BELIZE

DEPARTMENT OF

CIVIL AVIATION

BELIZE CIVIL AVIATION REGULATIONS
RULES OF THE AIR
(BCAR 02)

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THESE REVISIONS MUST BE RECORDED ON THE RECORD OF REVISIONS TABLE OF THIS DOCUMENT, INDICATING THE RESPECTIVE NUMBER, DATE IT WAS ENTERED AND SIGNED BY THE PERSON ENTERING THE REVISION.

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RULES OF THE AIR
(BCAR 02)

Subpart A — General

02.1 Applicability and purpose

(a) Unless stated otherwise, this BCAR applies to:

(1) the owner, or where an aircraft is leased, the lessee of an aircraft registered in Belize, wherever such an aircraft may be; and
(2) all aircraft operating or navigating within Belize; and
(3) the crew of all such aircraft.

(b) The requirements of this BCAR cover operation and piloting of aircraft, the arrangements for the planning and preparation for flight, and the maintenance and equipment of aircraft.

(c) Failure to comply with the instructions contained in this BCAR may constitute an offence. These BCARs encompass and amplify many of the provisions of the Civil Aviation Act and therefore, failure to comply with them may:
(1) constitute a breach of one or more provisions of the Civil Aviation Act; and
(2) result in proceedings for breaches of the Act; or
(3) result in the refusal of an application for renewal of an approval, certificate or licence; or
(4) result in action to suspend or revoke an approval, certificate or licence.

(d) The issue of an approval, permit, certificate or licence indicates only that the holder is considered competent to secure the safe operation of aircraft. The possession of such a document does not relieve the operator of an aircraft, or the pilot-in-command, from the responsibility for compliance with the Act and any other legislation in force. Neither does it relieve them of their responsibility for the safe conduct of any particular flight, as the ultimate responsibility for the safety of flight operations always rests with the operator and the pilot-in-command.

02.3 Use of English

All documentation, written communications and data (electronic or otherwise) for submission to the BDCA in support of an application for a certificate, licence or approval shall be provided in English.

02.5 Laws, requirements and procedures

Each holder of a certificate, licence, permit or approval shall take reasonable care to ensure that all persons employed, engaged, or contracted by the holder to perform safety-related activities, are familiar with any, applicable BCAR and/or conditions on the certificate, licence, permit or approval.

02.9 Power to inspect

(a) Each holder of a certificate, licence, permit or approval shall ensure that any person authorised by the BDCA is allowed to board an aircraft, unless in the opinion of the pilot-in-command, the safety of the aircraft would thereby be endangered.

(b) Each holder of such a document shall ensure that any person authorised by the BDCA shall have access to any documentation relating to aircraft operations and the safety of aircraft in flight. The operator or holder of such a document shall be responsible for ensuring that, if requested to do so by an authorised person, documentation is produced within a reasonable period of time.

02.11 Exception from requirements

A pilot-in-command operating a Belize registered aircraft in:

(a) a foreign state; or

(b) international airspace under the control of a foreign State shall not be required to comply with this BCAR to the extent necessary to enable him to comply with the operating and flight rules of that State or of that airspace.

Subpart B — Operating Requirements

02.101 Aircraft airworthiness

Except as authorised by the BDCA, no pilot-in-command shall operate an aircraft unless:

(a) it has a valid certificate of airworthiness issued by the State of Registry

(b) it has a valid Permit to Fly in accordance with BCAR Part 21; and the aircraft is operated in compliance with that document.

02.103 Aircraft registration

No pilot-in-command shall operate an aircraft unless it is registered and identified in accordance with the requirements of:
(a) BCAR 45; or
(b) the appropriate aeronautical authorities of a contracting State of ICAO.

02.105 Aircraft flight manual

(a) No pilot-in-command shall operate an aircraft unless it is operated in compliance with the operating limitations specified in the aircraft flight manual, or an equivalent document approved by the BDCA.

(b) The owner or lessee (where applicable) of an aircraft shall ensure that the aircraft flight manual is updated and amended to implement any change mandated by the State of Registry.

02.107 Journey log book or equivalent record

(a) Each owner or lessee of an aircraft shall keep accurate journey log book or equivalent records that contain for each flight or series of flights:
(1) aircraft nationality and registration; and
(2) date; and
(3) names of crew members; and
(4) duty assignments of crew members; and
(5) place of departure; and
(6) place of arrival; and
(7) time of departure; and
(8) time of arrival; and
(9) hours of flight; and
(10) nature of flight (private, aerial work, scheduled or non-scheduled commercial air transport); and
(11) incidents and observations (if any); and
(12) signature of person in charge.
(b) Each owner or lessee of an aircraft shall retain each daily flight record for a period of 24 months after the date of the record.

02.109 Documents to be carried

(a) Each pilot-in-command shall ensure that the following documents are carried on each flight:
(1) The valid certificate of airworthiness; and
(2) such documentation as will enable the pilot-in-command to record the information required at 02.107. This may include items such as the operational flight plan, aeroplane technical log etc.
(3) the aircraft radio station licence; and
(4) the flight manual for the aircraft, or equivalent document; and
(5) the flight crew licences of each member of the flight crew; and
(6) current maps and charts of the route to be operated and any other routes which the aircraft may operate in the event of the aircraft diverting; and
(7) essential data relating to the search and rescue facilities in the areas in which the flight will be operated including the ground-air signal codes; and

(8) a copy of any permissions, authorisations or exemptions relevant to the flight; and
(9) in addition, the following documents shall be carried on all international flights:

(i) the certificate of registration for the aircraft; and
(ii) the journey log book or equivalent record; and
(iii) a noise certification document, if applicable; and
(iv) a copy of the notified procedures to be followed by the pilot-in-command of an intercepted aircraft, and the notified visual signals for use by intercepting and intercepted aircraft.

(b) Where such documents are as required by paragraphs 02.109(a)(1), 02.109(a)(9)(i) and (iii) are written in a language other than English, an English translation shall be provided.

(c) Before any flight is commenced the pilot-in-command shall ensure that the documents listed in 02.109(a) are in force and will remain so for the duration of the flight.

02.111 Correcting lenses

Any flight crew member assessed as fit to exercise the privileges of a licence subject to the use of suitable correcting lenses, shall have a spare set of the correcting lenses readily available when exercising those privileges.

02.113 Weight and balance

(a) A flight shall not be commenced unless the pilot-in-command is satisfied that the flight can be safely made in the expected flight conditions, taking account of:
(1) gross weight of the aircraft; and
(2) location of centre of gravity.
(b) The pilot-in-command shall ensure that any load carried is properly distributed and safely secured.

02.115 Aircraft performance

A flight shall not be commenced unless the pilot-in-command is satisfied that the flight can be safely made in the expected conditions, taking account of at least the following:

(a) approved operating limitations contained in the Aircraft Flight Manual; and

(b) environmental conditions, including but not limited to:
(1) outside air temperature,
(2) pressure altitude,
(3) wind component; and

(c) aircraft configuration; and

(d) aircraft gross weight, including landing weight at the planned destination and any planned alternate; and

(e) use of aircraft operating systems; and

(f) aircraft operating techniques; and

(g) runway slope, surface and condition; and

(h) water surface condition, current and water density where relevant; and

(i) any other factors which may significantly affect the performance of the aircraft.

02.117 Composition of crew

(a) No pilot-in-command shall operate an aircraft without at least the number of crew members required by the aircraft flight manual or otherwise specified by the Type Certificate design specification.

(b) Each crewmember required to operate an aircraft shall only operate as a crewmember if:
(1) they hold the required licence; and
(2) the licence has been issued or validated in accordance with BCAR APL or by the state of registry; and

(3) the licence is current and includes the appropriate rating, and
(4) any required competency checks have been completed satisfactorily.

(c) The pilot-in-command shall satisfy himself that:
(1) the licences of each flight crew member have been issued or rendered valid and are properly rated and of current validity; and
(2) where an aircraft is equipped with an airborne collision avoidance system, that each flight crew member has been appropriately trained to competency in the use of that equipment and the avoidance of collisions.

(d) The pilot-in-command shall ensure that no crew member shall exercise the privileges of a licence, rating or certificate issued or validated under BCAR APL while under the influence of any psychoactive substance, including prescribed or proprietary medication, which might render him unable to exercise those privileges safely and properly or create a risk of harm to any other person.

(e) Each pilot-in-command shall be responsible for ensuring that any flight:
(1) will not be commenced if any flight crew member will be prevented from performing his duties as a result of incapacitation by any cause such as injury, sickness, fatigue, or the effects of alcohol or drugs; and
(2) will not be continued beyond the nearest suitable aerodrome or heliport when flight crew members' capacity to perform functions is significantly reduced by impairment of faculties from causes such as fatigue, sickness, or lack of oxygen.

(f) No person shall act as pilot-in-command of an aircraft carrying persons other than crewmembers, unless:
(1) on the same type of aircraft within the immediately preceding 90 days, that pilot has made at least three take-offs and three landings; or
(2) for an aeroplane, has otherwise demonstrated competence on an approved synthetic flight training device approved for the purpose; or
(3) has satisfactorily demonstrated to a flight examiner, continued proficiency in an aircraft of the same type.

02.119 Radio licences

Each pilot-in-command shall ensure that where an aircraft is fitted with radio transmitting equipment, that radio transmitting equipment shall only be operated by crewmembers who are appropriately qualified.

02.121 Ground operation of aircraft

The owner or lessee of an aircraft shall:

(a) not permit any person to taxi an aircraft on the movement area of an aerodrome; and

(b) ensure that a helicopter rotor shall not be turned under power; unless there is a qualified pilot at the controls, or a person who has been duly authorised in accordance with procedures approved by the BDCA.

02.122 Portable electronic devices

(a) A pilot-in-command shall not operate, or allow the operation, of any mobile phone or other portable electronic device that is designed to transmit electromagnetic energy, on any aircraft unless it has been determined that the portable electronic device to be used will not cause interference with any aircraft system or equipment of the aircraft on which it is used.

(b) The prohibition in paragraph 02.122(a) shall not apply to:
(1) hearing aids; and
(2) heart pacemakers; and
(3) portable voice recorders; and
(4) electric shavers; and
(5) electronic watches.

02.123 Flight instruction and testing

No pilot-in-command shall give flight instruction in an aircraft, except a balloon, unless that aircraft is equipped with fully functioning dual controls.

02.125 Use of aerodromes

(a) No pilot-in-command shall operate an aircraft unless any place used as an aerodrome is suitable for the purpose of taking-off or landing in that aircraft.

(b) No pilot-in-command shall operate an aircraft at an aerodrome other than at an aerodrome certificated in accordance with ICAO Annex 14:
(1) for flight training or testing of a pilot for the purpose of becoming qualified for the grant of a pilot's licence or the inclusion of any rating in a licence, unless that aircraft is a microlight aeroplane; or
(2) on an international flight

(c) No pilot-in-command shall operate an aircraft at an aerodrome unless:
(1) he complies with any limitations and operational conditions on the use of the aerodrome notified by the aerodrome operator; and
(2) when landing or taking-off at night, the runway, FATO or water channel is equipped with operative lighting, appropriate to that type of aircraft, and that lighting is activated; and
(3) the aircraft is manoeuvred clear of any manoeuvring area or part of any manoeuvring area that has been notified or marked as unsafe for aircraft use by the aerodrome operator; and
(4) the runway, FATO or water channel is clear of all persons, animals, vehicles, vessels, or other obstructions during landing or take-off, other than persons, vehicles, or vessels essential to the operation.

(d) No pilot shall operate an aircraft unless he can manoeuvre the aircraft in the aerodrome traffic circuit:
(1) clear of any obstructions; and
(2) without conflicting with the aerodrome traffic circuit or instrument approach procedure of any other aerodrome.
(e) No pilot-in-command shall operate a helicopter unless, in addition to complying with the requirements of paragraph 02.125(a), (b) (c) and (d), he ensures that:
(1) any place used as a heliport or as a place to hover within a congested area of a city, town or settlement has physical characteristics, obstacle limitation surfaces and visual aids commensurate with the characteristics of the helicopter being operated and the ambient light conditions; and
(2) any place used as a heliport or as a place to hover that is outside a congested area of a city, town, or settlement:
(i) is suitable for the helicopter to hover clear of obstructions; and
(ii) for a heliport, has a surface area suitable for touchdown and liftoff; and
(3) any place used as a heliport or as a place to hover has approach and take-off paths such that, if the helicopter is not operating in Performance Class 1, an emergency landing can be conducted without causing undue risk to any persons or property on the ground; and
(4) only helicopters operating in Performance Class 1 are permitted to operate from elevated heliports in congested areas, and
(5) helicopters operating in Performance Class 3 are not permitted to operate from elevated heliports or helidecks.

02.127 Aerodrome operating minima

(a) No pilot-in-command of an aircraft shall use an aerodrome as a destination or alternate aerodrome, unless the operating minima for such aerodrome, established by the appropriate authority of the State in which the aerodrome is situated, can be complied with.

(b) The aerodrome operating minima for a specific type of approach and landing procedure shall be applicable if:
(1) the ground equipment shown on the respective instrument approach and landing chart required for the intended procedure, is operative; and
(2) the aircraft systems required for the type of approach, are operative; and
(3) the required aircraft performance criteria are complied with; and
(4) the flight deck crew is qualified to conduct the type of approach.

(c) In determining or establishing the aerodrome operating minima applicable to any particular operation, the pilot-in-command shall take into account:
(1) the type, performance and handling characteristics of the aircraft; and
(2) the composition of the flight crew, their competence and experience; and
(3) the dimensions and characteristics of the runways or touch-down areas which may be selected for use; and
(4) the adequacy and performance of the available visual and non-visual ground aids; and
(5) the equipment available in the aircraft for the purpose of navigation or control of the flight path, as appropriate, during the take-off, approach, flare, landing or missed approach; and
(6) the obstacles in the approach and missed approach areas and the climb-out areas and necessary clearance; and
(7) the obstacle clearance altitude or height for the instrument approach procedures; and
(8) the means to determine and report meteorological conditions; and
(9) the availability and adequacy of emergency services.

02.129 Fuelling operations

The pilot-in-command shall ensure that:

(a) no aircraft is refuelled or defuelled while passengers are embarking, on board or disembarking, or with a helicopter rotor turning, except in accordance with procedures accepted by the BDCA; and
(b) appropriate precautions are taken when refuelling with fuels other than aviation kerosene or when refuelling results in a mixture of aviation kerosene with other aviation turbine fuels, or when an open line is used; and

(c) while refuelling or defuelling, where fuel is spilled and is likely to endanger persons or property:
(1) refuelling or defuelling is stopped immediately and emergency services, where available, are summoned; and
(2) immediate action is taken to cover the fuel with sand, sawdust, dry earth, or an agent such as foam or dry chemical extinguisher powder, to reduce the fire hazard; and
(3) the aircraft is then moved clear of the contaminated area, with the agreement of any attending emergency services, before any engine is started.

Subpart C — General Flight Requirements

02.201 Safety of aircraft

Each pilot-in-command of an aircraft shall:

(a) before operating the aircraft, be satisfied that the aircraft is airworthy and in a condition for safe flight, after
(1) the documents required in paragraph 02.109 have been inspected; and
(2) those parts of the aircraft that are visible and accessible to him have been inspected and/or checked; and
(3) any necessary maintenance has been carried out in accordance with BCAR 02 Subpart G; and

(b) take all necessary actions to ensure the safe operation of the aircraft and the safety of its occupants during flight time; and

(c) on completion of the flight, record in the technical log or other document acceptable

to the BDCA any aircraft defects that are identified during the flight.

02.203 Responsibilities of the pilot-in-command

(a) The pilot-in-command shall be responsible for:
(1) the safety and security of all persons on board the aircraft when the doors are closed; and
(2) the operation and safety of the aircraft from the moment the aircraft has started its engine(s) for the purpose of taking-off until the moment it finally comes to rest at the end of the flight and the engine(s) used as primary propulsion units are shut down and if applicable, the rotor blades stopped.
(b) Each pilot-in-command shall notify the appropriate local authority in the event that an emergency situation that necessitates action in violation of local regulations or procedures. The report shall be made as soon as possible, but in any event, not later than 72 hours after the incident. A copy of the report shall be submitted to the BDCA.
(c) Each pilot-in-command shall ensure that any persons carried on the aircraft are, before flight, briefed on:
(1) the location and use of seat belts or any other restraints; and
(2) the location and means for opening the entry doors and emergency exits; and
(3) the location of any available survival and emergency equipment; and
(4) the location and use of flotation equipment, where carried ; and
(5) the normal and emergency use of oxygen equipment installed or carried in the aircraft for use; and
(6) procedures in the case of an emergency landing; and
(7) the use of portable electronic devices in accordance with paragraph 02.122; and
(8) the conditions under which smoking may be permitted.
(d) Each pilot-in-command shall, in the event of an emergency occurring during flight, ensure that all persons on board are instructed in such emergency action as may be appropriate to the circumstances.

(e) Each pilot-in-command shall ensure that he and any other member of flight crew carried are:
(1) familiar with the laws, regulations and procedures of the State in which the aircraft is operated; and
(2) comply with the laws, regulations and procedures that may apply.

02.205 Notification of incidents and accidents

Each pilot-in-command shall notify the BDCA of any incident or accident in accordance with BCAR 13.

02.207 Crew members at stations

(a) The pilot-in-command shall ensure that each crew member on duty in an aircraft during take-off and landing or when he so directs, shall:
(1) be at their crew member station unless their absence is necessary to perform duties in connection with the operation of the aircraft; and
(2) have their safety belt, or harness where so equipped, fastened while at the crew member station.

(b) The pilot-in-command shall ensure that all flight crew members required to be on flight deck duty in an aircraft other than during take-off and landing shall remain at their stations with their safety belt fastened except when their absence is necessary for the performance of duties in connection with the operation of the aircraft or for physiological needs.

02.209 Occupation of seats and wearing of restraints

(a) Each pilot-in-command of an aircraft shall require each person on the aircraft to occupy a seat or berth and to fasten his safety belt, or restraining belt, or if equipped,

shoulder harness or single diagonal shoulder belt:
(1) during each take-off and landing; and
(2) when the aircraft is flying at a height of less than 1,000 feet above the surface unless operational requirements preclude such restraint and the procedures are approved by the BDCA; and
(3) at other times when the pilot-in-command considers it necessary for his safety; and
(4) during aerobatic flight; and
(5) at all times in an open cockpit aircraft.

(b) Each pilot-in-command of an aircraft shall require each passenger to place his seat in the take-off and landing configuration during take-off and landing.

(c) Paragraph 02.209(a)(1), (2), and (3) shall not apply to a child of less than 2 years of age if the child:
(1) is held by an adult who is occupying a seat or berth, provided the child is secured by a safety belt attached to the adult's safety belt; or
(2) occupies a seat equipped with an approved child restraint system, if the child does not exceed the specified weight limit for that system and is accompanied by a parent, guardian, or attendant designated by the child's parent or guardian to attend to the safety of the child during the flight.

(d) Paragraph 02.209(a) and (b) shall not apply to persons carried in balloons or engaged in parachute operations. The applicable requirements for persons engaged in parachute operations are specified in paragraph 02.703.

02.211 Use of oxygen

The pilot-in-command of an aircraft with a non-pressurised cabin shall ensure that:

(a) before the aircraft reaches 12000 feet the method of use of the oxygen provided in the aircraft is demonstrated to all passengers; and

(b) when flying above 12000 feet all passengers and crew members are instructed to use oxygen; and

(c) during any period when the aircraft is flying above 10000 feet up to and including 12000 feet, oxygen is used by all the flight crew of the aircraft for that part of the flight at those altitudes that is of more than 30 minutes duration; and

(d) during any period when the aircraft is flying above 12000 feet oxygen is used continuously by all the flight crew of the aircraft.

(e) an aircraft with a non-pressurised cabin is not operated above flight level 250.

02.213 Carriage of baggage and cargo

(a) A pilot-in-command shall not permit baggage or cargo to be carried in an aircraft unless it is:
(1) stowed and restrained in accordance with instructions given in the aircraft flight manual; and
(2) packaged to avoid injury to any person on board.

(b) A pilot-in-command shall not permit any baggage or cargo carried to:
(1) exceed the load limitation for the seats, berths, or floor structure as prescribed by the aircraft flight manual, or by placards; or
(2) be located in a position that restricts the access to or use of any required emergency exit; or
(3) be located in a position where it may restrict access to any flight control or part of the aircraft cockpit, or may restrict visibility of any flight instrument.

02.215 Carriage of Dangerous Goods

The pilot-in-command shall ensure that any dangerous goods shall not be carried in an aircraft unless:

(a) such dangerous goods are carried in accordance with approval in writing of the BDCA; and

(b) the conditions of carriage of such dangerous goods meet the requirements of BCAR 18.

02.217 Carriage of weapons and munitions of war

(a) Except as specified in paragraphs 02.217(b) and (c), the pilot-in-command shall not permit carriage in an aircraft of anything designed or made for use in warfare or against persons, including:
(1) weapons or ammunition; or
(2) anything containing an explosive, a noxious liquid or a gas.

(b) Any weapon or munitions shall be carried only:
(1) with the written permission of the BDCA and in accordance with any conditions contained in the permission; and
(2) provided that details in writing of the:
(i) type, weight or quantity of any such weapon or munitions; and
(ii) any conditions of the permission for carriage; and
(iii) the location of the weapons or munitions; are carried on board the aircraft.

(c) The requirement for the permission of the BDCA does not apply to sporting weapons and ammunition carried in accordance with paragraph 02.219, or to weapons carried for security purposes on board an aircraft registered in a country other than Belize.

02.219 Carriage of sporting weapons and ammunition

(a) Each pilot-in-command shall take all reasonable measures to ensure that any sporting weapons intended to be carried by air are reported to him.

(b) Each pilot-in-command accepting the carriage of sporting weapons shall ensure that they are:
(1) stowed in the aircraft in a place which is inaccessible to passengers during flight; unless the BDCA has determined that compliance is impractical and accepted that other procedures might apply; and
(2) unloaded in the case of firearms or other weapons that can contain ammunition.

(c) Ammunition for sporting weapons may be contained in baggage, subject to certain limitations, in accordance with BCAR 18.

02.221 Pre-flight action

Each pilot-in-command shall, before beginning a flight, obtain, become familiar with and act on all information concerning that flight including the following:

(a) the current and forecast meteorological information; and

(b) the fuel and oil requirements for that flight; and

(c) all relevant details of the planned load; and

(d) the alternatives available if the flight cannot be completed as planned; and

(e) any known or likely traffic delays that have been notified by ATS; and

(f) the status of the communication and navigation facilities intended to be used; and

(g) the current conditions of the aerodrome or heliport and runway lengths at aerodromes of intended use; and

(h) all airspace restrictions that may apply on or adjacent to the planned route and alternatives available; and

(i) any volcanic activity within the vicinity of the planned route.

02.223 Familiarity with operating limitations and emergency equipment

Each pilot-in-command of an aircraft shall before beginning a flight, be familiar with:

(a) the aircraft flight manual for that aircraft; and

(b) any placards, listings, or instrument markings containing any operating limitation prescribed for that aircraft by the manufacturer or the BDCA; and

(c) the emergency equipment installed on the aircraft; and

(d) which crew member is assigned to operate each item of emergency equipment; and

(e) the procedures to be followed for the use of normal and emergency equipment in an emergency situation.

02.225 Operating in icing conditions

A pilot-in-command:

(a) shall not operate an aircraft in conditions where ground icing is known or suspected to be present, unless the aircraft has been inspected for icing and if necessary given such de-ice and anti-ice treatment as may be required; and

(b) shall at no time perform a take-off in an aircraft that has snow, ice, or frost adhering to the wings, rotors, stabilisers, or control surfaces; and

(c) shall not perform a take-off in an aircraft that has snow, ice, or frost adhering to any propeller, windscreen, or powerplant installation, or to an airspeed, altimeter, rate of climb, or flight attitude instrument system, unless in accordance with 02.225(e); and

(d) shall not fly an aircraft into known or forecast icing conditions unless the aircraft is certificated and equipped for flight in the type of known icing conditions; and

(e) may only perform a take-off in an aircraft that has frost adhering to a propeller, windscreen, or powerplant installation if such action is specifically permitted by the aircraft flight manual and the take-off is performed in accordance with the aircraft flight manual procedures.

02.227 Restricted and danger areas

(a) No pilot-in-command shall operate an aircraft within a restricted area unless that person is acting in accordance with notified procedures for the restricted area.

(b) No pilot-in-command shall operate an aircraft within a danger area unless that person is acting in accordance with notified procedures for that danger area.

02.229 Right-of-way

Each pilot-in-command of an aircraft:

(a) shall, when weather conditions permit, regardless of whether the flight is performed under IFR or under VFR, maintain a visual lookout so as to see and avoid other aircraft; and

(b) that has the right of way, shall take such action in accordance with the Rules of the Air, including collision-avoidance manoeuvres based on resolution advisories provided by ACAS equipment, that will best avert collision but otherwise maintain heading and speed; and

(c) that is obliged to give way to another aircraft, shall avoid passing over, under, or in front of the other aircraft, unless passing well clear of the aircraft, taking into account the effect of wake turbulence.

02.231 Radio communications

Each pilot-in-command of an aircraft when required to communicate by radio with any air traffic service under this BCAR shall:

(a) do so using the phraseology and procedures in ICAO Annex 10 Vol 2 Aeronautical Telecommunications – Communications Procedures, ICAO Doc 4444 Procedures for Air Navigation Services – Air Traffic Management and those based on the examples contained in ICAO Doc 9432 Manual of Radiotelephony.
(b) unless otherwise authorised by ATC, read back any of the following issued by ATC:
(1) any clearance or instruction issued by ATC for IFR flight; and
(2) any clearance to enter, land on, take-off on, cross or back-track on a runway; and
(3) any altimeter pressure settings; and
(c) acknowledge any other clearance or instruction issued by ATC.

02.233 Compliance with ATC clearances and instructions

Each pilot-in-command of an aircraft shall:

(a) comply with any ATC clearance or instruction; and

(b) when a deviation from an ATC clearance or instruction is required for the safe operation of the aircraft, notify ATC of that deviation as soon as possible.

(c) be responsible for the safety of that aircraft regardless of any ATC instructions that may be given.

02.235 Operations in classified and designated airspace

(a) Each pilot-in-command of an aircraft shall obtain an ATC clearance prior to entering airspace designated as:
(1) Class A, B, C, or D; or
(2) Class E and F airspace, where the operation is performed under IFR.

(b) Each pilot-in-command of an aircraft operating in Class A airspace shall operate under IFR unless otherwise authorised by ATC, in accordance with flight under special VFR in a control zone.

02.237 Operations in Required Navigation Performance designated airspace

(a) No pilot-in-command shall operate an aircraft in RNP designated airspace in an aircraft registered in Belize unless:
(1) there is available in the aircraft a RNP operations procedures manual, incorporating all amendments, approved by the BDCA in accordance with this BCAR for that aircraft and aircraft navigation system; and
(2) the operations in RNP designated airspace are performed in accordance with the procedures, instructions, and limitations in the approved manual; and
(3) the instruments and equipment required by paragraph 02.515 for a particular RNP operation have been inspected and maintained in accordance with an approved maintenance programme; and
(4) each flight crew member has adequate knowledge of, and familiarity with:
(i) the aircraft; and
(ii) the aircraft navigation system; and
(iii) the procedures to be used, including the applicable contingency procedures; and
(5) the pilot-in-command has ensured that the aircraft and aircraft navigation system are both approved by the BDCA for RNP operations and that the RNP can be met for the planned route and any alternate routes; and
(6) a flight plan is submitted to the appropriate ATS unit that includes in the appropriate field of the ICAO standard flight plan:
(i) the letter ‘R’ when indicating an aircraft approved for RNP operations; and

(ii) the letter 'G' when indicating an aircraft equipped with an approved GNSS capability.

(b) Each pilot-in-command shall comply with all notified procedures relating to the designated RNP airspace.

02.239 Use of SSR transponder and altitude reporting equipment

(a) Where an aircraft carries a serviceable transponder the pilot-in-command shall ensure that the transponder is operated at all stages of flight, regardless of whether the aircraft is within or outside airspace where SSR is used for ATC purposes.

(b) Each pilot-in-command shall:
(1) operate the transponder and select Mode A codes as directed by the ATC unit with which contact is being made; or
(2) operate the transponder on Mode A codes as prescribed in any regional air navigation agreements.
(c) Where an aircraft carries serviceable Mode C transponder equipment, the pilot-in-command shall operate the transponder continuously in this mode, unless instructed by ATC.

(d) Whenever Mode C is operated and when pilots are required to transmit level information, such level information shall be given by stating the level to the nearest full 100 ft as indicated on the pilot's altimeter.

(e) Wherever Mode S is operated the aircraft identification shall be set on the transponder.

(f) No pilot-in-command shall operate an aircraft with Mode S transponder equipment installed unless that aircraft has been assigned a unique Mode S address code.

(g) Each pilot-in-command of an aircraft operating in transponder-mandatory airspace shall immediately advise the ATC unit having jurisdiction over the relevant airspace of any failure or partial failure of the transponder equipment.

(h) Unless otherwise instructed by ATC, in the event of an in-flight emergency the transponder code should be set in accordance with Table 1.

Table 1 Emergency SSR Codes

Occurrence	SSR Code
Unlawful interference	7500
Loss of radio communication	7600
In flight emergency when no code has been allocated by ATC	7700

02.243 Requirements for VFR

A pilot-in-command shall not operate an aircraft under VFR:

(a) when the flight visibility is less than that prescribed for the corresponding class of airspace (see Appendix D); or

(b) at a distance from clouds that is less than that prescribed for the corresponding class of airspace (see Appendix D); or

(c) when meteorological reports and forecasts indicate that it will not be possible, at the appropriate time, to operate the aircraft in accordance with the visual flight rules.

02.245 VFR Night Operations

VFR Night Operations are to be conducted in accordance with the provisions of BCAR 02 as well as any other requirements as prescribed by for the operation being conducted.

02.247 Special VFR

(a) A pilot-in-command may conduct a Special VFR flight at any time in a control control unit has given permission for the flight to be made.

(b) The pilot-in-command shall obtain the permission of the appropriate air traffic control unit and operate in accordance with any special instructions given by that air traffic control unit whilst carrying out the Special VFR flight.

(c) The pilot-in-command may fly the aircraft over a congested area of a city, town or settlement below a height of 1,500 ft above the highest fixed object within 600 meters of the aircraft when complying with the special instructions given by the appropriate air traffic control unit which issued the Special VFR flight permission.

(d) All Special VFR flights shall remain clear of cloud and with the surface in sight, and with visibility minima of:
(1) for pilots-in-command who are exercising the privileges of a private pilot's licence, an in-flight visibility of not less than 10 km, unless that licence includes an instrument rating; or
(2) for pilots-in-command who are exercising the privileges of a commercial pilot's licence, an in-flight visibility of not less than 3 km for aeroplanes or 1,500 meters for helicopters, unless that licence includes an instrument rating.

02.249 Position reports

Each pilot-in-command of an aircraft on a VFR flight shall, when operating in controlled airspace, report the position of the aircraft to ATC at the times or reporting points required by ATC.

02.251 Flight plans

(a) Each pilot-in-command of an aircraft shall submit a flight plan to an appropriate zone which is Class A airspace, or in any other control zone in Instrument Meteorological Conditions or at night, in respect of which the appropriate air traffic ATS unit prior to the start of each flight under VFR that proceeds over water more than 10 nm from shore, or is operating over any other remote or hazardous terrain.
(b) The VFR flight plan required by paragraph 02.251(a) shall include the following information:
(1) the identification of the aircraft to be used; and
(2) the type of aircraft to be used; and
(3) the proposed time of departure; and
(4) the aerodrome of departure, the route, the aerodromes of intended landing, the true airspeed, the estimated elapsed times (EET) for each route segment, and the time on the ground at each intermediate aerodrome; and
(5) the total EET for each stage of flight; and
(6) fuel endurance; and
(7) the radio communication equipment in the aircraft; and
(8) the navigation and approach aids carried in the aircraft; and
(9) the total number of persons in the aircraft; and
(10) the name of the pilot-in-command; and
(11) the identity of the aircraft operator, where appropriate; and
(12) name of person filing the plan, where different to 02.251(b)(10); and
(13) the emergency and survival equipment carried on board the aircraft; and
(14) any information requested by ATS.

(c) If a VFR flight plan required by paragraph 02.251(a) has been submitted, the pilot-in-command shall advise an ATS unit, as soon as possible, of any delay exceeding 30 minutes:
(1) in beginning the flight; or
(2) departing from any aerodrome of intended landing; or
(3) arriving at the final destination aerodrome.

(d) Each pilot-in-command of an aircraft that will be operating under IFR shall:

(1) submit a flight plan to an appropriate ATS unit prior to each flight under IFR; and
(2) unless otherwise authorised by ATS, submit that flight plan at least 30 minutes prior to the beginning of the flight; and
plan, in addition to that required by paragraph 02.251(b):
(i) the wake turbulence category of the aircraft to be used; and
(ii) include in the navigation and approach aid equipment any applicable GPS and RNP approved equipment; and
(iii) the cruising speed and altitude; and
(iv) total EET and any alternate aerodrome required by paragraph 02.257; and
(v) any other information the pilot-in-command believes necessary for ATS purposes; and
(4) advise an ATS unit, as soon as possible, of any delay exceeding 30 minutes in beginning the flight or departing from any aerodrome of intended landing; and

(e) Each pilot-in-command who submits a flight plan shall terminate the flight plan by advising an appropriate ATS unit of the completion of the flight as soon as practicable after landing.

02.253 Inadvertent change to flight plan

Each pilot-in-command of an aircraft operating under IFR, shall in the event of an inadvertent departure from the current flight plan:

(a) advise an appropriate ATS unit of:
(1) any deviation from track; or
(2) any variation of 5% or more of the true airspeed or any variation of ± 0.01 or more of the Mach number given in the flight plan; or
(3) a revised ETA when the estimated ETA to the next reporting point notified to the ATS unit is found to be in error by more than three minutes; and

(b) regain track as soon as practicable unless otherwise instructed by the ATS Unit.

(3) unless otherwise authorised by ATS, include the following information in the flight

02.255 Fuel and oil requirements

(a) A pilot-in-command of an aeroplane shall not begin a flight under visual flight rules unless, in the forecast weather conditions, the aeroplane has enough fuel and oil to fly to the first point of intended landing at the planned cruising speed and to fly after that for at least 30 minutes at normal cruising altitude;

(b) A pilot-in-command of a helicopter shall not begin a flight under visual flight rules unless, in the forecast weather conditions, the helicopter has enough fuel and oil to fly to the first point of intended landing at the planned cruising speed, and to fly:
(1) thereafter for a period of 20 minutes at best-range speed plus 10 per cent of the planned flight time; or
(2) for flights of less than 20 minutes duration, after that for a period equal to the anticipated flight time.

(c) A pilot-in-command shall not operate an aircraft under instrument flight rules unless the aircraft carries sufficient fuel and oil, taking into account weather reports and forecasts and weather conditions, to:
(1) when an alternate is required by paragraph 02.257: for aeroplanes:
(i) complete the flight to the aerodrome of intended landing, execute an approach and a missed approach and then fly to the alternate aerodrome and fly after that for 45 minutes at normal cruising altitude. for helicopters:
(ii) complete the flight to the aerodrome of intended landing, execute an approach and a missed approach and then fly to the alternate aerodrome and fly after that for 30 minutes at holding speed at a height of 1,500 feet above the aerodrome.
(2) when an alternate is not required because the destination is isolated and a

suitable alternate is not available, to carry sufficient fuel and oil to fly to the destination and thereafter for a period of two hours.

(d) In addition to the fuel and oil required to be carried by paragraph 02.255(a), (b) or (2) increased consumption that may result from system or powerplant failures.

02.257 IFR alternate aerodrome requirement

(a) Each pilot-in-command of an aircraft operating under IFR shall nominate at least one destination alternate aerodrome unless operating in accordance with paragraph 02.257(c).

(b) Each pilot-in-command of an aircraft required to make provision for an alternate aerodrome under paragraph 02.257(a) shall not nominate an aerodrome as an alternate unless:
(1) the aerodrome of intended landing has a notified instrument approach procedure; and
(2) weather forecasts indicate that at the estimated time of arrival at the alternate aerodrome the cloud ceiling and visibility will be at or above the minima prescribed; or
(3) where there is no notified instrument approach procedure, the cloud ceiling and visibility shall be at or above the VFR minima prescribed in the Rules of the Air.

(c) Where a destination is isolated and no suitable alternate is available, an alternate is not required if:
(1) an instrument approach procedure is available for use at the aerodrome or heliport of intended landing; and
(2) weather forecasts indicate that for at least 2 hours before and 2 hours after the estimated time of arrival: for aeroplanes
(i) the cloud base at the aerodrome will be at least 1,000 feet above the minima prescribed for the instrument procedure likely to be used, and visibility will be at least 5.5 km, or 4 km more than the
minimum associated with the procedure; or for helicopters
(c), a pilot-in-command shall also carry sufficient additional fuel and oil to allow for:
(1) any delays that may be likely to occur; and

(ii) the cloud base at the aerodrome will be at least 400 feet above the minima prescribed for the instrument approach procedure likely to be used, and visibility, where a terminal aerodrome
forecast is available, will be at least 1.5 km more than the minimum associated with the procedure. Where a terminal aerodrome forecast is not available, visibility shall be not less than
4 km more than the visibility associated with the procedure; and
(iii) a point of no return (PNR) is determined; and
(iv) additional fuel reserves are carried in accordance with paragraph 02.255.

02.259 Take-off under IFR

(a) Take-off minima
Except as provided in paragraph 02.259(b), each pilot-in-command of an aircraft shall not take-off from an aerodrome under IFR unless weather conditions are:
(1) at or above the weather minima for IFR take-off prescribed for that aerodrome; or
(2) if weather minima for IFR take-off are not prescribed for a particular
aerodrome, then take off minima shall be not lower than those of Appendix B; or
(3) in the case of single engine aircraft, cloud ceiling and visibility shall be sufficient to permit a successful forced landing in the event of an engine failure after take off.

(b) Low visibility take off
Each pilot-in-command shall not take off when the RVR is less than 150 meters (Category A, B and C aeroplanes and helicopters) or 200 meters (Category D aeroplanes) (see Table 2A) unless:
(1) approved to do so; and

(2) all flight crew are appropriately trained and qualified in accordance with the conditions of the approval; and
(3) the runway is approved for low visibility take offs; and
(4) low visibility procedures are in force; and

IFR shall, if an instrument departure procedure is specified for that aerodrome:
(1) comply with that instrument departure procedure; and
(2) unless otherwise prescribed for the procedure:
(i) maintain a climb gradient of at least 3.3% or 200 feet per nm; and
(ii) maintain a track based on the runway centreline to at least 400 feet above the elevation of the end of the departure runway, prior to commencing a turn; and
(iii) not exceed the IAS specified in Table 2 for the category of aircraft being operated (see Table 2A) where any turn is specified for that procedure; and
(3) on completion of the departure procedure, intercept the en-route track at an angle of not less than 30° to that track.

Table 2 Maximum Speeds : Instrument Departure Turns

Aircraft Category	Maximum IAS in knots
A	120
B	165
C	265
D	290
H	90

Table 2A Aircraft Categories

Aircraft Category	Vat
A	<91
B	91 – 120
C	121 - 140
D	141 – 165
E	166 - 210
H(Helicopters)	-

Note: Helicopters may be classified as Category A aeroplanes for the purposes of instrument approach procedures where no

(5) all required aircraft and ground equipment is serviceable.

(c) Instrument departure procedures
When an instrument departure procedure from an aerodrome is necessary, each pilot-in-command of an aircraft operating under special helicopter procedure has been promulgated. In order to maintain the required obstacle clearances, helicopter speed should only be reduced below 70 knots only after the visual references necessary for landing have been acquired.

02.261 En-route under IFR

(a) Each pilot-in-command of an aircraft operating under IFR shall, where practicable:
(1) navigate along the route using the navigation aids, or way points, prescribed to operate along the defined centre line of that route; or
(2) when on any other route, operate directly between the navigation facilities and points defining the route; or
(3) when on an area navigation route or parallel offset route, operate along the centreline of the route specified by ATS.

(b) Each pilot-in-command of an aircraft operating under IFR shall, unless there is a crossing altitude, climb to be at or above a higher minimum altitude for the next route segment prior to the point at which the higher minimum altitude applies.

(c) A pilot-in-command shall not operate an aircraft under IFR below:
(1) the applicable minimum altitudes prescribed; or
(2) if no applicable minimum altitude is prescribed, a height of 1,000 feet above the highest obstacle within a horizontal radius of 5 nm of the estimated position of the aircraft; and

02.263 IFR holding pattern

When an instrument holding pattern procedure is necessary, each pilot-in-command of an aircraft operating under IFR shall:

(a) conduct the applicable instrument holding pattern; and
(c) make all turns at a rate of 3° per second up to a maximum bank angle of 25°; and

(d) enter the holding pattern in accordance with Appendix C; and

(e) maintain the inbound tracks of the holding pattern: and

(f) continue the outbound track:
(1) if a DME distance is prescribed, not beyond that DME distance; or
(2) if a DME distance is not prescribed, for one minute in still air when conducted at or below FL 40, or for one and a half minutes in still air when conducted above FL 140; and

(g) make due allowance to headings, and the timing prescribed under paragraph 02.263(f)(2), to compensate for the known wind effect.

Table 3 Instrument Holding Pattern — Aeroplanes - Maximum IAS in knots

Levels	Maximum IAS in Normal conditions	Maximum IAS in Turbulent conditions
Up to and including FL140	230 170 (2)	280 (1) 170 (2)
Above FL140 to FL200 inclusive	240	280 or 0.8 Mach whichever is the lesser (1)
Above FL200 to FL340 inclusive	265	280 or 0.8 Mach whichever is the lesser (1)
Above FL340	0.83 Mach	0.83 Mach

(b) not exceed the applicable speeds (in knots) specified in Table 3 and 3A when entering into and conducting the holding pattern unless the holding pattern specifies otherwise; and

Note (1): The speed limit of 280 knots or 0.80 Mach for turbulent conditions shall be used for holding only after prior clearance from ATC, unless the procedure indicates that the holding area can accommodate aircraft flying at those higher speeds.

Note (2) For Category A and B aircraft only.

Table 3A Instrument Holding Pattern — Helicopters - Maximum IAS in knots

Levels	Maximum IAS
Up to and including 6,000 feet	100
Above 6,000 feet	170

02.265 Approach to land under IFR

(a) Instrument approaches to aerodromes
When an instrument approach procedure to an aerodrome is necessary, each pilot-in-command of an aircraft operating under IFR shall:
(1) use an instrument approach procedure prescribed for the aerodrome and comply with that procedure; and
(2) not descend below the minimum altitudes prescribed for each approach segment except in accordance with paragraph 02.265(e) and (f); and
(3) unless otherwise specified for that procedure, not exceed the approach procedure segment IAS:
(i) for the aeroplane category as specified in Table 4; or
(ii) for helicopters, as specified in Table 5

Table 4 Aeroplane instrument approach IAS (knots) limitations

Aeroplane Category	Range of IAS for Initial Approach	Maximum IAS for Circling Approach	Range of IAS for Final Approach	Maximum IAS for Missed Approach
A	90 to 150 (110*)	100	70 to 100	110
B	120 to 180 (140*)	135	85 to 130	150
C	160 to 240	180	115 to 160	240
D	185 to 250	205	130 to 185	265

* Maximum speeds for reversal turns

Table 5 Helicopter instrument approach IAS (knots) limitations

Range of IAS for initial approach	Maximum IAS for reversal procedures	Range of IAS for final approach	Maximum IAS for missed approach
70 to 120	100 up to 6000 ft 110 above 6000 ft	60 to 90	90

(b) Continued approach
(1) An instrument approach shall not be continued below 1,000 ft above the aerodrome if the reported visibility or controlling RVR is at the time less than the specified minimum; and
(2) If after descending below 1,000 ft above the aerodrome the reported visibility or controlling RVR falls below the specified minimum, the approach may be continued to DA/H or MDA/H; and
(3) An approach shall not be continued below the specified minima unless the required visual reference is established and maintained.

(c) Precision Approaches
(1) The decision height for a Category 1 precision approach must be not lower than:
(i) MDH specified by Aeroplane Flight Manual;
(ii) Minimum height established for that approach aid; or
(iii) OCH for the category of aeroplane; or
(iv) 200 ft.
(2) In planning a Category 1 precision approach, the pilot in command shall take account of the facilities available at the aerodrome at the time of the approach. The minimum RVR required to make a precision approach shall be not less than given at Appendix B.
(3) The required visual reference necessary to continue a Category 1 approach, shall be any of the following:
(i) elements of the approach lighting system; or
(ii) the threshold; or
(iii) the threshold markings; or
(iv) the threshold lights; or
(v) the threshold identification lights; or
(vi) the visual glide slope indicator; or
(vii) the touchdown zone or touchdown zone markings; or
(viii) the touchdown zone lights; or
(ix) FATO/runway edge lights.
(4) The pilot in command shall ensure an aeroplane flying a precision approach crosses the threshold by a safe margin with the aeroplane in the landing configuration and attitude.

(d) Non precision approaches
(1) The minimum descent height for a non-precision approach shall be not lower than:
(i) OCH for the category of aircraft; and
(ii) The system minima, as shown at Appendix B.
(2) In planning a non-precision approach, the pilot in command shall take account of the facilities available at the aerodrome at the time of the approach. The minimum RVR required to make a non-precision approach shall be not less than given at Appendix B.
(3) The required visual reference necessary to continue a non-precision approach, shall be as for paragraph 02.265(c)(3) or as specified by the BDCA.

(e) Circling approach procedure
A pilot-in-command conducting a circling approach shall:
(1) when a visual manoeuvring area has been prescribed, not conduct the approach within a sector of the area prescribed as “no circling”; and
(2) not exceed:
(i) the maximum IAS for circling approaches specified in Table 4; or
(ii) a lower IAS prescribed for that approach; and
(3) not descend below the MDA for that approach, or below the circling minima given at Appendix B, until the aircraft is continuously in a position from which a descent to a landing on the intended runway can be made at a normal rate of descent using normal manoeuvres that will

allow touchdown to occur within the touchdown zone of the runway of intended landing.

(f) Visual approach procedures
Each pilot-in-command may, subject to ATC authorisation in controlled airspace, conduct a visual approach under IFR, from the applicable minimum altitudes in paragraph 02.261(c), provided that:
(1) the approach can be conducted with continuous visual reference to the surface; and
(2) at night, the runway approach or runway lighting is in sight throughout the approach until the aircraft is continuously in a position from which a descent to a landing on the intended runway can be made at a normal rate of descent using normal manoeuvres that will allow touchdown to occur within the touchdown zone of the runway of intended landing.

(g) Missed approach procedures
Each pilot-in-command shall:
(1) immediately execute the missed approach procedure prescribed for the procedure if the appropriate visual reference requirements are not met and:
(i) the aircraft is being operated below MDA; or
(ii) upon arrival at the missed approach point, or at a specified DA or DH, required to be used, and any time after that until touchdown; or
(iii) if an identifiable part of the aerodrome is not distinctly visible to the pilot during a circling manoeuvre at or above MDA, unless the inability to see an identifiable part of the aerodrome results only from normal manoeuvring of the aircraft during approach. In such a case, each pilot-in-command shall make an initial climbing turn towards the runway of intended landing and when overhead the aerodrome intercept the missed approach track taking obstacles into account and then conduct the missed approach; and
(2) not exceed the maximum IAS for missed approaches:
(i) specified under Table 4; or
(ii) any lower IAS prescribed for that approach.
(h) Single pilot operations
For single pilot operations, the pilot-in-command shall:
(1) calculate the minimum RVR in accordance with Part 02 Appendix B; and
(2) use a minimum RVR of 800m unless using a suitable autopilot coupled to the ILS system, in which case normal minima apply; and
(3) ensure that any Decision Height used is not less than 1.25 the minimum use height for the autopilot.

02.269 Use of GPS for air navigation

No pilot-in-command of an aircraft operating under IFR shall use GPS equipment as a sole means of air navigation unless operating in accordance with procedures approved by the BDCA.

02.273 Continued flight with reduced meteorological minima

A pilot-in-command shall ensure that a flight is not continued towards an aerodrome of intended landing unless the latest available meteorological information indicates that conditions at that aerodrome, or at least one destination alternate aerodrome, will, at the estimated time of arrival, be at or above the specified aerodrome operating minima.

02.275 IFR radio communications

(a) Except as provided in paragraph 02.275(b), each pilot-in-command of an aircraft operating under IFR shall, unless otherwise authorised by ATC:
(1) maintain a continuous listening watch on the appropriate frequency; and
(2) report as soon as possible to an appropriate ATS unit:
(i) the time and altitude of passing each designated reporting point, or the reporting points or the times specified by ATC; and

(ii) any other information relating to the safety of the flight.

(b) Each pilot-in-command of an aircraft under radar control while operating under IFR shall report passing only those reporting points specifically requested by ATC.

(c) Each pilot-in-command of an aircraft operating under IFR within controlled airspace shall, unless otherwise authorised by ATC, report as soon as possible to the appropriate ATC unit:
(1) on departure after take-off; and
(2) on reaching and leaving levels assigned by ATC; and
(3) when entering a holding pattern; and
(4) during an instrument approach procedure, when:
(i) overhead the navigation aid prior to commencing a reversal turn; and
(ii) commencing initial approach overhead the navigation aid or fix, or established on the DME arc; and
(iii) commencing the turn of a reversal procedure to intercept final approach; and
(iv) commencing final approach; or
(v) established on final approach after radar vectoring.

02.277 Radio communication failure

If a communication failure precludes, the aircraft shall attempt to establish communications with the appropriate air traffic control unit using all other available means. In addition, the aircraft, when forming part of the aerodrome traffic at a controlled aerodrome, shall keep a watch for such instructions as may be issued by visual signals.

a) If in visual meteorological conditions, the aircraft shall:

i. continue to fly in visual meteorological conditions;

ii. land at the nearest suitable aerodrome; and

iii. report its arrival by the most expeditious means to the appropriate air traffic services unit;

iv. if considered advisable, complete an IFR flight in accordance with 02.277b)

b) If in instrument meteorological conditions or when the pilot of an IFR flight considers it inadvisable to complete the flight in accordance with 02.277a), the aircraft shall:

i. unless otherwise prescribed on the basis of regional air navigation agreement, in airspace where radar is not used in the provision of air traffic control, maintain the last assigned speed and level, or minimum flight altitude if higher, for a period of 20 minutes following the aircraft's failure to report its position over a compulsory reporting point and thereafter adjust level and speed in accordance with the filed flight plan;

ii. in airspace where radar is used in the provision of air traffic control, maintain the last assigned speed and level, or minimum flight altitude if higher, for a period of 7 minutes following:

1. the time the last assigned level or minimum flight altitude is reached; or
2. the time the transponder is set to Code 7600; or
3. the aircraft's failure to report its position over a compulsory reporting point;

whichever is later, and thereafter adjust level and speed in accordance with the filed flight plan

iii. when being radar vectored or having been directed by ATC to proceed offset using area navigation (RNAV) without a specified limit, rejoin the current flight plan route no later than the next significant point, taking into

iv. consideration the applicable minimum flight altitude;

v. proceed according to the current flight plan route to the appropriate designated navigation aid or fix serving the destination aerodrome and, when required to ensure compliance with v) below, hold over this aid or fix until commencement of descent;

vi. commence descent from the navigation aid or fix specified in iv) at, or as close as possible to, the expected approach time last received and acknowledged; or, if no expected approach time has been received and acknowledged, at, or as close as possible to, the estimated time of arrival resulting from the current flight plan;

vii. complete a normal instrument approach procedure as specified for the designated navigation aid or fix; and

viii. land, if possible, within 30 minutes after the estimated time of arrival specified in e) or the last acknowledged expected approach time, whichever is later.

02.279 Notification of facility malfunctions

(a) Each pilot-in-command of an aircraft operating under IFR shall notify an ATS unit as soon as practicable after a malfunction of any aeronautical telecommunication facility during flight.

(b) The notification required by paragraph 02.279(a), shall include the:

(1) aircraft type; and

(2) aircraft registration and, if applicable, the flight number; and

(3) name of pilot-in-command; and

(4) name of the operator; and

(5) aircraft position and altitude; and

(6) phase of flight; and

(7) facility affected; and

(8) brief details of the malfunction; and

(9) effect on the flight.

Subpart F — Instrument and Equipment Requirements

02.501 General requirements

(a) *General.* Except as provided in paragraph (c) (3) and (e) of this BCAR, no person may operate a powered civil aircraft with a standard category airworthiness certificate in any operation described in paragraph (b) through (f) of this BCAR unless that aircraft contains the instruments and equipment specified in those paragraphs for the type of operation, and those instruments and items of equipment are in operable conditions.

b) *Visual-flight rules (day).* For VFR flights during the day, the following instruments and equipment are required:

1) Airspeed indicator.
2) Altimeter
3) Magnetic direction indicator
4) Tachometer for each engine
5) Oil pressure gauge for each engine using pressure system.
6) Temperature gauge for each liquid cooled engine.
7) Oil temperature gauge for each air-cooled engine.
8) Manifold pressure gauge for each engine.
9) Fuel gauge indicating the quality of fuel in each tank.
10) Landing gear position indicator, if the aircraft has a retractable landing gear.
11) For small aircraft manufactured after 1996, a system of red and white anticollision light is required. If the red and white anticollision light system fails, the aircraft can continue its flight to the airport where the necessary repairs can be done.
12) If the aircraft is operated for hire over water and beyond power-off gilding distance from shore, a flotation gear approved by the Department of Civil Aviation, available to each occupant and at least one pyrotechnic signalling device.
13) An approved safely belt with an approved metal-to-metal latching device for each occupant 2 years of age or older.
14) For small civil airplanes manufactured after July 18, 1978, an approved shoulder harness for each front seat. The shoulder harness must be designed to protect the occupant from serious injury when the occupant experiences the ultimate inertia forces in accordance with the specified limits on the approved certificate. Each shoulder harness installed at a flight crewmember station must permit the crewmember, when seated and with the safely belt and shoulder harness fastened, to perform all functions necessary for flight operations.
15) An emergency locator transmitter, in accordance with BCAR 02.523.
16) For helicopter, the shoulder harness shall be required when so prescribed by the Department of Civil Aviation, with a clear description of the location, strength and fastening procedure of the shoulder harness, on the approved certificate.

c) *Visual Flight Rules at Night*. For VFR flights at night, the following instruments and equipment are required:
1) Instrument and equipment specified in paragraph (b) of this BCAR.
2) Approved position lights.
3) An approved aviation red or aviation white anticollision light system on all registered civil aircraft. In the event of failure of any light of the anticollision light system, operations with the aircraft may be continued to a stop where repairs or replacement can be made.
4) If the aircraft is operated for hire, one electric landing light.
5) An adequate source of electrical energy for all installed electrical and radio equipment.
6) One spare set of fuses, or three spare fuses of each kind required, that are accessible to the pilot in flight.

d) *Instrument flight rules.* For IFR flight, the following instrument and equipment are required.
1) Instruments and equipment specified in paragraph (b) and (c) of this BCAR.
2) Two-way radio communications system and navigational equipment appropriate to the ground facilities to be used.
3) Gyroscopic rate-of-turn indicator, except on the following aircraft:
(i) Large airplanes with a third attitude instrument system usable through flight attitudes of 360 degrees of pitch and roll and installed in accordance with BCAR OPS 1652 I
(ii) Helicopters and autogyros with a third attitude instrument system usable through flight attitude of ± 80 degrees of pitch and ± 120 degrees of roll and installed in accordance with its type certificate.
4) Slip-skid indicator
5) Sensitive altimeter adjustable for barometric pressure.
6) A clock displaying hours, minutes, and seconds with a sweep-second pointer or digital presentation.
7) Generator or alternator of adequate capacity.
8) Gyroscopic pitch and bank indicator (artificial horizon).
9) Gyroscopic direction indicator (directional gyro or equivalent).

e) *Flight at and above 24,000 ft.* MSL (FL240). If VOR navigational equipment is required under paragraph (d) (2) of this BCAR, no person may operate a registered civil aircraft at or above FL 240, unless that aircraft is equipped with approved distance measuring equipment. (DME). When DME required by this paragraph fails at or above FL 240, the pilot in command of the aircraft shall notify ATC immediately, and then may continue operations at or above FL 240 to the next airport/aerodrome of intended landing at which repairs or replacement of the equipment can be made.

f) *Category II operations*. For Category II operations the instruments and equipment specified in:

1) Paragraph (d) of this BCAR, and

2) Appendix A to this part are required.

g*) Category III operations*. The instrument and equipment required for Category III operations are specified in paragraph (d) of this BCAR.

f) Paragraphs (f) and (g) of this BCAR do not apply to BCAR OPS 1 & 3 operations.

02.503 Location of instruments and equipment

Each aircraft owner or lessee shall ensure that:

(a) any instruments and equipment to be operated or used by one pilot can be readily seen and operated from that pilot's normally seated position; and

(b) any single instrument or item of equipment to be operated or used by two pilots, is installed so that it can be readily seen and operated from each pilot's normally-seated position.

02.505 Markings and placards

Each aircraft owner or lessee shall ensure that:

(a) any placards, listings or instrument markings containing prescribed operating limitations shall be displayed in the aircraft. Each marking and placard shall be displayed in a conspicuous place and in such a manner to minimise the risk of erasure, disfigurement, obscuring, or removal; and

(b) each unit of measure used on a marking or placard shall be the same as that on any

related instrument or in the related flight manual; and

(c) each fuel contents gauge shall be clearly marked to indicate the units to which the gauge is calibrated; and

(d) each aircraft shall be placarded in the immediate vicinity of each fuel and oil filler with the specification and/or grade of fuel or oil, as appropriate.

02.507 Seating and restraints

(a) Each aircraft shall be equipped with a:
(1) seat or berth for each person on board; and
(2) safety belt for each seat and restraining belts for each berth; and
(3) for each crew member: either a shoulder harness; or, if the aircraft type certificate allows, a seat belt with a diagonal shoulder strap.

(b) In a helicopter each pilot seat shoulder harness shall be equipped with a device to restrain the pilot's torso in the event of sudden deceleration or pilot incapacitation.

(c) Notwithstanding paragraph 02.507(a)(1) and (2), a seat, berth, safety belt or restraining belt is not required for:
(1) an child being carried in accordance with paragraph 02.209(c)(1); and
(2) a person being carried during parachute operations, unless required by the aircraft flight manual.

02.509 Minimum instruments and equipment

(a) Each powered aircraft operating under a Permit to Fly shall be equipped in accordance with any conditions of the Permit.

(b) Each powered aircraft with a Certificate of Airworthiness shall be equipped with:
(1) spare fuses of appropriate ratings, where necessary, for all electrical circuits that can be changed in flight (at least 3 of each rating, or 10% of the number for each rating, whichever is greater); and
(2) emergency equipment in accordance with paragraph 02.521.

(c) Each powered aircraft with a certificate of airworthiness shall be equipped with the means of indicating:
(1) airspeed; and
(2) Mach number, if the speed limitation prescribed by the aircraft flight manual is expressed in terms of Mach number; and
(3) pressure altitude; and
(4) magnetic heading; and
(5) the time in hours, minutes and seconds; and
(6) each helicopter shall be equipped with a slip indicator.

02.511 Equipment for flight in icing conditions

Each pilot-in-command shall ensure that an aircraft shall be equipped with suitable de-icing and/or anti-icing devices when operated in circumstances in which icing conditions are reported to exist or are expected to be encountered.

02.513 Aircraft operating at night or in IFR

Each aircraft with a certificate of airworthiness, being operated by night or in IFR shall have:
(a) such lights as may be required by the Rules of the Air contained in Schedule 8 in Appendix D of this BCAR; and

(b) lighting sufficient for flight crew to carry out their duties in accordance with the aircraft flight manual and this Part, including lighting for all required instruments or indicators, supplied from the aircraft main supply source, and an independent light for each crew member station; and

(c) spare bulbs for flight compartment instrument illumination; and

(d) lights in all passenger compartments; and

(e) two independent means of indicating aircraft attitude, except that one of these may be replaced by the turn and slip indicator in aeroplanes; or in helicopters by a turn indicator; and

(f) for any aircraft flying in Class A, B, C or D airspace, a sensitive pressure altimeter in addition to that specified in 02.509(c)(3); and

(g) a means of indicating airspeed in knots, with a means of preventing malfunctioning due to either condensation or icing; and

(h) for an aeroplane a means of indicating turn and slip and for a helicopter a slip indicator; and

(i) a means of indicating stabilised aircraft heading; and

(j) a means of indicating the power supply to any gyroscopic instruments is adequate; and

(k) rate of climb and descent indicator; and

(l) outside air temperature indicator; and

(m) for an aeroplane a landing light; and

(n) for a helicopter, a landing light which shall be trainable in the vertical plane; and

(o) an electric torch for every crew member.

02.515 IFR communication and navigation equipment

(a) Each aircraft operating under IFR shall be equipped with radio communication equipment that is capable of providing continuous two-way communications with an appropriate ATS unit or aeronautical telecommunications facility.

(b) The radio communication equipment shall provide for communication on the emergency frequency 121.5 MHz.

(c) Each aircraft operating in RCP (Required Communication Performance) prescribed airspace shall be equipped with communication equipment to enable it to operate in accordance with that type of RCP airspace.

(d) Each aircraft operating under IFR shall be equipped with a navigation system which will enable the aircraft to proceed in accordance with:
(1) the flight plan; and
(2) in accordance with the requirements of ATC; and
(3) the designated RNP airspace where applicable.

(e) Each aircraft operating under IFR using GPS as an additional means for navigation shall be equipped with GPS equipment that is approved by the BDCA.

(f) Each aircraft and aircraft navigation system operating in accordance with RNP requirements shall be approved by the BDCA for operation on the applicable RNP routes and in RNP designated airspace.

(g) Each aircraft operating in RNP airspace shall have the equipment required by paragraphs 02.515(a), (b), (d) and (f) installed in such number as to ensure, in the event of the failure of any independent system for either communication or navigation purposes, the remaining equipment will enable the aircraft to continue the flight in compliance with paragraphs 02.515(a), (b), (d) and (f).

(h) Communication and navigation equipment shall be installed such that failure of a single unit will not result in the failure of another unit required for communication or navigation purposes.

(i) Each aircraft operating under IFR shall be sufficiently provided with navigation equipment to ensure that, in the event of the failure of one item of equipment at any stage of the flight, the remaining equipment will enable the aircraft to navigate in accordance with the applicable requirements.

(j) All required radio navigation equipment shall comply with the FM-Immunity requirements of ICAO Annex 10 Volumes I and III.

(k) Any radio navigation equipment fitted on the aircraft that does not comply with the FM-Immunity requirements of ICAO Annex 10 shall be placarded to alert flight crew to the potential for radio interference.

02.517 Landing in Instrument Meteorological Conditions

Each aircraft that may require to land in instrument meteorological conditions shall be provided with radio equipment appropriate to the aids to be used. This equipment shall be capable of receiving signals to provide guidance to a point from which a visual landing can be made at any aerodrome used and for any designated alternate.

02.521 Emergency equipment

(a) All aircraft shall be equipped with:
(1) at least one fire extinguisher, located in reach of a flight crew member and of a type that will not interfere with the proper functioning of essential aircraft equipment; and
(2) at least one fire extinguisher in each compartment that is separate from the pilots compartment.

(b) All aircraft shall be equipped with:
(1) a first aid kit stowed in an accessible place; and
(2) contents of first aid kits shall be appropriate to the nature of the flight, and suitable to treat minor injuries.

02.523 Emergency locator transmitter

(a) All aircraft shall carry at least one ELT of any type.

(b) Any ELT required to be carried shall operate in accordance with the requirements of ICAO Annex 10, Volume III; and

(c) All ELTs capable of transmitting on 406 MHz must be coded in accordance with ICAO Annex 10 and registered with the agency responsible for the maintenance of the aircraft register.

02.525 Survival Equipment

(a) The pilot-in-command shall ensure that an aircraft carries survival equipment appropriate to the circumstances of the flight. For flights over water the decision on the equipment to be carried shall also take into account the likelihood of ditching and the availability of search and rescue facilities, and shall be not less than the equipment specified in paragraph 02.527.

(b) Each aircraft operating over substantially uninhabited areas, where in the event of an emergency landing extreme environmental conditions are likely to be encountered, shall be provided with appropriate survival equipment, including signalling devices.

02.527 Flights over water

(a) Life rafts, lifejackets, and signalling devices required by this paragraph shall be installed in conspicuously identified locations and easily accessible in the event of a ditching.

(b) Each lifejacket required by this paragraph shall:
(1) be equipped with a whistle and a survivor locator light; and
(2) be stowed in a place which is easily accessible from the seat or berth of the person for whose use it is provided.

(c) Each aircraft operating over water beyond gliding or autorotational distance from land shall be equipped with a lifejacket for every person on board.

(d) Each aircraft when taking off or landing at an aerodrome or heliport where, in the opinion of the BDCA, the take-off or approach path is so disposed over water that in the event of a mishap there would be a likelihood of a ditching, shall be equipped with a lifejacket for every person on board.

(e) Each aircraft operating at a distance over water of more than 10 nm from the nearest land, shall be equipped with:
(1) radio communications equipment capable of providing continuous two-way communications with an appropriate ATC unit; and
(2) navigation equipment that is capable of navigating the aircraft in accordance with the flight plan.

(f) Each seaplane or amphibious aeroplane operated on water, shall be equipped with:
(1) equipment for making sound signals, as prescribed by the International Regulations for Preventing Collisions at Sea; and
(2) one sea anchor; and
(3) equipment necessary for mooring, anchoring or manoeuvring the aircraft on water, appropriate to the size, weight and handling characteristics of the aircraft.

(g) Each single engine aeroplane, or multi-engine aeroplane that would be unable to maintain level flight above the minimum flight altitude in the event of a power unit failure, if operating more than 100 nm from land suitable to make an emergency landing, shall be equipped as follows:
(1) life raft(s) sufficient to carry all persons on board, suitably equipped to sustain life in the expected conditions; and
(2) equipment for making pyrotechnical signals, such as parachute flares.

(h) Each multi-engine aeroplane capable of continuing level flight above the minimum flight altitude after a power unit failure, if operating over water and if operating more than 200 nm from land suitable for making an emergency landing, shall be equipped as follows:
(1) life raft(s) sufficient to carry all persons on board, suitably equipped to sustain life in the expected conditions; and
(2) equipment for making pyrotechnical signals, such as parachute flares.

(i) All helicopters operating over water shall:
(1) for helicopters operating in performance Class 1 or 2 flying over water at a distance from land corresponding to more than 10 minutes at normal cruise speed, be equipped as follows:
(i) be certificated for ditching or, for coastal transit operations only, be fitted with a permanent or rapidly deployable means of flotation so as to ensure a safe ditching of the helicopter; and
(ii) life raft(s) sufficient to carry all persons on board, suitably equipped to sustain life in the expected conditions; and
(iii) equipment for making pyrotechnical signals, such as parachute flares; and
(iv) at least one automatic ELT; and
(v) one ELT in a raft or lifejacket.
(2) for helicopters operating in performance Class 3 flying beyond autorotational
or safe forced landing distance from land, be equipped as follows:
(i) be fitted with a permanent or rapidly deployable means of flotation so as to ensure a safe ditching of the helicopter; and where they are also operating at a distance from land corresponding to more than 5 minutes at normal cruise speed, they shall be further
equipped as follows:
(ii) life raft(s) sufficient to carry all persons on board, suitably equipped to sustain life in the expected conditions; and
(iii) equipment for making pyrotechnical signals, such as parachute flares; and
(iv) at least one automatic ELT; and
(v) one ELT in a raft or lifejacket.

02.529 Transponder

(a) *All airspace: Belize registered civil aircraft* and *foreign aircraft.* For operations not conducted under BCAR OPS I and III, no person may operate an aircraft in the airspace described above unless that aircraft is equipped with:

(1) a pressure altitude reporting SSR transponder; and

(2) any other SSR transponder capability required for the route being flown.

(b) The ATC transponder equipment installed shall comply, at least, with the performance and environmental requirements of the following class TSO-C47C (Mode A with altitude reporting capacity).

(c) All aircraft shall be equipped with a pressure-altitude reporting transponder which operates in accordance with the provisions of Annex 10, Volume IV.

02.531 Oxygen indicators

Each aircraft operated at altitudes above flight level 130, or for more than 30 minutes between flight level 100 up to and including flight level 130, shall be equipped with a means of indicating:

(a) to the flight crew:
(1) the amount of breathing oxygen available in each source of supply and whether the oxygen is being delivered to the dispensing units; and
(2) of a pressurised aircraft, by visual or aural warning, when the cabin pressure altitude exceeds 10,000 feet; and

(b) to each user of an individual breathing oxygen dispensing unit, the amount of oxygen available and whether the oxygen is being delivered to the dispensing unit

02.533 Oxygen equipment and supplies for non-pressurised aircraft

Each aircraft with a non-pressurised cabin that is operated at altitudes above flight level 100 shall be equipped with oxygen storage and dispensing equipment to supply the following:
(1) at altitudes up to and including flight level 130 for any period in excess
of 30 minutes, stored breathing oxygen for continuous use by all crew members and any other persons carried; or
(2) at altitudes above flight level 130:
(i) stored breathing oxygen for continuous use by all crew members and any other persons carried; and
(ii) portable protective breathing equipment for each crew member that is readily accessible for immediate use containing the greater of 120 litres of oxygen or the quantity of oxygen required for
continuous use for that time the cabin pressure altitude would exceed 10,000 feet.

02.535 Oxygen equipment and supplies for pressurised aircraft

(a) An aircraft with a pressurised cabin that is to be operated at altitudes above flight level 100 shall be equipped with:
(1) a quick donning on-demand oxygen mask accessible to each flight crew member and capable of providing a continuous supply of stored breathing oxygen for that time following failure of the pressurisation system that the cabin pressure altitude would exceed 10,000 feet; and
(2) one set of portable protective breathing equipment capable of providing oxygen for at least 15 minutes that is readily accessible to any flight crew member; and
(3) the following equipment that is readily accessible to each crew member, other than flight crew, at their normally-seated position:
(i) a crew member on demand oxygen mask; or
(ii) a passenger oxygen mask and portable breathing equipment for immediate use containing the greater of 120 litres of oxygen

or the quantity of oxygen required for continuous use for that time
the cabin pressure altitude would exceed 10,000 feet; and

(b) Notwithstanding paragraph 02.535(a)(2) crew member portable protective breathing equipment is not required when:
(1) alternative protective breathing equipment is provided that can supply oxygen for 15 minutes; and
(2) the aircraft is flown by only one pilot; and
(3) no other crew member is carried; and
(4) any other persons carried are seated within view of the pilot in a single compartment.

(c) For the purposes of paragraphs 02.535(a)(1), the calculation of the oxygen requirements in the event of pressurisation failure is to take into account:
(1) the time necessary for an emergency descent and the recovery phase to level flight at a safe altitude; and
(2) any subsequent stage of the flight prior to landing when it may be necessary for the aircraft to be flown at an altitude above flight level 100.

02.537 Inoperative instruments and equipment

(a) Except as provided in paragraph 02.537(b), a pilot-in-command shall not operate an aircraft with inoperative instruments or equipment that is legally required to carry that instrument or equipment, unless the following conditions are met:
(1) a Minimum Equipment List (MEL) is available and has been approved by the BDCA for that aircraft in accordance with paragraph 02.539; and
(2) the aircraft records available to the pilot include an entry describing the inoperative instruments and equipment; and
(3) the aircraft is operated in accordance with all applicable conditions and limitations contained in the MEL.

(b) Aircraft that are not required to hold an MEL may be operated under this Part with inoperative instruments and equipment provided the inoperative instruments and equipment:
(1) are not:
(i) part of the certification instruments and equipment prescribed in the applicable airworthiness requirements under which the aircraft was type certificated; or
(ii) required by this Subpart for specific operations; or
(iii) required by an airworthiness directive to be in operable condition; and
(2) are placarded “Inoperative“ and the required maintenance recorded in accordance with BCAR Part 43.

02.539 Approval of minimum equipment list

(a) The owner or lessee of an aircraft shall only permit the use of an MEL where that MEL has been approved by the BDCA, for use with that aircraft.

(b) An MEL shall contain:
(1) the type and model of the aircraft to which it applies; and
(2) a list of equipment for the aircraft that may be partially or fully inoperative that:
(i) has been approved by the ICAO Contracting State that issued the type certificate for the aircraft; and
(ii) is acceptable to the BDCA.

(c) An MEL shall not contain any instruments or equipment that are:
(1) either specifically or otherwise required by the airworthiness requirements under which the aircraft is certificated; or
(2) required by this Subpart for specific operations; or
(3) required by an airworthiness directive to be in operable condition.

(d) The BDCA may include such operating conditions and limitations on the MEL as he considers necessary in the interest of safety.

Subpart G — Maintenance Requirements

BCAR 02.600 Applicability

(a) This subpart prescribes rules governing the maintenance, preventive maintenance, and alterations of registered civil aircraft operating within or outside of Belize airspace.
(b) BCARs 02.603, 02.417, and 02.419 of this subpart do not apply to aircraft airworthiness maintenance in accordance with a maintenance program as provided in the regulations of BCAR OPS I or BCAR OPS III.

02.601 General requirements

(a) Ultimate responsibility for the arrangements in 02.601(b) remains with the owner or lessee who shall ensure on a regular basis that the processes, procedures and arrangements in 02.601(b) are being satisfied.
(b) The owner or lessee of an aircraft that is granted a Certificate of Airworthiness under BCAR 21 shall have maintenance arrangements in compliance with BCAR 43 which will establish processes, procedures and/or contractual arrangements to address:
    (1) maintenance management; and
    (2) technical coordination; and
    (3) maintenance requirements; and
    (4) maintenance management exposition (maintenance control manual), if applicable; and
    (5) maintenance programme, approval and amendments; and
    (6) condition monitored and reliability programmes, if applicable; and
    (7) assessment of airworthiness directives and service bulletins; and
    (8) weight and balance calculations; and
    (9) operation of the aircraft following maintenance and the issue of a Certificate of Release to service; and
    (10) control of maintenance records, retention and transfer.

(c) The owner or lessee that intends to operate an aircraft for which the Certificate of Airworthiness is no longer in force shall not do so unless that aircraft has a valid Permit to Fly granted by the BDCA. Maintenance and operational arrangements shall comply with the requirements of BCAR 21 and be acceptable to the BDCA.

(d) The owner or lessee of an aircraft that is granted a Permit to Fly under BCAR 21 shall have maintenance arrangements acceptable to the BDCA as required by BCAR 43 or BCAR OPS 1 or 3 as applicable.

(e) No person may perform maintenance, preventive maintenance, or alterations on an aircraft other than as prescribed in this subpart and other applicable regulations, including BCAR 43.

(f) No person may operate an aircraft for which a manufacture's maintenance manual or instructions for continued airworthiness has been issued that contains an airworthiness limitation section unless the mandatory replacement times, inspection intervals, and related procedure specified in that section or alternative inspection intervals and related procedures set forth in an operations specification approved by the Department of Civil Aviation under BCAR OPS I, or III, in accordance with an inspection program approved under BCAR 02.409, (e) has been complied with.

BCAR 02.603 Maintenance required.

Each owner or operator of an aircraft:

(a) Shall have that aircraft inspection as prescribed in this Subpart G and shall between required inspections, except as provided in paragraph (c) of this section,

have discrepancies repaired as prescribed in BCAR 43.

(b) Shall ensure that maintenance personnel make appropriate entries in the aircraft maintenance records indicating the aircraft had been approved of return to service;

(c) Shall have any inoperative instrument or items of equipment, permitted to be inoperative by BCAR 02.537 b) of this BCAR, repaired, replaced, removed, or inspected at the next required inspection; and

(d) When listed discrepancies include inoperative instruments or equipment, shall ensure that a placard has been installed as required in BCAR 43.11 (b) of BCAR 43.

BCAR 02.605 Operation after maintenance, preventive maintenance, rebuilding, or alteration.

(a) No person may operate any aircraft that has undergone maintenance, preventive maintenance, rebuilding, or alteration unless:

1) Is has been approved for return to service by a person authorized under BCAR 43.7 of BCAR 43; and
2) The maintenance record entry required by BCAR 43.9 or 43.11 of BCAR 43, as applicable, of this chapter has been made.

(b) No person may carry any person (other than crewmembers) in an aircraft that has been maintained, rebuilt, or altered in a manner that may have appreciably changed its flight characteristics or substantially affected its operation in flight until an appropriate rated pilot with at least a private pilot certificate files the aircraft, makes an operational check of the maintenance performed or alteration made, and logs the flight in the aircraft records.

(c) The aircraft does not have to be flown as required by paragraph (b) above if, prior to flight, ground tests, inspections, or both show conclusively that the maintenance, preventive maintenance, rebuilding, or alteration has not appreciably changed the flight characteristics or substantially affected the flight operation of the aircraft.

BCAR 02.607 Inspections /Maintenance Program.

(a) Except as provided in paragraph (c) below, no person may operate an aircraft unless, within the preceding 12 calendar months, it has had:

(1) An annual inspection in accordance with BCAR 43 and had been approved for return to service by a person authorize by BCAR 43.7 of this chapter; or
(2) An inspection performed by BDCA for the issuance or renewal of a certificate of airworthiness in accordance with BCAR 21.

(b) Except as provided in paragraph c) below, no person may operate an aircraft for private use, flight instruction, aerial works or public transport under BCAR OPS 1 or 3, unless the required annual inspection as required in paragraph a) above, and the aircraft has been maintained in accordance with the approved maintenance program from the Department of Civil Aviation. The owner or the operator of the aircraft for approved by the Department of Civil Aviation shall prepare the required maintenance program. During its preparation, the manufacturer basic guidance shall be used, like the 100 hours system or any other maintenance plan that the manufacturer had designed for light aircraft. Including the following:

(1) Progressive or schedule inspections (e.g. 100 hours inspection in stages or by contingencies, A, B, C, and D services and other similar services)

(2) Non-schedule inspections (e.g. hard landings, for turbulence, landing with excess weight, for thunderstorms, engine warning and others)
(3) Special items for inspection (e.g. 900, 1000, 1900, 2000 hours or by years, cycles, etc…)
(4) Regular inspections (e.g. ELT, ATC Transponder, alignment services, etc
(5) Corrosion control inspection as required (CPCL).
(6) TBO components or parts revision, expiry times, bench or operation test (e.g. engines, propeller, FCU, Magnetos, propeller servicing, etc…)
(7) Lubrication procedures.
(8) Avionics annual revision.
(9) Procedures for compliance of airworthiness directives and mandatory bulletins.
(10) A system of recording compliance of the maintenance program:

(i) Recording of compliance and control of airworthiness directives.
(ii) Recording of compliance and control of service bulletins.
(iii) Recording of control of schedule inspections, overhauls, components and parts test.
(iv) Recording of control of expiry or life span of spare parts.
(v) Register of schedule inspections.
(vi) Register of discrepancies.
(vii) Register of avionics revisions.

Note: In the cases of when operators use Maintenance Management Exposition (Control Manual), the provisions of item 10) for the recording of maintenance becomes part of that Manual.

(c) Paragraph a) and b) of this above do not apply to;
(1) An aircraft that carries a special flight permit, a current experimental certificate, or a provisional airworthiness certificate;
(2) An aircraft that operates under BCAROPS 1.

(d) Large aircraft, (to which BCAR OPS 1 is not applicable) 'Large aircraft' Aircraft classified as an airplane with 5.700 kg maximum take-off weight or above or a multiengine helicopter

No person may operate a large airplane, turbojet multiengine airplane, turbo propeller powered multiengine airplane, turbine powered rotorcraft unless the replacement time for life-limited parts specified in the aircraft specifications, type data sheets, or other documents approved by the Department of Civil Aviation are complied with and the airplane or turbine-powered rotorcraft, including the airframe, engines, propellers, rotors, appliances, survival equipment, and emergency equipment, is inspected in accordance with the maintenance program as established paragraph (e) of this BCAR.

(e) Maintenance program for Large aircrafts.

(1) The owner or operator shall ensure that the airplanes are maintained in accordance with the airplane's maintenance programs approved by the State of Registry.

The program shall contain [See AMC-02.407(e)]:

(i) details of the maintenance tasks, including the frequencies in which they are carried out, keeping in mind the foreseen use of the airplane; and

(ii) a maintenance program of the structural integrity if applicable.

(iii) procedures for changing or deviating from (1) and (2) above; and

(iv) a reliability program unless the State of Registry determines otherwise.

(v) Shall observe human factor principles.

(2) The maintenance programme shall contain the maintenance tasks and intervals that have been specified as mandatory in approval of the type design shall be identified as such.

(3) The airplane maintenance program and any later revisions must be approved by the State of Registry. Such revisions must be sent to all organizations or persons that have received the maintenance program [See AMC-G 02.407(e)].

(4) The maintenance programme shall be based on maintenance programme information made available by the State of Design or by the organization responsible for the type design and additional applicable experience.

(5) Whenever the Department of Civil Aviation finds revisions to an approved aircraft maintenance program under BCAR 02.409 (e) are necessary for the continued adequacy of the program, the owner or operator shall, after notification by the Department of Civil Aviation, make any changes in the program found to be necessary by the Department of Civil Aviation.

BCAR 02.609 Altimeter system and altitude reporting equipment tests and inspections.

(a) No person may operate an airplane, or helicopter, in controlled airspace under IFR unless:

(1) Within the preceding 24 calendar months, each static pressure system, each altimeter instrument, and each automatic pressure altitude reporting system has been tested and inspected and found to comply with appendix E of BCAR 43.

(2) Except for the use of system drain and alternate static pressure valves, following any opening and closing of the static pressure system, that system has been tested and inspected and found to comply with paragraph (a), appendices E and F of BCAR 43; and

(3) Following installation or maintenance on the automatic pressure altitude reported system of the ATC transponder where data correspondence error could be introduced; the integrated system had been tested, inspected, and found to comply with paragraph (c), Appendix E of BCAR 43.

(b) The tests required by paragraph (a) of this BCAR must be conducted by:

(1) The manufacturer of the airplane, or helicopter, on which the test and inspections are to be performed;

(2) An approved maintenance organization, in accordance with the BCAR – 145, properly equipped to perform those functions and holding;

i. A limited instrument rating appropriate to the make and model of appliance to be tested;

ii. A limited rating appropriate to the test to be performed;

iii. An airframe rating appropriate to the airplane, or helicopter, to be tested; or

(3) A certificated mechanic with an airframe rating (static pressure system tests and inspections only).

(c) Altimeter and altitude reporting equipment approved under Technical Standard Orders are considered to be tested and inspected as of the date of their manufacture.

(d) No person may operate an airplane, or helicopter, in controlled airspace under IFR at an altitude above the maximum altitude at which all altimeters and the automatic altitude reporting system of that airplane, or helicopter, have been tested.

BCAR 02.611 ATC transponder tests and inspections.

(a) No person may use an ATC transponder that is specified in BCAR 02.529, BCAR

OPS I or BCAR OPS III, unless, within the preceding 24 calendar months, the ATC transponder has been tested and inspected and found to comply with Appendix F of BCAR 43; and

(b) Following any installation or maintenance on an ATC transponder where data correspondence error could be introduced, the integrated system has been tested, inspected, and found to comply with paragraph (c), Appendix E of BCAR 43.

(c) The tests and inspections specified in this BCAR must be conducted by;

(1) An approved maintenance organization, in according with BCAR – 145, properly equipped to perform those functions and holding;

(i) An airframe rating appropriate to the airplane, or helicopter, to be tested;
(ii) A limited radio rating appropriate to the make and model transponder to be tested;
(iii) A limited rating appropriate to the test to be performed; or

(2) The manufacturer of the aircraft on which the transponder to be tested is installed, if the transponder was installed by the manufacturer.

02.613 Pilot maintenance

The holder of a valid pilot's licence may only perform maintenance on aircraft not exceeding 2,700 kg MTOW and not operated for the purpose of commercial air transport or aerial work, as detailed in BCAR 43.

02.615 Approval of modifications and repairs

The owner or lessee of an aircraft shall ensure that any design change or repair to an aircraft, engine or any components shall be made in compliance with BCAR 43.

BCAR 02.617 Maintenance records.

(a) Except for work performed in accordance with BCAR 02.411 and 02.413, each registered owner or operator shall keep the following records for the periods specified in paragraph (b) of this BCAR:

1) Records of the maintenance, preventive maintenance, and alteration and records of the 100 hours, annual, progressive, and other required or approved inspections, as appropriate, for each aircraft (including the airframe) and each engine, propeller, rotor, and appliance of an aircraft. The records must include.

(i) A description (or reference to data acceptable to the Department of Civil Aviation) of the work performed; and

(ii) The data of completion of the work performed; and
(iii) The signature and certificate number of the person approving the aircraft for the return to service.

2) Records containing the following information, including the respective documents supporting the inquiry of the origin of the item, part or component:
(i) the total time in service of the airframe, each engine, each propeller, and each rotor.

(ii) the current status of life-limited parts of each airframe, engine, propeller, rotor, and appliance.

(iii) the time since last overhaul of all items installed on the aircraft which are required to be overhauled on a specified time basis.

(iv) the current inspection status of the aircraft, including the time since the last inspection required by the inspection program under which the

aircraft and its appliances are maintained.

(v) the current status of applicable airworthiness directives (AD) including, for each, the method of compliance, the AD number, and revision date. If the AD involve recurring action, the time and date when the next action is required.

(vi) copies of the forms prescribed by BCAR 43.9 (a) of BCAR 43, each major alteration of the airframe and currently installed engines, rotors, propellers, and appliances.

(b) The owner or operator shall retain the following records for the periods prescribed:

(1) The records specified in paragraph (a) (1) of this BCAR shall be retained until the work is repeated or superseded by other work or for 1 year after the work is performed.

(2) The record specified in paragraph (a) (2)of this BCAR shall be retained and transferred with the aircraft at the time the aircraft is sold.

(3) A list of defects furnished to a registered owner or operator under BCAR 43.411, of BCAR 43, shall be retained until the defects are repaired and the aircraft is approved for return to service.

(c) The owner or operator shall make all maintenance records required to be kept by this BCAR available for inspection by the Department of Civil Aviation.

(d) When a fuel tank is installed within the passenger compartment or a baggage compartment pursuant to part BCAR 43, a copy of form CAD 337, shall be kept on board the modified aircraft by the owner or operator.

BCAR 02.619 Transfer of maintenance records

Any owner or operator who sells a Belize registered aircraft shall transfer to the purchaser, at the time of sale, the following records of that aircraft, in plain language form or in coded form at the election of the purchaser, if the coded form provides for the preservation and retrieval of information in a manner acceptable to the Department of Civil Aviation.

(a) The records specified in BCAR 02.617 (a) (2).

(b) The records specified in BCAR 02.617 (a) (1) which are not including in the records covered by paragraph (a) of this BCAR, except that the purchaser may permit the seller to keep physical custody of such records. However, custody of records by the seller dos not relieve the purchaser of the responsibility under BCAR 02.617 (c) to make the records available for inspection by the Department of Civil Aviation or any authorized representative.

BCAR 02.621 Rebuilt engine maintenance records.

(a) The owner or operator may use a new maintenance record, without previous operating history, for an aircraft engine rebuilt by the manufacturer or by an agency approved by the manufacturer.

(b) Each manufacture or agency that grants zero time to an engine rebuilt by it shall enter in the new records.

(1) A signed statement of the date the engine was rebuilt.

(2) Each change made as required by airworthiness directives; and

(3) Each change made in compliance with manufacturer's service bulletins, if the entry is specifically requested in that bulletin.

(c) For the purpose of this BCAR, a rebuilt engine is a used engine that has been completely disassembled, inspected, repaired as necessary, reassembled, tested, and approved in the same tolerances and limits as a new engine with either new or used parts. However, all parts used in it must conform to the production drawing tolerances and limits for new parts or be of approved oversized or undersized dimensions for a new engine.

02.623 Technical Log

(See AMC 02.623)

(a) Each owner or lessee of a large aircraft shall provide a technical log for that aircraft.

(b) The technical log composition shall be approved by the BDCA and contain the parameters detailed in AMC 02.607 (b).

(c) Each owner or lessee required by 02.607(a) to hold an aircraft technical log shall ensure that at the end of every flight, or series of flights, by an aircraft to which the provisions of this paragraph apply the owner or lessee of the aircraft shall enter

(1) the times when the aircraft took off and landed; and
(2) particulars of any defect which is known to him and which affects the airworthiness or safe operation of the aircraft, or if no such defect is known to him, an entry to that effect; and
(3) such other particulars in respect of the airworthiness or operation of the aircraft as detailed in BCAR 43.

(d) Each aircraft owner or lessee shall ensure that entries to the technical log are made in a permanent and legible manner and include the most current information.

(e) Each pilot-in-command shall ensure that any defects or abnormal occurrences found during a flight are recorded in the aircraft Technical Log.

(f) For aircraft below 5,700 kg MTOW the owner or lessee shall produce an acceptable method of recording the information detailed in BCAR 02.617.

Subpart H — Miscellaneous

02.701 Flying Displays

(a) A pilot-in-command shall not participate in a flying display unless:

(1) he holds a current display authorisation, granted by the BDCA; and
(2) he has taken all reasonable steps to confirm that the organiser of the flying display has been granted any permission as may be required, and that the planned flight can be safely made in accordance with the terms of such permission; and
(3) he is operates at a height not less than that specified in either the pilot's display authorisation or any permission associated with the flying display, whichever is the greater; and
(4) he flies the aircraft aligned with reference to a display line sufficiently distanced from spectators so as not to cause undue risk to persons or property on the surface; and
(5) he does not carry any additional persons other than those crewmembers required to operate the aircraft; and
(6) he does not fly over any spectator area; and
(7) he does not conduct any high-energy manoeuvre between the display line and any spectator area; and
(8) he does not initiate any manoeuvre in the direction of any spectator area.

(b) Paragraph 02.701(a) shall not apply to private aviation events that are not open to the general public.

02.703 Parachute operations

(a) A pilot-in-command shall not allow parachute drop operations from an aircraft, unless the parachute drop operation is in accordance with the written approval of the BDCA.

(b) Each pilot-in-command performing a parachute drop operation shall ensure that:
(1) the aircraft performing the operation has a current certificate of airworthiness which provides for parachute dropping; and
(2) the configuration of the aircraft is appropriate for the parachute-drop operation; and
(3) the aircraft has adequate interior room and satisfactory egress for the parachutists to be carried; and
(4) parachute static lines shall only be attached to strong points approved for that purpose; and
(5) the aircraft flight manual authorises flight with a door removed, or open, in flight; and
(6) any additional person carried in the aircraft, and necessary to the parachute operations:
(i) occupies a seat and fastens their safety belt during take-off and landing; and
(ii) wears an emergency or reserve parachute assembly; and
(iii) is trained in the use of the emergency or reserve parachute assembly; and
(iv) is briefed on the general procedures to be followed in an aircraft emergency including the method to be used for exiting the aircraft; and
(7) each person carried in the aircraft for the purpose of parachute operations:
(i) is not in a position in the aircraft that could hazard the safety of the aircraft or its occupants through inadvertent interference with the controls; and
(ii) is briefed on the general procedures to be followed in an aircraft emergency including the method to be used for exiting the aircraft; and
(iii) is secure during take-off and at any other time as directed by the Pilot in Command to a standard equivalent to that of persons occupying a seat or berth.
(c) Nothing in this Subpart shall apply to a person making a parachute descent from an aircraft in an emergency.

BCAR 02.705 Flight authorization for foreign civil aircraft.

a) An airplane with foreign registration can be operated for aerial work activities by a Belizean operator or operated privately in Belize for a period exceeding thirty days, if a Foreign Registered Aircraft Permit for that operation is issued under this BCAR and the airplane has an approved type certificate and complies with the requirements of BCAR-21. Application for a special flight authorization must be made to the Department of Civil Aviation.

b) The Department of Civil Aviation may issue a special flight authorization for a foreign civil aircraft subject to any conditions and limitations that the Department of Civil Aviation considers necessary for safe operations within Belize airspace.

BCAR 02.707 Operating noise limits:

Relation to the regulation referring to noise.

a) This subpart prescribes operating noise limits and related requirements that apply, as follows, to the operation of civil aircraft in Belize. However, the applicability depends on, especially on the applicable dates, to the regulations that the appropriate authority can establish and in general or to designated airports or specified hours during the day.

1) BCAR 02.803, apply to civil subsonic turbojet airplanes with maximum weights of more than 75,000 pounds (34.050 Kg.) and
(i) If Belize registered, that have standard airworthiness certificates; or
(ii) If foreign registered that would be required by this chapter and in accordance with the Chicago Convention validate the certificate of airworthiness of the country of registry with a Belize standard airworthiness certificate to conduct operations intended for requirements under BCAR 137 or required by the Department of Civil Aviation.

the airplane. Those BCARs apply for operations to or from airports in Belize under the BCAR's.

BCAR 02.709 Final Compliance: Subsonic airplanes.

No person may operate a subsonic airplane to or from an airport in Belize in accordance to this BCAR unless that airplane has shown compliance to the noise specifications as per Annex 16 of ICAO. Each airplane shall carry on board a certificate issued by the state of registry on the compliance to the noise specifications in Annex 16 of ICAO.

BCAR 02.711 Agriculture and fire fighting airplanes: Noise operating limitations.

a) This BCAR applies to propeller driven, small airplanes having standard airworthiness certificates that are designed for "agriculture aircraft operations" as defined in BCAR 137 or for dispensing fire fighting materials.

b) If the Airplane Flight Manual, or other approved manual material information, marking, or placards for the airplane indicate that the airplane has not been shown to comply with the noise limits under Annex 16, no person may operate that airplane, except;

1) To the extent necessary to accomplish the work activity directly associated with the purpose for which it is designed;
2) To provide flight crewmember training in the special purpose operation for which the airplane is designed;
3) To conduct "non dispensing aerial work operation" in accordance with the

BCAR 02.713 Civil Aircraft sonic boom.

No person may operate a civil aircraft in Belize at a true flight Mach number greater than 1 except in compliance with conditions and limitations in a special authorization issued by the Department of Civil Aviation.

Subpart I — Aerodrome Operating minima and Rules of the Air

BCAR 02.715 Aerodrome operating minima

Requirements for aerodrome operating minima are established in appendix B of this BCAR.

BCAR 02.717 Holding procedures

Requirements for holding procedures are established in appendix C of this BCAR.

BCAR 02.719 Rules of the air

Requirements for the rules of the air are established in appendix D of this BCAR

APPENDIXES

APPENDIX A

NOT USED

Appendix B - Aerodrome Operating Minima

AEROPLANES

Visibility required for Take-Off

(a) For multi-engine aeroplanes with performance such that, in the event of a critical power unit failure at any point during take-off, the aeroplane can either stop or continue the take-off to a height of 1 500 feet above the aerodrome while clearing obstacles by the required margins, the take-off minima must be not less than the RVR/Visibility values given in Table B.1.1 below.

Table B.1.1

Facilities	RVR/Visibility
No Lighting	Day only 500m
Runway edge lighting and/or centre line lighting	250 m for Category A, B or C Aeroplanes 300 m for Category D Aeroplanes
Runway edge and centre line lighting	200 m for Category A, B or C Aeroplanes 250 m for Category D Aeroplanes
Runway edge and centre line lighting and multiple RVR information	150 m for Category A, B or C Aeroplanes 200 m for Category D Aeroplanes
Notes: 1. For night operations, at least runway edge and runway end lights are required. 2. Reported RVR values, for the initial part of the take off run only, can be replaced by pilot assessment.	

(b) For multi-engine aeroplanes with performance such that they cannot comply with the performance conditions in sub-paragraph (a) above in the event of a critical power unit failure, there may be a need to re-land immediately and to see and avoid obstacles in the take-off area. Such aeroplanes may be operated to the following take-off minima provided they are able to comply with the applicable obstacle clearance criteria, assuming engine failure at the height specified. The take-off minima must be established based upon the height from which the one engine inoperative net take-off flight path can be constructed. The RVR minima used shall not be lower than either of the values given in Table B.1.1 above or Table B.1.2 below

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Table B.1.2

Assumed engine failure height above the take off runway	RVR/Visibility
50 feet or less	200m
51-100 feet	300m
101-150 feet	400m
151-200 feet	500m
201-300 feet	1,000m
Greater than 300 feet	1,500m
If no positive take off light path can be constructed	1,500m
Note: Reported RVR values, for the initial part of the take off run only, can be replaced by pilot assessment.	

Minima required to make a non-precision approach

(a) The system minima for non-precision approach aids shall be as specified in Table B.3.1.

Table B.3.1.

FACILITY	LOWEST MDH (ft)
LLZ only	250
SRA to 0.5 nm	250
SRA to 1 nm	300
SRA to 2 nm	350
VOR	300
VOR/DME	250
NDB	300
VDF	300

(b) Conversion of reported meteorological visibility to RVR

(1) The pilot in command shall not use the conversion of meteorological visibility to RVR for the calculation of take-off minima, Category II or Category III minima, or when a reported RVR is available.

(2) Notwithstanding 91.B.3 (b)(2), in order to convert meteorological visibility to RVR in all other circumstances, the following table must be used.

Table B.3.2

Lighting elements in operation	RVR = met visibility multiplied by:	
	Day	Night
HI approach & runway lighting	1.5	2.0
Any type of lighting	1.0	1.5
Nil lighting	1.0	N/A

(c) For non-precision approaches to a runway with full facilities, as listed, approach minima shall be not lower than the minima given in Table B.3.3

Table B.3.3

Facilities Required: Runway Markings HI/MI approach lights for at least 720 m Runway edge lights Threshold lights and runway end lights				
MDH (ft)	**RVR (m)/ Aeroplane Category**			
	A	B	C	D
250-299	800	800	800	1,200
300-449	900	1,000	1,000	1,400
450-649	1,000	1,200	1,200	1,600
650 and above	1,200	1,400	1,400	1,800
Notes: 1. LIGHTS MUST BE ON 2. MDH should be taken as the actual value – pilots need not take account rounding up to the nearest ten feet, which may have been done for operational purposes.				

(d) For non-precision approaches to a runway with Intermediate facilities, as listed, approach minima shall be not lower the minima given in Table B.3.4.

Table B.3.4

Facilities Required: Runway Markings HI/MI approach lights for between 420 and 719 m Runway edge lights Threshold lights and runway end lights				
MDH (ft)	**RVR (m)/ Aeroplane Category**			
	A	B	C	D
250-299	1,000	1,100	1,200	1,400
300-449	1,200	1,300	1,400	1,600
450-649	1,400	1,500	1,600	1,800
650 and above	1,500	1,500	1,800	2,000
Notes: 1. LIGHTS MUST BE ON 2. MDH should be taken as the actual value – pilots need not take account rounding up to the nearest ten feet, which may have been done for operational purposes.				

(e) For non-precision approaches to a runway with basic facilities, as listed, approach minima shall be not lower the minima given in Table B.3.5

Table B.3.5

Facilities Required: Runway Markings less than 420 m of HI/MI approach lights LI approach lighting Runway edge lights Threshold lights and runway end lights				
MDH (ft)	**RVR (m)/ Aeroplane Category**			
	A	B	C	D
250-299	1,200	1,300	1,400	1,600
300-449	1,300	1,400	1,600	1,800
450-649	1,500	1,500	1,800	2,000
650 and above	1,500	1,500	2,000	2,000
Notes: 1. LIGHTS MUST BE ON 2. MDH should be taken as the actual value – pilots need not take account rounding up to the nearest ten feet, which may have been done for operational purposes.				

(f) For non-precision approaches to a runway with basic facilities, as listed, approaches minima shall be not lower the minima given in Table B.3.6

Table B.3.6

Facilities Required: Runway Markings Runway edge lights for any approach at NIGHT Threshold lights and runway end lights for any approach at NIGHT				
MDH (ft)	**RVR (m)/ Aeroplane Category**			
	A	B	C	D
250-299	1,500	1,500	1,600	1,800
300-449	1,500	1,500	1,800	2,000
450-649	1,500	1,500	2,000	2,000
650 and above	1,500	1,500	2,000	2,000
Notes: 1. LIGHTS MUST BE ON 2. MDH should be taken as the actual value – pilots need not take account rounding up to the nearest ten feet, which may have been done for operational purposes.				

Minima required for a precision approach

For precision approaches the approach minima used for Category 1 operations shall be not lower the minima given in Table B.5.1

Table B.5.1

CATEGORY 1 APPROACHES				
Decision Height (feet)	**Facilities / RVR (m)**			
	Full Facilities	Intermediate Facilities	Basic Facilities	No Approach lighting
200	550	700	800	1,000
201-250	600	700	800	1,000
251-300	650	800	900	1,200
301 and above	800	900	1,000	1,200

Notes:
1**. Full Facilities**: Runway Markings; HI/MI approach lights for at least 720 m; Runway edge lights; Threshold lights and runway end lights. ALL LIGHTS ON
2. **Intermediate Facilities**: Runway Markings; HI/MI approach lights for between 420 and 719 m; Runway edge lights; Threshold lights and runway end lights. ALL LIGHTS ON
3. **Basic Facilities**: Runway Markings; less than 420 m of HI/MI approach lights; LI approach lighting; Runway edge lights; Threshold lights and runway end lights. ALL LIGHTS ON
4. **No Approach Lighting**: Runway markings; runway edge lights; threshold lights; runway end lights or no lights at all.
5. **For Night Approaches**, must have at least: runway edge lights; threshold and runway end lights. ALL LIGHTS ON.
6. MDH should be taken as the actual value – pilots need not take account rounding up to the nearest ten feet, which may have been done for operational purposes.

Circling Minima

When a circling approach is prescribed the minima used shall be not lower than those given in Table B.7.1

Table B.7.1

	Aeroplane Category			
	A	B	C	D
MDH not less than (ft)	400	500	600	700
Minimum Meteorological visibility (m)	1,500	1,600	2,400	3,600

HELICOPTERS

Visibility required for Take-Off

(a) For helicopter Performance Class 1 operations, minimum visibility for take-off shall be in accordance with Tables B.9.1 and B.9.2

Table B.9.1

Onshore heliports with IFR Departure Procedures	RVR / Visibility
No lighting and no markings	250 m or the rejected take off distance, whichever is the greater
No markings (nights)	800m
Runway edge / FATO lighting and centre line marking	200m
Runway edge / FATO lighting and centre line marking and RVR information	150m

(b) For helicopter Performance Class 2 operations onshore, minimum visibility for take-off shall be not less than 800 m and remain clear of cloud during take-off, or until reaching Performance Class 1 capabilities.

(c) For helicopter Performance Class 3 operations, minimum visibility for take-off shall be not less than 800 m RVR/VIS and 600 ft cloud ceiling.

Table B.9.2

Offshore Helidecks	RVR / Visibility (Note)
Two pilot operations	250m
Single pilot operations	500m

Note: The pilot must ensure that the take-off flight path is clear of obstacle

(d) For helicopter Performance Class 2 operations offshore, minimum visibility for take-off shall be not less than that for Class 1, and remain clear of cloud during take-off, or until reaching Performance Class 1 capabilities.

Minima required to make an onshore non-precision approach

(a) The system minima for non-precision approach aids shall be as specified in Table B.3.1.

(b) Conversion of reported meteorological visibility to RVR shall be as specified in Table B.3.2

(c) For helicopter Performance Class 1 and 2 operations, the minima for a non-precision approach onshore shall be not less than that given in Table B.10.1

(d) Single pilot operations minimum RVR shall be 800m, or the Table B.10.1 minima, whichever is higher.

Table B.10.1

Onshore non precision approach minima (m)				
MDH (ft)	**Facilities**			
	Full	Intermediate	Basic	Nil
250-299	600	800	1,000	1,000
300-449	800	1,000	1,000	1,000
450 and above	1,000	1,000	1,000	1,000

Notes:

1**. Full Facilities**: runway markings; HI/MI approach lights for at least 720 m; FATO/runway edge lights; threshold lights and FATO/runway end lights. ALL LIGHTS ON

2. **Intermediate Facilities**: runway markings; HI/MI approach lights for between 420 and 719 m; FATO/runway edge lights; threshold lights and FATO/runway end lights. ALL LIGHTS ON

3. **Basic Facilities**: runway markings; less than 420 m of HI/MI approach lights; any length of LI approach lighting; FATO/runway edge lights; threshold lights and FATO/runway end lights. ALL LIGHTS ON

4. **Nil Approach Light facilities**: FATO/runway markings; FATO/runway edge lights; threshold lights; FATO/runway end lights or no lights at all.

5. **For Night Approaches**, ground lighting must be available to illuminate the FATO/runway, and any obstacles.

6. MDH should be taken as the actual value – pilots need not take account rounding up to the nearest ten feet, which may have been done for operational purposes.

Minima required to make an onshore precision approach – Category I

(a) A Category I operation is a precision instrument approach and landing with a decision height not lower than 200 feet, and with a runway visual range of not less than 500m.

(b) Conversion of reported meteorological visibility to RVR shall be as specified in Table B.3.2

(c) For helicopter Performance Class 1 and 2 operations, the minima for a precision approach onshore shall be not less than that given in Table B.11.1

Table B.11.1

Onshore precision approach minima (m)				
MDH (ft)	**Facilities**			
	Full	Intermediate	Basic	Nil
200	500	600	700	1,000
201 - 250	550	650	750	1,000

251 - 300	600	700	800	1,000
301and above	750	800	900	1,000

Notes:

1**. Full Facilities**: FATO/runway markings; HI/MI approach lights for at least 720 m; FATO/runway edge lights; threshold lights and FATO/runway end lights. ALL LIGHTS ON

2. **Intermediate Facilities**: FATO/runway markings; HI/MI approach lights for between 420 and 719 m; FATO/runway edge lights; threshold lights and FATO/runway end lights. ALL LIGHTS ON

3. **Basic Facilities**: FATO/runway markings; less than 420 m of HI/MI approach lights; any length of LI approach lighting; FATO/runway edge lights; threshold lights and FATO/runway end lights. ALL LIGHTS ON

4. **Nil Approach Light facilities**: FATO/runway markings; FATO/runway edge lights; threshold lights; FATO/runway end lights or no lights at all.

5. **For Night Approaches**, ground lighting must be available to illuminate the FATO/runway, and any obstacles.

6. MDH should be taken as the actual value – pilots need not take account rounding up to the nearest ten feet, which may have been done for operational purposes.

Minima required to make an onshore circling approach

(a) Circling is the term used to describe the visual phase of an instrument approach, to bring a helicopter into a position for landing on a FATO/runway which is not suitably located for a straight in approach.

(b) The specified MDH shall not be less than 250 feet, and the meteorological visibility shall not be less than 800m.

Airborne radar approach for overwater operations

(a) Overwater airborne radar approaches shall not be conducted except with the permission of the BDCA.

(b) Airborne radar approaches to rigs and vessels underway are only permitted when the helicopter has a flight crew of more than one pilot.

(c) The pilot-in-command of a helicopter shall not make an airborne radar approach unless radar can provide course guidance to assure obstacle clearance.

(d) Before commencing the final approach the pilot-in-command shall ensure that a path exists clearing laterally by at least 1.0nm all obstacles shown on the radar screen. In the event that a minimum 1.0nm clearance does not exist, the pilot-in-command shall:

(1) approach to an adjacent vessel or structure, and thereafter proceed visually to the destination; or

(2) make the approach from a different direction, leading to a circling manoeuvre.

(e) Minimum Descent Height (MDH) for an airborne radar approach shall be determined from the radio altimeter. The MDH shall be not less than 50 feet above the elevation of the helideck. The MDH shall be no lower than:

(1) for a straight in approach:

(i) 200 feet by day;

(ii) 300 feet by night.

(2) for an approach leading to a circling manoeuvre:

(i) 300 feet by day;

(ii) 500 feet by night.

(f) A Minimum Descent Altitude (MDA) may be used only if the radio altimeter is unserviceable. The MDA shall be a minimum of MDH + 200 feet based upon a destination QNH, or the lowest forecast QNH for the region.

(g) The Decision Range (DR) shall be not less than 0.75nm. No pilot-in-command shall approach beyond DR unless the destination is clearly visible.

(h) Single pilot operations will only be permitted with an MDH/MDA 100 feet higher than that calculated using sub-paragraphs (e) and (f) above, and DR shall be not less than 1.0nm

Appendix C Holding Procedures

Instrument holding pattern entry sectors

The entry sectors for the following procedures are those described in Figure C.1.

(a) Sector 1 procedure (Parallel entry) - On arrival overhead the navigation aid or on reaching the fix:

(1) the aircraft is turned to the reciprocal of the holding pattern inbound track for the period of time or distance specified under sub-paragraph (d) below; then

(2) the aircraft is turned onto the holding side to intercept the inbound track of the holding pattern until reaching the navigation aid or fix; then

(3) the aircraft is turned to follow the holding pattern.

(b) Sector 2 procedure (Offset entry) - On arrival overhead the navigation aid or on reaching the fix:

(1) the aircraft is turned onto a heading to make good a track making an angle of 30° from the reciprocal of the inbound track or VOR radial of the holding pattern on the holding pattern side; then

(2) the aircraft maintains track for the period of time or distance specified under sub-paragraph (d) below; then

(3) the aircraft is turned to intercept the inbound holding track until reaching the navigation aid or fix; then

(4) the aircraft is turned to follow the holding pattern.

(c) Sector 3 procedure (Direct entry) - On arrival overhead the navigation aid or on reaching the fix, the aircraft is turned to follow the holding pattern.

(d) Entry procedure — Time or distance - The entry headings specified under (a) and (b) shall:

(1) if a DME distance is prescribed, not exceed that DME distance; or

(2) be maintained in still air conditions for no longer than:

(i) one minute, when conducted at or below FL 140; or

(ii) one and a half minutes, when conducted above FL 140.

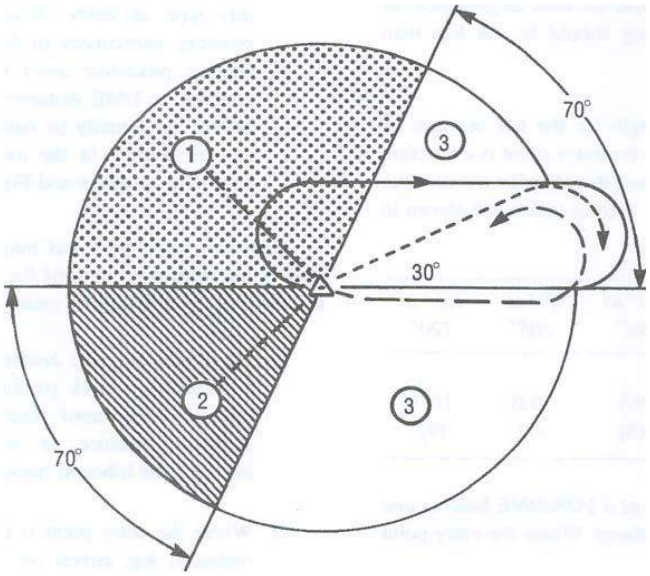

Figure C.1. Holding Pattern Entry Sectors

Appendix D

Rules of the Air

(a) This Appendix contains the Rules of the Air, as specified in this BCAR.

(b) The Rules of the Air are reproduced in this Appendix using the same format and numbering as they appear within this BCAR and so the style differs from that elsewhere in this regulation.

RULES OF THE AIR

SECTION I

INTERPRETATION

Interpretation

1. In these Rules—

(a) 'air-taxiing' means flight by a helicopter, or other type of aircraft capable of vertical take-off and landing, above the surface of an aerodrome at a ground speed of less than 20 knots for the purpose of taxiing in accordance with normal aviation practice;

(b) 'air traffic control clearance' means an authorisation by an air traffic control unit for an aircraft to proceed under conditions specified by that unit;

(c) 'anti-collision light' means—

i. in relation to rotorcraft, a flashing red light;
ii. in relation to any other aircraft, a flashing red or flashing white light; in either case showing in all directions;

(d) 'Class C ATS route' means a route notified as such;

(e) Detect and avoid. The capability to see, sense or detect conflicting traffic or other hazards and take the appropriate action

(f) 'flight plan' means a plan containing such information as may be notified in respect of an air traffic control service unit, being information provided or to be provided to that unit which relates to an intended flight, or part of a flight, of an aircraft;

(g) flight visibility' means the visibility forward from the flight deck of an aircraft in flight;

(h) 'ground visibility' means the horizontal visibility at ground level;

(i) 'IFR flight' means a flight conducted in accordance with the Instrument Flight Rules in Section 7 of these Rules;

(j) 'runway' means an area, whether or not paved, which is provided for the take-off or landing of aircraft;

(k) Operator. A person, organization or enterprise engaged in or offering to engage in an aircraft operation.

(l) 'simulated instrument flight conditions' means a flight during which mechanical or optical devices are used in order to reduce the field of vision or the range of visibility from the cockpit of the aircraft;

(m) 'special VFR flight' means a flight—

i. made at any time in a control zone which is Class A airspace; or

ii. made in any other control zone in either Instrument Meteorological Conditions or at night;

iii. in respect of which the appropriate air traffic control unit has given permission for the flight to be made in accordance with special instructions given by that unit instead of in accordance with the Instrument Flight Rules; and

iv. in the course of which the aircraft complies with any instructions given by that unit and the aircraft remains clear of cloud and with the surface in sight;

(n) 'VFR flight' means a flight conducted in accordance with the Visual Flight Rules in Section 5 of these Rules;

(o) 'with the surface in sight' means with the flight crew being able to see sufficient surface features or surface illumination to enable the flight crew to maintain the aircraft in a desired attitude without reference to any flight instrument

SECTION II

GENERAL

Territorial application of the rules of the air

1. This Part applies to:

a) the operation of Belizean civil aircraft operating in or outside Belizean territory; and

b) the operation of a foreign registered civil aircraft flying into or out of, or operating in, Belizean territory.

2. In spite of paragraph (1) (a):

a) Annex 2, *Rules of the Air*, to the Chicago Convention applies to the operation of a Belizean civil aircraft over the high seas; and

b) the rules of a foreign State relating to the flight and manoeuvre of aircraft apply to the operation of a Belizean civil aircraft in that State; and

c) subject to any contrary intention in another provision of this Part, a requirement of this Part applies in the circumstances referred to in paragraph (b) if it is not inconsistent with,or is more stringent than, the corresponding requirement of the law of the foreign State.

Misuse of signals and markings

3. (1) A signal or marking which is given a meaning by Section IX or which is required by Section 9 to be used in specified circumstances or for a specified purpose shall not be used except with that meaning, in those circumstances or for that purpose.

(2) A person in an aircraft or on an aerodrome or at any place at which an aircraft is taking off or landing shall not—

(a) make any signal which may be confused with a signal specified in Section 9; or

(b) except with lawful authority, make any signal which he knows or ought reasonably to know to be a signal in use for signaling aircraft.

(3) Signals prescribed in accordance with general international aeronautical practice for the purposes of search and rescue shall not be used for any purpose other than that intended.

Reporting hazardous conditions

4. (1) If any aircraft encounters hazardous conditions in the course of a flight, the pilot-in-command of the aircraft shall send to the appropriate air traffic control unit, by the quickest means available to him, information containing such particulars of the hazardous conditions as may be pertinent to the safety of other aircraft.

(2) The information shall be sent immediately the aircraft encounters the hazardous conditions or as soon as it is possible to do so afterwards.

SECTION III

LOW FLYING RULE

Low flying prohibitions

5. (1) Subject to paragraph (2), an aircraft shall comply with the low flying prohibitions in paragraph (3) unless exempted by rule 6

(2) If an aircraft is flying in circumstances such that more than one of the low flying prohibitions applies, it shall fly at the greatest height required by any of the applicable prohibitions.

(3) The low flying prohibitions are as follows—

(a) Failure of power unit

An aircraft shall not be flown below such height as would enable it to make an emergency landing without causing danger to persons or property on the surface in the event of a power unit failure.

(b) The 500 feet rule

Except with the permission in writing of the BDCA, an aircraft shall not be flown closer than 500 feet to any person, vessel, vehicle or structure.

(c) The 1,000 feet rule

Except with the written permission of the BDCA, an aircraft flying over a congested area of a city town or settlement shall not fly below a height of 1,000 feet above the highest fixed obstacle within a horizontal radius of 600 meters of the aircraft.

(d) The land clear rule

An aircraft flying over a congested area of a city, town or settlement shall not fly below such height as would permit the aircraft to land clear of the congested area in the event of a power unit failure.

(e) Flying over open air assemblies

Except with the written permission of the BDCA, an aircraft shall not fly over an organized open- air assembly of more than 1,000 persons below whichever is the higher of the following heights—

i. 1,000 feet; or

ii. such height as would permit the aircraft to land clear of the assembly in the event of a power unit failure.

(f) Landing and taking off near open air assemblies

An aircraft shall not land or take-off within 1,000 meters of an organized, open-air assembly of more than 1,000 persons except—

i. at an aerodrome, in accordance with procedures notified by the BDCA; or

ii. at a landing site which is not an aerodrome, in accordance with procedures notified by the BDCA and with the written permission of the organizer of the assembly.

Exemptions from the low flying prohibitions

6. The exemptions from the low flying prohibitions are as follows—

(a) Landing and taking off

i. Any aircraft shall be exempt from the low flying prohibitions in so far as it is flying in accordance with normal aviation practice for the purpose of—

(aa) taking off from, landing at or practicing approaches to landing at; or

(bb) checking navigational aids or procedures at, a government or certificated aerodrome.

ii. Any aircraft shall be exempt from the 500 feet rule when landing and taking-off in accordance with normal aviation practice or air-taxiing.

(b) Captive balloons and kites

None of the low flying prohibitions shall apply to any captive balloon or kite.

(c) Special VFR flight and notified routes

i. Subject to paragraph (ii), any aircraft shall be exempt from the 1,000 feet rule if—

(aa) it is flying on a special VFR flight; or

(bb) it is operating in accordance with the procedures notified for the route being flown.

ii. Unless the written permission of the BDCA has been obtained landings may only be made by an aircraft flying under this exemption at a certificated or Government aerodrome.

(d) Balloons and helicopters over congested areas

i. A balloon shall be exempt from the 1,000 feet rule if it is landing because it is becalmed.

ii. Any helicopter flying over a congested area shall be exempt from the land clear rule.

(e) Flying displays etc

An aircraft taking part in a flying display shall be exempt from the 500 feet rule if it is within a horizontal distance of 1,000 meters of the gathering of persons assembled to witness the event.

(f) Glider hill-soaring

A glider shall be exempt from the 500 feet rule if it is hill-soaring.

(g) Picking up and dropping at an aerodrome

Any aircraft picking up or dropping tow ropes, banners or similar articles at an aerodrome shall be exempt from the 500 feet rule.

(h) Manoeuvring helicopters

i. Subject to paragraph (ii), a helicopter shall be exempt from the 500 feet rule if it is conducting manoeuvres, in accordance with normal aviation practice, within the boundaries of a certificated or Government aerodrome or, with the written permission of the BDCA, at other sites.

ii. When flying in accordance with this exemption the helicopter must not be operated closer than 60 meters to any persons, vessels, vehicles or structures located outside the aerodrome or site.

(i) Dropping articles with the permission of the BDCA

Any aircraft shall be exempt from the 500 feet rule if it is flying in accordance with—

(1) an aerial work certificate granted by the BDCA

SECTION IV

GENERAL FLIGHT RULES

Weather reports and forecasts

7. (1) Subject to paragraph (2), immediately before an aircraft flies the pilot-in-command of the aircraft shall examine the current reports and forecasts of the Instrument Meteorological Conditions prevail, or are likely to prevail, during any part of the flight.

(2) Paragraph (1) shall only apply if it is reasonably practicable for the pilot-in-command to obtain current reports and forecasts of the weather conditions on the proposed flight path.

(3) Subject to paragraph (4), an aircraft which is unable to communicate by radio with an air traffic control unit at the aerodrome of destination shall not begin a flight to the aerodrome if—

(a) the aerodrome is within a control zone; and

(b) the weather reports and forecasts which it is reasonably practicable for the pilot-in-command of the aircraft to obtain indicates that it will arrive at that aerodrome when the ground visibility is less than 10 km or the cloud ceiling is less than 1,500 feet.

(4) Paragraph (3) shall not apply if, before take-off, the pilot-in-command of the aircraft has obtained permission from the air traffic control unit at the aerodrome of destination to enter the aerodrome traffic zone.

Avoiding aerial collisions

8. (1) Not withstanding that a flight is being made with air traffic control clearance it shall remain the duty of the pilot-in-command of an aircraft to take all possible measures to ensure that his aircraft does not collide with any other aircraft.

(2) An aircraft shall not be flown in such proximity to other aircraft as to create a danger of collision.

(3) Subject to paragraph (7), aircraft shall not fly in formation unless the pilots-in-command of the aircraft have agreed to do so.

(4) An aircraft which is obliged by this Section to give way to another aircraft shall avoid passing over or under the other aircraft, or crossing ahead of it, unless passing well clear of it.

(5) Subject to paragraph (7), an aircraft which has the right-of-way under this rule shall maintain its course and speed.

(6) For the purposes of this rule a glider and a flying machine which is towing it shall be considered to be a single aircraft under the command of the pilot-in-command of the flying machine.

(7) Paragraphs (3) and (5) shall not apply to an aircraft flying under and in accordance with the terms of a police air operator's certificate.

Converging

9. (1) Subject to paragraphs (2) and (3) and to rules 10 and 11, aircraft in the air shall give way to other, converging aircraft as follows—

(a) flying machines shall give way to airships, gliders and balloons;

(b) airships shall give way to gliders and balloons;

(c) gliders shall give way to balloons.

(2) Mechanically driven aircraft shall give way to aircraft which are towing other aircraft or objects.

(3) Subject to paragraph (2), when two aircraft are converging in the air at approximately the same altitude, the aircraft which has the other on its right shall give way.

Approaching head-on

10. When two aircraft are approaching head-on, or approximately so, in the air and there is a danger of collision, each shall alter its course to the right.

Overtaking

11. (1) Subject to paragraph (3), an aircraft which is being overtaken in the air shall have the right-of-way and the overtaking aircraft, whether climbing, descending or in horizontal flight, shall keep out of the way of the other aircraft by altering course to the right.

(2) An aircraft which is overtaking another aircraft shall keep out of the way of the other aircraft until that other aircraft has been passed and is clear, notwithstanding any change in the relative positions of the two aircraft.

(3) A glider overtaking another glider in Belize may alter its course to the right or to the left.

Flight in the vicinity of an aerodrome

12. (1) Subject to paragraph (2), a flying machine, glider or airship flying in the vicinity of what the pilot- in-command of the aircraft knows, or ought reasonably to know, to be an aerodrome shall—

(a) conform to the pattern of traffic formed by other aircraft intending to land at that aerodrome or keep clear of the airspace in which the pattern is formed; and

(b) make all turns to the left unless ground signals otherwise indicate.

(2) Paragraph (1) shall not apply if the air traffic control unit at that aerodrome otherwise authorizes.

Order of landing

13. (1) An aircraft landing or on its final approach to land shall have the right-of-way over other aircraft in flight or on the ground or water.

(2) An aircraft shall not cut in front of another aircraft on its final approach to land or overtake that aircraft.

(3) If an air traffic control unit has communicated to any aircraft an order of priority for landing, the aircraft shall approach to land in that order.

(4) If the pilot-in-command of an aircraft is aware that another aircraft is making an emergency landing, he shall give way to that aircraft.

(5) If the pilot-in-command gives way in the circumstances referred to in paragraph at night then, notwithstanding that he may have previously received permission to land, he shall not attempt to land until he has received further permission to do so.

(6) Subject to paragraphs (2), (3) and (4), if two or more flying machines, gliders or airships are approaching any place for the purpose of landing, the aircraft at the lower altitude shall have the right-of-way.

Landing and take-off

14. (1) A flying machine, glider or airship shall take off and land in the direction indicated by the ground signals or, if no such signals are displayed, into the wind, unless good aviation practice demands otherwise.

(2) Subject to paragraph (5), a flying machine or glider shall not land on a runway at an aerodrome if there are other aircraft on the runway.

(3) If take-offs and landings are not confined to a runway—

(a) when landing a flying machine or glider shall leave clear on its left any aircraft which has landed, is already landing or is about to take off;

(b) a flying machine or glider which is about to turn shall turn to the left after the pilot-in-command of the aircraft has satisfied himself that such action will not interfere with other traffic movements; and

(c) a flying machine which is about to take off shall take up position and manoeuvre in such a way as to leave clear on its left any aircraft which has already taken off or is about to take off.

(4) Subject to paragraph (5) a flying machine shall move clear of the landing area as soon as it is possible to do so after landing.

(5) Paragraphs (2) and (4) shall not apply if the air traffic control unit at the aerodrome otherwise authorizes the flying machine or glider.

Aerobatic manoeuvres

15. An aircraft shall not carry out any aerobatic manoeuvre—

(a) over the congested area of any city, town or settlement; or

(b) within controlled airspace except with the consent of the appropriate air traffic control unit.

Right-hand traffic rule

16. (1) Subject to paragraph (2), an aircraft which is flying within Belize with the surface in sight and following a road, railway, canal or coastline, or any other line of landmarks, shall keep them on its left.

(2) Paragraph (1) shall not apply to an aircraft flying within controlled airspace in accordance with instructions given by the appropriate air traffic control unit.

Notification of arrival and departure

17. (1) If the pilot-in-command of an aircraft has caused notice of the intended arrival of the aircraft at an aerodrome to be given to the air traffic control unit or other authority at that aerodrome, he shall ensure that the unit or authority is informed as quickly as possible of—

(a) any change of intended destination; and

(b) any estimated delay in arrival of 45 minutes or more.

(2) The pilot-in-command of an aircraft arriving at or departing from an aerodrome in Belize shall take all reasonable steps to ensure, upon landing or prior to departure, as the case may be, that the person in charge of the aerodrome or the air traffic control unit or flight information service unit at the aerodrome is given notice of the landing or departure.

(3) Before an aircraft of which the maximum total weight authorized exceeds 5,700 kg takes off from an aerodrome in Belize on a flight with an intended destination more than 40 km from the aerodrome, the pilot-in-command shall cause a flight plan, containing such particulars of

the intended flight as may be necessary for search and rescue purposes, to be communicated to the air traffic control unit notified for the purpose of this rule.

Flight in Class A airspace

18. (1) Subject to paragraphs (2) and (3), the pilot-in-command of an aircraft flying in Visual Meteorological Conditions in Class A airspace shall comply with rules 35,36 and 37 as if the flight were an IFR flight.

(2) For the purposes of paragraph (1) rule 36(2) shall not apply.

(3) Paragraph (1) shall not apply to the pilot-in-command of a glider which is flying in Class A airspace which is notified for the purpose of this paragraph if the glider is flown in accordance with such conditions as may also be notified for that purpose.

Flight in Class C Airspace

19. (1) Subject to paragraphs (2) and (3) the pilot-in-command of an aircraft flying in Visual Meteorological Conditions in Class C airspace above flight level 195, or along a Class C ATS route at any level, shall comply with rules 35, 36 and 37 as if the flight were an IFR flight.

(2) For the purposes of paragraph (1) rule 36(2) shall not apply.

(3) Paragraph (1) shall not apply to the pilot-in-command of an aircraft which is flying in accordance with an authorization issued by the BDCA.

Choice of VFR or IFR

20. (1) Subject to paragraph (2) an aircraft shall always be flown in accordance with the Visual Flight Rules or the Instrument Flight Rules.

(2) In Belize an aircraft flying at night shall—

(a) be flown in accordance with the Instrument Flight Rules outside a control zone;

(b) be flown in accordance with the Instrument Flight Rules in a control zone unless it is flying on a special VFR flight.

Speed limitations

21. (1) Subject to paragraph (2), an aircraft shall not fly below flight level 100 at a speed which, according to its air speed indicator, is more than 250 knots.

(2) Paragraph (1) shall not apply to—

(a) flights in Class A airspace;

(b) VFR flights or IFR flights in Class B airspace;

(c) IFR flights in Class C airspace;

(d) VFR flights in Class C airspace or VFR flights or IFR flights in Class D airspace when authorized by the appropriate air traffic control unit;

(e) an aircraft taking part in an exhibition of flying for which a permission is required by article 63(1) of this regulation, if the flight is made in accordance with the terms of the permission granted to the organizer of the exhibition of flying and in accordance with the conditions of the display authorization granted to the pilot under article 63(6)(a) of this regulation;

(f) the flight of an aircraft flying in accordance with a permit to fly granted under article 9 of this regulation; or

(g) an aircraft flying in accordance with a written permission granted by the BDCA authorizing the aircraft to exceed the speed limit in paragraph (1).

(3) The BDCA may grant a permission for the purpose of paragraph (2)(g) subject to such conditions as he thinks fit and either generally or in respect of any aircraft or class of aircraft.

Use of radio navigation aids

22. (1) Subject to paragraph (2), the pilot-in-command of an aircraft shall not make use of any radio navigation aid without complying with such restrictions and procedures as may be notified in relation to that aid.

(2) The pilot-in-command of an aircraft shall not be required to comply with this rule if—

(a) he is required to comply with rules 35 and 36; or

(b) he is otherwise authorized by an air traffic control unit.

Simulated instrument flight

23. (1) An aircraft shall not be flown in simulated instrument flight conditions unless the conditions in paragraph (2) are met.

(2) The conditions referred to in paragraph (1) are as follows—

(a) aircraft is fitted with dual controls which are functioning properly;

(b) an additional pilot (in this rule called a 'safety pilot') is carried in a second control seat of the aircraft for the purpose of providing assistance to the pilot flying the aircraft; and

(c) if the safety pilot's field of vision is not adequate, both forwards and to each side of the aircraft, a third person, who is a competent observer, occupies a position in the aircraft from which his field of vision makes good the deficiencies in that of the safety pilot, and from which he can readily communicate with the safety pilot.

Practice instrument approaches

24. (1) An aircraft shall not carry out an instrument approach practice within Belize if it is flying in Visual Meteorological Conditions unless the conditions in paragraph (2) are met.

(2) The conditions referred to in paragraph (1) are as follows—

(a) the appropriate air traffic control unit has previously been informed that the flight is to be made for the purpose of instrument approach practice; and

(b) if the flight is not being carried out in simulated instrument flight conditions, a competent observer is carried in such a position in the aircraft that he has an adequate field of vision and can readily communicate with the pilot flying the aircraft.

SECTION V

VISUAL FLIGHT RULES

Applicability of the Visual Flight Rules

25. (1) Within controlled airspace rules 27, 29 and 30 shall be the Visual Flight Rules.

(2) Outside controlled airspace rule 28 shall be the Visual Flight Rules.

Reported visibility

26. For the purposes of an aircraft taking off from or approaching to land at an aerodrome within Class B, Class C, or Class D airspace, the visibility, if any, communicated to the pilot-in-command of the aircraft by the appropriate air traffic control unit shall be taken to be the flight visibility for the time being.

Flight within controlled airspace

27. (1) Subject to paragraphs (2) and (3), an aircraft flying within Class B, Class C, Class D or Class E airspace—

(a) at or above flight level 100 shall remain at least 1,500 meters horizontally and 1,000 feet vertically away from cloud and in a flight visibility of at least 8 km;

(b) below flight level 100 shall remain at least 1,500 meters horizontally and 1,000 feet vertically away from cloud and in a flight visibility of at least 5 km.

(2) An aircraft shall be deemed to have complied with paragraph (1)(b) if—

(a) the aircraft is not a helicopter and it—

i. flies at or below 3,000 feet above mean sea level;

ii. flies at a speed which, according to its airspeed indicator, is 140 knots or less; and

iii. remains clear of cloud, with the surface in sight and in a flight visibility of at least 5 km; or

(b) the aircraft is a helicopter and it—

i. flies at or below 3,000 feet above mean sea level; and

ii. remains clear of cloud, with the surface in sight and in a flight visibility of at least 1,500 meters.

(3) Nothing in this rule shall apply to a helicopter that is air-taxiing or conducting manoeuvres in accordance with rule 6(i).

Flight outside controlled airspace

28. (1) An aircraft flying outside controlled airspace at or above flight level 100 shall remain at least 1,500 meters horizontally and 1,000 feet vertically away from cloud and in a flight visibility of at least 8 km.

(2) Subject to paragraphs (3), (4) and (5), an aircraft flying outside controlled airspace below flight level 100 shall remain at least 1,500 meters horizontally and 1,000 feet vertically away from cloud and in a flight visibility of at least 5 km.

(3) Paragraph (2) shall not apply to an aircraft which—

(a) flies at or below 3,000 feet above mean sea level;

(b) remains clear of cloud with the surface in sight; and

(c) is in a flight visibility of at least 5 km.

(4) Paragraph (2) shall not apply to an aircraft which—

(a) flies at or below 3,000 feet above mean sea level;

(b) flies at a speed which, according to its air speed indicator, is 140 knots or less;

(c) remains clear of cloud with the surface in sight; and

(d) is in a flight visibility of at least 1,500 meters.

(5) Nothing in this rule shall apply to a helicopter which is air-taxiing or conducting manoeuvres in accordance with rule 6(i).

VFR flight plan and air traffic control clearance in Class B, Class C or Class D airspace

29. (1) Subject to rule 31, before an aircraft flies within Class B, Class C or Class D airspace during the notified hours of watch of the appropriate air traffic control unit, the pilot-in-command of the aircraft shall—

(a) cause to be communicated to the appropriate air traffic control unit a flight plan which complies with paragraphs (2) and (3) (as appropriate); and

(b) obtain an air traffic control clearance to fly within that airspace.

(2) The flight plan shall contain such particulars of the flight as may be necessary to enable the air traffic control unit to issue a clearance and for search and rescue purposes.

(3) The flight plan required for a flight within Belize reduced vertical separation minimum airspace shall also state whether or not the aircraft is equipped with height keeping systems, as required by articles 51 or 52 of this Regulation.

(4) The pilot-in-command of an aircraft shall not cause a flight plan to be communicated to the appropriate air traffic control unit for VFR flight in Class C airspace above FL195 or along a Class C ATS route at any level unless authorized to do so by the BDCA.

Maintaining continuous watch and complying with air traffic control instructions

30. (1) Subject to rule 31, whilst flying within Class B, Class C or Class D airspace during the notified hours of watch of the appropriate air traffic control unit, the pilot-in-command of an aircraft shall—

(a) cause a continuous watch to be maintained on the notified radio frequency appropriate to the circumstances; and

(b) comply with any instructions which the appropriate air traffic control unit may give.

Exceptions to rules 29 and 30

31. (1) Rule 29 shall not apply if the aircraft has otherwise been authorized by the appropriate air traffic control unit.

(2) Rules 29(1) and 30 shall not apply to any glider flying or intending to fly in Class B airspace notified for the purpose of this paragraph.

(3) Rules 29(1) and 30 shall not apply to any glider which—

(a) flies during the day;

(b) is in controlled airspace notified for the purpose of this paragraph; and

(c) remains at least 1,500 meters horizontally and 1,000 feet vertically away from cloud and in a flight visibility of at least 8 km.

(4) Rules 29(1) and 30 shall not apply to any mechanically driven aircraft without radio equipment if—

(a) it flies during the day;

(b) it is in controlled airspace notified for the purpose of this paragraph;

(c) it remains at least 1,500 meters horizontally and 1,000 feet vertically away from cloud and in a flight visibility of at least 5 km; and

(d) its pilot-in-command has previously obtained the permission of the appropriate air traffic control unit to fly within the controlled airspace.

SECTION VI

INSTRUMENT FLIGHT RULES

Instrument Flight Rules

32. (1) For flights within controlled airspace rules 33, 34, 35, 36 and 37 shall be the Instrument Flight Rules.

(2) For flights outside controlled airspace rules 33 and 34 shall be the Instrument Flight Rules.

Minimum height

33. (1) Subject to paragraphs (2) and (3), an aircraft shall not fly at a height of less than 1,000 feet above the highest obstacle within a distance of 5 nautical miles of the aircraft unless—

(a) it is necessary for the aircraft to do so in order to take off or land;

(b) the aircraft flies on a route notified for the purposes of this rule;

(c) the aircraft has been otherwise authorized by the competent authority in relation to the area over which the aircraft is flying; or

(d) the aircraft flies at an altitude not exceeding 3,000 feet above mean sea level and remains clear of cloud and with the surface in sight and in a flight visibility of at least 800 meters.

(2) The aircraft shall comply with rule 5.

(3) Paragraph (1) shall not apply to a helicopter that is air-taxiing or conducting manoeuvres in accordance with rule 6(i).

Quadrantal rule and semi-circular rule

34. (1) Subject to paragraphs (2) and (3), an aircraft in level flight above 3,000 feet above mean sea level or above the appropriate transition altitude, whichever is the higher, shall be flown at a level appropriate to its magnetic track, in accordance with Table 1 or Table 2, as appropriate.

(2) For the purposes of paragraph (1), the level of flight shall be measured by an altimeter set—

(a) in the case of a flight over Belize, to a pressure setting of 1013.2 hectopascals; or

(b) in the case of any other flight, according to the system published by the competent authority in relation to the area over which the aircraft is flying.

(3) An aircraft may be flown at a level other than the level required by paragraph (1) if it flies—

(a) in conformity with instructions given by an air traffic control unit;

(b) in accordance with notified en-route holding patterns; or

(c) in accordance with holding procedures notified in relation to an aerodrome.

(4) For the purposes of this rule 'transition altitude' means the altitude which is notified in relation to flights over notified areas.

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Table 1—cruising levels to be observed when so required by this BCAR

RVSM — FEET

a) in areas where feet are used for altitude and where, in accordance with regional air navigation agreements, a vertical separation minimum of 1 000 ft is applied between FL 290 and FL 410 inclusive:*

TRACK**											
From 000 degrees to 179 degrees***						From 180 degrees to 359 degrees***					
IFR Flights			VFR Flights			IFR Flights			VFR Flights		
Level			Level			Level			Level		
FL	Feet	Metres	FL	Feet	Metres	FL	Feet	Metres	FL	Feet	Metres
010	1 000	300	–	–	–	020	2 000	600	–	–	–
030	3 000	900	035	3 500	1 050	040	4 000	1 200	045	4 500	1 350
050	5 000	1 500	055	5 500	1 700	060	6 000	1 850	065	6 500	2 000
070	7 000	2 150	075	7 500	2 300	080	8 000	2 450	085	8 500	2 600
090	9 000	2 750	095	9 500	2 900	100	10 000	3 050	105	10 500	3 200
110	11 000	3 350	115	11 500	3 500	120	12 000	3 650	125	12 500	3 800
130	13 000	3 950	135	13 500	4 100	140	14 000	4 250	145	14 500	4 400
150	15 000	4 550	155	15 500	4 700	160	16 000	4 900	165	16 500	5 050
170	17 000	5 200	175	17 500	5 350	180	18 000	5 500	185	18 500	5 650
190	19 000	5 800	195	19 500	5 950	200	20 000	6 100	205	20 500	6 250
210	21 000	6 400	215	21 500	6 550	220	22 000	6 700	225	22 500	6 850
230	23 000	7 000	235	23 500	7 150	240	24 000	7 300	245	24 500	7 450
250	25 000	7 600	255	25 500	7 750	260	26 000	7 900	265	26 500	8 100
270	27 000	8 250	275	27 500	8 400	280	28 000	8 550	285	28 500	8 700
290	29 000	8 850				300	30 000	9 150			
310	31 000	9 450				320	32 000	9 750			
330	33 000	10 050				340	34 000	10 350			
350	35 000	10 650				360	36 000	10 950			
370	37 000	11 300				380	38 000	11 600			
390	39 000	11 900				400	40 000	12 200			
410	41 000	12 500				430	43 000	13 100			
450	45 000	13 700				470	47 000	14 350			
490	49 000	14 950				510	51 000	15 550			
etc.	etc.	etc.				etc.	etc.	etc.			

* Except when, on the basis of regional air navigation agreements, a modified table of cruising levels based on a nominal vertical separation minimum of 1 000 ft (300 m) is prescribed for use, under specified conditions, by aircraft operating above FL 410 within designated portions of the airspace.

** Magnetic track, or in polar areas at latitudes higher than 70 degrees and within such extensions to those areas as may be prescribed by the appropriate ATS authorities, grid tracks as determined by a network of lines parallel to the Greenwich Meridian superimposed on a polar stereographic chart in which the direction towards the North Pole is employed as the Grid North.

*** Except where, on the basis of regional air navigation agreements, from 090 to 269 degrees and from 270 to 089 degrees is prescribed to accommodate predominant traffic directions and appropriate transition procedures to be associated therewith are specified.

Table 2— cruising levels to be observed when so required by this BCARs

Non-RVSM — FEET

c) in other areas where feet are the primary unit of measurement for altitude:

TRACK*											
From 000 degrees to 179 degrees**						From 180 degrees to 359 degrees**					
IFR Flights			VFR Flights			IFR Flights			VFR Flights		
Level			Level			Level			Level		
FL	Feet	Metres	FL	Feet	Metres	FL	Feet	Metres	FL	Feet	Metres
010	1 000	300	–	–	–	020	2 000	600	–	–	–
030	3 000	900	035	3 500	1 050	040	4 000	1 200	045	4 500	1 350
050	5 000	1 500	055	5 500	1 700	060	6 000	1 850	065	6 500	2 000
070	7 000	2 150	075	7 500	2 300	080	8 000	2 450	085	8 500	2 600
090	9 000	2 750	095	9 500	2 900	100	10 000	3 050	105	10 500	3 200
110	11 000	3 350	115	11 500	3500	120	12 000	3 650	125	12 500	3 800
130	13 000	3 950	135	13 500	4 100	140	14 000	4 250	145	14 500	4 400
150	15 000	4 550	155	15 500	4 700	160	16 000	4 900	165	16 500	5 050
170	17 000	5 200	175	17 500	5 350	180	18 000	5 500	185	18 500	5 650
190	19 000	5 800	195	19 500	5 950	200	20 000	6 100	205	20 500	6 250
210	21 000	6 400	215	21 500	6 550	220	22 000	6 700	225	22 500	6 850
230	23 000	7 000	235	23 500	7 150	240	24 000	7 300	245	24 500	7 450
250	25 000	7 600	255	25 500	7 750	260	26 000	7 900	265	26 500	8 100
270	27 000	8 250	275	27 500	8 400	280	28 000	8 550	285	28 500	8 700
290	29 000	8 850	300	30 000	9 150	310	31 000	9 450	320	32 000	9 750
330	33 000	10 050	340	34 000	10 350	350	35 000	10 650	360	36 000	10 950
370	37 000	11 300	380	38 000	11 600	390	39 000	11 900	400	40 000	12 200
410	41 000	12 500	420	42 000	12 800	430	43 000	13 100	440	44 000	13 400
450	45 000	13 700	460	46 000	14 000	470	47 000	14 350	480	48 000	14 650
490	49 000	14 950	500	50 000	15 250	510	51 000	15 550	520	52 000	15 850
etc.	etc.	etc.	etc.	etc.	etc.	etc.	etc.	etc.	etc.	etc.	etc.

* Magnetic track, or in polar areas at latitudes higher than 70 degrees and within such extensions to those areas as may be prescribed by the appropriate ATS authorities, grid tracks as determined by a network of lines parallel to the Greenwich Meridian superimposed on a polar stereographic chart in which the direction towards the North Pole is employed as the Grid North.

** Except where, on the basis of regional air navigation agreements, from 090 to 269 degrees and from 270 to 089 degrees is prescribed to accommodate predominant traffic directions and appropriate transition procedures to be associated therewith are specified.

Flight plan and air traffic control clearance

35. (1) Before an aircraft either takes off from a point within any controlled airspace or otherwise flies within any controlled airspace the pilot-in-command of the aircraft shall—

(a) send or transmit a flight plan complying with paragraph (2) to the appropriate air traffic control unit; and

(b) obtain an air traffic control clearance based on that flight plan.

(2) The flight plan shall—

(a) contain such particulars of the intended flight as may be necessary to enable the air traffic control unit to issue an air traffic control clearance and for search and rescue purposes; and

(b) for a flight within Belize reduced vertical separation minimum airspace, also state whether or not the aircraft is equipped with height keeping systems as required by articles 51 and 52 of this Regulation.

(3) Unless he has requested the appropriate air traffic control unit to cancel his flight plan, the pilot-in-command of the aircraft shall forthwith inform that unit when the aircraft lands within or leaves the controlled airspace.

Compliance with air traffic control clearance and notified procedures

36. (1) Subject to paragraph (2), the pilot-in-command of the aircraft shall fly in conformity with—

(a) the air traffic control clearance issued for the flight, as amended by any further instructions given by an air traffic control unit; and, unless he is otherwise authorised by the appropriate air traffic control unit,

(b) the instrument departure procedures notified in relation to the aerodrome of departure; and

(c) the holding and instrument approach procedures notified in relation to the aerodrome of destination.

(2) The pilot-in-command of the aircraft shall not be required to comply with paragraph (1) if—

(a) he is able to fly in uninterrupted Visual Meteorological Conditions for so long as he remains in controlled airspace; and

(b) he has informed the appropriate air traffic control unit of his intention to continue the flight in compliance with Visual Flight Rules and has requested that unit to cancel his flight plan.

(3) If any deviation is made from the provisions of paragraph (2) for the purpose of avoiding immediate danger the pilot-in-command of the aircraft shall inform the appropriate air traffic control unit of the deviation as soon as possible.

Position reports

37. The pilot-in-command of an aircraft in IFR flight who flies in or is intending to enter controlled airspace shall report to the appropriate air traffic control unit the time, position and level of the aircraft at such reporting points or at such intervals of time as may be notified for this purpose or as may be directed by the air traffic control unit.

SECTION VII

AERODROME TRAFFIC RULES

Application of aerodrome traffic rules

38. The rules in this Section which expressly apply to flying machines shall also be observed, so far as is practicable, by all other aircraft.

39. (1) Subject to paragraph (2), the pilot-in-command of a flying machine on, or in the pattern of traffic flying at, an aerodrome shall—

(a) observe such visual signals as may be displayed at or directed to him from the aerodrome by the authority of the person in charge of the aerodrome; and

(b) obey any instructions which may be given to him by means of such signals.

(2) The pilot-in-command of a flying machine shall not be required to obey such signals if it is inadvisable to do so in the interests of safety.

Movement of aircraft on aerodromes

40. An aircraft shall not taxi or air-taxi on the apron or the manoeuvring area of an aerodrome without the permission of either—

(a) the person in charge of the aerodrome; or

(b) the air traffic control unit or aerodrome flight information service unit notified as being on watch at the aerodrome.

Access to and movement of persons and vehicles on aerodromes

41. (1) Unless there is a public right of way over it, a person or vehicle shall—

(a) not go onto any part of an aerodrome without the permission of the person in charge of that part of the aerodrome; and

(b) comply with any conditions subject to which that permission may be granted.

(2) A person or vehicle shall—

(a) not go onto or move on the manoeuvring area of an aerodrome which has an air traffic control unit or an aerodrome flight information service unit without the permission of that unit; and

(b) comply with any conditions subject to which that permission may be granted.

(3) Any permission granted for the purposes of this rule may be granted whether in respect of persons or vehicles generally, or in respect of any particular person or vehicle or any class of person or vehicle.

Right of way on the ground

42. (1) This rule shall apply to flying machines and vehicles on any part of a land aerodrome provided for the use of aircraft and under the control of the person in charge of the aerodrome.

(2) Notwithstanding any air traffic control clearance it shall remain the duty of the pilot-in-command of a flying machine to take all possible measures to ensure that his flying machine does not collide with any other aircraft or vehicle.

(3) Flying machines and vehicles shall give way to aircraft which are taking off or landing.

(4) Vehicles and flying machines which are not taking off or landing shall give way to vehicles towing aircraft.

(5) Vehicles which are not towing aircraft shall give way to aircraft.

Action to be taken in case of danger of collision on the ground

43. (1) Subject to rules 42 and 14(3), this rule shall apply if there is any danger of collision between two flying machines on the ground.

(2) If the two flying machines are approaching head-on, or approximately so, each shall alter its course to the right.

(3) If the two flying machines are on converging courses, the flying machine which has the other flying machine on its right shall give way to that other flying machine and shall avoid crossing ahead of it unless passing well clear of it.

(4) A flying machine which is being overtaken by another flying machine shall have the right-of-way over the flying machine overtaking it.

(5) A flying machine which is overtaking another flying machine shall keep out of the way of the other flying machine by altering its course to the left until that other flying machine has been passed and is clear, notwithstanding any change in the relative positions of the two flying machines.

(6) A vehicle shall—

(a) overtake another vehicle on the right hand side of that vehicle ; and

(b) keep to the left when passing another vehicle which is approaching head-on or approximately so.

Launching, picking up and dropping of tow ropes, etc.

44. (1) Tow ropes, banners or similar articles towed by aircraft shall not be launched at an aerodrome except in accordance with arrangements made with—

(a) the air traffic control unit at the aerodrome; or

(b) if there is no such unit, the person in charge of the aerodrome.

(2) Tow ropes, banners or similar articles towed by aircraft shall not be picked up by or dropped from aircraft at an aerodrome except—

(a) in accordance with arrangements made with the air traffic control unit at the aerodrome or, if there is no such unit, with the person in charge of the aerodrome; or

(b) in the area designated by the marking described in rule 59(9), but only when the aircraft is flying in the direction appropriate for landing.

Flights within aerodrome traffic zones

45. (1) Paragraphs (2) and (3) shall apply only in relation to those aerodromes described in Column 1 of Table 3 as are notified for the purposes of this rule and at such times as are specified in Column 2 of the Table.

Table 3

Column 1	***Column 2***
(a) A Government aerodrome	At such times as are notified
(b) An aerodrome having an air traffic control unit or flight information service unit	During the notified hours of watch of the air traffic control unit or the flight information service unit
(c) A certificated aerodrome having a means of two-way radio communication with aircraft	During the notified hours of watch of the air/ground station

(2) An aircraft shall not fly, take off or land within the aerodrome traffic zone of an aerodrome unless the pilot-in-command of the aircraft has complied with paragraphs (3), (4) or (5), as appropriate.

(3) If the aerodrome has an air traffic control unit the pilot-in-command shall obtain the permission of the air traffic control unit to enable the flight to be conducted safely within the zone.

(4) If the aerodrome has a flight information service unit the pilot-in-command shall obtain information from the flight information service unit to enable the flight to be conducted safely within the zone.

(5) If there is no flight information service unit at the aerodrome the pilot-in-command shall obtain information from the air/ground communication service to enable the flight to be conducted safely within the zone.

(6) The pilot-in-command of an aircraft flying within the aerodrome traffic zone of an aerodrome shall—

(a) cause a continuous watch to be maintained on the appropriate radio frequency notified for communications at the aerodrome; of

(b) if this is not possible, cause a watch to be kept for such instructions as may be issued by visual means; and

(c) if the aircraft is fitted with means of communication by radio with the ground, communicate his position and height to the air traffic control unit, the flight information service unit or the air/ground communication service at the aerodrome (as the case may be) on entering the zone and immediately prior to leaving it.

SECTION VIII

LIGHTS AND OTHER SIGNALS TO BE SHOWN OR MADE BY AIRCRAFT

General

46. (1) For the purposes of this Section the horizontal plane of a light shown by an aircraft means the plane which would be the horizontal plane passing through the source of that light if the aircraft were in level flight.

(2) If it is necessary to fit more than one lamp in order to show a light required by this Section because of the physical construction of an aircraft, the lamps shall be so fitted and constructed that, so far as is reasonably practicable, not more than one such lamp is visible from any one point outside the aircraft.

(3) If a light is required by this Section to show through specified angles in the horizontal plane, the lamps giving such light shall be so constructed and fitted that the light is visible—

(a) from any point in any vertical plane within those angles throughout angles of 90° above and below the horizontal plane; but

(b) so far as is reasonably practicable, through no greater angle, either in the horizontal plane or the vertical plane.

(4) If a light is required by this Section to show in all directions, the lamps giving such light shall be so constructed and fitted that, so far as is reasonably practicable, the light is visible from any point in the horizontal plane and on any vertical plane passing through the source of that light.

(5) Notwithstanding the provisions of this Section the pilot-in-command of an aircraft may switch off or reduce the intensity of any flashing light fitted to the aircraft if such a light does or is likely to—

(a) adversely affect the performance of the duties of any member of the flight crew; or

(b) subject an outside observer to unreasonable dazzle.

Display of lights by aircraft

47. (1) During the night an aircraft shall—

(a) display such of the lights specified in this Section as it is required by this Section; and

(b) subject to rule 49(6), not display any other lights which might obscure or otherwise impair the visibility of, or be mistaken for, such lights.

(2) Subject to rule 48(4) an aircraft fitted with an anti-collision light shall display that light in flight during the day.

(3) A flying machine on a Territory aerodrome shall—

(a) during the night display either the lights which it would be required to display when flying or the lights specified in rule 49(5)(c) unless it is stationary on the apron or on that part of the aerodrome provided for the maintenance of aircraft; and

(b) during the day and night and subject to paragraph (4), display a red anti-collision light, if it is fitted with one, when it is stationary on the apron with engines running.

(4) A helicopter to which article 66 applies may, when stationary on an offshore installation, switch off the anti-collision light required to be shown by paragraph (3)(b) as long as that is done in accordance with a procedure contained in the operations manual of the helicopter as a signal to ground personnel that it is safe to approach the helicopter for the purpose of embarkation or disembarkation of passengers or the loading or unloading of cargo.

Failure of navigation and anti-collision lights

48. (1) Paragraphs (2), (3) and (4) shall apply to aircraft in Belize.

(2) An aircraft shall not depart from an aerodrome if there is a failure of any light which these Rules require to be displayed at night and the light cannot be immediately repaired or replaced.

(3) Subject to paragraph (4), if the aircraft is in flight and any such light as is referred to in paragraph (2) fails and cannot be immediately repaired or replaced, the aircraft shall land as soon as it can safely do so, unless authorized by the appropriate air traffic control unit to continue its flight.

(4) An aircraft may continue to fly during the day in the event of a failure of an anti-collision light on the flight as long as the light is repaired at the earliest practicable opportunity.

Flying machines at night

49. (1) Subject to paragraph (6), a flying machine flying at night shall display lights in accordance with paragraphs (2), (3) or (4), as appropriate.

(2) In the case of—

(a) a flying machine registered in Belize which has a maximum total weight authorized of more than 5,700 kg; or

(b) any other flying machine registered in Belize which conforms to a type first issued with a type certificate on or after 1st April 1988, the flying machine shall display the system of lights specified in paragraph 5(b).

(3) A flying machine registered in Belize which—

(a) conforms to a type first issued with a type certificate before 1st April 1988; and

(b) has a maximum total weight authorized of 5,700 kg or less, shall display the system of lights specified in—

i. paragraph (5)(a); or

ii. paragraph (5)(b); or

iii. paragraph (5)(d), but excluding sub-paragraph (ii) of that paragraph.

(4) In the case of any other flying machine, one of the systems of lights specified in paragraph (5) shall be displayed.

(5) The systems of lights referred to in paragraphs (2), (3) and (4) are as follows—

(a) A steady green light of at least five candela showing to the starboard side through an angle of 110° from dead ahead in the horizontal plane; a steady red light of at least five candela showing to the port side through an angle of 110° from dead ahead in the horizontal plane; and a steady white light of at least three candela showing through angles of 70° from dead astern to each side in the horizontal plane;

(b) the lights specified in sub-paragraph (a) and an anti-collision light;

(c) the lights specified in sub-paragraph (a), but all being flashing lights (rather than steady lights) flashing together;

(d) the lights specified in sub-paragraph (a), but all being flashing lights (rather than steady lights) flashing together in alternation with one or both of the following—

i. a flashing white light of at least twenty candela showing in all directions;

ii. a flashing red light of at least twenty candela showing through angles of 70° from dead astern to each side in the horizontal plane.

(6) If the lamp showing either the red or the green light specified in paragraph (5)(a) is fitted more than 2 meters from the wing tip, another lamp may be fitted at the wing tip to indicate its position showing a steady light of the same color through the same angle.

Gliders at night

50. A glider flying at night shall display either a steady red light of at least five candela, showing in all directions, or lights in accordance with rule 49(5) and (6).

Free balloons at night

51. A free balloon flying at night shall display a steady red light of at least five candela showing in all directions, suspended not less than 5 meters and not more than 10 meters below the basket, or if there is no basket, below the lowest part of the balloon.

Captive balloons and kites at night

52. (1) A captive balloon or kite flying at night at a height exceeding 60 meters above the surface shall display lights in accordance with paragraphs (2), (3) and (4).

(2) A group of two steady lights shall be displayed consisting of a white light placed 4 meters above a red light, both being of at least five candela and showing in all directions, the white

light being placed not less than 5 meters nor more than 10 meters below the basket or, if there is no basket, below the lowest part of the balloon or kite.

(3) On the mooring cable of the balloon or kite, at intervals of not more than 300 meters measured from the group of lights specified in paragraph (2), there shall be displayed—

(a) groups of two lights of the color and power and in the relative positions specified in paragraph (2); and

(b) if the lowest group of lights is obscured by cloud, an additional group of such lights below the cloud base.

(4) On the surface of the ground there shall be displayed a group of three flashing lights arranged—

(a) in a horizontal plane at the apexes of a triangle, approximately equilateral, each side of which measures at least 25 meters;

(b) so that one side of the triangle shall be approximately at right angles to the horizontal projection of the cable and shall be delimited by two red lights; and

(c) so that the third light shall be a green light, placed so that the triangle encloses the object on the surface to which the balloon or kite is moored.

Captive balloons and kites by day

53 (1) A captive balloon flying by day at a height exceeding 60 meters above the surface shall have attached to its mooring cable tubular streamers which are—

(a) not less than 40 centimeters in diameter and 2 meters in length; and

(b) marked with alternate bands of red and white 50 centimeters wide at intervals of not more than 200 meters measured from the basket or, if there is no basket, from the lowest part of the balloon.

(2) A kite flying by day at a height exceeding 60 meters above the surface shall have attached to its mooring cable either—

(a) tubular streamers as specified in paragraph (1); or

(b) at intervals of not more than 100 meters measured from the lowest part of the kite, streamers not less than 80 centimeters long and 30 centimeters wide at their widest point, marked with alternate bands of red and white 10 centimeters wide.

Airships at night

54. (1) Except as provided in paragraph (2), an airship flying at night shall display the following lights—

(a) a steady white light of at least five candela showing through angles of 110° from dead ahead to each side in the horizontal plane;

(b) a steady green light of at least five candela showing to the starboard side through an angle of 110° from dead ahead in the horizontal plane;

(c) a steady red light of at least five candela showing to the port side through an angle of 110° from dead ahead in the horizontal plane;

(d) a steady white light of at least five candela showing through angles of 70° from dead astern to each side in the horizontal plane; and

(e) an anti-collision light.

(2) Subject to paragraph (5), an airship flying at night in any of the circumstances referred to in paragraph (3) shall display the lights specified in paragraph (4).

(3) The circumstances are as follows—

(a) if the airship is not under command; or

(b) has voluntarily stopped its engines, or

(c) is being towed.

(4) The lights specified are the following lights—

(a) the white lights specified in paragraph (1)(a) and (d);

(b) two steady, red lights, each of at least five candela, showing in all directions, suspended below the control car so that one is at least 4 meters above the other and at least 8 meters below the control car; and

(c) if the airship is making way but not otherwise, the green and red lights specified in paragraph (1)(b) and (c).

(5) An airship picking up its moorings at night shall display the lights specified in paragraph (1).

(6) An airship moored to a mooring mast within Belize at night shall display, at or near the rear of the airship, a steady, white light of at least five candela showing in all directions.

(7) An airship moored otherwise than to a mooring mast within Belize at night shall display—

(a) a white light of at least five candela showing through angles of 110° from dead ahead to each side in the horizontal plane; and

(b) a white light of at least five candela showing through angles of 70° from dead astern to each side in the horizontal plane.

Airships by day

55. (1) An airship flying during the day in any of the circumstances referred to in paragraph (2) shall display two black balls suspended below the control car so that one is at least 4 meters above the other and at least 8 meters below the control car.

(2) The circumstances are as follows—

(a) if the airship is not under command;

(b) if it has voluntarily stopped its engines; or

(c) if it is being towed.

(3) For the purposes of this rule and rule 54—

(a) an airship shall be deemed not to be under command when it is unable to execute a maneuver which it may be required to execute by these Rules; and

(b) an airship shall be deemed to be making way when it is not moored and is in motion.

SECTION IX

AERODROME SIGNALS AND MARKINGS—VISUAL AND AURAL SIGNALS

General

56. (1) Within Belize any signal or marking which is specified in this Section and which is given or displayed—

(a) by any person in an aircraft; or

(b) at an aerodrome; or

(c) at any other place which is being used by aircraft for landing or take-off, shall have the meaning assigned to it in this Section.

(2) Apart from those referred to in rule 60(6) and the distances at which markings must be placed, all dimensions of signals or markings specified in this Section of these Rules shall be subject to a tolerance of 10 per cent, plus or minus.

Signals in the Signals Area

57. (1) Whenever any signal specified in this rule is displayed it shall be placed in a signals area, which shall be a square visible from all directions bordered by a white strip 30 centimeters wide and with the internal sides measuring 12 meters.

(2) A white landing T, as illustrated in this paragraph,

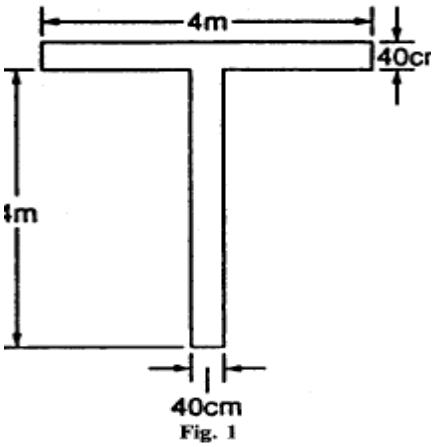


Fig. 1

signifies that aeroplanes and gliders taking off or landing shall do so in a direction parallel with the shaft of the T and towards the cross arm, unless otherwise authorised by the appropriate air traffic control unit.

(3) A white disc 60 centimetres in diameter displayed alongside the cross arm of the T and in line with the shaft of the T, as illustrated in this paragraph,

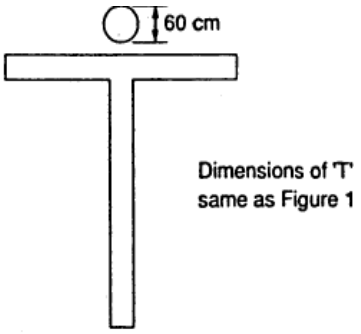


Fig. 2

signifies that the direction of landing and take off do not necessarily coincide.

(4) A white dumb-bell, as illustrated in this paragraph,

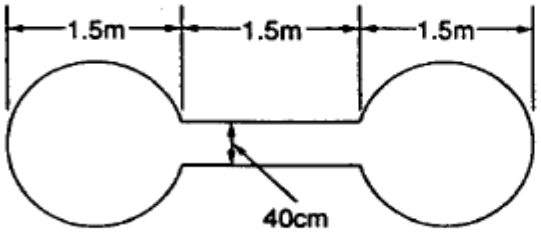


Fig. 3

signifies that movements of aeroplanes and gliders on the ground shall be confined to paved, metalled or similar hard surfaces.

(5) A white dumb-bell, as described in paragraph (4), but with a black strip 60 centimetres wide across each disc at right angles to the shaft of the dumb-bell, as illustrated in this paragraph,

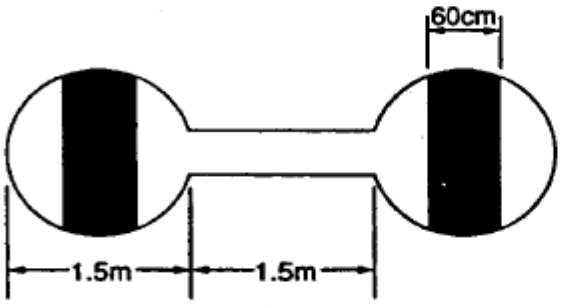


Fig. 4

signifies that aeroplanes and gliders taking off or landing shall do so on a runway but that movement on the ground is not confined to paved, metalled or similar hard surfaces.

(6) A red and yellow striped arrow, as illustrated in this paragraph,

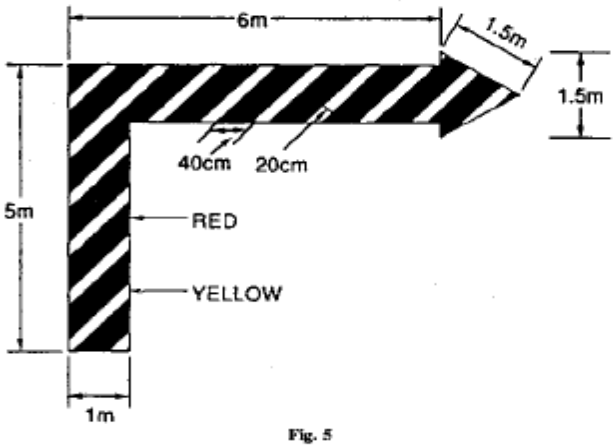
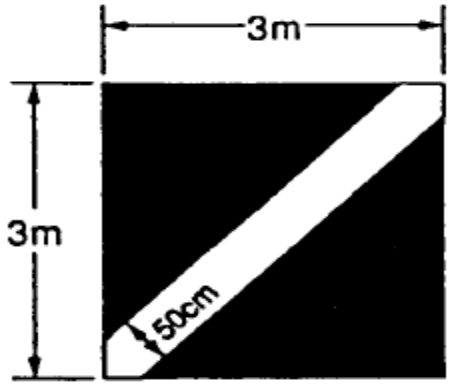


Fig. 5

the shaft of which is one metre wide and which is placed along the whole or a total of 11 metres of two adjacent sides of the signals area, and pointing in a clockwise direction, signifies that a right-hand circuit is in force.

(7) A red panel 3 metres square with a yellow strip along one diagonal 50 centimetres wide, as illustrated in this paragraph,

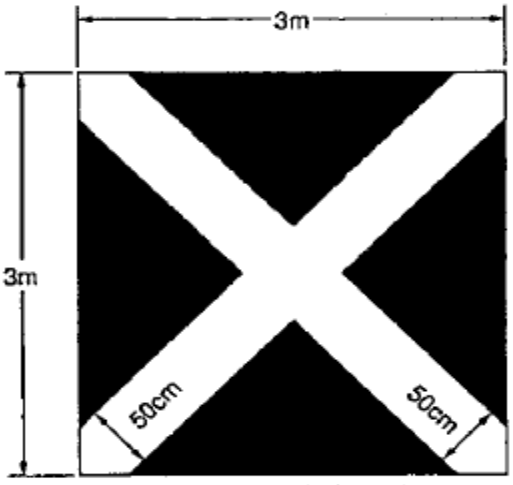


Yellow strip on red background

Fig. 6

signifies that the state of the manoeuvring area is poor and pilots must exercise special care when landing.

(8) A red panel 3 metres square with a yellow strip 50 centimetres wide along each diagonal, as illustrated in this paragraph,



Yellow strips on red background

Fig. 7

signifies that the aerodrome is unsafe for the movement of aircraft and that landing on the aerodrome is prohibited.

(9) A white letter H, as illustrated in this paragraph,

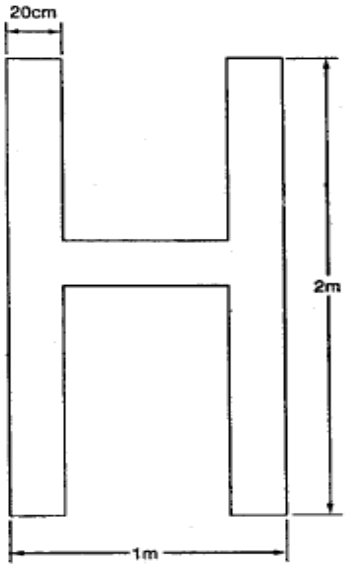


Fig. 8

signifies that helicopters shall take off and land only within the area designated by the marking specified in rule 59(7).

(10) A red letter L displayed on the dumb-bell specified in paragraphs (4) and (5), as illustrated in this paragraph,

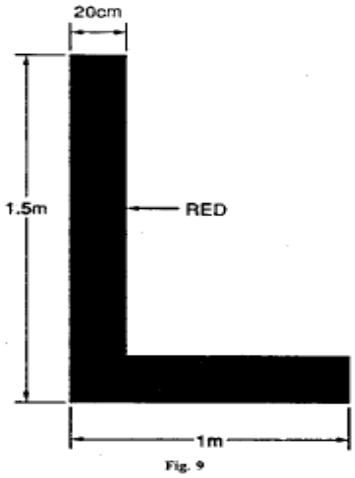


Fig. 9

signifies that light aircraft are permitted to take off and land either on a runway or on the area designated by the marking specified in rule 59(8).

(11) A white double cross, as illustrated in this paragraph,

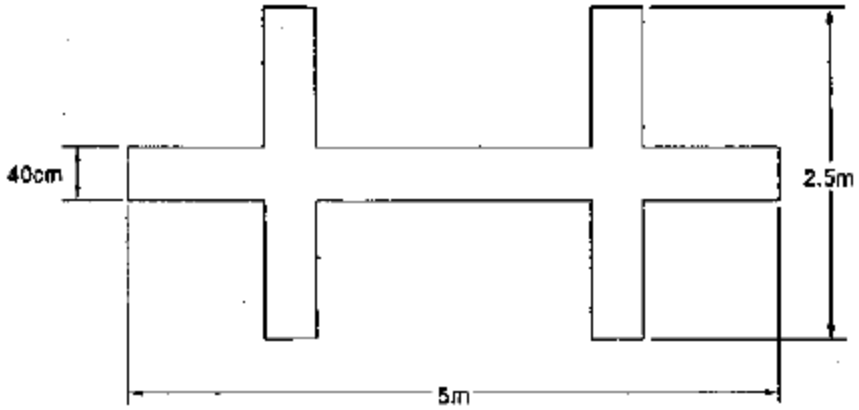


Fig. 10

signifies that glider flying is in progress.

Markings for paved runways and taxiways

58. (1) Two or more white crosses, as illustrated in this paragraph,

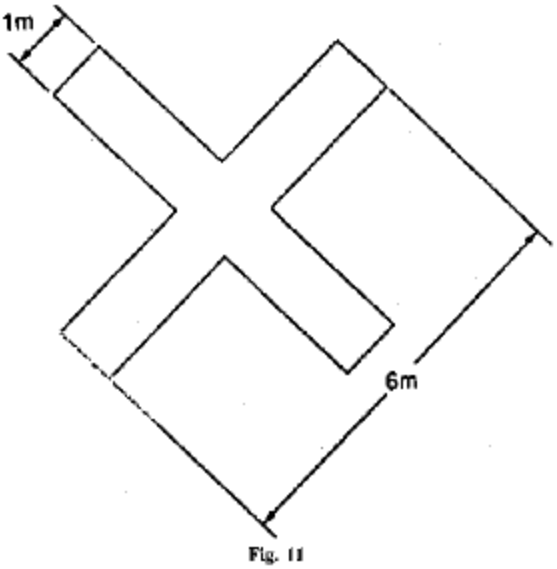


Fig. 11

displayed on a runway or taxiway, with each arm of each cross at an angle of 45° to the centre line of the runway, at intervals of not more than 300 metres signify that the section of the runway or taxiway marked by them is unfit for the movement of aircraft.

(4) Subject to paragraph (3), two yellow broken lines and two continuous lines, as illustrated

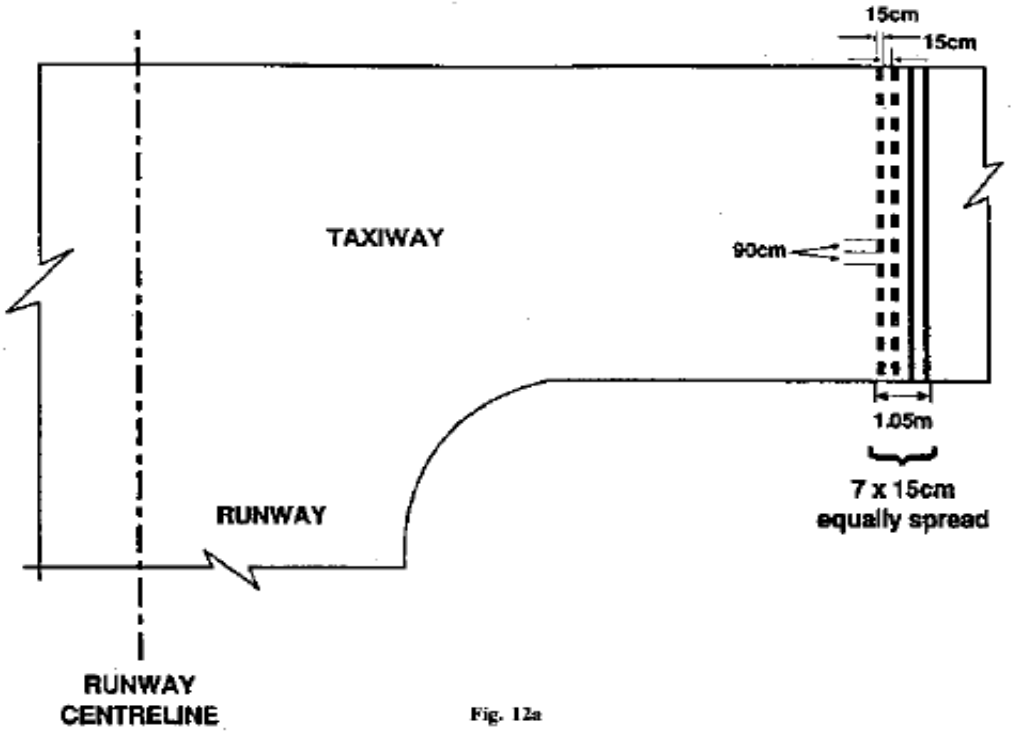


Fig. 12a

in this paragraph, signify the designated visual holding position associated with a runway beyond which no part of a flying machine or vehicle shall project in the direction of the runway without permission from the air traffic control unit at the aerodrome during the notified hours of watch of that unit.

(3) Outside the notified hours of watch of that unit or where there is no air traffic control unit at the aerodrome the markings referred to in paragraph (2) signify the position closest to the runway beyond which no part of a flying machine or vehicle shall project in the direction of the runway when the flying machine or vehicle is required by virtue of rule 42(3) to give way to aircraft which are taking off from or landing on that runway.

(4) Subject to paragraph (5), a yellow marking, as illustrated in this paragraph,

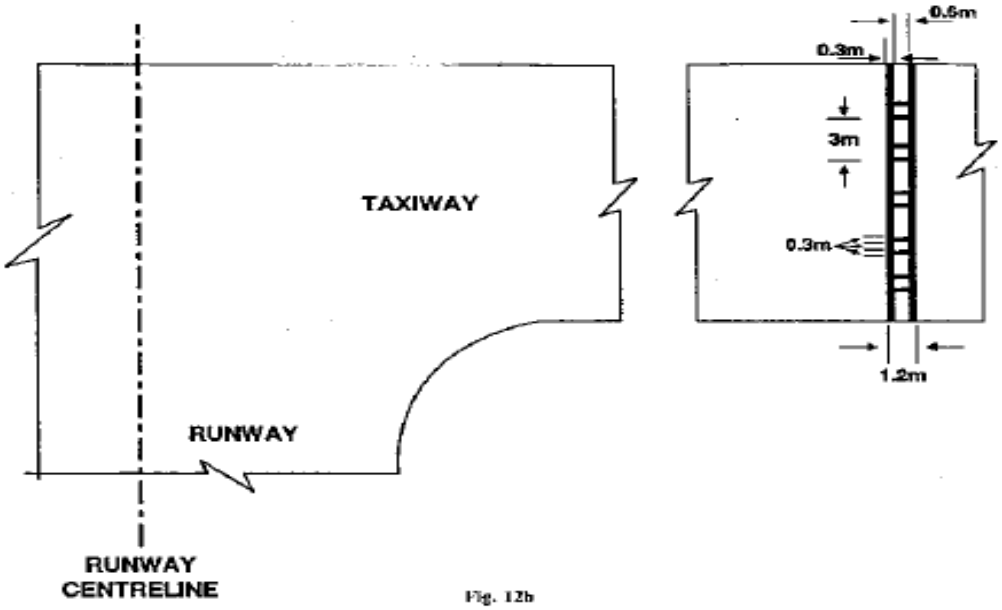


Fig. 12b

signifies a holding position other than that closclosest to the runway beyond which no part of a flying machine or vehicle shall project in the direction of the runway without permission from the air traffic control unit at the aerodrome during the notified hours of watch of that unit.

(5) Outside the notified hours of watch of that unit or where there is no air traffic control unit at the aerodrome the marking referred to in paragraph (4) may be disregarded.

(6) Orange and white markers, as illustrated in this paragraph,

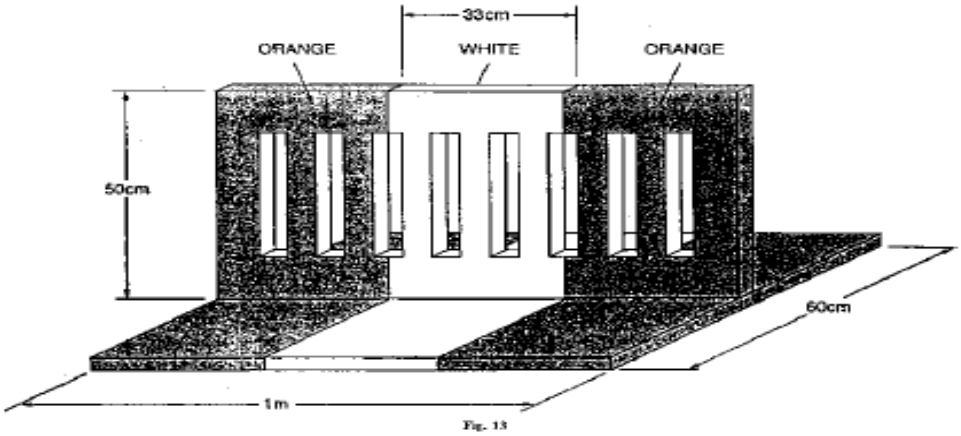


Fig. 13

spaced no more than 15 metres apart, signify the boundary of that part of a paved runway, taxiway or apron which is unfit for the movement of aircraft.

Markings on unpaved manoeuvring areas

59. (1) Markers with orange and white stripes of an equal width of 50 centimetres, with an orange stripe at each end, alternating with flags 60 centimetres square showing equal orange and white triangular areas, spaced not more than 90 metres apart as illustrated in this paragraph,

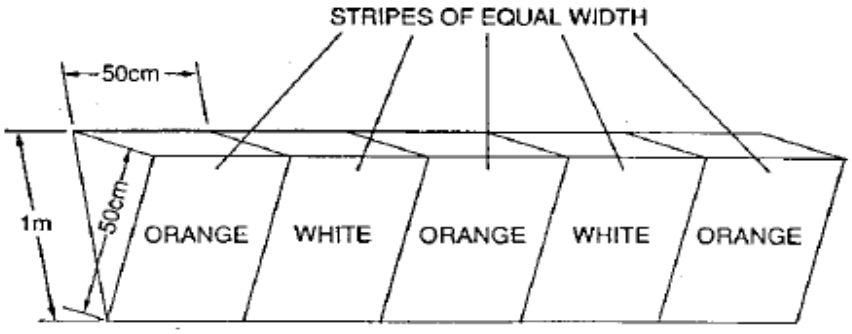


Fig. 14

indicate the boundary of an area unfit for the movement of aircraft.

(2) One or more white crosses, as specified in rule 58(1), also indicate such an area as is referred to in paragraph (1).

(3) Striped markers, as specified in paragraph (1), spaced not more than 45 metres apart, indicate the boundary of an aerodrome.

(4) On structures markers with orange and white vertical stripes, of an equal width of 50 centimetres, with an orange stripe at each end, spaced not more than 45 metres apart, as illustrated in this paragraph,

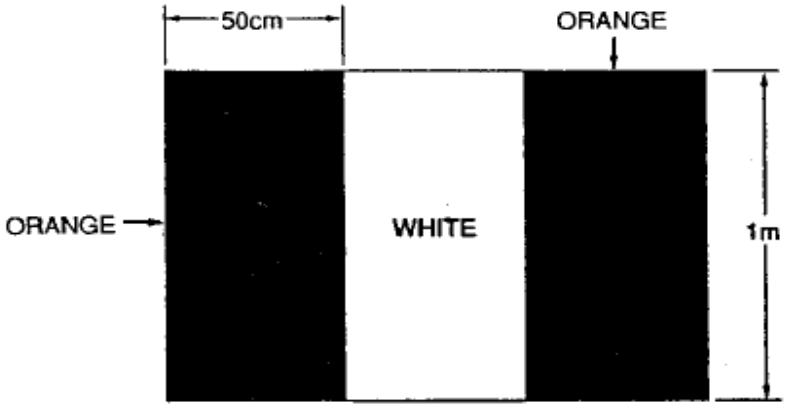


Fig. 15

indicate the boundary of an aerodrome.

(5) The pattern of the marker referred to in paragraph (4) shall be visible from inside and outside the aerodrome and the marker shall be affixed not more than 15 centimetres from the top of the structure.

(6) White, flat, rectangular markers 3 metres long and 1 metre wide, at intervals not exceeding 90 metres, flush with the surface of an unpaved runway or stopway, indicate the boundary of the unpaved runway or stopway.

(7) A white letter H, as illustrated in this paragraph,

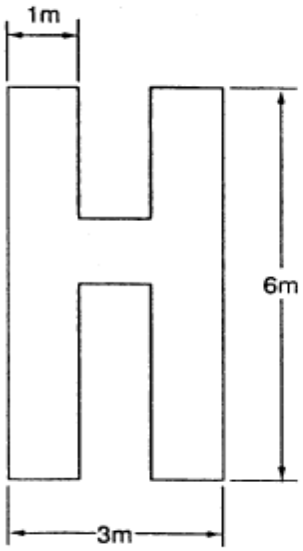


Fig. 16

indicates an area which shall be used only for the taking off and landing of helicopters.

(8) A white letter L, as illustrated in this paragraph,

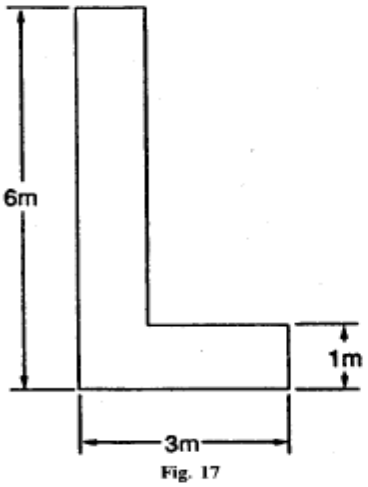


Fig. 17

indicates a part of the manoeuvring area which shall be used only for the taking off and landing of light aircraft.

(9) A yellow cross with two arms each 6 metres long by 1 metre wide at right angles, indicates that tow ropes, banners and similar articles towed by aircraft shall only be picked up and dropped in the area in which the cross is placed.

(10) A white double cross, as illustrated in this paragraph,

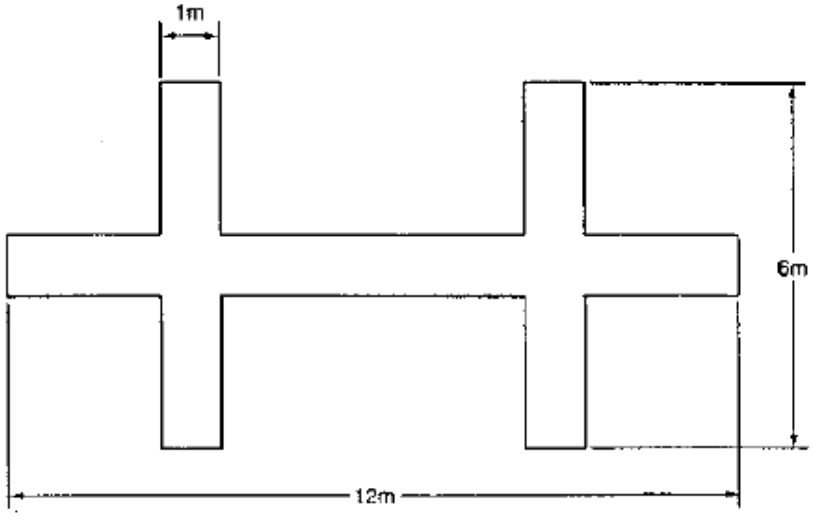


Fig. 18

indicates an area which shall be used only for the taking off and landing of gliders.

(11) Subject to paragraph (12) a white landing T, as specified in rule 57(2), placed at the left-hand side of the runway (when viewed from the direction of landing) indicates the runway to be used for take-off and landing.

(12) The white landing T referred to in paragraph (11), when placed at an aerodrome with no runway, indicates the direction for take-off and landing.

Signals visible from the ground

60. (1) A black ball, 60 centimetres in diameter, suspended from a mast signifies that the directions of take off and landing are not necessarily the same.

(2) A chequered flag or board, 1.2 metres by 90 centimetres, containing 12 equal squares, 4 horizontally and 3 vertically, coloured red and yellow alternately, signifies that aircraft may move on the manoeuvring area and apron only in accordance with the permission of the air traffic control unit at the aerodrome.

(3) Two red balls, 60 centimetres in diameter, positioned vertically one above the other, 60 centimetres apart and suspended from a mast, signify that glider flying is in progress at the aerodrome.

(4) Black, Arabic numerals in two-figure groups and, where parallel runways are provided, the letter or letters L (left), LC (left centre), C (centre), RC (right centre) and R (right), placed against a yellow background, indicate the direction for take-off or the runway in use.

(5) A black letter C against a yellow background, as illustrated in this paragraph,

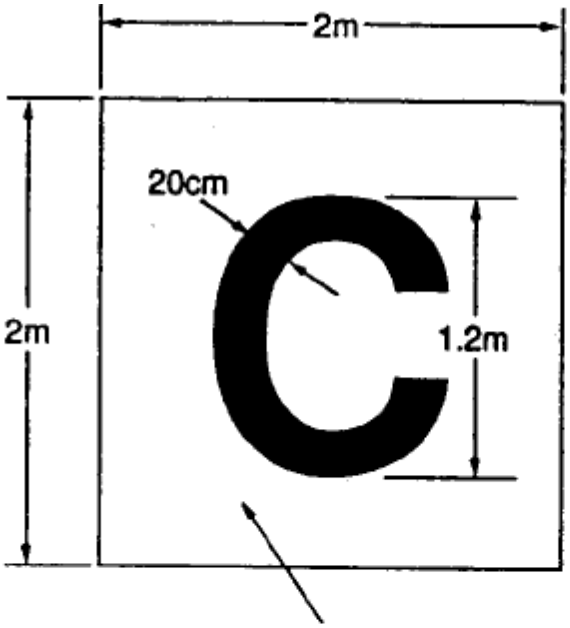


Fig. 19

indicates the position at which a pilot can report to the air traffic control unit or to the person in charge of the aerodrome.

(6) A rectangular green flag of not less than 60 centimetres square and not more than 66 centimetres square, flown from a mast, indicates that a right-hand circuit is in force.

Lights and pyrotechnic signals for control of aerodrome traffic

61. Each signal described in column 1 of Table 4 shall have the meanings respectively appearing in columns 2, 3 and 4 of the Table in the circumstances specified in the second row of the Table.

Table 4—Meaning Of Lights And Pyrotechnic Signals

Column 1	*Column 2*	*Column 3*	*Column 4*
Characteristic and colour of light beam or pyrotechnic	*Directed from an aerodrome to an aircraft in flight*	*Directed from an aerodrome to an aircraft or vehicle on the aerodrome*	*Directed from an aircraft in flight to an aerodrome*
(a) Continuous red light.	Give way to other aircraft and continue circling.	Stop.	—
(b) Red pyrotechnic light, or red flare.	Do not land; wait for permission.	—	Immediate assistance is required.
(c) Red flashes.	Do not land; aerodrome not available for landing.	Move clear of landing area.	—
(d) Green flashes.	Return to aerodrome; wait for permission to land.	To an aircraft: you may move on the manoeuvring area and apron. To a vehicle: you may move on the manoeuvring area.	—
(e) Continuous green light.	You may land.	You may take off (not applicable to a vehicle).	—
(f) Continuous green light, or green flashes, or green pyrotechnic light.	—	—	By night: May I land? By day: May I land from direction different from that indicated by landing T?
(g) White flashes.	Land at the aerodrome after receiving continuous green light, and then, after receiving green flashes, proceed to the apron.	Return to starting point on the aerodrome.	I am compelled to land.
(h) White pyrotechnic lights. Switching on and off the navigation lights. Switching on and off the landing lights.	—	—	I am compelled to land.

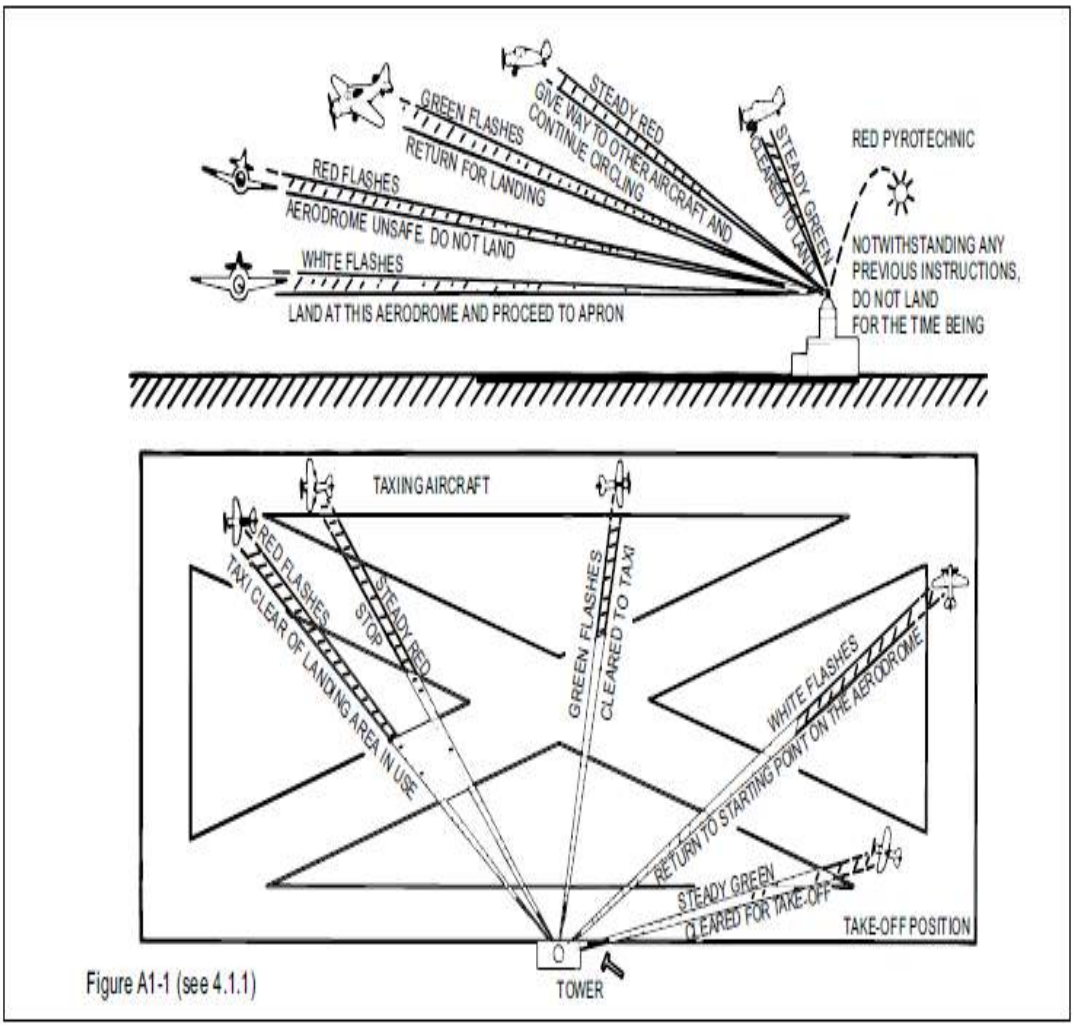


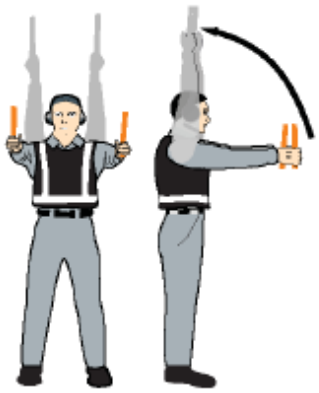
Figure A1-1 (see 4.1.1)

Marshalling signals (from a marshaller to an aircraft)

62. (1) Each of the signals for the guidance of aircraft manoeuvring on or off the ground, described in column 1 of Table 5 and as illustrated in column 3, when given by a marshaller to an aircraft, shall have the meanings specified in column 2 of the Table.

(2) By day any such signals shall be given by hand or by circular bats and by night shall be given by torches or by illuminated wands.

Table 5—Meaning of Marshalling Signals (from a marshaller to an aircraft)

Column 1	*Column 2*	*Column 3*
Description of Signal	*Meaning of signal*	*Illustration of signal*
1. Raise right hand above head level with wand pointing up; move left-hand wand pointing down toward body.	Wingwalker/guide — This signal provides an indication by a person positioned at the aircraft wing tip, to the pilot/marshaller/ push-back operator, that the aircraft movement on/off a parking position would be unobstructed.	
2. Raise fully extended arms straight above head with wands pointing up	Identify gate	

3. Point both arms upward, move and extend arms outward to sides of body and point with wands to direction of next signalman or taxi area.	Proceed to next signalman or as directed by tower/ground control	
4. Bend extended arms at elbows and move wands up and down from chest height to head.	Straight ahead	
5(a) With right arm and wand extended at a 90-degree angle to body, make "come ahead" signal with left hand. The rate of signal motion indicates to pilot the rate of aircraft turn.	Turn left (from pilot's point of view)	

5(b) With left arm and wand extended at a 90-degree angle to body, make "come ahead" signal with right hand. The rate of signal motion indicates to pilot the rate of aircraft turn.	Turn right (from pilot's point of view)	
6(a) Fully extend arms and wands at a 90-degree angle to sides and slowly move to above head until wands cross.	Normal stop	
6(b) Abruptly extend arms and wands to top of head, crossing wands.	Emergency stop	

7(a) Raise hand just above shoulder height with open palm. Ensuring eye contact with flight crew, close hand into a fist. Do Not move until receipt of "thumbs up" acknowledgement from flight crew.	Set brakes	
7(b) Raise hand just above shoulder height with hand closed in a fist. Ensuring eye contact with flight crew, open palm. Do not move until receipt of "thumbs up" acknowledgement from crew.	Release brakes	
8(a) With arms and wands fully extending above head, move wands inwards in a "jabbing" motion until wands touch. Ensure acknowledgement is received from flight crew.	Chocks inserted	

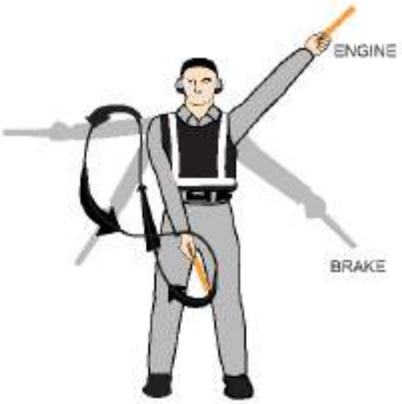
8(b) With arms and wands fully extended above head, move wands outward in "jabbing" motion. Do not remove chocks until authorised by crew.	Chocks removed	
9. Raise right arm to head level with wand pointing up and start a circular motion with hand; at the same time, with left arm raised above head level, point to engine to be started.	Start engine(s)	
10. Extend arm with wand forward of body at shoulder level; move hand and want to top of left shoulder and draw wand to top of right shoulder in a slicing motion across throat.	Cut engine(s)	

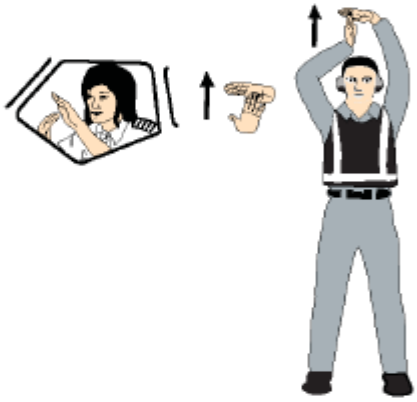
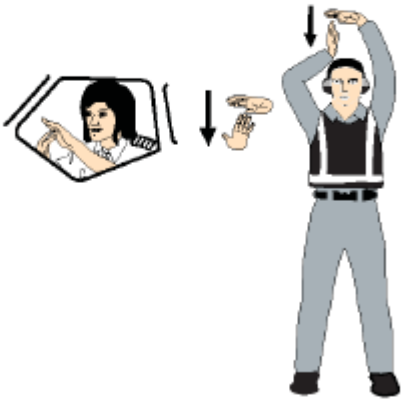
11. Move extended arms downwards in a "patting" gesture, moving wands up and down from waist to knees.	Slow down	
12. With arms down and wands toward ground, wave either right or left wand up and down indicating engine(s) on left or right side respectively should be slowed down.	Slow down engine(s) on indicated side	
13. With arms in front of body at waist height, rotate arms in a forward motion. To stop rearward movement, use signal 6(a) or 6(b).	Move Back	

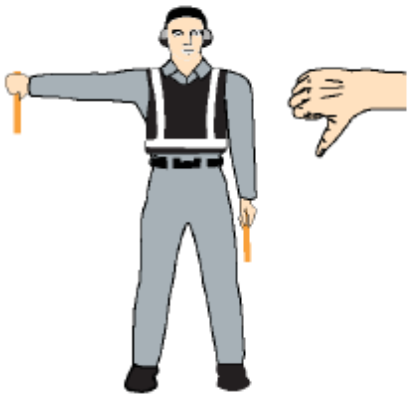
14(a) Point left arm with wand down and bring right arm from overhead vertical position to horizontal forward position, repeating right-arm movement.	Turns while backing (for tail to starboard)	
14(b) Point right arm with wand down and bring left arm from overhead vertical position to horizontal position, repeating left-arm movement.	Turns while backing (for tail to port)	
15. Raise right arm to head level with wand pointing up or display hand with "thumbs up"; left arm remains at side by knee.	Affirmative/all clear—This signal is also used as a technical/servicing communication signal.	

16. Fully extend arms and wands at a 90-degree angle to sides.	Hover	
17. Fully extend arms and wands at a 90-degree angle to sides and, with palms turned up, move hands upwards. Speed of movement indicates rate of ascent.	Move upwards	
18. Fully extend arms and wands at a 90-degree angle to sides and, with palms turned down, move hands downwards. Speed of movement indicates rate of descent.	Move downwards	

19(a) Extend arm horizontally at a 90-degree angle to right side of body. Move other arm in same direction in a sweeping motion.	Move horizontally left (from pilot's point of view)	
19(b) Extend arm horizontally at a 90-degree angle to left side of body. Move other arm in same direction in a sweeping motion.	Move horizontally right (from pilot's point of view)	
20. Cross arms with wands downwards and in front of body.	Land	

21. Move right-hand wand in a "fanning" motion from shoulder to knee, while at the same time pointing with left-hand wand to area of fire.	Fire	
22. Fully extend arms and wands downwards at a 45-degree angle to sides. Hold position until aircraft is clear for next manoeuvre.	Hold position/stand by	
23. Perform a standard salute with right hand and/or wand to dispatch the aircraft. Maintain eye contact with flight crew until aircraft has begun to taxi.	Dispatch aircraft	

24. Extend right arm fully above head and close fist or hold wand in horizontal position; left arm remains at side by knee.	Do not touch controls (technical/servicing communication signal)	
25. Hold arms fully extended above head, open left hand horizontally and move finger tips of right hand into a touch open palm of left hand (forming a "T"). At night, illuminated wands can also be used to form the "T" above head.	Connect ground power (technical/servicing communication signal)	
26. Hold arms fully extended above head with finger tips of right hand touching open horizontal palm of left hand (forming a "T"); then move right hand away from the left. Do not disconnect power until authorised by flight crew. At night illuminated wands can also be used to form the "T" above head.	Disconnect power (technical/servicing communication signal)	

27. Hold right arm straight out at 90 degrees from shoulder and point wand down to ground or display hand with "thumbs down"; left hand remains at side by knee.	Negative (technical/servicing communication signal)	
28. Extend both arms at 90 degrees from body and move hands to cup both ears.	Establish communication via interphone (technical/servicing communication signal)	
29. With right arm at side and left arm raised above head at a 45-degree angle, move right arm in a sweeping motion towards top of left shoulder.	Open/close stairs (technical/servicing communication signal)—This signal is intended mainly for aircraft with the set of integral stairs at the front	

Marshalling signals (from a pilot of an aircraft to a marshaller)

63. Each of the signals described in column 1 of Table 6, when made by a pilot in an aircraft to a marshaller on the ground, shall have the meanings specified in column 2 of the Table—

Table 6—Meaning of Marshalling Signals (from a pilot of an aircraft to a marshaller)

Column 1	*Column 2*
Description of Signal	*Meaning of Signal*
1. Raise arm and hand with fingers extended horizontally in front of face, then clench fist.	Brakes engaged.
2. Raise arm with fist clenched horizontally in front of face, then extend fingers.	Brakes released.
3. Arms extended palms facing outwards, move hands inwards to cross in front of face.	Insert chocks.
4. Hands crossed in front of face, palms facing outwards, move arms outwards.	Remove chocks.
5. Raise the number of fingers on one hand indicating the number of the engine to be started. For this purpose the aircraft engines shall be numbered in relation to the marshaller facing the aircraft, from his right to his left. For example, No. 1 engine shall be the port outer engine, No. 2 engine shall be the port inner engine, No. 3 engine shall be the starboard inner engine and No. 4 engine shall be the starboard outer engine.	Ready to start engines.

Distress, urgency and safety signals

64. (1) The following signals, given either together or separately before the sending of a message, signify that an aircraft is threatened by grave and imminent danger and requests immediate assistance—

(a) by radiotelephony–

the spoken word 'MAYDAY';

(b) by visual signalling–

(i) the signal SOS (… — …);
(ii) a succession of pyrotechnic lights fired at short intervals each showing a single red light;
(iii) a parachute flare showing a red light;

(c) by sound signalling other than radiotelephony–

(i) the signal SOS (… — …);
(ii) a continuous sounding with any sound apparatus.

(2) The following signals, given either together or separately, before the sending of a message, signify that the pilot-in-command of the aircraft wishes to give notice of difficulties which compel it to land but that he does not require immediate assistance—

(a) a succession of white pyrotechnic lights;

(b) the repeated switching on and off of the aircraft landing lights;

(c) the repeated switching on and off of its navigation lights, in such a manner as to be clearly distinguishable from the flashing navigation lights described in rule 49.

(3) The following signals, given either together or separately, indicate that the pilot-in-command of the aircraft has an urgent message to transmit concerning the safety of a ship, aircraft, vehicle or other property or of a person on board or within sight of the aircraft from which the signal is given—

(a) by radiotelephony—

the repeated spoken word, 'PAN PAN';

(b) by visual signalling—

the signal XXX (- .. -- .. -- .. -);

(c) by sound signalling other than radiotelephony—

the signal XXX (- .. -- .. -- .. -).

64.1 No person shall guide an aircraft unless trained, qualified and approved by the appropriate authority to carry out the functions of a signalman.

64.2 The signalman shall wear a distinctive fluorescent identification vest to allow the flight crew to identify that he or she is the person responsible for the marshalling operation.

64.3 Daylight-fluorescent wands, table-tennis bats or gloves shall be used for all signalling by all participating ground staff during daylight hours. Illuminated wands shall be used at night or in low visibility.

Unlawful interference

65. An aircraft which is being subjected to unlawful interference shall endeavor to notify the Belize ATS unit of this fact, any significant circumstances associated therewith and any deviation from the current flight plan necessitated by the circumstances, in order to enable the Belize ATS unit to give priority to the aircraft and to minimize conflict with other aircraft.

65.1 If an aircraft is subjected to unlawful interference, the pilot-in-command shall attempt to land as soon as practicable at the nearest suitable aerodrome or at a dedicated aerodrome assigned by the BDCA unless considerations aboard the aircraft dictate otherwise.

Interception

66. Interception of civil aircraft shall be governed by appropriate regulations and administrative directives issued by BDCA in compliance with the Convention on International Civil Aviation, and in particular Article 3(d) under which BDCA undertake, when issuing regulations for

Belizean aircraft, to have due regard for the safety of navigation of civil aircraft. Accordingly, in drafting appropriate regulations and administrative directives due regard shall be had to the provisions of Appendix 1, Section 2 and Appendix 2, Section 1.

67. The pilot-in-command of a civil aircraft, when intercepted, shall comply with the Standards in Appendix 2, Sections 2 and 3, interpreting and responding to visual signals as specified in Appendix 1, Section 2.

APPENDIX 1. SIGNALS

2. SIGNALS FOR USE IN THE EVENT OF INTERCEPTION

2.1 Signals initiated by intercepting aircraft and responses by intercepted aircraft

Series	*INTERCEPTING Aircraft Signals*	*Meaning*	*INTERCEPTED Aircraft Responds*	*Meaning*
1	DAY or NIGHT — Rocking aircraft and flashing navigational lights at irregular intervals (and landing lights in the case of a helicopter) from a position slightly above and ahead of, and normally to the left of, the intercepted aircraft (or to the right if the intercepted aircraft is a helicopter) and, after acknowledgement, a slow level turn, normally to the left (or to the right in the case of a helicopter) on the desired heading. *Note 1.— Meteorological conditions or terrain may require the intercepting aircraft to reverse the positions and direction of turn given above in Series 1.* *Note 2.— If the intercepted aircraft is not able to keep pace with the intercepting aircraft, the latter is expected to fly a series of race-track patterns and to rock the aircraft each time it passes the intercepted aircraft.*	You have been intercepted. Follow me.	DAY or NIGHT — Rocking aircraft, flashing navigational lights at irregular intervals and following. *Note.— Additional action required to be taken by intercepted aircraft is prescribed in Chapter 3, 3.8.*	Understood, will comply.
2	DAY or NIGHT — An abrupt breakaway manoeuvre from the intercepted aircraft consisting of a climbing turn of 90 degrees or more without crossing the line of flight of the intercepted aircraft.	You may proceed.	DAY or NIGHT — Rocking the aircraft.	Understood, will comply.
3	DAY or NIGHT — Lowering landing gear (if fitted), showing steady landing lights and overflying runway in use or, if the intercepted aircraft is a helicopter, overflying the helicopter landing area. In the case of helicopters, the intercepting helicopter makes a landing approach, coming to hover near to the landing area.	Land at this aerodrome.	DAY or NIGHT — Lowering landing gear, (if fitted), showing steady landing lights and following the intercepting aircraft and, if, after overflying the runway in use or helicopter landing area, landing is considered safe, proceeding to land.	Understood, will comply.

APPENDIX 2. INTERCEPTION OF CIVIL AIRCRAFT

68. 1. (a) interception of civil aircraft will be undertaken only as a last resort;

(b) if undertaken, an interception will be limited to determining the identity of the aircraft, unless it is necessary to return the aircraft to its planned track, direct it beyond the boundaries of national airspace, guide it away from a prohibited, restricted or danger area or instruct it to effect a landing at a designated aerodrome;

(c) practice interception of civil aircraft will not be undertaken;

(d) navigational guidance and related information will be given to an intercepted aircraft by radiotelephony, whenever radio contact can be established; and

(e) in the case where an intercepted civil aircraft is required to land in Belize overflown, the aerodrome designated for the landing is to be suitable for the safe landing of the aircraft type concerned.

Action by intercepted aircraft

69. An aircraft which is intercepted by another aircraft shall immediately:

(a) follow the instructions given by the intercepting aircraft, interpreting and responding to visual signals in accordance with the specifications in Appendix 1; b) notify, if possible, the appropriate air traffic services unit;

(b) attempt to establish radio communication with the intercepting aircraft or with the appropriate intercept control unit, by making a general call on the emergency frequency 121.5 MHz, giving the identity of the intercepted aircraft and the nature of the flight; and if no contact has been established and if practicable, repeating this call on the emergency frequency 243 MHz;

(c) if equipped with SSR transponder, select Mode A, Code 7700, unless otherwise instructed by the appropriate air traffic services unit.

(d) if equipped with ADS-B or ADS-C, select the appropriate emergency functionality, if available, unless otherwise instructed by the appropriate air traffic services unit.

70. If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by visual signals, the intercepted aircraft shall request immediate clarification
while continuing to comply with the visual instructions given by the intercepting aircraft.

71. If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by radio, the intercepted aircraft shall request immediate clarification while continuing to comply with the radio instructions given by the intercepting aircraft.

Radio communication during interception

72. If radio contact is established during interception but communication in a common language is not possible, attempts shall be made to convey instructions, acknowledgement of instructions and essential information by using the phrases and pronunciations in Table A2-1 and transmitting each phrase twice:

Table A2-1

Phrases for use by INTERCEPTING aircraft			*Phrases for use by INTERCEPTED aircraft*		
Phrase	*Pronunciation*[1]	*Meaning*	*Phrase*	*Pronunciation*[1]	*Meaning*
CALL SIGN	KOL SA-IN	What is your call sign?	CALL SIGN (call sign)[2]	KOL SA-IN (call sign)	My call sign is (call sign)
FOLLOW	FOL-LO	Follow me	WILCO Will comply	VILL-KO	Understood
DESCEND	DEE-SEND	Descend for landing	CAN NOT	KANN NOTT	Unable to comply
YOU LAND	YOU LAAND	Land at this aerodrome	REPEAT	REE-PEET	Repeat your instruction
PROCEED	PRO-SEED	You may proceed	AM LOST	AM LOSST	Position unknown
			MAYDAY	MAYDAY	I am in distress
			HIJACK[3]	HI-JACK	I have been hijacked
			LAND (place name)	LAAND (place name)	I request to land at (place name)
			DESCEND	DEE-SEND	I require descent

1. *In the second column, syllables to be emphasized are underlined.*

2. *The call sign required to be given is that used in radiotelephony communications with air traffic services units and corresponding to the aircraft identification in the flight plan.*

3. *Circumstances may not always permit, nor make desirable, the use of the phrase "HIJACK".*

AMC 02.407 (e)(1) Maintenance program for Large aircraft

1. The aircraft maintenance program should be managed and presented by the owner or operator to the BDCA.

2. Where implementation of the content of an approved operator's aircraft maintenance program is accomplished by an appropriately approved BCAR - 145 Approved Maintenance Organization, it therefore follows that the BCAR - 145 Approved Maintenance Organization should have access to the relevant parts of the approved operator's aircraft maintenance program when the organization is not the author. Implementation means preparation and planning of the maintenance tasks in accordance with the approved maintenance program.

3. The aircraft should only be maintained to one approved operator's aircraft maintenance program at a given point in time. Where an operator wishes to change from one approved operator's aircraft maintenance program to another such approved program, a transfer Check/Inspection may need to be performed, as agreed with the BDCA, in order to implement the change.

4. The owner or operator's aircraft maintenance program should contain a preface which will define the maintenance program contents, the inspection standards to be applied, permitted variations to task frequencies and, where applicable, any procedure to escalate established check/inspection intervals. Appendix 1 to AMC 02.407 (e) provides detailed guidance on the content of an approved operator's aircraft maintenance program.

5. Where an owner or operator wishes to use an aircraft with the initial operator's aircraft maintenance program based upon the Maintenance Review Board Report (MRBR) process, any associated program for the continuous surveillance of the reliability, or health monitoring of the aircraft should be considered as part of the aircraft maintenance program.

6. Where an aircraft type has been subjected to the MRBR process, an operator should normally develop the initial operator's aircraft maintenance program based upon the MRBR.

7. The documentation supporting the development of owner or operator's aircraft maintenance program for aircraft types subjected to the MRBR process should contain identification cross reference to the MRBR tasks such that it is always possible to relate such tasks to the current approved operator's aircraft maintenance program. This does not prevent the approved owner or operator's aircraft maintenance program from being developed in the light of service experience to beyond the MRBR recommendations but will show the relationship to such recommendations.

8. Some approved owner or operator's aircraft maintenance program, not developed from the MRB Process, utilize reliability programs. Such reliability program should be considered as a part of the approved maintenance program.

9. Reliability program should be developed for aircraft maintenance program based upon MSG logic or those that include condition monitored components or that do not contain overhaul time periods for all significant system components.

10. Reliability program need not be developed for aircraft maintenance program of aircraft of 5700 kg and below or that do contain overhaul time periods for all significant system components.

11. The purpose of a reliability program is to ensure that the aircraft maintenance program tasks are effective and their periodicity is adequate. It therefore follows that the actions resulting from the reliability program may be not only to escalate or delete maintenance task, but also to de-escalate or add maintenance tasks, as necessary.

12. A reliability program provides an appropriate means of monitoring the effectiveness of the maintenance program.

AMC 02.407 (e)(2) Maintenance program for Large aircraft

1. The documentation issued by the BDCA to approve the owner or operator's aircraft maintenance program may include details of who may issue certificates of release to service in a particular situation and may define which tasks are considered as base maintenance activity. Development of the approved operator's aircraft maintenance program is dependent upon sufficient satisfactory in-service experience which has been properly processed. For foreign registered aircraft, the maintenance program must be approved by the State of registry.

2. The BDCA may approve a part of or an incomplete owner or operator's aircraft maintenance program at the start of operation of a new aircraft type or a new operator, subject to the limitation that the approved operator's aircraft maintenance program is only valid for a period that does not exceed any required maintenance not yet approved. The following examples illustrate just two possibilities:

2.1 A new aircraft type may not have completed the acceptance process for structural inspection or corrosion control. It therefore follows that the operator's aircraft maintenance program cannot be approved as a complete program but it is reasonable to approve for a limited period, say, 3000 hrs or 1 year;

2.2 A new operator may not have established suitable maintenance arrangements for the high-life time checks. It therefore follows that the BDCA may be unable to approve the complete operator's aircraft maintenance program, preferring to opt for a limited period.

3. If the BDCA is no longer satisfied that a safe operation can be maintained, the approval of an owner or operator's aircraft maintenance program or part of it may be suspended or revoked. Events giving rise to such action include:

3.1 An operator suspending the operation of that aircraft type for at least one year;

3.2 Periodic review of the approved operator's aircraft maintenance program by the BDCA shows that the operator has failed to ensure that the program reflects the maintenance needs of the aircraft such that safe operation can be assured.

Appendix 1 to AMC Appendix 1 to AMC 02.407 (e)
General requirements

1.1 The maintenance program should contain the following basic information.

1.1.1 The type/model and registration number of the aircraft, engines and, where applicable, auxiliary power units and propellers.

1.1.2 The name and address of the owner or operator.

1.1.3 The owner operator's reference identification of the program document; the date of issue and issue number.

1.1.4 A statement signed by the operator to the effect that the specified aircraft will be maintained to the program and that the program will be reviewed and updated as required by paragraph 5.

1.1.5 Contents/list of effective pages of the document.

1.1.6 Check periods which reflect the anticipated utilization of the aircraft. Such utilization should be stated and include a tolerance of not more than 25%. Where utilization cannot be anticipated, calendar time limits should also be included.

1.1.8 Provision to record date and reference to approved amendments incorporated in the program.

1.1.9 Details of pre-flight maintenance tasks which are accomplished by maintenance staff and not included in the Operations Manual for action by flight crew.

1.1.10 The tasks and the periods (intervals/frequencies) at which each part of the aircraft, engines, APU's, propellers, components, accessories, equipment, instruments, electrical and radio apparatus, and associated systems and installations should be inspected, together with the type and degree of inspection.

1.1.11 The periods at which items as appropriate, should be checked, cleaned, lubricated, replenished, adjusted and tested.

1.1.12 Details of specific structural inspections or sampling program.

1.1.13 Details of the corrosion control program, when applicable.

1.1.14 The periods and procedures for the collection of engine health monitoring data.

1.1.15 The periods at which overhauls and/or replacements by new or overhauled parts should be made.
1.1.16 A cross-reference to other documents approved by the BDCA which contain the details of maintenance tasks related to mandatory life limitations, Certification Maintenance Requirements (CMR's) and Airworthiness Directives (AD's).

Note: To prevent inadvertent variations to such tasks or intervals these items should not be included in the main portion of the maintenance programme document, or any planning control system, without specific identification of their mandatory status.

1.1.17 Details of, or cross-reference to, any required Reliability Programme or statistical methods of continuous Surveillance.

1.1.18 A statement that practices and procedures to satisfy the Programme should be to the standards specified in the Type Certificate Holder's Maintenance Instructions. When practices and

procedures are included in a customised Operator's Maintenance Manual approved by the BDCA, the statement should refer to this Manual.

1.1.19 Each maintenance task quoted should be defined in a definition section of the Programme.

2 Programme basis

2.1 Operator's Aeroplane Maintenance programmes should normally be based upon the Maintenance Review Board Report, where available, and the Type Certificate holder's Maintenance Planning Document or Chapter 5 of the Maintenance Manual, (i.e. the Manufacturer's recommended Maintenance Programme). The structure and format of these maintenance recommendations may be re-written by the operator to better suit his operation and control of the particular maintenance programme.

2.2 For a newly type-certificated aeroplane, where no previously approved Maintenance Programme exists, it will be necessary for the operator to comprehensively appraise the manufacturer's recommendations (and the MRB Report where applicable), together with other airworthiness information, in order to produce a realistic Programme for approval.

2.3 For existing aeroplane types it is permissible for the operator to make comparisons with maintenance programmes previously approved. It should not be assumed that a Programme approved for another operator will automatically be approved for the operator. Evaluation is to be made of aircraft/fleet utilisation, landing rate, equipment fit and, in particular, the experience of the maintenance organisation must be assessed. Where the BDCA is not satisfied that the proposed maintenance programme can be used as is by the Operator, the BDCA should request the Operator to introduce appropriate changes to it, such as additional maintenance tasks or de-escalation of check frequencies, or to develop the aeroplane initial maintenance programme based upon the Manufacturer's recommendations.

3 Amendments

3.1 Amendments (revisions) to the approved Programme should be raised by the operator, to reflect changes in the type certificate holder's recommendations, modifications, service experience, or as required by the BDCA. Reliability programmes form one important method of updating approved programmes.

4 Permitted variations to maintenance periods

4.1 The Operator may only vary the periods prescribed by the Programme with the approval of the BDCA.

5 Periodic review of maintenance programme contents

5.1 Operator's approved aeroplane Maintenance Programmes should be subject to periodic review to ensure that they reflect current Type Certificate holder's recommendations, revisions to the Maintenance Review Board Report, mandatory requirements and maintenance needs of the aircraft.

5.2 The Operator should review the detailed requirements at least annually for continued validity in the light of operating experience.

AMC 02.623 (b) Technical Log

1 The owner or operator's aircraft technical log is a system for recording defects and malfunctions discovered during the operation and for recording details of all maintenance carried out on the particular aircraft to which the operator's aircraft technical log applies whilst that aircraft is operating between scheduled visits to the base maintenance facility. In addition, it is used for recording operating information relevant to flight safety and should contain maintenance data that the operating crew needs to know. Where a means of recording defects or malfunctions in the cabin or galleys that affect the safe operation of the aircraft or the safety of its occupants, separate from the aircraft technical log, is used, this should be regarded as forming part of the aircraft technical log system.

2 The owner or operator's aircraft technical log system may range from a simple single section document to a complex system containing many sections but in all cases it should include the information specified for the example used here which happens to use a 5 section document / computer system:

Section 1 should contain details of the registered name and address of the operator, the aircraft type and the complete international registration marks of the aircraft.

Section 2 should contain details of when the next scheduled maintenance is due, including, if relevant any out of phase component changes due before the next maintenance check. In addition this Section should contain the current Certificate of Release to Service, for the complete aircraft, issued normally at the end of the last maintenance check.

NOTE: The flight crew does not need to receive such details if the next scheduled maintenance is controlled by other means acceptable to the BDCA.

Section 3 should contain details of all information considered necessary to ensure continued flight safety. Such information includes:

i. The aircraft type and registration mark.

ii. The date and place of take-off and landing.

iii. The times at which the aircraft took off and landed.

iv. The running total of flying hours, such that the hours to the next schedule maintenance can be determined. The flight crew does not need to receive such details if the next scheduled maintenance is controlled by other means acceptable to the BDCA.

v. Details of any failure, defect or malfunction to the aircraft affecting airworthiness or safe operation of the aircraft including emergency systems, and any failure, defect or malfunctions in the cabin or galleys that affect the safe operation of the aircraft or the safety of its occupants that are known to the commander. Provision should be made for the commander to date and sign such entries, including, where appropriate, the nil defect state for continuity of the record. Provision should be made for a Certificate of Release to Service or, if agreed by the BDCA, the alternate abbreviated Certificate of Release to Service following rectification of a defect or any deferred defect or maintenance check carried out. Such a certificate appearing on each page of this section should readily identify the defect(s) to which it relates or the particular maintenance checks as appropriate. The alternate abbreviated certificate of release to service consists of the

following statement “BCAR 145.50 release to service” in place of the full certification statement specified in AMC 145.50(b) paragraph 1.

When the BDCA agrees to the use of the alternate abbreviated certificate of release to service, the introductory section of the technical log should include an example of the full certification statement from AMC 145.50(b) paragraph 1 together with a note stating; “The alternate abbreviated certificate of release to service used in this technical log satisfies the intent of BCAR 145.50(a) only. All other aspects of BCAR 145.50(b) shall be complied with”.

vi. The quantity of fuel and oil uplifted and the quantity of fuel available in each tank, or combination of tanks, at the beginning and end of each flight; provision to show, in the same units of quantity, both the amount of fuel planned to be uplifted and the amount of fuel actually uplifted; provision for the time when ground de-icing and/or anti-icing was started and the type of fluid applied, including mixture ratio fluid/water.

vii. The pre-flight inspection signature.

In addition to the above it may be necessary to record the following supplementary information:

- The time spent in particular engine power ranges where use of such engine power affects the life of the engine or engine module. Maximum or Inter Contingency Power are two examples.
- The number of landings where landings affect the life of an aircraft or aircraft component.
- Flight cycles or flight pressure cycles where such cycles affect the life of an aircraft or aircraft component.

NOTE 1: Where Section 3 is of the multisector ‘part removable’ type then such ‘part removable’ sections should contain all of the foregoing information where appropriate.

NOTE 2: Section 3 should be designed such that one copy of each page may remain on the aircraft and one other copy may be retained on the ground until completion of the flight to which it relates. See also BCAR - OPS 1.140 Information retained on the ground (Subpart B).

NOTE 3: Section 3 lay-out should be divided to show clearly what is required to be completed after flight and what is required to be completed in preparation for the next flight.

Section 4 should contain details of all deferred defects that affect or may affect the safe operation of the aircraft and should therefore be known to the aircraft commander. Each page of this section should be pre-printed with the operator’s name and page serial number and make provision for recording the following:

i. A cross reference for each deferred defect such that the original defect can be identified in the particular Section 3 Sector Record Page.

ii. The original date of occurrence of the defect deferred.

iii. Brief details of the defect.

iv. Details of the eventual rectification carried out and its Certificate of Release to Service or a clear cross-reference back to the document that contains details of the eventual rectification.

Section 5 should contain any necessary maintenance support information that the aircraft commander needs to know. Such information would include data on how to contact maintenance engineering if problems arise whilst operating the routes etc.

The aircraft Technical Log System can be either a paper or computer system or any combination of both methods.