Belize Airport Concession Company Limited

AERONAUTICAL STUDY OF PHILIP S.W. GOLDSON INTERNATIONAL AIRPORT [P.G.I.A.]

APPROACH LIGHTING SYSTEMS RUNWAY 07 AND RUNWAY 25

SECTION 1. General

APPROACH LIGHTING SYSTEMS RUNWAY 07 & 25 – P.G.I.A

NAMES AND SIGNATURES OF THE PERSONS RESPONSIBLE FOR THIS STUDY

KEAGAN MOORE
MANAGEMENT

Signature: 

WINDELL THOMPSON
MANAGEMENT

Signature: 

JORGE ESPAT
APPROVAL

Signature: 

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INTRODUCTION

HISTORY OF PHILIP S. W. GOLDSON INTERNATIONAL AIRPORT IN BELIZE

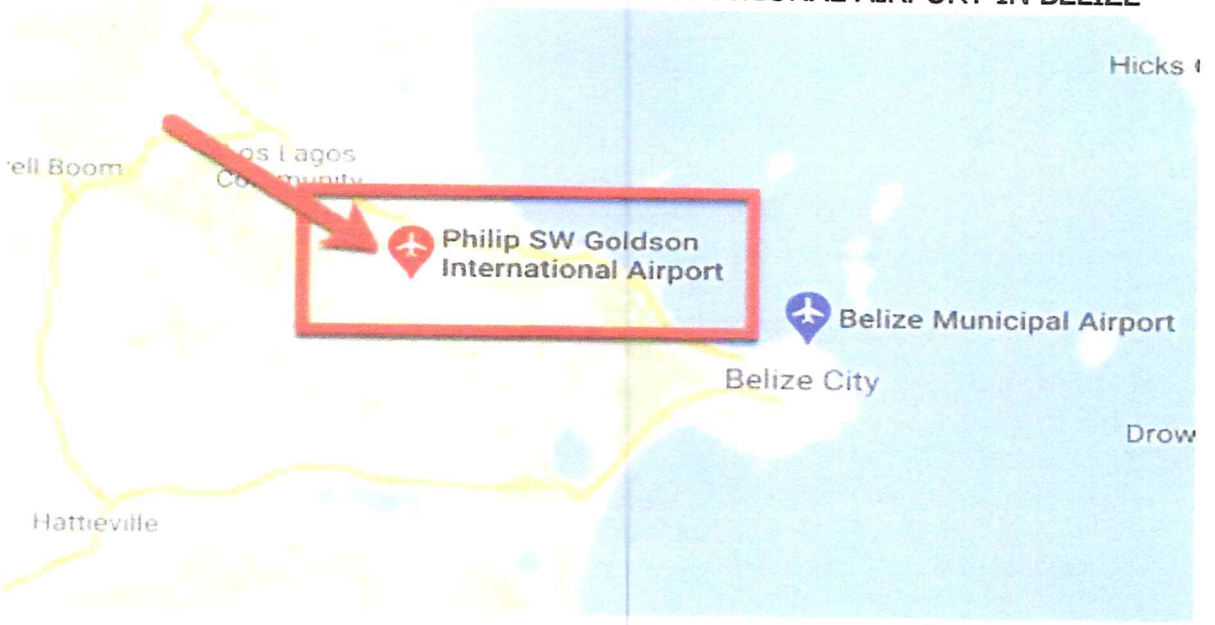

Figure- 1 Philip S.W. International Airport Location Source: Microsoft Bing/ Belize Airport

The PGIA is Belize's only international airport located 10 miles from Belize City in Ladyville, Belize District. It is owned by the Government of Belize under the Belize Airports Authority who administrates public aerodromes in Belize and is managed by the Belize Airport Concession Company Limited under a Concession Agreement. In 2024, there were over 4,800 international flights, 29,387 domestic flights, approximately 1,229,000 domestic and international arriving and departing passengers and 643,000 kilograms of cargo. Currently, twelve international and two domestic airlines operate to and from the PGIA with scheduled flights to the USA, Canada, Latin America, the Caribbean and Europe. These international airlines are Alaska Airlines, American Airlines, COPA Airlines, Delta Air Lines, Jet Blue Airlines, Southwest Airlines, Sun Country Airlines, Transportes Aereos Guatemaltecos (TAG), United Airlines, West Jet Airlines, Air Canada and Spirit Airlines. Domestic wise Maya Island Air and Tropic Air also operate scheduled services.

The airport was originally built in 1943, when a 5,000 feet asphalt runway, a taxiway and a small apron were constructed. In 1944, a terminal building was constructed and inaugurated on 15 January 1945.

The name of the airport is dedicated to the memory of a Belizean nationalist, Hon. Philip S. W. Goldson.

Some aerodrome dimensions include a 9,900 feet runway length and a 735,800 sq. ft. parking apron, with a total of 10 large aircraft parking slots with further expansion presently ongoing. The Airport Terminal Building has a total of 110,000 sq. ft. and contains Terminals #1 and #2, International Arrival and Departure Halls, a Domestic Arrival Hall, restaurants, snack outlets, duty free and duty paid shops, a bank, and various other services. Expansion is ongoing as well. More About P.G.I.A: **Source P.G.I.A. Website: https://www.pgiabelize.com/about-us/.**

OBJECTIVE

To evaluate and document the current limitations preventing the installation of the required approach lighting systems for Runway 07 and 25 in compliance with BCAR 14, SUBPART [E] Section 14.405 Lights (d) Approach lighting System and to propose alternative safety measures and procedural mitigations that ensure an equivalent level of safety under assessment of risk in an Aeronautical study.

The P.G.I.A. does not comply with the standard established item in BCAR 14 (Aerodrome Design and Construction Regulations, 2023) Volume 1, Subpart [E] Visual AIDS for Navigation BCAR: 14.405 Lights (d) Approach Lighting System.

SCOPE

This analysis covers the assessment of the approach lighting system requirements for Runway 07 and 25 and the Assessment of the soil condition around the P.G.I.A. in compliance with BCAR 14, SUBPART [E] Section 14.405 Lights (d) Approach lighting System. It addresses the physical, environmental, and operation constraints-Including terrain limitations and flooding impacts-that currently prevent compliance with the lighting installation standards. The scope also includes the evaluation of alternative safety measures, risks mitigation strategies, and regularity coordination necessary to maintain safe aircraft operation under these conditions.

SECTION 2. Risk Analysis

Physical Scenario Characterization in Support of International and Domestic Operations at Philip S. W. Goldson International Airport

This aeronautical study considers the physical characteristics of Philip S. W. Goldson International Airport (PGIA) and its surrounding environment as they relate to operational safety. The physical scenario includes the aerodrome layout, runway configuration, movement areas, crash, fire and rescue service (CFR), and adjacent infrastructure. Review Operational hours in Section 6 table 17, Page 45.

PGIA operates with a primary runway system (Runway 07/25) and associated taxiways, apron. The aerodrome is equipped with designated CFR facilities, including the CFR fire station and emergency access routes to 07-25 runway and movement areas.

The surrounding terrain is predominantly flat; however, environmental factors such as weather conditions, wildlife presence, and seasonal variations (e.g., hurricane season) may influence aerodrome operations.

This physical scenario also considers existing markings, signage, lighting systems, and the availability of operational resources required to support safe aircraft movements and emergency response. Any limitations identified within the physical environment are addressed through mitigation measure and operational control.

  - Continued waterlogging also presents long-term maintenance challenges and poses electrical safety risks.

- **Environmental and Safety Constraints:**

  Given that the affected areas are prone to seasonal flooding and located near ecologically sensitive zones, any major construction effort to install lighting systems would require environmental clearance, extensive mitigation measures, and engineering solutions that are currently beyond the airport's operational and financial capacity.

- **Economic Analysis**

  Reference is made to the number of scheduled wide-bodied operations at the P.G.I.A. for the past December 2025, P.G.I.A. This number of movements does not warrant the level of financial investments in installing an Approach Lighting System. This will also adversely impact the performance of the airport. The ATC system in its present structure and configuration is limited to the service they can provide due to lack of human resources.

  The installation of an Approach Lighting System for runways 07 and 25, can in no way be financially justifiable from an economic point with the meager number of movements. Given the present operations at the P.G.I.A. The B.A.C.C. feel our efforts and limited funds should be directed in another direction and not the installation of an Approach Lighting System at this time.

Philip S.W. Goldson International Airport International and Domestic Flight

Figure 2 Apron expansion: Source Edward Burke Photographer

Philip Goldson International Airport (PGIA) Type of Operations – October to December 2025

Data source:

Passenger traffic and airline activity data for October–December 2025, provided by Belize Airports Concession Company (B.A.C.C.) Source: Accounts Department of PGIA.

Total Number of Passengers October: Review

1. Overall Nature of Operations

1.1. During the period October to December 2025, PGIA operated primarily as a commercial international airport, characterized by: Scheduled international passenger operations.

Mixed traffic profile, including:

- Major North American carriers
- Regional airlines
- Charter and limited private aviation

1.2. Predominantly passenger-focused operations:

Operations were conducted on a daily basis, with a clear increase in traffic toward the end of the year.

2. Passenger Traffic Overview (3-Month Period)

2.1. Total passengers (Oct–Dec 2025) Review Table – 1 Belize Airport Concession Company International Passenger by Airline for October- December 2025 Source: Accounts Department of PGIA.

2.1.1. Arriving passengers (IN): 123,182
2.1.2. Departing passengers (OUT): 109,132

This volume confirms that PGIA functioned as a high-density international passenger airport during the period October.

3. Monthly Operational Characteristics

3.1. October 2025:

- Moderate international passenger traffic
- Operations dominated by scheduled commercial flights
- Typical shoulder-season profile with stable airline activity

3.2. November 2025

- Noticeable increase in passenger movements
- Expansion in airline frequency and load factors
- Continued dominance of scheduled international services

3.3. December 2025

- Peak operational month
- Highest passenger volumes of the three-month period
- Strong seasonal demand associated with holidays
- Increased operational intensity (aircraft movements, terminal activity, and airside utilization)

This trend demonstrates progressive growth and peak seasonal operations.

4. Type of Aircraft and Airline Operations

4.1. Based on airline presence (Air Canada, American, United, Southwest, Delta, Alaska, JetBlue, Copa, WestJet, Sun Country, Tropic Air, TAG, and limited private aircraft), PGIA operations during this period consisted mainly of:

- Medium-size commercial transport aircraft (narrow-body jets)
- Regional turboprop aircraft
- Limited private and charter operations

5. Operating Environment (Relevant to Safety Studies)

From an aeronautical safety perspective, PGIA during these three months can be described as:

- High passenger throughput airport
- Predominantly scheduled international operations
- Peak seasonal demand in December
- Operations conducted under:
    - Day conditions.

6. Variable meteorological conditions typical of the region

This operational profile increases the relevance of runway, lighting, emergency access, and information-based mitigations, as a large number of passengers are exposed to any aerodrome infrastructure limitation.

7. Operational Classification Summary

During the period months, October to December 2025, Philip Goldson International Airport operated predominantly as an international commercial passenger aerodrome, with scheduled services provided by multiple North American and regional airlines, experiencing peak seasonal traffic in December. Operations involved medium and regional transport aircraft under day conditions.

BELIZE AIRPORTS CONCESSION COMPANY
INTERNATIONAL PASSENGERS BY AIRLINE
FOR OCTOBER - DECEMBER 2025

MONTH	TOTALS		AIR CANADA		AMERICAN		UNITED		SOUTHWEST		TROPIC AIR		TAG		ALASKA AIR		SUN COUNTRY		COPA		JETBLUE		WEST JET		DELTA		PRIVATE AIRCRAFTS		SPIRIT	
	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
OCTOBER	24.791	23.474	-	-	7.948	7.755	8.051	7.813	962	817	377	462	442	474	825	678	-	-	954	852	643	704	327	68	3.979	3.770	283	84	-	-
NOVEMBER	39.041	37.059	-	-	10.369	9.753	9.566	9.336	3.604	3.088	439	503	551	645	3.012	2.983	-	-	872	990	1.668	1.570	3.441	2.579	4.626	4.713	231	530	465	369
DECEMBER	59.350	48.599	788	504	15.779	13.586	15.676	12.455	4.281	3.184	405	551	642	692	6.097	5.049	513	305	1.033	1.083	1.389	1.036	4.339	3.246	6.768	5.684	238	369	1.141	855
TOTAL October - December 2025	123.182	109.132	788	504	34.096	31.094	33.293	29.604	9.067	7.089	1.216	1.516	1.635	1.811	9.934	8.710	513	305	2.859	2.925	3.700	3.310	8.107	5.893	15.373	14.167	792	983	1.606	1.224

Table – 1 Belize Airport Concession Company International Passenger by Airline for October- December 2025
Source: Accounts Department of PGIA.

PHILIP GOLDSON INTERNATIONAL AIRPORT
TOTAL NUMBER OF FLIGHTS
OCTOBER TO DECEMBER 2025

	International Airlines * International		Tropic Air/Maya Island Air International		Domestic **		Private Aircraft International		Military International & Domestic		Totals	
	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure	Arrival	Departure
October	192	191	68	66	1,269	1,267	78	65	46	46	1,653	1,635
November	297	296	58	59	2,195	2,195	85	67	14	14	2,649	2,631
December	436	435	65	65	2,895	2,895	89	75	39	39	3,524	3,509

* All international carriers: American Airline, Copa, TAG, United Airline, Sun Country, West Jet, Air Canada, Delta, Jet Blue, Spirit and International Charter flights.

** Domestic Carries include the following: Tropic Air, Maya Island Air, Astrum Helicopter, Jeffrey Sutton, James Tregrob, Caribbee and other private operators.

Table –2 Philip Golson International Airport Total Number of Flights October-December, 2025
Source: Account Department of PGIA.

Philip S.W. Goldson International Airport International Flight Schedule October 2025

Alaska AIRLINES

Flights below are effective October 1st-31st, 2025

Flight #	Arrival	Departure	Frequency	Route
393	4:53 PM		Saturday	L.A.-BZE
1334	4:13 PM		October 31st Only	L.A.-BZE
391		10:00 AM	Sunday X October 26th	BZE-L.A
1335		10:00 AM	October 26th Only	BZE-L.A

American Airlines

Flights below are effective October 1st -7th, 2025

***Note: On Saturday, flight 1191 arrives from Miami and departs to Dallas as flight 0314. Flight 0539 arrives from Dallas and departs to Miami as flight 0534. On Monday, flight 2797 arrives from Miami and departs to Dallas as flight 0344. Flight 0343 arrives from Dallas and departs to Miami as flight 1812.

Flight #	Arrival	Departure	Frequency	Destination
1191	11:55 AM		Saturday	MIA-BZE
0314		12:55 PM	Saturday	BZE-DFW
1191	12:32 PM		Wed, Thurs, Fri, Sun	MIA-BZE
0534		1:32 PM	Wed, Thurs, Fri, Sun	BZE-MIA
2797	11:50 AM		Monday	MIA-BZE
0344		12:50 PM	Monday	BZE-DFW
2797	12:50 PM		Tuesday	MIA-BZE
1812		1:50 PM	Tuesday	BZE-MIA

0539	12:24 PM		Saturday	DFW-BZE
0534		1:25 PM	Saturday	BZE-MIA
0343	2:20 PM		Monday	DFW-BZE
1812		3:30 PM	Monday	BZE-MIA

Flights below are effective October 8th-28th, 2025

***Note: Daily excluding Tuesday and Wednesday, flight 2797 arrives from Miami and departs to Dallas as flight 0344. Flight 0343 arrives from Dallas and departs to Miami as flight 1812.

Flight #	Arrival	Departure	Frequency	Destination
2797	11:50 AM		Daily X Tues & Wed	MIA-BZE
0344		12:50 PM	Daily X Tues & Wed	BZE-DFW
2797	12:50 PM		Tuesday & Wednesday	MIA-BZE
1812		1:50 PM	Tuesday & Wednesday	BZE-MIA
0343	2:22 PM		Daily X Tues & Wed	DFW-BZE
1812		3:30 PM	Daily X Tues & Tues	BZE-MIA

DELTA

Flights below are effective October 29th - 31st, 2025

***Note: Daily Thursday, flight 2797 arrives from Miami and departs to Dallas as flight 0344. Flight 0343 arrives from Dallas and departs to Miami as flight 1812.

Flight #	Arrival	Departure	Frequency	Destination
2797	11:50 AM		Friday	MIA-BZE
2797	12:50 PM		Wednesday	MIA-BZE
1812		1:50 PM	Wednesday/Friday	BZE-MIA
2797	11:50 AM		Thursday	MIA-BZE
0344		12:50 PM	Thursday	BZE-DFW
0343	2:20 PM		Thursday	DFW-BZE
1812		3:30 PM	Thursday	BZE-MIA

Flights below are effective October 1st-31st, 2025

Flight #	Arrival	Departure	Frequency	Route
280	4:22 PM		Tuesday & Friday	PAN-BZE
281		5:24 PM	Tuesday & Friday	BZE-PAN

CopaAirlines

Flights below are effective October 1st -5th, 2025

Flight #	Arrival	Departure	Frequency	Route
1983	11:49 AM		Daily X Tues & Oct 5th	ATL-BZE

1802		12:59 PM	Daily X Tues & Oct 5th	BZE-ATL

Flights below are effective October 6th-31st, 2025

Flight #	Arrival	Departure	Frequency	Route
1983	11:25 AM		Daily X Tuesday	ATL-BZE
1802		12:40 PM	Daily X Tuesday	BZE-ATL

jetBlue

Flights below are effective October 1st -26th, 2025

Flight #	Arrival	Departure	Frequency	Route
1641	12:35 PM		Saturday	NYC-BZE
1642		1:41 PM	Saturday	BZE-NYC

Flights below are effective October 27th-31st, 2025

Flight #	Arrival	Departure	Frequency	Route
1641	12:30 PM		Monday & Wednesday	NYC-BZE
1642		1:48 PM	Monday & Wednesday	BZE-NYC

Southwest

Flights below are effective October 1st -31st, 2025

Flight #	Arrival	Departure	Frequency	Route
837	12:15 PM		Saturday & Sunday	HOU-BZE
1013		1:10 PM	Saturday & Sunday	BZE-HOU

TAG Airlines

Flights below are effective October 1st -31st, 2025

Flight #	Arrival	Departure	Frequency	Route
804	1:30 PM		Daily	GUAT-BZE
803		2:10 PM	Daily	BZE-GUAT

TROPIC AIR

Flights below are effective October 1st -31st, 2025

Flight #	Arrival	Departure	Frequency	Route
6610		10:30 AM	Daily	BZE-CANCUN
6611	2:30PM		Daily	CANCUN-BZE
2300		8:00 AM	Mon/Wed/Fri/Sun	BZE-ROATAN
2301	9:45 AM		Mon/Wed/Fri/Sun	ROATAN-BZE
2200		7:00 AM	Mon/Wed/Fri	BZE-SP HONDURAS
2201	9:30 AM		Mon/Wed/Fri	SP HONDURAS-BZE

Flights below are effective October 1st -25th, 2025

Flight #	Arrival	Departure	Frequency	Route
1408	11:35 AM		Sunday-Friday	HOU-BZE
1405		12:40 PM	Sunday-Friday	BZE-HOU
1408	11:15 AM		Saturday	HOU-BZE
1405		12:20 PM	Saturday	BZE-HOU
1569	1:33 PM		Daily	HOU-BZE
1570		2:35 PM	Daily	BZE-HOU

UNITED

Flights below are effective October 26th-31st, 2025

Flight #	Arrival	Departure	Frequency	Route
1408	11:14 AM		Daily	HOU-BZE
1405		12:18 PM	Daily	BZE-HOU
1569	1:32 PM		Daily	HOU-BZE
1570		2:38 PM	Daily	BZE-HOU

Table – 3 Philip Golson International Airport Total Number of Flights October 2025
Source: Account Department of PGIA.

Philip S.W. Goldson International Airport International Flight Schedule November 2025

Alaska AIRLINES

Flights below are effective November 1st-6th, 2025

Flight #	Arrival	Departure	Frequency	Route
1334	4:13 PM		Saturday	L.A.-BZE
1335		10:00 AM	Saturday, Sunday	BZE-L.A.
481	3:06 PM		Saturday	SEA-BZE
482		11:15 AM	Sunday	BZE-SEA

Flights below are effective November 7th-21st, 2025

Flight #	Arrival	Departure	Frequency	Route
1334	5:13 PM		Friday, Saturday	L.A.-BZE
1335		10:00 AM	Saturday, Sunday	BZE-L.A.
481	4:06 PM		Saturday	SEA-BZE
482		11:15 AM	Sunday	BZE-SEA

Flights below are effective November 22nd-30th, 2025

Flight #	Arrival	Departure	Frequency	Route
1334	5:12 PM		Sun, Mon, Fri	L.A.-BZE
1335		10:00 AM	Mon, Tues, Sat	BZE-L.A.

1334	5:12 PM		Saturday	L.A.-BZE
115		6:22 PM	Saturday	BZE-L.A.
1334	6:37 AM		Wednesday	L.A.-BZE
1335		10:00 AM	Friday	BZE-L.A.
116	6:37 AM		Sunday	L.A.-BZE
1335		10:00 AM	Sunday	BZE-L.A.
481	4:06 PM		Saturday	SEA-BZE
482		11:15 AM	Sunday	BZE-SEA

American Airlines

Flights below are effective November 1st-7th, 2025
Note: On Saturdays, flight 2797 arrives from Miami and departs to Dallas as 0344. Flight 0343 arrives from Dallas and departs to Miami as 1812. Daily X Saturday, flight 1117 arrives from Miami and departs to Dallas as 0346. Flight 329 arrives from Dallas and departs to Miami as 322.

Flight #	Arrival	Departure	Frequency	Destination
2797	11:50 AM		Saturday	MIA-BZE
0344		12:50 PM	Saturday	BZE-DFW
1117	12:10 PM		Daily X Saturday	MIA-BZE
346		1:12 PM	Daily X Saturday	BZE-DFW
0343	2:22 PM		Saturday	DFW-BZE
1812		3:30 PM	Saturday	BZE-MIA
329	3:04 PM		Daily X Saturday	DFW-BZE
322		4:20 PM	Daily X Saturday	BZE-MIA

Flights below are effective November 8th-14th, 2025
Note: Daily, flight 1117 arrives from Miami and departs to Dallas as flight 346. Flight 329 arrives from Dallas and departs to Miami as 322.

Flight #	Arrival	Departure	Frequency	Destination
1117	12:10 PM		Daily	MIA-BZE
346		1:12 PM	Daily	BZE-DFW
329	3:04 PM		Daily	DFW-BZE
322		4:20 PM	Daily	BZE-MIA
335	3:09 PM		Saturday	CLT-BZE
356		4:10 PM	Saturday	BZE-CLT

Flights below are effective November 15th-21st, 2025
Note: Daily, flight 1117 arrives from Miami and departs to Dallas as flight 346. Daily X Thursday and Friday, flight 329 arrives from Dallas and departs to Miami as 322. On Thursday and Friday, flight 329 arrives from Dallas and departs to Miami as 386.

Flight #	Arrival	Departure	Frequency	Destination
1117	12:10 PM		Daily	MIA-BZE
346		1:12 PM	Daily	BZE-DFW

329	3:04 PM		Daily X Thurs & Fri	DFW-BZE
322		4:20 PM	Daily X Thurs & Fri	BZE-MIA
329	3:20 PM		Thursday, Friday	DFW-BZE
386		4:20 PM	Thursday, Friday	BZE-MIA
335	3:09 PM		Saturday	CLT-BZE
356		4:10 PM	Saturday	BZE-CLT

Flights below are effective November 22nd -30th, 2025

Note: Daily X Thursday, flight 1117 arrives from Miami and departs to Dallas as flight 346. Flight 329 arrives from Dallas and departs to Miami as 386. On Saturday, flight 357 arrives from Dallas and departs to Miami as 374. Flight 353 arrives from Miami and departs to Dallas as 2784.

Flight #	Arrival	Departure	Frequency	Destination
1117	12:10 PM		Daily X Thursday	MIA-BZE
346		1:12 PM	Daily X Thursday	BZE-DFW
1117	12:10 PM		Thursday	MIA-BZE
1626		1:20 PM	Thursday	BZE-MIA
357	1:30 PM		Saturday	DFW-BZE
374		2:40 PM	Saturday	BZE-MIA
353	1:50 PM		Saturday	MIA-BZE
2784		2:50 PM	Saturday	BZE-DFW
329	3:20 PM		Daily X Thursday	DFW-BZE
386		4:20 PM	Daily X Thursday	BZE-MIA
335	12:40 PM		Saturday	CLT-BZE
356		1:40 PM	Saturday	BZE-CLT

DELTA

Flights below are effective November 1st-30th, 2025

Flight #	Arrival	Departure	Frequency	Route
280	4:22 PM		Tuesday & Friday	PAN-BZE
281		5:24 PM	Tuesday & Friday	BZE-PAN

CopaAirlines

Flights below are effective November 1st - 8th, 2025

Flight #	Arrival	Departure	Frequency	Route
1983	11:25 AM		November 1st	ATL-BZE
1802		12:40 PM	November 1st	BZE-ATL
1983	12:23 PM		Daily X Tuesday	ATL-BZE
1802		1:38 PM	Daily X Tuesday	BZE-ATL

Flights below are effective November 9th - 30th, 2025

Flight #	Arrival	Departure	Frequency	Route

1983	12:28 PM		Daily X 15th & 22nd	ATL-BZE
1802		1:53 PM	Daily X 15th & 22nd	BZE-ATL
1983	12:44 PM		15th & 22nd	ATL-BZE
1802		2:10 PM	15th & 22nd	BZE-ATL

jetBlue

Flights below are effective November 1st -19th, 2025

Flight #	Arrival	Departure	Frequency	Route
1641	12:30 PM		November 1st	NYC-BZE
1642		1:49 PM	November 1st	BZE-NYC
1641	1:30 PM		Monday, Wednesday	NYC-BZE
1642		2:48 PM	Monday, Wednesday	BZE-NYC
1641	1:25 PM		Saturday X Nov 1st	NYC-BZE
1642		2:49 PM	Saturday X Nov 1st	BZE-NYC

Flights below are effective November 20th -30th, 2025

Flight #	Arrival	Departure	Frequency	Route
1641	12:53 PM		November 22nd	NYC-BZE
1642		1:58 PM	November 22nd	BZE-NYC
1641	12:43 PM		Mon, Wed, Sat X Nov. 22nd	NYC-BZE
1642		1:49 PM	Mon, Wed, Sat X Nov. 22nd	BZE-NYC

Southwest

Flights below are effective November 1st-2nd, 2025

Flight #	Arrival	Departure	Frequency	Route
837	12:10 PM		Saturday	HOU-BZE
1013		1:05 PM	Saturday	BZE-HOU
837	2:00 PM		Sunday	HOU-BZE
1013		3:00 PM	Sunday	BZE-HOU

spirit

Flights below are effective November 3rd-30th, 2025
Note: On Saturdays, flight 837 arrives from Houston and departs to Denver as 289. Flight 288 arrives from Denver and departs to Houston as 1013.

Flight #	Arrival	Departure	Frequency	Route
837	2:00 PM		Sunday-Friday	HOU-BZE
1013		3:00 PM	Sunday-Friday	BZE-HOU
350	1:35 PM		Saturday	BALT-BZE
2302		2:30 PM	Saturday	BZE-BALT
837	11:45 AM		Saturday	HOU-BZE
1013		3:45 PM	Saturday	BZE-HOU
288	2:50 PM		Saturday	DEN-BZE

289		12:40 PM	Saturday	BZE-DEN

Flights below are effective November 21st- 30th, 2025

Flight #	Arrival	Departure	Frequency	Route
2064	12:15 PM		Mon, Fri, Sat	FLL-BZE
2065		1:10 PM	Mon, Fri, Sat	BZE-FLL

TAG Airlines

Flights below are effective November 1st -30th, 2025

Flight #	Arrival	Departure	Frequency	Route
804	1:30 PM		Daily	GUAT-BZE
803		2:10 PM	Daily	BZE-GUAT

TROPIC AIR

Flights below are effective November 1st -30th, 2025

Flight #	Arrival	Departure	Frequency	Route
6610		10:30 AM	Daily	BZE-CANCUN
6611	2:30PM		Daily	CANCUN-BZE
2300		8:00 AM	Mon/Wed/Fri/Sun	BZE-ROATAN
2301	9:45 AM		Mon/Wed/Fri/Sun	ROATAN-BZE
2200		7:00 AM	Mon/Wed/Fri	BZE-SP HONDURAS
2201	9:30 AM		Mon/Wed/Fri	SP HONDURAS-BZE

UNITED

Flights below are effective November 1st, 2025
Note: Flight 2134 arrives from Denver and departs to Newark as 1595. Flight 542 arrives from Newark and departs to Denver as flight 1906.

Flight #	Arrival	Departure	Frequency	Route
1408	11:14 AM		Saturday	HOU-BZE
1405		12:18 PM	Saturday	BZE-HOU
1569	1:32 PM		Saturday	HOU-BZE
1570		2:38 PM	Saturday	BZE-HOU
2134	2:32 PM		Saturday	DEN-BZE
1906		12:45 PM	Saturday	BZE-DEN
542	11:41 AM		Saturday	NEWARK-BZE
1595		3:35 PM	Saturday	BZE- NEWARK
1150	12:50 PM		Saturday	CHICAGO-BZE
1151		2:00 PM	Saturday	BZE-CHICAGO

Flights below are effective November 2nd-30th, 2025
Note: On Saturdays, flight 2134 arrives from Denver and departs to Newark as 1595. Flight 542 arrives from Newark and departs to Denver as flight 1906.

Flight #	Arrival	Departure	Frequency	Route

1408	12:14 PM		Daily	HOU-BZE
1405		1:18 PM	Daily	BZE-HOU
1569	2:32 PM		Daily	HOU-BZE
1570		3:38 PM	Daily	BZE-HOU
2134	3:32 PM		Saturday	DEN-BZE
1906		1:45 PM	Saturday	BZE-DEN
542	12:41 PM		Saturday	NEWARK-BZE
1595		3:35 PM	Saturday	BZE- NEWARK
1150	1:50 PM		Saturday	CHICAGO-BZE
1151		3:00 PM	Saturday	BZE-CHICAGO

WESTJET

Flights below are effective November 1st-5th, 2025

*****Note: Flight 2562 arrives from Toronto and departs to Calgary as 2275. Flight 2274 arrives from Calgary and departs to Toronto as 2563.**

Flight #	Arrival	Departure	Frequency	Route
2562	1:09 PM		Saturday	TOR-BZE
2563		3:25 PM	Saturday	BZE-TOR
2274	2:28 PM		Saturday	CALG-BZE
2275		2:00 PM	Saturday	BZE-CALG

Flights below are effective November 6th-30th, 2025

*****Note: On Thursdays & Saturdays, flight 2562 arrives from Toronto and departs to Calgary as 2275. Flight 2274 arrives from Calgary and departs to Toronto as 2563.**

Flight #	Arrival	Departure	Frequency	Route
2562	2:09 PM		Thursday/Saturday	TOR-BZE
2563		4:25 PM	Thursday/Saturday	BZE-TOR
2274	3:28 PM		Thursday/Saturday	CALG-BZE
2275		3:00 PM	Thursday/Saturday	BZE-CALG
2562	2:09 PM		Monday	TOR-BZE
2563		3:05 PM	Monday	BZE-TOR

Table –4 Philip Golson International Airport Total Number of Flights November, 2025
Source: Account Department of PGIA.

Philip S.W. Goldson International Airport International Flight Schedule December 2025

Alaska AIRLINES

Flights below are effective December 1st- 17th, 2025

Flight #	Arrival	Departure	Frequency	Route
1334	5:11 PM		Daily	L.A.-BZE
1335		11:00 AM	Daily X December 1st	BZE-L.A.

1335		10:00 AM	December 1st	BZE-L.A.
481	4:13 PM		Saturday	SEA-BZE
482		10:00 AM	Sunday	BZE-SEA

Flights below are effective December 18th-31st, 2025

Flight #	Arrival	Departure	Frequency	Route
1334	5:18 PM		Fri, Sat, Sun	L.A.-BZE
1317		6:28PM	Fri, Sat, Sun	BZE-L.A.
1334	5:18 PM		Mon, Tues, Wed, Thurs X Dec 24th	L.A.-BZE
1335		10:00 AM	Tues, Wed, Thurs, Fri X Dec 25th	BZE-L.A.
1318	6:44 AM		Fri, Sat, Sun, Mon X Dec 26th	L.A.-BZE
1335		10:00 AM	Fri, Sat, Sun, Mon X Dec 26th	BZE-L.A.
481	4:30 PM		Saturday	SEA-BZE
482		11:00 AM	Sunday	BZE-SEA

AIR CANADA

Flights below are effective December 8th- 31st, 2025+

Flight	Arrival	Departure	Frequency	Route
1876	10:05 PM		Monday	MONT. -BZE
1877		11:00 AM	Tuesday	BZE-MONT.
1870	2:00 PM		Friday	TOR-BZE
1871		2:50 PM	Friday	BZE-TOR

American Airlines

Flights below are effective December 1st-7th, 2025

Flight #	Arrival	Departure	Frequency	Destination
1117	12:22 PM		Tuesday & Wednesday	MIA-BZE
354		1:22 PM	Tuesday & Wednesday	BZE-DFW
1117	12:32 PM		Daily X Tues & Wed	MIA-BZE
380		1:33 PM	Daily X Tues & Wed	BZE-DFW
371	1:32 PM		Saturday	DFW-BZE
360		2:33 PM	Saturday	BZE-DFW
3747	1:40 PM		Tuesday & Wednesday	MIA-BZE
3748		2:27 PM	Tuesday & Wednesday	BZE-MIA
329	2:11 PM		Daily X Tues & Wed	MIA-BZE
370		3:11 PM	Daily X Tues & Wed	BZE-MIA

345	3:16 PM		Tuesday & Wednesday	DFW-BZE
374		4:16 PM	Tuesday & Wednesday	BZE-MIA
353	3:29 PM		Daily X Tues & Wed	DFW-BZE
384		4:29 PM	Daily X Tues & Wed	BZE-MIA
335	12:20 PM		Saturday	CLT-BZE
354		1:20 PM	Saturday	BZE-CLT
335	12:31 PM		Mon, Thurs, Fri, Sun	CLT-BZE
354		1:35 PM	Mon, Thurs, Fri, Sun	BZE-CLT

Flights below are effective December 8th -31st, 2025

Flight #	Arrival	Departure	Frequency	Destination
1117	12:22 PM		Daily	MIA-BZE
354		1:22 PM	Daily	BZE-DFW
3747	1:40 PM		Daily	MIA-BZE
3748		2:27 PM	Daily	BZE-MIA
345	3:16 PM		Daily	DFW-BZE
374		4:16 PM	Daily	BZE-MIA
369	1:44 PM		Saturday	DFW-BZE
1424		2:45 PM	Saturday	BZE-DFW
333	11:49 AM		Daily X Tues & Wed	CLT-BZE
2514		12:59 PM	Daily X Tues & Wed	BZE-CLT

CopaAirlines

Flights below are effective December 1st-19th, 2025

Flight #	Arrival	Departure	Frequency	Route
280	4:22 PM		Tuesday & Friday	PAN-BZE
281		5:24 PM	Tuesday & Friday	BZE-PAN

Flights below are effective December 20th -31st, 2025

Flight #	Arrival	Departure	Frequency	Route
280	10:33 AM		Tuesday & Friday	PAN-BZE
281		11:06 AM	Tuesday & Friday	BZE-PAN

DELTA

Flights below are effective December 1st-19th, 2025

Flight #	Arrival	Departure	Frequency	Route
1983	12:28 PM		Dec 1st	ATL-BZE
1802		1:53 PM	Dec 1st	BZE-ATL
1983	12:40 PM		Daily X Sat & Dec 1st	ATL-BZE
1802		2:05 PM	Daily X Sat & Dec 1st	BZE-ATL

1983	12:45 PM		Saturday	ATL-BZE
1802		2:10 PM	Saturday	BZE-ATL

Flights below are effective December 20th-21st, 2025

Flight #	Arrival	Departure	Frequency	Route
1983	12:19 PM		Daily X Saturday	ATL-BZE
1802		1:34 PM	Daily X Saturday	BZE-ATL
1983	12:05 PM		Saturday	ATL-BZE
1802		1:20 PM	Saturday	BZE-ATL
1981	2:47 PM		Daily	ATL-BZE
1980		4:20 PM	Daily	BZE-ATL
2526	2:03 PM		Saturday	MSP-BZE
2524		3:30 PM	Saturday	BZE-MSP

jetBlue

Flights below are effective December 1st -17th, 2025

Flight #	Arrival	Departure	Frequency	Route
1641	1:30 PM		Wednesday & Saturday	NYC-BZE
1642		2:40 PM	Wednesday	BZE-NYC
1642		3:19 PM	Saturday	BZE-NYC
1641	12:43 PM		Monday	NYC-BZE
1642		1:48 PM	Monday	BZE-NYC

Flights below are effective December 18th-31st, 2025

Flight #	Arrival	Departure	Frequency	Route
1641	12:24 PM		Mon, Wed, Sat	NYC-BZE
1642		1:37 PM	Mon, Wed, Sat	BZE-NYC

Southwest

Flights below are effective December 1st-31st, 2025

Note: On Saturdays, flight 837 arrives from Houston and departs to Denver as 289. Flight 288 arrives from Denver and departs to Houston as 1013.

Flight #	Arrival	Departure	Frequency	Route
837	2:00 PM		Sunday-Friday	HOU-BZE
1013		3:00 PM	Sunday-Friday	BZE-HOU
350	1:35 PM		Saturday	BALT-BZE
2302		2:30 PM	Saturday	BZE-BALT
837	11:45 AM		Saturday	HOU-BZE
1013		3:45 PM	Saturday	BZE-HOU
288	2:50 PM		Saturday	DEN-BZE
289		12:40 PM	Saturday	BZE-DEN

spirit

Flights below are effective December 1st- 31st, 2025

Flight #	Arrival	Departure	Frequency	Route
2064	12:15 PM		Mon, Fri, Sat	FLL-BZE
2065		1:10 PM	Mon, Fri, Sat	BZE-FLL

sun country airlines

Flights below are effective December 13th -31st, 2025

Flight #	Arrival	Departure	Frequency	Route
711	10:52 AM		Saturday	MINNEAPOLIS-BZE
712		12:00 PM	Saturday	BZE-MINNEAPOLIS

TAG Airlines

Flights below are effective December 1st -31st, 2025

Flight #	Arrival	Departure	Frequency	Route
804	1:30 PM		Daily	GUAT-BZE
803		2:10 PM	Daily	BZE-GUAT

TROPIC AIR

Flights below are effective December 1st-31st, 2025

Flight #	Arrival	Departure	Frequency	Route
6610		10:30 AM	Daily	BZE-CANCUN
6611	2:30PM		Daily	CANCUN-BZE
2300		8:00 AM	Mon, Wed, Fri, Sun	BZE-ROATAN
2301	9:45 AM		Mon, Wed, Fri, Sun	ROATAN-BZE
2200		7:00 AM	Mon, Wed, Fri	BZE-SP HONDURAS
2201	9:30 AM		Mon, Wed, Fri	SP HONDURAS-BZE

UNITED

Flights below are effective December 1st-17th, 2025

Note: On Saturdays, flight 2134 arrives from Denver and departs to Newark as 1595. Flight 542 arrives from Newark and departs to Denver as flight 1906.

Flight #	Arrival	Departure	Frequency	Route
1408	12:14 PM		Daily	HOU-BZE
1405		1:18 PM	Daily	BZE-HOU
1569	2:32 PM		Daily	HOU-BZE
1570		3:38 PM	Daily	BZE-HOU
2134	3:32 PM		Saturday	DEN-BZE
1906		1:45 PM	Saturday	BZE-DEN
542	12:41 PM		Saturday	NEWARK-BZE
1595		4:35 PM	Saturday	BZE- NEWARK

1150	1:50 PM		Saturday	CHICAGO-BZE
1151		3:00 PM	Saturday	BZE-CHICAGO

Flights below are effective December 18th-31st, 2025

Note: Daily, flight 2134 arrives from Denver and departs to Newark as 1595. Flight 542 arrives from Newark and departs to Denver as flight 1906.

Flight #	Arrival	Departure	Frequency	Route
1408	12:14 PM		Daily	HOU-BZE
1405		1:18 PM	Daily	BZE-HOU
1569	2:32 PM		Daily	HOU-BZE
1570		3:38 PM	Daily	BZE-HOU
2134	3:32 PM		Daily	DEN-BZE
1906		1:45 PM	Daily	BZE-DEN
542	12:41 PM		Daily	NEWARK-BZE
1595		4:35 PM	Daily	BZE- NEWARK
1150	1:50 PM		Daily	CHICAGO-BZE
1151		3:00 PM	Daily	BZE-CHICAGO
2851	7:47 AM		Saturday	SAN FRAN-BZE
2850		10:15 AM	Saturday	BZE-SAN FRAN

WESTJET

Flights below are effective December 1st -14th, 2025

***Note: On Thursdays & Saturdays, flight 2562 arrives from Toronto and departs to Calgary as 2275. Flight 2274 arrives from Calgary and departs to Toronto as 2563.

Flight #	Arrival	Departure	Frequency	Route
2274	3:28 PM		Thurs & Sat	CALG-BZE
2275		3:00 PM	Thurs & Sat	BZE-CALG
2562	2:09 PM		Thurs & Sat	TOR-BZE
2563		4:25 PM	Thurs & Sat	BZE-TOR
2562	2:09 PM		Monday	TOR-BZE
2563		3:25 PM	Dec 1st	BZE-TOR
2563		3:05 PM	Monday X Dec 1st	BZE-TOR

Flights below are effective December 15th -31st, 2025

***Note: On Mondays, Thursdays & Saturdays, flight 2562 arrives from Toronto and departs to Calgary as 2275. Flight 2274 arrives from Calgary and departs to Toronto as 2563.

Flight #	Arrival	Departure	Frequency	Route
2274	3:28 PM		Mon, Thurs, Sat	CALG-BZE
2275		3:00 PM	Mon, Thurs, Sat	BZE-CALG
2562	2:09 PM		Mon, Thurs, Sat	TOR-BZE
2563		4:25 PM	Mon, Thurs, Sat	BZE-TOR
2562	2:09 PM		Wednesday	TOR-BZE
2563		3:05 PM	Wednesday	BZE-TOR

Table –5 Philip Golson International Airport Total Number of Flights December, 2025
Source: Account Department of PGIA.

SECTION 2.1 ENVIROMENTAL ISSUES

The **Belize River** runs 290 kilometers (180 mi)[1] through the center of Belize. It drains more than one-quarter of the country as it winds along the northern edge of the Maya Mountains to the sea just north of Belize City (17°32′N 88°14′W). The Belize River Valley is largely tropical rainforest.

Also known as the Old River, the Belize River begins where the Mopan River and Macal River join just east of San Ignacio, Belize (17°11′N 89°04′W). The Belize River – Mopan River Catchment contains over 45 percent of the population of Belize. The Belize River, in spite of 78 runs or rapids, is passable via the Mopan to the Guatemalan border. It served as the main artery of commerce and communication between the interior and the coast until well into the twentieth century, and has long been associated with forestry, of logwood (for dye) and of mahogany which survives in small stands.[2]:111

Early on, loggers using the river encountered the Maya and had conflicts with them and with the Spaniards. In 1807 there was a request for "arms and ammunitions" for the loggers.[3] In the late 1820s, the Methodist minister Thomas Wilkinson found three to four thousand men working at camps most of the year.[2]:55. By the late 19th century there were over 130 small settlements along the river.[4] Burrell Boom just above Belize Town served as a catch-point for logs. From Wikipedia, the free encyclopaedia

Figure – 3
Source: Wikipedia, the free encyclopaedia.
https://en.wikipedia.org/wiki/Belize_River

2.1.1 INFORMATION PROVIDED TO B.A.C.C. BY THE MINISTRY OF SUSTAINABLE DEVELOPMENT, CLIMATE CHANGE AND SOLID WASTE MANAGEMENT (HYDROLOGIST UNIT)

Assessment of environmental condition:

The Environmental issues related to the Belize River and the relevance of its factors to the PGIA especially on the western side of the airport." kindly find a table with main issues, influence of the Belize River and its relevance to the PGIA, specifically in the last 5 years as requested.

In the past 5 years, communities surrounding the PGIA have experienced flooding events but not the PGIA facility itself outside of the usual ponding/settling of water due mild and major excessive rainfall events as was the experience with the runway I believe it was 2025.

Impacts and Consequences to PGIA Operations:

Issue	Belize River Influence	Relevance to PGIA
Sedimentation	Transports high sediment loads from upstream river and could remain there for some months	• Impact drainage and under flooding scenarios • Sediment could be deposited on the river banks and can seep into canals, drainage edges, tributaries which feed the surrounding local wetlands west of the PGIA • This can effectively reduce the flood discharge efficiency of that system to release flood waters
Land Use Change	Land use change from forested/uncleared can impact water quality and erosion	• Monitor for erosion impacts as this could undermine infrastructure • Impacts flood discharge function of the Belize River
Hydrology – Floods	Length of flooding conditions, runoff processes erosion, magnitude of hurricane event	• Scale of the floods can increase the exposure and magnitude of the impact on road and building infrastructure • There are some natural drainage patterns on the recently re-routed airport access road that requires drainage to be done to alleviate creating an outlet for flood waters to travel into that outlet and ultimately into the airport facility and potentially the tarmac • **Flood modelling is necessary for different hurricane scenarios to indicate the flood vulnerability of the PGIA to a Category 4 or 5 event.**
Watershed function interruption	Flood waters are absorbed/overflows into the wetlands surrounding the PGIA on both sides	• Unplanned development without adequate drainage design to account for different flood scenarios or return periods could impact where flood waters drain to • Displaced flood waters usually continue downstream as much as the channel affords and thereafter will overflow into the lowest bank of the river

Table – 6 Issues, Influence of the Belize River and its relevance to the PGIA
Source: Ministry of Sustainable Development, Climate Change and Solid Waste Management

Attached are very rough imagery of the area and I outlined in color red the affected area sent by Ministry of Sustainable Development, Climate Change and Solid Waste Management.

Figure – 4 Westlands and absorb flood water and sediment deposited
Source: Ministry of Sustainable Development, Climate Change and Solid Waste Management

Figure – 5 Pathways for flood waters to enter PGIA facility
Source: Ministry of Sustainable Development, Climate Change and Solid Waste Management

2.1.2 Belize's Hurricane Season [Latent condition]

The hurricane season runs from June through November and may impact the entire country. For Belize, the rainy season, which roughly coincides with the hurricane season, may extend into December. January is a transition month between the rainy and dry seasons.

The average rainfall in September may be higher than any other period in the year for Belize. As a result, it is no surprise that passenger movement reaches the lowest point of the year during September and October due to the uncertainty from its impact by hurricanes or tropical storms. This is true for the entire region. Not far behind September in total rainfall are June and October with 10 inches each. July, August and November also are not far behind with an average eight to nine inches. The period between June and November coincides with the Caribbean hurricane season.

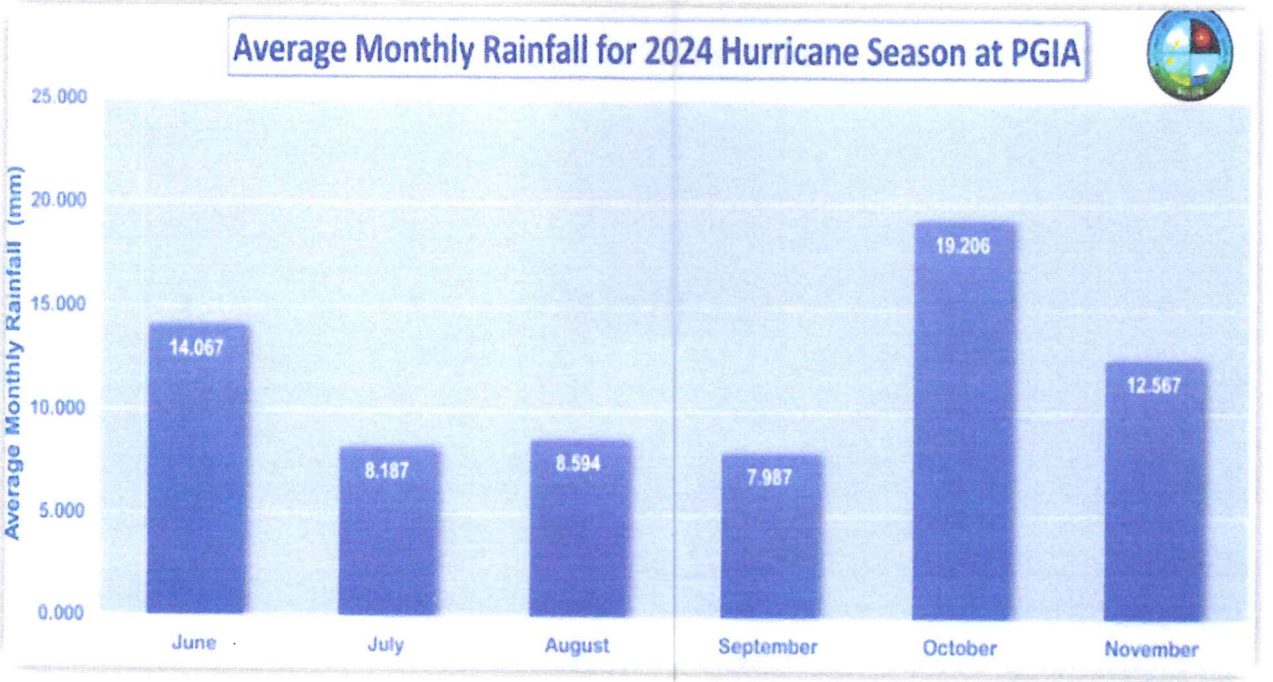

Figure- 6 Average Monthly Rainfall for 2024 Hurricane Season at PGIA.
Source: Crystal M. Rosales Operational Weather Forecaster Weather Analysis and Forecasting Section (WAFS) National Meteorological Service of Belize PGIA Ladyville, Belize District

These issues are called latent because they are not always visible during daily operations, but under certain conditions (heavy rain, aircraft overrun, low visibility, increased traffic), they can contribute to incidents or accidents.

In short, **environmental issues are hidden contributors to risk**, and managing them proactively is essential for P.G.I.A. safety.

2.1.3 MISSED APPROACH STATISTICS

The data was obtained from Air Traffic Control (ATC) records. The missed approach and Go-around statistics correspond to aircraft operations conducted at PGIA without the availability of an Approach Lighting System (ALS), and are representative of normal operational performance under existing aerodrome infrastructure conditions.

The information has period of 6 moth operation July-December 2025.

July, 2025
Jul 1st-V3HHG went around due AAL2797 backtracking RWY07
Jul 5th-AAL2797 went around due to company AAL1191 on the RWY.
Jul 12th - UAL2851 went around due dog approaching the RWY.
Jul 19th - V3HID sent around due arriving AAL1191 on the RWY backtracking to vacate.
Jul 26th -UAL2851 was sent around due dogs on the RWY -Dogs on the RWY -WX Standby -LR 1 in effect -V3HIC and V3HIG M-AP due visibility -N308KP went around due wind shear on final.
August, 2025
Aug 1st -V3HGQ was sent around due to arriving HER808 GLF4 on short final.
Aug 2nd -V3HIM went around due arriving UAL1408 on RWY backtracking
Aug 17th -V3HIC M-AP due visibility
September, 2025
None.
October, 2025
Oct 8th -Dogs observed about 300ft W of B TWY heading towards the RWY -V3HIO sent around due dogs heading towards the RWY from the S
Oct 13th -Dogs observed on A TWY near Maya access road -Dogs spotted once again heading towards the RWY, B737-800 on final -DAL1983 sent around due dogs heading towards the RWY.
November, 2025
Nov 1st - V3HHK was sent around due to arriving AAL2797 backtracking to vacate. - V3HGQ was sent around due to arriving WJA2562 backtracking to vacate.
Nov 14th -V3HJA went around due to not having the field insight (WX) -V3JHB went around due to not having the field insight (WX) -UAL1408 went around due Wx (2x) -AAL1117 went around due Wx (2x) -CFR on Wx standby (2x)
Nov 21st -V3HII went around due to low vis. (Wx) -V3HHZ went around due to low vis. (Wx) (2x)
Nov 22nd -N117W H25B went around due to arriving B737 backtracking RWY to vacate (2x) -V3HIC was sent around due to arriving AAL353 B737 backtracking RWY to vacate
Nov 29th -V3HIE went around due to arriving B737-800 on final -V3HIE went around due loss of separation
December,2025

Dec 01st - CFR on Wx Standby -AJT711 going around due Wx -BRK37 C17 going around due Wx
Dec 08th -V3HJA C208 went around due Wx -V3HHK C208 went around due to Wx
Dec 10th - DAL1983 B737-900 N876DN went around due unstable approach
Dec 12th -SWA837 B737-800 Max N8731J went around due to low visibility, Wx
Dec 14th -Tower observed dogs crossing RWY near TH 07 -ASA1334 B737-900 N428AS went around due unstable approach.
Dec 18th -V3HGO C208 went around as he did not copied landing clearance, Radio problems
Dec 19th -AAL354 was given a conditional clearance to lined-up behind C208 on final, did not complied, V3HIA C208 instructed to go around. RWY Incursion
Dec 22nd -N501BZ C550 was sent around due to arriving V3HJC C208 vacating RWY -V3HID went around due N501BZ C550 backtracking RWY.
Dec 23rd -DAL1981 2NM final, was sent around due to arriving C208 on RWY to vacate
Dec 24th -V3HHL C208 was sent around due V3HJA C208 on RWY to vacate and UAL1569 3NM Final
Dec 25th -V3HIC C208 was sent around due to UAL1569 N17361 B737-800 Max backtracking RWY -Tower observed dog on the RWY -V3HJB C208 was send around due to dog on the RWY -AAL353 N931NN B737-800 was send around due to dog on the RWY -WJA2274 CGWSZ B737-800 was sent around due to dog on the RWY

Table – 7 Missed approach statistics July to December 2025
Source: Deputy Director/BDCA

2.1.4 MITIGATION ACTION FOR THIS CONDITION:

1. Memorandum of Understanding between National Emergency Management Organization (N.E.M.O) and Belize Airport concession Company Limited (B.A.C.C.). [Numeral 2. Obligation of the Parties page. 3.]
2. Letter of Agreement.
   2.1. Letter of agreement between the Air Traffic Services (ATS) - Belize department of civil Aviation and the Belize Airport Concession Company Limited. [Chapter 3 page 6.]
   2.2. Letter of Agreement between the Aeronautical Information Services (AIS), the Aerodrome Certification and Surveillance (AGA) Division- Belize Department of Civil Aviation and the Belize Airport Concession Company Limited.
3. Aerodrome Operation Manual Volume 2.

SECTION 2.2

RISK ASSESSMENT IN REFERENCE TO THE LACK OF LAND FOR APPROACH LIGHT FOR RUNWAY 07-25.

Description of the deviation by indicating the difference with respect to the standards specified in the applicable regulations or in accordance with Annex 14, Volume I to the Convention of International Civil Aviation.

Regulatory Background:

- The Belize Civil Aviation Regulations Aerodrome Design and Construction Regulation, 2023, Volume 1, Subpart E Visual AIDS for Navigation BCAR: 14.405 Lights (d) Approach Lighting System, Application (1) Application B- Non- precision approach (Runway 07) and runway (25) C-precision approach runway Category, the BCAR 14 Vol I. outlines the requirements for approach lighting systems (ALS) in aerodromes certified for instrument approach procedures. It mandates that runways used for precision or non-precision approaches must be equipped with an appropriate approach lighting system to enhance visual guidance during the final stages of landing.

Issue Identified:

- The aerodrome (MZBZ) in question is not the owner of the areas outside the Airport limits and cannot comply with the (BCAR 14 Vol. I related to the installation and operation of the approach lighting systems for the Runways 07 and 25.

Contributing Factors:

- **Lack of Availability of Land outside the Airport perimeter west of runway 07**

  The physical layout and surrounding environment of the airport do not provide sufficient terrain or adequate terrain to construct the standard approach lighting system required under (Aerodrome Design and Construction Regulation, 2023) Volume 1, Subpart E Visual AIDS for Navigation BCAR: 14.405 Lights (d) Approach Lighting System.

  The absence of clear and level ground beyond the runway makes the installation of light bars, sequence flashing lights, and support infrastructure technically **unfeasible.** The terrain located beyond runway 07 and the surrounding areas do not belong to the B.A.C.C.

Figure - 7, Runway O7: Source Edward Burke Photographer

Figure - 8, Runway O7: Source Google Earth https://earth.google.com.

Professional Engineering Assessment:

This 2006 document represents a proactive technical measure undertaken by B.A.C.C. is to identify and assess the soil conditions on the western side of PGIA runway 07. The study confirmed unfavourable geotechnical conditions in that area, supporting the decision to avoid westward runway expansion and instead proceed eastward based on more suitable soil characteristics, review next page.

Professional
Engineering
Services
Limited

15 February 2006

Belize Airport Concession Company Limited
Philip S.W. Goldson International Airport
Ladyville, Belize

Attn: Enrique Hoare Esq.

Dear Sir:

P.S.W.G. Airport Phase 1 Expansion Project
Runway extension justification

In response to a recent question, I wish to clarify the reason the runway will be extended in an Eastwards direction and not Westwards towards the river.

In the preliminary studies for the project, several boreholes were undertaken to establish subsoil conditions.

Extending Eastwards from the existing runway extents, underlying soil conditions were excellent, consisting of firm to stiff sandy clay material with excellent engineering properties.

Extending Westwards from the runway threshold was seen to be a swampy area which extended all the way to the Belize river. The depth of water was approximately 1m, and this overlaid 3-4 meters of low density organic soil and peat with minimal bearing capacity. As the water level matches the adjacent river elevation, it is not possible to drain this area.

To build a runway pavement or any other structure in this location would have required Removal and disposal of an excessive volume of muck and replacement by very large volumes of granular engineering soils which would have to be compacted below water level.

For these reasons, the runway expansion Westwards was not considered as a serious alternative to Eastwards expansion.

Yours truly,

Douglas Walker
Project Manager

runway expansion.docx
#2 FIRST STREET, PO BOX 826, BELIZE CITY, BELIZE, C. A.
TEL +501-224-5659 FAX +501-223-0244 EMAIL PESL@BTL.NET

Figure- 9 P.S.W.G. Airport Phase 1 Expansion Project Runway extension justification of the soil
Source: Douglas Walker-Civil Maintenance Consultant.

- **Lack of Availability of Land outside the Airport perimeter east of runway 25**

The land located out the perimeter of runway 25, close to the perimeter fence line is located adjacent to the road when entering the P.G.I. A. The surrounding areas do not belong and are not under the jurisdiction of the B.A.C.C. There is presently inadequate land for the installation of an approach system for runway 25. Review figure 10 & 11 to identify the Road.

Figure - 10 Runway-25, adjacent road Source: Edward Burke Photographer

Figure - 11 Runway-25 location of adjacent road Source: google Maps.

To evaluate and document the current limitations preventing the installation of the required approach lighting systems for Runway 07 and 25 in compliance with BCAR 14, SUBPART [E] Section 14.405 Lights (d) Approach lighting System and to propose alternative safety measures and procedural mitigations that ensure an equivalent level of safety under assessment of risk in an Aeronautical study.

The P.G.I.A. will apply mitigation measure to comply with the standard established item in BCAR 14 (Aerodrome Design and Construction Regulations, 2023) Volume 1, Subpart [E] Visual AIDS for Navigation BCAR: 14.405 Lights (d) Approach Lighting System; Review Figure 11 for Aerodrome chart information stated in the AIP. Review Section 3, for the tables of evaluation and classification of Risk.

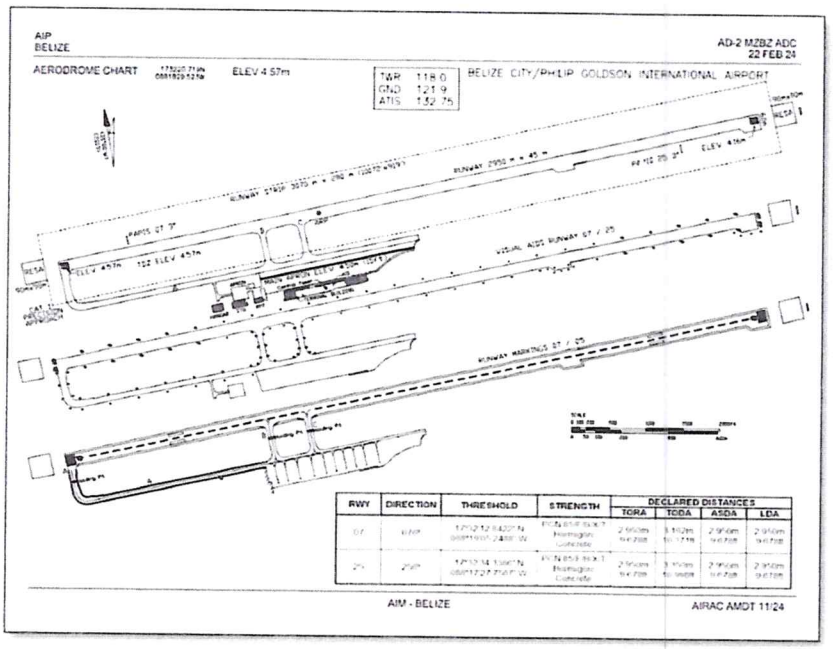

Figure 12 Aerodrome Chart.
Source: E-mail:
belize.ais@civilaviation.gov.bz
Website: www.civilaviation.gov.bz

MZBZ AD 2.2 DATOS GEOGRAFICOS Y ADMINISTRATIVOS DEL AERÓDROMO
AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**Coordenadas del ARP en el AD:** *ARP Coordinates at AD*	173220 719N 0881029 523W
	Emplazamiento en el AD: *Site at AD*	077°/1081m from THR RWY 07
2	**Dirección y distancia desde la ciudad:** *Direction and distance from (city)*	16Km (8 6NM) WNW of Belize City 16km (8 6nm) WNW de la Ciudad de Belice
3	**Elevación:** *Elevation*	4 6 M (15 FT)
	Temperatura de referencia: *Reference temperature*	32°C
4	**Ondulación Geoidal en AD PSN ELEV:** *Geoidal undulation at AD ELEV PSN*	NIL
5	**Variación magnética/Cambio anual:** *MAG VAR / Annual change*	1°W (2019)
6	**Administración:** *AD administration*	Belize Airport Concession Company Ltd
	Dirección: *Address*	P O Box 1564 Belize City Belize
	Teléfono: *Telephone*	(501) 225-2045 (501) 225-2439
	Fax:	(501) 225-3009
	AFS:	MZBZYAYX
	Web / Email:	**e-mail:** *pacp@pgiabelize com* ***WEB:*** *www pgiabelize com*
7	**Tipos de tránsito permitido:** *Types of traffic permitted*	IFR VFR
8	**Observaciones:** *Remarks*	NIL

Table -8 the geographic and administrative data established in the AIP Source: E-mail:
belize.ais@civilaviation.gov.bz
Website: www.civilaviation.gov.bz

SECTION 3.

TABLES OF EVALUATION AND CLASSIFICATION OF RISK

Likelihood	Meaning	Value
Frequent	Likely to occur many times (has occurred frequently)	5
Occasional	Likely to occur sometimes (has occurred infrequently)	4
Remote	Unlikely to occur, but possible (has occurred rarely)	3
Improbable	Very unlikely to occur (not known to have occurred)	2
Extremely improbable	Almost inconceivable that the event will occur	1

Note.— This is an example only. The level of detail and complexity of tables and matrices should be adapted to the particular needs and complexities of each organization. It should also be noted that organizations might include both qualitative and quantitative criteria.

Table -9 Safety Risk Probability Source of the Tables of evaluation and classification of Risk: Aerodrome Operation Manual Volume 2, Annex 6.

Severity	Meaning	Value
Catastrophic	• Aircraft / equipment destroyed • Multiple deaths	A
Hazardous	• A large reduction in safety margins, physical distress or a workload such that operational personnel cannot be relied upon to perform their tasks accurately or completely • Serious injury • Major equipment damage	B
Major	• A significant reduction in safety margins, a reduction in the ability of operational personnel to cope with adverse operating conditions as a result of an increase in workload or as a result of conditions impairing their efficiency • Serious incident • Injury to persons	C
Minor	• Nuisance • Operating limitations • Use of emergency procedures • Minor incident	D
Negligible	• Few consequences	E

Table -10 Safety risk Severity table. Source of the Tables of evaluation and classification of Risk: Aerodrome Operation Manual Volume 2, Annex 6.

Safety Risk Probability		Severity: Catastrophic A	Hazardous B	Major C	Minor D	Negligible E
Frequent	5	5A	5B	5C	5D	5E
Occasional	4	4A	4B	4C	4D	4E
Remote	3	3A	3B	3C	3D	3E
Improbable	2	2A	2B	2C	2D	2E
Extremely improbable	1	1A	1B	1C	1D	1E

Note — In determining the safety risk tolerability, the quality and reliability of the data used for the hazard identification and safety risk probability should be taken into consideration.

Table -11 Safety risk matrix Source of the Tables of evaluation and classification of Risk: Aerodrome Operational Manual Volume 2, Annex 6.

Safety Risk Index Range	Safety Risk Description	Recommended Action
5A, 5B, 5C, 4A, 4B, 3A	INTOLERABLE	Take immediate action to mitigate the risk or stop the activity. Perform priority safety risk mitigation to ensure additional or enhanced preventative controls are in place to bring down the safety risk index to tolerable.
5D, 5E, 4C, 4D, 4E, 3B, 3C, 3D, 2A, 2B, 2C, 1A	TOLERABLE	Can be tolerated based on the safety risk mitigation. It may require management decision to accept the risk.
3E, 2D, 2E, 1B, 1C, 1D, 1E	ACCEPTABLE	Acceptable as is. No further safety risk mitigation required.

Table-12 Safety risk Tolerability Source of the Tables of evaluation and classification of Risk: Aerodrome Operation Manual Volume 2, Annex 6.

Belize Airport Concession Company Limited

Description of Activity [1]	Generic Hazard [2]	Specific components of the Hazard [3]	Consequences [4]	Existing Defenses [5]	Risk Index [6]	Subsequent Actions to Reduce Risks [7]	Risk Tolerability [8]	Responsible Entity [9]
		Threat		Proactive Barries		Reactive Barries		
Aircraft approach and landing operations on RWY 07/25 without approach lighting system and Aircraft approach and landing operation on Runway 25-07 without approach lighting system. Mision: Mitigation with an Aeronautica Study. Personnel: P.G.I.A. Certification team.	Landing Operation in Reduced Visibility, at Night, and in Rain.	1.Low-experience pilots.	1. Veer Off	1. Pilot SOPs, guided supervision, ATC instructions, MET information, runway lights, runway strip. markings, RCR report.	Safety Risk Index Range: 5C (Intelorable).	1.Runway strips: Graded and levelled, free from obstacle, Drainage condition to prevent water accumulation and surface deterioration; Runway lights:Ensure runway lighting, markings, and ILS systems are operational. 2.Verify RCR (Runway Condition Report) is updated before landing. 3. Coordination and Communication whit AIS. 4. Maintenance of Aerodrome Annex 1-2 Visual and Electrical Aids. 5. Application of the maintenance for runway strip. 6. Application of the Annex 2 OPS 2-3 Reporting Runway Conditions with Global Reporting Format (GRF) Manual 7. Missed aproach, Pilot detection and resolution.	Safety Risk Index Range: 3C (Tolerable).	1. B.A.C.C./P.G.I.A 2. B.A.C.C./P.G.I.A 3. B.A.C.C./P.G.I.A 4. B.A.C.C./P.G.I.A 5. B.A.C.C./P.G.I.A 6. B.A.C.C./P.G.I.A 7 Pilots/ General aviation.
			2. object Collison (runway, lights, signs, structures).	2. Pilot SOPs, guided supervision, ATC instructions, MET information, runway lights, runway strip. markings, RCR report.	Safety Risk Index Range: 4C (Tolerable).	1.Runway strips: Graded and levelled, free from obstacle, Drainage condition to prevent water accumulation and surface deterioration; Runway lights:Ensure runway lighting, markings, and ILS systems are operational. 2.Verify RCR (Runway Condition Report) is updated before landing. 3. Coordination and Communication whit AIS. 4. Maintenance of Aerodrome Annex 1-2 Visual and Electrical Aids. 5. Application of the maintenance for runway strip. 6. Application of the Annex 2 OPS 2-3 Reporting Runway Conditions with Global Reporting Format (GRF) Manual 7. Missed aproach, Pilot detection and resolution.	Safety Risk Index Range: 3C (Tolerable).	1. B.A.C.C./P.G.I.A 2. B.A.C.C./P.G.I.A 3. B.A.C.C./P.G.I.A 4. B.A.C.C./P.G.I.A 5. B.A.C.C./P.G.I.A 6. B.A.C.C./P.G.I.A 7 Pilots/ General aviation.
		2. crosswinds or wind shear	1. Veer Off	1. Pilot SOPs, guided supervision, ATC instructions, MET information, runway lights, runway strip. markings, RCR report.	Safety Risk Index Range: 5C (Intelorable).	1.Runway strips: Graded and levelled, free from obstacle, Drainage condition to prevent water accumulation and surface deterioration; Runway lights:Ensure runway lighting, markings, and ILS systems are operational. 2.Verify RCR (Runway Condition Report) is updated before landing. 3. Coordination and Communication whit AIS. 4. Maintenance of Aerodrome Annex 1-2 Visual and Electrical Aids. 5. Application of the maintenance for runway strip. 6. Application of the Annex 2 OPS 2-3 Reporting Runway Conditions with Global Reporting Format (GRF) Manual 7. Missed aproach, Pilot detection and resolution.	Safety Risk Index Range: 3C (Tolerable).	1. B.A.C.C./P.G.I.A 2. B.A.C.C./P.G.I.A 3. B.A.C.C./P.G.I.A 4. B.A.C.C./P.G.I.A 5. B.A.C.C./P.G.I.A 6. B.A.C.C./P.G.I.A 7 Pilots/ General aviation.
			2. object Collison (runway, lights, signs, structures).	2. Pilot SOPs, guided supervision, ATC instructions, MET information, runway lights, runway strip. markings, RCR report.	Safety Risk Index Range: 4C (Tolerable).	1.Runway strips: Graded and levelled, free from obstacle, Drainage condition to prevent water accumulation and surface deterioration; Runway lights:Ensure runway lighting, markings, and ILS systems are operational. 2.Verify RCR (Runway Condition Report) is updated before landing. 3. Coordination and Communication whit AIS. 4. Maintenance of Aerodrome Annex 1-2 Visual and Electrical Aids. 5. Application of the maintenance for runway strip. 6. Application of the Annex 2 OPS 2-3 Reporting Runway Conditions with Global Reporting Format (GRF) Manual 7. Missed aproach, Pilot detection and resolution.	Safety Risk Index Range: 3C (Tolerable).	1. B.A.C.C./P.G.I.A 2. B.A.C.C./P.G.I.A 3. B.A.C.C./P.G.I.A 4. B.A.C.C./P.G.I.A 5. B.A.C.C./P.G.I.A 6. B.A.C.C./P.G.I.A 7 Pilots/ General aviation.

Top Event: Loss of Alignment During Landing refers to a situation in which an aircraft deviates from the correct runway centerline or intended approach path during the landing phase. This may occur due to factors such as crosswinds, pilot handling errors, reduced visibility, or technical issues, and it increases the risk of runway excursion or loss of control if not promptly corrected.

Signatures:		Signatures:		**Risk No.: 1/2026**
Elaborated by:	Windell thompson [S.M.S]	Aprove by.	Jorge Espat [C.E.O.]	January 26,2026

Risk Analysis

Belize Airport Concession Company Limited

Description of Activity [1]	Generic Hazard [2]	Specific components of the Hazard [3]	Consequences [4]	Existing Defenses [5]	Risk Index [6]	Subsequent Actions to Reduce Risks [7]	Risk Tolerability [8]	Responsible Entity [9]
		Threat		Proactive Barries		Reactive Barries		
Aircraft approach and landing operations on RWY 07-25 without approach lighting system and Aircraft approach and landing operation on Runway 25-07 without approach lighting system Mitigation with an Aeronautical Study Personnel P.C.I.A. Certification train.	Landing Operation in Reduced Visibility, at Night, and in Rain.	1.Low-experience pilots.	1. Veer Off	1. Pilot SOPs, guided supervision, ATC instructions, MET information, runway lights, runway strip. markings, RCR report.	Safety Risk Index Range: 5C (Intolerable)	1.Runway strips: Graded and levelled, free from obstacle, Drainage condition to prevent water accumulation and surface deterioration; Runway lights:Ensure runway lighting, markings, and ILS systems are operational. 2.Verify RCR (Runway Condition Report) is updated before landing. 3. Coordination and Communication whit AIS. 4. Maintenance of Aerodrome Annex 1-2 Visual and Electrical Aids. 5. Application of the maintenance for runway strip. 6. Application of the Annex 2 OPS 2-3 Reporting Runway Conditions with Global Reporting Format (GRF) Manual 7. Missed aproach, Pilot detection and resolution.	Safety Risk Index Range: 3C (Tolerable).	1. B.A.C.C./P.G.I.A 2. B.A.C.C./P.G.I.A 3. B.A.C.C./P.G.I.A 4. B.A.C.C./P.G.I.A 5. B.A.C.C./P.G.I.A 6. B.A.C.C./P.G.I.A 7 Pilots/ General aviation.
			2. object Collison (runway, lights, signs, structures).	2. Pilot SOPs, guided supervision, ATC instructions, MET information, runway lights, runway strip. markings, RCR report.	Safety Risk Index Range: 4C (Tolerable).	1.Runway strips: Graded and levelled, free from obstacle, Drainage condition to prevent water accumulation and surface deterioration; Runway lights:Ensure runway lighting, markings, and ILS systems are operational. 2.Verify RCR (Runway Condition Report) is updated before landing. 3. Coordination and Communication whit AIS. 4. Maintenance of Aerodrome Annex 1-2 Visual and Electrical Aids. 5. Application of the maintenance for runway strip. 6. Application of the Annex 2 OPS 2-3 Reporting Runway Conditions with Global Reporting Format (GRF) Manual 7. Missed aproach, Pilot detection and resolution.	Safety Risk Index Range: 3C (Tolerable).	1. B.A.C.C./P.G.I.A 2. B.A.C.C./P.G.I.A 3. B.A.C.C./P.G.I.A 4. B.A.C.C./P.G.I.A 5. B.A.C.C./P.G.I.A 6. B.A.C.C./P.G.I.A 7 Pilots/ General aviation.
		2. crosswinds or wind shear	1. Veer Off	1. Pilot SOPs, guided supervision, ATC instructions, MET information, runway lights, runway strip. markings, RCR report.	Safety Risk Index Range: 5C (Intolerable)	1.Runway strips: Graded and levelled, free from obstacle, Drainage condition to prevent water accumulation and surface deterioration; Runway lights:Ensure runway lighting, markings, and ILS systems are operational. 2.Verify RCR (Runway Condition Report) is updated before landing. 3. Coordination and Communication whit AIS. 4. Maintenance of Aerodrome Annex 1-2 Visual and Electrical Aids. 5. Application of the maintenance for runway strip. 6. Application of the Annex 2 OPS 2-3 Reporting Runway Conditions with Global Reporting Format (GRF) Manual 7. Missed aproach, Pilot detection and resolution.	Safety Risk Index Range: 3C (Tolerable).	1. B.A.C.C./P.G.I.A 2. B.A.C.C./P.G.I.A 3. B.A.C.C./P.G.I.A 4. B.A.C.C./P.G.I.A 5. B.A.C.C./P.G.I.A 6. B.A.C.C./P.G.I.A 7 Pilots/ General aviation.
			2. object Collison (runway, lights, signs, structures).	2. Pilot SOPs, guided supervision, ATC instructions, MET information, runway lights, runway strip. markings, RCR report.	Safety Risk Index Range: 4C (Tolerable).	1.Runway strips: Graded and levelled, free from obstacle, Drainage condition to prevent water accumulation and surface deterioration; Runway lights:Ensure runway lighting, markings, and ILS systems are operational. 2.Verify RCR (Runway Condition Report) is updated before landing. 3. Coordination and Communication whit AIS. 4. Maintenance of Aerodrome Annex 1-2 Visual and Electrical Aids. 5. Application of the maintenance for runway strip. 6. Application of the Annex 2 OPS 2-3 Reporting Runway Conditions with Global Reporting Format (GRF) Manual 7. Missed aproach, Pilot detection and resolution.	Safety Risk Index Range: 3C (Tolerable).	1. B.A.C.C./P.G.I.A 2. B.A.C.C./P.G.I.A 3. B.A.C.C./P.G.I.A 4. B.A.C.C./P.G.I.A 5. B.A.C.C./P.G.I.A 6. B.A.C.C./P.G.I.A 7 Pilots/ General aviation.

Top Event: Loss of Alignment During Landing refers to a situation in which an aircraft deviates from the correct runway centerline or intended approach path during the landing phase. This may occur due to factors such as crosswinds, pilot handling errors, reduced visibility, or technical issues, and it increases the risk of runway excursion or loss of control if not promptly corrected.

Signatures Elaborated by	Windell Thompson [S M S]	Signatures Aprove by	Jorge Espat [C E O]	Risk No.: 1/2026 January 26 2026

Table – 13 Risk analysis

Source of the **Tables of evaluation and classification of Risk:** Aerodrome Operation Manual Volume 2, Annex 6.

SECTION 4.

JUSTIFICATION FOR NON-COMPLIANCE WITH BCAR 14.405(B) – RWY 07/25

BCAR 14.405(b) establishes the requirement for the provision of an Approach Lighting System (ALS) for runways intended to support night-time and/or instrument approach operations in order to provide adequate visual guidance to flight crews during the final approach phase.

The aerodrome does not comply with the requirements of BCAR 14.405(b), as an approach lighting system is not installed on either Runway 07 or Runway 25.

Investment: The current volume of aircraft movements and operational demand does not support the significant capital investment for the ALS, lifecycle maintenance costs, and resource allocation required for the implementation and sustainment of such infrastructure.

Considering the aerodrome's existing operational profile, the projected safety and operational benefits derived from the installation of an ALS would not be proportionate to the associated financial expenditure.

The Top Event: Loss of Alignment during Landing.

Represents a critical operations risk that can occur when aircraft control is degraded during the final phase of flight. The identified **Specific components of the Hazard**, such as **Low-experience pilots**. And **crosswinds or wind shear**, increase the likelihood of **Misalignment** due to limited experience, high workload, or adverse meteorological conditions.

1. If the Top Event occurs, the **possible consequences** include **veer-off from the runway** and **object collision**, both of which can lead to aircraft damage, operational disruption, or injuries.

2. **Proactive barriers**—such as pilot SOPs, guided supervision, ATC instructions, meteorological information, Runway strip, Runway lighting, markings, and surface condition reports—helps reduce the probability of the event by improving situational awareness and decision-making before touchdown.

- **Safety Risk Index Range: 5C (Intolerable)**

The installation of an approach lighting system on Runways 07 and 25 is not feasible due to physical, environmental and ecological constraints within the approach areas of both runway thresholds, which prevent the implementation of the required lighting infrastructure without unacceptable environmental impact.

Subsequent Actions to Reduce Risks

In accordance with Annex 6 Safety Management Manual, a formal Safety Assessment was conducted to evaluate the risks associated with the absence of approach lighting systems. The assessment identified reduced visual cues during the final approach phase as the primary hazard Landing operations during night-time and/or reduced visibility and rain.

3. **In case the event is not prevented:** The Reactive barriers like executing a missed approach, pilot detection and correction, and **the maintenance of the runway safety strips**, Electrical aids [Lights], Visual aids [Runway Markings touchdown zones and runway centre line, mitigate the severity of the consequences. The combination of **Proactive and Reactive barriers** provides layered protection, reducing both the likelihood and impact of loss of alignment during landing runway on 07/25 and 25/07.

To mitigate the identified Hazard: **Landing Operation in Reduced Visibility, at Night, and in Rain,** the B.A.C.C./PGIA will comply safety measures within its area of responsibility including:

Brief summary:

- Permanent publication in the AIP and aeronautical charts, coordination with ATS to ensure lighting limitations are included in ATIS broadcasts, optimization and maintenance of existing visual aids, formal declaration of operational limitations, and continuous monitoring through the aerodrome Manager of Operation.
- Table – 13 Risk analysis page 36 and action plan.

Based on the effectiveness of these measures, the residual risk associated with operations on Runways 07/25 and 25/07 without approach lighting systems is considered tolerable and reduced to As Low as Reasonably Practicable (ALARP).

- **Safety Risk Index Range: 3C (Tolerable)**

The aerodrome does not meet the infrastructure requirement the continuation of operations on Runways 07 and 25 without approach lighting systems is considered Tolerable from a safety perspective, subject to ongoing monitoring and regulatory oversight Manager of Operation.

SECTION 5.

Conclusion

Based on the physical constraints of the aerodrome and the lack of available land to meet the required length for standardized approach lighting systems, full compliance with, BCAR 14.405 [d] Subpart E, Nevertheless, the risk assessment demonstrates that an acceptable level of safety is maintained through the implementation of compensatory operational and technical measures.

Observation:

While the B.A.C.C. remains committed to complying with national and international safety standards and requirements, the current physical and environmental conditions do not allow compliance with BCAR 14.405 [d], technically and operationally for Runway 07 and 25. As such, by this formal request the B.A.C.C. formally submits to the B.D.C.A. this Aeronautical Study for a five year (5) extension, supported by a risk assessment and the implementation of alternate safety measures application of the AOM Vol 2/Maintenance of Aerodrome Visual Aids Annex 1-2.

Target date for implementation: Review Table -18 AIC A006 25 AIRAC Effective Dates, 2026 page 46.

Actions to Control the Consequences:

1. Application of the AOM Volume 1, Appendix 2 Procedure and Letter of agreement Appendix 6.

    1.1. The procedures established in Appendix 2 – Pre-NOTAM and AIP Update of AIP Application procedures.

    1.2. Letter of the Agreement between the Aeronautical information services [AIS] –BDCA/ B.A.C.C. Figure – 14 LETTER OF AGREEMENT BETWEEN THE AERONUATICAL INFORMATIO SERVICES (AIS)-BDCA AND THE BELIZE AIRPORT CONCESSION COMPANY LIMITED.

    1.3. Ensuring that all relevant stakeholders continue to be notified of the absence of approach lighting systems for Runway 07/25 and 25/07.

2. Publication in the Belize AIP.

Permanent publication in the Belize AIP and aeronautical charts and related websites clearly indicating the non-compliance with BCAR 14.405(b) due to the absence of an approach lighting system for Runway 07/25 and 25/07 , including the mitigating measures.

2.1 Data assessment for the Miss Approach Statistics whit non-availability whit out ALS in P.G.I.A, in Coordination with ATC under the Letter of Agreement.

3. Coordination and Communication whit the AIS.

Continuous coordination and communication between the Aeronautical Information Services (AIS) Unit of the B.D.C.A. and the Belize Airport Concession Company (B.A.C.C.) to ensure timely publication, amendment, maintenance and continuous monitoring of all aeronautical information publications related to the absence of approach lighting systems and adopted mitigations.

4. Maintenance of Aerodrome Annex 1-2 Visual and Electrical Aids.

4.1 Inspection and Surveillance of Visual and Electrical Aids.

Periodic inspections and surveillance activities conducted in accordance with the B.A.C.C. Annual Surveillance Plan and the Aerodrome Operations Manual (AOM), specifically the Visual Aids and Electrical Systems of the Maintenance Plan, to ensure optimal performance of existing visual aids (runway lighting, (End light) PAPI, markings).

5. Application of the maintenance for runway strip.

5.1 Maintenance Manual Annex 1 -1 Paved and unpaved

6. Application of the Annex 2 OPS 2-3

6.1 Reporting Runway Conditions with Global Reporting Format (GRF) Manual

SECTION 6.

ANNEXES: TABLE OF CONTEST OF THE FIGURE AND TABLE.

Belize Airport
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Limited

LETTER OF AGREEMENT BETWEEN THE AIR TRAFFIC SERVICES (ATS) – BELIZE DEPARTMENT OF CIVIL AVIATION

AND

THE BELIZE AIRPORT CONCESSION COMPANY LIMITED

Figure – 13 LETTER OF AGREEMENT BETWEE THE AIR TRAFFCI SERVICES (ATS) BELIZE DEPARMENT OF CIVIL AVIATION AND THE BELIZE AIRPORT CONCESSION COMPANY LIMITED
Source: Aerodrome Operational Manual Volume 1- Appendix 6.

	DEPENDENCIES	AERONAUTICAL INFORMATION SERVICES, BDCA AND THE BACC
	EDITION / REVISON	1st Edition Rev. 1
	VALIDITY	2024

Belize Airport Concession Company Limited

Belize Airport Concession Company Limited

LETTER OF AGREEMENT BETWEEN THE AERONAUTICAL INFORMATION SERVICES (AIS) - BDCA

AND

THE BELIZE AIRPORT CONCESSION COMPANY LIMITED

Figure – 14 LETTER OF AGREEMENT BETWEEN THE AERONUATICAL INFORMATIO SERVICES (AIS)-BDCA AND THE BELIZE AIRPORT CONCESSION COMPANY LIMITED
Source: Aerodrome Operational Manual Volume 1- Appendix 6.