

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

COLUMBIA METRO (CAE)

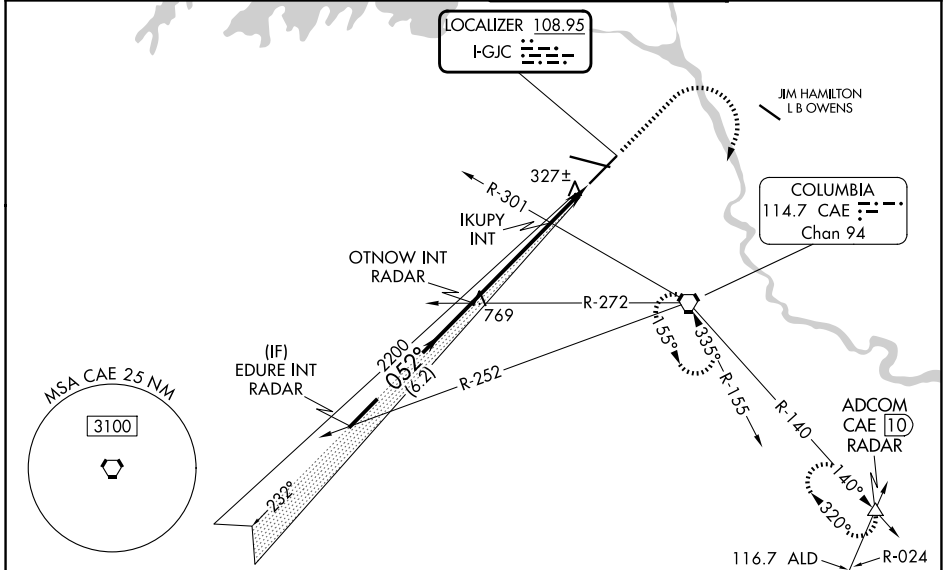
**RADAR required for procedure entry.**

**⚠** 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.  
\*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>124.15 338.2</b> (110°-289°) <b>133.4 285.6</b> (290°-109°)	COLUMBIA TOWER <b>119.5 257.8</b>	GND CON <b>121.9 348.6</b>
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SE-2, 14 MAY 2026 to 11 JUN 2026

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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					1500 ↑	2300 ↷	CAE 	ELEV 236	<b>D</b> 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)	Knots	60	90	120	150	180	
							Min:Sec	6:00	4:00	3:00	2:24	2:00