

Santa Maria Public Airport

IATA/ICAO CODE: SMX/KSMX
CITY: Santa Maria
STATE: CA
COUNTRY: USA

AIRPORT CONTACT

Information updated by the airport 2/2011

Name:	Richard Tokoph	Chris Hastert
Title:	Operations	General Manager
Airport:	Santa Maria Public Airport	Santa Maria Public Airport
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Airport Web Site:	www.santamariaairport.com	

ELEVATION: 261 ft MSL

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
02/20	5130	-	-	75
12/ 30	6304	-	3	150
Check FAA Airport Diagrams for current information.				

NOISE ABATEMENT PROCEDURES

These procedures are advisory only and not regulatory except where they reflect provisions of FAR 91.85. Their use is subject to instruction from air traffic control and to the discretion of the pilot in command. These procedures are recommended by airport management to minimize complaints arising from aircraft operations over noise sensitive areas.

Flight Track	
A	Approach category A aircraft Maintain 1300 ft MSL on downwind leg
B	Approach category B and turbine powered aircraft Maintain 1800 ft MSL on downwind leg
C	Departing aircraft climb through 1800 ft MSL before overflying any noise sensitive area. Avoid overflying the city at or below 1800 ft MSL
D	Northbound departures make slight right turn and remain clear of localizer course

E	North and Northeast arrivals cross highway 101 at or above 1500 ft MSL. Minimum rate of descent is 540 feet per nautical mile.
F	Straight-in arrivals maintain 1500 ft MSL until crossing Bradley road. Bracket at or above 3.5 deg. Visual glide slope. Minimum rate of descent is 570 feet per nautical mile.
G	South arrivals maintain 1300 ft MSL until passing over Clark road. Minimum rate of descent is 480 feet per nautical mile

CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)

AIRPORT CURFEWS - [NONE](#)

PREFERENTIAL RUNWAYS

Wind less than 8 knots use RWY 30. No touch and go operations or landing practice or practice instrument approaches between 10pm-7am

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS - [NONE](#)

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE - [NONE](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation		

Program Funding for Aircraft Noise	-	-
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NOISE MONITORING SYSTEM - [NONE](#)

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS - [NONE](#)

STAGE 2 RESTRICTIONS

Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.

STAGE 2 PHASEOUT

[U.S. Stage 2 Phase out complete as of 12/31/1999 \(CFR Part 91.801\). Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.](#)

STAGE 3 RESTRICTIONS - [NONE](#)