BELIZE

DEPARTMENT OF

CIVIL AVIATION

AIR TRAFFIC SERVICES CONTINGENCY PLAN

Revision: 3
Date: 09/06/2020

Issue and Revision System

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.

List of revision dates

PAGE NUMBER	REVISION NUMBER	DATE
Front Cover	1	20/08/2019
ALL	2	25/05/2020
ALL	3	09/06/2020

Preamble

The International Civil Aviation Organization's (ICAO´s) 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 are part of the Regional Air Navigation Plan.

A revision 3 (three) was necessary due to changes in the traffic flows between the Philip 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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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 Belizean airspace and is in accordance with ICAO Annex 11- Air Traffic Services, (ATS) Chapter 2, 2.32 and the Belize Civil Aviation Regulations (BCAR) ATS Chapter 2, 2.32. This Contingency Plan is designed to provide alternative air traffic service routes, using in most cases, the existing ones which will allow aircraft to fly through or avoid airspace within the Belize low-level Flight Information Region (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 (CNS)services.

In the event that ATS cannot be provided within the Belize low-level 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 at the PGIA 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 for the closure of Belizean airspace on its behalf.

2.2 Separation

Separation criteria will be applied in accordance with the Belize ATS Operational Procedures Manual; as well as the Procedures for Air Navigation Services-Air Traffic Management (PANS-ATM, Doc 4444) and the Regional Supplementary Procedures (Doc. 7030).

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 Belizean low-level FIR may be taken as follows:

a) Suspension of all Visual Flight Rules (VFR) operations, including Special VFR;

b) Delay or suspension of general aviation Instrument Flight Rules (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 must 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 BDCA via NOTAM or AIP.

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

The BDCA recognizes that when closures of airspace or airports are promulgated, individual airlines might have different company requirements as to their alternative routings. 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 ATS routes/airways requested by flight crews in their flight plans could be affected by these natural phenomena, air traffic control shall give alternate routes, so that these phenomena would not affect the flight or will allow the aircraft circumnavigate by their own means. Coordination will be made with adjacent ATS facilities, and requests effected 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 at the PGIA, Goldson Ground Control shall instruct the aircraft to park west at the farthest point on Taxiway Alfa. This is in accordance with the Belize Civil Aviation Public Health Emergency Preparedness Plan.

3.3 Measures to be taken by the Air Navigation Service Provider (ANSP) in case of an international public health emergency

Whenever there is a pandemic crisis, the Belize ANSP shall 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, maintaining social distancing, disinfecting of work surfaces and equipment including 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 ATS Operational Letters 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 DEDAL/KINAL

d. Roatan 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 aircrafts during the 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 the 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 should 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 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 re-routed 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 facilities 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 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 / 225-2014
Email:	marvin.polanco@civilaviation.gov.bz
Alternate:	Mr. Nigel Carter
Telephone:	(501) 615-9347 / 225-2052
Fax:	(501) 225-2533
Email:	nigel.carter@civilaviation.gov.bz

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

7.2 The ICAO Regional Office will:

a) Have close oversight of the situation and will 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 Central American (CAR) Region;

b) take note of any incidents reported and take appropriate action;

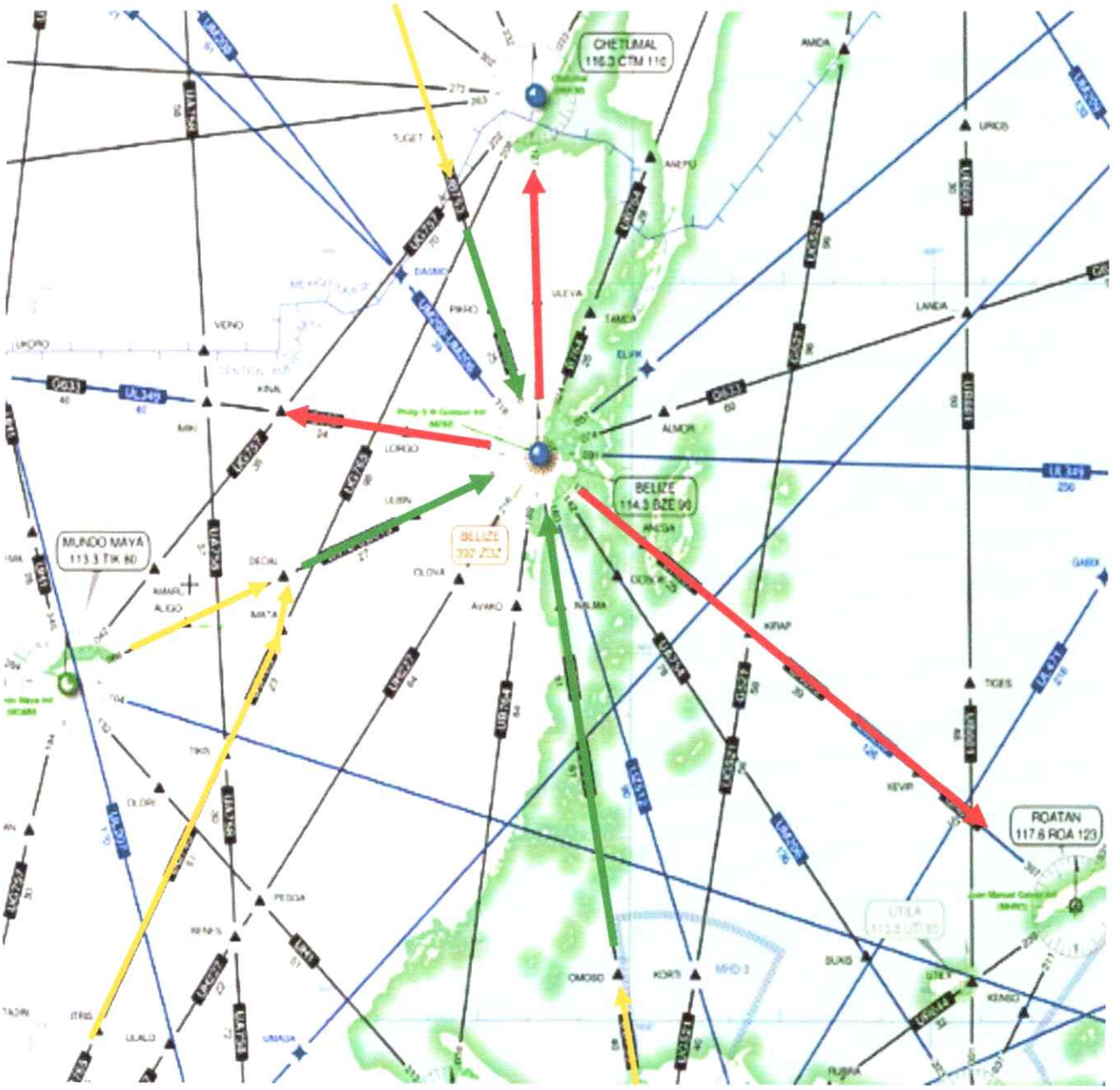
c) provide assistance as required on any issue with the civil aviation administrations involved in the contingency plan; and

d) keep the President of the ICAO Council, the ICAO Secretary General, C/RAO, D/ANB and C/ATM, continuously informed on developments, including activation of the contingency plan and also the return to normal operations.

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: UB764, G633, UM208, UM206	**MERIDA ACC** provides ATC on the following routings: ***CR1: UB753 INBOUND FLIGHTS ONLY*** TRAFFIC FROM THE NORTH ***CR2: R899 OUTBOUND FLIGHTS ONLY*** TRAFFIC TO THE NORTH	**MID ACC:** In coordination with **CEN ACC.**
In lieu of: B764, UZ512, UH227	**CENAMER ACC and MHLM/MHRO** provide ATC on the following routing: ***CR3: B753 INBOUND FLIGHTS ONLY*** TRAFFIC FROM THE SOUTH ***CR4: R899 OUTBOUND FLIGHTS ONLY*** TRAFFIC TO THE SOUTH	**CEN ACC:** in coordination with Letter of Agreements. **MHRO/MHLM:** in coordination with Letter of Agreements.
In lieu of: H227	**TIKAL APP** provides ATC on the following routing: ***CR5: B518 INBOUND FLIGHTS ONLY*** TRAFFIC FROM THE WEST AND SOUTHWEST (MGMM / MGGT) ***CR6: G633 OUTBOUND FLIGHTS ONLY*** TRAFFIC TO THE WEST AND SOUTHWEST (MGMM / MGGT)	**TIKAL APP:** in coordination with Letter of agreements. **La Aurora APP:** in coordination with Letter of Agreements.



Legend of the chart:

Feeding routes: →

Inbound routes: →

Outbound routes: →

9. HARMONIZATION OF THE PLAN

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

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

9.1 The aircraft transponder shall always be "on";

9.2 All landings and departures will only be from runway 07 at the Philip S. W. Goldson International Airport;

9.3 During the contingency period, flight crews will only fly in ATS routes designated as contingency routes;

9.4 In addition to the corresponding VHF frequencies, crews must 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 manoeuver that circumstances demand by 2 to 5 minutes, and where possible, before a change in altitude or Flight 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 deviations 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 deviations are to be done to the left of course and rejoin at position EMKUN for either the ILS Z App/ RNAV App/ VIS App;

9.11 All inbound traffic shall cross PIKRO/NALMA levelled 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 keen 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 to be effected via R899, either direct CTM for flights heading north, direct ROA for flight heading south and via G633 for flights heading to MGMM.

All aircraft shall establish and maintain voice communications on published VHF or HF frequencies with the Belize ATS units (APP/TWR), who are 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-ail
Belize	Marvin Polanco	(501) 600 9025	marvin.polanco@civilaviation.gov.bz
Belize	Nigel Carter	(501) 615-9347	nigel.carter@civilaviation.gov.bz
CENAMER ACC	Victor Andrade	(504) 2275 7090 Ext. 1530	victor.andrade@cocesna.org
MERIDA ACC	Sofia Patricia Manzo	+52 99 9190 6651	sptisha@hotmail.com
Honduras	Heriberto Sierra	(504) 3144 0003	hsierra@ahac.gob.hn
Guatemala	Mario Grajeda	(502) 5466 4737	Mario.grajeda@dgac.gob.gt
IATA	Marco Vidal	+1 (305) 399 2053	vidalm@iata.org
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BDCA APPROVAL FORM

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Date:	**9 June, 2020**