



**A I C**  
**AERONAUTICAL INFORMATION CIRCULAR**  
**BELIZE, CENTRAL AMERICA**

**AERONAUTICAL INFORMATION SERVICE**  
**DEPARTMENT OF CIVIL AVIATION**  
**P. O. BOX 367**  
**BELIZE CITY**  
**BELIZE**

**TEL: 025-2014**  
**FAX: 025-2533**

**C014/05**  
7th July, 2005

**ARRIVAL PROCEDURES AT PGIA WHEN RUNWAY 25 IS IN USE AT PGIA**

Aircraft executing instrument approaches for Runway 25 (IFR) at PGIA normally have priority over inbound aircraft operating in the Visual Flight Rules (VFR). This is enforced through instructions issued from Air Traffic Controllers.

In order to avoid loss of aerodrome separation at PGIA and aircraft congestion on the final approach Runway 25 at PGIA when this Rwy is in use and in order to increase the flow of air traffic, the following procedures come into effect immediately:

- i) Pilots departing from the Belize City Municipal Airport (BCMA) must contact Belize Approach on 121.0 MHz immediately upon leaving the BCMA Aerodrome Traffic Zone especially during Instrument Meteorological Conditions (IMC). Pilots will have the option to contact Belize Tower directly on 118.0 MHz when VMC conditions prevail.
- ii) Air Traffic Control Belize will issue normal instructions to join the traffic circuit at PGIA to all VFR aircraft inbound to land Runway 25, **however** if an aircraft is executing an instrument approach procedure (IAP) Rwy 25 and it is foreseen that a conflict on final approach will occur the following instructions from Air Traffic Control Belize **must** be adhered to:
  - a. inbound aircraft from BCMA to PGIA will be instructed to remain south of the landmark "Haulover Bridge" and to continue on a westbound track to join the traffic circuit at PGIA at the upwind leg Rwy 25 and then turn right on a northerly heading to either:
    - i) join a left downwind Rwy 25; or
    - ii) to cross overhead mid runway or west of Threshold Rwy 07 and join a right downwind Rwy 25; or
    - iii) execute left hand orbit(s) south of runway 25.

Further instructions/sequencing will subsequently be issued.

**b.** inbound aircraft from the northeast (e.g. SPR, CKR, CYC) to PGIA will be instructed to track on a westerly heading directly to the main coastline and will be instructed to join the traffic circuit by either:

- i) joining directly from the north to join a right downwind for Rwy 25; or
- ii) cross overhead mid runway or west of Threshold Rwy 07 for a left hand downwind Rwy 25; or
- iii) execute left hand orbit(s) north of runway.

Further instructions/sequencing will subsequently be issued.

**Note 1:** All VFR aircraft inbound from the northeast to PGIA, will receive clear and concise instructions informing them to remain well clear of the Rwy 25 IAP letdown area. (NOVA Shrimp Farm installations will be used as a landmark).

**Note 2:** ATC will discontinue instructing aircraft to orbit by the Haulover Bridge.

**Note 3:** Whilst awaiting Special VFR clearances from ATC for entry into the Control Zone at PGIA, and if necessary, pilots will be instructed to enter holding areas for both approaches Rwy 07 & 25. These declared holding areas will be Northern Lagoon, Southwest of Hattievile and Little Rocky Point. The altitudes will be restricted to "not above 1,000 feet".

**Note 4:** Aircraft departing from PGIA's Rwy 25 and heading to BCMA will be instructed to make wide left turns and to remain south of the Western Highway and south of Belize City to join the traffic circuit at BCMA.

This AERONAUTICAL INFORMATION CIRCULAR is issued to assist and guide pilots during aircraft operations.

It is also expected that pilots adhere to Air Traffic Control instructions and at all times.

\*\*\*\*\*

