

Diagram #1: Airport Diagram with Noise Monitors and Turbine Aircraft Hold Areas

Aircraft Categories: A, B, C, D & E / Runways: 03 & 21

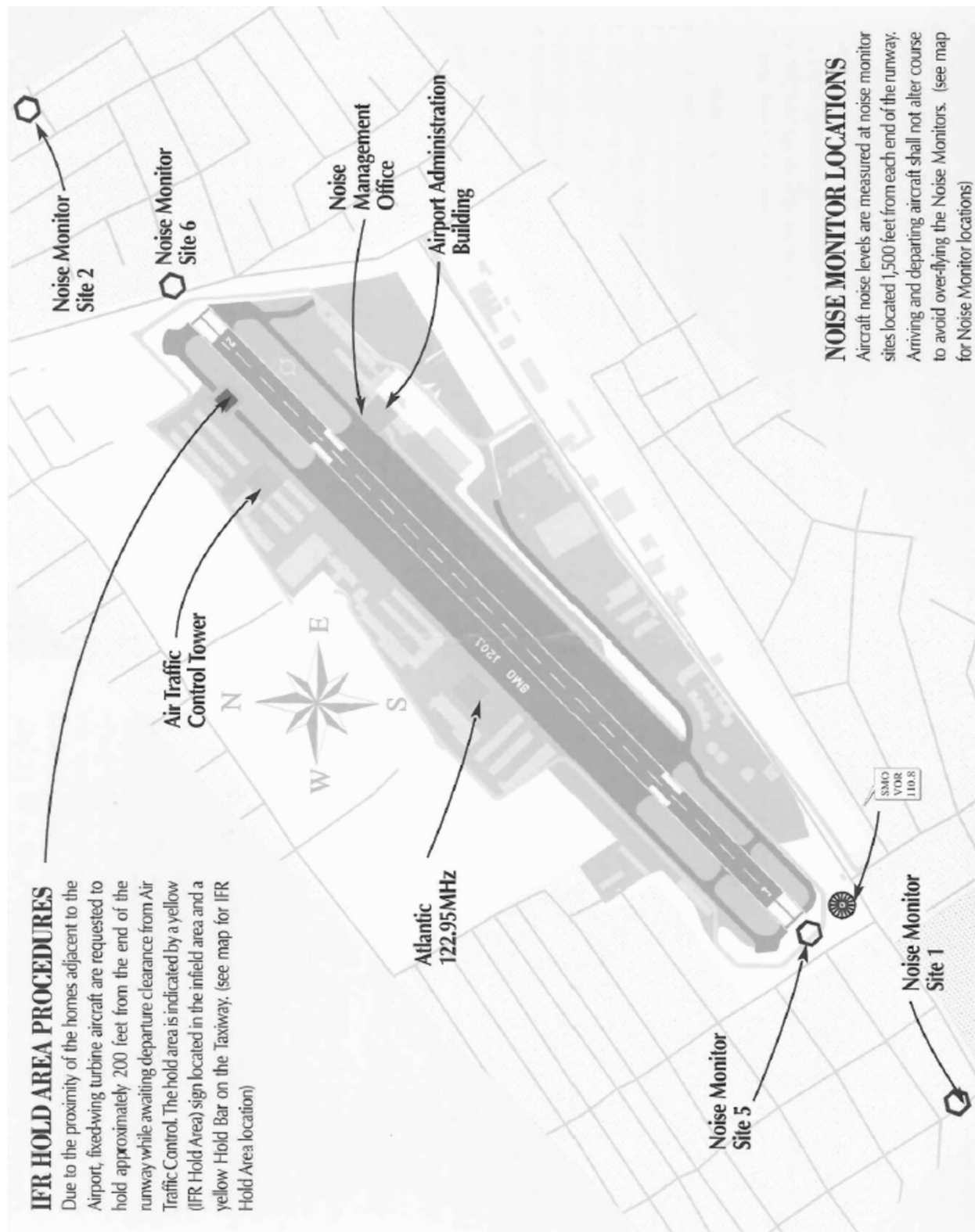
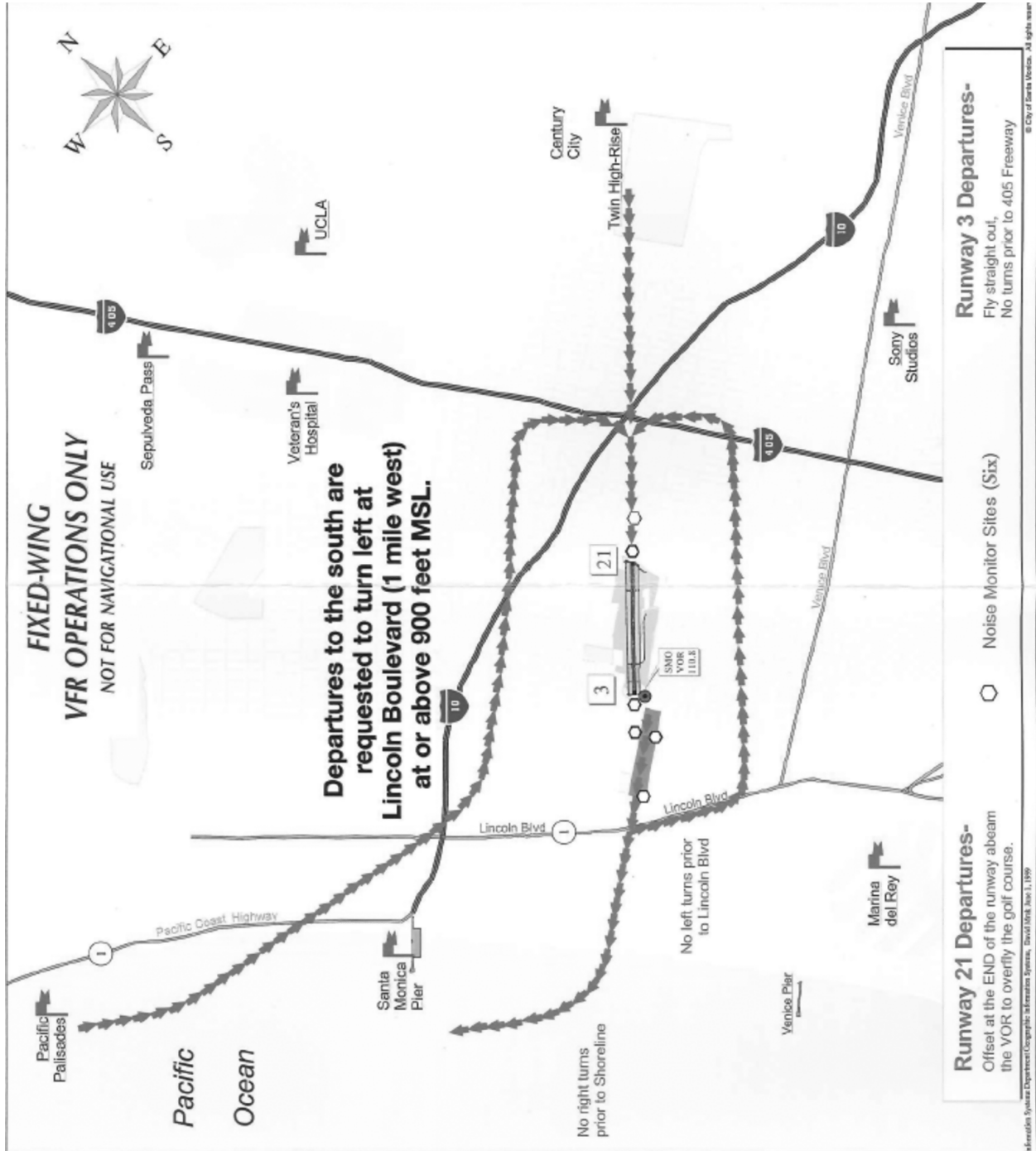


Diagram #2: Noise Monitors and Fixed Wing Routes

Aircraft Categories: A, B, C, D & E / Runways: 03 & 21



KSMO Santa Monica Muni Airport

Santa Monica, California, United States

Noise Sensitivity Level: **HIGH**


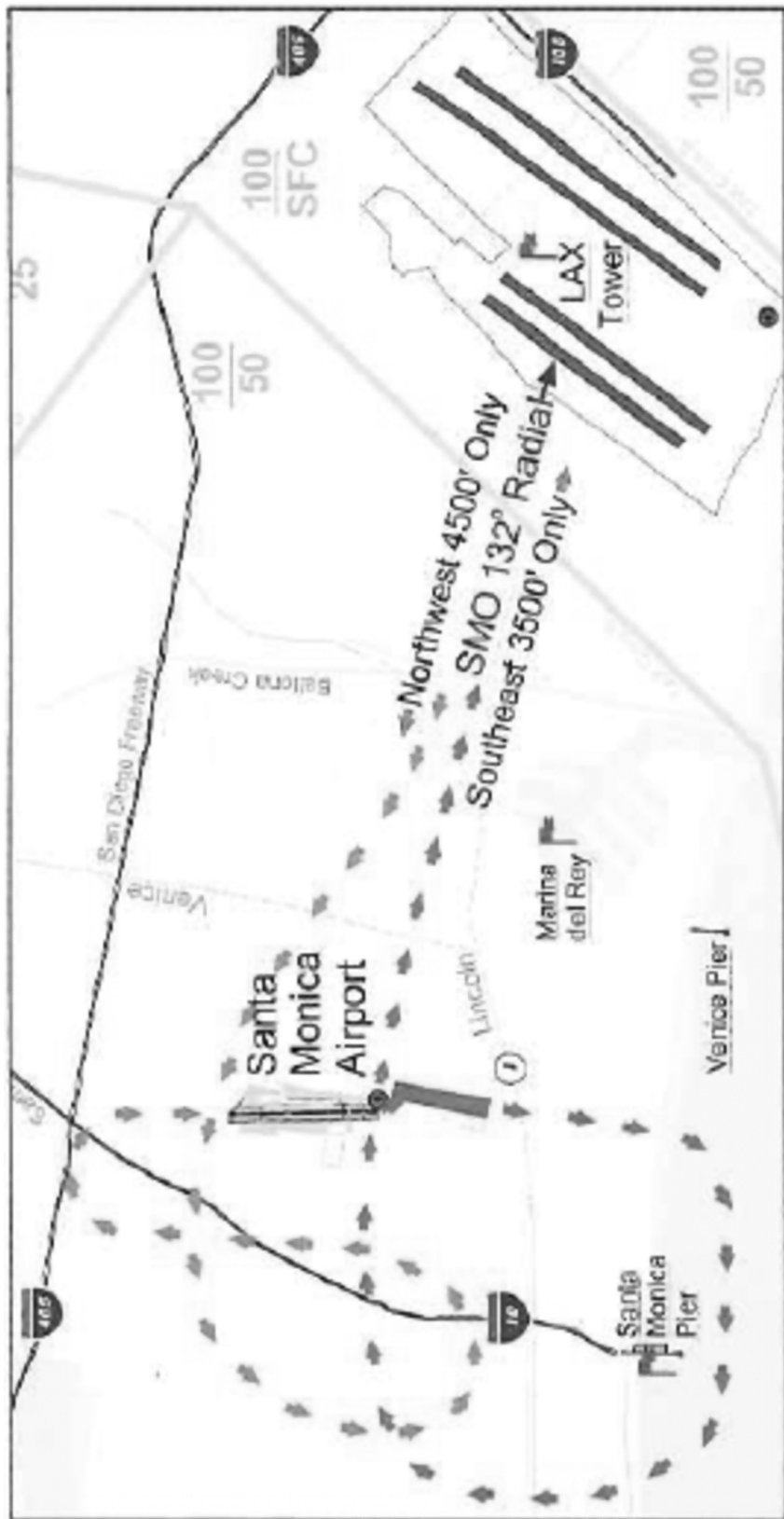


Diagram #3: Fixed Wing Pattern

Aircraft Categories: A, B, C, D & E / Runways: 03 & 21



KSMO**Santa Monica Muni Airport**
Santa Monica, California, United StatesNoise
Sensitivity
Level: **HIGH**
**OVERVIEW**

In order to mitigate potential negative impacts from aircraft operations and enhance compatibility with the surrounding communities, Santa Monica Airport maintains a proactive and extensive noise management program, which includes a maximum allowable noise level of 95dBA SENEL, limited aircraft operating hours and requested noise management operating procedures.

MANDATORY RESTRICTIONS**Aircraft Categories: A, B, C, D & HELI / All Runways**

The following procedures and limitations are enforced per the City's Aircraft Noise Ordinance. Violations may result in the imposition of fines and/or exclusion from Santa Monica Airport.

Maximum Noise Level - A maximum noise level of 95.0 dBA Single Event Noise Exposure Level, measured at noise monitor sites 1,500 feet from each end of the runway, is enforced 24 hours a day, 7 days a week.

Night Departure Curfew - No takeoffs or engine starts (including APU) are permitted between 11pm and 7am Monday through Friday, or until 8am on weekends. Exceptions are allowed for bona fide medical or public safety emergencies only.

Operational Limitations - Touch-and-go, stop-and-go, and low approaches are prohibited on weekends, holidays, and weekdays from one-half hour after sunset until 7am the following day.

Helicopter Training - Helicopter Training is prohibited.

CURFEWS**Aircraft Categories: A, B, C, D & HELI / All Runways**

No engine starts (including APU), run-ups, or departures except for medical or public safety emergencies during the following times:

Mon-Fri: 2300 to 0700 Local

Sat-Sun: 2300 to 0800 Local

Voluntary Arrival Curfew for the hours depicted above.

All Aircraft Categories / All Runways

Aircraft that depart during curfew hours must provide written information concerning the emergency to Airport Management within 72 hours prior or subsequent to the departure of the aircraft. Failure to comply with this requirement could result in the aircraft pilot, owner, operator and/or lessee incurring a civil penalty of \$2000. The following information is required:

- Patient's name and address
- Names of medical attendants or personnel and the discipline in which they are licensed or hold a certificate to practice
- A signed statement by the attending physician specifying that a medical emergency was involved
- Requesting medical facility or agency
- Intended destination
- Type and registration number of the aircraft
- Names of all flight crew members

Medical Emergency Exemption Form:

<http://www.smgov.net/uploadedFiles/Departments/Airport/Lifeguard%20Form%20Final.pdf>

All Aircraft Categories / All Runways

Although arrivals are permitted 24 hours a day, a voluntary curfew for arrivals is in effect during the following times:

Mon-Fri: 2300 to 0700 Local

Sat-Sun: 2300 to 0800 Local

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**ARRIVALS****Aircraft Categories: A, B, C, D & E / All Runways**
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. Approach as steeply as is safe and practical and aim for a point further down the runway as your aircraft is capable.

Arrivals from the Northwest

Report offshore Palisades and follow Freeway 10 to intercept the North downwind (Avoid overflights of the Pacific Palisades)

Aircraft Category HELI / All Runways

Expect to enter mid-field at or above 900 feet MSL and execute a descending turn to the North Taxiway. Descent from 900 feet MSL should be made over the Airport or business park to the taxiway.

All helicopters will remain North of RWY21 and avoid the flow of other arriving fixed-wing aircraft unless cleared to use the Runway

DEPARTURES**Aircraft Categories: A, B, C, D & E / All Runways**

Climb as steeply as practical and safe until reaching the departure end of the runway.

Aircraft Categories: A, B, C, D & E / Runway 21

RUNWAY 21

Standard traffic pattern is left. Please verify the Penmar Golf Course west of SMO. On initial departure turn 10 degrees left at the departure end of the runway and then a right turn to heading 225 to maintain flight track over the golf course. *DO NOT INITIATE THE LEFT 10 DEGREE TURN PRIOR TO THE END OF THE RUNWAY*

RUNWAY 03

Standard traffic pattern is right. After takeoff, turn crosswind over the 405 Freeway (numerous noise sensitive areas under the pattern).

Aircraft Category HELI / Runway 21

RUNWAY 21

Depart via the Runway (over the Runway, not the Taxiway) and execute a left turn at the end of the Runway to overfly the Penmar Golf Course. Helicopters departing the area are requested to turn at the shoreline.

Aircraft Category HELI / Runway 03

RUNWAY 03

Proceed straight out to the 405 Freeway before executing a left or right crosswind departure.

Helicopters will be sequenced with the flow of fixed-wing aircraft and no crosswind turns are permitted prior to the 405 Freeway.

PREFERENTIAL RUNWAYS**All Aircraft Categories**

When the marine layer is off the West end of the airport, pilots are requested to use RWY03 for VFR departures, traffic and weather permitting.

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**REVERSE THRUST****Aircraft Categories: A, B, C, D & E / All Runways**

The use of reverse thrust can negatively impact the residential areas surrounding the airport, particularly during the night hours. The use of minimum reverse thrust necessary for safety is recommended, consistent with runway conditions and available length.

PATTERN ALTITUDES*ALL VALUES ARE MSL (FEET)***Aircraft Categories: A, B, C, D & E**

1,400' MSL - Single-Engine

1,900' MSL - Multi-Engine

INTERSECTION TAKEOFFS**Aircraft Categories: A, B, C, D & E / All Runways**

Intersection departures are prohibited.

APU USE

The maximum allowable APU run-time is 30 minutes. The APU is considered an engine start and shall comply with curfew restrictions.

For noise abatement purposes, please limit APU use to the minimum time necessary.

ENGINE RUNUP

Please perform pre-flight run-ups away from runway ends and in front of sound attenuation walls whenever possible.

RWY03 & RWY21 are in close proximity to residential areas. Extended high power settings on run-up or departure negatively impact the community.

FLIGHT TRAINING

Touch-and-go, stop-and-go, and low approaches are prohibited on weekends, holidays, and weekdays from one-half hour after sunset until 0700 Local the following day

Formation takeoffs and landings are prohibited

Helicopter Training is Prohibited

STAGE II

Stage II Aircraft over 75,000 lbs are prohibited from operating at Santa Monica

STAGE III

Santa Monica Airport has a maximum noise limit of 95.0 dBA SENEL as measured 1,500 feet from each runway end and a maximum landing weight of 60,000 lbs.

NOISE ORDINANCE

A Noise Ordinance has been 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 runway end.

Repeat violators of the noise limit shall be progressively fined (\$2000, \$5000, \$10000) and excluded from using the airport.

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

NOISE MONITORING

A noise monitoring program is in affect. The airport Noise Office strongly encourages crews to contact *SMO Noise Office* on Freqency 122.85. Noise level (dBA) on departure and arrivals are given as soon as aircraft is airborne and past noise monitor.

PRIOR PERMISSION (PPR) OPERATIONS

Prior permission is required (PPR) from the Airport Director for dual wheel aircraft in excess of 60,000 lbs certified maximum landing weight.

AIRCRAFT SPECIFIC PROCEDURES

Falcon 2000 Specific Procedures:

http://www.grcaviation.fatcow.com/sitebuildercontent/sitebuilderfiles/smo_noise_abatement.pdf

*Gulfstream IV (http://www.gulfstream.com/product_support/technical_pubs/pdfs/noisemanual.pdf)

AIRPORT CONTACT INFORMATION

Name Stelios Makrides
Title Administrator, Airport Operations
Noise Hotline 310-458-8692
Phone 310-458-8591
Fax 310-572-4495
Email noise@smogov.net
Web Address <http://www.santamonicaairport.org>

Santa Monica Muni Airport
3223 Donald Douglas Loop South
Santa Monica CA 90405

ABOUT AIRCRAFT CATEGORIES

A	B	C	D	E	HELI
< 91 kts	91-120 kts	121-140 kts	141-165 kts	>165 kts	Helicopters

Aircraft Approach Categories are based on FAA reference speeds.

See http://whispertrack.com/pdf/faa_handbook.pdf

$$V_{REF} = 1.3 \times V_{SO}$$

TEMPORARY INFORMATION (NONE)

PREFERENTIAL INSTRUMENT PROCEDURES (NONE)

COMMUNITY GROUPS/INFO (NONE)

FLIGHT TRACK MONITORING (NONE)

NBAA PROCEDURES (NOT APPLICABLE)

AOPA NOISE AWARENESS STEPS (NOT APPLICABLE)