

List of pages in this Trip Kit

Trip Kit Index

Airport Information For SAEZ

Terminal Charts For SAEZ

Revision Letter For Cycle 08-2026

Change Notices

Notebook

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: 1033 Z
Sunset: 2109 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: 120.450 Secondary

Ezeiza Approach: 119.900

GENERAL

1. REDUCED VISIBILITY PROCEDURES (RVP)

1.1 Maneuvers related to the departure of aircraft while RVP are in use

Taxiing to the threshold of the runway in use for takeoff will not be authorized if the RVR value of the runway is below the minimum published by the National Civic Aviation Agency (ANAC) for that purpose.

The control tower shall directly supply the value of the three RVR on the runway in use according to the following order:

- 1) Touchdown RVR: Touchdown zone.
- 2) MID-RVR: Midpoint of the track.
- 3) Rollout RVR: End of track.

Effect of runway lighting system degradations on runway minimums for takeoffs:

Subsystem	DAY			NIGHT		
	RVR (m) in any transmissometer			RVR (m) in any transmissometer		
	175	300	550	175	300	550
Axis Lights INOP	NO	OK*	OK*	NO	OK*	OK*
Edge Lights INOP	OK**	OK**	OK**	OK**	OK**	OK**
Axis and Edge Lights INOP	NO	NO	OK	NO	NO	NO
Final Lights INOP	NO	NO	OK	NO	NO	NO
Stop Bar Lights INOP	NO	NO	OK	NO	NO	OK

*Operations will be allowed if the runway edge is operational.
 **Operations will be allowed if the runway axis is operational.

References:
 INOP Inoperative.
 OK Allowed operations up to this RVR value.
 NO Not Allowed operation up to this RVR value.

Effect of weather system degradations on aerodrome usage minima for takeoffs:

RVR LOCATION/STATUS			DAY			NIGHT		
			RVR (m)			RVR (m)		
TDZ	MID	ROLL OUT	175	300	550	175	300	550
AVBL	AVBL	AVBL	OK	OK	OK	OK	OK	OK
INOP	AVBL	AVBL	OK	OK	OK	OK	OK	OK
AVBL	INOP	AVBL	OK	OK	OK	OK	OK	OK
AVBL	AVBL	INOP	OK	OK	OK	OK	OK	OK
INOP	INOP	AVBL	NO	NO	OK*	NO	NO	OK*
INOP	AVBL	INOP	NO	OK*	NO	NO	NO	OK*
AVBL	INOP	INOP	NO	NO	OK	NO	NO	OK*
INOP	INOP	INOP	NO	NO	OK*	NO	NO	OK*

*Operations will be allowed as long as the observed visibility is above these values.

References:
 INOP Inoperative.
 AVBL Available.
 OK Allowed operations up to this RVR value.
 NO Not Allowed operation up to this RVR value.

Maneuvers associated with aircraft arrivals while RVPs are in use

For CAT II approach operations, only the RVR TDZ Rwy 11 control element is required; its value must be equal to or greater than that specified in the published instrument flight procedure for this purpose. Additionally, the RVR MID and RVR ROLLOUT value will be provided as informational values. For CAT III landing minima as low as 175 meters, the RVR TDZ and RVR MID values are control elements for all operations. The RVR ROLLOUT value will be provided for pilot information.

1.2 Degradations affecting take-offs

Table below indicates the effect of runway lighting system degradations on aerodrome utilisation minima.

Facilities	RVR	VIS*
Adequate visual reference** (daytime only)	500m	1600'
RL or RCLM***	400m	1200'
RL and RCLM***	300m	1000'
RL and RCLL	200m	600'
RL and RCLL and relevant RVR**** information	TDZ 150m	500'
	MID 150m	500'
	Stop end 150m	500'
HIRL and RCLL (no more than 15m apart) and relevant RVR**** information	TDZ 125m	400'
	MID 125m	400'
	Stop end 125m	400'
HIRL and RCLL (no more than 15m apart), approved lateral guidance system and relevant RVR**** information	TDZ 75m	300'
	MID 75m	300'
	Stop end 75m	300'
References:		
* The pilot will be able to evaluate the TDZ RVR/VIS.		
** Adequate visual reference means that the pilot can continuously identify the take-off surface and maintain directional control.		
*** For night operations, at least runway edge lights or runway centerline lights and runway end lights are available.		
**** The required RVR is achieved for all relevant RVRs.		

1.3 Objectives of Reduced Visibility Procedures:

The purpose of Reduced Visibility Procedures (RVP) is to provide security and order to the movement of aircraft, vehicles and personnel in the aerodrome movement area in conditions of reduced visibility. These procedures will include:

- 1) Guarantee of proper functioning and, where appropriate, immediate notification of degradations to the user, of the following systems:
 - Instrumental aids for approach, landing and takeoff.
 - Visual aids for approach, landing, takeoff and taxiing.
 - Systems against incursion in critical, sensitive areas and active runways.
 - Other aids or systems available.
- 2) Dissemination by ATS services of appropriate meteorological information and its significant changes.
- 3) Radio frequency control of aircraft and vehicle movements in the maneuvering area.
- 4) Adequate separation of air traffic, in order to guarantee the integrity of the guidance signals by the ILS subsystems during aircraft approaches.
- 5) Inform personnel with access to the Movement Area that RVP procedures are in effect.

1.4 Category Values Table:

	Visibility	RVR	Cloud Base
CAT I	800m	550m	200'
CAT II	NA	300m	100'
CAT III	NA	175m	NA

PHASES PRIOR TO THE START OF OPERATIONS IN CATEGORIES II AND III

START OF CHECKS IN THE MANEUVERING AREA AND APRON

Observed Visibility: 3000m
 Cloud Ceiling: 800'
 Unfavorable forecast to V.O. (Visibility reported): 800m and/or cloud ceiling 200' or lower.

RVP ACTIVATION AT THE MANEUVERING AREA

RVR Visibility 800m and/or cloud base: 250' or lower.

RVP ACTIVATION IN APRON

Observed Visibility reported: 400m or lower without cloud base.

RVP CANCELLATION IN APRON

Observed Visibility: 400m or greater.

RVP CANCELLATION IN MANEUVERING AREA

RVR Visibility: 800m or greater
 Cloud base: 300' or greater
 Favorable forecast with firm trend to improve and when the RVR is greater than 800m and the cloud base is 250' or greater.

CANCELLATION OF CHECKS

They automatically expire 4 hours after completion if the RVP has not been activated.
 They may be cancelled in advance by the Tower Supervisor when the forecast is favourable.

AIRPORT USE MINIMUMS

2.1 LANDINGS

The value of 800m visibility observed by the MET office will be applicable only until the RVPs are activated or if RVR equipment readings are not available.

2.2 TAKEOFFS

For aircraft departing on runway 11 with RVP activated, the minimum required takeoff clearance will be 125 meters at the RVRs of the TDZ (touchdown zone) runway 11; MID (midway point); and the stopping end. Take-off from another runway will not be authorized while the RVPs are activated.

2.3 TAXIING

- a) The minimum RVR required for taxi authorization for aircraft departing runway 11 is 125m RVR of TDZ (touchdown zone) runway 11; MID (midpoint) and stopping end.
- b) With RVP activated on the apron, transfers of towed aircraft to remote positions will be carried out with mandatory FOLLOW ME vehicle guidance.
- c) When visibility is less than RVR 125m and landing and takeoff operations are suspended, ATC may authorize, in coordination with Ground, towed movements of aircraft that must move from one position to another and will be carried out with FOLLOW ME guidance. Only the movement of one aircraft at a time on the Apron may be authorized.

PROCEDURES AND RESTRICTIONS ON OPERATIONS IN RVP

3.1 Communications Failure:

In the event that an aircraft or vehicle operating in the Maneuver Area has a communications failure, the pilot will proceed as follows:

- a) Aircraft taxiing to a runway in use, will continue along the assigned taxiing path up to the limit of the clearance, taking extreme precautions to avoid deviating from it. Once at the limit, maintain the position and wait for the arrival of a "FOLLOW ME" vehicle that will guide the aircraft to an assigned parking position.
- b) If the aircraft is leaving the runway, maintain position on the first section of the taxiway once free of the ILS sensitive area. Wait for the arrival of a "FOLLOW ME" vehicle that will guide the aircraft to an assigned parking position.

SURFACE MOVEMENT CONTROL

4.1. General

The aircraft pilots will proceed to verify the situation of their aircraft at all times, especially at intersections, checking that taxiing is carried out in conditions of complete security. In case of disorientation or doubt stop the aircraft, immediately inform EZE GND and request the assistance of a "FOLLOW ME" vehicle. When following the vehicle it is the pilots responsibility to maintain approximately 30 meters of separation.

4.2. Arrivals

All landing aircraft must clear runway 11 via Twy H following the corresponding taxiing guide axis lights until crossing the stop bar, indicating that they have left the localizer sensitive area (LSA), reporting "RUNWAY CLEAR" to receive instructions from EZE GND to continue taxiing. If necessary, Control Tower will issue an instruction to clear Rwy 11 via a taxiway other than the Twy H. Aircraft leaving the Localizer Sensitive Area (LSA) have priority over the others that may be rolling and cannot interfere with the taxiing path towards the platform.

4.3. Departures**4.3.1 Start-up, rollback and taxi request**

a) When meteorological conditions are below 125m aircraft taxiing, startup or exiting parking positions is not allowed.

4.3.2 Reverse and taxi maneuvers

a) EZE GND will not allow aircraft to exit the parking position for the takeoff when the visibility values were below the minimum takeoff.

b) Retreat maneuvers will not be authorized at the same time from positions of adjoining parking.

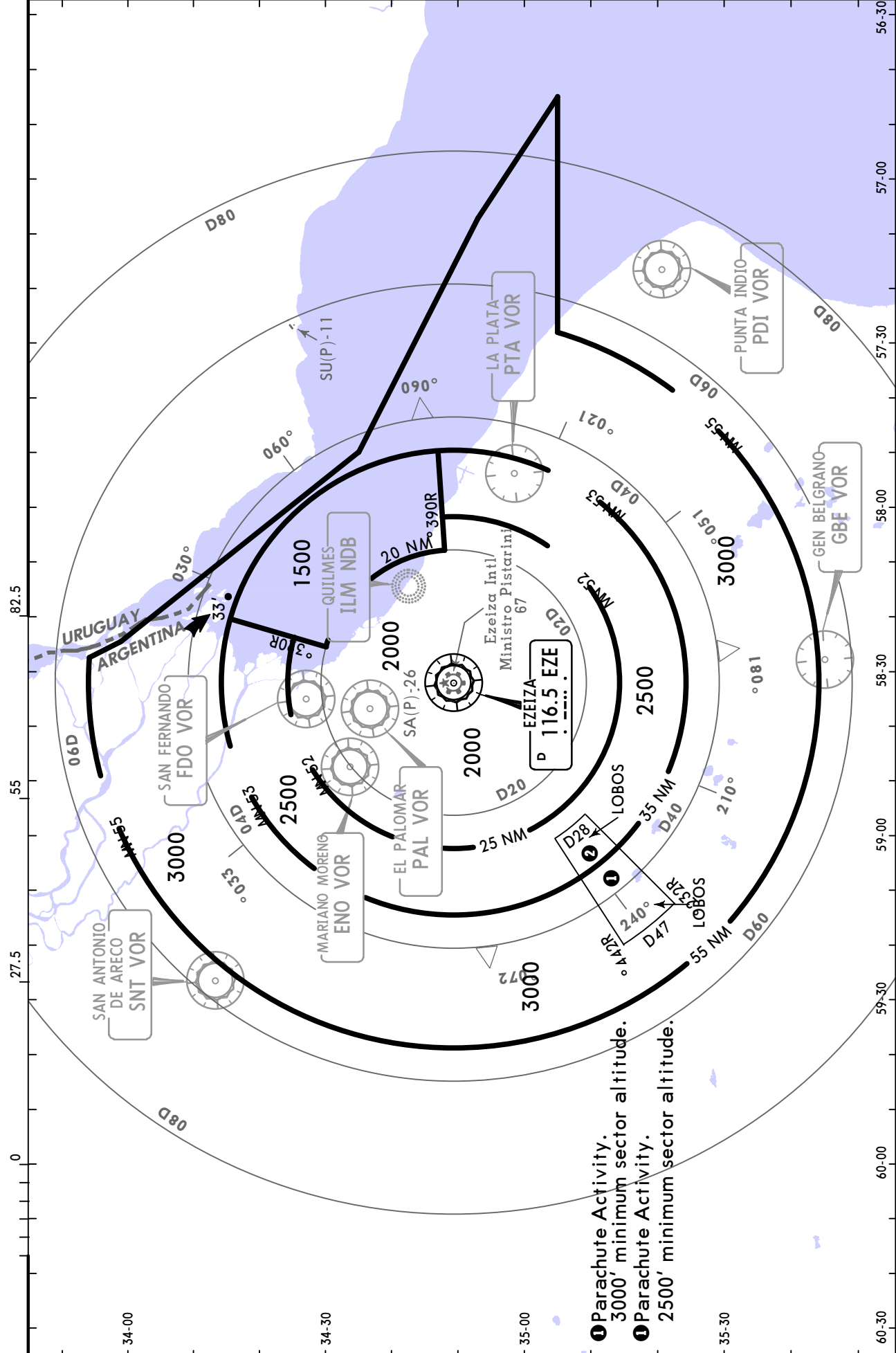
c) The limit of the authorization for the start of taxiing after the rollback will be when the preceding aircraft has reached the holding point of the runway in use.

SAEZ/EZE EZEIZA INTL- MINISTRO PISTARINI

JEPPESSEN BUENOS AIRES, ARGENTINA
11 APR 14 **(10-1R)**

RADAR MINIMUM ALTITUDES

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

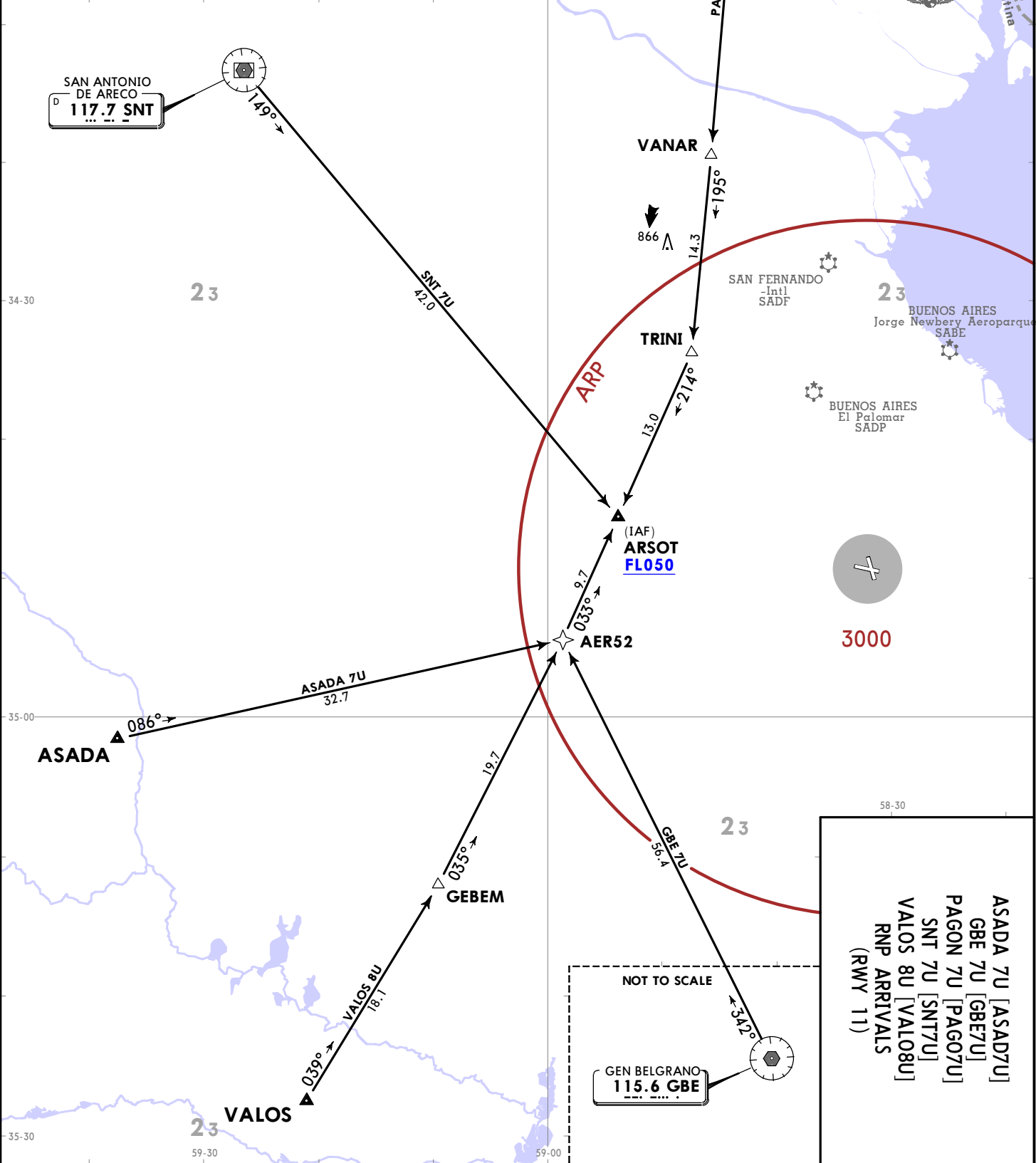


- ① Parachute Activity.
3000' minimum sector altitude.
- ② Parachute Activity.
2500' minimum sector altitude.

CHANGES: Bearing between TRINI & ARSOT, distance between GBE VOR & AER52.

ATIS 127.8	Apt Elev 67	Alt Set: hPa	Trans level: By ATC
		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)



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

NOT TO SCALE

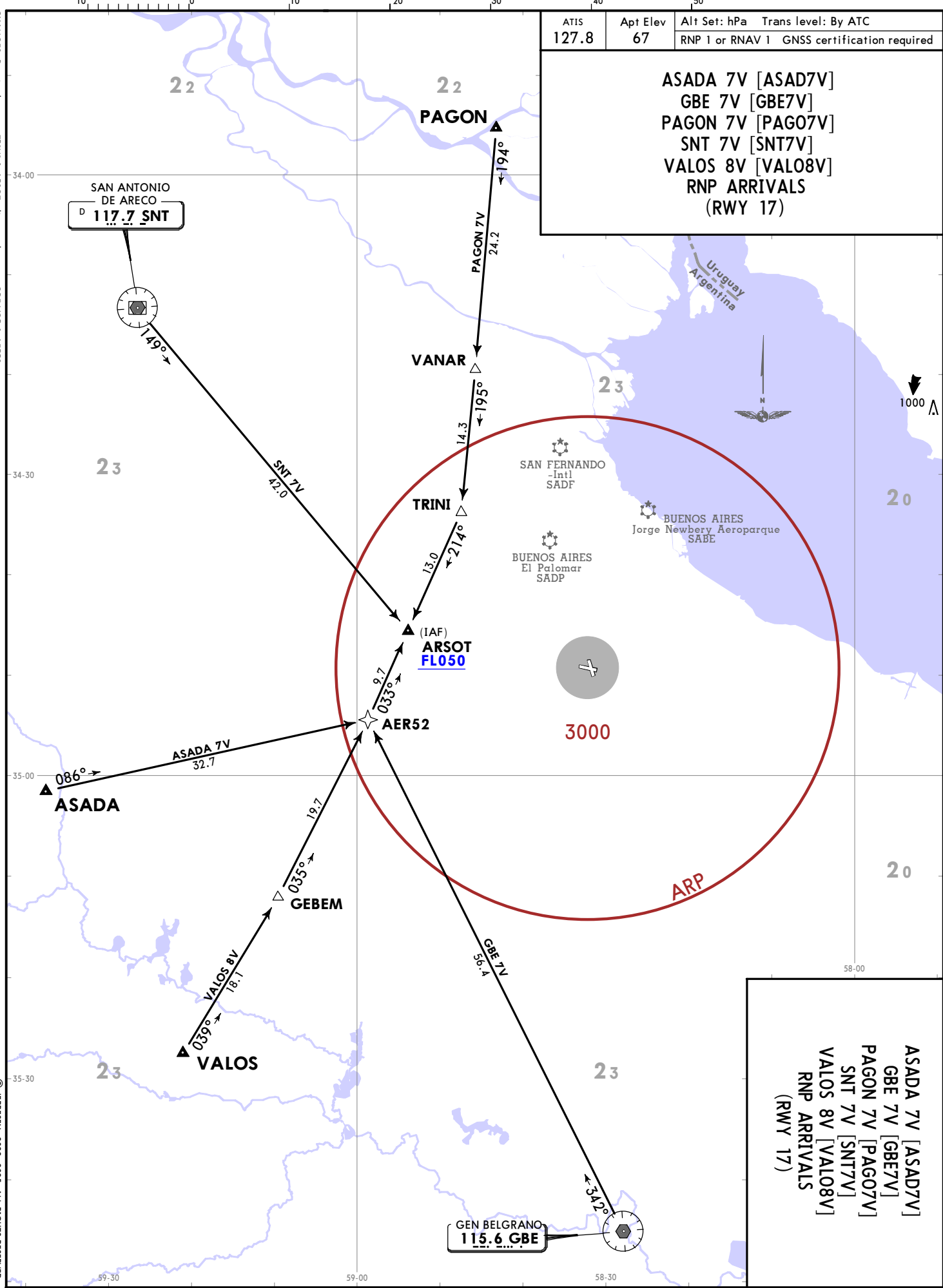
GEN BELGRANO
 115.6 GBE

SAEZ/EZE
 EZEIZA INTL - MINISTRO PISTARINI

CHANGES: Bearing between TRINI & ARSOT; distance between GBE VOR & AER52.

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

ASADA 7V [ASAD7V]
 GBE 7V [GBE7V]
 PAGON 7V [PAG07V]
 SNT 7V [SNT7V]
 VALOS 8V [VAL08V]
 RNP ARRIVALS
 (RWY 17)



ASADA 7V [ASAD7V]
 GBE 7V [GBE7V]
 PAGON 7V [PAG07V]
 SNT 7V [SNT7V]
 VALOS 8V [VAL08V]
 RNP ARRIVALS
 (RWY 17)

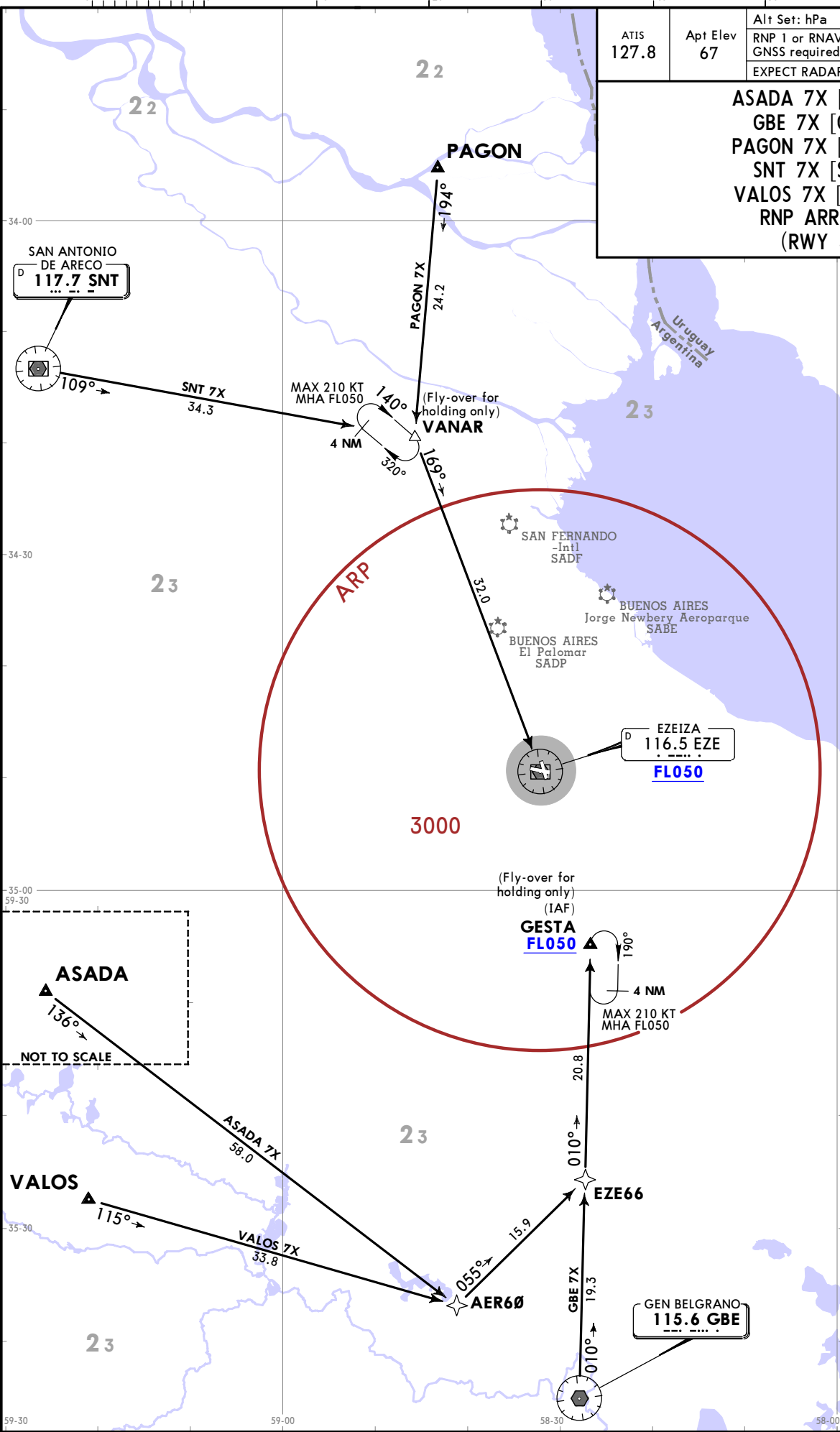
SAEZ/EZE
 EZEIZA INTL-MINISTRO PISTARINI

9 MAY 25
 10-2A
 EFF 15 May

JEPPIESSEN
 BUENOS AIRES,
 ARGENTINA
 RNAV STAR

© JEPPIESSEN, 2022, 2025. ALL RIGHTS RESERVED.

CHANGES: Bearings between VALOS & AER60, AER60 & EZE66 revised, IAF removed from EZE VOR, general note added.



ATIS 127.8	Apt Elev 67	Alt Set: hPa Trans level: By ATC RNP 1 or RNAV 1 certification required GNSS required EXPECT RADAR vectors to IAF in use.
ASADA 7X [ASAD7X] GBE 7X [GBE7X] PAGON 7X [PAG07X] SNT 7X [SNT7X] VALOS 7X [VAL07X] RNP ARRIVALS (RWY 35)		

ASADA 7X [ASAD7X] GBE 7X [GBE7X] PAGON 7X [PAG07X] SNT 7X [SNT7X] VALOS 7X [VAL07X] RNP ARRIVALS (RWY 35)
--

SAEZ/EZE
EZEIZA INTL-MINISTRO PISTARINI

BUENOS AIRES, ARGENTINA
JEPPESSEN
9 MAY 25 10-2B EFT 15 May
RNAV STAR

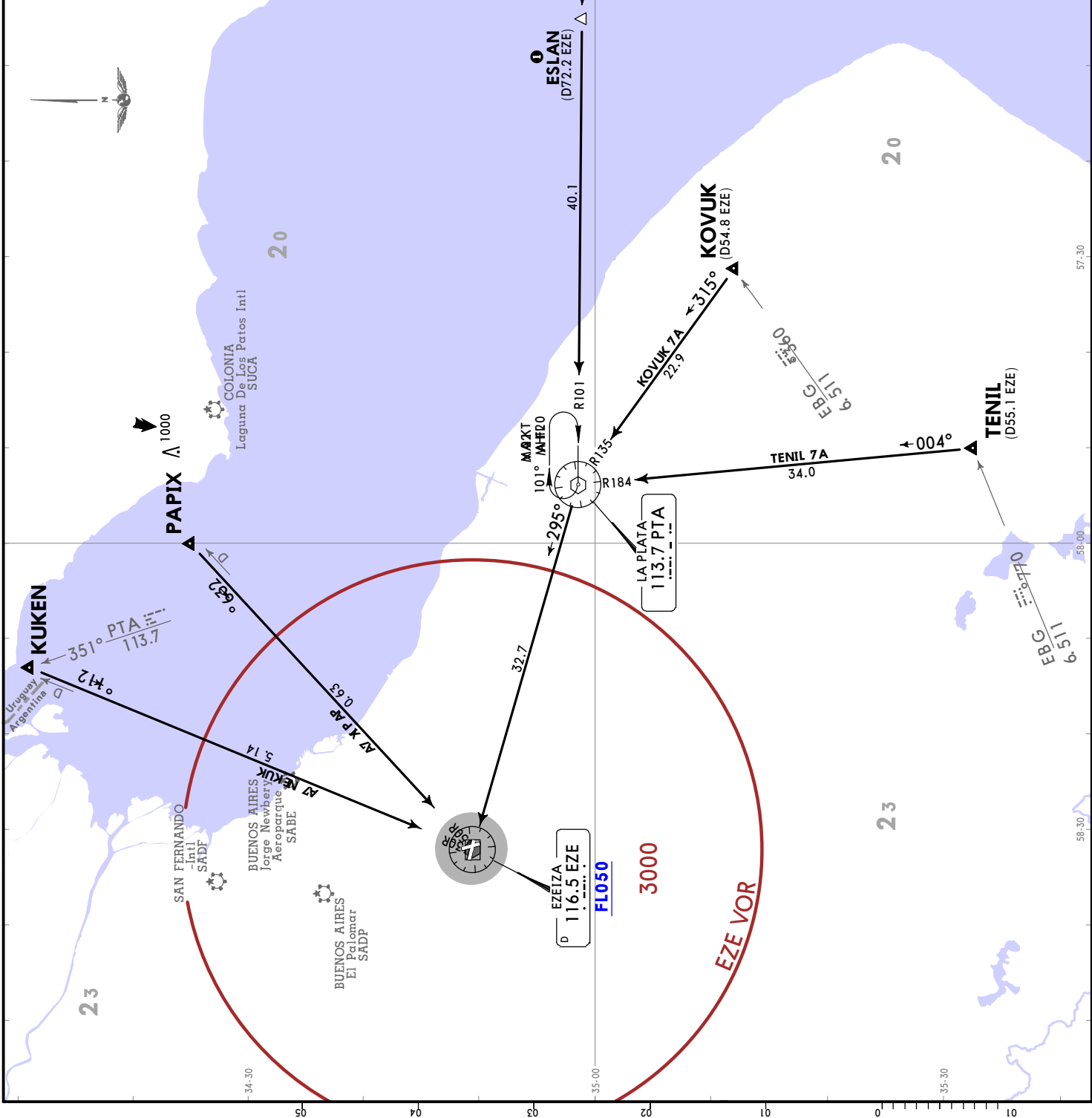
© JEPPESSEN, 2018, 2025. ALL RIGHTS RESERVED.

BUENOS AIRES ARGENTINA
STAR

JEPPesen
 9 MAY 25 (10-2C) Eff 15 May

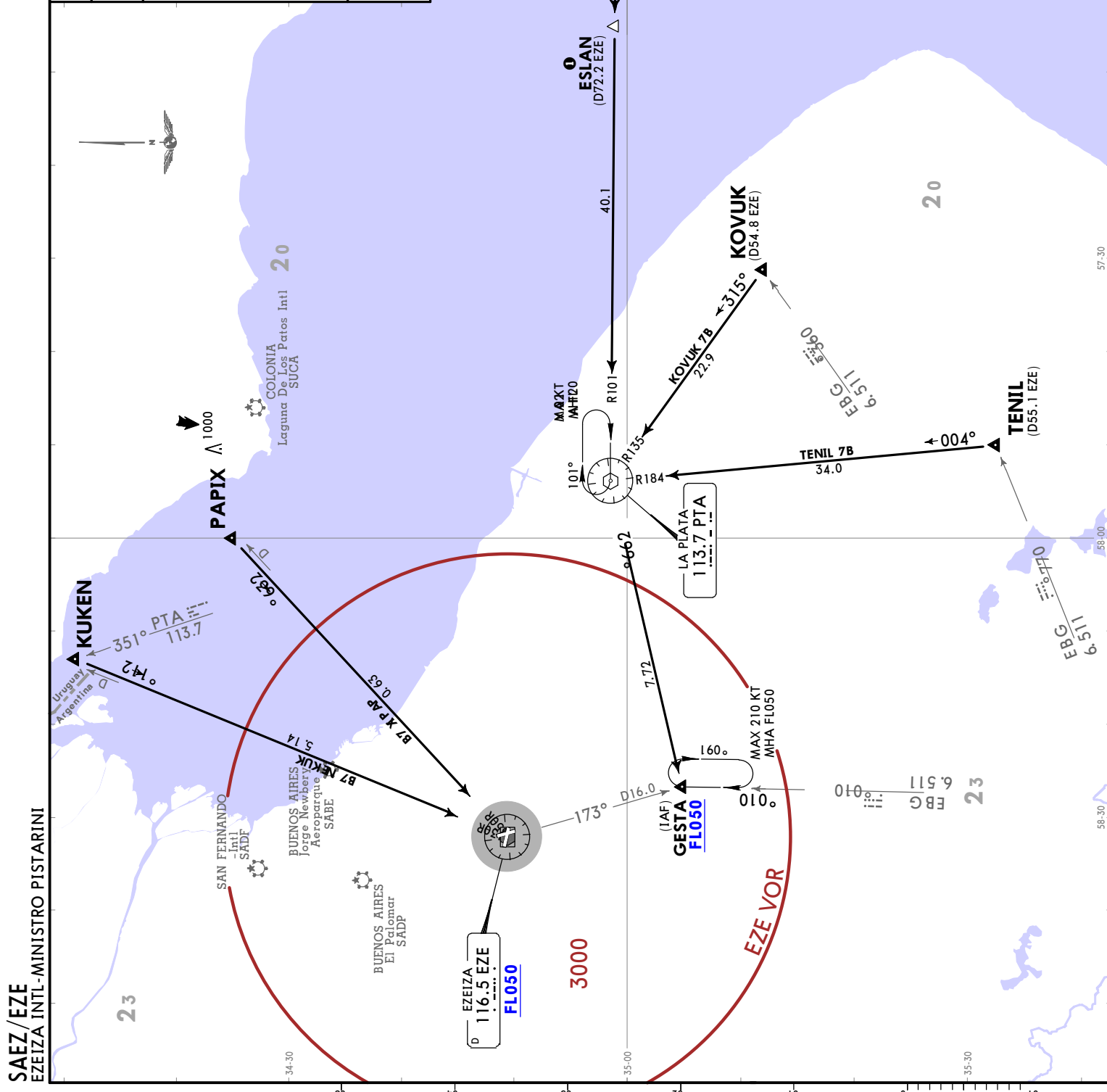
SAEZ/EZE
 EZEIZA INTL-MINISTRO PISTARINI

ATIS	127.8	Apt Elev	67
Alt Set: hPa Trans level: By ATC			
1. DME required.			
2. EXPECT RADAR vectors to IAF in use.			
KOVUK 7A [KOVU7A] KUKEN 7A [KUK7A] PAPIX 7A [PAPI7A] TENIL 7A [TENI7A] UGIMI 7A [UGIM7A]			
ARRIVALS (RWY 11)			
SPEED: MAX 250 KT BELOW FL100			
MANDATORY significant points when ATS surveillance service is not available.			



BUENOS AIRES ARGENTINA STAR
JEPPesen
 9 MAY 25 (10-2D) Eff 15 May

ATIS	127.8	Apl Elev	67
Alt Set: hPa Trans level: By ATC			
1. DME required.			
2. EXPECT RADAR vectors to IAF in use.			
KOVUK 7B [KOVU7B] KUKEN 7B [KUKE7B] PAPIX 7B [PAPI7B] TENIL 7B [TENI7B] UGIMI 7B [UGIM7B]			
ARRIVALS (RWY 35)			
SPEED: MAX 250 KT BELOW FL100			
MANDATORY significant points when ATS surveillance service is not available			

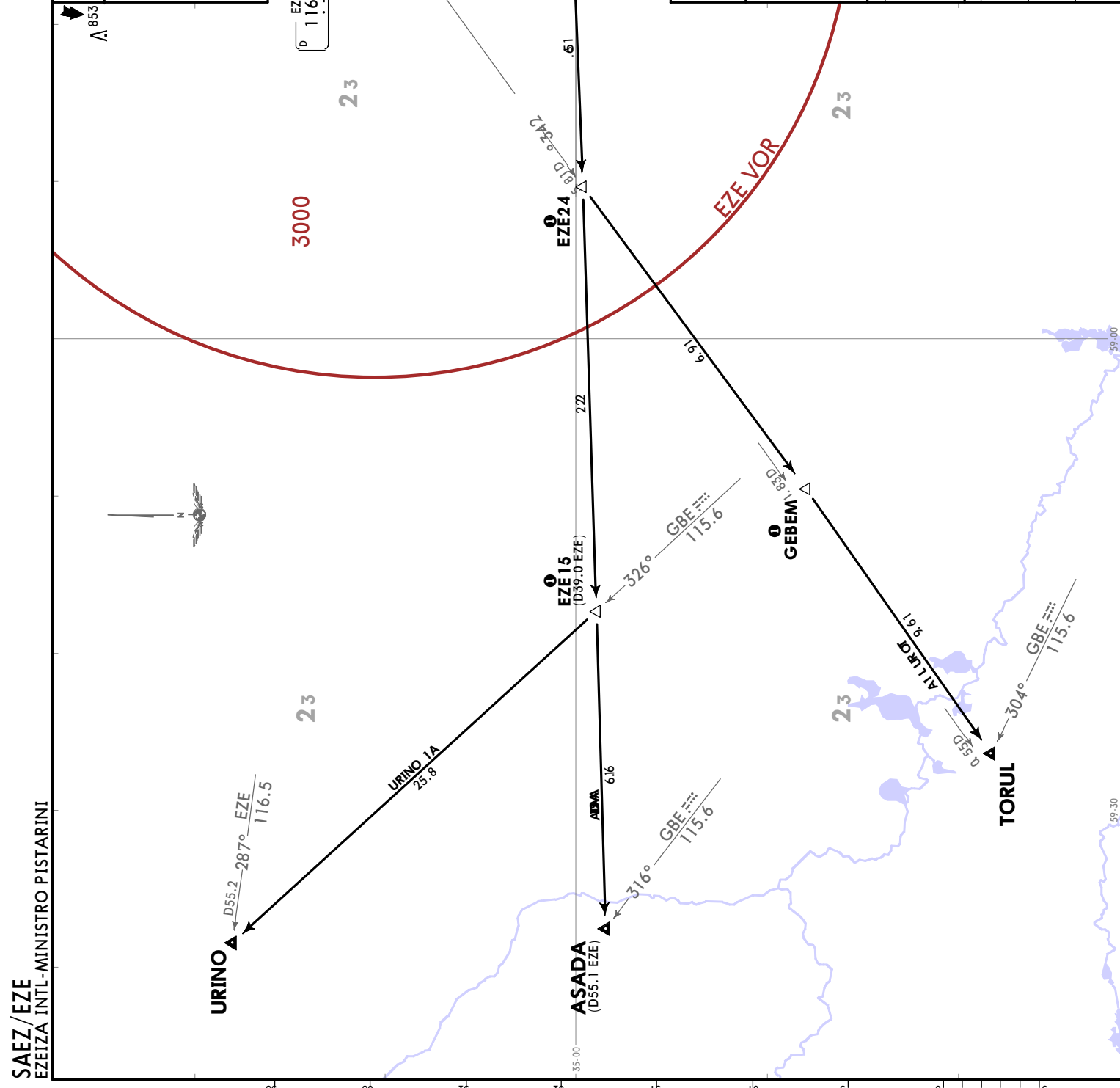
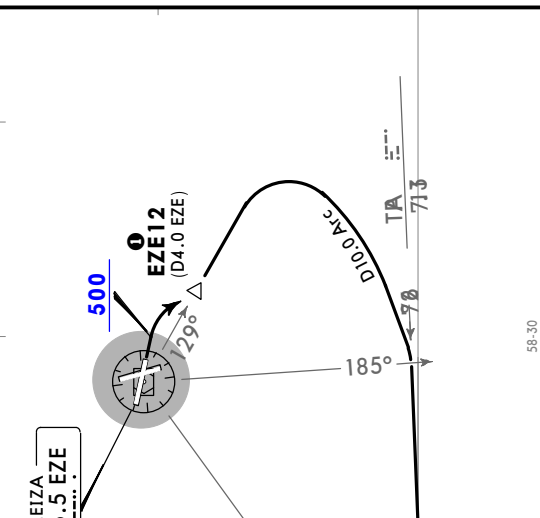


Trans alt: 3000
1. DME required.
2. Do not turn before DER.

Apt Elev 67

ASADA 1A [ASAD1A]
TORUL 1A [TORU1A]
URINO 1A [URIN1A]
DEPARTURES
(RWY 11)

SPEED: MAX 250 KT BELOW FL100



1 MANDATORY significant points when ATS surveillance service is not available.

These SIDs require minimum climb gradient of: 5.0% until 500.

Grnd 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 up to 1000 then Vzfl + 10 KT until 3000.

INITIAL CLIMB

After take off MAINTAIN runway heading until 500, turn RIGHT to intercept EZE R129 to EZE12 (D4.0 EZE), continue on EZE R129, turn RIGHT to join D10.0 Arc until intercept PTA R276, continue on PTA R276 to EZE24 (D18.5 EZE).

SID	ROUTING
ASADA 1A	At EZE24 (D18.5 EZE) continue on PTA R276 to EZE15 (D39.0 EZE) and continue to ASADA (D55.1 EZE).
TORUL 1A	At EZE24 (D18.5 EZE) turn LEFT, intercept EZE R243 to GEBEM (D38.1 EZE) and continue to TORUL (D55.0 EZE).
URINO 1A	At EZE24 (D18.5 EZE) continue on PTA R276 to EZE15 (D39.0 EZE), turn RIGHT, intercept GBE R326 to URINO (D55.2 EZE).

SAEZ/EZE
EZEIZA INTL-MINISTRO PISTARINI

BUENOS AIRES, ARGENTINA

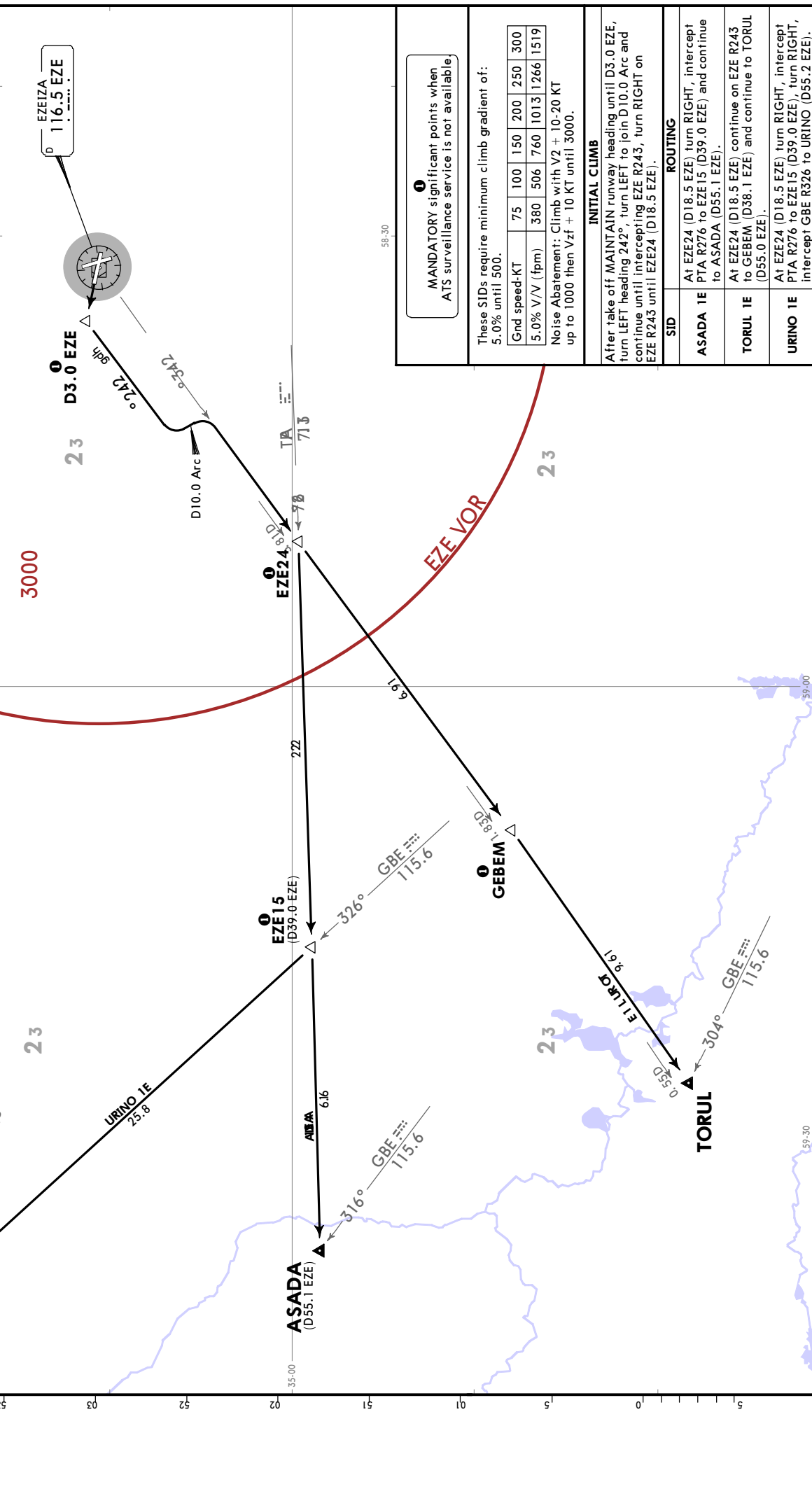
JEPPESSEN
4 JUL 25 (10-3A)

SID

Trans alt: 3000
DME required.

ASADA 1E [ASAD1E]
TORUL 1E [TORU1E]
URINO 1E [URIN1E]
DEPARTURES
(RWY 29)
SPEED: MAX 250 KT BELOW FL100

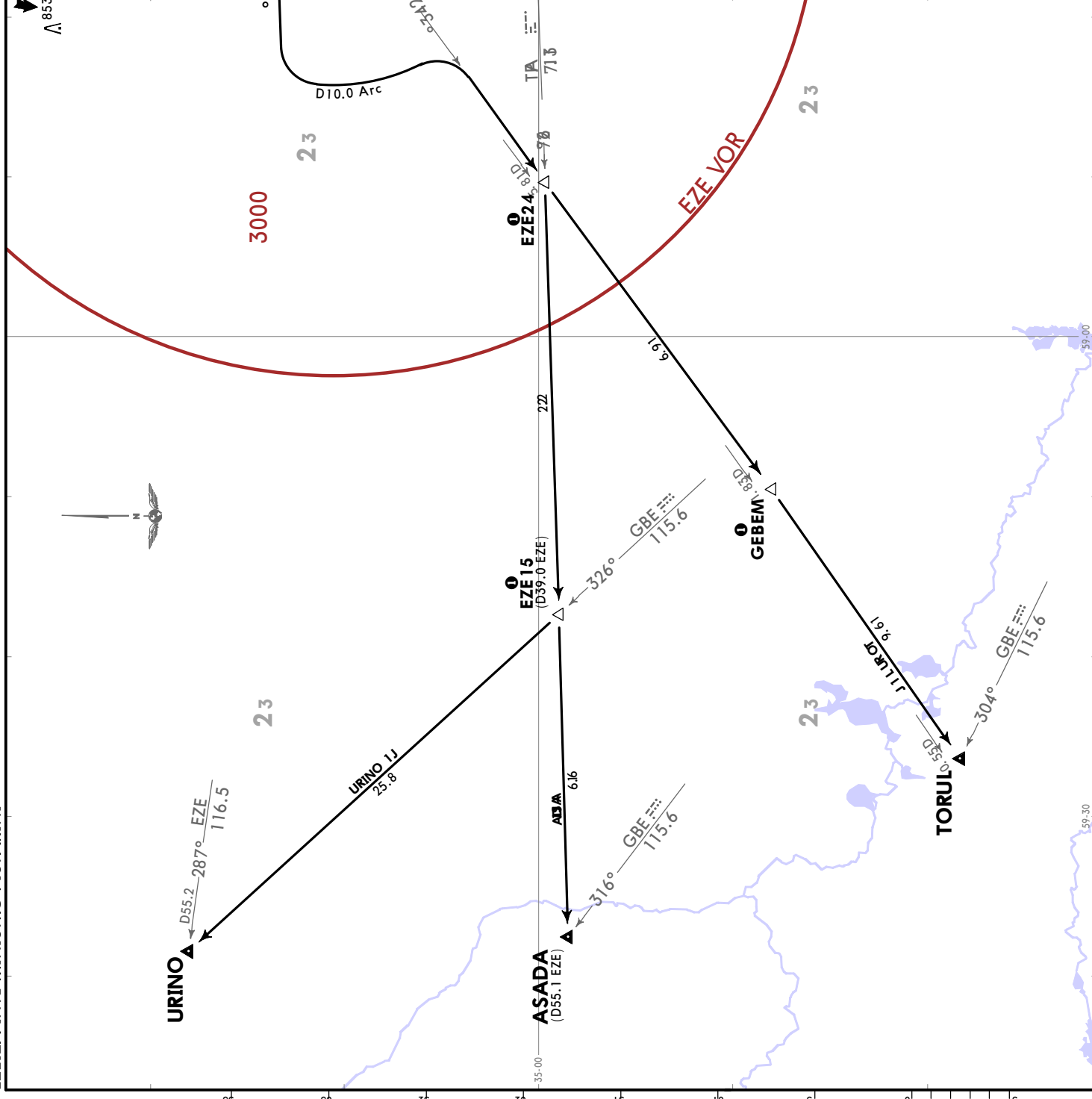
Apt Elev **67**
A 853



Trans alt: 3000
 DME required.

ASADA 1J [ASAD1J]
TORUL 1J [TORU1J]
URINO 1J [URIN1J]
 DEPARTURES
 (RWY 35)

SPEED: MAX 250 KT BELOW FL100



MANDATORY significant points when ATS surveillance service is not available

Close-In Obstacles

Trees 112, 0.2 NM from DER, 0.1 NM to the LEFT of centerline.
 These SIDs require minimum climb gradient of: 5.0% until 500.

Grnd 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 up to 1000 then Vz + 10 KT until 3000.

INITIAL CLIMB

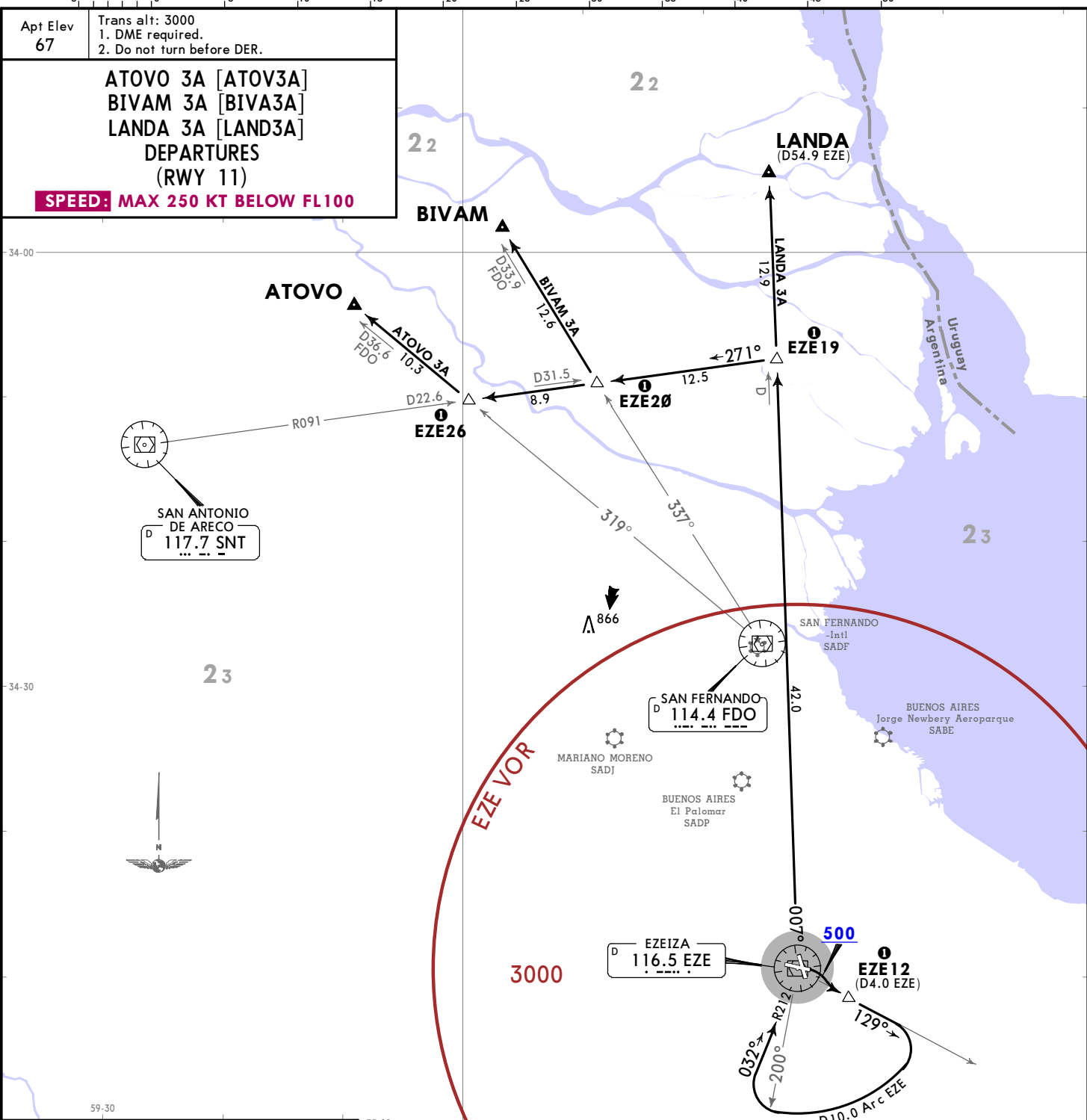
After take off **MAINTAIN** runway heading until D3.0 EZE, turn LEFT heading 277°, turn LEFT to join D10.0 Arc and continue until intercepting EZE R243, turn RIGHT on EZE R243 until EZE24 (D18.5 EZE).

ROUTING

SID	ROUTING
ASADA 1J	At EZE24 (D18.5 EZE) turn RIGHT, intercept PTA R276 to EZE15 (D39.0 EZE) and continue to ASADA (D55.1 EZE).
TORUL 1J	At EZE24 (D18.5 EZE) continue on EZE R243 to GEBEM (D38.1 EZE) and continue to TORUL (D55.0 EZE).
URINO 1J	At EZE24 (D18.5 EZE) turn RIGHT, intercept PTA R276 to EZE15 (D39.0 EZE), turn RIGHT, intercept GBE R326 to URINO (D55.2 EZE).

CHANGES: None

SAEZ/EZE
EZEIZA INTL-MINISTRO PISTARINI



Apt Elev 67
Trans alt: 3000
1. DME required.
2. Do not turn before DER.

**ATOVO 3A [ATOV3A]
BIVAM 3A [BIVA3A]
LANDA 3A [LAND3A]
DEPARTURES
(RWY 11)**

SPEED: MAX 250 KT BELOW FL100

MANDATORY significant points when ATS surveillance service is not available.

These SIDs require a minimum climb gradient of 5.0% to 500.

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 Vz + 10 KT until 3000.

INITIAL CLIMB
After take off MAINTAIN runway heading until 500, turn RIGHT to intercept EZE R129 to EZE12 (D4.0 EZE), continue on EZE R129, turn RIGHT to join D10.0 Arc EZE to intercept EZE R212. Turn RIGHT on course 032° to EZE VOR. Turn LEFT on EZE R007 to EZE19 (D42.0 EZE).

SID	ROUTING
ATOVO 3A	From EZE19 (D42.0 EZE), turn LEFT, intercept SNT R091 to EZE26 (FDO R319, D22.6 SNT), turn RIGHT, intercept FDO R319 to ATOVO (D36.6 FDO).
BIVAM 3A	From EZE19 (D42.0 EZE), turn LEFT, intercept SNT R091 to EZE20 (FDO R337, D31.5 SNT), turn RIGHT, intercept FDO R337 to BIVAM (D33.9 FDO).
LANDA 3A	From EZE19 (D42.0 EZE), continue on EZE R007 to LANDA (D54.9 EZE).

**ATOVO 3A [ATOV3A]
BIVAM 3A [BIVA3A]
LANDA 3A [LAND3A]
DEPARTURES
(RWY 11)**

4 JUL 25 10-3D
JEPPESEN
BUENOS AIRES, ARGENTINA
SID

© JEPPESEN, 2025. ALL RIGHTS RESERVED.

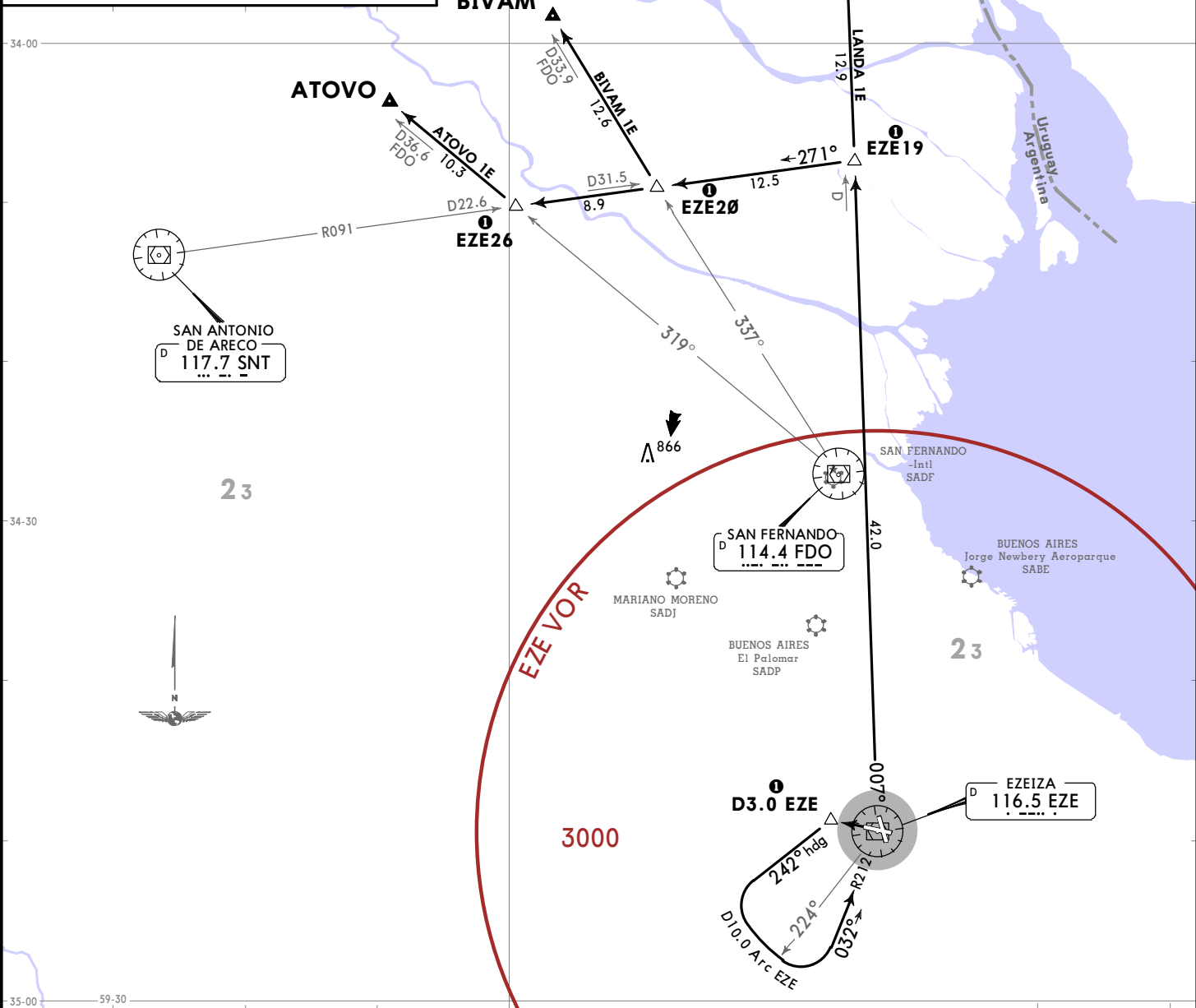
CHANGES: SIDs redesignated, waypoint EZE11 renamed D3.0 EZE, initial climb.

Apt Elev
67

Trans alt: 3000
DME required.

**ATOVO 1E [ATOV1E]
BIVAM 1E [BIVA1E]
LANDA 1E [LAND1E]
DEPARTURES
(RWY 29)**

SPEED: MAX 250 KT BELOW FL100



**MANDATORY significant points when
ATS surveillance service is not available.**

These SIDs require minimum climb gradient of 5.0% to 500.

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 VzF + 10 KT until 3000.

INITIAL CLIMB

After take off MAINTAIN runway heading to D3.0 EZE, turn LEFT heading 242°, turn LEFT to join D10.0 Arc EZE to intercept EZE R212. Turn LEFT on course 032° to EZE VOR. Turn LEFT, intercept EZE R007 to EZE19 (D42.0 EZE).

SID	ROUTING
ATOVO 1E	From EZE19 (D42.0 EZE), turn LEFT, intercept SNT R091 to EZE26 (FDO R319, D22.6 SNT), turn RIGHT, intercept FDO R319 to ATOVO (D36.6 FDO).
BIVAM 1E	From EZE19 (D42.0 EZE), turn LEFT, intercept SNT R091 to EZE20 (FDO R337, D31.5 SNT), turn RIGHT, intercept FDO R337 to BIVAM (D33.9 FDO).
LANDA 1E	From EZE19 (D42.0 EZE), continue on EZE R007 to LANDA (D54.9 EZE).

**ATOVO 1E [ATOV1E]
BIVAM 1E [BIVA1E]
LANDA 1E [LAND1E]
DEPARTURES
(RWY 29)**

SAEZ/EZE
EZEIZA INTL-MINISTRO PISTARINI

4 JUL 25 10-3E
JEPPESSEN

BUENOS AIRES,
ARGENTINA
SID

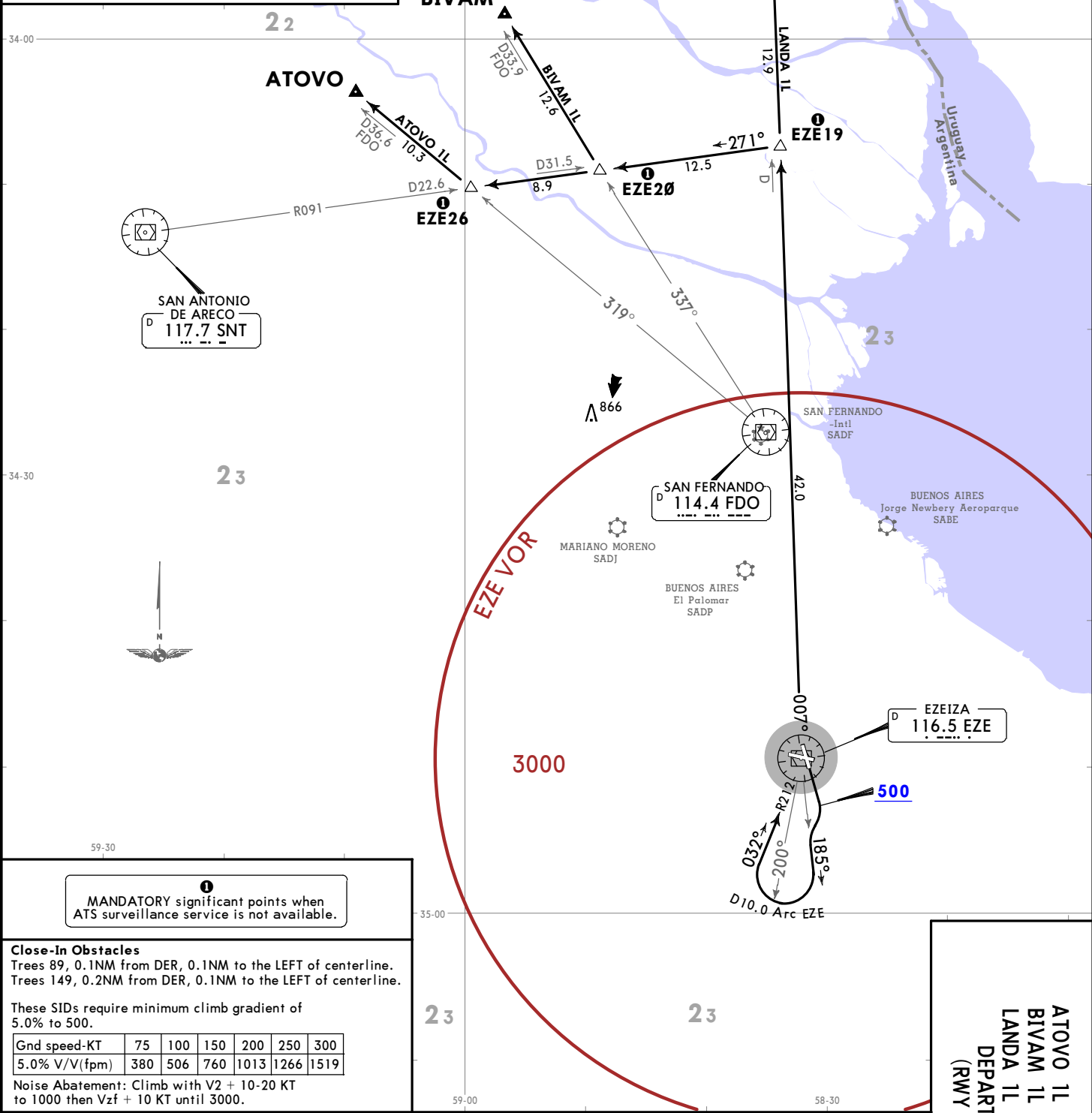
© JEPPESSEN, 2025. ALL RIGHTS RESERVED.

CHANGES: None

Apt Elev 67
 Trans alt: 3000
 1. DME required.
 2. Do not turn before DER.

**ATOVO 1L [ATOV1L]
 BIVAM 1L [BIVA1L]
 LANDA 1L [LAND1L]
 DEPARTURES
 (RWY 17)**

SPEED: MAX 250 KT BELOW FL100



MANDATORY significant points when ATS surveillance service is not available.

Close-In Obstacles
 Trees 89, 0.1NM from DER, 0.1NM to the LEFT of centerline.
 Trees 149, 0.2NM from DER, 0.1NM to the LEFT of centerline.

These SIDs require minimum climb gradient of 5.0% to 500.

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 Vz f + 10 KT until 3000.

INITIAL CLIMB
 After take off MAINTAIN runway heading until 500, turn RIGHT to intercept EZE R185, turn RIGHT to join D10.0 Arc EZE to intercept EZE R212. Turn RIGHT on EZE R212 to EZE VOR. Turn LEFT on EZE R007 to EZE19 (D42.0 EZE).

SID	ROUTING
ATOVO 1L	From EZE19 (D42.0 EZE), turn LEFT, intercept SNT R091 to EZE26 (FDO R319, D22.6 SNT), turn RIGHT, intercept FDO R319 to ATOVO (D36.6 FDO).
BIVAM 1L	From EZE19 (D42.0 EZE), turn LEFT, intercept SNT R091 to EZE20 (FDO R337, D31.5 SNT), turn RIGHT, intercept FDO R337 to BIVAM (D33.9 FDO).
LANDA 1L	From EZE19 (D42.0 EZE), continue on EZE R007 to LANDA (D54.9 EZE).

**ATOVO 1L [ATOV1L]
 BIVAM 1L [BIVA1L]
 LANDA 1L [LAND1L]
 DEPARTURES
 (RWY 17)**

SAEZ/EZE
 EZEIZA INTL-MINISTRO PISTARINI

4 JUL 25 (10-3G)
 JEPPESEN

BUENOS AIRES,
 ARGENTINA
 SID

SAEZ/EZE
EZEIZA INTL-MINISTRO PISTARINI

BUENOS AIRES, ARGENTINA
SID

7 NOV 25 (10-3H)

JEYPESEN

Apt Elev
67

Trans alt: 3000
1. DME required.
2. Do not turn before DER.

DORVO 1A [DORV1A]
ESLAN 1A [ESLA1A]
GBE 1A [GBE1A]
KOVUK 1A [KOVU1A]
KUKEN 1A [KUK1A]
PAPIX 1A [PAP1A]
TEDAR 1A [TEDA1A]

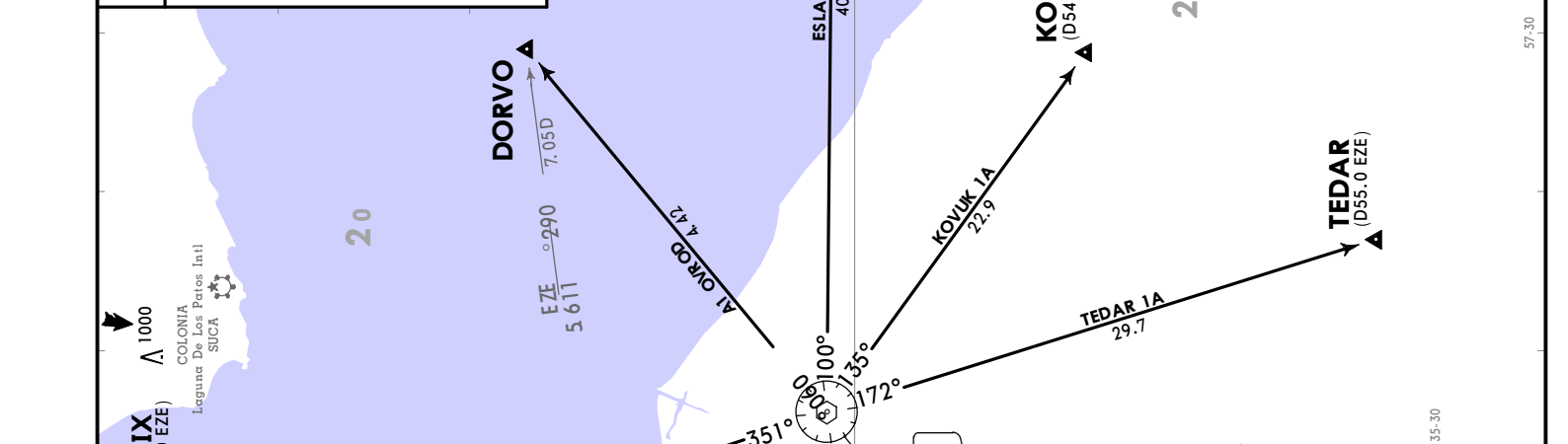
DEPARTURES (RWY 11)

SPEED: MAX 250 KT BELOW FL100

These SIDs require minimum climb gradient of 5.0% to 500.

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 Vz + 10 KT until 3000.



SID	ROUTING
INITIAL CLIMB	
After take off MAINTAIN runway heading until 500, turn RIGHT to intercept EZE R129 to EZE12 (D4.0 EZE).	
DORVO 1A	From EZE12 (D4.0 EZE), continue to D10.0 EZE, turn LEFT, intercept PTA R289 to PTA VOR, turn LEFT, intercept PTA R060 to DORVO (D50.7 EZE).
ESLAN 1A	From EZE12 (D4.0 EZE), continue to D10.0 EZE, turn LEFT, intercept PTA R289 to PTA VOR, turn LEFT, intercept PTA R100 to ESLAN (D72.2 EZE).
GBE 1A	From EZE12 (D4.0 EZE), continue on EZE R129, turn RIGHT to join D10.0 Arc EZE until intercept EZE R185, turn LEFT and continue on EZE R185 to GBE VOR.
KOVUK 1A	From EZE12 (D4.0 EZE), continue to D10.0 EZE, turn LEFT, intercept PTA R289 to PTA VOR, turn RIGHT, intercept PTA R135 to KOVUK (D54.8 EZE).
KUKEN 1A	From EZE12 (D4.0 EZE), continue to D10.0 EZE, turn LEFT, intercept PTA R289 to PTA VOR, turn LEFT, intercept PTA R351 to KUKEN (D41.5 EZE).
PAPIX 1A	From EZE12 (D4.0 EZE), continue to D10.0 EZE, turn LEFT, intercept PTA R289 to PTA VOR, turn LEFT, intercept PTA R351 to EZE18 (D29.7 EZE), turn RIGHT, intercept EZE R056 to PAPIX (D36.0 EZE).
TEDAR 1A	From EZE12 (D4.0 EZE), continue to D10.0 EZE, turn LEFT, intercept PTA R289 to PTA VOR, turn RIGHT, intercept PTA R172 to TEDAR (D55.0 EZE).

MANDATORY significant points when ATS surveillance service is not available.

CHANGES: SID GBE 1A routing revised.

© JEYPESEN, 2025 - ALL RIGHTS RESERVED.

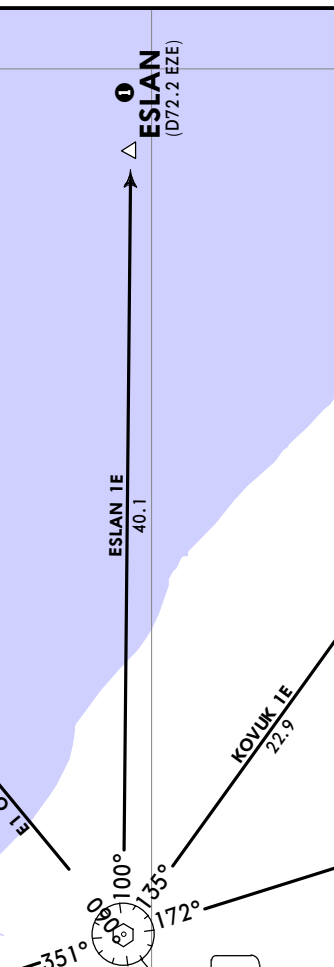
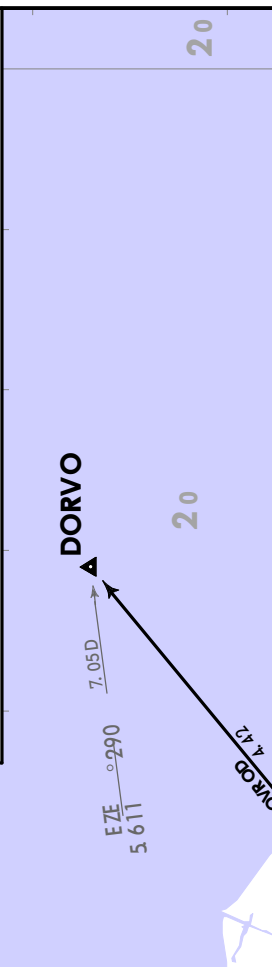
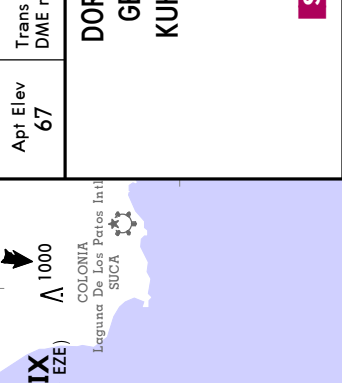
BUENOS AIRES, ARGENTINA **SID**

JEPPESSEN
7 NOV 25 (10-3J)

SAEZ/EZE
EZEIZA INTL-MINISTRO PISTARINI

Trans alt: 3000
DME required.

**DORVO 1E [DORV1E], ESLAN 1E [ESLA1E]
GBE 1E [GBE1E], KOVUK 1E [KOVU1E]
KUKEN 1E [KUK1E], PAPIX 1E [PAPI1E]
TEDAR 1E [TEDA1E]**
DEPARTURES (RWY 29)
SPEED: MAX 250 KT BELOW FL100



INITIAL CLIMB
After take off MAINTAIN runway heading until D3.0 EZE, turn LEFT heading 242°, turn LEFT to join D10.0 Arc EZE.

ROUTING

DORVO 1E	From D10.0 Arc EZE intercept PTA R277, continue on PTA R277 to PTA VOR, turn LEFT, intercept PTA R060 to DORVO (D50.7 EZE).
ESLAN 1E	From D10.0 Arc EZE intercept PTA R277, continue on PTA R277 to PTA VOR, turn RIGHT, intercept PTA R100 to ESLAN (D72.2 EZE).
GBE 1E	From D10.0 Arc EZE intercept EZE R185, turn RIGHT and continue on EZE R185 to GBE VOR.
KOVUK 1E	From D10.0 Arc EZE intercept PTA R277, continue on PTA R277 to PTA VOR, turn RIGHT, intercept PTA R135 to KOVUK (D54.8 EZE).
KUKEN 1E	From D10.0 Arc EZE intercept PTA R277, continue on PTA R277 to PTA VOR, turn LEFT, intercept PTA R351 to KUKEN (D41.5 EZE).
PAPIX 1E	From D10.0 Arc EZE intercept PTA R277, continue on PTA R277 to PTA VOR, turn LEFT, intercept PTA R351 to EZE18 (D29.7 EZE), turn RIGHT, intercept EZE R056 to PAPIX (D36.0 EZE).
TEDAR 1E	From D10.0 Arc EZE intercept PTA R277, continue on PTA R277 to PTA VOR, turn RIGHT, intercept PTA R172 to TEDAR (D55.0 EZE).

MANDATORY significant points when ATS surveillance service is not available.

GEN BELGRANO 115.6 GBE

NOT TO SCALE

EZE VOR

LA PLATA 113.7 PTA

EZE 1000

EZE 5.611

EZE 7.05D

EZE 4.42

EZE 30.8

EZE 19.3

EZE 45.9

EZE 40.1

EZE 22.9

EZE 29.7

EZE 351

EZE 100°

EZE 135°

EZE 172°

EZE 185°

EZE 90°

EZE 242°

EZE 29.7

EZE 30.8

EZE 40.1

EZE 45.9

EZE 58-30

EZE 57-00

EZE 57-30

EZE 34-30

EZE 35-00

EZE 36-00

EZE 37-00

EZE 38-00

EZE 39-00

EZE 40-00

EZE 41-00

EZE 42-00

EZE 43-00

EZE 44-00

EZE 45-00

EZE 46-00

EZE 47-00

EZE 48-00

EZE 49-00

EZE 50-00

EZE 51-00

EZE 52-00

EZE 53-00

EZE 54-00

EZE 55-00

EZE 56-00

EZE 57-00

EZE 58-00

EZE 59-00

EZE 60-00

EZE 61-00

EZE 62-00

EZE 63-00

EZE 64-00

EZE 65-00

EZE 66-00

EZE 67-00

EZE 68-00

EZE 69-00

EZE 70-00

EZE 71-00

EZE 72-00

EZE 73-00

EZE 74-00

EZE 75-00

EZE 76-00

EZE 77-00

EZE 78-00

EZE 79-00

EZE 80-00

EZE 81-00

EZE 82-00

EZE 83-00

EZE 84-00

EZE 85-00

EZE 86-00

EZE 87-00

EZE 88-00

EZE 89-00

EZE 90-00

EZE 91-00

EZE 92-00

EZE 93-00

EZE 94-00

EZE 95-00

EZE 96-00

EZE 97-00

EZE 98-00

EZE 99-00

EZE 100-00

EZE 101-00

EZE 102-00

EZE 103-00

EZE 104-00

EZE 105-00

EZE 106-00

EZE 107-00

EZE 108-00

EZE 109-00

EZE 110-00

EZE 111-00

EZE 112-00

EZE 113-00

EZE 114-00

EZE 115-00

EZE 116-00

EZE 117-00

EZE 118-00

EZE 119-00

EZE 120-00

EZE 121-00

EZE 122-00

EZE 123-00

EZE 124-00

EZE 125-00

EZE 126-00

EZE 127-00

EZE 128-00

EZE 129-00

EZE 130-00

EZE 131-00

EZE 132-00

EZE 133-00

EZE 134-00

EZE 135-00

EZE 136-00

EZE 137-00

EZE 138-00

EZE 139-00

EZE 140-00

EZE 141-00

EZE 142-00

EZE 143-00

EZE 144-00

EZE 145-00

EZE 146-00

EZE 147-00

EZE 148-00

EZE 149-00

EZE 150-00

EZE 151-00

EZE 152-00

EZE 153-00

EZE 154-00

EZE 155-00

EZE 156-00

EZE 157-00

EZE 158-00

EZE 159-00

EZE 160-00

EZE 161-00

EZE 162-00

EZE 163-00

EZE 164-00

EZE 165-00

EZE 166-00

EZE 167-00

EZE 168-00

EZE 169-00

EZE 170-00

EZE 171-00

EZE 172-00

EZE 173-00

EZE 174-00

EZE 175-00

EZE 176-00

EZE 177-00

EZE 178-00

EZE 179-00

EZE 180-00

EZE 181-00

EZE 182-00

EZE 183-00

EZE 184-00

EZE 185-00

EZE 186-00

EZE 187-00

EZE 188-00

EZE 189-00

EZE 190-00

EZE 191-00

EZE 192-00

EZE 193-00

EZE 194-00

EZE 195-00

EZE 196-00

EZE 197-00

EZE 198-00

EZE 199-00

EZE 200-00

EZE 201-00

EZE 202-00

EZE 203-00

EZE 204-00

EZE 205-00

EZE 206-00

EZE 207-00

EZE 208-00

EZE 209-00

EZE 210-00

EZE 211-00

EZE 212-00

EZE 213-00

EZE 214-00

EZE 215-00

EZE 216-00

EZE 217-00

EZE 218-00

EZE 219-00

EZE 220-00

EZE 221-00

EZE 222-00

EZE 223-00

EZE 224-00

EZE 225-00

EZE 226-00

EZE 227-00

EZE 228-00

EZE 229-00

EZE 230-00

EZE 231-00

EZE 232-00

EZE 233-00

EZE 234-00

EZE 235-00

EZE 236-00

EZE 237-00

EZE 238-00

EZE 239-00

EZE 240-00

EZE 241-00

EZE 242-00

EZE 243-00

EZE 244-00

EZE 245-00

EZE 246-00

EZE 247-00

EZE 248-00

EZE 249-00

EZE 250-00

EZE 251-00

EZE 252-00

EZE 253-00

EZE 254-00

EZE 255-00

EZE 256-00

EZE 257-00

EZE 258-00

EZE 259-00

EZE 260-00

EZE 261-00

EZE 262-00

EZE 263-00

EZE 264-00

EZE 265-00

EZE 266-00

EZE 267-00

EZE 268-00

EZE 269-00

EZE 270-00

EZE 271-00

EZE 272-00

EZE 273-00

EZE 274-00

EZE 275-00

EZE 276-00

EZE 277-00

EZE 278-00

EZE 279-00

EZE 280-00

EZE 281-00

EZE 282-00

EZE 283-00

EZE 284-00

EZE 285-00

EZE 286-00

EZE 287-00

EZE 288-00

EZE 289-00

EZE 290-00

EZE 291-00

EZE 292-00

EZE 293-00

EZE 294-00

EZE 295-00

EZE 296-00

EZE 297-00

EZE 298-00

EZE 299-00

EZE 300-00

These SIDs require minimum climb gradient of 5.0% to 500.
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 Vz + 10 KT until 3000.

CHANGES: None.
© JEPPESSEN, 2025 - ALL RIGHTS RESERVED.

SAEZ/EZE
EZEIZA INTL-MINISTRO PISTARINI

21 NOV 25 (10-3K) **EFF 27 Nov** **SID**

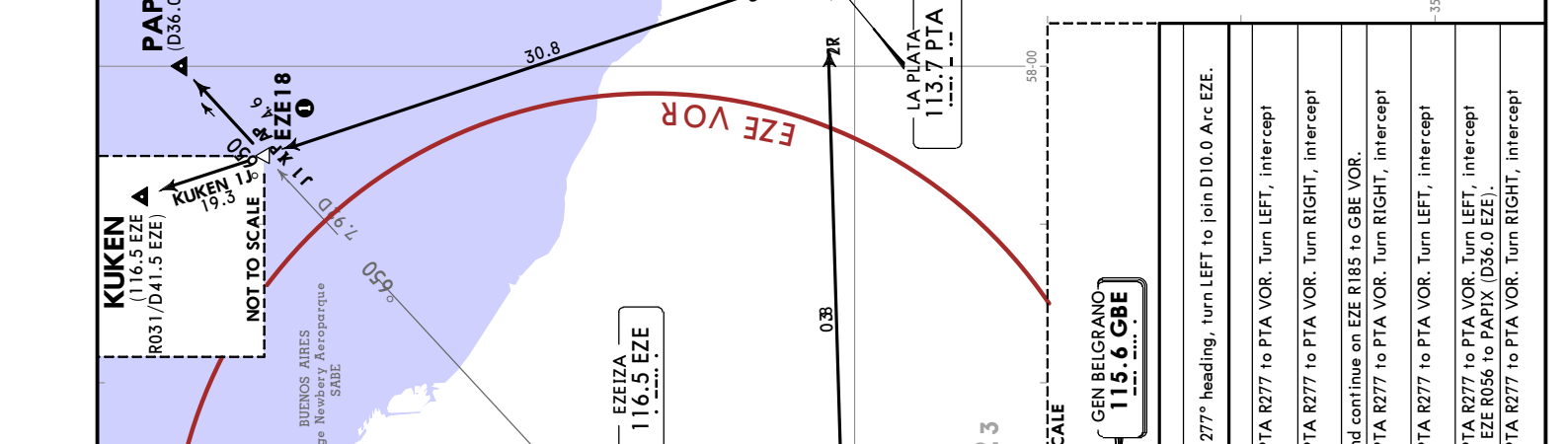
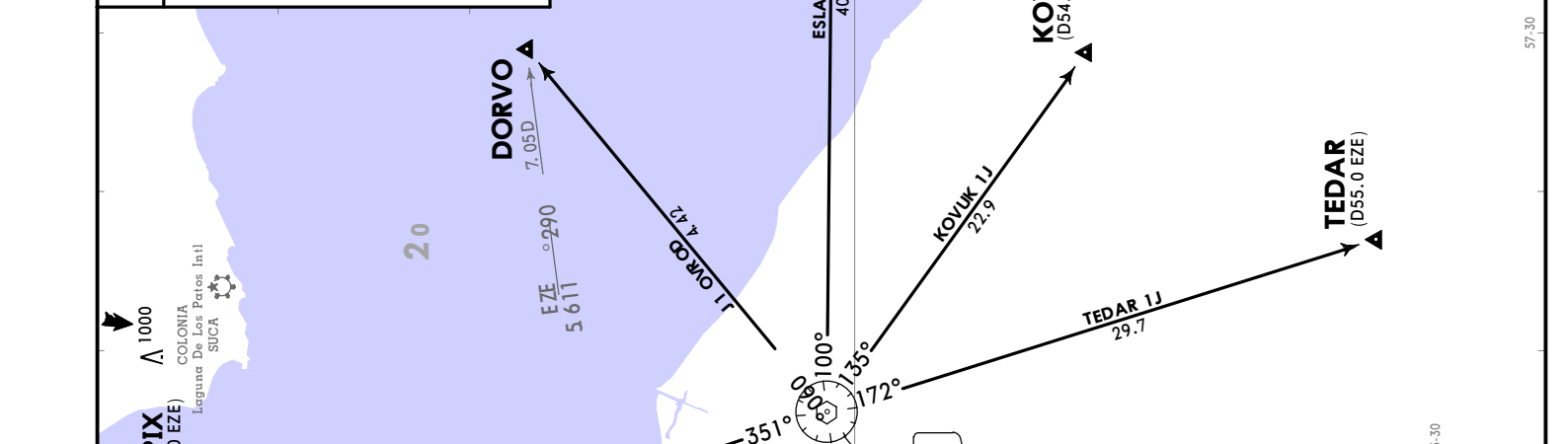
JEPPESEN ARGENTINA

Apt Elev 67
Trans alt: 3000
DME required.

DORVO 1J [DORV1J]
ESLAN 1J [ESLA1J]
GBE 1J [GBE1J]
KOVUK 1J [KOVU1J]
KUKEN 1J [KUKET1J]
PAPIX 1J [PAP11J]
TEDAR 1J [TEDA1J]

DEPARTURES (RWY 35)

SPEED: MAX 250 KT BELOW FL100



MANDATORY significant points when ATS surveillance service is not available.

INITIAL CLIMB

After take off MAINTAIN runway heading until D3.0 EZE, turn LEFT 277° heading, turn LEFT to join D10.0 Arc EZE.

SID	ROUTING
DORVO 1J	From D10.0 Arc EZE intercept PTA R277, continue on PTA R277 to PTA VOR. Turn LEFT, intercept PTA R060 to DORVO (D50.7 EZE).
ESLAN 1J	From D10.0 Arc EZE intercept PTA R277, continue on PTA R277 to PTA VOR. Turn RIGHT, intercept PTA R100 to ESLAN (D72.2 EZE).
GBE 1J	From D10.0 Arc EZE intercept EZE R185, turn RIGHT and continue on EZE R185 to GBE VOR.
KOVUK 1J	From D10.0 Arc EZE intercept PTA R277, continue on PTA R277 to PTA VOR. Turn RIGHT, intercept PTA R135 to KOVUK (D54.8 EZE).
KUKEN 1J	From D10.0 Arc EZE intercept PTA R277, continue on PTA R277 to PTA VOR. Turn LEFT, intercept PTA R351 to KUKEN (D41.5 EZE).
PAPIX 1J	From D10.0 Arc EZE intercept PTA R277, continue on PTA R277 to PTA VOR. Turn LEFT, intercept PTA R351 to EZE18 (D29.7 EZE), turn RIGHT, intercept EZE R056 to PAPIX (D36.0 EZE).
TEDAR 1J	From D10.0 Arc EZE intercept PTA R277, continue on PTA R277 to PTA VOR. Turn RIGHT, intercept PTA R172 to TEDAR (D55.0 EZE).

Close-In Obstacles
Trees 112, 0.2NM from DER, 0.1NM to the LEFT of Rwy centerline.

These SIDs require minimum climb gradient of 5.0% to 500.

End 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 Vz + 10 KT until 3000.

CHANGES: Close-In obstacles note revised, ball flag 1 removed from D3.0 EZE.

© JEPPESEN, 2025 - ALL RIGHTS RESERVED.

BUENOS AIRES, ARGENTINA **STD**

SAEZ/EZE
EZEIZA INTL-MINISTRO PISTARINI

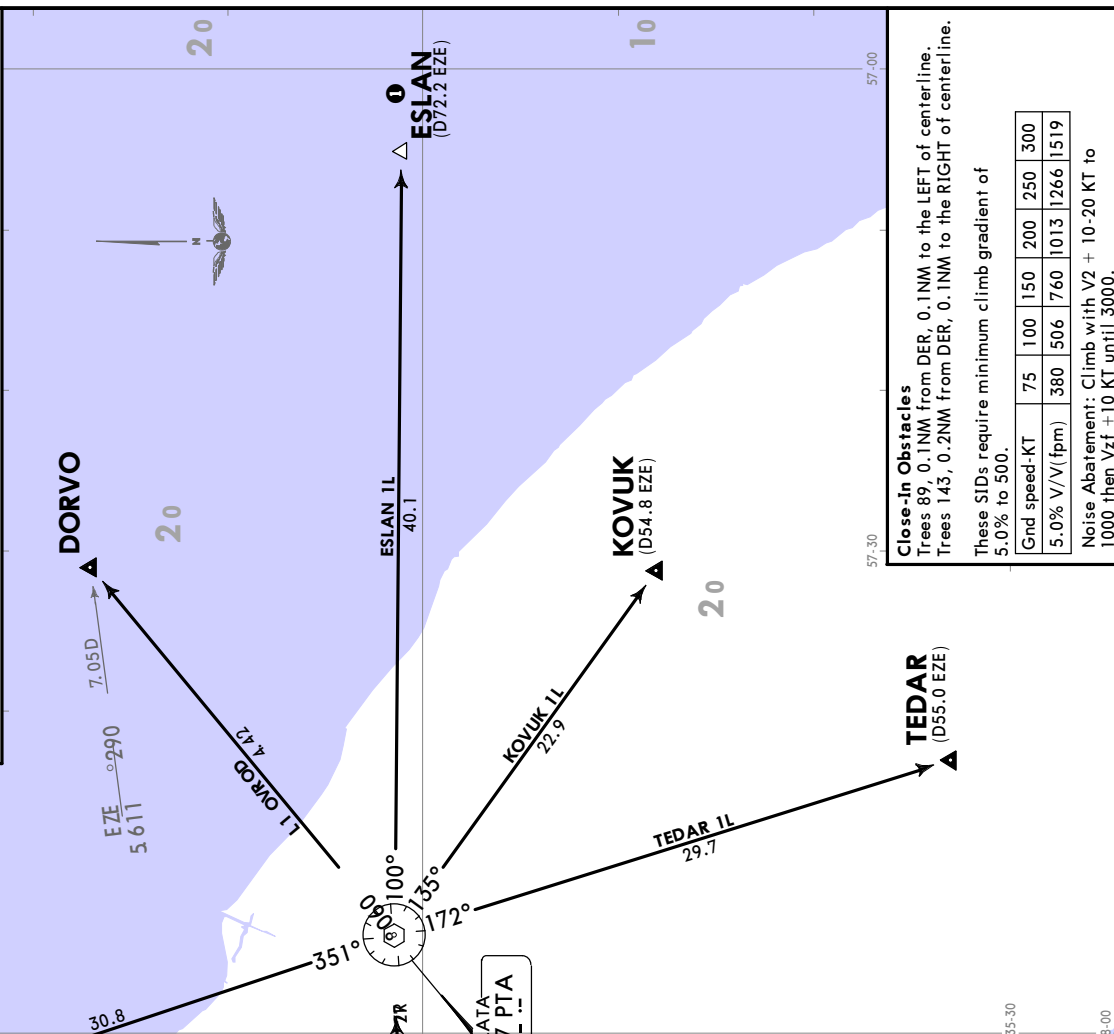
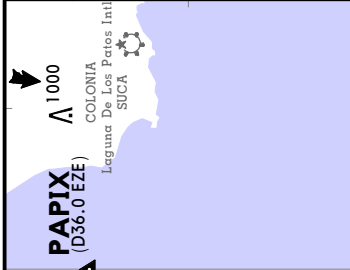
JEPPesen
21 NOV 25 (10-3L) Eff 27 Nov

Trans alt: 3000
1. DME required.
2. Do not turn before DER.

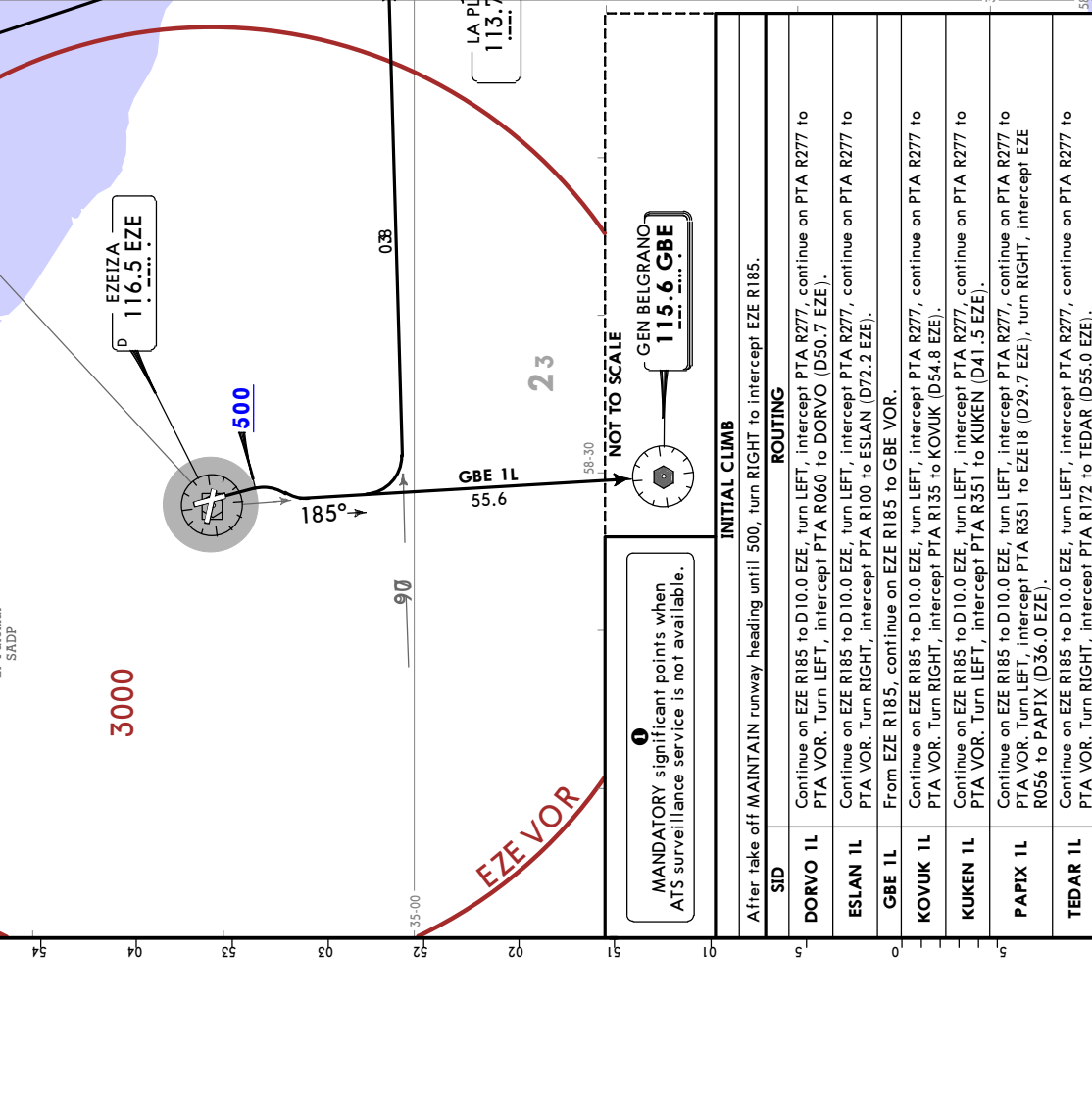
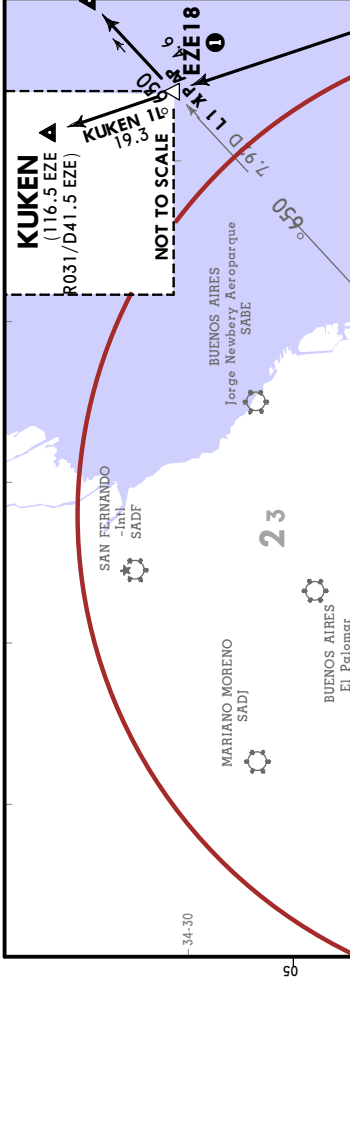
**DORVO 1L [DORV1L], ESLAN 1L [ESLA1L]
GBE 1L [GBE1L], KOVUK 1L [KOVU1L]
KUKEN 1L [KUKE1L], PAPIX 1L [PAPI1L]
TEDAR 1L [TEDA1L]**

**DEPARTURES
(RWY 17)**

SPEED: MAX 250 KT BELOW FL100



SAEZ/EZE
EZEIZA INTL-MINISTRO PISTARINI



Close-In Obstacles
Trees 89, 0.1NM from DER, 0.1NM to the LEFT of centerline.
Trees 143, 0.2NM from DER, 0.1NM to the RIGHT of centerline.

These SIDs require minimum climb gradient of 5.0% to 500.

Grnd 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 Vzf +10 KT until 3000.

MANDATORY significant points when ATS surveillance service is not available.

INITIAL CLIMB

After take off MAINTAIN runway heading until 500, turn RIGHT to intercept EZE R185.

ROUTING

DORVO 1L	Continue on EZE R185 to D10.0 EZE, turn LEFT, intercept PTA R277, continue on PTA R277 to PTA VOR. Turn LEFT, intercept PTA R060 to DORVO (D50.7 EZE).
ESLAN 1L	Continue on EZE R185 to D10.0 EZE, turn LEFT, intercept PTA R277, continue on PTA R277 to PTA VOR. Turn RIGHT, intercept PTA R100 to ESLAN (D72.2 EZE).
GBE 1L	From EZE R185, continue on EZE R185 to GBE VOR.
KOVUK 1L	Continue on EZE R185 to D10.0 EZE, turn LEFT, intercept PTA R277, continue on PTA R277 to PTA VOR. Turn RIGHT, intercept PTA R135 to KOVUK (D54.8 EZE).
KUKEN 1L	Continue on EZE R185 to D10.0 EZE, turn LEFT, intercept PTA R277, continue on PTA R277 to PTA VOR. Turn LEFT, intercept PTA R351 to KUKEN (D41.5 EZE).
PAPIX 1L	Continue on EZE R185 to D10.0 EZE, turn LEFT, intercept PTA R277, continue on PTA R277 to PTA VOR. Turn LEFT, intercept PTA R351 to EZE18 (D29.7 EZE), turn RIGHT, intercept EZE R056 to PAPIX (D36.0 EZE).
TEDAR 1L	Continue on EZE R185 to D10.0 EZE, turn LEFT, intercept PTA R277, continue on PTA R277 to PTA VOR. Turn RIGHT, intercept PTA R172 to TEDAR (D55.0 EZE).

CHANGES: None.

SAEZ/EZE

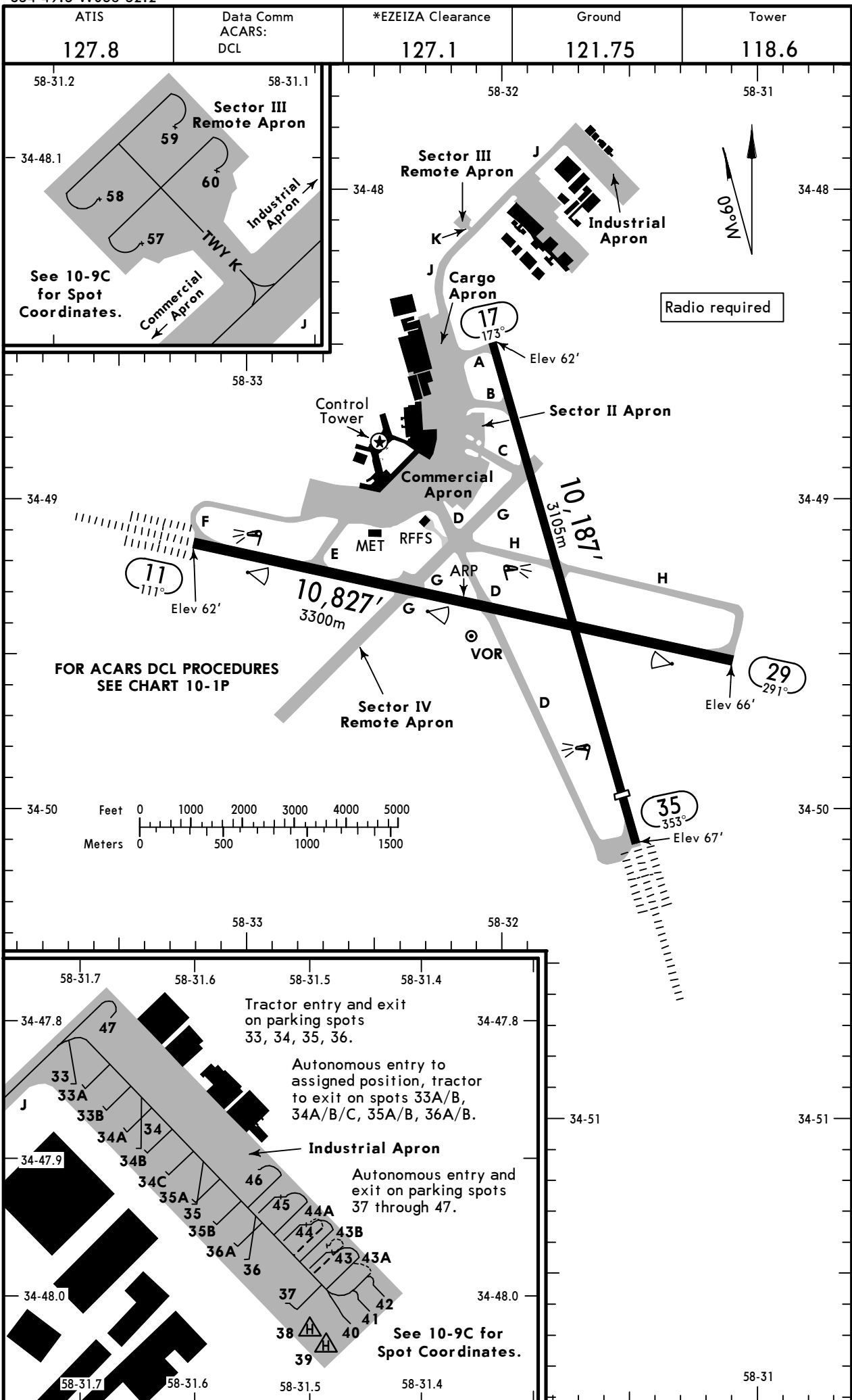
Apt Elev **67'**
S34 49.3 W058 32.2



BUENOS AIRES, ARGENTINA

27 OCT 23 (10-9)

EZEIZA INTL-MINISTRO PISTARINI



SAEZ/EZE

JEPPESEN BUENOS AIRES, ARGENTINA
 27 OCT 23 **(10-9A)** EZEIZA INTL-MINISTRO PISTARINI

GENERAL

CAUTION: Birds in vicinity of airport.

180° turns can be made:

- at the runway 11 threshold, only in eventual cases and as an operational alternative for ATC aircraft routing.
- at the threshold of runway 29 without restrictions.
- at runway 17 threshold limited to aircraft Code "D" or lower.
- on runway 35, on the turn pad without restrictions.

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 —	TAKE-OFF	WIDTH
11	HIRL CL ALSF-II TDZ PAPI (angle 3.00°) RVR		197'
29	HIRL CL PAPI (angle 2.95°) RVR		60m

17	HIRL CL PAPI-L (angle 3.00°)		148'
35	HIRL CL ALSF-II TDZ PAPI (angle 3.00°)	9203' 2805m 8080' 2463m	45m

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		RL	Without RL	
				DAY	NIGHT		DAY	NIGHT
TDZ R125m Mid R125m Rollout R125m	TDZ R150m Mid R150m Rollout R150m	R200m V400m	R300m 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		RL	Without RL			
		DAY	NIGHT		DAY	NIGHT		
V400m	V400m	V2500m	NA	Available Landing Minimums	V2500m	NA		

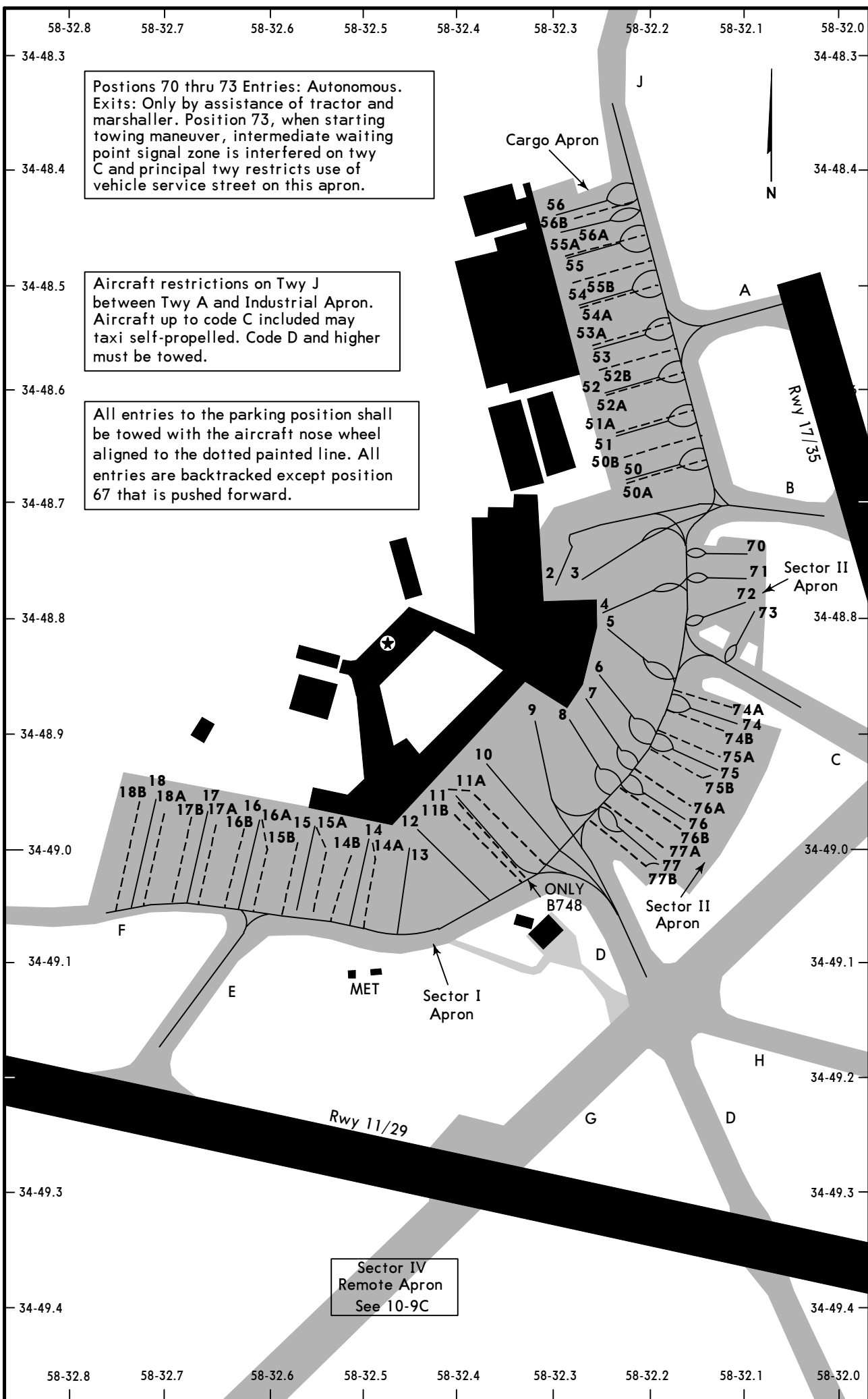
1 1 Eng: RL: Available landing minimums. Without RL: DAY - V3000m, NIGHT - NA.

SAEZ/EZE



BUENOS AIRES, ARGENTINA EZEIZA INTL-MINISTRO PISTARINI

24 NOV 23 **10-9B**



Positions 70 thru 73 Entries: Autonomous. Exits: Only by assistance of tractor and marshaller. Position 73, when starting towing maneuver, intermediate waiting point signal zone is interfered on twy C and principal twy restricts use of vehicle service street on this apron.

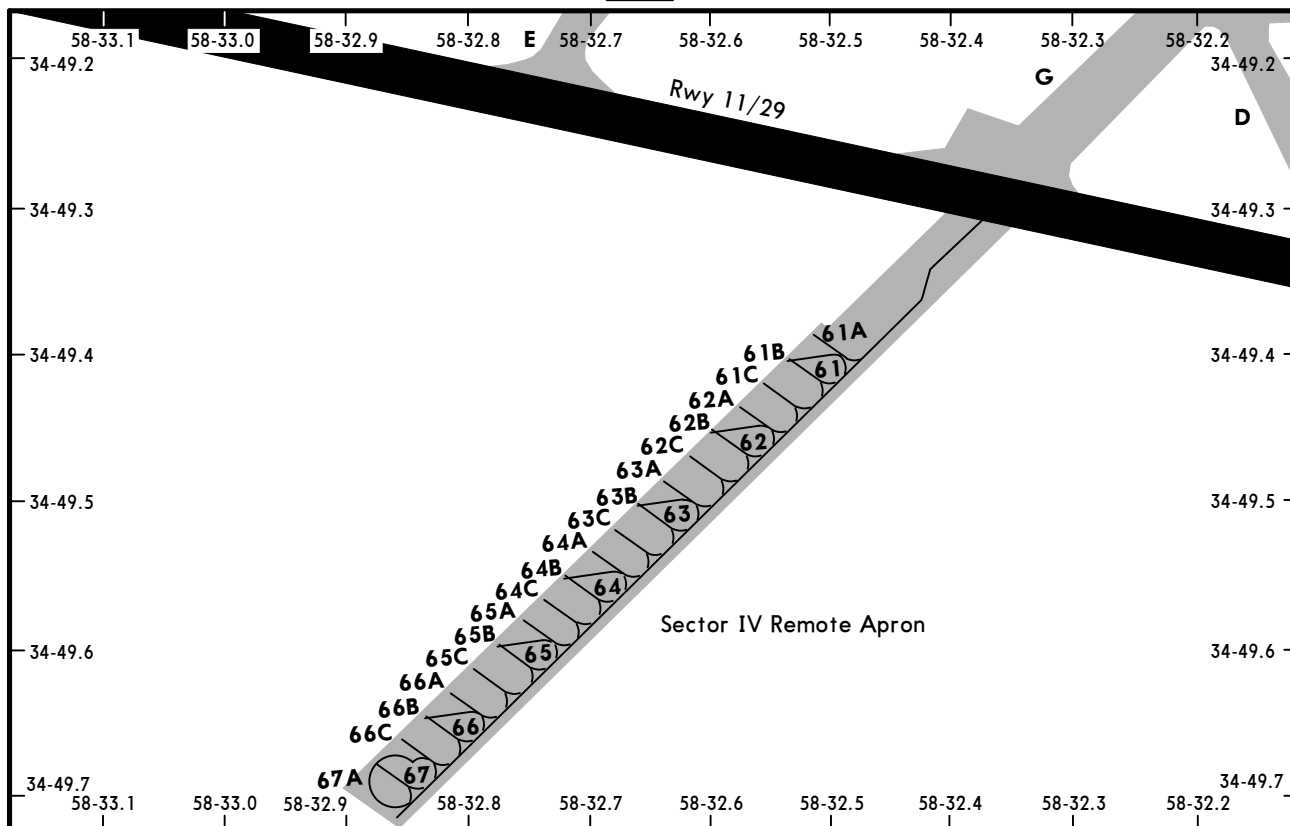
Aircraft restrictions on Twy J between Twy A and Industrial Apron. Aircraft up to code C included may taxi self-propelled. Code D and higher must be towed.

All entries to the parking position shall be towed with the aircraft nose wheel aligned to the dotted painted line. All entries are backtracked except position 67 that is pushed forward.

Sector IV
Remote Apron
See 10-9C

SAEZ/EZE

JEPPESEN BUENOS AIRES, ARGENTINA
 24 NOV 23 **(10-9C)** EZEIZA INTL-MINISTRO PISTARINI



PARKING SPOT COORDINATES

SPOT No.	COORDINATES	SPOT No.	COORDINATES
COMMERCIAL APRON (SECTOR I)		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	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 32.2
11, 11B, 12	S34 49.0 W058 32.4	53, 53A	S34 48.6 W058 32.2
13, 14, 14A, 14B	S34 49.0 W058 32.5	54, 54A, 55B	S34 48.5 W058 32.3
15, 15A, 15B	S34 49.0 W058 32.6	55, 55A, 56A	S34 48.5 W058 32.3
16, 16A, 16B	S34 49.0 W058 32.6	56, 56B	S34 48.4 W058 32.3
17, 17A, 17B	S34 49.0 W058 32.7	SECTOR III REMOTE APRON	
18, 18A, 18B	S34 49.0 W058 32.7	57, 58	S34 48.1 W058 32.2
SECTOR IV REMOTE APRON		59, 60	S34 48.1 W058 32.1
61, 61A, 61B	S34 49.4 W058 32.5	INDUSTRIAL APRON	
61C	S34 49.4 W058 32.6	33, 33A, 33B	S34 47.9 W058 31.7
62, 62A, 62B, 62C, 63, 63A	S34 49.5 W058 32.6	34, 34A, 34B	S34 47.9 W058 31.7
63B, 63C, 64A	S34 49.5 W058 32.7	34C, 35, 35A	S34 47.9 W058 31.6
64, 64B, 64C	S34 49.6 W058 32.7	35B, 36, 36A, 36B	S34 48.0 W058 31.6
65, 65A, 65B, 65C, 66, 66A	S34 49.6 W058 32.8	37	S34 48.0 W058 31.6
66B, 66C, 67	S34 49.7 W058 32.8	38, 39, 40, 41	S34 48.0 W058 31.5
67A	S34 49.7 W058 32.9	42, 43, 43A, 43B	S34 48.0 W058 31.5
SECTOR II APRON		44, 44A	S34 48.0 W058 31.5
70	S34 48.7 W058 32.1	45, 46	S34 47.9 W058 31.6
71, 72, 73	S34 48.8 W058 32.1	47	S34 47.8 W058 31.7
74, 74A, 74B, 75, 75A, 75B	S34 48.9 W058 32.1		
76, 76A, 76B, 77, 77A, 77B	S34 49.0 W058 32.2		

CHANGES: Twy D.

SAEZ/EZE

JEPPESEN

SMGCS

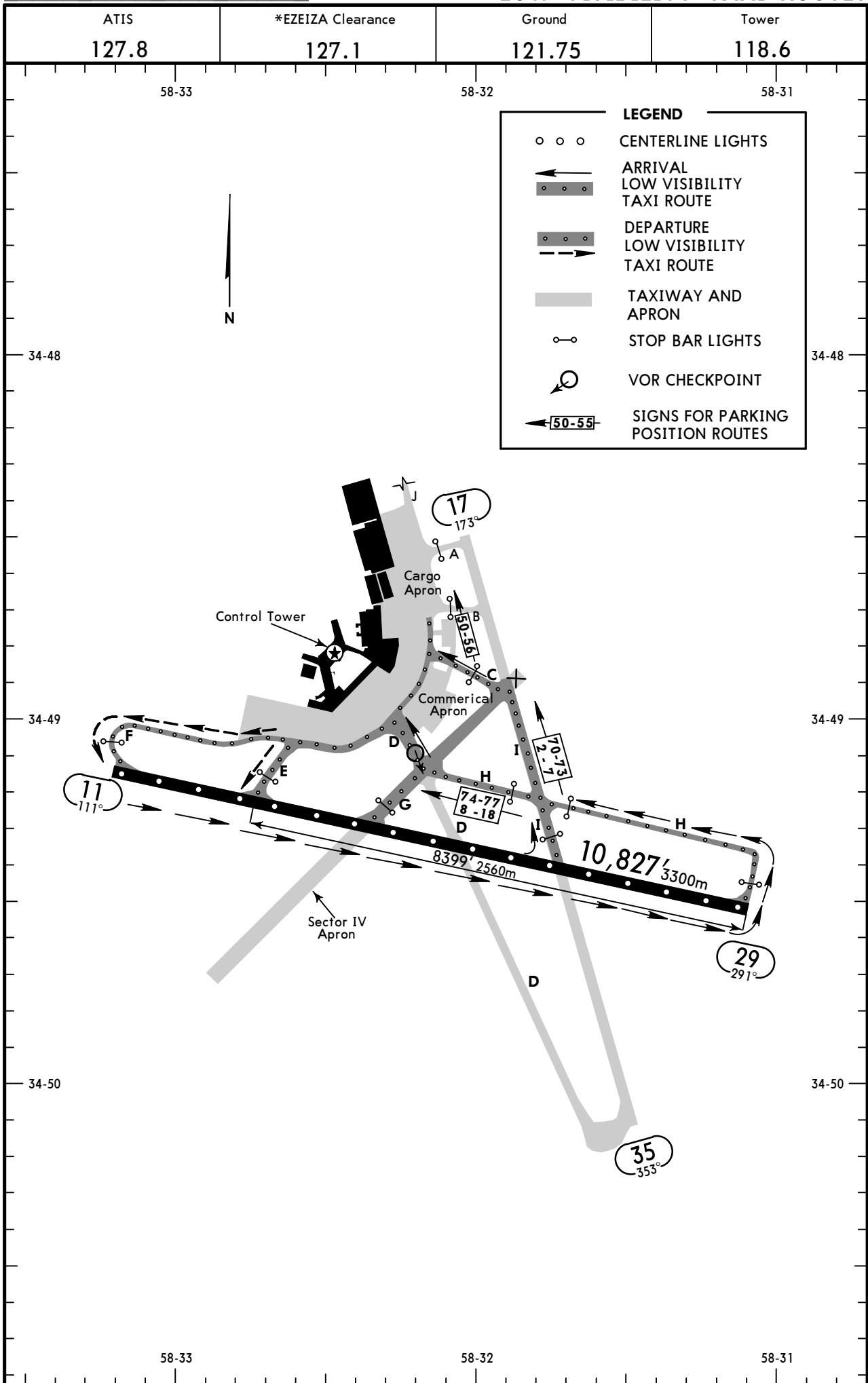
EZEIZA INTL-MINISTRO PISTARINI

BUENOS AIRES, ARGENTINA
LOW VISIBILITY TAXI ROUTES

LESS than RVR 550m

22 DEC 23

10-9D



SAEZ/EZE

22 DEC 23



JEPPESEN

10-9E

BUENOS AIRES, ARGENTINA
EZEIZA INTL-MINISTRO PISTARINI

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

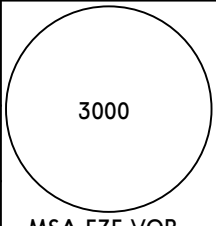
The aircraft departing must taxi along the apron axis to Taxiway 'Foxtrot' and through it, to the stop bar before entering Runway 11, except for other authorization by Ezeiza Control Tower. In case Ezeiza Control Tower authorizes taxiing through taxiway 'Echo' to enter Runway 11, the remaining distance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

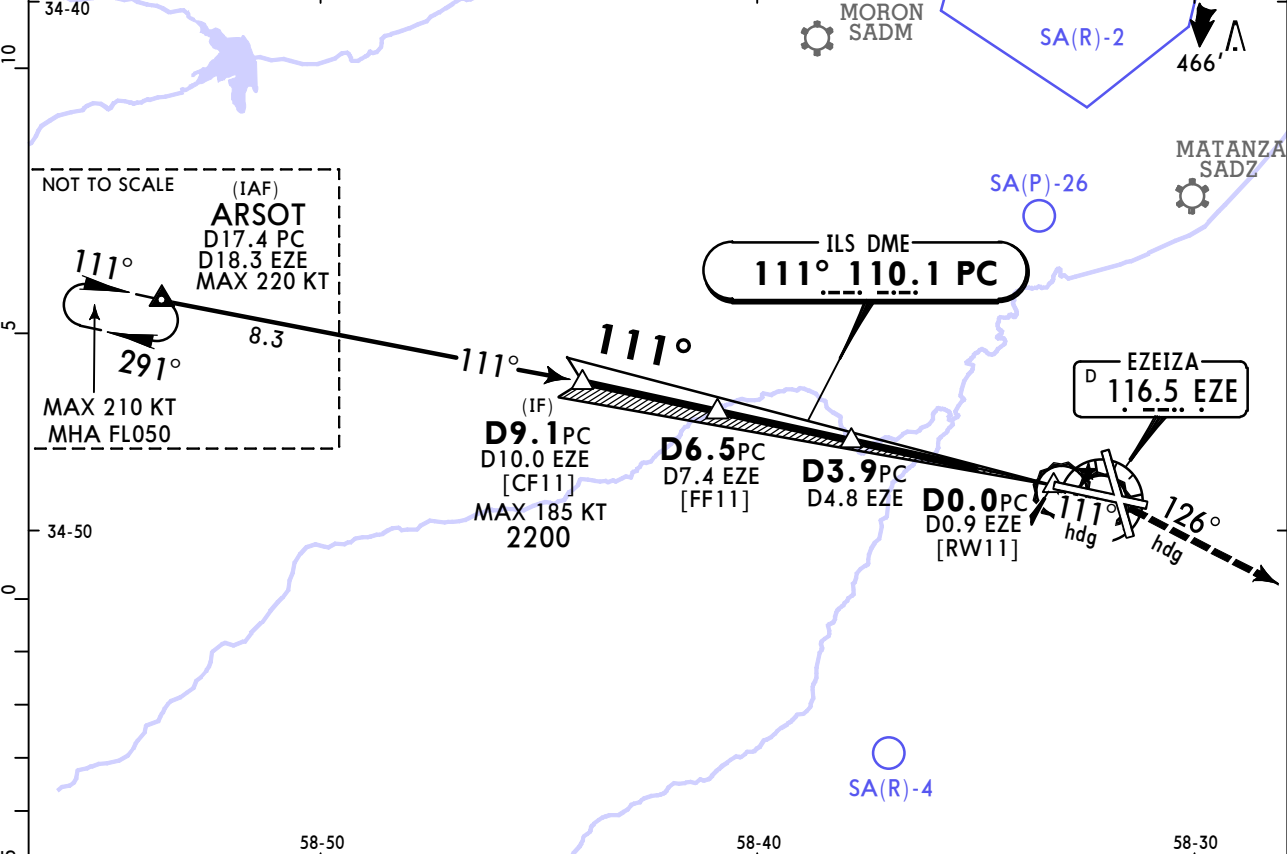
In conditions of marginal visibility a 'FOLLOW ME' ('SIGAME') vehicle will be arranged upon request.

SAEZ/EZE

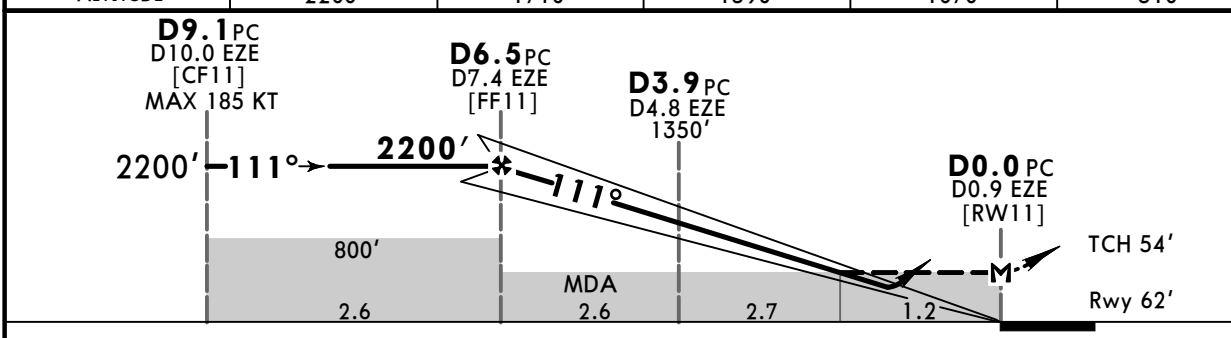
EZEIZA INTL- MINISTRO PISTARINI

JEPPESSEN BUENOS AIRES, ARGENTINA
 21 NOV 25 **(11-1)** Eff 27 Nov
ILS Y Rwy 11

ATIS 127.8		EZEIZA Approach 119.9		EZEIZA Tower 118.6		Ground 121.75		
LOC PC 110.1	Final Apch Crs 111°	D6.5 PC D10.0 EZE [CF11] MAX 185 KT 2200	ILS DA(H) 262' (200')	Apt Elev 67' Rwy 62'		 <p>3000 MSA EZE VOR</p>		
MISSED APCH: Climb heading 111° until 600', turn RIGHT heading 126° reaching 3000' and proceed as directed by ATC.								
Alt Set: hPa				Rwy Elev: 2 hPa				Trans level: By ATC
1. DME required. 2. Circle to land NA.								



PC DME	6.5	5.0	4.0	3.0	1.2
ALTITUDE	2200'	1710'	1390'	1070'	510'



Gnd speed-Kts	70	90	100	120	140	160
GS	3.00°	372	478	531	637	743
MAP at D0.0 PC/D0.9 EZE						
D6.5 PC/D7.4 EZE to MAP	6.5	5:34	4:20	3:54	3:15	2:47

ALSIF-II
 PAPI PAPI
600' on **111°** hdg

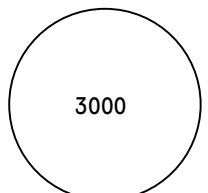
State		STRAIGHT-IN LANDING			
ILS		LOC (GS out)			
DA(H) 262' (200')		MDA(H) 510' (443')			
ALS out		ALS out		ALS out	
A					V2100m
B	R550m	R/V1200m	R/V1400m		
C	V800m				R/V2100m
D					

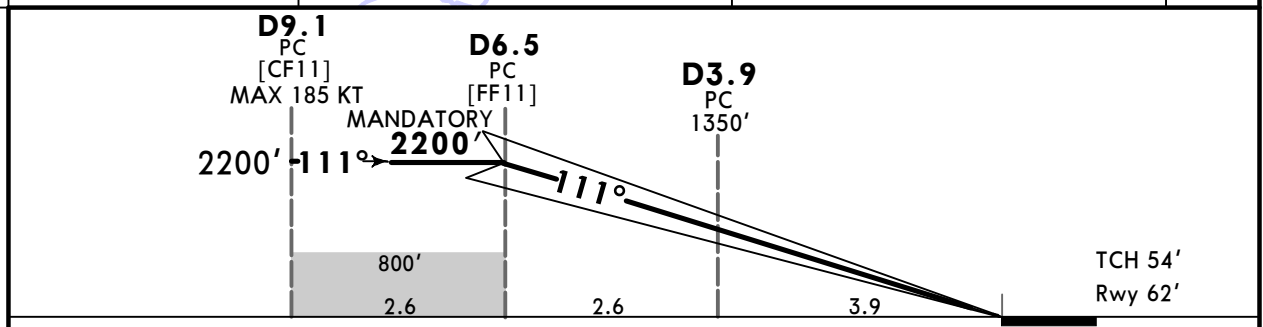
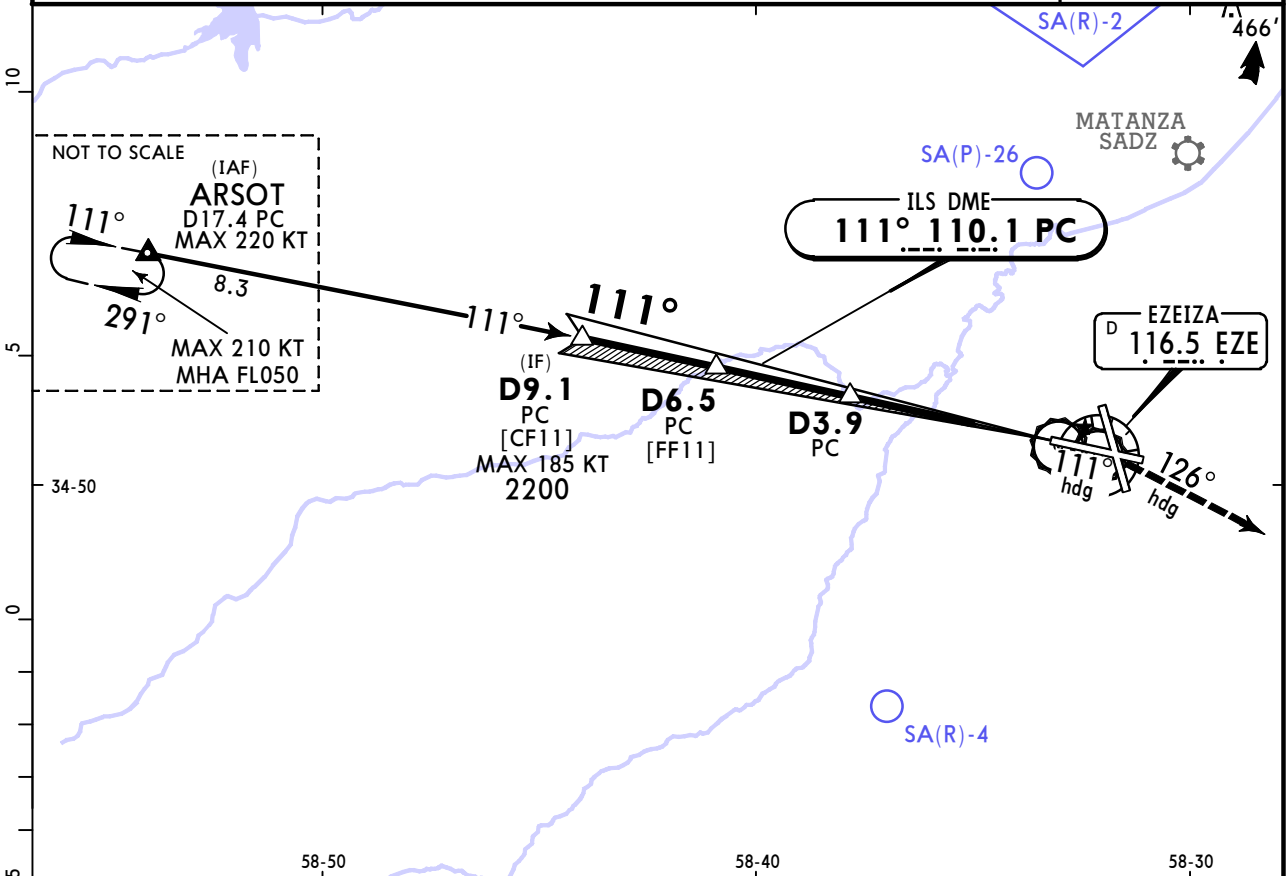
MDH based on airport elevation.


CHANGES: Minimums.

SAEZ/EZE
EZEIZA INTL-
MINISTRO PISTARINI

JEPPESSEN BUENOS AIRES, ARGENTINA
 21 NOV 25
Eff 27 Nov 11-1A ILS Z Rwy 11 CAT II & III

ATIS 127.8		EZEIZA Approach 119.9		EZEIZA Tower 118.6		Ground 121.75		
LOC PC 110.1	Final Apch Crs 111°	D6.5 PC MANDATORY 2200' (2138')	CAT III Refer to Minimums	CAT II RA 102' DA(H) 162'(100')		Apt Elev 67' Rwy 62'		
MISSED APCH: Climb heading 111° until 600', turn RIGHT heading 126° reaching 3000' and proceed as directed by ATC.							 3000 MSA EZE VOR	
Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: By ATC		Trans alt: 3000'		
1. Aircraft and Aircrew Certification Required. 2. DME required. 3. Circle to land NA.								



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI PAPI 	600' on 111° hdg
GS	3.00°	372	478	531	637	743		

State	STRAIGHT-IN LANDING	
CAT III ILS	CAT II ILS RA 102' DA(H) 162' (100')	
R175m	R300m	
PANS OPS CAT D without Autoland: R350m.		

CHANGES: Missed approach text.

SAEZ/EZE

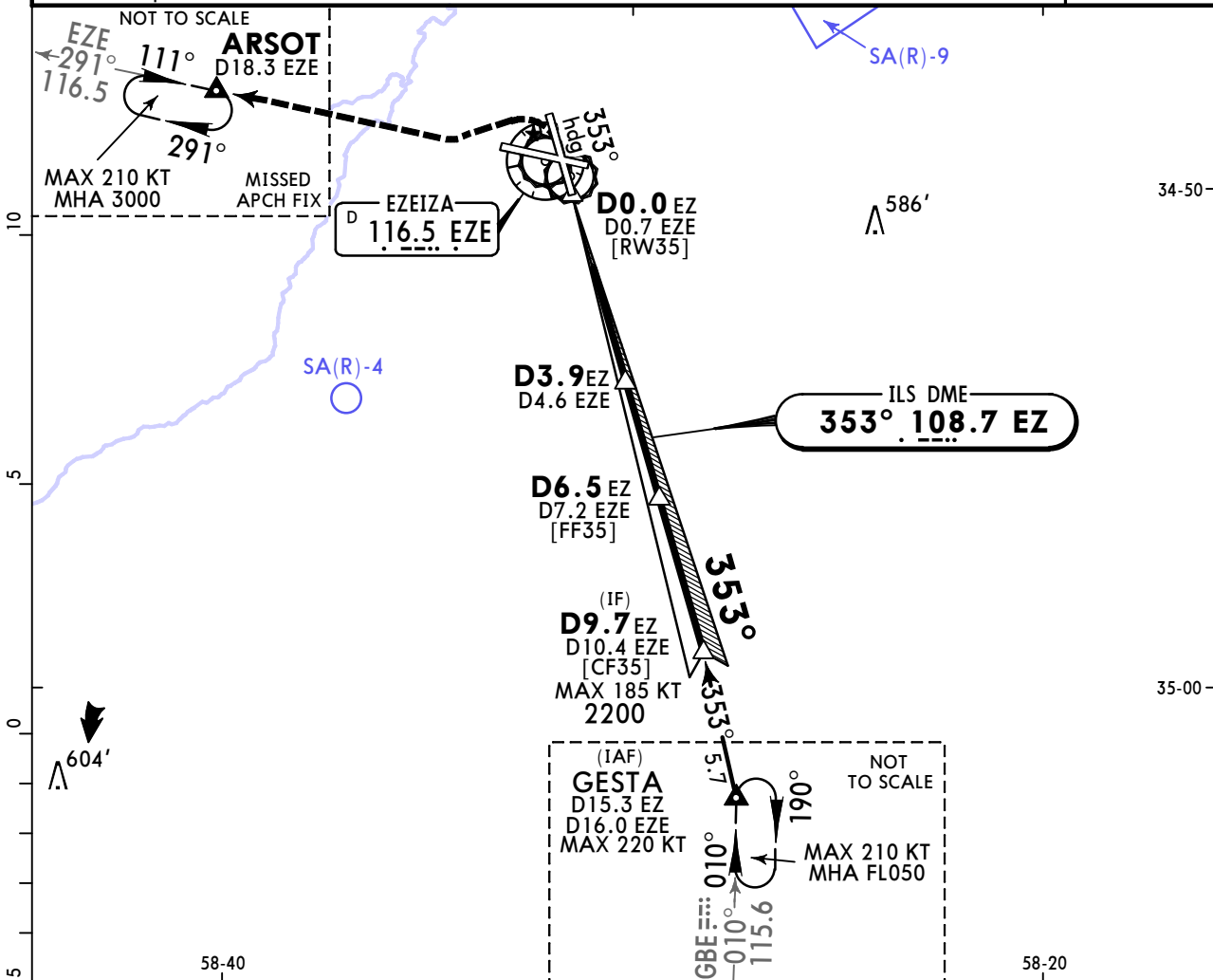
EZEIZA INTL-MINISTRO PISTARINI

JEYPESEN BUENOS AIRES, ARGENTINA

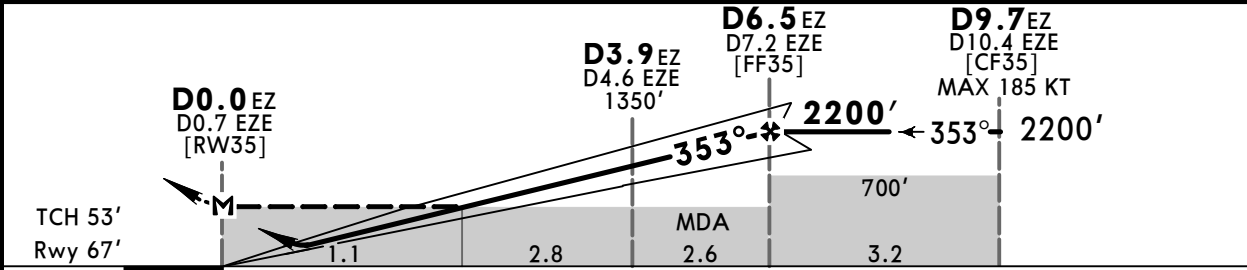
ILS Rwy 35

11-2 21 NOV 25
Eff 27 Nov

ATIS 127.8		EZEIZA Approach 119.9		EZEIZA Tower 118.6		Ground 121.75		
LOC EZ 108.7	Final Apch Crs 353°	D6.5 EZ 2200' (2133')		ILS DA(H) 312' (245')		Apt Elev 67' Rwy 67'		
MISSED APCH: Climb heading 353° to 600', turn LEFT to intercept EZE VOR R-291 outbound to ARSOT (D18.3 EZE), reaching 3000', holding and proceed as directed by ATC. MAX 210 KT							3000 MSA EZE VOR	
Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: By ATC		Trans alt: 3000'		
1. DME required. 2. Circle to land NA.								



EZ DME	1.1	2.0	3.0	4.0	6.5
ALTITUDE	480'	760'	1080'	1390'	2200'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI PAPI PAPI	600' on 353° hdg
GS	3.00°	372	478	531	637	743		
MAP at D0.0 EZ/D0.7 EZE								
D6.5 EZ/D7.2 EZE to MAP	6.5	5:34	4:20	3:54	3:15	2:47	2:26	

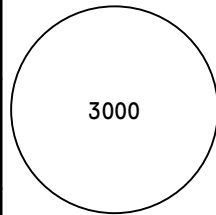
PANS OPS	State				STRAIGHT-IN LANDING			
	ILS DA(H) 312' (245')				LOC (GS out) MDA(H) 480' (413')			
	ALS out				ALS out			
	A	V800m			V1300m			V1200m
B	V800m			V1300m			V1200m	
C	V800m			V1300m			V1200m	
D	V800m			V1300m			V1200m	

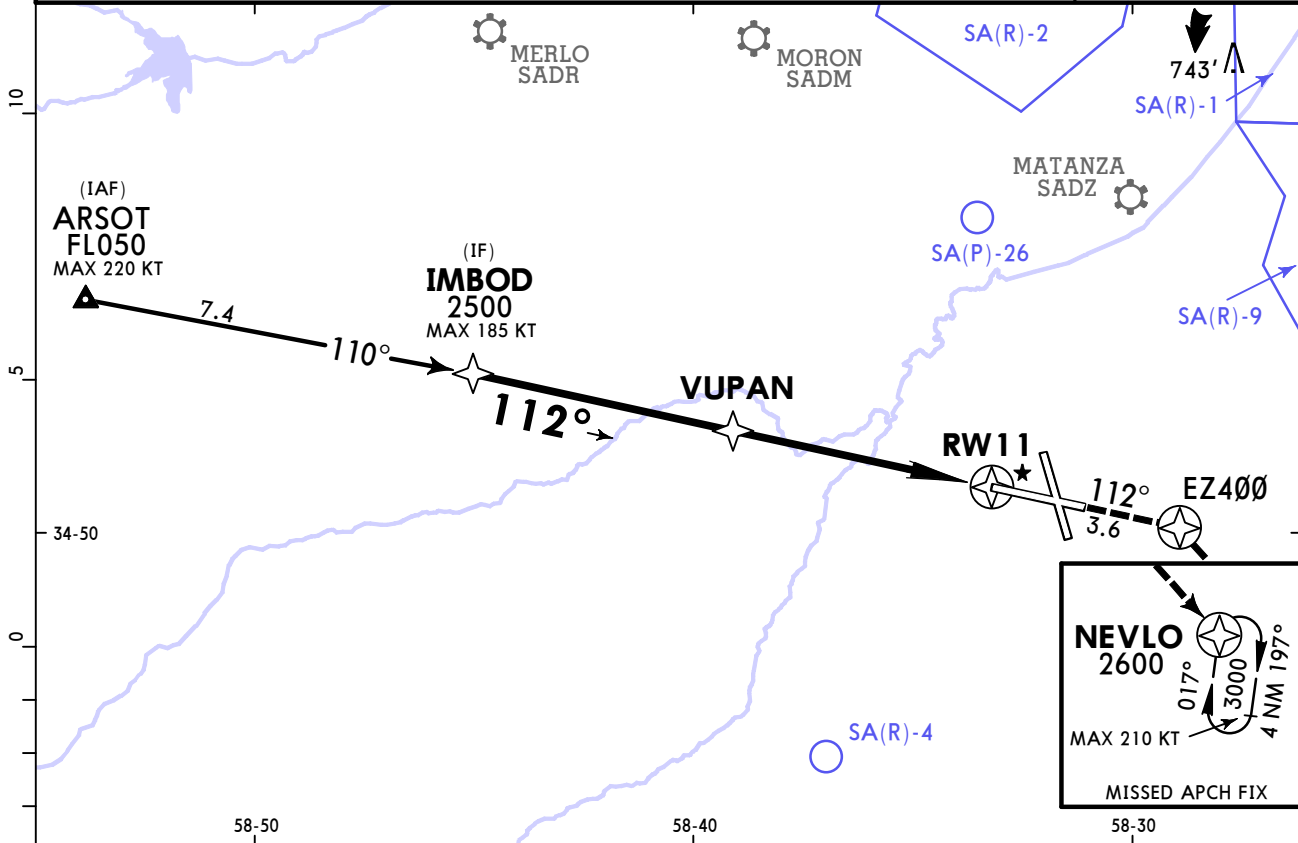
SAEZ/EZE
EZEIZA INTL-
MINISTRO PISTARINI

JEPPESSEN BUENOS AIRES, ARGENTINA

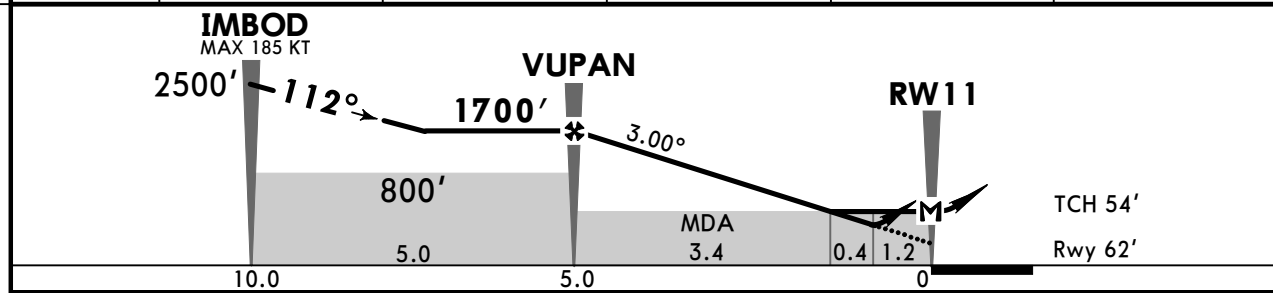
21 NOV 25 **(12-1)** Eff 27 Nov

RNP Rwy 11

ATIS 127.8		EZEIZA Approach 119.9		EZEIZA Tower 118.6		Ground 121.75		
RNAV	Final Apch Crs 112°	VUPAN 1700' (1638')		LNAV/VNAV DA(H) 570' (508')		Apt Elev 67' Rwy 62'		
MISSED APCH: Climb on course 112° to EZ400, turn RIGHT direct NEVLO, reaching MIN 2600', hold climbing to 3000', hold and proceed as directed by ATC.							 <p>3000</p> <p>MSA ARP</p>	
Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: By ATC		Trans alt: 3000'		
RNP Apch								
1. For uncompensated Baro-VNAV systems, approach not authorized below -10°C or above 50°C. 2. Circle to land not authorized.								



DIST to RW11	5.0	4.0	3.0	2.0	1.6
ALTITUDE	1700'	1390'	1070'	750'	640'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI PAPI EZ400 on 112° ↗ RT NEVLO
Glide Path Angle 3.00°	372	478	531	637	743	849	
MAP at RW11							
FAF to MAP	5.0	4:17	3:20	3:00	2:30	2:08	

State				STRAIGHT-IN LANDING			
LNAV/VNAV DA(H) 570' (508')				LNAV MDA(H) 640' (573')			
ALS out		ALS out		ALS out		ALS out	
A	V1600m	V2400m	V1900m	V2600m			
B	R/V1600m	R/V2400m	R/V1900m				
C							
D							

1 MDH based on airport elevation.

CHANGES: None.

© JEPPESSEN, 2017, 2025. ALL RIGHTS RESERVED.

SAEZ/EZE

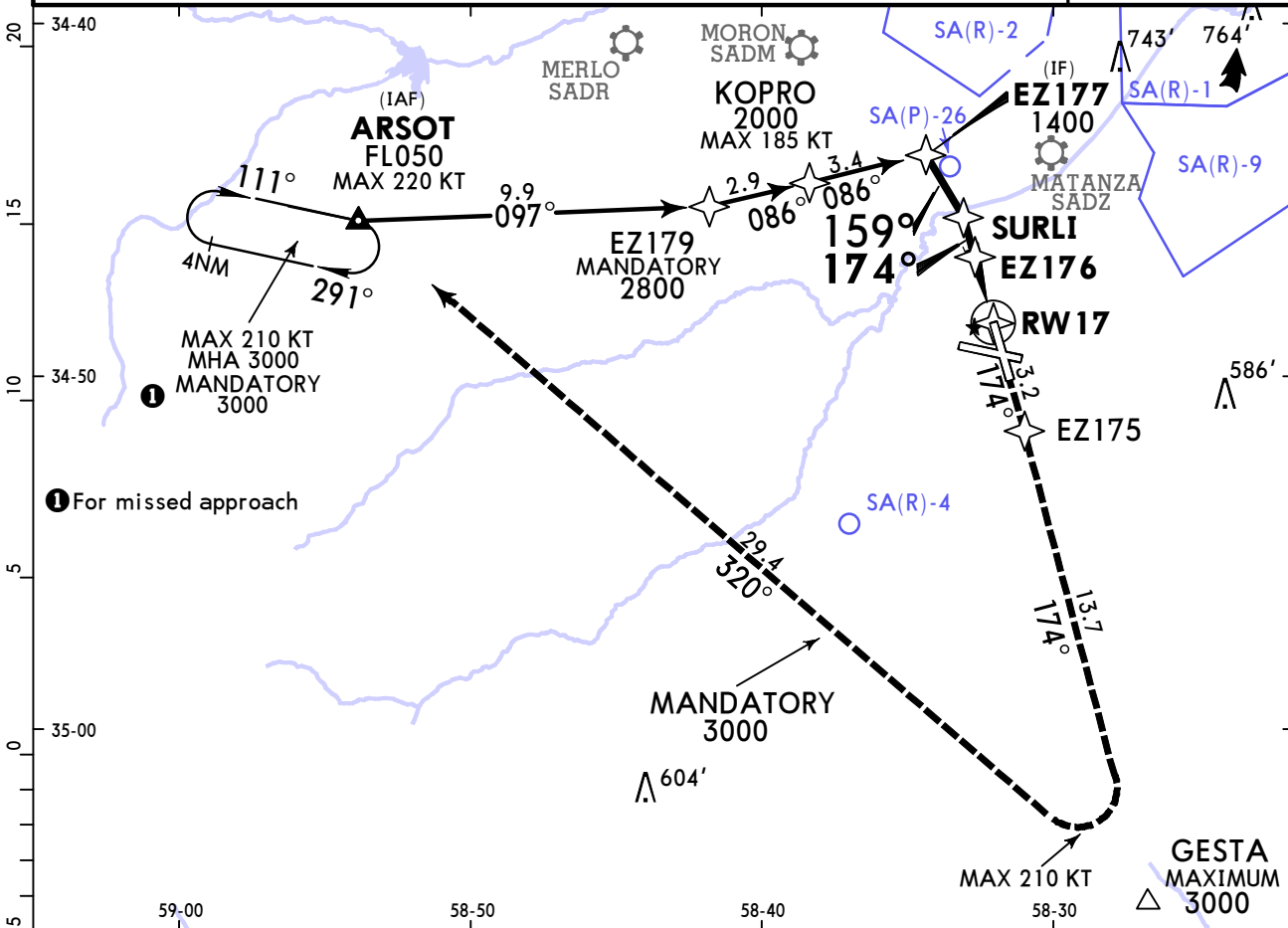
EZEIZA INTL-MINISTRO PISTARINI

JEPPESEN BUENOS AIRES, ARGENTINA

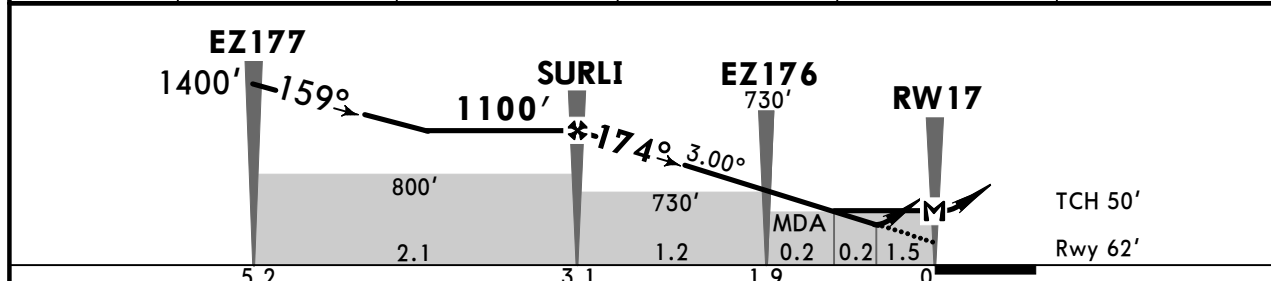
21 NOV 25 **(12-2)** Eff 27 Nov

RNP Rwy 17

ATIS 127.8		EZEIZA Approach 119.9		EZEIZA Tower 118.6		Ground 121.75		
RNAV	Final Apch Crs 174°	SURLI 1100' (1038')		LNAV/VNAV DA(H) 584' (522')		Apt Elev 67' Rwy 62'		
MISSED APCH: Climb on course 174° to EZ175, continue to GESTA, turn RIGHT to ARSOT reaching 3000', hold and proceed as directed by ATC.							<p>3000 MSA ARP</p>	
Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: By ATC		Trans alt: 3000'		
RNP Apch								
1. For uncompensated Baro-VNAV systems, approach not authorized below -10°C or above 50°C. 2. Circle to land not authorized.								



DIST to RW17	3.1	2.7	2.2	1.9	1.7
ALTITUDE	1100'	980'	810'	730'	670'



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L EZ175 on 174° RT ARSOT	
Glide Path Angle	3.00°	372	478	531	637	743		849
MAP at RW17								
FAF to MAP	3.1	2:39	2:04	1:52	1:33	1:20	1:10	

State		STRAIGHT-IN LANDING	
LNAV/VNAV DA(H) 584' (522')		LNAV MDA(H) 670' (603')	

A	V2400m V2800m
B	
C	
D	

1 MDH based on airport elevation.
 CHANGES: EZ177 speed restriction withdrawn.
 © JEPPESEN, 2019, 2025. ALL RIGHTS RESERVED.

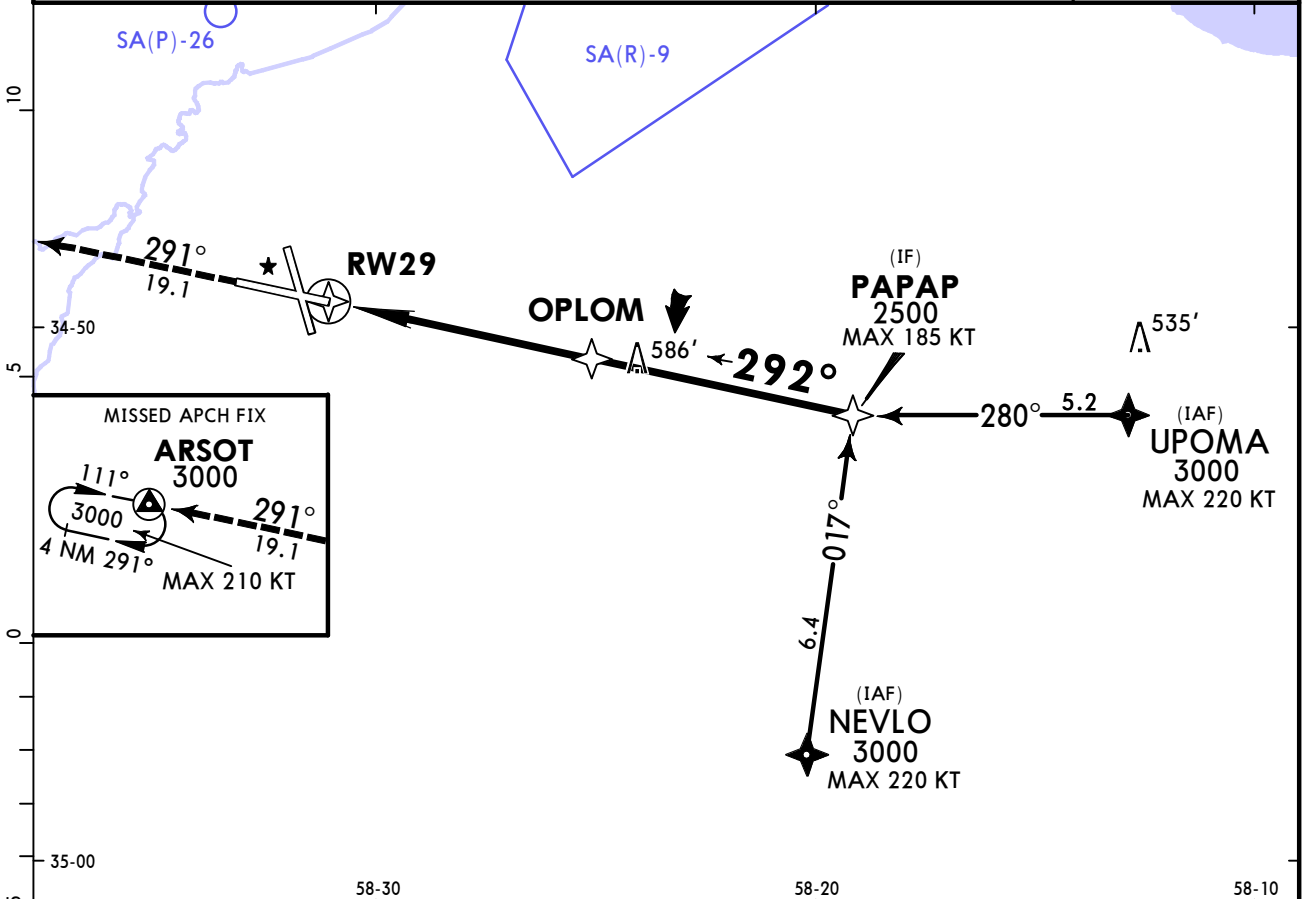
SAEZ/EZE
EZEIZA INTL-
MINISTRO PISTARINI

JEPPESSEN BUENOS AIRES, ARGENTINA

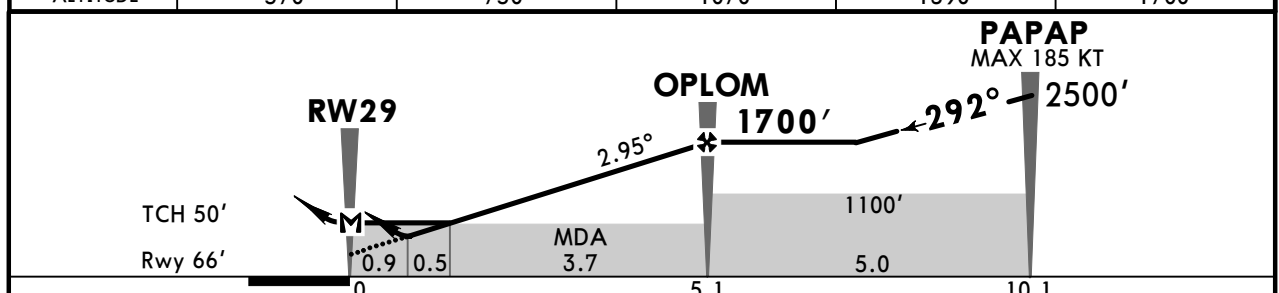
21 NOV 25 **(12-3)** Eff 27 Nov

RNP Rwy 29

ATIS 127.8		EZEIZA Approach 119.9		EZEIZA Tower 118.6		Ground 121.75		
RNAV	Final Apch Crs 292°	OPLOM 1700' (1634')		LNAV/VNAV DA(H) 407' (341')		Apt Elev 67' Rwy 66'		
MISSED APCH: Climb on course 291° to ARSOT, reaching 3000', 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								
1. For uncompensated Baro-VNAV systems, approach not authorized below -10°C or above 50°C. 2. Circle to land not authorized.								



DIST to RW29	1.4	2.0	3.0	4.0	5.1
ALTITUDE	570'	750'	1070'	1390'	1700'



Gnd speed-Kts	70	90	100	120	140	160	PAPI	3000'	on 291°	ARSOT
Glide Path Angle 2.95°	365	470	522	626	731	835				
MAP at RW29										
FAF to MAP	5.1	4:22	3:28	3:04	2:33	2:11	1:55			

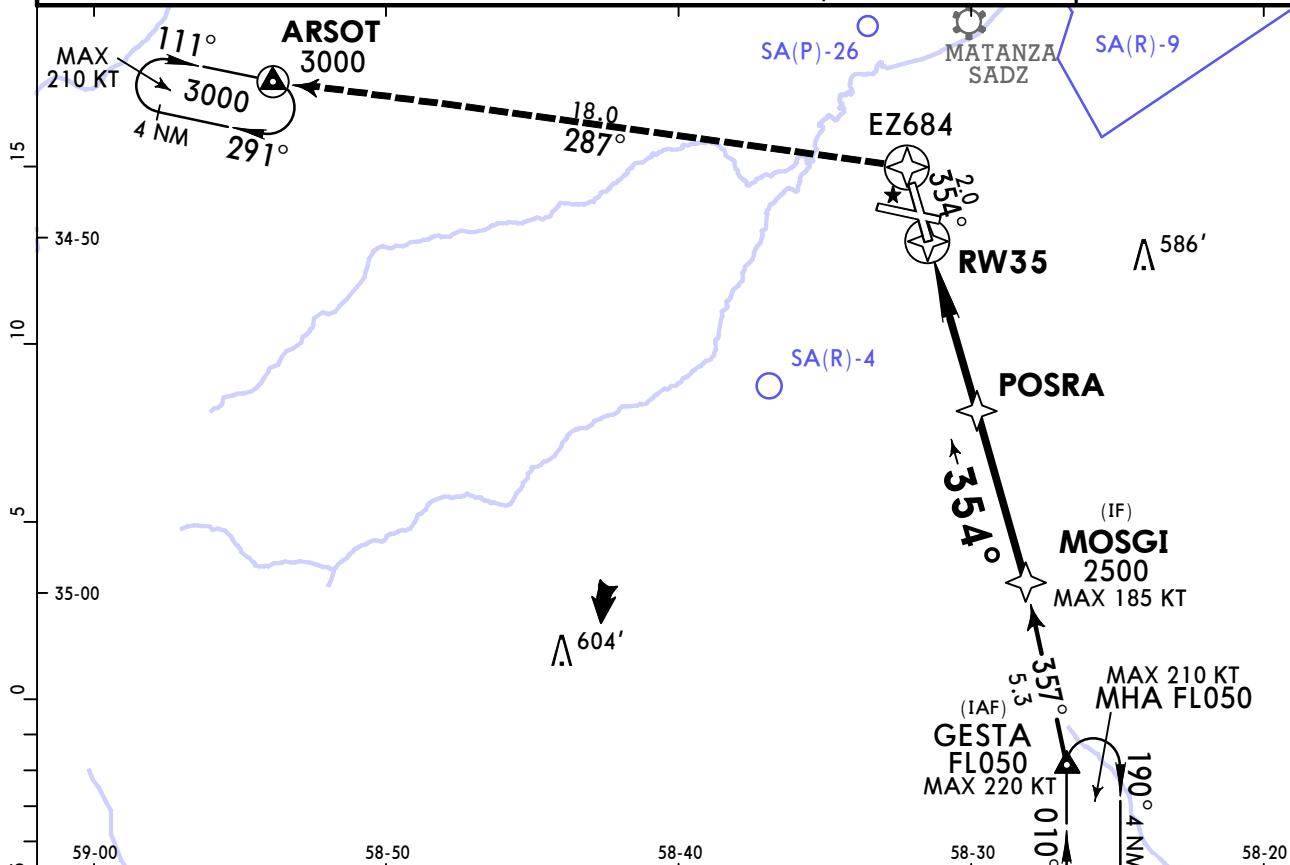
State		STRAIGHT-IN LANDING	
LNAV/VNAV DA(H) 407' (341')		LNAV MDA(H) 570' (503')	
A	V1600m	V2400m	
B	R/V1600m	R/V2400m	
C			
D			

1 MDH based on airport elevation.
 CHANGES: None.
 © JEPPESSEN, 2017, 2025. ALL RIGHTS RESERVED.

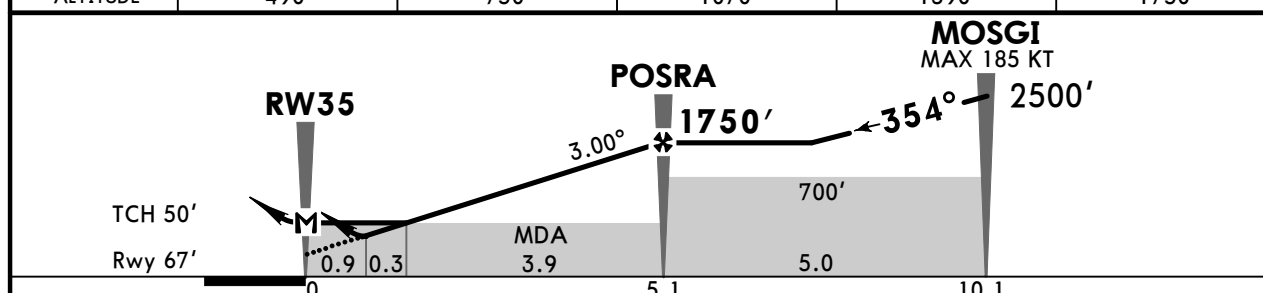
SAEZ/EZE
EZEIZA INTL-
MINISTRO PISTARINI

JEPPESEN BUENOS AIRES, ARGENTINA
 21 NOV 25 (12-4) Eff 27 Nov
RNP Rwy 35

ATIS 127.8		EZEIZA Approach 119.9		EZEIZA Tower 118.6		Ground 121.75		
RNAV	Final Apch Crs 354°	POSRA 1750' (1683')		LNAV/VNAV DA(H) 402' (335')		Apt Elev 67' Rwy 67'		
MISSED APCH: Climb on course 354° to EZ684, turn LEFT to ARSOT reaching 3000', Hold and proceed as directed by ATC. MAX 210 KT							3000 MSA ARP	
Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: By ATC		Trans alt: 3000'		
RNP Apch								
1. For uncompensated Baro-VNAV systems, approach not authorized below -10°C or above 50°C. 2. Circle to land not authorized. 3. Trees in the vicinity of THR 35.								



DIST to RW35	1.2	2.0	3.0	4.0	5.1
ALTITUDE	490'	750'	1070'	1390'	1750'



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II PAPI PAPI EZ684 ↑ on 354° LT ARSOT
Glide Path Angle 3.00°	372	478	531	637	743	849	
MAP at RW35							
FAF to MAP	5.1	4:22	3:24	3:04	2:33	2:11	1:55

State				STRAIGHT-IN LANDING			
LNAV/VNAV DA(H) 402' (335')				LNAV MDA(H) 490' (423')			
ALS out		ALS out		ALS out		ALS out	
A							
B	V800m	V1500m	V1300m	V1300m	V2000m	V2000m	V2000m
C							
D							

SAEZ/EZE

EZEIZA INTL- MINISTRO PISTARINI

JEPPESEN BUENOS AIRES, ARGENTINA

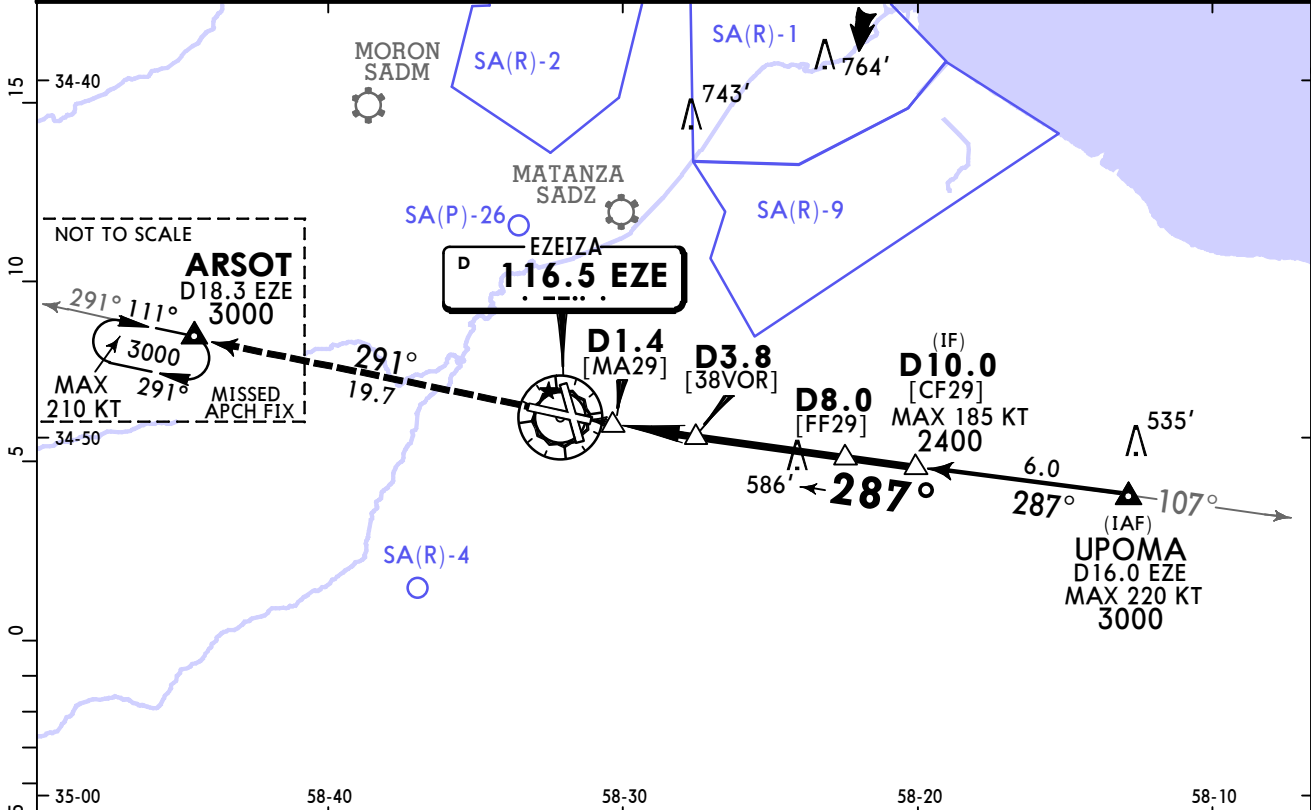
13-1

21 NOV 25

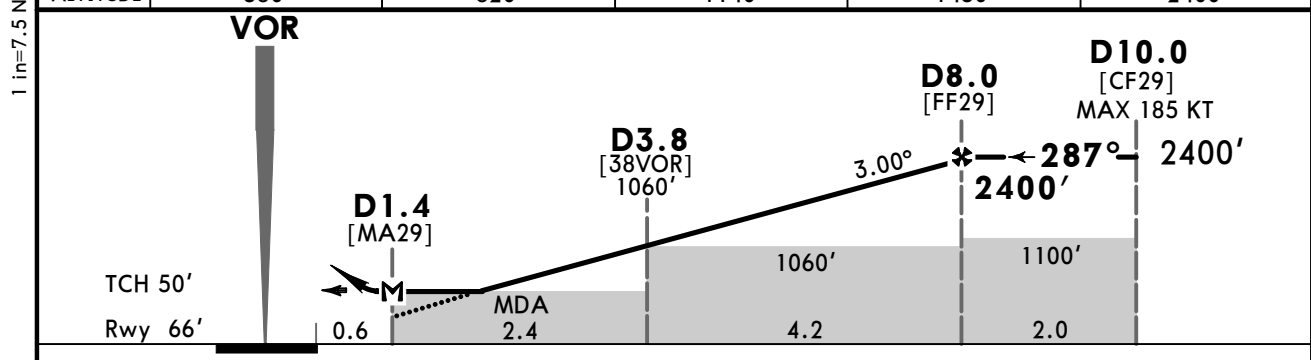
Eff 27 Nov

VOR Rwy 29

ATIS 127.8		EZEIZA Approach 119.9		EZEIZA Tower 118.6		Ground 121.75		
VOR EZE 116.5	Final Apch Crs 287°	D8.0 2400' (2333')		MDA(H) 580' (513')		Apt Elev 67' Rwy 66'		
MISSED APCH: Climb on EZE VOR R-291 to ARSOT reaching 3000', hold and proceed as directed by ATC.							<p>3000</p> <p>MSA EZE VOR</p>	
Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: By ATC		Trans alt: 3000'		
1. DME required. 2. Circle to land NA.								



EZE DME	2.3	3.0	4.0	5.0	8.0
ALTITUDE	580'	820'	1140'	1450'	2400'



Gnd speed-Kts	70	90	100	120	140	160	PAPI	3000'	EZE on 116.5 R-291
Descent Angle 3.00°	372	478	531	637	743	849			
MAP at D1.4									
FAF to MAP	6.6	5:39	4:24	3:58	3:18	2:50			

State STRAIGHT-IN LANDING

MDA(H) 580' (513')

A	V2400m
B	
C	R/V2400m
D	

MDH based on airport elevation.



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, (EZEIZA INTL/MINISTRO PISTARINI - SAEZ)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport SAEZ

Type: Terminal

Effectivity: Temporary

Begin Date: 20260801

End Date: 20261212

Per SUP A65/2026 Rwy 17/35 closed due to maintenance work. From 1 AUG 2026 0300 UTC until 12 DEC 2026 0300 UTC.