

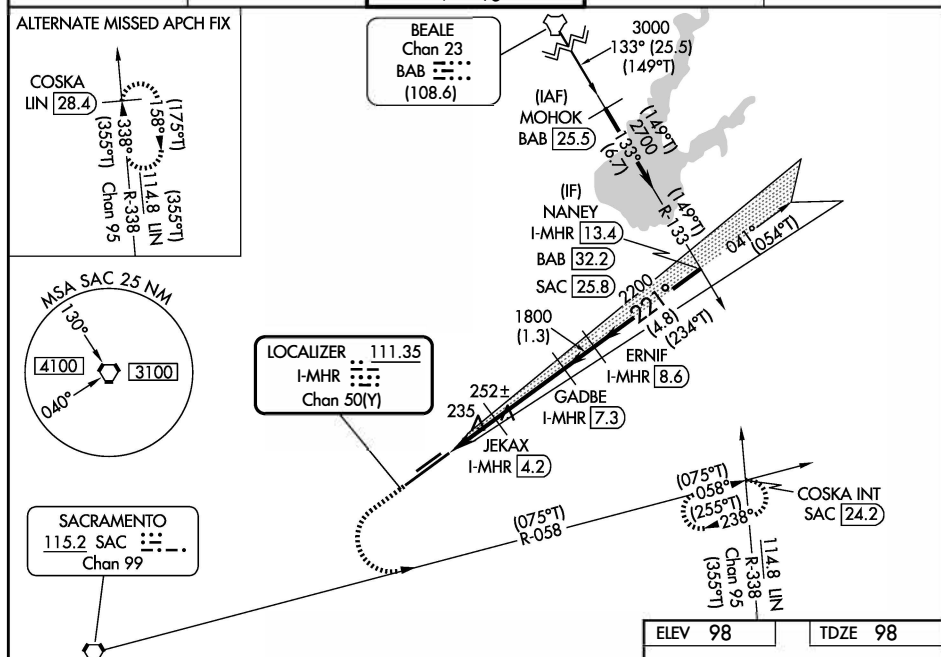
LOC/DME I-MHR 111.35 Chan 50(Y)	APP CRS 221°	Rwy Ldg 11301 TDZE 98 Apt Elev 98
---	------------------------	--

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	MALSR A5	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.
⚠ 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.		

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
------------------------	--------------------------------------	--	--------------------------------	-------------------------



PROTOTYPE-NOT FOR NAVIGATION

1000 3500 hdg 090°	SAC R-058	COSKA INT	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 50).			NANEY I-MHR (13.4)
			ERNIF I-MHR (8.6)			
			GADBE I-MHR (7.3)			
			JEKAX I-MHR (4.2)			
			I-MHR (2.1)			
			I-MHR (3.2)			
			1800			
			1800			
			2200			
			2700			
			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 702 (800-2¾)	

