

Table of Contents:

P1. This page

P2. [Departing MIA guide](#)

P3. [MIA to GUA](#)

P9. [Arriving GUA guide](#)

P10. [Departing GUA guide](#)

P11. [GUA to SAP](#)

P15. [SAP RNAV Visual Chart](#)

P16. [Arriving SAP guide](#)

P17. [Departing SAP guide](#)

P18. [SAP to MIA](#)

P20. [SPA to MEM](#)

P21. [Arriving MEM guide](#)

P22. [Arriving MIA guide](#)

Departing MIA guide

-Departing-

Depending on the hotel assignment in MIA, the MIA Ramp may not be able to give an alert call on the hotel room phone. MIA Ramp may call your mobile phone for the alert call. You may not be able to rely on them for a timely alert, just check flightaware.com to make sure the jet has arrived in MIA.

No need to get QR code for Guatemala entry or exit. Guatemala customs does not want it for the flight crew.

Make sure you have your passport and GenDecs before you depart KMIA.

Pick up the GenDecs (KMIA-MGGT) in the Ramp Office before proceeding to the jet and verify the information (Names, Dates, and Passport Numbers) are correct.

Pro tip: MGGT gets heavy rain each day during rainy season (especially September and October) between 1400-1600 local. Make sure Miami ramp puts lots of gray colored water absorbent pads on the jet before you depart for MGGT. MGGT ramp doesn't have these items.

KMIA ramp agent must badge you out of the building to the jet.

The parking gate on the Miami ramp is always changing. Sometimes close to ops, other times, at the end of the ramp.

MIA (KMIA) to GUA (MGGT)

ARTCC handoffs the entire route (no need to call ahead to Havana Control). Radar contact from takeoff to landing

-Routing KMIA-MGGT:

MAYNR2.FUNDI UM335 ALVEK UZ637 PABEL UZ497 BZE UB518 AMINU
IMATA UG765 TIKIS GT555

-Routing KMIA-MGGT: (Alternate route due to possible weather)

MAYNR2 FUNDI UM335 JABIR UR628 UVA/N0465F380 UR628 UHA UR522 MUPKI
UB879 WALKY UB764 CZM UG765 CTM/N0465F380 UG765 IMATA/N0465F200 UG765
TIKIS

MGGT is a special qualification airport (SPL-QLFY-ARPT) - (reference FOM 3.29).

The busiest time for tourism in Guatemala is during the dry season, which generally runs from November to April, with the peak period around the holidays (late December) and the weeks leading up to Easter. Consider extra fuel for holding at the AUR VOR for traffic.

-Departure-

When departing KMIA you'll push back onto active taxiway Kilo. Don't forget to call GND for pushback permission. You can plan on either RWY 8L-26R (8600'x150') for departure. The scheduled departure time is 1400Z (1000L). Expect delay for departure at KMIA (it's rush hour for ATC) and you don't have "American" painted on the side of your jet and Miami ATC will fit you in AFTER their "hometown" jets have departed.

KMIA lands 26R and is departing multiple American flights off 26L, so it's busy and both runways are maximally utilized.

Recommend you engage autopilot at 1,000' AFE when departing RWY26R due to a turn to heading of 258 very quickly after departure to waypoint KSENO. If you delay autopilot engagement you can easily miss this turn.

-EnRoute-

It is a normal handoff from Miami Center to Havana Control (124.55) at waypoint FUNDI (FIR boundary). During the rainy season (May-October) there are large areas of convective activity. Due to radio saturation because of air traffic volume while dealing with Miami Center get your deviation request in early. Havana control can/will approve deviation requests easily. Havana controllers speak very good English but have a heavy Cuban accent. Havana may clear you direct to PABEL or EMOSA depending on the routing (Cuba FIR boundaries). Havana may switch you to (135.1).

Somewhere between FUNDI and EMOSA you will be directed to climb to an even altitude. No need to ask.

If you're on the Cube overfly route you may be given UVA direct to NIKAN (western FIR Boundary)

At PABEL you will switch over to CenAmer Control. (124.3) CenAmer is CPDLC capable. Use MHCC to logon. CenAmer Control speaks very good English. Then you will be switched to CenAmer Control (123.9) approaching Belize.

At EMOSA you will switch over to Merida Control (128.2) later (125.8). You may be cleared direct to TIKIS. Then you will be switched to CenAmer Control (123.9) approaching Belize.

You will probably have to request a decent from CenAmer Control. Initial descent is usually FL200

Pay close attention to the Air traffic Control and Air Traffic Control Procedures NOTAMS for frequency changes (i.e. 119.3 CHG TO FREQ 126.9). Neighboring agencies may not have the latest information.

CenAmer will hand you off to La Aurora Approach (126.9). La Aurora controllers speak good English. MGGT may have D-ATIS available. The Transition Level at MGGT is FL200 so be aware to switch from 29.92 QNE to local altimeter passing 20,000. D-ATIS sometimes works. D-ATIS lists local altimeter in both inches of Mercury and Hectopascals. The weather on the ATIS may not be what the actual weather is currently. Weather is not updated frequently or as accurately as in America.

There are active volcanos erupting near the MGGT airport. Ash plums will be visible arriving in the Guatemala City area. High IFR charts will depict them via SIGMETS. Ash plums will be noticeably much darker than standard clouds.

No ACARS IN RANGE message response

Be prepared to hold at AUR VOR for traffic, especially during the busy tourist season November-April.

Use the Jepp 10-1R, RADAR MINIMUM ALTITUDES chart, for verifying your altitude is appropriate for the off-route navigation clearance from ATC.

-Approach-

Runway 02 is the preferred landing runway. If there is construction on the parallel taxiway. The runway is 198' wide so if you must do a 180 degree turn it's no problem.

If you land runway 20 be aware there could be unusual taxi instructions due to construction or traffic.

For planning, Guatemala City gets heavy rain during rainy season (May-October) each day between 1400-1600L (2000-2200Z) daily. If you land when RWY is wet recommend auto brakes 4 or max brakes and plan on using max reverse thrust as the runway is not grooved. Don't forget to select this in the NGAPS software as the default setting is Idle Reverse.

Approaches have Visibility AND Ceiling requirements.

RNP approaches are available in JeppPro!

There are no vectors to final, full approaches are expected with procedure turn if using the ILS approach (RWY 02).

RWY 02-

RWY 02 has a pronounced “dip down” at the end of the touchdown zone, so if you’re high or fast you can easily float out of the TDZ. Plan to carry power into the landing as your density altitude can be over 7,000’.

Expect the RNP Y 02.

Otherwise, the ILS (Z) 02. When loading the approach don’t forget to select/load the AUR transition.

Recommend flaps 20 and speed 180 when crossing AUR outbound. Then extending landing gear and be fully configured no later than D166E (AUR 5.0 DME) on the ILS (Z) 02. There are steep mountains on the approach end of runway and the terrain drops off sharply. Recommend you use the LARB (Landing Altitude Reference Bar- top of the “white stick”) to judge being stable by 1,000’ AFE. The radar altimeter will give you wrong information due to the steep drop-off at the approach end of the airport. The airport/runway is built on the top of a plateau. Recommend you load AUR in the fix page with a 7 DME ring around AUR due to the note on approach plate that states “DO NOT EXCEED 7 DME AUR” when on the arc.

When the airplane begins the turn onto the arc on the ILS (Z) 02 approach select heading mode on the MCP and have the PM put a 017 degree tail off CF02 waypoint. The reason for this technique is because the autopilot won’t fly the arc properly and will turn you inside the FAF (VILAN). Use heading mode to turn the jet to “mimic” an arc. Give yourself a 30 max intercept heading and arm LOC ONLY. There is a note on approach plate that states “Runway 02 ILS glideslope is unusable outside of 5 degrees right/7 degrees left of LOC course.” Once LOC is centered up on CDI then select APP on the MCP. Be aware of false glideslope capture by the autopilot and ready for manual intervention.

RWY 20-

Possible holding at KATAS for traffic in landing sequence.

Expect the RNP Y 20 approach

Otherwise, cleared direct to KATAS for the VOR Z 20

Verify that the approach is for straight in and not the procedure turn first, then inbound.

The approach is setup oddly in the FMS. Heads up- the autopilot will start to turn the wrong way flying over KATAS. It is a fly over waypoint causing the tracking of the radial inbound to the airport to become offset.

Suggested unorthodox method- When you are almost to KATAS go to heading mode and then direct to FF20 with a tail off the inbound course of 198. This should keep the autopilot headed to the airport without making any uncommand turns.

The fix KATAS is 14.4 miles from the runway, but it is a constant decent to landing.
Recommended flaps 20 and 180kts crossing KATAS in bound.

The approach path is coded at 3.0 degrees the PAPI is set to 3.5 degrees

Large buzzards on final approach course.

-Ground-

No company frequency for GUA OPS.

WEST taxiway is much closer than normal to the runway.

Parking is normally at Gate 21 at MGGT. The Parking area is immediately north of the passenger terminal building. It is located on the pax terminal building ramp. You will enter the ramp via taxiway U. GRD control may try to send you to the cargo ramp off taxiway R. Be sure to clarify if needed with GRD control when you exit the runway.

Turn on the APU. The ground crew will marshal you straight ahead (facing West) just past abeam gate 21 and you will shut down for a "tow-in". The ground crew will connect the tug and push you backwards into parking spot 21. The jet is going to "back into" spot 21. Once parked in spot 21 the ground crew will connect a ground power cart, and you can select ground power and switch off the APU.

Occasionally, you may park at the airline terminal. There will be marshals to guide. Airstairs will be used to deplane.

The mechanic will meet you at the plane and will take care of shutting off the electric hydraulic pumps after they unload the airplane.

Remember, ground crew in Central and South America may relate differently with pilots than our domestic ground handlers do. When ground crew connects their headset to the jet the CA may have to initiate communications.

Arriving GUA guide

-Customs-

Hand one GenDec to the company agent that comes onboard.

You should receive your Crew Disposition (crew dispo not currently available on the iPad). Keep this with you when you leave the hotel.

Head down the stairs carefully.

You will place your luggage and yourself in the minibus and be driven to the private FBO (LAATS) where you will be escorted through baggage screening. Your bags will be X-Rayed and metal detector to walk through.

No need to take bottled water to the hotel for the layover, there will be at least one bottle in your hotel room. The 5th floor gym has plenty of free bottled water you can grab while you are there. There is a Super24 (quick mart) directly across the street from the hotel for cheap snacks and sodas.

Customs does not need the Guatemala online entry form. They may not even ask for your passport.

Be sure to get a stamped GenDec for each crew member. Don't lose this GenDec in case you have to commercial back to USA for any reason. There might be prestamped copies handed to you or GUA customs just stamped the ones you brought.

The ground handler will escort you to the private FBO to wait for your ground transportation. It is at least a 15-minute drive to the hotel (traffic dependent).

Transportation from the hotel to the airport show times leaving GUA have been known to change due to heavy traffic during local holidays and events. Anticipate changes and stay informed by inquiring with the FedEx handler or FBO handler. The local handler from the FBO typically speaks English well. It is beneficial to discuss whether there are any local holidays or events that may affect your transportation from the hotel back to the airport.

If your ground transportation to the hotel is not there and you are offered a beverage at the FBO, sit back and relax without your tie and epaulets on and enjoy the complimentary drink while you wait patiently.

Departing GUA guide

Alert call is normally 1 hour prior to van departure from hotel. Please be in the room to answer the call. Otherwise, Crew Control will call your mobile phone.

Transportation show times have been known to change due to heavy traffic during local holidays. Anticipate changes by staying informed of current holidays and events.

Hotel is not direct bill. Be sure to get a receipt.

The driver is often in a different type of vehicle for pickup, he will usually recognize crew.

Transportation may drop you off at the FBO or may not be allowed to enter the area and you will have to walk a short distance to the FBO.

Enter the FBO (LAATS) and greet the handlers. They have the GenDecs for MGGT-MHLM. You will get the GenDecs for MHLM-KMIA in Honduras. Review the GenDecs for accuracy of the information. Coordinate the time to be guided through security/customs. Call your dispatcher for permission to leave early if the traffic was light on the way to the airport, and you arrive at the FBO earlier than expected. Just use the +1 (country code) then area code and number to reach GOC.

Ensure your iPad settings show cellular data “roaming on” so you can access VIPS and VECTOR from the FBO without having to log into a WiFi network. No, you cannot use your iPad as a mobile phone, it is a data only SIM card (device limitation).

Only 5 minutes to go out through the security/customs checkpoint and 5 minutes to ride in the minibus out to the plane.

Going through security/customs your bags will be x-rayed and you will go through a metal detector.

Load your own luggage in the minibus, and be driven to the airplane.

GUA (MGGT) to SAP (MHLM)

ARTCC handoffs entire route. Radar contact from takeoff to landing

The airplane may be powered down and ground power may not be turned on. Plan for the preflight to start from a dark flightdeck.

Do not use any weather radar apps to determine possible weather conditions and storm avoidance in MGGT. They are completely unreliable and inaccurate. Obviously, there is no NEXRAD weather radar in Central America.

If APU inop- air start cart is available and in working condition.

-Routing MGGT-MHLM:

OTRUS.UR644.NAKAN.NAKA1A

MHLM is a not a special qualification airport (SPL-QLFY-ARPT)

-Departure-

No RNP departures available in JeppPro.

Ensure proper selection of the runway conditions for the NGAPS software (especially during rainy season). The runway is not grooved.

Runway for departure 02 may involve a back taxi for full length if there is construction. The RWY is 198 ft wide to increase your opportunity to do a 180 with plenty of room.

Special Engine Failure Procedure for both RWY 02 and RWY 20

There are active volcanos erupting near the MGGT airport. Ash plums may be visible from Guatemala City. High IFR chart on iPad will depict them via SIGMETS. (location and altitude)

If the ATIS is not working, use alternate sources for weather (refer to FOM 3.31)

If you elected to do a NADP-1 departure, don't forget to enter 3,000 in PG 2/2 of the takeoff page in the FMC. Recommend reviewing NADP-1 procedures.

Certain sequences of updating departure runways may require a change from a reduced thrust to a normal/full thrust takeoff. In this scenario, the assumed temperature readout may display '0' degrees. This is considered a full (not reduced) thrust setting. See 757/767 Flight Manual Bulletin – 757 Next Generation Airplane Performance Software (NextGen APS) page 7 of 74 or 87 of 246. Or push the TO/GA button on the TMSP panel to give you “dashes” in the temp line of the performance page which is also a full power takeoff.

Pay close attention to the Air traffic Control and Air Traffic Control Procedures NOTAMS for frequency changes (i.e. 119.3 CHG TO FREQ 126.9). Neighboring agencies may not have the latest information.

Traffic is a concern. Be alert for early leveloffs and heading changes immediately after take-off.

The SIDs are somewhat confusing on the diagrams. Typically, after takeoff you will be given direct to a fix.

-EnRoute-

May be cleared direct ENALO or PENRU after vectors.

Hand off from La Aurora Dep (126.9) to CenAmer (123.9)

Direct to fix SAP VOR may be assigned.

SAP D-ATIS sometimes works, which has Hectopascals. ATC will probably give you Inches of mercury for the altimeter setting.

The weather on the ATIS may not be what the actual weather is currently. Weather is not updated frequently or as accurately as in America.

If you get cleared to descend, go ahead and start down. There are usually changes to the STAR and APP clearance from La Mesa Approach.

Pay close attention to the Air traffic Control and Air Traffic Control Procedures NOTAMS for frequency changes (i.e. 119.7 CHG TO FREQ 127.1). Neighboring control agencies may not have the latest information.

Hand off from CenAmer to La Mesa Approach (127.1 or 119.7)

Be prepared to change arrivals. Possible switching from assigned NAKAN1A (NAKA1A) to direct SAP then to NAKAN1B (NAKA1B) - (see page MHLM/SAP 10-2B)

Loading the ILS or LOC Y Rwy 22 use the SAP1 transition which will give you the D10.6 arc at MHLM for the approach.

If you end up high on crossing the SAP VOR outbound (/6000A), keep in mind the outbound leg is over 10 miles long and so is the inbound. There should be plenty of time to descend if you keep it slow and planned out.

You can use the REF 10-1R JeppChart (RADAR MINIMUM ALTITUDES) to figure out where your next lower descent will be assigned when you cross the mountains approaching the airport.

No ACARS IN RANGE message response

Don't expect to be able to use any runway. Tower may insist you circle to land.

-Approach-

There are no vectors to final. Full approaches are expected with procedure turn (ILS or LOC Y 22) unless cleared otherwise (STAR connected to Approach - ILS or LOC Z 22). Don't use LNAV mode for the procedure turn. Just use the heading select to make a nice heading to join the ILS inbound.

Some of the STARs connect directly to the approaches. (see page MHLM/SAP 10-2B). Fix LM361 (IAF) connects directly to the ILS or LOC Z RWY 22 east of the airport.

There are no Jepp approach charts to 04. You may need to circle to land. Circle higher than published minimums and earlier than the normal MAP distance due to rising elevation and hills near the airport. Circle west of the airport. ILS 22 circle to land 04 is not uncommon.

The ILS or LOC Y RWY 22 with the SAP1 transition is a logical choice for setting up for a circle to land 04 starting at the SAP VOR.

With visual conditions and winds from the north consider- on a 3.5 final RWY 22 turn 15 degrees right for approximately 45 seconds can make a nice setup for a base to RWY 04.

There are no Jepp Approach Charts for RWY 04.

See the next page for the RNAV Visual Approach 04. This chart came from GOC and no one can figure out why this chart is not in the Jepp database. It was emailed to a crew. At least it is a great reference.

Consider landing with a tailwind.

-Ground-

No company frequency for SAP OPS

Not much traffic. Taxi to the ramp is on the parallel taxiway.

The northernmost parking area of the airport is the cargo area, expect gate 5.

RNAV Visual Chart RWY 04

AIP
HONDURAS

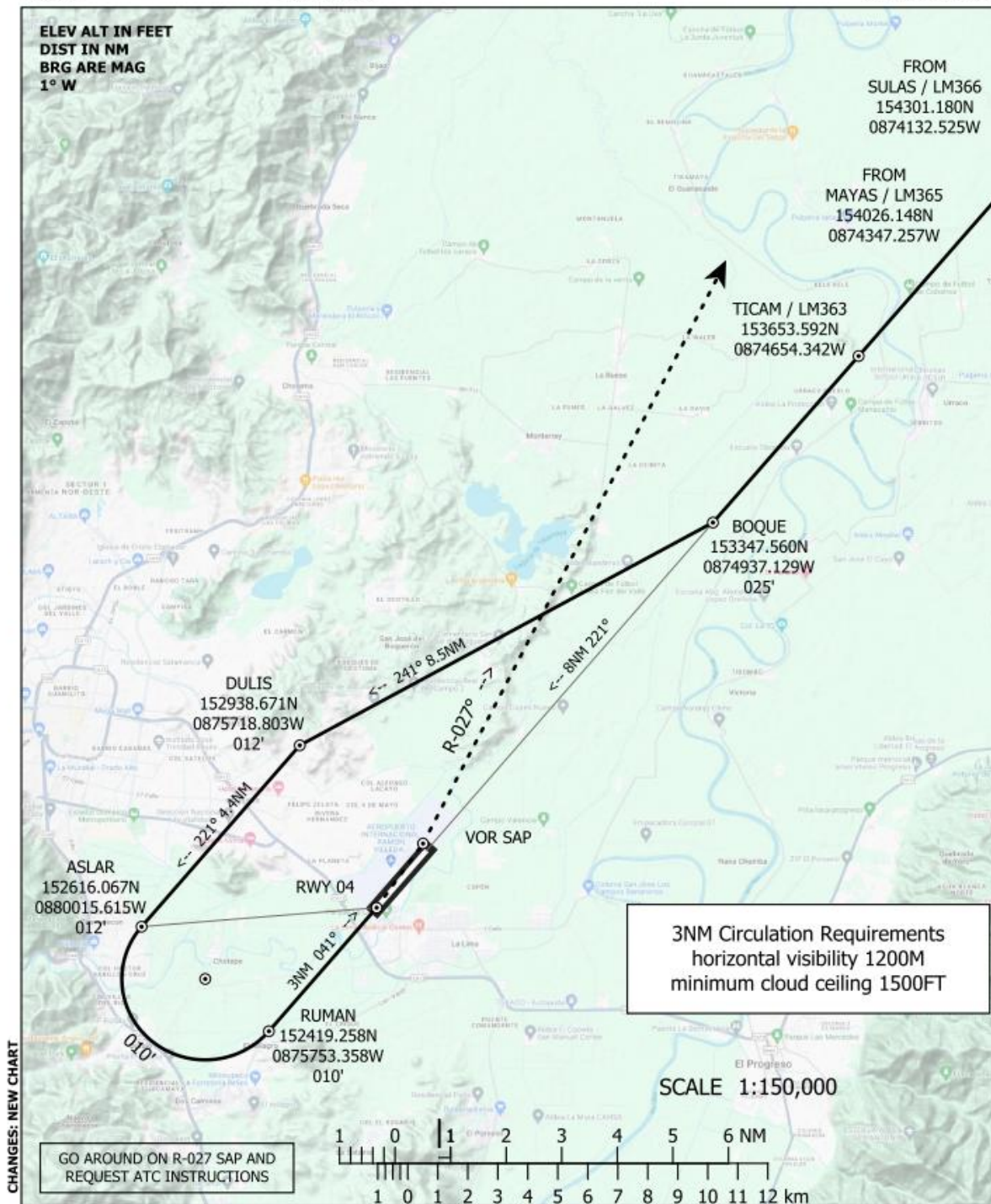
AD-2.MHLM RVC S1
31 OCT 24

**RNAV
VISUAL
CHART**

AD ELEV 92 FT
HEIGHTS RELATED
TO AD ELEV

APP 119.7 TWR 118.2
GND 121.9 ATIS 132.2

SAN PEDRO SULA/
RAMON VILLEDA MORALES INTL
SULA 1 RWY 04



Arriving SAP guide

Keep the APU running due to the high temperatures.

If APU inop- air start cart is available and in working condition. Also, ground power cart available if needed.

FO will be wanded by security leaving the aircraft for the walk around and when getting back on.

The mechanic will come to the cockpit to inquire about any MX related issues.

ACARS is intermittent.

Ground crew will spray a can of insecticide in the cargo area.

-Customs-

No need to show anyone the GUA-SAP GenDecs if you are just continuing the through flight.

Departing SAP guide

ACARS is intermittent.

The CA will be asked to sign a printed paper copy of the Release for the SAP ramp.

They will also give you a copy of a W&B to sign for the SAP ramp.

You might be asked to verify the clearance on the paper copy matches what you are planned.

-Customs-

Be sure to get new GenDecs for next leg. Verify information is correct.

SAP (MHLM) to MIA (KMIA)

ARTCC handoffs entire route. Radar contact from takeoff to landing

The ATIS does not necessarily have up to date or correct information. Use your best judgment for which runway for take-off.

04 is the favored runway for takeoff by ATC, not a problem to get.

Pushback is on the ramp area. Call GRD for push (even though you are on a separate cargo ramp).

-Routing MHLM-KMIA:

GABIX1.GABIX UL471 IKBIX SNDBR3.KMIA

(You can expect RNAV to 08L-26R)

ALTN's: KFLL, KRSW

-Departure-

Special Engine Failure Procedure for both RWY 04 and RWY 22

Cleared direct to first fix.

Departing from MHLM, La Mesa departure (119.7) will hand you off to CenAmer Control. (123.9)

-EnRoute-

CPDLC available from CenAmer (MHCC)

Eventually CPDLC monitor CenAmer frequency (124.3)

You will be handed off to Havana Control at waypoint PABEL (FIR boundary). (124.55)

Later, Havana Control will give you a clearance of, "Descend to cross IKBIX at FL300" (a.k.a. pilots discretion). So, listen up on the radio and don't let the heavy accent confuse you. (There is no crossing restriction listed on the SNDBR3 STAR for this waypoint).

Hand off to Miami Center approaching waypoint IKBIX (FIR boundary). (132.2)

Don't expect an INRANGE response from KMIA.

-Approach-

Possible direct to PAMPR or SNDBR. Hand off to Miami Approach and radar vectors for the RNAV (GPS) 08L.

Or

Due to traffic saturation that sometimes occurs at KMIA you may be re-routed on the VIICE2 STAR from the starting point ZEGEE. Not necessarily weather related, even when they are landing east.

RNAV (GPS) to 8L or 26R (Special note on approach plate- "Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations." Which KMIA does as a matter of routine due to traffic volume).

Welcome back to America.

-Ground-

At this time of night, probably stay with KMIA tower to the ramp.

Plan to park at N54, N58, or N60

SAP (MHLM) to MEM (KMEM)

ARTCC handoffs entire route. Radar contact from takeoff to landing

The ATIS does not necessarily have up to date or correct information. Use your best judgment for which runway for take-off.

04 is the favored runway for takeoff by ATC, not a problem to get.

Pushback is on the ramp area. Call GRD for push (even though you are on a separate cargo ramp).

-Routing MHLM-KMEM:

KIRAPx.KIRAP UG521 AMIDA KEHLI A770 LEV J35 MCB MEVEE.HOBRKx

-Departure-

Special Engine Failure Procedure for both RWY 04 and RWY 22

Cleared direct to first fix.

Departing from MHLM, La Mesa departure (119.7) will hand you off to CenAmer Control. (123.9)

-EnRoute-

CPDLC not necessary from CenAmer. You're only on the frequency for a short time.

You will be handed off to Merida Control at waypoint AMIDA (FIR boundary). (125.8)

Later, Merida Control will hand you off to Huston Center near KEHLI

-Approach-

Standard: Memphis TRACON does not know the direction MEM Tower is landing. ATIS is probably not updated.

-Ground-

Welcome back to America!

You are off the normal inbound schedule. Make sure to call ramp early and let them know you are on the ground unless you want to wait for 10 minutes on marshalls to park you.

Arriving MEM guide

Write Block IN time on the top of one GenDec for the CBP officer to reference.

After taking the bus to AOC, have documents ready for the CBP officer-

Inbound flight number

Block in time

CrewDecs filled out

GenDec signed by the CA

Passport

CBP officer will take your picture and collect documents.

Welcome back to America!

Arriving MIA guide

Consider keeping the APU running due to the high temperatures.

Write Block IN time on the top of the GenDec for the ramp handler to reference when passing the documents to Customs.

-Customs-

Catering from MGGT must go in the trash. You cannot try and keep ANY food you departed with from MGGT. Leave the trash bag on the airplane and allow MIA Ramp Ops to dispose of it properly.

The company MIA ramp agent will have you collect your luggage and take you to the Customs and General Aviation building (located right next to Signature Air FBO which is within eyeshot of the ramp) Yes, you must bring ALL your bags (a short ride, but you cross a taxi way)

Hand the GenDecs to the company MIA ramp agent. They will take them to a different counter for processing.

Put your bags on the x-ray machine and pick them up on the other side.

Hand your passport to the CBP agent. Get processed in with ONLY your passport (no CrewDecs). You will be electronically photographed (webcam).

And off you go!

Be sure to bring extra bottled water with you if you are headed to the hotel in MIA.