

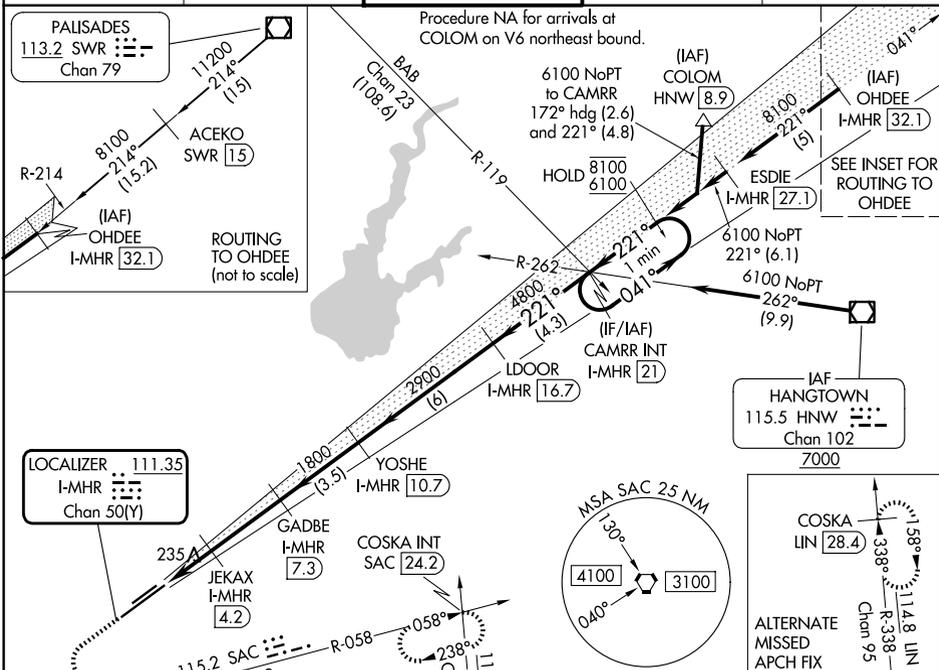
LOC/DME I-MHR <b>111.35</b> Chan <b>50(Y)</b>	APP CRS <b>221°</b>	Rwy Ldg <b>11301</b>
		TDZE <b>98</b>
		Apt Elev <b>98</b>

# ILS Z or LOC Z RWY 22L

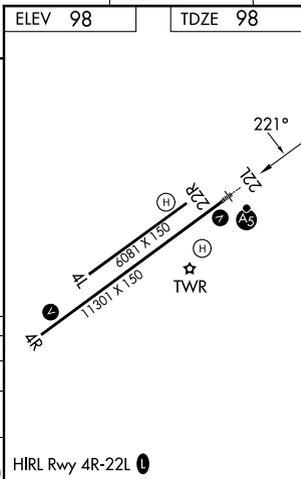
SACRAMENTO MATHER (MHR)

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

ATIS <b>118.325</b>	NORCAL APP CON <b>127.4 317.5</b>	MATHER TOWER ★ <b>120.65(CTAF) 282.25</b>	GND CON <b>121.85 307.9</b>	UNICOM <b>122.95</b>
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ELEV 98	TDZE 98
1000	3500
hdg 090°	SAC R-058
COSKA INT	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 50).
One Minute Holding Pattern	
JEKAX I-MHR (4.2)	GADBE I-MHR (7.3)
YOSHE I-MHR (10.7)	LDOOR I-MHR (16.7)
CAMRR INT I-MHR (21)	
800	1800
2900	4800
8100	8100
221°	221°
GS 3.00°	TCH 56
1.1 NM	1 NM
3.1 NM	3.5 NM
6 NM	4.3 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, 19 FEB 2026 to 19 MAR 2026

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