ft
Lighting: Edge

Runway: 36
Length x Width: 3001 ft x 60 ft
Surface Type: asphalt
TDZ-Elev: 26 ft
Lighting: Edge

Communication Information

AWOS: 123.925 Secondary
Myrtle Beach Approach: 127.400
Myrtle Beach Departure: 127.400
Jacksonville ACC: 134.375 Remote Communications Air-Ground
Swinnie MULTICOM: 122.900 CTAF

KPHH/ADR

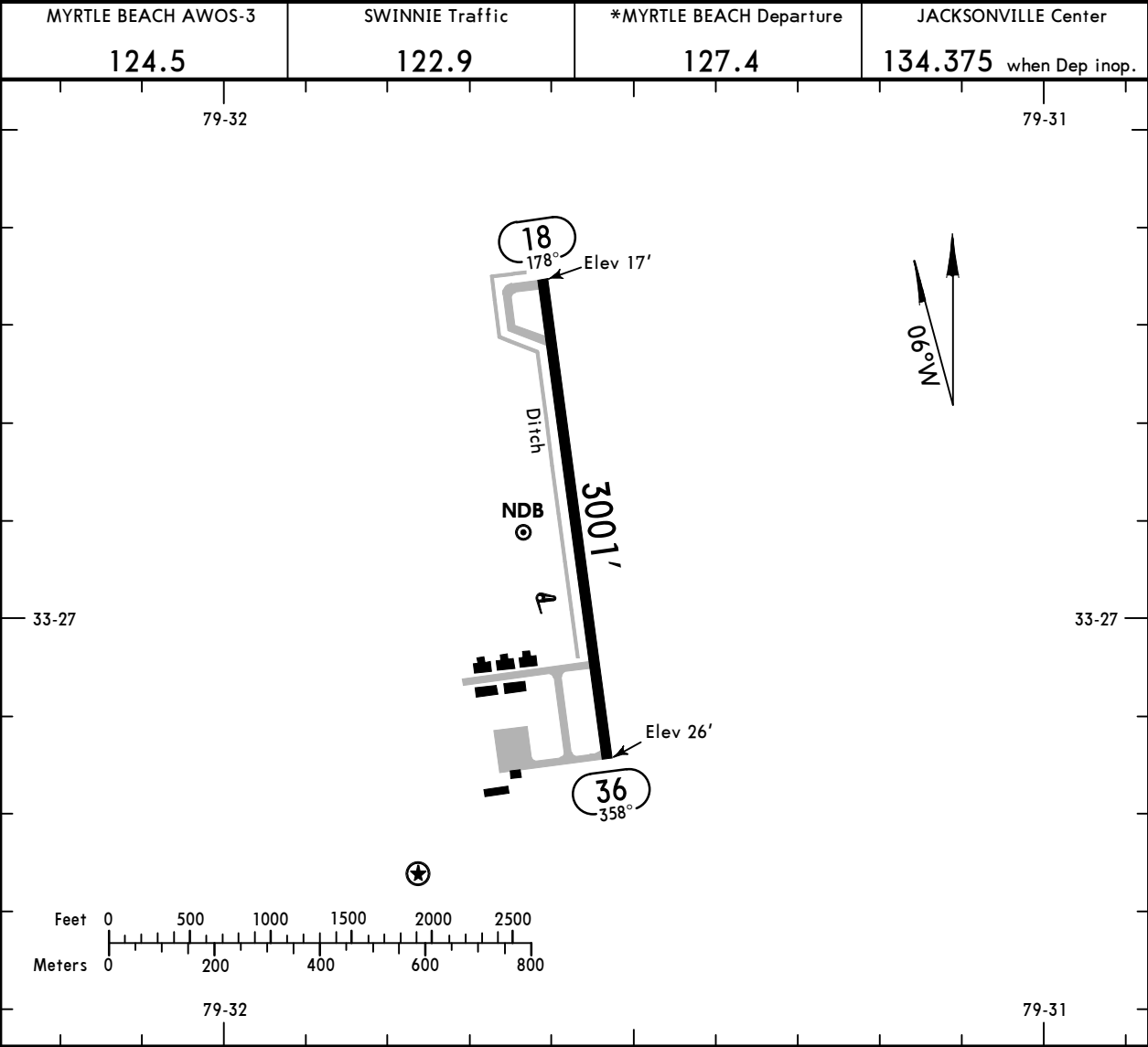
Apt Elev **26'**
N33 27.1 W079 31.6



3 SEP 21 **(10-9)**

ANDREWS, S CAR

SWINNIE



ADDITIONAL RUNWAY INFORMATION					
RWY			USABLE LENGTHS		WIDTH
			LANDING Threshold	BEYOND Glide Slope	
18	36	MIRL PAPI-L			60'

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE			FOR FILING AS ALTERNATE	
	Rwy 18	Rwy 36		
1 & 2 Eng	300-1	400-1	A	NA
3 & 4 Eng			B	
			C	
			D	

OBSTACLE DP: Rwys 18, 36: Climb runway heading to 500' before turning left.

KPHH/ADR
SWINNIE

JEPPESSEN

28 OCT 22

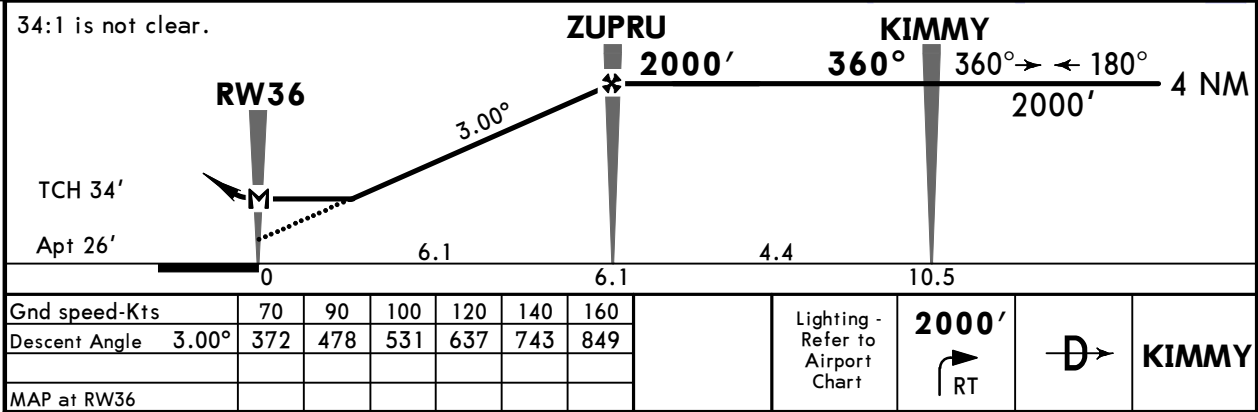
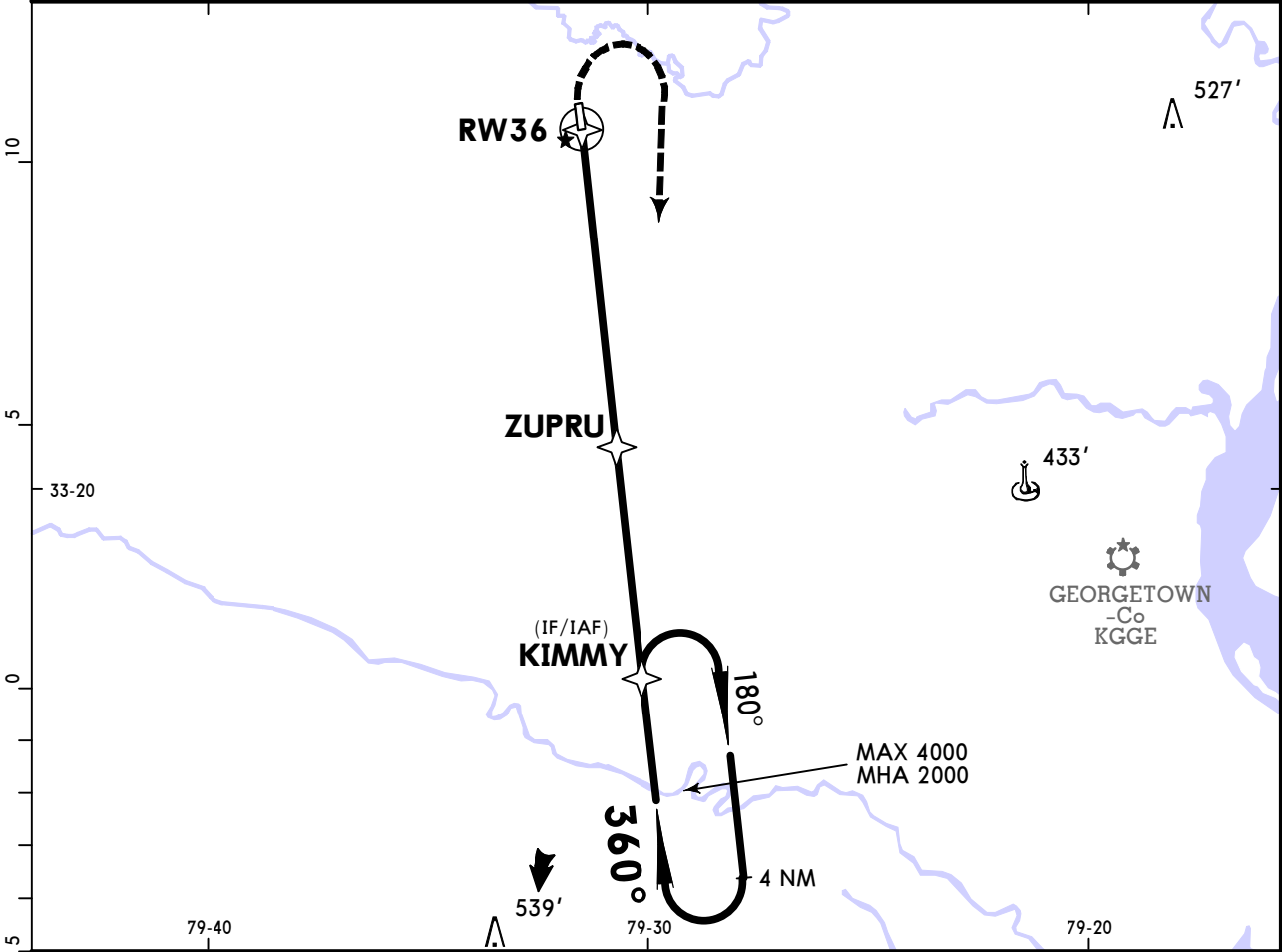
12-1

Eff 3 Nov

CAT A & B

ANDREWS, S CAR
RNAV (GPS)-A

*MYRTLE BEACH Approach		JACKSONVILLE Center		SWINNIE Traffic	
127.4		134.375 when App inop.		122.9	
RNAV	Final Apch Crs 360°	ZUPRU 2000' (1974')	MDA(H) Refer to Minimums	Apt Elev 26'	2300 MSA ARP
MISSED APCH: Climbing RIGHT turn to 2000' direct KIMMY and hold.					
RNP Apch-GPS	Alt Set: INCHES	Trans level: FL 180	Trans alt: 18000'		
1. Procedure not authorized at night. 2. Use Myrtle Beach altimeter setting (AWOS-3 123.925). 3. Rwy 18, 36 helicopter visibility reduction below 1 SM not authorized. 4. Final approach course offset 1.37°.					



CIRCLE-TO-LAND	
Max Kts	MDA(H)
90	560' (534') - 1
120	700' (674') - 1
C	NA
D	NA

CHANGES: New procedure.

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Chart changes since cycle 07-2026

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
ANDREWS, SC (SWINNIE - KPHH)				

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KPHH

Chart Change Notices for Country USA

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

Due to a change of the FAA's statute mile equivalent value for RVR, approach charts with a visibility of RVR 55 or 1 1/4 should be RVR 55 or 1.

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

MALSR & SSALR RAIL out Lighting Condition - U.S. FAA Locations The FAA has confirmed that for MALSR and SSALR approach light systems, the RAIL out, or partial system condition, is not applicable when determining landing visibilities. When any component of a MALSR or SSALR approach light system is inoperative, such as RAIL out, the landing visibilities should be determined as if the entire lighting system were inoperative (ALS out). Therefore, the RAIL out visibility column should be disregarded.

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

ILS Procedures RVR 1800 Statute Mile Equivalent-U.S. FAA Airports On a number of ILS approach procedures at U.S. FAA airports, the published landing visibility value of RVR 1800 depicts a Statute Mile equivalent value of 3/8 Statute Mile. According to FAA FAR and AIM publications, the Statute Mile equivalent for RVR 1800 should be 1/2 Statute Mile. Beginning with the revision dated 20 May 2016 affected U.S. ILS approach charts will be updated to depict the appropriate Statute Mile equivalent visibility of 1/2 Statute Mile.