

## GENERAL

## Operational Hours

ATS Hours / AD ADMIN Hours: H24

## Airport Information

RFF: CAT 6

Fuel: H24; EXC SAT 1030-0300

PCN: RWY 01/19: 48/F/A/X/U

Customs: O/R 2 HR PPR. MON-FRI 1100-2018; SAT/SUN/HOL, O/T O/R

## Operation

Preferential RWY: ARR RWY 19

## Taxi/Parking

Exit stands 1-3 by towing.

Exit stands 4-8 with MIN PWR according to TWR instructions.

After having vacated RWY, hold before entering TWY A and contact GND CTL for permission to continue taxiing.

ACFT with MTOW equal or higher than A340 must be towed when entering or exit between north or south access to the commercial APN and to the assigned stand.

Follow-me and marshaller services not AVBL.

## Engine Run-up Areas

Engine run-ups shall be performed at south of TWY A.

## Warnings

Birds in vicinity of AD.

## DEPARTURE

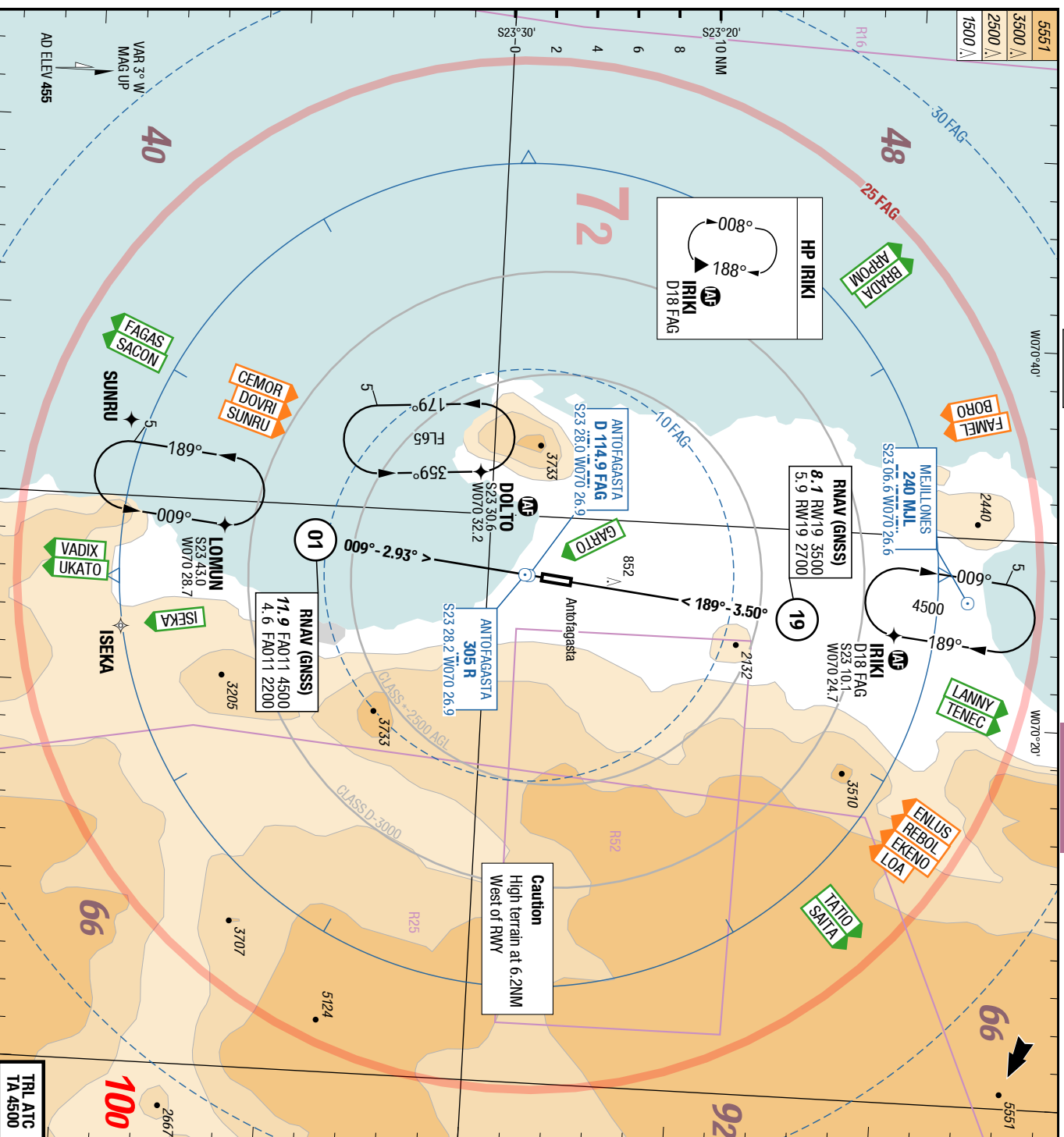
## Take-off Minima

RWY		01		
All ACFT	ft - m/km	c500 - 3.2V	For conditions check CRAR	
RWY		19		
Multi ENG	ft - m/km	0 - 400v	HJ only	For conditions check CRAR
		0 - 800v	HN	

## Departure Procedure

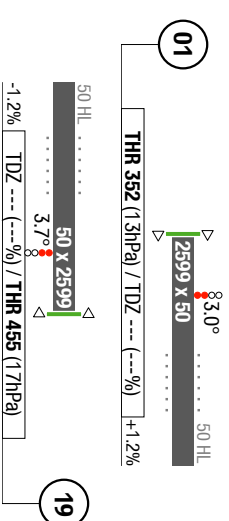
## Start-up/Push-back

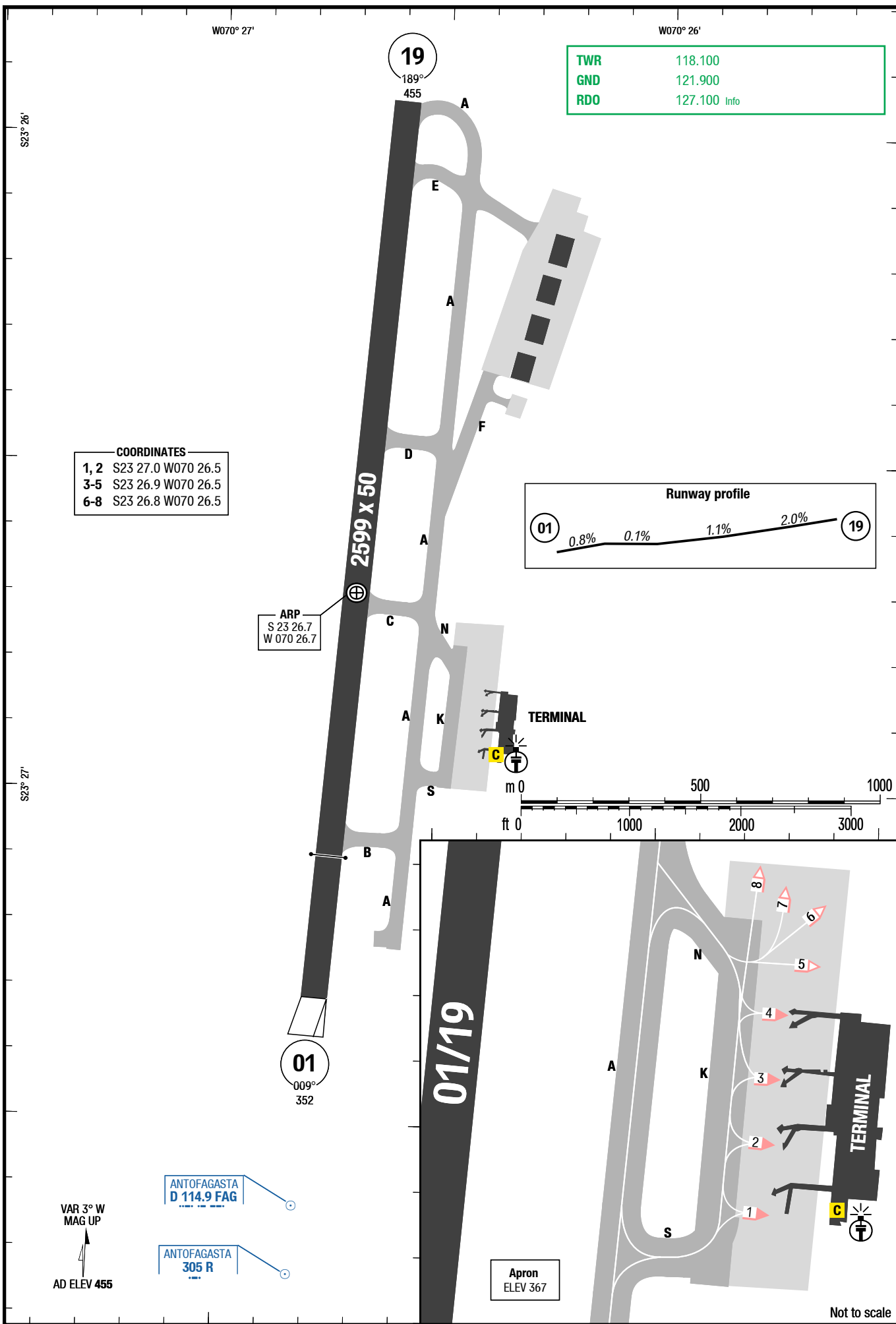
REQ CLR 10min before start-up/push-back. Only report ready for start up/push-back when actually ready.

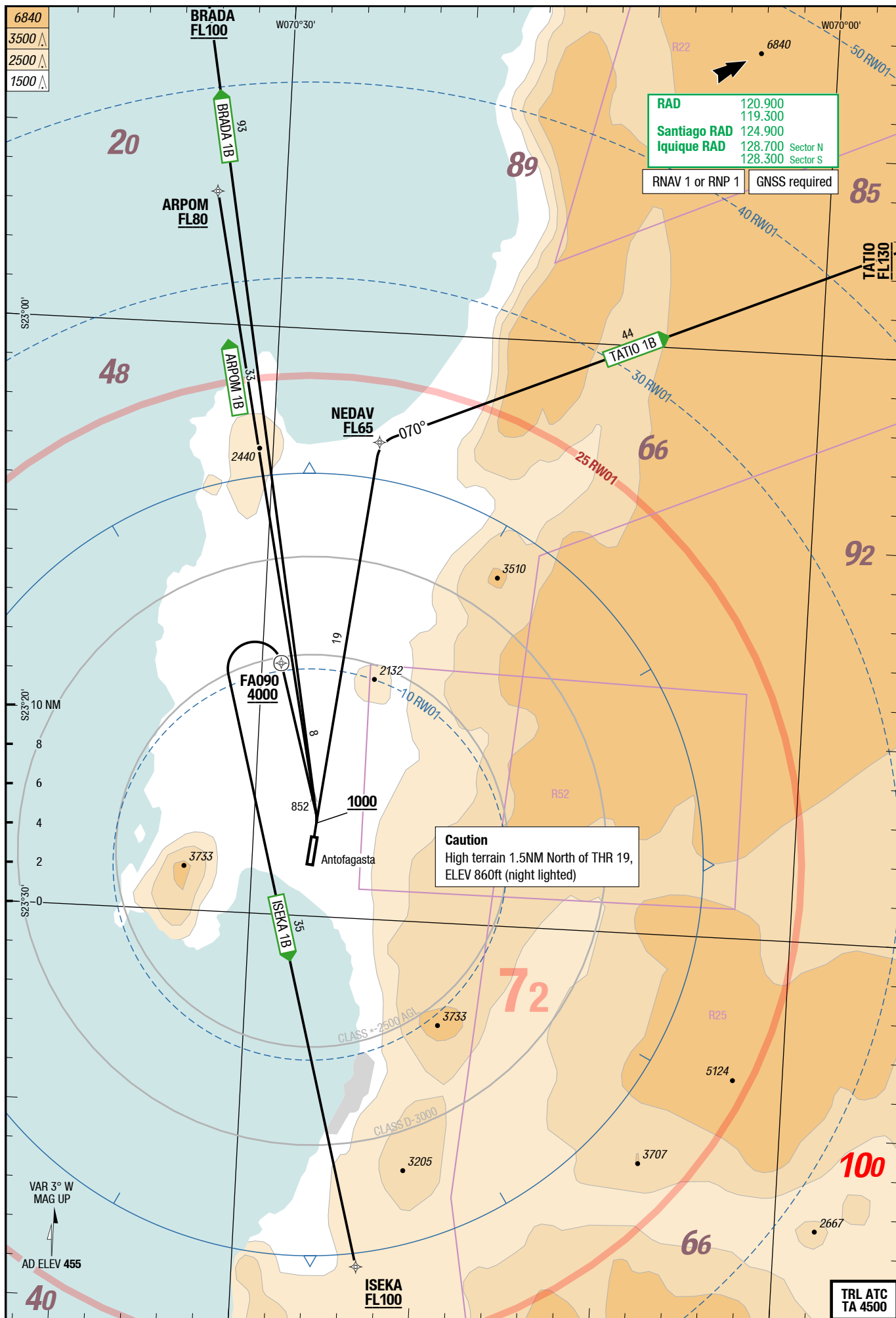


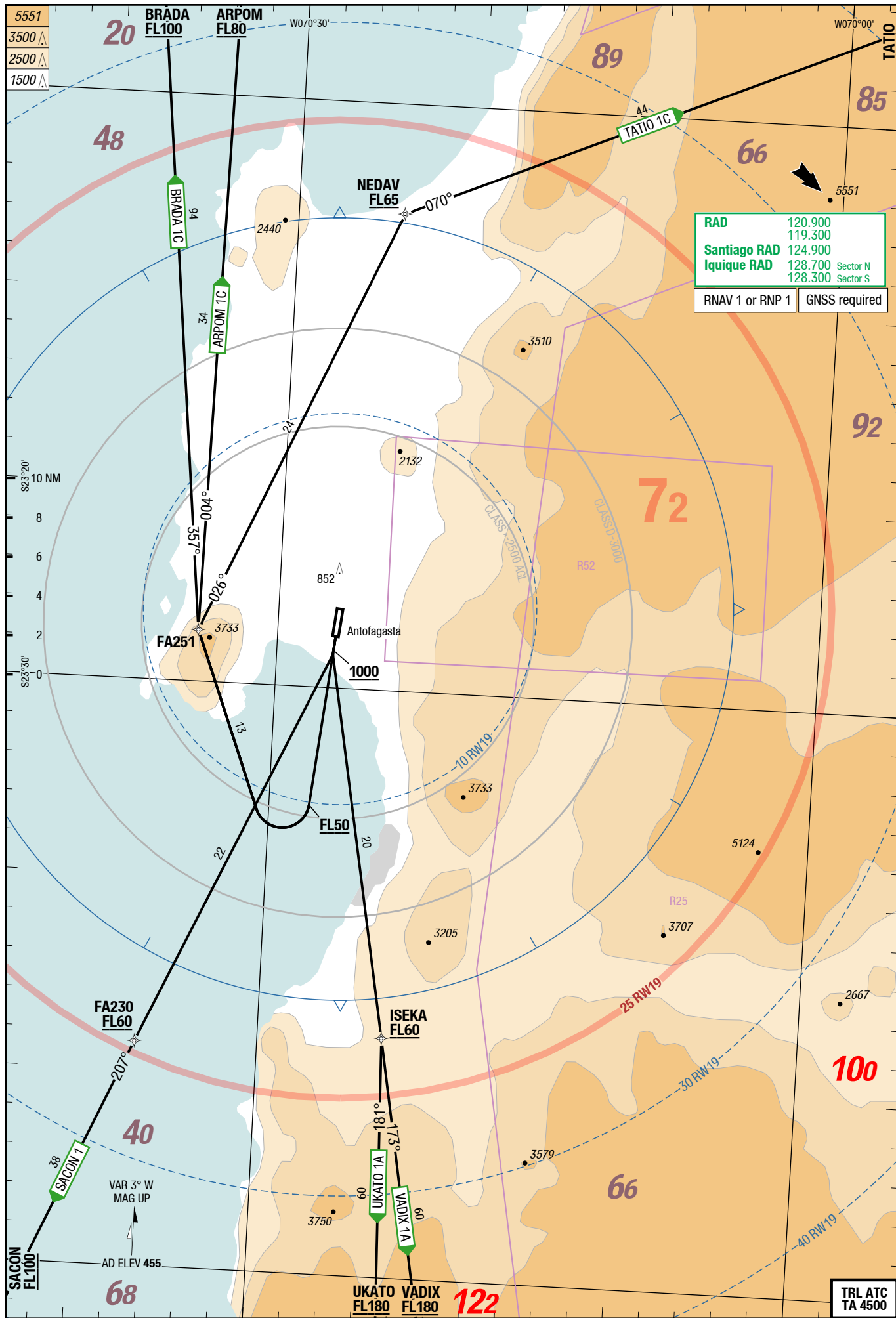
<b>RAD</b>	120.900	119.300
<b>Santiago RAD</b>		124.900
<b>Liquique RAD</b>		128.700 Sector N
		128.300 Sector S
<b>TWR</b>	118.100	
<b>GND</b>	121.900	
<b>RDO</b>	127.100 info	

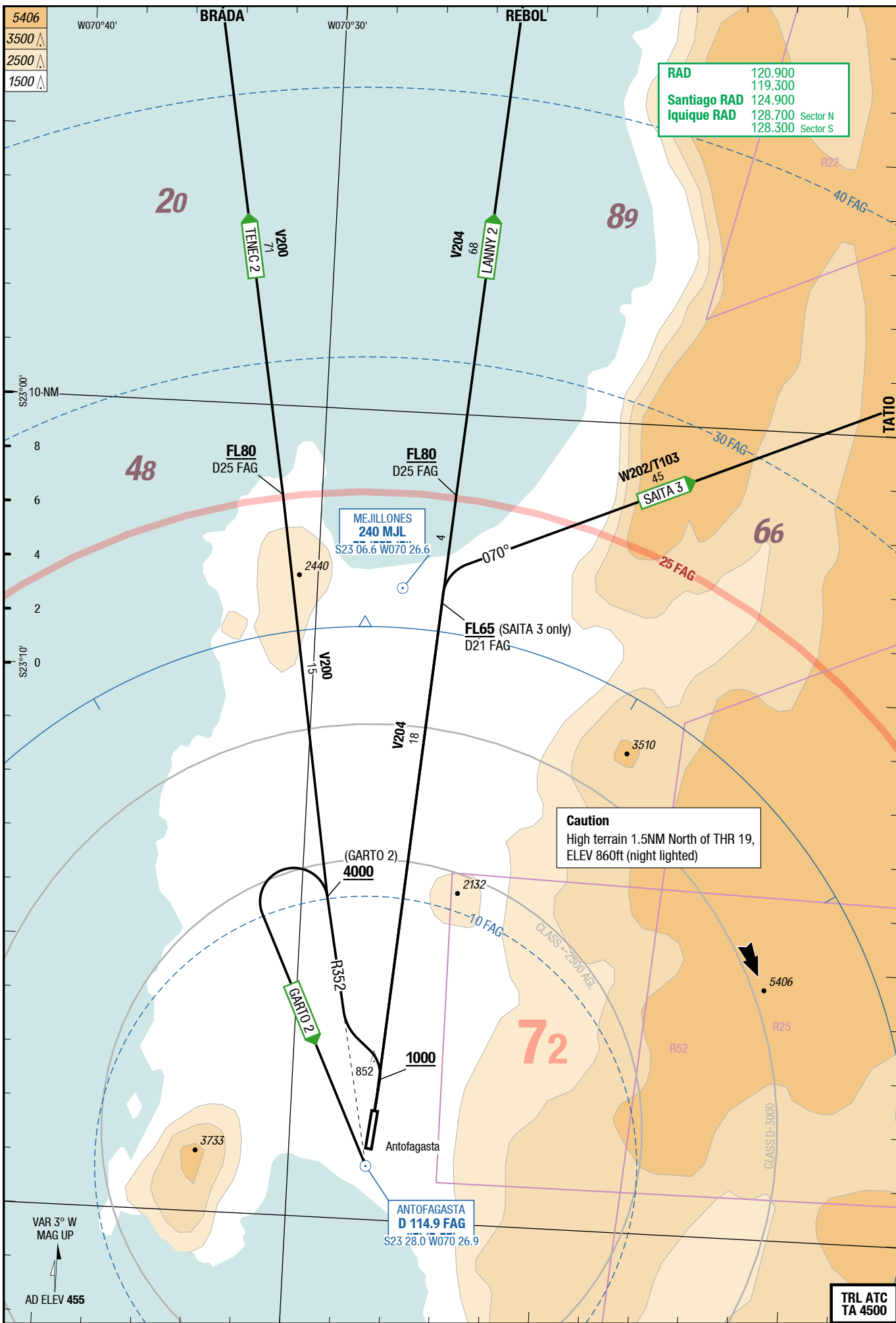
**Landing RWY system:**

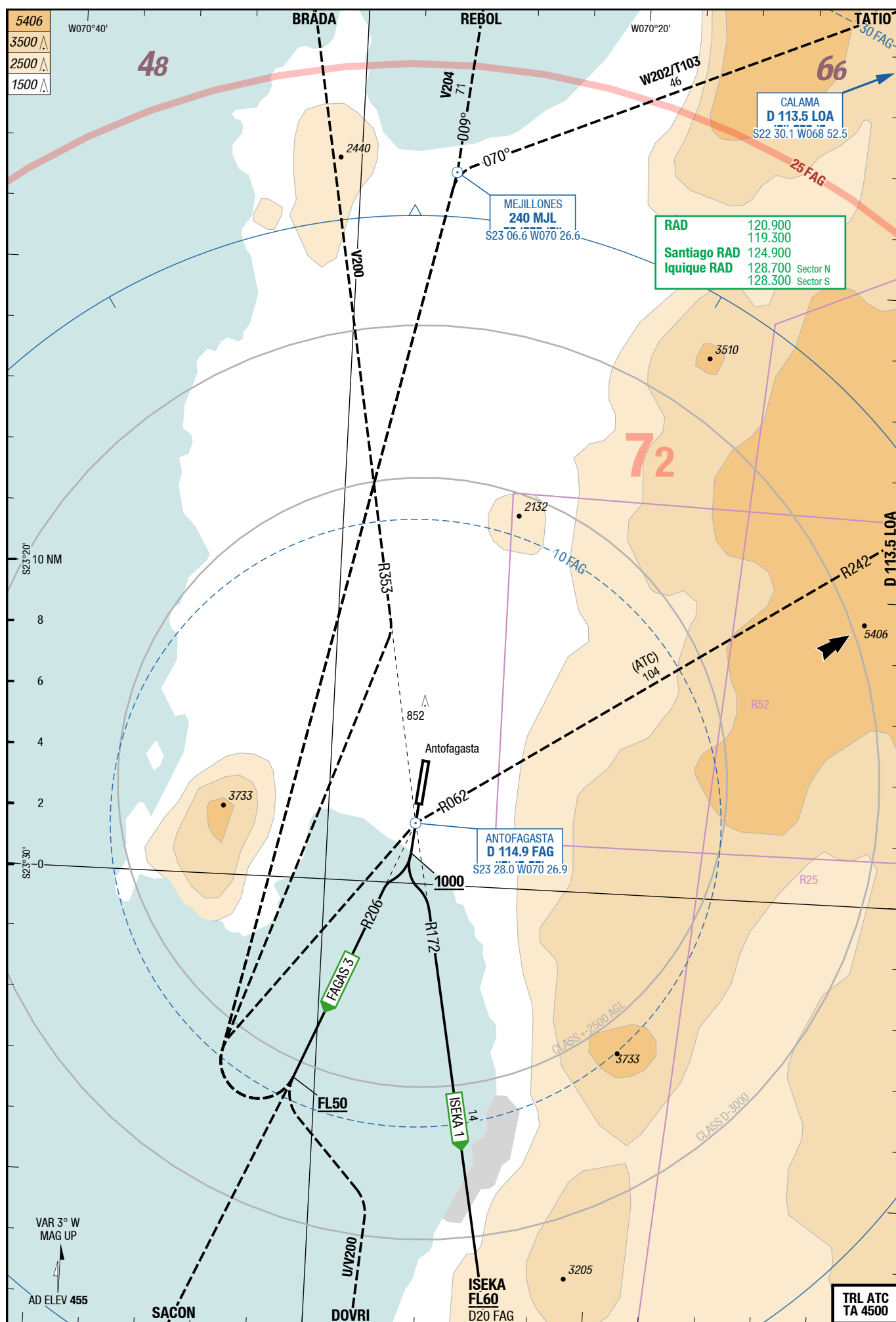












**ARPOM 1B / BRADA 1B / ISEKA 1B / TATIO 1B**

RWY 01 (009°)

	GS	120	150	180	210	240	270
5.4%	ft/MIN	700	900	1000	1200	1400	1500

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 01</b>	
<b>ARPOM 1B</b> 5.4% <b>120.900</b> ①	009° [A1000+] - DCT ARPOM	ARPOM MNM <b>FL80</b>
<b>BRADA 1B</b> 5.4% <b>120.900</b> ①	009° [A1000+] - DCT BRADA	BRADA MNM <b>FL100</b>
<b>ISEKA 1B</b> 5.4% to FA090 <b>120.900</b> ①	009° [A1000+] - DCT <u>FA090</u> [L] - DCT ISEKA	FA090 MNM <b>4000</b> ISEKA MNM <b>FL100</b>
<b>TATIO 1B</b> 5.4% <b>120.900</b> ①	009° [A1000+] - DCT NEDAV - TATIO	NEDAV MNM <b>FL65</b> TATIO MNM <b>FL130</b>

① Caution: Hight terrain 1.5NM North of THR 19, ELEV 860ft (night lighted).



**ARPOM 1C / BRADA 1C / SACON 1 / TATIO 1C / UKATO 1A / VADIX 1A**  
RWY 19 (189°)

	GS	120	150	180	210	240	270
4.9%	ft/MIN	600	800	900	1100	1200	1400
6.6%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 19</b>	
<b>ARPOM 1C</b> 6.6% to FL50 <b>120.900</b>	189° [FL50+ ;R] - DCT FA251 - ARPOM	ARPOM MNM <b>FL80</b>
<b>BRADA 1C</b> 6.6% to FL50 <b>120.900</b>	189° [FL50+ ;R] - DCT FA251 - BRADA	BRADA MNM <b>FL100</b>
<b>SACON 1</b> 4.9% to FL60 <b>120.900</b>	189° [A1000+] - DCT FA230 - SACON	FA230 MNM <b>FL60</b> SACON MNM <b>FL100</b>
<b>TATIO 1C</b> 6.6% to FL50 <b>120.900</b>	189° [FL50+ ;R] - DCT FA251 - NEDAV - TATIO	NEDAV MNM <b>FL65</b>
<b>UKATO 1A</b> 4.9% to FL60 <b>120.900</b>	189° [A1000+] - DCT ISEKA - UKATO	ISEKA MNM <b>FL60</b> UKATO MNM <b>FL180</b>
<b>VADIX 1A</b> 4.9% to FL60 <b>120.900</b>	189° [A1000+] - DCT ISEKA - VADIX	ISEKA MNM <b>FL60</b> VADIX MNM <b>FL180</b>

**GARTO 2 / LANNY 2 / SAITA 3 / TENEC 2**

RWY 01 (009°)

	GS	120	150	180	210	240	270
5.4%	ft/MIN	700	900	1000	1200	1400	1500

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 01</b>	
<b>GARTO 2</b> 5.4% to 4000 <b>120.900</b> ①	at MNM <b>1000 LT</b> intercept R352 <b>FAG</b> - at MNM <b>4000 LT</b> to <b>FAG</b>	
<b>LANNY 2</b> 5.4% to FL80 <b>120.900</b> ①	at MNM <b>1000</b> intercept AWY V204 to REBOL	D25 <b>FAG MNM FL80</b>
<b>SAITA 3</b> 5.4% to FL65 <b>120.900</b> ①	at MNM <b>1000</b> intercept AWY V204 - at D21 <b>FAG RT</b> intercept AWY W202/T103 to TATIO	D21 <b>FAG MNM FL65</b>
<b>TENEC 2</b> 5.4% to FL80 <b>120.900</b> ①	at MNM <b>1000 LT</b> intercept R352 <b>FAG</b> to BRADA	D25 <b>FAG MNM FL80</b>

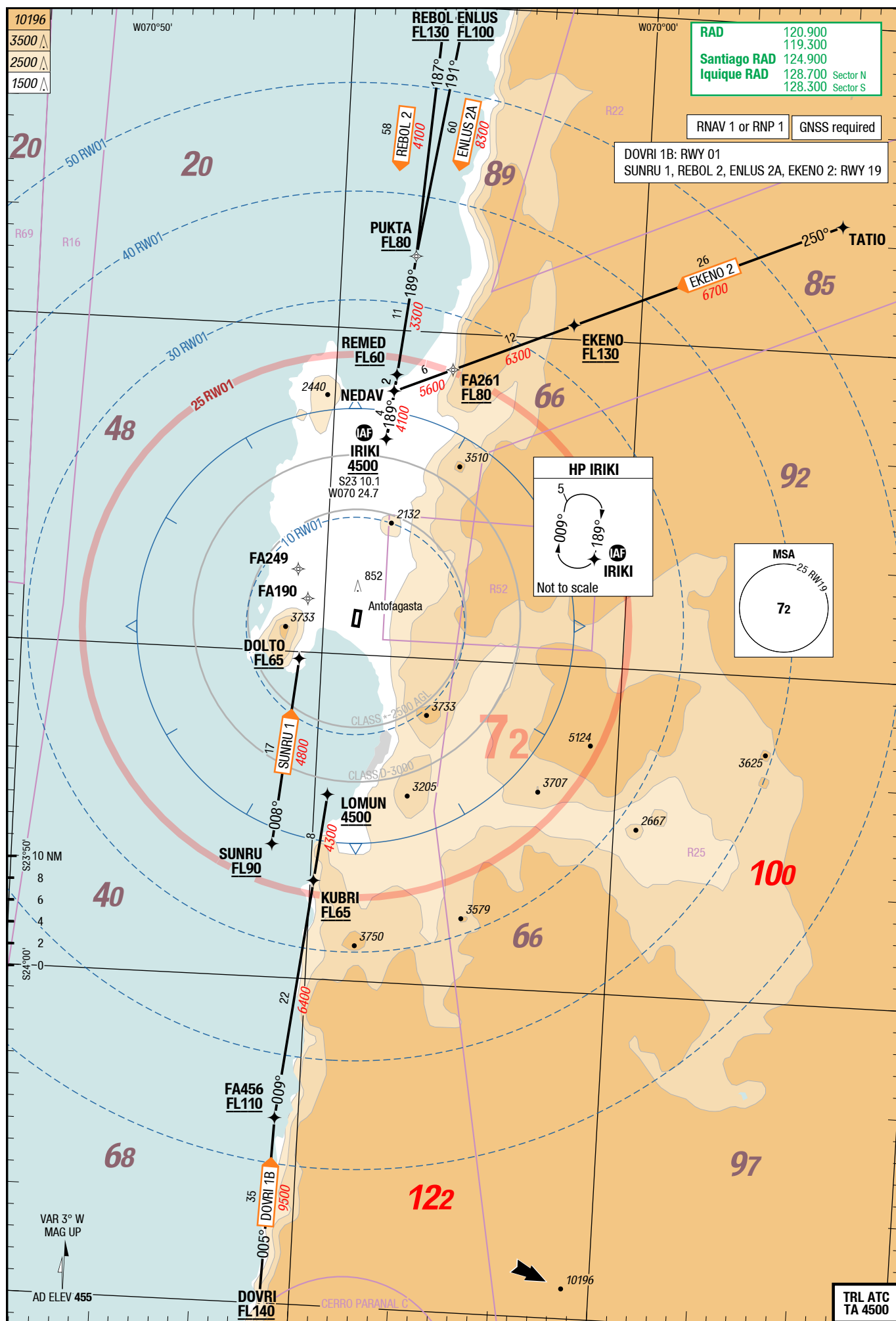
① Caution: High terrain 1.5NM North of THR 19, ELEV 860ft (night lighted).

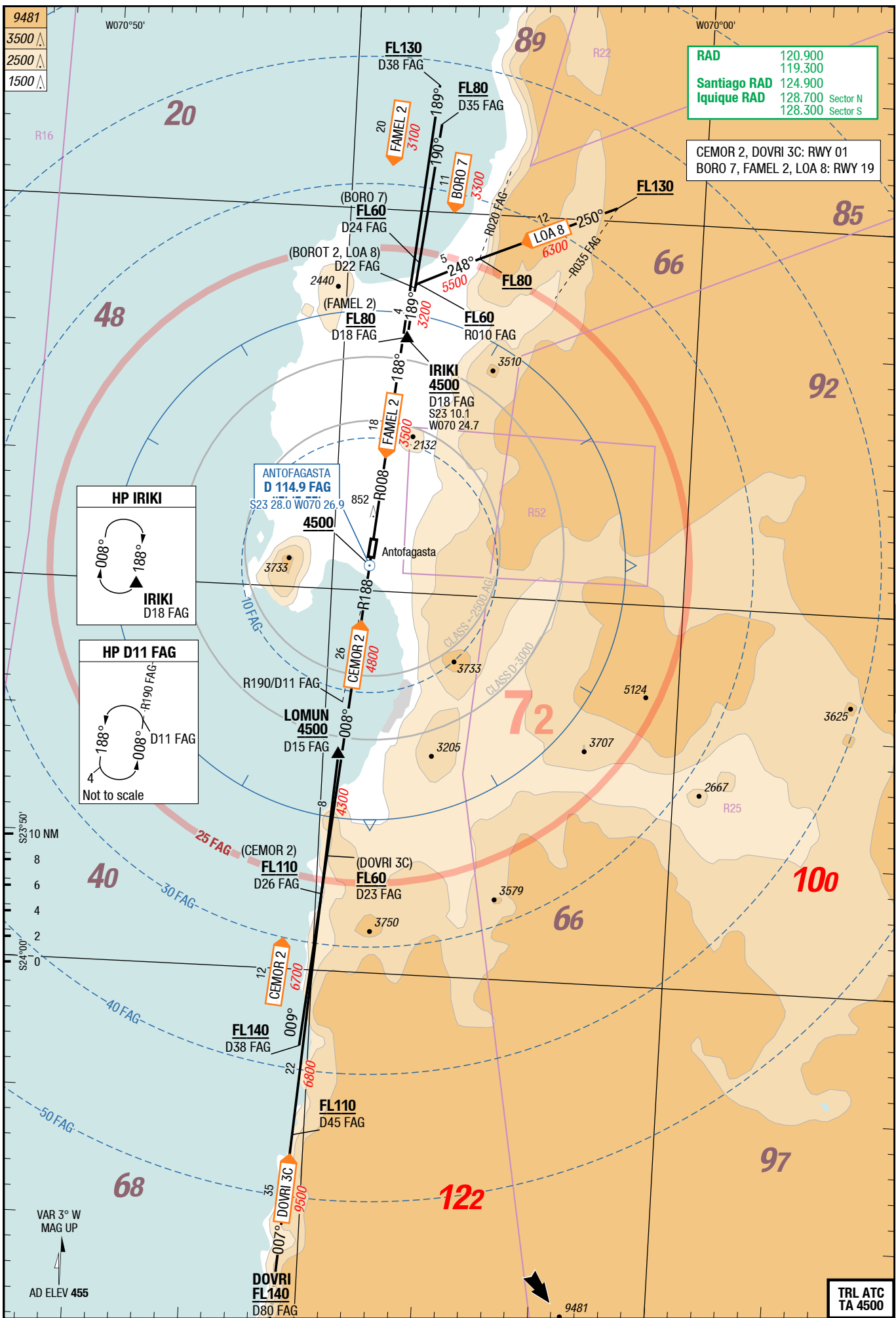
**FAGAS 3 / ISEKA 1**

RWY 19 (189°)

	GS	120	150	180	210	240	270
4.9%	ft/MIN	600	800	900	1100	1200	1400

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 19</b>	
<b>FAGAS 3</b> <b>120.900</b>	at MNM <b>1000 RT</b> intercept R206 <b>FAG</b> to MNM <b>FL50</b>	
<b>ISEKA 1</b> 4.9% to FL60 <b>120.900</b>	at MNM <b>1000 LT</b> intercept R172 <b>FAG</b> to ISEKA	ISEKA MNM <b>FL60</b>

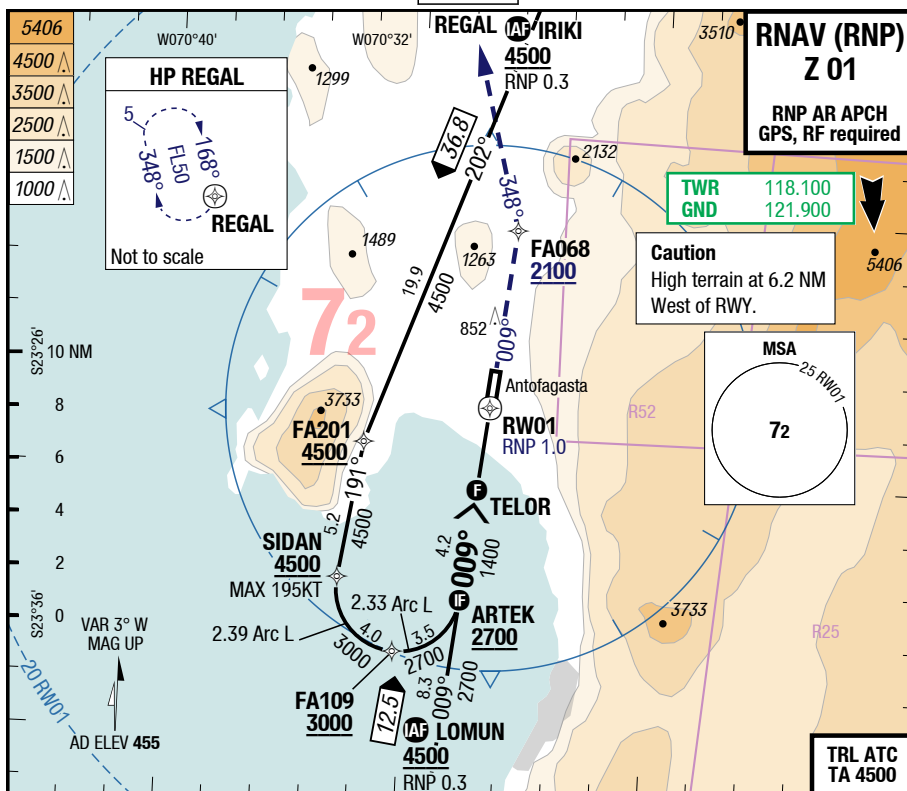




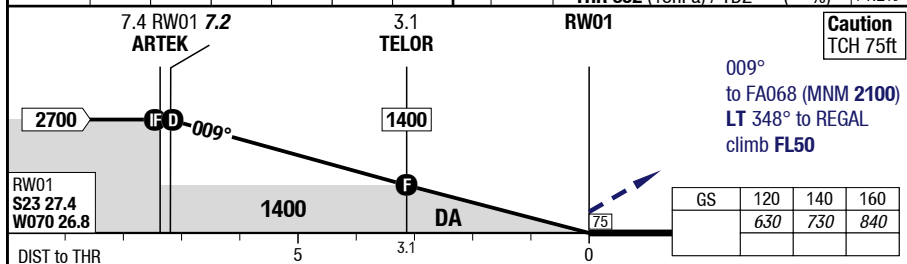
## ANF-SCFA

7-10

## RNAV (RNP) Z 01



2.96° <b>RW01</b>	7.2	6	5	4	3	2	01	
	2700	2320	2000	1690	1370	1060		



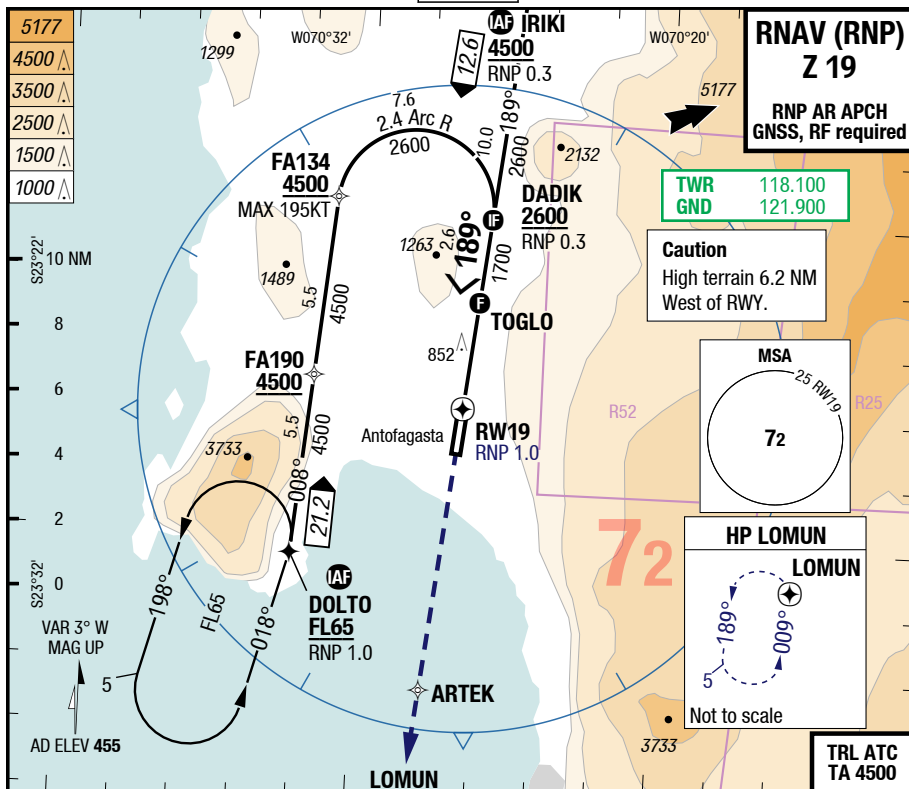
01		RNAV RNP 0.10 VNAV 1)	RNAV RNP 0.30 VNAV 2)			Circling <sup>3) 4)</sup> TERPS
C	ft - m/km ft	390 - 2.0V <b>740</b> <sup>5)</sup>	530 - 2.4V <b>880</b> <sup>5)</sup>			850 - 4.0V <b>1300</b>
D	ft - m/km ft	390 - 2.0V <b>740</b> <sup>6)</sup>	530 - 2.4V <b>880</b> <sup>6)</sup>			1010 - 4.8V <b>1460</b>

1) With EVS VIS 1.3km 2) With EVS VIS 1.6km 3) HJ only 4) W of AD only 5) Uncompensated BARO VNAV NA below 7°C (45°F) or above 54°C (129°F) 6) Uncompensated BARO VNAV NA below 7°C (45°F) or above 45°C (113°F)

## ANF-SCFA

7-20

## RNAV (RNP) Z 19



50 HL ..... 50 x 2599

3.7°

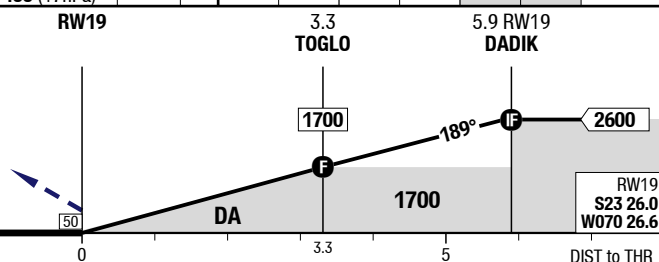
-1.2% TDZ --- (---%) / THR 455 (17hPa)

19

3	4	5	5.9			3.40°
1590	1950	2310	2600			RW19

189° to ARTEK  
direct LOMUN  
climb 4500

GS	120	140	160
	720	840	960



19	RNAV	RNAV				Circling <sup>3)</sup>
	RNP 0.10 VNAV <sup>1)</sup>	RNP 0.30 VNAV <sup>2)</sup>				TERPS
C	ft - m/km ft	430 - 2.0V 880 <sup>4)</sup>	840 - 4.0V 1290 <sup>4)</sup>			850 - 4.0V 1300
D	ft - m/km ft	430 - 2.0V 880 <sup>5)</sup>	840 - 4.0V 1290 <sup>5)</sup>			1010 - 4.8V 1460

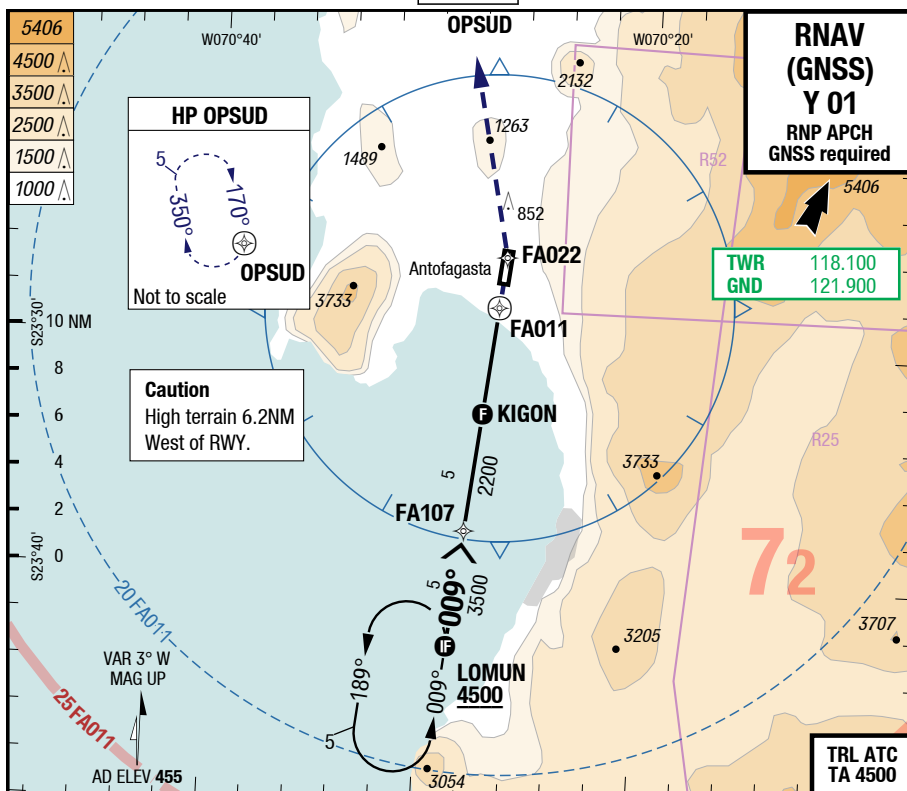
1) With EVS VIS 1.3km 2) With EVS VIS 2.6km 3) W of AD only 4) Uncompensated BARO VNAV NA below 7°C (45°F) or above 50°C (122°F)  
5) Uncompensated BARO VNAV NA below 7°C (45°F) or above 30°C (86°F)

Changes: APL, WPT, ALT, MIN, HLDG

## ANF-SCFA

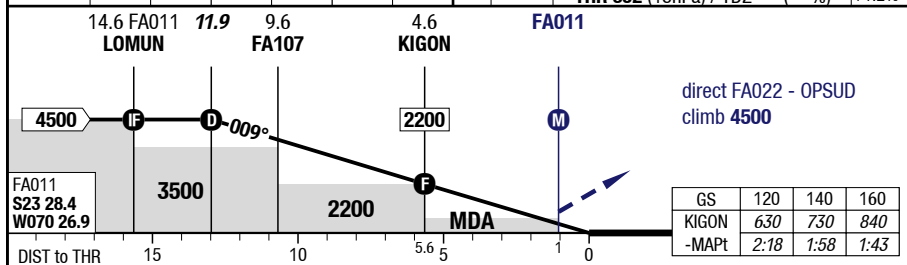
7-30

# RNAV (GNSS) Y 01



2.93° <b>FA011</b>	11.9	10	7	5	3	2	01	
	4500	3900	2960	2330	1700	1390		

**THR 352** (13hPa) / **TDZ** --- (---%) +1.2%



<b>01</b>		<b>RNAV GNSS</b> LNAV				<b>Circling <sup>1) 2)</sup></b> <b>TERPS</b>
C	ft - m/km ft	630 - 3.2V <b>980</b>				850 - 4.0V <b>1300</b>
D	ft - m/km ft	630 - 3.2V <b>980</b>				1010 - 4.8V <b>1460</b>

- 1) W of AD only
- 2) HJ only

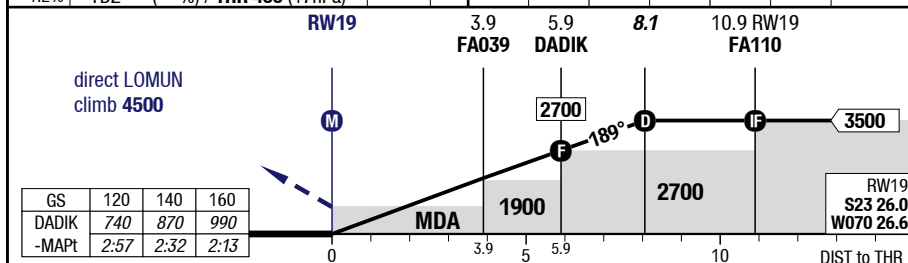
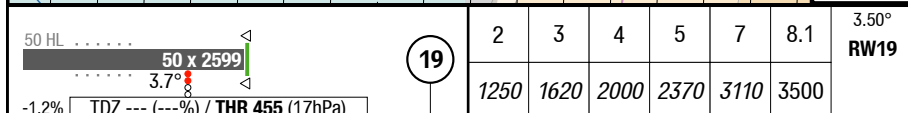
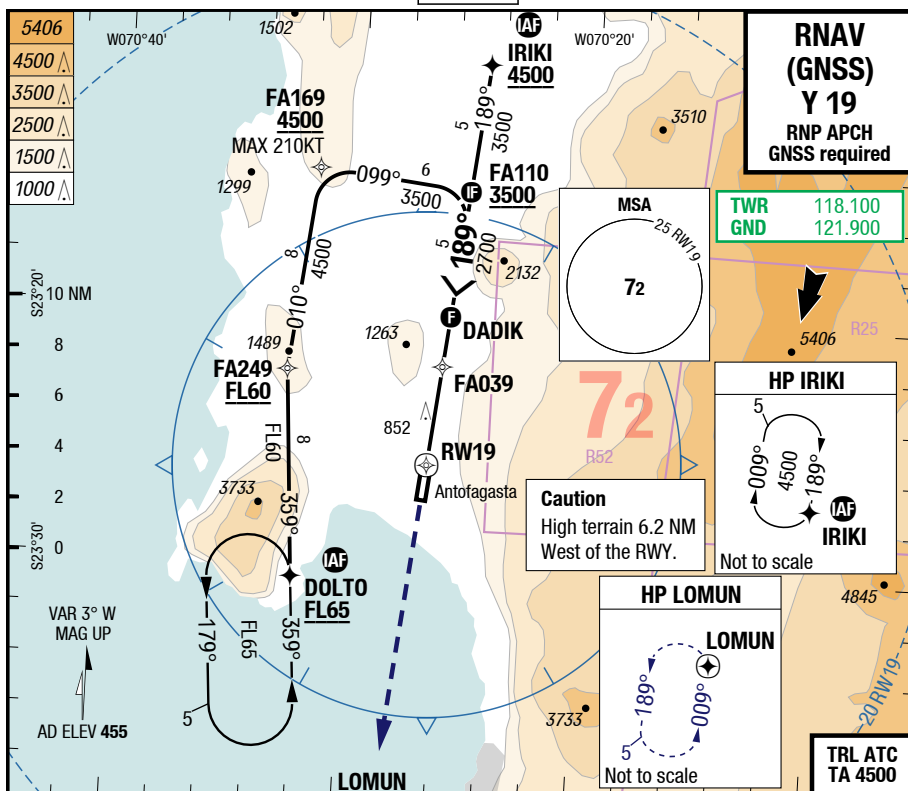
Changes: Completely revised



## ANF-SCFA

**7-40**

## RNAV (GNSS) Y 19



19		RNAV GNSS LNAV					Circling <sup>1)</sup> TERPS
C	ft - m/km ft	730 - 3.6V 1180					850 - 4.0V 1300
D	ft - m/km ft	730 - 3.6V 1180					1010 - 4.8V 1460

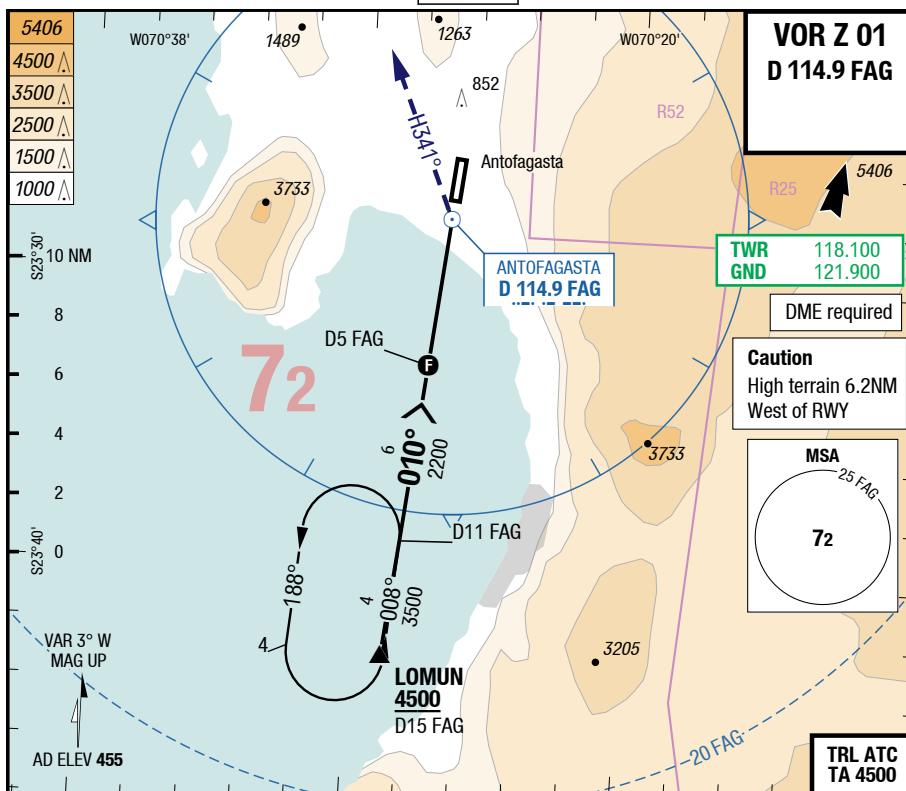
1) W of AD only

Changes: Completely revised

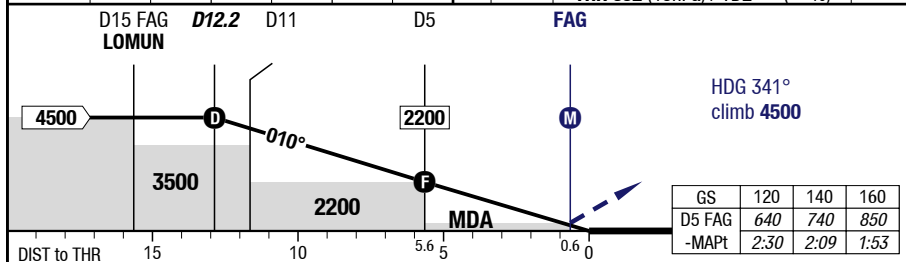
## ANF-SCFA

7-50

**VOR Z 01**



<b>3.00°</b> <b>D FAG</b> <b>010°</b>  RWY 009°	12.2	9	7	4	3	1	<div>01</div> <div> <div> <div>3.0°</div> <div>2599 x 50</div> </div> <div> <div>50 HL</div> <div></div> </div> </div> <div> <div>THR 352 (13hPa) / TDZ --- (---%)</div> <div>+1.2%</div> </div>
	4500	3480	2840	1890	1570	930	



<b>01</b>		<b>VOR DME</b>					<b>Circling<sup>1) 2)</sup> TERPS</b>
C	ft - m/km ft	390 - 2.0V <b>740</b>					850 - 4.0V <b>1300</b>
D	ft - m/km ft	390 - 2.0V <b>740</b>					1010 - 4.8V <b>1460</b>

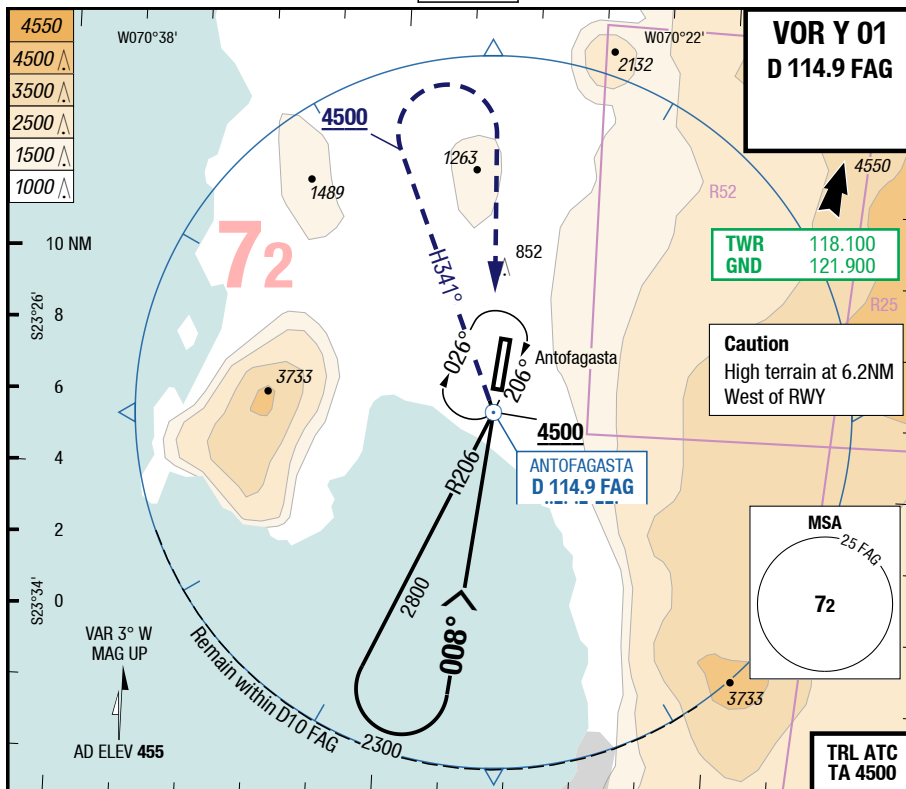
- 1) W of AD only
- 2) HJ only

Changes: APL, FAT, chart layout, ALT

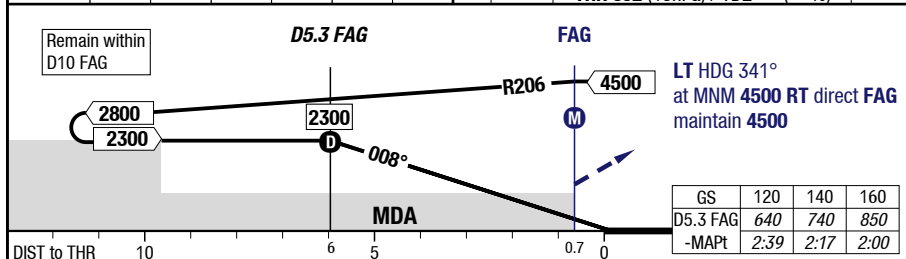
ANF-SCFA

7-60

VOR Y 01



3.00°	5.3	5	4	3	2	1	01	83.0°	50 HL
D FAG								2599 x 50	
008°									
RWY 009°	2300	2200	1890	1570	1250	930			
THR 352 (13hPa) / TDZ --- (---%) +1.2%									



01	VOR						Circling (1) 2)
<b>TERPS</b>							<b>TERPS</b>
C	ft - m/km ft	430 - 2.0V 780					850 - 4.0V 1300
D	ft - m/km ft	430 - 2.0V 780					1010 - 4.8V 1460

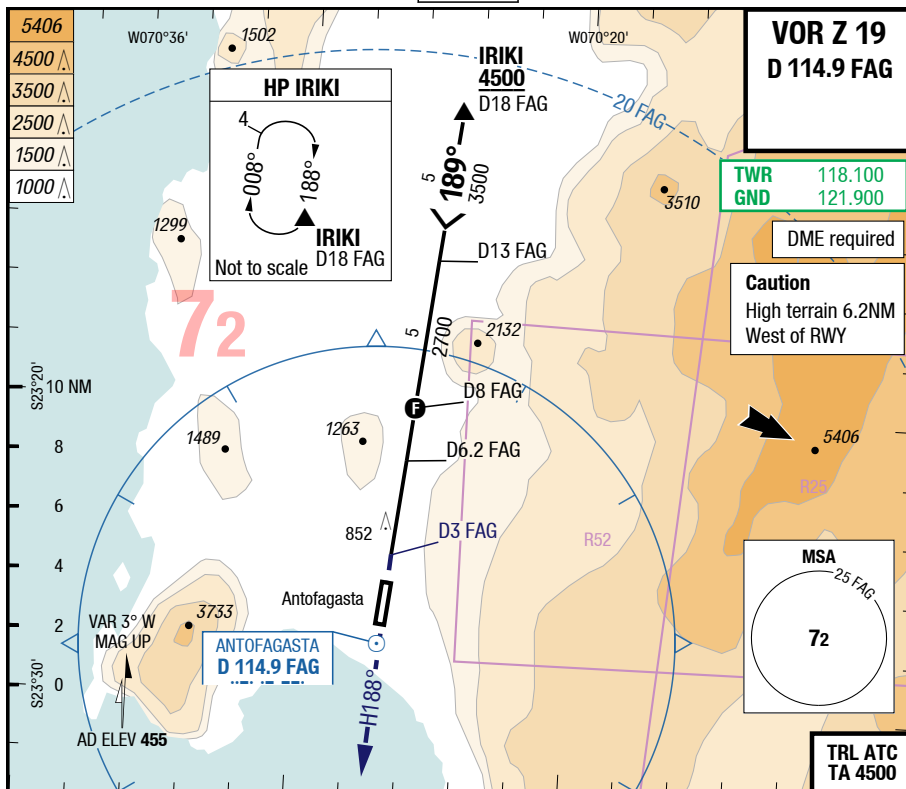
1) W of AD only  
2) HJ only

Changes: APL, FAT, ALT

## ANF-SCFA

7-70

VOR Z 19



50 HL .....

50 x 2599

3.7°

-1.2% TDZ --- (---%) / THR 455 (17hPa)

19

5

7

9

10

11

12.8

3.50°

D FAG

1600

2340

3090

3460

3830

4500

FAG

D3

D6.2

D8

D12.8

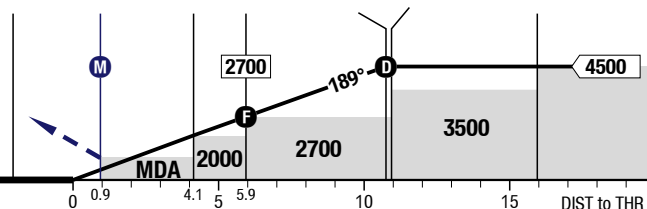
D13

D18 FAG

IRIKI

HDG 188°  
climb 4500

GS	120	140	160
D8 FAG	740	870	990
-MAPt	2:30	2:09	1:52



19

VOR DME

Circling 1)  
TERPS

C	ft - m/km ft	790 - 3.6V 1240	850 - 4.0V 1300
D	ft - m/km ft	790 - 4.0V 1240	1010 - 4.8V 1460

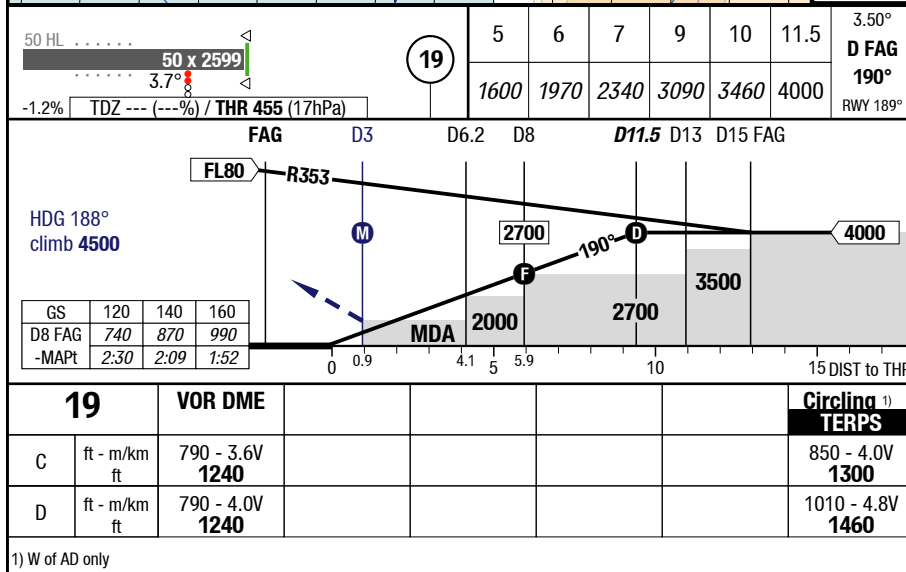
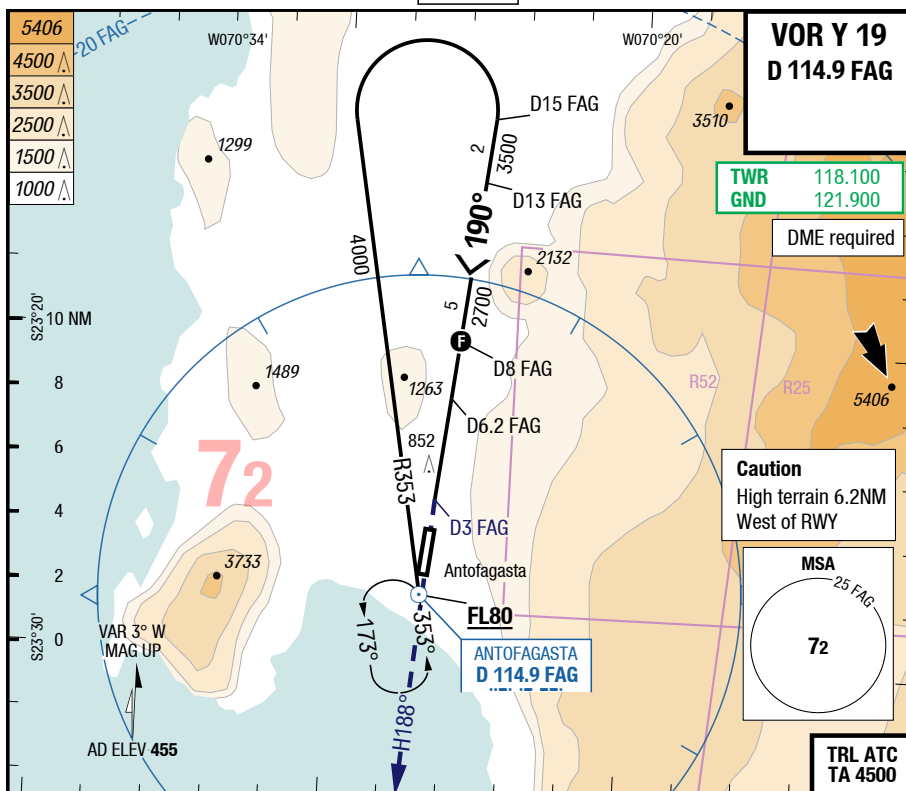
1) W of AD only

Changes: chart layout, APL, FAT, WPT

## ANF-SCFA

**7-80**

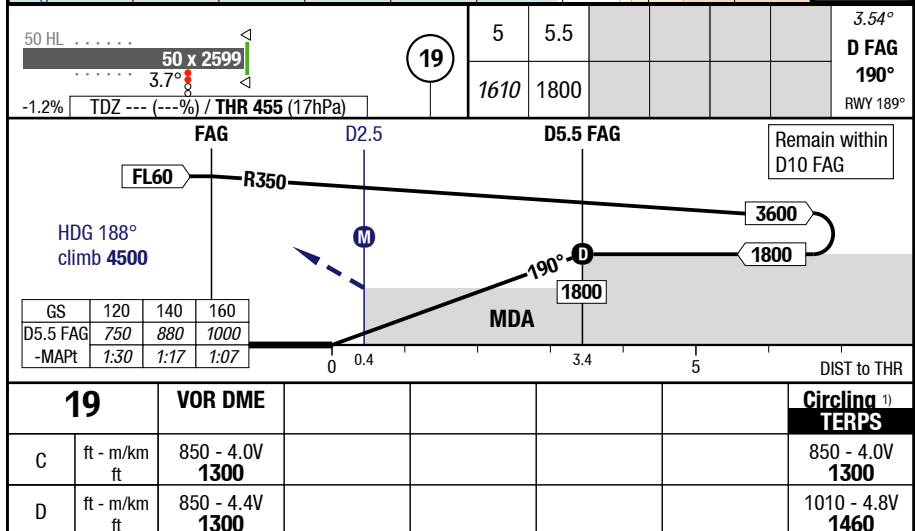
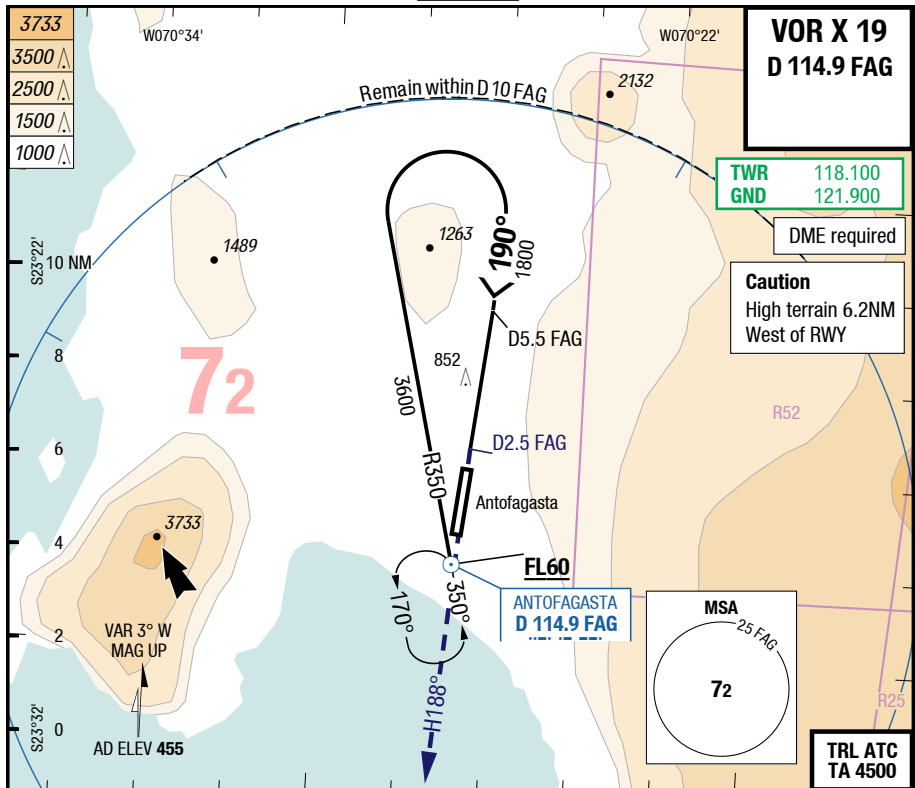
**VOR Y 19**



ANF-SCFA

7-90

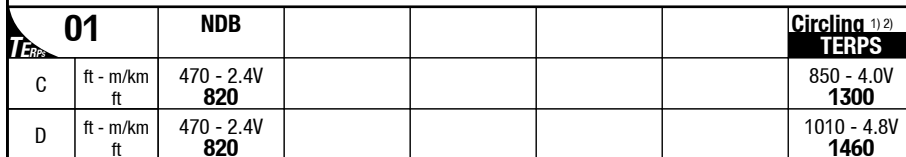
VOR X 19



1) W of AD only

Changes: APL, FAT, chart layout

## NDB 01



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Effective 16-AUG-2018

09-AUG-2018

ANF-SCFA

Chile Antofagasta Andres Sabella

NIL

MRC

MRC

MRC

Andres Sabella Antofagasta Chile

NIL

MRC

8-10

