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# GUATEMALA GENERAL AVIATION INFORMATION TO GO

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- Cessna 172 XP 1977 V Speeds & checklist
- Guatemala Radio Frequencies
- Emergency Transponder Codes & ATC Light Signals
- MGGT airport information
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Cessna 172 XP 1977 V-Speeds			
	SPEED	IAS	REMARKS
<b>V<sub>NE</sub></b>	Never Exceed Speed	163	Do not exceed this speed in any operations.
<b>V<sub>NO</sub></b>	Maximum Structural Cruising Speed	129	Do not exceed this speed, except in smooth air, and then only with caution.
<b>V<sub>A</sub></b>	Maneuvering Speed		
	2550 pounds	105	Do not make full and abrupt control movements above this speed.
	2150 pounds	96	
	1750 pounds	87	
<b>V<sub>FE</sub></b>	Maximum Flaps Extended Speed	85	Do not exceed this speed with flaps down.
	Maximum Window Open Speed	163	Do not exceed this speed with windows opened.
<b>V<sub>Y</sub></b>	Maximum Glide Speed		
	2550 pounds	75	
	2150 pounds	69	
	1750 pounds	62	
<b>V<sub>X</sub></b>	Sea Level	81	
	10,000 Feet	76	
<b>V<sub>X</sub></b>	Sea Level	59	
	10,000 Feet	65	
	Normal Climb	85 - 95	
	Takeoff		
	Normal, no Flaps	75 - 85	
	Short Field, 10° Flaps	60	
	Approach		
	No Flaps	65 - 75	
	Full Flaps	60 - 70	
	Short Field Full Flaps	63	

## Cessna 172 XP 1977—Checklist

### PREFLIGHT INSPECTION CABIN

Papers	A.R.O.W.
HOBBS Time	RECORD
Control Wheel Lock	REMOVE and STOW
Ignition Switch	OFF
Circuit Breakers	ALL IN
Propeller Area	CLEAR
Master Switch	ON
Fuel Quantity Indicators	CHECK QUANTITY
Flaps	Extend
Master Switch	OFF
Fuel Shutoff Valve	ON (Push Full In)
Fuel Selector Valve	BOTH
Trim Controls	NEUTRAL
Baggage Door	CHECK for security lock with key if child's seat is occupied

### PREFLIGHT INSPECTION EMPANNAGE

Rudder Gust Lock	REMOVE
Tail Tie Down	DISCONNECT
Control Surface	CHECK freedom of movement and security / CHECK wires
Trim Tab Alignment	CHECK (within ¼" of elevator)
Antennas	CHECK

## Cessna 172 XP 1977—Checklist

### PREFLIGHT INSPECTION RIGHT WING Trailing Edge

Flaps	CHECK
Aileron	CHECK freedom of movement and security

### PREFLIGHT INSPECTION RIGHT WING Leading Edge

Wing Tie Down	DISCONNECT
Landing Lights	CHECK
Main Wheel Tire / Brakes	CHECK 29 PSI / brake fluid
First Flight of day & After Refueling fuel drain	CHECK Water Sediments, Blue
Fuel Quantity	CHECK VISUALLY
Fuel Filler Caps	SECURE

### PREFLIGHT INSPECTION NOSE

Static Source Openings (both sides)	CHECK for stoppage
Propeller & Spinner	CHECK for nicks, security, oil leaks, screws
Nose Wheel Strut and Tire	Strut 1-3"/Tire 26 PSI
Engine Oil Level	Min 6 / 8 for long trip
First Flight of day & After Refueling fuel drain	Drain 4 Seconds

### PREFLIGHT INSPECTION LEFT WING

Main Wheel Tire	CHECK 29 PSI
First Flight of day & After Refueling fuel drain	CHECK Water , Sediments, Blue
Fuel Quantity	CHECK VISUALLY
Fuel Filler Caps	SECURE

## Cessna 172 XP 1977—Checklist

### PREFLIGHT INSPECTION LEFT WING Leading Edge

Pitot Tube Cover	REMOVE & CHECK
Fuel Tank Vent Opening	CHECK
Stall Warning Opening	CHECK & test suction
Landing Lights	CHECK

### PREFLIGHT INSPECTION LEFT WING Trailing Edge

Aileron	CHECK freedom of movement and security
Flaps	CHECK

### BEFORE STARTING ENGINE

Preflight Inspection	COMPLETE
Seat Belts, Shoulder Harness	ADJUST & LOCK
Fuel Shutoff Valve	ON (push full in)
Fuel Selector Valve	BOTH
Radios / Autopilot / Electrical Equipment	OFF
Brakes	TEST & SET

## Cessna 172 XP 1977—Checklist

### STARTING ENGINE

Mixture	RICH
Propeller	High RPM
Throttle	CLOSED
Master Switch	ON
Auxiliary Fuel Pump	HIGH
Throttle	ADVANCE 8-10 GPH / CLOSED
Auxiliary Fuel Pump	OFF
Propeller Area	CLEAR
Ignition Switch	START
Engine should start within 3-4 revolutions. If not,, start from beginning. If engine still does not start, leave aux. fuel pump off, mixture idle cut-off, open throttle and crank until engine fires or 15 seconds. If engine still does not start, wait for cool down and start again from beginning.	
Throttle	800 to 1000RPM
Oil Pressure	CHECK (5 seconds to raise)
Section	CHECK

## Cessna 172 XP 1977—Checklist

### BEFORE TAKEOFF

Parking Brakes	SET
Cabin Doors	CLOSED & LOCKED
Flight Controls	FREE & CORRECT
Flight Instruments	SET
GPS	SET ROUTE
Radios	SET
Fuel Selector Valve	BOTH
Elevator and Rudder Trim	SET
Mixture	LEAN for altitude (14 GPH) Throttle 1800 RPM, LEAN until drop in RPM then advance 1 inch.
Throttle	1800 RPM
Magnetos	Max 150 / Diff 50
Propeller	CYCLE
Engine Instruments	CHECK
Throttle & Friction Lock	ADJUST
Throttle	IDLE / no shutdown
Throttle	800-1000 RPM
Autopilot	OFF
Flashing Beacon/Navigation/Strobe Lights	ON as required

## Cessna 172 XP 1977—Checklist

### TAKEOFF Normal Takeoff

Mixture	LEAN field elevation
Wing Flaps	0° - 10° (10° pref)
Power	FULL THROTTLE
Elevator Control	ROLL 55 KIAS
Climb Speed	75-85 KIAS

### TAKEOFF Short Field Takeoff

Mixture	LEAN field elevation
Wing Flaps	10°
Brakes	APPLY
Power	FULL THROTTLE
Elevator Control	Slight Tail Low
Climb Speed	60 KIAS
Flaps	Retract after obstacle

### ENROUTE CLIMB Normal Climb

Airspeed	85-95 KIAS
Power	FULL THROTTLE
Fuel Selector Valve	BOTH
Mixture	LEAN for altitude
Cowl Flaps	OPEN

## Cessna 172 XP 1977—Checklist

### CRUISE

Power	15-25 MP 2200-2600 RPM
Trims	ADJUST
Mixture	LEAN for altitude Lean at 50° Rick of Peak EGT <=70% Power Lean at Peak EGT
Cowl Flaps	CLOSED

### DESCENT

Power	AS DESIRED
Mixture	ENRICHEN
Cowl Flaps	CLOSED
Autopilot	DISENGAGED

### BEFORE LANDING

Seats, Belts, Shoulder Harness	ADJUST & LOCK
Fuel Selector Valve	BOTH
Propeller	HIGH RPM
Cowl Flaps	CLOSED
Autopilot	DISENGAGED

## Cessna 172 XP 1977—Checklist

### LANDING Normal Landing

Autopilot	DISENGAGED
Airspeed	65-75 KIAS (flaps up)
Wing Flaps	AS DESIRED
Airspeed	60-70 KIAS (flaps down)
Elevator and Rudder Trim	ADJUST'
Touchdown	MAIN WHEELS FIRST
Landing Roll	LOWER NOSE WHEEL
Braking	MINIMUM REQUIRED

### LANDING Short Field

Autopilot	DISENGAGED
Airspeed	65-75 KIAS (flaps up)
Wing Flaps	FULL DOWN
Airspeed	MAINTAIN 63 KIAS
Elevator and Rudder Trim	ADJUST'
Power	IDLE after obstacle
Touchdown	MAIN WHEEL SFIRST
Brakes	APPLY HEAVILY
Wing Flaps	RETRACT

## Cessna 172 XP 1977—Checklist

### Balked LANDING

Power	DISENGAGED
Autopilot	FULL THROTTLE
Wing Flaps	RETRACT to 20°
Airspeed	55 KIAS
Wing Flaps	RETRACT gradually
Cowl Flaps	OPEN

### AFTER LANDING

Wing Flaps	RETRACT
Cowl Flaps	OPEN

### SECURING Airplane

Parking Brakes	SET
Radios, Autopilot, Electrical Equipment	OFF
Throttle	IDLE
Mixture	IDLE CUT-OFF
Ignition	OFF
Master Switch	OFF
Control Lock	INSTALL
Fuel Selector Valve	RIGHT

## Cessna 172 XP 1977—Checklist

### ENGINE FAILURE DURING TAKEOFF

Throttle	IDLE
Brakes	APPLY
Wing Flaps	RETRACT
Mixture	IDLE CUT-OFF
Ignition Switch	OFF
Master Switch	OFF

### ENGINE FAILURE IMMEDIATELY AFTER TAKEOFF

Airspeed	70 KIAS (flaps UP) 65 KIAS (flaps DOWN)
Mixture	IDLE CUT-OFF
Fuel Shutdown Valve	OFF (pull out)
Ignition Switch	OFF
Wing Flaps	AS REQUIRED (full down recommended)
Master Switch	OFF

## Cessna 172 XP 1977—Checklist

### FORCED LANDING WITHOUT ENGINE POWER

Airspeed	70 KIAS (flaps UP) 65 KIAS (flaps DOWN)
Seat Belts and Shoulder Harness	SECURE
Mixture	IDLE CUT-OFF
Fuel Shutoff Valve	OFF
All Switches (except master switch)	OFF
Wing Flaps	AS REQUIRED (full down recommended)
Master Switch	OFF
Doors	UNLATCH PRIOR TO TOUCHDOWN
Touchdown	SLIGHT TAIL LOW
Brakes	APPLY HEAVILY

## Cessna 172 XP 1977—Checklist

### PRECAUTIONARY LANDING WITH ENGINE POWER

Seat Belts	SECURE
Wing Flaps	20°
Airspeed	65 KIAS
Selected Field	FLY OVER, noting terrain and obstructions, then retract flaps upon reaching a safe altitude and airspeed
All Switches (except master switch)	OFF
Wing Flaps	FULL DOWN (on final approach)
Airspeed	65 KIAS
Master Switch	OFF
Doors	UNLATCH PRIOR TO TOUCHDOWN
Touchdown	SLIGHTLY TAIL DOWN
Ignition Switch	OFF
Brakes	APPLY HEAVILY

## Cessna 172 XP 1977—Checklist

### DITCHING

Radio	TRANSMIT MAYDAY on 121.50 MHz giving location and intentions
Heavy Objects (in baggage area)	SECURE or JETTISON
Seat Belts and Shoulder Harness	SECURE
Wing Flaps	20° - 40°
Power	ESTABLISH 300 FT/MIN DESCENT at 55 KIAS
Approach	High Winds. Heavy Seas—INTO THE WIND Light Winds. Heavy Swells—PARALLEL TO SWELLS  NOTE. If no power is available, approach at 65 KIAS with flaps up or at 60 KIAS with 10° flaps
Cabin Doors	UNLATCH
Face	CUSHION at touchdown with folded coat
Touchdown	LEVEL ATTITUDE AT ESTABLISHED DESCENT
Airplane	EVACUATE through cabin doors. If necessary, open windows to flood cabin to equalize pressure so doors can be opened
Life Vests and Raft	INFLATE

## Cessna 172 XP 1977—Checklist

### FIRE DURING START ON GROUND

Auxiliary Fuel Pump	OFF
Mixture	IDLE CUT-OFF
Parking Brake	RELEASE
Fire Extinguisher	OBTAIN (have ground attendants obtain if not installed)
Airplane	EVACUATE
Fire	EXTINGUISH
NOTE If sufficient ground personnel are available (and fire is on the ground and not too dangerous) move airplane away from the fire by pushing rearward on the leading edge of the horizontal stabilizer.	
Fire Damage	INSPECT, repair damage or replace damaged components or wiring before conducting another flight.

### ENGINE FIRE IN FLIGHT

Throttle	CLOSE
Mixture	IDLE CUT-OFF
Fuel Shutoff Valve	OFF
Master Switch	OFF
Cabin Heat and Air	OFF (except overhead vents)
Airspeed	105 KIAS (If fire is not extinguished, increase glide speed to find an airspeed which will provide an incombustible mixture)
Forced Landing	EXECUTE (as described in Emergency landing without Engine Power). Do not attempt to restart engine.

Cessna 172 XP 1977—Checklist

ELECTRICAL FIRE IN FLIGHT

Master Switch	OFF
All other switches (except ignition switch)	OFF
Vents/Cabin Air/Heat	CLOSED
Fire Extinguisher	ACTIVATE (if available)
WARNING! After discharging an extinguisher within a closed cabin, ventilate cabin.	
If fire appears out and electrical power is necessary for continuance of flight:	
Master Switch	ON
Circuit Breakers	CHECK for faulty circuit, do not reset.
Radio/Electrical Switches	ON one at a time, with delay after each until short circuit is localized.
Vents/Cabin Air/Heat	OPEN when it is ascertained that fire is completely extinguished.

CABIN FIRE

Master Switch	OFF
Vents/Cabin Air/Heat	CLOSED (to avoid drafts)
Fire Extinguisher	ACTIVATE (if available)
WARNING! After discharging an extinguisher within a closed cabin	
Land airplane as soon as possible to inspect for damage.	

WING FIRE

Navigation Light Switch	OFF
Strobe Light Switch	OFF
Pitot Heat Switch (if installed)	OFF
NOTE. Perform a sideslip to keep flames away from the fuel tank and cabin, and land as soon as possible using flaps only as required for final approach and touchdown.	

Cessna 172 XP 1977—Checklist

STATIC SOURCE BLOCKAGE  
(Erroneus Instrument Reading Suspected)

Alternate Static Source Valve	PULL ON
Airspeed	Climb and Approach 3 knots faster than normal.
Altitude	Cruise and approach 25 feet higher than normal.

LANDING WITH A FLAT TIRE

Approach	NORMAL
Wing Flaps	FULL DOWN
Touchdown	GOOD TIRE FIRST, hold airplane off flat tire as long as possible with aileron.

ELECTRICAL POWER SUPPLY SYSTEM MALFUNCTIONS

Master Switch	OFF (Both sides)
Master Switch	ON
Over-Voltage Light	OFF
If over-voltage light illuminates again:	
Flight	TERMINATE as soon as possible

AMMETER SHOWS DISCHARGE

Alternator	OFF
Nonessential Electrical Equipment	OFF
Flight	TERMINATE as soon as practical

GUATEMALA	Communication Radios		Navigation Radios		Additional	
La Aurora (MGGT)	ATIS	127.65	VOR	114.50	Aeroclub	122.80
	Ground	121.90	ILS	110.10	Instrument Auth.	120.70
	Tower	118.10	ADF	375	Approach	119.30
Guatemala Radio	Radio	126.90				
San Jose (MGSJ)	Radio	126.75	VOR	114.10		
	Tower	118.50	ADF	425		
	ATIS	127.75				
Iztapa	Tower	122.80	ADF	400		
Rio Dulce	Unicom	123.00				
Coban	Tower	118.35				
Retalhuleu	Tower	118.80	ADF	340		
	ATIS	127.80				
Rabinal			VOR	116.10		
			ADF	313		
Tikal	Tower	121.40	VOR	113.30		
	ATIS	127.85	ADF	385		
Puerto Barrios	Tower	118.40	VOR	115.10		
	ATIS	127.95	ADF	347		
Poptun	Tower	120.00	ADF	363		
		-126.20				
Quetzaltengango	Tower	118.60				
	Unicom	127.55 123.00				
Fixed Wing Air2Air	Com	122.75				
EMERGENCY	Com	121.50				

CENTRAL AMERICA	Communication Radios		Navigation Radios		Additional	
Ilopango - San Salvador	Radio	127.05	VOR	115.50	Approach	119.50
	Tower	118.30				
	Ground	121.90				
El Salvador - San Salvador	ATIS	127.60	VOR	117.50	Approach	119.90
	Tower	118.00			CLD (CLNC DEL)	121.25
	Radio	126.90				
	Ground	121.70				
La Mesa (MHLM) - Honduras	Radio	127.10	VOR	113.10	Approach	119.70
	Tower	118.20	ADF	370		
	Ground	127,10				
Tapachula (MMTP) - Mexico	Tower	118.20	VOR	115.30		
Belize City (Belize)- MZBZ	Ground	121.90	VOR	114.30	Approach	121.00
	Tower	118.00	ADF	392		
	Radio	126.90				



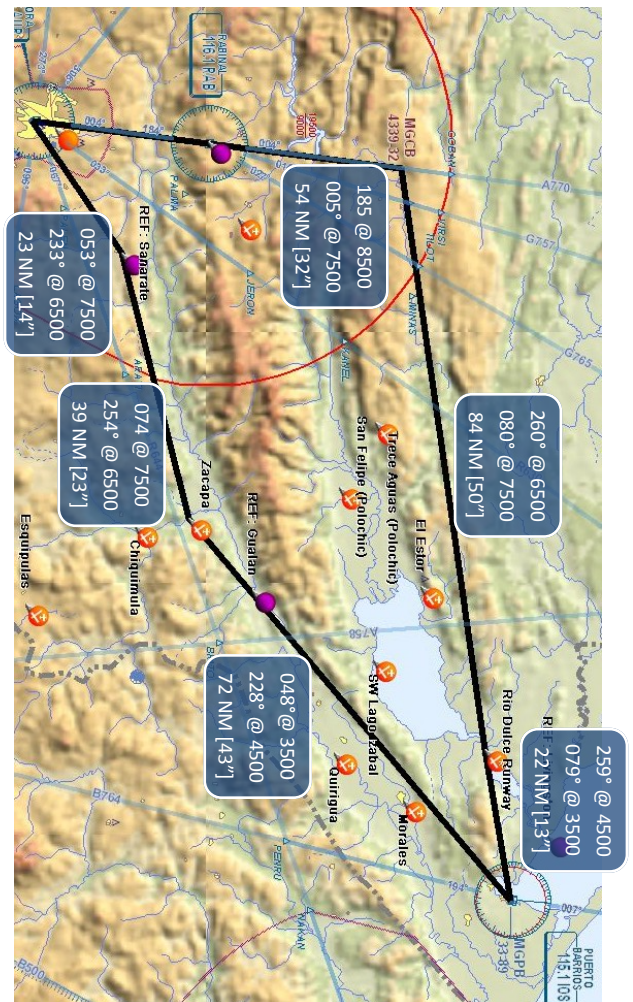
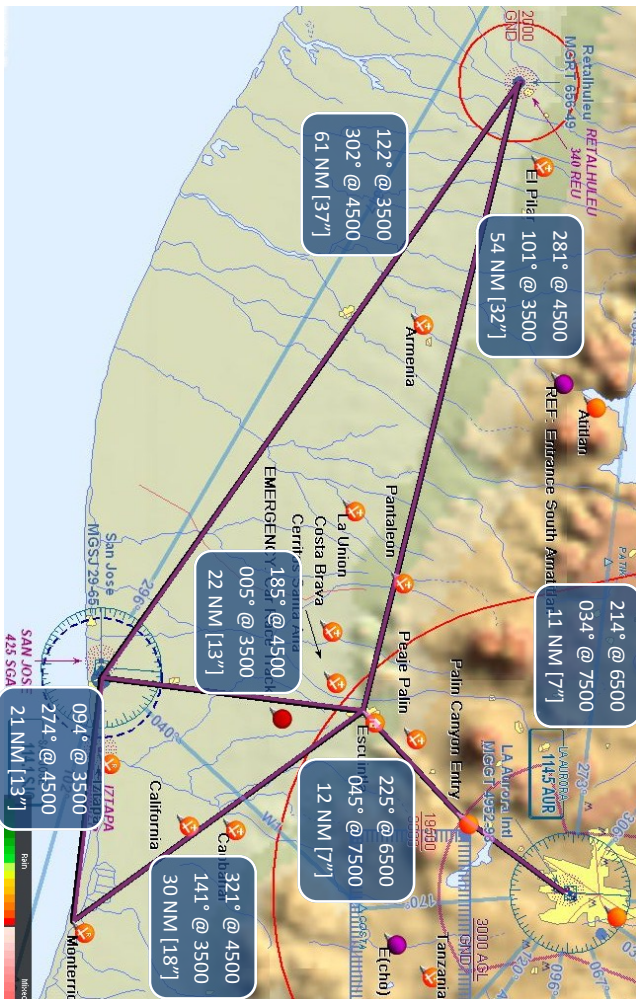
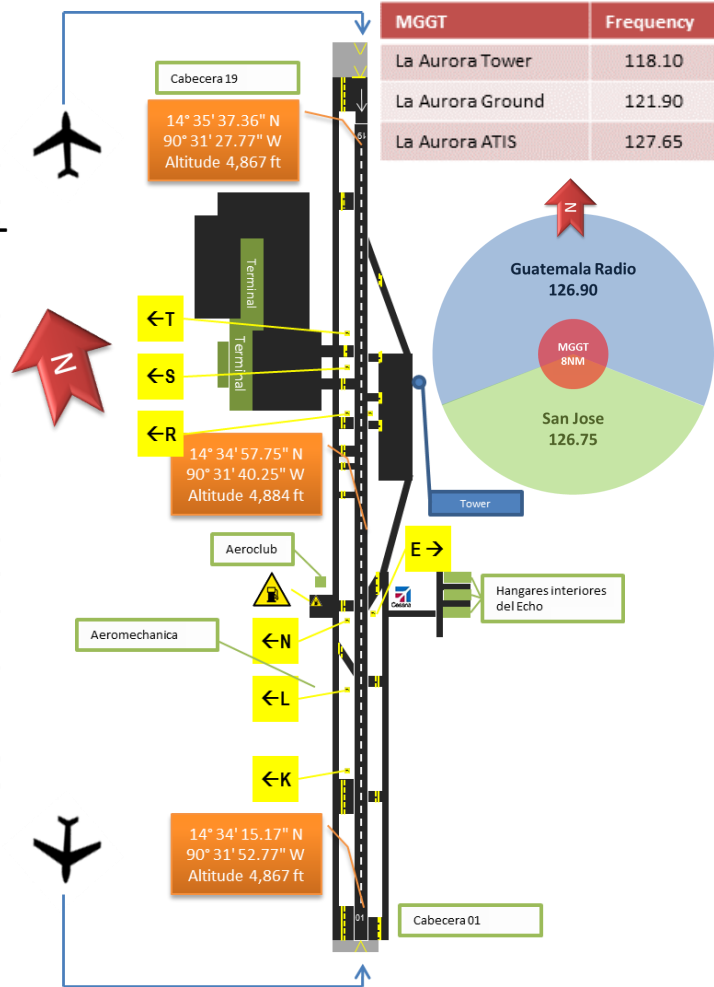
Transponder Description	Squawk
Standard	1200
Hijacked	7500
Lost Communications w ATC	7600
Emergency "Help"	7700

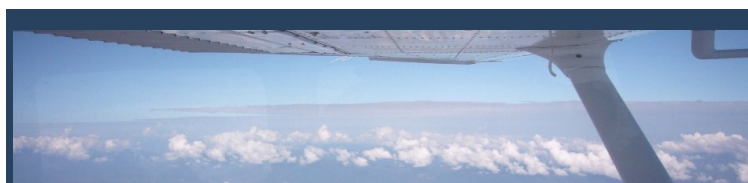
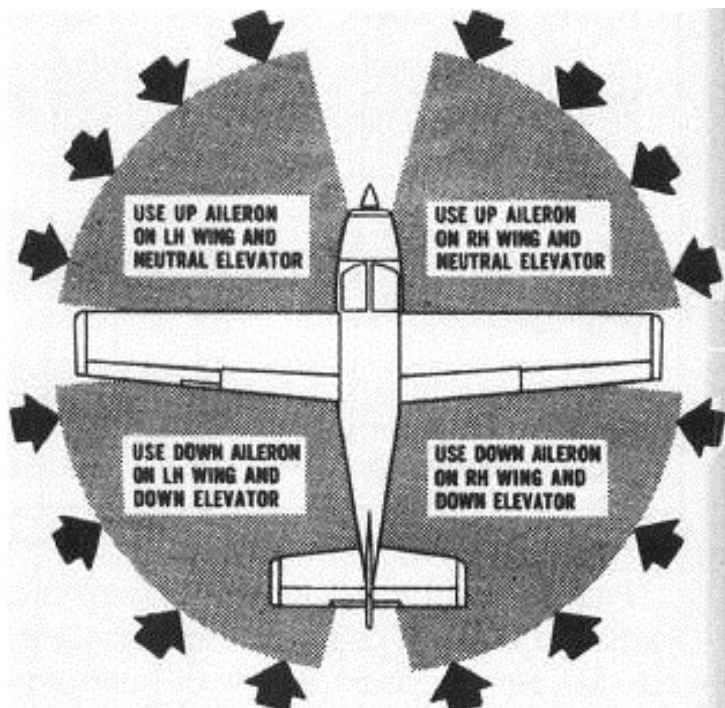
### ATC Light Signals—Meaning

Color and type of signal	Aircraft on the ground	Aircraft in flight	Movement of vehicles, equipment and personnel
Steady green	Cleared for take-off	Cleared to land	Cleared to cross; proceed; go
Flashing green	Cleared to taxi	Return for landing (to be followed by steady green at the proper time)	Not applicable
Steady red	Stop	Give way to other aircraft and continue	Stop
Flashing red	Taxi clear of landing area or runway in use	Airport unsafe- Do not land	Clear the taxiway/ runway
Flashing white	Return to starting point on	Not applicable	Return to starting point on airport
Alternating red and green	General Warning Signal- Exercise Extreme Caution	General Warning Signal- Exercise Extreme Caution	General Warning Signal- Exercise Extreme Caution

Acknowledge all light signals by flashing landing light and/or rocking the wings

## MGGT - La Aurora International Airport





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