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**PROCEDURES FOR VFR AIRCRAFT**

Due to the proximity of the **Belize City Municipal Airport (BCMA)** to the **Philip S. W. Goldson International Airport (PGIA)** the following procedures are necessary for **Visual Flight Rules (VFR) aircraft** arriving and departing the Belize Terminal Control Area (TMA) and the Control Zone (CTR). This is even more demanding **during Instrument Meteorological Conditions (IMC) and when Instrument Approach Procedures for Runway 25 at PGIA are in progress.**

**ARRIVING FLIGHTS (PGIA)**

Arriving flights **shall contact** Goldson Radar on frequency **121.0 MHz** **prior to entering** the Belize TMA/CTR and can make position reports with reference to geographical locations shown on local maps. It may be necessary depending on the traffic situation for Air Traffic Control (ATC) to **route** VFR traffic through or around the CTR by specifying a route marked by specific landmarks. It is therefore very important and necessary that pilots familiarize themselves with the landmarks in the vicinity of and within the Belize TMA/CTR which may be used as VFR reporting points.

**DEPARTING VFR FLIGHTS (PGIA)**

VFR departing flights shall remain under the jurisdiction of Goldson Radar until such aircraft have reported leaving the geographic limits of the Belize CTR/TMA.

**ARRIVING FLIGHTS (BCMA)**

When IFR aircraft are executing instrument approach for Runway 25 at PGIA, aircraft inbound to the BCMA from the North may be routed around the CTR either **via Hicks Caye or Caye Chapel** **direct to St. George's Caye** **direct to Belize City Municipal Airport and vice versa from Belize City Municipal Airport northbound.**

*NOTE: When Hicks Caye is used as a reporting point, the channel that separates the island in two shall be used as the reporting point.*

## **DEPARTING FLIGHTS (BCMA)**

Aircraft departing Runway 30 at the BCMA are **required to contact** Goldson Radar on frequency 121.0 MHz prior to entering the runway in order to receive traffic information. After departing the BCMA aircraft are expected to remain at or below 500 feet MSL and establish contact with Goldson Radar as soon as possible after departure in order that appropriate traffic and if necessary routing instructions may be given. Normally aircraft that will be conflicting with the aircraft executing instrument approach procedures for runway 25 may be routed around the CTR; or BCMA direct to St. George's Caye.

Aircraft departing Runway 30 that have not made contact with Goldson Radar prior to entering the runway at the BCMA shall make a left turn after departure. Aircraft are expected to remain at or below 500 feet MSL and establish contact with Goldson Radar as soon as possible after departure in order that appropriate traffic and if necessary routing instructions may be given.

*NOTE: Aircraft destined for an aerodrome north of the BCMA shall fly south of Belize City and proceed to St. George's Caye unless otherwise instructed by ATC.*

Departing traffic from BCMA **shall not cross** the extended centerline of the runway at PGIA within the 10 nm without first obtaining a clearance from ATC.

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

### **CLASSIFICATION 'E'**

(TMA – 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)

### **CLASSIFICATION 'D'**

(CTR – 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).

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