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

ILS Y or LOC Y RWY 22L

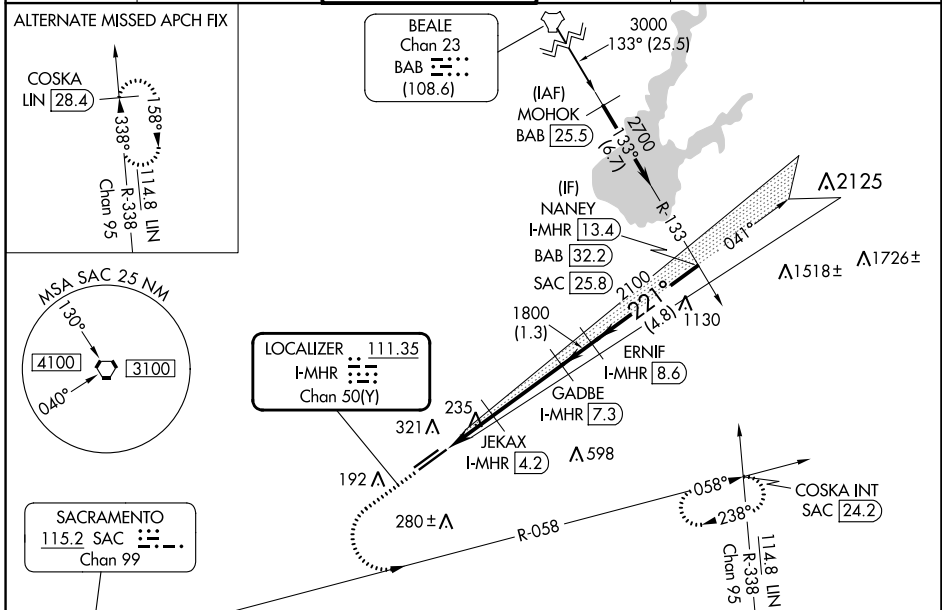
SACRAMENTO MATHER (MHR)

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

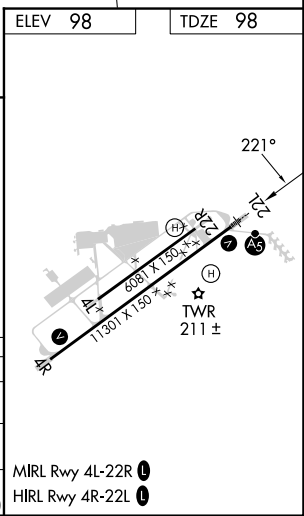
⚠ Circling NA northwest of Rwy 4R-22L. For inop ALS, increase S-ILS Cat E visibility to RVR 4000 and S-LOC Cat C/D/E visibility to RVR 6000.
*RVR 1800 authorized with use of FD or AP or HUD to DA. (NA when using Sacramento Exec altimeter setting).

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



| | |
|-----------------|---|
| 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 | I-MHR 2.1 |
| I-MHR 3.2 | I-MHR 4.2 |
| 1800 | 1800 |
| 2100 | 2700 |
| GS 3.00° | TCH 56 |
| 1.1 NM | 1 NM |
| 3.1 NM | 1.3 NM |
| 4.8 NM | |
| 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, 31 OCT 2024 to 28 NOV 2024

SW-2, 31 OCT 2024 to 28 NOV 2024