

# Salinas (SNS) Airport, Class D Radio Communications Guide

REF: AIM Chapter 4-2. The basic format of all radio calls is:

**Who** you're calling, **Who** you are, **Where** you are, **What** you want

Often, especially if you have a long request or the controller sounds busy, you'll make your first call with just their name and your call sign and wait for a reply before continuing with the full message. (note that once each controller uses a short version of your call sign, you can use it also). In the examples given below, don't say the frequency that is given in parentheses. Typical responses are shown in italics. Tower controllers may have you enter patterns other than normal (base, final, etc.) so listen carefully. SNS often combines ground and tower.

## TYPICAL SALINAS AIRPORT (SNS) DEPARTURE

Listen to Salinas ATIS (**124.85**), and remember or write down the ATIS code (A in this example) after listening.

Salinas Ground (**121.7**), Cherokee 8879E\*, at the terminal, Ready to taxi with Alpha  
(You should read back the taxi instructions you are given, be sure to include any holds, followed by your call sign.)

Taxi as instructed to the runup area, complete runup, then when ready:

Salinas Tower (**119.4**), Cherokee 8879E, Runway 26, Ready for takeoff to Watsonville

The tower controller will respond with something similar to one of these instructions:

*Hold short, Taxi into position and hold, Cleared for takeoff right departure*

You should read back any instructions you receive, followed by your call sign.

You will often request to remain in the traffic pattern for practice, with a call like:

Salinas Tower, Cherokee 8879E, Runway 26, Ready for takeoff, remaining in the pattern.

The tower controller will respond with something similar to:

*Cherokee 79E, cleared for takeoff runway 26. After takeoff, maintain left traffic.*

Cleared for takeoff 26, left traffic, Cherokee 79E.

## TYPICAL SALINAS AIRPORT (SNS) ARRIVAL

Listen to Salinas ATIS (**124.85**) and remember, or write down the ATIS code (B in this example) after listening.

Salinas Tower (**119.4**), Cherokee 8879E\*, Moss Landing, 2500, landing with Bravo

*Cherokee 79E, enter right downwind, runway 26, report entering downwind*

Cherokee 79E, enter right downwind 26, report entering downwind

Salinas Tower, Cherokee 79E, downwind, runway 26

*Cherokee 79E, cleared to land runway 26*

Cleared to land 26, Cherokee 79E

(SNS tower will often ask where you want to taxi, and keep you on tower, or) After landing instructions may be:

*Cherokee 79E, exit nearest taxiway, contact ground (121.7)*

Nearest taxiway, contact ground (**121.7**), Cherokee 79E

You will often request to remain in the traffic pattern for practice, with a call like:

Salinas Tower, Cherokee 79E, request the option, remaining in the pattern.

The controller will respond with something similar to:

*Cherokee 79E, cleared the option runway 26. After takeoff, maintain left traffic.*

Cleared the option 26, left traffic, Cherokee 79E,

NOTE: Option indicates you can perform a touch and go, low approach, full stop landing, or stop and go.

\* Student solo may wish to add "student pilot" when giving full call sign on initial call-up