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BELIZE
DEPARTMENT OF CIVIL AVIATION
AERONAUTICAL INFORMATION SERVICE

AIC
C007/21
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**REVISED OPERATING RULES FOR IFR AND VFR NIGHT OPERATIONS IN
BELIZE**

1. INTRODUCTION

1.1 Through this Aeronautical Information Circular (AIC), the Belize Department of Civil Aviation (BDCA) hereby informs all Aircraft Operators and Pilots of the operating rules for domestic flights operating under the Instrument Flight Rules on ATS Route V19 and Visual Flight Rules (VFR) at Night (VFRN).

1.1.1 It is designed to:

- a. Complement BCAR 02 and BCAR OPS 1, by providing additional information and guidance on how to meet the requirements and conditions for operating Visual Flight Rules at Night within the country of Belize.
- b. The BDCA hereby authorizes VFRN operations provided that all aircraft operators and flight crew strictly adhere to the regulations, requirements and conditions stated in this AIC.
- b. Complement any Operational Directive or AIC related to VFR Night operations.

Note: Night means the time between half an hour after sunset to half an hour before sunrise being determined at surface level. (Sunrise and Sunset times as submitted by the National Meteorological Service, are officially published in related aeronautical documents such as AICs or the Belize Aeronautical Information Publication (AIP)).

2. GENERAL PROVISIONS

2.1 The VFRN operations authorized are for those aircraft that:

- a. Depart from the Philip S. W. Goldson International Airport (PGIA) to any local authorized aerodrome equipped with runway and taxiway lighting system **or** arrive at the PGIA from these same aerodromes;
- b. Operate **between** these local authorized aerodromes and equipped with runway and taxiway lighting system, provided sound coordination is made.
- c. The authorized aerodromes for VFRN operations are:
 - John Greif Airport, San Pedro Ambergris Caye
 - Sir Barry Bowen Airport, Belize City

- Caye Caulker Airstrip, Caye Caulker Village
- Placencia Community Airport, Placencia Village

3. CONDITIONS FOR VFR NIGHT OPERATIONS

3.1 Departures / Arrivals to and from the PGIA

3.1.1 The aircraft that initiates flight plan to fly in VFRN, to any aerodrome authorized by the BDCA, must file a local flight plan. The filing of the flight plan using Form BDCA ATC F-02B which is user friendly, can be submitted from either the pilot or airline's operations office, electronically to belize.ais@civilaviation.gov.bz this form is downloadable on www.civilaviation.gov.bz Section Forms.

The pilot must be duly rated and aircraft properly equipped for night operations as per related BCARs.

3.1.2 If it is already Night, the departure must be conducted:

- Under the Instrument Flight Rules (IFR) to a defined fix as per flight plan up to controlled airspace boundary; **OR**
- Via defined Radials and distances originating to and from the Belize VOR/DME; **OR**
- Via VFR corridors with defined en-route fixes;

until the pilot has the destination aerodrome in sight.

3.1.2.1 Flights operating to and from the Placencia Community Airstrip are encouraged to file flight plan to operate under the Instrument Flight Rules using ATS domestic conventional route V19 (Under trial phase.) (See attached).

3.1.2.2 Flights operating to and from San Pedro, Caye Caulker and Belize City aerodromes may fly under VFRN provided that:

- VFRN conditions are met as described in this AIC;
- Visual contact is maintained with terrain using the cayes and coastline as landmarks for navigation.

3.1.3 Altitudes filed for IFR flights, must be in accordance with ICAO Semi-Circular Rule.

3.1.4 The runway and taxiway lighting system will be made available with ATC observing the aircraft taking off. The aircraft must follow Air Traffic Control (ATC) instructions for take off using the following frequencies:

- Goldson Ground frequency 121.9 MHz, Goldson Tower frequency 118.0 MHz, until instructed to contact Goldson Radar frequency on 121.0 MHz to receive further ATC instructions including Flight Information Services (FIS).

3.1.3 The availability and operation of runway and taxiway lighting system at both operating aerodromes will be the responsibility of the aerodrome administrators. The operating aircraft

operator must ensure that coordination is effected with the administrators. Both departure and destination aerodromes must have operational lights at all times during the departure and arrival of the aircraft. No departures must be initiated if no runway/taxiway lights are available.

3.1.1 The aircraft will be monitored by Goldson Radar while in contact with ATC and until transferred to the Common Broad Frequency 122.8 MHz.

3.1.2 The pilot will request to cancel IFR once clearing controlled airspace and fly under VFRN conditions. Goldson Radar will acknowledge and issue instructions accordingly including providing information of other known aircraft in the area.

3.1.3 Outside controlled airspace, the pilot in command of the aircraft shall be responsible for the separation with the ground and other VFRN aircraft in the area, in compliance with BCAR 02 - Rules of the AIR.

3.1.4 Prior to departure to authorized night aerodromes, the aircraft operator will have the responsibility of ensuring that the aerodrome administrator lights the runway and taxiway lights and other available visual aid for the pilot to execute a safe landing.

3.4 Landing

3.4.1 Prior to landing it is expected that the pilot is operating on 122.8 MHz frequency using proper call sign and is reporting his position, distance from the aerodrome and altitude, and any other intentions. The pilot may not receive a response if there are no other aircraft in the area.

3.4.2 The pilot must be able to have visual contact with the runway and expect to see the runway lights on. Such lights will remain "on" until the arrival of the aircraft and will be at the discretion of the aerodrome administrator to carry out inspections as necessary, prior to arrival.

3.4.3 The Company or pilot must call ATC at Telephone: 225-2153 or Cellular telephone: 630-0463 and report the arrival.

4. WEATHER CONDITIONS

4.1 To carry out night operations at aerodromes where there is no weather service, Visual Meteorological Conditions for VFR aircraft operations must exist for circuits, arrivals and departures.

4.2 The pilot-in-command shall be solely responsible for assessing the weather situation and ensuring that the visual flight conditions are met in order to carry out the operation. Visual Meteorological Conditions must exist to include:

- a) no overcast skies over the destination aerodromes that will not allow for VFRN operations.
- c) no precipitation/rain, storm, or fog.

5. ALTERNATE AERODROME

5.1 Should the pilot be unable to land due to sudden weather build up either en-route or at destination or sudden runway blockage, he must fly to his alternate aerodrome using proper

flight planning procedures, establishment of radio communications on the appropriate frequency with the ATC unit.

6. RADIO COMMUNICATIONS

6.1 VFRN flights must continuously maintain listening on the appropriate ATC radio frequency, establishing communication in both respects, with the Unit providing ATC services and notifying their position in accordance with established procedures, in airspace where ATC services are provided. Constant communication shall be maintained as described before.

7. EXEMPTION OF MEDEVAC/AMBULANCE FLIGHTS

7.1 Medevac/Ambulance flights are exempted from the provisions stated in this AIC, provided all safety requirements are met.

This AIC C007/2021 cancels AIC C004/21.

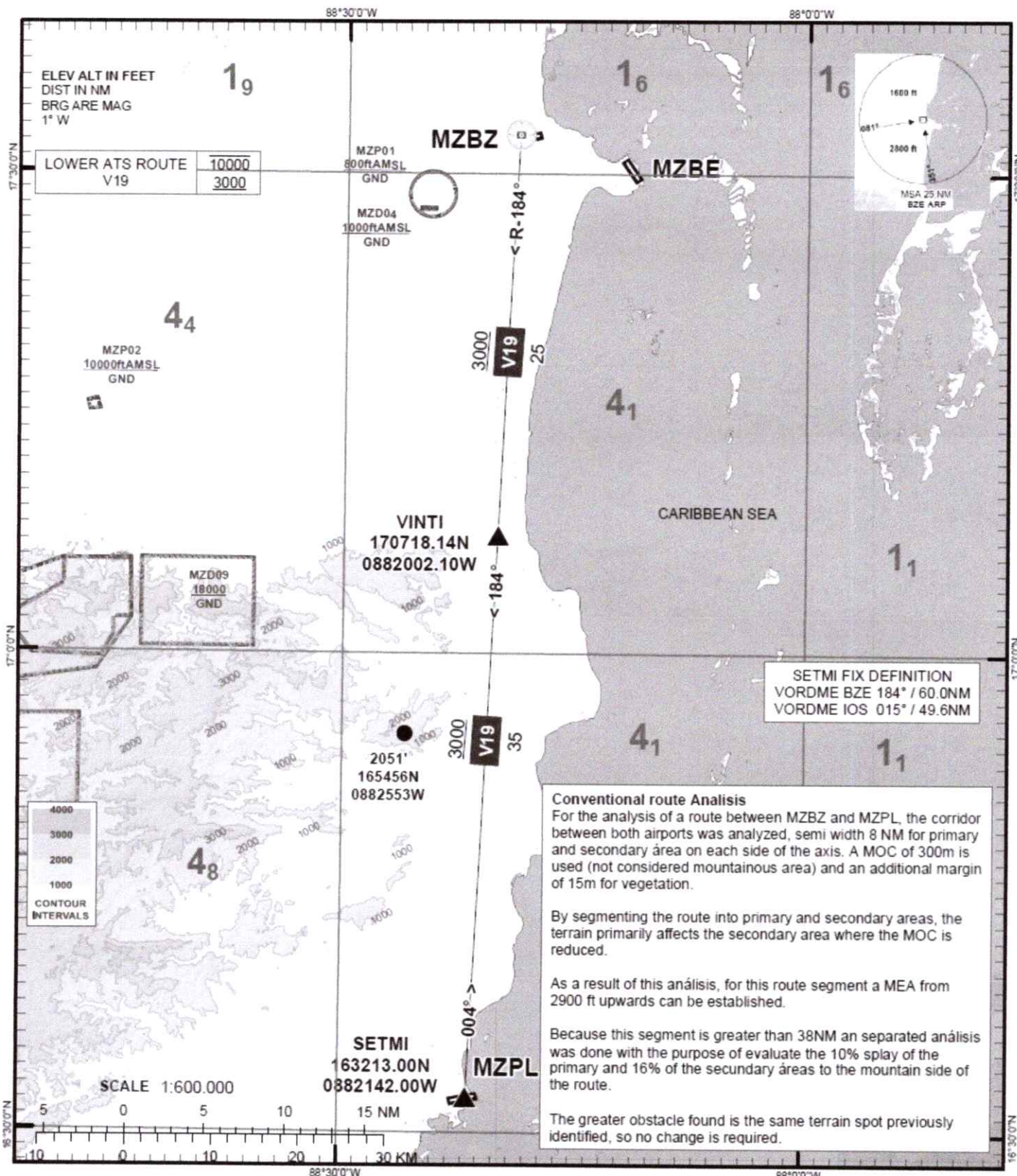
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LOWER ATS RTE V19

APP 121.0 TWR 118.0
GND 121.9 ATIS 132.75

BELIZE CITY/
PHILIP S. W. GOLDSON INTL



CHANGES: NEW RTE