

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

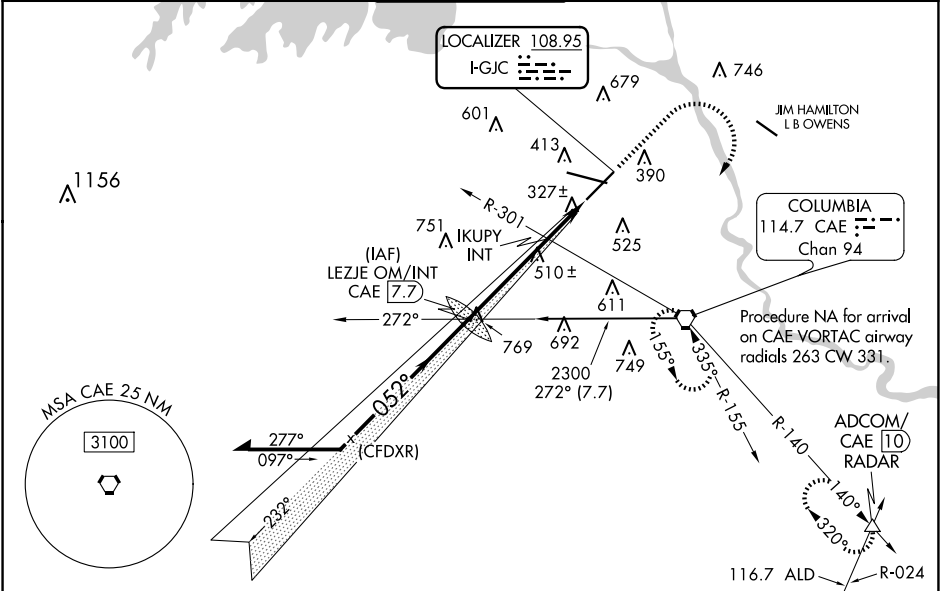
ILS or LOC RWY 5
COLUMBIA METRO (CAE)

⚠ 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
A5

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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Remain within 15 NM 2300 232° 2207 GS 3.00° TCH 60 2300 052° 960 4 NM 2 NM VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 73). IKUPY INT						1500 2300 CAE		ELEV 236		D TDZE 228 396 ☆ TWR 354 8601 X 150 0.5% UP 0.6% DOWN 8601 X 150 052° 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 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)	