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Airport Information For SCEL

Terminal Charts For SCEL

Revision Letter For Cycle 11-2020

Change Notices

Notebook

General Information

Location: SANTIAGO CHL
ICAO/IATA: SCEL / SCL
Lat/Long: S33° 23.67', W070° 47.63'
Elevation: 1555 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +4:00 = UTC
Magnetic Variation: 1.2° E

Fuel Types: Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 0945 Z
Sunset: 2357 Z

Runway Information

Runway: 17L
Length x Width: 12303 ft x 180 ft
Surface Type: asphalt
TDZ-Elev: 1550 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ

Runway: 17R
Length x Width: 12467 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 1551 ft
Lighting: Edge, ALS, Centerline, REIL

Runway: 35L
Length x Width: 12467 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 1550 ft
Lighting: Edge, Centerline, REIL

Runway: 35R
Length x Width: 12303 ft x 180 ft
Surface Type: asphalt
TDZ-Elev: 1555 ft
Lighting: Edge, ALS, Centerline, REIL
Displaced Threshold: 1804 ft

Runway: 34
Length x Width: 9843 ft x 180 ft
Surface Type: asphalt
TDZ-Elev: 1555 ft

Runway: 16
Length x Width: 10925 ft x 180 ft
Surface Type: asphalt
TDZ-Elev: 1550 ft
Lighting: Edge, Centerline

Communication Information

ATIS: 132.100 Arrival Service
ATIS: 132.700 Departure Service
Santiago Tower: 118.100
Santiago Tower: 118.350 Secondary
Santiago Ground: 122.500
Santiago Ground: 122.600
Santiago Ground: 122.200
Santiago Clearance Delivery: 121.700
Santiago Clearance Delivery: 122.200
Santiago Information Information: 123.800
Santiago ACC: 119.700
Santiago ACC: 129.700
Santiago ACC: 135.600
Santiago Radio FSS: 127.500
Santiago Information Information: 122.400
Santiago Radio FSS: 127.000

SCEL/SCL

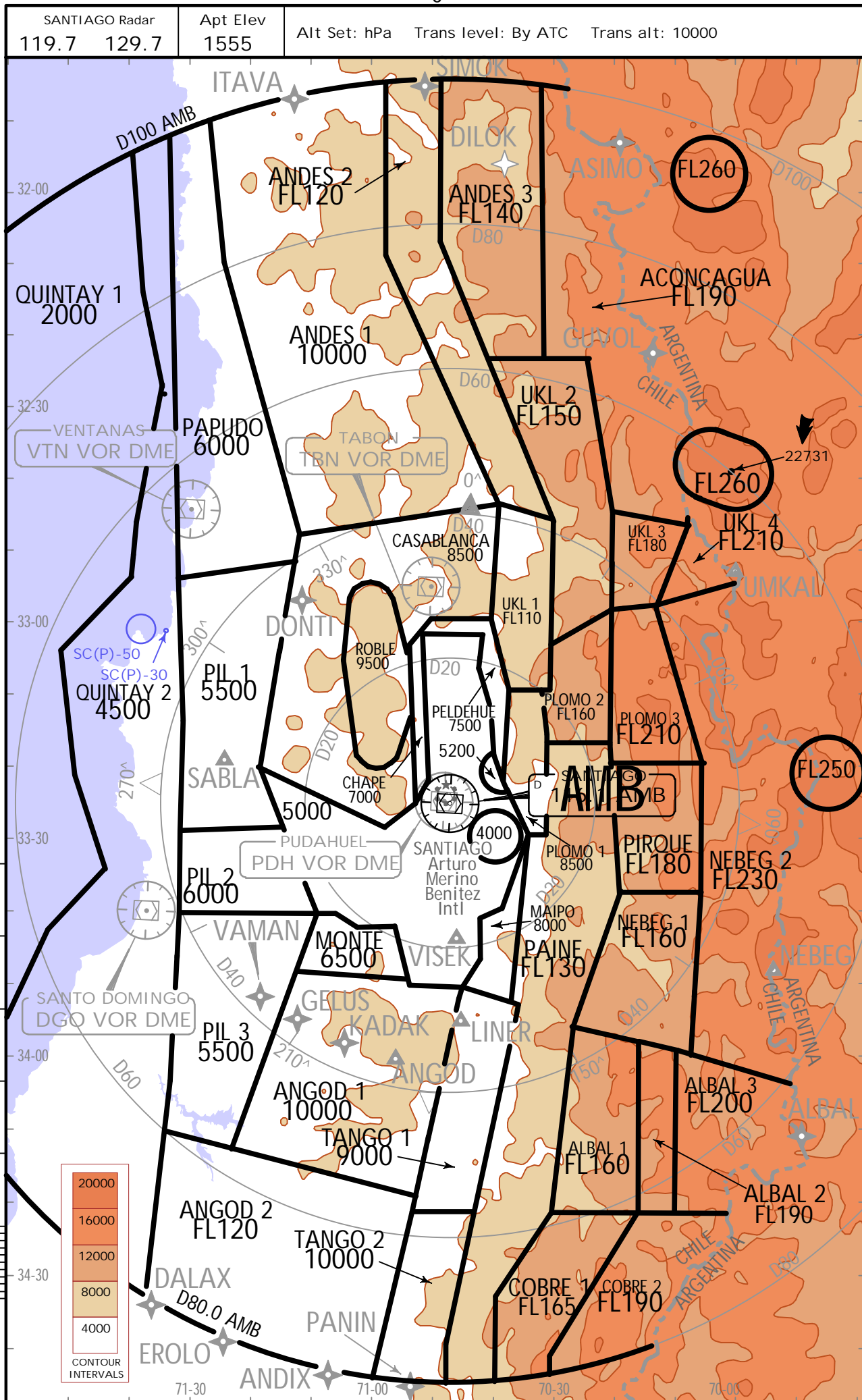


SANTIAGO, CHILE

ARTURO MERINO BENITEZ INTL .Eff.15.Aug.

9 AUG 19
20-1R

.RADAR.MINIMUM.ALTITUDES.

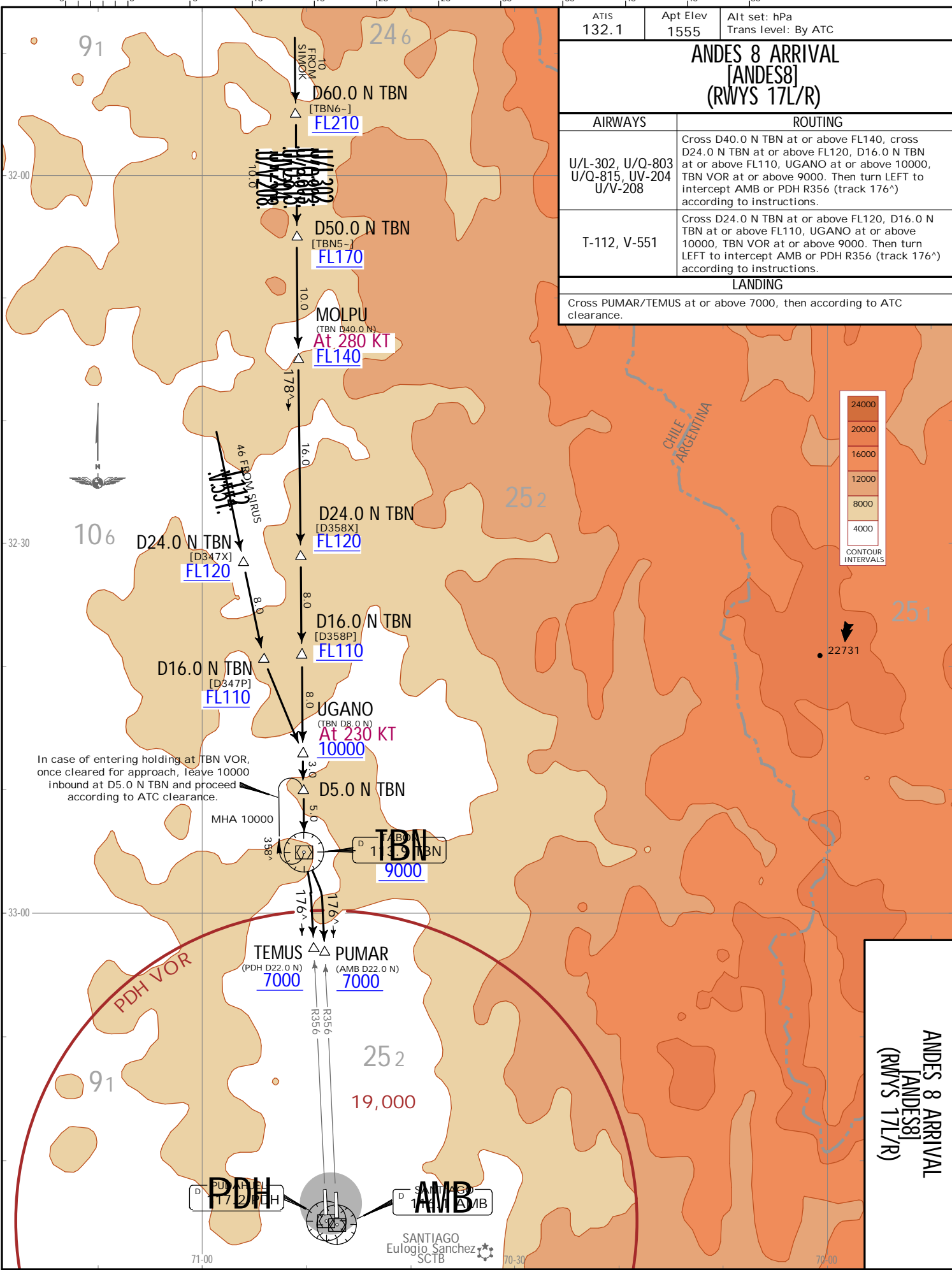


CHANGES: Waypoint VAMAN added.

CHANGES: Bearings:

SC/L/SC/L
ARTURO MERINO BENITEZ INTL

ATIS 132.1	Apt Elev 1555	Alt set: hPa Trans level: By ATC
ANDES 8 ARRIVAL [ANDES8] (RWYS 17L/R)		
AIRWAYS	ROUTING	
U/L-302, U/Q-803 U/Q-815, UV-204 U/V-208	Cross D40.0 N TBN at or above FL140, cross D24.0 N TBN at or above FL120, D16.0 N TBN at or above FL110, UGANO at or above 10000, TBN VOR at or above 9000. Then turn LEFT to intercept AMB or PDH R356 (track 176°) according to instructions.	
T-112, V-551	Cross D24.0 N TBN at or above FL120, D16.0 N TBN at or above FL110, UGANO at or above 10000, TBN VOR at or above 9000. Then turn LEFT to intercept AMB or PDH R356 (track 176°) according to instructions.	
LANDING		
Cross PUMAR/TEMUS at or above 7000, then according to ATC clearance.		

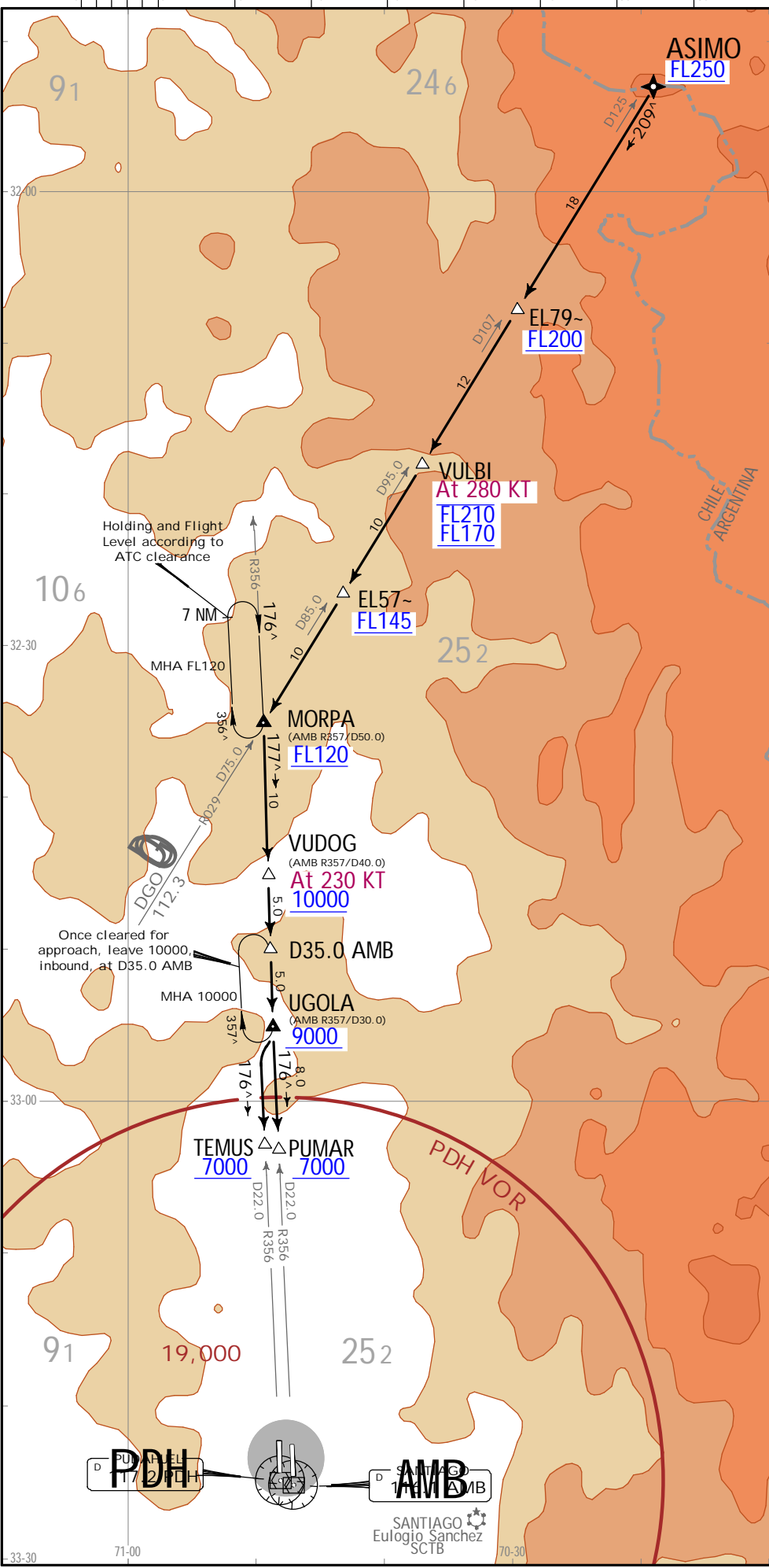


**ANDES 8 ARRIVAL
[ANDES8]
(RWYS 17L/R)**

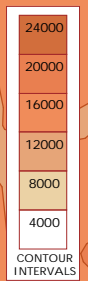
20 MAR 20 20-2 . EFF 26 Mar. **JEPPESSEN** **SANTIAGO, CHILE** STAR.

CHANGES: Procedure renumbered, bearings.

SCCEL/SCPL
ARTURO MERINO BENITEZ INTL

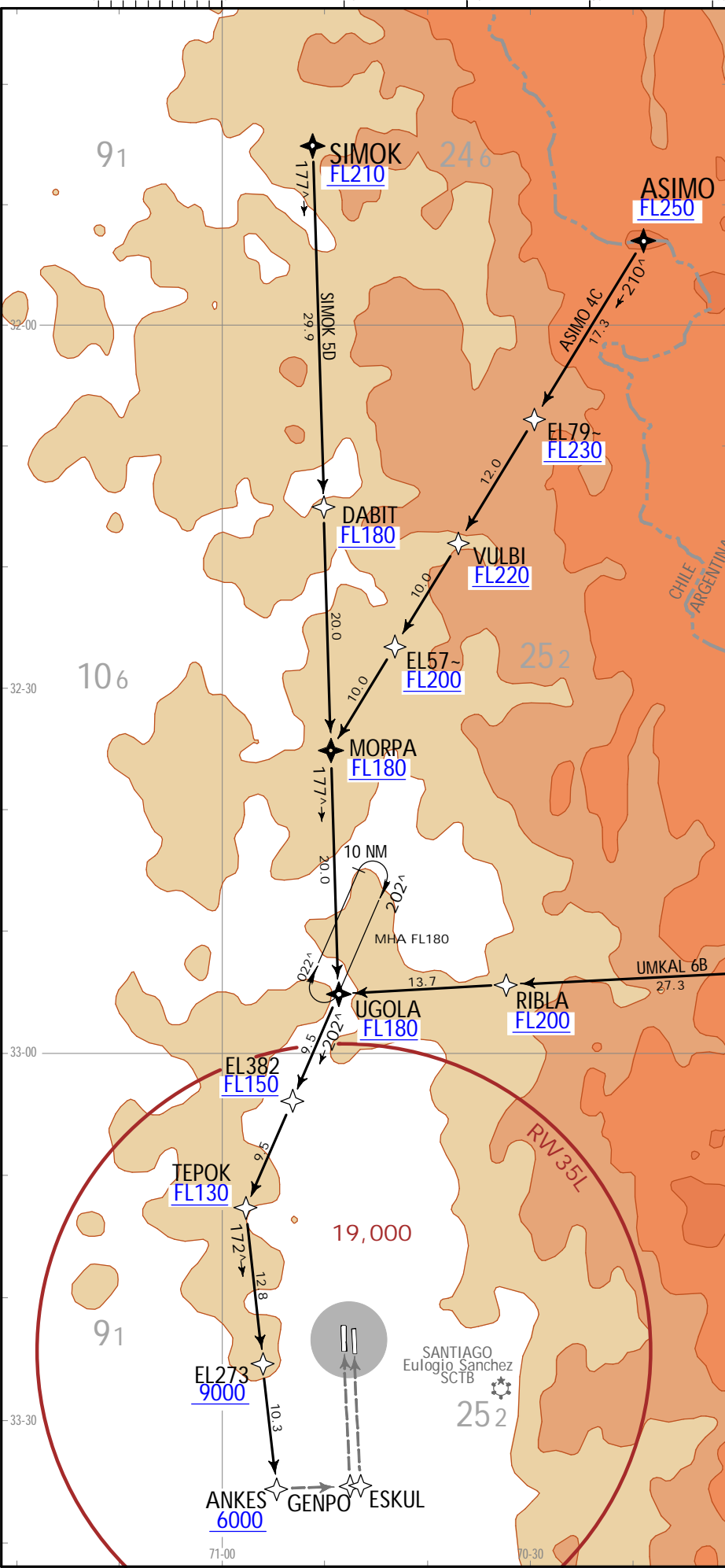


ATIS 132.1	Apt Elev 1555	Alt set: hPa Trans level: By ATC
ASIMO 7B ARRIVAL [ASIM7B]		
ROUTING		
From ASIMO continue on DGO R029 (209° track) direct to MORPA, then turn LEFT to intercept AMB R357 (177° track) direct to UGOLA. Cross ASIMO at or above FL250, EL79- at or above FL200, VULBI between FL210 and FL170, EL57- at or above FL145, MORPA at or above FL120, VUDOG at or above 10000, UGOLA at or above 9000.		
RWY	LANDING	
17L	At UGOLA, continue via AMB R356 (track 176°), according to instructions. Cross PUMAR at or above 7000.	
17R	At UGOLA, continue via PDH R356 (track 176°), according to instructions. Cross TEMUS at or above 7000.	

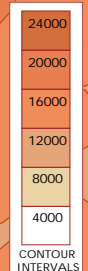


**ASIMO 7B ARRIVAL
[ASIM7B]**

CHANGES: Procedures renumbered, bearings



ATIS 132.1		Apt Elev 1555	
Alt set: hPa Trans level: By ATC 1. RNAV 1 or RNP 1 approval required. 2. GNSS required.			
ASIMO 4C [ASIM4C] SIMOK 5D [SIMO5D] UMKAL 6B [UMKA6B] RNAV ARRIVALS (RWYS 35L/R)			
STAR	ROUTING		
ASIMO 4C	From ASIMO proceed via EL79-, to VULBI, to EL57-, to MORPA, to UGOLA, to EL382, to TEPOK, to EL273, to ANKES, then continue according to ATC clearance.		
SIMOK 5D	From SIMOK proceed via DABIT, to UGOLA, to EL382, to TEPOK, to EL273, to ANKES, then continue according to ATC clearance.		
UMKAL 6B	From UMKAL proceed via RIBLA, to UGOLA, to EL382, to TEPOK, to EL273, to ANKES, then continue according to ATC clearance.		

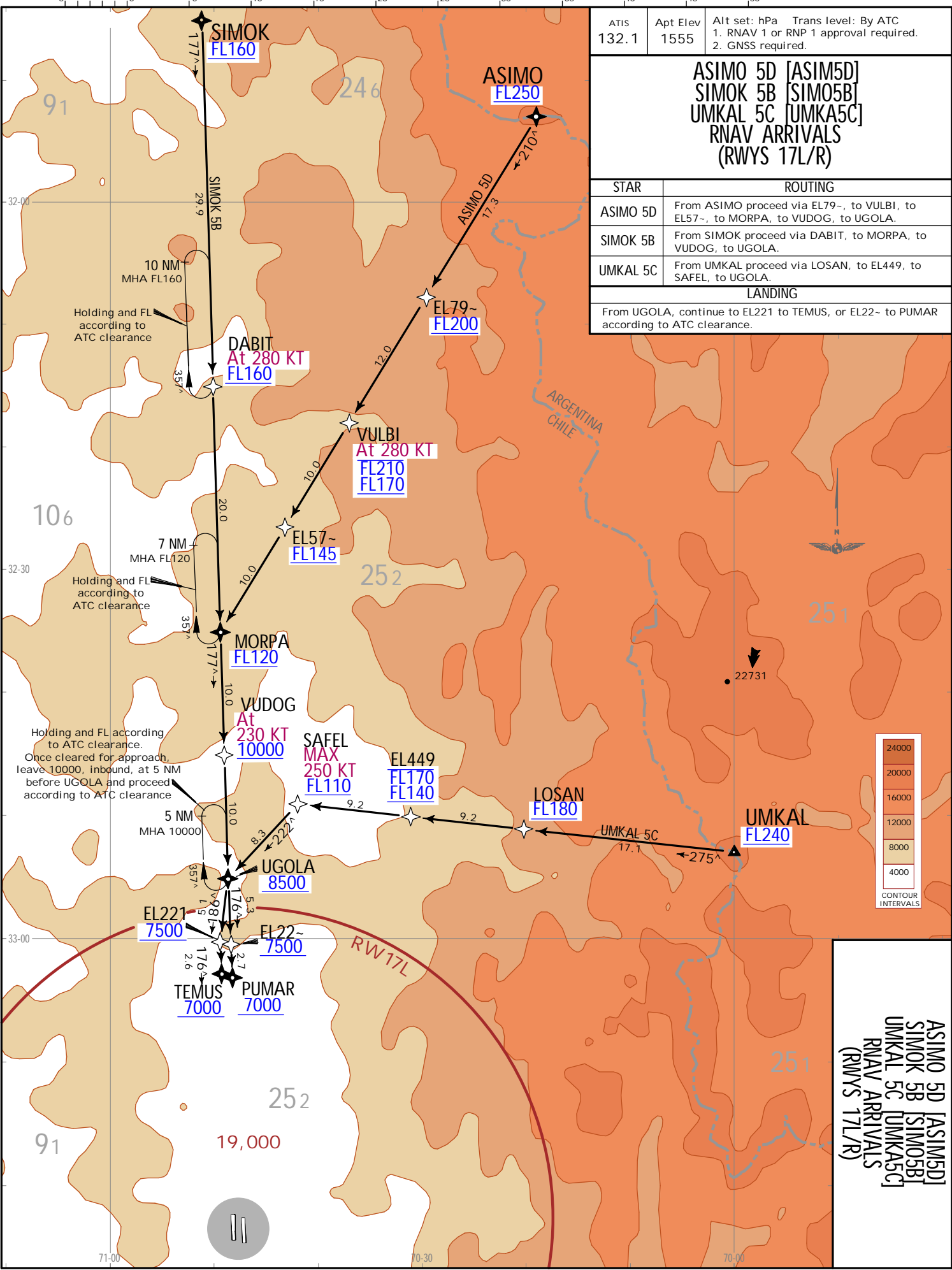


**ASIMO 4C [ASIM4C]
 SIMOK 5D [SIMO5D]
 UMKAL 6B [UMKA6B]
 RNAV ARRIVALS
 (RWYS 35L/R)**

CHANGES: Procedures renumbered; bearings

SCCEL/SCL
ARTURO MERINO BENITEZ INTL

ATIS 132.1	Apt Elev 1555	Alt set: hPa 1. RNAV 1 or RNP 1 approval required. 2. GNSS required.
ASIMO 5D [ASIM5D] SIMOK 5B [SIMO5B] UMKAL 5C [UMKA5C] RNAV ARRIVALS (RWYS 17L/R)		
STAR	ROUTING	
ASIMO 5D	From ASIMO proceed via EL79-, to VULBI, to EL57-, to MORPA, to VUDOG, to UGOLA.	
SIMOK 5B	From SIMOK proceed via DABIT, to MORPA, to VUDOG, to UGOLA.	
UMKAL 5C	From UMKAL proceed via LOSAN, to EL449, to SAFEL, to UGOLA.	
LANDING		
From UGOLA, continue to EL221 to TEMUS, or EL22- to PUMAR according to ATC clearance.		

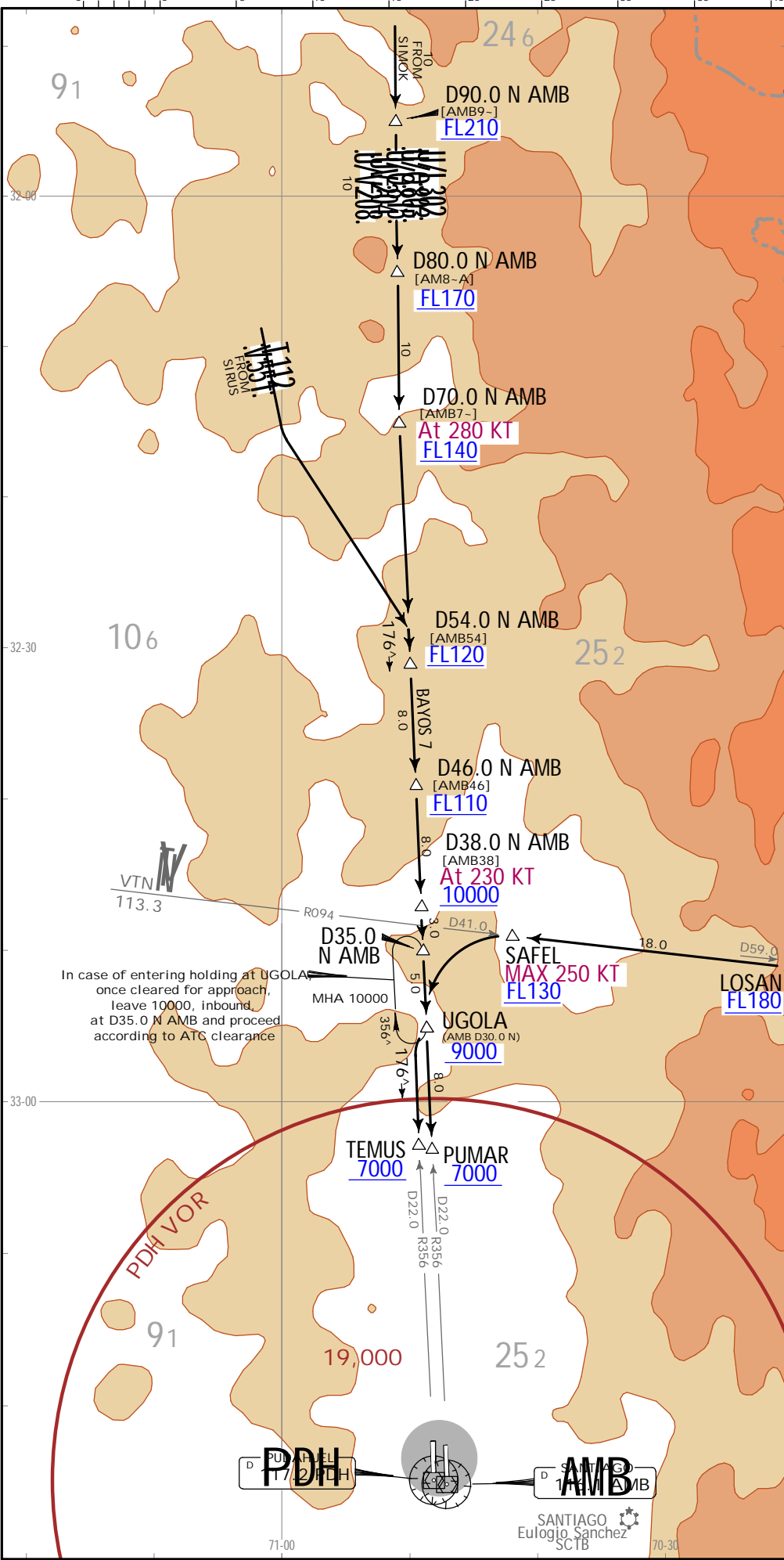


ASIMO 5D [ASIM5D]
SIMOK 5B [SIMO5B]
UMKAL 5C [UMKA5C]
RNAV ARRIVALS
(RWYS 17L/R)

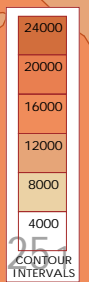
20 MAR 20 (20-2C) .Eff. 26 Mar. .RNAV STAR.
JEPPesen SANTIAGO, CHILE

JEPPesen, 2017, 2020. ALL RIGHTS RESERVED.

CHANGES: Procedures renumbered, bearings.



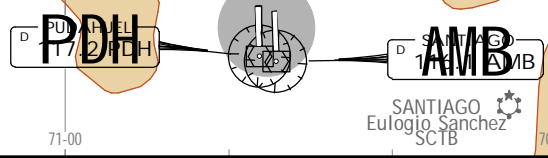
ATIS 132.1	Apt Elev 1555	Alt set: hPa Trans level: By ATC
BAYOS 7 [BAYOS7] UMKAL 4A [UMKA4A] ARRIVALS (RWYS 17L/R)		
STAR	ROUTING	
BAYOS 7	At D54.0 N AMB intercept AMB R356 (track 176°) to UGOLA.	
UMKAL 4A	From UMKAL intercept VTN R094 (track 274°) until SAFEL, then LEFT turn to intercept AMB R356 (track 176°) until UGOLA.	
LANDING		
From UGOLA, continue via AMB R356 (track 176°) to PUMAR or intercept PDH R356 (track 176°) to TEMUS, according to ATC clearance.		



In case of entering holding at UGOLA once cleared for approach, leave 10000, inbound, at D35.0 N AMB and proceed according to ATC clearance

**BAYOS 7 [BAYOS7]
UMKAL 4A [UMKA4A]
ARRIVALS
(RWYS 17L/R)**

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 ARTURO MERINO BENITEZ INTL
 20 MAR 20 (20-2D)
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 Eff. 26. Mar.
 STAR.



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ARTURO MERINO BENITEZ INTL



20-2E

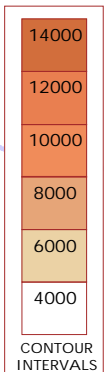
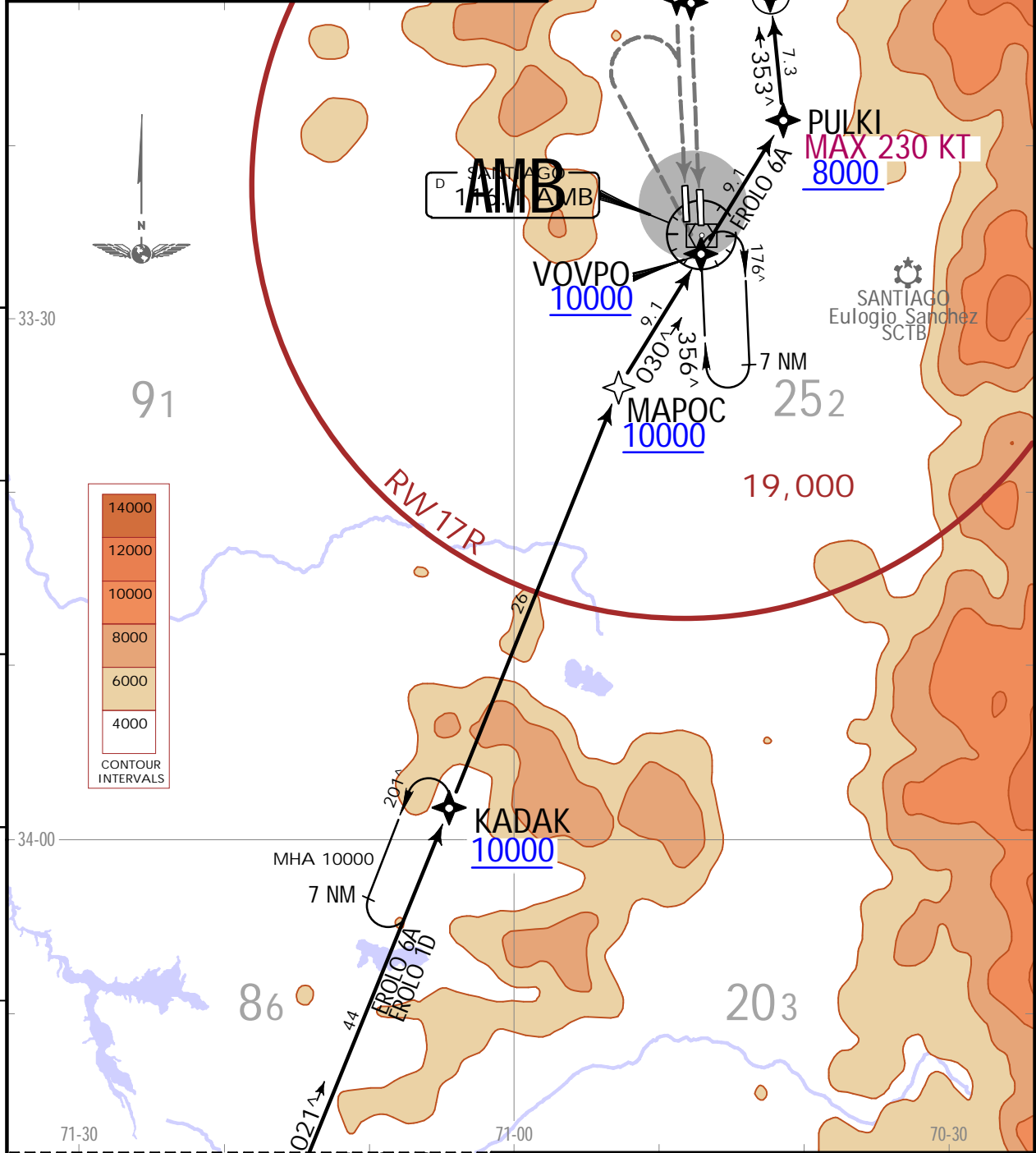
20 MAR 20
.Eff.26.Mar.

SANTIAGO, CHILE

.RNAV.STAR.

ATIS 132.1	Apt Elev 1555	Alt set: hPa Trans level: By ATC 1. RNAV 1 or RNP 1 approval required. 2. GNSS required. 3. ATS Surveillance required.
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EROLO 6A [EROL6A] (RWYS 17L/R)
EROLO 1D [EROL1D] (RWY 17R)
RNAV ARRIVALS



NOT TO SCALE

EROLO
(AMB D80.0)
FL100

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
In case of radio failure from ISILO, MAINTAIN 6000 to make a LEFT turn direct to SEDPA/TEGEB within 22.0 NM (DME or GNSS) from AMB VOR.
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS

STAR	ROUTING
EROLO 6A	From EROLO, proceed direct to KADAK, to MAPOC, to VOVPO, to PULKI, to ISILO. Cross VOVPO at or above 10000, PULKI at or above 8000, ISILO at or above 6000, then continue on track 353^ and proceed according to ATC clearance.
EROLO 1D	From EROLO, proceed direct to KADAK, to MAPOC, to VOVPO. Cross VOVPO at or above 10000, then according to ATC clearance.

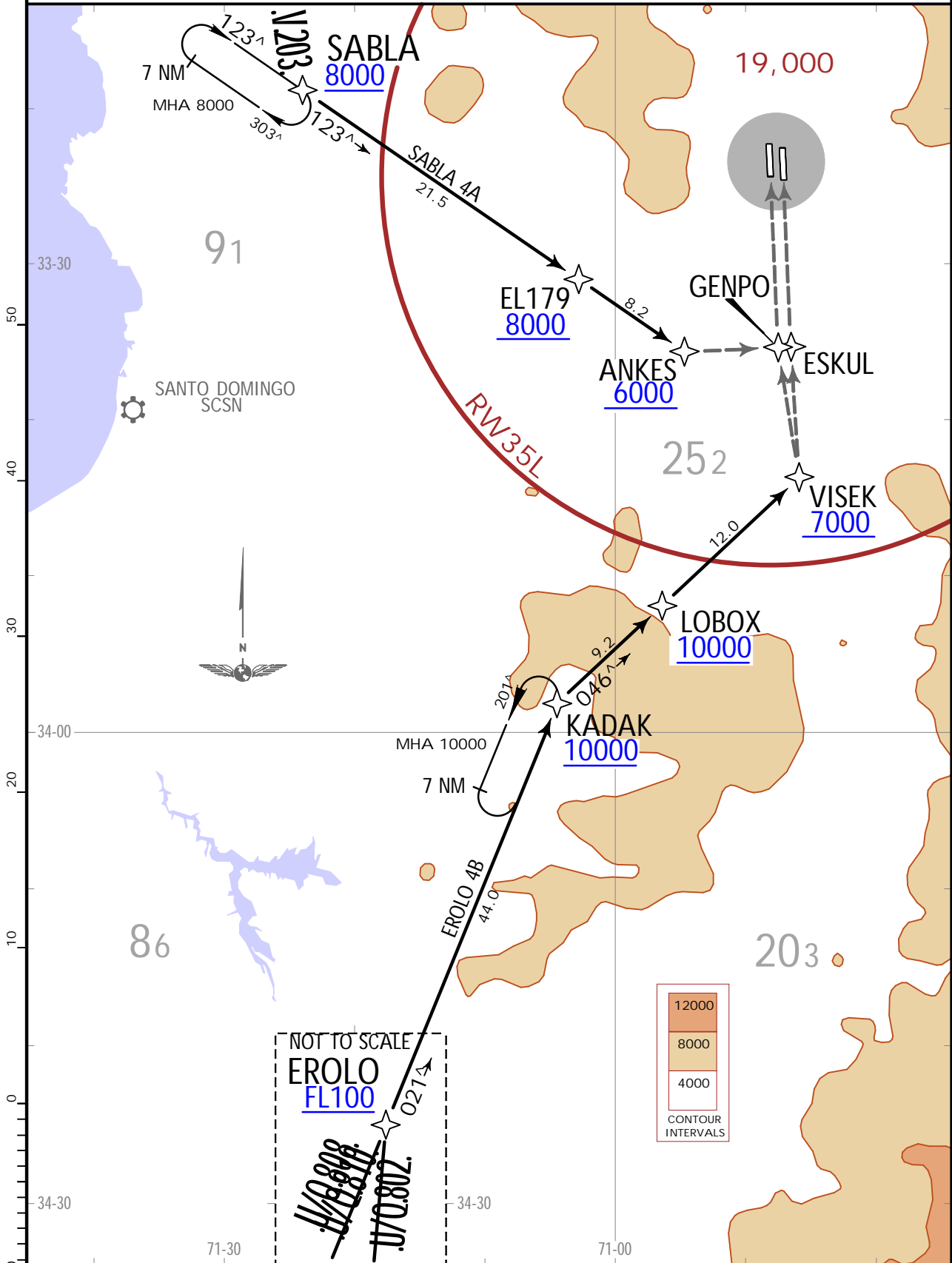
SCEL/SCL
 ARTURO MERINO BENITEZ INTL

JEPPESEN
 20-2F 20 MAR 20
 .Eff.26.Mar.

SANTIAGO, CHILE
 .RNAV.STAR.

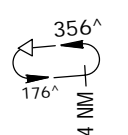

ATIS 132.1	Apt Elev 1555	Alt set: hPa Trans level: By ATC 1. RNAV 1 or RNP 1 approval required. 2. GNSS required.
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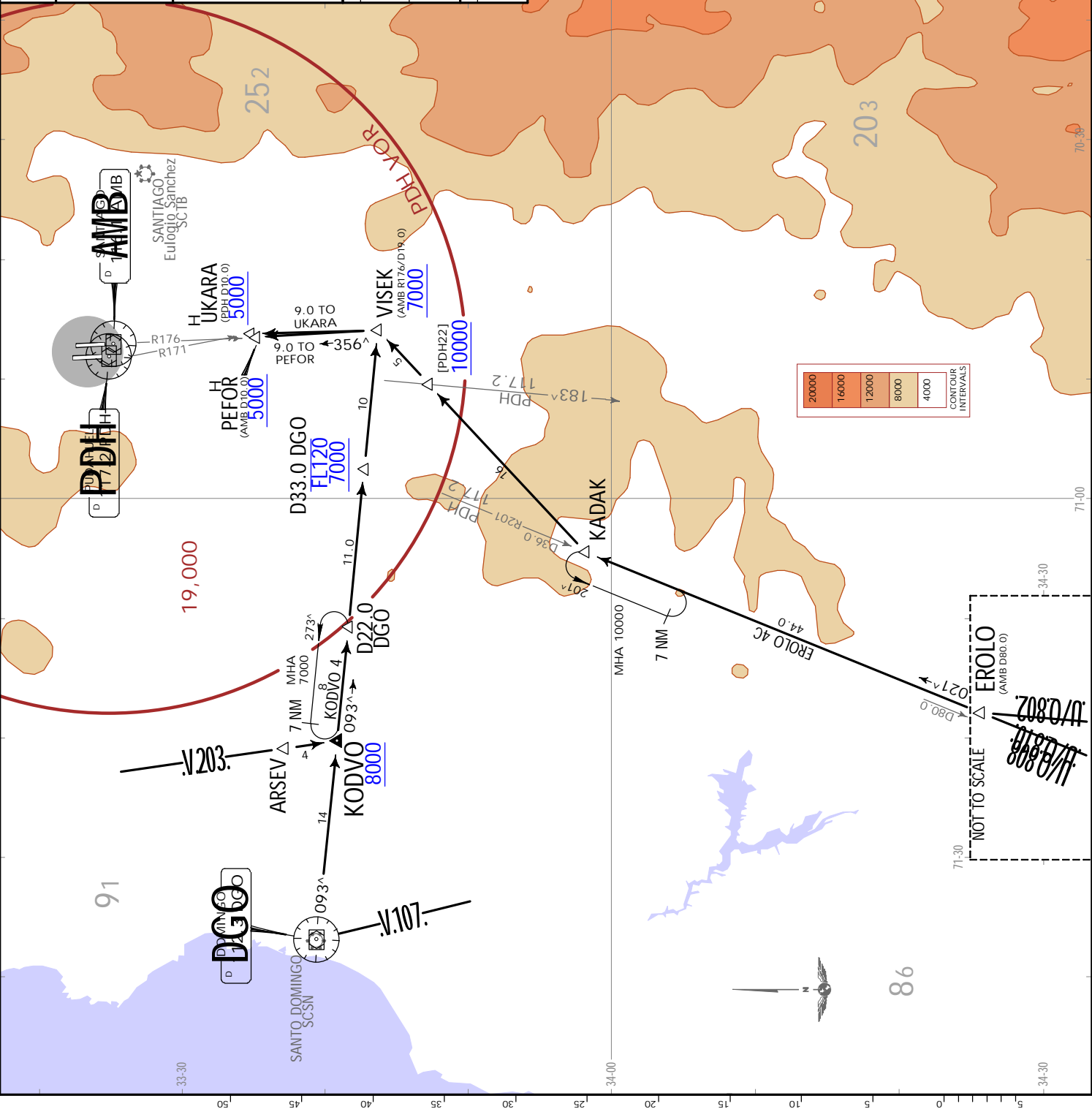
EROLO 4B [EROL4B], SABLA 4A [SABL4A] RNAV ARRIVALS (RWYS 35L/R)



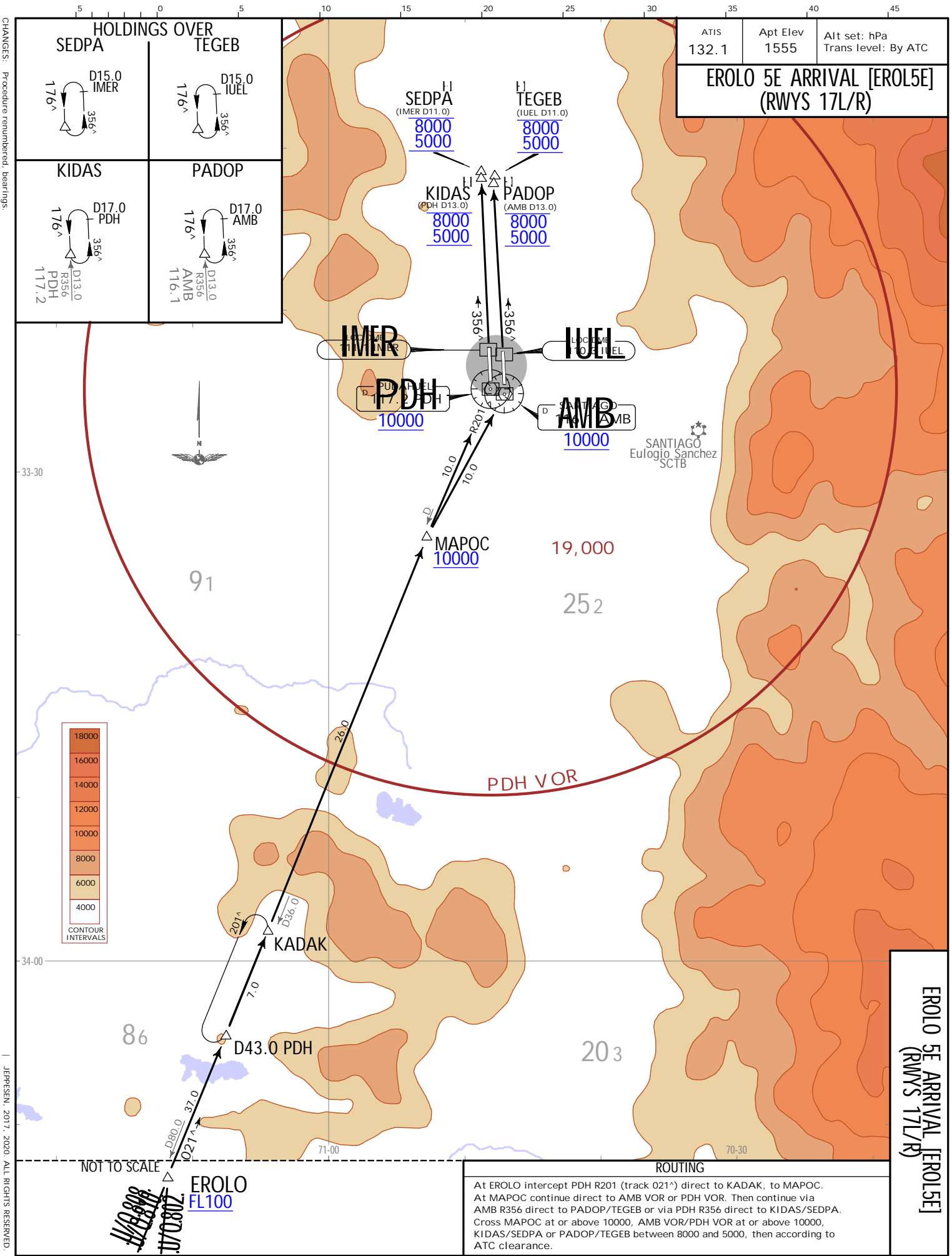
STAR	ROUTING
EROLO 4B	From EROLO direct to KADAK, to LOBOX, to VISEK. Cross LOBOX at or above 10000, VISEK at or above 7000, then according to ATC clearance.
SABLA 4A	From SABLA proceed direct to EL179, to ANKES. Cross EL179 at or above 8000, ANKES at or above 6000, then according to ATC clearance.

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STAR.
 20 MAR 20 (20-2G) .Eff. 26 Mar.

ATIS 132.1	Apt Elev 1555 Trans level: By ATC
EROL 4C [EROL4C] KODVO 4 [KODVO4] ARRIVALS (RWYS 35L/R)	
HOLDINGS OVER UKARA 	PEFOR 
STAR EROLO 4C KODVO 4	ROUTING From EROLO intercept PDH R201 (track 021°) to KADAK, turn RIGHT direct to VISEK. From ARSEV or DGO VOR proceed to KODVO, to continue via DGO R093 to VISEK.
LANDING From VISEK, direct to PEFOR or UKARA and intercept AMB R176 (track 356°) or PDH R171 (track 351°) according to ATC clearance.	



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 ARTURO MERINO BENITEZ INTL



CHANGES: Procedure renumbered, Bearings.

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 20 MAR 20 (20-2H) . Eff. 26 Mar.
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 STAR.

CHANGES: Procedures renumbered; bearings

SC/EL/SCL
ARTURO MERINO BENITEZ INTL

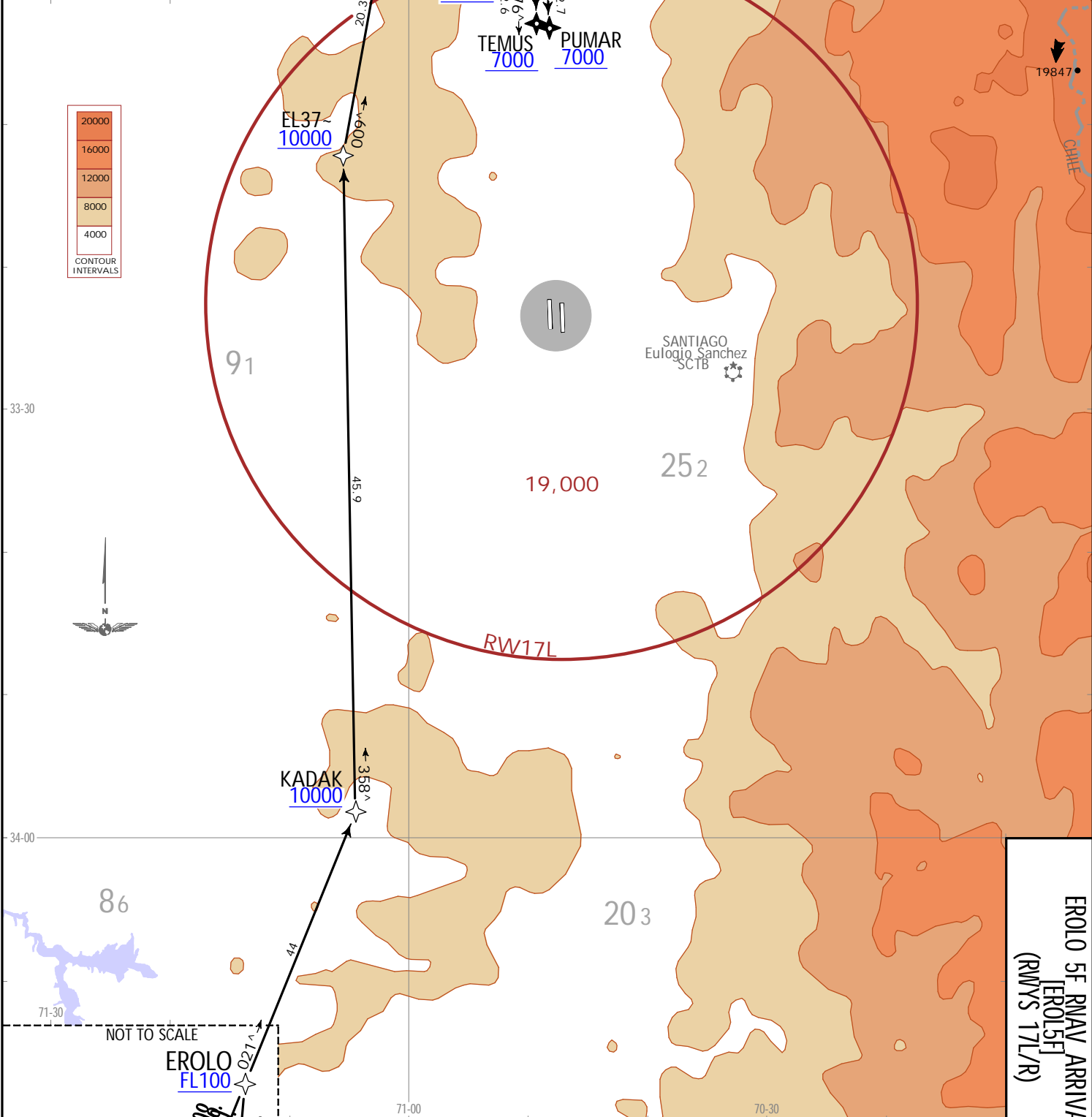
HOLDINGS OVER

<p>TABON</p> <p>MHA 10000</p>	<p>UGOLA</p> <p>MHA 10000</p>
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1 In case of entering holding at TABON or UGOLA, once cleared for approach, leave 10000 inbound, 5 NM before TABON/UGOLA, accordingly, and proceed according to ATC clearance.

ATIS 132.1	Apt Elev 1555	Alt set: hPa Trans level: By ATC 1. RNAV 1 or RNP 1 approval required. 2. GNSS required.
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EROLO 5F RNAV ARRIVAL
[EROL5F]
(RWYS 17L/R)



NOT TO SCALE

EROLO FL100

Handwritten notes:
171°/177°
351°/357°
2080/11

ROUTING

At EROLO proceed via KADAK, to EL37-, to OLMUE, then turn RIGHT to continue to TABON-EL221-TEMUS or UGOLA-EL22--PUMAR according to ATC clearance. Cross EL37- at or above 10000, OLMUE at or above 9500, TABON/UGOLA at or above 8500, EL221/EL22- at or above 7500, TEMUS/PUMAR at or above 7000.

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20 MAR 20 (20-2J) Eff. 26 Mar. RNAV STAR.
EROLO 5F RNAV ARRIVAL
[EROL5F]
(RWYS 17L/R)

SCEL/SCL

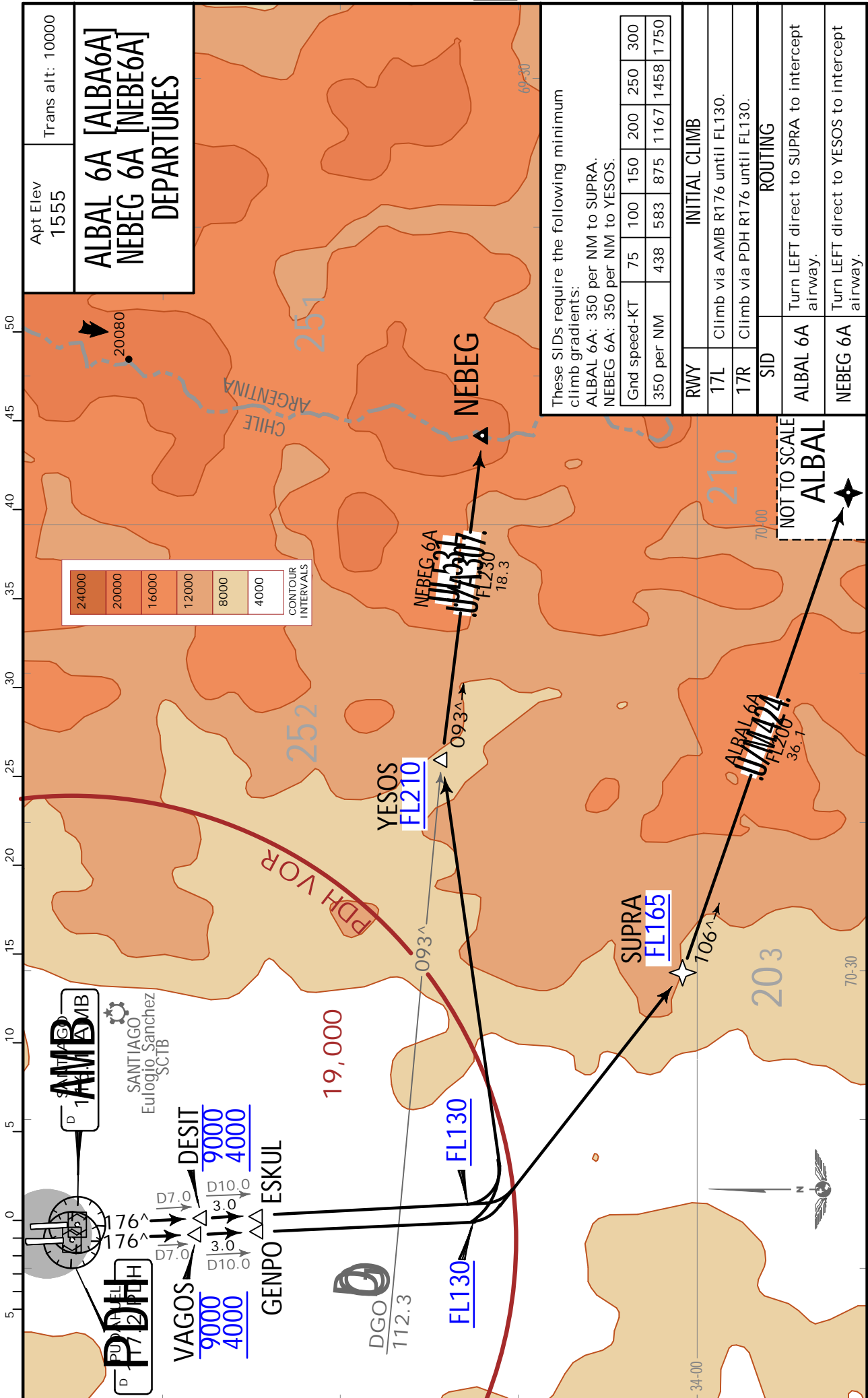
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SANTIAGO, CHILE

.SID.

20 MAR 20 (20-3).Eff.26.Mar.



Apt Elev 1555
Trans alt: 10000

**ALBA 6A [ALBA6A]
NEBEG 6A [NEBE6A]
DEPARTURES**

These SIDs require the following minimum climb gradients:

ALBA 6A: 350 per NM to SUPRA.
NEBEG 6A: 350 per NM to YESOS.

Grnd speed-KT	75	100	150	200	250	300
350 per NM	438	583	875	1167	1458	1750

RWY	INITIAL CLIMB
17L	Climb via AMB R176 until FL130.
17R	Climb via PDH R176 until FL130.

SID	ROUTING
ALBA 6A	Turn LEFT direct to SUPRA to intercept airway.
NEBEG 6A	Turn LEFT direct to YESOS to intercept airway.

CONTOUR INTERVALS

24000
20000
16000
12000
8000
4000

CHANGES: Procedures renumbered, bearings.

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ARTURO MERINO BENITEZ INTL

20 MAR 20

20-3A

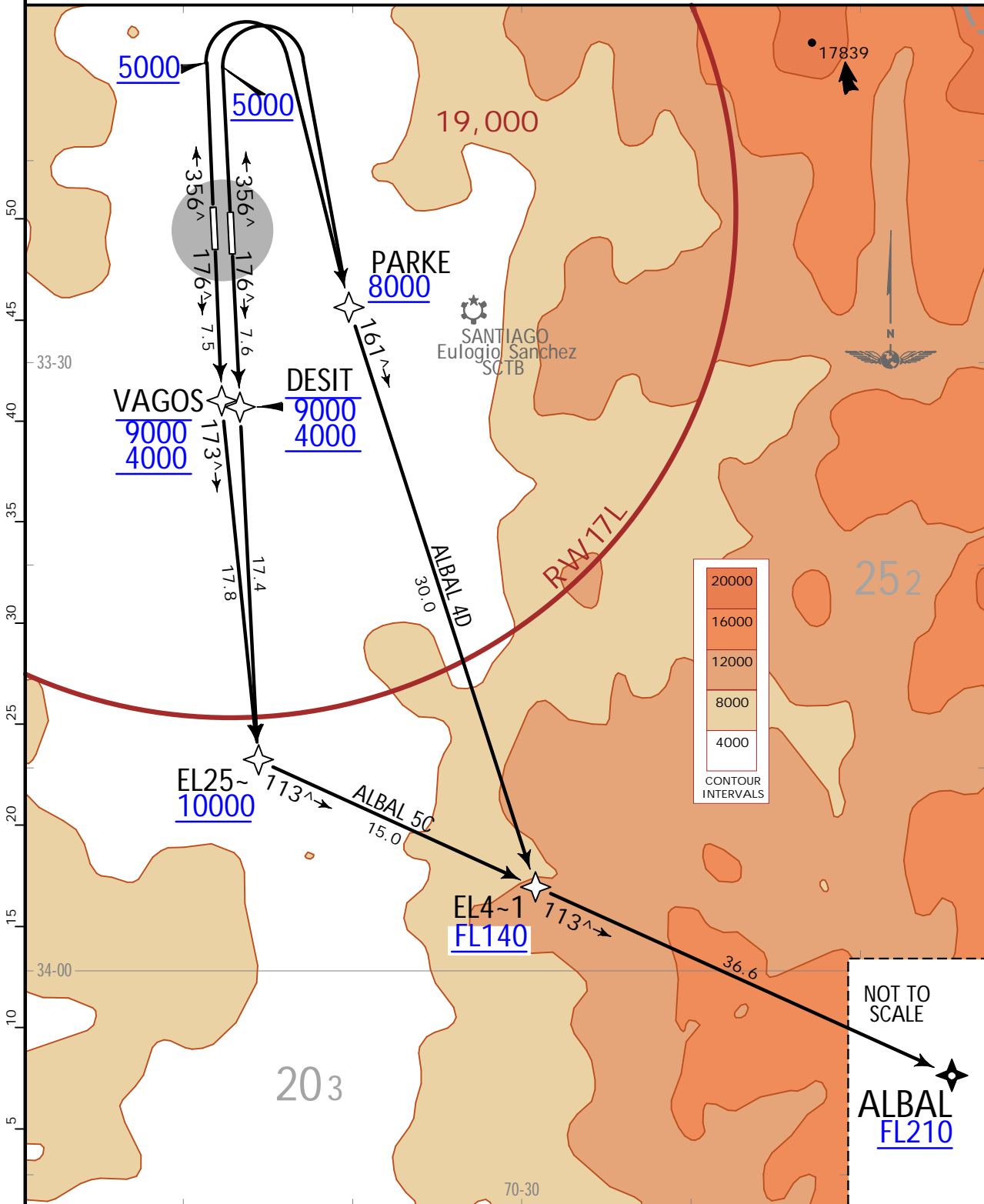
.Eff.26.Mar.

.RNAV.SID.

Apt Elev
1555

Trans alt: 10000
1. GNSS required.
2. RNAV 1 or RNP 1 approval required.

ALBAL 5C [ALBA5C], ALBAL 4D [ALBA4D]
RNAV DEPARTURES



These SIDs require the following minimum climb gradients:
ALBAL 5C: 320 per NM to FL160.
ALBAL 4D: 400 per NM to 9000.

Gnd speed-KT	75	100	150	200	250	300
320 per NM	400	533	800	1067	1333	1600
400 per NM	500	667	1000	1333	1667	2000

SID	RWY	INITIAL CLIMB
ALBAL 5C	17L/R	Climb on track 176^ to DESIT or VAGOS as appropriate, continue to EL25~, then LEFT turn to EL4-1, to ALBAL to intercept airway.
ALBAL 4D	35L/R	Climb on track 356^ to 5000, RIGHT turn direct to PARKE, then continue to EL4-1, to ALBAL to intercept airway.

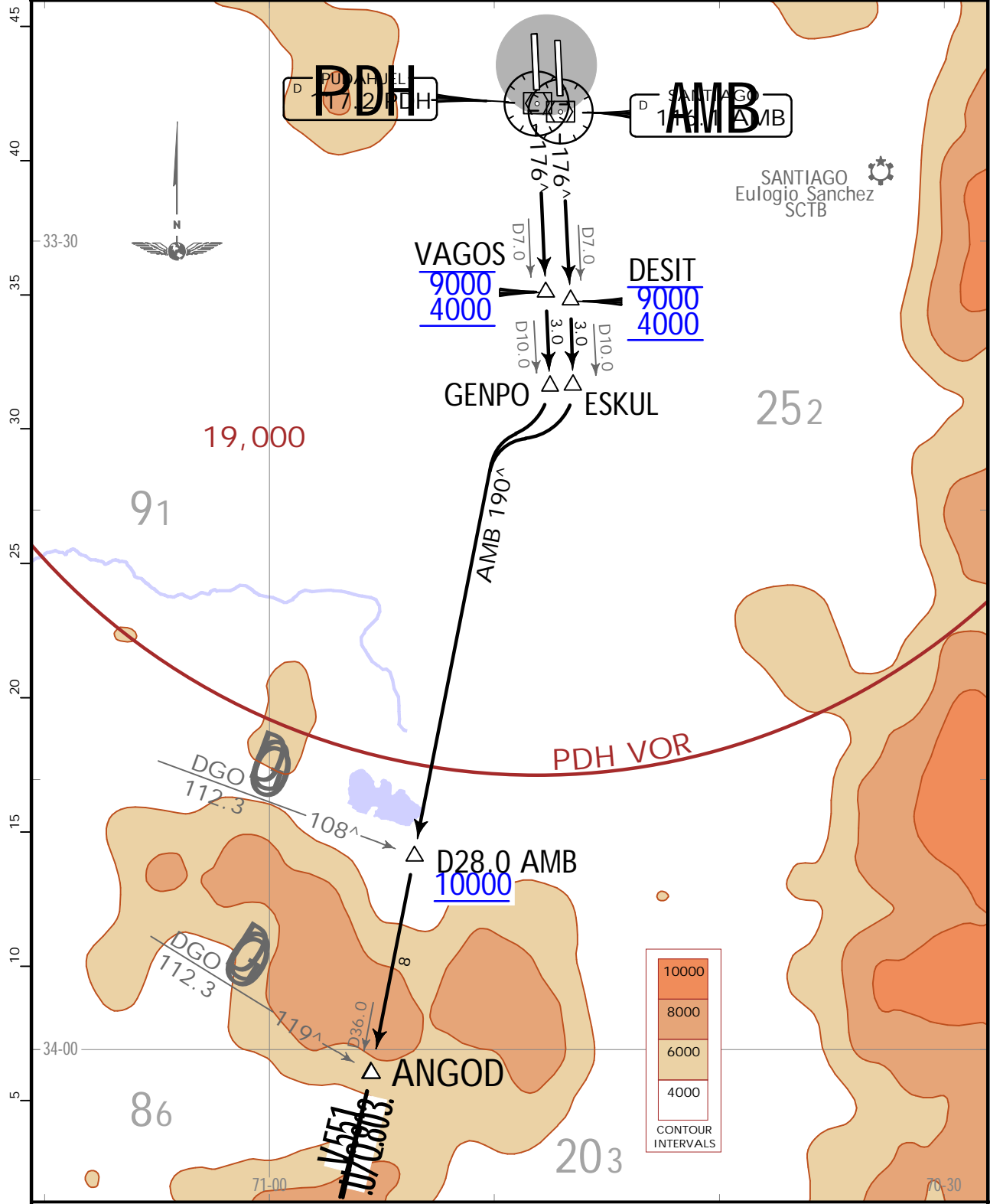
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20 MAR 20 (20-3B) .Eff.26.Mar.

SANTIAGO, CHILE
.SID.

Apt Elev 1555 Trans alt: 10000

ANGOD 6B DEPARTURE [ANGO6B]



This SID requires a minimum climb gradient of 310 per NM to 10000.

Gnd speed-KT	75	100	150	200	250	300
310 per NM	388	517	775	1033	1292	1550

RWY	INITIAL CLIMB
17L	Climb via AMB R176 to ESKUL, turn RIGHT to intercept AMB R190, direct to ANGOD and intercept airway.
17R	Climb via PDH R176 to GENPO, turn RIGHT to intercept AMB R190, direct to ANGOD and intercept airway.

SCEL/SCL

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SANTIAGO, CHILE

ARTURO MERINO BENITEZ INTL

20 MAR 20

20-3C

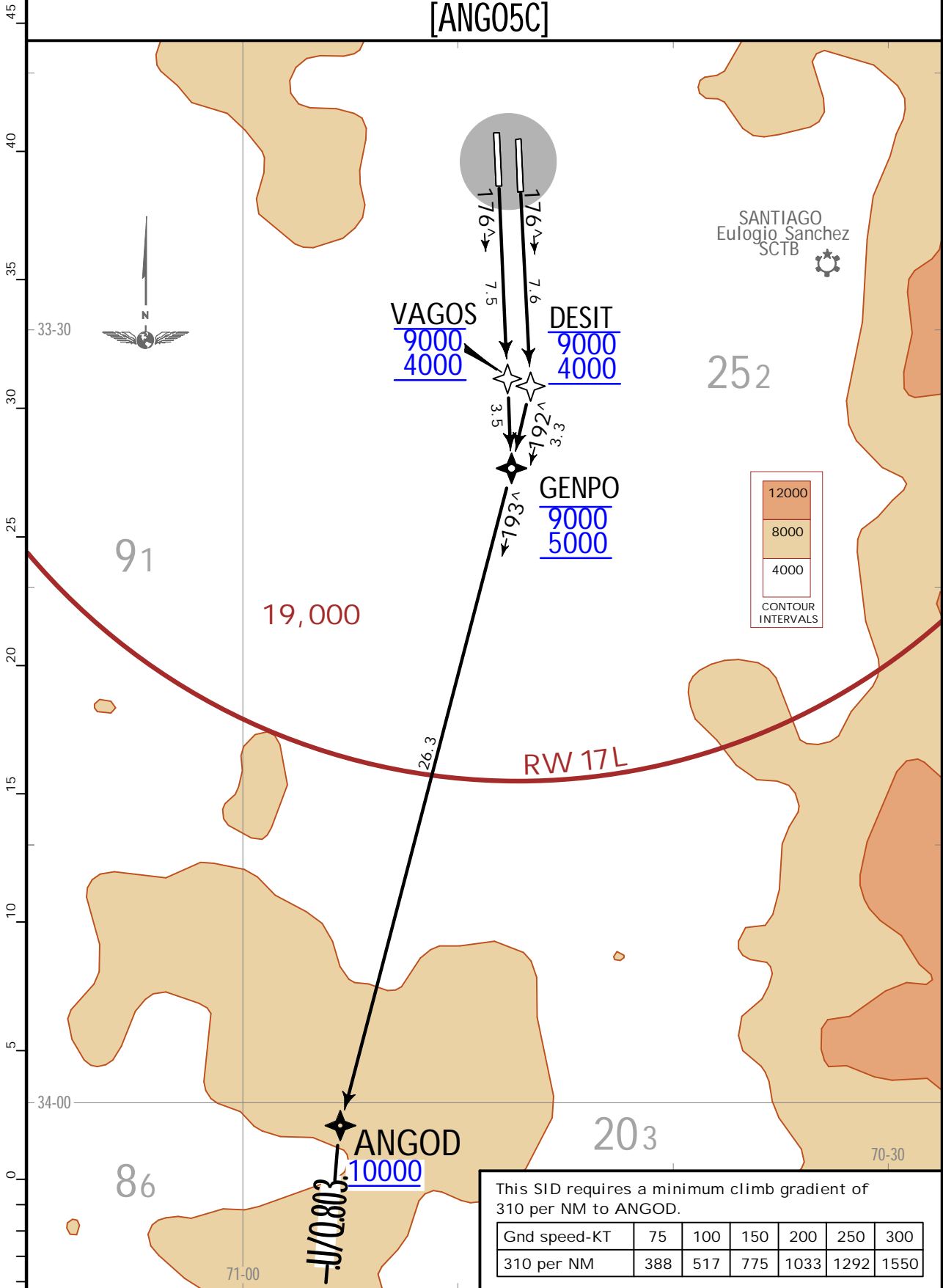
.Eff.26.Mar.

.RNAV.SID.

Apt Elev
1555

Trans alt: 10000
1. RNAV 1 or RNP 1 approval required.
2. GNSS required.

ANGOD 5C RNAV DEPARTURE
[ANG05C]



RWY	INITIAL CLIMB
17L	Climb on track 176° to DESIT, then RIGHT turn on track 192° to GENPO, then continue on track 193° to ANGOD to intercept airway.
17R	Climb on track 176° to VAGOS, to GENPO, then turn RIGHT track 193° to ANGOD to intercept airway.

SCEL/SCL

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SANTIAGO, CHILE

ARTURO MERINO BENITEZ INTL

20 MAR 20

(20-3D)

.Eff.26.Mar.

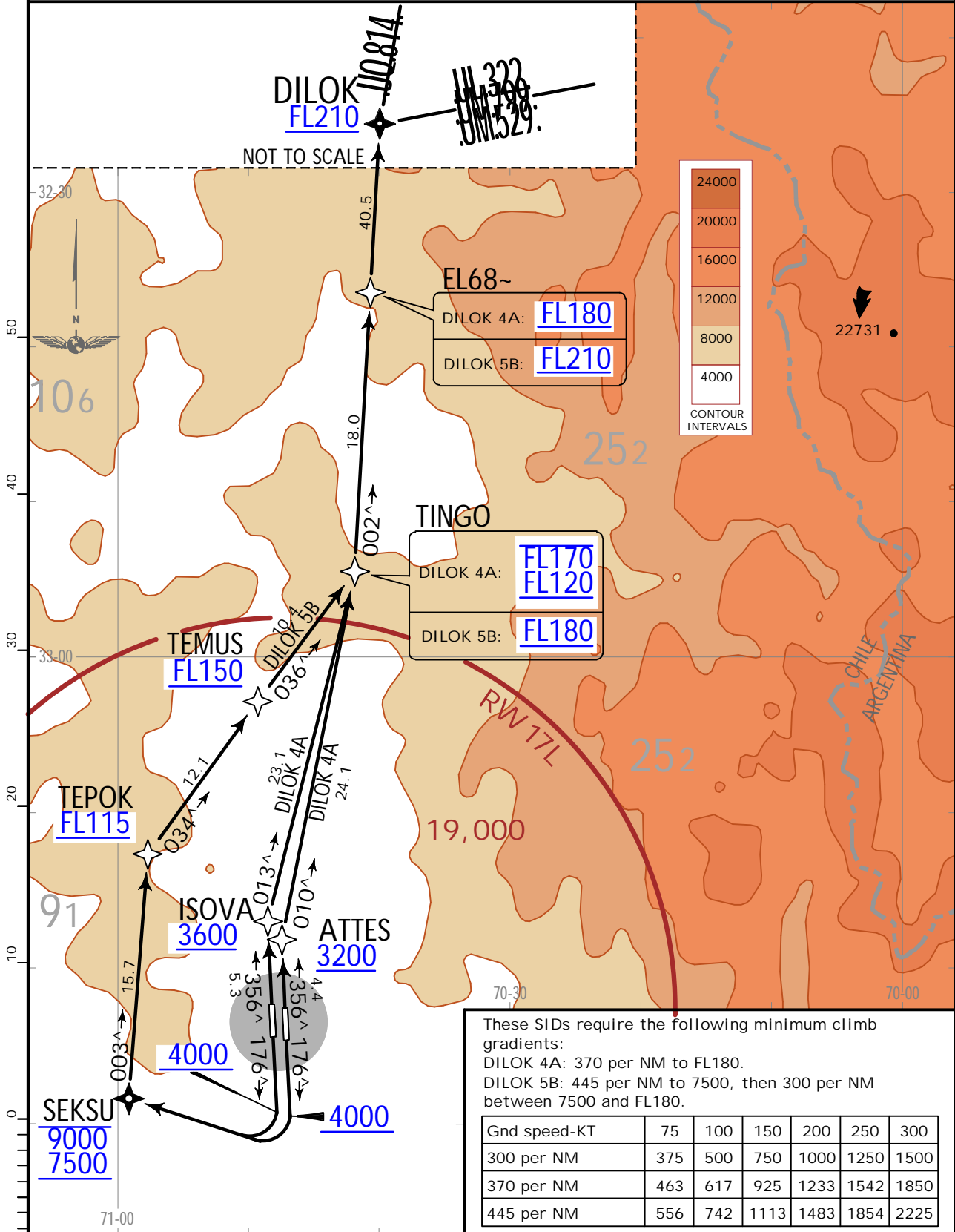
.RNAV.SID.

Apt Elev
1555

Trans alt: 10000

1. GNSS required. 2. RNAV 1 or RNP 1 approval required.

DILOK 4A [DILO4A], DILOK 5B [DILO5B]
RNAV DEPARTURES



SID	RWY	INITIAL CLIMB
DILOK 4A	35L	Climb on track 356^ to ISOVA, then continue to TINGO, to EL68-, to DILOK to intercept airway.
	35R	Climb on track 356^ to ATTES, then continue to TINGO, to EL68-, to DILOK to intercept airway.
DILOK 5B	17L/R	Climb on track 176^ to 4000, turn RIGHT direct to SEKSU, to TEPOK, to TEMUS, to TINGO, to EL68-, to DILOK to intercept airway.

SCEL/SCL



SANTIAGO, CHILE

ARTURO MERINO BENITEZ INTL

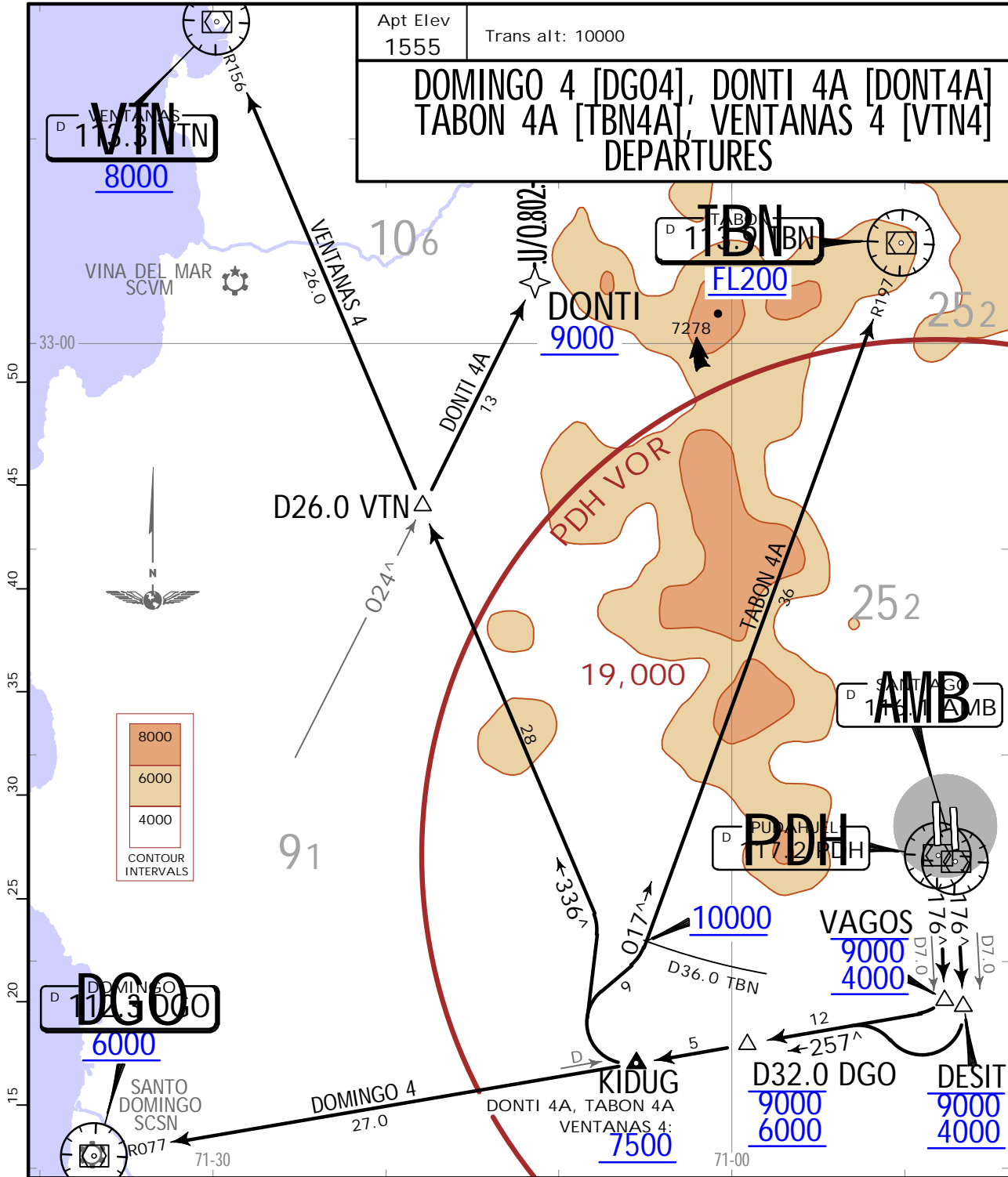
20 MAR 20

20-3E

.Eff.26.Mar.

.SID.

Apt Elev 1555	Trans alt: 10000
DOMINGO 4 [DGO4], DONTI 4A [DONT4A] TABON 4A [TBN4A], VENTANAS 4 [VTN4] DEPARTURES	



These SIDs require the following minimum climb gradients: 310 per NM to 4000, then 210 per NM between 4000 and 6000.

Gnd speed-KT	75	100	150	200	250	300
210 per NM	263	350	525	700	875	1050
310 per NM	388	517	775	1033	1292	1550

RWY	INITIAL CLIMB
17L	Climb via AMB R176 until DESIT, turn RIGHT to intercept DGO R077 (257° track) to KIDUG.
17R	Climb via PDH R176 until VAGOS, turn RIGHT to intercept DGO R077 (257° track) to KIDUG.
SID	ROUTING
DOMINGO 4	At KIDUG, continue direct to DGO VOR.
DONTI 4A	At KIDUG, turn RIGHT to intercept VTN R156 (336° track) to D26.0 VTN, turn RIGHT to intercept DGO R024 to intercept airway U/Q-802 at DONTI.
TABON 4A	At KIDUG, turn RIGHT to intercept TBN R197 (017° track) direct to TBN VOR.
VENTANAS 4	At KIDUG, turn RIGHT to intercept VTN R156 (336° track) direct to VTN VOR.

SCEL/SCL

JEPPESSEN

SANTIAGO, CHILE

ARTURO MERINO BENITEZ INTL

20 MAR 20

20-3F

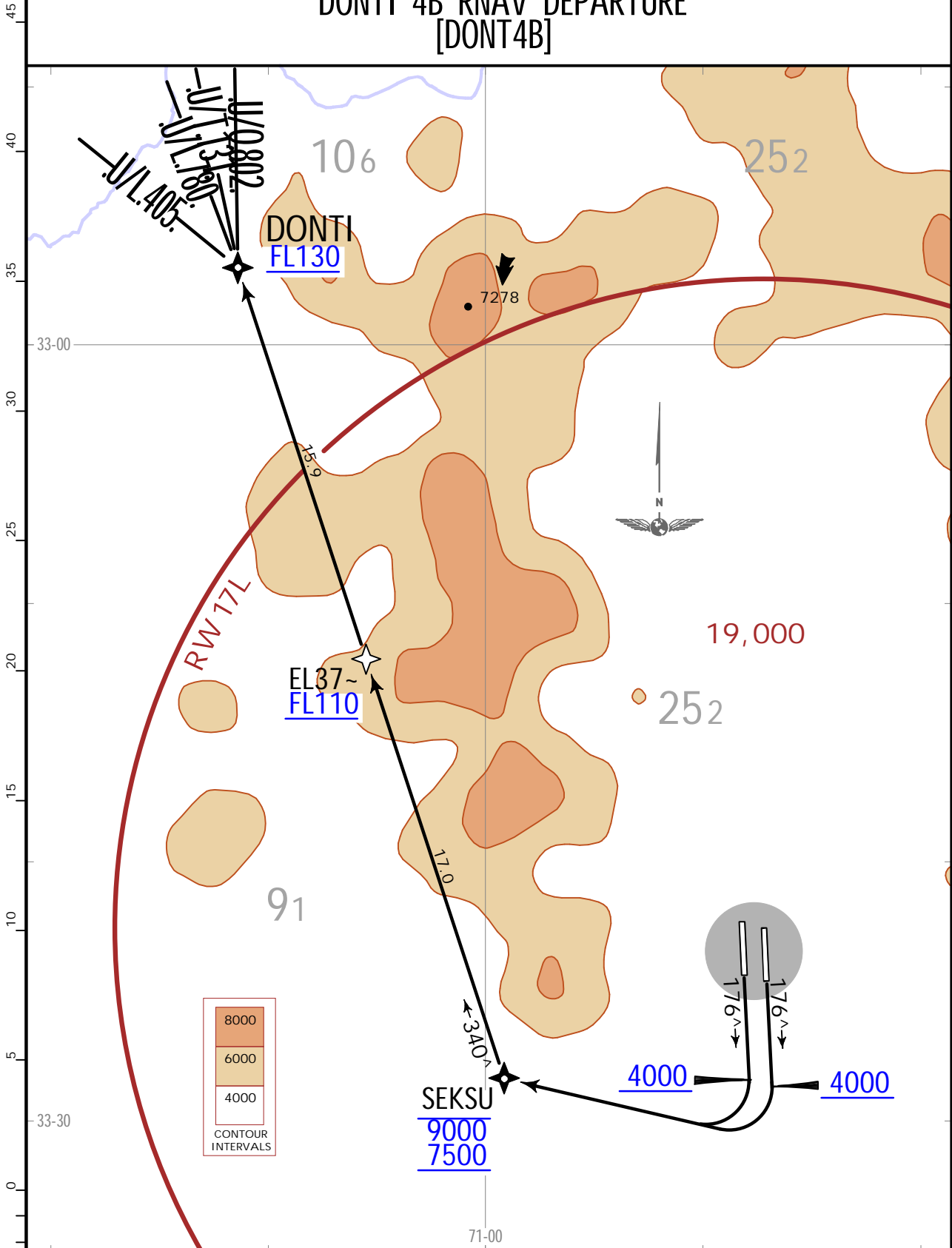
.Eff.26.Mar.

.RNAV.SID.

Apt Elev
1555

Trans alt: 10000
1. GNSS required.
2. RNAV 1 or RNP 1 approval required.

DONTI 4B RNAV DEPARTURE
[DONT4B]



This SID requires a minimum climb gradient of 445 per NM to 7500.

Gnd speed-KT	75	100	150	200	250	300
445 per NM	556	742	1113	1483	1854	2225

RWY	INITIAL CLIMB
17L/R	Climb on 176° track to 4000, turn RIGHT direct to SEKSU, then continue to EL37-, to DONTI to intercept airway. Cross SEKSU between 7500 and 9000, EL37- at or FL110, DONTI at or above FL130.

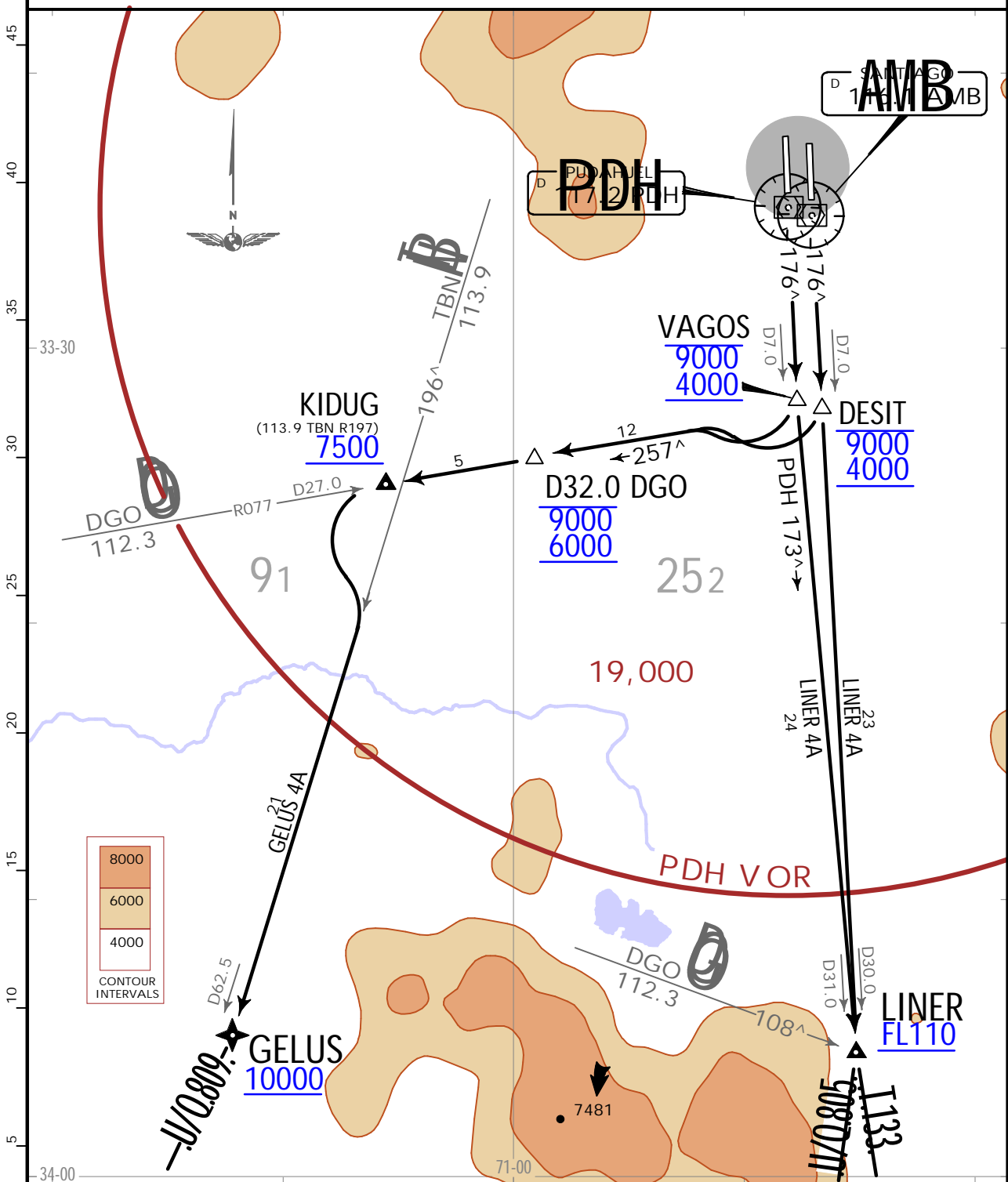
SCEL/SCL
ARTURO MERINO BENITEZ INTL

JEPPESSEN
20 MAR 20 (20-3G) .Eff.26.Mar.

SANTIAGO, CHILE
.SID.

Apt Elev 1555 Trans alt: 10000

GELUS 4A [GELU4A], LINER 4A [LINE4A] DEPARTURES



These SIDs require the following minimum climb gradients:
 GELUS 4A: 310 per NM to DESIT/VAGOS then 210 per NM to 6000.
 LINER 4A: 310 per NM to DESIT/VAGOS then 300 per NM to LINER.

Gnd speed-KT	75	100	150	200	250	300
210 per NM	263	350	525	700	875	1050
300 per NM	375	500	750	1000	1250	1500
310 per NM	388	517	775	1033	1292	1550

SID	RWY	INITIAL CLIMB
GELUS 4A	17L/R	Climb via PDH R176 or AMB R176 to VAGOS/DESIT as appropriate, turn RIGHT to intercept DGO R077 (track 257°) direct to KIDUG, then turn LEFT to intercept TBN R196 direct to GELUS to intercept airway.
	17L	Climb via AMB R176 to LINER to intercept airway.
LINER 4A	17R	Climb via PDH R176 to VAGOS, turn LEFT to intercept PDH R173 direct to LINER to intercept airway.

SCEL/SCL

JEPPESEN

SANTIAGO, CHILE

ARTURO MERINO BENITEZ INTL

20 MAR 20

(20-3H)

.Eff.26.Mar.

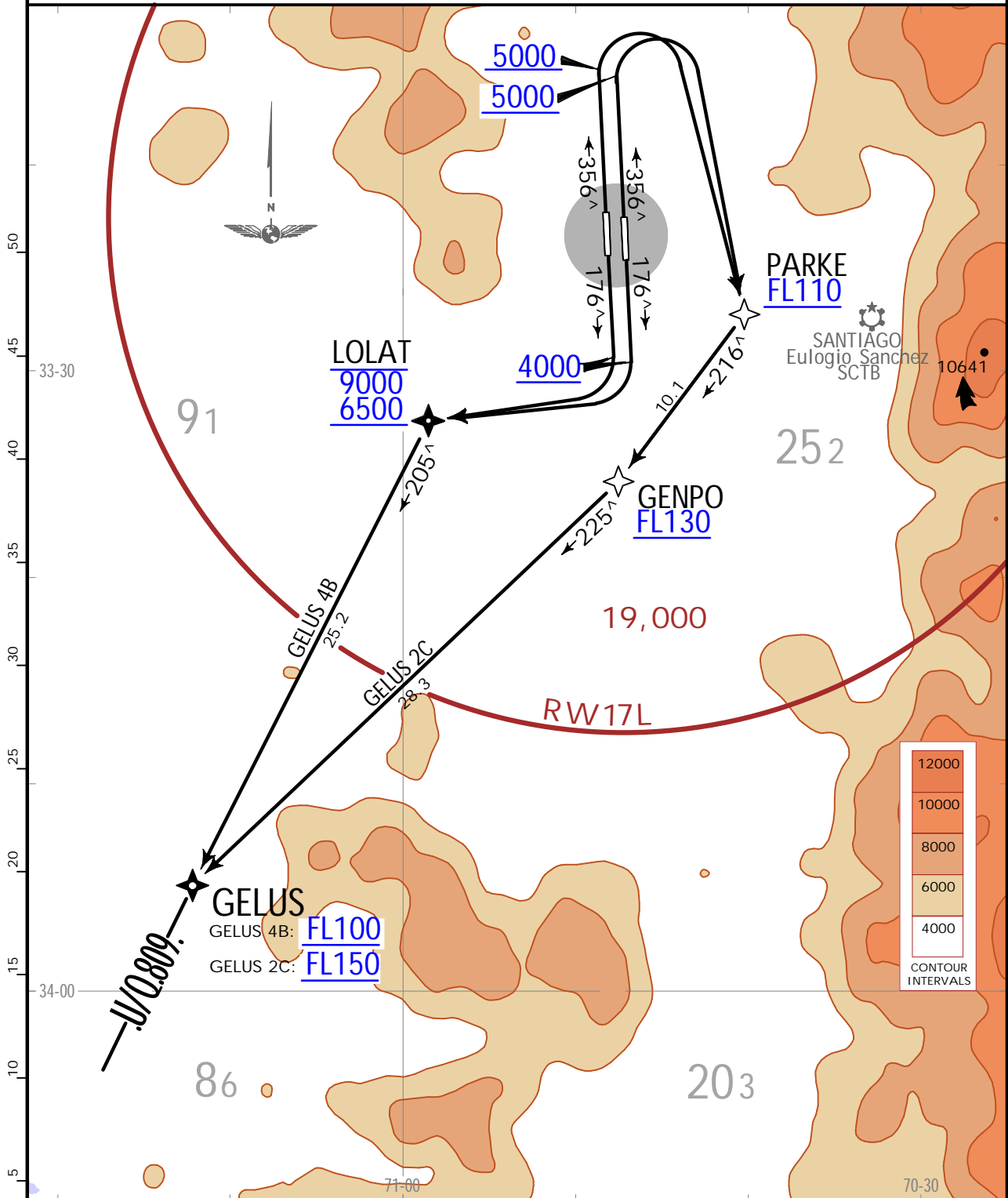
.RNAV.SID.

Apt Elev
1555

Trans alt: 10000

1. RNAV 1 or RNP 1 approval required. 2. GNSS required.

GELUS 4B [GELU4B], GELUS 2C [GELU2C]
RNAV DEPARTURES



These SIDs require the following minimum climb gradients:
 GELUS 4B: 350 per NM to 9000.
 GELUS 2C: 450 per NM to FL110.

Gnd speed-KT	75	100	150	200	250	300
350 per NM	438	583	875	1167	1458	1750
450 per NM	563	750	1125	1500	1875	2250

SID	RWY	INITIAL CLIMB
GELUS 4B	17L/R	Climb on track 176° to 4000, turn RIGHT direct LOLAT, then turn LEFT track 205° direct GELUS to intercept airway. Cross GELUS at or above FL100.
GELUS 2C	35L/R	Climb on track 356° to 5000, turn RIGHT direct PARKE, then continue on track 216° to GENPO, then on track 225° to GELUS to intercept airway. Cross GELUS at or above FL150.

SCEL/SCL

JEPPESEN

SANTIAGO, CHILE

ARTURO MERINO BENITEZ INTL

20 MAR 20 (20-3J)

.Eff.26.Mar.

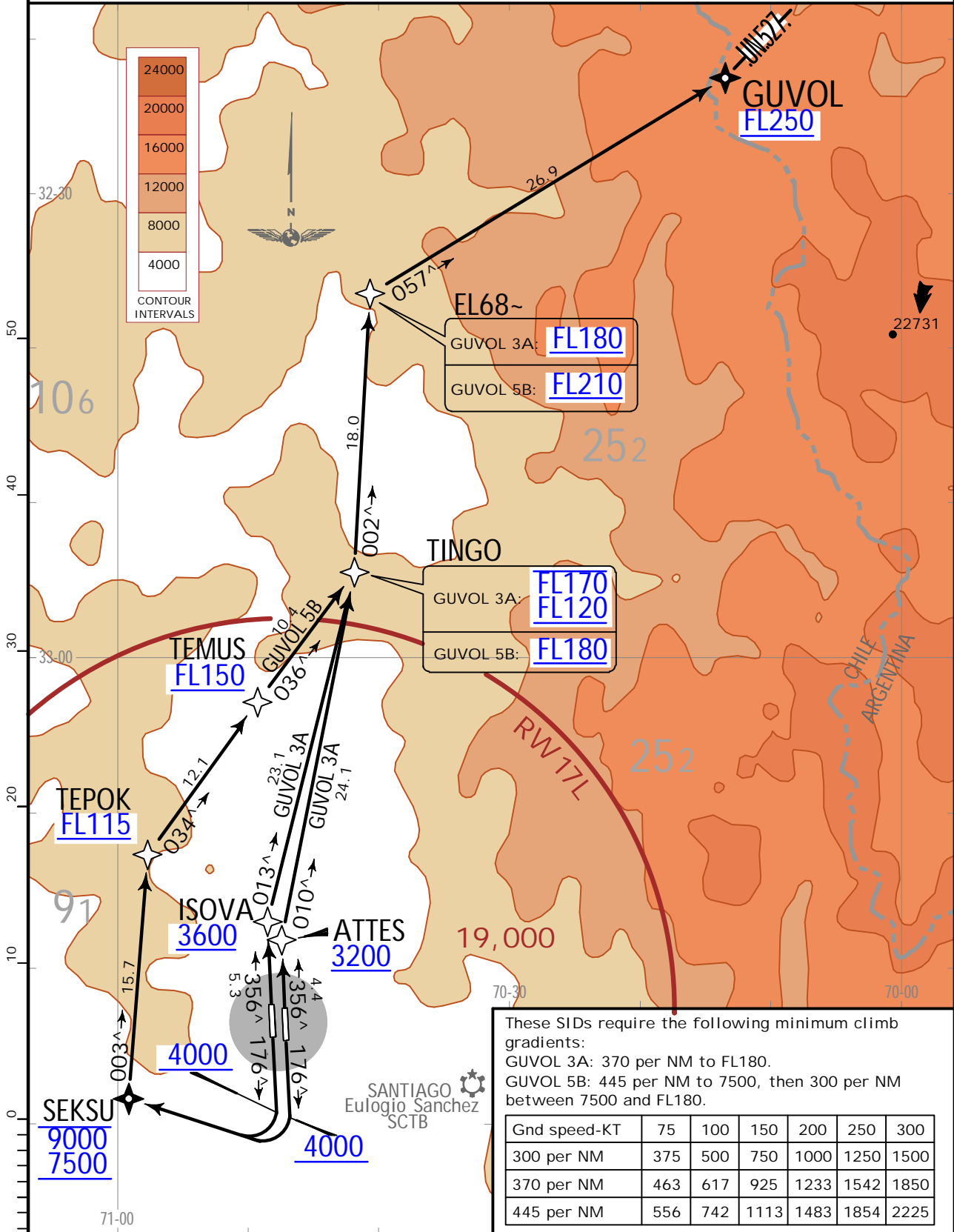
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Apt Elev
1555

Trans alt: 10000

1. GNSS required. 2. RNAV 1 or RNP 1 approval required.

GUVOL 3A [GUV03A], GUVOL 5B [GUV05B]
RNAV DEPARTURES



SID	RWY	INITIAL CLIMB
GUVOL 3A	35L	Climb on track 356^ to ISOVA, then continue to TINGO, to EL68-, to GUVOL to intercept airway.
	35R	Climb on track 356^ to ATTES, then continue to TINGO, to EL68-, to GUVOL to intercept airway.
GUVOL 5B	17L/R	Climb on track 176^ to 4000, turn RIGHT direct to SEKSU, to TEPOK, to TEMUS, to TINGO, to EL68-, to GUVOL to intercept airway.

SCEL/SCL

JEPPesen

SANTIAGO, CHILE

ARTURO MERINO BENITEZ INTL

20 MAR 20

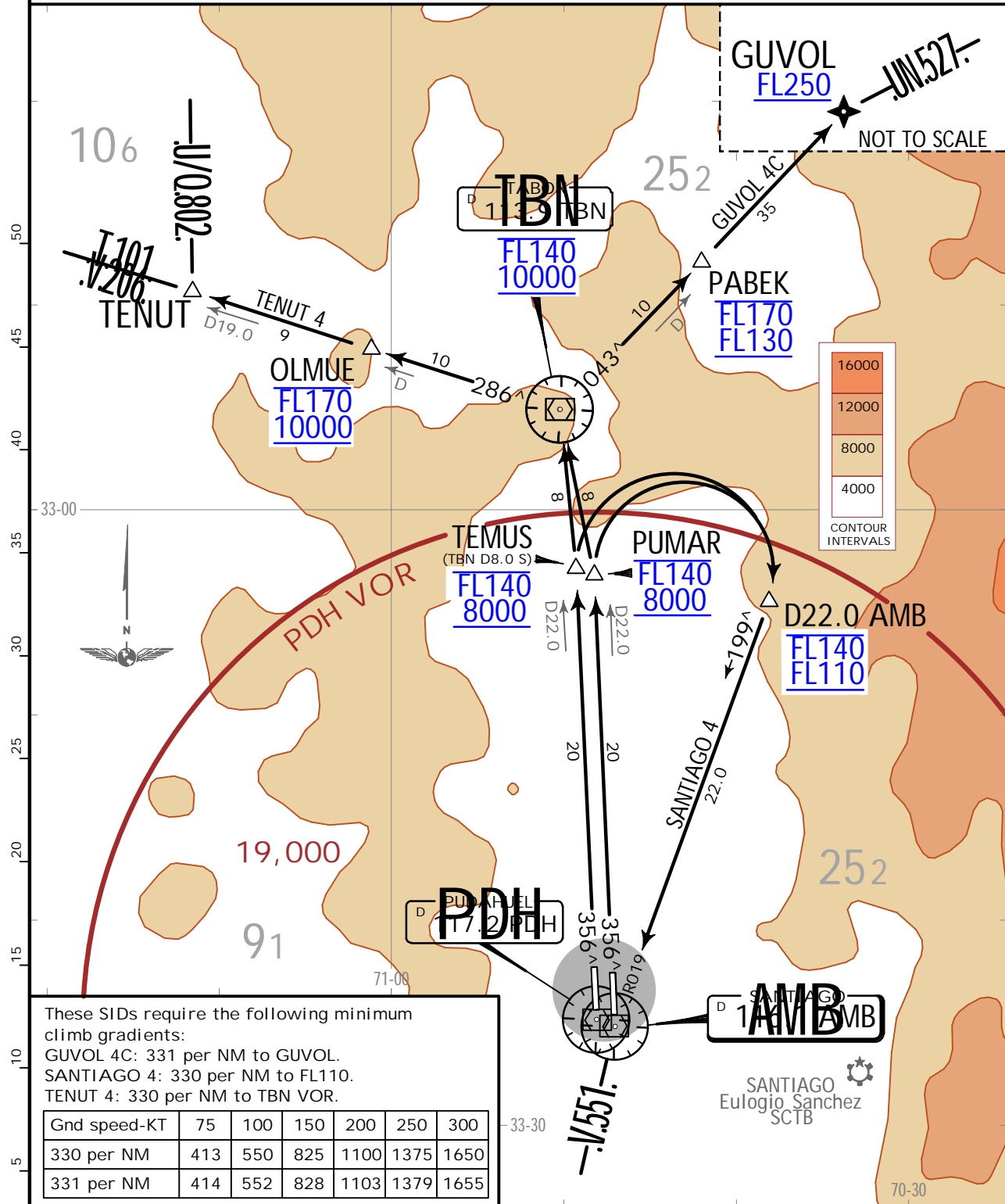
(20-3K)

.Eff.26.Mar.

.SID.

Apt Elev 1555 Trans alt: 10000

GUVOL 4C [GUVO4C], SANTIAGO 4 [AMB4]
TENUT 4 [TENUT4] DEPARTURES (RWYS 35L/R)



These SIDs require the following minimum climb gradients:
 GUVOL 4C: 331 per NM to GUVOL.
 SANTIAGO 4: 330 per NM to FL110.
 TENUT 4: 330 per NM to TBN VOR.

Gnd speed-KT	75	100	150	200	250	300
330 per NM	413	550	825	1100	1375	1650
331 per NM	414	552	828	1103	1379	1655

INITIAL CLIMB

Climb on AMB/PDH R356 to PUMAR/TEMUS as appropriate, cross PUMAR/TEMUS between 8000 and FL140.

SID	ROUTING
GUVOL 4C	From PUMAR/TEMUS, continue direct to TBN VOR to intercept TBN R043 to GUVOL to intercept airway. Cross TBN VOR between 10000 and FL140, PABEK between FL130 and FL170, GUVOL at or above FL250.
SANTIAGO 4	From PUMAR/TEMUS, turn RIGHT to intercept AMB R019 (track 199^), direct to AMB VOR. Cross D22.0 AMB between FL110 and FL140.
TENUT 4	From PUMAR/TEMUS, continue direct to TBN VOR to intercept TBN R286 to TENUT to intercept airway. Cross TBN VOR between 10000 and FL140, OLMUE between 10000 and FL170.

SCEL/SCL

JEPPESEN

SANTIAGO, CHILE

ARTURO MERINO BENITEZ INTL

20 MAR 20

20-3L

.Eff.26.Mar.

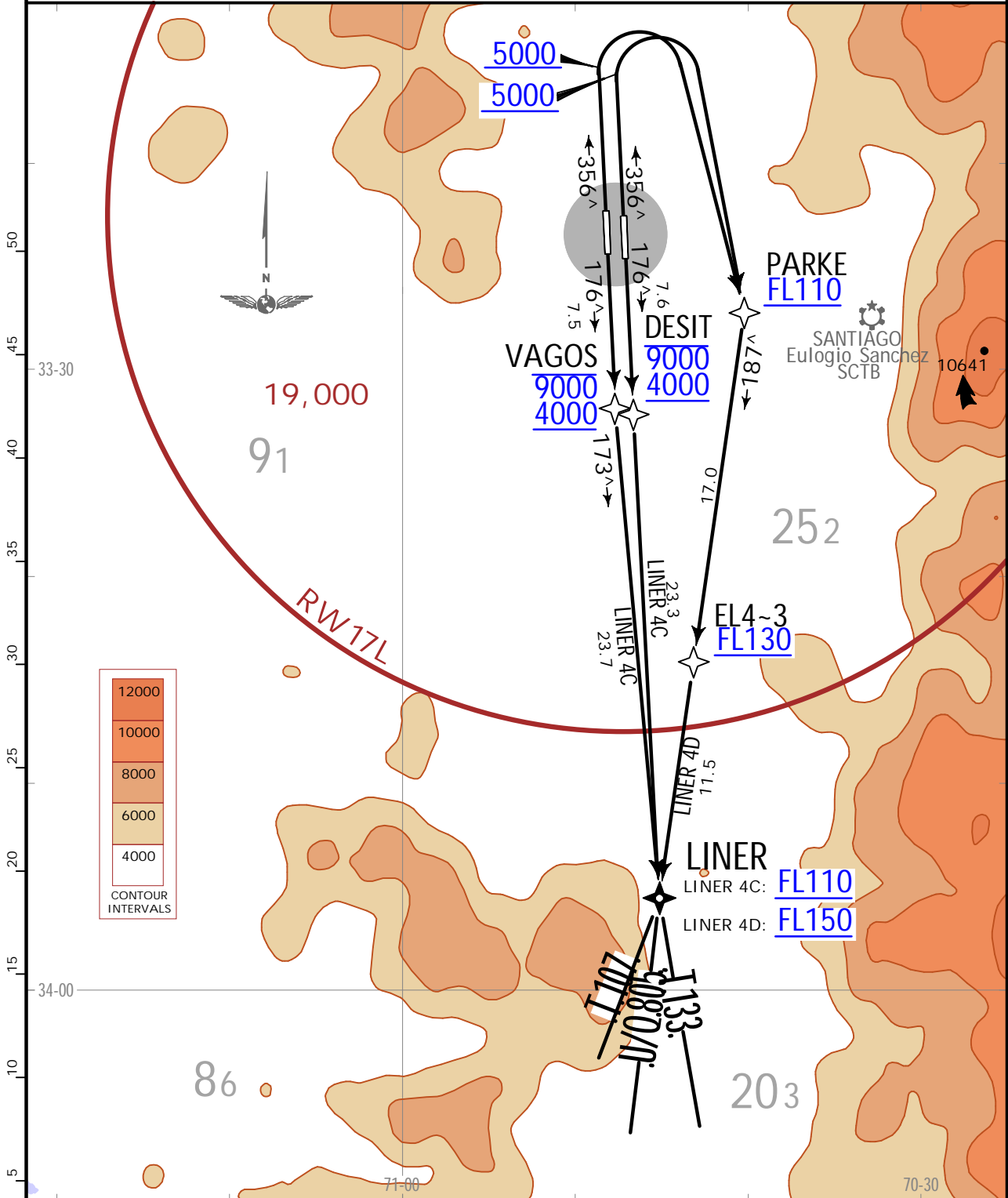
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Apt Elev
1555

Trans alt: 10000

1. RNAV 1 or RNP 1 approval required. 2. GNSS required.

LINER 4C [LINE4C], LINER 4D [LINE4D]
RNAV DEPARTURES



These SIDs require the following minimum climb gradients:

LINER 4C: 310 per NM to LINER.

LINER 4D: 450 per NM to FL110.

Gnd speed-KT	75	100	150	200	250	300
310 per NM	388	517	775	1033	1292	1550
450 per NM	563	750	1125	1500	1875	2250

SID	RWY	INITIAL CLIMB
LINER 4C	17L/R	Climb on track 176° to DESIT or VAGOS, as appropriate, then continue to LINER to intercept airway.
LINER 4D	35L/R	Climb on track 356° to 5000, turn RIGHT direct PARKE, then continue to EL4-3, to LINER to intercept airway.

SCEL/SCL

ARTURO MERINO BENITEZ INTL



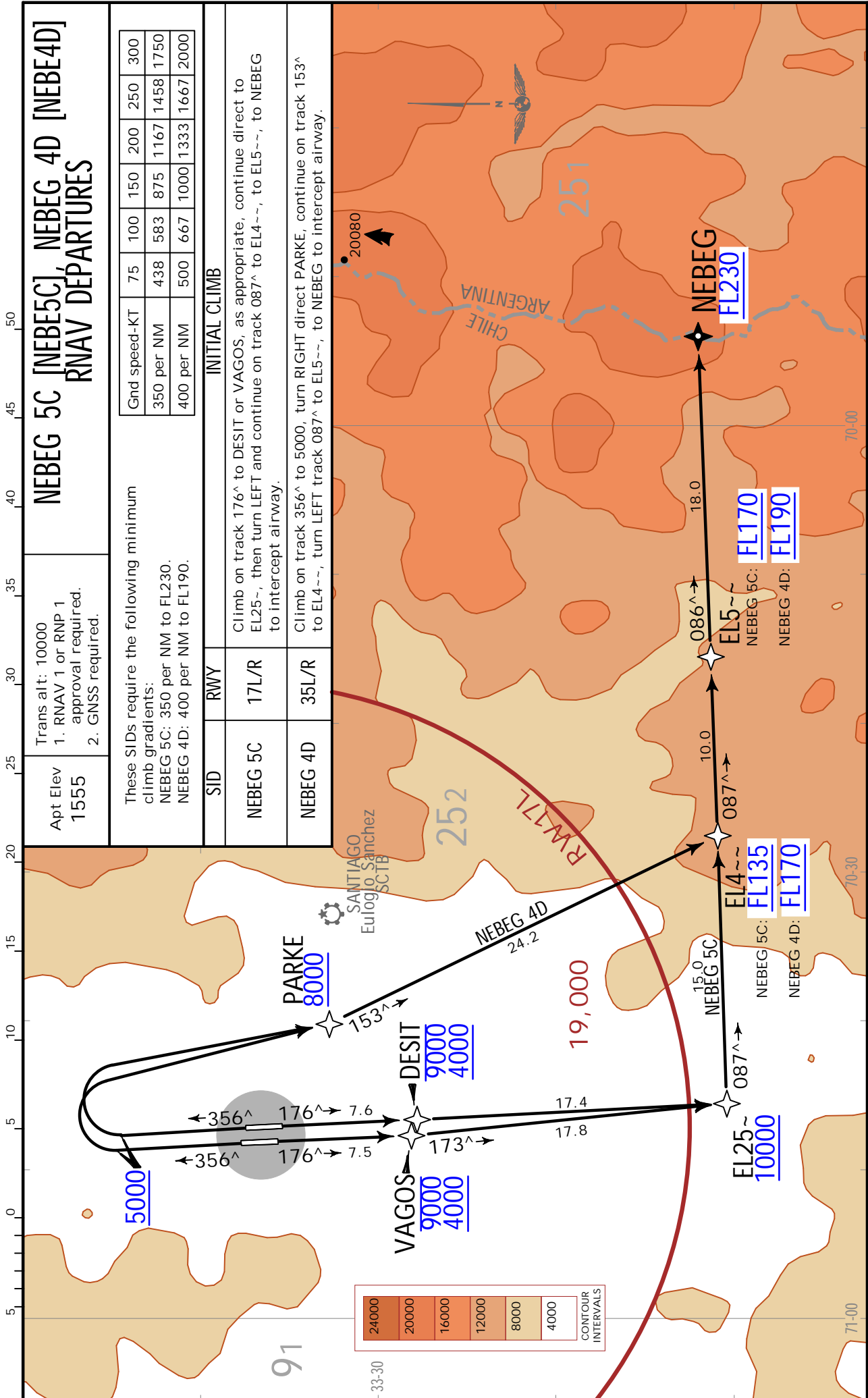
20 MAR 20

(20-3M)

Eff.26.Mar.

SANTIAGO, CHILE

.RNAV.SID.



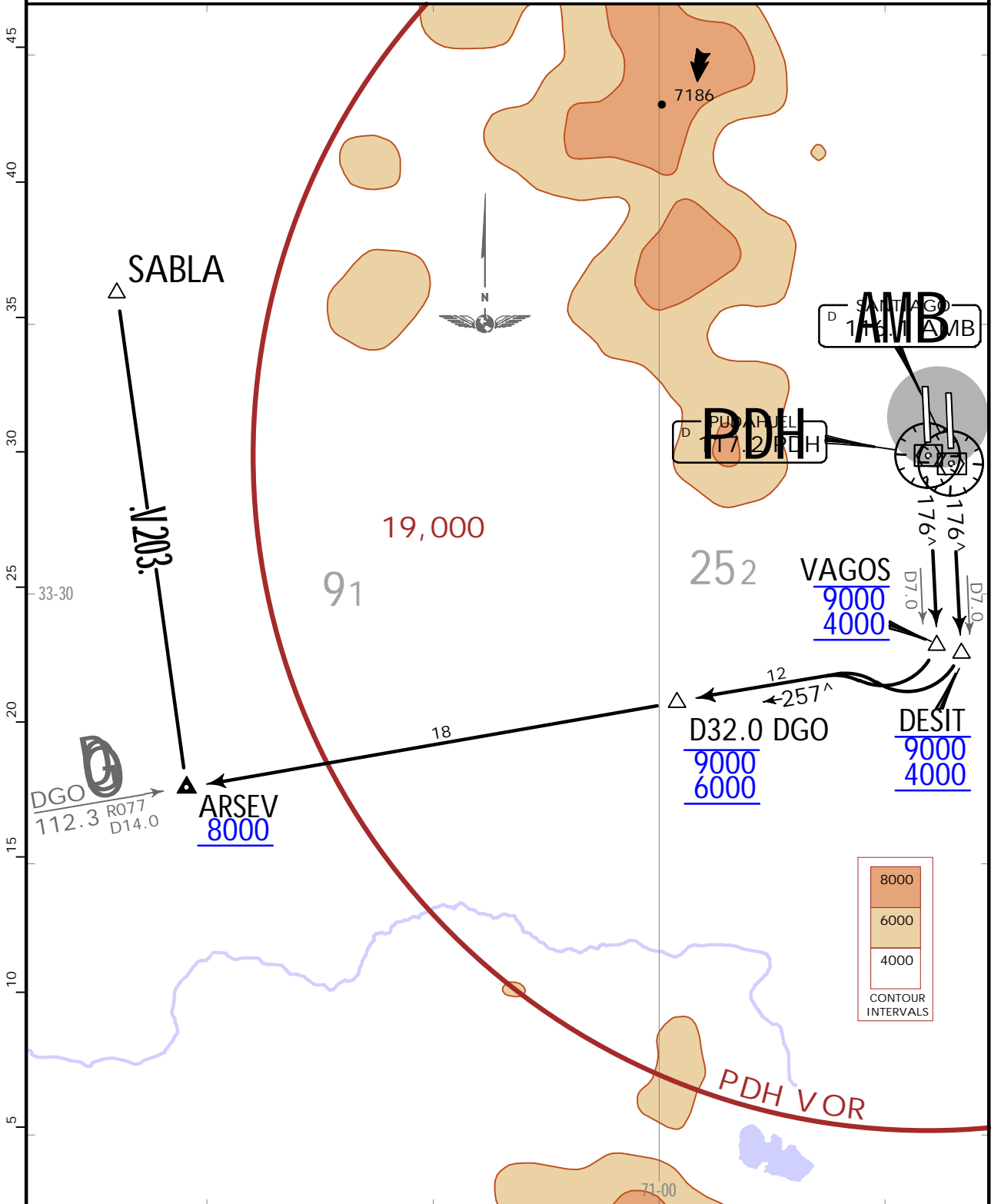
SCEL/SCL
 ARTURO MERINO BENITEZ INTL

JEPPESEN
 20 MAR 20 **(20-3N)** .Eff.26.Mar.

SANTIAGO, CHILE
 .SID.

Apt Elev 1555 Trans alt: 10000

SABLA 6 DEPARTURE [SABLA6]



This SID requires minimum climb gradients:
 Rwy 17L: 310 per NM to DESIT then 210 per NM to 6000.
 Rwy 17R: 310 per NM to VAGOS then 210 per NM to 6000.

Gnd speed-KT	75	100	150	200	250	300
210 per NM	263	350	525	700	875	1050
310 per NM	388	517	775	1033	1292	1550

INITIAL CLIMB

RWY	
17L	Climb via AMB R176 to DESIT.
17R	Climb via PDH R176 to VAGOS.

ROUTING

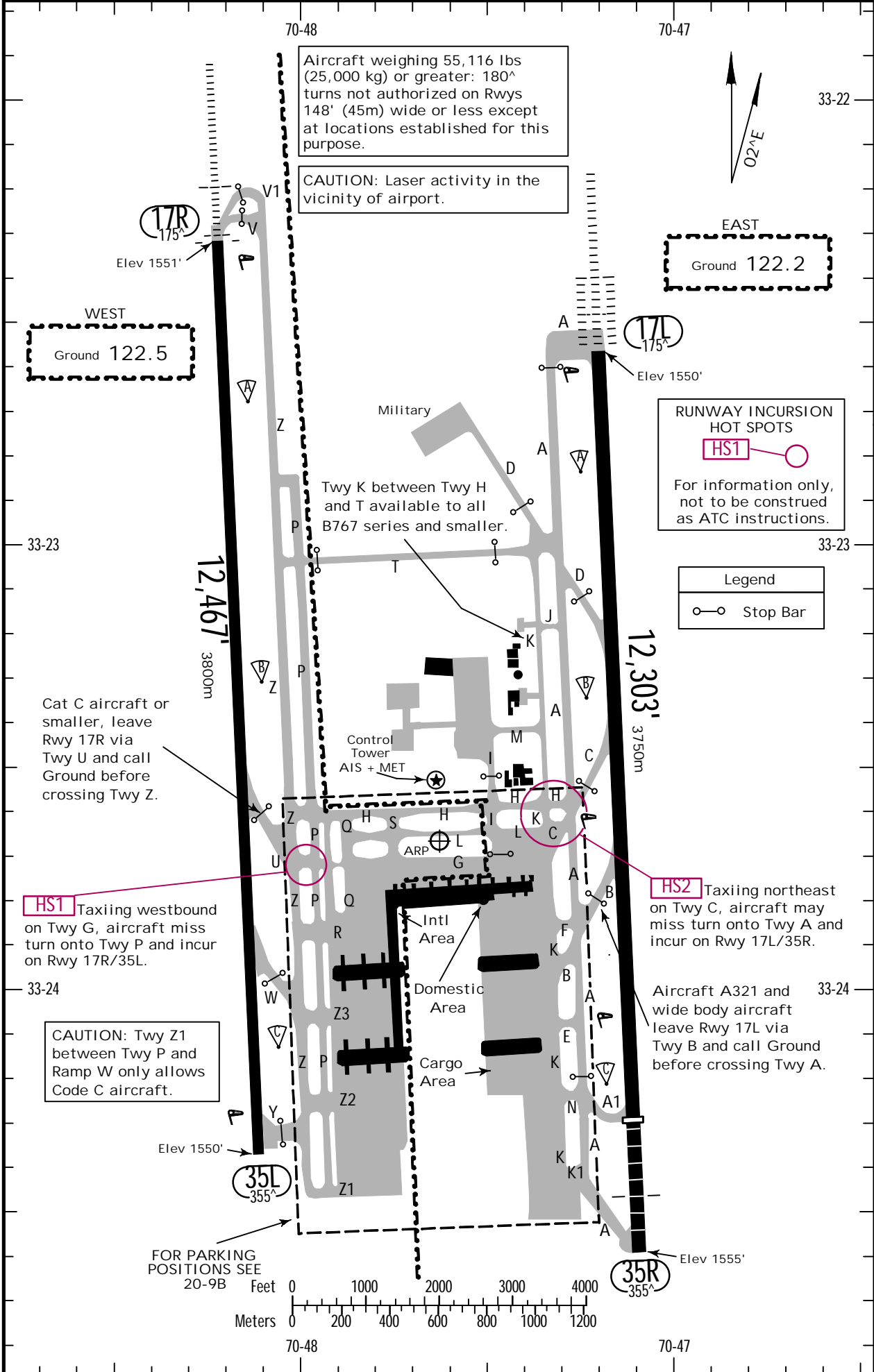
From DESIT/VAGOS, turn RIGHT to intercept DGO R077 (track 257°) direct to ARSEV to intercept airway.

SCEL/SCL
 Apt Elev 1555'
 S33 23.7 W070 47.6

JEPPESSEN
 1 MAY 20 (20-9)

SANTIAGO, CHILE
 ARTURO MERINO BENITEZ INTL

ATIS Departure	*Clearance	Ground East	Ground West	Tower	SANTIAGO Center (R)
132.7	121.7	122.2	122.5	118.1 118.35	119.7 129.7



GENERAL

Birds in vicinity of airport.

Restrictions to use RWY 17R, except for operational safety reasons:

- Take-off/Arrival operations allowed from 0900- 2359/0000 0059 UTC (Summer) and 1000-2359 / 0000-0159 UTC (Winter).
- Between 0100 to 0300 UTC (Summer) and 0200 to 0400 UTC (Winter) available for A321 acft or smaller without applying reverse thrust.

Two way radio communications with tower is required.

Due to security and noise abatement procedures, maximum power engine test on ramp not authorized.

New engine test area enabled on Twy P north of Twy T, without restrictions on type of aircraft.

Follow Ground Control instructions. Available between 0700 and 2159 local time.

WARNING: Friday through Saturday and evening holidays from 2300-0400: Laser hand pointers glare during approach procedure and after take-off between ground and 10,000'.

In order to maximize arrival rate and occupancy time on rwy 17L/35R, it is imperative for pilot to be prepared prior to landing to exit rwy via twy C or twy B as quickly as practicable, enabling ATC to apply minimum spacing on final apch, minimizing the occurrence of go around or missed approach.

Gliders and ultralights prohibited due to traffic congestion.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
17L 35R	HIRL(50m) CL(15m) ALSF-II TDZ REIL PAPI-L (angle 3.0°) RVR		11,259' 3432m		180' 55m
	HIRL(50m) CL(15m) SSALS REIL PAPI-L (angle 3.0°) RVR	10,499' 3200m			
17R 35L	HIRL(50m) CL(15m) ALSF-I REIL PAPI-L (angle 3.0°) RVR		11,540' 3517m		148' 45m
	HIRL(50m) CL(15m) REIL PAPI-L (angle 3.0°) RVR				

TAKE-OFF

	Rwy 17L	Rwys 17R, 35R, 35L			
	Take-Off Alternate Apt. Filed				
	RL & CL & RCLM	RL, and CL or RCLM	RL or CL or RCLM	STD	
1 Eng	1.6 km or Higher Available Landing Minimums				
2 Eng	1 hr alternate (1 Eng inop)				Available Landing Minimums
	3 RVRs operating or 2 RVRs after taxi is initiated.		0.4 km	0.8 km	
With approved Lateral Guidance System using a CAT III ILS Front Course RVR 50m RVR 150m					
3 & 4 Eng	2 hr alternate (1 Eng inop)				
	With approved Lateral Guidance System using a CAT III ILS Front Course RVR 50m RVR 150m		0.4 km	0.8 km	

FOR FILING AS ALTERNATE

Based on expected IAP's to be used at Alternate Airport for ETA			
	CAT III ILS in use and Authorized	CAT II ILS in use and Authorized	Other
CEILING	CAT I ILS DH	CAT I ILS DH + 100'	(Highest DH/MDH from available IAP's) DH/MDH + 200'
VISIBILITY	CAT I ILS VIS	1200m	(Highest applicable VIS from available IAP's) APCH VIS + 800m

SCEL/SCL

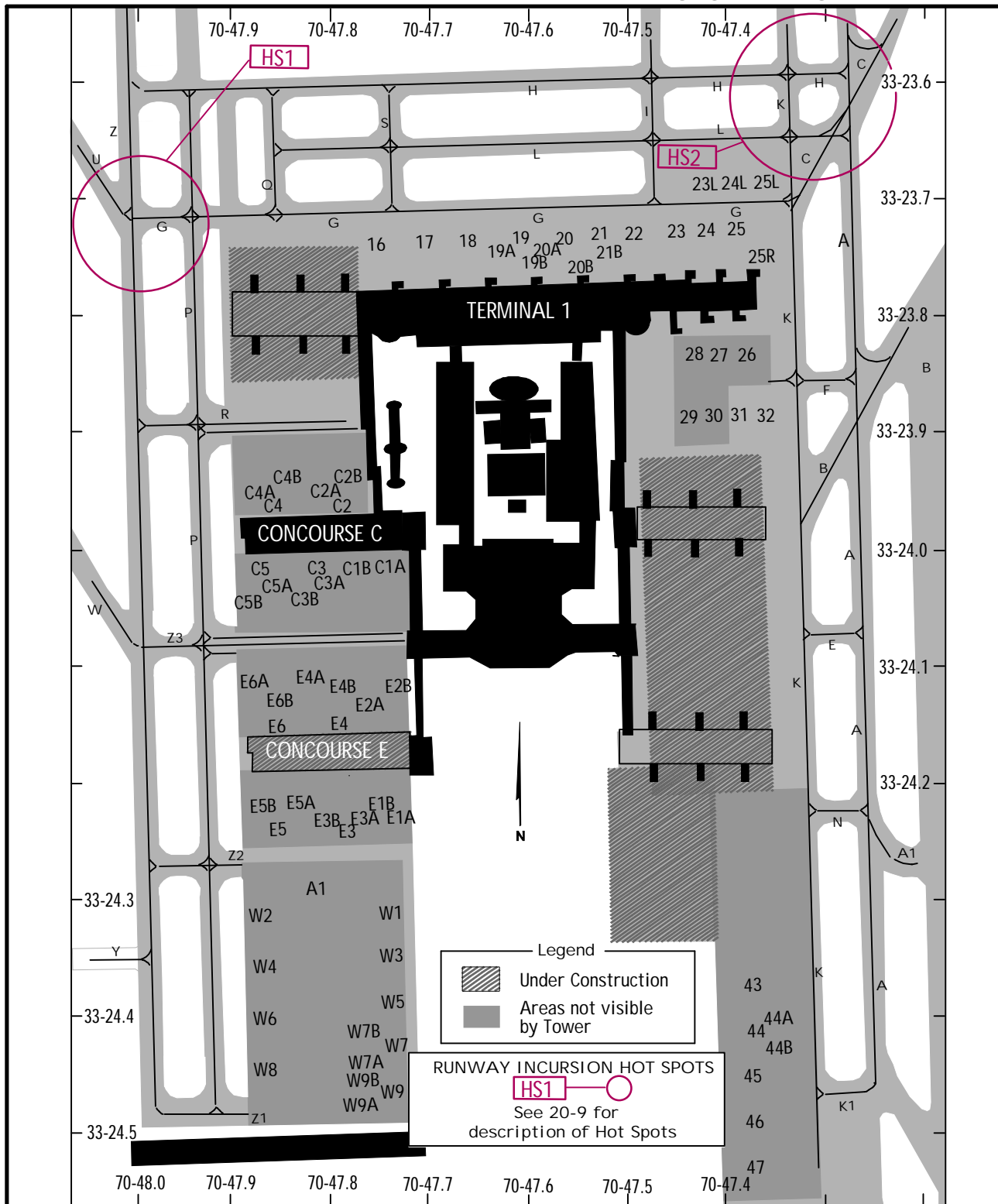
JEPPESEN

SANTIAGO, CHILE

1 MAY 20

20-9B

ARTURO MERINO BENITEZ INTL



Parking Spot Notes:

Santiago Delivery available on 121.7 between 0600-2159 local time. At other times contact Ground.
 CAUTION: Remote stand W7B not usable if ACFT Code D or greater is parking at Remote stand W5.
 The boarding bridges 15 thru 19, 21, 23, 24 and 25 have a Docking Guidance System (SAFE GATE).
 Bridge 23 only fueling through the right wing.
 Self-powered entry at minimum power to parking lots 26 and 28 and 30 to 32. Towed exit.
 Self-powered entry to parking stands 27 and 31 at minimum thrust.
 Self-powered entry to spots 33, 34B, 36 and 37.
 Self-powered entry to 38 and 39. Towed exit.
 Twy K limited between Twy C and Twy E, available only for Code C aircraft.
 Parking spot A1 destined exclusively for national and foreign authorities. "FOLLOW ME" entrance and exit.
 Seek Instructions from Santiago Ground 122.2 for following notes:
 Self-propelled minimum power entry limited to spots 17, 18, 19, 20 and 21. Towed exit with wingtip signalers.
 Twy P not available between Twy U and Twy R.
 Twy K closed between Twy G and Twy F while aircraft parked in spot 25R.
 Twy L closed between Twy I and Twy K while aircraft parked in 23L, and/or 24L and/or 25L.
 Code E and F aircraft accessing spot 43 to 46 must be towed before entering parking spot.

Contd.

Parking Spot Notes (Cont'd):

Seek instructions from Santiago Ground 122.2 for following notes:
 Parking C1A aircraft type A318 and A319 must enter via Twy Z3 only using orange taxilane.
 Parking stand C7 remote enable in new south-west apron. Critical aircraft B747-400. Entry self propelled or towed, exit towed, signalman mandatory.
 New Parking C2B enabled with fuel pit. Self propelled entry. Critical ACFT A321, B737-8 Max towed exit.
 Twy P closed between Twy Z1 and Twy Z2 while aircraft parked.
 Self-propelled entry to spots W4, W5 for B789. Towed exit with wingtip signalers.
 Self-propelled entry to spots W7 thru W9 for A321. Towed exit with wingtip signalers.
 Towed entry from Twy Z to spots W1, W6. Towed exit with wingtip signalers.
 Self-propelled entry to spot C2, C2A, C4A, C4B. Critical aircraft A321, B737-8 Max towed exit.
 Caution remote parking W7B is not usable if an aircraft Code D or greater is at remote parking W5.
 Self-propelled entry to spot C1B, C3B, C3A, C5A, C5B. Critical aircraft A321, B737-8 Max towed exit with wingtip signalers.
 Parking stand 19A available only for aircraft A321 with fuel pit. To enter follow the segmented taxilane.
 Parking stand 19B only for narrow body aircraft with fuel pit. Critical aircraft A321 without safegate. To enter follow the segmented taxilane.
 Parking stand 20 available only for wide body aircraft. Critical aircraft B744 with VDGS.
 Parking stands 20A and 20B available only for narrow body aircraft with fuel pit. Critical aircraft A321, without VDGS. To enter follow the segmented taxilane.
 Parking stand E5 available for aircraft with fuel pit. Critical aircraft A380, self propelled entry.
 Parking stand E3 available for aircraft with fuel pit. Critical aircraft B744, self propelled entry.
 Parking stand 21B available only for narrow body aircraft. Critical aircraft A321, without safegate.
 Parking stand 21 available only for wide body aircraft with safegate. Critical aircraft B787-900, both version with fuel pit.
 Parking stand E1A available for aircraft with fuel pit. Critical aircraft A321, self propelled entry.
 Parking stand 25 available for B747-800/900 only if parking stand 24 is without aircraft.

PARKING SPOT COORDINATES

BRIDGE POSITIONS, NORTH, WEST, EAST, SOUTHEAST and RAMP W PARKING

SPOT No.	COORDINATES	SPOT No.	COORDINATES
16	S33 23.8 W070 47.8	W1, W3	S33 24.3 W070 47.8
17, 18	S33 23.8 W070 47.7	W2	S33 24.3 W070 47.9
19A thru 20B	S33 23.8 W070 47.6	W4, W6	S33 24.4 W070 47.9
21, 21B, 22	S33 23.8 W070 47.5	W5, W7 thru W7B	S33 24.4 W070 47.8
23L thru 25L	S33 23.7 W070 47.4	W8	S33 24.5 W070 47.9
23 thru 25R	S33 23.7 W070 47.4	W9 thru W9B	S33 24.5 W070 47.8
26, 27, 28	S33 23.8 W070 47.4		
29 thru 32	S33 23.9 W070 47.4		
43 thru 45	S33 24.4 W070 47.3		
46, 47	S33 24.5 W070 47.3		
A1	S33 24.3 W070 47.8		
C1A thru C3B	S33 24.0 W070 47.8		
C4 thru C5B	S33 24.0 W070 47.9		
E1A, E1B	S33 24.2 W070 47.7		
E2A, E2B	S33 24.1 W070 47.7		
E3, E3A, E3B	S33 24.2 W070 47.8		
E4A, E4B	S33 24.1 W070 47.8		
E5A	S33 24.2 W070 47.8		
E5, E5B	S33 24.2 W070 47.9		
E6, E6A, E6B	S33 24.1 W070 47.9		

SCEL/SCL

JEPPESEN

SMGCS.

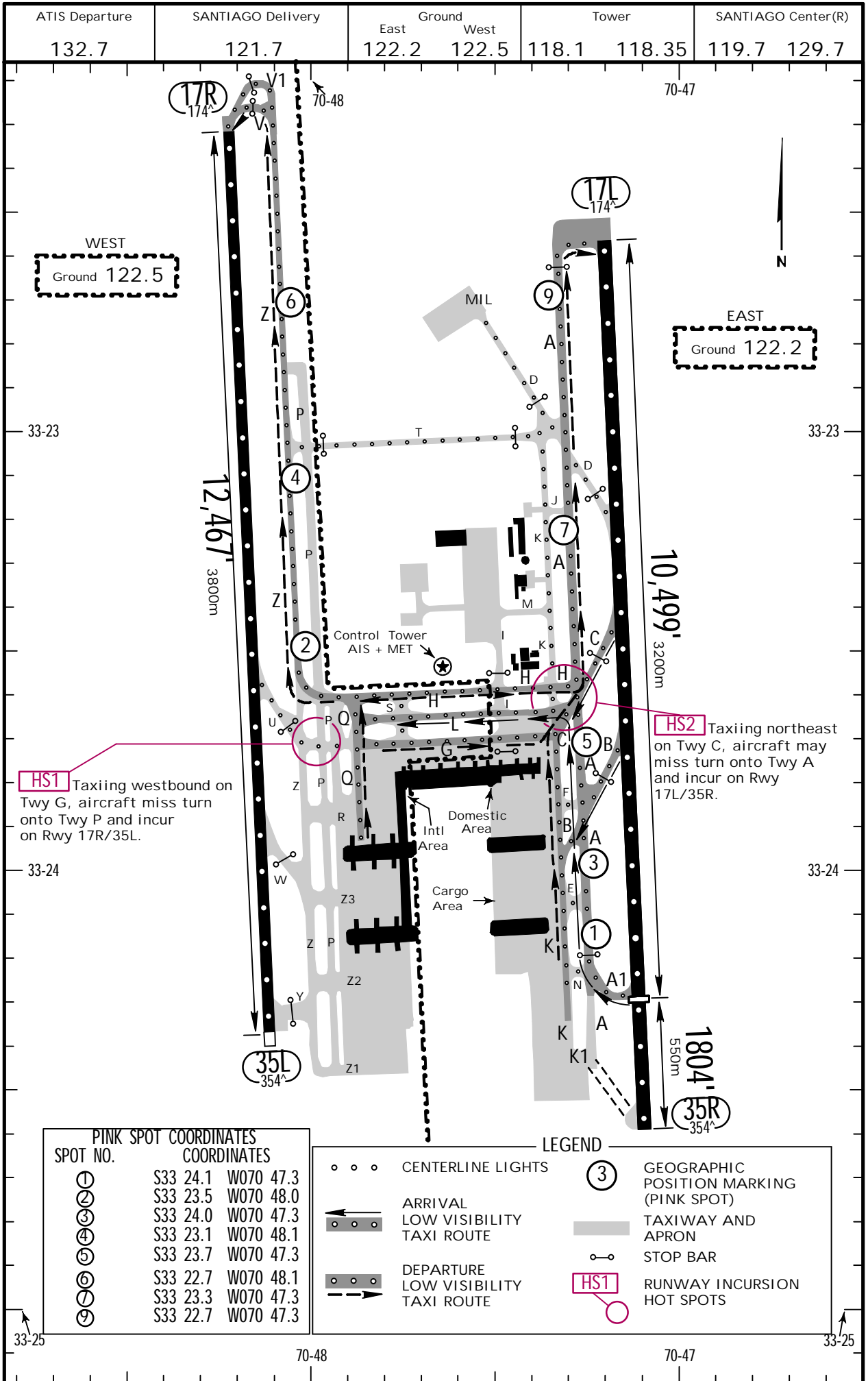
ARTURO MERINO BENITEZ INTL

3 APR 20 20-9C

SANTIAGO, CHILE

.Less than RVR. 550m.

LOW VISIBILITY TAXI ROUTES



ATIS Departure	SANTIAGO Delivery	East	Ground West	Tower	SANTIAGO Center(R)
132.7	121.7	122.2	122.5	118.1 118.35	119.7 129.7

WEST
Ground 122.5

EAST
Ground 122.2

HS1 Taxiing westbound on Twy G, aircraft miss turn onto Twy P and incur on Rwy 17R/35L.

HS2 Taxiing northeast on Twy C, aircraft may miss turn onto Twy A and incur on Rwy 17L/35R.

PINK SPOT COORDINATES	
SPOT NO.	COORDINATES
①	S33 24.1 W070 47.3
②	S33 23.5 W070 48.0
③	S33 24.0 W070 47.3
④	S33 23.1 W070 48.1
⑤	S33 23.7 W070 47.3
⑥	S33 22.7 W070 48.1
⑦	S33 23.3 W070 47.3
⑧	S33 22.7 W070 47.3

LEGEND	
○ ○ ○	CENTERLINE LIGHTS
← ○ ○ ○	ARRIVAL LOW VISIBILITY TAXI ROUTE
○ ○ ○ →	DEPARTURE LOW VISIBILITY TAXI ROUTE
③	GEOGRAPHIC POSITION MARKING (PINK SPOT)
▬	TAXIWAY AND APRON
○—○	STOP BAR
HS1	RUNWAY INCURSION HOT SPOTS

SCEL/SCL

 JEPPESSEN

SANTIAGO, CHILE

24 JAN 20 (20-9D)

ARTURO MERINO BENITEZ INTL

LOW VISIBILITY PROCEDURES

APPLICATION

Low Visibility Procedure will be applied while operations with TDZ RVR is lower than 550m. The flight crews are responsible to verify their minimums of operation.

VISUAL AIDS

The airport has taxiway lights to allow the aircraft movement to and from the runways. Taxiway lights are on the inside of the ILS sensitive area and alternate green and yellow, while the ones outside of the ILS sensitive area are green. Taxiways N, J and R do not have taxiway centerline lights. The airport has 5 marked positions located on the west side of Taxiway A and 3 marked position located on the west of Taxiway Z. These markings consist of a black number on a 10 ft (3m) diameter pink circle and framed by a black and white circle. The markings are 1, 3, 5, 7, 9, 2, 4 and 6. The 7 and 9 markings are more illuminated consisting of 3 yellow lights running perpendicular to the taxiway centerline lights.

MONITORING SYSTEM ATS (SIVIGATS)

The airport counts with Surface Movement RADAR (SMR) which covers the runways and taxiways. The SMR has the capability to deliver aircraft position and vehicles that are on the taxiways and runways. At the same time it is configured to deliver alarms of the sensitive and critical ILS areas of both runways. The SMR can be used to deliver directional information from taxiways to the runways.

DEPARTING AIRCRAFT

Departing aircraft will receive directional information to the departing runway. The use of FOLLOW ME vehicles will be requested by flight crews or when ATC deems necessary. Takeoff or in the air notification will be omitted unless requested by ATC.

ARRIVING AIRCRAFT

Arriving aircraft will leave the runway 17L using taxiway A and receive directional information until the arriving aircraft are at parking stands. The use of FOLLOW ME vehicles will be requested by flight crews or when ATC deems necessary. The notification of "clear of runway" can be omitted unless requested by ATC.

SCEL/SCL

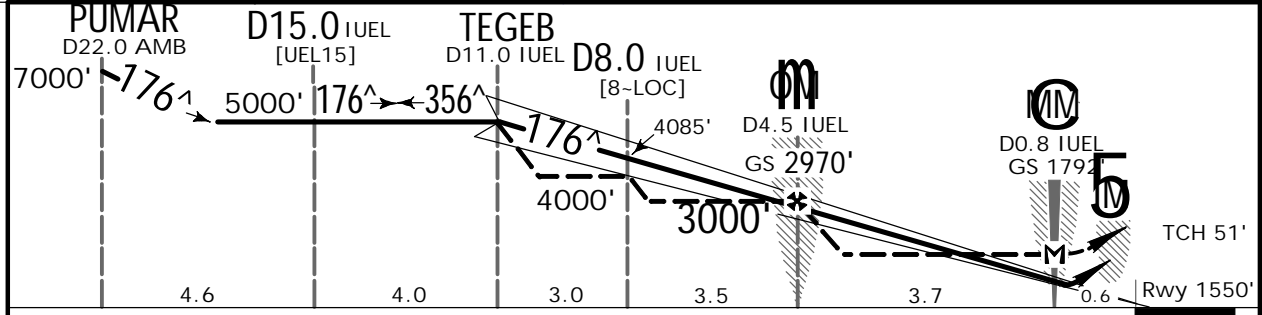
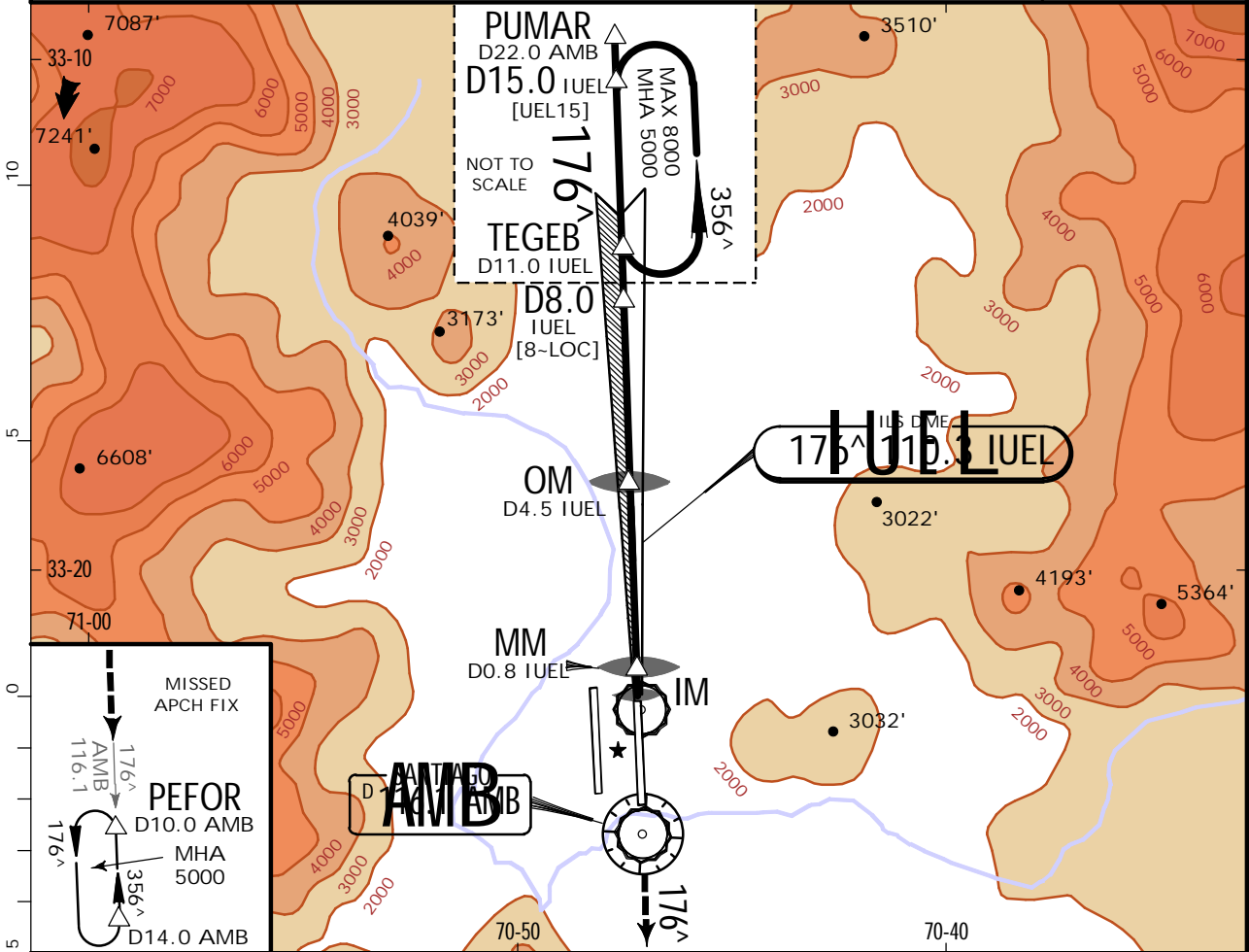
ARTURO MERINO BENITEZ INTL

JEPPESSEN
20 MAR 20 (21-1). Eff. 26. Mar.

SANTIAGO, CHILE

ILS Y Rwy 17L

BRIEFING STRIP™	ATIS 132.1		SANTIAGO Center (APP)(R) 119.7 129.7		SANTIAGO Tower 118.1 118.35		Ground West 122.5 East 122.2	
	LOC IUEL 110.3	Final Apch Crs 176 [^]	OM 2970' (1420')	ILS DA(H) 1750' (200')	Apt Elev 1555' Rwy 1550'		<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto;">19,000</div>	
	MISSED APCH: Climb to 5000' on AMB VOR R-176 direct to PEFOR and hold or according to ATC clearance.							
	Alt Set: hPa		Rwy Elev: 56 hPa		Trans level: By ATC		Trans alt: 10000'	
1. VOR and DME required.								MSA AMB VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL PAPI 5000' ↑ on 116.1 R-176 PEFOR	
GS	3.00 [^]	372	478	531	637	743		849
LOC Descent Angle	3.09 [^]	383	492	547	656	765		875
MAP at MM or OM to MAP	3.7	3:10	2:28	2:13	1:51	1:35		1:23

STRAIGHT-IN LANDING RWY 17L				CIRCLE-TO-LAND			
ILS DA(H) 1750' (200')		2 LOC (GS out) MDA(H) 1980' (430')					
FULL		TDZ or CL out		ALS out		ALS out	
A						A	
B	RVR 550m	1 RVR 750m			1.2 km	1.6 km	NA
C	vis 0.8 km	vis 0.8 km	1.2 km		1.6 km	2.0 km	
D					2.0 km	2.4 km	

1 RVR 550m - aircraft must be equipped with, Flight Director, Auto Pilot, or HGS and TDZ RVR required.
2 Procedure not authorized without IUEL DME.

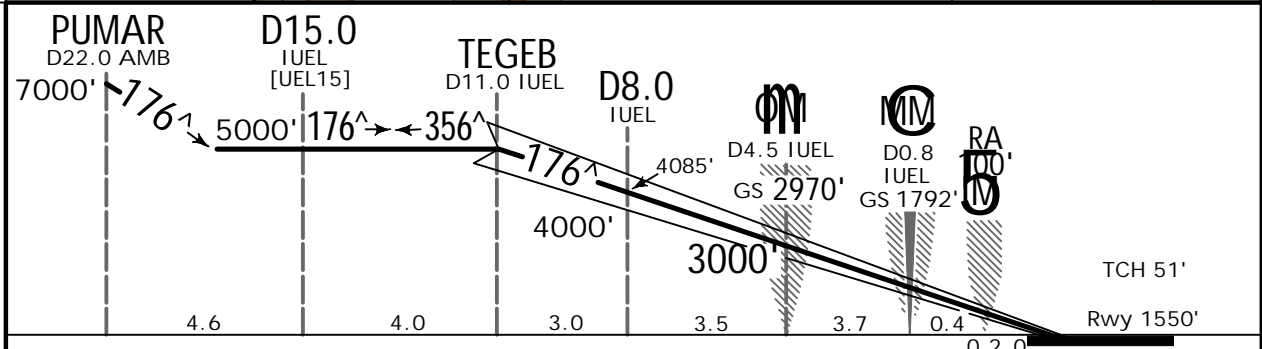
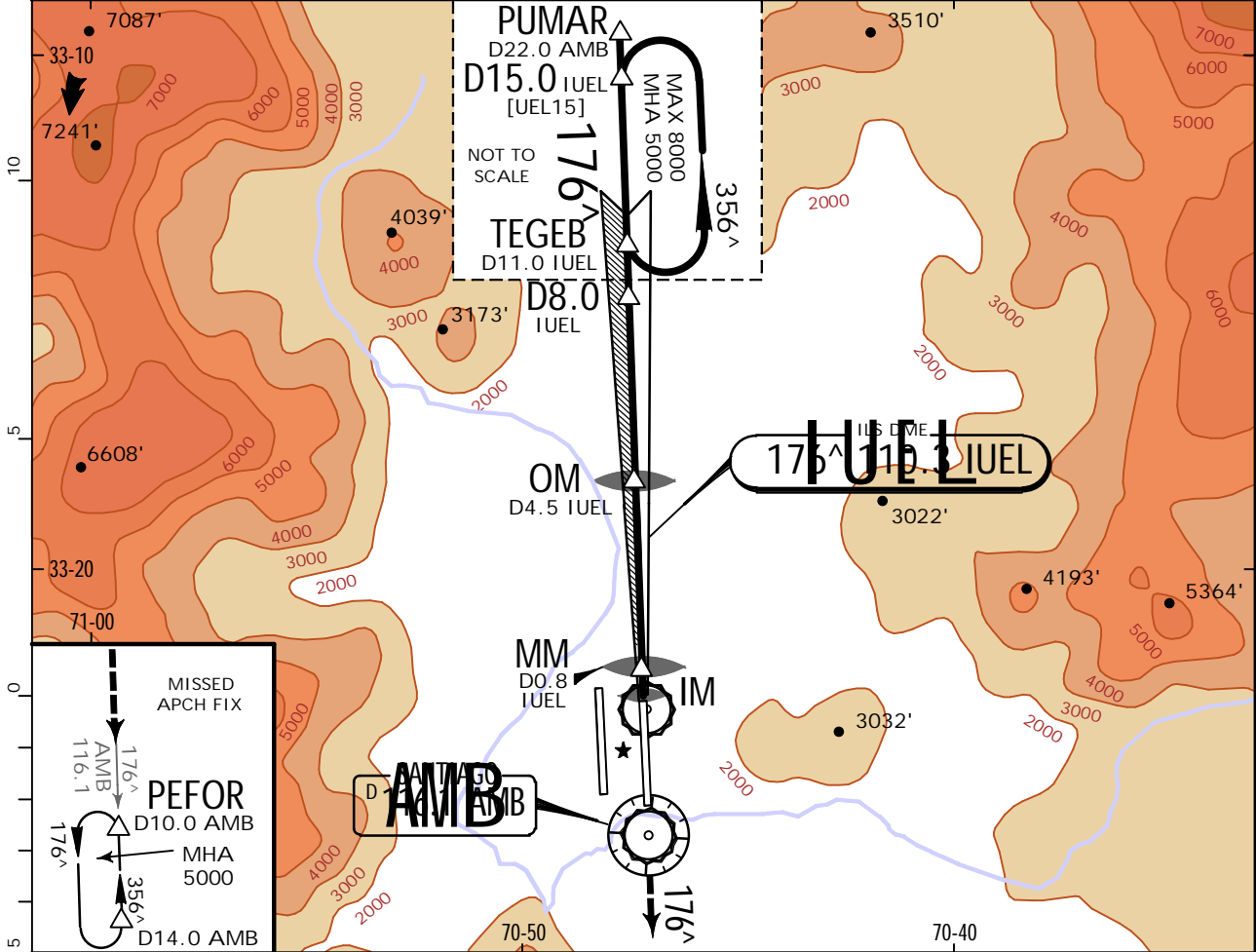
SCEL/SCL



SANTIAGO CHILE
ILS 7 Rwy 17L
CAT II & III

ARTURO MERINO BENITEZ INTL 20 MAR 20 (21-1A) .Eff.26.Mar.

BRIEFING STRIP™	ATIS 132.1		SANTIAGO Center (APP)(R) 119.7 129.7		SANTIAGO Tower 118.1 118.35		Ground West 122.5 East 122.2		
	LOC IUEL 110.3	Final Apch Crs 176^	OM 2970' (1420')	CAT IIIB Refer to Minimums	CAT IIIA Refer to Minimums	CAT II ILS RA 100' DA(H) 1650' (100')	Apt Elev 1555' Rwy 1550'		
	MISSED APCH: Climb to 5000' on AMB VOR R-176 direct to PEFOR and hold or according to ATC clearance.							19,000	
	Alt Set: hPa		Rwy Elev: 56 hPa		Trans level: By ATC		Trans alt: 10000'		
1. Special Aircrew & Aircraft Certification Required. 2. VOR and DME required.								MSA AMB VOR	



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL PAPI	5000' ↑ on 116.1 R-176	AMB 116.1 PEFOR
GS	3.00^	372	478	531	637	743			

STRAIGHT-IN LANDING RWY 17L			
1 CAT IIIB ILS	1 CAT IIIA ILS	RA 100' DA(H) 1650' (100')	CAT II ILS RA 150' DA(H) 1700' (150')
RVR 50m	RVR 200m	RVR 350m	RVR 500m

1 Aircraft operating "fail passive" DA(H) 1600' (50').

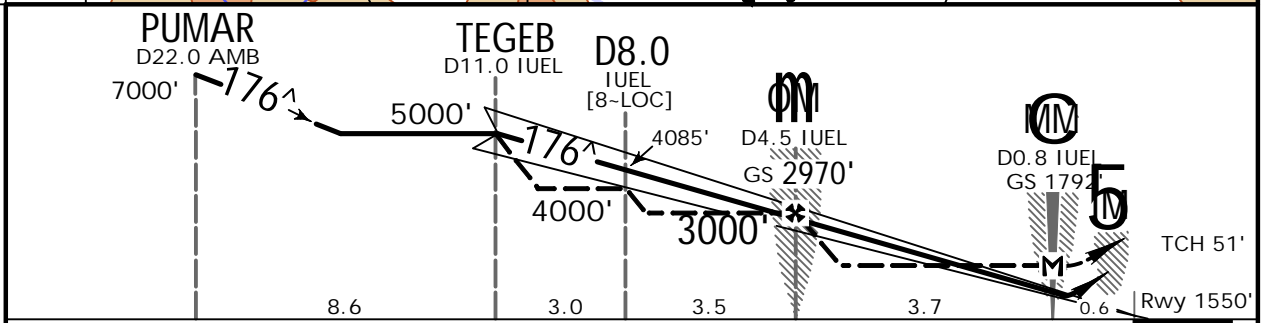
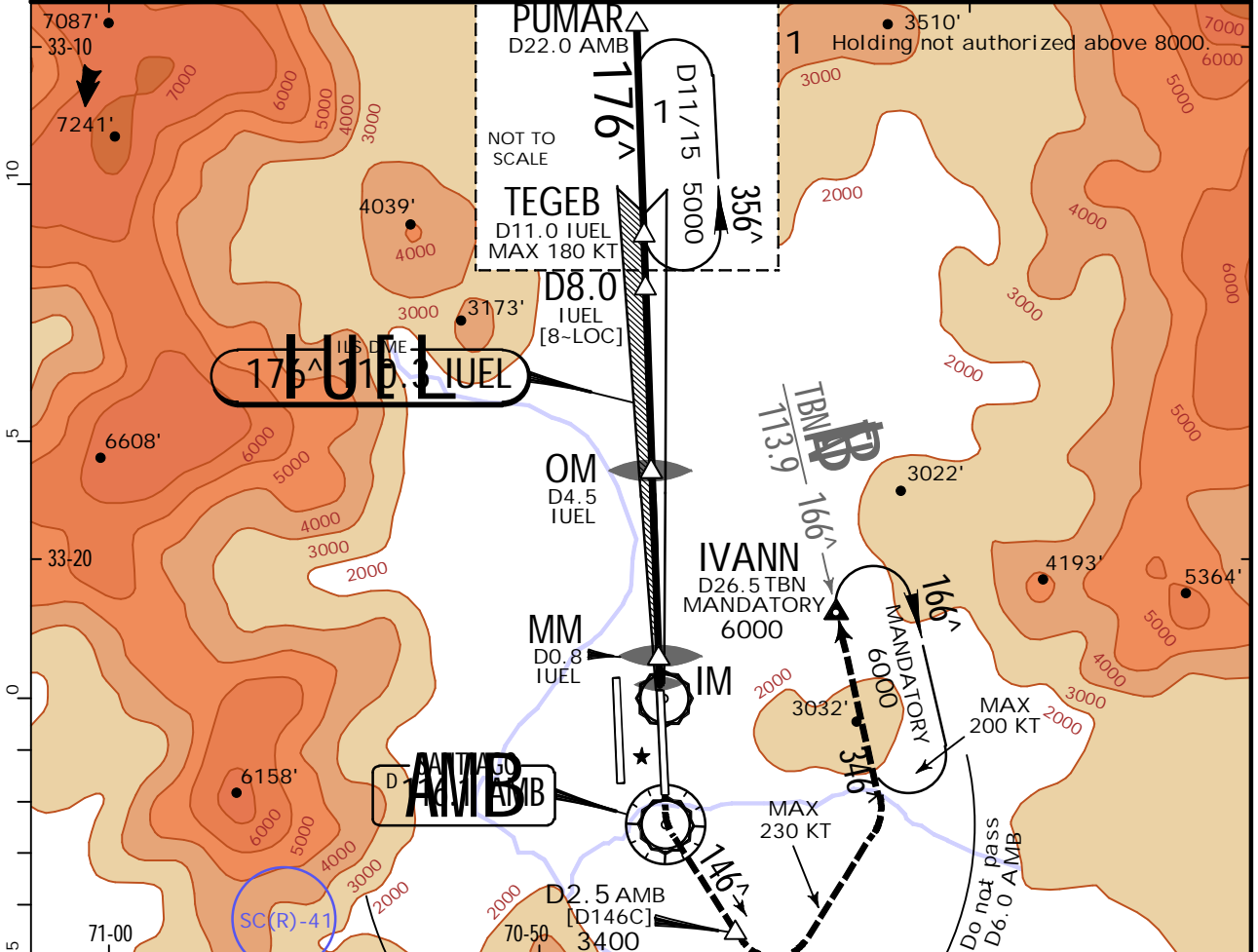
SCEL/SCL



SANTIAGO, CHILE ILS X Rwy 17L

ARTURO MERINO BENITEZ INTL 20 MAR 20 (21-1B) .Eff.26.Mar.

ATIS 132.1		SANTIAGO Center (APP)(R) 119.7 129.7		SANTIAGO Tower 118.1 118.35		West 122.5	Ground	East 122.2		
LOC IUEL 110.3	Final Apch Crs 176 ^{AS}	OM 3000' (1450')	ILS DA(H) 1960' (410')	Apt Elev 1555' Rwy 1550'		 19,000 MSA AMB VOR				
MISSED APCH: Climb to 2000' to intercept AMB VOR R-146 until D2.5, turn LEFT to intercept TBN VOR R-166 direct IVANN 6000', then according to ATC clearance. Missed apch requires mim climb of 300' /NM to 6000'.										
Alt Set: hPa		Rwy Elev: 56 hPa		Trans level: By ATC					Trans alt: 10000'	
1. VOR and DME required. 2. ATS Surveillance required. 3. Simultaneous apch authorized with RNAV (RNP) T Rwy 17R.										



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL PAPI 	2000' on R-146 AMB 116.1 D2.5 AMB	
GS	3.00 ^A	372	478	531	637	743			849
LOC Descent Angle	3.09 ^A	383	492	547	656	765			875

STRAIGHT-IN LANDING RWY 17L				CIRCLE-TO-LAND	
ILS DA(H) 1960' (410') FULL ALS out		1 LOC (GS out) MDA(H) 1980' (430') ALS out		NA	
A		1.2 km	1.6 km		
B	1.2 km	2.1 km			
C			1.3 km	2.2 km	
D					

1 Procedure not authorized without IUEL DME.

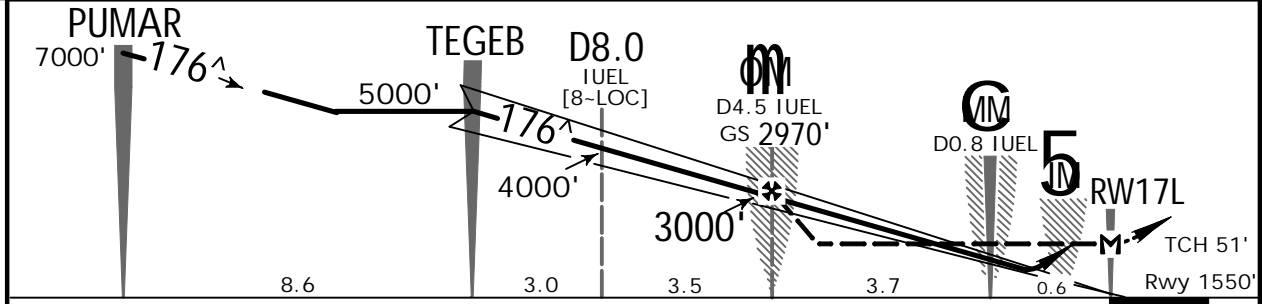
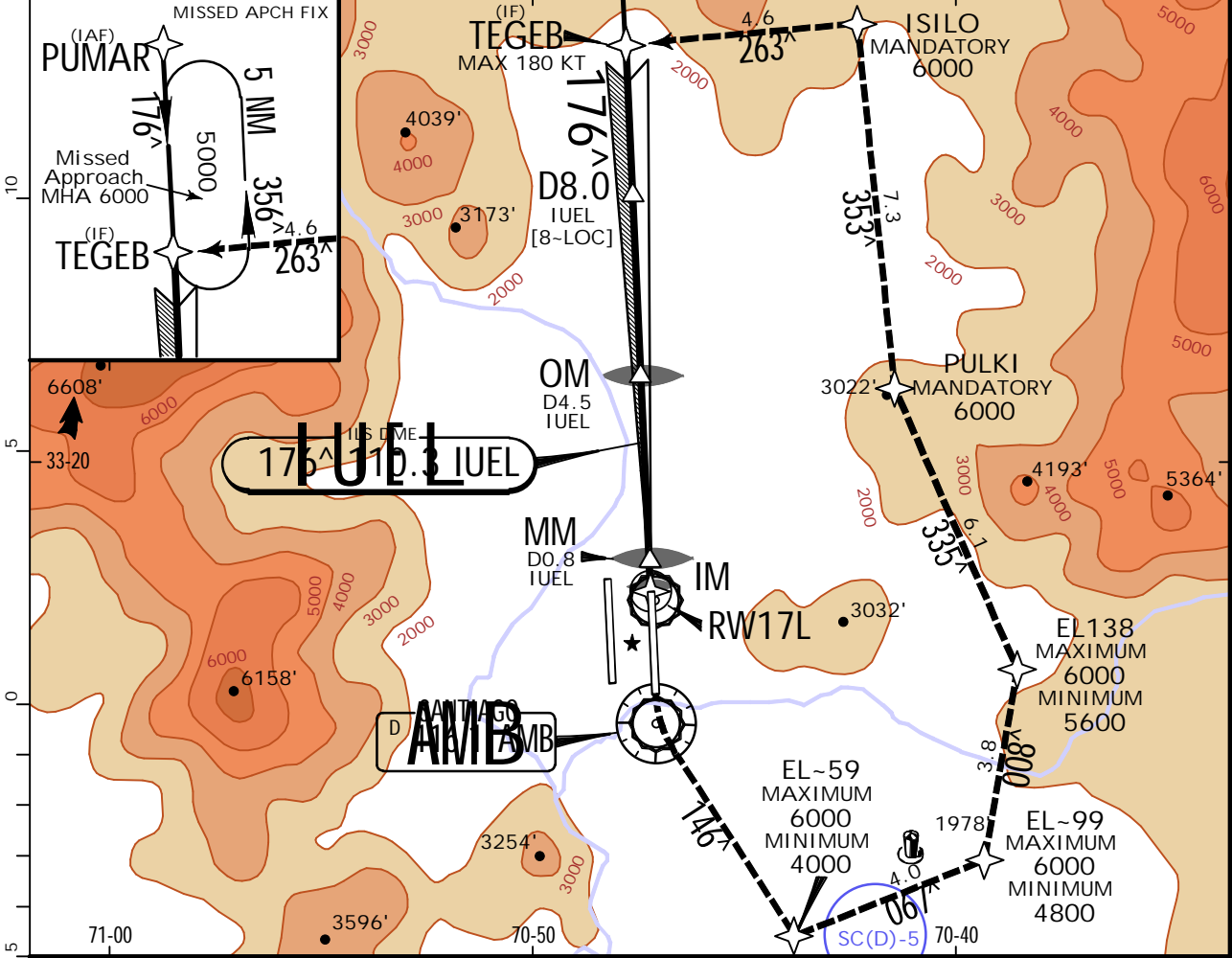
SCEL/SCL



SANTIAGO, CHILE ILS T Rwy 17L

ARTURO MERINO BENITEZ INTL 20 MAR 20 (21-1C) .Eff.26.Mar.

BRIEFING STRIP™	ATIS 132.1		SANTIAGO Center (APP)(R) 119.7 129.7		SANTIAGO Tower 118.1 118.35		West 122.5	Ground East 122.2
	LOC IUEL 110.3	Final Apch Crs 176^	OM 3000' (1450')		ILS DA(H) 1750' (200')	Apt Elev 1555' Rwy 1550'		19,000
	MISSED APCH: Climb to 2100', turn LEFT to continue via RNAV missed approach track to TEGEB 6000', then according to ATC clearance. Missed apch requires mim climb of 320' /NM to 6000'. MAX 220KT during missed apch track.							
	Alt Set: hPa		Rwy Elev: 56 hPa		Trans level: By ATC		Trans alt: 10000'	
1. RNAV 1 or RNP 1 required. GNSS required. 2. ATS surveillance required. 3. Simultaneous apch authorized with RNAV (RNP) T Rwy 17R.								



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL PAPI 2100' LT RNAV Missed Apch Track
GS	3.00^	372	478	531	637	743	
LOC Descent Angle	3.09^	383	492	547	656	765	
MAP at RW17L							

STRAIGHT-IN LANDING RWY17L				CIRCLE-TO-LAND	
ILS DA(H) 1750' (200')			2 LOC (GS out) MDA(H) 1980' (430')		NA
FULL	TDZ or CL out	ALS out	ALS out		
A			1.2 km	1.6 km	
B	RVR 550m	1 RVR 750m	1.6 km	2.0 km	
C	vis 0.8 km	vis 0.8 km	1.2 km	2.4 km	
D			2.0 km	2.4 km	

1 RVR 550m - aircraft must be equipped with, Flight Director, Auto Pilot, or HGS and TDZ RVR required.
 2 Procedure not authorized without IUEL DME.

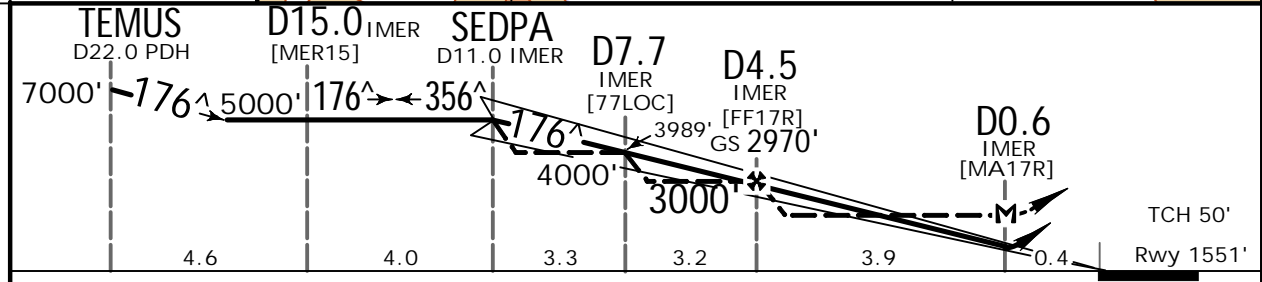
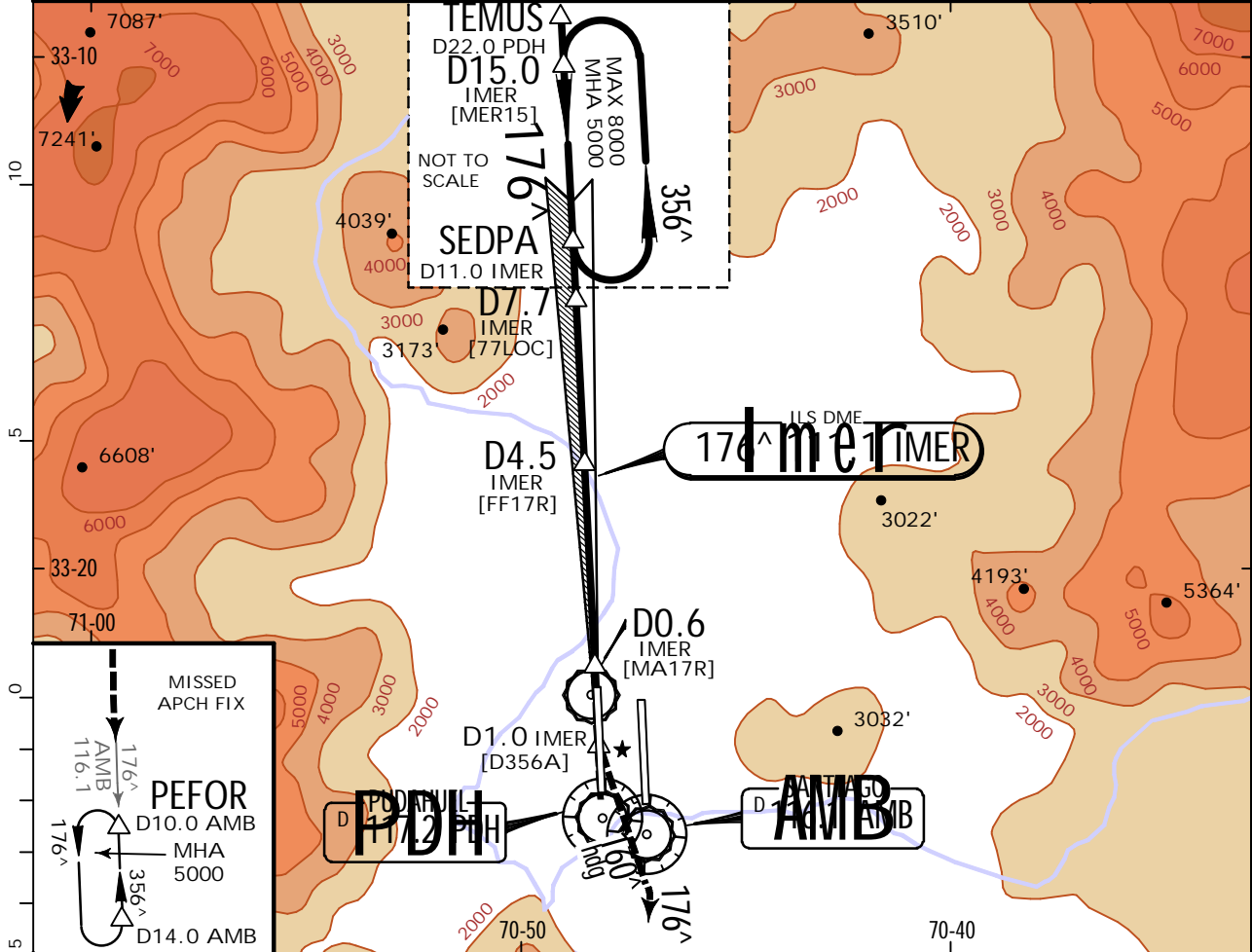
SCEL/SCL



SANTIAGO, CHILE ILS Y Rwy 17R

ARTURO MERINO BENITEZ INTL 20 MAR 20 (21-2).Eff.26.Mar.

ATIS 132.1		SANTIAGO Center (APP)(R) 119.7 129.7		SANTIAGO Tower 118.1 118.35		Ground West 122.5 East 122.2	
LOC IMER 111.1	Final Apch Crs 176 [^]	D4.5 IMER 2970' (1419')	ILS DA(H) 1751' (200')		Apt Elev 1555' Rwy 1551'		19,000
MISSED APCH: Climb on heading 176 [^] to D1.0 IMER (South), then turn to heading 160 [^] climbing to 5000' to intercept AMB VOR R-176 direct to PEFOR and enter hold or according to ATC clearance.							
Alt Set: hPa		Rwy Elev: 56 hPa		Trans level: By ATC		Trans alt: 10000'	
VOR and DME required.							MSA AMB VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I REIL PAPI	↑ on 176 [^] hdg	D1.0 IMER (South)	
GS	3.00 [^]	372	478	531	637	743				849
MAP at D0.6 IMER or D4.5 IMER to MAP	3.9	3:21	2:36	2:20	1:57	1:40				1:28

STRAIGHT-IN LANDING RWY 17R				CIRCLE-TO-LAND	
1 ILS DA(H) 1751' (200')		1 LOC (GS,out) MDA(H) 1980' (429')			
FULL		ALS out		ALS out	
A			1.2 km	1.6 km	NA
B	2 RVR 750m	1.2 km			
C	vis 0.8 km		1.6 km	2.0 km	
D			2.0 km	2.4 km	

1 Procedure not authorized without IMER DME.
 2 RVR 550m - aircraft must be equipped with Flight Director, Auto Pilot, or HGS and TDZ RVR required.
 CHANGES: Comms, bearings, CNFs, topography. | JEPPesen, 2005, 2020. ALL RIGHTS RESERVED.

SCEL/SCL

JEYPESEN

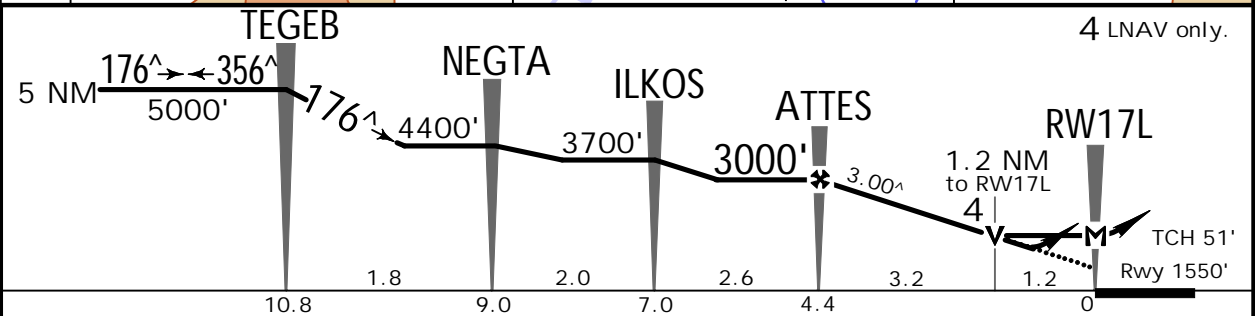
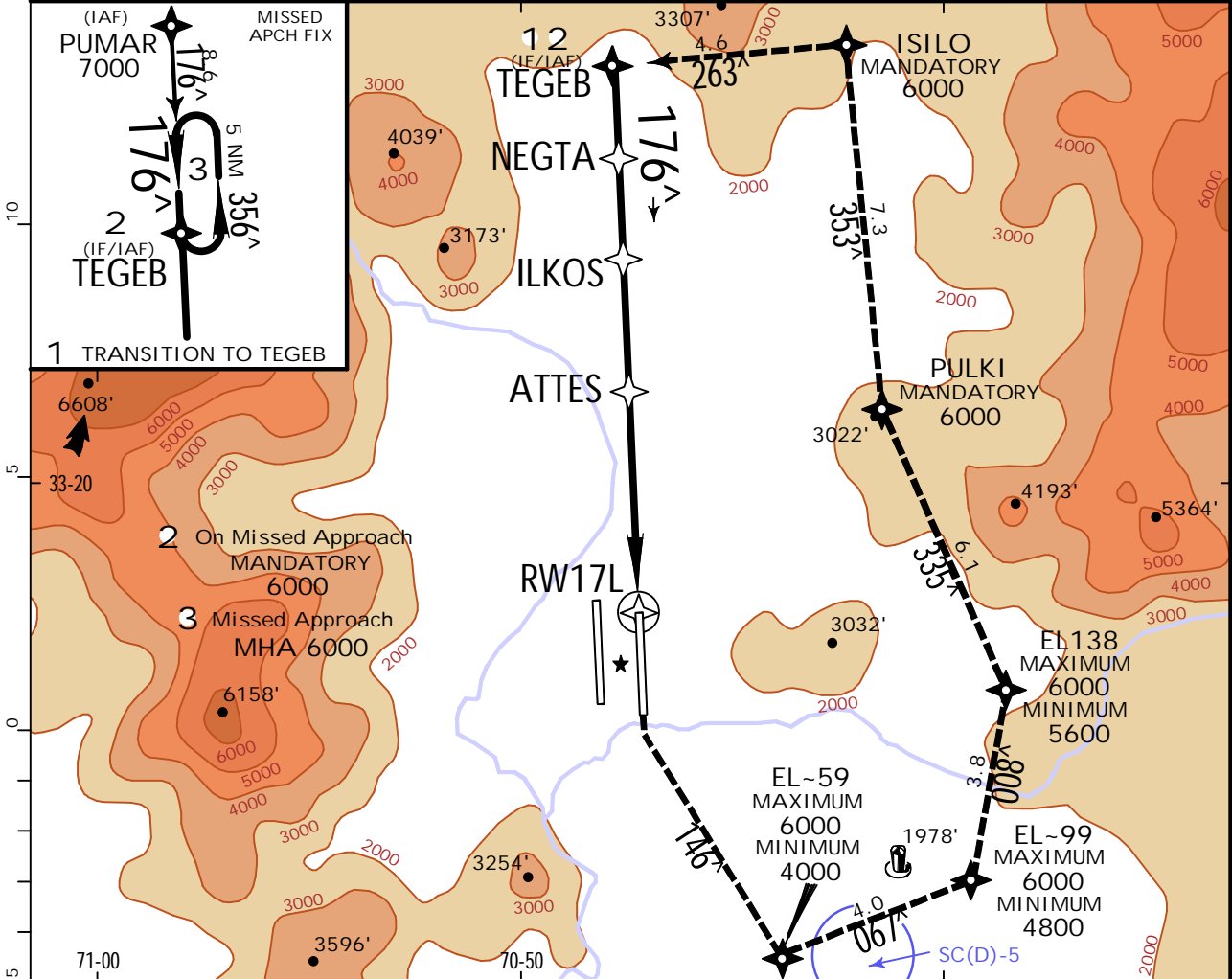
SANTIAGO, CHILE

ARTURO MERINO BENITEZ INTL .Eff.26.Mar.

(22-1)

RNAV (GNSS) Y Rwy 17L

ATIS 132.1		SANTIAGO Center (APP) (R) 119.7 129.7		SANTIAGO Tower 118.1 118.35		Ground West 122.5 East 122.2		
RNAV	Final Apch Crs 176 [^]	ATTES 3000' (1450')	LNAV/VNAV DA(H) 1880' (330')	Apt Elev 1555' Rwy 1550'		19,000 MSA RW17L		
MISSED APCH: Climb to 2100', turn LEFT to continue via RNAV missed approach track to TEGEB 6000', then according to ATC clearance. Missed apch requires mim climb of 320'/NM to 6000'. MAX 220KT on missed apch.								
RNP Apch	Alt Set: hPa	Rwy Elev: 56 hPa	Trans level: By ATC	Trans alt: 10000'				
1. RNAV 1 or RNP 1 required. 2. GNSS required. 3. ATS surveillance required. 4. Baro-VNAV not authorized below -5°C or above 45°C.								



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL PAPI	2100'	LT	RNAV Missed Apch Track
Descent Angle	3.00 [^]	372	478	531	637	849				
MAP at RW17L										

STRAIGHT-IN LANDING RWY17L				CIRCLE-TO-LAND	
LNAV/VNAV DA(H) 1880' (330')		LNAV MDA(H) 1980' (430')			
ALS out		ALS out			
A		1.2 Km	1.6 Km	NA	
B	1.2 Km	1.6 Km			
C		2.0 Km	2.4 Km		
D					

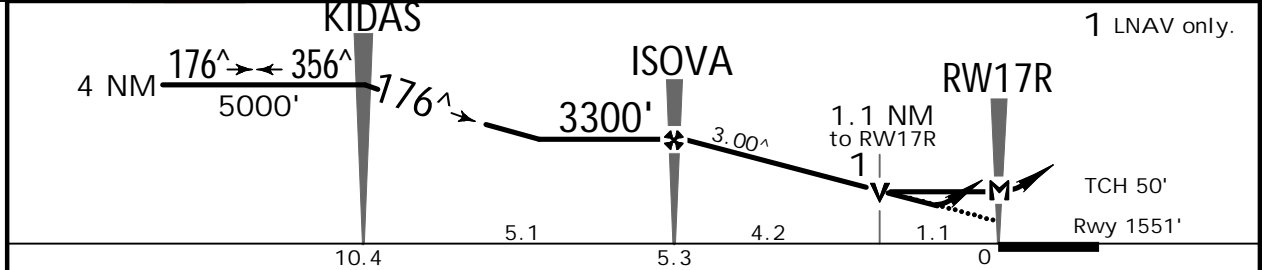
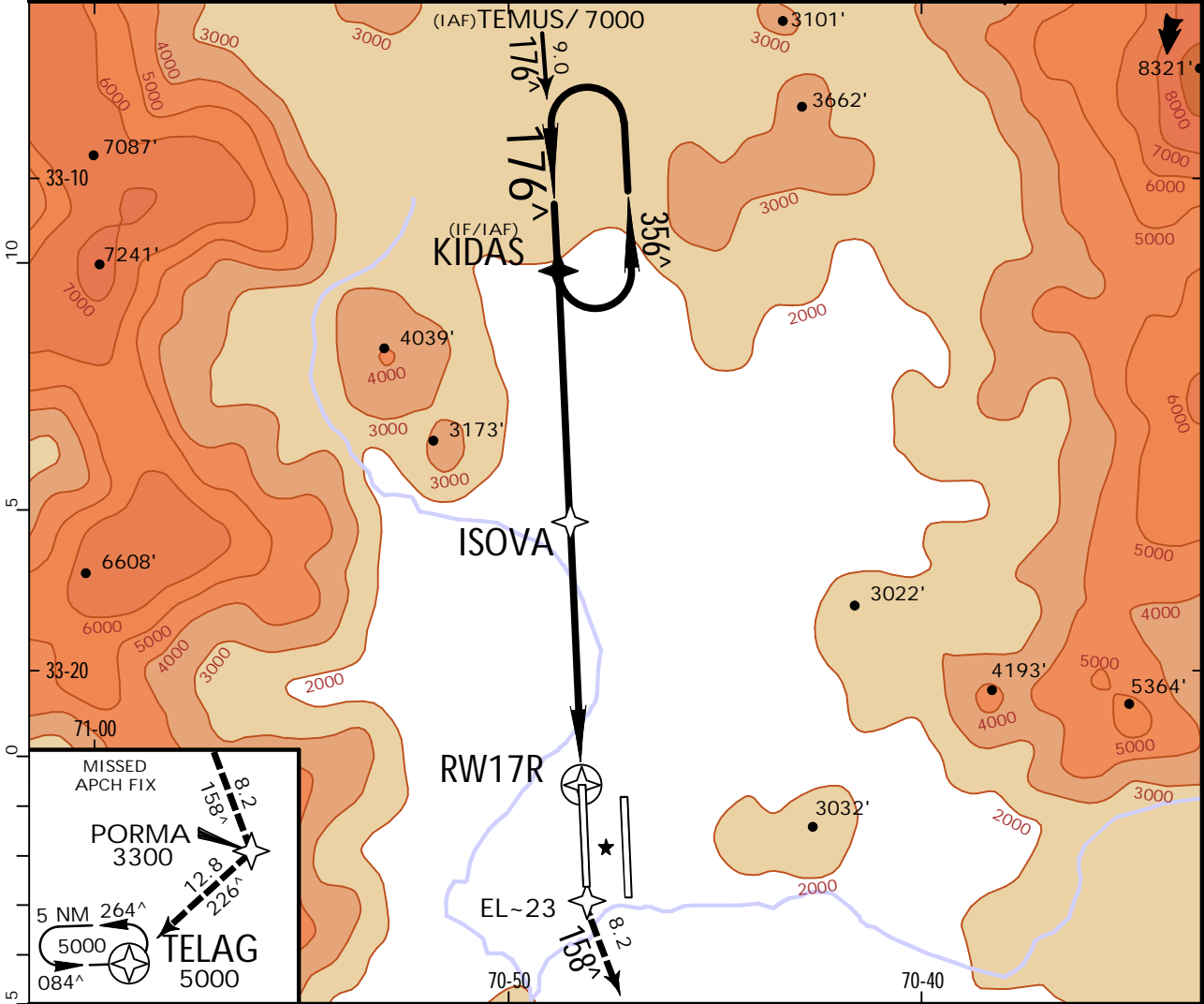
SCEL/SCL

JEPPESEN
20 MAR 20
Eff. 26. Mar. (22-2)

SANTIAGO, CHILE

ARTURO MERINO BENITEZ INTL. RNAV (GNSS) Y Rwy 17R

BRIEFING STRIP™	ATIS		SANTIAGO Center (APP) (R)		SANTIAGO Tower		Ground	
	132.1		119.7 129.7		118.1 118.35		West	East
	122.5		122.2					
RNAV	Final Apch Crs 176[^]	ISOVA 3300' (1749')	LNAV/VNAV DA(H) 1880' (329')	Apt Elev 1555' Rwy 1551'		<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto;"></div> <p>19,000</p> <p>MSA RW17R</p>		
MISSED APCH: Climb to 5000' direct to EL-23, then direct to PORMA, then direct to TELAG and enter hold or according to ATC clearance.								
RNP Apch	Alt Set: hPa	Rwy Elev: 56 hPa	Trans level: By ATC	Trans alt: 10000'				
For uncompensated Baro-VNAV systems procedure not authorized below -5°C or above 45°C.								



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I REIL PAPI	5000'	EL-23
Descent Angle	3.00 [^]	372	478	531	637	743			
MAP at RW17R									

STRAIGHT-IN LANDING RWY17R				CIRCLE-TO-LAND	
LNAV/VNAV DA(H) 1880' (329')		LNAV MDA(H) 1960' (409')			
ALS out		ALS out			
A				1.6 Km	
B	1.2 Km	1.6 Km	1.2 Km	NA	
C					
D					

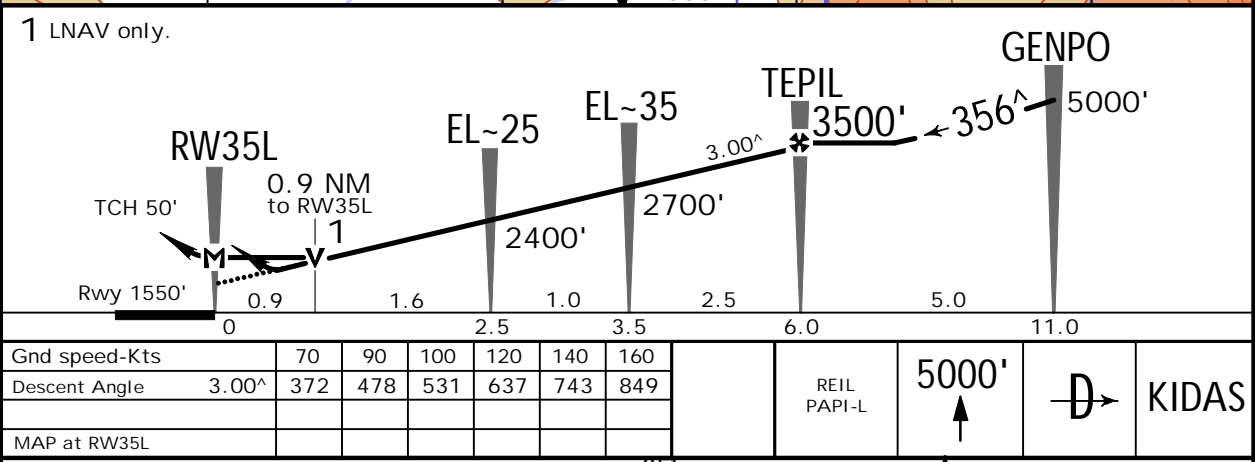
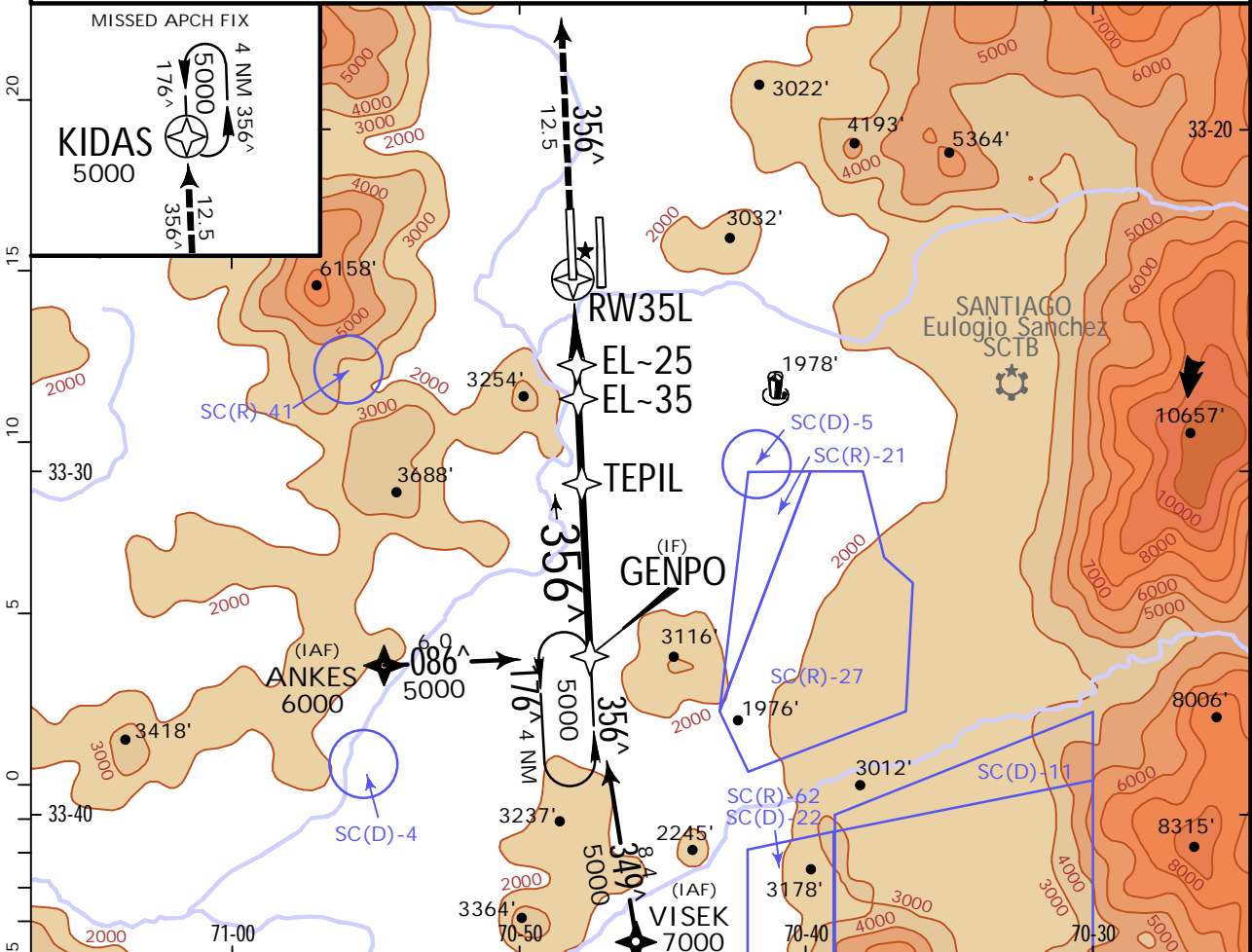
SCEL/SCL

JEYPESEN

SANTIAGO, CHILE RNAV (GNSS) Rwy 35L

ARTURO MERINO BENITEZ INTL .Eff.26.Mar. (22-3)

ATIS 132.1		SANTIAGO Center (APP)(R) 119.7 129.7		SANTIAGO Tower 118.1 118.35		West 122.5	Ground	East 122.2
RNAV	Final Apch Crs 356 [^]	TEPIL 3500' (1950')		LNAV/VNAV DA(H) 1800' (250')		Apt Elev 1555' Rwy 1550'		19,000
MISSED APCH: Climb to 5000' direct to KIDAS and enter hold or according to ATC clearance.								
RNP Apch	Alt Set: hPa	Rwy Elev: 56 hPa	Trans level: By ATC		Trans alt: 10000'		MSA RW35L	
For uncompensated Baro-VNAV systems procedure not authorized below -5°C or above 45°C.								



STRAIGHT-IN LANDING RWY35L						CIRCLE-TO-LAND				
LNAV/VNAV DA(H) 1800' (250')			LNAV MDA(H) 1900' (350')							
A	1.6 Km			1.6 Km			NA			
B										
C										
D										

SCEL/SCL

JEPPESEN

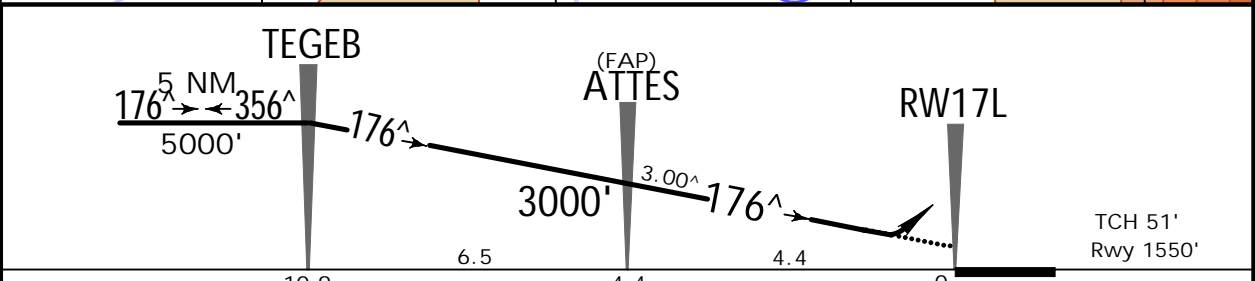
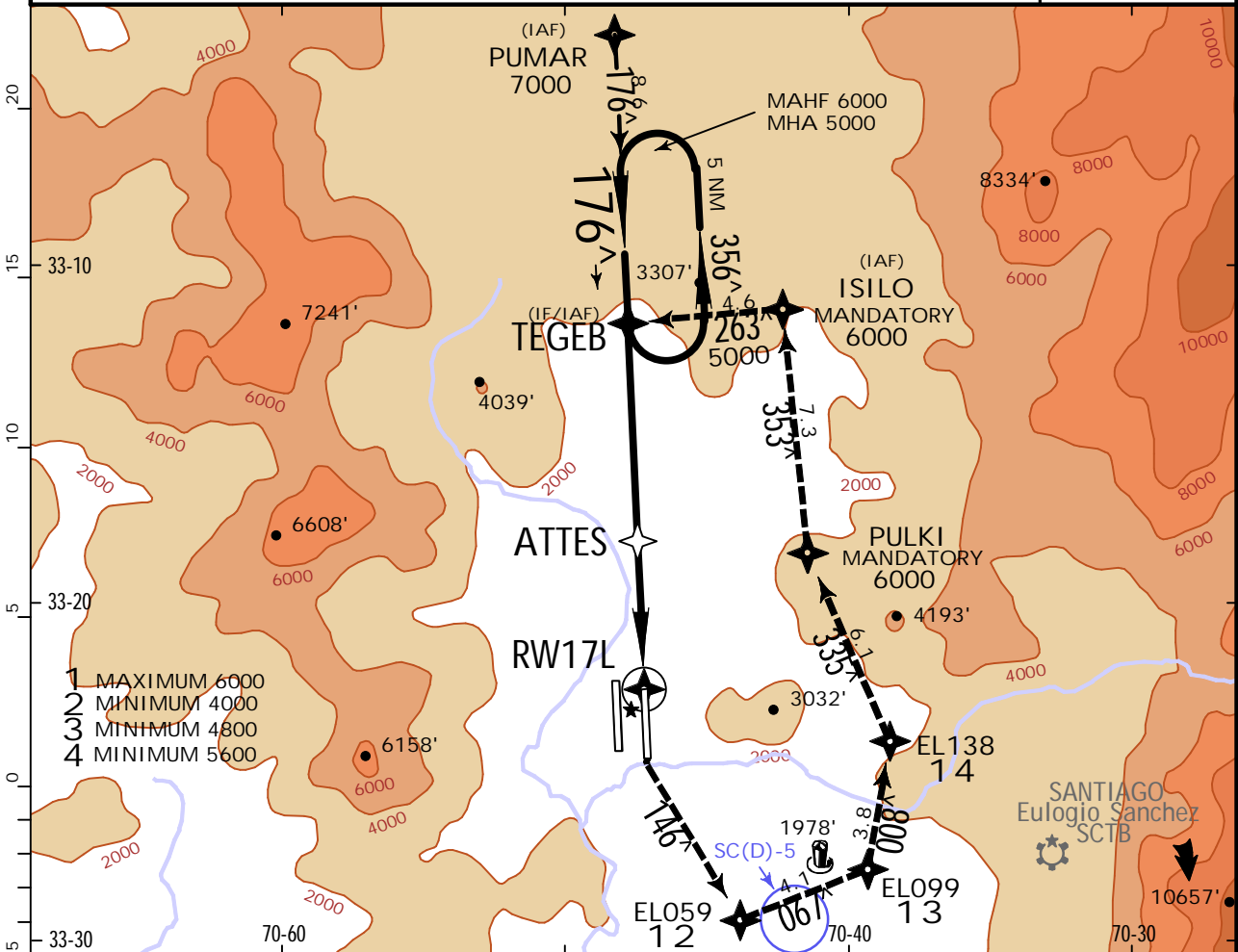
SANTIAGO, CHILE

ARTURO MERINO BENITEZ INTL .Eff.26.Mar.

20 MAR 20
22-20

RNAV (RNP) X Rwy 17L

ATIS 132.1		SANTIAGO Center (APP) (R) 119.7 129.7		SANTIAGO Tower 118.1 118.35		Ground West 122.5 East 122.2		
RNAV	Final Apch Crs 176 [^]	ATTES 3000' (1450')	RNP 0.15 DA(H) 1830' (280')	Apt Elev 1555' Rwy 1550'		19,000 MSA RW17L		
MISSED APCH: Climb to 2100' LEFT turn to continue via RNAV MA TR to TEGEB 6000', then according to ATC clearance. Missed Apch requires mim climb of 320'/NM to 6000'. Missed Apch MAX 220 KT until TEGEB.								
Alt Set: hPa		Rwy Elev: 56 hPa	Trans level: By ATC		Trans alt: 10000'			
RNAV-1 or RNP-1 Required. GNSS Required.								
1. Special Aircraft & Aircrew Authorization Required. 2. RF required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -5°C or above 40°C.								



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL PAPI	2100' ↑	MA TRACK	TEGEB
Glide Path Angle	3.00 [^]	372	478	531	637	743				
MAP at DA										

STRAIGHT-IN LANDING RWY17L			
RNP 0.15 DA(H) 1830' (280')	ALS out	RNP 0.30 DA(H) 1880' (330')	ALS out

A				
B	0.8 Km	1.6 Km	0.8 Km	1.6 Km
C				
D				

SCEL/SC/L

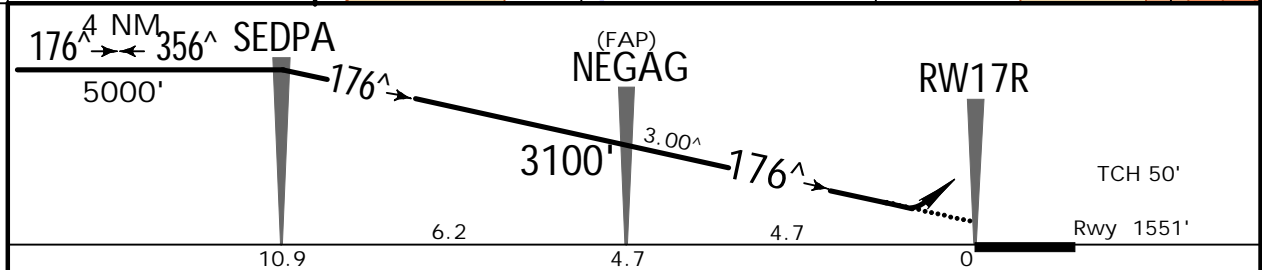
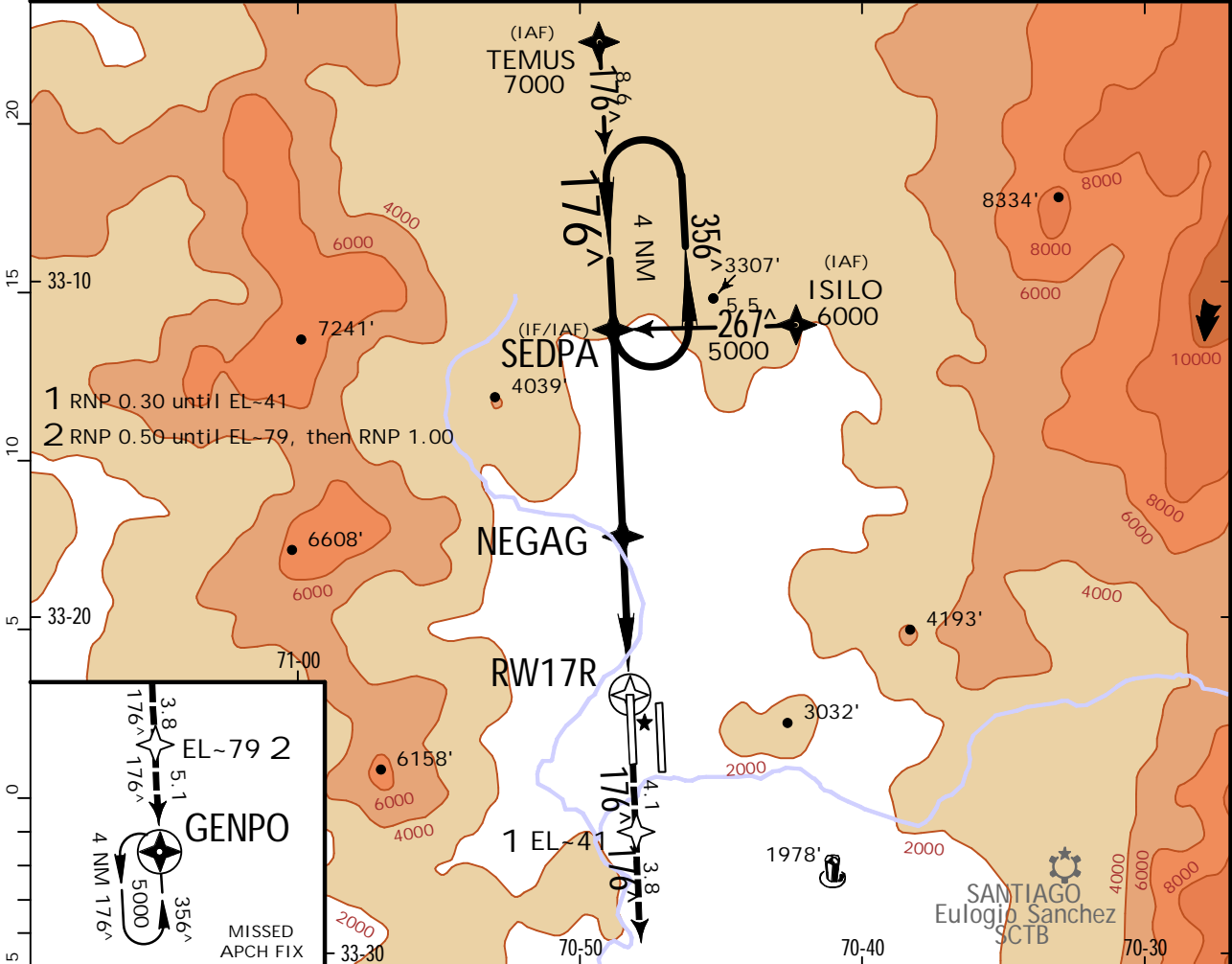


SANTIAGO, CHILE

ARTURO MERINO BENITEZ INTL. Eff. 26. Mar. 20 MAR 20

(22-21) RNAV (RNP) X Rwy 17R

ATIS 132.1		SANTIAGO Center (APP) (R) 119.7 129.7		SANTIAGO Tower 118.1 118.35		Ground 122.5 122.2			
RNAV	Final Apch Crs 176[^]	NEGAG 3100' (1549')	RNP 0.15 DA(H) 1820' (269')	Apt Elev 1555' Rwy 1551'					
MISSED APCH: Climb to 5000' on track 176 [^] direct to EL~41-EL~79-GENPO and enter on HLDG 356 [^] LEFT or according to ATC clearance. Missed Apch RNP 1.00.									
Alt Set: hPa		Rwy Elev: 56 hPa		Trans level: By ATC				Trans alt: 10000'	
RNP 0.30 Initial/Intermediate segments									
1. Special Aircraft & Aircrew authorization Required. 2. RF required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -5 [^] C or above 40 [^] C.							MSA RW17R		



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I 	REIL 	PAPI 	5000' 	on 176 [^]	EL~41
Glide Path Angle	3.00 [^]	372	478	531	637	743						
MAP at DA												

STRAIGHT-IN LANDING RWY17R			
RNP 0.15 DA(H) 1820' (269')	ALS out	RNP 0.30 DA(H) 1870' (319')	ALS out

A				
B	0.8 Km	1.6 Km	0.8 Km	1.6 Km
C				
D				

SCEL/SCL



SANTIAGO, CHILE

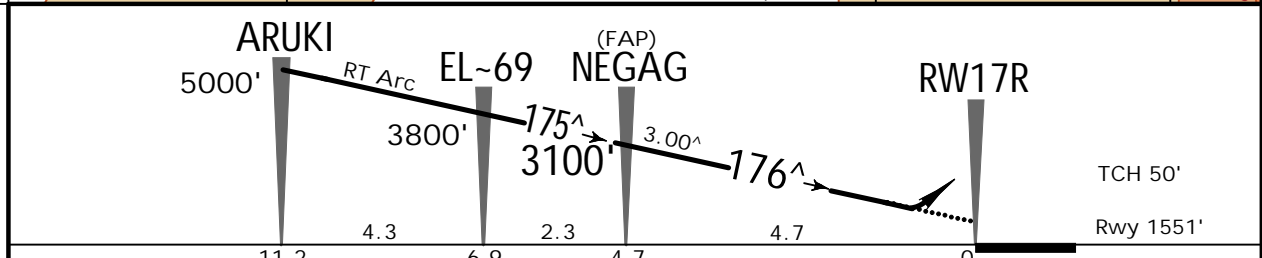
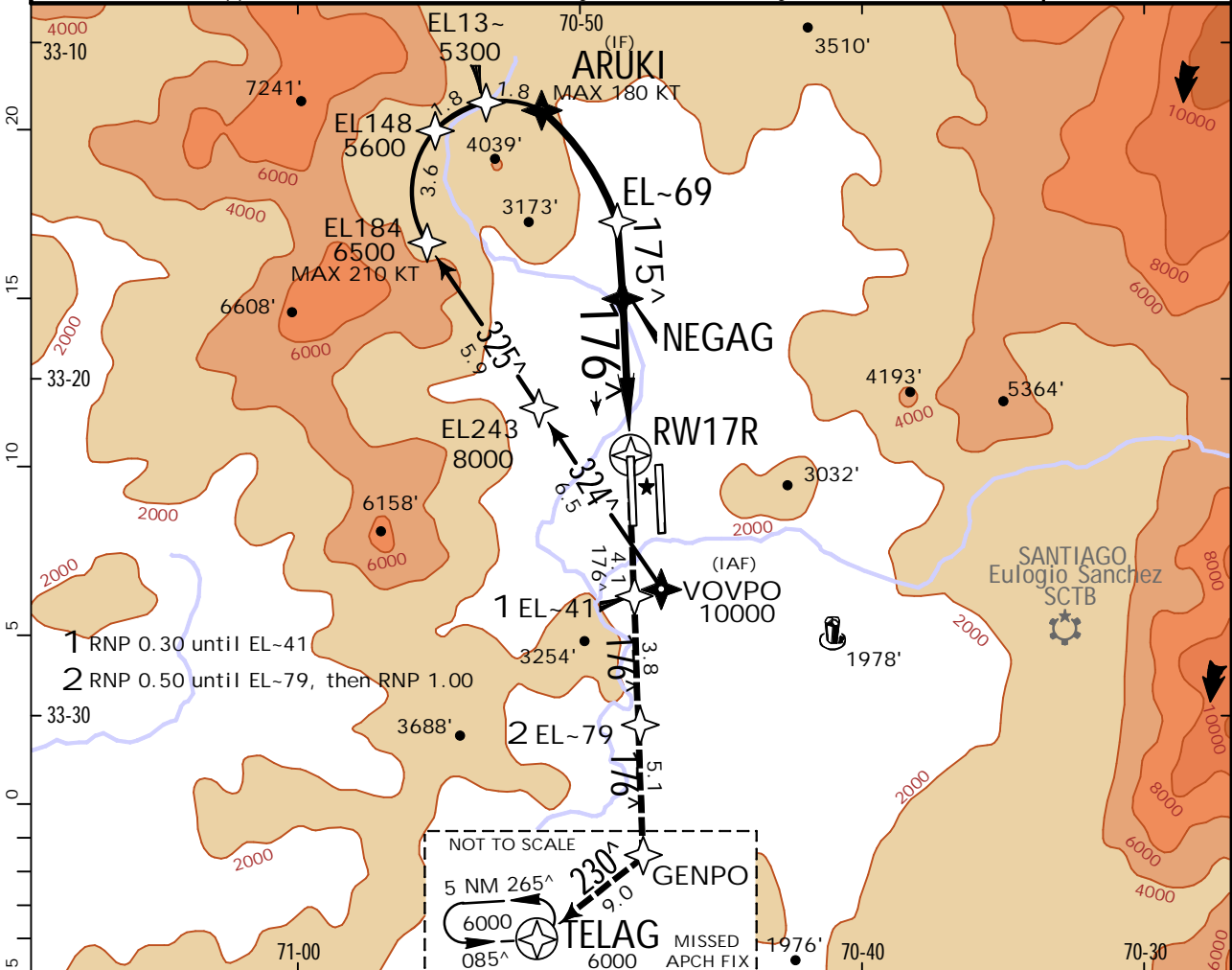
ARTURO MERINO BENITEZ INTL

24 JAN 20

(22-22)

RNAV (RNP) T Rwy 17R

BRIEFING STRIP™	ATIS 132.7		SANTIAGO Center (APP)(R) 119.7 129.7		SANTIAGO Tower 118.1 118.35		Ground West East 122.5 122.2			
	RNAV	Final Apch Crs 176 [^]	NEGAG 3100' (1549')	RNP 0.15 DA(H) 1820' (269')	Apt Elev 1555' Rwy 1551'		<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto;">19,000</div> MSA RW17R			
	MISSED APCH: Climb to 6000' on track 176 [^] direct to EL-41-EL-79-GENPO-TELAG and enter hold or according to ATC clearance.									
	Alt Set: hPa		Rwy Elev: 56 hPa		Trans level: By ATC				Trans alt: 10000'	
RNP 0.30 Initial/Intermediate segments										
1. Special Aircraft & Aircrew Authorization Required. 2. RF required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -5°C or above 40°C. 4. Simultaneous approach authorized with ILS T Rwy 17L and ILS X Rwy 17L.										



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI	6000' on 176 [^] EL-41	
Glide Path Angle	3.00 [^]	372	478	531	637	743			849
MAP at DA									

1 STRAIGHT-IN LANDING RWY17R			
RNP 0.15 DA(H) 1820' (269')		RNP 0.30 DA(H) 1870' (319')	
ALS out		ALS out	

A				
B				
C	0.8 Km	1.6 Km	0.8 Km	1.6 Km
D				

1 Simultaneous Independent Approach in VMC: Ceiling - 5000', VIS - 5.0 Km

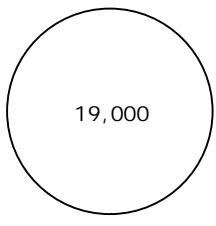
SCEL/SCL

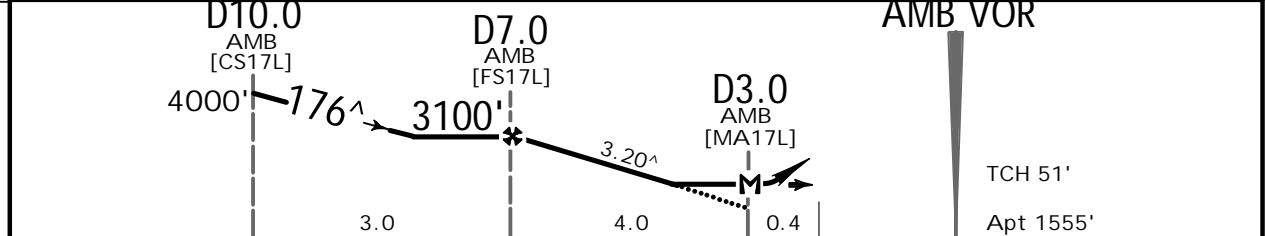
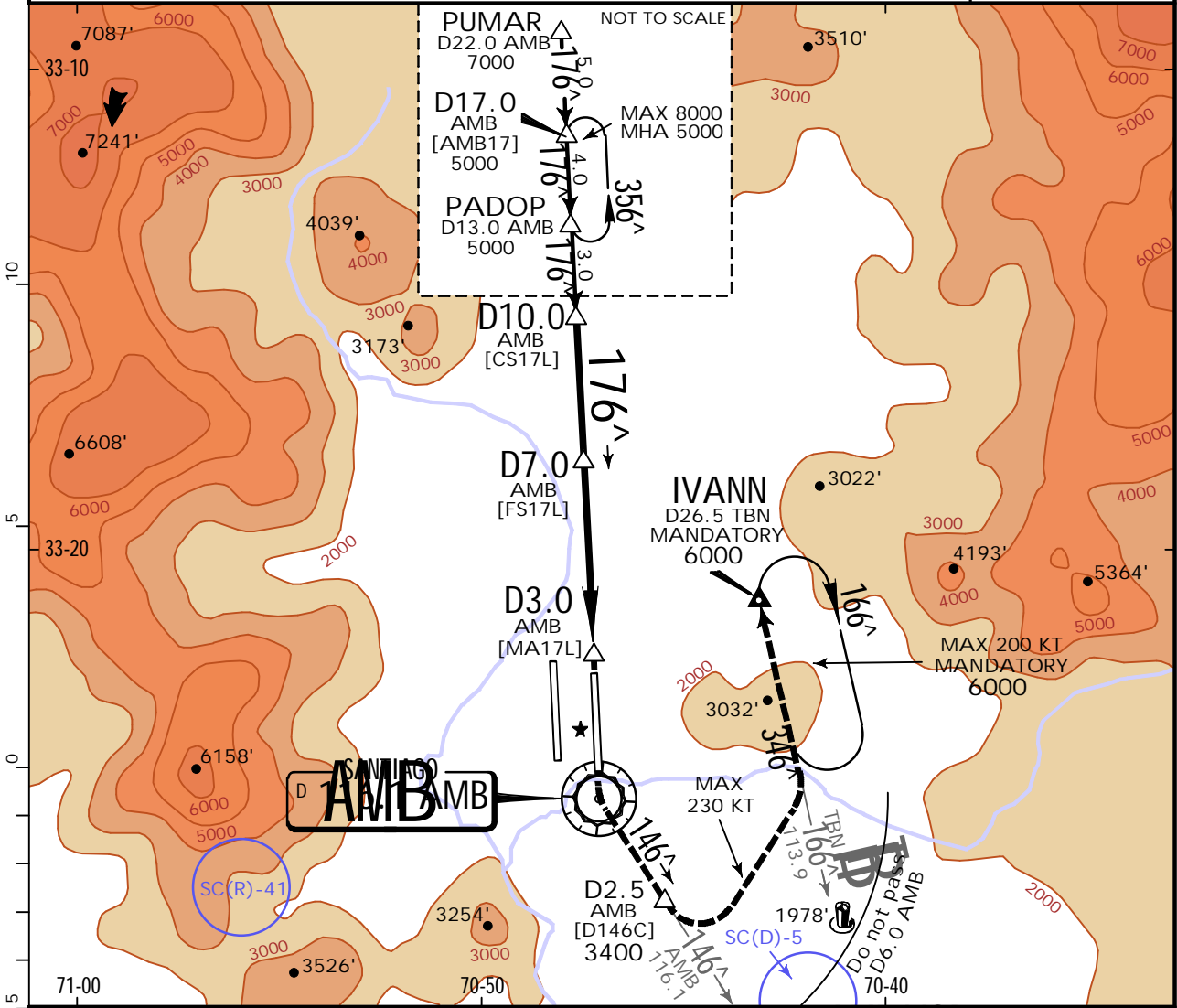
ARTURO MERINO BENITEZ INTL

JEPPESEN
20 MAR 20
23-1 Eff. 26. Mar.

SANTIAGO, CHILE

VOR Rwy 17L

ATIS 132.1	SANTIAGO Center (APP) (R) 119.7 129.7		SANTIAGO Tower 118.1 118.35		East 122.2	Ground West 122.5	
VOR AMB 116.1	Final Apch Crs 176 [^]	D7.0 AMB 3100' (1545')	MDA(H) 1980' (425')	Apt Elev 1555' Rwy 1550'	 19,000 MSA AMB VOR		
MISSED APCH: Climb to 2000' to intercept AMB VOR R-146 outbound until D2.5 AMB. Turn LEFT to intercept TBN VOR R-166 inbound direct to IVANN at 6000', then according to ATC clearance. Missed approach requires a minimum climb gradient of 300'/NM until 6000'.							
Alt Set: hPa Rwy Elev: 56 hPa Trans level: By ATC Trans alt: 10000' 1. DME required. 2. ATS surveillance required.							



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL PAPI 2000' on 116.1 R-146	D2.5 AMB
Descent Angle 3.20 [^]	396	510	566	679	793	906		
MAP at D3.0 or FAF to MAP	4.0	3:26	2:40	2:24	2:00	1:43		

STRAIGHT-IN LANDING RWY 17L MDA(H) 1980' (425')		CIRCLE-TO-LAND	
ALS out		NA	
A	1.2 km		1.6 km
B	1.6 km		2.2 km
C	2.0 km		2.4 km

SCEL/SCL



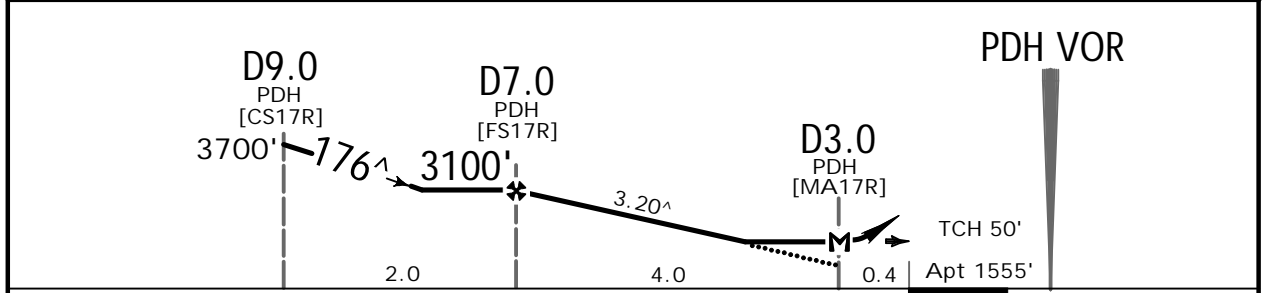
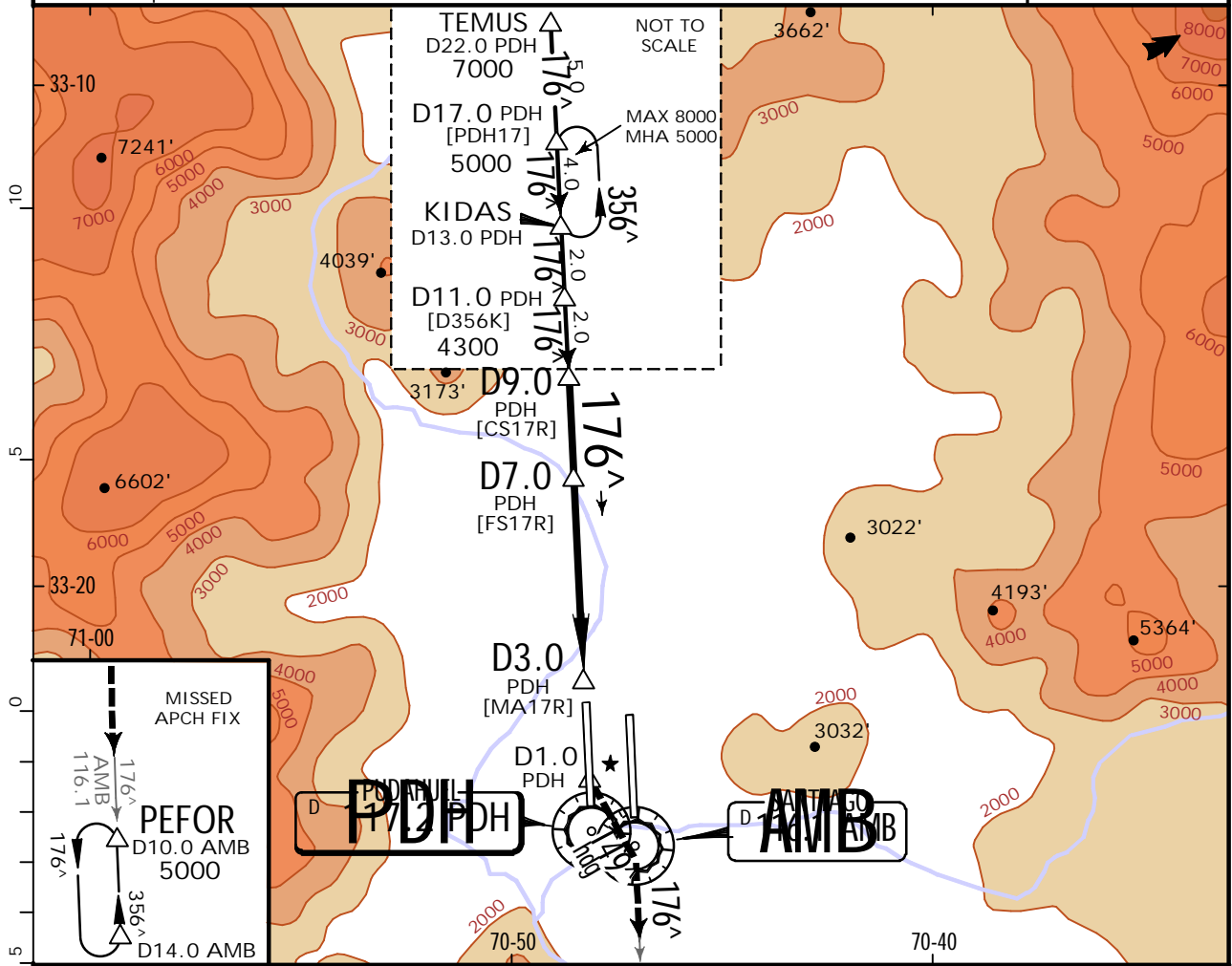
SANTIAGO, CHILE VOR Rwy 17R

ARTURO MERINO BENITEZ INTL

20 MAR 20

(23-2) .Eff.26.Mar.

ATIS 132.1		SANTIAGO Center (APP)(R) 119.7 129.7		SANTIAGO Tower 118.1 118.35		East 122.2	Ground West 122.5	
VOR PDH 117.2	Final Apch Crs 176 [^]	D7.0 PDH 3100' (1545')	MDA(H) 1980' (425')	Apt Elev 1555' Rwy 1551'				
MISSED APCH: Climb on heading 176 [^] to D1.0 PDH (North), turn LEFT to heading 149 [^] to intercept AMB VOR R-176 climbing to 5000' direct to PEFOR and enter hold or according to ATC clearance.								
Alt Set: hPa		Rwy Elev: 56 hPa		Trans level: By ATC				Trans alt: 10000'
1. DME required.							MSA AMB VOR	



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I REIL PAPI	on 176 [^] hdg	D1.0 PDH North
Descent Angle	3.20 [^]	396	510	566	679	793			
MAP at D3.0 or									
FAF to MAP	4.0	3:26	2:40	2:24	2:00	1:43			

STRAIGHT-IN LANDING RWY17R		CIRCLE-TO-LAND	
MDA(H) 1980' (425')			
		ALS out	
A			
B	1.2 km	1.6 km	
C	1.6 km	2.0 km	
D	2.0 km	2.4 km	
		NA	

SCEL/SCL

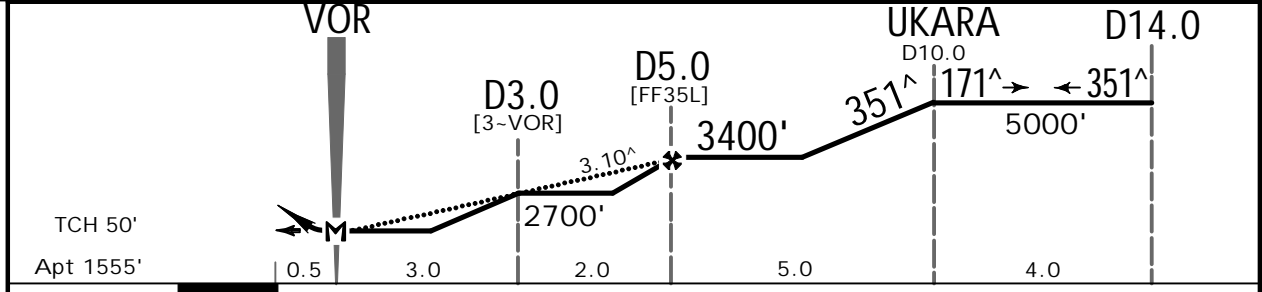
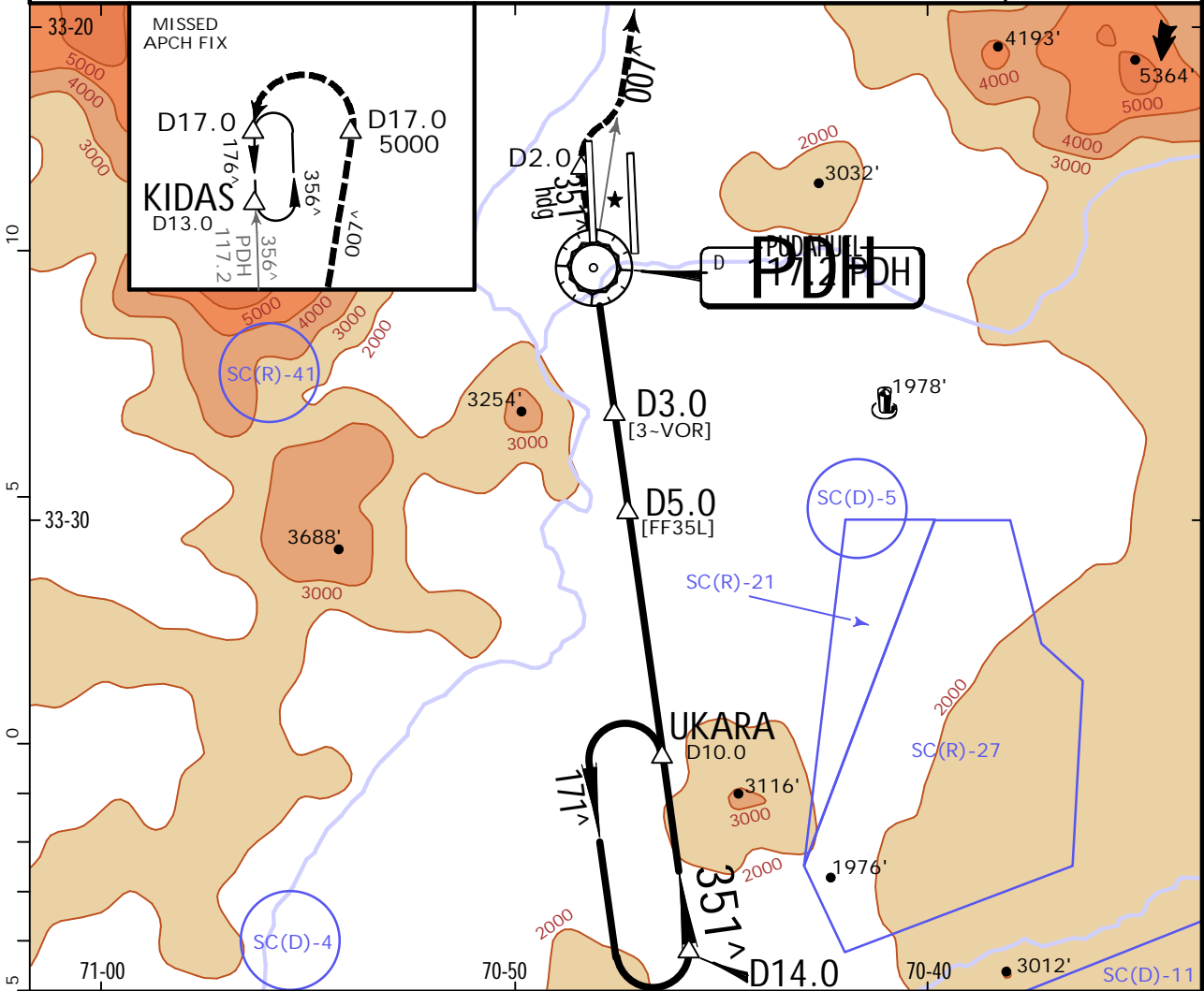


SANTIAGO, CHILE VOR Rwy 35L

ARTURO MERINO BENITEZ INTL 20 MAR 20 (23-3) .Eff.26.Mar.

BRIEFING STRIP™

ATIS 132.1		SANTIAGO Center (APP) (R) 119.7 129.7		SANTIAGO Tower 118.1 118.35		East 122.2	Ground 122.5	West
VOR PDH 117.2	Final Apch Crs 351 [^]	D5.0 3400' (1845')		MDA(H) 1960' (405')		Apt Elev 1555' Rwy 1550'		19,000
MISSED APCH: Climb on heading 351 [^] until D2.0 (North), continue climb to 5000' outbound via PDH VOR R-007 to D17.0 (North), LEFT turn to enter hold between D17.0 and KIDAS or according to ATC clearance.								
Alt Set: hPa		Rwy Elev: 56 hPa		Trans level: By ATC		Trans Alt: 10000'		
1. DME required. 2. Final approach track offset 5 [^] from runway centerline.								MSA PDH VOR



Gnd speed-Kts	70	90	100	120	140	160		REIL PAPI-L	↑	351 [^] hdg	D2.0 PDH (North)
Descent Angle	3.10 [^]	384	494	548	658	768	878				
MAP at VOR or FAF to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53				

STRAIGHT-IN LANDING RWY 35L MDA(H) 1960' (405')

CIRCLE-TO-LAND

A		
B	1.6 km	NA
C		
D	2.0 km	

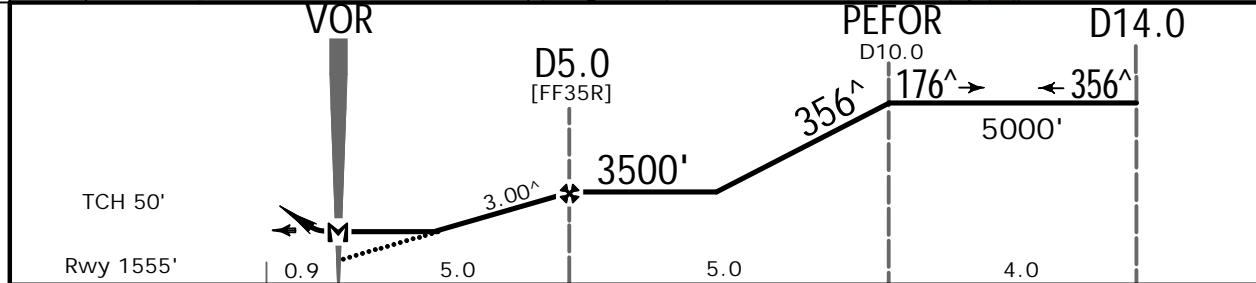
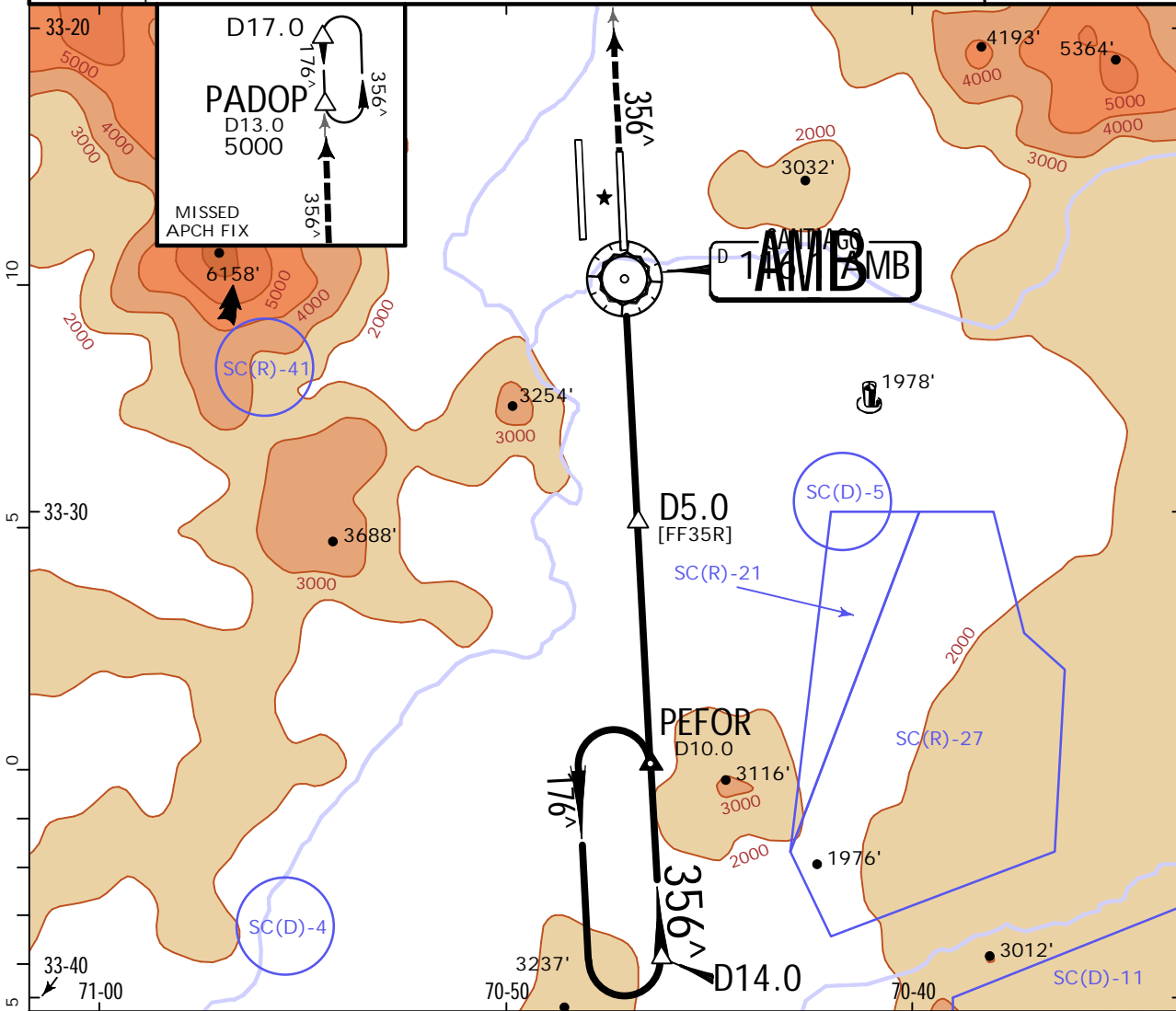
SCEL/SCL



SANTIAGO, CHILE VOR Rwy 35R

ARTURO MERINO BENITEZ INTL 20 MAR 20 (23-4) .Eff.26.Mar.

ATIS 132.1		SANTIAGO Center (APP) (R) 119.7 129.7		SANTIAGO Tower 118.1 118.35		Ground East 122.2 West 122.5	
VOR AMB 116.1	Final Apch Crs 356 [^]	D5.0 3500' (1945')	MDA(H) 1960' (405')	Apt Elev 1555' Rwy 1555'		19,000	
MISSED APCH: Climb to 5000' on heading 356 [^] direct to PADOP and enter hold or according to ATC clearance.							
Alt Set: hPa		Rwy Elev: 56 hPa		Trans level: By ATC		Trans Alt: 10000'	
1. DME required.							MSA AMB VOR



Gnd speed-Kts	70	90	100	120	140	160	SSALS REIL PAPI	5000' ↑	356 [^] hdg	PADOP
Descent Angle 3.00 [^]	372	478	531	637	743	849				
MAP at VOR or FAF to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53			

STRAIGHT-IN LANDING RWY 35R MDA(H) 1960' (405')		CIRCLE-TO-LAND	
ALS out			
A	1.2 km	1.6 km	NA
B			
C	1.6 km	2.0 km	
D			

Chart changes since cycle 10-2020

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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SANTIAGO, (ARTURO MERINO BENITEZ INTL - SCEL)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport SCEL

SUDU..PONPA..PTA..GBE..DIL..VIE..SAVT