

FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
ILS STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.29

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.
 Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u>AIRPORT ID</u> KMHR	<u>PROCEDURE NAME</u> ILS Z OR LOC Z RWY 22L ILS Z RWY 22L (SA CAT I), ILS Z RWY 22L (SA CAT II)	<u>ORIGINAL/AMENDMENT</u> 8	<u>CITY</u> SACRAMENTO	<u>STATE</u> CA			
<u>AIRPORT ELEVATION</u> 98	<u>TDZE</u> 98	<u>SUPERSEDED</u> ILS OR LOC RWY 22L ILS RWY 22L (SA CAT I), ILS RWY 22L (SA CAT II)	<u>ORIGINAL/AMENDMENT</u> 7A	<u>DATED</u> 03/26/2020	<u>MAG VAR</u> 13E	<u>EPOCH YEAR</u> 2020	
<u>FACILITY</u> I-MHR	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>			

TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
SWR VOR/DME		ACEKO/SWR 15.00 DME					214.38	15.00	11200
ACEKO/SWR 15.00 DME		OHDEE/I-MHR 32.07 DME					214.38	15.22 (SWR R-214)	8100
OHDEE/I-MHR 32.07 DME	IAF	ESDIE/I-MHR 27.08 DME					220.72	4.99 (I-MHR)	8100
ESDIE/I-MHR 27.08 DME		CAMRR INT/I-MHR 21.03 DME	NOPT				220.72	6.05 (I-MHR)	6100
COLOM INT/HNW 8.89 DME	IAF	CAMRR INT/I-MHR 21.03 DME	NOPT				172.00 & 220.72	2.58 (HDG) & 4.75 (I-MHR)	6100
HNW VOR/DME	IAF	CAMRR INT/I-MHR 21.03 DME	NOPT				261.72	9.85	6100
CAMRR INT/I-MHR 21.03 DME	IF/IAF	LDOOR/I-MHR 16.73 DME					220.72	4.30 (I-MHR)	4800
LDOOR/I-MHR 16.73 DME		YOSHE/I-MHR 10.74 DME					220.72	5.99 (I-MHR)	2900
YOSHE/I-MHR 10.74 DME		GADBE/I-MHR 7.28 DME					220.72	3.46 (I-MHR)	1800

MISSED APPROACH

MAP:

ILS: DA
 LOC: I-MHR 2.11 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1000, THEN CLIMBING LEFT TURN TO 3500 ON HEADING 090 AND SAC VORTAC R-058 TO COSKA INT/SAC 24.22 DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3500.

ALTERNATE MISSED APPROACH INSTRUCTIONS (DO NOT CHART):

CLIMB TO 1000, THEN CLIMBING LEFT TURN TO 3500 ON HEADING 090 AND LIN VOR/DME R-338 TO COSKA/LIN 28.43 DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3500 (DME REQUIRED).

QUALITY
20
CHECKED

AIRPORT ID
KMHK

PROCEDURE NAME
ILS Z OR LOC Z RWY 22L
ILS Z RWY 22L (SA CAT I),
ILS Z RWY 22L (SA CAT II)

ORIGINAL/AMENDMENT
8

CITY
SACRAMENTO

STATE
CA

PROFILE:

1. PT **SIDE OF COURSE** **OUTBOUND** **FT WITHIN** **MILES OF** (IAF)

2. HOLD NE CAMRR, LT, 220.72 INBOUND, 6100 FT. IN LIEU OF PT (IAF), MAX 8100.

3. FAF: 220.72 **FAF:** GADBE/I-MHR 7.28 DME **DIST FAF TO MAP:** **DIST FAF TO THLD:** 5.17

4. MIN ALT: CAMRR INT/I-MHR 21.03 DME 6100, LDOOR/I-MHR 16.73 DME 4800, YOSHE/I-MHR 10.74 DME 2900, GADBE/I-MHR 7.28 DME 1800, JEKAX/I-MHR 4.21 DME 800

5. DIST TO THLD FROM OM: **MM:** **IM:** 150 **HAT:** 1788 **GS ANT:** 1127

6. MIN GS INCPT: 1800 **GS ALT AT PFAF:** GADBE/I-MHR 7.28 DME 1800 **OM:** **MM:** **IM:**

7. GS ANGLE: 3.00 **34:1:** **20:1:** **TCH:** 56.0

8. MSA FROM: SAC VORTAC 220-310 4100, 310-220 3100

EQUIPMENT REQUIREMENTS NOTES:

DME REQUIRED FOR LOC ONLY.

NOTES:

SA CAT I ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 22L: CAT A, B, C, D, RA 136, RVR 1400, HAT 150, DA 248 MSL.
SA CAT II ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 22L: CAT A, B, C, D, RA 95, RVR 1200, HAT 100, DA 198 MSL.
SA CAT I/II CHART NOTE: REQUIRES SPECIFIC OPSPEC, MSPEC, OR LOA APPROVAL.
SA CAT I/II CHART NOTE: PROCEDURE NA WHEN TOWER CLOSED.
*RVR 1800 AUTHORIZED WITH USE OF FD OR AP OR HUD TO DA (NA WHEN USING SACRAMENTO EXECUTIVE ALTIMETER SETTING).
CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-ILS CAT E VISIBILITY TO RVR 4000 AND S-LOC CAT C/D/E VISIBILITY TO RVR 6000.
CHART NOTE: CIRCLING NA NW OF RWY 4R-22L.
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT COLOM ON V6 NORTHEAST BOUND.
CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).

ADDITIONAL FLIGHT DATA:

CHART AT OR ABOVE 7000 AT HNW VOR/DME.
CHART IN PLANVIEW: COSKA INT/SAC 24.22 DME.
CHART FAS OBST: 235 TOWER (06-025571) 383442N/1211531W.
CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD S COSKA/LIN 28.43 DME, RT, 338.18 INBOUND.
HOLD SW, RT, 058.01 INBOUND.
452 AAO 383630N/1211030W.
CHART VDP AT 3.21 DME.
DISTANCE VDP TO THLD 1.10 NM.
CHART CIRCLING ICON.



MINIMUMS:
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☐ ILS: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE., NA WHEN CONTROL TOWER CLOSED.; LOC: STANDARD - CAT D 800-2 1/4, CAT E 800-2 1/2, NA WHEN LOCAL WEATHER NOT AVAILABLE., NA WHEN CONTROL TOWER CLOSED.

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
S-ILS 22L*	298	2400	200	298	2400	200	298	2400	200	298	2400	200	298	2400	200
S-LOC 22L	500	2400	402	500	2400	402	500	4000	402	500	4000	402	500	4000	402
CIRCLING	560	1	462	560	1	462	600	1 1/2	502	800	2 1/4	702	800	2 1/2	702

CHANGES - REASONS

1. CHANGED APPROACH DESIGNATION FROM "ILS OR LOC RWY 22L" TO "ILS Z OR LOC Z R22L" - NEW PROCEDURE, Y, WAS ADDED TO ILS OR LOC RWY 22L.
2. CHANGED COLOM TO CAMRR DEAD RECKONING HEADING AND DISTANCE FROM 2.77 & 4.49 TO 2.58 & 4.75 - NEW TARGETS COMPUTATION.
3. CHANGED PRIMARY MISSED APPROACH INSTRUCTION FROM "CLIMB TO 700 THEN CLIMBING LEFT TURN TO 3000 ON HEADING 090 AND SAC VORTAC R-058 TO COSKA INT/SAC 24.22 DME AND HOLD" TO "CLIMB TO 1000, THEN CLIMBING LEFT TURN TO 3500 ON HEADING 090 AND SAC VORTAC R-058 TO COSKA INT/SAC 24.22 DME AND HOLD, CONTINUE CLIMB-IN-HOLD" - DUE TO NEW CONTROLLING OBSTACLE.
4. CHANGED ALTERNATE MISSED APPROACH INSTRUCTION FROM ""CLIMB TO 700 THEN CLIMBING LEFT TURN TO 3000 ON HEADING 090 AND LIN VOR/DME R-338 TO COSKA/LIN 28.43 DME AND HOLD" O "CLIMB TO 1000, THEN CLIMBING LEFT TURN TO 3500 ON HEADING 090 AND LIN VOR/DME R-338 TO COSKA/LIN 28.43 DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3500 (DME REQUIRED)" - DUE TO NEW CONTROLLING OBSTACLE.
5. UPDATED SPECIAL AUTHORIZATION CAT I/II REQUIREMENT, ADDED "SA CAT I/II CHART NOTE: REQUIRES SPECIFIC OPSPEC, MSPEC, OR LOA APPROVAL. CAT II/III CHART NOTE" TO NOTES - IAW 8-6-11 (M).
6. UPDATED AND MOVED BACKUP ALTIMETER AND ASSOCIATED NOTES TO 8260-9 IN GENERAL REMARKS - FOR CONTINGENCY PURPOSES IAW 8260.19I, 8-6-9 (F) (4).
7. REMOVED *LNAV (OR LOC) ONLY - NO LONGER REQUIRED IAW 8260.19I 1-1-5 (F) (12).
8. CHANGED VDP AND VDP TO THLD DISTANCE FROM 3.40/1.29 NM TO 3.21/1.10 NM - NEW TARGETS COMPUTATION.
9. ADDED 7:1 OBSTACLE "452 AAO 383630N/1211030W" - IAW 8260.19I, 8-6-10 (E).
10. CHANGED ALTERNATE MINIMUMS NOTE FROM "ILS: STANDARD, NA WHEN CONTROL TOWER CLOSED.; LOC: STANDARD - CAT E 800-2 1/2, NA WHEN CONTROL TOWER CLOSED" TO "ILS: STANDARD - NA WHEN LOCAL WEATHER NOT AVAILABLE; NA WHEN CONTROL TOWER CLOSED; LOC: STANDARD - CAT D 800-2 1/4, CAT E 800-2 1/2, NA WHEN LOCAL WEATHER NOT AVAILABLE; NA WHEN CONTROL TOWER CLOSED" - IAW 8260, 8-6-11.
11. LOWERED MAX HOLD-IN-LIEU ALTITUDE FROM 11000 TO 8100 - TO REMAIN WITHIN LIMITS OF MHR LOC/DME EXPANDED SERVICE VOLUME (ESV) MAXIMUM ALTITUDE.

COORDINATED WITH:

A4A ☒ **ALPA** ☒ **AOPA** ☒ **APA** ☒ **HAI** ☐ **NBAA** ☒ **OTHER:** ZOA, NORCAL APP CON, ST. AERO DIR, ARPT MGR

FLIGHT CHECKED BY GARY J VEER	Digitally signed by ERIC N SUSKI Feb 02, 2023	OFFICE FPO	DATE 01/20/2023
DEVELOPED BY PARNELL PRASSADA	Digitally signed by PARNELL R PRASSADA Oct 21, 2022	OFFICE AJV-A431	DATE
APPROVED BY JOHNNIE BAKER	Digitally signed by ERIC N SUSKI Oct 28, 2022	OFFICE AJV-A430	DATE
			TITLE MANAGER



FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

<u>AIRPORT ID</u> KMRH	<u>PROCEDURE NAME</u> ILS Z OR LOC Z RWY 22L ILS Z RWY 22L (SA CAT I), ILS Z RWY 22L (SA CAT II)	<u>AMDT NO.</u> 8	<u>CITY</u> SACRAMENTO	<u>STATE</u> CA	<u>AIRPORT ELEVATION</u> 98	<u>FACILITY</u> I-MHR
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PART A: OBSTRUCTION DATA SEGMENTS

FEEDER

FROM
SWR VOR/DME

TO
ACEKO/SWR 15.00 DME

<u>RNP</u>	<u>DISTANCE</u> 15.00	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>						
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	391203.00N/1201800.00W	9101	164	98	4E	2000					11200
TERRAIN	391203.00N/1201800.00W	8900 (8900)								AS1500	10400

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FEEDER: STEPDOWN

FROM
ACEKO/SWR 15.00 DME

TO
OHDEE/I-MHR 32.07 DME

<u>RNP</u>	<u>DISTANCE</u> 15.22	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>						
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	390300.00N/1203351.00W	5870	164	98	4E	2000				AT230	8100
TERRAIN	390300.00N/1203351.00W	5669 (5700)								AS1500	7200

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FACILITY
I-MHR

HMAS

RF CENTER FIX/DISTANCEHMASRF CENTER FIX/DISTANCE

QUALITY
20
CHECKED

FACILITY
I-MHR

QUALITY
20
CHECKED

AIRPORT ID KMRH	PROCEDURE NAME ILS Z OR LOC Z RWY 22L ILS Z RWY 22L (SA CAT I), ILS Z RWY 22L (SA CAT II)	AMDT NO. 8	CITY SACRAMENTO	STATE CA	AIRPORT ELEVATION 98	FACILITY I-MHR
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INTERMEDIATE

FROM

CAMRR INT/I-MHR 21.03 DME (IF/IAF)

TO

LDOOR/I-MHR 16.73 DME

RNP	DISTANCE 4.30	PAT	MAP	HAT	HMAS
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OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	384312.00N/1205924.00W	2172	164	98	4E	500				AC98 AT2030	4800
TERRAIN	384312.00N/1205924.00W	1971 (2000)								AS1500	3500

COMPUTATIONS

ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:

INTERMEDIATE: STEPDOWN

FROM

LDOOR/I-MHR 16.73 DME

TO

YOSHE/I-MHR 10.74 DME

COMPUTATIONS

SEGMENT REMARKS:



INTERMEDIATE: STEPDOWN

FROM

YOSHE/I-MHR 10.74 DME

TO

GADBE/I-MHR 7.28 DME

<u>RNP</u>	<u>DISTANCE</u> 3.46	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u>					
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	383751.00N/1210618.00W		614	164	98	4E	500				AC98 AT588	1800
TERRAIN	383751.00N/1210721.00W		357 (400)								AS1000	1400

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:

FINAL: ILS

FROM

GADBE/I-MHR 7.28 DME

TO

DA

<u>RNP</u>	<u>DISTANCE</u> 5.17	<u>PAT</u>	<u>MAP</u> DA	<u>HAT</u> 200			<u>HMAS</u>					
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
								ASC				298

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:



FINAL: ILS SA CAT I

FROM				TO										
GADBE/I-MHR 7.28 DME				DA										
RNP		DISTANCE		PAT		MAP		HAT		HMAS				
		5.17				DA		150						
OBSTRUCTION		COORDINATES		ELEV MSL		HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
										ASC				248

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: ILS SA CAT II

FROM GADBE/I-MHR 7.28 DME				TO DA											
RNP		DISTANCE 5.17		PAT		MAP DA		HAT 100		HMAS					
OBSTRUCTION		COORDINATES			ELEV MSL		HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
											ASC				198

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL: LOC

FROM

GADBE/I-MHR 7.28 DME

TO

JEKAX/I-MHR 4.21 DME

<u>RNP</u>	<u>DISTANCE</u> 3.07	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>				<u>HMAS</u>				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	383553.83N/1211211.91W		450	50	20	2C	250				RA40 DG60	800

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL: LOC STEPDOWN

FROM

JEKAX/I-MHR 4.21 DME

TO

I-MHR 2.11 DME

<u>RNP</u>	<u>DISTANCE</u> 2.10	<u>PAT</u>	<u>MAP</u> I-MHR 2.11 DME	<u>HAT</u> 402			<u>HMAS</u>					
<u>OBSTRUCTION</u>	<u>COORDINATES</u>		<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (06-025571)	383441.81N/1211531.47W		235	20	3	1A						500

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



HOLD-IN-LIEU OF PT

FROM

CAMRR

TO

P-9

RNP	DISTANCE	PAT P-9	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	385351.00N/1203927.00W		4899	164	152	4F	1000				PR152	6100
TERRAIN	385351.00N/1203927.00W		4698 (4700)								AS1300	6000

COMPUTATIONS												
ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE	

SEGMENT REMARKS:

NOTE: TARGETS IDENTIFIED 260 FEET PRECIPITOUS TERRAIN ADJUSTMENT, WHICH INCREASED HILPT ALTITUDE FROM 6000' TO 6200'. PER FPT, USING PPV TOOL, THE PRECIPITOUS TERRAIN ADJUSTMENT WAS 152 FEET, ALLOWING MINIMUM HILPT HOLDING ALTITUDE TO REMAIN 6100 FEET. THEREFORE 152 FEET ADJUSTMENT WAS APPLIED.

MISSED APPROACH : ILS

FROM

DA

TO

COSKA INT/SAC 24.22 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>			<u>HMAS</u> 130				
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				3500
AAO	383348.00N/1210336.00W	706	250	50	4D	1000					1800
TERRAIN	383348.00N/1210336.00W	505 (500)								AS1500	2000

COMPUTATIONS												
ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE	

SEGMENT REMARKS:



MISSED APPROACH : ILS SA CAT I

FROM
DA

TO
COSKA INT/SAC 24.22 DME

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				3500
AAO	383348.00N/1210336.00W		706	250	50	4D	1000					1800
TERRAIN	383348.00N/1210336.00W		505 (500)								AS1500	2000

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH : ILS SA CAT II

FROM
DA

TO
COSKA INT/SAC 24.22 DME

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				3500
AAO	383348.00N/1210336.00W		706	250	50	4D	1000					1800
TERRAIN	383348.00N/1210336.00W		505 (500)								AS1500	2000

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSED APPROACH : LOC

FROM
I-MHR 2.11 DME

TO
COSKA INT/SAC 24.22 DME

RNP	DISTANCE	PAT	MAP	HAT			HMAS 250					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				3500
AAO	383348.00N/1210336.00W		706	250	50	4D	1000					1800
TERRAIN	383348.00N/1210336.00W		505 (500)								AS1500	2000

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:

MISSED APPROACH ALTERNATE : ILS

FROM
DA

TO
COSKA/LIN 28.43 DME

RNP	DISTANCE	PAT	MAP	HAT			HMAS 130					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				3500
AAO	383348.00N/1210336.00W		706	164	98	4E	1000					1800
TERRAIN	383348.00N/1210336.00W		505 (500)								AS1500	2000

COMPUTATIONS	ALT	KIAS	KTAS	HAA	VKTW	TR	BA	DTA	COURSE CHANGE	DVEB	VEB OCS	RF CENTER FIX/DISTANCE
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SEGMENT REMARKS:



MISSED APPROACH ALTERNATE : ILS SA CAT I

FROM
DA

TO
COSKA/LIN 28.43 DME

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				3500
AAO	383348.00N/1210336.00W		706	164	98	4E	1000					1800
TERRAIN	383348.00N/1210336.00W		505 (500)								AS1500	2000

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

MISSED APPROACH ALTERNATE : ILS SA CAT II

FROM
DA

TO
COSKA/LIN 28.43 DME

RNP	DISTANCE	PAT	MAP	HAT			HMAS					
OBSTRUCTION	COORDINATES		ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
								ASC				3500
AAO	383348.00N/1210336.00W		706	164	98	4E	1000					1800
TERRAIN	383348.00N/1210336.00W		505 (500)								AS1500	2000

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



AIRPORT ID

KMHR

PROCEDURE NAME

ILS Z OR LOC Z RWY 22L
ILS Z RWY 22L (SA CAT I),
ILS Z RWY 22L (SA CAT II)

AMDT NO.

8

CITY

SACRAMENTO

STATE

CA

AIRPORT ELEVATION

98

FACILITY

I-MHR

MISSED APPROACH ALTERNATE : LOC

FROM

I-MHR 2.11 DME

TO

COSKA/LIN 28.43 DME

RNP

DISTANCE

PAT

MAP

HAT

HMAS
250

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
							ASC				3500
AAO	383348.00N/1210336.00W	706	164	98	4E	1000					1800
TERRAIN	383348.00N/1210336.00W	505 (500)								AS1500	2000

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

CIRCLING

☒ ALL CATS

☒ CAT A

☒ CAT B

☒ CAT C

☒ CAT D

☒ CAT E

☐ NOT AUTHORIZED

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY A											
25.WATER_TOWER (06-214322)	383238.22N/1211647.07W	1.30	462	246	20	10	1B	300			560
CATEGORY B											
25.WATER_TOWER (06-214322)	383238.22N/1211647.07W	1.81	462	246	20	10	1B	300			560
CATEGORY C											
TREE (06-103411)	383530.62N/1211411.54W	2.84	502	284	20	3	1A	300			600
CATEGORY D											
27.BUILDING (06-001054)	383343.00N/1211224.00W	3.71	702	434	500	50	5D	300		AC50	800
CATEGORY E											
AAO	383553.83N/1211211.91W	4.63	702	450	50	20	2C	300			800

CIRCLING REMARKS:

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MSA

CENTER

SAC VORTAC

RADIUS

25

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
220-310	AAO	382403.00N/1220621.00W	248	26.3	3019	164	98	4E	1000			4100
310-220	TOWER (06-001883)	381424.00N/1213007.00W	152	12.4	2051	100	50	3D	1000			3100

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

AIRPORT ID KMHR	PROCEDURE NAME ILS Z OR LOC Z RWY 22L ILS Z RWY 22L (SA CAT I), ILS Z RWY 22L (SA CAT II)	AMDT NO. 8	CITY SACRAMENTO	STATE CA	AIRPORT ELEVATION 98	FACILITY I-MHR
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PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH
NORCAL APP CON, MHR TOWER, OAK ARTCC

WX SERVICE AWOS-3PT	LOCATION KMHR	HRS OPERATION 24	ALTIMETER SOURCE KMHR	DISTANCE 0	SERVICE-A Y	ADJUSTMENTS 0
BACK-UP WX SERVICE ASOS	LOCATION KSAC	HRS OPERATION 24	ALTIMETER SOURCE KSAC	DISTANCE 9.57	SERVICE-A Y	ADJUSTMENTS 33

WX REMARKS:
PRESSURE PATTERNS THE SAME
KMHR 98, KSAC 24
RA = 32.37

PRIMARY NAVAID I-MHR	MONITOR POINT MHR ATCT	HRS OPERATION TWR OPEN SEE A/FD TWR CLSD SEE A/FD	CAT 1 3
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APPROACH AND RUNWAY LIGHTING SYSTEM	RUNWAY MARKINGS	RUNWAY VISUAL RANGE
RW04L - MIRL (PCL)	NPI-G	
RW22R - MIRL (PCL)	NPI-G	
RW04R - HIRL (PCL), VASI-4L (PCL)	PIR-G	APPROACH, MIDPOINT, ROLL OUT
RW22L - MALSR (PCL), HIRL (PCL), VASI-4L (PCL)	PIR-G	APPROACH, MIDPOINT, ROLL OUT

GLIDESLOPE ANGLE 3.00	ELEV RWY THRESHOLD 98.3	TCH 56.0	ELEV GS ANTENNA 92.0	DISTANCE FROM RWY 1127	VGSI ANGLE 3.00	TCH 49.5
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FINAL APPROACH COURSE AIMING
RUNWAY THRESHOLD ☒ FT FROM THRESHOLD
ON CENTERLINE ☒ FT FROM CENTERLINE
DISPLACED THRESHOLD DISTANCE

CRITICAL TEMPERATURES

CRITICAL LOW	CRITICAL HIGH	ACT	APT ISA
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CRITICAL TEMPERATURE REMARKS:

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"VISUAL PORTION OF FINAL" PENETRATIONS

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

100 FT. VEGETATION HEIGHT USED.

CONTINGENCY NOTE: CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE SACRAMENTO EXEC ALTIMETER SETTING AND INCREASE S-ILS 22L DA TO 332 FEET; INCREASE ALL MDAS 40 FEET AND S-LOC 22L VISIBILITY CAT C/D/E TO RVR 4500 AND CIRCLING VISIBILITY CAT D/E 1/4 SM.

CHART NOTE: FOR INOPERATIVE ALS, WHEN USING SACRAMENTO EXEC ALTIMETER SETTING, INCREASE S-ILS CAT E VISIBILITY TO RVR 4000 AND S-LOC CAT E VISIBILITY TO 1 3/8 SM.

CHART NOTE: VDP NA WHEN USING SACRAMENTO EXEC ALTIMETER SETTING.

ORDER 8260.3 CHAPTER 2 APPLIED TO 452 AAO 383630.00N/1211030.00W.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.



AIRPORT ID KMHR	PROCEDURE NAME ILS Z OR LOC Z RWY 22L ILS Z RWY 22L (SA CAT I), ILS Z RWY 22L (SA CAT II)	AMDT NO. 8	CITY SACRAMENTO	STATE CA	AIRPORT ELEVATION 98	FACILITY I-MHR
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PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	THLD	TO 1000FT POINT	3.28
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	0.93
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	233.72
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	200
DISTANCE FROM	THLD	TO 1500FT POINT	
WIDTH OF	INTERMEDIATE*	SEGMENT AT 1500FT POINT	
TRUE COURSE OF	INTERMEDIATE*	SEGMENT CONTAINING 1500FT POINT	
HIGH TERRAIN IN	INTERMEDIATE*	SEGMENT CONTAINING 1500FT POINT	
THRESHOLD COORDINATES (IF STR-IN)	383347.09N/1211654.00W		
ARP COORDINATES	383319.12N/1211749.96W		
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 4R DISTANCE 1.00 NM		
FAF COORDINATES	383650.71N/1211135.07W		
FIX NAME COORDINATES			
REMARKS			

*1500 FT POINT LIES IN HOLD-IN-LIEU OF PT PATTERN AT IF (CAMRR, 38445738N/1205724.23W) INBOUND COURSE: 233.72T, LEFT TURNS, TEMPLATE P-10.

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AIRPORT ID KMHR	PROCEDURE NAME ILS Z OR LOC Z RWY 22L ILS Z RWY 22L (SA CAT I), ILS Z RWY 22L (SA CAT II)	AMDT NO. 8	CITY SACRAMENTO	STATE CA	AIRPORT ELEVATION 98	FACILITY I-MHR
PART E: PREPARED BY						
NAME PARNELL PRASSADA	OFFICE AJV-A431	DATE	TITLE AERONAUTICAL INFORMATION SPECIALIST			

