A I C

AERONAUTICAL INFORMATION CIRCULAR
BELIZE, CENTRAL AMERICA

AERONAUTICAL INFORMATION SERVICE
DEPARTMENT OF CIVIL AVIATION
P. O. BOX 367
BELIZE CITY **TEL: 025-2014**
BELIZE **FAX: 025-2533**

AIC
C004/08
4th February, 2008

AIRSPACE RE-CLASSIFICATIONS IN BELIZE

All aircraft operators/pilots are hereby informed that in accordance with the International Standards and Recommended Practices (SARPS) of the International Civil Aviation Organization (ICAO), Belize has classified the different portions of Belizean Airspace.

This airspace classification is as follows:

1. Controlled Airspace - comprises all that airspace which is known as the Terminal Control Area (TMA) **Classification 'E'** and the Control Zone (CTR) at the Philip S. W. Goldson International Airport. **CLASSIFICATION 'D'**

2. Uncontrolled Airspace - comprises all that airspace which is known as the Flight Information Region (FIR). This airspace is outside the TMA and the CTR. **CLASSIFICATION 'G'**

(TMA – **Class E** circular area with a radius of 25 nm centered on the Belize VOR/DME, its vertical limits extends from 2000 ft. up to 19,500 ft. based on the local QNH). (Note: the TMA area will be extended to a radius of 40 nm centered on the Belize VOR/DME soon.

(CTR – **Class D** circular area with a radius of 10 nm centered on the Belize VOR/DME, its vertical limits extends from surface up to 2000 ft. based on the local QNH).

Attached please find the detailed information of the different airspace classifications

ATS AIRSPACE CLASSIFICATION

1. Classification of airspaces

ATS airspaces are classified and designated in accordance with the following:

Class A: IFR flights only are permitted; all flights are provided with air traffic control service and are separated from each other.

Class B: IFR and VFR flights are permitted; all flights are provided with air traffic control service and are separated from each other.

Class C: IFR and VFR flights are permitted; all flights are provided with air traffic control service
and IFR flights are separated from other IFR flights and from VFR flights. VFR flights are separated from IFR flights and receive traffic information in respect of other VFR flights.

Class D: IFR and VFR flights are permitted and all flights are provided with **air traffic control service**, IFR flights are separated from other IFR flights and receive traffic information in respect of VFR flights, VFR flights receive traffic information in respect of all other flights.

Class E*:* IFR and VFR flights are permitted; IFR flights are provided with air traffic control service and are separated from other IFR flights. All flights receive traffic information as far as is practical. Class E shall not be used for control zones.

Class F: IFR and VFR flights are permitted, all participating IFR flights receive an air traffic advisory service and all flights receive flight information service if requested.

Class G*:* IFR and VFR flights are permitted and receive Flight Information Service.

In Belize the airspace is classified as Class D Class E and Class G. The requirements for the flights in each class of Belizean airspace in accordance with ICAO Annex 11, are as shown in the tables following:

CONTROL ZONE

CLASS	TYPE OF FLIGHT	SEPARATION PROVIDED	SERVICE PROVIDED	VMC VISIBILITY AND DISTANCE FROM CLOUD	SPEED LIMIT-ATION	RADIO COMMUNI-CATION REQUIRE-MENT	SUBJECT TO ATC CLEARANCE
D	**IFR**	**IFR from IFR**	**Air Traffic Control Service, traffic information about VFR flights (and traffic avoidance advice on request)**	**Not applicable**	**250 kt IAS below 3050 m (10,000 ft) AMSL**	**Continuous two way**	**Yes**
	VFR	**Nil**	**IFR/VFR and VFR/VFR traffic information (and traffic avoidance advice and request)**	**8km at and above 3050 m (10,000 ft) AMSL. 5 kms below 3050 m (10,000 ft) AMSL. 1500m horizontal 300m (1000 ft) vertical distance OR Shall remain at least 1 nm horizontally and 1000 ft vertically away from cloud and flight visibility of at least 5 nm.**	**250 kt IAS below 3050 m (10,000 ft) AMSL**	**Continuous two way**	**Yes**

CLASS	TYPE OF FLIGHT	SEPARA-TION PROVID-ED	SERVICE PROVIDED	VMC VISIBILITY AND DISTANCE FROM CLOUD	SPEED LIMIT-ATION	RADIO COMMUNI-CATION REQUIRE-MENT	SUBJECT TO ATC CLEARANCE
	IFR	**IFR from IFR**	**Air Traffic Control Service**	**Not Applicable**	**250 kt IAS below 3050 m (10,000ft) AMSL**	**Continuous two way**	**yes**
E	**VFR**	**Nil**	**Flight Information Service as far as practical***	**8kms at and above 3050m (10,000 ft) AMSL. 5kms below 3050m (10,000 ft) AMSL. 1500 m horizontal 300 m vertical distance from cloud or shall remain at least 1NM horizontally and 1000 ft vertically away from cloud; flight visibility at least 5NM**	**250 kt IAS below 3050 m (10,000 ft) AMSL**	**	**No**

TERMINAL CONTROL AREA

** DIFFERENCE FROM ICAO- FOR VFR FLIGHTS CONTNUOUS TWO WAY COMMUNICATION IS REQUIRED.
*ALSO FLIGHT INFORMATION SERVICE IS ALWAYS GIVEN.

	TYPE OF FLIGHT	SEPARA-TION PROVID-ED	SERVICE PROVIDED	VMC VISIBILITY AND DISTANCE FROM CLOUD	SPEED LIMIT-ATION	RADIO COMMUNI-CATION REQUIRE-MENT	SUBJECT TO ATC CLEARANCE
	IFR	**Nil**	**Flight Information Service**	**Not Applicable**	**250 kt IAS below 3050 m (10,000ft) AMSL**	**Continuous two way**	**No**
G FLIGHT INFOR MATIO N REGIO N	**VFR**	**Nil**	**Flight Information Service***	**8kms at and above 3050m (10,000 ft) AMSL. 5kms below 3050m (10,000 ft) AMSL. 1500 m horizontal 300 m vertical from cloud At and below 900 m AMSL or 300 m above terrain whichever is higher 5 km clear of cloud and sight of ground or water OR At or below 3000 ft AMSL (a) for aircraft other than helicopters - at least 1NM horizontally and 1000 ft vertically away from cloud; flight visibility at least 3NM (b) Helicopters shall remain clear of cloud and in sight of surface or at least 1NM horizontally and 1000 ft vertically away from cloud; flight visibility at least 3NM Aircraft to remain clear of cloud, in sight of the surface and in flight visibility of at least 1NM**	**250 kt IAS below 3050 m (10,000 ft) AMSL** **140 kts IAS or less**	**	**No**

** DIFFERENCE FROM ICAO- FOR VFR FLIGHTS CONTNUOUS TWO WAY COMMUNICATION IS REQUIRED.
*ALSO FLIGHT INFORMATION SERVICE IS ALWAYS GIVEN.