

LOC/DME I-CAE	APP CRS	Rwy Ldg	8601
110.3	112°	TDZE	236
Chan 40		Apt Elev	236

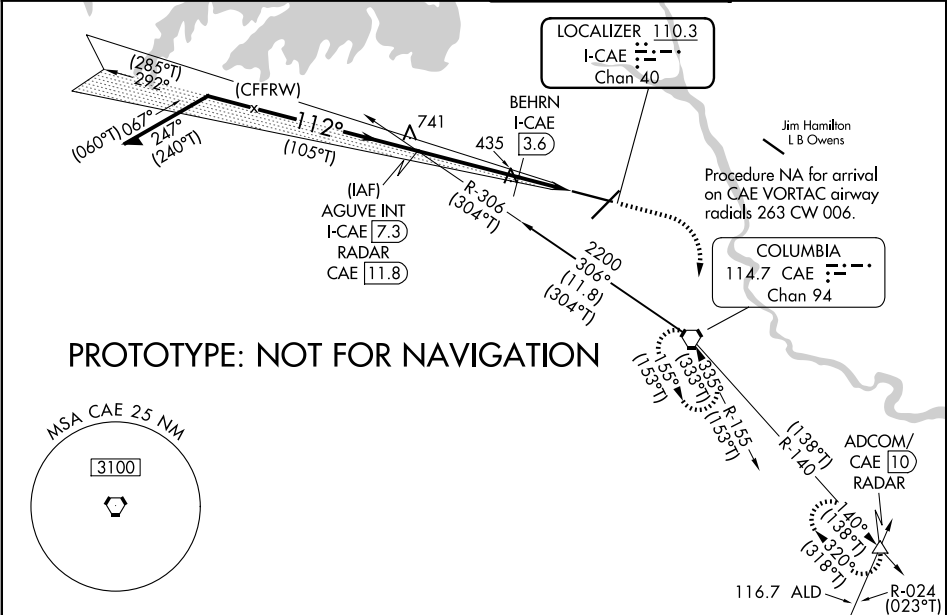
ILS or LOC RWY 11
COLUMBIA METRO (CAE)

⚠ For inop ALS, increase S-ILS 11 Cat E visibility to RVR 4000, S-LOC 11 Cats C/D/E visibility to 1½ SM, and BEHRN Minimums S-LOC 11 Cats C/D/E visibility to 1¾ SM.

ALS F-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 2300 direct CAE VORTAC and hold, continue climb-in-hold to 2300. (TACAN aircraft continue on CAE VORTAC R-140 to ADCOM INT/CAE VORTAC 10 DME and hold NW, right turn, 140° inbound).

ATIS	COLUMBIA APP CON	COLUMBIA TOWER	GND CON
120.15	124.15 338.2 (110°-289°) 133.4 285.6 (290°-109°)	119.5 257.8	121.9 348.6



PROTOTYPE: NOT FOR NAVIGATION

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

AGUVE INT I-CAE 7.3 RADAR

Remain within 15 NM

2200 112° (105°T) 2100 900

GS 3.00° TCH 59

Use I-CAE DME when on the localizer course.

1100 2300 CAE

CATEGORY	A	B	C	D	E
S-ILS 11	436/18 200 (200-½)				
S-LOC 11	900/24 664 (700-½)	900-1½ 664 (700-½)			
CIRCLING	900-1 664 (700-1)	1040-2¼ 804 (900-2¼)	1040-2½ 804 (900-2½)	1040-2¾ 804 (900-2¾)	
BEHRN MINIMUMS (DME REQUIRED)					
S-LOC 11	700/24 464 (500-½)	700/50 464 (500-1)			
CIRCLING	740-1 504 (600-1)	860-1 624 (700-1)	1040-2¼ 804 (900-2¼)	1040-2½ 804 (900-2½)	1040-2¾ 804 (900-2¾)

REIL Rwy 23

TDZL/RCLS Rwy 11

HIRL Rwy 5-23 and 11-29

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

TWR

112°

0.5% UP

0.8% DOWN

8601 X 150

8601 X 150

29

AS

AS