



A I C
AERONAUTICAL INFORMATION CIRCULAR
BELIZE, CENTRAL AMERICA

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ARRIVING AND DEPARTING PROCEDURES
AT THE BELIZE (TMA/CTR)

1. Introduction

1.1 The following inbound and outbound procedures shall be followed in the Belize **Terminal Control Area (TMA)** and **Control Zone (CTR)** to **increase** the vertical separation of **arriving** and **departing** aircraft operating under the **Instrument Flight Rules (IFR)** and the **Visual Flight Rules (VFR)**. *The TMA and CTR are illustrated at the end of this Circular.*

2. Flights under Instrument Flight Rules (IFR)

2.1 All IFR flights **arriving** at the Philip S. W. Goldson International Airport will arrange their descent to be descending through 4,000 feet at Belize (BZE) DME 10 nm range.

2.2 All IFR flights **departing** from the Philip S. W. Goldson International Airport will arrange their climb to achieve 4,000 feet or higher at 10 nm range from the Belize DME. Commanders of aircraft who cannot achieve the required climb gradient should inform the Air Traffic Control Officer of the fact prior to taxiing or departure so that this officer can arrange a special departure clearance.

3. Flights under the Visual Flight Rules (VFR)

3.1 All VFR flights **arriving** at the Philip S. W. Goldson International Airport, **or** at the Belize City Municipal Airport, when within:

4. the TMA, that is 25 nm range of the International Airport, be at an altitude below 3,000 feet;
5. the CTR, that is 10 nm range of the International Airport, be at an altitude below 2,000 feet.

- 5.1 All VFR flights **departing** from the Philip S. W. Goldson International Airport **or** from the Belize City Municipal Airport, are to fly:
- 6. at an altitude below 2,000 feet whilst within the CTR (10 nm range of the International Airport);
 - 7. at an altitude below 3,000 feet whilst within the TMA (25 nm of the International Airport).
- 7.1 **Unless otherwise authorized** by Air Traffic Control Belize, the above detailed procedures must be followed at all times. Strict compliance is required.

8. Altitude

- 8.1 The altitude quoted in the aforementioned procedures will be based upon the Belize QNH. Terrain clearance will be the responsibility of the aircraft commanders.

9. Communications

- 9.1 Aircraft commanders are reminded that the primary language of Air Traffic Control in Belize is **English**. The Spanish language is available as a second language to be used **only** in exceptional circumstances with the approval of the Air Traffic Control Officer. It is the responsibility of aircraft commanders to ensure that they fully understand clearances issued to them, and if they are unsure of any part of the clearance, to call for it to be repeated until they are certain.

This AIC C017/01 replaces AIC C24/95.

(see attachment)