# Jorge Newbery Airport - Buenos Aires

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|---|---|
| IATA/ICAO CODE: | AEP/SABE |
| CITY: | Buenos Aires |
| COUNTRY: | Argentina |

AIRPORT CONTACT

No changes reported by the airport in 2011
Verify information below with the airport

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|---|---|
| Name: | Avenida Rafael Obligado |
| Title: | |
| Airport: | Jorge Newbery Airport - Buenos Aires |
| Address: | (C1425DAA) Ciudad Autón. de Buenos Aires<br>Argentina |
| Phone: | +54 11 4778 6525 |
| Fax: | +54 11 4576 5300 |
| Email: | |

Airport Web Site: http://www.aa2000.com.ar/index.php

ELEVATION: 18ft.

| RUNWAY INFORMATION | | | | |
|---|---|---|---|---|
| Orientation | Length (m) | Displaced Threshold (m) | Glide Slope(deg) | Width (m) |
| 13/31 | 2100 | - | | 40 |

NOISE ABATEMENT PROCEDURES

The noise abatement procedures are obligatorily fulfilled by 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 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. Run-up hours from 0900 - 1100 & 0100 - 0200, MAX power not higher than 60% and 70 decibels.

**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 present only once a copy of the Homologation Certificate as far as the noise extended to the National Air Navigability Director for each aircraft whose operation is expected in the hours of 3:30 to 8:30 UTC, to the Air Park Chief of Operations at Jorge Newbery, 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, previously accepted in 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 to 460 ft of altitude and turn right for 032^ bearing from P NDB on a climb to 800 ft.

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

**Takeoff runway 13:**
a. With takeoff power and the speed that corresponds to each aircraft (V2 + 10 kt, V2 + 15, etc.) climbing to 460 ft of altitude and turn left for EZE R-035 in a climb to 800 ft.

b. Starting at 800 ft, use climbing power and begin flap retraction.
Approaches between 3:30 and 8:30 UTC:

**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 1, will be fulfilled by the IAC instrument approach procedures.

**Landing between 3:30 and 8:30 UTC:**
Do not use thrust reversers whenever it is possible to make a safe operation.
16 APR 10 40-4A

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

AIRPORT CURFEWS

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PREFERENTIAL RUNWAYS - NONE

OPERATING QUOTA - NONE

ENGINE RUN-UP RESTRICTIONS - NONE

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 - See Airport Curfew

CHAPTER 2 PHASEOUT
Considering implementing rule modeled after Brazil Phase out.

CHAPTER 3 RESTRICTIONS - NONE