



DAN ANTARTICO 01

CHILE

**DIRECCION GENERAL
DE AERONAUTICA CIVIL**

**AIR OPERATIONS TO
AND FROM THE ANTARCTIC
TERRITORY**

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GENERAL DIRECTORATE OF CIVIL AVIATION
PLANNING DEPARTMENT



DAN ANTÁRTICO 01 “Air operations to and from the Antarctic Territory”

Resolution No. 0892 of October 05, 2018

I.- PURPOSE

Establish the rules of operation that allow State and civil, national and foreign aircraft to operate to and from the Antarctic Territory, especially at the Teniente Marsh and Unión Glaciar Airfields and / or use them as an alternative considering their available infrastructure and services.

II.- BACKGROUND

- a) Law No. 16,752, of 1968, of the Ministry of National Defense, which establishes Organization and Functions and establishes General Provisions to the General Directorate of Civil Aviation and its subsequent modifications.
- b) Law 18,916, of 1990, of the Ministry of Justice and Human Rights, which approves the Aeronautical Code and its subsequent modifications.
- c) Supreme Decree No. 812, of December 28, 1982, of the Ministry of National Defense, which approves the Regulations for Air Traffic Services, DAR 11 and its subsequent amendments.
- d) Supreme Decree No. 128 of December 11, 2006, of the Ministry of National Defense, which approves the Rules of Flight and General Operation Rules, DAR 91 and its subsequent modifications.
- e) Supreme Decree No. 52 of 2002 of the Ministry of National Defense, which approves the Aircraft Operation Regulation, DAR 06 and its subsequent modifications.
- f) Supreme Decree No. 754 of August 29, 2000, of the Ministry of National Defense, which approves the Meteorological Service Regulations for Air Navigation, DAR 03 and its subsequent modifications.

- g) Exempt Resolution No. 0336 of July 6, 2016, of the General Directorate of Civil Aviation, which approves the Eighth Edition of the Air Traffic Services Procedures, DAP 11.
- h) Exempt Resolution No. 01504 of October 29, 2010, of the General Directorate of Civil Aviation, which approves the First Amendment to the Third Edition of the Regulatory Structure Procedure of the DGAC, PRO ADM 02.

III.- MATTER

CHAPTER 1

DEFINITIONS AND ACRONYMS

AERODROME

It is any delimited, terrestrial or aquatic area enabled by the aeronautical authority and intended for the arrival, departure and maneuver of aircraft on the surface.

ISOLATED AERODROME

Isolated airfield. Destination aerodrome for which there is no destination alternate aerodrome suitable for a particular type of aircraft.

STATE AIRCRAFT

They are state aircraft:

- a) The military, understood to be those destined for the Armed Forces or those used in military operations or manned by military personnel in the exercise of their functions, and
- b) Aircraft destined for police or customs services.

AIRPORT AUTHORITY

The authority designated by the General Director of Civil Aviation, responsible for the administration of the aerodrome.

AERONAUTICAL AUTHORITY

The General Directorate of Civil Aviation (DGAC).

COMPETENT AUTHORITY

- a) As for flights over non-jurisdictional waters, the appropriate authority of the State of registration.
- b) Regarding flights over jurisdictional waters and lands, the appropriate authority of the State that has jurisdiction over the overflight territory.

ENVIRONMENTAL POLLUTION

The presence in the environment of any pollutant (physical, chemical or biological), or a combination of them, in places, forms and concentrations, harmful to the health, safety or welfare of the population, or, harmful to plant or animal life, altering the natural conditions of its environment, producing an imbalance and damage to the ecosystem. Generally, the origin of the contamination is in the hand of man.

WILDLIFE

Any wild animal, including mammals, birds, reptiles, amphibians and fish, also domestic animals that are beyond the control of their owners.

ENVIRONMENT

It includes the set of natural, social and cultural values that exist in a place and at a specific time, which influence the life of the human being.

AERONAUTICAL STAFF

One who performs on board aircraft or on the ground, the technical functions of aeronautics, such as the driving, direction, operation and care of aircraft; its clearance, stowage, inspection and repair, air traffic control and the operation of aeronautical stations.

COMMAND PILOT

Pilot designated by the operator or the owner of the aircraft in each air operation, to be in command of the aircraft and be responsible for the safe operation of a flight or part of it.

MANAGEMENT PLAN

Plan to manage activities and protect the value or special values of a specially protected Antarctic zone (ASPA) or a specially managed Antarctic zone (ASMA).

CRITICAL POINT (PC)

It is the point along the route considered the most critical regarding the fuel requirement, with which the plane can proceed to the destination, return to the departure airfield or start a detour to another airport.

POINT OF NO RETURN (PNR)

Point of no return. Last possible geographical point at which the aircraft can proceed both to the destination aerodrome and to an alternate on route aerodrome available for a given flight.

TRANSCONTINENTAL FLIGHTS

Corresponds to flights between South America and Australia and New Zealand, whose route or part of it exceeds 60° South latitude.

INTERCONTINENTAL FLIGHTS

Corresponds to flights between Antarctica and a destination or source outside it, including tourist, scientific or logistic overflights made from Punta Arenas.

INTRACONTINENTAL FLIGHTS

Corresponds to flights that are made within the Antarctic continent.

SPECIALLY PROTECTED ANTARTIC AREAS (ASPA)

Are those geographical or maritime areas intended for the protection of scientific, aesthetic, historical or natural values, or any combination of these, or ongoing or planned scientific research. It will be strictly forbidden to enter a ASPA, except in accordance with a permit issued by the competent authority.

ANTARTIC AREAS SPECIALLY MANAGED (ASMA)

Are those geographical or maritime areas in which activities are carried out or may be carried out in the future. Its designation is based on the purpose of planning and coordination aimed at improving cooperation between the contracting parties, minimizing environmental impacts.

ZOOCENOSIS

Set of animals that coexist in a defined space.

ACRONYMS

ACC	Area Control Center
AFIM	Antarctic Flight Information Manual
AGL	Above Ground Level
ASMA	Specially Managed Antarctic Zone
ASPA	Specially Protected Antarctic Zone
ATC	Air Traffic Control
ATCM	Antarctic Treaty Consultative Meeting
ATS	Antarctic Treaty System

COMNAP	Council of National Antarctic Programs Administrators
EIA	Environmental Impact Assessment
ETD	Estimated take-off time
FIR	Flight Information Region
HLS	Helicopter Landing Site
HSM	Historic site and monument
ICAO	International Civil Aviation Organization
RCC	Rescue Coordinating Center
SAR	Search and rescue service
SCALOP	Standing Committee on Antarctic Logistics Operations
SCAR	Scientific Committee of Antarctic Research
SCGC	Unión Glaciar Airfield
SCRM	Teniente Rodolfo Marsh M. Airfield
TWR	Control Tower
ASPA	Specially protected Antarctic zone
ASMA	Specially managed Antarctic zone

CHAPTER 2

GENERALITIES

The Teniente Marsh Airfield is a public airfield that is located at the “Antarctic Air Base. Pdte. Eduardo Frei M.” of the Chilean Air Force, which is administered and operated by the General Directorate of Civil Aviation (Exempt Resolution DGAC No. 0610 of 06.SEP.1984). The facilities and authorization for other national and foreign air operators to operate at the Teniente R. Marsh Aerodrome, is granted by the Chilean Air Force, for its status as Antarctic State Operator and responsible to the Ministry of Foreign Affairs as a Program driver National Antarctic (DIRANTARTICA), compliance with those operational, environmental and procedures established for the execution of air operations in the area of the Antarctic Treaty, in accordance with the legal regime that prevails for this purpose.

The Antarctic Treaty area is a region dedicated to science, peace and cooperation, being defined as all ice lands and barriers located south of the 60 ° South parallel, without affecting rights over the existing high seas there, nor to territorial claims of the States Parties.

In that context, the States Parties regulate and limit the human presence in the Antarctic, with the purpose of avoiding negative impacts and preserving the existing flora and fauna in that territory, matters that in the aeronautical field are binding with the need to establish guidelines specific and harmonized with the norms and recommendations of the International Civil Aviation Organization - ICAO, which regulate Antarctic air operations, accident prevention and crew behavior, to prevent unwanted environmental impacts.

2.1 APPLICATION

The rules of operation established in this document shall apply:

a) To all aircraft flying in the Antarctic airspace included in the FIRs of Punta Arenas and Easter Island and to or from the national airfields located in the Antarctic Territory.

b) To all aircraft operating in national airfields located in the Antarctic territory.

2.2 AIR TRANSIT REGULATIONS

a) Air operations at the Teniente Marsh and Unión Glaciar Aerodromes (hereinafter SCRM and SCGC respectively), due to their status as Fiscal Aerodromes for public use belonging to the National Antarctic Program of Chile, require prior coordination and special authorizations for government aircraft and Non-governmental, national and foreign operators operate in said aerodromes, proving compliance with the requirements of the aircraft, their crews and the protection of the environment, through the presentation and validation of the respective Initial Environmental Impact Assessment (EIIA).

b) The Office of Notification of the Air Traffic Services (ARO) of the Arturo Merino Benitez Airport, is the agency responsible for processing all requests for entry, overflight and arrival to the national territory of foreign civil aircraft, preparing and disseminating the corresponding document that authorizes the operation in our country.

c) The Air Traffic Services units, which receive a request for entry, arrival or overflight to the country, must forward the request as soon as possible to the ARO of the Arturo Merino Benitez Airport, by any of the means indicated below:

Telegraphic Address (AFS): SCELZPZX SCELAUYY

Phone: (56) 224363227

Facsimile Phone: (56) 226019366

Email address: operations_amb@dgac.gob.cl

d) Requests for authorization to operate in SCRM and SCGC by foreign (governmental) State aircraft are granted by the Ministry of Foreign Affairs through the Chilean Air Force (FACH), which will inform it through the channels officers to the General Directorate of Civil Aviation (DGAC), extension of details indicated in Annex "B".

e) Requests for authorization to operate in SCRM and SCGC of private or commercial aircraft for non-governmental purposes are submitted to the General Directorate of Civil Aviation, through the Office of Air Traffic Services (ARO) Notification of the Airport Arturo Merino Benítez (point 2.2, letter b), extension of details indicated in Annex "C".

f) The operation of aircraft may cause disturbances that affect changes in the behavior, physiology and successful reproduction of wildlife, especially at the time of reproduction in which they are found, therefore, crews must comply with the provisions arising from The Antarctic Treaty consultative meetings, for this purpose, can consult the following sources:

- Antarctic Flight Information Manual (AFIM), is a manual to operate in the Antarctic, whose access can be consulted through the www.comnap.aq/miscpages/SitePages/AFIM.aspx page.

- Dissemination of "Restricted Aerial" in Antarctica, under the responsibility of the Chilean Antarctic Institute, can be consulted through the website www.inach.cl. Address Plaza Muñoz Gamero 1055 of the city of Punta Arenas, Phone 56-61-2298100, Fax 56-61-229814, email: inach@inach.cl

- Wildlife Awareness Manual, edited by the Environmental Research and Assessment, to learn about Antarctic wildlife protection measures, which can be found on the website www.era.gs.

g) In flight planning and according to the route to be flown, the restrictions stipulated in the ASPA / ASMA should be considered.

h) After compliance with the environmental and operational requirements and the coordination with the Government Agencies, air operations to and from the SCRM airfield will be subject to specific itineraries according to the prevailing traffic, with the purpose of granting airport services, of infrastructure and additional assistance.

CHAPTER 3

OPERATION

3.1 OPERATIONAL PROVISIONS

a) The SCRM airfield is an “Isolated Aerodrome” of permanent operation. The SCGC airfield is of temporary operation and activation only in summer time. In both cases, overflights are carried out over a large oceanic area, which is normally affected by meteorological phenomena that affect Antarctic air operations, so that, in terms of operational prevention, the following should be considered:

1. Crews operating aircraft of lesser autonomy must enter a “Point of No Return” in their flight plan to a national Antarctic airfield.
2. Assume that air operations to and from the Antarctic Territory are complex, so it is necessary to increase the operational and meteorological analyzes of the route to be flown in matters of “Risk Management”, to determine the degree of acceptable risk in relation to the air operation to be undertaken, in an acceptable safety framework.
3. Perform meteorological analyzes that allow you to safely approach and land at the destination and alternative aerodrome that you have defined, in accordance with the aircraft's performance and operating restrictions.
4. Crews and aircraft flying to the Antarctic Territory from Chile must comply with the requirements established by the DGAC.

b) The pilot in command who operates to and from the SCRM and SCGC airfields, must enter in his flight plan, a point at which if it is not possible to continue the flight to the projected destination, he can proceed to his alternate aerodrome in route or return to your departure airfield.

c) Any air operator that considers the SCRM and SCGC aerodromes as alternative route airfields, must enter in its flight plan, the hours between which it could be used as an alternative in the event of a failure or other reason.

d) Any air operator that considers the SCRM and SCGC aerodrome as the destination alternative airport, must enter in its flight plan, the estimated time of entry and exit of the route alternative use segment, in which it could use it as an alternative of destination for your flight.

e) Flights over specific areas of Antarctica, in which there is no VHF coverage with any control unit, must keep listening at TIBA 129.7 MHz.

f) Flight Plans bound for the Antarctic Territory from any Aerodrome in the country, must be submitted to the corresponding Air Traffic Services units, 72 hours in advance of their estimated take-off, for internal coordination purposes, to the next addressing:

AFTN: SCELZOZX; SCELZPZX; SCIPZRZX; SCIPZPZX.

Email: operations_amb@dgac.cl FAX: N° (56) - 2 - 26019366.

g) Together with the presentation of the Flight Plan according to what is indicated in letter d), the previously required documents must be presented duly certified to operate towards the Antarctic.

h) The authorizations corresponding to the State aircraft are granted by the Ministry of Foreign Affairs through the Chilean Air Force (FACH), which reports through the official coordination channels to the DGAC.

3.2 OPERATIONAL LIMITATIONS IN THE SCRM AERODROME

a) The SCRM airfield has airport infrastructure and aids to air navigation, together with Air Traffic Services (ATS), Meteorological Services (MET), Rescue and Fire Extinguishing Services (SSEI) and Search and Rescue Service (SAR) according to your category. Notwithstanding the above, the capabilities to respond in a timely manner to an emergency landing or other contingency of flight outside the airfield are limited.

b) The “Charlie” aircraft parking platform has a reduced capacity for aircraft parking (Maximum 4 aircraft of type C-130), which restricts operations to and from the aerodrome, coordinating between users and users. organizations involved (DGAC / FACH).

c) Fuel supply is not available. Likewise, there is no ramp service availability (Loading and unloading, auxiliary power unit, etc.) Any requirements must be previously coordinated with the Chilean Air Force.

d) Considering the SCRM aerodrome as an alternative aerodrome (Route / Destination) demands from the previous coordinators that allow the corresponding evaluations among the organizations involved.

3.3 OPERATIONAL LIMITATIONS IN THE SCGC AERODROME

a) The SCGC Aerodrome does not have airport infrastructure or air navigation aids, managed and operated by the General Directorate of Civil Aviation of Chile.

b) The approach to the runway of the SCGC Aerodrome is visual and has no lighting.

c) The operating hour is HJ.

d) The Air Traffic Services (ATS) and Meteorological Services (MET) at the SCGC Aerodrome can be provided by the General Directorate of Civil Aviation only when the Chilean Scientific Polar Station is activated in Glacier Union, between the months of November and December of each year.

e) There are no Fire Rescue and Extinction Services (SSEI) administered and operated by the General Directorate of Civil Aviation of Chile, to respond in a timely manner to an emergency landing or other flight contingency in the vicinity of the aerodrome.

f) The Search and Rescue Service (SAR) is managed and operated by the Chilean Air Force.

g) Fuel supply is not available at SCGC.

h) There is no availability of ramp services for loading and unloading, auxiliary power unit, electric car and others, which could eventually be provided by the Air Force or another Air Operator, when they activate the Chilean Scientific Polar Station in Glacier Union o Tourist Service Camp in place.

i) To consider the SCGC aerodrome as an alternative aerodrome (Route / Destination), the applicants demand the execution of prior coordination to evaluate among organizations involved, the feasibility of operating and receiving the Air Traffic Services (ATS) and Meteorological Services (MET) at the SCGC Aerodrome.

j) There is no platform for aircraft parking, which restricts operations to and from the SCGC airfield, and coordination between users with the General Directorate of Aviation and the Chilean Air Force must be extreme.

3.4 LOCAL FLIGHTS AT THE TENIENTE MARSH AERODROME (SCRM)

In the following cases, local flights will not be authorized at the Teniente Marsh Aerodrome (SCRM):

a) When an aircraft that goes to SCRM has exceeded a point on its route from which it is not possible to return to its departure aerodrome or go to its alternative route aerodrome.

b) While an aircraft that has taken off from SCRM has not passed a point on its route, from which it must obligatorily continue its flight to the destination aerodrome or go to its alternate route or destination aerodrome.

c) When an emergency of any aircraft occurs, which compromises the use of the capabilities of the SCRM airfield.

d) While an aircraft that has considered the SCRM aerodrome as an on route alternative, is flying within the route alternative use segment and has not crossed the point from which it can no longer use the SCRM aerodrome.

- e) The runway is occupied by an aircraft parked on it.
- f) Helicopter flights and take-off or landings due to SAR or EVACAM operations are excluded.

3.5 COORDINATIONS

a) Domestic or foreign air operators, for commercial or non-commercial purposes, who wish to carry out possible operations or for predetermined periods towards the Antarctic territory, must submit a request to the ARO Office of the Arturo Merino Benitez Airport, with the following information:

- 1) Place and date of issuance of the application.
- 2) Name of the operator or aerospace company.
- 3) Postal or telegraphic address.
- 4) Nationality of the company or operator.
- 5) Type of aircraft.
- 6) Registration of the aircraft.
- 7) Name of the pilot / license / ratings / nationality.
- 8) Number of crew and passenger ratio.
- 9) Purpose of the flights.
- 10) Date of entry and exit of the national territory.
- 11) Time spent in the Antarctic territory.
- 12) Base of operation (s) in the Antarctic territory.
- 13) Communications system to be used (VHF-HF).
- 14) Survival equipment appropriate to the route and area to operate.
- 15) Aircraft insurance and passenger seats. (Commercial aircraft only).
- 16) Program of activities in Antarctic territory, indicating dates of operations.
- 17) Environmental Impact Assessment (EIA), pending or duly certified.
- 18) Coordination with Chilean Government Organizations, for life support and logistic support, in process or duly certified, if warranted.
- 19) Name and signature of the person who represents the applicant and is responsible for the request.

b) When said operators require the facilities of the Chilean Air Force for the purposes of logistical support or life support, they must coordinate with:
 General Staff, Operations Management, Antarctic Division Phone: (56 - 2) 29765226/29765260, FAX (56 - 2) 29764552
 Address: Ave. Pedro Aguirre Cerda No. 5500, 13th floor, Building DELPHOS
 Comuna Los Cerrillos, Santiago, Chile.
 Email address: division.antartica@fach.mil.cl

c) Domestic or foreign air operators, for commercial purposes, who wish to operate towards the Antarctic territory, must coordinate in advance with the JAC, the required documentation.

d) To be able to execute a flight to Antarctic territory, private national aircraft must request in the Antarctic Directorate (DIRANTÁRTICA) of the Ministry of Foreign

Affairs of Chile, the environmental validation of the activity to be undertaken and the authorization of the operation based on Your national Antarctic authority.

e) Domestic or foreign air operators, for commercial or non-commercial purposes, must prepare an Environmental Impact Assessment (EIA), according to the stipulated formats, to the Operational Committee dependent on the Environmental Department based in Punta Arenas (<http://eaa.mma.gob.cl/comite-operativo/>), for the evaluation of the environmental impact on the Antarctic Environment, which will be analyzed and approved by the aforementioned environmental authority.

f) Foreign air operators for commercial or non-commercial purposes that have prepared and obtained approval of their Environmental Impact Assessment by environmental authorities of their country of origin, must submit it to the Chilean Ministry of Foreign Affairs for their respective validation.

g) After the presentation of the Flight Plan and the relevant documentation to the relevant Organizations (Min. RR.EE., FACH and DGAC), the hours involved and the already coordinated air traffic will be evaluated, giving the operator an operation window according to its estimated takeoff and within which, the operator must adjust its itinerary. In the event of any variation of the DTE or cancellation of the Flight Plan, the operator must inform the DGAC as soon as possible, to coordinate the new requirements and authorizations.

IV.- VALIDITY

This Aeronautical Standard will enter into force as of the date of the Approving Resolution.

ANNEX "A"

LINKS OF RELATED ORGANISMS

- a) **Ministry of Foreign Affairs, Directorate of Antarctica**
Address: Teatinos 180, 5th floor, Santiago
Telephones: (56) 228274378 / (56) 228274663
(<http://www.minrel.gob.cl/minrel/site/edic/base/port/antartica.html>)
- b) **Regional Ministry of Environment**, XII Región de Magallanes y de la Antártico Chilena, Punta Arenas headquarters.
Operational Committee for the Evaluation of the Environmental Impact on the Antarctic Environment.
(<http://eaa.mma.gob.cl/comite-operativo/>)
(<http://eaa.mma.gob.cl/proyectos-ambiental>)
- c) **Chilean Air Force, General Staff** (Operations Division, Antarctic Division):
Email: (division.antartica@fach.mil.cl)
Address: Avenida Pedro Aguirre Cerda No. 5500, Comodoro Arturo Merino Benítez Building, Los Cerrillos, Santiago.
Telephones: (56) 229765226/229765260
- d) **General Directorate of Civil Aviation, Arrivals and Overflights**, Antarctic Operation
(<https://www.dgac.gob.cl/form-de-autorizacion-overflight-and-landing-clearance/>)
- e) **Operations Office (ARO), of the Arturo Merino Benítez Airport**
Email: (operations_amb@dgac.gob.cl)
Telegraphic Address (AFS): SCELZPZX SCELAUYYX
Phone: (56) 224363227 Facsimile Phone: 226019366

ANNEX "B"

ANTARCTIC OPERATIONS OF CHARACTER "GOVERNMENT"

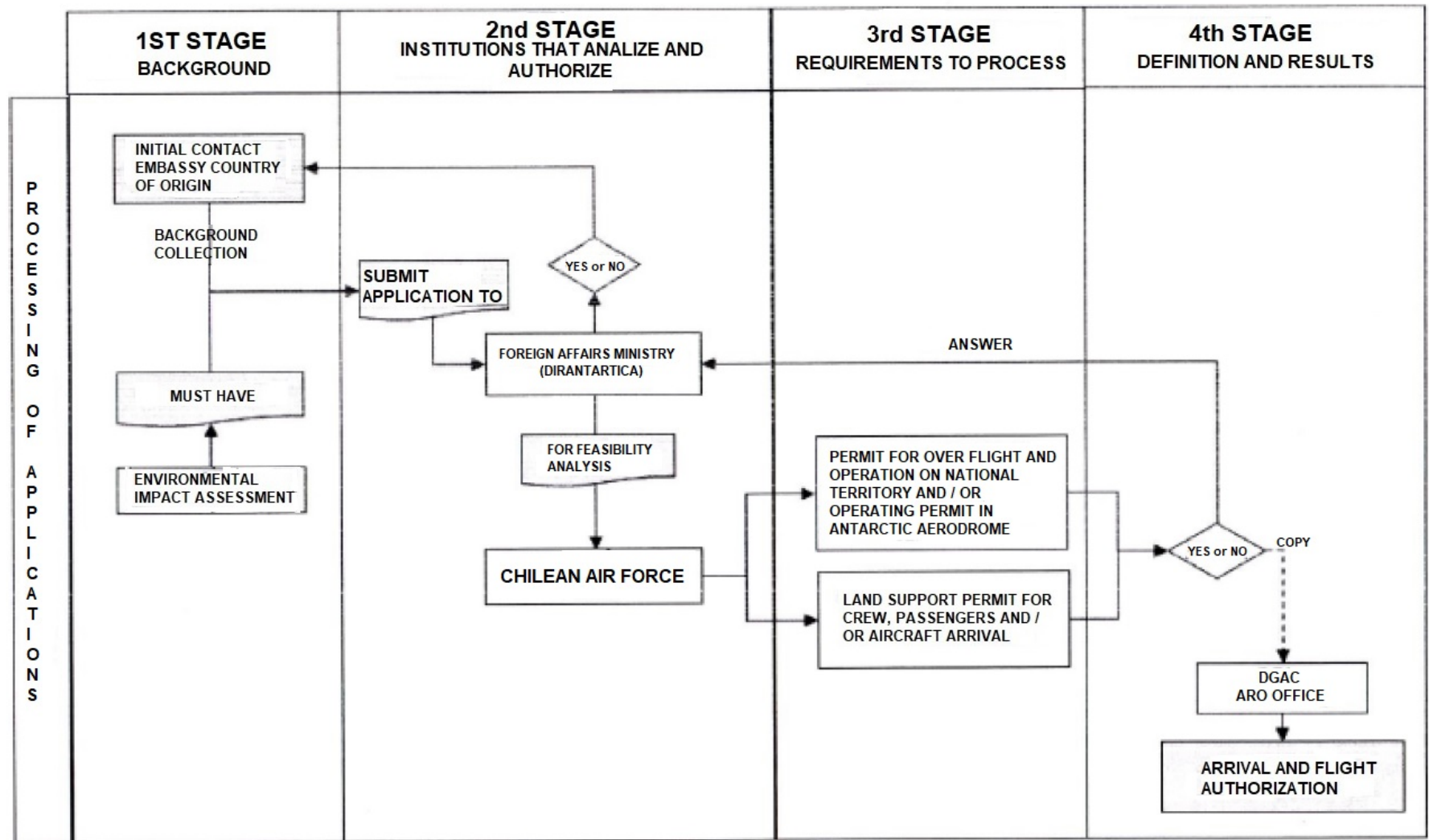
“STATE AIRCRAFT AND NATIONAL / FOREIGN ANTARCTIC PROGRAMS, PROCEDURES PRIOR TO THE APPLICATION FOR THE FLIGHT AND ABOVE AUTHORIZATION OF THE DGAC.”

State aircraft and those belonging to Antarctic Programs that must carry out Government activities in the Antarctic Territory, will apply the following:

- a) Being a “GOVERNMENT” activity, applications and authorizations for the air operation must be managed 20 days before the date of the flight, between the Ministries of Relations of the country of origin and Chile.
- b) State aircraft or belonging to Antarctic Programs that begin operations towards the Antarctic Territory from Chile, must present the certificate of approval of the Environmental Impact Assessment (EIA), issued by the authorities of the country of origin for said activity, for knowledge and validation by the Antarctic Directorate of the Ministry of Foreign Affairs of Chile.
- c) Overflight and landing permits in the national territory, such as the assignment of operating windows for the use of AD. "Tte. Marsh" or "Union Glacier", as well as the support required for the crews, passengers and aircraft once arrived, will be coordinated between the Directorate of Antarctica and the Air Force. Regarding the presentation of the Flight Plan, it must be submitted at least 72 hours in advance, with respect to the estimated take-off time.
- d) The Air Force, once the overflight and landing request in national territory or the operation window request for the use of ADs has been analyzed. "Tte. Marsh" or "Union Glacier", will inform the Directorate of Antarctica and the DGAC (In case of overflight and landing in the national territory), the corresponding permits, as well as the restrictions or considerations that have been established for this purpose.

For your best understanding, the following is a scheme for processing applications:

PROCEDURES FOR AUTHORIZATION OF "GOVERNMENT TYPE" ANTARCTIC AIR OPERATIONS



ANNEX "C"

ANTARCTIC OPERATIONS OF "NON-GOVERNMENTAL" TYPE

"NON-COMMERCIAL, NATIONAL / FOREIGN CIVIL AIRCRAFT, PROCEDURES PRIOR TO THE APPLICATION FOR OVERFLIGHT AUTHORIZATION AND UP OF THE DGAC."

- a) Those interested are national or foreign natural or legal persons, they should know that the national authorities responsible for authorizing activities in the Antarctic Territory will require having the following background before authorizing the "Arrival and Overflight to Antarctica":
 - 1) You must submit to the DGAC the "Request for Arrival and Overflight to the Antarctic Territory" and obtain the requirements that will be required for the air operation.
 - 2) Consider that the activity and undertaking must with an Initial Environmental Impact Assessment (EIIA), submitted to the opinion and resolution of the environmental authority of the country of origin of the interested party.
 - 3) Have an "Appropriate Contingency Plan for air activity".
 - 4) Comply with the requirements for Crews and Aircraft of the National Aeronautical Authority.
- b) Request in writing to the Directorate of Antarctica (DIRANTÁRTICA) of the Ministry of Foreign Affairs the "Permission for Operation" of the air activity that is intended to be carried out in the Antarctic Territory from Chile. Said application must preferably be submitted 6 months before the estimated date for the execution of the activity, attaching the following information, plus any other antecedents deemed relevant:
 - 1) Letter addressed to the Director of Antarctica of the Ministry of Foreign Affairs of Chile explaining the activity that is intended to be carried out, the manner in which the objectives of the National Antarctic Policy are met and if the project has any international component.
 - 2) Detail of the participants that are natural or legal persons and in the latter case, detail those responsible for the activity. The above should consider experience in similar activities.
 - 3) Detailed schedule of the activity to be carried out.
 - 4) Logistic supports that you own or require of them.
 - 5) Appropriate Contingency Plan and arrangements for health, safety, search and rescue, medical care and evacuation.
 - 6) Insurance committed in the case that they have them, not being mandatory, but recommended, for the risks that an activity in Antarctica means.
 - 7) Attach the Initial Environmental Impact Assessment for the activity to be carried out in the Antarctic Territory.

Once the background is received, the Antarctic Directorate will coordinate with those Organizations whose intervention may be required and will have 30 days to notify the interested parties, if the project meets the initial requirements to be provisionally authorized by the Ministry of Foreign Affairs.

- d) Request in writing to the General Staff of the Chilean Air Force 30 days in advance the permits indicated below, considering informing the state of the previous procedures that have been carried out:
 - 1) "Permission for Operation in Antarctic Aerodrome".
 - 2) "Ground support permit for the Crew, Passengers and / or aircraft on arrival" at the Antarctic Aerodrome.
- e) It will submit to the validation of the Chilean National Aeronautical Authority the requirements that the Crew and Aircraft must meet to operate in the Antarctic Territory.
- f) Having obtained the respective approvals and authorizations, you must attach the relevant documentation to the ARO Office of the Arturo Merino Benítez Airport (operations_amb@dgac.gob.cl).
- g) Once the authorization has been obtained by the DGAC, the respective Flight Plan must be presented at least 72 hours in advance, with respect to the estimated take-off time.

For your best understanding, then, a scheme to process the authorization is disclosed:

PROCEDURES FOR AUTHORIZATION OF "NON GOVERNMENT TYPE" ANTARCTIC AIR OPERATIONS

