

|                            |                        |                             |                                         |
|----------------------------|------------------------|-----------------------------|-----------------------------------------|
| LOC I-GJC<br><b>108.95</b> | APP CRS<br><b>052°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>7001</b><br><b>228</b><br><b>236</b> |
|----------------------------|------------------------|-----------------------------|-----------------------------------------|

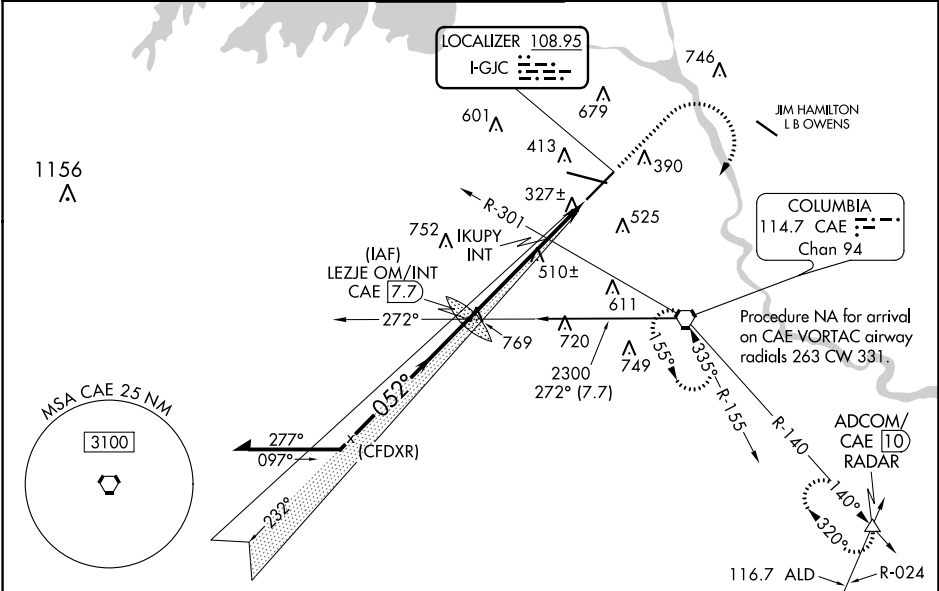
ILS or LOC RWY 5  
COLUMBIA METRO (CAE)

**⚠** 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

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<br><b>120.15</b> | COLUMBIA APP CON<br><b>133.4 285.6</b> (290°-109°)<br><b>124.15 338.2</b> (110°-289°) | COLUMBIA TOWER<br><b>119.5 257.8</b> | GND CON<br><b>121.9 348.6</b> | CLNC DEL<br><b>119.75</b> |
|-----------------------|---------------------------------------------------------------------------------------|--------------------------------------|-------------------------------|---------------------------|



Remain within 15 NM

2300 052°

2207

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

IKUPY INT

960

4 NM

2 NM

GS 3.00° TCH 60

ELEV 236

TDZE 228

396

TWR 354

8601 X 150

0.5° Up

052° 6 NM from FAF

REIL Rwy 23

TDZ/CL Rwy 11

HIRL Rlys 5-23 and 11-29

FAF to MAP 6 NM

| 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<br>804 (900-2¼) | 1040-2½<br>804 (900-2½) | 1040-2¾<br>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<br>504 (600-1) | 860-1<br>624 (700-1) | 1040-2¼<br>804 (900-2¼) | 1040-2½<br>804 (900-2½) | 1040-2¾<br>804 (900-2¾) |
| Knots                                           | 60                   | 90                   | 120                     | 150                     | 180                     |
| Min:Sec                                         | 6:00                 | 4:00                 | 3:00                    | 2:24                    | 2:00                    |

SE-2, 23 FEB 2023 to 23 MAR 2023

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