

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

COLUMBIA METRO (CAE)

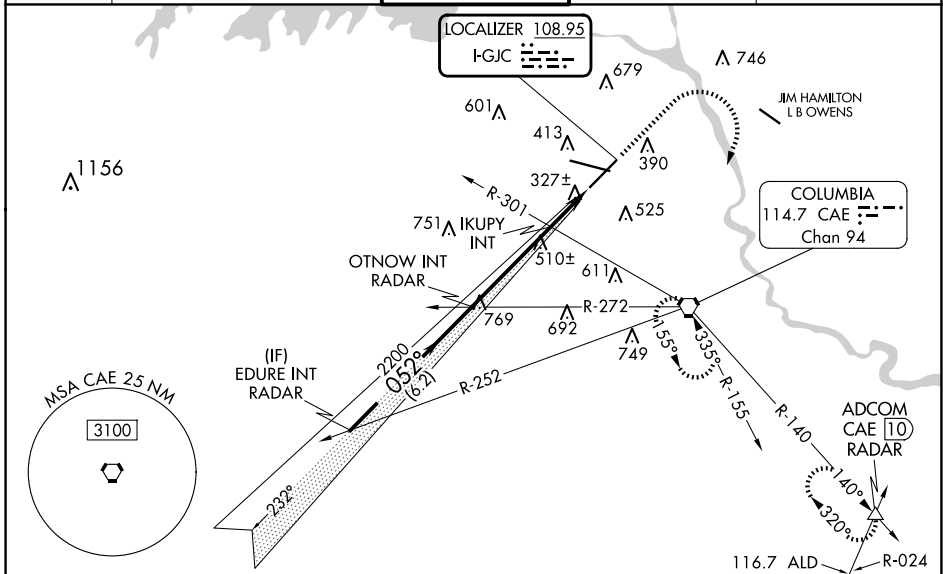
RADAR required for procedure entry.

⚠ 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. Inop table does not apply to S-ILS 5 Cats A/B/C/D, S-LOC 5 Cats A/B and IKUPY minimums S-LOC 5 Cats A/B.
*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 133.4 285.6 (290°-109°) 124.15 338.2 (110°-289°)	COLUMBIA TOWER 119.5 257.8	GND CON 121.9 348.6	CLNC DEL 119.75
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VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 73). EDURE/INT RADAR OTNOW/INT RADAR		1500	2300	CAE	
ELEV 236 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)
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, 15 MAY 2025 to 12 JUN 2025

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