

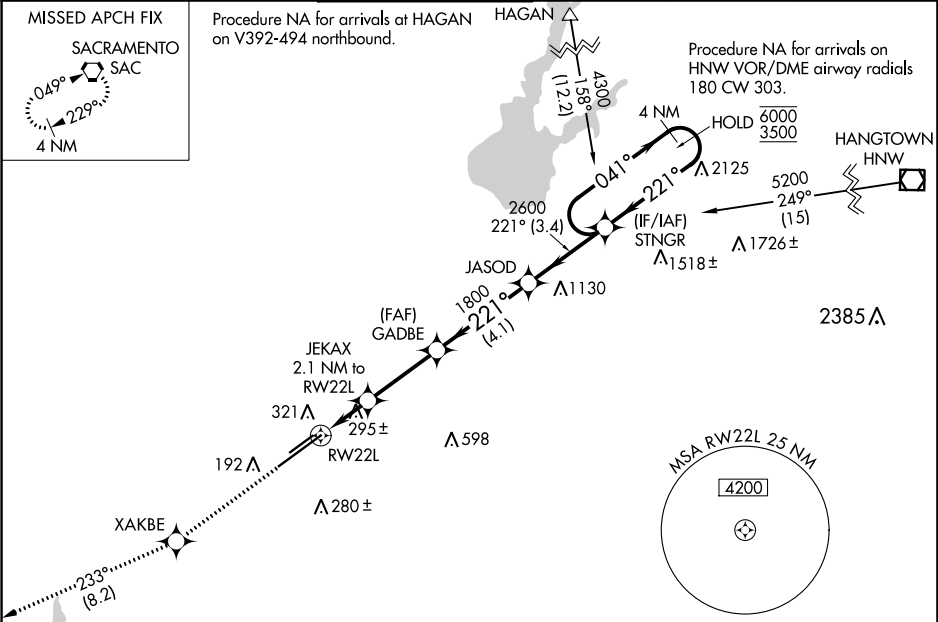
WAAS CH 40225 W22A	APP CRS 221°	Rwy Idg 11301 TDZE 98 Apt Elev 98
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RNAV (GPS) RWY 22L

SACRAMENTO MATHER (MHR)

RNP APCH.	MALSR	MISSED APPROACH: Climb to 3000 direct XAKBE and on track 233° to SAC VORTAC and hold.
⚠ Circling NA northwest of Rwy 4R-22L. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 1½ SM and LNAV Cat C/D visibility to 1¾ SM.		

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
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ELEV 98		TDZE 98							
3000 ↑	XAKBE ✧	tr 233° ◡	SAC ◡	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 50).					
* LNAV only		JEKAX 2.1 NM to RW22L	GADBE 1800	JASOD	STNGR 4 NM Holding Pattern				
RW22L ↙		*1.4 NM to RW22L	1800	2600	041°→ 6000 ← 221° 3500				
800*		1800		GP 3.00° TCH 56					
1.4 NM		0.7		3.1 NM		4.1 NM		3.4 NM	
CATEGORY		A		B		C		D	
LPV DA		298-½		200 (200-½)					
LNAV/ VNAV DA		517-¾		419 (500-¾)					
LNAV MDA		580-½		482 (500-½)		580-1		482 (500-1)	
CIRCLING		580-1		482 (500-1)		600-1½ 502 (600-1½)		800-2¼ 702 (800-2¼)	

Diagram illustrating the approach path and holding pattern for Runway 22L. The path starts at a 4 NM Holding Pattern at STNGR (6000/3500 ft), descends through JASOD (2600 ft) and GADBE (1800 ft) to JEKAX (2.1 NM to RW22L). The path then descends through a 1.4 NM segment to a 800 ft altitude, and finally descends through a 3.00° glide path to the runway. A 4 NM Holding Pattern is also shown at the top right.

Diagram illustrating the approach path and holding pattern for Runway 22R. The path starts at a 4 NM Holding Pattern at STNGR (6000/3500 ft), descends through JASOD (2600 ft) and GADBE (1800 ft) to JEKAX (2.1 NM to RW22L). The path then descends through a 1.4 NM segment to a 800 ft altitude, and finally descends through a 3.00° glide path to the runway. A 4 NM Holding Pattern is also shown at the top right.

MIRL Rwy 4L-22R

HIRL Rwy 4R-22L