

Summary of Comments on Errores e incongruencias e-AIP MGGT AD ORIGINAL.pdf

Page: 1

Number: 1 Author: LUIS MONTUFAR Subject: Nota adhesiva Date: 25/04/2017 12:12:17 p. m.

FALTA, Punto de notificación (NO OBLIGATORIO) que es un triangulo sin relleno

Number: 2 Author: LUIS MONTUFAR Subject: Nota adhesiva Date: 25/04/2017 12:13:56 p. m.

EN NUESTRAS CARTAS SE MUESTRA CON EL NÚERO ENCERRADO EN UN RECUADRO

Number: 3 Author: LUIS MONTUFAR Subject: Resaltado Date: 25/04/2017 12:13:16 p. m.

Number: 4 Author: LUIS MONTUFAR Subject: Nota adhesiva Date: 25/04/2017 11:53:21 a. m.

36NM de OMISO HACIA GABEN

Number: 5 Author: LUIS MONTUFAR Subject: Nota adhesiva Date: 25/04/2017 12:14:28 p. m.

Falta codigo morse

Number: 6 Author: LUIS MONTUFAR Subject: Resaltado Date: 25/04/2017 11:53:04 a. m.

Number: 7 Author: LUIS MONTUFAR Subject: Resaltado Date: 25/04/2017 12:14:11 p. m.

Number: 8 Author: LUIS MONTUFAR Subject: Nota adhesiva Date: 25/04/2017 11:37:04 a. m.

ALRES ahora ERDEK

Number: 9 Author: LUIS MONTUFAR Subject: Resaltado Date: 25/04/2017 11:37:04 a. m.

Number: 10 Author: LUIS MONTUFAR Subject: Nota adhesiva Date: 25/04/2017 12:16:15 p. m.

falta (fuera de aerovía)

Number: 11 Author: LUIS MONTUFAR Subject: Nota adhesiva Date: 25/04/2017 11:14:24 a. m.

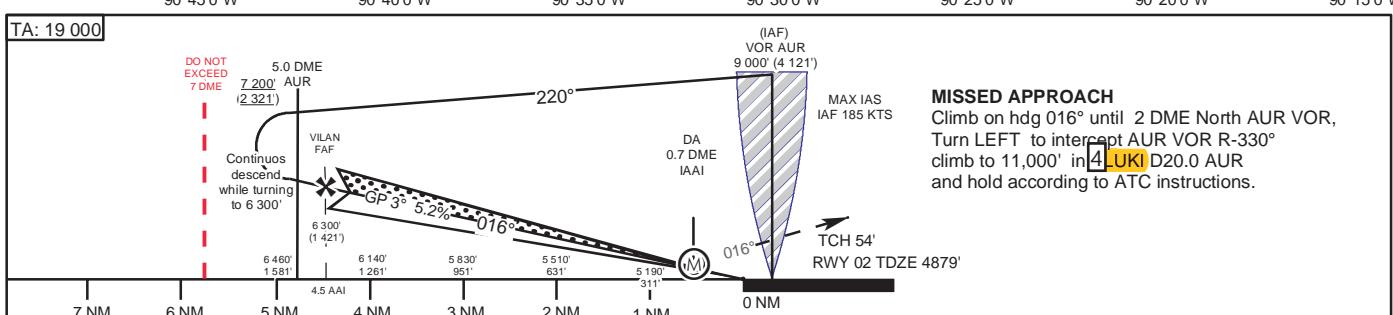
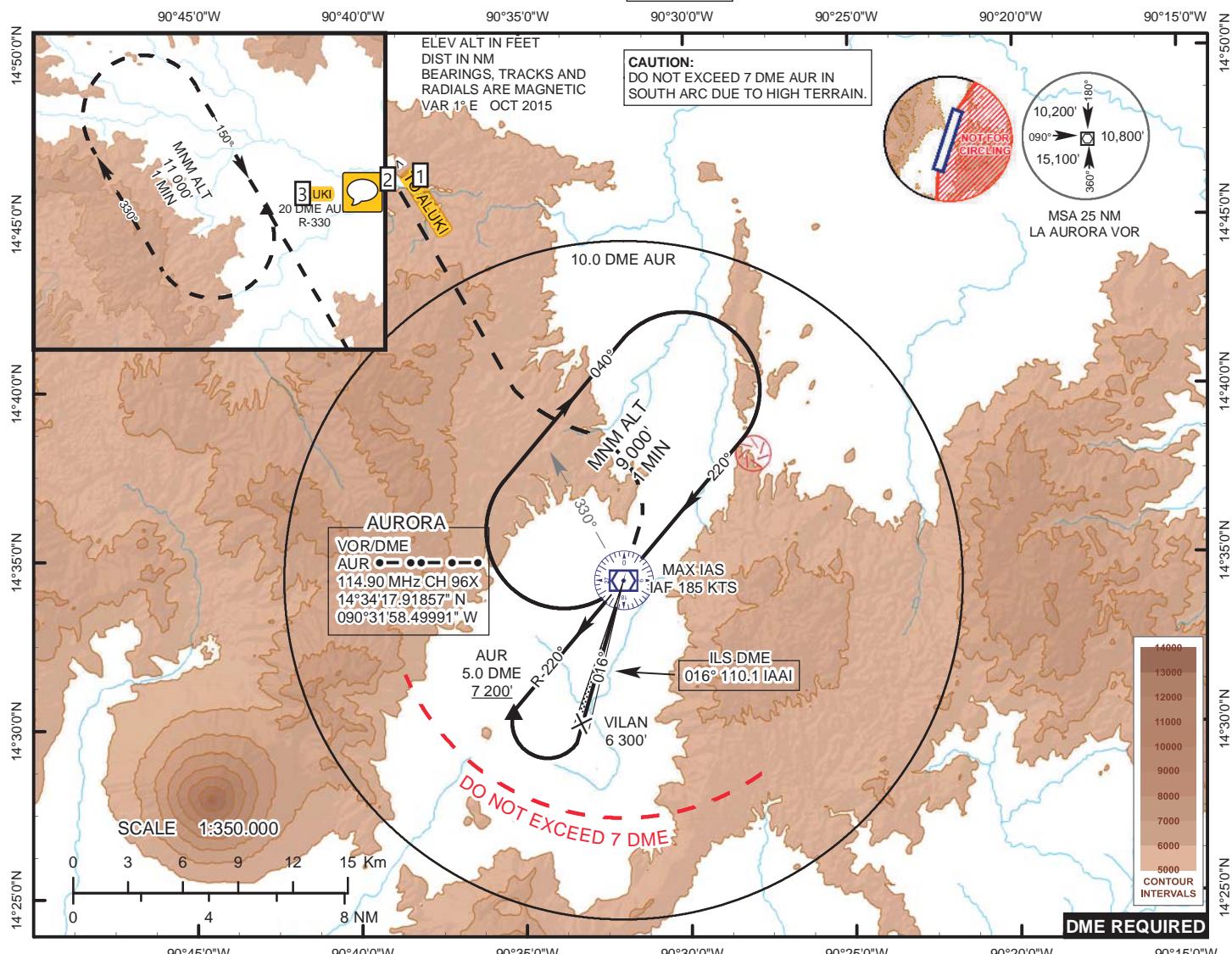
En la enmienda se muestra como 1:1,000,000

INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV 4952 ft
HEIGHTS RELATED TO
THR RWY 02 - ELEV 4 879 ft

APP 119.3
TWR 118.1
GND 121.9
ATIS 127.65

GUATEMALA CITY/LA AURORA INTL
ILS Y RWY 02
CAT I



GS	Kt	70	90	100	120	140	160	CIRCLING				
VILAN TO MAPT	Min:s	3:15	2:32	2:17	1:54	1:38	1:26					
RATE OF DESCEND 3°	ft/min	372	478	531	637	743	849					
STRAIGHT IN APPROACH												
CEILING - VISIBILITY												
CAT		ILS DA(H) 5 100' (221')			LOC (GS OUT) MDA (H) 5 340' (461')			MAX KT	MDA(H)		CEI - VIS	
A		250' – 1 200 m			500' – 1 600 m			90	600' – 1 600 m			
B							120					
C							140					
D							165					

CHANGES: EDITORIAL FOR eAIP

Page: 2

 Number: 1

Author: LUIS MONTUFAR Subject: Resaltado Date: 25/04/2017 3:46:17 p. m.

 Number: 2

Author: LUIS MONTUFAR Subject: Nota adhesiva Date: 25/04/2017 3:46:12 p. m.

BOPAS entra en vigencia 27ABR17

 Number: 3

Author: LUIS MONTUFAR Subject: Resaltado Date: 25/04/2017 3:45:56 p. m.

 Number: 4

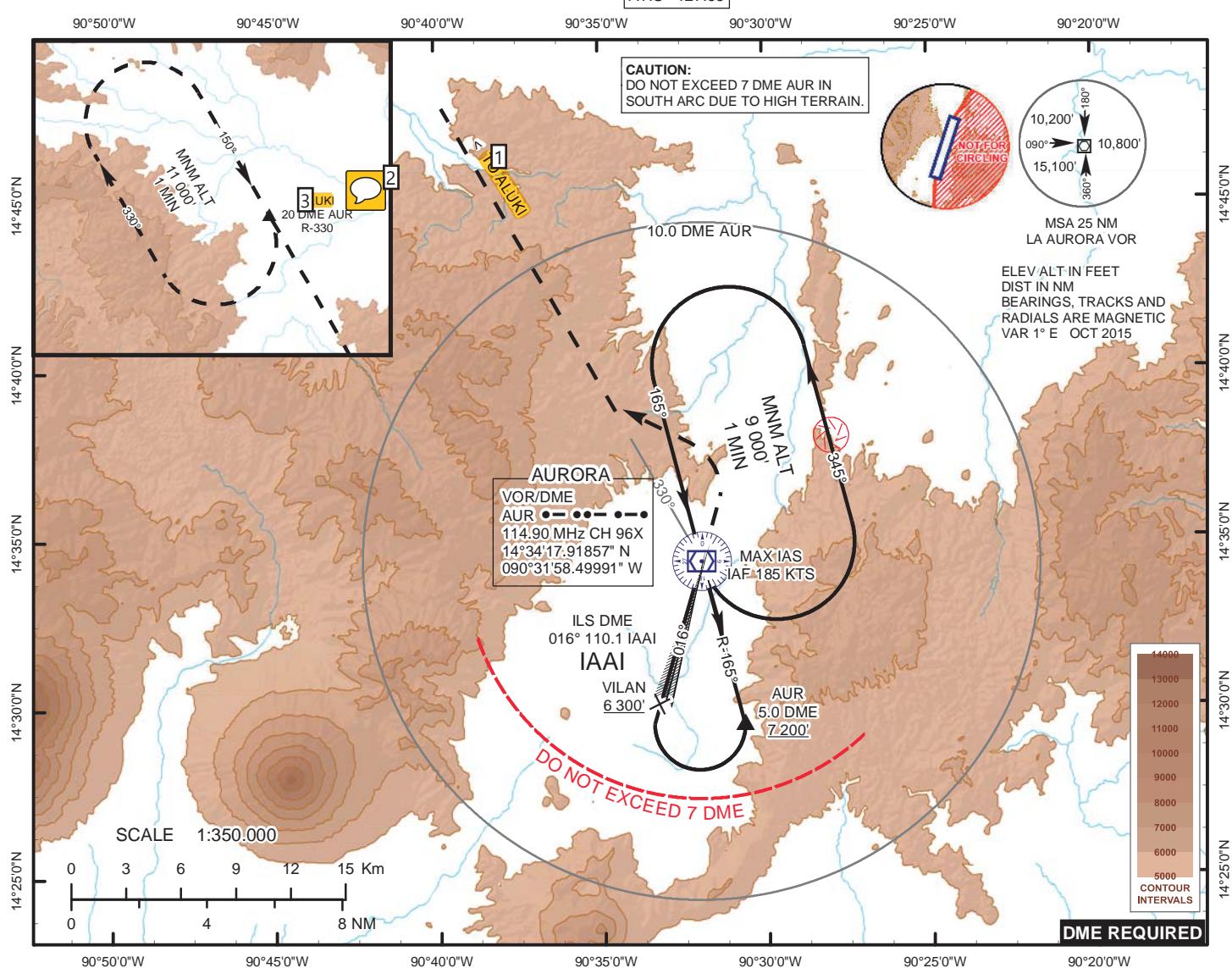
Author: LUIS MONTUFAR Subject: Resaltado Date: 25/04/2017 3:53:27 p. m.

**INSTRUMENT
APPROACH
CHART - ICAO**

AERODROME ELEV 4952 ft
HEIGHTS RELATED TO
THR RWY 02 - ELEV 4,879 ft

APP	119.3
TWR	118.1
GND	121.9
ATIS	127.65

GUATEMALA CITY/LA AURORA INTL
ILS Z RWY 02
CAT I



TA: 19 000

DO NOT EXCEED 7 DME

5.0 DME

7 200' AUR (2 321')

VILAN FAF 6 300'

<165°

3° - 5.2%

016°

9 000' (4 121') VOR AUR

MAX IAS IAF 185 KTS

6 460' (1 581')

6 140' (1 261')

5 830' (951')

5 510' (631')

5 190' (M)

016°

TCH 54'
TDZ 4879'

MISSED APPROACH
Climb on hdg 016° until 2 DME
Turn LEFT to intercept AUR
climb to 11,000' in 4 LUKID
and hold according to ATC

GS	Kt	70	90	100	120	140	160
VILAN TO MAPT	Min:s	3:15	2:32	2:17	1:54	1:38	1:26
RATE OF DESCEND	Ft/min	372	478	531	637	743	849

Straight In Approach

CEILING - APPROACH		CIRCLING			
CAT	CEILING - VISIBILITY		MAX KT	MDA(H)	CEI - VIS
A	ILS DA(H) 5 100' (221')	LOC (GS OUT) MDA (H) 5 340' (461')	90	5 460' (508')	600' – 1 600 m
B	250' – 1 200 m	500' – 1 600 m	120		600' – 2 400 m
C			140		800' – 3 600 m
D	500' – 2 400 m		165	5 680' (728')	

Page: 3

 Number: 1

Author: LUIS MONTUFAR Subject: Resaltado Date: 25/04/2017 4:36:00 p. m.

 Number: 2

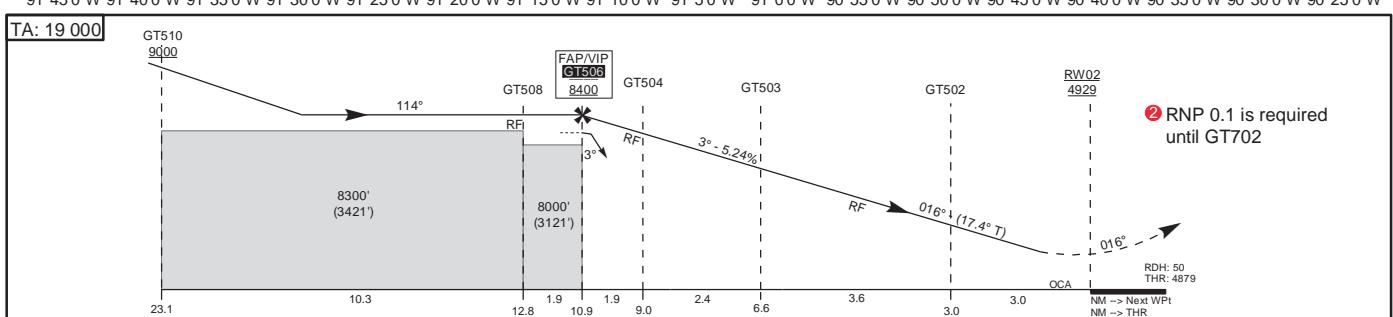
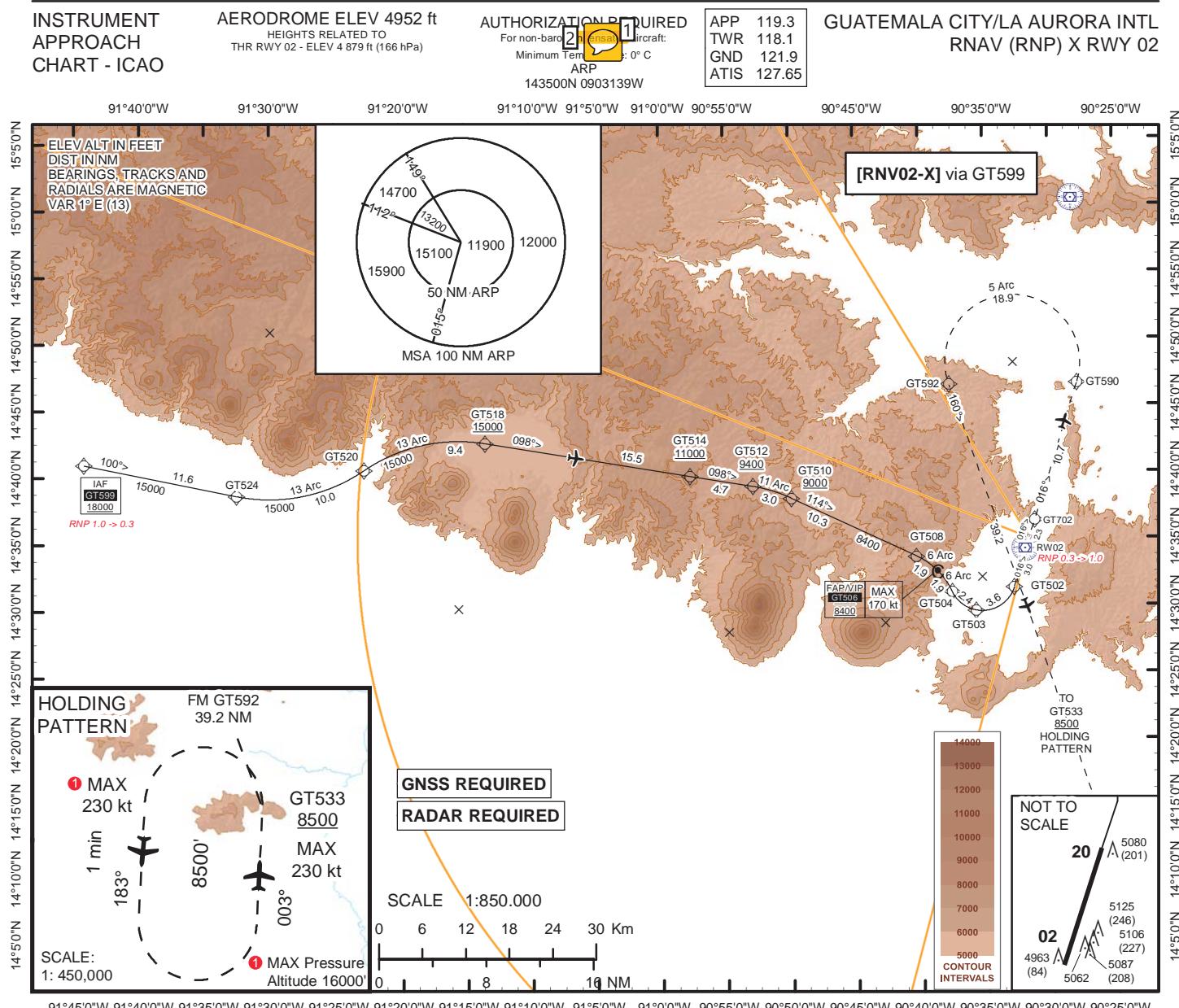
Author: LUIS MONTUFAR Subject: Nota adhesiva Date: 26/04/2017 11:37:03 a. m.
cambia el 27abr17 a BOPAS

 Number: 3

Author: LUIS MONTUFAR Subject: Resaltado Date: 25/04/2017 4:36:03 p. m.

 Number: 4

Author: LUIS MONTUFAR Subject: Resaltado Date: 25/04/2017 4:36:13 p. m.

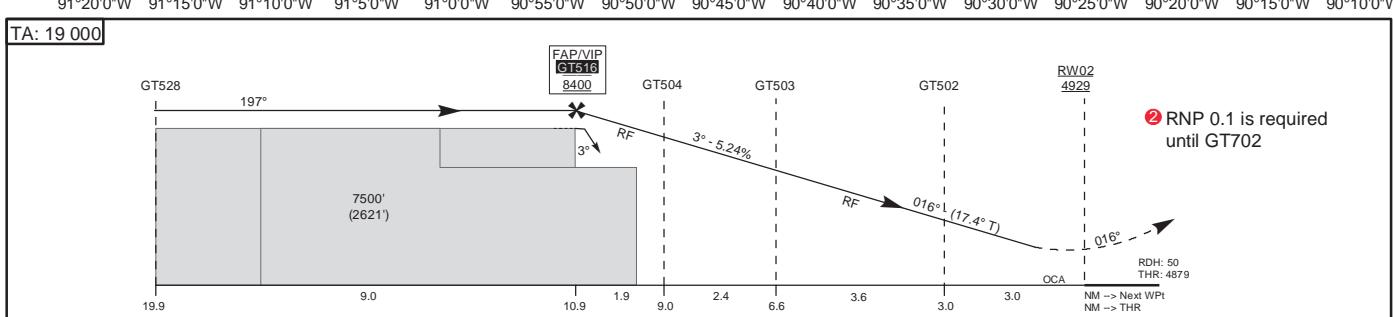
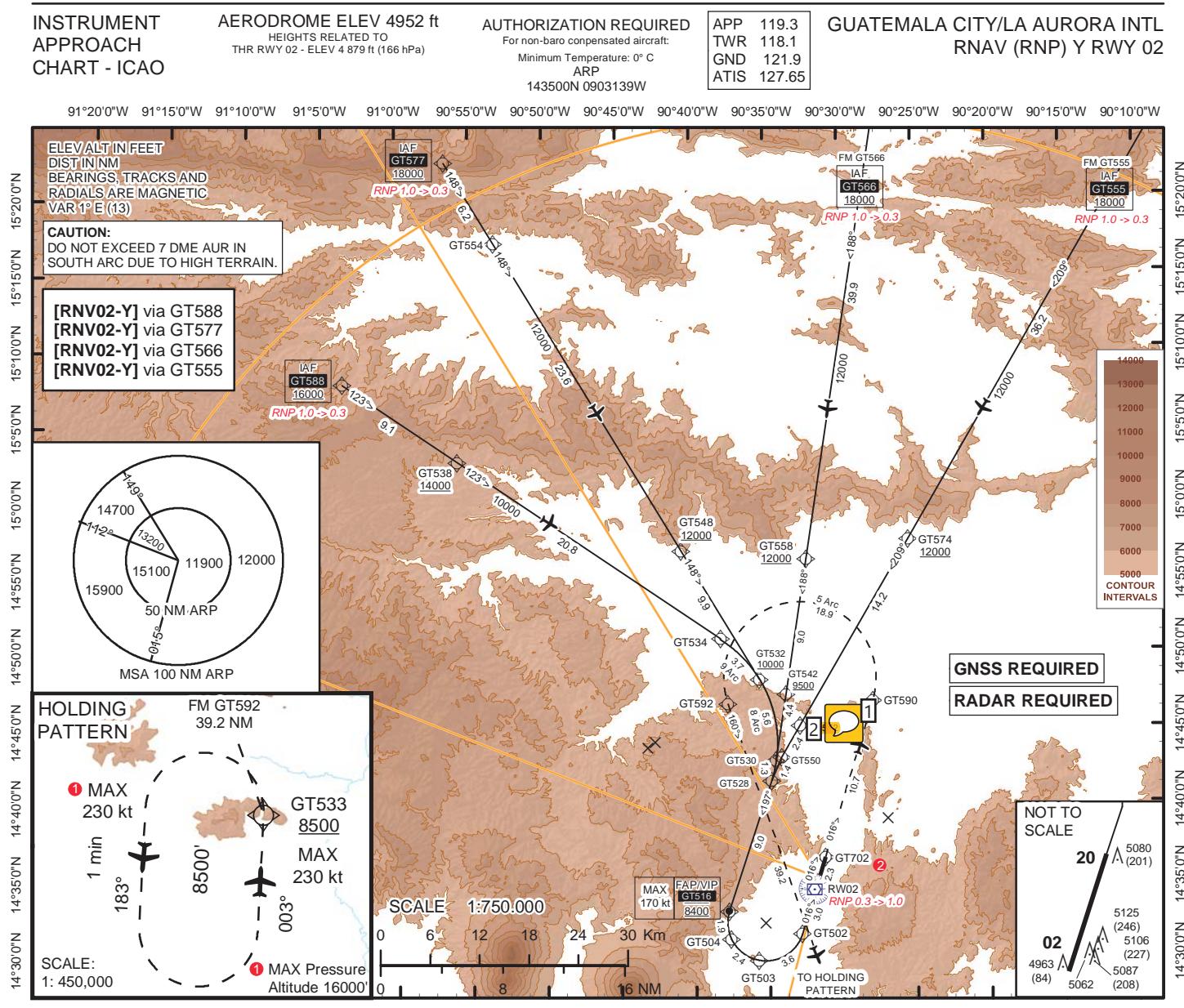


AD Minima: Altitude and Height in feet.				REF HGT: THR ELEV			
CAT	M.A. Climb Gradient: 2.5% 152 ft/NM			Missed Approach			
	RNP AR FINAL 0.3		RNP AR FINAL 0.1		Climb to minimum 8500' via the RNAV (RNP) missed approach track to GT533. At GT533 hold or start a new approach via GT533		
	MA RNP 1.0		MA RNP 0.1 ②				
	OCA (H)	DA(H)	OCA (H)	DA(H)	CAT	Ceiling	Visibility
A	5222'(343')	5230'(351')		5180'(301')	A	400'	1600 m
B	5244'(365')	5250'(371')		5200'(321')	B	400'	1600 m
C	5264'(385')	5270'(391')		5220'(341')	C	400'	1600 m
D	5282'(403')	5290'(411')		5240'(361')	D	500'	2400 m

Page: 4

 Number: 1 Author: LUIS MONTUFAR Subject: Nota adhesiva Date: 26/04/2017 12:26:32 p. m.
compensated

 Number: 2 Author: LUIS MONTUFAR Subject: Resaltado Date: 26/04/2017 12:26:32 p. m.



AD Minima: Altitude and Height in feet.

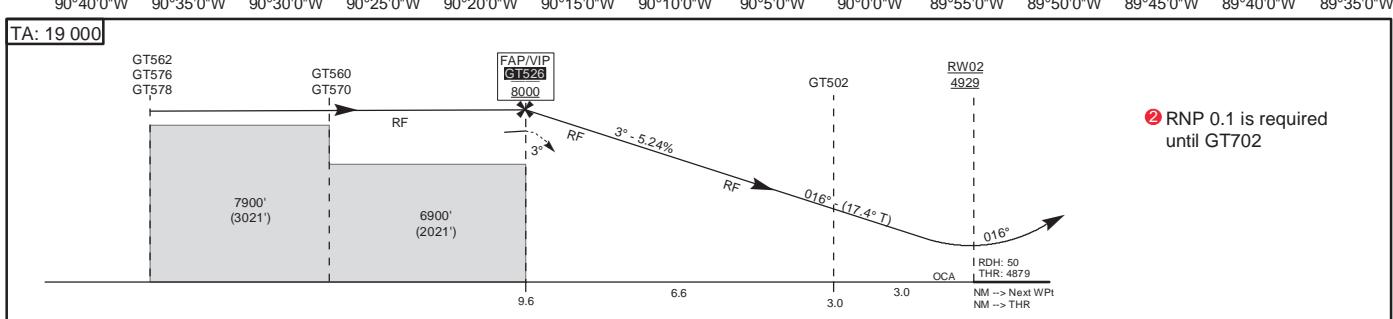
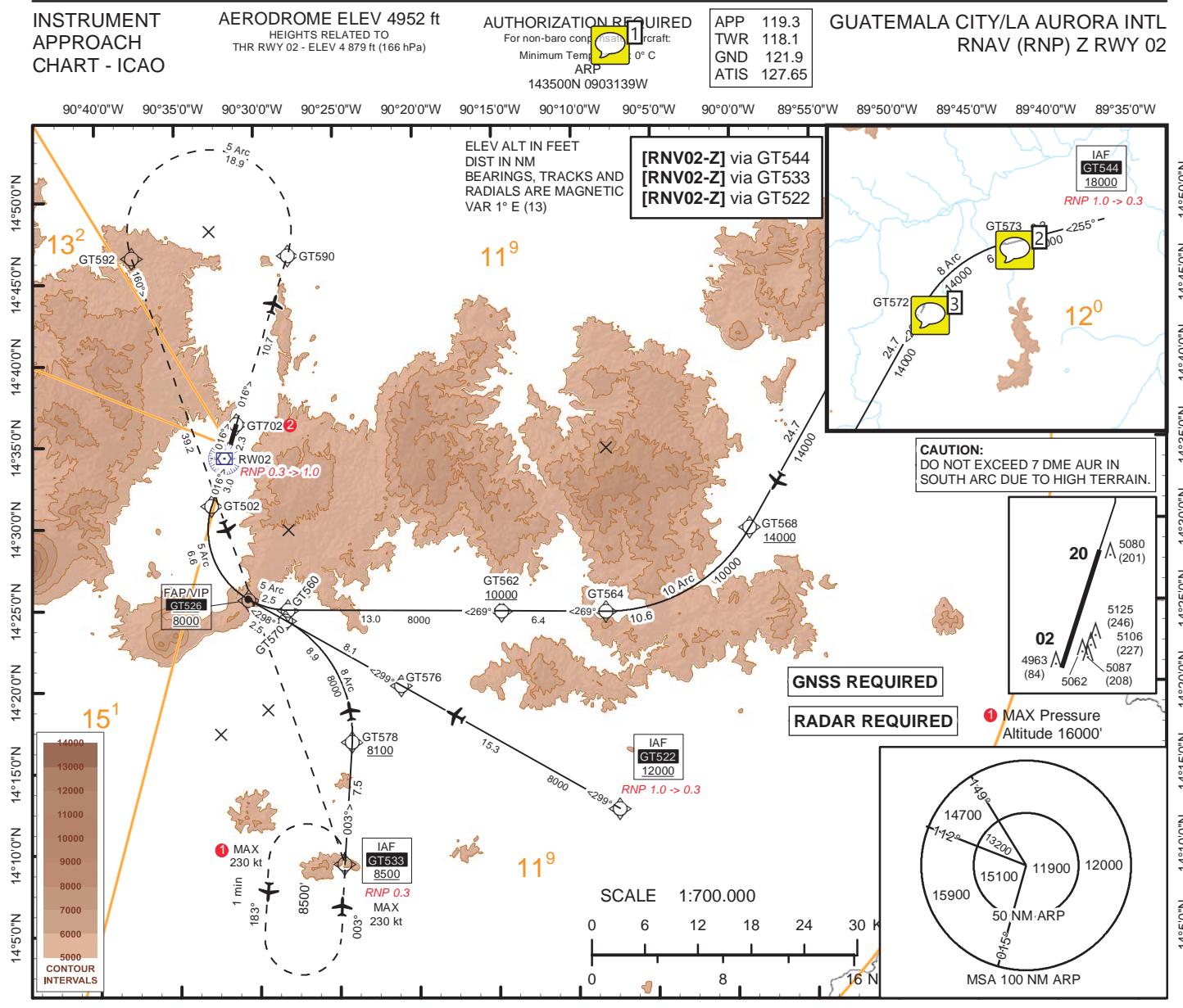
REF HGT: THR ELEV

CAT	M.A. Climb Gradient: 2.5% 152 ft/NM		Missed Approach			
	RNP AR FINAL 0.3		RNP AR FINAL 0.1		Climb to minimum 8500' via the RNAV (RNP) missed approach track to GT533. At GT533 hold or start a new approach via GT533	
	MA RNP 1.0		MA RNP 0.1 ②			
OCA (H)	DA(H)	OCA (H)	DA(H)	CAT	Ceiling	Visibility
A	5222'(343')	5230'(351')	5180'(301')	A	400'	1600 m
B	5244'(365')	5250'(371')	5200'(321')	B	400'	1600 m
C	5264'(385')	5270'(391')	5220'(341')	C	400'	1600 m
D	5282'(403')	5290'(411')	5240'(361')	D	500'	2400 m

Page: 5

 Number: 1 Author: LUIS MONTUFAR Subject: Nota adhesiva Date: 26/04/2017 12:48:55 p. m.
GT552 DEBE indicar que es por arriba de 9500

 Number: 2 Author: LUIS MONTUFAR Subject: Resaltado Date: 26/04/2017 12:49:00 p. m.



AD Minima: Altitude and Height in feet.				REF HGT: THR ELEV			
CAT	M.A. Climb Gradient: 2.5% 152 ft/NM			Missed Approach			
	RNP AR FINAL 0.3		RNP AR FINAL 0.1	Climb to minimum 8500' via the RNAV (RNP) missed approach track to GT533. At GT533 hold or start a new approach via GT533			
	MA RNP 1.0		MA RNP 0.1 ②				
	OCA (H)	DA(H)	OCA (H)	DA(H)	CAT	Ceiling	Visibility
A	5222'(343')	5230'(351')		5180'(301')	A	400'	1600 m
B	5244'(365')	5250'(371')		5200'(321')	B	400'	1600 m
C	5264'(385')	5270'(391')		5220'(341')	C	400'	1600 m
D	5282'(403')	5290'(411')		5240'(361')	D	500'	2400 m

Page: 6

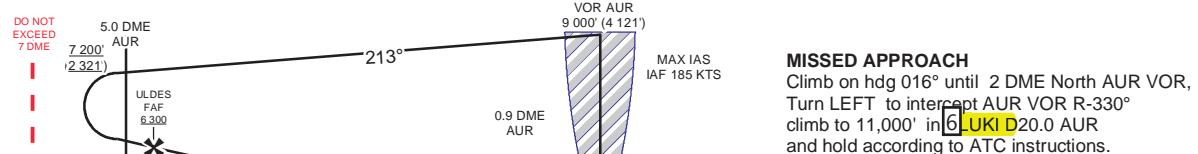
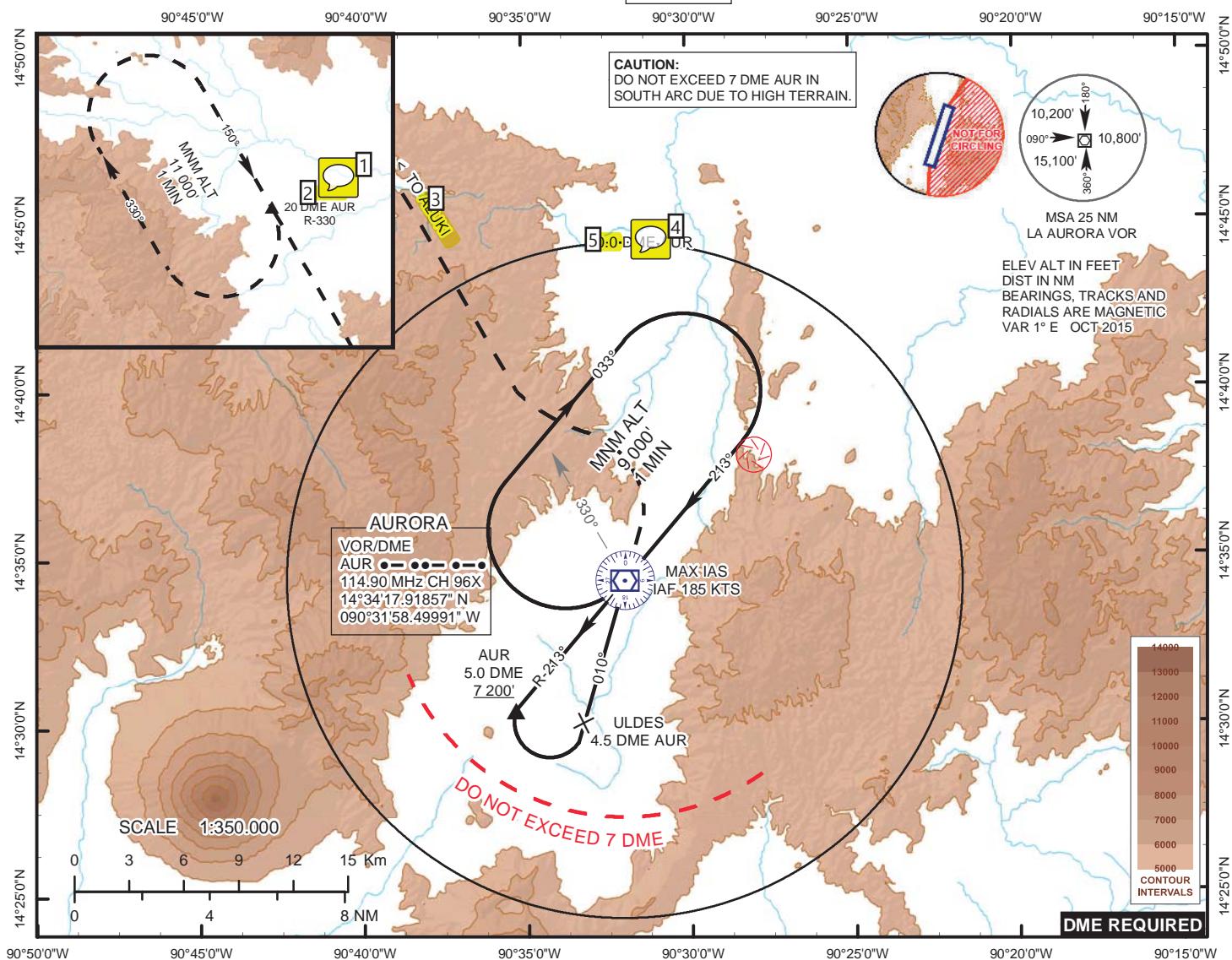
 Number: 1	Author: silvia.herrera5	Subject: Sticky Note	Date: 27/04/2017 10:16:39 a. m.
 Number: 2	Author: silvia.herrera5	Subject: Sticky Note	Date: 27/04/2017 10:00:26 a. m.
 Number: 3	Author: silvia.herrera5	Subject: Sticky Note	Date: 27/04/2017 10:02:31 a. m.

INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV 4952 ft
HEIGHTS RELATED TO
THR RWY 02 - ELEV 4 879 ft

APP 119.3
TWR 118.1
GND 121.9
ATIS 127.65

GUATEMALA CITY/LA AURORA INTL
VOR Y RWY 02



GS	Kt	70	90	100	120	140	160			
ULDES TO MAPT	Min:s	3:05	2:24	2:10	1:48	1:33	1:21			
STRAIGHT IN APPROACH								CIRCLING		
CEILING - VISIBILITY								MAX KT	MDA(H)	CEI - VIS
MDA (H) 5 340' (461')								90		
500' - 1 600 m								120		
500' - 2 400 m								140		
								165		
								5 680' (728')		

CHANGES: EDITORIAL FOR 01P

Page: 7

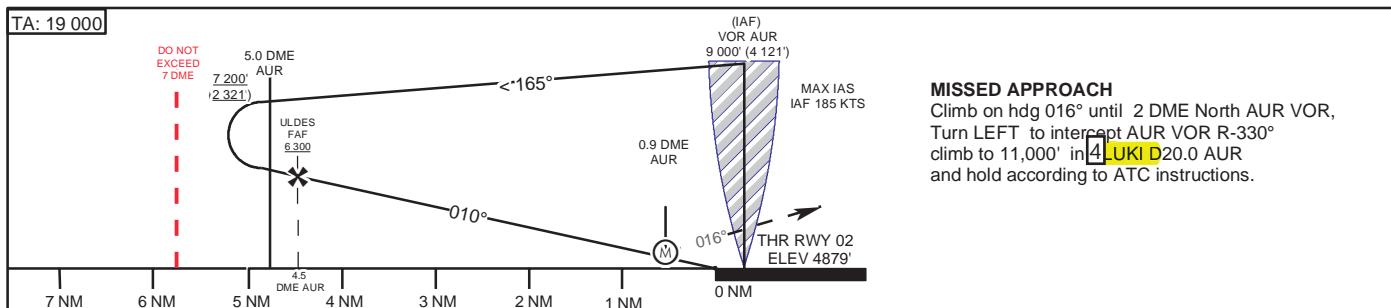
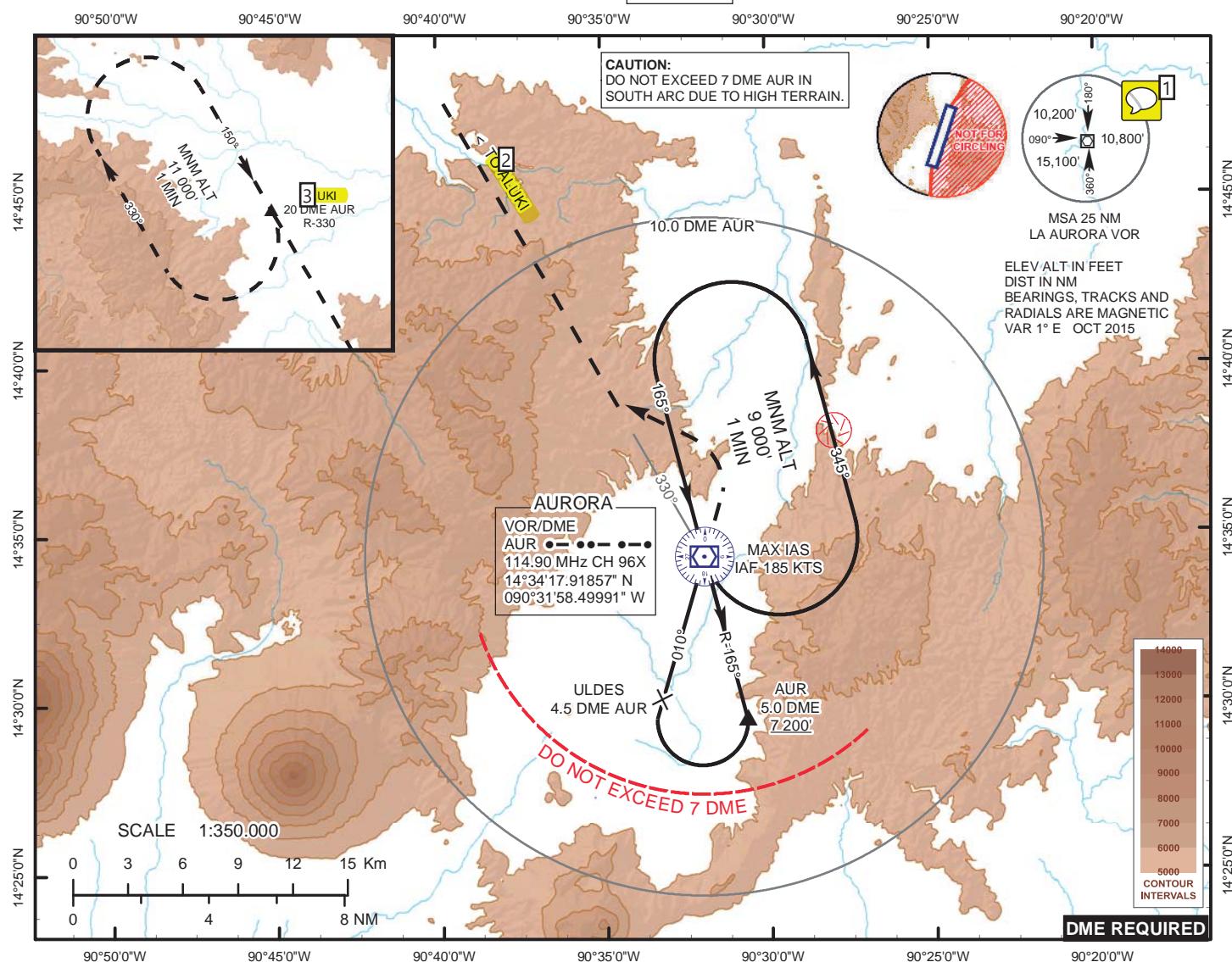
 Number: 1	Author: silvia.herrera5	Subject: Sticky Note	Date: 27/04/2017 11:51:28 a. m.
CAMBIO A BOPAS EL 27ABRIL 17			
 Number: 2	Author: silvia.herrera5	Subject: Highlight	Date: 27/04/2017 10:23:40 a. m.
 Number: 3	Author: silvia.herrera5	Subject: Highlight	Date: 27/04/2017 10:23:37 a. m.
 Number: 4	Author: silvia.herrera5	Subject: Sticky Note	Date: 27/04/2017 11:58:31 a. m.
para evitar ambiguedad debería ser 10 DME y no 10.0			
 Number: 5	Author: silvia.herrera5	Subject: Highlight	Date: 27/04/2017 11:56:29 a. m.
 Number: 6	Author: silvia.herrera5	Subject: Highlight	Date: 27/04/2017 10:23:45 a. m.

INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV 4952 ft
HEIGHTS RELATED TO
THR RWY 02 - ELEV 4 879 ft

APP 119.3
TWR 118.1
GND 121.9
ATIS 127.65

GUATEMALA CITY/LA AURORA INTL
VOR Z RWY 02



GS	Kt	70	90	100	120	140	160			
ULDES TO MAPT	Min:s	3:05	2:24	2:10	1:48	1:33	1:21			
STRAIGHT IN APPROACH										
CIRRING										
CAT		CEILING - VISIBILITY				MAX KT	MDA(H)	CEI - VIS		
A		MDA (H) 5 340' (461')				90	5 460' (508')	600' - 1 600 m		
B		500' - 1 600 m				120		600' - 2 400 m		
C		500' - 2 400 m				140		800' - 3 600 m		
D						165	5 680' (728')			

Page: 8

 Number: 1 Author: silvia.herrera5 Subject: Sticky Note Date: 27/04/2017 12:16:21 p. m.
corrección de los grados 180°, 360° pues deberian de ir acorde a la pista

 Number: 2 Author: silvia.herrera5 Subject: Highlight Date: 27/04/2017 12:23:28 p. m.

 Number: 3 Author: silvia.herrera5 Subject: Highlight Date: 27/04/2017 12:23:23 p. m.

 Number: 4 Author: silvia.herrera5 Subject: Highlight Date: 27/04/2017 12:31:46 p. m.

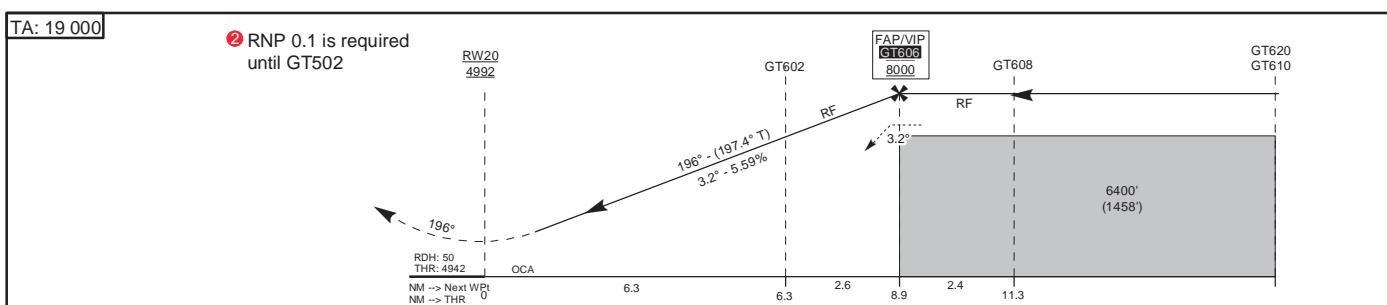
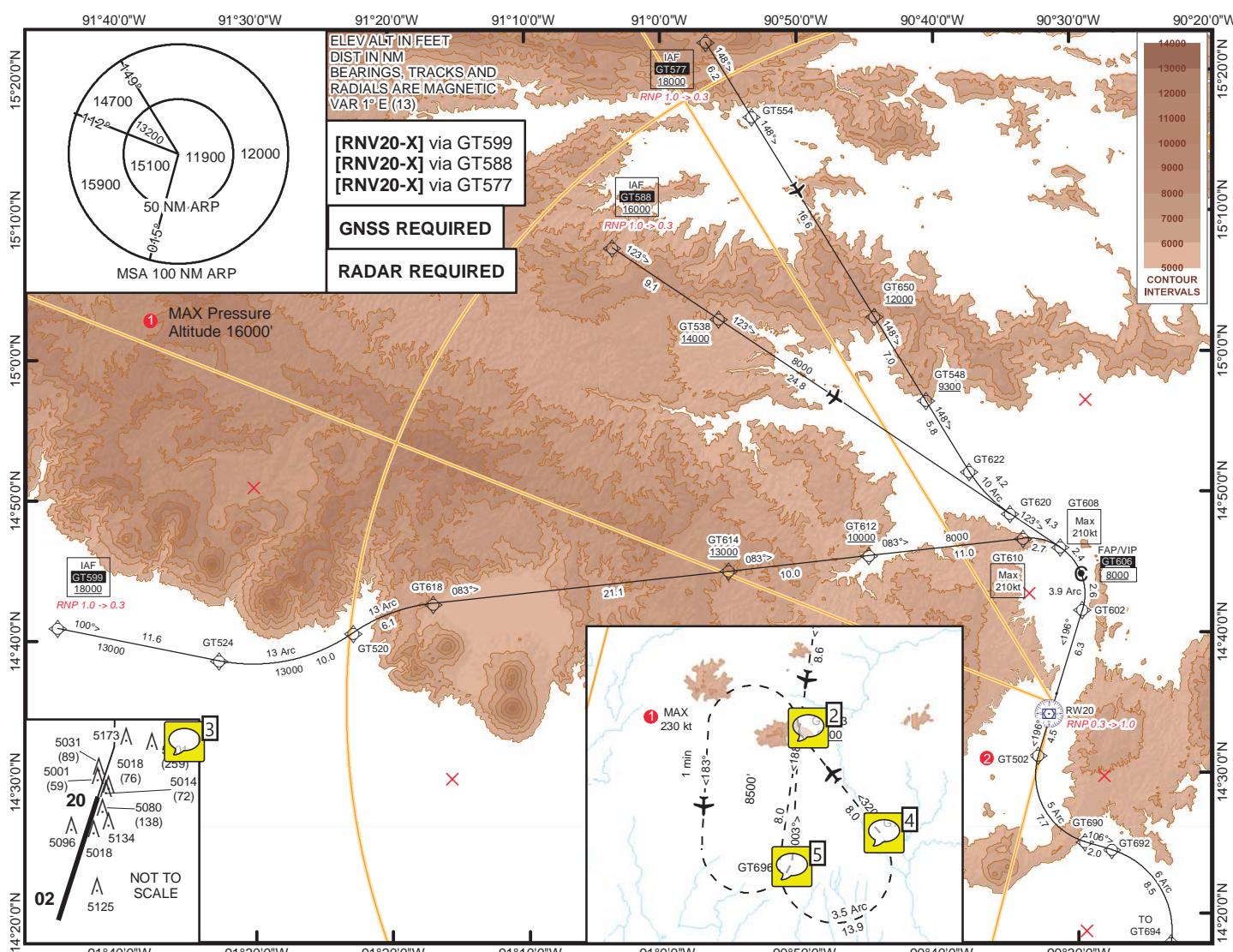
**INSTRUMENT
APPROACH
CHART - ICAO**

AERODROME ELEV 4952 ft
HEIGHTS RELATED TO
THR RWY 20 - ELEV 4 942 ft (168 hPa)

AUTHORIZATION REQUIRED
For non-baro compass 1 aircraft:
Minimum Turn Angle: 0° C
ARP
14250N 00202120W

APP	119.3
TWR	118.1
GND	121.9
ATIS	127.65

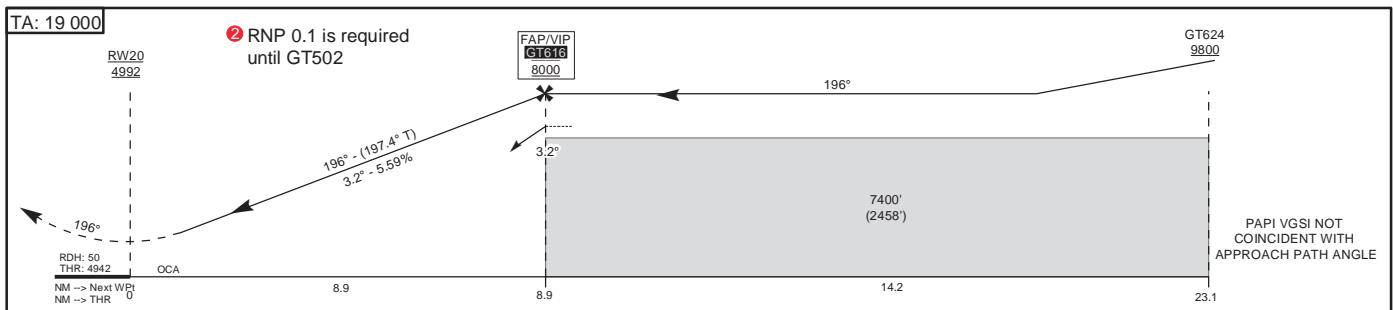
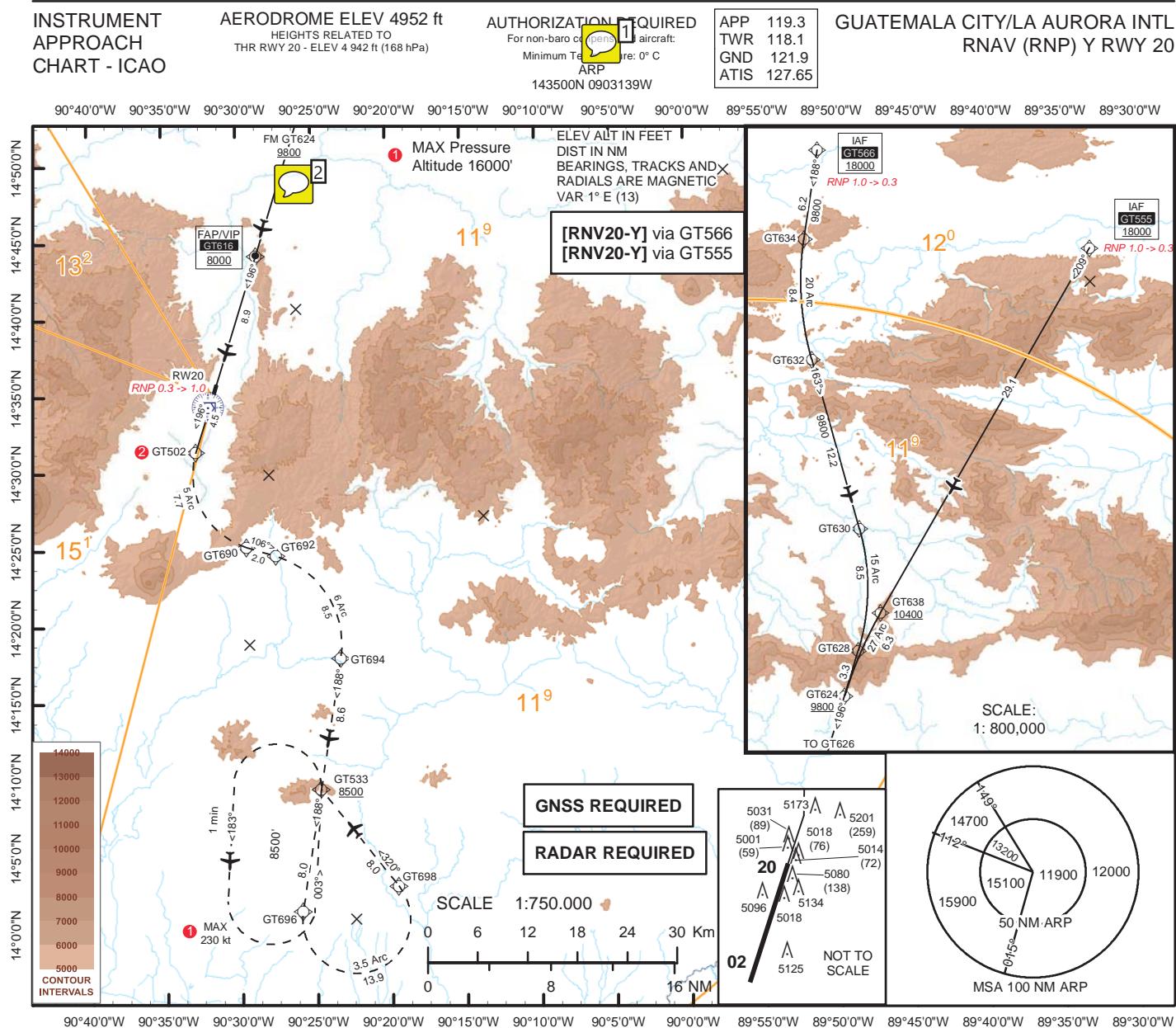
GUATEMALA CITY/LA AURORA INTL
RNAV (RNP) X RWY 20



AD Minima: Altitude and Height in feet.				REF HGT: THR ELEV		
	M.A. Climb Gradient: 2.5% 152 ft/NM			Missed Approach		
CAT	RNP AR FINAL 0.3		RNP AR FINAL 0.1	Climb to minimum 8500' via the RNAV (RNP) missed approach track to GT533. At GT533 hold or start a new approach via GT533		
	MA RNP 1.0		MA RNP 0.1②			
	OCA (H)	DA(H)	OCA (H)	DA(H)	CAT	Ceiling
	A 5336'(394')	5340'(398')	5237'(295')	5240'(298')	A	400'
B 5349'(407')	5350'(408')				B	400'
C 5359'(417')	5360'(418')	5238'(296')	5240'(298')		C	400'
D 5371'(429')	5380'(438')	5250'(308')	5250'(308')		D	400'
						2000 m
						2400 m

Page: 9

Number: 1 COMPENSATED	Author: silvia.herrera5	Subject: Sticky Note	Date: 27/04/2017 3:24:28 p. m.
Number: 2 Falta simbología de waypoint GT533	Author: silvia.herrera5	Subject: Sticky Note	Date: 27/04/2017 3:29:00 p. m.
Number: 3 Incluir CAUTION: IN FINAL, VISUAL SEGMENT SURFACE (VSS) PENETRATED BY OBSTACLES UP TO 5031 FT AMSL	Author: silvia.herrera5	Subject: Sticky Note	Date: 27/04/2017 3:33:54 p. m.
Number: 4 Falta simbología de waypoint GT698	Author: silvia.herrera5	Subject: Sticky Note	Date: 27/04/2017 3:28:54 p. m.
Number: 5 Falta simbología de waypoint GT696	Author: silvia.herrera5	Subject: Sticky Note	Date: 27/04/2017 3:29:05 p. m.



AD Minima: Altitude and Height in feet.				REF HGT: THR ELEV						
CAT	M.A. Climb Gradient: 2.5% 152 ft/NM				Missed Approach					
	RNP AR FINAL 0.3		RNP AR FINAL 0.1							
	MA RNP 1.0		MA RNP 0.1 ②							
	OCA (H)	DA(H)	OCA (H)	DA(H)	CAT	Ceiling	Visibility			
A	5336'(394')	5340'(398')	5237'(295')	5240'(298')	A	400'	1600 m			
B	5349'(407')	5350'(408')	5238'(296')	5240'(298')	B	400'	1600 m			
C	5359'(417')	5360'(418')	5238'(296')	5240'(298')	C	400'	2000 m			
D	5371'(429')	5380'(438')	5250'(308')	5250'(308')	D	400'	2400 m			

Page: 10

Number: 1 Author: silvia.herrera5 Subject: Sticky Note Date: 27/04/2017 4:24:23 p. m.
COMPENSATED

Number: 2 Author: silvia.herrera5 Subject: Sticky Note Date: 27/04/2017 4:27:57 p. m.
DISTANCIA 14.2 ENTRE GT624 Y GT616

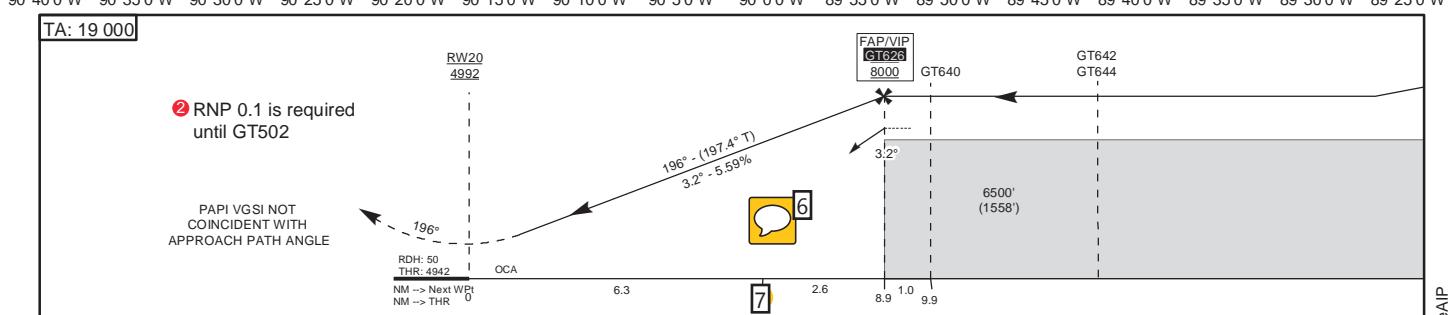
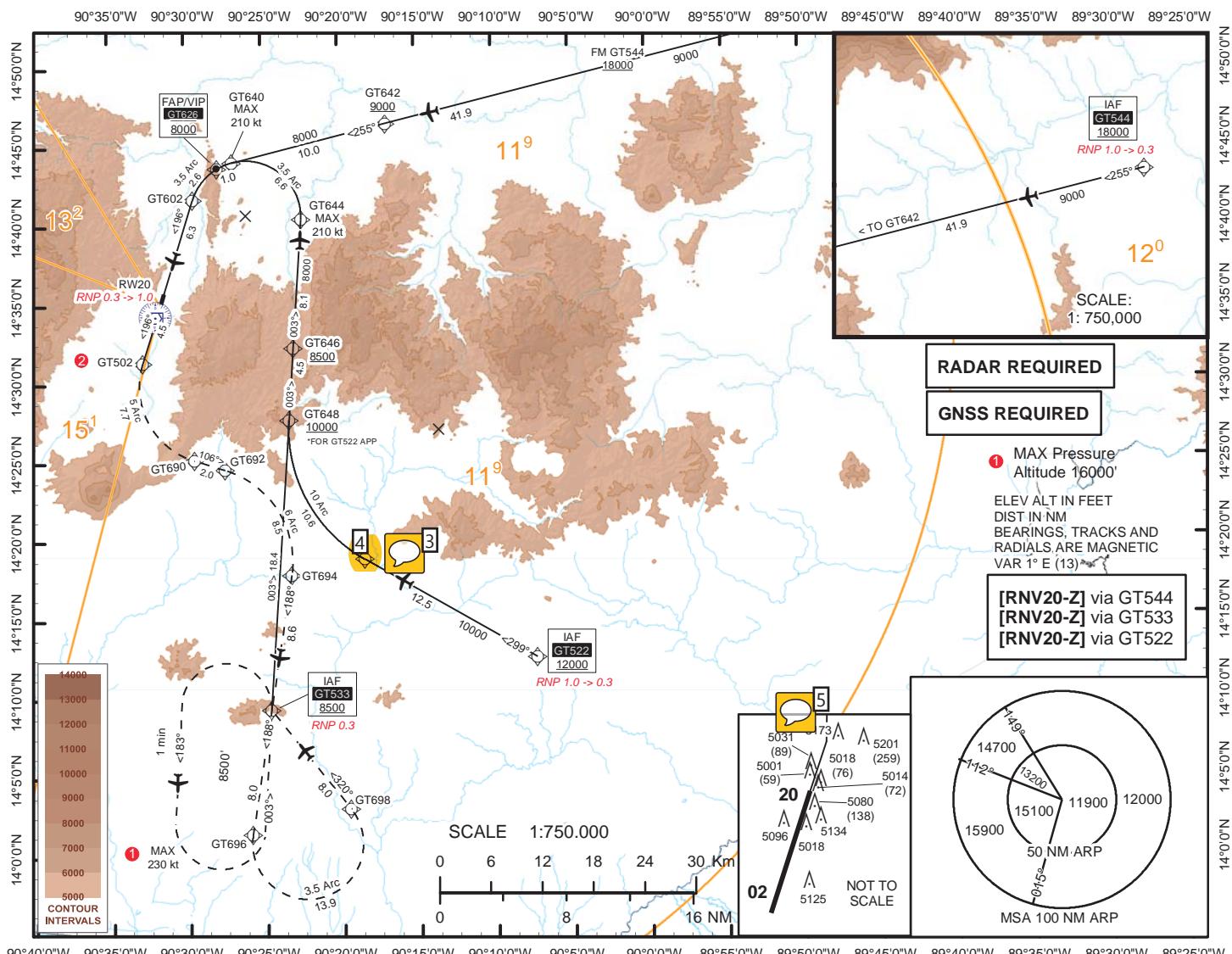
**INSTRUMENT
APPROACH
CHART - ICAO**

AERODROME ELEV 4952 ft
HEIGHTS RELATED TO
THR RWY 20 - ELEV 4 942 ft (168 hPa)

AUTHORIZATION REQUEST
For non-barometric compensated aircraft
Minimum Temperature: 0°C
ARP
143500N 0903139W

APP	119.3
TWR	118.1
GND	121.9
ATIS	127.65

GUATEMALA CITY/LA AURORA INTL
RNAV (RNP) Z RWY 20



AD Minima: Altitude and Height in feet.				REF HGT: THR ELEV			
	M.A. Climb Gradient: 2.5% 152 ft/NM			Missed Approach			
CAT	RNP AR FINAL 0.3		RNP AR FINAL 0.1	Climb to minimum 8500' via the RNAV (RNP) missed approach track to GT533. At GT533 hold or start a new approach via GT533			
	MA RNP 1.0		MA RNP 0.1②				
	OCA (H)	DA(H)	OCA (H)	DA(H)	CAT	Ceiling	Visibility
	A 5336'(394')	5340'(398')	5237'(295')	5240'(298')	A	400'	1600 m
	B 5349'(407')	5350'(408')			B	400'	1600 m
	C 5359'(417')	5360'(418')	5238'(296')	5240'(298')	C	400'	2000 m
	D 5371'(429')	5380'(438')	5250'(308')	5250'(308')	D	400'	2400 m

Page: 11

 Number: 1 Author: LUIS MONTUFAR Subject: Nota adhesiva Date: 28/04/2017 11:58:31 a. m.
compensated

 Number: 2 Author: LUIS MONTUFAR Subject: Resaltado Date: 28/04/2017 11:58:22 a. m.

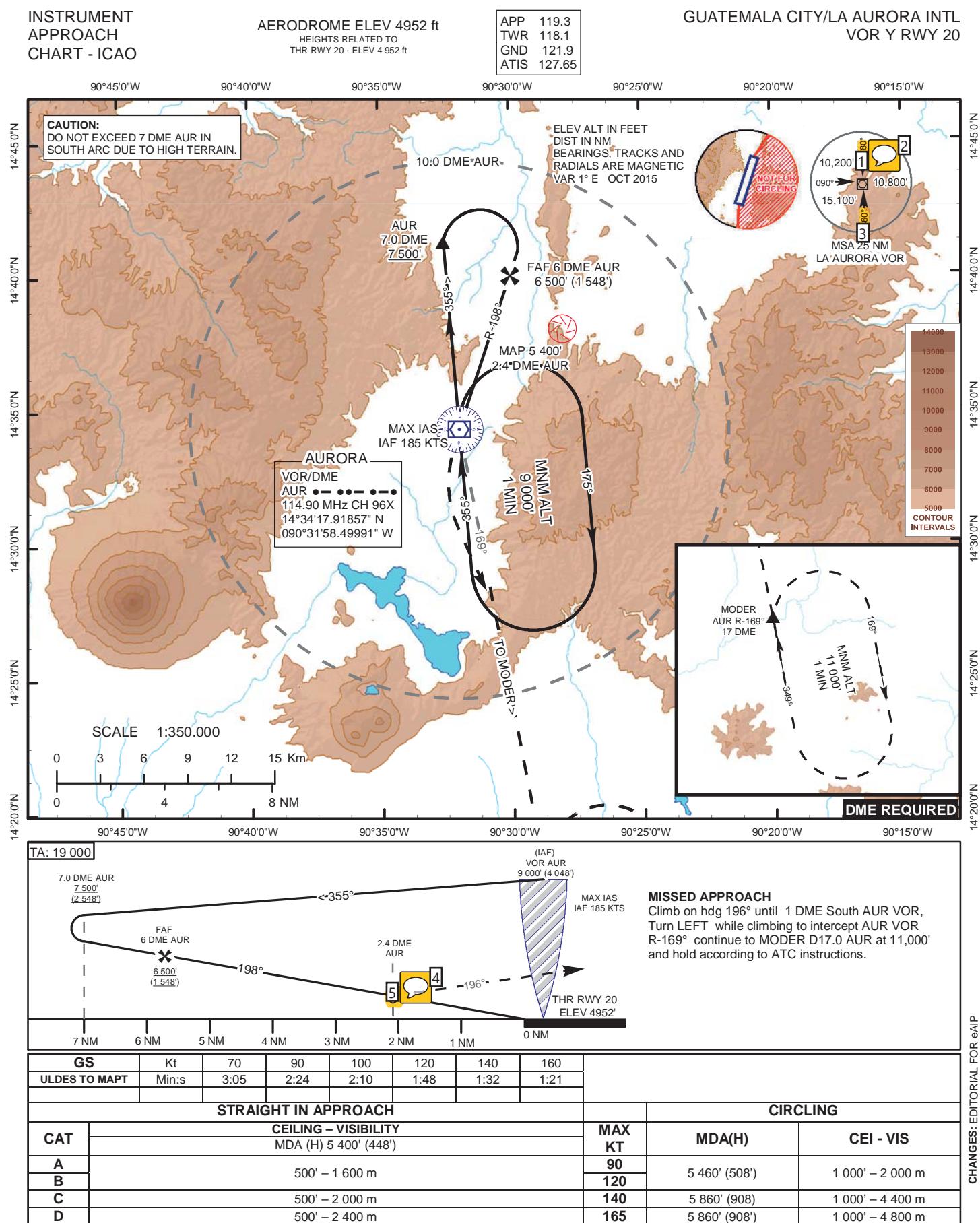
 Number: 3 Author: LUIS MONTUFAR Subject: Nota adhesiva Date: 28/04/2017 12:06:23 p. m.
Falta identificar el waypoint GT652

 Number: 4 Author: LUIS MONTUFAR Subject: Resaltado Date: 28/04/2017 12:05:55 p. m.

 Number: 5 Author: LUIS MONTUFAR Subject: Nota adhesiva Date: 28/04/2017 12:09:25 p. m.
Nuestra publicación incluye:
CAUTION: In final, visual segment surface (VSS) penetrated by obstacles up to 503ft AMSL

 Number: 6 Author: LUIS MONTUFAR Subject: Nota adhesiva Date: 28/04/2017 12:15:16 p. m.
Sobre 6.3 falta especificar que está sobre el GT602

 Number: 7 Author: LUIS MONTUFAR Subject: Resaltado Date: 28/04/2017 12:11:17 p. m.



 Number: 1 Author: LUIS MONTUFAR Subject: Resaltado Date: 28/04/2017 12:57:58 p. m.

 Number: 2 Author: LUIS MONTUFAR Subject: Nota adhesiva Date: 28/04/2017 12:57:50 p. m.
Los grados no están acorde a la inclinación de l apista

 Number: 3 Author: LUIS MONTUFAR Subject: Resaltado Date: 28/04/2017 12:58:00 p. m.

 Number: 4 Author: LUIS MONTUFAR Subject: Nota adhesiva Date: 28/04/2017 1:02:55 p. m.
Falta simbolo de Missed approach

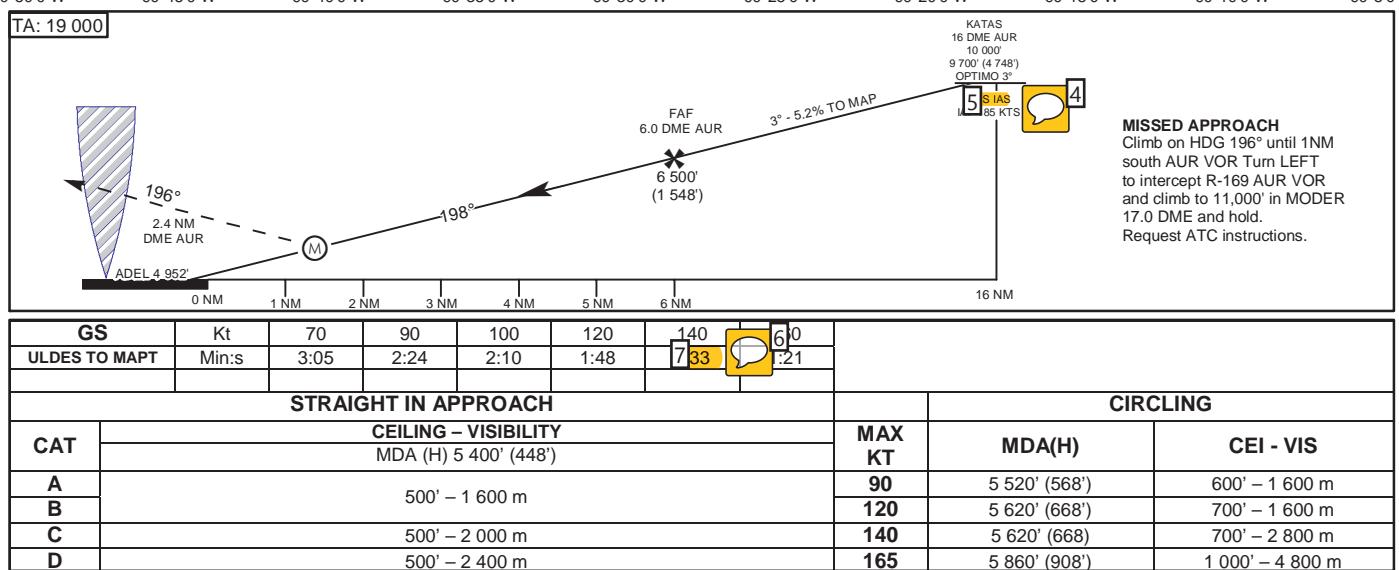
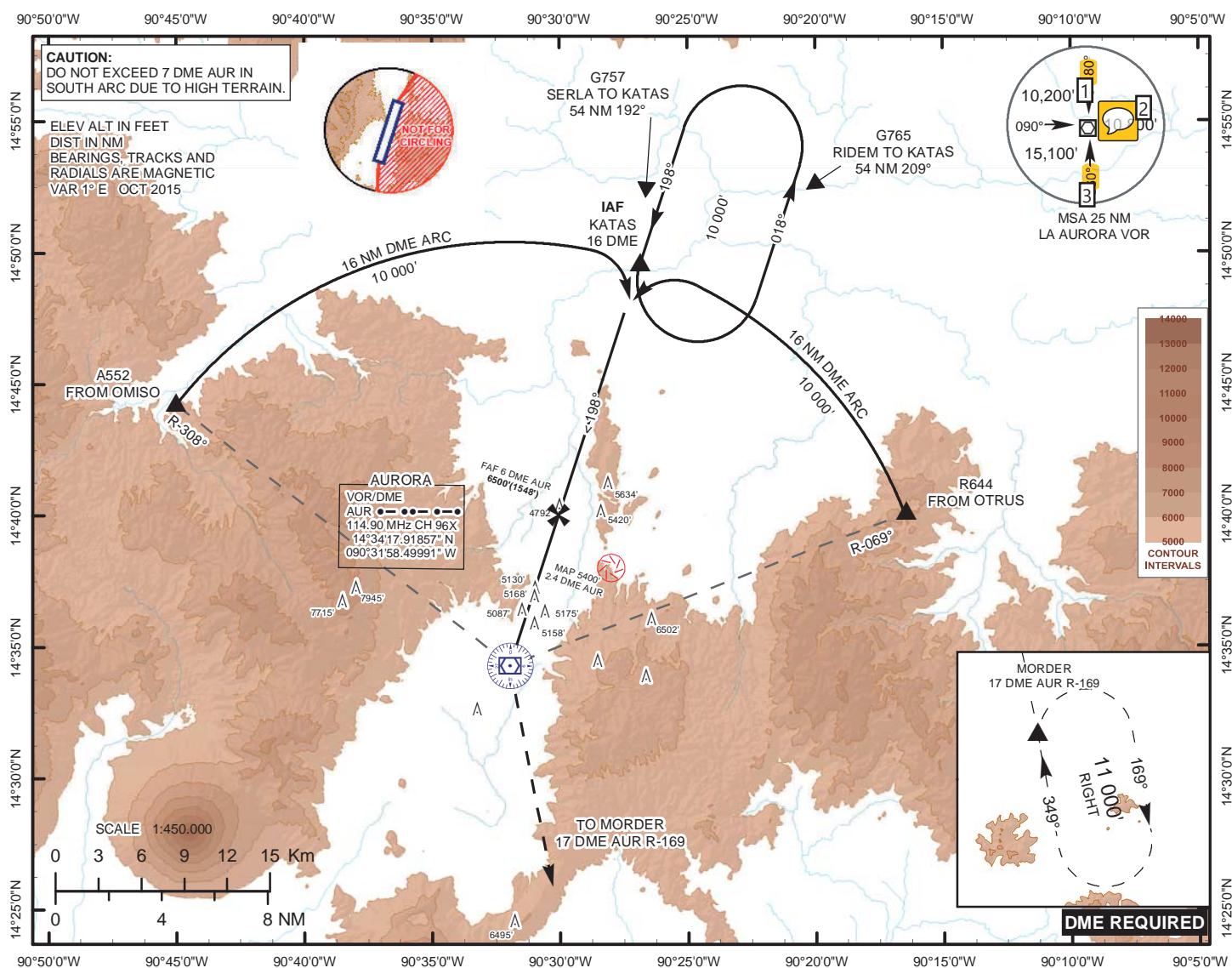
 Number: 5 Author: LUIS MONTUFAR Subject: Resaltado Date: 28/04/2017 1:02:37 p. m.

INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV 4952 ft
HEIGHTS RELATED TO
THR RWY 20 - ELEV 4952 ft

APP 119.3
TWR 118.1
GND 121.9
ATIS 127.65

GUATEMALA CITY/LA AURORA INTL
VOR Z RWY 20



 Number: 1 Author: LUIS MONTUFAR Subject: Resaltado Date: 28/04/2017 1:07:49 p. m.

 Number: 2 Author: LUIS MONTUFAR Subject: Nota adhesiva Date: 28/04/2017 1:07:43 p. m.
Los grados no estan de acuerdo a la pista

 Number: 3 Author: LUIS MONTUFAR Subject: Resaltado Date: 28/04/2017 1:07:52 p. m.

 Number: 4 Author: LUIS MONTUFAR Subject: Nota adhesiva Date: 28/04/2017 1:14:57 p. m.
corregir por MAX IAS

 Number: 5 Author: LUIS MONTUFAR Subject: Resaltado Date: 28/04/2017 1:14:44 p. m.

 Number: 6 Author: LUIS MONTUFAR Subject: Nota adhesiva Date: 28/04/2017 1:16:52 p. m.
en la publicación se muestra como 1:32

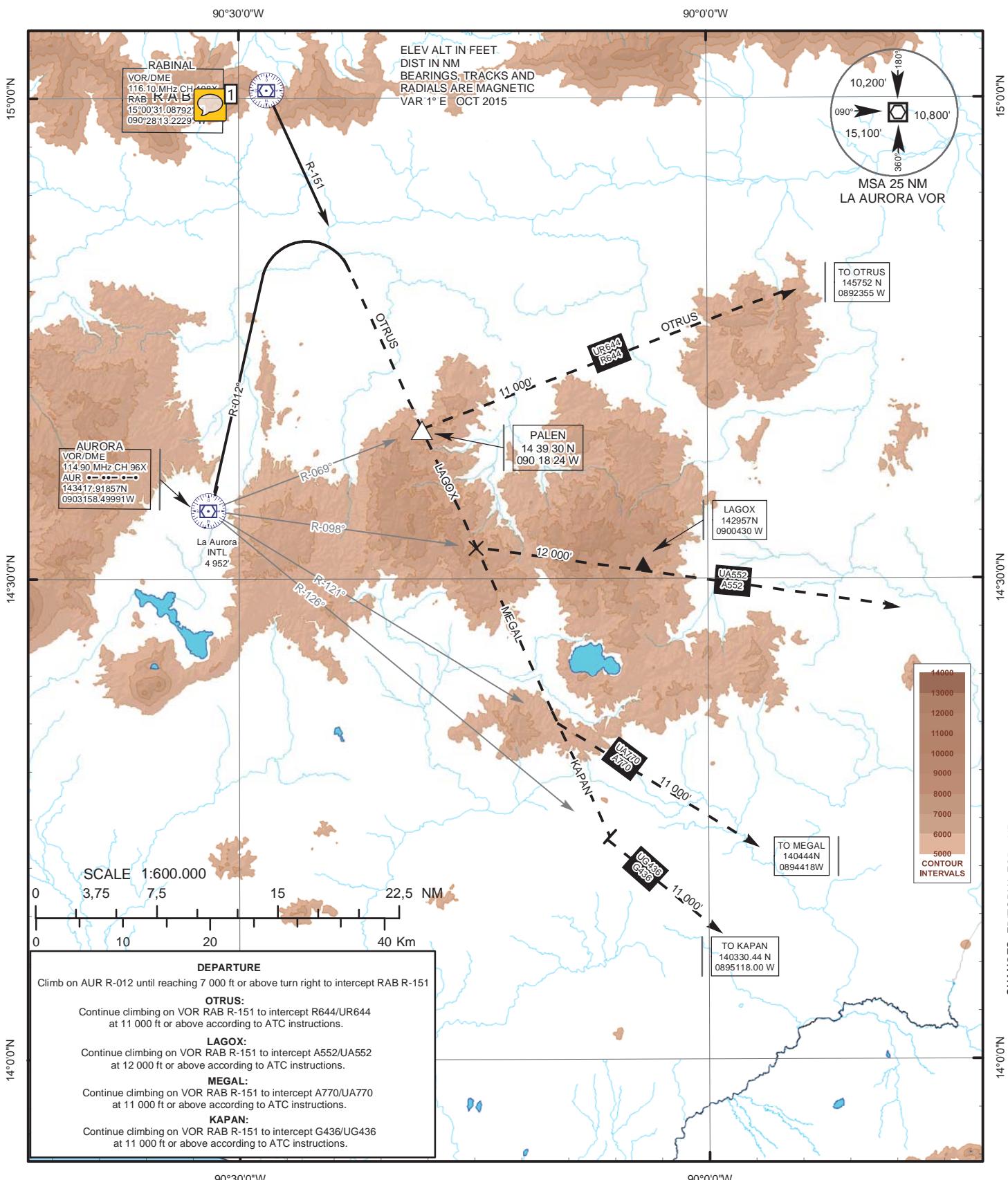
 Number: 7 Author: LUIS MONTUFAR Subject: Resaltado Date: 28/04/2017 1:16:27 p. m.

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUD
19000 ft.

APP 119.3
TWR 118.1
GND 121.9

GUATEMALA CITY/
LA AURORA INTL
PALEN RWY 02



 Number: 1 Author: LUIS MONTUFAR Subject: Nota adhesiva Date: 02/05/2017 10:29:46 a. m.
El código Morse de Rabinal no se muestra

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

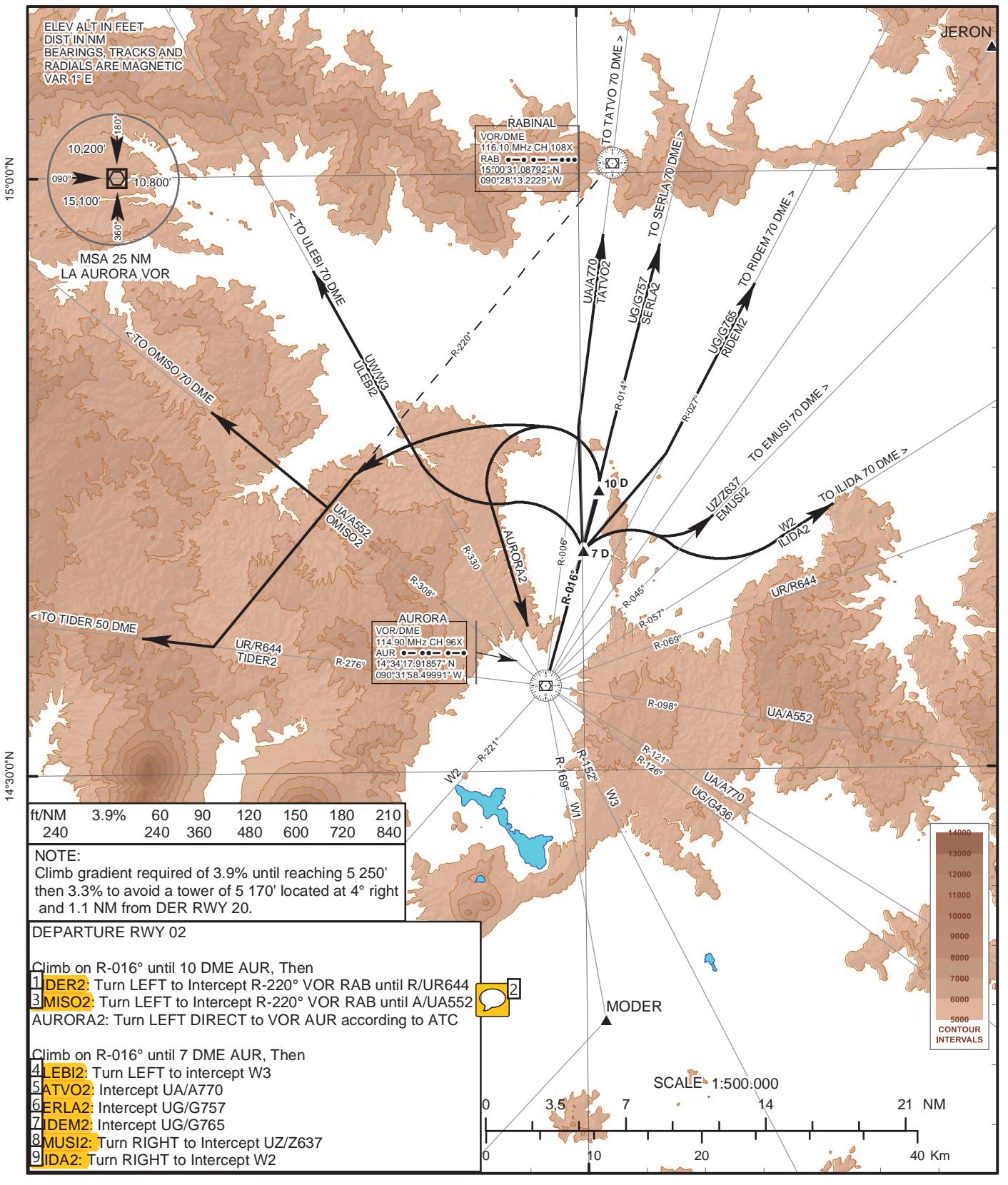
TRANSITION ALTITUDE
19000 ft.

AD ELEV: 4952'

APP 119.3
TWR 118.1
GND 121.9
ATC CLR 120.7

GUATEMALA CITY/
LA AURORA INTL
DEPARTURES RWY 02

90°30'0"W



 Number: 1 Author: LUIS MONTUFAR Subject: Resaltado Date: 02/05/2017 12:19:44 p. m.

 Number: 2 Author: LUIS MONTUFAR Subject: Nota adhesiva Date: 02/05/2017 12:23:33 p. m.

En todas las descripciones debería de especificarse al final:

TIDER2: Vía TIDER

OMISO2: Vía OMISO

ULEBI2: vía ULEBI

TATVO2: Vía TATVO

SERLA2: Vía SERLA

RIDEM2: vía RIDEM

EMUSI2: vía EMUSI

ILIDA2: via ILIDA

 Number: 3 Author: LUIS MONTUFAR Subject: Resaltado Date: 02/05/2017 12:19:47 p. m.

 Number: 4 Author: LUIS MONTUFAR Subject: Resaltado Date: 02/05/2017 12:21:09 p. m.

 Number: 5 Author: LUIS MONTUFAR Subject: Resaltado Date: 02/05/2017 12:21:07 p. m.

 Number: 6 Author: LUIS MONTUFAR Subject: Resaltado Date: 02/05/2017 12:21:05 p. m.

 Number: 7 Author: LUIS MONTUFAR Subject: Resaltado Date: 02/05/2017 12:21:02 p. m.

 Number: 8 Author: LUIS MONTUFAR Subject: Resaltado Date: 02/05/2017 12:20:56 p. m.

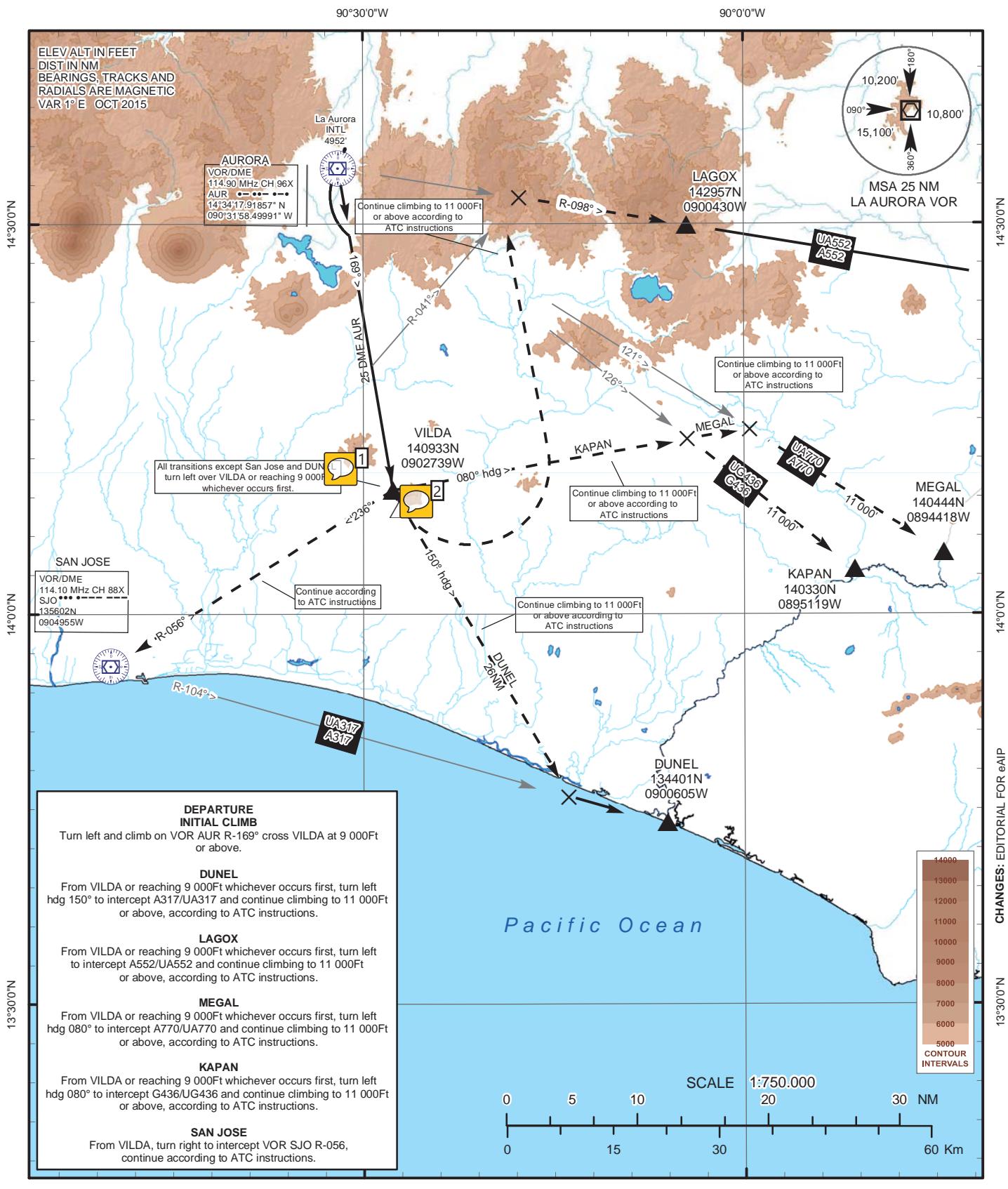
 Number: 9 Author: LUIS MONTUFAR Subject: Resaltado Date: 02/05/2017 12:20:54 p. m.

STANDARD DEPARTURE CHART
INSTRUMENT (SID) - ICAO

TRANSITION ALTITUD
19000 ft.

APP 119.3
TWR 118.1
GND 121.9

GUATEMALA CITY/
LA AURORA INTL
VILDA 2 RWY 20



Number: 1 Author: LUIS MONTUFAR Subject: Nota adhesiva Date: 02/05/2017 3:31:59 p. m.
DUNEL también vira hacia la derecha, tiene que ser corregido por parte de PANS OPS

Number: 2 Author: LUIS MONTUFAR Subject: Nota adhesiva Date: 02/05/2017 3:24:53 p. m.
Duplicidad de puntos de notificación

AIP
GUATEMALA

**STANDARD DEPARTURE CHART
INSTRUMENT (SID) RNAV (RNP) DEPARTURES RWY 20**

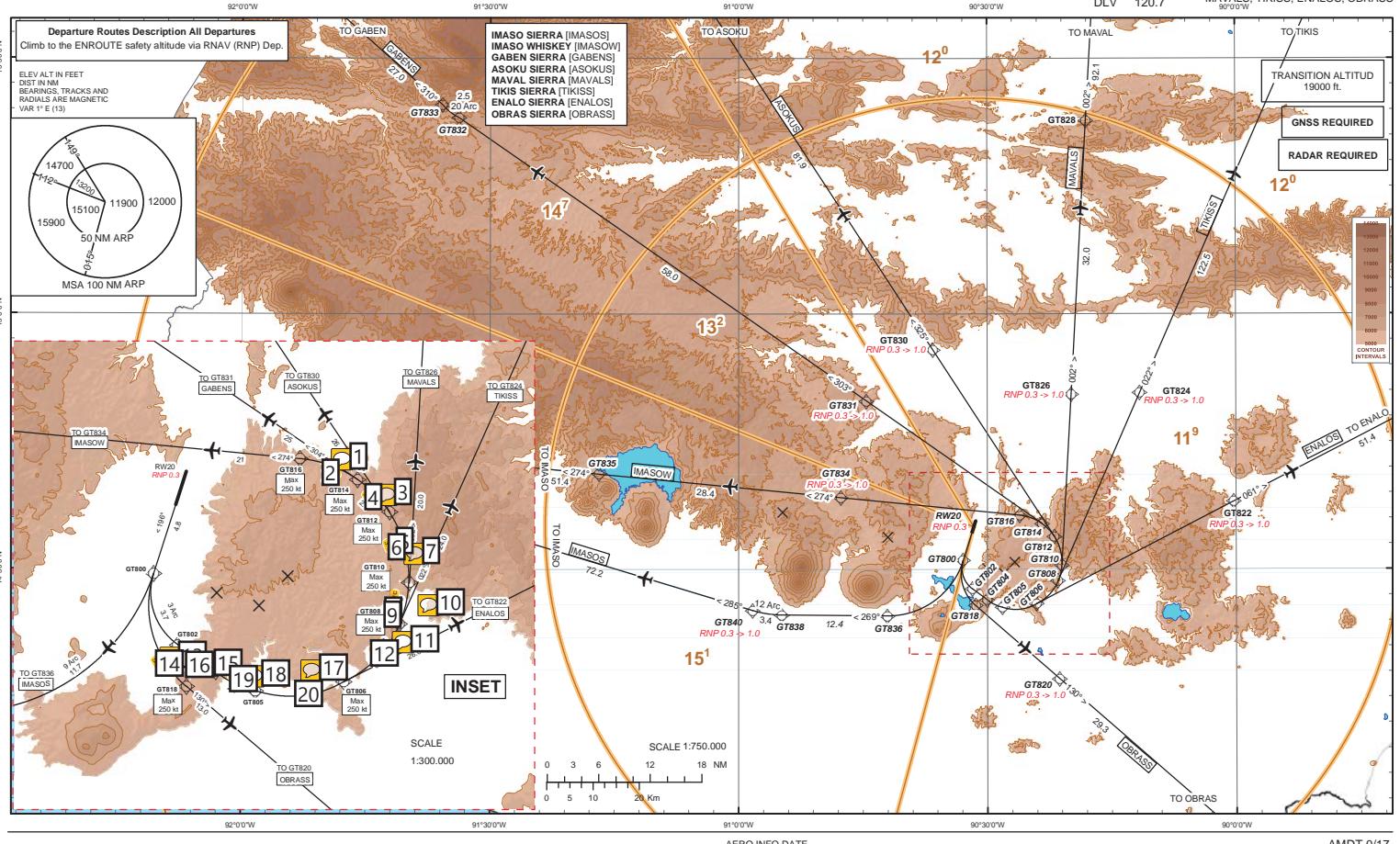
ARP
143500N 0903139W

AUTHORIZATION
REQUIRED

CAT: A B C D
AD ELEV: 4952"

APP 119.3 TWR 118.1
GND 121.9 ATIS 127.65

AD-2.MGGT SID RWY20 RNAV 01 A
22 JUN 17



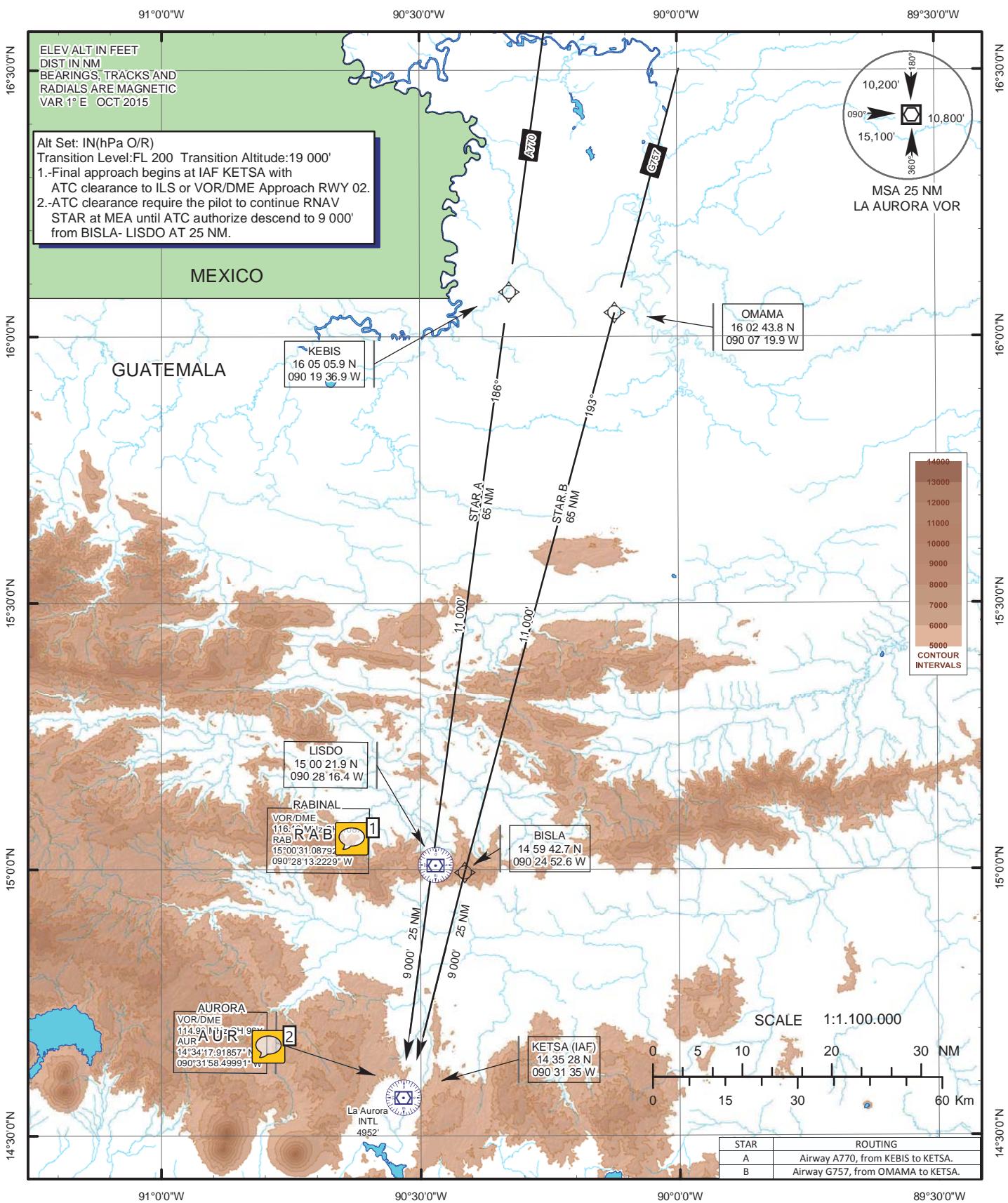
- Number: 1 Author: LUIS MONTUFAR Subject: Nota adhesiva Date: 02/05/2017 4:38:11 p. m.
En la carta emitida por PANS OPS se muestra como 5.5 en vez de 5 como está en esta carta
- Number: 2 Author: LUIS MONTUFAR Subject: Resaltado Date: 02/05/2017 4:36:44 p. m.
- Number: 3 Author: LUIS MONTUFAR Subject: Nota adhesiva Date: 02/05/2017 4:36:44 p. m.
En la carta emitida por PANS OPS se muestra como 6 en vez de 5 como está en esta carta
- Number: 4 Author: LUIS MONTUFAR Subject: Resaltado Date: 02/05/2017 4:36:14 p. m.
- Number: 5 Author: LUIS MONTUFAR Subject: Resaltado Date: 02/05/2017 4:35:29 p. m.
- Number: 6 Author: LUIS MONTUFAR Subject: Resaltado Date: 02/05/2017 4:35:47 p. m.
- Number: 7 Author: LUIS MONTUFAR Subject: Nota adhesiva Date: 02/05/2017 4:37:53 p. m.
En la carta emitida por PANS OPS se muestra como 5.5 en vez de 5 como está en esta carta Y la distancia 3.5 en vez de 3.4NM
- Number: 8 Author: LUIS MONTUFAR Subject: Resaltado Date: 02/05/2017 4:34:56 p. m.
- Number: 9 Author: LUIS MONTUFAR Subject: Resaltado Date: 02/05/2017 4:31:59 p. m.
- Number: 10 Author: LUIS MONTUFAR Subject: Nota adhesiva Date: 02/05/2017 4:35:17 p. m.
En la carta emitida por PANS OPS se muestra como 5.5 en vez de 5 como está en esta carta y la distancia es 2.0 en vez de 1.9NM
- Number: 11 Author: LUIS MONTUFAR Subject: Nota adhesiva Date: 02/05/2017 4:32:47 p. m.
En la carta emitida por PANS OPS se muestra como 5.5 en vez de 5 como está en esta carta
- Number: 12 Author: LUIS MONTUFAR Subject: Resaltado Date: 02/05/2017 4:31:55 p. m.
- Number: 13 Author: LUIS MONTUFAR Subject: Nota adhesiva Date: 02/05/2017 4:02:16 p. m.
En la carta emitida por PANS OPS se muestra como 5.8 en vez de 5.7 como está en esta carta
- Number: 14 Author: LUIS MONTUFAR Subject: Resaltado Date: 02/05/2017 4:01:28 p. m.
- Number: 15 Author: LUIS MONTUFAR Subject: Nota adhesiva Date: 02/05/2017 4:31:13 p. m.
En la carta emitida por PANS OPS se muestra como 2.2 en vez de 2.1 como está en esta carta
- Number: 16 Author: LUIS MONTUFAR Subject: Resaltado Date: 02/05/2017 4:30:50 p. m.
- Number: 17 Author: LUIS MONTUFAR Subject: Nota adhesiva Date: 02/05/2017 4:32:44 p. m.
En la carta emitida por PANS OPS se muestra como 5.5 en vez de 5 como está en esta carta
- Number: 18 Author: LUIS MONTUFAR Subject: Nota adhesiva Date: 02/05/2017 4:32:38 p. m.
En la carta emitida por PANS OPS se muestra como 5.5 en vez de 5 como está en esta carta
- Number: 19 Author: LUIS MONTUFAR Subject: Resaltado Date: 02/05/2017 4:31:45 p. m.
- Number: 20 Author: LUIS MONTUFAR Subject: Resaltado Date: 02/05/2017 4:31:47 p. m.

STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUD
19000 ft.

APP 119.3
TWR 118.1
GND 121.9

GUATEMALA CITY/
LA AURORA INTL
STAR RNAV A
RNAV B RWY 02



💬 Number: 1 Author: LUIS MONTUFAR Subject: Nota adhesiva Date: 03/05/2017 10:42:32 a. m.
el código morse de RABINAL, no se muestra

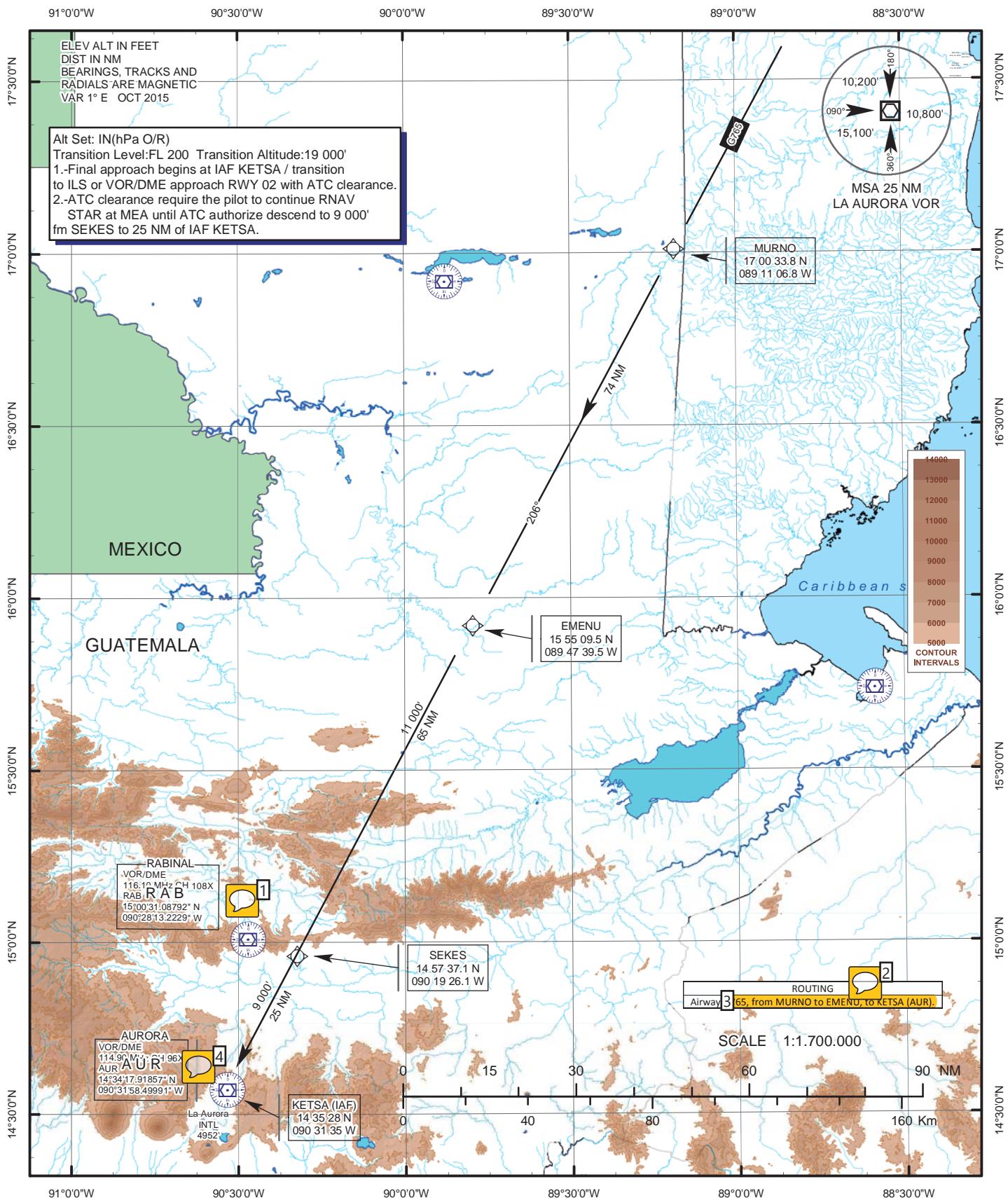
💬 Number: 2 Author: LUIS MONTUFAR Subject: Nota adhesiva Date: 03/05/2017 10:43:02 a. m.
el código morse de AUR, no se muestra

STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUD
19000 ft.

APP 119.3
TWR 118.1
GND 121.9

GUATEMALA CITY/
LA AURORA INTL
STAR RNAV C RWY 02



Number: 1 Author: LUIS MONTUFAR Subject: Nota adhesiva Date: 03/05/2017 10:50:28 a. m.
el código morse de RABINAL, no se muestra en la carta

Number: 2 Author: LUIS MONTUFAR Subject: Nota adhesiva Date: 03/05/2017 10:52:28 a. m.
Hace falta especificar el fijo SEKES.
el texto debería de ir:

AIRWAY G765, from MURNO to EMENU, SEKES to KETSA (AUR)

Number: 3 Author: LUIS MONTUFAR Subject: Resaltado Date: 03/05/2017 10:51:10 a. m.

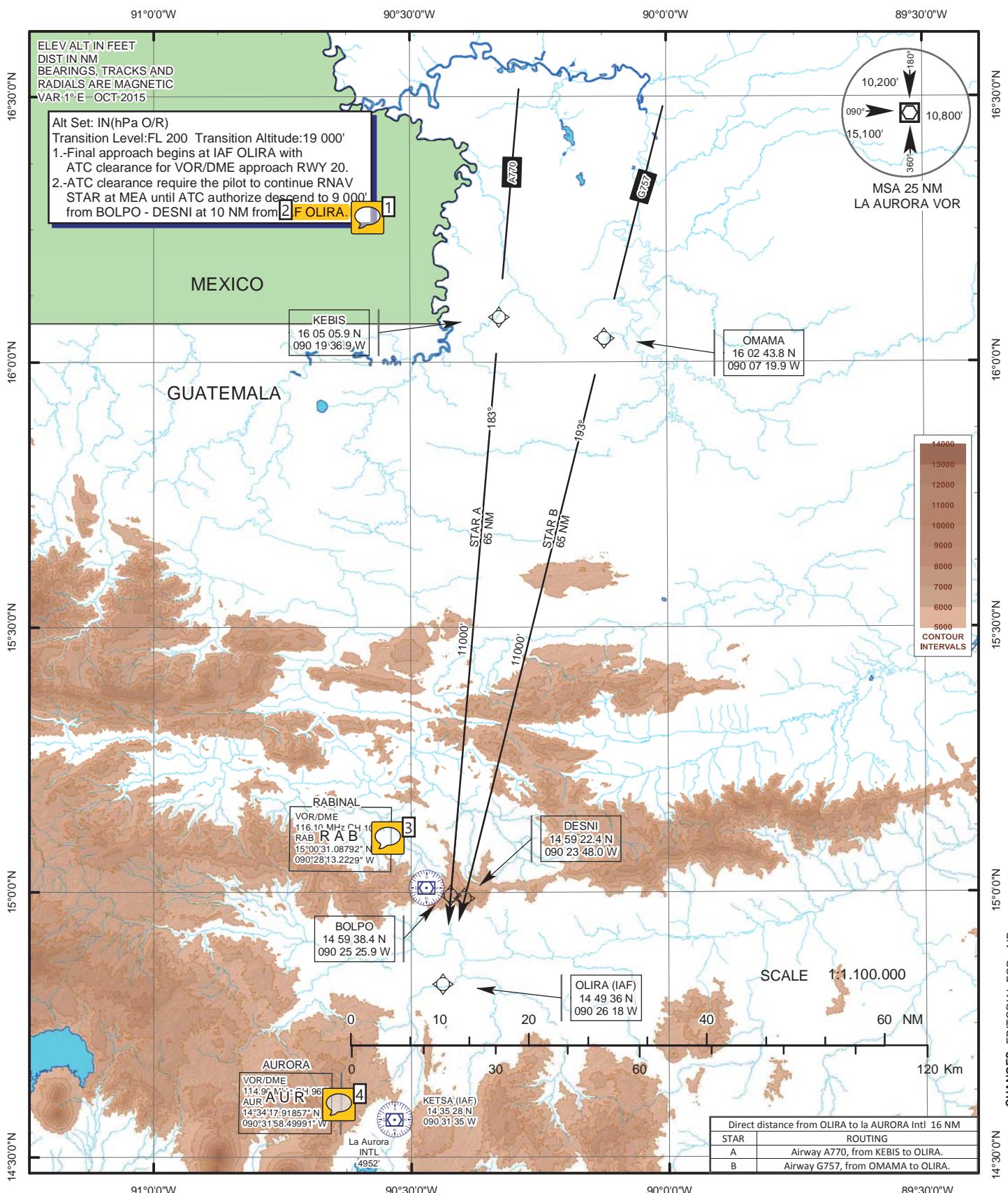
Number: 4 Author: LUIS MONTUFAR Subject: Nota adhesiva Date: 03/05/2017 10:50:34 a. m.
el código morse de AUR, no se muestra en la carta

STANDARD ARRIVAL CHART INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUD
19000 ft.

APP 119.3
TWR 118.1
GND 121.9

GUATEMALA CITY/
LA AURORA INTL
STAR RNAV A
STAR RNAV B RWY 20



Number: 1 Author: LUIS MONTUFAR Subject: Nota adhesiva Date: 03/05/2017 11:07:10 a.m.
Para identificar más facilmente, como está especificado en la carta emitida por PANS OPS, se agrega:

IAF OLIRA (igual KATAS)

Number: 2 Author: LUIS MONTUFAR Subject: Resaltado Date: 03/05/2017 11:06:29 a.m.

Number: 3 Author: LUIS MONTUFAR Subject: Nota adhesiva Date: 03/05/2017 11:04:58 a.m.
el código morse de RABINAL, no se muestra en la carta

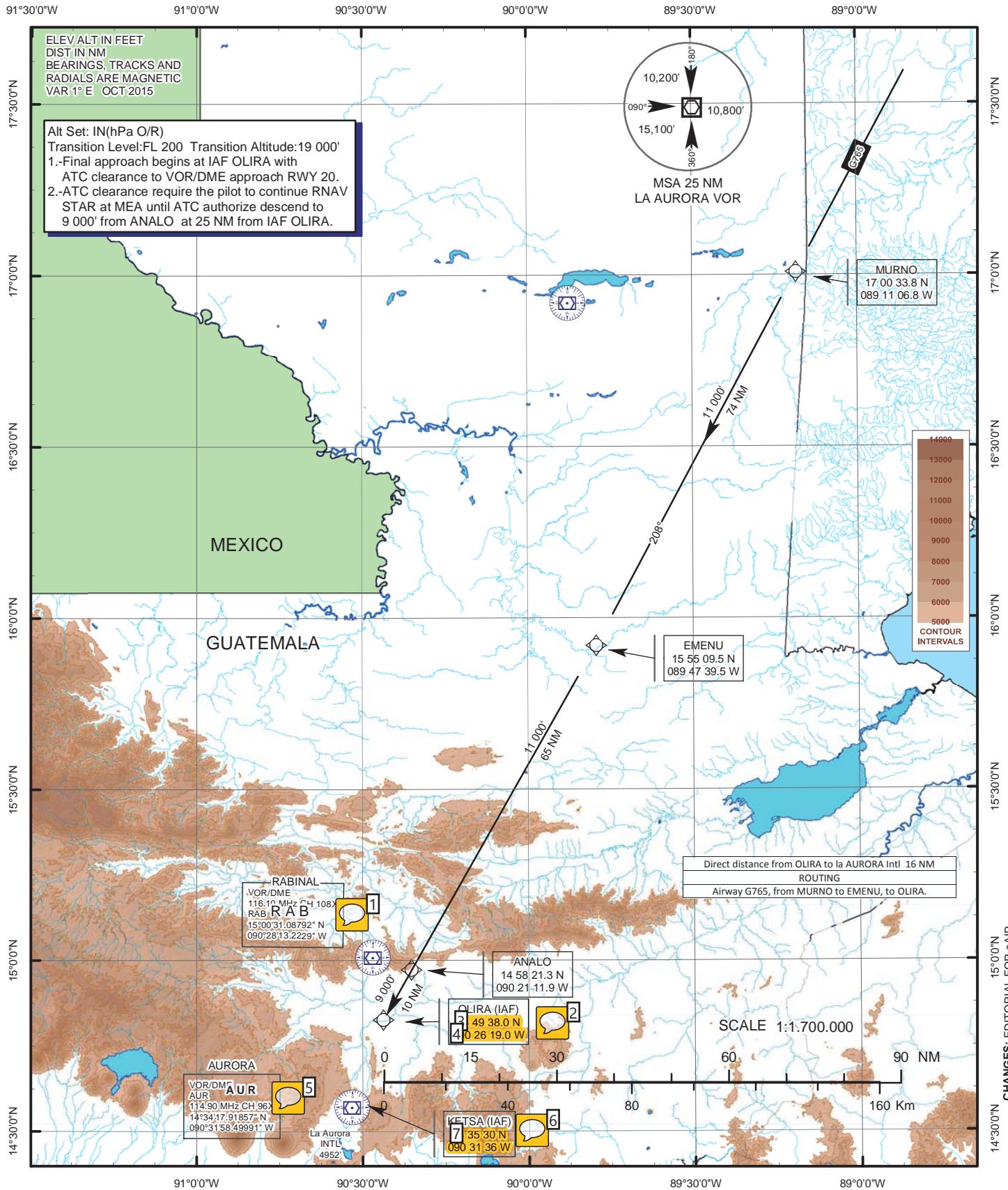
Number: 4 Author: LUIS MONTUFAR Subject: Nota adhesiva Date: 03/05/2017 11:06:17 a.m.
el código morse de AUR, no se muestra en la carta

STANDARD ARRIVAL CHART
INSTRUMENT (STAR) - ICAO

TRANSITION ALTITUD
19000 ft.

APP 119.3
TWR 118.1
GND 121.9

GUATEMALA CITY/
LA AURORA INTL
STAR RNAV C RWY 20



 Number: 1 Author: LUIS MONTUFAR Subject: Nota adhesiva Date: 03/05/2017 12:15:02 p. m.
El código morse de RABINAL, no se muestra en la carta

 Number: 2 Author: LUIS MONTUFAR Subject: Nota adhesiva Date: 03/05/2017 12:14:08 p. m.
Las coordenadas de OLIRA SON
14 49 36 N
090 26 18 W

 Number: 3 Author: LUIS MONTUFAR Subject: Resaltado Date: 03/05/2017 11:46:39 a. m.

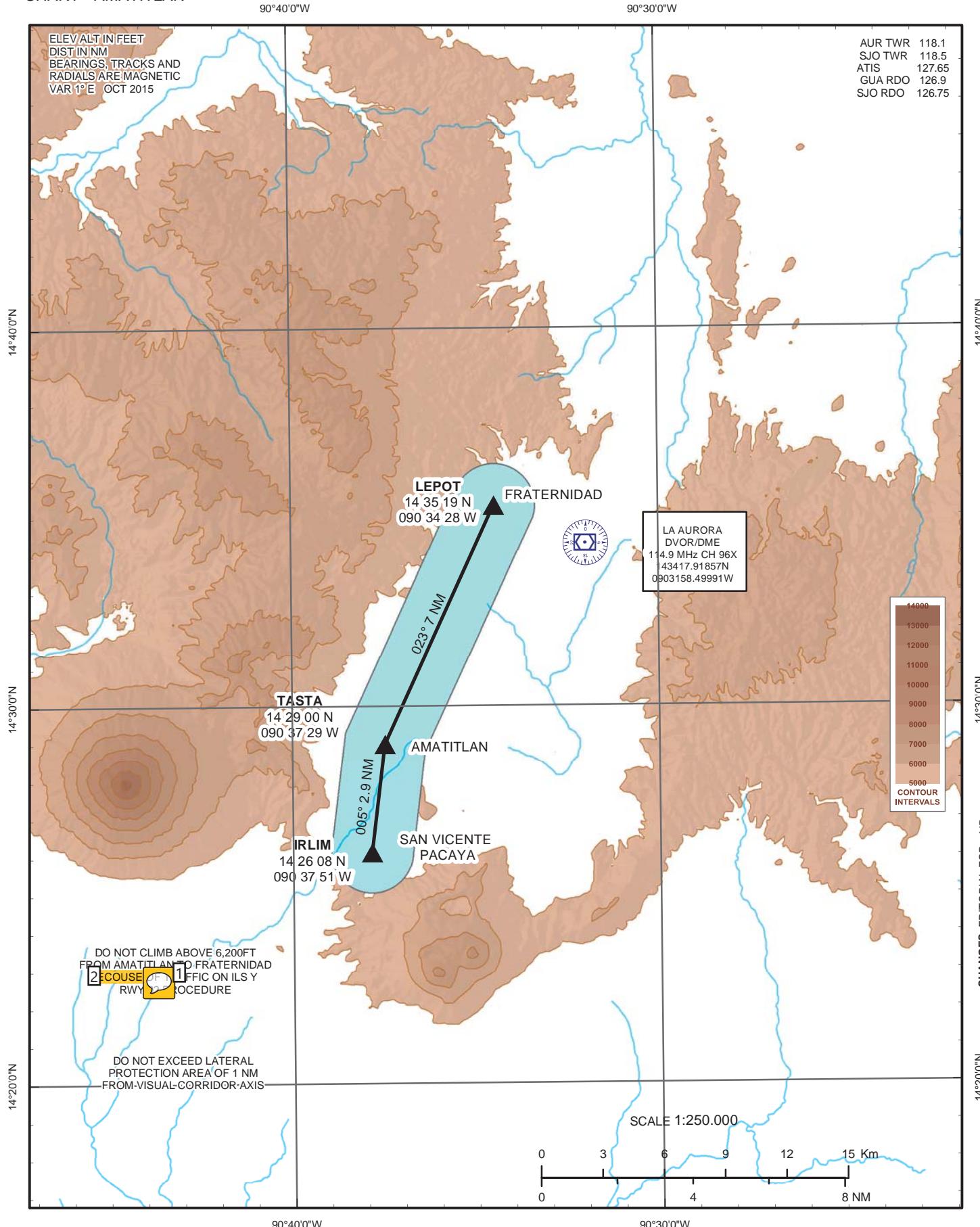
 Number: 4 Author: LUIS MONTUFAR Subject: Resaltado Date: 03/05/2017 12:13:16 p. m.

 Number: 5 Author: LUIS MONTUFAR Subject: Nota adhesiva Date: 03/05/2017 12:15:20 p. m.
El código morse de AUR, no se muestra en la carta

 Number: 6 Author: LUIS MONTUFAR Subject: Nota adhesiva Date: 03/05/2017 12:14:35 p. m.
El fijo KETSA tiene otras coordenadas
14 35 28 N
090 3135 W

 Number: 7 Author: LUIS MONTUFAR Subject: Resaltado Date: 03/05/2017 12:14:08 p. m.

VISUAL ARRIVAL
CHART - AMATITLAN



 Number: 1 Author: LUIS MONTUFAR Subject: Nota adhesiva Date: 03/05/2017 12:25:30 p. m.
Palabra correcta: BECAUSE

 Number: 2 Author: LUIS MONTUFAR Subject: Resaltado Date: 03/05/2017 12:24:54 p. m.