

**BUENOS AIRES (Ezeiza Intl) (EZE/SAEZ)**

Elevation 67ft

**CATEGORY A**

AV brief – not required

**SPECIAL NOTE**

During the months when early morning fog is expected, the inbound sector is at risk of diverting. Diversion airfields further away than MVD have limited facilities and may prevent a quick fuel and go. Whenever visibility drops local staff liaise very closely with the control tower (including the negotiation of a suitable EAT) to facilitate our arrival and thus avoid a diversion especially when MVD is not available. Should the weather deteriorate, contact local staff on VHF and ensure this channel of communication is used fully in order to try and avoid a diversion. EAT only provided by approach and/or tower controller and not Ezeiza Norte or Resistencia Radar. EAT not provided when weather is below Cat 3A minima.

**GENERAL**

- Buenos Aires is in Argentina (Spanish speaking) on the S shore of the Rio de la Plata estuary.
- Ezeiza Intl Airport is to the SSW of the city.
- There is no significant terrain in the vicinity.

**Threats****Special Considerations**

- To avoid language difficulties, use standard RT phraseology.
- There is a strong possibility that a clearance for a procedural ILS may be changed to a visual approach while flying overhead EZE.
- Recent incidents highlight the need to appropriately brief flying a visual circuit from the overhead at 1500ft. Full use of the DME should be made to assist with the visual profile.

**Runway Excursion**

- Rwy 11/29 is the main landing runway and it is 60m wide. This can give the illusion of being too low when on the correct approach path.
- This is particularly important if a last minute visual approach is requested by ATC.
- Rwy 17/35 is 45m wide.
- Runway end markings are non-existent and the runway end can only be identified as a change in tarmac colour. Raised yellow runway end lights are positioned a few feet before this and should be used as the end of the runway.

**Runway Incursion**

- When landing Rwy 11 exercise extra caution if vacating onto Rwy 17/35 which may be active, especially during LVOs.

## ARRIVAL

### Diversion Airports

MONTEVIDEO	MVD/SUMU	234 nm/090°T	CAT A
CORDOBA	COR/SACO	355 nm/306°T	CAT A
SAO PAULO INT	GRU/SBGR	931 nm/043°T	CAT B
RIO DE JANEIRO INT	GIG/SBGL	1080 nm/048°T	CAT B

## Approach

*Actual and forecast weather reporting can be inaccurate especially during local winter months, leading to the possibility of unplanned low visibility approaches.*

- Radar is only used to monitor aircraft so radar vectors are very rare.
- Arrivals tend to be via PAPIX to EZE followed by a procedural approach.
- Occasionally a routing to ARSOT may be given.
- Low transition altitude of 3000ft means that procedural arrivals via the overhead or waypoint ARSOT may commence above Transition Level.
- Occasionally crew will be cleared for an approach from a FL without a trigger to set QNH.

## GROUND

- BA use stands 2-11
- International parking gates are often fully occupied at landing times. Delays after landing may be expected.
- In the event that the Apron is full, arriving aircraft will be directed by ATC to hold on taxiway A whilst a stand becomes available.
- FOD a possibility on taxiways and ramp area.
- Some areas of soft tarmac on aprons and taxiways reported. Engine Out Taxi In may require excessive thrust on B777 aircraft.

### B747

- When taxiing around the perimeter of the ramp, wing-tip clearance is tight between B747-400 aircraft and aircraft parked on stands 4, 5 and 6.

### ALL

### Rwy 11/29 180° turns

- Rwy is 60m wide and edge-marked by white lines.
- Just beyond these lines are raised runway edge lights painted yellow, which are faded, worn and difficult to see from the flight deck.
- Exercise extra caution when conducting a 180° turn.

**Rwy 11 backtrack 180° turn for departure**

- Local procedure exists.
- Follow yellow taxi lines into turn pad and use the 777 indications on the tarmac to identify the correct taxi line for a Counter-Clockwise 180° turn onto the runway.

**Rwy 35 180° turns on turn pad**

- Local procedure exists.
- Follow yellow taxi lines into turn pad and use the 777 indications on the tarmac to identify the correct taxi line for a Counter-Clockwise 180° turn onto the runway.

**DEPARTURE**

- Call Ground as soon as practical to request the clearance and advise expected push-back time.

**BAV Crew Reports**

- Departing Rwy 17 with numerous distractions – we almost missed the ‘full length’ take off point at ‘A’. Twy J continues straight on towards the industrial apron and the visual picture becomes very compelling to continue straight on, particularly if distracted.

- On departure, an altitude restriction is often given just prior to take-off; the restriction is normally lifted when established on the departure radial or a given DME distance has been achieved.

**WEATHER**

- The Rio de la Plata estuary area is well known for sudden, unexpected weather changes.
- Line squalls associated with cold fronts approach rapidly from the SW.
- The warm waters of the estuary aggravate the intensity of the squalls.
- During May/Jun and Aug/Sep un-forecast reduction in visibility is possible.
- Poor weather conditions at Buenos Aires may also be affecting Montevideo.

**In Summer (Jan-Feb)**

- Large Cbs form inland and may affect the airfield.

**In Winter (Jun-Aug)**

- Fog and low stratus forming over the S Atlantic drifts over the airfield.
- Radiation fog forming at night is a possibility.

**OPERATIONAL INFORMATION**

<b>Handling Agent</b>	Intercargo SAC – Ramp
<b>Handling Agent VHF</b>	Speedbird Buenos Aires 131.35
<b>Potable Water</b>	Uplift Permitted

IF ONLY Electrical Power is required	Use APU
If BOTH electrical power and air conditioning is required:	Use APU