

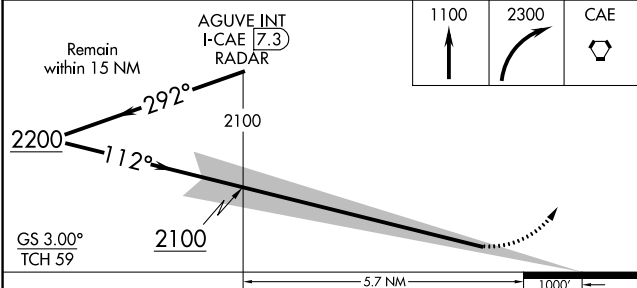
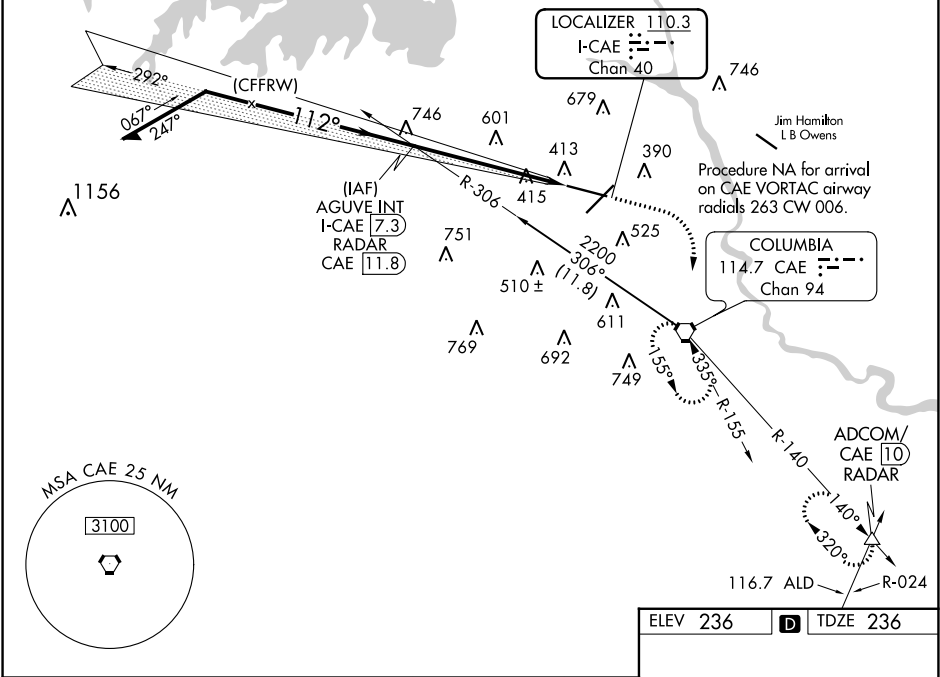
|               |         |          |      |
|---------------|---------|----------|------|
| LOC/DME I-CAE | APP CRS | Rwy Idg  | 8601 |
| 110.3         | 112°    | TDZE     | 236  |
| Chan 40       |         | Apt Elev | 236  |

ILS RWY 11 (CAT II & III)  
COLUMBIA METRO (CAE)

ALSF-2

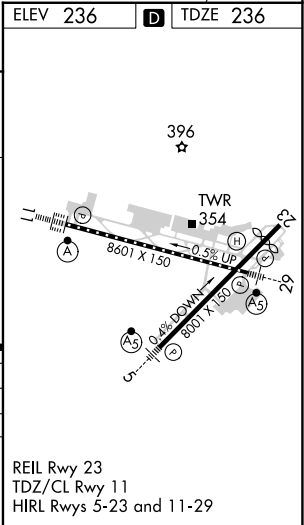
MISSED APPROACH: Climb to 1100 then climbing right turn to 2300 direct CAE VORTAC and hold, continue climb-in-hold to 2300. (TACAN aircraft continue on CAE VORTAC R-140 to ADCOM INT/CAE VORTAC 10 DME and hold NW, right turn, 140° inbound)

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



|          |   |        |           |            |
|----------|---|--------|-----------|------------|
| CATEGORY | A | B      | C         | D          |
| S-ILS 11 |   | CAT II | RA 128/12 | 100 DA 336 |
| S-ILS 11 |   |        | CAT III   | RVR 06     |

CATEGORY II & III ILS-SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED



LOC/DME I-CAE  
**110.3**  
Chan **40**

APP CRS  
**112°**

Rwy Idg **8601**  
TDZE **236**  
Apt Elev **236**

ILS or LOC RWY 11  
COLUMBIA METRO (CAE)

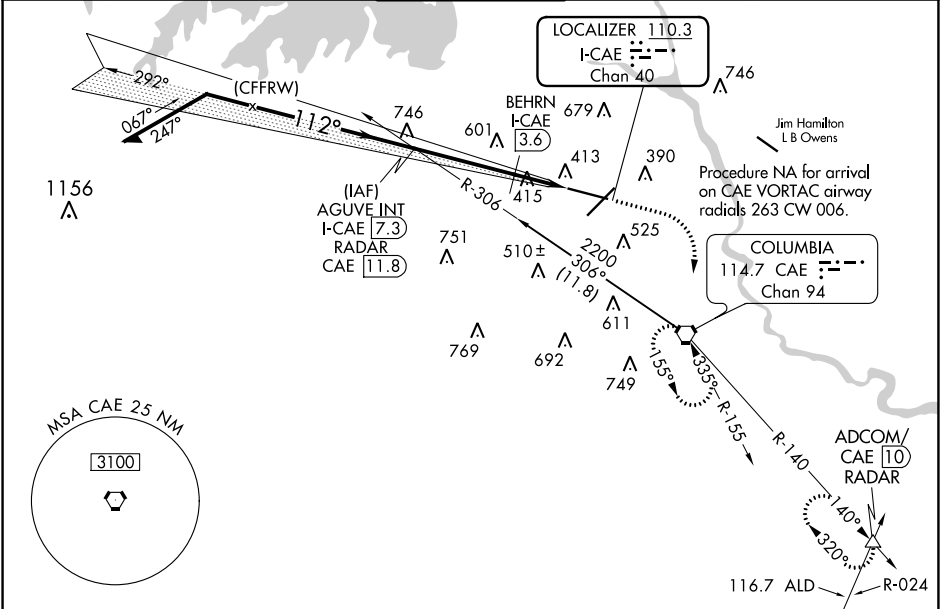
DME or RADAR required for LOC only.

▼ For inop ALS, increase S-ILS 11 Cat E visibility to RVR 4000, S-LOC 11 Cats C/D/E visibility to 1½ SM, and BEHRN Minimums S-LOC 11 Cat E visibility to 1¾ SM.

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 2300 direct CAE VORTAC and hold, continue climb-in-hold to 2300. (TACAN aircraft confine 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> |
|-----------------------|---------------------------------------------------------------------------------------|--------------------------------------|-------------------------------|---------------------------|



AGUVE INT  
I-CAE **7.3**  
RADAR

Remain within 1.5 NM

2200  
GS 3.00°  
TCH 59

292°  
112°  
2100  
Use I-CAE DME when on the localizer course.

1100  
2300  
CAE

ELEV **236**  
TDZE **236**

BEHRN  
I-CAE **3.6**

I-CAE **2.8**

I-CAE **1.6**

3.7 NM  
0.8 NM  
1.2 NM

| CATEGORY                      | A                    | B                       | C                       | D                       | E                       |
|-------------------------------|----------------------|-------------------------|-------------------------|-------------------------|-------------------------|
| S-ILS 11                      | 436/18 200 (200-½)   |                         |                         |                         |                         |
| S-LOC 11                      | 900/24 664 (700-½)   | 900-1½ 664 (700-½)      |                         |                         |                         |
| CIRCLING                      | 900-1 664 (700-1)    | 1040-2¼<br>804 (900-2¼) | 1040-2½<br>804 (900-2½) | 1040-2¾<br>804 (900-2¾) |                         |
| BEHRN MINIMUMS (DME REQUIRED) |                      |                         |                         |                         |                         |
| S-LOC 11                      | 680/24 444 (500-½)   | 680/45 444 (500-¾)      |                         |                         |                         |
| 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) |

396  
TWR 354  
8601 X 150  
8601 X 150  
112°

REIL Rwy 23  
TDZ/CL Rwy 11  
HIRL Rws 5-23 and 11-29  
FAF to MAP 5.7 NM

|         |      |      |      |      |      |
|---------|------|------|------|------|------|
| Knots   | 60   | 90   | 120  | 150  | 180  |
| Min:Sec | 5:42 | 3:48 | 2:51 | 2:17 | 1:54 |

|           |         |          |      |
|-----------|---------|----------|------|
| LOC I-VYK | APP CRS | Rwy Idg  | 8506 |
| 108.3     | 292°    | TDZE     | 227  |
|           |         | Apt Elev | 236  |

ILS or LOC RWY 29

COLUMBIA METRO (CAE)

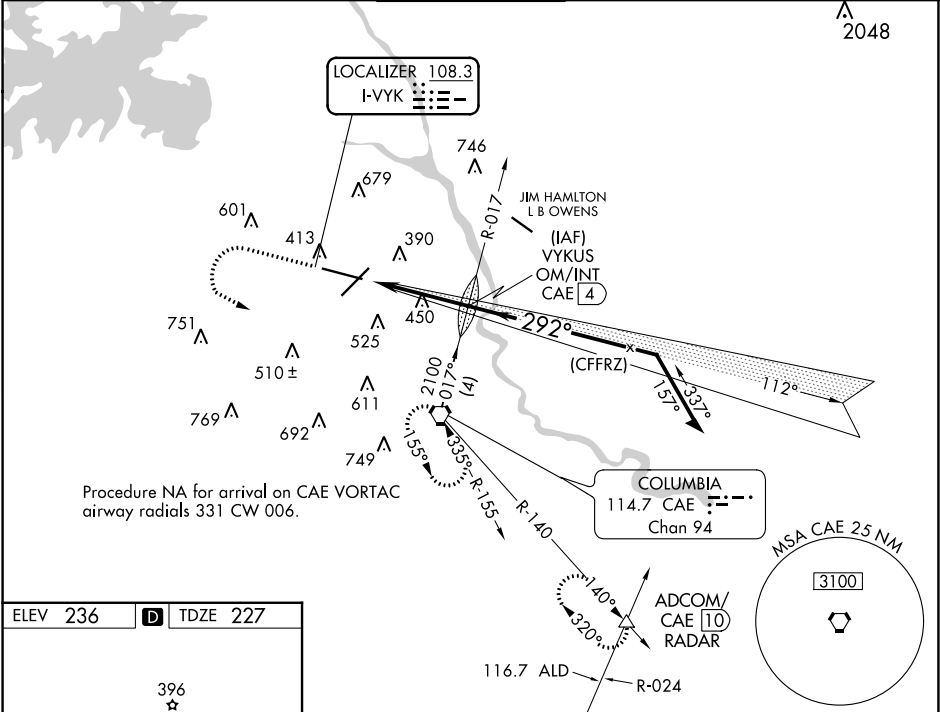
⚠

For inop ALS, increase S-ILS 29 Cat E visibility to RVR 4000, and S-LOC 29 Cats C/D/E to 1½ SM.  
\*RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1000 then climbing left 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/10 DME and hold NW, right turn, 140° inbound).

|        |                  |                   |                |       |             |          |
|--------|------------------|-------------------|----------------|-------|-------------|----------|
| ATIS   | COLUMBIA APP CON |                   | COLUMBIA TOWER |       | GND CON     | CNLC DEL |
| 120.15 | 133.4            | 285.6 (290°-109°) | 119.5          | 257.8 | 121.9 348.6 | 119.75   |
|        | 124.15           | 338.2 (110°-289°) |                |       |             |          |



ELEV 236

D

TDZE 227

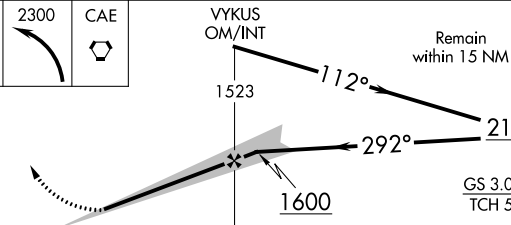
REIL Rwy 23

TDZ/CL Rwy 11

HIRL Rwy 5-23 and 11-29

FAF to MAP 3.9 NM

|         |      |      |      |      |      |
|---------|------|------|------|------|------|
| Knots   | 60   | 90   | 120  | 150  | 180  |
| Min:Sec | 3:54 | 2:36 | 1:57 | 1:34 | 1:18 |

|                                                                                              |                      |                                                                                            |                                                                                     |                         |                         |
|----------------------------------------------------------------------------------------------|----------------------|--------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------|-------------------------|
| 1000<br>↑                                                                                    | 2300<br>↖            | CAE<br> |  |                         |                         |
| CATEGORY                                                                                     | A                    | B                                                                                          | C                                                                                   | D                       | E                       |
| S-ILS 29*                                                                                    | 427/24 200 (200-½)   |                                                                                            |                                                                                     |                         |                         |
| S-LOC 29                                                                                     | 700/24               | 473 (500-½)                                                                                | 700/50                                                                              | 473 (500-1)             |                         |
|  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) |

|                                   |                        |                             |                                         |
|-----------------------------------|------------------------|-----------------------------|-----------------------------------------|
| LOC I-GJC<br><b><u>108.95</u></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> |
|-----------------------------------|------------------------|-----------------------------|-----------------------------------------|

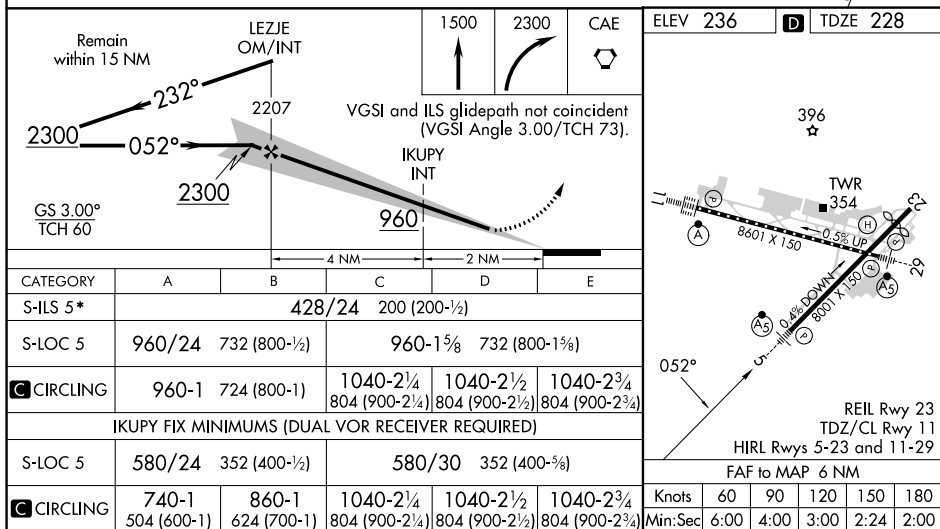
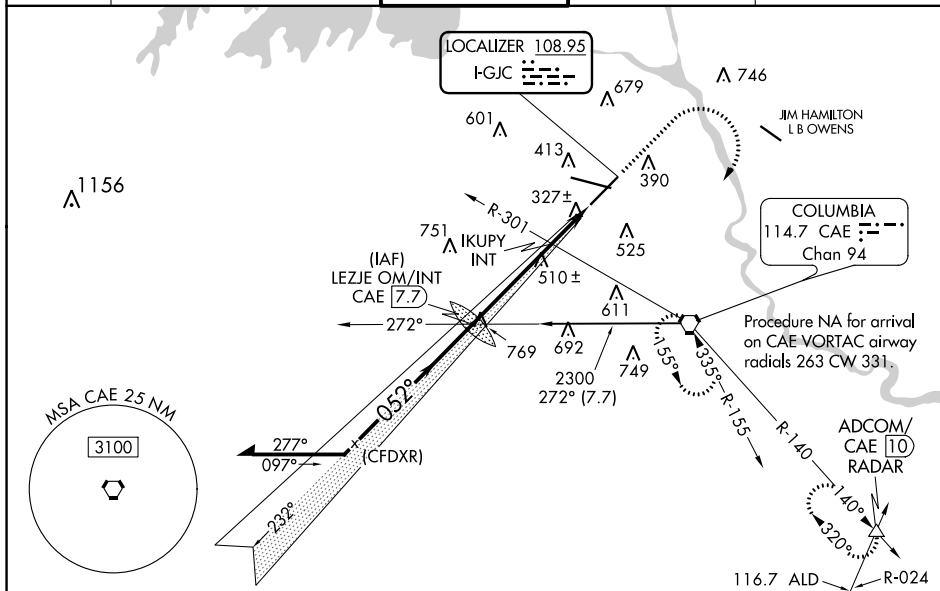
ILS or LOC RWY 5  
COLUMBIA METRO (CAE)

**T** For inop ALS, increase S-ILS 5 Cat E visibility to  
**A** 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.



**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).

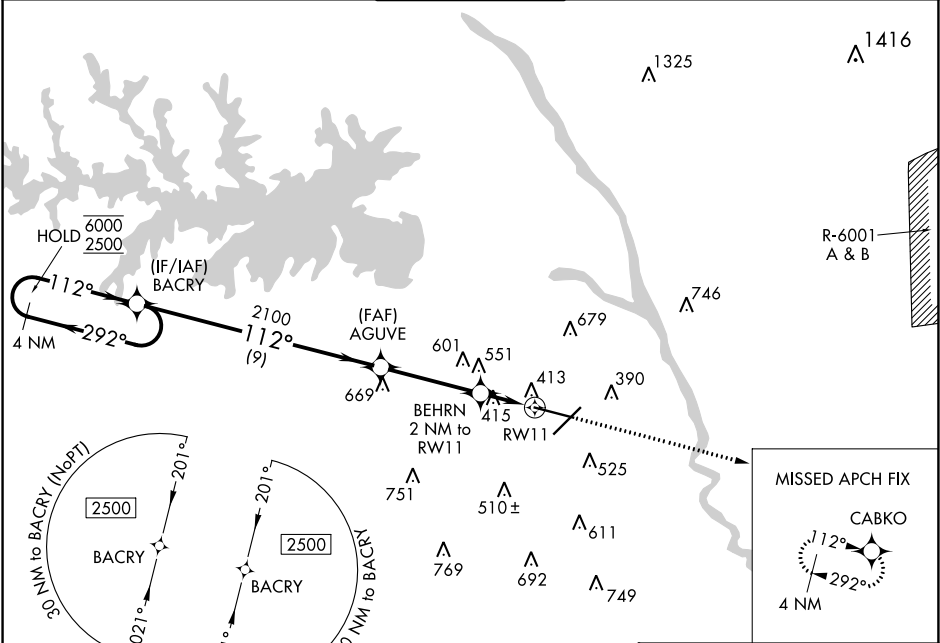
|                |                                                                         |                               |                        |                    |
|----------------|-------------------------------------------------------------------------|-------------------------------|------------------------|--------------------|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



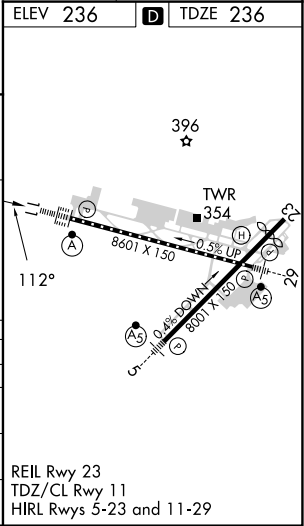
|                                        |                        |                                                               |
|----------------------------------------|------------------------|---------------------------------------------------------------|
| WAAS<br>CH <b>61014</b><br><b>W11A</b> | APP CRS<br><b>112°</b> | Rwy Idg <b>8601</b><br>TDZE <b>236</b><br>Apt Elev <b>236</b> |
|----------------------------------------|------------------------|---------------------------------------------------------------|

RNAV (GPS) RWY 11  
COLUMBIA METRO (CAE)

|                                                                                                     |                                                                                       |                                      |                                                          |                           |
|-----------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|--------------------------------------|----------------------------------------------------------|---------------------------|
| RNP APCH-GPS.<br>▼ For uncompensated Baro-VNAV systems, LNAV/VNAV<br>▲ NA below -6°C or above 54°C. |                                                                                       | ALSF-2<br>A                          | MISSED APPROACH: Climb to<br>2500 direct CABKO and hold. |                           |
| 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> |



|                      |                      |                      |                         |                         |        |       |
|----------------------|----------------------|----------------------|-------------------------|-------------------------|--------|-------|
| 4 NM Holding Pattern |                      | BACRY                | AGUVE                   | BEHRN 2 NM to RW11      | 2500   | CABKO |
| 6000 ← 292°          |                      | 112° →               | 2100                    | 1.2 NM to RW11          | 920    |       |
| GP 3.00° TCH 59      |                      | 2100                 | 920                     | 0.8                     | 1.2 NM |       |
| 9 NM                 |                      | 3.7 NM               | 0.8                     | 1.2 NM                  |        |       |
| CATEGORY             | A                    | B                    | C                       | D                       |        |       |
| LPV DA               | 436/18               |                      | 200 (200-½)             |                         |        |       |
| LNAV/VNAV DA         | 673/40               |                      | 437 (500-¾)             |                         |        |       |
| LNAV MDA             | 680/24               | 444 (500-½)          | 680/45                  | 444 (500-¾)             |        |       |
| 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) |        |       |



|                                        |                        |                             |                                         |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|
| WAAS<br>CH <b>40026</b><br><b>W23A</b> | APP CRS<br><b>232°</b> | Rwy ldg<br>TDZE<br>Apt Elev | <b>7001</b><br><b>213</b><br><b>236</b> |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|

RNAV (GPS) RWY 23

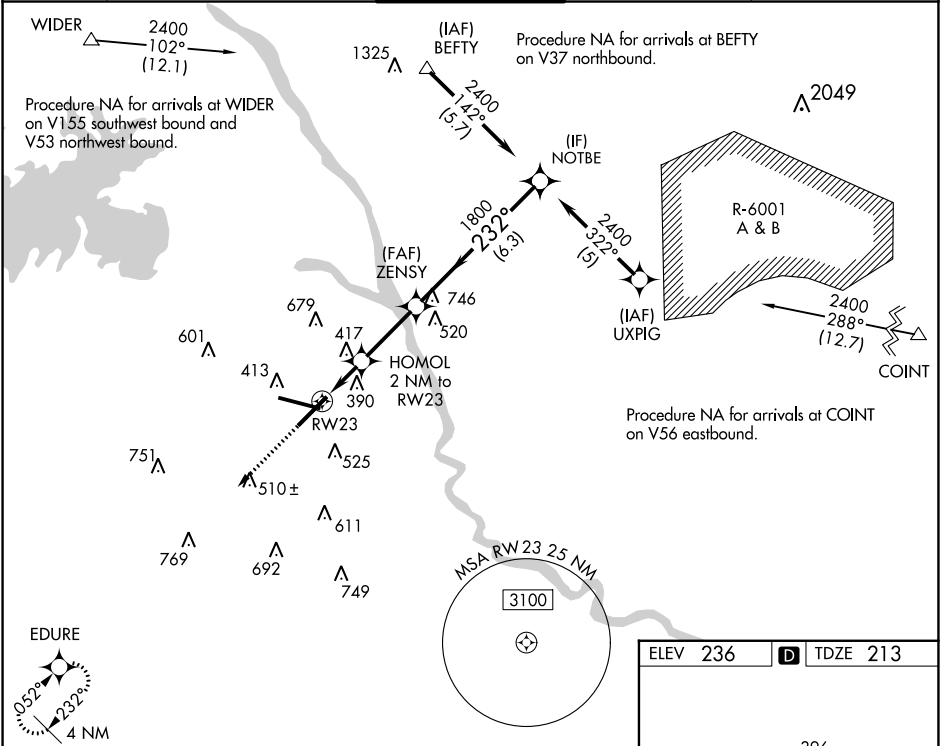
COLUMBIA METRO (CAE)

RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 23 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2300 direct EDURE and hold.

|                       |                                                                                       |                                      |                               |                           |
|-----------------------|---------------------------------------------------------------------------------------|--------------------------------------|-------------------------------|---------------------------|
| 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> |
|-----------------------|---------------------------------------------------------------------------------------|--------------------------------------|-------------------------------|---------------------------|



ELEV 236

TDZE 213

2300

EDURE

VGSI and RNAV glidepath not coincident (VGSI angle 3.00/TCH 69).

NOTBE

\*LNAV only.

HOMOL 2 NM to RW23

ZENSY 1800

RW23

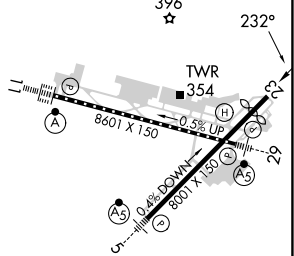
GP 3.00° TCH 54

|              |                      |                      |                         |                         |
|--------------|----------------------|----------------------|-------------------------|-------------------------|
| CATEGORY     | A                    | B                    | C                       | D                       |
| LPV DA       | 503/50               | 290 (300-1)          |                         |                         |
| LNAV/VNAV DA | 709-1¾               | 496 (500-1¾)         |                         |                         |
| LNAV MDA     | 680/50               | 467 (500-1)          | 680/60<br>467 (500-1¼)  | 680-1½<br>467 (500-1½)  |
| 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) |

REIL Rwy 23

TDZ/CL Rwy 11

HIRL Rwy 5-23 and 11-29



|                                        |                        |                                                   |
|----------------------------------------|------------------------|---------------------------------------------------|
| WAAS<br>CH <b>53414</b><br><b>W29A</b> | APP CRS<br><b>292°</b> | Rwy Idg<br>TDZE <b>227</b><br>Apt Elev <b>236</b> |
|----------------------------------------|------------------------|---------------------------------------------------|

RNAV (GPS) RWY 29  
COLUMBIA METRO (CAE)

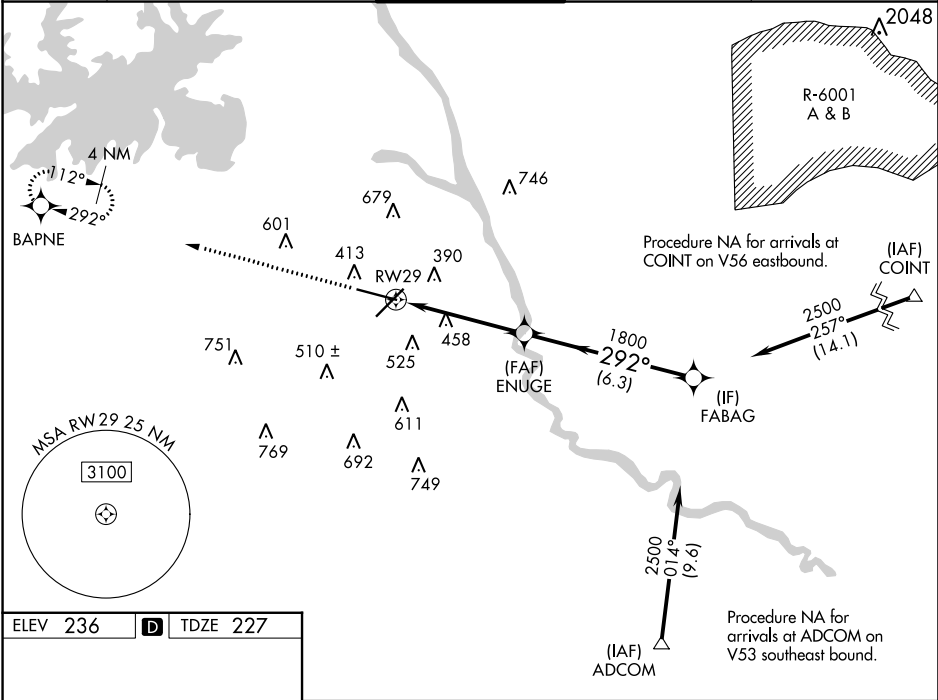
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.  
\*\*RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

**A5**

MISSED APPROACH: Climb to 3000 direct BAPNE and hold.

|                       |                                                                                       |                                      |                               |                           |
|-----------------------|---------------------------------------------------------------------------------------|--------------------------------------|-------------------------------|---------------------------|
| 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> |
|-----------------------|---------------------------------------------------------------------------------------|--------------------------------------|-------------------------------|---------------------------|



ELEV **236** **D** TDZE **227**

396

TWR 354

8601 X 150

0.5% UP

0.8% DOWN

8601 X 150

292°

REIL Rwy 23

TDZ/CL Rwy 11

HIRL Rwy 5-23 and 11-29

3000

BAPNE

↑

✦

\* LNAV only.

RW29

1.4 NM

3.4 NM

6.3 NM

ENUGE

1800

292°

1800

FABAG

2500

GP 3.00°

TCH 58

|              |                    |                    |                      |                      |                    |
|--------------|--------------------|--------------------|----------------------|----------------------|--------------------|
| CATEGORY     | A                  |                    | B                    | C                    | D                  |
| LPV DA **    | 427/24 200 (200-½) |                    |                      |                      | 544/40 317 (400-¾) |
| INAV/VNAV DA | 544/24 317 (400-½) |                    |                      |                      | 544/40 317 (400-¾) |
| INAV MDA     | 720/24 493 (500-½) | 720/40 493 (500-¾) |                      | 720/50 493 (500-1)   |                    |
| CIRCLING     | 740-1 504 (600-1)  | 860-1 624 (700-1)  | 1040-2¼ 804 (900-2¼) | 1040-2½ 804 (900-2½) |                    |

SE-2, 22 FEB 2024 to 21 MAR 2024

SE-2, 22 FEB 2024 to 21 MAR 2024

|                                        |                        |                             |                                         |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|
| WAAS<br>CH <b>45526</b><br><b>W05A</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> |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|

RNAV (GPS) RWY 5

COLUMBIA METRO (CAE)

▼

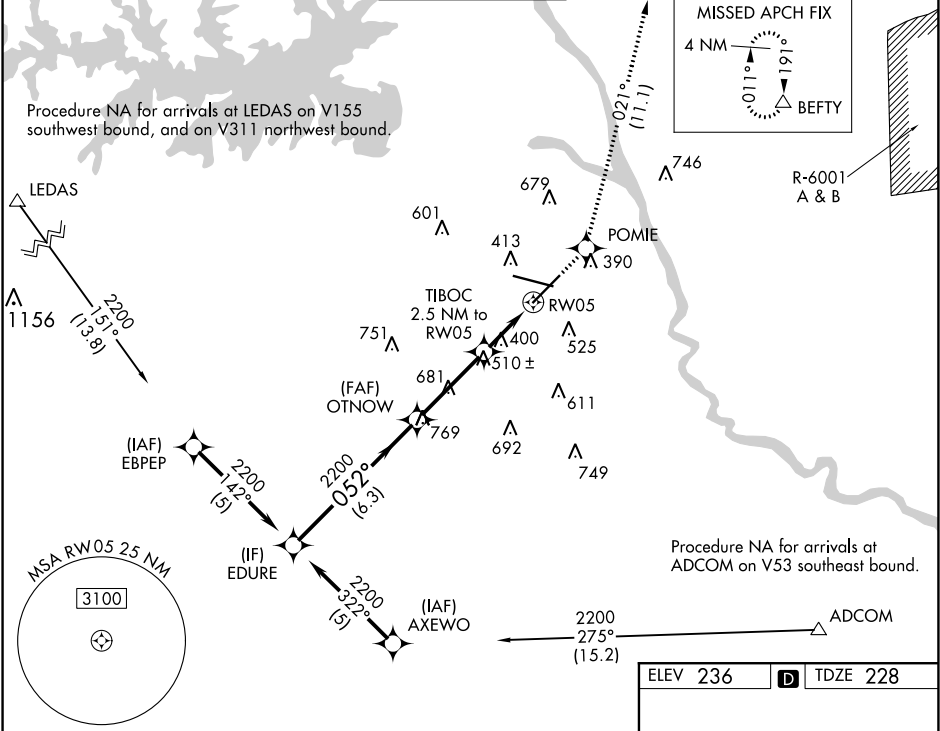
▲

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.  
\*\*RVR 1800 authorized with use of FD or AP or HUD to DA.

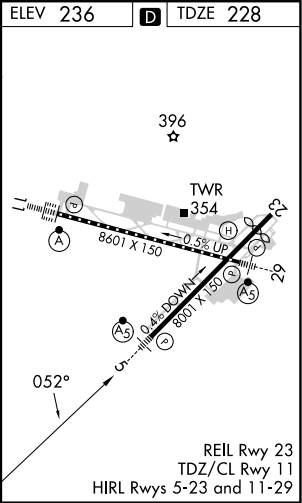
MALSR

MISSED APPROACH: Climb to 2400 direct POMIE and on track 021° to BEFTY and hold.

|                       |                                                                                       |                                      |                               |                           |
|-----------------------|---------------------------------------------------------------------------------------|--------------------------------------|-------------------------------|---------------------------|
| 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> |
|-----------------------|---------------------------------------------------------------------------------------|--------------------------------------|-------------------------------|---------------------------|



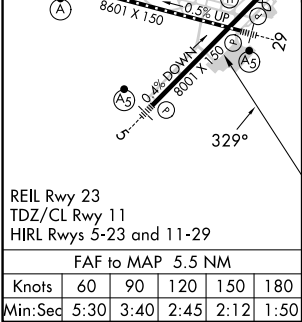
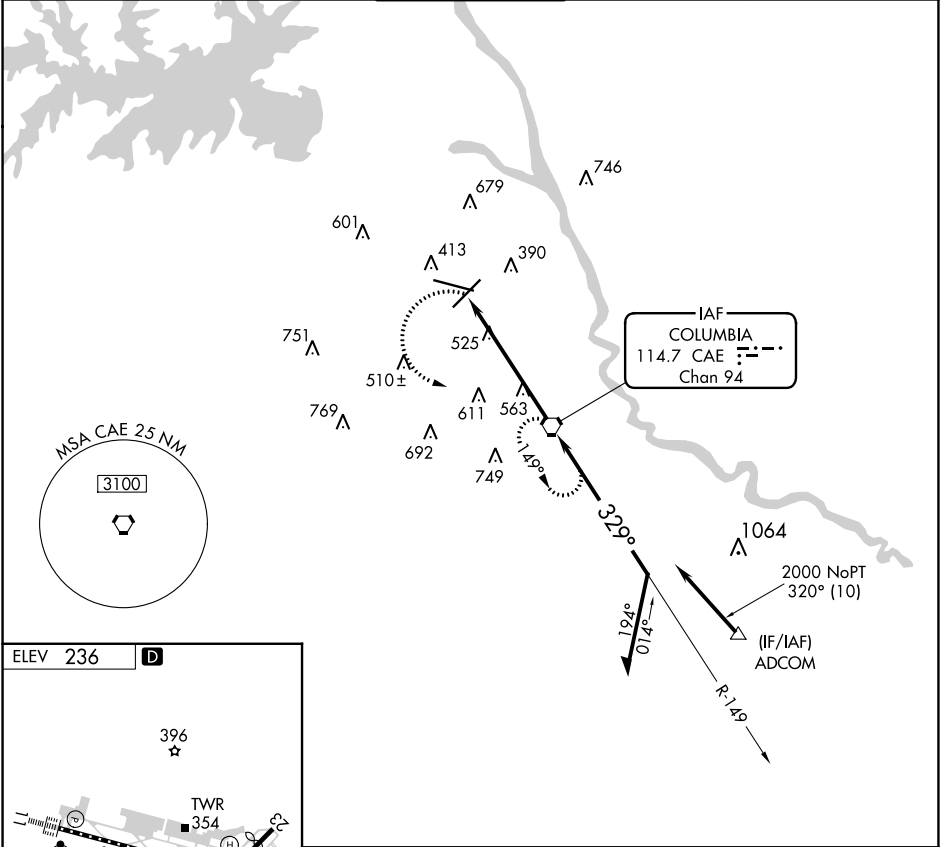
|                                                                  |                    |                    |                      |                      |
|------------------------------------------------------------------|--------------------|--------------------|----------------------|----------------------|
| VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73). |                    |                    |                      |                      |
| EDURE                                                            | OTNOW              | 2400<br>POMIE      | tr<br>021°           | BEFTY                |
| *LNAV only.                                                      |                    |                    |                      |                      |
| GP 3.00° TCH 60                                                  |                    |                    |                      |                      |
| 2200 052°                                                        |                    |                    |                      |                      |
| 2200                                                             |                    |                    |                      |                      |
| *1080                                                            |                    |                    |                      |                      |
| TIBOC 2.5 NM to RW05<br>*1.3 NM to RW05                          |                    |                    |                      |                      |
| RW05                                                             |                    |                    |                      |                      |
| 6.3 NM 3.4 NM 1.2 NM 1.3 NM                                      |                    |                    |                      |                      |
| CATEGORY                                                         | A                  | B                  | C                    | D                    |
| LPV DA **                                                        | 428/24 200 (200-½) |                    |                      |                      |
| LNAV/VNAV DA                                                     | 638/50 410 (500-1) |                    |                      |                      |
| LNAV MDA                                                         | 700/24 472 (500-½) | 700/40 472 (500-¾) | 700/50 472 (500-1)   |                      |
| CIRCLING                                                         | 740-1 504 (600-1)  | 860-1 624 (700-1)  | 1040-2¼ 804 (900-2¼) | 1040-2½ 804 (900-2½) |



|            |         |          |     |
|------------|---------|----------|-----|
| VORTAC CAE | APP CRS | Rwy Idg  | N/A |
| 114.7      | 329°    | TDZE     | N/A |
| Chan 94    |         | Apt Elev | 236 |

VOR-A  
COLUMBIA METRO (CAE)

|                                   |                                                     |                                                                         |             |          |
|-----------------------------------|-----------------------------------------------------|-------------------------------------------------------------------------|-------------|----------|
| <div><div></div><div></div></div> |                                                     | MISSED APPROACH: Climbing left turn to 2000 direct CAE VORTAC and hold. |             |          |
| ATIS                              | COLUMBIA APP CON                                    | COLUMBIA TOWER                                                          | GND CON     | CLNC DEL |
| 120.15                            | 133.4 285.6 (290°-109°)<br>124.15 338.2 (110°-289°) | 119.5 257.8                                                             | 121.9 348.6 | 119.75   |



|          |                      |                      |                         |                         |
|----------|----------------------|----------------------|-------------------------|-------------------------|
| 2000 CAE |                      | CAE VORTAC           |                         | Remain within 10 NM     |
| CAE 5.5  |                      | 2000                 | 2100                    |                         |
| 5.5 NM   |                      |                      |                         |                         |
| CATEGORY | A                    | B                    | C                       | D                       |
| CIRCLING | 820-1<br>584 (600-1) | 860-1<br>624 (700-1) | 1040-2¼<br>804 (900-2¼) | 1040-2½<br>804 (900-2½) |