

**GENERAL****Operational Hours**

**ATS Hours:** H24

**Airport Information**

**RFF:** CAT 7

**Fuel:** MON-SAT 1130-0300 (SAT, WED O/R), Cargo MON-SAT 1130-0600 (SAT, WED O/R)

**PCN:** RWY 02/20: 66/F/B/W/T

**Operation****Preferential RWY**

RWY 02 with calm wind.

**TWY Restriction**

Eastern parallel TWY CLSD.

Western parallel TWY not AVBL for code letter E ACFT and above, backtrack on RWY needed.

**Taxi**

Taxi with MNM PWR.

Simultaneous OPS on TWY and RWY of code letter C, D and E ACFT are restricted.

B757: Taxi to gate with own PWR prohibited.

**Engine Run-up Areas**

ENG run-ups permitted only 1200-0200 strictly on TWY 500m / 1640ft before THR 20.

**ARRIVAL****Speed**

MAX IAS 250KT below 10000ft within TMA.

**Communication**

At first contact with TWR report MET conditions, estimated ARR and type of APCH.

**Arrival Procedure****Non-standard GP intercept position on RWY 02**

GP intercepts RWY 02 at *314m / 1030ft* after landing threshold.

Remaining LDG DIST beyond GP is *2673m / 8770ft*.

**Warnings**

Birds in vicinity of AD.

**GUA-MGGT**

1-20

**A01****DEPARTURE****Take-off Minima**

RWY		02/20	
All ACFT	ft - m/km	0 - 400V	HJ only
		0 - 800V	HN

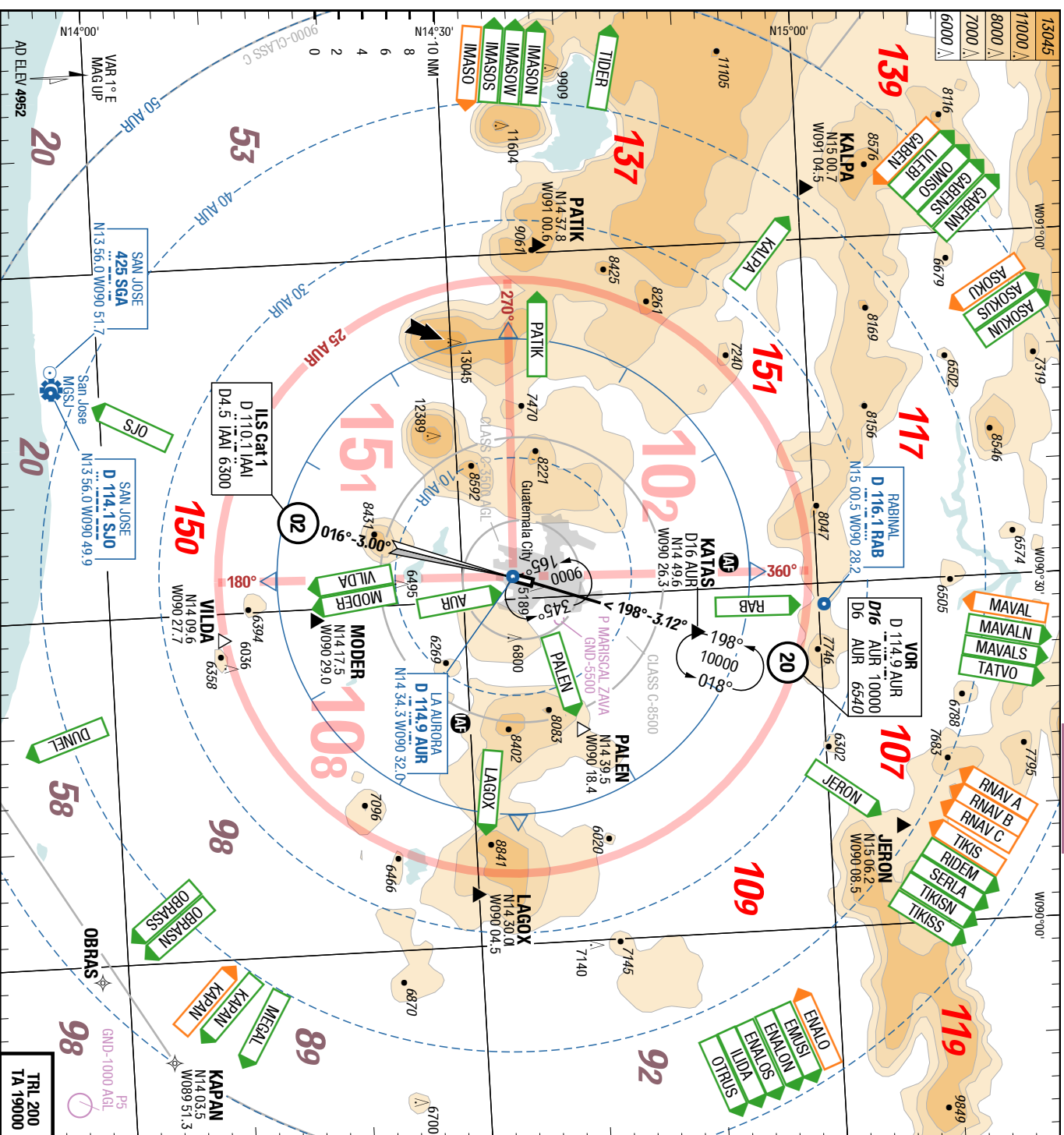
**Speed**

MAX IAS 250KT below 10000ft within TMA.

**Departure Procedure****Start-up/Push-back**

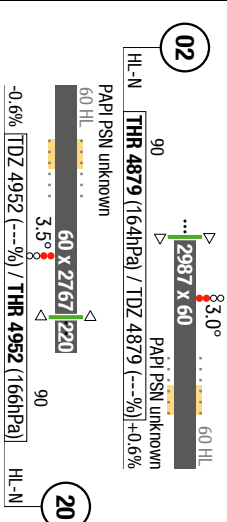
REQ start-up CLR from GND.

Push-back with reverse thrust prohibited.

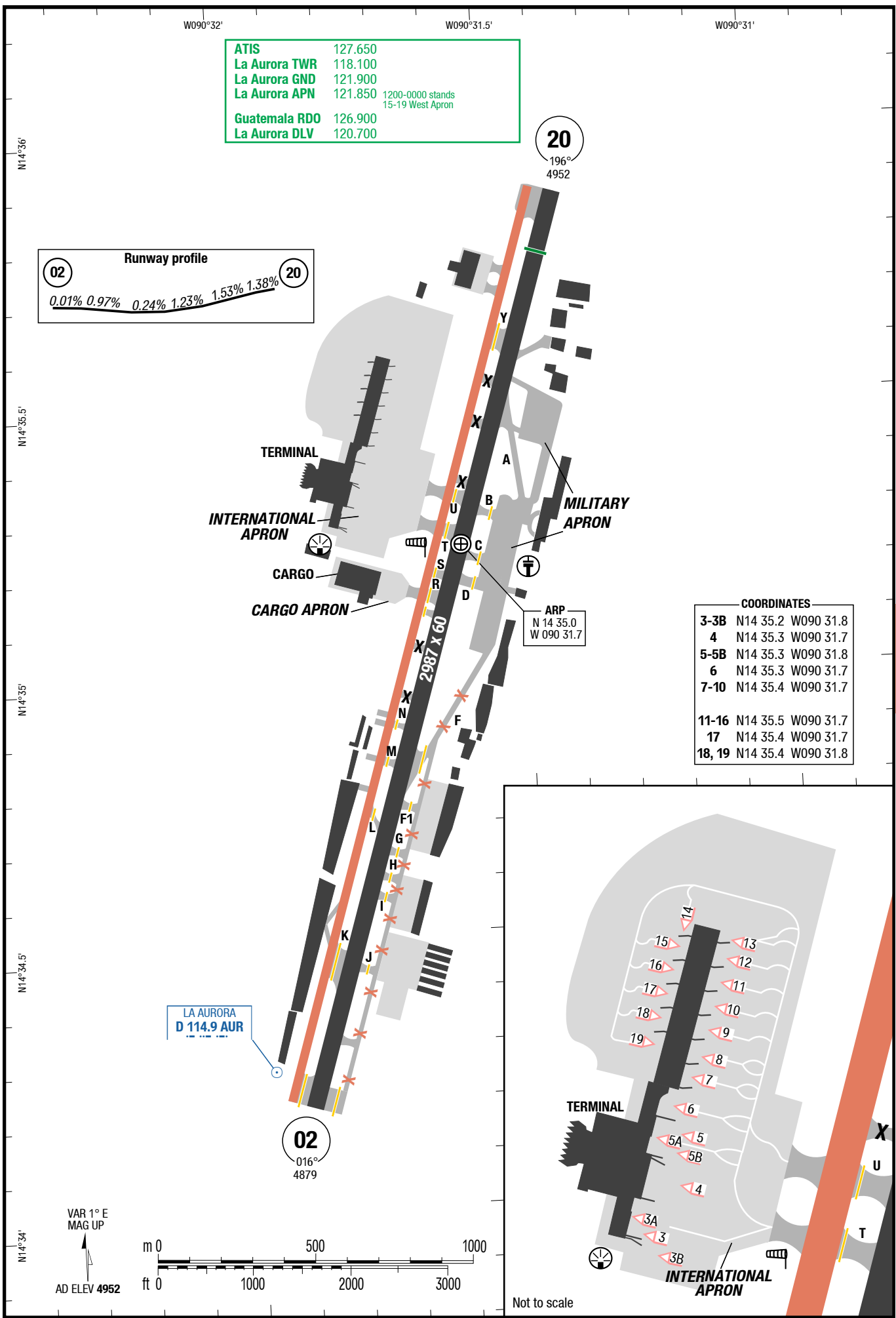


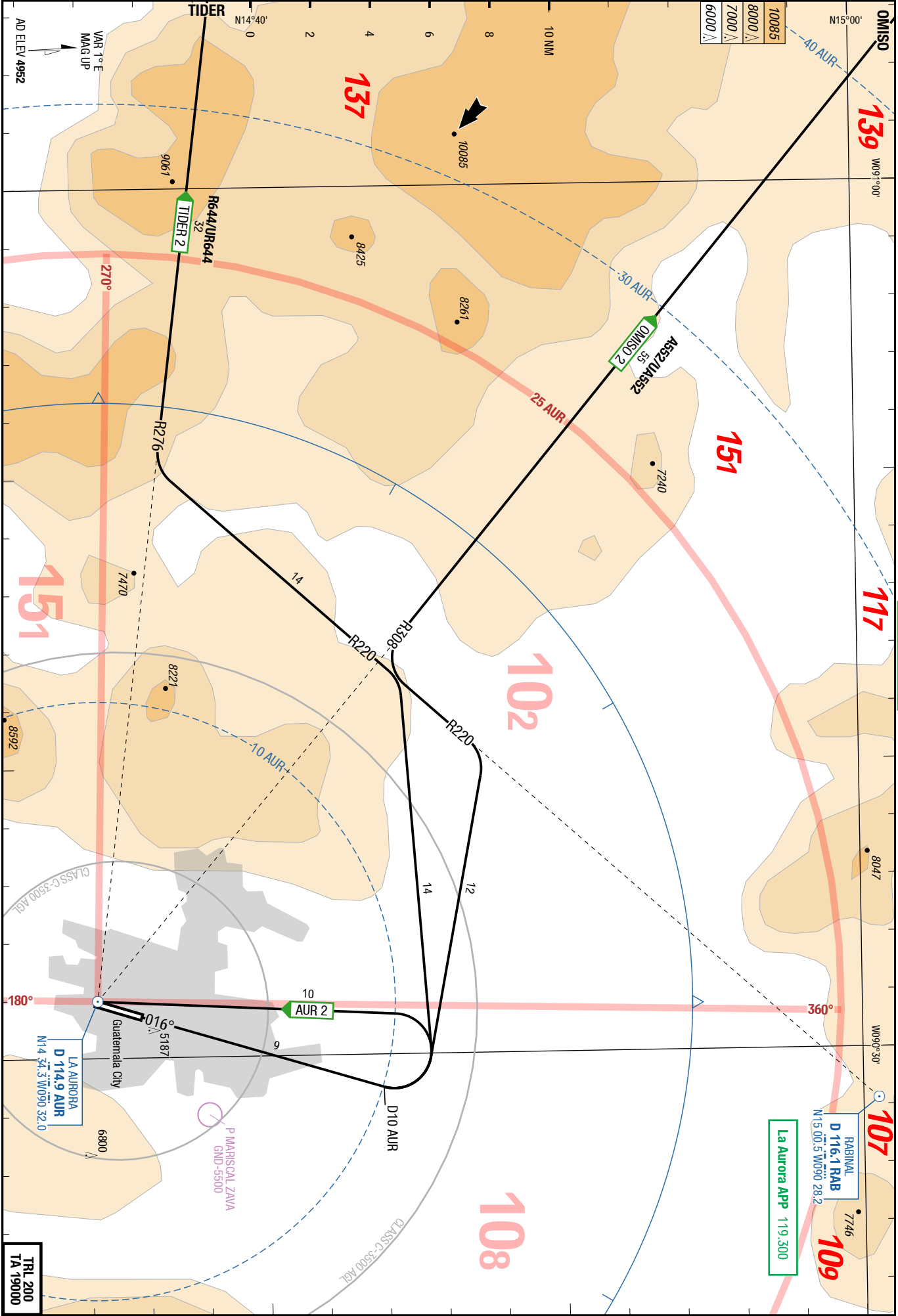
ATIS	127.650
La Aurora APP	119.300
La Aurora TWR	118.100
Coban UNICOM	118.350 HS
Quetzaltenango UNICOM	118.600 HS
La Aurora GND	121.900
La Aurora APN	121.850
	1200-0000 stands 15-19 West Apron
Guatemala RDO	126.900
La Aurora DLV	120.700

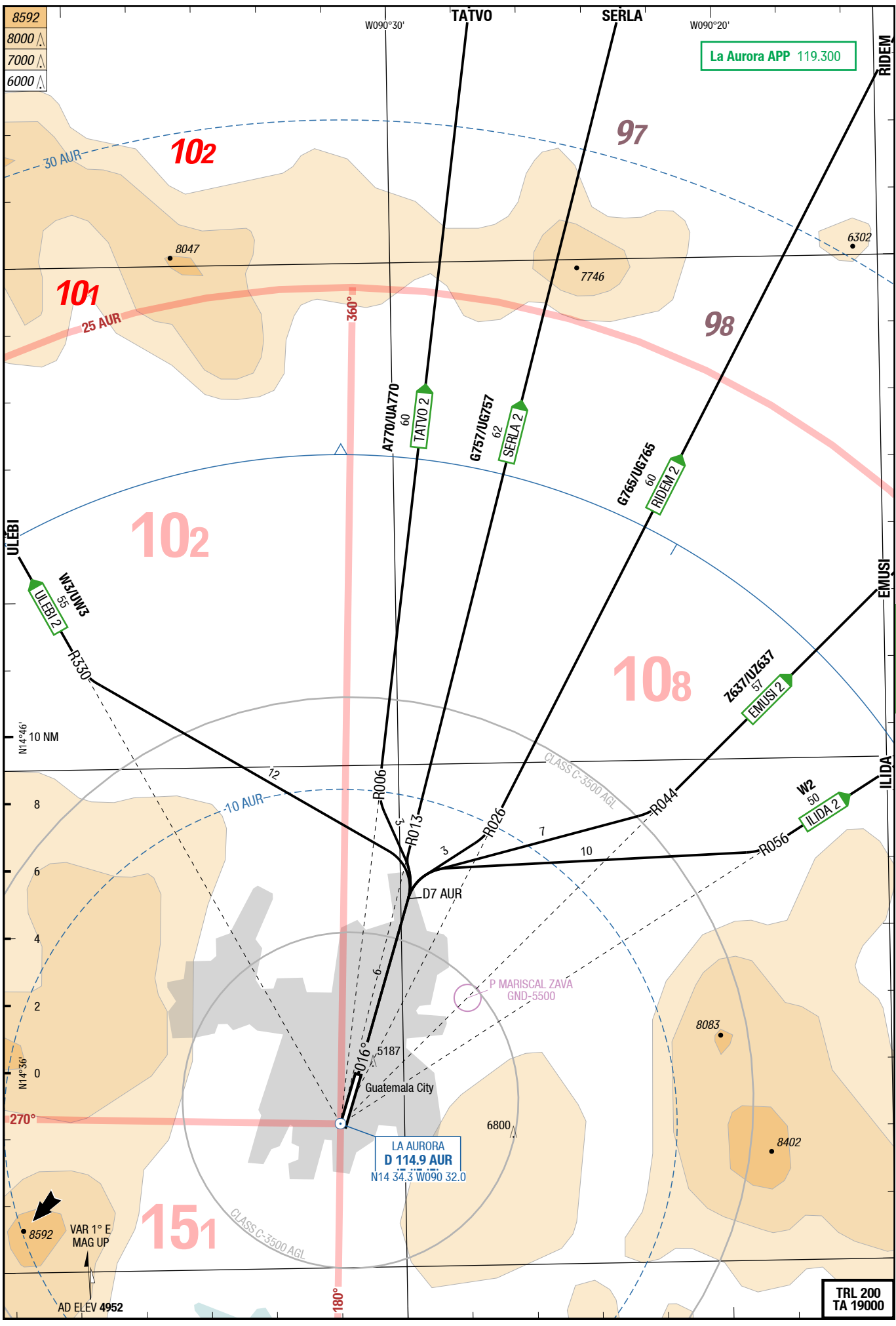
**Landing RWY system:**

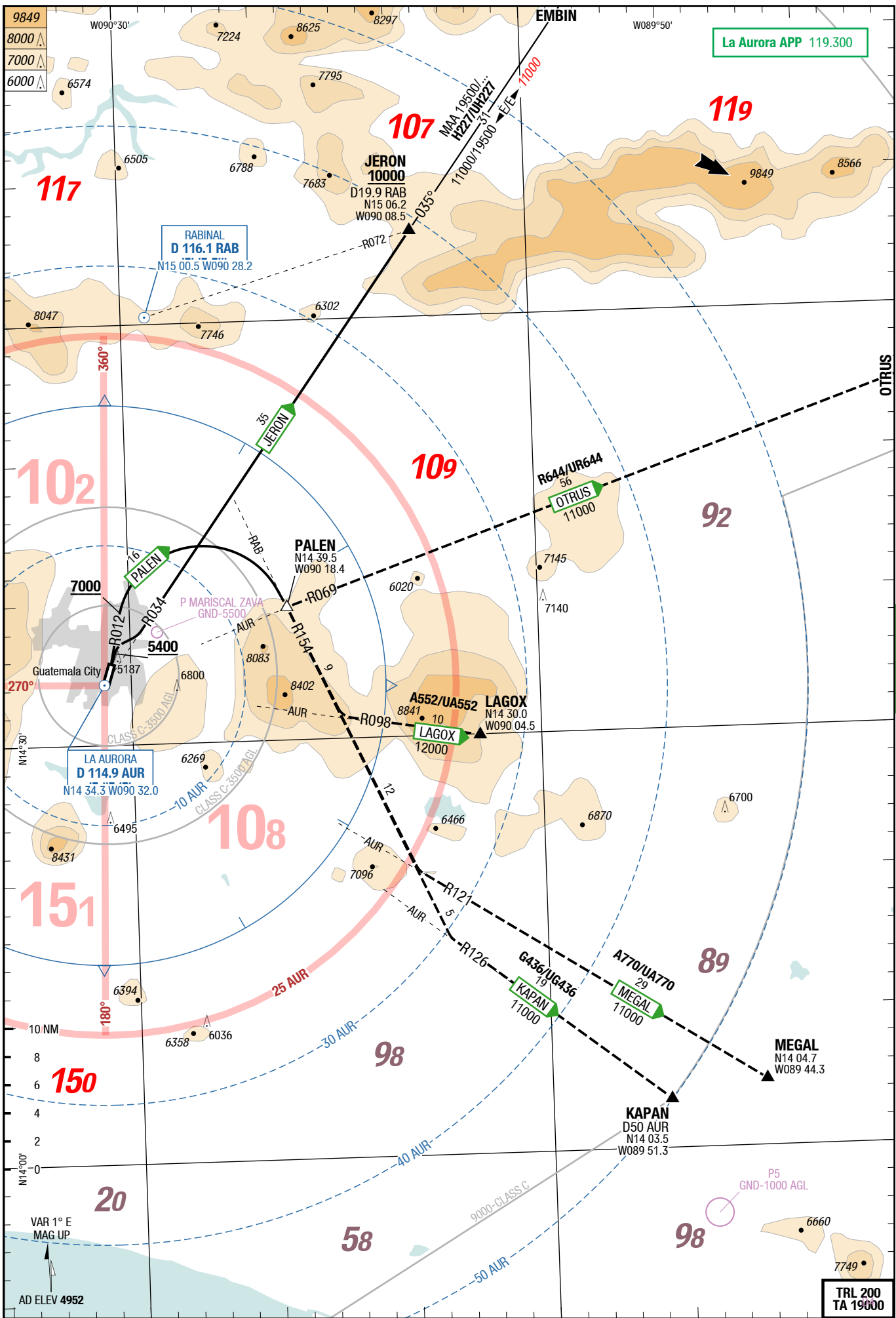


Changes: TWY











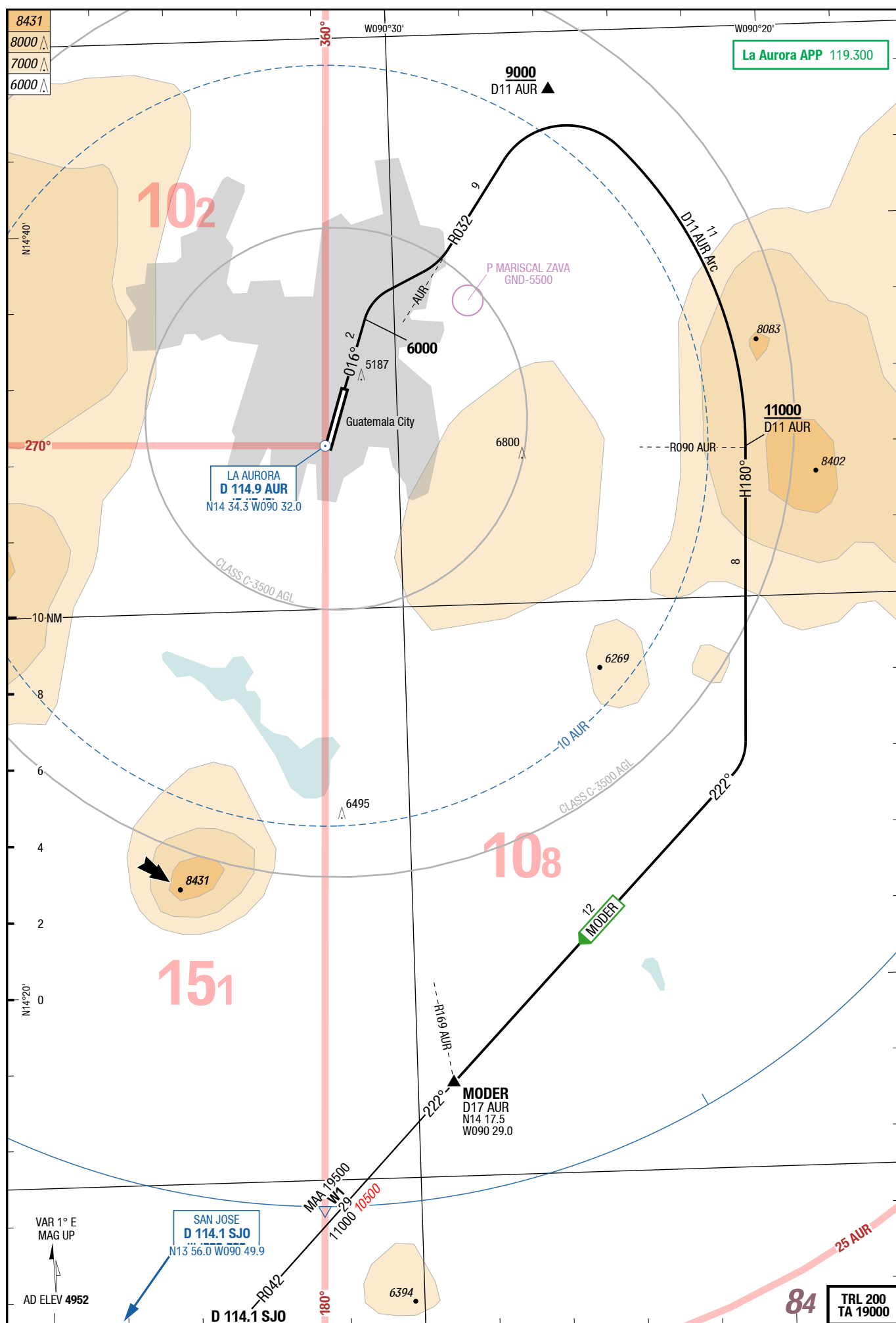
## GUA-MGt

4-40

## SID RWY 02 MODER

**SID****SID**

**SID RWY 02 MODER**



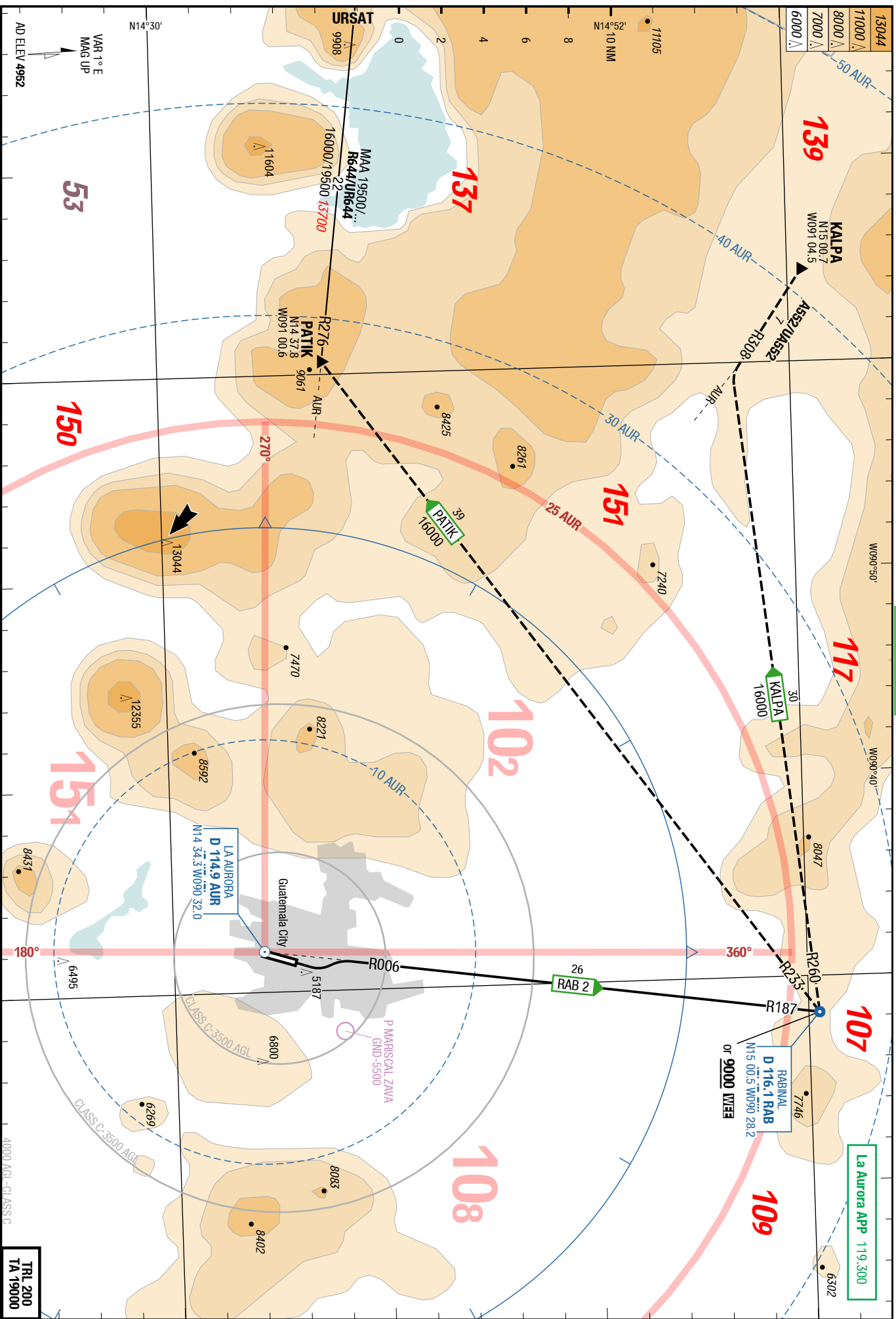
Changes: Nil



La Aurora Intl **Guatemala City** Guatemala

SID RWY 20 VII DA

**SID RWY 02 RABINAL 2**



Changes: ASP, VAR, OBST

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GUA-MGCT

4-60

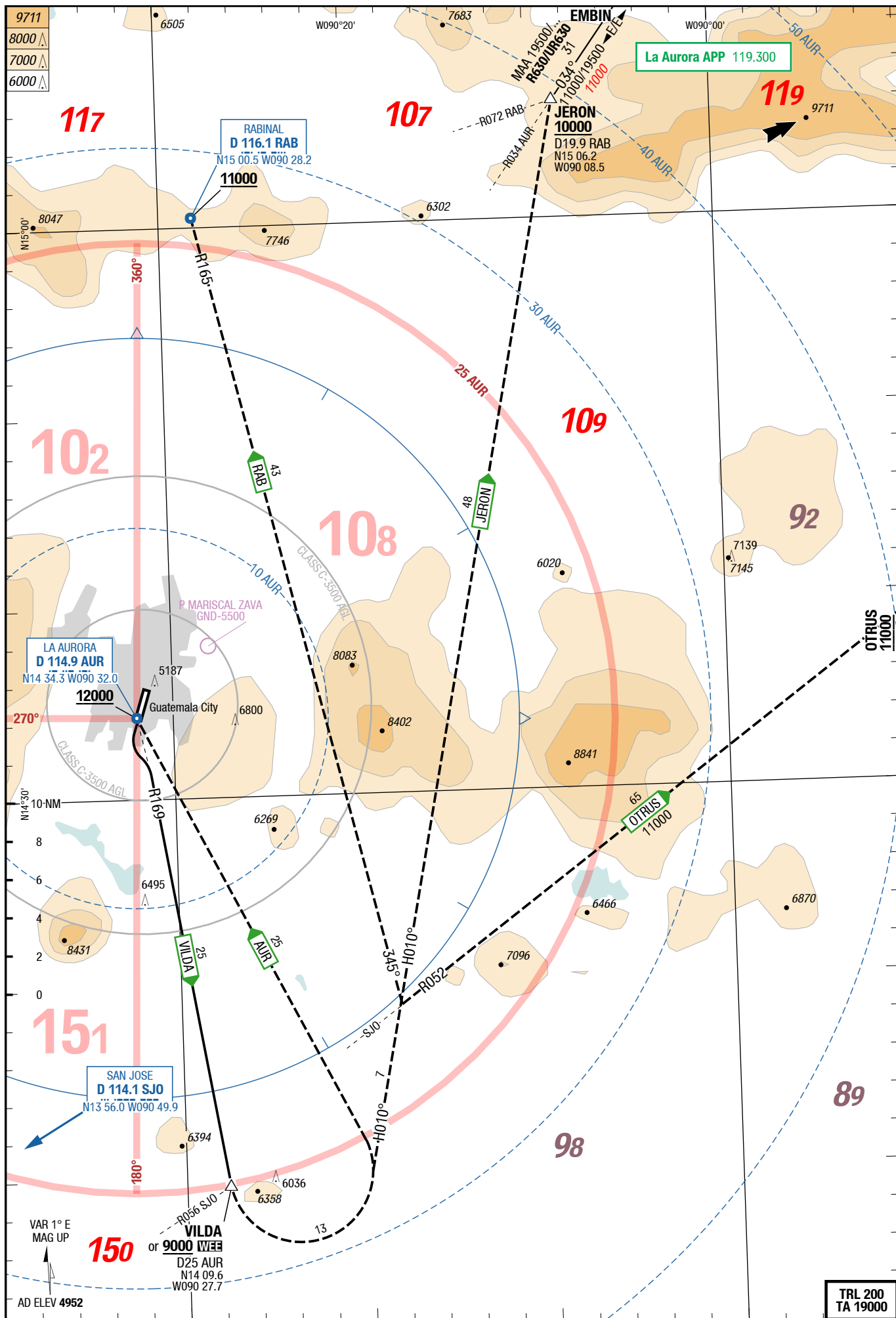
SID RWY 20 VILDA

SID

SID

SID RWY 20 VILDA

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Effective 21-JUL-2016

14-JUL-2016

GUA-MGGT

Guatemala Guatemala City La Aurora Intl

NIL

SID

SID

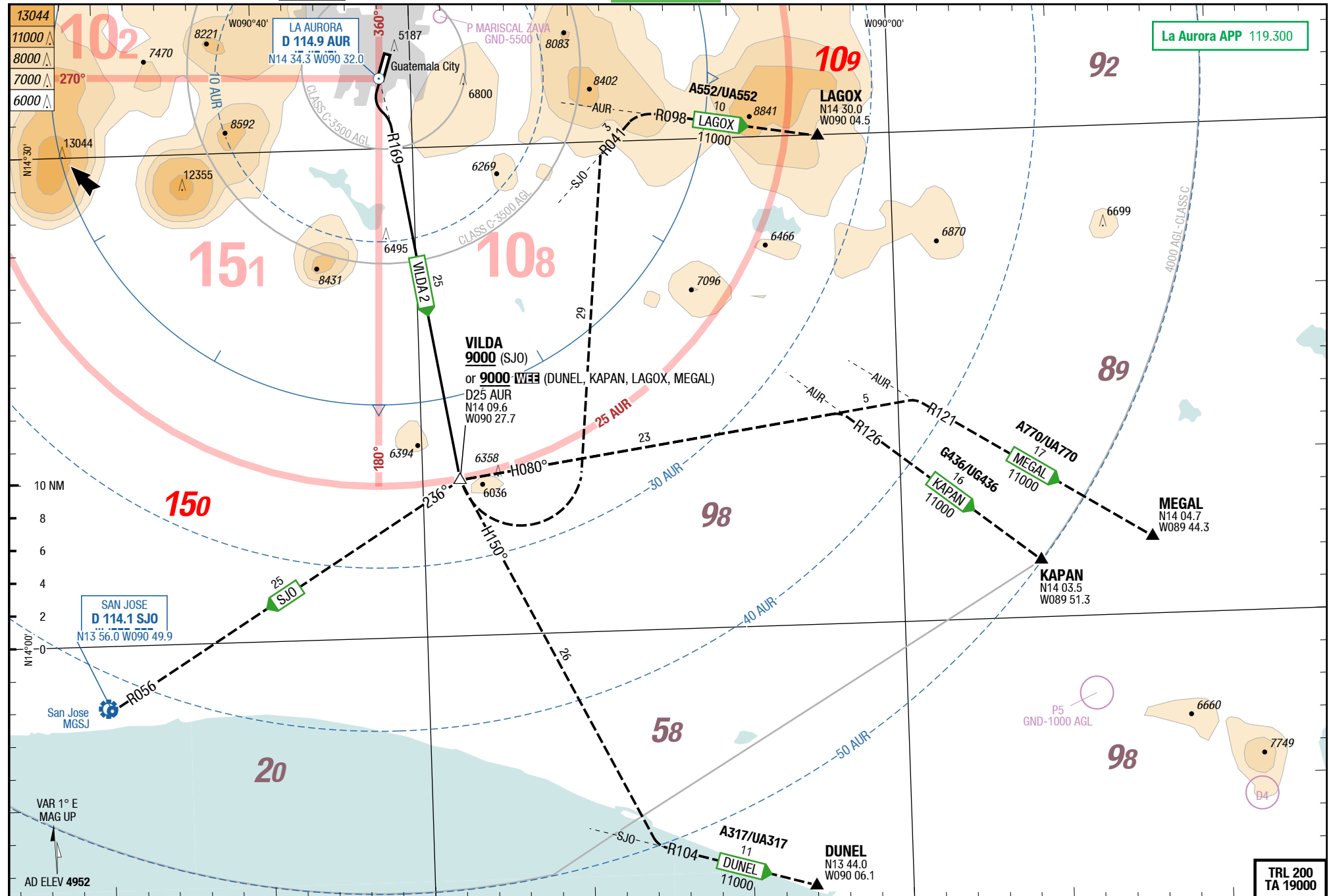
La Aurora Intl Guatemala City Guatemala

NIL

SID RWY 20 VILDA 2

4-70

SID RWY 20 VILDA 2



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14-JUL-2016

GUA-MGGT

Guatemala Guatemala City La Aurora Intl

RNAV (RNP) SIDs RWY 20

4-90

RNAV (RNP) SIDs RWY 02

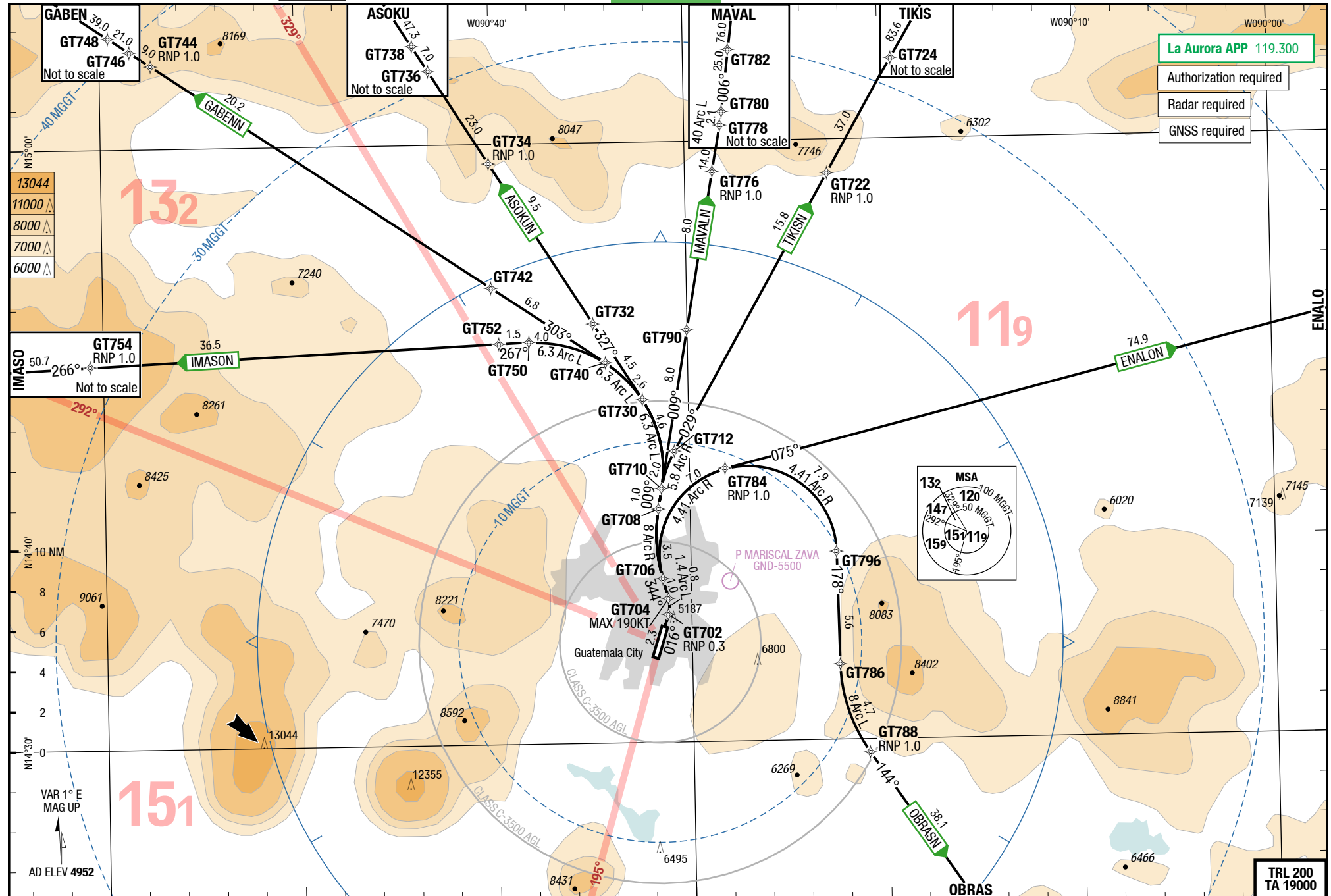
SID

SID

La Aurora Intl Guatemala City Guatemala

RNAV (RNP) SIDs RWY 20

RNAV (RNP) SIDs RWY 02



Changes: ASP, OBST, Note

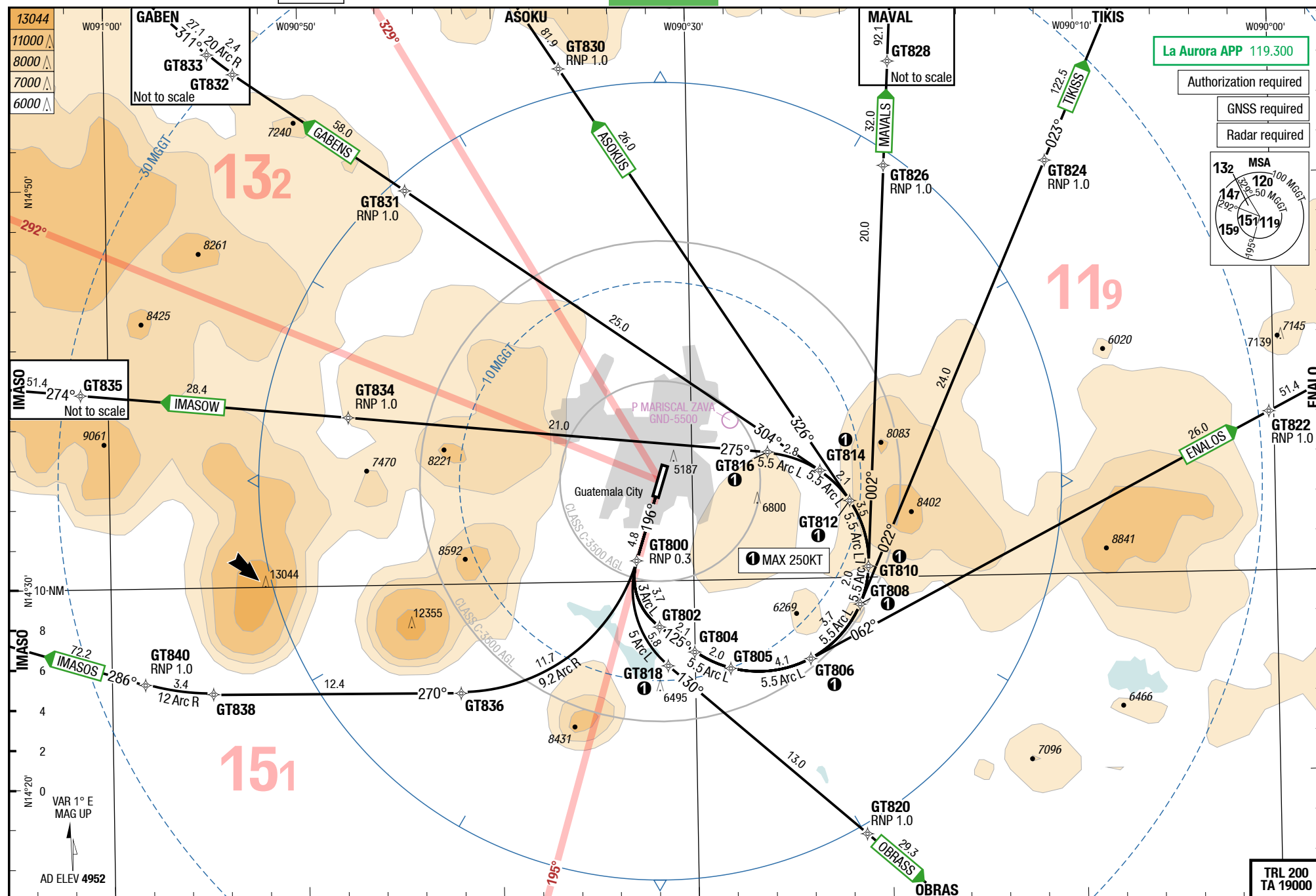
## GUA-MGGT

SID

SID

La Aurora Intl **Guatemala City** Guatemala

## RNAV (RNP) SIDs RWY 20



Changes: ASP, OBST, Note

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**GUA-MGGT**

5-10

SIDs RWY 02 AURORA/OMISO/TIDER

**AURORA 2 / OMISO 2 / TIDER 2**

RWY 02 (016°)

	GS	120	150	180	210	240	270
3.9%	ft/MIN	500	600	800	900	1000	1100

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 02</b>	
<b>AURORA 2</b> <b>AUR 2</b> 3.9% to 5250 <b>119.300</b>	at D10 <b>AUR LT</b> direct <b>AUR</b>	
<b>OMISO 2</b> 3.9% to 5250 <b>119.300</b>	at D10 <b>AUR LT</b> intercept R220 <b>RAB</b> outbound - <b>RT</b> intercept R308 <b>AUR</b> to OMISO	
<b>TIDER 2</b> 3.9% to 5250 <b>119.300</b>	at D10 <b>AUR LT</b> intercept R220 <b>RAB</b> outbound - <b>RT</b> intercept R276 <b>AUR</b> to TIDER	

**GUA-MGGT****5-20**

SIDs 02 EMUSI/ILIDA/RIDEM/SERLA/TATVO/ULEBI

**SIDPT****EMUSI 2 / ILIDA 2 / RIDEM 2 / SERLA 2 / TATVO 2 / ULEBI 2**

RWY 02 (016°)

	GS	120	150	180	210	240	270
3.9%	ft/MIN	500	600	800	900	1000	1100

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 02</b>	
<b>EMUSI 2</b> 3.9% to 5250 <b>119.300</b>	at D7 <b>AUR RT</b> intercept R044 <b>AUR</b> to EMUSI	
<b>ILIDA 2</b> 3.9% to 5250 <b>119.300</b>	at D7 <b>AUR RT</b> intercept R056 <b>AUR</b> to ILIDA	
<b>RIDEM 2</b> 3.9% to 5250 <b>119.300</b>	at D7 <b>AUR RT</b> intercept R026 <b>AUR</b> to RIDEM	
<b>SERLA 2</b> 3.9% to 5250 <b>119.300</b>	at D7 <b>AUR LT</b> intercept R013 <b>AUR</b> to SERLA	
<b>TATVO 2</b> 3.9% to 5250 <b>119.300</b>	at D7 <b>AUR LT</b> intercept R006 <b>AUR</b> to TATVO	
<b>ULEBI 2</b> 3.9% to 5250 <b>119.300</b>	at D7 <b>AUR LT</b> intercept R330 <b>AUR</b> to ULEBI	



**GUA-MGGT**

5-30

**SIDs RWY 02 JERON/PALEN****JERON / PALEN**

RWY 02 (016°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 02</b>	
<b>JERON</b> 119.300	at MNM <b>5400 RT</b> intercept R034 <b>AUR</b> to JERON	JERON MNM <b>10000</b> <b>initial climb 11000</b>
<b>PALEN</b> 119.300	R012 <b>AUR</b> - at MNM <b>7000 RT</b> intercept R154 <b>RAB</b> to PALEN	
	<b>TRANSITION</b>	
	<b>KAPAN</b> PALEN - R154 <b>RAB</b> - <b>LT</b> intercept R126 <b>AUR</b> to KAPAN	
	<b>LAGOX</b> PALEN - R154 <b>RAB</b> - <b>LT</b> intercept R098 <b>AUR</b> to LAGOX	
	<b>MEGAL</b> PALEN - R154 <b>RAB</b> - <b>LT</b> intercept R121 <b>AUR</b> to MEGAL	
	<b>OTRUS</b> PALEN - <b>LT</b> intercept R069 <b>AUR</b> to OTRUS	

05-OCT-2017

**GUA-MGGT**

5-40

**SID RWY 02 MODER****SIDPT****MODER**

RWY 02 (016°)

	GS	120	150	180	210	240	270
6.6%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 02</b>	
<b>MODER</b> 6.6% <b>119.300</b>	016° - at <b>6000 RT</b> intercept R032 <b>AUR</b> outbound - <b>RT</b> follow D11 <b>AUR</b> arc - crossing R090 <b>AUR</b> HDG 180° - intercept R042 <b>SJO</b> to MODER	R032 <b>AUR/D11 AUR</b> MNM <b>9000</b> R090 <b>AUR/D11 AUR</b> MNM <b>11000</b>

**GUA-MGGT**

5-50

**SID RWY 02 RABINAL 2****RABINAL 2**

RWY 02 (016°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 02	
<b>RABINAL 2</b> <b>RAB 2</b> <b>119.300</b>	<b>LT</b> intercept R006 <b>AUR</b> to <b>RAB</b>	<b>RAB MNM 9000</b>
	<b>TRANSITION</b>	
	<b>KALPA</b> at <b>RAB</b> or <b>9000</b> , whichever is earlier, <b>LT</b> intercept R260 <b>RAB</b> - <b>RT</b> intercept R308 <b>AUR</b> to <b>KALPA</b>	initial climb <b>16000</b>
	<b>PATIK</b> at <b>RAB</b> or <b>9000</b> , whichever is earlier, <b>LT</b> intercept R233 <b>RAB</b> to <b>PATIK</b>	initial climb <b>16000</b>

**GUA-MGGT**

5-60

**SID RWY 20 VILDA****VILDA**

RWY 20 (196°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 20</b>	
<b>VILDA</b> <b>119.300</b>	<b>LT</b> intercept R169 <b>AUR</b> to VILDA	VILDA MNM <b>9000</b>
	<b>TRANSITION</b>	
	<b>AURORA (AUR)</b> at VILDA or <b>9000</b> , whichever is earlier, <b>LT</b> to <b>AUR</b>	<b>AUR</b> MNM <b>12000</b>
	<b>JERON</b> at VILDA or <b>9000</b> , whichever is earlier, <b>LT</b> HDG 010° to JERON	JERON MNM <b>10000</b> initial climb <b>11000</b>
	<b>OTRUS</b> at VILDA or <b>9000</b> , whichever is earlier, <b>LT</b> HDG 010° - <b>RT</b> intercept R052 <b>SJO</b> to OTRUS	OTRUS MNM <b>11000</b>
	<b>RABINAL (RAB)</b> at VILDA or <b>9000</b> , whichever is earlier, <b>LT</b> intercept R165 <b>RAB</b> to <b>RAB</b>	<b>RAB</b> MNM <b>11000</b>

**VILDA 2**

RWY 20 (196°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 20</b>	
<b>VILDA 2</b> <b>119.300</b>	<b>LT</b> intercept R169 <b>AUR</b> to VILDA	VILDA MNM <b>9000</b>
	<b>TRANSITION</b>	
	<b>DUNEL</b> at VILDA or <b>9000</b> , whichever is earlier, <b>LT</b> HDG 150° - <b>LT</b> intercept R104 <b>SJO</b> to DUNEL	initial climb MNM <b>11000</b>
	<b>KAPAN</b> at VILDA or <b>9000</b> , whichever is earlier, <b>LT</b> HDG 080° - <b>RT</b> intercept R126 <b>AUR</b> to KAPAN	initial climb MNM <b>11000</b>
	<b>LAGOX</b> at VILDA or <b>9000</b> , whichever is earlier, <b>LT</b> intercept R041 <b>SJO</b> outbound - <b>RT</b> intercept R098 <b>AUR</b> to LAGOX	initial climb MNM <b>11000</b>
	<b>MEGAL</b> at VILDA or <b>9000</b> , whichever is earlier, <b>LT</b> HDG 080° - <b>RT</b> intercept R121 <b>AUR</b> to MEGAL	initial climb MNM <b>11000</b>
	<b>SAN JOSE (SJO)</b> at VILDA <b>RT</b> intercept R056 <b>SJO</b> to <b>SJO</b>	

## GUA-MGGT

5-90

## RNAV (RNP) SIDs RWY 02

ASOKUN / ENALON / GABENN / IMASON / MAVALN / OBRASN / TIKISN

RWY 02 (016°)

	GS	120	150	180	210	240	270
4.1%	ft/MIN	500	700	800	900	1000	1200

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 02</b>	
<b>ASOKUN</b> 4.1% to 5300 <b>119.300</b>	GT702 - GT704 [K190- ;L] - GT706 - GT708 [R] - GT710 - GT730 [L] - GT732 - GT734 - GT736 - GT738 - ASOKU	
<b>ENALON</b> 4.1% to 5300 <b>119.300</b>	GT702 - GT704 [K190- ;L] - GT706 - GT784 [R] - ENALO	
<b>GABENN</b> 4.1% to 5300 <b>119.300</b>	GT702 - GT704 [K190- ;L] - GT706 - GT708 [R] - GT710 - GT730 [L] - GT740 [L] - GT742 - GT744 - GT746 - GT748 - GABEN	
<b>IMASON</b> 4.1% to 5300 <b>119.300</b>	GT702 - GT704 [K190- ;L] - GT706 - GT708 [R] - GT710 - GT730 [L] - GT740 [L] - GT750 [L] - GT752 - GT754 - IMASO	
<b>MAVALN</b> 4.1% to 5300 <b>119.300</b>	GT702 - GT704 [K190- ;L] - GT706 - GT708 [R] - GT710 - GT790 - GT776 - GT778 - GT780 [L] - GT782 - MAVAL	
<b>OBRASN</b> 4.1% to 5300 <b>119.300</b>	GT702 - GT704 [K190- ;L] - GT706 - GT784 [R] - GT796 [R] - GT786 - GT788 [L] - OBRAS	
<b>TIKISN</b> 4.1% to 5300 <b>119.300</b>	GT702 - GT704 [K190- ;L] - GT706 - GT708 [R] - GT710 - GT712 [R] - GT722 - GT724 - TIKIS	

## GUA-MGGT

5-100

## RNAV (RNP) SIDs RWY 20

ASOKUS / ENALOS / GABENS / IMASOS / IMASOW / MAVALS / OBRASS / TIKISS  
RWY 20 (196°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 20	
<b>ASOKUS</b> <b>119.300</b>	GT800 - GT802 [L] - GT804 - GT805 [L] - GT806 [L] - GT808 [L] - GT810 [L] - GT812 [K250- ;L] - GT830 - ASOKU	
<b>ENALOS</b> <b>119.300</b>	GT800 - GT802 [L] - GT804 - GT805 [L] - GT806 [K250- ;L] - GT822 - ENALO	
<b>GABENS</b> <b>119.300</b>	GT800 - GT802 [L] - GT804 - GT805 [L] - GT806 [L] - GT808 [L] - GT810 [L] - GT812 [L] - GT814 [K250- ;L] - GT831 - GT832 - GT833 [R] - GABEN	
<b>IMASOS</b> <b>119.300</b>	GT800 - GT836 [R] - GT838 - GT840 [R] - IMASO	
<b>IMASOW</b> <b>119.300</b>	GT800 - GT802 [L] - GT804 - GT805 [L] - GT806 [L] - GT808 [L] - GT810 [L] - GT812 [L] - GT814 [L] - GT816 [K250- ;L] - GT834 - GT835 - IMASO	
<b>MAVALS</b> <b>119.300</b>	GT800 - GT802 [L] - GT804 - GT805 [L] - GT806 [L] - GT808 [L] - GT810 [K250- ;L] - GT826 - GT828 - MAVAL	
<b>OBRASS</b> <b>119.300</b>	GT800 - GT818 [K250- ;L] - GT820 - OBRAS	
<b>TIKISS</b> <b>119.300</b>	GT800 - GT802 [L] - GT804 - GT805 [L] - GT806 [L] - GT808 [K250- ;L] - GT824 - TIKIS	

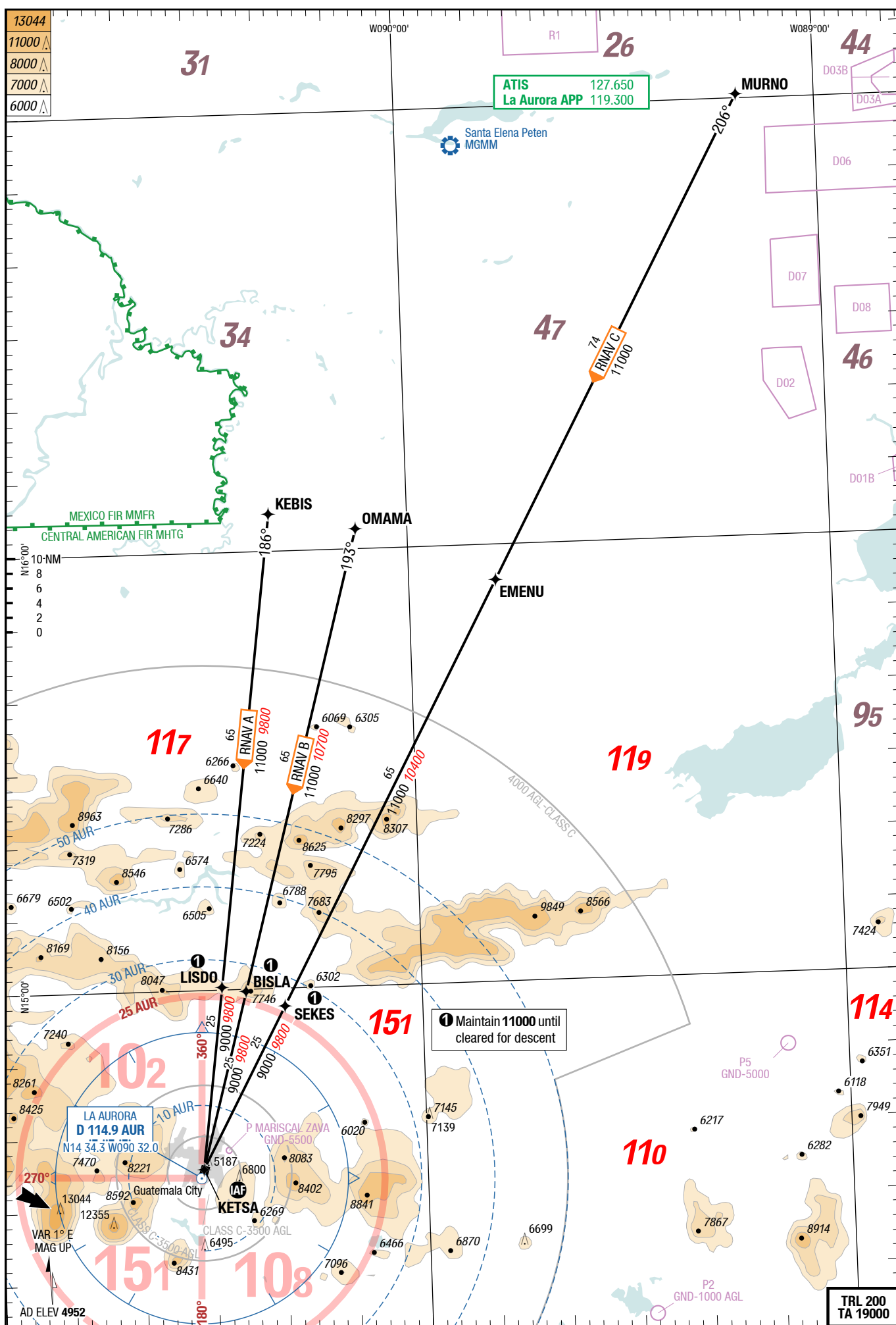


Effective 14-SEP-2017  
07-SEP-2017  
GUA-MGCT

Guatemala Guatemala City La Aurora Intl  
[RNAV STARS RWY 20]  
6-10  
RNAV STARS RWY 02

STAR  
STAR

La Aurora Intl Guatemala City Guatemala  
[RNAV STARS RWY 20]  
RNAV STARS RWY 02



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07-SEP-2017

Guatemala Guatemala City La Aurora Intl

GUA-MGCT

6-20

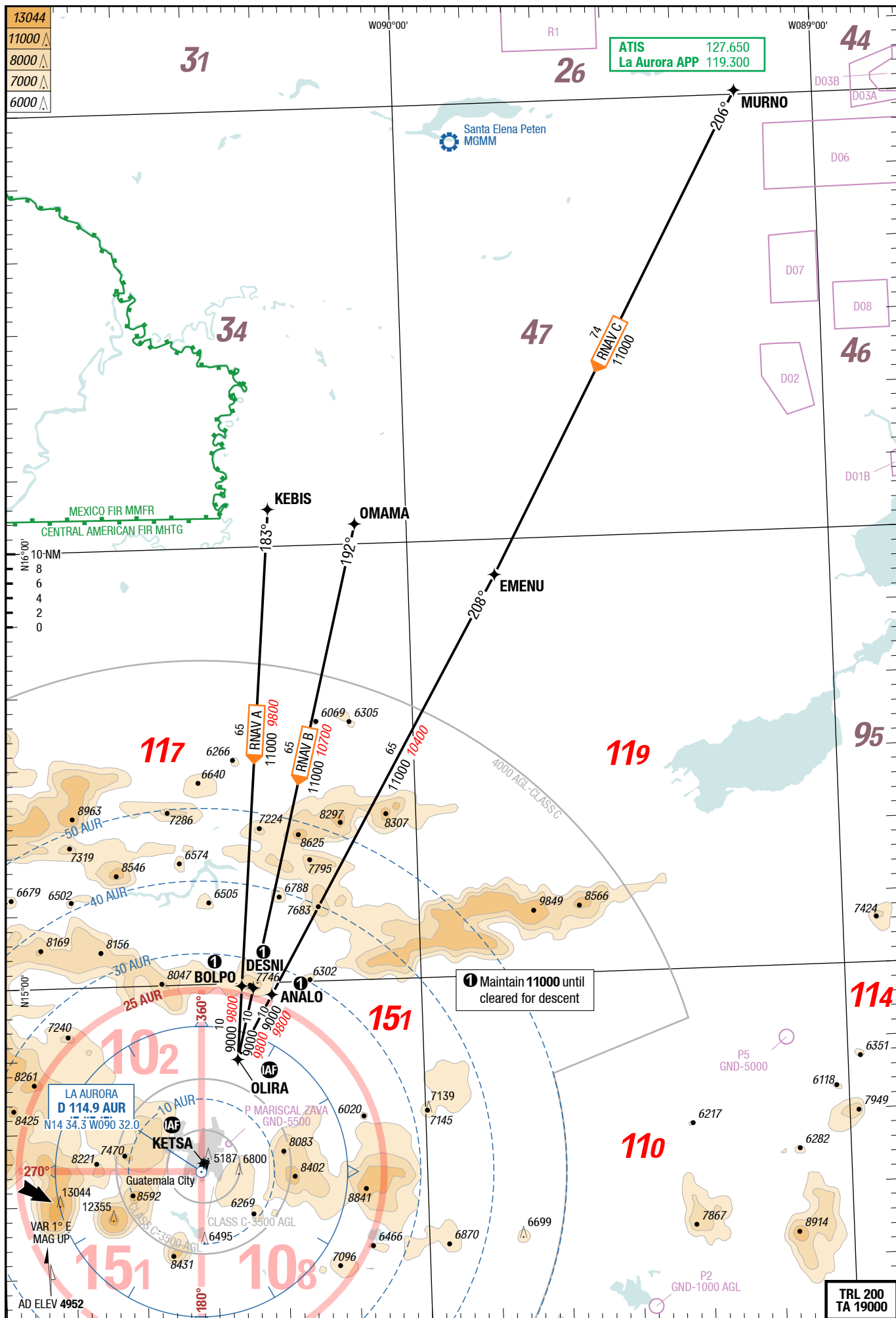
RNAV STARS RWY 20

STAR

STAR

RNAV STARS RWY 20

La Aurora Intl Guatemala City Guatemala



## GUA-MGGT

NIL

6-30

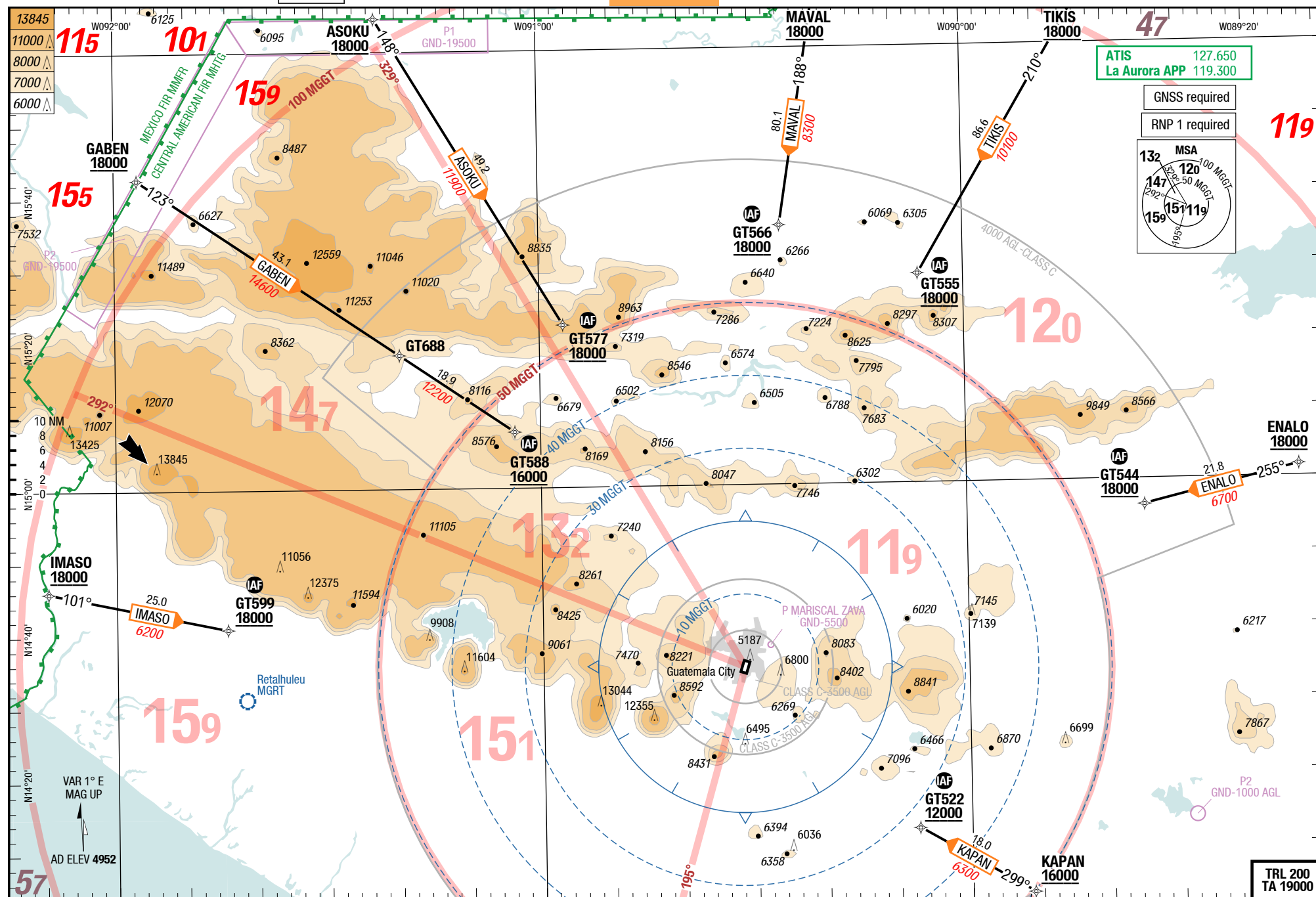
## RNAV (RNP) STARs RWY 02/20

# STAR

# STAR

NIL

## RNAV (RNP) STARs RWY 02/20

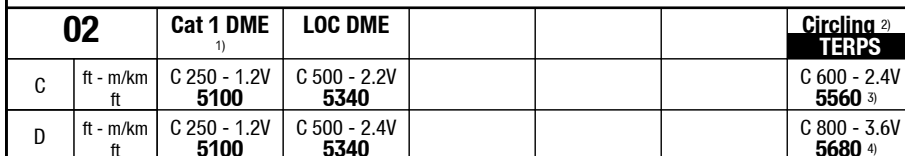


Changes: FREQ

TRL 200  
TA 19000

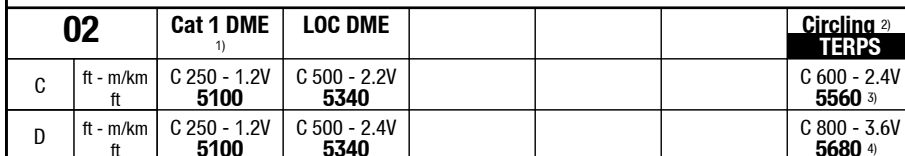
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## ILS or LOC Z 02



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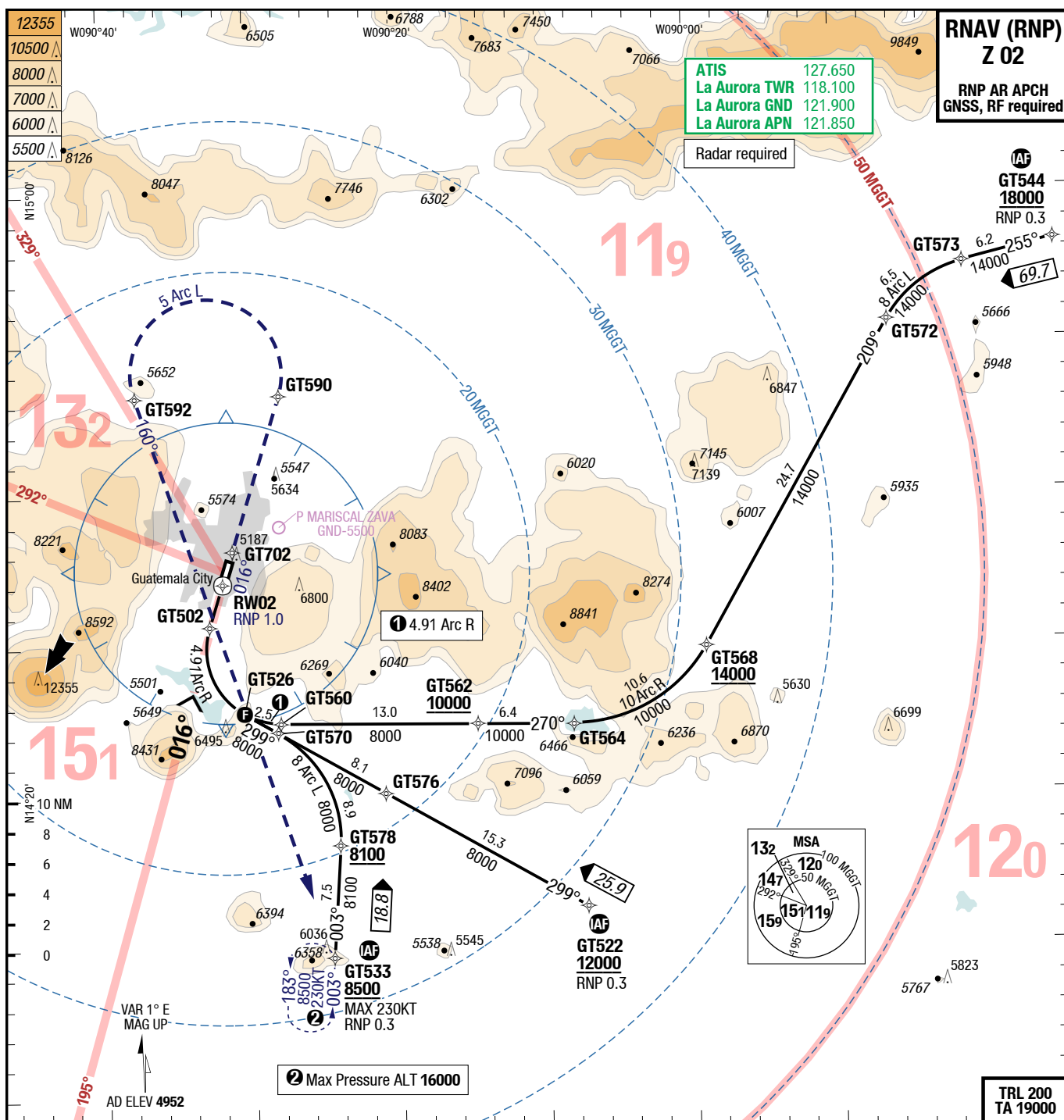
## ILS or LOC Y 02



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Changes: chart title, OBST





3.00°  
RW02

02

83.0° 60 HL

2987 x 60

90 PAPI PSN unknown

HL-N THR 4879 (164hPa) / TDZ 4879 (---%) +0.6%

GT526  
at 8000

8000 F

3 RW02  
GT502

RW02

GT702 - GT590[L] -  
GT592 -  
GT533[A8500+ ;K230-]

RW02  
N14 34.2  
W090 31.9

DA

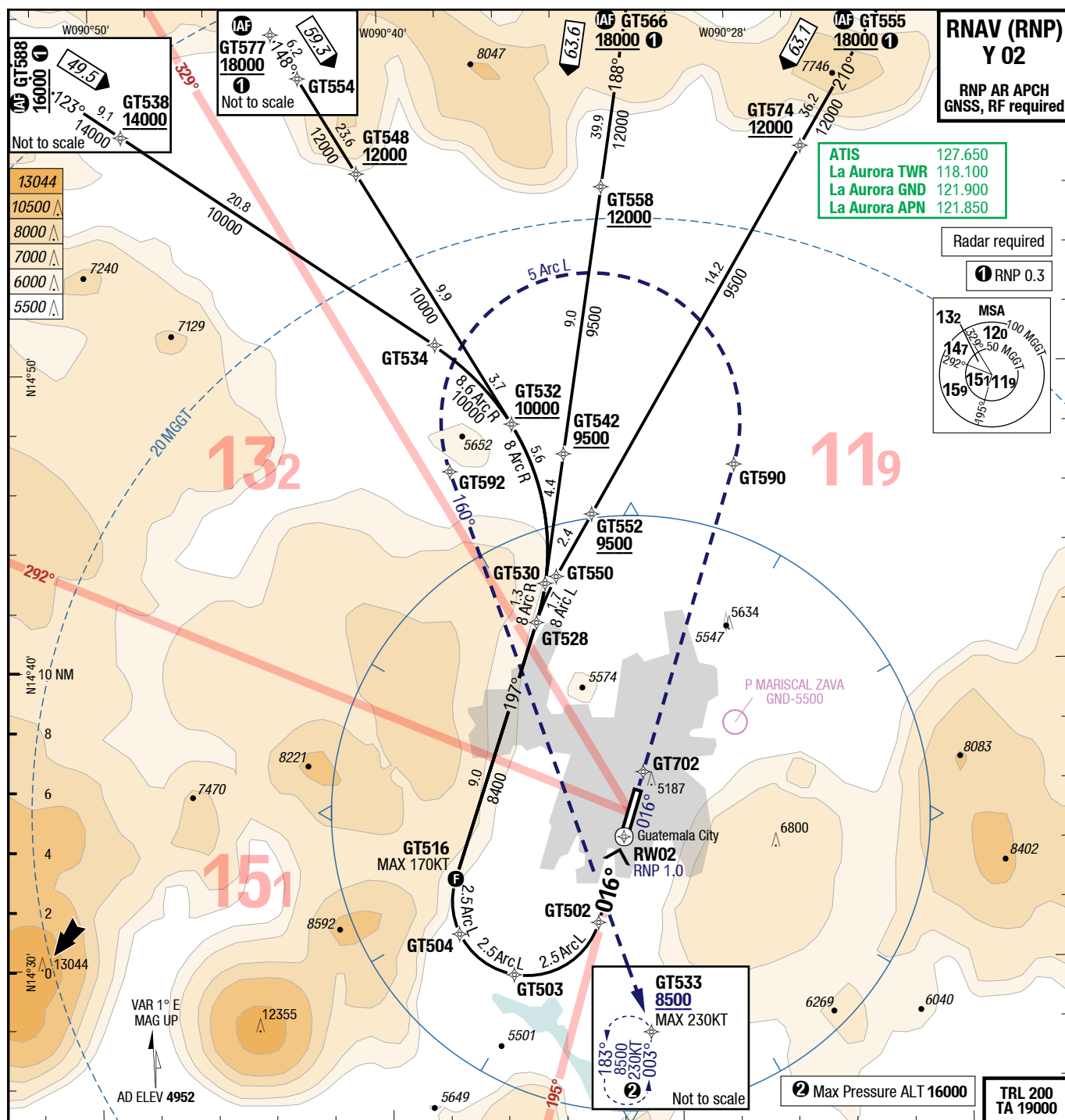
016°

GS	120	140	160
	640	740	850

DIST to THR 10

02		RNAV RNP 0.10 VNAV GA RNP 0.10 <sup>1) 2)</sup>	RNAV RNP 0.30 VNAV GA RNP 1.0 <sup>1)</sup>					Circling TERPS
C	ft - m/km ft	C 400 - 1.6V 5220 <sup>3)</sup>	C 400 - 1.8V 5270 <sup>4)</sup>					Not published
D	ft - m/km ft	C 500 - 2.4V 5240 <sup>5)</sup>	C 500 - 2.4V 5290 <sup>5)</sup>					Not published

1) Uncompensated BARO VNAV NA below 0°C (32°F) 2) RNP 0.10 is required until GT702 3) With EVS VIS 1.1km 4) With EVS VIS 1.2km 5) With EVS VIS 1.6km

[illegible]



## GUA-MGGT

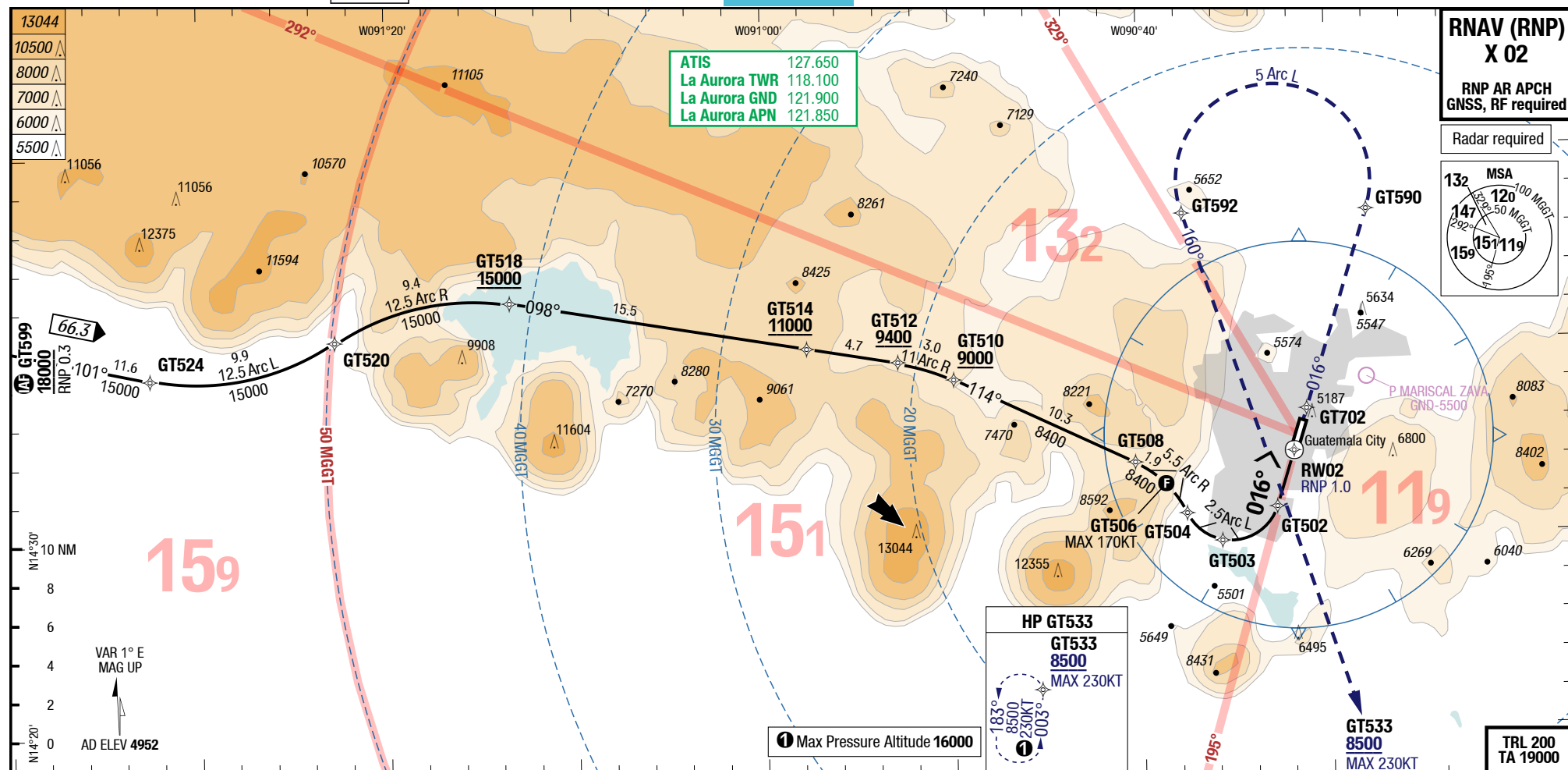
RNAV (RNP) W 02

**RNAV (RNP) X 02**

# IAC

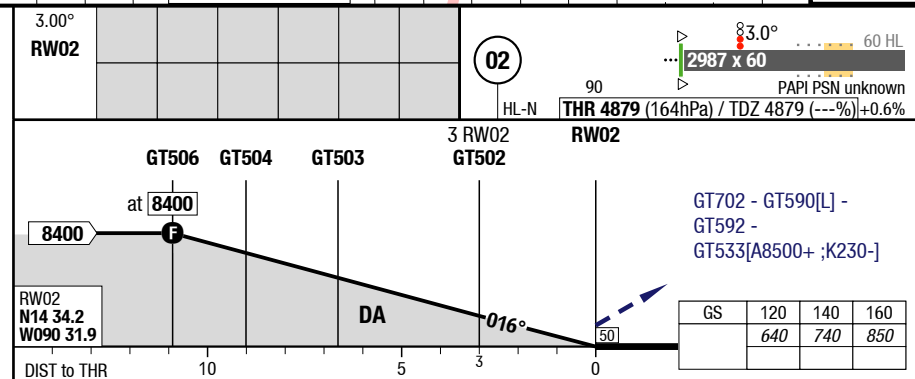
# IAC

RNAV (RNP) W 02

**RNAV (RNP) X 02**

02		RNAV RNP 0.10 VNAV GA RNP 0.10 <sup>1) 2)</sup>	RNAV RNP 0.30 VNAV GA RNP 1.0 <sup>2)</sup>				Circling TERPS
C	ft - m/km ft	C 400 - 1.6V 5220 <sup>3)</sup>	C 400 - 1.8V 5270 <sup>4)</sup>				Not published
D	ft - m/km ft	C 500 - 2.4V 5240 <sup>5)</sup>	C 500 - 2.4V 5290 <sup>5)</sup>				Not published

1) RNP 0.10 is required until GT702 2) Uncompensated BARO VNAV NA below 0°C (32°F) 3) With EVS VIS 1.1km 4) With EVS VIS 1.2km  
5) With EVS VIS 1.6km



Changes: APL, FREQ

Effective 14-SEP-2017

07-SEP-2017

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IAC

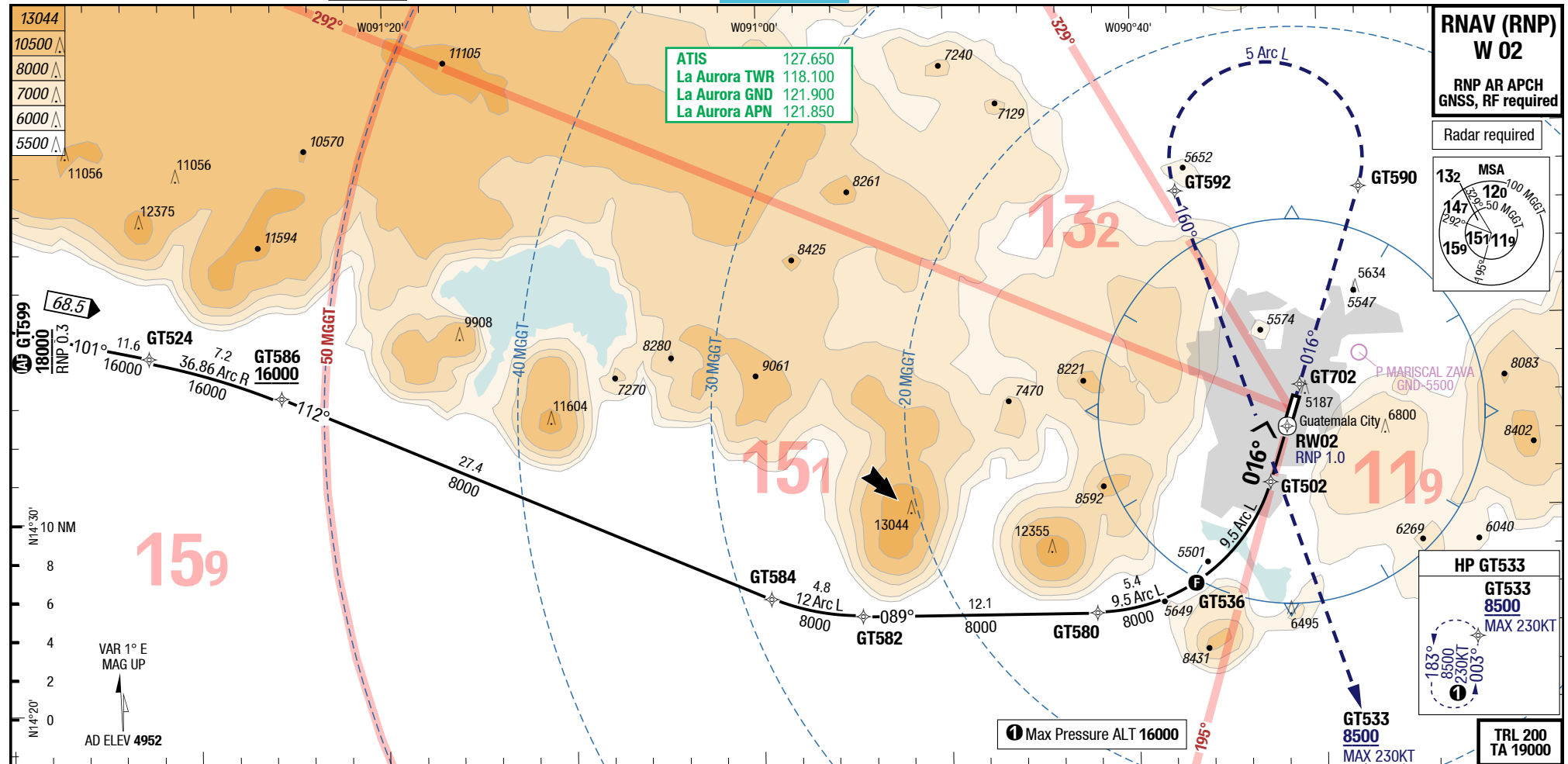
IAC

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7-60

RNAV (RNP) W 02

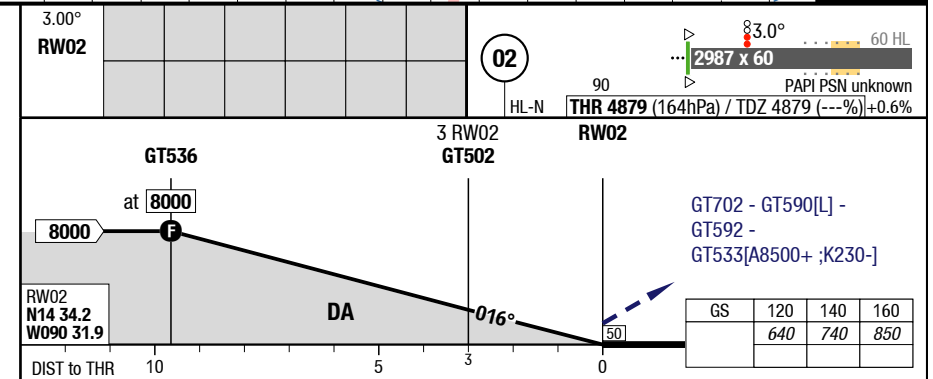
RNAV (RNP) W 02

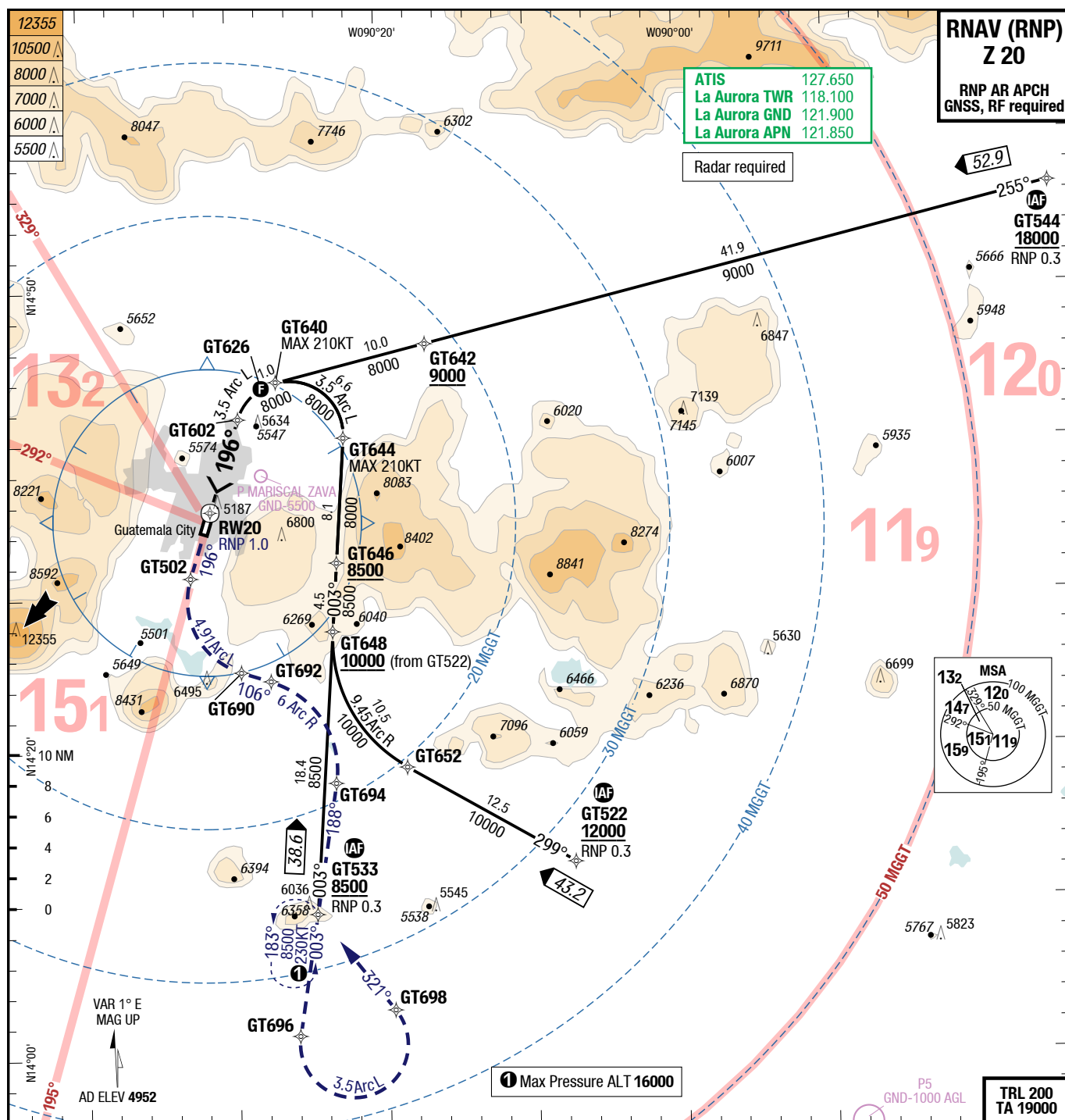


02		RNAV RNP 0.10 VNAV GA RNP 0.10 1) 2)	RNAV RNP 0.30 VNAV GA RNP 1.0 1)	Circling TERPS
C	ft - m/km ft	C 400 - 1.6V 5220 3)	C 400 - 1.8V 5270 4)	
D	ft - m/km ft	C 500 - 2.4V 5240 5)	C 500 - 2.4V 5290 5)	Not published

1) Uncompensated BARO VNAV NA below 0°C (32°F) 2) RNP 0.10 is required until GT702 3) With EVS VIS 1.1km 4) With EVS VIS 1.2km 5) With EVS VIS 1.6km

Changes: FREQ, APL





PAPI PSN unknown  
60 HL

60 x 2767 220  
3.5°  
90

-0.6% TDZ 4952 (---%) / THR 4952 (166hPa) HL-N

2 OBST BLW DA

RW20

6.3 RW20  
GT602

GT626  
at 8000

8000

196°

2 DA

GS	120	140	160
	680	790	910

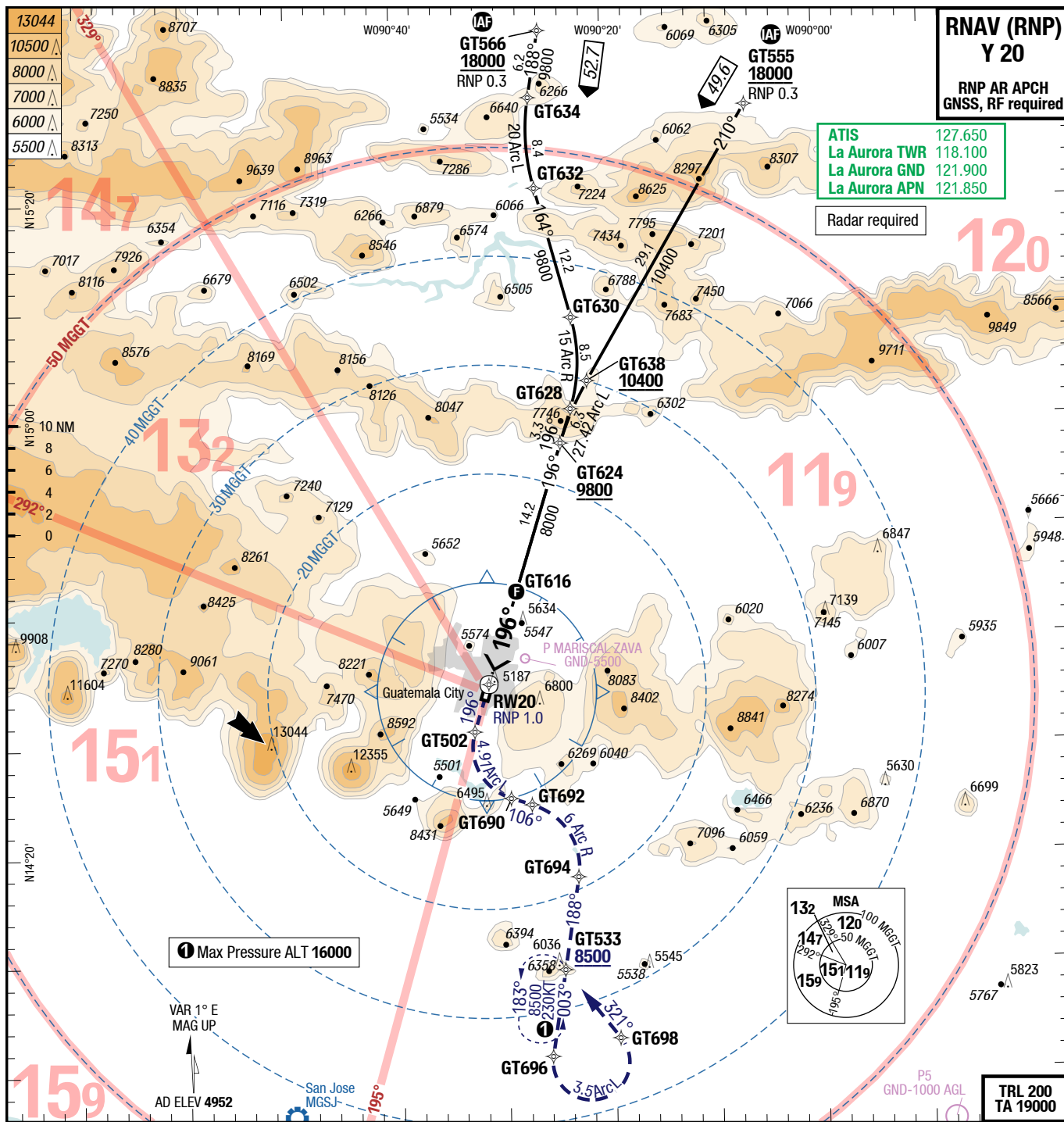
50

0 5 6.3

DIST to displaced THR

20		RNAV RNP 0.10 VNAV GA RNP 0.10 1) 2)	RNAV RNP 0.30 VNAV GA RNP 1.0 1)	Circling TERPS
C	ft - m/km ft	C 400 - 2.0V 5240 3)	C 400 - 2.0V 5360 3)	Not published
D	ft - m/km ft	C 400 - 2.4V 5250 4)	C 400 - 2.4V 5380 4)	Not published

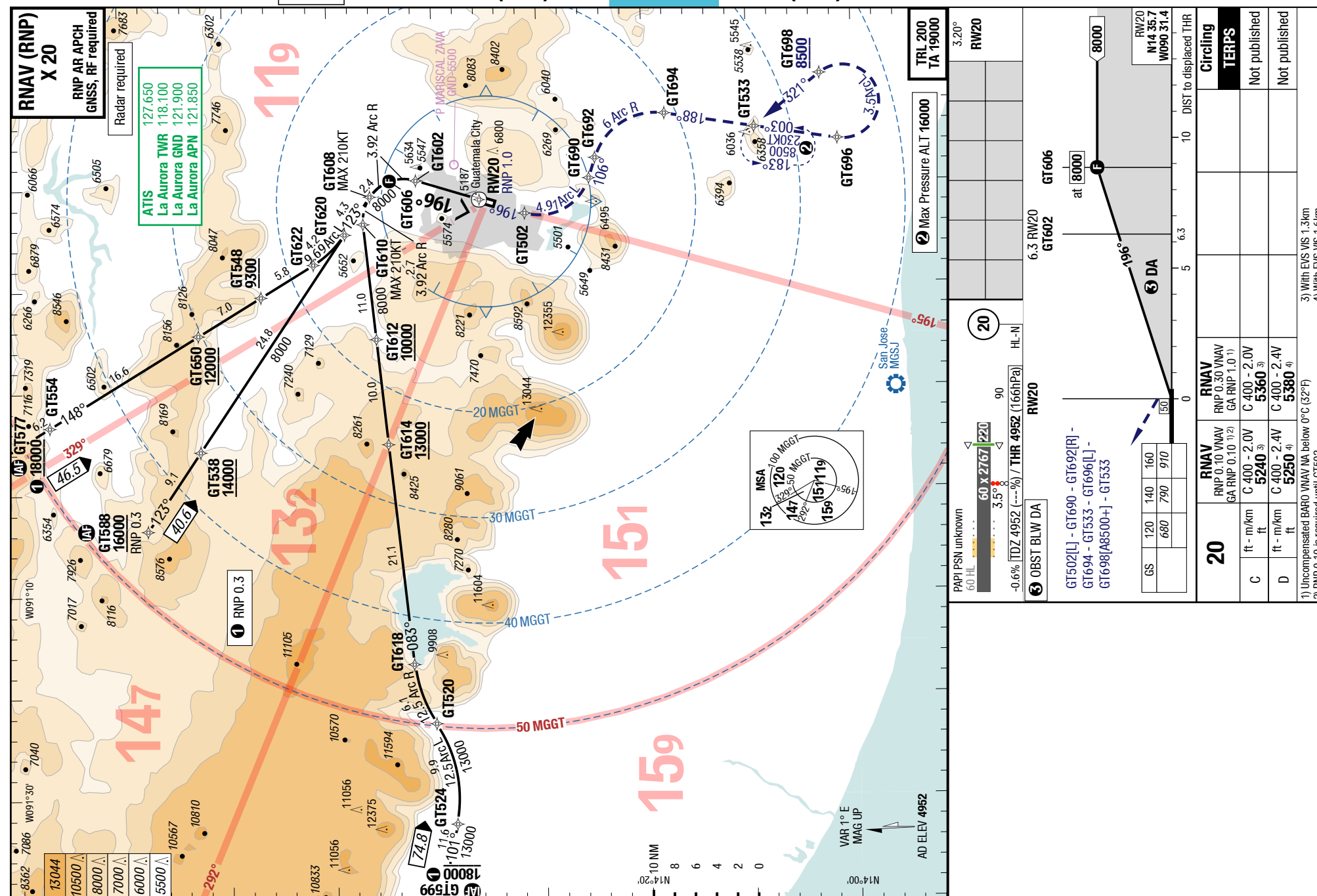
1) Uncompensated BARO VNAV NA below 0°C (32°F)  
2) RNP 0.10 is required until GT502  
3) With EVS VIS 1.3km  
4) With EVS VIS 1.6km



PAPI PSN unknown 60 HL				20		2	3	4	6	8	8.9	3.20° RW20	
60 x 2767 220 3.5%				90		5680	6020	6350	7030	7710	8000		
-0.6% TDZ 4952 (---%) / THR 4952 (166hPa)				HL-N									
2 OBST BLW DA				RW20		8.9 RW20 GT616							
GT502[L] - GT690 - GT692[R] - GT694 - GT533 - GT696[L] - GT698 - GT533[A8500+]						at 8000							
GS				120	140	160							
				680	790	910							
				50									
				0	5	8.9							
				DIST to displaced THR									
20				RNAV RNP 0.10 VNAV GA RNP 0.10 1) 2)		RNAV RNP 0.30 VNAV GA RNP 1.0 1)						Circling	
C		ft - m/km ft		C 400 - 2.0V 5240 3)		C 400 - 2.0V 5360 3)						Not published	
D		ft - m/km ft		C 400 - 2.4V 5250 4)		C 400 - 2.4V 5380 4)						Not published	
				1) Uncompensated BARO VNAV NA below 0°C (32°F)								3) With EVS VIS 1.3km	
				2) RNP 0.10 is required until GT502								4) With EVS VIS 1.6km	
												TERPS	



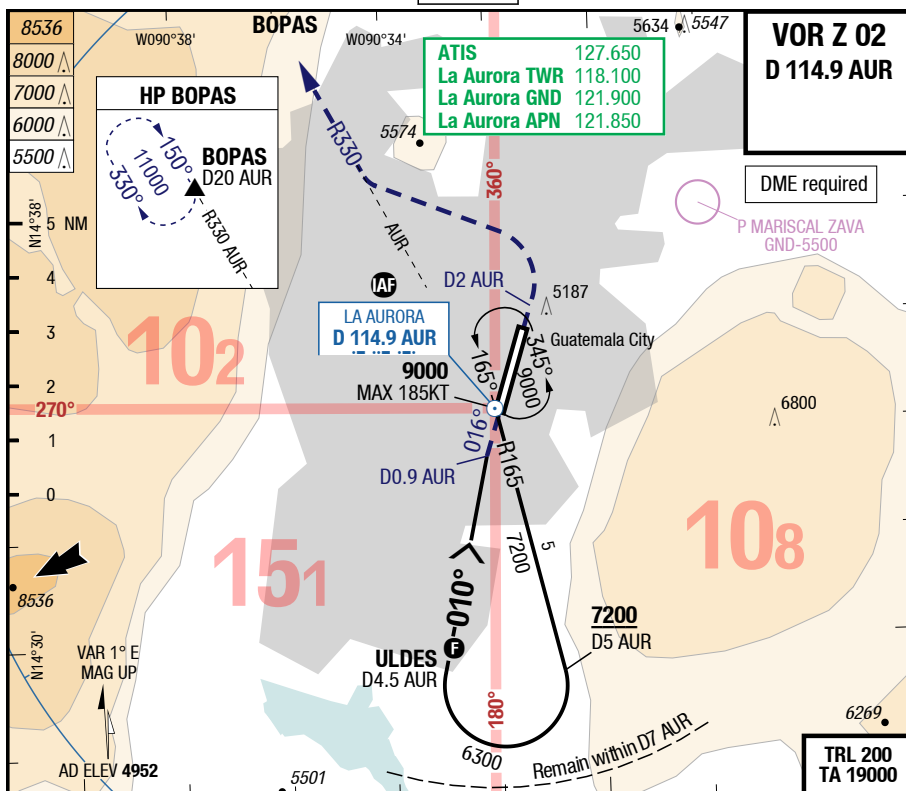
**7-90**

**RNAV (RNP) X 20**

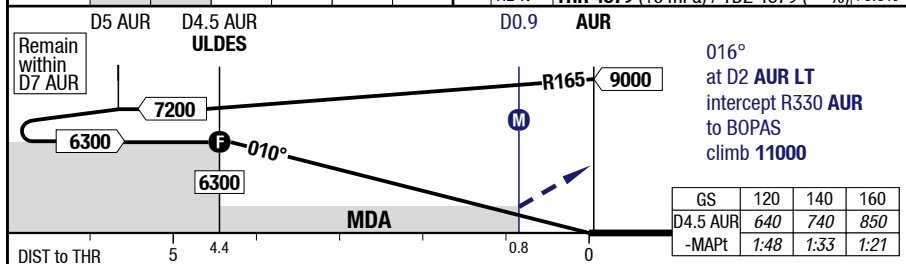
## GUA-MGGT

**7-110**

**VOR Z 02**



<b>D AUR</b>			4.5	4	3	2	<b>(02)</b>	HL-N	 ... 2987 x 60 ... 60 HL
<b>010°</b>			6300	6190	5870	5550			
RWY 016°									



02		VOR DME					Circling <sup>1)</sup> TERPS
C	ft - m/km ft	C 500 - 2.2V <b>5340</b>					C 600 - 2.4V <b>5560</b> <sup>2)</sup>
D	ft - m/km ft	C 500 - 2.4V <b>5340</b>					C 800 - 3.6V <b>5680</b> <sup>3)</sup>

1) W of RWY only

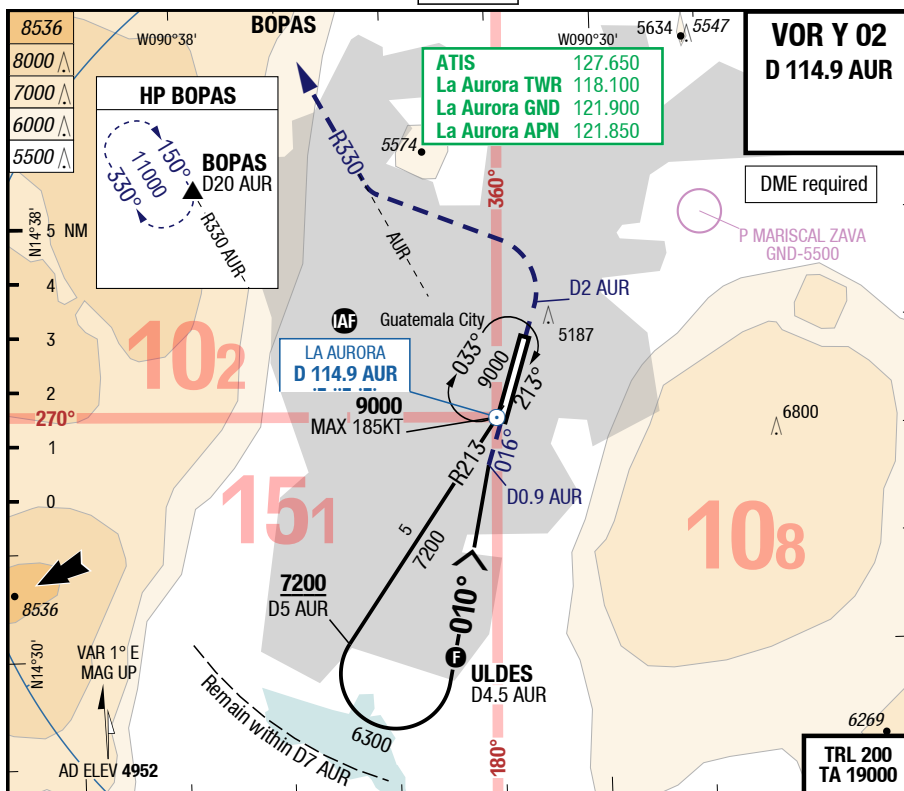
3) MAX KIAS 165

Changes: FREQ, APL

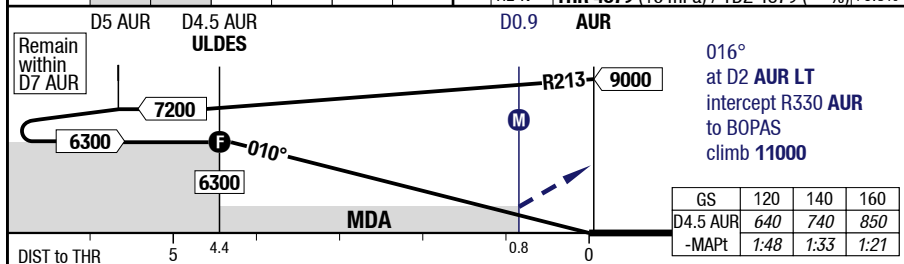
## GUA-MGGT

**7-120**

**VOR Y 02**



<b>D AUR</b>	4.5	4	3	2	<b>(02)</b>	 PAPI PSN unknown
<b>010°</b>	6300	6190	5870	5550		
RWY 016°					HL-N	TWR 4879 (164hPa) / TDZ 4879 (---%) +0.6%



02		VOR DME					Circling <sup>1)</sup> TERPS
C	ft - m/km ft	C 500 - 2.2V <b>5340</b>					C 600 - 2.4V <b>5560</b> <sup>2)</sup>
D	ft - m/km ft	C 500 - 2.4V <b>5340</b>					C 800 - 3.6V <b>5680</b> <sup>3)</sup>

1) W of RWY only

3) MAX KIAS 165

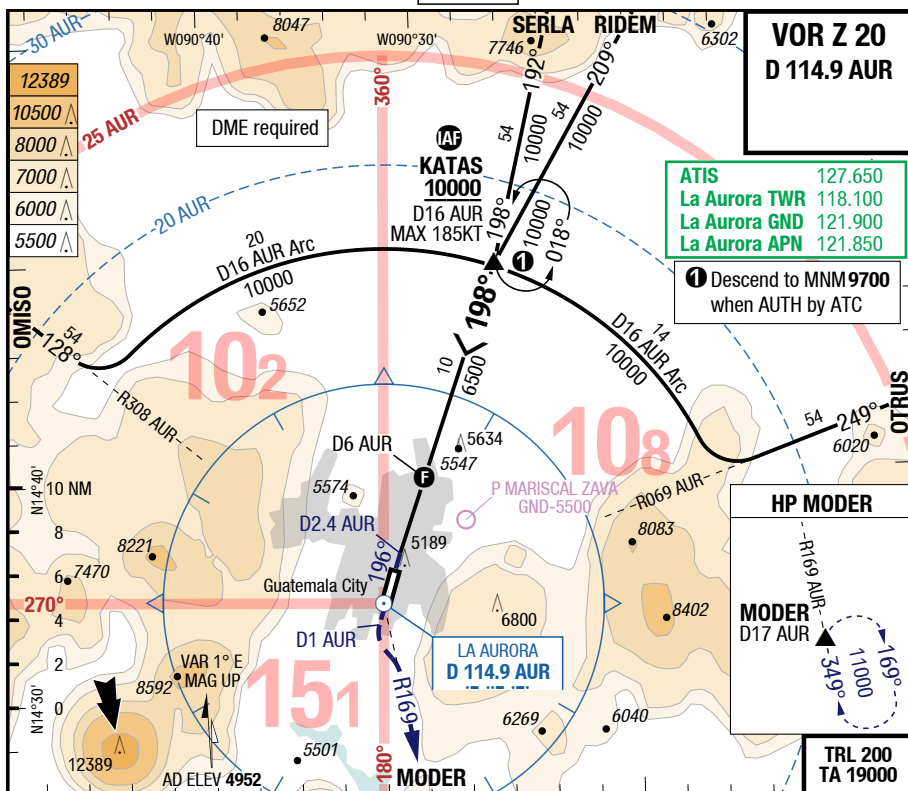
Changes: APL, FREQ



## GUA-MGGT

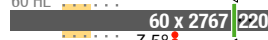
**7-130**

**VOR Z 20**



PAPI PSN unknown

60 HI



-0.6% TDZ 4952 (---%) / **THR 4952** (166hPa)

20

AU

D2.4

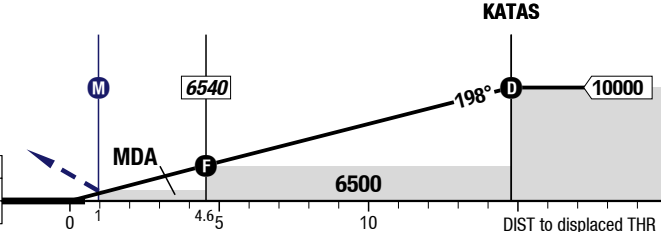
De

D16 AUR

196°

at D1 **AUR** LT  
intercept R169 **AUR**  
to MODER  
climb **11000**

GS	120	140	160
D6 AUR	660	770	880
-MAPt	1:48	1:32	1:21



20		VOR DME					Circling <sup>1)</sup> TERPS
C	ft - m/km ft	C 500 - 2.1V <b>5400</b>					C 700 - 2.8V <b>5620</b> <sup>2)</sup>
D	ft - m/km ft	C 500 - 2.4V <b>5400</b>					C 1000 - 4.8V <b>5860</b> <sup>3)</sup>

1) W of RWY only

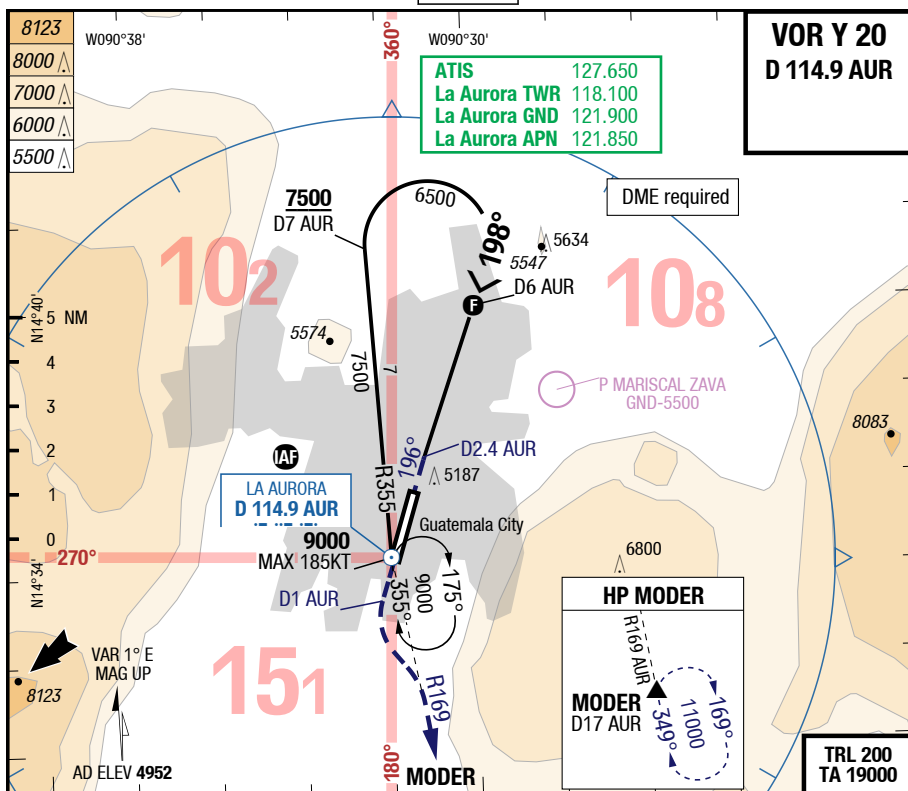
3) MAX KIAS 165

Changes: Note, OBST

GUA-MGGT

7-140

VOR Y 20



PAPI PSN unknown

60 HL

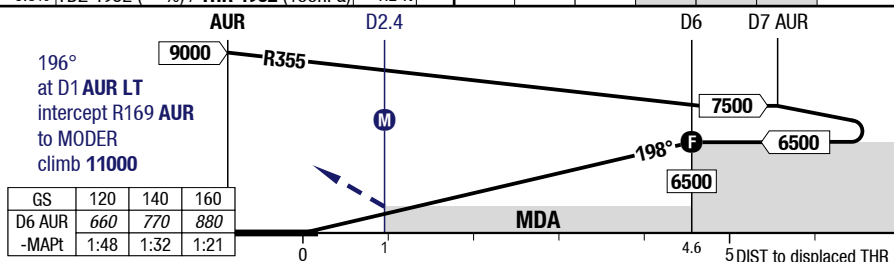
60 x 2767 220

3.5°

-0.6% TDZ 4952 (---%) / THR 4952 (166hPa)

20

4	5	6				3.12°
5840	6170	6500				D AUR
						198°
						RWY 196°



20	VOR DME					Circling 1) TERPS
C	ft - m/km ft	C 500 - 2.1V 5400				C 1000 - 4.4V 5860 2)
D	ft - m/km ft	C 500 - 2.4V 5400				C 1000 - 4.8V 5860 3)

1) W of RWY only

2) MAX KIAS 140

3) MAX KIAS 165

Changes: Nil

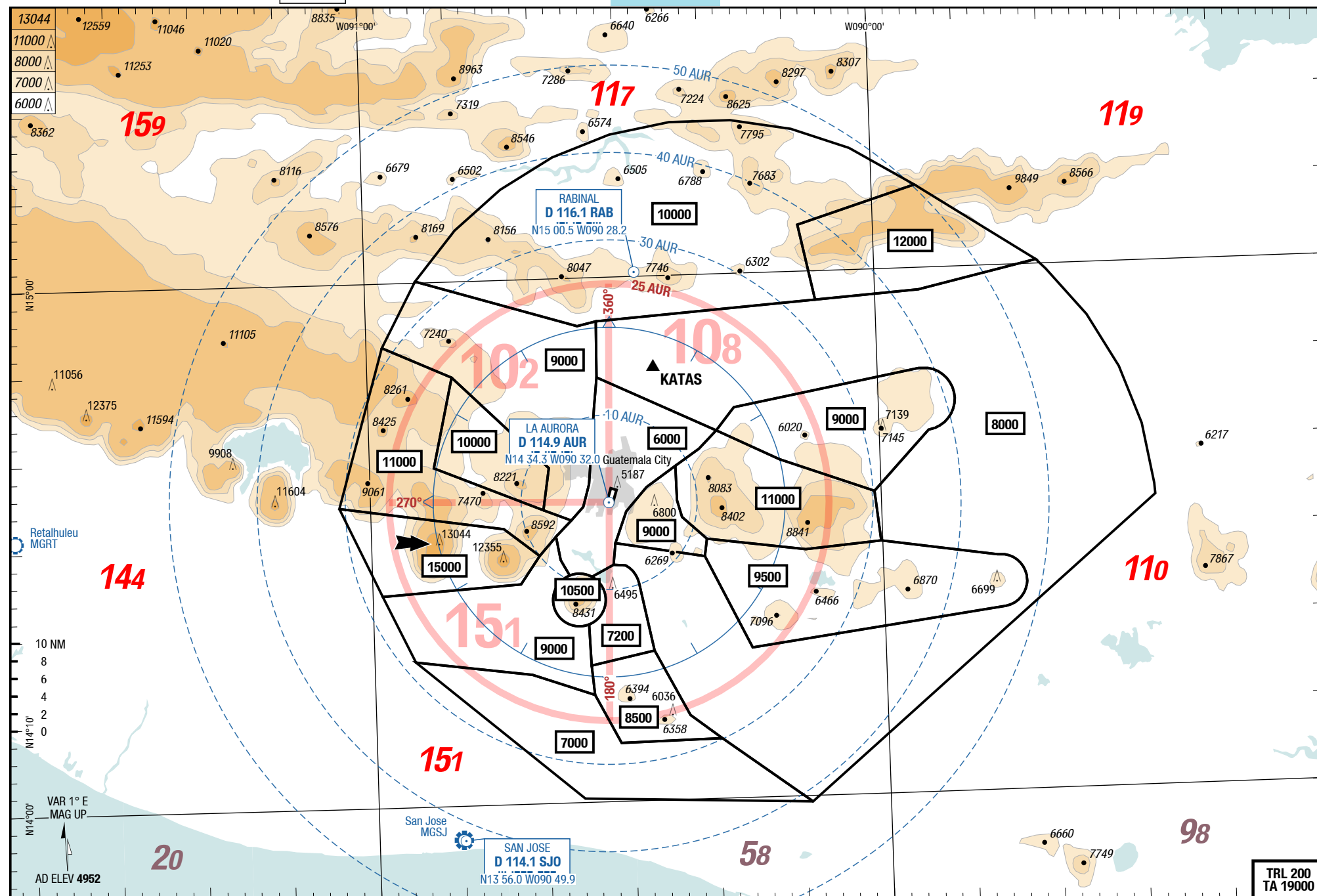
## GUA-MGGT

**MRC**

**MRC**

**MRC**

**MRC**



Changes: Completely revised

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