

GUA / MGGT (Guatemala City) (Elev. 4952')

- **Engine Failure** procedures. For **Rwy. 02**, Consider climb to **11000'**. Reference ILS missed approach holding over **BOPAS** (co-located with **GUA17**). For **Rwy. 20**, Consider climb to **9000'**. **GUA14** is approx. 28nm southwest of AUR VOR. Ref. 10-1R for safe sector altitudes along that route. Also reference **MUSOT** (low alt. fix ~ 24nm from AUR) located on low route W2 which follows closely to eng. fail routing.
- **Depressurization Routes** To/From this airport. See Diversion Guide.
- Check WSI for possible volcanic ash.
- Customs: Obtain 2 forms, complete one for arrival and save the other for the next day departure.
- **COVID:** When heading to customs, medical personnel will stamp your customs form prior to seeing the customs officer.
- Arrival routes this section: **MIA to GUA – 1, 2, 3**
DFW to GUA – 1, 2, 3

Arrival Notes

- If it is expected that **Rwy 20** is in use, set up early. Call La Aurora App. ~ 150NM from airport 119.3 to confirm landing Rwy & field conditions.
- Ref.: GT555 is 60NM from AUR (See RNP approaches for either runway).
- Ref.: TIKIS to AUR is UG765 or G765 (Low MEA is 11,000').
- Landing either runway, using GT555 or other "GT" IAF as appropriate works very well for weather and provides for safe descent. Ensure **RNP .30** mins and the DA for **Cat. D** aircraft are used! See company pages. **NOTE: RNP approaches are not available if Radar is out!**
****Co. Notes 10-7B-1 RNP .1 mins NOT authorized.**
- Ask Cenamer Control to coordinate with La Aurora Approach... "Request Direct to the IAF for the **RNP Y** to Rwy. 2 or 20, whichever is in use.
- Fly slow descent @ 280 Kts. & 240/15000'.
- If holding is expected, that is often over the AUR VOR. Consider a STAR that will transition the VOR and expect one of the ILS approaches Z or Y to Rwy 2.
- Consider landing with flaps 40 and brakes 2 or 3.

Rwy. 2

- Request **RNP Y** App. with an appropriate (IAF) transition fix: **GT555, GT566, GT577** or **GT588**. ***Ensure RNP .30 & Cat. D mins are used.**
- Keep the IAF's at programed FMC altitudes. Make the **second fix** on the approach a hard altitude i.e. GT574 @ 12000'. Remaining altitudes as published.
- At position **GT528** on the approach, program FMC speed @ **220 kts.**
- At ~ midfield downwind, plan to be gear down and flaps 15.

→ Plan to be fully configured by the FAF. This will make for a nice, slow and controlled approach.

→ If the ILS is desired or assigned...

→ Ref. speed on FMC LEGS page ~ 167 Kts. Plan to cross AUR @ that speed / 9000' gear & flaps 15.

→ Missed App. alt is 11000'.

Rwy. 20

→ Request **RNAV (RNP) Y** Approach over (IAF) transition fix: **GT555 or GT566** *Ensure RNP .30 & Cat. D mins are used per company pages.

→ If the VOR approach is desired or assigned... Request **VOR Z**. FMC will default to 10,000A at KATAS (IAF). If not holding over KATAS, change FMC default at KATAS to **200/9700!** Note the **MAP! Vertical Speed** will be required prior to that point!

→ For the RNAV or VOR approach, following the Flight Dir. to mins. puts you below the PAPI! Transition to the PAPI once in sight.

→ Aim for the numbers or try to touch down by the 1000' marks. Consider very little flare as the runway will slope away and will extend the landing distance... stopping can be difficult when wet!!

→ Consider holding at IAF with last minute Rwy change.

MIA to GUA – 1

- See arrival notes above.

MIA	124.7	-
HAV r	124.55 / 135.1	IKBIX / FUNDI
CEN r	124.3	PABEL
"	133.5 / 123.9	-
La Aur. App. r	119.3	-

MIA to GUA – 2

- See arrival notes above.

MIA	124.7	-
HAV r	124.55 / 135.1	MAXIM
MER r	128.2	NUKAN
"	125.8	-
CEN r	133.5 / 123.9	CTM
La Aur. App. r	119.3	-

MIA to GUA – 3

- See arrival notes above.

MIA	124.7	-
HAV r	124.55 / 135.1	IKBIX / FUNDI
CEN r	124.3	BISTO
"	133.5 / 123.9	PESGA
La Aur. App. r	119.3	-

DFW to GUA – 1

- See **International Supplement** in the back of this document for **RNP4 procedures** required over some portions of the Gulf of Mexico which may exceed 162 NM.
- See arrival notes above.

MTY r	124.5	TTXOX
MEX r	126.6	OTOBA
"	128.0	-
MER r	128.3	DUPLO
La Aurora App. r	119.3	-

DFW to GUA – 2

- See arrival notes above.

MTY r	124.5	MAM
MEX r	126.6 r	ALUXU
MEX	124.0	-
“	128.25	-
MER r	128.3	DUPLO
CEN r	123.9 / 124.3	GABEN
La Aurora App. r	119.3	-

DFW to GUA – 3

- See International Supplement in the back of this document for **RNP4 procedures** required over some portions of the Gulf of Mexico which may exceed 162 NM.
- See arrival notes above.

HOU	132.65	MUSYL
MER r	123.75	IPSEV
“	128.3	-
“	125.8	-
CEN r	133.5 / 123.9	NALDA

DEPARTURE - E/O 5950'

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- ➔ **Climb for terrain – Rwy. 02- 220/11000', Rwy. 20- 220/12000'**
- ➔ GUA does not use published takeoff mins! Minimum takeoff visibility for **Rwy. 02 is 900M**; **Rwy. 20 is 1200M**. Tower will not allow takeoff until these visibility mins are met.
- Call Clearance.
- Approaching US, logon to CPDLC.
- Departure routes this section: **GUA to MIA – 1, 2**
GUA to DFW – 1, 2

GUA to MIA – 1

- ➔ **Rwy. 02**, Expect PALEN 2, OTRUS trans. or RIDEM 2, RIDEM trans. **or** Rwy. heading to 10D then vector on course.
- ➔ **Rwy. 20**, Expect VILDA Dep (LNAV) JERON Trans. **or** AUR Trans.

Dep. r	119.3	-
CEN r	133.5 / 123.9	-
MER r	125.8	CTM
"	128.2	-
HAV r	124.55a / 135.1p	NUKAN
MIA	132.2	MAXIM

GUA to MIA – 2

- See departure notes above.

Dep. r	119.3	-
CEN r	133.5 / 123.9	-
"	124.3	-
HAV r	124.55a / 135.1p	PABEL / SELEK
MIA	132.2 / 124.75	IKBIX / FUNDI

GUA to DFW – 1

- See **International Supplement** in the back of this document for **RNP4 procedures** required over some portions of the Gulf of Mexico which may exceed 162 NM.
- See departure notes above.

Dep. r	119.3 r	-
CEN r	133.5 / 123.9	GABEN
"	128.3	-
MEX r	128.0	UGATA
"	126.6	-
MTY r	124.5	AVUMO
HOU	133.75	REX

GUA to DFW – 2

- See **International Supplement** in the back of this document for **RNP4 procedures** required over some portions of the Gulf of Mexico which may exceed 162 NM.
- See departure notes above.

Dep. r	119.3	-	
CEN r	133.5 / 123.9	-	
MER r	125.8	MUVAP	
"	128.3	-	
"	123.75	-	
HOU	132.65	IPSEV	(Position rpt., radar contact by SEGAL)

■ ■ ■ ■ **A/P INDEX / HOME**