

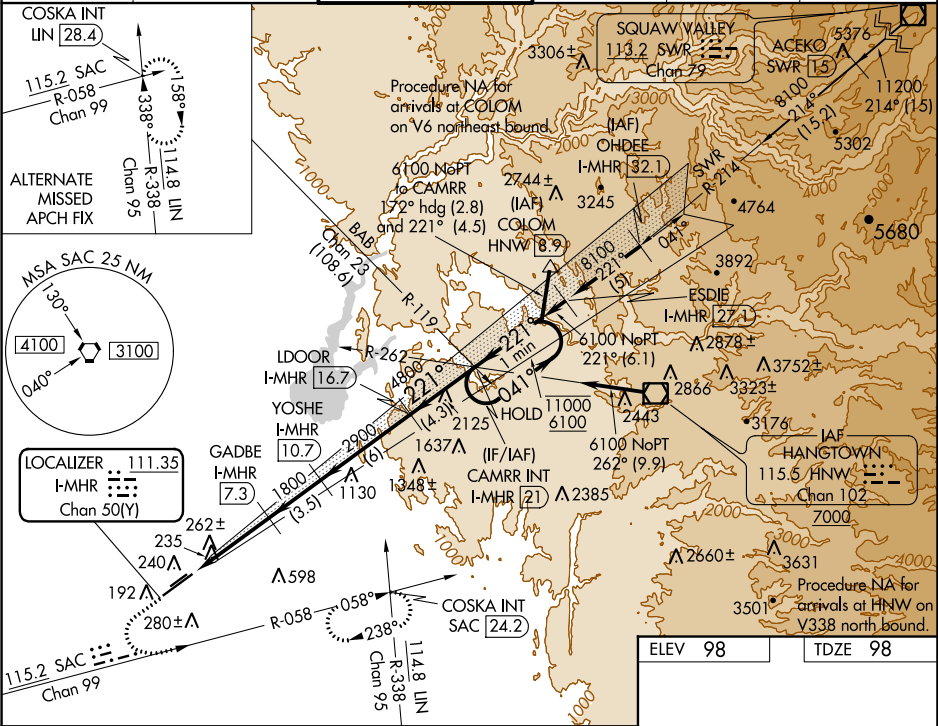
LOC/DME I-MHR 111.35 Chan 50(Y)	APP CRS 221°	Rwy Idg 11301 TDZE 98 Apt Elev 98	ILS RWY 22L (SA CAT I & II) SACRAMENTO MATHER (MHR)
---	------------------------	--	---

⚠ SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.
SA CAT II: Reduced lighting: requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.
Procedure NA when tower closed.

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.

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
------------------------	--------------------------------------	---	--------------------------------	---------------------------------	-------------------------



700 3000
↑ hdg 090°

SAC R-058

COSKA INT

VGSI and ILS glidepath not coincident
(VGSI Angle 3.00/TCH 50).

CAMRR INT I-MHR [21] One Minute Holding Pattern

LDOOR I-MHR [16.7]

YOSHE I-MHR [10.7]

GADBE I-MHR [7.3]

1800 2900 4800 11000 6100

041° 221°

GS 3.00° TCH 56

CATEGORY	A	B	C	D
S-ILS 22L	SA CAT I	RA 136/14 150	DA 248	
S-ILS 22L	SA CAT II	RA 95/12 100	DA 198	

SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 98 TDZE 98