

WAAS CH 90339 W21A	APP CRS 213°	Rwy Idg TDZE Apt Elev	3500 170 170
--	------------------------	-----------------------------	---

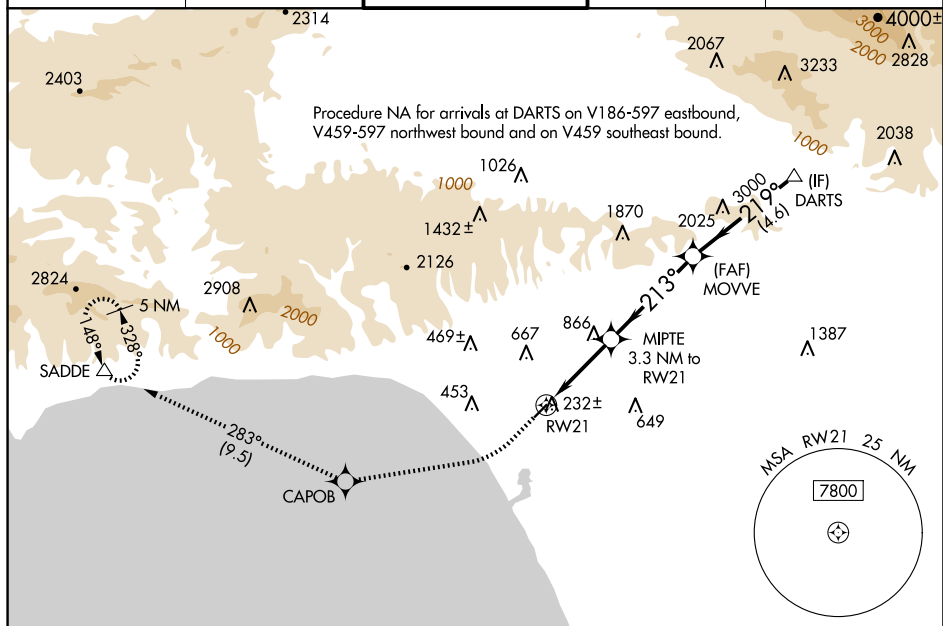
RNAV (GPS) RWY 21
SANTA MONICA MUNI (SMO)

RNP APCH.

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 5°C (41°F) or above 14°C (58°F). Rwy 21 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: 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.

ATIS 119.15	SOCAL APP CON 135.05 317.5	SANTA MONICA TOWER★ 120.1 (CTAF) 0 257.8	GND CON 121.9	UNICOM 122.95
-----------------------	--------------------------------------	--	-------------------------	-------------------------



SW-3, 25 DEC 2025 to 22 JAN 2026

RADAR REQUIRED

Figure 1 illustrates a flight path (GP) that is not coincident with the VGS (vertical glide slope) angle. The diagram shows a flight path starting from a runway (RW21) and following a glide path (GP) that is not coincident with the VGS angle (3.50° TCH 53). The path is divided into segments with distances of 2.4 NM, 0.9 NM, 4.2 NM, and 4.6 NM. The path is labeled with altitudes of 1440*, 3000, and 4200. The VGS angle is 3.50° TCH 53. The path is labeled with 'GP 3.50° TCH 53' and 'VGS 3.50° TCH 45'. The path is labeled with 'GP 3.50° TCH 53' and 'VGS 3.50° TCH 45'. The path is labeled with 'GP 3.50° TCH 53' and 'VGS 3.50° TCH 45'.

