


LOC/DME I-MHR <b>111.35</b> Chan 50(Y)	APP CRS <b>221°</b>	Rwy Ldg <b>11301</b> TDZE <b>98</b> Apt Elev <b>98</b>
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# ILS Y or LOC Y RWY 22L

SACRAMENTO MATHER (MHR)

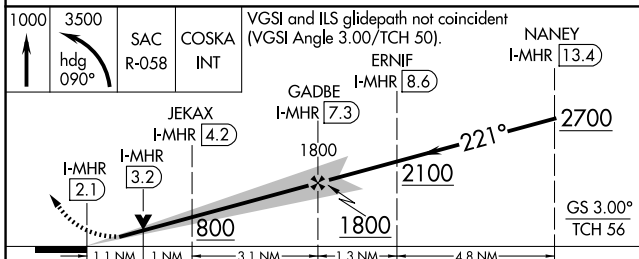
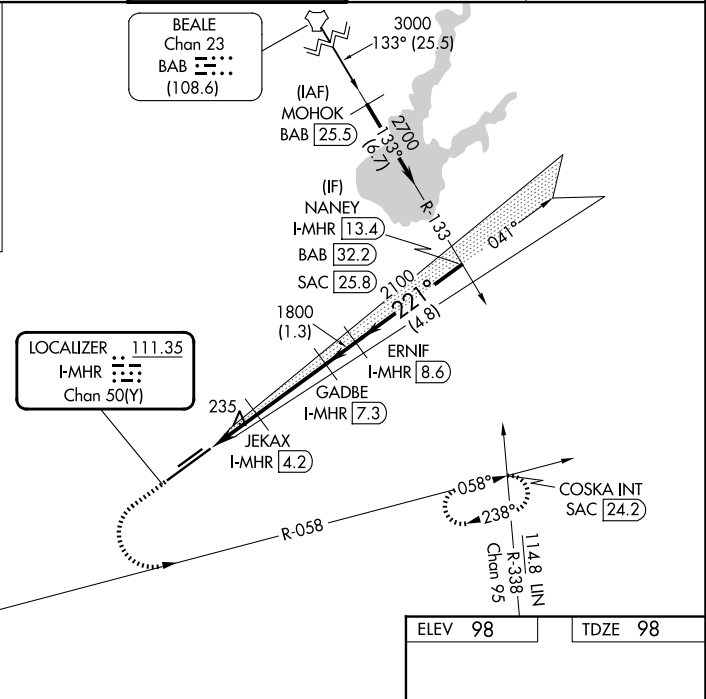
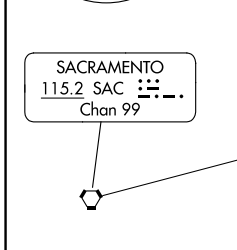
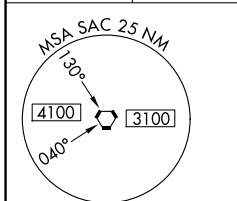
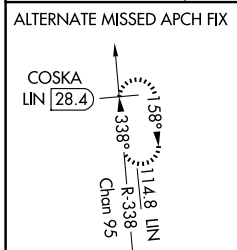
TACAN required for procedure entry at BAB TACAN. For non-TACAN equipped aircraft, DME required.

⚠ Circling NA northwest of Rwy 4R-22L. For inop ALS, increase S-ILS Cat E visibility to RVR 4000 and S-LOC Cat C/D/E visibility to RVR 6000.  
\*RVR 1800 authorized with use of FD or AP or HUD to DA. (NA when using Sacramento Exec altimeter setting).

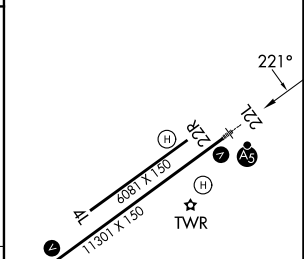
MALSR 

MISSED APPROACH: Climb to 1000, then climbing left turn to 3500 on heading 090° and SAC VORTAC R-058 to COSKA INT/SAC 24.2 DME and hold, continue climb-in-hold to 3500.

ATIS <b>118.325</b>	NORCAL APP CON <b>127.4 317.5</b>	MATHER TOWER ★ <b>120.65(CTAF) 282.25</b>	GND CON <b>121.85 307.9</b>	UNICOM <b>122.95</b>
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ELEV 98	TDZE 98
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CATEGORY	A	B	C	D	E
S-ILS 22L	298/24		200 (200-½)		
S-LOC 22L	500/24	402 (500-½)	500/40	402 (500-¾)	
CIRCLING	560-1	462 (500-1)	600-1½ 502 (600-1½)	800-2¼ 702 (800-2¼)	800-2½ 702 (800-2½)

HIRL Rwy 4R-22L 