 Belize Department of Civil Aviation	CODE:	BDCA-AGA-P-07
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1. OBJECTIVE:

It often happens that due to geographical conditions, regulatory changes, old airport facilities among other, breaches with regulations exist that must be resolved as exceptions. Perform an aeronautical study (AE) to mitigate risks is one of the possible solutions. Keep in mind over all, that the first line of action should be, comply with the regulations. The AE it is just the last option. For this purpose, it is desirable to set the analysis parameters of the findings since not all exceptional situation is subject to conduct such studies. For example: if our aerodrome does not has a proper signs, the only possible solution in this case will be to install it. It could not perform an aeronautical study about it, as there is an appropriate solution with reasonable cost to fix the finding. On the other hand if our problem is that our airport was built long ago and the control tower penetrates the inner transitional surface, of course the best solution would be to demolish the tower and build a new one that meets the regulation. However this is not always reasonably possible. In this case it would be possible to make an aeronautical study after determining if this is reasonably practicable and could not affect operational safety.

The objective of this document is to establish a procedure for issuance of exemptions with regulations of BCAR 14, in order that the approach a systematic approach of the possible solutions before making an aeronautical study.

2. DEFINITIONS AND ABBREVIATIONS:

AE: Aeronautical Study

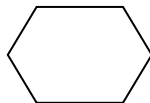
AIS: Aeronautical Information Service

ICAO: International Civil Aviation Organization

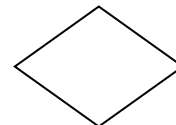
2.1. - SYMBOLS



Process



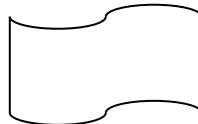
Preparation



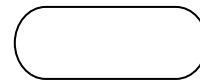
Decision (IF)



Connector




Document



Finisher/Initiator

Date:	Made by:	Reviewed by:	Authorised by:
September 25 th 2013	AGA ACSA	BDCA	General Director of Civil Aviation

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3. SCOPE

This policy is to be applied in Phillip Goldson International Airport

4. RESPONSIBILITIES

The office in charge to perform this policy is the Operations Department Head.


5. REFERENCES:

Name of document BCAR 139 Appendix 3

6. DESCRIPTION OF THE PROCEDURE OR POLICY

1. Determine clearly the central issue and the regulation found in discrepancy.
2. Analyse all existing conditions: traffic, operations, rush hours, etc.
3. Ask yourself: There is another practical way to address the problem in the interest of safety instead of an aeronautical study? Make a "brainstorming" including ideas that appear absurd. List them all and throw them one by one.
4. Conduct a historical statistical analysis of incidents or accidents occurring due to the problem of at least 10 years old
5. If after analysing all the possibilities to solve the problem neither is practical and there were no incidents or accidents due to the discrepancy in the last 10 years, it can be concluded that an aeronautical study may be an appropriate solution to reduce the risk associated with the finding.
6. If there has been an incident in which they have endangered human lives or has been an accident due to the discrepancy, you can not do any aeronautical study and the problem must be solved in compliance with the regulation

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7. ANNEXES

8. APPROVAL OF PROCEDURE

 GENERAL DIRECTOR OF CIVIL AVIATION

Date:	Made by:	Reviewed by:	Authorised by:
September 25 th 2013	AGA ACSA	BDCA	General Director of Civil Aviation