

LOC I-GJC 108.95	APP CRS 052°	Rwy Ldg TDZE Apt Elev	7001 228 236
----------------------------	------------------------	-----------------------------	---

ILS or LOC RWY 5

COLUMBIA METRO (CAE)

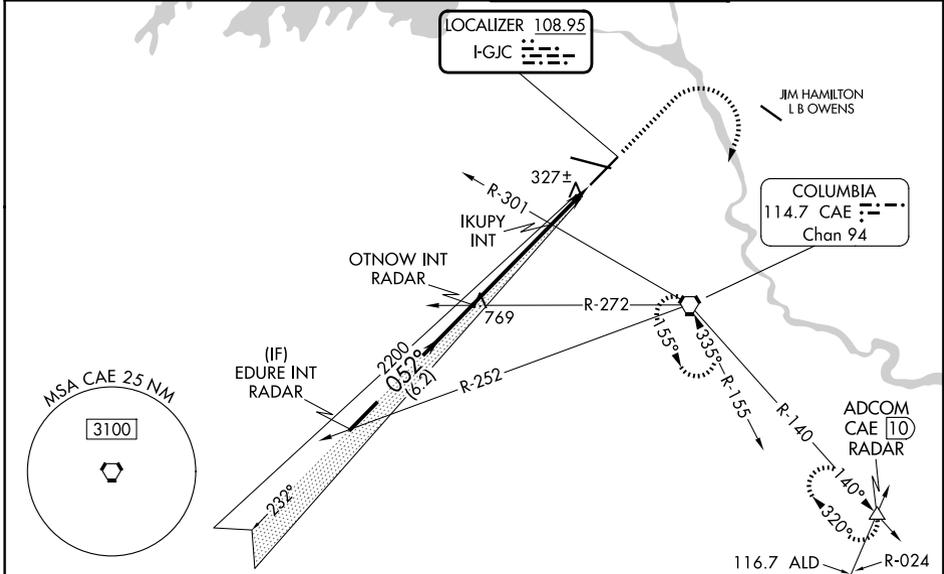
RADAR required for procedure entry.

⚠ For inop ALS, increase S-ILS 5 Cat E visibility to RVR 4000, increase S-LOC 5 Cats C/D/E visibility to 2 SM and increase 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 120.15	COLUMBIA APP CON 124.15 338.2 (110°-289°) 133.4 285.6 (290°-109°)	COLUMBIA TOWER 119.5 257.8	GND CON 121.9 348.6
-----------------------	---	--------------------------------------	-------------------------------



VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 73). EDURE/INT RADAR OTNOW/INT RADAR 2200 — 052° — 2200 GS 3.00° TCH 60 6.2 NM 3.9 NM 2.1 NM IKUPY INT 960					1500 ↑	2300 ↷	CAE 	ELEV 236	D TDZE 228		
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)							
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)							
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, 19 MAR 2026 to 16 APR 2026

SE-2, 19 MAR 2026 to 16 APR 2026