

SANTIAGO AIRPORT AERODROMES MANUAL.-

The first remark made from the analysis of this Manual, is that it does not comply with a format that permits the register of the pages in force and the amendments of the same, including a page to register the revisions or amendments. On the other hand, it is suggested to use the format contained in the Annexes and other ICAO official documentation. This will permit an easy revision, including a numbering of pages in order to facilitate its revision and the acceptance or approval process.

PART 1

GENERALITIES

- 1) The Manual does not have general information, the objectives and the application scope. The Group suggests to introduce the following:
 - A) **OBJECTIVE:** The objective of this Manual is to provide information related to the compliance with standards, conditions and service levels offered by the SANTIAGO ARTURO MERINO BENITEZ Airport.
 - B) **SCOPE:** This Manual will be applied to the installations, services, equipments and operational procedures of the airport; without considering the scope of the aeronautical information services, aeronautical meteorology, administration of finance and the services offered to passengers and cargo.
- 2) Part I-B (legal aspect) is contemplated in paragraphs 1-1 and 1-2 of this Manual. However, when the specific standard is published, incorporating amendment 4 to Annex 14 to the national rules, it must show this legal aspect.
- 3) This Manual, under study, does not contain a declaration regarding the conditions of the airport's use. For this reason, the Group suggests to incorporate the following declaration:

The ARTURO MERINO BENITEZ Airport and its installations will be opened to use without restrictions and, in equal conditions, while it is available for departure and landing of all aircraft.

- 4) The Manual does not have the Aeronautical Information System and the procedures to promulgate this information. The AIP information is also missing, so it is necessary to include this data in the Manual.

- 5) The Manual does not mention the system for registration of aircraft movements. As being so, the group suggests that generic information on the system to be used by the airport should be reported.
- 6) When referring to generalities, the Manual does not indicate de aircraft operator duties. It contemplates Chapter II – FUNCTIONAL RESPONSIBILITIES OF THE AIRPORT TECHNICAL MANAGEMENT. However, the opinion of the Group is that this Chapter corresponds to Part V of Doc 9774. An example of the operator's duties can be obtained by transferring the established duties in Section D of the same document.

PARTE 2

DETAIL OF THE AERODROME LOCATION

- 1) The Manual performs with the required information of Part II, paragraph A, in relation to the plan that indicates the principal installations of the aerodrome.
- 2) However, the Manual does not comply with which is specified in paragraphs B, C and D. Therefore, the following maps should be included: map with limits of the aerodrome, map with the distance to the city, a map with the installations and equipment localized outside the same and, finally, details of the land ownership titles where the aerodrome is located.
- 3) Finally, it is observed that the Manual, under study, is not signed by the operator and it does not comply with Section 3C.1.2, paragraph A.

PART 3

DETAIL OF THE AERODROME

3.1 General information

Letters e), g) and h) of the AIP must be included in the Manual.

3.2 Dimensions of the airport

Letters a), b) c) and f) must be included.

Letters g) has to be determined, and paragraphs h), i), j) and o) should be transferred from the AIP.

Also it should include the aerodrome charts.

Disabled Aircraft removal

Chapter 14 of the Operation Manual has to be completed.

3.3 SEI

Implement Chapter 17 of the Operation Manual.

PART 4

SECURITY AND OPERATIONAL PROCEDURES OF THE AERODROME

4.1 Airport notifications

The airport notification does not exist in the Manual. However, the AIP-Chile is based on the ICAO Annex 15 and on the ICAO Aeronautical Information Service Manual.

4.2 Movement area access

It does not appear in the index of the Manual. However, it is indicated in Chapter 10, "access of persons and vehicles to the air side".

4.3 Emergency Plan

It is indicated in the Draft of Chapter 15, but it is incomplete. In letter c) of the Manual, the plan is complete and the emergency plan appears in letter e).

4.4 Rescue and fire fighting

It is not very well explained and detailed.
This Chapter is presented in Section f) of the Emergency Plan.

4.5 Inspection of the movement area and obstacles limitation surfaces

The Manual complies with paragraph 4.5, except with friction measurements as it is established in Chapter 7.
The group considers that it must appear in the same Chapter.

4.6 Visual aids and electrical systems

It is described in Chapter 4 of the Manual, except letter e).

4.7 Maintenance of the movement area

It is presented in Chapter 8 of the Manual.

4.8 Airport construction works

It appears in Chapter 8 of the Manual, except letters b), c) and d).

4.9 Apron management

It does not consider ATC coordination with apron terrestrial services.

It does not inform who is responsible for the parking assignment. It also does not include signaling personnel and vehicles services of the type "Follow-me".

4.10 Apron safety/security

There are missing procedures on:

Blast of jet engine protection, security in cargo fuel, apron cleaning, accident and incident notification and audits on Safety/Security Standards.

4.11 Vehicle Control

It can be found in Chapter 10, but it has not been developed.

4.12 Bird Hazard

The Manual has: Prevention Programme. Bird Hazard Committee, and it defines risk areas and it designates responsible for the airport SEI.

4.13 Obstacle control

There is no surveillance procedure, obstacle control and notification.

4.14 Disabled aircraft removal

It establishes the operator's responsibility. There is no ownership notification procedures ATC services, nor participation of enterprises with available funds.

4.15 Dangerous goods

There are missing procedures for storage area for dangerous goods and methods to face an emergency.

4.16 Operations with reduced visibility

It has updated procedures for: aircraft operation with ILS, Category I, II and III A, and people and vehicles movements at low visibility.

4.17 Radar and Radio aids protection

No protection procedures for radar installations and radio aids are published. No warning signaling and construction works at the vicinities.

PART 5

AERODROME MANAGEMENT AND SAFETY MANAGEMENT SYSTEM

Aerodrome Management

It should be incorporated in Chapter 2 of the Operation Manual, the types of Committees acting in the airport, their integrants, services and their organization inside the plan.

Safety Management System

The aspects indicated in the following items should be considered:

- a) To include specific structures of the Safety Management System.
- b) It is contemplated in the Airport Emergency Plan.
- c) Protected channel for communication and assigned frequencies are available.
- d) Procedures and Manuals are available to regulate the movement and access of vehicles and persons in the movement area.
- e) This function is assigned to the Operation Management.
- f) There is a procedure of the Ministry of Public Works from the Central Region and from the Operation Management.