



TEL: (501) 225-2014
 (501) 225-2052
 FAX: (501) 225-2533
 AFS: MZBZYAYX
 E-mail: dcabelize@bt1.net

BELIZE
 DEPARTMENT OF CIVIL AVIATION
 AERONAUTICAL INFORMATION SERVICE
 P. O. BOX 367
 BELIZE CITY
 BELIZE, C.A.

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OPERATION OF TRANSPONDERS IN BELIZE

Operating Procedures

When an aircraft carries a serviceable transponder, the pilot shall operate the transponder at all times during flight, regardless of whether the aircraft is within the Belize TMA or outside the TMA.

Pilots shall operate transponders and select Modes and Codes in accordance with ATC instructions. In particular, when entering Belize TMA pilots who have already received specific instructions from ATC concerning the setting of the transponder, shall maintain that setting until otherwise instructed.

Pilots shall read back the mode and code to be set when they acknowledge setting instructions.

Pilots of aircraft on IFR flights about to enter Belize TMA who have not received specific instructions from ATC concerning the setting of the transponder shall operate the transponder on Mode A Code 2000. ICAO ANNEX 10 Volume IV 2.1.4.5

When requested by ATC to CONFIRM SQUAWK (code), the pilot shall:

- a) verify the Mode A setting of the transponder;
- b) reselect the assigned code if necessary; and
- c) confirm to ATC the setting displayed on the controls of the transponder.

Pilots shall not SQUAWK IDENT unless requested by ATC.

Pilots of aircraft on VFR flights operating in Belize airspace should activate transponder code 1200 if no code in the table is assigned and wait for a code that will be assigned by Goldson Radar.

Aircraft equipped with Mode C transponder must operate that function when flying in Belize airspace.

Goldson Radar will assign SSR Codes to all aircraft arriving, departing and/or over flights under their jurisdiction in accordance with the following manner:

STATE	INTERNATIONAL CODES	NATIONAL CODES	LOCAL CODES
BELIZE	A5640/5677 (+)	A1201/1277	A3000/3077 (*)

(*) These SSR Codes will be used for the local flights that will operate **only** in Belize territory.

(+) International SSR Codes will be use for flights that will depart Philip S. W. Goldson International Airport and enters Merida Flight Information Region (FIR).

National Codes will be use for flights that will depart Philip S. W. Goldson International Airport with flight plan to countries located in the Central American Flight Information Region (CENAMER FIR) namely Guatemala, El Salvador, Honduras, Costa Rica and Nicaragua.

Emergency Procedures

If the pilot of an aircraft encountering a state of emergency has previously been directed by ATC to operate the transponder on a specific code, this code setting shall be maintained until otherwise advised. In all other circumstances, the transponder shall be set to Mode A

Code 7700 (77).

Pilot may select the following SSR transponder Mode A codes that is reserved for special purposes:

- a) The pilot of an aircraft in a state of emergency shall set the transponder to Mode A Code 7700.
- b) The pilot of an aircraft losing two-way communications shall set the transponder to Mode A Code 7600.
- c) If there is unlawful interference with and in flight, the pilot-in-command shall attempt to set the transponder to Mode A Code 7500 in order to indicate the situation. If circumstances so warrant, Code 7700 should be used instead. .

If a pilot does not reply, ATC will take this as confirmation that the use of Code 7500 is not an inadvertent false code selection.

In case of a transponder which has failed and cannot be restored before departure, pilots shall:

- a) inform ATS as soon as possible, preferably before submission of a flight plan;
- b) insert in item 10 of the ICAO flight plan form under SSR the character N for complete unserviceability of the transponder or in case of partial transponder failure, insert the character corresponding to the remaining transponder capability.
- c) comply with any published procedures for requesting an exemption from the requirements to carry a functioning SSR transponder.