

Santiago International Arturo Merino Benitez Airport

IATA/ICAO CODE: SCL/SCEL
CITY: Santiago
COUNTRY: Chile

AIRPORT CONTACT

Information updated by the airport 3/2011

Name: Eduardo del Canto Hidalgo
Title: Jefe de Aeropuerto (Airport Chief)
Airport: Santiago International Arturo Merino Benitez Airport
Address: AP Arturo Merino Benítez Santiago
Avenida Aviador David Fuentes 2199, Pudahuel
Casilla 61 Correo Arturo Merino Benítez
Chile
Phone: +562 4363000 Mon-Fri 0830-1700 LMT
Fax: +562 6019416 Mon-Fri 0830-1700 LMT
Email: ap.amb@dgac.cl or operaciones_amb@dgac.cl
Airport Web Site: www.dgac.cl

ELEVATION: 474 M or 1555 ft

RUNWAY INFORMATION RUNWAY CHARACTERISTICS Provided by the Airport (3 Deg. Glide Slope)					
RWY NR	BRG GEO BRG MAG	LEN/WID RWY (M)	PCN RSTG	COORD THR	ELEV TDZ RWY
1	2	3	4	5	6
17L	177° GEO 174° MAG	3.750 x 55	63 F/B/W/T ASPH	33 22 33,89 S 70 47 12,15 W	472 M (1550 FT)
35R	357° GEO 354° MAG	3.750 x 55	63 F/B/W/T ASPH	33 24 17,60 S 70 47 06,57 W	474 M (1554 FT)
PEND RWY/SWY	LEN/WID SWY (M)	LEN/WID CWY (M)	LEN/WID (M) STRIP	OFZ	OBS RMK
7	8	9	10	11	12
0,0%	NO	NO	3.870 x 300	YES	WDI RWY 17L
0,0%	NO	NO	NO	YES	WDI RWY 35R

RWY NR	BRG GEO BRG MAG	LEN/WID RWY (M)	PCN RSTG	COORD THR	ELEV TDZ RWY
1	2	3	4	5	6
17R	177° GEO 174° MAG	3.800 x 45	100 F/D/W/T ASPH	33 22 19,02 S 70 48 13,38 W	472 M (1550 FT)
35L	357° GEO 354° MAG	3.800 x 45	100 F/D/W/T ASPH	33 24 22,25 S 70 48 06,77 W	472,4 M (1554 FT)
PEND RWY/SWY	LEN/WID SWY (M)	LEN/WID CWY (M)	LEN/WID (M) STRIP	OFZ	OBS RMK
7	8	9	10	11	12
0,0%	NO	NO	3.920 x 300	YES	WDI RWY 17R
0,0%	NO	NO	3.920 x 300	YES	WDI RWY 35L

NOISE ABATEMENT PROCEDURES

All the operations of take-offs and landings of aircraft with Stage 2 noise certification, will have to be realised from RWY 17L/35R. Stage 2 or Stage 3, will have to be indicated in Square 18 on Form. FPL. Use of Runway 17R/35L is restricted for operations IVNO 0200-1059 VRNO 0100-0959. This restriction will stop being fulfilled only for reasons of Operational Security. By mitigation of noise of the aircrafts that land on RWY 17R/35L avoid the use of reverse unless for special reasons he is requisite of use to maintain levels of Operational Security. It is recommended, when it is possible, to apply for the take-offs of the mentioned runways, the method of flexible temperature, according to corresponds.

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS - NONE

PREFERENTIAL RUNWAYS

Runway 17 is the preferential runway.

OPERATING QUOTA - NONE

ENGINE RUN-UP RESTRICTION

By reasons for security and acoustic contamination, engine tests of maximum power on the platform are not authorized. The location for engine tests to maximum power is :INT TWY KILO and TWY Tango, subject to coordination with Supervisor of Platform.

APU OPERATING RESTRICTIONS - NONE

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)	2005	For the construction of the runway 17R/35L, was due to expropriate land, to transfer educational center, and meet certain construction features to ensure low noise levels and reduce the impact to the population
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	2008	Available www.dgac.cl , monitoring noise (General Information)
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	DGAC (se www.dgac.cl) (DGAC; about us; national aviation system)

NOISE MONITORING SYSTEM

The institution has a noise monitoring system, which consists mainly of three noise monitoring terminals installed around the airport. See www.dgac.cl, monitoring noise (General Information).

FLIGHT TRACK MONITORING SYSTEM

The noise control system integrates the flight plans of aircraft through radar.

NOISE LEVEL LIMITS

- 65 db (AVERAGE day-night yearly)

CHAPTER 2 RESTRICTIONS

See Chapter 2 Phase out below.

CHAPTER 2 PHASEOUT

Chapter 2 non-addition is currently implemented.

By Enero (January) 01, 2011, all operations to Chilean airports must be Chapter 3.

CHAPTER 3 RESTRICTIONS - [NONE](#)