

**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> KCAE	<u>PROCEDURE NAME</u> ILS OR LOC RWY 5	<u>ORIGINAL/AMENDMENT</u> 2	<u>CITY</u> COLUMBIA	<u>STATE</u> SC		
<u>AIRPORT ELEVATION</u> 236	<u>TDZE</u> 228	<u>SUPERSEDED</u> ILS OR LOC RWY 5	<u>ORIGINAL/AMENDMENT</u> 1F	<u>DATED</u> 12/30/2021	<u>MAG VAR</u> 7W	<u>EPOCH YEAR</u> 2020
<u>FACILITY</u> I-GJC	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u> 24 MARCH 2022	<u>REQUIRED EFFECTIVE DATE</u> 03/24/2022	<u>CANCEL/SUSPEND</u>		

**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>
CAE VORTAC		LEZJE OM/INT					271.88	7.74	2300

**MISSED APPROACH**

**MAP:**

ILS: DA  
LOC: 6.03 NM AFTER LEZJE OM/INT

**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	R	SIDE OF COURSE	231.65	OUTBOUND	2300	FT WITHIN	15	MILES OF	LEZJE OM/INT (IAF)
2.									
3. FAC:	051.65	FAF: LEZJE OM/INT			DIST FAF TO MAP: 6.03			DIST FAF TO THLD: 6.03	
4. MIN ALT:	LEZJE OM/INT 2300, IKUPY INT 960								
5. DIST TO THLD FROM OM:	6.03	MM:	IM:	150 HAT:	GS ANT: 1337				
6. MIN GS INCPT:	2300	GS ALT AT PFAF :				OM: 2207			MM:
7. GP ANGLE:	3.00	34:1:	20:1:	TCH:	59.5				
8. MSA FROM:	CAE VORTAC 3100								

**EQUIPMENT REQUIREMENTS NOTES:**

QUALITY  
25  
CHECKED

**NOTES:**

CHART NOTE: \*\* RVR 1800 AUTHORIZED WITH USE OF FD OR AP OR HUD TO DA.

CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON CAE VORTAC AIRWAY RADIALS 263 CW 331.

CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).

CHART NOTE: 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.

CHART IN PLANVIEW: ADCOM INT/CAE VORTAC 10.00 DME/RADAR.

CHART IN PLANVIEW ABEAM LEZJE OM/INT: CAE VORTAC 7.74 DME.

**ADDITIONAL FLIGHT DATA:**

CHART: (CFDXR) AT 334707.93N-0811734.85W

CHART KCUB IN PLANVIEW

HOLD SE, LT, 335.00 INBOUND.

CHART FAS OBST: 327 TREE (45-038458) 335519N/0810805W.

CHART 769 TOWER 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

<b>CATEGORY:</b>	<b>A</b>			<b>B</b>			<b>C</b>			<b>D</b>			<b>E</b>		
<b>FINAL TYPE</b>	<b>DA/MDA</b>	<b>VIS</b>	<b>HAT/HAA</b>	<b>DA/MDA</b>	<b>VIS</b>	<b>HAT/HAA</b>	<b>DA/MDA</b>	<b>VIS</b>	<b>HAT/HAA</b>	<b>DA/MDA</b>	<b>VIS</b>	<b>HAT/HAA</b>	<b>DA/MDA</b>	<b>VIS</b>	<b>HAT/HAA</b>
S-ILS 5**	428	2400	200	428	2400	200	428	2400	200	428	2400	200	428	2400	200
S-LOC 5	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 RECEIVERS REQUIRED)															
S-LOC 5	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. ADDED CAT E MINIMUMS - FPT DIRECTED FOLLOWING DOD REQUEST FOR MINS.
2. ADDED CLIMB IN HOLD TO PRIMARY MISSED AT CAE - AIRCRAFT EVAL DOES NOT REACH 2300 PRIOR CROSSING CAE.
3. ADDED TACAN MISSED - PROVIDE MISSED SUPPORT TO USAF AIRCRAFT.
4. CHANGED ALTERNATE MISSED: HEADING REMOVED; ADDED RIGHT TURN ON ASSIGNED HEADING TO ADCOM - ALIGN WITH FINAL PROVIDING LOC COURSE BACKUP GUIDANCE; COORDINATED WITH ATC.
5. CHANGED PT DISTANCE FROM 10 TO 15 NM FROM LEZJE OM/INT - CORRESPOND WITH ADDING CAT E CAPABILITY.
6. LOWERED IKUPY MIN ALT FROM 1000 TO 960 - OBSTACLE DRIVEN ALTITUDE.
7. IKUPY INT CAE VORTAC RADIAL CHANGED FROM 302 TO 301 - IKUPY MOVED 692 FT SW TO BE PLACED ON GLIDEPATH.
8. GLIDEPATH ALTITUDE AT OM CHANGED FROM 2239 TO 2207 - TARGETS CALCULATION.
9. TCH CHANGED FROM 60 TO 59.5 (59.48) - DOCUMENTATION ROUNDING CHANGED TO MATCH I-GJC DATA.
10. CHARTED CIRCLING ICON - APPLIED NEW CIRCLING CRITERIA/RADII.
11. ALTERNATE MINIMUMS CHANGED FROM ILS: STANDARD; LOC: STANDARD - CAT C 800-2 1/4, CAT D 800-2 1/2 TO ILS: STANDARD; LOC: STANDARD - CAT C 900-2 1/4, CAT D 900-2 1/2, CAT E 900-2 3/4 - SUPPORT NEW CRITERIA TABLE AFTER CHANGING MINIMUMS.
12. S-LOC 5 MDA/HAT CHANGED FROM 1000/772 TO 960/732 - OBSTACLE EVAL.
13. CHANGED S-LOC 5 VISIBILITY: CAT B FROM 4000 TO 2400; CAT C FROM 1 3/4 TO 1 5/8; CAT D FROM 2 TO 1 5/8 - CORRESPOND WITH MDA CHANGE.
14. CHANGED CIRCLING MDA/HAA: CATS A/B FROM 1000/764 TO 960/724; CATS C/D FROM 1000/764 TO 1040/804 - OBSTACLE EVAL AFTER APPLYING NEW CIRCLING CRITERIA/RADII.
15. CHANGED IKUPY FIX MINIMUMS MDA/HAT FROM 700/472 TO 580/352 - OBSTACLE EVAL.
16. CHANGED IKUPY FIX MINIMUMS CATS C/D VISIBILITY FROM 4000/5000 TO 3000 - CORRESPOND WITH LOWERING MINIMUMS.
17. CHANGED IKUPY FIX MINIMUMS CIRCLING MDA/HAA: CAT A FROM 760/524 TO 740/504; CAT B FROM 760/524 TO 860/624; CAT C FROM 840/604 TO 1040/804; CAT D FROM 880/644 TO 1040/804 - OBSTACLE EVAL APPLYING NEW CIRCLING CRITERIA/RADII.
18. CHANGED IKUPY FIX MINIMUMS CATS/D VISIBILITY: CAT C FROM 1 3/4 TO 2 1/4; CAT D FROM 2 TO 2 1/2 - CORRESPOND WITH CHANGING MDA.
19. ADDED INOPERATIVE ALS NOTE - PILOT REFERENCE.
20. ADDED PROCEDURE ENTRY NA NOTE - TURNS FROM PUBLISHED AIRWAY RADIALS TO FEEDER COURSE EXCEED 120 DEGREES.
21. ADDED CAE VORTAC 7.74 DME CHARTING AT LEZJE OM/INT - PROVIDE DME SOURCE TO VALIDATE LOC COURSE.
22. ADDED PROCEDURE ENTRY NA NOTE - TURNS FROM PUBLISHED AIRWAY RADIALS TO FEEDER COURSE EXCEED 120 DEGREES.
23. PROCEDURE INCORPORATES CHANGES MADE BY P-NOTAM - INCLUDE CHANGES FROM AMDT 1E.

**COORDINATED WITH:**

**A4A** ☒ **ALPA** ☒ **AOPA** ☒ **APA** ☒ **HAI** ☐ **NBAA** ☒ **OTHER:** ZJX, CAE APP CON, CAE ATCT AMGR

**FLIGHT CHECKED BY**

PENDING

*Digitally signed by***DONALD H LANIER**

Dec 27, 2021

**OFFICE**

FICO

**DATE****DEVELOPED BY**

KELLY DEAN

*Digitally signed by***KELLY D DEAN**

Dec 09, 2021

**OFFICE**

AJV-A431

**DATE**

10/19/2021

**APPROVED BY**

LONNIE EVERHART

*Digitally signed by***DONALD H LANIER**

Dec 27, 2021

**OFFICE**

AJV-A430

**DATE****TITLE**  
MANAGER