

8/13/2024

FOR YOUR INFORMATION

2024-147/5-56

To: Airport Manager, La Aurora Int'l Airport (MGGT/GUA), Guatemala, FAA (DFW- 2133508 IFO), Jeppesen Sanderson Inc

Info: FAA (AVP-1, AVP-200, AFS-260, AFS-200), A4A, ALPA, AOPA, APA, ASAP, ATSG
CAPA, ICASS, ICAO, IFALPA, NBAA, NTSB, General Directorate of Civil
Aeronautics (DGAC GT)

From: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

Re: MGGT/GUA Airport Runway 20 Approach Distractions

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at becky.l.hooey@nasa.gov.



Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189



ACN 2133508**DATE / TIME**

Date of Occurrence	202406
Local Time Of Day	0601 to 1200

PLACE

Locale	MGGT.Airport
State	FO

AIRCRAFT / EQUIPMENT X

Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

PERSON 1

Function - Flight Crew	Captain
Function - Flight Crew	Pilot Flying
ASRS Report Number	2133508

EVENTS

Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	Ground Event / Encounter - Ground Equipment Issue
Anomaly	Inflight Event / Encounter - Weather / Turbulence
Detector - Person	Flight Crew
Result - Flight Crew	Executed Go Around / Missed Approach

NARRATIVE 1

We were cleared for the app VOR Z Runway 20, weather was reporting 1400 BKN 8 miles vis. -RA as well. After reviewing special briefing and our company pages we settled on Flaps 40 brakes Max scenario due to the rain and the slope. There was weather all the way to minimums at 50 feet above mi s I saw two lights on the hud that looked like the approach lights, I called them out and said contact approach lights, at minimums the lights disappeared and we executed a go around and diverted to ZZZZ. We figured out that the lights I saw were the two lights on top of the building and not the runway.

The briefing on the app is VERY OUT OF DATE! Nowhere in the briefing does it mention that the building approach lights will be seen at minimums in the weather, it does mention not to confuse the lights with the runway, but it does not warn pilots flying down to mins that those lights will be brighter and will show up in the soup, baiting the crew to fly the approach. When this approach is flown down to mins the crew should be aware that those lights will pop up at close to mins because they are closer to the plane. After our divert we flew the same approach down to mins I saw the lights at 100 ft above mins but broke out and was able to find the runway ok, however this approach is not aligned with the runway it brings you in to the right, so difficult to move the jet to the left and land on a 1.4 deg downslope slick runway non- grooved at that...

My suggestion please update Jepp pages to warn us about this approach, add and update the GUA brief to include IMC approach and how the building lights can be a factor. We are sending very young Captains and First Officers (FOs), to this place, and with our changes to pilot time qualifications, they could very well have less than 100 each and never having flown into this airport it is setting company up for a disaster, this is a TOUGH airport to get in even at the top of one's game. Let's make our info match the reality and update GUA with this data.

SYNOPSIS

Air carrier Captain reported mistaking building lighting for approach lighting while conducting a VOR approach to minimums at MGGT and advocated for added emphasis of this phenomenon on approach briefs and charting.