

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

COLUMBIA METRO (CAE)

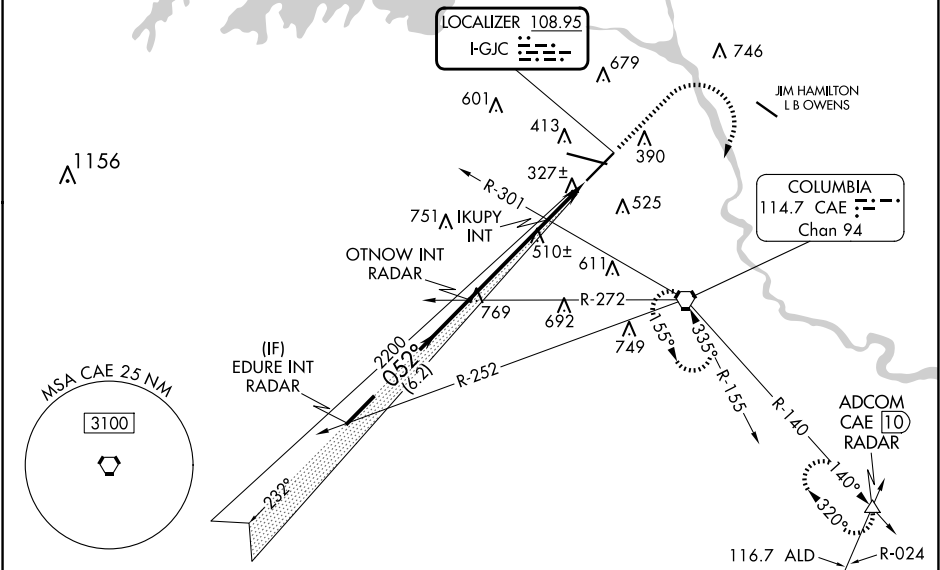
RADAR required for procedure entry.

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.



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>133.4 285.6</b> (290°-109°) <b>124.15 338.2</b> (110°-289°)	COLUMBIA TOWER <b>119.5 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>119.75</b>
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VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 73).					1500	2300	CAE	ELEV 236	<div>D</div>	TDZE 228
<div>EDURE/INT RADAR</div> <div>OTNOW/INT RADAR</div> <div>2200</div> <div>052°</div> <div>2200</div> <div>960</div> <div>IKUPY INT</div> <div>6.2 NM</div> <div>3.9 NM</div> <div>2.1 NM</div>					<div><div><div></div></div></div> <div><div></div></div> <div><div></div></div>					
CATEGORY										
S-ILS 5*										
428/24 200 (200-½)										
S-LOC 5										
960/24 732 (800-½) 960-1½ 732 (800-1½)										
<div>C</div> 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)										
<div>C</div> CIRCLING										
740-1 860-1 1040-2¼ 1040-2½ 1040-2¾										
504 (600-1) 624 (700-1) 804 (900-2¼) 804 (900-2½) 804 (900-2¾)										
REIL Rwy 23										
TDZ/CL Rwy 11										
HIRL Rwys 5-23 and 11-29										
FAF to MAP 6 NM										
Knots 60 90 120 150 180										
Min:Sec 6:00 4:00 3:00 2:24 2:00										