

Santa Monica Airport

IATA/ICAO CODE: SMO/KSMO
CITY: Santa Monica
STATE: CA
COUNTRY: USA

AIRPORT CONTACT

Information updated by the airport 3/2011

Name:	Robert Trimborn	Stelios Makrides
Title:	Airport Director	Airport Operations Administrator
Airport:	Santa Monica Airport	Santa Monica Airport
Address:	Santa Monica Airport 3223 Donald Douglas Loop South Santa Monica, CA 90405-3279	
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Fax:	+1 310 572 4495	+1 310 572 4495
Email:	stelios.makrides@smgov.net	
Noise Management Office Email: noise@smgov.net		
24 hour Noise Hotline: (310) 458-8692 or (310) 572-4495 (fax)		
Airport Web Site: www.santamonicaairport.org		

ELEVATION: 177 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
03/21	4973	-	-	150
Check FAA Airport Diagrams for current information.				

NOISE ABATEMENT PROCEDURES

[Noise Mitigation Procedures Map](#)

FIXED-WING AIRCRAFT NOISE ABATEMENT PROCEDURES

VFR Departures - Requested Operational Procedures

General

Initially climb as steeply as practical and safe until reaching the departure end of the runway. If leaving the pattern, turn crosswind at the shoreline for Runway 21 departures and at the freeway for Runway 3 departures. Traffic pattern altitude is 1,400 feet MSL for single-engine aircraft and 1,900 feet MSL for multi-engine aircraft.

Runway 21

Standard traffic pattern is left as shown on the OPERATIONS MAP. Please overfly the golf course west of SMO. This procedure requires an initial left 10 degree turn at the end of the runway and then a right turn to heading 225 degrees to maintain flight track over the golf

course. Please do not initiate the left 10 degree turn prior to the end of the runway.

All departures to the north are requested to proceed to the shoreline before turning crosswind (including the right 270 degree turn for the Los Angeles Special Flight Rules Area). Departures to the south are requested to turn left at Lincoln Boulevard (1 mile west) at or above 900 feet MSL. Short approaches are not recommended.

NOTE: When the marine layer is off the west end of the Airport, pilots are requested to use Runway 03 for VFR departures, traffic and weather permitting.

Runway 03

Standard traffic pattern for Runway 03 is right. After take-off, turn crosswind over the 405 Freeway (numerous noise sensitive areas under the pattern).

VFR Arrivals - Requested Operational Procedures

General

Maintain pattern altitude or above as long as practical. Do not allow pattern altitude to erode on extended downwind and base legs. Utilize low energy approaches.

NORTHWEST - Report Offshore Palisades and follow the 10 freeway to intercept the north downwind (avoid overflights of the Pacific Palisades).

Noise Abatement Communications 122.85 MHz

This frequency is for Noise Mitigation Communication between pilots departing SMO and the Noise Management Office. Most aircraft are capable of meeting the 95.0 dBA maximum SENEL limit with changes in pilot technique or aircraft operating weight. The goal of the Santa Monica Airport's Fly Neighborly Program is to work with pilots to develop the methods and techniques that will lower aircraft noise levels.

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

AIRPORT CURFEWS

Night Departure Curfew

No takeoffs or engine startups are permitted between 2300 hours local time and 0700 hours weekdays; 2300 hours local time and 0800 on weekends. Exceptions are allowed for bona fide medical or public safety emergencies if prior approval has been obtained from the Santa Monica Police Watch Commander (310) 458-8426 or the Airport Director (310) 458-8591. Curfew violators are subject to misdemeanor criminal prosecution and \$2,000 fine.

Voluntary Night Arrival Curfew

Although arrivals are permitted 24 hours a day, a voluntary curfew for arrivals is in effect between 2300 hours and 0700 hours local time Monday through Friday, or until 0800 hours on weekends.

PREFERENTIAL RUNWAYS

Preferential runway system in effect.

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

Pilots are requested to perform pre-flight run-ups away from the exposed runway ends and in front of the sound attenuation walls whenever possible. Runway 03/21 departure end is in close proximity to residential areas. Extended high power settings on run-up or departure

negatively impact the community.

No engine start-ups during curfew hours. (See airport curfews)

APU OPERATING RESTRICTIONS

For noise abatement purposes, please limit Auxiliary Power Unit (APU) use to the minimum time necessary.

The maximum allowable APU run-time is (30) thirty minutes. In addition, the APU is considered an engine start and shall comply with the Airport's curfew restrictions.

NOISE BUDGET RESTRICTIONS - [NONE](#)

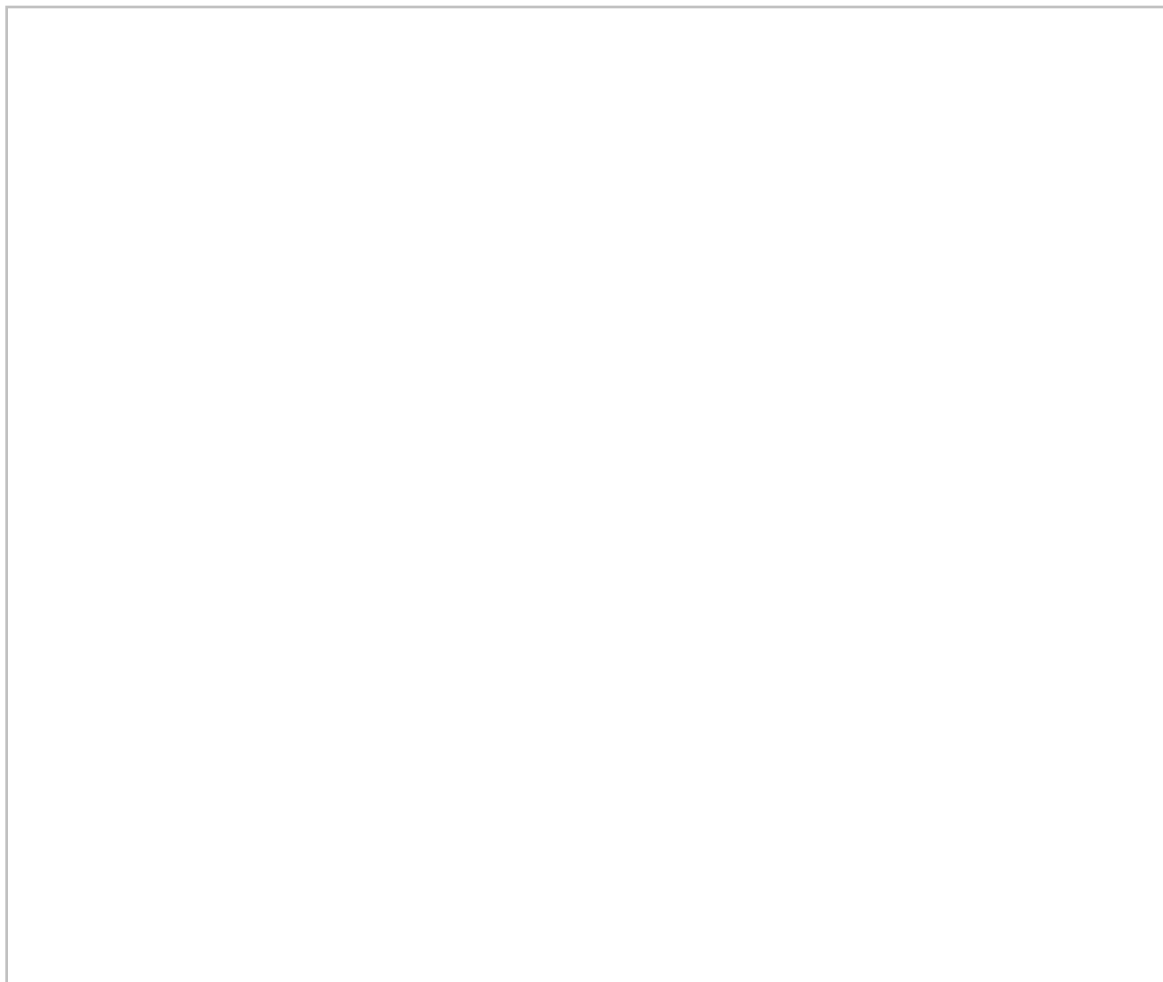
NOISE SURCHARGE - [NONE](#)

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	-	-

NOISE MONITORING SYSTEM

The airport has a noise monitoring program and the airport Noise Office strongly encourages crews to contact "SMO Noise Office" Frequency *****122.85***** or (310) 458-8692.



FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS

As a result of an agreement between the City of Santa Monica and the FAA, an Airport Ordinance was established setting a maximum noise level of 95.0 dBA Single Event Noise Exposure Level (SENEL) measured at noise monitor sites 1,500 feet from each end Santa Monica Airport "Fly Neighborly Program" focuses on pilot education and cooperation. However, repeat violators of the noise limit shall be progressively fined (\$2,000,\$5,000,\$10,000) and excluded from using the Airport.

Compliance with the Airport Ordinance is mandatory unless deviations are made necessary by weather, ATC instructions or clearances, an inflight emergency or other safety considerations.

For further information on the noise abatement procedures at Santa Monica Airport, please contact:

Noise Management Office
3223 Donald Douglas Loop South
Santa Monica, CA 90405-3279
(310) 458-8692
email: noise@smgov.net

WARNING

LISTED BANNED AIRCRAFT

The following aircraft have been shown to be unable to meet the SENEL noise limit of 95.0 dBA:

Avanti Piaggio P180(I&II), Aero Delfin L-29, BAC Jet Provost, North American B-17, B-25, Casa Saeta, De Havilland Vampire, Venom, Sea Vixen, Douglas DC-9 and A-4 Skyhawk, English Electric Lightning, Folland Gnat, Fouga CM 170 Magister, Gates Learjet 23, 24B, 24BA, 24D, 24E, 25, 25B, 25D, 25F, 28, Gloster Meteor, Grumman F9F Panther/Cougar, Gulfstream II, IIB, III, Hansa HFB320, Hawker Hunter, Jet Commander 1121, IAI Westwind 1123, HS1235-1A, 3A, Lockheed T-33/Canadian Silver Star, Lockheed F-1-4 Starfighter, Lockheed 1329 Jetstar, VC-121A Constellation, Morane Saulnier Paris II, Mikoyan Gurevich MIG 15, MIG 17, MIG 19, MIG 21, North American F86/Canadair CL-13 Sabre, North American Rockwell Saberliner 39, 40A, 60, 60A, 70, 75, 80. These aircraft shall be permanently excluded from operating at Santa Monica after one violation and be subject to misdemeanor prosecution.

[Santa Monica Municipal Code on the airport's web site: www.santamonicaairport.org](http://www.santamonicaairport.org)

STAGE 2 RESTRICTIONS

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

Prescribed Noise Limits

Santa Monica Airport has a maximum noise limit of 95.0 dBA SENEL (Single Event Noise Exposure Level) as measured 1,500 feet from each end of the runway. Aircraft or pilots that repeatedly violate this limit may be fined or suspended from the airport.

WARNING

LISTED BANNED AIRCRAFT

The following aircraft have been shown to be unable to meet the SENEL noise limit of 95.0 dBA: Avanti Piaggio P180(I&II), Aero Delfin L-29, BAC Jet Provost, North American B-17, B-25, Casa Saeta, De Havilland Vampire, Venom, Sea Vixen, Douglas DC-9 and A-4 Skyhawk, English Electric Lightning, Folland Gnat, Fouga CM 170 Magister, Gates Learjet 23, 24B, 24BA, 24D, 24E, 25, 25B, 25D, 25F, 28, Gloster Meteor, Grumman F9F Panther/Cougar, Gulfstream II, IIB, III, Hansa HFB320, Hawker Hunter, Jet Commander 1121, IAI Westwind 1123, HS1235-1A, 3A, Lockheed T-33/Canadian Silver Star, Lockheed F-1-4 Starfighter, Lockheed 1329 Jetstar, VC-121A Constellation, Morane Saulnier Paris II, Mikoyan Gurevich MIG 15, MIG 17, MIG 19, MIG 21, North American F86/Canadair CL-13 Sabre, North American Rockwell Saberliner 39, 40A, 60, 60A, 70, 75, 80. These aircraft shall be permanently excluded from operating at Santa Monica after one violation and be subject to misdemeanor prosecution. Air Ambulance operations may be subject to the turbojet limitations. Please call the Airport Manager (310)458-8591 or the Noise Management Office (310)458-8692 for prior approval or for any questions.

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

Prescribed Noise Limits

Santa Monica Airport has a maximum noise limit of 95.0 dBA SENEL (Single Event Noise Exposure Level) as measured 1,500 feet from each end of the runway and maximum landing weight of 60,000 lbs. Aircraft or pilots that repeatedly violate this limit may be fined or suspended from the airport.