

**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> MHR	<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> 8A	<u>CITY</u> SACRAMENTO	<u>STATE</u> CA		
<u>AIRPORT ELEVATION</u> 98	<u>TDZE</u> 98	<u>SUPERSEDED</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>DATED</u> 06/15/2023	<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 (SWR R-214)	15.22	8100
OHDEE/I-MHR 32.07 DME	IAF	ESDIE/I-MHR 27.08 DME					220.72 (I-MHR)	4.99	8100
ESDIE/I-MHR 27.08 DME		CAMRR INT/I-MHR 21.03 DME	NOPT				220.72 (I-MHR)	6.05	6100
COLOM INT/HNW 8.89 DME	IAF	CAMRR INT/I-MHR 21.03 DME	NOPT				172.00 (HDG) & 220.72 (I-MHR)	2.58 & 4.75	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 (I-MHR)	4.30	4800
LDOOR/I-MHR 16.73 DME		YOSHE/I-MHR 10.74 DME					220.72 (I-MHR)	5.99	2900
YOSHE/I-MHR 10.74 DME		GADBE/I-MHR 7.28 DME					220.72 (I-MHR)	3.46	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.



PROFILE:

1.	PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)
2.	HOLD NE CAMRR, LT, 220.72 INBOUND, 6100 IN LIEU OF PT (IAF), MAX 8100.					
3.	FAC: 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.

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
CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT COLOM ON V6 NORTHEAST BOUND.
CHART NOTE: CIRCLING NA NW OF RWY 4R-22L.
CHART NOTE: *RVR 1800 AUTHORIZED WITH USE OF FD OR AP OR HUD TO DA.
SA CAT I/II CHART NOTE: REQUIRES SPECIFIC OPSPEC, MSPEC, OR LOA APPROVAL.
SA CAT I/II CHART NOTE: PROCEDURE NA WHEN TOWER CLOSED.
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.

ADDITIONAL FLIGHT DATA:

CHART IN PLANVIEW: COSKA INT/SAC 24.22 DME.
CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD S COSKA/LIN 28.43 DME, RT, 338.18 INBOUND.
HOLD SW,RT, 058.01 INBOUND.
CHART AT OR ABOVE 7000 AT HNW VOR/DME.
HOLD SW, RT, 058.01 INBOUND.
CHART FAS OBST: 235 TOWER (06-025571) 383442N/1211531W.
CHART 252 TREE (06-325335) 383504N/1211410W.
CHART VDP AT 3.21 DME.
DISTANCE VDP TO THLD 1.10 NM.

MINIMUMS:

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

ALTERNATE: NA ☐ ILS: STANDARD - NA WHEN CONTROL TOWER CLOSED., NA WHEN LOCAL WEATHER NOT AVAILABLE.; LOC: STANDARD - CAT D 800-2 1/4, CAT E 800-2 3/4, NA WHEN CONTROL TOWER CLOSED., NA WHEN LOCAL WEATHER NOT AVAILABLE.

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	860	2 3/4	762



AIRPORT ID
MHR

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
8A

CITY
SACRAMENTO

STATE
CA

CHANGES - REASONS

1. TERMINAL ROUTES: COURSE ID (SWR R-214, I-MHR AND HDG) MOVED FROM DISTANCE COLUMN TO COURSE COLUMN – IAW 8260.19K 8-6-4.B.(2).
2. ADDITIONAL FLIGHT DATA: REMOVED "CHART CIRCLING ICON" – NO LONGER REQUIRED.
3. ADDITIONAL FLIGHT DATA: "452 AAO 383630N/1211030W" UPDATED TO "CHART 252 TREE (06-325335) 383504N/1211410W" – NEW 7:1 EXCLUDED OBST IAW 8260.19K 8-6-11.E.
4. MINIMUMS: ALTERNATE: UPDATED FROM "LOC: STANDARD – CAT D 800 2 1/4, CAT E 800 2 1/2" TO "LOC: STANDARD – CAT D 800 2 1/4, CAT E 800 2 3/4" – IAW 8260.3G 3-4-1.
5. MINIMUMS: CIRCLING CAT E MDA/VIS/HAA UPDATED FROM "800/2 1/2/702" TO "860/2 3/4/762" – NEW CAT E CONTROLLING OBSTACLE AND CANCELS NOTAM FDC 5/9803.
6. EQUIPMENT REQUIREMENTS NOTE CHANGED FROM "DME REQUIRED FOR LOC ONLY" TO "DME REQUIRED" - DME NEEDED TO DEFINE INTERMEDIATE STEPDOWN FIXES.
7. CHART NOTE CHANGED FROM "RVR 1800 AUTHORIZED WITH USE OF FD OR AP OR HUD TO DA (NA WHEN USING SACRAMENTO EXECUTIVE ALTIMETER SETTING)" TO "RVR 1800 AUTHORIZED WITH USE OF FD OR AP OR HUD TO DA" - MOVED BACKUP ALTIMETER PORTION TO PART C FOR CONTINGENCY PURPOSES.
8. REMOVED "(DME REQUIRED)" FROM ALTERNATE MISSED APPROACH INSTRUCTIONS - DME NOW REQUIRED FOR THE ENTIRE APPROACH.

COORDINATED WITH:

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

FLIGHT CHECKED BY

ROBERT T PERKINS

Digitally signed by

CASEY D HILL

Jun 15, 2026

OFFICE

AJF

DATE

06/11/2026

DEVELOPED BY

CASEY HILL (GEORGE H. TYLER)

Digitally signed by

CASEY D HILL

Jun 15, 2026

OFFICE

AJV-A421

DATE

03/09/2026

APPROVED BY

CASEY HILL

Digitally signed by

CASEY D HILL

Jun 15, 2026

OFFICE

AJV-A421

DATE

07/30/2026

TITLE

MANAGER

QUALITY
18
CHECKED

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

<u>AIRPORT ID</u> MHR	<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> 8A	<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

<u>FROM</u> SWR VOR/DME	<u>TO</u> ACEKO/SWR 15.00 DME
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<u>RNP</u>	<u>DISTANCE</u> 15.00	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
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<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

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

FEEDER: STEPDOWN

<u>FROM</u> ACEKO/SWR 15.00 DME	<u>TO</u> OHDEE/I-MHR 32.07 DME
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<u>RNP</u>	<u>DISTANCE</u> 15.22	<u>PAT</u>	<u>MAP</u>	<u>HAT</u>	<u>HMAS</u>
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<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

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



INITIAL

FROM

OHDEE/I-MHR 32.07 DME

TO

ESDIE/I-MHR 27.08 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	4.99										
<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	384845.00N/1204203.00W	3334	164	98	4E	1000				PR150 AT3616	8100
TERRAIN	385427.00N/1204848.00W	2998 (3000)								AS1500	4500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL: STEPDOWN

FROM

ESDIE/I-MHR 27.08 DME

TO

CAMRR INT/I-MHR 21.03 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	6.05										
<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	384700.00N/1204836.00W	2336	164	98	4E	1000				AT2764	6100
TERRAIN	384521.00N/1204812.00W	2099 (2100)								AS1500	3600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



INITIAL

FROM

COLOM INT/HNW 8.89 DME

TO

CAMRR INT/I-MHR 21.03 DME

RNP	DISTANCE	PAT	MAP	HAT	HMAS
	2.58 & 4.75				

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	385051.00N/1204427.00W	2983	250	50	4D	1000				PR100 AT2017	6100
TERRAIN	384512.00N/1204357.00W	2765 (2800)								AS1500	4300

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INITIAL

FROM

HNW VOR/DME

TO

CAMRR INT/I-MHR 21.03 DME

RNP	DISTANCE	PAT	MAP	HAT	HMAS
	9.85				

OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
AAO	384433.00N/1204445.00W	2858	164	98	4E	1000				PR90 AT2152	6100
TERRAIN	384433.00N/1204445.00W	2657 (2700)								AS1500	4200

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM

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

TO

LDOOR/I-MHR 16.73 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	4.30										
<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	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

SEGMENT REMARKS:

INTERMEDIATE: STEPDOWN

FROM

LDOOR/I-MHR 16.73 DME

TO

YOSHE/I-MHR 10.74 DME

<u>RNP</u>	<u>DISTANCE</u> 5.99	<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	384039.00N/1210000.00W	1726	164	98	4E	500				AC98 AT576	2900
TERRAIN	384006.00N/1210118.00W	1499 (1500)								AS1000	2500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE: STEPDOWN

FROM

YOSHE/I-MHR 10.74 DME

TO

GADBE/I-MHR 7.28 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	3.46										
<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

SEGMENT REMARKS:

FINAL: ILS

FROM

GADBE/I-MHR 7.28 DME

TO

RW22L

<u>RNP</u>		<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>			
		5.17		DA			200				
<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

SEGMENT REMARKS:



FINAL: ILS SA CAT I

FROM

GADBE/I-MHR 7.28 DME

TO

RW22L

<u>RNP</u>		<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>	<u>HMAS</u>			
		5.17		DA			150				
<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				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

RW22L

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
	5.17		DA				100				
<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				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

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

RNP	DISTANCE	PAT	MAP			HAT	HMAS				
	2.10		I-MHR 2.11 DME			402					
OBSTRUCTION	COORDINATES	ELEV MSL	HORZ	VERT	AC	ROC	OCS	CG	CGTA	ADJUSTMENTS	MIN ALT
TOWER (06-025571)	383441.81N/1211531.47W	235	20	3	1A	250					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-10

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u> P-10	<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	385351.00N/1203927.00W	4899	164	98	4E	1000				PR152	6100
TERRAIN	385351.00N/1203927.00W	4698 (4700)		1300						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.

MISSSED APPROACH: ILS

FROM

DA

TO

COSKA INT/28.43 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/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	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/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	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/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	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 ALTERNATE: ILS

FROM

DA

TO

COSKA INT/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

SEGMENT REMARKS:



MISSED APPROACH ALTERNATE: ILS SA CAT I

FROM

DA

TO

COSKA INT/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 INT/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:



FACILITY
I-MHR

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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	3018	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:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

NORCAL APP CON, MHR TOWER, OAK ARTCC

WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
AWOS-3PT	MHR	24	MHR		Y	0
BACK-UP WX SERVICE	LOCATION	HRS OPERATION	ALTIMETER SOURCE	DISTANCE	WMSCR	ADJUSTMENTS
ASOS	SAC	24	SAC	9.57	Y	34

WX REMARKS:

PRESSURE PATTERNS THE SAME
MHR 98, SAC 19
RA = 33.7

PRIMARY NAVAID	MONITOR POINT	HRS OPERATION	CAT
I-MHR	MHR ATCT	TWR OPEN SEE A/FD TWR CLSD SEE A/FD	1 3

APPROACH AND RUNWAY LIGHTING SYSTEM	RUNWAY MARKINGS	RUNWAY VISUAL RANGE
02H		
01H		
RW04L	NPI-G	
RW22R	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	ELEV RWY THRESHOLD	TCH	ELEV GS ANTENNA	DISTANCE FROM RWY	VGSI ANGLE	TCH
3.00	98.3	56.0	92.0	1127	3.00	49.5

FINAL APPROACH COURSE AIMING



RUNWAY THRESHOLD

X

FT FROM THRESHOLD

DISPLACED THRESHOLD DISTANCE

ON CENTERLINE

X

FT FROM CENTERLINE

CRITICAL TEMPERATURES

CRITICAL LOW

CRITICAL HIGH

ACT

APT ISA

CRITICAL TEMPERATURE REMARKS:

"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.

FOR CONTINGENCY PURPOSES:
WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE SAC ALTIMETER SETTING AND INCREASE S-ILS 22L DA TO 332 FEET; INCREASE ALL MDAS 40 FEET AND SLOC 22L VISIBILITY CATS C, D AND E TO RVR 4500 AND CIRCLING VISIBILITY CAT D 1/4 SM.
VDP NA WHEN USING SAC ALTIMETER SETTING.
*RVR 1800 NA WHEN USING SAC ALTIMETER SETTING.

ORDER 8260.3 CHAPTER 2 APPLIED TO 252 TREE (06-325335) 383504.44N/1211409.54W.
ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.

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.

PART E: PREPARED BY

<u>NAME</u>	<u>OFFICE</u>	<u>DATE</u>	<u>TITLE</u>
CASEY HILL (GEORGE H. TYLER)	AJV-A421	03/09/2026	AERONAUTICAL INFORMATION SPECIALIST

