=JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

General Information

Location: BUENOS AIRES ARG
ICAO/IATA: SAEZ / EZE
Lat/Long: S34° 49.33', W058° 32.15'
Elevation: 67 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: +3:00 = UTC
Magnetic Variation: 9.0° W

Fuel Types: Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1018 Z
Sunset: 2130 Z

Runway Information

Runway: 11
Length x Width: 10827 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 62 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 17
Length x Width: 10187 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 63 ft
Lighting: Edge, Centerline

Runway: 29
Length x Width: 10827 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 66 ft
Lighting: Edge, Centerline

Runway: 35

Length x Width: 10187 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 67 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 984 ft

Communication Information

ATIS: 127.800
Ezeiza Tower: 118.600
Ezeiza Tower: 118.050 Secondary
Ezeiza Ground: 121.750
Ezeiza Clearance Delivery: 127.100
Ezeiza Approach: 119.900
Ezeiza Approach: 120.450 Secondary

DEPARTURE

1. TELECOMMUNICATIONS AND RADIONAVIGATION SERVICES

1.1 Data Link

PROVISION OF ATC CLEARANCES VIA DATA LINK (DATA LINK DEPARTURE CLEARANCE - DCL)
DCL is an air-ground data link system made up of:

(a) a segment onboard the aircraft that uses a function of the Aircraft Communication Addressing and Reporting System (ACARS) platform developed for the transmission of messages between aircraft and the airlines, and managed by a communication services provider; and

(b) a segment on the ground located in the air traffic control units.

This system allows requesting and sending, in an automated way, the ATC departure clearance message - between the pilot and the air traffic controller - to the aircraft that has available the system to send and receive messages in writing via data link, through the ACARS.

The ATC departure clearance request via data link can be made by the pilot, through the ACARS, and shall be available upon request of the users.

Requirements

In order to use the departure clearance delivery service in an automated way, aircraft shall have the ACARS on board.

Flight Plan

The pilot shall indicate in the flight plan that he/she will require DCL, filling out the boxes 10 and 18 as follows:

(a) Box 10; "S", that indicates VHF comms, "E3", that indicates ACARS, "Z", that indicates other equipment installed onboard (It activates DAT/ in box 18).

(b) Box 18; 'REG/', that indicates registration mark (regardless of whether it is the same registration mark that appears in box 7), and 'DAT/Pre FANS' (in automated systems, it indicates DCL requirement.).

2. Local traffic rules.

In the Aeropuerto Internacional Ezeiza (EZE/SAEZ), the departure procedures via data link for ATC clearances (DCL) are applied. In the event of any discrepancy, the voice shall always prevail over the data link.

The pilot shall request the ATC departure clearance (DCL) via data link by sending a message called DEPARTURE CLEARANCE REQUEST (RCD) through the ACARS, and shall receive it by means of a message called DEPARTURE CLEARANCE UPLINK MESSAGE (CLD).

If the pilot agrees with it, he/she will accept it through a message called DEPARTURE CLEARANCE READBACK (CDA), which he/she will send within FIVE (5) minutes since the receipt of such clearance. After said period, he/she shall contact the Control Tower ATC Clearance Delivery Position (CLRD) via VHF to requestthe corresponding modification.

Additionally, in case of any inconsistency in the clearance received, the pilot shall contact the Control Tower ATC Clearance Delivery Position (CLRD) via VHF to request the corresponding modification.

STEP 1 - The pilot shall request the Air Traffic Control clearance via data link sufficiently in advance considering the time of departure. The DEPARTURE CLEARANCE REQUEST (RCD) message must contain the following data: Flight identifier, Departure aerodrome, Position / Gate, Destination aerodrome, Designator of ATIS information received and Aircraft type.

STEP 2 - The system verifies the syntax of the RCD message received, and compares it with the existing FPLs in the database. The crew members will receive the DEPARTURE CLEARANCE UPLINK MESSAGE (CLD) or a FLIGHT SYSTEM MESSAGE (FSM) in the following cases:
If the RCD message has been received in accordance with this document, the system generates a CLD message with the following information: Aircraft identification, Destination aerodrome, Assigned runway for departure, Departure procedure (SID), Transponder code, Next frequency, Designator of current ATIS information at the time, Time of departure (in case there are regulations), Restrictions, Clearance limits - Additional information.

If the system detects any inconsistency in the information of the RCD message, it will send an FSM message indicating "REVERT TO VOICE PROCEDURES"; in this case, the provisions of this document shall be followed.

STEP 3 - If the crew members agree with the clearance, they shall send the DEPARTURE CLEARANCE READBACK (CDA) message via data link as soon as possible.

If 5 minutes after the broadcast of the CLD message the crew members have not accepted the clearance, the system will assume that an error has occurred and it will cancel the clearance by generating an FSM message. Under such a circumstance, the pilot shall contact the Control Tower ATC Clearance Delivery Position (CLRD) to receive its ATC departure clearance sign.

STEP 4 - If the system receives the CDA message properly, it will send a FLIGHT SYSTEM MESSAGE (FSM).

CONTINGENCY
"REVERT TO VOICE" PROCEDURE

When the "REVERT TO VOICE PROCEDURES" message is received, or in the event of any inconsistency in the clearance received, the pilot shall request to contact the Control Tower ATC Clearance Delivery Position (CLRD) to receive its ATC departure clearance sign.

SAEZ/EZE

EZEIZA INTL-
MINISTRO PISTARINI

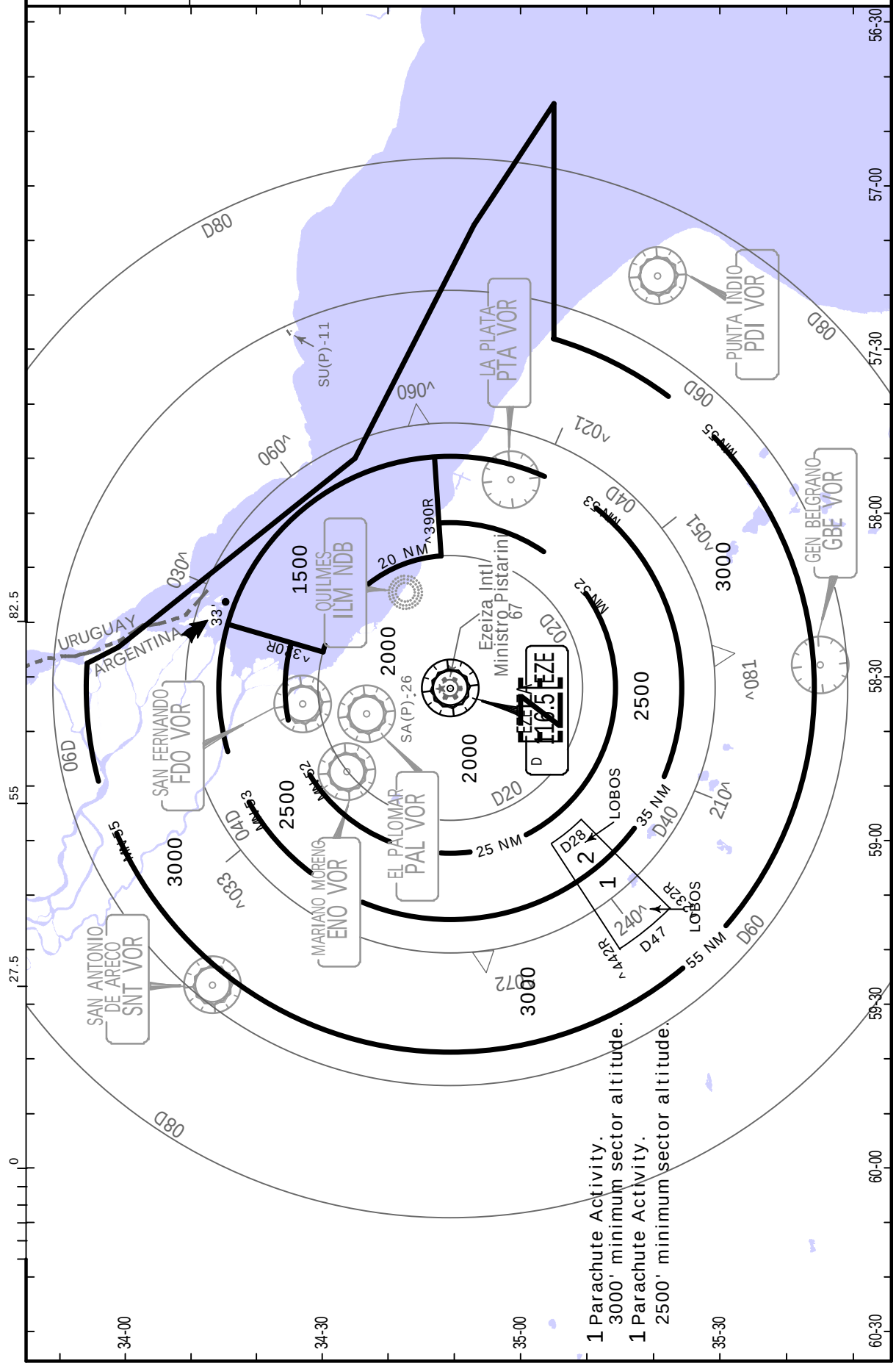
JEPPESEN

11 APR 14 (10-1R)

BUENOS AIRES, ARGENTINA

.RADAR.MINIMUM.ALTITUDES.

EZEIZA Approach 119.9	Apt Elev 67'	Alt Set: hPa Trans level: By ATC Trans alt: 3000'



CHANGES: New procedure.

ATIS	Apt Elev	Alt set: hPa Trans level: By ATC
127.8	67	RNP 1 or RNAV 1 GNSS certification required

ASADA 7U [ASAD7U]
GBE 7U [GBE7U]
PAGON 7U [PAGO7U]
SNT 7U [SNT7U]
VALOS 8U [VALO8U]
RNP ARRIVALS
(RWY 11)

SAEZ/EZE
EZEIZA INTL-MINISTRO PISTARINI

CHANGES: Procedures renamed and revised.

PAGON
194^
PAGON 7U
24.2
VANAR
195^
14.3
TRINI
213^
13.0
SNT 7U
42.0
149^
SAN ANTONIO DE ARECO
D 115.7 SNT
ARP
(IAF)
ARSOT
FL050
9.7
033^
AER52
ASADA 7U
32.7
086^
ASADA
19.7
035^
GEBEM
VALOS 8U
18.1
039^
VALOS
GBE 7U
56.5
342^
GEN BELGRANO
115.6 GBE
NOT TO SCALE
3000
SAN FERNANDO -Intl SADF
BUENOS AIRES El Palomar SADP
BUENOS AIRES Jorge Newbery Aeroparque SABE
743
34-00
34-30
35-00
35-30
58-30
59-00
59-30
22
23

BUENOS AIRES, ARGENTINA
ASADA 7U [ASAD7U]
GBE 7U [GBE7U]
PAGON 7U [PAGO7U]
SNT 7U [SNT7U]
VALOS 8U [VALO8U]
RNP ARRIVALS
(RWY 11)

JEPPESEN
10 JUN 22 (10-2) .Eff.16.Jun. .RNAV.STAR.

ATIS	Apt Elev	Alt set: hPa Trans level: By ATC
127.8	67	RNP 1 or RNAV 1 GNSS certification required

ASADA 7V [ASAD7V]
GBE 7V [GBE7V]
PAGON 7V [PAGO7V]
SNT 7V [SNT7V]
VALOS 8V [VALO8V]
RNP ARRIVALS
(RWY 17)

CHANGES: New procedures at this airport.

PAGON
194^
PAGON 7V
24.2
SAN ANTONIO DE ARECO
SNT
115.7 SNT
149^
SNT 7V
42.0
VANAR
195^
14.3
TRINI
213^
13.0
(IAF)
ARSOT
FL050
9.7
033^
AER52
ASADA 7V
32.7
086^
ASADA
19.7
035^
GEBEM
VALOS 8V
18.1
039^
VALOS
GBE 7V
56.5
342^
GEN BELGRANO
115.6 GBE
ARP
3000
1000
SAN FERNANDO
San Fernando Intl
SADF
BUENOS AIRES
Jorge Newbery Aeroparque
SABE
BUENOS AIRES
El Palomar
SADP
22
23
20
34-00
34-30
35-00
35-30
58-00
59-30
59-00
58-30
10
0
10
20
30
40
50

SAEZ/EZE
EZEIZA INTL-MINISTRO PISTARINI

BUENOS AIRES, ARGENTINA
ASADA 7V [ASAD7V]
GBE 7V [GBE7V]
PAGON 7V [PAGO7V]
SNT 7V [SNT7V]
VALOS 8V [VALO8V]
RNP ARRIVALS
(RWY 17)

JEPPESEN
10 JUN 22 (10-2A) .Eff.16.Jun. .RNAV.STAR.

ATIS	Apt Elev	Alt set: hPa Trans level: By ATC
127.8	67	RNP 1 or RNAV 1 GNSS certification required

ASADA 7X [ASAD7X]
GBE 7X [GBE7X]
PAGON 7X [PAGO7X]
SNT 7X [SNT7X]
VALOS 7X [VALO7X]
RNP ARRIVALS
(RWY 35)

SAEZ/EZE
EZEIZA INTL-MINISTRO PISTARINI

PAGON
194^
PAGON 7X
24.2
SAN ANTONIO DE ARECO
D 115.7 SNT
SNT
109^
SNT 7X
34.3
140^
4 NM
MAX 210 KT
MHA FL050
320^
VANAR
169^
32.0
ARP
SAN FERNANDO -Intl SADF
BUENOS AIRES El Palomar SADP
BUENOS AIRES Jorge Newbery Aeroparque SABE
COLONIA Laguna De Los Patos Intl SUCA
1000
(IAF)
EZEIZA
D 116.5 EZE
EZE
FL050
3000
(IAF)
GESTA
FL050
190^
MAX 210 KT
MHA FL050
4 NM
20.8
010^
EZE66
ASADA
136^
NOT TO SCALE
ASADA 7X
58.0
VALOS
114^
VALOS 7X
33.8
054^
15.9
AER6~
GBE 7X
19.3
010^
GEN BELGRANO
115.6 GBE
GBE

22 23 20

34-00 34-30 35-00 35-30
59-30 59-00 58-30 58-00
10 0 10 20 30 40 50

ASADA 7X [ASAD7X]
GBE 7X [GBE7X]
PAGON 7X [PAGO7X]
SNT 7X [SNT7X]
VALOS 7X [VALO7X]
RNP ARRIVALS
(RWY 35)

BUENOS AIRES, ARGENTINA
.RNAV.STAR.

JEPPESEN
10 JUN 22 (10-2B) .Eff.16.Jun.

SAEZ/EZE
EZEIZA INTL-MINISTRO PISTARINI

JEPPESEN 10 JUN 22 (10-2C) .Eff.16.Jun.

BUENOS AIRES, ARGENTINA
.STAR.

ATIS	Apt Elev
127.8	67

Alt Set: hPa Trans level: By ATC

KOVUK 6A [KOVU6A]
KUKEN 6A [KUKE6A]
PAPIX 6A [PAPI6A]
TENIL 6A [TENI6A]
UGIMI 6A [UGIM6A]
ARRIVALS
(RWY 11)

.SPEED: MAX 250 KT BELOW FL100

KUKEN
PAPIX
1000
COLONIA
Laguna De Los Patos Intl
SUCA
SAN FERNANDO
D 114.4 FDO
FDO
SAN FERNANDO
-Intl
SADF
BUENOS AIRES
Jorge Newbery Aeroparque
SABE
MARIANO MORENO
SADJ
BUENOS AIRES
El Palomar
SADP
A6 KUK
0.24
A6 PAP
0.63
357^
EZE
EZEIZA
D 116.5 EZE
3000
EZE VOR
33
293^
097^
MH 20
R097
R132
R181
PTA
ATLANTA
123.7 PTA
UGIMI 6A
40
277^
ESLAN
(EZE D72.0)
277^
10
UGIMI
KOVUK 6A
23
312^
KOVUK
(EZE D55.0)
TENIL 6A
34
001^
TENIL
(EZE D55.0)
EBG
6.511
160
EBG
6.511
470
48.0
335^
GATOS
2 3
2 0
1 0
34-30
35-00
35-30
58-30
58-00
57-30
57-00
56-30

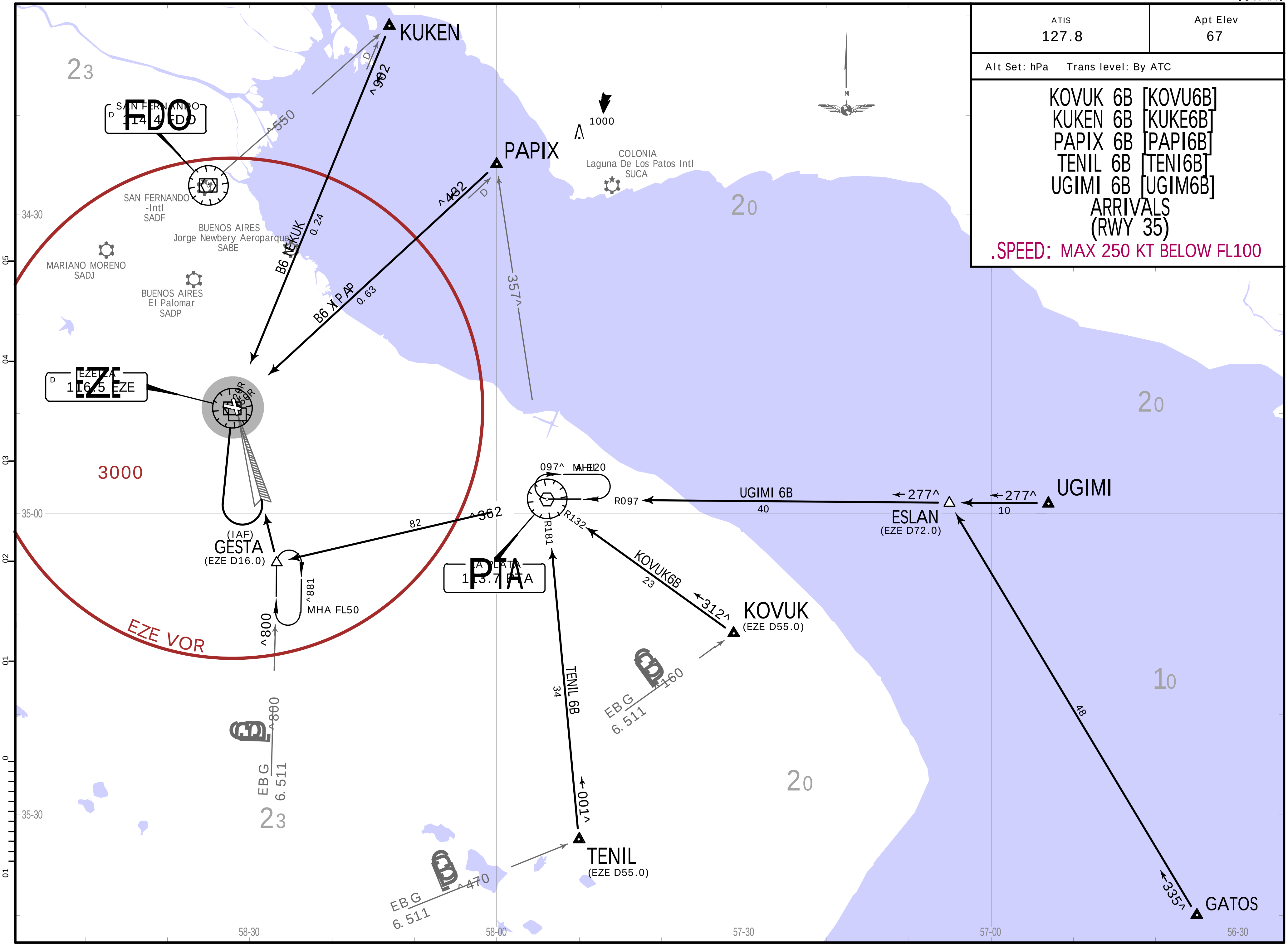
CHANGES: Chart reindexed.

ATIS	Apt Elev
127.8	67

Alt Set: hPa Trans level: By ATC

KOVUK 6B [KOVU6B]
KUKEN 6B [KUKE6B]
PAPIX 6B [PAPI6B]
TENIL 6B [TENI6B]
UGIMI 6B [UGIM6B]
ARRIVALS
(RWY 35)

.SPEED: MAX 250 KT BELOW FL100

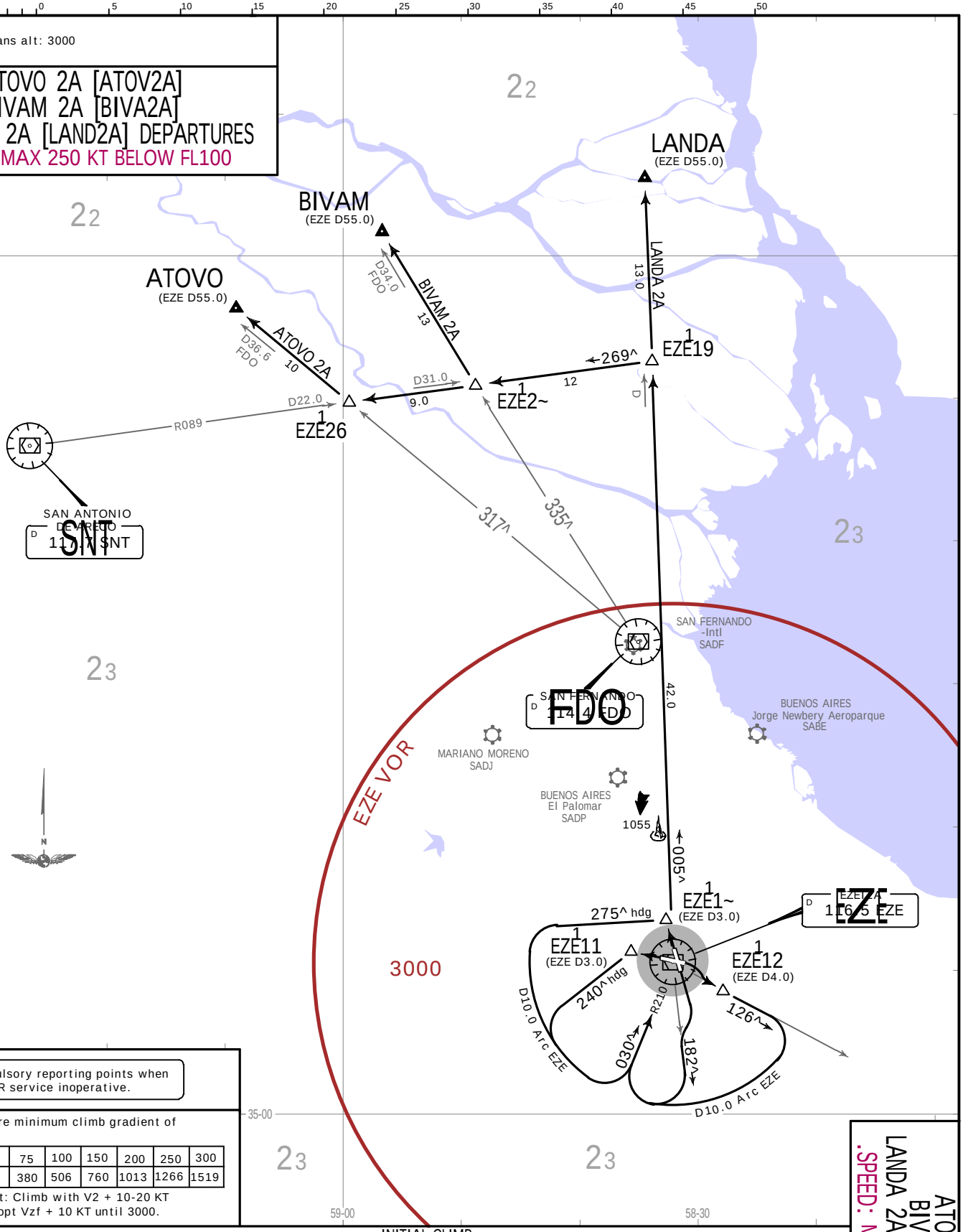


SAEZ/EZE
EZEIZA INTL-MINISTRO PISTARINI

Apt Elev 67 | Trans alt: 3000

ATOVO 2A [ATOV2A]
BIVAM 2A [BIVA2A]
LANDA 2A [LAND2A] DEPARTURES

.SPEED: MAX 250 KT BELOW FL100



1 Compulsory reporting points when RADAR service inoperative.

These SIDs require minimum climb gradient of 5.0% to 1000.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V(fpm)	380	506	760	1013	1266	1519

Noise Abatement: Climb with V2 + 10-20 KT to 1000 then adopt Vzf + 10 KT until 3000.

RWY	INITIAL CLIMB
11	After take-off turn RIGHT to intercept EZE R126 to EZE12/D4.0 EZE, continue on EZE R126 then follow the D10.0 Arc EZE to the RIGHT to intercept EZE R210 (course 030^) to EZE VOR. Continue on EZE R005 to EZE19.
17	After take-off turn RIGHT to intercept EZE R182, then follow the D10.0 Arc EZE to the RIGHT to intercept EZE R210 (course 030^) to EZE VOR. Continue on EZE R005 to EZE19.
29	Climb runway heading to EZE11/D3.0 EZE, turn to heading 240^, then follow the D10.0 Arc EZE to the LEFT to intercept EZE R210 (course 030^) to EZE VOR. Continue on EZE R005 to EZE19.
35	Climb runway heading to EZE1~/D3.0 EZE, turn to heading 275^, then follow the D10 Arc EZE to the LEFT to intercept EZE R210 (course 030^) to EZE VOR. Continue on EZE R005 to EZE19.

	ROUTING
ATOVO 2A	LEFT turn to intercept SNT R089 (course 269^) to EZE26, then turn RIGHT to intercept FDO R317 to ATOVO.
BIVAM 2A	LEFT turn to intercept SNT R089 (course 269^) to EZE2~, then turn RIGHT to intercept FDO R335 to BIVAM.
LANDA 2A	Continue on EZE R005 to LANDA.

ATOVO 2A [ATOV2A]
BIVAM 2A [BIVA2A]
LANDA 2A [LAND2A] DEPARTURES
.SPEED: MAX 250 KT BELOW FL100

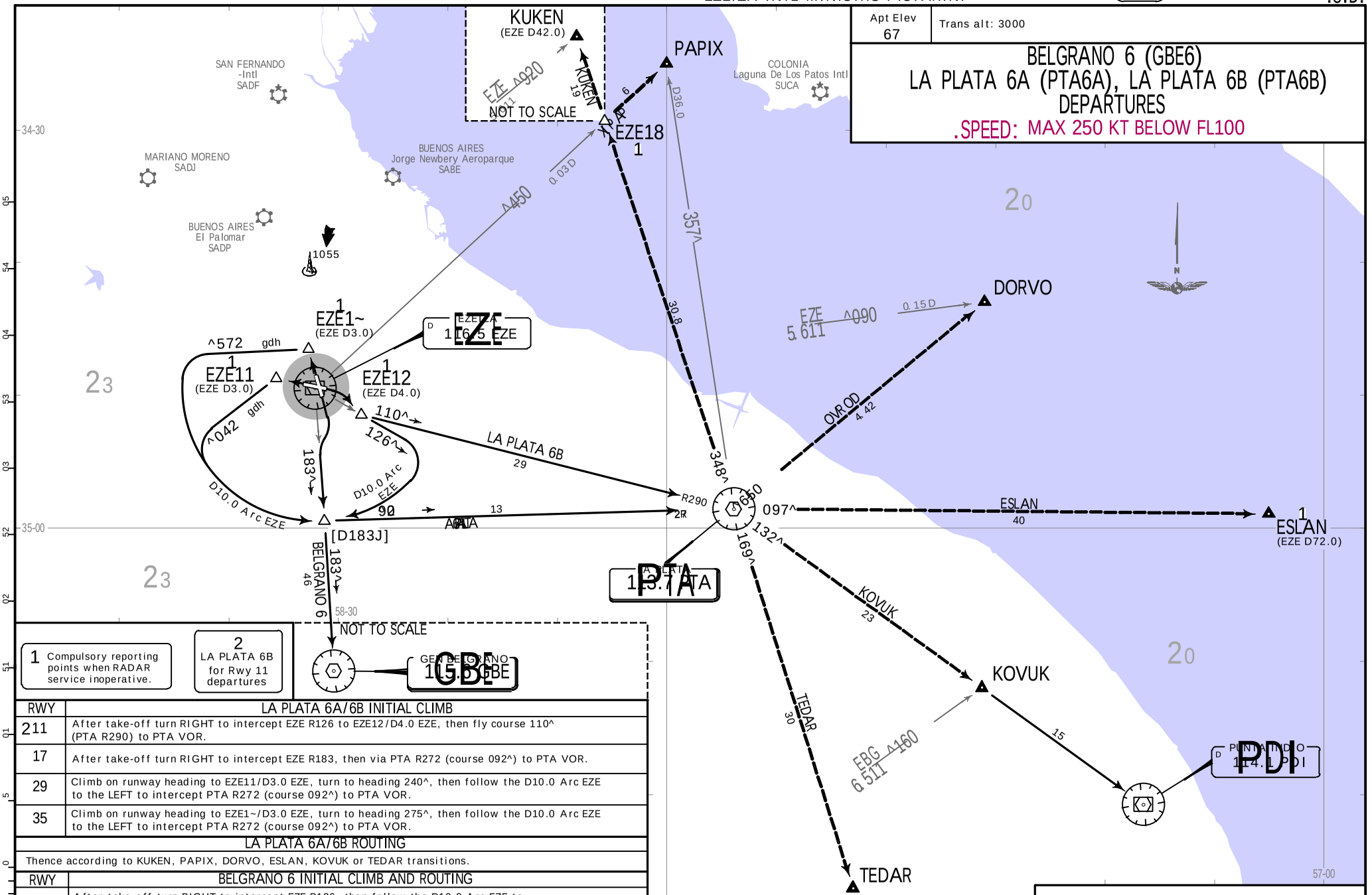
JEPPESEN
1 JUN 18
10-3

BUENOS AIRES, ARGENTINA
.SID.

Apt Elev	Trans alt: 3000
67	

BELGRANO 6 (GBE6)
LA PLATA 6A (PTA6A), LA PLATA 6B (PTA6B)
DEPARTURES

.SPEED: MAX 250 KT BELOW FL100



1 Compulsory reporting points when RADAR service inoperative.

2 LA PLATA 6B for Rwy 11 departures

RWY	LA PLATA 6A/6B INITIAL CLIMB
11	After take-off turn RIGHT to intercept EZE R126 to EZE12/D4.0 EZE, then fly course 110^ (PTA R290) to PTA VOR.
17	After take-off turn RIGHT to intercept EZE R183, then via PTA R272 (course 092^) to PTA VOR.
29	Climb on runway heading to EZE11/D3.0 EZE, turn to heading 240^, then follow the D10.0 Arc EZE to the LEFT to intercept PTA R272 (course 092^) to PTA VOR.
35	Climb on runway heading to EZE1~/D3.0 EZE, turn to heading 275^, then follow the D10.0 Arc EZE to the LEFT to intercept PTA R272 (course 092^) to PTA VOR.

LA PLATA 6A/6B ROUTING

Thence according to KUKEN, PAPIX, DORVO, ESLAN, KOVUK or TEDAR transitions.

RWY	BELGRANO 6 INITIAL CLIMB AND ROUTING
11	After take-off turn RIGHT to intercept EZE R126, then follow the D10.0 Arc EZE to the RIGHT to intercept EZE R183 to GBE VOR.
17	After take-off turn RIGHT to intercept EZE R183 to GBE VOR.
29	Climb on runway heading to EZE11/D3 EZE, turn to heading 240^, then follow the D10.0 Arc EZE to the LEFT to intercept EZE R183 to GBE VOR.
35	Climb on runway heading to EZE10/D3 EZE, turn to heading 275^, then follow the D10.0 Arc EZE to the LEFT to intercept EZE R183 to GBE VOR.

These SIDs require minimum climb gradient of 5.0% to 1000.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V(fpm)	380	506	760	1013	1266	1519

Noise Abatement: Climb with V2 + 10-20 KT to 1000 then adopt Vzf +10 KT until 3000.

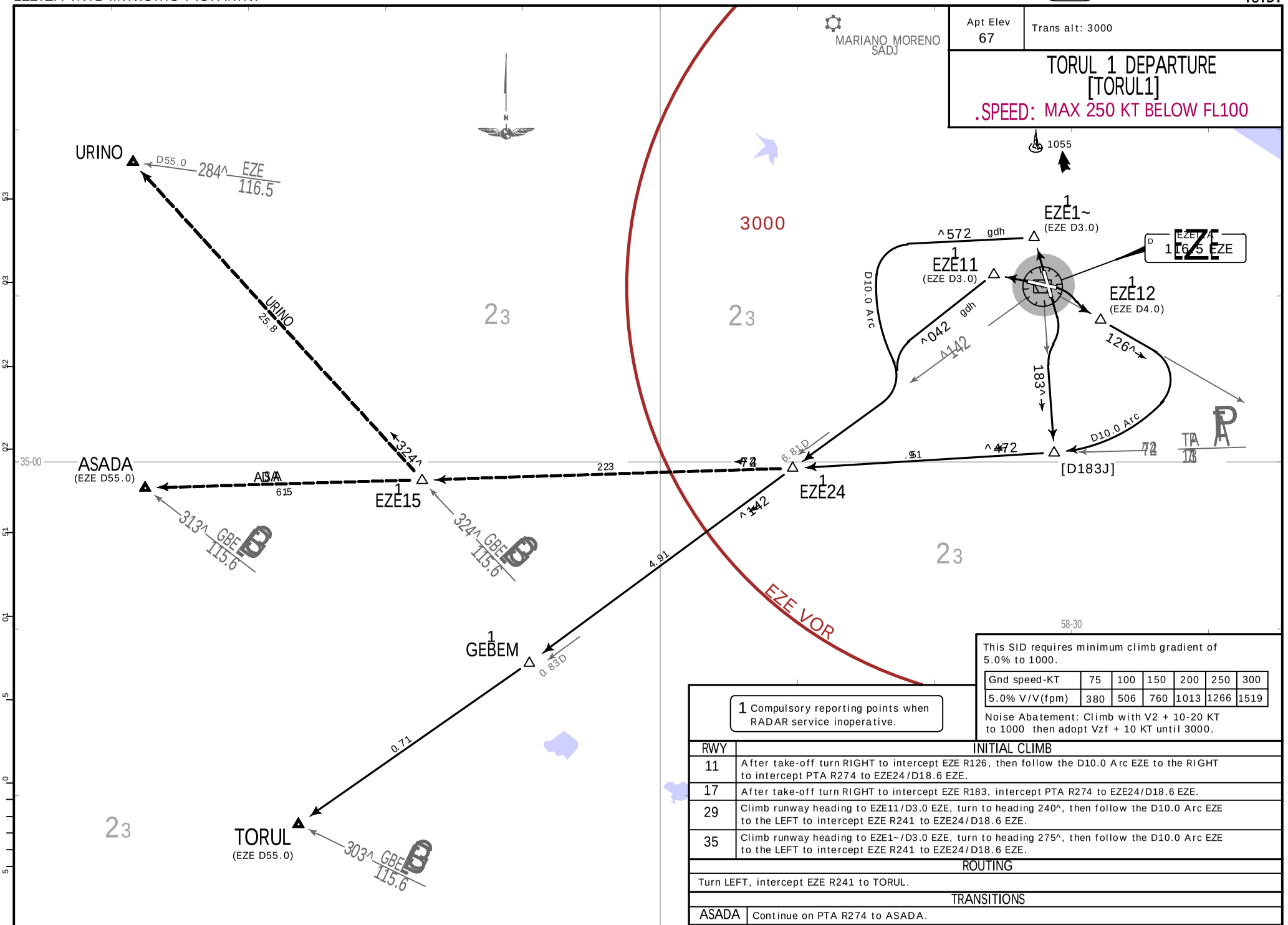
CHANGES: New format.

Apt Elev 67

Trans alt: 3000

TORUL 1 DEPARTURE [TORUL1]

.SPEED: MAX 250 KT BELOW FL100



1 Compulsory reporting points when RADAR service inoperative.

This SID requires minimum climb gradient of 5.0% to 1000.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V(fpm)	380	506	760	1013	1266	1519

Noise Abatement: Climb with V2 + 10-20 KT to 1000 then adopt Vzf + 10 KT until 3000.

RWY	INITIAL CLIMB
11	After take-off turn RIGHT to intercept EZE R126, then follow the D10.0 Arc EZE to the RIGHT to intercept PTA R274 to EZE24/D18.6 EZE.
17	After take-off turn RIGHT to intercept EZE R183, intercept PTA R274 to EZE24/D18.6 EZE.
29	Climb runway heading to EZE11/D3.0 EZE, turn to heading 240^, then follow the D10.0 Arc EZE to the LEFT to intercept EZE R241 to EZE24/D18.6 EZE.
35	Climb runway heading to EZE1~/D3.0 EZE, turn to heading 275^, then follow the D10.0 Arc EZE to the LEFT to intercept EZE R241 to EZE24/D18.6 EZE.

ROUTING

Turn LEFT, intercept EZE R241 to TORUL.

TRANSITIONS

ASADA	Continue on PTA R274 to ASADA.
URINO	Continue on PTA R274 to EZE15, then turn RIGHT and intercept GBE R324 to URINO.

CHANGES: New format.

SAEZ/EZE

Apt Elev 67'

S34 49.3 W058 32.2

JEPPESEN

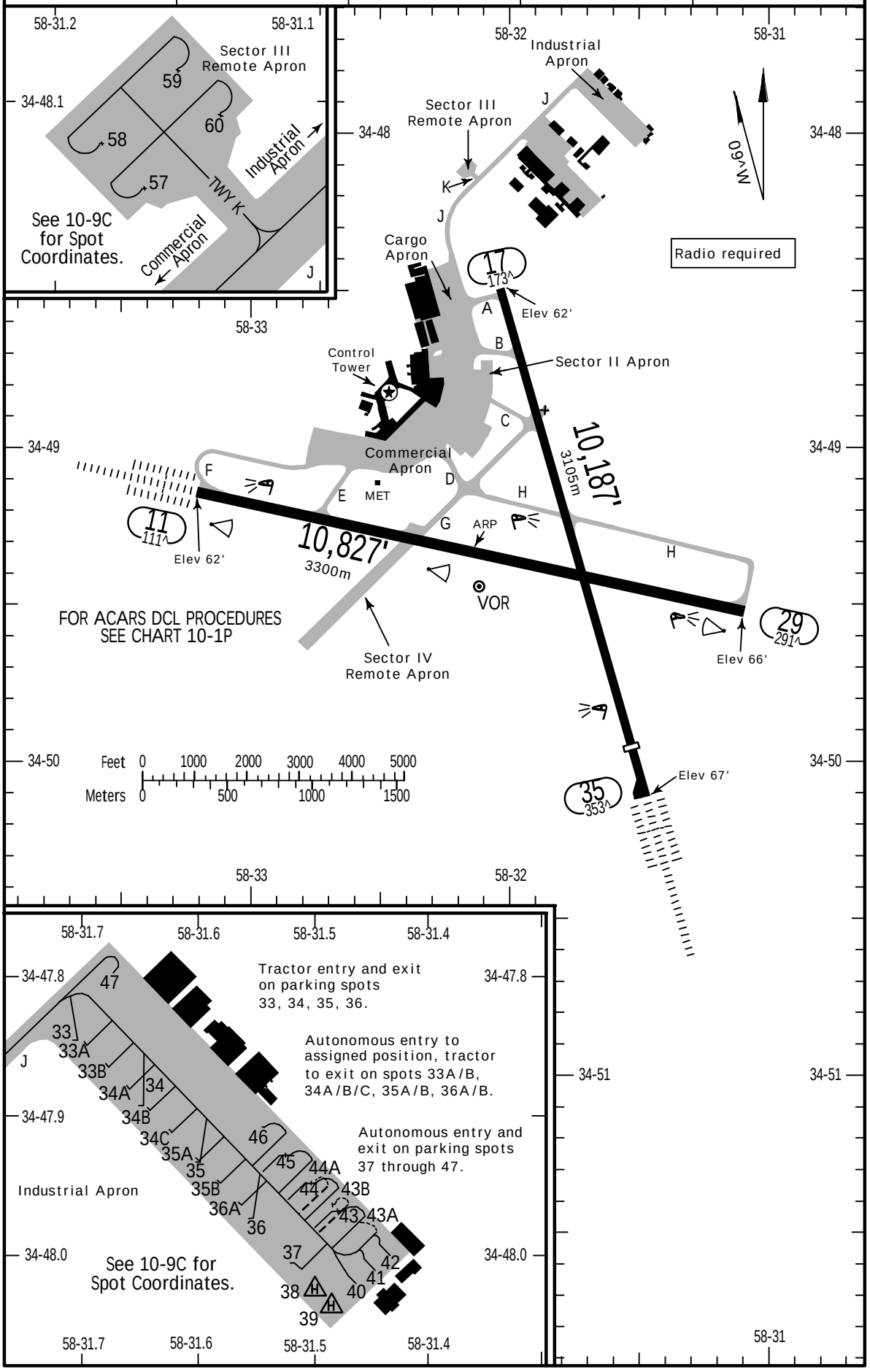
3 MAR 23

10-9

BUENOS AIRES, ARGENTINA

EZEIZA INTL-MINISTRO PISTARINI

ATIS	Data Comm ACARS: DCL	*EZEIZA Clearance	Ground	Tower
127.8		127.1	121.75	118.6



CHANGES: Note added.

GENERAL

CAUTION: Birds in vicinity of airport.
180^ turns in thresholds rwys 17/35 authorized using 230' 70m width.
180^ turns must be made on a concrete surface.
Helicopters are subject to special procedures for operation.
Enabled for category 3A instrument approach operations on runway 11 (special aircrew and aircraft certification required).

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
11	HIRL CL ALSF-II TDZ PAPI (angle 3.00^) RVR		9780' 2981m		197' 60m
29	HIRL CL PAPI (angle 2.95^) RVR				
17	HIRL CL PAPI-L (angle 3.00^)				148' 45m
35	HIRL CL ALSF-II TDZ PAPI (angle 3.00^)	9203' 2805m	8080' 2463m		

.State.

TAKE-OFF 1

Rwy 11

2 Eng 1 hr Take-off Altn Apt Filed - 1 Eng inop & 3 & 4 Eng 2 hr Take-off Altn Apt Filed - 1 or more Eng inop						2 Eng Take-off Altn Apt Not Filed		
HIRL & CL (spacing 15m or less) & relevant RVR	RL & CL & relevant RVR	RL & CL	RL & RCLM	Without RL DAY	Without RL NIGHT	RL	Without RL DAY	Without RL NIGHT
TDZ R125m Mid R125m Rollout R125m	TDZ R150m Mid R150m Rollout R150m	R/V400m	R/V400m	V2500m	NA	Available Landing Minimums	V2500m	NA

Rwys 17, 29, 35

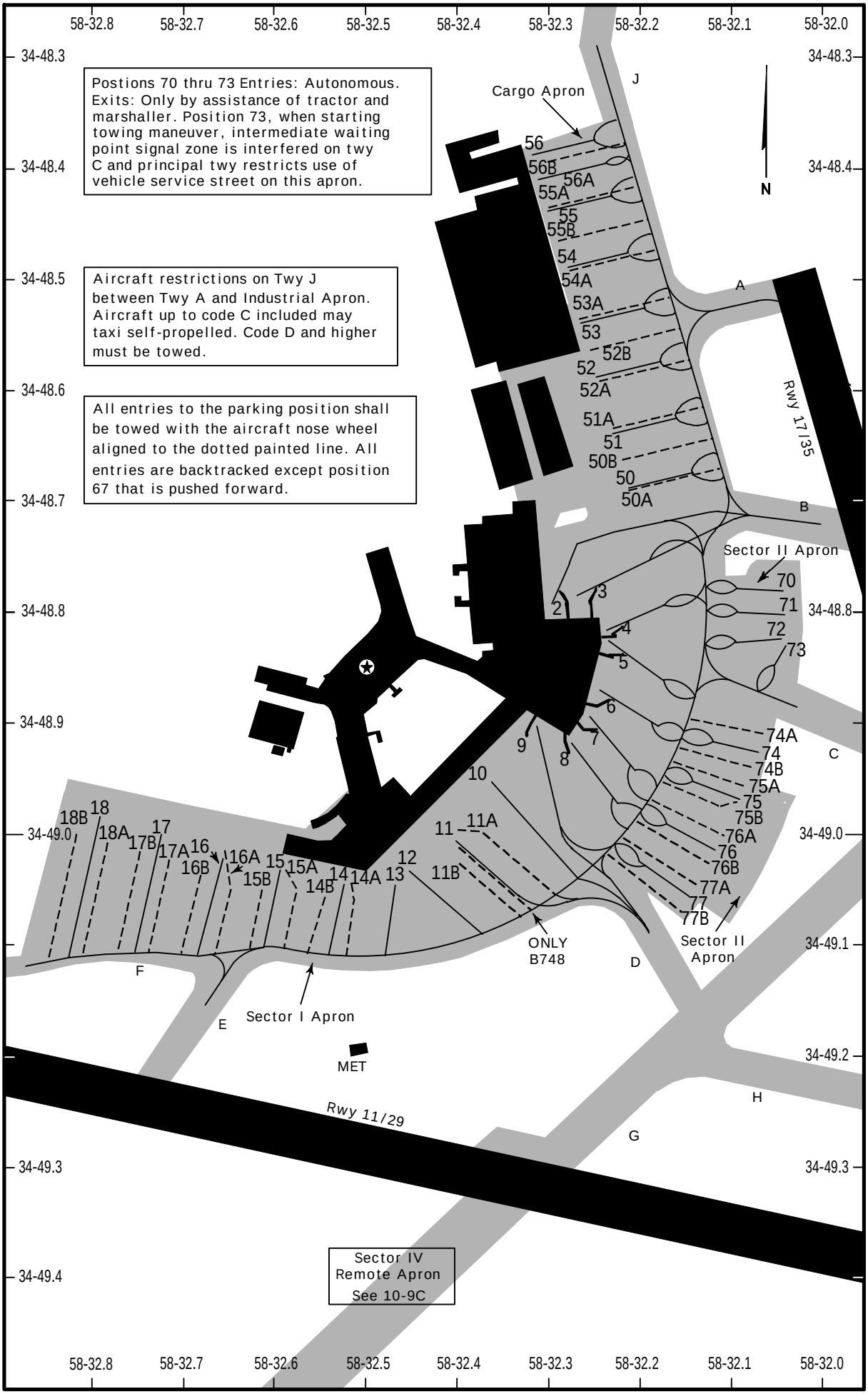
2 Eng 1 hr Take-off Altn Apt Filed - 1 Eng inop & 3 & 4 Eng 2 hr Take-off Altn Apt Filed - 1 or more Eng inop				2 Eng Take-off Altn Apt Not Filed		
RL & CL	RL & RCLM	Without RL DAY	Without RL NIGHT	RL	Without RL DAY	Without RL NIGHT
R/V400m	R/V400m	V2500m	NA	Available Landing Minimums	V2500m	NA

1 1 Eng: RL: Available landing minimums. Without RL: DAY - V3000m, NIGHT - NA.

CHANGES: Notes.

BUENOS AIRES, ARGENTINA

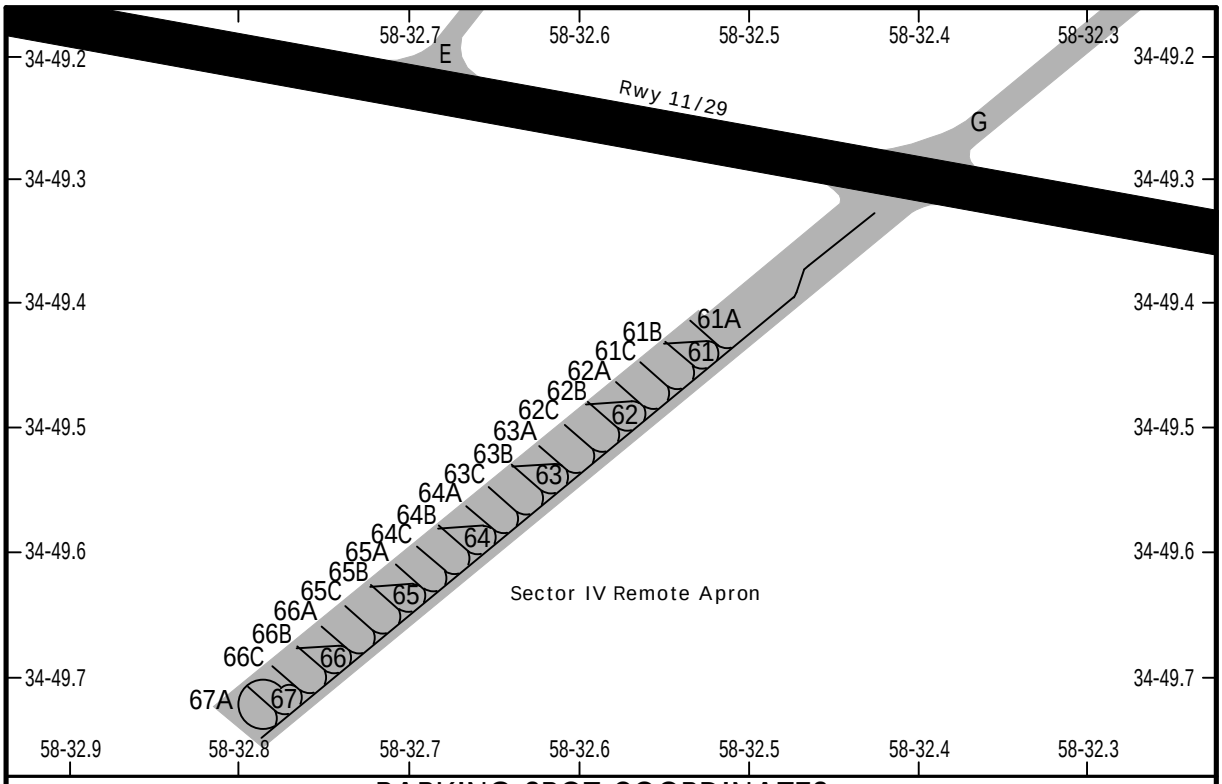
EZEIZA INTL-MINISTRO PISTARINI



SAEZ/EZE

JEPPESEN BUENOS AIRES, ARGENTINA

3 MAR 23 (10-9C) EZEIZA INTL-MINISTRO PISTARINI



PARKING SPOT COORDINATES

SPOT No.	COORDINATES
COMMERCIAL APRON (SECTOR I)	
2, 3	S34 48.8 W058 32.3
4, 5, 6	S34 48.8 W058 32.2
7, 8, 9	S34 48.9 W058 32.3
10, 11A	S34 48.9 W058 32.4
11, 11B, 12	S34 49.0 W058 32.4
13, 14, 14A, 14B	S34 49.0 W058 32.5
15, 15A, 15B	S34 49.0 W058 32.6
16, 16A, 16B	S34 49.0 W058 32.6
17, 17A, 17B	S34 49.0 W058 32.7
18, 18A, 18B	S34 49.0 W058 32.7
SECTOR IV REMOTE APRON	
61, 61A, 61B	S34 49.4 W058 32.5
61C	S34 49.4 W058 32.6
62, 62A, 62B, 62C, 63, 63A	S34 49.5 W058 32.6
63B, 63C,64A	S34 49.5 W058 32.7
64,64B,64C	S34 49.6 W058 32.7
65, 65A, 65B, 65C, 66, 66A	S34 49.6 W058 32.8
66B, 66C, 67	S34 49.7 W058 32.8
67A	S34 49.7 W058 32.9
SECTOR II APRON	
70	S34 48.7 W058 32.1
71, 72, 73	S34 48.8 W058 32.1
74, 74A, 74B, 75, 75A, 75B	S34 48.9 W058 32.1
76, 76A, 76B, 77, 77A, 77B	S34 49.0 W058 32.2

SPOT No.	COORDINATES
CARGO APRON	
50, 50A	S34 48.7 W058 32.2
50B, 51, 51A	S34 48.6 W058 32.2
52, 52A	S34 48.6 W058 32.2
52B	S34 48.6 W058 32.2
53, 53A	S34 48.6 W058 32.2
54, 54A, 55B	S34 48.5 W058 32.3
55, 55A, 56A	S34 48.5 W058 32.3
56, 56B	S34 48.4 W058 32.3
SECTOR III REMOTE APRON	
57, 58	S34 48.1 W058 32.2
59, 60	S34 48.1 W058 32.1
INDUSTRIAL APRON	
33, 33A, 33B	S34 47.9 W058 31.7
34, 34A, 34B	S34 47.9 W058 31.7
34C, 35, 35A	S34 47.9 W058 31.6
35B, 36, 36A, 36B	S34 48.0 W058 31.6
37	S34 48.0 W058 31.6
38, 39, 40, 41	S34 48.0 W058 31.5
42, 43, 43A, 43B	S34 48.0 W058 31.5
44, 44A	S34 48.0 W058 31.5
45, 46	S34 47.9 W058 31.6
47	S34 47.8 W058 31.7

CHANGES: None.

SAEZ/EZE

JEPPESEN

.SMGCS.

EZEIZA INTL-MINISTRO PISTARINI (10-9D)

BUENOS AIRES, ARGENTINA

.LESS.than.RVR.550m. 26 NOV 21 .Eff.2.Dec.

LOW VISIBILITY TAXI ROUTES

ATIS	*EZEIZA Clearance	Ground	Tower
127.8	127.1	121.75	118.6

58-33 58-32 58-31

34-48 34-49 34-50

N

LEGEND

- CENTERLINE LIGHTS
- ARRIVAL LOW VISIBILITY TAXI ROUTE
- DEPARTURE LOW VISIBILITY TAXI ROUTE
- TAXIWAY AND APRON
- STOP BAR LIGHTS
- VOR CHECKPOINT
- 50-55 SIGNS FOR PARKING POSITION ROUTES

Cargo Apron

Control Tower

Commerical Apron

Sector IV Apron

17 173^

11 111^

29 291^

35 353^

A B C D E F G H I J

50-55 70-73 74-77 2 - 1 8 - 18

10,827' 3300m

8399' 2560m

ATC PROCEDURES FOR TAXIING UNDER LOW VISIBILITY (RVR LESS THAN 550 METERS)

ILS CAT II/III OPERATIONS - EZEIZA INTL - MINISTRO PISTARINI
(Special aircraft certification and aircrew qualification required)

The following procedures are applicable with RVR less than 550m and/or a decision height (DH) of less than 200'(60m).

ILS Sensitive Area

ILS Sensitive Areas (LSA) are protected by red Stop Bar system on Echo, Foxtrot, Golf, Hotel, and India taxiways. Aircraft and vehicles must stop before the Stop Bar when it is illuminated.

Arriving aircraft must notify 'Runway Clear' ('Pista Libre ') upon exiting the runway.

Landing - Taxiing

Arriving aircraft must clear Runway 11 via Taxiways 'Hotel' or 'India' unless expressly instructed by Ezeiza Control Tower.

For parking positions 2 thru 7, 70 thru 73, and 50 thru 56.

Via Taxiway 'Hotel' to Taxiway 'India' (or from 'India') to Taxiway 'Charlie', and then along the apron axis to the parking stand.

For parking positions 8 thru 18 and 74 thru 77

Via Taxiway 'Hotel' to Taxiway 'Delta' and then along the apron axis to the parking stand.

Exiting Runway 11 via Taxiway 'India' to Taxiway 'Hotel' then to Taxiway 'Delta' and then along the apron axis to the parking stand.

Takeoff - Taxi to Runway 11 threshold

The aircraft departing must taxi along the apron axis to Taxiway 'Foxtrot' and through it, to the stop bar before entering Runway 11, except for other authorization by Ezeiza Control Tower. In case Ezeiza Control Tower authorizes taxiing through taxiway 'Echo' to enter Runway 11, the remaining distance for take-off from the intersection is 8399'(2560m).

In conditions of marginal visibility a 'FOLLOW ME' ('SIGAME') vehicle will be arranged upon request.

SAEZ/EZE

JEPPESEN

BUENOS AIRES, ARGENTINA

EZEIZA INTL-MINISTRO PISTARINI (11-1) 29 APR 22

No. 3 ILS X Rwy 11

BRIEFING STRIP™

ATIS	EZEIZA Approach	EZEIZA Tower	Ground
127.8	119.9	118.6	121.75

LOC PC	Final Apch Crs	D6.7 PC	ILS DA(H)	Apt Elev 67'
110.1	110^	2200' (2138')	262' (200')	Rwy 62'

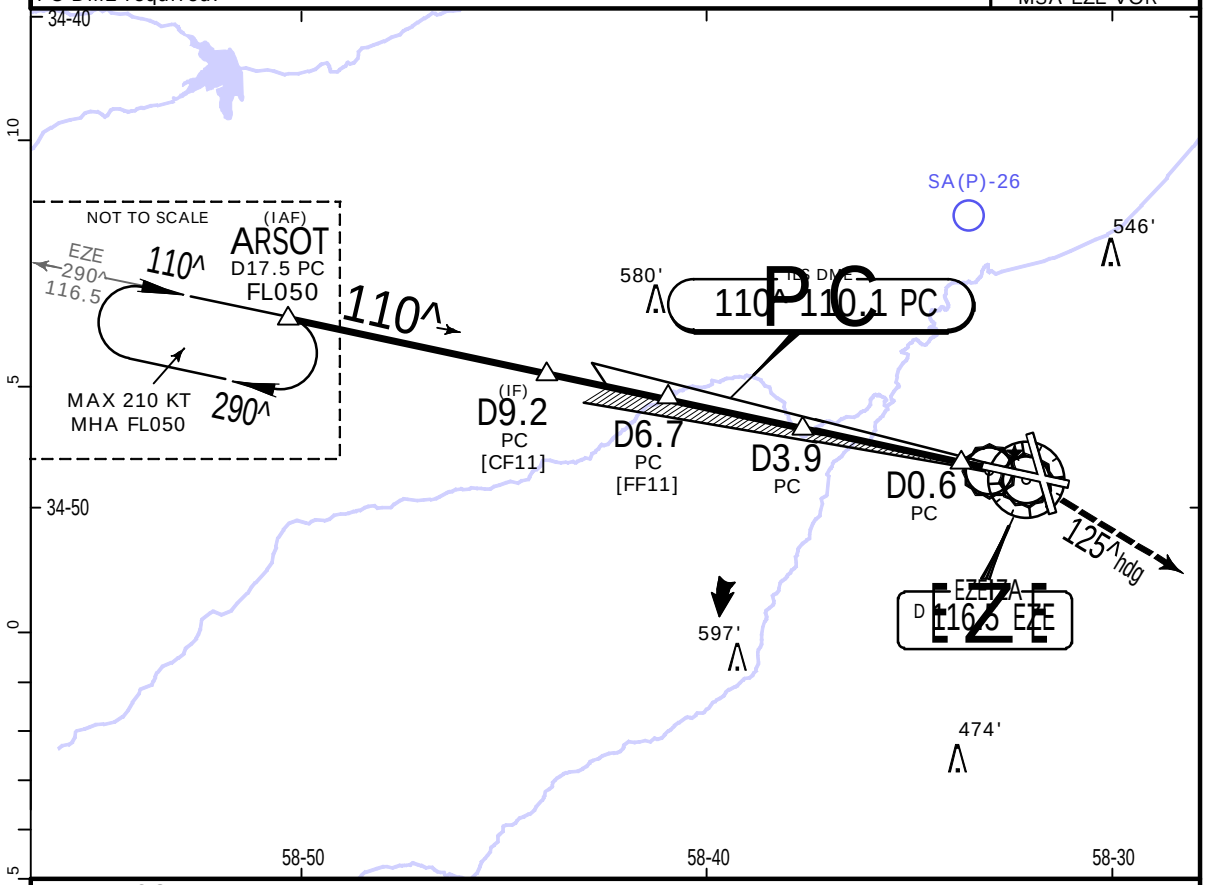
MISSED APCH: Climb to 500', RIGHT turn heading 125^ climb to 3000' or as directed by ATC.

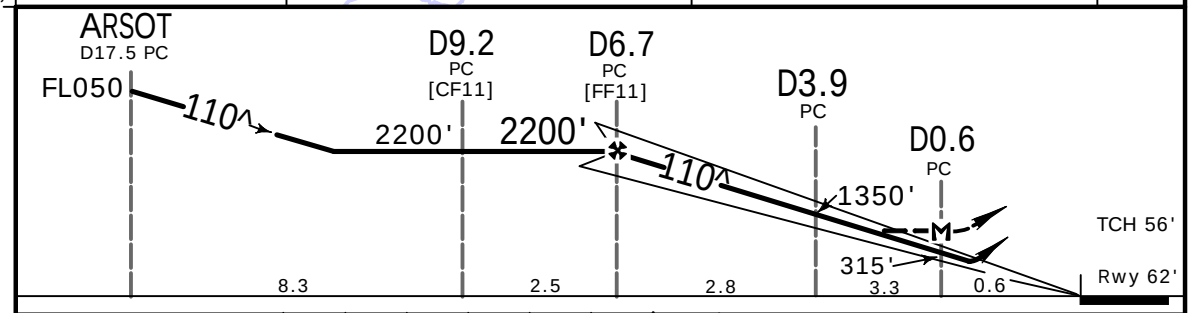
Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: By ATC | Trans alt: 3000'

PC DME required.

3000

MSA EZE VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849
MAP at D0.6 PC							
D3.9 PC to MAP	3.3	2:50	2:12	1:59	1:39	1:25	1:14

ALSF-II

PAPI PAPI

500'

RT

125^ hdg

PANS OPS

STRAIGHT-IN LANDING RWY 11

	ILS DA(H) 262' (200')		LOC (GS out) MDA(H) 480' (418')	
	FULL	ALS out		ALS out
A	RVR 550m VIS 800m	RVR 1200m VIS 1200m	1400m	2100m
B				
C			1600m	2300m
D				

CIRCLE-TO-LAND

Not Authorized North of Rwy 11-29 Centerline

Max Kts	MDA(H)
100	610' (543') -2000m
135	610' (543') -2800m
180	800' (733') -3700m
205	900' (833') -4600m

CHANGES: OM & MM removed, chart format.

SAEZ/EZE

EZEIZA INTL-
MINISTRO PISTARINI

JEPPESEN

29 APR 22 (11-1A)

BUENOS AIRES, ARGENTINA
No. 1 ILS Z Rwy 11
CAT II & IIIA

BRIEFING STRIP™

ATIS	EZEIZA Approach	EZEIZA Tower	Ground
127.8	119.9	118.6	121.75

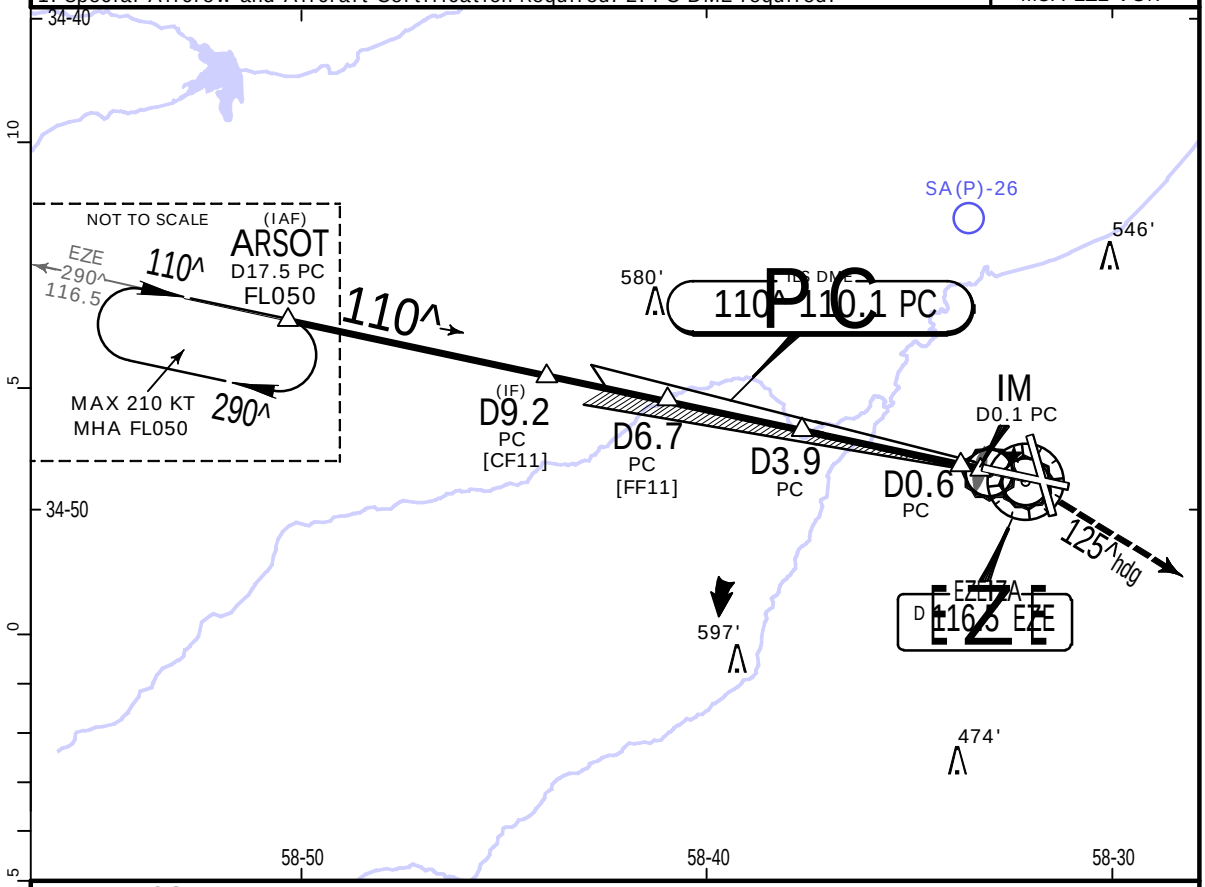
LOC PC	Final Apch Crs	D6.7 PC	CAT IIIA	CAT II	Apt Elev 67'
110.1	110^	2200' (2138')	Refer to Minimums	RA 102' DA(H) 162'(100')	Rwy 62'

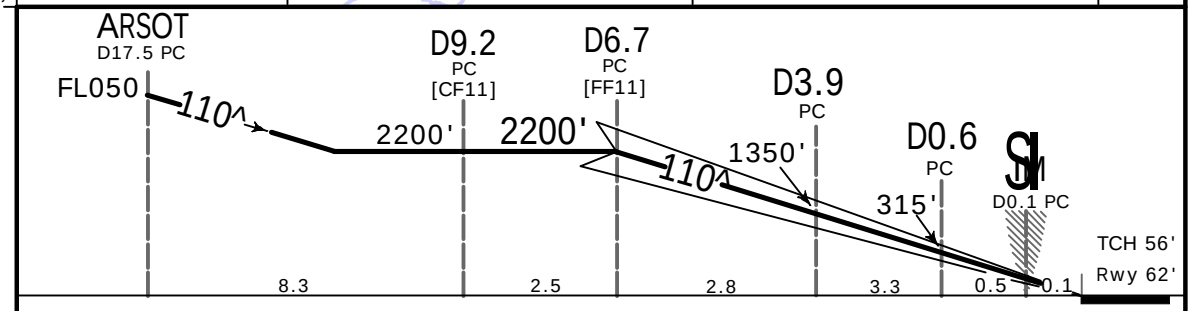
MISSED APCH: Climb to 500', RIGHT turn heading 125^ climb to 3000' or as directed by ATC.

Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: By ATC | Trans alt: 3000'

1. Special Aircrew and Aircraft Certification Required. 2. PC DME required.

3000
MSA EZE VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849

ALSF-II
PAPI PAPI

500'

RT

125^ hdg

STRAIGHT-IN LANDING RWY 11

CAT IIIA ILS		CAT II ILS RA 102' DA(H) 162' (100')	
	ALS out		ALS out
RVR 175m	NA	1 RVR 300m	NA

PANS OPS

1 CAT D without Autoland: RVR 350m.

CHANGES: OM & MM removed, chart format.

SAEZ/EZE

JEPPESEN

BUENOS AIRES, ARGENTINA

EZEIZA INTL-MINISTRO PISTARINI (11-2) 29 APR 22

No. 4 ILS W Rwy 11

BRIEFING STRIP ™

ATIS	EZEIZA Approach	EZEIZA Tower	Ground
127.8	119.9	118.6	121.75

LOC PC	Final Apch Crs	D6.7 PC	ILS DA(H)	Apt Elev 67'
110.1	110^	2200' (2138')	262' (200')	Rwy 62'

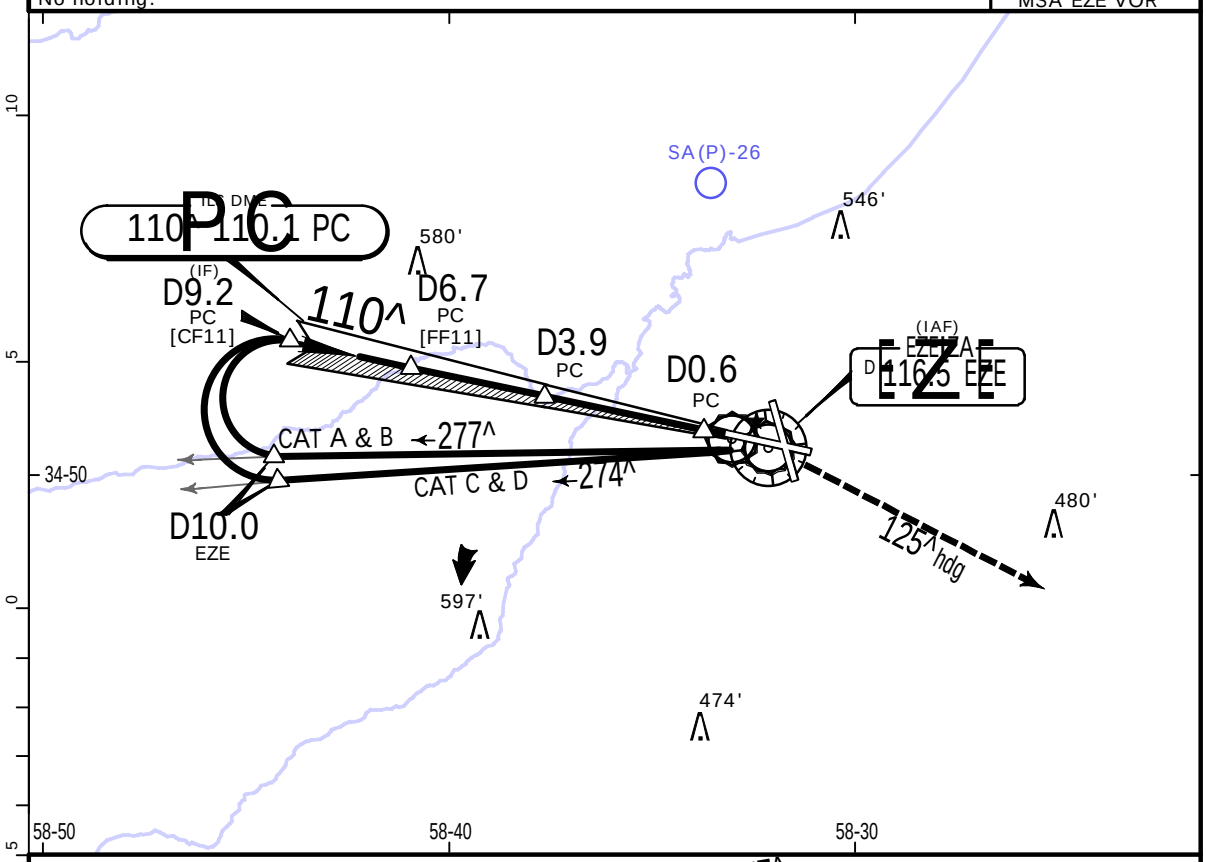
MISSED APCH: Climb to 500', RIGHT turn heading 125^ climb to 3000' or as directed by ATC.

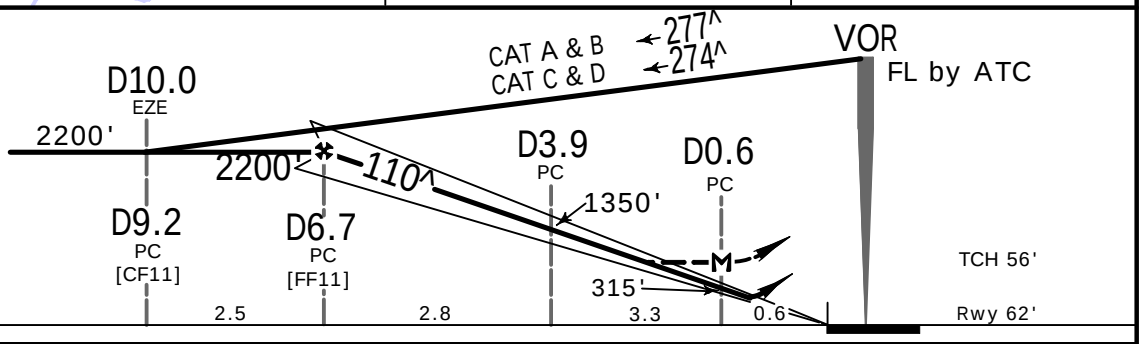
Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: By ATC | Trans alt: 3000'

No holding.

3000

MSA EZE VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849
MAP at D0.6 PC							
D3.9 PC to MAP	3.3	2:50	2:12	1:59	1:39	1:25	1:14

ALSF-II PAPI PAPI

500'

RT

125^ hdg

PANS OPS

STRAIGHT-IN LANDING RWY 11

	ILS DA(H) 262' (200')		LOC (GS out) MDA(H) 480' (418')	
	FULL	ALS out		ALS out
A	RVR 550m VIS 800m	RVR 1200m VIS 1200m	1400m	2100m
B				
C			1600m	2300m
D				

CIRCLE-TO-LAND

Not Authorized North of Rwy 11-29 Centerline

Max Kts	MDA(H)
100	610' (543') -2000m
135	610' (543') -2800m
180	800' (733') -3700m
205	900' (833') -4600m

CHANGES: OM & MM removed, chart format.

SAEZ/EZE

EZEIZA INTL-
MINISTRO PISTARINI

JEPPESEN

29 APR 22 (11-2A)

BUENOS AIRES, ARGENTINA
No. 2 ILS Y Rwy 11
CAT II & IIIA

BRIEFING STRIP ™

ATIS	EZEIZA Approach	EZEIZA Tower	Ground
127.8	119.9	118.6	121.75

LOC PC	Final Apch Crs	D6.7 PC	CAT IIIA	CAT II	Apt Elev 67'
110.1	110^	2200' (2138')	Refer to Minimums	RA 102' DA(H) 162'(100')	Rwy 62'

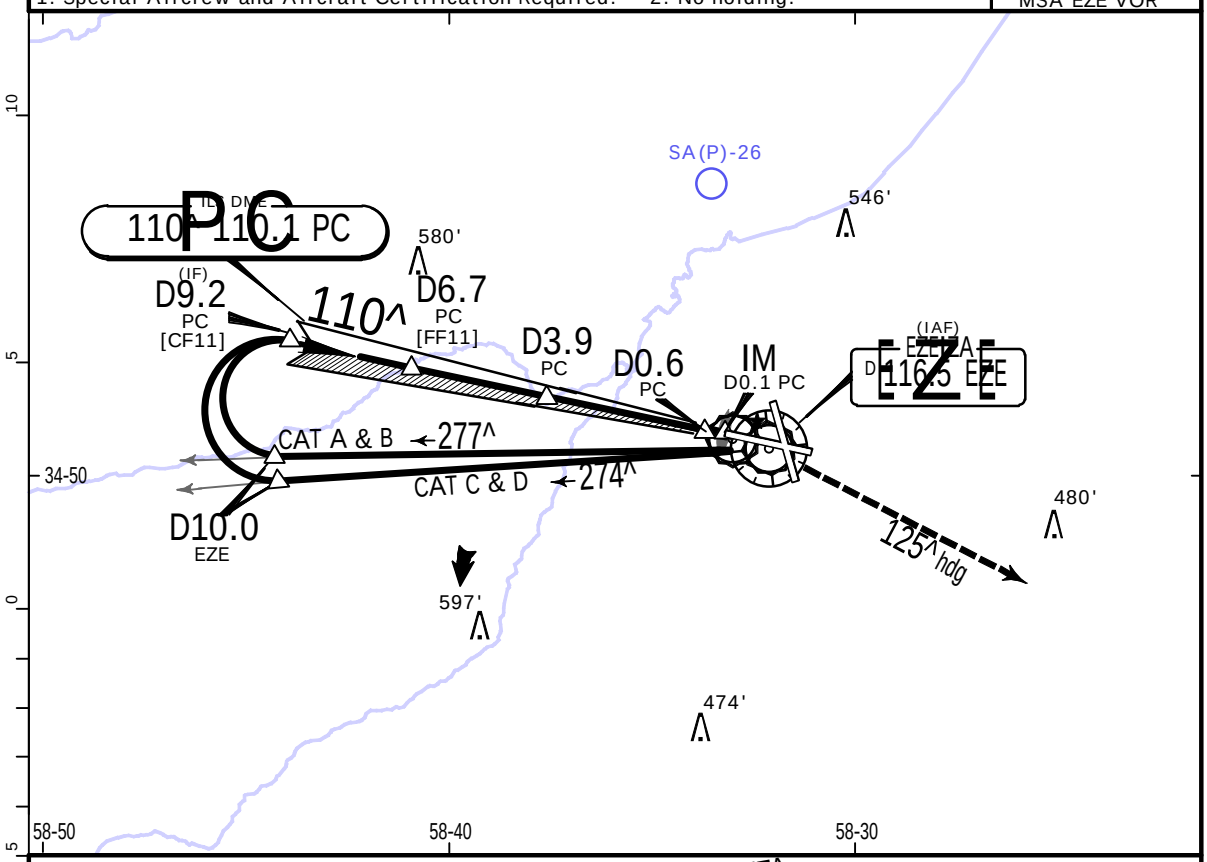
MISSED APCH: Climb to 500', RIGHT turn heading 125^ climb to 3000' or or as directed by ATC.

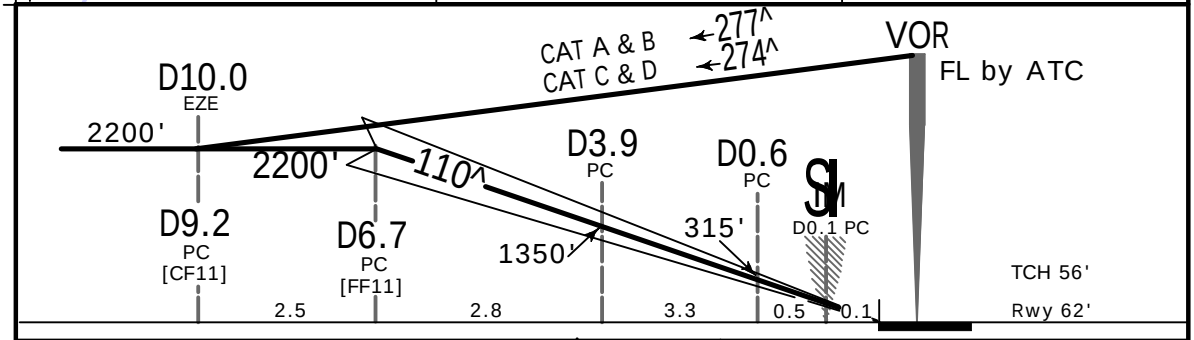
Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: By ATC | Trans alt: 3000'

1. Special Aircrew and Aircraft Certification Required. 2. No holding.

3000

MSA EZE VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00^	372	478	531	637	743	849

ALSF-II PAPI PAPI

500'

RT

125^ hdg

STRAIGHT-IN LANDING RWY 11

CAT IIIA ILS		CAT II ILS RA 102' DA(H) 162' (100')	
	ALS out		ALS out
RVR 175m	NA	1 RVR 300m	NA

PANS OPS

1 CAT D without Autoland: RVR 350m.

CHANGES: OM & MM removed, chart format.

SAEZ/EZE

JEPPESEN

BUENOS AIRES, ARGENTINA

EZEIZA INTL-MINISTRO PISTARINI

11-3 2 SEP 22

ILS Z Rwy 35

ATIS	EZEIZA Approach	EZEIZA Tower	Ground
127.8	119.9	118.6	121.75

LOC EZ	Final Apch Crs	D6.5 EZ D7.2 EZE	ILS DA(H)	Apt Elev 67' Rwy 67'
108.7	351^	2200' (2133')	267' (200')	

MISSED APCH: Climb to 600' on heading 351^. LEFT turn to intercept EZE VOR R-290 outbound until ARSOT at 3000', hold and proceed as directed by ATC.

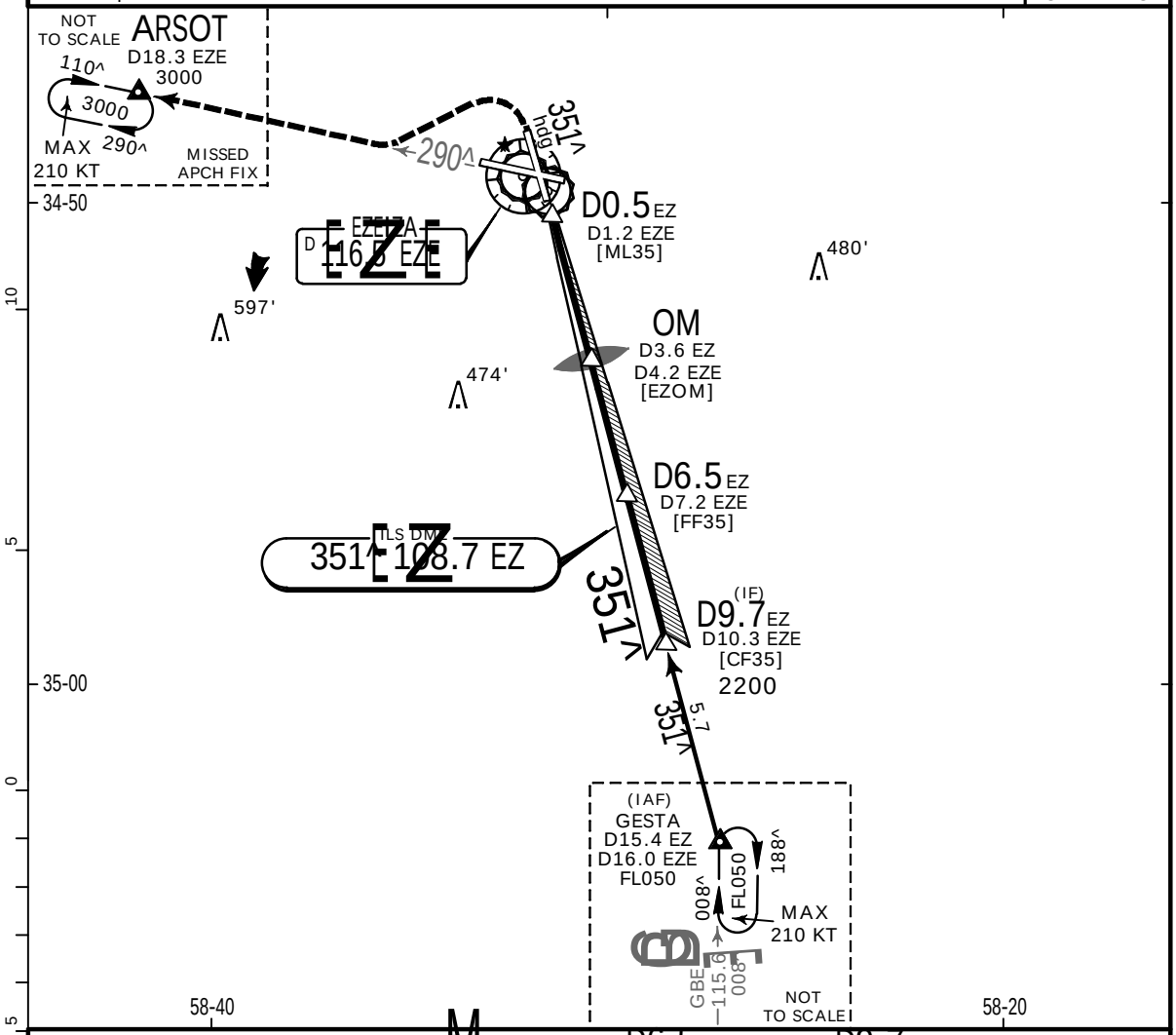
Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: By ATC | Trans alt: 3000'

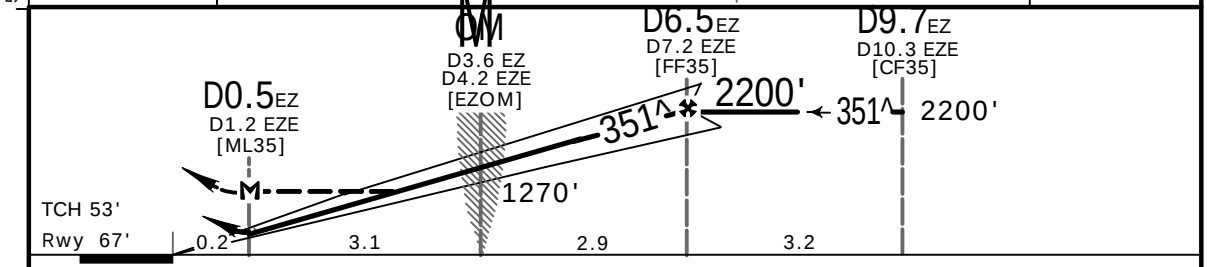
DME required.

3000

MSA EZE VOR

BRIEFING STRIP™





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849
MAP at D0.5 EZ							
FAF to MAP	6.0	5:09	4:00	3:36	3:00	2:34	2:15

ALSF-II PAPI PAPI

3000' on 351^ hdg

ARSOT LT

STRAIGHT-IN LANDING RWY35

	ILS DA(H) 267' (200')		LOC (GS out) MDA(H) 610' (543')	
	FULL	ALS out		ALS out
A	800m	1200m	2000m	2700m
B				
C			2200m	2900m
D				

CIRCLE-TO-LAND

Not authorized to the East of Rwy 17/35.

Max Kts	MDA(H)
100	610' (543') -2700m
135	610' (543') -2900m
180	800' (733') -3700m
205	900' (833') -4600m

PANS OPS

CHANGES: VNAV Descent Angle.

SAEZ/EZE

JEPPESEN

BUENOS AIRES, ARGENTINA

EZEIZA INTL-MINISTRO PISTARINI (11-4) 2 SEP 22

ILS Y Rwy 35

ATIS	EZEIZA Approach	EZEIZA Tower	Ground
127.8	119.9	118.6	121.75

BRIEFING STRIP ™

LOC EZ	Final Apch Crs	D6.5 EZ D7.2 EZE	ILS DA(H)	Apt Elev 67' Rwy 67'
108.7	351^	2200' (2133')	267' (200')	

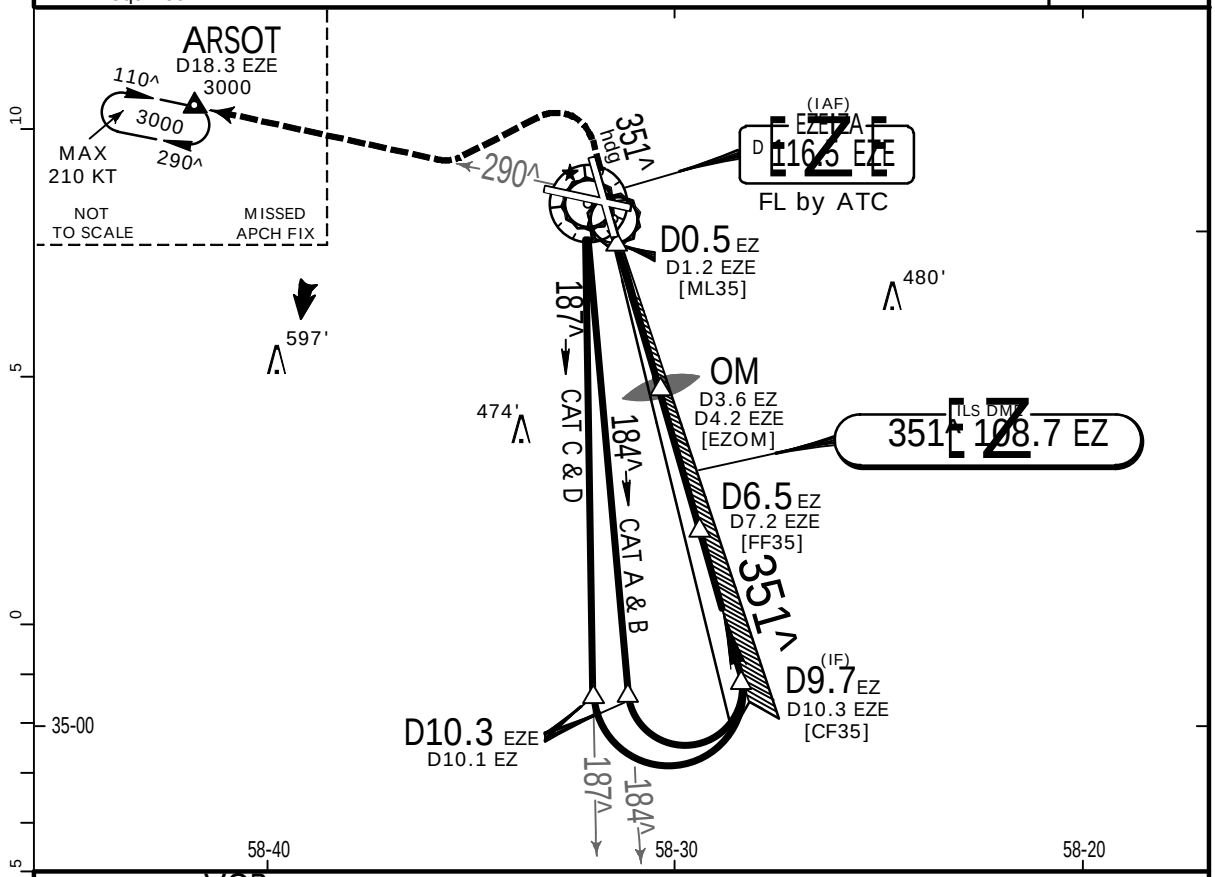
MISSED APCH: Climb to 600' on heading 351^. LEFT turn to intercept EZE VOR R-290 outbound until ARSOT at 3000', hold and proceed as directed by ATC.

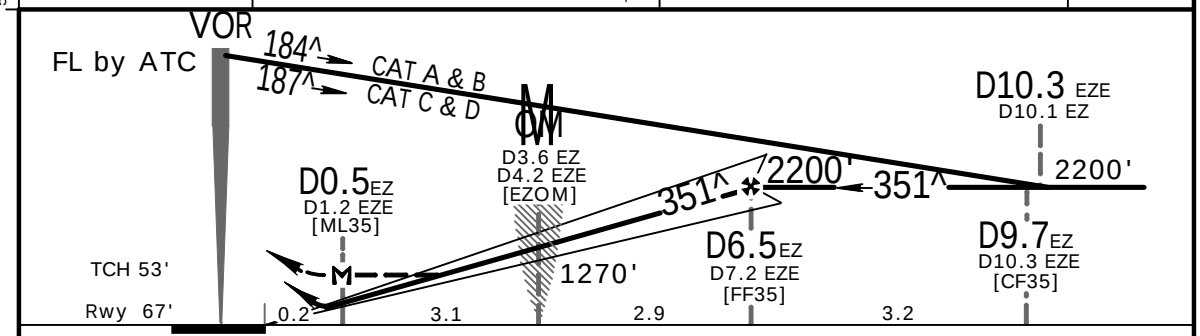
Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: By ATC | Trans alt: 3000'

DME required.

3000

MSA EZE VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00^	372	478	531	637	743	849
MAP at D0.5 EZ							
FAF to MAP	6.0	5:09	4:00	3:36	3:00	2:34	2:15

ALSF-II PAPI PAPI

3000' on 351^ hdg

ARSOT LT

STRAIGHT-IN LANDING RWY 35

ILS DA(H) 267' (200')		LOC (GS out) MDA(H) 610' (543')	
FULL	ALS out		ALS out
A	800m	1200m	2000m	2700m
B				
C			2200m	2900m
D				

CIRCLE-TO-LAND

Not authorized to the East of Rwy 17/35.

Max Kts	MDA(H)
100	610' (543') -2700m
135	610' (543') -2900m
180	800' (733') -3700m
205	900' (833') -4600m

PANS OPS

CHANGES: VNAV Descent Angle.

SAEZ/EZE
EZEIZA INTL-
MINISTRO PISTARINI

JEPPESEN

11 JUN 21 (12-1)

BUENOS AIRES, ARGENTINA
RNP Rwy 11
(LNAV/VNAV, LNAV)

ATIS	EZEIZA Approach	EZEIZA Tower	Ground
127.8	119.9	118.6	121.75

BRIEFING STRIP ™

RNAV	Final Apch Crs	VUPAN	LNAV/VNAV DA(H)	Apt Elev 67'
	110^	1700' (1638')	389' (327)	Rwy 62'

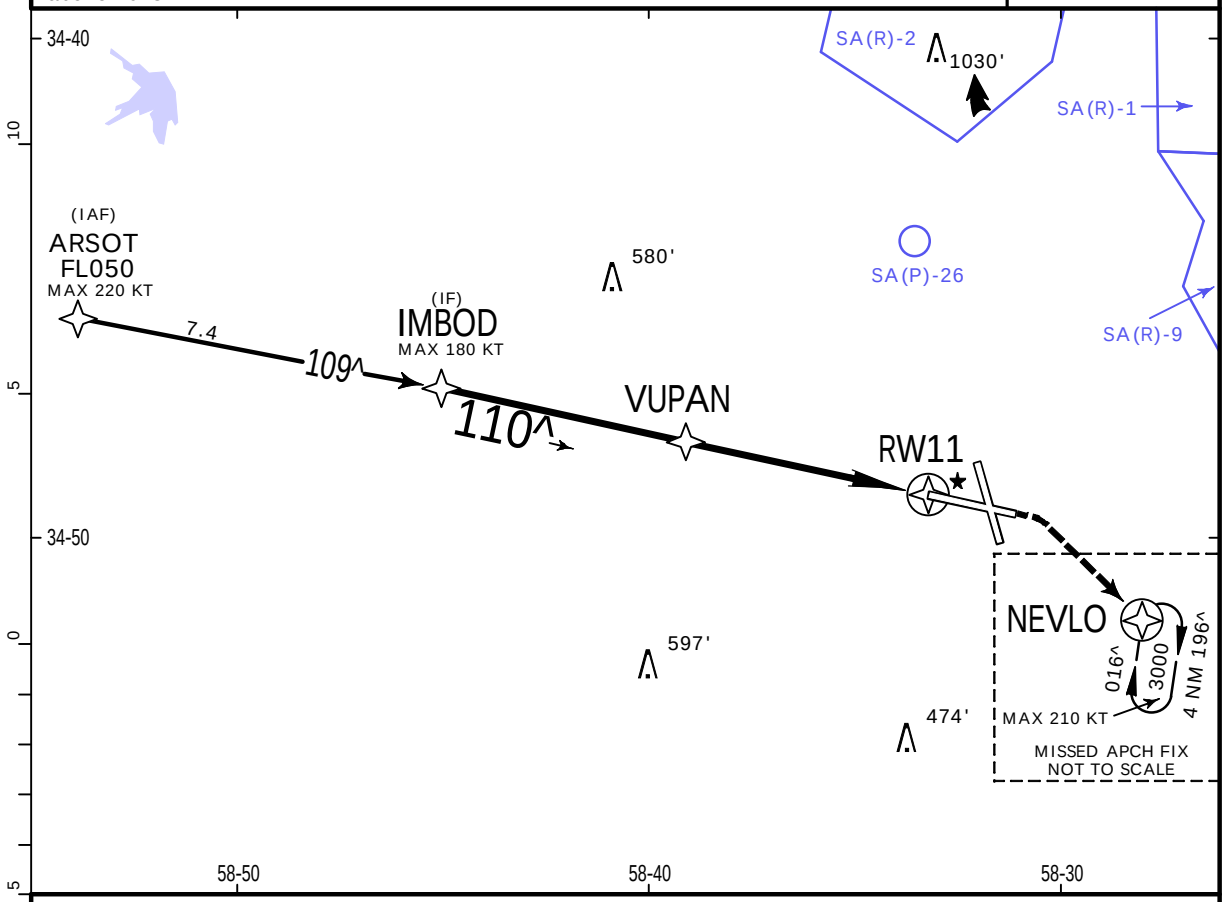
MISSED APCH: Climb to 3000', crossing 1000' turn RIGHT direct to NEVLO.

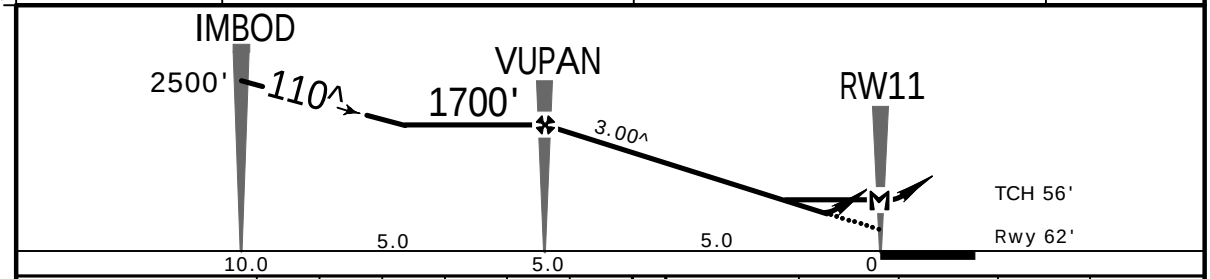
Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: By ATC	Trans alt: 3000'

RNP Apch (LNAV)	APV / Baro VNAV (LNAV/VNAV)	CERTIFICATION REQUIRED

For uncompensated Baro-VNAV systems, approach not authorized below -5^C or above 40^C.

3000
MSA ARP





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00^	372	478	531	637	743	849
LNAV/VNAV: MAP at DA. LNAV: MAP at RW11							
FAF to RW11	5.0	4:17	3:20	3:00	2:30	2:08	1:53

ALSF-II
PAPI PAPI

1000' | 3000' RT | D | NEVLO

PANS OPS

STRAIGHT-IN LANDING RWY 11

	LNAV/VNAV DA(H) 389' (327')		LNAV MDA(H) 460' (398')	
		ALS out		ALS out
A	RVR 800m VIS 800m	RVR 1500m VIS 1500m	1100m	1800m
B				
C				
D				

CIRCLE-TO-LAND

A	NA
B	
C	
D	

CHANGES: Minimums.

SAEZ/EZE

EZEIZA INTL-
MINISTRO PISTARINI

JEPPESEN

11 JUN 21 (12-2)

BUENOS AIRES, ARGENTINA
RNP Rwy 17

ATIS	EZEIZA Approach	EZEIZA Tower	Ground
127.8	119.9	118.6	121.75

BRIEFING STRIP ™

RNAV	Final Apch Crs	SURLI	LNAV/VNAV DA(H)	Apt Elev 67'
	172^	1100' (1037')	550' (487')	Rwy 63'

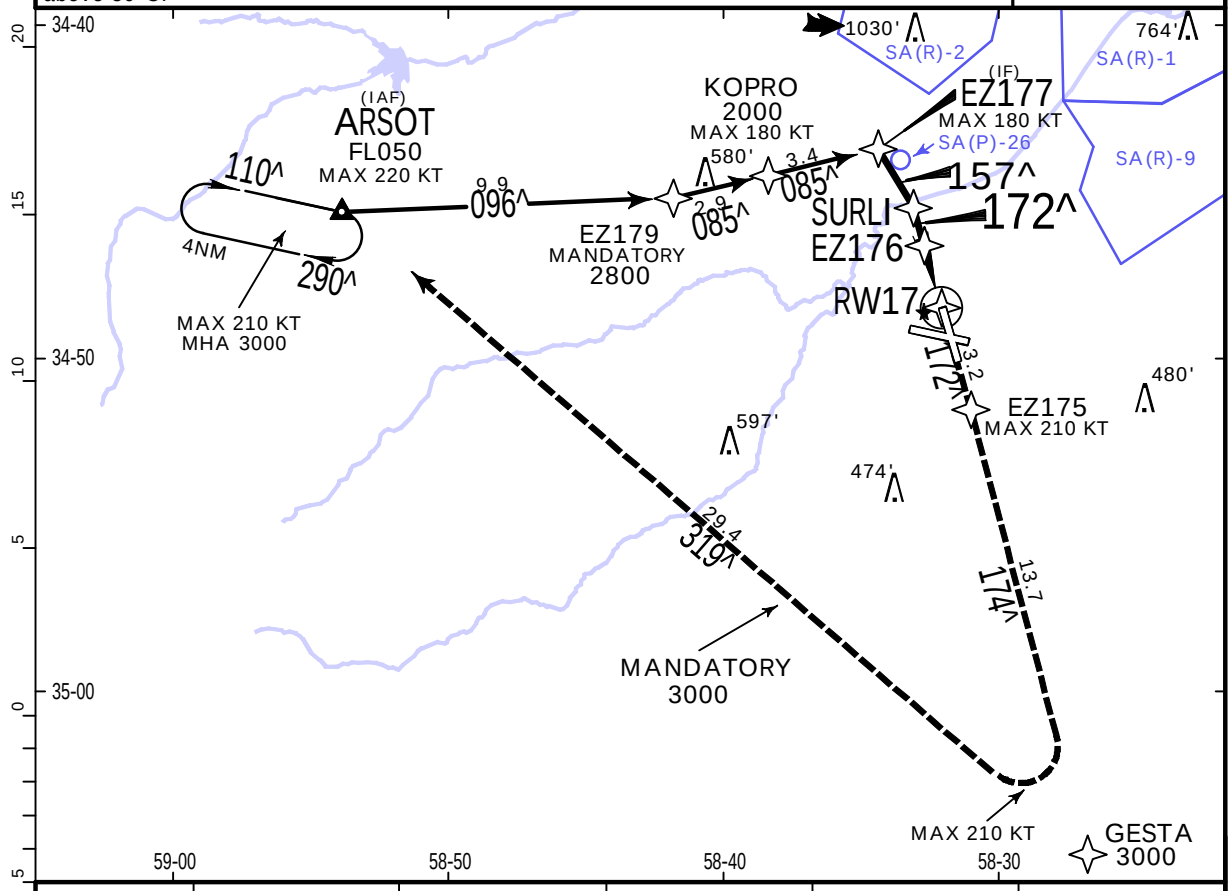
MISSED APCH: Climb on track 172^ to EZ175, then continue on track 174^ toward GESTA. Turn RIGHT on track 319^ to ARSOT reaching 3000'. Hold and proceed as directed by ATC.

Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: By ATC	Trans alt: 3000'

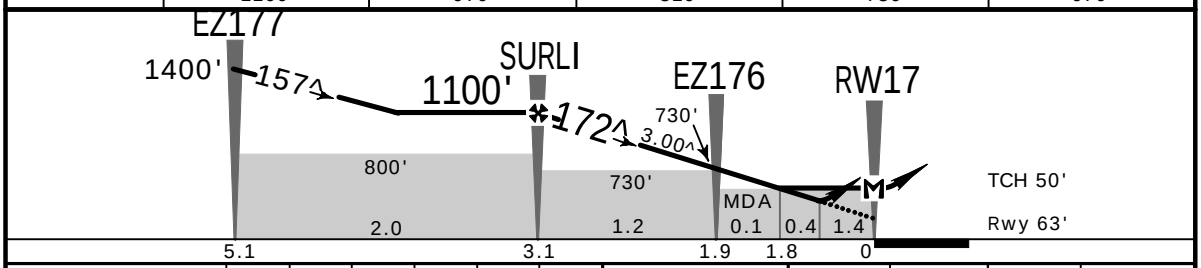
RNP Apch

For uncompensated Baro-VNAV systems, approach not authorized below -10^C or above 50^C.

3000
MSA ARP



DIST to THR	3.1	2.7	2.2	1.9	1.8
ALTITUDE	1100'	970'	810'	730'	670'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00^	372	478	531	637	743	849
LNAV/VNAV: MAP at DA. LNAV: MAP at RW17						
FAF to RW17 3.1	2:39	2:04	1:52	1:33	1:20	1:10

PAPI-L

172^ on track

EZ175

STRAIGHT-IN LANDING RWY 17

LNAV/VNAV DA(H) 550' (487')	LNAV MDA(H) 670' (607')	CIRCLE-TO-LAND

PANS OPS			
A	2300m	3000m	NA
B			
C		3200m	
D			

CHANGES: None.

SAEZ/EZE

EZEIZA INTL-
MINISTRO PISTARINI

JEPPESEN

4 OCT 19 (12-3) .Eff.10.Oct.

BUENOS AIRES, ARGENTINA

RNP Rwy 29

(LNAV/VNAV, LNAV)

BRIEFING STRIP ™

ATIS	EZEIZA Approach	EZEIZA Tower	Ground
127.8	119.9	118.6	121.75

RNAV	Final Apch Crs	Procedure Alt	LNAV/VNAV DA(H)	Apt Elev 67'
	291^	OPLOM 1700' (1634')	360' (294')	Rwy 66'

MISSED APCH: Climb to 3000' on track 290^ to ARSOT, join hold and proceed as directed by ATC.

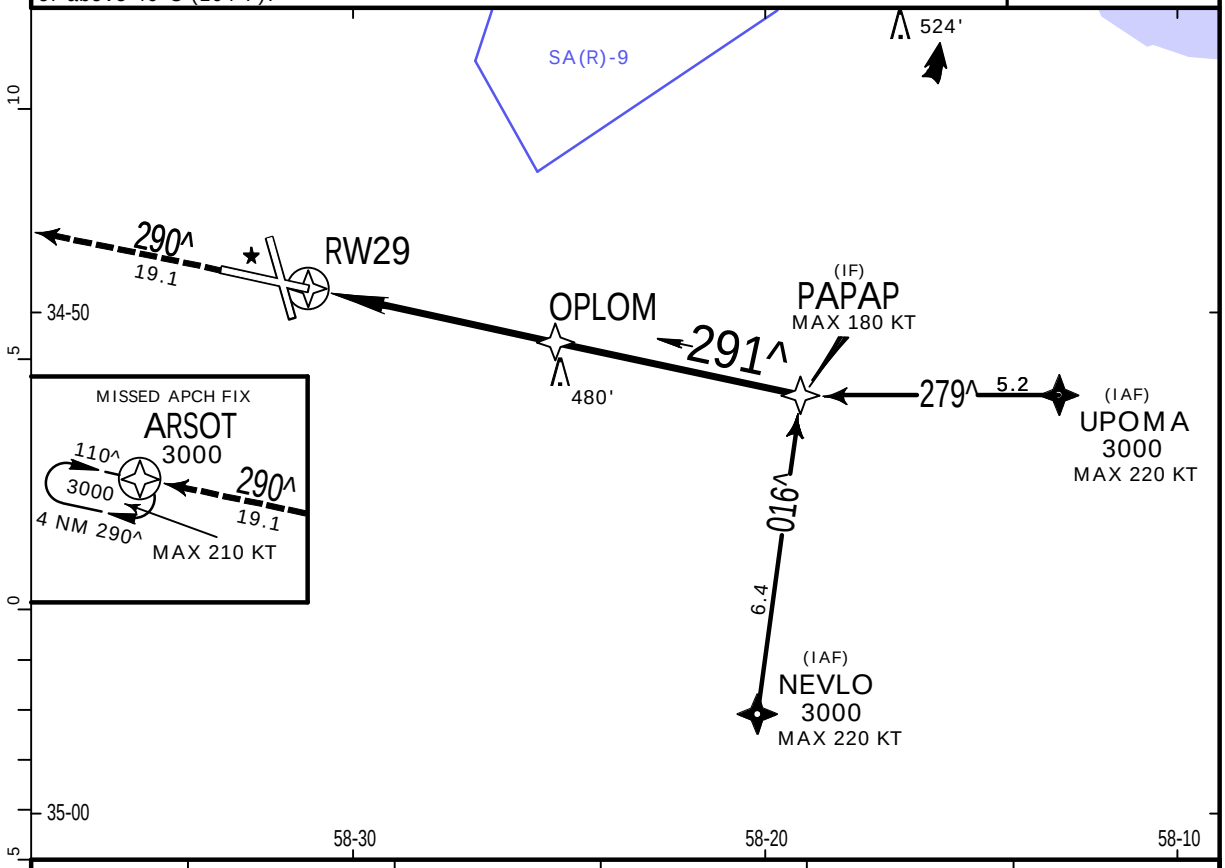
Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: By ATC	Trans alt: 3000'

RNP Apch (LNAV)	APV / Baro VNAV (LNAV / VNAV)	CERTIFICATION REQUIRED

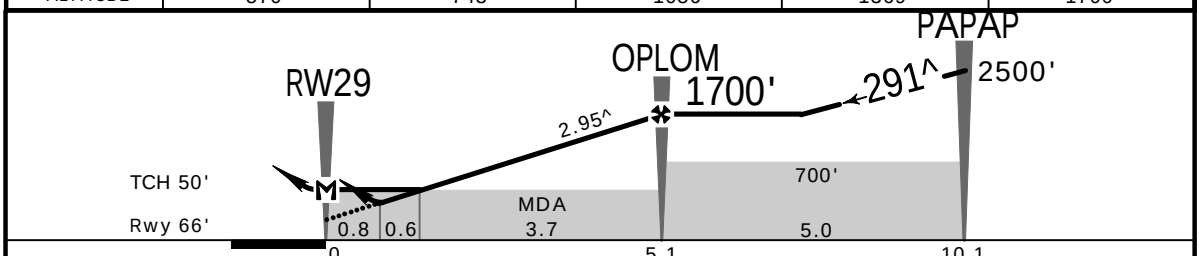
1. For uncompensated Baro-VNAV systems, approach not authorized below -5^C (23^F) or above 40^C (104^F).

3000

MSA ARP



DIST to THR	1.4	2.0	3.0	4.0	5.1
ALTITUDE	570'	743'	1056'	1369'	1700'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.95^	365	470	522	626	731	835
LNAV/VNAV: MAP at DA. LNAV: MAP at RW29						
FAF to RW29 5.1	4:22	3:28	3:04	2:33	2:11	1:55

PAPI	3000'	290^ track	ARSOT

PANS OPS

STRAIGHT-IN LANDING RWY29

	LNAV/VNAV DA(H) 360' (294')	LNAV MDA(H) 570' (504')	CIRCLE-TO-LAND
A	1400m	2600m	NA
B			
C		2800m	
D			

CHANGES: Re-index.

SAEZ/EZE

EZEIZA INTL-
MINISTRO PISTARINI

JEPPESEN

4 OCT 19 (12-4) .Eff.10.Oct.

BUENOS AIRES, ARGENTINA

MISSED APCH CLIMB GRADIENT MIM 4.0%

RNP Rwy 35 (LNAV/VNAV, LNAV)

ATIS	EZEIZA Approach	EZEIZA Tower	Ground
127.8	119.9	118.6	121.75

BRIEFING STRIP ™

RNAV	Final Apch Crs	Procedure Alt	LNAV/VNAV DA(H)	Apt Elev 67'
	352^	POSRA 1750' (1683')	400' (333')	Rwy 67'

MISSED APCH: Climb on track 352^ to EZ684, turn LEFT on track 286^ to ARSOT climbing to 3000', join hold and proceed as directed by ATC.

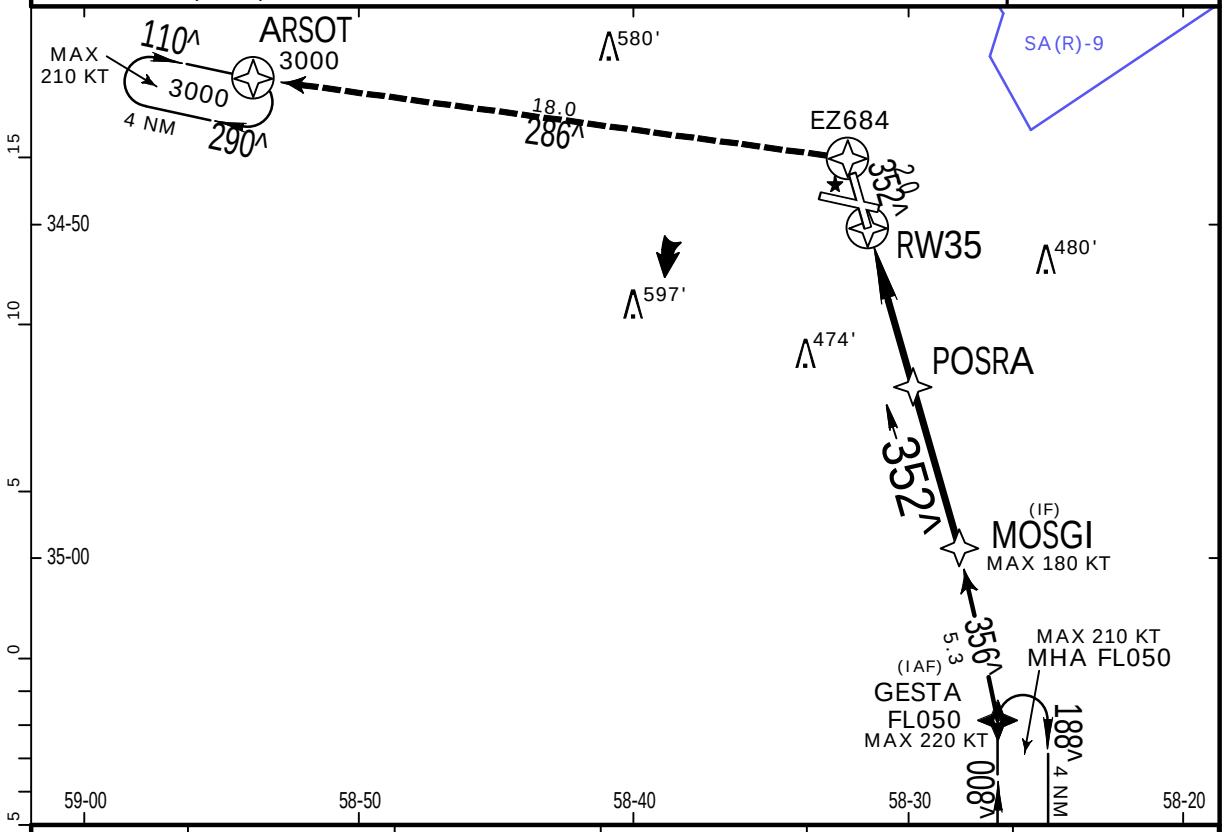
3000

MSA ARP

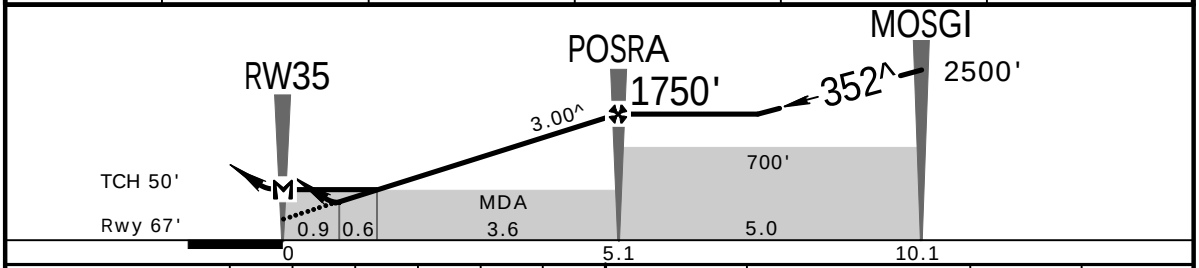
Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: By ATC	Trans alt: 3000'

RNP Apch (LNAV)	APV / Baro VNAV (LNAV / VNAV)	CERTIFICATION REQUIRED

1. For uncompensated Baro-VNAV systems, approach not authorized below -5^C (23^F) or above 40^C (104^F).



DIST to THR	1.5	2.0	3.0	4.0	5.1
ALTITUDE	570'	750'	1070'	1390'	1750'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00^	372	478	531	637	743	849
LNAV/VNAV: MAP at DA. LNAV: MAP at RW35						
FAF to RW35 5.1	4:22	3:24	3:04	2:33	2:11	1:55

ALSF-II
PAPI PAPI

on 352^ track

EZ684

3000'
LT

STRAIGHT-IN LANDING RWY 35

Missed apch climb gradient mim 4.0%

CIRCLE-TO-LAND

	LNAV/VNAV DA(H) 400' (333')		LNAV MDA(H) 570' (503')		CIRCLE-TO-LAND
		ALS out		ALS out	
A	800m	1500m	1800m	2600m	NA
B					
C			2000m	2800m	
D					

PANS OPS

CHANGES: Re-index.

SAEZ/EZE
EZEIZA INTL- MINISTRO PISTARINI

JEPPESEN 13-1 8 MAR 19

BUENOS AIRES, ARGENTINA
VOR Z Rwy 29

ATIS	EZEIZA Approach	EZEIZA Tower	Ground
127.8	119.9	118.6	121.75

BRIEFING STRIP ™

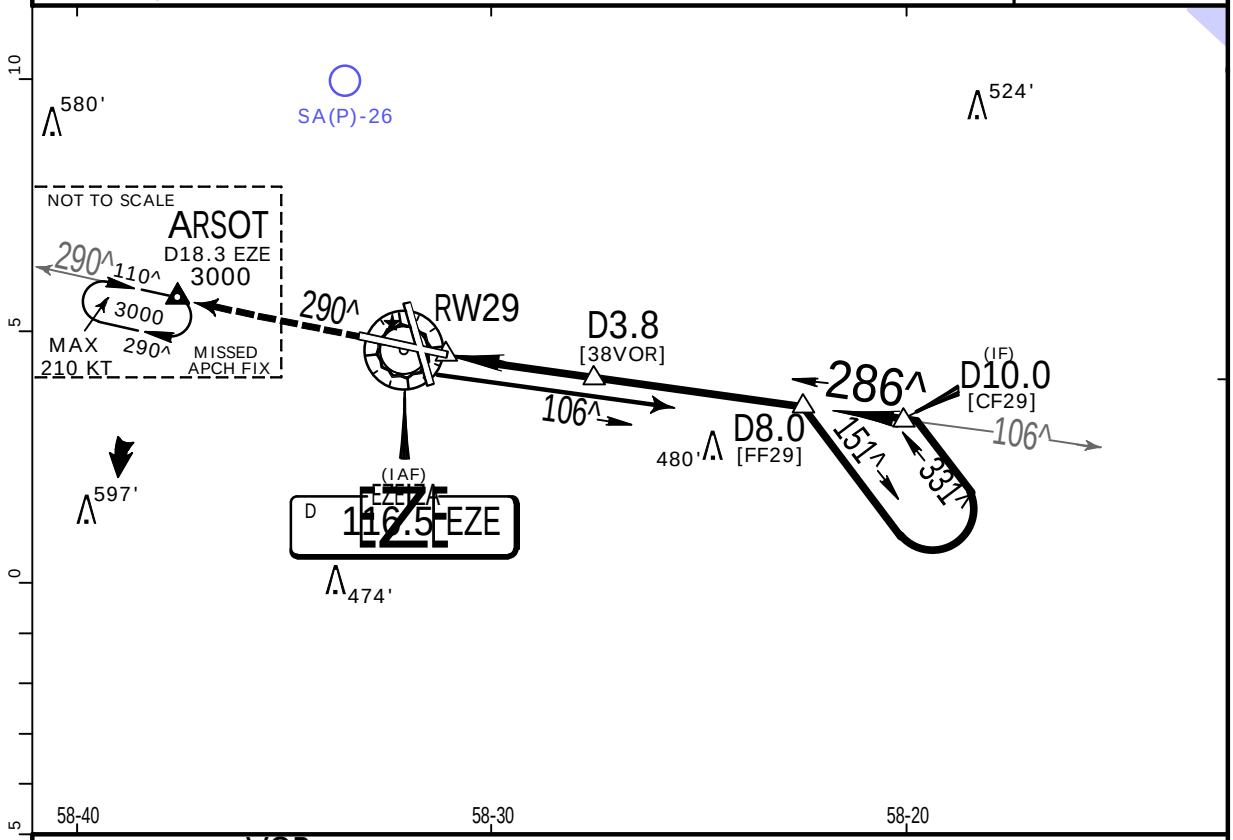
VOR EZE	Final Apch Crs	Minimum Alt D8.0	MDA(H)	Apt Elev 67'
116.5	286^	2400' (2334')	580' (514')	Rwy 66'

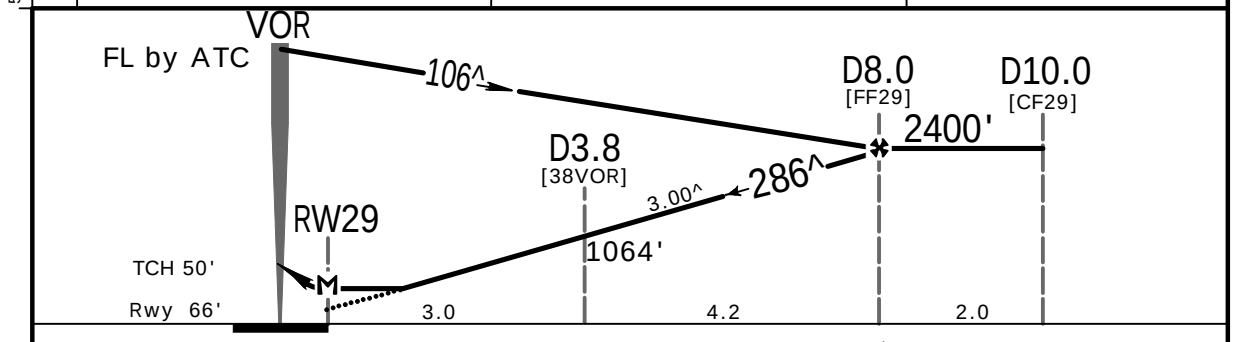
MISSED APCH: Climb to 3000' on outbound EZE VOR R-290 direct to ARSOT, hold and proceed as directed by ATC.

Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: By ATC | Trans alt: 3000'

1. DME required.

3000
MSA EZE VOR





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00^	372	478	531	637	743	849
MAP at RW29 or FAF to MAP	7.2	6:10	4:48	4:19	3:36	3:05	2:42

PAPI

3000' on EZE 116.5 R-290

STRAIGHT-IN LANDING RWY 29	CIRCLE-TO-LAND
MDA(H) 580' (514')	

PANS OPS

	STRAIGHT-IN LANDING RWY 29	CIRCLE-TO-LAND
A	2600m	NA
B		
C	2800m	
D		

CHANGES: Procedure revised.

SAEZ/EZE
EZEIZA INTL- MINISTRO PISTARINI

JEPPESEN 13-2 8 MAR 19

BUENOS AIRES, ARGENTINA
VOR Y Rwy 29

BRIEFING STRIP ™

ATIS	EZEIZA Approach	EZEIZA Tower	Ground
127.8	119.9	118.6	121.75

VOR EZE	Final Apch Crs	Minimum Alt D8.0	MDA(H)	Apt Elev 67' Rwy 66'
116.5	286^	2400' (2334')	580' (514')	

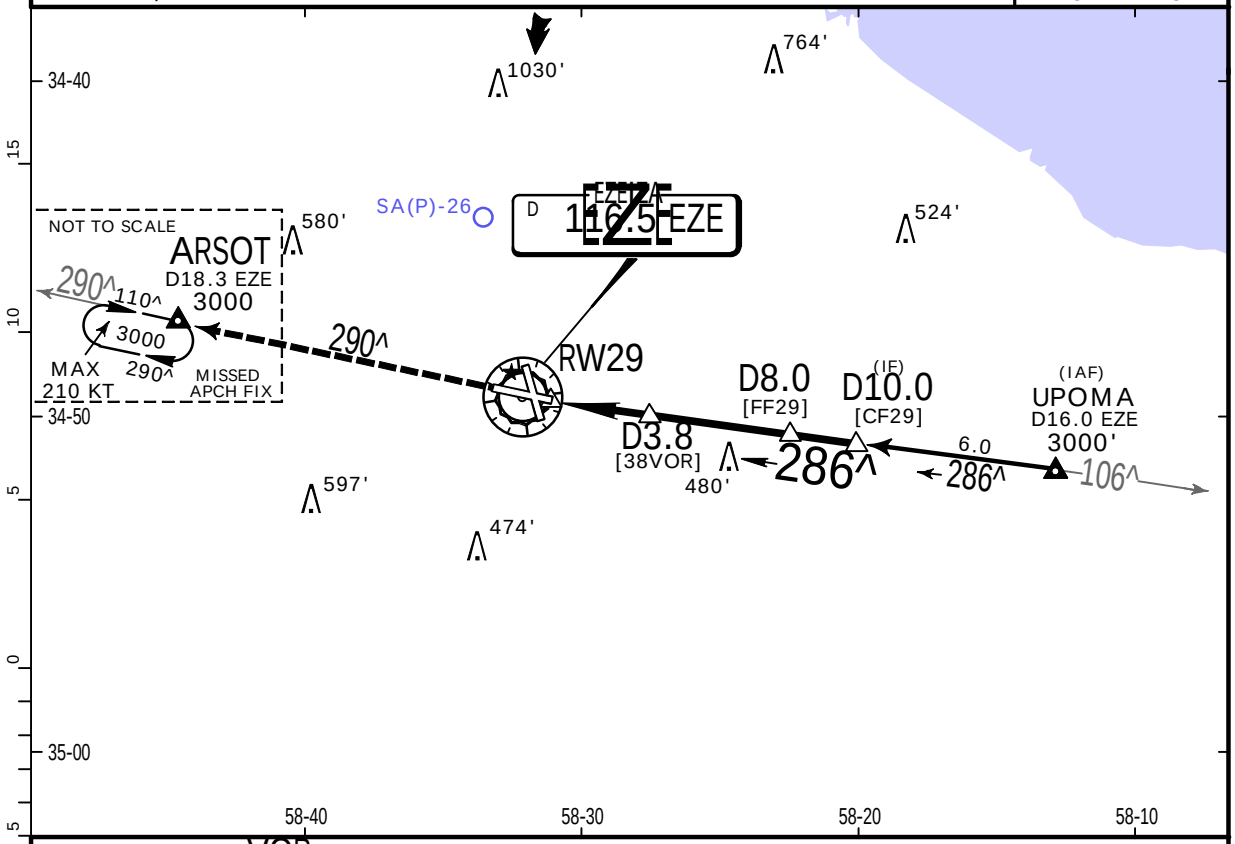
MISSED APCH: Climb to 3000' on outbound EZE VOR R-290 direct to ARSOT, hold and proceed as directed by ATC.

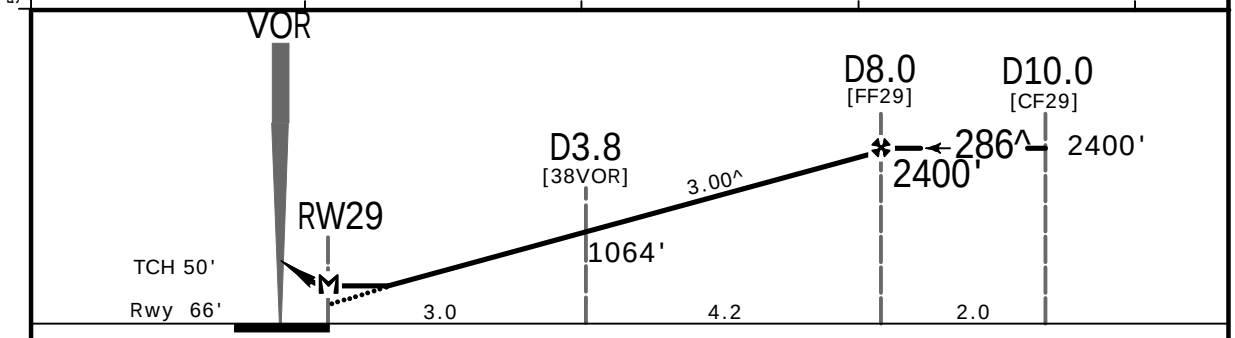
Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: By ATC | Trans alt: 3000'

1. DME required.

3000

MSA EZE VOR





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00^	372	478	531	637	743	849
MAP at RW29 or FAF to MAP	7.2	6:10	4:48	4:19	3:36	3:05	2:42

PAPI

3000' on EZE 116.5 R-290

PANS OPS

STRAIGHT-IN LANDING RWY 29	CIRCLE-TO-LAND
MDA(H) 580' (514')	
A, B: 2600m	NA
C, D: 2800m	

CHANGES: Procedure revised.

SAEZ/EZE

JEPPESEN BUENOS AIRES, ARGENTINA

EZEIZA INTL-MINISTRO PISTARINI (16-1) 29 APR 22

LCTR Rwy 35

ATIS	EZEIZA Approach	EZEIZA Tower	Ground
127.8	119.9	118.6	121.75

BRIEFING STRIP ™

Lctr	Final	Minimum Alt	MDA(H)	Apt Elev 67'
OA 270	Apch Crs 351^	OM D4.2 EZE 1250' (1183')	610' (543')	Rwy 67'

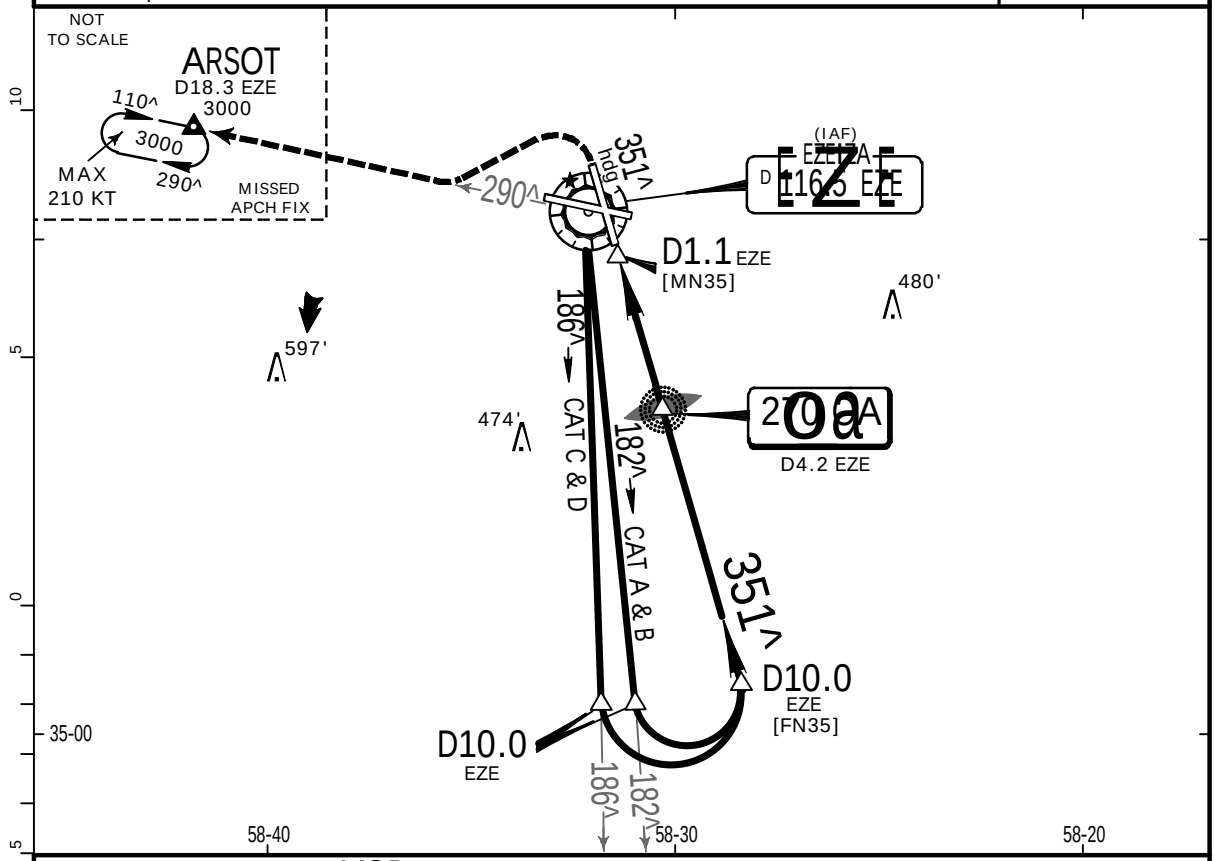
MISSED APCH: Climb to 600' on heading 351^. Turn LEFT to intercept EZE VOR R-290 outbound, until ARSOT reaching 3000', hold and proceed as directed by ATC.

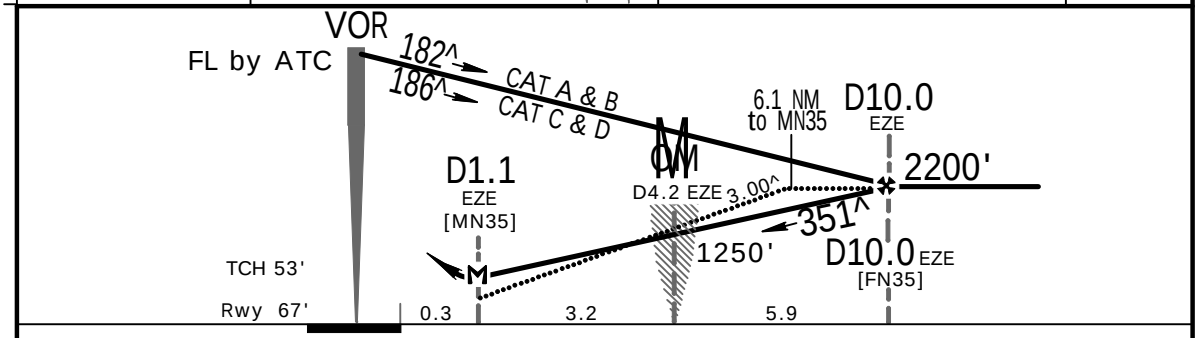
Alt Set: hPa | Rwy Elev: 2 hPa | Trans level: By ATC | Trans alt: 3000'

1. DME required.

3000

MSA EZE VOR





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00^	372	478	531	637	743	849
MAP at D1.1 or FAF to MAP	8.9	7:38	5:56	5:20	4:27	3:49	3:20

ALSF-II | PAPI | PAPI

3000' on 351^ hdg

ARSOT LT

PANS OPS

STRAIGHT-IN LANDING RWY 35

MDA(H) 610' (543')

	ALS out	
A	2000m	2700m
B		
C	2200m	2900m
D		

CIRCLE-TO-LAND

Not authorized to the East of Rwy 17/35.

Max Kts	MDA(H)
100	610' (543') -2700m
135	610' (543') -2900m
180	800' (733') -3700m
205	900' (833') -4600m

CHANGES: Reindexed.

Chart changes since cycle 06-2023

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

BUENOS AIRES, (EZEIZA INTL/MINISTRO PISTARINI - SAEZ)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport SAEZ

Type: Terminal
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Take-off minima: Rwys, 17, 29, 35: 400m is lowest Take-off visibility. Rwy 29: RVR values Not Applicable. Rwy 11, 400m is lowest Take-off visibility. Rwy 11, R125M is the lowest RVR. Reported RVRwill prevail over observed visibility. Higher published take-off minimums are still applicable.