

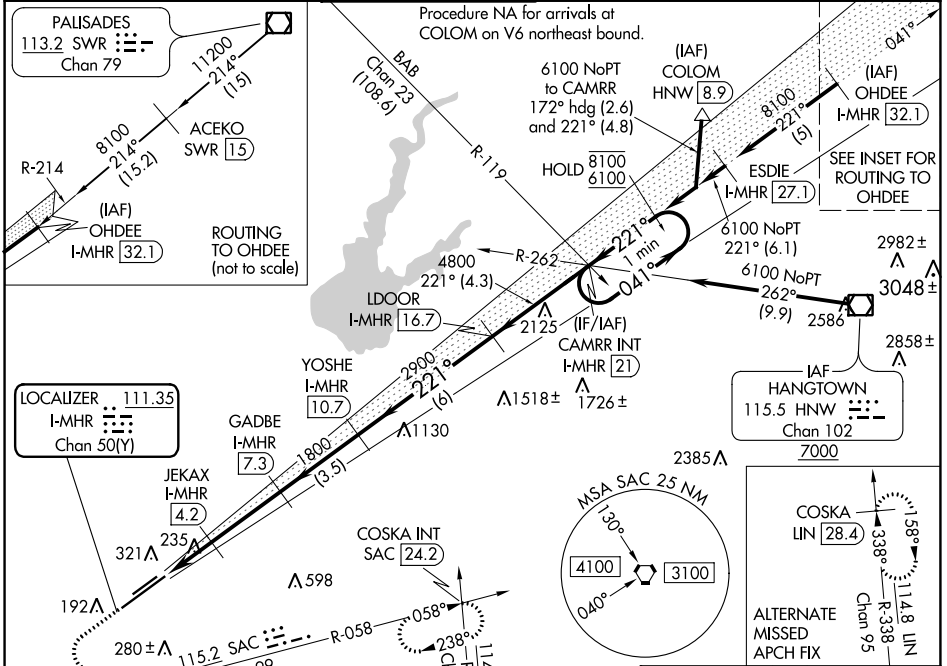
LOC/DME I-MHR <b>111.35</b> Chan 50(Y)	APP CRS <b>221°</b>	Rwy Idg TDZE Apt Elev	<b>11301</b> <b>98</b> <b>98</b>
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# ILS Z or LOC Z RWY 22L

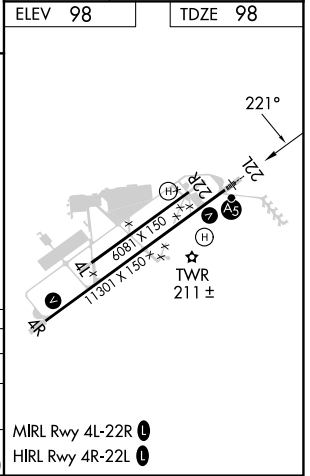
## SACRAMENTO MATHER (MHR)

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

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>	CLNC DEL <b>121.85 307.9</b>	UNICOM <b>122.95</b>
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ELEV 98	TDZE 98
<p>1000 3500</p> <p>hdg 090°</p> <p>SAC R-058</p> <p>COSKA INT</p> <p>One Minute Holding Pattern</p>	<p>VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 50).</p> <p>CAMRR INT I-MHR [21]</p>
<p>JEKAX I-MHR [4.2]</p> <p>GADBE I-MHR [7.3]</p> <p>YOSHE I-MHR [10.7]</p> <p>LDOOR I-MHR [16.7]</p> <p>041° → 8100</p> <p>← 221° 6100</p> <p>GS 3.00° TCH 56</p>	<p>800 1800</p> <p>2900 4800</p>
<p>1.1 1 NM</p> <p>3.1 NM</p> <p>3.5 NM</p> <p>6 NM</p> <p>4.3 NM</p>	
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 800-2¼ 800-2½ 502 (600-1½) 702 (800-2¼) 702 (800-2½)



SW-2, 22 FEB 2024 to 21 MAR 2024

SW-2, 22 FEB 2024 to 21 MAR 2024