

PALO ALTO, CALIFORNIA

AL-9216 (FAA)

20030

APP CRS	Rwy Idg	<b>2443</b>
<b>322°</b>	TDZE	<b>7</b>
	Apt Elev	<b>7</b>

RNAV (GPS) RWY 31  
PALO ALTO (PAO)

RNP APCH.

**T** Circling NA southwest of Rwy 13-31. Rwy 31 helicopter visibility reduction below  
**A** 1 SM NA. Procedure NA at night. When control tower closed, use Norman Y  
Mineta San Jose Intl altimeter setting and increase all MDAs 40 feet.

**MISSED APPROACH:** Climb to 1400 then climbing right turn to 3000 direct SJC VOR/DME and hold.

ATIS <b>135.275</b>	NORCAL APP CON <b>121.3 270.35</b>	<b>PALO ALTO TOWER*</b> <b>118.6 (CTAF)</b>	GND CON <b>125.0</b>	UNICOM <b>122.95</b>
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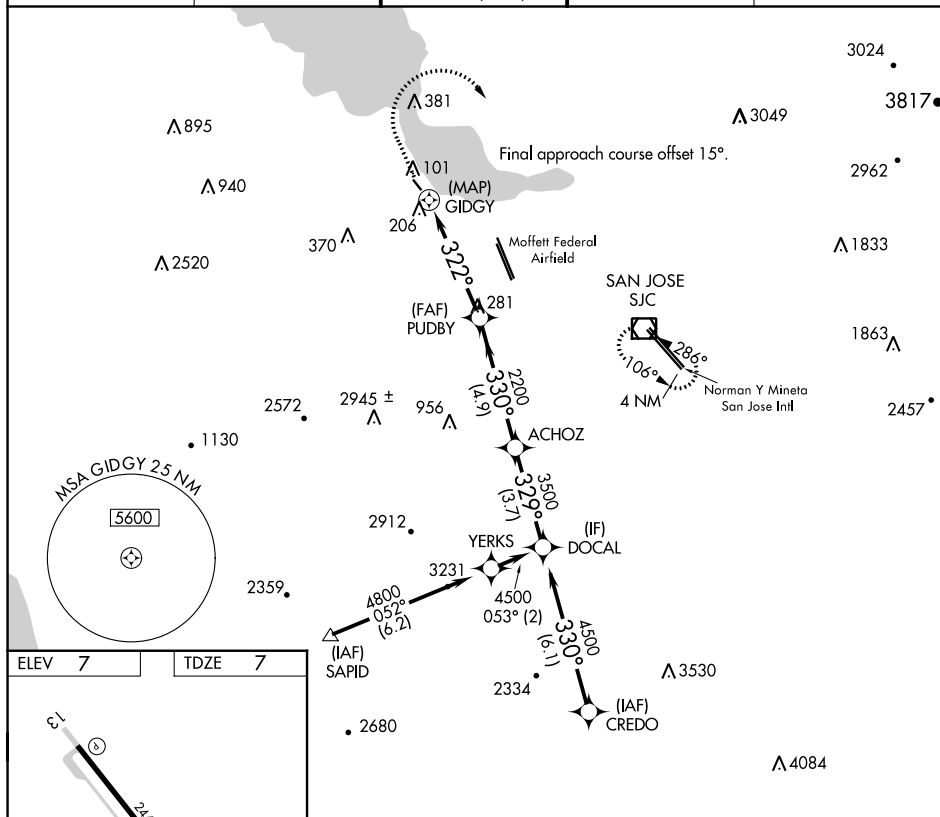


Figure 1: Instrument Landing System (ILS) for Runway 13-31. The diagram shows the runway layout with a 43 x 70 ft threshold. Key features include the Tower (TWR), MIRA (MIRL Rwy 13-31), and the ILS components: Localizer (LOC), Glide Slope (GS), and Marker (M). The ILS frequency is 113.1 MHz. The diagram also shows the ILS signal path and the ILS components: LOC, GS, and M. The ILS signal path is shown with a 322° heading and a 4.00° glide slope. The ILS components are: LOC (113.1 MHz), GS (113.1 MHz), and M (113.1 MHz). The ILS signal path is shown with a 322° heading and a 4.00° glide slope. The ILS components are: LOC (113.1 MHz), GS (113.1 MHz), and M (113.1 MHz).

PALO ALTO, CALIFORNIA  
Amdt 2 10OCT19

37°28'N-122°07'W

PALO ALTO (PAO)  
RNAV (GPS) RWY 31

SW-2, 31 DEC 2020 to 28 JAN 2021