

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

SACRAMENTO MATHER (MHR)

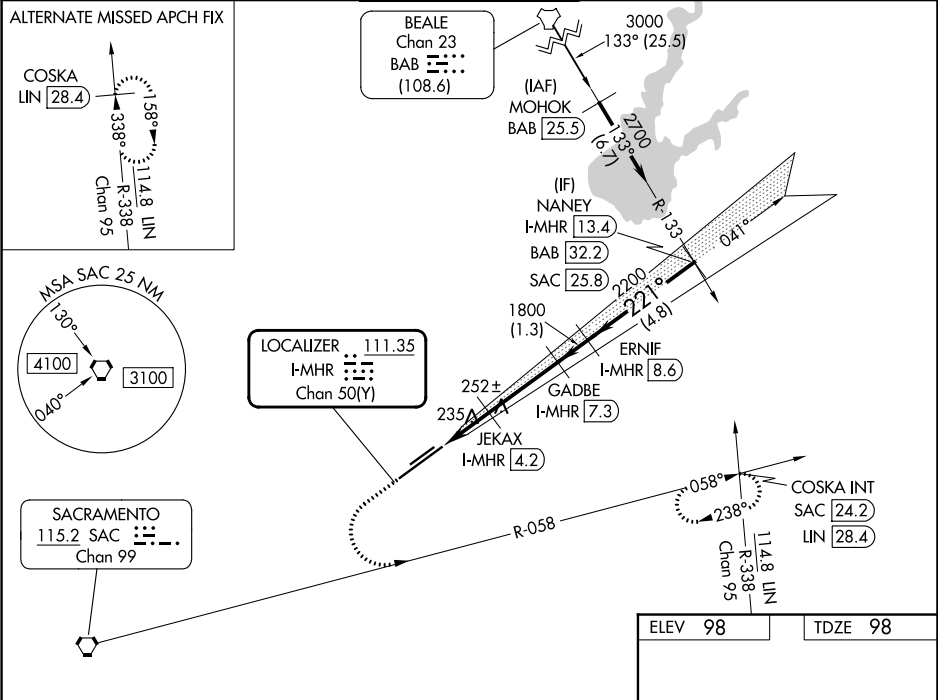
TACAN required for procedure entry at BAB TACAN. For non-TACAN equipped aircraft: DME required; RADAR required for procedure entry.

⚠ 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.

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 118.325	NORCAL APP CON 127.4 317.5	MATHER TOWER ★ 120.65(CTAF) 282.25	GND CON 121.85 307.9	UNICOM 122.95
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1000	3500	SAC R-058	COSKA INT	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 50).	NANNEY I-MHR 13.4
hdg 090°					
		JEKAX I-MHR 4.2	GADBE I-MHR 7.3	ERNIF I-MHR 8.6	
		1800	2200	2700	
		800	1800		GS 3.00° TCH 56
		1.1 NM	1 NM	3.1 NM	1.3 NM
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)	860-2¾ 762 (800-2¾)

