

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

# ILS Y or LOC Y RWY 22L

SACRAMENTO MATHER (MHR)

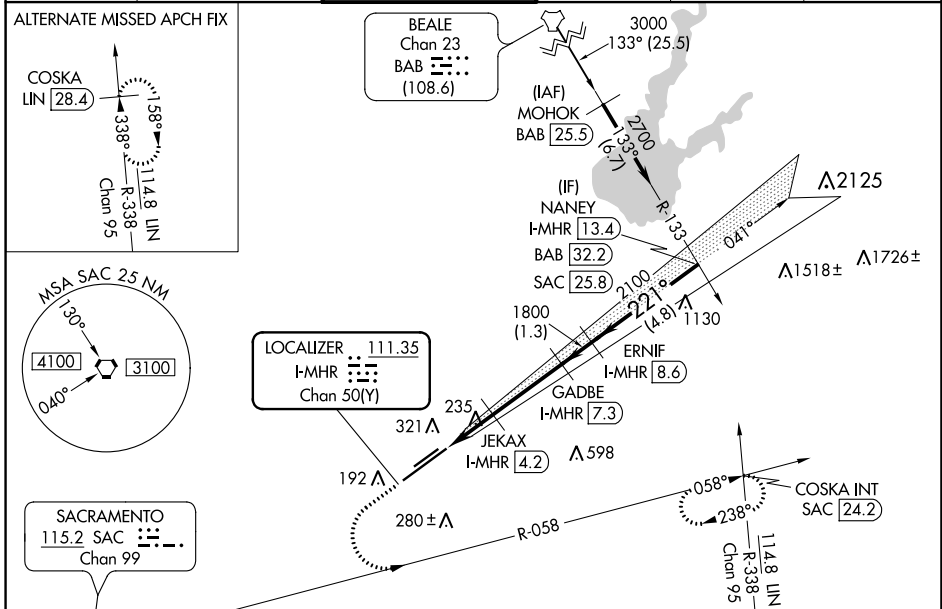
TACAN required for procedure entry at BAB TACAN. For non-TACAN equipped aircraft, DME required.

⚠ 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. (NA when using Sacramento Exec altimeter setting).

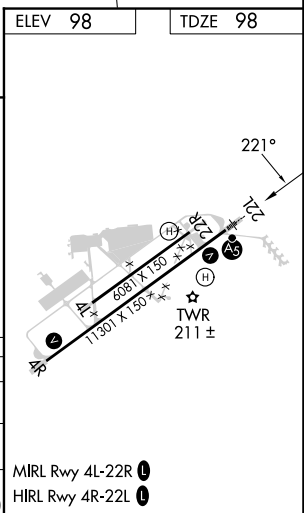
MALS R

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 <b>118.325</b>	NORCAL APP CON <b>127.4 317.5</b>	MATHER TOWER ★ <b>120.65 (CTAF) 0 282.25</b>	GND CON <b>121.85 307.9</b>	CLNC DEL <b>121.85 307.9</b>	UNICOM <b>122.95</b>
------------------------	--------------------------------------	---	--------------------------------	---------------------------------	-------------------------



ELEV 98	TDZE 98
1000	3500
hdg 090°	SAC R-058
COSKA INT	NANEY I-MHR 13.4
ERNIF I-MHR 8.6	GADBE I-MHR 7.3
JEKAX I-MHR 4.2	2700
I-MHR 2.1	2100
I-MHR 3.2	1800
800	1800
1.1 NM	1 NM
3.1 NM	1.3 NM
4.8 NM	
VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 50).	
CATEGORY	
S-ILS 22L	
S-LOC 22L	
CIRCLING	



SW-2, 18 APR 2024 to 16 MAY 2024

SW-2, 18 APR 2024 to 16 MAY 2024