

LOC I-GJC <b>108.95</b>	APP CRS <b>052°</b>	Rwy Idg TDZE Apt Elev	<b>7001</b> <b>228</b> <b>236</b>
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# ILS or LOC RWY 5

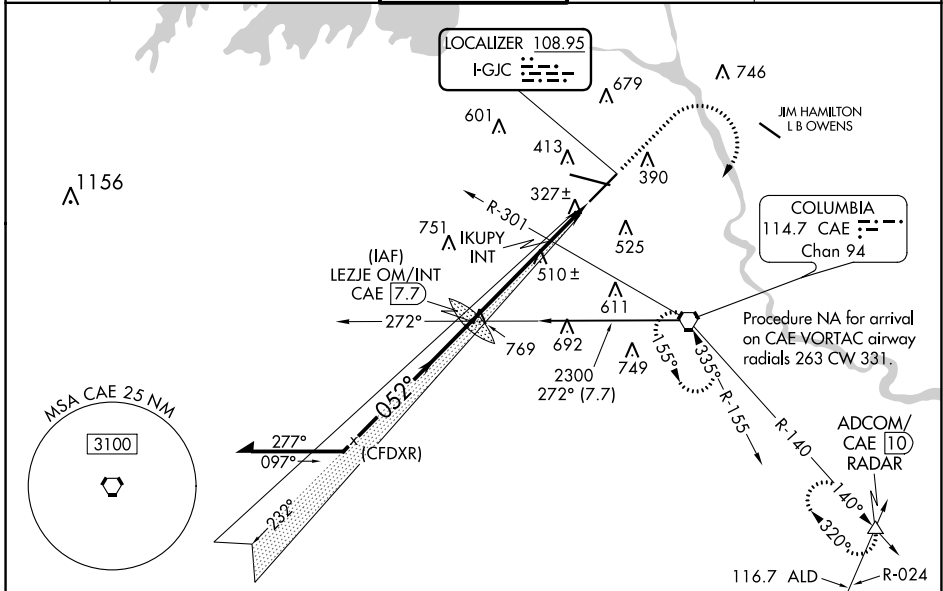
COLUMBIA METRO (CAE)

**⚠** For inop 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.  
\*RVR 1800 authorized with use of FD or AP or HUD to DA.

**MALSR**  
AS

**MISSED APPROACH:** 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 DME and hold NW, right turn, 140° inbound).

ATIS <b>120.15</b>	COLUMBIA APP CON <b>133.4 285.6</b> (290°-109°) <b>124.15 338.2</b> (110°-289°)	COLUMBIA TOWER <b>119.5 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>119.75</b>
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LEZJE OM/INT	ELEV 236	TDZE 228
Remain within 15 NM	1500	2300
2300	CAE	
2300	052°	2300
GS 3.00° TCH 60	960	
2207	4 NM	2 NM
IKUPY INT		

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 73).

CATEGORY	A	B	C	D	E
S-ILS 5*	428/24 200 (200-½)				
S-LOC 5	960/24	732 (800-½)	960-1½	732 (800-1½)	
<b>C</b> CIRCLING	960-1	724 (800-1)	1040-2¼ 804 (900-2¼)	1040-2½ 804 (900-2½)	1040-2¾ 804 (900-2¾)
IKUPY FIX MINIMUMS (DUAL VOR RECEIVER REQUIRED)					
S-LOC 5	580/24	352 (400-½)	580/30	352 (400-¾)	
<b>C</b> 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 TDZ/CL Rwy 11 HIRL Rws 5-23 and 11-29 FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

SE-2, 05 SEP 2024 to 03 OCT 2024

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