Airport Information

Details for LA AURORA INTL	
City	GUATEMALA CITY
State/Province	
Country	GTM
Latitude	N 14° 34' 59.78"
Longitude	W 90° 31' 38.90"
Elevation	4952
Longest Runway	9800
Magnetic Variance	E 1.0°
Fuel Type	100-130 octane fuel is available JET A-1 fuel is available
Oxygen	Oxygen facilities are unavailable.
Repair Facility	Major airframe repairs are available. Major engine repairs are available.
Landing Fee	Unknown.
Jet Start Unit	A starting unit is not available at the airport.
Precision Approach	One or more charts for the airport support precision approaches.
Beacon Light	A beacon light is available.
Customs Facilities	Customs are available without restriction
Usage Type	Airport/Heliport is open to the public.
Time Zone Conversion	+6:00=UTC
Daylight Savings	Airport does not observe daylight savings time
Change Notices Available	none

MGGT/GUA
LA AURORA INTL

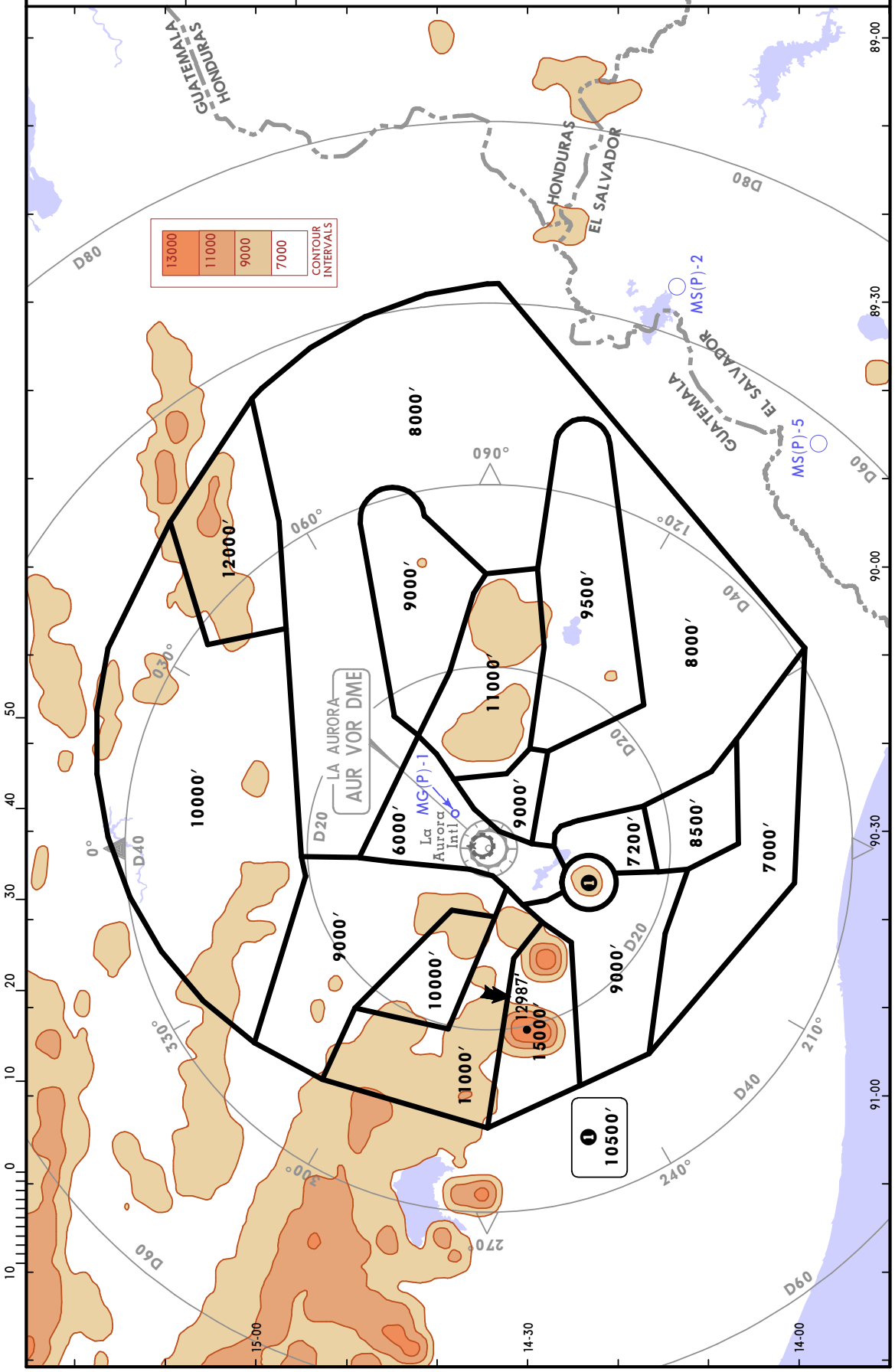
JEPPESEN

GUATEMALA CITY, GUATEMALA

10-1R 4 NOV 16 Eff 10 Nov

RADAR MINIMUM ALTITUDES

AURORA Approach (R)	Apt Elev	Alt Set: IN (hPa on req) Trans level: FL200 Trans alt: 19000′
119.3	4952′	



CHANGES: Procedure redrawn.

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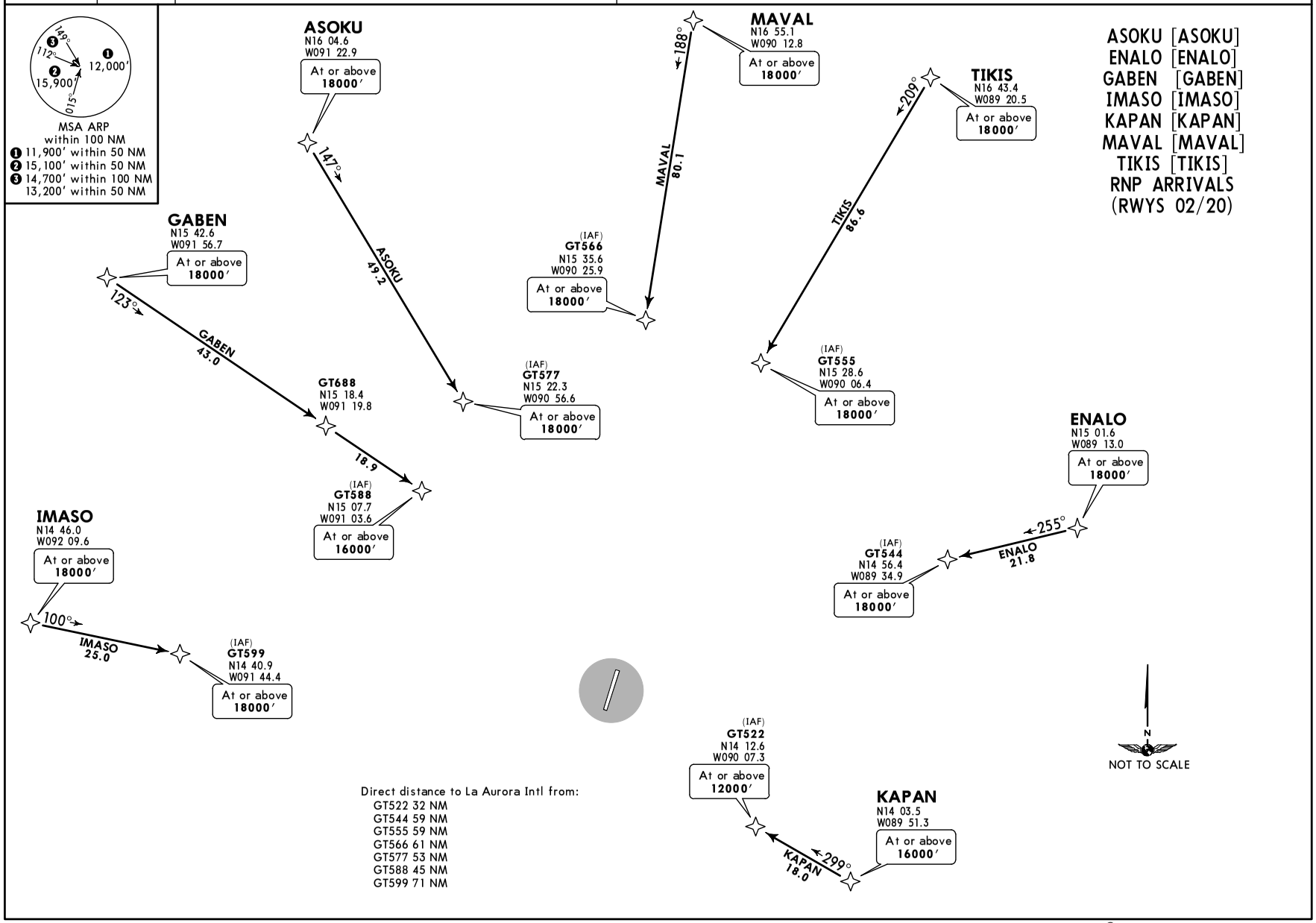
ATIS	Apt Elev		
127.65	4952′	Alt Set: IN (hPa on req) Trans level: FL200 Trans alt: 19000′	1. GNSS required. 2. RNP-1 required. 3. NAV SPEC RNP1.



CHANGES: Procedure title, notes.

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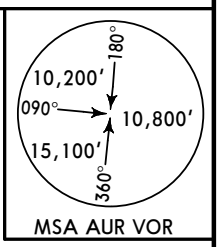
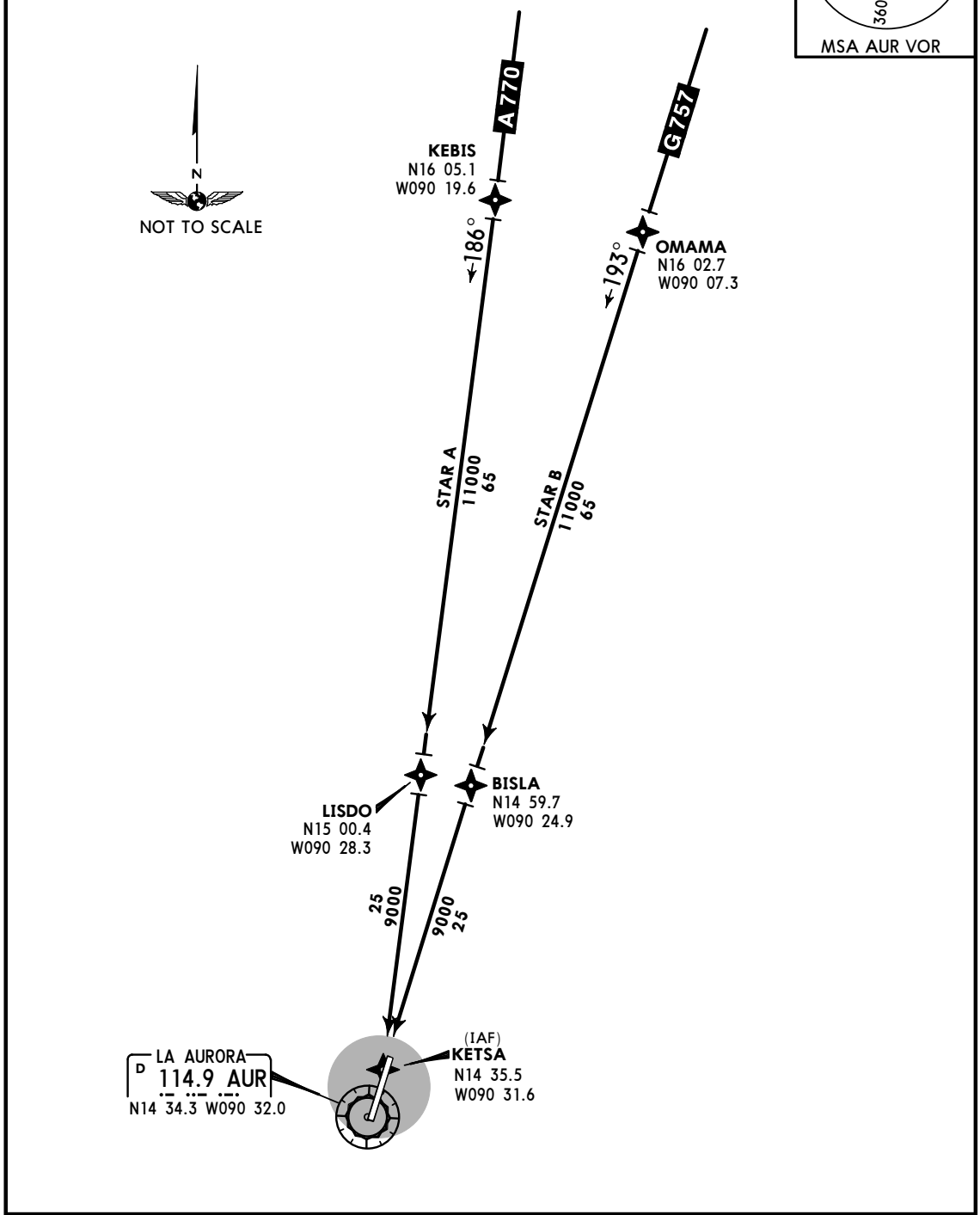
ATIS	Apt Elev	
127.65	4952′	Alt Set: IN (hPa on req) Trans level: FL200 Trans alt: 19000′ 1. Final approach starts at IAF KETSA/transition for ILS or VOR DME RWY 02 approach with ATC clearance. 2. ATC clearance requires that the pilot continues the RNAV STAR on MEA until ATC clearance to descend to 9000′ from BISLA/LISDO at 25 NM.

STAR RNAV A[ARRØ2A], STAR RNAV B[ARRØ2B] ARRIVALS
(RWY 02)





STAR	ROUTING
A	A-770 to KEBIS, to KETSA.
B	G-757 to OMAMA, to KETSA.

CHANGES: None.

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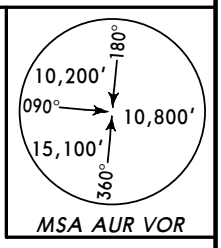
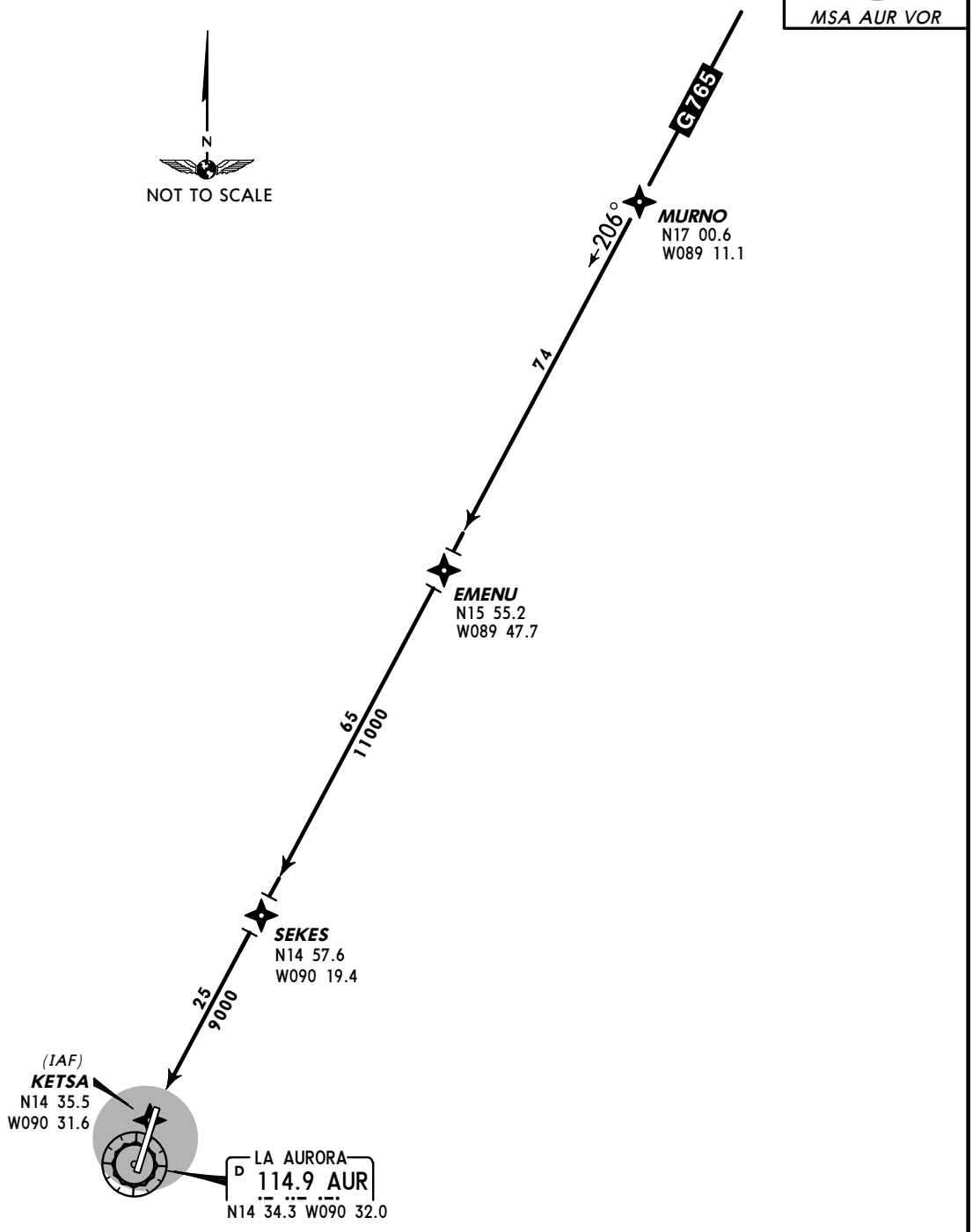
ATIS	Apt Elev	
127.65	4952′	Alt Set: IN (hPa on req) Trans level: FL200 Trans alt: 19000′ 1. Final approach starts at IAF KETSA/transition for ILS or VOR DME RWY 02 approach with ATC clearance. 2. ATC clearance requires that the pilot continues the RNAV STAR on MEA until ATC clearance to descend to 9000′ from SEKES at 25 NM from IAF KETSA (AUR).

STAR RNAV C ARRIVAL

[ARRØ2C]

(RWY 02)





ROUTING

G-765 to MURNO, to EMENU, to SEKES, to KETSA (AUR).

CHANGES: Chart reindexed.

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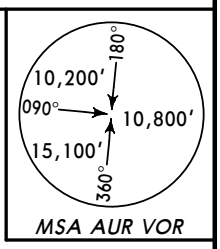
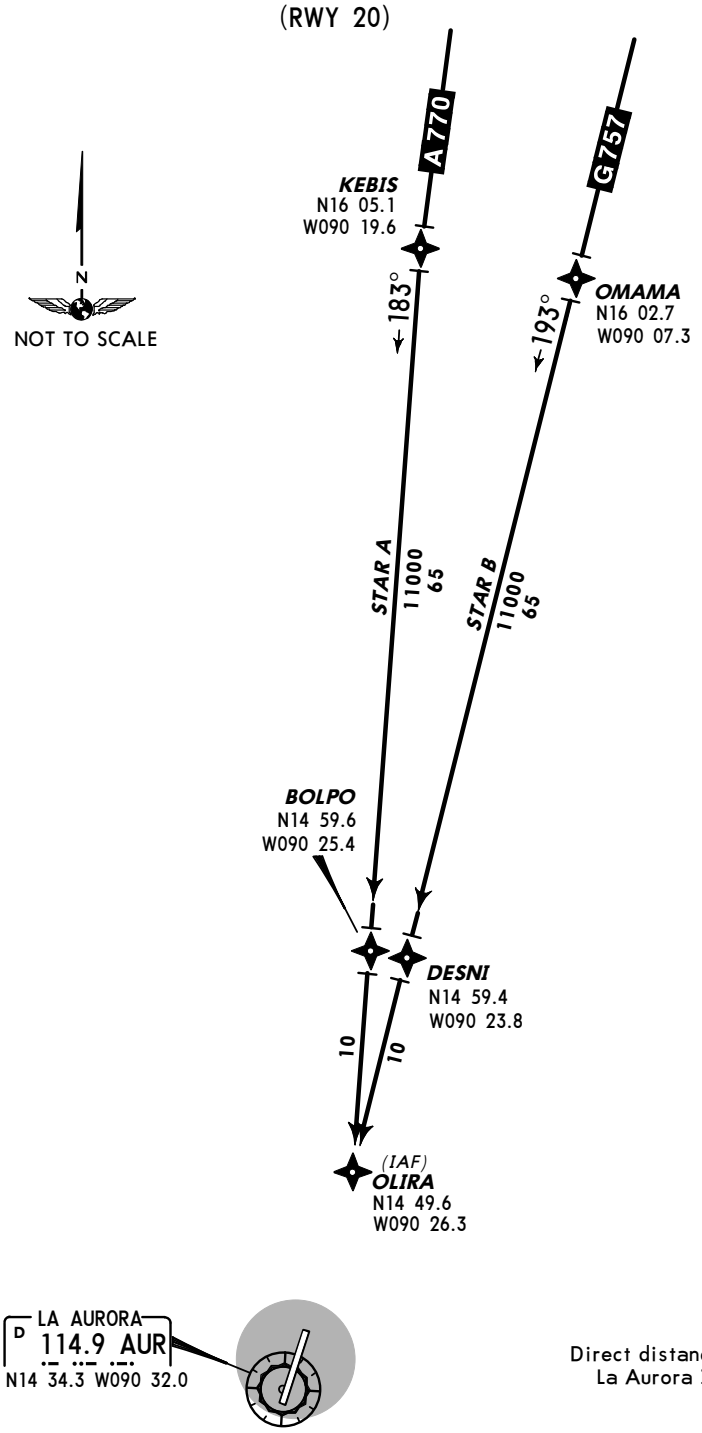
ATIS	Apt Elev	
127.65	4952′	Alt Set: IN (hPa on req) Trans level: FL200 Trans alt: 19000′ 1. Final approach starts at IAF OLIRA/transition for VOR DME RWY 20 approach with ATC clearance. 2. ATC clearance requires that the pilot continues the RNAV STAR on MEA until ATC clearance to descend to 9000′ from BOLPO/DESNI at 10 NM from IAF OLIRA (KATAS).

STAR RNAV A *[ARR2ØA]*, STAR RNAV B *[ARR2ØB]* ARRIVALS

(RWY 20)





Direct distance from OLIRA to:
La Aurora Intl 16 NM

STAR	ROUTING
A	A-770 to KEBIS, to BOLPO.
B	G-757 to OMAMA, to DESNI.

CHANGES: Chart reindexed.

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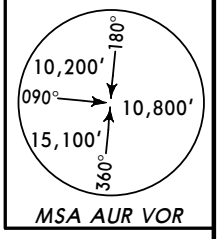
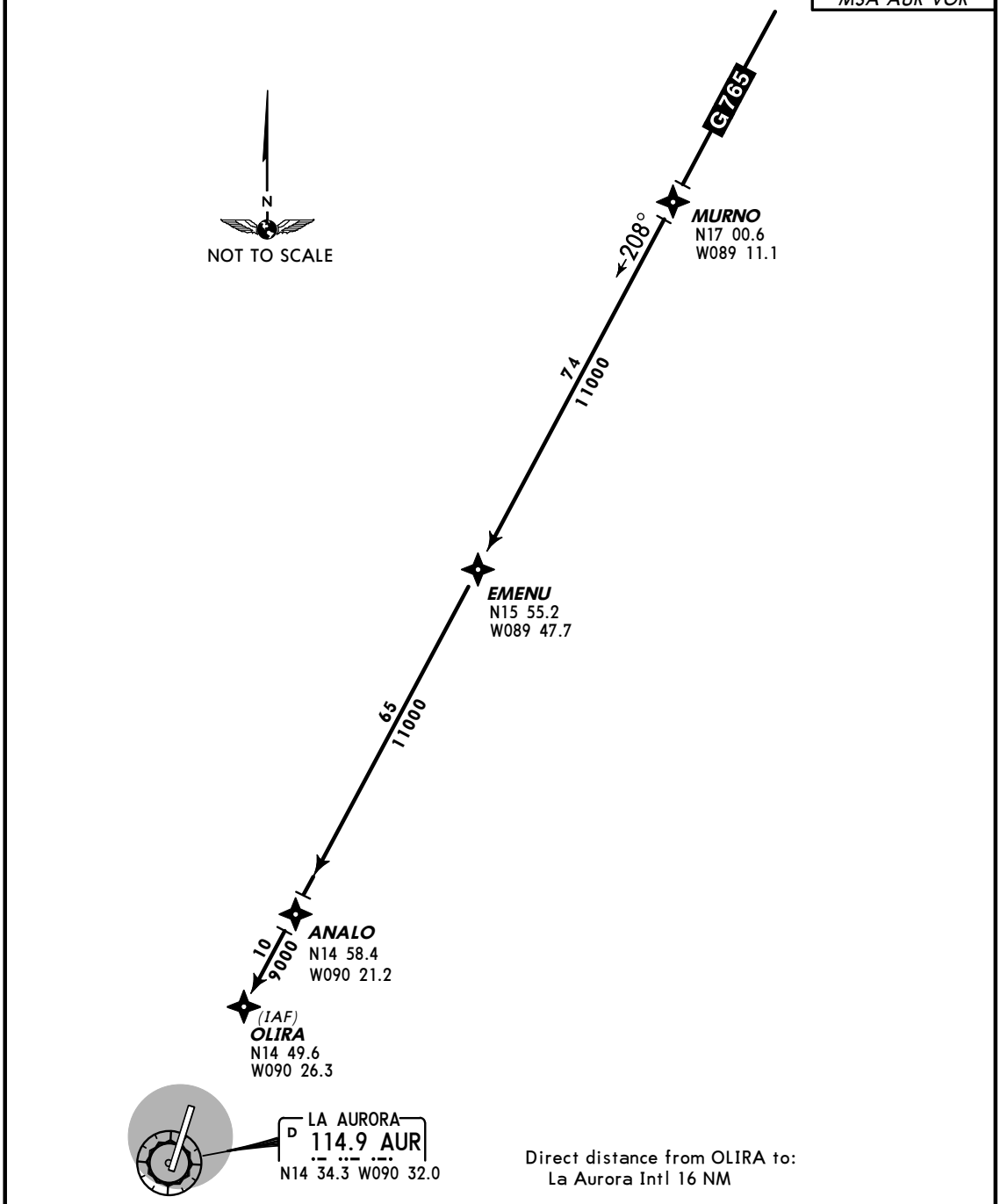
ATIS	Apt Elev	
127.65	4952′	Alt Set: IN (hPa on req) Trans level: FL200 Trans alt: 19000′ 1. Final approach starts at IAF OLIRA/transition for VOR DME RWY 20 approach with ATC clearance. 2. ATC clearance requires that the pilot continues the RNAV STAR on MEA until ATC clearance to descend to 9000′ from ANALO at 10 NM from IAF OLIRA.

STAR RNAV C ARRIVAL

[ARR2ØC]

(RWY 20)





ROUTING

G-765 to MURNO, to EMENU, to OLIRA.

CHANGES: Chart reindexed.

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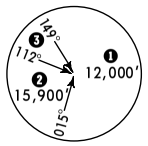
Apt Elev	Trans level: FL200 Trans alt: 19000′	1. GNSS required. 2. RADAR required. 3. Authorization required.
4952′		



MSA ARP
within 100 NM
❶ 11,900′ within 50 NM
❷ 15,100′ within 50 NM
❸ 14,700′ within 100 NM
13,200′ within 50 NM

NOT TO SCALE

ASOKU N [ASOKUN]
ENALO N [ENALON]
GABEN N [GABENN]
IMASO N [IMASON]
MAVAL N [MAVALN]
OBRAS N [OBRASN]
TIKIS N [TIKISN]
RNAV (RNP) DEPARTURES
(RWY 02)

MAVAL
N16 55.1 W090 12.8

TIKIS
N16 43.4 W089 20.5

ASOKU
N16 04.6 W091 22.9

GABEN
N15 42.6 W091 56.7

IMASO
N14 46.0 W092 09.6

ENALO
N15 01.6 W089 13.0

OBRAS
N13 57.8 W089 58.6

MAVAL N 76.0
TIKIS N 83.6
ASOKU N 47.3
GABEN N 39.0
IMASO N 50.7
ENALO N 74.9
OBRAS N 38.2

Ⓑ GT734 N14 59.0 W090 40.1
Ⓐ GT776 N14 58.5 W090 28.6

GT782 N15 39.3 W090 22.6
GT724 N15 30.6 W090 03.7
GT736 N15 18.6 W090 52.8
GT738 N15 24.5 W090 56.6
GT748 N15 20.9 W091 23.1
GT746 N15 09.2 W091 05.1
GT744 N15 04.1 W090 57.4
GT754 N14 48.4 W091 17.3
GT778 N15 12.3 W090 26.1
GT780 N15 14.4 W090 25.7
GT722 N14 58.3 W090 22.7

See Inset

These SIDs require a minimum climb gradient of 4.1% to 5300′.
Close in obstacles have been disregarded for procedure design gradient calculations.

Gnd speed-KT	75	100	150	200	250	300
4.1% V/V (fpm)	311	415	623	830	1038	1246

INITIAL CLIMB

Climb to enroute safety altitude via RNAV (RNP) departure.

GT734
GT742 N14 52.8 W090 40.0
GT776
GT722
GT732 N14 51.0 W090 34.8
GT790 N14 50.6 W090 30.0
GT752 N14 50.0 W090 39.7
GT750 N14 50.1 W090 38.1
GT740 N14 49.0 W090 34.2
GT730 N14 47.1 W090 32.4
GT712 N14 44.5 W090 30.8
GT710 N14 42.7 W090 31.4
GT784 N14 43.6 W090 28.2
GT708 N14 41.7 W090 31.6
GT796 N14 39.4 W090 22.5
GT706 N14 38.2 W090 31.5
GT704 N14 37.2 W090 31.2
MAX 190 KT
GT702 N14 36.4 W090 31.2
RW02 N14 34.2 W090 31.9
GT786 N14 33.8 W090 22.4
GT788 N14 29.3 W090 21.0

NOT TO SCALE

CHANGES: Procedure notes.

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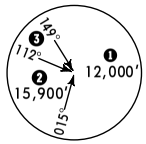
Apt Elev	Trans level: FL200 Trans alt: 19000′	1. GNSS required. 2. RADAR required. 3. Authorization required.
4952′		



MSA ARP
within 100 NM
❶ 11,900′ within 50 NM
❷ 15,100′ within 50 NM
❸ 14,700′ within 100 NM
13,200′ within 50 NM

NOT TO SCALE

ASOKU S [ASOKUS]
ENALO S [ENALOS]
GABEN S [GABENS]
IMASO S [IMASOS]
IMASO W [IMASOW]
MAVAL S [MAVALS]
OBRAS S [OBRASS]
TIKIS S [TIKISS]
RNAV (RNP) DEPARTURES
(RWY 20)

MAVAL
N16 55.1 W090 12.8

TIKIS
N16 43.4 W089 20.5

ASOKU
N16 04.6 W091 22.9

GABEN
N15 42.6 W091 56.7

GT832
N15 23.0
W091 33.8

GT833
N15 24.6 W091 35.8

GABEN S
27.0
310°
2.5

ASOKU S
81.9

MAVAL S
92.1

TIKIS S
122

GT828
N15 22.7
W090 18.1

GT826
N14 50.6
W090 19.9

32.0
002°

022°

GT830
N14 55.8
W090 36.5

325°

58.0

303°

GT835
N14 41.2
W091 16.9

GT831
N14 49.8
W090 44.6

274°

28.4

GT834
N14 38.4
W090 47.7

IMASO W
51.4

IMASO
N14 46.0 W092 09.6

IMASO S
72.2

285°

269°

12.4

GT840
N14 25.2
W090 58.3

3.4

GT838
N14 24.7
W090 54.8

See Inset

GT824
N14 50.8
W090 11.6

061°

ENALO S
51.4

ENALO
N15 01.6 W089 13.0

GT822
N14 38.0
W090 00.2

130°

OBRAS S
29.3

OBRAS
N13 57.8
W089 58.6

GT831

GT830

GT826

25.0

26.0

20.0

GT816
N14 36.4 W090 26.1
MAX 250 KT

GT834

21.0

274°

304°

2.8

326°

GT824

RW20
N14 35.7
W090 31.4

GT814
N14 35.4 W090 23.4
MAX 250 KT

2.1

GT812
N14 33.9 W090 21.9
MAX 250 KT

3.5

002°

24.0

196°

4.8

GT810
N14 30.6 W090 21.0
MAX 250 KT

GT800
N14 31.0 W090 32.9

GT808
N14 28.7 W090 21.5
MAX 250 KT

2.0

022°

GT822

3.7

GT802
N14 27.7
W090 31.8

5.8

125°

GT804
N14 26.4
W090 30.0

2.2

2.0

4.1

3.7

061°

26.0

11.8

GT818
N14 25.7
W090 31.4
MAX 250 KT

130°

GT805
N14 25.5
W090 28.2

GT806
N14 26.0
W090 24.1
MAX 250 KT

GT836
N14 24.5 W090 42.1

13.0

GT820
N14 17.2
W090 21.3

NOT TO SCALE

INITIAL CLIMB
Climb to enroute safety altitude via RNAV (RNP) departure.

CHANGES: Procedure notes.

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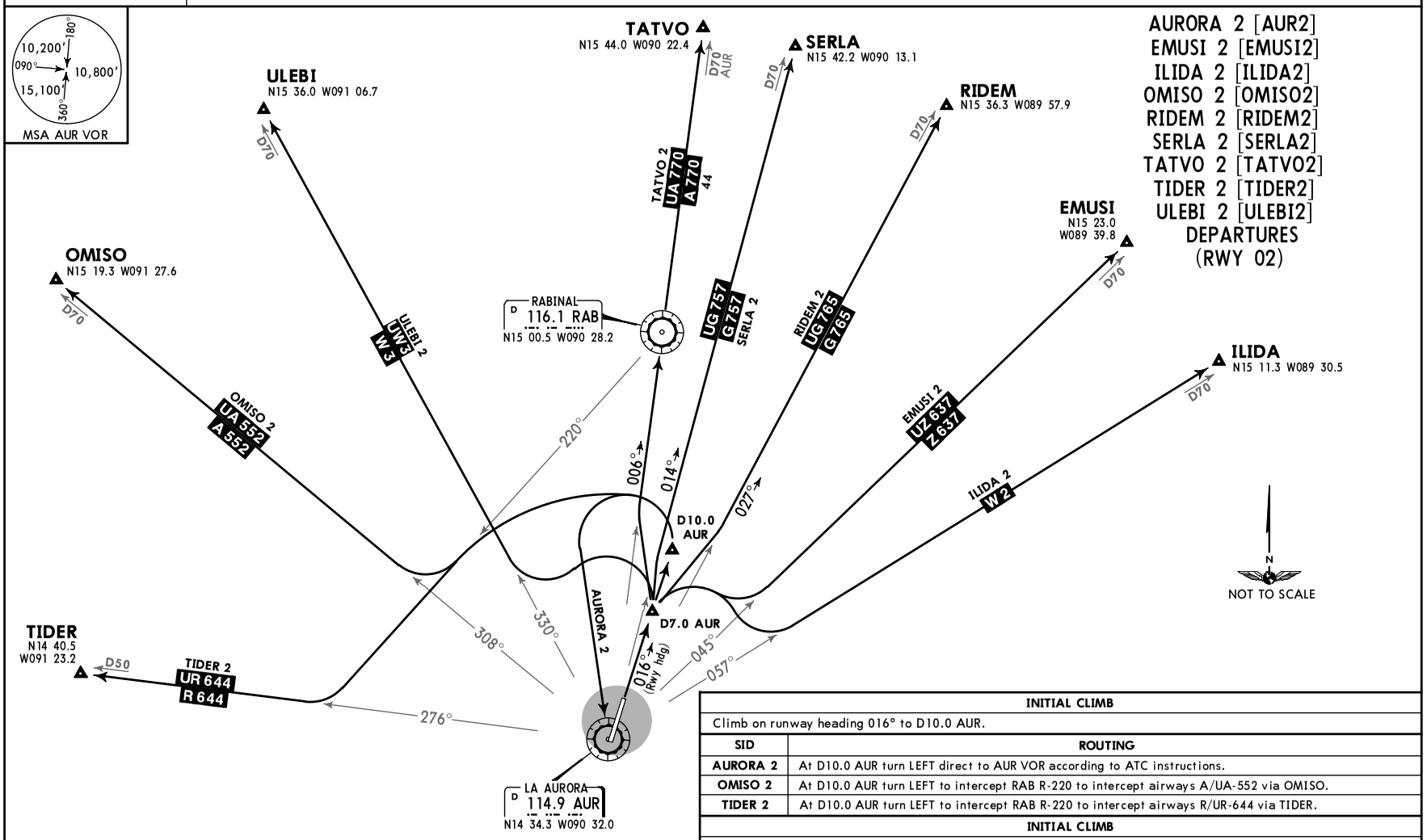
Apt Elev	Trans level: FL200 Trans alt: 19000′
4952′	



AURORA 2 [AUR2]
EMUSI 2 [EMUSI2]
ILIDA 2 [ILIDA2]
OMISO 2 [OMISO2]
RIDEM 2 [RIDEM2]
SERLA 2 [SERLA2]
TATVO 2 [TATVO2]
TIDER 2 [TIDER2]
ULEBI 2 [ULEBI2]
DEPARTURES
(RWY 02)

INITIAL CLIMB	
Climb on runway heading 016° to D10.0 AUR.	
SID	**ROUTING**
AURORA 2	At D10.0 AUR turn LEFT direct to AUR VOR according to ATC instructions.
OMISO 2	At D10.0 AUR turn LEFT to intercept RAB R-220 to intercept airways A/UA-552 via OMISO.
TIDER 2	At D10.0 AUR turn LEFT to intercept RAB R-220 to intercept airways R/UR-644 via TIDER.

INITIAL CLIMB	
Climb on runway heading 016° to D7.0 AUR.	
SID	**ROUTING**
EMUSI 2	At D7.0 AUR turn RIGHT to intercept airways UZ/Z-637 via EMUSI.
ILIDA 2	At D7.0 AUR turn RIGHT to intercept airway W-2 via ILIDA.
RIDEM 2	At D7.0 AUR intercept airways UG/G-765 via RIDEM.
SERLA 2	At D7.0 AUR intercept airways UG/G-757 via SERLA.
TATVO 2	At D7.0 AUR intercept airways UA/A-770 via TATVO.
ULEBI 2	At D7.0 AUR turn LEFT to intercept airway W-3 via ULEBI.

These SIDs require a minimum climb gradient of 3.9% to 5250′.

Gnd speed-KT	75	100	150	200	250	300
3.9% V/V (fpm)	296	395	592	790	987	1185

CHANGES: None.

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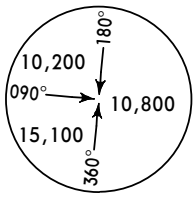
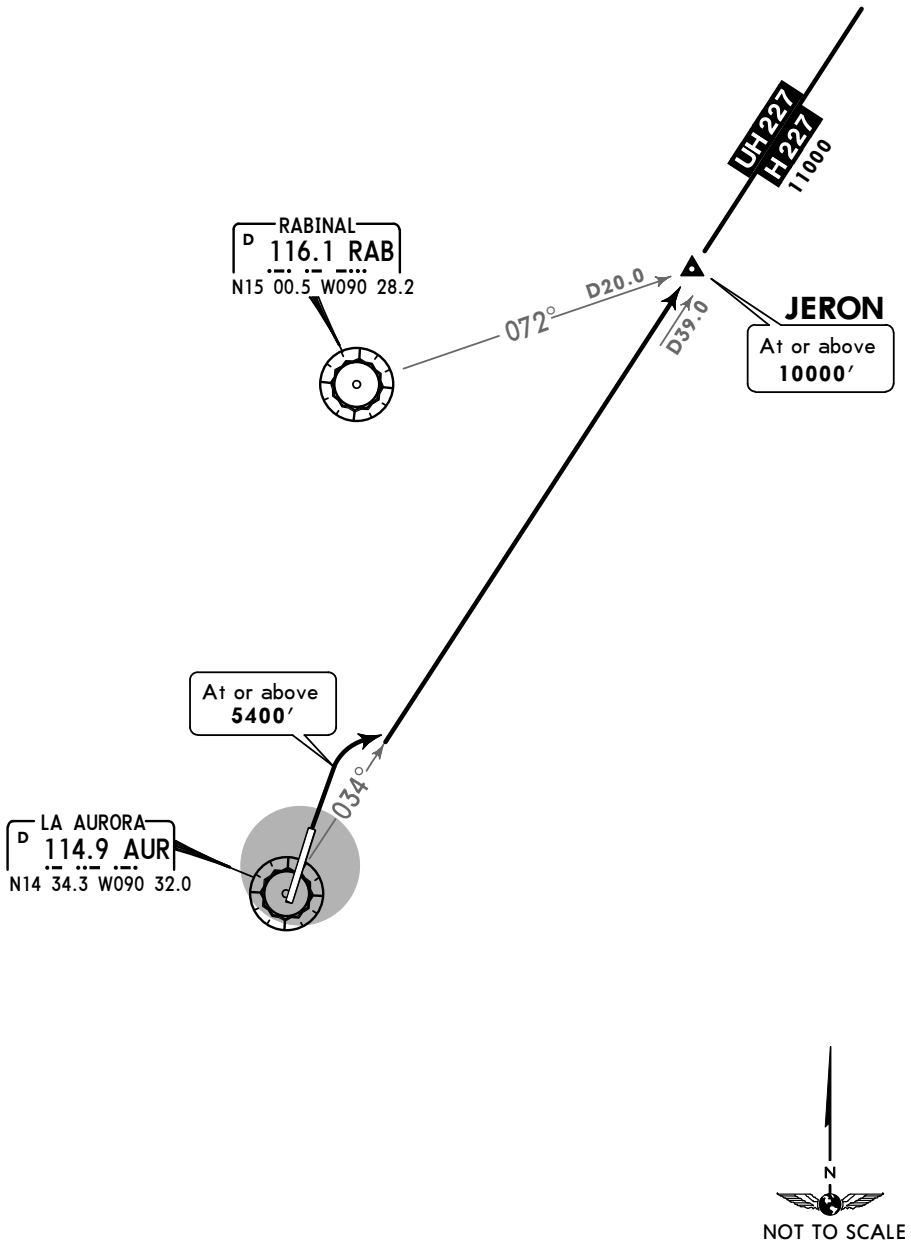
Apt Elev 4952′	Trans level: FL200 Trans alt: 19000′



MSA AUR VOR

JERON [JERON]
RWY 02 DEPARTURE



INITIAL CLIMB

Climb until reaching 5400′, turn RIGHT to intercept and proceed on AUR R-034 to JERON at or above 10000′. Continue climbing to 11000′ or above, according to ATC instructions.

CHANGES: Altitude for initial climb in graphic.

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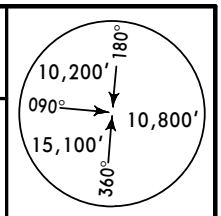
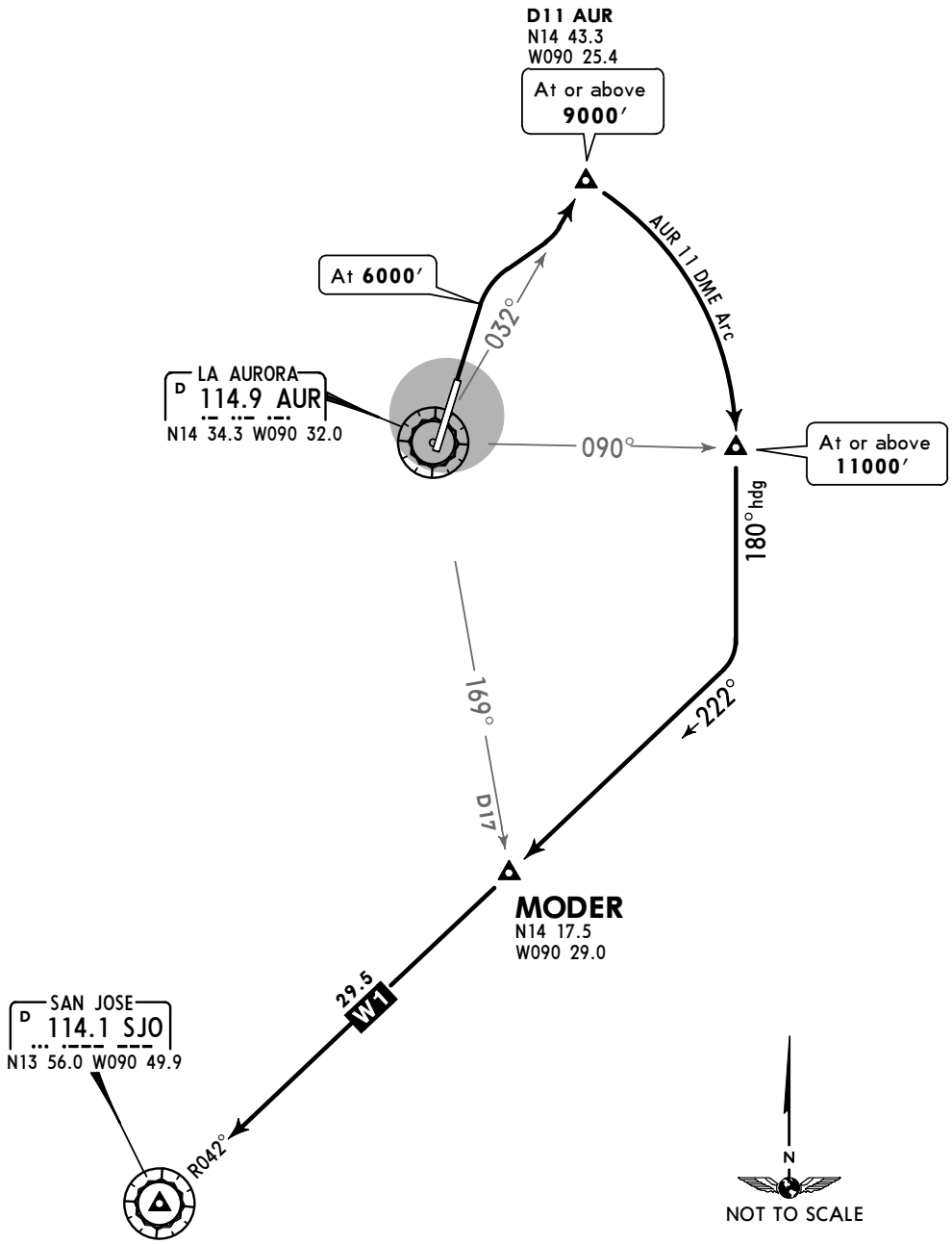
Apt Elev	Trans level: FL200 Trans alt: 19000′
4952′	



MODER DEPARTURE
[MODER]
(RWY 02)



This SID requires a minimum climb gradient of 400′ per NM.

Gnd speed-KT	75	100	150	200	250	300
400′ per NM	500	666	1000	1333	1666	2000

INITIAL CLIMB

Climb on runway heading until reaching 6000′, then climbing RIGHT turn to intercept AUR R-032, continue to D11 AUR. Fly the AUR 11 DME Arc until crossing AUR R-090, then on heading 180° to intercept SJO R-042. Then proceed according to ATC instructions.

CHANGES: None.

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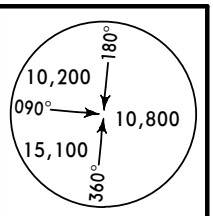
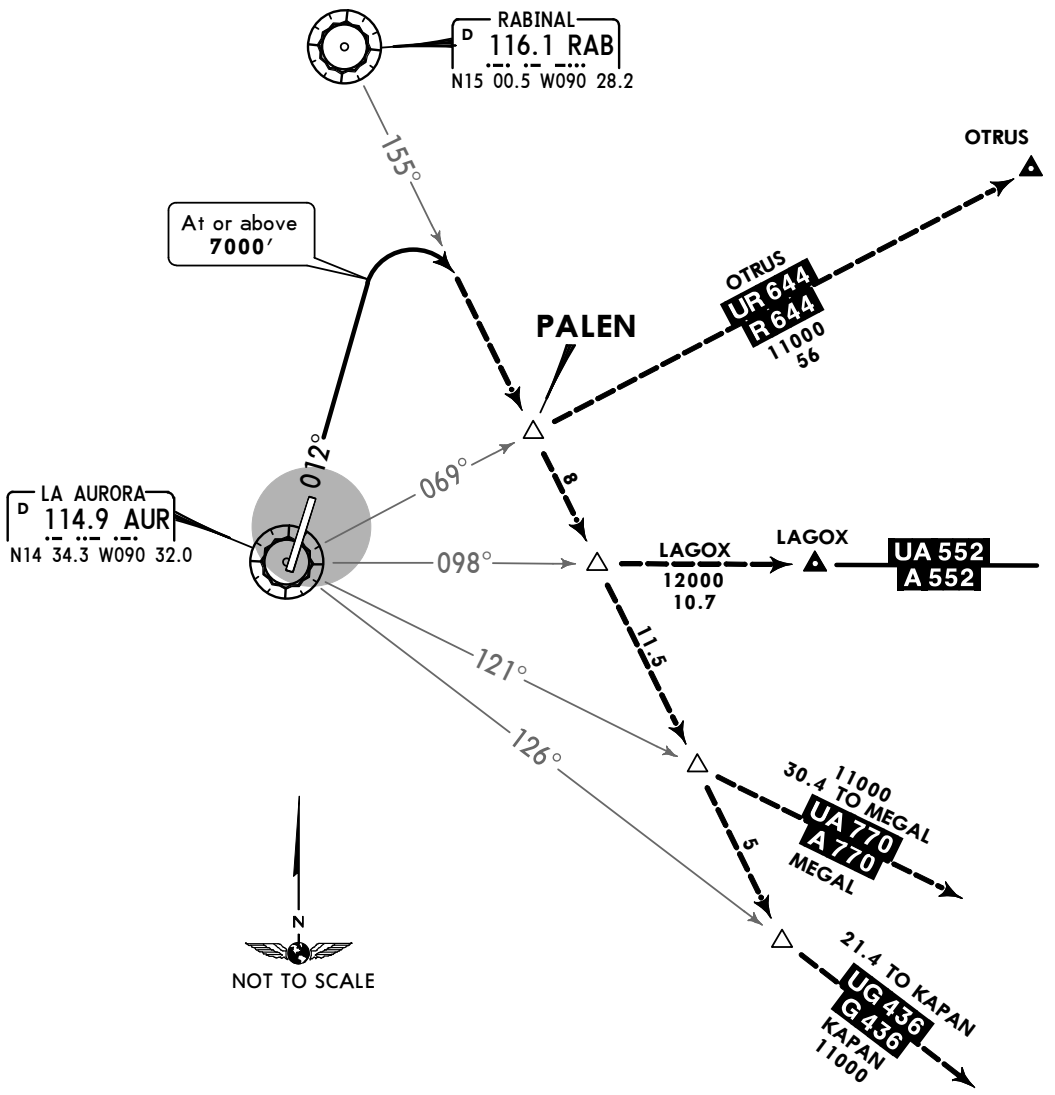
Apt Elev 4952′	Trans level: FL200 Trans alt: 19000′



MSA AUR VOR

PALEN DEPARTURE
[PALEN]
(RWY 02)



INITIAL CLIMB

Climb on AUR R-012 until reaching 7000′ or above turn RIGHT to intercept RAB R-155.

TRANSITIONS

KAPAN	Continue climbing on RAB R-155 to intercept G-436/UG-436 at or above 11000′, according to ATC instructions.
LAGOX	Continue climbing on RAB R-155 to intercept A-552/UA-552 at or above 12000′, according to ATC instructions.
MEGAL	Continue climbing on RAB R-155 to intercept A-770/UA-770 at or above 11000′, according to ATC instructions.
OTRUS	Continue climbing on RAB R-155 to intercept R-644/UR-644 at or above 11000′, according to ATC instructions.

CHANGES: Bearing, mileages.

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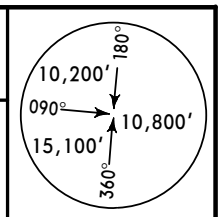
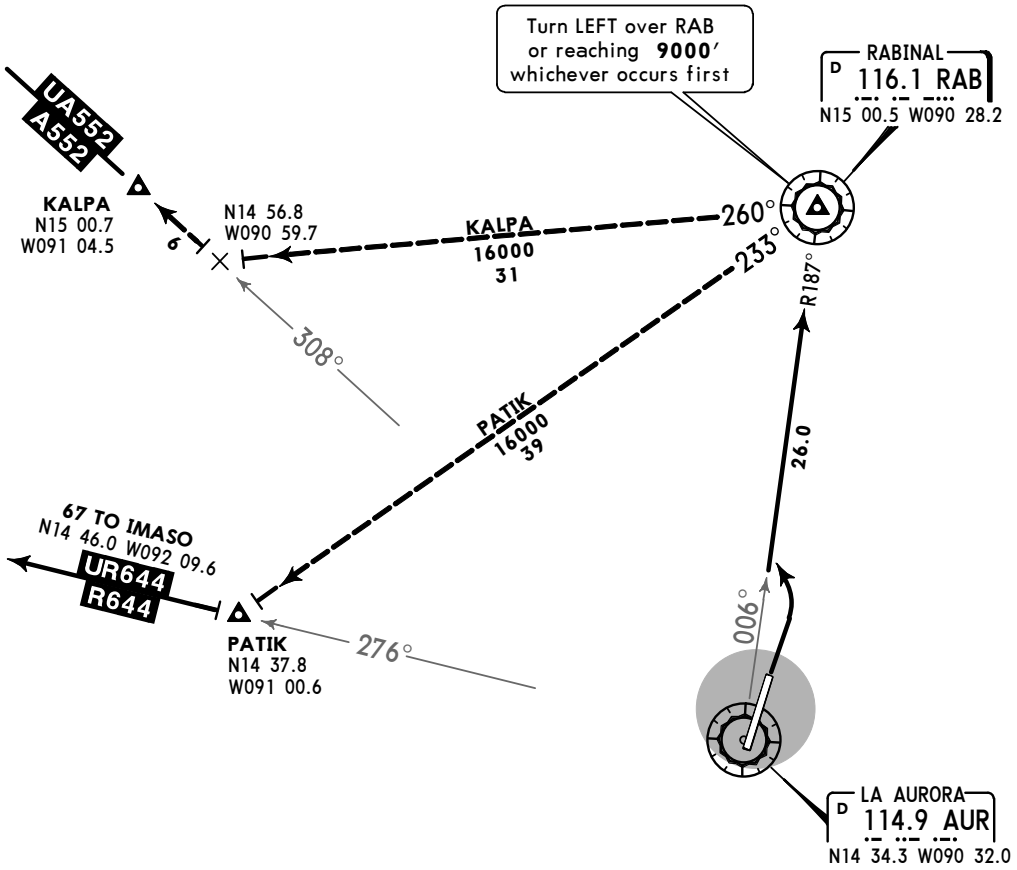
Apt Elev 4952′	Trans level: FL200 Trans alt: 19000′



RABINAL 2 DEPARTURE
[RAB2]
(RWY 02)



INITIAL CLIMB

Turn LEFT climbing on AUR R-006.

TRANSITIONS		ALTITUDE
KALPA	From over RAB or reaching 9000′, whichever occurs first, turn LEFT on RAB R-260 to intercept A-552/UA-552.	Continue climbing to 16000′ or above, according to ATC instructions.
PATIK	From over RAB or reaching 9000′, whichever occurs first, turn LEFT on RAB R-233 to intercept R-644/UR-644.	

CHANGES: None.

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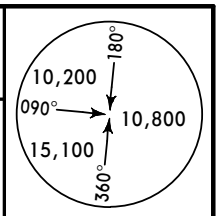
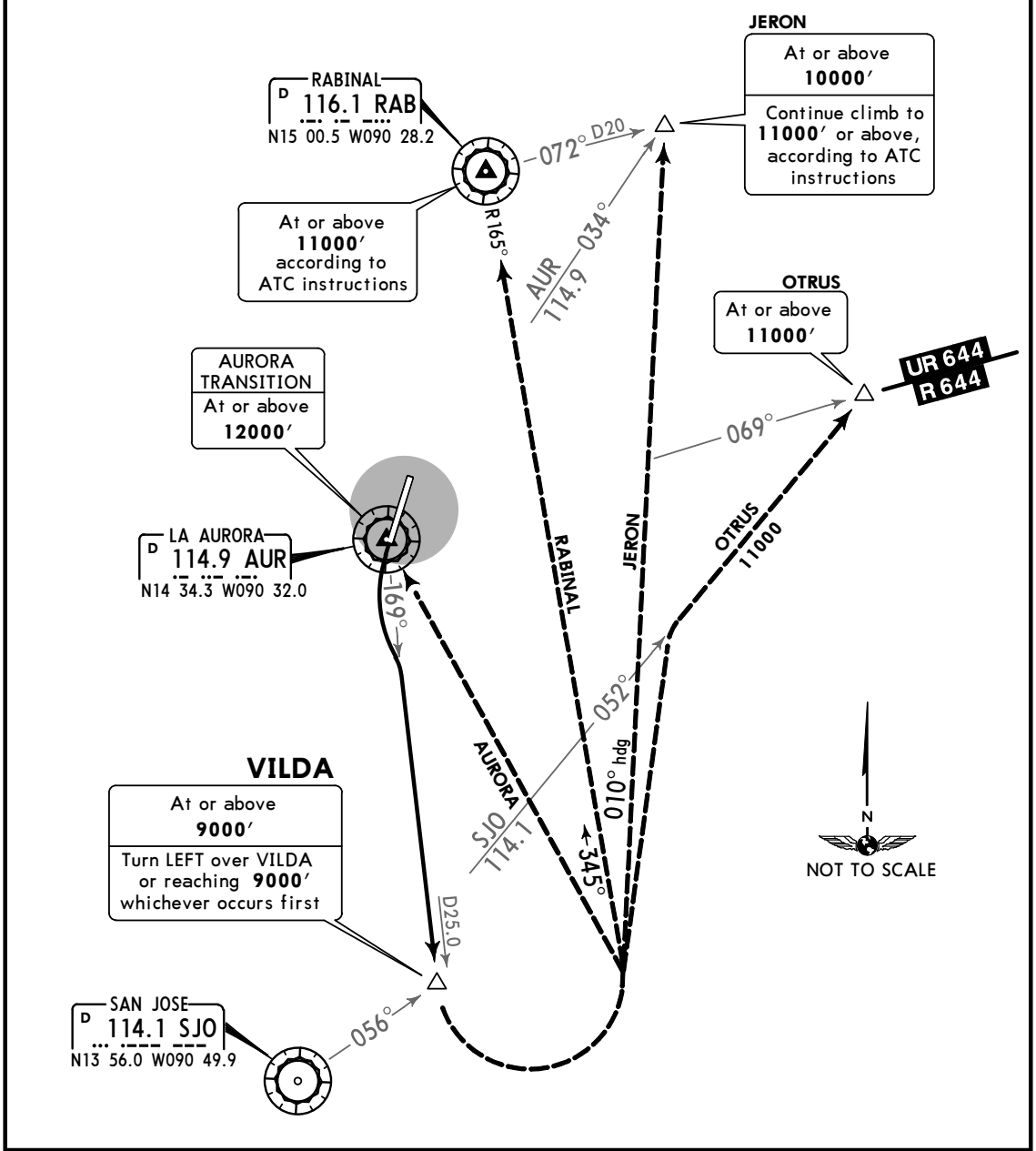
Apt Elev 4952′	Trans level: FL200 Trans alt: 19000′



VILDA DEPARTURE
[VILDA]
(RWY 20)



INITIAL CLIMB

Turn LEFT climbing on AUR R-169 to VILDA.

TRANSITIONS

AURORA	From over VILDA or reaching 9000′ whichever occurs first, turn LEFT direct to AUR VOR.
JERON	From over VILDA or reaching 9000′ whichever occurs first, turn LEFT on heading 010° to JERON. Continue climbing to 11000′ or above, according to ATC instructions.
OTRUS	From over VILDA or reaching 9000′ whichever occurs first, turn LEFT to intercept and proceed on SJO R-052 to intercept R-644/UR-644. Continue climbing to 11000′ or above, according to ATC instructions.
RABINAL	From over VILDA or reaching 9000′ whichever occurs first, turn LEFT intercept and proceed inbound to RAB VOR on RAB R-165. Continue climbing to 11000′ or above, according to ATC instructions.

CHANGES: Airways R-630/UR-630 removed.

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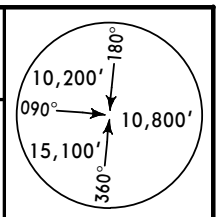
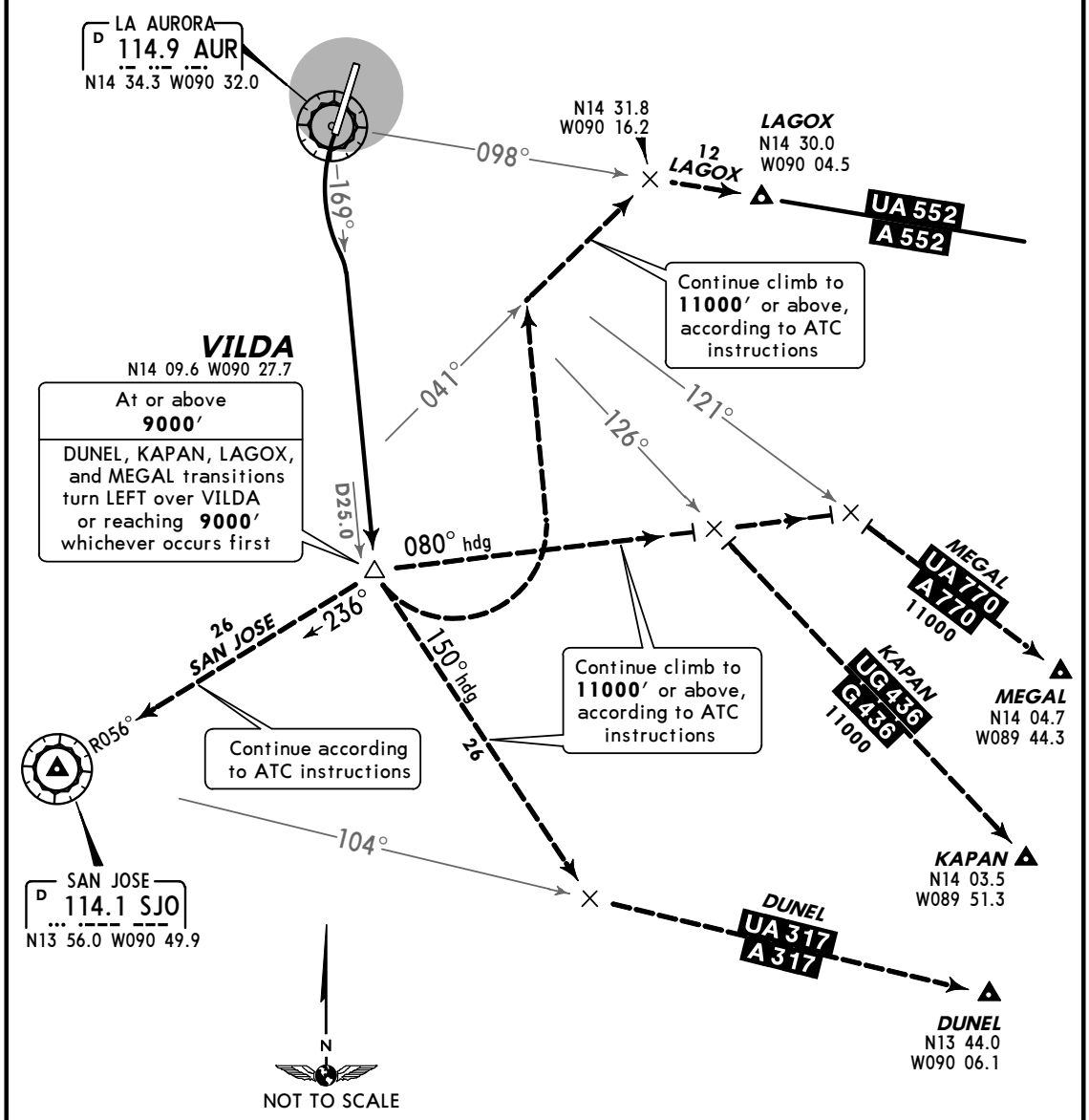
Apt Elev 4952′	Trans level: FL200 Trans alt: 19000′



VILDA 2 DEPARTURE
[VILDA2]
(RWY 20)



INITIAL CLIMB

Turn LEFT climbing on AUR R-169 to VILDA.

TRANSITIONS		ALTITUDE
DUNEL	From over VILDA or reaching 9000′ whichever occurs first, turn LEFT on heading 150° to intercept A-317/UA-317.	Continue climbing to 11000′ or above, according to ATC instructions.
KAPAN	From over VILDA or reaching 9000′ whichever occurs first, turn LEFT on heading 080° to intercept G-436/UG-436.	
LAGOX	From over VILDA or reaching 9000′ whichever occurs first, turn LEFT to intercept A-552/UA-552.	
MEGAL	From over VILDA or reaching 9000′ whichever occurs first, turn LEFT on heading 080° to intercept A-770/UA-770.	
SAN JOSE	From over VILDA, turn RIGHT to intercept SJO R-056 to SJO VOR. Continue according to ATC instructions.	

CHANGES: Chart reindexed.

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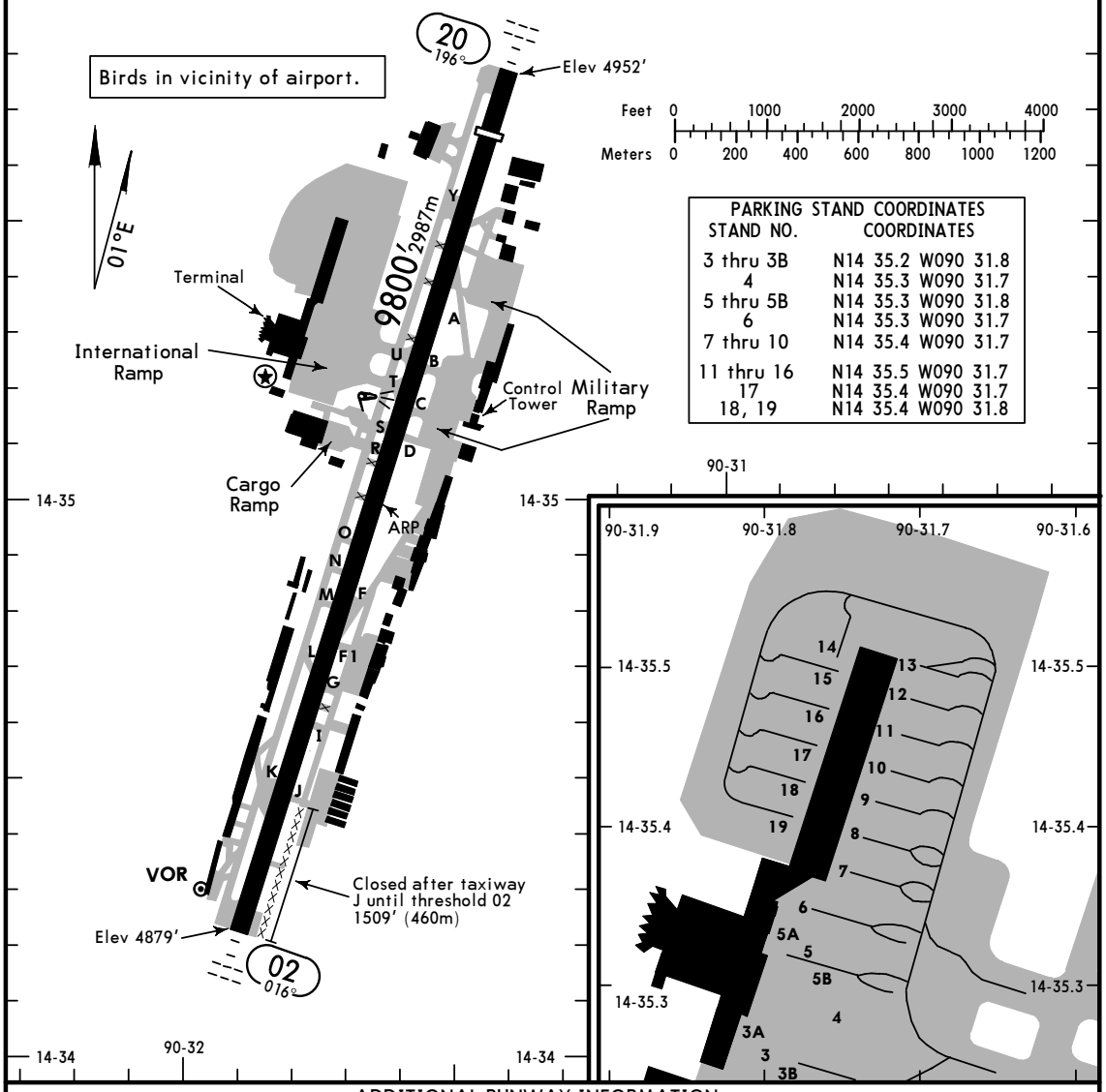
ATIS	LA AURORA Clearance	Ground	Tower
127.65	120.7	121.9	118.1

Acft wingspans 79′(24m) or greater are prohibited from West Taxiway when acft wingspan 79′(24m) or greater are operating on or landing on Rwy 02/20. Only 2 acft wingspan 79′ (24m) or greater are permitted at any end of the rwy from Twy K towards the south Rwy 02 holding point and from Twy Y north to Rwy 20 holding point. Acft wingspan 171′(52m) or greater are prohibited from West Taxiway and must only taxi on rwy.

Birds in vicinity of airport.



PARKING STAND COORDINATES

STAND NO.	COORDINATES
3 thru 3B	N14 35.2 W090 31.8
4	N14 35.3 W090 31.7
5 thru 5B	N14 35.3 W090 31.8
6	N14 35.3 W090 31.7
7 thru 10	N14 35.4 W090 31.7
11 thru 16	N14 35.5 W090 31.7
17	N14 35.4 W090 31.7
18, 19	N14 35.4 W090 31.8

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND: Threshold	Glide Slope	TAKE-OFF	WIDTH
02	HIRL SSALS REIL PAPI (angle 3.00°)		8800′ 2682m		197′ 60m
20	HIRL SSALS REIL PAPI (angle 3.50°)	9078′ 2767m			

TAKE-OFF

	AIR CARRIER (JAA) All Rwys RCLM (Day only) or RL		AIR CARRIER (FAR 121) All Rwys Adequate Vis Ref
A	1/4	2 Eng	1/4
B			
C		3 & 4 Eng	
D			

CHANGES: Taxiway closure.

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GUATEMALA CITY, GUATEMALA

LA AURORA INTL

STRAIGHT-IN RWY		A	B	C	D
02	ILS	**5100′**(221′)	**5100′**(221′)	**5100′**(221′)	**5100′**(221′)
	FULL/Limited	**250′-1200m**	**250′-1200m**	**250′-1200m**	**250′-1200m**
	ALS out	250′-1200m	250′-1200m	250′-1200m	250′-1200m
	❶ RNP 0.10	**5180′**(301′)	**5200′**(321′)	**5220′**(341′)	**5240′**(361′)
		400′-1600m	**400′-1600m**	**400′-1600m**	**500′-2400m**
	ALS out	400′-1600m	400′-1600m	400′-1600m	500′-2400m
	❷ RNP 0.30	**5230′**(351′)	**5250′**(371′)	**5270′**(391′)	**5290′**(411′)
		400′-1600m	**400′-1600m**	**400′-1800m**	**500′-2400m**
	ALS out	400′-1600m	400′-1600m	400′-1800m	500′-2400m
	❸LOC	**5340′**(461′)	**5340′**(461′)	**5340′**(461′)	**5340′**(461′)
		500′-1600m	**500′-1600m**	**500′-2200m**	**500′-2400m**
	ALS out	500′-1600m	500′-1600m	500′-2200m	500′-2400m
	❸ VOR	**5340′**(461′)	**5340′**(461′)	**5340′**(461′)	**5340′**(461′)
		500′-1	**500′-1**	**500′-1⅜**	**500′-1½**
	ALS out	500′-1	500′-1	500′-1⅜	500′-1½
20	❹ RNP 0.10	**5240′**(298′)	**5240′**(298′)	**5240′**(298′)	**5250′**(308′)
		400′-1600m	**400′-1600m**	**400′-2000m**	**400′-2400m**
	ALS out	400′-1600m	400′-1600m	400′-2000m	400′-2400m
	❷ RNP 0.30	**5340′**(398′)	**5350′**(408′)	**5360′**(418′)	**5380′**(438′)
		400′-1600m	**400′-1600m**	**400′-2000m**	**400′-2400m**
	ALS out	400′-1600m	400′-1600m	400′-2000m	400′-2400m
	❸ VOR	**5400′**(448′)	**5400′**(448′)	**5400′**(448′)	**5400′**(448′)
		500′-**1**	500′-**1**	500′-**1⅜**	500′-**1½**
	ALS out	500′-1	500′-1	500′-1⅜	500′-1½

❶ RNP 0.10 is required until GT7Ø2.
❷ Missed approach RNP 1.00.
❸ Continuous Descent Final Approach.
❹ RNP 0.10 is required until GT5Ø2.

❺CIRCLE-TO-LAND	90 KT	120 KT	140 KT	165 KT
After VOR Z 20	**5520′**(568′)	**5620′**(668′)	**5620′**(668′)	**5860′**(908′)
	600′-1	**700′-1**	**700′-1¾**	**1000′-3**
After VOR Y 20	**5460′**(508′)	**5460′**(508′)	**5860′**(908′)	**5860′**(908′)
	1000′-1¼	**1000′-1¼**	**1000′-2¾**	**1000′-3**
After VOR 02	**5460′**(508′)	**5460′**(508′)	**5560′**(608′)	**5680′**(728′)
	600′-1	**600′-1**	**600′-1½**	**800′-2¼**
After ILS 02	**5460′**(508′)	**5460′**(508′)	**5560′**(608′)	**5680′**(728′)
	600′-1600m	**600′-1600m**	**600′-2400m**	**800′-3600m**

❺ Not Authorized East of Rwy.

TAKE-OFF	RCLM (DAY only) or RL	NIL (DAY only)
A B C D	¼	¼

CHANGES: Minimums.

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MGGT/GUA
LA AURORA INTL

JEPPESEN 28 JUN 19 (11-1)

GUATEMALA CITY, GUATEMALA
ILS or LOC Z Rwy 02

ATIS	LA AURORA Approach (R)	LA AURORA Tower	Ground
127.65	119.3	118.1	121.9

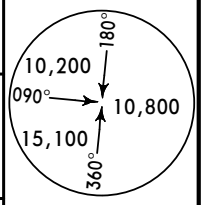
BRIEFING STRIP ™

LOC IAAI	Final Apch Crs	Minimum Alt	ILS DA(H)	Apt Elev 4952′
110.1	016°	VILAN 6300′ (1421′)	5100′ (221′)	TDZE 4879′

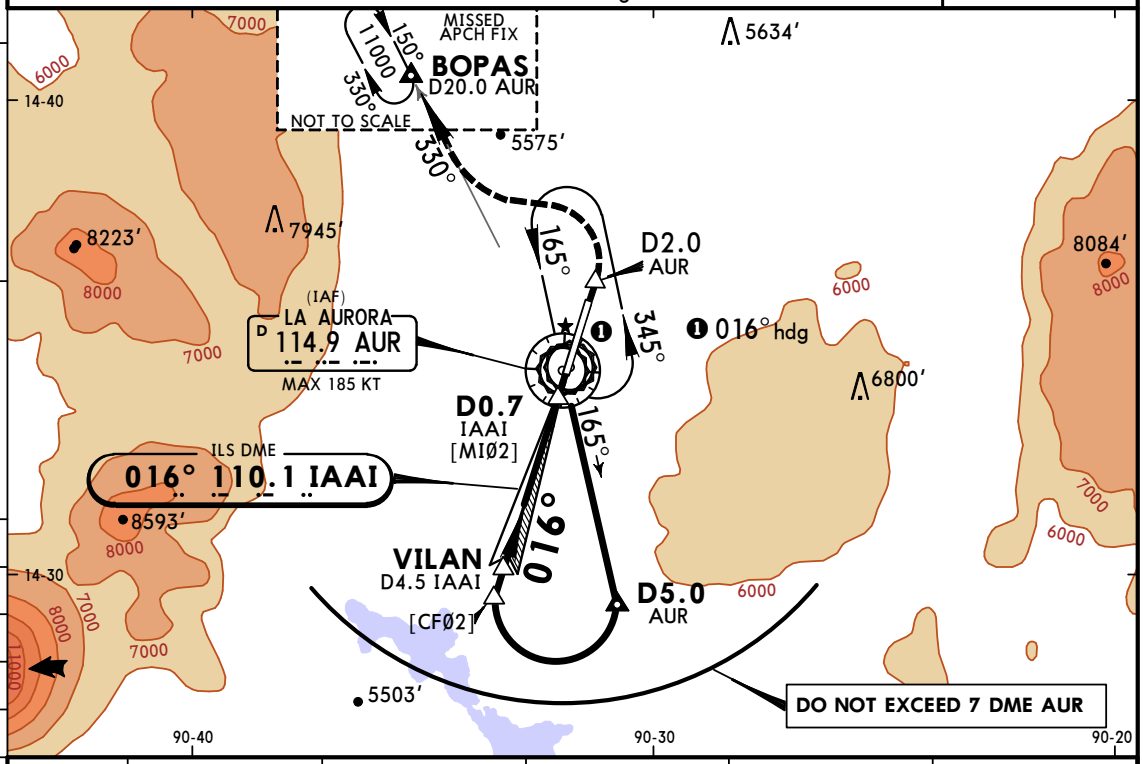
MISSED APCH: Climb on heading 016° to D2.0 AUR VOR, then turn LEFT climbing to 11000′, intercept outbound AUR VOR R-330 to BOPAS D20.0 AUR VOR and hold. Follow ATC instructions.

Alt Set: INCHES (hPa on req) Trans level: FL 200 Trans alt: 19,000′

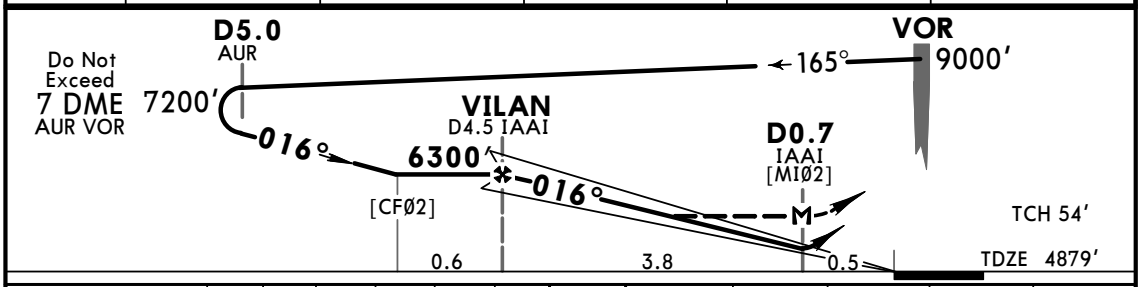
1. DME required. 2. Rwy 02 ILS glideslope is unusable outside of 5° right of course LOC.
3. Caution: Do not exceed 7 DME AUR in south arc due to high terrain.



MSA AUR VOR



LOC (GS out)	IAAI DME	5.0	4.0	3.0	2.0
	ALTITUDE	6460′	6140′	5830′	5510′



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D0.7 IAAI or VILAN to MAP 3.8	3:15	2:32	2:17	1:54	1:38	1:26

SSALS
REIL
PAPI

016° hdg

D2.0 AUR VOR

11000′ LT

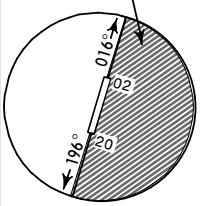
AUR 114.9 R-330

STRAIGHT-IN LANDING RWY 02 **CEILING REQUIRED** CIRCLE-TO-LAND

	ILS DA(H) 5100′ (221′) FULL	ILS DA(H) 5100′ (221′) ALS out	LOC (GS out) MDA(H) 5340′ (461′)	LOC (GS out) MDA(H) 5340′ (461′) ALS out
CEILING-VISIBILITY				
A	250′ - 1200m		500′ - 1600m	
B				
C				
D			500′ - 2400m	

Max Kts	Not Authorized East of Rwy MDA(H)	CEIL-VIS
90	5460′ (508′)	600′ - 1600m
120		
140	5460′ (508′)	600′ - 2400m
165	5680′ (728′)	800′ - 3600m

No Circling



CHANGES: Notes, circling restriction diagram added, CNF's added.

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MGGT/GUA
LA AURORA INTL

JEPPESEN 28 JUN 19 (11-2)

GUATEMALA CITY, GUATEMALA
ILS or LOC Y Rwy 02

BRIEFING STRIP ™

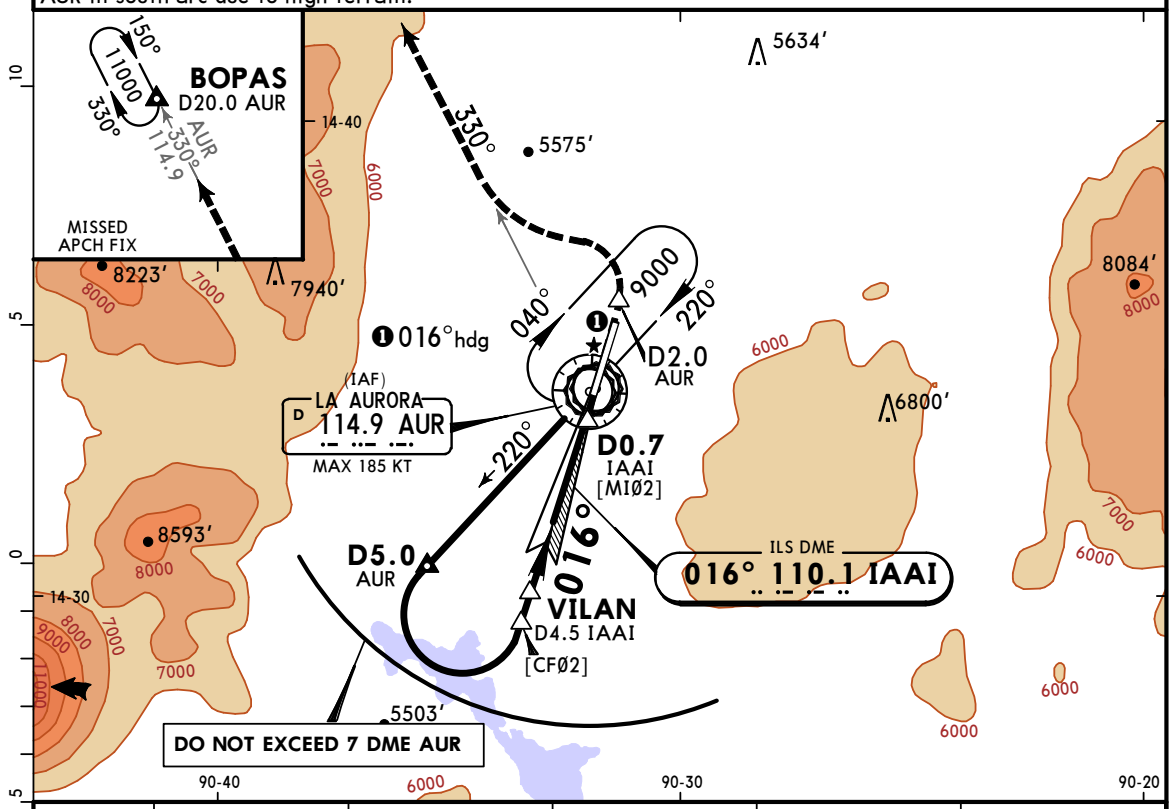
ATIS	LA AURORA Approach (R)	LA AURORA Tower	Ground
127.65	119.3	118.1	121.9

LOC IAAI	Final Apch Crs	Minimum Alt	ILS DA(H)	Apt Elev 4952′
110.1	016°	VILAN 6300′ (1421′)	5100′ (221′)	TDZE 4879′

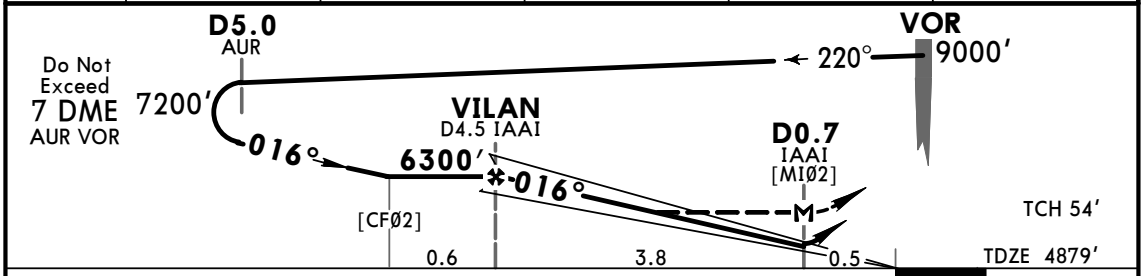
MISSED APCH: Climb on heading 016° to D2.0 AUR VOR, then turn LEFT climbing to 11000′, intercept outbound AUR VOR R-330 to BOPAS D20.0 AUR VOR and hold. Follow ATC instructions.

Alt Set: INCHES (hPa on req) Trans level: FL 200 Trans alt: 19000′

1. DME required. 2. Available: From 00:00 to 11:59 UTC and/or in IMC conditions.
3. Rwy 02 ILS glideslope is unusable outside of 5° right of course LOC. 4. CAUTION: Do not exceed 7 DME AUR in south arc due to high terrain.



LOC (GS out)	IAAI DME	5.0	4.0	3.0	2.0
	ALTITUDE	6460′	6140′	5830′	5510′



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D0.7 IAAI or VILAN to MAP 3.8	3:15	2:32	2:17	1:54	1:38	1:26

SSALS REIL PAPI | 016° hdg | D2.0 AUR VOR | 11000′ LT | AUR 114.9 R-330

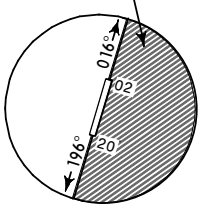
STRAIGHT-IN LANDING RWY 02 **CEILING REQUIRED** CIRCLE-TO-LAND

	ILS DA(H) 5100′(221′) FULL	ILS DA(H) 5100′(221′) ALS out	LOC (GS out) MDA(H) 5340′(461′) ALS out
	CEILING-VISIBILITY		
A	250′-1200m		500′-1600m
B			
C			
D			500′-2400m

Not Authorized East of Rwy

Max Kts	MDA(H)	CEIL-VIS
90	5460′(508′)	600′-1600m
120		
140	5460′(508′)	600′-2400m
165	5680′(728′)	800′-3600m

No Circling



CHANGES: Notes, circling restriction diagram added, CNF's added.

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MGGT/GUA

LA AURORA INTL

JEPPESEN

27 NOV 20 (12-20) Eff 3 Dec

GUATEMALA CITY, GUATEMALA
RNAV (RNP) Z Rwy 02

BRIEFING STRIP ™

ATIS	LA AURORA Approach (R)	LA AURORA Tower	Ground
127.65	119.3	118.1	121.9

RNAV	Final Apch Crs	Mandatory Alt	DA(H)	Apt Elev 4952′
	016°	GT526 8000′(3121′)	Refer to Minimums	Rwy 4879′

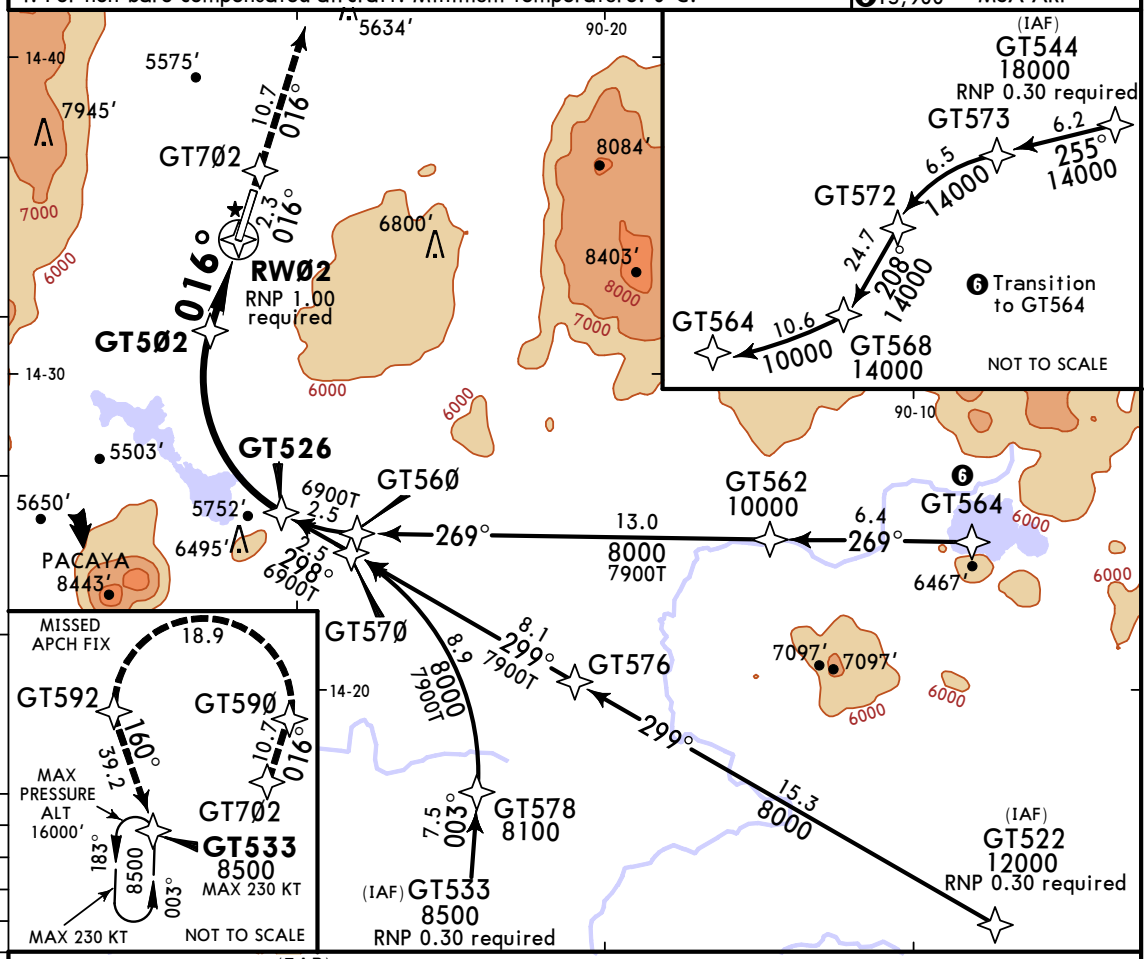
MISSED APCH: Climb to minimum 8500′ via the RNAV (RNP) missed approach track to GT533. At GT533 hold or start a new approach via GT533.

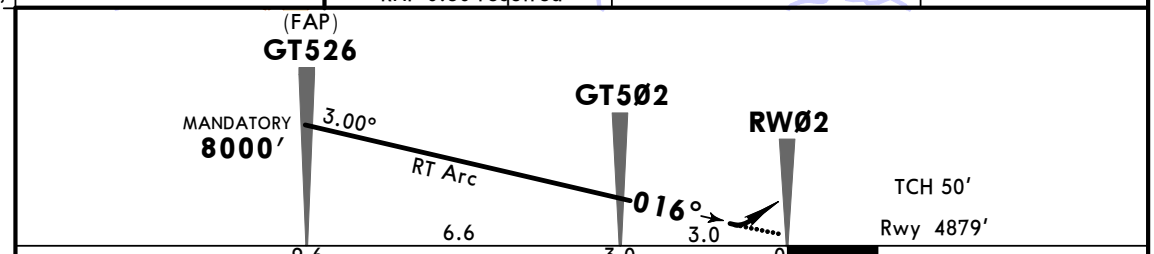
Alt Set: INCHES (hPa on req) Trans level: FL 200 Trans alt: 19,000′

1. AUTHORIZATION REQUIRED. 2. GNSS required. 3. RADAR required.
4. For non-baro compensated aircraft: Minimum temperature: 0°C.

❶14,700 ❷13,200 ❸11,900 ❹15,100 ❺15,900

MSA ARP





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at DA						

SSALS
REIL
PAPI

8500′ via RNP track GT533

STRAIGHT-IN LANDING RWY 02 — CEILING REQUIRED

❶ RNP 0.10 DA(H)	❷ RNP 0.30 DA(H)
A: 5180′(301′) C: 5220′(341′)	A: 5230′(351′) C: 5270′(391′)
B: 5200′(321′) D: 5240′(361′)	B: 5250′(371′) D: 5290′(411′)
ALS out	ALS out

CEILING-VISIBILITY

A		
B	400′-1600m	400′-1600m
C		
D	500′-2400m	500′-2400m

❶ RNP 0.10 is required until GT702. ❷ Missed approach RNP 1.00.

CHANGES: Topography.

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MGGT/GUA
LA AURORA INTL

JEPPESEN 27 NOV 20 (12-21) Eff 3 Dec

GUATEMALA CITY, GUATEMALA
RNP Y Rwy 02

BRIEFING STRIP™

ATIS	LA AURORA Approach (R)	LA AURORA Tower	Ground
127.65	119.3	118.1	121.9

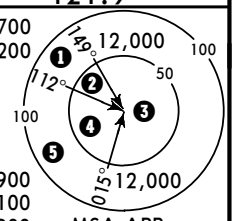
RNAV	Final Apch Crs	Mandatory Alt	DA(H)	Apt Elev 4952′
	016°	GT516 8400′(3521′)	Refer to Minimums	Rwy 4879′

MISSED APCH: Climb to minimum 8500′ via the RNAV (RNP) missed approach track to GT533. At GT533 hold or start a new approach via GT533.

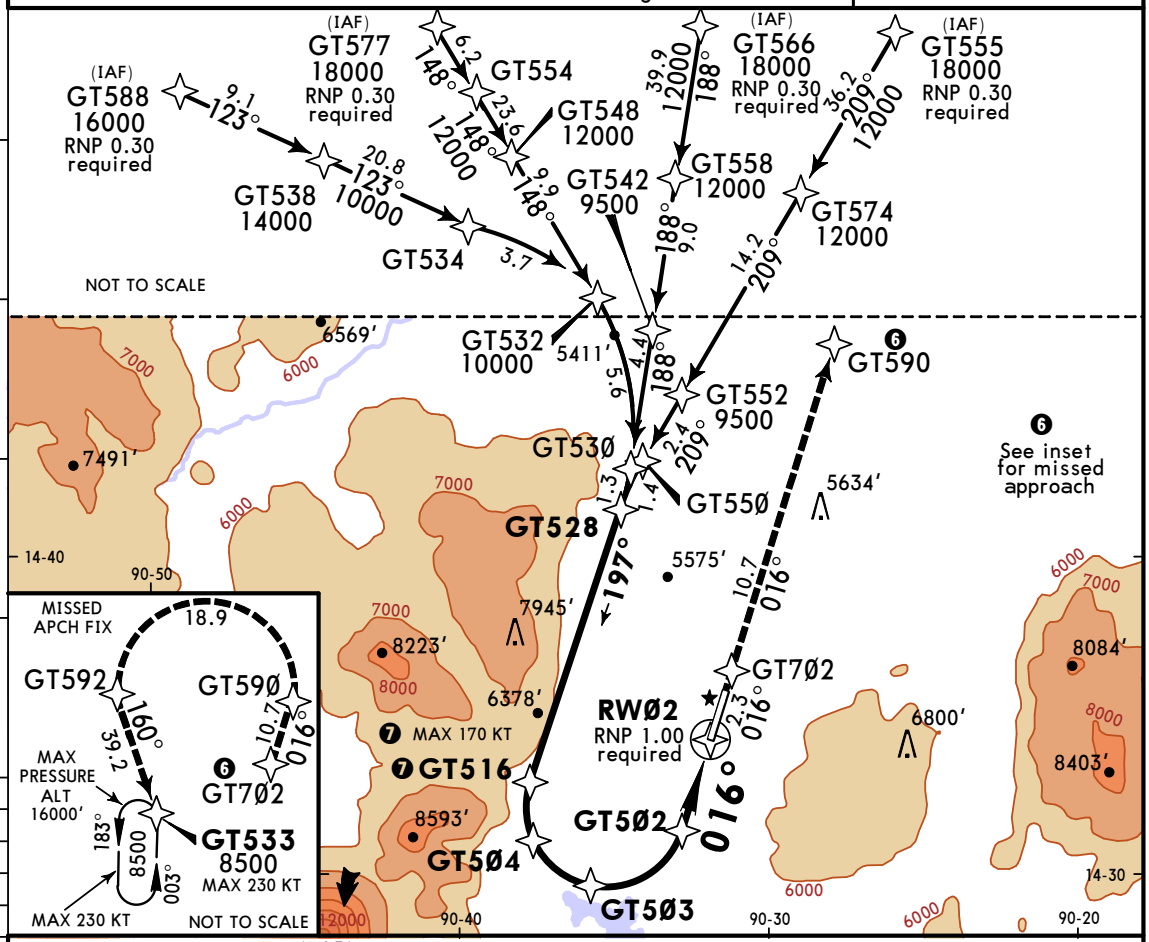
Alt Set: INCHES (hPa on req) Trans level: FL 200 Trans alt: 19,000′

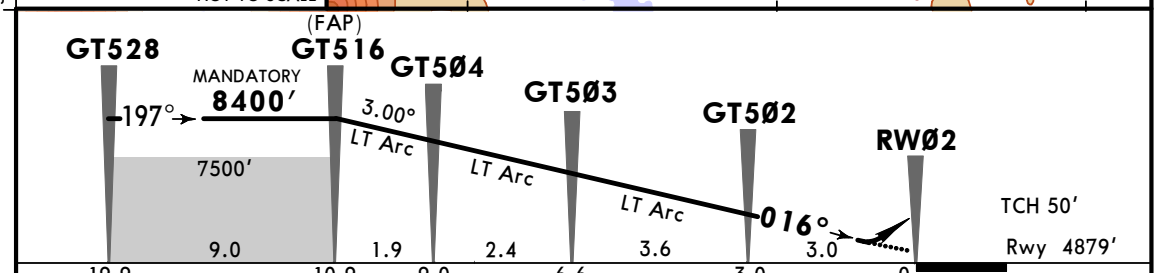
1. AUTHORIZATION REQUIRED. 2. GNSS required. 3. RADAR required.
4. For non-baro compensated aircraft: Minimum temperature: 0°C.
5. CAUTION: Do not exceed 7 DME AUR in south arc due to high terrain.

❶14,700
❷13,200
❸11,900
❹15,100
❺15,900



MSA ARP





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at DA						

SSALS
REIL
PAPI

8500′ via RNP track GT533

STRAIGHT-IN LANDING RWY 02 **CEILING REQUIRED**

	❶ RNP 0.10	❷ RNP 0.30
DA(H)	A: 5180′(301′) C: 5220′(341′) B: 5200′(321′) D: 5240′(361′)	A: 5230′(351′) C: 5270′(391′) B: 5250′(371′) D: 5290′(411′)
	ALS out	ALS out
CEILING-VISIBILITY		
A B C	400′-1600m	400′-1600m
D	500′-2400m	500′-2400m

❶ RNP 0.10 is required until GT7Ø2. ❷ Missed approach RNP 1.00.

CHANGES: Procedure title, topography.

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MGGT/GUA

LA AURORA INTL

JEPPESEN

27 NOV 20

Eff 3 Dec

(12-22)

GUATEMALA CITY, GUATEMALA
RNP X Rwy 02

BRIEFING STRIP ™

ATIS	LA AURORA Approach (R)	LA AURORA Tower	Ground
127.65	119.3	118.1	121.9

RNAV	Final Apch Crs	Mandatory Alt	DA(H)	Apt Elev 4952′
	016°	GT5Ø6 8400′ (3521′)	Refer to Minimums	Rwy 4879′

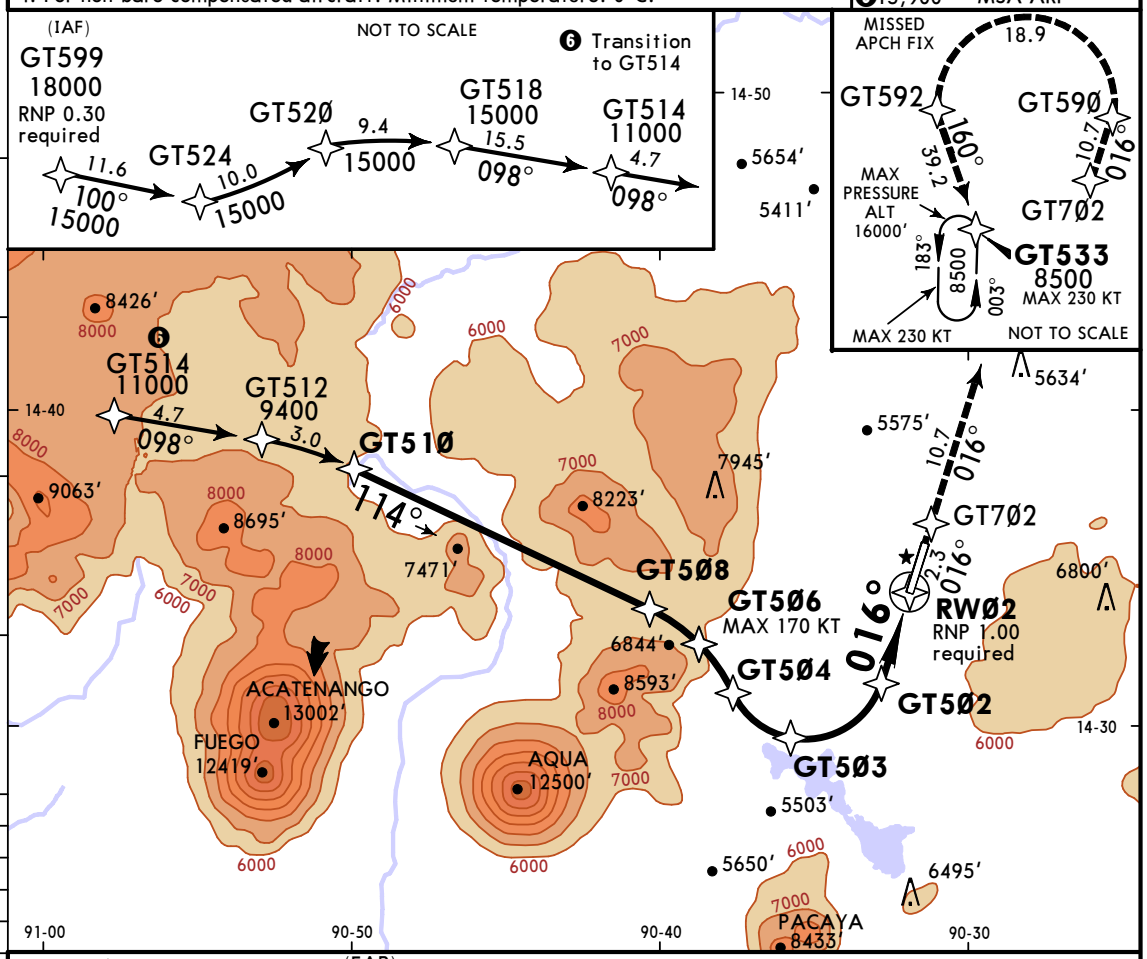
MISSED APCH: Climb to minimum 8500′ via the RNAV (RNP) missed approach track to GT533. At GT533 hold or start a new approach via GT533.

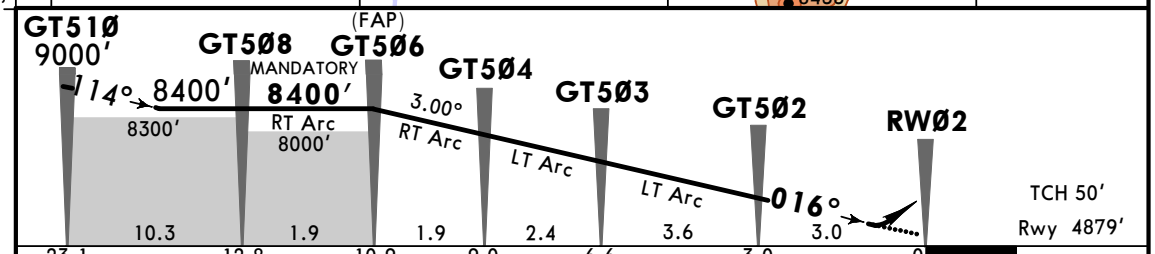
Alt Set: INCHES (hPa on req) Trans level: FL 200 Trans alt: 19,000′

1. AUTHORIZATION REQUIRED. 2. GNSS required. 3. RADAR required.
4. For non-baro compensated aircraft: Minimum temperature: 0°C.

❶14,700 ❷13,200 ❸11,900 ❹15,100 ❺15,900

MSA ARP





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at DA							

SSALS
REIL
PAPI

8500′ via RNP track GT533

STRAIGHT-IN LANDING RWY 02 **CEILING REQUIRED**

❶ RNP 0.10 DA(H)	❷ RNP 0.30 DA(H)
A: 5180′ (301′) C: 5220′ (341′)	A: 5230′ (351′) C: 5270′ (391′)
B: 5200′ (321′) D: 5240′ (361′)	B: 5250′ (371′) D: 5290′ (411′)
ALS out	ALS out

CEILING-VISIBILITY

A	400′-1600m	400′-1600m
B		
C		
D	500′-2400m	500′-2400m

❶ RNP 0.10 is required until GT7Ø2. ❷ Missed approach RNP 1.00.

CHANGES: Procedure title, topography, chart format.

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MGGT/GUA

LA AURORA INTL

JEPPESEN

27 NOV 20

Eff 3 Dec

(12-23)

GUATEMALA CITY, GUATEMALA
RNP W Rwy 02

BRIEFING STRIP ™

ATIS	LA AURORA Approach (R)	LA AURORA Tower	Ground
127.65	119.3	118.1	121.9

RNAV	Final Apch Crs	Mandatory Alt	DA(H)	Apt Elev 4952′
	016°	GT536 8000′(3121′)	Refer to Minimums	Rwy 4879′

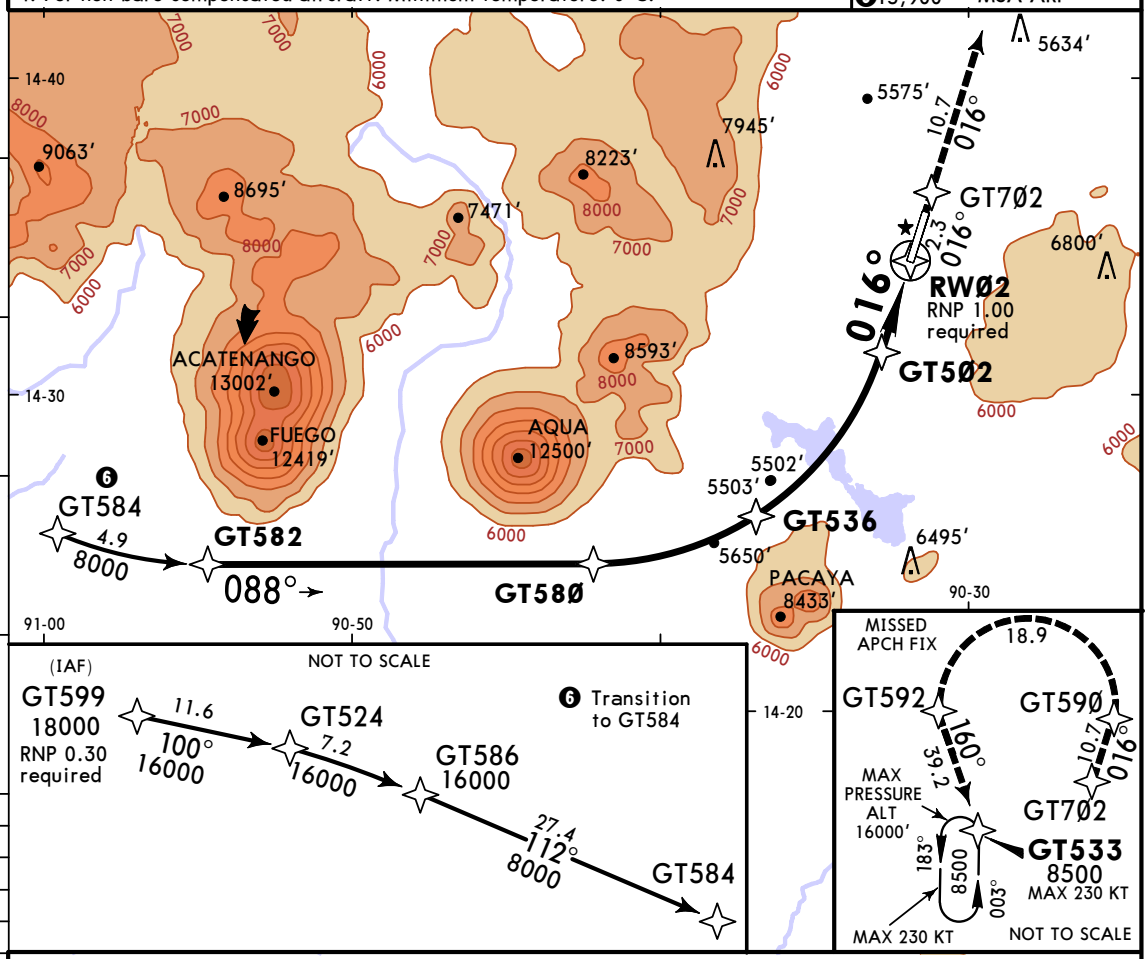
MISSED APCH: Climb to minimum 8500′ via the RNAV (RNP) missed approach track to GT533. At GT533 hold or start a new approach via GT533.

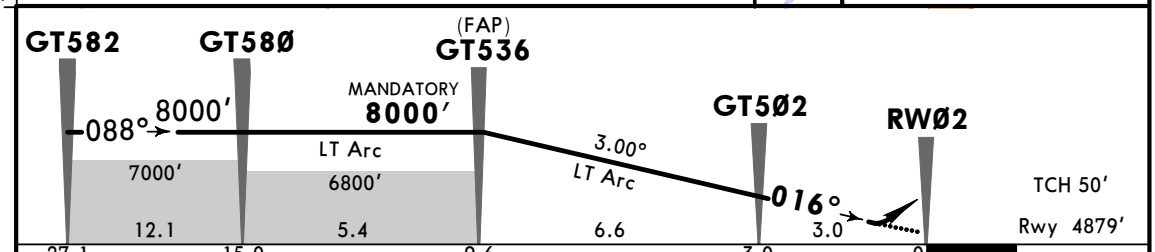
Alt Set: INCHES (hPa on req) Trans level: FL 200 Trans alt: 19,000′

1. AUTHORIZATION REQUIRED. 2. GNSS required. 3. RADAR required.
4. For non-baro compensated aircraft: Minimum temperature: 0°C.

❶14,700 ❷13,200 ❸11,900 ❹15,100 ❺15,900

MSA ARP





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at DA						

SSALS
REIL
PAPI

8500′ via RNP track GT533

STRAIGHT-IN LANDING RWY 02 **CEILING REQUIRED**

❶ RNP 0.10 DA(H)	❷ RNP 0.30 DA(H)
A: 5180′(301′) C: 5220′(341′)	A: 5230′(351′) C: 5270′(391′)
B: 5200′(321′) D: 5240′(361′)	B: 5250′(371′) D: 5290′(411′)
ALS out	ALS out

CEILING-VISIBILITY

A	400′-1600m	400′-1600m
B		
C		
D	500′-2400m	500′-2400m

❶ RNP 0.10 is required until GT702. ❷ Missed approach RNP 1.00.

CHANGES: Procedure title, topography, chart format.

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MGGT/GUA

LA AURORA INTL

JEPPESEN

9 JUL 21

Eff 15 Jul

(12-24)

GUATEMALA CITY, GUATEMALA
RNP Z Rwy 20

BRIEFING STRIP ™

ATIS	LA AURORA Approach (R)	LA AURORA Tower	Ground
127.65	119.3	118.1	121.9

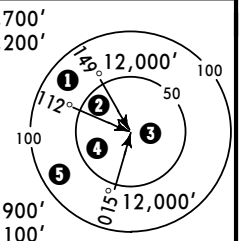
RNAV	Final Apch Crs	Mandatory Alt	DA(H)	Apt Elev 4952'
	196°	GT626 8000' (3058')	Refer to Minimums	Rwy 4942'

MISSED APCH: Climb to minimum 8500' via the RNAV (RNP) missed approach track to GT533. At GT533 hold or start a new approach via GT533.

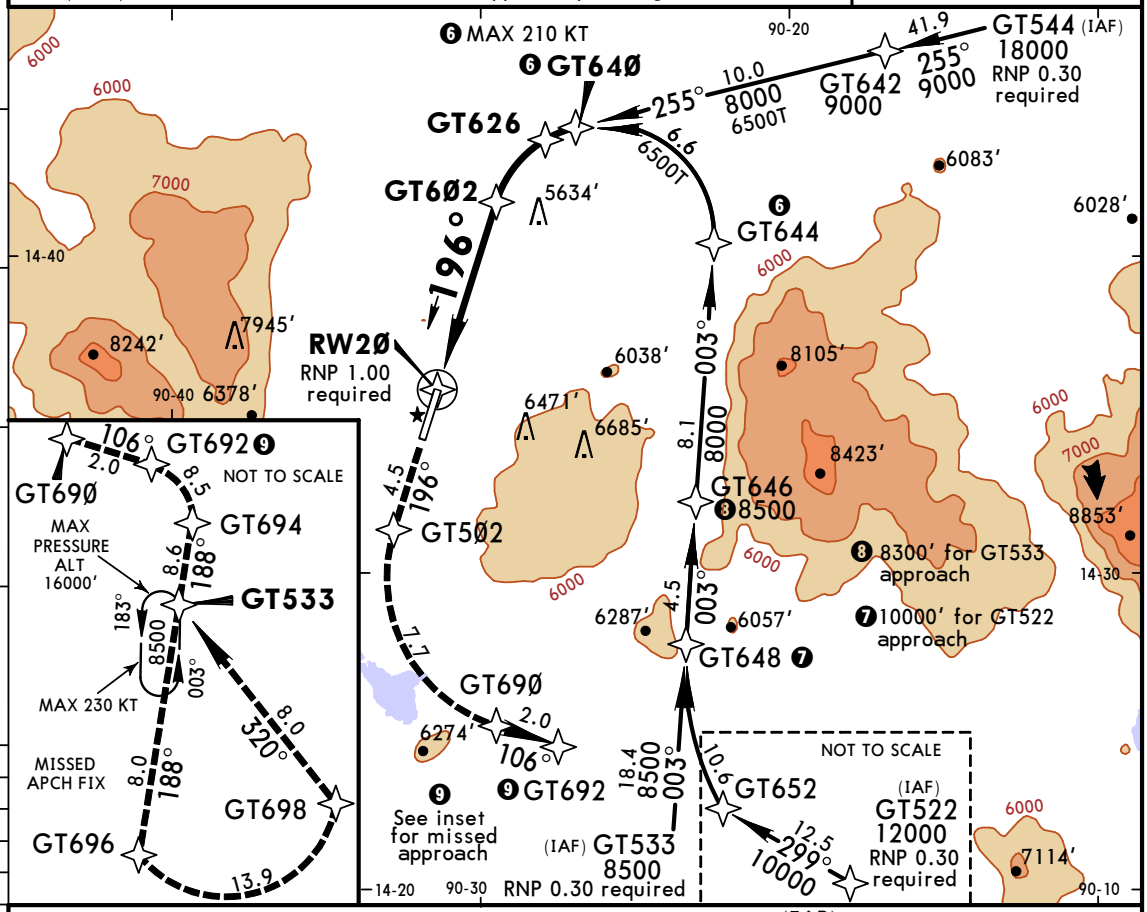
Alt Set: INCHES (hPa on req) Trans level: FL 200 Trans alt: 19,000'

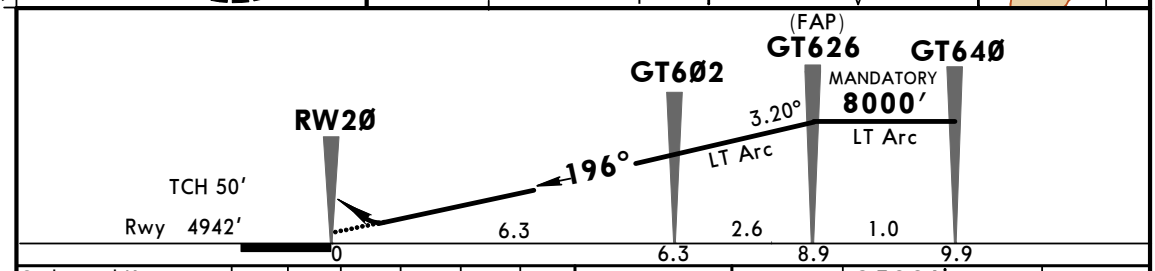
1. AUTHORIZATION REQUIRED. 2. GNSS required. 3. RADAR required.
4. CAUTION: In final, Visual Segment Surface (VSS) penetrated by obstacles up to 5031' AMSL. 5. For non-baro compensated aircraft: Minimum temperature: 0°C (32°F) 6. PAPI VGSI not coincident with approach path angle.

❶14,700'
❷13,200'
❸11,900'
❹15,100'
❺15,900'



MSA ARP





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.20°	396	510	566	679	793	906
MAP at DA						

SSALS
REIL
PAPI

8500' via RNP track

GT533

STRAIGHT-IN LANDING RWY 20 **CEILING REQUIRED**

❶ RNP 0.10 DA(H)	❷ RNP 0.30 DA(H)
A: B: C: 5240' (298') D: 5250' (308')	A: 5340' (398') C: 5360' (418') B: 5350' (408') D: 5380' (438')
ALS out	ALS out

CEILING-VISIBILITY

A	400'-1600m	400'-1600m
B		
C	400'-2000m	400'-2000m
D	400'-2400m	400'-2400m

❶ RNP 0.10 is required until GT5Ø2. ❷ Missed approach RNP 1.00.

CHANGES: Procedure title.

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MGGT/GUA

LA AURORA INTL

JEPPESEN

9 JUL 21

Eff 15 Jul

(12-25)

GUATEMALA CITY, GUATEMALA

RNAV (RNP) Y Rwy 20

BRIEFING STRIP™

ATIS	LA AURORA Approach (R)	LA AURORA Tower	Ground
127.65	119.3	118.1	121.9

RNAV	Final Apch Crs	Mandatory Alt	DA(H)	Apt Elev 4952′
	196°	GT616 8000′ (3058′)	Refer to Minimums	Rwy 4942′

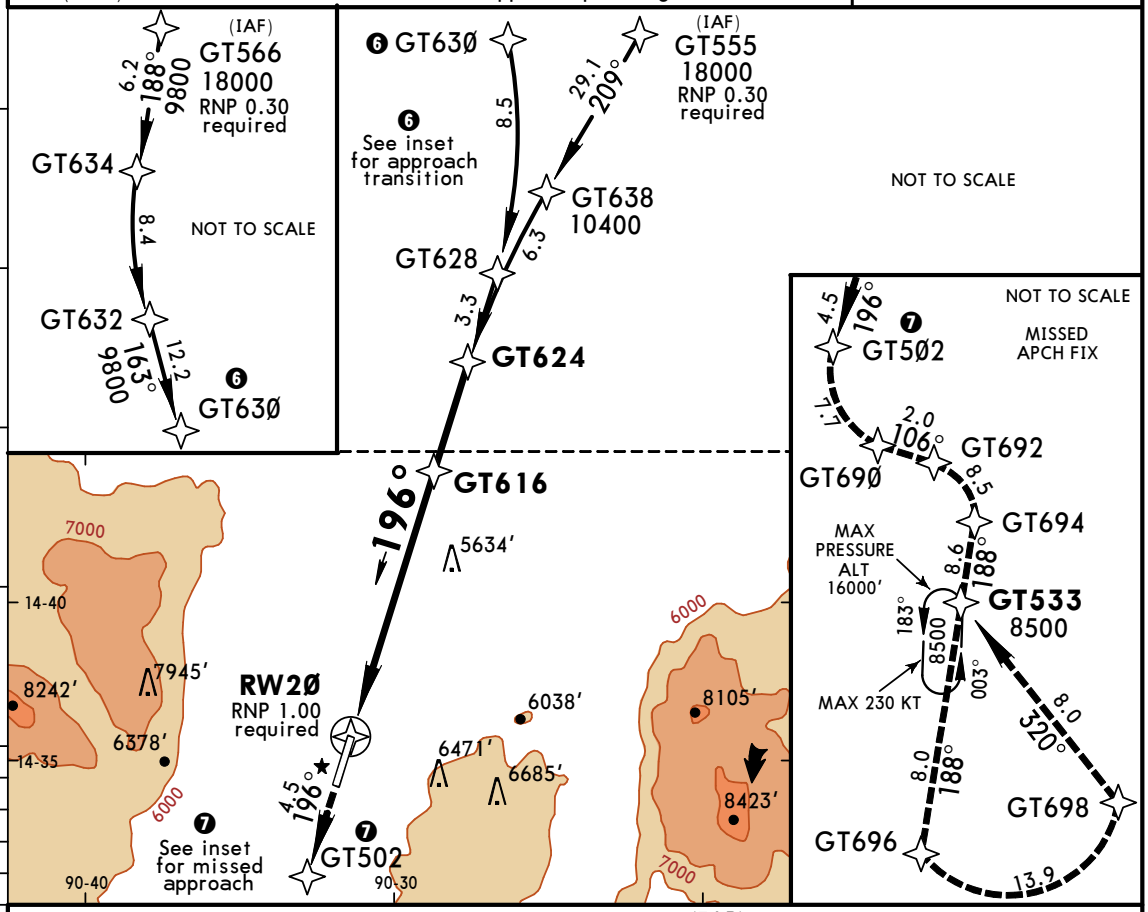
❶14,700′
❷13,200′
❸11,900′
❹15,100′
❺15,900′
MSA ARP

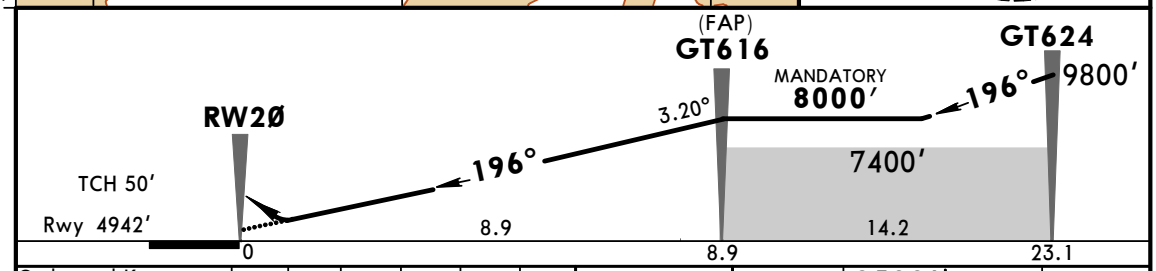
MISSED APCH: Climb to minimum 8500′ via the RNAV (RNP) missed approach track to GT533. At GT533 hold or start a new approach via GT533.

Alt Set: INCHES (hPa on req) Trans level: FL 200 Trans alt: 19,000′

1. AUTHORIZATION REQUIRED. 2. GNSS required. 3. RADAR required.

4. CAUTION: In final, Visual Segment Surface (VSS) penetrated by obstacles up to 5031′ AMSL. 5. For non-baro compensated aircraft: Minimum temperature: 0°C (32°F). 6. PAPI VGSI not coincident with approach path angle.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.20°	396	510	566	679	793	906
MAP at DA						

SSALS
REIL
PAPI

8500′ via RNP track

GT533

STRAIGHT-IN LANDING RWY 20

CEILING REQUIRED

1 RNP 0.10
DA(H)
A: B: C: **5240′** (298′) D: **5250′** (308′)

2 RNP 0.30
DA(H)
A: **5340′** (398′) C: **5360′** (418′)
B: **5350′** (408′) D: **5380′** (438′)

	ALS out	ALS out
	CEILING-VISIBILITY	
A	400′-1600m	400′-1600m
B		
C	400′-2000m	400′-2000m
D	400′-2400m	400′-2400m

1 RNP 0.10 is required until GT502 **2** Missed approach RNP 1.00.

CHANGES: None.

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MGGT/GUA

LA AURORA INTL

27 NOV 20
Eff 3 Dec

JEPPESEN

(12-26)

GUATEMALA CITY, GUATEMALA
RNP X Rwy 20

BRIEFING STRIP ™

ATIS	LA AURORA Approach (R)	LA AURORA Tower	Ground
127.65	119.3	118.1	121.9

RNAV	Final Apch Crs	Mandatory Alt	DA(H) Refer to Minimums	Apt Elev 4952'
	196°	**GT606** **8000'** (3058')		Rwy 4942'

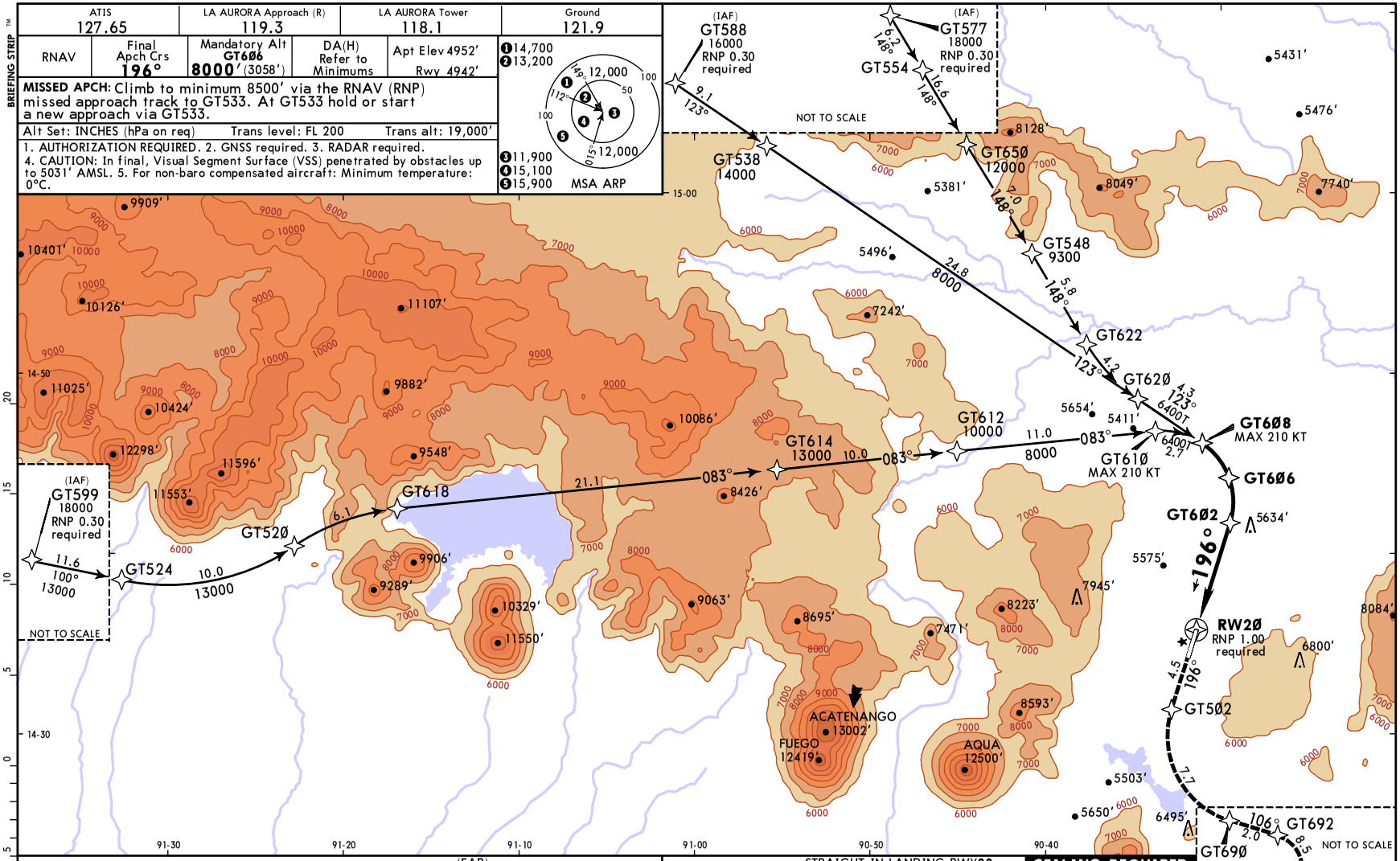
MISSED APCH: Climb to minimum 8500' via the RNAV (RNP) missed approach track to GT533. At GT533 hold or start a new approach via GT533.

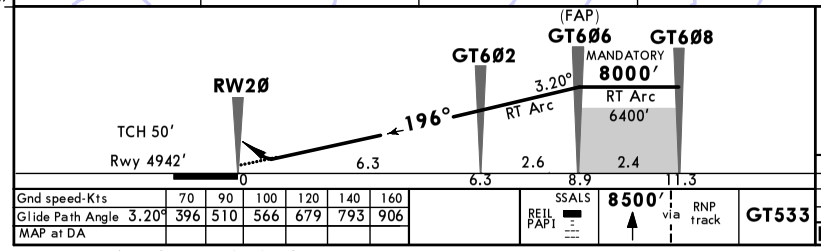
Alt Set: INCHES (hPa on req) Trans level: FL 200 Trans alt: 19,000'

1. AUTHORIZATION REQUIRED. 2. GNSS required. 3. RADAR required. 4. CAUTION: In final, Visual Segment Surface (VSS) penetrated by obstacles up to 5031' AMSL. 5. For non-baro compensated aircraft: Minimum temperature: 0°C.

❶14,700
❷13,200
❸11,900
❹15,100
❺15,900

MSA ARP





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.20°	396	510	566	679	793	906
MAP at DA						

SSALS
REIL
PAPI

8500' via RNP track

GT533

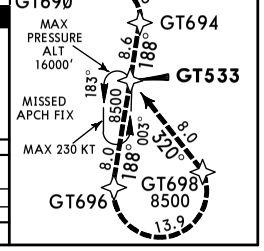
STRAIGHT-IN LANDING RWY20 **CEILING REQUIRED**

	❶ RNP 0.10 DA(H)	❷ RNP 0.30 DA(H)
A: B: C:	**5240'** (298')	**5340'** (398')
D:	**5250'** (308')	**5360'** (418')
B:		**5350'** (408')
D:		**5380'** (438')

CEILING-VISIBILITY

	ALS out	ALS out
A	400'-1600m	400'-1600m
B		
C	400'-2000m	400'-2000m
D	400'-2400m	400'-2400m

❶ RNP 0.10 is required until GT502. ❷ Missed approach RNP 1.00.



CHANGES: Procedure title, topography, chart format.

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MGGT/GUA
LA AURORA INTL

JEPPESEN 9 JUL 21 (13-1)

GUATEMALA CITY, GUATEMALA
VOR Z Rwy 02

BRIEFING STRIP ™

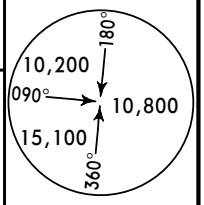
ATIS	LA AURORA Approach (R)	LA AURORA Tower	Ground
127.65	119.3	118.1	121.9

VOR AUR	Final Apch Crs	ULDES	MDA(H)	Apt Elev 4952′
114.9	010°	6300′(1421′)	5340′(461′)	TDZE 4879′

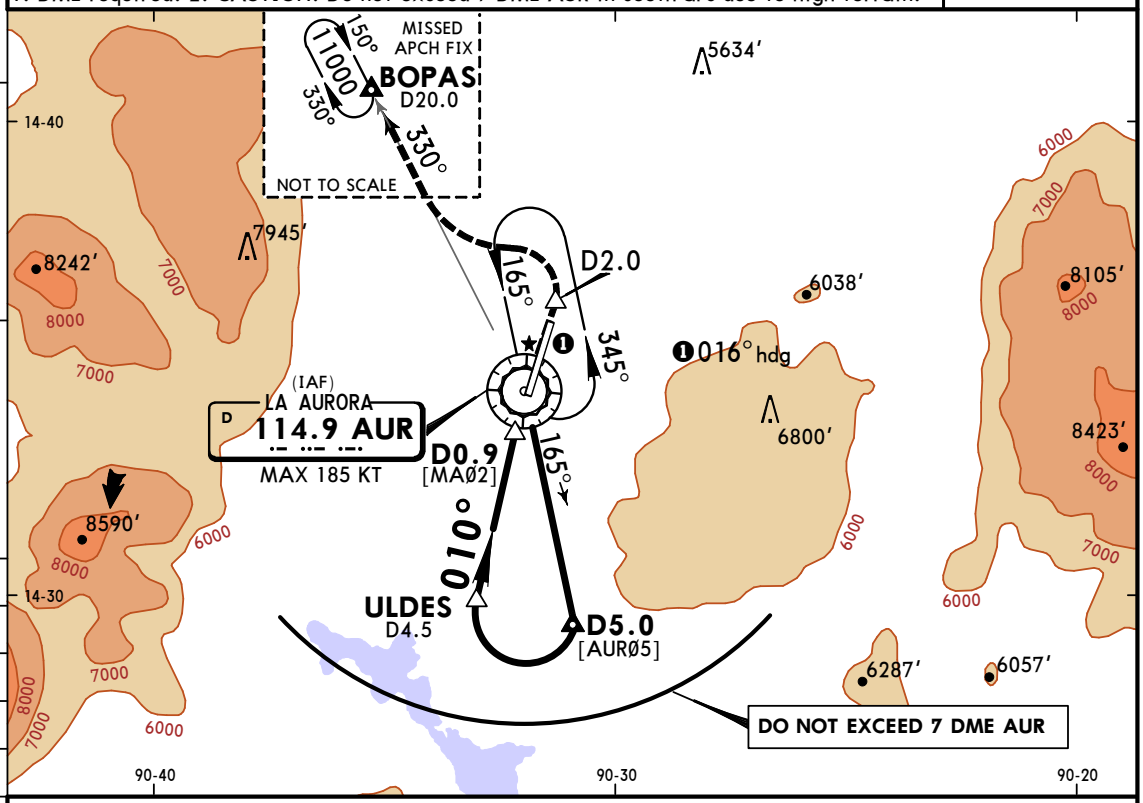
MISSED APCH: Climb on heading 016° to D2.0 AUR VOR, then turn LEFT climbing to 11000′, intercept outbound AUR VOR R-330 to BOPAS D20.0 AUR VOR and hold. Follow ATC instructions.

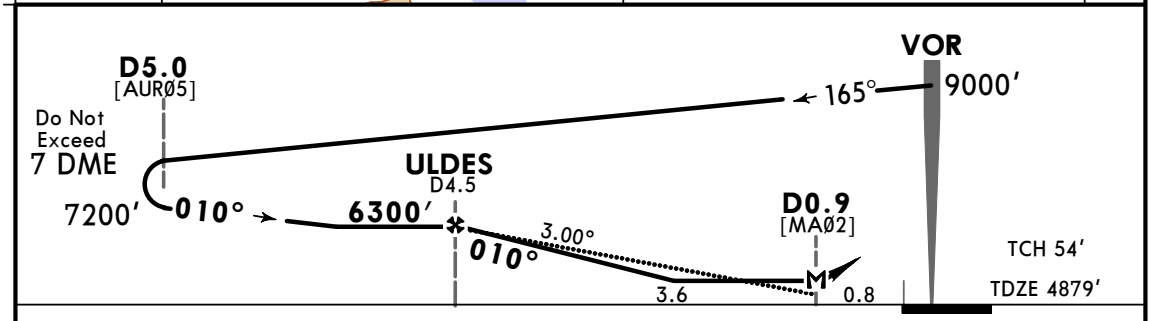
Alt Set: INCHES (hPa on req) Trans level: FL 200 Trans alt: 19,000′

1. DME required. 2. CAUTION: Do not exceed 7 DME AUR in south arc due to high terrain.



MSA AUR VOR





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.9 or ULDES to MAP	3.6	3:05	2:24	2:10	1:48	1:33	1:21

SSALS REIL PAPI | 016° hdg | D2.0 AUR VOR | 11000′ LT | AUR 114.9 R-330

STRAIGHT-IN LANDING RWY 02 **CEILING REQUIRED**

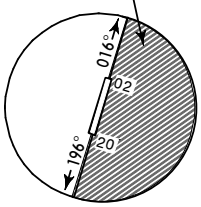
MDA(H) 5340′(461′) ALS out

	CEILING-VISIBILITY
A	500′- 1600m
B	500′- 1600m
C	500′- 2400m
D	500′- 2400m

CIRCLE-TO-LAND Not Authorized East of Rwy

Max Kts	MDA(H)	CEIL-VIS
90	5460′(508′)	600′- 1600m
120	5460′(508′)	600′- 2400m
165	5680′(728′)	800′- 3600m

No Circling



CHANGES: Chart format.

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MGGT/GUA
LA AURORA INTL

JEPPESEN 9 JUL 21 (13-2)

GUATEMALA CITY, GUATEMALA
VOR Y Rwy 02

BRIEFING STRIP ™

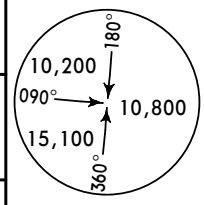
ATIS	LA AURORA Approach (R)	LA AURORA Tower	Ground
127.65	119.3	118.1	121.9

VOR AUR	Final Apch Crs	ULDES	MDA(H)	Apt Elev 4952′
114.9	010°	6300′(1421′)	5340′(461′)	TDZE 4879′

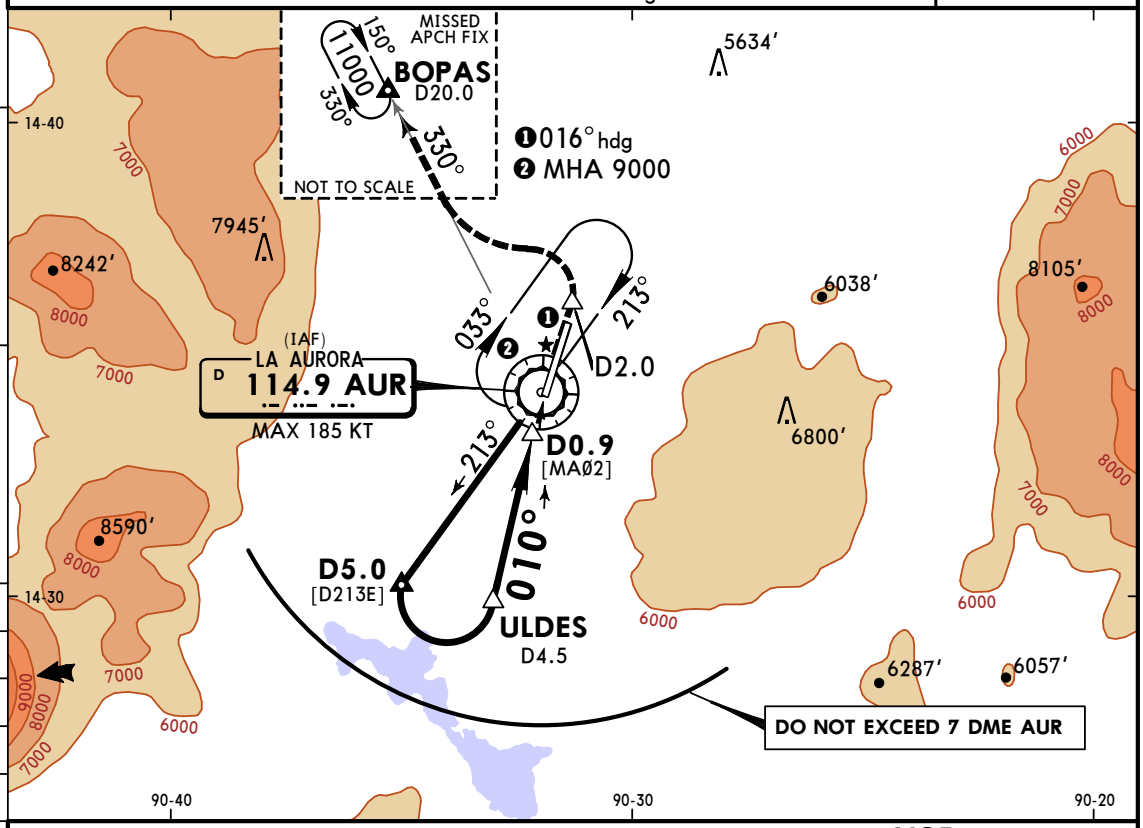
MISSED APCH: Climb on heading 016° to D2.0 AUR VOR, then turn LEFT climbing to 11000′, intercept outbound AUR VOR R-330 to BOPAS D20.0 AUR VOR and hold. Follow ATC instructions.

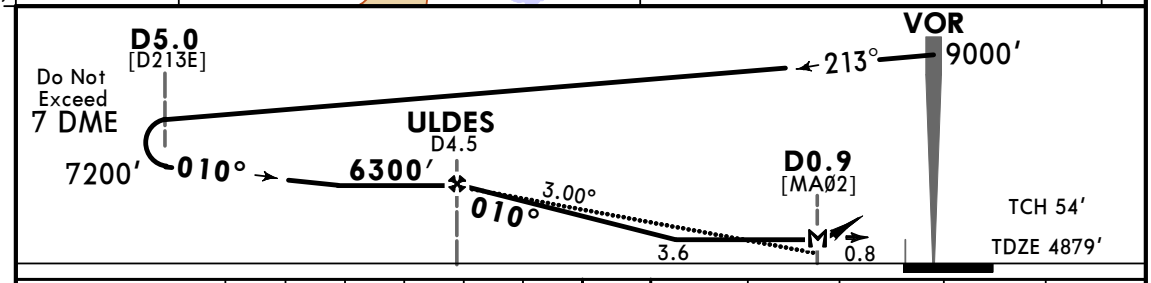
Alt Set: INCHES (hPa on req) Trans level: FL 200 Trans alt: 19,000′

1. DME required. 2. Available: From 00:00 to 11:59 UTC and/or in IMC conditions.
3. CAUTION: Do not exceed 7 DME AUR in south arc due to high terrain.



MSA AUR VOR





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.9 or ULDES to MAP	3.6	3:05	2:24	2:10	1:48	1:33	1:21

SSALS REIL PAPI | 016° hdg | D2.0 AUR VOR | 11000′ LT | AUR 114.9 R-330

STRAIGHT-IN LANDING RWY02 **CEILING REQUIRED** CIRCLE-TO-LAND

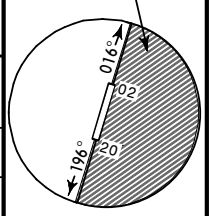
MDA(H) 5340′(461′)

	CEILING-VISIBILITY (ALS out)
A	500′- 1600m
B	500′- 1600m
C	500′- 2400m
D	500′- 2400m

Not Authorized East of Rwy

Max Kts	MDA(H)	CEIL-VIS
90	5460′(508′)	600′- 1600m
120	5460′(508′)	600′- 1600m
140	5460′(508′)	600′- 2400m
165	5680′(728′)	800′- 3600m

No Circling



CHANGES: Profile, chart format.

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MGGT/GUA
LA AURORA INTL

JEPPESEN 28 JUN 19 (13-3)

GUATEMALA CITY, GUATEMALA
VOR Z Rwy 20

ATIS	LA AURORA Approach (R)	LA AURORA Tower	Ground
127.65	119.3	118.1	121.9

BRIEFING STRIP™

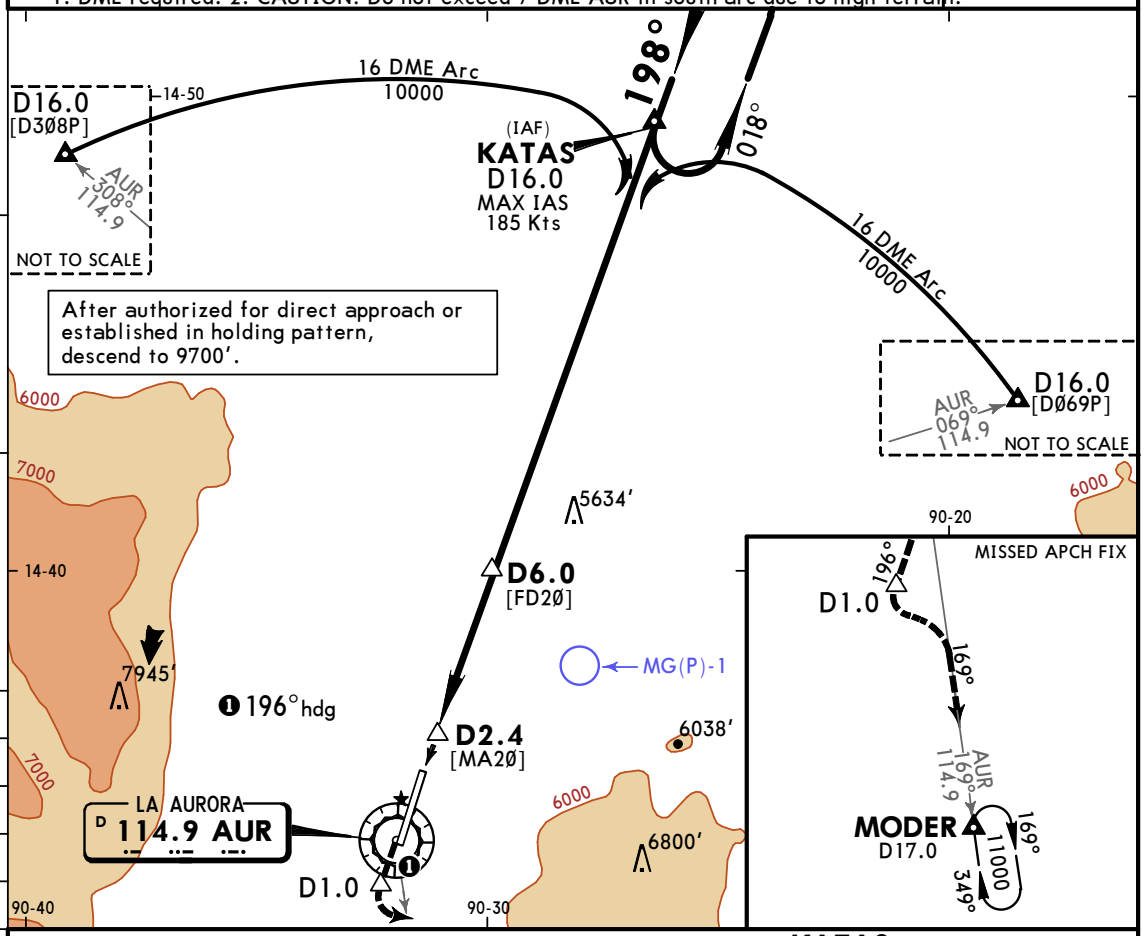
VOR AUR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 4952′
114.9	198°	D6.0 6500′ (1548′)	5400′ (448′)	TDZE 4952′

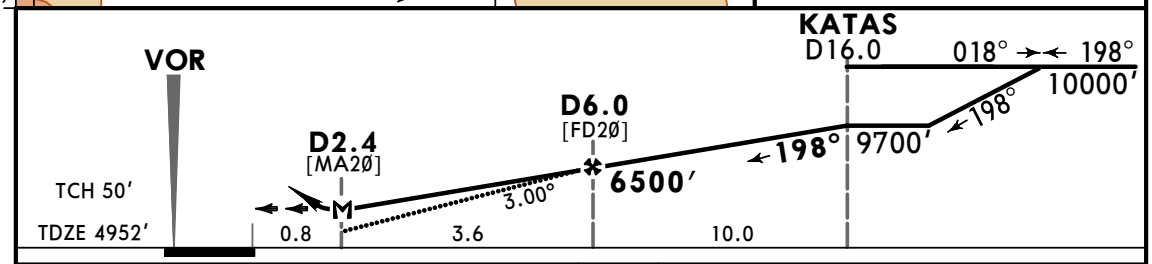
MISSED APCH: Climb on heading 196° to D1.0 SOUTH of AUR VOR, turn LEFT and intercept outbound AUR VOR R-169 to MODER D17.0 AUR VOR and hold at 11000′. Follow ATC instructions.

Alt Set: INCHES (hPa on req) Trans level: FL 200 Trans alt: 19,000′

1. DME required. 2. CAUTION: Do not exceed 7 DME AUR in south arc due to high terrain.

MSA AUR VOR: 180° 10,200; 090° 10,800; 360° 15,100





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D2.4 or FAF to MAP	3.6	3:05	2:24	2:10	1:48	1:33	1:21

SSALS REIL PAPI | 196° hdg | D1.0 SOUTH AUR VOR | 11000′ LT | AUR 114.9 R-169

STRAIGHT-IN LANDING RWY 20 **CEILING REQUIRED**

MDA(H) 5400′ (448′)

	CEILING-VISIBILITY (ALS out)
A	500′- 1600m
B	500′- 2000m
C	500′- 2000m
D	500′- 2400m

CIRCLE-TO-LAND
Not Authorized East of Rwy

Max Kts	MDA(H)	CEIL-VIS
90	5520′ (568′)	600′- 1600m
120	5620′ (668′)	700′- 1600m
140	5620′ (668′)	700′- 2800m
165	5860′ (908′)	1000′- 4800m

No Circling: 016°–102°, 196°–320°

CHANGES: Notes, circling restriction diagram added.

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MGGT/GUA
LA AURORA INTL

JEPPESEN 28 JUN 19 (13-4)

GUATEMALA CITY, GUATEMALA
VOR Y Rwy 20

BRIEFING STRIP ™

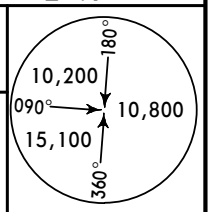
ATIS	LA AURORA Approach (R)	LA AURORA Tower	Ground
127.65	119.3	118.1	121.9

VOR AUR	Final Apch Crs	Minimum Alt D6.0	MDA(H)	Apt Elev 4952'
114.9	198°	6500' (1548')	5400' (448')	TDZE 4952'

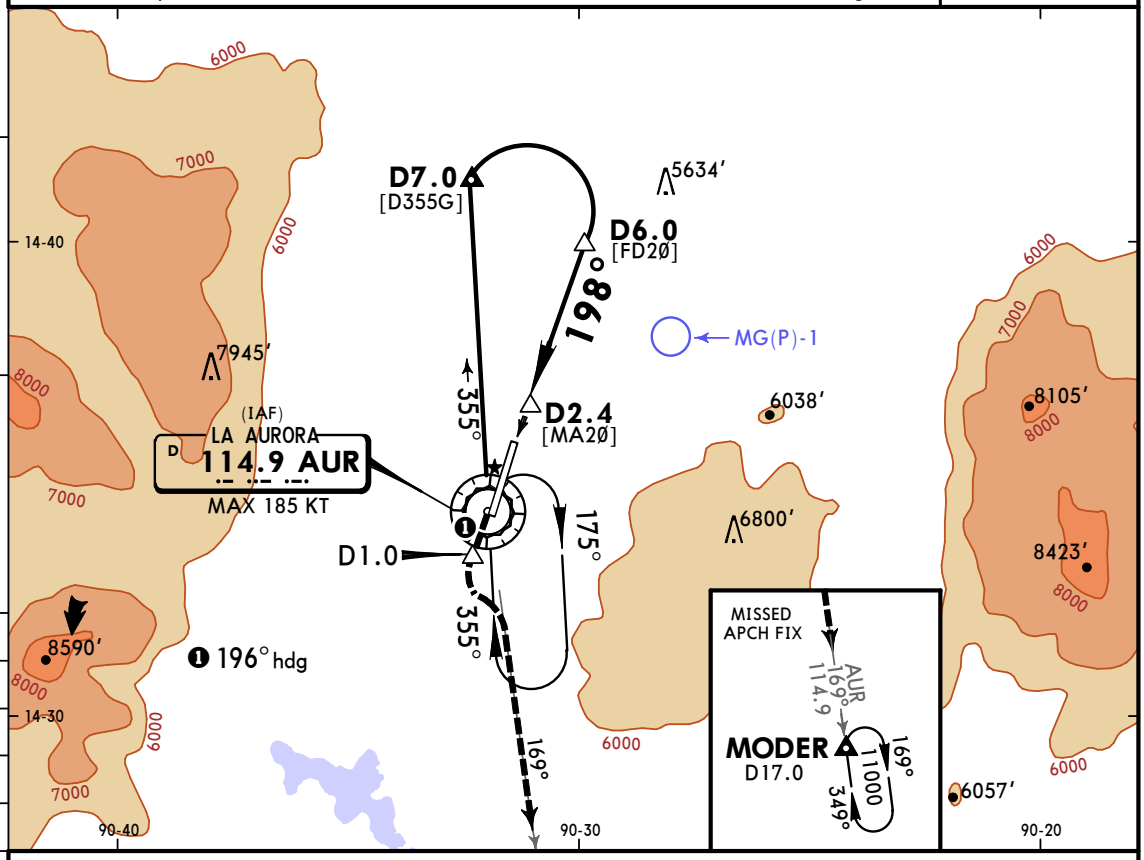
MISSED APCH: Climb on heading 196° to D1.0 SOUTH of AUR VOR, turn LEFT and intercept outbound AUR VOR R-169 to MODER D17.0 AUR VOR and hold at 11000'. Follow ATC instructions.

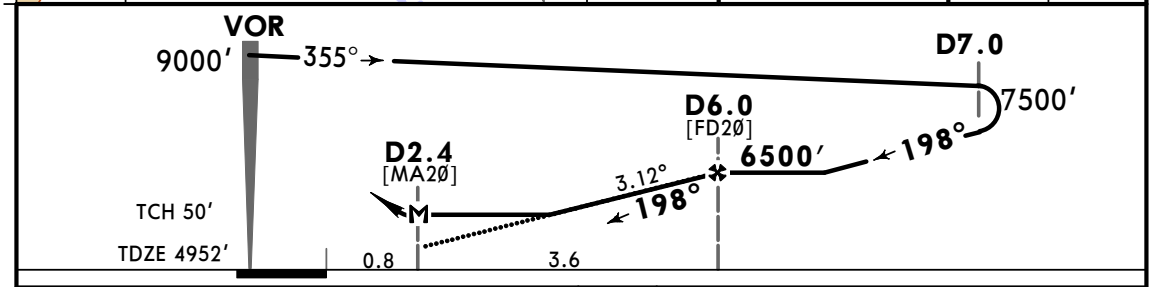
Alt Set: INCHES (hPa on req) Trans level: FL 200 Trans alt: 19,000'

1. DME required. 2. CAUTION: Do not exceed 7 DME AUR in south arc due to high terrain.



MSA AUR VOR





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.12°	386	497	552	662	773	883
MAP at D2.4 or FAF to MAP	3.6	3:05	2:24	2:10	1:48	1:33	1:21

SSALS
REIL
PAPI

196° hdg

D1.0 SOUTH AUR VOR

11000' LT

AUR 114.9 R-169

STRAIGHT-IN LANDING RWY20 **CEILING REQUIRED** CIRCLE-TO-LAND

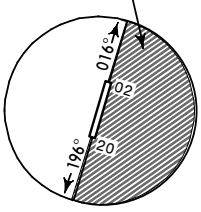
MDA(H) 5400' (448')

ALS out

	CEILING-VISIBILITY	Max Kts	MDA(H)	CEIL-VIS
A	500'- 1600m	90	5460'(508')	1000'- 2000m
B		120		
C	500'- 2000m	140	5860'(908')	1000'- 4400m
D	500'- 2400m	165	5860'(908')	1000'- 4800m

Not Authorized East of Rwy

No Circling



CHANGES: Notes, circling restriction diagram added.

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