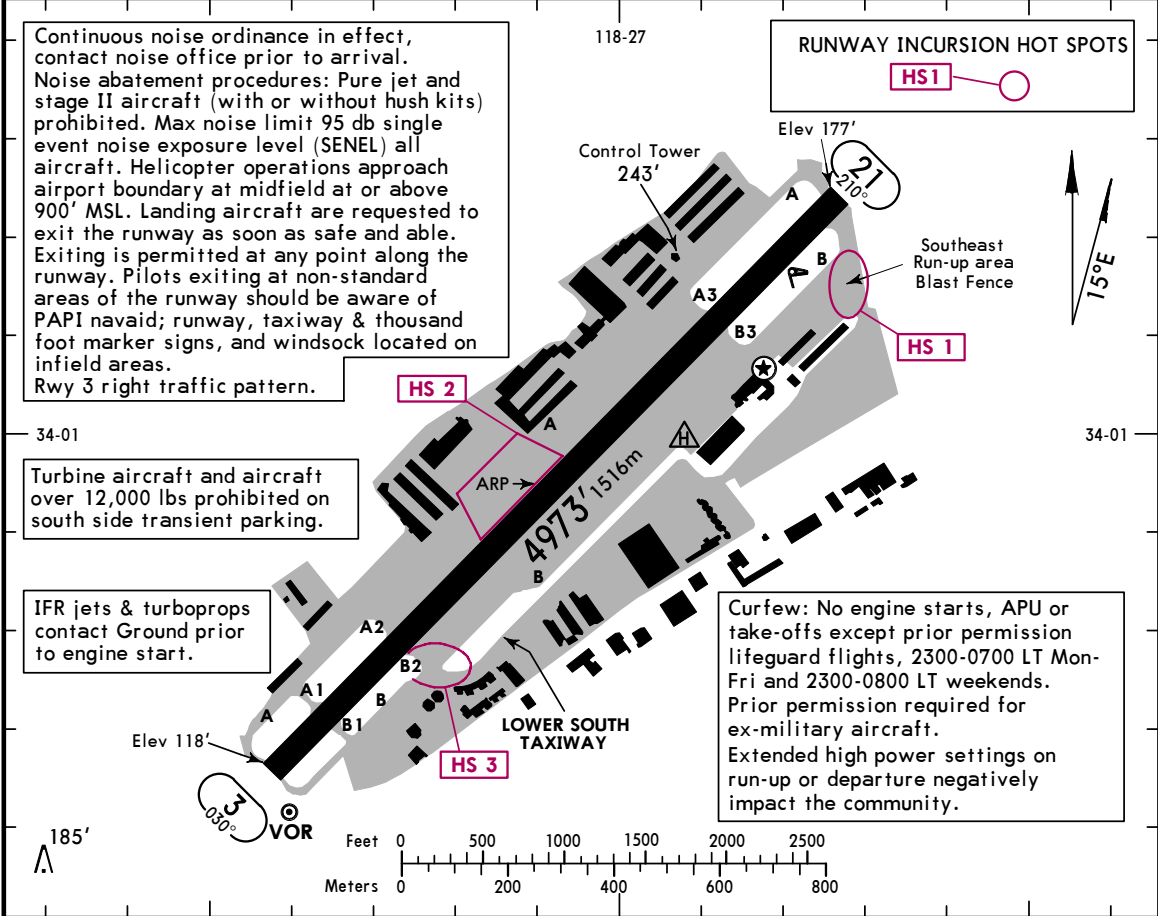


ATIS (ASOS when Twr inop) 119.15 (Limited) VOT 113.9	*SANTA MONICA Ground 121.9	*Tower CTAF 120.1	UNICOM 122.95	SOCAL Departure (R) 125.2
---	--------------------------------------	-----------------------------	---------------	-------------------------------------



Continuous noise ordinance in effect, contact noise office prior to arrival.
Noise abatement procedures: Pure jet and stage II aircraft (with or without hush kits) prohibited. Max noise limit 95 db single event noise exposure level (SENEL) all aircraft. Helicopter operations approach airport boundary at midfield at or above 900' MSL. Landing aircraft are requested to exit the runway as soon as safe and able. Exiting is permitted at any point along the runway. Pilots exiting at non-standard areas of the runway should be aware of PAPI navaid; runway, taxiway & thousand foot marker signs, and windssock located on infield areas.
Rwy 3 right traffic pattern.

RUNWAY INCURSION HOT SPOTS
HS1

Turbine aircraft and aircraft over 12,000 lbs prohibited on south side transient parking.

IFR jets & turboprops contact Ground prior to engine start.

Curfew: No engine starts, APU or take-offs except prior permission lifeguard flights, 2300-0700 LT Mon-Fri and 2300-0800 LT weekends. Prior permission required for ex-military aircraft. Extended high power settings on run-up or departure negatively impact the community.

ADDITIONAL RUNWAY INFORMATION

RWY	USABLE LENGTHS			TAKE-OFF	WIDTH	
	MIRL	REIL	VASI-L			
3 ① 21	MIRL	REIL	VASI-L (angle 3.50°)	Threshold	Glide Slope	150'
	MIRL	REIL	② PAPI-L (angle 3.50°)			

- ① Prior permission required for dual wheel aircraft in excess of 60,000 lbs certified max landing weight.
- ② PAPI unusable beyond 5° right of centerline.

RUNWAY INCURSION HOT SPOTS HS1

For information only, not to be construed as ATC instructions.

- HS 1** The run-up area is a non-movement area.
- HS 2** Aircraft exiting FBO ramp should exercise caution not to miss the turn onto Twy A and mistakenly proceed onto the runway safety area.
- HS 3** Area might not be visible from control tower. Busy intersection.

TAKE-OFF (AMEND 7)		FOR FILING AS ALTERNATE				
Rwy 3, 21		RNAV (GPS) Y Rwy 3	RNAV (GPS) Rwy 21	RNAV (GPS) Z Rwy 3	VOR-A	
1 & 2 Eng	USE TOPANGA DEPARTURE	A	900-2	1000-2	1300-2	NA
		B				
		C	900-2½	1000-2½	NA	
		D				
3 & 4 Eng						

DIVERSE VECTOR AREA (Radar Vectors) (AMEND 1)

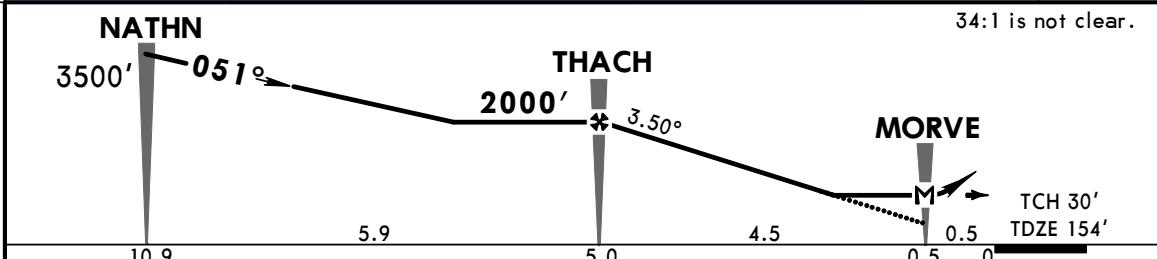
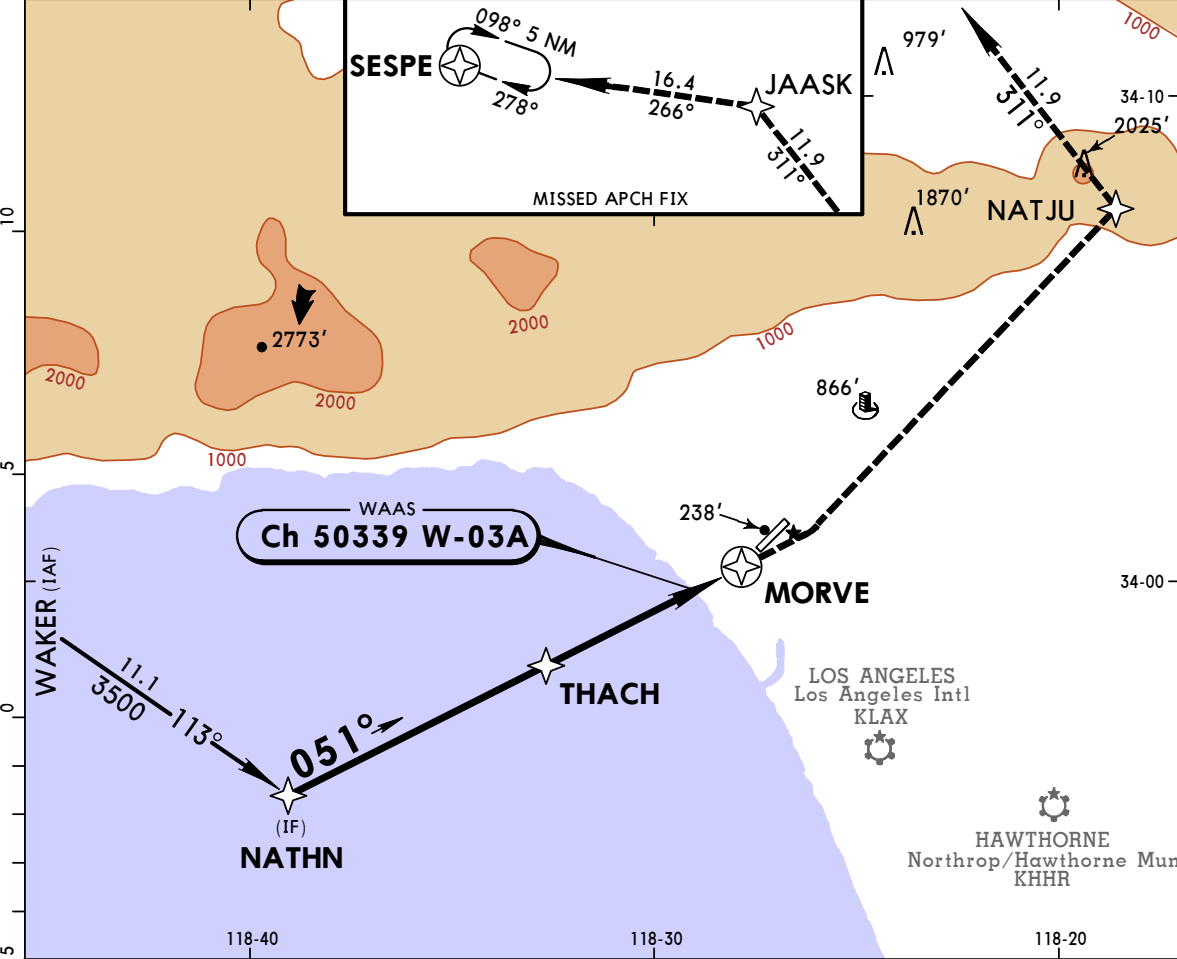
Rwy 3: Heading as assigned by ATC; requires minimum climb of 330'/NM to 1100'.
Rwy 21: Heading as assigned by ATC; requires minimum climb of 350'/NM to 3900'.

KSMO/SMO
SANTA MONICA MUN

JEPPESEN
 21 APR 17 **(12-1)** Eff 27 Apr

SANTA MONICA, CALIF
RNAV (GPS) Y Rwy 3

ATIS (ASOS when Twr inop) 119.15		SOCAL Approach (R) 128.5		*SANTA MONICA Tower CTAF 120.1		*Ground 121.9	
WAAS Ch 50339 W-03A		Final Apch Crs 051°		Minimum Alt THACH 2000' (1846')		LP MDA(H) (CONDITIONAL) 460' (306')	
				Apt Elev 177'		TDZE 154'	
MISSED APCH: Climb to 600' then climbing LEFT turn to 5500' direct NATJU and track 311° to JAASK and track 266° to SESPE and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Procedure not authorized at night. 2. DME/DME RNP-0.30 not authorized.							
3. Rwy 3 Helicopter visibility reduction below 1 SM not authorized. 4. Final approach course offset 19°.							



Gnd speed-Kts	70	90	100	120	140	160	REIL VASI-L	600'	5500'	D → NATJU
Descent Angle 3.50°	434	557	619	743	867	991				
MAP at MORVE										

TERPS				STRAIGHT-IN LANDING RWY 3				
1 LP MDA(H) 460' (306')		LP MDA(H) 920' (766')		1 LNAV MDA(H) 500' (346')		LNAV MDA(H) 1020' (866')		
A	1		1		1		1	
B	1		1 1/4		1		1 1/4	
C	1		2 1/2		1		2 1/2	
D	1		2 1/2		1		2 1/2	

1 Missed approach requires minimum climb of 300'/NM to 2400'.

TERPS AMEND 0 27 APR 2017

BRIEFING STRIP™

KSMO/SMO
SANTA MONICA MUN

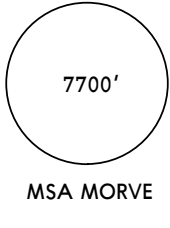
JEPPESEN

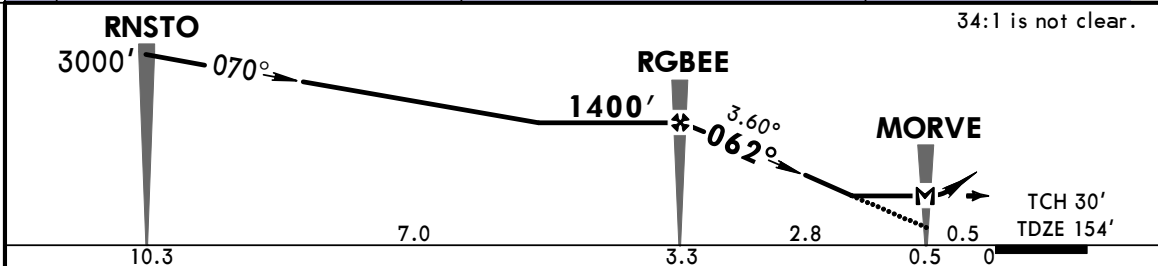
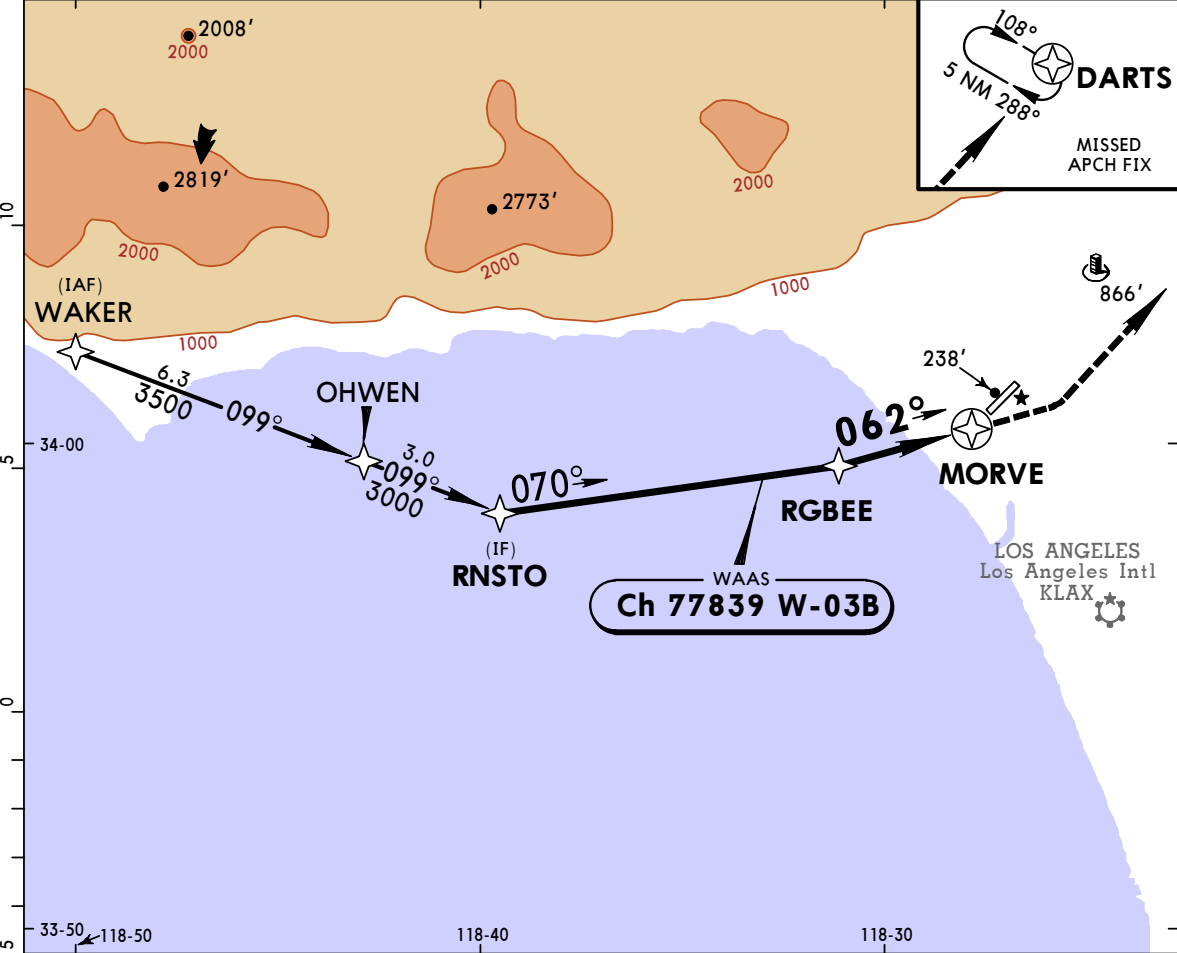
SANTA MONICA, CALIF
RNAV (GPS) Z Rwy 3

21 APR 17
Eff 27 Apr

(12-2)

CAT A & B

ATIS (ASOS when Twr inop) 119.15		SOCAL Approach (R) 128.5		*SANTA MONICA Tower CTAF 120.1		*Ground 121.9	
WAAS Ch 77839 W-03B	Final Apch Crs 062°	Minimum Alt RGBEE 1400' (1246')	LP MDA(H) (CONDITIONAL) 460' (306')	Apt Elev 177' TDZE 154'			
MISSED APCH: Climb to 600' then climbing LEFT turn to 5000' direct DARTS and hold, do not exceed 175 KIAS when continuing climb-in-hold to 5000'.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. Procedure not authorized at night. 2. DME/DME RNP-0.30 not authorized. 3. Rwy 3 Helicopter visibility reduction below 1 SM not authorized. 4. Final approach course offset 30°.							



Gnd speed-Kts	70	90	100	120	140	160	REIL VASI-L	600'	5000'	D → DARTS
Descent Angle	3.60°									
MAP at MORVE	446	573	637	765	892	1019				

TERPS				STRAIGHT-IN LANDING RWY 3			
	1 LP MDA(H) 460' (306')	LP MDA(H) 1260' (1106')	1 LNAV MDA(H) 500' (346')	LNAV MDA(H) 1380' (1226')			
A	1	1 1/4	1	1 1/4			
B		1 1/2		1 1/2			
C	NA	NA	NA	NA			
D							

1 Missed approach requires minimum climb of 290'/NM to 3800'.

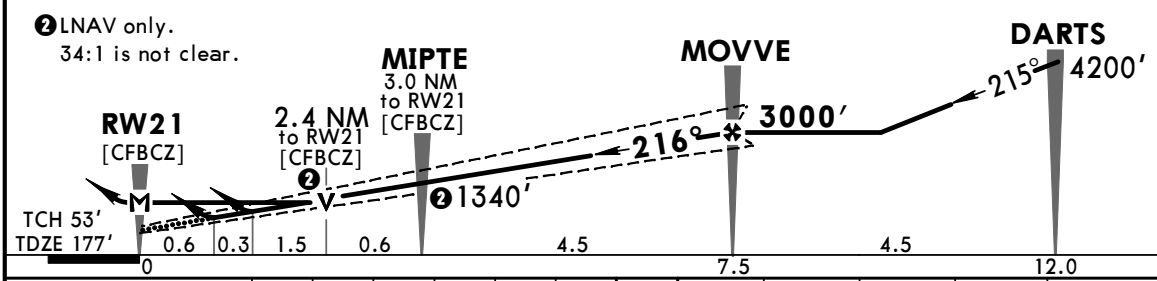
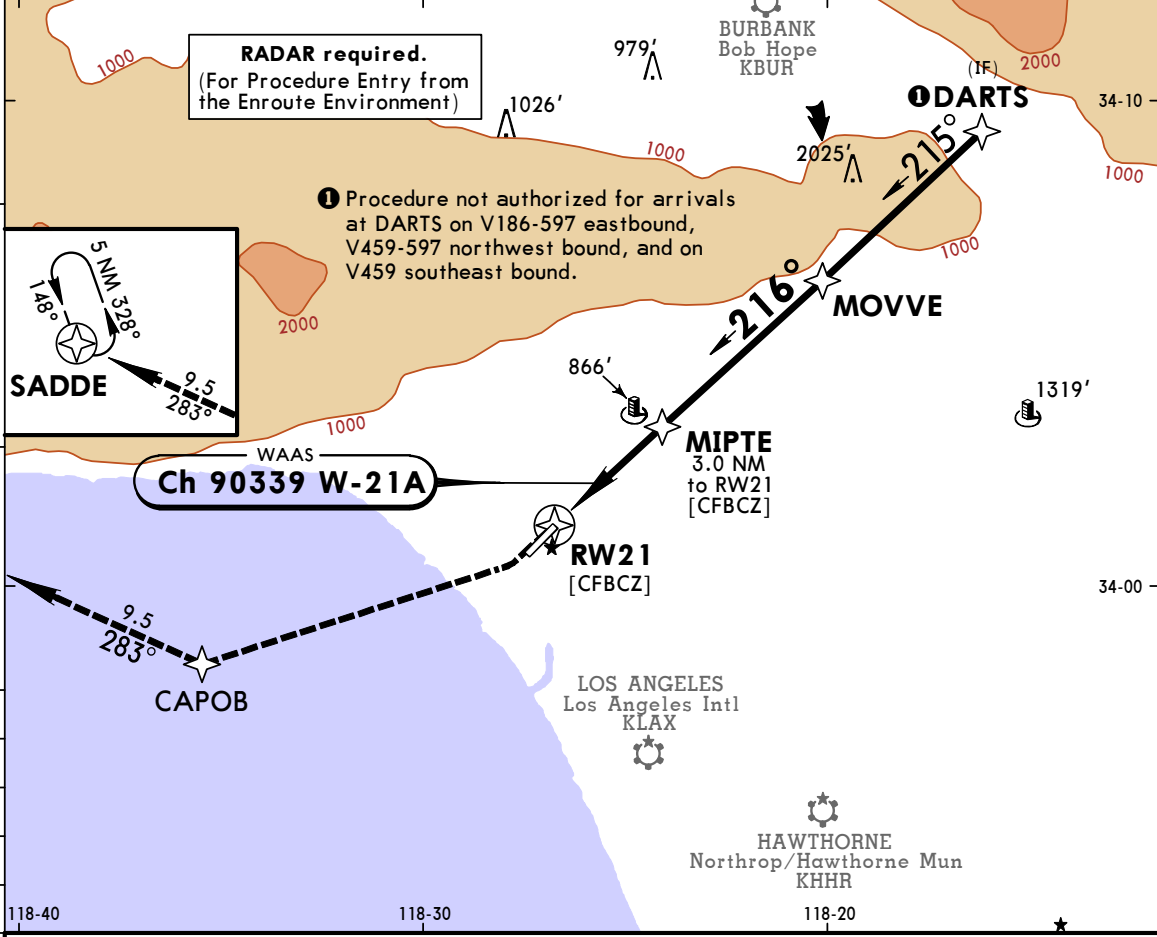
TERPS AMEND 0. 27 APR 2017

10
5
0
5

ATIS (ASOS when Twr inop) 119.15		SOCAL Approach (R) 128.5		*SANTA MONICA Tower CTAF 120.1		*Ground 121.9	
WAAS Ch 90339 W-21A		Final Apch Crs 216°		Minimum Alt MOVVE 3000' (2823')		LPV DA(H) 447' (270')	
Apt Elev 177'		TDZE 177'		<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; display: flex; align-items: center; justify-content: center;"> 7800' </div>		MSA RW21	
MISSED APCH: Climb to 600' then climbing RIGHT turn to 5000' direct CAPOB and on track 283° to SADDE and hold, continue climb-in-hold to 5000'.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 5°C (41°F) or above 14°C (58°F). 2. DME/DME RNP-0.30 not authorized. 3. Rwy 21 helicopter visibility reduction below 3/4 SM not authorized. 4. VGSI and RNAV glidepath not coincident (VGSI angle 4.0°/TCH 47'). 5. Final approach course offset 3°.							

RADAR required.
(For Procedure Entry from the Enroute Environment)

① Procedure not authorized for arrivals at DARTS on V186-597 eastbound, V459-597 northwest bound, and on V459 southeast bound.



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	600'	5000'	D → CAPOB
Glide Path Angle	3.50°	434	557	619	743	867				
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW21 [CFBCZ]										

TERPS											
STRAIGHT-IN LANDING RWY 21											
LPV DA(H) 447' (270')			LNAV/VNAV DA(H) 567' (390')				LNAV MDA(H) 1120' (943')				
A								1¼			
B	7/8			1½							
C								2½			
D											