


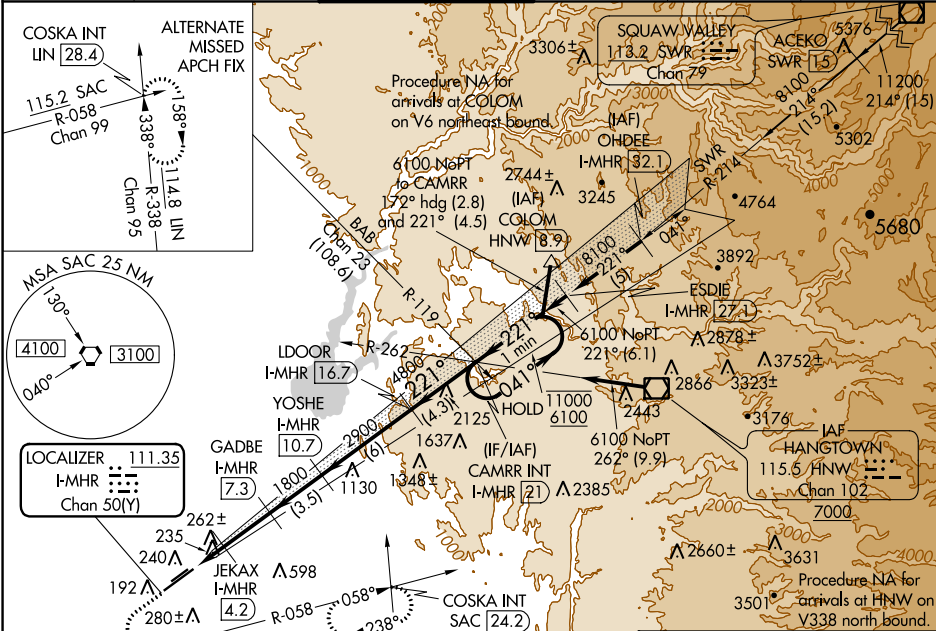


LOC/DME I-MHR <b>111.35</b> Chan <b>50(Y)</b>	APP CRS <b>221°</b>	Rwy Idg <b>11301</b> TDZE <b>98</b> Apt Elev <b>98</b>
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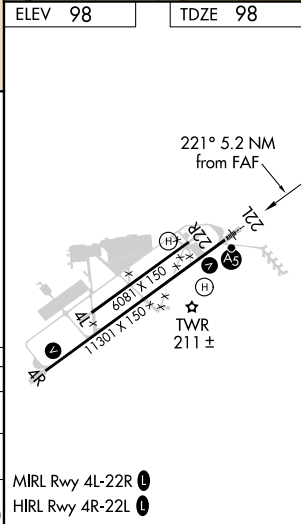
ILS or LOC RWY 22L  
SACRAMENTO MATHER (MHR)

DME required for LOC only.			 MALSR		MISSED APPROACH: Climb to 700 then climbing left turn to 3000 on heading 090° and SAC VORTAC R-058 to COSKA INT/ SAC 24.2 DME and hold.
	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. Procedure NA when tower closed. #RVR 1800 authorized with use of FD or AP or HUD to DA.				

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>
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700 3000 hdg 090°		SAC R-058	COSKA INT	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 50).		One Minute Holding Pattern	
*LOC only		JEKAX I-MHR 4.2	GADBE I-MHR 7.3	YOSHE I-MHR 10.7	LDOOR I-MHR 16.7	CAMR INT I-MHR 21	
*I-MHR 3.4		*I-MHR 2.1	1800	2900	4800	11000	6100
1.3 0.8		3.1 NM	3.5 NM	6 NM	4.3 NM	GS 3.00° TCH 56	
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)	800-2½ 702 (800-2½)		



SW-2, 31 DEC 2020 to 28 JAN 2021

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