

NEW INTERNATIONAL TERMINAL of Santiago's Airport

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SANTIAGO, CHILE
FRIDAY, MARCH 4th, 2022



FOTOS NUEVO PUDAHUEL

T2 is mainly comprised of a hub, where passenger departures and arrivals will be processed, and four piers, which are the piers with departure lounges.

FEATURING A NEW INTERNATIONAL TERMINAL:

SANTIAGO AIRPORT BECOMES THE MOST MODERN IN SOUTH AMERICA

The new infrastructure of Arturo Merino Benítez Airport provides Chile with a fresh, state-of-the-art gateway to foreign countries and matches its potential as a business, tourism and innovation hub in the region.

Since last Monday, February 28, the new international terminal (T2) at Arturo Merino Benítez Airport (AMB) gradually became operational. The 248,400 m² infrastructure, which expanded its capacity to over twice its size -from 16 to 38 million passengers per year-, turns Santiago Airport into an international hub, the most modern one in South America. The work, which required an investment of US\$ 990 million, was carried out by the French-Italian consortium Nuevo Pudahuel, comprising Groupe ADP, VINCI Airports and Astaldi Concessioni, which took over the construction and operation of the new Santiago Airport under a 20-year concession in October 2015. T2T2 introduces technology in a number of processes to enhance the passenger experience. More specifically, it simplifies boarding, through automatic baggage check-in and screening systems. It also features automated baggage screening systems at arrivals to detect items subject to SAG (Agriculture and Livestock Service) or Customs restrictions.

Moreover, it increases the screening capacity at international police, air security (AVSEC) and baggage conveyor belts. In addition, it features more services, such as a lactation room, a station to hold 26 buses that improves the use and circulation of parking lots and green areas. Finally, it offers new stores, culinary options and two public boulevards with an amphitheater that seats 250 people.



"We are providing a new gateway to Chile, which meets the highest international standards, further bolsters the appeal of Santiago Airport, contributing to strengthening its connectivity with the world and meeting its potential as a business, tourism and innovation hub in Latin America," said Xavier Lortat-Jacob, General Manager of Nuevo Pudahuel.

Another important aspect is that the new building will also support the growth in air traffic recorded since the beginning of the concession. Santiago Airport welcomed 24.6 million passengers in 2019 thanks to the opening of 20 new international destinations and the arrival of six new airlines. It should be noted that since its arrival in the Chilean market, Nuevo Pudahuel, together with its shareholders, has focused on increasing and optimizing traffic.

HOW DOES THE NEW TERMINAL OPERATE?

The new international terminal simplifies the boarding process by providing 96 self-check-in totems and 64 automated baggage check-in areas, which, under normal conditions, will speed up the process considerably. Then, in the PDI and AVSEC security control procedures, there will be more booths so that these services will be staffed by more employees, which will streamline these procedures. There will also be a shopping area with a wide variety of shops and restaurants. From here, passengers should check their pier (C and E, at the beginning) and the boarding gate where their flight departs from.

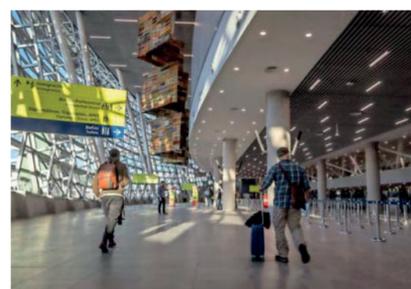
Upon arrival in Chile, there are more booths for the immigration process, a space for a quick screening of handbags by the SAG dog squad and a large baggage collection area equipped with six carousels, which hand over bags already processed by a state-of-the-art automated system that detects any items that pose a risk to health safety, subject to SAG control or not allowed by Customs, which will be screened at the final checkpoint, where only people with this type of luggage will enter. Thus, the arrival process to Chile will be much more efficient and convenient. On the other hand, there will be plenty of space to hire legal means of transportation, the bus station for services connecting the city and multiple parking lots, offering more than 6,000 parking spaces.



To this end, and together with the policy of reducing boarding fees promoted by the current Administration, this resulted in a growth of over 41% in 2015-2019, compared to the 2012-2015 period.

The inauguration of the new international terminal at Santiago Airport was held on Saturday, February 26, attended by Sebastián Piñera, President of the Republic of Chile, together with the

Ministers of Transport and Telecommunications, Gloria Hutt, and Public Works, Alfredo Moreno, as well as Xavier Lortat-Jacob, General Manager of Nuevo Pudahuel.



T2 incorporates technologies that streamline airport processes, improve service quality and upgrade infrastructure.

AMB'S EXPANSION

The airport is a government project that has progressed during the last three administrations and consists of the expansion and modernization of the Arturo Merino Benítez Airport, including the design, construction and commissioning of several works.

The project not only provides a new building for international air transport, but also remodels the current terminal, which will be used for domestic transport. Its objective is to build an airport complex that will meet a variety of requirements and be a hub for tourism and trade.

"The expansion plan includes various works and phases that Nuevo Pudahuel has been executing, as defined in the terms of our concession contract. We will soon begin the complete remodeling of the old terminal, which will be exclusively devoted to domestic flights. Simultaneously, we are expanding the terminal with the construction of a new pier that will provide eight additional bridges," explains Xavier Lortat-Jacob. Lortat-Jacob.

He adds: "In the future, this project contemplates the expansion of the terminal with two additional piers, G and H, which will be active once passenger demand triggers this need. The same applies to the hub building, which has room to increase in surface area, with the aim of increasing the number of counters, control modules and airport processes, as well as the baggage system."

INNOVATIVE DESIGN:

Nuevo Pudahuel areas focus on sustainability

Each of the new zones and public spaces of the new terminal at Arturo Merino Benítez International Airport was planned in detail. These are places that are both environmentally friendly and focused on sustainability and the quality of the travel process.

Main hall (Level 3)

It features four islands with eight check-in areas, comprising a total of 96 self-check-in counters and 64 baggage-drop-off modules, in addition to check-in areas for oversized baggage and pets.

It also features two large ticket sales areas, a satellite room for emergencies and assistance modules for mobility-impaired passengers.

Immigration and Security Screening (Level 3):

The International Police (PDI) area is equipped with 56 booths (20 more than the 36 that the T1 terminal used to have). Four devices will also be implemented here to carry out the procedure automatically.

In turn, the DGAC security area (AVSEC), where carry-on baggage is checked, holds 15 machines.

Lactation Room (Level 3):

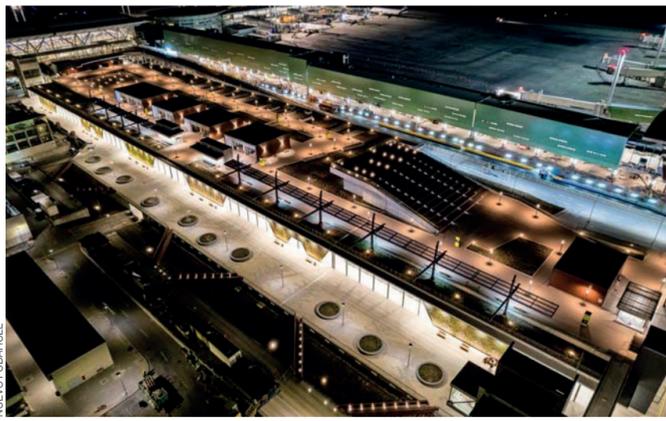
In the departures area, the Lactation Room is one of the new features of the new international terminal.

It covers 177 square meters and is equipped with a sink, as well as all the necessary supplies to ensure that mothers are comfortable and babies can be fed in a safe area.

Piers:

The terminal features four departure offering, in total, 45 boarding gates (for a total of 76 combined, together with terminal T1). Each pier boasts an interior design inspired by regions of Chile: Rapa Nui (C), Atacama Desert (D), Patagonia (F) and Los Lagos (E). Each pier features children's playground equipment, as well as WiFi service, stores and restaurants.

Duty Free and Main square (Level 3): The Duty Free, covering 2,082 square meters, precedes the "Main Square", an area displaying flight information



crew and others. There are also four aisles for the SAG to check carry-on baggage. After the screening area, there is a 2,449 square meter Duty Free, a baggage claim hall, a Sernatur welcome desk, a café and amenities such as an ATM.

BHS (Level -1):

Located below the baggage claim hall, the Baggage Handling System Hall is composed of a series of conveyor belts to process incoming and outgoing baggage quickly, safely and dynamically. It covers an area of 21,032 square meters and has a baggage handling capacity per flight: 24 departing flights (two per carousel) and six arriving flights (one per carousel).

Parking buildings:

The two three-story parking buildings (Express 1 and Express 2) offer 3,000 parking spaces in addition to the Patagua, Maitén and Pehuén parking lots). There are six two-point charging stations for electric cars, free of charge. Above both parking lots there are two boulevards measuring 16,000 square meters each with infrastructure for 28 stores, as well as a showroom.

Bus station:

The station can accommodate 26 public and official private transportation buses. It has an area covering 16,700 square meters and a roof covering 3,000 square meters. It offers shops, waiting rooms and restrooms. Once Decree 35 of the Ministry of Transport and Telecommunications is approved, this terminal will house interregional buses, enhancing connectivity to and from the airport.

screens so that passengers know where to go. It also offers stores, restaurants, cafés and other services. Towards the eastern sector, where the road forks towards piers D and F, there is a lactation room.

Immigration and carry-on baggage (Level 1):

There are 66 PDI booths in the immigration sector (38 more than those available in T1), with areas reserved for diplomats,

partial visual or hearing impairment. Those passengers, as well as their family members or companions, may request a lanyard (or identification necklace) at the information desks, which provides access to personalized assistance during the travel process.

FRIENDLY

The airport is also an inclusive place that offers assistance services for mobility-impaired passengers, which may be requested 48 hours in advance on the nuevopudahuel.cl website. Furthermore, Nuevo Pudahuel provides an assistance service for passengers with autism, Asperger's, and

ARTURO MERINO BENÍTEZ AIRPORT:

New International Terminal to Enhance Travel Experience through Technological Innovation

The building incorporates self-check-in and self-drop-off processes that, among other things, will help reduce boarding times and queues.

The new international terminal at Santiago's Arturo Merino Benítez airport has embraced technology in all its processes from the very beginning of its conceptualization. An early innovation was the implementation of Building Information Modeling (BIM), an intelligent information system for construction that made it possible to build three-dimensional blueprints.

"In addition to providing plenty of technical information, BIM enables the integration of collaborative work among all the specialists. This leads to greater efficiency and the potential to anticipate modifications, which was not possible with traditional two-dimensional blueprints. Furthermore, during the construction phase, Nuevo Pudahuel implemented a virtual reality system that allowed the entire technical team to "visit" the project long

before it was built, which provided valuable information that was used to implement a range of improvements," explains Manuel Valencia, Nuevo Pudahuel's Deputy Manager of Communications and Customer Experience.

FLOW

In addition to BIM, the new terminal incorporates technologies aimed at streamlining the various airport processes, generating greater fluidity for passengers and, simultaneously, improving safety and efficiency standards. The first relevant aspect is that the new terminal is fully automated: the counters for on-site service give way to 96 self-check-in modules with 64 machines for passengers to carry out the check-in and baggage drop-off process on their own. "As this involves a cultural change, which may be

challenging for some passengers, there will be service assistants from both the airlines and Nuevo Pudahuel assisting passengers. Furthermore, due to pandemic health information requirements, there is still a need to wait in line to verify whether passengers meet the entry requirements of the destination countries," said Valencia.

The technology also manifests itself in multiple state-of-the-art displays to report flight status and location. Valencia notes that this will soon be complemented by automatic devices in the immigration area. "The purpose of these efforts is to help travelers to speed up procedures that, if they take too long, can detract from a satisfactory flying experience," says Valencia. A specific system has been implemented for international arrivals, focusing on services such as Customs and SAG,

which enables baggage to be screened from the Baggage Handling System (BHS) (Level -1) before being handed over to passengers on the first level, through the conveyor belts.

Xavier Lortat-Jacob, General Manager of Nuevo Pudahuel, explains that this translates into less time, fewer lines and a smoother departure upon arrival in the country, as passengers will no longer have to wait for their luggage to be screened. In the event of an alarm being triggered due to the presence of restricted products, the relevant authorities will guide passengers to an individualized inspection. In addition, the new terminal offers 45 boarding bridges (for a total of 76 if we add those of the old terminal). This reduces the number of remote positions when flights arrive, avoiding the need to pick up passengers in buses and allowing them to arrive directly at the terminal and leave in a much more efficient manner.



The new terminal incorporates technologies aimed at streamlining the different airport processes.

FLEXIBILITY FOR INNOVATION

Xavier Lortat-Jacob, General Manager of Nuevo Pudahuel, indicates that the flexibility that concession contracts should have would encourage companies to incorporate improvements in their processes at an early stage. Among them, there are some that are still in the pipeline in Chile -and already operating in other countries in the region-, such as contact-free technologies or biometric systems, which simplify the identification of individuals, optimize document controls and provide greater security. Others, such as Augmented Reality maps, allow passengers to be guided to a specific lounge, store or service, reducing delays or gate showings. "Airports are gateways not only to countries, but also to novelties. Chile has the potential to be a pioneer in many of them, with the purpose of continuously improving the travel experience for passengers," he points out.

Xavier Lortat-Jacob asegura que si bien el proceso

XAVIER LORTAT-JACOB, GERENTE GENERAL DE NUEVO PUDAHUEL:

"This New Terminal Brings Santiago to the World's Best Airports"

"It has been our goal to apply in Santiago the best practices and know-how that we have been gathering at the 77 airports operated by our shareholders around the world. Among them, there are several relevant ones such as Charles de Gaulle, Orly, Gatwick, Osaka or Lyon. Thus, this passenger-focused infrastructure, with a design, services and features that will simplify travel and improve people's experience, will surely turn Chile's capital into an airport benchmark in the region", emphasizes Xavier Lortat-Jacob, General Manager of Nuevo Pudahuel.

The executive emphasizes that the new infrastructure at Santiago Airport is designed around passengers, with a design, services and features that will simplify travel and improve people's experience.

The new international terminal (T2) at Santiago's Arturo Merino Benítez Airport (AMB) marks the largest investment of the last 20 years in the history of concessions in Chile and will make it possible to meet the sustained growth in air traffic. However, it has also been at the center of controversy due to divergences between the MOP and Nuevo Pudahuel, which is requesting an extension of the concession due to the impact of the pandemic.

— According to you, how important is a project such as AMB's T2 for Chile?

"It is a major project for Chile's connectivity with the world; it generates a new, larger, state-of-the-art gateway for a country that had been growing steadily in the number of air passengers prior to the pandemic, and therefore required a larger capacity for more people seeking to come to Chile for tourism or business purposes, and for more Chileans to be able to go out to the world. It is an infrastructure that puts Santiago on a par with the best airports in the world.

The concession model allows, in this case, to seek the best global expertise to operate airports, which generates innovative solutions and constant benefits for passengers."

— From the users' point of view, how will the opening of T2 impact them?

"Although passenger traffic has recovered very slowly, and has done so mostly in the domestic



Xavier Lortat-Jacob, General Manager of Nuevo Pudahuel.

market, where it already accounts for 85% of what we had in 2019, this terminal is committed to promoting the return of passengers to international air transport, which is still at 40% of what it was before the pandemic. The slack offered today by this infrastructure provides the potential for additional space for sanitary control and distancing, at a time when the pandemic continues to impact international air transport.

But once it is in operation, it will not only allow more comfortable, fluid and safe travel for passen-

gers, but it will also provide more spaces for entertainment, trade and services, which will adapt to the requirements of a country with a growing number of air passengers, due to the increased accessibility of Chileans to this means of transport."

—¿What is the 'trial phase' to ease the cultural change that T2 implies?

"Based on the experience of our stakeholders in more than 77 airports around the world, we know that these spaces are delicate and complex infrastruc-



erial view of the new international terminal at Santiago Airport.

ENTRY AND PCR TESTS

Xavier Lortat-Jacob assures that although the process of document checking and taking PCR tests, which is carried out by the Ministry of Health, is not related to the concessionaire's obligations, they have provided all the possible infrastructure so that each step of the entry protocol can be carried out smoothly and safely.

"We hope that the Ministry of Health will be able to improve its quality of care by having more staff in the care modules that have been arranged in this terminal. In addition, there will be additional booths for PCR sampling, which used to be a bottleneck. The number of spaces will increase from 32 to 45, with three more for mobility-impaired passengers. All this capacity will allow us to reinforce, together with the equipment provided by the ministry, greater security and speed in the process."



gradually join. In addition, during the first month, we will provide support staff and information through all our channels to help generate, collectively, a smooth cultural change that does not cause disruptions among passengers."

—How did the pandemic affect the construction of T2?

"The pandemic had devastating effects on this concession. It destroyed all the foundations, in terms of traffic, that sustain the economic stability of the concessionaire, which has made it imperative to seek dialogue with the State, as recommended by the Technical Panel of Concessions.

This conversation was unable to take place with this Administration. We have followed the path offered by the institutional framework and went to the Arbitration Committee, but we trust that the next Administration will decide to engage in talks in order to find a mutual solution. As for the work, the pandemic posed the logical dilemma of either halting the work or making every effort to move forward and meet the stipulated deadlines. Thanks to a great financial and human effort, we were able to set up a real clinic, with a health care system that allowed the more than 4,000 workers to continue with the construction

that we are now delivering to the country thanks to their commitment and perseverance."

—Why did its inauguration and opening take so long?

"We met the deadlines, together with the CJV construction company, despite the pandemic and its brutal effects on the country. We managed to ensure the labor continuity of the workers and of the project itself, which we did not halt, while always thinking of the main goal to soon have the terminal that Chile needs.

Nuevo Pudahuel completed the construction of the international terminal within the stipulated deadlines. The work was officially reported by the MOP as completed and operational in July and we were ready to operate it in September, after having carried out tests for two months. What has followed since then are further inspections that the MOP decided to request from us, which extended the original deadlines.

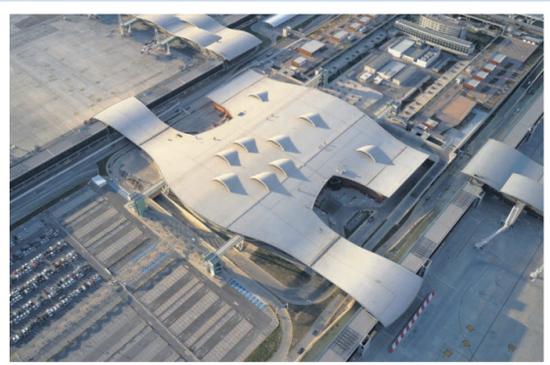
Our reach as a concessionaire, unlike in other countries, is limited in Chile. More integration with other areas, such as aircraft operations, is required to generate greater coordination."

— What are the main milestones in the construction of T2 for Nuevo Pudahuel?

"The project was born in 2013, when the architectural design was awarded. With the start of our concession in 2015, we began construction of the first pier (C) the following year, which we delivered in 2018.

In 2016 we began with the construction of Pier E, which was inaugurated in 2019. And in 2017 we began construction of the main building, which we are delivering these days. The project incorporates two other piers, D and F, which will be opened to passengers once the airport picks up the flow of people that justifies it. The entire plan also includes the modernization and transformation of the old terminal (T1), which will cater only to domestic flights. To this end, it will increase its capacity with a new pier (A) that will add eight additional gates."

Stantec and Amunátegui Barreau designed the expansion of the terminal at Santiago International



Fotografías: © Felipe Fontecilla

Visitors to Santiago experience a first-hand sense of the beauty of the Chilean capital. This is the splendor that our team wanted to capture in the design of the new terminal expansion at Arturo Merino Benítez International Airport (SCL).

Bringing together their global experience and familiarity with the local culture, Stantec and Amunátegui Barreau Arquitectos partnered to create a design that reflects the country's geography, its iconic areas and its relationship with the ocean.

Meeting the Needs of a Growing Airport

As Chile's main airport and international hub, SCL needed a new international terminal and an upgraded domestic terminal to support the growing number of passengers: nearly 30 million per year, which is expected to increase to 38 million.

The Stantec team first delivered the original International Terminal in 2000 under the SCL Terminal Aéreo de Santiago S.A. Consortium and as designers of the new terminal, Stantec/Amunátegui Barreau Arquitectos were awarded an international design tender by the Airport Concessions Division of the Chilean Ministry of Public Works (MOP).

We turned the original T1 into a domestic terminal, adding a pier to expand capacity for domestic flights, while the new T2 terminal building is devoted to international and regional flights. Both terminals are equipped with state-of-the-art technology to achieve minimum wait times for passenger and baggage processing. The new T2 space features a major main hub processor, more than 40 new departure lounges and piers for international flights that connect to

the new hub through interstitial corridors, efficiently minimizing the built-up area.

A Design Inspired by the Chilean Coastline

The walkable outdoor square connects both entrances to the two terminals with an outdoor pedestrian space creating a visual connection between the two buildings. The T2 hub has an expansive, elegantly curved roof facing a park on one side and the approach roads on the other. The adjacent piers for the new boarding gates have wavy roofs inspired by the Chilean coast and ocean. Each half has sine-curved roofs that split to introduce natural light into the interior of the piers.

Our interior design reflects Chile's unique geography and culture, with the main hub and the new four piers depicting elements inspired by the different landscapes, geographic zones and colors of the country.

To enhance the traveler experience, we designed a large concessions and food and beverage area featuring welcoming VIP lounges and an innovative advertising program. We also engineered for an increase in the number of boarding gates from 18 to 67 and the creation of two 4-level parking buildings and two surface parking lots.

Through close collaboration and creativity, we created a design that embraces Chile's rich and beautiful culture and aesthetics, welcoming travelers to the country.

Reference design by Stantec / Amunátegui Barreau Arquitectos and detail design by ADPI in association with Luis Vidal + Arquitectos.

INITIATIVES

Nuevo Pudahuel's Strong Commitment to Airport Sustainability

For a project to be successful, much more than positive financial management is required, because today's society also demands that organizations not only take responsibility for the impact of their operations, but also adopt measures that protect the environment and contribute to the community.

Aware of this, Arturo Merino Benítez airport, whose new international terminal began operations on Monday, February 28, has implemented a series of initiatives aimed at improving the user experience and, certainly, becoming a "green" air terminal. "Commitment to sustainability is a cornerstone for Nuevo Pudahuel. It is so central to our organizational purpose that we simply cannot project the development of our airport without clear and ambitious goals to reduce CO2 emissions or include the cleanest energy available," says John Rathkamp, Sustainability Manager at Nuevo Pudahuel.

The fact is that, according to the executive, "an air terminal is in itself a small city, with a variety of complications and important impacts, such as the environmental impact, which we have to address."

For this reason, the Nuevo Pudahuel Consortium, made up of Groupe ADP, VINCI Airports and Astaldi Concessioni, which operates the air terminal, has implemented plans to properly manage the impacts generated by both airport activity and the interaction of over 2,000 people who come to work at the airport every day.

"We are developing a massive recycling program at the airport under the concept of circular economy, considering that, due to the nature of the activities that take place here, tons of waste are generated daily," he explains.

This initiative is being developed on several fronts: a recycling plan is being implemented with the Veolia company to handle materials such as cardboard, plastic (films) and others that are generated daily in runway areas, due to the loading activities that take place at the airport. In terms of stores, both passenger terminals are promoting the B-Zero program to recover waste generated by them, which has generated a sorting and recovery culture for recyclable waste (cardboard, plastic, tetrapak, organic waste, etc.)

A series of measures have been implemented at Arturo Merino Benítez airport to achieve its objectives, including becoming carbon neutral by 2050.



Nuevo Pudahuel is developing a massive recycling program under the circular economy concept.

ASSESSMENT

The Nuevo Pudahuel concessionaire is assessing the feasibility of implementing a Green Hydrogen (H2V) project to supply ground vehicles and thus have the first green hydrogen installation in South America's airports. To this end, progress is being made in developing alliances to materialize this initiative with private companies in the mid-term at Arturo Merino Benítez.



The photovoltaic plant installed on the roof of the old terminal (T1) consists of 2,465 modules that can generate 1,220 MWh/year.

Work is also being done on the processing of the organic fraction of waste, considering the implementation of a composting plan based on organic waste left

by restaurants, including the incorporation of equipment that will allow such processing at the airport itself, to be used in green areas of the airport and nearby communities.

Furthermore, given that the airport is an actor that integrates and relates to its surroundings, the Nuevo Pudahuel Consortium seeks to contribute to the

harmonious development of Pudahuel, the municipality in which it is located, and, by extension, of Santiago. Therefore, they have promoted a program for the donation of trees and forested the airport's surroundings with 20,000 trees, which not only has a low coverage of green areas, but is also characterized by being an area with illegal micro-garbage dumps.

ZERO EMISSIONS

Another ambitious initiative is to be a carbon neutral airport, reaching zero CO2 emissions by 2050. To this end, Nuevo Pudahuel is working hard on a plan to reduce its carbon footprint, and has set two goals: to reduce its carbon emissions to 40% by 2030 and to reach zero net CO2 emissions by 2050. To ensure that these goals are met, Nuevo Pudahuel is enrolled in the global Airport Carbon Accreditation (ACA) program of the Airport Council International

(ACI), which measures and recognizes the efforts made by different airports to manage and reduce their emissions through six progressive certifications: mapping, reduction, optimization, neutrality, transformation and transition. "Arturo Merino Benítez has already achieved two certifications, certifying that Santiago can identify and map its emissions and implement a strategy to reduce them, achieving an 11% reduction in overall emissions compared to the last three years," says John Rathkamp. These two initial steps, he adds, "fill us with pride and make it our duty to move on to the next stages and certifications to achieve our goal, a task that will involve working together with the airport community so that they are part of this effort to reduce emissions and thus achieve the Optimization level."



20,000 trees have been planted around the airport, as part of the afforestation program carried out by the air terminal.



Santiago airport parking lots are equipped with electric chargers to encourage electric mobility.

Opinion



Thinking Big

GABRIELA PERALTA,
General Manager of IATA in Chile.

The opening of the new International Terminal (T2) at Santiago Airport is good news for everyone. Thanks to this opening, we now have a new gateway that will be able to connect Chile with the world in a much better way and will welcome our country with a renewed, up-to-date and high-tech image, something that we have been needing for years. The 96 self-check-in machines and the self-bag-drop system, with its 64 modules, will speed up passenger entry to the departure lounges, and it is expected to streamline procedures with more PDI booths and AVSEC control machines.

Moreover, the revamped Duty Free and the wide range of shops and restaurants anticipate an experience that seeks to be more satisfactory for travelers. The new airport also keeps up with modern times: it incorporates a lactation room, in response

to many requests from mothers and fathers who required a space to feed their children in comfort and privacy. In addition, its infrastructure incorporates natural light that generates energy savings, as well as its design, generous use of large windows and a layout that makes the most of the spaces and makes them both harmonious and functional.

The work built by Nuevo Pudahuel creates a public space destined to become a hub of urban attraction, not only for the trips themselves, but also for the offer they can provide. The two boulevards, with their amphitheater seating 250 people and their exhibition hall, will be a meeting point for people, as well as its shopping areas and outdoor cafés, which will not only be used by passengers making long stopovers, but also by those who are picking up or dropping off passengers.



Due to the strategic, economic and social importance that the sector brings to the country, we hope that the incoming authorities will continue to think big when it comes to aviation, allowing air transportation to continue growing in an orderly, sustainable and efficient."

For the airlines that will operate this terminal, this building provides a more convenient infrastructure for their passengers, with self-service processes that will allow passengers to carry out faster and smoother processes.

Technology plays a vital role, as it will allow automated baggage screening, which will avoid the recurrent long lines at SAG and Customs to check bags. Now, anyone traveling with a restricted item will go directly to screening, as the technology will be able to detect it.

As a result, departures could be reduced from 40 minutes or more to only 10 minutes, excluding the sanitary control, a procedure that, hopefully, will be removed in the short term, not only because of the annoying lines and the mandatory PCR, but also because, together with other

requirements, it is a major disincentive for the reactivation of air travel. This is something that, undoubtedly, we urgently need.

Due to the strategic, economic and social importance that the sector brings to the country, we hope that the incoming authorities will continue to think big when it comes to aviation, allowing air transportation to continue growing in an orderly, sustainable and efficient manner. Policies are needed to improve domestic and international connectivity, to stimulate investment and the strengthening of significant industries for the country, such as tourism and trade, which generate employment, are major contributors to the GDP, and are drivers of social and economic development, which will allow us to continue to think big.

LUIS VIDAL, PRESIDENT AND FOUNDER LUIS VIDAL + ARQUITECTOS:

"We Have Built an Airport that Will Become an International Benchmark"

The Spanish firm, which has carried out more than 15 major international airport projects, emphasizes that the design of the new terminal at Arturo Merino Benítez Airport will become an example and a destination in itself.

With over nine years in Chile, Luis Vidal + arquitectos has stood out for its involvement in several infrastructure projects and has received important awards for its work. Today, it is in the spotlight because it was in charge of the development of the Final Design and Detailed Architectural Engineering in association with ADPi for the Arturo Merino Benítez Airport (AMB). "We have created an airport at the forefront of transportation infrastructure that will be an international benchmark. It will be much more than a meeting point: it will be a destination in itself, the first and last impression that the international traveler will have of Chile," says Luis Vidal, president and founder of Luis Vidal + arquitectos.



Team of professionals of Luis Vidal + arquitectos & ADPi.

— Your airports are known and recognized worldwide, how much of that DNA is in the design of AMB?

"Airports are the typology that has given us the most international recognition and has opened doors for us to be involved in the most important infrastructure projects in the countries where we work. At Luis Vidal + arquitectos we have a portfolio of over 15 major international airport projects, such as Heathrow Terminal 2, which has won nearly 30 awards, including Best Airport in the World, as well as the U.S. airports of Pittsburgh, Boston Logan, Denver, Dallas and Santiago de los Caballeros in the Dominican Republic. It is this excellence and know-how that the client was looking for when they entrusted us with the development of the Final Design and Detailed Architectural Engineering in association with ADPi for the Arturo Merino Benítez Airport. During the design process, we contributed our value and experience, resulting in an improvement in

the distribution and design of the shopping areas of the terminal, participating and following the passenger's journey, enhancing their experience, removing architectural barriers, improving the flow distribution and intuitive orientation, providing more natural light, a more human scale, and attention to materials, acoustics and lighting that have a direct impact on the well-being of the users. In the piers, the distribution of spaces has been redesigned and improved, compensating the shopping areas, compared to the existing concentration scheme in the Preliminary Reference Project developed by Stantec/Amunátegui-Barreau, offering passengers a better experience in all processes. A great deal of work has also been carried out to adapt the Preliminary Reference Project to current national and international regulations, making this airport a model of safety and inclusion for passengers with special needs.

We have created an airport at the forefront of transportation infrastructure that will be an international benchmark. It will be much more than a meeting point: it will be a destination in itself, the first and last impression that the international traveler will have of Chile."

— You have had an office in Chile for the last nine years, but also in the United States, Spain, the Dominican Republic and the U.K. How does a global studio and specifically the Chile office work?

"Luis Vidal + architects is currently one of the largest architectural firms in Chile, with a team of over 40 architects. In these nine years in the country, we have been acknowledged as the best "MOP Concessions" consulting firm by the Chilean Government and we have undertaken projects in all scales and typologies, such as the international airports Arturo

ENVIRONMENTAL ASPECTS

Luis Vidal emphasizes that in all Luis Vidal + arquitectos projects, sustainability is a core value from the earliest stages of design. "Just as we did in Heathrow Airport Terminal 2, the first in the world to achieve BREEAM Excellent certification for its unprecedented sustainability, AMB will be an airport benchmark for its energy savings, smart use of active and passive measures, and for the considerable reduction of CO2 emissions. This new sustainable building will be the main gateway to and from the country, and its footprint will be permanent and memorable for passengers."



Merino Benítez in Santiago and Andrés Sabella in Antofagasta, the hospitals of the Red Maule, the Marga Marga Hospital in the Valparaíso Region, the La Laguna Model Education and Work Center in Talca, the rehabilitation of Matta Sur and the development of the Landscaping and Architecture projects of the Chagal Botanical Garden in the Metropolitan Park, both in Santiago. In all of them, the common denominator is the link with the country's culture and heritage. Our office, located in Providen-



Luis Vidal, president and founder of Luis Vidal + arquitectos.

cia, stands out for its flexibility and deep knowledge of the dynamics of the country. This local expertise is transmitted to the offices in Spain, the Dominican Republic and the U.S., so that there is a unique flow of local and global knowledge and methodology among the 180 people that make up Luis Vidal + architects and from which all our work benefits, sharing the same DNA."

— Can you explain your portfolio and what sets your studio's work apart?

"Over almost two decades, at Luis Vidal + arquitectos we have completed over 200 projects at all scales. We are a world benchmark in hospitals and airports, but also in large office complexes, business, commercial and mixed-use parks, as well as educational centers and museums. We are a unique architectural boutique that tailors each project, combining innovation, long-term vision, local and international experience, technology - we were pioneers in the use of BIM-, while always meeting cost, schedule and quality objectives. The result is a unique and exclusive work."

— The Community Center + CESFAM Matta Sur that you designed has received nume-

rous international awards. What is the key to this success?

"Our experience in heritage recovery at the service of the citizenship. Listening to the needs of the community and the objectives of the client, the Municipality of Santiago. It is a project we are very proud of and which has already received five major awards: Rethinking the future, AIA NY, Global Future Design, the Gubbio Award for Heritage Recovery in Latin America and the Caribbean, and the Aporte Urbano 2021 Award. This national award, granted by the Chilean Chamber of Construction, the AOA and other trade associations in the sector, is especially significant for us."

— Your private clients around the world include well-known companies, what is it like to design for these big brands?

"Designing is always a great responsibility. For me, it is a source of pride to transcend the public administration and for private clients to trust us with their image and reputation. From Porcelanosa to Uber, we always offer knowledge, preparation and quality. This means that we bring unique added value to each project. An example of this is our portfolio of hotels, offices and mixed uses, which is characterized by the real estate impact and enhancement of the buildings, which fills us with pride. We must know how to listen, understand and adapt to the needs of the client and the end user, know the context of each project, guarantee time and costs, and provide the project with such a high level of flexibility and quality that these designs can be adapted to any scenario, however improbable it may be."

STANTEC/AMUNÁTEGUI-BARREAU ARQUITECTOS:

Buildings Inspired by Chile's Landscape and Geography

A relevant aspect of the design of the new international terminal at Arturo Merino Benítez was to improve the traveler's experience and the efficiency of operations.

Several strong ideas, shapes and colors were the inspiration for the exterior and interior of the new international terminal (T2) at Arturo Merino Benítez Airport (AMB), the work of Stantec/Amunátegui-Barreau Arquitectos. A core aspect, particularly at this scale of airport, is the passenger experience and the efficiency of operations.

After forecasting future traffic demand at the airport, to diagnose the infrastructure needed in the AMB Master Plan, the architects' offices created a program and designed the new international terminal - specifically the parking buildings and several additional buildings, among many other scopes - as well as the remodeling of the existing one.

The source of inspiration was the landscape and geography of our country. "The multiple shapes that come from it, such as the waves of our coast, dunes and iconic places like Rapa Nui. An example is how the wave is reflected in the curves and

The new international terminal at AMB Airport is equipped with a new passenger hub and four piers.



counter-curves of the roofs of the piers. This sinuosity gives both spatial fluidity and easy passenger reading to the waiting and boarding spaces," explain Carmen Barreau and Sergio Amunátegui, partners of Amunátegui-Barreau Arquitectos Asociados.

A relevant aspect of the design of AMB airport's new international terminal was to improve the traveler's experience. "We had many design workshops together with the MOP's Airports Directorate, where our common architectural objective was to always keep not only passengers, but all users, guided in any part of the facility," they emphasize.

And they add: "There are 400,000 m²! This is achieved by aligning the terminals and creating a large main square between them, building the two parking buildings. The experience is further enhanced by using the outdoor spaces that create revenue opportunities combined with a great service experience."

MAJOR MILESTONES

In 1996, Stantec -which at that time was called Architectura-chose Amunátegui-Barreau Arquitectos as the local firm for the detailed engineering of Terminal 1 (design by Paul Andrew, Emilio Duhart and Montealegre) and, to this day,

both companies continue to work at AMB.

Currently, Amunátegui-Barreau Arquitectos, for example, is working with consultants and the Airports Directorate to generate both the expansion of the AMB master plan and the site and master plan for an airport in the central macro zone.

The architects point out that one of the great lessons of working with Stantec is the experience in this type of design for 480 million passengers a year. "T2 was always intended to be a purpose-built, capable building, with minor modifications designed from the outset to handle 38



Carmen Barreau and Sergio Amunátegui (center) and part of the AMB team of Amunátegui-Barreau Arquitectos.

COPPER AND WOOD

Stantec/ Amunátegui-Barreau Arquitectos used local materials for the construction of the new international terminal of AMB airport, such as copper with patina for the pier connectors and wood in the slats of the wavy ceilings, among many others, as well as sunbreak sheets made of perforated steel strips to passively avoid unwanted sunlight.



million passengers per year. The project creates a fantastic experience inside and outside the terminal," they say.

According to them, one of the main milestones of the work carried out with Stantec was, first, to be awarded in a local bidding process that allowed the involvement of consortiums between Chilean and foreign consulting firms. "Second, an efficient terminal system that offers competitive advantages to bidders, within the context of a public-private partnership of our concession system," they specify.

In this regard, they note that the work was carried out in a very inclusive manner. "From

management levels to innovative ideas and creativity, we worked in unison under a very inclusive leadership, with the participation of professional women in decisive and key positions. At Stantec with architect Cecilia Einarson, Senior Partner of the Airports Division, and Janet Harvey, Baggage Systems Engineer; and at Amunátegui Barreau with architect Carmen Barreau, Senior Partner, and Claudia Carvallo, Tax Inspector, among many other professionals. They all provided important leadership in the design process, says Sergio Amunátegui."

Architecture: Design by Stantec/Amunátegui-Barreau, Final Project, Details ADPi in association with Luis Vidal + arquitectos.

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1er Premio, **Gubbio 2021**
1er Premio, **PAU 2021**
1er Premio, **RTF 2021**

Torres Colón. Madrid, España

Aeropuerto Internacional de Pittsburgh, EE.UU.

Centro Botín. Santander, España

Centro Comunitario - CESFAM Matta Sur. Santiago, Chile

Aeropuerto Internacional del Cibao. Santiago de los Caballeros, República Dominicana

Castellana 77. Madrid, España | German Design Award

Aeropuerto de Heathrow, Terminal 2. Londres, Reino Unido | Mejor Terminal del Mundo, Skytrax 2018