

USAGE OF RUNWAYS

- a.- In accordance with the General Traffic Circulation and the wind direction that normally prevails in the TMA Santiago, the runways in use will be RWY 17L and 17R.
- b.- The segregated modality will be applied preferably for RWY use: RWY 17L ARR and RWY 17R DEP, DLY 0600-2200 Local Time. ACFT with Status HOSP and at night, and ACFT with Noise Stage II certification (STAGE 2) are excepted. Other requests from crews will be subject to ATC delays.

AUTHORIZATION FOR IMMEDIATE TAKE-OFF

- Cabin checks must be completed before entering RWY and once authorized to line up, the pilot must be ready for an immediate takeoff.
- The pilot who receives the instruction " Cleared for take-off" must:
- a) If out of RWY, line up immediately and start the takeoff run without stopping the aircraft.
 - b) If aligned in the RWY, start the takeoff without delay.
 - c) If not possible to comply with given instruction, the TWR will instruct: "Take off immediately or vacate RWY" or "Take-off immediately or hold short of RWY".

USE OF RAPID EXIT TWY

In accordance with the stipulated of AIP-CHILE VOL I AD 2.9-11 SCEL point 1.5.1

TRAFFIC PATTERN

ACFT with VFR FPL that departs from the AP shall maintain a maximum after-takeoff ALT of 3,500FT (ATZ upper ALT) until they leave the ATZ or until they are cleared to a higher ALT by the ATC.

When the TWR expects that an aircraft will not complete its IFR APCH or when the flight crews request to perform the published missed APCH procedure, it will proceed as follows:

In IMC or VMC, the TWR will instruct the ACFT to execute the published missed APCH procedure.

GATES

The entrance to the gates will be self-propelled and at minimum power.

FREQUENCY CONGESTION

In order to avoid frequency overload, in the transfer of communications to Santiago TWR, Santiago Ground Control will instruct the aircraft to monitor the tower frequency, not requiring the initial call. Aircraft must wait for tower call to receive departure instructions.