

11/25/2025

FOR YOUR INFORMATION

2025-292/11-36

To: Airport Manager, La Aurora Int'l Airport (MGGT/GUA), Guatemala, FAA (DFW-IFO), Jeppesen Sanderson Inc. 2286159

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. Hooley, Director
NASA Aviation Safety Reporting System

Re: MGGT/GUA ILS Z 02 Speed Limitation Charting

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 Hooley at (408) 541-2854 or email at becky.l.hooley@nasa.gov.



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



ACN 2286159

DATE / TIME

Date of Occurrence	202509
Local Time Of Day	1801 to 2400

PLACE

Locale	MHCC.ARTCC
State	FO
Altitude - MSL	11000

ENVIRONMENT

Flight Conditions	IMC
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AIRCRAFT / EQUIPMENT X

ATC / Advisory - Center	MHCC
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

PERSON 1

Function - Flight Crew	Captain
ASRS Report Number	2286159

EVENTS

Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Detector - Person	Flight Crew

NARRATIVE 1

Cleared for the ILS Z 02 MGGT. Approach chart has a speed limitation of 185B crossing the AUR outbound. The FMC showed 165B on the legs page. We were gear down and flaps 15 prior to crossing the AUR VOR and energy management was not an issue. Just wanted to bring the discrepancy to your attention and see if something needed to be addressed with the approach.

SYNOPSIS

Air carrier pilot reported the speed limitation was different between the approach chart and FMC for the ILS Z 02 approach to MGGT.