

# Ezeiza Airport

IATA/ICAO CODE: EZE/SAEZ  
 CITY: Buenos Aires  
 COUNTRY: Argentina

## AIRPORT CONTACT

No changes reported by the airport in 2011  
[Verify information below with the airport](#)

Name: Ernesto Gutierrez  
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ELEVATION: 67 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (ft)	Glide Slope(deg)	Width (m)
05/23	Out of Service			
11/29			11/3 29/2.95	197
17/35	10187	35/984	17/3 35/2.5	148

## NOISE ABATEMENT PROCEDURES

See AIP Argentina ENR 1.5.1 for details.

1.1 The design and construction of the holding procedures of approach and exit are based on established on the Document 8168 - OPS/611 (PANS OPS) of the OACI.

1.2 The holding procedures and approach, have been based on the values and factors contained in Part II of the PANS-OPS.

1.3 The present procedures are complementary of the pertinent norms that publish in the Argentine Regulations of Aviación Civil (RAAC), Part 91.

12,3 Procedures for the takeoff and the ascent.

The operations will be realised using tracks and trajectories of ascent that as far as possible do not affect populated areas or sensible areas to the noise. If the previous thing is not possible, it will be fulfilled the following procedure: a) Subsequent to the takeoff, to ascend up to 1 000 ft (with respect to the elevation of the aerodrome) maintaining; - power/takeoff thrust; - flaps for takeoff; and speed of equal ascent to  $V_2 + 10$  to 20 KT.

b) To 1000 ft;

- maintaining positive a rate of climb, to accelerate until the minimum speed of maneuver without flaps (VZF) at the same time as the same fall back;
- next to reduce the push in accordance with the following thing;
- for airships with motors of high relation of diminution of noise, to reduce to the power/push of ascent to “normal”;
- for airships with motors of low relation of diminution of noise, to reduce the power/underneath pushes del that corresponds to the one of ascent to normal, but smaller to the necessary one not to maintain the upward slope with a lengthy motor; and - for airplanes with low rates of retraction of flaps, to reduce the power/pushes to an intermediate setting.

c) Next:

- Of 1000 ft to 3000 ft, to continue the ascent to not more of  $VZF + 10$  KT.
- To 3000 ft, to accelerate smoothly until the speed of ascent in route, or until which it corresponds to the permission of transit or according to the air space in which one flies.

12,4 Procedures for the approach and the landing. -

As far as possible, the approaches and landings will be realised using tracks and trajectories that do not affect populated areas or sensible areas to the noise.

Within the parameters established in the manual of operation of the airship, and when the authorized leave of transit for allow it to the approach, this one will take place obtaining an uninterrupted descending regime with reduced power and drag, delaying the unfolding of the flaps and the undercarriage until the final stage of the approach.

If the conditions allow to conduct a safe operation, the reversores of push will not be used during the landing.

Note. - The tending preceding procedures to secure the attenuation of the noise produced by the airships, have been elaborated in agreement with the recommended ones in Document 8168, PANS-OPS, Volume I - Procedures of Flight, of the Organization of Civil Aviation the International.

**CONTINUOUS DESCENT ARRIVAL (CDA) - NONE**

**AIRPORT CURFEWS - NONE**

**PREFERENTIAL RUNWAYS**

yes

**OPERATING QUOTA - NONE**

**ENGINE RUN-UP RESTRICTIONS**

12.2 Test of motors.

One prohibits the test of motors between the 01:00 and 11:00 UTC.

**APU OPERATING RESTRICTIONS - NONE**

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE - [NONE](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM - [NONE](#)

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS - [NONE](#)

CHAPTER 2 RESTRICTIONS - [NONE](#)

CHAPTER 2 PHASEOUT

[Considering implementing rule modeled after Brazil Phase out.](#)

CHAPTER 3 RESTRICTIONS - [NONE](#)

COMMENTS

1. Zoning measures have been adopted to keep the area near airports clear of housing development.
2. Advisory Circular, CLAC/GEPTA/3-NE/10, 27 Aug. 1980, Non-Annex 16, Chapter 2 aircraft should not be included in Domestic fleets after 1 Jan 1985, or 1 Jan 1988 if Chapter 3

aircraft are on order.