

5/11/2021

FOR YOUR INFORMATION

2021-57/5-17

To: Airport Manager, Myrtle Beach Int'l Airport, (MYR), SC, FAA (AAS-1), 1798317
Jeppesen Sanderson Inc

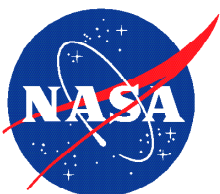
Info: FAA (Director of Air Traffic Operations ESA South, AJV-A, ATM MYR Tower, AAS
-300, AVP-1, AVP-200, ASO-600, AFS-280, AFS-200, AJI-144, Runway Safety Team),
A4A, AAAE, ALPA, AOPA, APA, ASAP, ATSAP, ATSG, CAPA, IATA, ICASS, IFALPA,
IPA, NATCA, NBAA, NTSB, RAA, SWAPA

From: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

Re: MYR Airport Taxiway Charting

We recently received an ASRS report describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at becky.l.hooey@nasa.gov.



Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189



ACN 1798317

DATE / TIME

Date of Occurrence	202104
Local Time Of Day	0601 to 1200

PLACE

Locale	MYR.Airport
State	SC
Altitude - AGL	0

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Tower	MYR
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

PERSON 1

Function - Flight Crew	First Officer
ASRS Report Number	1798317

EVENTS

Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Detector - Person	Air Traffic Control
Detector - Person	Flight Crew
Result - Flight Crew	Requested ATC Assistance / Clarification
Result - Air Traffic Control	Provided Assistance

NARRATIVE 1

After landing in Myrtle Beach on Runway 36 we were asked to exit left on B5, turn left on B, left on B3, short of 36. We were then cleared to cross 36 and taxi to the ramp via A4. However the A4 on the airport does not match our charts. Our charts list A4 as taxiway Z. We stopped the aircraft and inquired with Tower, who said that proceeding straight would put us on A4 and that our charts are incorrect. The chart should be updated to reflect the changes on the ground as soon as possible. [Caused by] incorrect taxi diagram almost lead to an incorrect turn on an active runway. Suggest chart needs to be updated to reflect actual taxiways at the airport.

SYNOPSIS

Air carrier First Officer reported MYR airport diagram indicates taxiway A4 as Z.