

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

Elevation 67ft

### CATEGORY A

AV brief not required

### GENERAL

- Buenos Aires is situated on the south shore of the Rio de la Plata estuary (in Argentina)
- Ezeiza Intl is located SSW of the city with no significant terrain in the vicinity
- During months when early morning fog is expected, there is a risk of diversion. Diversion airfields further away than MVD have limited facilities which may preclude a quick 'fuel and go'.

### Threats

#### Runway Excursion

- Rwy 11/29 is the main landing runway and is 60m wide, giving the illusion of being too low
- This is particularly significant 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 by 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.

#### Loss of Control

- If landing Rwy 11 exercise extra caution if vacating on to Rwy 17/35 which may be active, particularly during LVOs

#### Special Considerations

- Use standard R/T phraseology to avoid language difficulties
- It is highly likely a clearance for a procedural ILS may be changed to a visual approach whilst flying overhead and the procedure for flying this should be appropriately considered

### ARRIVAL

#### Diversion Airports

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

### Approach

- Actual and forecast weather has been known to be inaccurate, particularly during local winter months
- 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 TA of 3,000ft means procedural arrivals may commence above TL
- Occasionally crew will be cleared for an approach from a FL without a trigger to set QNH

### GROUND

- Simfest use stands 2-11
- Wingtip clearance is tight between B747-400 aircraft and aircraft parked on stands 4-6 when taxiing around the edge of the ramp
- Exercise caution if conducting a 180° turn on Rwy 11/29 due lack of runway end markings
- Rwy 11 and Rwy 35 backtracks – follow yellow taxi lines in to turn pad and use aircraft type markings on the tarmac to identify correct taxi line for an anticlockwise turn on to the runway

### DEPARTURE

- Request clearance from Ground as soon as practical advising expected pushback time
- On departure an altitude restriction may be given just prior to takeoff – this is normally lifted when established on the departure radial or a given DME distance has been achieved

### WEATHER

- Sudden, unexpected weather changes are common in the Rio de la Plata estuary
- Line squalls associated with cold fronts approach rapidly from SW
- The warm waters of the estuary aggravate the intensity of the squalls
- During May/Jun and Aug/Sep, unforecast reduction in visibility is possible
- Poor weather conditions at Buenos Aires may also affect Montevideo
- Summer – large Cbs form inland and may affect the airfield
- Winter – Fog and low cloud forming over the South Atlantic drifts over the airfield and radiation fog may form at night

### OPERATIONAL INFORMATION

<b>Handling Agent</b>	Intercargo SAC
<b>Handling Agent VHF</b>	131.35
<b>Potable Water</b>	Uplift permitted

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