

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

ILS or LOC RWY 5

COLUMBIA METRO (CAE)

RADAR required for procedure entry.

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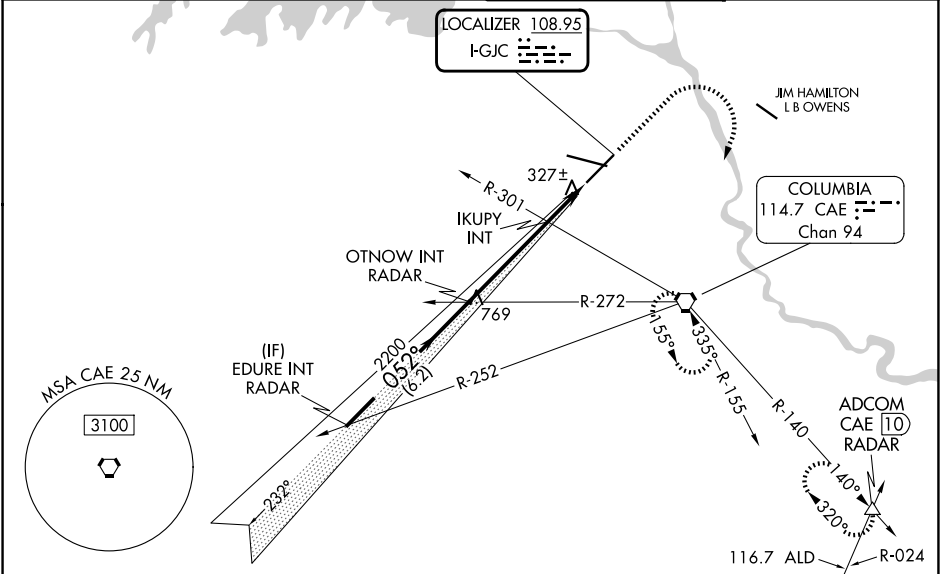
For inop ALS, increase S-ILS 5 Cat E visibility to RVR 4000, increase S-LOC 5 Cats C/D/E visibility to 2 SM and increase IKUPY minimums S-LOC 5 Cats C/D/E visibility to RVR 5500.
*RVR 1800 authorized with use of FD or AP or HUD to DA.

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	COLUMBIA APP CON	COLUMBIA TOWER	GND CON
120.15	124.15 338.2 (110°-289°) 133.4 285.6 (290°-109°)	119.5 257.8	121.9 348.6



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

1500

2300

CAE

EDURE/INT RADAR	OTNOW/INT RADAR	IKUPY INT			
2200	2200	960			
GS 3.00° TCH 60					
6.2 NM	3.9 NM	2.1 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)

REIL Rwy 23

TDZ/CL Rwy 11

HIRL Rlys 5-23 and 11-29

FAR to MAP 6 NM

8601 X 150

0.5% UP

800 X 150

0.4% DOWN

052°

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00