

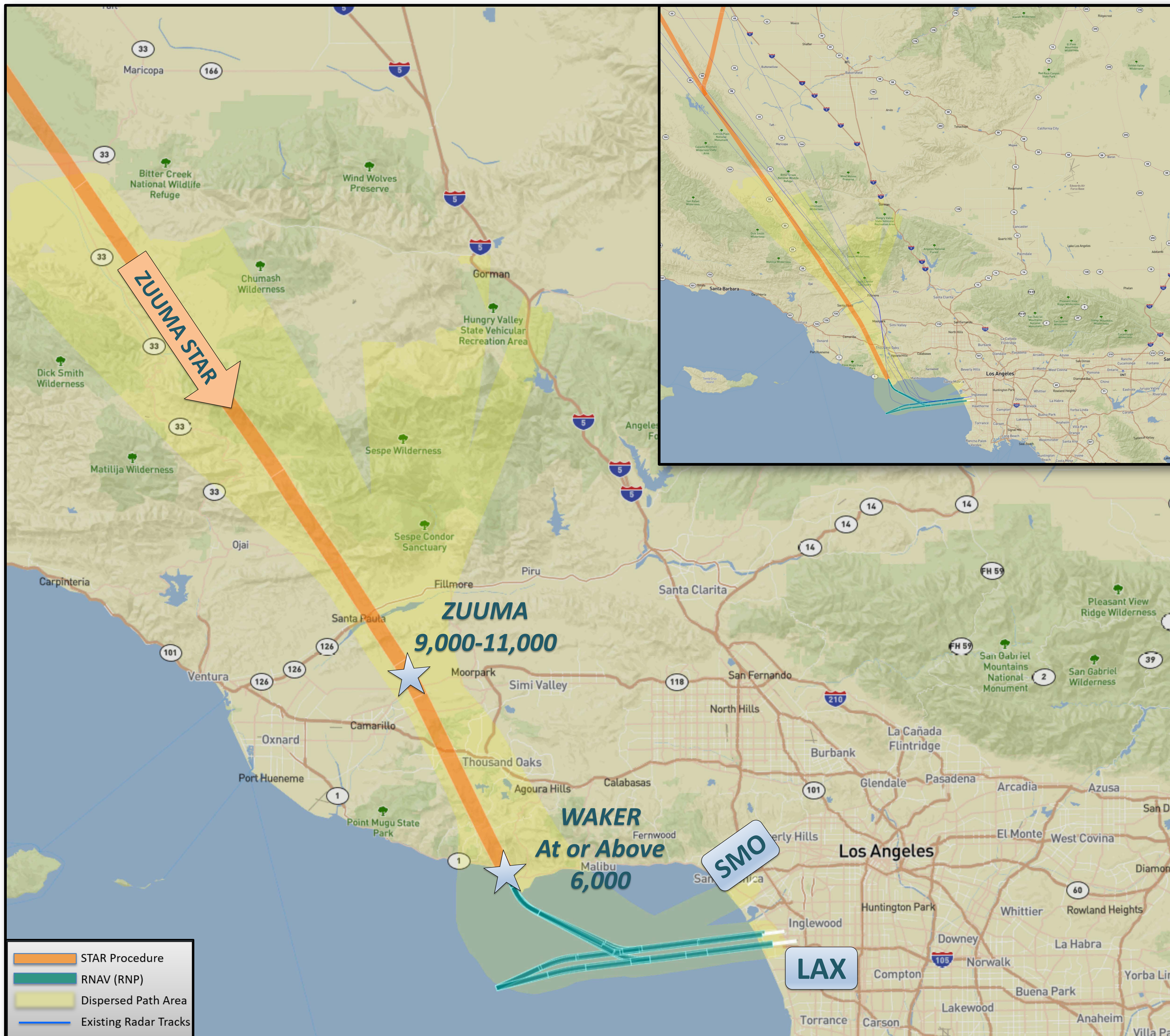
LAX Los Angeles International Airport

SMO Santa Monica Municipal Airport

STAR (Arrival)
LAX/SMO ZUUMA ONE RNAV STAR

ZUUMA ONE

- Serves LAX arrivals from the north when landing to the east
- WAKER intersection located offshore with an altitude restriction of at or above 6,000 feet
- Provides OPD when LAX is landing to the east
- Deconflicted from the LGB PCIFC, SNA OHSEA, and BUR/VNY ROKKR STARS
- Connects to LAX RNP approaches for Runways 06 L/R and 07 L/R
- Ties into SMO RNAV GPS Z Approach which maintains procedural separation from LAX arrivals when LAX is landing east
- Ties into SMO Runway 03 RNAV GPS Z Approach which maintains procedural separation from LAX arrivals when LAX is landing east



SMO Santa Monica Municipal Airport

STAR (Arrival)
SMO BONJO ONE RNAV STAR

BONJO ONE

- The Metroplex Team duplicated the lateral and vertical track of the BUR/VNY ROKKR STAR to develop a separate procedure for aircraft landing SMO
- An RNAV procedure with OPD benefits
- Closely follows the historical tracks of the existing CEEME STAR
- Segregates SMO and LAX arrivals



SMO Santa Monica Municipal Airport

SID (Departure)
 SMO CHOI ONE RNAV SID
 SMO CTRUS ONE RNAV SID
 SMO PEVEE FOUR RNAV SID
 SMO ONE (Props) RNAV SID

- Metroplex Team developed several different RNAV SIDs in order to provide the greatest number of options for SMO departures
- Procedures allow independent operations between SMO and LAX departures and allow for segregation of prop and jet departures to the northwest and northeast
- CTRUS southern transition is for jet departures, allowing climb over water



SMO Santa Monica Municipal Airport

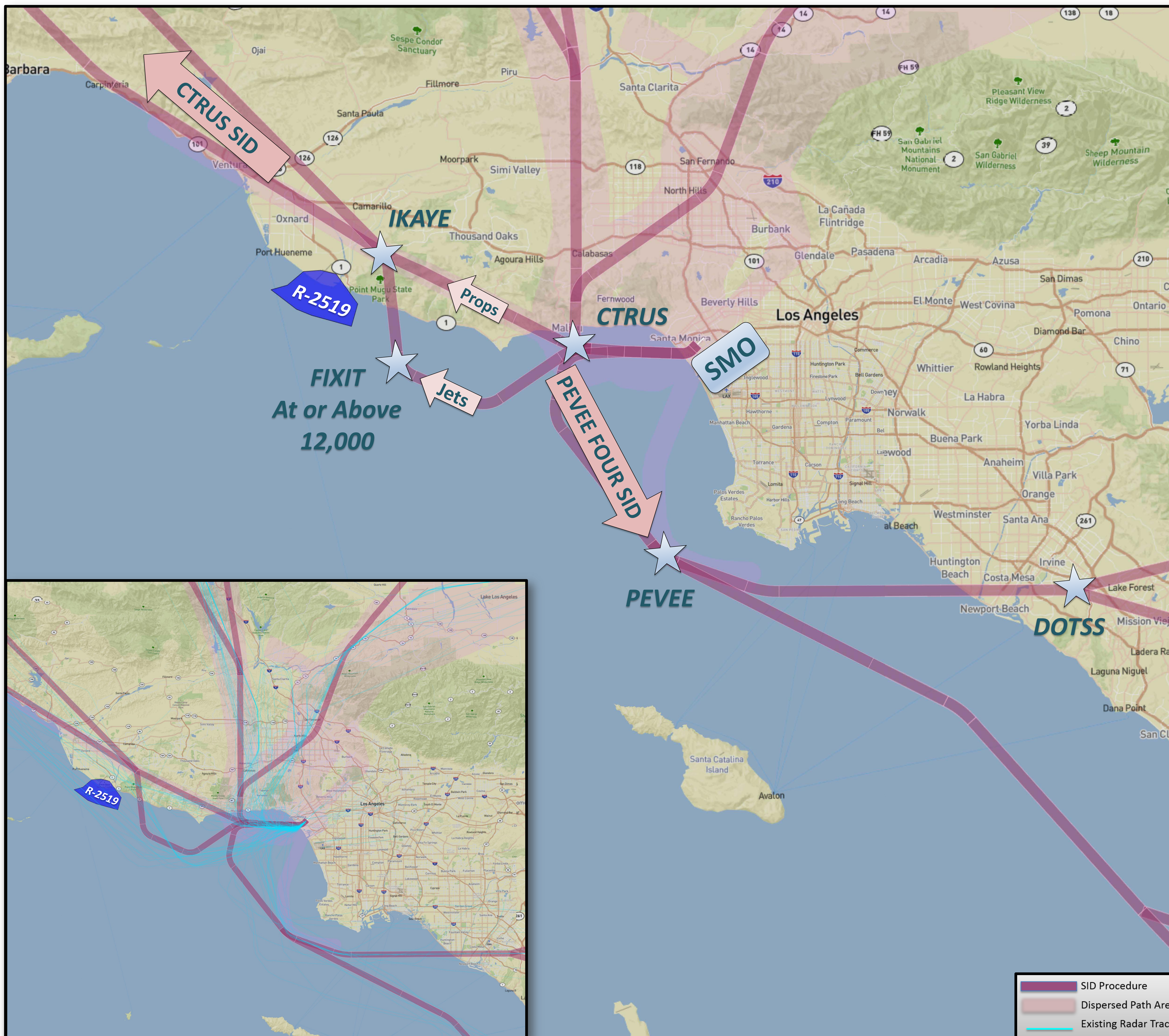
SID (Departure)
SMO CTRUS ONE RNAV SID
SMO PEEVE FOUR RNAV SID

CTRUS ONE

- SMO Runway 21 procedures inhibit independent operations with LAX west flow departures
- SMO and LAX are approximately 4 nautical miles apart
- Extensive ground delays occur at SMO due to LAX departure demand
- Will provide an earlier turn to the west after departure which will reduce the time necessary to achieve course divergence reducing delays

PEVEE FOUR

- The Study Team suggested one SID for SMO Runway 21
- The Design Team determined the complexity of the current SMO PEEVE SID could be reduced
- Enroute transitions were modified to mirror the LAX DOTSS SID for east bound departures which will offer the opportunity for more unrestricted climbs
- The enroute transitions were modified to mirror the LAX PNDAH SID for departures to Mexico providing a smoother transition from terminal to enroute

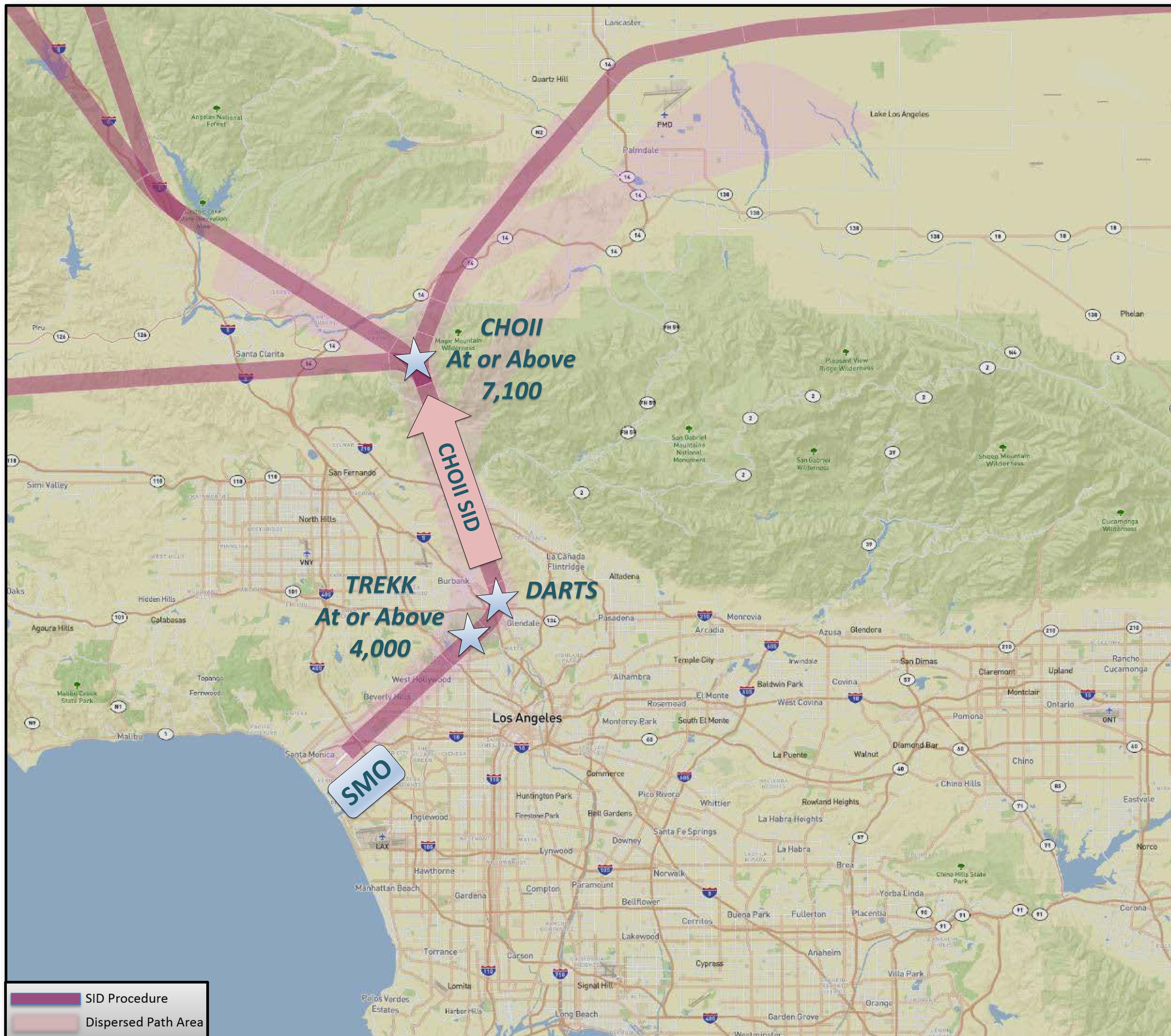


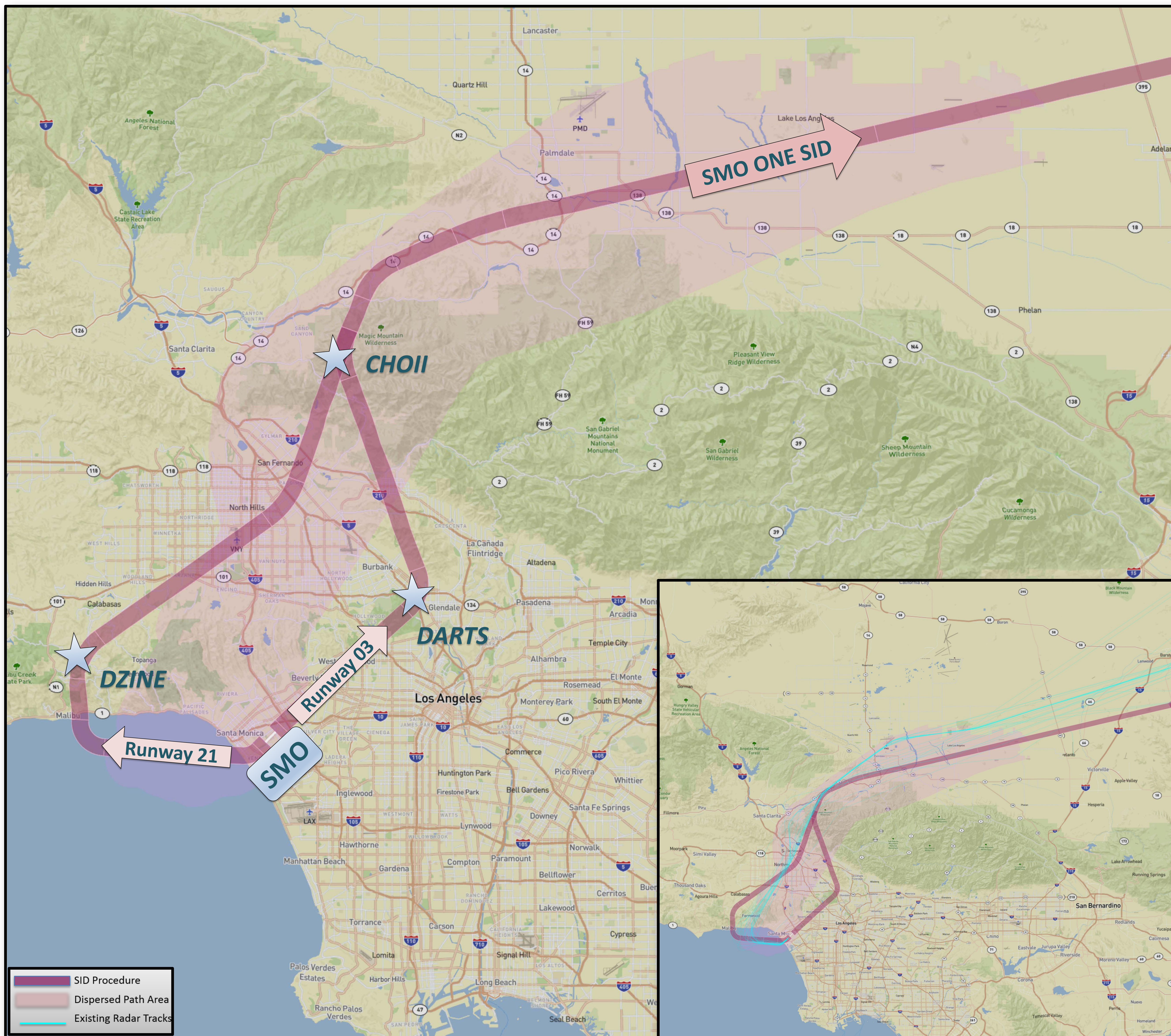
SMO Santa Monica Municipal Airport

SID (Departure)
SMO CHOI ONE RNAV SID

CHOI ONE

- Designed as a Runway 03 RNAV departure
- When LAX is on an east flow, CHOI departures will have reduced interactions with LAX departures
- Vertical restrictions de-conflict SMO departures from LAX arrival traffic





SMO Santa Monica Municipal Airport

SID (Departure)
SMO ONE (Props) RNAV SID

SMO ONE

- Serves SMO Runways 03 and 21 RNAV equipped prop departures to the east/northeast
- All Runway 21 prop departures will be able to utilize the procedure
- Prop departures off Runway 03 must be able to meet climb gradient of 500 feet per nautical mile
- Provides separate prop departure route to reduce interaction with faster jet departures
- Allows independent operations between SMO prop departures off Runway 21 and LAX departures departing west

SMO Santa Monica Municipal Airport

LAX Los Angeles International Airport

SID (Departure)
SMO CTRUS ONE RNAV SID
SMO PEVEE FOUR RNAV SID
SMO ONE (Props) RNAV SID

- SMO SIDs for aircraft departing to the west when LAX is departing west were designed to reduce SMO delays and allow independent operations between the two airports
- SMO SIDs maintain lateral separation between SMO and LAX departures, reducing idle time and delays at SMO

