

|                                  |                        |                                                             |
|----------------------------------|------------------------|-------------------------------------------------------------|
| LOC I-SNS<br><b><u>108.5</u></b> | APP CRS<br><b>315°</b> | Rwy Ldg <b>4825</b><br>TDZE <b>82</b><br>Apt Elev <b>84</b> |
|----------------------------------|------------------------|-------------------------------------------------------------|

ILS RWY 31  
SALINAS MUNI (SNS)

DME required.

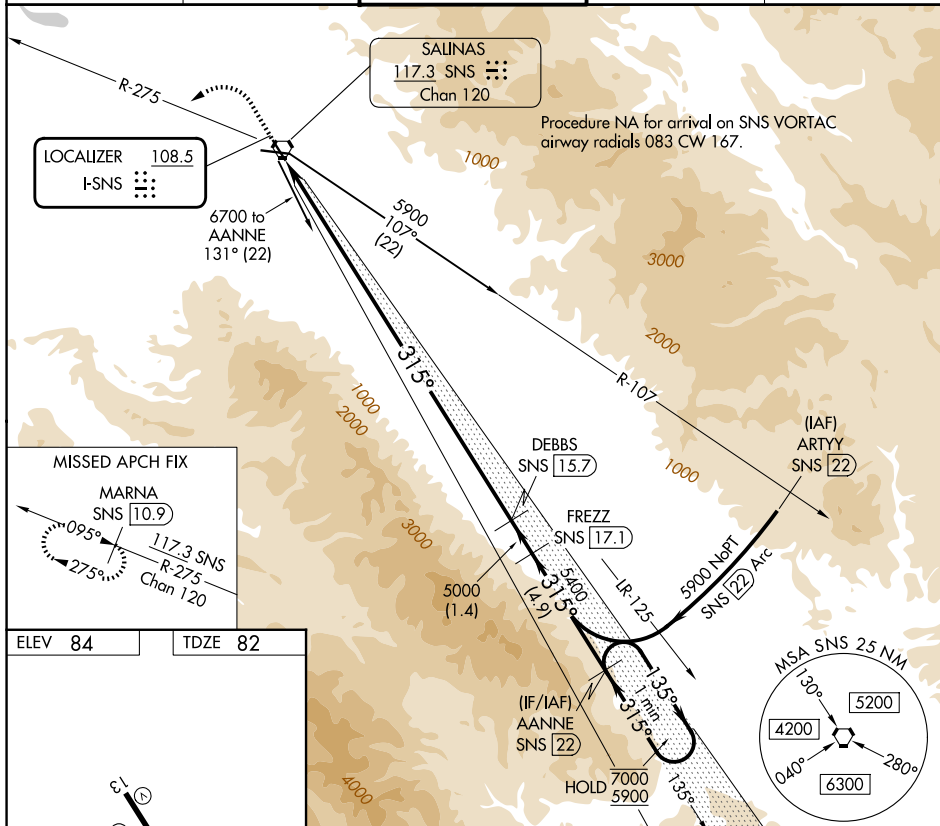
**T**  
**A** DME from SNS VORTAC. DME use requires simultaneous reception of I-SNS and SNS DME.

MALSR

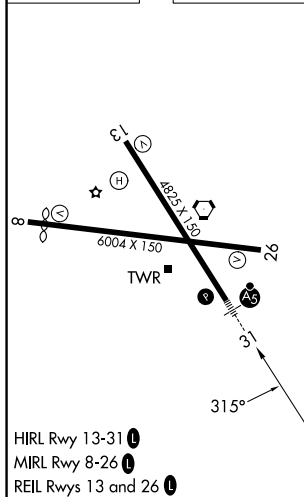


**MISSED APPROACH:** Climb to 800, then climbing left turn to 3000 on SNS VORTAC R-275 to MARN/SNS 10.9 DME and hold, continue climb-in-hold to 3000.

|                       |                                       |                                                  |                         |                        |
|-----------------------|---------------------------------------|--------------------------------------------------|-------------------------|------------------------|
| ATIS<br><b>124.85</b> | NORCAL APP CON<br><b>133.0 251.15</b> | SALINAS TOWER ★<br><b>119.525 (CTAF) 0 239.3</b> | GND CON<br><b>121.7</b> | UNICOM<br><b>123.0</b> |
|-----------------------|---------------------------------------|--------------------------------------------------|-------------------------|------------------------|



|         |  |         |
|---------|--|---------|
| ELEV 84 |  | TDZE 82 |
|---------|--|---------|



|                                                                                                                                                                                                                                                                                                                                                                                                                    |                    |   |   |   |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|---|---|---|
| <div><div><div>800</div><div>↑</div></div><div><div>3000</div><div>SNS</div><div>R-275</div></div><div><div>MARNA</div><div>SNS</div><div>10.9</div></div></div> <div>VGSI and ILS glidepath not coincident<br/>(VGSI Angle 3.00/TCH 59)</div> <div><div>AANNE</div><div>SNS</div><div>22</div></div> <div>One Minute Holding Pattern</div>                                                                        |                    |   |   |   |
| <div><div><div>DEBBS</div><div>SNS</div><div>15.7</div></div><div><div>FREZZ</div><div>SNS</div><div>17.1</div></div><div><div>135°→</div><div>←315°</div></div><div><div>7000</div><div>5900</div></div><div><div>GS 3.00°</div><div>TCH 50</div></div></div> <div><div>5000</div><div>5400</div><div>5000</div></div> <div><div>315°</div></div> <div><div>15.3 NM</div><div>1.4 NM</div><div>4.9 NM</div></div> |                    |   |   |   |
| CATEGORY                                                                                                                                                                                                                                                                                                                                                                                                           | A                  | B | C | D |
| S-ILS 31                                                                                                                                                                                                                                                                                                                                                                                                           | 302/24 220 (300-½) |   |   |   |