

**DAN ANTÁRTICO 01**



**CHILE**

**DIRECCIÓN GENERAL  
DE AERONÁUTICA CIVIL**

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

REVISION HISTORY  
DAN ANTÁRTICO 01

EDITION N°	AMENDMENT N°	SECTION REVIEWED		ESTABLISHED BY	
		CHAPTER	SECTION	EXEMPT RESOLUTION	DATE
1		All	All	0628	AUG/06/2018
1	1	3	3.5	0892	OCT/05/2018
1	2	3	3.5	0876	SEP04/2019
2		All	All	04/3/0148/1627	SEP/05/2019
2	1	3	3.6	2039	09/OCT/2024

**EXEMPT N° 04 / 3 / 0148 / 1627 /**

**SANTIAGO, SEP.05.2023**

**GENERAL DIRECTORATE OF CIVIL AVIATION RESOLUTION**

**I. HAVING REGARD TO:**

- a) Law N° 16.752, of 1968, which establishes Organization and Functions and establishes General Provisions to the General Directorate of Civil Aviation and its subsequent modifications.
- b) Law N° 19.880, of 2003, which establishes the Basis for the Administrative Procedures which govern the Acts of the Bodies of State Administration.
- c) Law N° 21.255, of 2020, which establishes the Chilean Antarctic Statute.
- d) Decree N° 1, dated January 06, 2021, of the Ministry of National Defense, which appoints the Aviation General, Mr. Raúl Ernesto Jorquera Conrads, as Director General of Civil Aviation as of December 14, 2020.
- e) Resolution N°7, of March 26, 2019, of the Comptroller General of the Republic, which establishes exemption norms for the preliminary check.
- f) Exempt resolution N° 0628, of August 06, 2018, which approves the First Edition of the Aeronautical Regulation Air Operations To and From the Antarctic Territory, DAN Antártico 01.

**II. WHEREAS:**

- 1) The need to update the norm as per new dispositions established in Law N° 21.255 "Chilean Antarctic Statute", with the purpose that aeronautic operations to and from the Antarctic Territory, as well as those carried out in the same territory, adapt to new demands; and
- 2) The official document EMGFA. SEC. "P" N° 3201-21989/24166, December 20, 2022, of the General Staff of the Chilean Air Force, stating its satisfaction with the amendment proposed to the Aeronautical Norm Air Operations To and From the Antarctic Territory, DAN Antártico 01.

**III. BE IT RESOLVED:**

1. **APPROVE**, Aeronautical Norm Air Operations To and From the Antarctic Territory, DAN Antártico 01.
2. **REVOKE**, Exempt resolution N° 0628, of August 06, 2018, which approved the First Edition of the Aeronautical Regulation Air Operations To and From the Antarctic Territory, DAN Antártico 01.

Let it be published, recorded and notified, (sig.) RAÚL JORQUERA CONRADS, Aviation General, General Director of Civil Aviation. (sig.) Carlos Tabilo Silva, Aviation Colonel (A), Director of Planning.



**DIRECCIÓN GENERAL DE AERONÁUTICA CIVIL**  
**DIRECCIÓN GENERAL**

**OBJ.:** Establece disposición transitoria en la Norma Aeronáutica "Operaciones Aéreas hacia y desde el Territorio Antártico" DAN Antártico 01 aprobada por Resolución exenta N° 04/3/0148/1627, de fecha 05 de septiembre de 2023, de la DGAC.

**EXENTA N° 2039**

**SANTIAGO, 9 de octubre de 2024**

**RESOLUCIÓN DE LA DIRECCIÓN GENERAL DE AERONÁUTICA CIVIL**

**VISTOS:**

Lo dispuesto en el DFL N° 1-19.653, de 2000, que Fija Texto Refundido, Coordinado y Sistematizado de la ley N° 18.575, Orgánica Constitucional de Bases Generales de la Administración del Estado; la Ley N° 18.916, Código Aeronáutico; la Ley N° 16.752 que Fija Organización y Funciones y establece Disposiciones Generales a la Dirección General de Aeronáutica Civil; la ley N° 19.880, de 2003, que Establece Bases de los Procedimientos Administrativos que rigen los actos de los Órganos de la Administración del Estado; el Decreto Supremo N° 52 de 2002, del Ministerio de Defensa, que aprueba Reglamento Aeronáutico, "Operaciones Aéreas", DAR 06; la Resolución N° 7, de fecha 26 de marzo de 2019, de la Contraloría General de la República, que fija normas sobre Exención del Trámite de Toma de Razón; la Ley N° 21.255 "Estatuto Chileno Antártico"; la Resolución exenta N° 04/3/02404/2365 de fecha 07 de diciembre de 2023, que aprobó la Norma Aeronáutica Operaciones internacionales de empresas aéreas extranjeras hacia y desde el territorio de Chile (requisitos técnicos operativos), DAN 129; la Resolución exenta N° 04/3/01481627, de fecha 05 de septiembre de 2023, que Aprueba la Norma Aeronáutica "Operaciones Aéreas Hacia y Desde el Territorio Antártico", DAN Antártico 01.

**CONSIDERANDO:**

1. Que, con fecha 07 de diciembre de 2023, se dictó la Resolución exenta N° 04/3/02404/2365 de fecha 07 de diciembre de 2023, que aprobó la Norma Aeronáutica Operaciones Internacionales de empresas aéreas extranjeras hacia y desde el territorio de Chile (requisitos técnicos operativos), DAN 129.
2. Que, la norma citada anteriormente modificó la versión de la DAN 129 vigente desde el año 2019, introduciendo, entre otras, las siguientes disposiciones:

*129.007 Cumplimiento adicional reglamentario dentro del Estado de Chile*

*(b) Todo operador aéreo extranjero que opere hacia y desde el territorio de Chile; deberá demostrar a la DGAC que todas las aeronaves no exceden los niveles de*

emisión de ruido establecidos en el Anexo 16, Volumen I, Capítulo 4 de OACI o su equivalente Etapa 4 del FAR 36 Sección 36.103 "Noise Limits" según corresponda.

*129.201 Solicitud de operación hacia y desde el territorio de Chile*

*El operador aéreo extranjero, deberá realizar sus operaciones de acuerdo con sus especificaciones operativas. El operador aéreo extranjero en la solicitud de Arribo y Sobrevuelo deberá indicar los contactos directos con la Autoridad Aeronáutica Civil de su Estado, para validar la vigencia de su AOC y EE.OO.*

*(a) El solicitante de una autorización de operador aéreo extranjero no regular sin AOCR, solo podrá entrar y salir del territorio chileno (no puede efectuar cabotaje) y deberá iniciar el proceso de autorización mediante el envío de forma electrónica de la "Solicitud Arribo y Sobrevuelo" publicada en la página web [www.dgac.gob.cl](http://www.dgac.gob.cl) Link "SERVICIOS ONLINE" Autorización de Arribo y Sobrevuelo a Territorio Chileno (Overflight and Landing Clearance).*

3. Que, si bien la norma entró en vigencia in actum ésta no consideró una disposición transitoria para el Territorio Antártico ni para los explotadores aéreos que mantengan contratos o colaboren con las actividades de los operadores antárticos estatales definidos en la Ley N° 21.255, que establece el Estatuto Chileno Antártico, esto es, "toda institución u organismo público, que organiza y desarrolla actividades operativas, logísticas, científicas o tecnológicas, a ser ejecutadas en la Antártica, contando con las autorizaciones prescritas en esta ley, entre los cuales se entienden el Instituto Antártico Chileno, dependiente del Ministerio de Relaciones Exteriores, y las instituciones de las Fuerzas Armadas, dependientes del Ministerio de Defensa Nacional".
4. Que, en efecto la DAN 01 Antártico, regula las operaciones aéreas hacia y desde el Territorio Antártico en armonía con las disposiciones de Ley N° 21.255 precitada, que entre otros, tiene por objeto establecer los principios conforme a los cuales el Estado de Chile, a través de los órganos competentes, conduce la política antártica y ejerce sus competencias en materia antártica, reconoce el ejercicio de soberanía chilena con pleno respeto a las normas del Derecho Internacional en dicho territorio y establece una serie de exigencias, requisitos y autorizaciones para la realización de actividades gubernamentales y no gubernamentales.
5. Que, atendido lo anterior, y por razones de soberanía, de política antártica nacional y de certeza jurídica es necesario dar continuidad a los servicios aéreos de aquellos explotadores aéreos nacionales y extranjeros, que colaboren con el transporte de pasajeros y carga en el Territorio Antártico Chileno en relación a las actividades que desarrollan los operadores antárticos estatales definidos de la Ley N° 21.255.

**RESUELVO:**

Incorpórese la siguiente disposición transitoria en la Norma Aeronáutica "Operaciones Aéreas hacia y desde el Territorio Antártico" DAN Antártico 01 aprobada por Resolución exenta N° 04/3/0148/1627, de fecha 05 de septiembre de 2023, de la Dirección General de Aeronáutica Civil:

### **“3.6 DISPOSICIÓN TRANSITORIA:**

*Para aquellas operaciones aéreas del transporte aéreo realizadas por explotadores que colaboren de manera directa o indirecta con las actividades de los operadores antárticos estatales definidos en el artículo 5° de la Ley N° 21.255, que establece el Estatuto Chileno Antártico, entre el Aeropuerto Presidente Carlos Ibáñez del Campo de Punta Arenas desde y hacia el Territorio Antártico Chileno, así como aquellas operaciones aéreas de entrada o salida del país a través del indicado aeropuerto, según sea el caso, los requisitos de niveles de emisión de ruido establecidos en el Anexo 16, Volumen I, Capítulo 4 de OACI o su equivalente Etapa 4 del FAR 36 Sección 36.103 “Noise Limits”; y la limitación para los operadores extranjeros de realizar cabotaje, serán exigibles a partir del 1 de septiembre del año 2029.*

*Para verificar el cumplimiento del requisito de ser un colaborador directo o indirecto de un operador estatal, el explotador aéreo deberá presentar a la DGAC los antecedentes que así lo acrediten en forma previa a la obtención de las autorizaciones establecidas en la presente norma aeronáutica.”*

Anótese, comuníquese y publíquese en el Diario Oficial.



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**PURPOSE**

To establish the necessary provisions for safe and coordinated air operations at the Teniente Rodolfo Marsh Martin (SCRM) and Glaciar Union (SCGC) Aerodromes in compliance with the dispositions established by Law N° 21.255 "Chilean Antarctic Statute".

## CHAPTER 1

### DEFINITIONS AND ACRONYMS

#### 1.1 Definitions

##### **AERODROME**

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

##### **ISOLATED AERODROME**

Destination aerodrome for which there is no alternate destination aerodrome suitable for a specific type of aircraft.

##### **PUBLIC AERODROME**

An aerodrome open for public use of air navigation.

##### **AIRCRAFT**

Any vehicle suitable for transporting people or goods and destined for displacement through the air space, which is supported in flight by reactions of the air and is separated from the ground.

##### **STATE AIRCRAFT**

- (a) Military aircraft, that is, aircraft destined for the Armed Forces or that are used for military operations or manned by military personnel in the exercise of their functions; and
- (b) Aircraft destined for police or customs services.

##### **ANTARCTIC OR ANTARCTIC CONTINENT**

It encompasses all firm land, ice masses and barriers, and islands located south of 60°S latitude and the Southern Ocean that surrounds it, notwithstanding the limits established by the Antarctic Treaty on Environmental Protection and the Convention for the Conservation of Antarctic Marine Living Resources, and any other international agreement relevant to the area.

##### **ANTARCTIC SPECIALLY PROTECTED OR MANAGED AREAS**

Maritime or land areas, including ground or underground, designated as such by the Consultative Parties in compliance with Annex V of the Protocol on the Antarctic Treaty on Environmental Protection.

##### **AERONAUTICAL AUTHORITY**

General Directorate of Civil Aviation (DGAC)

##### **EVALUATION OF THE ENVIRONMENTAL IMPACT OF ANTARCTIC ACTIVITIES**

Scientific, technical and administrative procedure destined to determine any impact on the Antarctic environment or on dependent or connected ecosystems provoked by activities or projects planned to be developed in the Antarctic by a competent authority.

## **FAUNA**

Mammal, bird or invertebrate native to the Antarctic or present there seasonally due to natural migrations.

## **FLORA**

Any type of land or aquatic vegetation, including lichens, fungi and algae in any stage of their vital cycle (including seeds and other propagators) native to the Antarctic.

## **RISK MANAGEMENT**

Process consisting of the administration, identification, analysis and risk elimination and/or mitigation to an acceptable level, of dangers that threaten the capacities of an aeronautical services provider.

## **DETRIMENTAL INTERFERENCE**

A detrimental interference should be understood as:

- (a) Flight or landing of helicopters and other aircraft in a way that interferes with concentrations of existing fauna.
- (b) Utilization of vehicles or vessels, including hovercraft and small vessels, in a way that interferes with concentrations of existing fauna.
- (c) Use of explosives and firearms in a way that interferes with concentrations of existing fauna.
- (d) Intended interference of breeding and birds molting or interference with concentrations of birds and seals prorogued by a person on foot.
- (e) Significant damage of concentrations of native land plants by the landing of aircraft, driving of vehicles, walking over these plants or by any other means.
- (f) Any activity producing an important negative modification of the habitat of any native species or population of mammals, birds, plants or invertebrates. All considered, it will not be deemed a detrimental interference the flight or landing of helicopters and aircraft, or the use of vehicles or vessels in an emergency situation which requires to prioritize the safety of passengers or crew.

## **ENVIRONMENT**

Global system constituted by sociocultural, natural and artificial elements of physical, chemical or biological nature, and their interactions in constant change due to human action or nature and which conditions the existence and development of life in its multiple manifestations.

## **ANTARCTIC OPERATOR**

Any natural or legal person, institution or organism, governmental or non-governmental, which organizes activities that will be performed in the Antarctic Treaty area. An operator does not include a natural person who is an employee, contractor, subcontractor or agent, or who is at the service of a natural or legal person, governmental or non-governmental, who organizes activities that will be performed in the Antarctic Treaty area, and does not include a legal person who is a contractor or subcontractor that works on behalf and to the order of a state operator.

**STATE ANTARCTIC OPERATOR**

Any institution or public body which organizes and develops operational, logistic, scientific or technological activities that will be developed in the Antarctic with the appropriate authorizations as prescribed in this law, including the Chilean Antarctic Institute, dependent of the Ministry of Foreign Affairs, and the Armed Forces institutions, dependent of the Ministry of National Defense.

**PILOT IN COMMAND**

Pilot designated by the operator to be in command and to be responsible for the safe operation of a flight.

**FLIGHT PLAN (FLP)**

Detailed information that, in relation to a projected flight or part of the flight of an aircraft, is subject to air transit services units.

**POINT OF NO RETURN (PNR)**

Last possible geographic point from which the aircraft can reach the destination aerodrome as well as an enroute alternate aerodrome for a particular flight.

**SEARCH AND RESCUE REGION (SAR)**

It is the region where the State of Chile, through its institutions, is responsible for providing search and rescue services in line with applicable international treaties.

**OPERATIONAL SAFETY**

A state in which risk of personal injuries or damages to goods, is reduced and maintained to acceptable levels or below them, through a continuous process of identification of dangers and risk management.

**MANAGEMENT SYSTEM FOR OPERATIONAL SAFETY**

A systemic approach to operational safety management which includes the organic infrastructure, responsibility lines, policies and necessary procedures.

**ANTARCTIC TREATY SYSTEM**

The Antarctic Treaty System is composed by:

- (a) The Antarctic Treaty was signed in Washington in December 1, 1959, its Protocol on Environmental Protection signed in Madrid in October 4, 1991, and prevailing Recommendations, Measures, Decisions and Resolutions approved in Consultative Meetings of the Antarctic Treaty; and
- (b) The Convention for the Conservation of Antarctic Seals signed in London in December 28, 1972; and the Convention for the Conservation of Live Marine Antarctic Resources signed in Canberra in September 11, 1980 and prevailing Measures agreed by the Commission on the later.

**CHILEAN ANTARCTIC TERRITORY**

Every land, island, islet, reef, glacier (pack-ice) and other, known and to be known, existing within the limits of the ice cap formed by the meridian 53° west of Greenwich and 90° west of Greenwich, in compliance with Supreme Decree N° 1.747, of 1940 of the Ministry of Foreign Affairs.

Moreover, the Chilean Antarctic or Chilean Antarctic Territory is formed by ice barriers, territorial sea, contiguous zone, exclusive economic zone, continental platform, extended continental platform and every maritime space pertaining to it in compliance with International Law.

The Chilean Antarctic Territory is a border zone for all legal purposes, regardless of the application of principles and norms of the Antarctic Treaty System.

**1.2 Acronyms**

<b>ACN</b>	Aircraft Classification Number
<b>AFIM</b>	Antarctic Flight Information Manual
<b>COMNAP</b>	Council of Managers of National Antarctic Programs
<b>EIA</b>	Environmental Impact Assessment
<b>ETD</b>	Estimated Time of Departure
<b>FIR</b>	Flight Information Region
<b>FPL</b>	Flight Plan.
<b>INACH</b>	Chilean Antarctic Institute
<b>PCN</b>	Pavement Classification Number
<b>SAR</b>	Search and Rescue Service

**CHAPTER 2****OVERVIEW****2.1 Antarctic continent**

- 2.1.1 The Teniente Rodolfo Marsh Martin Aerodrome (SCRM) is a public aerodrome set up at the Chilean Antarctic Air Base "Presidente Frei" of the Chilean Air Force (FACH), pertaining to the Chilean Antarctic Territory.
- 2.1.2 The General Directorate of Civil Aviation (DGAC), administers the aerodrome and provides Air Traffic Services (ATS), Meteorological Services (MET), and Rescue and Fire Extinguishing Services (SSEI) as stated by the Publication of Aeronautical information of Chile (AIP-Chile) Volume I.
- 2.1.3 FACH will provide Search and Rescue Services (SAR) through the Rescue Subcenter Teniente Rodolfo Marsh Martin, dependent of the Rescue coordination center of Punta Arenas.
- 2.1.4 The readiness and authorization for other national and foreign operators to operate at the SCRM Aerodrome, is granted by FACH in their capacity as the State Antarctic Operator and responsible for the compliance with operational and environmental matters and procedures established for the execution of air operations at the Antarctic Treaty area, as determined by the legal regimen applicable for such effect.
- 2.1.5 The provisions in 2.1.4, without prejudice of other authorizations, permits and/or requirements that, in compliance with current national or international legislation, are required to enter the Antarctic continent.

**2.2 Application**

Operation rules established by this norm will be applicable:

- (a) To all aircraft operating at the Antarctic air space formed by the FIRs of Punta Arenas and Easter Island and to or from national aerodromes located in the Antarctic continent; and
- (b) All aircraft operating at national aerodromes located in the Antarctic continent, as established by Article 4, Law N° 21.255 "Chilean Antarctic Statute".

**2.3 Air transit regulations**

2.3.1 All aircraft departing from national aerodromes/airports with destination the Antarctic shall demonstrate, with appropriate certificates, to the aeronautical authority that:

- (a) It is participating on an authorized activity as per Articles 25 or 27 of Law N° 21.255;
- (b) The activity has the environmental impact evaluation described in Article 37 of Law N° 21.255;
- (c) The activity has emergency plans to respond to incidents that may negatively affect the Antarctic environment or its dependent and associated ecosystems, as established by national and international air safety regulations in force;
- (d) The activity has the applicable insurances required by Law N° 21.255;
- (e) The activity is properly authorized by the Chilean Antarctic Institute when it entails transporting to the Antarctic non-native or exotic animal or vegetable species, or chemical products or elements potentially dangerous for the environment, as established by point 3 and 4 of Article 24 of Law N° 21.255 and in compliance with the requirements set out by the Antarctic Treaty on Environmental Protection; and
- (f) It has the appropriate authorization from FACH to operate at the Teniente Rodolfo Marsh Martin (SCRM) and Glaciar Union (SCGC) aerodromes.

2.3.2 Aircraft belonging to the State of Chile are subject to the same procedure.

2.3.3 Foreign aircraft in transit at Chilean aerodromes/airports are exempt from this procedure only when they can demonstrate they were subject to an equivalent procedure at their origin State. To that effect, the responsible for the aircraft or the expedition using the aircraft, shall present an authorization certificate issued by the State of origin or nationality. The exemption set out in this subsection does not entail the exemption of complying with the rest of the general requirements for the authorization of departure as established by the Chilean Aeronautical Authority.

2.3.4 The Notification Office of Air Traffic Services (ARO) of the Arturo Merino Benítez (SCEL) Airport is in charge of processing all requests for entry, overflight and arrival of foreign civil aircraft, by issuing the relevant document to authorize the operation in our country.

2.3.5 Any office of the Air Traffic Services receiving a request for entry, overflight and arrival to the country, must redirect such request to the ARO of SCEL as soon as possible.

- 2.3.6 The authorization requests from foreign State aircraft to operate at SCRM and SCGC are issued by the Ministry of Foreign Affairs through (FACH) who shall inform this to the General Directorate of Civil Aviation through official communication channels.
- 2.3.7 All requests to operate at SCRM and SCGC must be presented to the DGAC through the ARO of SCEL.
- 2.3.8 Aircraft operation may cause detrimental interference; therefore, crews must comply with dispositions set out at consultive meetings of the Antarctic Treaty. To that effect they can refer to the following sources:
- (a) Antarctic Flight Information Manual (AFIM); a manual with information on how to operate in the Antarctic; and
  - (b) Antarctic specially protected or managed areas or zones, dependent of the Chilean Antarctic Institute (INACH); they are available directly at this institution.
- 2.3.9 Flight plans, depending on the flight route, shall consider all restrictions established for overflights on Antarctic specially protected or managed areas or zones.
- 2.3.10 Following compliance with environmental and operational requirements, air operations to and from SCRM aerodrome are subject to specific itineraries that depend on current air traffic, with the purpose to offer additional airport, infrastructure and assistance services.



## CHAPTER 3

## OPERATIONS AT SCRM AND SCGC AERODROMES

**3.1 Operational Considerations**

- 3.1.1 SCRM aerodrome is an "Isolated Aerodrome" of permanent operation. SCGC is an aerodrome of temporary operation and is only active during the summer. In both cases, overflights take place over an extensive oceanic area normally affected by meteorological phenomena that impact air operations in the Antarctic, therefore, the following must be considered regarding operational prevention:
- (a) Crews operating aircraft of lower autonomy must establish in their flight plan a "Point of no Return" to a national Antarctic aerodrome;
  - (b) Air operations to and from the Antarctic continent are complex; therefore, it is necessary to increase operational and meteorological analyses of the intended flight route in relation to "Risk Management", with the purpose to determine the acceptable degree of operational risk within a previously established operational safety framework;
  - (c) Performing the analysis of "Operational Safety Evaluation" previous to the operation at SCRM, so that the aircraft classification number (ACN) does not exceed the Pavement Classification Number (PCN) of the runway and apron, to reduce possible damages to these surfaces to a minimum.
  - (d) Performing meteorological analyses that allow a safe approach and landing on the destination and/or alternate aerodrome in compliance with performances and operation restrictions of the aircraft; and
  - (e) Crews and aircraft flying to the Antarctic continent from Chile, must comply with the requirements established by the DGAC.
- 3.1.2 The pilot in command operating to and from the SCRM and SCGC aerodromes, shall include in their FPL a point from which, if it is not possible to continue the flight to the intended destination, they can divert to an enroute alternate aerodrome or return to the departure aerodrome.
- 3.1.3 Every operator considering the SCRM and SCGC aerodromes as their enroute alternate aerodrome, shall include in their FPL the time frame in which they may use them as alternate aerodromes in case of failure or other reason.
- 3.1.4 Every operator considering the SCRM and SCGC aerodromes as destination alternate aerodrome, shall include in their FPL the estimated time of entry and exit of the segment of alternate use on route, in which it may be used as an alternate destination for their flight.

- 3.1.5 Flights over specific areas of the Antarctic, where there is no VHF coverage with any of the Air Traffic Services units, must maintain a listening watch on the TIBA frequency 129.7 MHz
- 3.1.6 All FPL with the Antarctic continent as destination and departing from any aerodrome in the country, must be submitted to the corresponding Air Traffic Services units seventy-two hours (72 hours) prior to their estimated time of departure.
- 3.1.7 Alongside the submission of the FPL, you must present all documents required in point 2.3.1, duly certified to operate to the Antarctic.

### **3.2 Operational limitations at the SCRM aerodrome**

- 3.2.1 The SCRM aerodrome is equipped with airport infrastructure and air navigation aides, together with Air Traffic Services (ATS), Meteorological Services (MET), Rescue and Fire Extinguishing Services (SSEI) and Search and Rescue Service (SAR) appropriate to its category. Notwithstanding the aforementioned, the capacities to timely respond to an emergency landing or other flight contingency outside of the aerodrome are limited.
- 3.2.2 The apron platform "Charlie" has a reduced capacity for aircraft parking (maximum 4 type C-130 aircraft) which limits operations to and from the aerodrome and makes it necessary to extreme coordination between participating users and organizations (DGAC/FACH).
- 3.2.3 There is no fuel provisioning. There is also no availability of platform services (load and unload, ground power unit, etc.). Contingency requirements must be previously coordinated with FACH.
- 3.2.4 Considering the SCRM aerodrome as an alternate aerodrome (Route/Destin) requires previous coordination to allow relevant evaluations to be performed among participating organizations.

### **3.3 Operational limitations at the SCGC aerodrome**

- 3.3.1 The SCGC aerodrome is not equipped with airport infrastructure nor air navigation aides, administered and operated by the DGAC.
- 3.3.2 The approach to the SCGC aerodrome runway is visual and there is no illumination.
- 3.3.3 Operating hours: HJ.
- 3.3.4 Air Traffic Services (ATS) and Meteorological Services (MET) at the SCGC aerodrome can be provided by the DGAC only during the annual activation of the Chilean Scientific Polar Station in Glaciar Union, between November and December.
- 3.3.5 The DGAC does not provide Rescue and Fire Extinguishing Services (SSEI) to timely respond to an emergency landing or other flight contingency in the proximity of the aerodrome.

- 3.3.6 There is no fuel provisioning at the SCGC.
- 3.3.7 There is also no availability of platform services for load and unload, ground power unit, electric cart, etc., although they may be provided by FACH or other operation during the activation in the area of the Chilean Scientific Polar Station in Glaciar Union or the Tourist Service Camp.
- 3.3.8 Considering the SCGC aerodrome as an alternate aerodrome (Route/Destin) requires previous coordination to allow the evaluation among participating organizations of the feasibility to operate and to receive Air Traffic Services (ATS) and Meteorological Services (MET) at the SCGC aerodrome.
- 3.3.9 There is no apron available which limits operations to and from the SCGC aerodrome, making it necessary to extreme coordination between participating users and the DGAC and FACH.

### **3.4 Local flights at the SCRM aerodrome**

- 3.4.1 Local flights at the SCRM aerodrome will **NOT** be authorized in the following scenarios:
  - (a) When an aircraft flying to the SCRM has exceeded the point in its route from which it cannot return to its departure aerodrome or it cannot reach its enroute alternate aerodrome;
  - (b) While an aircraft that departed from SCRM has not exceeded the point in its route from which it must necessarily continue its flight to its destination aerodrome or divert to its enroute alternate aerodrome;
  - (c) When an emergency of any aircraft compromises the use of the SCRM capabilities;
  - (d) While an aircraft that has considered the SCRM aerodrome as enroute alternate aerodrome, is flying within the segment of use of enroute alternate and has not exceeded the point from which it can no longer use the SCRM aerodrome;
  - (e) The runway is occupied by an aircraft parked on it; and
  - (f) Flights of aircraft in SAR or EVACAM operations are excluded.

### 3.5 Operation coordination

3.5.1 Commercial or non-commercial air operators that seek to operate to the Antarctic Territory for contingency operations or for predetermined periods of time, shall submit a request to the ARO of SCEL, with the following information:

- (a) Place and date of issuance of the application;
- (b) Name of the operator or aerospace company;
- (c) Postal or telegraphic address;
- (d) Company or operator nationality;
- (e) Type of aircraft;
- (f) Aircraft registration;
- (g) Name / license / ratings / nationality of the pilot;
- (h) Number of crew members and passenger ratio;
- (i) Flight's purpose;
- (j) Date of entry and exit of national territory;
- (k) Duration of stay in the Antarctic territory;
- (l) Operation(s) base in the Antarctic territory;
- (m) Communications system to be used (VHF-HF);
- (n) Survival equipment suitable for the route and operation area;
- (o) Aircraft and passenger seats insurance (only for commercial aircraft);
- (p) Program of activities in Antarctic territory, indicating dates of operations;
- (q) Environmental Impact Assessment (EIA), pending or duly certified;
- (r) Coordination with Chilean public institutions or agencies for life and logistic support, pending or duly certified, if warranted; and
- (s) Name and signature of the person who represents the applicant and is responsible for the request.

The foregoing is without prejudice to other authorizations required as per relevant national and international legislation.

3.5.2 When said operators require to use the facilities of FACH for logistic or life support, they must coordinate with the General Staff, Operations Management, Antarctic Division.

3.5.3 Commercial air operators that seek to operate to the Antarctic territory, must additionally coordinate in advance with the Civil Aeronautical Board (JAC) all required documentation.

- 3.5.4 After certifying the compliance with all requirements contemplated in 2.3.1, time schedules and previously coordinated air traffic will be evaluated in order to provide the operator with an operation window suitable for its estimated take-off time and to which the operator must adequate its itinerary.
- 3.5.5 If there are any changes to ETD or the FPL is cancelled, the operator must inform the DGAC as soon as possible in order to coordinate new requirements and authorizations.

**3.6 Transitional provision**

- 3.6.1 For those air operations of air transport carried out by operators that collaborate directly or indirectly with the activities of state antarctic operators defined in article 5 of Law N° 21,255, which establishes the Chilean Antarctic Statute, between the Presidente Carlos Ibáñez del Campo Airport in Punta Arenas to and from the Chilean Antarctic Territory, as well as those air operations entering or leaving the country through the indicated airport, as the case may be, the noise emission level requirements established in Annex 16, Volume I, Chapter 4 of ICAO or its equivalent Stage 4 of FAR 36 Section 36.103 “Noise Limits”; and the limitation for foreign operators to carry out cabotage, will be enforceable as of September 1, 2029.
- 3.6.2 To verify compliance with the requirement of being a direct or indirect collaborator of a state operator, the air operator must present to the DGAC the background information that accredits this prior to obtaining the authorizations established in this aeronautical regulation.

## APPENDIX 1

## CONTACT INFORMATION OF RELATED BODIES

- 1.1 Ministry of Foreign Affairs.
- (a) Antarctic Affairs Division.  
Address: Teatinos 180, piso 5°, Santiago.  
Phone number: (56) 228274378.  
<http://www.minrel.gob.cl/minrel/site/edic/base/port/antartica.html>
- (b) Chilean Antarctic Institute (INACH), Punta Arenas.  
Email: [inach@inach.cl](mailto:inach@inach.cl)  
Address: Plaza Muñoz Gamero 1055, Punta Arenas.  
Phone numbers: (56) 612298100 / (56) 612298141.
- (c) Tenders and Environment Section (INACH).  
Email: [proyectos@inach.cl](mailto:proyectos@inach.cl)
- 1.2 Regional Secretariat of the Ministry of Environment, Region de Magallanes y de la Antartica Chilena, Punta Arenas headquarters.  
Operational Committee for the Evaluation of Environmental Impact on the Antarctic Environment.  
<http://eaa.mma.gob.cl/comite-operativo/>  
<http://eaa.mma.gob.cl/proyectos-ambientales>
- 1.3 Chilean Air Force, General Staff (Operations Division, Antarctic Division):  
Email: [division.antartica@fach.mil.cl](mailto:division.antartica@fach.mil.cl)  
Address: Avenida Pedro Aguirre Cerda N° 5500, Edificio Comodoro Arturo Merino Benitez, Los Cerrillos, Santiago.  
Phone numbers: (56) 229765226 / (56) 229765237.
- 1.4 General Directorate of Civil Aviation, Arrivals and Overflights, Antarctic Operation.  
<https://servicios.dgac.gob.cl//arsv-web/solicitudes.html#/solicitudAntartica>

1.5 Operations Office (ARO) of the Arturo Merino Benitez Airport.

Email: operaciones\_amb@dgac.gob.cl

AFTN Address: SCELZPZX SCELAUYX SCELZOZX.

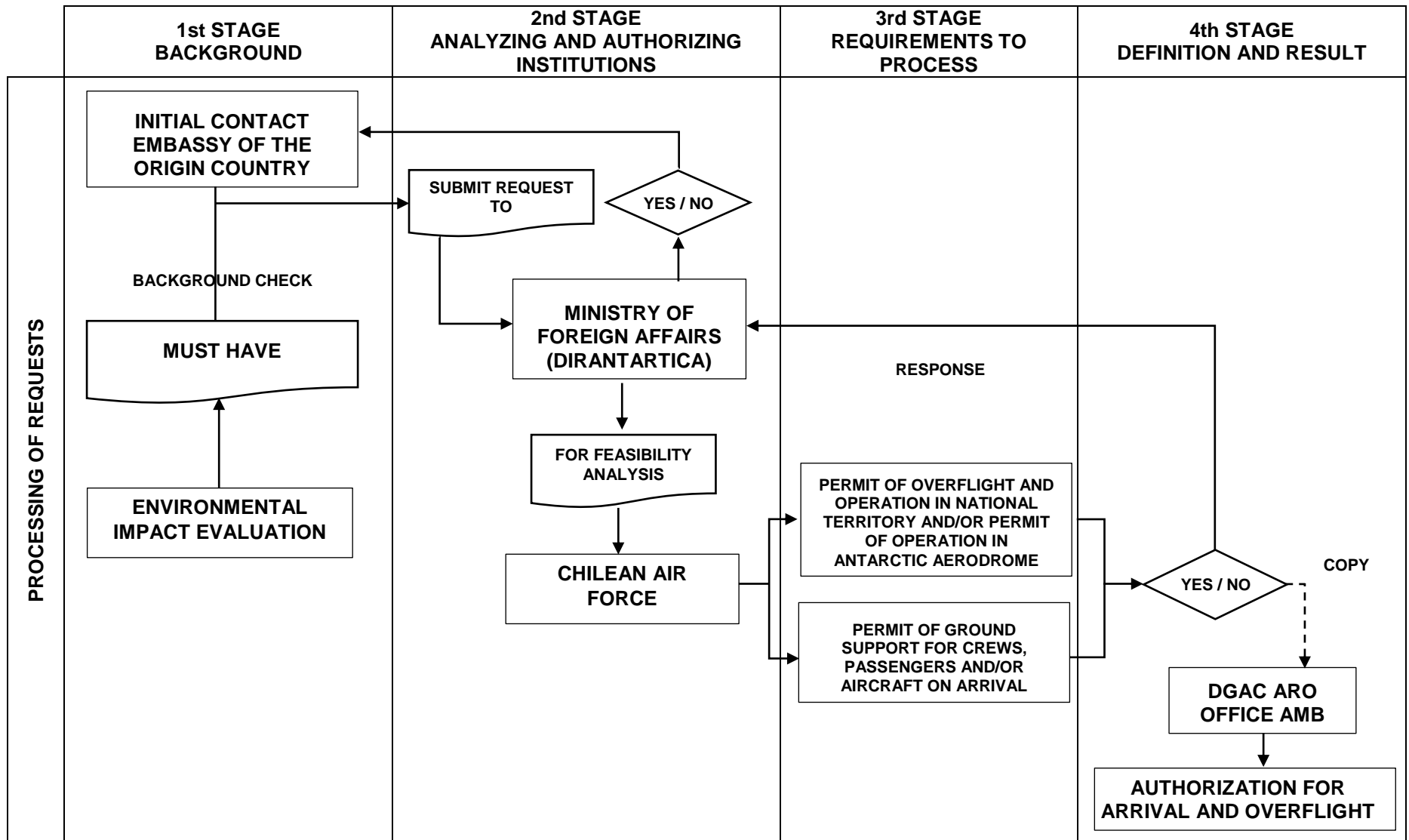
Phone numbers: (56) 224363227 / (56) 224363524.

1.6 Antarctic Flight Information Manual (AFIM).

<https://www.comnap.aq/s/Antarctic-Flight-Information-Manual-Procedures-15-July-2021.pdf>

APPENDIX 2

**PROCEDURES FOR THE AUTHORIZATION OF ANTARCTIC AIR PERATIONS OF "GOVERNMENTAL" NATURE**





APPENDIX 3

**PROCEDURES FOR THE AUTHORIZATION OF ANTARCTIC AIR PERATIONS OF "NON-GOVERNMENTAL" NATURE**

