

**BELIZE**  
**DEPARTMENT OF**  
**CIVIL AVIATION**



**AIR TRAFFIC SERVICES**  
**CONTINGENCY PLAN**

**Revision: 4**  
**Date: 20/04/23**



## AIR TRAFFIC SERVICES CONTINGENCY PLAN

**THE REVISIONS TO THIS PLAN WILL BE INDICATED BY A VERTICAL BAR ON THE LEFT SIDE, IN FRONT OF THE LINE, SECTION OR FIGURE THAT HAS BEEN AFFECTED. AN ISSUE WILL BE THE REPLACEMENT OF THE COMPLETE DOCUMENT.**

**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.**

### Issue and Revision System





## AIR TRAFFIC SERVICES CONTINGENCY PLAN

### Preamble

The International Civil Aviation Organization's (ICAO) Council first approved on 27 June 1984 guidelines for contingency measures in response to Assembly Resolution A23-12, following a study by the Air Navigation Commission and consultation with States and international organizations concerned, as required by the Resolution. The guidelines were subsequently amended and amplified in the light of experience gained with the application of contingency measures in various parts of the world and in differing circumstances.

The purpose of the guidelines is to assist in providing for the safe and orderly flow of international air traffic in the event of disruptions of air traffic services and related supporting services and in preserving the availability of major world air routes within the air transportation system in such circumstances.

The base document use for the drafting of this plan, is ICAO's guidelines for the development of ATS contingency plans, which is part of the regional air navigation plan.

A revision 3 (three) was necessary due to change in the traffic flows between the Phillip S. W. Goldson International Airport (PGIA) and the Mundo Maya International Airport in Flores, Peten; as well as PGIA and La Aurora International Airport in Guatemala City.



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## AIR TRAFFIC SERVICES CONTINGENCY PLAN

### 1. OBJECTIVE

This contingency plan contains arrangements to ensure the continued safety of air navigation in the event of partially or total disruption of air traffic services (ATS) in the airspace of Belize and is related to ICAO Annex 11- Air Traffic Services, chapter 2, 2.32 and in BCAR ATS Chapter 2, 2.32. This contingency plan is designed to provide alternative routes, using existing air traffic services routes in most cases, which will allow aircraft operators to fly through or avoid airspace within the Belize CTA/UTA/FIR.

### 2. AIR TRAFFIC MANAGEMENT

#### 2.1 ATS Responsibilities

Tactical ATC considerations during periods of overloading may require re-assignment of routes or portions thereof.

Contingency Routes (CR) have been designed to maximize the use of existing ATS route structures and Communication, Navigation and Surveillance services (CNS).

In the event that ATS cannot be provided within the Belize CTA/UTA/FIR, the Belize Department of Civil Aviation (BDCA) shall publish the corresponding NOTAM indicating the following:

- a) Time and date of the beginning of the contingency measures;
- b) Airspace available for landing and overflying traffic and airspace to be avoided;
- c) Details of the facilities and services available or not available and any limits on ATS provision (e.g., APP (Surveillance), TWR and FIS), including an expected date of restoration of services if available;
- d) Information on the provisions made for alternative services;
- e) ATS contingency routes;
- f) Procedures to be followed by adjacent ATS units;
- g) Procedures to be followed by pilots; and
- h) Any other details with respect to the disruption and actions being taken that aircraft operators may find useful.

In the event that the BDCA is unable to issue the NOTAM, actions will be taken to inform the COCESNA International NOTAM Office (NOF) or the ICAO Regional Office to issue the NOTAM of closure of Belizean airspace on its behalf.

#### 2.2 Separation

Separation criteria will be applied in accordance with the *Procedures for Air Navigation Services- Air Traffic Management* (PANS-ATM, Doc 4444) and the *Regional Supplementary Procedures* (Doc 7030).



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### 2.3 Level restrictions

If possible and in relation to cruise level, priority will be given to international long-range flights.

### 2.4 Other measures

Other measures related to the closure of airspace and the implementation of the contingency scheme in the Belize CTA/UTA/FIR may be taken as follows:

- a) Suspension of all VFR operations, including Special VFR;
- b) Delay or suspension of general aviation IFR operations; and
- c) Delay or suspension of commercial IFR operations.

## 3. TRANSITION TO CONTINGENCY SCHEME

During times of uncertainty when airspace closures seem possible, aircraft operators should be prepared for a possible change in routing while en-route, familiarization of the alternative routes outlined in the contingency scheme as well as what may be promulgated by the State via NOTAM or AIP.

In the event of airspace closure that has not been promulgated, ATC should, if possible, broadcast to all aircraft in their airspace, what airspace is being closed and to stand by for further instructions.

The Belize Department of Civil Aviation (BDCA) recognizes that when closures of airspace or airports are promulgated, individual airlines might have different company requirements as to their alternative routing. ATC should be alerted to respond to any request by aircraft and react commensurate with safety.

In case of natural disasters and international public health emergencies, the air traffic control services will proceed as follows:

### 3.1 Natural disasters

In case of volcanic ashes, hurricanes, etc. and that the airways requested by flight crews in their flight plans could be affected by these natural phenomenon's, the air traffic control shall give alternate routes, so that these phenomena would not affect the flight or will let the aircraft circumnavigate by its own means. Coordination should be made with adjacent ATS facilities, and request to accommodate traffic in a specific airway due to the phenomena.

### 3.2 International public health emergencies

In case there is a suspicion or is known that on board an aircraft there are passengers with infecto-contagious sickness with a pandemical risk, as soon as the aircraft has landed on Philip Goldson International Airport, ground control shall instruct the aircraft to park the farthest to the west on alpha taxiway, according to Belize civil aviation public health emergency preparedness plan.





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### 3.3 Measures to be taken by the ANSP in case of an international public health-emergency

Whenever there is a pandemic crisis, the ANSP should take all needed measures to prevent the contagion and spread of any virus, air traffic controllers may be exposed to the virus in specific situations, such as having close contact with someone infected or touching ATC console surfaces with which a person with the virus has interacted. Everyone should therefore adopt a cautious behavior in accordance with health protocols, such as washing of hands several times a day, maintain social distancing, disinfecting work surfaces and microphones, among others. See appendix 1 for more detailed information.

### 4. TRANSFER OF CONTROL AND COORDINATION

The transfer of control and communication between ATS units will be as follows:

- 4.1 at the ATS facility boundary,
- 4.2 or as established in the operational letter of agreement:
  - a. MERIDA CONTROL: Passing 18,000 feet or over CTM VOR
  - b. CENAMER CONTROL: Passing 18,000 feet.
  - c. Mundo Maya Approach: Over DADAL/KINAL
  - d. Roatán Tower Over KIRAP
  - e. La Mesa Approach Over OMOSO/NALMA
- 4.3 Traffic will be spaced with time; A 10-minute spacing will be provided between aircraft's while in contingency.

### 5. PILOTS AND OPERATOR PROCEDURES

Pilots need to be aware that in light of current international circumstances, a contingency routing requiring aircraft to operate off of normal traffic flows, could result in an intercept by military aircraft. Aircraft operators must therefore be familiar with international intercept procedures contained in ICAO Annex 2 -Rules of the Air, *paragraph* 3.8 and Appendix 2, Sections 2 and 3.

In case of loss of ground-air communication, pilots shall monitor 121.5 MHz frequency for the interchange of any information between pilots, and will try to contact Goldson radar frequency 121.0 MHz or CENAMER Control frequency 123.9 Mhz.

Pilots shall continuously guard the VHF emergency frequency 121.5 MHz and shall operate their transponder at all times during flight, regardless of whether the aircraft is within or outside airspace where Secondary Surveillance Radar (SSR) is used for ATS purposes. Transponders shall be set on a discrete code assigned by ATC or select code 2000 if ATC has not assigned a code. If an aircraft is intercepted by another aircraft, the pilot shall immediately:

- 5.1 Follow the instructions given by the intercepting aircraft, interpreting, and responding to





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visual signals in accordance with international procedures;

- 5.2 Notify, if possible, the appropriate ATS unit;
- 5.3 Attempt to establish radio communication with the intercepting aircraft by making a general call on the emergency frequency 121.5 MHz and 243 MHz if equipped; and
- 5.4 Set transponder to code 7700, unless otherwise instructed by Goldson Radar or Goldson Tower.
- 5.5 If any instructions received by radio from any source conflict with those given by the intercepting aircraft, the intercepted aircraft shall request immediate clarification while continuing to comply with the instructions given by the intercepting aircraft.

### 6. OVERFLIGHT APPROVAL

Aircraft operators shall obtain overflight approval from the BDCA for flights operating through Belizean airspace, where required. In a contingency situation, flights may be rerouted at short notice and it may not be possible for operators to be given the required advanced notice in a timely manner to obtain approval. The BDCA is responsible for the airspace in which contingency routes are established and has made special arrangements with adjacent ATS units to expedite flight approvals in these contingency situations.

### 7. CONTINGENCY UNIT

#### 7.1 The BDCA contingency unit will:

The BDCA will have the responsibility of monitoring developments that may dictate the enforcement of this contingency plan. The persons who are and responsible for the coordination of contingency arrangements are:

Name of Agency: Belize Department of Civil Aviation  
Contact Person: Mr. Marvin Polanco  
Telephone: (501) 600-9025 / 2252014  
Email: [marvin.polanco@civilaviation.gov.bz](mailto:marvin.polanco@civilaviation.gov.bz)

Alternate: Mr. Stanley Gideon  
Telephone: (501) 615-4470 / 2252014  
Email: [stanley.gideon@civilaviation.gov.bz](mailto:stanley.gideon@civilaviation.gov.bz)

Alternate: Mr. Nigel Carter  
Telephone: (501) 615-9347 / 225-2052  
Email: [nigel.carter@civilaviation.gov.bz](mailto:nigel.carter@civilaviation.gov.bz)

During a contingency situation, the BDCA will liaise with the adjacent ATS units through the ICAO



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Regional Office.

### 7.2 The ICAO Regional Office will:

- a) Have a close oversight of the situation and coordinate with all affected States/Territories/International Organizations and the IATA Regional Office, so as to ensure air navigation services are provided to international aircraft operations in the CAR region;
- b) Take note of any incidents reported and take appropriate action;
- c) Provide assistance as required on any issue with the civil aviation administrations involved in the contingency plan; and
- d) Keep the President of the Council of ICAO, the Secretary General, C/RAO, D/ANB and C/ATM continuously informed on developments, including activation of the contingency plan.

### 8. CONTINGENCY ROUTING SCHEME

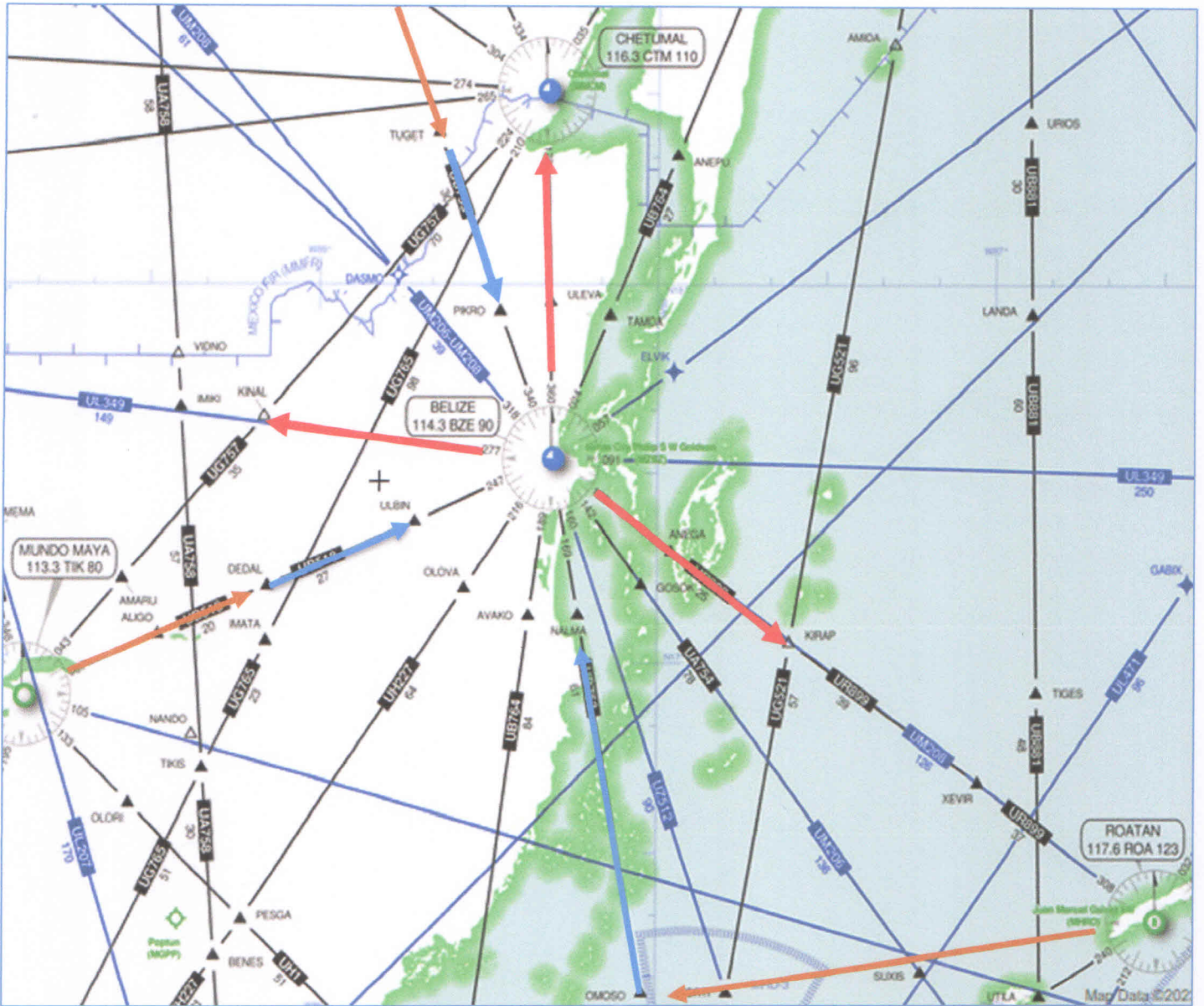
Aircraft operators must file their flight plans using the alternative contingency routes listed in the scheme below in order to operate in the airspace under the jurisdiction of Belize:

Present ATS ROUTE	CONTINGENCY ROUTINGS	FIRs INVOLVED
In lieu of: B764, G633, UM208, UM206	<b>MERIDA ACC</b> provides ATC on the following routes: <b>CR1: B753 INBOUND FLIGHTS ONLY</b> TRAFFIC FROM THE NORTH <b>CR2: R899 OUTBOUND FLIGHTS</b> TRAFFIC FROM/TO THE NORTH	<b>MID ACC:</b> In coordination with <b>CENAMER ACC</b>
In lieu of: B764, UZ512, UH227	<b>CENAMER ACC</b> and <b>MHLM/MHRO</b> provide ATC on the following routes: <b>CR3: B753 INBOUND FLIGHTS ONLY</b> TRAFFIC FROM THE SOUTH <b>CR4: R899 OUTBOUND FLIGHTS ONLY</b> TRAFFIC FROM THE SOUTH	<b>CENAMER ACC:</b> in coordination with Letter of Agreement. <b>MHLM/MHRO</b> in coordination with Letter of Agreements
In lieu of: H227	<b>TIKAL APP</b> provides ATC on the following routes: <b>CR5: B518 INBOUND FLIGHTS ONLY</b> TRAFFIC FROM THE WEST AND <b>CR6: G633 OUTBOUND FLIGHTS ONLY</b> TRAFFIC TO THE WEST AND SOUTHWETS (MGMM/MGGT)	<b>MUNDO MAYA APP:</b> in coordination with Letter of Agreement








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Legend of the chart:

- Feeding routes: 
- Inbound routes: 
- Outbound routes: 





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### 9. HARMONIZATION OF THE PLAN

This plan is harmonized with CENAMER Control and adjacent ATS units of: Guatemala (la Aurora Approach / Tikal Approach) and Honduras (La Mesa Approach / Roatan Tower) contingency plans: The contingency measures in this plan shall be applied in unforeseen situation caused by unexpected interruption of ATS, including strikes, labor disputes, natural disaster and public health, and catastrophes that may affect the provision of Belize Air Traffic Services.

All flights entering Belizean Airspace during an ATS contingency are to comply with the following procedures in the different phases of flight:

- 9.1 The transponder shall be always on;
- 9.2 All landings and departures will only be from runway 07 at PGIA
- 9.3 During the contingency period, flight crews will only fly in ATS routes designated as contingency routes;
- 9.4 In addition to the correspondent VHF frequencies, flight crews should monitor emergency frequency 121.5 MHz;
- 9.5 Keeping permanent listening watch on the VHF frequency 121.5 MHz and reporting actual or estimated position over the ATS compulsory reporting points;
- 9.6 Reporting on the corresponding VHF frequency and 121.5 MHz, any climb or descent maneuver that circumstances demand by 2 to 5 minutes, where possible, before a change in level.

The message shall contain:

- a) Aircraft identification
  - b) position
  - c) Abandoned altitude/level,
  - d) Crossing altitude/level,
  - e) Intentions,
  - f) Other relevant information.
- 9.7 Keeping navigation and anti-collision lights permanently turned on;
  - 9.8 Keeping ACAS (TCAS) system activated;
  - 9.9 PIKRO1A will be utilized for the arrivals from the North, once on the segment TUGET/PIKRO and STAR any deviation to be done to the right of course and to rejoin at position EMKUN for either the ILS Z App/ RNAV App/ VIS App;
  - 9.10 NALMA1A will be utilized for arrivals from the south, once on the segment OMOSO/NALMA and STAR any deviation made are to be done to the left of course and rejoin at position EMKUN for either the ILS Z App/ RNAV App/ VIS App;



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- 9.11 All inbound traffic shall cross PIKRO/NALMA leveled at A080 feet;
- 9.12 Once it is confirmed that there is an aircraft ahead on the approach, the holding pattern on the published STARs are to be utilized to ensure vertical or lateral separation. It is very important that pilot maintain listening watch, and report position as well as heed TCAS information and advisory.
- 9.13 Should the need arise to execute a missed approach the aircraft is to climb to A030 to rejoin at SELUP to commence the approach once again.
- 9.14 Should the need arise to execute a missed approach with other known traffic inbound on the approaches, RWY heading will be maintained until reaching A090 feet, turn right to hold at position BOKPU and await turn in sequence.
- 9.15 Departures are done via R899 either direct CTM for flights heading north or direct ROA for flight heading south and via G633 for flights heading to MGMM/MGGT.

All aircraft should establish and maintain contact on published VHF or HF frequencies with the Belize ATS unit (APP/TWR) who is responsible for the airspace being traversed.

### 10. LIST OF POINTS OF CONTACT

List of points of contact of the concerned States, International Organizations, IATA and ICAO Regional Office, that play a key role in this contingency plan.

State /International Organization	Point of contact	Telephone	E-mail
Belize	Marvin Polanco	(501) 600 9025	<a href="mailto:marvin.polanco@civilaviation.gov.bz">marvin.polanco@civilaviation.gov.bz</a>
Belize	Stanley Gideon	(501) 615 4470	<a href="mailto:stanley.gideon@civilaviation.gov.bz">stanley.gideon@civilaviation.gov.bz</a>
CENAMER ACC	Hector Lee	(504) 2275 7090 Ext. 1530	<a href="mailto:hector.lee@cocesna.org">hector.lee@cocesna.org</a>
MERIDA ACC	Sofia Patricia Manzo	+52 99 9190 6651	<a href="mailto:sptisha@hotmail.com">sptisha@hotmail.com</a>
Honduras	Carlos Padilla	(504) 32343413	<a href="mailto:cpadilla@ahac.gob.hn">cpadilla@ahac.gob.hn</a>
Guatemala	Ivan Mauricio Velasquez	(502) 42361684	<a href="mailto:ivan.velasquez@dgac.gob.gt">ivan.velasquez@dgac.gob.gt</a>
IATA	Jaime Abigantus	+1(305) 3393930	<a href="mailto:abigantusj@iata.org">abigantusj@iata.org</a>
ICAO (Regional Office)	Eddian Mendez ICAO NACC ATM/SAR Regional	+52 55 3643-9265	<a href="mailto:emendez@icao.int">emendez@icao.int</a>



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**BDCA APPROVAL FORM**

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<b>Reviewed by:</b>  <b>DEPUTY DIRECTOR BELIZE DEPARTMENT OF CIVIL AVIATION</b>	<b>Signature/Stamp:</b>  ----- <b>Stanley Gideon</b> 
<b>Approved by:</b>  <b>DIRECTOR BELIZE DEPARTMENT OF CIVIL AVIATION</b>	<b>Signature/ Stamp</b>  ----- <b>Nigel Carter</b> 
<b>Date:</b>	<b>20 April, 2023</b>