

FEDERAL AVIATION ADMINISTRATION FLIGHT STANDARDS SERVICE ILS STANDARD INSTRUMENT APPROACH PROCEDURE TITLE 14 CFR PART 97.29

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>ORIGINAL/AMENDMENT</u>	<u>CITY</u>	<u>STATE</u>		
CAE	ILS OR LOC RWY 5	3	COLUMBIA	SC		
<u>AIRPORT ELEVATION</u>	<u>TDZE</u>	<u>SUPERSEDED</u>	<u>ORIGINAL/AMENDMENT</u>	<u>DATED</u>	<u>MAG VAR</u>	<u>EPOCH YEAR</u>
236	228	ILS OR LOC RWY 5	2	03/24/2022	7W	2020
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>	<u>CANCEL/SUSPEND</u>		
I-GJC			ROUTINE			

TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
EDURE INT/RADAR	IF	OTNOW INT/RADAR					051.65 (I-GJC)	6.20	2200

MISSED APPROACH

MAP:

ILS: DA
LOC: 6.01 NM AFTER OTNOW INT/RADAR

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1500 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 10.00 DME AND HOLD NW RT, 140.20 INBOUND).

ALTERNATE MISSED APPROACH INSTRUCTIONS (DO NOT CHART):

CLIMB TO 2500 THEN RIGHT TURN ON ASSIGNED HEADING FOR RADAR VECTORS TO ADCOM/RADAR (RADAR REQUIRED).

PROFILE:

1.	PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)		
2.	PROFILE STARTS AT EDURE INT/RADAR							
3.	FAC:	051.65	FAF:	OTNOW INT/RADAR	DIST FAF TO MAP:	6.01	DIST FAF TO THLD:	6.01
4.	MIN ALT: EDURE INT/RADAR 2200, OTNOW INT/RADAR 2200, IKUPY INT 960							
5.	DIST TO THLD FROM OM:		MM:	IM:	150 HAT:	GS ANT:	1337	
6.	MIN GS INCPT: 2200		GS ALT AT PFAF: OTNOW INT/RADAR 2200			OM:		IM:
7.	GS ANGLE:	3.00	34:1:	20:1:	TCH:	59.5		
8.	MSA FROM: CAE VORTAC 3100							

QUALITY
10
CHECKED

EQUIPMENT REQUIREMENTS NOTES:

RADAR REQUIRED FOR PROCEDURE ENTRY.

NOTES:

CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART NOTE: ** RVR 1800 AUTHORIZED WITH USE OF FD OR AP OR HUD TO DA.
CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-ILS 05 CAT E VISIBILITY TO RVR 4000, INCREASE S-LOC 05 CATS C/D/E VISIBILITY TO 2 SM AND INCREASE IKUPY MINIMUMS S-LOC 05 CATS C/D/E VISIBILITY TO RVR 5500.
CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO S-ILS 05 CATS A/B/C/D, S-LOC 05 CATS A/B AND IKUPY MINIMUMS S-LOC 05 CATS A/B.
CHART IN PLANVIEW: ADCOM INT/CAE VORTAC 10.00 DME/RADAR.

ADDITIONAL FLIGHT DATA:

CHART KCUB IN PLANVIEW
HOLD SE, LT, 335.00 INBOUND.
CHART FAS OBST: 327 TREE (45-038458) 335519N/0810805W.
CHART 769 TOWER (45-001934) 335123N/0811211W.
CHART CIRCLING ICON.

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☐ ILS: STANDARD; LOC: STANDARD - CAT C 900-2 1/4, CAT D 900-2 1/2, CAT E 900-2 3/4

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
S-ILS 05**	428	2400	200	428	2400	200	428	2400	200	428	2400	200	428	2400	200
S-LOC 05	960	2400	732	960	2400	732	960	1 5/8	732	960	1 5/8	732	960	1 5/8	732
CIRCLING	960	1	724	960	1	724	1040	2 1/4	804	1040	2 1/2	804	1040	2 3/4	804
IKUPY FIX MINIMUMS (DUAL VOR RECEIVER REQUIRED)															
S-LOC 05	580	2400	352	580	2400	352	580	3000	352	580	3000	352	580	3000	352
CIRCLING	740	1	504	860	1	624	1040	2 1/4	804	1040	2 1/2	804	1040	2 3/4	804



CHANGES - REASONS

1. TERMINAL ROUTES: REMOVED CAE VORTAC FEEDER FROM PROCEDURE - PER IFP/ATC CHECKLIST REQUEST.
2. TERMINAL ROUTES: ADDED EDURE INT/RADAR IF TO PROCEDURE - PER IFP/ATC CHECKLIST REQUEST.
3. TERMINAL ROUTES: CHANGED FAF FROM "LEZJE OM/INT" TO "OTNOW INT/RADAR" - LEZJE OM DECOMMISSIONING, REPLACED BY OTNOW PER PER IFP/ATC CHECKLIST REQUEST.
4. TERMINAL ROUTES: CHANGED LOC MAP FROM "LOC: 6.03 NM AFTER LEZJE OM/INT" TO "LOC: 6.01 NM AFTER OTNOW INT/RADAR" - LEZJE OM DECOMMISSIONING, REPLACED BY OTNOW PER PER IFP/ATC CHECKLIST REQUEST.
5. PROFILE LINE 1: REMOVED PT FROM PROCEDURE - PER IFP/ATC CHECKLIST REQUEST.
6. PROFILE LINE 2: ADDED "PROFILE STARTS AT EDURE INT/RADAR" - PER IFP/ATC CHECKLIST REQUEST.
7. PROFILE LINE 3: CHANGED FAF FROM "LEZJE OM/INT" TO "OTNOW INT/RADAR" - LEZJE OM DECOMMISSIONING, REPLACED BY OTNOW PER PER IFP/ATC CHECKLIST REQUEST.
8. PROFILE LINE 3: CHANGED DIST FAF TO MAP AND DIST FAF TO THLD FROM 6.03 TO 6.01 - FAF REPLACED AND RELOCATED BASED ON GPA/TCH.
9. PROFILE LINE 4: CHANGED MIN ALT FROM "LEZJE OM/INT 2300, IKUPY INT 960" TO "EDURE INT/RADAR 2200, OTNOW INT/RADAR 2200, IKUPY INT 960" - ADDED IF AND REPLACED FAF DUE TO DECOMMISSIONING.
10. PROFILE LINE 5: REMOVED DIST TO THLD FROM OM 6.03 VALUE - LEZJE OM DECOMMISSIONING.
11. PROFILE LINE 6: CHANGED MIN GS INTCPT FROM 2300 TO 2200 - PER IFP/ATC CHECKLIST REQUEST.
12. PROFILE LINE 6: ADDED GS ALT AT PFAF "OTNOW INT/RADAR 2200 - PER 8260.19J, PARA 8-6-7F(4).
13. PROFILE LINE 6: REMOVED "OM: 2207" - LEZJE OM DECOMMISSIONING.
14. EQUIPMENT REQUIREMENTS NOTES: ADDED "RADAR REQUIRED FOR PROCEDURE ENTRY" - INTERMEDIATE FIX DEFINED AS INT/RADAR, PER IFP/ATC CHECKLIST REQUEST.
15. REMOVED "CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON CAE VORTAC AIRWAY RADIALS 263 CW 331" - CAE VORTAC FEEDER REMOVED FROM PROCEDURE PER IFP/ATC CHECKLIST REQUEST.
16. REMOVED "CHART IN PLANVIEW ABEAM LEZJE OM/INT: CAE VORTAC 7.74 DME" - LEZJE OM DECOMMISSIONING.
17. CHANGED CHART NOTE FROM "FOR INOPERATIVE ALS, INCREASE S-ILS 5 CAT E VISIBILITY TO RVR 4000, S-LOC 5 CATS C/D/E VISIBILITY TO 2 SM, AND IKUPY MINIMUMS S-LOC 5 CATS C/D/E VISIBILITY TO RVR 5500" TO "FOR INOPERATIVE ALS, INCREASE S-ILS 05 CAT E VISIBILITY TO RVR 4000, INCREASE S-LOC 05 CATS C/D/E VISIBILITY TO 2 SM AND INCREASE IKUPY MINIMUMS S-LOC 05 CATS C/D/E VISIBILITY TO RVR 5500" - PER CURRENT 8260.19J STANDARDS DOCUMENTATION.
18. ADDED "CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO S-ILS 05 CATS A/B/C/D, S-LOC 05 CATS A/B AND IKUPY MINIMUMS S-LOC 05 CATS A/B" - PER CURRENT 8260.19J STANDARDS DOCUMENTATION.
19. ADDITIONAL FLIGHT DATA: REMOVED "CHART: (CFDXR) AT 334707.93N-0811734.85WREMOVED" - NO LONGER REQUIRED.
20. ADDITIONAL FLIGHT DATA: ADDED ID TO 7:1 OBSTACLE "(45-001934)" - PER CURRENT 8260.19J STANDARDS DOCUMENTATION.

COORDINATED WITH:

A4A

☒

ALPA

☒

AOPA

☒

APA

☒

HAI

☐

NBAA

☒

OTHER: ZJX, CAE APP CON, CAE ATCT AMGR

FLIGHT CHECKED BY

ROBERT E WILLIAMS

Digitally signed by

CASIMIR L TABAKA

Feb 10, 2025

OFFICE

AJF

DATE

02/08/2025

DEVELOPED BY

CASIMIR L. TABAKA (SILVIA YOUNG)

Digitally signed by

CASIMIR L TABAKA

Feb 10, 2025

OFFICE

AJV-A432

DATE

08/01/2024

APPROVED BY

CASIMIR L. TABAKA

Digitally signed by

CASIMIR L TABAKA

Feb 10, 2025

OFFICE

AJV-A432

DATE

TITLE

MANAGER



**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD**

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
CAE	ILS OR LOC RWY 5	3	COLUMBIA	SC	236	I-GJC

PART A: OBSTRUCTION DATA SEGMENTS

INTERMEDIATE

FROM EDURE INT/RADAR **TO** OTNOW INT/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>			<u>HMAS</u>		
	6.20										
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (45-021318)	335033.12N/0811732.90W	803	20	3	1A	500				AT897	2200
TERRAIN	335039.00N/0811648.00W	574 (600)								AS1500	2100

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: ILS

FROM OTNOW INT/RADAR **TO** RW05

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	6.01		DA				200				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				428

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

QUALITY
10
CHECKED

FINAL: LOC

FROM

OTNOW INT/RADAR

TO

IKUPY INT

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
	3.89					732					
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	335154.00N/0811236.00W	693	215	8	4B	250				XL1	960

COMPUTATIONS

ALTCIASKTASHAAVKTWTRBADTACOURSE CHANGEDVEBVEB OCSRF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LOC STEPDOWN

FROM

IKUPY INT

TO

6.01 NM AFTER OTNOW INT/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>				
	2.11		6.01 NM AFTER OTNOW INT/RADAR			352					
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TREE (45-038458)	335519.42N/0810804.69W	327	20	3	1A	250					580

COMPUTATIONS

ALTCIASKTASHAAVKTWTRBADTACOURSE CHANGEDVEBVEB OCSRF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH: ILS

FROM

DA

TO

CAE VORTAC

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u> 257				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				2300
TOWER (45-000076)	340239.02N/0805951.05W	930	20	20	1C	1000					2000
TERRAIN	335233.00N/0810512.00W	459 (500)								AS1500	2000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH: LOC

FROM

TO

CAE VORTAC

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
								709			
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				2300
TOWER (45-000076)	340239.02N/0805951.05W	930	20	20	1C	1000					2000
TERRAIN	335233.00N/0810512.00W	459 (500)								AS1500	2000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSSED APPROACH: LOC

FROM

6.01 NM AFTER OTNOW INT/RADAR

TO

CAE VORTAC

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u> 330				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				2300
TOWER (45-000076)	340239.02N/0805951.05W	930	20	20	1C	1000					2000
TERRAIN	335233.00N/0810512.00W	459 (500)								AS1500	2000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

TACAN AIRCRAFT: ILS

FROM

DA

TO

ADCOM/10.00 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u> 257				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				2300
TOWER (45-000656)	334652.55N/0805512.61W	1065	20	3	1A	1000					2100
TERRAIN	334906.00N/0810642.00W	524 (500)								AS1500	2000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



TACAN AIRCRAFT: LOC

FROM

TO

ADCOM/10.00 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 709			
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				2300
TOWER (45-000656)	334652.55N/0805512.61W	1065	20	3	1A	1000					2100
TERRAIN	334906.00N/0810642.00W	524 (500)								AS1500	2000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

TACAN AIRCRAFT: LOC

FROM

6.01 NM AFTER OTNOW INT/RADAR

TO

ADCOM/10.00 DME/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u> 330			
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				2300
TOWER (45-000656)	334652.55N/0805512.61W	1065	20	3	1A	1000					2100
TERRAIN	334906.00N/0810642.00W	524 (500)								AS1500	2000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH ALTERNATE: ILS

FROM

DA

TO

ADCOM/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
								257			
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				2500
TOWER (45-000105)	340324.00N/0805849.00W	997	100	20	3C	1000					2000
TERRAIN	340321.00N/0805851.00W	413 (400)								AS1500	1900

COMPUTATIONS

ALTKIASKTASHAAVKTWTRBADTACOURSE CHANGEDVEBVEB OCSRF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH ALTERNATE: LOC

FROM

TO

ADCOM/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
								709			
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				2500
TOWER (45-000105)	340324.00N/0805849.00W	997	100	20	3C	1000					2000
TERRAIN	340321.00N/0805851.00W	413 (400)								AS1500	1900

COMPUTATIONS

ALTKIASKTASHAAVKTWTRBADTACOURSE CHANGEDVEBVEB OCSRF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSSED APPROACH ALTERNATE: LOC

FROM

6.01 NM AFTER OTNOW INT/RADAR

TO

ADCOM/RADAR

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
								330			
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				2500
TOWER (45-000105)	340324.00N/0805849.00W	997	100	20	3C	1000					2000
TERRAIN	340321.00N/0805851.00W	413 (400)								AS1500	1900

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

CIRCLING

☒ ALL CATS

☒ CAT A

☒ CAT B

☒ CAT C

☒ CAT D

☒ CAT E

☐ NOT AUTHORIZED

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>RADIUS</u>	<u>HAA</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
CATEGORY A											
TREE (45-023444)	335741.76N/0810825.54W	1.30	724/504	429	50	20	2C	300		SI	960/740
CATEGORY B											
TOWER (45-001935)	335418.80N/0810609.11W	1.81	724/624	545	50	20	2C	300		SI	960/860
CATEGORY C											
TOWER (45-000971)	335917.00N/0810644.00W	2.85	804/804	679	500	50	5D	300		AC50	1040/1040
CATEGORY D											
TOWER (45-000971)	335917.00N/0810644.00W	3.72	804/804	679	500	50	5D	300		AC50	1040/1040
CATEGORY E											
TOWER (45-000584)	335228.00N/0811105.00W	4.65	804/804	681	50	20	2C	300			1040/1040

CIRCLING REMARKS:



MSA

CENTER

CAE VORTAC

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (45-000654)	340550.00N/0804550.00W	047	20.4	2048	500	50	5D	1000			3100

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

CAE APP CON, CAE TOWER, ZJX ARTCC

<u>WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>
ASOS	CAE	24	CAE	0	Y	0
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>SERVICE-A</u>	<u>ADJUSTMENTS</u>

WX REMARKS:

BACK-UP ALTIMETER SOURCE NOT APPLIED DUE TO REDUNDANT SOURCES AT KCAE

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
I-GJC	CAE ATCT	24	1

<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
01H		
RW05 - MALSR, HIRL, PAPI-4R	PIR-G	APPROACH
RW11 - ALSF-2, C/LINE, HIRL, TDZ, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW23 - HIRL, REIL, PAPI-4L	PIR-G	APPROACH
RW29 - MALSR, C/LINE, HIRL, PAPI-4L	PIR-G	APPROACH, MIDPOINT, ROLL OUT

<u>GLIDESLOPE ANGLE</u>	<u>ELEV RWY THRESHOLD</u>	<u>TCH</u>	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u>	<u>TCH</u>
3.00	227.5	59.5	210.1	1337	3.00	73.0

FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	☒	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	☒	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
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CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS



HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

VDP NOT ESTABLISHED - FINAL FACILITY DOES NOT HAVE DME.

TREES ASSUMED TO BE 100 FT AGL.

ALTERNATE MISSED UTILIZING RADAR VECTORS TO ADCOM COORDINATED WITH ATC. GUIDANCE PROVIDES FUEL PLANNING INFORMATION. NO HOLDING WILL BE CONDUCTED AT ADCOM. DEVELOPED DUE TO LACK OF NAVAIDS AND VICINTY OF OTHER AIRPORTS.

GPS IS NOT A SUITABLE SUBSTITUTE AS MILITARY AIRCRAFT UTILIZING PROCEDURE ARE NOT GPS AUTHORIZED.

PROCEDURE IS ON THE VOR MON LIST AND MUST MEET BASIC MON SERVICABILITY REQUIREMENTS. THE BASIC PROCEDURE SUPPORTS CATS A-D IN ALL PHASES. CAT E ADDED TO SUPPORT TACAN AIRCRAFT AND ALTERNATE MISSED ADDED TO SUPPORT PROCEDURE WHEN CAE VORTAC IS OTS.
ORDER 8260.3 CHAPTER 2 APPLIED TO 769 TOWER (45-001934) 335123.00N/0811211.00W.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.

PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	THLD	TO 1000FT POINT	3.81
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	1.04
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	044.65
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	500
DISTANCE FROM	THLD	TO 1500FT POINT	5.61
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	1.43
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	044.65
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	500

THRESHOLD COORDINATES (IF STR-IN) 335542.69N/0810726.28W

ARP COORDINATES 335619.82N/0810710.33W

RUNWAY APCH END AND DIST FURTHEST FROM ARP RUNWAY 11 DISTANCE 0.96 NM

FAF COORDINATES 335125.71N/0811230.44W

FIX NAME COORDINATES

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED.

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
CASIMIR L. TABAKA (SILVIA YOUNG)	AJV-A432	08/01/2024	AERONAUTICAL INFORMATION SPECIALIST



AIRPORT ID
CAE

PROCEDURE NAME
ILS OR LOC RWY 5

AMDT NO.
3

CITY
COLUMBIA

STATE
SC

AIRPORT ELEVATION
236

FACILITY
I-GJC

