JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

General Information

Location: BUENOS AIRES ARG
ICAO/IATA: SABE / AEP
Lat/Long: S34° 33.58', W058° 24.90'
Elevation: 20 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: +3:00 = UTC
Magnetic Variation: 10.0° 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: 1032 Z
Sunset: 2108 Z

Runway Information

Runway: 13
Length x Width: 7710 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 20 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ

Runway: 31
Length x Width: 7710 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 16 ft
Lighting: Edge, ALS, Centerline, REIL
Displaced Threshold: 1237 ft

Communication Information

ATIS: 127.600 Non-English
ATIS: 127.900
Aeroparque Tower: 118.250 Secondary
Aeroparque Tower: 128.850 Secondary
Aeroparque Tower: 118.850
Aeroparque Ground: 121.900
Aeroparque Clearance Delivery: 129.300
Aeroparque Approach: 120.600

Aeroparque Approach: 119.500 Secondary

GENERAL

1. USE OF RUNWAY STARTER EXTENSION (RSE)

For flights that require the use of Runway Starter Extension (RSE) for takeoff, Air Carriers shall include such condition in Remarks of the Schedule Feasibility Request Form (Annex to ANAC Resolution No. 180/19 or the document that in the future replaces or modifies it), which shall be evaluated according to runway and airspace capacity.

For this purpose, the following considerations shall also be taken into account:

1. Available for aircraft from Code A to Code E.
2. RSE use hours between 0300 and 1059 UTC.
3. Operations with a flight duration of more than 4 hours.
4. Effective runway occupancy time maximum three (3) minutes and thirty (30) seconds.
5. The requirement for the use of the RSE must appear in the Flight Plan, RMK/RSE must be entered in item No.18.
6. The use of the RSE shall be made by means of a RMK in the DCL or orally when not feasible.
7. The use of the RSE must be confirmed at the request of traffic clearance.
8. Aircraft check must be performed prior to runway entry.

Particular rules of the procedure:
For this purpose, the following considerations shall also be taken into account:
Crews shall occupy and take off without delay as soon as SABE TWR authorizes them to do so, and in any case shall execute the pre-takeoff checks in such a way that they can comply with this requirement. Under normal circumstances, runway occupancy time should not exceed three minutes and thirty seconds. Runway occupancy time is counted from the time the aircraft crosses the holding point until it crosses the opposite threshold.

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.).

In Aeroparque Jorge Newbery (AER/SABE), 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 request it again.

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.

*ATIS	Apt Elev
127.9 (Spanish 127.6)	20
Alt set: hPa Trans level: By ATC	
RNP 1/RNAV 1 certification required GNSS required	

ASADA 8Q [ASAD8Q]
PAGON 8Q [PAGO8Q]
SNT 8Q [SNT8Q]
VALOS 9Q [VALO9Q]
RNP ARRIVALS
(RWY 13)

SABE/AEP
JORGE NEWBERY AEROPARQUE

PAGON
194°
PAGON 8Q
24.2
URUGUAY
ARGENTINA
SAN ANTONIO
DE ARECO
D 117.7 SNT
109°
SNT 8Q
34.3
MAX 210 KT
MHA FL050
140°
4 NM
320°
(IAF)
VANAR
FL050
14.3
015°
TRINI
728
SAN FERNANDO
-Intl
SADF
BUENOS AIRES
El Palomar
SADP
3000
13.0
ARSOT
9.7
033°
ARP
AER52
BUENOS AIRES
Ezeiza Intl
Ministro Pistarini
SAEZ
ASADA 8Q
32.7
ASADA
086°
19.7
035°
GEBEM
VALOS 9Q
18.1
039°
VALOS
34-00
34-30
35-00
35-30
58-30
59-30
59-00
2 2
2 3

BUENOS AIRES, ARGENTINA
JEPPESEN
5 JUL 24 (40-2)
Eff 11 Jul
RNAV STAR

ASADA 8Q [ASAD8Q]
PAGON 8Q [PAGO8Q]
SNT 8Q [SNT8Q]
VALOS 9Q [VALO9Q]
RNP ARRIVALS
(RWY 13)

*ATIS	Apt Elev
127.9 (Spanish 127.6)	20

Alt Set: hPa Trans level: By ATC

RNP 1/RNAV 1 certification required
GNSS required

ASADA 9R [ASAD9R]
PAGON 9R [PAGO9R]
PAPIX 2R [PAPI2R]
SNT 9R [SNT9R]
RNP ARRIVALS
(RWY 31)

PAGON
ARP
SAN ANTONIO DE ARECO
D 117.7 SNT
131°
SNT 9R
38.2
R9 NOGAP
6.83
049°
URUGUAY
ARGENTINA
PAPIX
788
SAN FERNANDO -Intl SADF
3000
(IAF)
VERAS
3000
R2 XPAP
7.31
082°
TRINI
9.2
118°
BUENOS AIRES El Palomar SADP
117°
19.4
D EL PALOMAR
115.2 PAL
FL060
(IAF)
QUILMES
210 ILM
3000
8.02
BE218
R9 ADASA
9.82
ASADA
560
BUENOS AIRES Ezeiza Intl Ministro Pistarini SAEZ
22
23
20
34-00
34-30
35-00
59-30
59-00
58-30
58-00

CHANGES: Procedures renumbered, SAN ANTONIO 8R renamed SNT 9R, bearings, waypoint TRINI symbol, speed restrictions over ILM NDB & VERAS withdrawn, altitude restrictions over ILM NDB & VERAS.

SABE/AEP
JORGE NEWBERY AEROPARQUE

JEPPESEN
40-2B
5 JUL 24
Eff 11 Jul

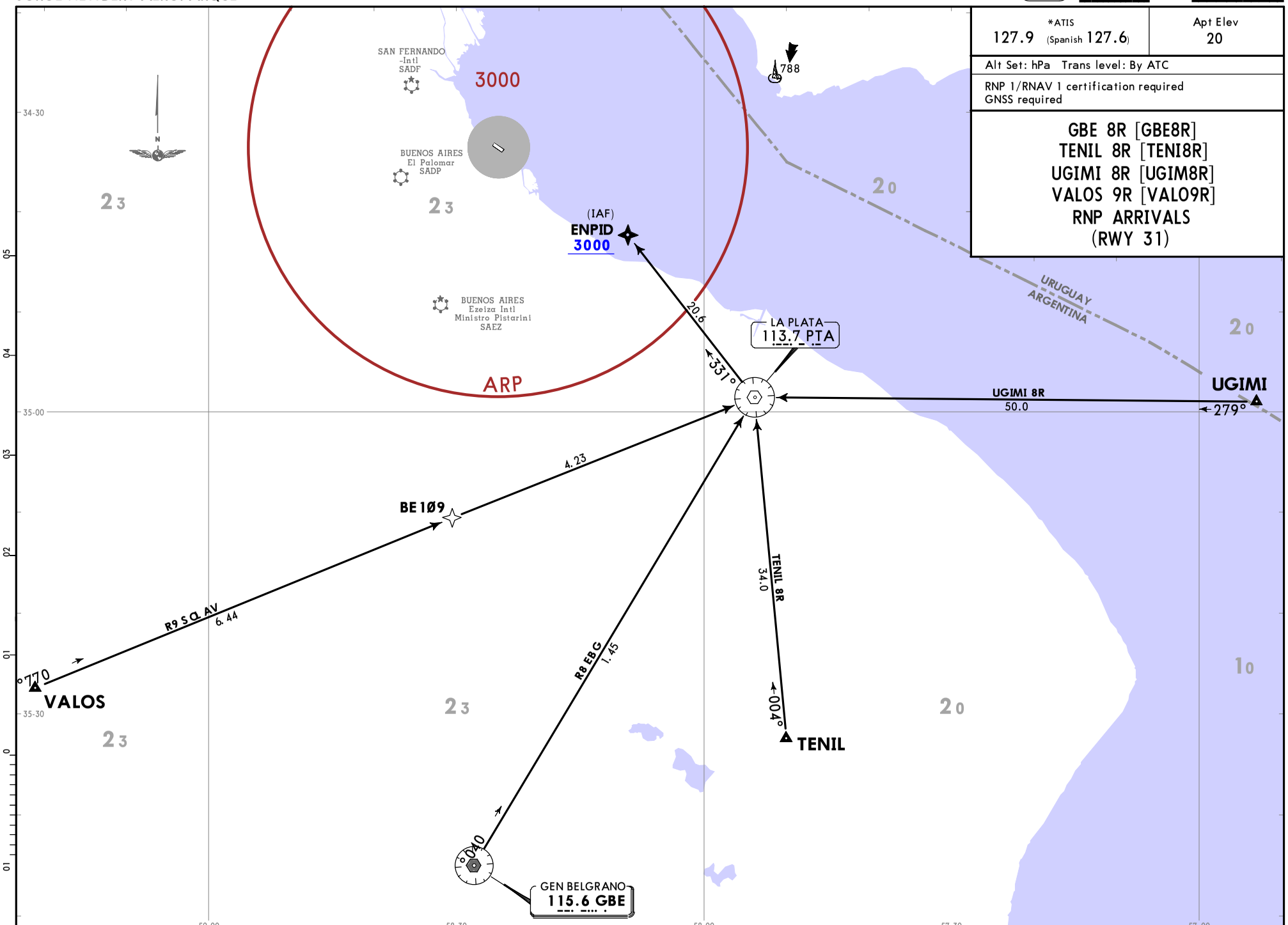
BUENOS AIRES, ARGENTINA
RNAV STAR

*ATIS	Apt Elev
127.9 (Spanish 127.6)	20

Alt Set: hPa Trans level: By ATC

RNP 1/RNAV 1 certification required
GNSS required

GBE 8R [GBE8R]
TENIL 8R [TENI8R]
UGIMI 8R [UGIM8R]
VALOS 9R [VALO9R]
RNP ARRIVALS
(RWY 31)



CHANGES: Procedures renumbered, BELGRANO 7R renamed GBE 8R, bearings, speed restriction over ENPID withdrawn, altitude restriction over ENPID.

*ATIS	Apt Elev
127.9 (Spanish 127.6)	20

Alt set: hPa Trans level: By ATC

RNP 1/RNAV 1 certification required GNSS required

GBE 8Q [GBE8Q]
KOVUK 8Q [KOVU8Q]
TENIL 8Q [TENI8Q]
UGIMI 8Q [UGIM8Q]
RNP ARRIVALS
(RWY 13)

MAX 210 KT
MHA FL050
140°
4 NM
320°
(IAF)
VANAR
FL050
3.41
TRINI
510
20.1
330°
SAN FERNANDO
-Intl
SADF
BUENOS AIRES
El Palomar
SADP
EZEIZA
D 116.5 EZE
BUENOS AIRES
Ezeiza Intl
Ministro Pistarini
SAEZ
ARP
3000
32.7
295°
101°
4 NM
MAX 220 KT
MHA FL120
LA PLATA
113.7 PTA
UGIMI 8Q
50.0
281°
UGIMI
KOVUK 8Q
22.9
315°
KOVUK
TENIL 8Q
34.0
004°
TENIL
GBE 8Q
73.0
356°
GEN BELGRANO
115.6 GBE
788
URUGUAY
ARGENTINA
23
20
10
34-30
35-00
35-30
59-00
58-30
58-00
57-30
57-00

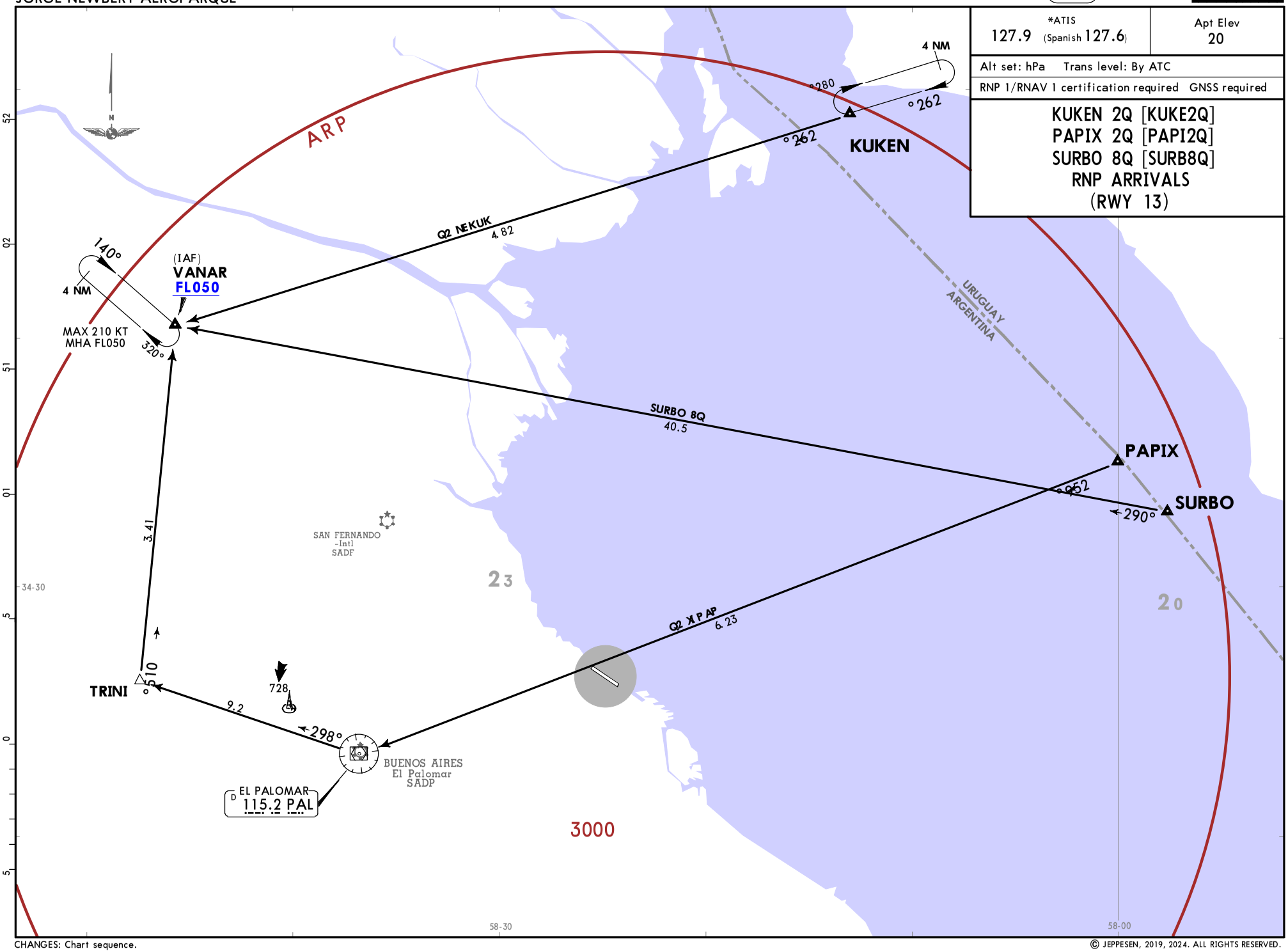
CHANGES: None.

*ATIS	Apt Elev
127.9 (Spanish 127.6)	20

Alt set: hPa Trans level: By ATC

RNP 1/RNAV 1 certification required GNSS required

KUKEN 2Q [KUKE2Q]
PAPIX 2Q [PAPI2Q]
SURBO 8Q [SURB8Q]
RNP ARRIVALS
(RWY 13)



CHANGES: Chart sequence.

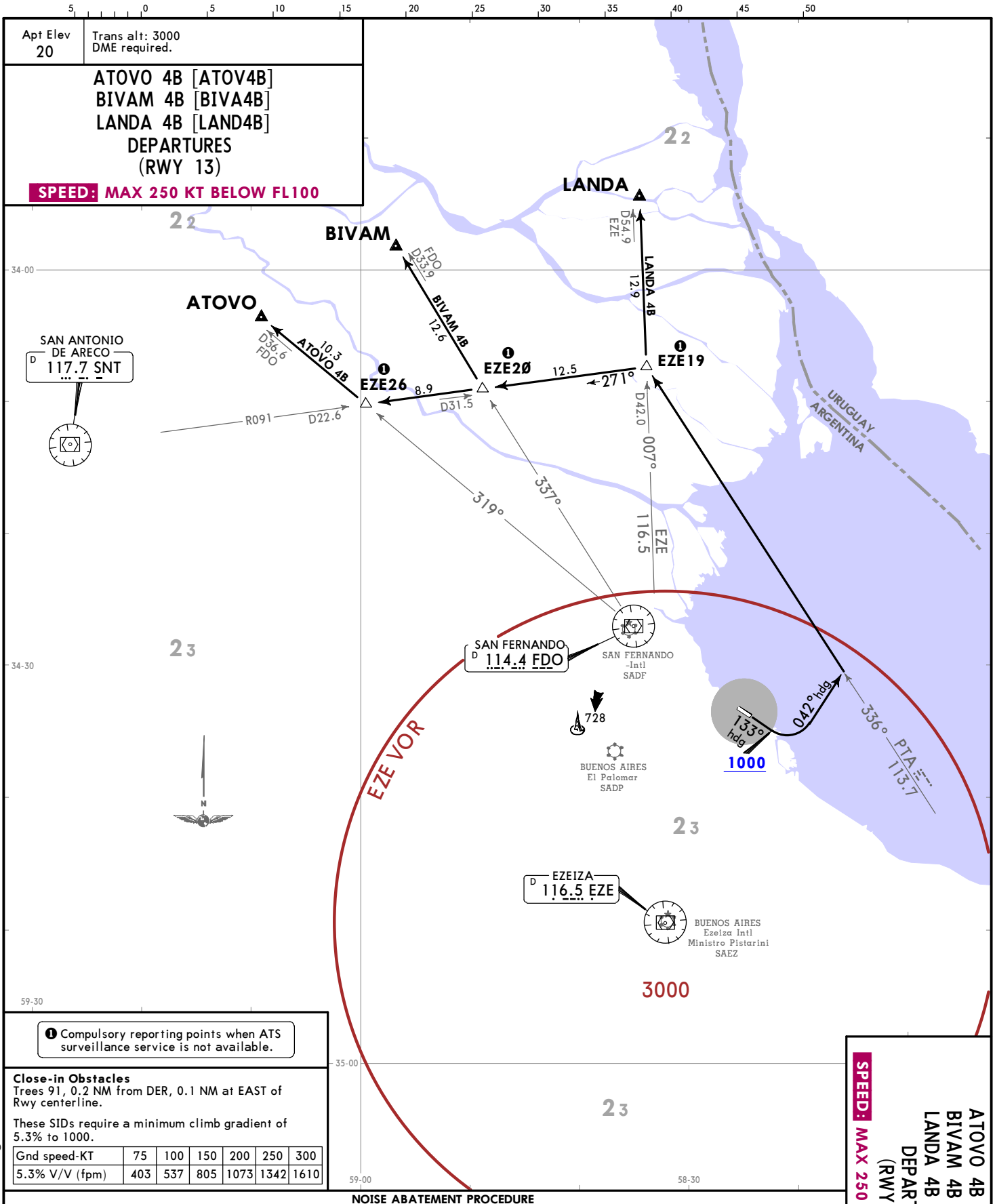
SABE/AEP
JORGE NEWBERY AEROPARQUE

Apt Elev 20

Trans alt: 3000
DME required.

ATOVO 4B [ATOV4B]
BIVAM 4B [BIVA4B]
LANDA 4B [LAND4B]
DEPARTURES
(RWY 13)

SPEED: MAX 250 KT BELOW FL100



❶ Compulsory reporting points when ATS surveillance service is not available.

Close-in Obstacles
Trees 91, 0.2 NM from DER, 0.1 NM at EAST of Rwy centerline.

These SIDs require a minimum climb gradient of 5.3% to 1000.

Gnd speed-KT	75	100	150	200	250	300
5.3% V/V (fpm)	403	537	805	1073	1342	1610

NOISE ABATEMENT PROCEDURE

1. With take-off thrust and the speed that corresponds to each aircraft (V2 +10 KT, V2 +15 KT, etc.) reach 1000.
2. At 1000, use climbing thrust and begin flap retraction.

INITIAL CLIMB

After take-off, MAINTAIN heading 133° until 1000, turn LEFT heading 042°, intercept PTA R336 to EZE19.

SID	ROUTING
ATOVO 4B	Turn LEFT, intercept SNT R091 to EZE26, turn RIGHT, intercept FDO R319 to ATOVO.
BIVAM 4B	Turn LEFT, intercept SNT R091 to EZE20, turn RIGHT, intercept FDO R337 to BIVAM.
LANDA 4B	Turn RIGHT, intercept EZE R007 to LANDA.

ATOVO 4B [ATOV4B]
BIVAM 4B [BIVA4B]
LANDA 4B [LAND4B]
DEPARTURES
(RWY 13)
SPEED: MAX 250 KT BELOW FL100

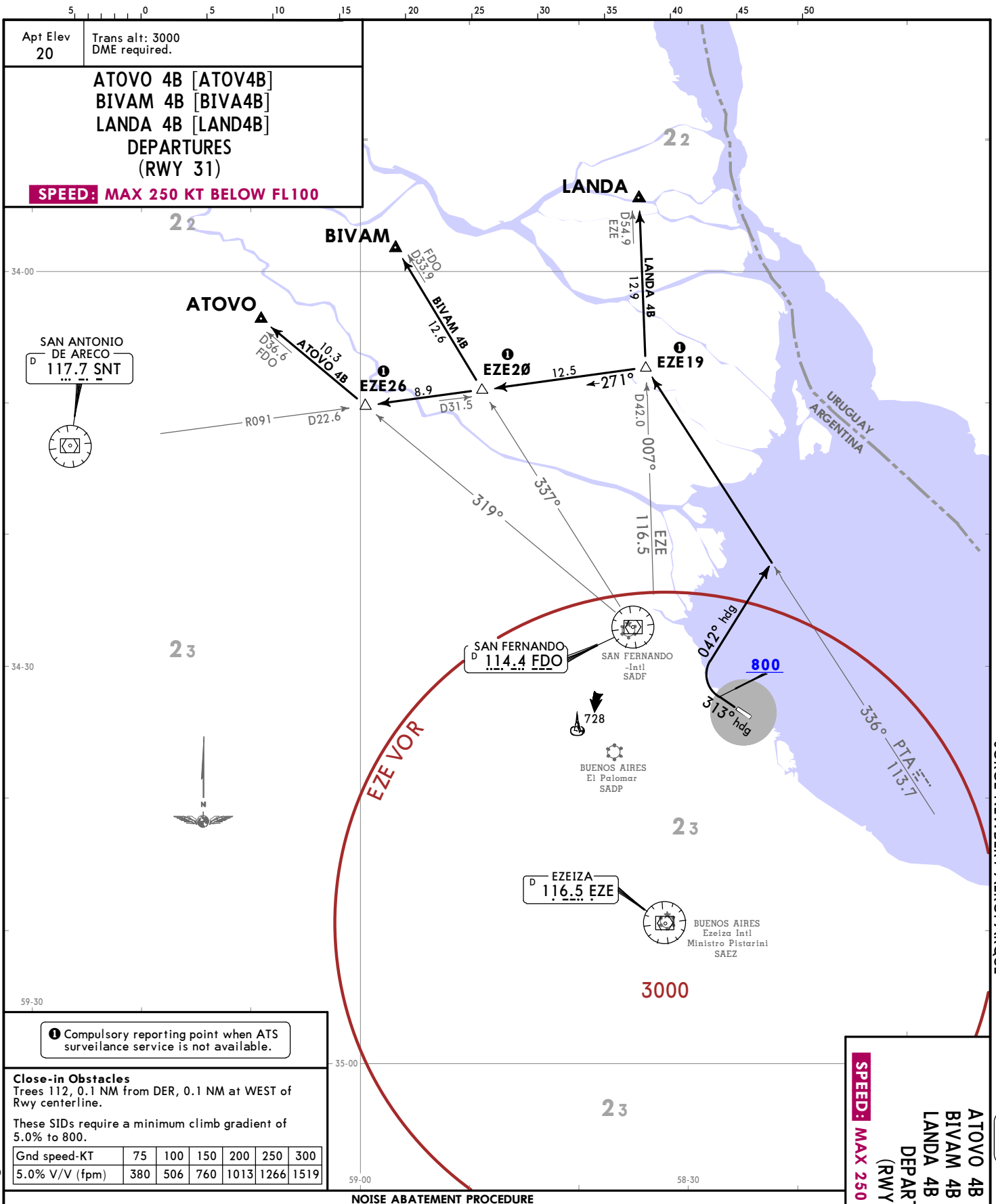
JEPPESEN
5 JUL 24 (40-3) Eff 11 Jul

BUENOS AIRES, ARGENTINA
SID

Apt Elev	Trans alt: 3000
20	DME required.

ATOVO 4B [ATOV4B]
BIVAM 4B [BIVA4B]
LANDA 4B [LAND4B]
DEPARTURES
(RWY 31)

SPEED: MAX 250 KT BELOW FL100



❶ Compulsory reporting point when ATS surveilance service is not available.

Close-in Obstacles
Trees 112, 0.1 NM from DER, 0.1 NM at WEST of Rwy centerline.

These SIDs require a minimum climb gradient of 5.0% to 800.

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

NOISE ABATEMENT PROCEDURE

1. With take-off thrust and the speed that corresponds to each aircraft (V2 +10 KT, V2 +15 KT, etc.) reach 1000.
2. At 1000, use climbing thrust and begin flap retraction.

INITIAL CLIMB

After take-off, MAINTAIN heading 313° until 800, turn RIGHT heading 042°, intercept PTA R336 to EZE19.

SID	ROUTING
ATOVO 4B	Turn LEFT, intercept SNT R091 to EZE26, turn RIGHT, intercept FDO R319 to ATOVO.
BIVAM 4B	Turn LEFT, intercept SNT R091 to EZE20, turn RIGHT, intercept FDO R337 to BIVAM.
LANDA 4B	Turn RIGHT, intercept EZE R007 to LANDA.

SABE/AEP
JORGE NEWBERY AEROPARQUE

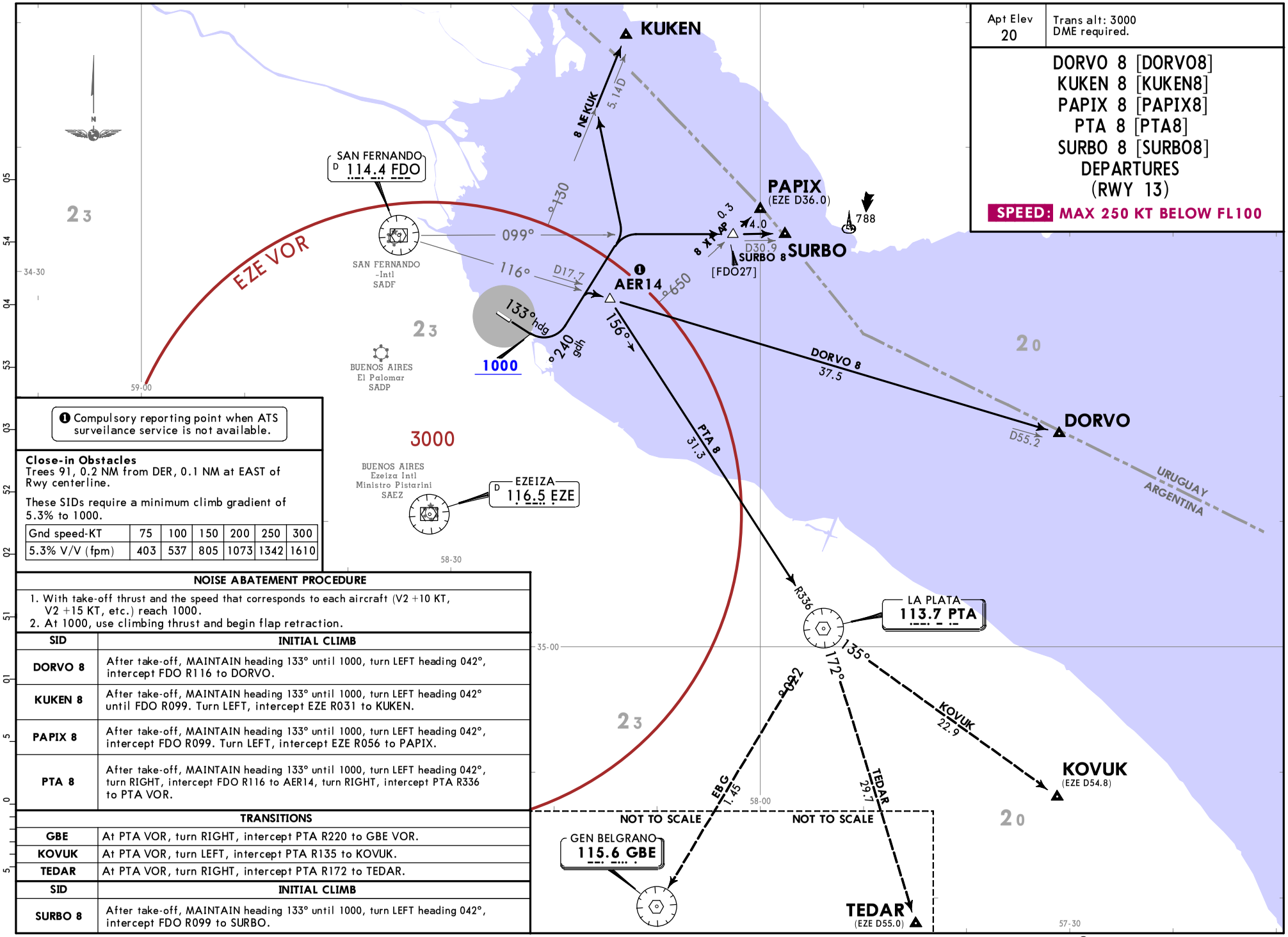
ATOVO 4B [ATOV4B]
BIVAM 4B [BIVA4B]
LANDA 4B [LAND4B]
DEPARTURES
(RWY 31)

SPEED: MAX 250 KT BELOW FL100

JEPPESEN
5 JUL 24 (40-3A) Eff 11 Jul

BUENOS AIRES, ARGENTINA

SID



Apt Elev	Trans alt: 3000
20	DME required.

DORVO 8 [DORVO8]
KUKEN 8 [KUKEN8]
PAPIX 8 [PAPIX8]
PTA 8 [PTA8]
SURBO 8 [SURBO8]
DEPARTURES
(RWY 13)

SPEED: MAX 250 KT BELOW FL100

❶ Compulsory reporting point when ATS surveilance service is not available.

Close-in Obstacles
Trees 91, 0.2 NM from DER, 0.1 NM at EAST of Rwy centerline.

These SIDs require a minimum climb gradient of 5.3% to 1000.

Gnd speed-KT	75	100	150	200	250	300
5.3% V/V (fpm)	403	537	805	1073	1342	1610

NOISE ABATEMENT PROCEDURE

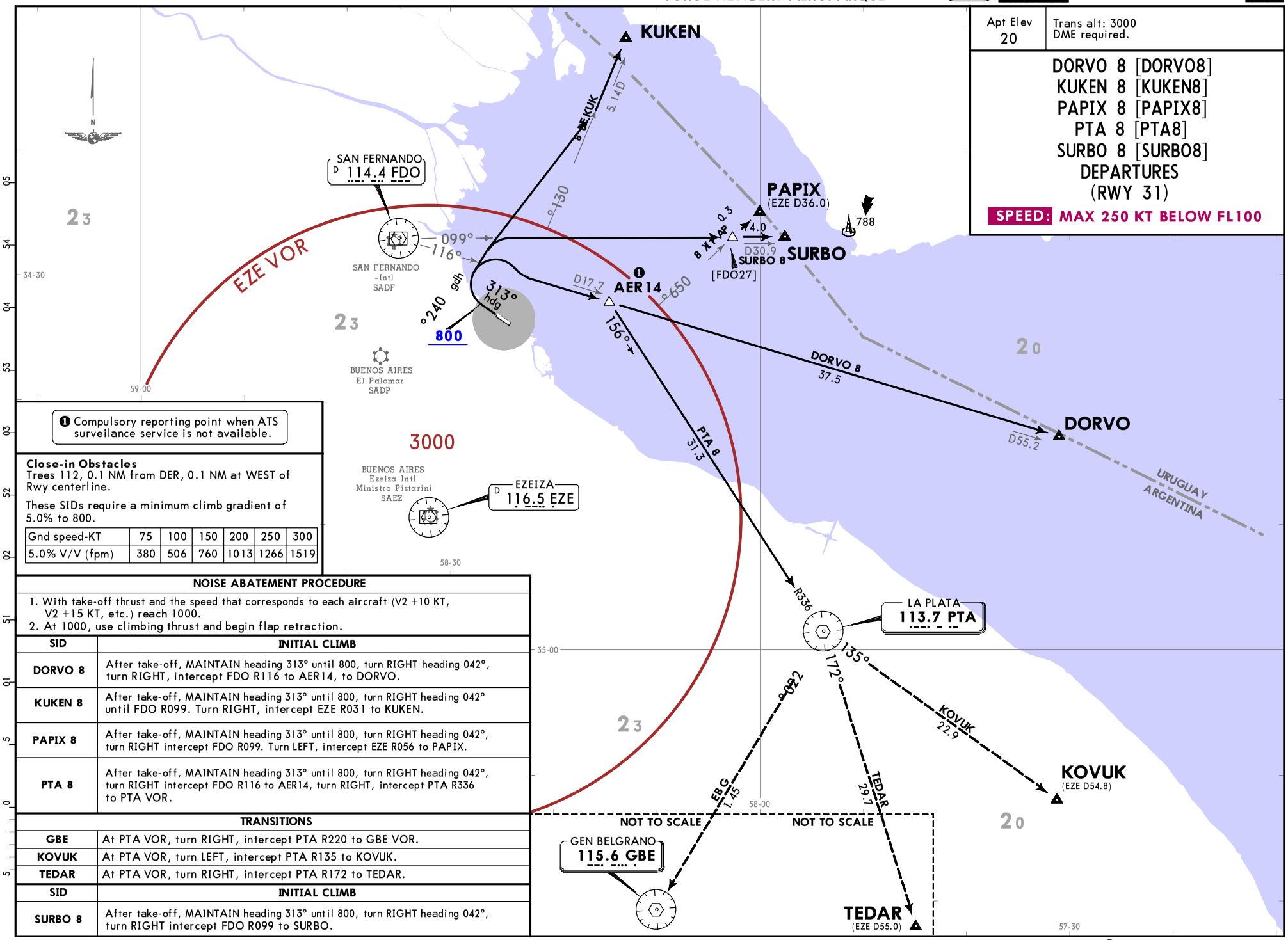
1. With take-off thrust and the speed that corresponds to each aircraft (V2 +10 KT, V2 +15 KT, etc.) reach 1000.
2. At 1000, use climbing thrust and begin flap retraction.

SID	INITIAL CLIMB
DORVO 8	After take-off, MAINTAIN heading 133° until 1000, turn LEFT heading 042°, intercept FDO R116 to DORVO.
KUKEN 8	After take-off, MAINTAIN heading 133° until 1000, turn LEFT heading 042° until FDO R099. Turn LEFT, intercept EZE R031 to KUKEN.
PAPIX 8	After take-off, MAINTAIN heading 133° until 1000, turn LEFT heading 042°, intercept FDO R099. Turn LEFT, intercept EZE R056 to PAPIX.
PTA 8	After take-off, MAINTAIN heading 133° until 1000, turn LEFT heading 042°, turn RIGHT, intercept FDO R116 to AER14, turn RIGHT, intercept PTA R336 to PTA VOR.

TRANSITIONS	
GBE	At PTA VOR, turn RIGHT, intercept PTA R220 to GBE VOR.
KOVUK	At PTA VOR, turn LEFT, intercept PTA R135 to KOVUK.
TEDAR	At PTA VOR, turn RIGHT, intercept PTA R172 to TEDAR.

SID	INITIAL CLIMB
SURBO 8	After take-off, MAINTAIN heading 133° until 1000, turn LEFT heading 042°, intercept FDO R099 to SURBO.

CHANGES: Chart reindexed, SIDs transferred, procedures renumbered and revised, PAPIX 8 added.



Apt Elev	Trans alt: 3000
20	DME required.

DORVO 8 [DORVO8]
KUKEN 8 [KUKEN8]
PAPIX 8 [PAPIX8]
PTA 8 [PTA8]
SURBO 8 [SURBO8]
DEPARTURES
(RWY 31)

SPEED: MAX 250 KT BELOW FL100

❶ Compulsory reporting point when ATS surveillance service is not available.

Close-in Obstacles
Trees 112, 0.1 NM from DER, 0.1 NM at WEST of Rwy centerline.

These SIDs require a minimum climb gradient of 5.0% to 800.

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

NOISE ABATEMENT PROCEDURE

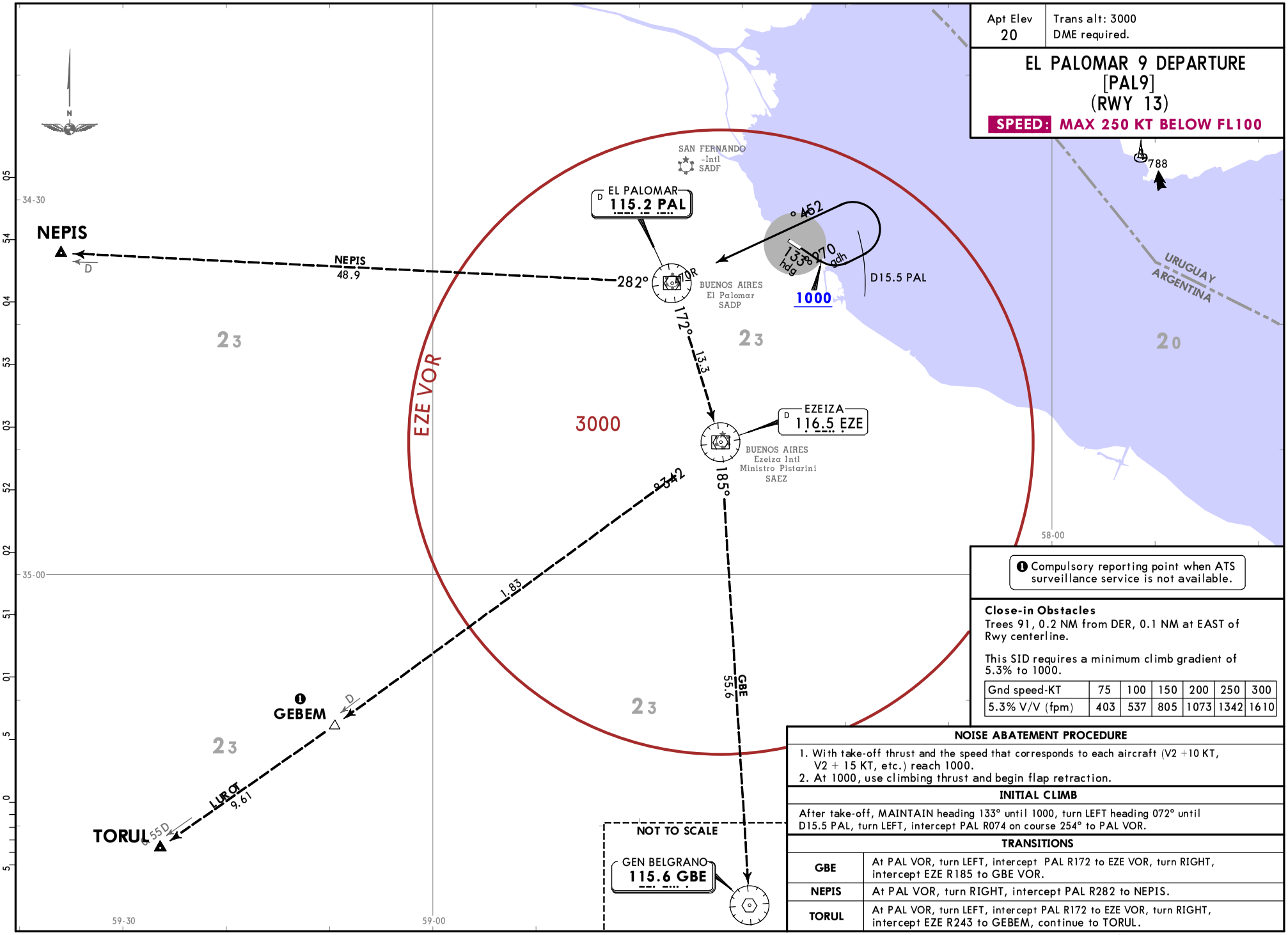
1. With take-off thrust and the speed that corresponds to each aircraft (V2 +10 KT, V2 +15 KT, etc.) reach 1000.
2. At 1000, use climbing thrust and begin flap retraction.

SID	INITIAL CLIMB
DORVO 8	After take-off, MAINTAIN heading 313° until 800, turn RIGHT heading 042°, turn RIGHT, intercept FDO R116 to AER14, to DORVO.
KUKEN 8	After take-off, MAINTAIN heading 313° until 800, turn RIGHT heading 042° until FDO R099. Turn RIGHT, intercept EZE R031 to KUKEN.
PAPIX 8	After take-off, MAINTAIN heading 313° until 800, turn RIGHT heading 042°, turn RIGHT intercept FDO R099. Turn LEFT, intercept EZE R056 to PAPIX.
PTA 8	After take-off, MAINTAIN heading 313° until 800, turn RIGHT heading 042°, turn RIGHT intercept FDO R116 to AER14, turn RIGHT, intercept PTA R336 to PTA VOR.

TRANSITIONS	
GBE	At PTA VOR, turn RIGHT, intercept PTA R220 to GBE VOR.
KOVUK	At PTA VOR, turn LEFT, intercept PTA R135 to KOVUK.
TEDAR	At PTA VOR, turn RIGHT, intercept PTA R172 to TEDAR.

SID	INITIAL CLIMB
SURBO 8	After take-off, MAINTAIN heading 313° until 800, turn RIGHT heading 042°, turn RIGHT intercept FDO R099 to SURBO.

CHANGES: New chart, SIDs transferred, procedures renumbered and revised, PAPIX 8 added.



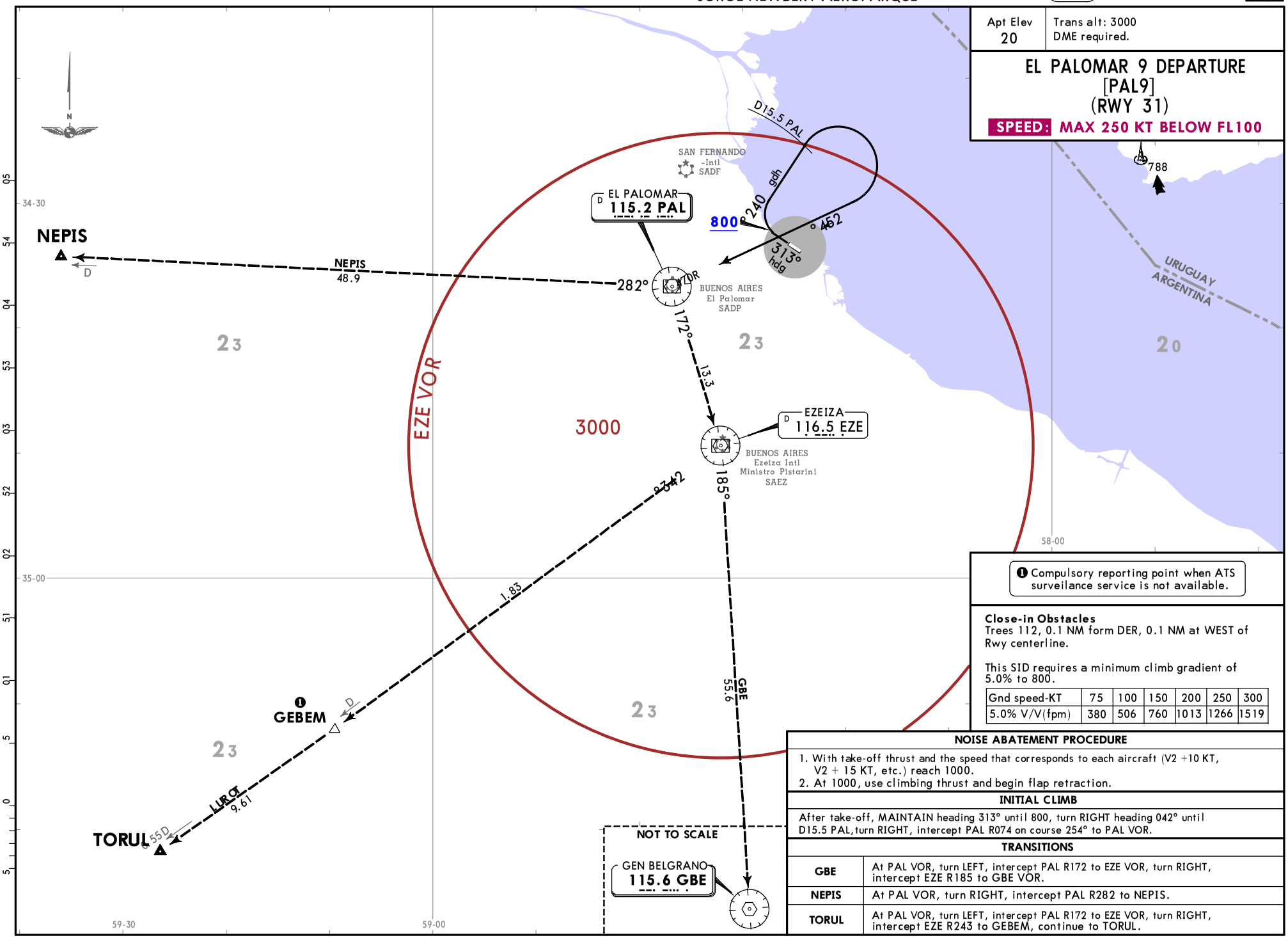
CHANGES: Chart reindexed, procedure renumbered and revised, SID EL PALOMAR 9 (RWY 31) transferred.

SABE/AEP
JORGE NEWBERY AEROPARQUE

Apt Elev	Trans alt: 3000
20	DME required.

EL PALOMAR 9 DEPARTURE
[PAL9]
(RWY 31)

SPEED: MAX 250 KT BELOW FL100



ⓘ Compulsory reporting point when ATS surveilance service is not available.

Close-in Obstacles
Trees 112, 0.1 NM form DER, 0.1 NM at WEST of Rwy centerline.

This SID requires a minimum climb gradient of 5.0% to 800.

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

NOISE ABATEMENT PROCEDURE

1. With take-off thrust and the speed that corresponds to each aircraft (V2 +10 KT, V2 + 15 KT, etc.) reach 1000.
2. At 1000, use climbing thrust and begin flap retraction.

INITIAL CLIMB

After take-off, MAINTAIN heading 313° until 800, turn RIGHT heading 042° until D15.5 PAL,turn RIGHT, intercept PAL R074 on course 254° to PAL VOR.

TRANSITIONS

GBE	At PAL VOR, turn LEFT, intercept PAL R172 to EZE VOR, turn RIGHT, intercept EZE R185 to GBE VOR.
NEPIS	At PAL VOR, turn RIGHT, intercept PAL R282 to NEPIS.
TORUL	At PAL VOR, turn LEFT, intercept PAL R172 to EZE VOR, turn RIGHT, intercept EZE R243 to GEBEM, continue to TORUL.

CHANGES: New chart, SID transferred, procedure renumbered and revised.

NOISE ABATEMENT PROCEDURES

Local Time plus **3 HOURS** = UTC

The noise abatement procedures are mandatory for all aircraft, equally in VMC and IMC except in emergency situations or when adverse operational conditions exist.

Adverse operational conditions are considered, among others, the following:

a. When the runway is not clear or dry, that is to say, when it is adversely affected by snow, ice, water, mud, rubber, oil or other substances.

b. For landing, when the cloud ceiling is at a height of 500 ft over the elevation of the aerodrome, or for take-off and landing, when the horizontal visibility is less than 1.9 kilometers;

c. When the crosswind component, including gusts, exceeds 28 km/h (15 KT).

d. When the tailwind component, including gusts, exceeds 9 km/h (5 KT); and

e. When wind gradient or storms are forecast that affect the approach or departure.

Noise Restriction Schedule:

All operations made between 3:30 and 8:30 UTC are subject to the fulfillment of the noise abatement procedures and the use of certified aircraft as in Chapter 3 as far as the noise level, except medical emergency or disaster relief flights and government aircraft.

Requirements for operating between 3:30 and 8:30 UTC:

Aircraft operators that plan on operating within the Noise Restriction times will have to submit a one-time copy of the Noise Approval Certificate regarding the noise, extended by the National Directorate of Airworthiness, for each aircraft whose operation is expected in the hours of 3:30 to 8:30 UTC, to the Aeroparque Jorge Newbery Headquarters, - this copy will be properly authenticated by a competent aeronautical authority, then being able to be given to the chief. A second copy of this certification should be kept aboard the aircraft in case it is needed by the Aerodrome Reporting Officer (ARO) office of other airports of departure, prior to the acceptance of the flight plan.

Takeoff from runway 31:

a. With takeoff power and the speed that corresponds to each aircraft (V2 + 10 KT, V2 + 15, etc.) climbing 800 ft.

b. Starting at 800 ft, use climbing power and begin flap retraction.

Takeoff from runway 13:

a. With takeoff power and the speed that corresponds to each aircraft (V2 + 10 KT, V2 + 15, etc.) climbing 800 ft.

b. Starting at 800 ft, use climbing power and begin flap retraction.

NOISE ABATEMENT PROCEDURES (Contd.)

Approaches between 3:30 and 8:30 UTC:

a. With a visibility of 8 km or greater, a ceiling of 2600 ft or greater and a constant visual reference on the ground, a visual approach will be made according to the following.

1. Visual Approach for runway 13:
   Reaching above VOR FDO 2500 ft, continue via radial 095 VOR FDO until 4 NM DME FDO descending to 2000 ft, turn right following over Rio de la Plata parallel to the coast, finally join final approach course over the General Paz avenue.

2. Visual Approach for runway 31:
   Reaching above VOR FDO 2500 ft, continue via radial 095 VOR FDO until 4 NM DME FDO descending to 2000 ft, turn right towards 130° maintaining the same until joining the traffic pattern for runway 31.

3. Visual Approach for runways 13 and 31 arriving from the south:
   Make trajectories over the Rio de la Plata, parallel to the coast and follow Control instructions.

b. Those required conditions that are not fulfilled in previous paragraph "a", will be fulfilled by the IAC instrument approach procedures.

Landing between 3:30 and 8:30 UTC:

Thrust reversers shall not be used as long as a safe operation is possible.

SABE/AEP

Apt Elev 20′
S34 33.6 W058 24.9

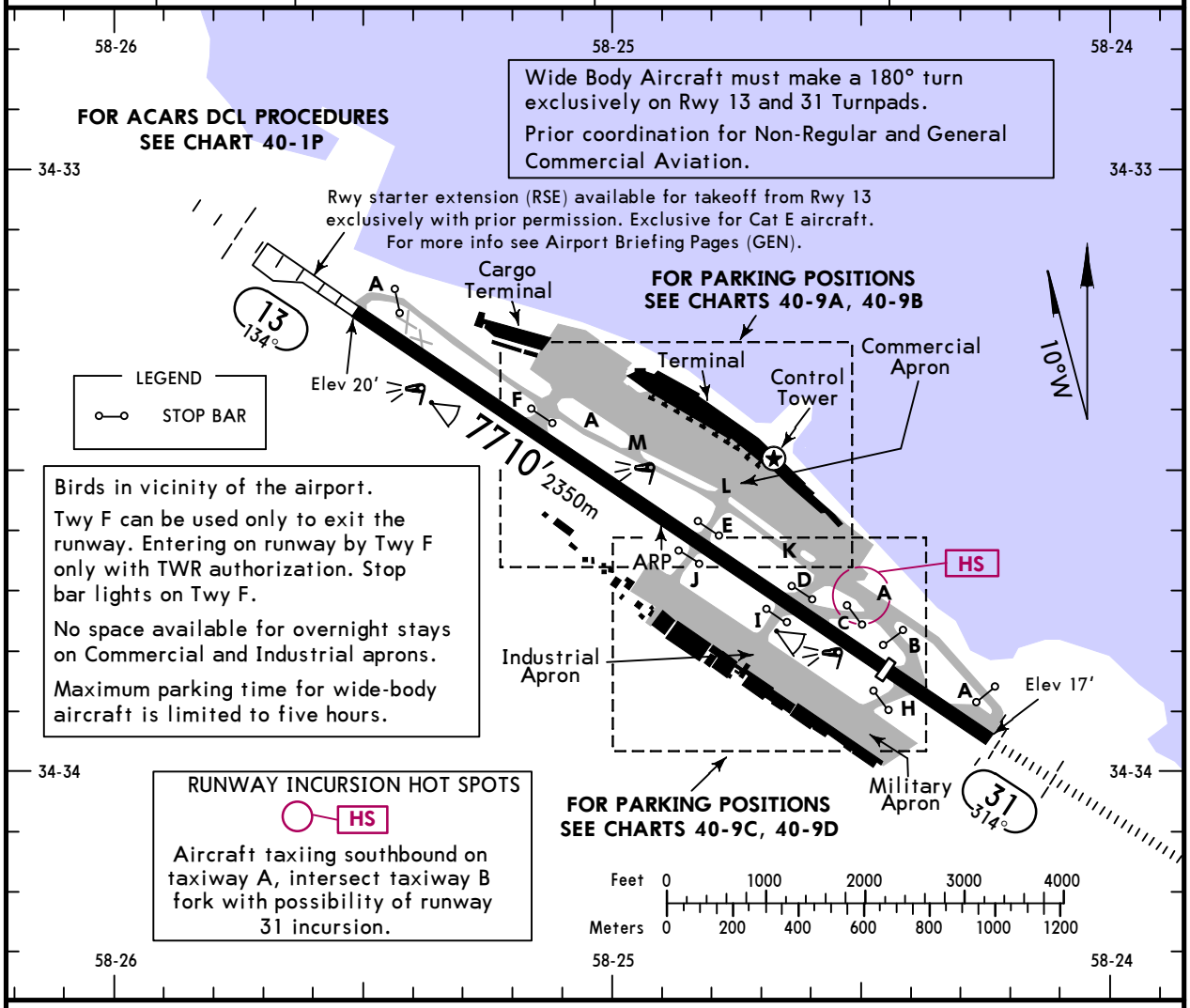
JEPPESEN

16 JAN 26 (40-9)

BUENOS AIRES, ARGENTINA

JORGE NEWBERY AEROPARQUE

*ATIS	Data Comm ACARS DCL	*AEROPARQUE Clearance	Ground	AEROPARQUE Tower
127.6		129.3	121.9	118.85



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	LANDING BEYOND Glide Slope	TAKE-OFF	WIDTH
13	HIRL CL REIL ❶ ALSF-I (LIH) PAPI (angle 3.00°) RVR		6722′ 2049m	❸ 7480′ 2280m	148′ 45m
31	HIRL CL REIL ❷ ALSF-I (LIH) PAPI-L (angle 3.00°)	6473′ 1973m			

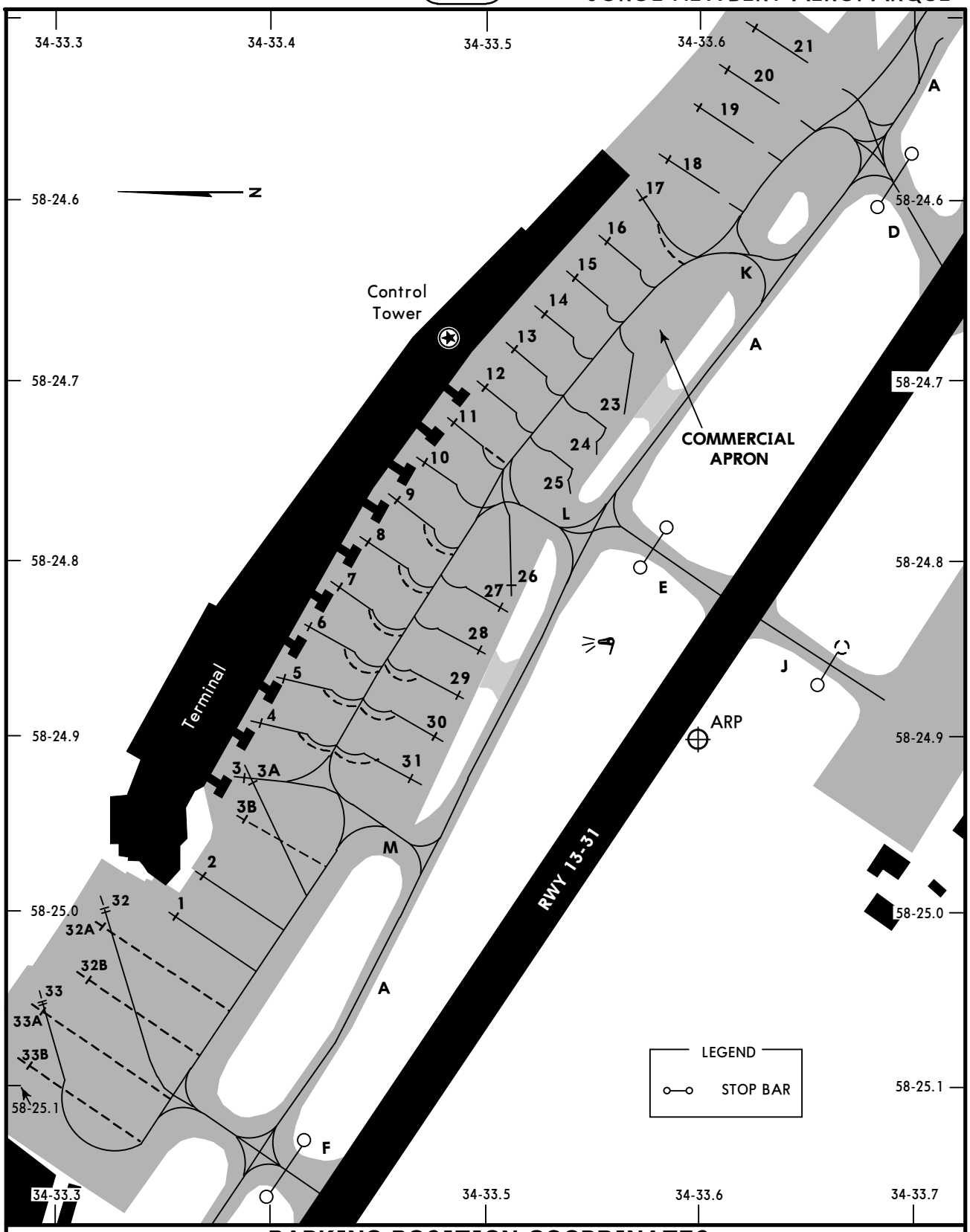
❶ length 549m
❷ length 690m
❸ 8825′(2690m) with use of RSE approved for takeoff.

State — TAKE-OFF

All Rwys

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 & RCLM	Without RL		RL	Without RL		RL	Without RL	
	DAY	NIGHT		DAY	NIGHT		DAY	NIGHT
R300m V400m	V2500m	NA	Available Landing Minimums	V2500m	NA	Available Landing Minimums	V3000m	NA

CHANGES: Apron shape.



PARKING POSITION COORDINATES

POSITION No.	COORDINATES
COMMERCIAL APRON	
1, 2	S34 33.4 W058 25.0
3 thru 5	S34 33.4 W058 24.9
6 thru 8	S34 33.4 W058 24.8
9	S34 33.5 W058 24.8
10 thru 14	S34 33.5 W058 24.7
15	S34 33.5 W058 24.6
16 thru 19	S34 33.6 W058 24.6
20, 21	S34 33.6 W058 24.5
23, 24	S34 33.6 W058 24.7
25 thru 28	S34 33.5 W058 24.8
29 thru 31	S34 33.5 W058 24.9
32 thru 33A	S34 33.3 W058 25.0
33B	S34 33.3 W058 25.1

CHANGES: Apron shape, parking stands and coords revised.

RULES FOR MOVEMENT AND PARKING ON COMMERCIAL APRON

1 APRON MOVEMENT

1.1 No movement should be initiated without the authorization of Tower.

1.2 In all cases, the taxiing axis lines and entrances to the parking stands must be followed with the nose wheel and at a normalized reduced speed, in order to preserve the adequate separation margin between aircraft.

2 PARKING STANDS

PSN	AIRCRAFT TYPE (similar or smaller wingspan)	Jetway	Restrictions
1, 2	E190, E195, B737W, B738W B738MAX, B739W, A320, A321	No	
3	E190, E195, B737W, B738W, B738MAX, B739W, A320, A321	YES	Penalizes use of PSN 3A
3A	A332, A333, A338, A339, A359, A351, B762, B763, B764, B788, B789	YES	Penalizes use of PSN 3 and 3B
3B	E190, E195, B737W, B738W, B738MAX, B739W, A320, A321	No	Penalizes use of PSN 3A
4	A320, CRJ9, B737, E145, E190, B738	YES	
5	A320, CRJ9, B737, E190, B738, MD88, E145	YES	
6	A320, CRJ9, B737, E190, B738, AT75, MD88, CRJ2, E145	YES	
7, 8	A320, A321, CRJ9, B737, E190, B738, MD88, E145	YES	
9	A320, A321, CRJ9, B737, E190, B738, AT75, MD88, E145	YES	
10	A320, A321, CRJ9, B737, E190, B738, AT75, E145	YES	
11, 12	B737, E190, E145	YES	
13	B737, E145, E190, AT75, CRJ2	No	
14, 15	B737, AT75, CRJ2	No	
16	A320, B737, E190, AT75, CRJ2, E145	No	
17, 18	A320, A321, B737, B738, E190, CRJ9, AT75, MD88, CRJ2, E145	No	
19	A320, A321, B737, B738, E190, CRJ9, AT75, CRJ2, E145	No	
23	E190, CRJ9, CRJ2, B735, ATR76, E145, SF34	No	
24	E190, CRJ9, AT75, CRJ2, E145	No	
25	B735, B737, ATR76, E145	No	
26	A320, A321, B737, B738, E190, CRJ9, AT75, CRJ2, E145	No	
27	A320, B737, E190, CRJ9, AT75, CRJ2, E145	No	
28	A320, B737, B738, E190, CRJ9, AT75, CRJ2, E145	No	
29	A320, A321, B737, B738, E190, CRJ9, AT75, MD88, CRJ2, E145	No	
30, 31	A320, A321, B737, B738, E190, CRJ9, AT75, MD88, CRJ2, E145	No	
32	A332, A333, A338, A339, A359, A351, B762, B763, B764, B788, B789	No	Penalizes use of PSN 32A and 32B
32A, 32B	E190, E195, B737W, B738W, B738MAX, B739W, A320, A321	No	Penalizes use of PSN 32
33	A332, A333, A338, A339, A359, A351, B762, B763, B764, B788, B789	No	Penalizes use of PSN 33A and 33B
33A, 33B	E190, E195, B737W, B738W, B738MAX, B739W, A320, A321	No	Penalizes use of PSN 33

3 ENTRY/EXIT

3.1 The entrances to positions, can be made using own power of the aircraft. In all cases, they shall be carried out under the assistance of a marshaller and at standardized reduced power.

3.2 WIDE-BODY AIRCRAFT

3.2.1 The entry and exit of wide-body aircraft operating on the Commercial Apron shall be exclusively via taxiway F.

3.2.2 Wide-body aircraft must be towed from the parking positions to the central axis of the apron under the assistance of marshallers, with nose facing north in order to vacate the apron via taxiway F, and up to the level of stand no. 1 as a precaution due to Jet Blast effect.

3.3 NARROW-BODY AIRCRAFT (CODE C OR SMALLER)

3.3.1 The entry of A21N-type aircraft into PSN 4, 5, 6, 7, 8, 9, 17, 31 shall be via discontinuous signal for entry to parking stand.

3.3.2 Entries via taxiway K: All positions except PSN 19 to 21.

3.3.3 Entries via taxiway L: All positions except PSN 12 to 21; 23 to 26.

3.3.4 Entries via taxiway M: Only to PSN 1, 2, 3, 3B, 32A, 32B, 33A, 33B.

3.3.5 Entry via taxiway F: Only to PSN 1, 2, 3B, 32A, 32B, 33A, 33B.

3.3.6 For exits, aircraft must be towed from the parking positions to the central axis of the apron under the assistance of marshallers, with nose facing north.

3.3.7 In the case of positions 1, 2, 3B, 32A, 32B, 33A, 33B if required due to flow conditions, engine start-up may be carried out on the centerline with nose facing south and exit via taxiway M.

3.3.8 Position 21: aircraft must be towed from the parking position to the central axis of the apron under the assistance of marshallers, with nose facing south in order to vacate the apron via taxiway A.

3.3.9 Positions 18 to 20: aircraft must be towed from the parking position to the central axis of the apron under the assistance of marshallers, with nose facing north in order to vacate the apron via taxiway K. In the case of vacating via taxiway K toward THR 31, operation of MD88 aircraft is limited, must continue along the apron centerline.

4 EXCEPTIONS

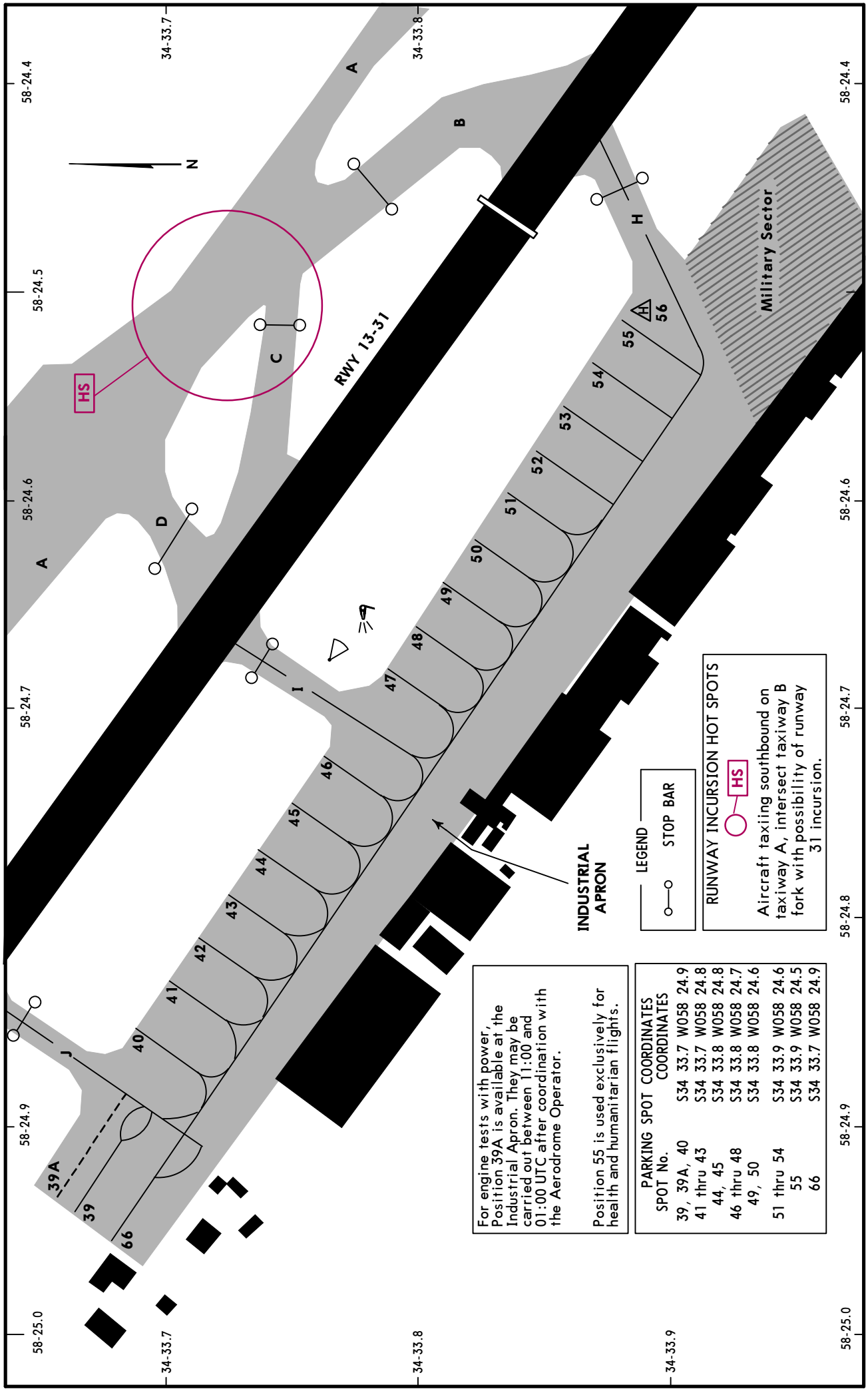
4.1 Entry and/or parking of aircraft in apron positions different from those established in this procedure may be authorized by aeronautical authority in coordination with airport administrator and ATS. Marshaller support will be provided.

4.2 In order to optimize the use of the new sector and minimize delays that could be caused by wide-body aircraft operating time, air traffic control may instruct narrow-body aircraft to vacate the apron via taxiway M.

5 PRECAUTIONS

5.1 When starting the taxiing maneuver, the movement of vehicles and people on the apron and its surroundings must be carefully observed.

5.2 It is recalled that aircraft have circulation priority with respect to vehicle and pedestrian traffic, for which reason those responsible for Organizations, the Airport Administrator and Companies that provide services in the Operating Platform, must adopt the necessary measures to guarantee that their personnel are fully aware of these regulations and security measures applicable during their movement on the apron.



CHANGES: None.

RULES FOR MOVEMENT AND PARKING ON NORTH & SOUTH INDUSTRIAL APRON

1 APRON MOVEMENT

1.1 No movement should be initiated without the authorization of Tower.

1.2 In all cases, the taxiing axis lines and entrances to the parking stands must be followed with the nose wheel and at a normalized reduced speed, in order to preserve the adequate separation margin between aircraft.

2 PARKING STANDS

PSN	AIRCRAFT TYPE (similar or smaller wingspan)	Jetway	Remarks
39A	B757, B738M, A21N	No	Engine test. Nose facing Southeast.
39	B738M, A21N, E145, ATR76	No	
40	E190, MD80, CRJ9	No	
41	B738, ATR76	No	
42, 43	B738M, A21N, ATR76	No	
44	B738, ATR76	No	
45	B738M, A21N, ATR76	No	
46	B738, ATR76	No	
47	B738M, A21N	No	
48	B738	No	
49, 50	B738M, A21N	No	
51	B738	No	
52, 53, 54	B350, CL30, CL60, FLC5	No	
55	B350, CL30, CL60, FLC5	No	Exclusively reserved for medical and humanitarian flights.
56	Helicopters up to 50.20'(15.30m) design diameter	No	
66	B38M, A21N, E145, ATR76	No	

3 ENTRY/EXIT

3.1 Entry to positions 39 and 66 may be carried out using the aircraft's power in all cases, always under the assistance of a marshaller.

3.2 Entry to positions 40 to 51 must be towed using a pushback tractor.

3.3 Entry/exit to/from position 56 will be carried out by ground taxi or air taxi using taxiway TWY H from/to position 56 for helicopters.

3.4 Departures from positions 40 to 51 may be carried out using the aircraft's power at reduced thrust. In all cases, they will be performed under the assistance of marshallers.

4 EXCEPTIONS

4.1 In case the entry and/or parking of aircraft in apron positions other than those established in this procedure is required, the applicant must submit a formal request to the Aeronautical Authority.

4.2 Said request will be evaluated jointly with the Airport Administrator and the person responsible for Air Traffic Services.

4.3 Authorization may be granted provided that operational safety is ensured and the regularity of operations is not affected, and assistance from marshallers or other available technical means may be required to ensure compliance with current surface movement regulations.

5 PRECAUTIONS

5.1 When starting the taxi maneuver, special attention must be paid to the circulation of vehicles and/or people on the apron and in nearby areas.

5.2 It is reminded that aircraft have priority of movement over vehicle and pedestrian traffic, for which reason the persons responsible from agencies, the airport administrator, and companies providing services on the apron must take the necessary measures to ensure their personnel are fully aware of these rules and the safety measures applicable during their movement on the apron.

LOW VISIBILITY PROCEDURES
(RVR LESS THAN 750 to 300)

(See Graphic on 40-9I)

CHAPTER 1 - GENERAL PROVISIONS

1.1 Application

1.1.1 This procedure will be applied to the operations of the Jorge Newbery Aeroparque International Airport, when the RVR TDZ of Rwy 13 designated for landing less than 750m, in order to ensure CAT II approach operations and take-offs with RVR up to 300m.

1.1.2 The Rwy in use, the standard taxiing routes, the accesses and parking positions to be used, while the LPV is activated which is depicted on chart 40-9I.

1.1.3 The circulation of vehicles and equipment in the vehicular traffic lane in the Commercial Apron and Commercial South may be carried out without restrictions for the assistance of those Aircraft parked in positions with the bow to the North and East (1 - 19 and 67 - 69).

1.1.4 Vehicles that must serve the positions with a bow to the West (20 - 31) and that require the crossing of the KILO, LIMA and MIKE taxiways must stop their progress completely at the Low Visibilty signs/boards with lights, installed before the intersection of the taxiing, look in both directions of traffic and only move forward if an Aircraft taxiing close to your position is not visible, respecting the distances established in RAAC 153-Appendix 6.

1.2 Operations in the Commercial Apron

1.2.1 ARRIVALS

- Aircraft assigned positions 12 - 26 on the Commercial Apron will enter on the KILO Twy.
- The entry of Aircraft to positions 3 - 11 and 27 - 31 shall enter by Twy LIMA except that, for surface traffic management reasons, ATC defines taxiing access via Twy KILO.
- The entry to position 1 will be made by Twy MIKE.
- Aircraft heading to positions 67 - 69 shall enter from the ALFA or DELTA Twy in accordance with Rwy clearance and ATC instructions.

1.2.2 DEPARTURES

- Departures from the Commercial Apron of Aircraft from positions 11 - 26 may be made via Twy LIMA based on Aircraft movement conditions on the Apron according to ATC instructions.
- Aircraft in positions 1 - 10, and 27 - 31 shall exit the Apron via Twy MIKE. In particular circumstances and under Apron movement conditions defined by ATC, Aircraft in position 10 may carry out extended towing until the entry of position 12 and taxiing out via LIMA.
- In the event of exceptional and temporary unplanned limitations that prevent the use of Twy MIKE for departures, it shall be coordinated locally through the Operational Safety Committee (CSO) to manage Aircraft movements using Twy LIMA in clockwise circulation, whether autonomous (self-powered) or with the assistance of a tow tractor.
- Initiation from positions 67 - 69 will be made via taxiing ALFA.
- While reduced visibility procedures are activated, setbacks for the departure of Aircfraft from the positions, the ATC may authorize in a segregated manner 1 (UN) tractor movement for each sector of the platform, defined between the taxi via KILO-LIMA, LIMA-MIKE and South.

1.3 Operations at the Industrial Apron

1.3.1 ARRIVALS

- The entry to Industrial Apron shall be made preferably by Twy HOTEL; INDIA or JULIET, taxiways may be used according to ATC instructions.

1.3.2 DEPARTURES

- Departures from the Industrial Apron that require crossing the Rwy shall be subject to traffic flow conditions and ATC authorization. Except for exceptional conditions determined by ATC, Rwy crossings should not be allowed while an Aircraft has started the instrument approach procedure under LVP.

LOW VISIBILITY PROCEDURES
(RVR LESS THAN 750 to 300)
(See Graphic on 40-9I) (contd)

1.4 Conditions for the operation on Rwy 13/31 with LVP activated.

1.4.1 During the execution of the LVP, only vehicles belonging to the CONTER Service, AA2000 Operations vehicles and vehicles for Emergency Response may enter the maneuvering area for operational reasons related to reduced visibility operations and previously authorized by ATC (including PSA for emergencies only). All of the aforementioned must do so in direct communication on the VHF frequency and established in both directions. If communications failures occur, the driver of the vehicle must leave the maneuvering area immediately and seek alternative means to inform ATC of such a situation.

1.4.2 If during the taxiing of an Aircraft, after landing or prior to take-off, the captain experiences a lack of visual references to continue the operation safely, he will stop the Aircraft and request escort vehicle service to ATC, who will communicate by VHF frequency with the CONTER Service to request the assignment of a "FOLLOW ME" vehicle indicating the estimated or precise position of the Aircraft and the operation intentions for its guidance.

1.4.3 The prediction of the conditions for the start and stop of the LVP application depends on the specific coordination with MET. The time scale for this coordination shall vary depending on the type of traffic expected. MET forecasts and any subsequent updates are needed to plan for the introduction of LVP and determine the optimal traffic capacity for the Aerodrome under expected conditions.

1.4.4 LANDINGS

- Landing operations under LVP will be carried out exclusively on Rwy 13.
- To determine the start and development of operations in CAT II, the data from the RVR TDZ shall be taken. In case of failure, the RVR Degradation Table that appears below shall be adopted.

RVR DEGRADATION TABLE CAT I AND CAT II				
RVR LOCATION/STATUS			CAT I	CAT II
TDZ	MID	END		
AVBL	AVBL	AVBL	OK	OK
INOP	AVBL	AVBL	VIS 800m	NO
AVBL	INOP	AVBL	OK	RVR END 300m OR GREATER
AVBL	AVBL	INOP	OK	OK
INOP	INOP	AVBL	NO	NO
INOP	AVBL	INOP	NO	NO
AVBL	INOP	INOP	OK	NO
INOP	INOP	INOP	NO	NO

1.4.5 TAKE-OFFS

- The take-off minima shall be adjusted to the visibility values (refer to chart 40-9), being the currently published of 300m RVR (400m Observed Visibility with with RVR information not available).
- Take-off shall preferably take place on Rwy 13.

CHAPTER 2 - PROCEDURES

2.1 Supplementary procedures between ATC and Aircraft.

2.1.1 Due to the fact that SMR (Surface Movement Radar) is not available, ATC will require notifications from the Aircraft Commanders that allow them to determine their position with certainty, which is why strict compliance with the instructions given is essential in order to grant the respective guidance and control of Aircraft traffic in the maneuvering area.

2.1.2 Push-back maneuvers will not be authorized to initiate take-off maneuvers when the RVR TDZ of Rwy 13 indicates a reading of less than 300m.

2.1.3 When visibility is less than 300m RVR, landing and take-off operations are suspended, ATC may authorize towed movements of Aircraft that must move from the position it occupies to another and Rwy crossings, exclusively with the assistance of "FOLLOW ME", up to values of 175m RVR. Under these conditions, only the movement of one Aircraft may be authorized at a time on the Apron.

LOW VISIBILITY PROCEDURES
(RVR LESS THAN 750 to 300)
(See Graphic on 40-9I) (contd 1)

2.2 Arriving Aircraft with LVP activated

2.2.1 The Aircraft Commander/Captain must notify ATC when the Rwy is cleared once the "RUNWAY FREE" sign has been passed that coincides with the start of the the green taxiway line lights.

2.2.2 The arrived Aircraft will be considered to be off the Rwy (runway clear) once the Commander has notified it.

2.2.3 In case of disorientation or doubt regarding his position, the Captain will stop the Aircraft, immediately inform ATC and request the assistance of a "FOLLOW ME" vehicle. When an aircraft follows a "FOLLOW ME" vehicle, it will be the Aircraft Commander's responsibility to maintain his own separation from the vehicle (approximately 30 meters).

2.3 Departing Aircraft with LVP activated

2.3.1 The ATC may authorize the start-up, taxiing and take-off of an Aircraft, if the RVR TDZ indicates a reading of 300m or higher.

2.3.2 If there are readings close to the RVR limit established for take-offs (275m with a favorable trend), the ATC Supervisor will verify the trend of the indicator of the AWOS system of the Control Tower, or failing that, will request the forecast trend from the OMA (Aerodrome Met Office) in order to establish that, in the course of the operation to the Rwy, the conditions will foreseeably be within the published values.

2.3.3 After leaving the Commercial Apron, the Aircraft Commander/Captain shall report, heading towards the Rwy and once you reach the CAT II/III stop bar on Twy A.

2.3.4 The air traffic controller may request the Aircraft Commander to report in the air, who must report "take-off / in the air" when appropriate.

2.4 Taxiing of Aircraft with LVP activated

2.4.1 Geographical reference position signals will be used to order and sequence Aircraft on taxiways, which is reproduced in 40-9I.

2.4.2 In exceptional circumstances, ATC may authorize the movement of Aircraft entering or leaving the Commercial Apron for movement via taxi it deems appropriate, after ensuring the safety conditions of the Aircraft taxiing environment, requiring the support of CONTER (Ground Control) in case it is essential the confirmation of such safety conditions on ground due to lack of direct visibility.

2.5 Assignment of parking position

2.5.1 For Aircraft arrivals during the LVP, it shall be the responsibility of the Aerodrome Operator (AA2000) to assign preferential parking positions for Aircraft that are facing the Terminal (bow to the East), preferably assisted by a passageway in order to avoid/reduce the crossing of taxiways to enter the Apron by service vehicles.

2.5.2 In addition, it must coordinate the availability of sufficient positions in order to prevent the Aircraft that arrived, hold on the Twy.

LOW VISIBILITY PROCEDURES
(RVR LESS THAN 750 to 300)
(See Graphic on 40-9I) (contd 2)

2.5.3 When the Aerodrome Operator notices that the availability of free positions is 3 (THREE) and foresees that, according to the arrival schedule, there will not be available parking positions for any Aircraft on the Commercial Apron, he shall notify ATC no less than to 15 (FIFTEEN) minutes for the coordination that it deems necessary.

2.5.4 The assignment of positions in the Industrial Apron will be the responsibility of AA2000.

2.6 Runway crossings

2.6.1 While the LVP procedures are activated, Rwy crossings shall not be carried out in either of the two directions of traffic, except for movements necessary for operational safety reasons, such as saturation of the Commercial Apron, exceptional contingencies/exemptions, or Security (bomb threat, illegal interference, etc.), or others that inevitably require crossing the Rwy. In the event of any of these situations, ATC will provide the necessary security measures for separation with Aircraft in transit (air or on the ground).

2.6.2 Rwy crossings made under the above exceptions may only be authorized by ATC when there are no Aircraft that have started the instrument approach procedure with LVP activated.

2.7 Aircraft emergencies in flight and Aircraft accidents within the airport

2.7.1 It shall comply with the provisions of the Airport Emergency Plan. Additionally, ATC shall proceed as follows:

a) It will suspend operations until the Emergency Operations Center (COE) indicates otherwise or orders the closure of the Airport;

b) Notify the S.E.I. (RFFS) of the existing RVR values, and shall indicate the last reported position of the Aircraft in emergency or accident and of those Aircraft that are stopped in the Maneuvering Area and endanger the movement of the Emergency attention units;

c) Verify the position of the Aircraft by frequency, in order to keep the departing and arriving Aircraft at the Rwy 13 stop bar, at the geographical reference position signals or at any other point in the maneuvering area.

d) If necessary, to prioritize safety and emergency care, it shall instruct the Aircraft or Aircrafts consider to return or continue taxiing to their respective parking lots.

SABE/AEP
JORGE NEWBERY AEROPARQUE

JEPPESEN

SMGCS

16 JAN 26 (40-9I)

BUENOS AIRES, ARGENTINA

LESS THAN RVR 750m TO 300m

LOW VISIBILITY TAXI ROUTES

*ATIS	Data Comm ACARS DCL	*AEROPARQUE Clearance	Ground	AEROPARQUE Tower
127.6		129.3	121.9	118.85

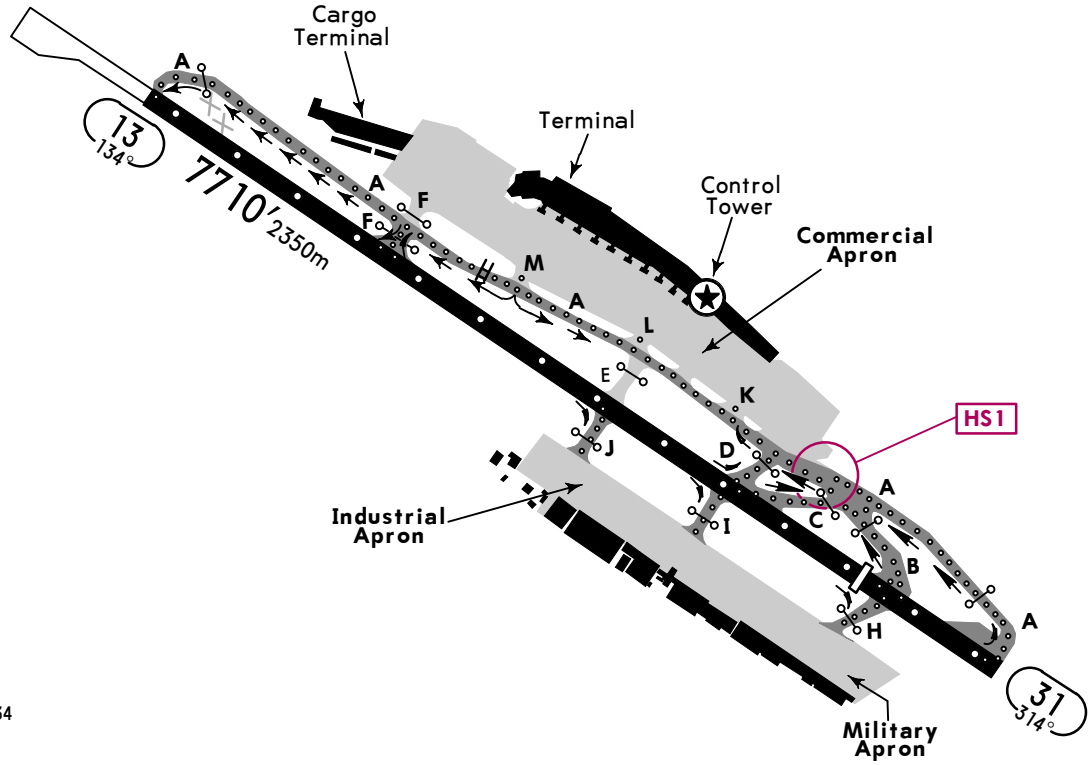
58-25 58-24

LEGEND

- CENTERLINE LIGHTS
- ARRIVAL DIRECTIONAL LOW VISIBILITY TAXI ROUTE
- DEPARTURE DIRECTIONAL LOW VISIBILITY TAXI ROUTE
- TAXIWAY CENTERLINE LIGHTS
- TAXIWAY AND APRON
- STOP BAR LIGHTS
- ILS HOLD LINE

N

34-33 34-33



34-34 34-34

HOT SPOT

HS1

Aircraft taxiing South on Twy A may accidentally enter Twy B at the intersection of A and B and possibly incur on Rwy 31.

58-25 58-24

CHANGES: Commercial apron shape.

ATC PROCEDURES FOR TAXIING UNDER LOW VISIBILITY
(RVR LESS THAN 750m to 300m)

1. ILS CAT II OPERATIONS
(Certified aircraft and crew are required for approaches and taxiing)

The following procedures are applicable with RVR less than 750m and up to 300m.

2. ILS SENSITIVE AREA

ILS Sensitive Areas (LSA) are protected by a red stop bar system on all taxiways. Aircraft and vehicles must stop before the stop bar when it is illuminated and await authorization from the ATC.

3. LANDING - TAXING - PARKING

The Aircraft Commander/Captain will leave the Rwy through the taxiways established or assigned by ATC and must notify air traffic control when the Rwy is free.

In case of disorientation or doubt regarding its position, the Commander/Captain shall stop the Aircraft, immediately inform TWR and request the assistance of a "FOLLOW ME" vehicle. When an Aircraft follows a "FOLLOW ME" vehicle, it shall be the Aircraft Commander's (Captain's) responsibility to maintain it's own separation from the vehicle (approximately 30 meters).

3.2 ARRIVAL TO COMMERCIAL PLATFORM:

a. Arrival to the Commercial Platform will be made according to ATC instructions

b. The usual entries, unless otherwise instructed by ATC:

- Aircraft that have been assigned positions 12 - 26 may enter the Commercial Apron via Twy KILO.
- Aircraft heading to positions 1 - 11 and 27 - 32A and 32B may enter through the LIMA Twy.
- Wide-body aircraft to positions 3A and 32C, will enter in all cases by the FOXTROT taxiway.
- Aircraft heading to positions 67 - 69 shall enter from Twy ALFA or DELTA in according to Rwy clearance and ATC instructions.
- Entries to Industrial Apron shall be made preferably by Twy HOTEL, taxiways INDIA or JULIET may be used according to ATC instructions.

3.3 ARRIVAL TO INDUSTRIAL PLATFORM:

a. Entrances will be preferably through the HOTEL Twy. The INDIA or JULIET Twy may be used according to ATC's instructions.

4. TAKE-OFF - TAXING

Aircraft must leave the Commercial Apron through the taxiways assigned by ATC and taxi along the ALFA taxiway to the CAT II/III stop bar awaiting authorization from the Control Tower to continue taxiing to the runway, except for wide body aircraft that will use the FOXTROT taxiway in all cases. ATC may request the aircraft commander to notify in the air, who must notify "take off / in the air" when applicable.

SABE/AEP

JEPPESEN BUENOS AIRES, ARGENTINA

16 JAN 26 (41-1) Eff 22 Jan

JORGE NEWBERY AEROPARQUE

ILS Z Rwy 13

*ATIS Spanish	*ATIS English	AEROPARQUE Approach (R)	AEROPARQUE Tower	Ground
127.6	127.9	120.6	118.85	121.9

BRIEFING STRIP TM

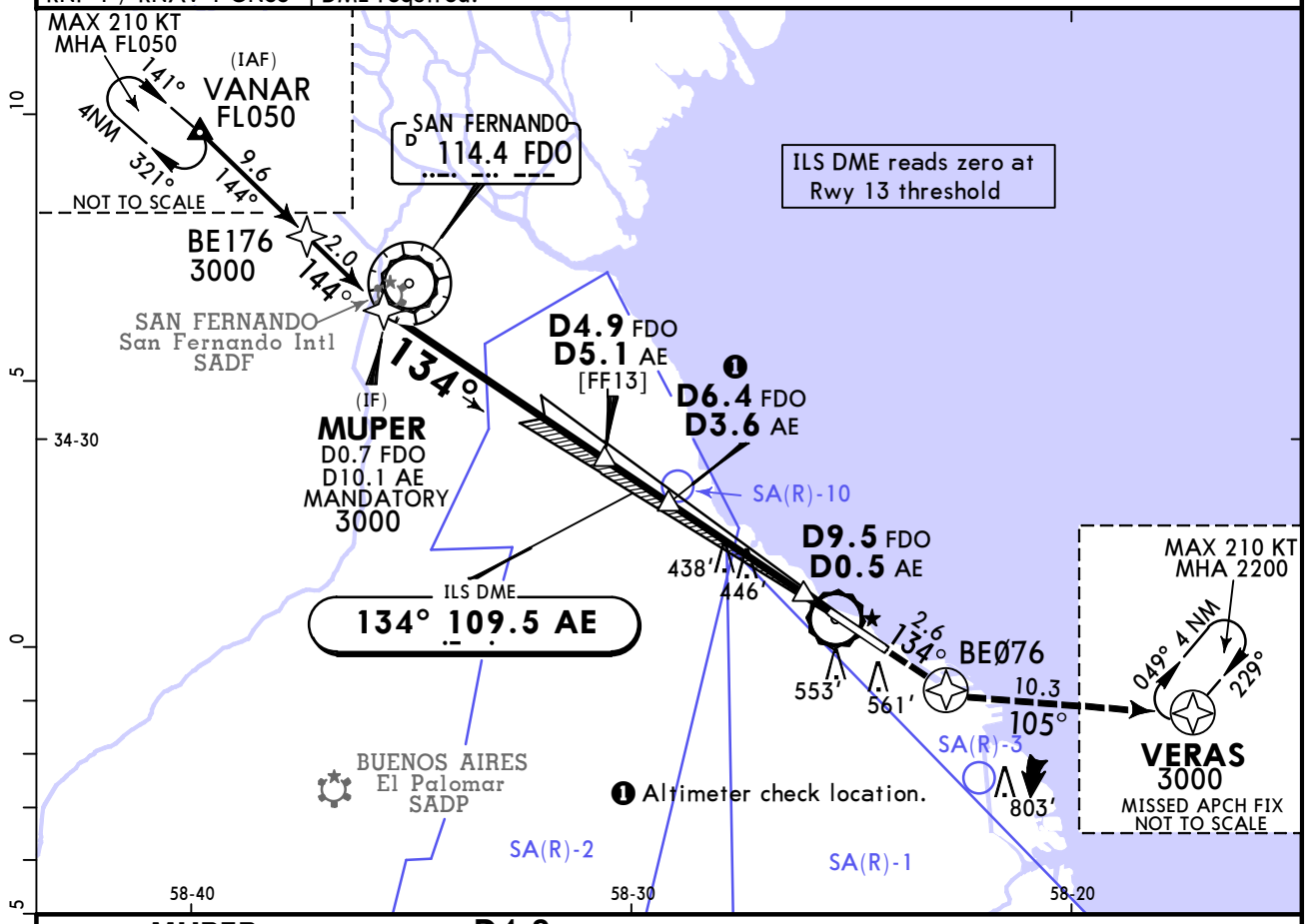
LOC AE	Final Apch Crs	D4.9 FDO D5.1 AE MANDATORY	ILS DA(H) Refer to Minimums	Apt Elev 20′ Rwy 20′
109.5	134°	1700′ (1680′)		

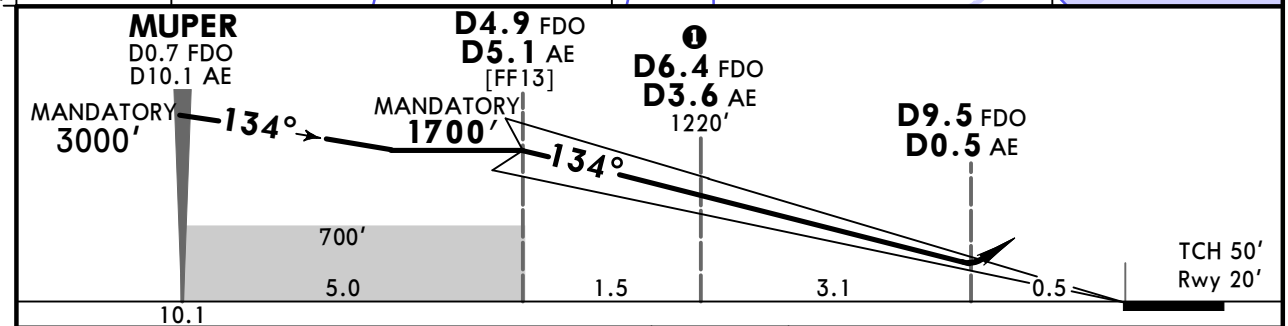
MISSED APCH: Climb on course 134° to BEØ76, turn LEFT to VERAS reaching minimum 2200′, hold climbing to 3000′ and proceed as directed by ATC.
Refer to minimums for missed apch climb gradient.

3000
MSA ARP

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: By ATC | Trans alt: 3000′

RNP 1 / RNAV 1 GNSS | DME required.





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

ALSF
PAPI PAPI
on 134°
BEØ76

State

STRAIGHT-IN LANDING

ILS

	Missed Apch climb gradient min 4.0% (243′/NM) DA(H) 220′(200′) ALS out		Missed Apch climb gradient min 2.5% (152′/NM) DA(H) 340′(320′) ALS out	
A	R750m V800m	R/V1200m	R/V1300m	V1700m
B				
C				R/V1700m
D				

CIRCLE-TO-LAND

Not Authorized West of Rwy 13-31

Max Kts	MDA(H)	
100	580′(560′)	V2500m
135	610′(590′)	V2800m
180	710′(690′)	V3700m
205	730′(710′)	V4600m

PANS OPS

CHANGES: Bearings, alts, AOM conversion.

SABE/AEP

JEPPESEN

BUENOS AIRES, ARGENTINA

41-2 16 JAN 26 Eff 22 Jan

JORGE NEWBERY AEROPARQUE

ILS Y Rwy 13

*ATIS Spanish	*ATIS English	AEROPARQUE Approach (R)	AEROPARQUE Tower	Ground
127.6	127.9	120.6	118.85	121.9

BRIEFING STRIP™

LOC AE	Final Apch Crs	D4.9 FDO D5.1 AE	ILS DA(H)	Apt Elev 20′ Rwy 20′
109.5	134°	1700′ (1680′)	220′ (200′)	

MISSED APCH: Climb on heading 134° to 1000′, turn LEFT heading 108° to 3000′ and proceed as directed by ATC.
Do not turn before MAPt.

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: By ATC | Trans alt: 3000′

DME required.

3000
MSA FDO VOR

NOT TO SCALE

FDO 321° 114.4 141° 321° 9.7 141°
(IAF) VANAR D11.7 FDO FL050
MAX 210 KT MHA FL050
D2.0 FDO [D321B] 3000
(IF) SAN FERNANDO D 114.4 FDO MANDATORY 3000
2.0 141°
ILS DME reads zero at Rwy 13 threshold
SAN FERNANDO San Fernando Intl SADF
D4.9 FDO D5.1 AE [CF13Y]
D6.4 FDO D3.6 AE [FF13Y]
142°
134°
SA(R)-10
D10.0 FDO D0.0 AE [RW13]
ILS DME 134° 109.5 AE
446′
134° hdg
108° hdg
553′ 561′
❶ Altimeter check location.
BUENOS AIRES El Palomar SADP
SA(R)-2
SA(R)-1
SA(R)-3
803′
58-20 58-40 58-30 34-30
10 5 0 5

DIST to THR	5.1	4.5	3.6	2.5	2.2
ALTITUDE	1700′	1500′	1220′	870′	760′

FDO VOR
MANDATORY 3000′
142°
D4.9 FDO D5.1 AE [CF13Y] 1700′
❶ D6.4 FDO D3.6 AE [FF13Y] 1220′
134°
D10.0 FDO D0.0 AE [RW13]
TCH 50′ Rwy 20′
800′ MDA
4.9 1.5 1.4 1.7 0.5
10.0 0

Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D10.0 FDO							
FAF to MAP	5.1	4:22	3:24	3:04	2:33	2:11	1:55

ALSF PAPI PAPI
1000′ on 134° hdg

PANS OPS

State — STRAIGHT-IN LANDING

	ILS DA(H) 220′ (200′)		LOC (GS out) MDA(H) 760′ (740′)	
		ALS out		ALS out
A	R750m V800m	R/V1200m	V3000m	V3400m
B				
C				
D				

CIRCLE-TO-LAND
Not Authorized West of Rwy 13-31

Max Kts	MDA(H)	
100	760′ (740′)	V3400m
135		
180	760′ (740′)	V3700m
205	760′ (740′)	V4600m

CHANGES: Bearings, note, dists, SMA, AOM conversion.

SABE/AEP

JEPPESEN

16 JAN 26 (41-3) Eff 22 Jan

BUENOS AIRES, ARGENTINA

JORGE NEWBERY AEROPARQUE

ILS X Rwy 13 CAT II

*ATIS Spanish	*ATIS English	AEROPARQUE Approach (R)	AEROPARQUE Tower	Ground
127.6	127.9	120.6	118.85	121.9

BRIEFING STRIP

LOC AE	Final Apch Crs	D4.9 FDO D5.1 AE MANDATORY	CAT II ILS RA 101′ DA(H)	Apt Elev 20′ Rwy 20′
109.5	134°	1700′ (1680′)	120′ (100′)	

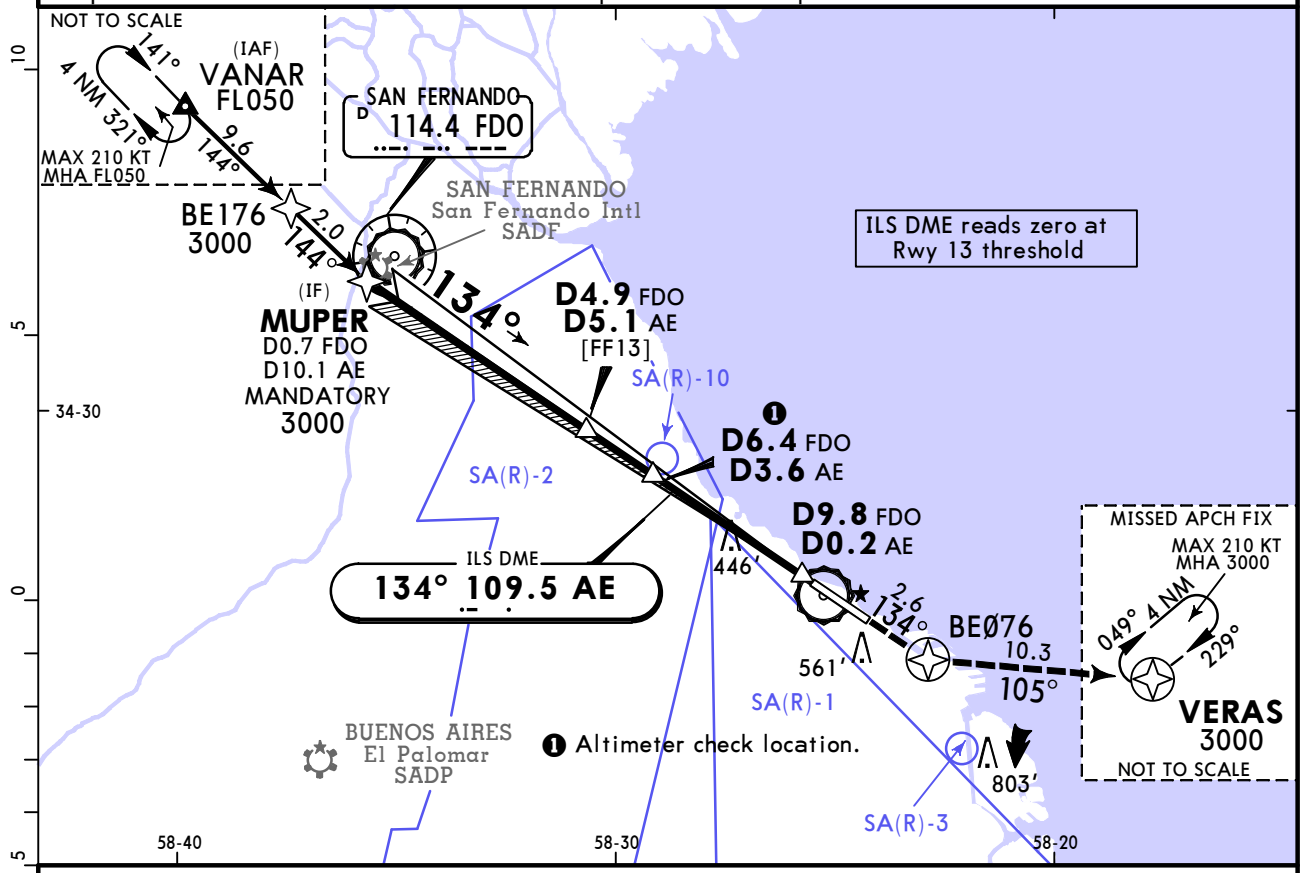
MISSED APCH: Climb on course 134° to BEØ76, turn LEFT to VERAS reaching 3000′, hold and proceed as directed by ATC.
Missed approach requires a minimum climb gradient of 4.0% (243′/NM).

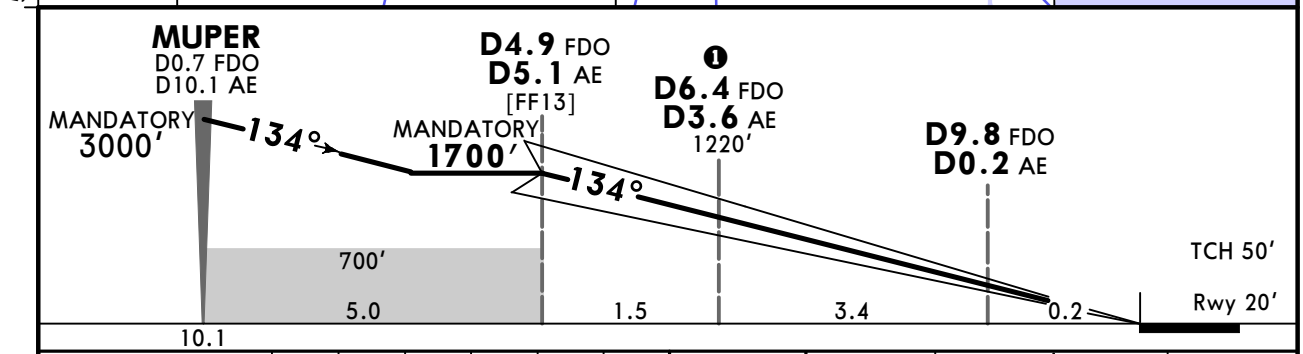
Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: By ATC | Trans alt: 3000′

RNP 1 / RNAV 1 GNSS

1. Special Aircrew and Aircraft Certification Required. 2. DME Required. 3. Circle-to-land not authorized.

3000
MSA ARP





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

ALSF
PAPI PAPI
on 134°
BEØ76

State

STRAIGHT-IN LANDING

CAT II ILS
RA 101′
DA(H) **120′** (100′)

1 R300m

PANS OPS

1 CAT D without autoland: R350m.

CHANGES: Bearings, note, altitude, AOM conversion.

SABE/AEP
JORGE NEWBERY AEROPARQUE

JEPPESEN BUENOS AIRES, ARGENTINA

16 JAN 26 (42-1) Eff 22 Jan

RNP Rwy 13

Spanish *ATIS	English	AEROPARQUE Approach (R)	AEROPARQUE Tower	Ground
127.6	127.9	120.6	118.85	121.9

RNAV	Final Apch Crs	KABIS	LNAV/VNAV DA(H)	Apt Elev 20′ Rwy 20′
	134°	1700′ (1680′)	610′ (590′)	

MISSED APCH: Climb on course 134° to BEØ76, turn LEFT to VERAS reaching minimum 2400′, hold climbing to 3000′ and proceed as directed by ATC.

Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: By ATC | Trans alt: 3000′

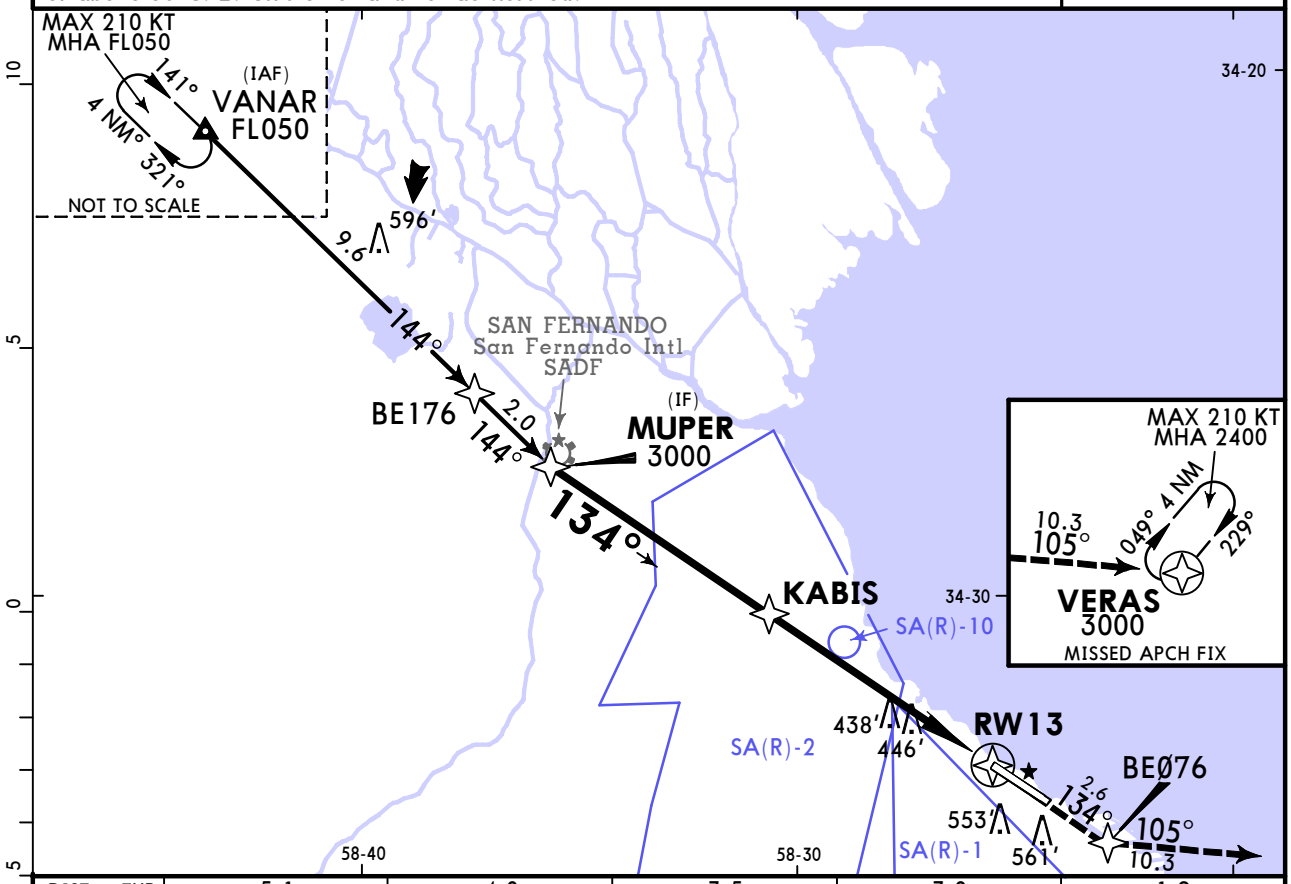
RNP Apch

1. For uncompensated Baro/VNAV systems, procedure not authorized below -10°C or above 50°C. 2. Circle-to-land not authorized.

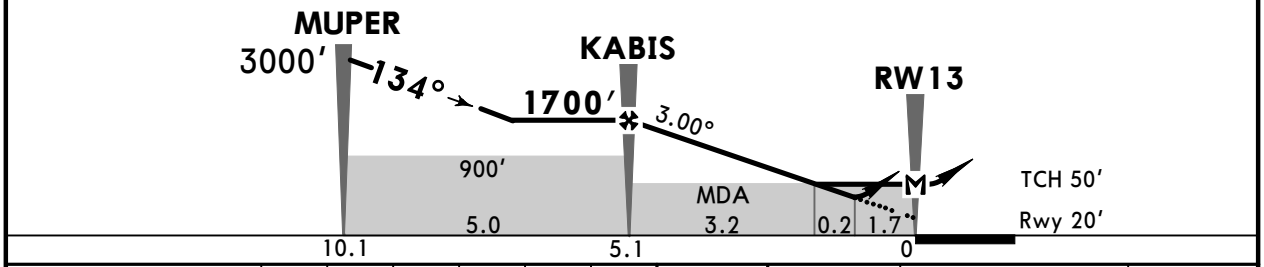
3000

MSA ARP

BRIEFING STRIP™



DIST to THR	5.1	4.0	3.5	3.0	1.9
ALTITUDE	1700′	1340′	1180′	1030′	690′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW13							
KABIS to MAP	5.1	4:22	3:24	3:04	2:33	2:11	1:55

ALSF
PAPI PAPI
on 134° course
BEØ76

State STRAIGHT-IN LANDING

PANS OPS

	LNAV/VNAV DA(H) 610′ (590′)		LNAV MDA(H) 690′ (670′)	
		ALS out		ALS out
A	V2300m	V2700m	V2700m	V3100m
B				
C	R/V2300m			
D				

CHANGES: Procedure revised, AOM conversion.

SABE/AEP
JORGE NEWBERY AEROPARQUE

JEPPESEN BUENOS AIRES, ARGENTINA

16 JAN 26 (42-2) Eff 22 Jan

RNP Rwy 31

*ATIS Spanish	English	AEROPARQUE Approach (R)	AEROPARQUE Tower	Ground
127.6	127.9	120.6	118.85	121.9

RNAV	Final Apch Crs	SIKED	LNAV/VNAV DA(H)	Apt Elev 20′ Rwy 16′
	314°	1700′ (1684′)	710′ (694′)	

MISSED APCH: Climb on course 314° to BE920, turn RIGHT direct VERAS reaching 3000′, hold and proceed as directed by ATC.

Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: By ATC	Trans alt: 3000′

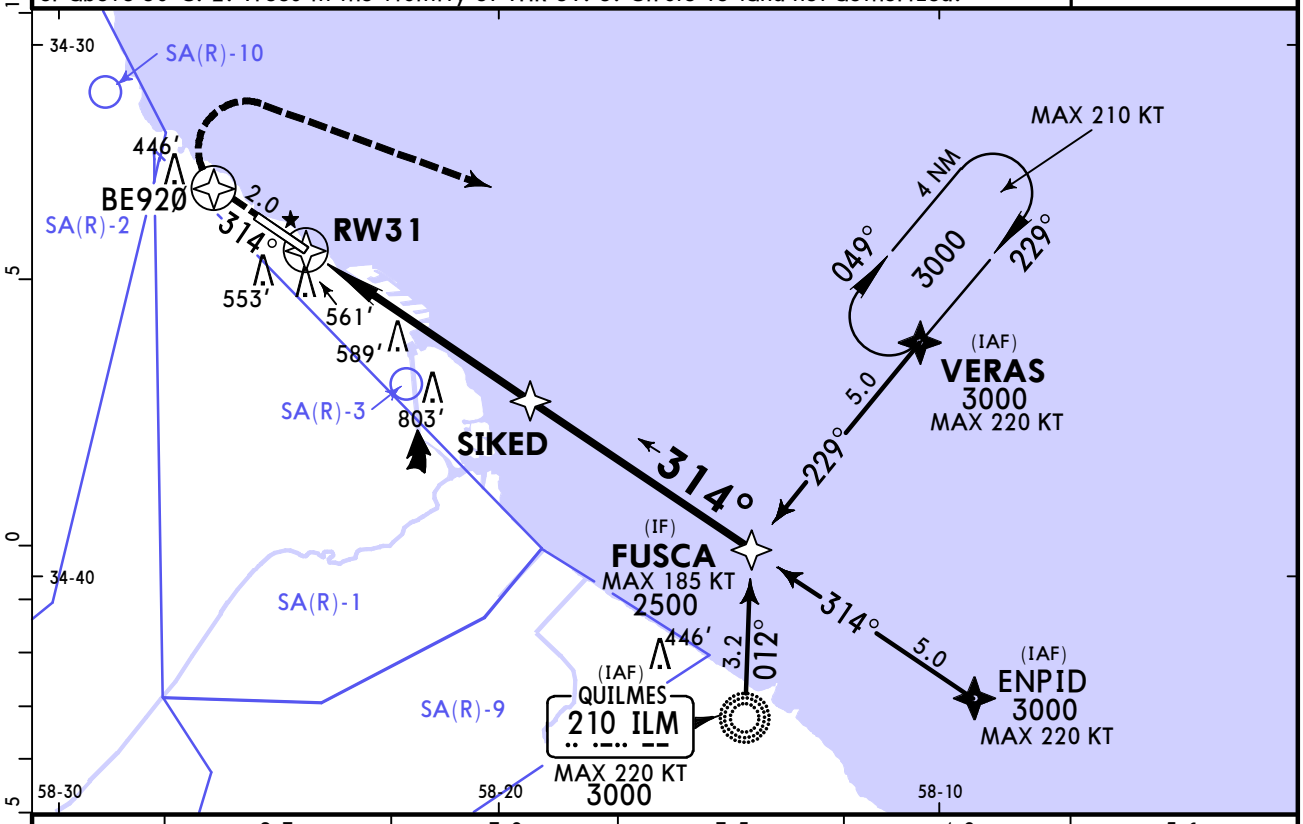
RNP Apch

1. For uncompensated Baro/VNAV systems, procedure not authorized below -10°C or above 50°C. 2. Trees in the vicinity of THR 31. 3. Circle-to-land not authorized.

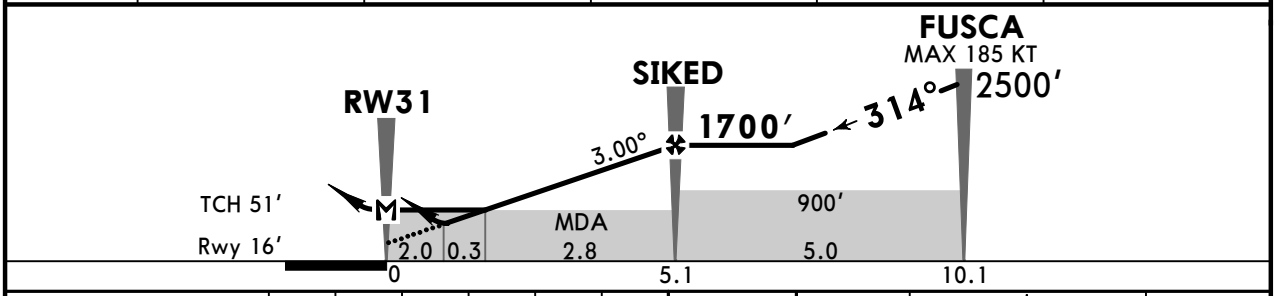
3000

MSA ARP

BRIEFING STRIP™



DIST to THR	2.3	3.0	3.5	4.0	5.1
ALTITUDE	790′	1030′	1190′	1340′	1700′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW31							
FAF to MAP	5.1	4:22	3:24	3:04	2:33	2:11	1:55

ALSF PAPI — on 314° course — BE920

State STRAIGHT-IN LANDING

PANS OPS

	LNAV/VNAV DA(H) 710′ (694)		LNAV 1 MDA(H) 790′ (770′)	
		ALS out		ALS out
A	V2800m	V3200m	V3200m	V3600m
B				
C				
D				

1 MDH based on airport elevation.

CHANGES: Procedure title, bearings, dists, alt, SMA, AOM conversion.

SABE/AEP

JEPPESEN BUENOS AIRES, ARGENTINA

16 JAN 26 (43-1) Eff 22 Jan

JORGE NEWBERY AEROPARQUE

VOR Rwy 13

*ATIS Spanish	*ATIS English	AEROPARQUE Approach (R)	AEROPARQUE Tower	Ground
127.6	127.9	120.6	118.85	121.9

BRIEFING STRIP™

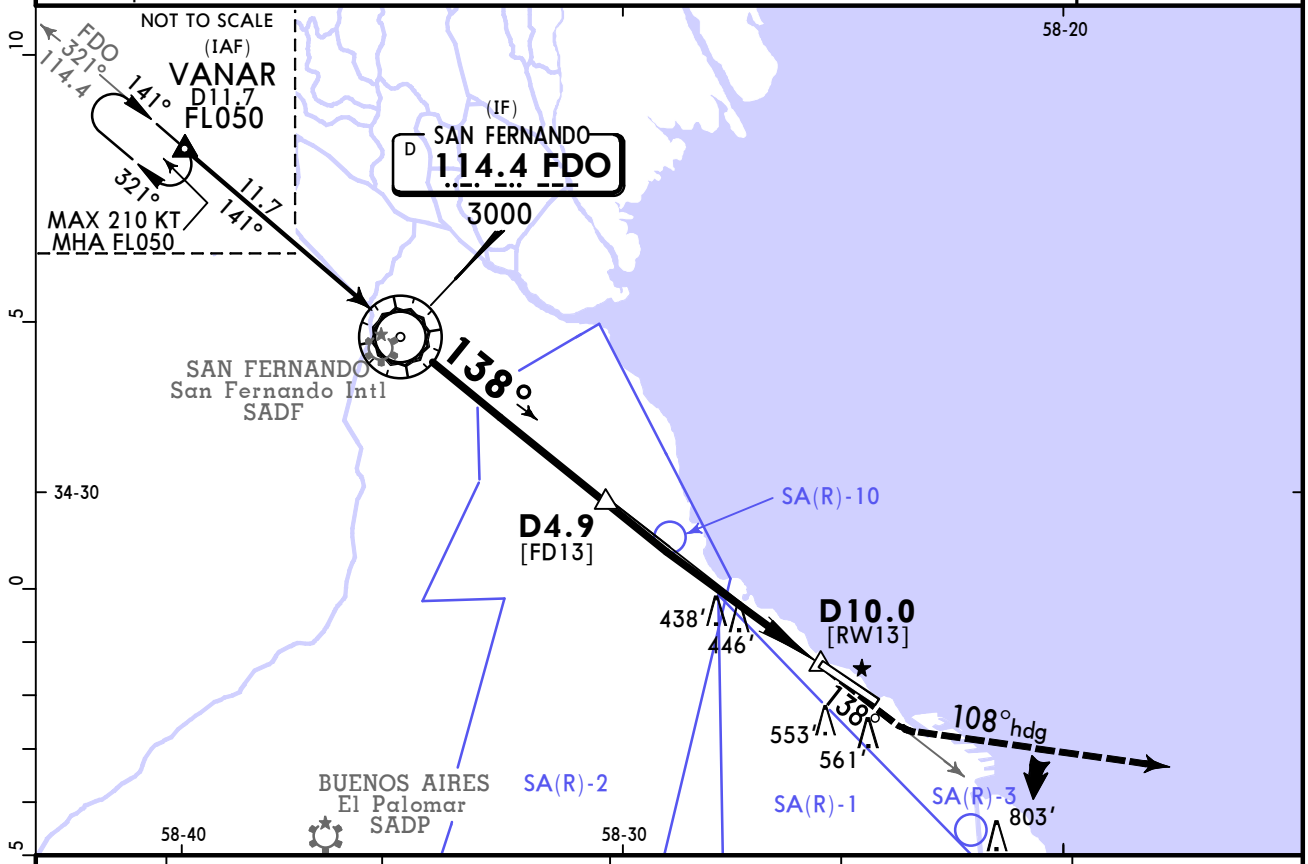
VOR FDO	Final Apch Crs	D4.9	MDA(H)	Apt Elev 20′
114.4	138°	1700′ (1680′)	760′ (740′)	Rwy 20′

MISSED APCH: Climb on FDO VOR R-138 to 1000′, turn LEFT heading 108° to 3000′ and proceed as directed by ATC.
Do not turn before MAPt.

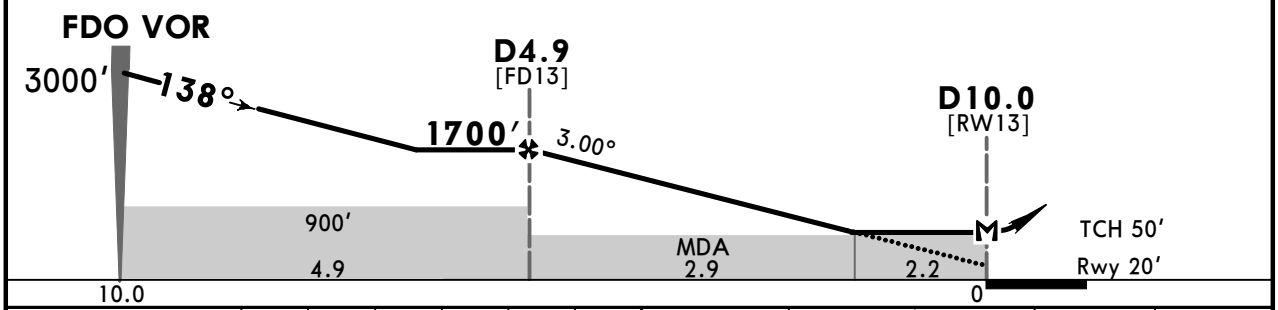
Alt Set: hPa | Rwy Elev: 1 hPa | Trans level: By ATC | Trans alt: 3000′

DME required.

3000
MSA FDO VOR



FDO DME	4.9	5.0	6.0	7.0	7.8
ALTITUDE	1700′	1660′	1340′	1030′	760′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D10.0							
FAF to MAP	5.1	4:22	3:24	3:04	2:33	2:11	1:55

ALSF
PAPI PAPI

1000′ | FDO on 114.4 R-138 | 3000′ LT | 108° hdg

PANS OPS

State

STRAIGHT-IN LANDING

MDA(H) 760′ (740′)

	ALS out
A, B, C, D	V3000m / V3400m

CIRCLE-TO-LAND

Not Authorized West of Rwy 13-31

Max Kts	MDA(H)	
100	760′ (740′)	V3400m
135		
180	760′ (740′)	V3900m
205	760′ (740′)	V4600m

CHANGES: Procedure revised, AOM conversion.

SABE/AEP

JEPPESEN BUENOS AIRES, ARGENTINA

16 JAN 26 (46-1) Eff 22 Jan

JORGE NEWBERY AEROPARQUE

NDB Rwy 31

BRIEFING STRIP™

*ATIS Spanish	*ATIS English	AEROPARQUE Approach (R)	AEROPARQUE Tower	Ground
127.6	127.9	120.6	118.85	121.9

NDB N	Final Apch Crs	D18.3 FDO	MDA(H)	Apt Elev 20′
375	316°	2000′ (1980′)	940′ (920′)	

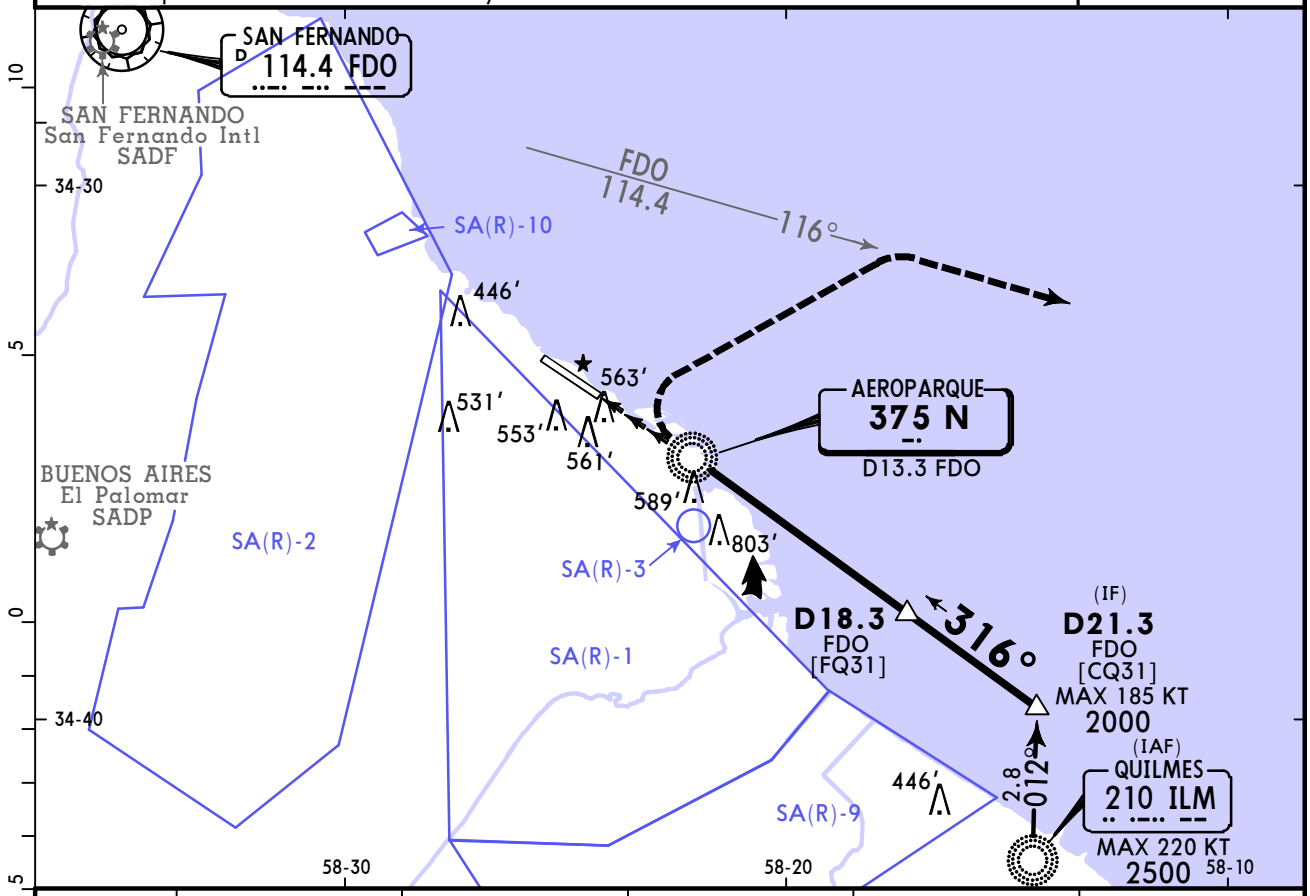
MISSED APCH: Climb on N NDB, turn RIGHT, intercept outbound FDO VOR R-116 until 3000′ and proceed as directed by ATC.

Alt Set: hPa | Apt Elev: 1 hPa | Trans level: By ATC | Trans alt: 3000′

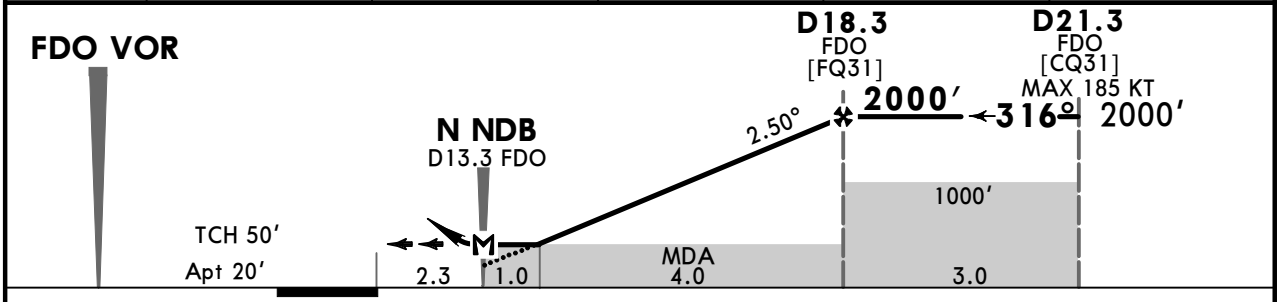
1. DME required. 2. Trees in the vicinity of THR 31. 3. Circle-to-land not authorized.

3000

MSA ILM NDB



FDO DME	14.3	15.0	16.0	17.0	18.3
ALTITUDE	940′	1130′	1400′	1660′	2000′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.50°	310	398	442	531	619	707
MAP at N NDB							
FAF to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

ALSF / PAPI

3000′ RT

FDO 114.4 R-116

State

STRAIGHT-IN LANDING

MDA(H) 940′ (920′)

PANS OPS

	ALS out
A	V3900m
B	
C	V4300m
D	

CHANGES: Procedure revised, AOM conversion.

Chart changes since cycle 07-2026

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

BUENOS AIRES, (JORGE NEWBERY AEROPARQUE - SABE)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport SABE