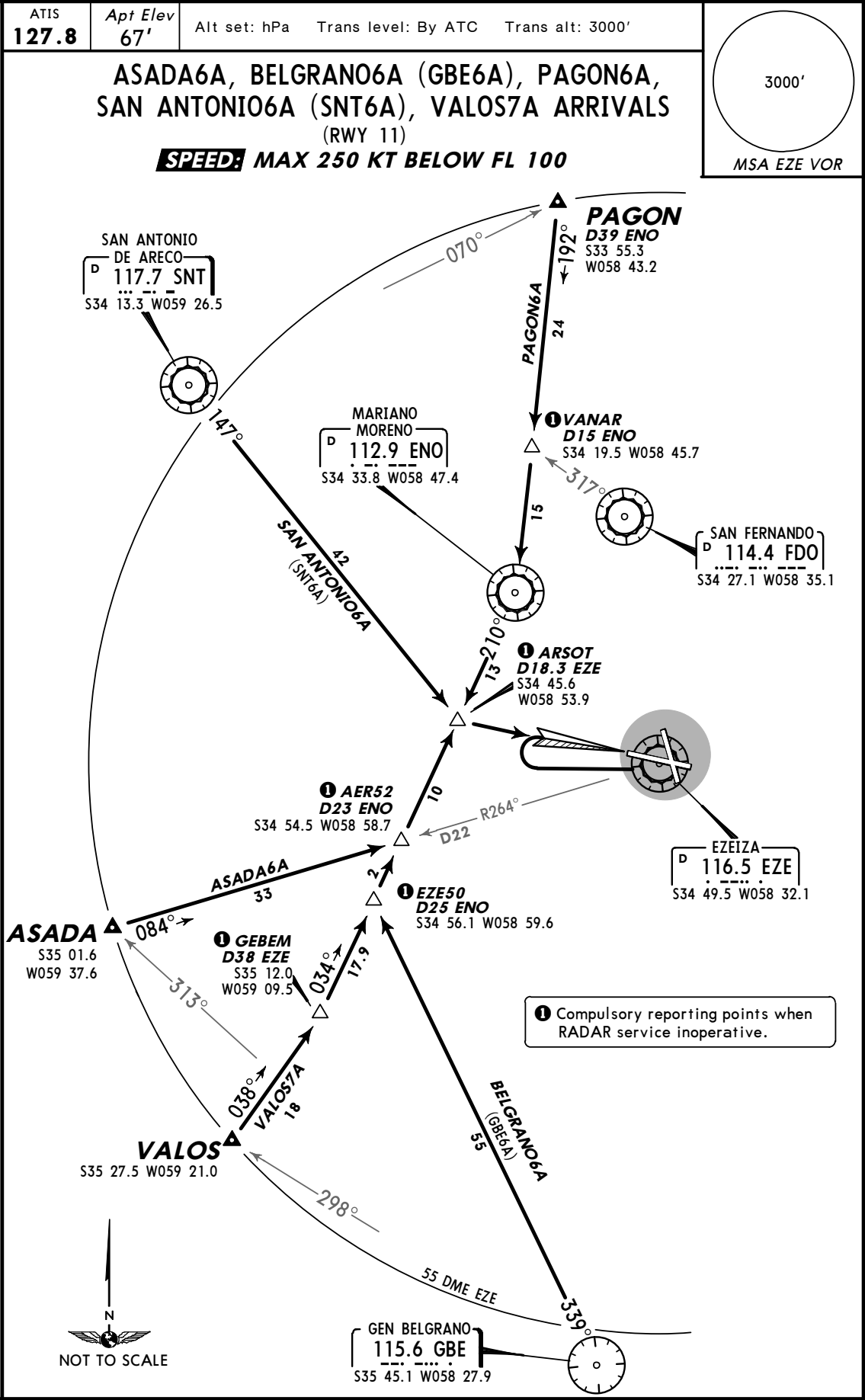




SCEL	SCL	Santiago, Chile
SUMU	MVD	Montevideo, Uruguay
SAAR	ROS	Rosario, Argentina
SACO	COR	Cordoba, Argentina
SAME	MDZ	Mendoza, Argentina
SBFL	FLN	Florianopolis, Brazil
SBPA	POA	Porto Alegre, Brazil
SCIE	CCP	Concepcion, Chile
SMLS	PDP	Maldonado, Uruguay
SAZM	MDQ	Mar del Plata, Argentina



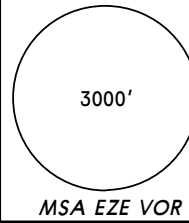
CHANGES: GEBEN renamed GEBEM.

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ATIS
127.8

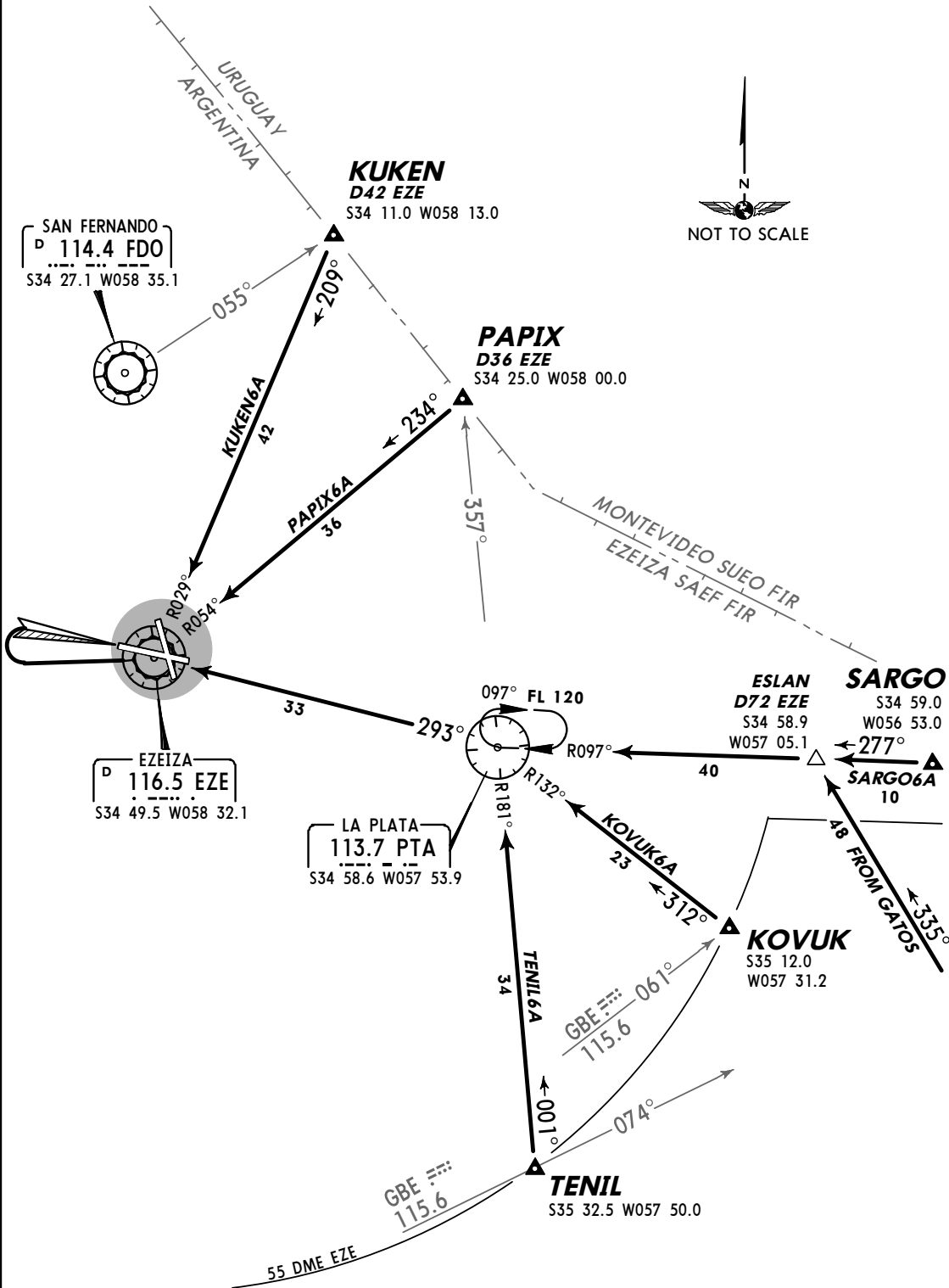
Apt Elev
67'

Alt set: hPa Trans level: By ATC Trans alt: 3000'

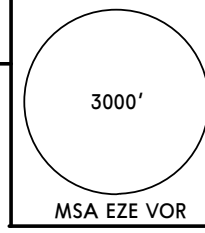


**KOVUK6A, KUKEN6A, PAPIX6A, SARGO6A,
TENIL6A ARRIVALS**
(RWY 11)

SPEED: MAX 250 KT BELOW FL 100

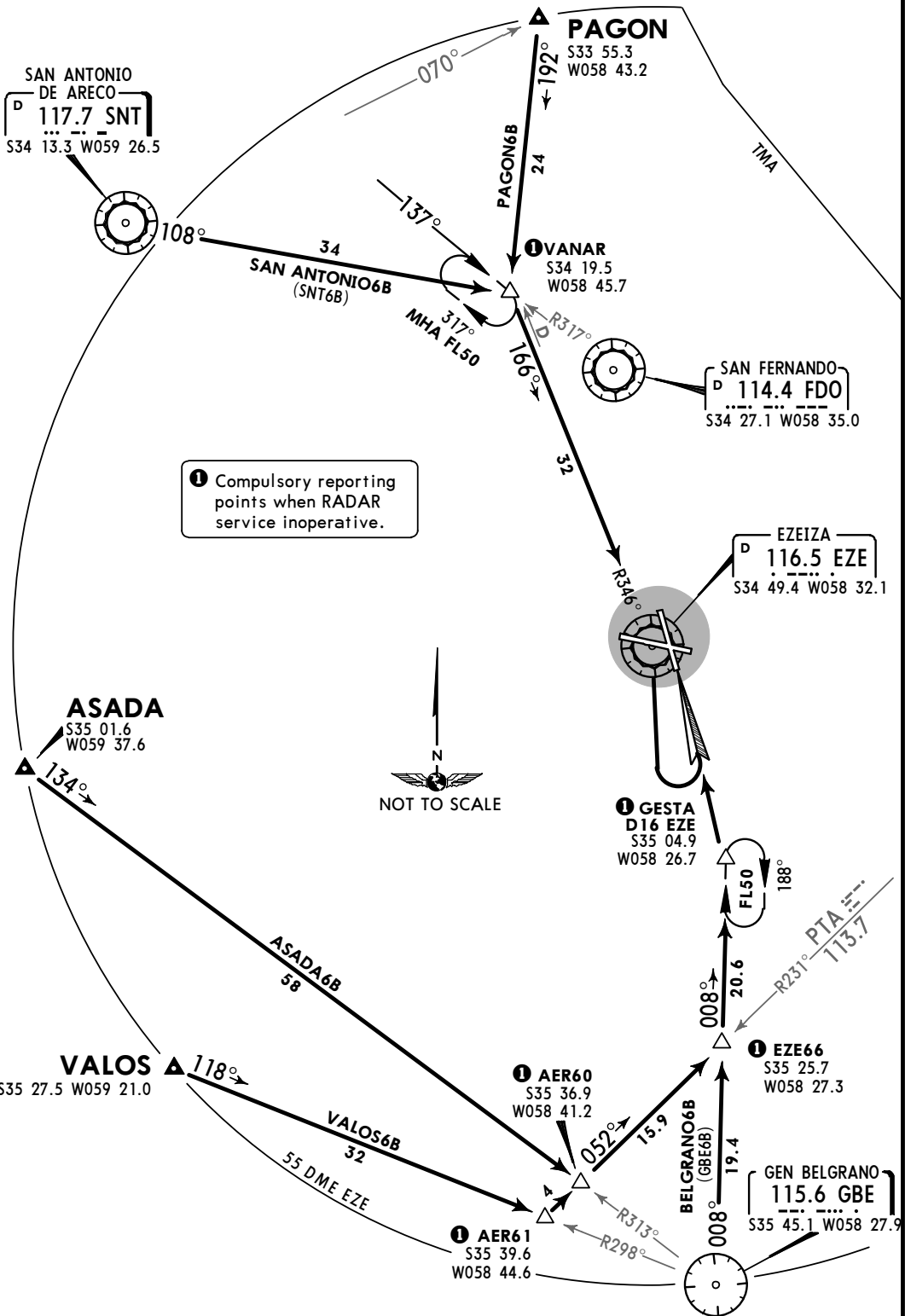


ATIS 127.8 Apt Elev 67' Alt set: hPa Trans level: By ATC Trans alt: 3000'



ASADA6B [ASAD6B], BELGRANO6B (GBE6B) [GBE6B]
PAGON 6B [PAGO6B], SAN ANTONIO6B (SNT6B) [SNT6B]
VALOS6B [VALO6B] ARRIVALS
(RWY 35)

SPEED: MAX 250 KT BELOW FL 100

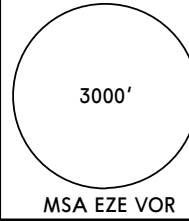


1 Compulsory reporting points when RADAR service inoperative.

ATIS
127.8

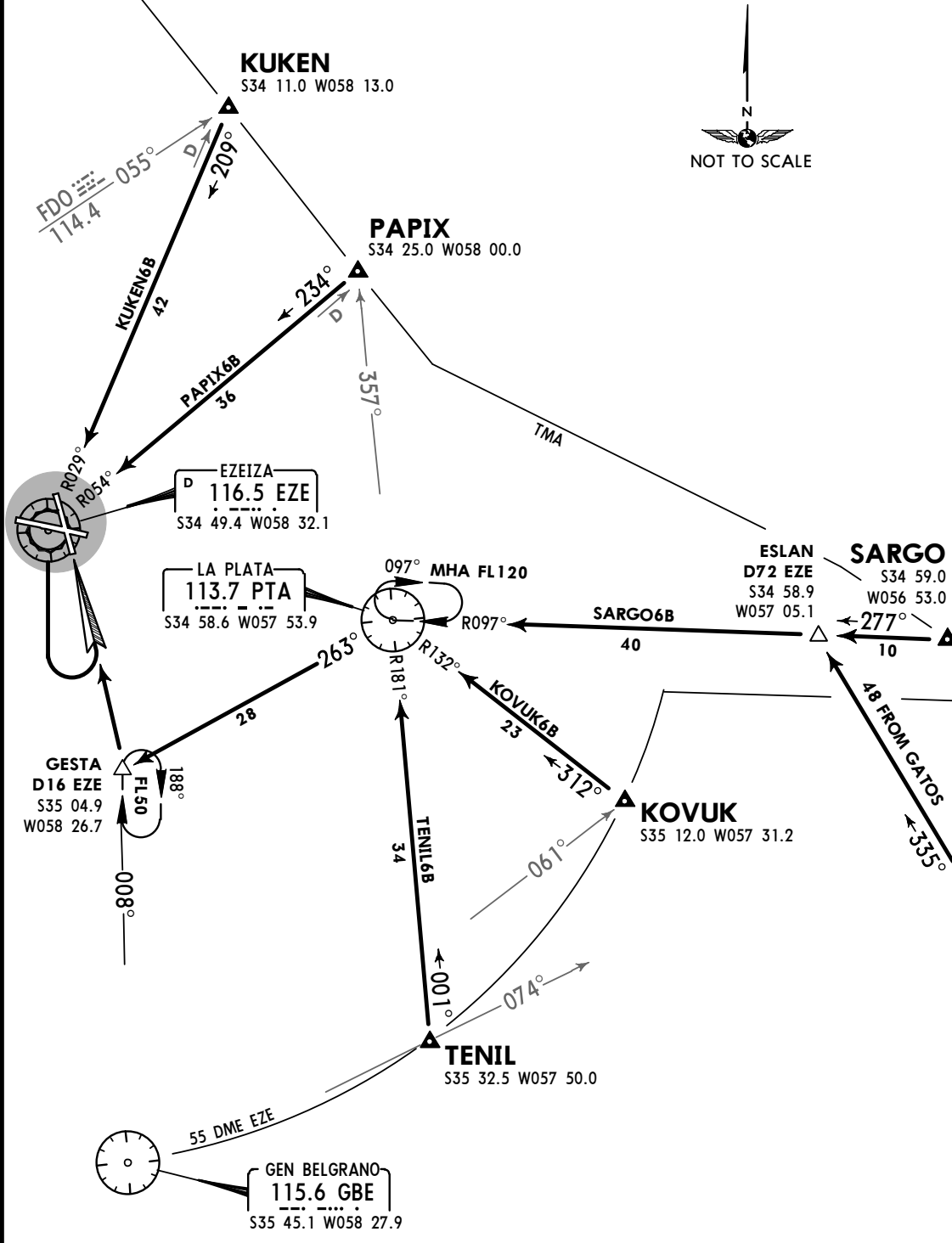
Apt Elev
67'

Alt set: hPa Trans level: By ATC Trans alt: 3000'



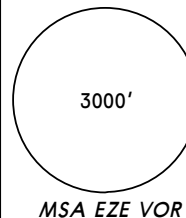
KOVUK6B [KOVU6B], KUKEN6B [KUKE6B]
PAPIX6B [PAPI6B], SARGO6B [SARG6B]
TENIL6B [TENI6B] ARRIVALS
(RWY 35)

SPEED: MAX 250 KT BELOW FL 100



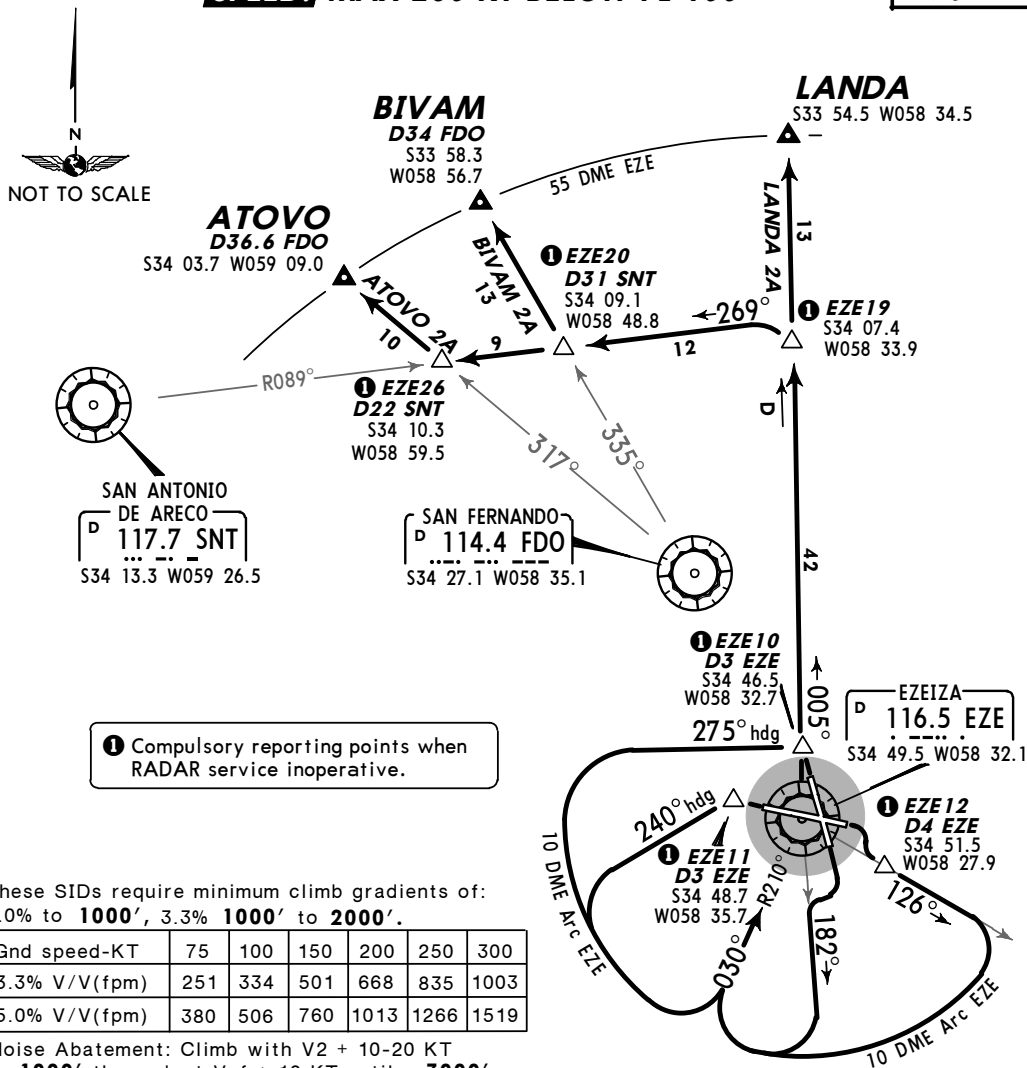
Apt Elev
67'

Trans level: By ATC Trans alt: 3000'



**ATOVO 2A, BIVAM 2A,
LANDA 2A DEPARTURES**
(RWYS 11/29, 17/35)

SPEED: MAX 250 KT BELOW FL 100



These SIDs require minimum climb gradients of:
5.0% to 1000', 3.3% 1000' to 2000'.

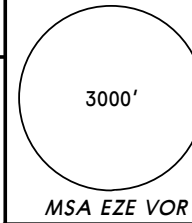
Gnd speed-KT	75	100	150	200	250	300
3.3% V/V(fpm)	251	334	501	668	835	1003
5.0% V/V(fpm)	380	506	760	1013	1266	1519

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

RWY	INITIAL CLIMB
11	After take-off turn RIGHT to intercept EZE R-126 to EZE12/D4 EZE, continue on EZE R-126 then follow the EZE 10 DME Arc to the RIGHT to intercept EZE R-210 (heading 030°) to EZE. Continue on EZE R-005 to EZE19.
17	After take-off turn RIGHT to intercept EZE R-182, then follow the EZE 10 DME Arc to the RIGHT to intercept EZE R-210 (heading 030°) to EZE. Continue on EZE R-005 to EZE19.
29	Climb runway heading to EZE11/D3 EZE, turn to heading 240°, then follow the EZE 10 DME Arc to the LEFT to intercept EZE R-210 (heading 030°) to EZE. Continue on EZE R-005 to EZE19.
35	Climb runway heading to EZE10/D3 EZE, turn to heading 275°, then follow the EZE 10 DME Arc to the LEFT to intercept EZE R-210 (heading 030°) to EZE. Continue on EZE R-005 to EZE19.
ROUTING	
ATOVO 2A	LEFT turn to intercept SNT R-089 (heading 269°) to EZE26, then turn RIGHT to intercept FDO R-317 to ATOVO.
BIVAM 2A	LEFT turn to intercept SNT R-089 (heading 269°) to EZE20, then turn RIGHT to intercept FDO R-335 to BIVAM.
LANDA 2A	Continue on EZE R-005 to LANDA.

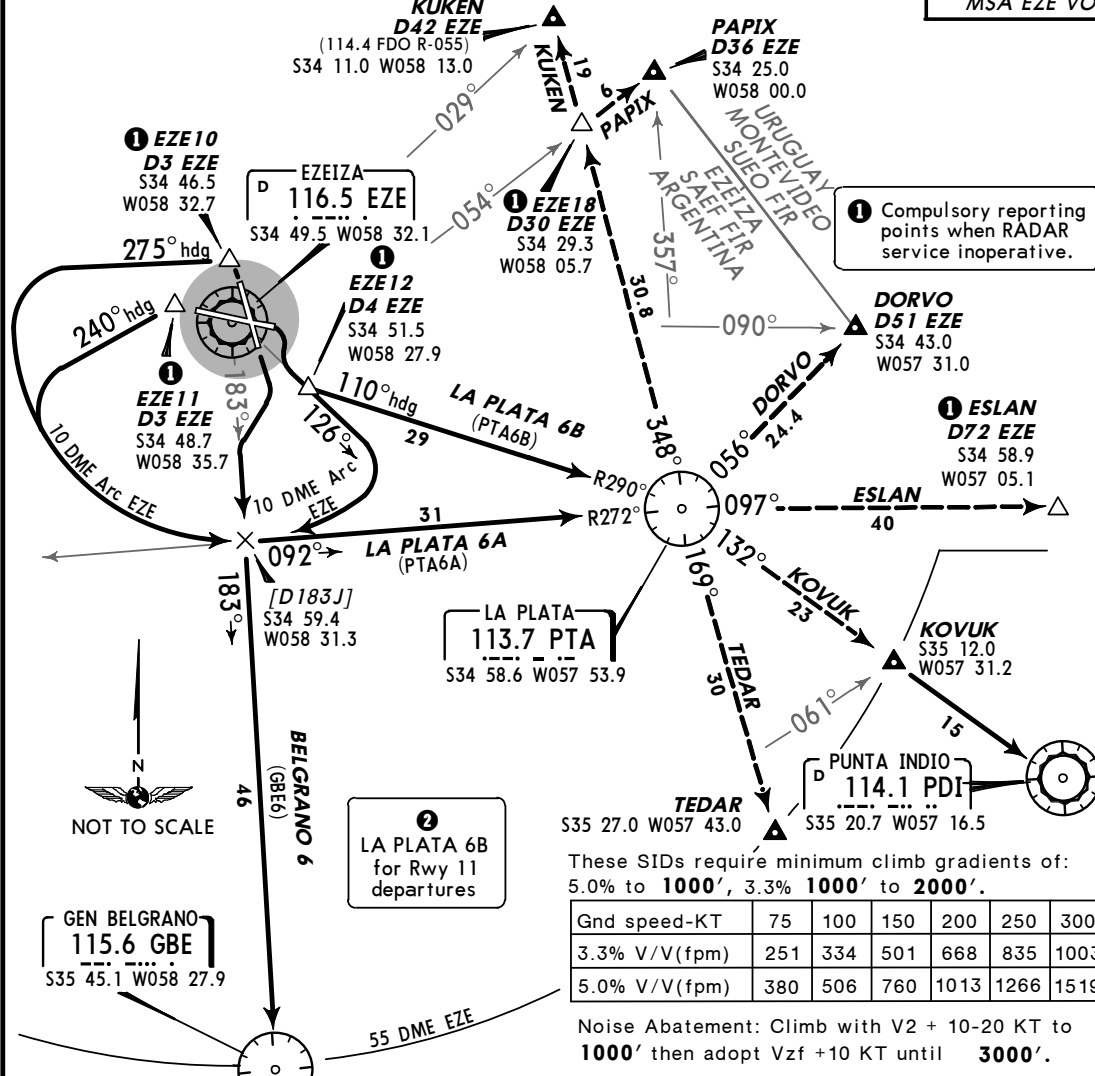
Apt Elev
67'

Trans level: By ATC Trans alt: 3000'



**BELGRANO 6 (GBE6),
LA PLATA 6A/6B (PTA6A) (PTA6B) DEPARTURES**
(RWYS 11/29, 17/35)

SPEED: MAX 250 KT BELOW FL 100

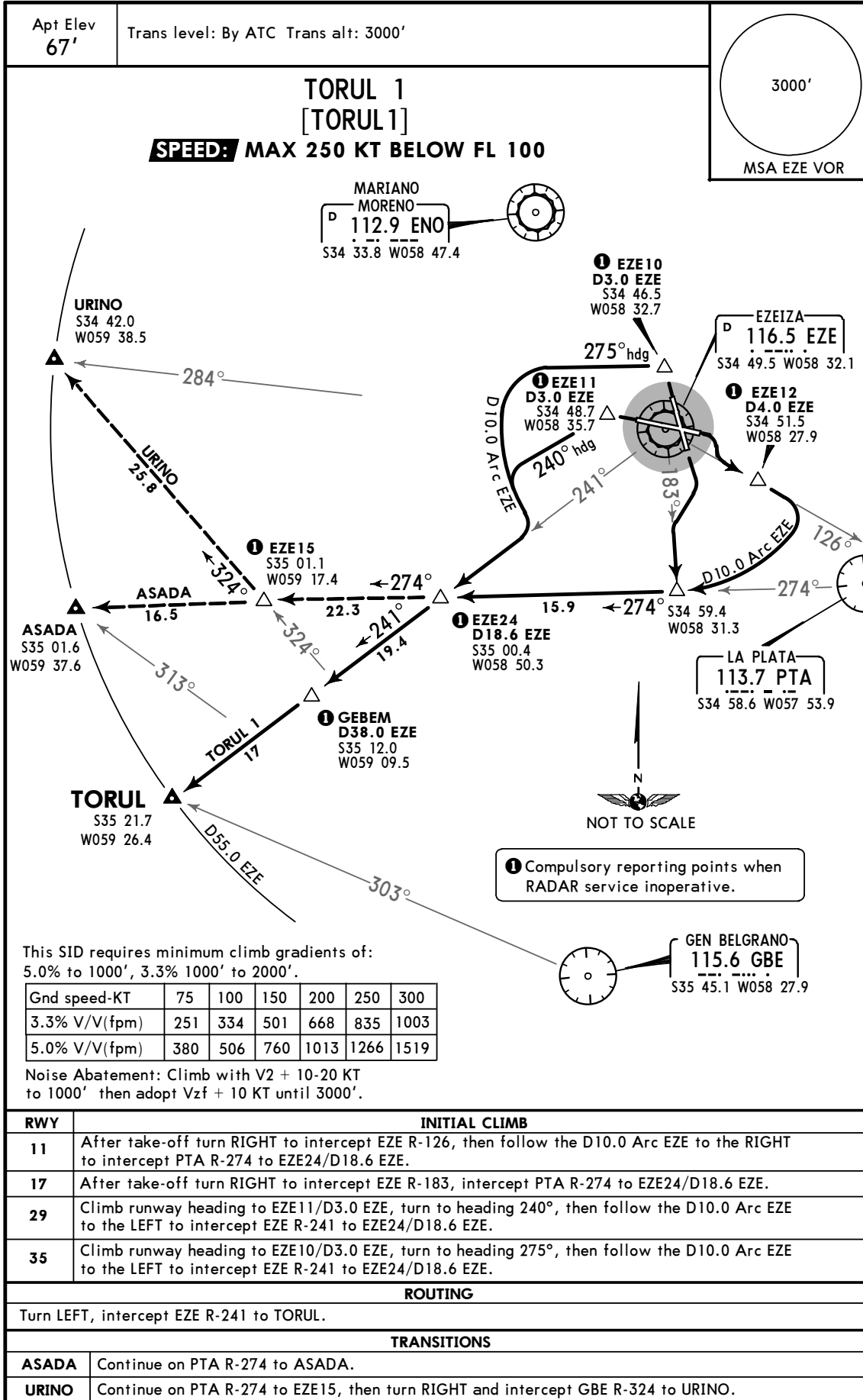


These SIDs require minimum climb gradients of:
5.0% to 1000', 3.3% 1000' to 2000'.

Gnd speed-KT	75	100	150	200	250	300
3.3% V/V (fpm)	251	334	501	668	835	1003
5.0% V/V (fpm)	380	506	760	1013	1266	1519

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

RWY	LA PLATA 6A/6B INITIAL CLIMB
211	After take-off turn RIGHT to intercept EZE R-126 to EZE12/D4 EZE, then fly heading 110° (PTA R-290) to PTA.
17	After take-off turn RIGHT to intercept EZE R-183, then via PTA R-272 (heading 092°) to PTA.
29	Climb on runway heading to EZE11/D3 EZE, turn to heading 240°, then follow the EZE 10 DME Arc to the LEFT to intercept PTA R-272 (heading 092°) to PTA.
35	Climb on runway heading to EZE10/D3 EZE, turn to heading 275°, then follow the EZE 10 DME Arc to the LEFT to intercept PTA R-272 (heading 092°) to PTA.
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 R-126, then follow the EZE 10 DME Arc to the RIGHT to intercept EZE R-183 to GBE.
17	After take-off turn RIGHT to intercept EZE R-183 to GBE.
29	Climb on runway heading to EZE11/D3 EZE, turn to heading 240°, then follow the EZE 10 DME Arc to the LEFT to intercept EZE R-183 to GBE.
35	Climb on runway heading to EZE10/D3 EZE, turn to heading 275°, then follow the EZE 10 DME Arc to the LEFT to intercept EZE R-183 to GBE.



General

Emphasis Item(s)

Caution

Taxiway H has centerline lights only - no edge lights

Runway Restrictions

Runway 35 requires back taxi.

Arrival

Approach(es)

False Glide Slopes

There have been pilot reports concerning false glide slopes associated with ILS approaches at EZE. The marker crossing altitudes are quite low. Use the DME to crosscheck the glideslope earlier in the approach in addition to the OM crossing altitude. If the DME fails or is erratic, non-GPS aircraft will discontinue the approach if in instrument conditions.

Departure

Gate

Ramp Markings

Ground equipment clearance lines not provided

Enroute Clearance

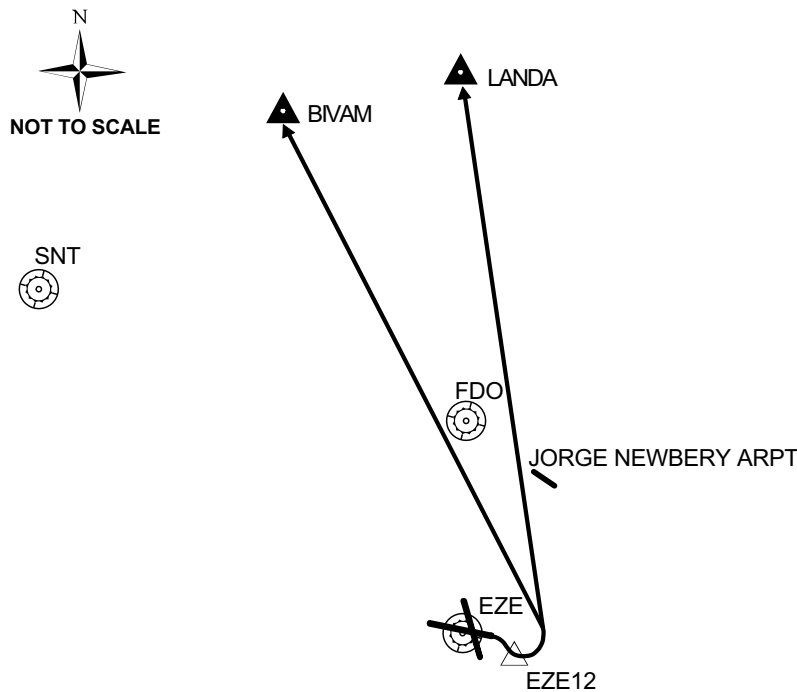
Call Ground 10 minutes prior to departure for ATC enroute clearance

Takeoff

Noise Abatement

Fly ICAO B noise abatement profile (refer to SID). SIDs refer to flying VZF which is defined as zero flap speed.

When departing EZE initiate a request with clearance delivery and/or tower for a left turn direct LANDA in lieu of flying the full departure track. Final authorization for the left turn is granted at the discretion of Departure Control when airborne.



Terminal

Operations 131.75 (Phone patch capability exists up to 200 NM)

Alternate Clearance Delivery / Ground Control 118.05

Gate

Parking positions 14 thru 22 are overflow positions. Buses are required for passengers and crew.

SAEZ/EZE

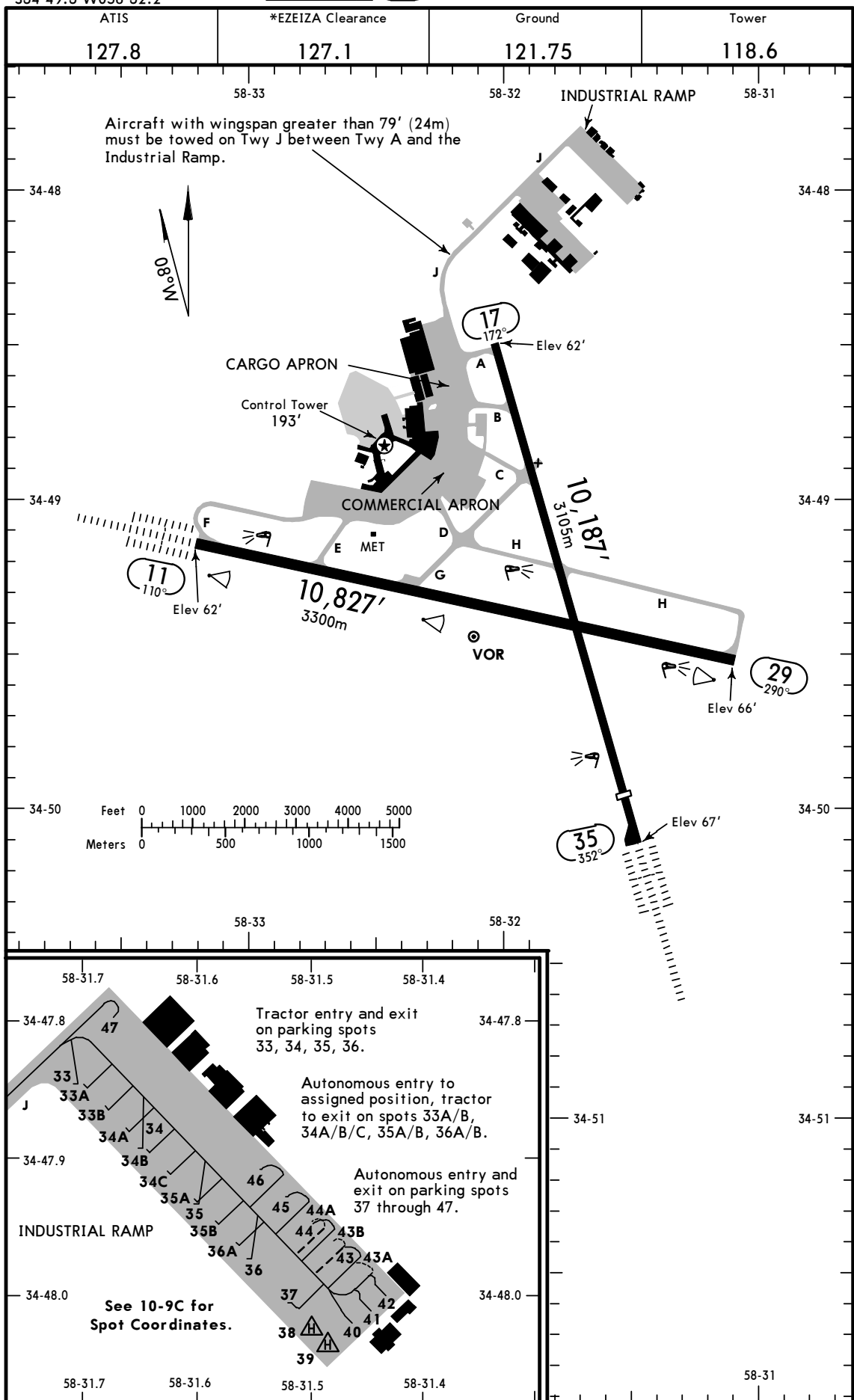
Apt Elev **67'**
S34 49.3 W058 32.2

JEPPESEN

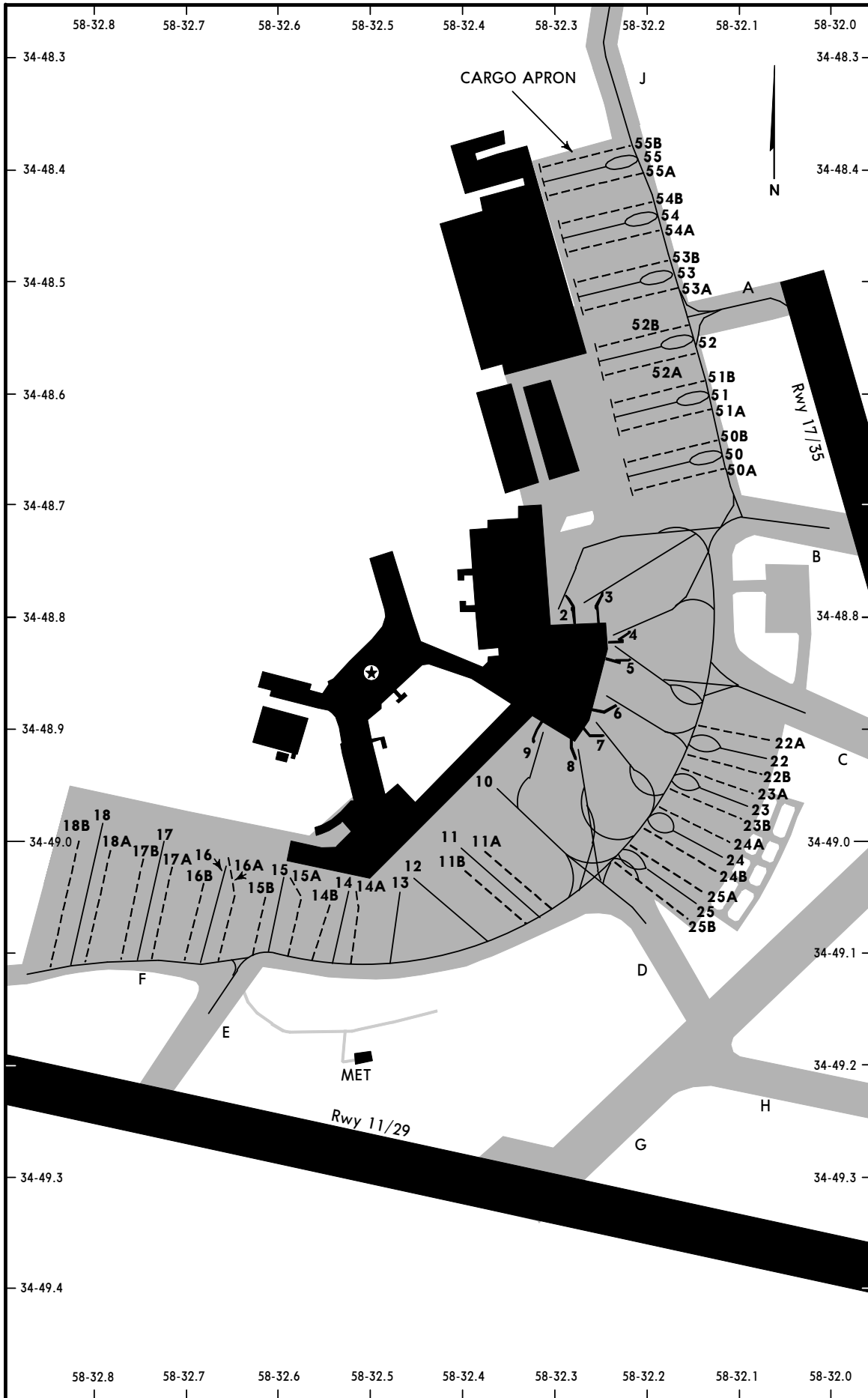
24 APR 15
Eff 30 Apr **10-9**

BUENOS AIRES, ARGENTINA

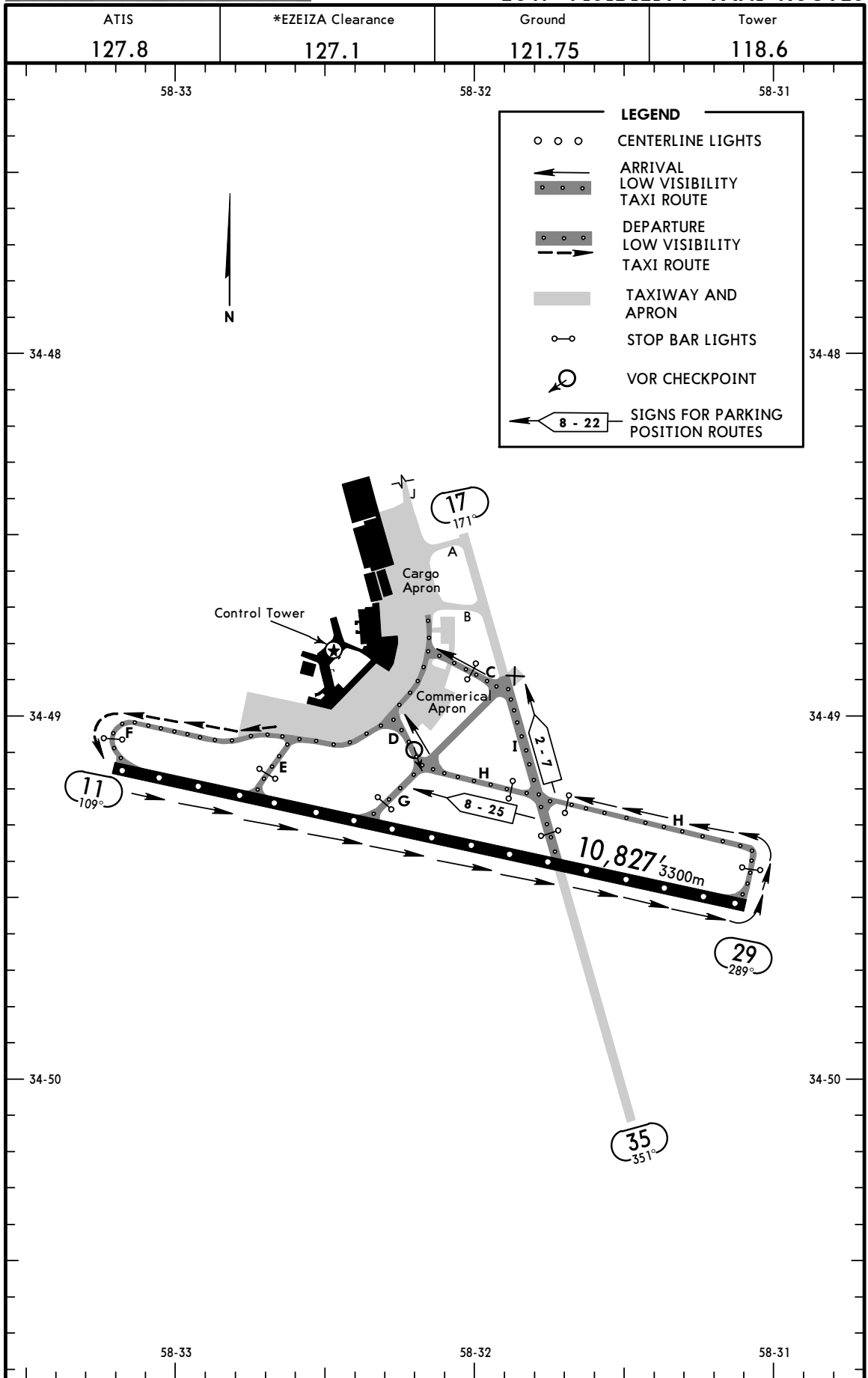
EZEIZA INTL-MINISTRO PISTARINI



<u>GENERAL</u>															
CAUTION: Birds in vicinity of airport. Two-way radio required. Be advised of unmanned free balloon launches.															
ADDITIONAL RUNWAY INFORMATION															
RWY						USABLE LENGTHS		TAKE-OFF	WIDTH						
						— LANDING	BEYOND —								
Threshold						Glide Slope									
11 1 29	HIRL CL ALSF-II TDZ PAPI (angle 3.0°) RVR					9788' 2983m									
HIRL CL PAPI (angle 2.9°) RVR								197' 60m							
1 Grooved.															
17 35	RL CL PAPI-L (angle 3.0°)							148' 45m							
RL CL ALSF-II TDZ PAPI (angle 3.0°)						9203' 2805m 7110' 2167m									
TAKE-OFF															
Rwys 11, 29															
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		1 Eng					
RL & CL with Twy Hold Lighting & Centerline Markings Twy to Rwy		With RL		Without RL		With RL		Without RL		With RL		Without RL			
		DAY		NIGHT		DAY		NIGHT		DAY		NIGHT			
RVR 175m		RVR 400m VIS 550m		2500m		NA		Available Landing Minimums 2500m		NA		Available Landing Minimums 3000m		NA	
Rwys 17, 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		1 Eng					
RL & CL with Twy Hold Lighting & Centerline Markings Twy to Rwy		With RL		Without RL		With RL		Without RL		With RL		Without RL			
		DAY		NIGHT		DAY		NIGHT		DAY		NIGHT			
VIS 400m		VIS 550m		2500m		NA		Available Landing Minimums 2500m		NA		Available Landing Minimums 3000m		NA	



PARKING SPOT COORDINATES			
SPOT No.	COORDINATES	SPOT No.	COORDINATES
COMMERCIAL APRON		CARGO APRON	
2, 3	S34 48.8 W058 32.3	50, 50A	S34 48.7 W058 32.2
4, 5, 6	S34 48.8 W058 32.2	50B, 51, 51A, 51B	S34 48.6 W058 32.2
7, 8, 9	S34 48.9 W058 32.3	52, 52A	S34 48.6 W058 32.2
10, 11A	S34 48.9 W058 32.4	52B	S34 48.6 W058 32.3
11, 11B, 12	S34 49.0 W058 32.4	53, 53A, 53B	S34 48.5 W058 32.3
13, 14, 14A, 14B	S34 49.0 W058 32.5	54, 54A, 54B	S34 48.5 W058 32.3
15, 15A, 15B	S34 49.0 W058 32.6	55, 55A	S34 48.5 W058 32.3
16, 16A, 16B	S34 49.0 W058 32.6	55B	S34 48.4 W058 32.3
17, 17A, 17B	S34 49.0 W058 32.7		
18, 18A, 18B	S34 49.0 W058 32.7	INDUSTRIAL RAMP	
22, 22A, 22B	S34 48.9 W058 32.1	33, 33A, 33B	S34 47.9 W058 31.7
23, 23A, 23B	S34 48.9 W058 32.1	34, 34A, 34B	S34 47.9 W058 31.7
24	S34 49.0 W058 32.2	34C, 35, 35A	S34 48.9 W058 31.6
24A	S34 49.0 W058 32.1	35B, 36, 36A, 36B	S34 48.0 W058 31.6
24B, 25, 25A, 25B	S34 49.0 W058 32.2	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



**ATC PROCEDURES FOR TAXIING UNDER LOW VISIBILITY
(RVR LESS THAN 400 METERS)****ILS CAT II/IIIA OPERATIONS - EZEIZA INTL - MINISTRO PISTARINI
(Special aircraft certification and aircrew qualification required)**

The following procedures are applicable with RVR less than 400m and/or a ceiling or vertical visibility of 60m (200') or less.

ILS Sensitive Area

The ILS sensitive area (LSA) is protected by a system of red colored stop bars on Taxiways Echo, Foxtrot, Golf, Hotel, India and at the aircraft alternate parking positions, prior to entering Runway 11. Aircraft and vehicles shall not cross a lighted stop bar. Arriving aircraft must notify 'Runway Clear' ('Pista Libre') upon exiting the runway.

Taxiing

Unless exclusively cleared by the Control Tower, all arriving aircraft must exit Runway 11 using Taxiway 'Hotel'.

For parking positions 2 thru 7

Via Taxiway 'Hotel' to Taxiway 'India' to Taxiway 'Charlie', and then to the parking positions.

For parking positions 8 thru 25

Via Taxiway 'Hotel' to Taxiway 'Delta' and then to the parking positions.

Taxiing to 11 threshold

Aircraft departing from their parking positions, unless otherwise authorized by the Control Tower, must taxi under their own power on Taxiway 'Foxtrot' until reaching the red stop bar prior to entering Runway 11.

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

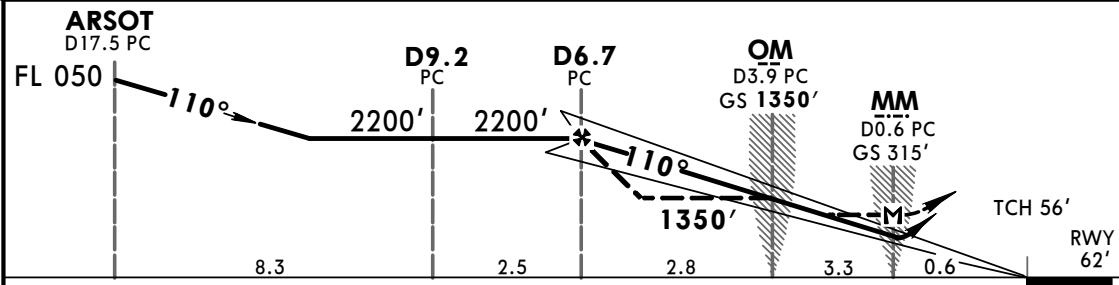
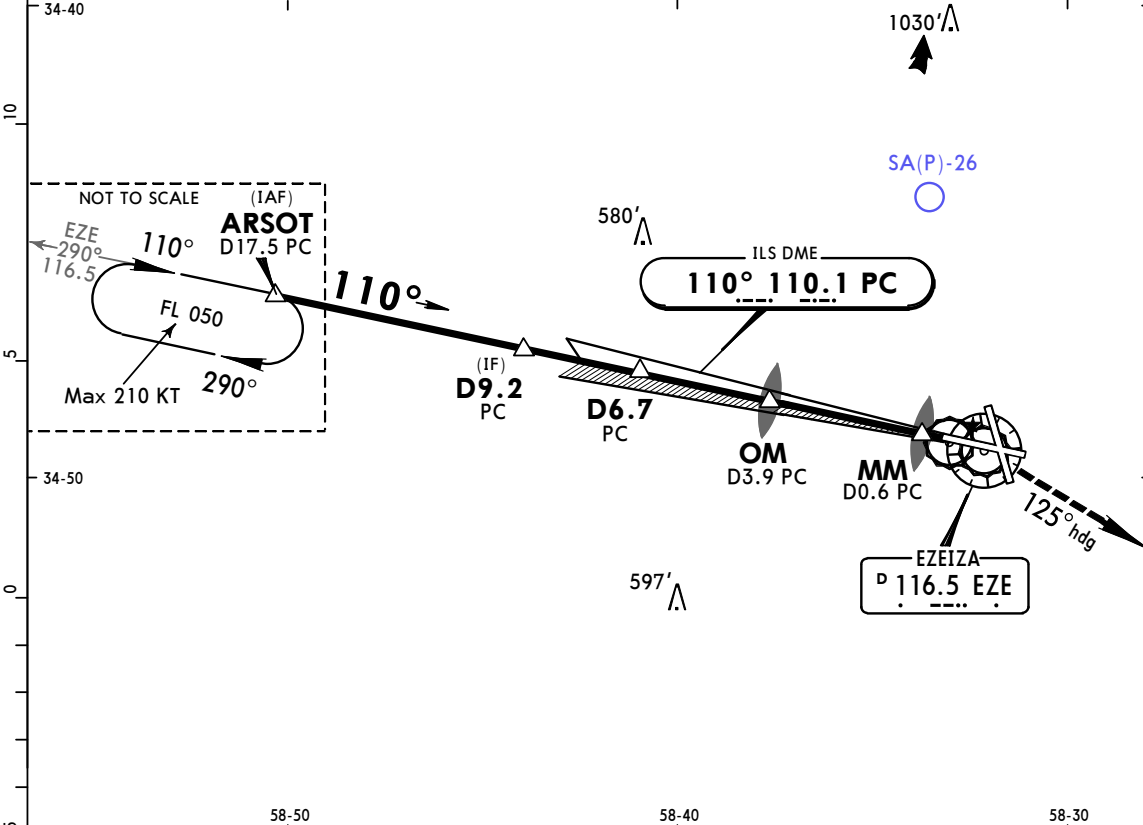
SAEZ/EZE

JEPPESEN BUENOS AIRES, ARGENTINA

EZEIZA INTL-MINISTRO PISTARINI (11-1) 23 OCT 15

No. 3 ILS X Rwy 11

ATIS 127.8		EZEIZA Approach 119.9		EZEIZA Tower 118.6		Ground 121.75	
LOC PC 110.1	Final Apch Crs 110°	GS OM 1350' (1288')	ILS DA(H) 262' (200')	Apt Elev 67' Rwy 62'		3000'	
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. DME required.							MSA EZE VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI PAPI	500'	RT	125° hdg
GS	3.00°	372	478	531	637	743				
MAP at MM/D0.6 PC or OM to MAP	3.3	2:50	2:12	1:59	1:39	1:25	1:14			

STRAIGHT-IN LANDING RWY11				CIRCLE-TO-LAND		
ILS DA(H) 262' (200')		LOC (GS out) MDA(H) 460' (398')		Max Kts	MDA(H)	
FULL	ALS out	ALS out	ALS out			
A	RVR 550m VIS 800m	1200m	1600m	2000m	100	610'(543') -2000m
B			2000m	2400m	135	610'(543') -2800m
C			2000m	2400m	180	800'(733') -3700m
D			2400m	2800m	205	900'(833') -4600m

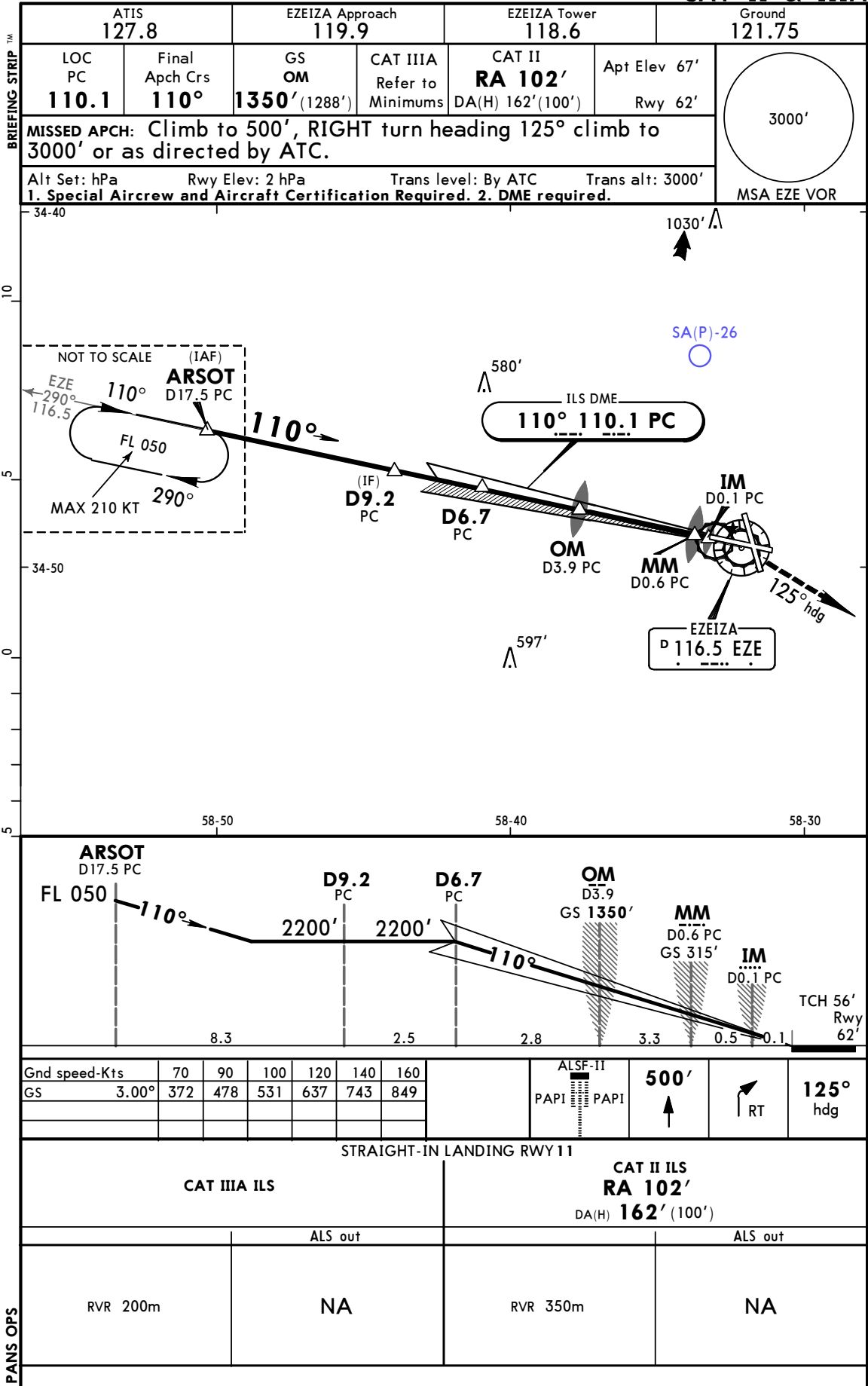
Circle to the south of Rwy 11-29 centerline.

CHANGES: Missed approach.

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SAEZ/EZE
EZEIZA INTL-
MINISTRO PISTARINI

JEPPESEN BUENOS AIRES, ARGENTINA
23 OCT 15 (11-1A) No. 1 ILS Z Rwy 11
CAT II & IIIA



CHANGES: Missed approach.

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SAEZ/EZE

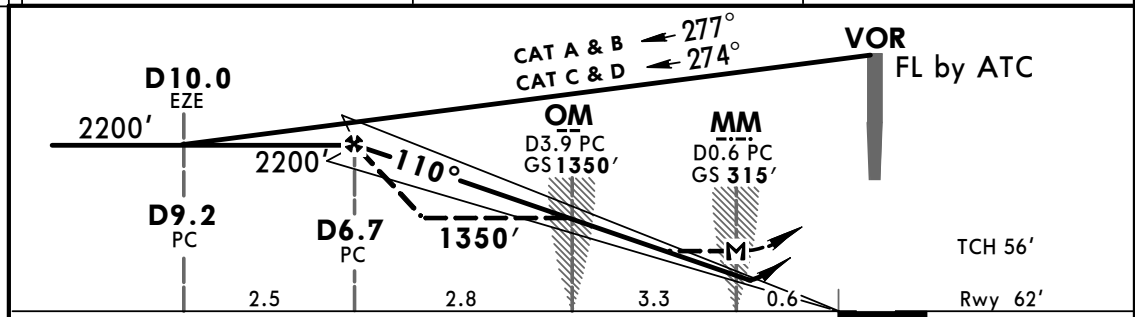
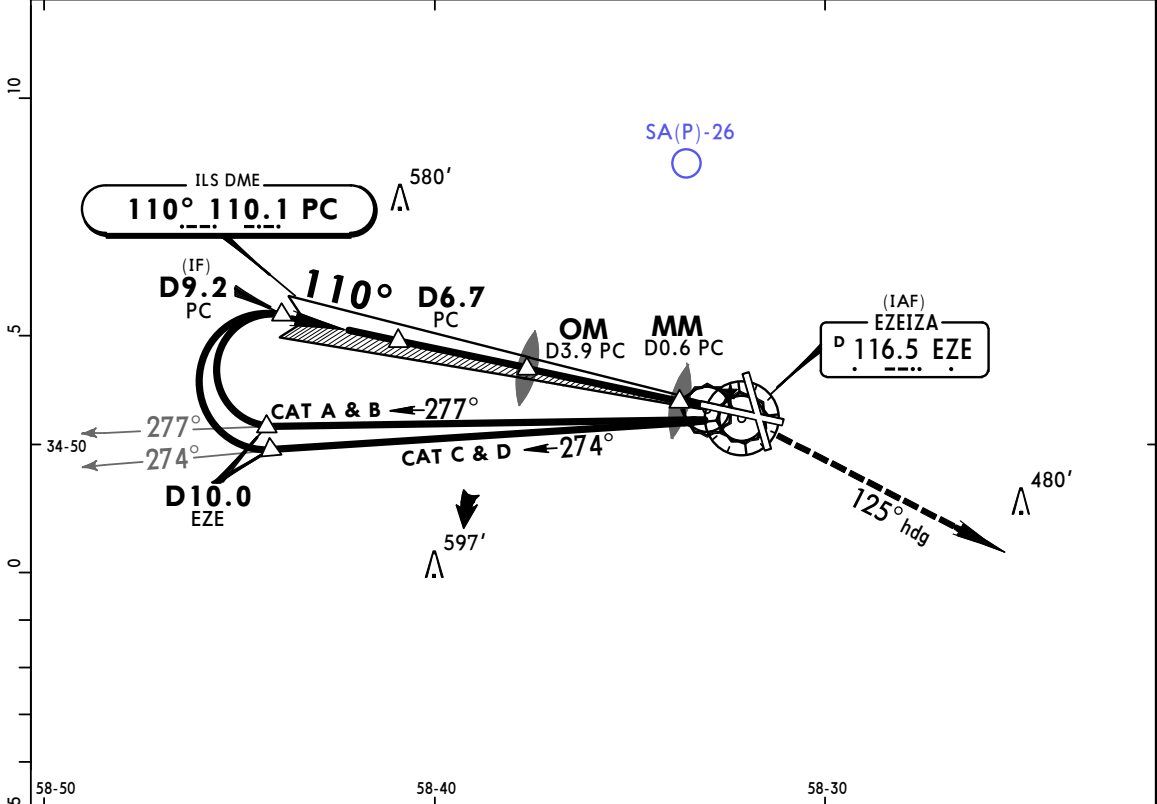
JEPPESEN BUENOS AIRES, ARGENTINA

EZEIZA INTL-MINISTRO PISTARINI

(11-2) 23 OCT 15

No. 4 ILS W Rwy 11

ATIS 127.8		EZEIZA Approach 119.9		EZEIZA Tower 118.6	Ground 121.75
LOC PC 110.1	Final Apch Crs 110°	GS OM 1350' (1288')	ILS DA(H) 262' (200')	Apt Elev 67' Rwy 62'	3000'
MISSED APCH: Climb to 500', RIGHT turn heading 125° climb to 3000' or as directed by ATC.					
Alt Set: hPa 1. No holding.		Rwy Elev: 2 hPa	Trans level: By ATC	Trans alt: 3000'	MSA EZE VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI PAPI	500'	RT	125° hdg
GS	3.00°	372	478	531	637	849				
MAP at MM/D0.6 PC or OM to MAP	3.3	2:50	2:12	1:59	1:39	1:25				

STRAIGHT-IN LANDING RWY11				CIRCLE-TO-LAND		
ILS		LOC (GS out)		Max Kts	MDA(H)	
DA(H) 262' (200')		MDA(H) 460' (398')				
FULL	ALS out	FULL	ALS out			
A	RVR 550m VIS 800m	1200m		100	610'(543') -2000m	
B			1600m	2000m	135	610'(543') -2800m
C			2000m	2400m	180	800'(733') -3700m
D			2400m	2800m	205	900'(833') -4600m

1 Circle to the south of Rwy 11-29 centerline.

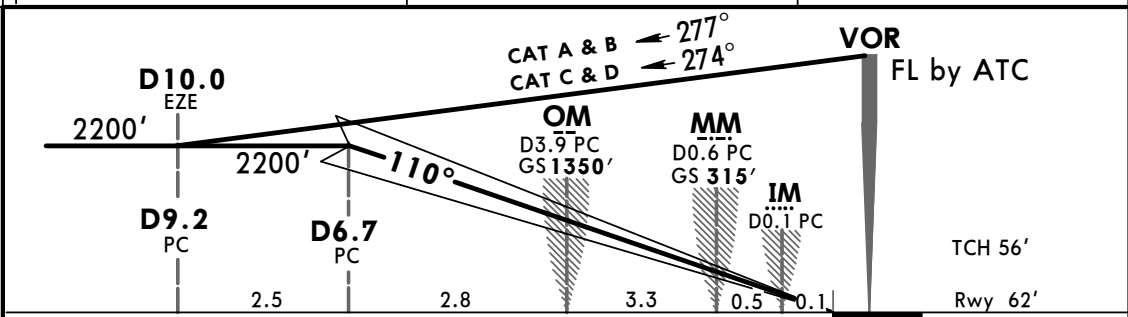
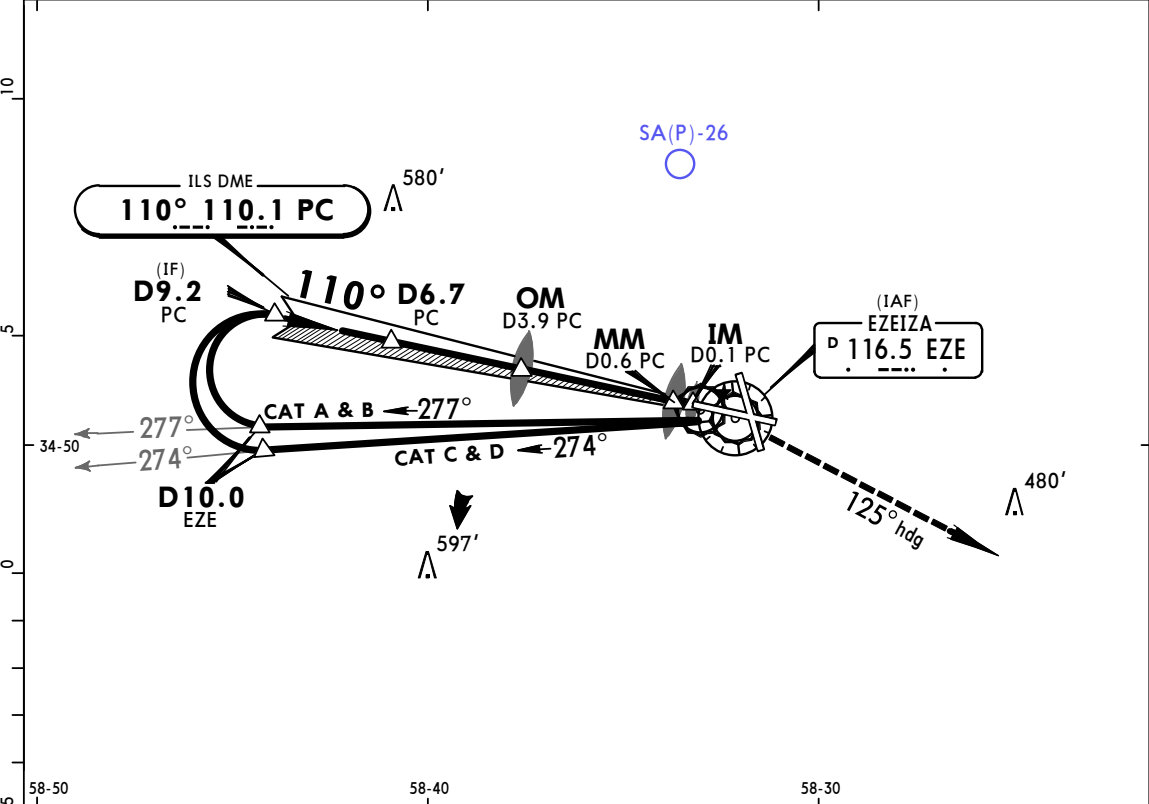
CHANGES: Missed approach.

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SAEZ/EZE
EZEIZA INTL-
MINISTRO PISTARINI

JEPPESEN BUENOS AIRES, ARGENTINA
23 OCT 15 (11-2A)
No. 2 ILS Y Rwy 11
CAT II & IIIA

ATIS 127.8		EZEIZA Approach 119.9		EZEIZA Tower 118.6	Ground 121.75
LOC PC 110.1	Final Apch Crs 110°	GS OM 1350' (1288')	CAT IIIA Refer to Minimums	CAT II RA 102' DA(H) 162'(100')	Apt Elev 67' Rwy 62'
MISSED APCH: Climb to 500', RIGHT turn heading 125° climb to 3000' or as directed by ATC.					3000'
Alt Set: hPa Rwy Elev: 2 hPa Trans level: By ATC Trans alt: 3000'					
1. Special Aircrew and Aircraft Certification Required. 2. No holding.					MSA EZE VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI PAPI	500'	RT	125° hdg
GS	3.00°	372	478	531	637	743				

STRAIGHT-IN LANDING RWY11			
CAT IIIA ILS		CAT II ILS RA 102' DA(H) 162'(100')	
ALS out		ALS out	
RVR 200m	NA	RVR 350m	NA

PANS OPS

SAEZ/EZE

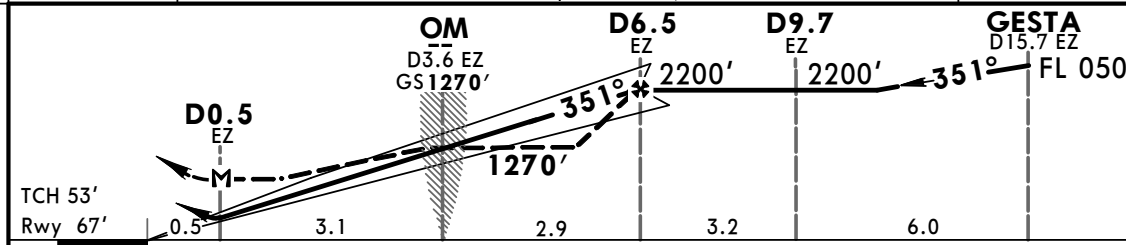
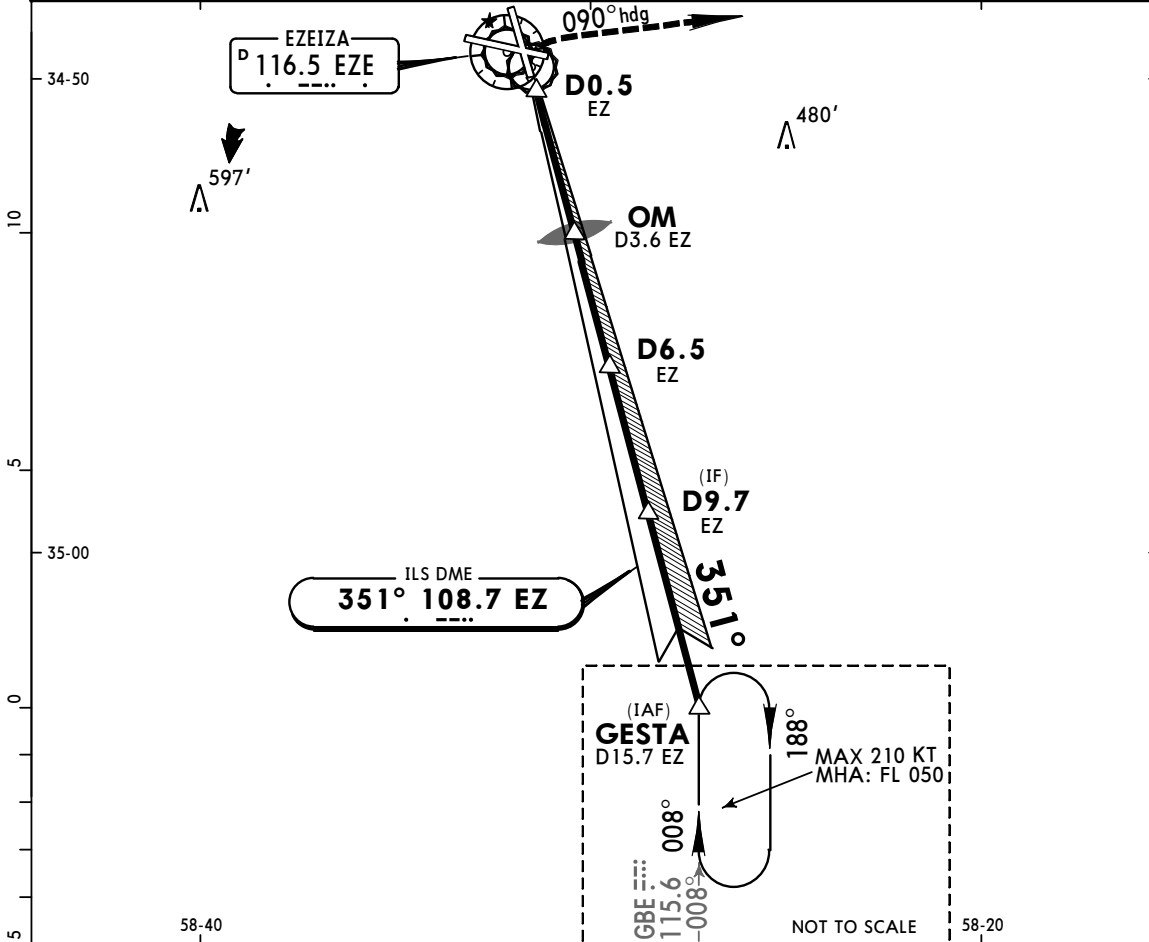
JEPPESEN BUENOS AIRES, ARGENTINA

EZEIZA INTL-MINISTRO PISTARINI

(11-3) 23 OCT 15

No. 7 ILS Z Rwy 35

ATIS 127.8		EZEIZA Approach 119.9		EZEIZA Tower 118.6		Ground 121.75	
LOC EZ 108.7	Final Apch Crs 351°	GS OM 1270' (1203')	ILS DA(H) 267' (200')	Apt Elev 67' Rwy 67'		3000'	
MISSED APCH: Climb to 500', RIGHT turn heading 090° climb to 3000' or as directed by ATC. Max 160 KT							
Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: By ATC		Trans alt: 3000'	
1. DME required.							MSA EZE VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI PAPI	500'	RT	090° hdg
GS	3.00°	372	478	531	637	743				
MAP at D0.5 EZ or OM to MAP	3.1	2:39	2:04	1:52	1:33	1:20	1:10			

STRAIGHT-IN LANDING RWY35				CIRCLE-TO-LAND	
ILS		LOC (GS out)		Max Kts	
DA(H) 267' (200')		MDA(H) 610' (543')		MDA(H)	
FULL		ALS out		ALS out	
A		1600m	2000m	100	610' (543') -2000m
B				135	610' (543') -2800m
C	800m	2400m	2800m	180	800' (733') -3700m
D	1200m	2800m	3200m	205	900' (833') -4600m

1 Circle to the west of Rwy 17-35 centerline.

CHANGES: Missed approach.

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SAEZ/EZE

JEPPESEN BUENOS AIRES, ARGENTINA

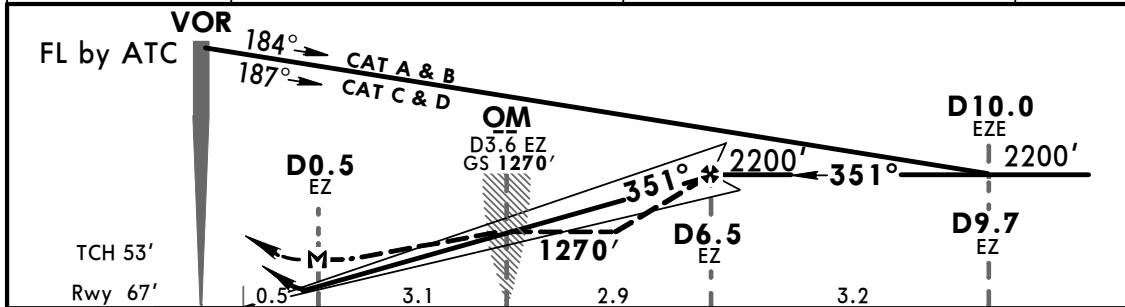
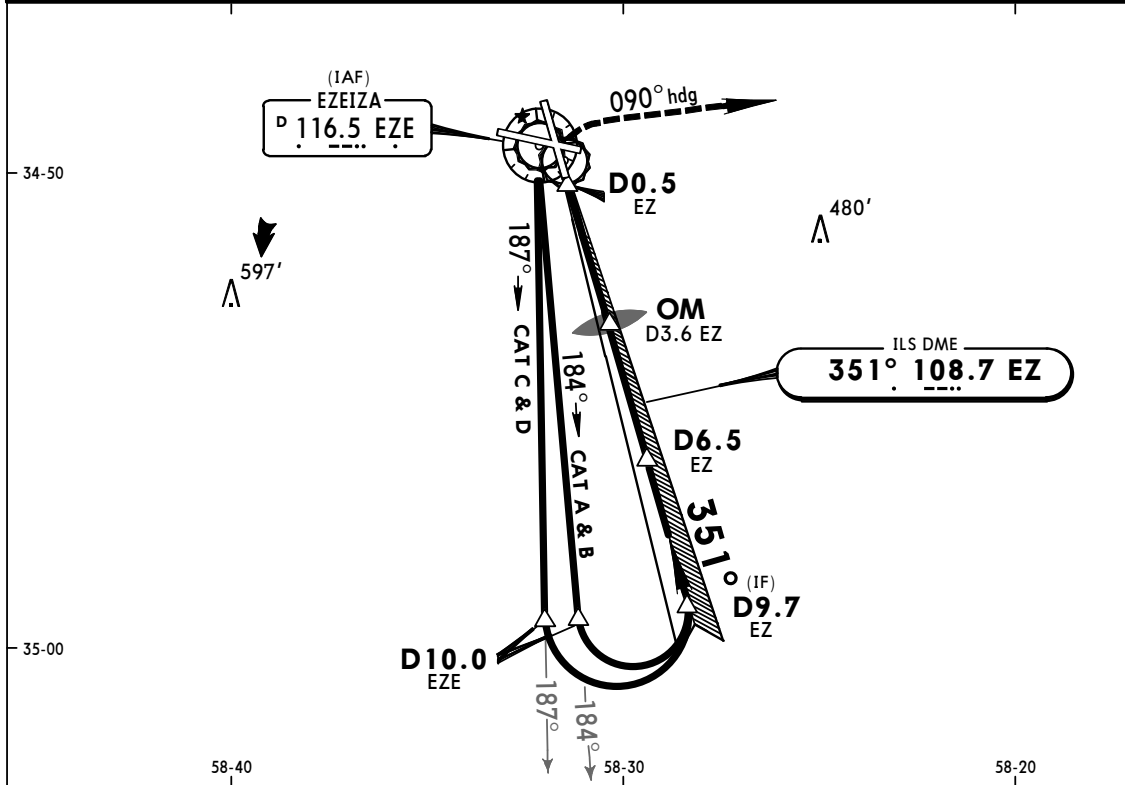
EZEIZA INTL-MINISTRO PISTARINI

11-4 23 OCT 15

No. 8 ILS Y Rwy 35

BRIEFING STRIP™

ATIS 127.8		EZEIZA Approach 119.9		EZEIZA Tower 118.6		Ground 121.75	
LOC EZ 108.7	Final Apch Crs 351°	GS OM 1270' (1203')	ILS DA(H) 267' (200')	Apt Elev 67' Rwy 67'		3000'	
MISSED APCH: Climb to 500', RIGHT turn heading 090°, climb to 3000' or as directed by ATC. MAX 160 KT							
Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: By ATC		Trans alt: 3000'	
1. DME required.		2. No holding.				MSA EZE VOR	



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI PAPI	500'	RT	090° hdg
GS	3.00°	372	478	531	637	849				
MAP at D0.5 EZ or OM to MAP	3.1	2:39	2:04	1:52	1:33	1:20				

STRAIGHT-IN LANDING RWY35				CIRCLE-TO-LAND	
ILS DA(H) 267' (200')		LOC (GS out) MDA(H) 610' (543')			
FULL		ALS out		Max Kts	MDA(H)
A				100	610' (543') -2000m
B				135	610' (543') -2800m
C	800m	1200m		180	800' (733') -3700m
D				205	900' (833') -4600m

1 Circle to the west of Rwy 17-35 centerline.

CHANGES: Missed approach.

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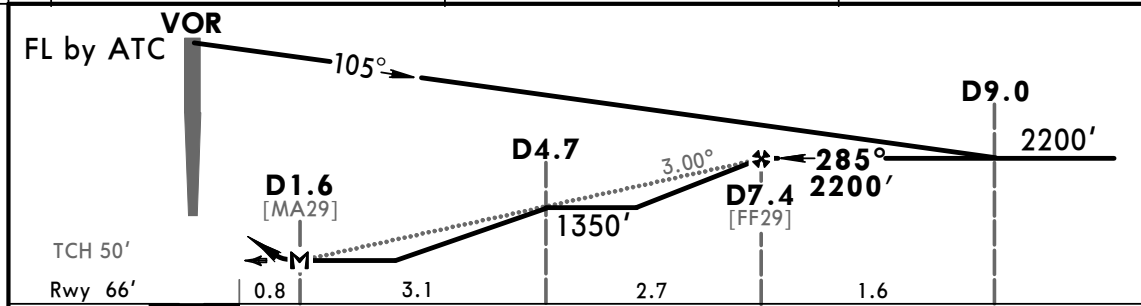
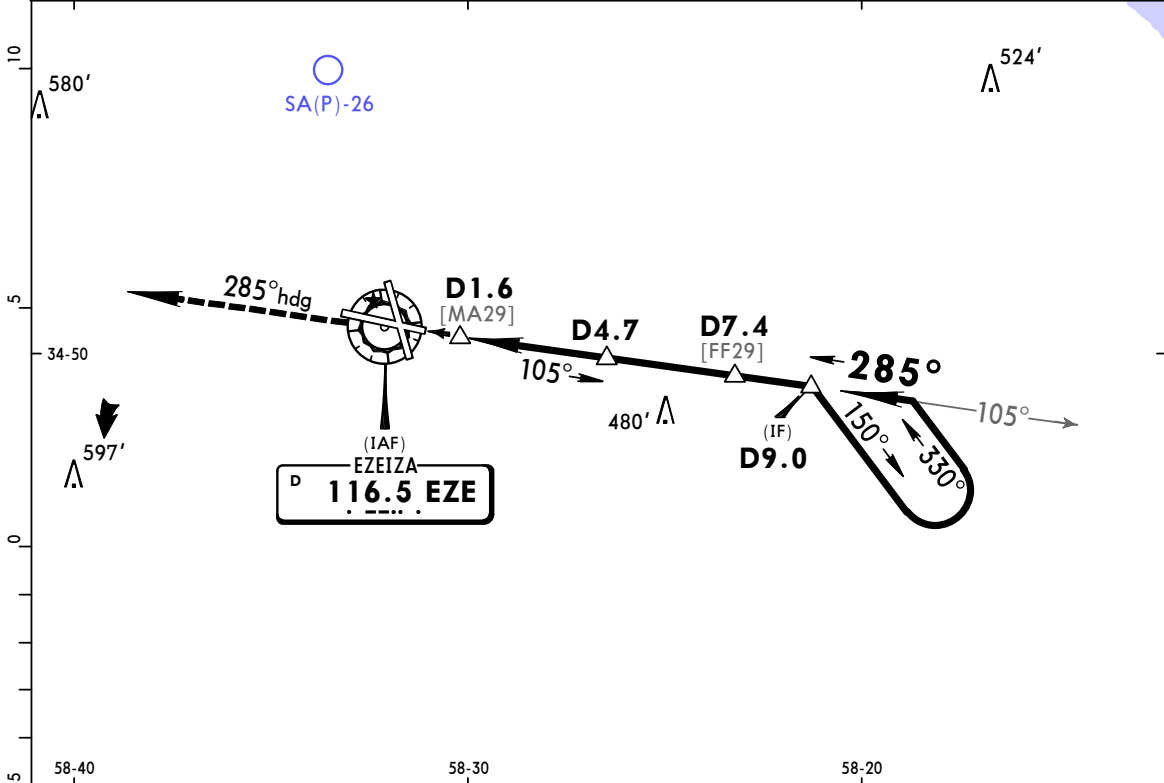
PANS OPS

SAEZ/EZE
EZEIZA INTL-
MINISTRO PISTARINI

23 OCT 15 (13-1)

No. 10
VOR DME Z Rwy 29

ATIS 127.8		EZEIZA Approach 119.9		EZEIZA Tower 118.6		Ground 121.75		
VOR EZE 116.5	Final Apch Crs 285°	Minimum Alt D7.4 2200' (2134')	MDA(H) 410' (344')	Apt Elev 67' Rwy 66'		3000' MSA EZE VOR		
MISSED APCH: Climb heading 285° to 3000' or as directed by ATC.								
Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: By ATC				Trans alt: 3000'
1. DME required. 2. No holding.								



Gnd speed-Kts	70	90	100	120	140	160	PAPI	3000'	285° hdg
Descent Angle 3.00°	372	478	531	637	743	849			
MAP at D1.6 or D7.4 to MAP	5.8	4:58	3:52	3:29	2:54	2:29			

STRAIGHT-IN LANDING RWY 29				CIRCLE-TO-LAND			
MDA(H) 410' (344')				MDA(H)			
A	2000m			A	NA		
B	2400m			B	NA		
C	3200m			C	NA		
D				D	NA		

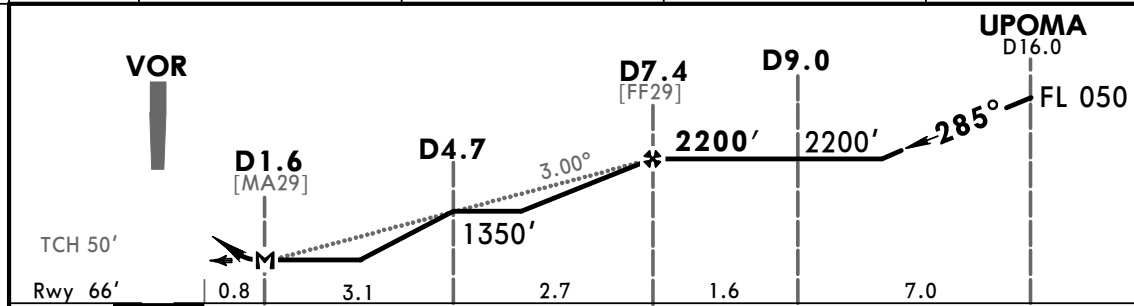
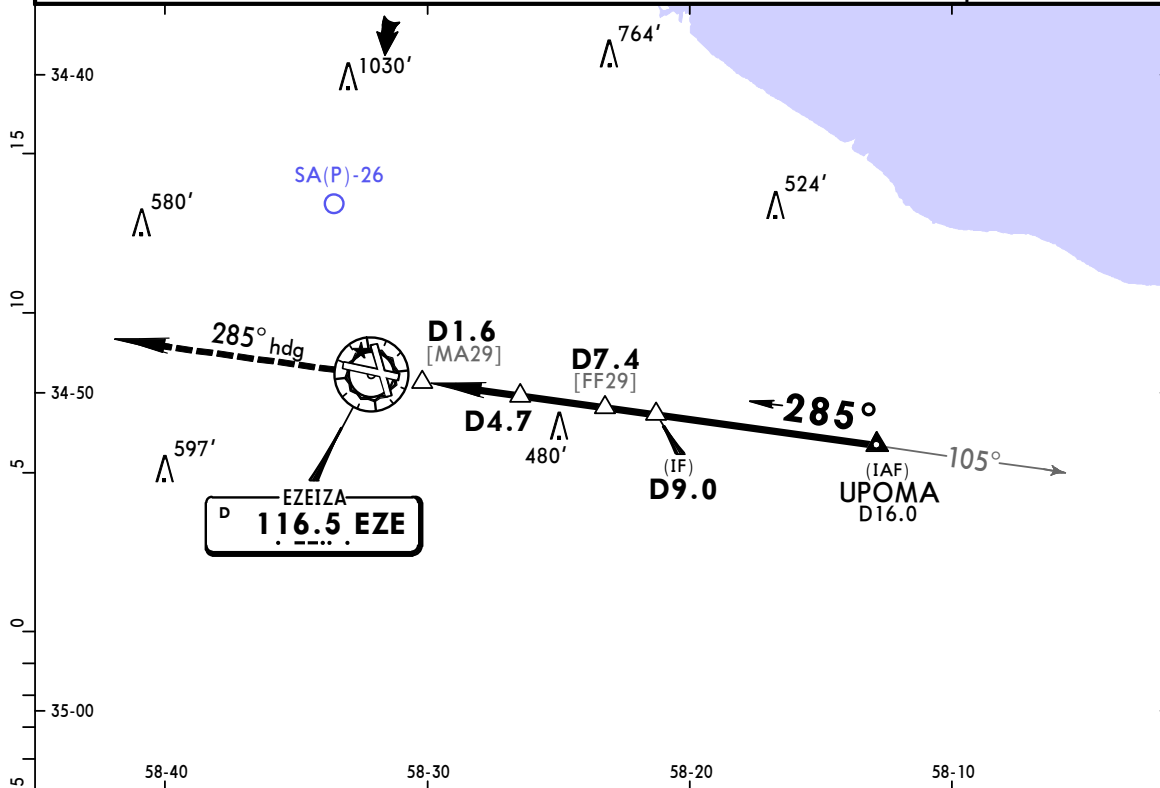
PANS OPS

CHANGES: Missed approach.

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SAEZ/EZE
EZEIZA INTL-
MINISTRO PISTARINI

ATIS 127.8		EZEIZA Approach 119.9		EZEIZA Tower 118.6		Ground 121.75	
VOR EZE 116.5	Final Apch Crs 285°	Minimum Alt D7.4 2200' (2134')	MDA(H) 410' (344')	Apt Elev 67' Rwy 66'		3000'	
MISSED APCH: Climb heading 285° to 3000' or as directed by ATC.							
Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: By ATC		Trans alt: 3000'	
1. DME required.		2. No holding.				MSA EZE VOR	



Gnd speed-Kts	70	90	100	120	140	160	PAPI	3000'	285° hdg
Descent Angle 3.00°	372	478	531	637	743	849			
MAP at D1.6 or D7.4 to MAP	5.8	4:58	3:52	3:29	2:54	2:29			

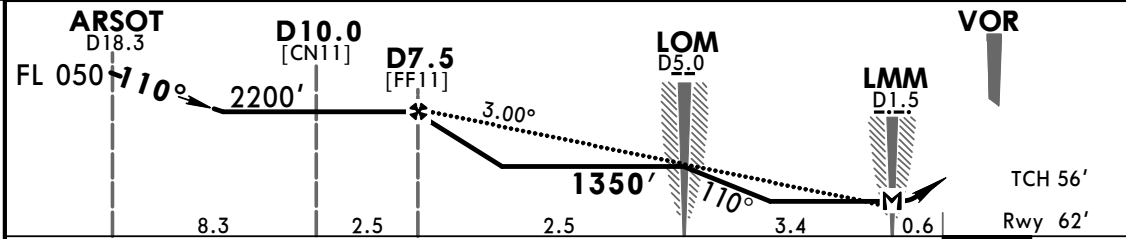
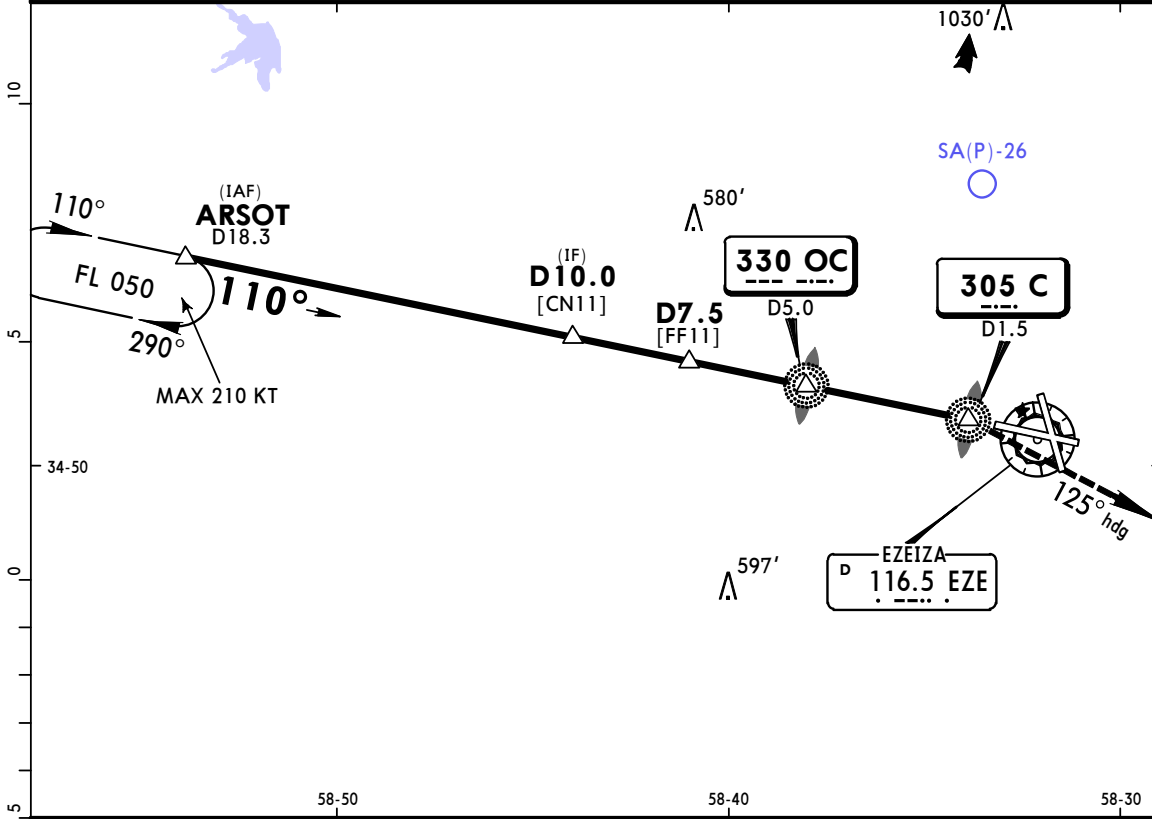
STRAIGHT-IN LANDING RWY 29				CIRCLE-TO-LAND			
MDA(H) 410' (344')				MDA(H)			
A	2000m			A	NA		
B	2400m			B	NA		
C	3200m			C	NA		
D				D	NA		

PANS OPS

CHANGES: Missed approach.

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ATIS 127.8		EZEIZA Approach 119.9		EZEIZA Tower 118.6		Ground 121.75
Lctr C 305	Lctr OC 330	Final Apch Crs 110°	Minimum Alt LOM 1350' (1288')	MDA(H) 460' (398')	Apt Elev 67' Rwy 62'	3000' MSA EZE VOR
MISSED APCH: 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'



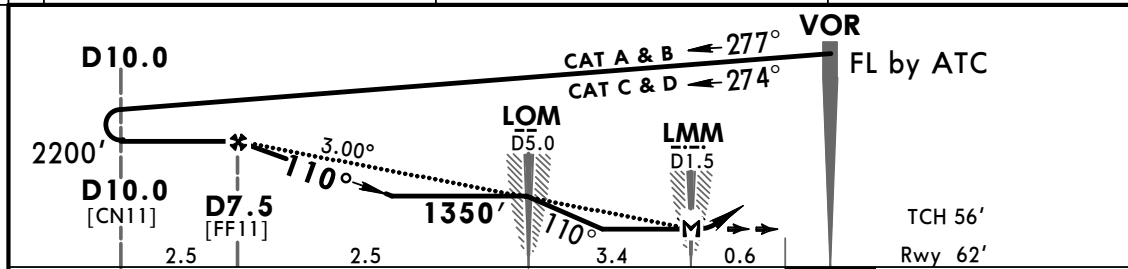
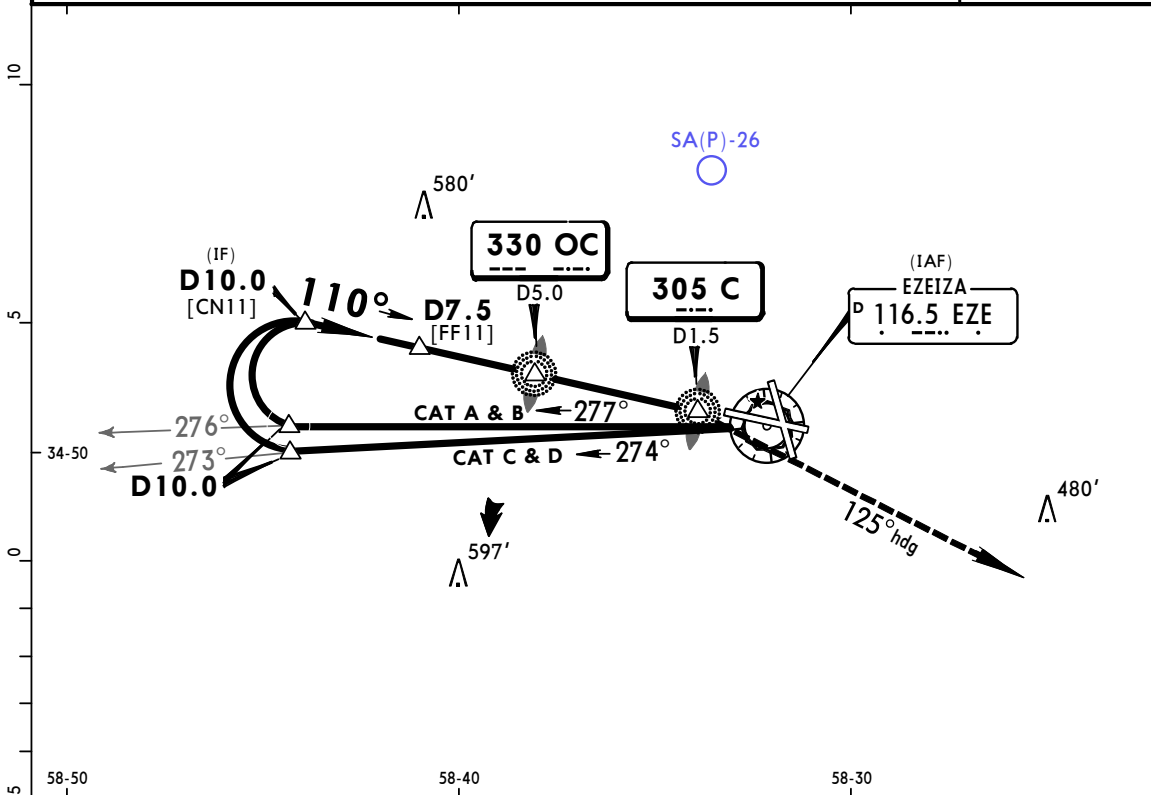
Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at LMM/D1.5 or LOM to MAP	3.4	2:55	2:16	2:02	1:42	1:27

ALSF-II
PAPI PAPI
3000'
125° hdg
RT

STRAIGHT-IN LANDING RWY 11			CIRCLE-TO-LAND		
MDA(H) 460' (398')					
		ALS out	Max Kts	MDA(H)	
A			100	610' (543') -2000m	
B	1600m	2000m	135	610' (543') -2800m	
C	2000m	2400m	180	800' (733') -3700m	
D	2400m	2800m	205	900' (833') -4600m	

1 Circle to the south of Rwy 11-29 centerline.

ATIS 127.8		EZEIZA Approach 119.9		EZEIZA Tower 118.6		Ground 121.75
Lctr C 305	Lctr OC 330	Final Apch Crs 110°	Minimum Alt LOM 1350' (1288')	MDA(H) 460' (398')	Apt Elev 67' Rwy 62'	3000'
MISSED APCH: RIGHT turn heading 125°, climb to 3000' or as directed by ATC.						
Alt Set: hPa 1. No holding.		Rwy Elev: 2 hPa	Trans level: By ATC		Trans alt: 3000'	
						MSA EZE VOR



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI PAPI	3000' RT	125° hdg
Descent Angle 3.00°	372	478	531	637	743	849			
MAP at LMM/D1.5 or LOM to MAP	3.4	2:55	2:02	1:42	1:27	1:16			

STRAIGHT-IN LANDING RWY 11				CIRCLE-TO-LAND			
MDA(H) 460' (398')							
		ALS out	Max Kts	MDA(H)			
A			100	610' (543') -2000m			
B	1600m	2000m	135	610' (543') -2800m			
C	2000m	2400m	180	800' (733') -3700m			
D	2400m	2800m	205	900' (833') -4600m			

1 Circle to the south of Rwy 11-29 centerline.

SAEZ/EZE

JEPPESEN BUENOS AIRES, ARGENTINA

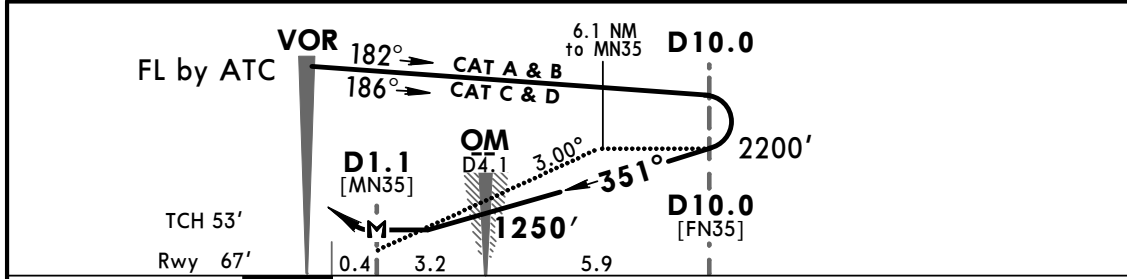
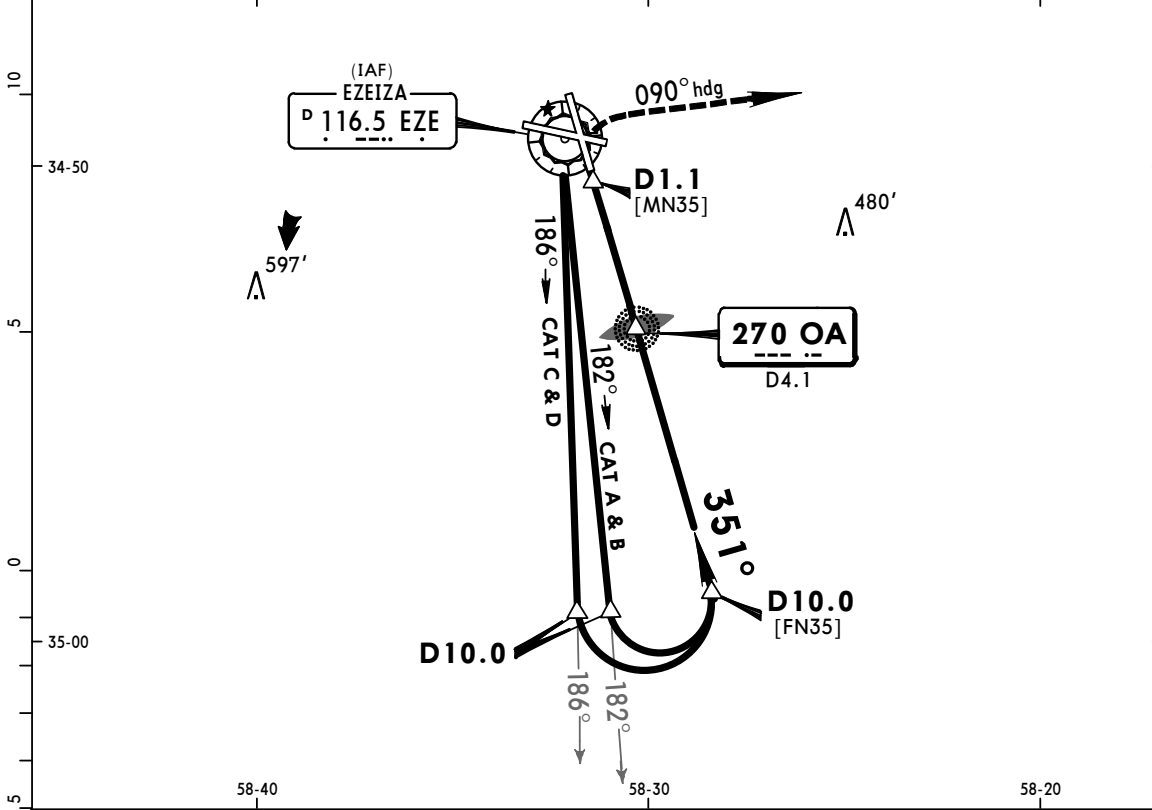
EZEIZA INTL-MINISTRO PISTARINI

16-3

1 JAN 16
Eff 7 Jan

No. 9 LCTR Rwy 35

ATIS 127.8		EZEIZA Approach 119.9		EZEIZA Tower 118.6		Ground 121.75		
Lctr OA 270	Final Apch Crs 351°	Minimum Alt OM 1250' (1183')	MDA(H) 610' (543')	Apt Elev 67' Rwy 67'		3000'		
MISSED APCH: RIGHT turn heading 090°, climb to 3000' or as directed by ATC. MAX 160 KT								
Alt Set: hPa 1. DME required. 2. No holding.		Rwy Elev: 2 hPa	Trans level: By ATC		Trans alt: 3000'			



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI PAPI	3000' RT	090° hdg
Descent Angle 3.00°	372	478	531	637	743	849			
MAP at D1.1 or OM to MAP 3.2	2:45	2:08	1:55	1:36	1:22	1:12			

STRAIGHT-IN LANDING RWY35				CIRCLE-TO-LAND				
MDA(H) 610' (543')								
ALS out				Max Kts	MDA(H)			
A				100	610' (543') -2000m			
B	1600m			135	610' (543') -2800m			
C	2400m			180	800' (733') -3700m			
D	2800m			205	900' (833') -4600m			

Circle to the west of Rwy 17-35 centerline.

CHANGES: IAF added.

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PANS OPS

BRIEFING STRIP™